REPORT NUMBER: 301R/305-CAL-13-014

SAFETY COMPLIANCE TESTING FOR FMVSS 301 & 305
Fuel System Integrity – Rear Impact
Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection

Honda MFG of Indiana, LLC
2013 Acura ILX Tech Hybrid
Four Door Sedan

NHTSA No: CD5301

PREPARED BY:
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TRANSPORTATION TEST OPERATIONS
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February 20, 2013

FINAL REPORT

PREPARED FOR:
U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration Enforcement
Office of Vehicle Safety Compliance
Mail Code: NVS-220
1200 New Jersey Avenue, SE
Washington, DC 20590

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7. Author(s) Vanessa Walsh, Test Engineer Anthony R. Martino, Software Engineer		***8. Performing Organization Report No.*** CAL-DOT-2013-014
9. Performing Organization Name and Address Calspan Corporation Transportation Test Operations P.O. Box 400 Buffalo, New York 14225		***10. Work Unit No.*** ***11. Contract or Grant No.*** DTNH22-11-D-00243
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Office of Vehicle Safety Compliance- Enforcement Mail Code: NVS-220 1200 New Jersey Avenue, SE Washington, DC 20590		***13. Type of Report and Period Covered*** Final Test Report February 6, 2013 - February 20, 2013 ***14. Sponsoring Agency Code*** NVS-220
15. Supplementary Notes		

16. Abstract

Compliance tests were conducted on the subject 2013 Acura ILX Tech Hybrid four door sedan in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-301R-02 and TP-305-01 for the determination of FMVSS 301 & 305 compliance.

No test failures were reported.

17. Key Words Compliance Testing Safety Engineering FMVSS 301R/305	***18. Distribution Statement*** Copies of this report are available from: National Highway Traffic Safety Administration Technical Information Services Division, NPO-411 1200 New Jersey Avenue, SE Washington, D.C. 20590 Email: tis@nhtsa.dot.gov Fax: 202-493-2833		
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SECTION 1

PURPOSE AND TEST PROCEDURE

This rear impact test is part of the FMVSS 301R/305 Compliance Test Program sponsored by the National Highway Traffic Safety Administration (NHTSA) under Contract No. DTNH22-11-D-00243. The purpose of this test was to determine if the subject vehicle, a 2013 Acura ILX Tech Hybrid four door sedan, meets the performance requirements of FMVSS No. 301R "Fuel System Integrity – Rear Impact." and FMVSS No. 305 "Electric Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection". The test was conducted in accordance with the Office of Vehicle Safety Compliance's Laboratory Test Procedure (TP-301R-02, dated January 17, 2007) and (TP-305-01, dated September 11, 2008).

SECTION 2

COMPLIANCE TEST RESULTS SUMMARY

A 1535.0 kg 2013 Acura ILX Tech Hybrid four door sedan was impacted by a 1357.0 kg moving barrier at a velocity of 79.23 kph (49.23 mph). The test was performed by Calspan Corporation on 2/6/2013.

The test vehicle was equipped with a 50.0 liter fuel tank which was filled to 93 percent capacity with stoddard fluid prior to impact. Additional ballast (38.0kg) was secured in the vehicle cargo area. Two ballast Part 572E 50th percentile male Anthropomorphic Test Devices (ATD) were placed in the front occupant seating positions. Electrical isolation measurements were taken immediately post-impact and observations were made related to electrolyte spillage and battery retention. A static rollover was subsequently performed on the subject vehicle and electrical isolation measurements were taken at every stage of the rollover.

There was no fuel system fluid spillage following the impact and including all portions of the static rollover test. The maximum vehicle longitudinal crush was 450 millimeters of which the average was 325 millimeters. The vehicle appeared to comply with all the requirements of FMVSS No. 301 "Fuel System Integrity."

Based on the test results, the 2013 Acura ILX Tech Hybrid four door sedan appears to meet all requirements regarding electrolyte spillage, battery retention, and electrical isolation for FMVSS No.305 compliance testing.

The crash event was recorded by three high-speed cameras and one real-time camera. High-speed camera locations and other pertinent camera information are found on page 3-9 of this report. Data sheets can be found starting on page 3-2. Pre-test and post-test photographs of the vehicle can be found in Appendix A.

SECTION 3

DATA SHEETS

This section contains information reporting for the following Data Sheets:

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Data Sheet No. 2 – Pre-Test Data

Data Sheet No. 3 – Moving Deformable Barrier (MDB) Data

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Data Sheet No. 8 – FMVSS No. 301 Static Rollover Test Data

Data Sheet No. 9 – FMVSS No. 305 Static Rollover Test Data

Data Sheet No. 10 – Photograph Data Sheet Checklist

DATA SHEET NO. 1
TEST VEHICLE SPECIFICATIONS

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan
Test Program: FMVSS 301R/305 Compliance Rear Impact Test
NHTSA No.: CD5301
Test Date: 2/6/2013

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA No.	CD5301
Model Year	2013
Make	Acura
Model	ILX Tech Hybrid
Body Style	Four Door Sedan
Body Color	Charcoal gray
Odometer Reading (km/mi)	230 / 143
Engine Displacement (L)	1.5
Type/No. Cylinders	I4
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	Continuously VT
Final Drive	Front Wheel Drive

Overdrive	Yes
Air Conditioning (AC)	Yes
All-Wheel Drive (AWD)	No
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADL)	Yes
Power Brakes	Yes
Power Seats	No
Power Steering	Yes
Power Windows	Yes
Stability Control (Auto-Leveling)	No
Sunroof/T-Top	Yes
Tilt Steering Wheel	Yes
Traction Control System (TCS)	Yes

DEALER AND DELIVERY INFORMATION FROM CERTIFICATION LABEL

Manufactured By	Honda MFG of Indiana, LLC
Date of Manufacture	05/12
VIN	19VDE3F72DE300282

GVWR (kg)	1800
GAWR Front (kg)	970
GAWR Rear (kg)	890

TIRE PLACARD & SIDEWALL INFORMATION

Tire Placard Location: Driver's Door Sill
Spare Tire Type: None

Measured Parameter	Front	Rear
Tire Manufacturer	Continental	Continental
Tire Name	ContiproContact	ContiproContact
Tire Type	All-Season	All-Season
Max. Tire Pressure (kPa)	300	300
Recommended Tire Size	P205/55R16	P205/55R16
Load Index/Speed Symbol	89H	89H
Recommended Cold Tire Pressure (kPa)	220	220
Tire Size on Vehicle	P205/55R16	P205/55R16
Treadwear/ Traction Grade/ Temperature Grade	500/AA/A	500/AA/A

VEHICLE CAPACITY DATA

Measured Parameter	Front	Rear	Third	Total
Designated Seating Capacity (DSC)	2	3	0	5
Seat Type (Bench, Bucket, or Split Bench)	Bucket	Bench	--	
Capacity Weight (VCW) (kg)				385.00
DSC X 68.04 (kg)				340.20
Cargo Weight (RCLW) (kg)				44.80

DATA SHEET NO. 1 (Continued)
TEST VEHICLE SPECIFICATIONS

Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013

ELECTRIC VEHICLE PROPULSION SYSTEM

Measured Parameter	Value
Type of Electric Vehicle (Electric/Gas-Electric Hybrid/Fuel Cell-Electric Hybrid)	Electric/Gas
Propulsion Battery Type	Lithium - Ion
Nominal Voltage (Volts)	144.0
Is this Vehicle equipped with an Automatic Propulsion Battery Disconnect?	No
Physical Location of Automatic Propulsion Battery Disconnect, if applicable	NA
Auxiliary Battery Type	Lead-Acid

PROPULSION BATTERY SYSTEM DATA (COTR SUPPLIED)

Measured Parameter	Value
Electrolyte Fluid Type	LiPF6 & carbonic acid esters Solution
Electrolyte Fluid Specific Gravity	1.2 g/cm^3
Electrolyte Fluid Kinematic Viscosity (centistokes)	2.9 cSt
Electrolyte Fluid Color	Clear
Propulsion Battery Coolant Type, Color and Specific Gravity (if applicable)	Air Cooling
Location of Battery Modules (Inside or Outside of Passenger Compartment?)	Behind Rear Seat

PROPULSION BATTERY STATE OF CHARGE

Measured Parameter	Units	Value
For all battery types: Voltage Range corresponding to **useable energy** of the battery:		
Minimum State of Charge	V	108.000
Maximum State of Charge	V	172.000
95% of Maximum	V	163.400
Test Voltage *	V	145.300
For batteries that are rechargeable ONLY by an energy source on the vehicle: Voltage range corresponding to **useable energy** of the battery :		
Minimum State of Charge	V	0.000
Maximum State of Charge	V	0.000
95% of Maximum	V	0.000
Test Voltage *	V	0.000

* *For all battery types-No less than 95% of Maximum Operating Voltage; for batteries that are rechargeable ONLY by an energy source on the vehicle-maximum practicable state of charge within normal operating range*.

DATA SHEET NO. 2
PRE-TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

TEST VEHICLE WEIGHTS

	Units	As Delivered (UVW)			As Tested (ATW)		
		Front	Rear	Total	Front	Rear	Total
Left	kg	409.5	276.5		454.0	327.0	
Right	kg	384.5	271.5		433.0	321.0	
Ratio	%	59.2	40.8		57.8	42.2	
Totals	kg	794.0	548.0	1,342.0	887.0	648.0	1,535.0

TARGET TEST WEIGHT CALCULATION (TTW)

Measured Parameter	Units	Value	
Total Unloaded Vehicle Weight (UVW)	kg	1,342.0	(A)
Rated Cargo/Luggage Weight (RCLW)	kg	44.8	(B)
Weight of two P572E ATDS @ 78kg each	kg	156.0	(C)
Target Vehicle Test Weight (TVTW)	kg	1,542.8	(A+B+C)

*As tested Weight = (TTW -10kg) <=ATW < (TTW -5kg); TTW = Weight of Test Vehicle with 2 dummies and 44.8kg of Cargo Weight

GENERAL TEST VEHICLE DATA

Measured Parameter	Units	Value
Vehicle Wheelbase	mm	2673
Vehicle Length (at Centerline)	mm	4551
Vehicle Width	mm	1761
Weight of Ballast Secured in Cargo Area[1]	kg	38.0
Type of Ballast		lead shot
Method of Securing Ballast		Secured in rear passenger foot well
Components Removed for Weight Reduction		None
Vehicle Width at Widest Point	mm	1772
Vehicle Width at Widest Point Location		Rear axle wheel well
Centerline offset for impact line	mm	354
Filler neck side (left/right)		Left

[1] Ballast weight does not include the weight of instrumentation, on-board cameras and data acquisition system

TEST VEHICLE ATTITUDE AND CG

	Units	Left		Right		CG (aft of front axle)
		Front	Rear	Front	Rear	
As Delivered (UVW)	mm	671	680	676	683	1092
As Tested (ATW)	mm	652	657	656	661	1128

DATA SHEET NO. 2 (Continued)
PRE-TEST DATA

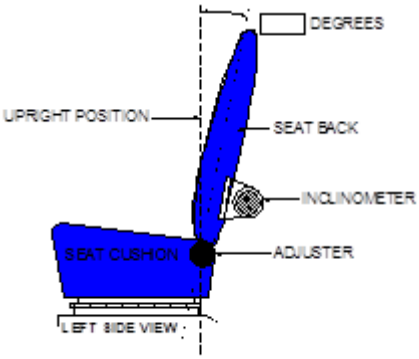
Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013

SEATING

Nominal Design Riding Position (for adjustable driver and passenger seat backs). *Please describe how to position the inclinometer to measure the seat back angle. Include description of the location of the adjustment latch detent, if applicable.*

Driver Seat Instructions: The driver seat back was positioned according to the Nominal Design Riding position listed in FORM 1.

Passenger Seat Instructions: The passenger seat back was positioned to allow for a zero head angle of the passenger dummy.



FRONT SEAT ASSEMBLY

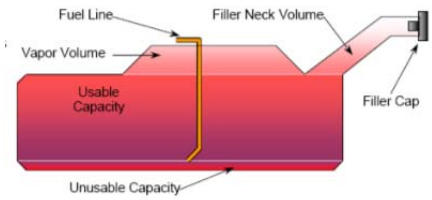
Measured Parameter	Deg.
Driver Seat Back Angle	12.0
Passenger Seat Back Angle	12.0

SEAT FORE/AFT POSITIONING

Driver Seat: The driver's seat was positioned at the mid-point of fore/aft travel

Passenger Seat: The driver's seat was positioned at the mid-point of fore/aft travel

	Total # of Positions	Placed in Position #
Driver Seat	0-294	147
Passenger Seat	0-24	12



VEHICLE FUEL TANK ASSEMBLY

FUEL TANK CAPACITY DATA

Measured Parameter	Reference	Liters
Fuel System Capacity (Standard Tank)	Owner's Manual	50.0
COTR Usable Capacity (Standard Tank)	Form No. 1	50.0
Test Volume Range	91-94% of Usable Capacity	45.5 - 47.0
Actual Test Volume (Solvent Used)	93% of Usable Capacity	46.6

FUEL SYSTEM DATA

Measured Parameter	Value
Test Fluid Type	Stoddard Solvent
Test Fluid Specific Gravity	0.764
Test Fluid Kinematic Viscosity (centistokes)	0.96
Test Fluid Color	Purple
Electric Fuel Pump?	Yes
Can Activate Electric Fuel Pump with Ignition Switch On but Engine Off?	Yes

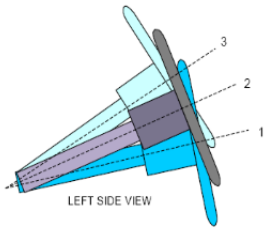
Fuel Pump Comments : None

DATA SHEET NO. 2 (Continued)
PRE-TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

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 ASSEMBLY

Operational Instructions: Telescope and tilt wheel were set to mid-range (23.6 degrees/ 11 mm)

SEAT BELT UPPER ANCHORAGE

Nominal design riding position

Operational Instructions: Anchorages were set to most upright position at 0 mm. (0-60mm)

MEASURED COLD TIRE PRESSURE @ TOTAL TEST WEIGHT

Measured Parameter	Units	Value
Left Front (LF)	kPa	220
Right Front (RF)	kPa	220
Left Rear (LR)	kPa	220
Right Rear (RR)	kPa	220

VEHICLE CHASSIS GROUND PT(S) LOCATION(S) & PROPULSION BATTERY SYSTEM

Measured Parameter	Value
Details of Vehicle Chassis Ground Points & Locations	Loacted behind the rear seat back
Details of Propulsion Battery Components	None

