REPORT NUMBER: OMDB-KAR-17-002

MOVING BARRIER TO VEHICLE CRASH TEST IN SUPPORT OF NHTSA'S FRONTAL OBLIQUE OFFSET PROGRAM OBLIQUE MOVING DEFORMABLE BARRIER INTO LEFT FRONT OF A

HONDA MFG. OF ALABAMA, LLC

2017 HONDA RIDGELINE 4-DOOR TRUCK

NHTSA No: R20175379

PREPARED BY:

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JULY 24, 2017

FINAL REPORT

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

VEHICLE SAFETY RESEARCH

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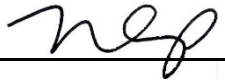
Reviewed By: 

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FINAL REPORT ACCEPTANCE BY VEHICLE SAFETY RESEARCH,
OFFICE OF STRUCTURAL AND RESTRAINTS RESEARCH DIVISION:

TOM, Vehicle Crash Testing
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16. Abstract

A test was conducted in accordance with Contract DTNH22-14-D-00360L, Task Order #0001. The test consisted of an Oblique Moving Deformable Barrier (OMDB) traveling at a target speed of 90.1 km/h into a stationary 2017 Honda Ridgeline 4-door truck. The struck vehicle was positioned 15° relative to the moving barrier which impacted 35% of the left side of the vehicle. A half face honeycomb barrier was mounted on the left side of the OMDB. The test was conducted to obtain data indicant of FMVSS 208, 212, 219 (partial), 301, and foot well intrusion performance. The test was conducted at the KARCO Engineering, LLC. facility in Adelanto, California on June 15, 2017. The OMDB impact velocity was 89.87 km/h and the ambient temperature at the test vehicle at the time of impact was 36.1°C. The target vehicle's post-test maximum crush measured at the front bumper fascia was 631 mm at C1 to the left of the vehicle's centerline. The maximum crush of the structural bumper beam was 585 mm at B1, to the left of the vehicle's centerline. The test vehicle's performance was as follows:

Measurement Description	Units	Driver THOR	Passenger THOR
		Result	Result
Head Injury Criteria (HIC_{15})		177.20	318.50
Brain Injury Criteria (BrIC)		0.89	1.17
Peak Neck Tension	N	890.50	970.10
Peak Chest Deflection	mm	36.80	43.10
Peak Abdomen Deflection	mm	-62.70	-47.30
Peak Resultant Acetabulum Force	N	2819.50	2381.30
Peak Femur Force	N	-2683.70	-4060.50
Peak Tibia Index		0.78	0.69

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THOR Oblique Offset	Copies of this report are available from: National Highway Traffic Safety Administration Technical Reference Division 1200 New Jersey Ave., SE Washington, D.C. 20590

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SECTION 1

TEST PURPOSE AND PROCEDURE

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

This 90.1 km/h (56.0 mph) Moving Barrier into a test vehicle is part of the Frontal Oblique Offset Impact Test outlined in Contract No. DTNH22-14-D-00360L, Task Order #0001. The purpose of this test is to obtain vehicle crashworthiness and occupant restraint system performance data for consumer information purposes.

This test was conducted in accordance with the instructions set forth for a 15° angle, 35% offset moving barrier to vehicle impact, outlined in Contract No. DTNH22-14-D-00360L, Task Order #0001. Data was obtained indicant of Federal Motor Vehicle Safety Standard FMVSS 208 - Occupant Crash Protection, FMVSS 212 – Windshield Mounting, FMVSS 219 (partial) – Windshield Zone Intrusion, and FMVSS 301 – Fuel System Integrity, in addition to the requirements of Contract No. DTNH22-14-D-00360L, Task Order #0001.

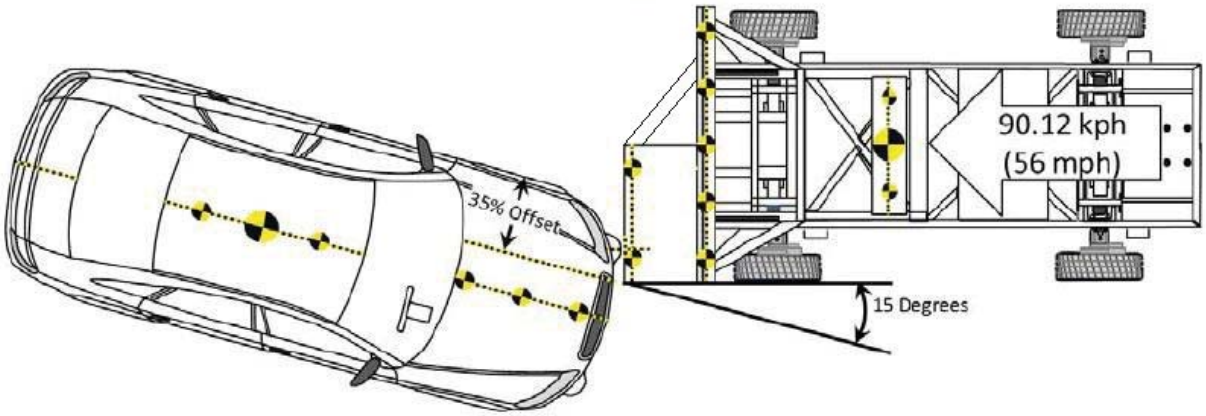
SECTION 2

SUMMARY OF TEST RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

A 2017 Honda Ridgeline 4-door truck was impacted on the left front corner by an Oblique Moving Deformable Barrier (OMDB). This test vehicle was stationary and positioned at a target angle of 15° and at a target offset of 35% to the forward line of motion of the OMDB. The OMDB was towed down the test track in a full forward direction, without any crabbing, and at the targeted impact velocity of 90.1 km/h (56.0 mph) into the test vehicle. The test vehicle's mass was 2,258.0 kg (4,978.0 lbs), and the OMDB's mass was 2,451.3 kg (5,404.1 lbs). A half face honeycomb barrier was mounted on the left side of the OMDB. The test was performed at KARCO Engineering, LLC. on June 15, 2017.



The test was documented by three (3) real time and fifteen (15) high-speed video cameras. Camera locations and other pertinent data are located in Data Sheet No. 7 of this report. Pre and post – test photographs of the test vehicle, OMDB, and test setup were taken using a digital still camera. Photographic documentation of the test is presented in Appendix A of this report.

One 50% adult male THOR-50M anthropomorphic test device (ATD) (Serial No. DL9207) was seated in the left, front (P1 - Driver's) seating position and one 50% adult male THOR-50M ATD (Serial No. DO9798) was seated in the right front passenger seating position (P2). The driver and passenger were positioned according to instructions specified in the THOR seating procedures.

The driver was restrained with a 3 – point seat belt, frontal, curtain, and torso/pelvis airbags. The passenger was restrained with a 3 – point seat belt and frontal airbag.

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379
Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

Two hundred seventy six (276) channels of data from the two ATD's, test vehicle and OMDB were collected using Diversified Technical Systems, Inc. data acquisition systems. Appendix B contains dummy data plots, as well as vehicle and OMDB response data plots.

There was 100% total windshield retention. There appeared to be no intrusion into the protected zone of the windshield during any portion of the impact event. The maximum static crush of the vehicle measured at the front bumper fascia was 631 mm at C1 to the left of the vehicle's centerline. The maximum static crush of the structural bumper beam was 585 mm at B1 to the left of the vehicle's centerline.

All four vehicle doors remained closed and latched during the test. All doors remained operational after the impact event.

Structure observations include the following:

- Windshield had cracks throughout
- The left front wheel was pushed into the A-Pillar
- Hood bent inwards and the left front corner of the vehicle was damaged exposing part of the engine compartment

The driver ATD's visible contact points were:

- Head contacted the frontal and curtain airbags and headrest
- Torso contacted the frontal, curtain and torso/pelvis airbags, seatback, and the door panel
- Left knee contacted the knee bolster
- Right knee contacted the knee bolster and steering column

SECTION 2 … (CONTINUED)

SUMMARY OF TEST RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

The right front passenger ATD's visible contact points were:

- Head contacted the frontal airbag and the center instrument panel
- Torso contacted the frontal airbag and the center instrument panel
- Left knee contacted the knee bolster
- Right knee contacted the knee bolster

Primary Impact Data

Measured Parameter	Units	Value
OMDB Velocity at Impact	km/h	89.87
OMDB Test Weight	kg	2451.2
OMDB Maximum Static Crush	mm	394.6
Vehicle Test Weight	kg	2258.0
Actual Vehicle Angle	Degrees	14.9
Vehicle Maximum Static Crush	mm	631
Vertical Offset from Target Point (+ down / -up)*	mm	-16
Lateral Offset from Target Point (+ left / -right)*	mm	10
Number of Data Channels		276
Number of Real-Time Cameras		3
Number of High-Speed Cameras		15

*Offsets are in relation to the vehicle coordinate system

Dummy Contacts

Description	Driver	Picture Ref.	Passenger	Picture Ref.
Dummy Type	THOR, S/N: DL9207		THOR, S/N: DO9798	
Head Contact	Frontal and Curtain Airbags, Headrest	A-35	Frontal Airbag, Center Intrument Panel	A-59
Upper Torso Contact	Frontal, Curtain and Torso/Pelvis Airbag, Seatback, Door Panel	A-28, A-36	Frontal Airbag, Center Instrument Panel	N/A
Lower Torso Contact	Torso/Pelvis Airbag, Seatback	A-36	None	N/A
Left Knee Contact	Knee Bolster, Steering Column	A-36	Knee Bolster	A-60
Right Knee Contact	Knee Bolster, Steering Column, Passenger Arm	A-36	Knee Bolster	A-60

SECTION 2 … (CONTINUED)

SUMMARY OF TEST RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

Data Anomalies

Channel Description	Explanation
Passenger Upper Left DGIR X Displacement, Channel failed, questionable data	Unknown

SECTION 2 … (CONTINUED)

SUMMARY OF TEST RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

PRELIMINARY INJURY SUMMARY: DRIVER

THOR Serial No. DL9207

Location	Description	Units	Source	Max	Min
Head	HIC 15ms		Compute	177.2	
	Brain Injury Criteria (BrIC)		Compute	0.89	
	Head Rotational Velocity X	deg/s	60	667.2	-1201.1
	Head Rotational Velocity Y	deg/s	60	604.1	-1489.1
	Head Rotational Velocity Z	deg/s	60	1705.9	-1627.1
Neck	Upper Neck Z-axis Force	N	1000	890.5	-1854.9
	Upper Neck Y-axis Moment	Nm	600	12.2	-9.0
Chest	Upper Left IR-TRACC - X Deflection	mm	Diadem	28.1	
	Upper Right IR-TRACC - X Deflection	mm	Diadem	36.8	
	Lower Left IR-TRACC X - Deflection	mm	Diadem	23.0	
	Lower Right IR-TRACC X - Deflection	mm	Diadem	35.2	
Abdomen	Lower Left IR-TRACC X - Deflection	mm	Diadem	0.3	-38.7
	Lower Right IR-TRACC X - Deflection	mm	Diadem	0.6	-62.7
Acetabulum	Left Acetabulum Resultant Force	N	Compute	2819.5	
	Right Acetabulum Resultant Force	N	Compute	1756.3	
Femur	Left Femur Force, FZ	N	600	737.6	-2683.7
	Right Femur Force, FZ	N	600	903.2	-2097.4
Tibia	Left Upper Tibia, FZ	N	600	280.7	-535.0
	Left Upper Tibia, Index		Compute	0.56	
	Right Upper Tibia, FZ	N	600	414.2	-1498.3
	Right Upper Tibia, Index		Compute	0.73	
	Left Lower Tibia, FZ	N	600	47.2	-1441.5
	Left Lower Tibia, Index		Compute	0.37	
	Right Lower Tibia, FZ	N	600	219.8	-1531.0
	Right Lower Tibia, Index		Compute	0.78	
Ankle	Left Ankle Rotation, RX	deg	180	13.4	-16.5
	Left Ankle Rotation, RY	deg	180	13.7	-22.9
	Left Ankle Dorsiflexsion, MY	Nm	Compute	56.5	-1.1
	Left Ankle In/Eversion Moment, MX	Nm	Compute	29.6	-81.6
	Right Ankle Rotation, RX	deg	180	13.4	-16.5
	Right Ankle Rotation, RY	deg	180	13.7	-22.9
	Right Ankle Dorsiflexsion, MY	Nm	Compute	19.2	-31.5
	Right Ankle In/Eversion Moment, MX	Nm	Compute	27.2	-150.3

Anomalies:

*DIAdem-THOR Processing Software v2.6.

SECTION 2 … (CONTINUED)

SUMMARY OF TEST RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

PRELIMINARY INJURY SUMMARY: PASSENGER

THOR Serial No. DO9798

Location	Description	Units	Source	Max	Min	
Head	HIC 15ms		Compute	318.5		
	Brain Injury Criteria (BrIC)		Compute	1.17		
	Head Rotational Velocity X	deg/s	60	460.3	-1784.6	
	Head Rotational Velocity Y	deg/s	60	624.5	-1370.9	
	Head Rotational Velocity Z	deg/s	60	2407.1	-1564.0	
Neck	Upper Neck Z-axis Force	N	1000	970.1	-423.8	
	Upper Neck Y-axis Moment	Nm	600	4.6	-7.5	
Chest	Upper Left IR-TRACC - X Deflection	mm	Diadem	43.1		1
	Upper Right IR-TRACC - X Deflection	mm	Diadem	12.9		
	Lower Left IR-TRACC X - Deflection	mm	Diadem	22.6		
	Lower Right IR-TRACC X - Deflection	mm	Diadem	15.6		
Abdomen	Lower Left IR-TRACC X - Deflection	mm	Diadem	0.5	-47.3	
	Lower Right IR-TRACC X - Deflection	mm	Diadem	0.4	-46.6	
Acetabulum	Left Acetabulum Resultant Force	N	Compute	1177.3		
	Right Acetabulum Resultant Force	N	Compute	2381.3		
Femur	Left Femur Force, FZ	N	600	338.6	-4060.5	
	Right Femur Force, FZ	N	600	464.1	-3227.6	
Tibia	Left Upper Tibia, FZ	N	600	263.7	-1295.2	
	Left Upper Tibia, Index		Compute	0.69		
	Right Upper Tibia, FZ	N	600	98.0	-722.2	
	Right Upper Tibia, Index		Compute	0.58		
	Left Lower Tibia, FZ	N	600	198.0	-1736.1	
	Left Lower Tibia, Index		Compute	0.29		
	Right Lower Tibia, FZ	N	600	150.0	-1544.0	
	Right Lower Tibia, Index		Compute	0.41		
Ankle	Left Ankle Rotation, RX	deg	180	11.5	-11.9	
	Left Ankle Rotation, RY	deg	180	0.0	-30.8	
	Left Ankle Dorsiflexsion, MY	Nm	Compute	6.7	-71.2	
	Left Ankle In/Eversion Moment, MX	Nm	Compute	54.0	-74.2	
	Right Ankle Rotation, RX	deg	180	15.1	-30.1	
	Right Ankle Rotation, RY	deg	180	0.0	-31.3	
	Right Ankle Dorsiflexsion, MY	Nm	Compute	12.6	-20.0	
	Right Ankle In/Eversion Moment, MX	Nm	Compute	67.6	-74.5	

Anomalies:

1). Upper Left DGIR X Displacement, questionable data

*DIAdem-THOR Processing Software v2.6.

SECTION 3

OCCUPANT AND VEHICLE INFORMATION / DATA SHEETS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

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	^oF	^oC	=(Tf -32)/1.8
Force	Dynamic Forces	lbf	N	4.448
Moment	Torque	lbf-ft	N•m	1.355

DATA SHEET NO. 1

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

TEST VEHICLE INFORMATION AND OPTIONS

NHTSA Number	R20175379
Model Year	2017
Make	Honda
Model	Ridgeline
Body Style	4-Door Truck
VIN	5FPYK2F52HB008732
Body Color	Lunar Silver Metallic
Odometer Reading (km / mi)	84 / 52
Engine Displacement (L)	3.5
Type / No. of Cylinders	V6
Engine Placement	Transverse
Transmission Type	Automatic
Transmission Speeds	6
Overdrive	Yes
Final Drive	FWD
Roof Rack	No
Sunroof / T-Top	No
Running Boards	No
Tilt Steering Wheel	Yes
Power Seats	Yes
Anti-Lock Brakes (ABS)	Yes
Automatic Door Locks (ADLs)	Yes

Traction Control System	Yes
Power Steering	Yes
Power Window Auto-Reverse	Yes
Driver Frontal Airbag	Yes
Driver Curtain Airbag	Yes
Driver Head/Torso Airbag	No
Driver Torso Airbag	No
Driver Torso/Pelvis Airbag	Yes
Driver Pelvis Airbag	No
Driver Knee Airbag	No
Front Pass. Frontal Airbag	Yes
Front Pass. Curtain Airbag	Yes
Front Pass. Head/Torso Airbag	No
Front Pass. Torso Airbag	No
Front Pass. Torso/Pelvis Airbag	Yes
Front Pass. Pelvis Airbag	No
Front Pass. Knee Airbag	No
Driver Seat Belt Pretensioner	Yes
Driver Load Limiter	Yes
Front Pass. Seat Belt Pretensioner	Yes
Front Pass. Load Limiter	Yes
Other Safety Restraint	No

Does Owner's Manual provide instructions to turn off automatic door locks? Yes

DATA FROM CERTIFICATION LABEL

Manufactured By	Honda MFG. of Alabama, LLC.
Date of Manufacture	Jan-17

GVWR (kg)	2590
GAWR Front (kg)	1380
GAWR Rear (kg)	1380

VEHICLE SEATING AND CAPACITY WEIGHT INFORMATION

Measured Parameter	Front	Rear	Third	Total	
Type of Seats	Bucket	Bench			
Designated Seating Capacity	2	3		5	
Capacity Weight (VCW) (kg)				655.0	*A*
DSC x 68.04 (kg)				340.2	*B*
Cargo Weight (RCLW) (kg)				314.8	*A-B*

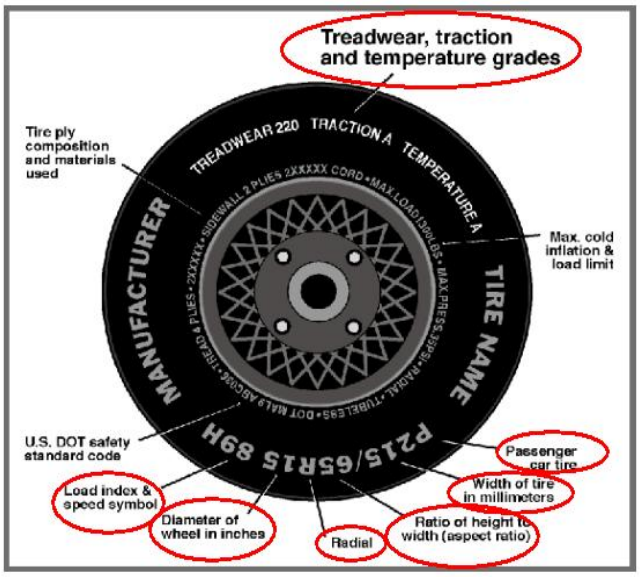
*A maximum RCLW of 136.0 kg is used for a truck, MPV, or bus

DATA SHEET NO. 1 … (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



Measured Parameter	Front	Rear
Max. Tire Pressure (kpa)	300	300
Cold Pressure (kPa)	240	240
Recommended Tire Size	P245/60R18	P245/60R18
Tire Size on Vehicle	P245/60R18	P245/60R18
Tire Manufacturer	Firestone	Firestone
Tire Model	Destination	Destination
Treadware	520	520
Traction Grade	A	A
Temperature Grade	A	A
Tire Plies Sidewall	2 Polyster	2 Polyster
Tire Plies Body	1 Polyester, 2 Steel, 1 Nylon	1 Polyester, 2 Steel, 1 Nylon
Load Index/Speed Symbol	105H	105H
Tire Material	Polyester, Steel, Nylon	Polyester, Steel, Nylon
DOT Safety Code Left	8X83 DE3 4816	8X83 DE3 4816
DOT Safety Code Right	8X83 DE3 4816	8X83 DE3 4816

DATA SHEET NO. 1 … (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

TEST VEHICLE WEIGHTS

	Units	As Delivered Weights (UVW)			As Tested Weights (ATW)		
		Front Axle	Rear Axle	Total	Front Axle	Rear Axle	Total
Left	kg	567.0	410.5		609.5	536.5	
Right	kg	565.0	383.5		608.0	504.0	
Ratio	%	58.8%	41.2%	100.0%	53.9%	46.1%	100.0%
Total	kg	1132.0	794.0	1926.0	1217.5	1040.5	2258.0

TARGET TEST WEIGHT CALCULATION

Measured Parameter	Units	Value	
Total Delivered Weight (UVW)	kg	1926.0	A
Weight of 2 THOR ATDs	kg	202.0	B
Rated Cargo/Luggage Weight (RCLW)	kg	136.0	C
Calculated Vehicle Target Weight (TVTW)	kg	2264.0	A+B+C

*A maximum RCLW of 136.0 kg is used for a truck, MPV, or bus

TEST VEHICLE ATTITUDES

Condition	Units	LF	RF	LR	RR	CG Aft of Front Axle
As Delivered	mm	901	901	946	946	1306
As Tested	mm	868	867	896	893	1460
Post-Test	mm	990	861	871	926	

GENERAL TEST VEHICLE DATA

Measurement Description	Units	Value
Total Vehicle Wheel Base	mm	3169
Total Vehicle Length at Left Side	mm	5096
Total Vehicle Length at Centerline	mm	5329
Total Vehicle Length at Right Side	mm	5097
Weight of Ballast/Equipment in Cargo Area	kg	111.0
Weight of Vehicle Components Removed	kg	35.5
Amount of Stoddard Solvent in Fuel Tank	L	68.62

VEHICLE COMPONENTS REMOVED TO MEET TEST WEIGHT:

Spare Tire (20.5 kg), Rear Interior Door Trim and Radio Speakers (12.5 kg), Taillights (2.5 kg)

DATA SHEET NO. 1 … (CONTINUED)

GENERAL TEST AND VEHICLE PARAMETER DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

TARGET VEHICLE STRUCTURAL MEASUREMENTS

No.	Description	Units	Pre-Test
1	Total Length	mm	5329
2	Total Width	mm	1993
3*	Bumper Top Height	mm	750
4*	Bumper Bottom Height	mm	610
5*	Longitudinal Member Top Height	mm	602
6	Distance Between Longitudinal Members	mm	1020
7	Longitudinal Member Width	mm	70
8*	Engine Top Height	mm	912
9*	Engine Bottom Height	mm	207
10	Engine and Gearbox Width	mm	510
11	Front Bumper to Engine Distance	mm	467
12*	Front Shock Absorber Fixing Height	mm	1034
13*	Bonnet Leading Edge Height	mm	983
14	Front Shock Absorber Fixing Width	mm	1300
15	Front Bumper to Front Axle Distance	mm	977
16	Front Axle to A-Pillar Distance	mm	524
17	A-Pillar to B-Pillar Distance	mm	1015
18	B-Pillar to Rear Axle Distance	mm	1632
19	B-Pillar to C-Pillar Distance	mm	834
20*	Roof Sill Bottom Height	mm	1581
21*	Roof Sill Top Height	mm	1727
22*	Floor Sill Bottom Height	mm	380
23*	Floor Sill Top Height	mm	433

*Note: Height measurements are in reference to the ground

DATA SHEET NO. 2

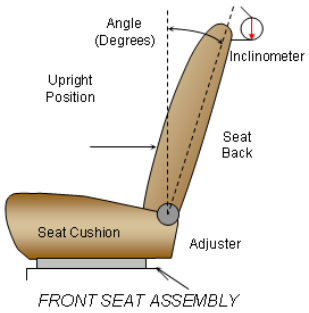
SEAT ADJUSTMENT, FUEL SYSTEM, AND STEERING WHEEL

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

NOMINAL DESIGN RIDING POSITION

The driver and passenger seat back was initially set to the manufacturer's designated angle listed in FORM 1 but was moved rearward per THOR seating procedure to level the head. The passenger seat back was set to the manufacturer's designated angle listed in FORM 1 but was moved rearward per THOR seating procedure to level the head.

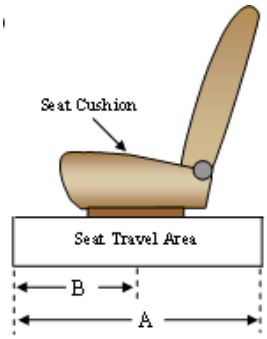


SEAT BACK ANGLE

Seating Position	Unit	FORM 1 Position	After ATD Positioning
Driver Seat Back Angle	Degrees	1.0	5.5
Passenger Seat Back Angle	Degrees	1.0	4.0

SEAT FORE / AFT POSITIONING

The total seat travel is measured from the forward most position to the rear most position with the seat cushion set at mid angle. Both the driver and passenger seats were initially positioned to 25 mm rearward of mid position. The seat was then moved as far forward as possible where the ATD did not contact any interior panels, up to mid position.



SEAT FORE/AFT POSITIONS

Seating Position	Total Fore/Aft Travel (mm)	Placed in Position (mm)
Driver Seat	221	114
Passenger Seat	231	117

SEAT BELT UPPER ANCHORAGE

The seat belt upper anchorage is positioned to the manufacturer's design position for a 50th percentile adult male ATD for the driver and passenger. Position "H" is the uppermost position, followed by position "M1" and "M2." Position "L" is the lowermost position.

SEAT BELT UPPER ANCHORAGES

Seating Position	Total No. of Positions	Placed in Position
Driver Seat	4	H
Passenger Seat	4	H

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

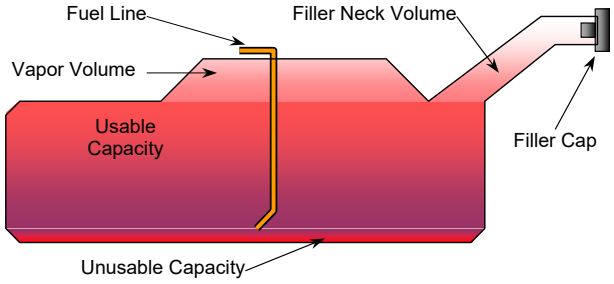
Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

FUEL TANK CAPACITY

Description	Liters
Usable Capacity of "Standard Tank"	73.81
Usable Capacity of "Optional Tank"	
93% of Usable Capacity	68.64
Actual Amount of Stoddard Solvent Used	68.62
1/3 of Usable Capacity	24.60

FUEL PUMP

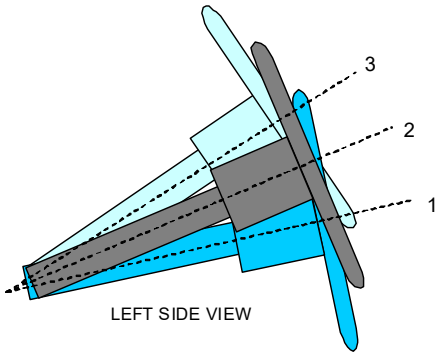
Fuel was evacuated according to the specifications provided by the manufacturer in Form 1. The electric fuel pump operates once the start button is pressed.



VEHICLE FUEL TANK ASSEMBLY

STEERING COLUMN ADJUSTMENT

Steering wheel and column adjustments are made so that the steering wheel hub is at the geometric center of the locus it describes when moved through its full range of motion. A digital inclinometer is used to measure a plate which is placed across the rim of the steering wheel for angular measurements. A tape measure is used to measure telescoping steering wheel travel.



STEERING COLUMN ASSEMBLY

STEERING COLUMN POSITIONING

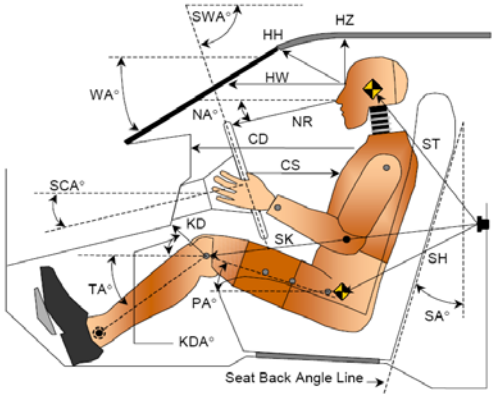
	Degrees	Fore-Aft Position (mm)
Lowermost Position, No. 1	22.9	57
Geometric Center Position, No. 2	25.2	78
Uppermost Position, No. 3	27.5	98
Telescoping Steering Wheel Travel		41
Test Position	25.2	78

DATA SHEET NO. 3

DUMMY LONGITUDINAL CLEARANCE DIMENSIONS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



LEFT SIDE VIEW

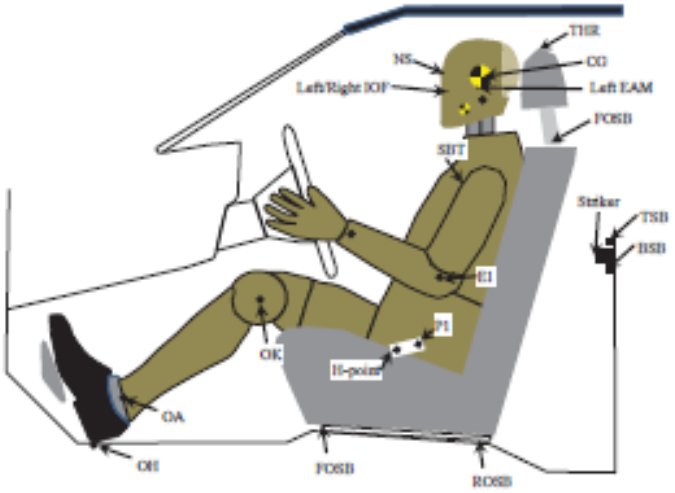
Code	Measurement Description	Driver S/N# DL9207		Passenger S/N# DO9798	
		Length (mm)	Angle (°)	Length (mm)	Angle (°)
WA°	Windshield Angle		33.3		
SWA°	Steering Wheel Angle		64.8		
SCA°	Steering Column Angle		25.2		
SA°	Seat Back Angle (On Headrest Post)		5.5		4.0
HZ	Head to Roof	249	89.9	214	89.9
HH	Head to Header	589	17.8	523	17.2
HW	Head to Windshield	864	0.0	764	0.0
NR	Nose to Rim	557	9.1		
CD	Chest to Dash	682	8.3	604	8.0
CS	Chest to Steering Hub	409	0.1		
RA	Rim to Abdomen	241	0.1		
KDL	Left Knee to Dash	140	24.1	95	29.6
KDR	Right Knee to Dash			90	29.9
PA°	Pelvic Angle		32.5		31.7
TA°	Tibia Angle		46.5		49.0
SK	Striker to Knee	658	6.7	718	5.1
ST	Striker to Head	585	83.5	605	88.8
SH	Striker to H-Point	309	44.5	319	36.3
HAX°	Head Angle (X)		0.6		0.2
HAY°	Head Angle (Y)		0.6		0.1
TAX°	T6 Angle (X)		-0.1		-0.2
TAY°	T6 Angle (Y)		22.1		18.3
TAX°	T1 Angle (X)		0.3		N/A
TAY°	T1 Angle (Y)		3.2		N/A
TAX°	T12 Angle (X)		-0.6		0.2
TAY°	T12 Angle (Y)		35.3		31.7
PAX°	Pelvis Angle (X)		0.5		-0.1
PAY°	Pelvis Angle (Y)		32.5		31.6

DATA SHEET NO. 4

DUMMY CMM MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



Description	Units	Driver S/N# DL9207			Passenger S/N# DO9798		
		X	Y	Z	X	Y	Z
Head CG	mm	2844	-500	-872	2906	491	-900
Nasion	mm	2939	-423	-885	2998	412	-912
Tip of Nose	mm	2941	-420	-847	3001	411	-874
Tip of Chin	mm	2938	-422	-746	2997	411	-773
Left EAM	mm	2852	-494	-844			
Right EAM	mm				2914	487	-872
Left IOF	mm	2937	-455	-848	2997	380	-874
Right IOF	mm	2938	-391	-847	2998	445	-874
Outboard Elbow	mm	3116	-684	-451	3059	699	-394
H-Point	mm	3019	-670	-250	3060	667	-277
H-Point Tool	mm	3099	-746	-221	3134	742	-246
Outboard Knee Bolt	mm	3493	-600	-350	3542	552	-363
Inboard Knee Bolt	mm	3496	-309	-350	3536	339	-356
Outboard Ankle Bolt	mm	3782	-618	-46	3816	546	-47
Inboard Ankle Bolt	mm	3782	-272	-45	3808	359	-38
Outer Heel Point	mm	3792	-601	95	3781	506	90
Inboard Heel Point	mm	3788	-240	93	3766	311	97
Striker Top Bolt	mm	2861	-865	-435	2861	859	-436
Striker Bottom Bolt	mm	2865	-866	-399	2865	861	-400
Center Tip of Striker	mm	2896	-868	-420	2896	861	-421
Front Outboard Seat Anchor Bolt	mm	3343	-627	76	3345	618	76
Rear Outboard Seat Anchor Bolt	mm	2866	-624	102	2866	619	102
Outboard Head Restraint Post	mm	2685	-498	-680	2728	497	-713
Center of Steering Wheel	mm	3417	-415	-600			

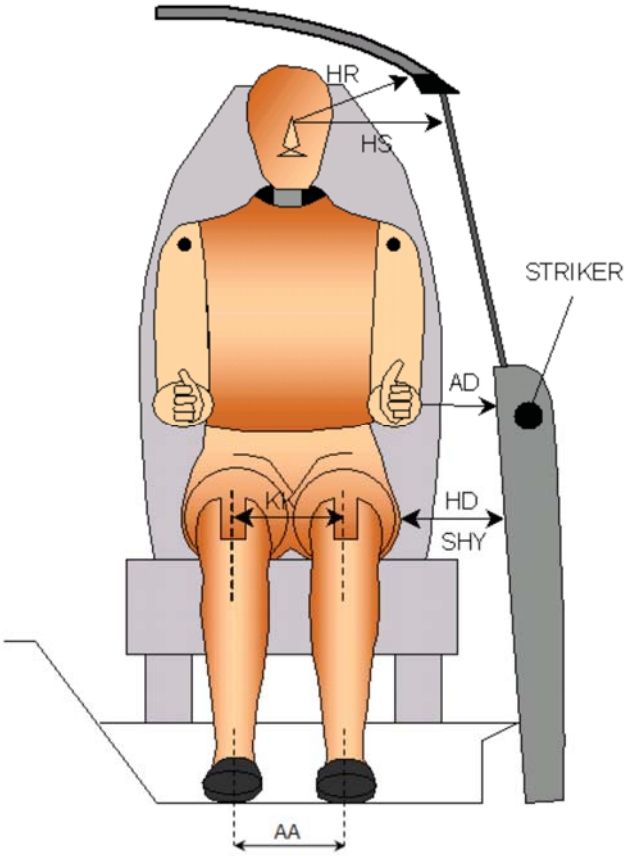
Reference Point:
+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

DATA SHEET NO. 5

DUMMY LATERAL CLEARANCE DIMENSIONS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



DUMMY LATERAL CLEARANCE DIMENSION INFORMATION

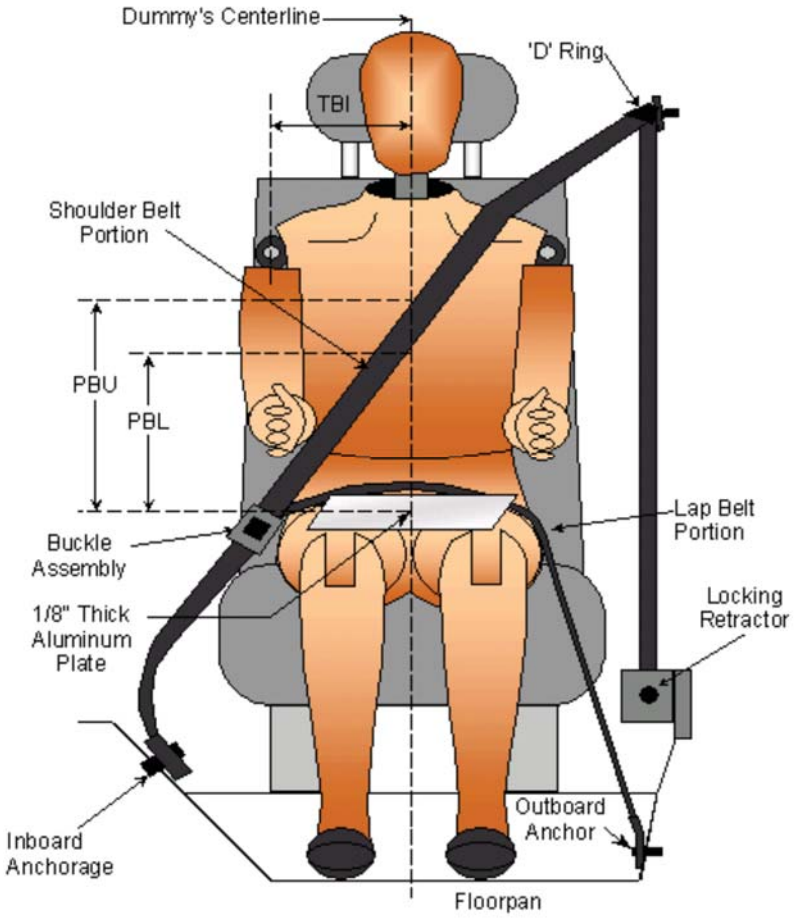
Code	Measurement Description	Units	Driver	Passenger
AD	Arm to Door	mm	299	290
HD	H-Point to Door	mm	246	244
HR	Head to Side Header	mm	306	291
HS	Head to Side Window	mm	393	388
KK	Knee to Knee	mm	291	213
SHY	Striker to H-Point (Y Direction)	mm	122	119
AA	Ankle to Ankle	mm	346	188

DATA SHEET NO. 6

SEAT BELT POSITIONING DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



FRONT VIEW OF DUMMY

SEAT BELT POSITIONING MEASUREMENTS

Code	Measurement Description	Units	Driver	Passenger
PBU	Top Surface of Aluminum Plate to Belt Upper Edge	mm	329	321
PBL	Top Surface of Aluminum Plate to Belt Lower Edge	mm	260	250

BELT LENGTH DATA

Measurement Description	Units	Driver	Passenger
Shoulder Belt Length as Measured on ATD	mm	867	875
Lap Belt Length as Measured on ATD	mm	714	570
Remainder of Belt on Reel	mm	929	1025
Total Belt Length for Continuous Webbing Systems	mm	2510	2470

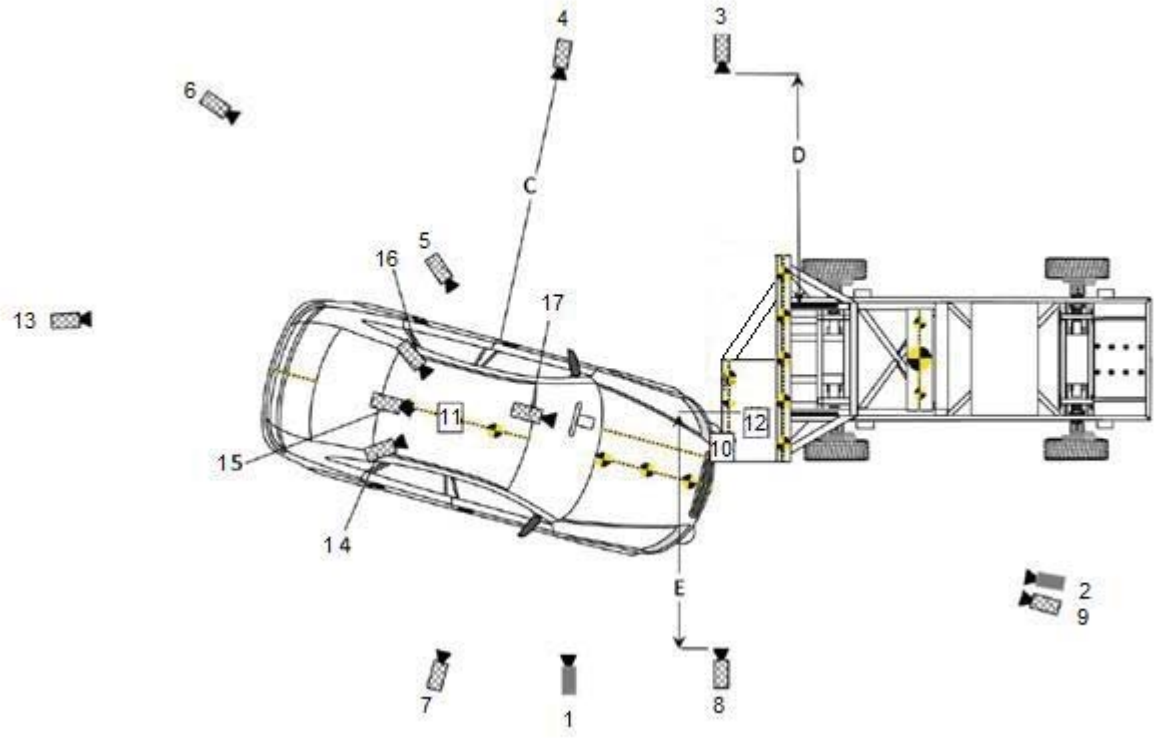
DATA SHEET NO. 7

HIGH SPEED CAMERA LOCATIONS AND DATA

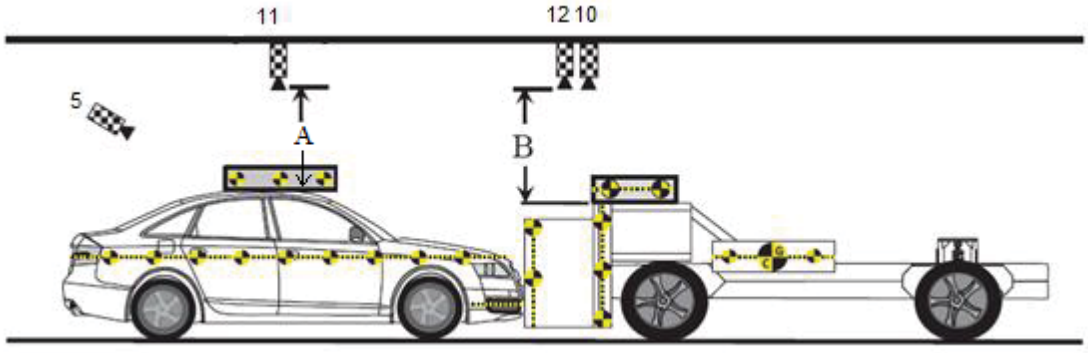
Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

HORIZONTAL LOCATION



VERTICAL LOCATION



Code	Units	Measurement
A	mm	5121
B	mm	5633
C	mm	14005
D	mm	13949
E	mm	12305

DATA SHEET NO. 7 … (CONTINUED)

HIGH SPEED CAMERA LOCATIONS AND DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

CAMERA LOCATIONS AND DATA

No.	View	Coordinates (mm)			Lens (mm)	Speed (fps)
		X	Y	Z		
1	Real-Time Camera to Capture the Impact	3840	13831	151	35	60
2	Real-Time Camera to Capture the Movement of the Vehicle	-11386	-6878	70	35	60
3	Right Side of OMDB View	4422	14533	703	35	1000
4	Left Side of Test Vehicle	3402	13780	578	24	1000
5	Oblique Overhead Driver Motion View	10494	11606	8232	85	1000
6	Oblique Rear View of Test Vehicle	24160	20184	2237	50	1000
7	Right Side of Test Vehicle	13720	-21528	1887	105	1000
8	Left Side of OMDB View	4582	-12877	479	35	1000
9	Front of Test Vehicle and OMDB	-11386	-5782	741	85	1000
10	Impact Point View	4595	-632	7016	35	1000
11	Overhead View of Test Vehicle	7159	-786	6840	20	1000
12	Overhead of OMDB View	4937	-487	7018	14	1000
13	Final Impact of the Vehicle	43178	11430	3258	20	1000
14	Onboard Driver Over Shoulder	7501	-501	1649	6.5	1000
15	Onboard Center Driver Passenger	7660	-99	1578	12.5	1000
16	Onboard Passenger Over Shoulder	7328	176	1644	3.5	1000
17	Onboard Lower Leg	6160	-97	503	1.3	1000

Reference Point:

+X = From Back of OMDB to front of OMDB

+Y = Right of monorail center

+Z = Up from ground

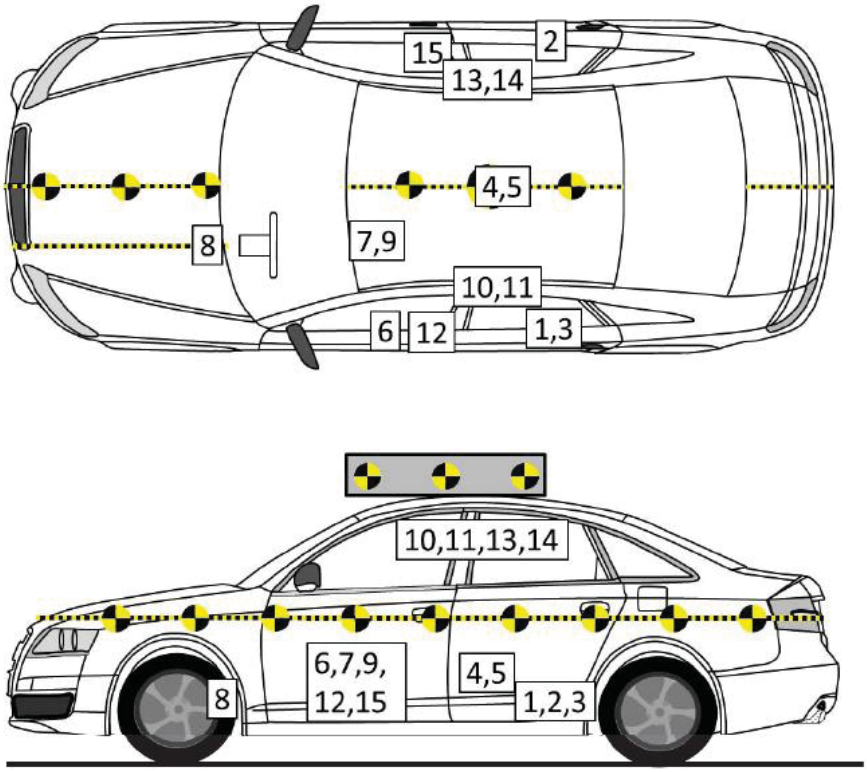
Origin: Center of rail at OMDB cart face center

DATA SHEET NO. 8

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



VEHICLE ACCELEROMETER PRE-TEST LOCATIONS RELATIVE TO VCS

No.	Instrumentation Location	Axes	Units	Coordinates (mm)		
				X	Y	Z
1,2,3	Vehicle CG	X, Y, Z	g	2744	-3	85
4,5,6	Vehicle CG Angular Velocity	X, Y, Z	°/s	2744	-3	85
	Vehicle Left Angular Velocity	X, Y, Z	°/s	2780	-626	82
	Vehicle Right Angular Velocity	X, Y, Z	°/s	2775	611	82
	Vehicle Rear Angular Velocity	X, Y, Z	°/s	1531	590	-340
7,8	Left Rear Sill	X, Y	g	2448	-755	83
9,10	Left Rear Sill Redundant	X, Y	g	2418	-757	83
11,12	Right Rear Sil	X, Y	g	2463	751	83
13,14,15	Left Side Seat Track	X, Y, Z	g	3206	-626	12
16,17	Seat Thigh Bar	X, Z	g	3237	-473	-29
18,19,20	Left Side Toe Pan	X, Y, Z	g	4073	-394	-7

Reference Point:

+X – From the rear of the vehicle to the front of the vehicle

+Y – From the left side of the vehicle to the right side of the vehicle

+Z – From the top of the vehicle to the bottom of the vehicle

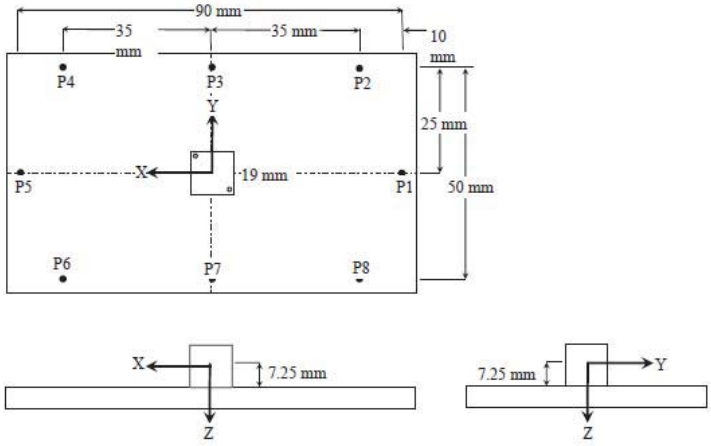
DATA SHEET NO. 8 … (CONTINUED)

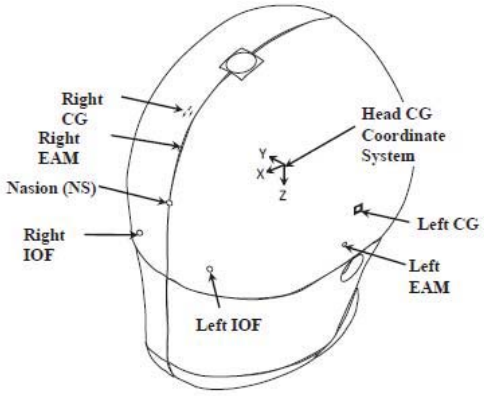
VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

ANGULAR RATE SENSOR MOUNTING PLATE & THOR HEAD POINT DEFINITIONS





CG ARS MOUNTING PLATE - VEHICLE COORDINATE SYSTEM

No.	Description	Units	X	Y	Z
P1	Plate Point 1	mm	2700	-3	99
P2	Plate Point 2	mm	2710	22	99
P3	Plate Point 3	mm	2745	22	99
P4	Plate Point 4	mm	2780	22	99
P5	Plate Point 5	mm	2790	-4	100
P6	Plate Point 6	mm	2780	-29	100
P7	Plate Point 7	mm	2745	-28	99
P8	Plate Point 8	mm	2710	-28	99

LEFT ARS MOUNTING PLATE - VEHICLE COORDINATE SYSTEM

No.	Description	Units	X	Y	Z
P1	Plate Point 1	mm	2736	-625	97
P2	Plate Point 2	mm	2746	-600	97
P3	Plate Point 3	mm	2781	-601	97
P4	Plate Point 4	mm	2816	-601	96
P5	Plate Point 5	mm	2826	-627	97
P6	Plate Point 6	mm	2815	-651	98
P7	Plate Point 7	mm	2780	-651	97
P8	Plate Point 8	mm	2745	-650	97

DATA SHEET NO. 8 … (CONTINUED)

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

RIGHT ARS MOUNTING PLATE - VEHICLE COORDINATE SYSTEM

No.	Description	Units	X	Y	Z
P1	Plate Point 1	mm	2731	611	97
P2	Plate Point 2	mm	2741	636	98
P3	Plate Point 3	mm	2776	635	98
P4	Plate Point 4	mm	2810	635	97
P5	Plate Point 5	mm	2820	610	96
P6	Plate Point 6	mm	2810	585	95
P7	Plate Point 7	mm	2775	585	95
P8	Plate Point 8	mm	2740	586	95

REAR ARS MOUNTING PLATE - VEHICLE COORDINATE SYSTEM

No.	Description	Units	X	Y	Z
P1	Plate Point 1	mm	1486	590	-325
P2	Plate Point 2	mm	1496	615	-325
P3	Plate Point 3	mm	1531	615	-325
P4	Plate Point 4	mm	1566	615	-325
P5	Plate Point 5	mm	1576	590	-325
P6	Plate Point 6	mm	1566	565	-325
P7	Plate Point 7	mm	1531	565	-325
P8	Plate Point 8	mm	1496	565	-325

DATA SHEET NO. 8 … (CONTINUED)

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

DRIVER HEAD POINTS IN RELATION TO HEAD CG COORDINATE SYSTEM

Description	Units	X	Y	Z
CG	mm	0	0	0
Left CG	mm	-1	-78	-1
Right CG	mm	0	77	0
Left EAM	mm	6	-74	28
Right EAM	mm	7	74	27
Left IOF	mm	89	-31	28
Right IOF	mm	90	32	28
Nasion	mm	93	0	-10

PASSENGER HEAD POINTS IN RELATION TO HEAD CG COORDINATE SYSTEM

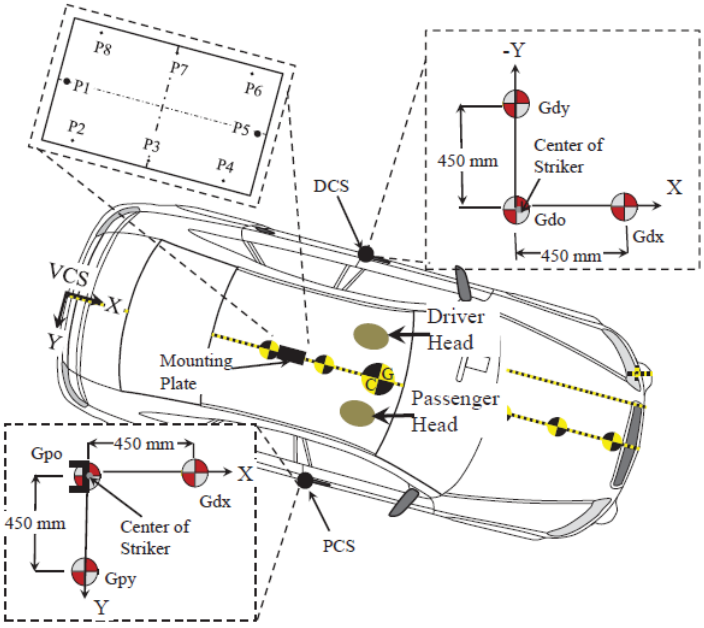
Description	Units	X	Y	Z
CG	mm	0	0	0
Left CG	mm	-1	-79	0
Right CG	mm	-1	77	-1
Left EAM	mm	5	-71	27
Right EAM	mm	6	72	27
Left IOF	mm	91	-32	28
Right IOF	mm	91	32	28
Nasion	mm	93	1	-10

DATA SHEET NO. 8 … (CONTINUED)

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



ARS MOUNTING PLATE & ATD'S HEAD POINTS RELATIVE TO GLOBAL COORDINATE SYSTEMS

Description	DRIVER DCS			PASSENGER PCS		
	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)
Go	0	0	935	1	1	945
Gx	450	1	938	450	0	943
Gy	0	-450	945	0	450	945
P1 (CG)	-196	865	519	-196	-864	520
P2 (CG)	-186	890	519	-186	-839	520
P3 (CG)	-151	890	519	-151	-840	520
P4 (CG)	-116	889	520	-116	-840	520
P5 (CG)	-106	864	520	-106	-865	521
P6 (CG)	-117	839	520	-117	-890	521
P7 (CG)	-152	840	519	-152	-890	520
P8 (CG)	-186	840	519	-186	-889	520
Left CG	-52	368	-452	8	-526	-479
Right CG	-52	524	-452	10	-370	-479
Left EAM	-44	374	-424			
Right EAM				18	-374	-451
Left IOF	41	413	-428	101	-482	-454
Right IOF	42	477	-427	102	-417	-453
Nasion	43	445	-465	102	-449	-491

DATA SHEET NO. 8 … (CONTINUED)

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

ARS MOUNTING PLATE & ATD'S HEAD POINTS RELATIVE TO GLOBAL COORDINATE SYSTEMS

Description	DRIVER DCS			PASSENGER PCS		
	X (mm)	Y (mm)	Z (mm)	X (mm)	Y (mm)	Z (mm)
P1 (Left)	-161	243	517	-161	-1486	518
P2 (Left)	-150	268	517	-150	-1461	518
P3 (Left)	-115	267	517	-115	-1462	517
P4 (Left)	-80	267	517	-80	-1463	517
P5 (Left)	-71	241	517	-71	-1488	518
P6 (Left)	-81	217	518	-81	-1513	519
P7 (Left)	-116	217	517	-116	-1512	518
P8 (Left)	-151	218	517	-151	-1511	518
P1 (Right)	-166	1479	517	-166	-251	518
P2 (Right)	-155	1504	518	-155	-226	519
P3 (Right)	-120	1503	518	-120	-226	519
P4 (Right)	-86	1503	518	-86	-226	518
P5 (Right)	-76	1478	516	-76	-251	517
P6 (Right)	-86	1453	515	-86	-276	516
P7 (Right)	-121	1453	515	-121	-276	516
P8 (Right)	-156	1454	515	-156	-276	516
P1 (Rear)	-1410	1458	95	-1410	-271	96
P2 (Rear)	-1400	1483	95	-1400	-246	96
P3 (Rear)	-1365	1483	95	-1365	-246	96
P4 (Rear)	-1330	1483	95	-1330	-246	96
P5 (Rear)	-1320	1458	95	-1320	-271	95
P6 (Rear)	-1330	1433	95	-1330	-296	96
P7 (Rear)	-1365	1433	95	-1365	-296	96
P8 (Rear)	-1400	1433	95	-1400	-296	96

DATA SHEET NO. 8 … (CONTINUED)

VEHICLE INSTRUMENTATION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

No.	Description	Axes	Units	Positive Direction		Negative Direction	
				Max	Time (ms)	Min	Time (ms)
1	Left Rear Sill Acceleration	X	g	2.6	113.6	-47.9	48.1
		Y	g	19.9	30.9	-3.7	95.1
2	Right Rear Sill Acceleration	X	g	2.8	130.2	-42.5	50.7
		Y	g	20.3	30.9	-3.5	99.5
3	Left Rear Sill Redundant Acceleration	X	g	2.3	113.3	-46.2	48.2
		Y	g	19.3	31.0	-2.7	94.8
4	Vehicle CG Acceleration	X	g	5.0	128.7	-55.7	48.3
		Y	g	19.1	30.6	-3.3	110.0
		Z	g	9.1	64.6	-12.8	70.5
5	Driver Seat Track Acceleration	X	g	6.7	84.7	-57.8	49.7
		Y	g	17.5	70.2	-6.7	16.2
		Z	g	21.5	48.5	-22.7	67.1
6	Driver Seat Thigh Bar Acceleration	X	g	5.4	76.3	-57.8	52.9
		Z	g	25.3	38.7	-23.5	53.5
7	Driver Floor Pan Acceleration	X	g	23.3	72.8	-87.1	62.0
		Y	g	55.6	62.3	-50.2	32.9
		Z	g	81.4	42.5	-69.5	62.7
8	Vehicle CG Angular Rate	X	deg/s	216.1	13.0	-278.5	43.6
		Y	deg/s	611.3	12.5	-534.1	16.8
		Z	deg/s	89.4	78.0	-25.6	7.3
9	Driver Shoulder Belt Displacement		mm	114.7	86.2	-67.7	20.8
10	Driver Shoulder Belt Upper Force		N	3699.5	68.5	-15.1	6.6
11	Driver Lap Belt Force		N	5634.2	55.1	-28.1	10.4
12	Passenger Shoulder Belt Displacement		mm	234.3	104.7	-78.6	20.1
13	Passenger Shoulder Belt Upper Force		N	3715.7	40.7	-23.2	6.3
14	Passenger Lap Belt Force		N	3796.4	56.2	-31.5	10.1
15	Driver Floor Pan Deflection	X	mm	26.4	80.0	-41.0	132.0

Note: See Appendix B for all vehicle data plots

TIME TO FIRE RESTRAINT TIMING

No.	Description	Units	Time to Fire (ms)
1	Driver Front Airbag Stage 1 Monitor	Amps	30.2
2	Driver Front Airbag Stage 2 Monitor	Amps	35.3
3	Driver Curtain Airbag Monitor	Amps	27.8
4	Driver Seat Airbag Monitor	Amps	27.8
5	Driver Retractor Pretensioner Monitor	Amps	Did Not Fire
6	Driver Anchor Pretensioner Monitor	Amps	Did Not Fire
7	Passenger Front Airbag Stage 1 Monitor	Amps	6.8
8	Passenger Front Airbag Stage 2 Monitor	Amps	36.8
9	Passenger Curtain Airbag Monitor	Amps	Did Not Fire
10	Passenger Seat Airbag Monitor	Amps	Did Not Fire
11	Passenger Retractor Pretensioner Monitor	Amps	5.3
12	Passenger Anchor Pretensioner Monitor	Amps	Did Not Fire

*The measurement indicates the time the voltage changed

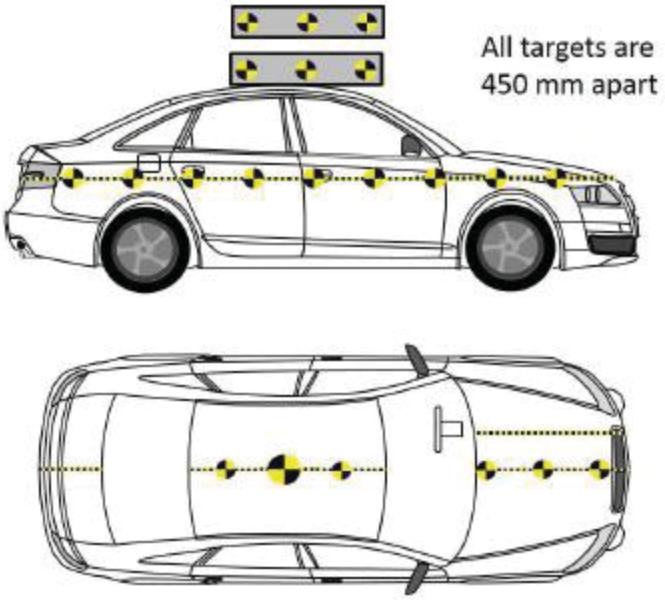
DATA SHEET NO. 9

PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

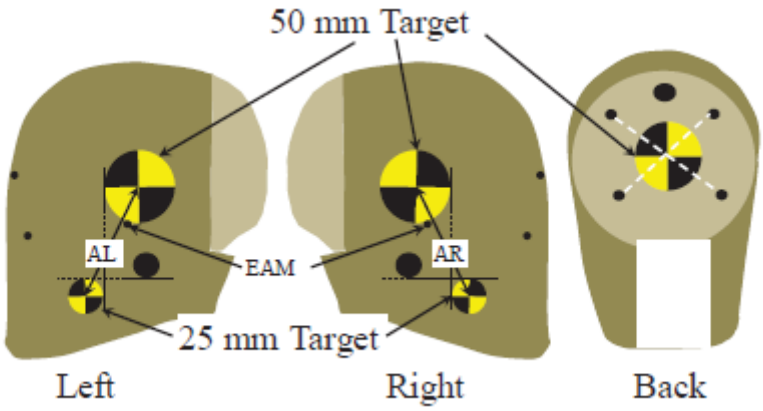
Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE TARGETS



ATD HEAD TARGETS



Driver

Target	Units	Measurement
AL	mm	93
AR	mm	92

Passenger

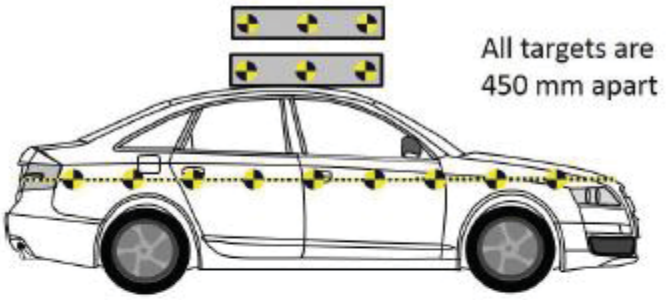
Target	Units	Measurement
AL	mm	93
AR	mm	93

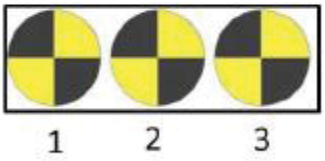
DATA SHEET NO. 9 … (CONTINUED)

PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

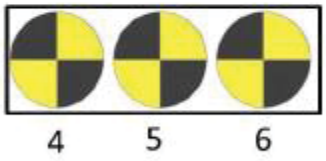
Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17





Vertical Target
Plane 1
(Driver's Side)



Vertical Target
Plane 2
(Passenger Side)

TARGET LOCATIONS RELATIVE TO VEHICLE COORDINATE SYSTEM

Target	Units	X	Y	Z
1	mm	3362	-469	-1328
2	mm	2916	-453	-1328
3	mm	2466	-438	-1328
4	mm	2460	410	-1326
5	mm	2910	422	-1327
6	mm	3360	433	-1329

Reference Point:

+X – From the rear of the vehicle to the front of the vehicle

+Y – From the left side of the vehicle to the right side of the vehicle

+Z – From the top of the vehicle to the bottom of the vehicle

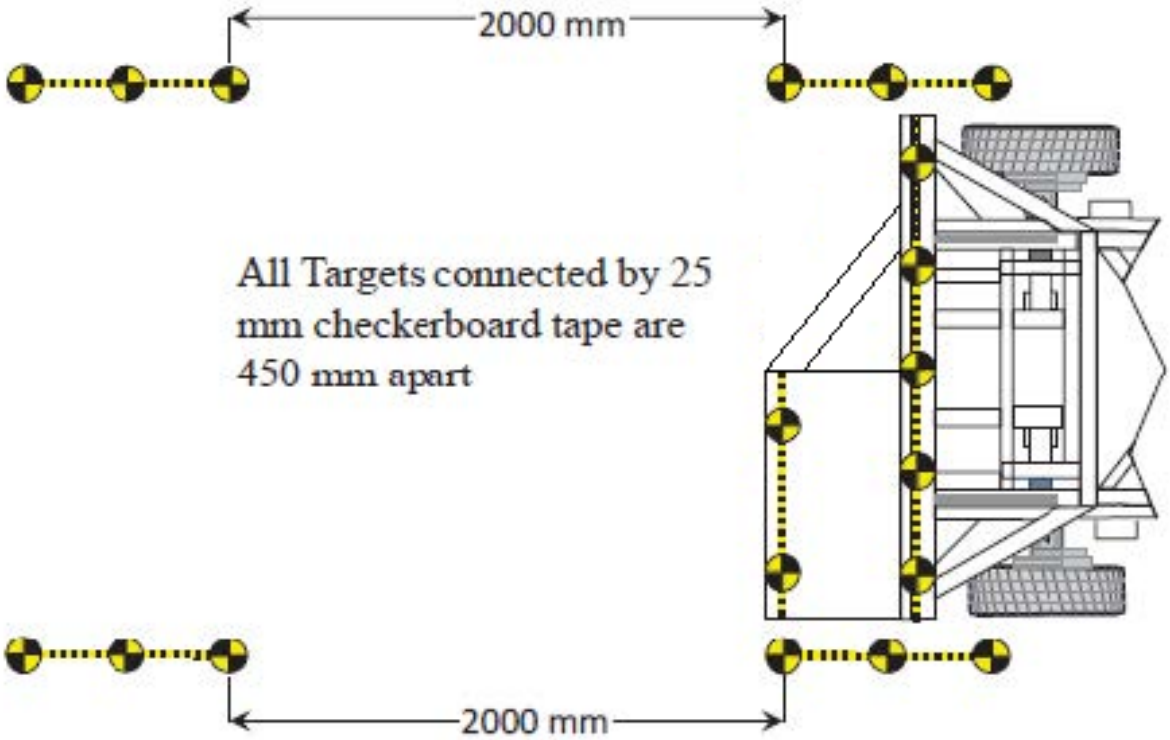
DATA SHEET NO. 9 … (CONTINUED)

PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

GROUND TARGETS LOCATED IN REFERENCE TO OMDB

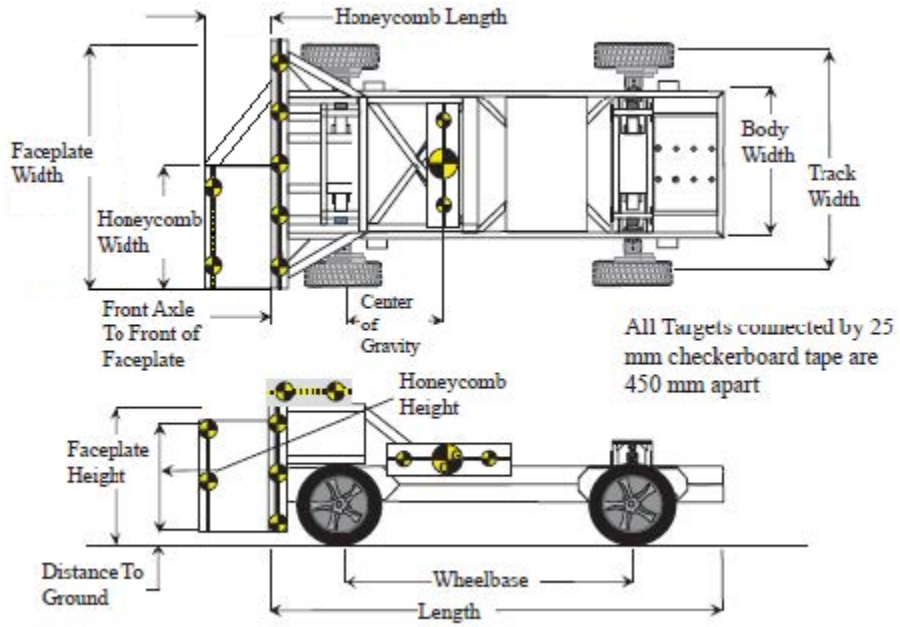


DATA SHEET NO. 9 … (CONTINUED)

PHOTOGRAPHIC REFERENCE TARGET LOCATIONS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



Item	Units	Value	Item	Units	Value
Honeycomb Width	mm	1200	Faceplate Height	mm	1185
Honeycomb Length	mm	600	Faceplate to Ground	mm	85
Honeycomb Height	mm	951	Wheelbase	mm	2592
Left Front Axle to Front Faceplate	mm	600	Cart Length	mm	3984
Right Front Axle to Front Faceplate	mm	600	Body Width	mm	1249
Front Axle to CG	mm	994	Track Width	mm	1871

OMDB WEIGHTS

	Units	Front Axle	Rear Axle	Total
Left	kg	763.5	465.7	1229.2
Right	kg	748.1	473.9	1222.0
Ratio	%	61.7%	38.3%	100.0%
Totals	kg	1511.6	939.6	2451.2

Note: All targets on the OMDB honeycomb are 450 mm apart

DATA SHEET NO. 10

TEST VEHICLE SUMMARY OF RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

INSTRUMENTATION

Instrumentation	Number of Channels Collected
Driver Dummy Sensors	105
Passenger Dummy Sensors	105
Vehicle Structure Sensors	45
SRS Inductive Pickups	12
OMDB Cart Accelerometers	9
Total	276

CAMERA COVERAGE

Type of Camera	Number of Cameras Collected
High-Speed Vehicle Onboard	4
High-Speed Off-Board	11
Real-Time Panning	3
Total	18

DATA SHEET NO. 11

POST TEST OBSERVATIONS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

TEST DUMMY INFORMATION AND CONTACT

Description	Driver	Passenger
Dummy Type/Serial No.	THOR DL9207	THOR DO9798
Lower Leg Type	LX	LX
Lower Leg Serial No.	LX655 / LX0039	DQ6529 / DQ6528
Head Contact	Frontal & Curtain Airbags, Headrest	Frontal Airbag, Center Instrument Panel
Upper Torso Contact	Front, Curtain, & Torso / Pelvis Airbags, Door Panel, Seatback	Frontal Airbag, Center Instrument Panel
Lower Torso Contact	Torso / Pelvis Airbag, Door Panel	None
Left Knee Contact	Knee Bolster	Knee Bolster
Right Knee Contact	Knee Bolster, Steering Column	Knee Bolster

DOOR OPENING AND SEAT TRACK INFORMATION

Description	Driver	Passenger
Locked / Unlocked Doors	Unlocked	Unlocked
Front Door Opening	Remained closed and latched, operational	Remained closed and latched, operational
Rear Door Opening	Remained closed and latched, operational	Remained closed and latched, operational
Seat Track Shift (mm)	11	19
Seat Back Failure	None	None
Glazing Damage	None	

POST TEST STRUCTURAL OBSERVATIONS

Critical Areas of Performance	Observations and Conclusions
Pillar Performance	Good
Windshield Damage	Broken
Window Damage	None
Other Notable Effects	Left front wheel was pushed into the A-Pillar. Hood bent inward.

SUPPLEMENTAL RESTRAINT SYSTEM INFORMATION

Restraint Type	Driver		Passenger	
	Installed	Operated	Installed	Operated
Front Airbag	Yes	Yes	Yes	Yes
Side Airbag 1 (Curtain)	Yes	Yes	Yes	No
Side Airbag 2 (Torso/Pelvis)	Yes	Yes	Yes	No
Knee Airbag	No		No	
Seat Belt Pretensioner	Yes	Yes	Yes	Yes
Seat Belt Load Limiter	Yes	Yes	Yes	Yes

DATA SHEET NO. 12

VEHICLE PROFILE MEASUREMENTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

No.	Description	Pre-Test	Post-Test	Difference
1	Total Length of Vehicle at Centerline	5329	5075	-254
2	Rear Surface of Vehicle to Front of Engine	4863	4737	-125
3	RSOV to Firewall	4374	4316	-57
4	RSOV to Upper Leading Edge of Right Door	3886	3882	-4
5	RSOV to Upper Leading Edge of Left Door	3884	3879	-5
6	RSOV to Lower Leading Edge of Right Door	3864	3862	-2
7	RSOV to Lower Leading Edge of Left Door	3860	3860	0
8	RSOV to Upper Trailing Edge of Right Door	2813	2810	-3
9	RSOV to Upper Trailing Edge of Left Door	2811	2805	-5
10	RSOV to Lower Trailing Edge of Right Door	2838	2842	4
11	RSOV to Lower Trailing Edge of Left Door	2835	2842	7
12	RSOV to Bottom of A-Pillar, Right Side	3853	3849	-4
13	RSOV to Bottom of A-Pillar, Left Side	3857	3850	-8
14	RSOV to Firewall, Right Side	4383	4376	-7
15	RSOV to Firewall, Left Side	4378	4219	-158
16	RSOV to Steering Column	3445	3447	3
17	Center of Steering Column to A-Pillar	413	402	-10
18	Center of Steering Column to Headliner	300	311	11
19	RSOV to Right Side of Front Bumper	5097	5302	205
20	RSOV to Left Side of Front Bumper	5096	4465	-631
21	Length of Engine Block	510	507	-4
RD	RSOV to Right Side of Dash Panel	3638	3630	-8
CD	RSOV to Center of Dash Panel	3551	3537	-14
LD	RSOV to Left Side of Dash Panel	3633	3625	-8

All measurements in millimeters

DATA SHEET NO. 13

ACCIDENT INVESTIGATION DIVISION DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE INFORMATION

VIN: 5FPYK2F52HB008732 Wheelbase (mm): 3169

Vehicle Size Category: Truck Test Weight (kg): 2258.0

ACCELEROMETER DATA

Accelerometer Locations: Vehicle CG X

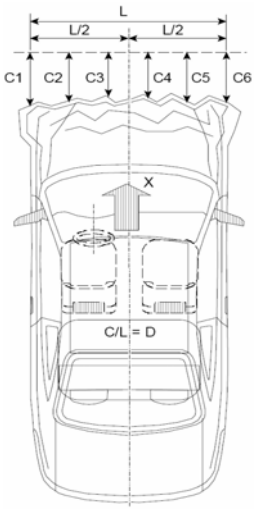
Cal. Procedure/Interval: Vibration Test / 6 months

Integration Algorithm: NHTSA Standard

Linearity: Good

Impact Velocity (km/h): 89.87

Velocity Change (km/h): 47.69



CRUSH PROFILE

Collision Deformation Classification: 12FLEW3

Midpoint of Damage: C2

Damage Region Length (mm): 1680

Impact Mode: Frontal 15° Angle, 35% Left

Crush Measurements: Bumper Cover

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
C1	Crush Zone 1 at Left Side	mm	5068	4437	-631
C2	Crush Zone 2 at Left Side	mm	5232	4729	-504
C3	Crush Zone 3 at Left Side	mm	5297	4949	-348
C4	Crush Zone 4 at Right Side	mm	5298	5129	-169
C5	Crush Zone 5 at Right Side	mm	5234	5250	16
C6	Crush Zone 6 at Right Side	mm	5069	5274	205
L	C1 to C6	mm	1680		

Crush Measurements: Bumper Beam

No.	Measurement Description	Units	Pre-Test	Post-Test	Difference
B1	Bumper Beam 1 at Left Side	mm	5083	4499	-585
B2	Bumper Beam 2 at Left Side	mm	5200	4684	-516
B3	Bumper Beam 3 at Left Side	mm	5251	4857	-393
B4	Bumper Beam 4 at Left Side	mm	5252	5018	-234
B5	Bumper Beam 5 at Right Side	mm	5201	5134	-68
B6	Bumper Beam 6 at Right Side	mm	5083	5113	30
L	B1 to B6	mm	1344		

DATA SHEET NO. 14

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

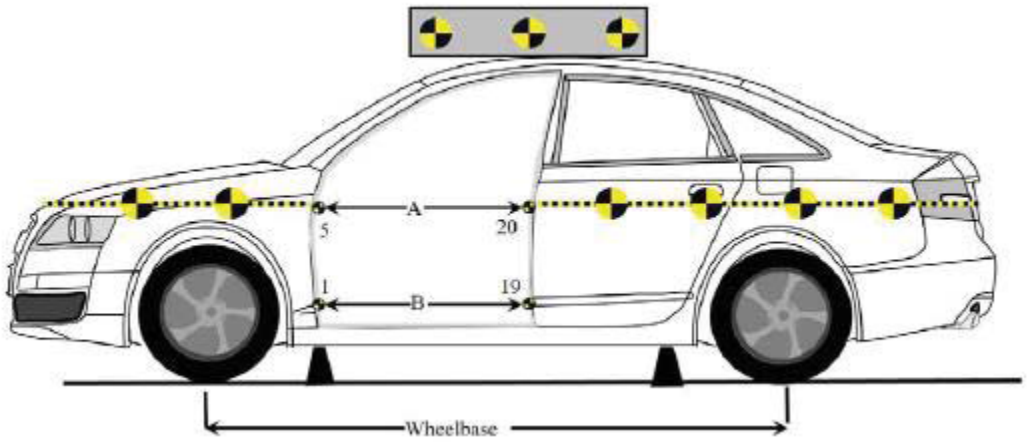
Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

DOOR OPENING WIDTH

Item	Description	Units	Pre-Test	Post-Test	Difference
A	Driver Side Upper	mm	861	860	-2
B	Driver Side Lower	mm	775	771	-4
D	Passenger Side Upper	mm	864	865	2
E	Passenger Side Lower	mm	779	780	1

WHEELBASE MEASUREMENTS

Item	Description	Units	Pre-Test	Post-Test	Difference
C	Left Side Wheelbase	mm	3169	2967	-202
F	Right Side Wheelbase	mm	3168	3218	50



DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

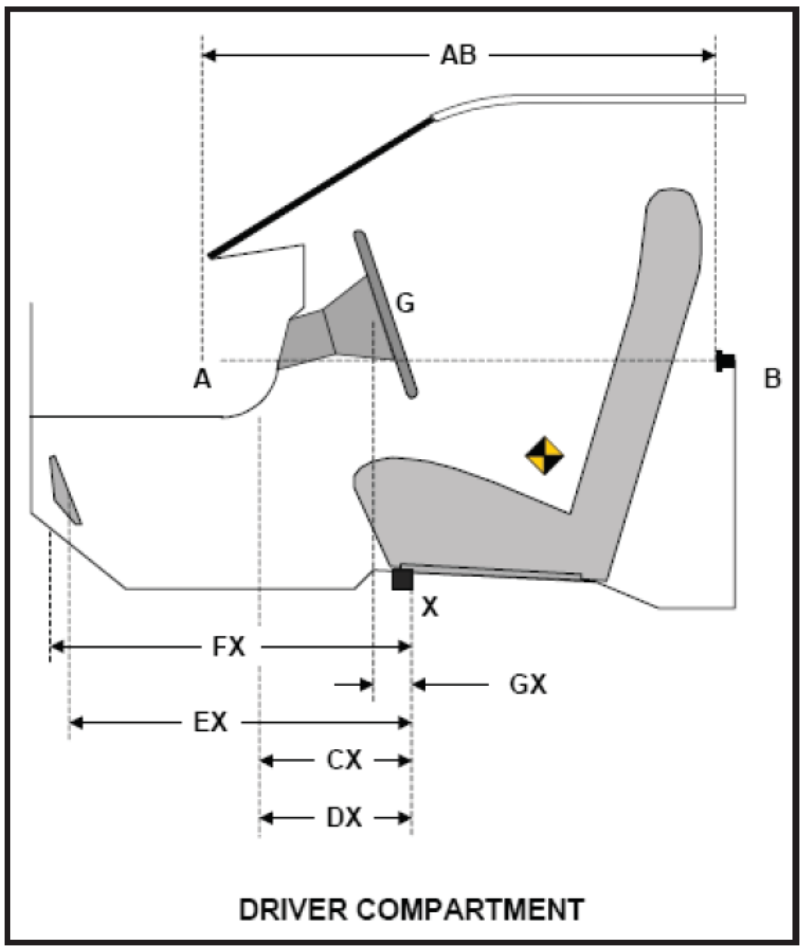
Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

DRIVER COMPARTMENT INTRUSION

Item	Description	Units	Pre-Test	Post-Test	Difference
AB	Door Opening (Inside Window Jam)	mm	861	855	-6
CX	Left Knee Bolster to X	mm	294	274	-19
DX	Right Knee Bolster to X	mm	289	270	-19
EX	Brake Pedal to X	mm	556	437	-119
FX	Footrest to X	mm	624	583	-42
GX	Center of Steering Column Wheel Hub to X	mm	74	78	4

X = Front of Seat Track (Stationary)



DRIVER COMPARTMENT

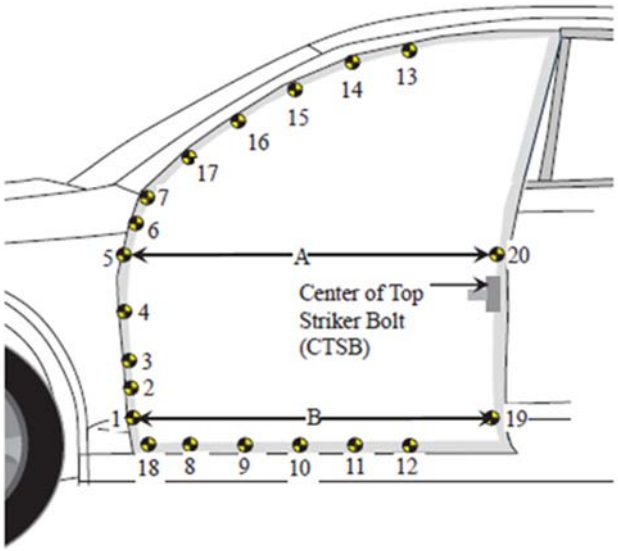
DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

DRIVER SIDE DOOR SILL INTRUSIONS



+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

Point	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3754	-792	-63	3746	-775	-69	-8	17	-7
2	3751	-797	-137	3743	-782	-144	-8	15	-7
3	3747	-801	-212	3740	-788	-220	-7	13	-8
4	3749	-811	-362	3742	-802	-371	-7	9	-8
5	3757	-820	-512	3751	-815	-520	-6	5	-8
6	3787	-823	-588	3780	-820	-596	-7	3	-8
7	3790	-816	-663	3783	-814	-671	-7	2	-8
8	3603	-784	84	3599	-770	80	-5	13	-4
9	3454	-783	85	3451	-774	79	-3	9	-6
10	3304	-784	86	3301	-777	81	-3	7	-5
11	3154	-784	84	3151	-777	81	-3	7	-3
12	3004	-794	-10	3002	-788	-12	-3	6	-2
13	3154	-693	-1048	3147	-693	-1054	-8	0	-6
14	3282	-704	-1019	3274	-704	-1027	-8	0	-8
15	3408	-725	-966	3399	-725	-975	-9	0	-9
16	3535	-752	-895	3525	-752	-906	-10	0	-10
17	3663	-779	-812	3655	-779	-820	-8	0	-8
18	3679	-784	55	3674	-768	50	-4	17	-5
19	2979	-800	-62	2976	-794	-64	-4	6	-2
20	2896	-816	-513	2891	-811	-516	-5	5	-3

All measurements in millimeters

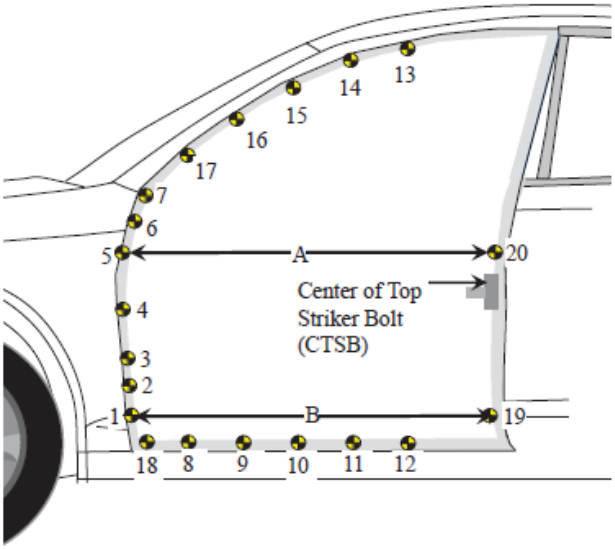
DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

PASSENGER SIDE DOOR SILL INTRUSIONS



+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

Point	Pre-Test			Post-Test			Difference		
	X	Y	Z	X	Y	Z	X	Y	Z
1	3757	784	-63	3755	788	-67	-2	4	-4
2	3750	789	-137	3750	792	-140	0	3	-3
3	3752	794	-213	3748	797	-217	-4	3	-5
4	3751	804	-362	3748	807	-366	-2	2	-4
5	3760	813	-513	3757	815	-518	-3	2	-6
6	3790	815	-587	3785	817	-593	-5	2	-5
7	3791	808	-663	3789	809	-667	-2	1	-4
8	3606	777	84	3606	782	78	-1	5	-6
9	3456	777	81	3453	782	78	-3	5	-4
10	3307	777	87	3304	782	84	-2	5	-3
11	3156	778	84	3154	783	81	-3	5	-3
12	3006	788	-3	3002	793	-5	-4	5	-3
13	3156	687	-1051	3151	683	-1053	-5	-4	-2
14	3282	697	-1022	3278	693	-1024	-5	-4	-2
15	3409	717	-968	3405	714	-971	-3	-4	-3
16	3535	744	-896	3530	742	-900	-4	-3	-4
17	3663	771	-813	3658	770	-818	-5	-1	-5
18	3682	778	54	3679	782	51	-3	5	-4
19	2978	795	-62	2975	799	-65	-3	4	-3
20	2896	811	-513	2892	812	-514	-4	1	-2

All measurements in millimeters.

