



REPORT NUMBER: TWG-MGA-2015-011

**SIDE AIRBAG OUT-OF-POSITION INJURY
TECHNICAL WORKING GROUP**

**HONDA OF AMERICA MFG., INC.
2015 Acura TLX AWD 4-Dr Sedan
NHTSA No.: M20155312TWG2**

TEST DATE: JUNE 2, 2015

FINAL REPORT DATE: JUNE 19, 2015

FINAL REPORT

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The results presented in this report relate only to the specified test items.

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SECTION 1

PURPOSE AND SUMMARY OF TEST

PURPOSE

The purpose of this test was to obtain data in a static out-of-position side air bag deployment. These data constitute part of the general consumer information collected by Alpha Technology Associate, Inc.

SUMMARY

The effects of both a curtain and torso airbag deployment in a 2015 Acura TLX AWD 4-Dr Sedan with an out-of-position SID-IIs Build Level D were evaluated. The curtain and seat airbags were fired remotely. The test was performed by MGA Research Corporation on June 2, 2015. Pre-test and post-test photographs of the vehicle and dummy can be found in Appendix A.

Three high-speed cameras (1000 fps) were used to document the side airbag deployment event. The following camera locations were used:

- Left Side Through Removed Driver Door
- Front Through Windshield
- Left Side ¾ View Through Windshield

One SID-IIs Build Level D dummy (Serial Number 304) was placed in the right front passenger seat situated in the inboard-facing position per Section 3.3.5.3 according to dummy placement instructions specified in the Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as prepared by the Side Airbag Out-of-Position Injury Technical Working Group (TWG).

The dummy was instrumented with the following instrumentation:

- Head Accelerations
- Upper Neck Load Cell

The 9 channels of data were recorded using an on-board data acquisition system. Appendix B contains the dummy data traces.

The SID-IIs dummy's visible contact points were as follows:

- Curtain airbag to top and back of head
- Torso bag to left shoulder, left torso and left pelvis

The SID-IIs dummy was placed in the right front passenger seat facing toward the center of the vehicle with its arm against the seatback. The arm was rotated horizontally in the forward direction with respect to the dummy. The seat track was adjusted forward to minimize the vertical distance between the dummy's head and curtain airbag. The dummy's pelvis was slid outboard until the dummy's back contacted the door trim panel or armrest and the CG of the head was centered in the deployment trajectory of the airbag. The vertical plane through the centerline of the dummy's rib-stiffener and shoulder bolt was parallel to the centerline of the vehicle. Masking tape was wrapped around the dummy's neck bracket to hold the dummy in place.

This orientation complies with Section 3.3.5.3 of the TWG Recommended Procedures for Evaluating Occupant Injury Risk from Deploying Side Airbags as defined by Lund, et al and the Technical Working Group First Revision dated July, 2003.

SECTION 2
OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

DATA SHEET NO. 1
TEST SUMMARY

	Test Data	Description
Seating Position	P2	Right Front Seating Position
Test	3.3.5.3*	Inboard Facing SID-IIs dummy
Curtain Airbag	Roof-Rail Mounted	Side Airbag
Torso Airbag	Seat Mounted	Side Airbag
ATD Type/Serial No.	SID-IIs Build Level D / 304	5 th Percentile Adult Female

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

Number of Data Channels	9
Number of Airbag Channels	4
Number of High-Speed Videos	3

Visible Dummy Contact Points	
Head Contact	Curtain airbag top and back of head
Left Shoulder Contact	Torso bag
Left Torso Contact	Torso bag
Left Pelvis Contact	Torso bag

DATA SHEET NO. 2

TEST VEHICLE INFORMATION

Please note that this vehicle had previously been tested in an
NCAP Frontal Barrier Impact on January 23, 2015.

TEST VEHICLE INFORMATION

TEST VEHICLE OPTIONS

Manufacturer	Honda	Driver Front Airbag	Yes
Model	Acura TLX	Driver Side Curtain Airbag	Yes
Body Style	4-DR Sedan	Driver Side Torso/Pelvis Airbag	Yes
NHTSA No.	M20155312	Rear Passenger Side Curtain Airbag	Yes
VIN	19UUB3F54FA002547	Rear Passenger Side Torso Airbag	No
Color	Graphite Luster M.	Force Limiter	Yes
Delivery Date	12/30/2014	Pretensioner	Yes
Odometer Reading (mile)	102	Power Steering	Yes
Dealer	Bergstrom Acura	Power Door Locks	Yes
Transmission	Automatic	Tilt Wheel	Yes
Final Drive	AWD	Air Conditioning	Yes
Number of Cylinders	6	Anti-lock Brakes	Yes
Engine Displacement (L)	3.5	Traction Control	Yes
Engine Placement	Lateral	All-Wheel Drive	Yes
Automatic Door Lock (ADL)	Yes	Power Seats	Yes
Owner's Manual Details Instructions on Disabling ADLs	Yes		
Bucket Seats	Yes		

DATA FROM CERTIFICATION LABEL

Manufactured By	Honda of America Mfg., Inc	GVWR (kg)	2155
Date of Manufacture	11/14	GAWR Front (kg)	1170
		GAWR Rear (kg)	995

Measured Parameter	Front	Rear	Third	Total
Type of Seats	Bucket	Split Bench		
Number of Occupants	2	3		5
Capacity Wt. (VCW) (kg)				385
Cargo Wt. (RCLW) (kg)				45

