FINAL REPORT NUMBER 201UI-MGA-09-02

SAFETY COMPLIANCE TESTING FOR FMVSS 201
Occupant Protection In Interior Impact
Upper Interior Head Impact Protection

HONDA MOTOR CO., LTD.
2009 Honda Pilot 5-Door LX
NHTSA No. C95304

MGA RESEARCH CORPORATION
446 Executive Drive
Troy, Michigan 48083

Test Dates: April 21-22, 2009
Report Date: June 9, 2009

FINAL REPORT

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
1200 New Jersey Avenue, SE
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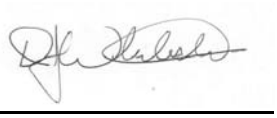
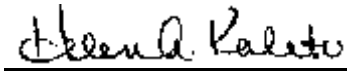
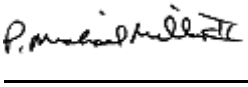
Prepared By: 

Donald J. Whiteside, Project Engineer



Helen A. Kaleto, Project Manager

Approved By: 

Approval Date: June 9, 2009

FINAL REPORT ACCEPTANCE BY OVSC:

Accepted By: _____

Acceptance Date: _____

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 201UI-MGA-09-02	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 201 Compliance Testing of a 2009 Honda Pilot 5-Door LX, NHTSA No. C95304		5. Report Date June 9, 2009 6. Performing Organization Code MGA	
7. Author(s) Helen A. Kaleto, Project Manager Donald J. Whiteside, Project Engineer		8. Performing Organization Report No. 201UI-MGA-09-02	
9. Performing Organization Name and Address MGA Research Corporation 446 Executive Drive Troy, Michigan 48083		10. Work Unit No. 11. Contract or Grant No. DTNH22-04-C-11027	
12. Sponsoring Agency Name and Address U.S. Department Of Transportation National Highway Traffic Safety Administration Enforcement Office of Vehicle Safety Compliance 1200 New Jersey Avenue, SE West Building, 4th Floor Washington, D.C. 20590		13. Type of Report and Period Covered Final Test Report 14. Sponsoring Agency Code NVS-220	
15. Supplementary Notes			
16. Abstract A compliance test series was conducted on the subject 2009 Honda Pilot 5-Door LX, NHTSA No. C95304, in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-201U-01 for the determination of FMVSS 201 compliance. The testing was conducted at MGA Research Corporation in Troy, Michigan on April 21-22, 2009. Test failures identified were as follows: None The data recorded indicates that the 2009 Honda Pilot 5-Door LX tested appears to comply with the upper interior requirements of FMVSS 201.			
17. Key Words Compliance Testing Safety Engineering FMVSS 201UI 2009 Honda Pilot 5-Door LX		18. Distribution Statement Copies of this report are available from: NHTSA Technical Reference Division, Mail Code: NPO-410 1200 New Jersey Avenue, SE West Building Washington, D.C. 20590	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 169	22. Price N/A

Form DOT F 1700.7 (8-69)

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1.0 PURPOSE OF COMPLIANCE TEST

The purpose of this head impact compliance test was to determine whether the subject vehicle, a 2009 Honda Pilot 5-Door LX, meets the performance requirements of FMVSS 201, Occupant Protection in Interior Impact - Upper Interior Head Impact Protection.

Tests were conducted on April 21-22, 2009 on a 2009 Honda Pilot 5-Door LX, manufactured by Honda Manufacturing of Alabama, LLC.

All tests were conducted in accordance with the U. S. Department of Transportation, National Highway Traffic Safety Administration's Laboratory Test Procedure TP-201U-01 dated April 3, 1998 and the corresponding MGA Research Corporation's FMVSS 201U procedure number MGATP201U_FRAME#2 dated July 1, 2005.

All tests were conducted at MGA Research Corporation in Troy, Michigan and were performed by MGA engineers and technicians. The FMVSS 201U impactor test machine was used to conduct the testing. Target locations were determined by using a Coordinate Measurement Machine in conjunction with the MGA EZ-Target™ program and MGA procedure MGATP201U_Test Series dated July 1, 2005.

2.0 COMPLIANCE TEST DATA SUMMARY

The 2009 Honda Pilot 5-Door LX, was equipped with A, B, O (Other), and rear-pillars, an adjustable seat belt anchorage on each B-pillar and O-pillar, a fixed seat belt anchorage on each rear pillar and at the rear left corner of the upper roof, a grab handle located on the side rail above each door (front and rear), assist handles on the O-pillars, an overhead console in the front upper roof, and dome lights located in the middle and rear upper roof.

Upon completion of targeting the test vehicle, twelve (12) targets were chosen to be impacted based upon engineering judgment and certification test data provided by the manufacturer. The twelve (12) targets chosen were:

AP1	BP1	OP1	UR4@SR3-1 Left
AP2	BP3	RH	UR5@Upper Roof S/B Anchor
AP3	BP4	UR3@BPR Left	UR6@RH Rear Corner of Upper Roof

The 2009 Honda Pilot 5-Door LX, tested appears to comply with the upper interior performance criteria for FMVSS 201. The HIC(d) measured using the Part 572L (Free Motion Headform) was below 1000 for each tested component.

TABLE 2-1

SUMMARY TABLE OF TEST RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

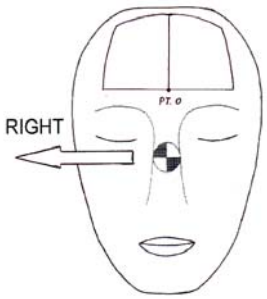
VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

TARGET	VEHICLE SIDE	HORIZONTAL ANGLE (deg)	VERTICAL ANGLE (deg)	VELOCITY (kph)	HIC(d)	FMH HIC	IMPACT ON FMH (mm)	
							Above	Left/Right
AP1	Right	111	37	19.0	372	273	12	3 Left
AP2	Left	201	38	18.3	339	229	10	3 Right
AP3	Right	158	35	18.9	567	531	18	14 Left
BP1	Right	90	11	18.9	478	414	67	8 Left
BP3	Left	270	6	24.1	610	588	19	7 Left
BP4	Right	159	-9	23.7	581	550	17	8 Left
OP1	Left	270	5	23.8	547	504	9	1 Right
RH	Left	0	50	23.8	693	698	25	4 Right
UR3@BPR	Left	270	50	23.9	433	353	22	0 Right
UR4@SR3-1	Left	270	50	23.3	765	793	21	3 Left
UR5@Upper Roof Seat Belt Anchor	Left	330	50	23.9	377	279	31	2 Left
UR6@RH Rear Corner of Upper Roof	Right	0	50	23.8	309	188	28	6 Left

Above and left/right refers to the position relative to reference pt. 0 where the target made contact with the Free Motion Headform. See the diagram below for details.



POST TEST COMMENTS:

The following description lists any post-test damage or other test observations for each target.

AP3 Right: Minor deformation on left side of point.

OP1 Left: Anchorage mount pushed in from impact.

UR6 Right: Headliner deformation; crease.

REMARKS:

The targets listed were impacted in the following order:

Left: AP2, BP3, UR3@BPR, UR4@SR3-1, UR5@Upper Roof Seat Belt Anchor, OP1, RH

Right: AP3, AP1, BP4, UR6@RH Rear Corner of Upper Roof, BP1

The 150 mm rule was observed for targets horizontal to each other and the 200 mm rule was observed for vertical components.

RECORDED BY: Donald J. Whiteside DATE: April 22, 2009

APPROVED BY: Helen A. Kaleto

TABLE 2-2

GENERAL TEST AND VEHICLE PARAMETER DATA

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

INTERIOR TRIM INFORMATION: A, B, O (Other), and rear-pillars, an adjustable seat belt anchorage on each B-pillar and O-pillar, a fixed seat belt anchorage on each rear pillar and at the rear left corner of the upper roof, a grab handle located on the side rail above each door (front and rear), assist handles on the O-pillars, an overhead console in the front upper roof, and dome lights located in the middle and rear upper roof.

SUNROOF INFORMATION:

Installed: _____Yes __X__ No

Operation: _____Electric ____ Manual

SIDE RAIL CURTAIN AIRBAG INFORMATION:

Installed: __X__Yes ____ No

ROLL-BAR INFORMATION:

Installed: _____Yes __X__ No

Padded: _____Yes __X__ No

Braces: _____Yes __X__ No

GENERAL INFORMATION:

Date Received: February 13, 2009; Odometer Reading 51 miles

DATA FROM VEHICLE'S CERTIFICATION LABEL:

Vehicle Manufactured By: Honda Manufacturing of Alabama, LLC

Date of Manufacture: October, 2008; VIN: 5FNYF48219B042447

GVWR: 2765 kg; GAWR FRONT: 1325 kg;

GAWR REAR: 1475 kg;

DATA FROM TIRE PLACARD:

Tire Pressure with Maximum Capacity Vehicle Load:

FRONT: 220 kPa REAR: 220 kPa

Recommended Tire Size: P245/65R17

Recommended Cold Tire Pressure:

FRONT: 220 kPa REAR: 220 kPa

Size of Tire on Test Vehicle: P245/65R17

Type of Spare Tire: T165/80D17; Space Saver: X; Standard__

VEHICLE CAPACITY DATA:

Type of Front Seats: Bench__; Bucket X; Split Bench __

Number of Occupants: Front 2; Rear 6; TOTAL 8

VEHICLE CAPACITY WEIGHT:

Vehicle Capacity Weight (VCW) = 600 kg

No. of Occupants x 68 kg = 544 kg

Rated Cargo/Luggage Weight (RCLW) = 56 kg (difference)

WEIGHT OF TEST VEHICLE AS DELIVERED AT LABORATORY: (with maximum fluids)

Right Front =	541.0 kg	Right Rear =	461.5 kg
Left Front =	575.5 kg	Left Rear =	454.5 kg
TOTAL FRONT =	1116.5 kg	TOTAL REAR =	916.0 kg
% Total Weight =	54.9 %	% Total Weight =	45.1 %

TOTAL DELIVERED WEIGHT = 2032.5 kg

CALCULATION OF VEHICLE'S TARGET TEST WEIGHT:

Total Delivered Weight = 2032.5 kg

Max. Test Cargo/Luggage Weight = 56.0 kg

Target Test Weight = 2088.5 kg

WEIGHT OF TEST VEHICLE FULLY LOADED:

Right Front =	532.0 kg	Right Rear =	498.5 kg
Left Front =	569.0 kg	Left Rear =	489.0 kg
TOTAL FRONT =	1101.0 kg	TOTAL REAR =	987.5 kg
% Total Weight =	52.7 %	% Total Weight =	47.3 %

TOTAL TEST WEIGHT = 2088.5 kg

Weight of ballast secured in vehicle's cargo area = 56.0 kg

TEST VEHICLE ATTITUDE:

AS DELIVERED: Right Front 809 mm; Left Front 809 mm;
Right Rear 824 mm; Left Rear 830 mm;
Pitch Angle at Right Door Sill = 0.1 Rear is higher
Pitch Angle at Left Door Sill = 0.1 Rear is higher
Roll Angle at Front Bumper = 0.0
Roll Angle at Rear Bumper = 0.2 Left is higher

FULLY LOADED: Right Front 812 mm; Left Front 814 mm;
Right Rear 821 mm; Left Rear 819 mm;
Pitch Angle at Right Door Sill = 0.1 Rear is higher
Pitch Angle at Left Door Sill = 0.0
Roll Angle at Front Bumper = 0.2 Left is higher
Roll Angle at Rear Bumper = 0.0

AS TARGETED: Right Front 931 mm; Left Front 931 mm;
Right Rear 932 mm; Left Rear 934 mm;
Pitch Angle at Right Door Sill = 0.1 Rear is higher
Pitch Angle at Left Door Sill = 0.0
Roll Angle at Front Bumper = 0.1 Left is higher
Roll Angle at Rear Bumper = 0.0

AS TESTED ON RIGHT SIDE:

Pitch Angle at Right Door Sill =	0.1 Rear is higher
Pitch Angle at Left Door Sill =	0.1 Rear is higher
Roll Angle at Front Bumper =	0.1 Left is higher
Roll Angle at Rear Bumper =	0.0

AS TESTED ON LEFT SIDE:

Pitch Angle at Right Door Sill =	0.1 Rear is higher
Pitch Angle at Left Door Sill =	0.1 Rear is higher
Roll Angle at Front Bumper =	0.0
Roll Angle at Rear Bumper =	0.1 Left is higher

VEHICLE WHEELBASE = 2785 mm

REMARKS: The seat travel distance was measured to be 241 mm for the driver front seat and 241 mm for the passenger front seat.

RECORDED BY: Donald J. Whiteside DATE: April 16, 2009

APPROVED BY: Helen A. Kaleto

TABLE 2-3

HORIZONTAL IMPACT ANGLE RANGE FOR A AND B PILLARS

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

HORIZONTAL IMPACT ANGLE RANGE FOR A AND B PILLARS

	HORIZONTAL ANGLE SPECIFIED RANGE	MINIMUM HORIZONTAL ANGLE	MAXIMUM HORIZONTAL ANGLE
A-PILLAR	L 195º-255º	L 201.1º	L 249.3º
	R 105º-165º	R 111.0º	R 157.9º
B-PILLAR	L 195º-345º	L 200.5º	L 295.8º
	R 15º-165º	R 63.3º	R 159.2º

AS DETERMINED USING THE PROCEDURES SPECIFIED IN S8.13.4.1

REMARKS:

RECORDED BY: Donald J. Whiteside DATE: April 16, 2009

APPROVED BY: Helen A. Kaleto

TABLE 2-4

VERTICAL IMPACT ANGLE RANGES

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

VERTICAL IMPACT ANGLE RANGES

		VERTICAL ANGLE SPECIFIED RANGE	MINIMUM VERTICAL ANGLE	MAXIMUM VERTICAL ANGLE
FRONT HEADER	FH1	L 0º-50º	L 0º	L 50º
		R 0º-50º	R 0º	R 50º
	FH2	L 0º-50º	L 0º	L 50º
		R 0º-50º	R 0º	R 50º
SIDE RAIL	SR1	L 0º-50º	L 0º	L 42º
		R 0º-50º	R 0º	R 42º
	SR2A	L 0º-50º	L 0º	L 38º
		R 0º-50º	R 0º	R 38º
	SR2B	L 0º-50º	L 0º	L 44º
		R 0º-50º	R 0º	R 44º
	SR3-1	L 0º-50º	L 0º	L 39º
		R 0º-50º	R 0º	R 39º
	SR3-2	L 0º-50º	L 0º	L 39º
		R 0º-50º	R 0º	R 39º
	SR3-3	L 0º-50º	L 0º	L 45º
		R 0º-50º	R 0º	R 45º

		VERTICAL ANGLE SPECIFIED RANGE	MINIMUM VERTICAL ANGLE	MAXIMUM VERTICAL ANGLE
REAR HEADER	RH	L 0º-50º	L 0º	L 50º
		R 0º-50º	R 0º	R 50º
A-PILLAR	AP1	L -5º-50º	L -5º	L 37º
		R -5º-50º	R -5º	R 37º
	AP2	L -5º-50º	L -5º	L 38º
		R -5º-50º	R -5º	R 37º
	AP3	L -5º-50º	L -5º	L 36º
		R -5º-50º	R -5º	R 35º
B-PILLAR	BP1	L -10º-50º	L -10º	L 10º
		R -10º-50º	R -10º	R 11º
	BP2*	L 0º-50º	L 0º	L 4º
		R 0º-50º	R 0º	R 4º
	BP3*	L 0º-50º	L 0º	L 6º
		R 0º-50º	R 0º	R 6º
	BP4	L -10º-50º	L -10º	L -9º
		R -10º-50º	R -10º	R -9º
OTHER-PILLAR	OP1*	L 0º-50º	L 0º	L 5º
		R 0º-50º	R 0º	R 6º
	OP2	L -10º-50º	L -10º	L -9º
		R -10º-50º	R -10º	R -8º
REAR PILLAR	RP1	L -10º-50º	L -10º	L 7º
		R -10º-50º	R -10º	R 8º
	RP2*	L -10º-50º	L -10º	L 2º
		R -10º-50º	R -10º	R 2º
UPPER ROOF 1		0º-50º	0º	50º
UPPER ROOF 2		0º-50º	0º	50º
UPPER ROOF 3		0º-50º	0º	50º

	VERTICAL ANGLE SPECIFIED RANGE	MINIMUM VERTICAL ANGLE	MAXIMUM VERTICAL ANGLE
UPPER ROOF 4	0º-50º	0º	50º
UPPER ROOF 5*	0º-50º	0º	50º
UPPER ROOF 6	0º-50º	0º	50º

As determined using the Procedures specified in S8.13.4.2.

*Targets BP2, BP3, OP1, and UR5 are seat belt anchorage locations.
Target RP2 is a seat belt anchorage location treated as a pillar target with respect to the vertical angle range of Table 1, approach angle limit.

RECORDED BY: Donald J. Whiteside DATE: April 16, 2009

APPROVED BY: Helen A. Kaleto

TABLE 2-5

TARGET MEASUREMENTS

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

Measurement	Description	Left Side	Right Side
M	Seat Fore/Aft Travel (Front seats)	241 mm	241 mm
T^{o}	Horizontal < {CG-F1 (Left Seat) to (Right A-Pillar)}	110.7^{o}	--
A1^{o}	360^{o} - T^{o}	249.3^{o}	--
W^{o}	Horizontal < {CG-2 (Left Seat) to (Left A-Pillar)}	201.1^{o}	--
A2^{o}	A2^{o} = W^{o}	201.1^{o}	--
U^{o}	Horizontal < {CG-2 (Left Seat) to (Left B-Pillar)}	295.8^{o}	--
B1^{o}	B1^{o} = U^{o}	295.8^{o}	--
V^{o}	Horizontal < {CG-R (Left Seat) to (Left B-Pillar)}	200.5^{o}	--
B2^{o}	B2^{o} = V^{o}	200.5^{o}	--
W^{o} (right)	Horizontal < {CG-F2 (Right Seat) to (Right A-Pillar)}	--	157.9^{o}
A1^{o} (right)	A1^{o} (right) = W^{o} (right)	--	157.9^{o}
T ^{o} (right)	Horizontal < {CG-F1 (Right Seat) to (Left A-Pillar)}	--	249.0^{o}
A2^{o} (right)	360^{o}-T^{o} (right)	--	111.0^{o}
V ^{o} (right)	Horizontal < {CG-R (Right Seat) to (Right B-Pillar)}	--	159.2^{o}
B1^{o} (right)	B1^{o} (right) = V^{o} (right)	--	159.2^{o}
U ^{o} (right)	Horizontal < {CG-F2 (Right Seat) to (Right B-Pillar)}	--	63.3^{o}
B2^{o} (right)	B2^{o} (right) = U^{o} (right)	--	63.3^{o}
J	A-Pillar {(Plane 3) – (Plane 5)}	331.1 mm	328.6 mm
J/2	J ÷ 2	165.6 mm	164.3 mm
D1	Upper Roof {(Plane A) – (Plane B)}	2637.0 mm	
D1/2	D1 ÷ 2	1318.5 mm	

Measurement	Description	Left Side	Right Side
D2	Upper Roof {(Plane C) – (Plane D)}	1399.9 mm	
D2/2	D2 ÷ 2	700.0 mm	
.35D1	.35 x D1	923.0 mm	
.35D2	.35 x D2	490.0 mm	
N	B-Pillar {(BPR) – (lowest point on daylight opening forward of B-Pillar)}	480.4 mm	480.5 mm
N/2	B-Pillar {(BP3) – (lowest point on daylight opening forward of B-Pillar)}	240.2 mm	240.3 mm
N/4	B-Pillar {(BP4) – (lowest point on daylight opening forward of B-Pillar)}	120.1 mm	120.1 mm
Q	O-Pillar (Plane 13 – Plane 14)	473.6 mm	473.9 mm
Q/2	Q / 2	236.8 mm	237.0 mm
D	R-Pillar (Point 7 – Point M)	1068.0 mm	1063.0 mm
3D/7	3*D / 7	457.7 mm	455.6 mm

As determined using the Procedures specified in S10.1-10.13.

SgRP Locations (world coordinates)						
	Left (mm)			Right (mm)		
	x	y	z	x	y	z
Front	1302.0	-425.0	383.0	1302.0	425.0	383.0
2nd Row	2188.0	-432.5	410.0	2188.0	432.5	410.0
3rd Row	2970.0	-360.0	465.0	2970.0	360.0	465.0

SgRP Locations (vehicle coordinates)						
	Left (mm)			Right (mm)		
	x	y	z	x	y	z
Front	1302.0	-425.0	383.0	1302.0	425.0	383.0
2nd Row	2188.0	-432.5	410.0	2188.0	432.5	410.0
3rd Row	2970.0	-360.0	465.0	2970.0	360.0	465.0

CG Locations (world coordinates)						
	Left (mm)			Right (mm)		
	x	y	z	X	y	z
CGF1	1221.0	-425.0	1043.0	1221.0	425.0	1043.0
CGF2	1462.0	-425.0	1043.0	1462.0	425.0	1043.0
CGR – 2nd Row	2348.0	-432.5	1070.0	2348.0	432.5	1070.0
CGR - 3rd Row	3130.0	-360.0	1125.0	3130.0	360.0	1125.0

REFERENCE FOR VEHICLE COORDINATE SYSTEM (measured in millimeters):

Driver seat front outboard anchor (x, y, z) = 998.0, -637.0, 77.0

Driver seat rear inboard anchor (x, y, z) = 1446.0, -188.0, 44.0

Passenger seat rear outboard anchor (x, y, z) = 1446.0, 642.0, 44.0

REMARKS:

RECORDED BY: Donald J. Whiteside DATE: April 16, 2009

APPROVED BY: Helen A. Kaleto

TABLE 2-6

SUMMARY OF TARGETING RESULTS

VEH. MOD YR/MAKE/MODEL/BODY: 2009 Honda Pilot 5-Door LX

VEH. NHTSA NO.: C95304 VIN: 5FNYF48219B042447 COLOR: Mocha

VEH. BUILD DATE: October, 2008 TEST DATES: April 21-22, 2009

TEST LABORATORY: MGA Research Corporation

OBSERVERS: Andrew Gould, Ryan Jones, Helen A. Kaleto, Donald J. Whiteside

SUMMARY OF TARGETING RESULTS								
Target	**Location (mm)**			**Horizontal Angle (deg)**	**Vertical Angle (deg)**	**Relocation (Yes/No)**	**Extension (# of 25 mm Spheres)**	**Impact (Yes/No)**
	x	**y**	**z**					
A-Pillar Left Side								
AP1	996.5	-626.2	1167.9	249	37	No	--	No
AP2	864.8	-669.9	1079.8	201	38	No	--	Yes
AP3	756.1	-696.3	1002.1	201	36	No	--	No
A-Pillar Right Side								
AP1	1000.9	628.7	1166.7	111	37	No	--	Yes
AP2	867.3	670.1	1079.2	158	37	No	--	No
AP3	760.9	696.4	1003.2	158	35	No	--	Yes
B-Pillar Left Side								
BP1	1610.2	-561.9	1273.8	270	10	No	--	No
BP2	1590.8	-671.4	1007.4	270	4	No	--	No
BP3	1583.0	-663.6	1034.1	270	6	No	--	Yes
BP4	1641.9	-743.3	914.1	201	-9	No	--	No
B-Pillar Right Side								
BP1	1617.3	561.7	1271.6	90	11	No	--	Yes
BP2	1593.4	671.0	1010.1	90	4	No	--	No
BP3	1585.8	665.2	1031.6	90	6	No	--	No
BP4	1642.4	742.2	911.7	159	-9	No	--	Yes

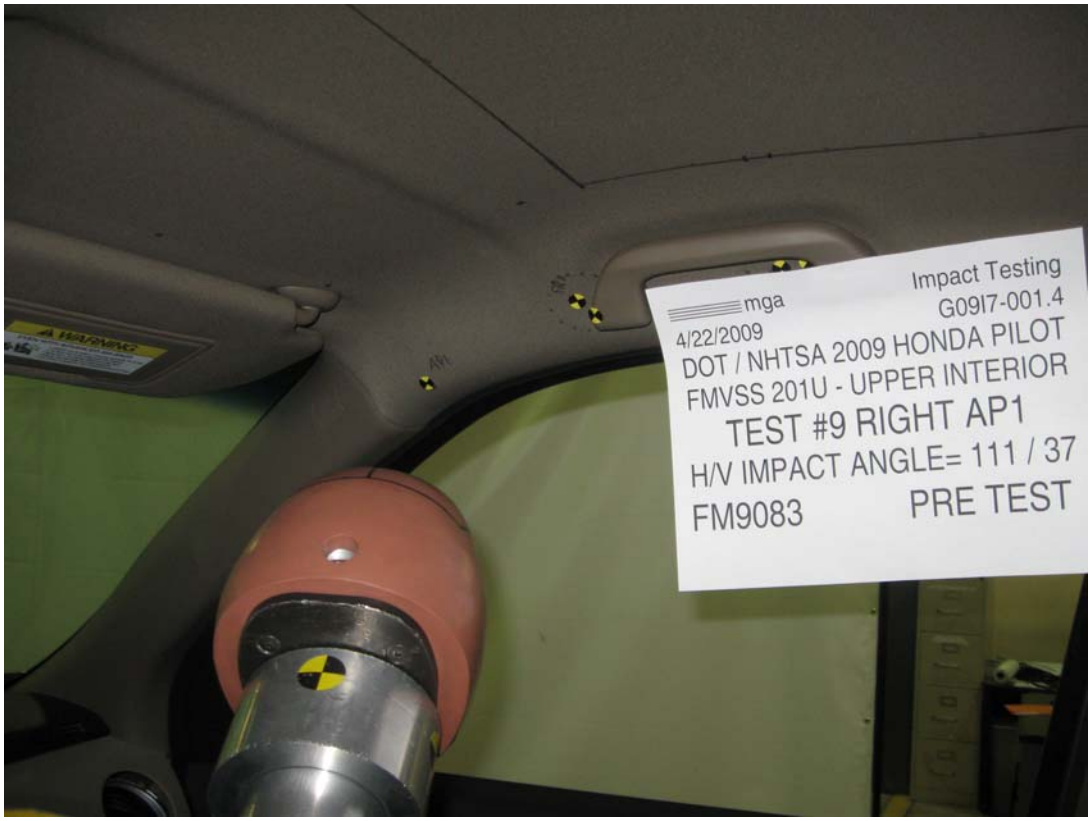
SUMMARY OF TARGETING RESULTS								
Target	**Location (mm)**			**Horizontal Angle (deg)**	**Vertical Angle (deg)**	**Relocation (Yes/No)**	**Extension (# of 25 mm Spheres)**	**Impact (Yes/No)**
	x	**y**	**z**					
Other Pillar Left Side								
OP1	2586.9	-680.0	1057.1	270	5	No	--	Yes
OP2	2592.2	-685.2	1053.1	270	-9	No	--	No
Other Pillar Right Side								
OP1	2589.7	680.3	1059.3	90	6	No	--	No
OP2	2592.4	685.2	1052.9	90	-8	No	--	No
Rear Pillar Left Side								
RP1	3202.1	-579.6	1175.5	30	7	No	--	No
RP2	3289.5	-570.5	1132.4	30	2	No	--	No
Rear Pillar Right Side								
RP1	3190.4	572.5	1200.2	30	8	No	--	No
RP2	3291.2	566.9	1138.0	30	2	No	--	No
Front Header Left Side								
FH1	902.3	-531.1	1222.0	--	--	Yes	--	--
REL	889.3	-510.3	1217.1	180	50	--	1	No
FH2	874.6	-383.6	1222.9	180	50	No	--	No
Front Header Right Side								
FH1	907.8	534.3	1225.0	--	--	Yes	--	--
REL	891.5	513.3	1217.0	180	50	--	1	No
FH2	879.2	386.4	1221.6	180	50	No	--	No
Side Rail Left Side								
SR1	1145.9	-591.5	1221.3	--	--	Yes	--	--
REL	1160.7	-578.6	1207.2	270	42	--	1	No
SR2A	1297.1	-587.3	1241.9	--	--	Yes	--	--
REL	1287.1	-601.8	1223.5	270	38	--	1	No
SR2B	1309.8	-588.7	1243.3	--	--	Yes	--	--
REL	1324.8	-578.4	1223.5	270	44	--	1	No
SR3-1	2056.5	-569.9	1251.7	270	39	No	--	No
SR3-2	2215.2	-570.5	1252.4	270	39	No	--	No

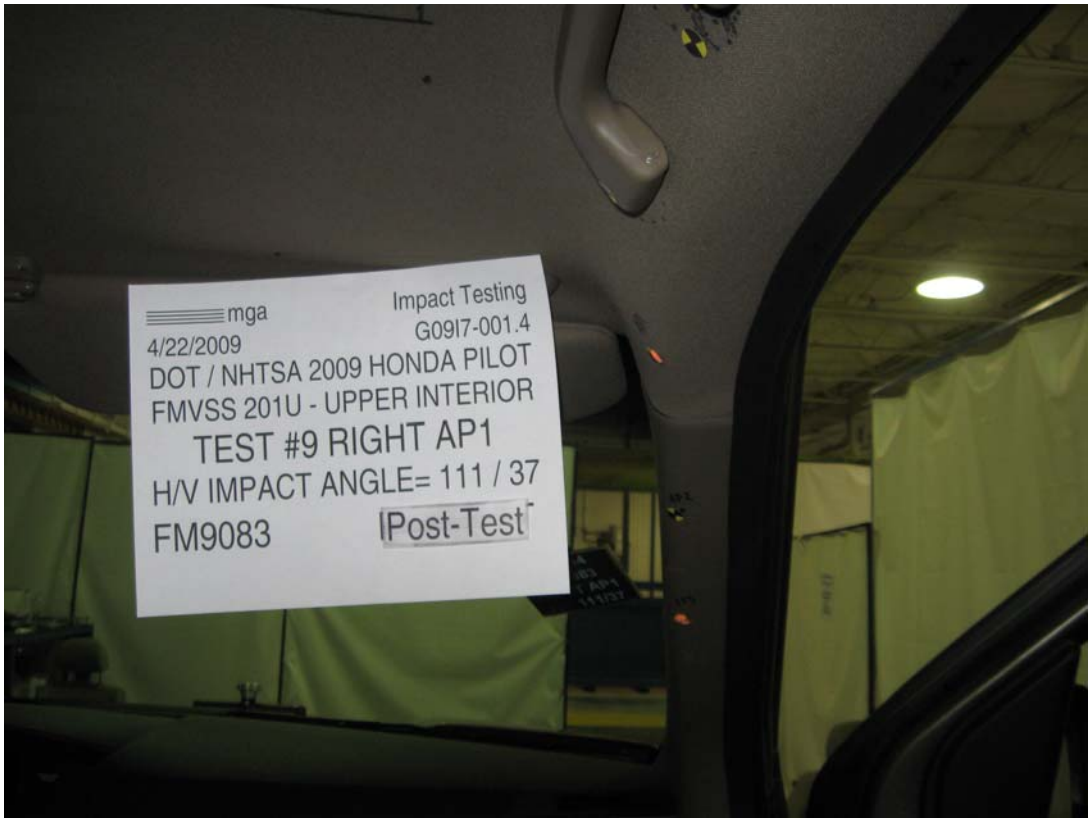
SUMMARY OF TARGETING RESULTS								
Target	**Location (mm)**			**Horizontal Angle (deg)**	**Vertical Angle (deg)**	**Relocation (Yes/No)**	**Extension (# of 25 mm Spheres)**	**Impact (Yes/No)**
	x	**y**	**z**					
SR3-3	2737.2	-609.4	1237.8	270	45	No	--	No
Side Rail Right Side								
SR1	1150.3	585.5	1223.2	--	--	Yes	--	--
REL	1163.2	575.8	1208.9	90	42	--	1	No
SR2A	1300.3	587.4	1241.4	--	--	Yes	--	--
REL	1273.4	593.6	1231.1	90	38	--	1	No
SR2B	1316.6	591.3	1243.2	--	--	Yes	--	--
REL	1326.0	574.3	1227.4	90	44	--	1	No
SR3-1	2056.5	571.6	1246.9	90	39	No	--	No
SR3-2	2219.4	570.4	1250.0	90	39	No	--	No
SR3-3	2740.8	607.1	1241.6	90	45	No	--	No
Rear Header Left Side								
RH	3229.6	-354.6	1258.6	0	50	No	--	Yes
Rear Header Right Side								
RH	3229.2	358.6	1266.9	0	50	No	--	No
Upper Roof Left Side								
UR3@ BPR Left	1623.9	-444.5	1298.5	270	50	No	--	Yes
UR4@ SR3-1 Left	2071.4	-451.5	1310.5	270	50	No	--	Yes
UR5@Upper Roof Seat Belt Anchor	2589.2	-341.6	1326.2	330	50	No	--	Yes
Upper Roof Right Side								
UR1@Front Center of Upper Roof	1208.6	17.6	1292.0	180	50	No	--	No
UR2@Front LH Corner of Roof	1218.8	-453.2	1281.8	180	50	No	--	No
UR6@ Rear RH Corner of Upper Roof	2993.8	444.4	1333.7	0	50	No	--	Yes

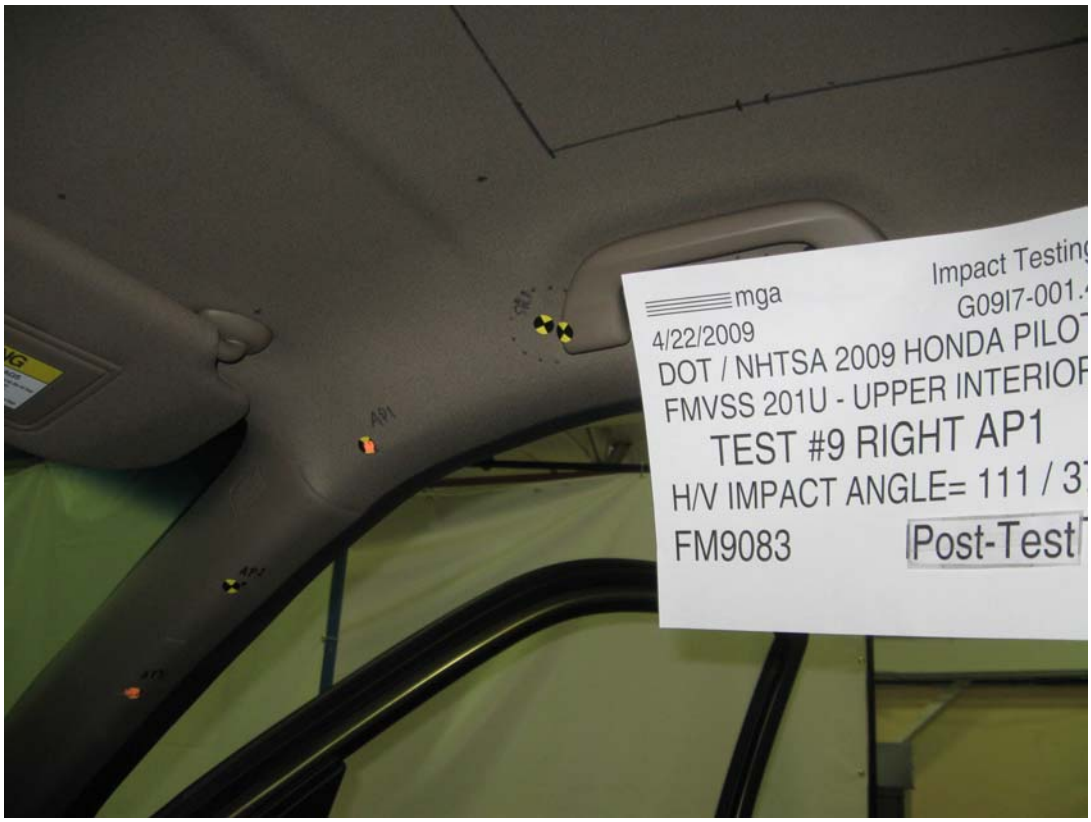
As determined using the Procedures specified in S10.1-10.13.
RECORDED BY: Donald J. Whiteside DATE: April 16, 2009

APPROVED BY: Helen A. Kaleto

3.0 TEST DATA (Including Acceleration and Velocity Plots)




mga
Impact Testing
G09I7-001.4
4/22/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #9 RIGHT AP1
H/V IMPACT ANGLE= 111 / 37
FM9083
Post-Test


mga
4/22/2009
TEST #9 RIGHT AP1
FM9083
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #9 RIGHT AP1
H/V IMPACT ANGLE= 111 / 37
FM9083
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#9

Target (Vehicle Side): AP1Right

Temperature:20.9C

MGA Test Reference No.:FM9083

Humidity:33.0%

Approach Horizontal Angles:111º

Time of Test:3:30:17 PM

Approach Vertical Angles:37º

FMH Serial No:[038]

Additional Description:

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
372	273	10	19.0	12	3 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J22700	-94	1.06	1.06
Y	6	J36197	106.3	0.85	0.85
Z	7	J36353	97.5	0.94	0.95

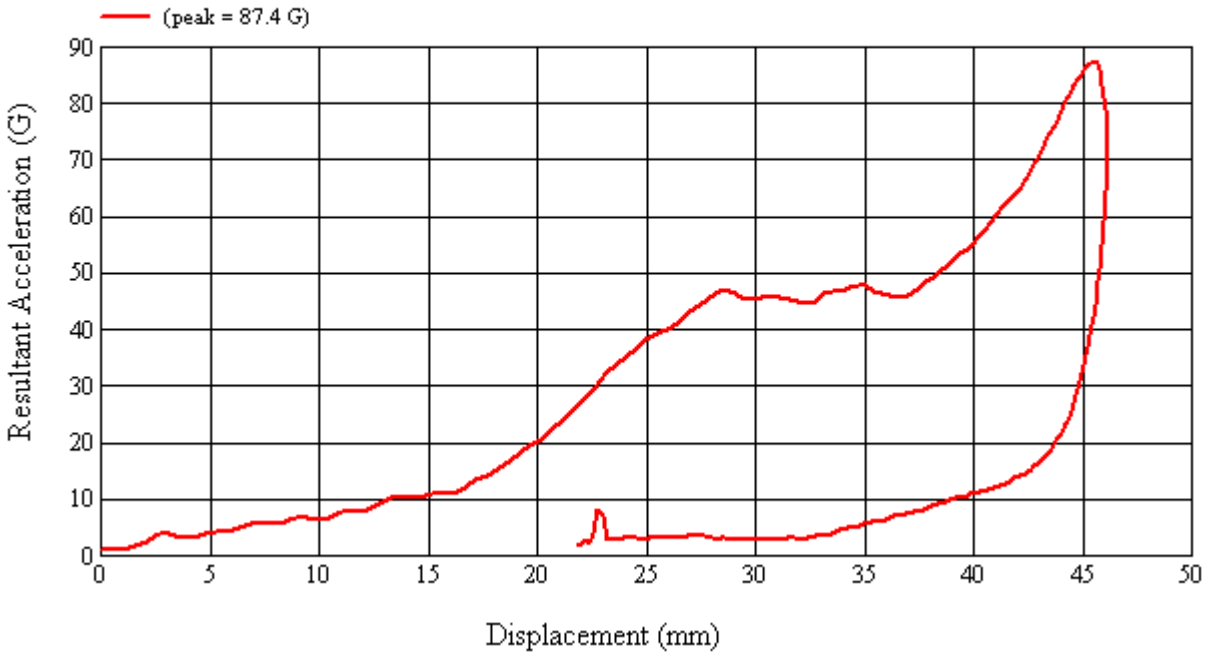
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

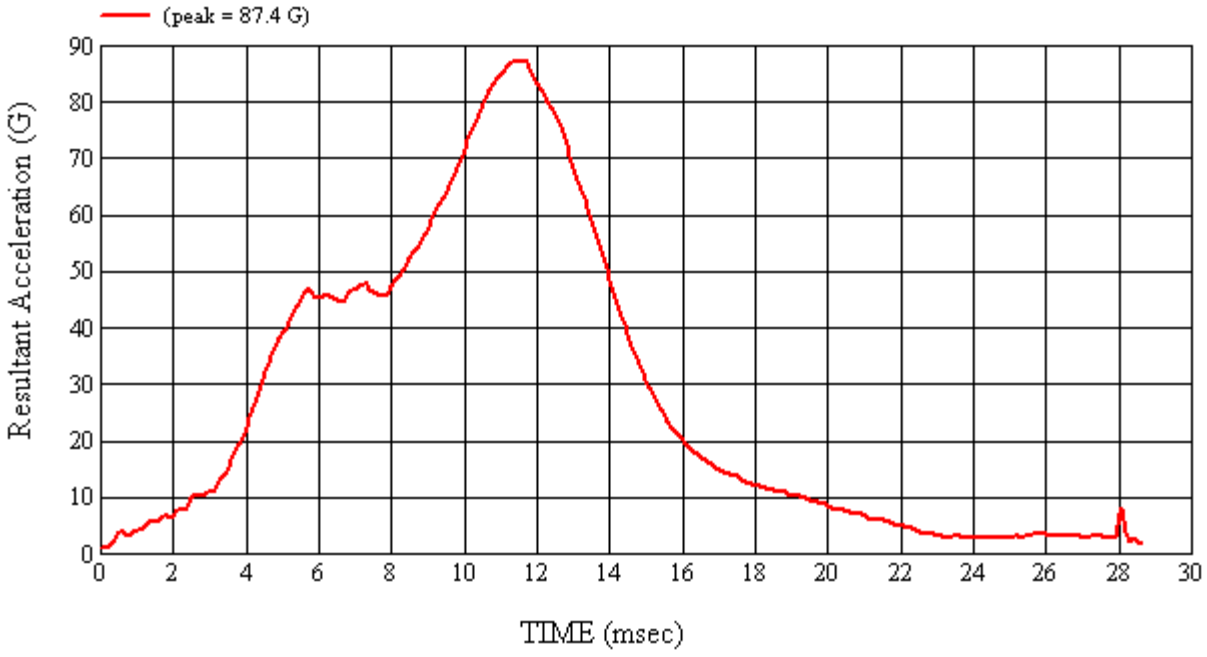
No damage observed

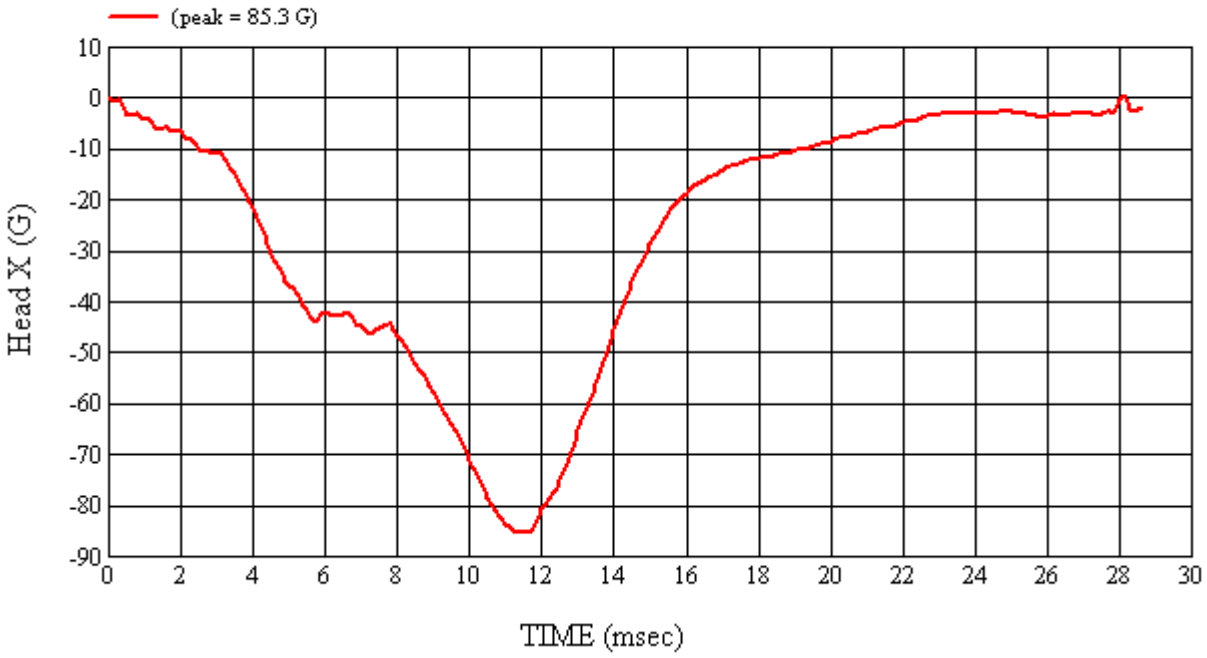
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

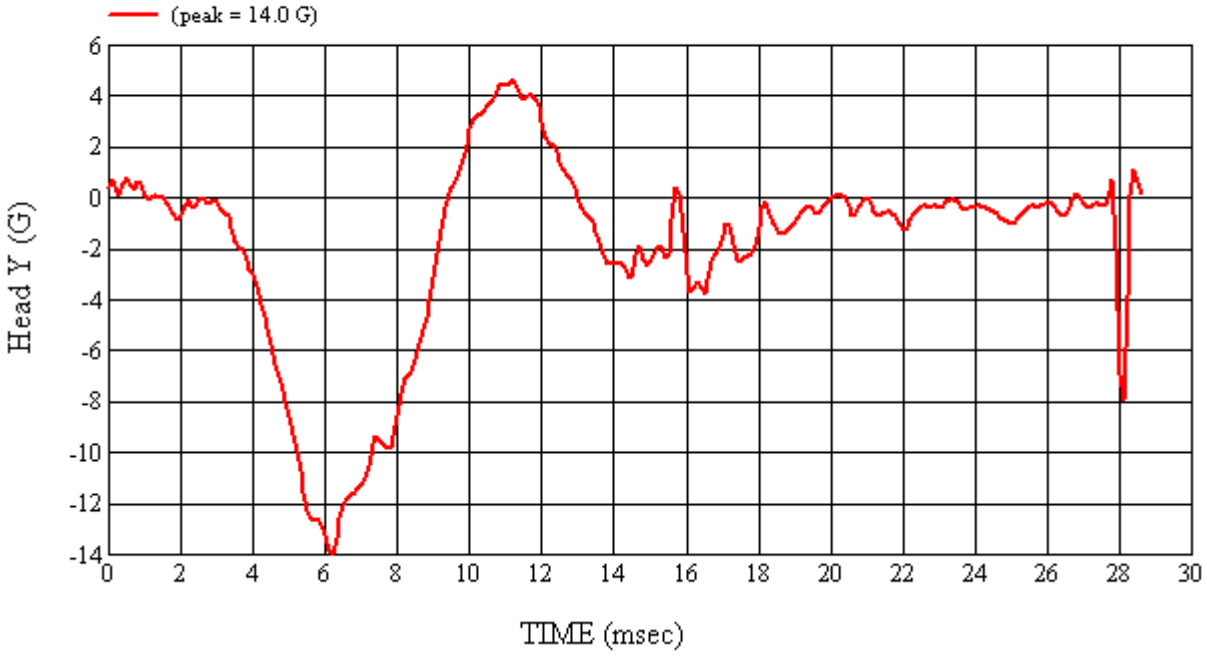
*Only necessary for NHTSA (Government) Compliance testing.