DATA SHEET NO. 14 … (CONTINUED)

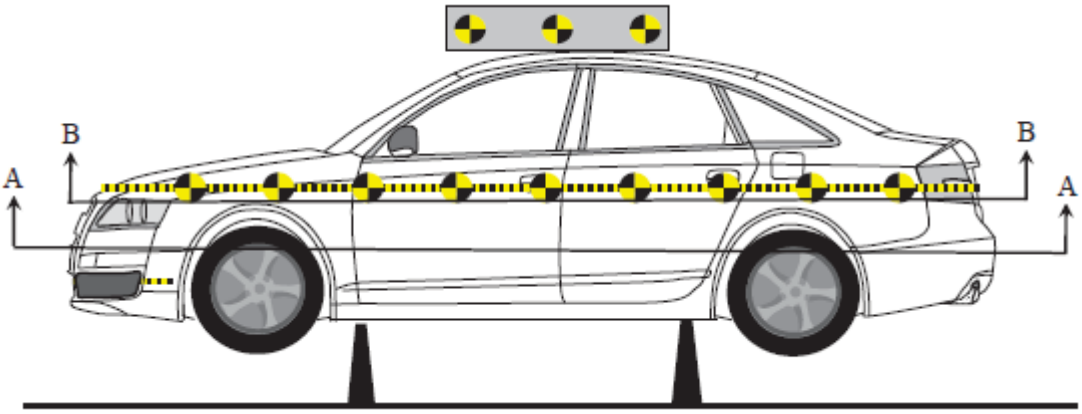
VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION A-A



Reference point:
+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

Point	Pre-Test (mm)		
	X	Y	Z
1	2815	-993	-16
2	2937	-992	-17
3	3111	-989	-18
4	3267	-986	-17
5	3465	-980	-16
6	3621	-975	-16
7	3757	-975	-16
8	3895	-982	-16
9	4748	-972	-17
10	4865	-940	-16
11	4991	-889	-16
12	5067	-841	-17
13	5224	-523	-16
14	5247	-468	-17
15	5273	-366	-16
16	5287	-270	-16
17	5296	-163	-16
18	5302	-3	-16
19	5297	163	-16
20	5277	351	-16

Point	Post-Test (mm)		
	X	Y	Z
1	2812	-984	-16
2	2844	-984	-16
3	2886	-983	-18
4	2936	-983	-16
5	2979	-982	-16
6	3036	-980	-17
7	3078	-979	-17
8	3124	-978	-17
9	3168	-977	-17
10	3218	-975	-17
11	3259	-974	-17
12	3293	-973	-16
13	3337	-971	-15
14	3380	-969	-16
15	3427	-967	-15
16	3473	-965	-18
17	3514	-963	-17
18	3551	-961	-16
19	3586	-960	-17
20	3630	-958	-17

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION A-A … (CONTINUED)

Point	Pre-Test (mm)		
	X	Y	Z
21	5222	529	-16
22	5148	691	-16
23	5077	824	-16
24	5064	842	-15
25	4954	899	-17
26	4869	932	-17
27	4773	961	-16
28	3900	970	-16
29	3744	966	-17
30	3516	971	-16
31	3280	980	-16
32	3000	986	-18
33	2815	988	-16

Point	Post-Test (mm)		
	X	Y	Z
21	3676	-957	-15
22	3751	-957	-18
23	3793	-957	-18
24	3820	-956	-17
25	3833	-975	-16
26	3855	-976	-17
27	4449	-626	-17
28	4466	-620	-16
29	4476	-610	-17
30	4484	-603	-15
31	4492	-594	-15
32	4495	-580	-16
33	4479	-551	-16
34	4462	-535	-16
35	4479	-502	-16
36	4501	-474	-16
37	4512	-468	-16
38	4522	-449	-17
39	4531	-428	-16
40	4564	-403	-18
41	4589	-397	-16
42	4616	-389	-17
43	4639	-385	-17
44	4658	-356	-15
45	4673	-347	-16
46	4688	-341	-15
47	4655	-302	-15
48	4652	-288	-17
49	4657	-266	-15
50	4665	-253	-15
51	4668	-249	-16
52	4672	-242	-16
53	4674	-232	-15
54	4684	-222	-16
55	4688	-212	-16

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION A-A … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
56	4698	-199	-16
57	4703	-189	-16
58	4710	-180	-17
59	4715	-172	-15
60	4726	-159	-16
61	4736	-146	-16
62	4745	-137	-16
63	4755	-127	-16
64	4761	-122	-16
65	4773	-109	-19
66	4789	-93	-16
67	4800	-78	-17
68	4816	-53	-16
69	4838	-27	-16
70	4857	-13	-16
71	4853	-10	-16
72	4869	10	-17
73	4891	30	-17
74	4919	58	-16
75	4945	83	-17
76	4974	120	-17
77	5005	165	-17
78	5020	192	-14
79	5038	224	-17
80	5075	264	-16
81	5097	288	-17
82	5115	315	-17
83	5131	349	-17
84	5139	371	-17
85	5148	391	-17
86	5152	411	-16
87	5154	437	-17
88	5153	450	-17
89	5151	468	-17
90	5147	491	-17

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION A-A … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
91	5143	516	-17
92	5140	535	-16
93	5136	553	-17
94	5133	574	-17
95	5130	590	-17
96	5125	615	-18
97	5122	633	-17
98	5120	641	-16
99	5119	648	-16
100	5118	656	-16
101	5116	664	-17
102	5116	667	-16
103	5114	677	-16
104	5111	697	-16
105	4968	701	-17
106	4954	703	-17
107	4942	704	-16
108	4930	708	-17
109	5000	711	-16
110	4886	711	-18
111	4988	711	-16
112	4920	712	-17
113	4899	713	-17
114	4869	735	-16
115	3900	974	-16
116	3891	975	-17
117	3877	975	-17
118	3862	975	-17
119	3841	974	-18
120	3825	972	-17
121	3808	970	-16
122	3793	970	-16
123	3759	970	-16
124	3718	970	-17
125	3678	970	-16

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION A-A … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
126	3648	970	-17
127	3615	971	-17
128	3582	973	-17
129	3545	974	-16
130	3498	976	-16
131	3454	978	-16
132	3417	979	-18
133	3360	981	-15
134	3321	983	-16
135	3282	984	-17
136	3263	984	-17
137	3248	985	-16
138	3228	985	-17
139	3211	986	-16
140	3185	986	-17
141	3168	987	-17
142	3150	987	-17
143	3131	988	-17
144	3098	988	-17
145	3066	989	-16
146	3031	990	-17
147	2997	990	-16
148	2967	991	-17
149	2949	990	-19
150	2921	991	-17
151	2888	992	-17
152	2874	992	-17
153	2862	992	-17
154	2841	992	-16
155	2819	993	-16

DATA SHEET NO. 14 … (CONTINUED)

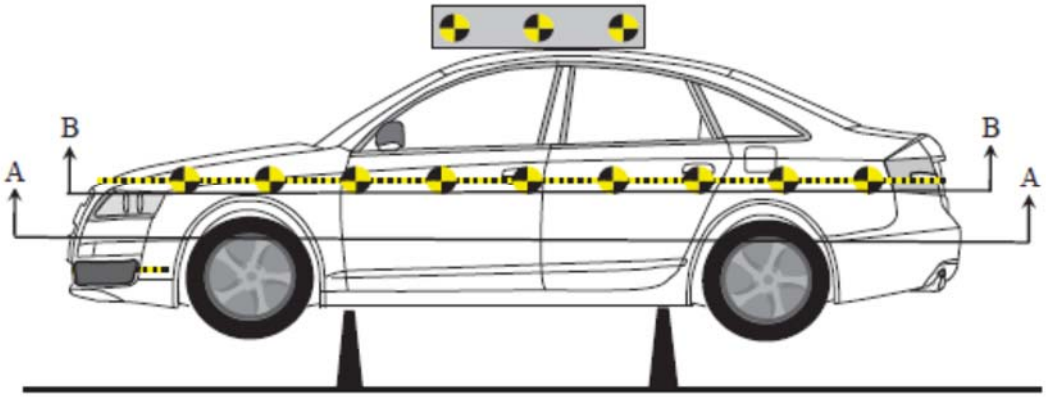
VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B



Point	Pre-Test (mm)		
	X	Y	Z
1	2819	-996	-391
2	2960	-996	-391
3	3109	-994	-391
4	3277	-991	-391
5	3471	-985	-392
6	3639	-979	-392
7	3755	-977	-394
8	3973	-989	-394
9	4171	-994	-395
10	4314	-993	-395
11	4440	-989	-395
12	4448	-989	-393
13	4515	-986	-394
14	4591	-981	-393
15	4657	-967	-394
16	4722	-946	-393
17	4793	-918	-394
18	4838	-895	-393
19	4911	-838	-392
20	4961	-778	-394

Point	Post-Test (mm)		
	X	Y	Z
1	2819	-998	-393
2	2861	-998	-394
3	2918	-998	-393
4	2986	-997	-390
5	3033	-996	-394
6	3086	-995	-393
7	3142	-994	-392
8	3195	-993	-392
9	3241	-991	-393
10	3282	-990	-392
11	3309	-988	-393
12	3348	-987	-394
13	3379	-985	-393
14	3415	-984	-394
15	3453	-982	-392
16	3491	-980	-394
17	3538	-977	-393
18	3594	-975	-393
19	3642	-972	-395
20	3694	-971	-394

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Pre-Test (mm)		
	X	Y	Z
21	5019	-697	-394
22	5045	-654	-394
23	5130	-524	-394
24	5157	-472	-392
25	5165	-457	-390
26	5159	-403	-393
27	5168	-343	-393
28	5182	-240	-393
29	5188	-180	-393
30	5191	-138	-393
31	5195	-89	-393
32	5196	-44	-393
33	5198	51	-393
34	5197	119	-393
35	5194	189	-393
36	5187	287	-392
37	5178	354	-393
38	5172	409	-392
39	5173	444	-394
40	5158	477	-391
41	5165	462	-389
42	5117	530	-396
43	5050	635	-394
44	5005	707	-394
45	4949	784	-393
46	4894	844	-393
47	4821	894	-391
48	4755	923	-392
49	4729	932	-393
50	4692	946	-392
51	4691	946	-393
52	4511	974	-394
53	4281	983	-393
54	4084	985	-393
55	3934	977	-394

Point	Post-Test (mm)		
	X	Y	Z
21	3740	-970	-394
22	3791	-970	-393
23	3837	-972	-392
24	3866	-995	-393
25	3881	-1027	-392
26	3901	-1044	-394
27	3935	-1041	-393
28	3936	-989	-391
29	3956	-984	-394
30	3968	-958	-395
31	4061	-802	-393
32	4084	-791	-389
33	4136	-859	-393
34	4138	-840	-393
35	4144	-852	-395
36	4158	-823	-394
37	4171	-811	-393
38	4193	-810	-391
39	4202	-806	-395
40	4206	-797	-402
41	4215	-803	-394
42	4230	-784	-391
43	4235	-797	-393
44	4249	-790	-393
45	4254	-758	-391
46	4262	-776	-393
47	4273	-767	-391
48	4300	-758	-393
49	4302	-745	-393
50	4303	-736	-393
51	4313	-721	-394
52	4312	-707	-395
53	4331	-705	-395
54	4316	-697	-394
55	4353	-677	-393

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Pre-Test (mm)		
	X	Y	Z
56	3793	970	-393
57	3552	975	-394
58	3384	981	-393
59	3137	987	-395
60	2932	991	-392
61	2848	991	-393
62	2822	991	-393

Point	Post-Test (mm)		
	X	Y	Z
56	4324	-660	-393
57	4364	-639	-395
58	4318	-639	-392
59	4311	-626	-392
60	4310	-609	-392
61	4250	-581	-394
62	4257	-537	-393
63	4264	-490	-395
64	4248	-468	-388
65	4312	-432	-397
66	4312	-370	-393
67	4368	-343	-394
68	4393	-325	-390
69	4418	-307	-393
70	4424	-285	-393
71	4415	-273	-393
72	4420	-264	-392
73	4413	-252	-393
74	4435	-238	-394
75	4458	-226	-393
76	4502	-141	-396
77	4529	-126	-393
78	4600	-86	-391
79	4608	-83	-397
80	4625	-62	-394
81	4646	-66	-393
82	4665	-54	-394
83	4678	-33	-393
84	4701	-13	-393
85	4723	7	-393
86	4740	24	-393
87	4756	39	-393
88	4769	52	-393
89	4783	67	-392
90	4797	82	-391

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
91	4815	100	-393
92	4833	119	-394
93	4853	132	-393
94	4875	153	-393
95	4893	170	-393
96	4915	191	-394
97	4941	214	-394
98	4955	229	-393
99	5013	261	-393
100	4990	263	-393
101	5019	269	-394
102	5031	277	-392
103	5044	294	-393
104	5045	318	-392
105	5059	332	-392
106	5064	391	-393
107	5098	430	-395
108	5123	480	-391
109	5116	505	-394
110	5105	531	-393
111	5092	557	-392
112	5076	589	-393
113	5059	619	-393
114	5043	649	-392
115	5027	675	-392
116	5008	707	-392
117	4986	738	-393
118	4967	765	-390
119	4945	791	-393
120	4911	827	-394
121	4878	856	-392
122	4809	898	-393
123	4779	910	-393
124	4759	918	-394
125	4735	927	-393

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
126	4713	936	-393
127	4691	943	-394
128	4663	951	-394
129	4631	959	-393
130	4609	961	-392
131	4583	964	-393
132	4545	967	-392
133	3856	967	-393
134	4507	970	-393
135	3696	970	-394
136	3725	970	-393
137	3752	970	-393
138	3666	971	-392
139	4484	971	-392
140	3780	971	-394
141	3638	971	-393
142	3799	971	-393
143	3610	972	-393
144	3824	973	-393
145	4448	973	-391
146	3581	973	-394
147	3842	973	-393
148	3553	974	-394
149	4416	974	-392
150	3881	976	-393
151	3526	976	-393
152	4385	976	-392
153	3909	977	-394
154	4360	977	-393
155	3494	978	-392
156	4334	978	-393
157	4314	979	-393
158	3938	979	-393
159	3456	979	-393
160	4301	979	-392

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
161	4273	980	-393
162	3431	980	-392
163	4253	981	-392
164	3407	981	-395
165	4240	981	-393
166	3977	981	-394
167	4223	982	-394
168	4197	982	-393
169	3389	983	-390
170	4164	983	-393
171	3364	983	-393
172	4133	984	-394
173	4095	984	-394
174	4011	984	-392
175	3344	984	-393
176	4054	984	-393
177	3322	985	-393
178	3304	985	-393
179	3268	986	-393
180	3285	986	-391
181	3251	987	-394
182	3234	987	-394
183	3222	987	-393
184	3209	988	-393
185	3196	988	-393
186	3188	988	-392
187	3173	989	-392
188	3152	989	-395
189	3163	989	-393
190	3140	989	-393
191	3125	990	-393
192	3110	990	-394
193	3099	990	-392
194	3079	990	-393
195	3058	991	-393

DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE

SECTION B-B … (CONTINUED)

Point	Post-Test (mm)		
	X	Y	Z
196	3043	991	-393
197	3010	991	-393
198	2966	992	-393
199	2983	992	-392
200	2954	992	-394
201	2933	992	-393
202	2913	992	-394
203	2826	993	-395
204	2821	993	-394
205	2905	993	-391
206	2847	993	-394
207	2888	993	-392
208	2870	993	-393

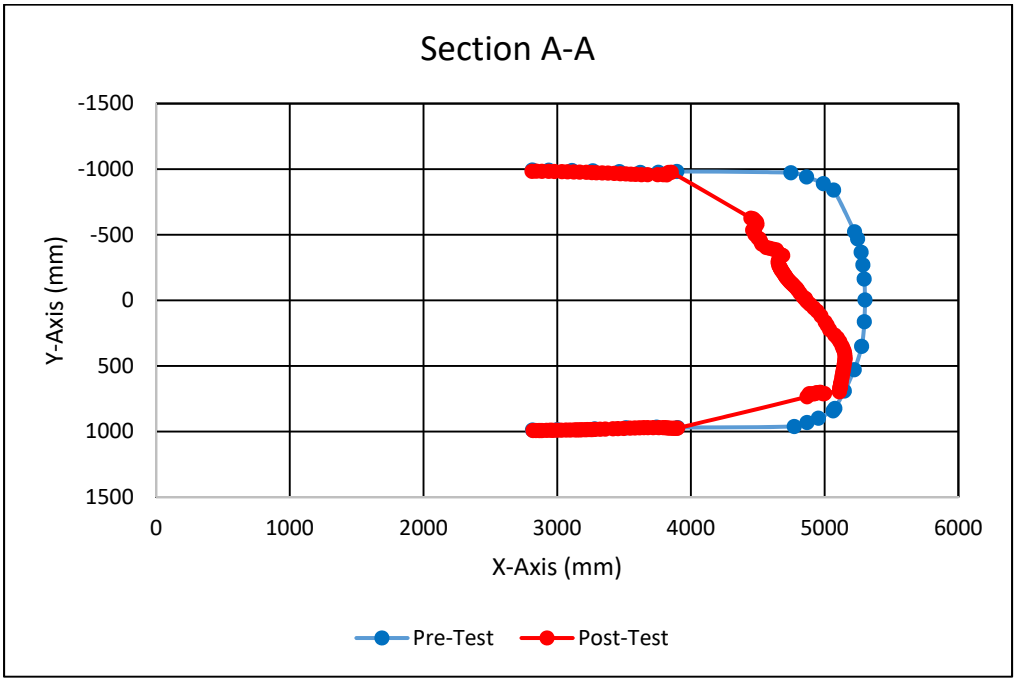
DATA SHEET NO. 14 … (CONTINUED)

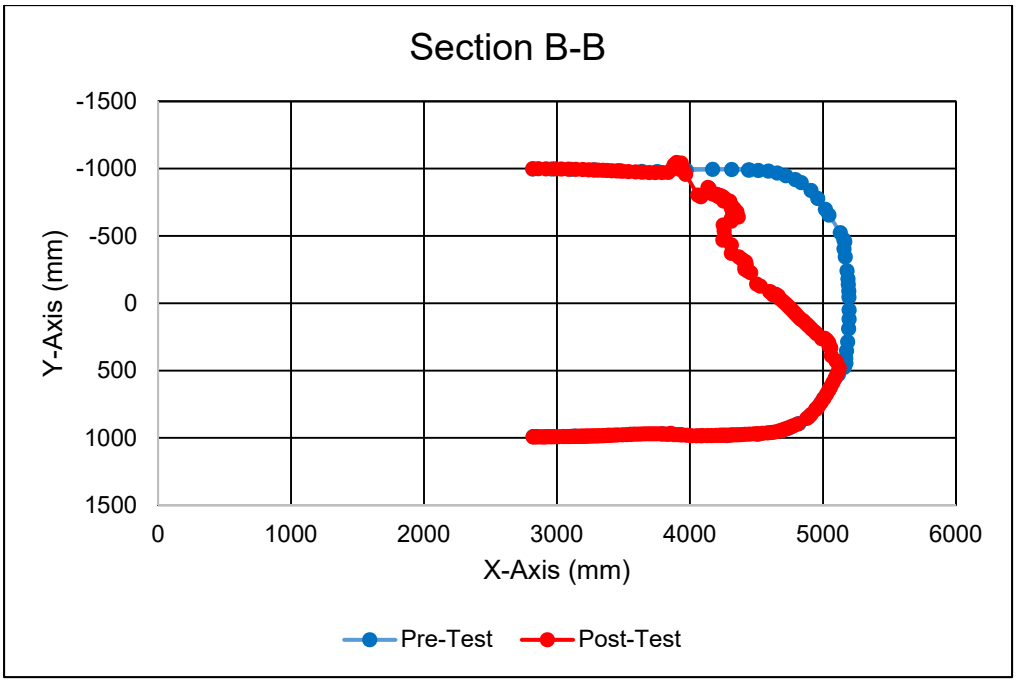
VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

VEHICLE EXTERIOR CRUSH PROFILE





DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

STRUCTURAL BUMPER BEAM POINTS

Point	Pre-Test (mm)			Post-Test (mm)			Difference (mm)		
	X	Y	Z	X	Y	Z	X	Y	Z
B1	5083	-675	-16	4499	-526	-99	-585	149	-83
B2	5200	-407	-16	4684	-302	-112	-516	106	-96
B3	5251	-139	-16	4857	-101	-106	-393	39	-90
B4	5252	128	-16	5018	112	-88	-234	-16	-71
B5	5201	396	-16	5134	355	-65	-68	-41	-49
B6	5083	669	-16	5113	643	-46	30	-25	-29

Reference point:
+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

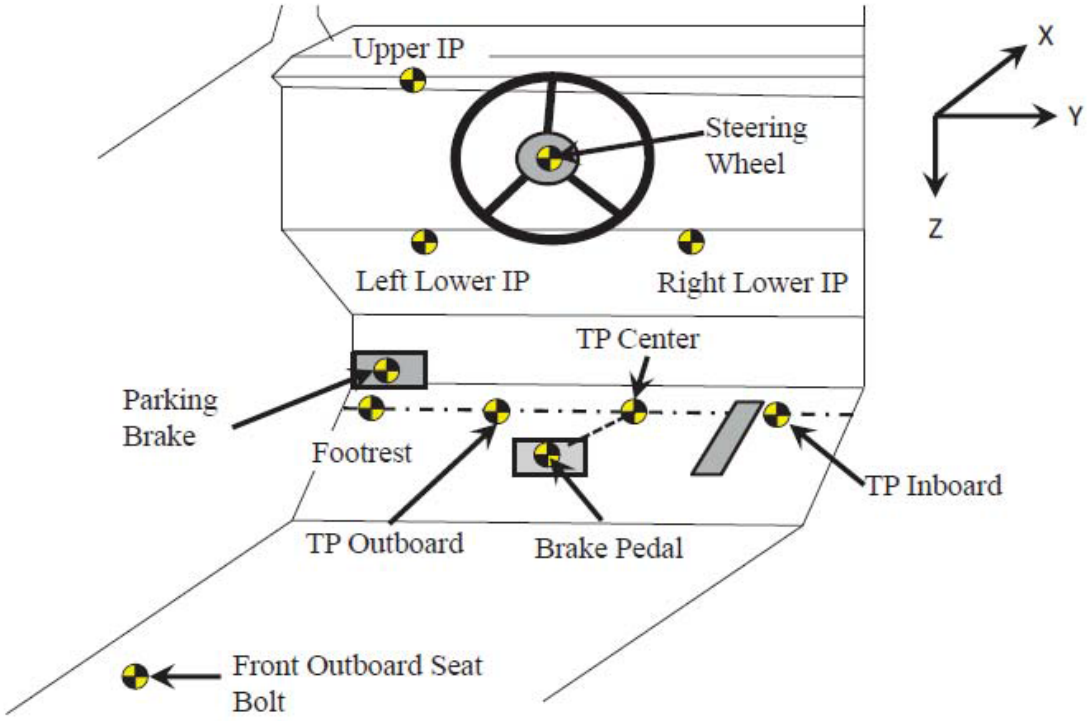
DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

DRIVER FLOOR PAN MEASUREMENTS



Intrusion Location	Pre-Test (mm)			Post-Test (mm)			Difference (mm)		
	X	Y	Z	X	Y	Z	X	Y	Z
TP Inboard	4202	-239	-62	4140	-205	-117	-62	34	-55
TP Center	4117	-390	-63	4042	-341	-104	-75	49	-41
TP Outboard	4048	-540	-62	3982	-487	-97	-66	53	-35
TP Footrest	3967	-640	-63	3924	-600	-82	-43	40	-20
Brake Pedal	3899	-390	-62	3779	-448	-150	-121	-59	-87
Left Lower IP	3636	-565	-376	3616	-563	-385	-21	2	-9
Right Lower IP	3632	-265	-375	3611	-254	-400	-21	11	-25
Upper IP	3600	-565	-452	3577	-566	-460	-23	-1	-8
Steering Wheel	3417	-415	-600	3419	-433	-619	3	-17	-19
Front Outboard Bolt	3343	-627	76	3341	-620	75	-1	7	-1
Emergency Brake	3756	-617	-146	3723	-642	-115	-33	-25	31

Reference point:
+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

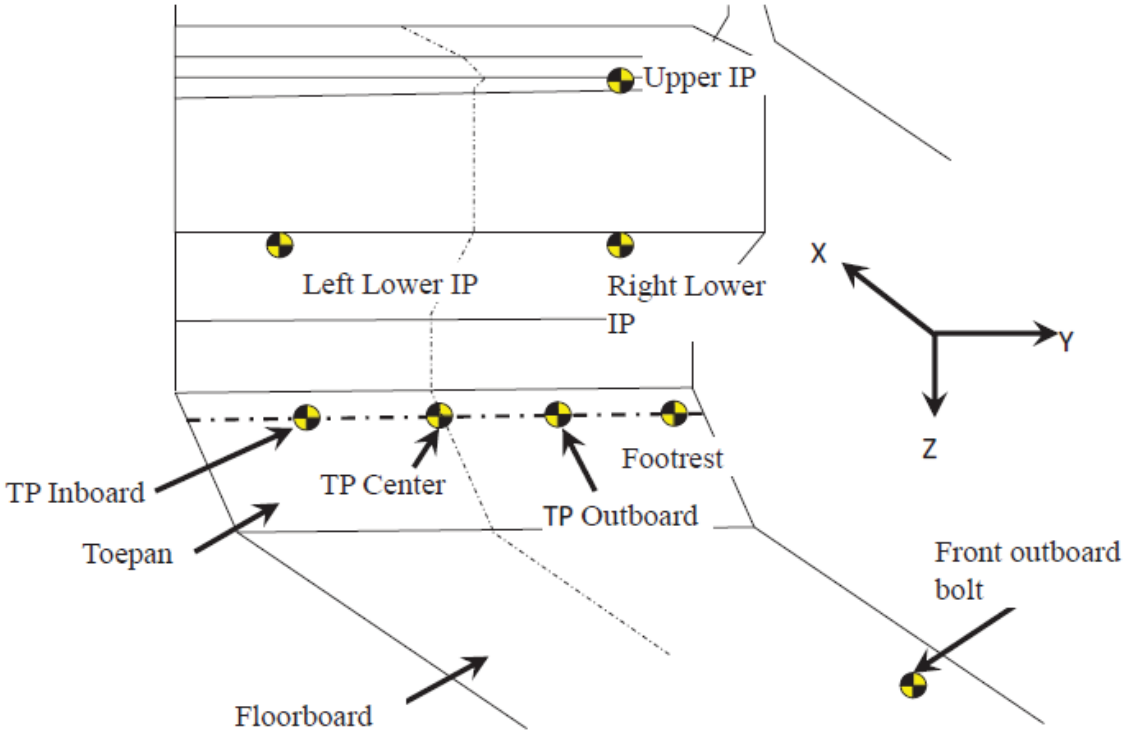
DATA SHEET NO. 14 … (CONTINUED)

VEHICLE INTRUSION MEASUREMENTS RELATIVE TO VCS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

PASSENGER FLOOR PAN MEASUREMENTS



Intrusion Location	Pre-Test (mm)			Post-Test (mm)			Difference (mm)		
	X	Y	Z	X	Y	Z	X	Y	Z
TP Inboard	4114	259	-62	4090	261	-78	-23	2	-16
TP Center	4129	409	-62	4119	411	-71	-10	2	-9
TP Outboard	4021	560	-63	4016	564	-69	-5	4	-6
TP Footrest	3949	660	-63	3945	665	-68	-4	5	-5
Left Lower IP	3614	260	-375	3611	264	-388	-4	4	-13
Right Lower IP	3640	561	-376	3641	564	-380	1	4	-4
Upper IP	3609	561	-482	3606	565	-487	-3	5	-5
Front Outboard Bolt	3345	618	76	3343	624	73	-2	5	-2

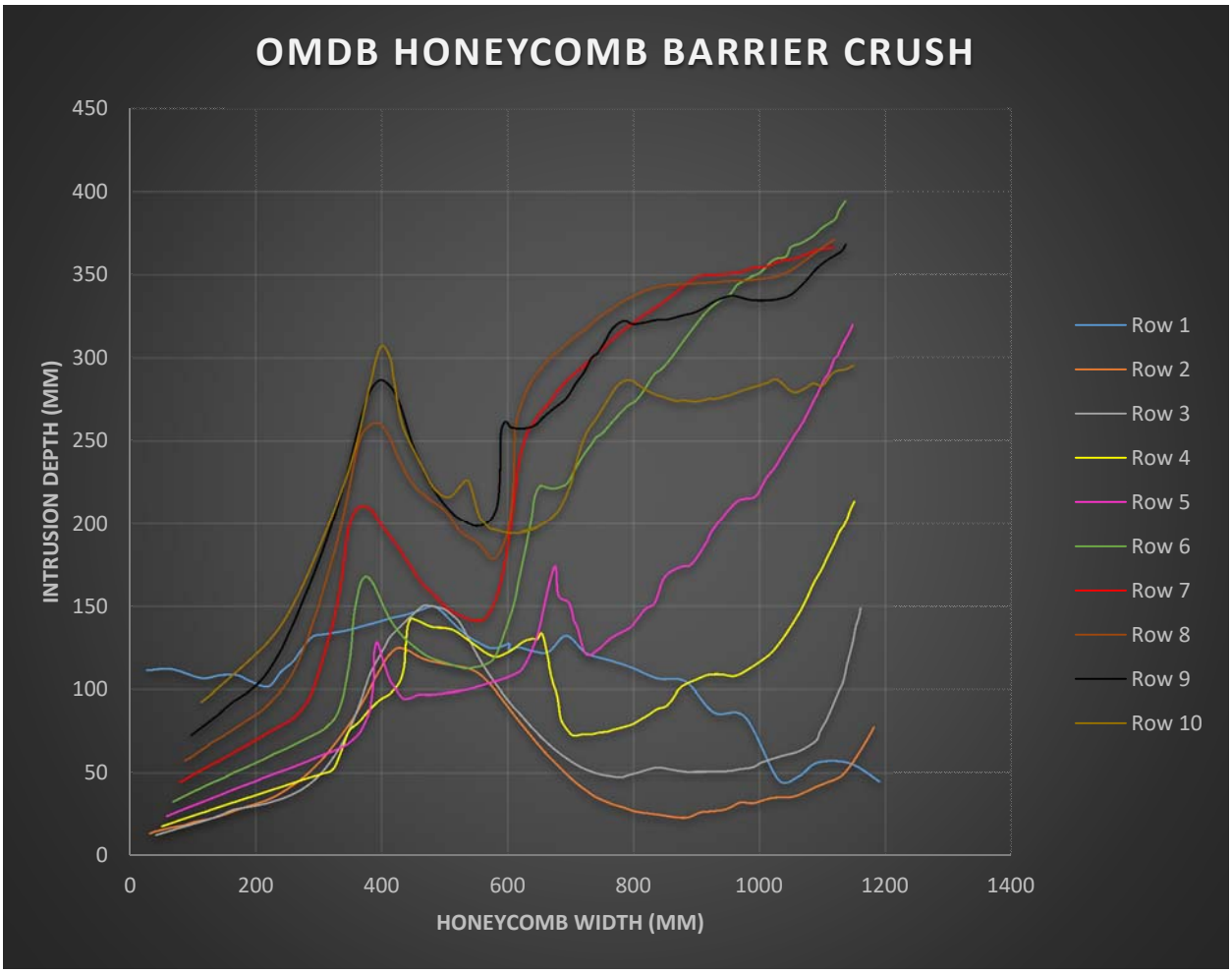
Reference point:
+X – From the rear of the vehicle to the front of the vehicle
+Y – From the left side of the vehicle to the right side of the vehicle
+Z – From the top of the vehicle to the bottom of the vehicle

DATA SHEET NO. 15

OMDB CRUSH MEASUREMENTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



DATA SHEET NO. 16

SUMMARY OF FMVSS 212, 219 (PARTIAL), AND 301 DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

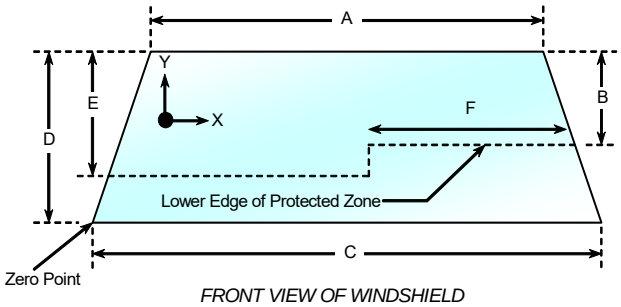
Windshield Mounting Details: Windshield glass is secured to the vehicle frame with plastic molding and rubber cement.

The standard requires that the post-test retention measurement be a minimum of 75% of the pre-test total periphery measurement for vehicles not equipped with occupant passive restraints and 50% for each side of the windshield for vehicles which are equipped with occupant passive restraints.

Temperature of windshield molding during test: 21.8° C

WINDSHIELD PERIPHERY MEASUREMENTS

Measurement	Pre-Test (mm)	Post-Test (mm)	% Retention
Left Side	2317	2317	100.0%
Right Side	2317	2317	100.0%
Total	4634	4634	100.0%



FRONT VIEW OF WINDSHIELD

Item	Units	Value
A	mm	1358
B	mm	430
C	mm	1600
D	mm	930
E	mm	552
F	mm	640

AREAS OF PROTECTED ZONE FAILURES

A. Provide Coordinates of the area that the protected zone was penetrated more than 0.25 inches by a vehicle component other than one that is normally in contact with the windshield.

X	Y

B. Provide Coordinates of the area beneath the protected zone that the inner surface of the windshield was penetrated by a vehicle component.

X	Y

DATA SHEET NO. 16 … (CONTINUED)

SUMMARY OF FMVSS 212, 219 (PARTIAL), AND 301 DATA

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17

FMVSS 301 FUEL SYSTEM INTEGRITY POST IMPACT DATA

Temperature at Time of Impact: 36.1° C Test Time: 12:03 PM

Stoddard Solvent Spillage Measurements

A. From impact until vehicle motion ceases: 0 oz.
(Maximum allowable = 1 oz.)

B. For the 5 minute period after motion ceases: 0 oz.
(Maximum allowable = 5 oz.)

C. For the following 25 minutes: 0 oz.
(Maximum allowable = 1 oz./minute)

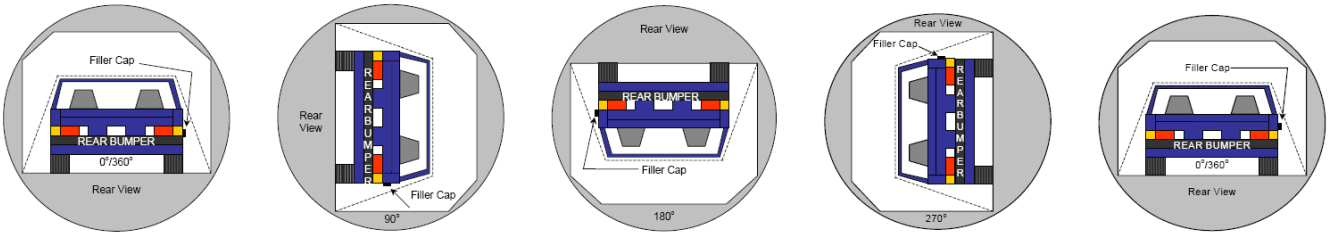
D. Spillage: There was no Stoddard solvent spillage.

DATA SHEET NO. 17

FMVSS 301 STATIC ROLLOVER RESULTS

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



0° TO 90° 90° TO 180° 180° TO 270° 270° TO 360°

1. The specified fixture rollover rate for each 90° of rotation is 60 to 180 seconds.
2. The position hold time at each position is 300 seconds (minimum).
3. Details of Stoddard solvent spillage: There was no Stoddard solvent spillage.

SOLVENT COLLECTION TIME TABLE IN SECONDS

Test Phase	Rotation Time	Hold Time	Total Time
0° To 90°	79	300	379
90° To 180°	81	300	381
180° To 270°	80	300	380
270° To 360°	78	300	378

FMVSS 301 SPILLAGE TABLE

Test Phase	First 5 Minutes	Sixth Minute	Seventh Minute	Eighth Minute
0° To 90°	0			
90° To 180°	0			
180° To 270°	0			
270° To 360°	0			

SOLVENT SPILLAGE LOCATION TABLE

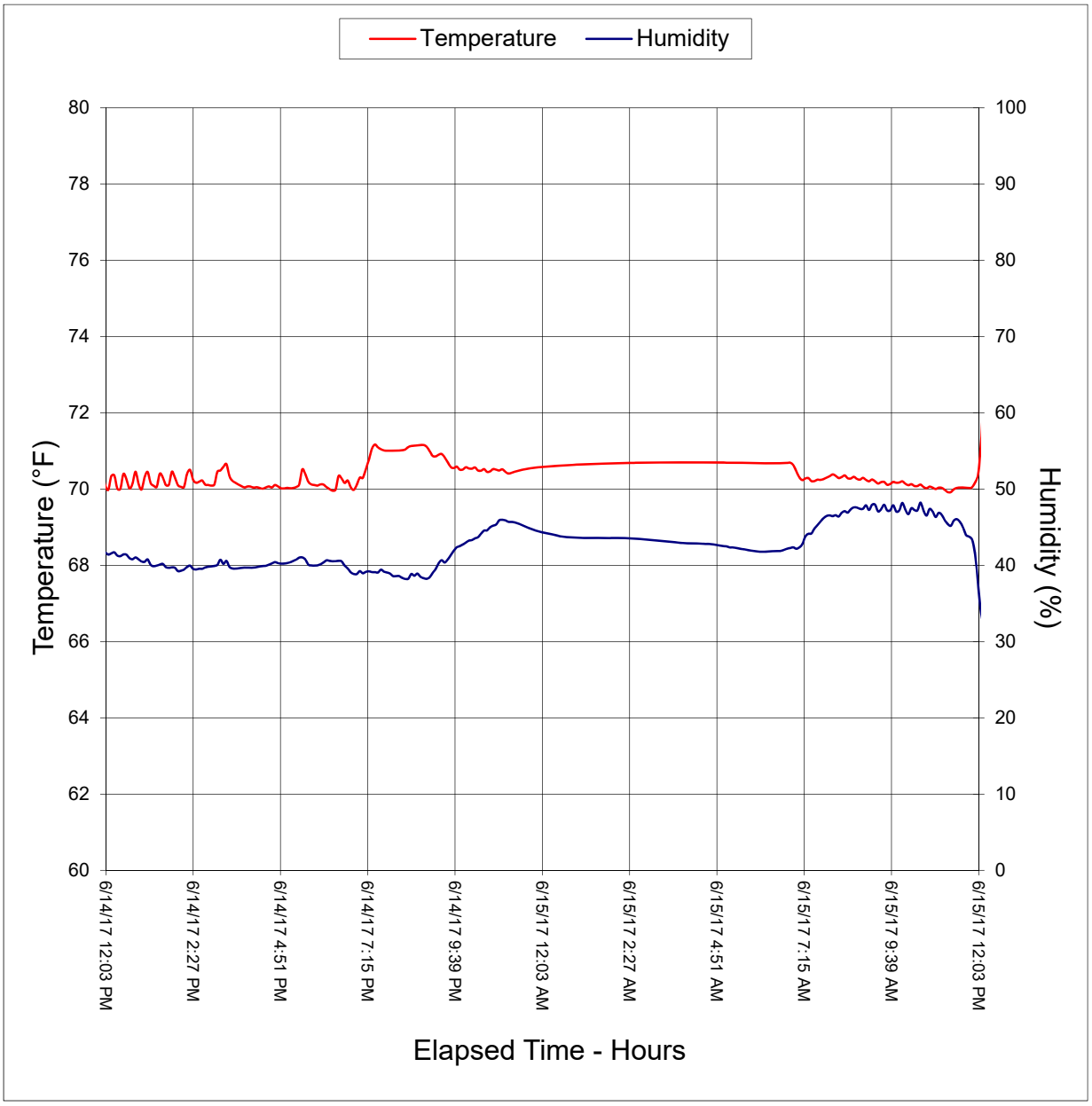
Test Phase	Spillage Location
0° To 90°	
90° To 180°	
180° To 270°	
270° To 360°	

DATA SHEET NO. 18

DUMMY / VEHICLE TEMPERATURE AND HUMIDITY STABILIZATION

Test Vehicle: 2017 Honda Ridgeline 4-Door Truck NHTSA No. R20175379

Test Program: R&D 90.1 kph 15° / 35% Left Oblique Offset Test Date: 06/15/17



APPENDIX A

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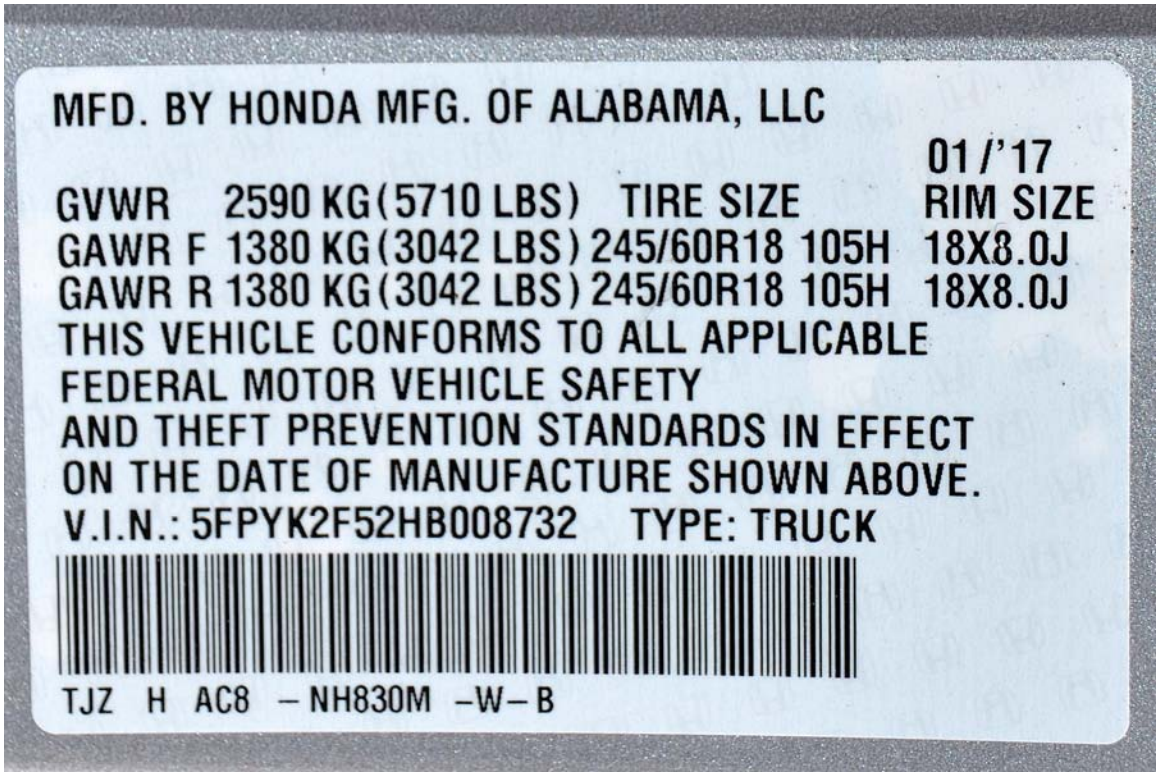

FIGURE 1. Test Vehicle Certification Label

FIGURE 2. Test Vehicle Tire Placard

FIGURE 3. Pre-Test-Front Left Side Oblique View of Test Vehicle

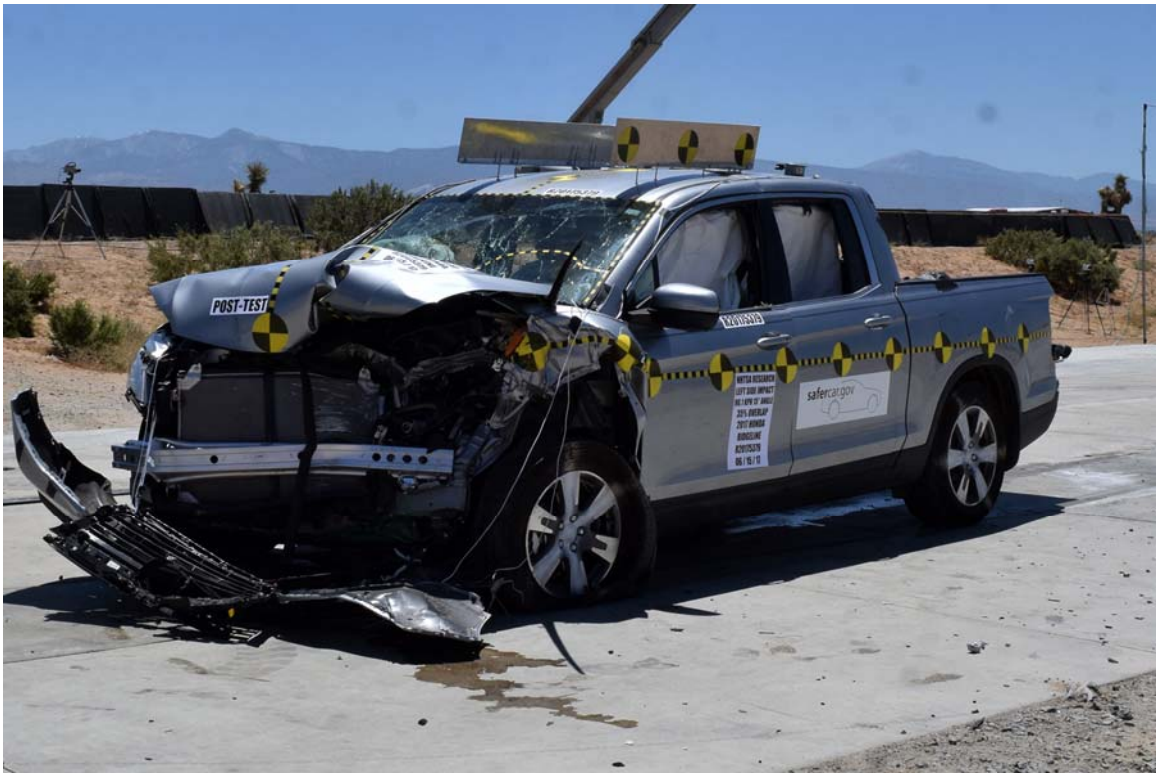

FIGURE 4. Post-Test-Front Left Side Oblique View of Test Vehicle

FIGURE 5. Pre-Test Front View of Test Vehicle

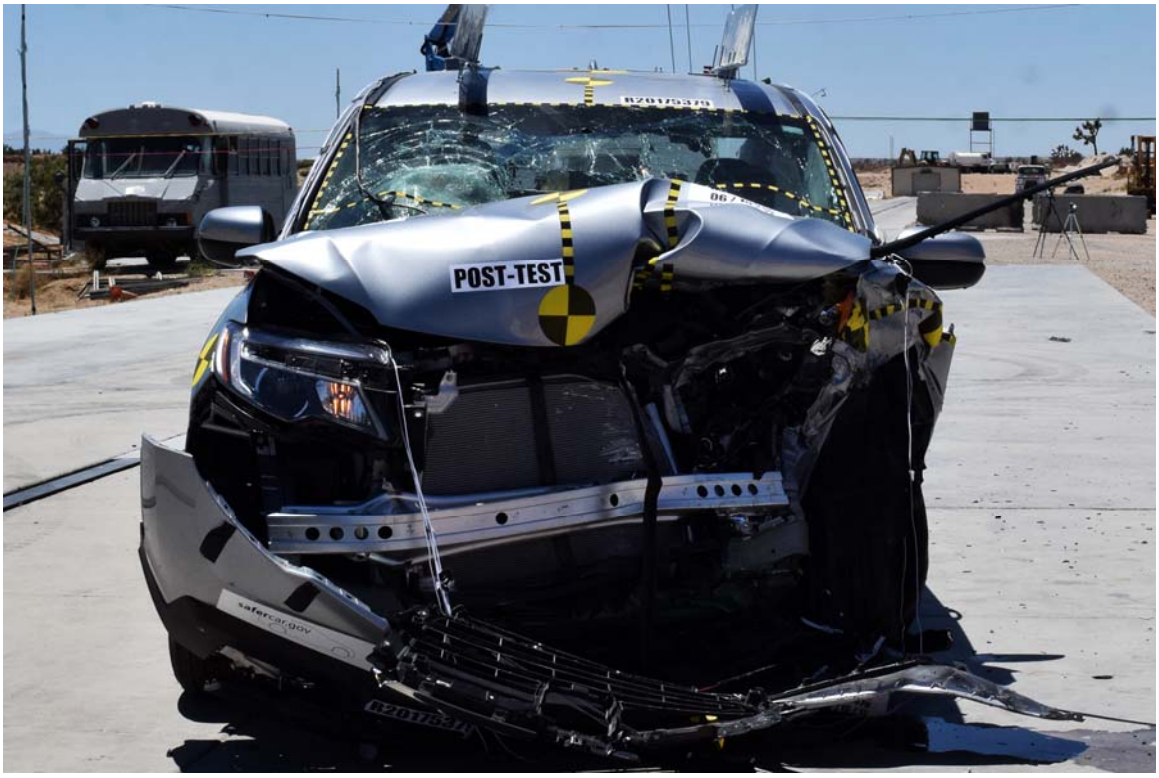

FIGURE 6. Post-Test Front View of Test Vehicle

FIGURE 7. Pre-Test Front Right Oblique View of Test Vehicle

FIGURE 8. Post-Test Front Right Oblique View of Test Vehicle

FIGURE 9. Pre-Test Rear Right Side Oblique View of Test Vehicle

FIGURE 10. Post-Test Rear Right Side Oblique View of Test Vehicle

FIGURE 11. Pre-Test Rear Left Side Oblique View of Test Vehicle

FIGURE 12. Post-Test Rear Left Side Oblique View of Test Vehicle

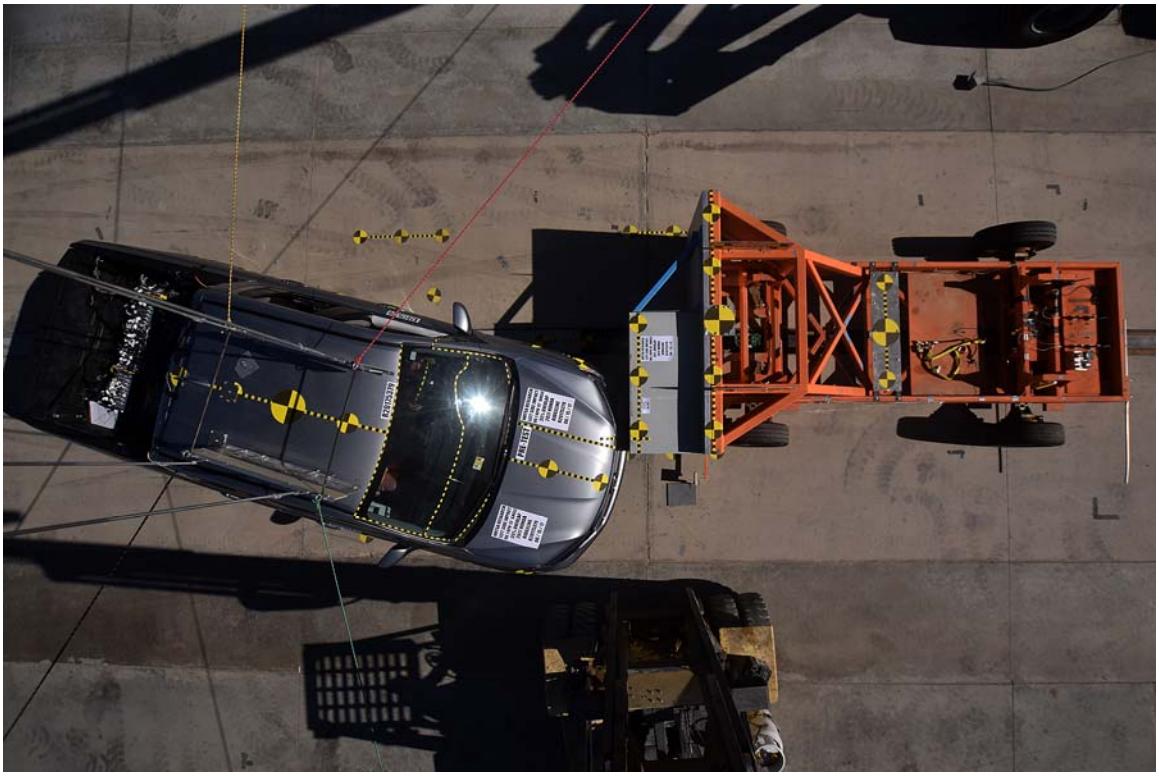

FIGURE 13. Pre-Test Overhead View of OMDB Against Test Vehicle at Ideal Impact Point

FIGURE 14. Pre-Test Left Side of OMDB Against Target Vehicle at Ideal Impact Point

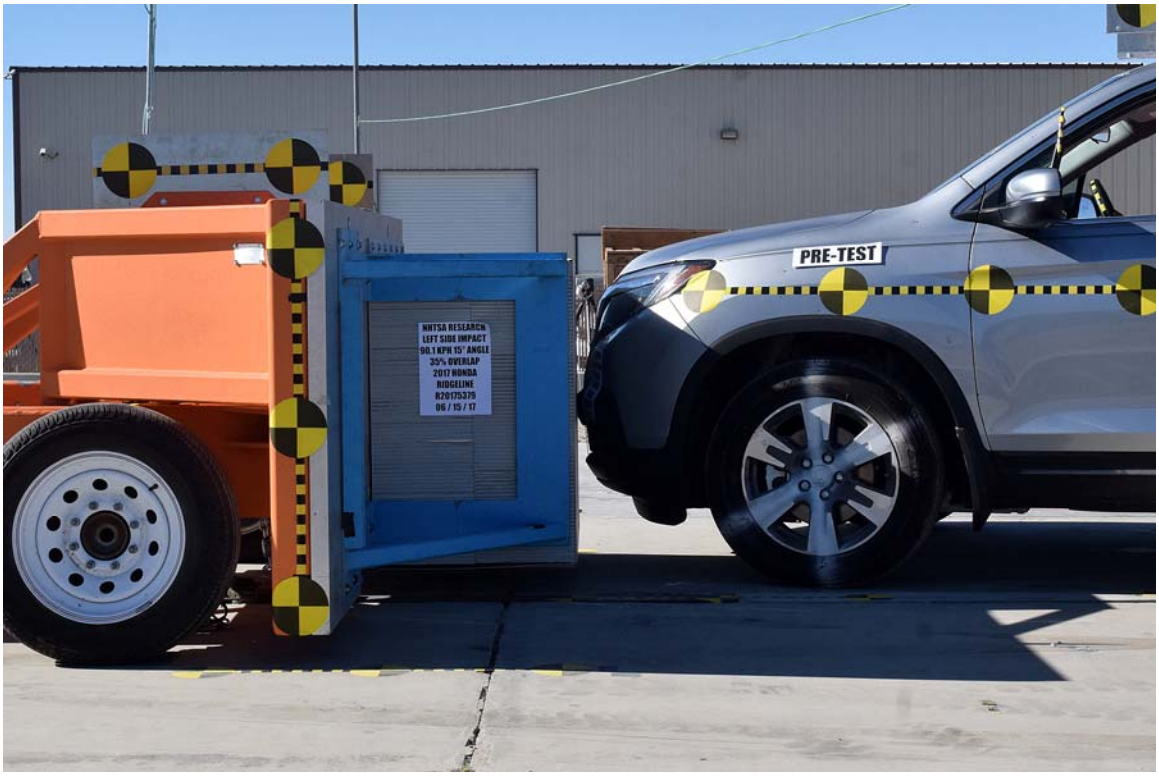

FIGURE 15. Pre-Test Right Side of OMDB Against Target Vehicle at Ideal Impact Point

FIGURE 16. Pre-Test OMDB & Vehicle Alignment

FIGURE 17. Pre-Test Close-up View of Impact Point

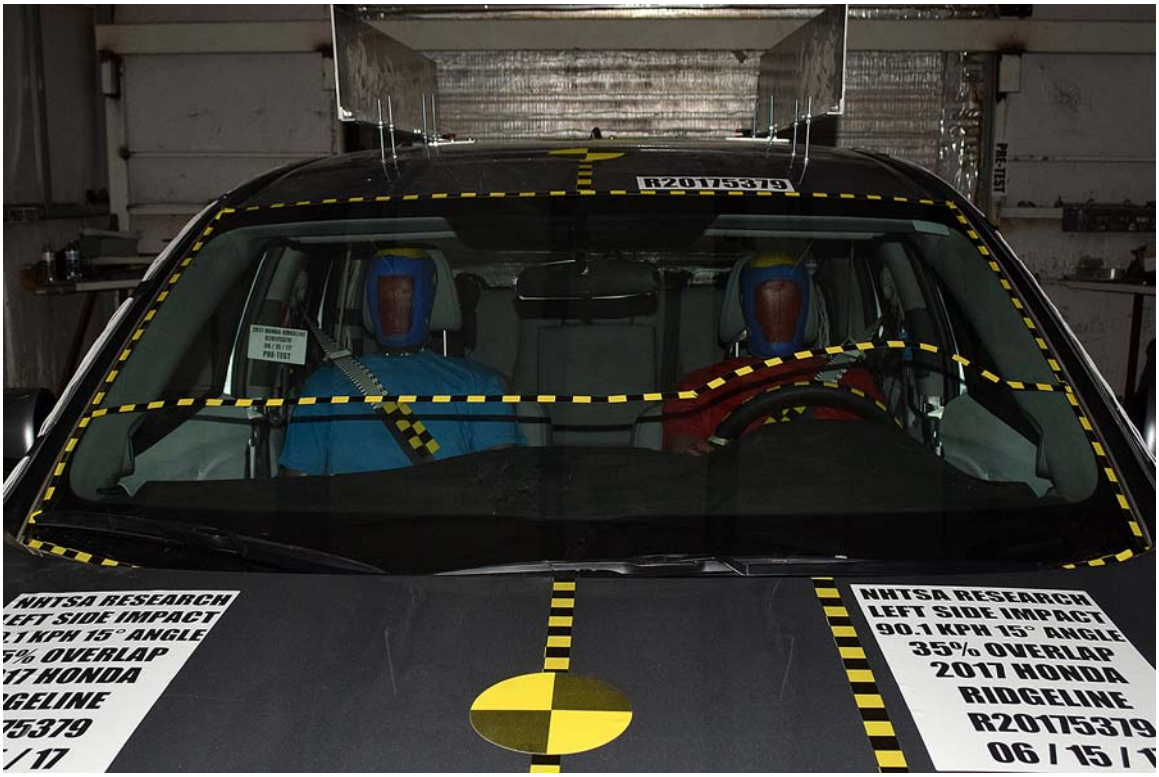

FIGURE 18. Pre-Test Windshield View

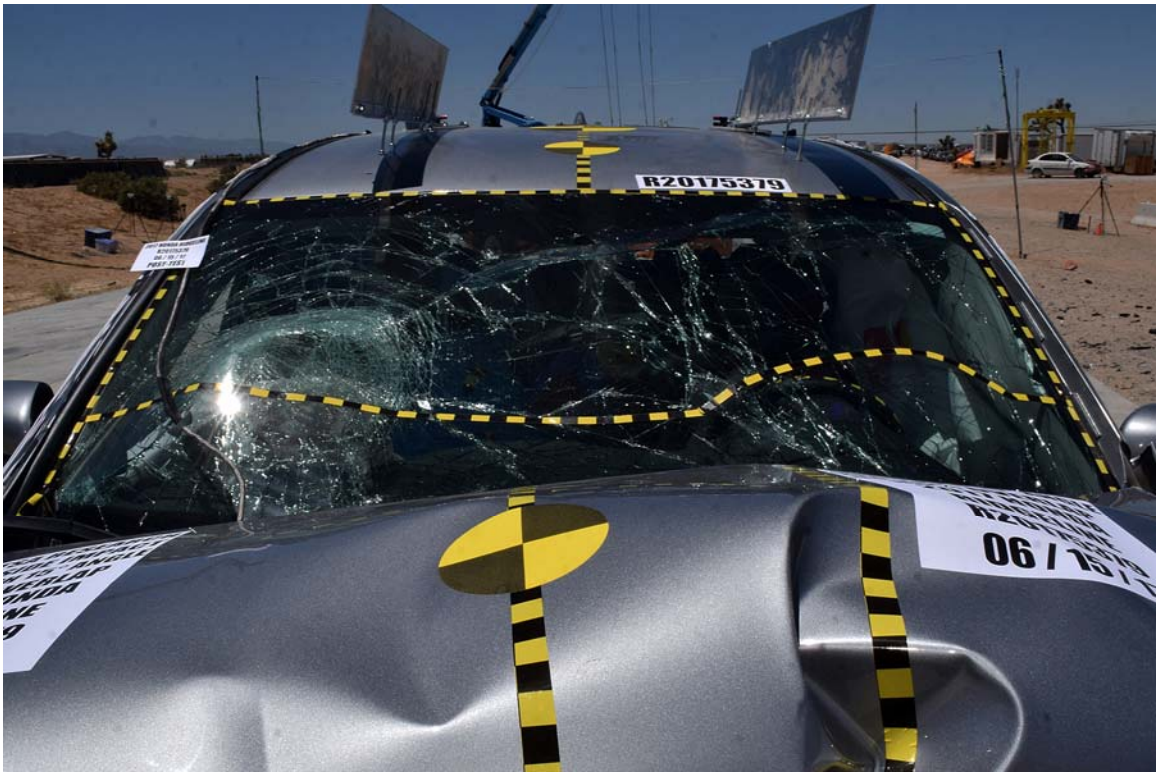

FIGURE 19. Post-Test Windshield View

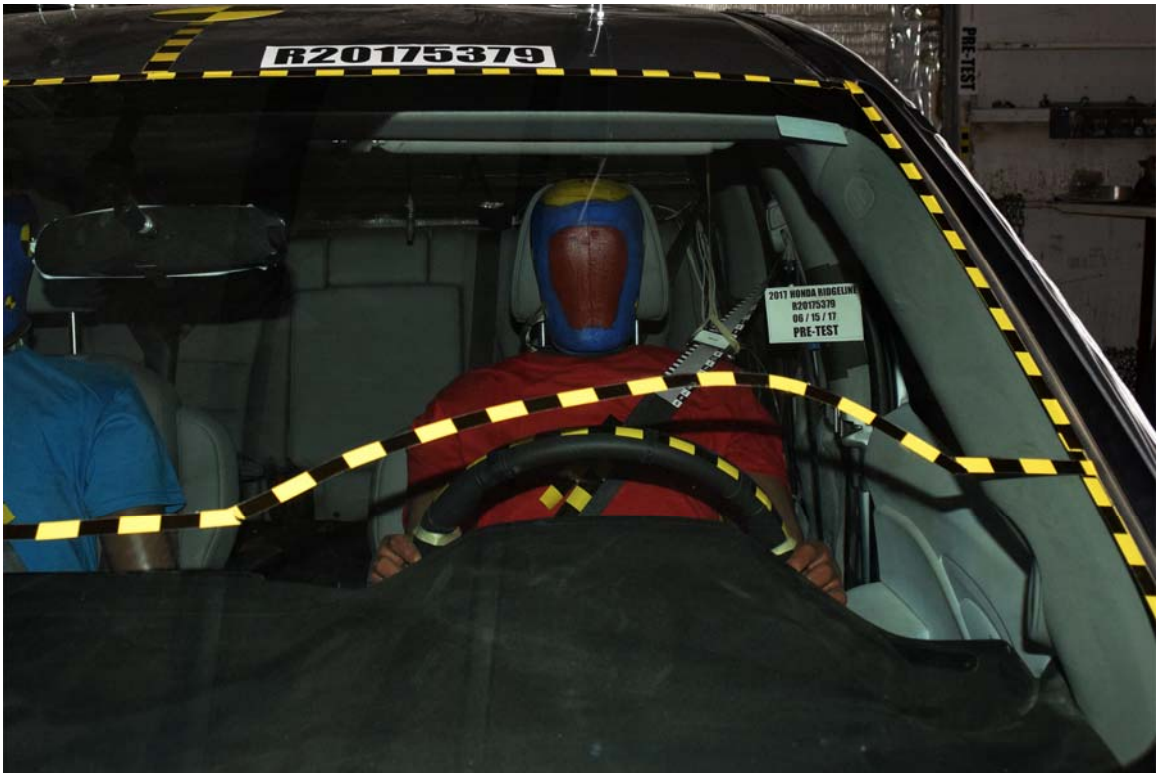

FIGURE 20. Pre-Test Driver Front Windshield View

FIGURE 21. Post-Test Driver Front Windshield View

FIGURE 22. Pre-Test Left Side Driver Window View

FIGURE 23. Post-Test Left Side Driver Window View

FIGURE 24. Pre-Test View of Driver Door Clearance

FIGURE 25. Post-Test View of Driver Door Clearance

FIGURE 26. Pre-Test Left Side View of Driver and Interior (Perpendicular View)

FIGURE 27. Post-Test Left Side View of Driver and Interior (Perpendicular View)

FIGURE 28. Pre-Test Left Side View of Steering Wheel Set Position

FIGURE 29. Post-Test Left Side View of Steering Wheel Set Position

FIGURE 30. Pre-Test Overhead View of Driver Thighs on Seat

FIGURE 31. Post-Test Overhead View of Driver Thighs on Seat

FIGURE 32. Pre-Test View of Driver Abdomen

FIGURE 33. Post-test View of Driver Abdomen

FIGURE 34. Pre-Test Right Side View of Driver and Interior

FIGURE 35. Post-Test Right Side View of Driver and Interior

FIGURE 36. Pre-Test View of Driver Left Knee and Bolster

FIGURE 37. Post-Test View of Driver Left Knee and Bolster

FIGURE 38. Pre-Test View of Driver Right Knee and Bolster

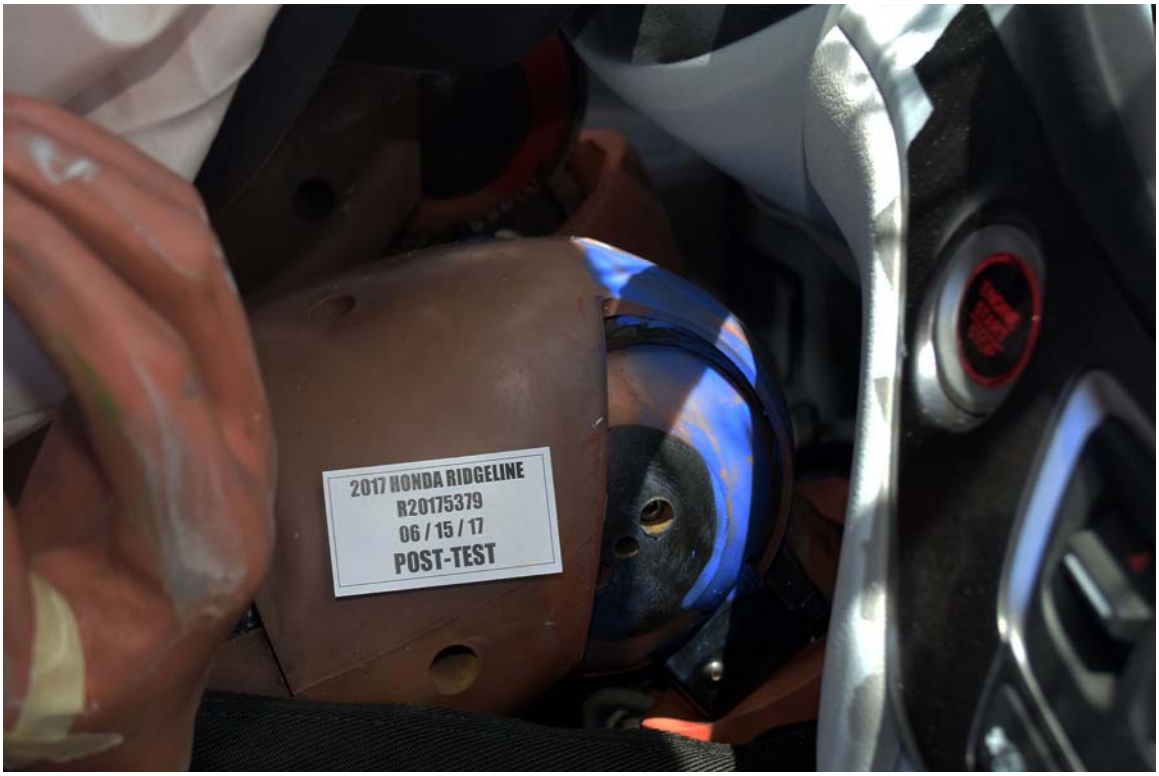

FIGURE 39. Post-Test View of Driver Right Knee and Bolster

FIGURE 40. Pre-Test View of the Driver Left Leg

FIGURE 41. Post-Test View of the Driver Left Leg

FIGURE 42. Pre-Test View of the Driver Feet

FIGURE 43. Post-Test View of the Driver Feet

FIGURE 44. Pre-Test Driver Adjustable D-Ring

FIGURE 45. Post-Test Driver Adjustable D-Ring

FIGURE 46. Pre-Test Driver Seat Fore-Aft Markings

FIGURE 47. Post-Test Driver Seat Fore-Aft Markings

FIGURE 48. Pre-Test Driver Seat Back Markings

FIGURE 49. Post-Test Driver Seat Back Markings

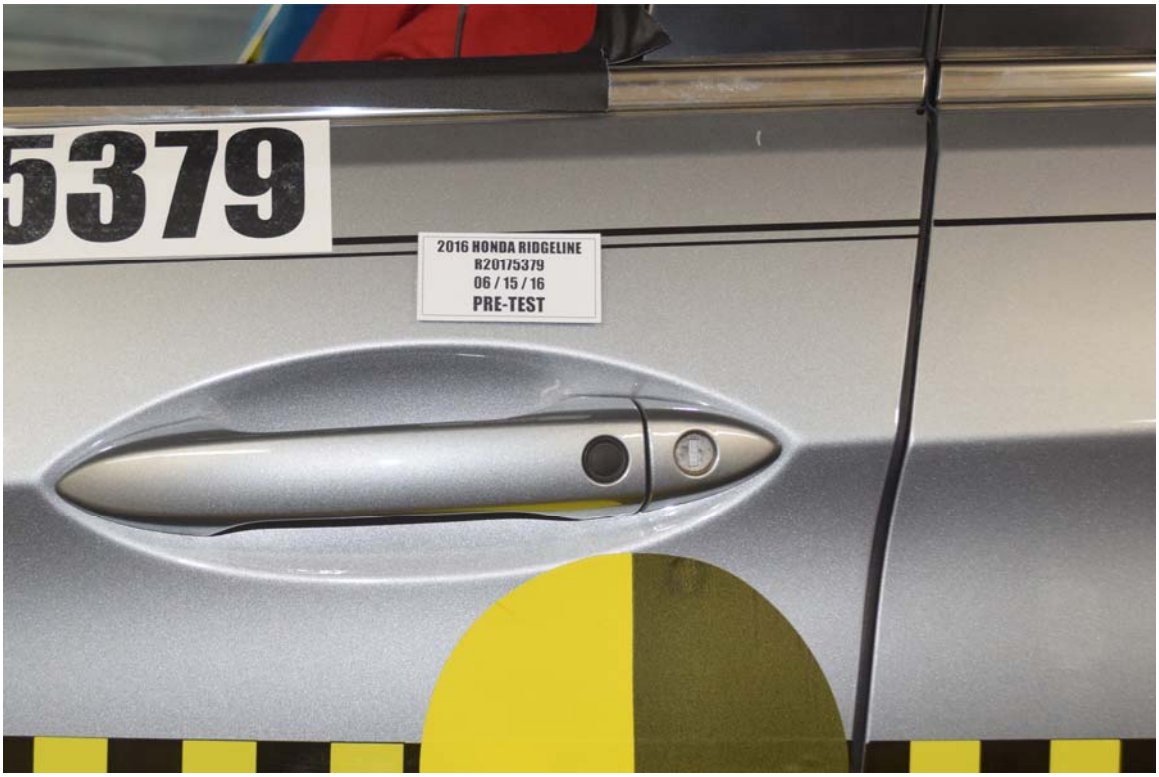

FIGURE 50. Pre-Test Close-Up View of Driver Door Latch

FIGURE 51. Post-Test Close-Up View of Driver Door Latch

FIGURE 52. Pre-Test View of Fuel Filler Cap

FIGURE 53. Post-Test View of Fuel Filler Cap

FIGURE 54. Pre-Test Driver Inner Door Panel

FIGURE 55. Post-Test Driver Inner Door Panel

FIGURE 56. Pre-Test Left Side View of Driver Knee Bolster

FIGURE 57. Post-Test Left Side View of Driver Knee Bolster

FIGURE 58. Pre-Test Overall View of Driver Knee Bolster

FIGURE 59. Post-Test Overall View of Driver Knee Bolster

Photograph Not Available

FIGURE 60. Pre-Test Right Side View of Driver Knee Bolster

FIGURE 61. Post-Test Right Side View of Driver Knee Bolster

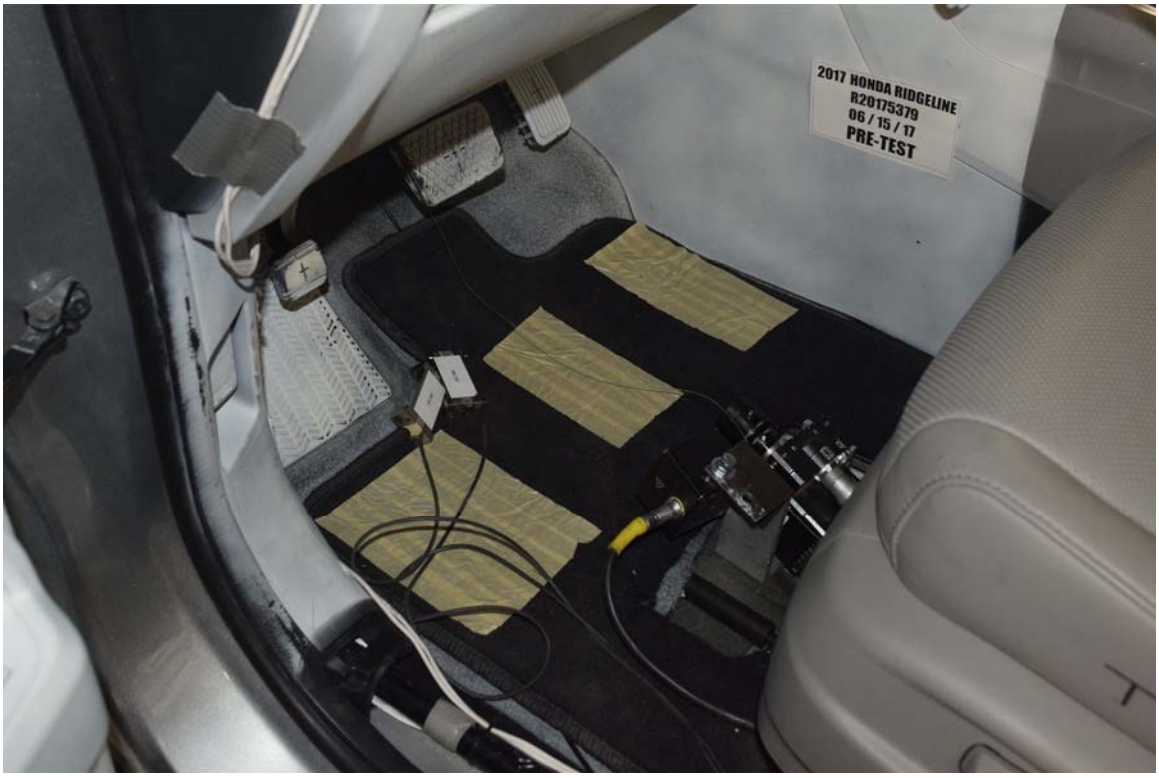

FIGURE 62. Pre-Test View of Driver Floor Pan at Left Sill Level

FIGURE 63. Post-Test View of Driver Floor Pan at Left Sill Level

FIGURE 64. Pre-Test View of Driver Floor Pan at Mid Seat Level

FIGURE 65. Post-Test View of Driver Floor Pan at Mid Seat Level

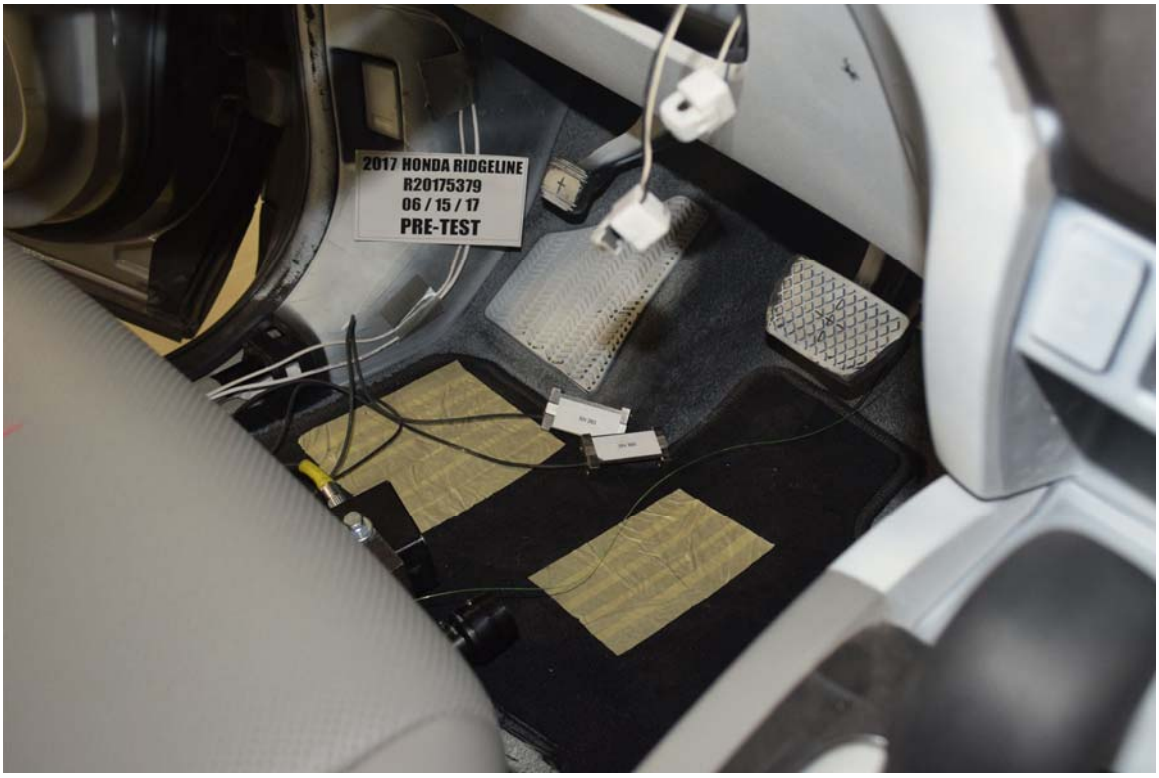

FIGURE 66. Pre-Test View of Driver Floor Pan from Center of Vehicle

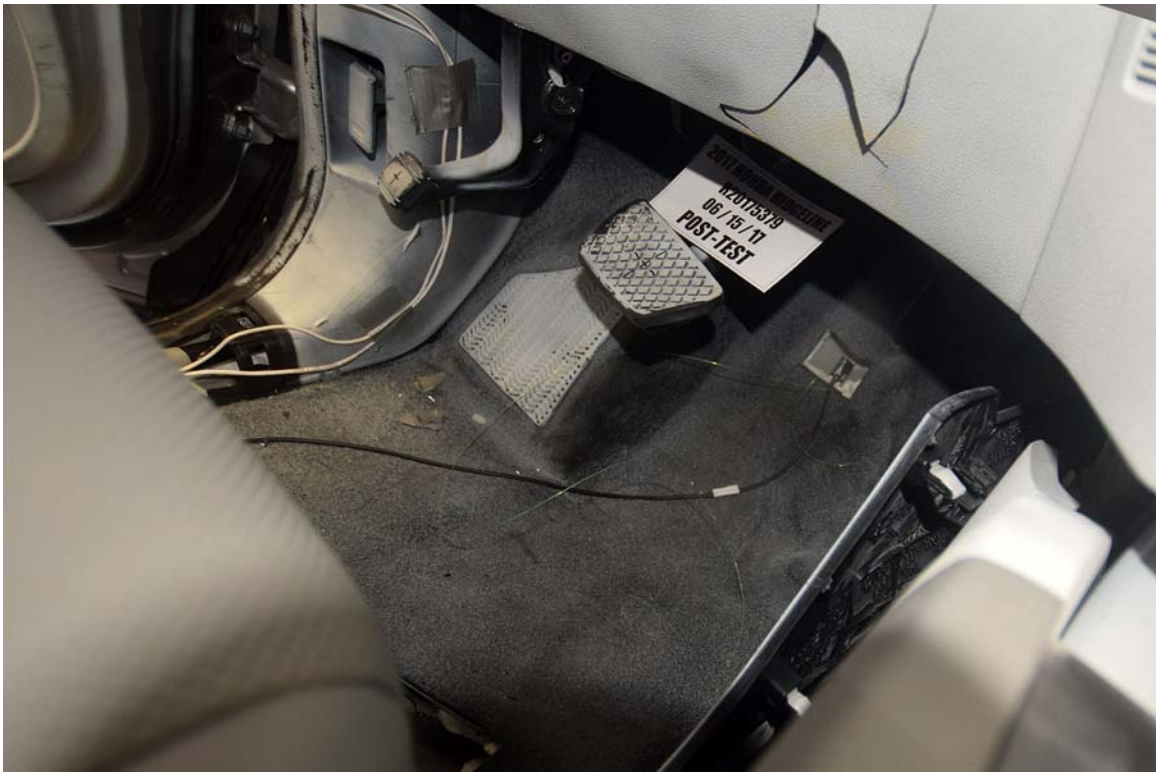

FIGURE 67. Post-Test View of Driver Floor Pan from Center of Vehicle

FIGURE 68. Post-Test Driver Dummy Face

FIGURE 69. Post-Test Driver Dummy Contact with Airbag

FIGURE 70. Post-Test Driver Dummy Close-Up Head Contact with Headrest

FIGURE 71. Post-Test Driver Dummy Close-Up Head Contact with Side Airbag View

FIGURE 72. Post-Test Driver Dummy Close-Up Torso Contact with Vehicle Interior View

FIGURE 73. Post-Test Driver Dummy Close-Up Torso Contact with Side Airbag View

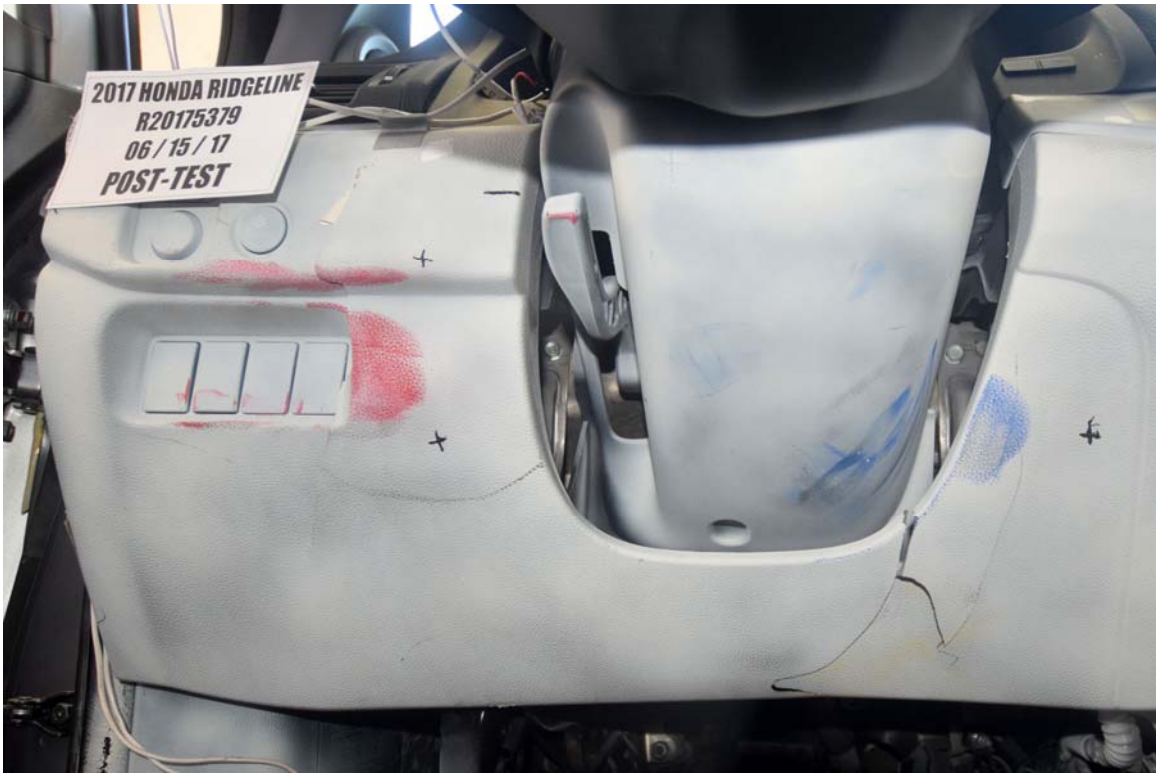

FIGURE 74. Post-Test Driver Dummy Contact with Knee Bolster

FIGURE 75. Post-Test Driver Dummy Contact with Steering Column

FIGURE 76. Pre-Test Passenger Front Windshield View

FIGURE 77. Post-Test Passenger Front Windshield View

FIGURE 78. Pre-Test Right Side Passenger Window View

FIGURE 79. Post-Test Right Side Passenger Window View

FIGURE 80. Pre-Test View of Passenger Door Clearance

FIGURE 81. Post-Test View of Passenger Door Clearance

FIGURE 82. Pre-Test Right Side View of Passenger And Interior (Perpendicular View)