DATA SHEET NO. 3
DUMMY POSITIONING IN VEHICLE

Measurement		Value
Seat Position		75mm from Full Fwd
Seat Height Position		Lowest
Placed in Position No. 2		---
Seat Back Angle (at headrest post guide)	SA (°)	-1.0
Top of Curtain Airbag Module to Head/Neck Junction	AN (mm)	214
Top of Seat Airbag Module to Head/Neck Junction	AN (mm)	150
Head CG to Door Window	HD (mm)	191
Head to Seat Back Centerline	HSC (mm)	204
Chest to Dash	CD (mm)	428
Chest to Seatback	CS (mm)	222
Right Arm to Seat Back Centerline	RACL (mm)	---
Left Arm to Seat Back Centerline	LACL (mm)	220
Right Arm to Door Panel	RA (mm)	---
Left Arm to Door Panel	LA (mm)	129
Knee to Knee	KK (mm)	126
Toe to Toe	TT (mm)	140
Right Knee to Seat Cushion Centerline	KSCR (mm)	149
Left Knee to Seat Cushion Centerline	KSCL (mm)	136
Right Toe to Seat Cushion Centerline	TSCR (mm)	457
Left Toe to Seat Cushion Centerline	TSCL (mm)	435
Nose to Dash	ND (mm)	556
Nose to Headrest	NS (mm)	226
Top of Head to Headliner	HH (mm)	49

DATA SHEET NO. 4
DUMMY INJURY CRITERIA VALUES

NHTSA No. M20155312TWG2

		MAXIMUM VALUE			
		Position No. 2			
DESCRIPTION	UNIT	MAXIMUM	TIME (ms)	MINIMUM	TIME (ms)
Head X	g	34.3	9.8	-5.4	17.4
Head Y	g	23.7	8.6	-21.3	9.2
Head Z	g	90.9	8.7	-16.2	15.6
Head Resultant	g	97.3	8.7		
Upper Neck Fx	N	13.5	0.8	-297.7	20.5
Upper Neck Fy	N	218.6	26.4	-100.6	8.8
Upper Neck Fz	N	59.1	139.8	-1778.8	13.7
Upper Neck F Resultant	N	1788.6	13.7		
Upper Neck Mx	Nm	11.6	33.9	-6.1	22.5
Upper Neck My	Nm	8.7	74.4	-21.0	20.7
Upper Neck Mz	Nm	2.4	147.4	-1.7	10.9
Upper Neck M Resultant	Nm	21.3	21.0		

DATA SHEET NO. 4 (continued)
DUMMY INJURY CRITERIA VALUES

NHTSA No. M20155312TWG2

ATD position	HEAD INJURY CRITERIA (HIC)					
	HIC15			HIC36		
	HIC	T ¹ (msec)	T ² (msec)	HIC	T ¹ (msec)	T ² (msec)
No. 2 Right Front	30.62	8.4	12.1	30.62	8.4	12.1

Position 2 Neck Injury Summary (SID-IIs Build Level D – Out-Of-Position)

	Nij	Time (msec)	Z Force (N) (CFC 600)	X Force (N) (CFC 600)	Y Moment (N-m) (CFC 600)
Ntf	0.06	77.9	7.75	-62.61	7.69
Nte	0.00	7.9	5.40	-32.43	-0.79
Ncf	0.18	8.7	-686.88	-128.44	-2.06
Nce	0.63	14.3	-1737.01	-195.44	-14.45
Peak Tension (CFC1000)	59.1 N		Peak Compression (CFC 1000)		-1778.8 N

Critical Values

Nij Intercepts				Peak Limits	
Tension (CVt)	3880 N	Extension (mCVe)	61 N-m	Tension	2070 N
Compression (CVc)	3880 N	Flexion (mCVf)	155 N-m	Compression	2520 N
Condyle Offset	0.01778 m				

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Photo No. 1 - Right ¾ Front View of Vehicle, As Received