COMMENTS: None

DATA SHEET NO. 3
MOVING DEFORMABLE BARRIER (MDB) DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

MDB Face Manufacturer: Plascore MDB Face Serial No. A1012027

MDB SPECIFICATIONS

Measurement Description	Length (mm)
Overall Width of Framework Carriage	1250
Overall Length of MDB (incl. honeycomb impactor face)	4120
Wheelbase of Framework Carriage	2591
Tread of Framework Carriage (Front & Rear)	1875
CG Location of Front Axle	1139

MDB WEIGHTS

	Units	Front	Rear	Total
Left	kg	358.0	322.0	680.0
Right	kg	404.0	273.0	677.0
Ratio	%	56.2%	43.8%	100.0%
Totals	kg	762.0	595.0	1357.0

MDB TIRE SIZE & PRESSURES

	Units	Requirement	Left Front	Right Front	Left Rear	Right Rear
Tire Size		P205/75R15	P205/75R15	P205/75R15	P205/75R15	P205/75R15
Tire Pressure	kPa	200 ± 21	207	207	207	207

Brake Abort System? (Yes/No): Yes Date of Last MDB Calibration: May 15th, 2010

DATA SHEET NO. 4
PRE-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 87
Serial No.		65280327
Internal Impedance Value	MΩ	10
Resolution	V	0.001
Last Calibration Date		10/10/12

NOTES:

- *The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 M Ω*
- *An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.*

PROPULSION BATTERY VOLTAGE, RESISTANCE & ELECTRICAL ISOLATION MEASURMENTS & CALCULATIONS

Measured Parameter	Symbol	Units	Value
Normal operating voltage range specified by the manufacturer	V_b	V	144
Propulsion Battery Voltage : (ready to drive position)	V_b	V	145.3
Propulsion Battery to Vehicle Chassis	V_1	V	131.2
Propulsion Battery to Vehicle Chassis	V_2	V	112.8
Propulsion Battery to Vehicle Chassis Across Known Resistor	R_o	Ω	76,500
Propulsion Battery to Vehicle Chassis with R_o installed	V_1'	V	0.8
Propulsion Battery to Vehicle Chassis with R_o installed	V_2'	V	18.8
$R_{i1}= R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1']$	R_{i1}	Ω	23,190,229
$R_{i2}= R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2']$	R_{i2}	Ω	827,394
Lesser value of R_{i1} and R_{i2}	R_i	Ω	827,394
Electrical Isolation Value (Minimum E.I. Value is 500 Ω/V)	R_i/V_b	Ω/V	5,694

Is the Electrical Isolation Value ≥ 500 Ω/V (Yes/No)? [X] Yes [ ] No (Fail)

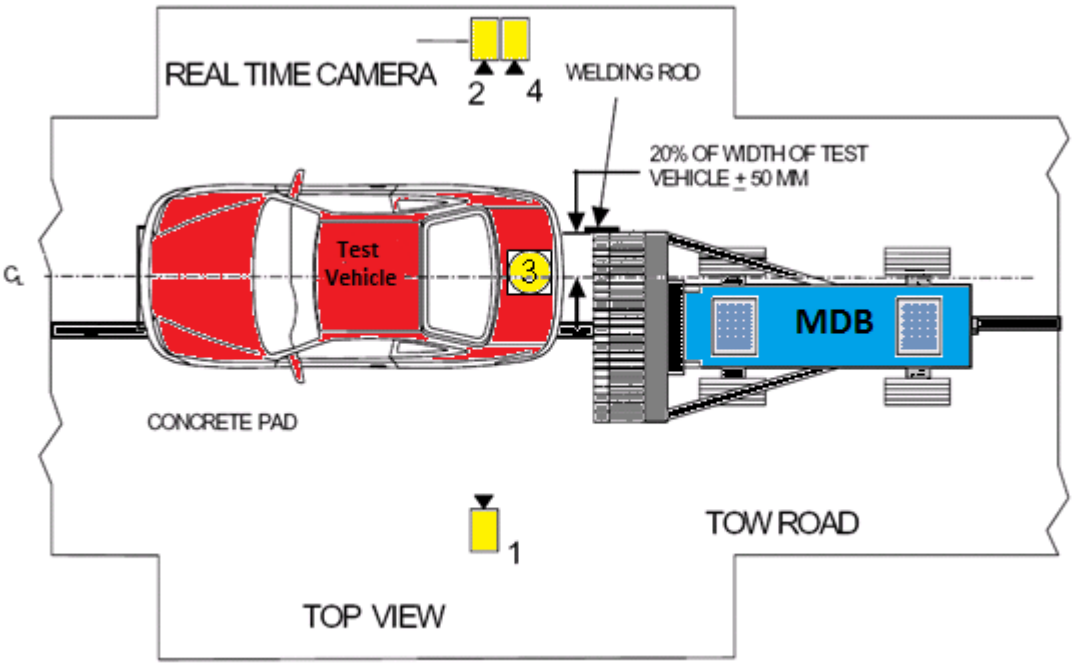
NOTES:

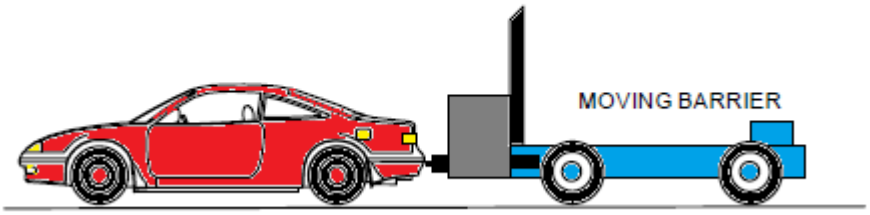
- *The measurement shall be made with the propulsion battery connected to the vehicle propulsion system, and the vehicle in the "ready-to-drive" (propulsion motor(s) activated) position.*
- *If the voltage measurement is not at the voltage or within the normal operating voltage range specified by the manufacturer, the battery must be charged.*
- *The known resistance Ro (in Ohms) should be approximately 500 times the nominal operating voltage of the vehicle (in volts) per SAE J1766*
- *If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant*

COMMENTS: None

DATA SHEET NO. 5
HIGH SPEED CAMERA LOCATIONS AND DATA SUMMARY

Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013





No.	Camera View	Coordinates (mm)			Angle (Deg)	Lens (mm)	Film Speed (fps)
		X*	Y*	Z*			
1	Left Side View	1118	-8737	1007	0.3	24	1000
2	Real-Time Camera						30
3	Overhead View	471	-818	5329	90.0	20	1000
4	Right Side View	1532	7847	1085	4.4	24	1000

* Reference (from point of impact); all measurements accurate to within ±6 mm.
X = (Impact Point) + Forward
Y = (Impact Point) + To Right
Z = (Ground Level) + Down

DATA SHEET NO. 6
POST-TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

VIN: 19VDE3F72DE300282

REQUIRED IMPACT VELOCITY RANGE: 78.5 to 80.1 km/h

ACTUAL IMPACT VELOCITY (WITHIN 1.5 M OF IMPACT PLANE)

Measurement Description	Units	Speed
Trap No. 1	km/h	79.23
Trap No. 2	km/h	79.21
Average Impact Speed	km/h	79.22

WELDING ROD IMPACT POINT

Measurement Description	Tolerance	Units	Value
Vertical distance from target center (+ is above)	±40 mm	mm	-33
Horizontal distance from target center (+ is right)	±50 mm	mm	6

STODDARD SOLVENT SPILLAGE MEASUREMENT:

A. From impact until vehicle motion ceases:
(Maximum allowable is 28 grams) 0 grams

B. For the 5-minute period after motion ceases:
(Maximum allowable is 28 grams) 0 grams

C. For the next 25 minutes:
(Maximum allowable is 28 grams/minute) 0 grams

D. Spillage Details: No Spillage Occurred

DATA SHEET NO. 6
POST-TEST DATA (Continued)

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Locked/Unlocked Doors	Unlocked	Unlocked
Front Door Opening	Closed & Operational	Closed & Operational
Rear Door Opening	Closed & Operational	Closed & Operational
Seat Track Shift (mm)	10	10
Seat Back Failure	No	No
Glazing Damage	None	None

POST TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Windshield Damage	None
Window Damage	None
Other Notable Effects	Rear windshield shattered

VEHICLE CRUSH MEASUREMENTS: LENGTH

Measurement	Left Side	Centerline	Right Side
Pre-Test	4390	4551	4385
Post-Test	3935	4165	4250
Crush	455	386	135

VEHICLE CRUSH MEASUREMENTS: WHEELBASE

Measurement	Left Side	Centerline	Right Side
Pre-Test	2672		2674
Post-Test	2635		2672
Crush	37		2

DATA SHEET NO. 7
POST-IMPACT ELECTRICAL ISOLATION MEASUREMENTS & CALCULATIONS

Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 87
Serial No.		65280327
Internal Impedance Value	MΩ	10
Nominal Propulsion Battery Voltage (V_b)	V	145.200

NOTES:

- *The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 M Ω*
- *An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.*

ELECTRICAL ISOLATION MEASURMENTS & IMPACT CALCULATIONS

Parameter	Value	Units		Value		Value	
V_1 =	128.800	V	Impact Time:	3	Minutes	20	Seconds
V_2 =	113.200	V	Impact Time:	3	Minutes	34	Seconds
$R_{o\,=}$	76,500	Ω	Impact Time:		Minutes		Seconds
V_1' =	0.800	V	Impact Time:	4	Minutes	0	Seconds
V_2' =	18.400	V	Impact Time:	4	Minutes	15	Seconds
R_{i1} =	22,997,516	Ω	Impact Time:	4	Minutes	0	Seconds
R_{i2} =	842,599	Ω	Impact Time:	4	Minutes	15	Seconds
R_i =	842,599	Ω	Impact Time:	4	Minutes	0	Seconds
R_i/V_b =	5,803	Ω/V	Impact Time:	4	Minutes	0	Seconds

Is the Electrical Isolation Value ≥ 500 Ω/V (Yes/No)?	X	Yes		No (Fail)

NOTES:

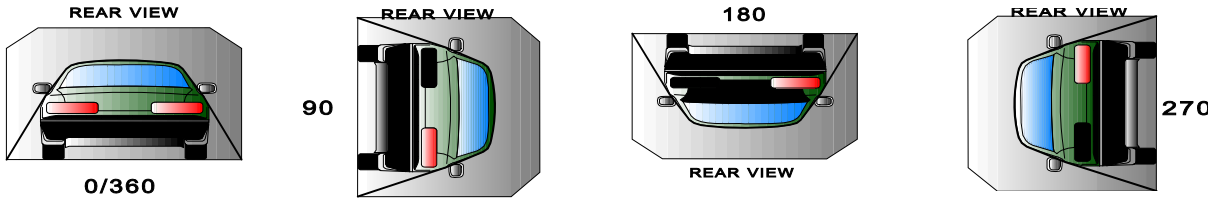
- *R_{i1}= R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1'], R_{i2}= R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2'], R_i = Lesser value of R_{i1} and R_{i2}*
- *If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant*
- *Minimum Electrical Isolation Value is 500 Ω/V*

PROPULSION BATTERY SYSTEM COMPONENTS

Measured Parameter	Comments	Passed	Failed
Propulsion Battery Module movement within the passenger compartment	No Movement	X	
Intrusion of an outside Propulsion Battery Component into the passenger compartment	No Intrusion	X	
Is propulsion battery electrolyte spillage visible in the passenger compartment?		X	

DATA SHEET NO. 8
FMVSS NO. 301 STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013



Rear View

ROLLOVER SOLVENT COLLECTION TIME TABLE

Test Phase	Rotation Time (spec. 1 -3 min)		Hold Time	Total Time		Next Whole Minute Interval
	Minutes	Seconds	Minutes	Minutes	Seconds	Minutes
0° to 90°	1	10	5	6	10	7
90° to 180°	1	2	5	6	2	7
180° to 270°	1	0	5	6	0	6
270° to 360°	1	13	5	6	13	7

FMVSS 301 REQUIREMENTS TABLE (Maximum allowable solvent spillage)

First 5 Minutes (grams)	6th Minute (grams)	7th Minute (grams)	8th Minute (grams)
142	28	28	28

ACTUAL TEST VEHICLE STODDARD SOLVENT SPILLAGE TABLE

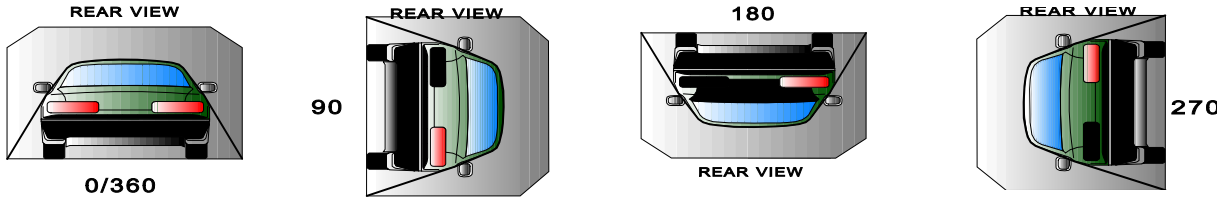
Test Phase	First 5 Minutes (grams)	6th Minute (grams)	7th Minute (grams)	8th Minute (grams)
0° to 90°	0	0	0	
90° to 180°	0	0	0	
180° to 270°	0	0	0	
270° to 360°	0	0	0	

ROLLOVER STODDARD SOLVENT SPILLAGE LOCATION TABLE

Test Phase	Spillage Location
0° to 90°	None
90° to 180°	None
180° to 270°	None
270° to 360°	None

DATA SHEET NO. 9
FMVSS NO. 305 STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013



Rear View

DETERMINATION OF PROPULSION BATTERY ELECTROLYTE COLLECTION TIME PERIOD

Rollover Stage	Rotation Time (spec. 1 -3 min)		FMVSS 301 Hold Time	Total Time		Next Whole Minute Interval
	Minutes	Seconds	Minutes	Minutes	Seconds	Minutes
0° to 90°	1	10	5	6	10	7
90° to 180°	1	2	5	6	2	7
180° to 270°	1	0	5	6	0	6
270° to 360°	1	13	5	6	13	7

ACTUAL TEST VEHICLE PROPULSION BATTERY ELECTROLYTE SPILLAGE

Rollover Stage	Propulsion Battery Electrolyte Spillage	Units	Spillage Location
0° to 90°	0.0	Liters	None
90° to 180°	0.0	Liters	None
180° to 270°	0.0	Liters	None
270° to 360°	0.0	Liters	None
Total Spillage	0.0	Liters	

** FMVSS 305 Requirements: Maximum allowable propulsion battery electrolyte spillage is **5.0 Liters***

Is the total spillage of propulsion battery electrolyte greater than 5.0 Liters? [ ] Yes (Fail) [X] No
Is propulsion battery electrolyte spillage visible in the passenger compartment? [ ] Yes (Fail) [X] No