FIGURE 83. Post-Test Right Side View of Passenger And Interior (Perpendicular View)

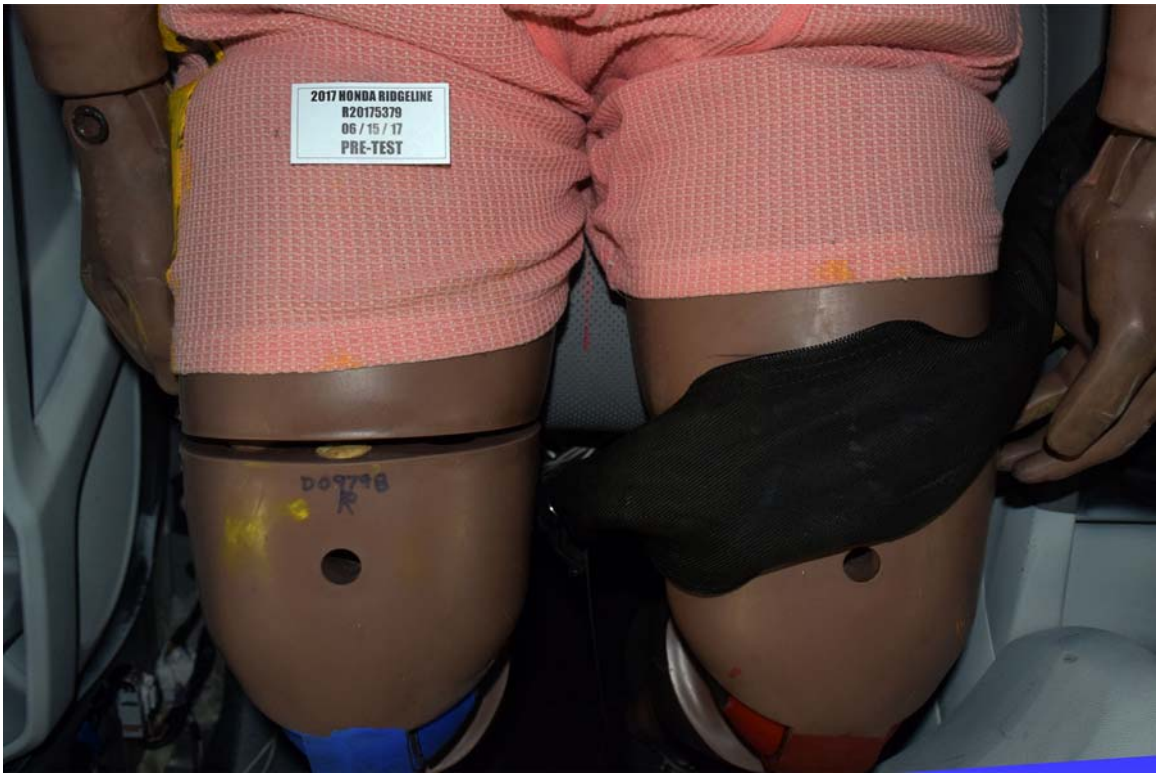

FIGURE 84. Pre-Test Overhead View of Passenger Thighs on Seat

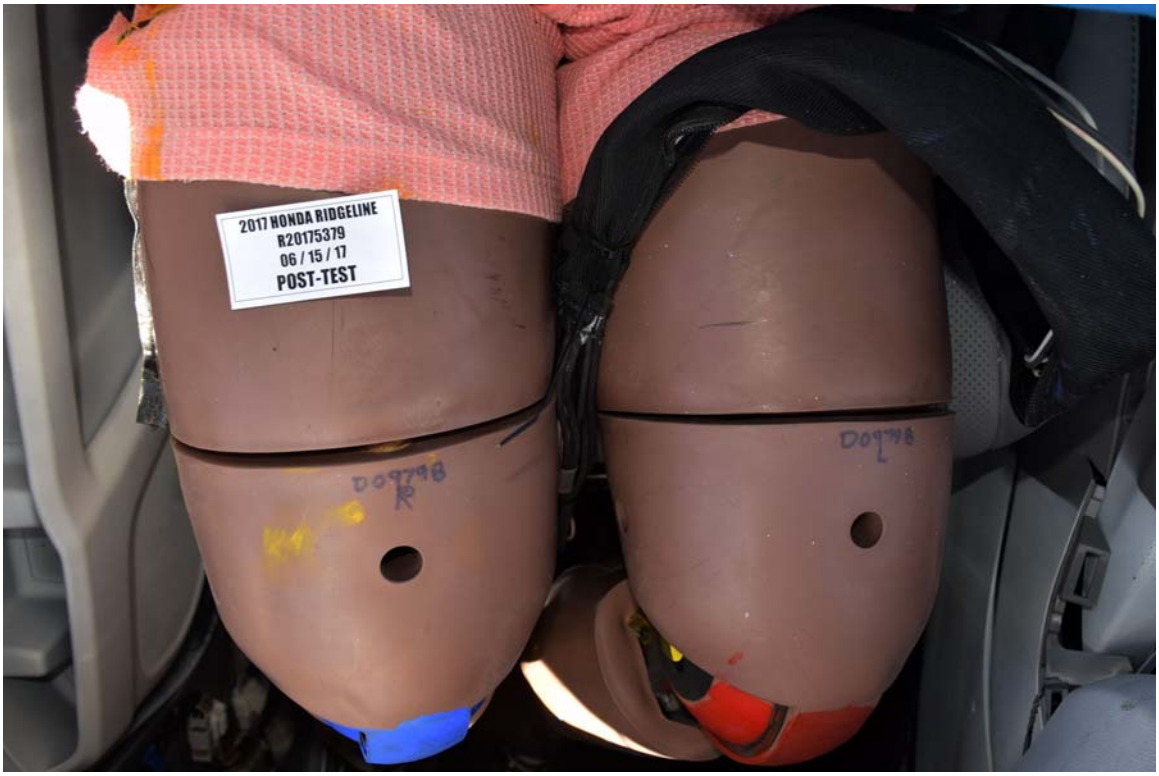

FIGURE 85. Post-Test Overhead View of Passenger Thighs on Seat

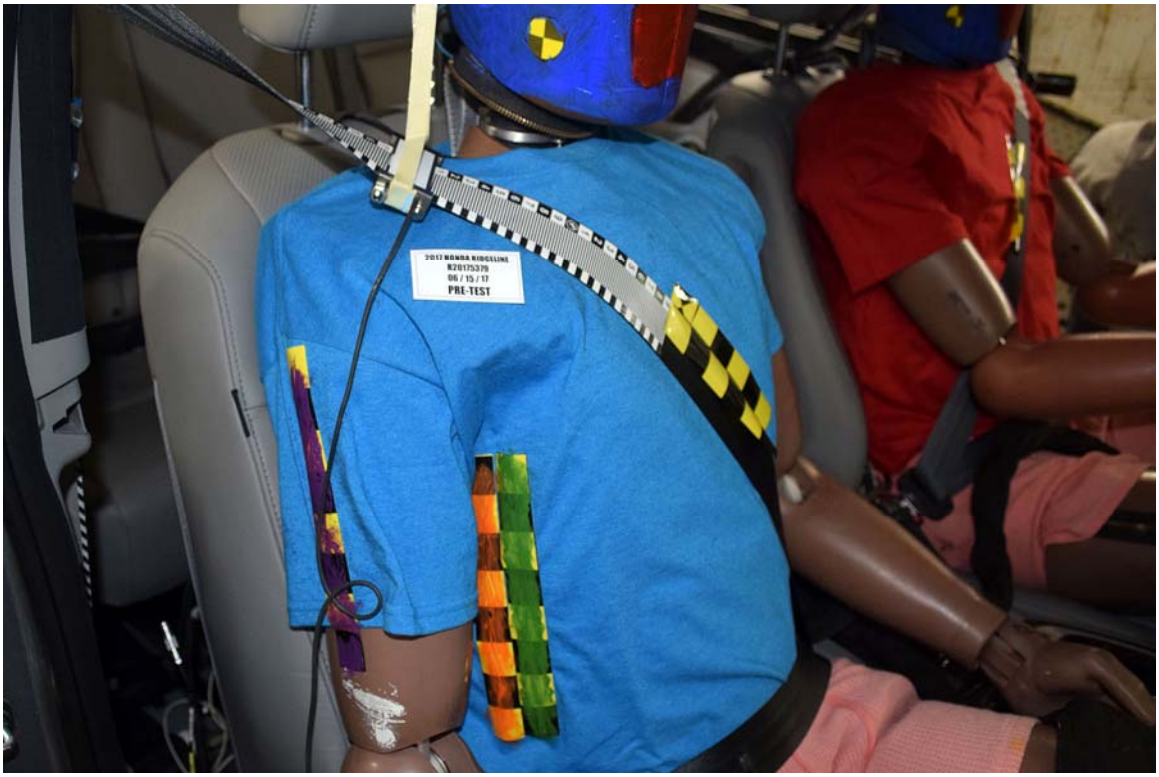

FIGURE 86. Pre-Test View of Passenger Abdomen

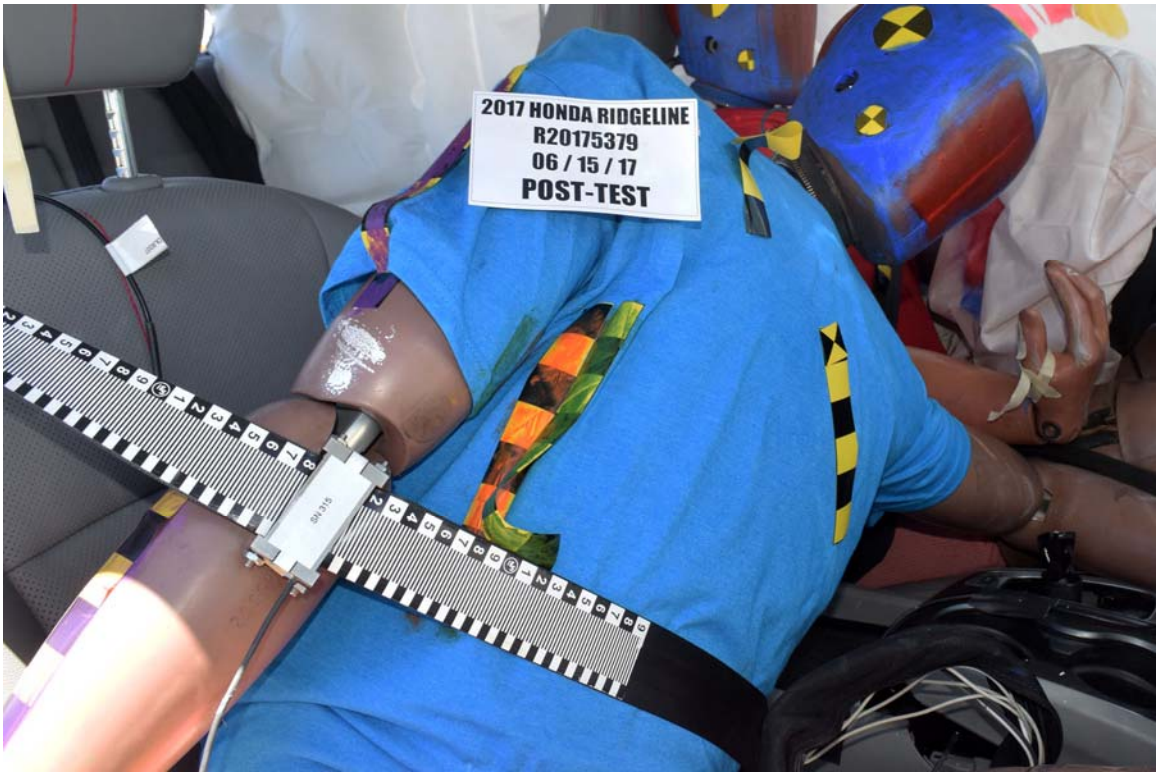

FIGURE 87. Post-Test View of Passenger Abdomen

FIGURE 88. Pre-Test Left Side Passenger and Interior View

FIGURE 89. Post-Test Left Side Passenger and Interior View

FIGURE 90. Pre-Test View of Passenger Right Knee and Bolster

FIGURE 91. Post-Test View of Passenger Right Knee and Bolster

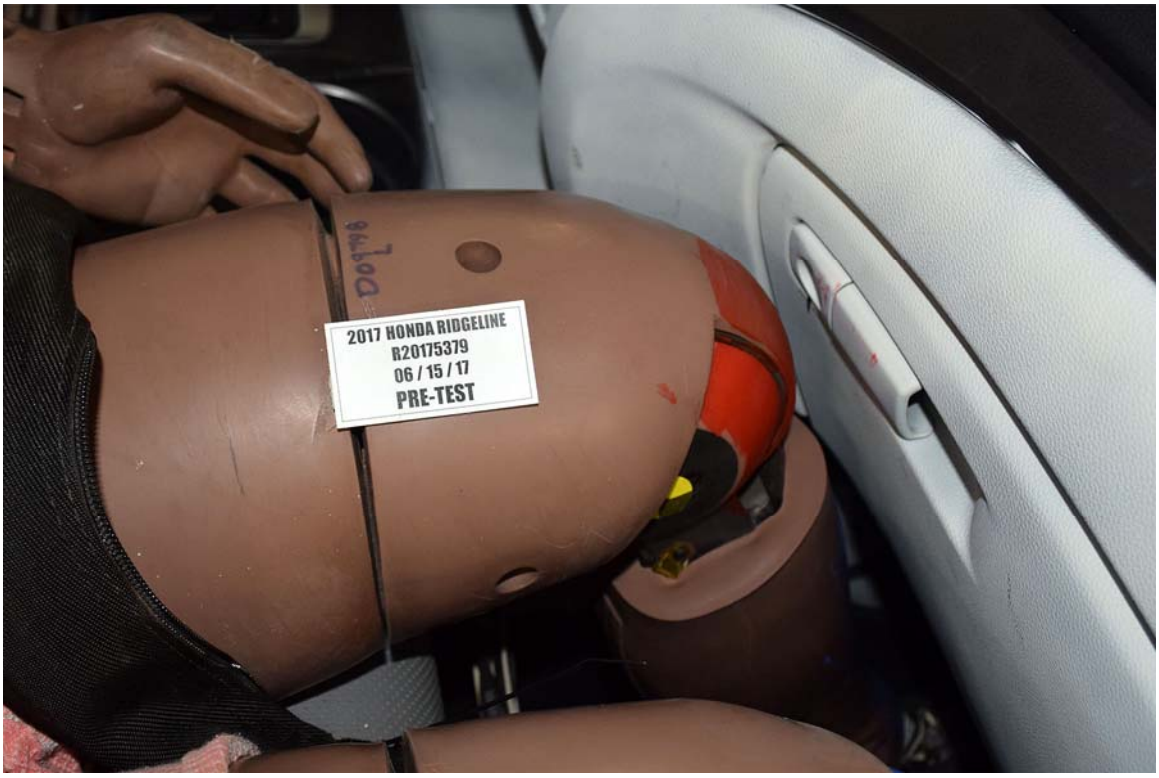

FIGURE 92. Pre-Test View of Passenger Left Knee and Bolster

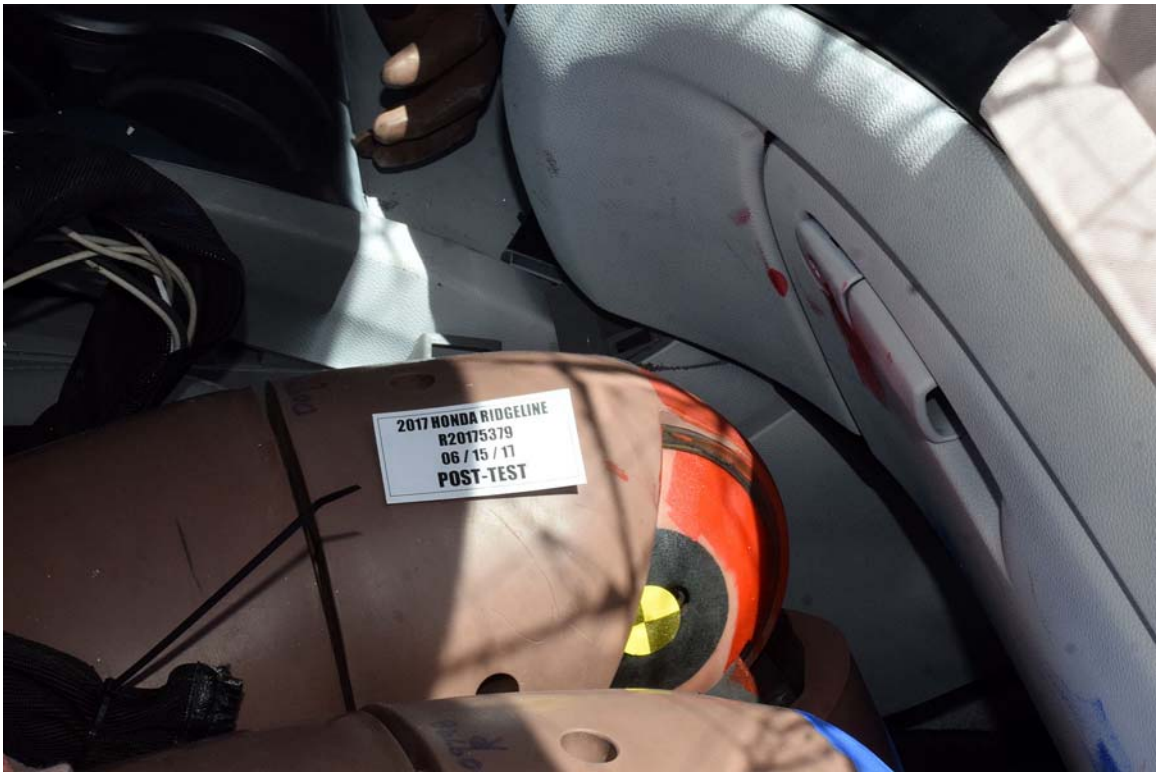

FIGURE 93. Post-Test View of Passenger Left Knee and Bolster

FIGURE 94. Pre-Test View of the Passenger Feet

FIGURE 95. Post-Test View of the Passenger Feet

FIGURE 96. Pre-Test Passenger Adjustable D-Ring

FIGURE 97. Post-Test Passenger Adjustable D-Ring

FIGURE 98. Pre-Test Right Front Passenger Seat Fore-Aft Markings

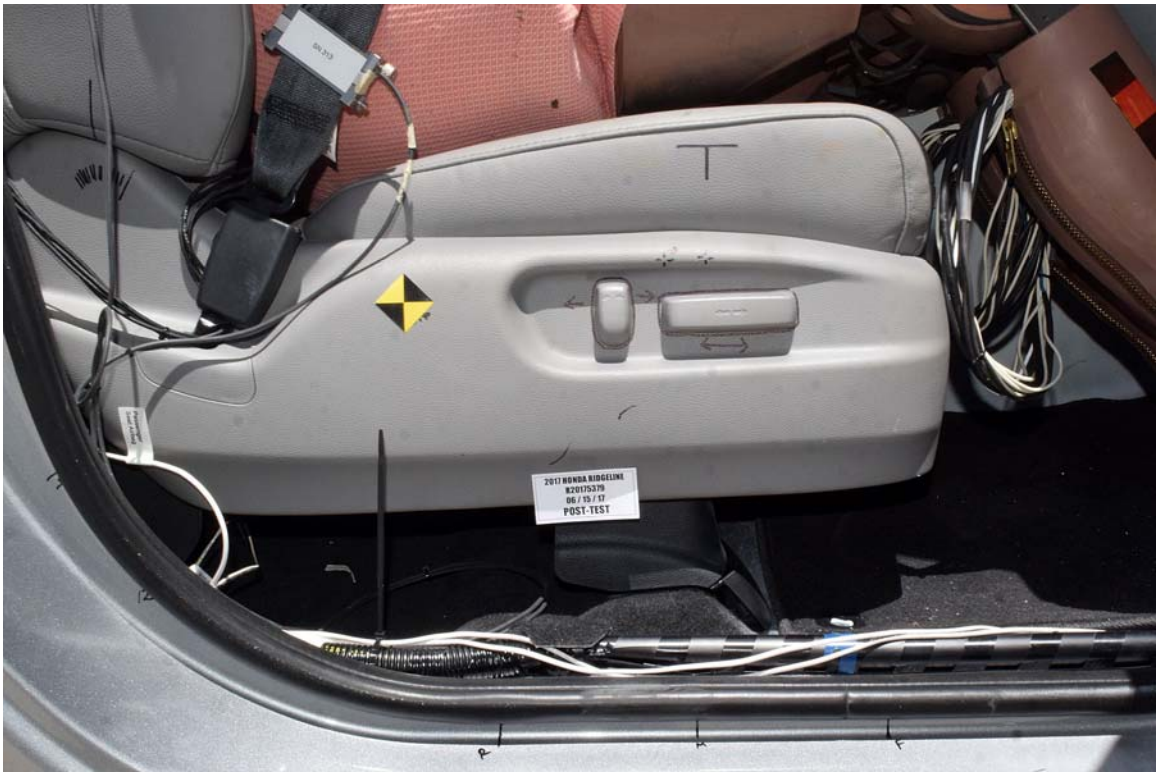

FIGURE 99. Post-Test Right Front Passenger Seat Fore-Aft Markings

FIGURE 100. Pre-Test Passenger Seat Back Markings

FIGURE 101. Post-Test Passenger Seat Back Markings

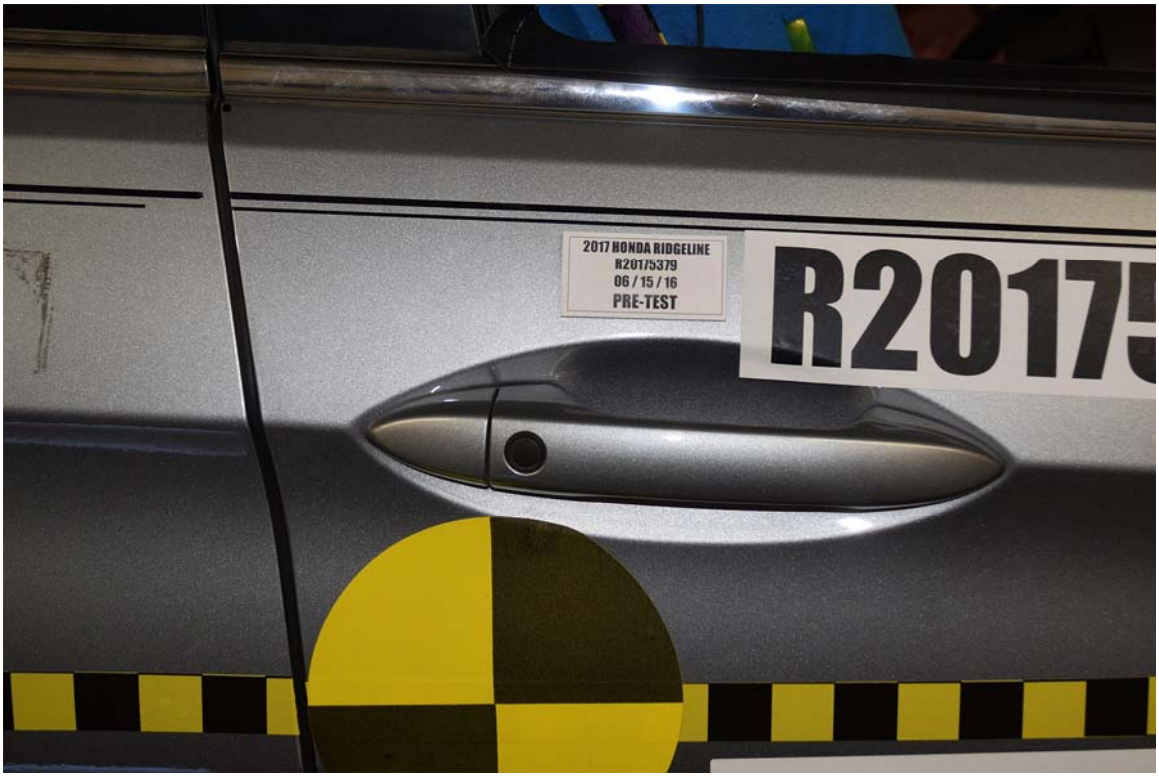

FIGURE 102. Pre-Test Close-up View of Passenger Door Latch

FIGURE 103. Post-Test Close-up View of Passenger Door Latch

FIGURE 104. Pre-Test Passenger Inner Door Panel

FIGURE 105. Post-Test Passenger Inner Door Panel

FIGURE 106. Pre-Test Right Side View of Passenger Knee Bolster

FIGURE 107. Post-Test Right Side View of Passenger Knee Bolster

FIGURE 108. Pre-Test Center View of Passenger Knee Bolster

FIGURE 109. Post-Test Center View of Passenger Knee Bolster

FIGURE 110. Pre-Test Left Side View of Passenger Knee Bolster

FIGURE 111. Post-Test Left Side View of Passenger Knee Bolster

FIGURE 112. Pre-Test View of Passenger Floor Pan at Right Sill Level

FIGURE 113. Post-Test View of Passenger Floor Pan at Right Sill Level

FIGURE 114. Pre-Test View of Passenger Floor Pan From Top of Front Seat

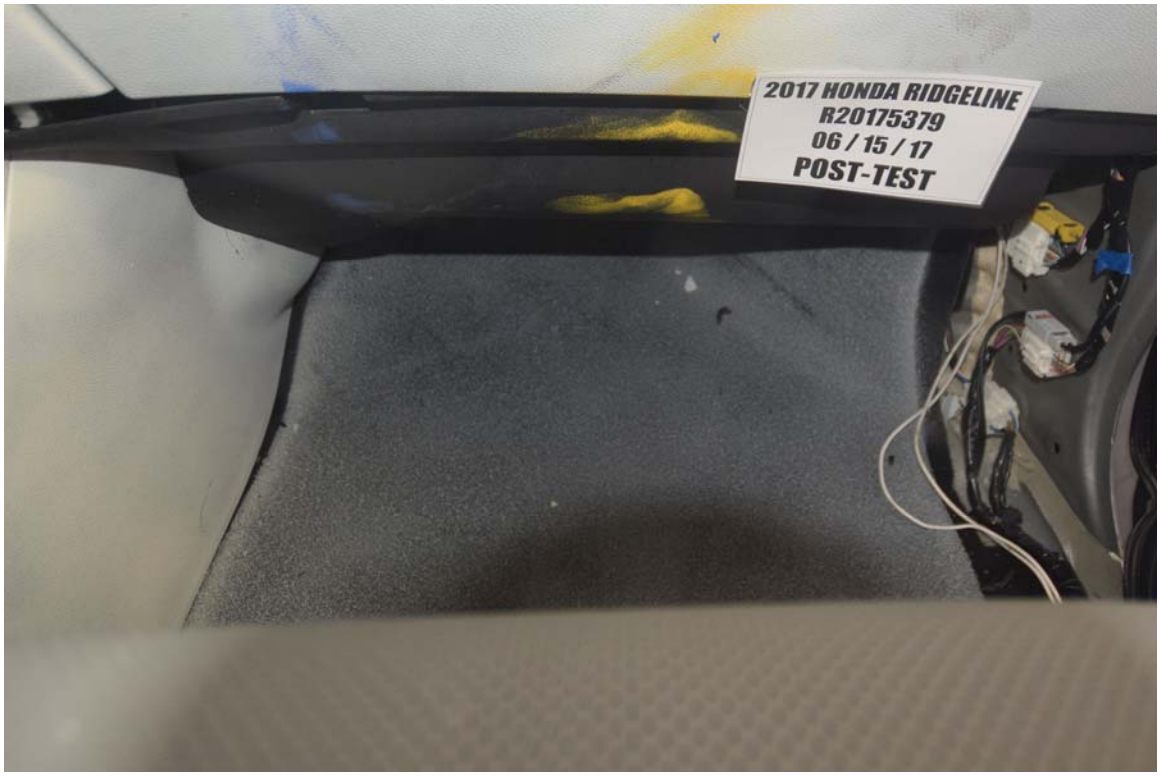

FIGURE 115. Post-Test View of Passenger Floor Pan From Top of Front Seat

FIGURE 116. Pre-Test View of Passenger Floor Pan From Center of Vehicle

FIGURE 117. Post-Test View of Passenger Floor Pan From Center of Vehicle

FIGURE 118. Post-Test Passenger Dummy Face

FIGURE 119. Post-Test Passenger Dummy Contact with Airbag

FIGURE 120. Post-Test Passenger Dummy Contact with Vehicle Interior View

FIGURE 121. Post-Test Passenger Dummy Contact with Knee Bolster

FIGURE 122. Pre-Test Oblique View of Left Front of the Vehicle with Parts Removed

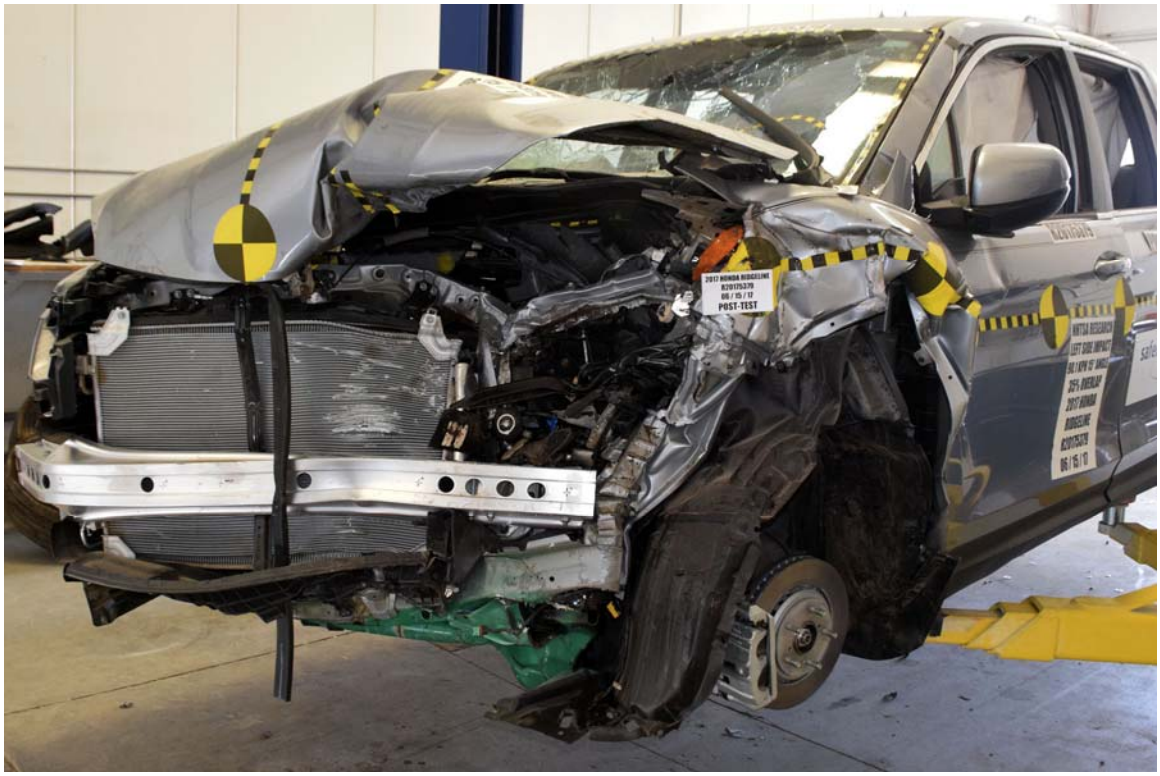

FIGURE 123. Post-Test Oblique View of Left Front of the Vehicle with Parts Removed

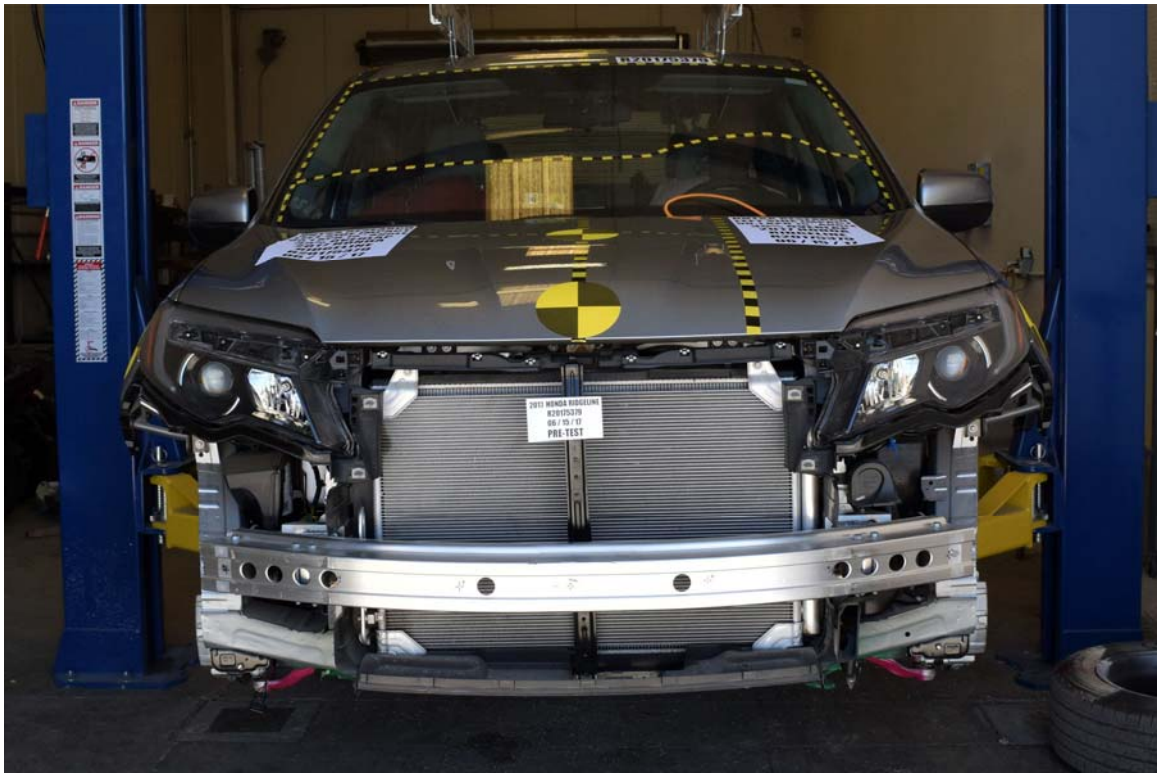

FIGURE 124. Pre-Test Front of the Vehicle with Parts Removed

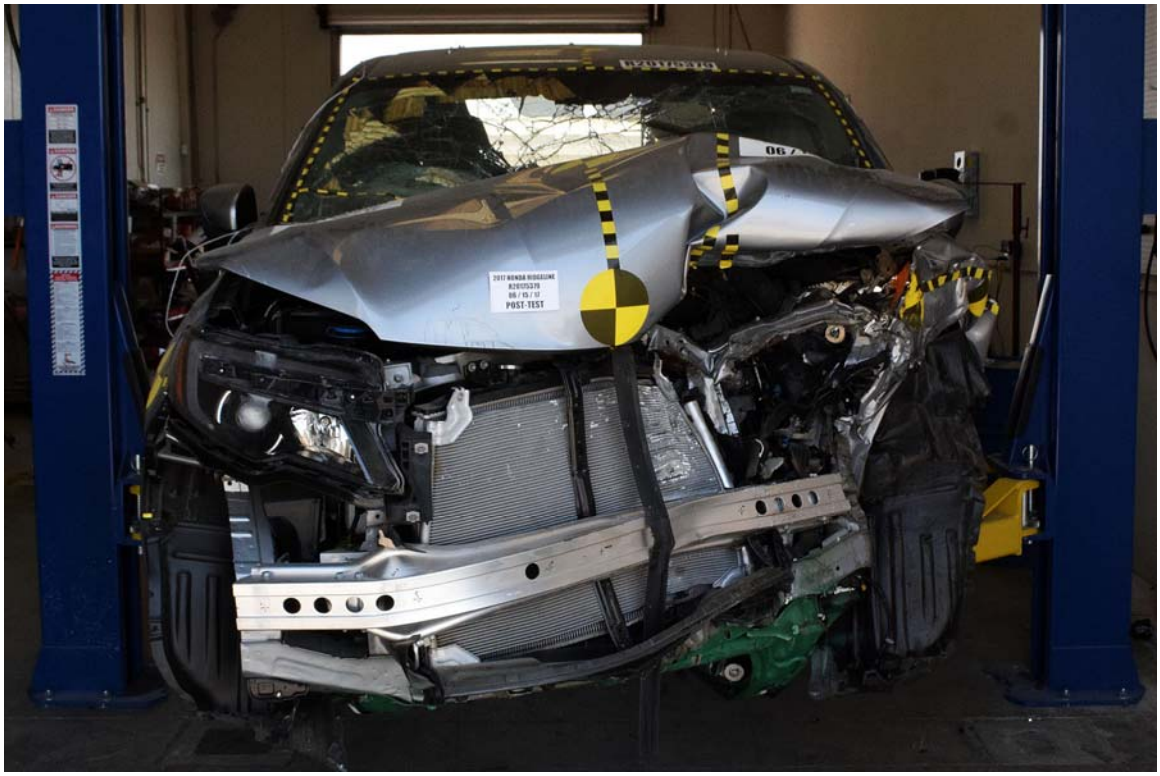

FIGURE 125. Post-Test Front of the Vehicle with Parts Removed

FIGURE 126. Pre-Test Oblique View of Right Front of the Vehicle with Parts Removed

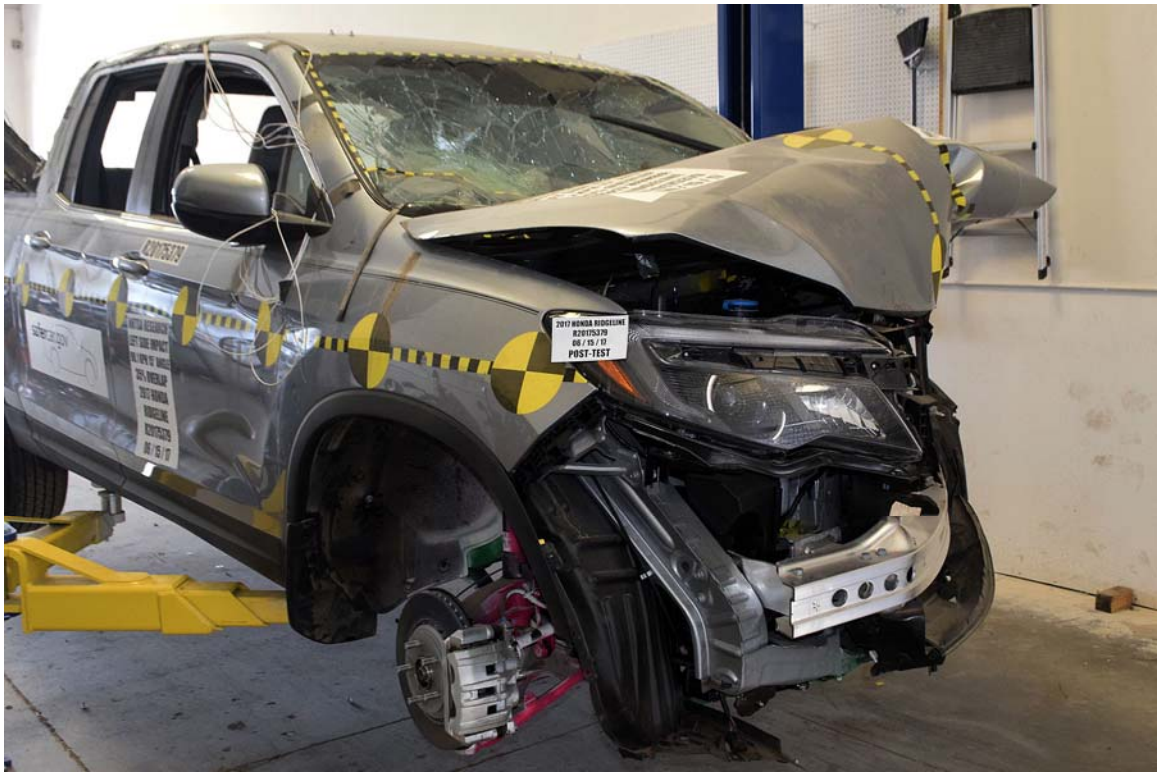

FIGURE 127. Post-Test Oblique View of Right Front of the Vehicle with Parts Removed

FIGURE 128. Pre-Test Overall Perpendicular View of Engine Compartment with Parts Removed

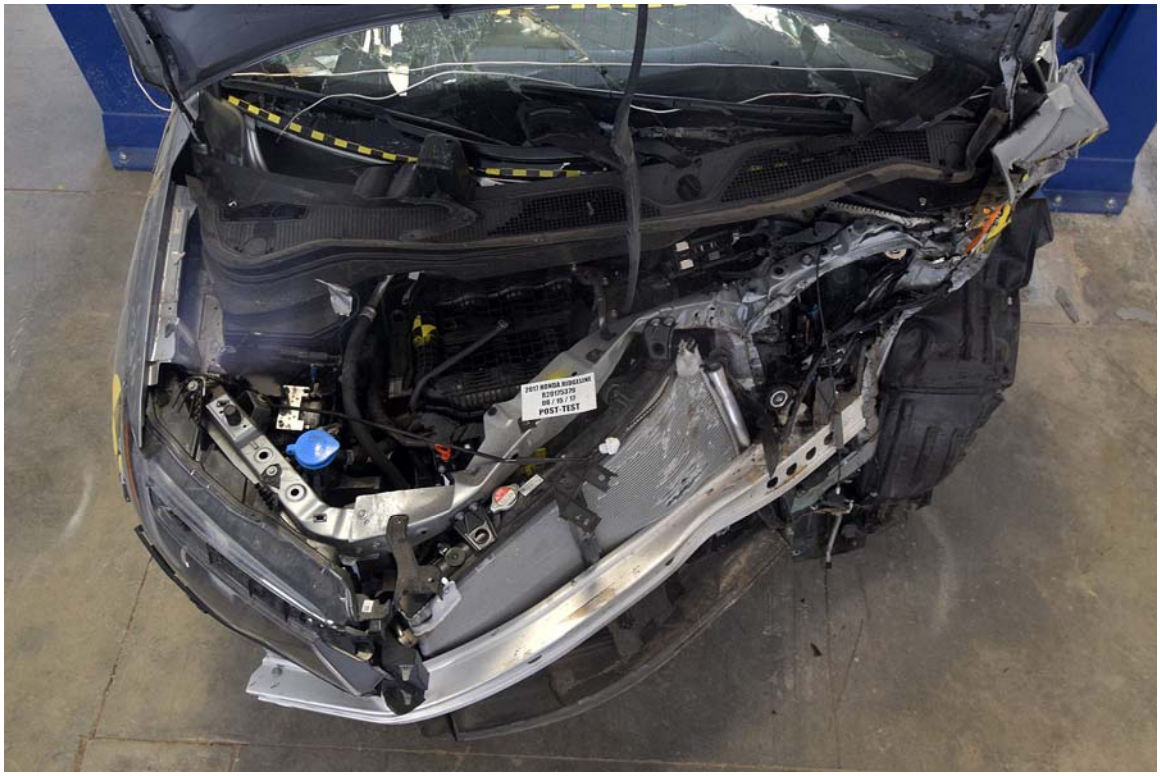

FIGURE 129. Post-Test Overall Perpendicular View of Engine Compartment with Parts Removed

FIGURE 130. Pre-Test Left Side Energy Absorber with Parts Removed

FIGURE 131. Pre-Test Left Side Energy Absorber with Parts Removed

FIGURE 132. Pre-Test Right Side Energy Absorber With Parts Removed

FIGURE 133. Post-Test Right Side Energy Absorber With Parts Removed

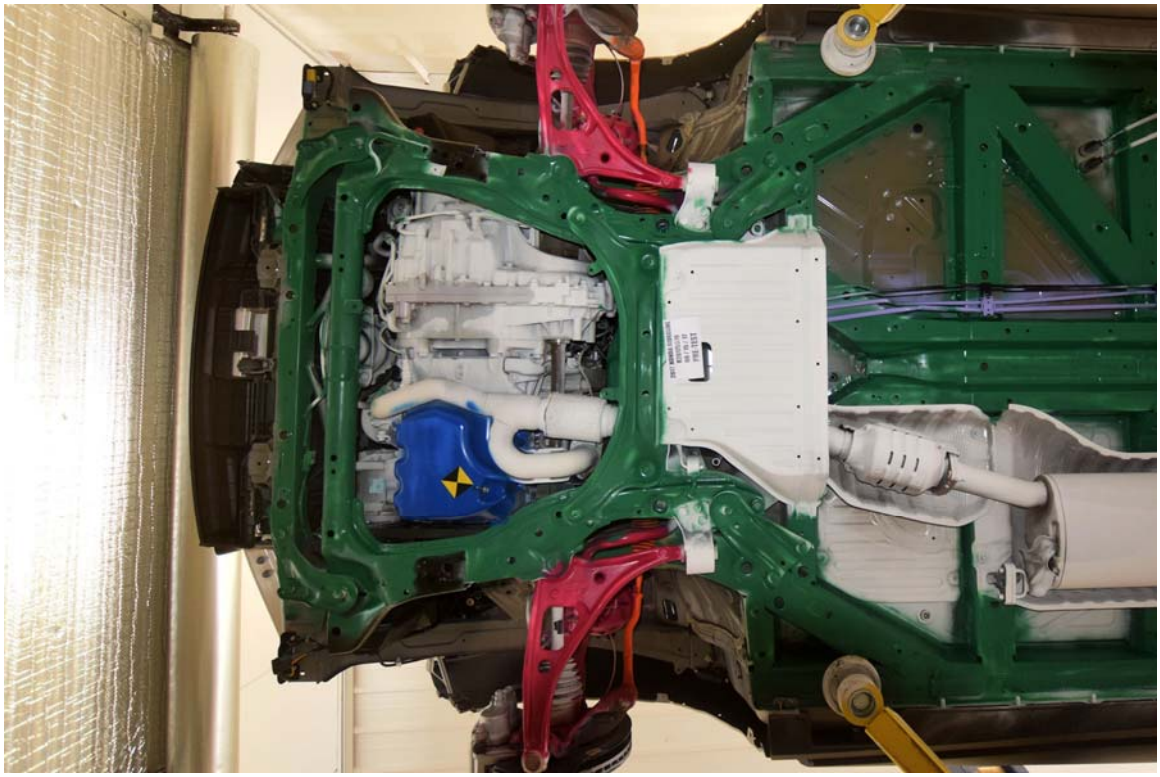

FIGURE 134. Pre-Test View of Front Underbody (Perpendicular to Vehicle) with Parts Removed

FIGURE 135. Post-Test View of Front Underbody (Perpendicular to Vehicle) with Parts Removed

FIGURE 136. Pre-Test View of Mid Underbody (Perpendicular to Vehicle) with Parts Removed

FIGURE 137. Post-Test View of Mid Underbody (Perpendicular to Vehicle) with Parts Removed

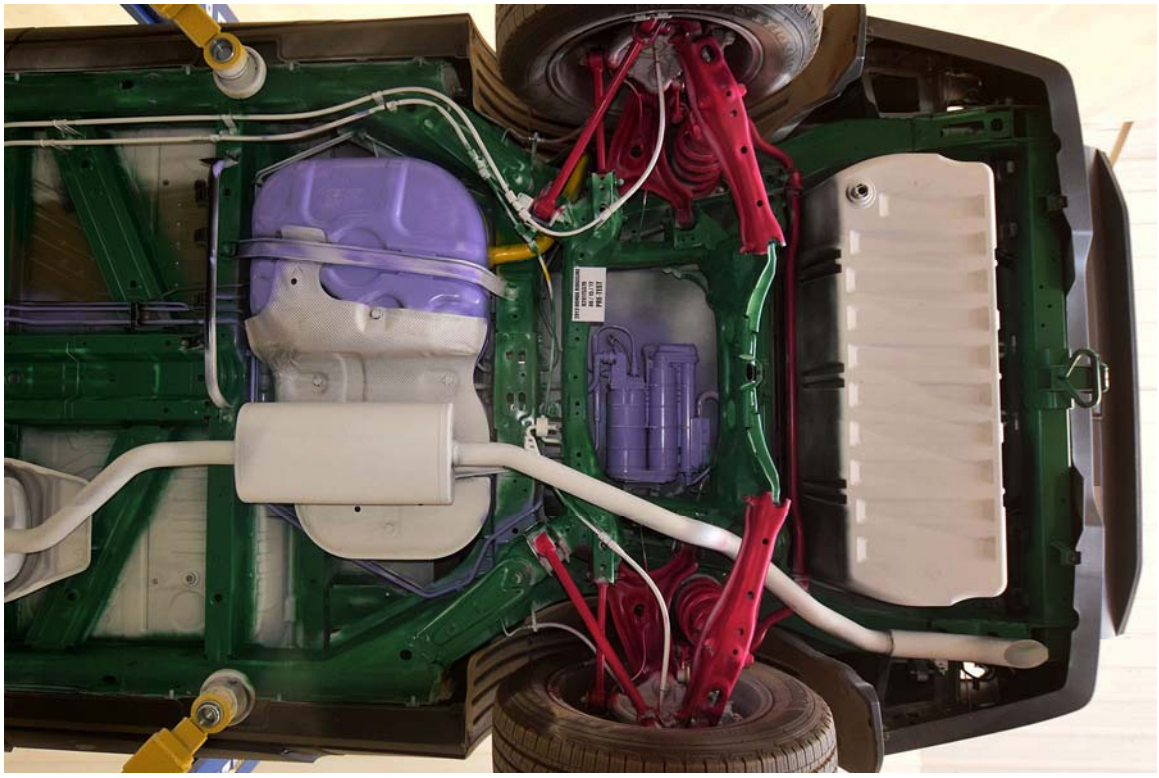

FIGURE 138. Pre-Test View of Rear Underbody (Perpendicular to Vehicle) with Parts Removed

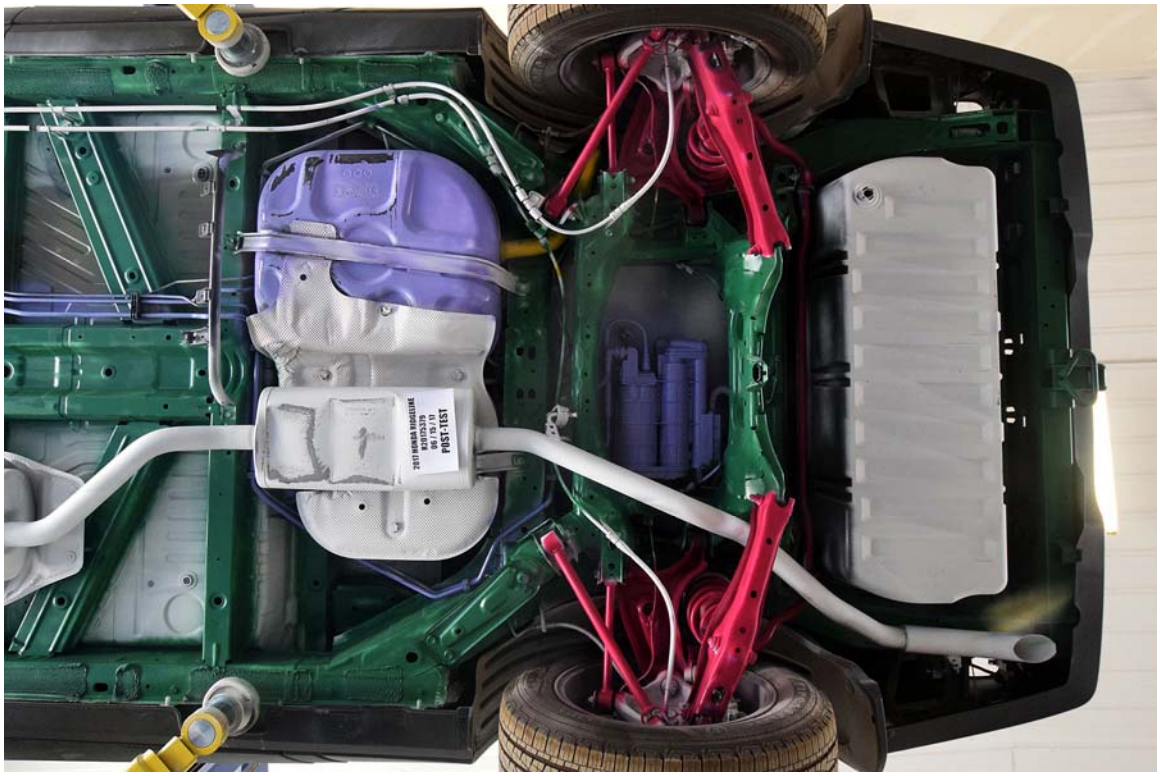

FIGURE 139. Post-Test View of Rear Underbody (Perpendicular to Vehicle) with Parts Removed

FIGURE 140. Pre-Test Bumper to Rail Attachments and Crush Initiators with Parts Removed

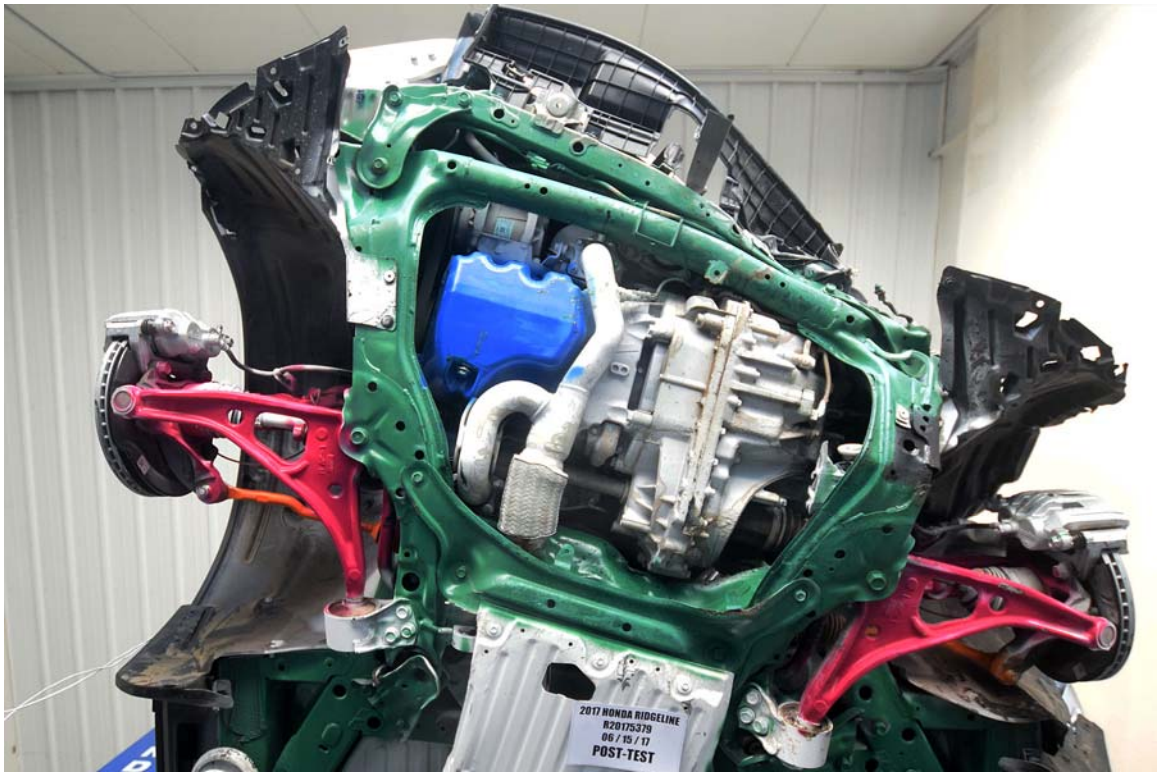

FIGURE 141. Post-Test Bumper to Rail Attachments and Crush Initiators with Parts Removed

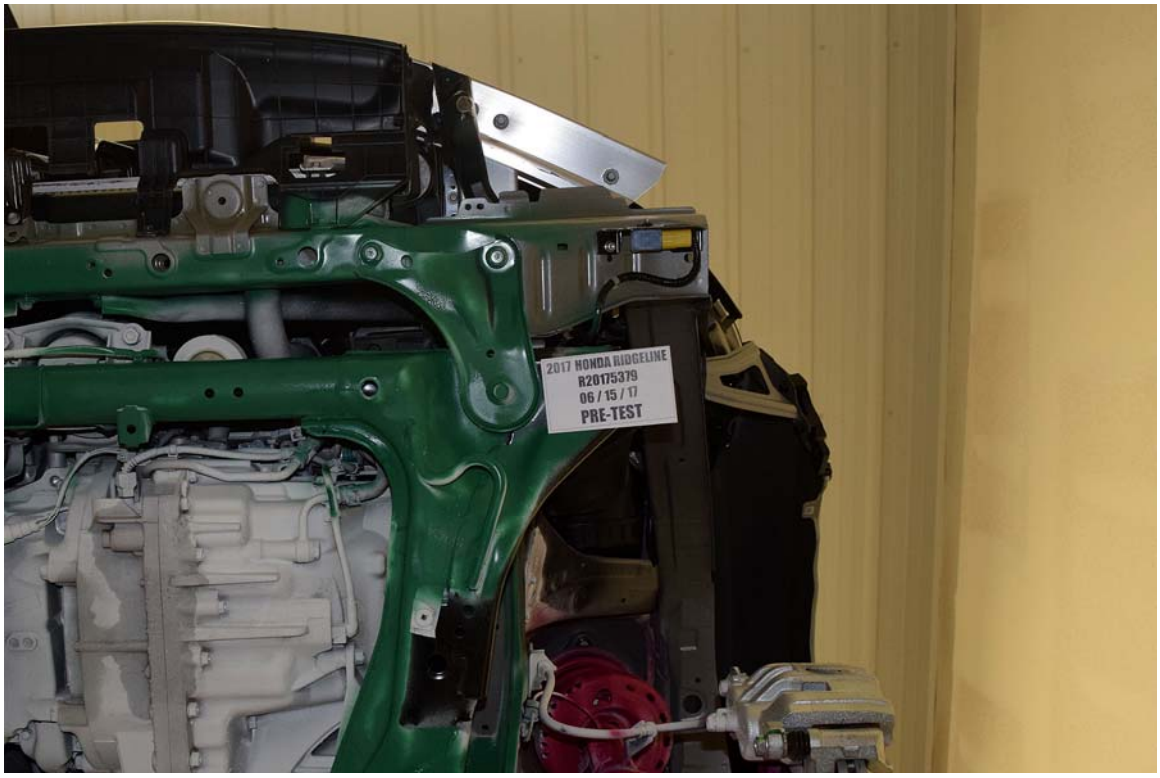

FIGURE 142. Pre-Test Driver Bumper to Rail Attachments and Crush Initiators with Parts Removed

FIGURE 143. Post-Test Driver Bumper to Rail Attachments and Crush Initiators with Parts Removed

FIGURE 144. Pre-Test Passenger Bumper to Rail Attachments and Crush Initiators with Parts Removed

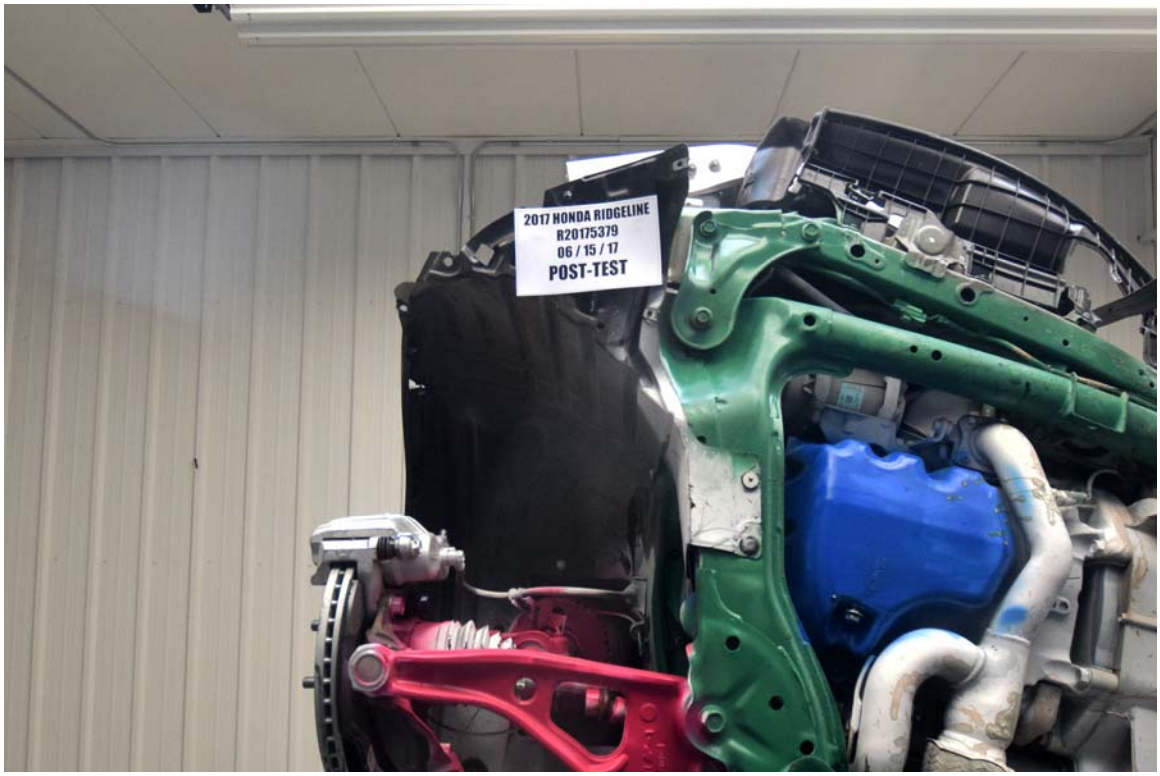

FIGURE 145. Post-Test Passenger Bumper to Rail Attachments and Crush Initiators with Parts Removed

FIGURE 146. Pre-Test Driver Rocker with Parts Removed

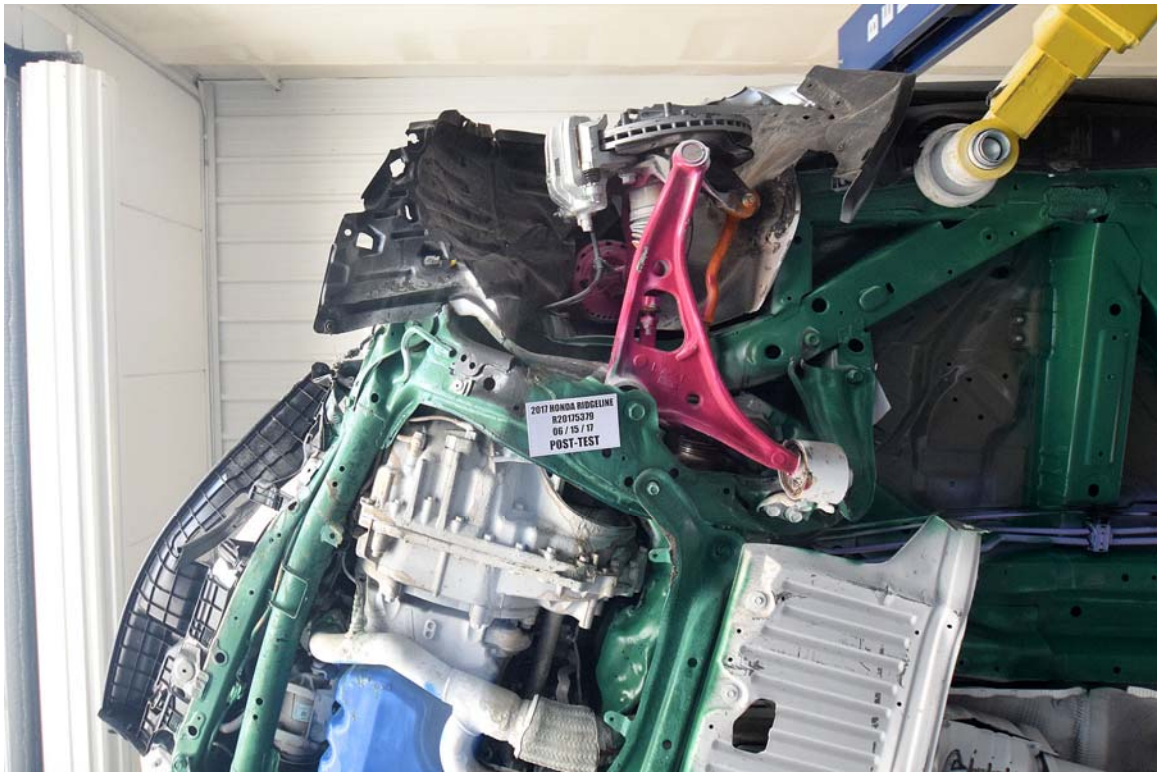

FIGURE 147. Post-Test Driver Rocker With Parts Removed

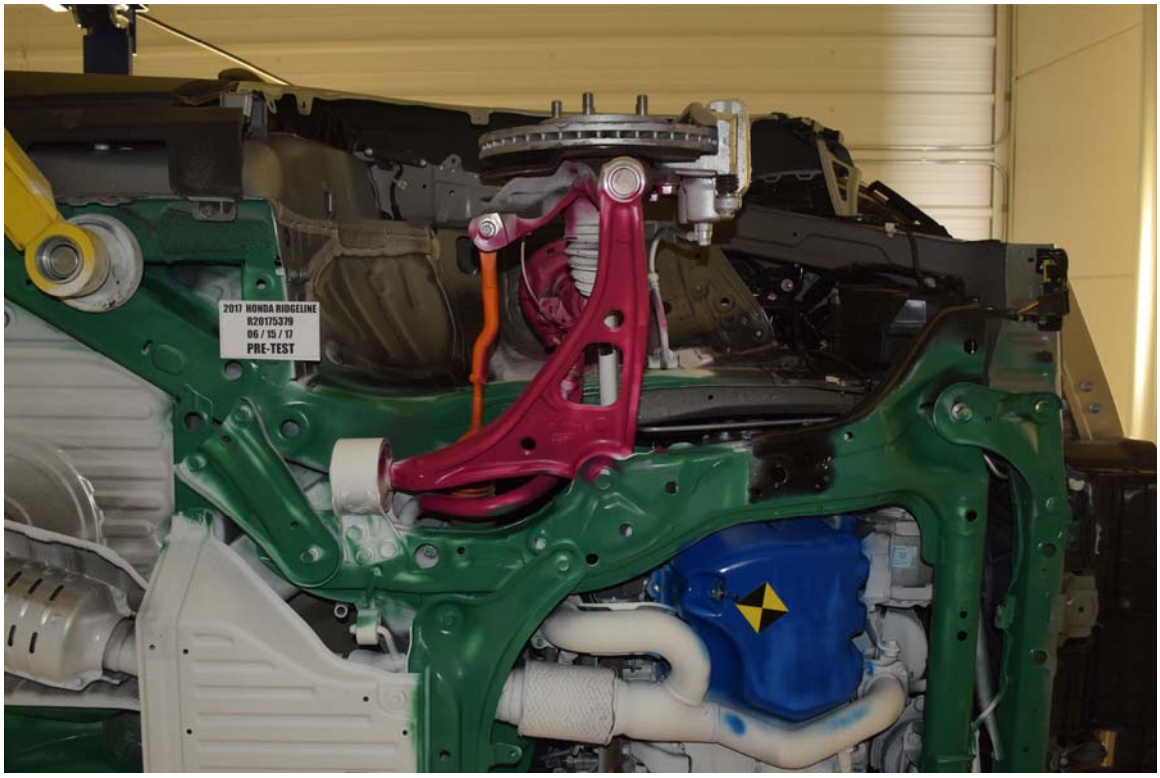

FIGURE 148. Pre-Test Passenger Rocker With Parts Removed

FIGURE 149. Post-Test Passenger Rocker with Parts Removed

FIGURE 150. Pre-Test Oblique Left Side View of Rear of Wheel Well with Parts Removed

FIGURE 151. Post-Test Oblique Left Side View of Rear of Wheel Well with Parts Removed

FIGURE 152. Pre-Test Perpendicular Left Side View of Wheel Well With Parts Removed

FIGURE 153. Post-Test Perpendicular Left Side View of Wheel Well with Parts Removed

FIGURE 154. Pre-Test Oblique Left Side View of Front of Wheel Well With Parts Removed

FIGURE 155. Post-Test Oblique Left Side View of Front of Wheel Well With Parts Removed

FIGURE 156. Post-Test Oblique View of Left Front Fender with Parts Removed

FIGURE 157. Post-Test Oblique View of Left Front Fender from Above with Parts Removed

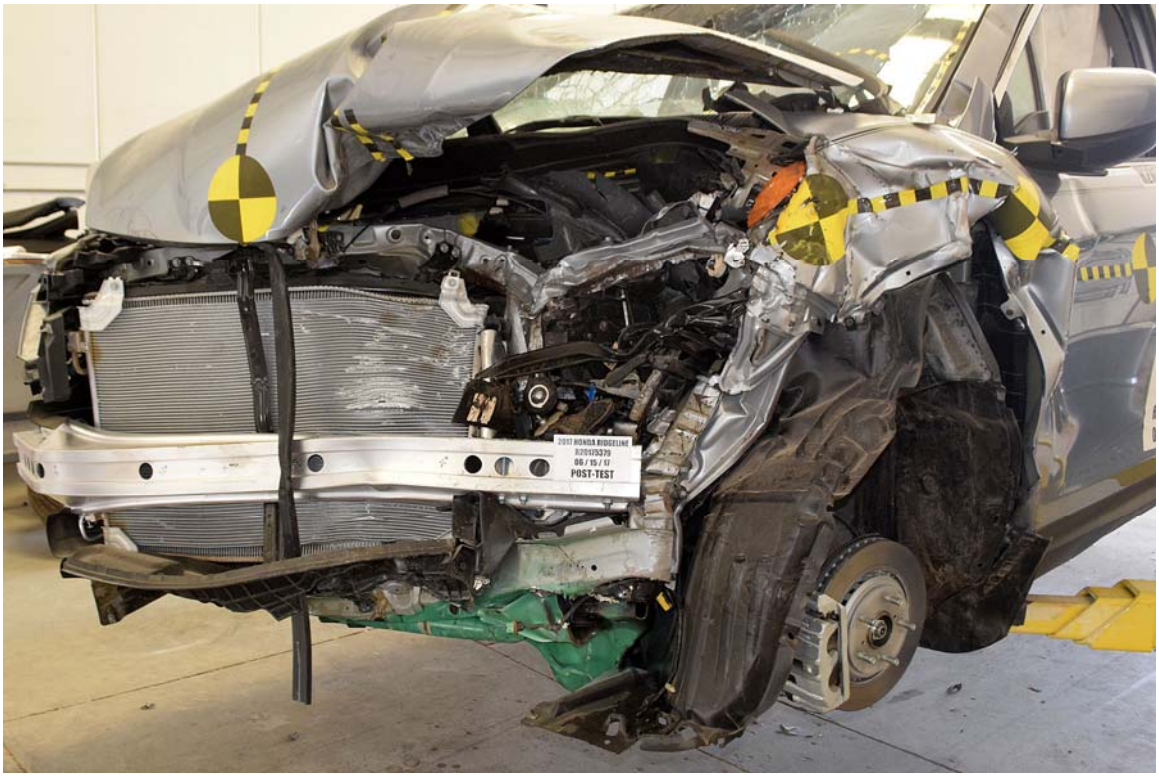

FIGURE 158. Post-Test Oblique View of Left Front of the Vehicle with Parts Removed

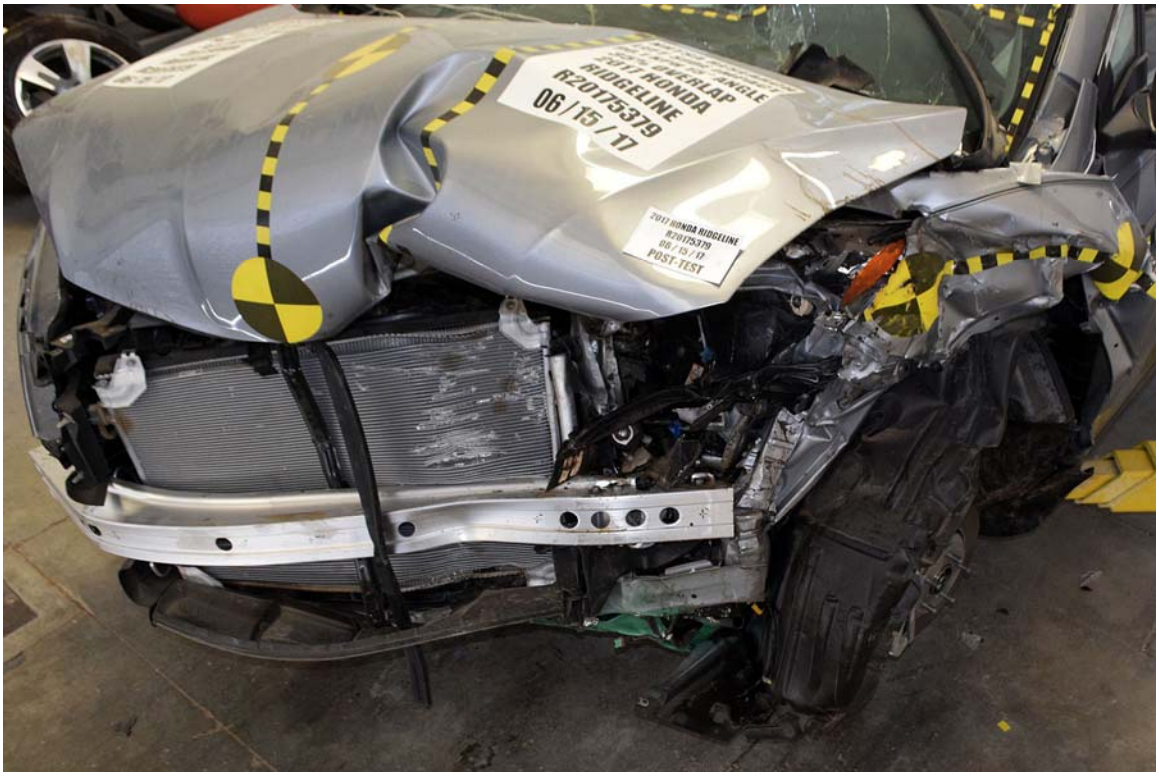

FIGURE 159. Post-Test Oblique View of Left Front of the Vehicle from Angle with Parts Removed

FIGURE 160. Post-Test Left Shotgun View with Parts Removed

FIGURE 161. Post-Test Left Shotgun View with Parts Removed

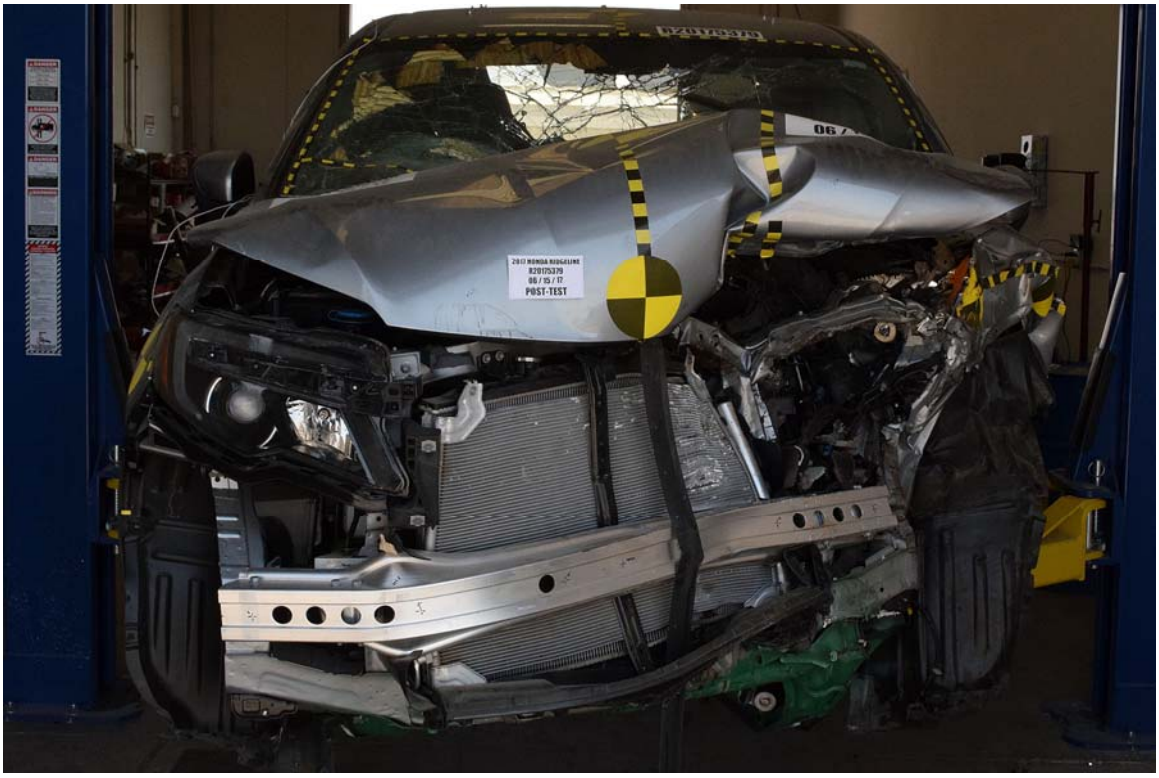

FIGURE 162. Post-Test Front View of Test Vehicle with Parts Removed

FIGURE 163. Post-Test Front View of Test Vehicle from an Angle

FIGURE 164. Post-Test Right Shotgun View with Parts Removed

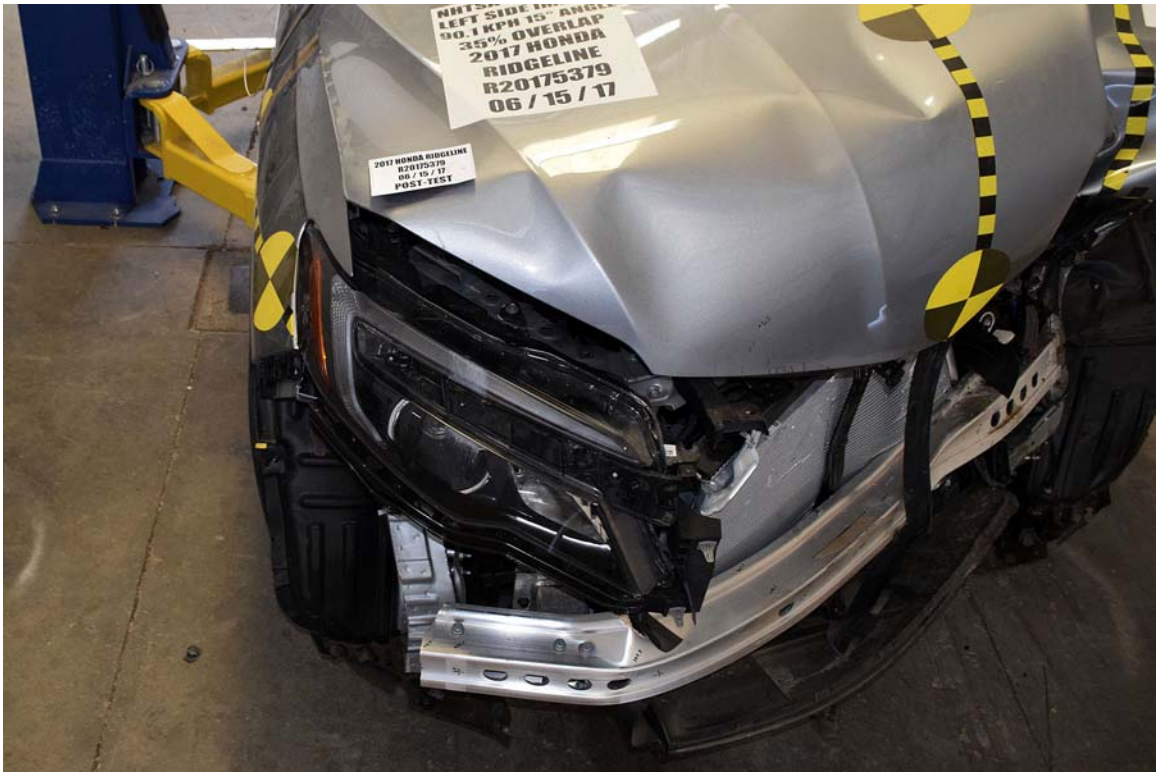

FIGURE 165. Post-Test Right Shotgun View with Parts Removed

FIGURE 166. Post-Test Oblique View of Right Front of the Vehicle from Angle with Parts Removed

FIGURE 167. Post-Test Oblique View of Right Front of the Vehicle with Parts Removed

FIGURE 168. Post-Test Oblique View of Right Front Fender from Above with Parts Removed