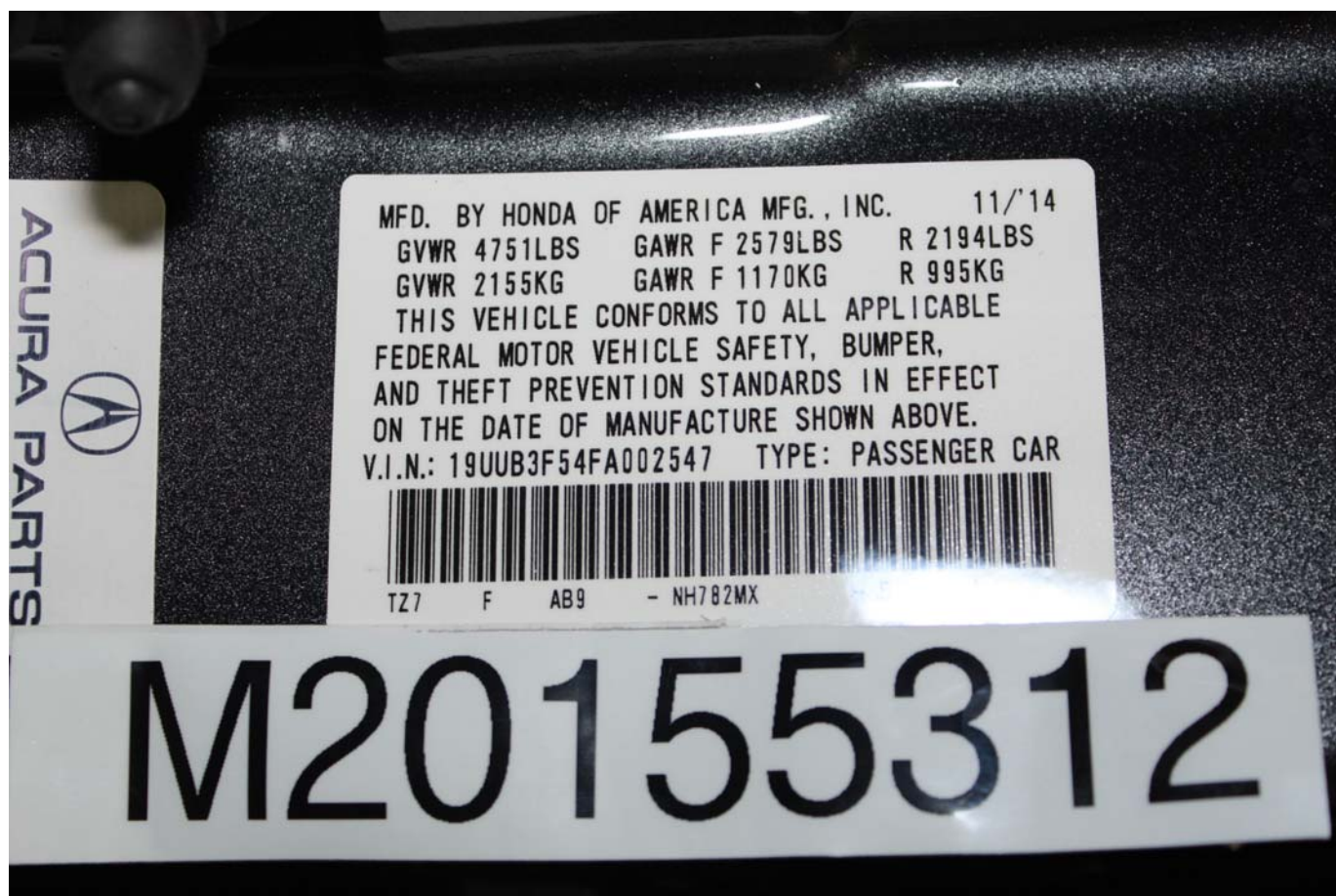


Photo No. 2 - Vehicle Certification Placard



Photo No. 3 - Pre-Test Vehicle Left Side View



Photo No. 4 - Post-Test Vehicle Left Side View



Photo No. 5 - Pre-Test SID-II's Dummy Left Side View



Photo No. 6 - Post-Test SID-II's Dummy Left Side View



Photo No. 7 - Pre-Test SID-III Dummy Left Side Closeup View

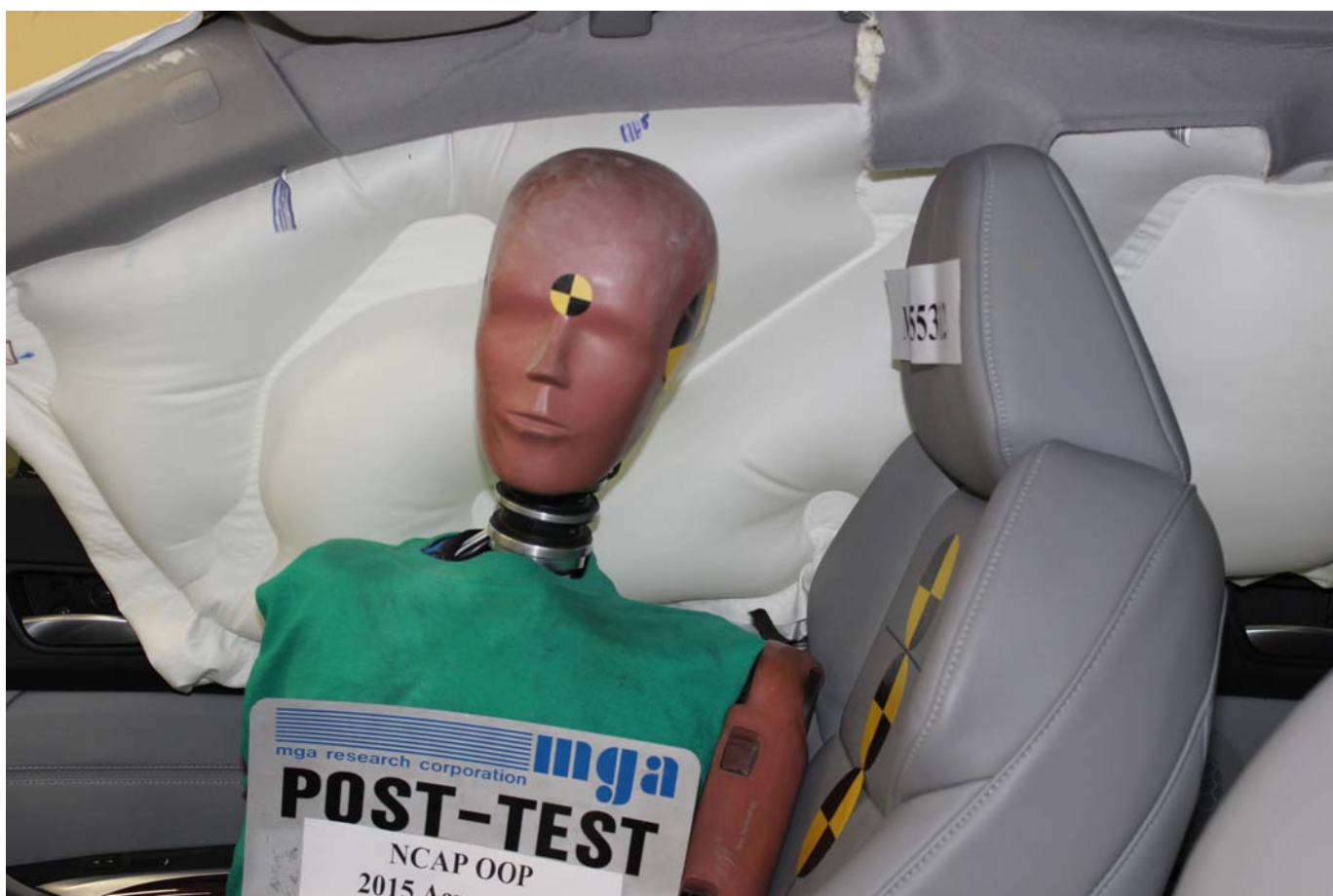


Photo No. 8 - Post-Test SID-III Dummy Left Side Closeup View



Photo No. 9 - Pre-Test SID-IIs Dummy Left $\frac{3}{4}$ Front View



Photo No. 10 - Post-Test SID-IIs Dummy Left $\frac{3}{4}$ Front View



Photo No. 11 - Pre-Test SID-11s Dummy Left 3/4 Front Closeup View



Photo No. 12 - Post-Test SID-11s Dummy Left 3/4 Front Closeup View



Photo No. 13 - Pre-Test SID-IIs Dummy Front View



Photo No. 14 - Post-Test SID-IIs Dummy Front View



Photo No. 15 - Pre-Test SID-IIs Dummy Front Closeup View



Photo No. 16 - Post-Test SID-IIs Dummy Front Closeup View



Photo No. 17 - Pre-Test SID-IIs Dummy Right $\frac{3}{4}$ Front View



Photo No. 18 - Post-Test SID-IIs Dummy Right $\frac{3}{4}$ Front View



Photo No. 19 - Pre-Test SID-II's Dummy Right Side View



Photo No. 20 - Post-Test SID-II's Dummy Right Side View



Photo No. 21 - Post-Test SID-II's Dummy Right Side View (Door Open)