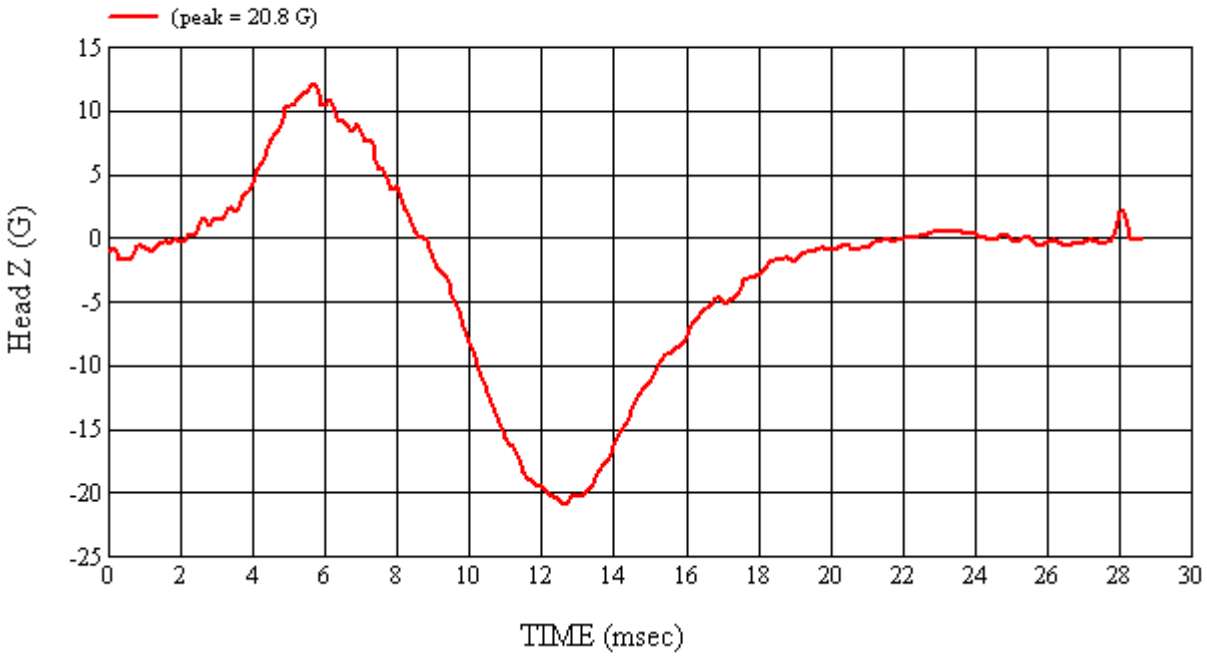
MGA Test #: FM9083 Target Location: AP1, Right Side Test Date: 4/22/2009

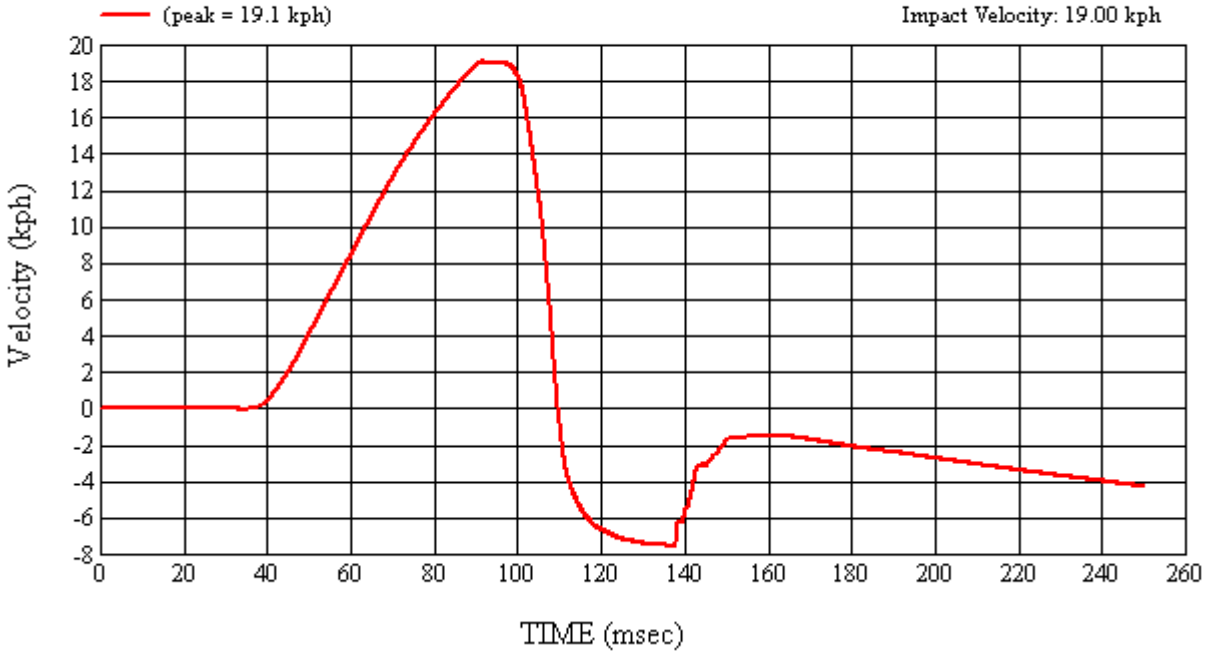


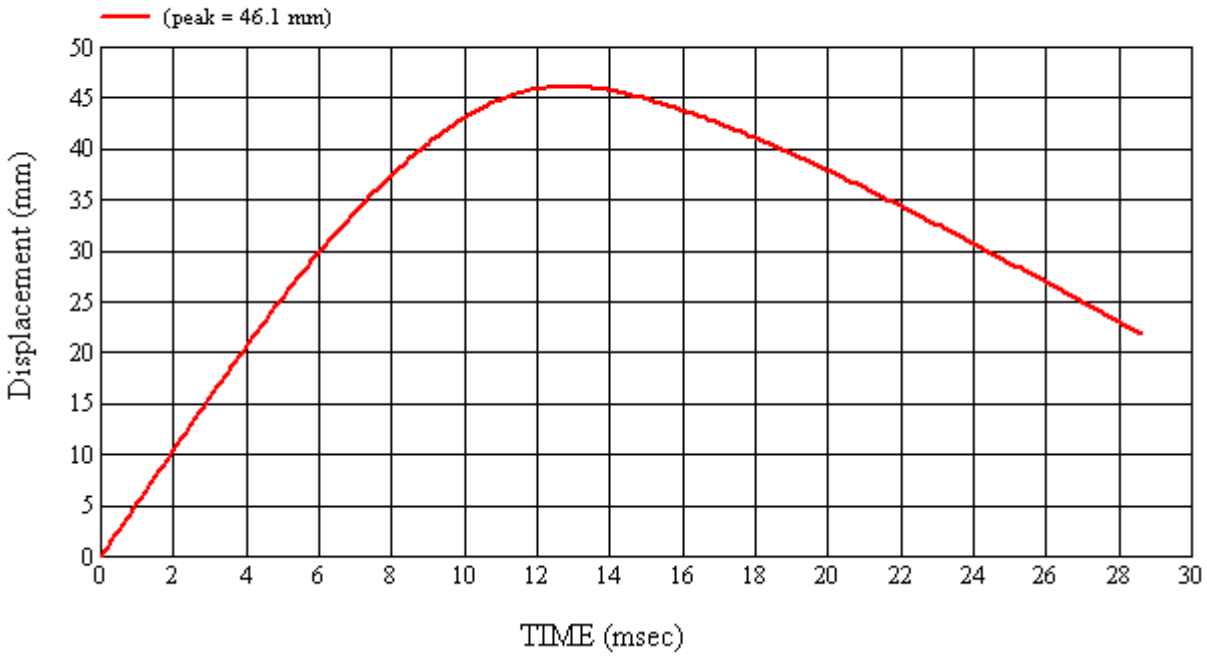


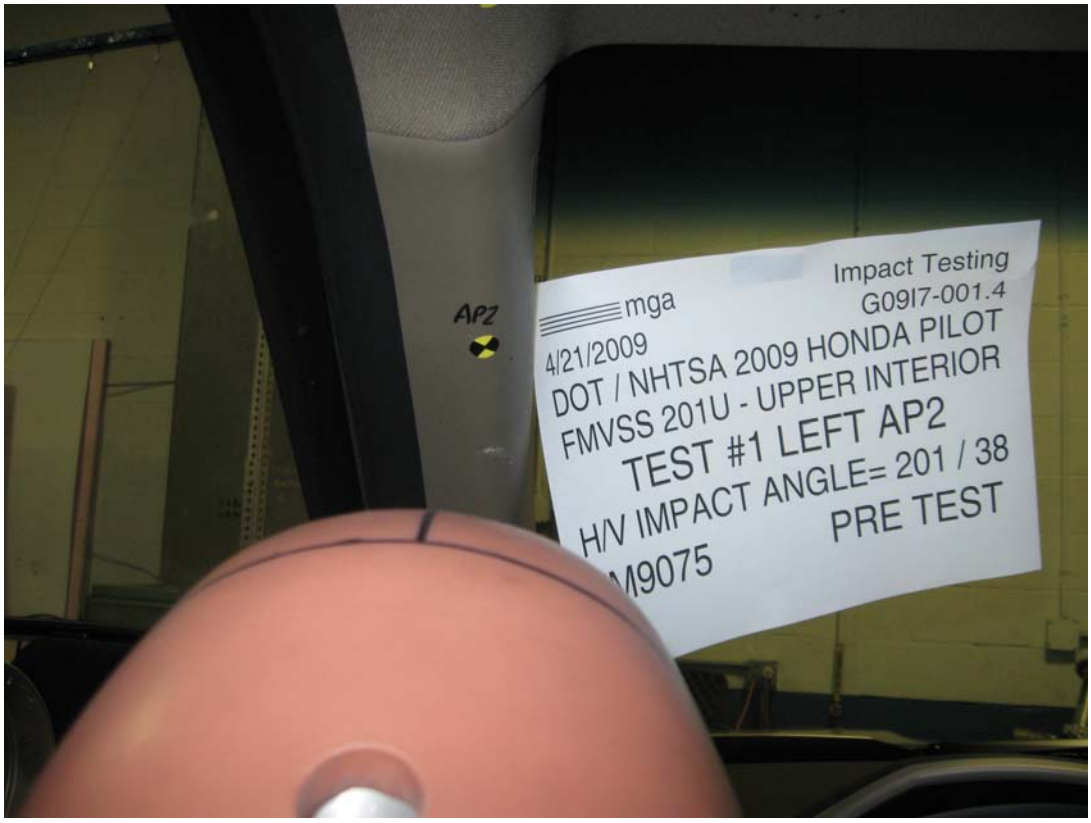

(peak = 85.3 G)
Head X (G)
10
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
0
2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
TIME (msec)

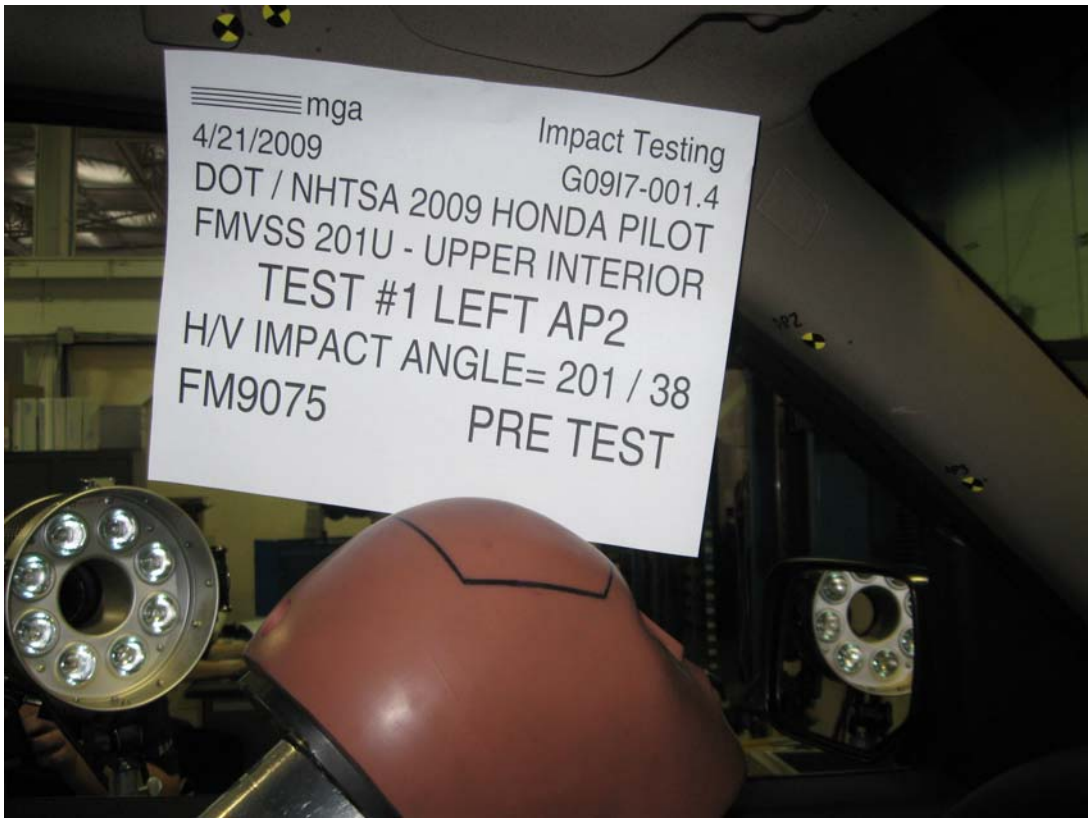

(peak = 14.0 G)
Head Y (G)
6
4
2
0
-2
-4
-6
-8
-10
-12
-14
0
2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
TIME (msec)

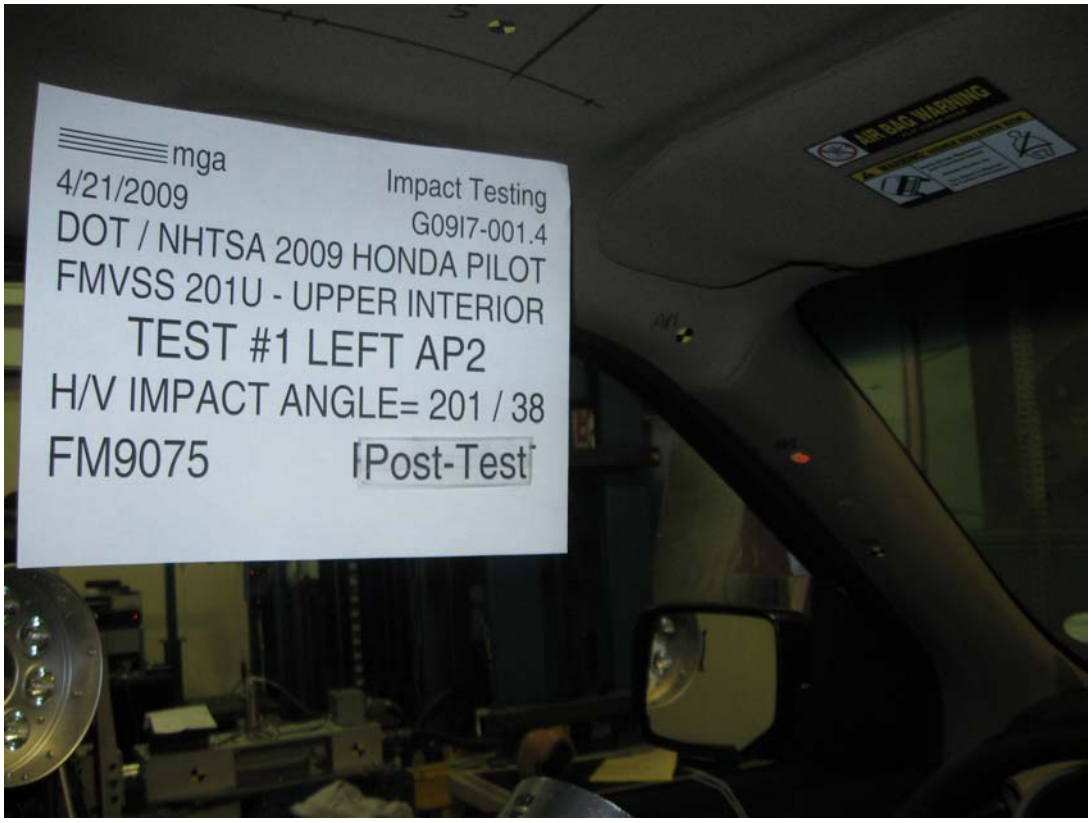

(peak = 20.8 G)
Head Z (G)
15
10
5
0
-5
-10
-15
-20
-25
0
2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
TIME (msec)

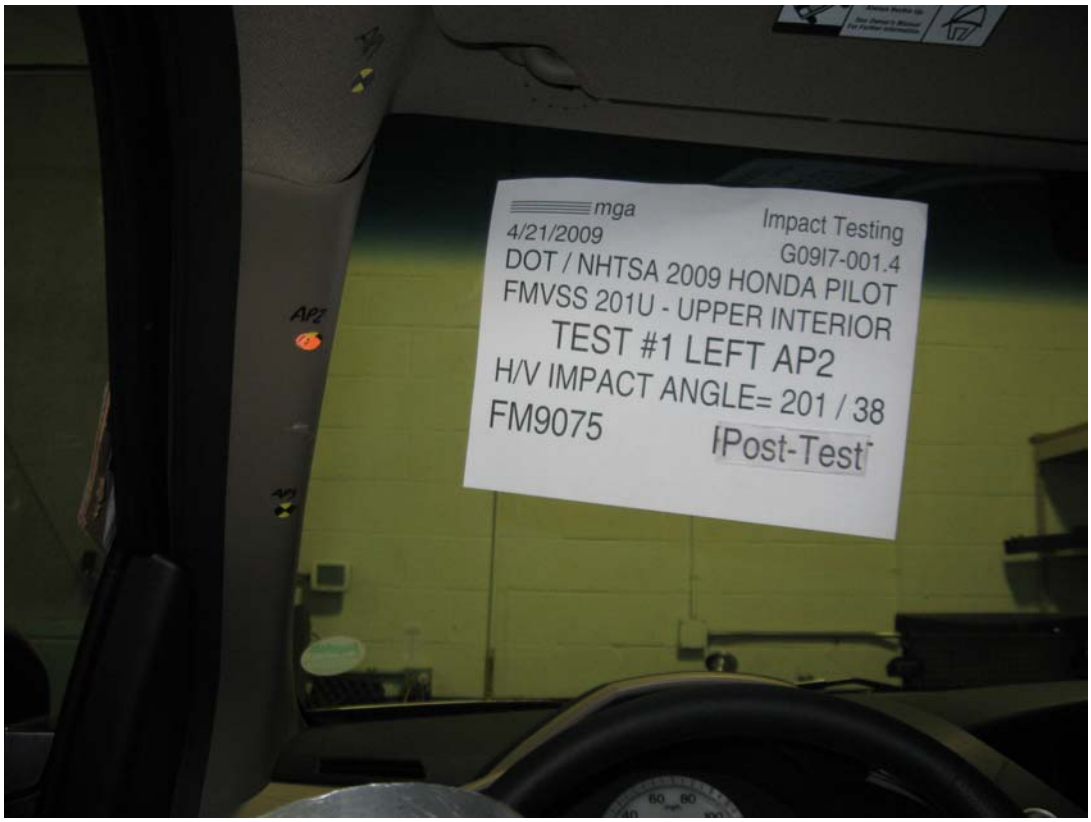

(peak = 19.1 kph)
Impact Velocity: 19.00 kph
Velocity (kph)
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 46.1 mm)
Displacement (mm)
50
45
40
35
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
22
24
26
28
30
TIME (msec)


AP2
mga
Impact Testing
G09I7-001.4
4/21/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #1 LEFT AP2
H/V IMPACT ANGLE= 201 / 38
PRE TEST


mga
4/21/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #1 LEFT AP2
H/V IMPACT ANGLE= 201 / 38
FM9075
PRE TEST


mga
4/21/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #1 LEFT AP2
H/V IMPACT ANGLE= 201 / 38
FM9075
Post-Test


mga
4/21/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #1 LEFT AP2
H/V IMPACT ANGLE= 201 / 38
FM9075
Post-Test
AP2


mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #1 LEFT AP2
H/V IMPACT ANGLE= 201 / 38
FM9075
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#1

Target (Vehicle Side): AP2Left

Temperature:21.2C

MGA Test Reference No.:FM9075

Humidity:39.5%

Approach Horizontal Angles:201º

Time of Test:11:25:59 AM

Approach Vertical Angles:38º

FMH Serial No:[038]

Additional Description:

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
339	229	8.8	18.3	10	3 Right

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J22700	-94	1.06	1.06
Y	6	J36197	106.3	0.85	0.85
Z	7	J36353	97.5	0.94	0.94

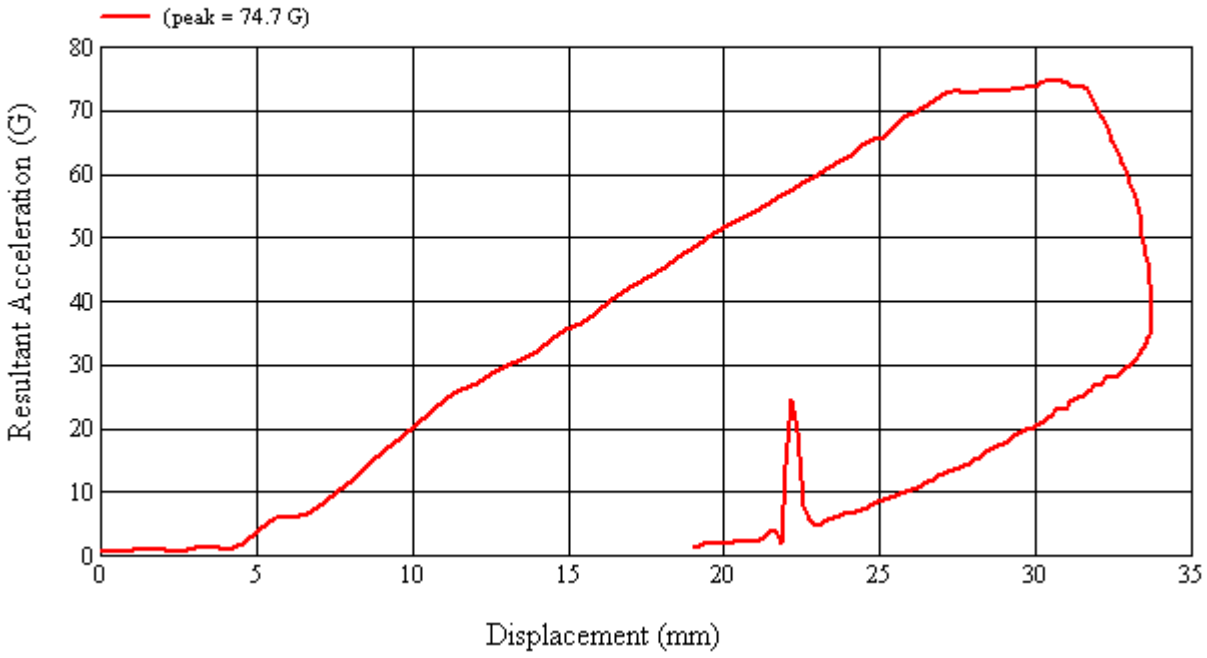
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

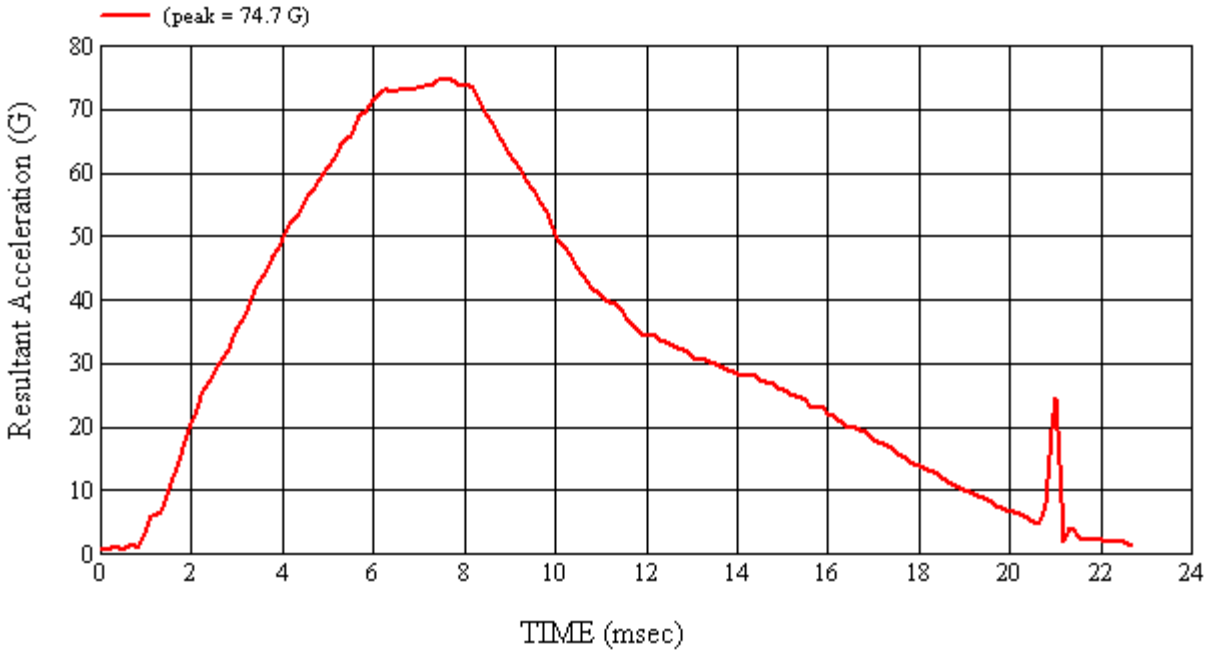
No damage observed

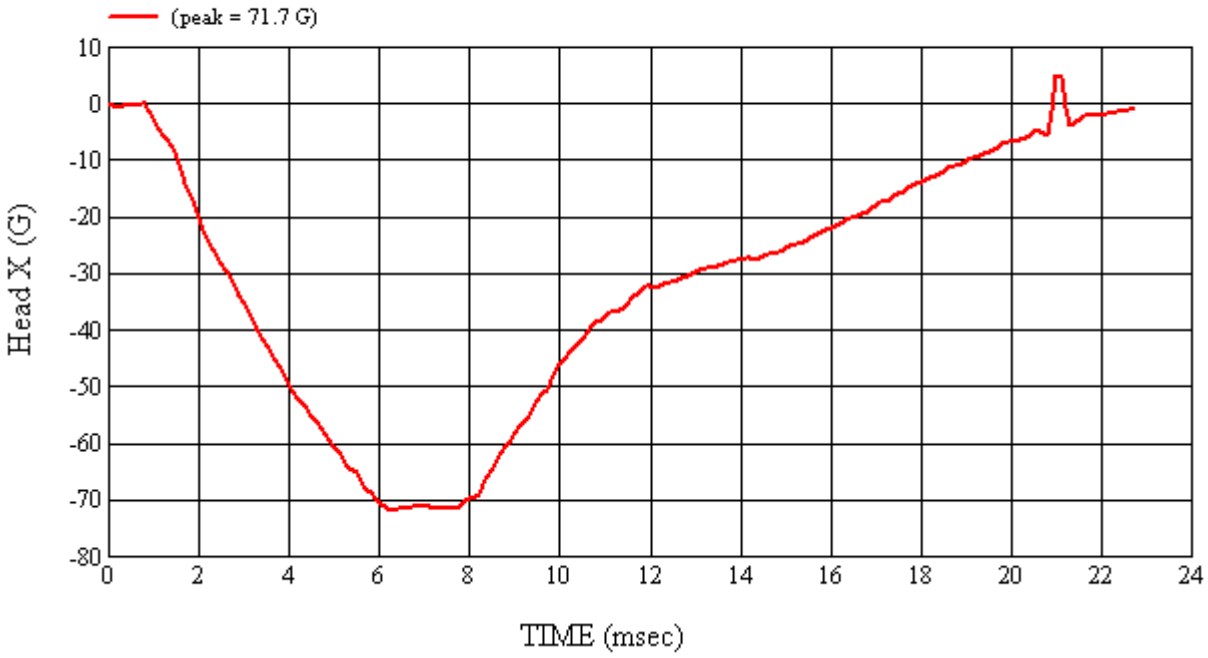
Recorded By: _____ Approved By*: _____ Date: 4/21/2009

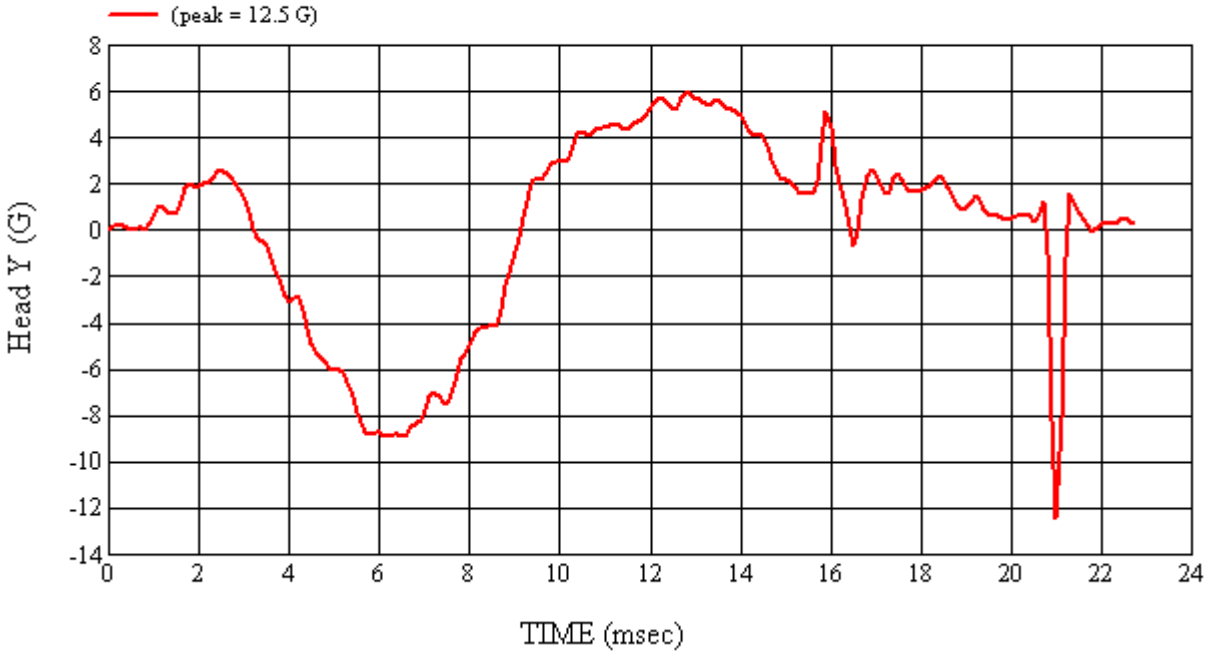
*Only necessary for NHTSA (Government) Compliance testing.

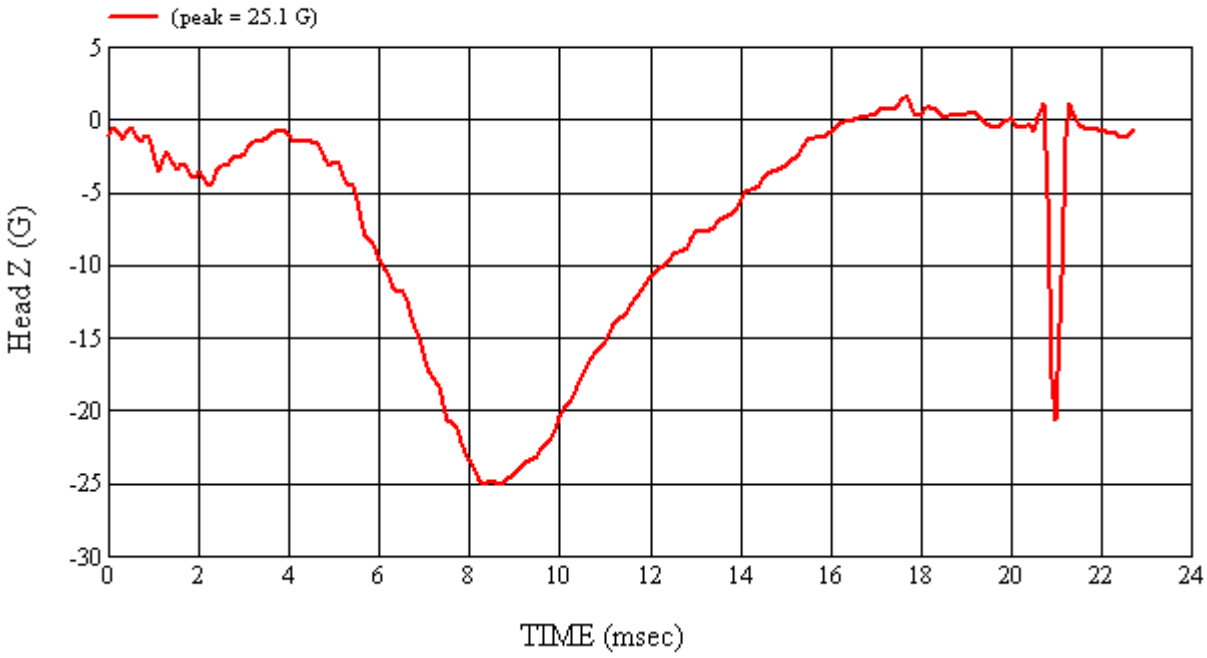
MGA Test #: FM9075 Target Location: AP2, Left Side Test Date: 4/21/2009

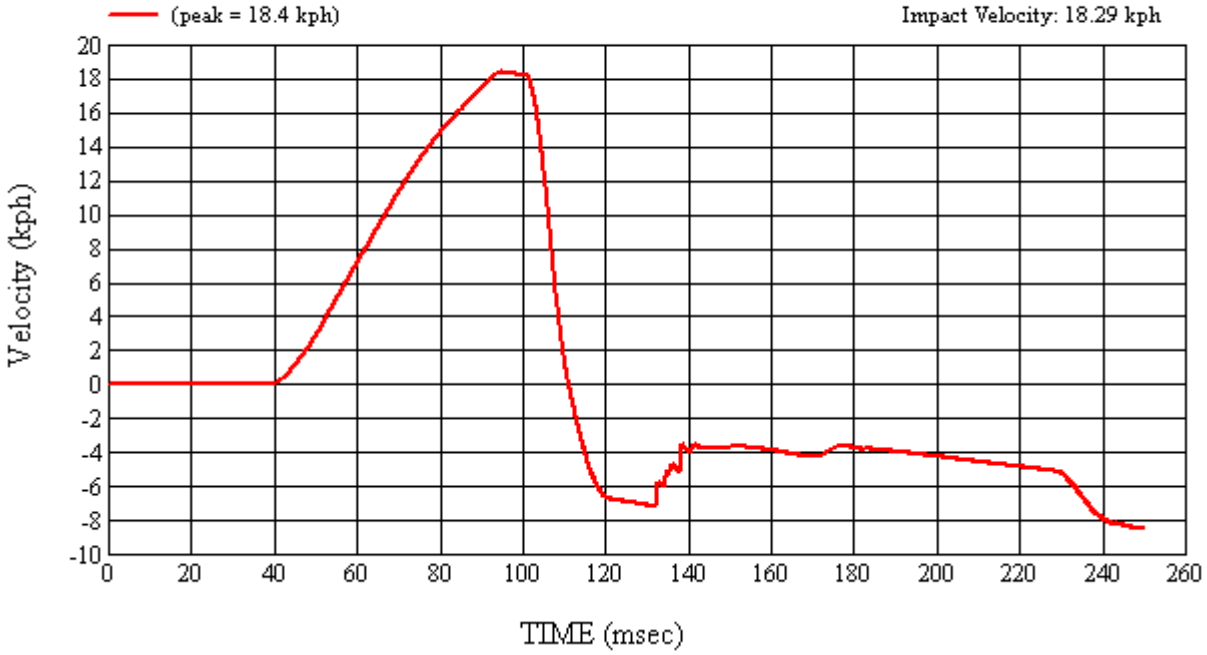


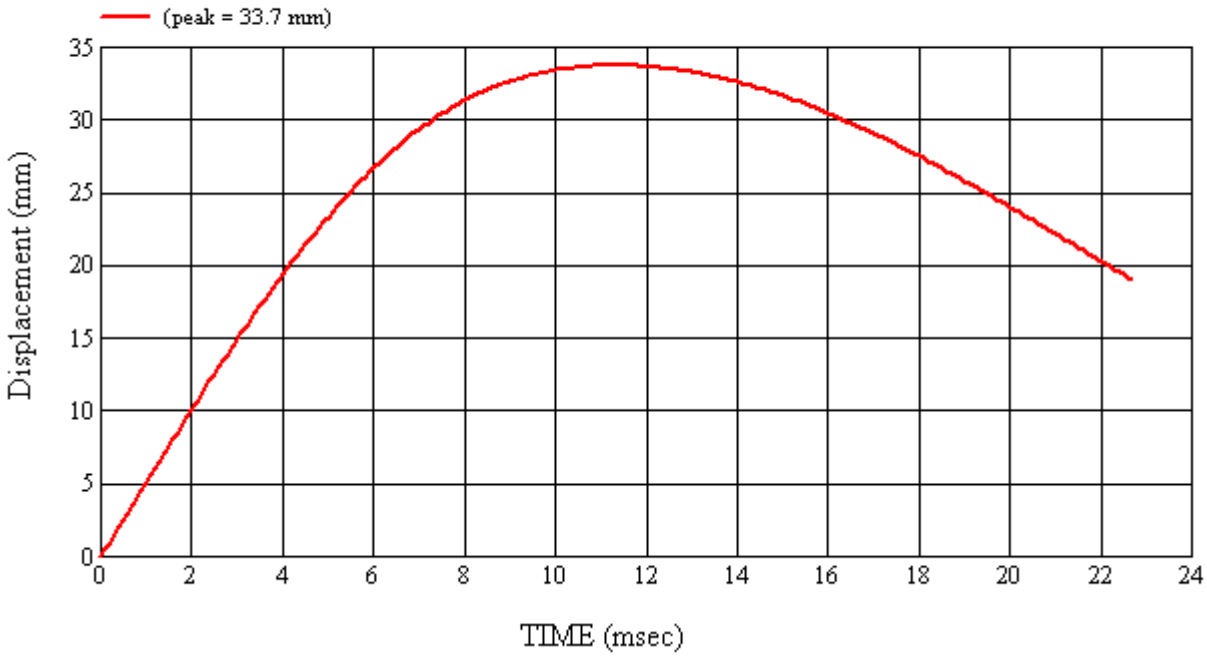


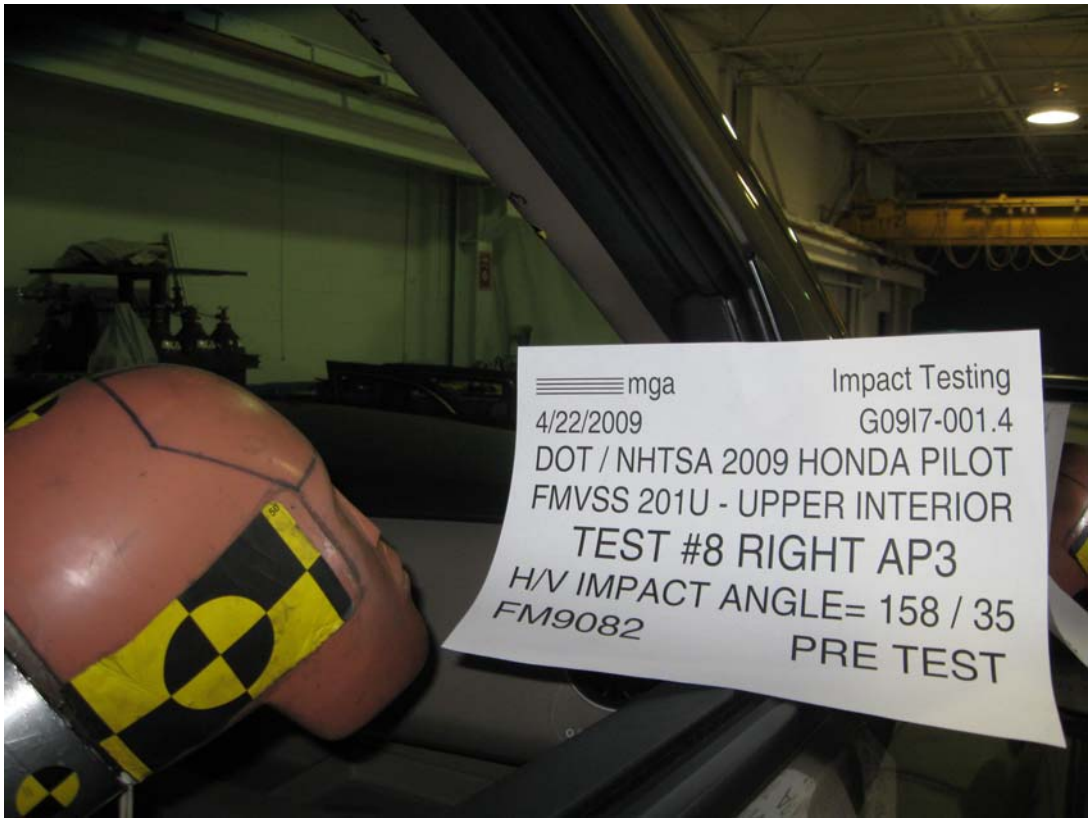

(peak = 71.7 G)
Head X (G)
10
0
-10
-20
-30
-40
-50
-60
-70
-80
0
2
4
6
8
10
12
14
16
18
20
22
24
TIME (msec)