VOLTMETER INFORMATION

Measured Parameter	Units	Value
Make & Model		Fluke 87
Serial No.		65280327
Internal Impedance Value	MΩ	10
Nominal Propulsion Battery Voltage (V_b)	V	145.500

NOTES:

- *The voltmeter used in this test shall measure DC values and have an internal impedance of at least 10 M Ω*
- *An oscilloscope meeting the above requirements may need to be used to adequately measure voltage in some vehicles.*

DATA SHEET NO. 9 (Continued)
FMVSS NO. 305 STATIC ROLLOVER TEST DATA

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301R/305 Compliance Rear Impact Test Test Date: 2/6/2013

ELECTRICAL ISOLATION MEASURMENTS & CALCULATIONS

Parameter	Rollover Stage	Value	Units		Minutes	Seconds
V_1 =	90°	0.800	V	Time:	2	10
	180°	0.036	V		8	12
	270°	0.160	V		14	12
	360°	0.228	V		20	25
V_2 =	90°	0.080	V	Time:	2	55
	180°	0.064	V		8	55
	270°	0.136	V		14	47
	360°	0.144	V		20	57
V_1' =	90°	0.010	V	Time:	3	40
	180°	0.008	V		9	26
	270°	0.012	V		15	32
	360°	0.008	V		21	39
V_2' =	90°	0.010	V	Time:	4	25
	180°	0.008	V		9	56
	270°	0.008	V		16	12
	360°	0.008	V		22	19
R_{i1} =	90°	6,647,850	Ω	Time:	3	40
	180°	743,750	Ω		9	26
	270°	1,745,475	Ω		15	32
	360°	3,432,434	Ω		21	39
R_{i2} =	90°	5,890,500	Ω	Time:	4	25
	180°	836,719	Ω		9	56
	270°	2,664,000	Ω		16	12
	360°	3,359,625	Ω		22	19
R_i =	90°	5,890,500	Ω	Time:	4	25
	180°	743,750	Ω		9	26
	270°	1,745,475	Ω		15	32
	360°	3,359,625	Ω		22	19
R_i/V_b =	90°	40,484.5	Ω/V	Time:	4	25
	180°	5,111.7	Ω/V		9	26
	270°	11,996.4	Ω/V		15	32
	360°	23,090.2	Ω/V		22	19

Is the Electrical Isolation Value ≥ 500 Ω/V (Yes/No)? [X] Yes [ ] No (Fail)

DATA SHEET NO. 9 (Continued)
FMVSS NO. 305 STATIC ROLLOVER TEST DATA

Test Vehicle:	2013 Acura ILX Tech Hybrid Four Door Sedan	NHTSA No.:	CD5301
Test Program:	FMVSS 301R/305 Compliance Rear Impact Test	Test Date:	2/6/2013

NOTES:

- *$R_{i1} = R_o*(1+V_2/V_1)*[(V_1-V_1')/V_1']$, $R_{i2} = R_o*(1+V_1/V_2)*[(V_2-V_2')/V_2']$, R_i = Lesser value of R_{i1} and R_{i2}, Ri/Vb = Electrical Isolation Value/ Nominal Battery Voltage*

- *V1, V2, V1', & V2' voltage measurements were recorded at the start of each successive increment of **90º**, **180º**, **270º**, and **360º** of the static rollover test. The increment of rotation for each turn was completed within a maximum of 3 minutes.*

- *If measured voltage is zero and results in a division by zero, record "Zero Volts." This "zero voltage" condition is considered as being compliant*

- *Minimum Electrical Isolation Value is 500 Ω/ V*

COMMENTS: None

DATA SHEET NO. 10
PHOTOGRAPH DATA SHEET CHECKLIST

Test Vehicle: 2013 Acura ILX Tech Hybrid Four Door Sedan NHTSA No.: CD5301
Test Program: FMVSS 301/305 Compliance Rear Impact Test Test Date: 2/6/2013

Pre-Test	Post-Test	Photograph	
X	X	A.	View of the propulsion battery if any part of it is visible. Do NOT disassemble any parts other than carpet, seats and overlay to take these photographs.
X	X	B.	View of the electric propulsion drive. Take the best photograph possible without removing any parts.
X	X	C.	View of the vehicle passenger compartment adjacent to propulsion battery.
	X	D.	Post-test battery module movement, or retention loss, if applicable.
	X	E.	Post-test battery component intrusion.
	X	F.	Post-test view of test vehicle while vehicle is on static rollover machine.
X	X	G.	Photographs of propulsion battery system mounting and/or intrusion failures.
	X	H.	Post-test propulsion battery electrolyte spillage location view.
X	X	I.	Labels and markings related to propulsion battery system.
X	X	J.	Other photographs requested by COTR.