Photo No. 22 - Post-Test Curtain Airbag Left Side View



Photo No. 23 - Post-Test Curtain Airbag Left ¾ Front View



Photo No. 24 - Post-Test Curtain Airbag Front View

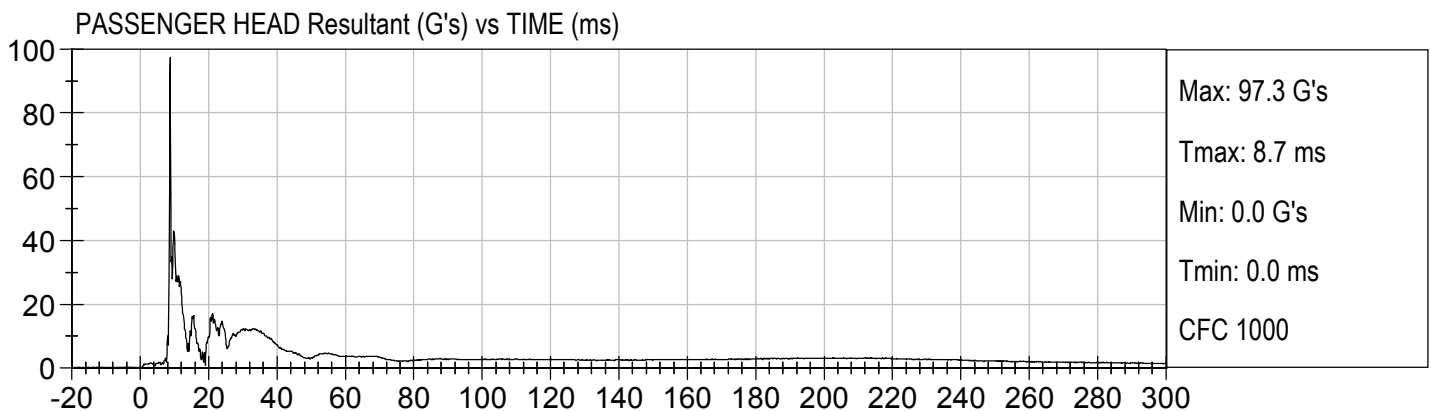
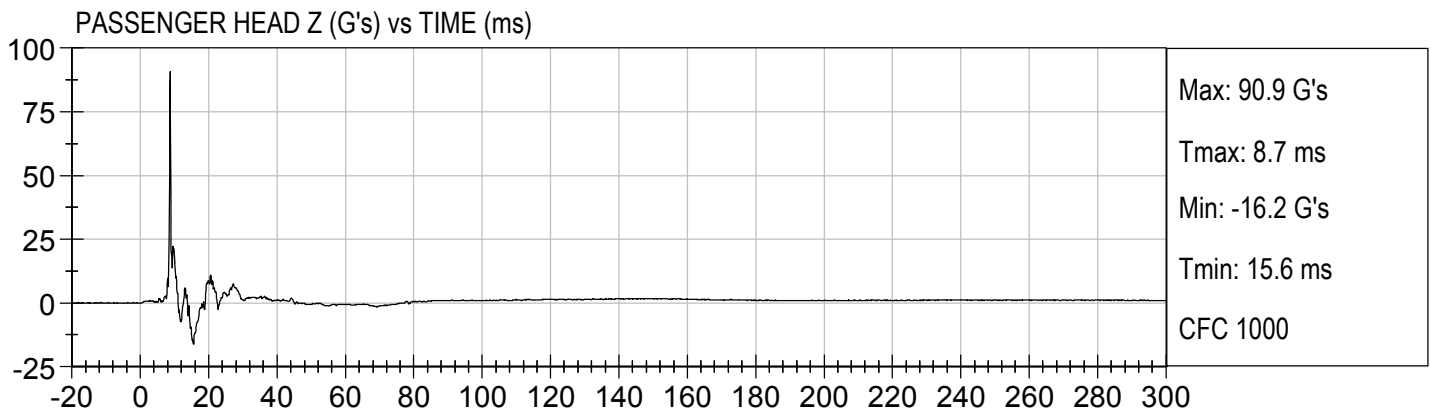
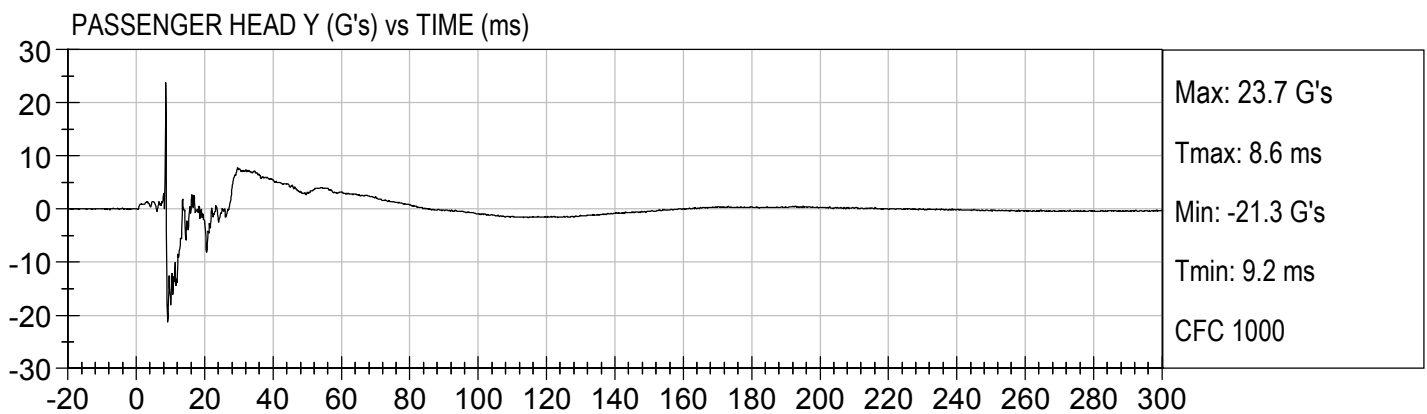
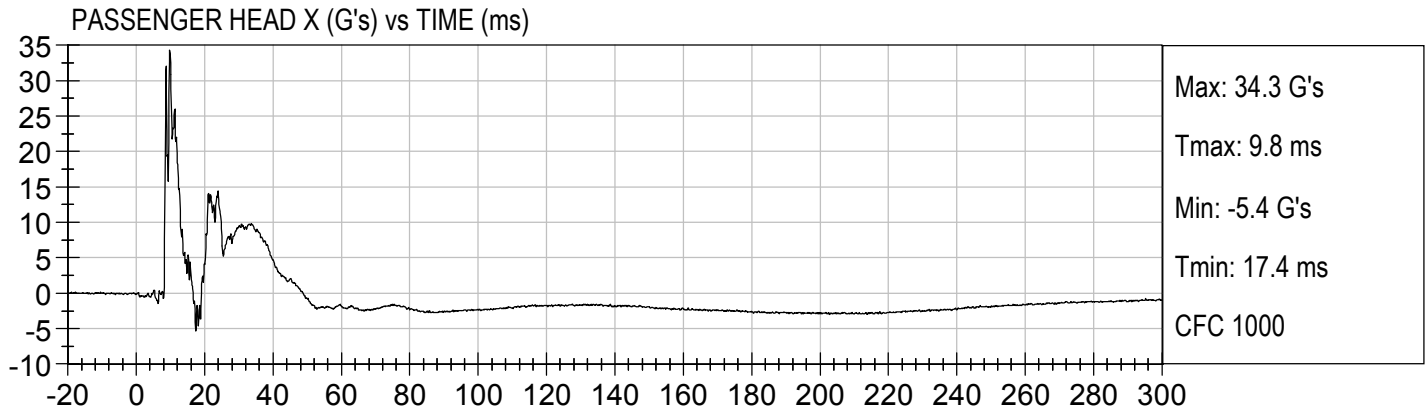