(peak = 12.5 G)
Head Y (G)
8
6
4
2
0
-2
-4
-6
-8
-10
-12
-14
0
2
4
6
8
10
12
14
16
18
20
22
24
TIME (msec)

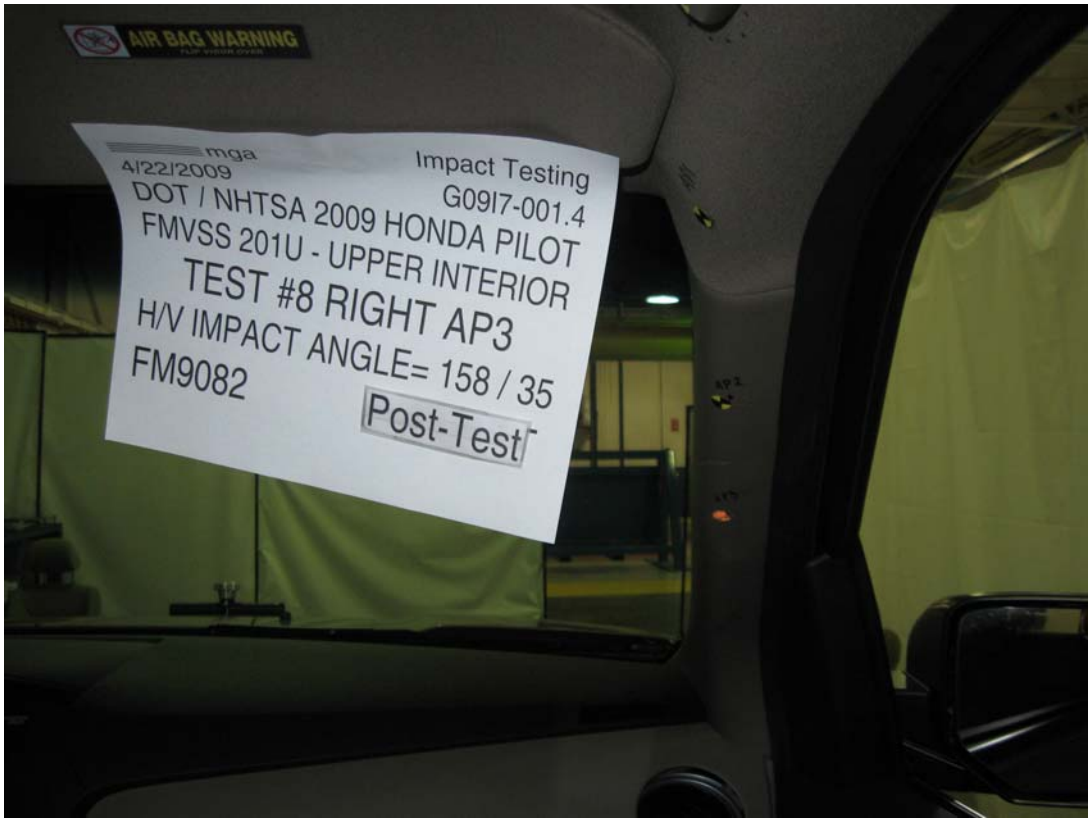

(peak = 25.1 G)
Head Z (G)
5
0
-5
-10
-15
-20
-25
-30
0
2
4
6
8
10
12
14
16
18
20
22
24
TIME (msec)


(peak = 18.4 kph)
Impact Velocity: 18.29 kph
Velocity (kph)
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 33.7 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
0
2
4
6
8
10
12
14
16
18
20
22
24
TIME (msec)

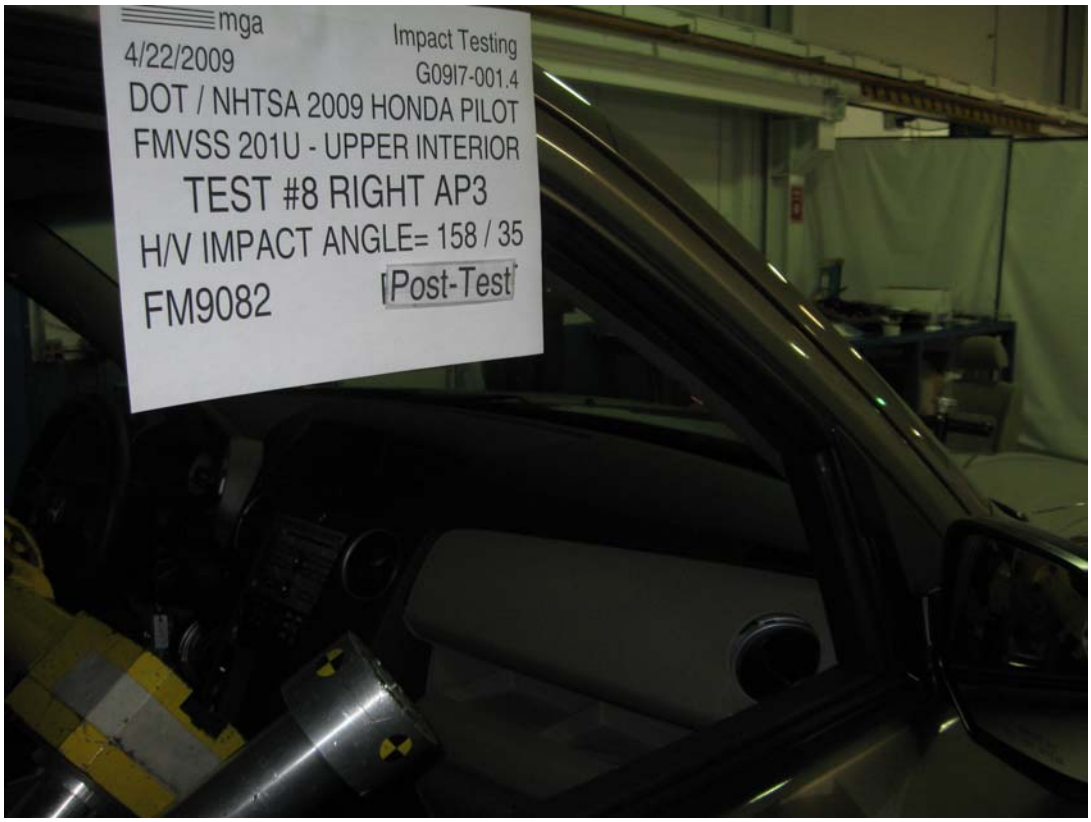

mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #8 RIGHT AP3
H/V IMPACT ANGLE= 158 / 35
FM9082
PRE TEST


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #8 RIGHT AP3
H/V IMPACT ANGLE= 158 / 35
FM9082
PRE TEST


AIR BAG WARNING
mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #8 RIGHT AP3
H/V IMPACT ANGLE= 158 / 35
FM9082
Post-Test


AP3


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #8 RIGHT AP3
H/V IMPACT ANGLE= 158 / 35
FM9082
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #8 RIGHT AP3
H/V IMPACT ANGLE= 158 / 35
FM9082
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Target (Vehicle Side): AP3Right

MGA Test Reference No.:FM9082

Approach Horizontal Angles:158º

Approach Vertical Angles:35º

Additional Description:

Test Number:#8

Temperature:20.9C

Humidity:32.6%

Time of Test:2:50:40 PM

FMH Serial No:[037]

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
567	531	3.4	18.9	18	14 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	AHTB2	-115.9	1.06	1.07
Y	6	J14103	93.7	0.85	0.85
Z	7	J35800	97.1	0.94	0.94

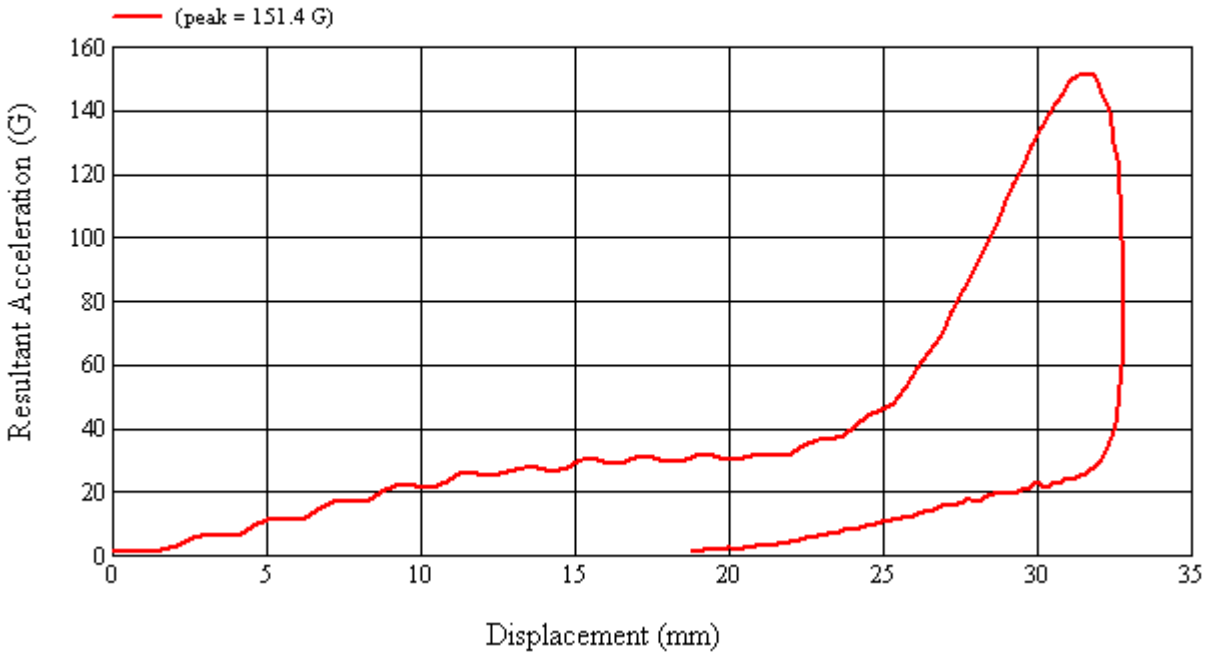
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

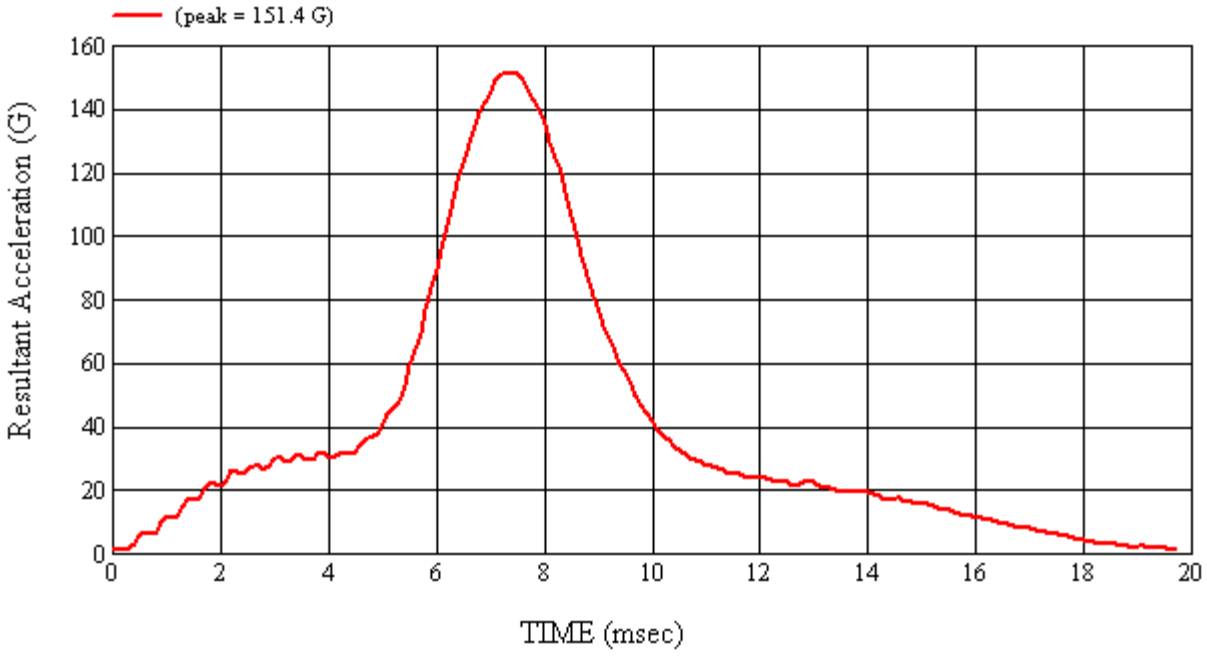
Minor deformation on left side of point

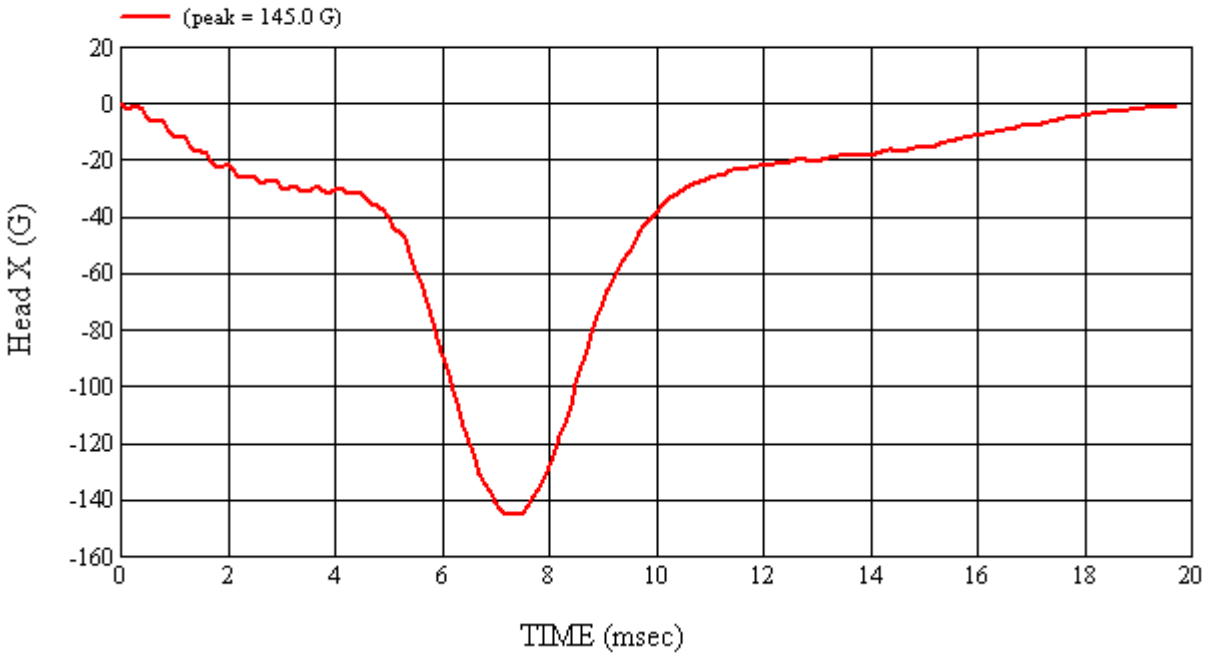
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

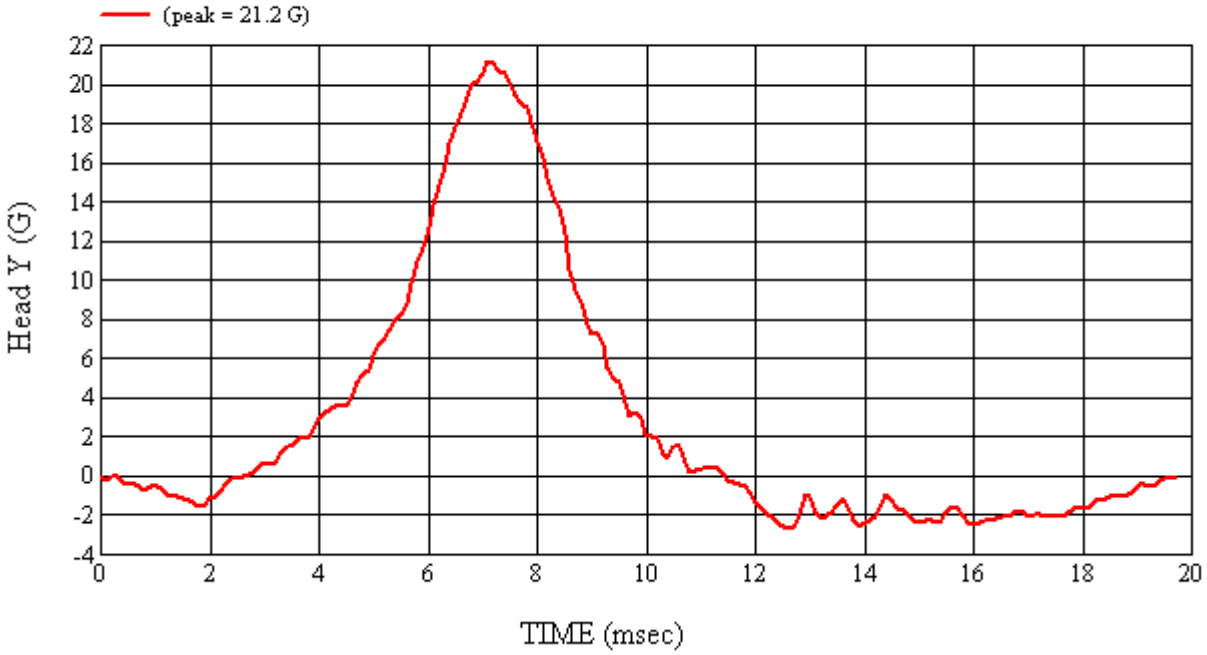
*Only necessary for NHTSA (Government) Compliance testing.

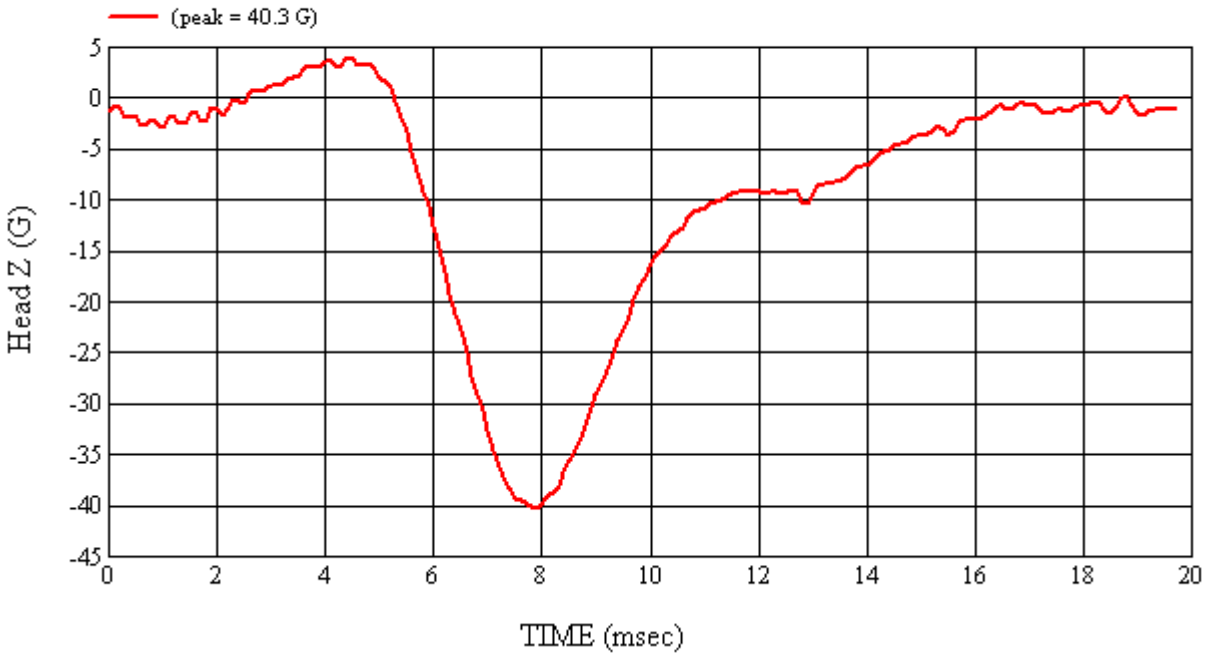
MGA Test #: FM9082 Target Location: AP3, Right Side Test Date: 4/22/2009

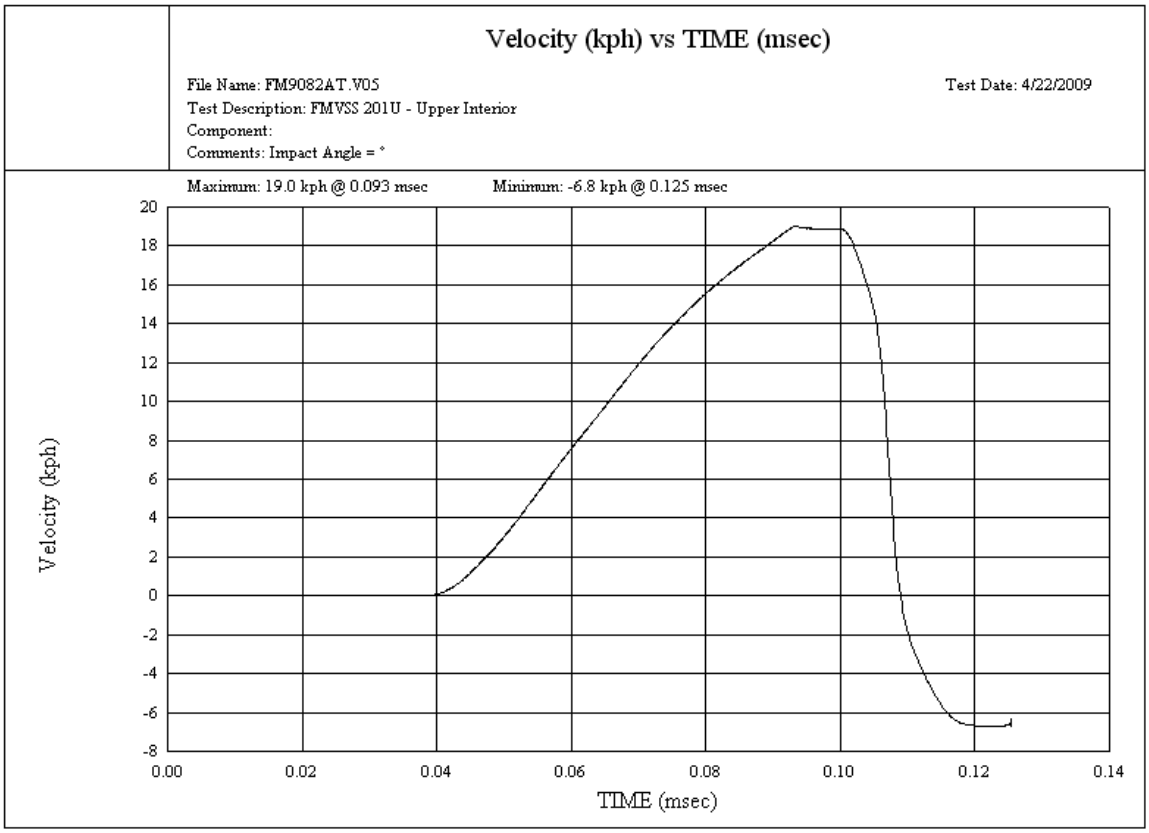


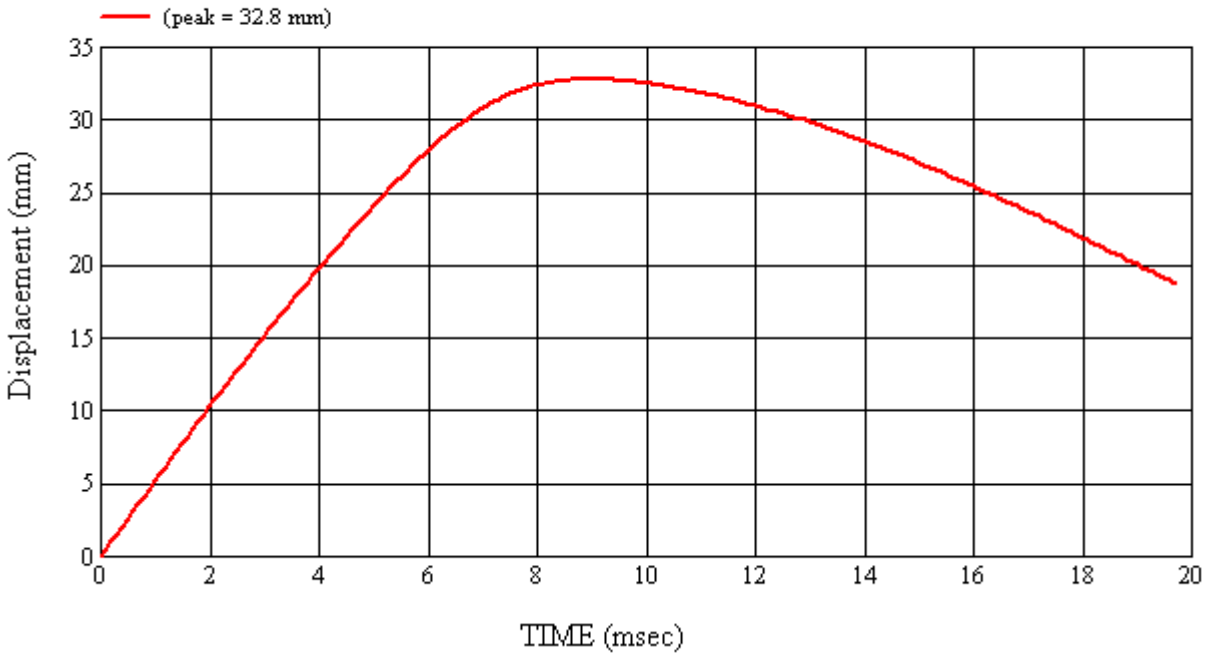


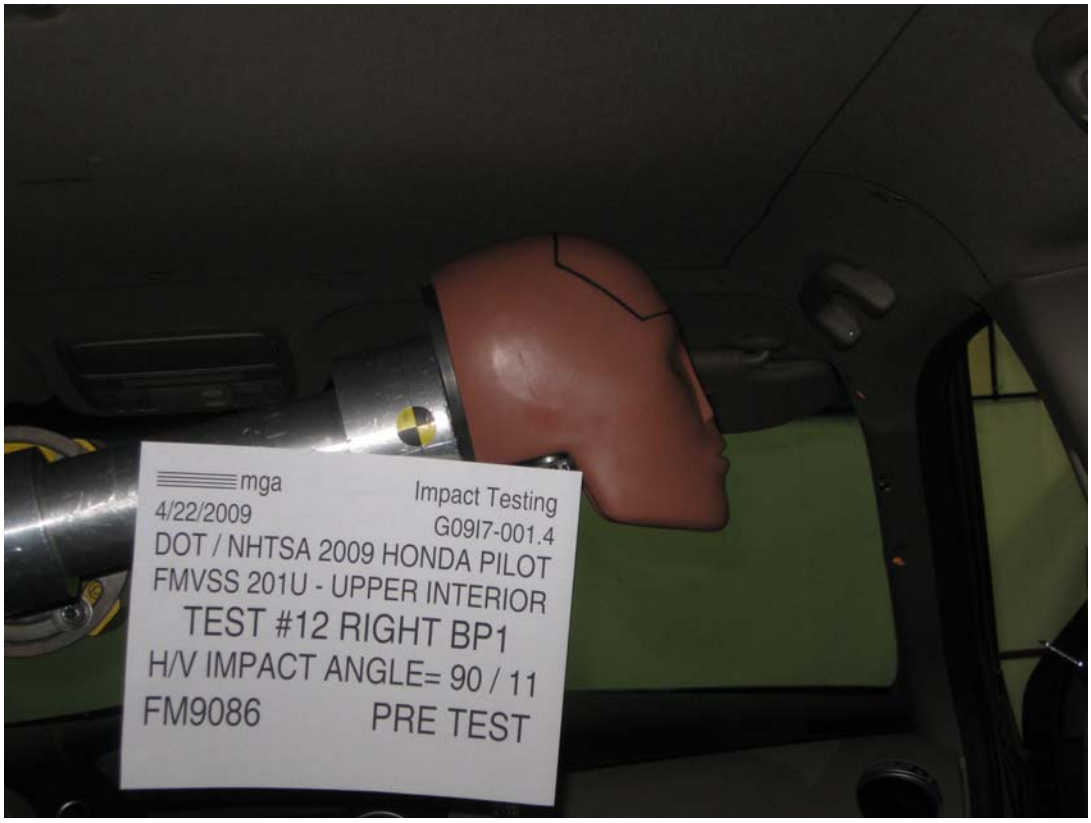

(peak = 145.0 G)
Head X (G)
20
0
-20
-40
-60
-80
-100
-120
-140
-160
0
2
4
6
8
10
12
14
16
18
20
TIME (msec)

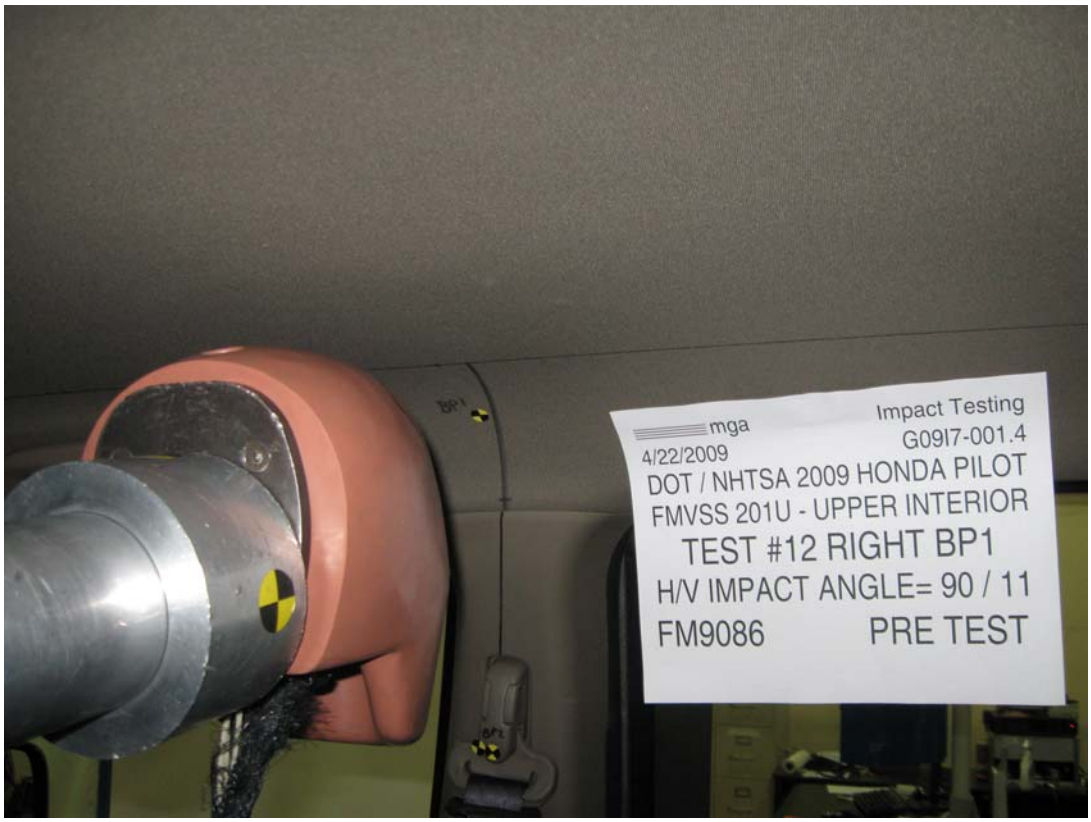

(peak = 21.2 G)
Head Y (G)
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
0
2
4
6
8
10
12
14
16
18
20
TIME (msec)


(peak = 40.3 G)
Head Z (G)
5
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
0
2
4
6
8
10
12
14
16
18
20
TIME (msec)

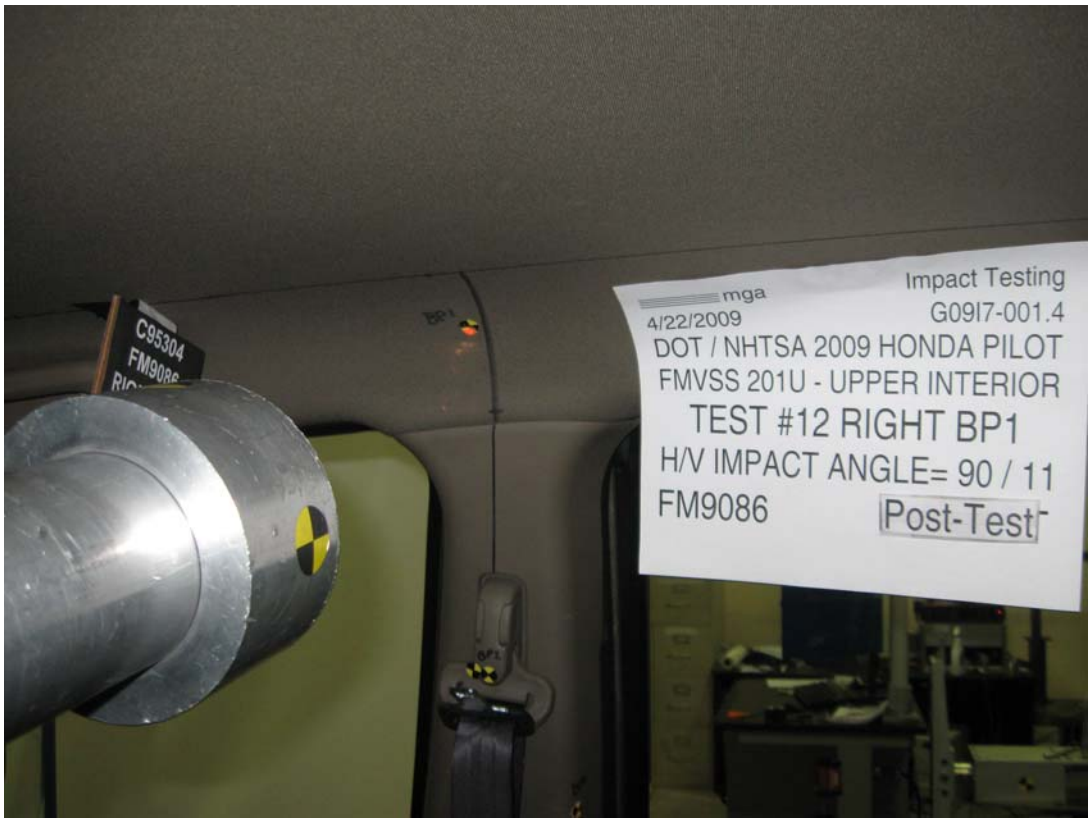

Velocity (kph) vs TIME (msec)
File Name: FM9082AT.V05
Test Date: 4/22/2009
Test Description: FMVSS 201U - Upper Interior
Component:
Comments: Impact Angle = °
Maximum: 19.0 kph @ 0.093 msec
Minimum: -6.8 kph @ 0.125 msec
Velocity (kph)
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
0.00
0.02
0.04
0.06
0.08
0.10
0.12
0.14
TIME (msec)

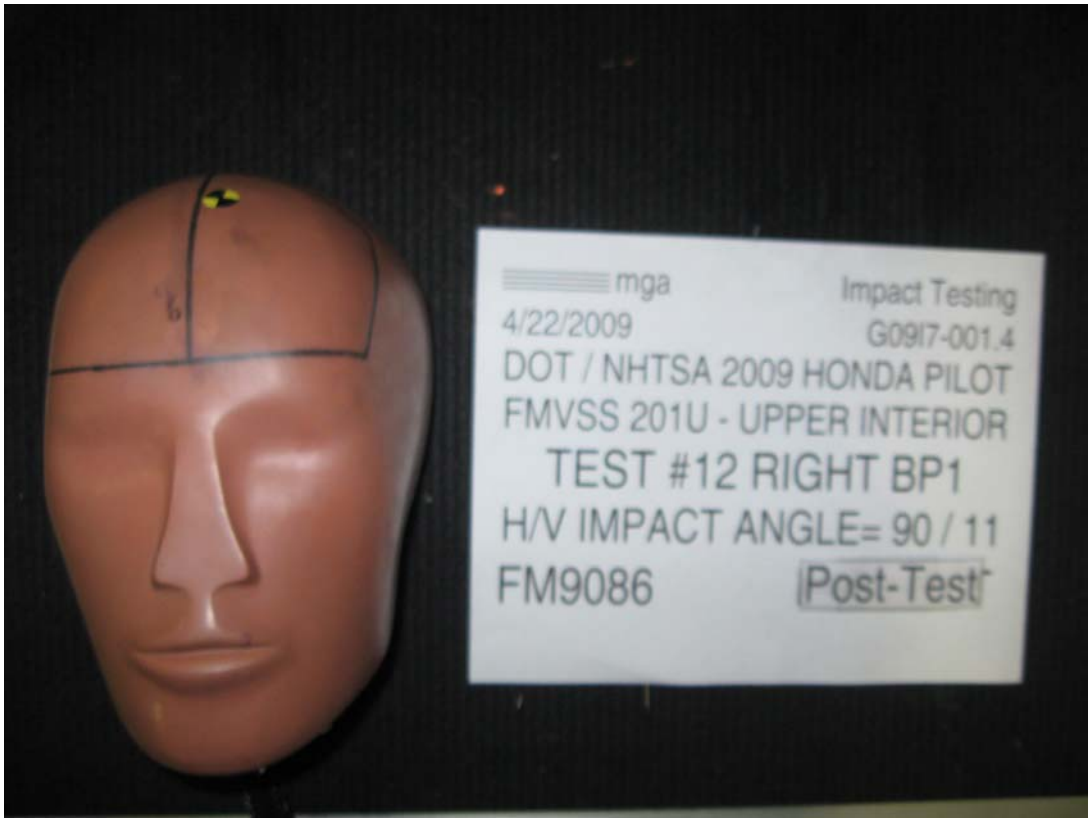

(peak = 32.8 mm)
Displacement (mm)
35
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
TIME (msec)


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #12 RIGHT BP1
H/V IMPACT ANGLE= 90 / 11
FM9086
PRE TEST


BP1
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #12 RIGHT BP1
H/V IMPACT ANGLE= 90 / 11
FM9086
PRE TEST


C95304
FM9086
RIGHT BP1
H/V 90/11
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #12 RIGHT BP1
H/V IMPACT ANGLE= 90 / 11
FM9086
Post-Test


C95304
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #12 RIGHT BP1
H/V IMPACT ANGLE= 90 / 11
FM9086
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #12 RIGHT BP1
H/V IMPACT ANGLE= 90 / 11
FM9086
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#12

Target (Vehicle Side): BP1Right

Temperature:21.1C

MGA Test Reference No.:FM9086

Humidity:35.8%

Approach Horizontal Angles:90º

Time of Test:6:34:42 PM

Approach Vertical Angles:11º

FMH Serial No:[038]