FIGURE 169. Post-Test Oblique View of Right Front Fender with Parts Removed

FIGURE 170. Pre-Test Left Side Honeycomb

FIGURE 171. Post-Test Left Side Honeycomb

FIGURE 172. Pre-Test Left Oblique View of OMDB

FIGURE 173. Post-Test Left Oblique View of OMDB

FIGURE 174. Pre-Test Left Oblique View of Honeycomb

FIGURE 175. Post-Test Left Oblique View of Honeycomb

FIGURE 176. Pre-Test Front View of OMDB

FIGURE 177. Post-Test Front View of OMDB

FIGURE 178. Pre-Test Right Oblique View of Honeycomb

FIGURE 179. Post-Test Right Oblique View of Honeycomb

FIGURE 180. Pre-Test Right Oblique View of OMDB

FIGURE 181. Post-Test Right Oblique View of OMDB

FIGURE 182. Pre-Test Right Side Honeycomb

FIGURE 183. Post-Test Right Side Honeycomb

FIGURE 184. Pre-Test Overhead View of the Honeycomb

FIGURE 185. Post-Test Overhead View of the Honeycomb

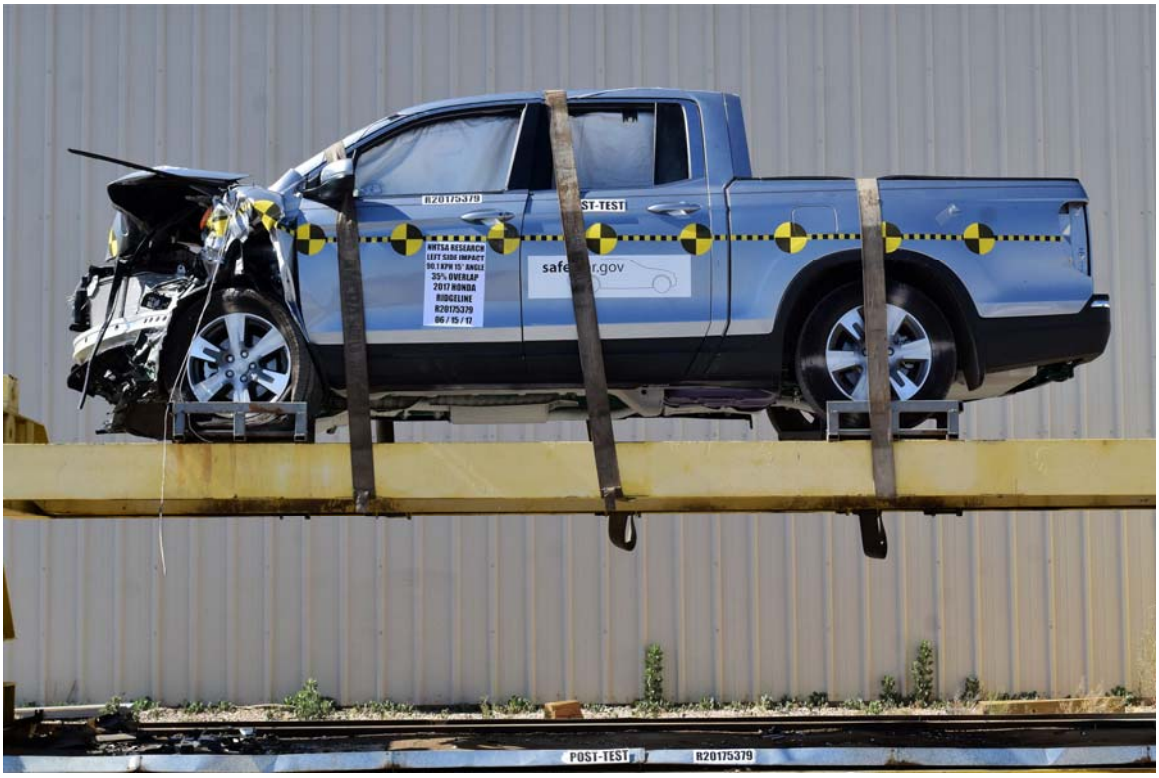

FIGURE 186. Vehicle at 0° on Static Rollover Device

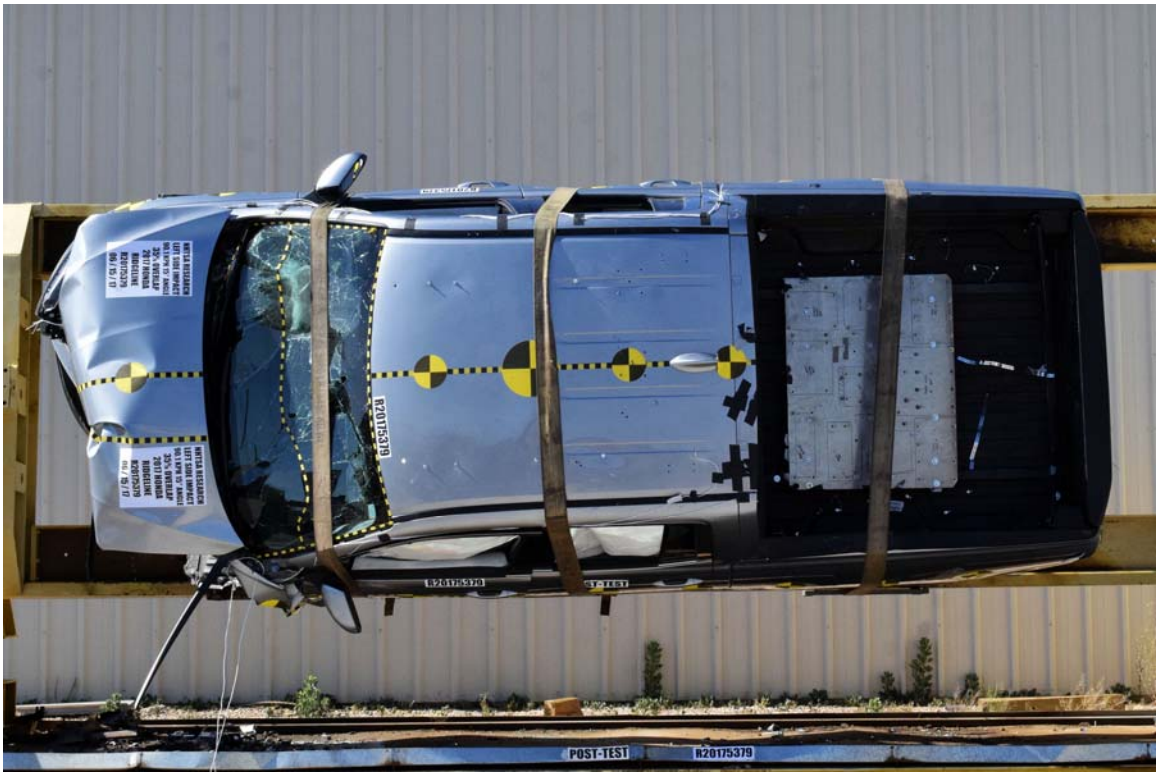

FIGURE 187. Vehicle at 90° on Static Rollover Device

FIGURE 188. Vehicle at 180° on Static Rollover Device

FIGURE 189. Vehicle at 270° on Static Rollover Device

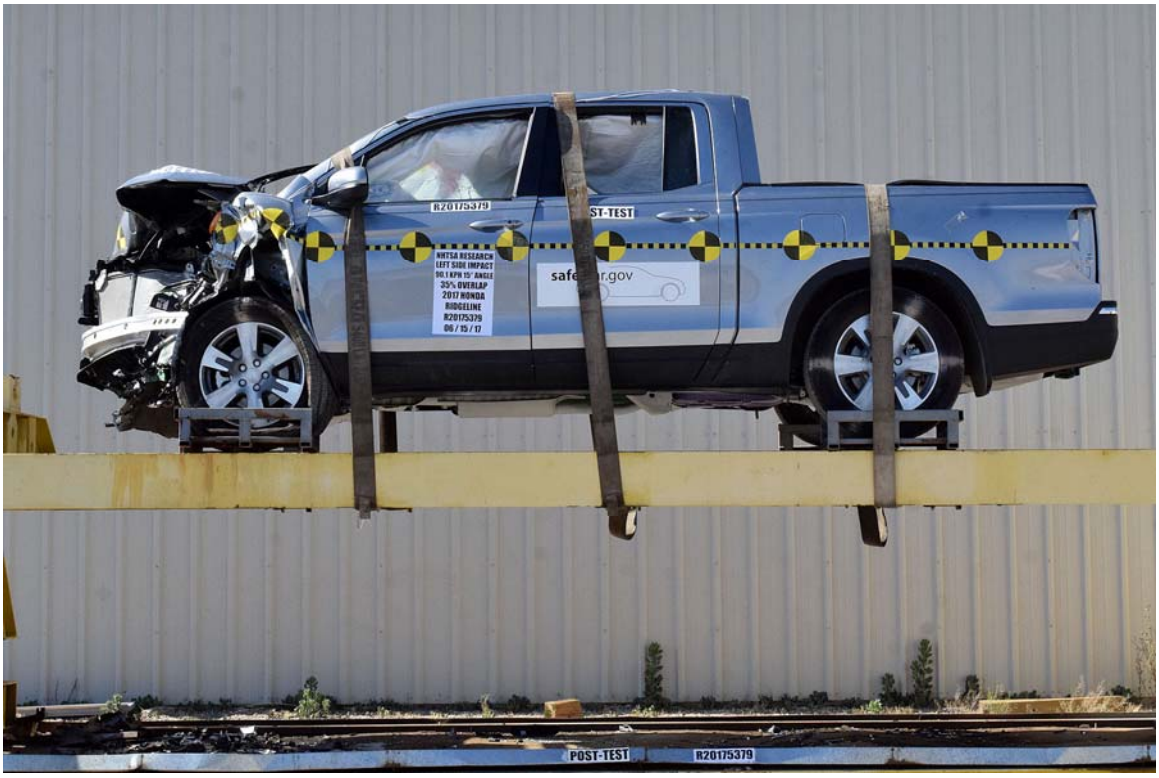

FIGURE 190. Vehicle at 360° on Static Rollover Device

FIGURE 191. 2017 Honda Ridgeline Frontal Impact Event

APPENDIX B
VEHICLE AND DUMMY RESPONSE DATA TRACES

TABLE OF PLOTS		
No.	**Description**	**Page**
1	V2P1 HEAD CG X ACCELERATION	B-1
2	V2P1 HEAD CG Y ACCELERATION	B-1
3	V2P1 HEAD CG Z ACCELERATION	B-1
4	V2P1 HEAD CG ANGULAR VELOCITY ABOUT X	B-1
5	V2P1 HEAD CG ANGULAR VELOCITY ABOUT Y	B-2
6	V2P1 HEAD CG ANGULAR VELOCITY ABOUT Z	B-2
7	V2P1 UPPER NECK X FORCE	B-2
8	V2P1 UPPER NECK Y FORCE	B-2
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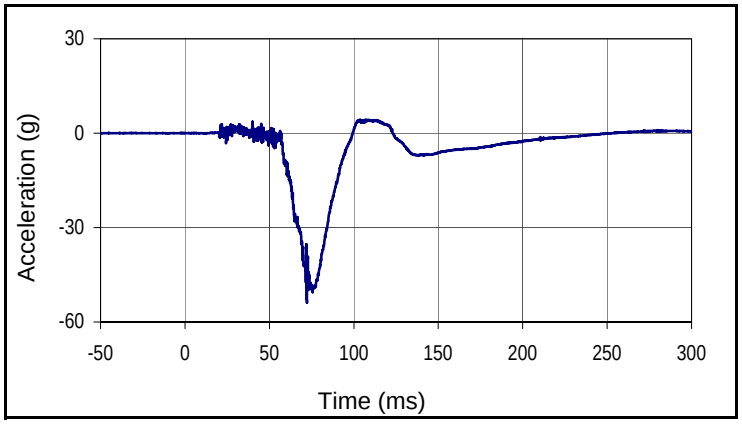
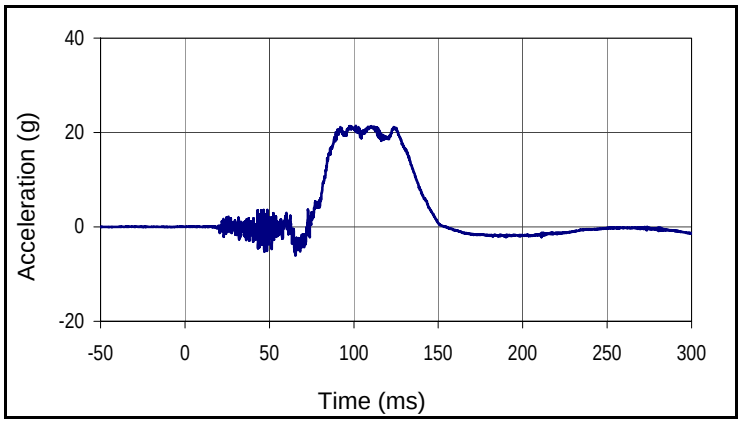
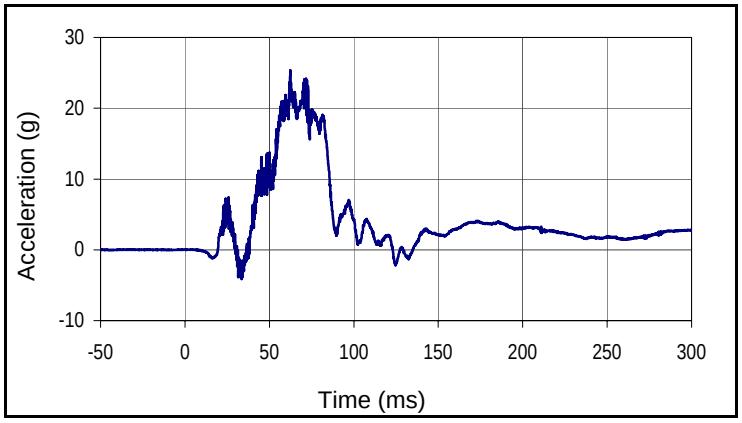
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



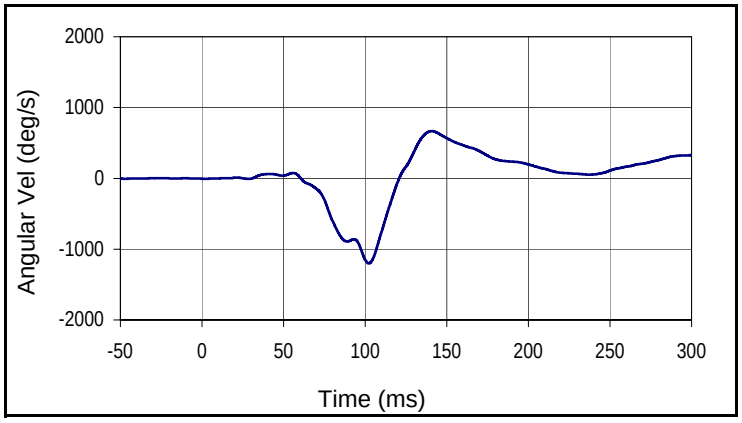
Curve Description			
V2P1 HEAD CG X ACCELERATION			
Plot No.		SAE Class	Units
001		1000	g
Max	Time	Min	Time
4.3	108.7	-53.9	72.2



Curve Description			
V2P1 HEAD CG Y ACCELERATION			
Plot No.		SAE Class	Units
002		1000	g
Max	Time	Min	Time
21.4	101.2	-6.1	65.4

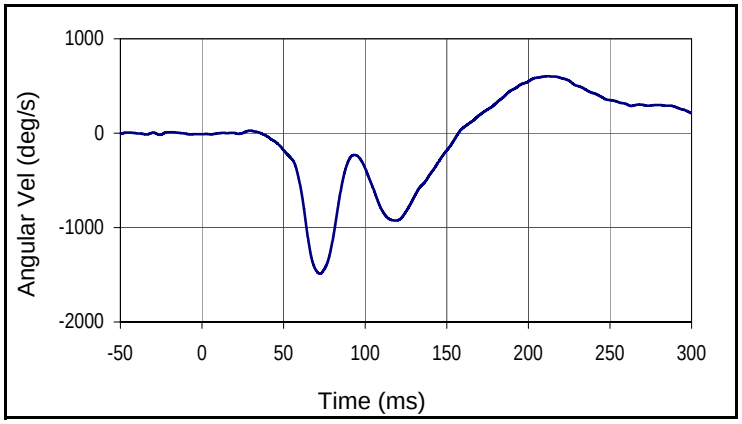


Curve Description			
V2P1 HEAD CG Z ACCELERATION			
Plot No.		SAE Class	Units
003		1000	g
Max	Time	Min	Time
25.3	62.3	-4.1	33.6

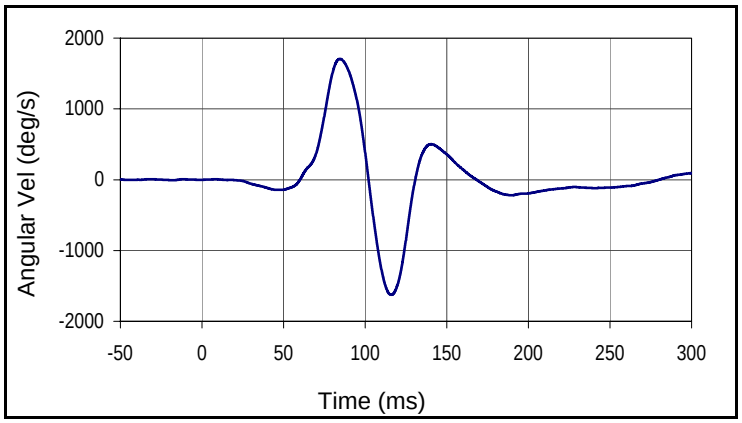


Curve Description			
V2P1 HEAD CG ANGULAR VELOCITY ABOUT X			
Plot No.		SAE Class	Units
004		60	deg/s
Max	Time	Min	Time
667.2	140.9	-1201.1	102.3

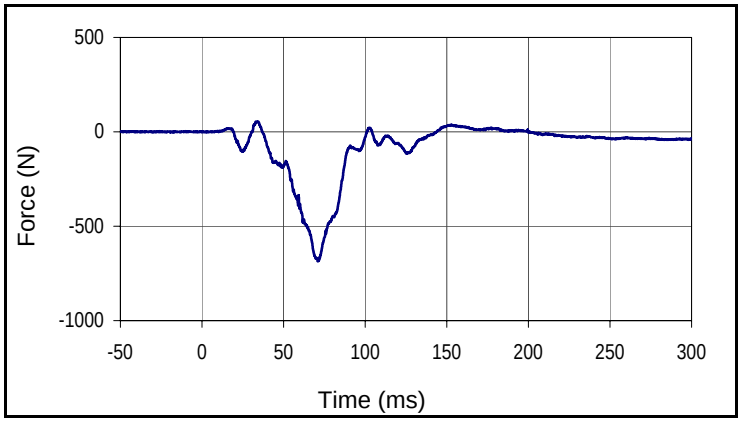
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



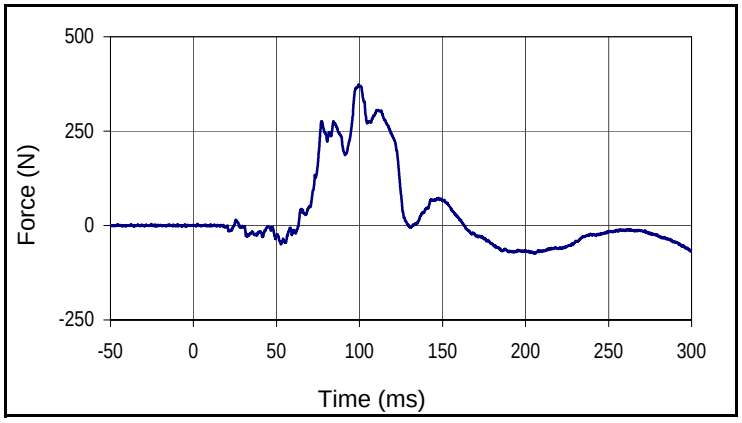
Curve Description			
V2P1 HEAD CG ANGULAR VELOCITY ABOUT Y			
Plot No.		SAE Class	Units
005		60	deg/s
Max	Time	Min	Time
604.1	211.9	-1489.1	72.3



Curve Description			
V2P1 HEAD CG ANGULAR VELOCITY ABOUT Z			
Plot No.		SAE Class	Units
006		60	deg/s
Max	Time	Min	Time
1705.9	84.5	-1627.1	116.0

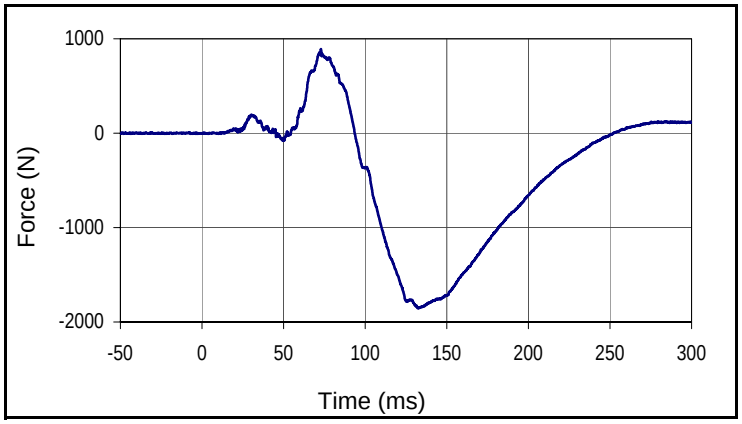


Curve Description			
V2P1 UPPER NECK X FORCE			
Plot No.		SAE Class	Units
007		1000	N
Max	Time	Min	Time
54.4	34.4	-685.2	70.9

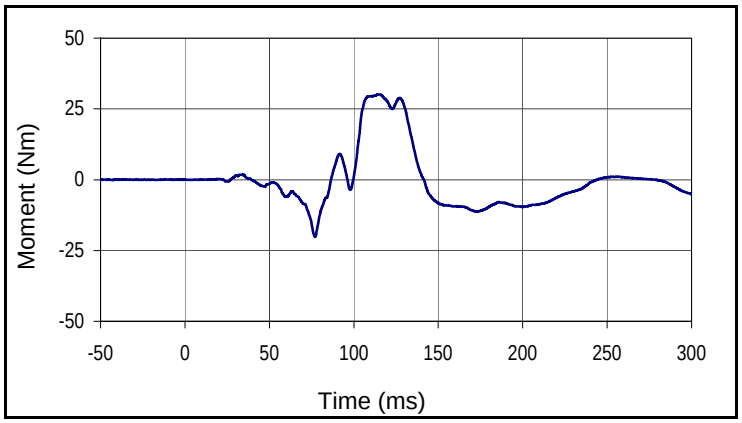


Curve Description			
V2P1 UPPER NECK Y FORCE			
Plot No.		SAE Class	Units
008		1000	N
Max	Time	Min	Time
373.4	99.4	-73.9	206.2

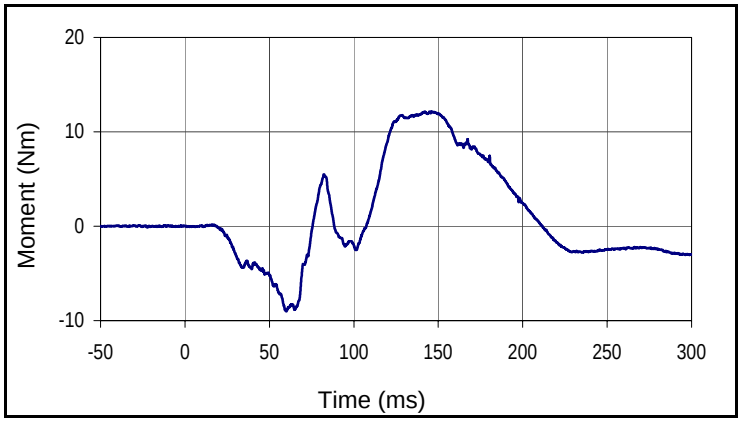
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



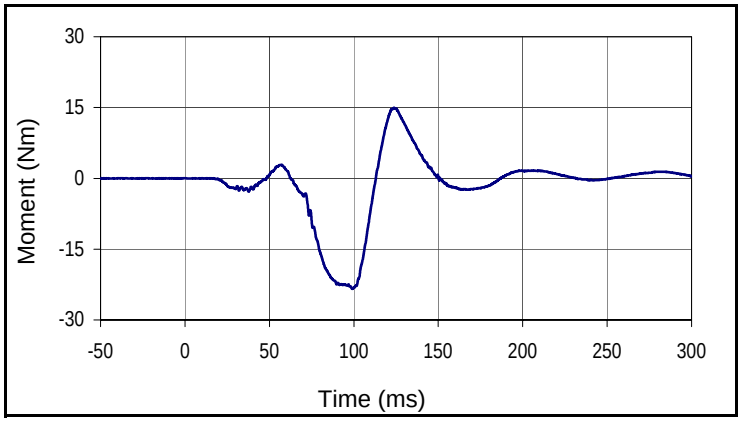
Curve Description			
V2P1 UPPER NECK Z FORCE			
Plot No.		SAE Class	Units
009		1000	N
Max	Time	Min	Time
890.5	72.9	-1854.9	132.4



Curve Description			
V2P1 UPPER NECK X MOMENT			
Plot No.		SAE Class	Units
010		600	Nm
Max	Time	Min	Time
30.1	115.7	-20.2	77.0

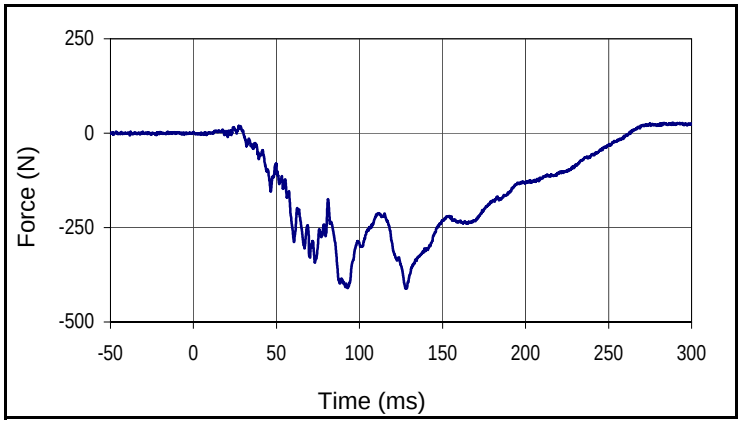


Curve Description			
V2P1 UPPER NECK Y MOMENT			
Plot No.		SAE Class	Units
011		600	Nm
Max	Time	Min	Time
12.2	146.2	-9.0	60.0

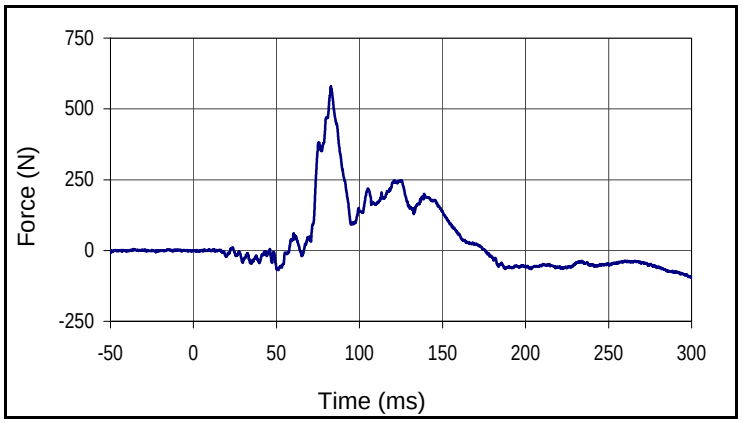


Curve Description			
V2P1 UPPER NECK Z MOMENT			
Plot No.		SAE Class	Units
012		600	Nm
Max	Time	Min	Time
15.0	123.7	-23.4	99.1

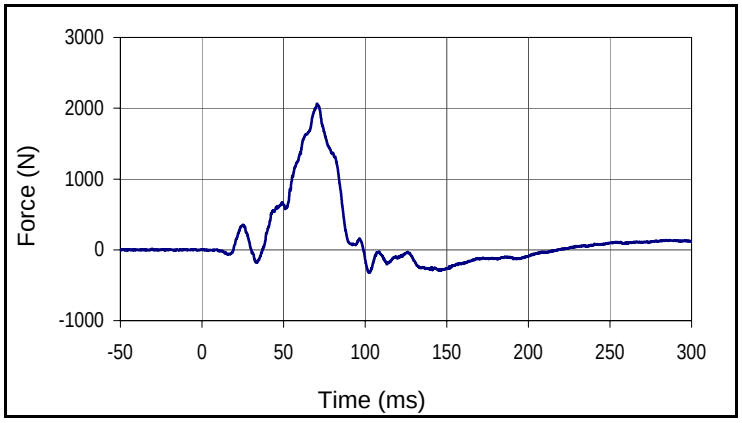
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



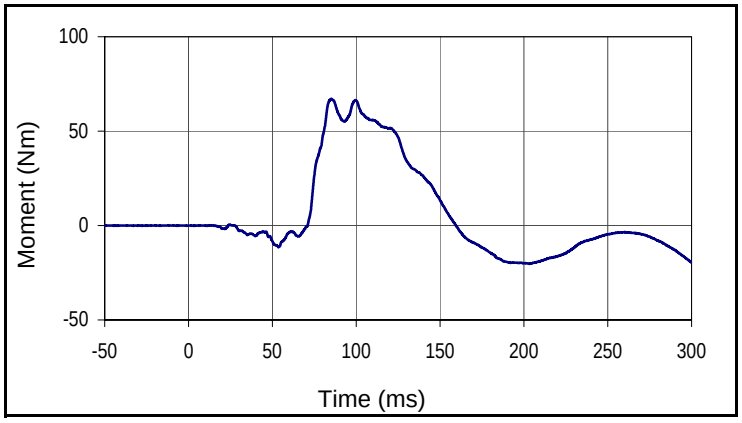
Curve Description			
V2P1 LOWER NECK X FORCE			
Plot No.		SAE Class	Units
013		1000	N
Max	Time	Min	Time
28.2	288.5	-411.7	128.3



Curve Description			
V2P1 LOWER NECK Y FORCE			
Plot No.		SAE Class	Units
014		1000	N
Max	Time	Min	Time
579.6	82.7	-95.8	299.9

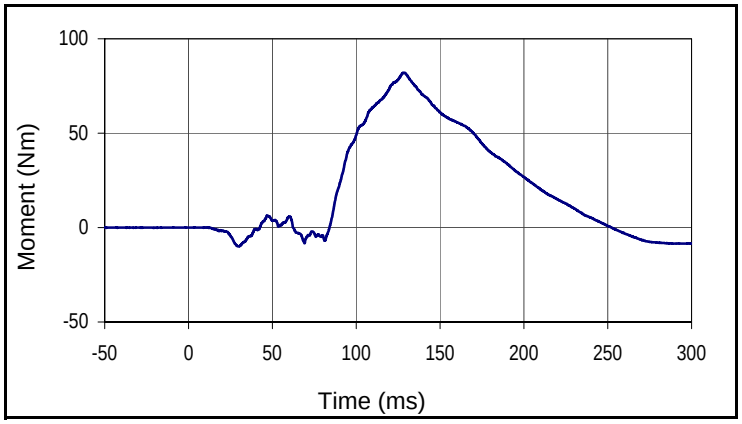


Curve Description			
V2P1 LOWER NECK Z FORCE			
Plot No.		SAE Class	Units
015		1000	N
Max	Time	Min	Time
2064.3	70.5	-322.8	102.7

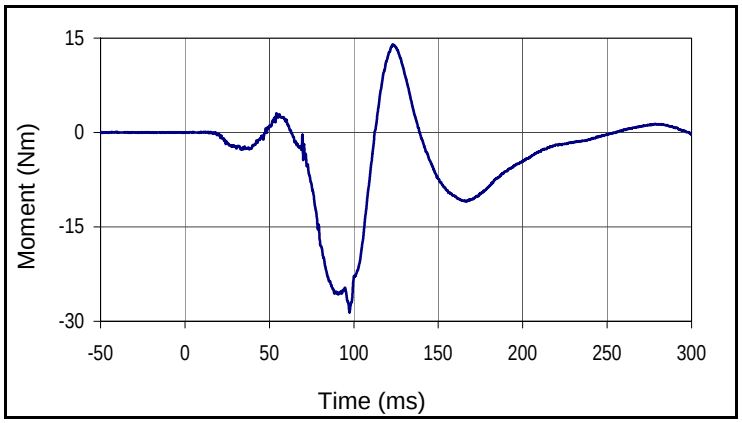


Curve Description			
V2P1 LOWER NECK X MOMENT			
Plot No.		SAE Class	Units
016		600	Nm
Max	Time	Min	Time
67.1	85.2	-20.3	203.4

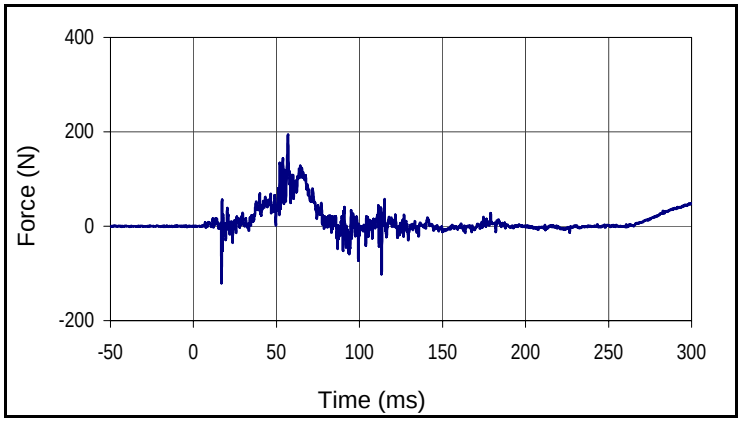
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



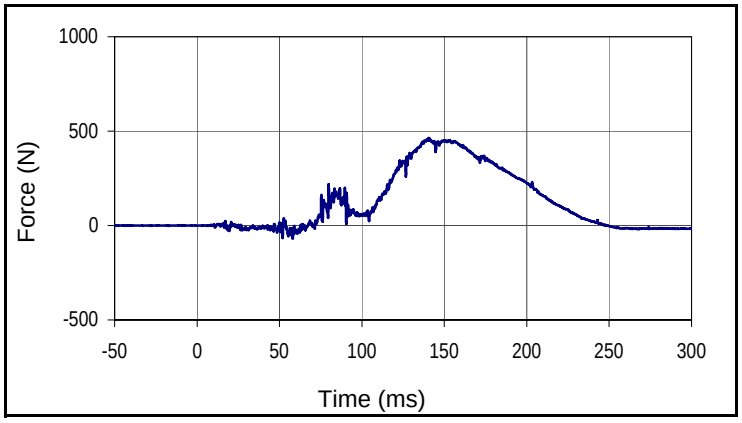
Curve Description			
V2P1 LOWER NECK Y MOMENT			
Plot No.		SAE Class	Units
017		600	Nm
Max	Time	Min	Time
82.1	128.3	-10.0	29.9



Curve Description			
V2P1 LOWER NECK Z MOMENT			
Plot No.		SAE Class	Units
018		600	Nm
Max	Time	Min	Time
14.0	123.3	-28.6	97.5

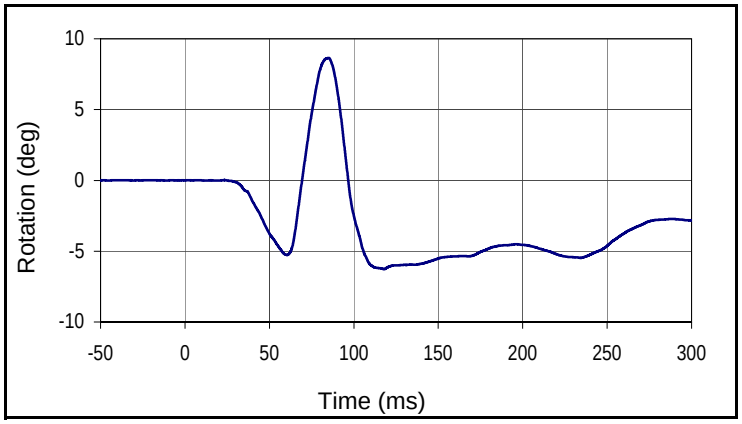


Curve Description			
V2P1 FRONT NECK SPRING TOWER LOAD CELL			
Plot No.		SAE Class	Units
019		1000	N
Max	Time	Min	Time
193.9	56.9	-119.2	16.9

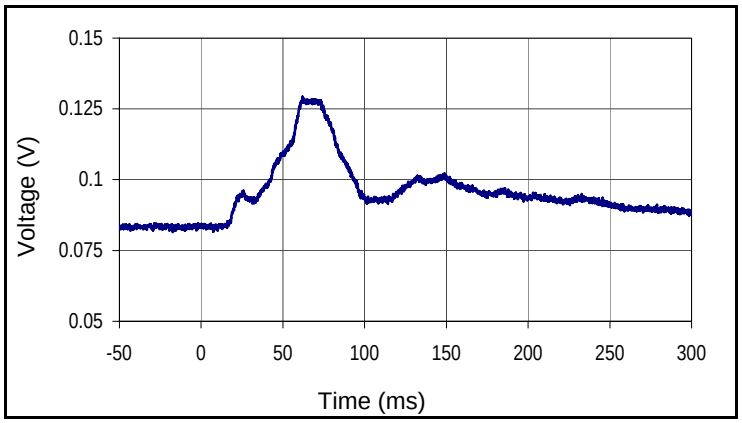


Curve Description			
V2P1 REAR NECK SPRING TOWER LOAD CELL			
Plot No.		SAE Class	Units
020		1000	N
Max	Time	Min	Time
464.4	140.6	-69.3	58.0

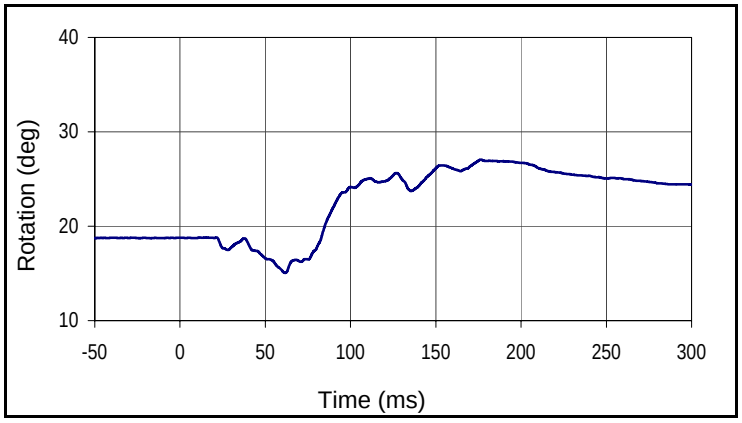
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



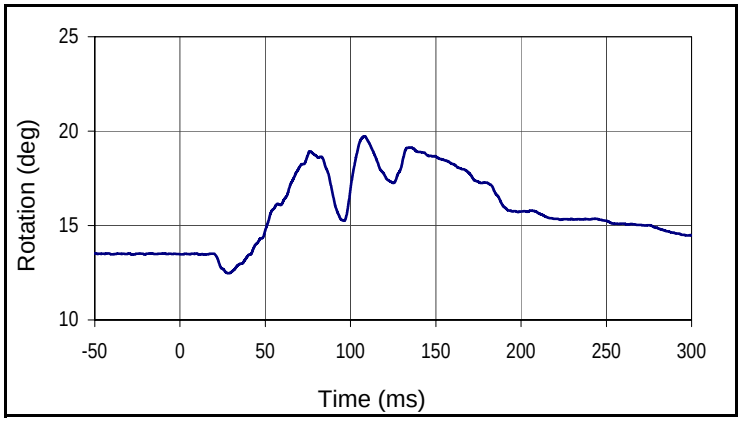
Curve Description			
V2P1 OCCIPITAL CONDYLE ROTATION POTENTIOMETER			
Plot No.		SAE Class	Units
021		180	deg
Max	Time	Min	Time
8.6	84.9	-6.3	118.0



Curve Description			
V2P1 UPPER LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
022		N/A	V
Max	Time	Min	Time
0.1	62.0	0.1	7.4

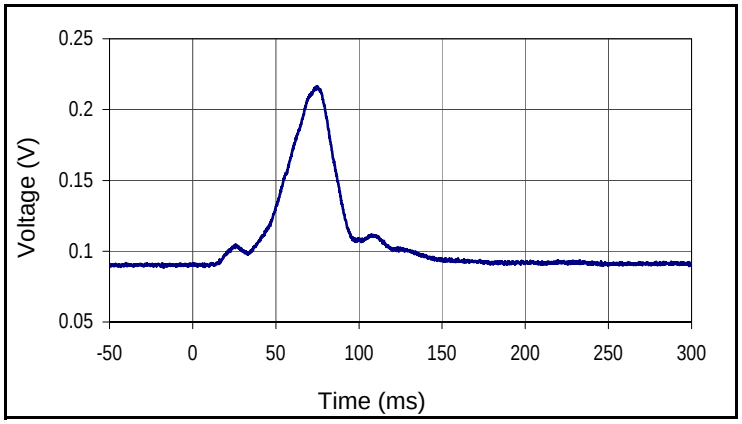


Curve Description			
V2P1 UPPER LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
023		180	deg
Max	Time	Min	Time
27.1	176.3	15.1	61.7

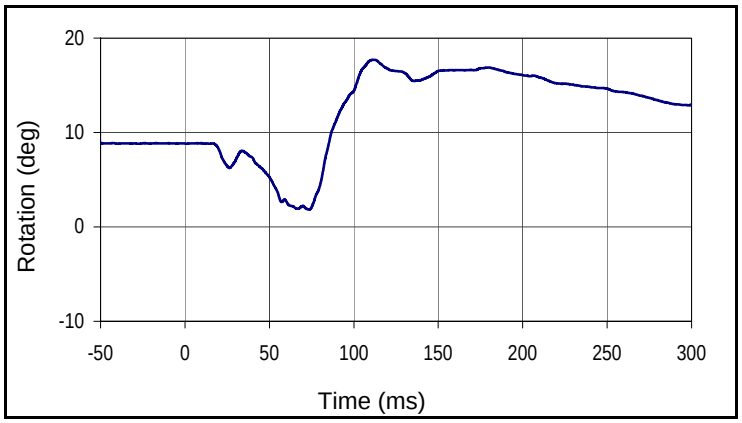


Curve Description			
V2P1 UPPER LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
024		180	deg
Max	Time	Min	Time
19.7	108.2	12.5	28.7

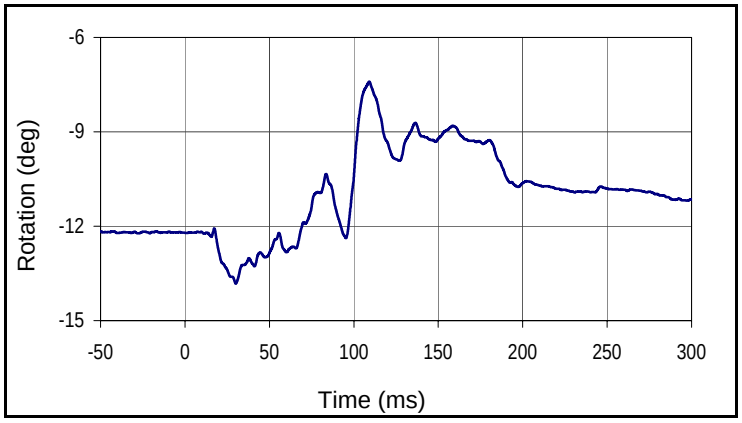
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



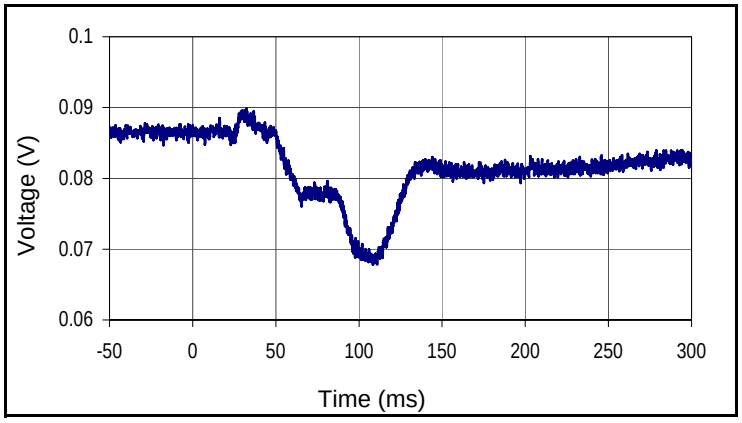
Curve Description			
V2P1 UPPER RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
025		N/A	V
Max	Time	Min	Time
0.2	74.6	0.1	7.4



Curve Description			
V2P1 UPPER RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
026		180	deg
Max	Time	Min	Time
17.7	112.3	1.8	73.4

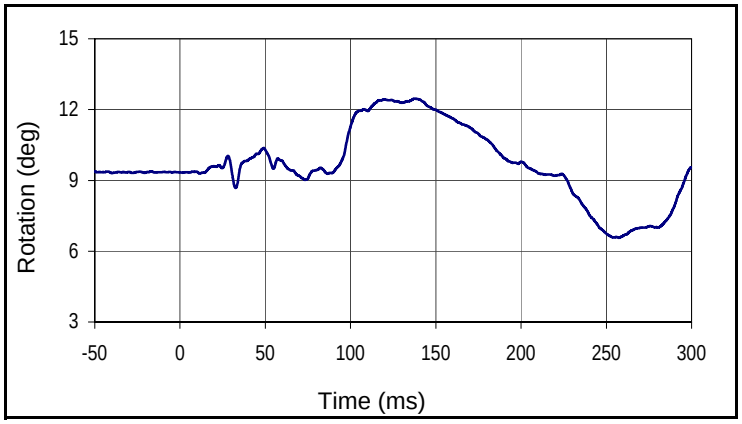


Curve Description			
V2P1 UPPER RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
027		180	deg
Max	Time	Min	Time
-7.4	109.2	-13.8	30.1

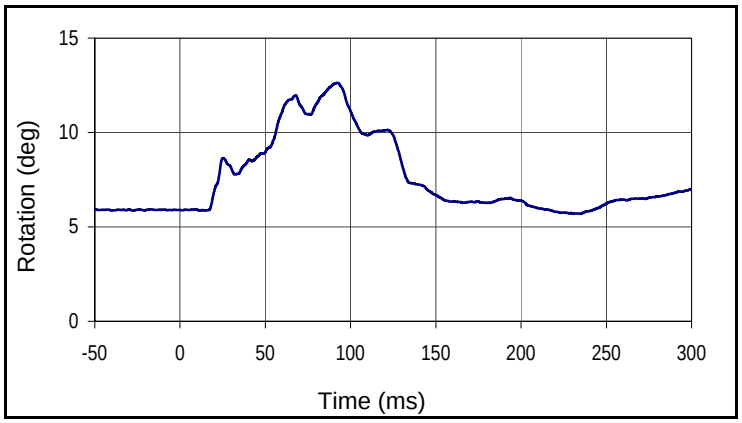


Curve Description			
V2P1 LOWER LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
028		N/A	V
Max	Time	Min	Time
0.1	32.4	0.1	108.3

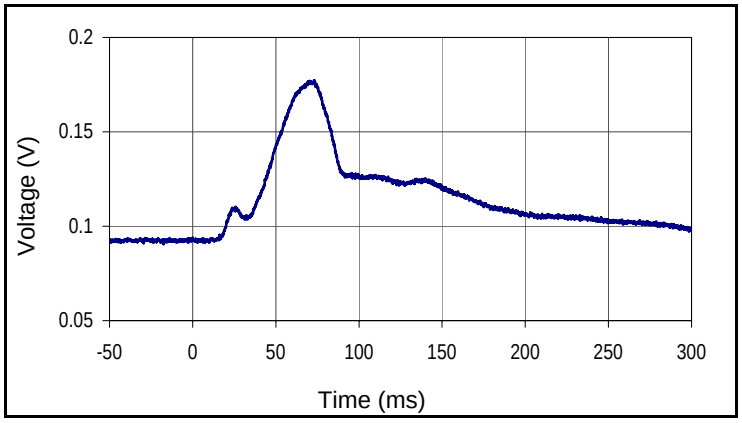
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



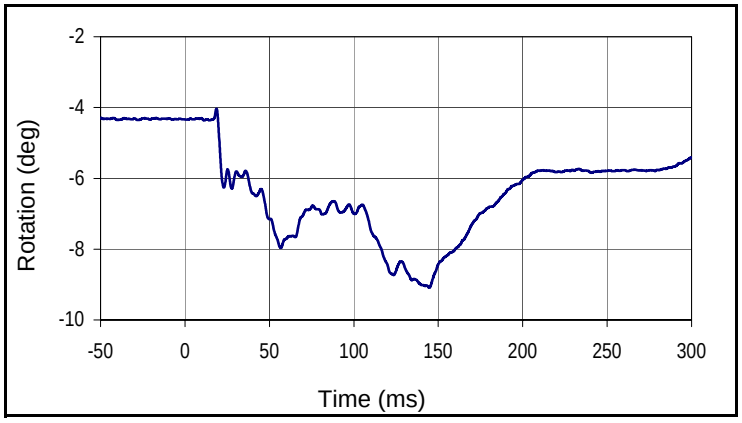
Curve Description			
V2P1 LOWER LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
029		180	deg
Max	Time	Min	Time
12.5	137.4	6.6	257.3



Curve Description			
V2P1 LOWER LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
030		180	deg
Max	Time	Min	Time
12.6	92.5	5.7	234.9

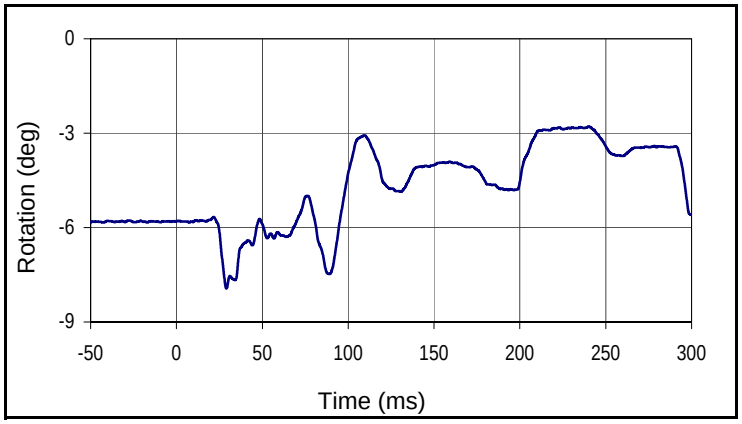


Curve Description			
V2P1 LOWER RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
031		N/A	V
Max	Time	Min	Time
0.2	73.2	0.1	7.4

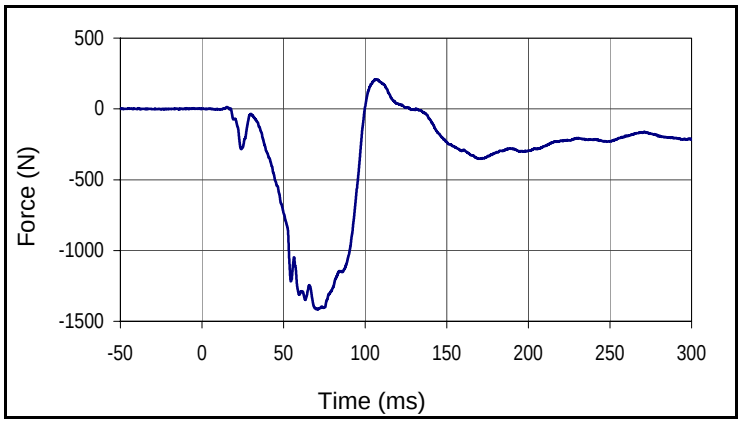


Curve Description			
V2P1 LOWER RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
032		180	deg
Max	Time	Min	Time
-4.0	18.7	-9.1	144.7

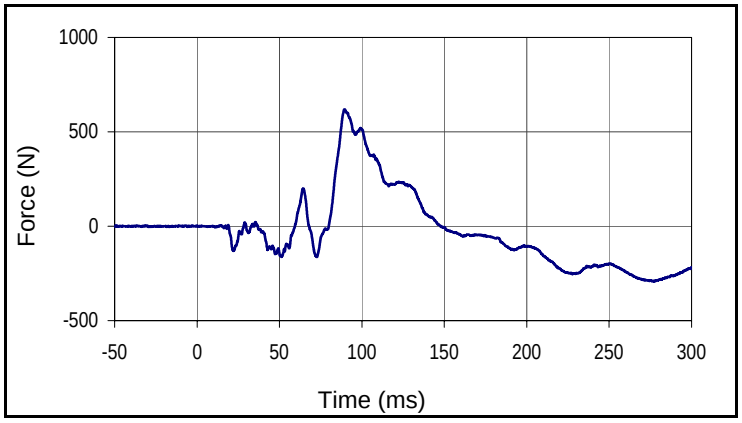
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



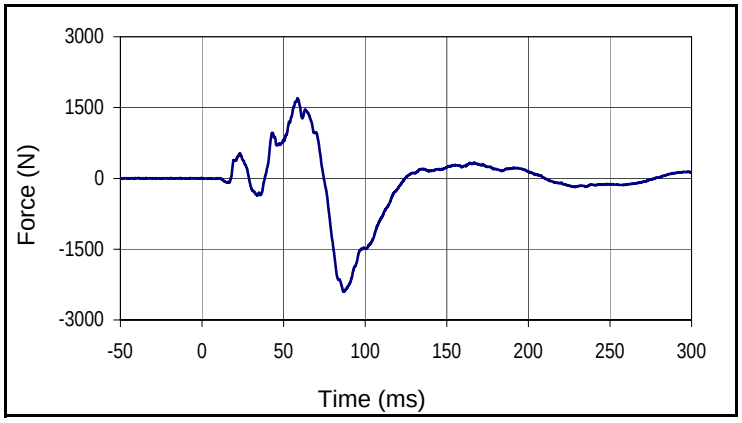
Curve Description			
V2P1 LOWER RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
033		180	deg
Max	Time	Min	Time
-2.8	240.1	-7.9	29.1



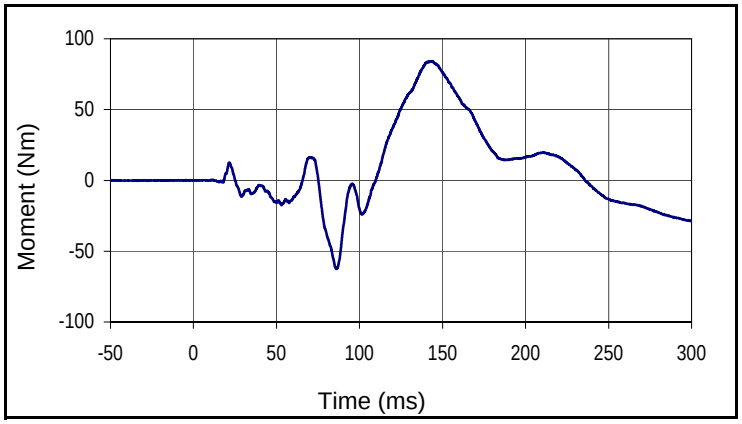
Curve Description			
V2P1 SPINE FORCE X			
Plot No.		SAE Class	Units
034		600	N
Max	Time	Min	Time
208.8	107.3	-1416.2	71.0



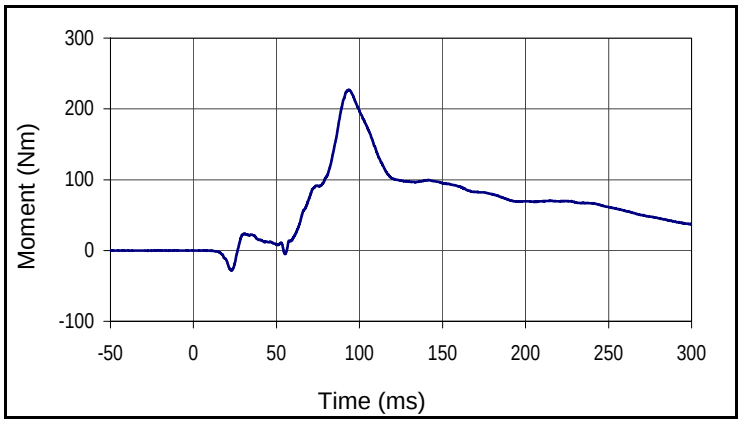
Curve Description			
V2P1 SPINE FORCE Y			
Plot No.		SAE Class	Units
035		600	N
Max	Time	Min	Time
619.2	89.6	-292.0	277.8



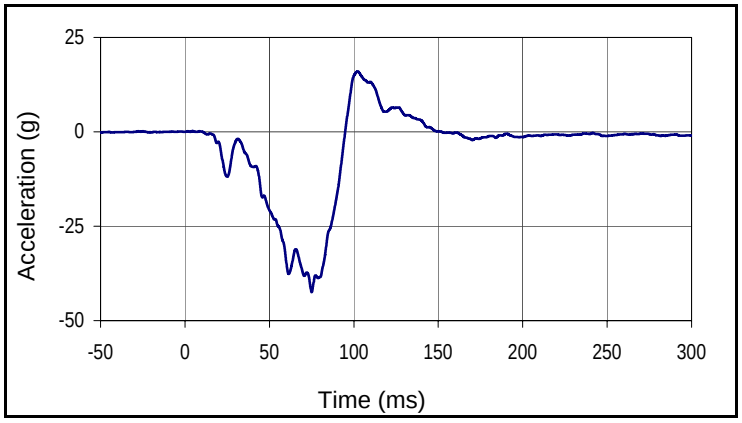
Curve Description			
V2P1 SPINE FORCE Z			
Plot No.		SAE Class	Units
036		600	N
Max	Time	Min	Time
1694.9	58.7	-2406.4	86.7



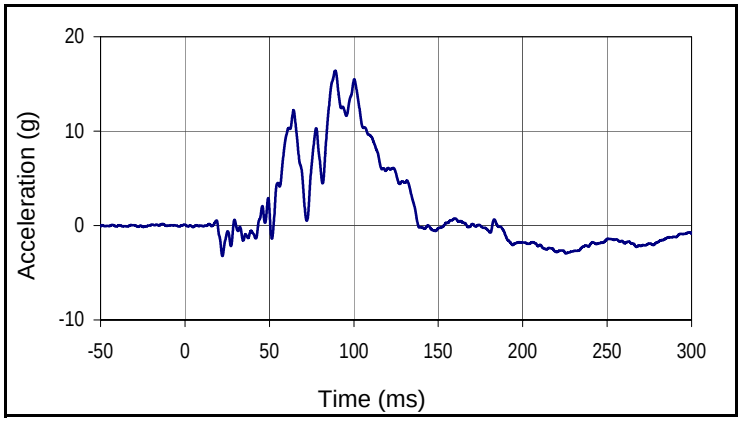
Curve Description			
V2P1 SPINE MOMENT X			
Plot No.		SAE Class	Units
037		600	Nm
Max	Time	Min	Time
84.3	143.0	-62.5	86.1



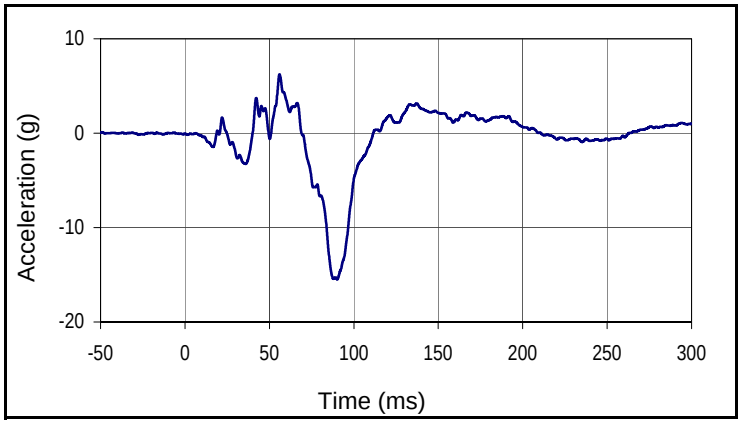
Curve Description			
V2P1 SPINE MOMENT Y			
Plot No.		SAE Class	Units
038		600	Nm
Max	Time	Min	Time
227.2	93.5	-28.2	22.8



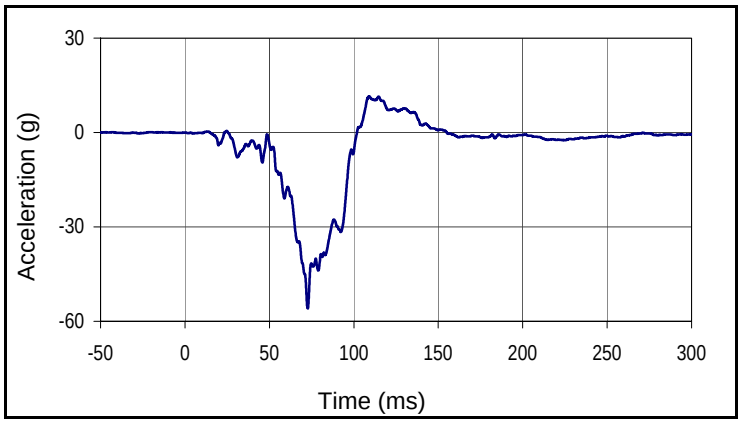
Curve Description			
V2P1 T6 X ACCELERATION			
Plot No.		SAE Class	Units
039		180	g
Max	Time	Min	Time
16.0	102.2	-42.4	75.0



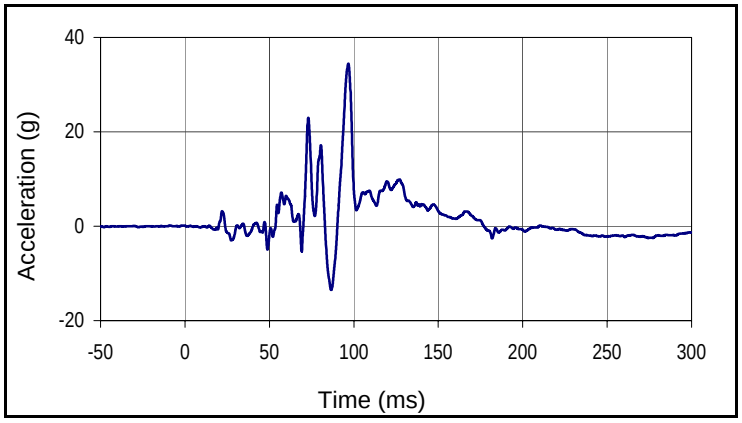
Curve Description			
V2P1 T6 Y ACCELERATION			
Plot No.		SAE Class	Units
040		180	g
Max	Time	Min	Time
16.4	89.0	-3.2	22.2



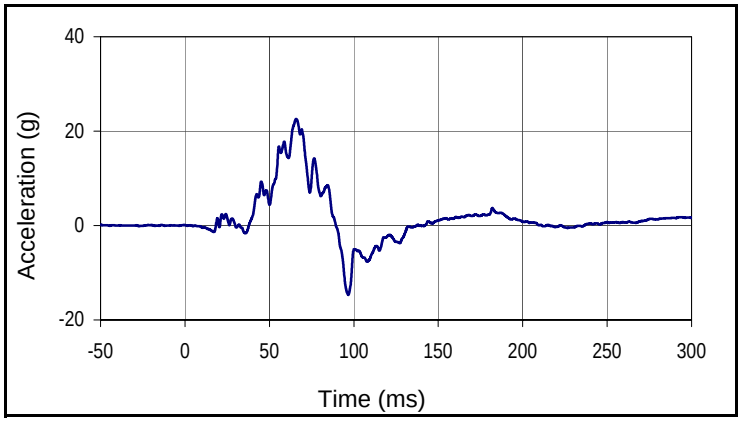
Curve Description			
V2P1 T6 Z ACCELERATION			
Plot No.		SAE Class	Units
041		180	g
Max	Time	Min	Time
6.2	56.0	-15.5	90.1



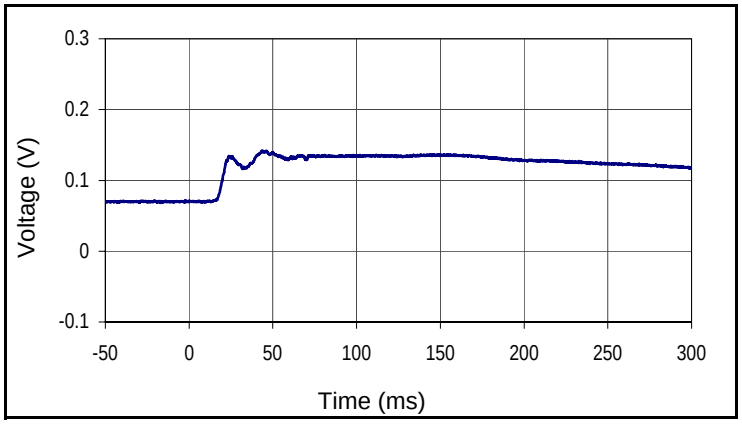
Curve Description			
V2P1 T1 X ACCELERATION			
Plot No.		SAE Class	Units
042		180	g
Max	Time	Min	Time
11.4	109.1	-55.9	72.7



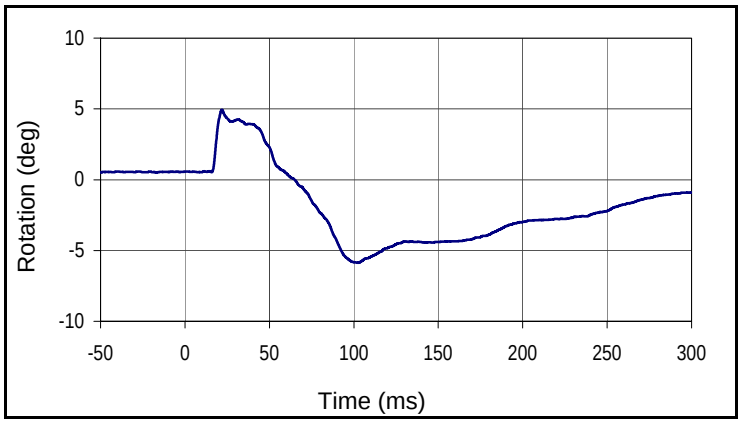
Curve Description			
V2P1 T1 Y ACCELERATION			
Plot No.		SAE Class	Units
043		180	g
Max	Time	Min	Time
34.4	96.8	-13.5	86.6



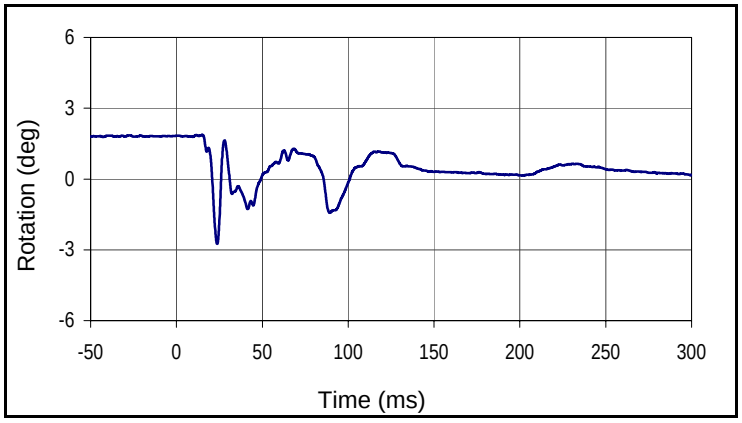
Curve Description			
V2P1 T1 Z ACCELERATION			
Plot No.		SAE Class	Units
044		180	g
Max	Time	Min	Time
22.6	65.9	-14.7	96.7



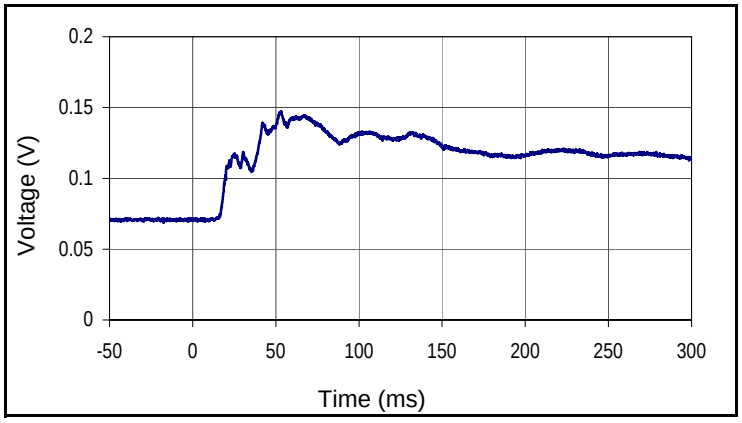
Curve Description			
V2P1 ABDOMEN LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
045		N/A	V
Max	Time	Min	Time
0.1	44.2	0.1	7.4



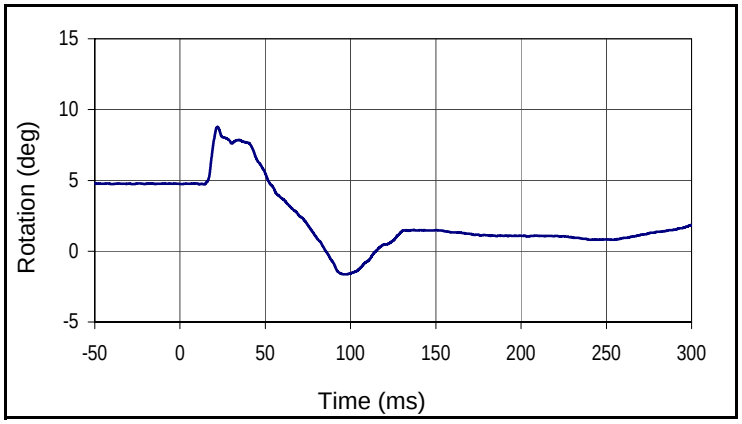
Curve Description			
V2P1 ABDOMEN LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
046		180	deg
Max	Time	Min	Time
4.9	21.9	-5.9	102.6



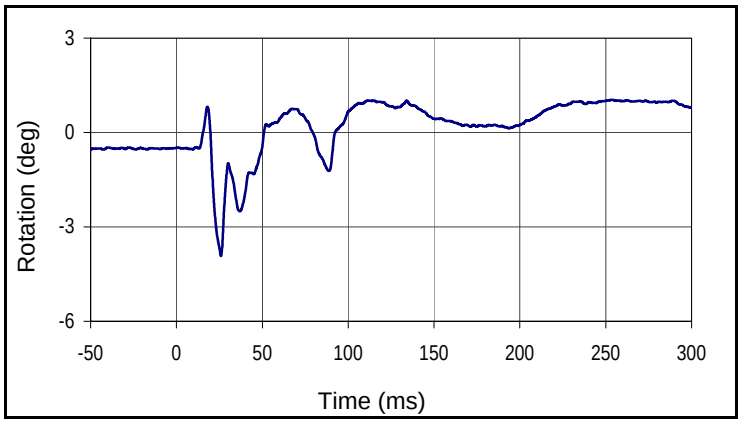
Curve Description			
V2P1 ABDOMEN LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
047		180	deg
Max	Time	Min	Time
1.9	15.0	-2.7	23.7



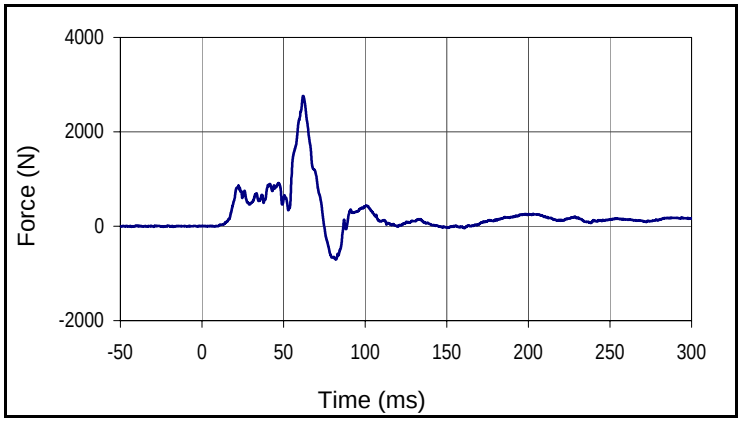
Curve Description			
V2P1 ABDOMEN RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
048		N/A	V
Max	Time	Min	Time
0.1	52.9	0.1	7.4



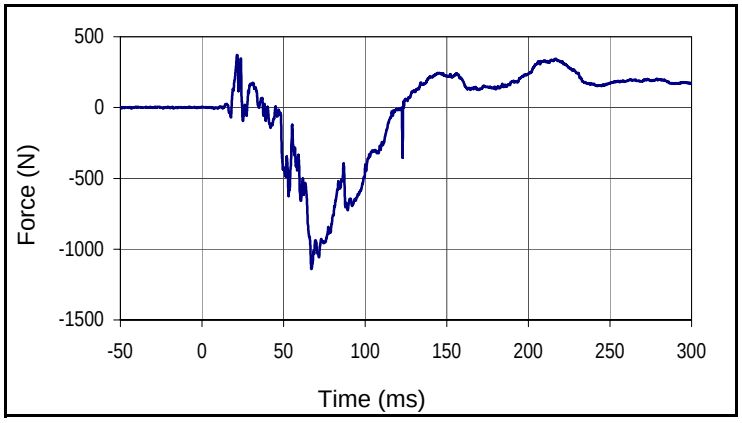
Curve Description			
V2P1 ABDOMEN RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
049		180	deg
Max	Time	Min	Time
8.8	22.0	-1.6	95.8



Curve Description			
V2P1 ABDOMEN RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
050		180	deg
Max	Time	Min	Time
1.0	253.6	-3.9	25.9

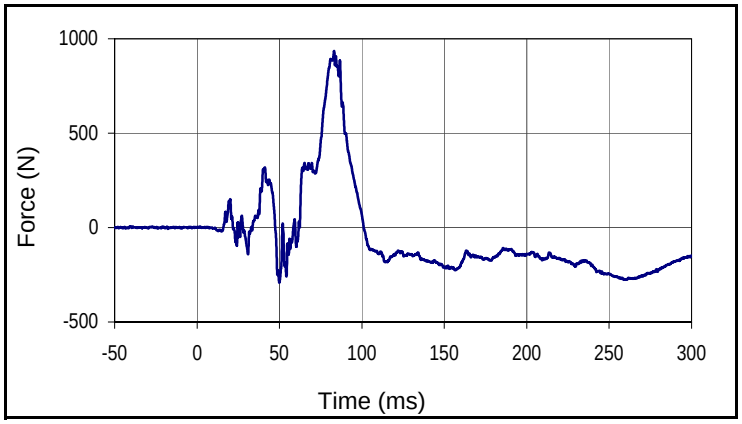


Curve Description			
V2P1 ACETABULUM LEFT X FORCE			
Plot No.		SAE Class	Units
051		600	N
Max	Time	Min	Time
2762.6	62.0	-705.9	82.1

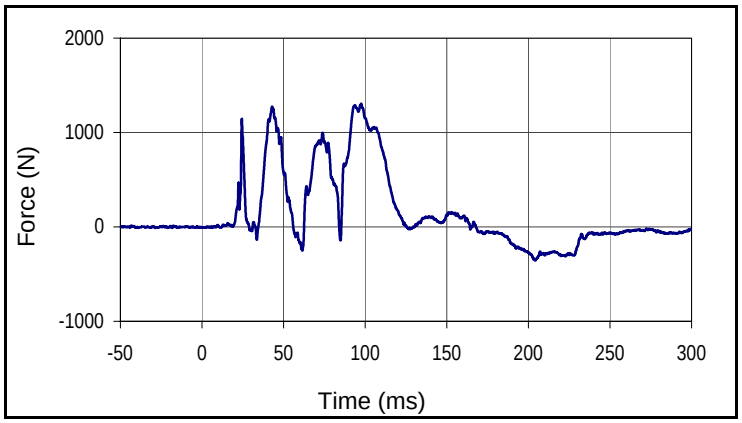


Curve Description			
V2P1 ACETABULUM LEFT Y FORCE			
Plot No.		SAE Class	Units
052		600	N
Max	Time	Min	Time
371.7	21.5	-1140.8	67.1

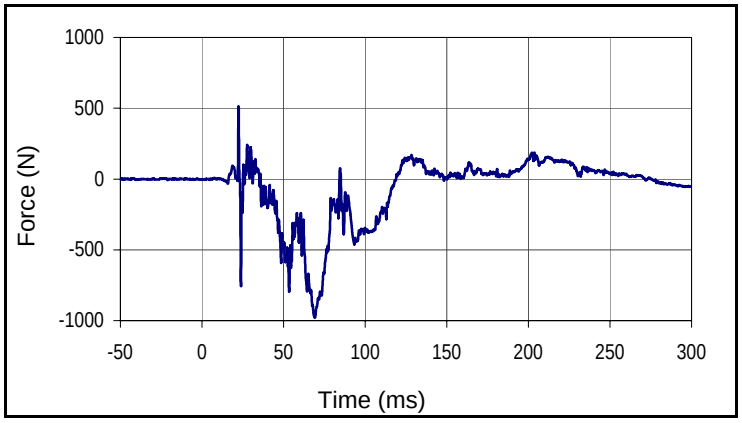
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



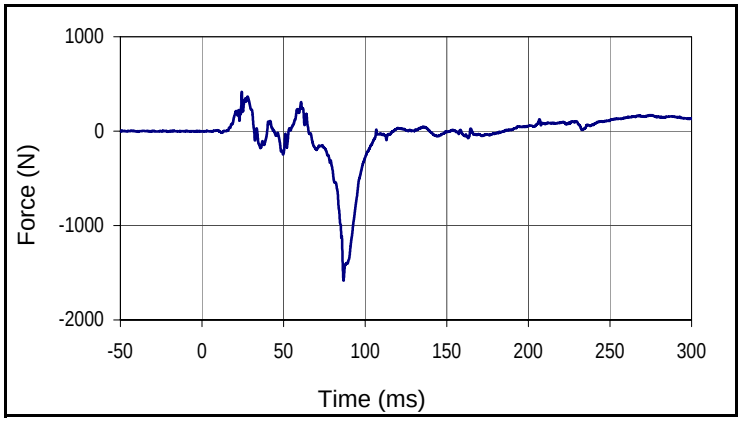
Curve Description			
V2P1 ACETABULUM LEFT Z FORCE			
Plot No.		SAE Class	Units
053		600	N
Max	Time	Min	Time
936.4	83.1	-291.1	49.9



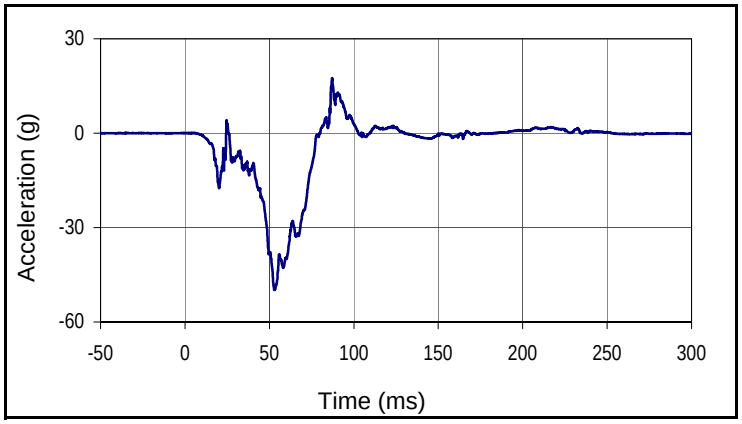
Curve Description			
V2P1 ACETABULUM RIGHT X FORCE			
Plot No.		SAE Class	Units
054		600	N
Max	Time	Min	Time
1304.6	97.6	-356.8	204.3



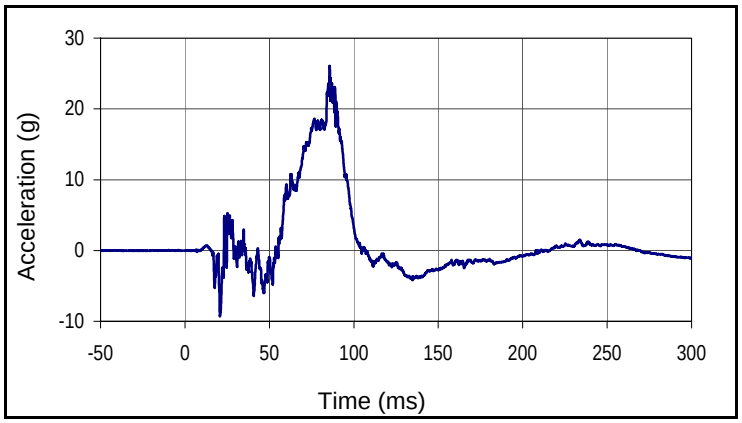
Curve Description			
V2P1 ACETABULUM RIGHT Y FORCE			
Plot No.		SAE Class	Units
055		600	N
Max	Time	Min	Time
512.6	22.4	-979.0	69.2



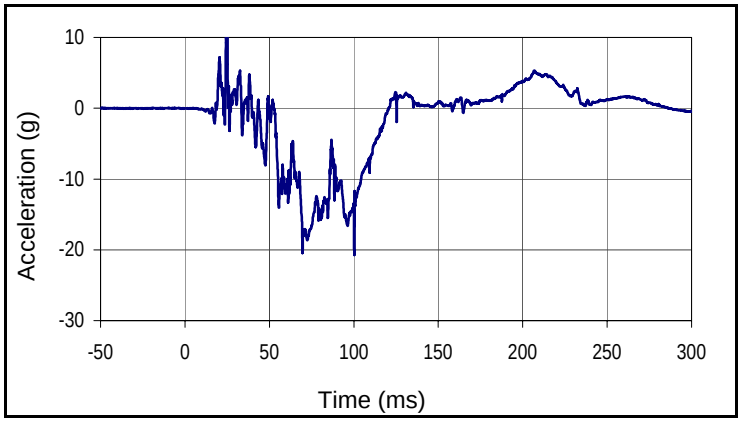
Curve Description			
V2P1 ACETABULUM RIGHT Z FORCE			
Plot No.		SAE Class	Units
056		600	N
Max	Time	Min	Time
417.5	24.4	-1581.8	86.8



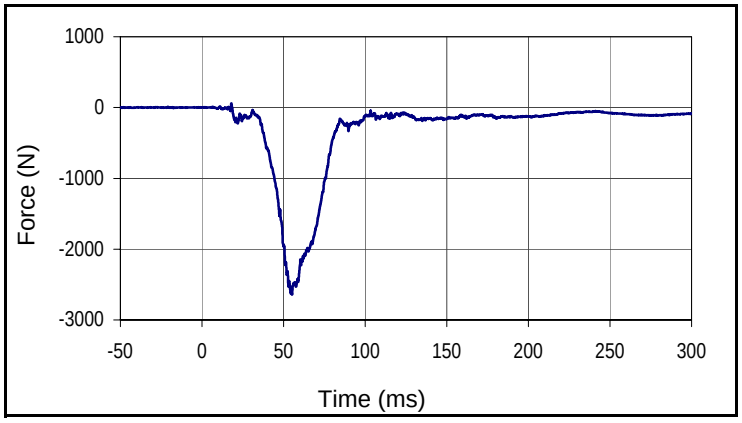
Curve Description			
V2P1 PELVIS X ACCELERATION			
Plot No.		SAE Class	Units
057		1000	g
Max	Time	Min	Time
17.4	87.2	-49.8	52.9



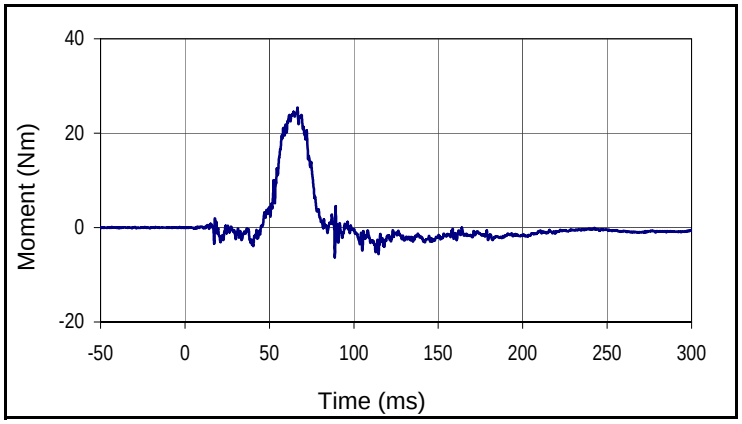
Curve Description			
V2P1 PELVIS Y ACCELERATION			
Plot No.		SAE Class	Units
058		1000	g
Max	Time	Min	Time
26.1	85.7	-9.3	20.7



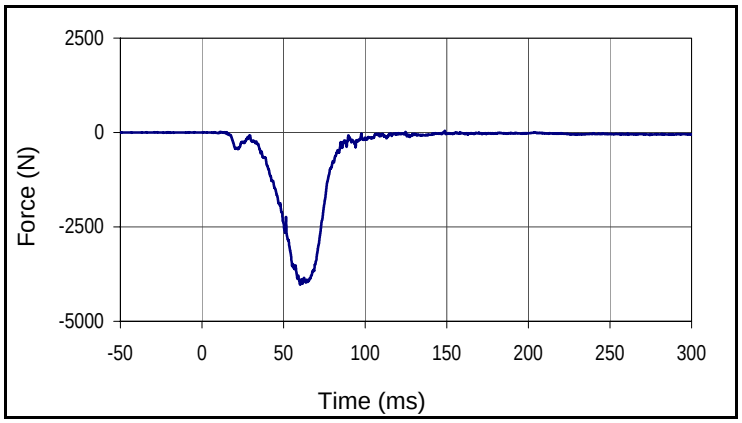
Curve Description			
V2P1 PELVIS Z ACCELERATION			
Plot No.		SAE Class	Units
059		1000	g
Max	Time	Min	Time
11.8	25.1	-20.7	100.2



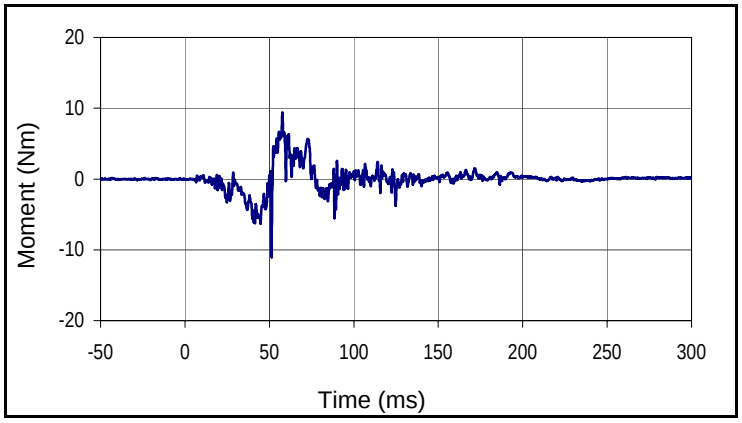
Curve Description			
V2P1 LEFT ASIS X FORCE			
Plot No.		SAE Class	Units
060		600	N
Max	Time	Min	Time
59.2	18.0	-2641.8	55.1



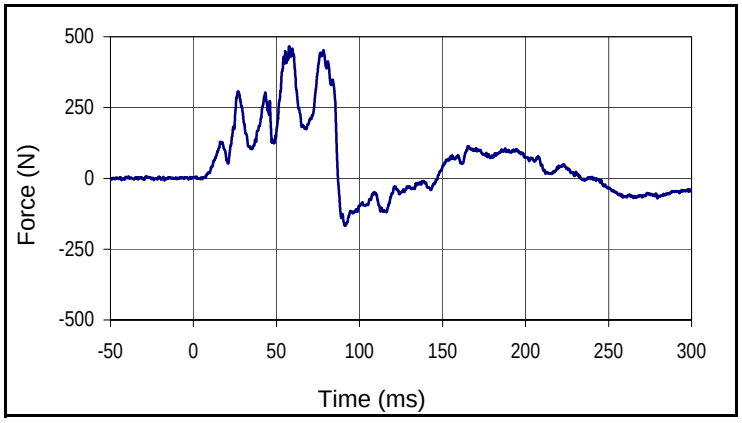
Curve Description			
V2P1 LEFT ASIS Y MOMENT			
Plot No.		SAE Class	Units
061		600	Nm
Max	Time	Min	Time
25.4	66.7	-6.3	88.8



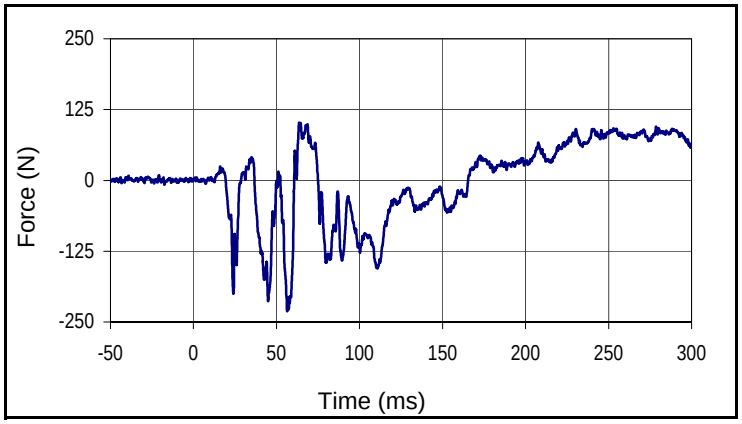
Curve Description			
V2P1 RIGHT ASIS X FORCE			
Plot No.		SAE Class	Units
062		600	N
Max	Time	Min	Time
38.4	148.9	-4033.5	60.1