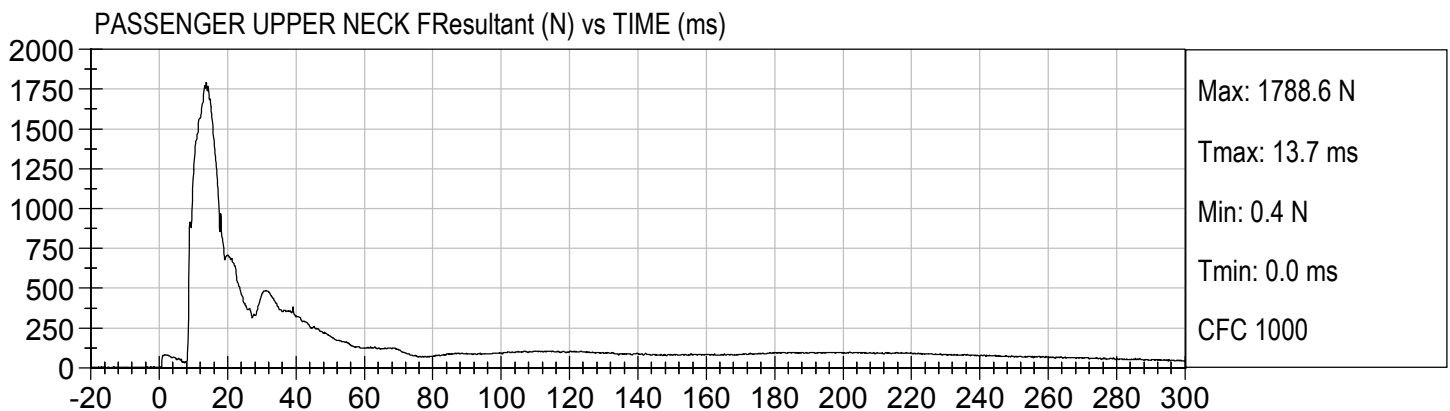
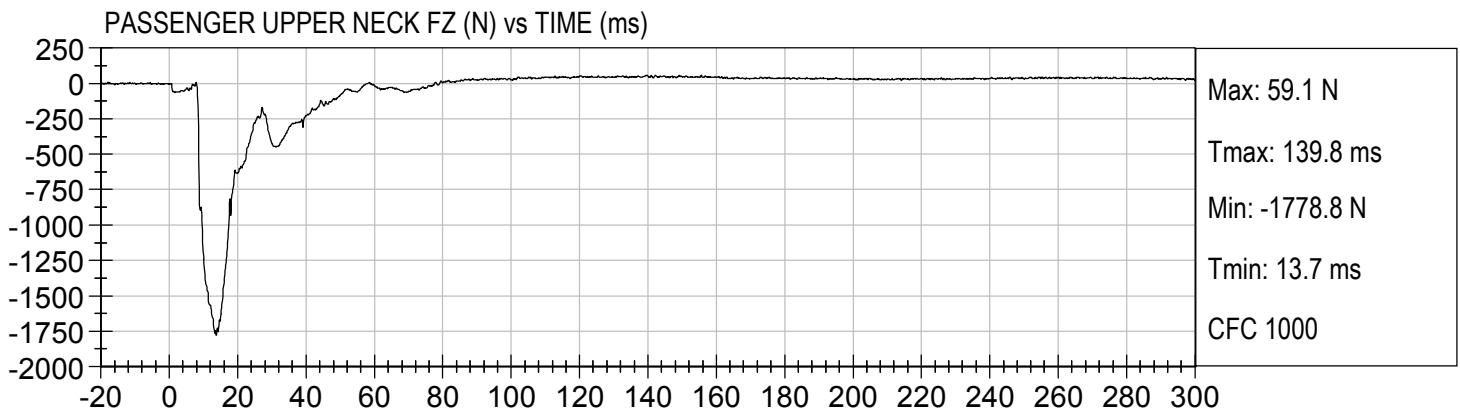
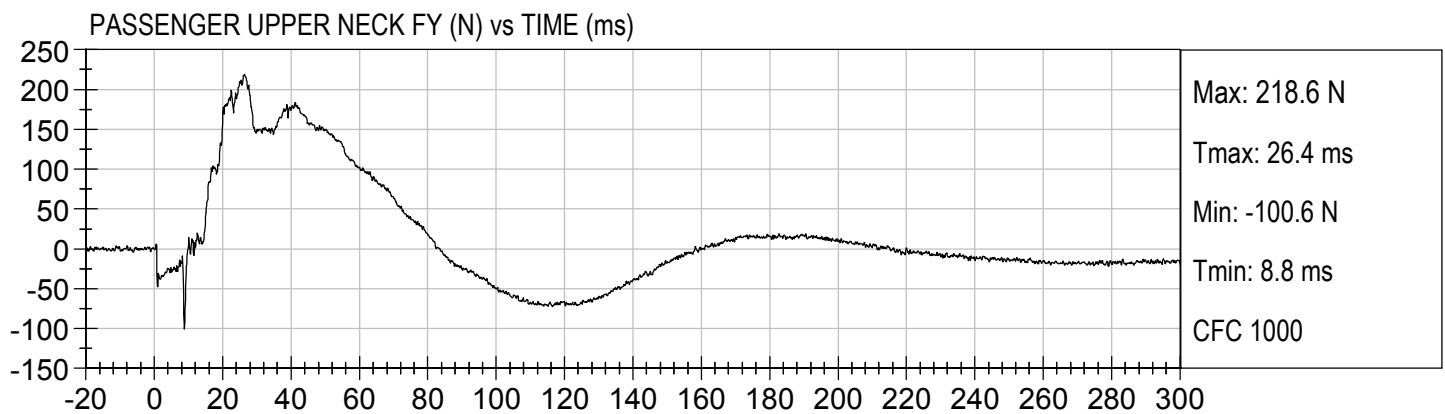
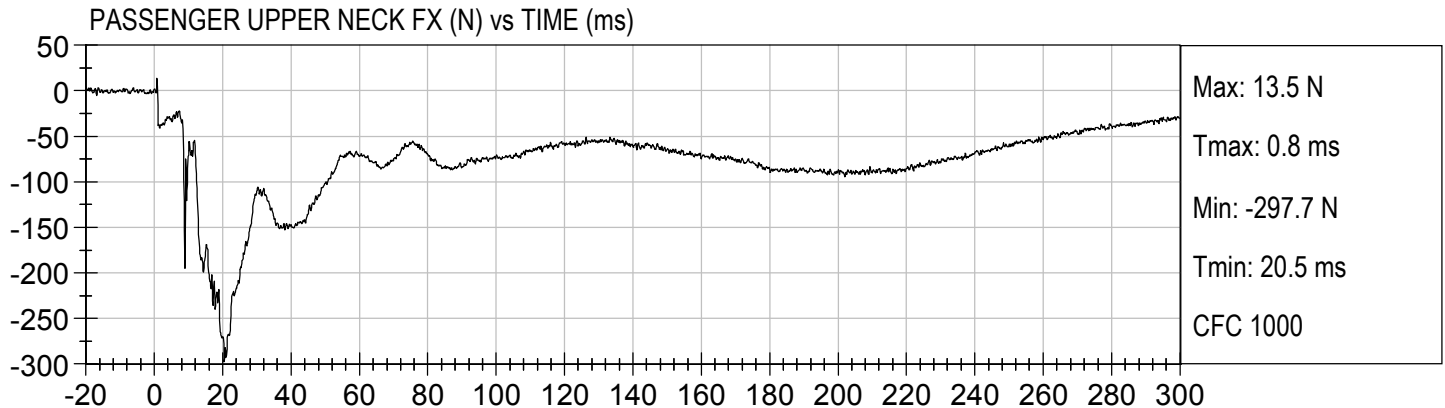
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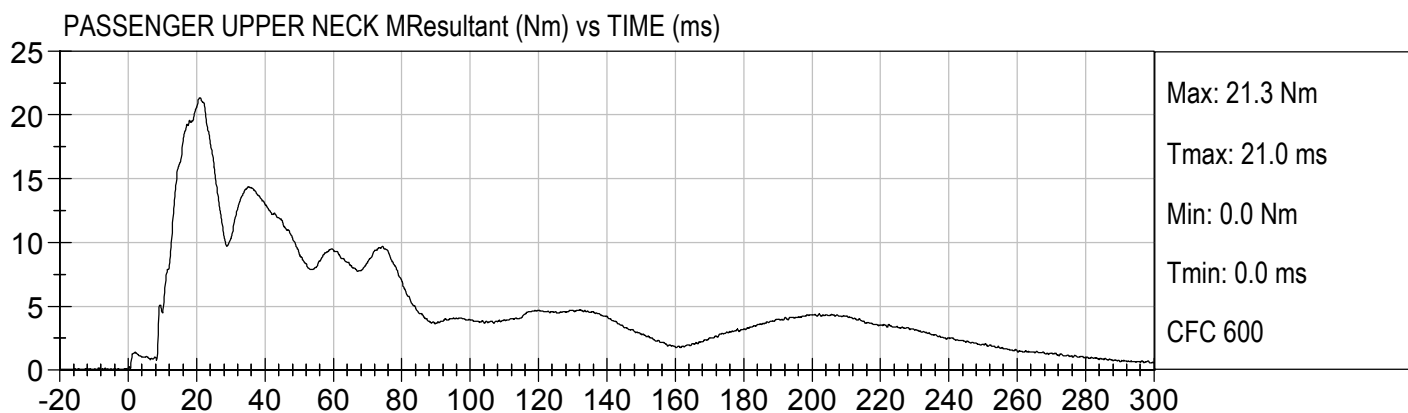