Additional Description:

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
478	414	6.1	18.9	67	8 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J22700	-94	1.06	1.06
Y	6	J36197	106.3	0.85	0.85
Z	7	J36353	97.5	0.94	0.94

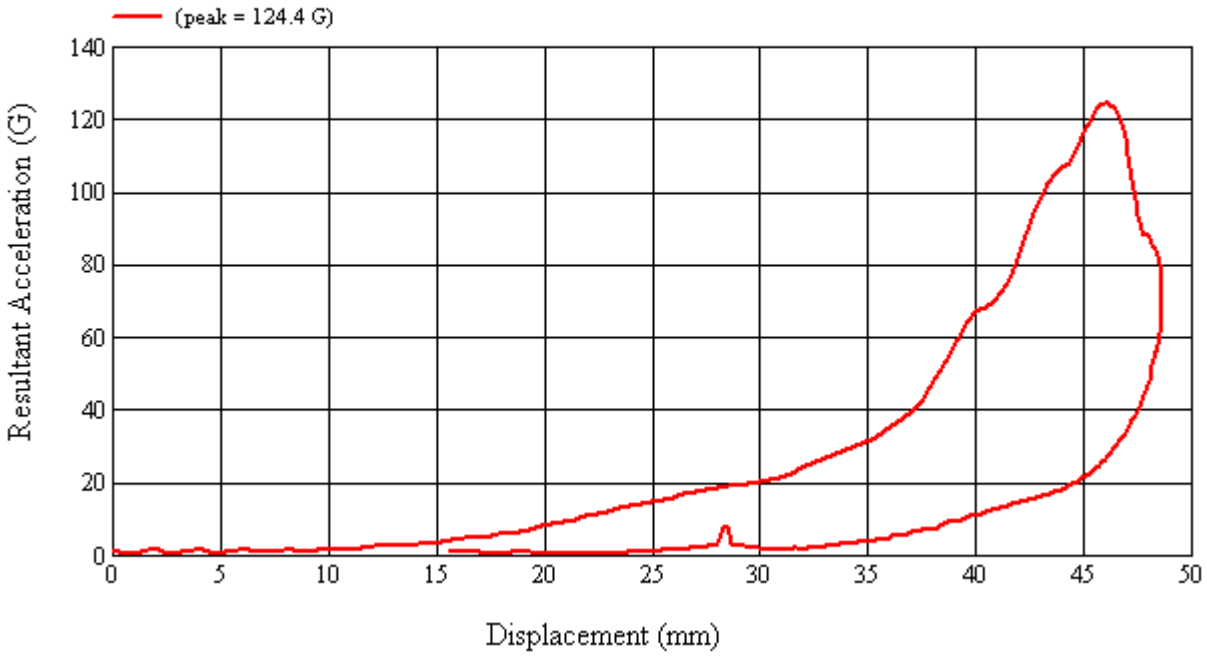
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

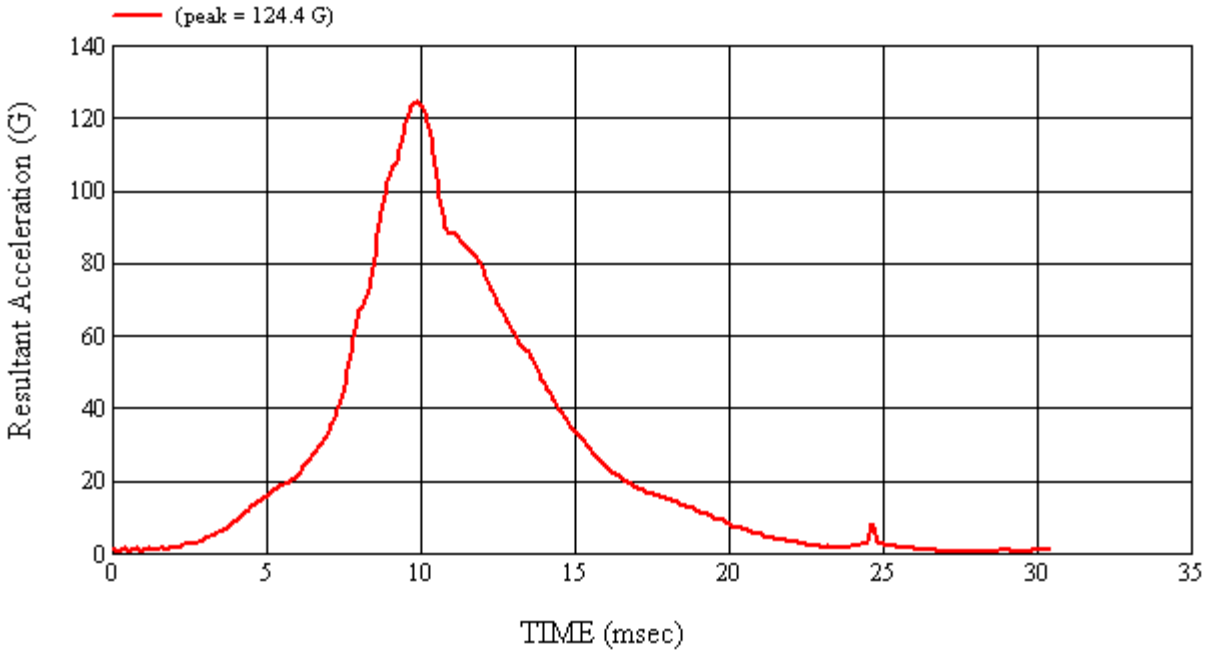
No damage observed

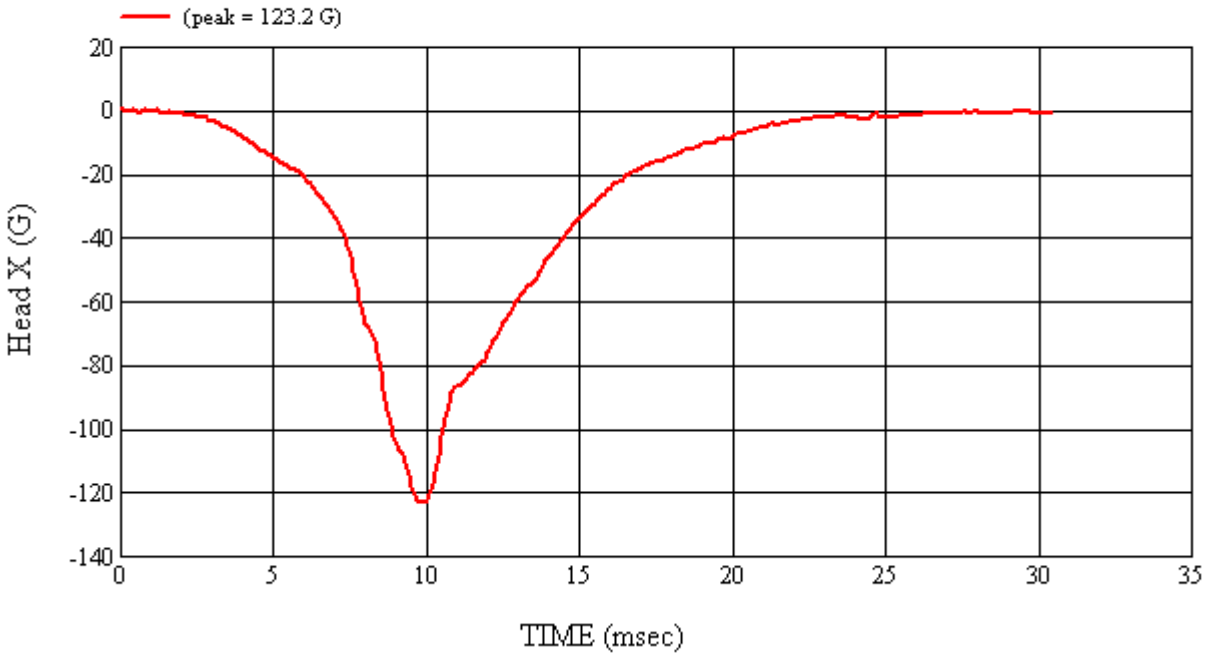
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

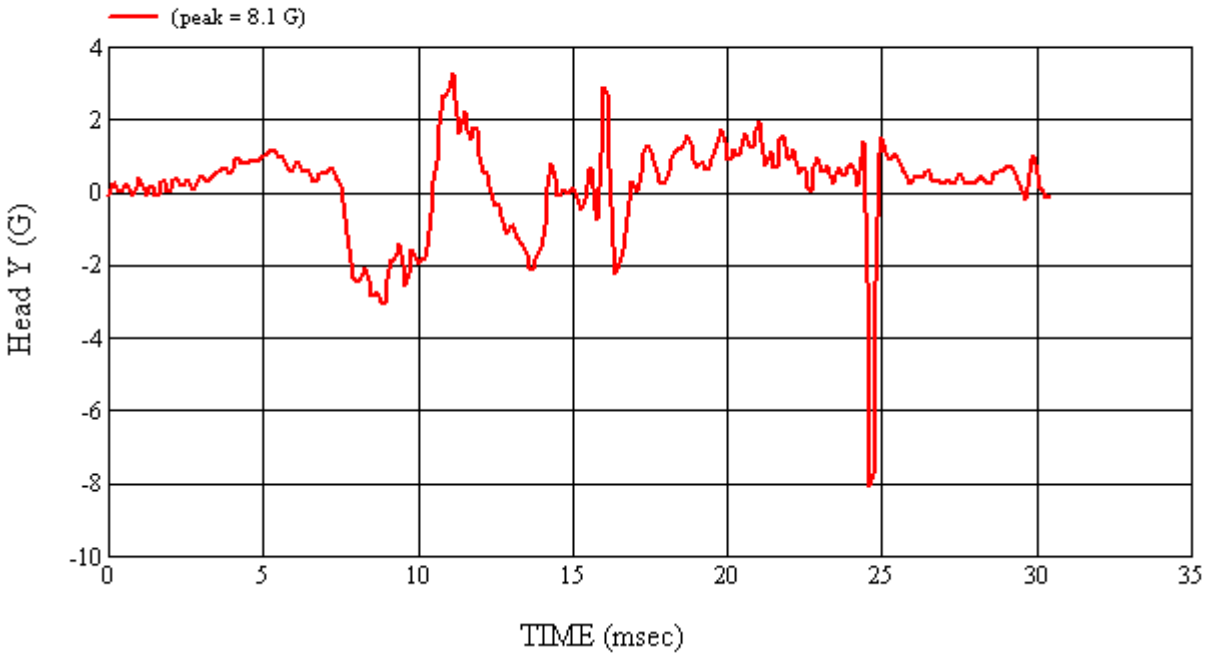
*Only necessary for NHTSA (Government) Compliance testing.

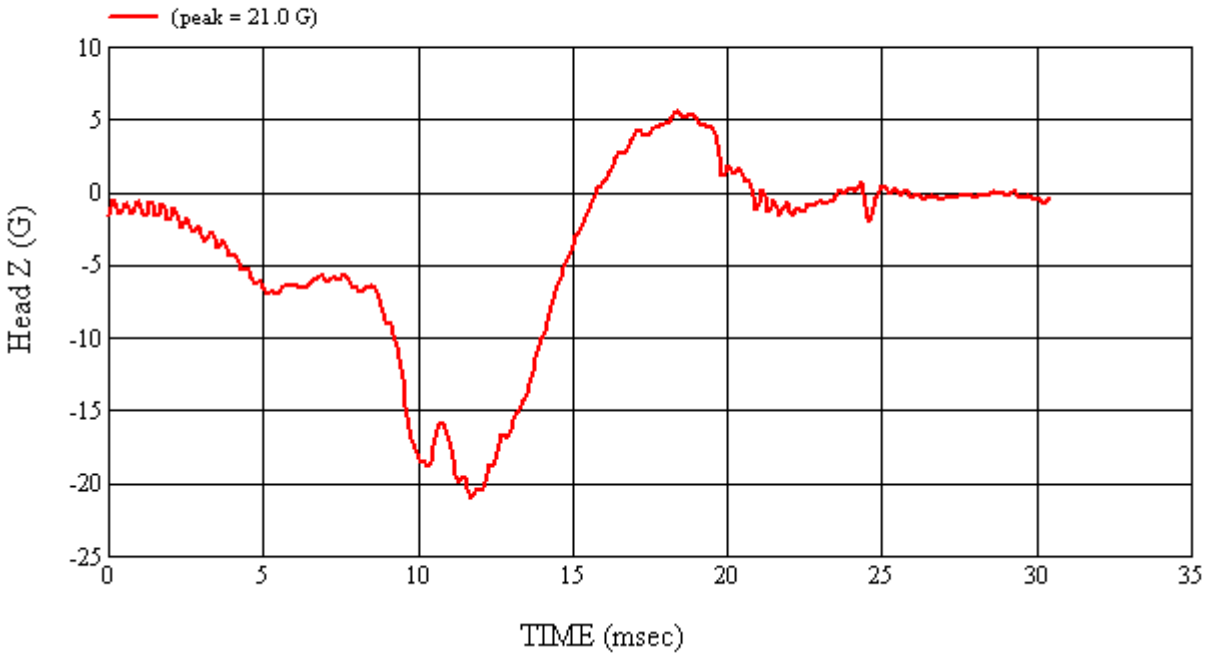
MGA Test #: FM9086 Target Location: BP1, Right Side Test Date: 4/22/2009

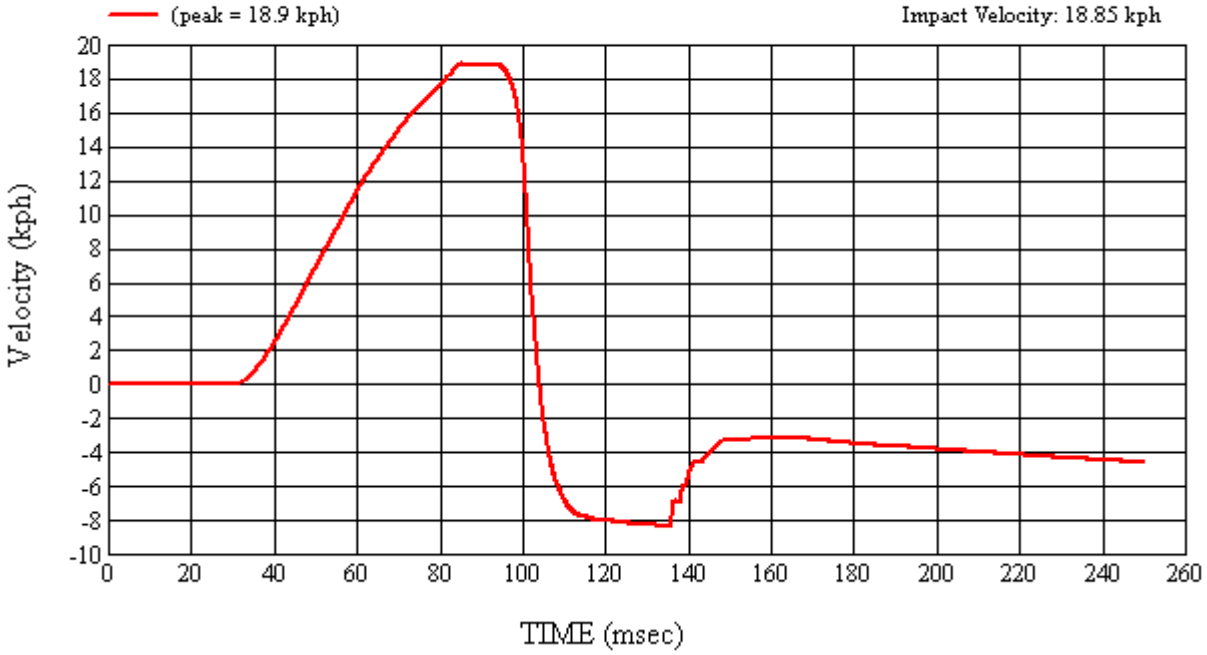


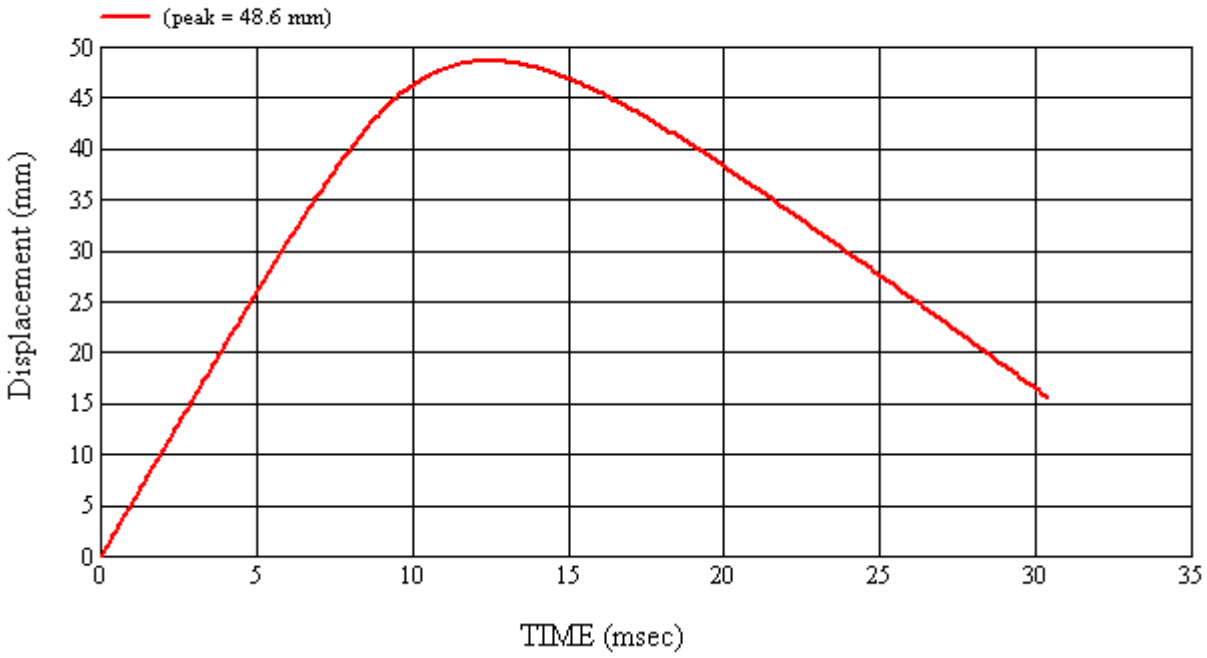


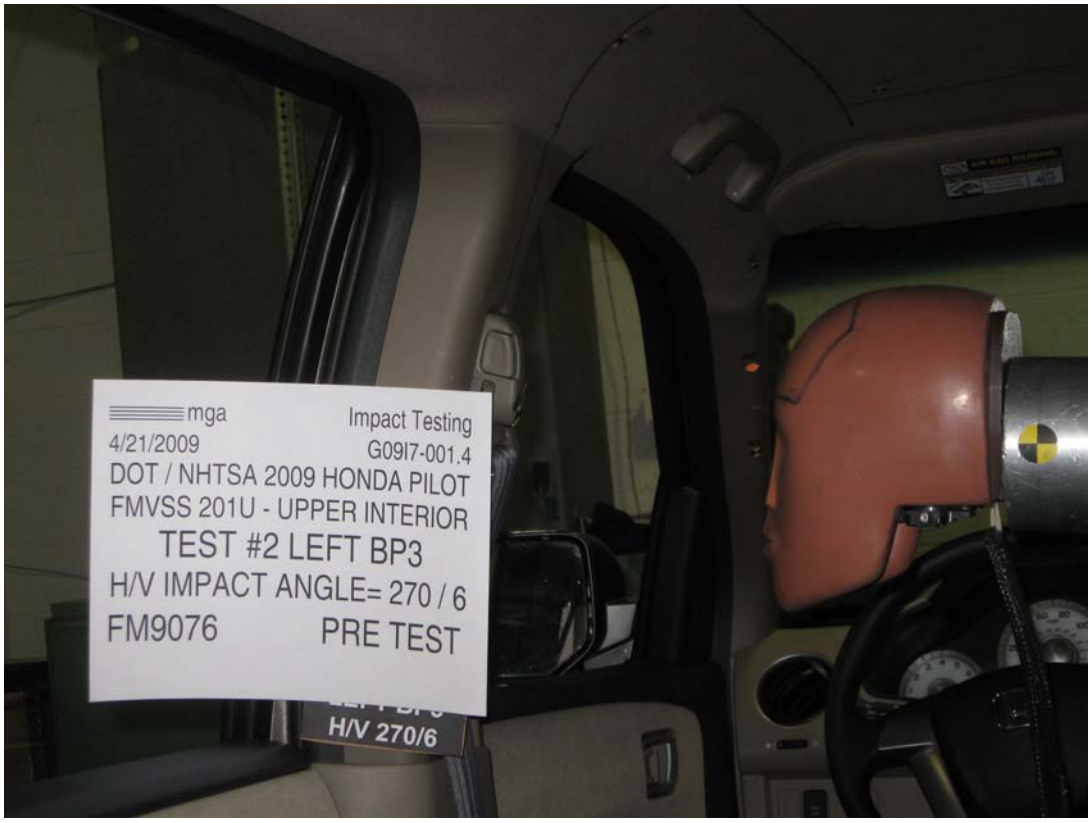

(peak = 123.2 G)
Head X (G)
20
0
-20
-40
-60
-80
-100
-120
-140
0
5
10
15
20
25
30
35
TIME (msec)

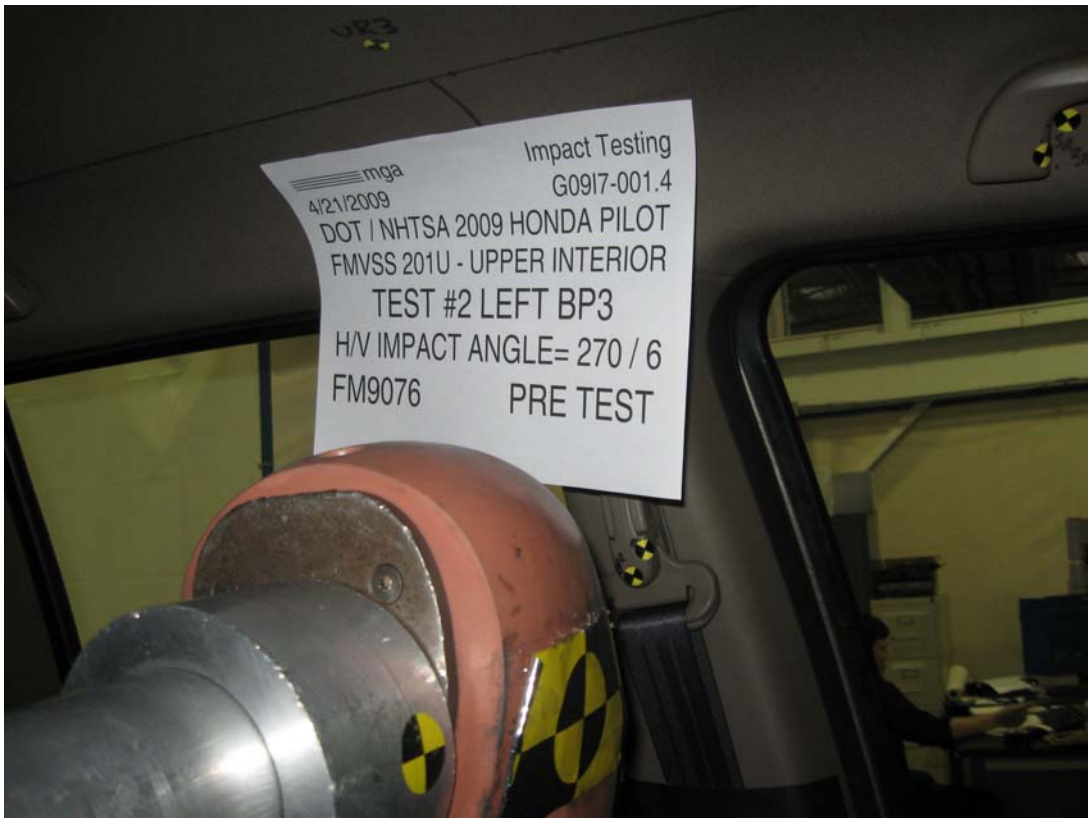

(peak = 8.1 G)
Head Y (G)
4
2
0
-2
-4
-6
-8
-10
0
5
10
15
20
25
30
35
TIME (msec)

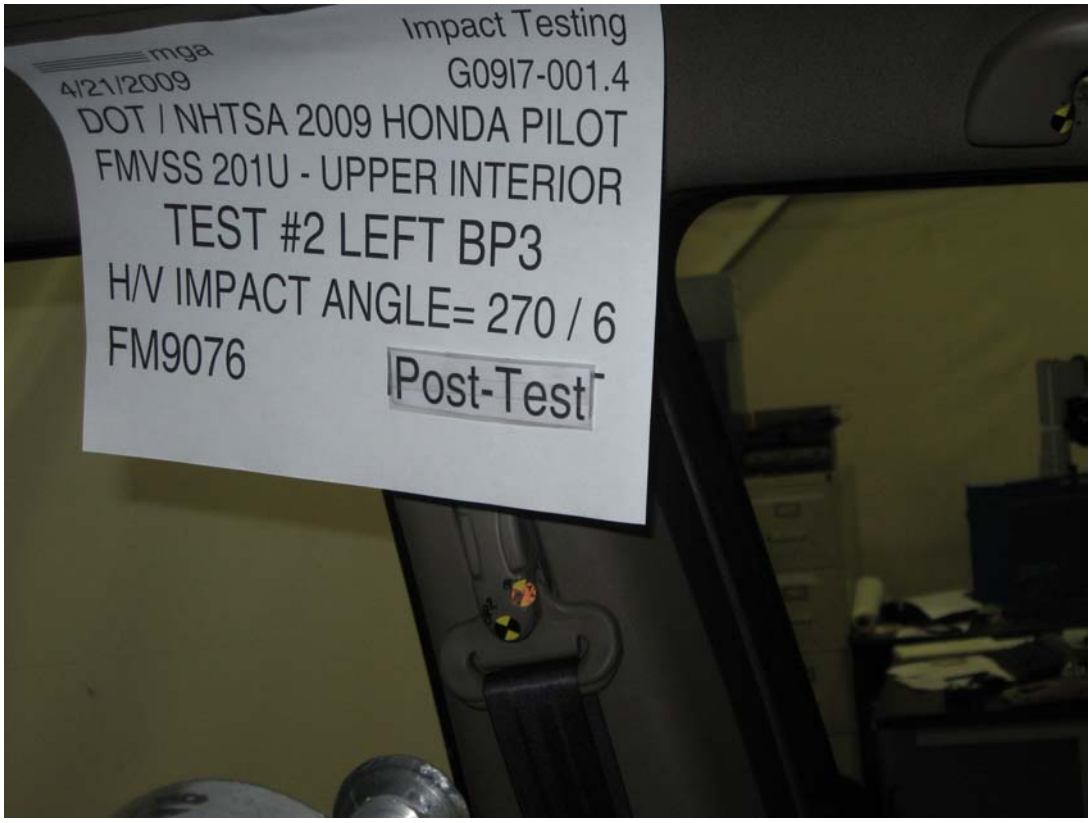

(peak = 21.0 G)
Head Z (G)
10
5
0
-5
-10
-15
-20
-25
0
5
10
15
20
25
30
35
TIME (msec)

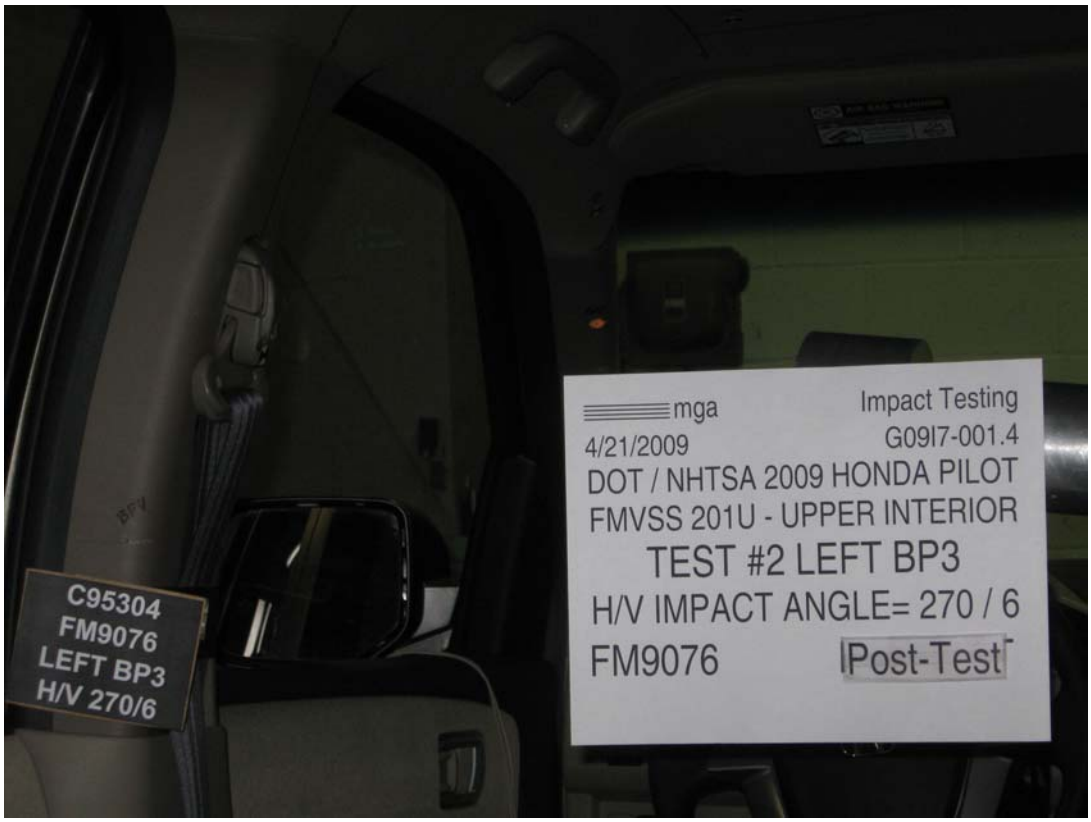

(peak = 18.9 kph)
Impact Velocity: 18.85 kph
Velocity (kph)
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
-8
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 48.6 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
40
45
50
0
5
10
15
20
25
30
35
TIME (msec)


mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #2 LEFT BP3
H/V IMPACT ANGLE= 270 / 6
FM9076
PRE TEST
H/V 270/6


UB3
mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #2 LEFT BP3
H/V IMPACT ANGLE= 270 / 6
FM9076
PRE TEST


mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #2 LEFT BP3
H/V IMPACT ANGLE= 270 / 6
FM9076
Post-Test


C95304
FM9076
LEFT BP3
H/V 270/6
mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #2 LEFT BP3
H/V IMPACT ANGLE= 270 / 6
FM9076
Post-Test


mga
Impact Testing
4/21/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #2 LEFT BP3
H/V IMPACT ANGLE= 270 / 6
FM9076
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Target (Vehicle Side): BP3Left

MGA Test Reference No.:FM9076

Approach Horizontal Angles:270º

Approach Vertical Angles:6º

Additional Description:

Test Number:#2

Temperature:21.4C

Humidity:40.2%

Time of Test:12:23:32 PM

FMH Serial No:[035]

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
610	588	8.3	24.1	19	7 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J35919	-95.6	1.06	1.06
Y	6	J22664	94.3	0.85	0.85
Z	7	J35924	92.8	0.94	0.94

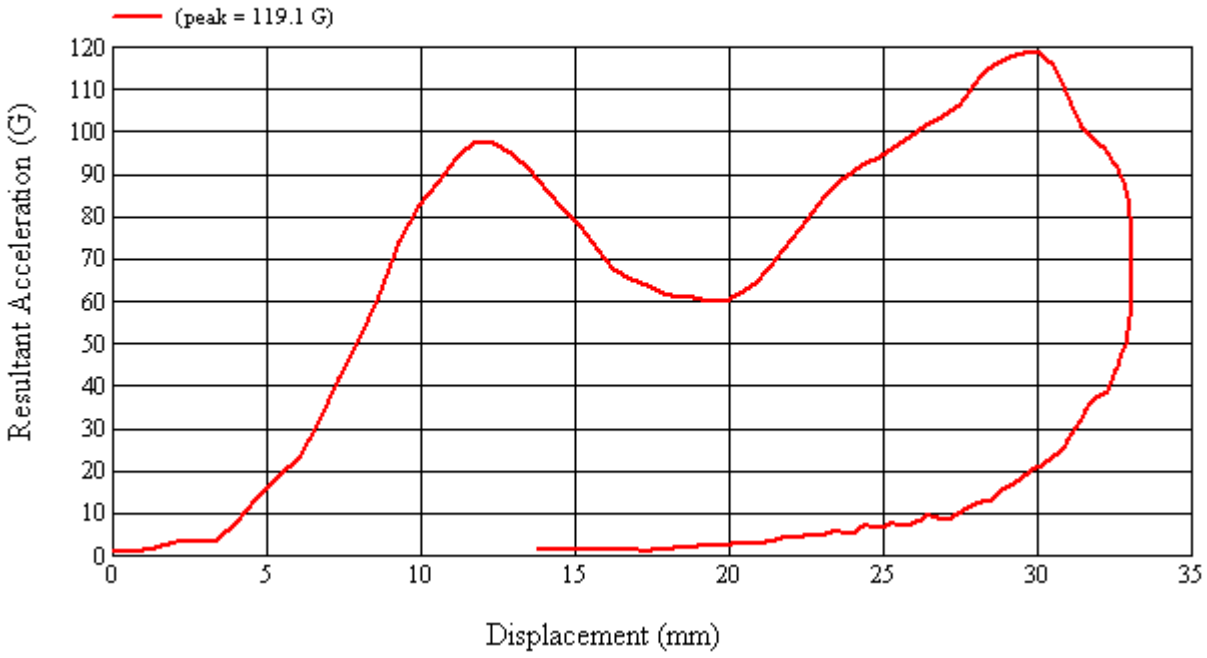
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

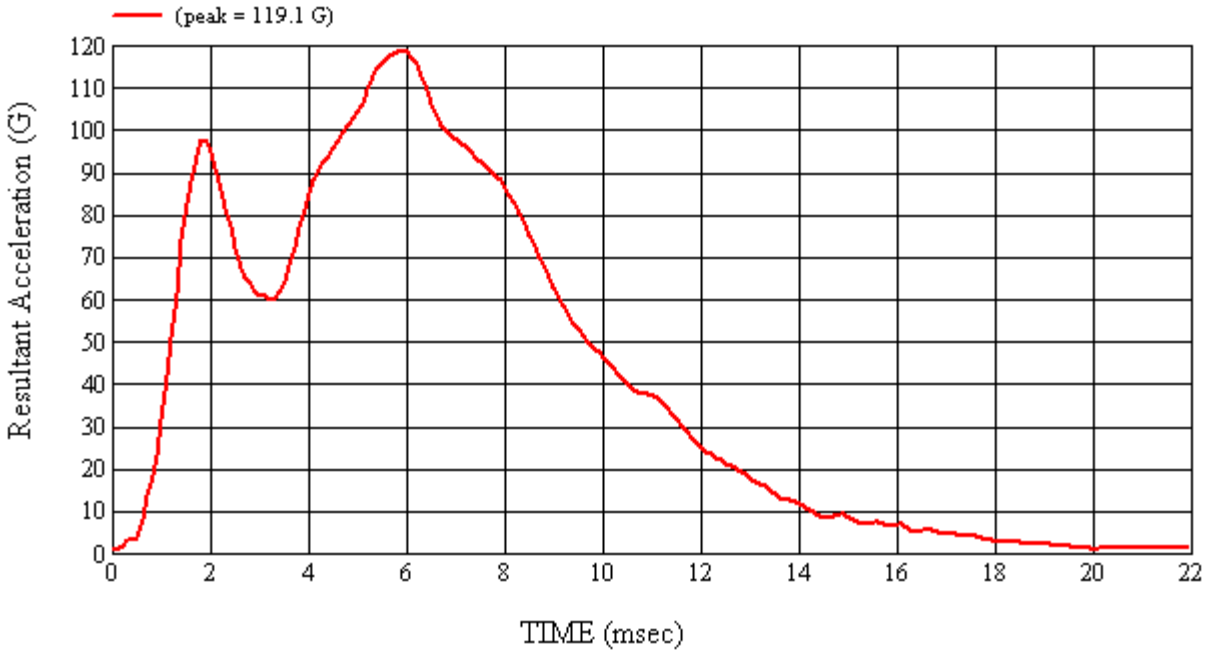
No damage observed

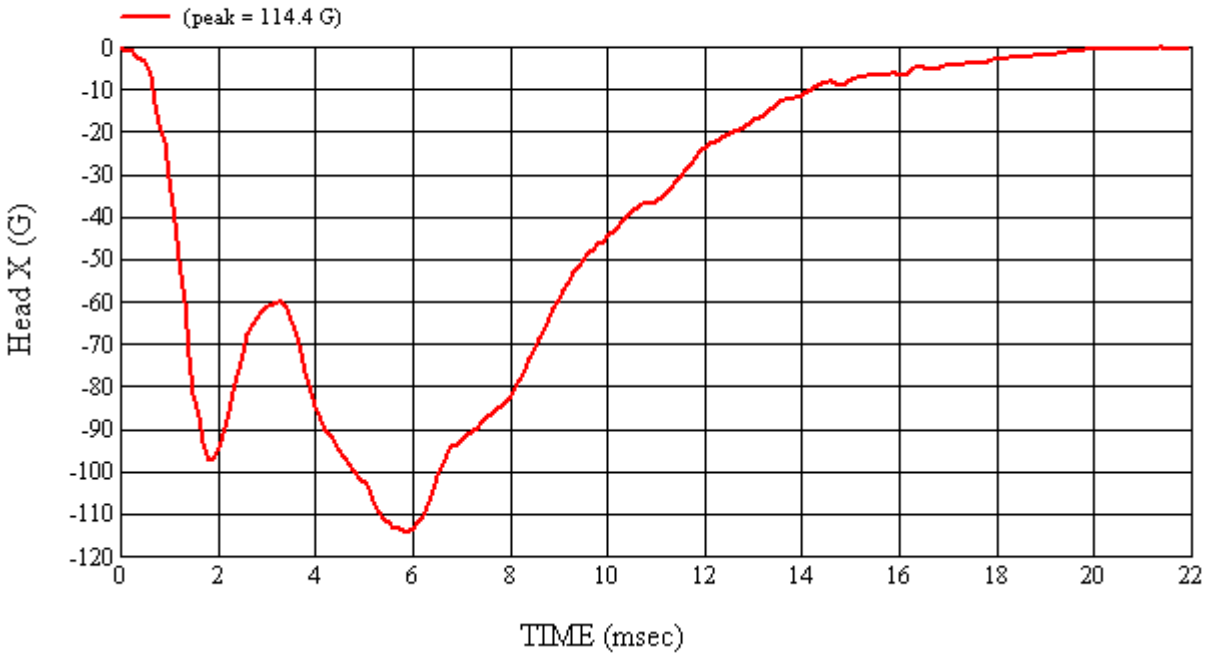
Recorded By: _____ Approved By*: _____ Date: 4/21/2009

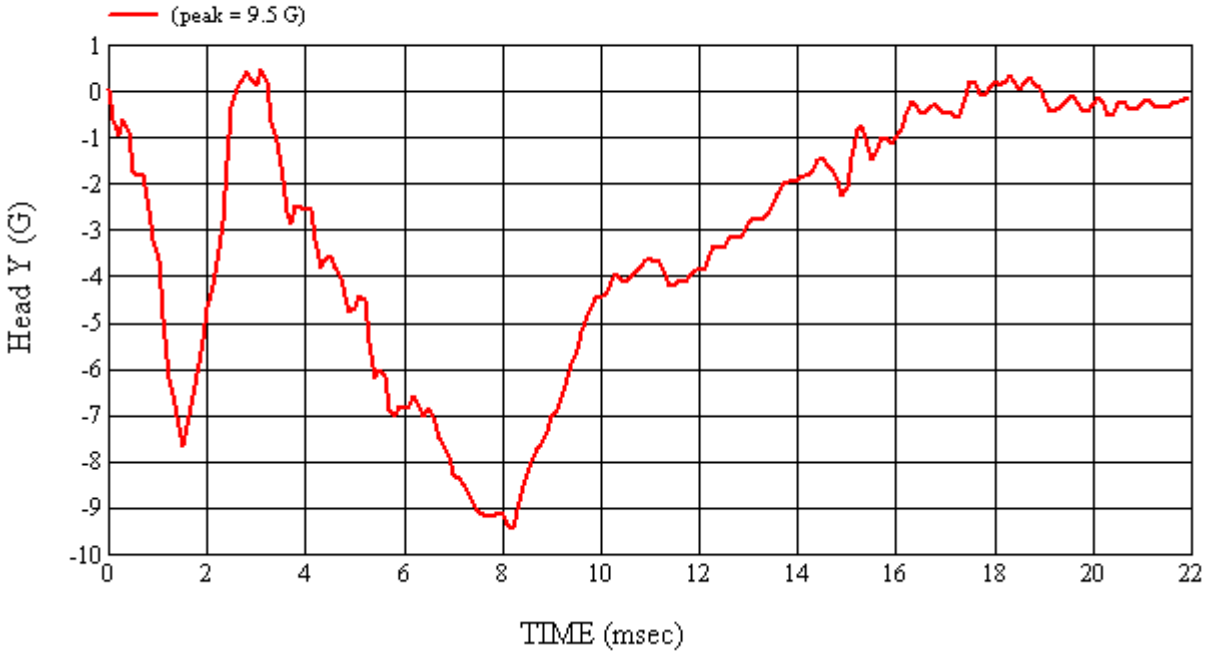
*Only necessary for NHTSA (Government) Compliance testing.