COMMENTS: None

APPENDIX A

PHOTOGRAPHS

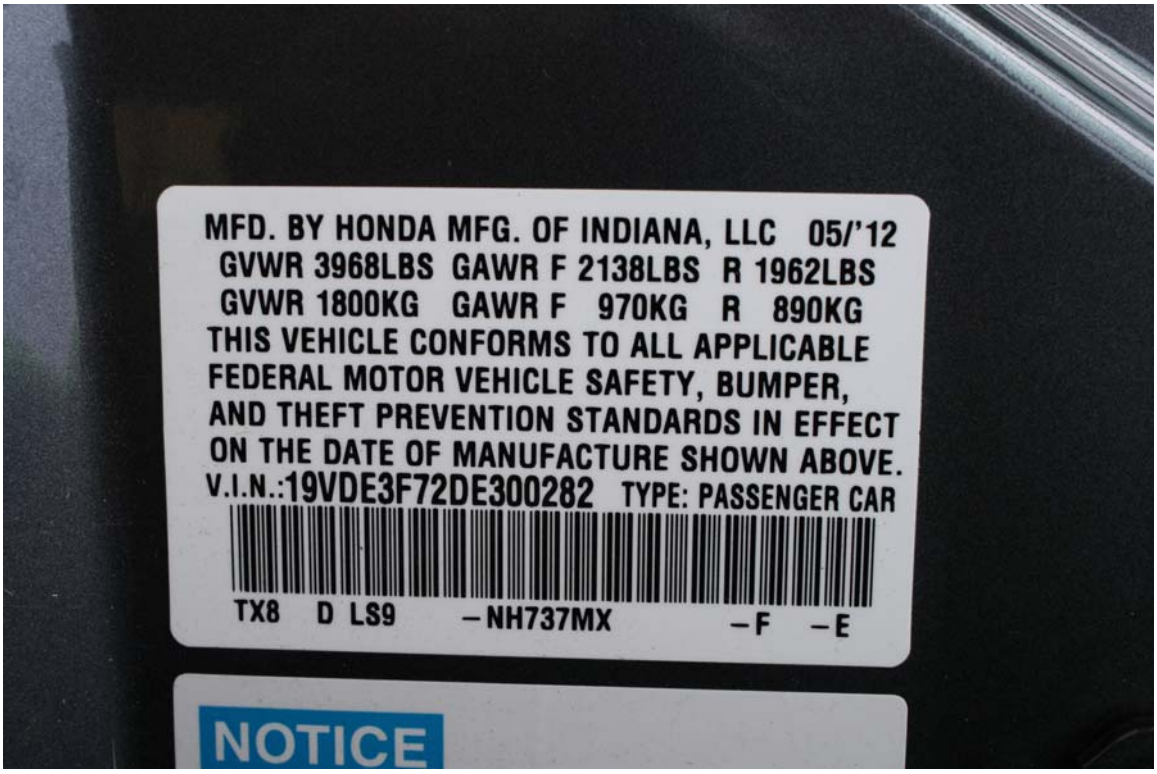


Figure A-1: Vehicle Certification Placard

Figure A-2: Vehicle Tire Placard

Figure A-3: As Delivered Left Front ¾ View

Figure A-4: As Delivered Right Rear ¾ View

Figure A-5: Pre-Test Front View

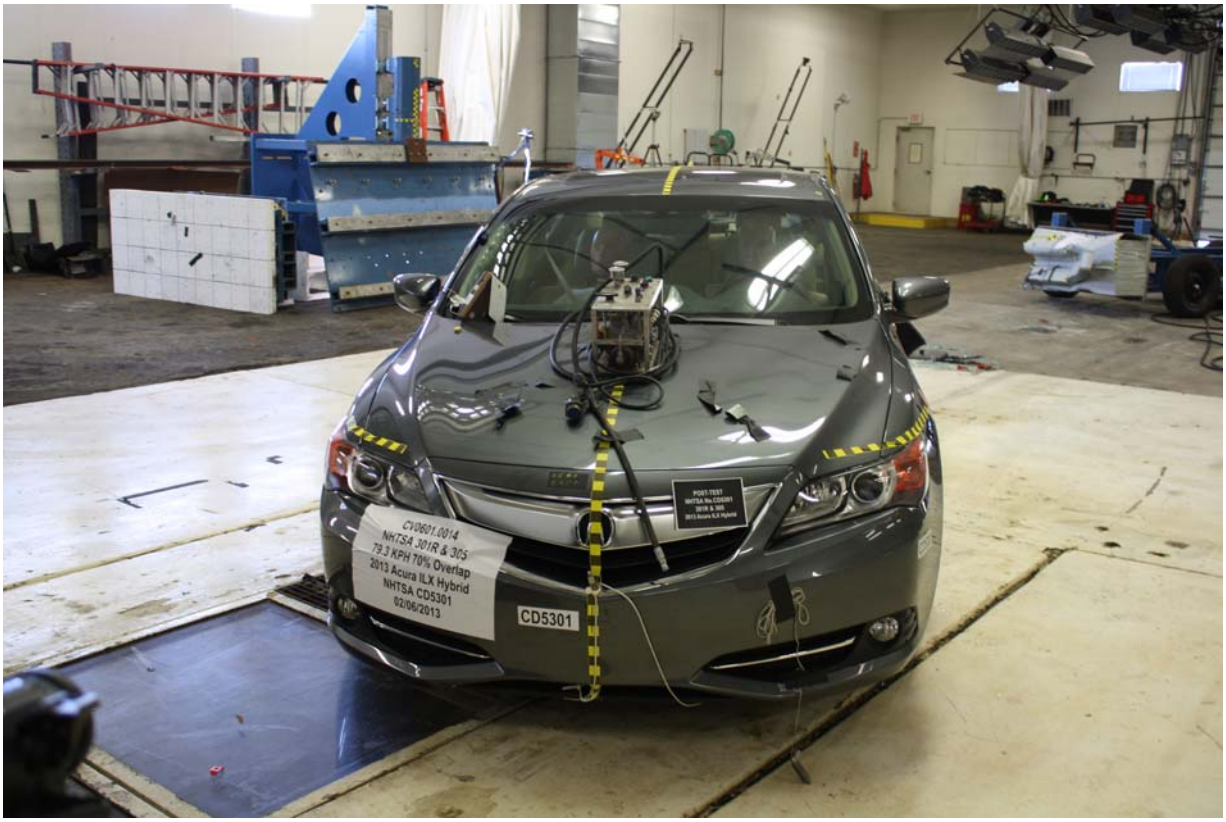


Figure A-6: Post-Test Front View

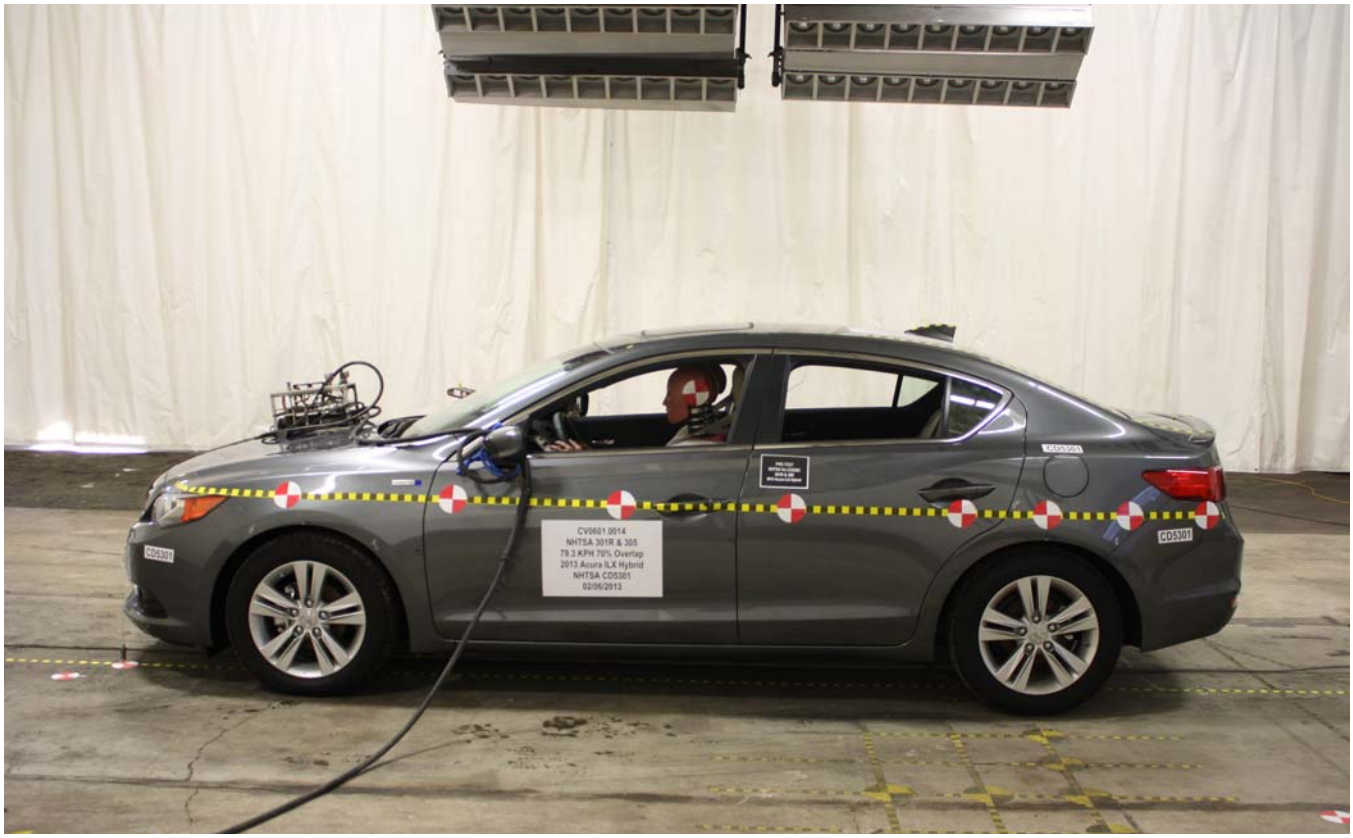


Figure A-7: Pre-Test Left Side View

Figure A-8: Post-Test Left Side View

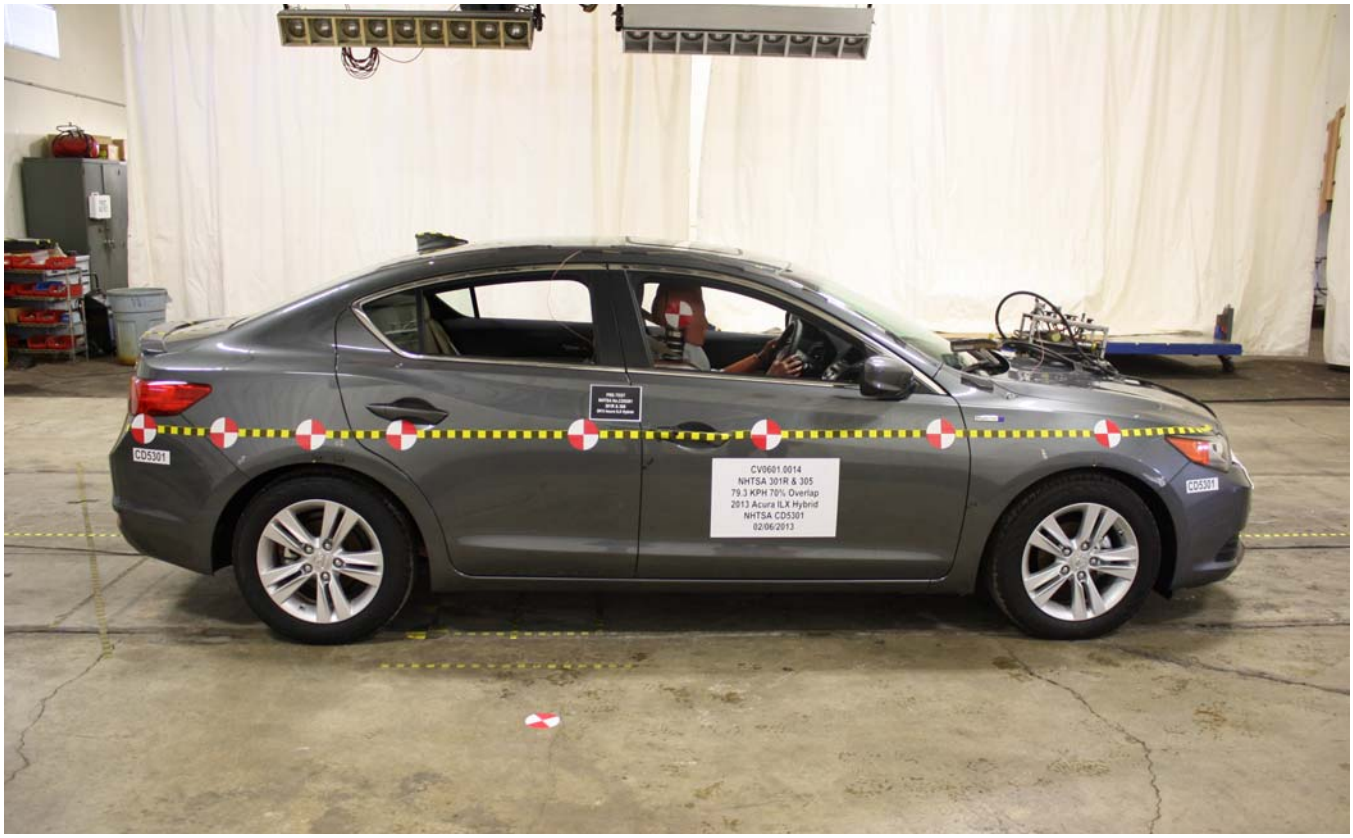


Figure A-9: Pre-Test Right Side View

Figure A-10: Post-Test Right Side View

Figure A-11: Pre-Test Left Front 3/4 View

Figure A-12: Post-Test Left Front 3/4 View

Figure A-13: Pre-Test Right Front 3/4 View

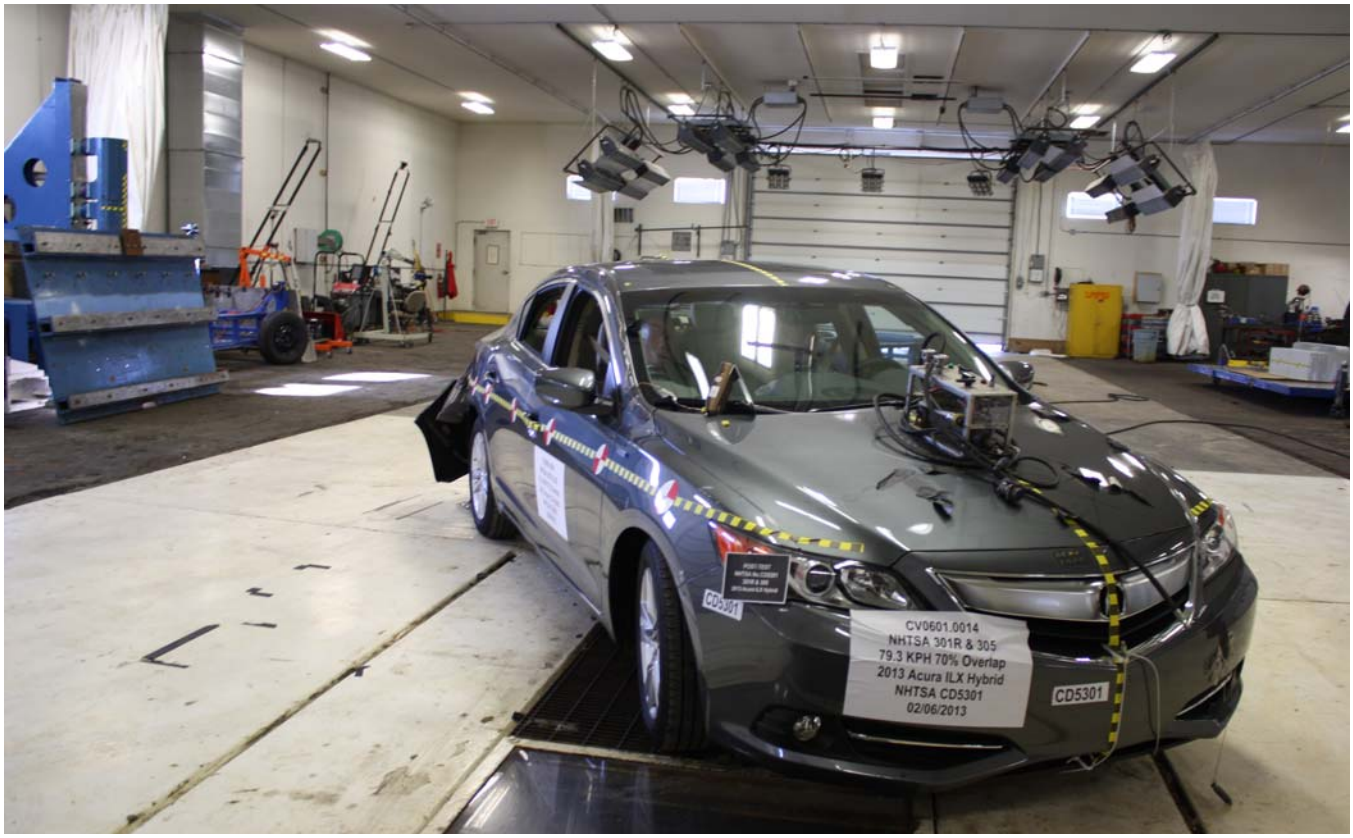


Figure A-14: Post-Test Right Front 3/4 View

Figure A-15: Pre-Test Left Rear 3/4 View

Figure A-16: Post-Test Left Rear 3/4 View

Figure A-17: Pre-Test Right Rear 3/4 View