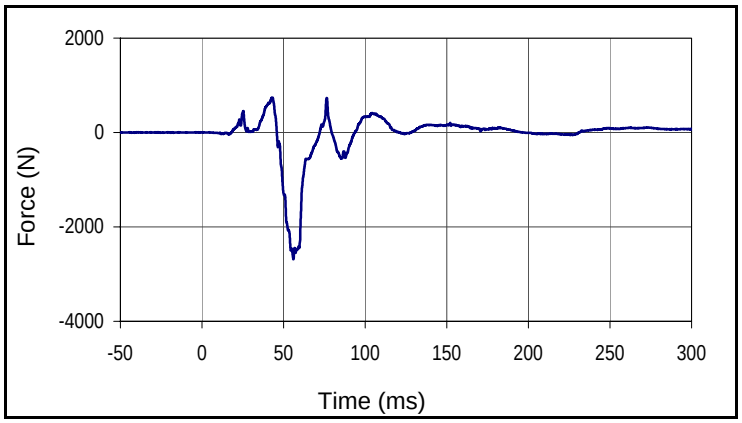
Curve Description			
V2P1 RIGHT ASIS Y MOMENT			
Plot No.		SAE Class	Units
063		600	Nm
Max	Time	Min	Time
9.4	57.7	-11.1	51.3



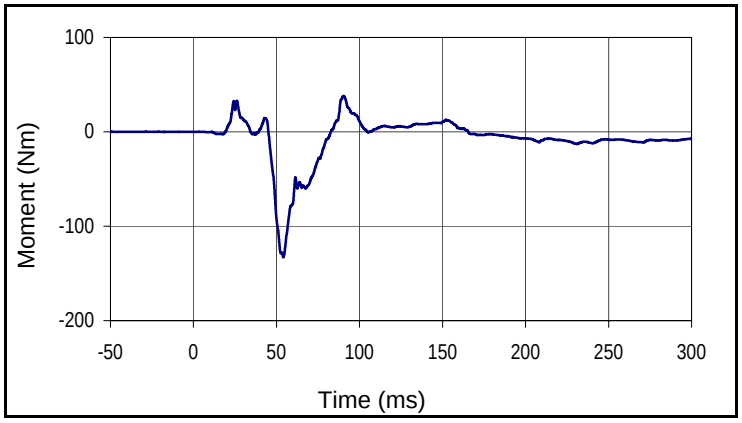
Curve Description			
V2P1 FEMUR LEFT X FORCE			
Plot No.		SAE Class	Units
064		600	N
Max	Time	Min	Time
465.4	57.5	-167.8	91.5



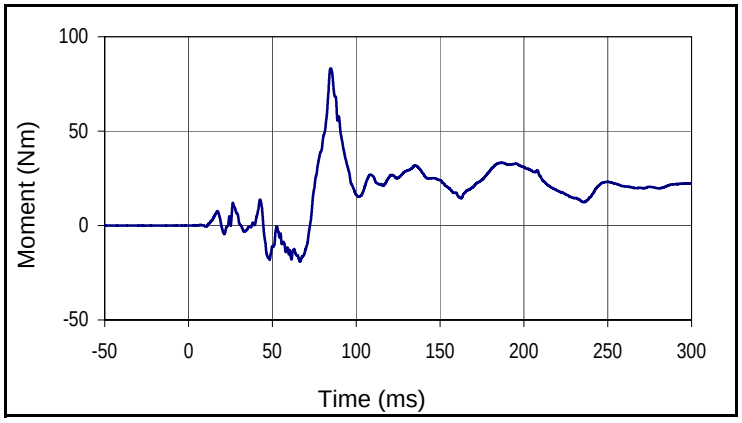
Curve Description			
V2P1 FEMUR LEFT Y FORCE			
Plot No.		SAE Class	Units
065		600	N
Max	Time	Min	Time
102.3	63.7	-230.9	56.4



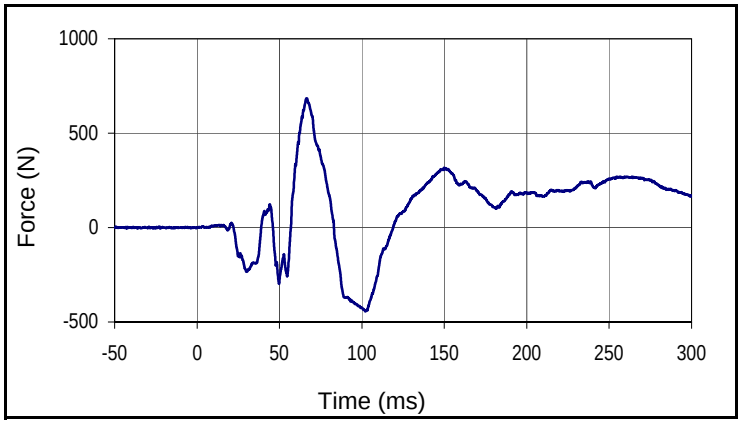
Curve Description			
V2P1 FEMUR LEFT Z FORCE			
Plot No.		SAE Class	Units
066		600	N
Max	Time	Min	Time
737.6	43.0	-2683.7	56.0



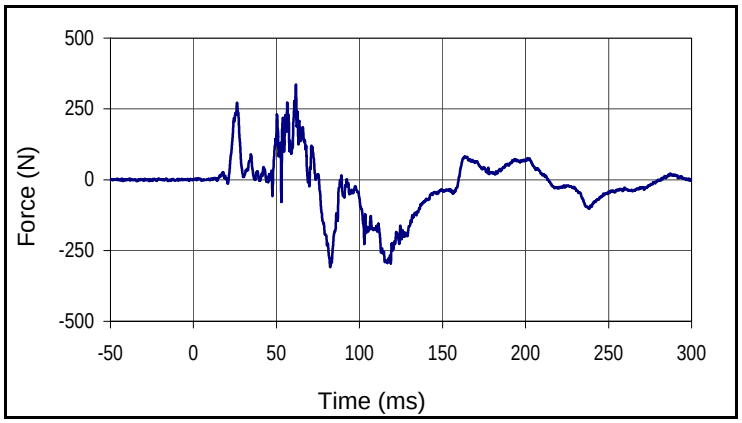
Curve Description			
V2P1 FEMUR LEFT X MOMENT			
Plot No.		SAE Class	Units
067		600	Nm
Max	Time	Min	Time
37.9	90.3	-132.9	54.1



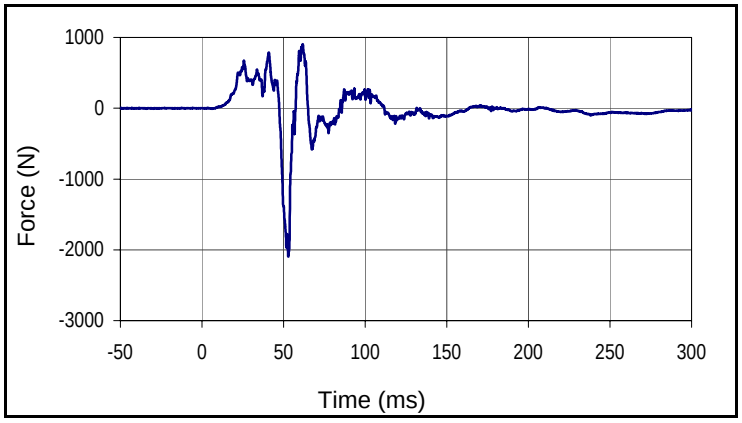
Curve Description			
V2P1 FEMUR LEFT Y MOMENT			
Plot No.		SAE Class	Units
068		600	Nm
Max	Time	Min	Time
83.3	84.8	-19.1	66.5



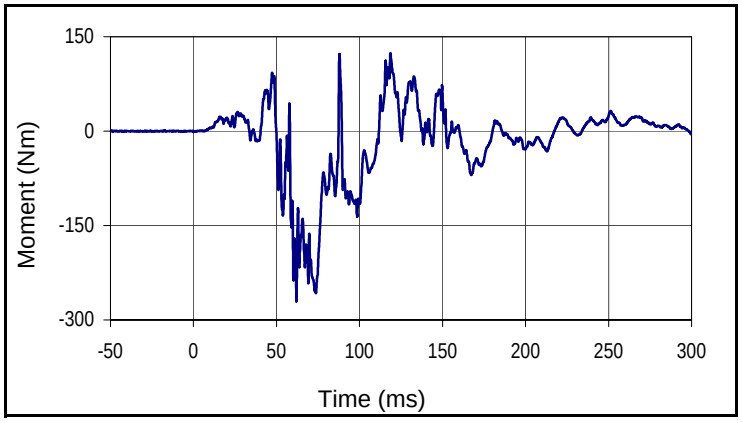
Curve Description			
V2P1 FEMUR RIGHT X FORCE			
Plot No.		SAE Class	Units
069		600	N
Max	Time	Min	Time
685.1	66.5	-444.8	102.1



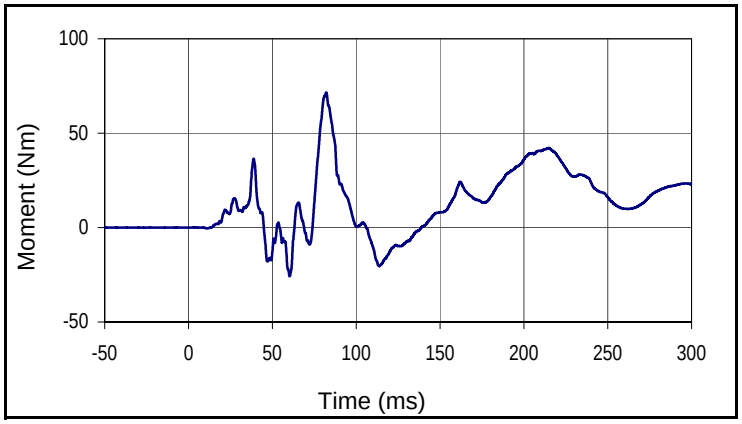
Curve Description			
V2P1 FEMUR RIGHT Y FORCE			
Plot No.		SAE Class	Units
070		600	N
Max	Time	Min	Time
336.7	61.7	-308.6	82.4



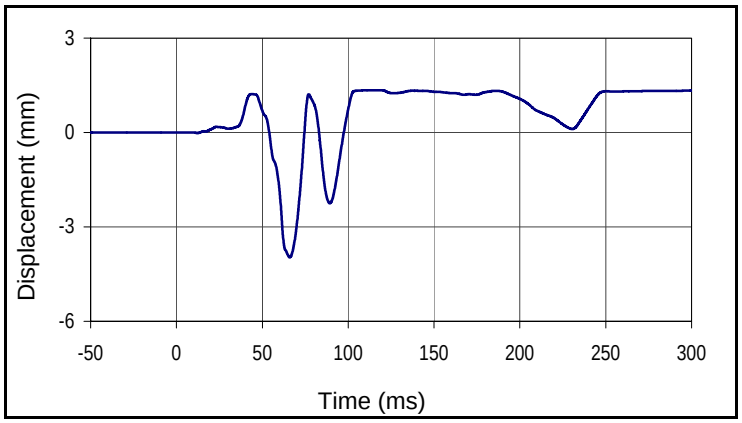
Curve Description			
V2P1 FEMUR RIGHT Z FORCE			
Plot No.		SAE Class	Units
071		600	N
Max	Time	Min	Time
903.2	61.7	-2097.4	52.9



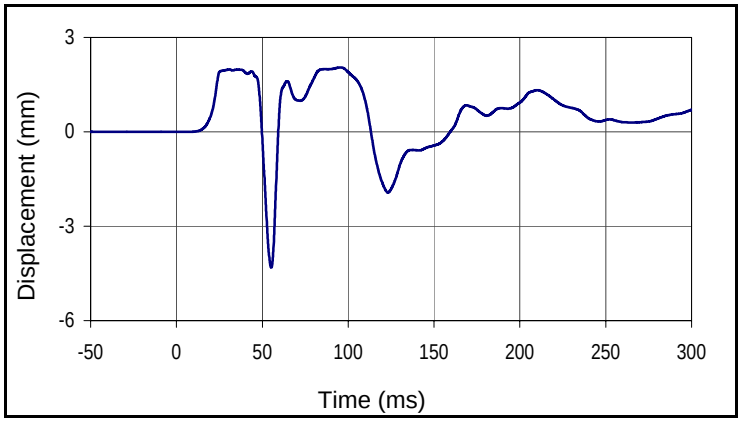
Curve Description			
V2P1 FEMUR RIGHT X MOMENT			
Plot No.		SAE Class	Units
072		600	Nm
Max	Time	Min	Time
124.3	118.6	-270.3	62.0



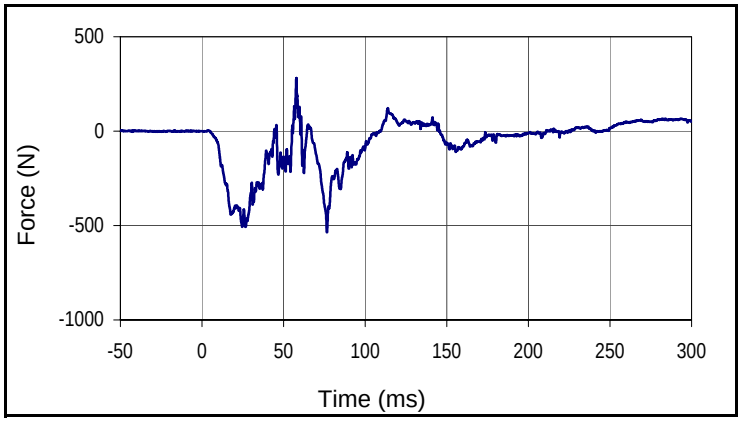
Curve Description			
V2P1 FEMUR RIGHT Y MOMENT			
Plot No.		SAE Class	Units
073		600	Nm
Max	Time	Min	Time
71.5	82.1	-25.7	60.3



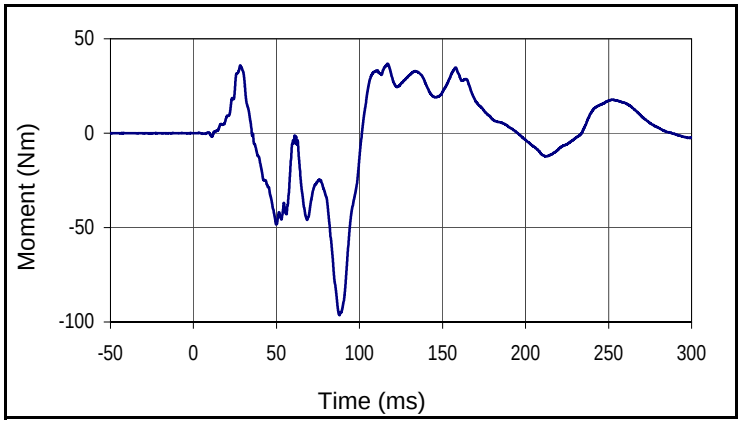
Curve Description			
V2P1 KNEE LEFT X DISPLACEMENT			
Plot No.		SAE Class	Units
074		180	mm
Max	Time	Min	Time
1.3	113.8	-4.0	66.0



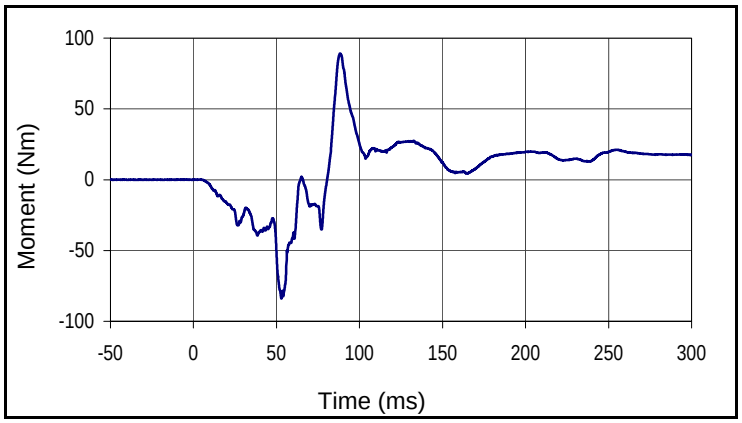
Curve Description			
V2P1 KNEE RIGHT X DISPLACEMENT			
Plot No.		SAE Class	Units
075		180	mm
Max	Time	Min	Time
2.0	95.4	-4.3	55.2



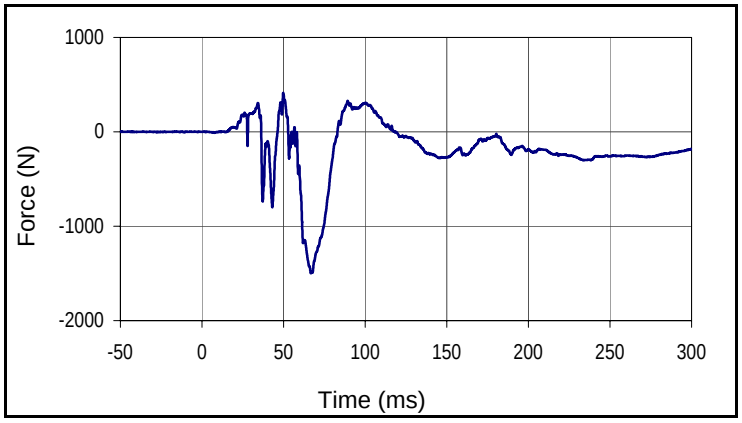
Curve Description			
V2P1 UPPER TIBIA LEFT Z FORCE			
Plot No.		SAE Class	Units
076		600	N
Max	Time	Min	Time
280.7	57.8	-535.0	76.6



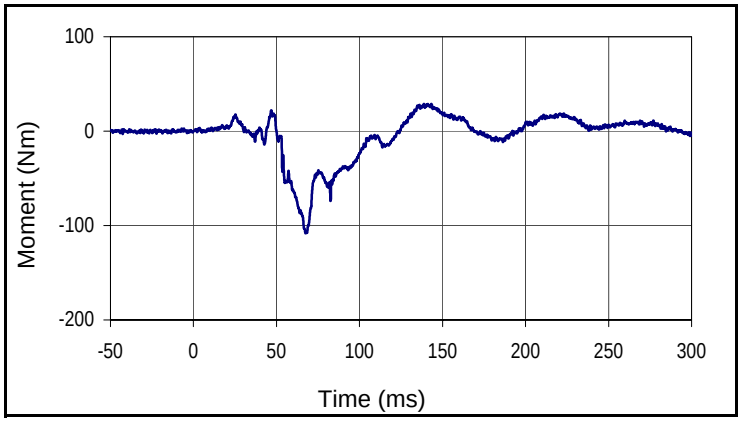
Curve Description			
V2P1 UPPER TIBIA LEFT X MOMENT			
Plot No.		SAE Class	Units
077		600	Nm
Max	Time	Min	Time
36.8	116.9	-96.4	87.9



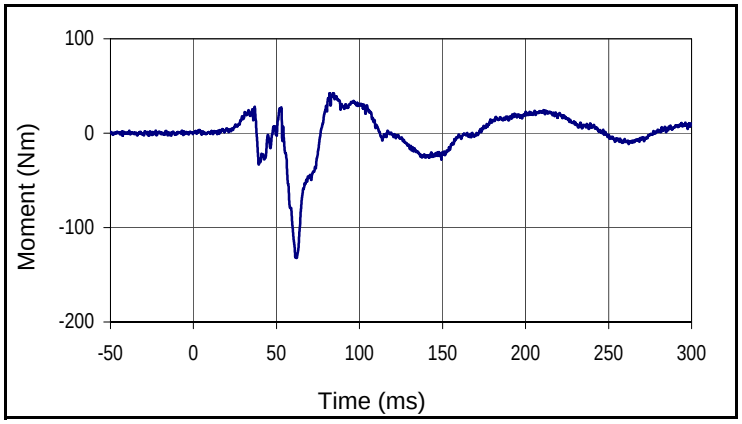
Curve Description			
V2P1 UPPER TIBIA LEFT Y MOMENT			
Plot No.		SAE Class	Units
078		600	Nm
Max	Time	Min	Time
89.2	88.3	-83.9	53.0



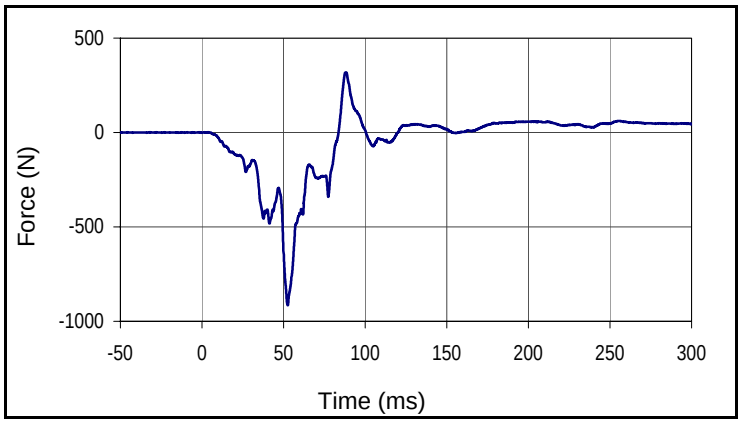
Curve Description			
V2P1 UPPER TIBIA RIGHT Z FORCE			
Plot No.		SAE Class	Units
079		600	N
Max	Time	Min	Time
414.2	49.8	-1498.3	66.8



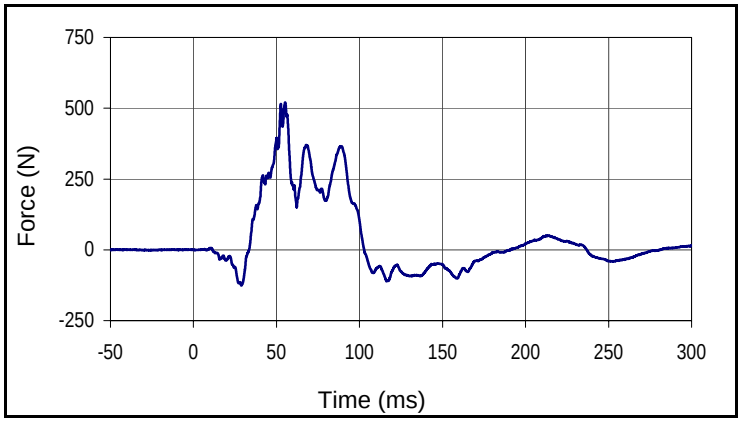
Curve Description			
V2P1 UPPER TIBIA RIGHT X MOMENT			
Plot No.		SAE Class	Units
080		600	Nm
Max	Time	Min	Time
28.7	138.8	-108.1	67.6



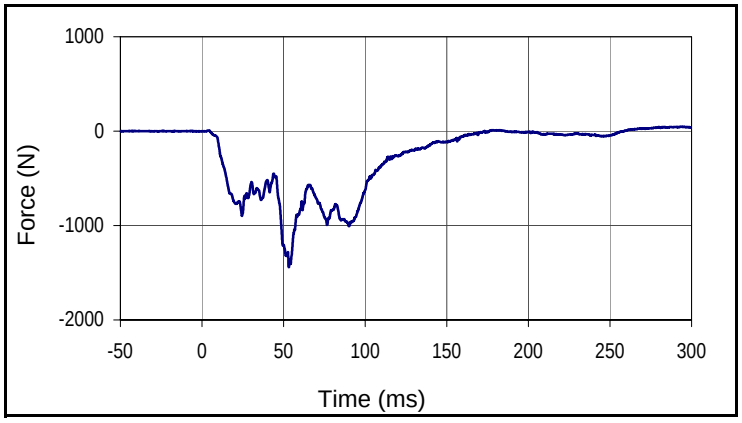
Curve Description			
V2P1 UPPER TIBIA RIGHT Y MOMENT			
Plot No.		SAE Class	Units
081		600	Nm
Max	Time	Min	Time
42.5	82.1	-132.3	62.1



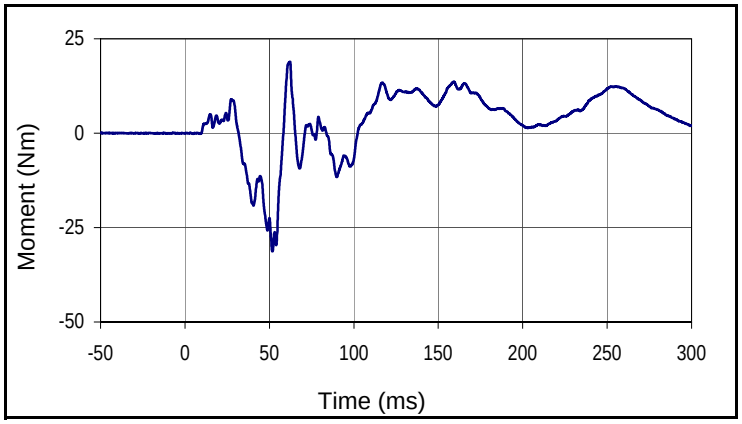
Curve Description			
V2P1 LEFT LOWER TIBIA X FORCE			
Plot No.		SAE Class	Units
082		600	N
Max	Time	Min	Time
317.2	87.9	-915.5	52.6



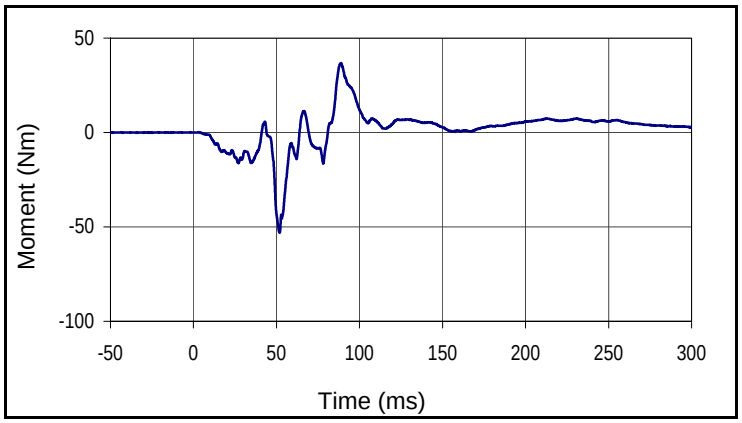
Curve Description			
V2P1 LEFT LOWER TIBIA Y FORCE			
Plot No.		SAE Class	Units
083		600	N
Max	Time	Min	Time
520.9	55.2	-125.7	29.0



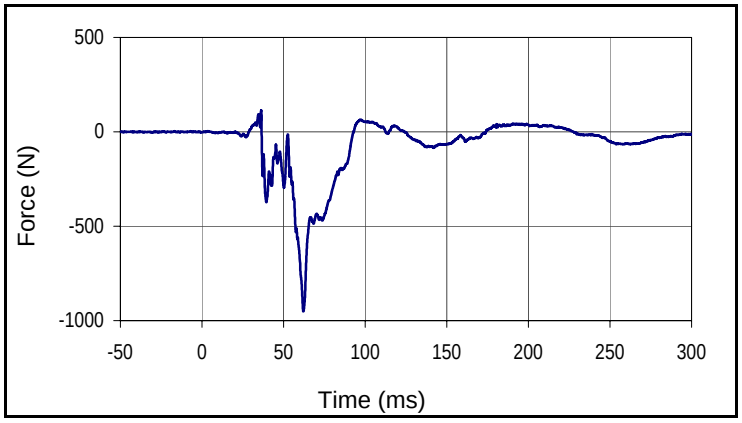
Curve Description			
V2P1 LOWER TIBIA LEFT Z FORCE			
Plot No.		SAE Class	Units
084		600	N
Max	Time	Min	Time
47.2	293.8	-1441.5	53.2



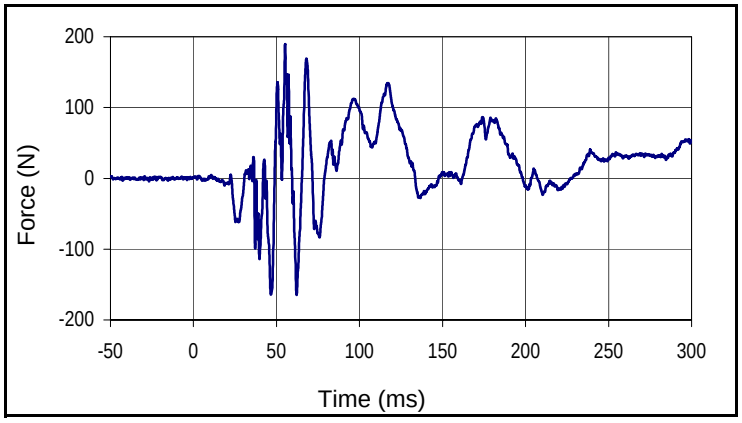
Curve Description			
V2P1 LOWER TIBIA LEFT X MOMENT			
Plot No.		SAE Class	Units
085		600	Nm
Max	Time	Min	Time
18.9	62.2	-31.3	51.7



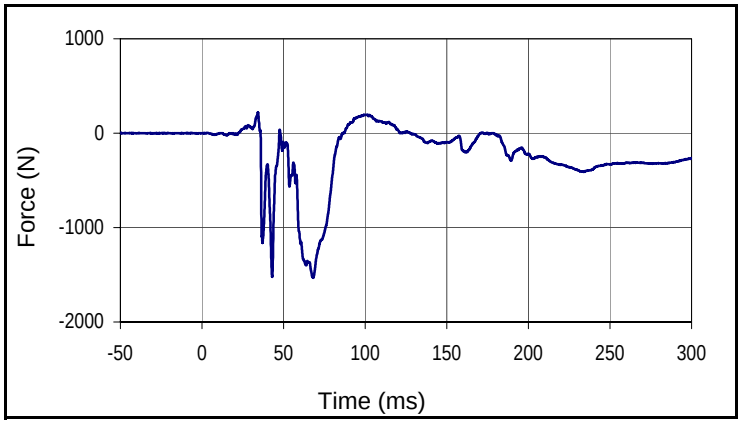
Curve Description			
V2P1 LOWER TIBIA LEFT Y MOMENT			
Plot No.		SAE Class	Units
086		600	Nm
Max	Time	Min	Time
36.8	88.9	-53.1	51.9



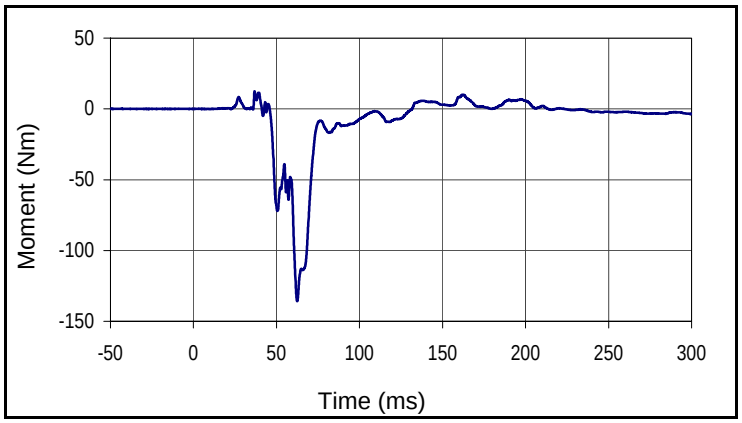
Curve Description			
V2P1 RIGHT LOWER TIBIA X FORCE			
Plot No.		SAE Class	Units
087		600	N
Max	Time	Min	Time
113.3	36.2	-951.1	62.1



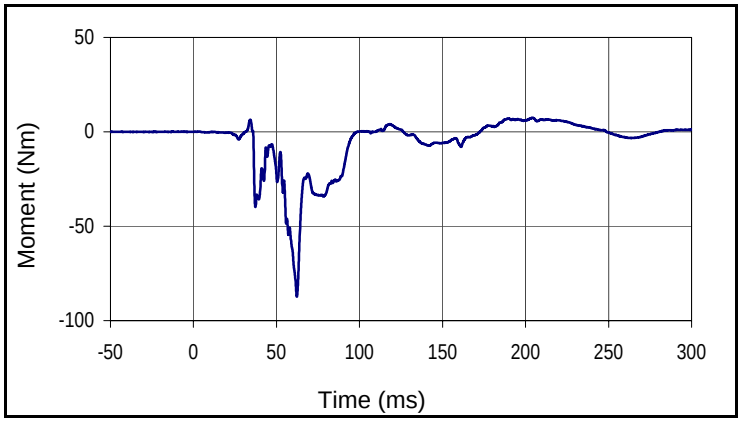
Curve Description			
V2P1 RIGHT LOWER TIBIA Y FORCE			
Plot No.		SAE Class	Units
088		600	N
Max	Time	Min	Time
189.6	55.2	-165.0	62.1



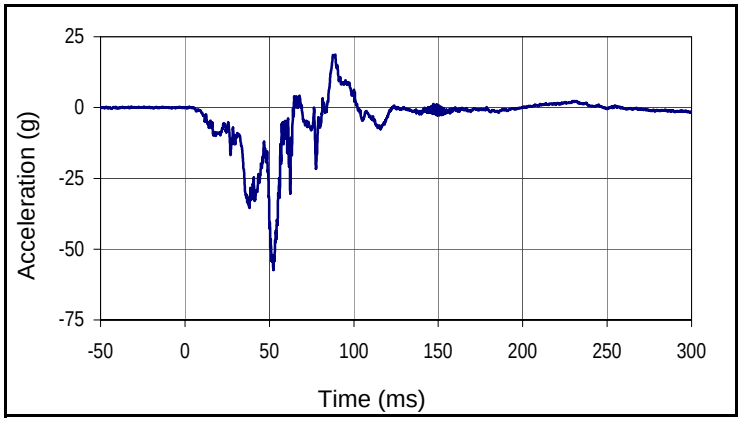
Curve Description			
V2P1 LOWER TIBIA RIGHT Z FORCE			
Plot No.		SAE Class	Units
089		600	N
Max	Time	Min	Time
219.8	34.4	-1531.0	68.2



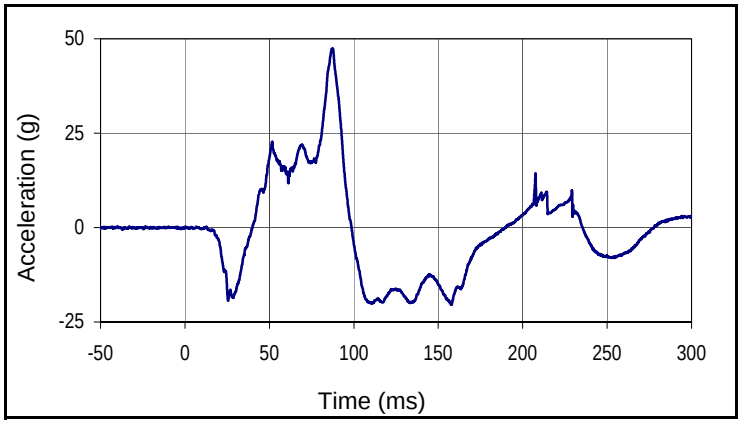
Curve Description			
V2P1 LOWER TIBIA RIGHT X MOMENT			
Plot No.		SAE Class	Units
090		600	Nm
Max	Time	Min	Time
12.5	36.8	-135.7	62.5



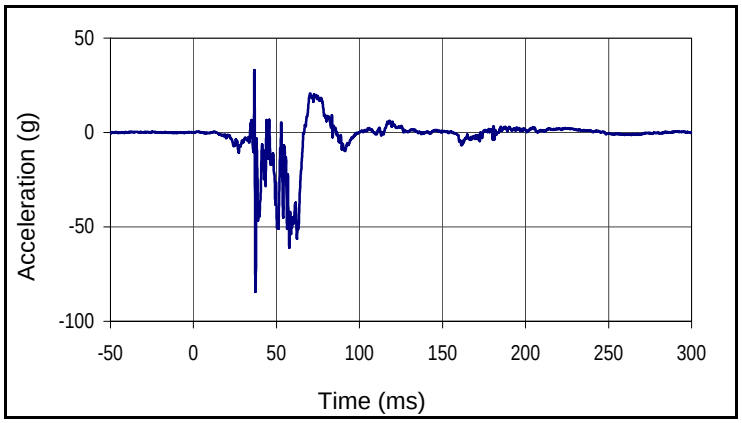
Curve Description			
V2P1 LOWER TIBIA RIGHT Y MOMENT			
Plot No.		SAE Class	Units
091		600	Nm
Max	Time	Min	Time
7.4	204.2	-87.4	62.3



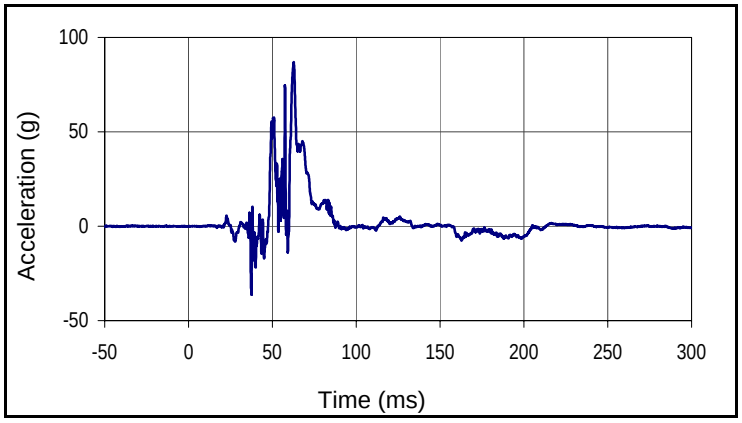
Curve Description			
V2P1 LEFT TIBIA X ACCELERATION			
Plot No.		SAE Class	Units
092		1000	g
Max	Time	Min	Time
18.7	88.9	-57.3	52.4



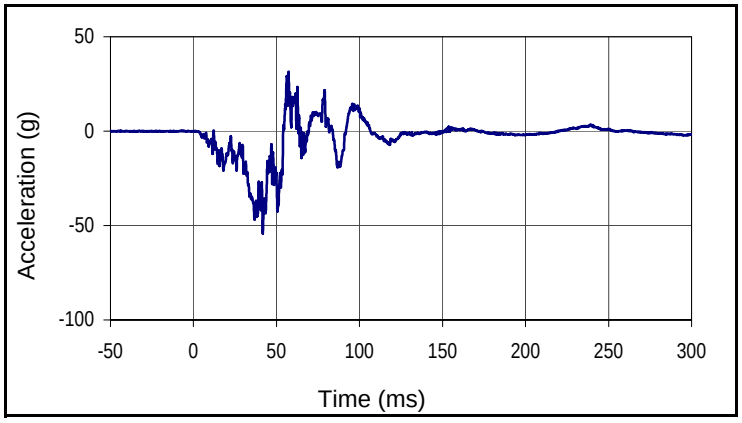
Curve Description			
V2P1 LEFT TIBIA Y ACCELERATION			
Plot No.		SAE Class	Units
093		1000	g
Max	Time	Min	Time
47.4	87.5	-20.4	158.0



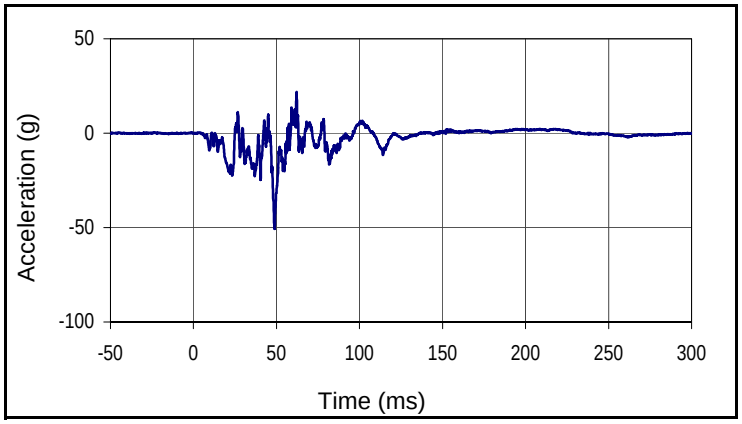
Curve Description			
V2P1 RIGHT TIBIA X ACCELERATION			
Plot No.		SAE Class	Units
094		1000	g
Max	Time	Min	Time
33.1	36.7	-84.4	37.4



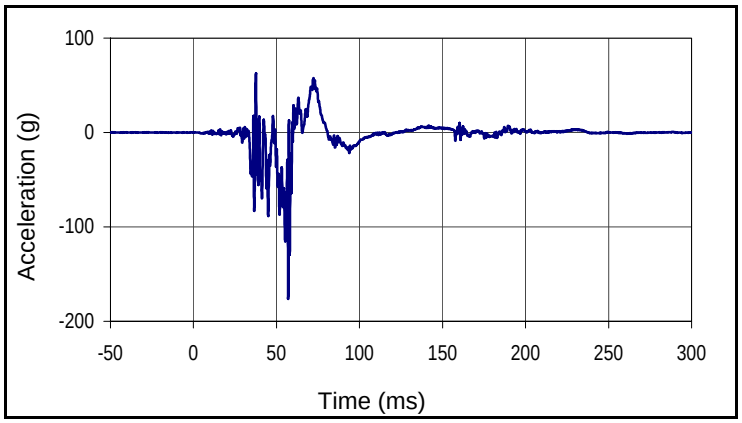
Curve Description			
V2P1 RIGHT TIBIA Y ACCELERATION			
Plot No.		SAE Class	Units
095		1000	g
Max	Time	Min	Time
87.0	62.7	-36.1	37.5



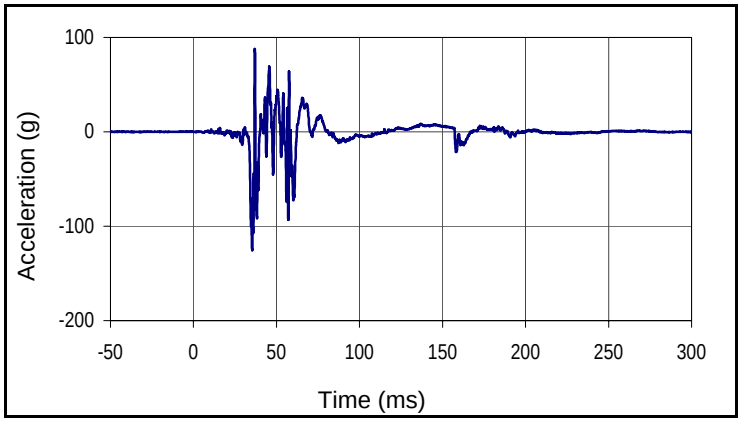
Curve Description			
V2P1 FOOT LEFT X ACCELERATION			
Plot No.		SAE Class	Units
096		1000	g
Max	Time	Min	Time
31.6	57.3	-54.3	41.8



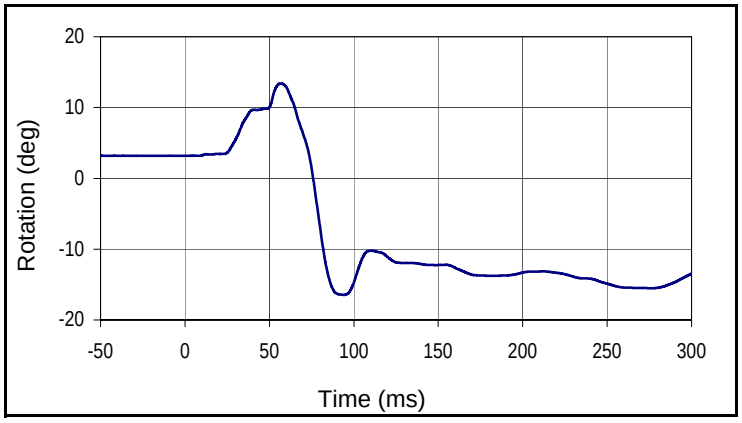
Curve Description			
V2P1 FOOT LEFT Z ACCELERATION			
Plot No.		SAE Class	Units
097		1000	g
Max	Time	Min	Time
21.9	62.1	-50.6	48.9



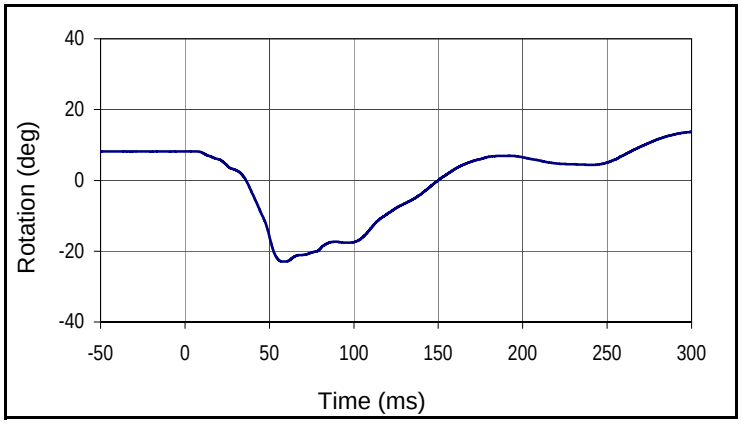
Curve Description			
V2P1 FOOT RIGHT X ACCELERATION			
Plot No.		SAE Class	Units
098		1000	g
Max	Time	Min	Time
62.9	37.6	-175.8	57.0



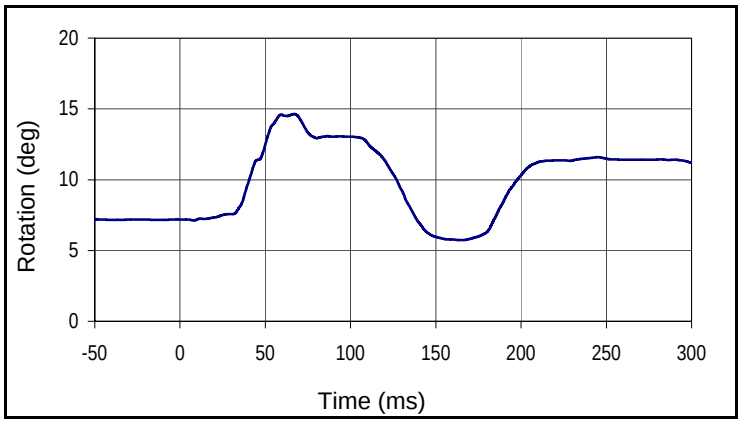
Curve Description			
V2P1 FOOT RIGHT Z ACCELERATION			
Plot No.		SAE Class	Units
099		1000	g
Max	Time	Min	Time
87.6	37.0	-125.4	35.3



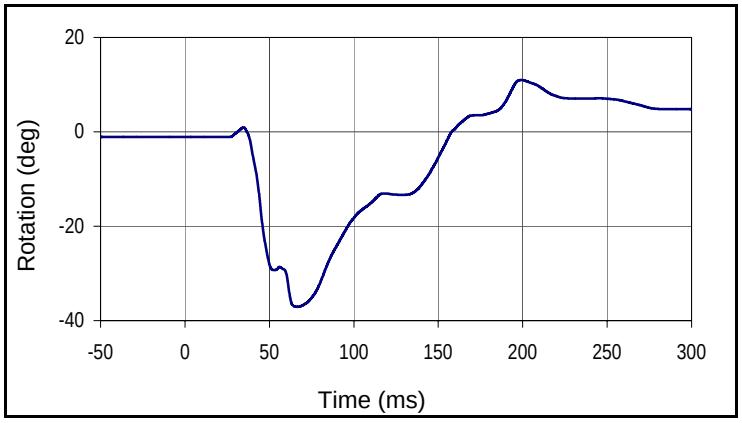
Curve Description			
V2P1 ANKLE LEFT X ROTATION			
Plot No.		SAE Class	Units
100		180	deg
Max	Time	Min	Time
13.4	56.8	-16.5	94.2



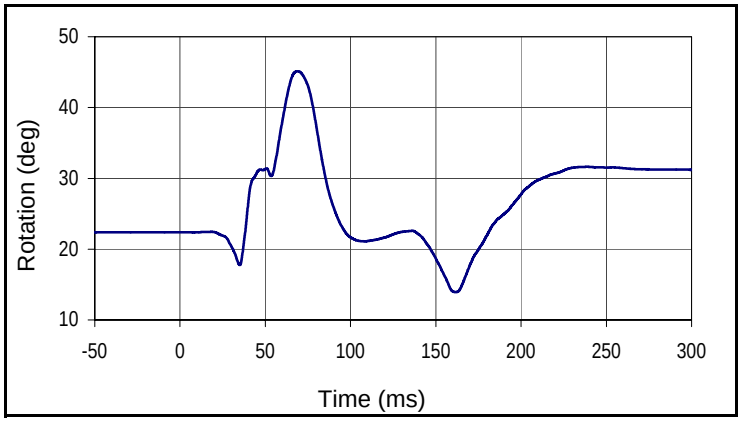
Curve Description			
V2P1 ANKLE LEFT Y ROTATION			
Plot No.		SAE Class	Units
101		180	deg
Max	Time	Min	Time
13.7	299.9	-22.9	58.9



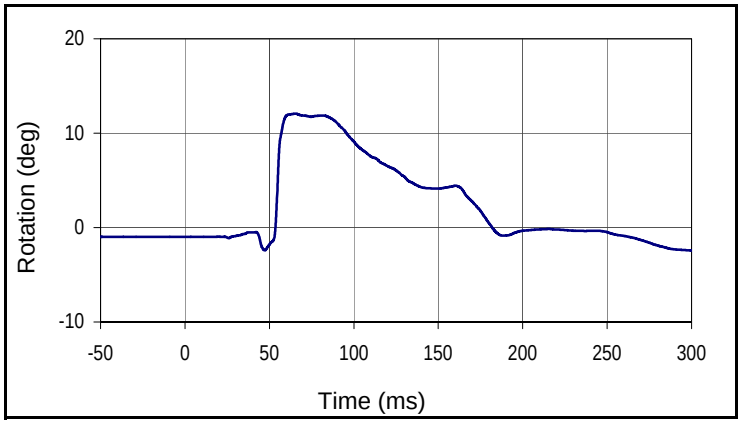
Curve Description			
V2P1 ANKLE LEFT Z ROTATION			
Plot No.		SAE Class	Units
102		180	deg
Max	Time	Min	Time
14.6	67.0	5.7	164.1



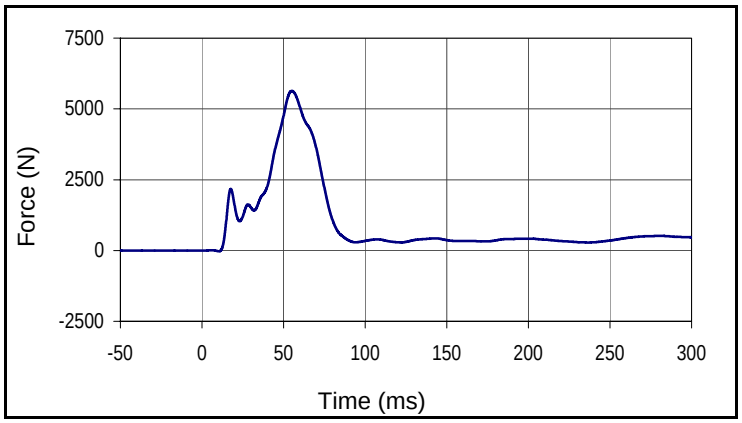
Curve Description			
V2P1 ANKLE RIGHT X ROTATION			
Plot No.		SAE Class	Units
103		180	deg
Max	Time	Min	Time
11.0	199.4	-37.1	66.7



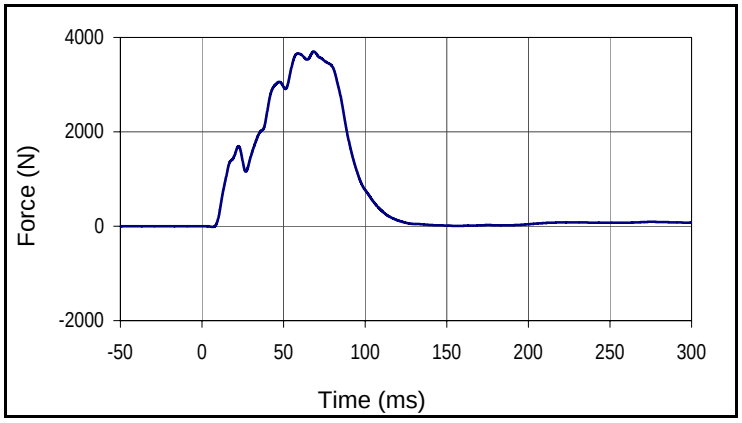
Curve Description			
V2P1 ANKLE RIGHT Y ROTATION			
Plot No.		SAE Class	Units
104		180	deg
Max	Time	Min	Time
45.1	69.0	13.9	161.9



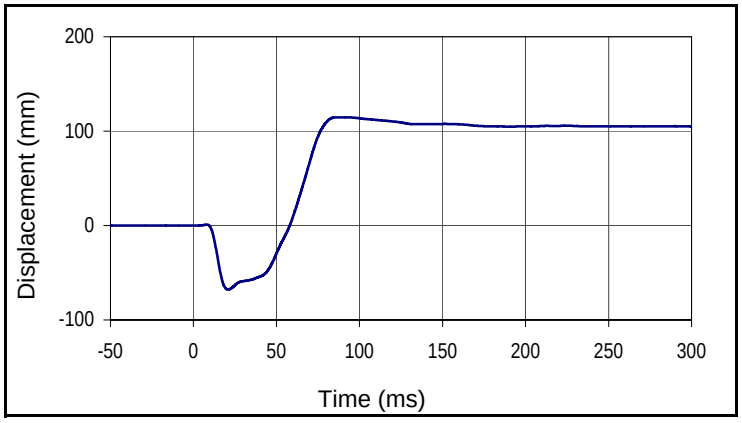
Curve Description			
V2P1 ANKLE RIGHT Z ROTATION			
Plot No.		SAE Class	Units
105		180	deg
Max	Time	Min	Time
12.1	65.5	-2.4	299.9



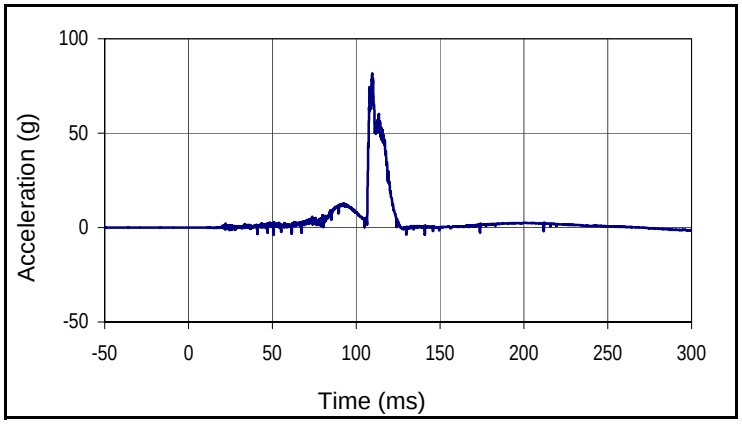
Curve Description			
V2 DRIVER LAP BELT FORCE			
Plot No.		SAE Class	Units
106		60	N
Max	Time	Min	Time
5634.2	55.1	-28.1	10.4



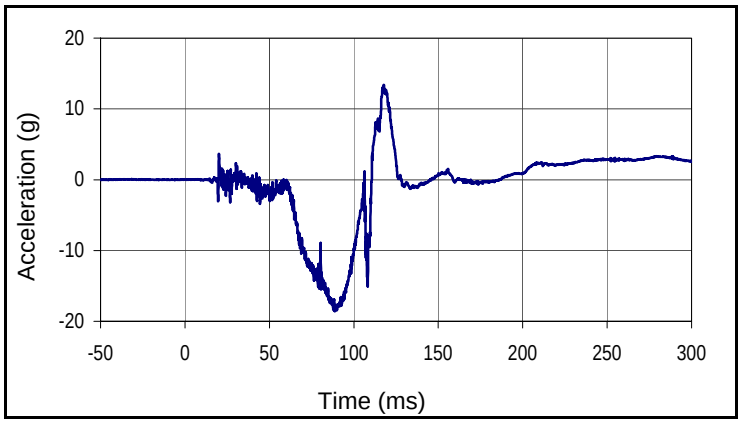
Curve Description			
V2 DRIVER SHOULDER BELT FORCE			
Plot No.		SAE Class	Units
107		60	N
Max	Time	Min	Time
3699.5	68.5	-15.1	6.6



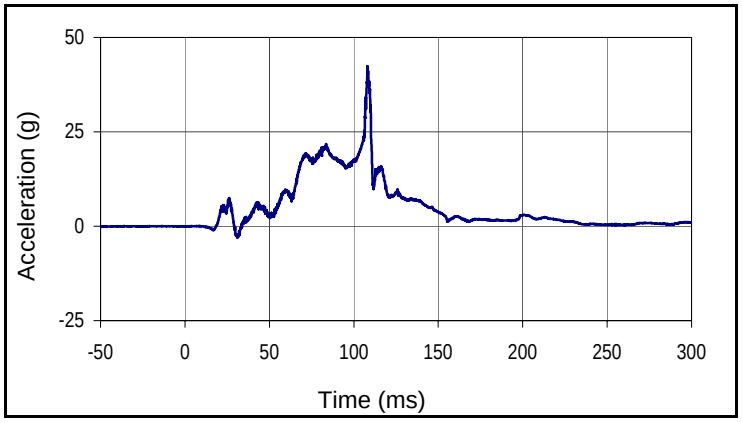
Curve Description			
V2 DRIVER SHOULDER BELT DISPLACEMENT			
Plot No.		SAE Class	Units
108		60	mm
Max	Time	Min	Time
114.7	86.2	-67.7	20.8



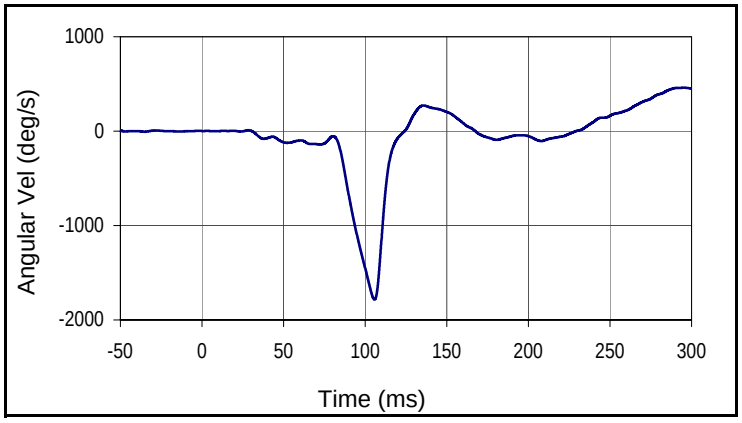
Curve Description			
V2P2 HEAD CG X ACCELERATION			
Plot No.		SAE Class	Units
109		1000	g
Max	Time	Min	Time
81.6	109.5	-4.0	50.7



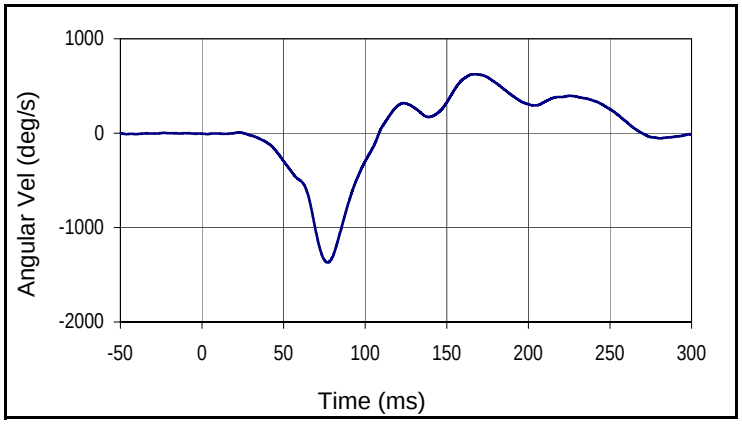
Curve Description			
V2P2 HEAD CG Y ACCELERATION			
Plot No.		SAE Class	Units
110		1000	g
Max	Time	Min	Time
13.4	117.7	-18.6	88.7



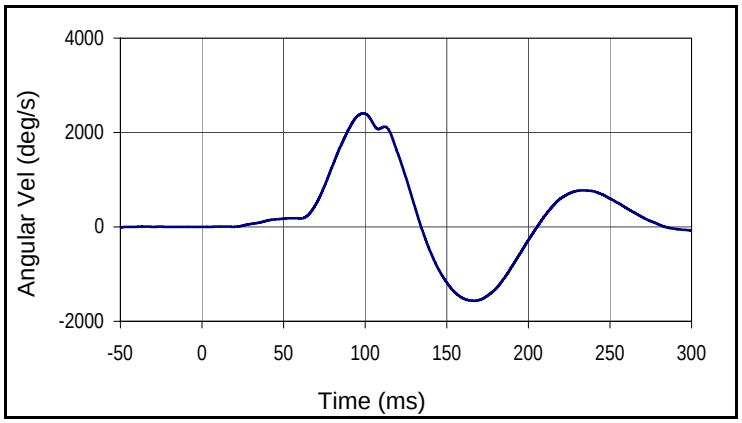
Curve Description			
V2P2 HEAD CG Z ACCELERATION			
Plot No.		SAE Class	Units
111		1000	g
Max	Time	Min	Time
42.3	108.1	-3.1	31.0



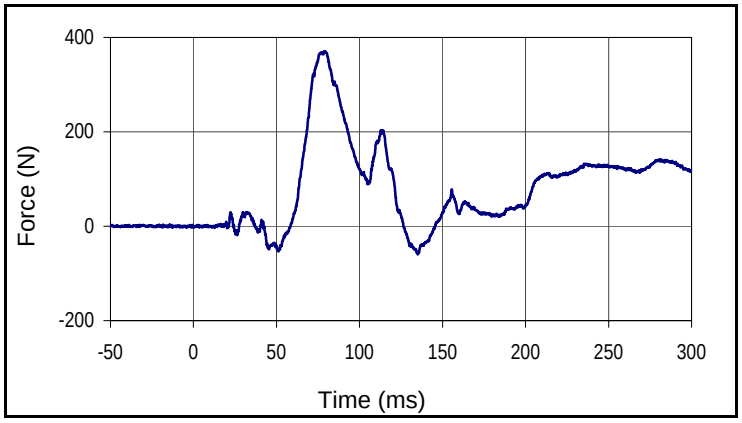
Curve Description			
V2P2 HEAD CG ANGULAR VELOCITY ABOUT X			
Plot No.		SAE Class	Units
112		60	deg/s
Max	Time	Min	Time
460.3	295.2	-1784.6	105.7



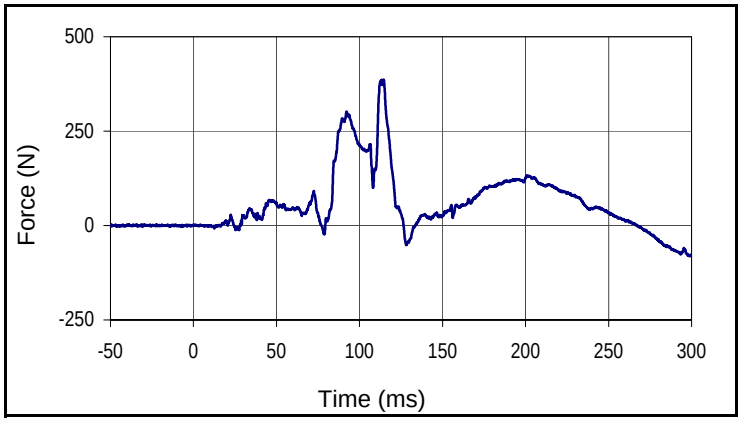
Curve Description			
V2P2 HEAD CG ANGULAR VELOCITY ABOUT Y			
Plot No.		SAE Class	Units
113		60	deg/s
Max	Time	Min	Time
624.5	166.5	-1370.9	77.0



Curve Description			
V2P2 HEAD CG ANGULAR VELOCITY ABOUT Z			
Plot No.		SAE Class	Units
114		60	deg/s
Max	Time	Min	Time
2407.1	98.8	-1564.0	166.8

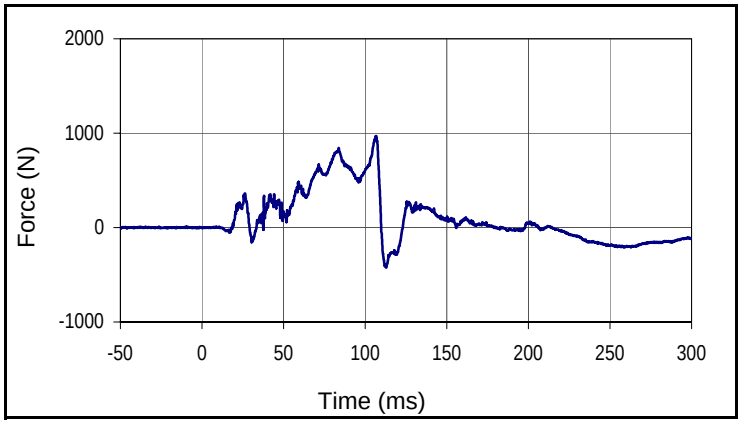


Curve Description			
V2P2 UPPER NECK X FORCE			
Plot No.		SAE Class	Units
115		1000	N
Max	Time	Min	Time
370.8	78.8	-59.5	135.1

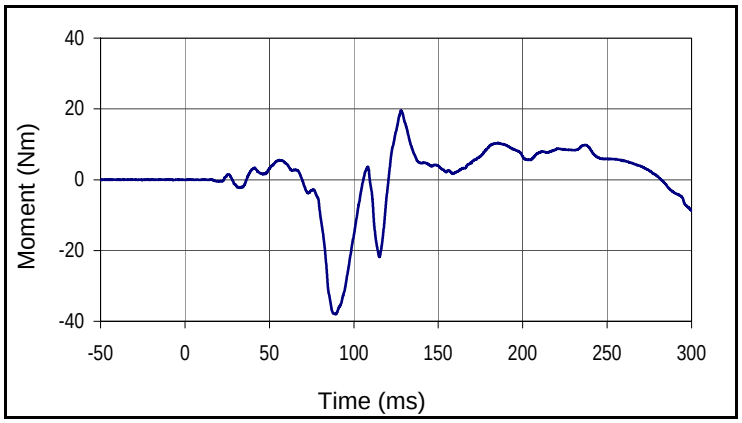


Curve Description			
V2P2 UPPER NECK Y FORCE			
Plot No.		SAE Class	Units
116		1000	N
Max	Time	Min	Time
386.3	114.4	-81.5	298.9

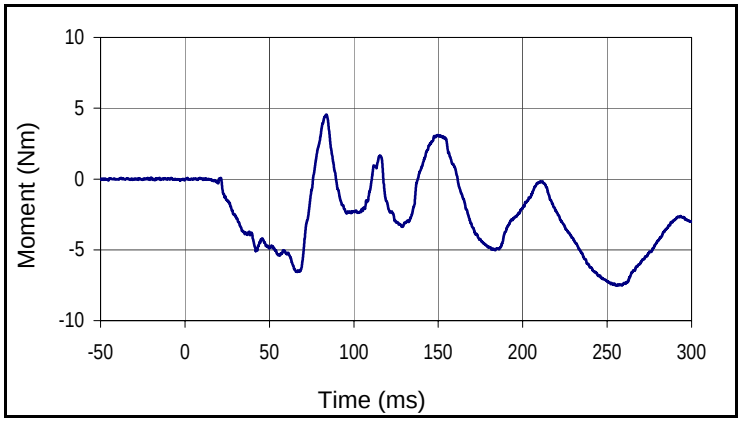
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



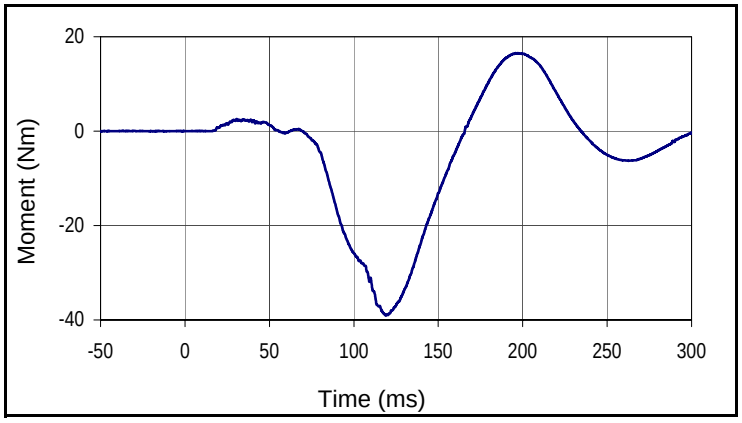
Curve Description			
V2P2 UPPER NECK Z FORCE			
Plot No.		SAE Class	Units
117		1000	N
Max	Time	Min	Time
970.1	106.7	-423.8	112.9



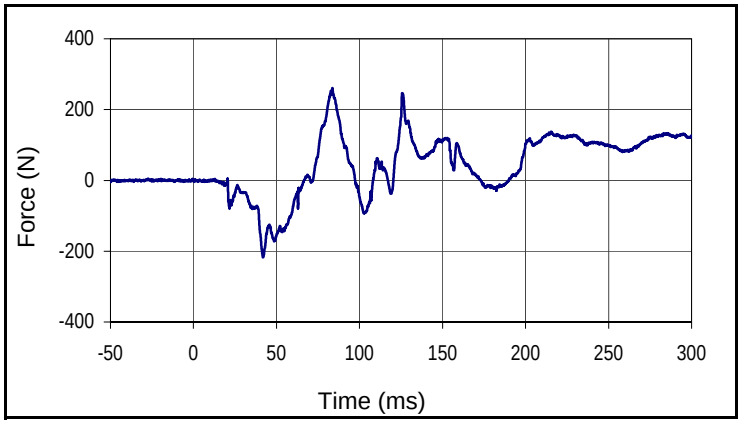
Curve Description			
V2P2 UPPER NECK X MOMENT			
Plot No.		SAE Class	Units
118		600	Nm
Max	Time	Min	Time
19.6	127.9	-38.0	89.3



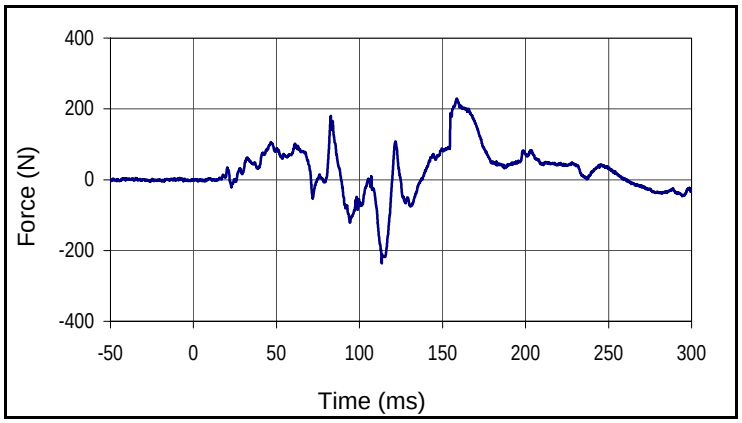
Curve Description			
V2P2 UPPER NECK Y MOMENT			
Plot No.		SAE Class	Units
119		600	Nm
Max	Time	Min	Time
4.6	83.7	-7.5	255.9



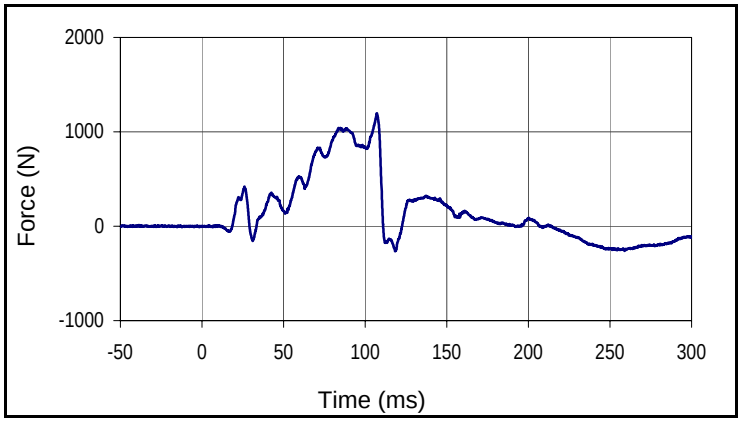
Curve Description			
V2P2 UPPER NECK Z MOMENT			
Plot No.		SAE Class	Units
120		600	Nm
Max	Time	Min	Time
16.5	195.8	-39.0	119.0



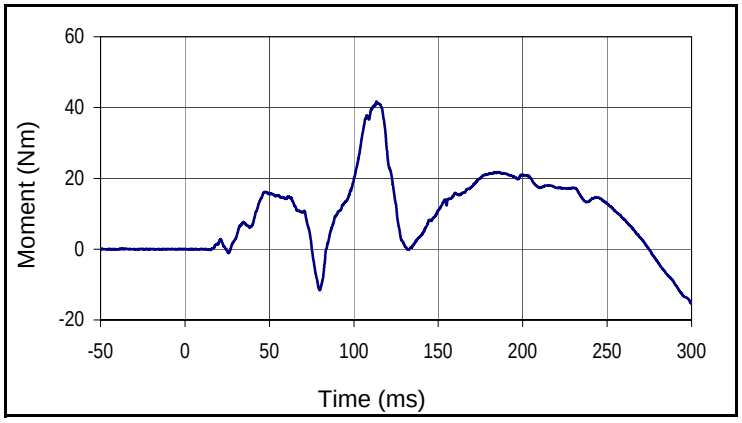
Curve Description			
V2P2 LOWER NECK X FORCE			
Plot No.		SAE Class	Units
121		1000	N
Max	Time	Min	Time
261.2	83.7	-217.6	41.9



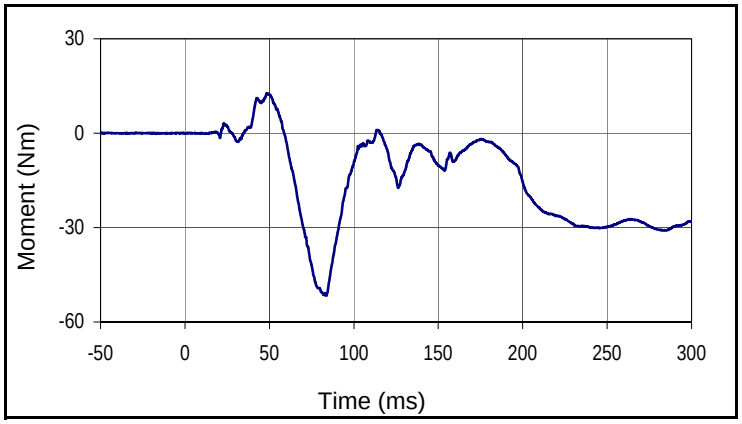
Curve Description			
V2P2 LOWER NECK Y FORCE			
Plot No.		SAE Class	Units
122		1000	N
Max	Time	Min	Time
229.4	158.6	-236.5	113.4



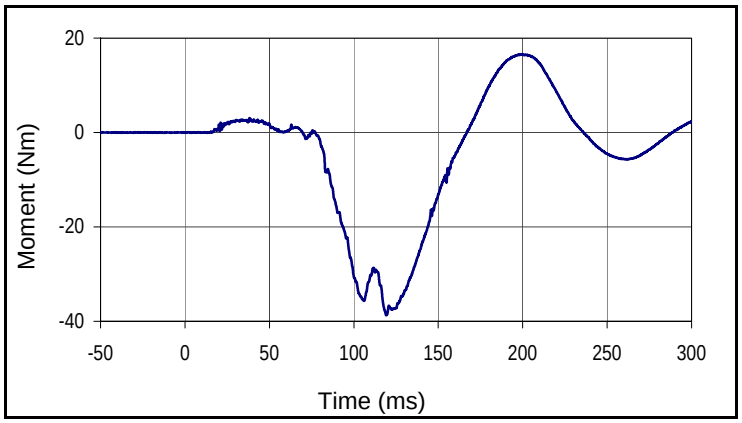
Curve Description			
V2P2 LOWER NECK Z FORCE			
Plot No.		SAE Class	Units
123		1000	N
Max	Time	Min	Time
1196.2	107.1	-264.8	118.4



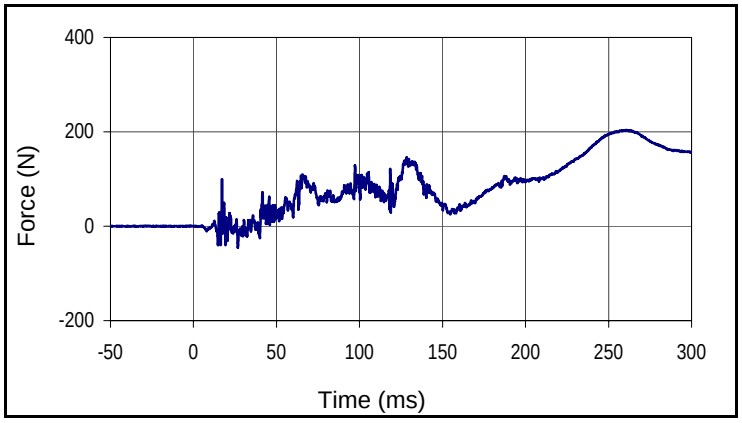
Curve Description			
V2P2 LOWER NECK X MOMENT			
Plot No.		SAE Class	Units
124		600	Nm
Max	Time	Min	Time
41.7	113.4	-15.4	299.9



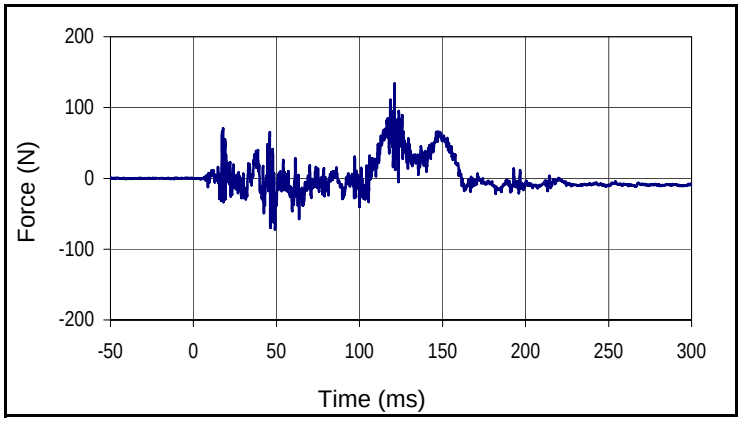
Curve Description			
V2P2 LOWER NECK Y MOMENT			
Plot No.		SAE Class	Units
125		600	Nm
Max	Time	Min	Time
12.7	48.6	-51.7	83.7



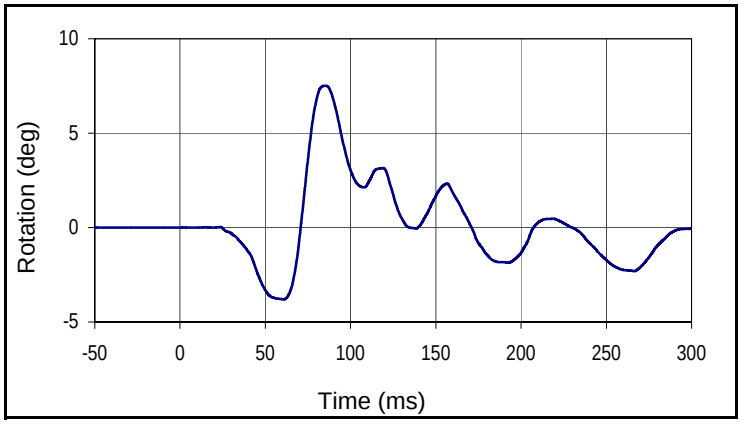
Curve Description			
V2P2 LOWER NECK Z MOMENT			
Plot No.		SAE Class	Units
126		600	Nm
Max	Time	Min	Time
16.6	199.7	-38.7	119.2



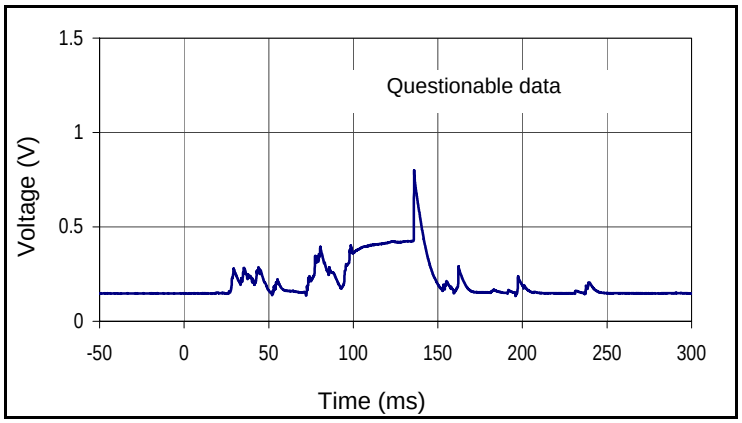
Curve Description			
V2P2 FRONT NECK SPRING TOWER LOAD CELL			
Plot No.		SAE Class	Units
127		1000	N
Max	Time	Min	Time
204.0	260.5	-45.7	26.8



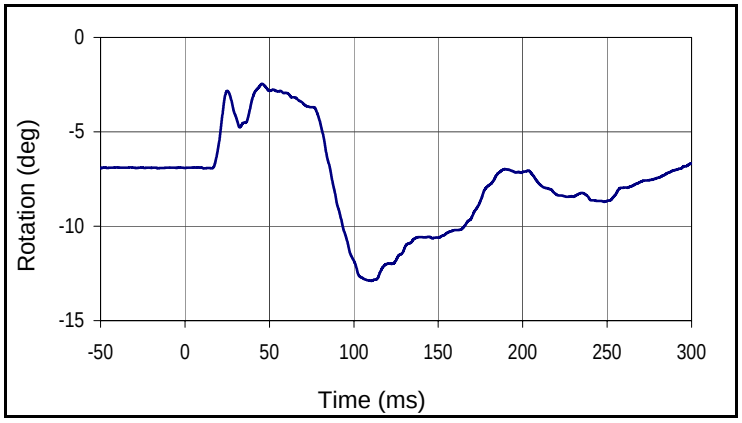
Curve Description			
V2P2 REAR NECK SPRING TOWER LOAD CELL			
Plot No.		SAE Class	Units
128		1000	N
Max	Time	Min	Time
133.8	121.1	-71.7	49.1



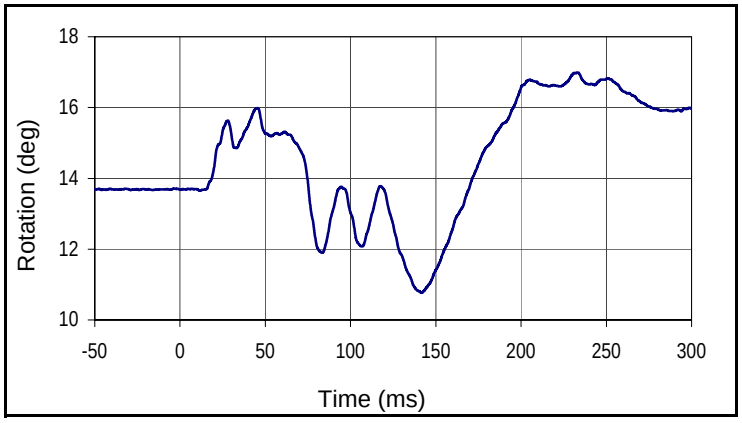
Curve Description			
V2P2 OCCIPITAL CONDYLE ROTATION POTENTIOMETER			
Plot No.		SAE Class	Units
129		180	deg
Max	Time	Min	Time
7.5	85.7	-3.8	60.8



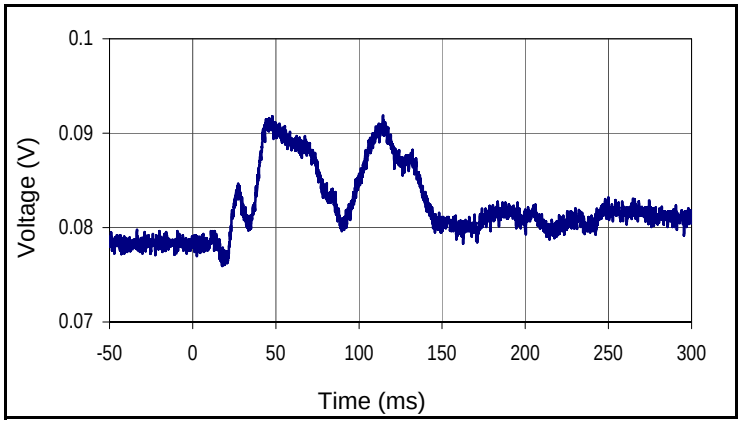
Curve Description			
V2P2 UPPER LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
130		N/A	V
Max	Time	Min	Time
0.80	136.0	0.13	195.9



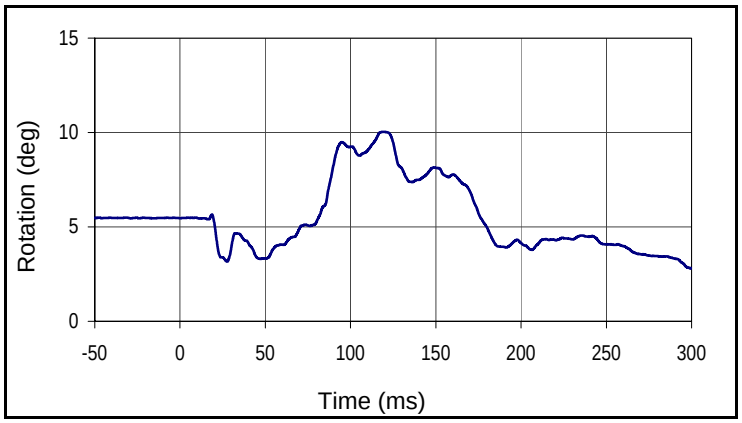
Curve Description			
V2P2 UPPER LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
131		180	deg
Max	Time	Min	Time
-2.5	45.7	-12.89	110.4



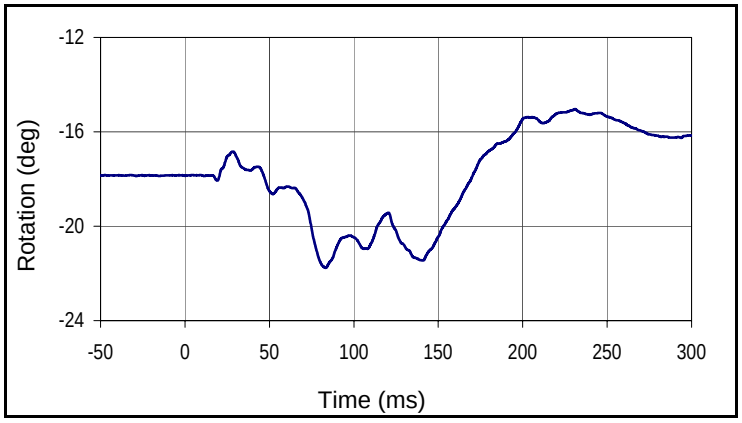
Curve Description			
V2P2 UPPER LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
132		180	deg
Max	Time	Min	Time
17.0	233.3	10.8	141.7