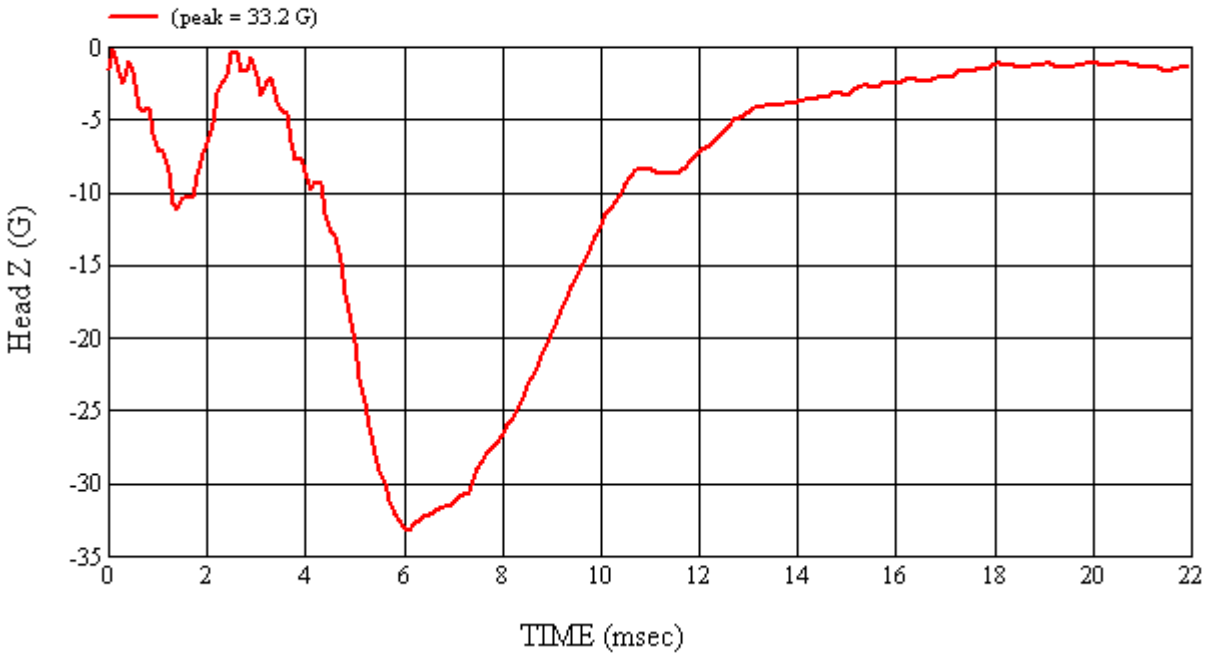
MGA Test #: FM9076 Target Location: BP3, Left Side Test Date: 4/21/2009

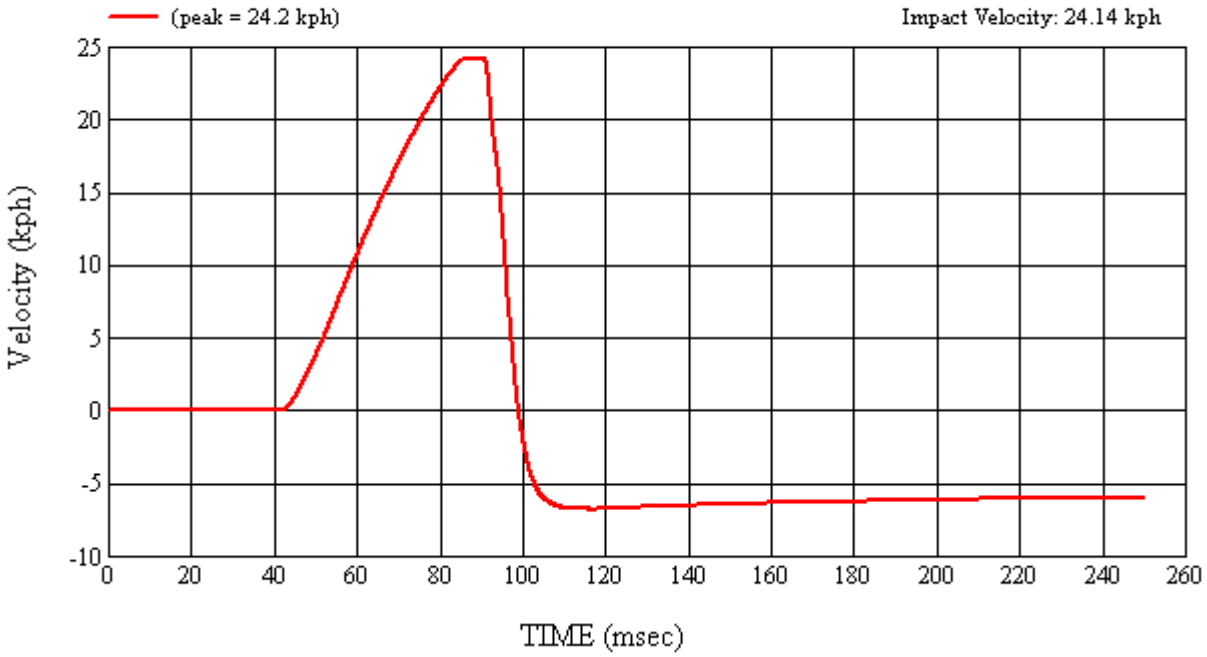


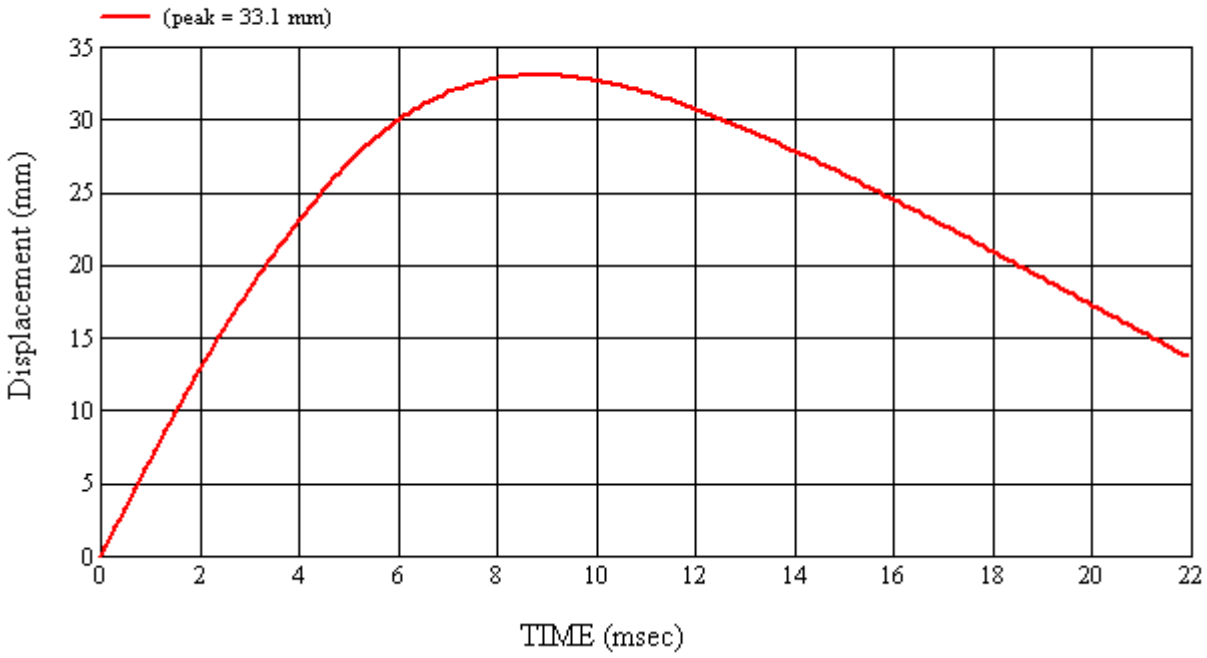



(peak = 114.4 G)
Head X (G)
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
-100
-110
-120
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

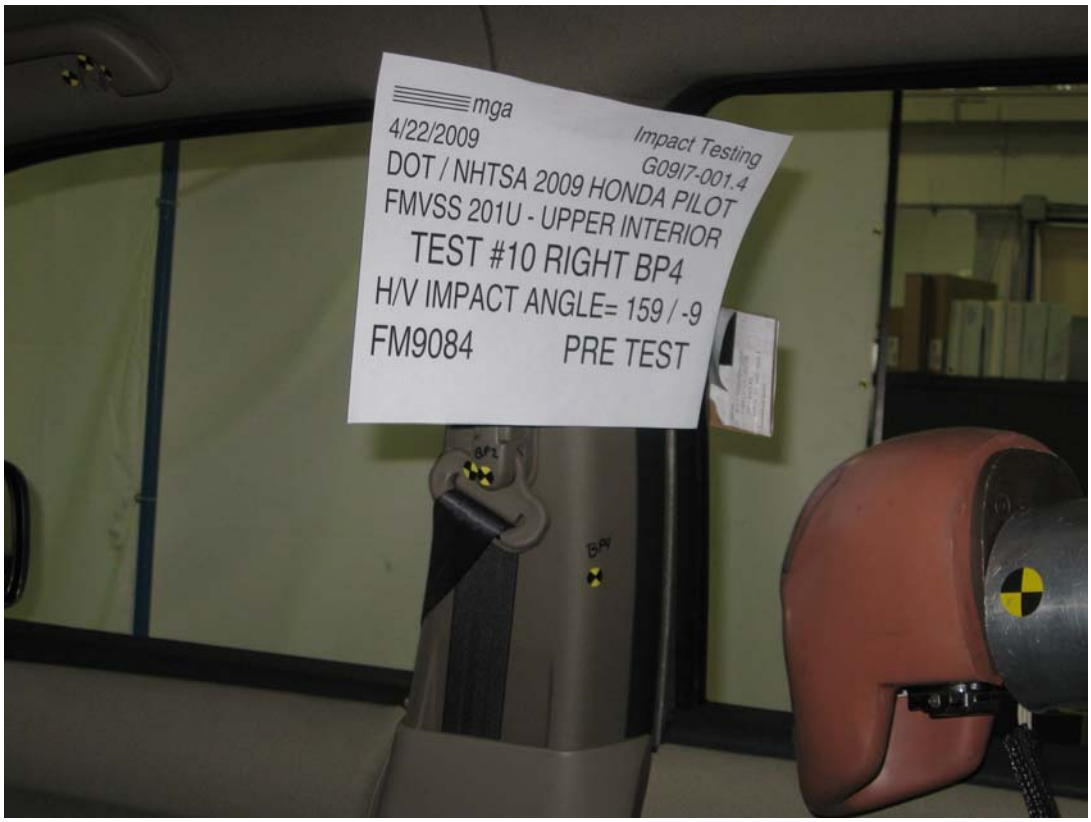

(peak = 9.5 G)
Head Y (G)
1
0
-1
-2
-3
-4
-5
-6
-7
-8
-9
-10
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


(peak = 33.2 G)
Head Z (G)
0
-5
-10
-15
-20
-25
-30
-35
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


(peak = 24.2 kph)
Impact Velocity: 24.14 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 33.1 mm)
Displacement (mm)
35
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #10 RIGHT BP4
H/V IMPACT ANGLE= 159 / -9
FM9084
PRE TEST


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #10 RIGHT BP4
H/V IMPACT ANGLE= 159 / -9
FM9084
PRE TEST


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #10 RIGHT BP4
H/V IMPACT ANGLE= 159 / -9
FM9084
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #10 RIGHT BP4
H/V IMPACT ANGLE= 159 / -9
FM9084
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #10 RIGHT BP4
H/V IMPACT ANGLE= 159 / -9
FM9084
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Target (Vehicle Side): BP4Right

MGA Test Reference No.:FM9084

Approach Horizontal Angles:159º

Approach Vertical Angles:-9º

Additional Description:

Test Number:#10

Temperature:21.1C

Humidity:34.1%

Time of Test:4:29:53 PM

FMH Serial No:[035]

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
581	550	9.8	23.7	17	8 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J35919	-95.6	1.07	1.06
Y	6	J22664	94.3	0.85	0.85
Z	7	J35924	92.8	0.94	0.94

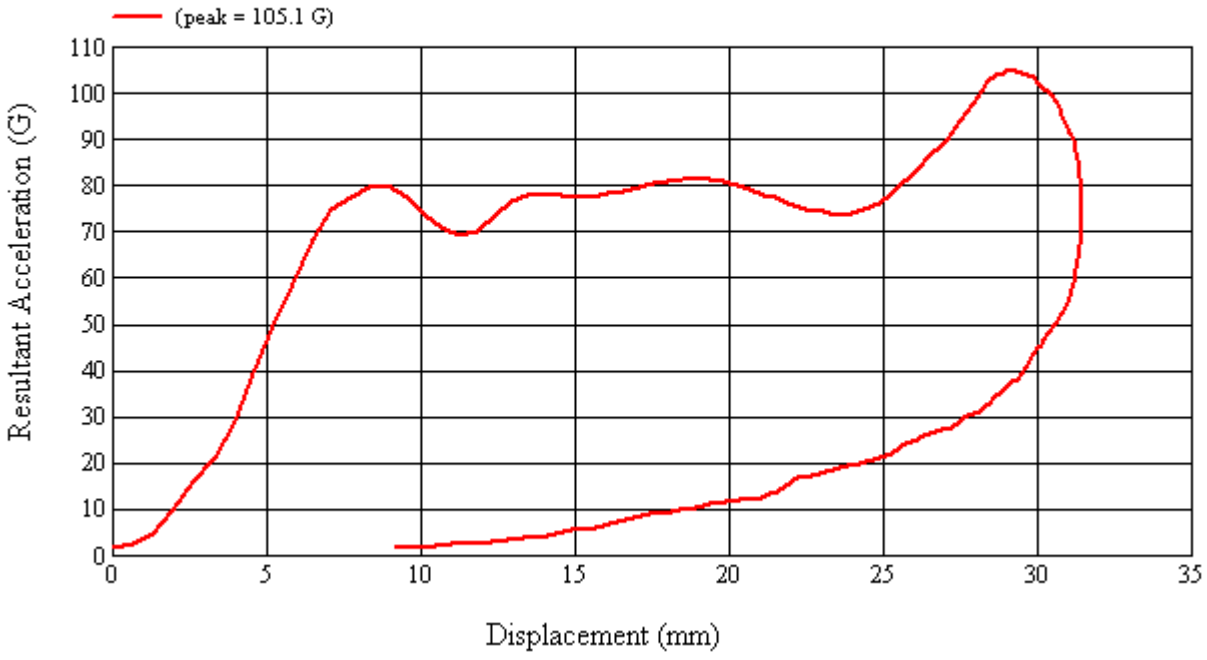
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

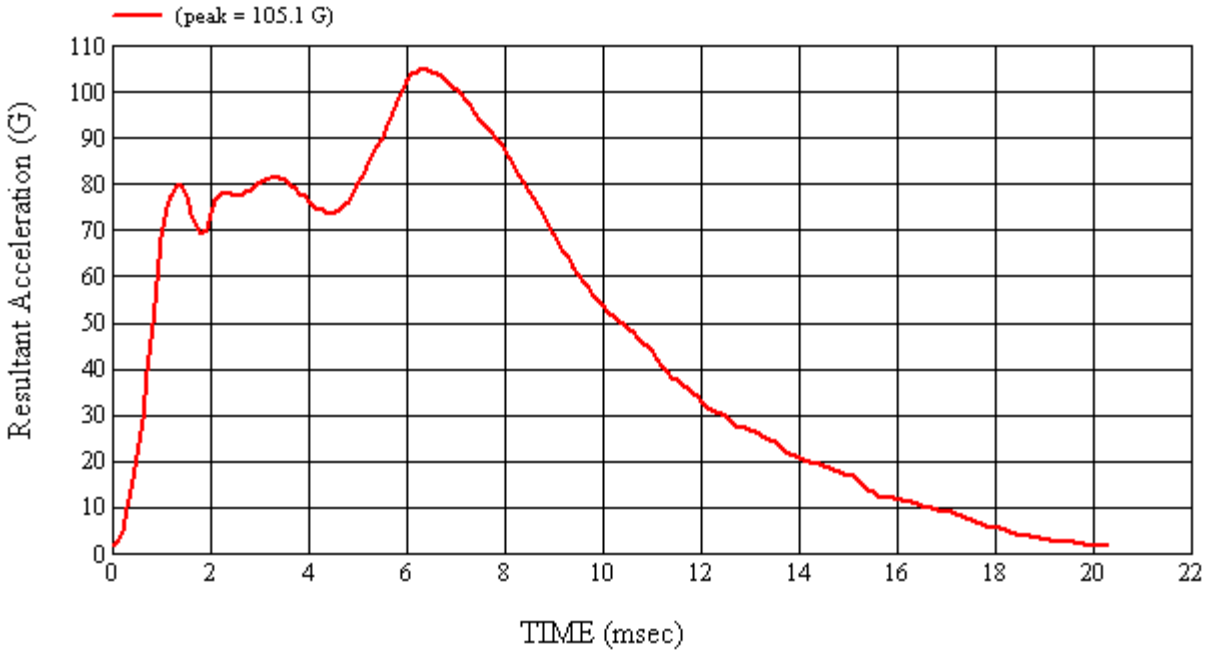
No damage observed

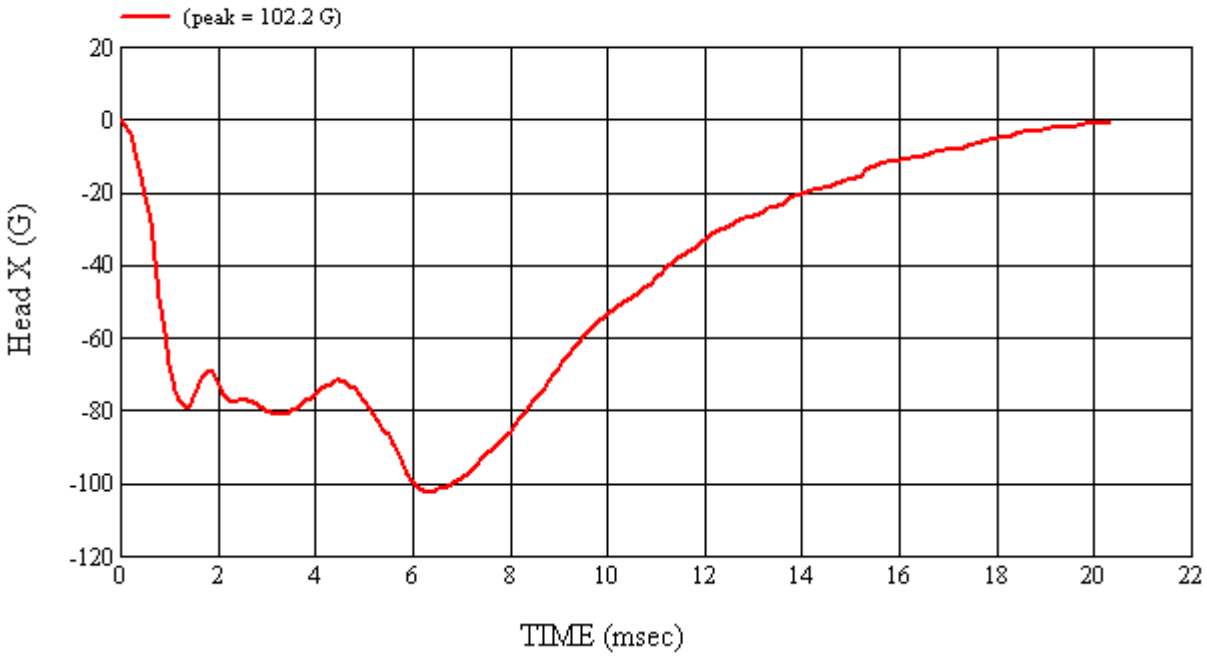
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

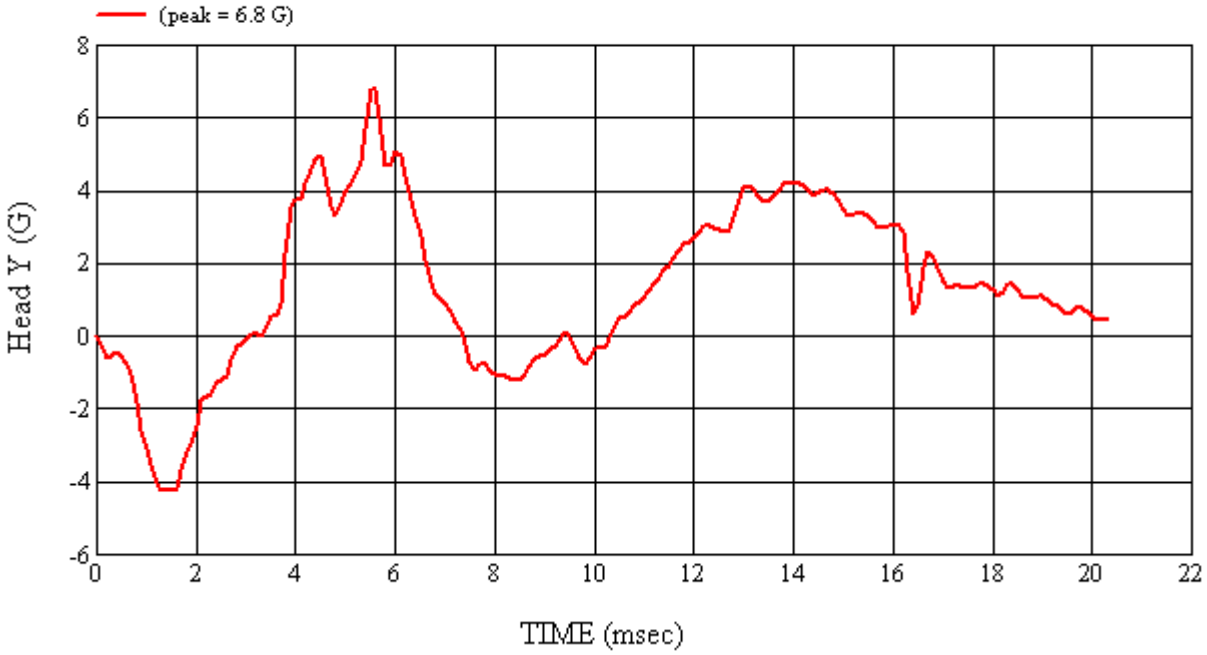
*Only necessary for NHTSA (Government) Compliance testing.

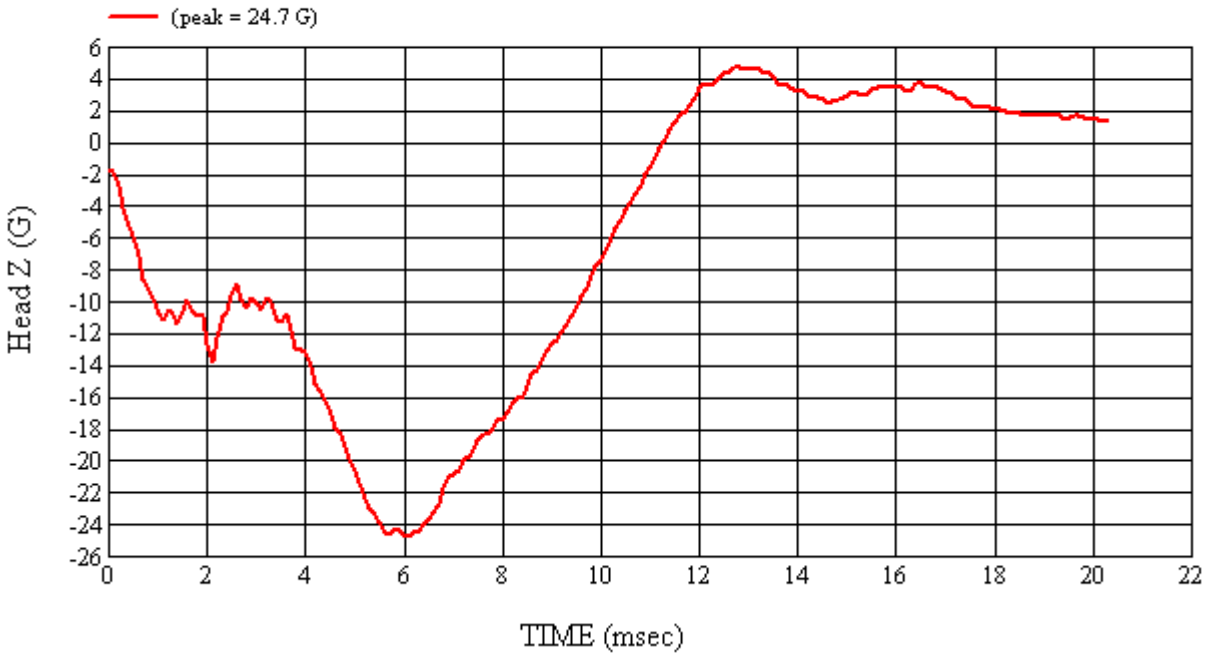
MGA Test #: FM9084 Target Location: BP4, Right Side Test Date: 4/22/2009

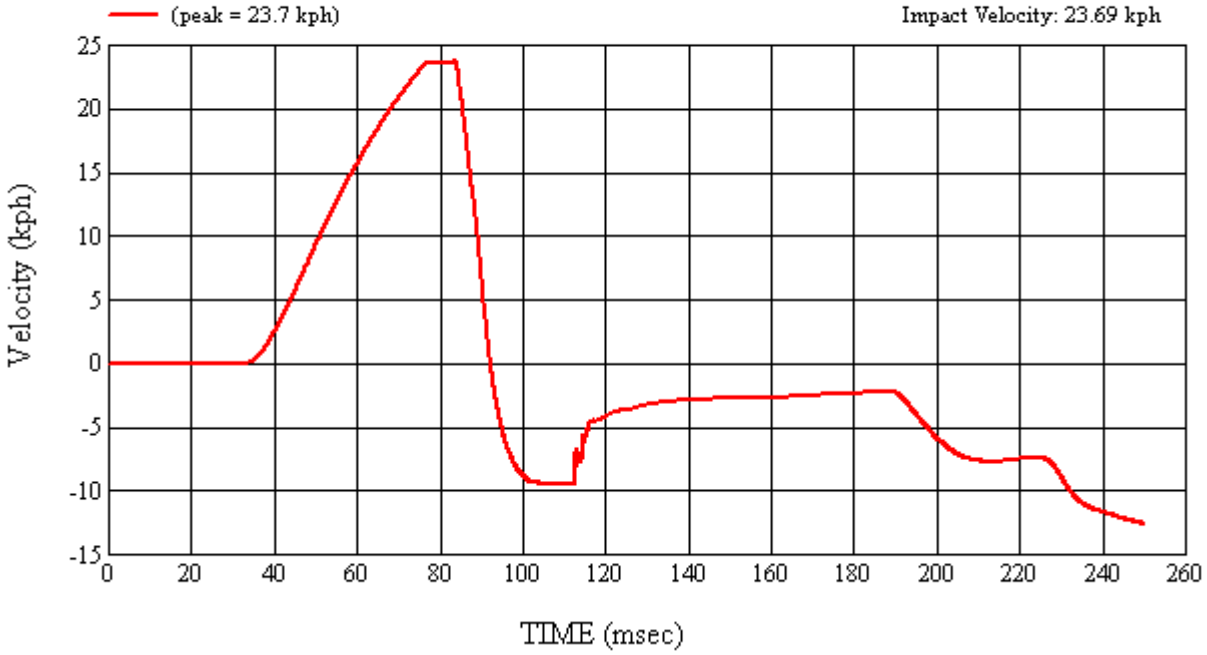


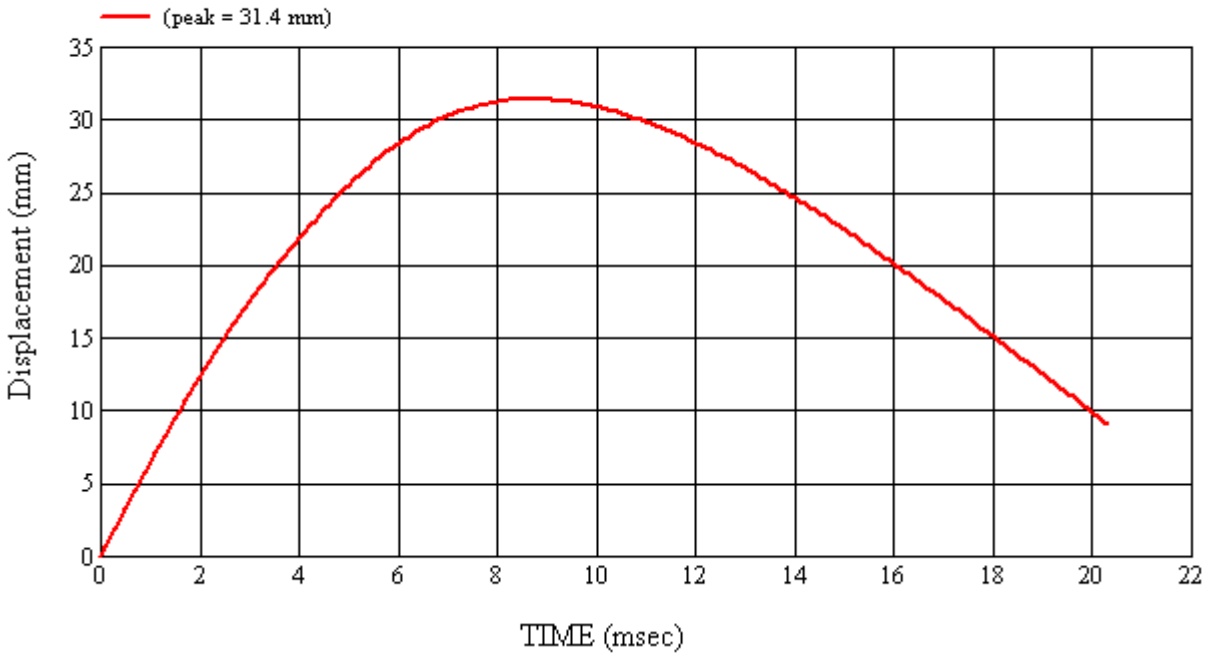


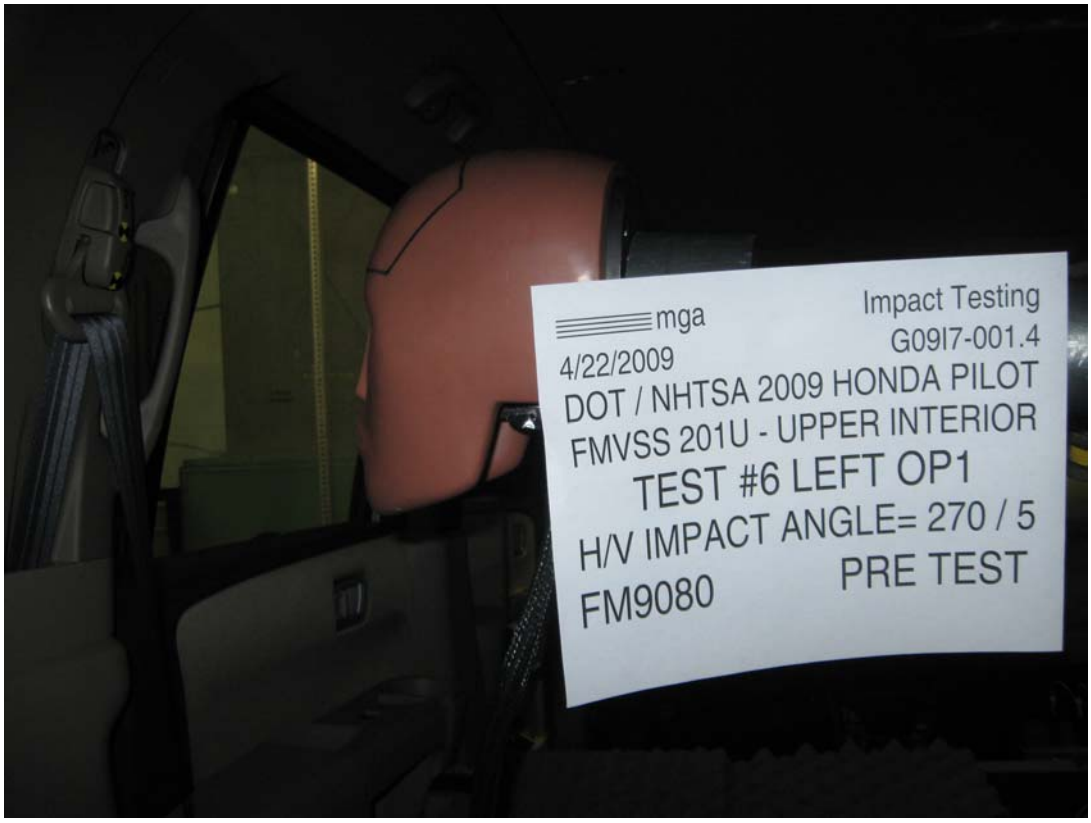

(peak = 102.2 G)
Head X (G)
20
0
-20
-40
-60
-80
-100
-120
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

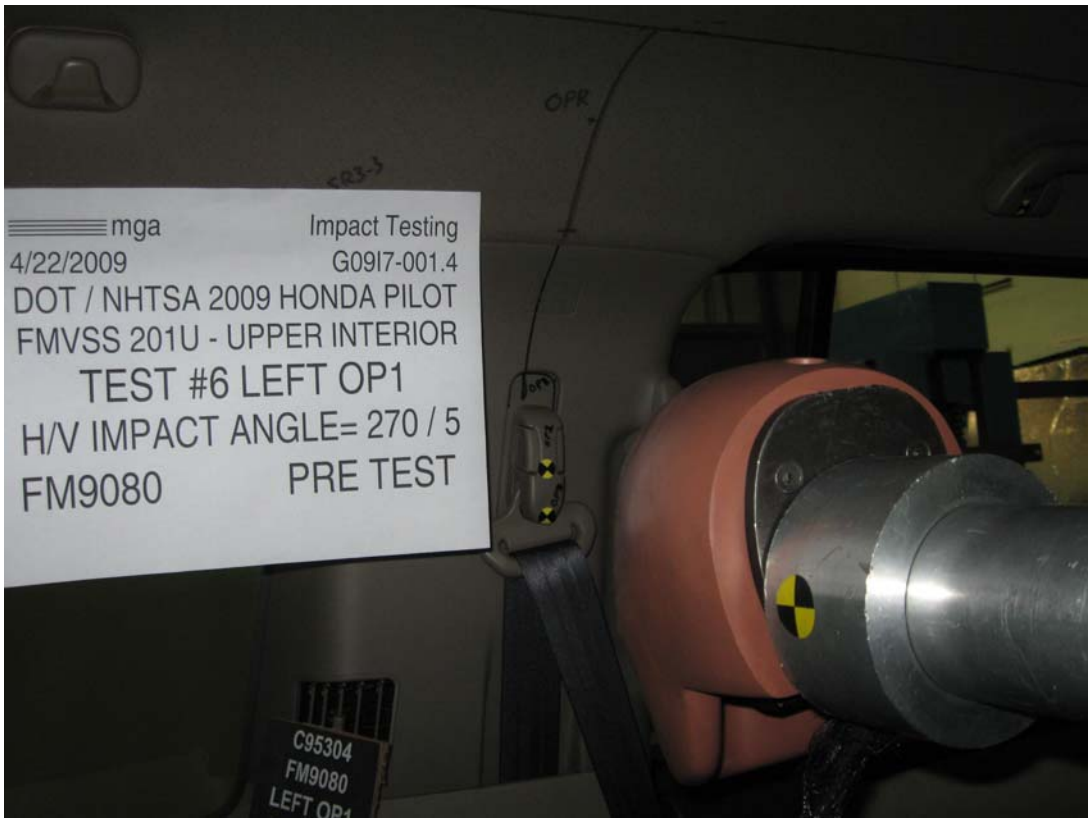

(peak = 6.8 G)
Head Y (G)
8
6
4
2
0
-2
-4
-6
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

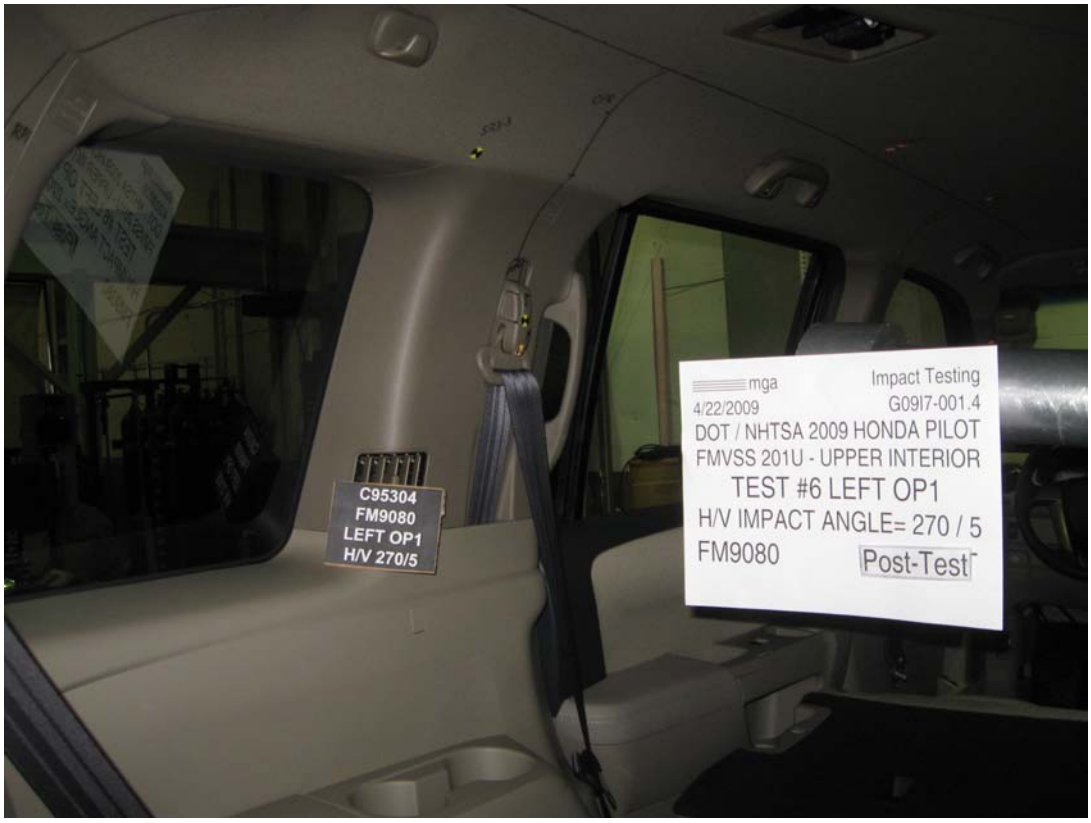

(peak = 24.7 G)
Head Z (G)
6
4
2
0
-2
-4
-6
-8
-10
-12
-14
-16
-18
-20
-22
-24
-26
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

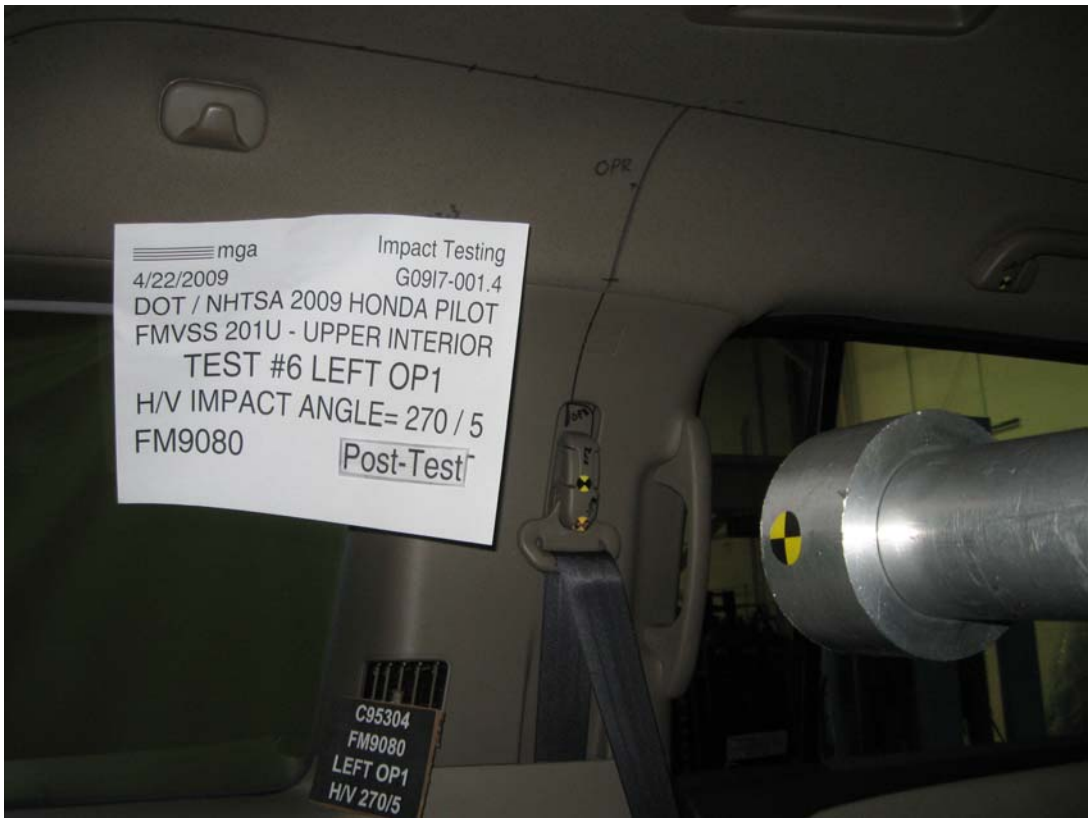

(peak = 23.7 kph)
Impact Velocity: 23.69 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
-15
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 31.4 mm)
Displacement (mm)
35
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #6 LEFT OP1
H/V IMPACT ANGLE= 270 / 5
FM9080
PRE TEST


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #6 LEFT OP1
H/V IMPACT ANGLE= 270 / 5
FM9080
PRE TEST
C95304
FM9080
LEFT OP1


C95304
FM9080
LEFT OP1
H/V 270/5
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #6 LEFT OP1
H/V IMPACT ANGLE= 270 / 5
FM9080
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #6 LEFT OP1
H/V IMPACT ANGLE= 270 / 5
FM9080
Post-Test
C95304
FM9080
LEFT OP1
H/V 270/5


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #6 LEFT OP1
H/V IMPACT ANGLE= 270 / 5
FM9080
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Target (Vehicle Side): OP1Left

MGA Test Reference No.:FM9080

Approach Horizontal Angles:270º

Approach Vertical Angles:5º

Additional Description:

Test Number:#6

Temperature:20.9C

Humidity:33.6%

Time of Test:11:26:06 AM

FMH Serial No:[038]

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
547	504	9.2	23.8	9	1 Right

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J22700	-94	1.06	1.06
Y	6	J36197	106.3	0.85	0.85
Z	7	J36353	97.5	0.94	0.94