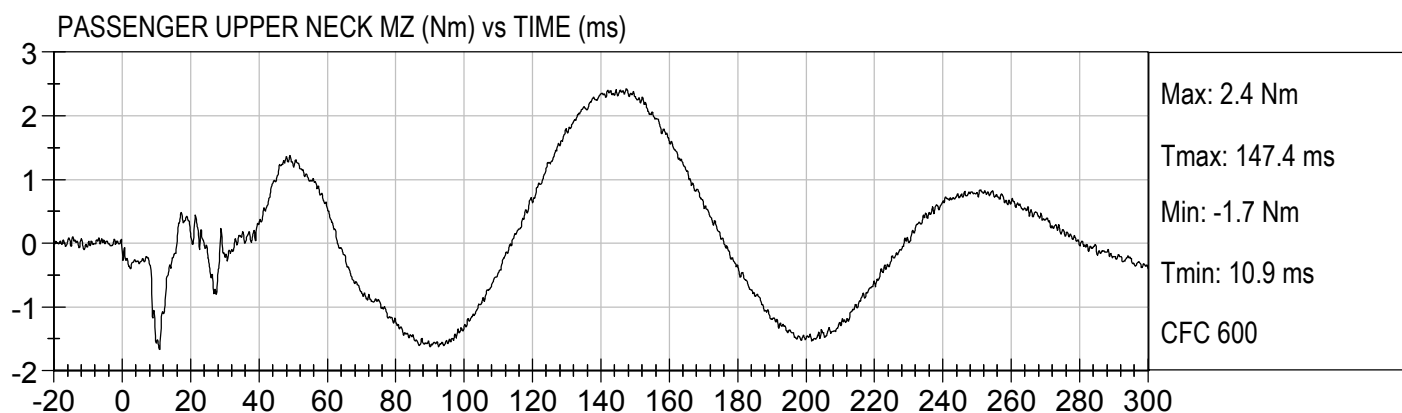
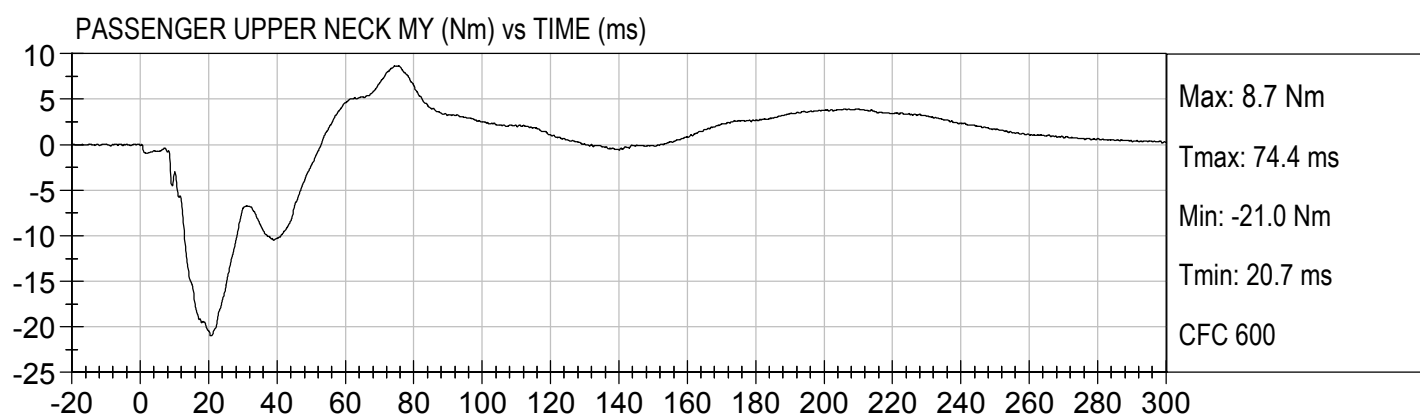
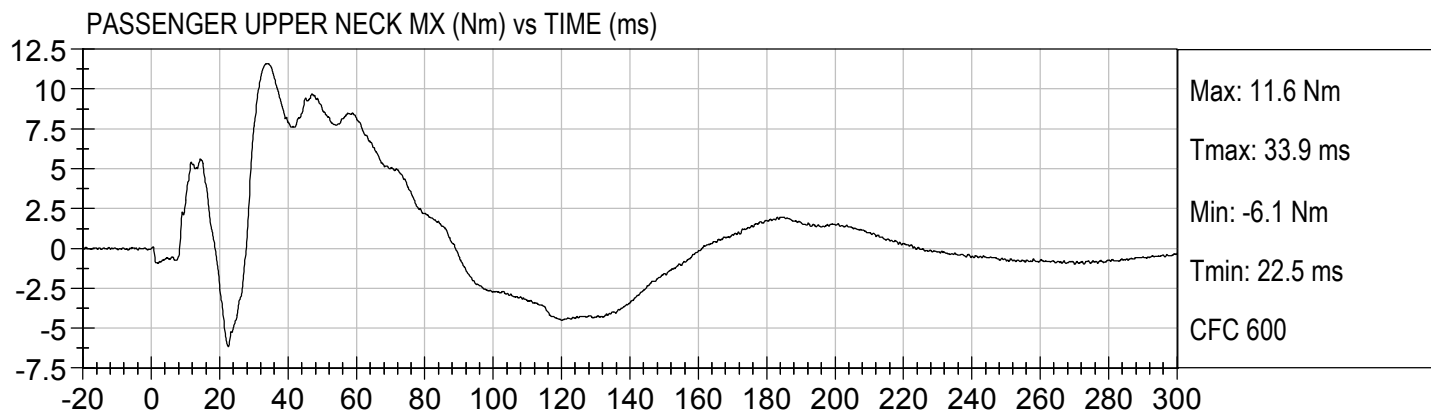
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DUMMY RESPONSE DATA TRACES