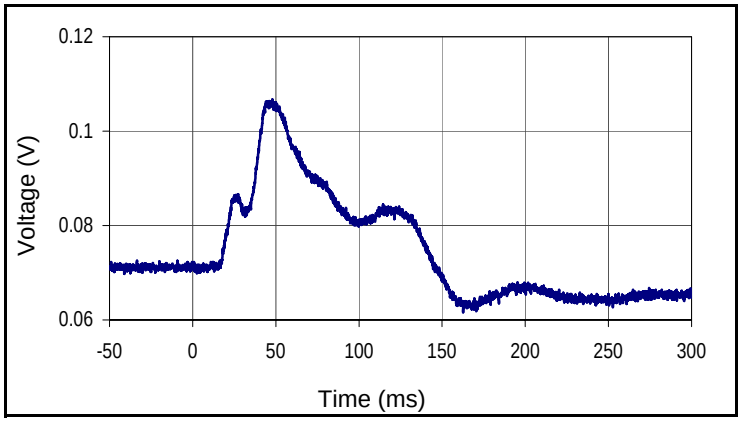
Curve Description			
V2P2 UPPER RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
133		N/A	V
Max	Time	Min	Time
0.09	114.5	0.08	17.7



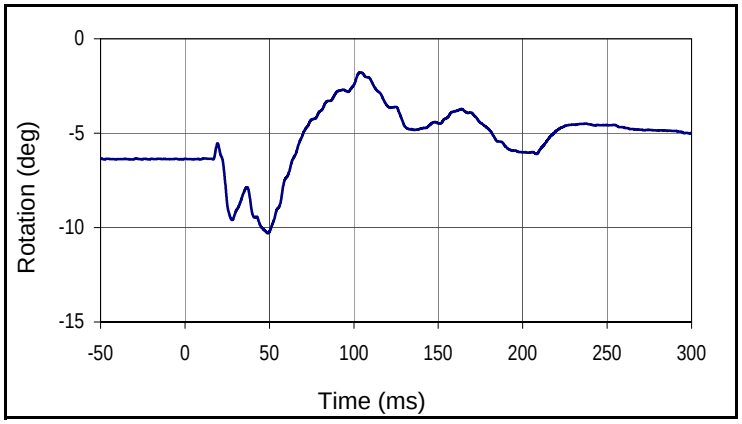
Curve Description			
V2P2 UPPER RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
134		180	deg
Max	Time	Min	Time
10.0	119.6	2.8	299.9



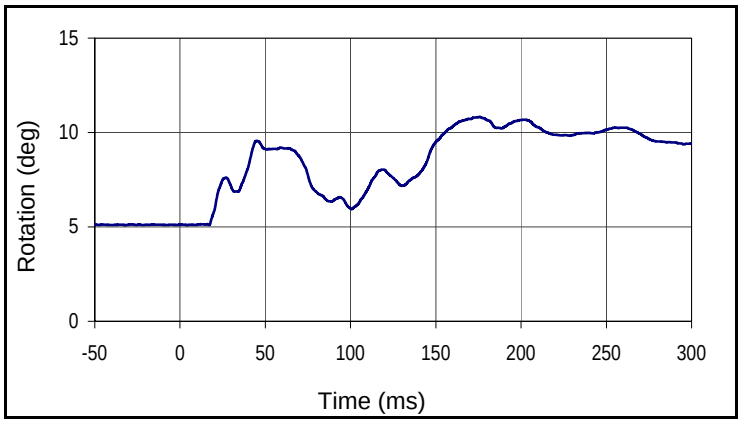
Curve Description			
V2P2 UPPER RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
135		180	deg
Max	Time	Min	Time
-15.0	231.0	-21.8	83.4



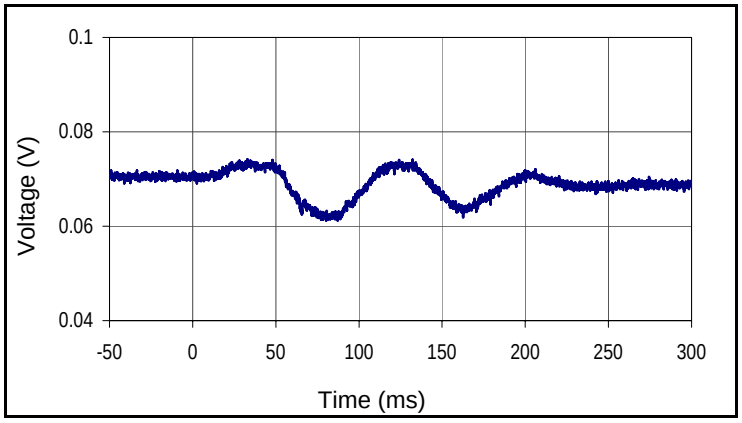
Curve Description			
V2P2 LOWER LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
136		N/A	V
Max	Time	Min	Time
0.11	47.9	0.06	162.7



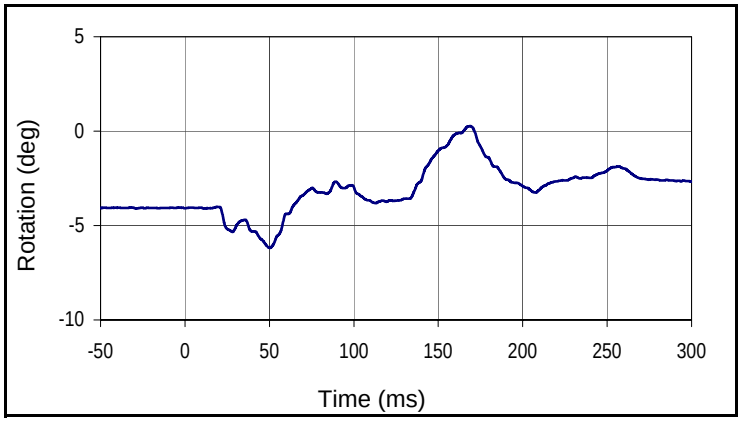
Curve Description			
V2P2 LOWER LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
137		180	deg
Max	Time	Min	Time
-1.8	104.0	-10.3	49.1



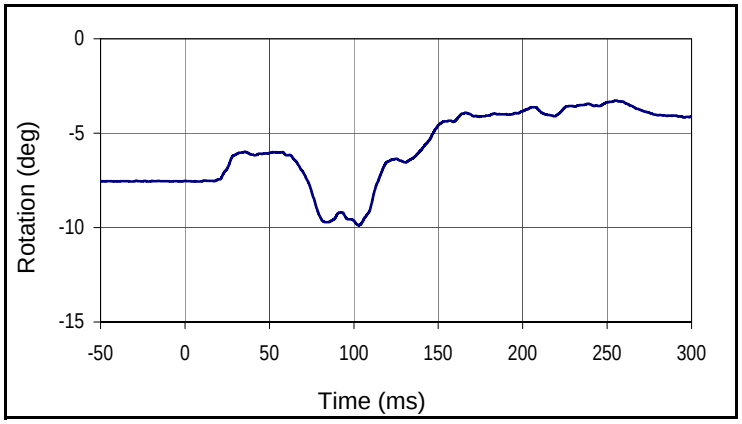
Curve Description			
V2P2 LOWER LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
138		180	deg
Max	Time	Min	Time
10.8	175.6	5.1	4.5



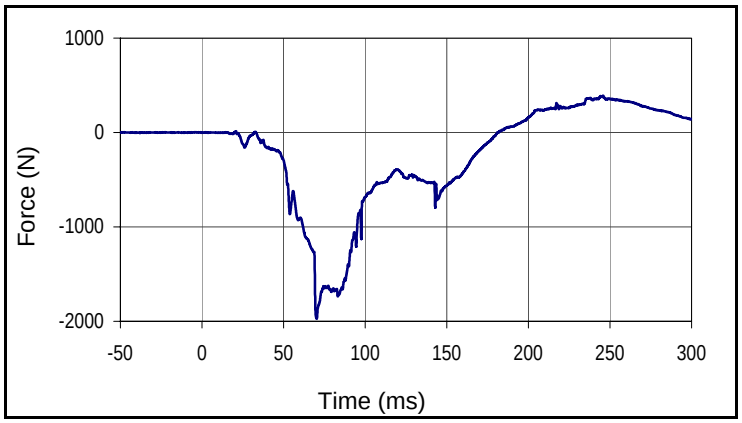
Curve Description			
V2P2 LOWER RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
139		N/A	V
Max	Time	Min	Time
0.07	32.9	0.06	80.3



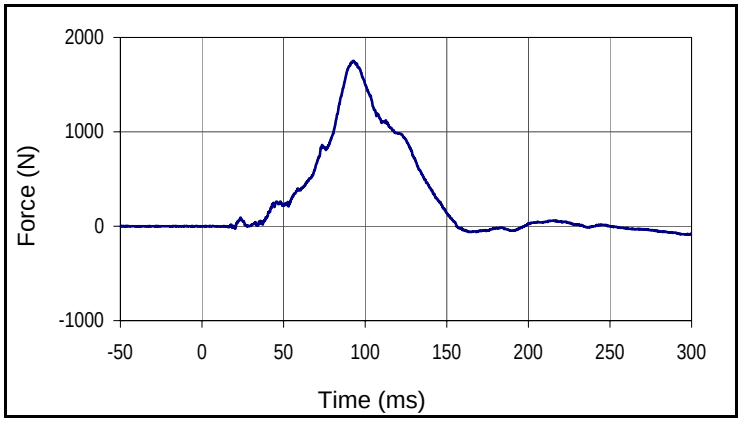
Curve Description			
V2P2 LOWER RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
140		180	deg
Max	Time	Min	Time
0.3	169.0	-6.2	50.3



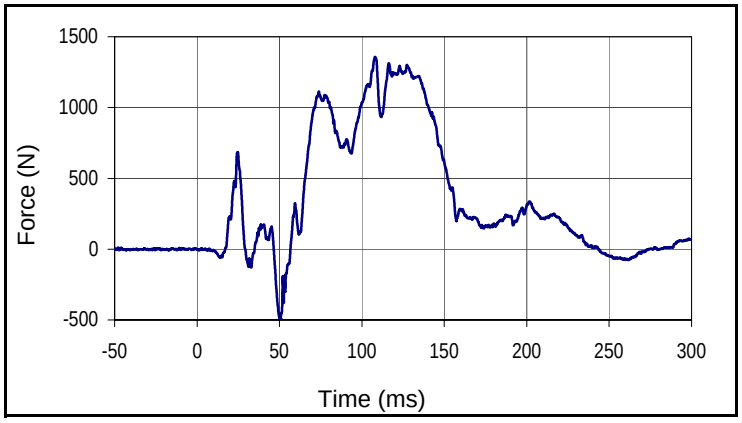
Curve Description			
V2P2 LOWER RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
141		180	deg
Max	Time	Min	Time
-3.3	255.3	-9.9	103.0



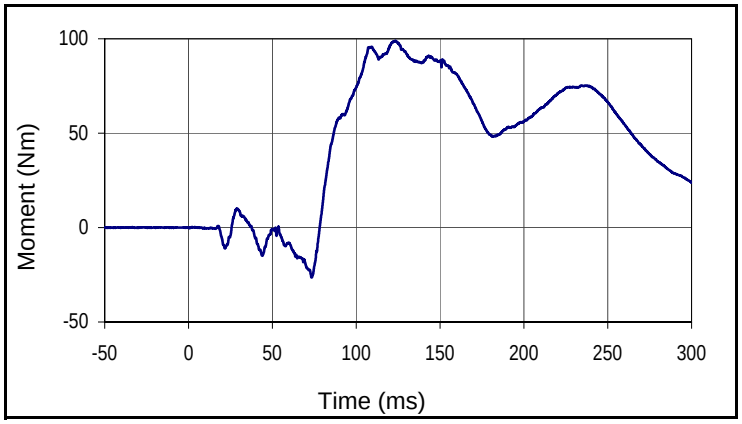
Curve Description			
V2P2 SPINE FORCE X			
Plot No.		SAE Class	Units
142		600	N
Max	Time	Min	Time
388.5	245.8	-1973.3	70.3



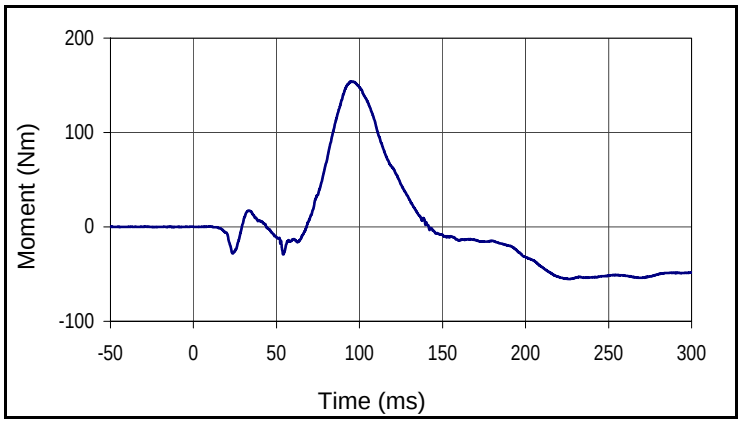
Curve Description			
V2P2 SPINE FORCE Y			
Plot No.		SAE Class	Units
143		600	N
Max	Time	Min	Time
1751.6	92.8	-88.0	296.4



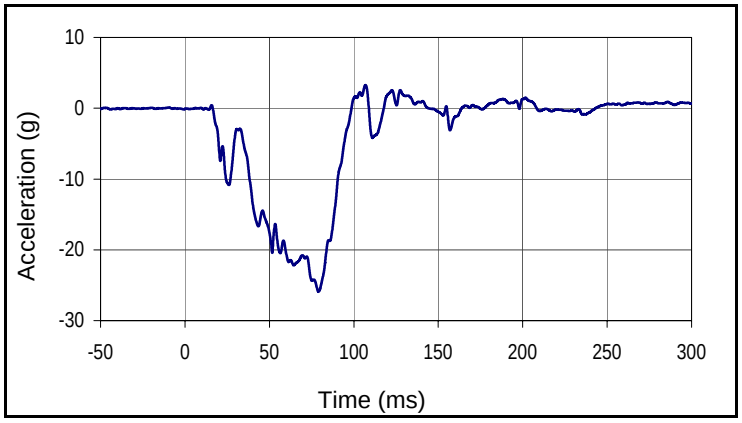
Curve Description			
V2P2 SPINE FORCE Z			
Plot No.		SAE Class	Units
144		600	N
Max	Time	Min	Time
1358.4	108.0	-491.7	50.5



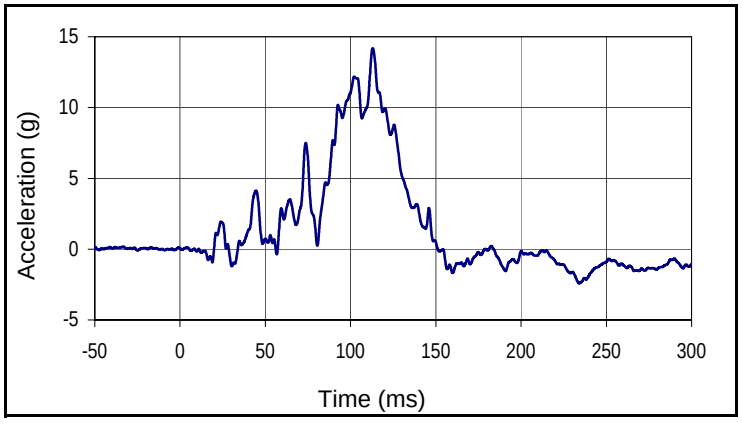
Curve Description			
V2P2 SPINE MOMENT X			
Plot No.		SAE Class	Units
145		600	Nm
Max	Time	Min	Time
99.0	123.4	-26.4	73.4



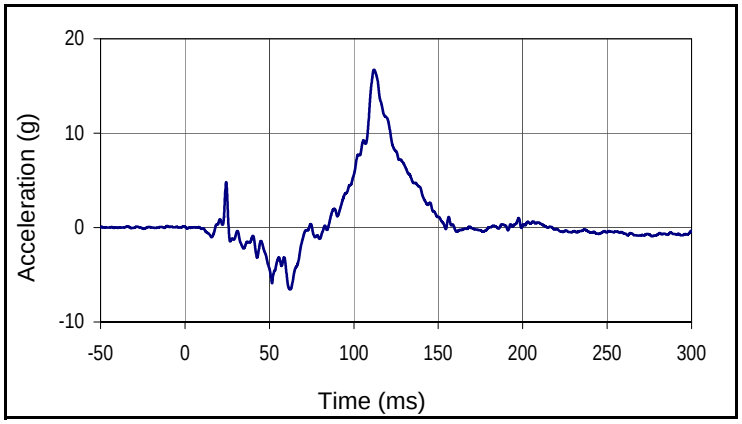
Curve Description			
V2P2 SPINE MOMENT Y			
Plot No.		SAE Class	Units
146		600	Nm
Max	Time	Min	Time
154.1	94.8	-55.3	227.0



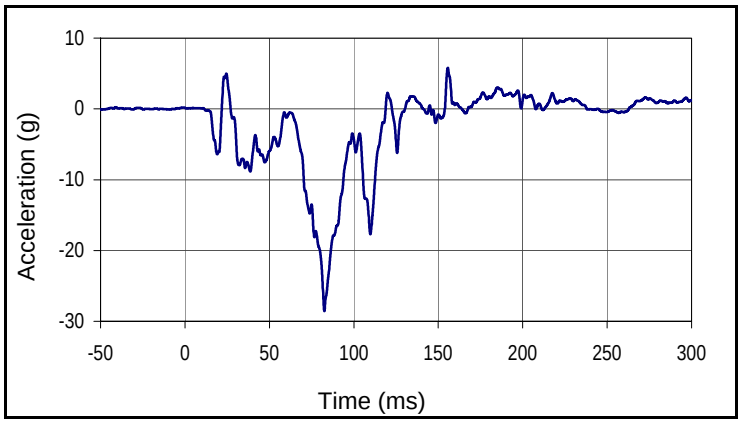
Curve Description			
V2P2 T6 X ACCELERATION			
Plot No.		SAE Class	Units
147		180	g
Max	Time	Min	Time
3.3	106.9	-25.9	79.1



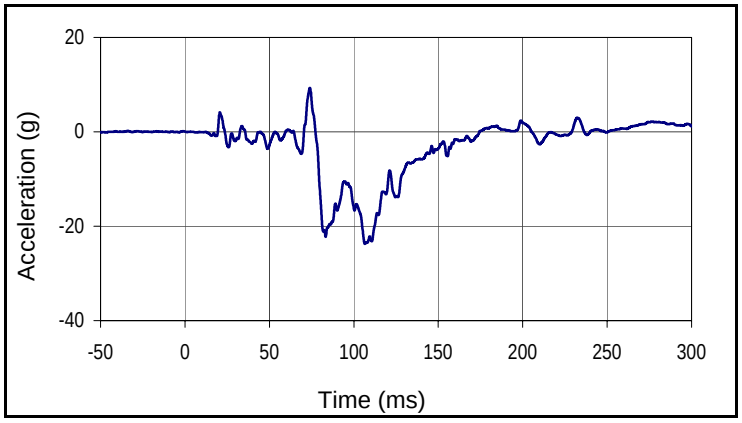
Curve Description			
V2P2 T6 Y ACCELERATION			
Plot No.		SAE Class	Units
148		180	g
Max	Time	Min	Time
14.2	113.0	-2.4	234.0



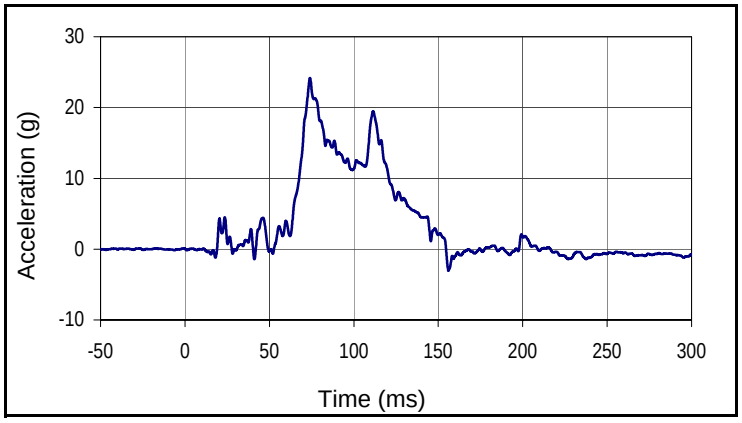
Curve Description			
V2P2 T6 Z ACCELERATION			
Plot No.		SAE Class	Units
149		180	g
Max	Time	Min	Time
16.7	112.0	-6.6	62.3



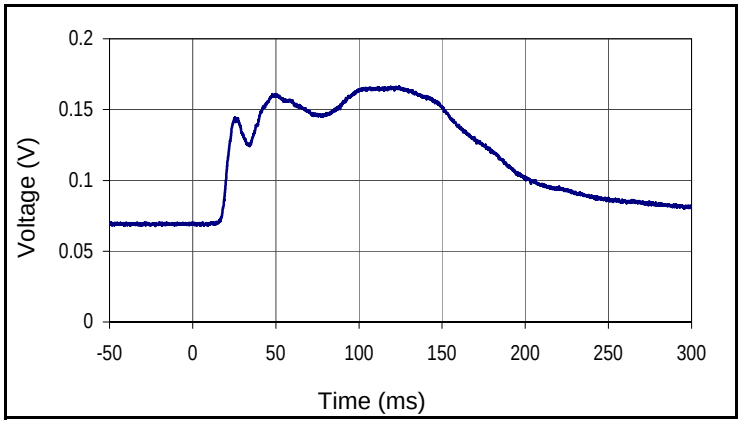
Curve Description			
V2P2 T1 X ACCELERATION			
Plot No.		SAE Class	Units
150		180	g
Max	Time	Min	Time
5.8	155.6	-28.5	82.6



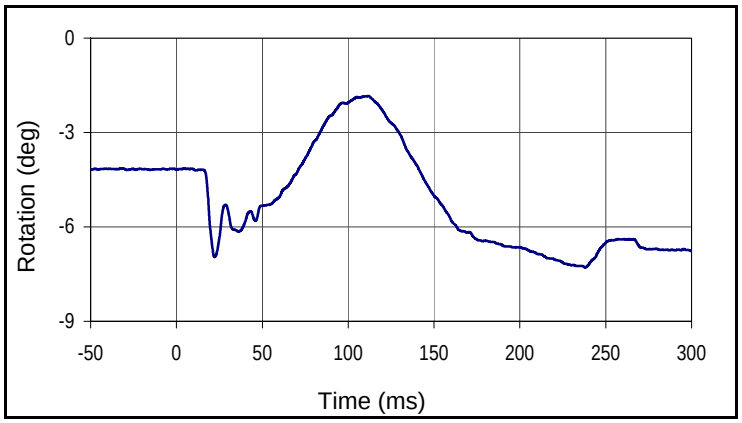
Curve Description			
V2P2 T1 Y ACCELERATION			
Plot No.		SAE Class	Units
151		180	g
Max	Time	Min	Time
9.3	74.0	-23.8	106.6



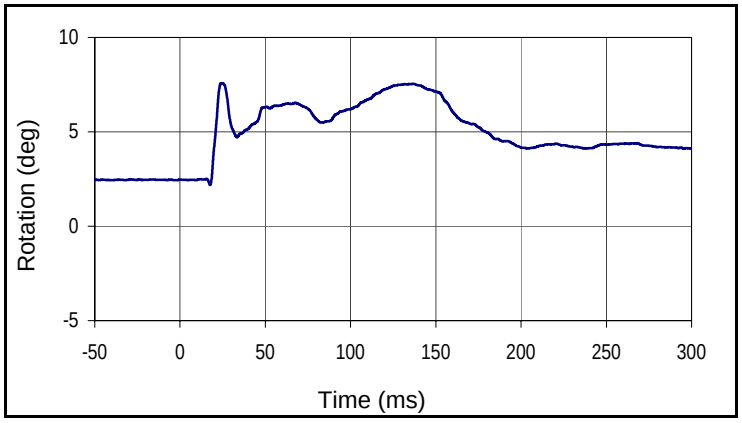
Curve Description			
V2P2 T1 Z ACCELERATION			
Plot No.		SAE Class	Units
152		180	g
Max	Time	Min	Time
24.2	74.1	-3.0	156.0



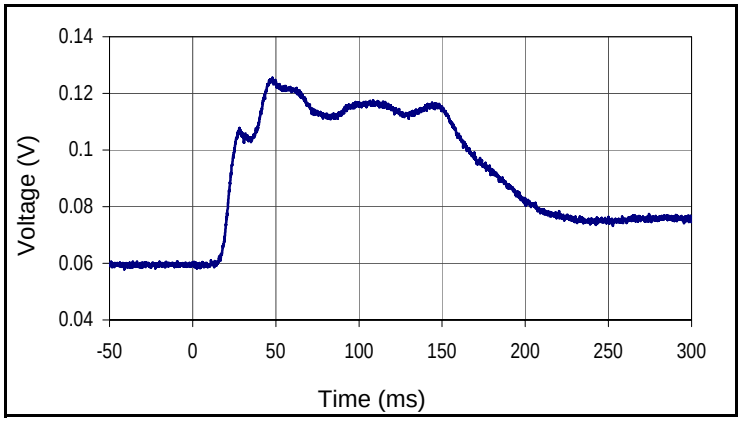
Curve Description			
V2P2 ABDOMEN LEFT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
153		N/A	V
Max	Time	Min	Time
0.17	124.1	0.07	-18.3



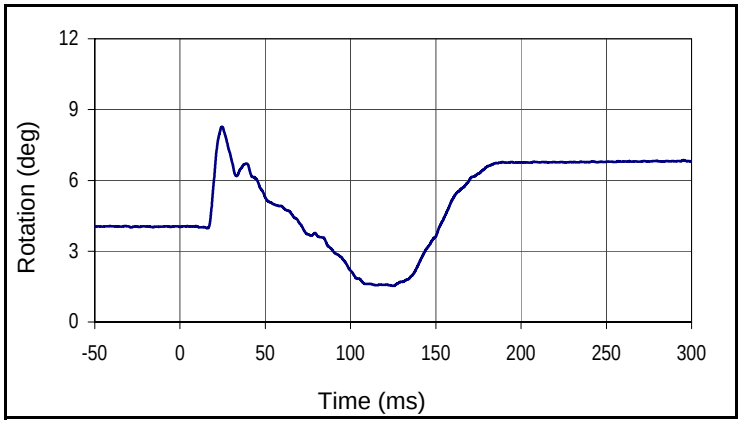
Curve Description			
V2P2 ABDOMEN LEFT DGIR Y ROTATION			
Plot No.		SAE Class	Units
154		180	deg
Max	Time	Min	Time
-1.8	111.7	-7.3	238.0



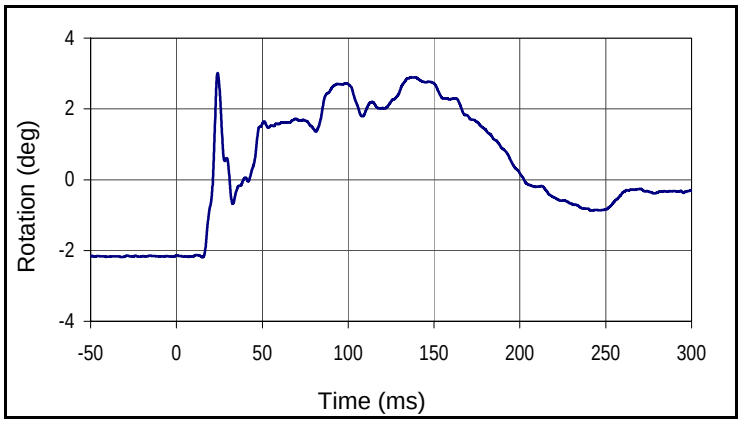
Curve Description			
V2P2 ABDOMEN LEFT DGIR Z ROTATION			
Plot No.		SAE Class	Units
155		180	deg
Max	Time	Min	Time
7.6	24.2	2.2	17.7



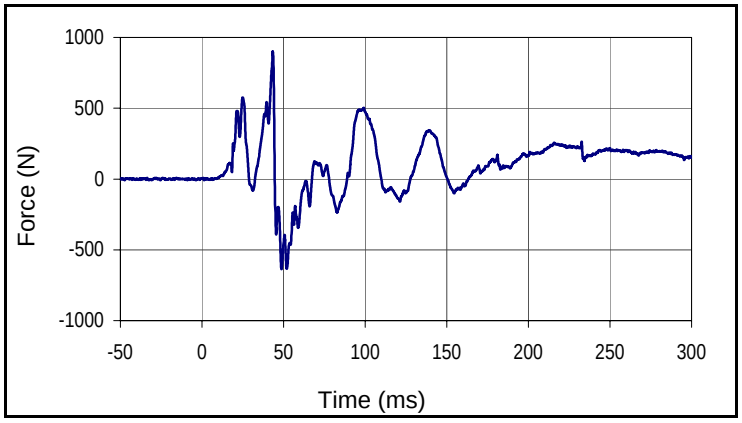
Curve Description			
V2P2 ABDOMEN RIGHT DGIR X DISPLACEMENT			
Plot No.		SAE Class	Units
156		N/A	V
Max	Time	Min	Time
0.13	48.0	0.06	2.6



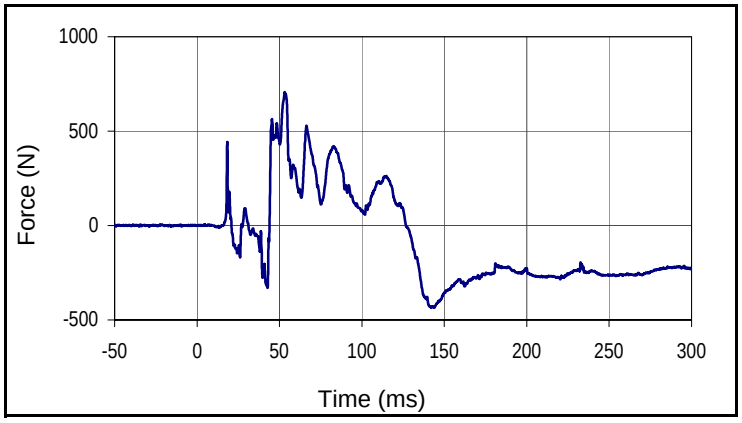
Curve Description			
V2P2 ABDOMEN RIGHT DGIR Y ROTATION			
Plot No.		SAE Class	Units
157		180	deg
Max	Time	Min	Time
8.3	24.6	1.5	125.4



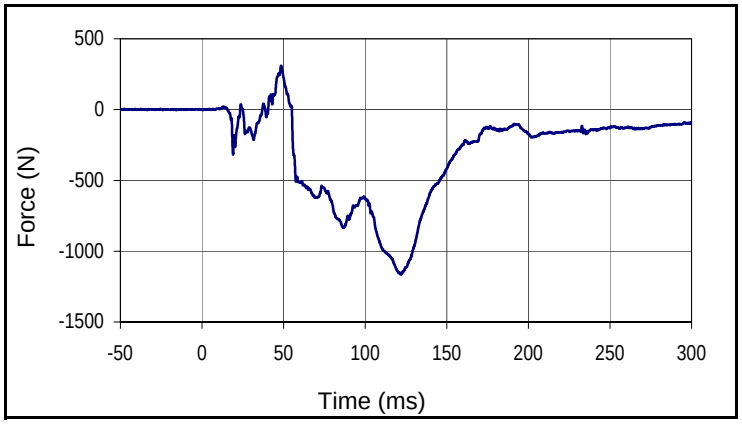
Curve Description			
V2P2 ABDOMEN RIGHT DGIR Z ROTATION			
Plot No.		SAE Class	Units
158		180	deg
Max	Time	Min	Time
3.0	24.0	-2.2	15.2



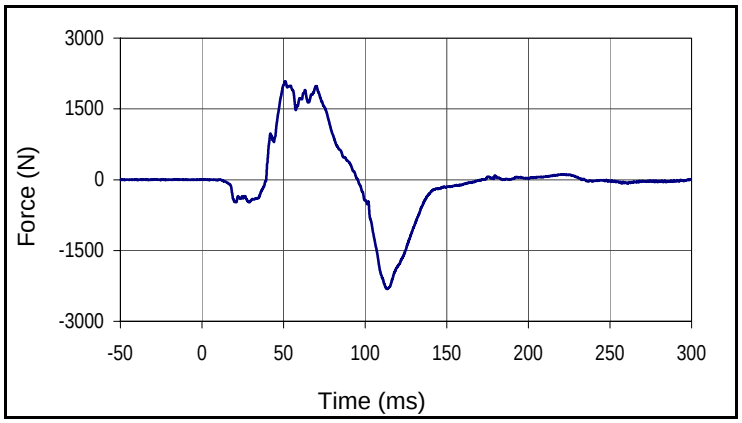
Curve Description			
V2P2 ACETABULUM LEFT X FORCE			
Plot No.		SAE Class	Units
159		600	N
Max	Time	Min	Time
899.8	43.4	-635.6	48.7



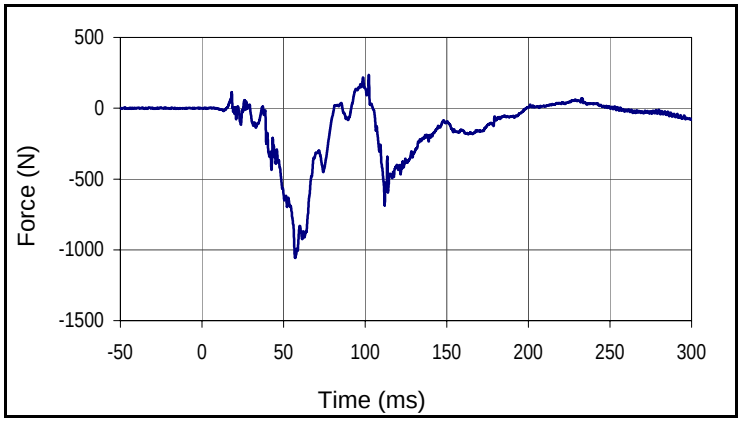
Curve Description			
V2P2 ACETABULUM LEFT Y FORCE			
Plot No.		SAE Class	Units
160		600	N
Max	Time	Min	Time
706.7	53.2	-435.1	144.0



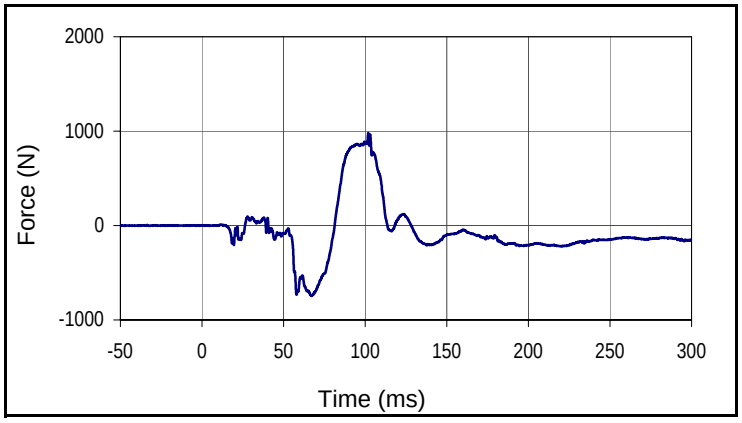
Curve Description			
V2P2 ACETABULUM LEFT Z FORCE			
Plot No.		SAE Class	Units
161		600	N
Max	Time	Min	Time
309.6	48.5	-1164.8	121.9



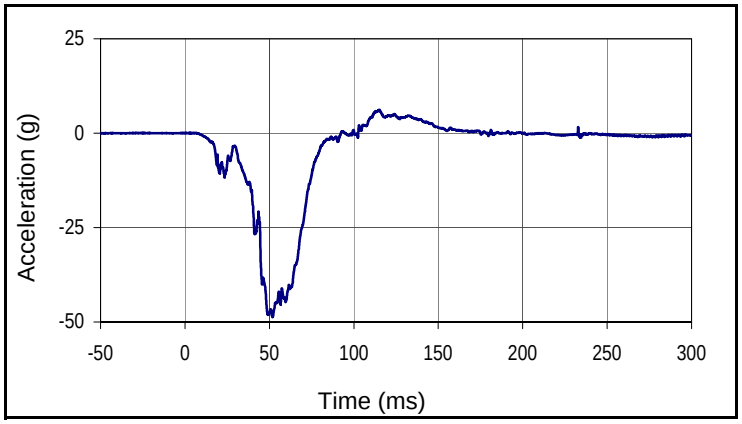
Curve Description			
V2P2 ACETABULUM RIGHT X FORCE			
Plot No.		SAE Class	Units
162		600	N
Max	Time	Min	Time
2085.6	51.0	-2315.1	113.5



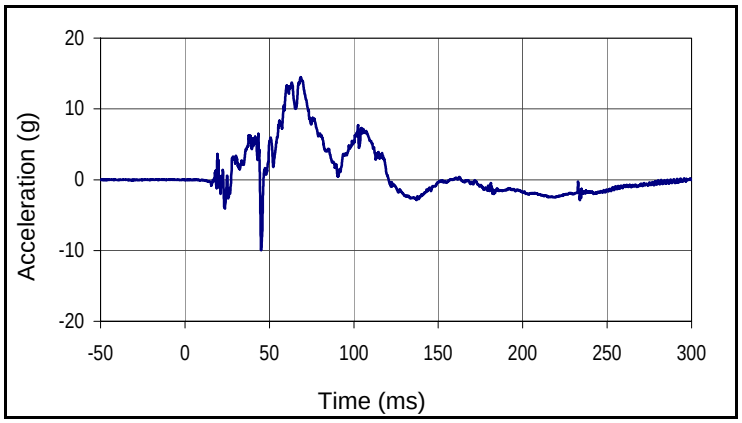
Curve Description			
V2P2 ACETABULUM RIGHT Y FORCE			
Plot No.		SAE Class	Units
163		600	N
Max	Time	Min	Time
236.2	102.2	-1056.4	57.1



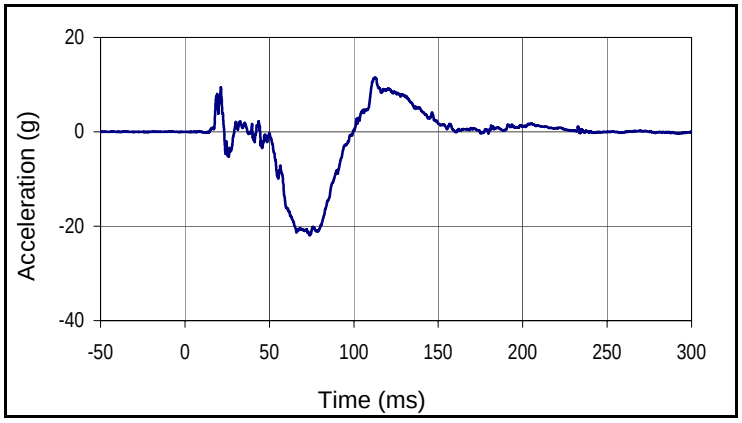
Curve Description			
V2P2 ACETABULUM RIGHT Z FORCE			
Plot No.		SAE Class	Units
164		600	N
Max	Time	Min	Time
981.1	101.9	-745.3	67.2



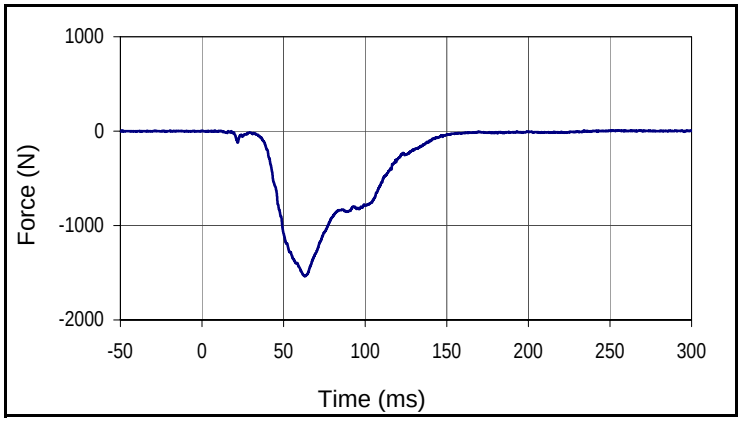
Curve Description			
V2P2 PELVIS X ACCELERATION			
Plot No.		SAE Class	Units
165		1000	g
Max	Time	Min	Time
6.2	115.2	-48.7	51.9



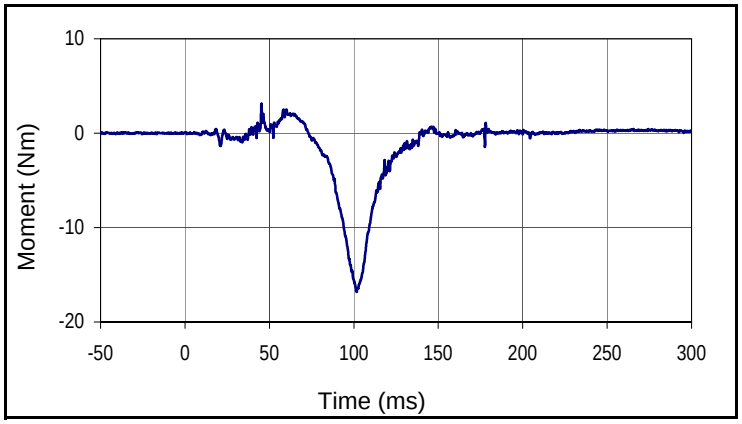
Curve Description			
V2P2 PELVIS Y ACCELERATION			
Plot No.		SAE Class	Units
166		1000	g
Max	Time	Min	Time
14.5	68.6	-10.0	45.1



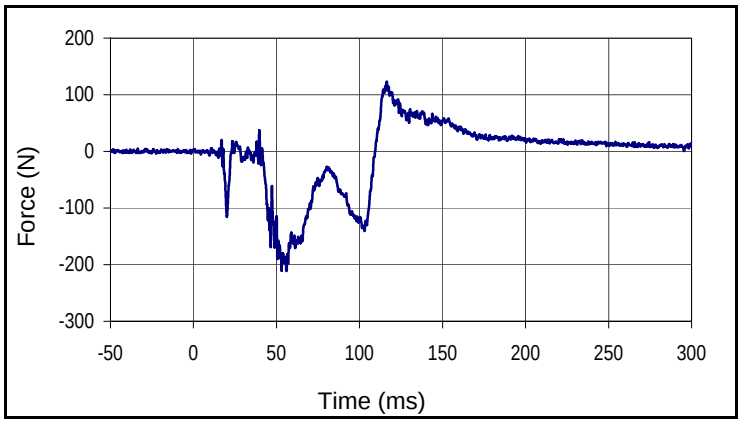
Curve Description			
V2P2 PELVIS Z ACCELERATION			
Plot No.		SAE Class	Units
167		1000	g
Max	Time	Min	Time
11.5	112.7	-22.0	74.0



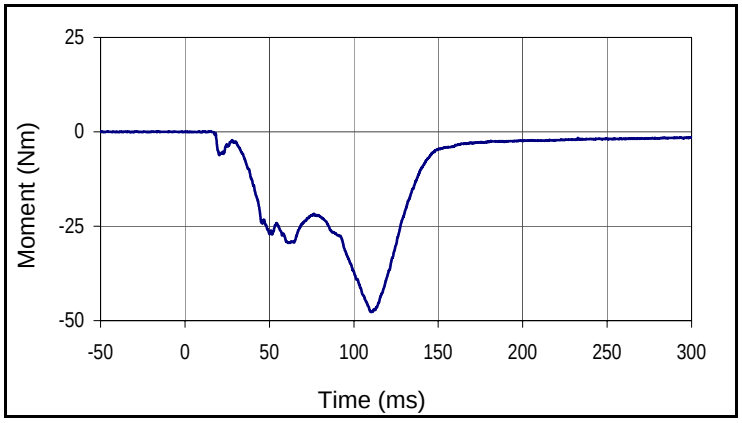
Curve Description			
V2P2 LEFT ASIS X FORCE			
Plot No.		SAE Class	Units
168		600	N
Max	Time	Min	Time
8.5	255.5	-1535.6	62.9



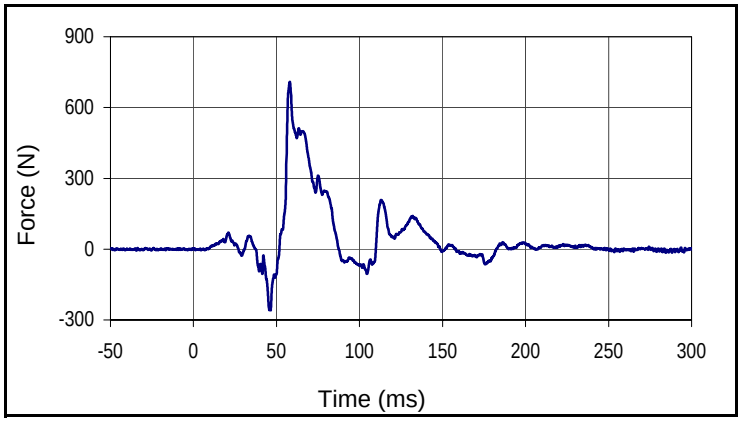
Curve Description			
V2P2 LEFT ASIS Y MOMENT			
Plot No.		SAE Class	Units
169		600	Nm
Max	Time	Min	Time
3.1	45.3	-16.8	101.6



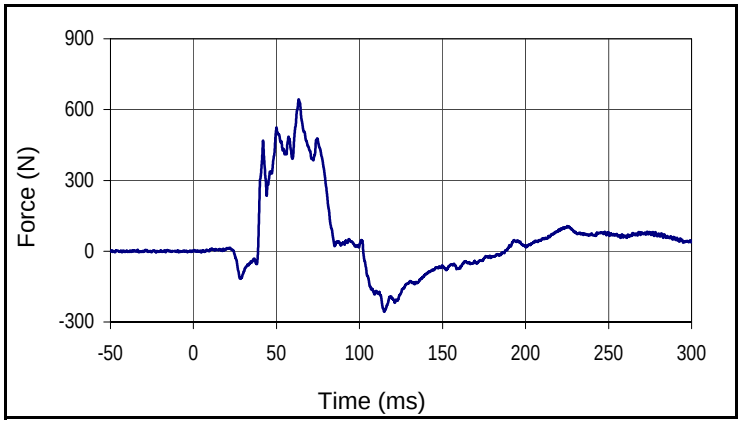
Curve Description			
V2P2 RIGHT ASIS X FORCE			
Plot No.		SAE Class	Units
170		600	N
Max	Time	Min	Time
123.4	116.5	-211.0	56.0



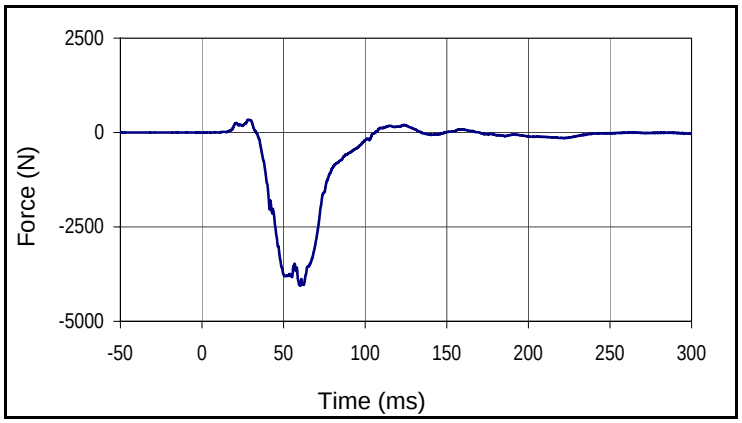
Curve Description			
V2P2 RIGHT ASIS Y MOMENT			
Plot No.		SAE Class	Units
171		600	Nm
Max	Time	Min	Time
0.2	15.1	-47.7	110.3



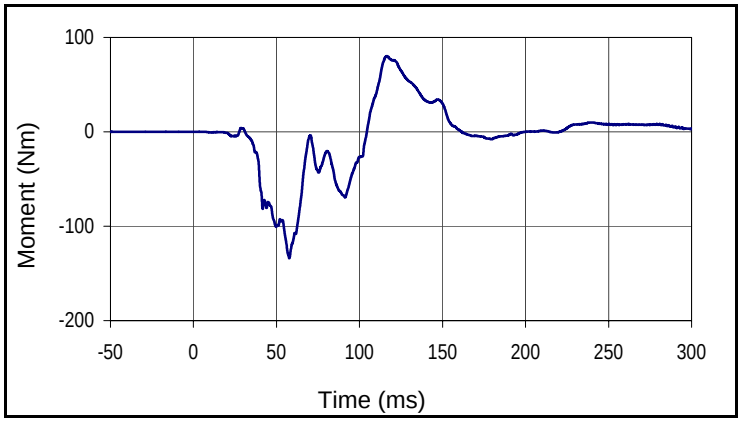
Curve Description			
V2P2 FEMUR LEFT X FORCE			
Plot No.		SAE Class	Units
172		600	N
Max	Time	Min	Time
709.4	58.0	-259.3	46.5



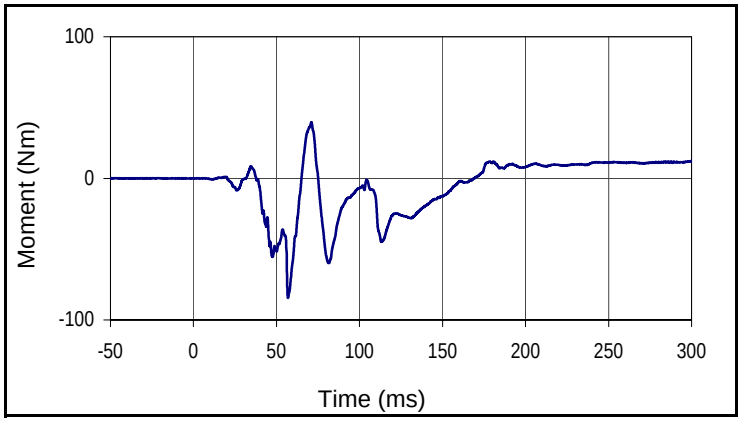
Curve Description			
V2P2 FEMUR LEFT Y FORCE			
Plot No.		SAE Class	Units
173		600	N
Max	Time	Min	Time
643.3	63.4	-257.0	114.9



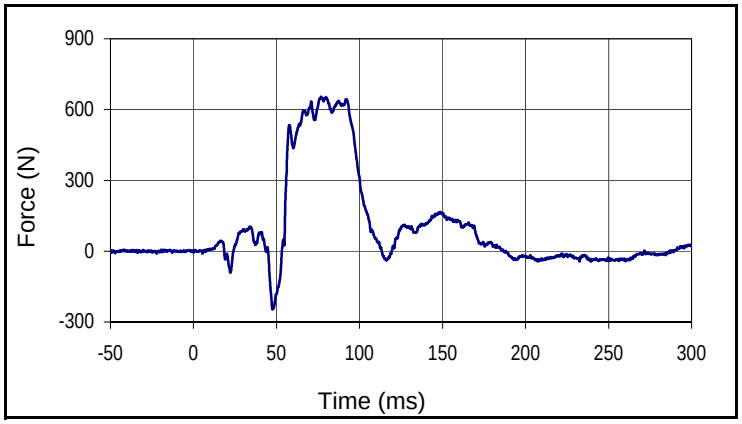
Curve Description			
V2P2 FEMUR LEFT Z FORCE			
Plot No.		SAE Class	Units
174		600	N
Max	Time	Min	Time
338.6	28.5	-4060.5	60.2



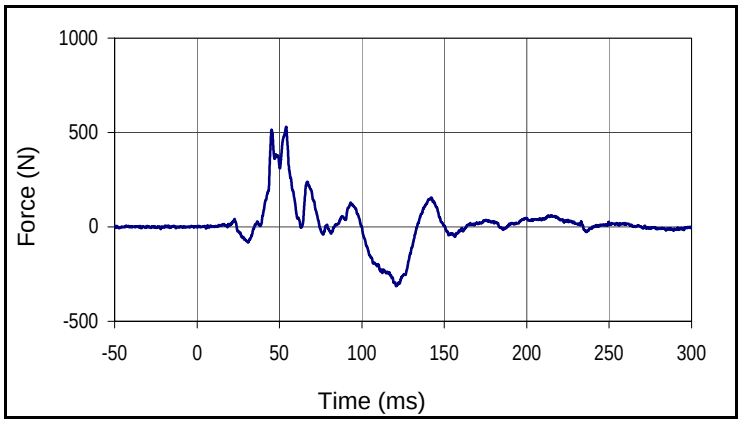
Curve Description			
V2P2 FEMUR LEFT X MOMENT			
Plot No.		SAE Class	Units
175		600	Nm
Max	Time	Min	Time
80.2	116.6	-133.9	57.8



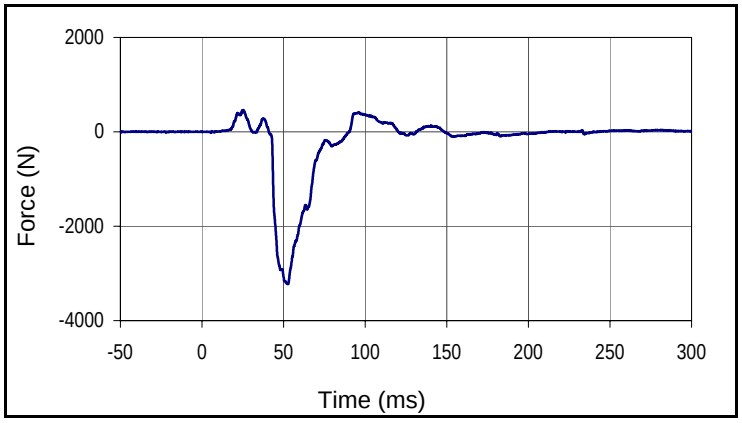
Curve Description			
V2P2 FEMUR LEFT Y MOMENT			
Plot No.		SAE Class	Units
176		600	Nm
Max	Time	Min	Time
39.7	71.1	-84.5	56.9



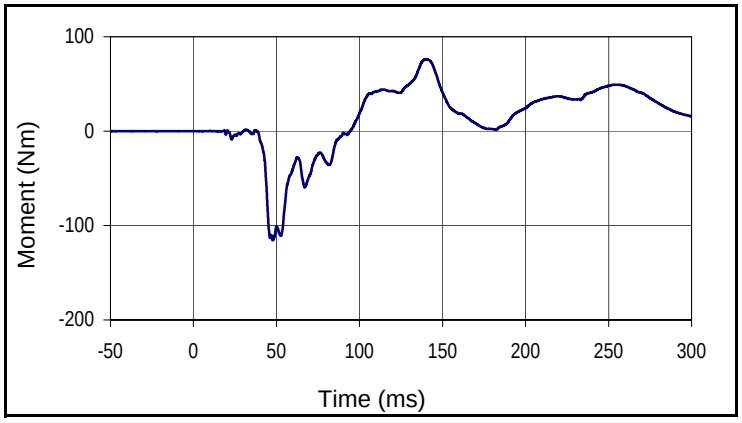
Curve Description			
V2P2 FEMUR RIGHT X FORCE			
Plot No.		SAE Class	Units
177		600	N
Max	Time	Min	Time
654.5	77.0	-247.4	47.6



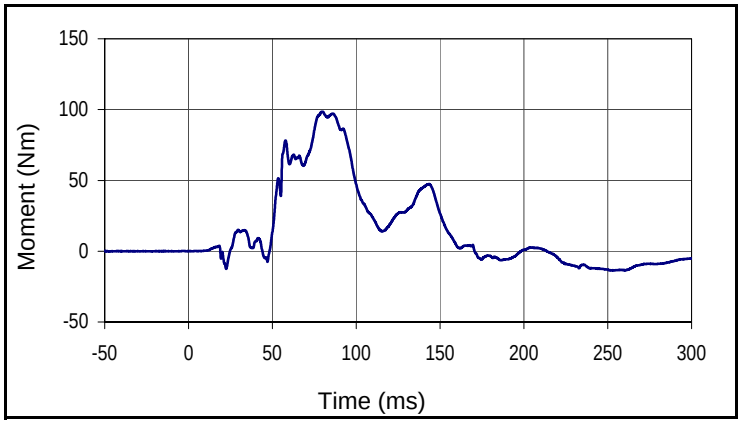
Curve Description			
V2P2 FEMUR RIGHT Y FORCE			
Plot No.		SAE Class	Units
178		600	N
Max	Time	Min	Time
530.4	54.1	-313.5	120.9



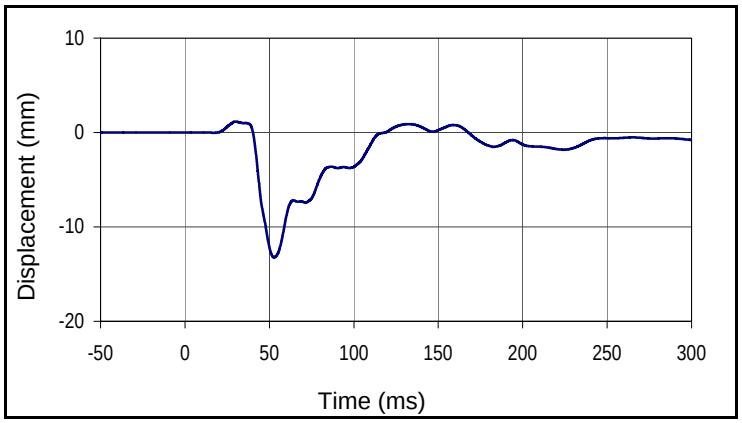
Curve Description			
V2P2 FEMUR RIGHT Z FORCE			
Plot No.		SAE Class	Units
179		600	N
Max	Time	Min	Time
464.1	25.2	-3227.6	52.8



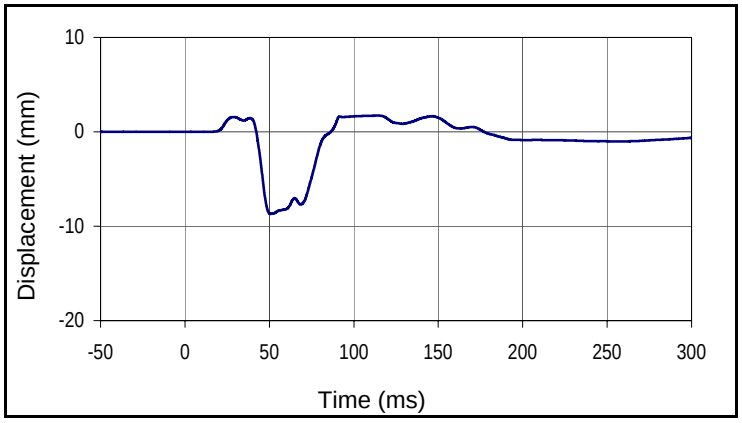
Curve Description			
V2P2 FEMUR RIGHT X MOMENT			
Plot No.		SAE Class	Units
180		600	Nm
Max	Time	Min	Time
76.3	140.0	-115.6	47.9



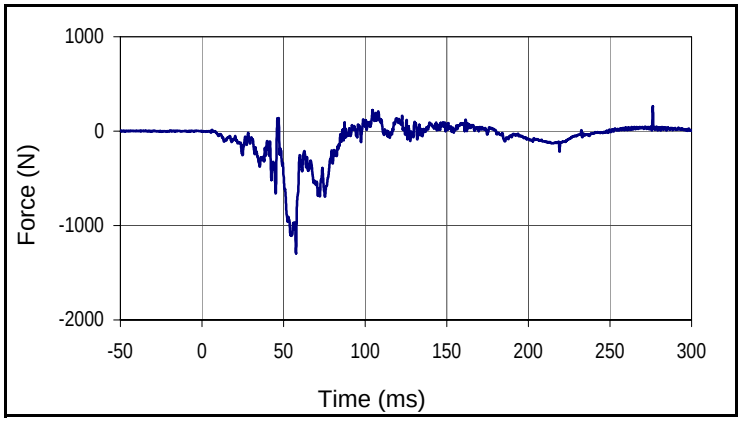
Curve Description			
V2P2 FEMUR RIGHT Y MOMENT			
Plot No.		SAE Class	Units
181		600	Nm
Max	Time	Min	Time
98.6	79.8	-13.6	254.0



Curve Description			
V2P2 KNEE LEFT X DISPLACEMENT			
Plot No.		SAE Class	Units
182		180	mm
Max	Time	Min	Time
1.2	30.0	-13.2	52.7

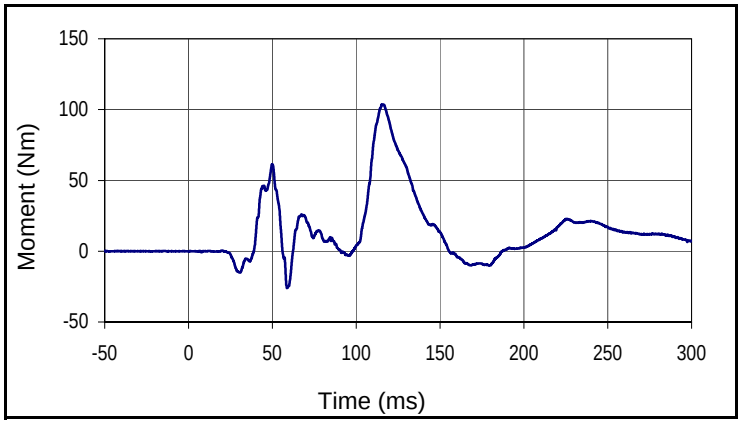


Curve Description			
V2P2 KNEE RIGHT X DISPLACEMENT			
Plot No.		SAE Class	Units
183		180	mm
Max	Time	Min	Time
1.7	112.9	-8.7	50.6

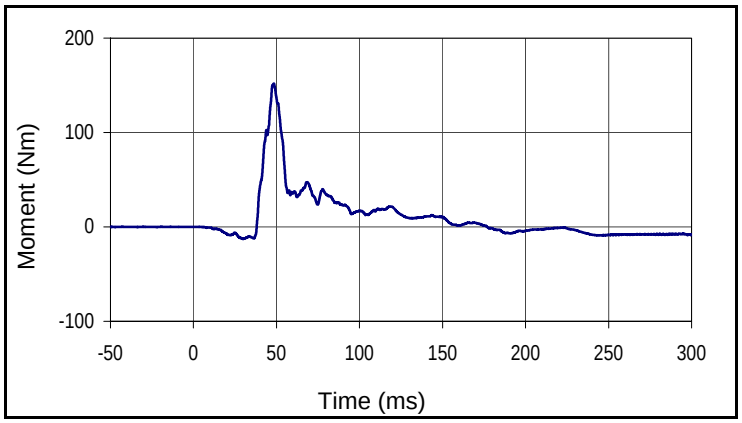


Curve Description			
V2P2 UPPER TIBIA LEFT Z FORCE			
Plot No.		SAE Class	Units
184		600	N
Max	Time	Min	Time
263.7	276.2	-1295.2	57.6

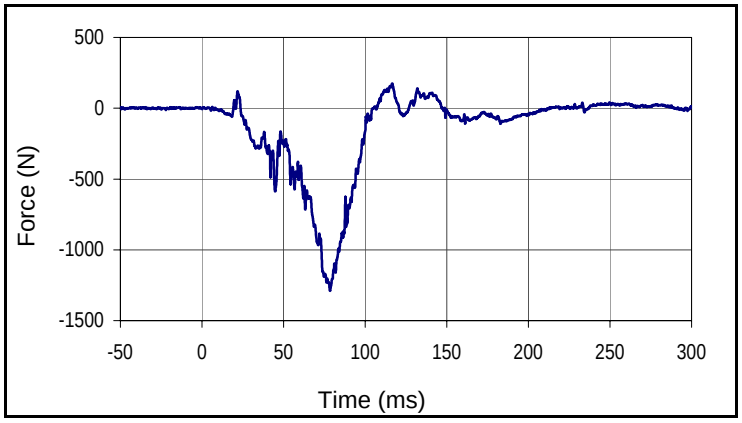
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



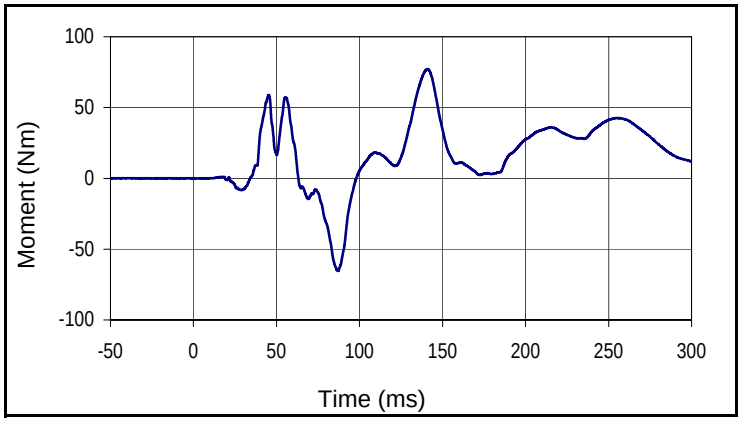
Curve Description			
V2P2 UPPER TIBIA LEFT X MOMENT			
Plot No.		SAE Class	Units
185		600	Nm
Max	Time	Min	Time
103.7	115.9	-26.1	58.7



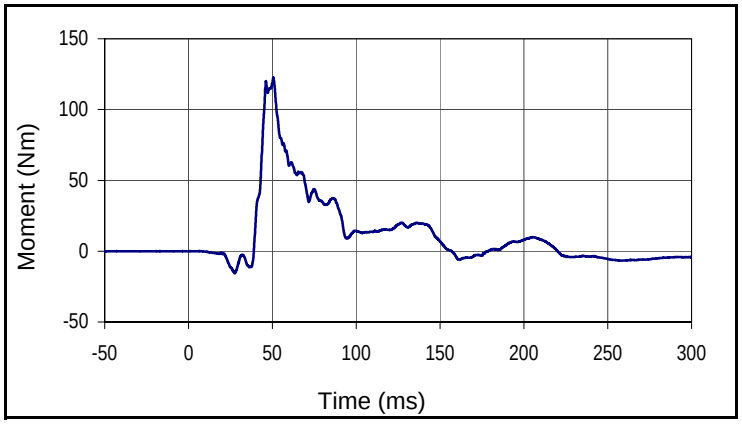
Curve Description			
V2P2 UPPER TIBIA LEFT Y MOMENT			
Plot No.		SAE Class	Units
186		600	Nm
Max	Time	Min	Time
152.0	48.4	-12.8	29.9



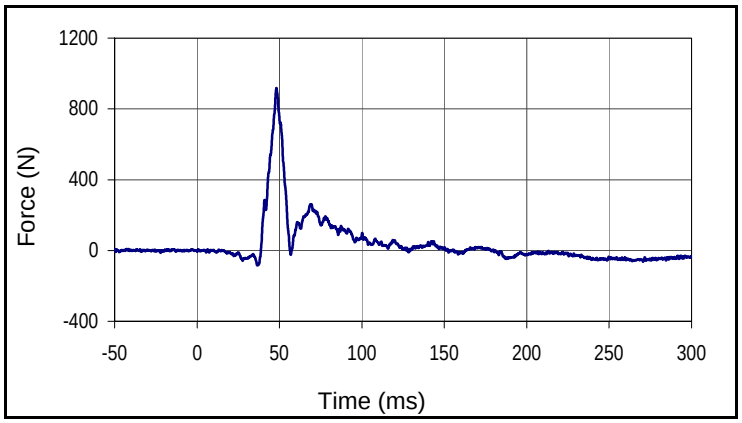
Curve Description			
V2P2 UPPER TIBIA RIGHT Z FORCE			
Plot No.		SAE Class	Units
187		600	N
Max	Time	Min	Time
175.1	116.5	-1290.7	78.5



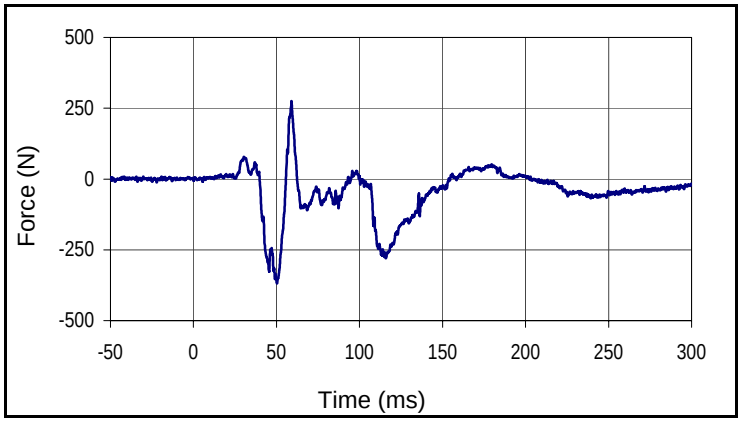
Curve Description			
V2P2 UPPER TIBIA RIGHT X MOMENT			
Plot No.		SAE Class	Units
188		600	Nm
Max	Time	Min	Time
77.2	141.2	-65.4	87.1



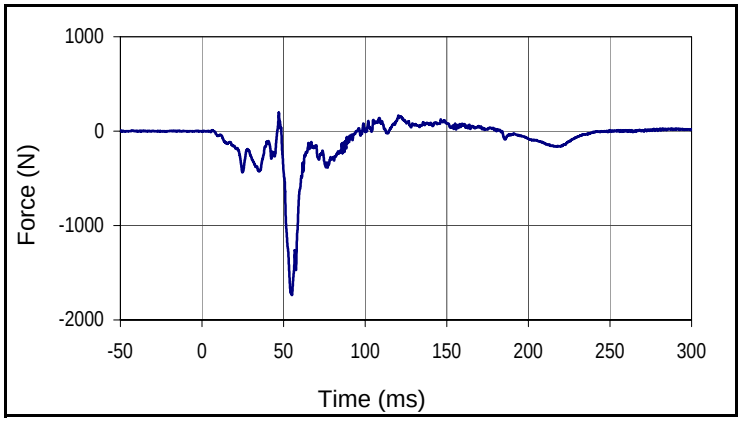
Curve Description			
V2P2 UPPER TIBIA RIGHT Y MOMENT			
Plot No.		SAE Class	Units
189		600	Nm
Max	Time	Min	Time
122.6	50.6	-15.6	27.6



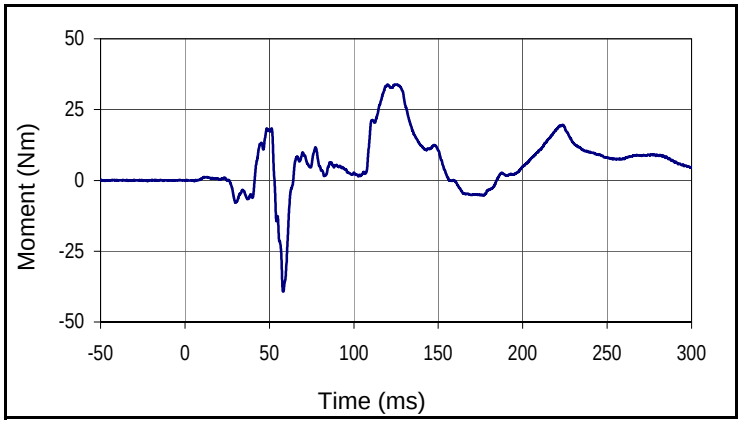
Curve Description			
V2P2 LEFT LOWER TIBIA X FORCE			
Plot No.		SAE Class	Units
190		600	N
Max	Time	Min	Time
918.7	48.2	-84.1	36.6



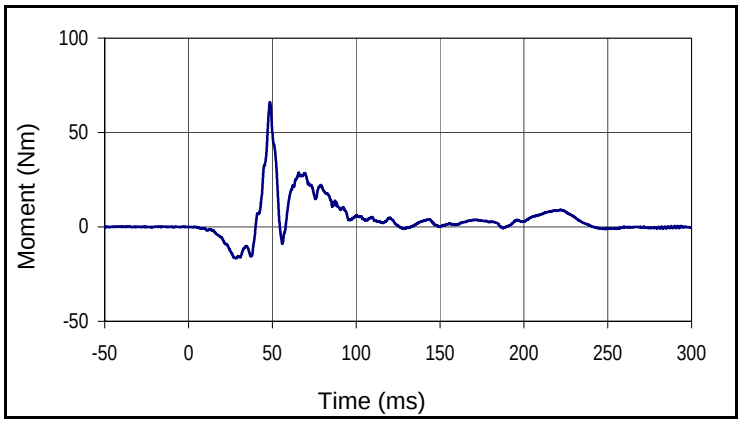
Curve Description			
V2P2 LEFT LOWER TIBIA Y FORCE			
Plot No.		SAE Class	Units
191		600	N
Max	Time	Min	Time
274.8	59.0	-368.7	50.3



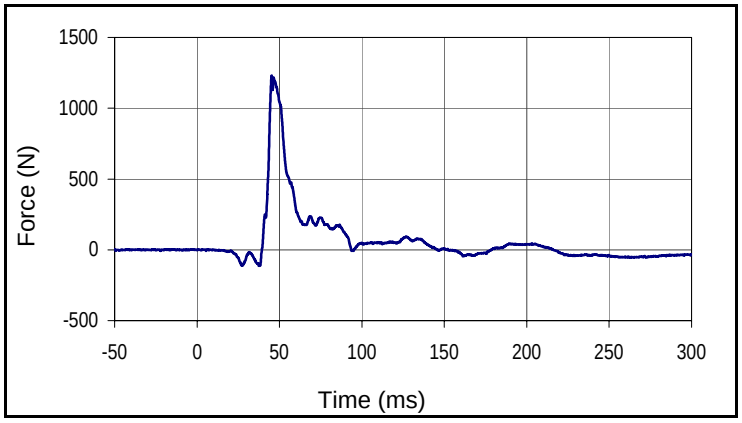
Curve Description			
V2P2 LOWER TIBIA LEFT Z FORCE			
Plot No.		SAE Class	Units
192		600	N
Max	Time	Min	Time
198.0	47.1	-1736.1	55.1



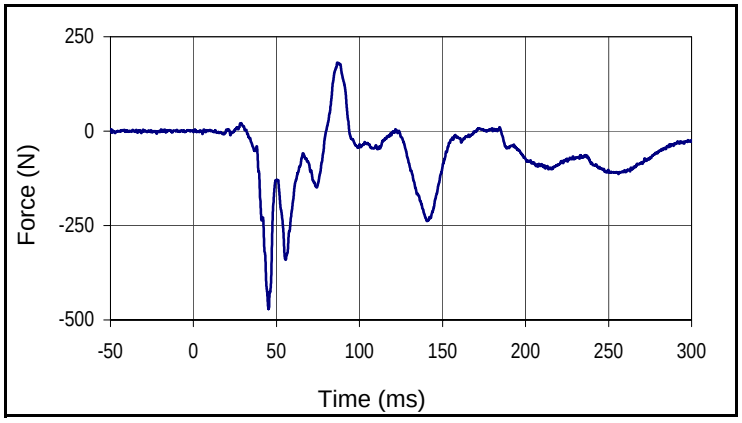
Curve Description			
V2P2 LOWER TIBIA LEFT X MOMENT			
Plot No.		SAE Class	Units
193		600	Nm
Max	Time	Min	Time
33.9	125.3	-39.3	58.2



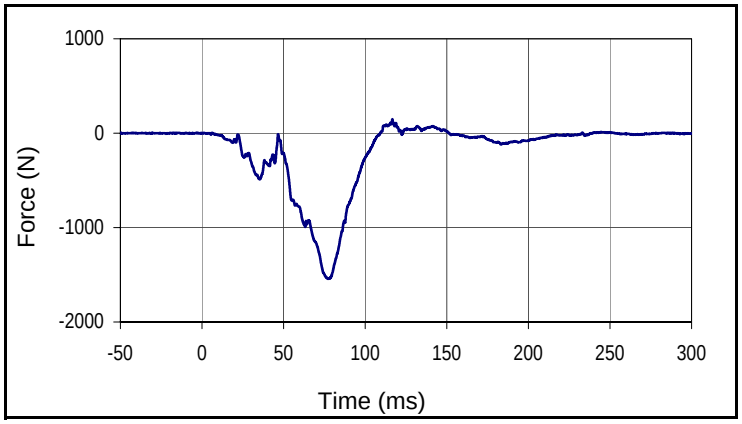
Curve Description			
V2P2 LOWER TIBIA LEFT Y MOMENT			
Plot No.		SAE Class	Units
194		600	Nm
Max	Time	Min	Time
66.1	48.5	-16.7	28.6



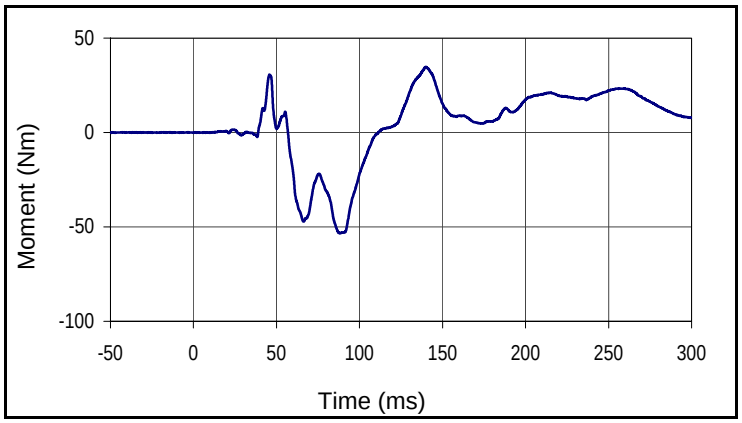
Curve Description			
V2P2 RIGHT LOWER TIBIA X FORCE			
Plot No.		SAE Class	Units
195		600	N
Max	Time	Min	Time
1230.8	45.3	-112.8	37.6



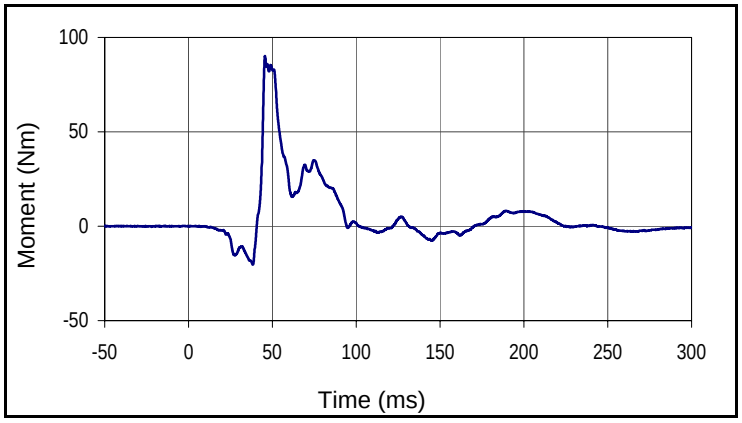
Curve Description			
V2P2 RIGHT LOWER TIBIA Y FORCE			
Plot No.		SAE Class	Units
196		600	N
Max	Time	Min	Time
181.6	86.6	-471.3	45.3



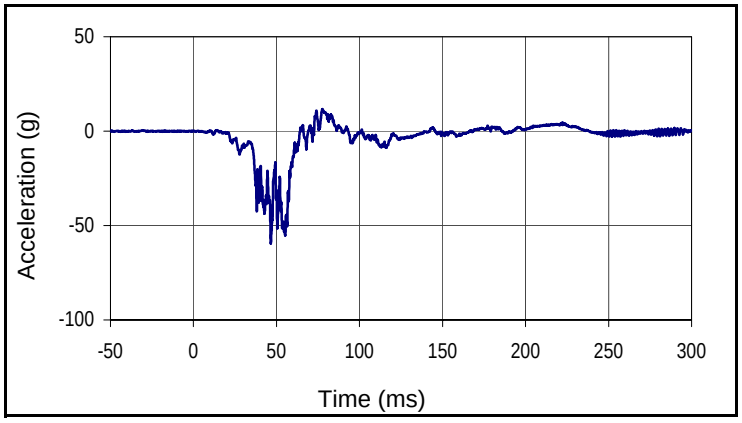
Curve Description			
V2P2 LOWER TIBIA RIGHT Z FORCE			
Plot No.		SAE Class	Units
197		600	N
Max	Time	Min	Time
150.0	116.6	-1544.0	77.4



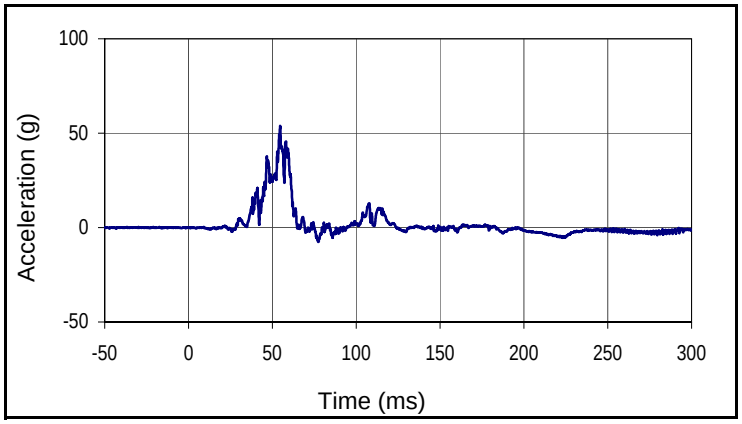
Curve Description			
V2P2 LOWER TIBIA RIGHT X MOMENT			
Plot No.		SAE Class	Units
198		600	Nm
Max	Time	Min	Time
34.8	140.0	-53.4	88.0



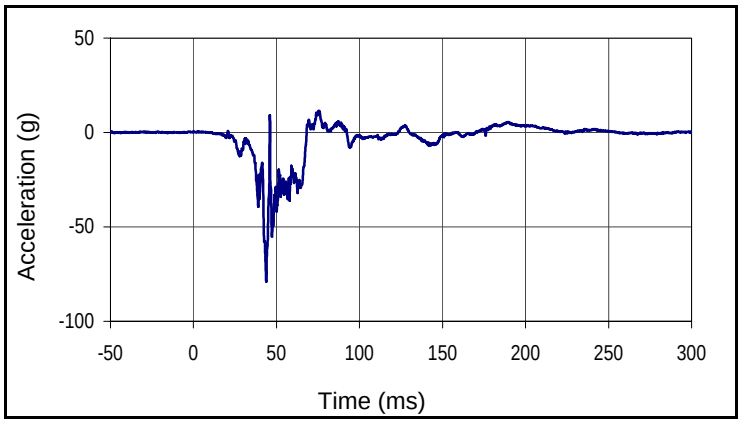
Curve Description			
V2P2 LOWER TIBIA RIGHT Y MOMENT			
Plot No.		SAE Class	Units
199		600	Nm
Max	Time	Min	Time
90.2	45.6	-20.3	38.4



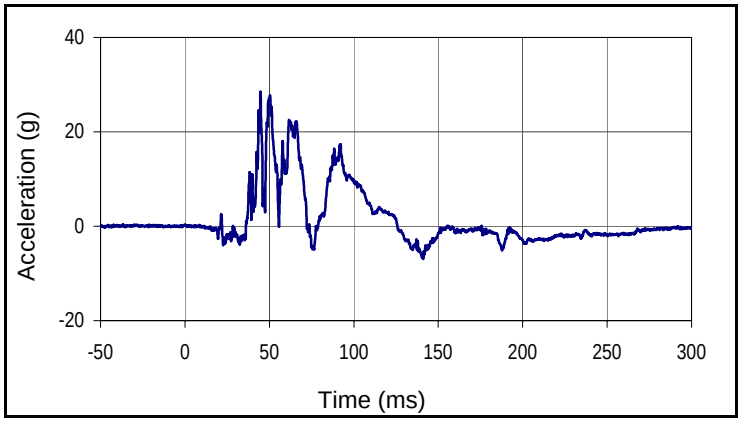
Curve Description			
V2P2 LEFT TIBIA X ACCELERATION			
Plot No.		SAE Class	Units
200		1000	g
Max	Time	Min	Time
11.7	77.7	-59.5	46.6



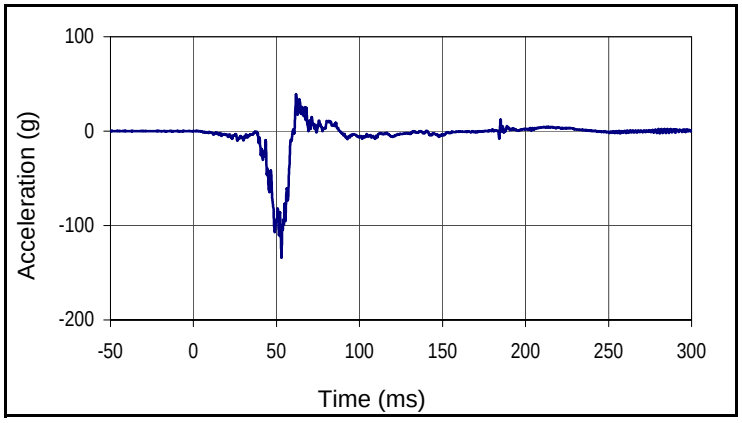
Curve Description			
V2P2 LEFT TIBIA Y ACCELERATION			
Plot No.		SAE Class	Units
201		1000	g
Max	Time	Min	Time
53.8	54.6	-7.5	77.3