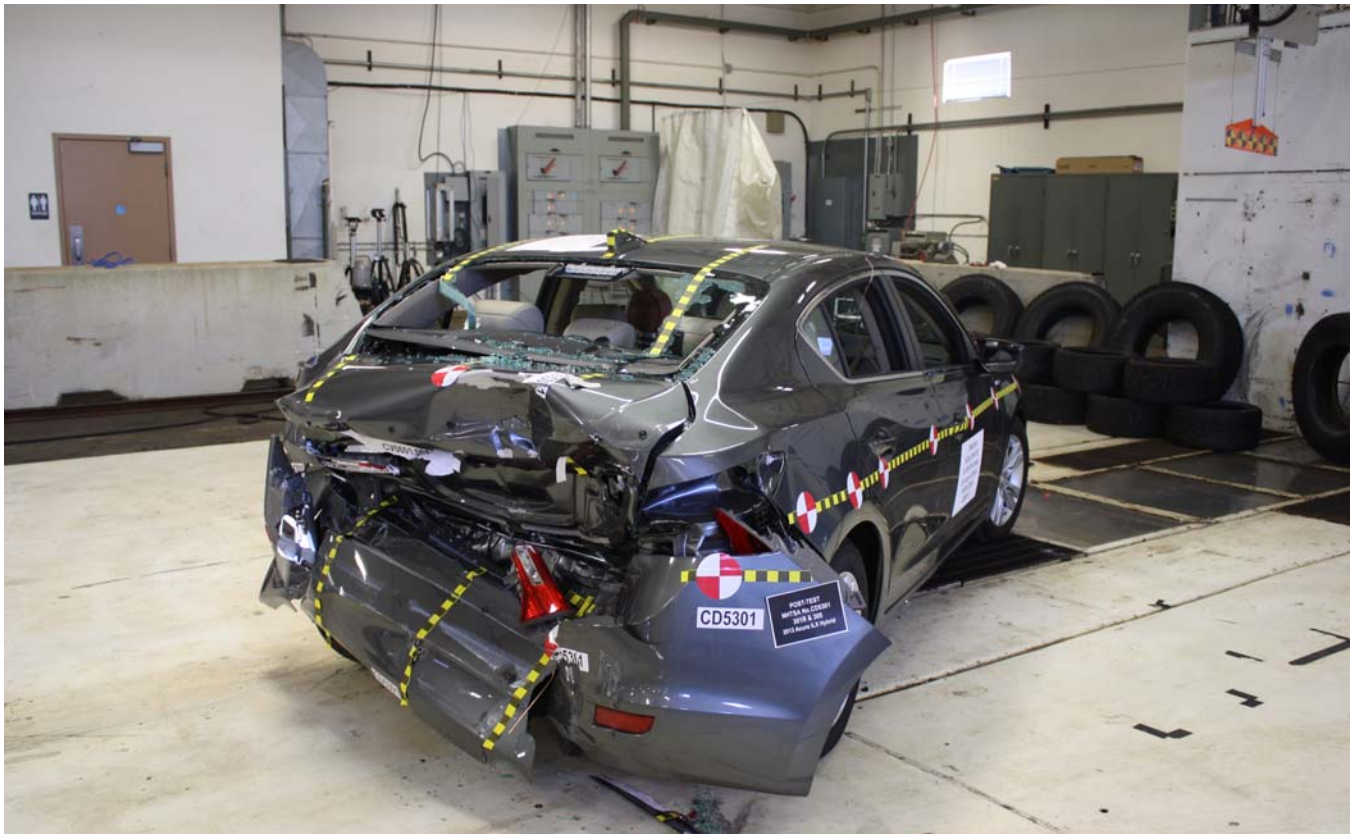


Figure A-18: Post-Test Right Rear 3/4 View

Figure A-19: Pre-Test Rear View

Figure A-20: Post-Test Rear View

Figure A-21: Pre-Test MDB Front View

Figure A-22: Post-Test MDB Front View

Figure A-23: Pre-Test MDB Left Side View

Figure A-24: Post-Test MDB Left Side View

Figure A-25: Pre-Test MDB Right Side View

Figure A-26: Post-Test MDB Right Side View

Figure A-27: Pre-Test MDB Top View

Figure A-28: Post-Test MDB Top View

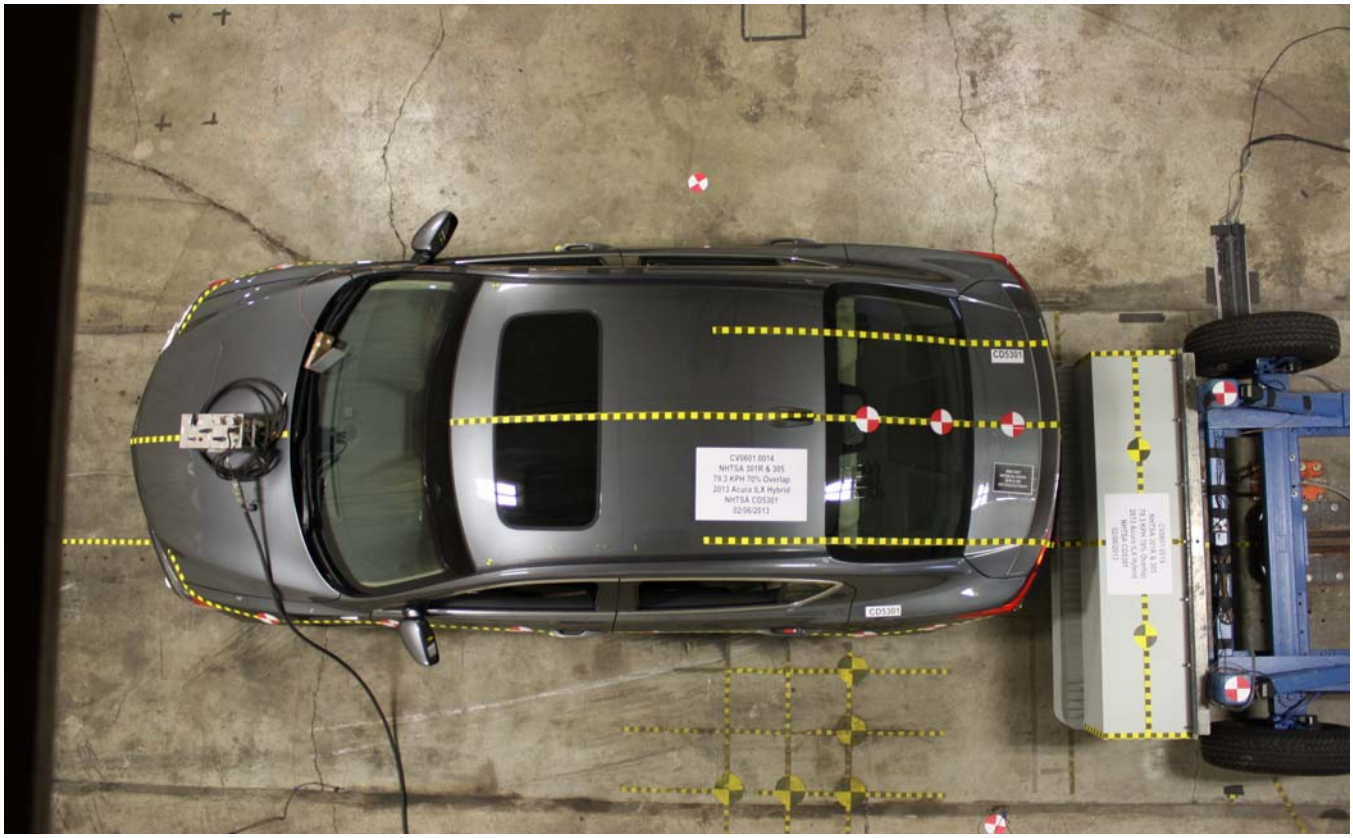


Figure A-29: Pre-Test Overhead Vehicle and MDB View

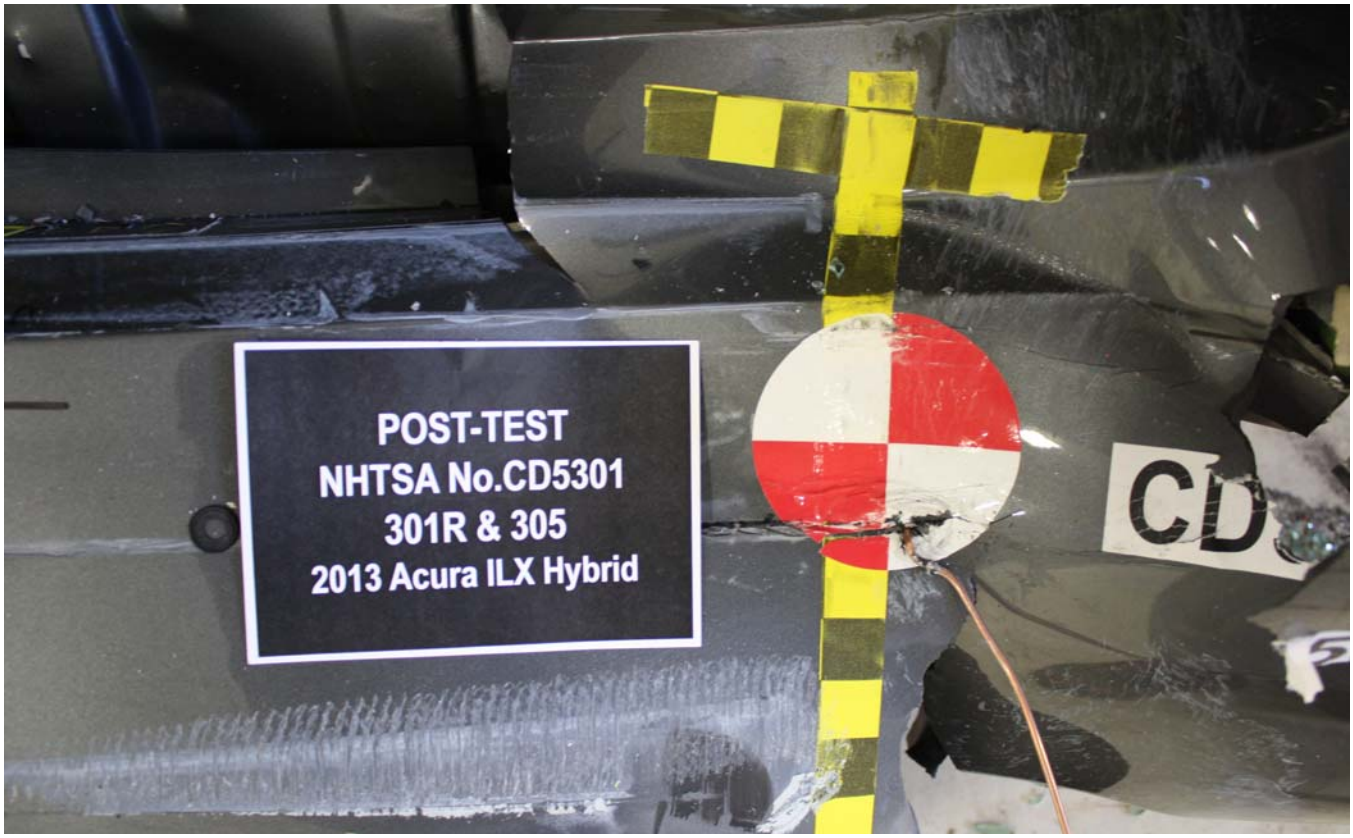


Figure A-30: Post-Test Impact Target View

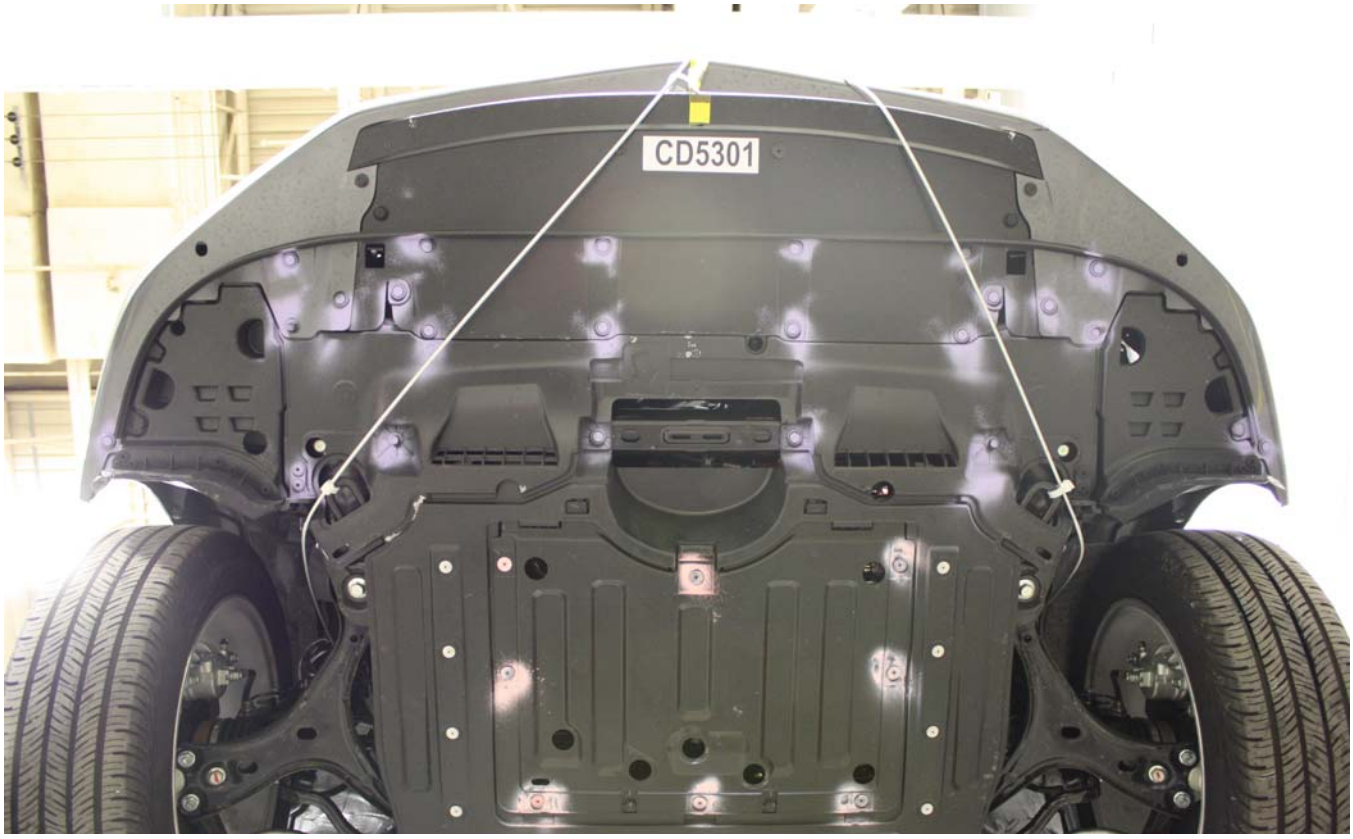


Figure A-31: Pre-Test Front Underbody View

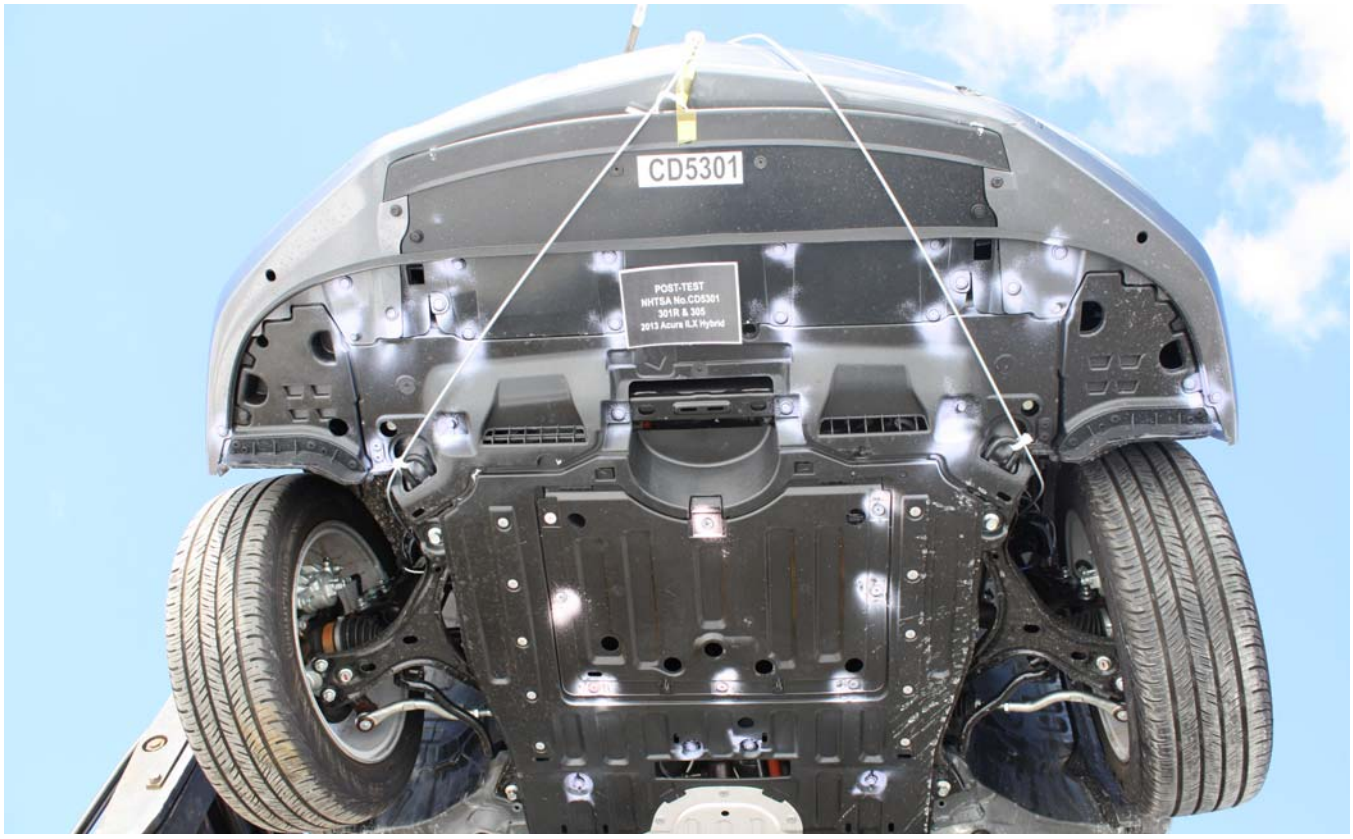


Figure A-32: Post-Test Front Underbody View

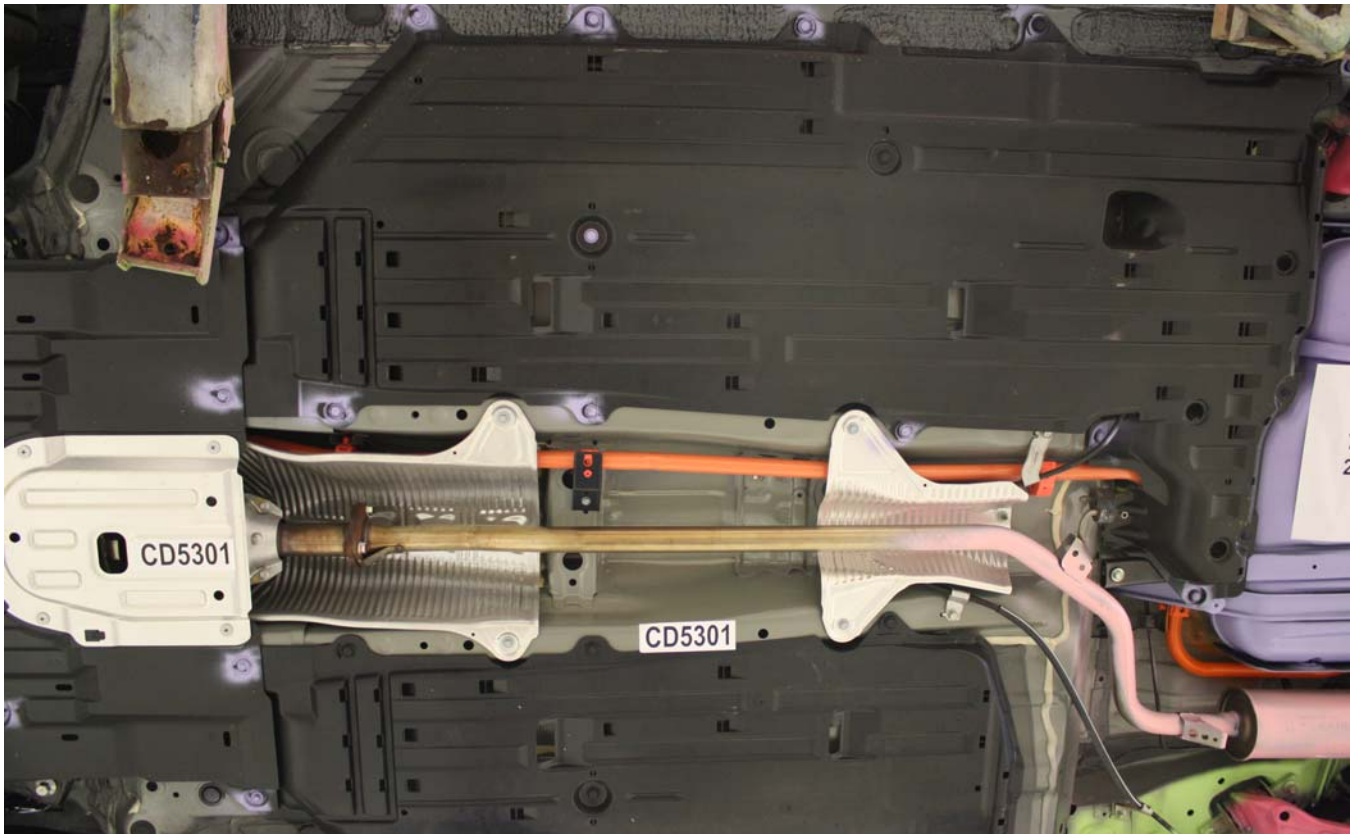


Figure A-33: Pre-Test Mid Underbody View