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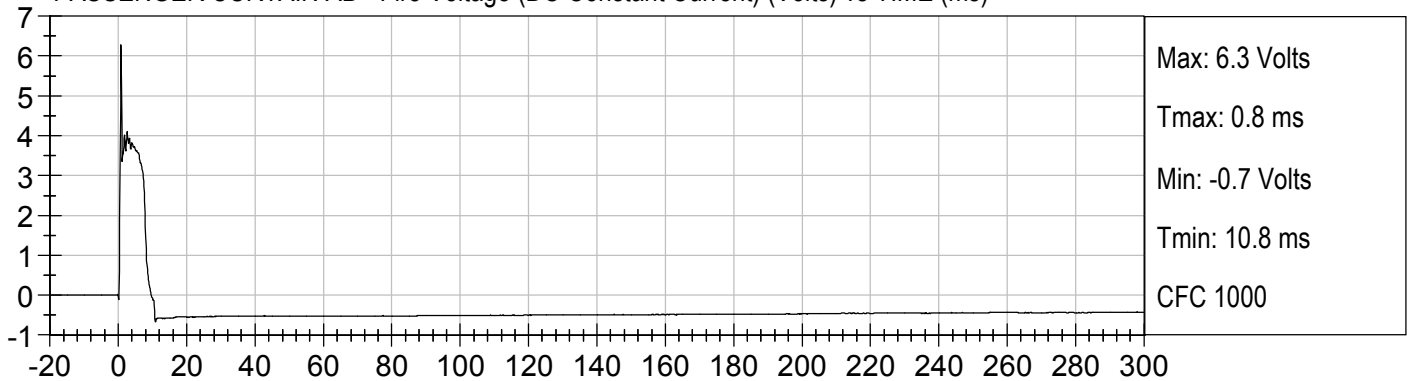
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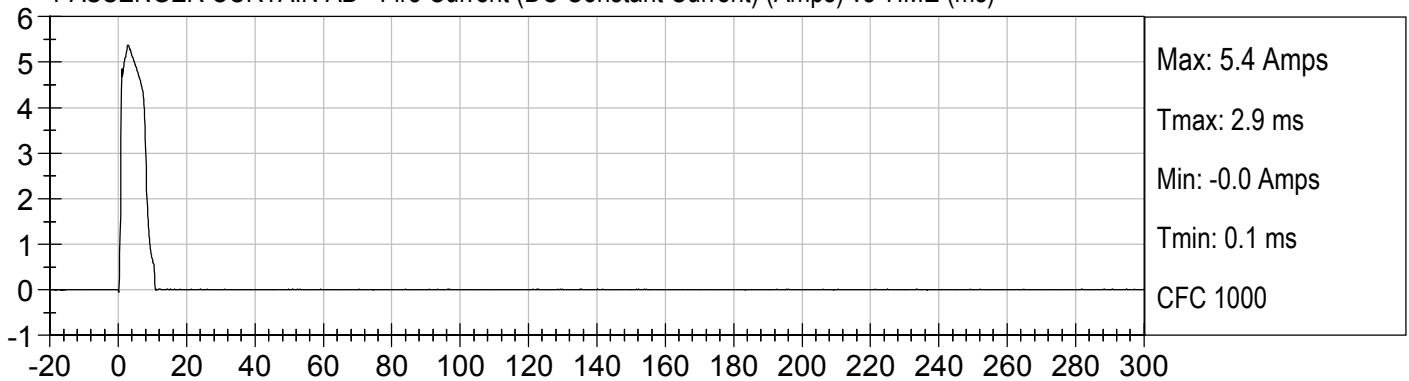