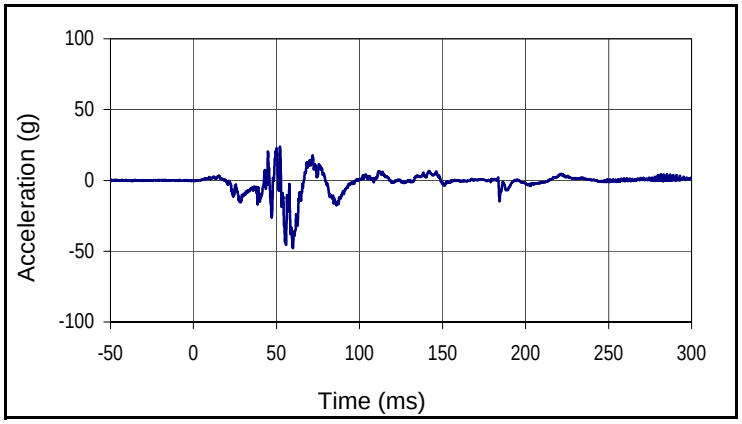
Curve Description			
V2P2 RIGHT TIBIA X ACCELERATION			
Plot No.		SAE Class	Units
202		1000	g
Max	Time	Min	Time
11.5	75.4	-79.1	43.8



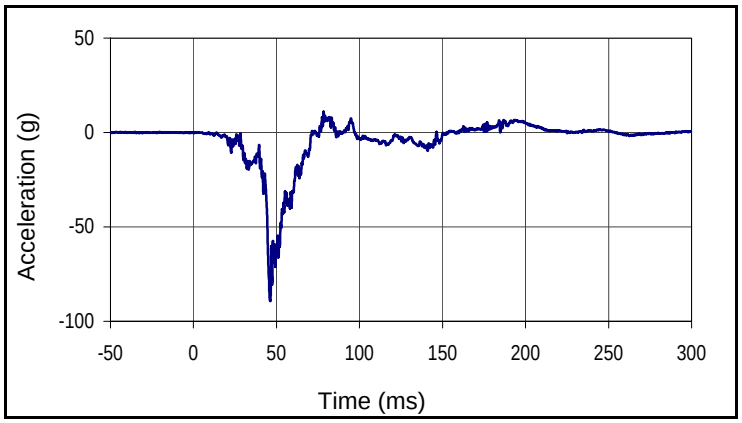
Curve Description			
V2P2 RIGHT TIBIA Y ACCELERATION			
Plot No.		SAE Class	Units
203		1000	g
Max	Time	Min	Time
28.4	44.7	-6.9	141.1



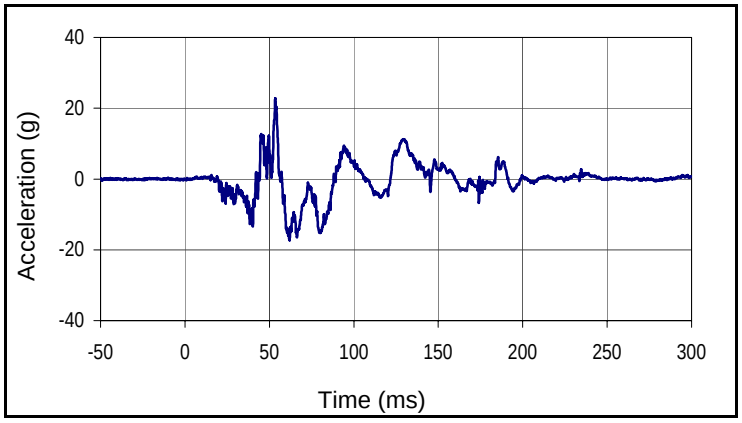
Curve Description			
V2P2 FOOT LEFT X ACCELERATION			
Plot No.		SAE Class	Units
204		1000	g
Max	Time	Min	Time
39.3	61.7	-134.3	53.0



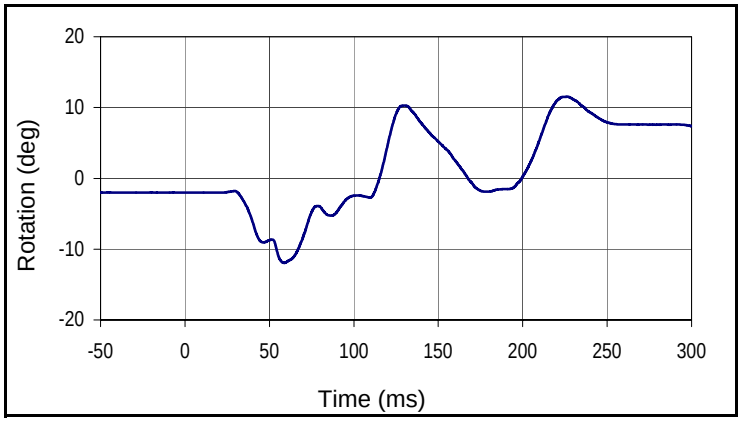
Curve Description			
V2P2 FOOT LEFT Z ACCELERATION			
Plot No.		SAE Class	Units
205		1000	g
Max	Time	Min	Time
23.9	52.1	-47.8	59.9



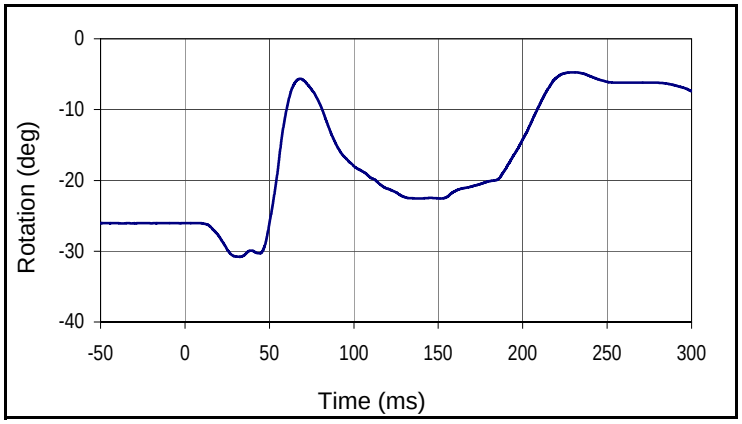
Curve Description			
V2P2 FOOT RIGHT X ACCELERATION			
Plot No.		SAE Class	Units
206		1000	g
Max	Time	Min	Time
11.1	78.4	-89.3	46.3



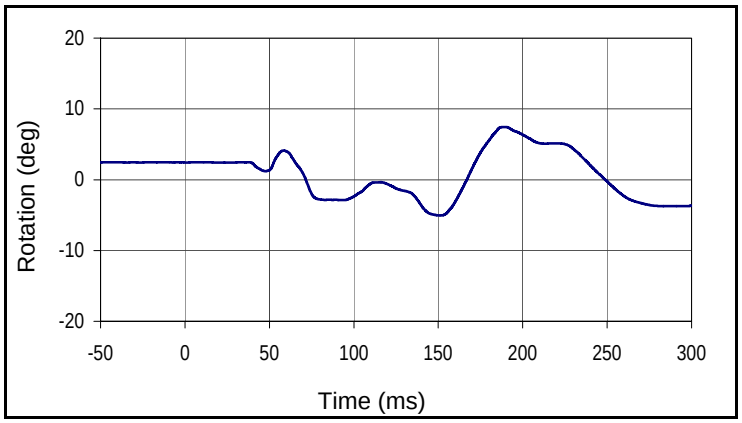
Curve Description			
V2P2 FOOT RIGHT Z ACCELERATION			
Plot No.		SAE Class	Units
207		1000	g
Max	Time	Min	Time
22.8	53.4	-17.3	61.9



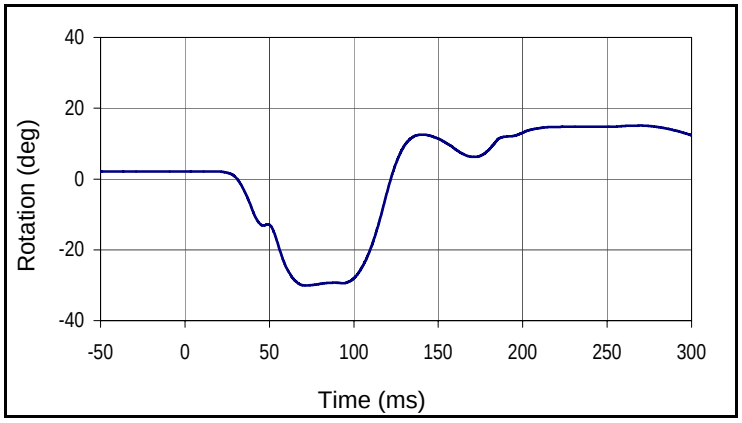
Curve Description			
V2P2 ANKLE LEFT X ROTATION			
Plot No.		SAE Class	Units
208		180	deg
Max	Time	Min	Time
11.5	226.4	-11.9	58.8



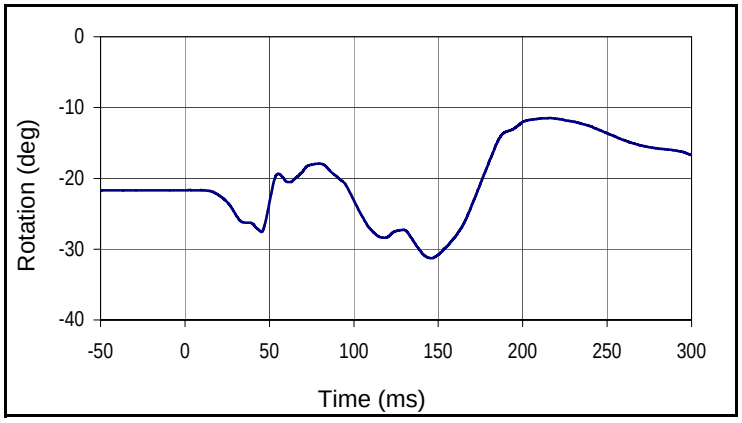
Curve Description			
V2P2 ANKLE LEFT Y ROTATION			
Plot No.		SAE Class	Units
209		180	deg
Max	Time	Min	Time
-4.7	231.7	-30.8	32.6



Curve Description			
V2P2 ANKLE LEFT Z ROTATION			
Plot No.		SAE Class	Units
210		180	deg
Max	Time	Min	Time
7.4	189.9	-5.0	151.9

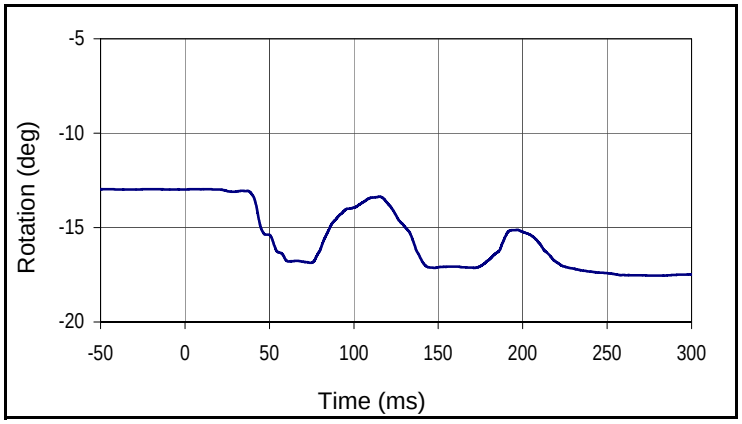


Curve Description			
V2P2 ANKLE RIGHT X ROTATION			
Plot No.		SAE Class	Units
211		180	deg
Max	Time	Min	Time
15.1	269.7	-30.1	71.8

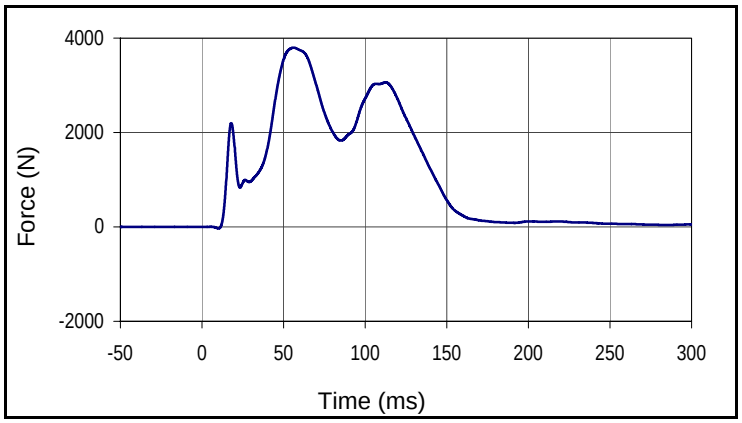


Curve Description			
V2P2 ANKLE RIGHT Y ROTATION			
Plot No.		SAE Class	Units
212		180	deg
Max	Time	Min	Time
-11.5	216.5	-31.3	146.0

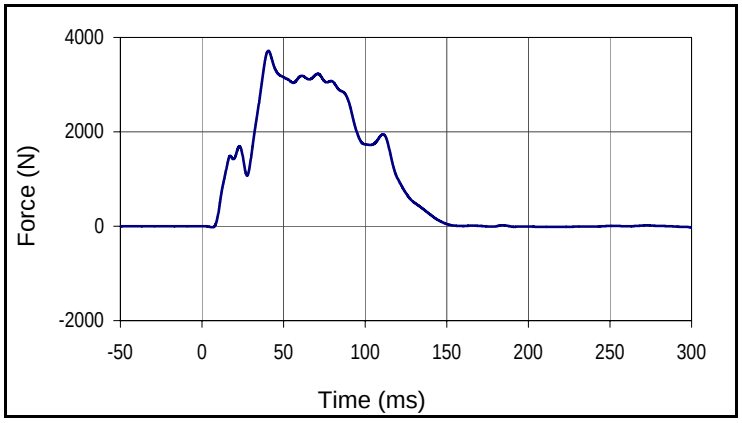
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



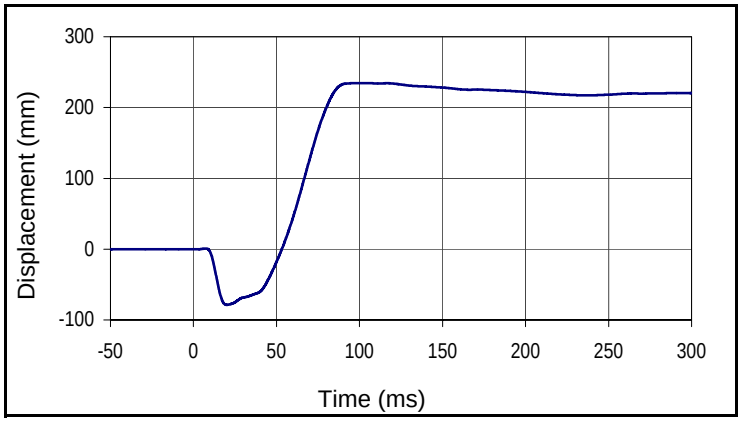
Curve Description			
V2P2 ANKLE RIGHT Z ROTATION			
Plot No.		SAE Class	Units
213		180	deg
Max	Time	Min	Time
-13.0	6.3	-17.5	278.3



Curve Description			
V2 PASSENGER LAP BELT FORCE			
Plot No.		SAE Class	Units
214		60	N
Max	Time	Min	Time
3796.4	56.2	-31.5	10.1

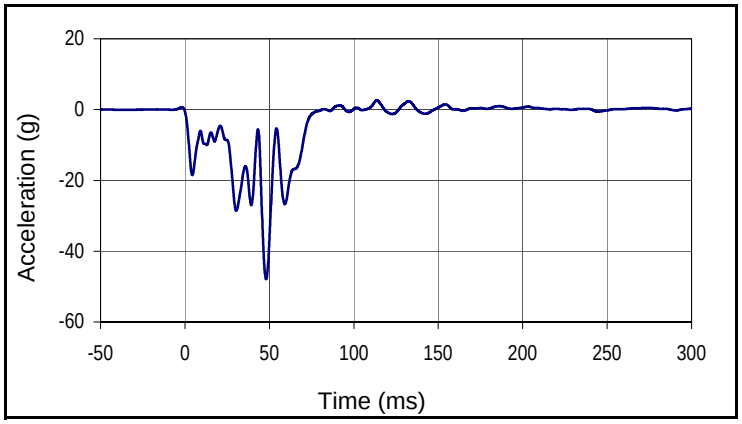


Curve Description			
V2 PASSENGER SHOULDER BELT FORCE			
Plot No.		SAE Class	Units
215		60	N
Max	Time	Min	Time
3715.7	40.7	-23.2	6.3

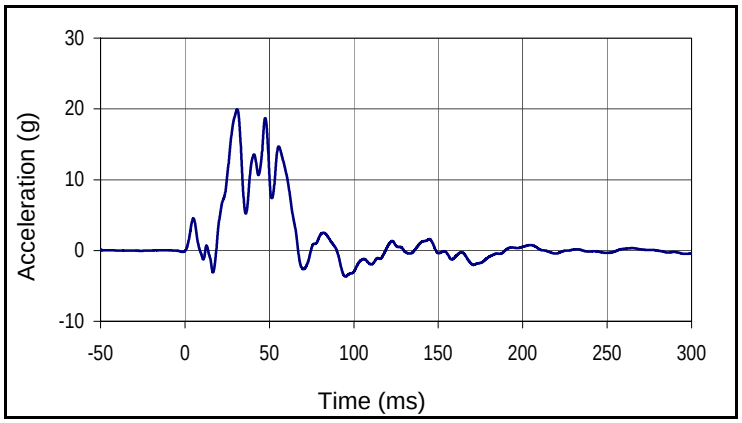


Curve Description			
V2 PASSENGER SHOULDER BELT DISPLACEMENT			
Plot No.		SAE Class	Units
216		60	mm
Max	Time	Min	Time
234.3	104.7	-78.6	20.1

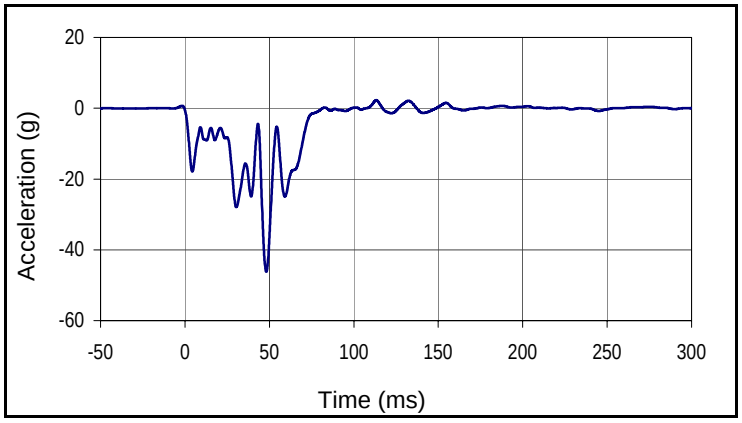
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



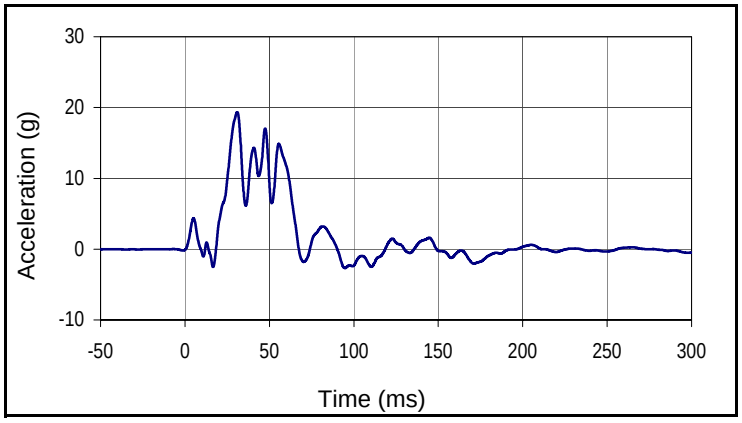
Curve Description			
V2 LEFT REAR SILL X ACCELERATION			
Plot No.		SAE Class	Units
217		60	g
Max	Time	Min	Time
2.6	113.6	-47.9	48.1



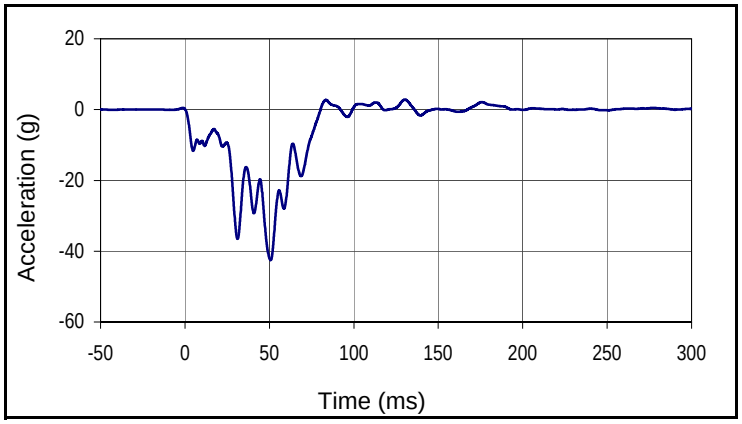
Curve Description			
V2 LEFT REAR SILL Y ACCELERATION			
Plot No.		SAE Class	Units
218		60	g
Max	Time	Min	Time
19.9	30.9	-3.7	95.1



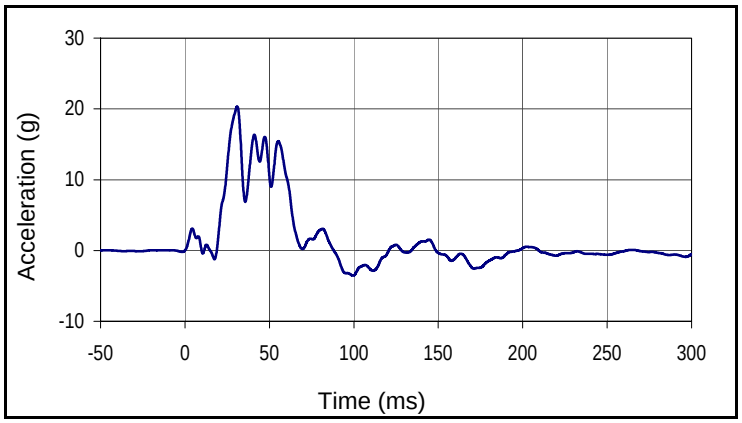
Curve Description			
V2 LEFT REAR SILL REDUNDANT X ACCELERATION			
Plot No.		SAE Class	Units
219		60	g
Max	Time	Min	Time
2.3	113.3	-46.2	48.2



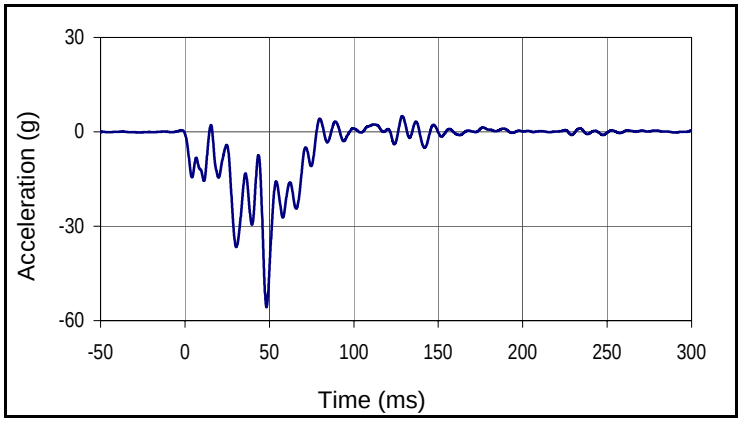
Curve Description			
V2 LEFT REAR SILL REDUNDANT Y ACCELERATION			
Plot No.		SAE Class	Units
220		60	g
Max	Time	Min	Time
19.3	31.0	-2.7	94.8



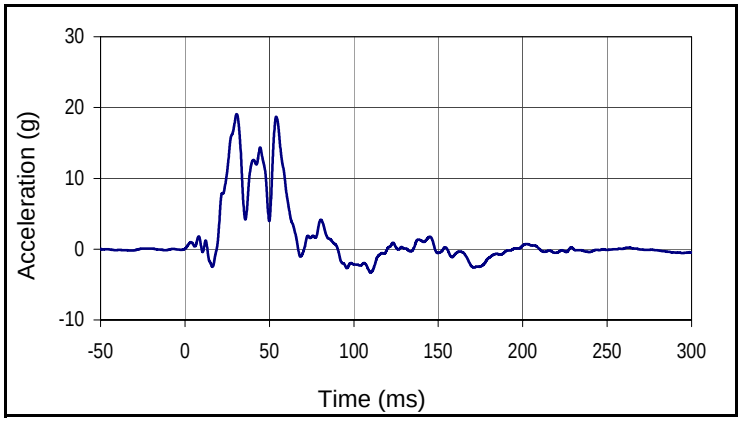
Curve Description			
V2 RIGHT REAR SILL X ACCELERATION			
Plot No.		SAE Class	Units
221		60	g
Max	Time	Min	Time
2.8	130.2	-42.5	50.7



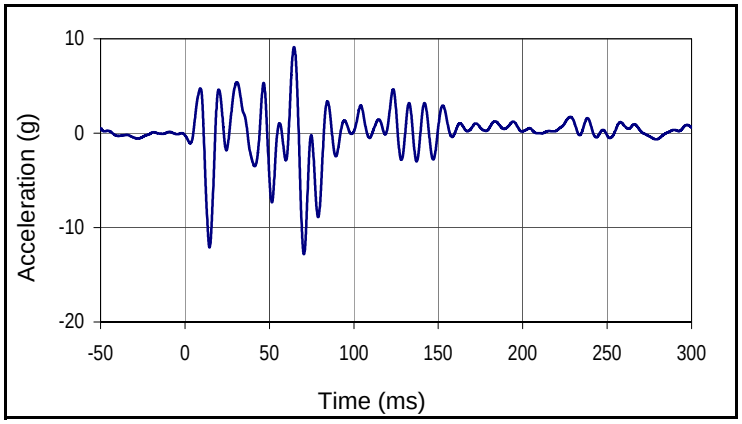
Curve Description			
V2 RIGHT REAR SILL Y ACCELERATION			
Plot No.		SAE Class	Units
222		60	g
Max	Time	Min	Time
20.3	30.9	-3.5	99.5



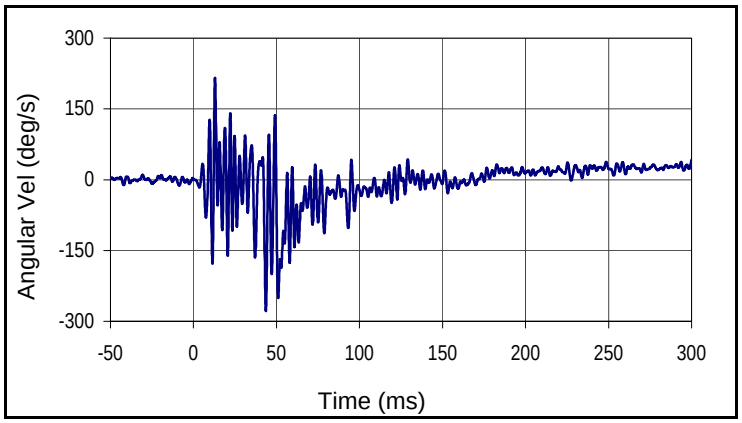
Curve Description			
V2 VEHICLE CG X ACCELERATION			
Plot No.		SAE Class	Units
223		60	g
Max	Time	Min	Time
5.0	128.7	-55.7	48.3



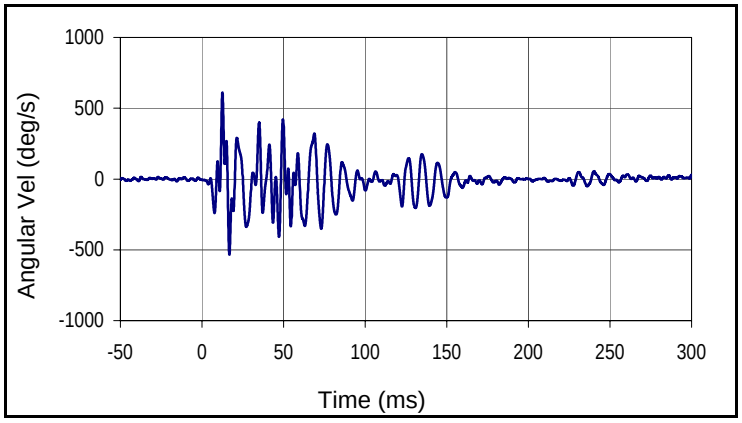
Curve Description			
V2 VEHICLE CG Y ACCELERATION			
Plot No.		SAE Class	Units
224		60	g
Max	Time	Min	Time
19.1	30.6	-3.3	110.0



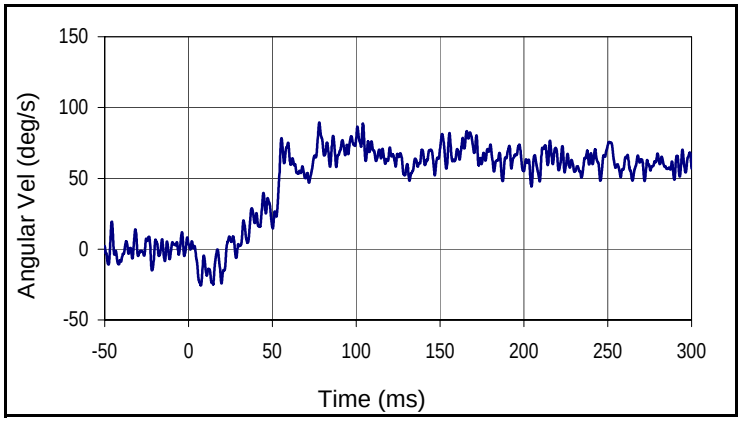
Curve Description			
V2 VEHICLE CG Z ACCELERATION			
Plot No.		SAE Class	Units
225		60	g
Max	Time	Min	Time
9.1	64.6	-12.8	70.5



Curve Description			
V2 VEHICLE CG ANGULAR RATE X			
Plot No.		SAE Class	Units
226		180	deg/s
Max	Time	Min	Time
216.1	13.0	-278.5	43.6

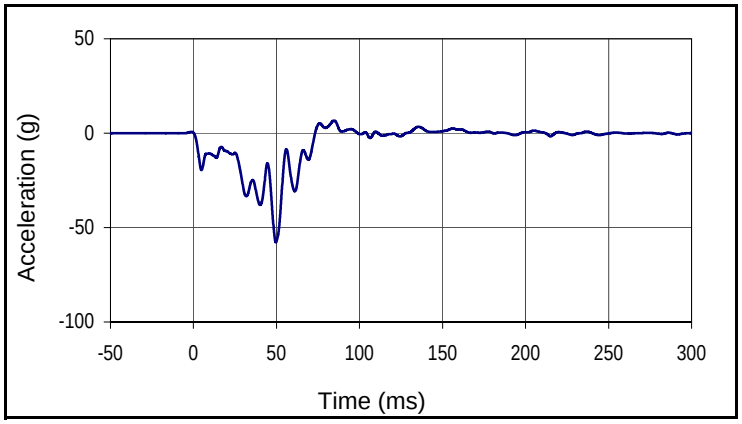


Curve Description			
V2 VEHICLE CG ANGULAR RATE Y			
Plot No.		SAE Class	Units
227		180	deg/s
Max	Time	Min	Time
611.3	12.5	-534.1	16.8

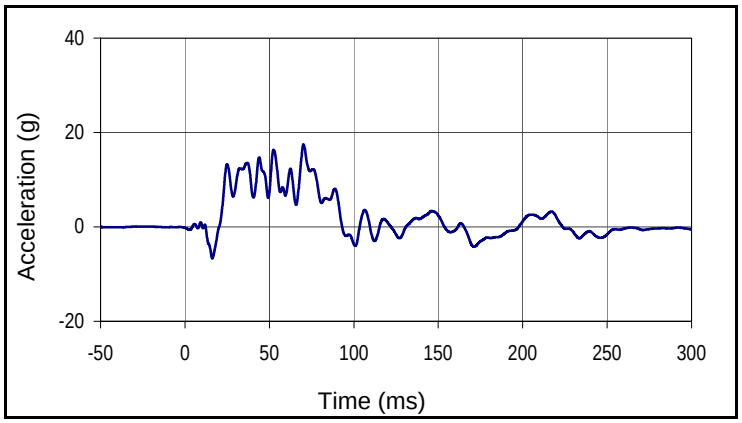


Curve Description			
V2 VEHICLE CG ANGULAR RATE Z			
Plot No.		SAE Class	Units
228		180	deg/s
Max	Time	Min	Time
89.4	78.0	-25.6	7.3

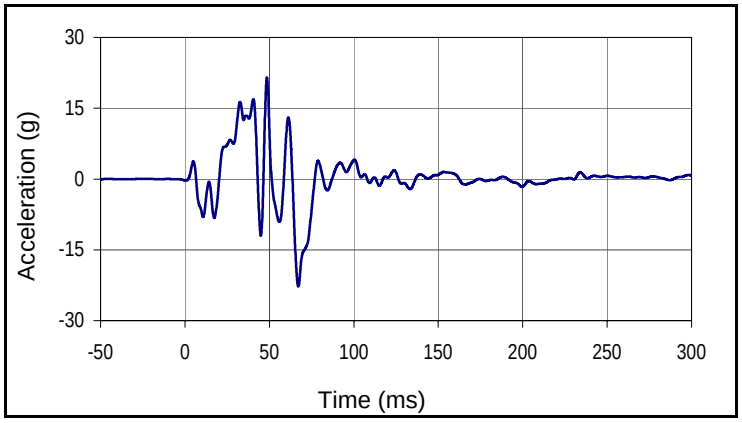
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



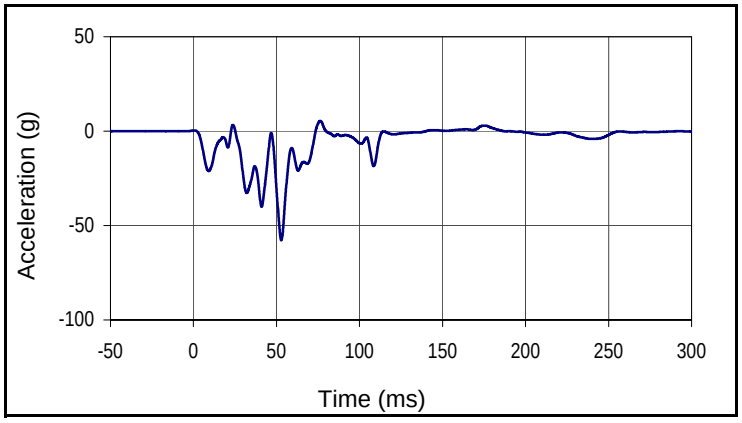
Curve Description			
V2 DRIVER SEAT TRACK X ACCELERATION			
Plot No.		SAE Class	Units
229		60	g
Max	Time	Min	Time
6.7	84.7	-57.8	49.7



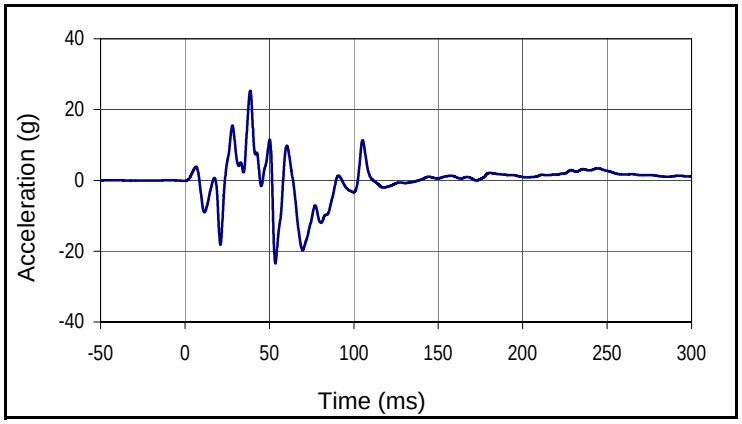
Curve Description			
V2 DRIVER SEAT TRACK Y ACCELERATION			
Plot No.		SAE Class	Units
230		60	g
Max	Time	Min	Time
17.5	70.2	-6.7	16.2



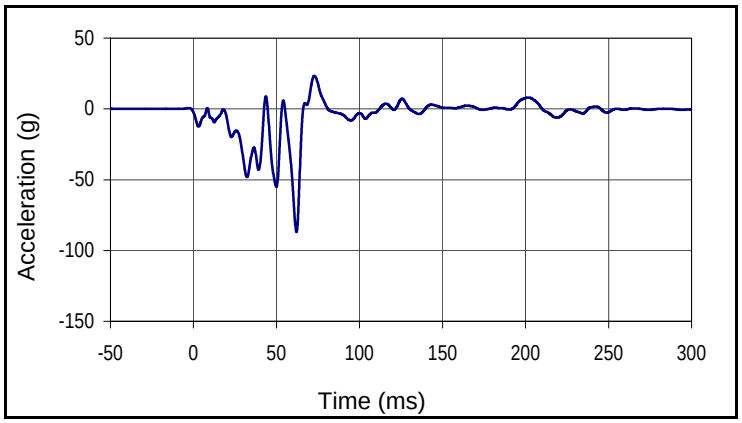
Curve Description			
V2 DRIVER SEAT TRACK Z ACCELERATION			
Plot No.		SAE Class	Units
231		60	g
Max	Time	Min	Time
21.5	48.5	-22.7	67.1



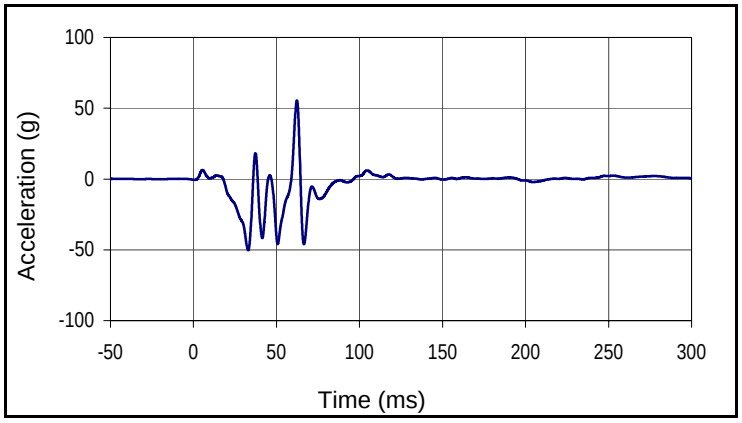
Curve Description			
V2 DRIVER SEAT THIGH BAR X ACCELERATION			
Plot No.		SAE Class	Units
232		60	g
Max	Time	Min	Time
5.4	76.3	-57.8	52.9



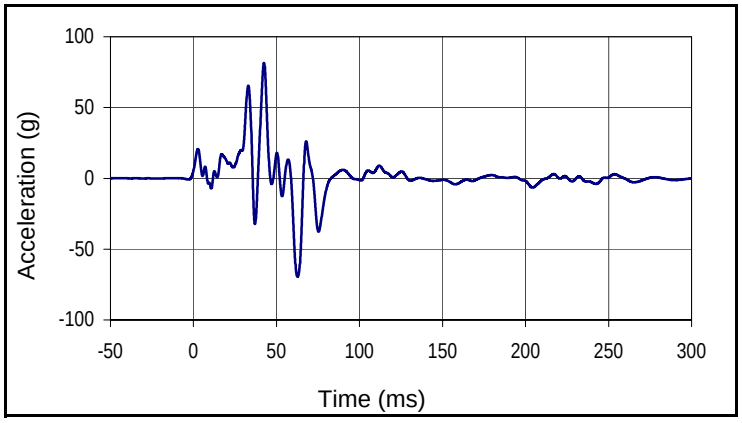
Curve Description			
V2 DRIVER SEAT THIGH BAR Z ACCELERATION			
Plot No.		SAE Class	Units
233		60	g
Max	Time	Min	Time
25.3	38.7	-23.5	53.5



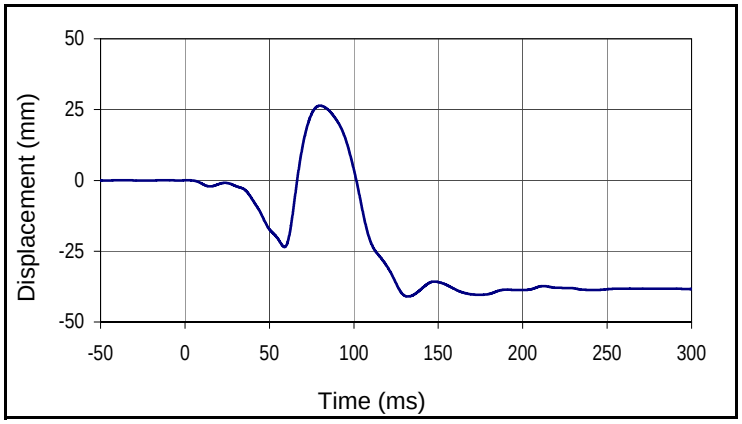
Curve Description			
V2 DRIVER FLOOR PAN X ACCELERATION			
Plot No.		SAE Class	Units
234		60	g
Max	Time	Min	Time
23.3	72.8	-87.1	62.0



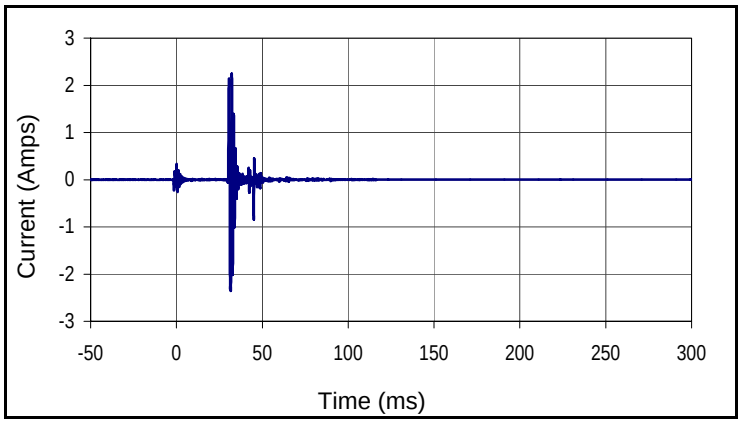
Curve Description			
V2 DRIVER FLOOR PAN Y ACCELERATION			
Plot No.		SAE Class	Units
235		60	g
Max	Time	Min	Time
55.6	62.3	-50.2	32.9



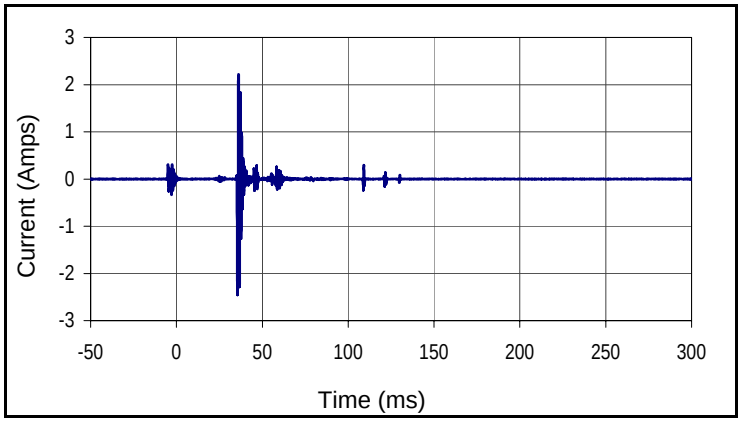
Curve Description			
V2 DRIVER FLOOR PAN Z ACCELERATION			
Plot No.		SAE Class	Units
236		60	g
Max	Time	Min	Time
81.4	42.5	-69.5	62.7



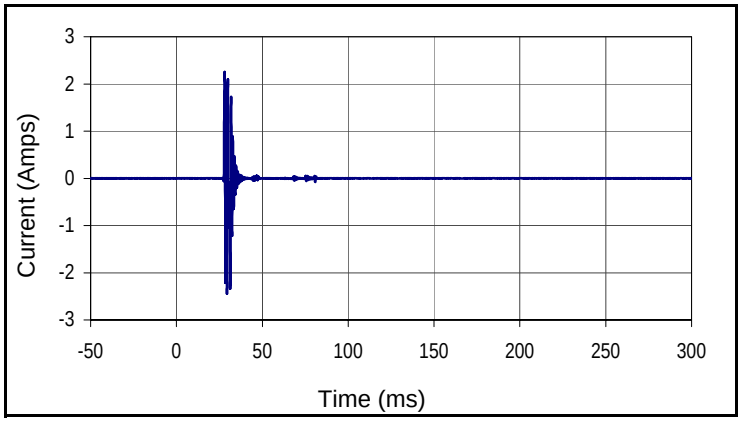
Curve Description			
V2 DRIVER FLOOR PAN DEFLECTION			
Plot No.		SAE Class	Units
237		60	mm
Max	Time	Min	Time
26.4	80.0	-41.0	132.0



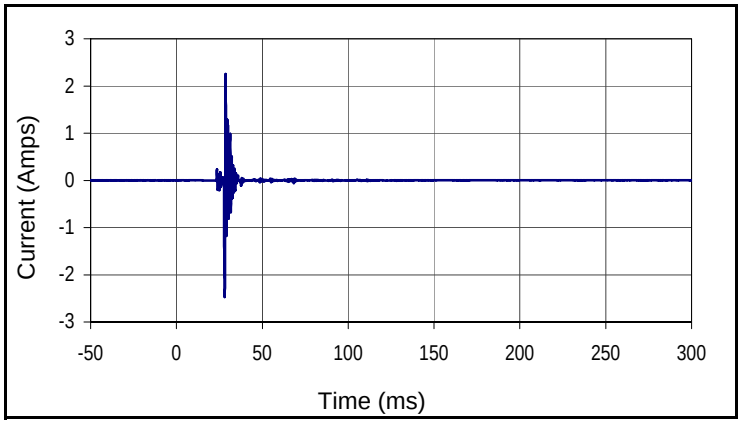
Curve Description			
V2 DRIVER FRONT AIRBAG STAGE 1 MONITOR - Time to fire: 30.2 ms			
Plot No.		SAE Class	Units
238		1000	Amps
Max	Time	Min	Time
2.2	32.2	-2.4	31.7



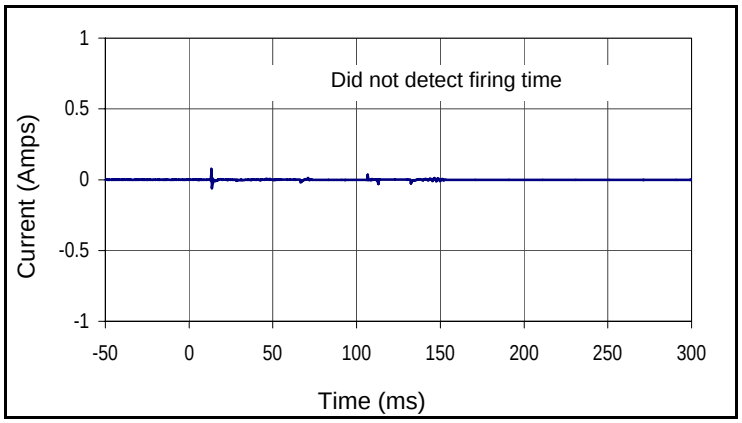
Curve Description			
V2 DRIVER FRONT AIRBAG STAGE 2 MONITOR - Time to fire: 35.3 ms			
Plot No.		SAE Class	Units
239		1000	Amps
Max	Time	Min	Time
2.2	36.1	-2.5	35.6



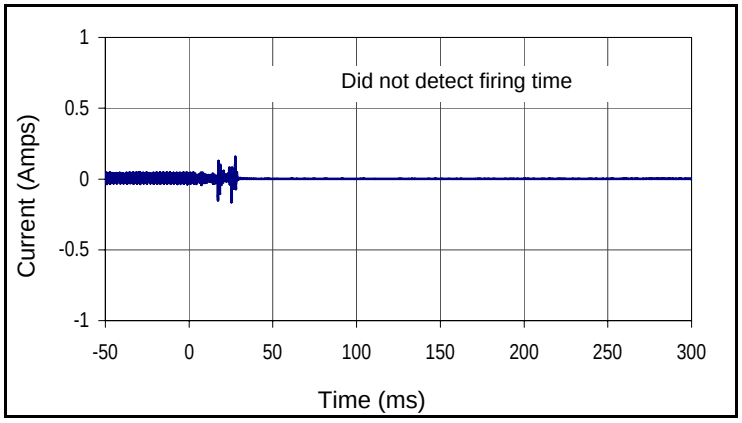
Curve Description			
V2 DRIVER CURTAIN AIRBAG MONITOR - Time to fire: 27.8 ms.			
Plot No.		SAE Class	Units
240		1000	Amps
Max	Time	Min	Time
2.2	28.1	-2.4	29.4



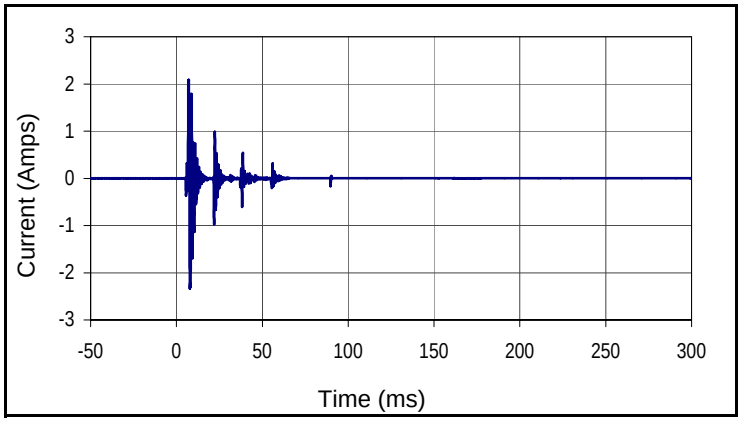
Curve Description			
V2 DRIVER SEAT AIRBAG MONITOR - Time to fire: 27.8 ms.			
Plot No.		SAE Class	Units
241		1000	Amps
Max	Time	Min	Time
2.3	28.6	-2.5	28.1



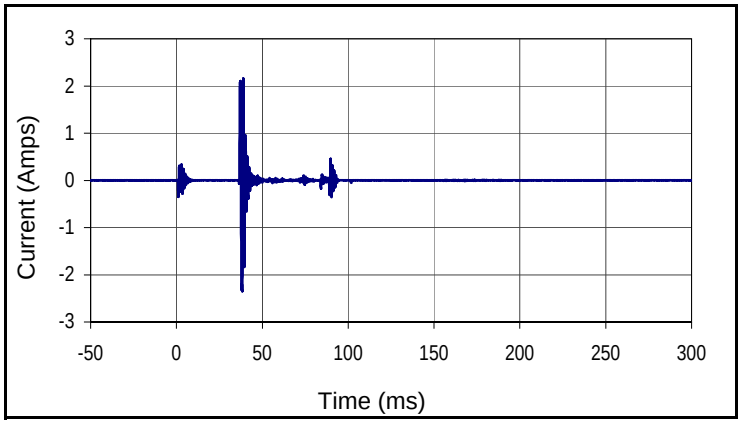
Curve Description			
V2 DRIVER RETRACTOR PRETENSIONER - Time to fire:			
Plot No.		SAE Class	Units
242		1000	Amps
Max	Time	Min	Time
0.1	13.3	-0.1	13.7



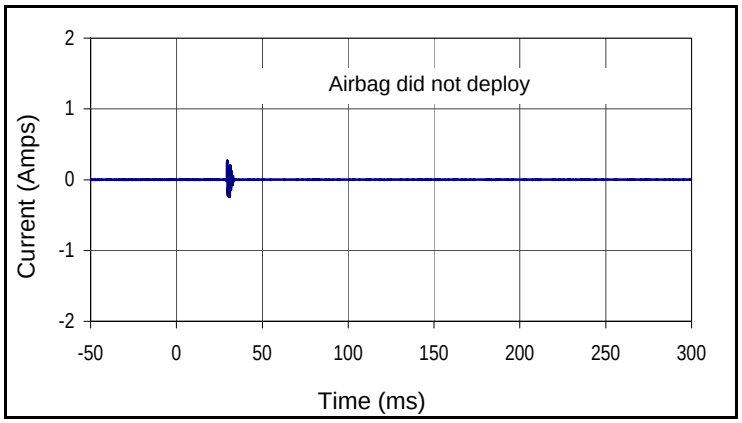
Curve Description			
V2 DRIVER ANCHOR PRETENSIONER MONITOR - Time to fire:			
Plot No.		SAE Class	Units
243		1000	Amps
Max	Time	Min	Time
0.2	27.6	-0.2	25.3



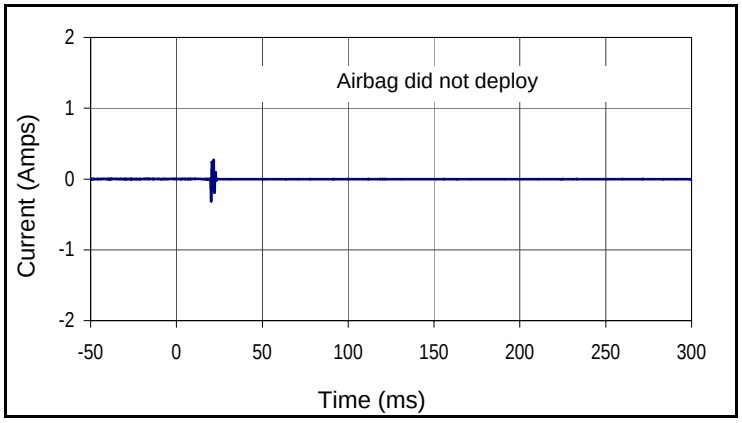
Curve Description			
V2 PASS FRONT AIRBAG STAGE 1 MONITOR - Time to fire: 6.8 ms.			
Plot No.		SAE Class	Units
244		1000	Amps
Max	Time	Min	Time
2.1	7.2	-2.3	7.8



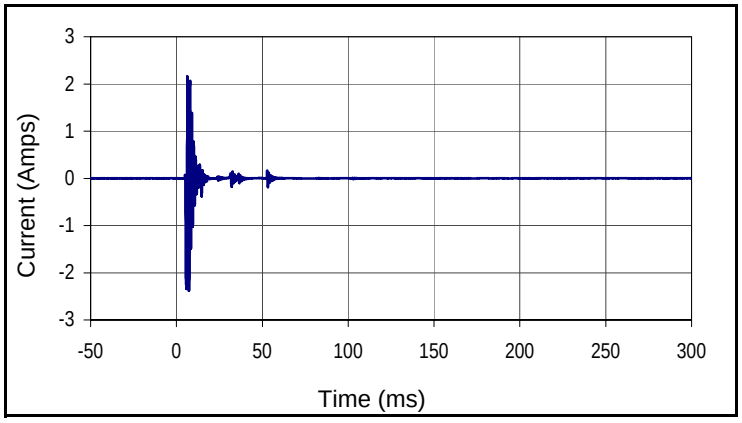
Curve Description			
V2 PASS FRONT AIRBAG STAGE 2 MONITOR - Time to fire: 36.8 ms.			
Plot No.		SAE Class	Units
245		1000	Amps
Max	Time	Min	Time
2.2	38.9	-2.3	38.3



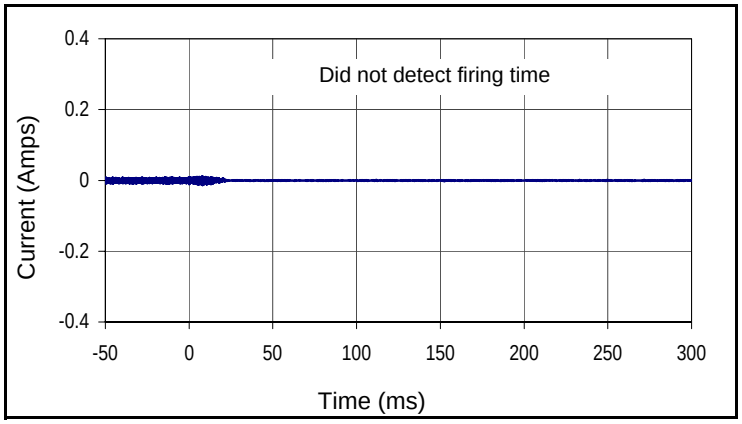
Curve Description			
V2 PASS CURTAIN AIRBAG MONITOR - Time to fire:			
Plot No.		SAE Class	Units
246		1000	Amps
Max	Time	Min	Time
0.3	29.5	-0.2	30.9



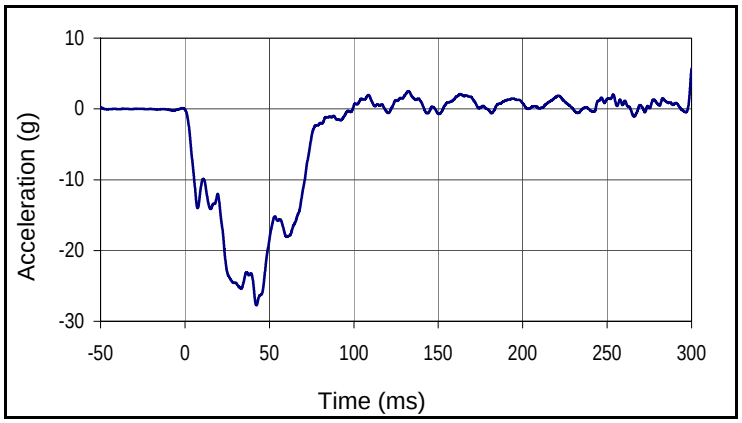
Curve Description			
V2 PASS SEAT AIRBAG MONTIOR - Time to fire:			
Plot No.		SAE Class	Units
247		1000	Amps
Max	Time	Min	Time
0.3	21.6	-0.3	20.2



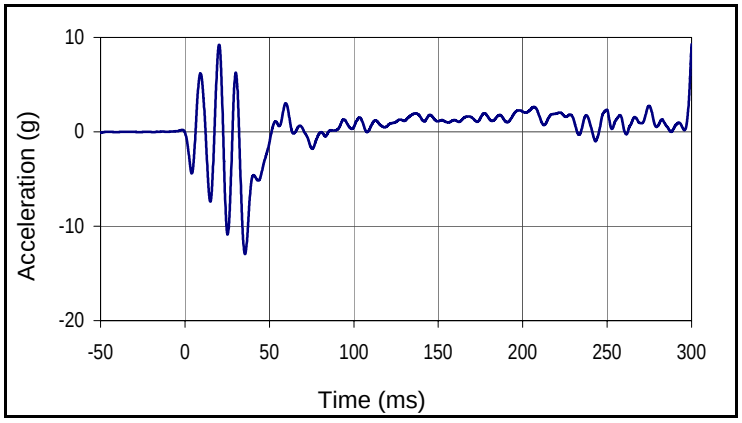
Curve Description			
V2 PASS RETRACTOR PRETENSIONER MONITOR - Time to fire: 5.3 ms.			
Plot No.		SAE Class	Units
248		1000	Amps
Max	Time	Min	Time
2.2	6.3	-2.4	7.3



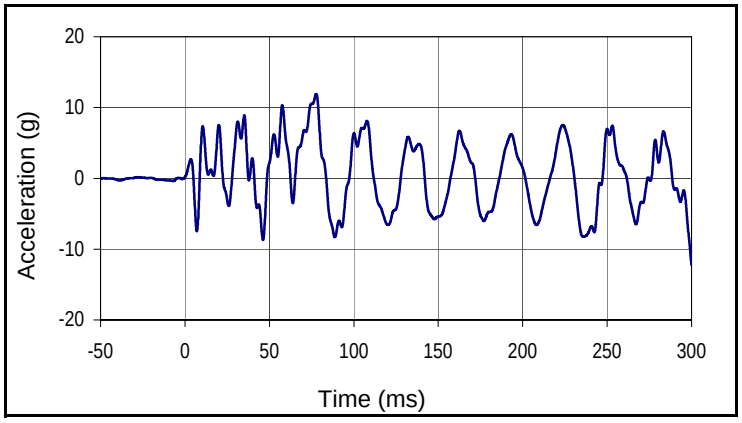
Curve Description			
V2 PASS ANCHOR PRETENSIONER MONITOR - Time to fire:			
Plot No.		SAE Class	Units
249		1000	Amps
Max	Time	Min	Time
0.0	7.8	0.0	8.1



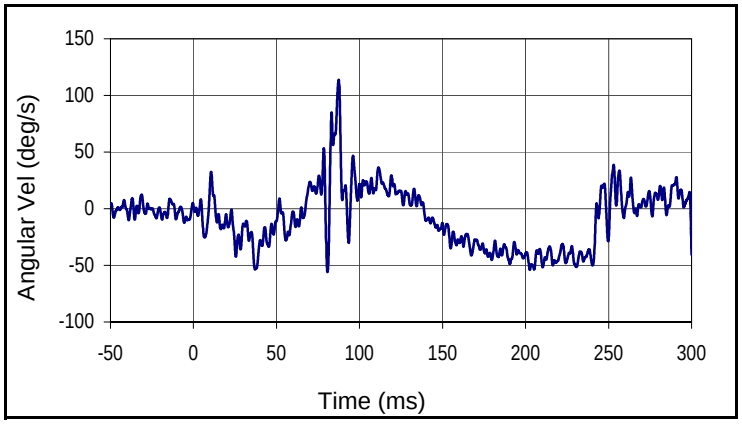
Curve Description			
V1 OMDB CG X ACCELERATION			
Plot No.		SAE Class	Units
250		60	g
Max	Time	Min	Time
5.4	299.9	-27.7	42.3



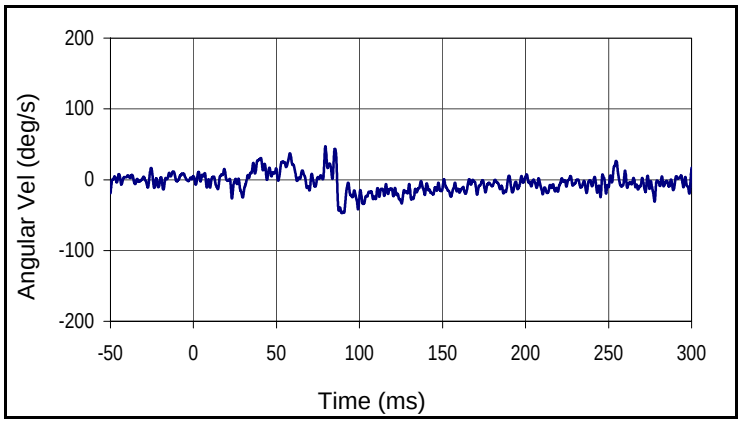
Curve Description			
V1 OMDB CG Y ACCELERATION			
Plot No.		SAE Class	Units
251		60	g
Max	Time	Min	Time
9.2	20.2	-12.9	35.5



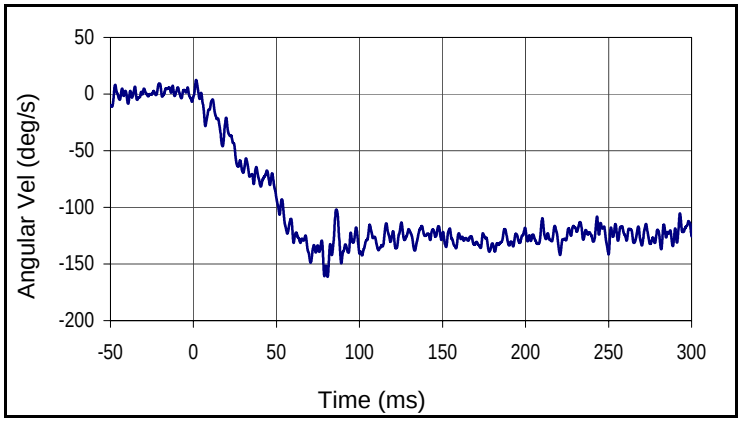
Curve Description			
V1 OMDB CG Z ACCELERATION			
Plot No.		SAE Class	Units
252		60	g
Max	Time	Min	Time
11.9	77.7	-12.0	299.9



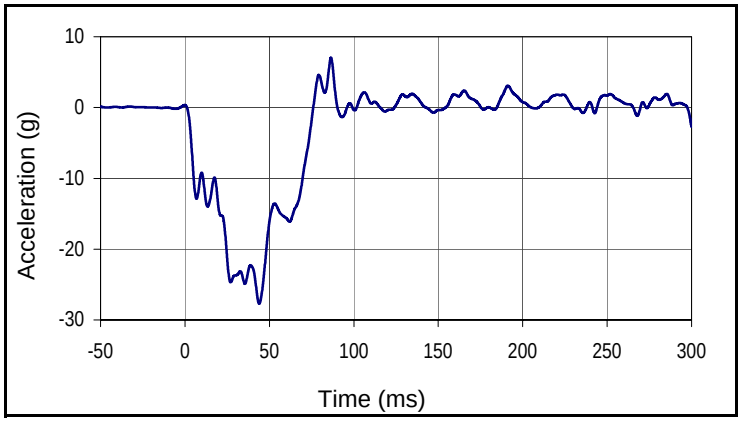
Curve Description			
V1 OMDB CG ANGULAR RATE X			
Plot No.		SAE Class	Units
253		180	deg/s
Max	Time	Min	Time
113.8	87.5	-56.0	80.7



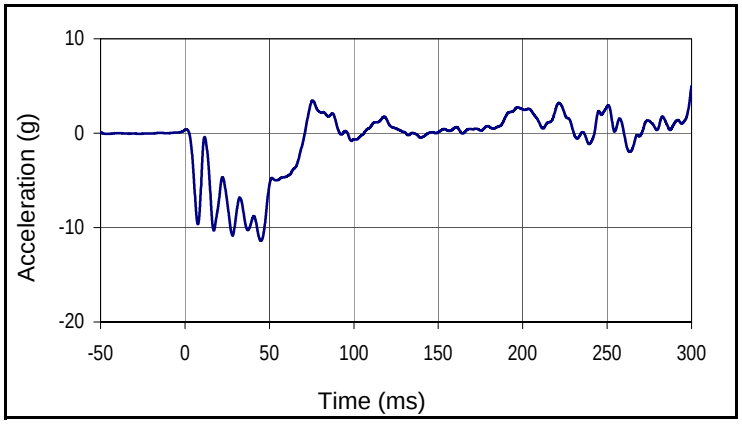
Curve Description			
V1 OMDB CG ANGULAR RATE Y			
Plot No.		SAE Class	Units
254		180	deg/s
Max	Time	Min	Time
47.4	79.5	-47.3	89.4



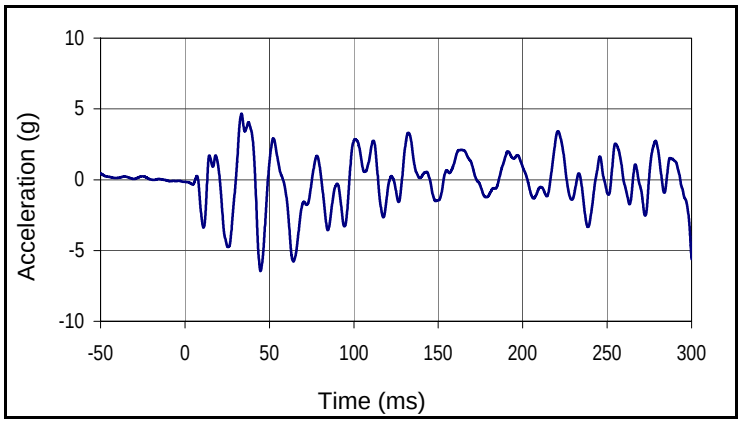
Curve Description			
V1 OMDB CG ANGULAR RATE Z			
Plot No.		SAE Class	Units
255		180	deg/s
Max	Time	Min	Time
12.3	1.6	-161.3	80.8



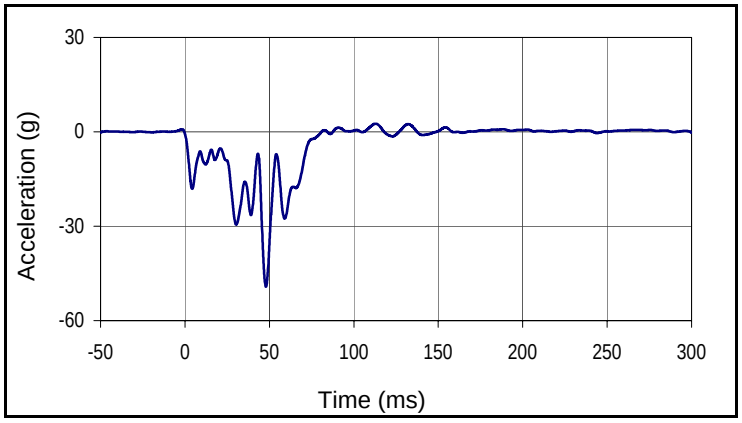
Curve Description			
V1 OMDB REAR C/L X ACCELERATION			
Plot No.		SAE Class	Units
256		60	g
Max	Time	Min	Time
7.0	86.5	-27.7	44.0



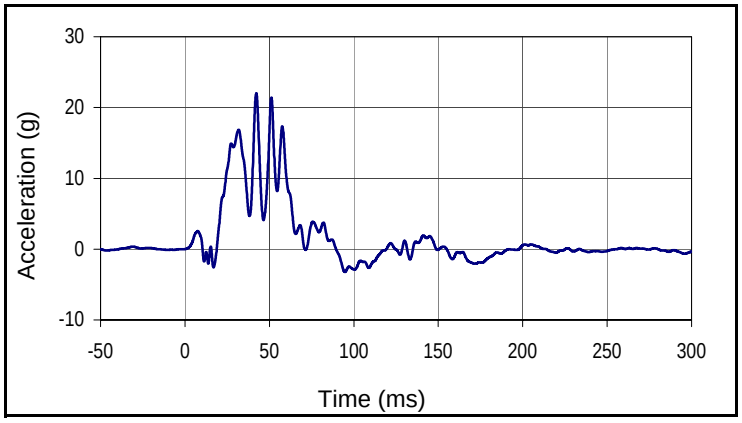
Curve Description			
V1 OMDB REAR C/L Y ACCELERATION			
Plot No.		SAE Class	Units
257		60	g
Max	Time	Min	Time
4.9	299.9	-11.4	45.0



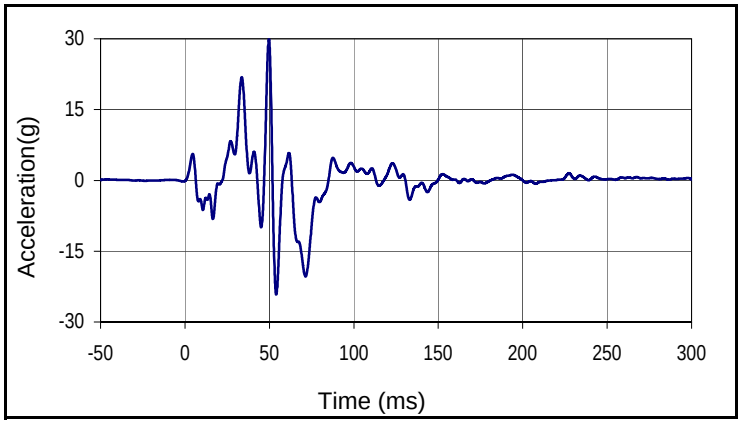
Curve Description			
V1 OMDB REAR C/L Z ACCELERATION			
Plot No.		SAE Class	Units
258		60	g
Max	Time	Min	Time
4.7	33.5	-6.5	44.8



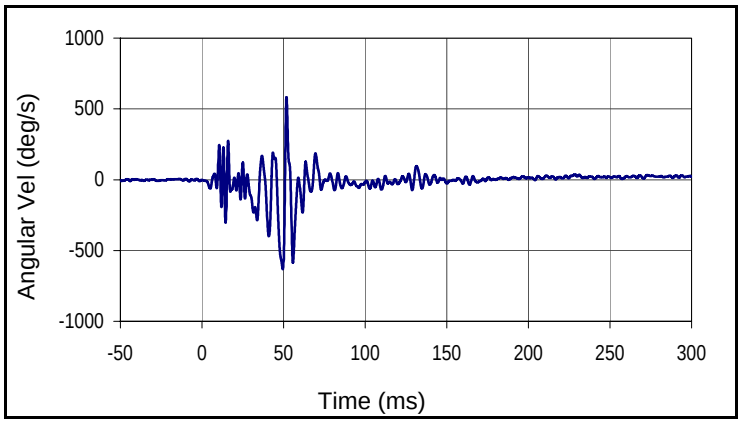
Curve Description			
V2 VEHICLE LEFT REAR SILL X ACCELERATION			
Plot No.		SAE Class	Units
259		60	g
Max	Time	Min	Time
2.6	113.1	-49.2	48.0



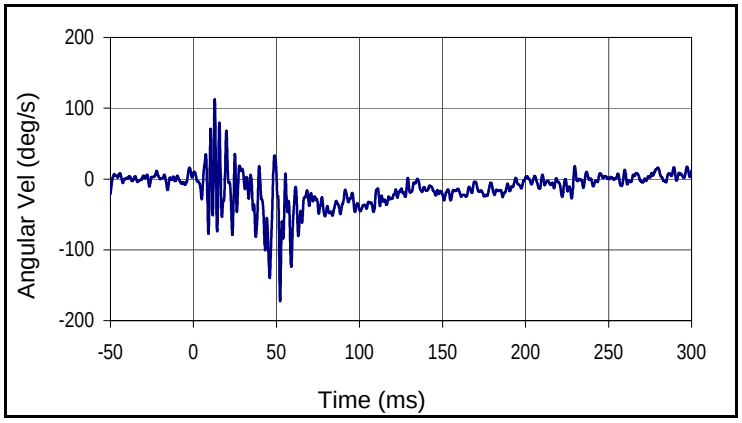
Curve Description			
V2 VEHICLE LEFT REAR SILL Y ACCELERATION			
Plot No.		SAE Class	Units
260		60	g
Max	Time	Min	Time
22.0	42.3	-3.2	94.7



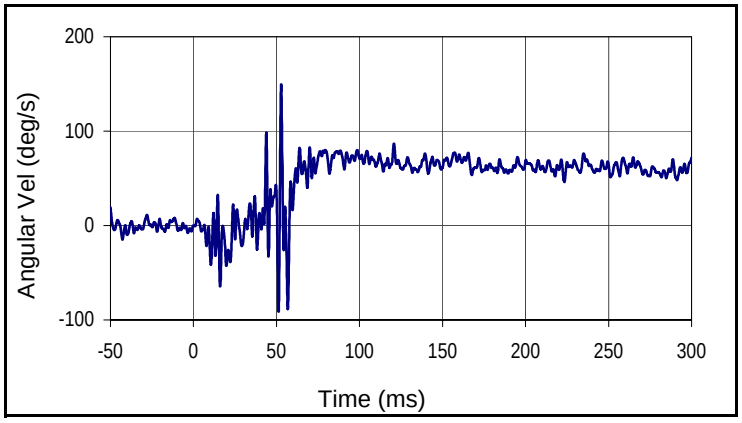
Curve Description			
V2 VEHICLE LEFT REAR SILL Z ACCELERATION			
Plot No.		SAE Class	Units
261		60	g
Max	Time	Min	Time
29.9	49.7	-24.2	54.0



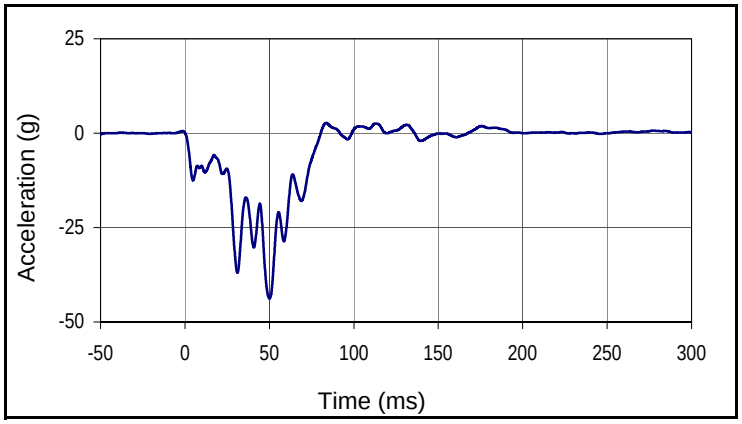
Curve Description			
V2 VEHICLE LEFT REAR SILL ANGULAR RATE X			
Plot No.		SAE Class	Units
262		180	deg/s
Max	Time	Min	Time
581.2	51.8	-631.0	49.6



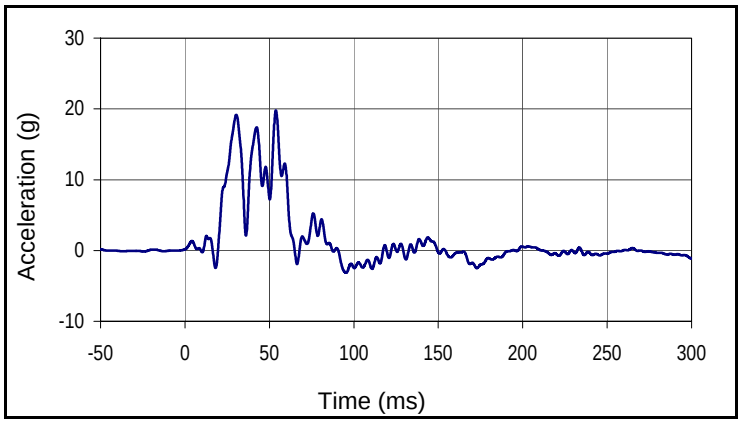
Curve Description			
V2 VEHICLE LEFT REAR SILL ANGULAR RATE Y			
Plot No.		SAE Class	Units
263		180	deg/s
Max	Time	Min	Time
112.2	12.8	-172.3	52.2



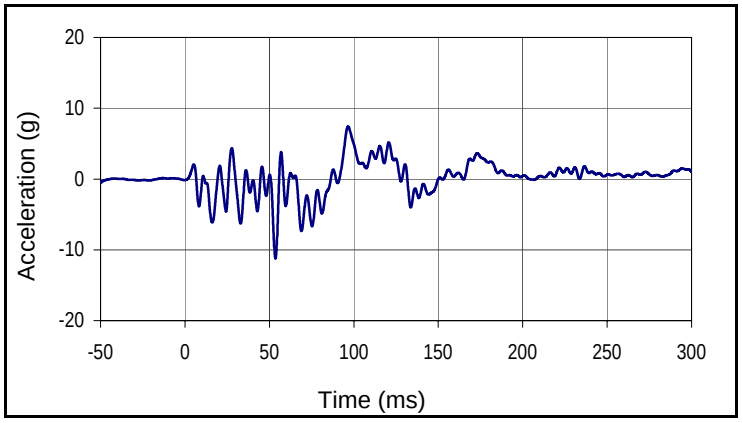
Curve Description			
V2 VEHICLE LEFT REAR SILL ANGULAR RATE Z			
Plot No.		SAE Class	Units
264		180	deg/s
Max	Time	Min	Time
149.4	52.8	-91.3	51.3



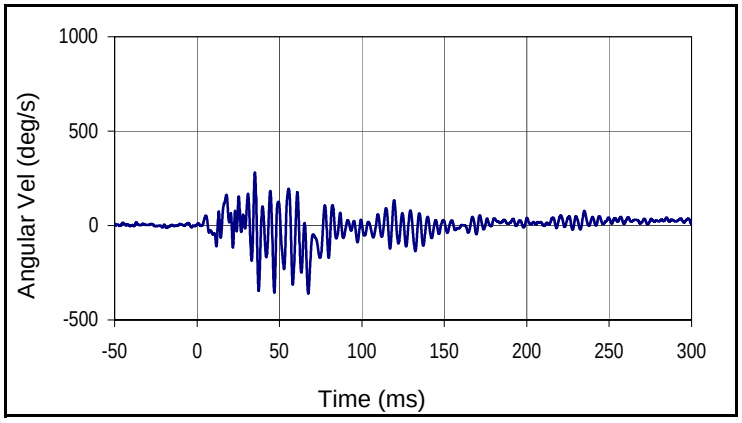
Curve Description			
V2 VEHICLE RIGHT REAR SILL X ACCELERATION			
Plot No.		SAE Class	Units
265		60	g
Max	Time	Min	Time
2.7	83.7	-43.8	50.0



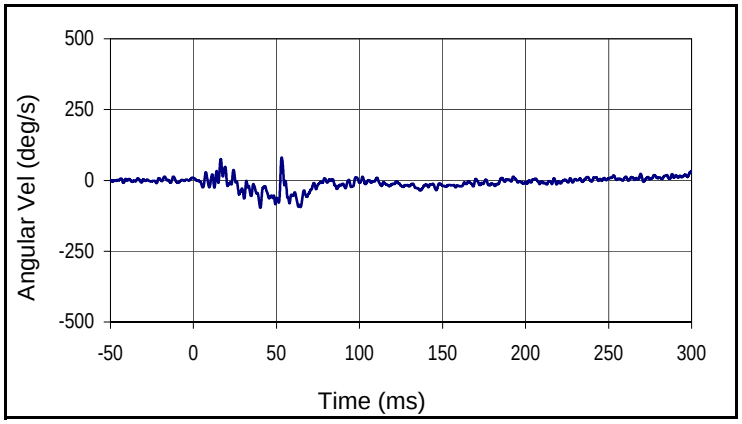
Curve Description			
V2 VEHICLE RIGHT REAR SILL Y ACCELERATION			
Plot No.		SAE Class	Units
266		60	g
Max	Time	Min	Time
19.8	53.8	-3.1	95.4



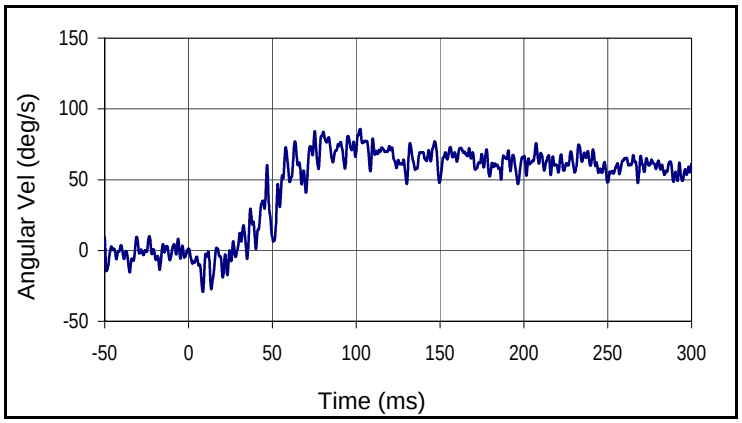
Curve Description			
V2 VEHICLE RIGHT REAR SILL Z ACCELERATION			
Plot No.		SAE Class	Units
267		60	g
Max	Time	Min	Time
7.4	96.6	-11.2	53.6



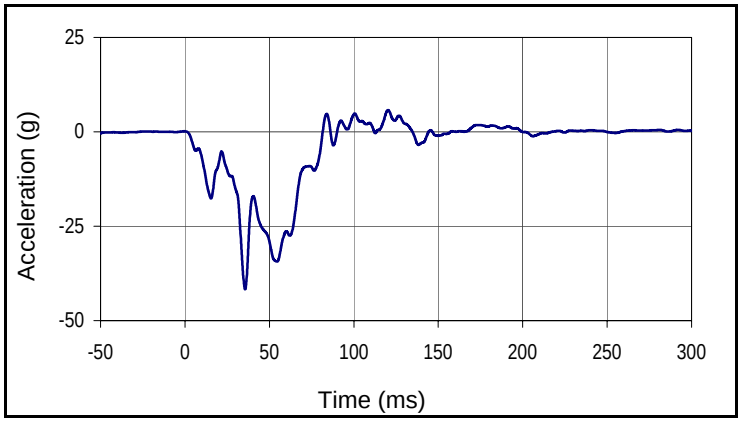
Curve Description			
V2 VEHICLE RIGHT REAR SILL ANGULAR RATE X			
Plot No.		SAE Class	Units
268		180	deg/s
Max	Time	Min	Time
280.8	35.1	-358.7	67.5



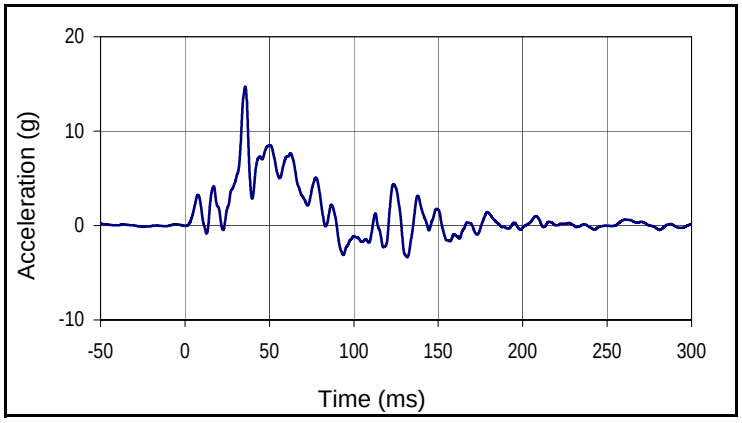
Curve Description			
V2 VEHICLE RIGHT REAR SILL ANGULAR RATE Y			
Plot No.		SAE Class	Units
269		180	deg/s
Max	Time	Min	Time
81.3	53.2	-97.0	40.3



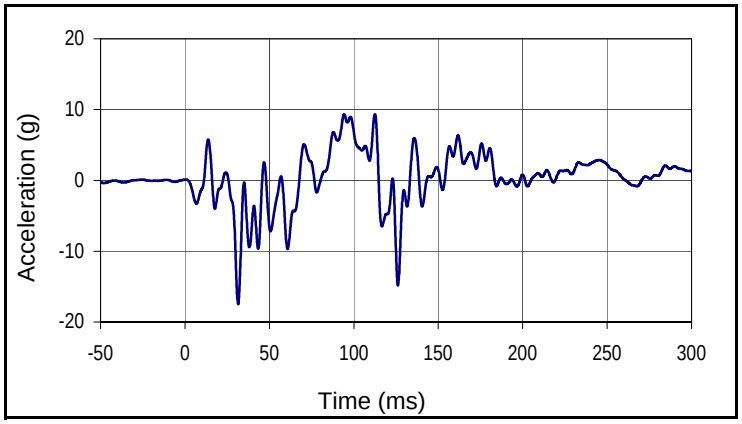
Curve Description			
V2 VEHICLE RIGHT REAR SILL ANGULAR RATE Z			
Plot No.		SAE Class	Units
270		180	deg/s
Max	Time	Min	Time
85.8	102.4	-29.2	8.6