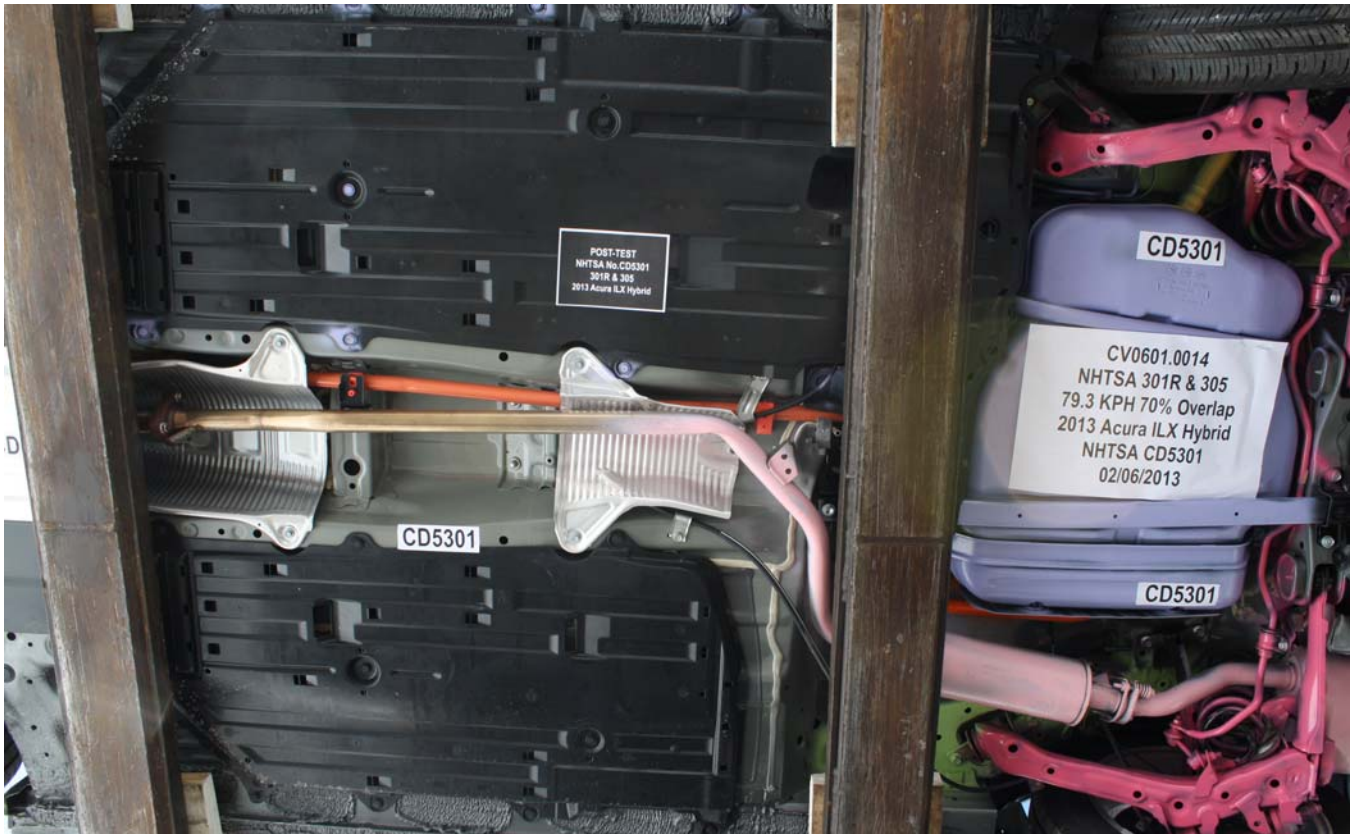


Figure A-34: Post-Test Mid Underbody View

Figure A-35:Pre-Test Rear Underbody View

Figure A-36: Post-Test Rear Underbody View

Figure A-37: Pre-Test Fuel Filler Cap View

Figure A-38: Post-Test Fuel Filler Cap View

Figure A-39: Impact View

Figure A-40: Speed Trap View

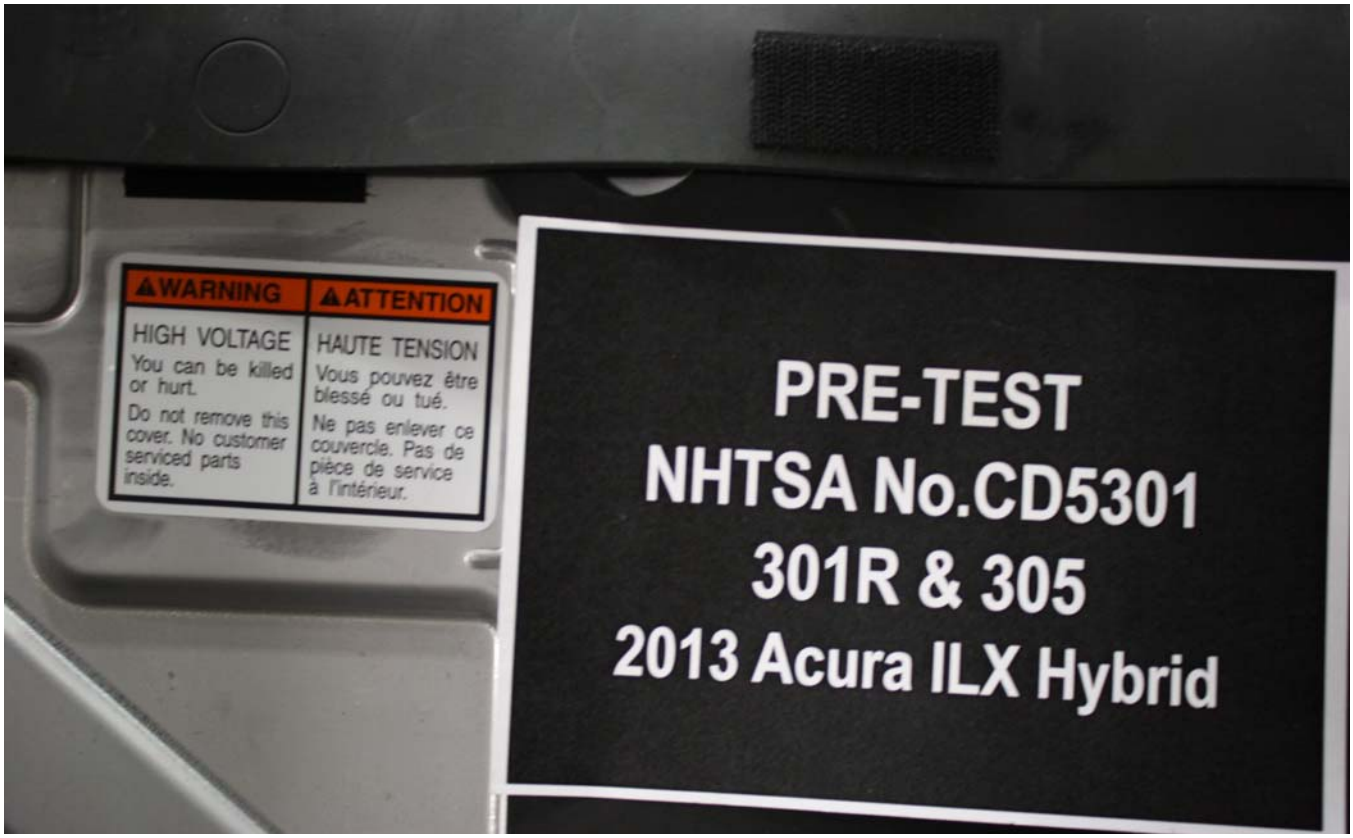


Figure A-41: Auxiliary Power Module Warning Label

Figure A-42: Power Inverter Warning Label

Figure A-43: First Responder Warning Label

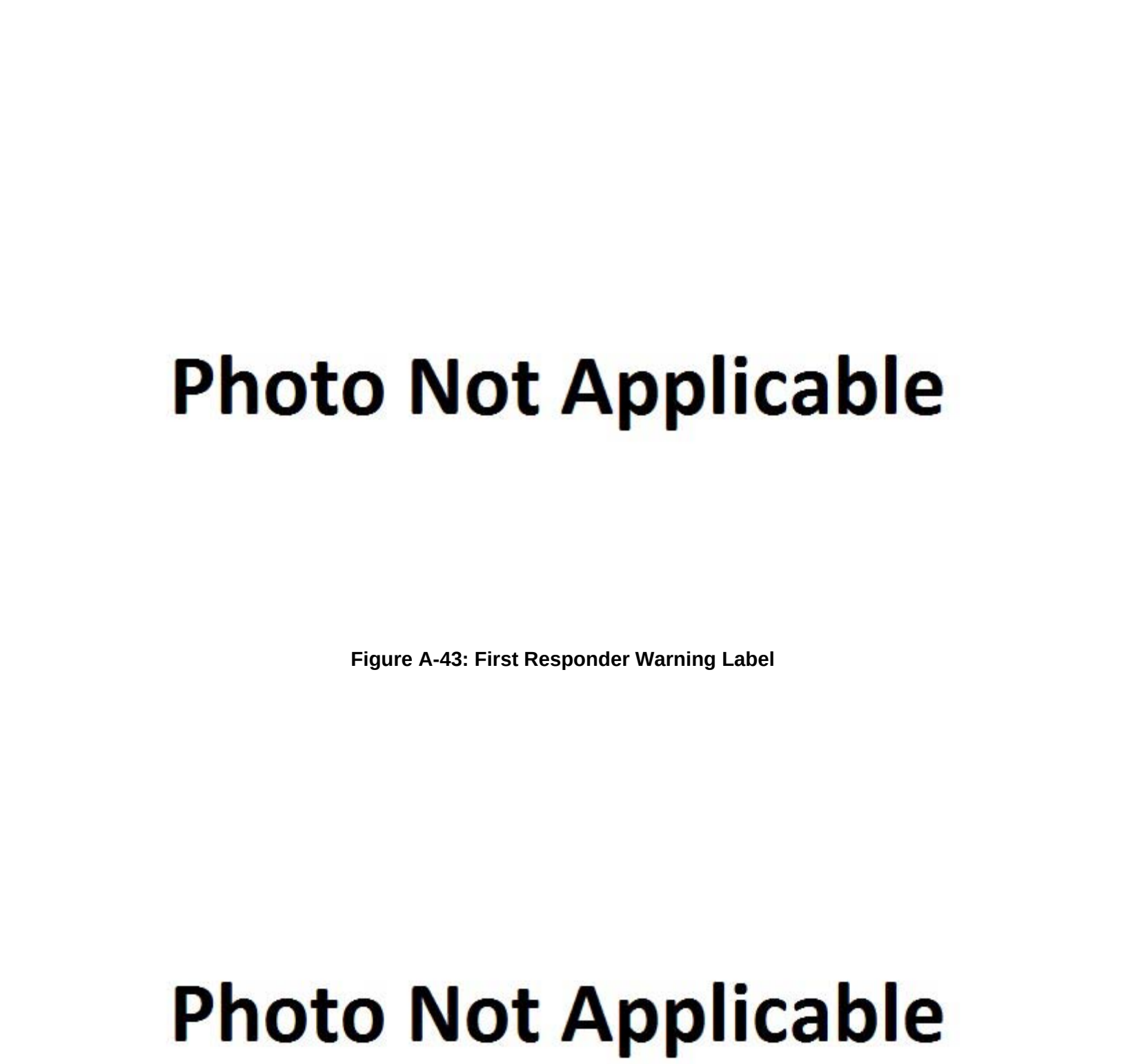


Figure A-44: First Responder Warning Label Location

Figure A-45: Other Vehicle Label(s) Related to Electrical Propulsion System

Figure A-46: Manual High Voltage Service Disconnect in Place

Figure A-47: Manual High Voltage Service Disconnect Removed (Plug)

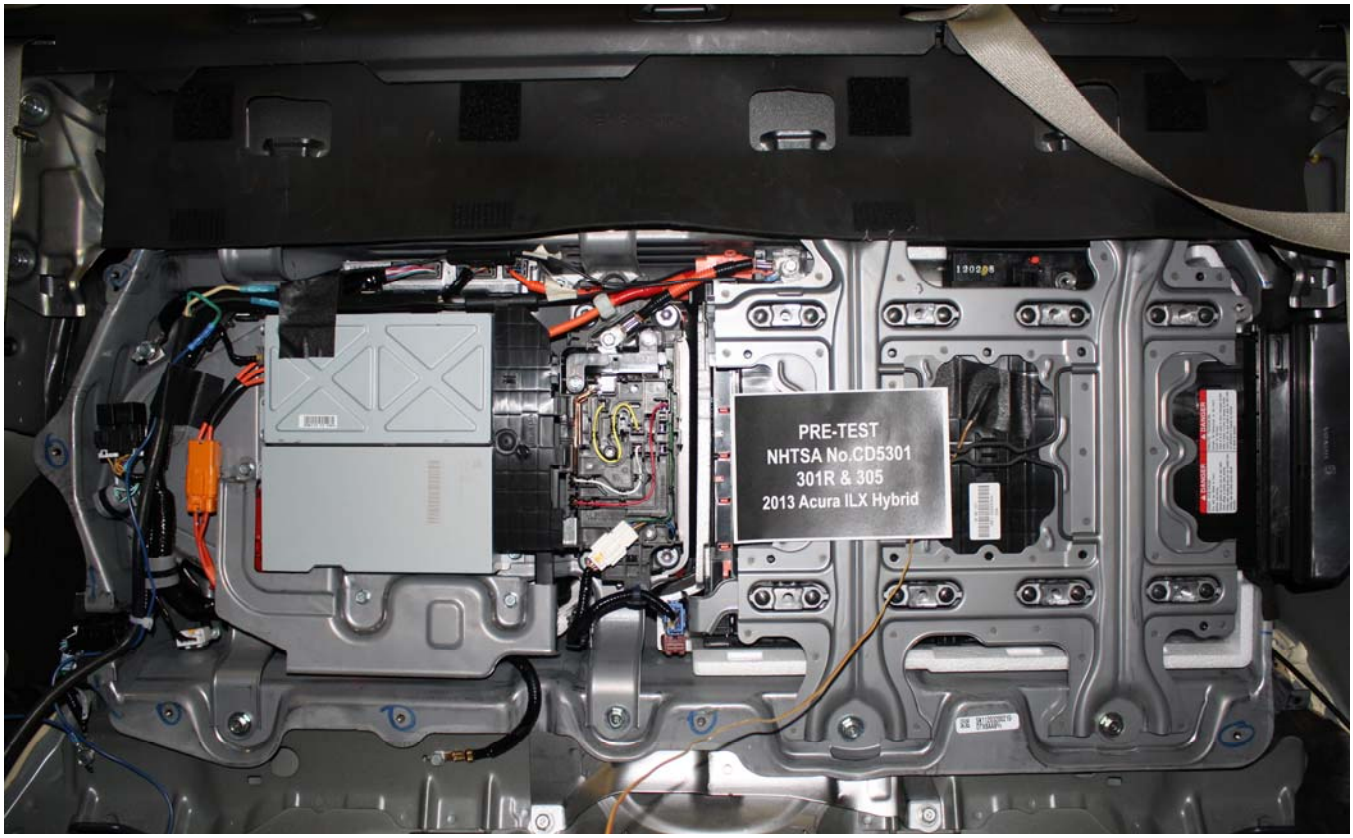


Figure A-48: Manual High Voltage Service Disconnect Removed (Location where removed)