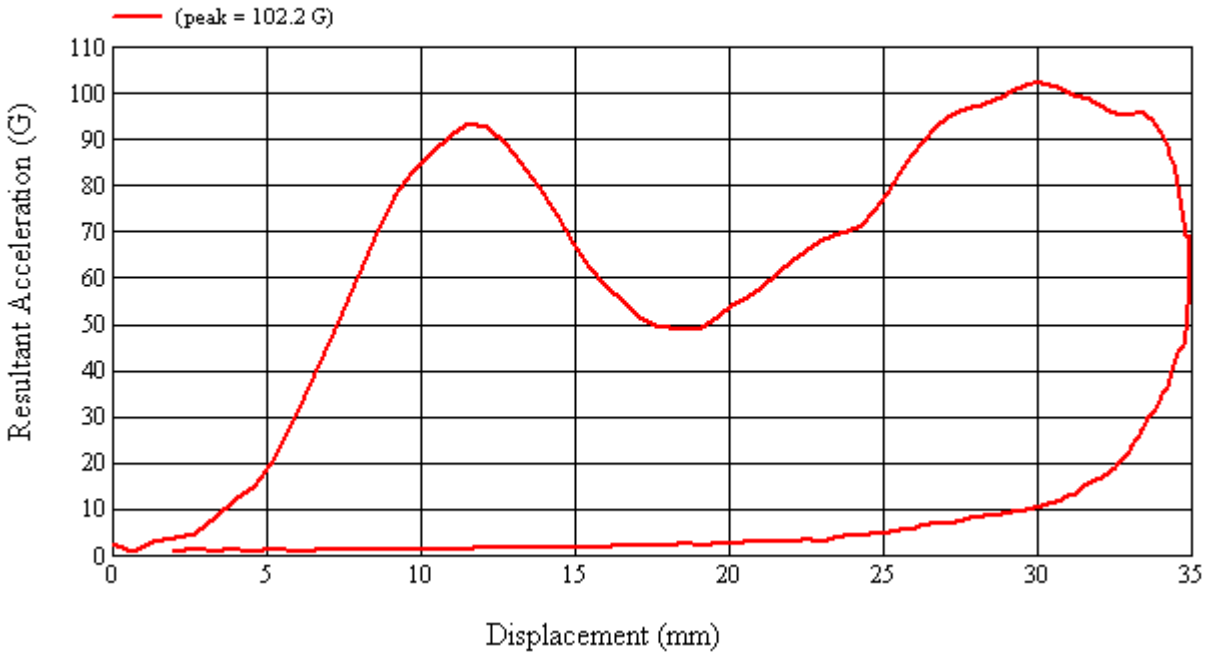
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

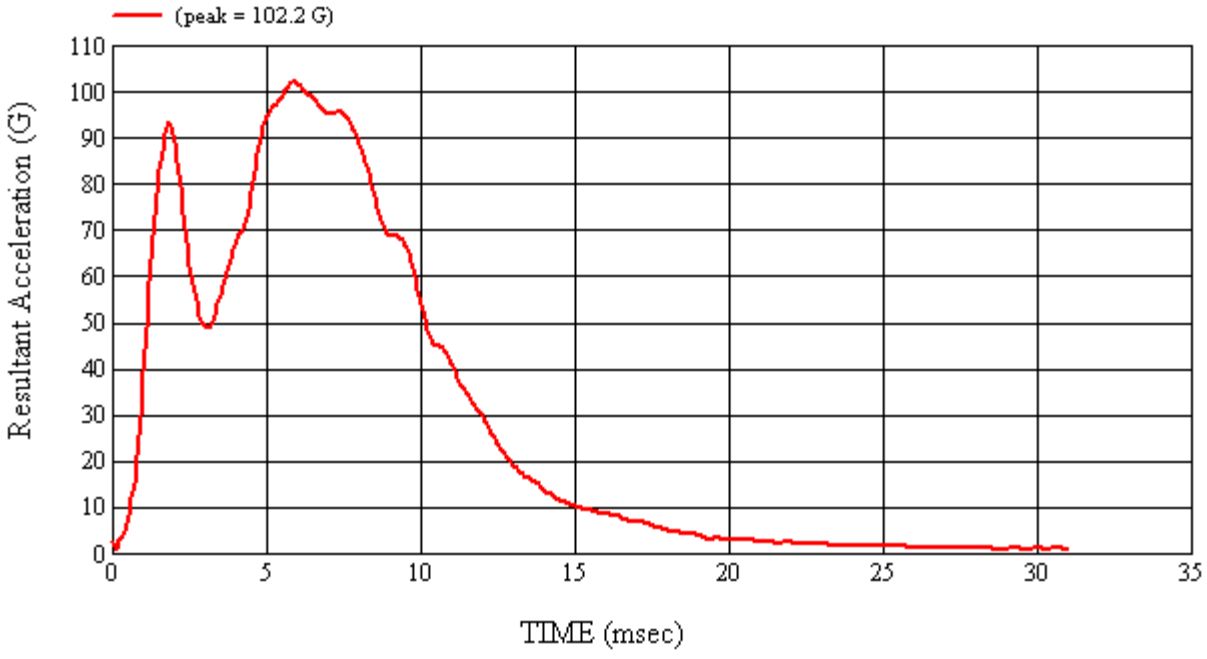
Anchorage mount pushed in from impact

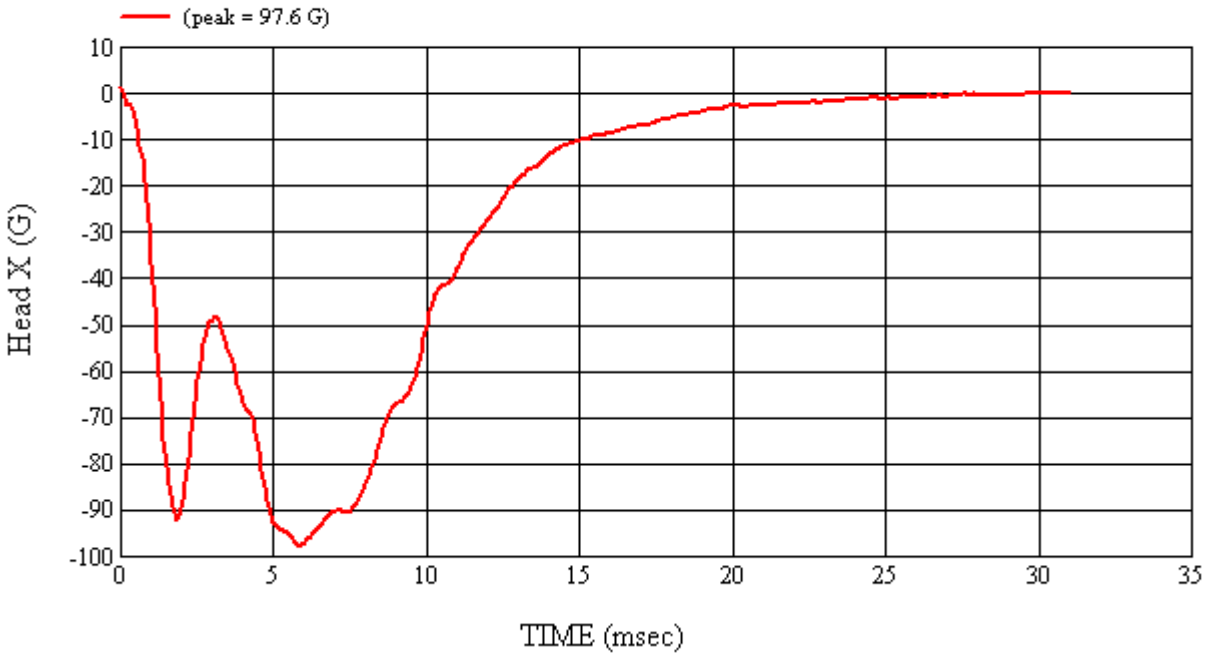
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

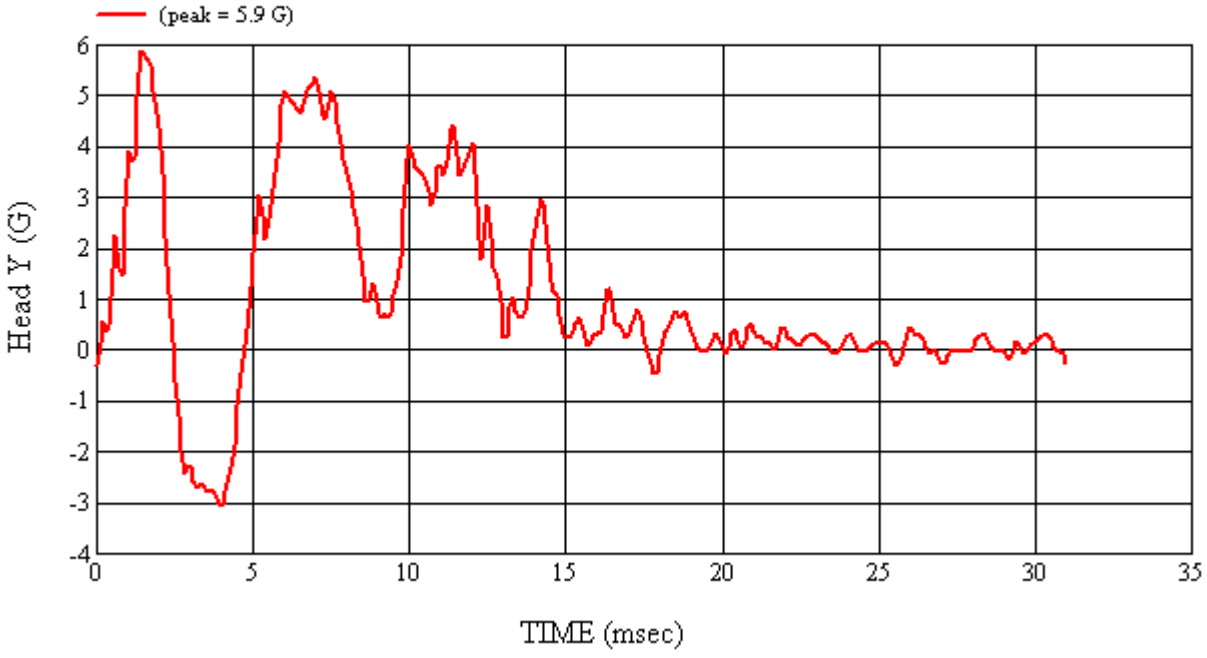
*Only necessary for NHTSA (Government) Compliance testing.

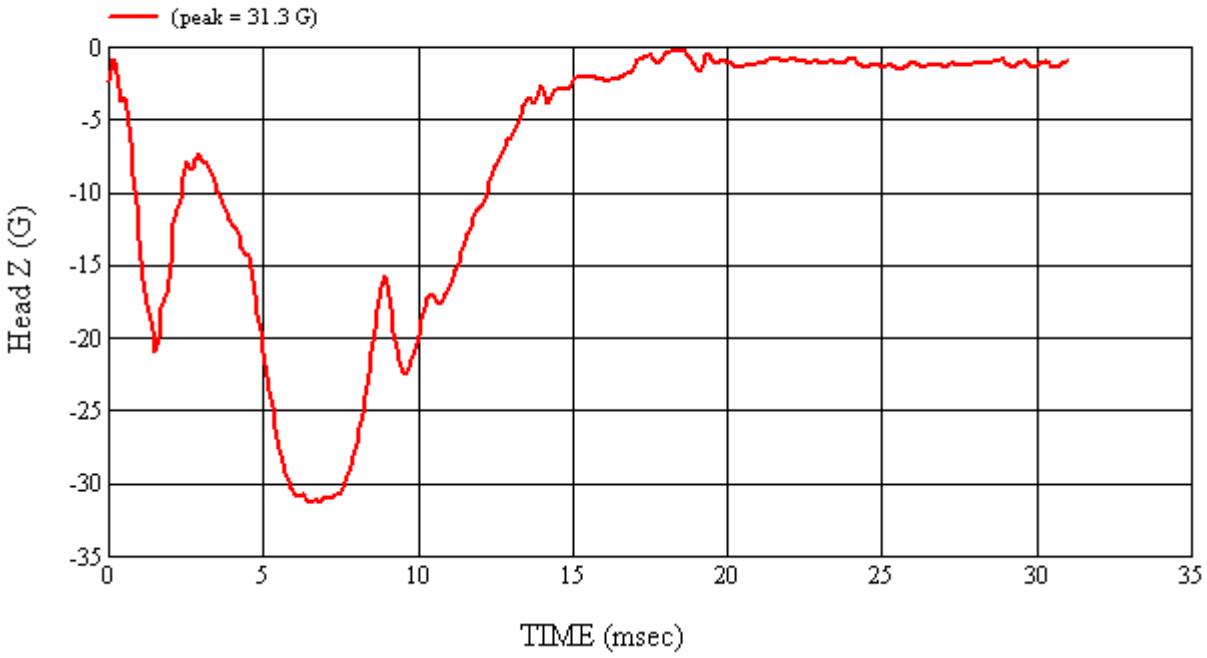
MGA Test #: FM9080 Target Location: OP1, Left Side Test Date: 4/22/2009

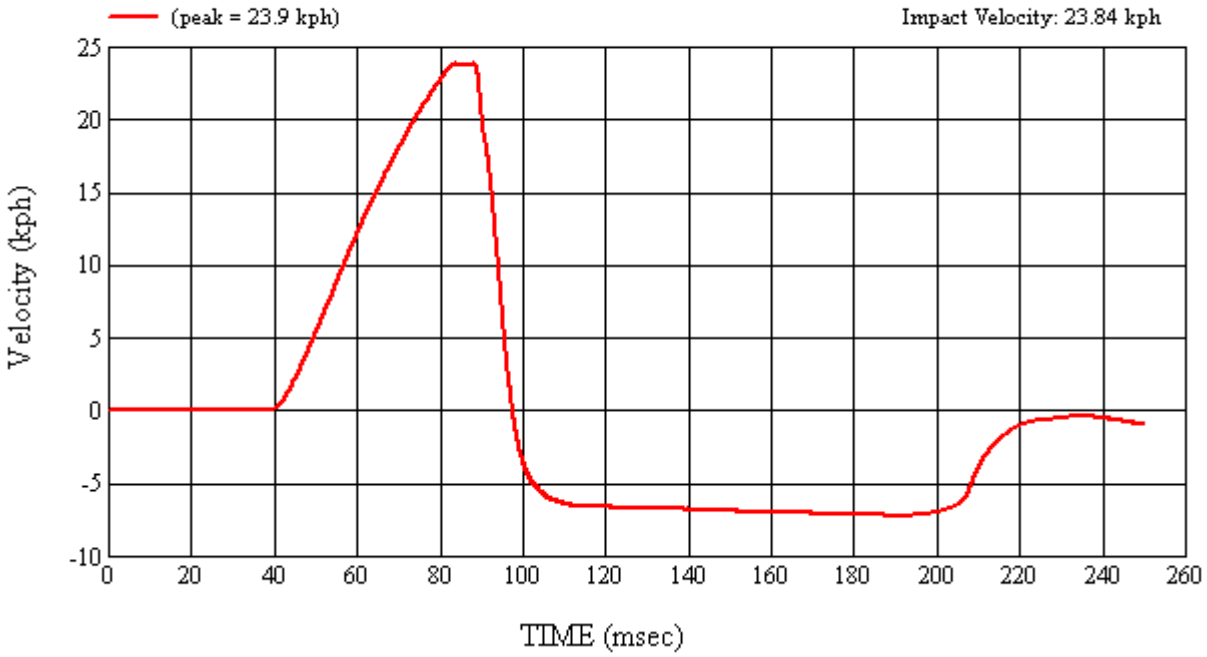


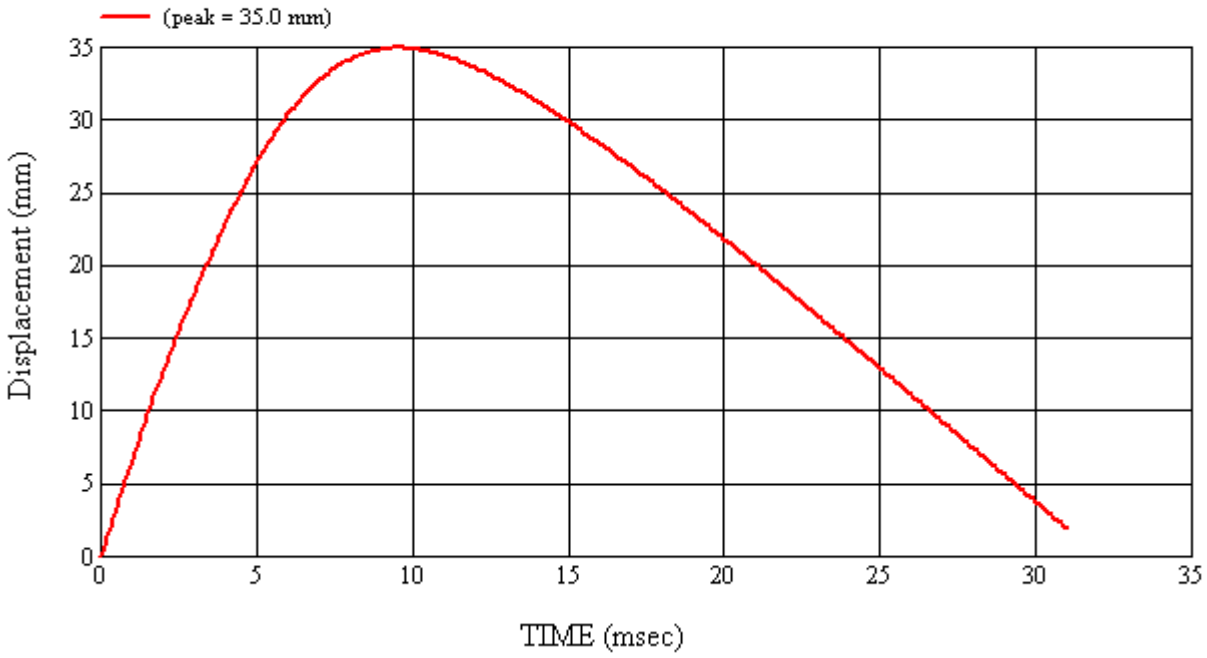


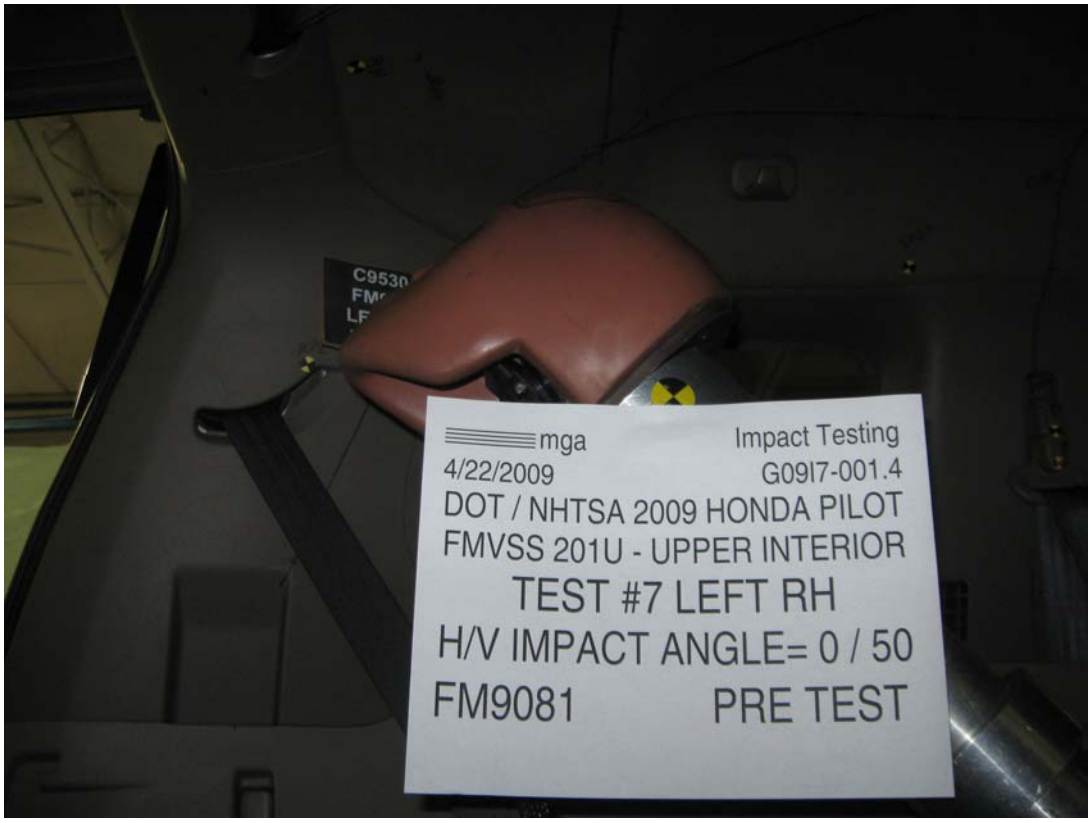

(peak = 97.6 G)
Head X (G)
10
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
-100
0
5
10
15
20
25
30
35
TIME (msec)

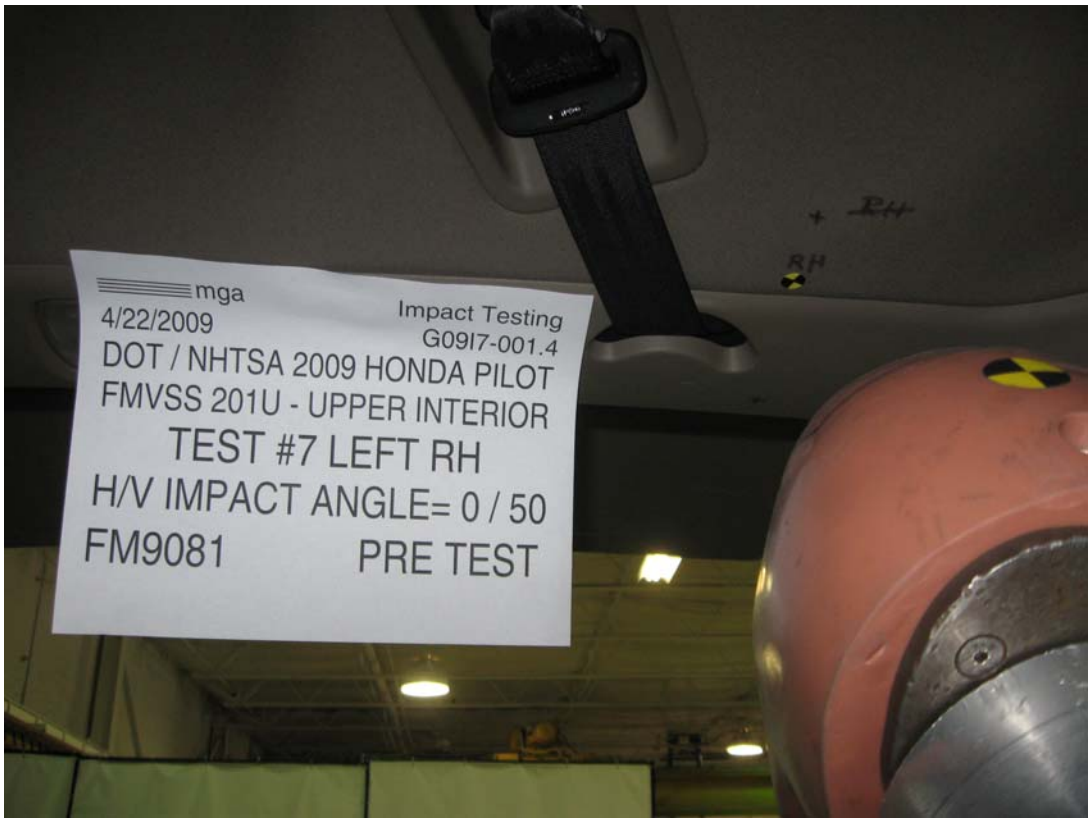

(peak = 5.9 G)
Head Y (G)
6
5
4
3
2
1
0
-1
-2
-3
-4
0
5
10
15
20
25
30
35
TIME (msec)


(peak = 31.3 G)
Head Z (G)
0
-5
-10
-15
-20
-25
-30
-35
0
5
10
15
20
25
30
35
TIME (msec)

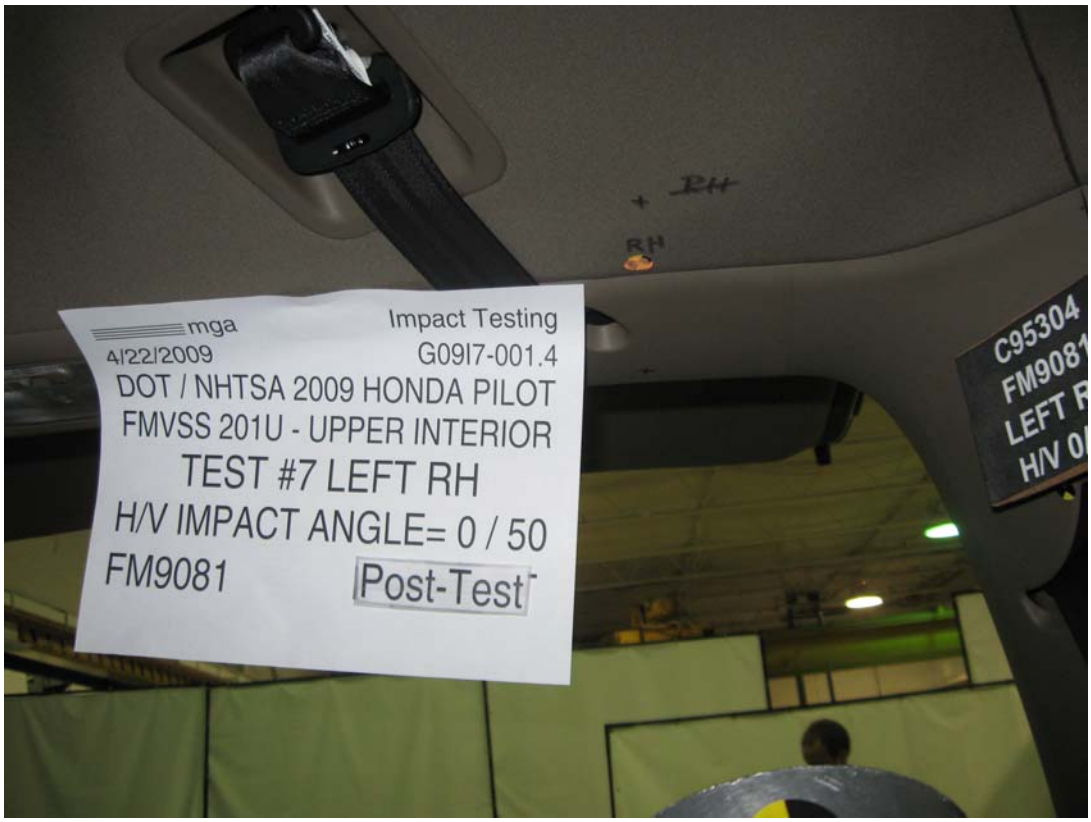

(peak = 23.9 kph)
Impact Velocity: 23.84 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 35.0 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
TIME (msec)


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #7 LEFT RH
H/V IMPACT ANGLE= 0 / 50
FM9081
PRE TEST


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #7 LEFT RH
H/V IMPACT ANGLE= 0 / 50
FM9081
PRE TEST
RH
RH


C95304
FM9081
LEFT RH
H/V 0/50
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPER INTERIOR
TEST #7 LEFT RH
H/V IMPACT ANGLE= 0 / 50
FM9081
Post-Test


RH
RH
mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPER INTERIOR
TEST #7 LEFT RH
H/V IMPACT ANGLE= 0 / 50
FM9081
Post-Test
C95304
FM9081
LEFT R
H/V 0


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #7 LEFT RH
H/V IMPACT ANGLE= 0 / 50
FM9081
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#7

Target (Vehicle Side): RHLeft

Temperature:20.3C

MGA Test Reference No.:FM9081

Humidity:36.6%

Approach Horizontal Angles:0º

Time of Test:12:48:57 PM

Approach Vertical Angles:50º

FMH Serial No:[035]

Additional Description:

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
693	698	6.4	23.8	25	4 Right

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J35919	-95.6	1.06	1.06
Y	6	J22664	94.3	0.85	0.85
Z	7	J35924	92.8	0.94	0.94

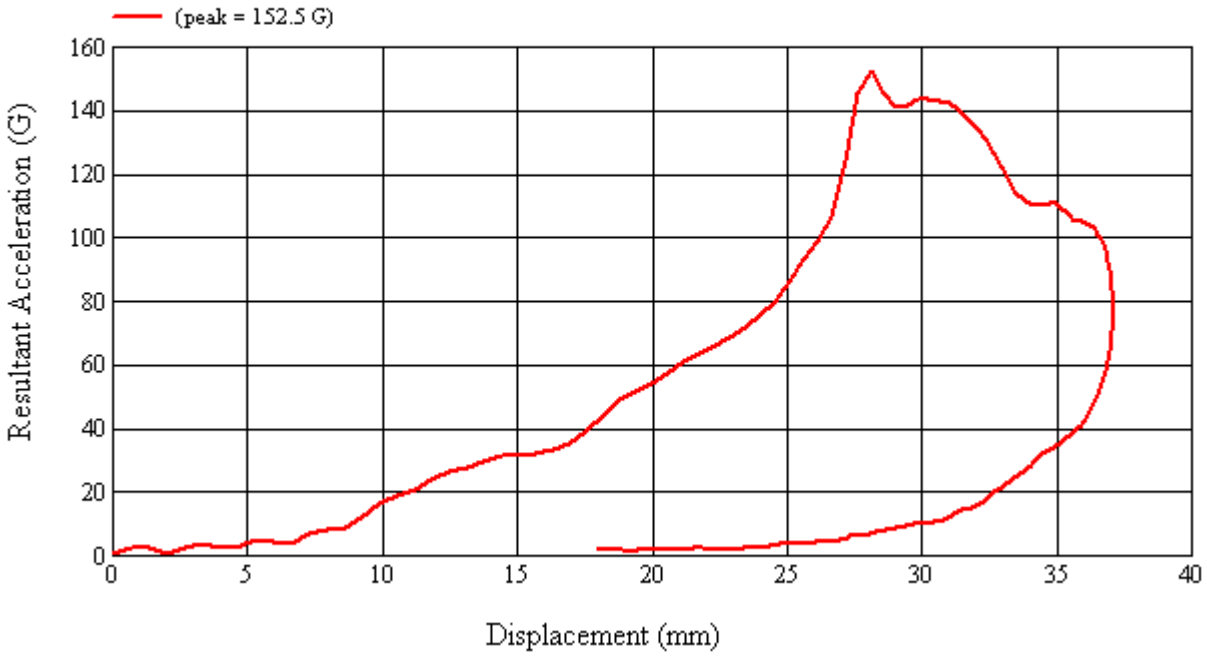
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

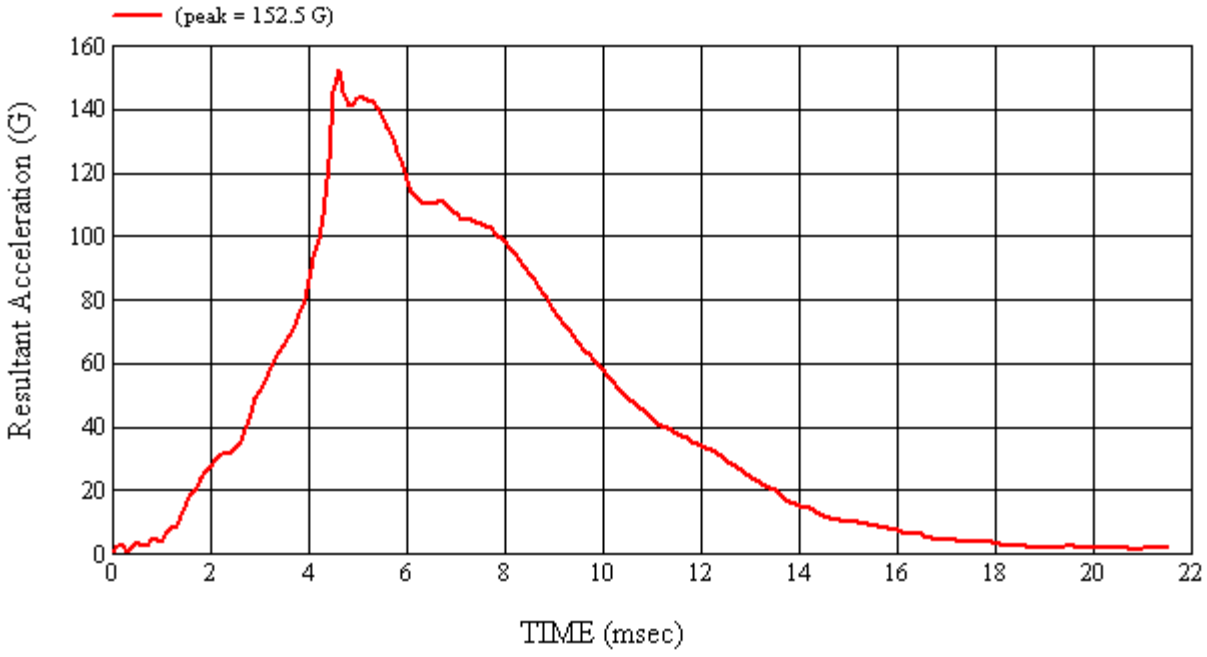
No damage observed

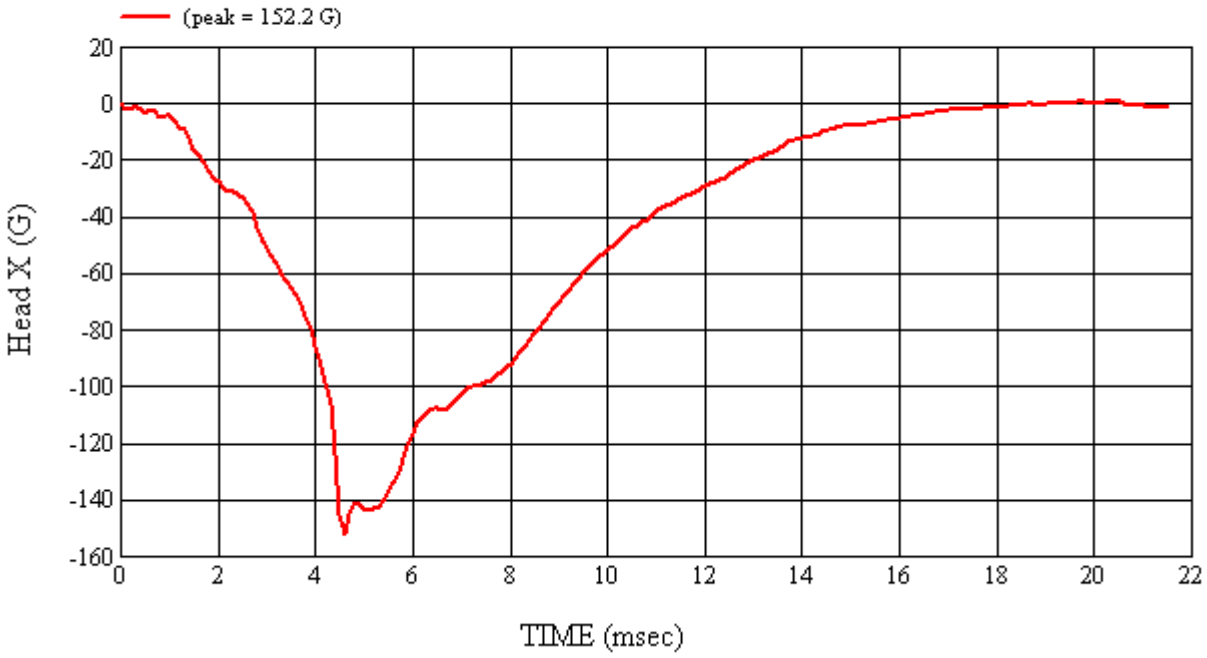
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

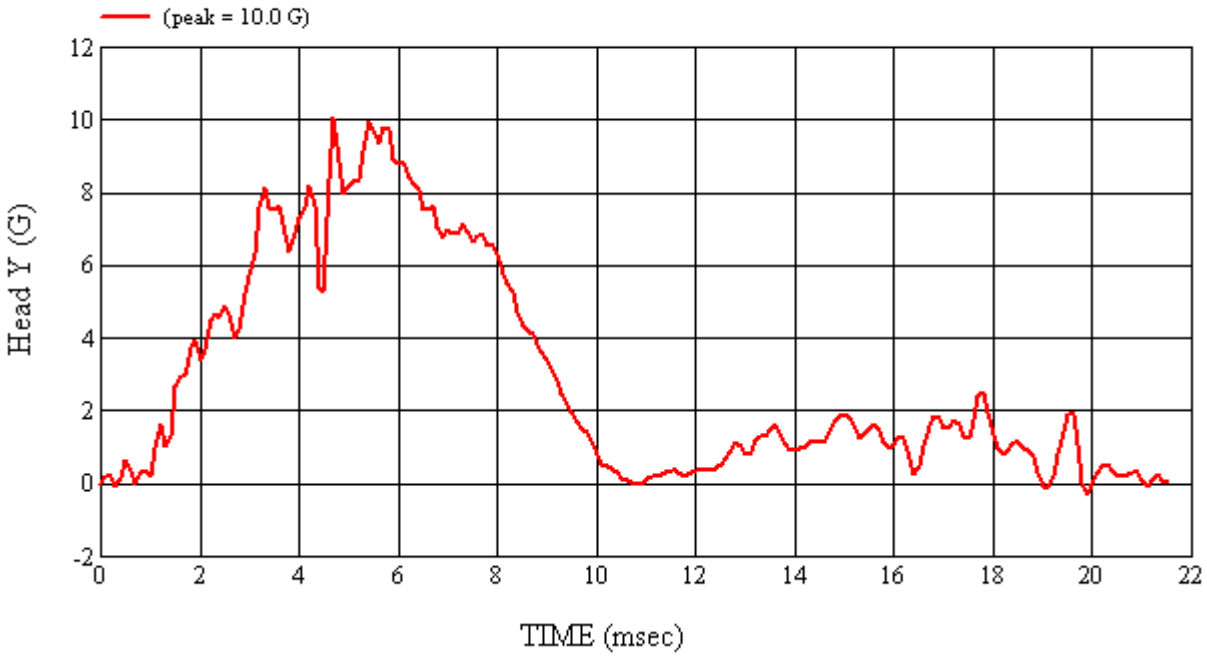
*Only necessary for NHTSA (Government) Compliance testing.