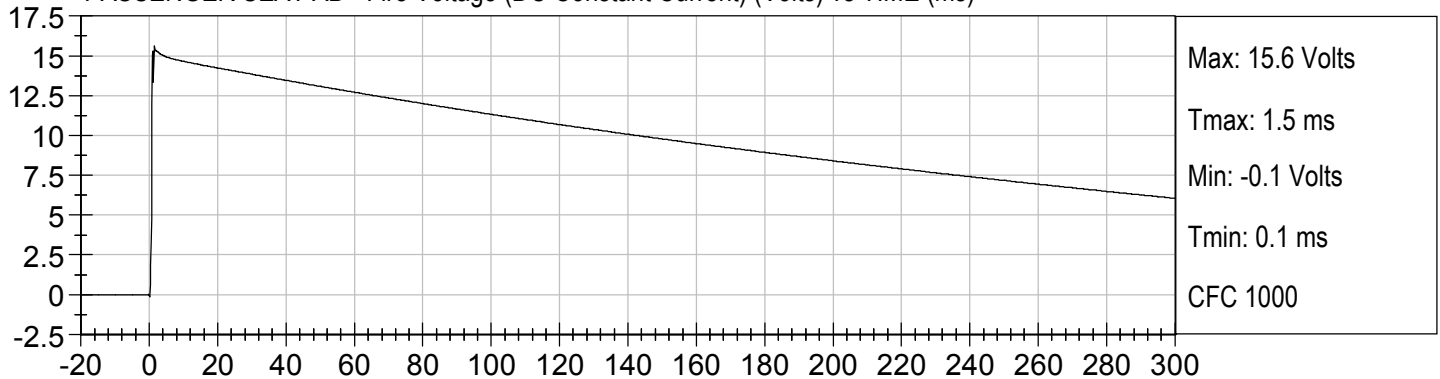
PASSENGER CURTAIN AB - Fire Voltage (DC Constant Current) (Volts) vs TIME (ms)



PASSENGER CURTAIN AB - Fire Current (DC Constant Current) (Amps) vs TIME (ms)



PASSENGER SEAT AB - Fire Voltage (DC Constant Current) (Volts) vs TIME (ms)



PASSENGER SEAT AB - Fire Current (DC Constant Current) (Amps) vs TIME (ms)