Figure A-49: Pre-Impact View of Propulsion Battery

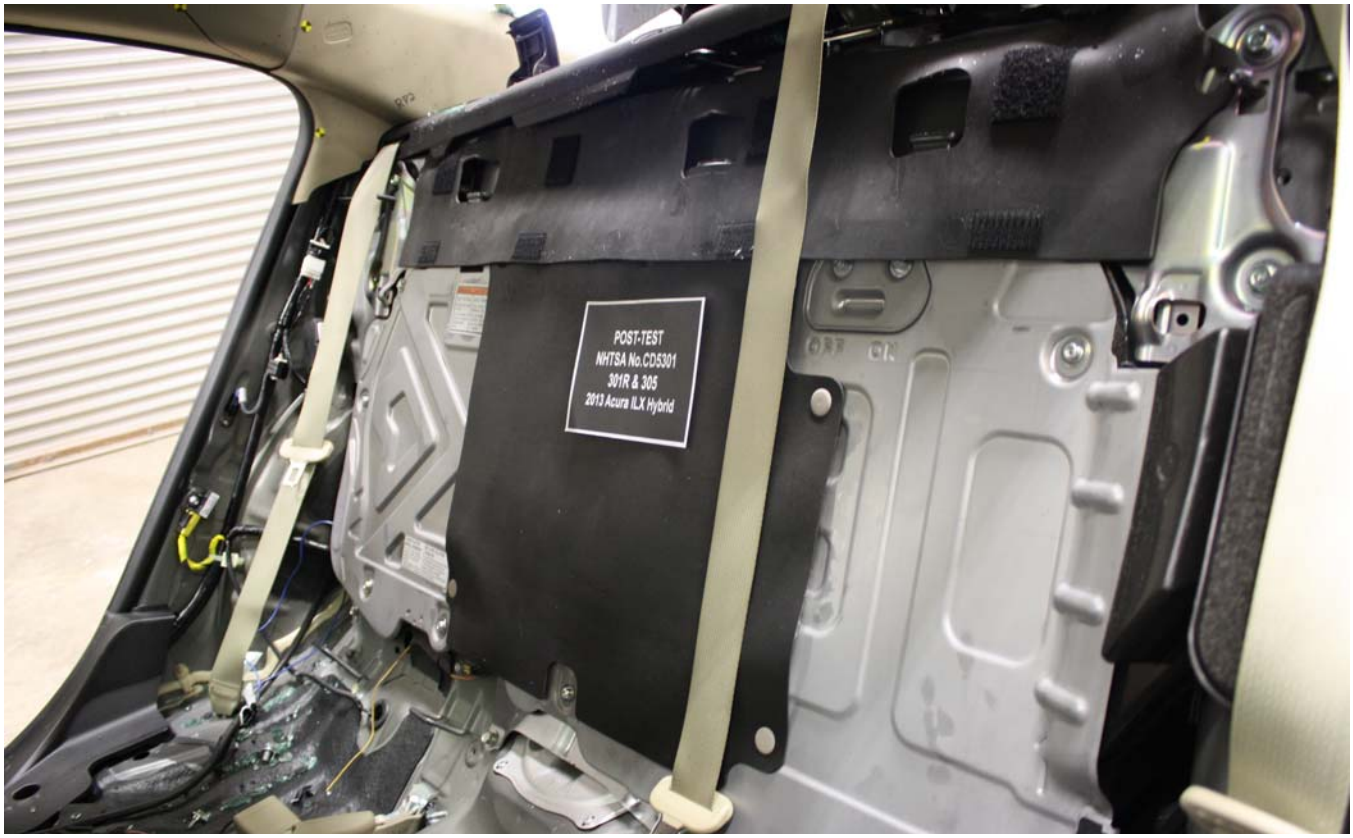


Figure A-50: Post-Impact Front View of Propulsion Battery

Figure A-51: Post-Impact Rear View of Propulsion Battery (if any part of it is visible)

Figure A-52: Pre-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

Figure A-53: Post-Impact View of Battery Box(s) or Container(s) Which Holds Individual Battery Modules

Figure A-54: Pre-Impact View of Propulsion Battery Module(s)

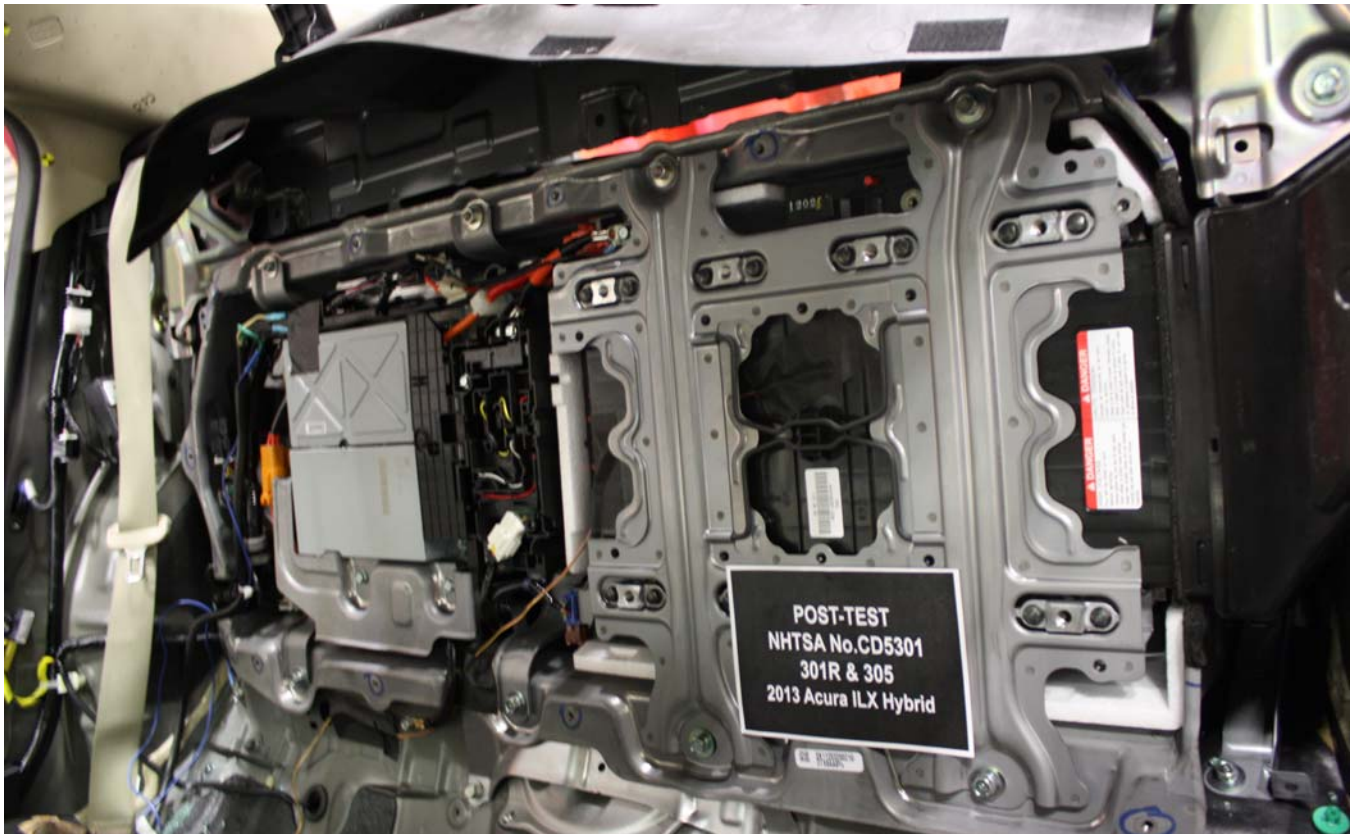


Figure A-55: Post-Impact View of Propulsion Battery Module(s)

Figure A-56: Pre-Impact View of Electric Propulsion Drive

Figure A-57: Post-Impact View of Electric Propulsion Drive

Figure A-58: Pre-Impact View of High Voltage Interconnect(s)

Figure A-59: Pre-Impact View Propulsion Battery Venting System(s)