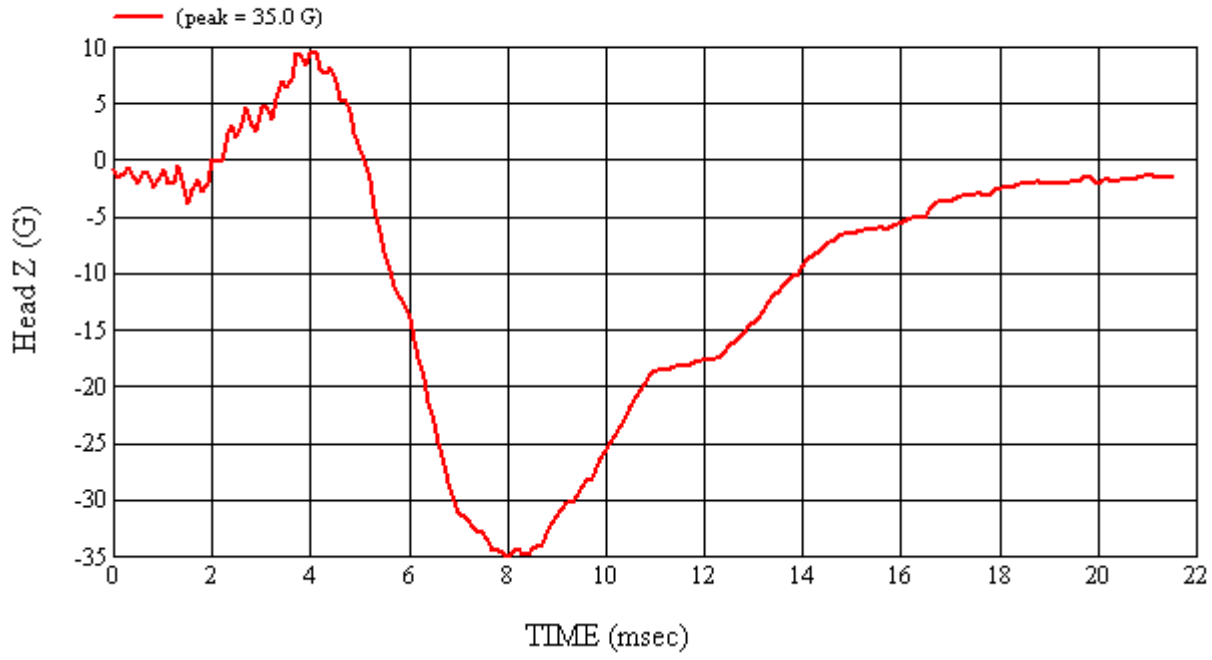
MGA Test #: FM9081 Target Location: RH, Left Side Test Date: 4/22/2009



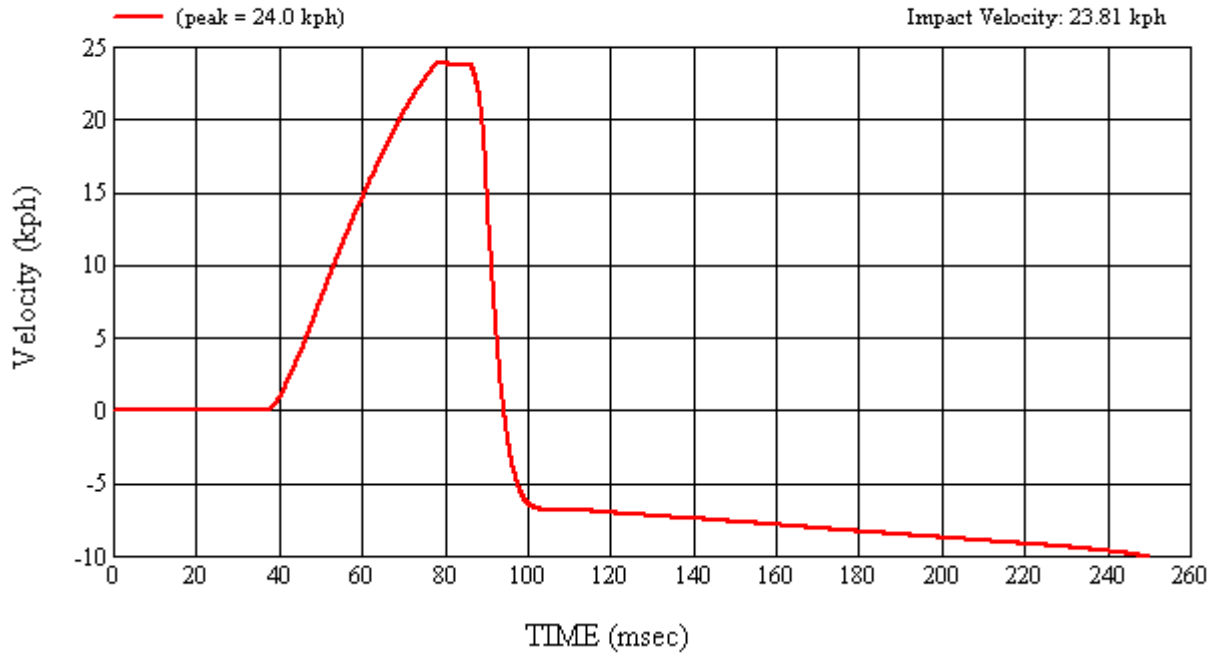


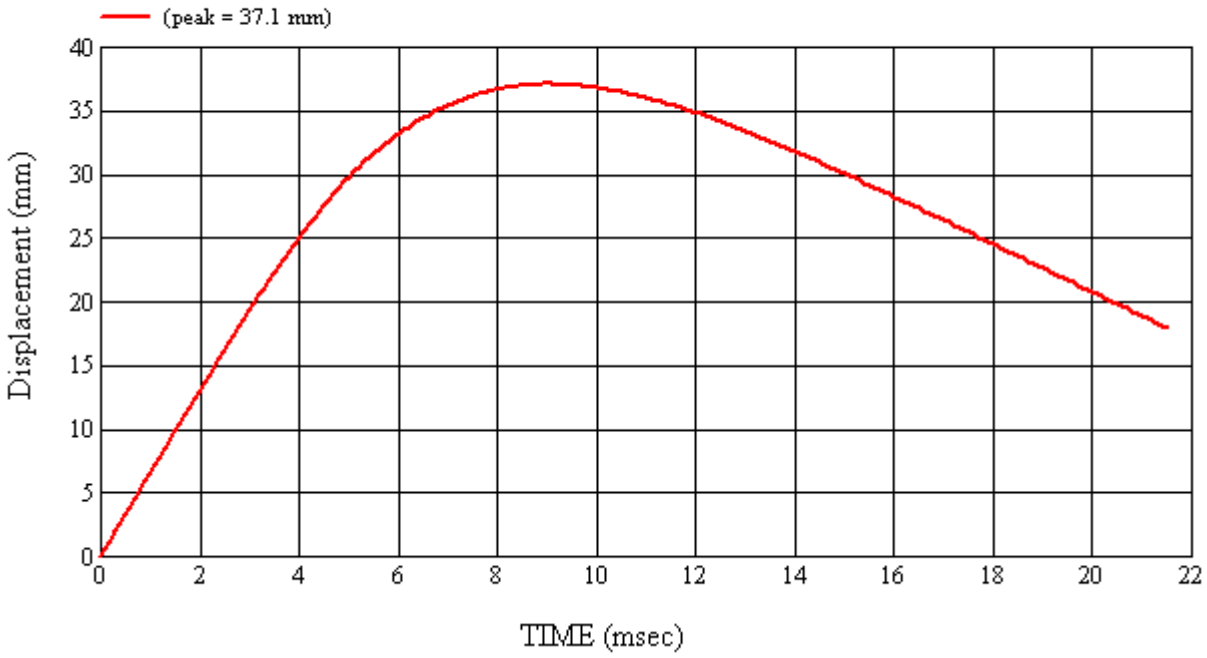

(peak = 152.2 G)
Head X (G)
20
0
-20
-40
-60
-80
-100
-120
-140
-160
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


(peak = 10.0 G)
Head Y (G)
12
10
8
6
4
2
0
-2
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


(peak = 35.0 G)
Head Z (G)
10
5
0
-5
-10
-15
-20
-25
-30
-35
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

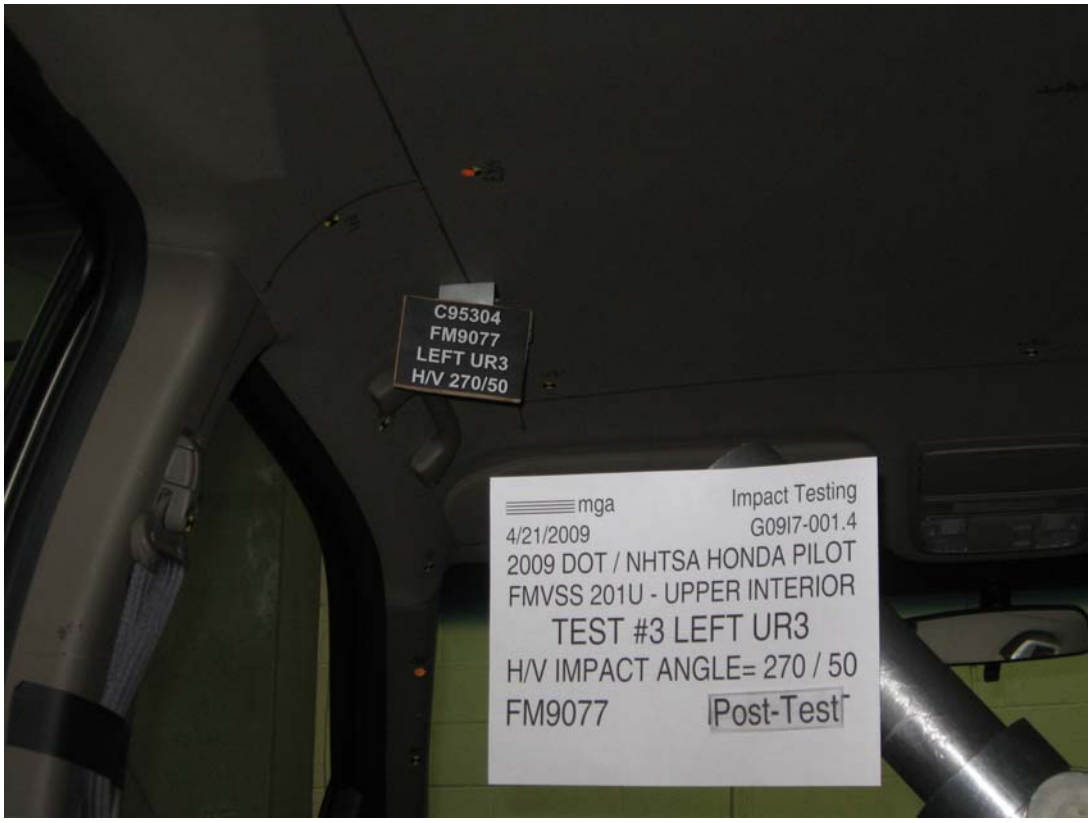
1


(peak = 24.0 kph)
Impact Velocity: 23.81 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 37.1 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
40
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


C95304
FM9077
LEFT UR3
H/V 270/50
mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #3 LEFT UR3
H/V IMPACT ANGLE= 270 / 50
FM9077
PRE TEST


mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #3 LEFT UR3
H/V IMPACT ANGLE= 270 / 50
FM9077
PRE TEST


C95304
FM9077
LEFT UR3
H/V 270/50
mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #3 LEFT UR3
H/V IMPACT ANGLE= 270 / 50
FM9077
Post-Test


mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #3 LEFT UR3
H/V IMPACT ANGLE= 270 / 50
FM9077
Post-Test


mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #3 LEFT UR3
H/V IMPACT ANGLE= 270 / 50
FM9077
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Target (Vehicle Side): UR3Left

MGA Test Reference No.:FM9077

Approach Horizontal Angles:270º

Approach Vertical Angles:50º

Additional Description: @BPR

Test Number:#3

Temperature:21.2C

Humidity:41.1%

Time of Test:2:04:03 PM

FMH Serial No:[037]

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
433	353	11.8	23.9	22	0 Right

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	AHTB2	-115.9	1.07	1.06
Y	6	J14103	93.7	0.85	0.85
Z	7	J35800	97.1	0.94	0.94

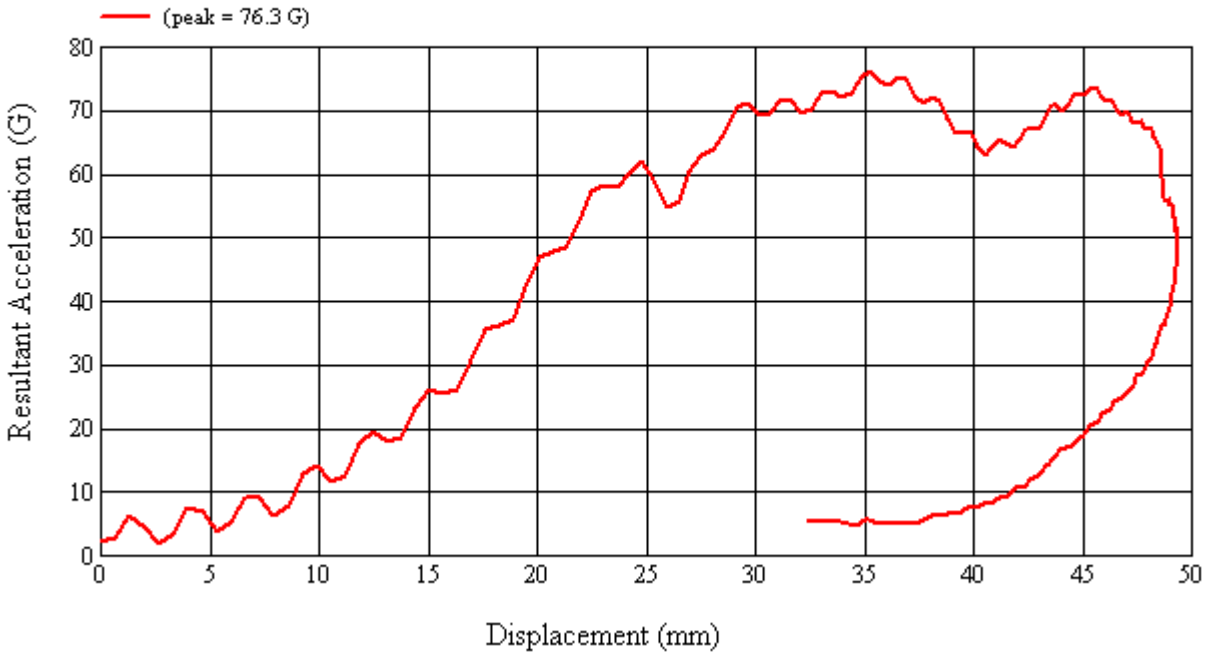
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

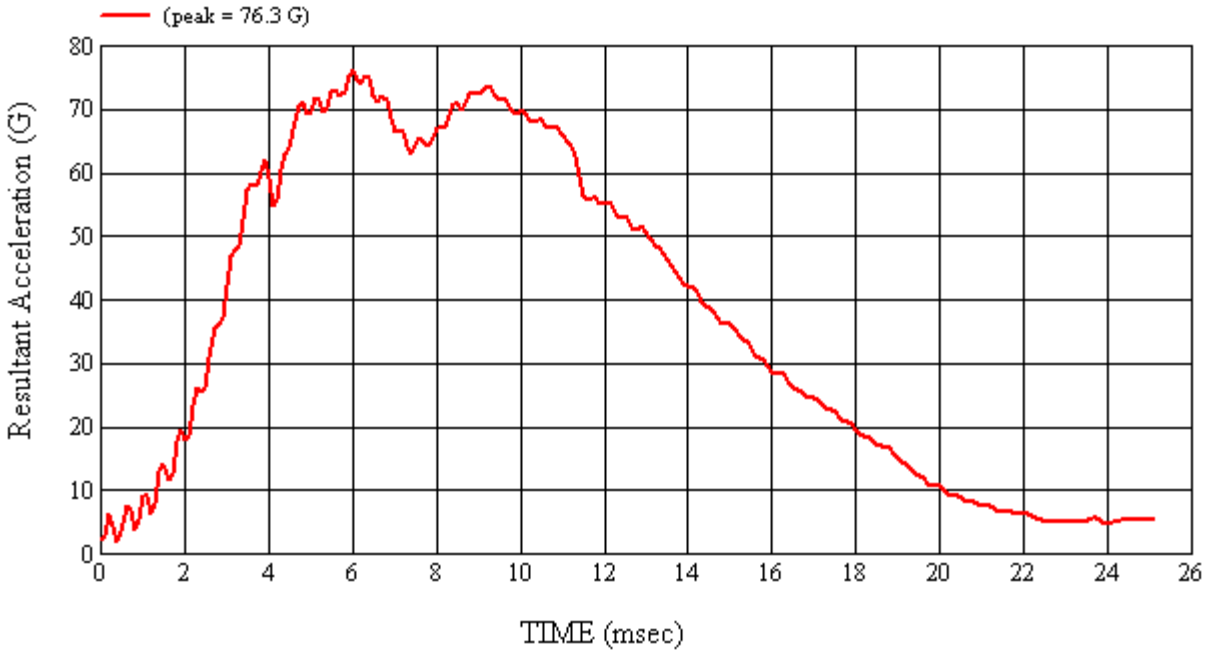
No damage observed

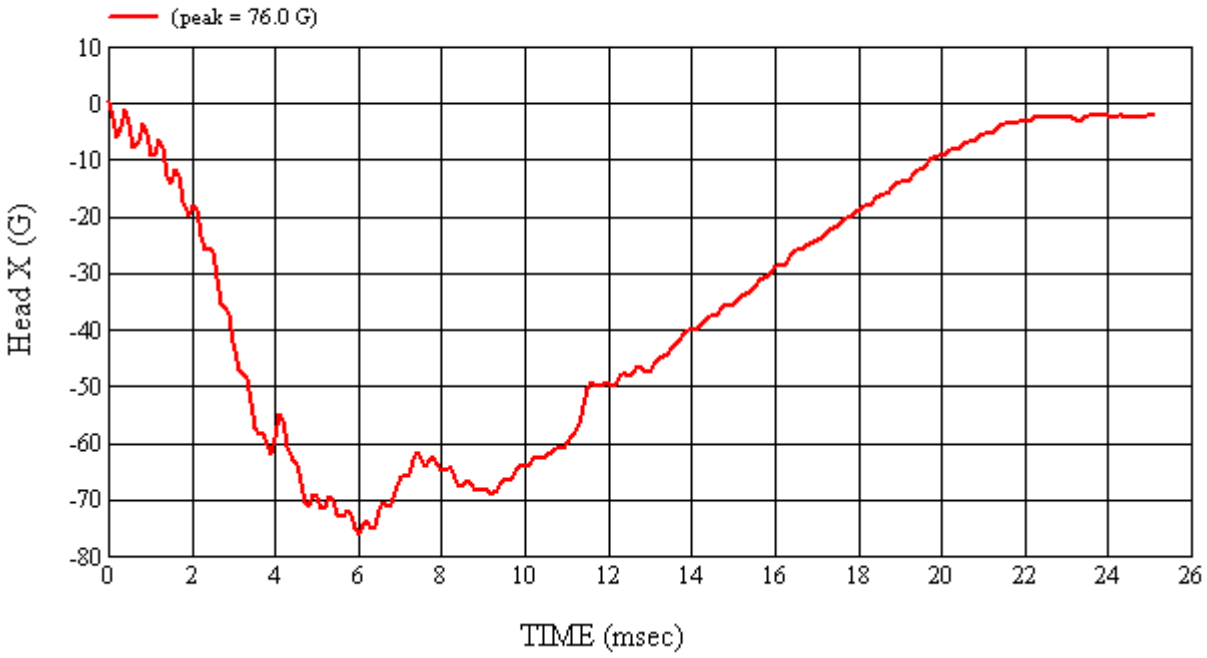
Recorded By: _____ Approved By*: _____ Date: 4/21/2009

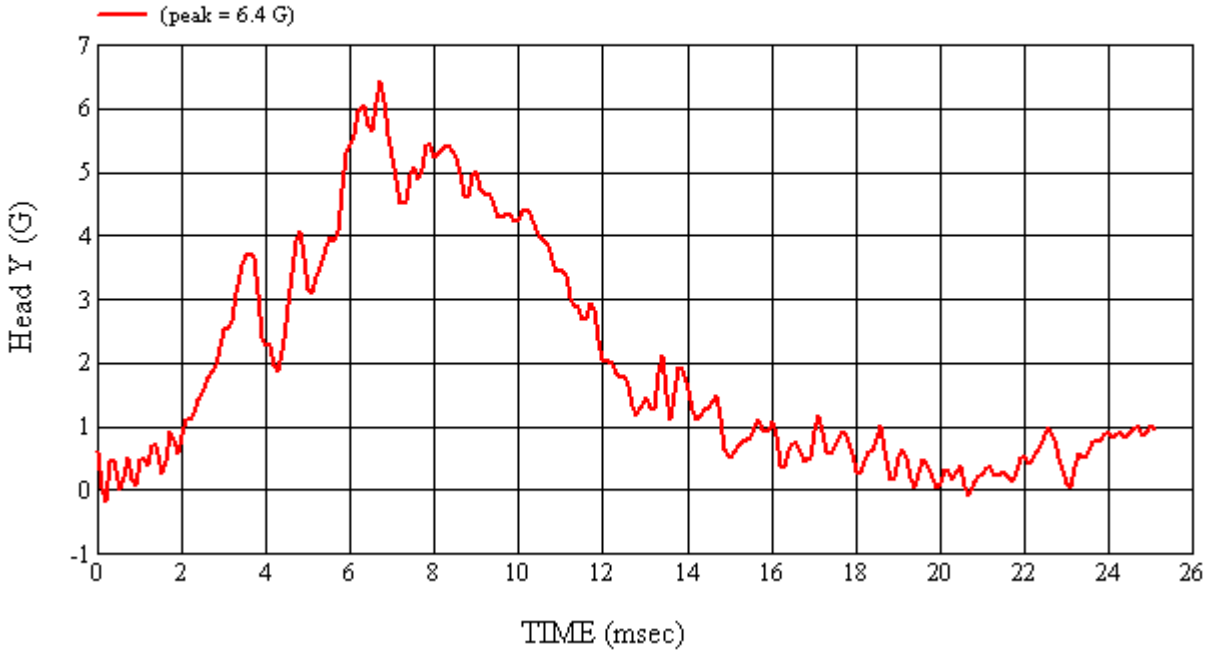
*Only necessary for NHTSA (Government) Compliance testing.

MGA Test #: FM9077 Target Location: UR3, Left Side Test Date: 4/21/2009

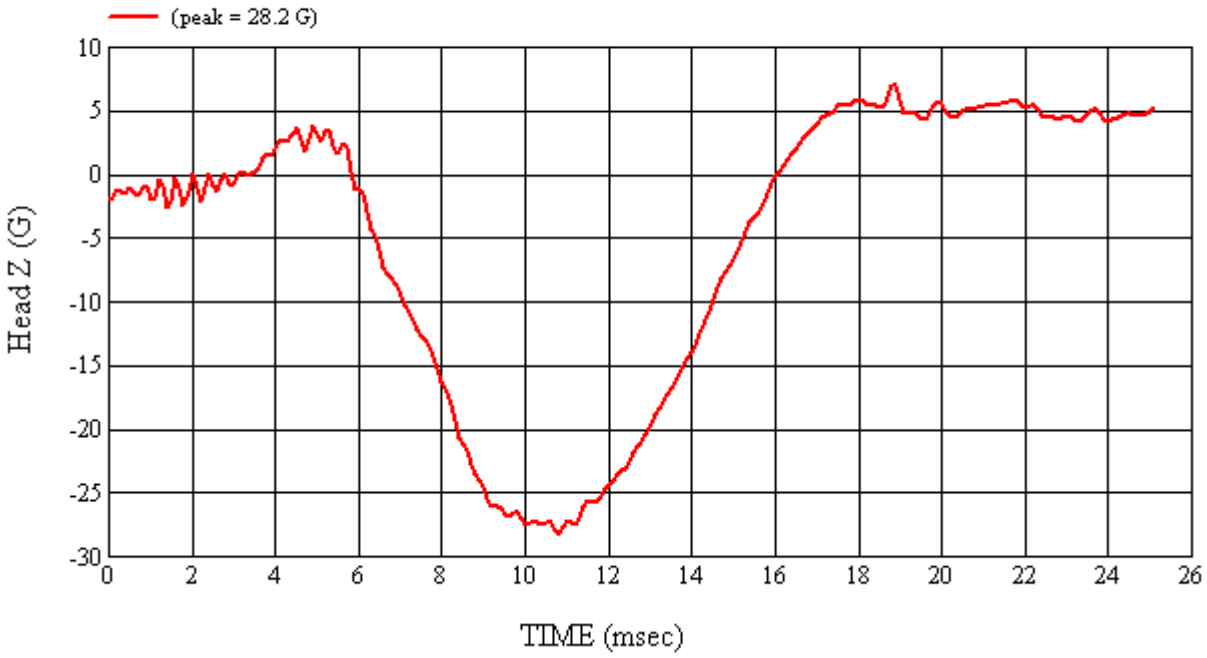


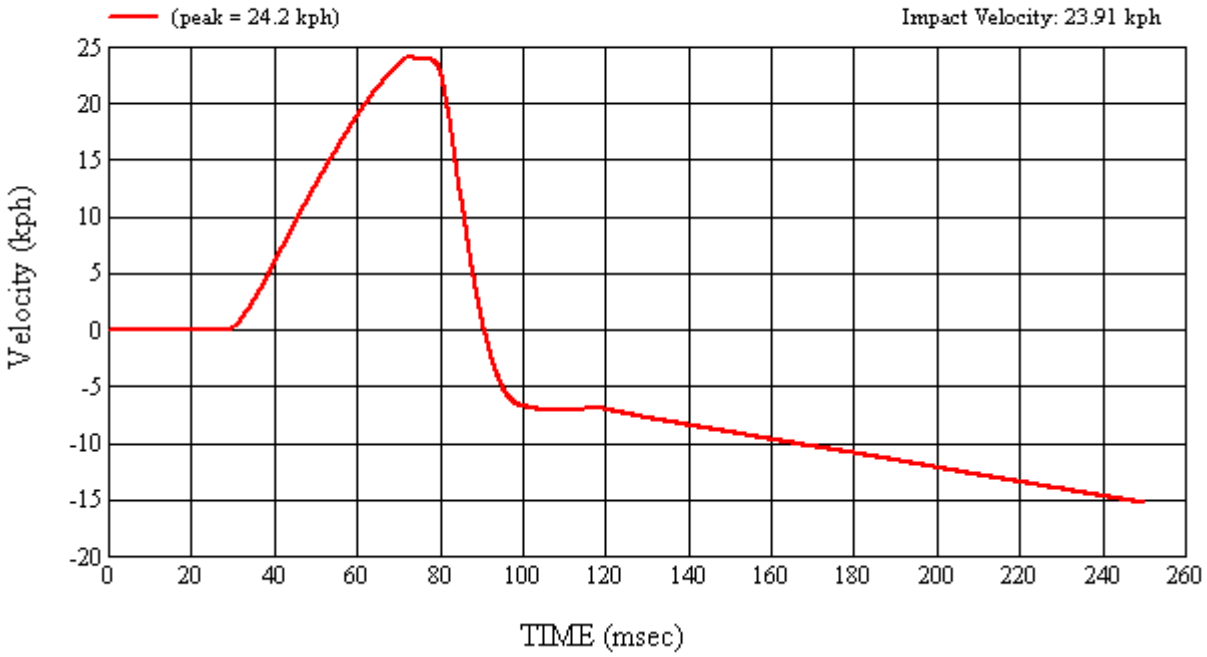


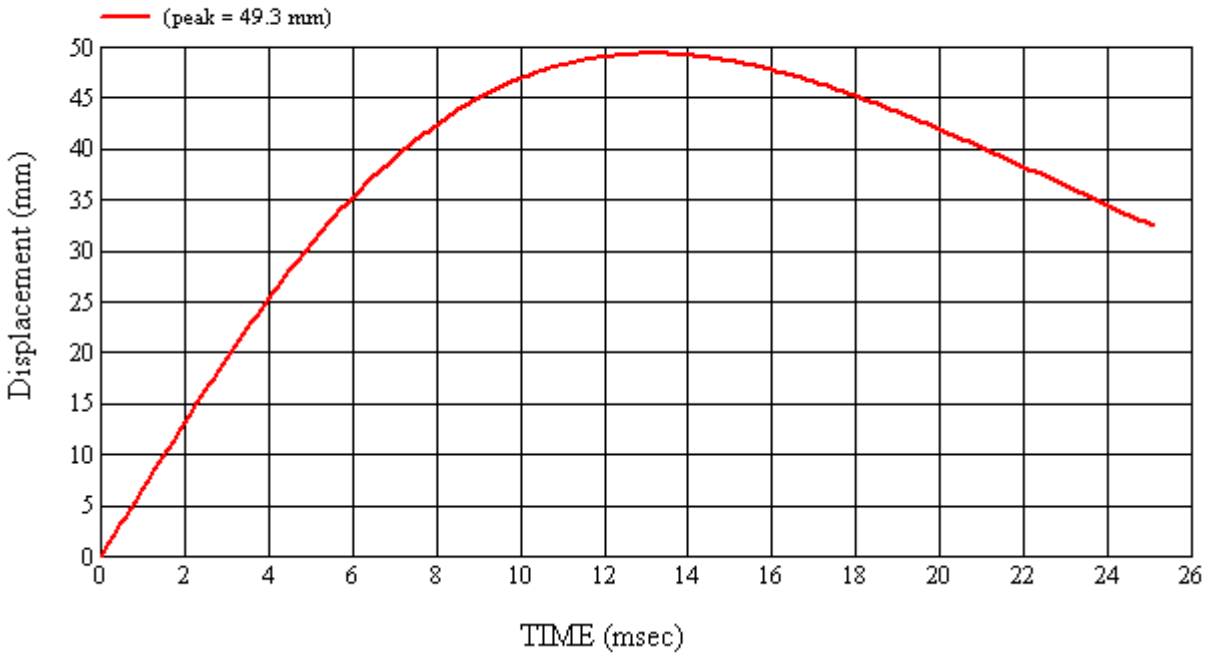




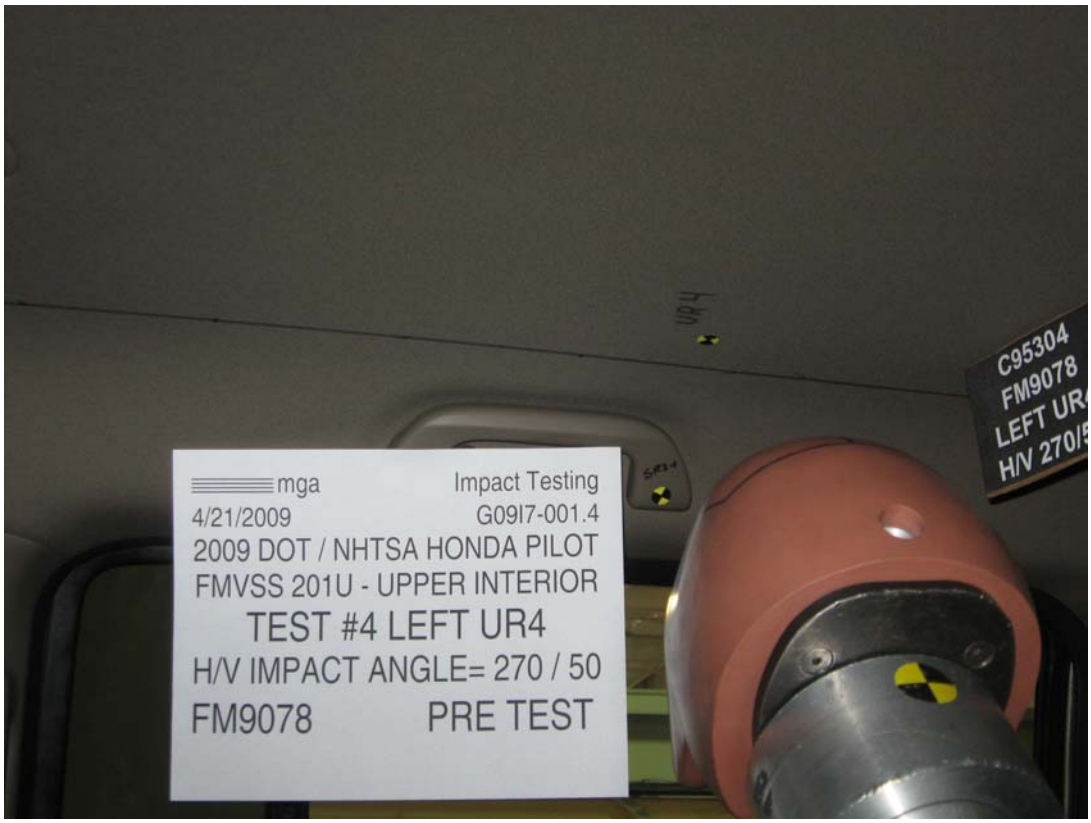
F


(peak = 28.2 G)
Head Z (G)
10
5
0
-5
-10
-15
-20
-25
-30
0
2
4
6
8
10
12
14
16
18
20
22
24
26
TIME (msec)

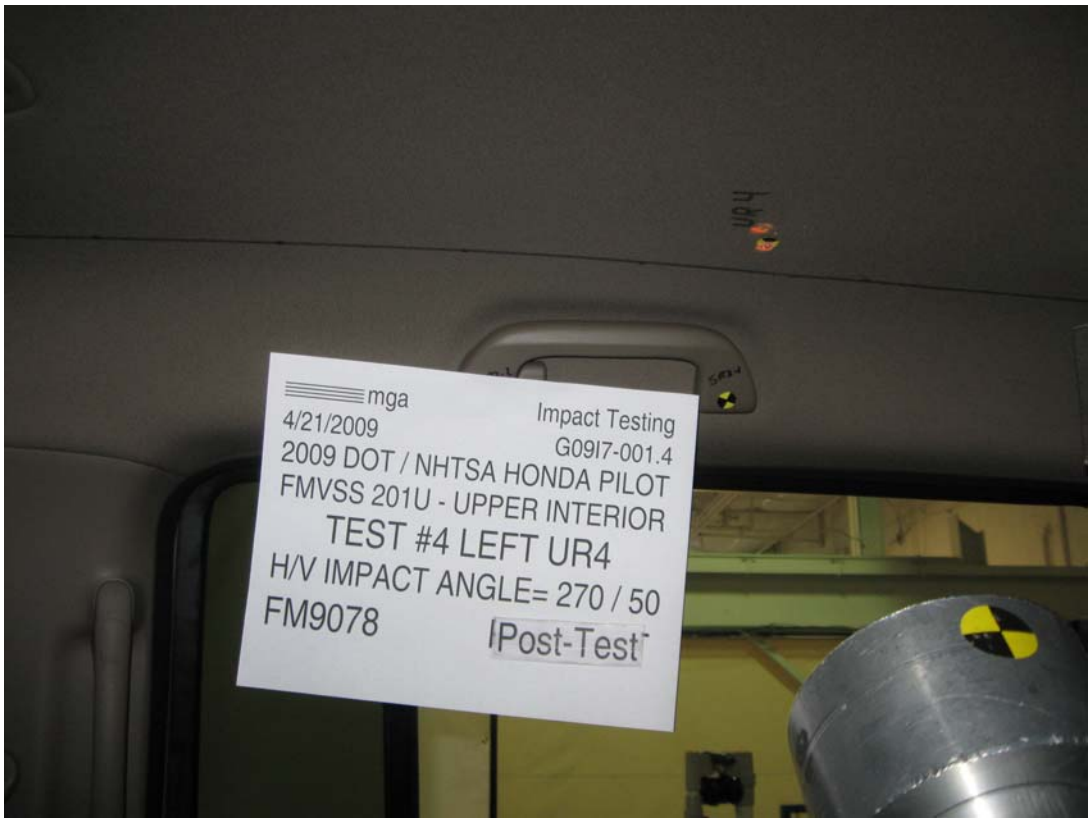

(peak = 24.2 kph)
Impact Velocity: 23.91 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
-15
-20
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 49.3 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
40
45
50
0
2
4
6
8
10
12
14
16
18
20
22
24
26
TIME (msec)


UR 4
C95304
FM9078
mga
4/21/2009
Impact Testing
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #4 LEFT UR4
H/V IMPACT ANGLE= 270 / 50
FM9078
PRE TEST


C95304
FM9078
mga
4/21/2009
Impact Testing
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #4 LEFT UR4
H/V IMPACT ANGLE= 270 / 50
FM9078
PRE TEST


C95304
mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #4 LEFT UR4
H/V IMPACT ANGLE= 270 / 50
FM9078
Post-Test


mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #4 LEFT UR4
H/V IMPACT ANGLE= 270 / 50
FM9078
Post-Test


mga
Impact Testing
4/21/2009
G09I7-001.4
2009 DOT / NHTSA HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #4 LEFT UR4
H/V IMPACT ANGLE= 270 / 50
FM9078
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#4

Target (Vehicle Side): UR4Left

Temperature:21.2C

MGA Test Reference No.:FM9078

Humidity:39.9%

Approach Horizontal Angles:270º

Time of Test:3:25:33 PM

Approach Vertical Angles:50º

FMH Serial No:[038]

Additional Description: @SR3-1

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
765	793	7.3	23.3	21	3 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	J22700	-94	1.06	1.06
Y	6	J36197	106.3	0.85	0.85
Z	7	J36353	97.5	0.94	0.94

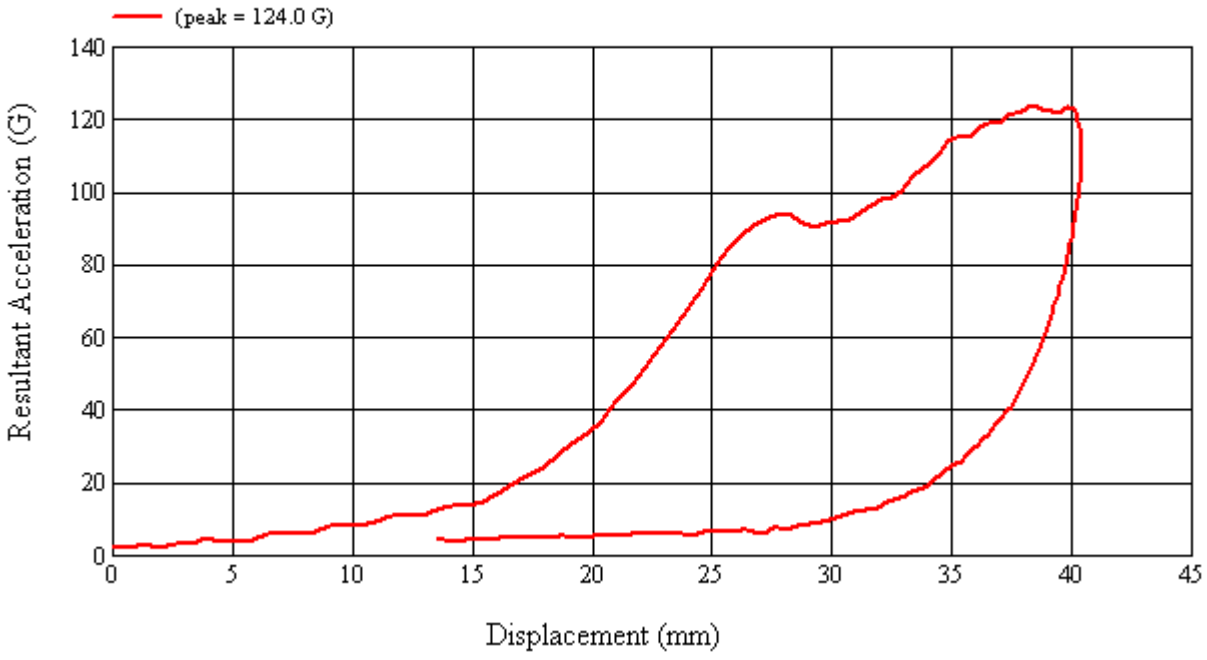
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

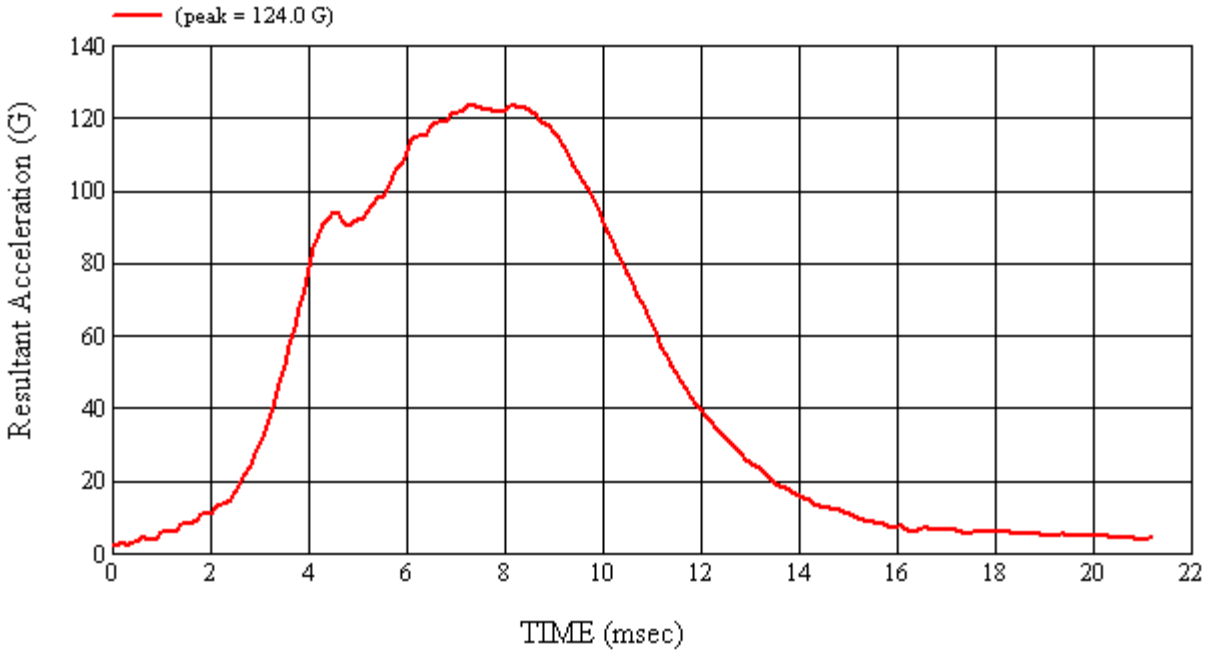
No damage observed

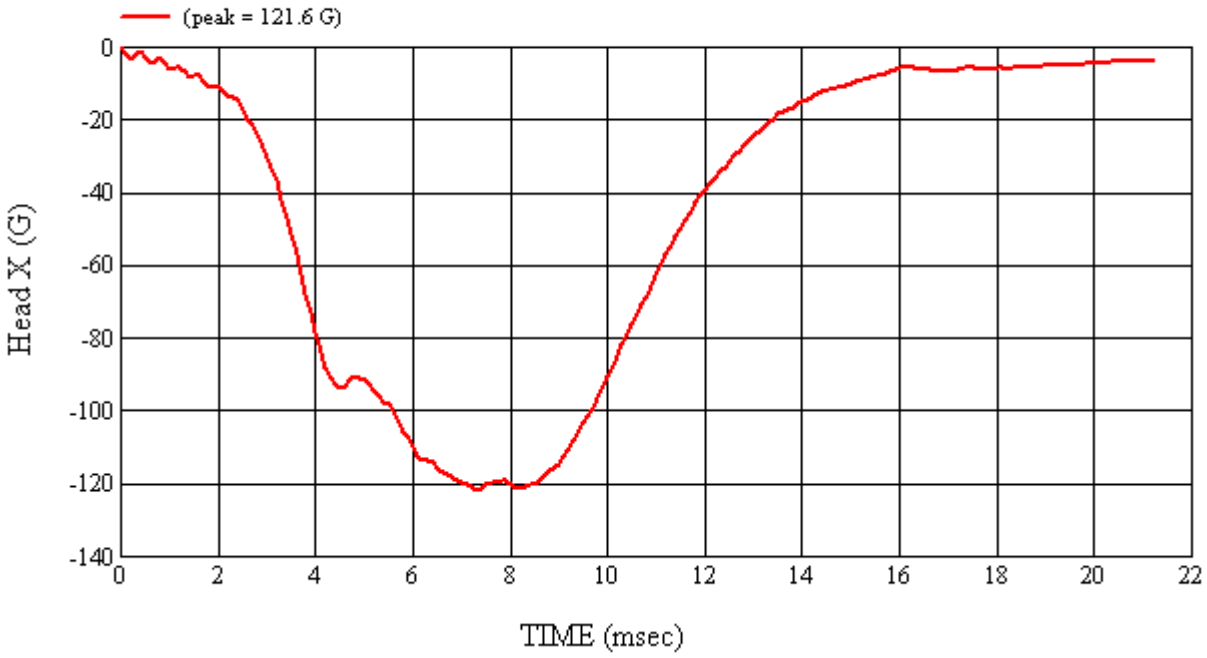
Recorded By: _____ Approved By*: _____ Date: 4/21/2009

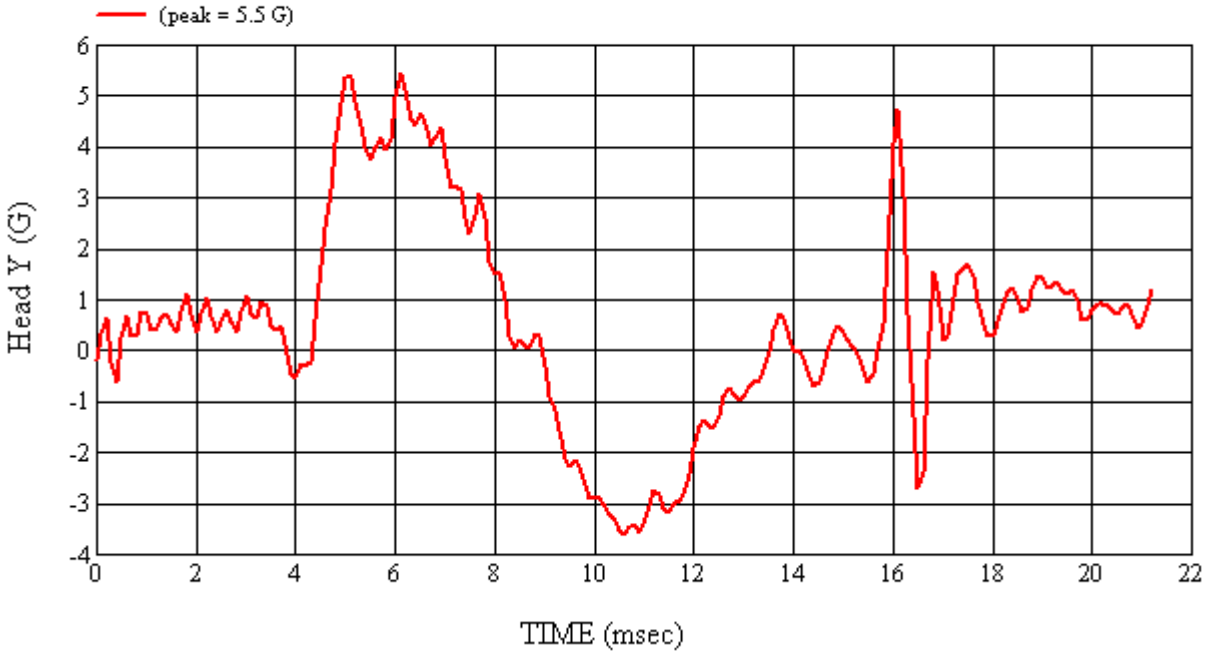
*Only necessary for NHTSA (Government) Compliance testing.