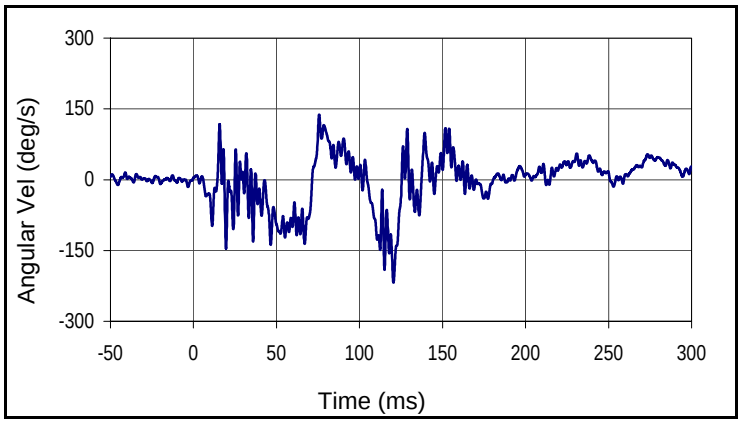
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK X ACCELERATION			
Plot No.		SAE Class	Units
271		60	g
Max	Time	Min	Time
5.7	120.3	-41.7	35.6



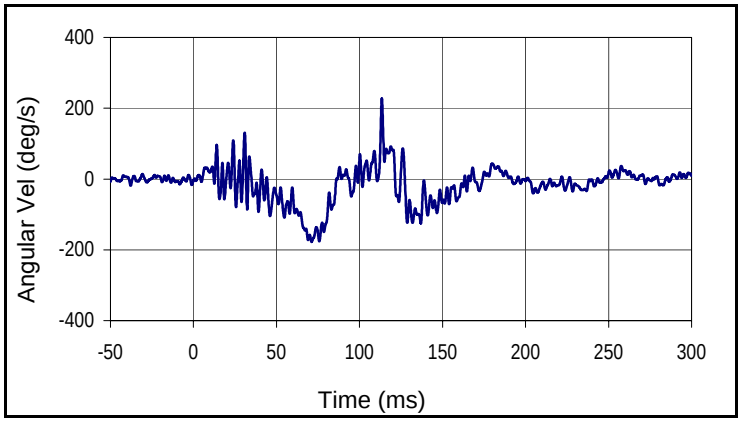
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK Y ACCELERATION			
Plot No.		SAE Class	Units
272		60	g
Max	Time	Min	Time
14.7	35.7	-3.3	131.7



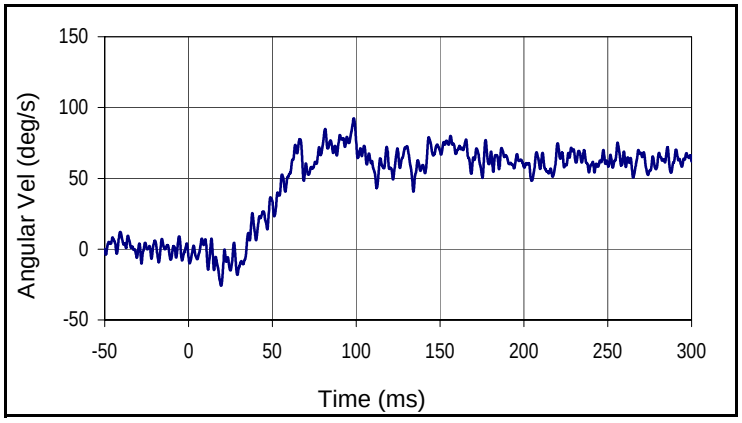
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK Z ACCELERATION			
Plot No.		SAE Class	Units
273		60	g
Max	Time	Min	Time
9.3	112.5	-17.4	31.5



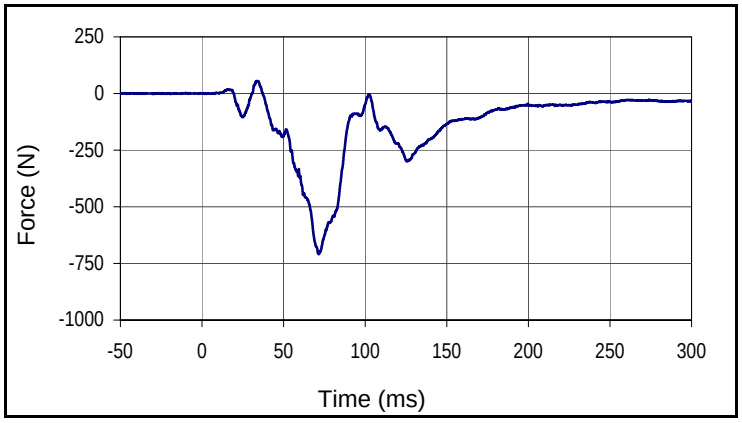
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK ANGULAR RATE X			
Plot No.		SAE Class	Units
274		180	deg/s
Max	Time	Min	Time
138.2	75.7	-218.2	120.4



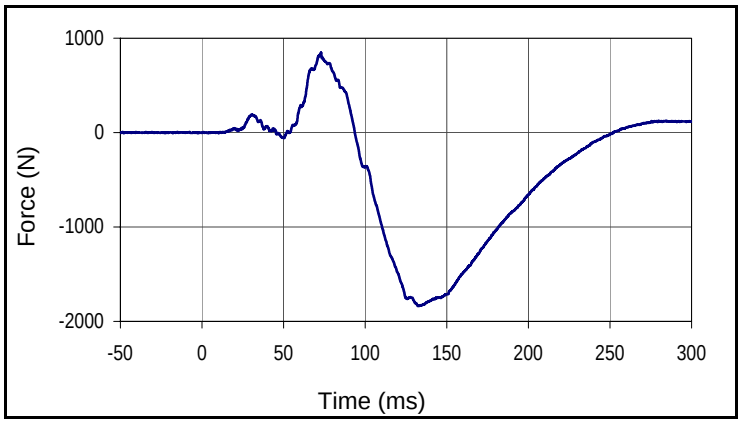
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK ANGULAR RATE Y			
Plot No.		SAE Class	Units
275		180	deg/s
Max	Time	Min	Time
227.0	113.5	-177.2	71.2



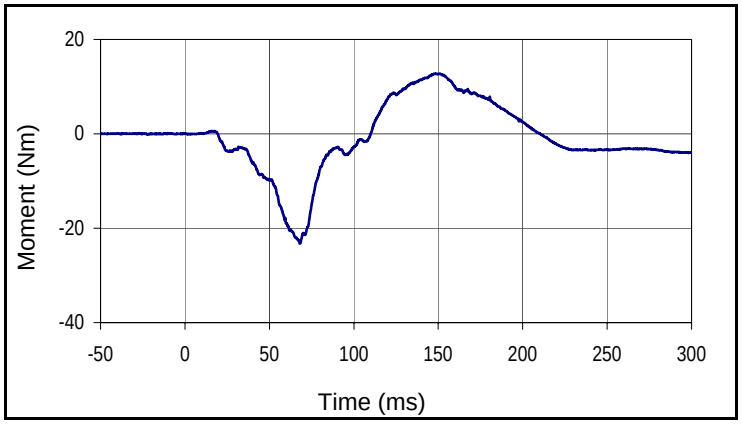
Curve Description			
V2 VEHICLE RIGHT REAR TRUNK ANGULAR RATE Z			
Plot No.		SAE Class	Units
276		180	deg/s
Max	Time	Min	Time
92.4	98.5	-25.8	19.4



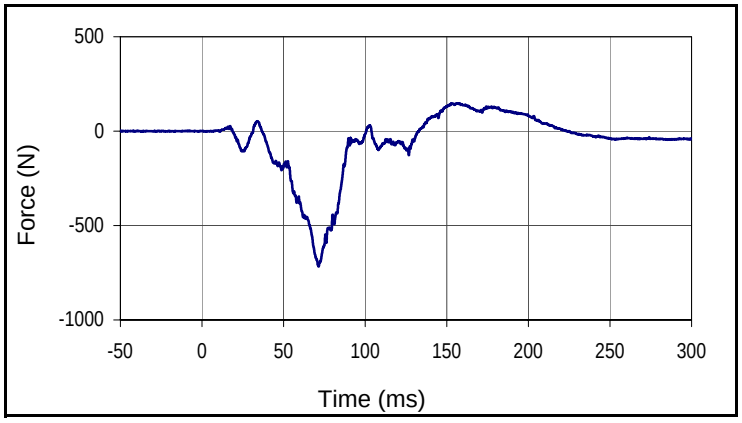
Curve Description			
V2P1 Fx on head acting through O.C joint only			
Plot No.		SAE Class	Units
277		1000	N
Max	Time	Min	Time
55.2	33.4	-709.4	71.6



Curve Description			
V2P1 Fz on head acting through O.C joint only			
Plot No.		SAE Class	Units
278		1000	N
Max	Time	Min	Time
847.8	73.0	-1837.8	132.5

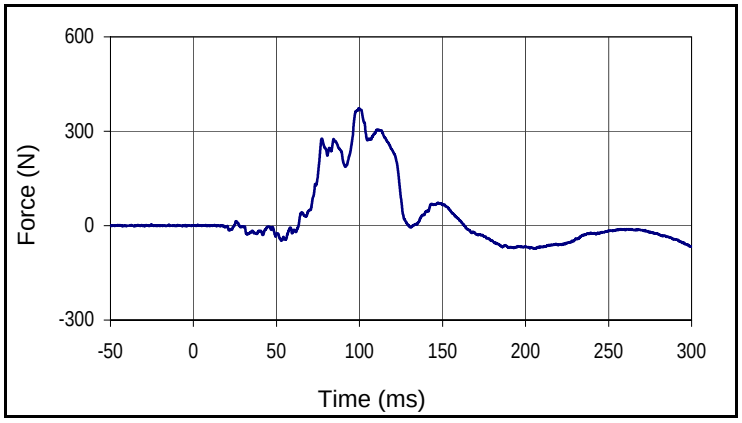


Curve Description			
V2P1 My on head acting through O.C joint only			
Plot No.		SAE Class	Units
279		600	Nm
Max	Time	Min	Time
12.7	150.6	-23.2	68.1

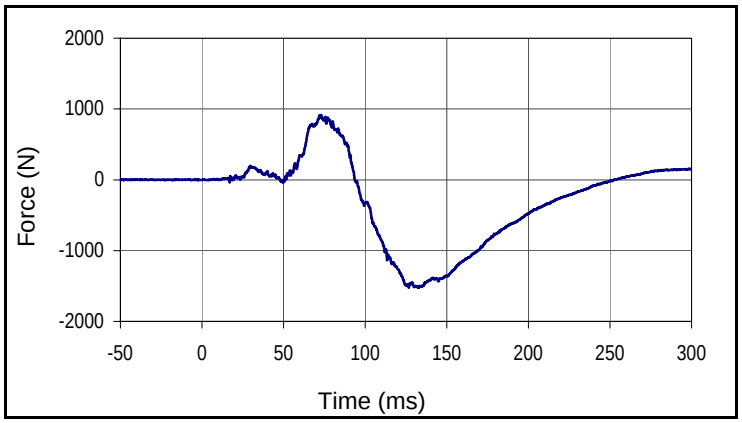


Curve Description			
V2P1 Fx on Head acting through total neck section			
Plot No.		SAE Class	Units
280		1000	N
Max	Time	Min	Time
148.2	156.6	-716.6	71.5

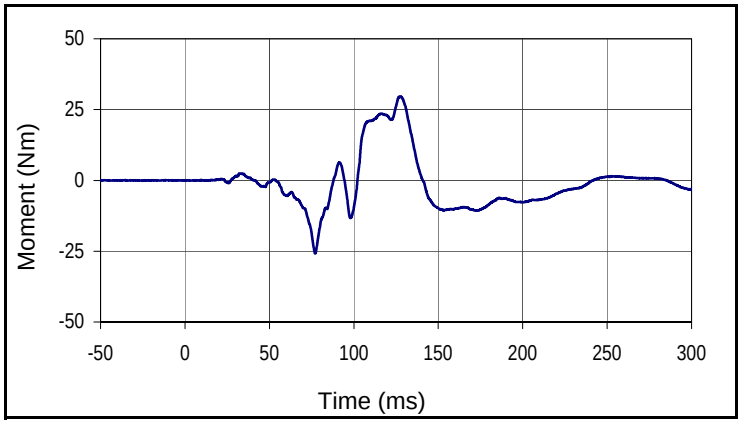
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



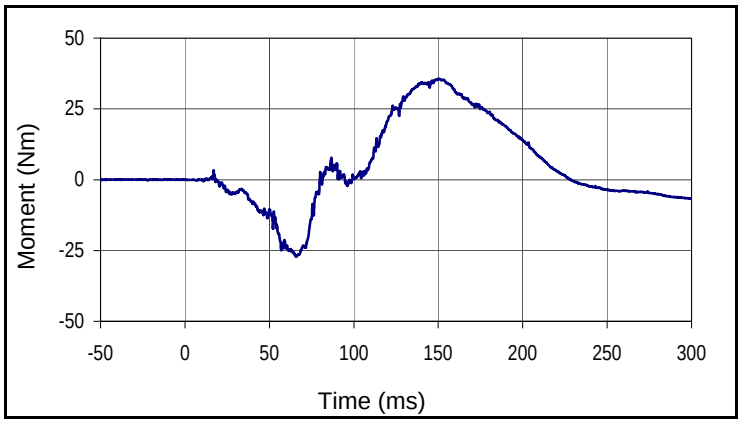
Curve Description			
V2P1 Fy on Head acting through total neck section			
Plot No.		SAE Class	Units
281		1000	N
Max	Time	Min	Time
373.0	99.6	-73.4	206.2



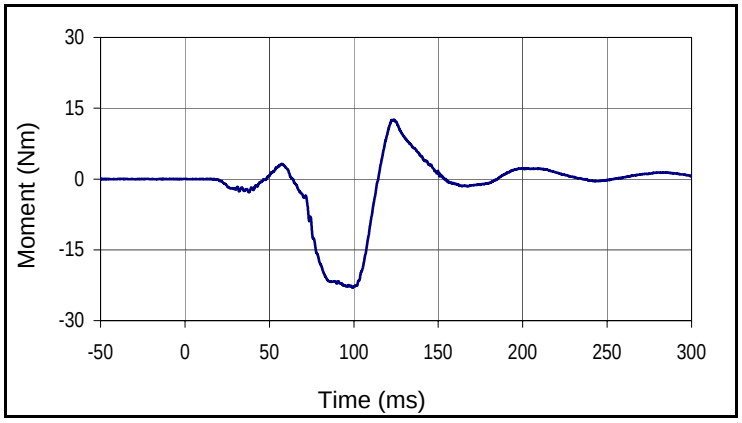
Curve Description			
V2P1 Fz on Head acting through total neck section			
Plot No.		SAE Class	Units
282		1000	N
Max	Time	Min	Time
916.1	73.0	-1527.6	126.7



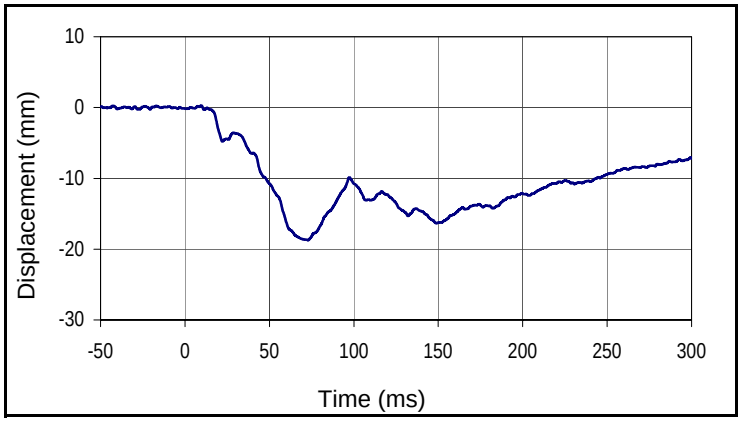
Curve Description			
V2P1 Mx on Head acting through total neck section			
Plot No.		SAE Class	Units
283		600	Nm
Max	Time	Min	Time
29.7	127.6	-25.8	77.1



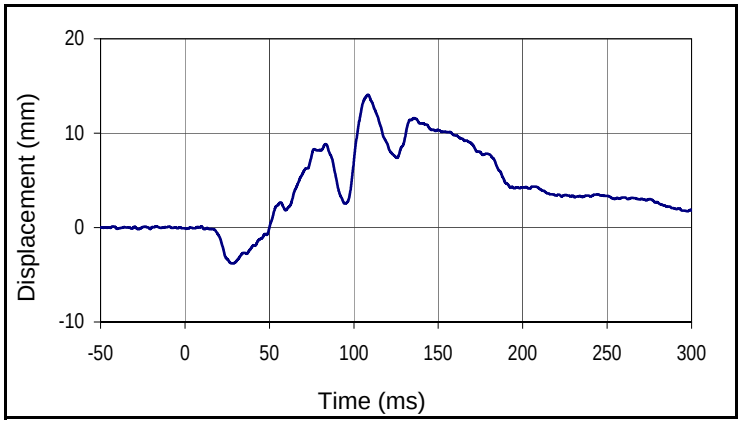
Curve Description			
V2P1 My on Head acting through total neck section			
Plot No.		SAE Class	Units
284		600	Nm
Max	Time	Min	Time
35.6	150.2	-27.1	65.7



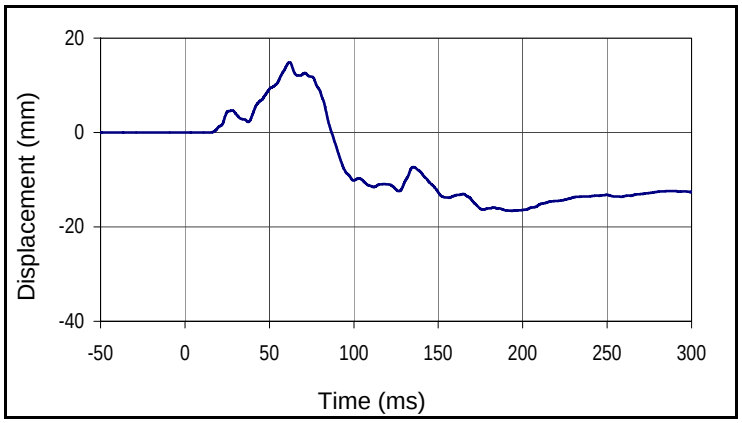
Curve Description			
V2P1 Mz on Head acting through total neck section			
Plot No.		SAE Class	Units
285		600	Nm
Max	Time	Min	Time
12.6	123.7	-23.0	99.2



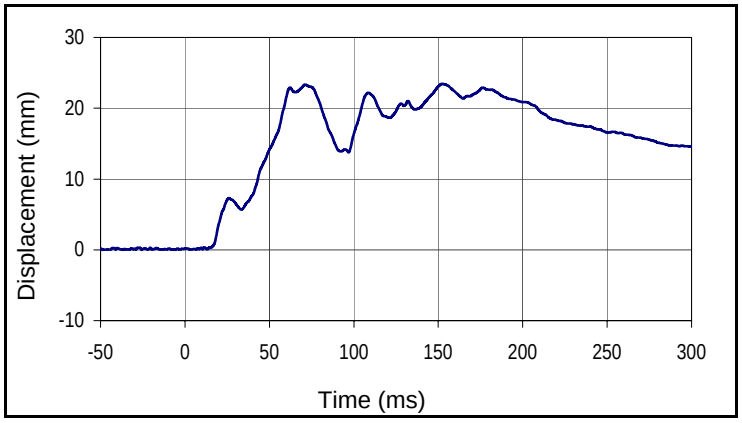
Curve Description			
V2P1 Chest Left Upper Dx			
Plot No.		SAE Class	Units
286		180	mm
Max	Time	Min	Time
0.3	9.7	-18.7	72.9



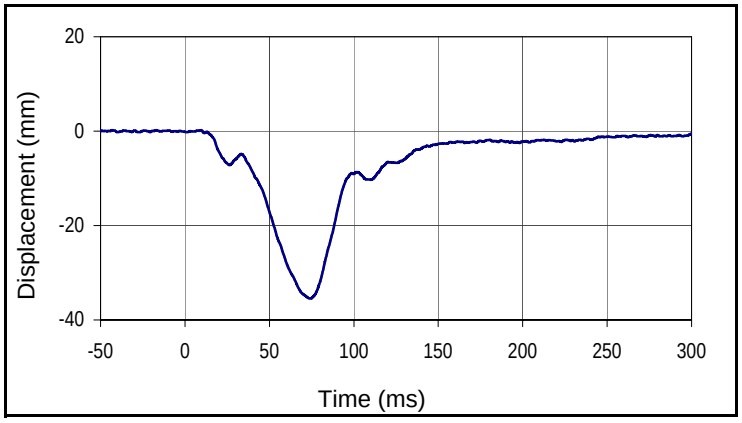
Curve Description			
V2P1 Chest Left Upper Dy			
Plot No.		SAE Class	Units
287		180	mm
Max	Time	Min	Time
14.1	108.4	-3.8	27.8



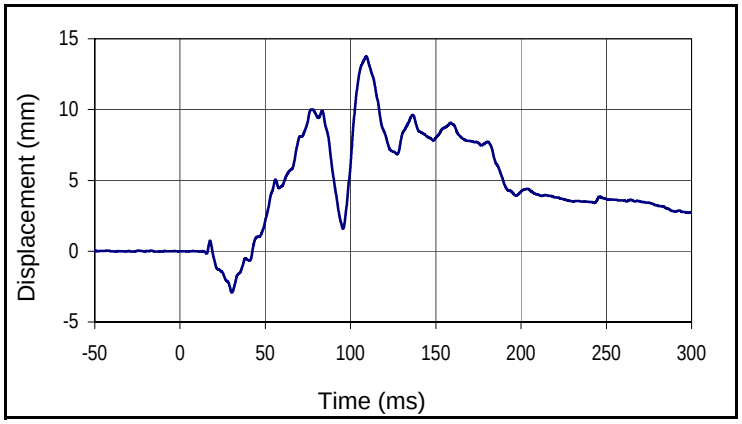
Curve Description			
V2P1 Chest Left Upper Dz			
Plot No.		SAE Class	Units
288		180	mm
Max	Time	Min	Time
14.9	62.0	-16.6	193.7



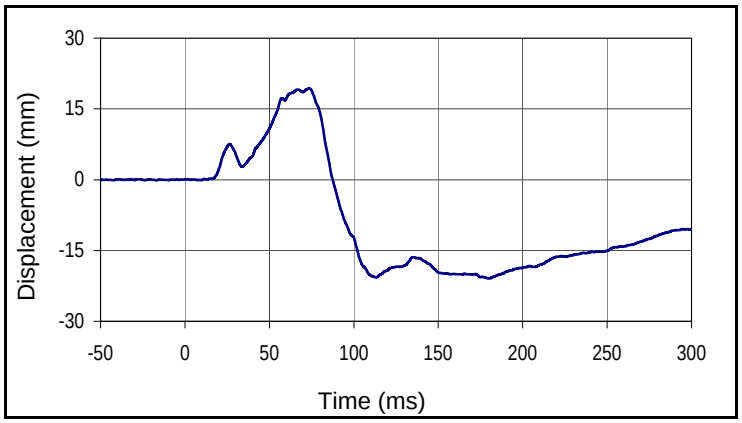
Curve Description			
V2P1 Chest Left Upper Resultant			
Plot No.		SAE Class	Units
289		180	mm
Max	Time	Min	Time
23.4	152.3	0.0	6.7



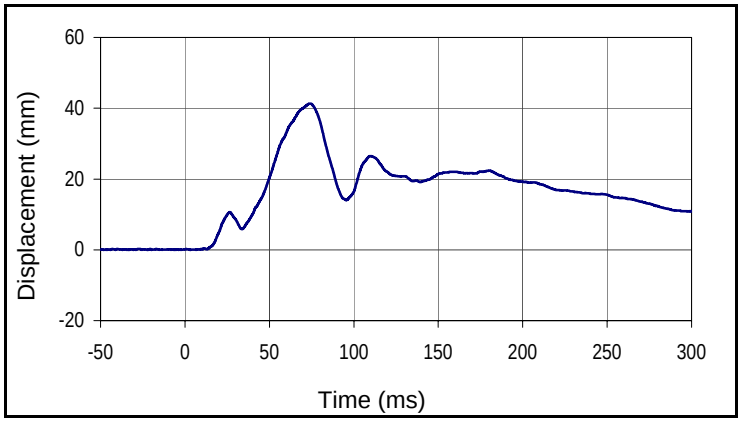
Curve Description			
V2P1 Chest Right Upper Dx			
Plot No.		SAE Class	Units
290		180	mm
Max	Time	Min	Time
0.2	9.7	-35.5	74.4



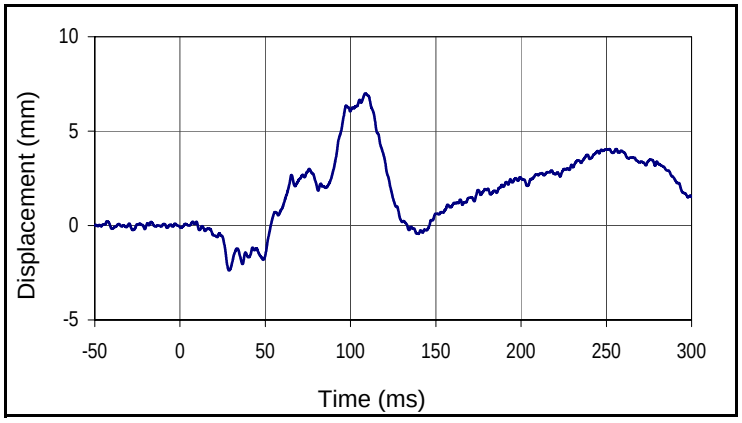
Curve Description			
V2P1 Chest Right Upper Dy			
Plot No.		SAE Class	Units
291		180	mm
Max	Time	Min	Time
13.7	109.3	-2.9	30.3



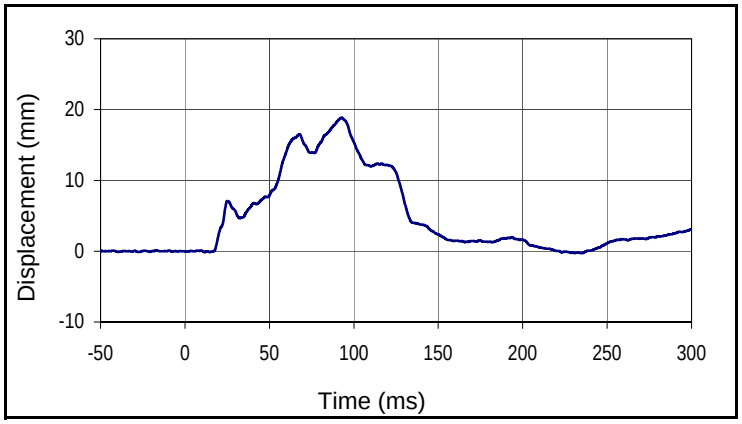
Curve Description			
V2P1 Chest Right Upper Dz			
Plot No.		SAE Class	Units
292		180	mm
Max	Time	Min	Time
19.3	73.6	-20.9	180.5



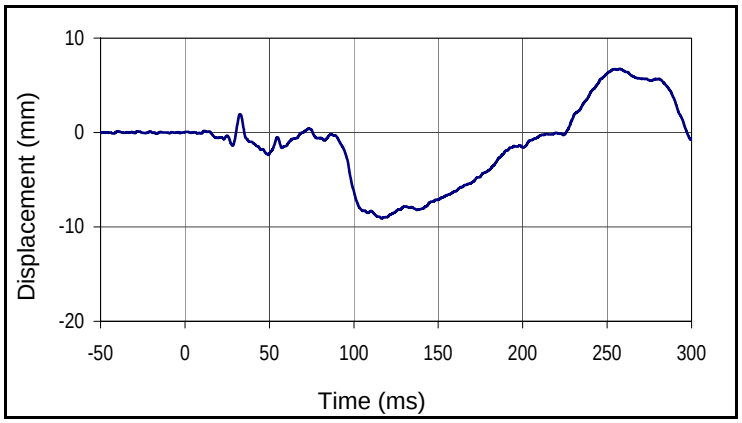
Curve Description			
V2P1 Chest Right Upper Resultant			
Plot No.		SAE Class	Units
293		180	mm
Max	Time	Min	Time
41.3	74.2	0.0	6.5



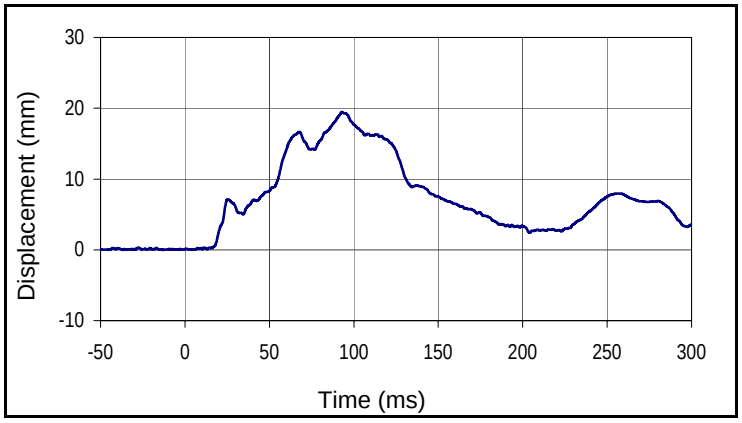
Curve Description			
V2P1 Chest Left Lower Dx			
Plot No.		SAE Class	Units
294		180	mm
Max	Time	Min	Time
7.0	108.6	-2.4	28.8



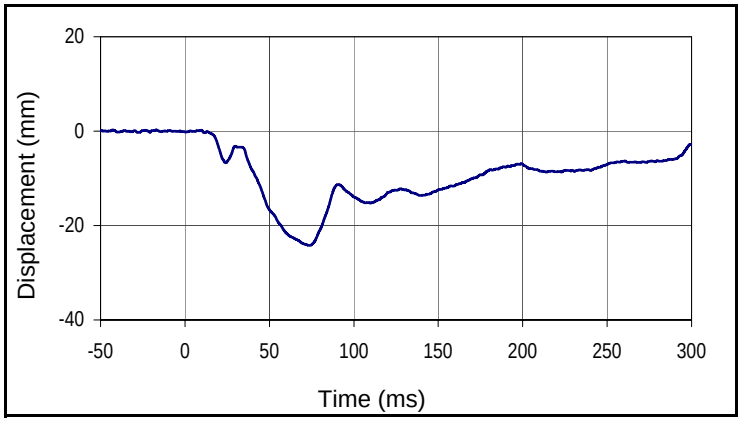
Curve Description			
V2P1 Chest Left Lower Dy			
Plot No.		SAE Class	Units
295		180	mm
Max	Time	Min	Time
18.9	92.9	-0.3	235.1



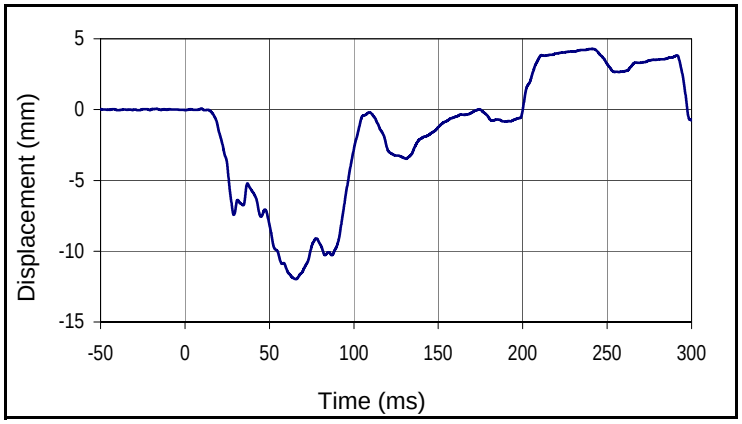
Curve Description			
V2P1 Chest Left Lower Dz			
Plot No.		SAE Class	Units
296		180	mm
Max	Time	Min	Time
6.7	257.4	-9.1	116.5



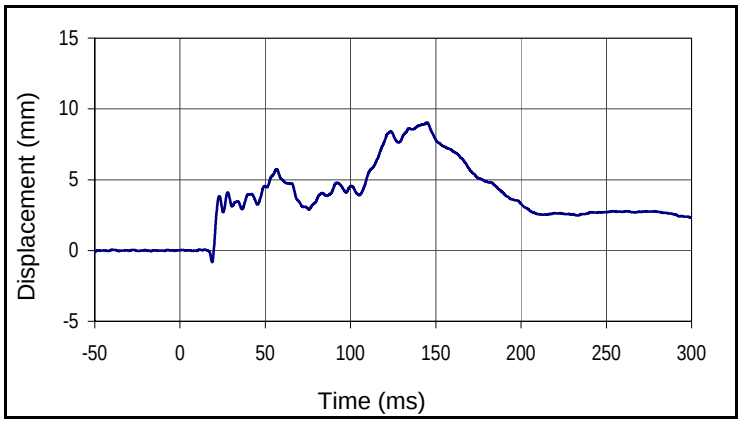
Curve Description			
V2P1 Chest Left Lower Resultant			
Plot No.		SAE Class	Units
297		180	mm
Max	Time	Min	Time
19.5	93.0	0.0	4.6



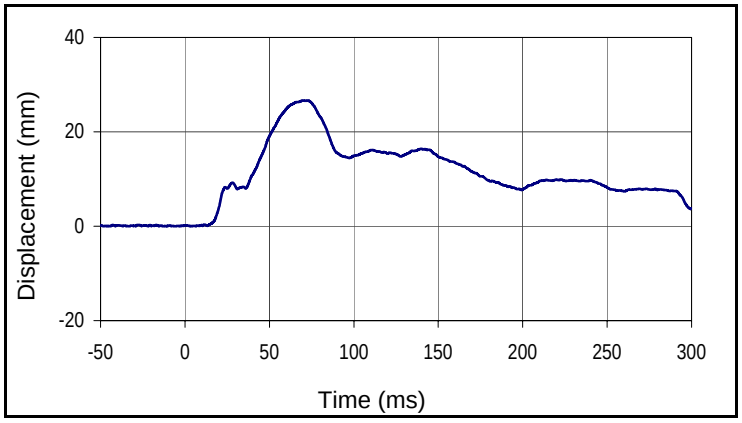
Curve Description			
V2P1 Chest Right Lower Dx			
Plot No.		SAE Class	Units
298		180	mm
Max	Time	Min	Time
0.2	9.7	-24.2	73.3



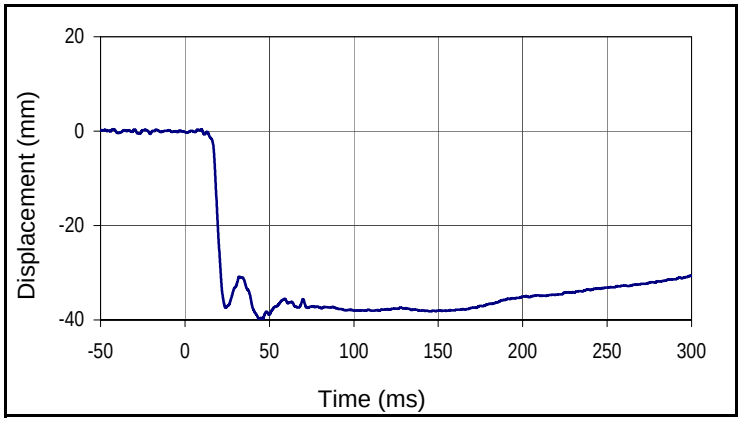
Curve Description			
V2P1 Chest Right Lower Dy			
Plot No.		SAE Class	Units
299		180	mm
Max	Time	Min	Time
4.3	241.1	-12.0	65.8



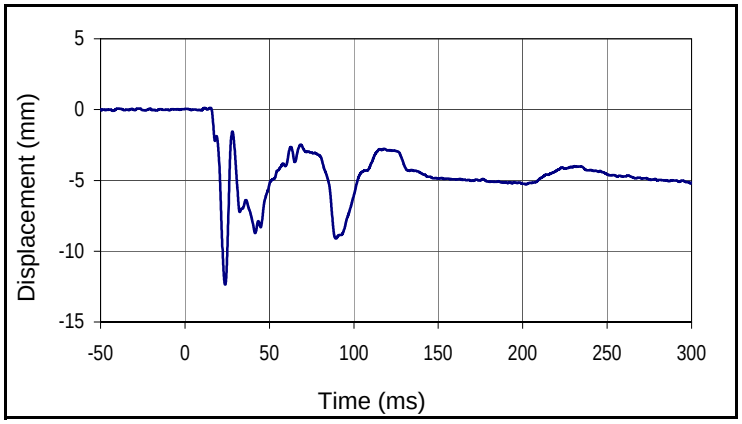
Curve Description			
V2P1 Chest Right Lower Dz			
Plot No.		SAE Class	Units
300		180	mm
Max	Time	Min	Time
9.0	144.8	-0.8	18.8



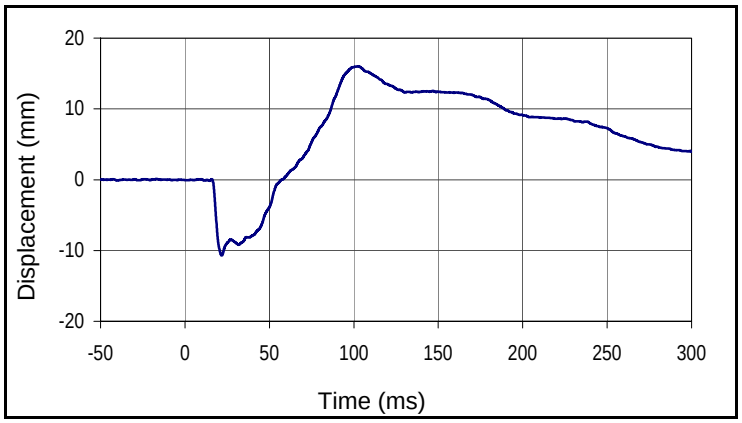
Curve Description			
V2P1 Chest Right Lower Resultant			
Plot No.		SAE Class	Units
301		180	mm
Max	Time	Min	Time
26.6	70.2	0.0	4.0



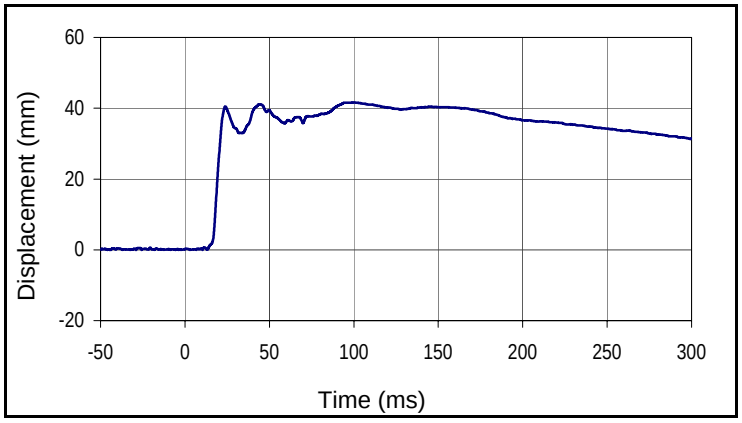
Curve Description			
V2P1 Abdomen Left Lower DX			
Plot No.		SAE Class	Units
302		180	mm
Max	Time	Min	Time
0.4	9.7	-39.7	44.0



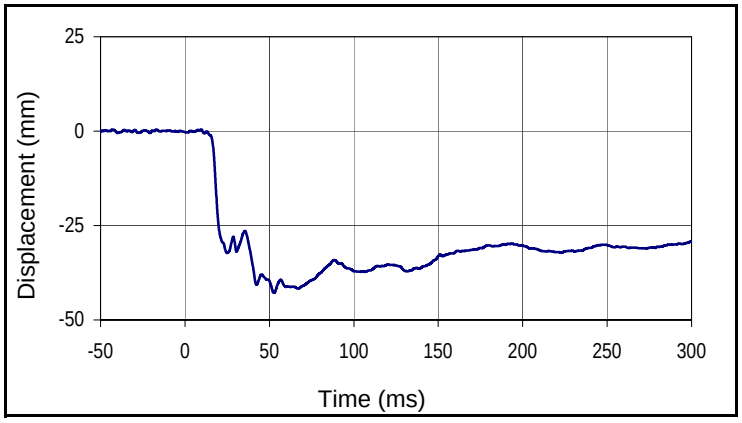
Curve Description			
V2P1 Adbomen Left Lower Dy			
Plot No.		SAE Class	Units
303		180	mm
Max	Time	Min	Time
0.1	15.0	-12.4	23.8



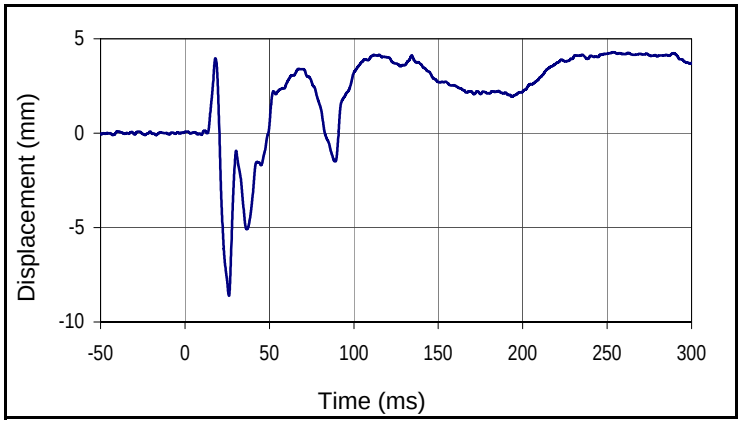
Curve Description			
V2P1 Abdomen Left Lower Dz			
Plot No.		SAE Class	Units
304		180	mm
Max	Time	Min	Time
16.0	102.7	-10.7	21.8



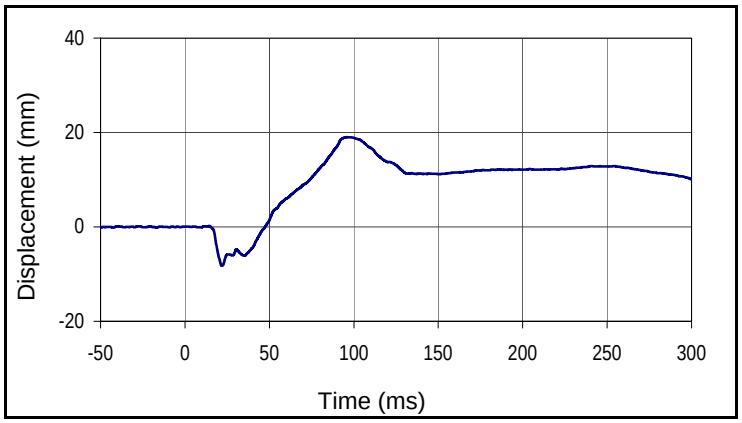
Curve Description			
V2P1 Abdomen Left Lower Resultant			
Plot No.		SAE Class	Units
305		180	mm
Max	Time	Min	Time
41.7	99.9	0.0	10.4



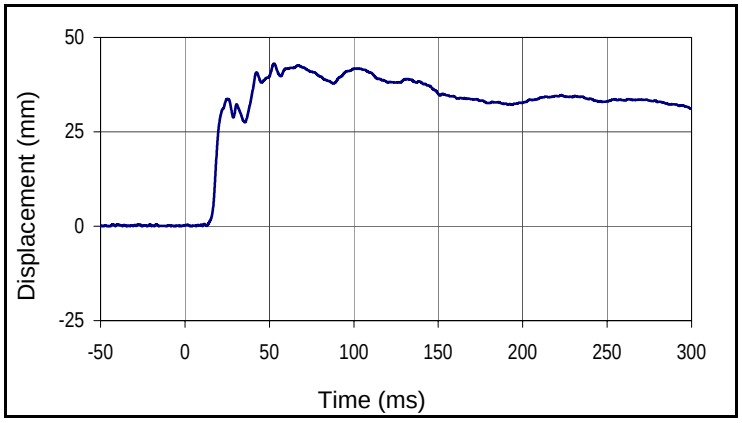
Curve Description			
V2P1 Abdomen Right Lower Dx			
Plot No.		SAE Class	Units
306		180	mm
Max	Time	Min	Time
0.4	9.7	-42.8	52.8



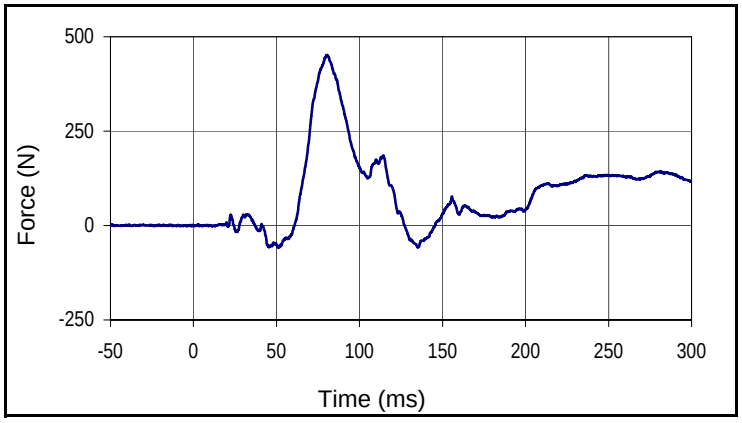
Curve Description			
V2P1 Abdomen Right Lower Dy			
Plot No.		SAE Class	Units
307		180	mm
Max	Time	Min	Time
4.3	253.7	-8.6	26.0



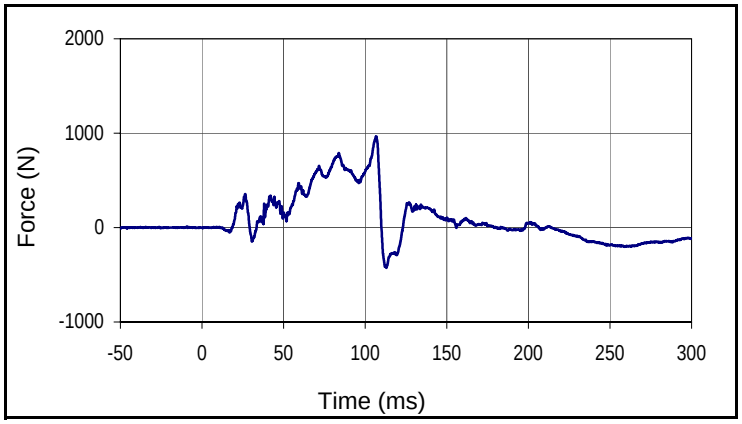
Curve Description			
V2P1 Abdomen Right Lower Dz			
Plot No.		SAE Class	Units
308		180	mm
Max	Time	Min	Time
19.0	95.8	-8.2	21.9



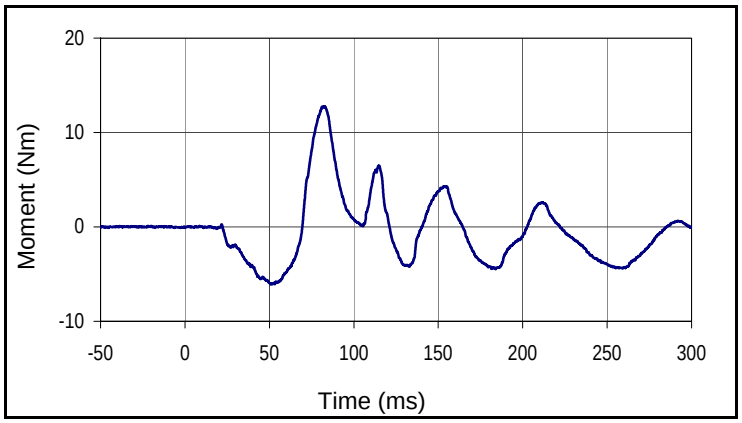
Curve Description			
V2P1 Abdomen Right Lower Resultant			
Plot No.		SAE Class	Units
309		180	mm
Max	Time	Min	Time
43.0	52.8	0.0	2.8



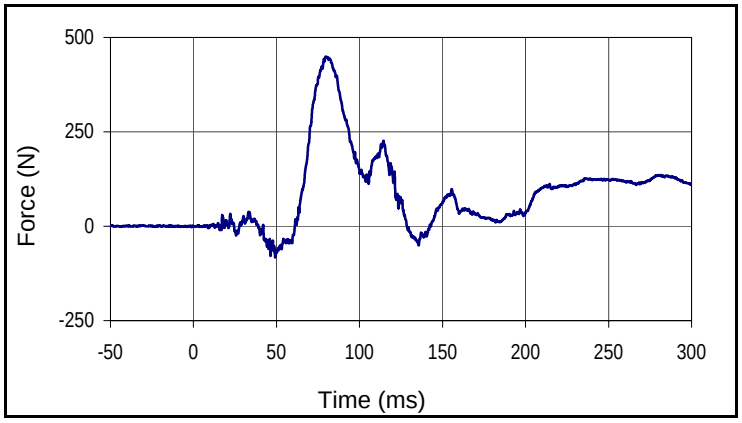
Curve Description			
V2P2 Fx on head acting through O.C joint only			
Plot No.		SAE Class	Units
310		1000	N
Max	Time	Min	Time
452.1	80.5	-59.6	51.2



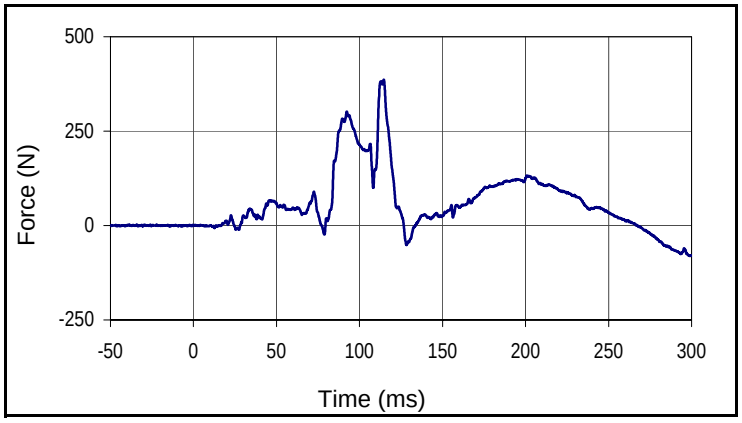
Curve Description			
V2P2 Fz on head acting through O.C joint only			
Plot No.		SAE Class	Units
311		1000	N
Max	Time	Min	Time
966.0	106.8	-428.0	113.0



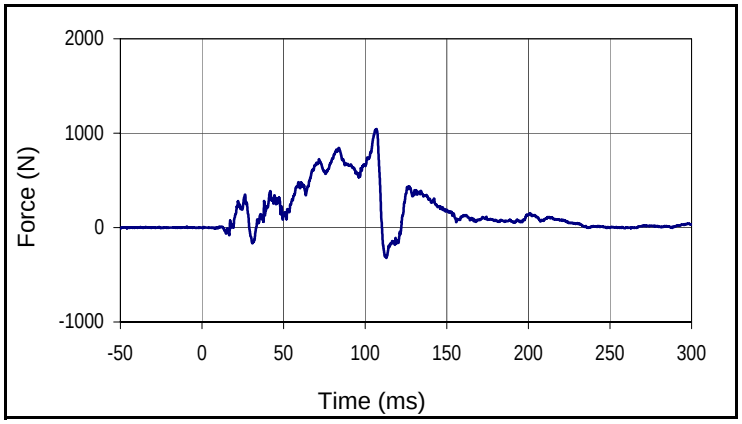
Curve Description			
V2P2 My on head acting through O.C joint only			
Plot No.		SAE Class	Units
312		600	Nm
Max	Time	Min	Time
12.8	82.7	-6.1	50.9



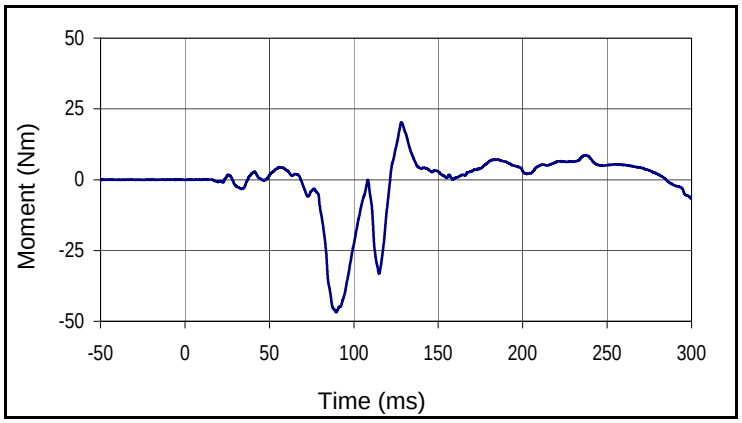
Curve Description			
V2P2 Fx on Head acting through total neck section			
Plot No.		SAE Class	Units
313		1000	N
Max	Time	Min	Time
449.5	80.0	-82.8	49.3



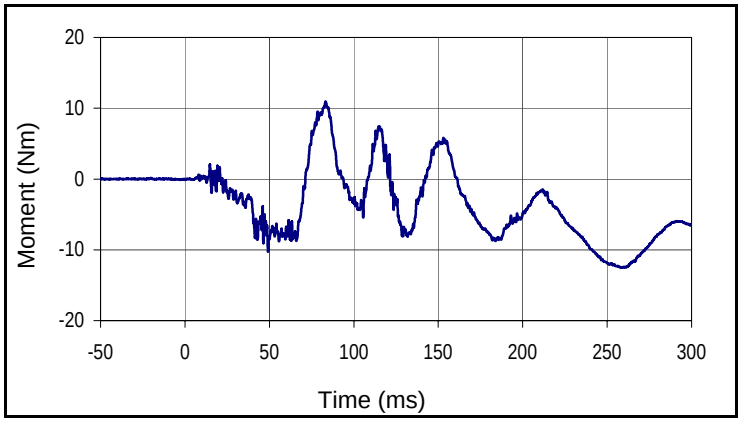
Curve Description			
V2P2 Fy on Head acting through total neck section			
Plot No.		SAE Class	Units
314		1000	N
Max	Time	Min	Time
386.5	114.6	-80.5	299.0



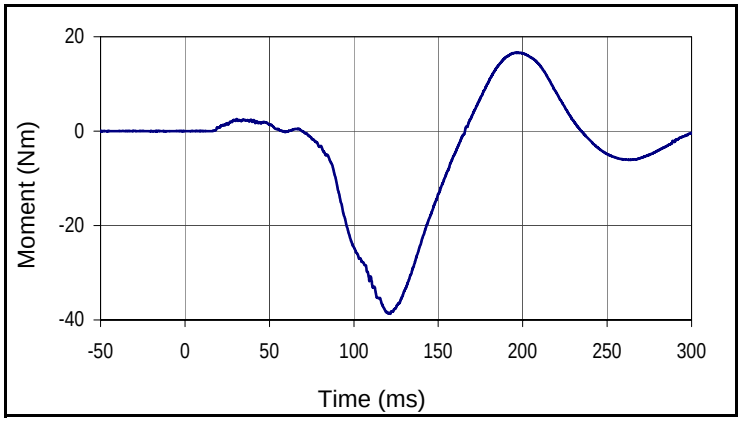
Curve Description			
V2P2 Fz on Head acting through total neck section			
Plot No.		SAE Class	Units
315		1000	N
Max	Time	Min	Time
1042.9	106.9	-323.3	113.0



Curve Description			
V2P2 Mx on Head acting through total neck section			
Plot No.		SAE Class	Units
316		600	Nm
Max	Time	Min	Time
20.3	128.1	-46.8	89.6

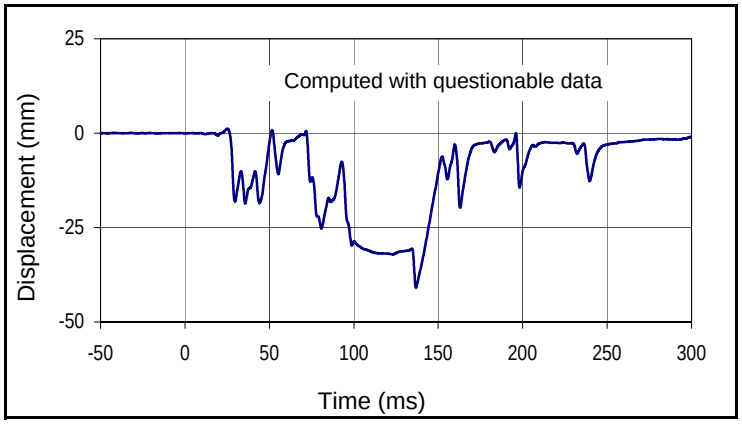


Curve Description			
V2P2 Mz on Head acting through total neck section			
Plot No.		SAE Class	Units
317		600	Nm
Max	Time	Min	Time
11.0	83.3	-12.5	258.3

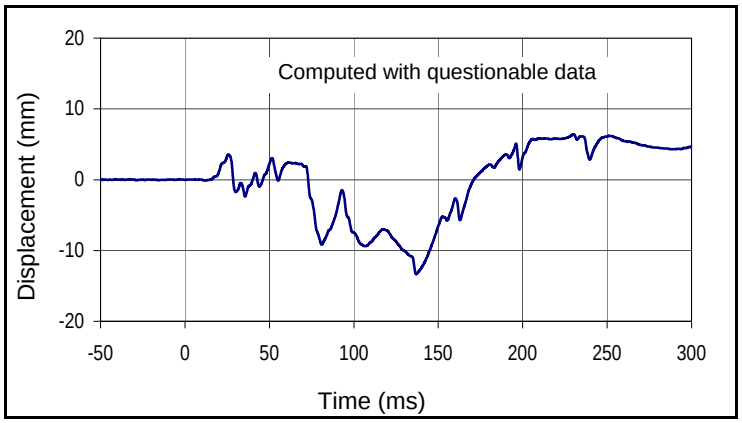


Curve Description			
V2P2 My on Head acting through total neck section			
Plot No.		SAE Class	Units
318		600	Nm
Max	Time	Min	Time
16.7	195.9	-38.7	121.4

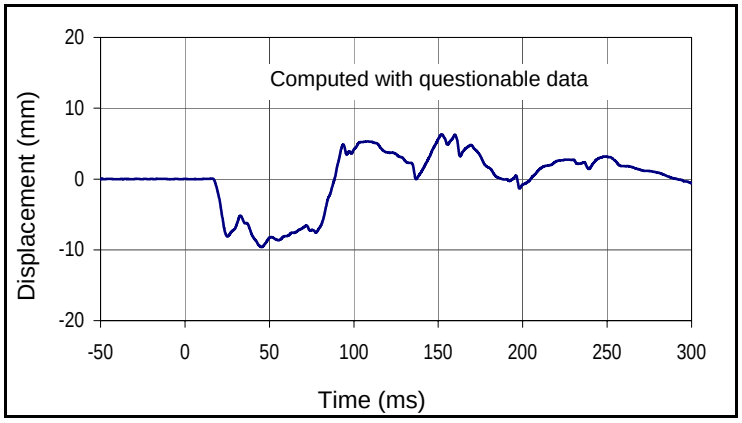
Test Vehicle:	2017 Honda Ridgeline 4-Door Truck	NHTSA No.:	R20175379
Test Program:	R&D 90.1 kph 15° / 35% Left Oblique Offset	Test Date:	6/15/17



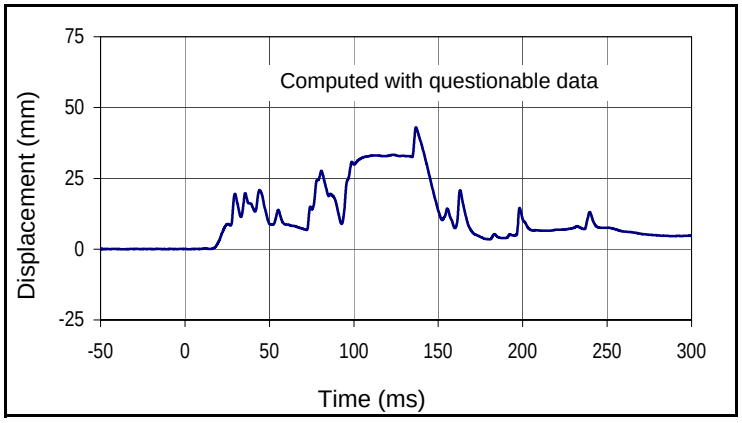
Curve Description			
V2P2 Chest Left Upper Dx			
Plot No.		SAE Class	Units
319		180	mm
Max	Time	Min	Time
1.2	25.2	-40.9	136.8



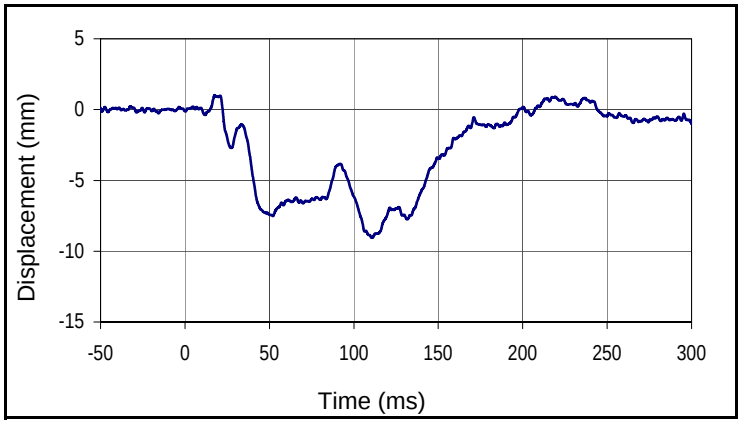
Curve Description			
V2P2 Chest Left Upper Dy			
Plot No.		SAE Class	Units
320		180	mm
Max	Time	Min	Time
6.4	230.1	-13.4	136.9



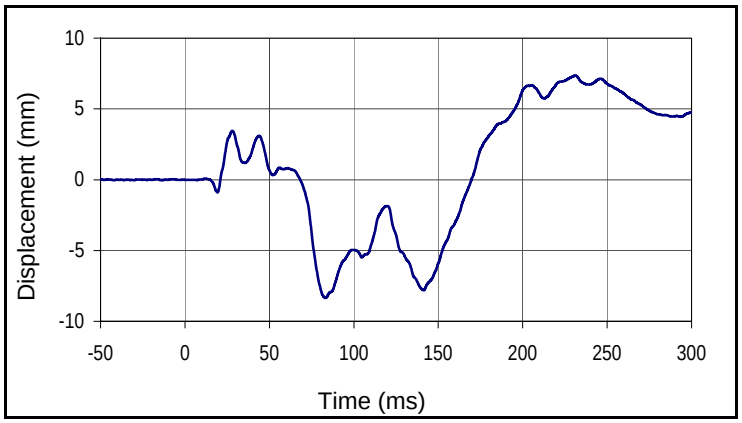
Curve Description			
V2P2 Chest Left Upper Dz			
Plot No.		SAE Class	Units
321		180	mm
Max	Time	Min	Time
6.3	152.1	-9.6	45.4



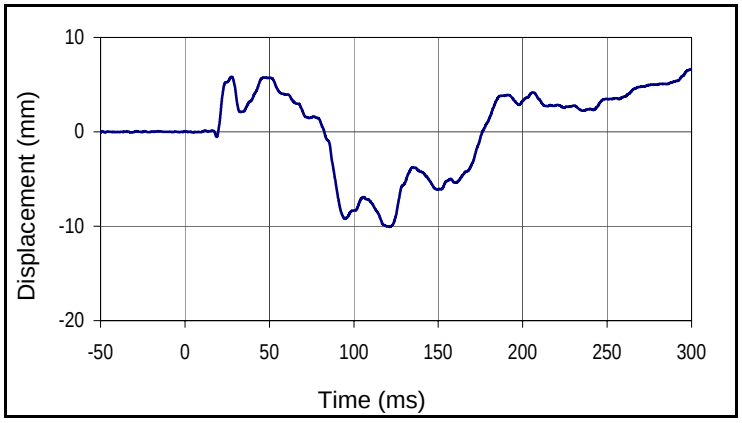
Curve Description			
V2P2 Chest Left Upper Resultant			
Plot No.		SAE Class	Units
322		180	mm
Max	Time	Min	Time
43.1	136.8	0.0	3.3



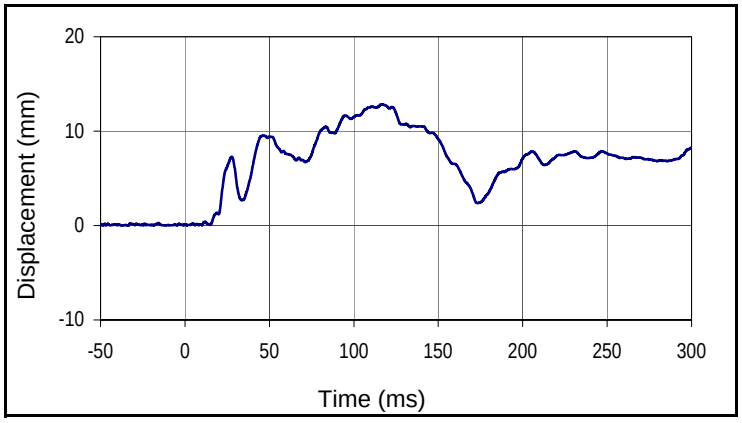
Curve Description			
V2P2 Chest Right Upper Dx			
Plot No.		SAE Class	Units
323		180	mm
Max	Time	Min	Time
1.0	17.6	-9.0	110.7



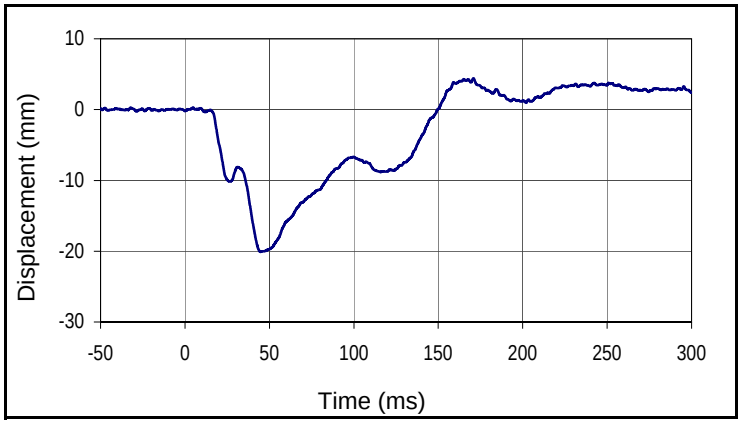
Curve Description			
V2P2 Chest Right Upper Dy			
Plot No.		SAE Class	Units
324		180	mm
Max	Time	Min	Time
7.4	231.1	-8.3	83.2



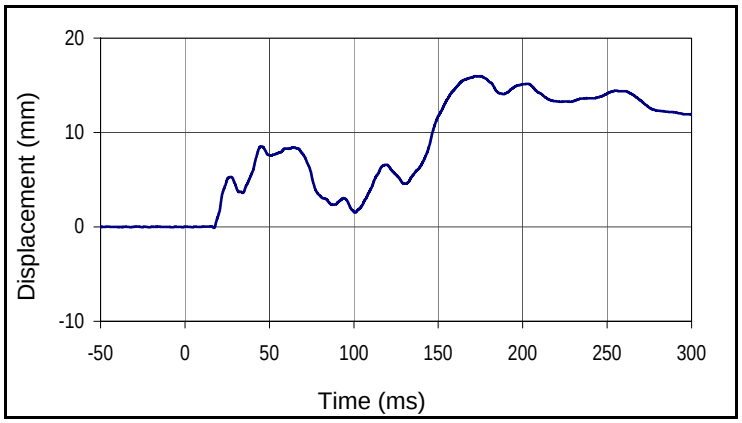
Curve Description			
V2P2 Chest Right Upper Dz			
Plot No.		SAE Class	Units
325		180	mm
Max	Time	Min	Time
6.7	299.9	-10.1	121.3



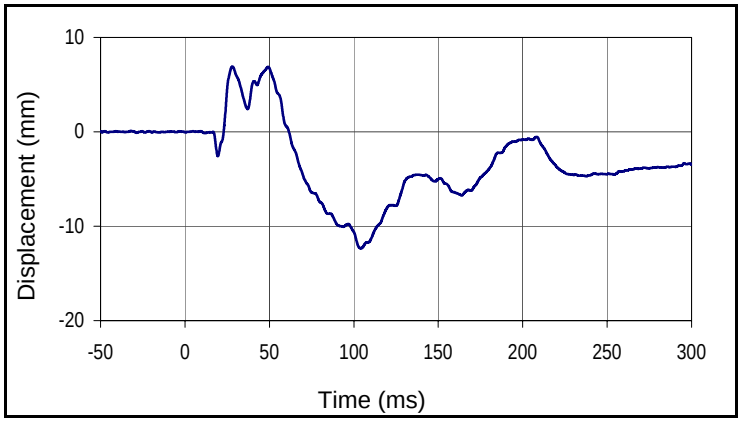
Curve Description			
V2P2 Chest Right Upper Resultant			
Plot No.		SAE Class	Units
326		180	mm
Max	Time	Min	Time
12.9	116.5	0.0	1.1



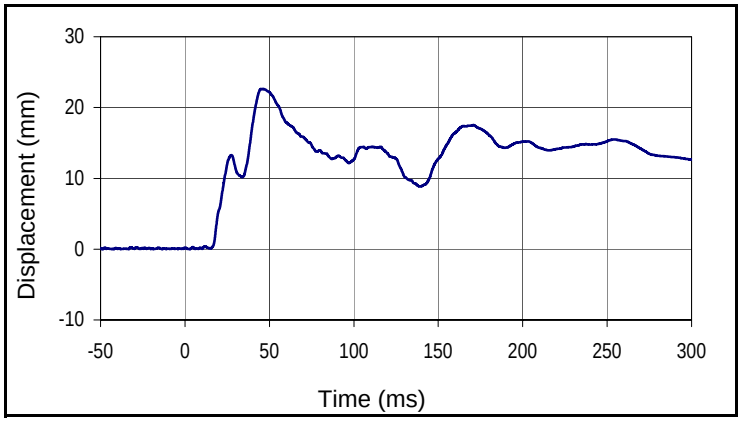
Curve Description			
V2P2 Chest Left Lower Dx			
Plot No.		SAE Class	Units
327		180	mm
Max	Time	Min	Time
4.4	170.8	-20.1	44.8



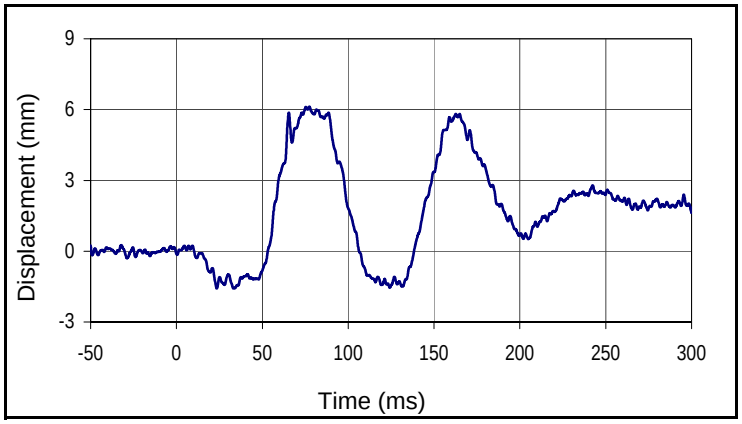
Curve Description			
V2P2 Chest Left Lower Dy			
Plot No.		SAE Class	Units
328		180	mm
Max	Time	Min	Time
16.0	172.1	-0.1	17.3



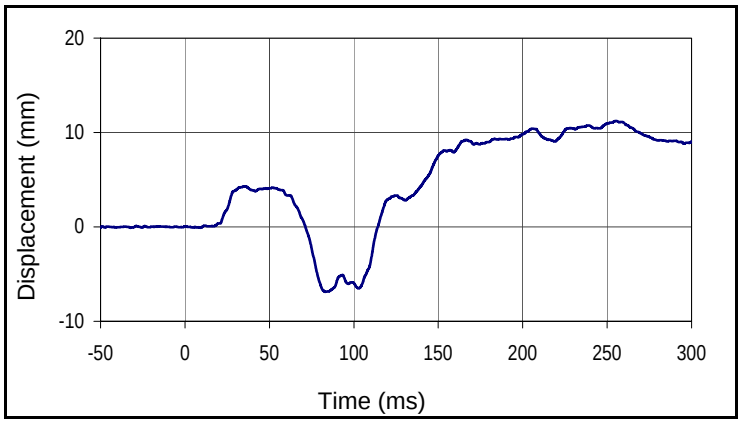
Curve Description			
V2P2 Chest Left Lower Dz			
Plot No.		SAE Class	Units
329		180	mm
Max	Time	Min	Time
6.9	28.2	-12.4	104.1



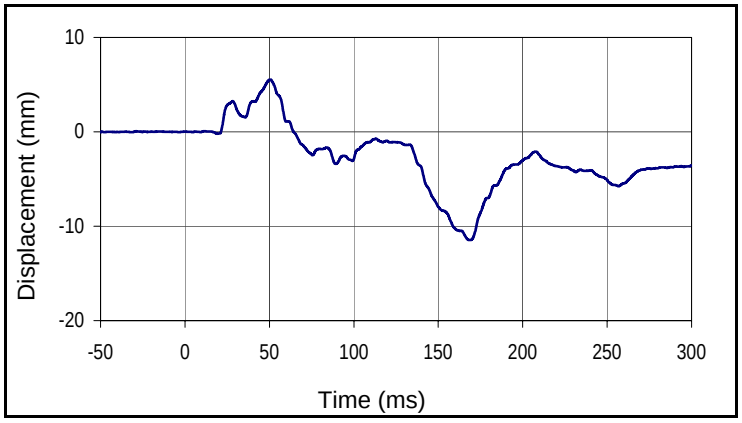
Curve Description			
V2P2 Chest Left Lower Resultant			
Plot No.		SAE Class	Units
330		180	mm
Max	Time	Min	Time
22.6	46.2	0.0	2.9



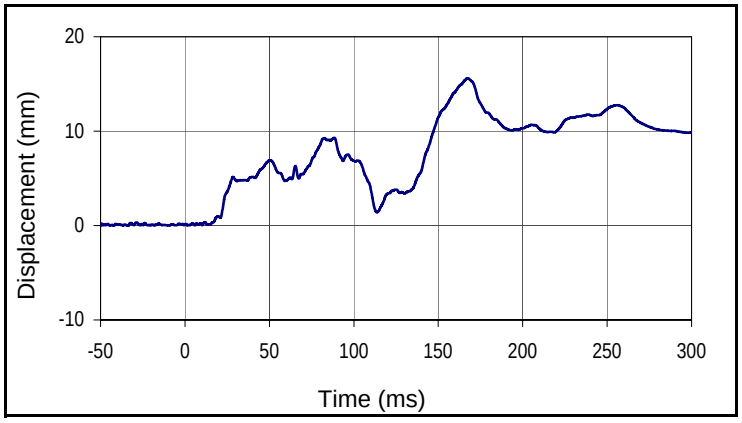
Curve Description			
V2P2 Chest Right Lower Dx			
Plot No.		SAE Class	Units
331		180	mm
Max	Time	Min	Time
6.1	77.4	-1.6	23.5



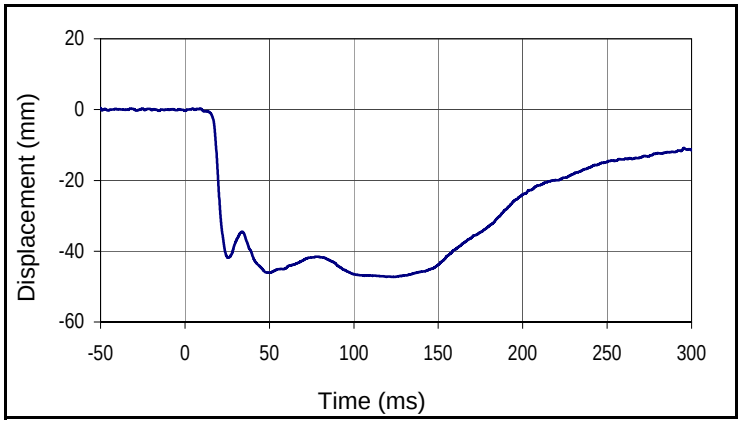
Curve Description			
V2P2 Chest Right Lower Dy			
Plot No.		SAE Class	Units
332		180	mm
Max	Time	Min	Time
11.2	255.5	-6.9	83.0



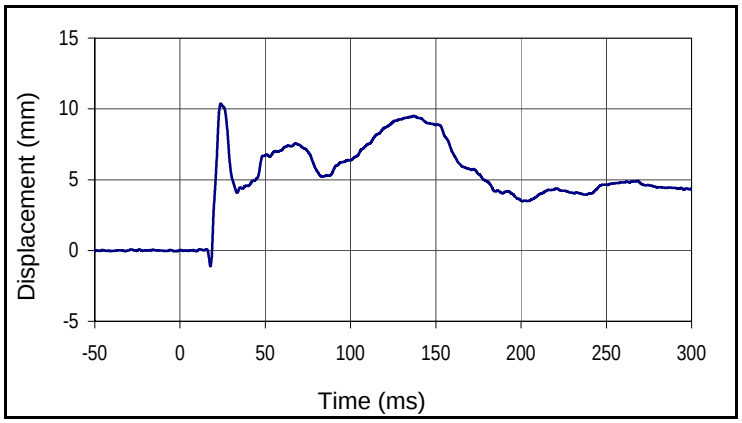
Curve Description			
V2P2 Chest Right Lower Dz			
Plot No.		SAE Class	Units
333		180	mm
Max	Time	Min	Time
5.5	50.4	-11.5	169.1



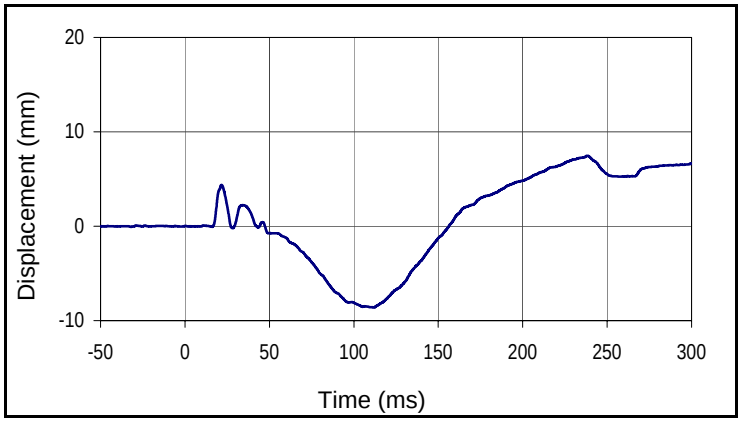
Curve Description			
V2P2 Chest Right Lower Resultant			
Plot No.		SAE Class	Units
334		180	mm
Max	Time	Min	Time
15.6	167.3	0.0	1.2



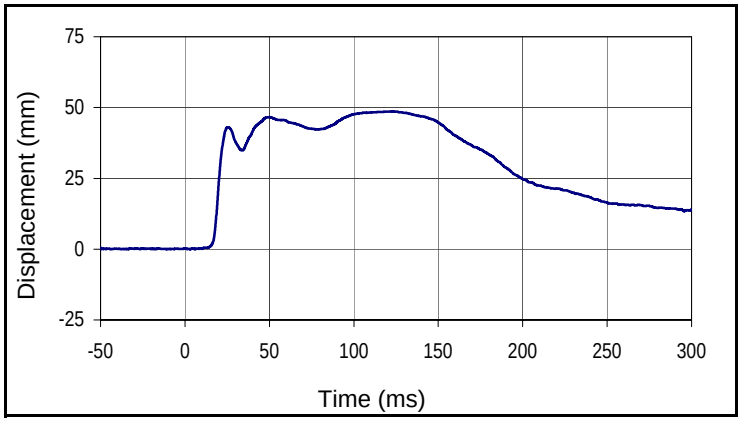
Curve Description			
V2P2 Abdomen Left Lower Dx			
Plot No.		SAE Class	Units
335		180	mm
Max	Time	Min	Time
0.3	4.7	-47.3	124.0



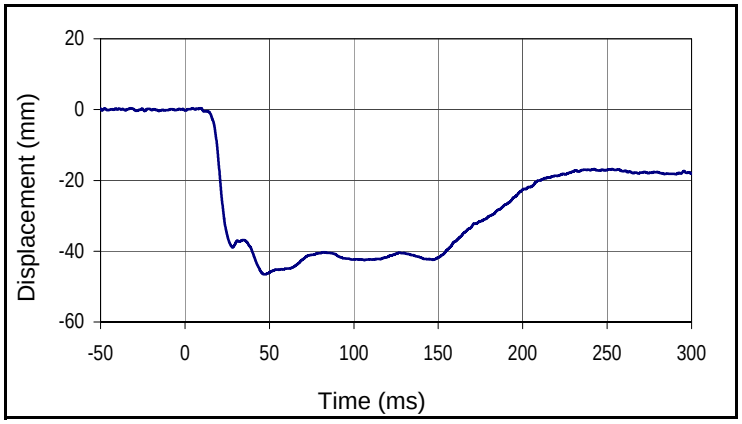
Curve Description			
V2P2 Abdomen Left Lower Dy			
Plot No.		SAE Class	Units
336		180	mm
Max	Time	Min	Time
10.4	23.9	-1.1	17.9



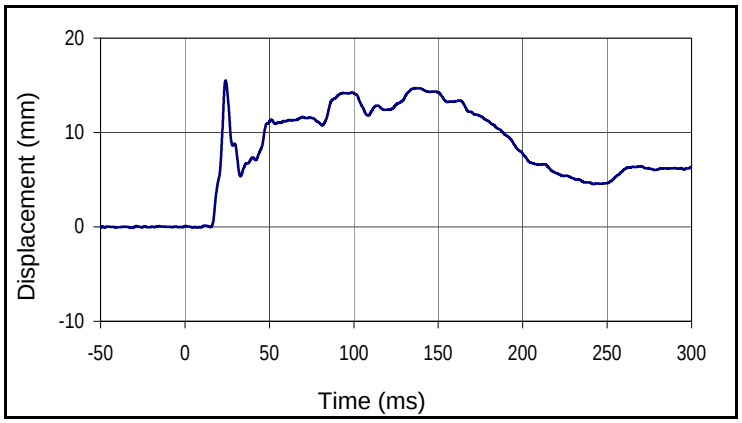
Curve Description			
V2P2 Abdomen Left Lower Dz			
Plot No.		SAE Class	Units
337		180	mm
Max	Time	Min	Time
7.5	238.2	-8.6	111.8



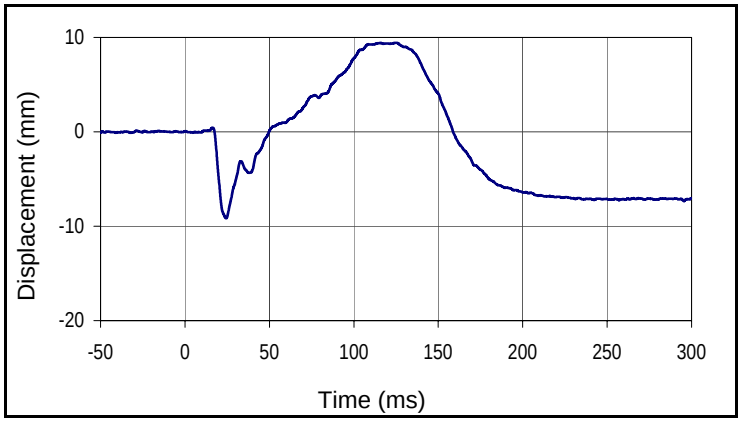
Curve Description			
V2P2 Abdomen Left Lower Resultant			
Plot No.		SAE Class	Units
338		180	mm
Max	Time	Min	Time
48.6	122.4	0.0	5.7



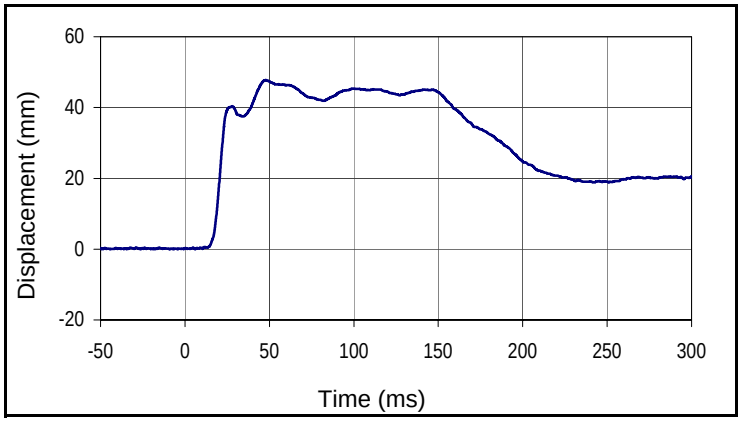
Curve Description			
V2P2 Abdomen Right Lower Dx			
Plot No.		SAE Class	Units
339		180	mm
Max	Time	Min	Time
0.4	9.2	-46.6	47.2



Curve Description			
V2P2 Abdomen Right Lower Dy			
Plot No.		SAE Class	Units
340		180	mm
Max	Time	Min	Time
15.5	24.0	-0.1	7.1



Curve Description			
V2P2 Abdomen Right Lower Dz			
Plot No.		SAE Class	Units
341		180	mm
Max	Time	Min	Time
9.4	125.5	-9.2	24.4



Curve Description			
V2P2 Abdomen Right Lower Resultant			
Plot No.		SAE Class	Units
342		180	mm
Max	Time	Min	Time
47.8	47.8	0.0	6.0

APPENDIX C
DUMMY CALIBRATION AND PERFORMANCE VERIFICATION DATA SHEETS