Photo Not Applicable

Figure A-60: Pre-Impact View of Other Visible Electric Propulsion Components

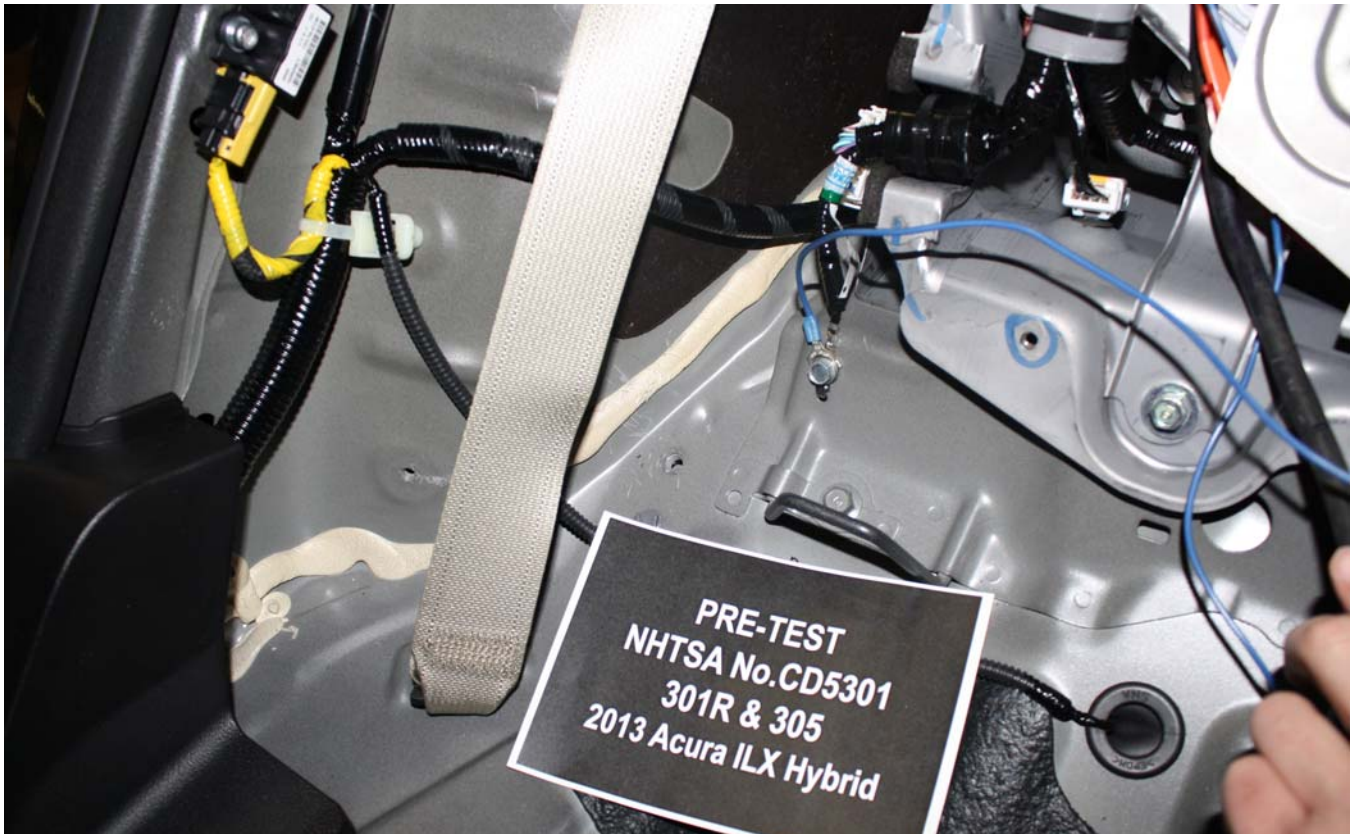


Figure A-61: Pre-Impact View of Ground Lead Attached

Figure A-62: Pre-Impact View of High Voltage Leads Attached

Figure A-63: Pre-Impact Close-Up View of High Voltage Leads Attached

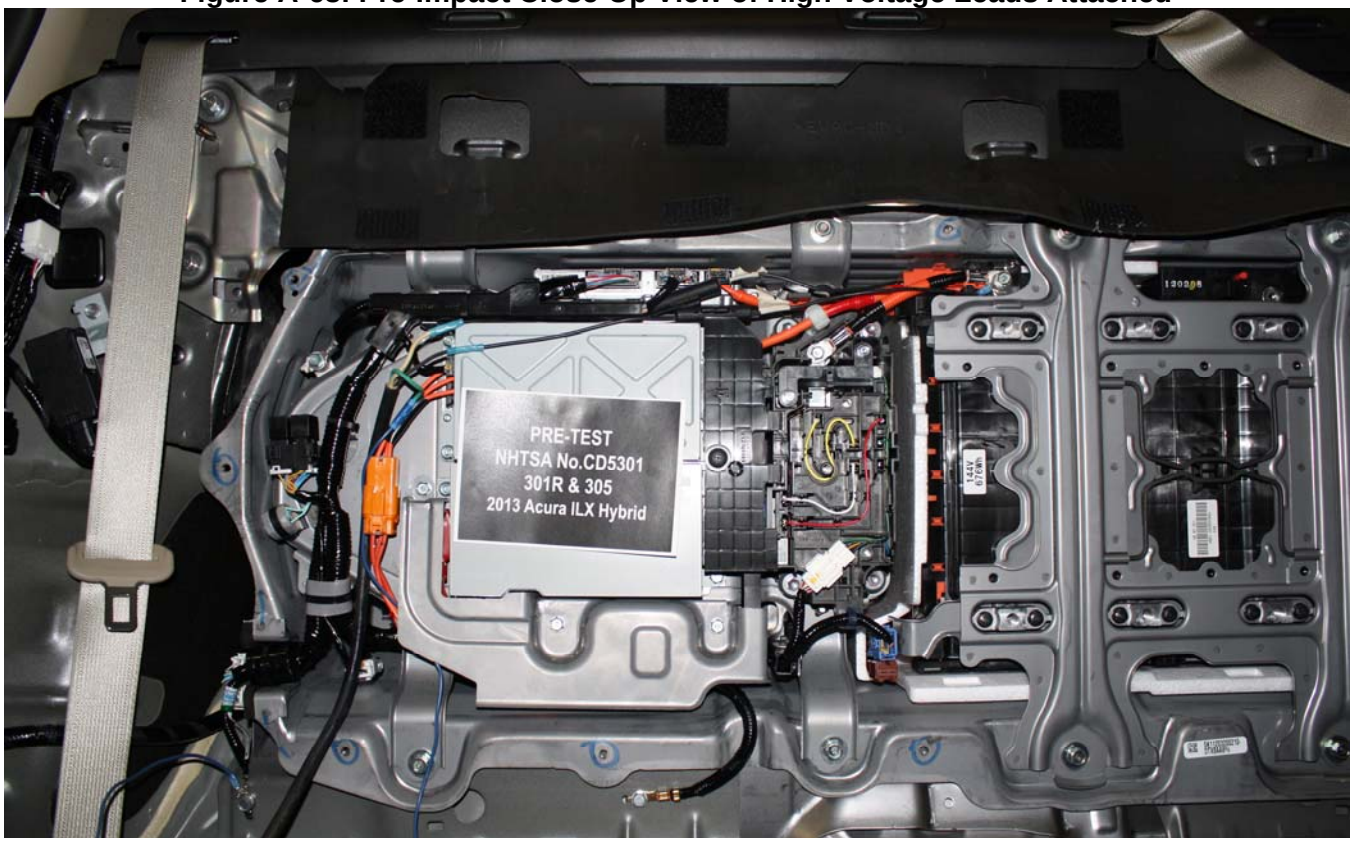


Figure A-64: Pre-Impact View of Installed Test Interface Port

Figure A-65: Post-Impact View of Installed Test Interface Port

Photo Not Applicable

Figure A-66: Pre-Impact View of Other Test Devices

Photo Not Applicable

Figure A-67: Post-Impact View of Other Test Devices

Figure A-68: FMVSS No. 301 Static Rollover 90° View

Figure A-69: FMVSS No. 301 Static Rollover 180° View

Figure A-70: FMVSS No. 301 Static Rollover 270° View

Figure A-71: FMVSS No. 301 Static Rollover 360° View

Figure A-72: FMVSS No. 305 Static Rollover at 90° Highlighting Propulsion Battery Location

Figure A-73: FMVSS No. 305 Static Rollover at 180° Highlighting Propulsion Battery Location

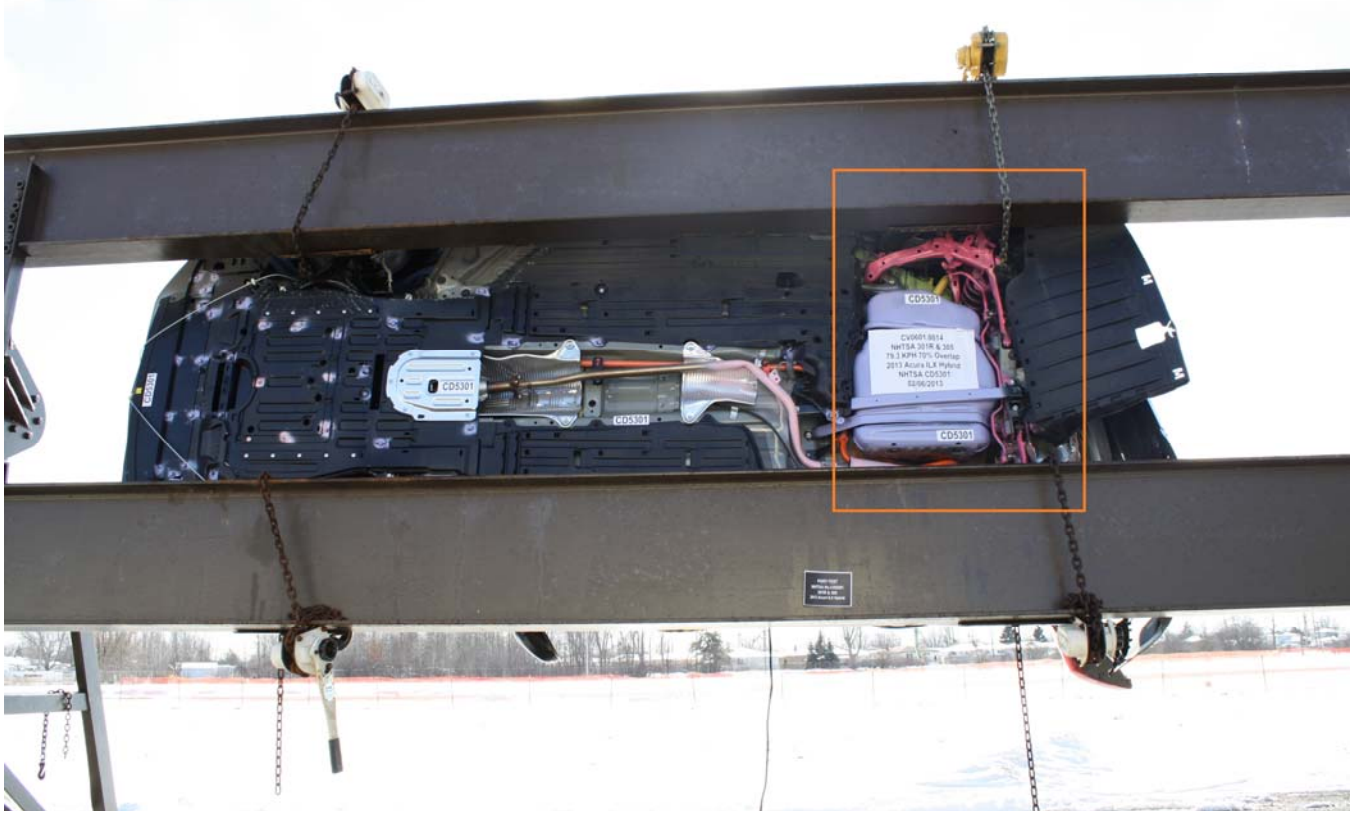


Figure A-74: FMVSS No. 305 Static Rollover at 270° Highlighting Propulsion Battery Location

Figure A-75: FMVSS No. 305 Static Rollover at 360° Highlighting Propulsion Battery Location

Figure A-76: Pre-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Figure A-77: Post-Impact View of the Vehicle Passenger Compartment Adjacent to Propulsion Battery

Photo Not Applicable

Figure A-78: Post-Impact Propulsion Battery System Mounting and/or Intrusion Failure(s)

Figure A-79: Post-Impact View of Battery Component Intrusion (if applicable)

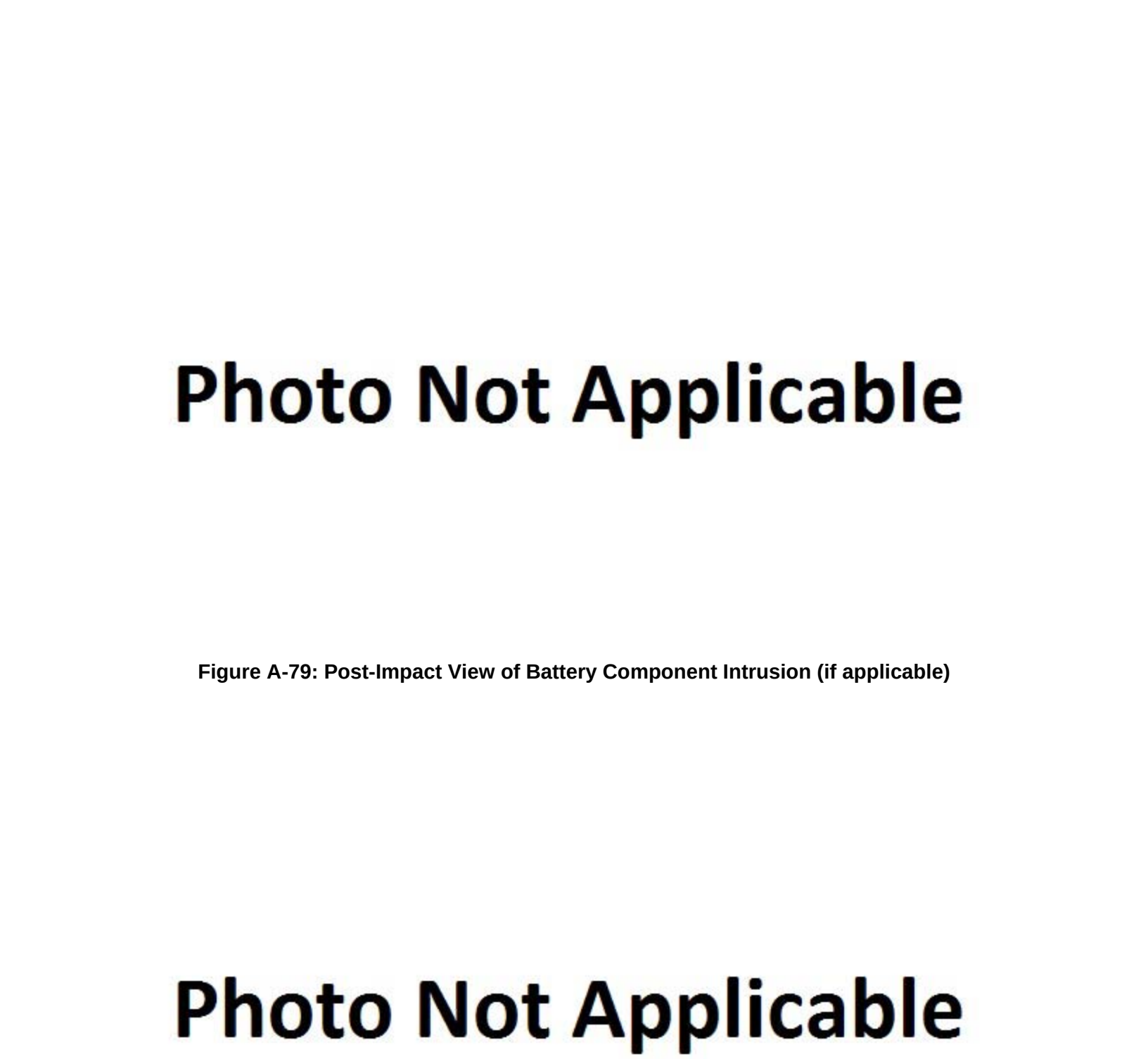


Figure A-80: Post-Impact View of Battery Module Movement or Retention Loss (if applicable)

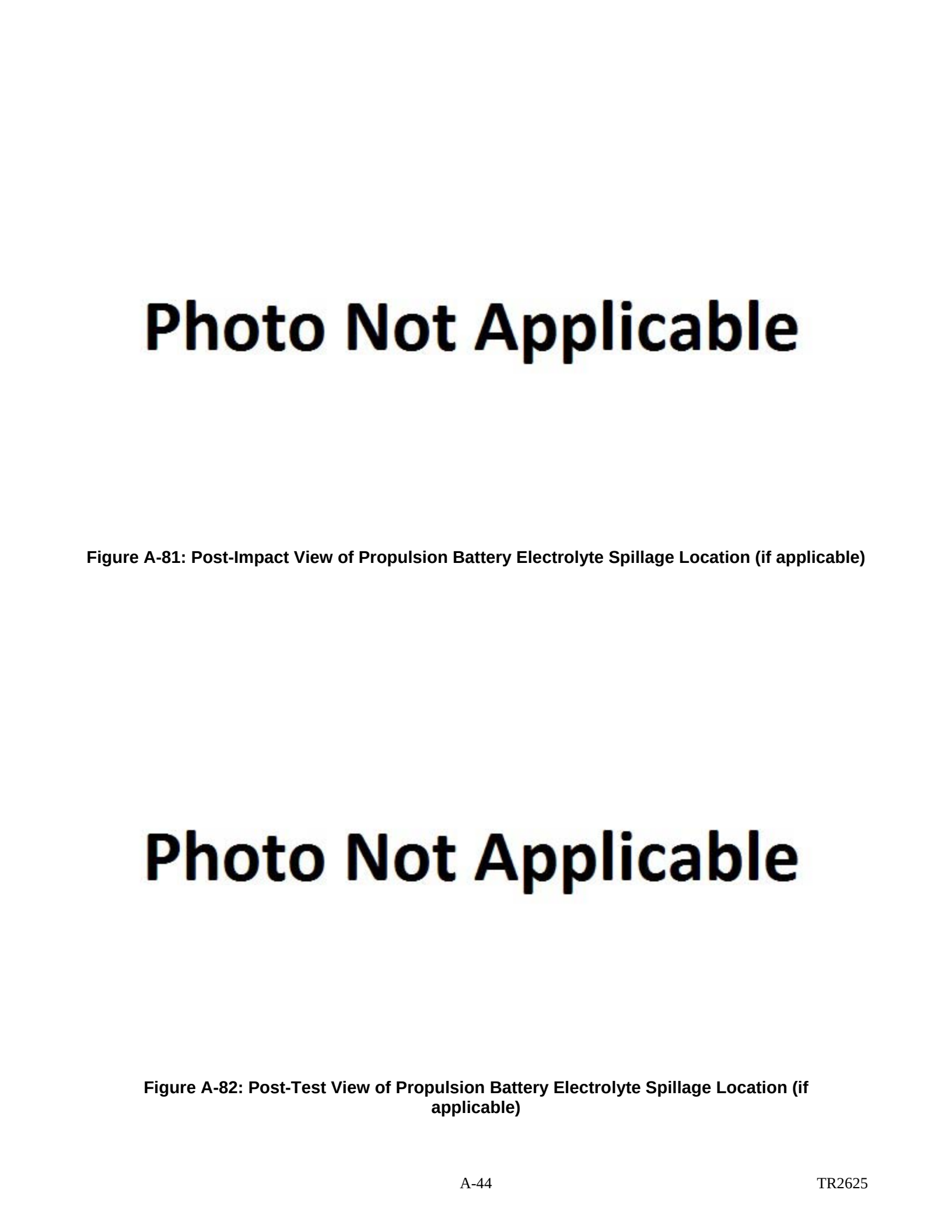


Figure A-81: Post-Impact View of Propulsion Battery Electrolyte Spillage Location (if applicable)

Figure A-82: Post-Test View of Propulsion Battery Electrolyte Spillage Location (if applicable)