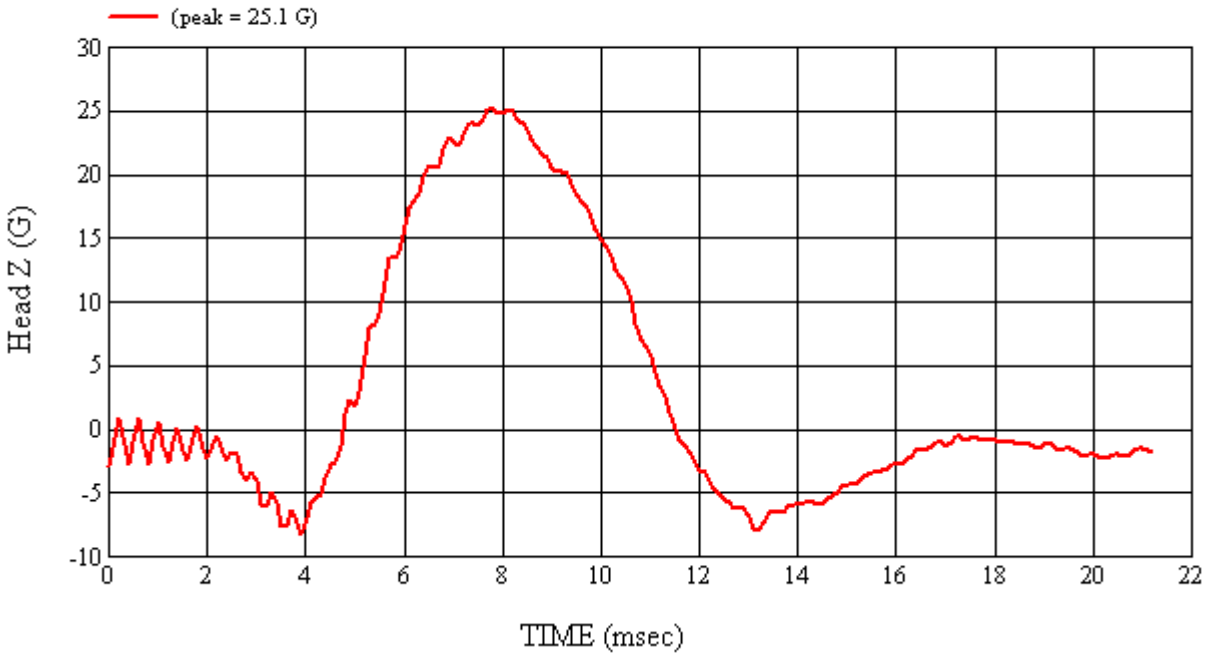
MGA Test #: FM9078 Target Location: UR4, Left Side Test Date: 4/21/2009

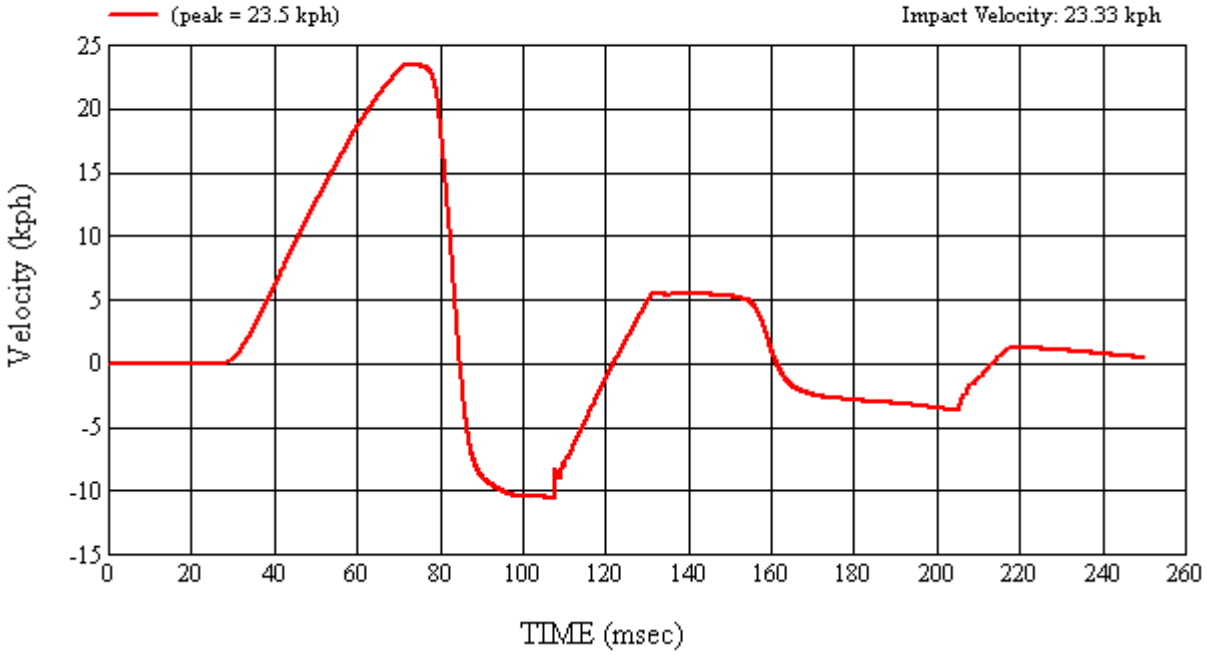


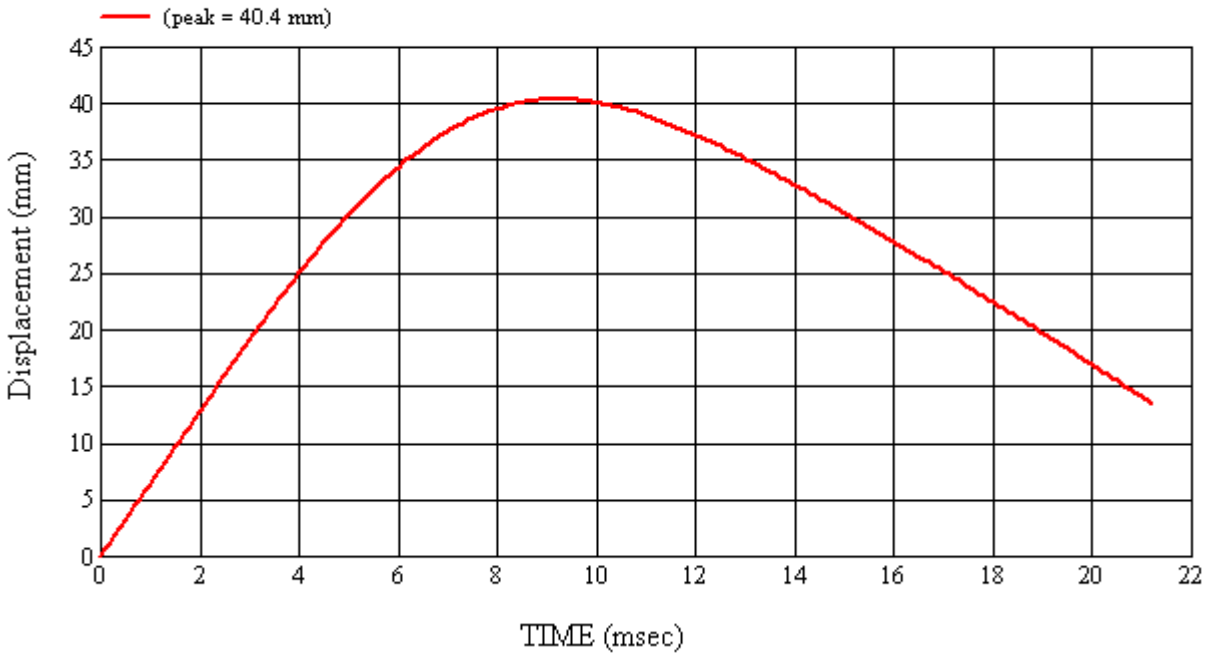



(peak = 121.6 G)
Head X (G)
0
-20
-40
-60
-80
-100
-120
-140
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

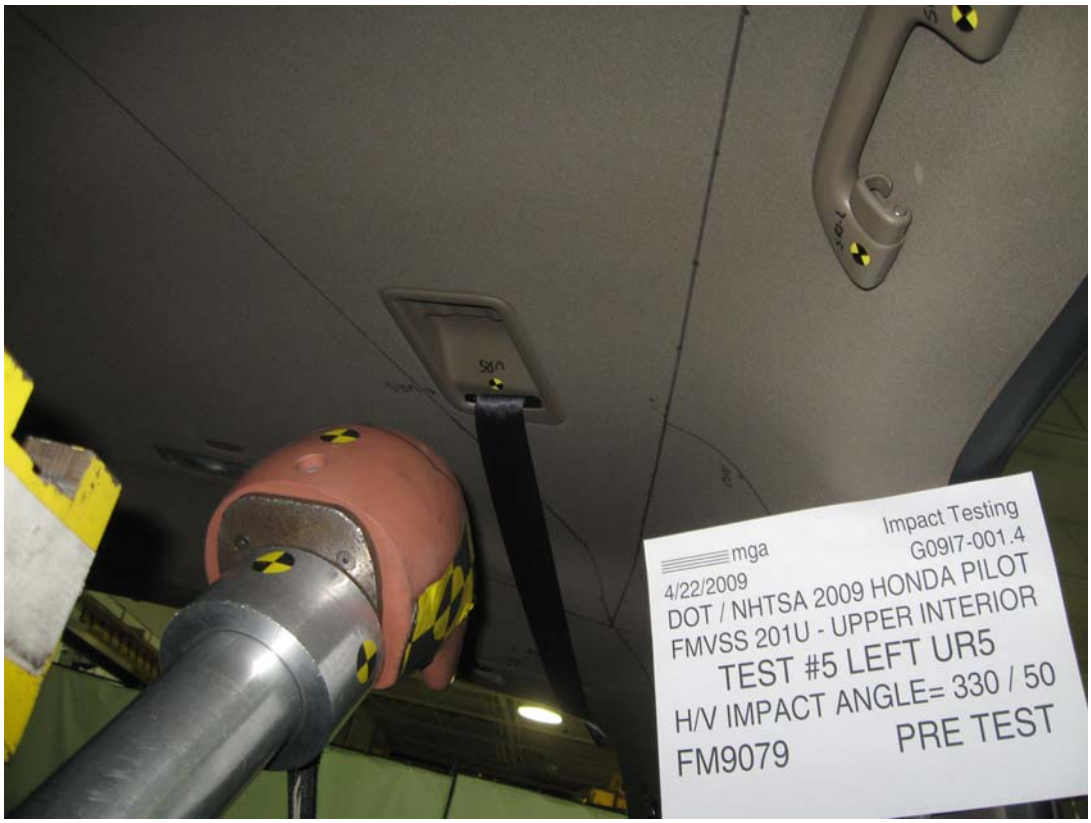

(peak = 5.5 G)
Head Y (G)
6
5
4
3
2
1
0
-1
-2
-3
-4
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


(peak = 25.1 G)
Head Z (G)
30
25
20
15
10
5
0
-5
-10
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)

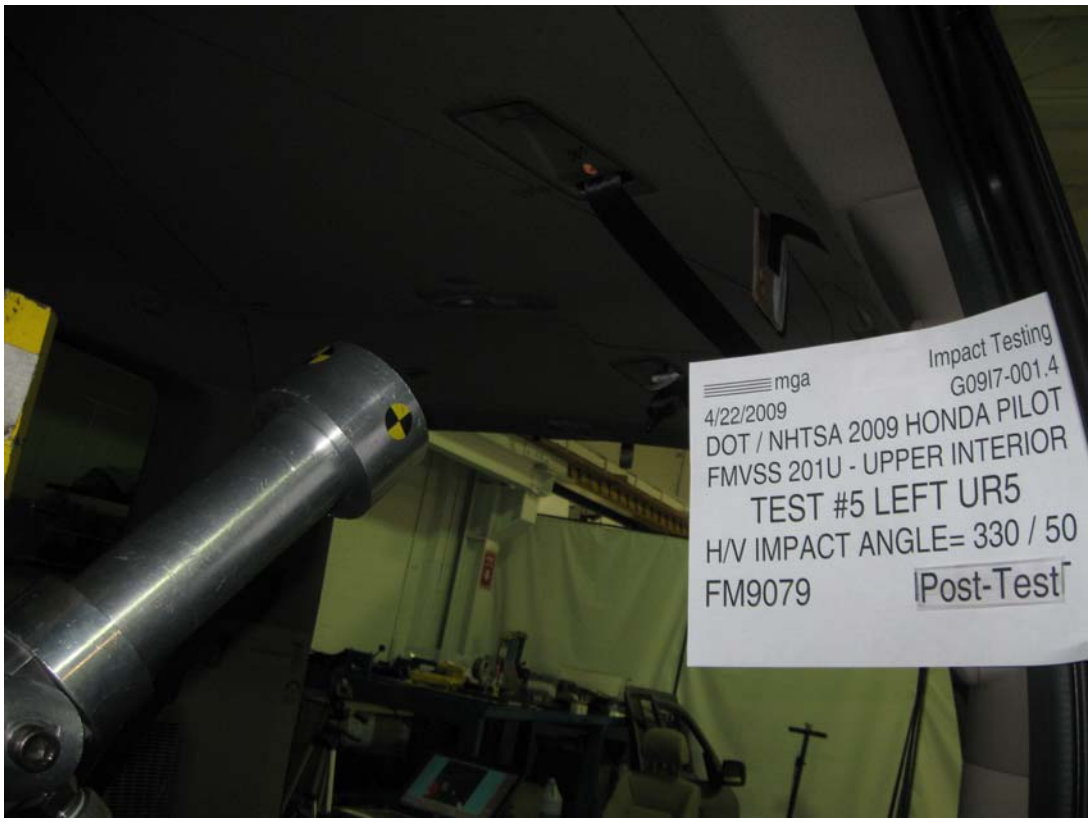

(peak = 23.5 kph)
Impact Velocity: 23.33 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
-15
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 40.4 mm)
Displacement (mm)
45
40
35
30
25
20
15
10
5
0
0
2
4
6
8
10
12
14
16
18
20
22
TIME (msec)


mga
Impact Testing
G09I7-001.4
4/22/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #5 LEFT UR5
H/V IMPACT ANGLE= 330 / 50
FM9079
PRE TEST


mga
Impact Testing
G09I7-001.4
4/22/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #5 LEFT UR5
H/V IMPACT ANGLE= 330 / 50
FM9079
PRE TEST


C95304
FM9079
LEFT UR5
H/V 330/50
mga
Impact Testing
G09I7-001.4
4/22/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #5 LEFT UR5
H/V IMPACT ANGLE= 330 / 50
FM9079
Post-Test


mga
Impact Testing
G09I7-001.4
4/22/2009
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #5 LEFT UR5
H/V IMPACT ANGLE= 330 / 50
FM9079
Post-Test


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #5 LEFT UR5
H/V IMPACT ANGLE= 330 / 50
FM9079
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#5

Target (Vehicle Side): UR5Left

Temperature:20.9C

MGA Test Reference No.:FM9079

Humidity:34.9%

Approach Horizontal Angles:330º

Time of Test:10:39:00 AM

Approach Vertical Angles:50º

FMH Serial No:[037]

Additional Description: @Upper Roof Seat Belt Anchorage

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
377	279	9.8	23.9	31	2 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	AHTB2	-115.9	1.07	1.07
Y	6	J14103	93.7	0.85	0.85
Z	7	J35800	97.1	0.94	0.94

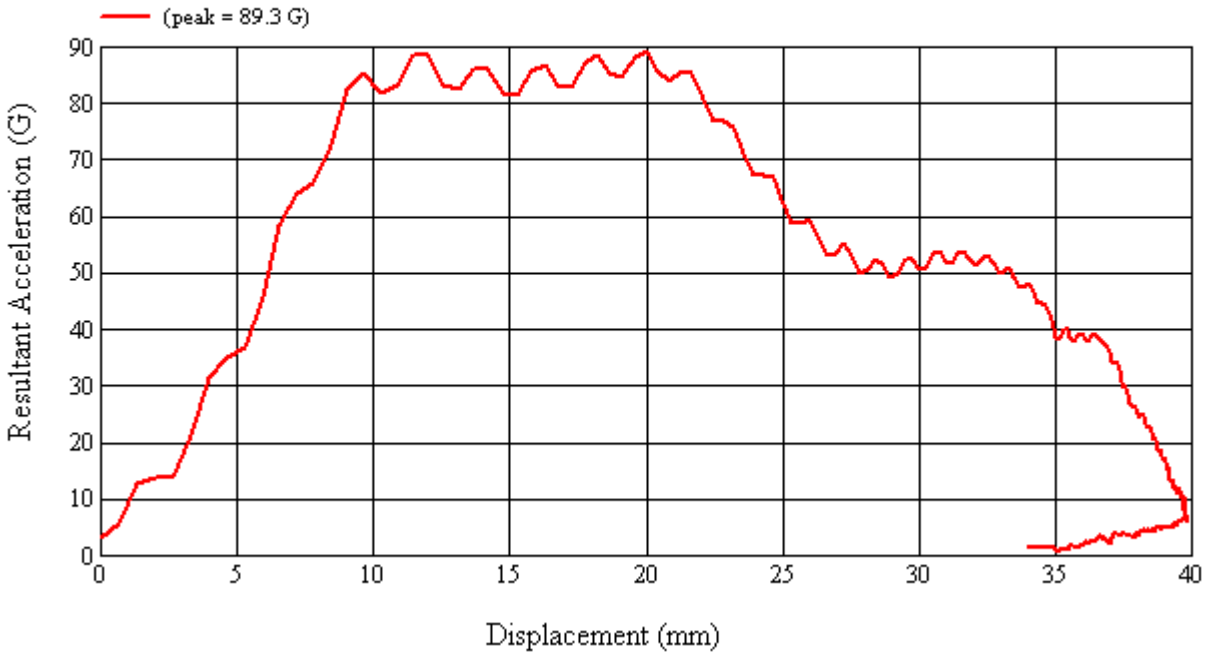
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

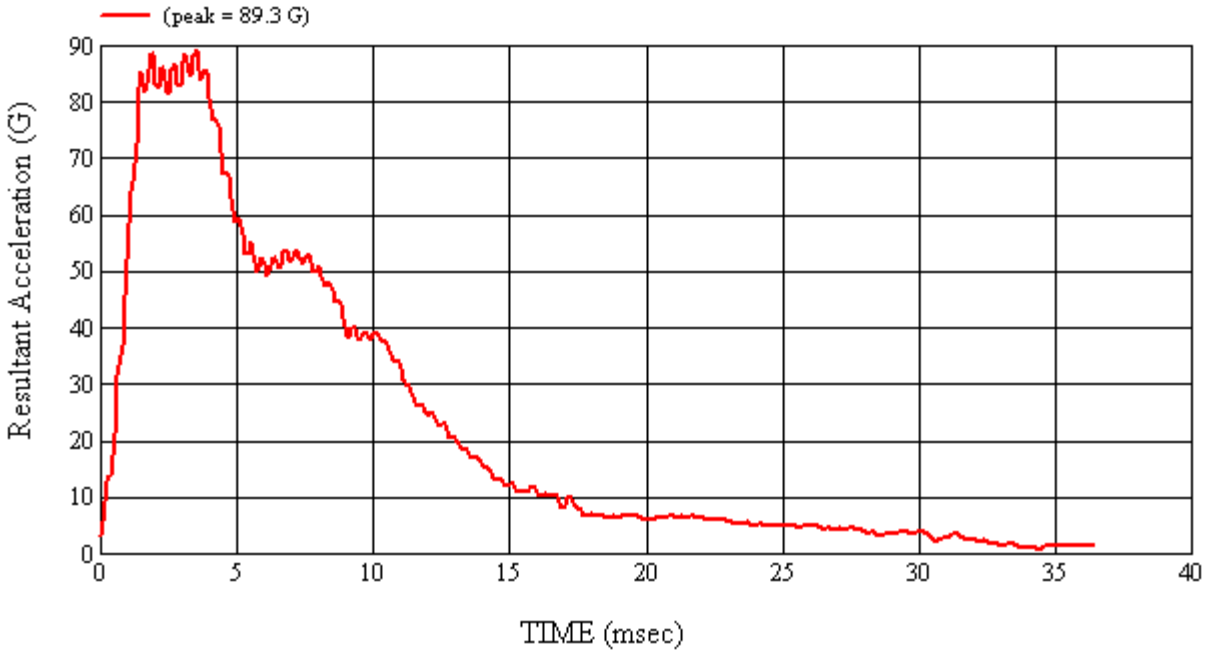
No damage observed

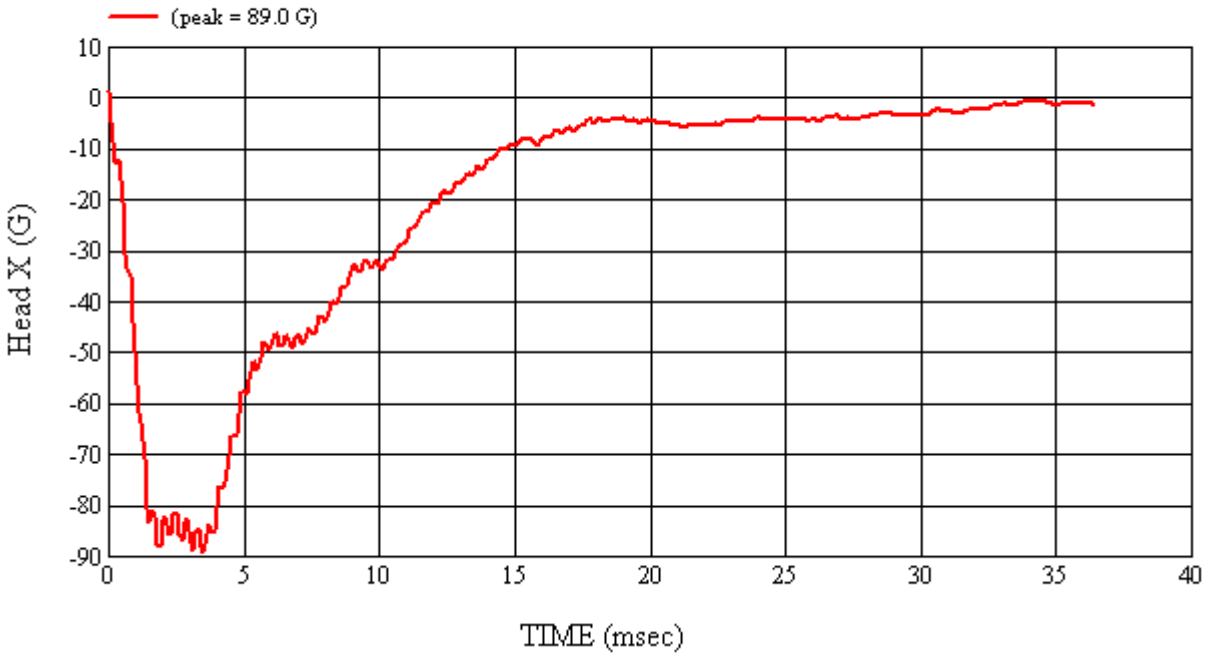
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

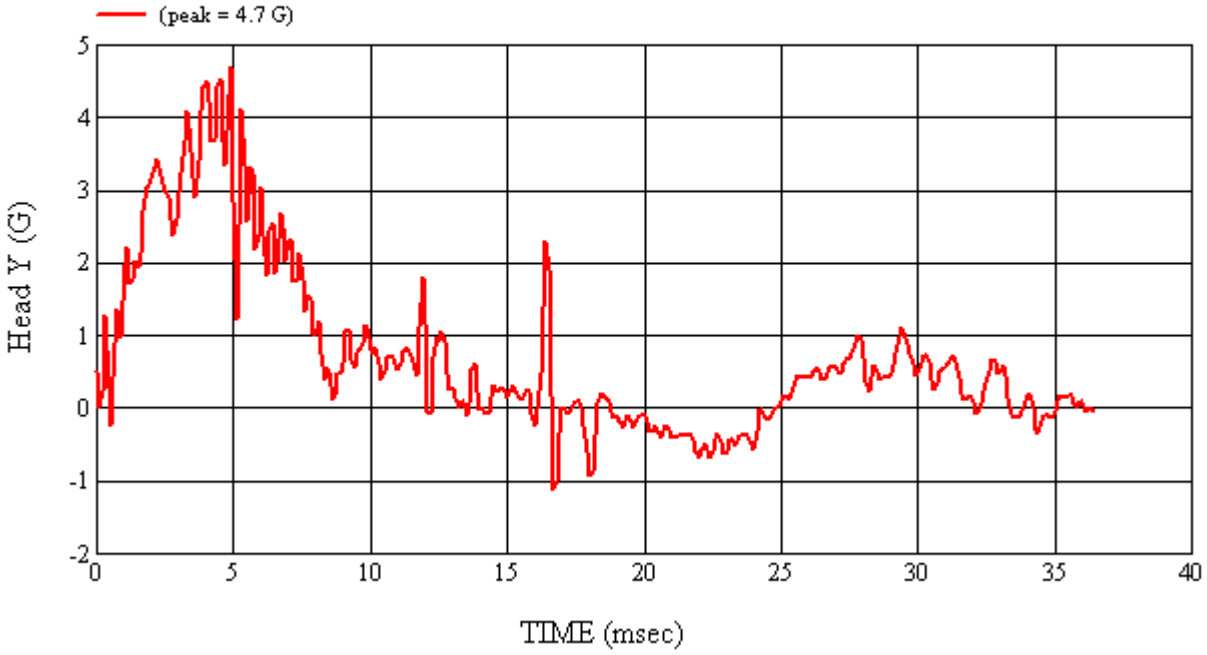
*Only necessary for NHTSA (Government) Compliance testing.

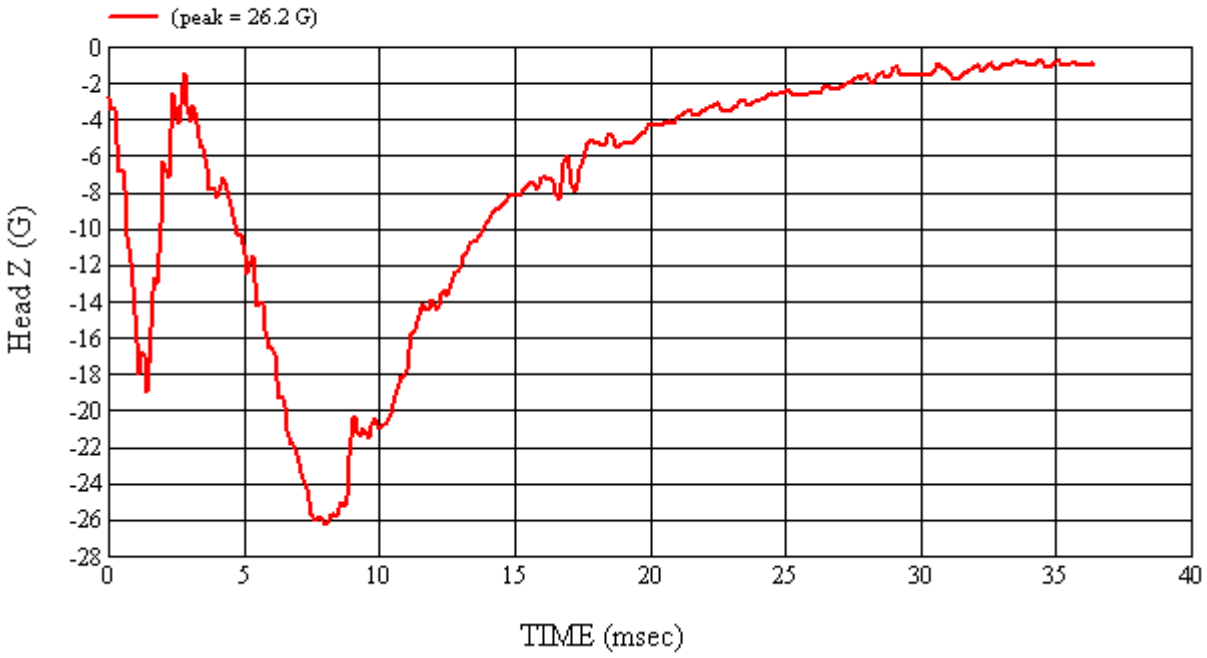
MGA Test #: FM9079 Target Location: UR5, Left Side Test Date: 4/22/2009

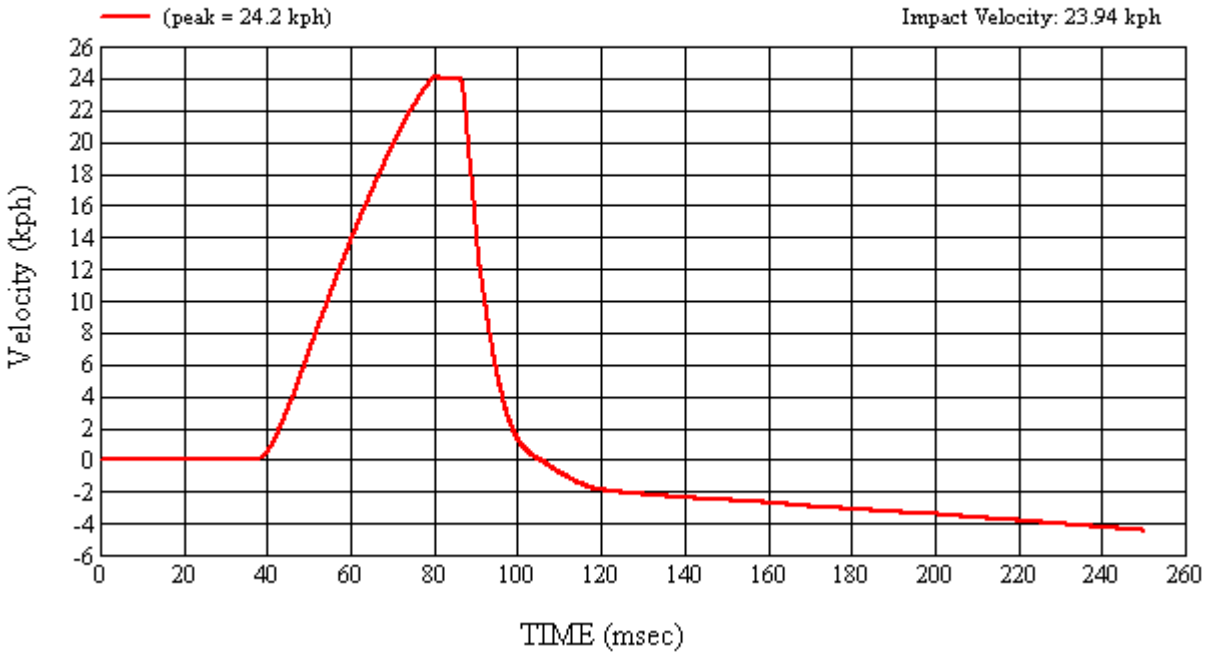


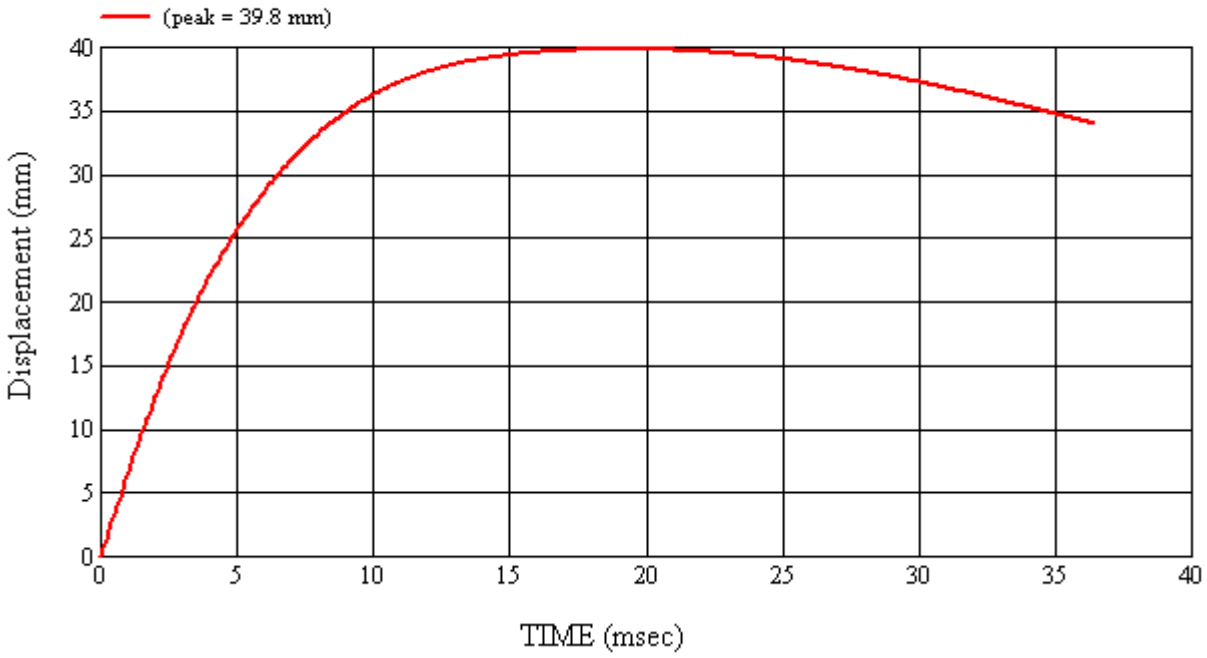



(peak = 89.0 G)
Head X (G)
10
0
-10
-20
-30
-40
-50
-60
-70
-80
-90
0
5
10
15
20
25
30
35
40
TIME (msec)

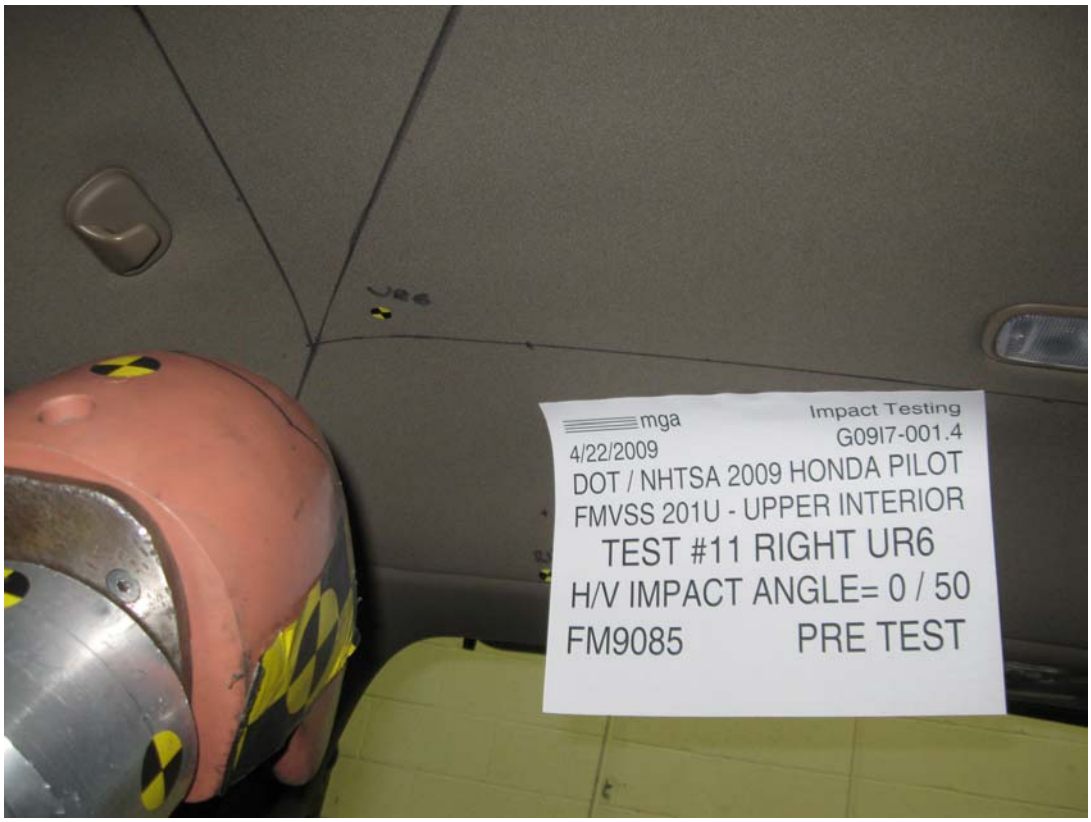

(peak = 4.7 G)
Head Y (G)
5
4
3
2
1
0
-1
-2
0
5
10
15
20
25
30
35
40
TIME (msec)

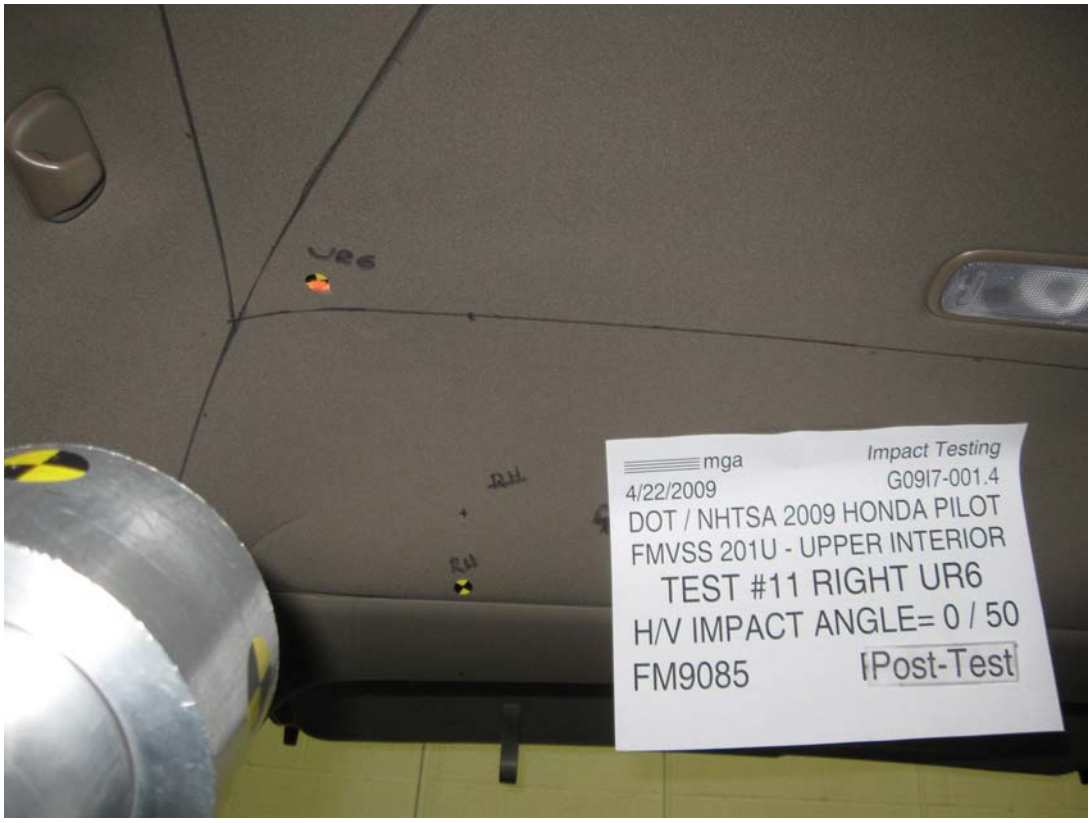

(peak = 26.2 G)
Head Z (G)
0
-2
-4
-6
-8
-10
-12
-14
-16
-18
-20
-22
-24
-26
-28
0
5
10
15
20
25
30
35
40
TIME (msec)


(peak = 24.2 kph)
Impact Velocity: 23.94 kph
Velocity (kph)
26
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
-6
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 39.8 mm)
Displacement (mm)
0
5
10
15
20
25
30
35
40
TIME (msec)


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #11 RIGHT UR6
H/V IMPACT ANGLE= 0 / 50
FM9085
PRE TEST


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #11 RIGHT UR6
H/V IMPACT ANGLE= 0 / 50
FM9085
PRE TEST


mga
Impact Testing
4/22/2009
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #11 RIGHT UR6
H/V IMPACT ANGLE= 0 / 50
FM9085
Post-Test


UR6
RH
RI
RPI
RPR


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #11 RIGHT UR6
H/V IMPACT ANGLE= 0 / 50
FM9085
Post-Test


mga
4/22/2009
Impact Testing
G09I7-001.4
DOT / NHTSA 2009 HONDA PILOT
FMVSS 201U - UPPER INTERIOR
TEST #11 RIGHT UR6
H/V IMPACT ANGLE= 0 / 50
FM9085
Post-Test

SUMMARY OF FMVSS 201U TEST

JOB/NHTSA NO: G09I7-001.4 VEHICLE YR/MAKE/MODEL:2009/DOT / NHTSA/Honda Pilot

GENERAL TEST PARAMETERS:

Test Number:#11

Target (Vehicle Side): UR6Right

Temperature:21.0C

MGA Test Reference No.:FM9085

Humidity:35.4%

Approach Horizontal Angles:0º

Time of Test:5:51:00 PM

Approach Vertical Angles:50º

FMH Serial No:[037]

Additional Description: @RH Rear Corner of Upper Roof

TEST RESULTS:

HIC(d)	HIC	Δt (msec)	Velocity (kph)	Impact location on FMH (mm)	
				Above Pt. O	Left/Right Pt. O
309	188	23.3	23.8	28	6 Left

INSTRUMENTATION INFORMATION: (all accelerometers are Endevco 7264-2000)

Axis	Channel	Serial No.	DLR Value	ΔV Pre-Test	ΔV Post-Test
X	5	AHTB2	-115.9	1.07	1.07
Y	6	J14103	93.7	0.85	0.85
Z	7	J35800	97.1	0.94	0.94

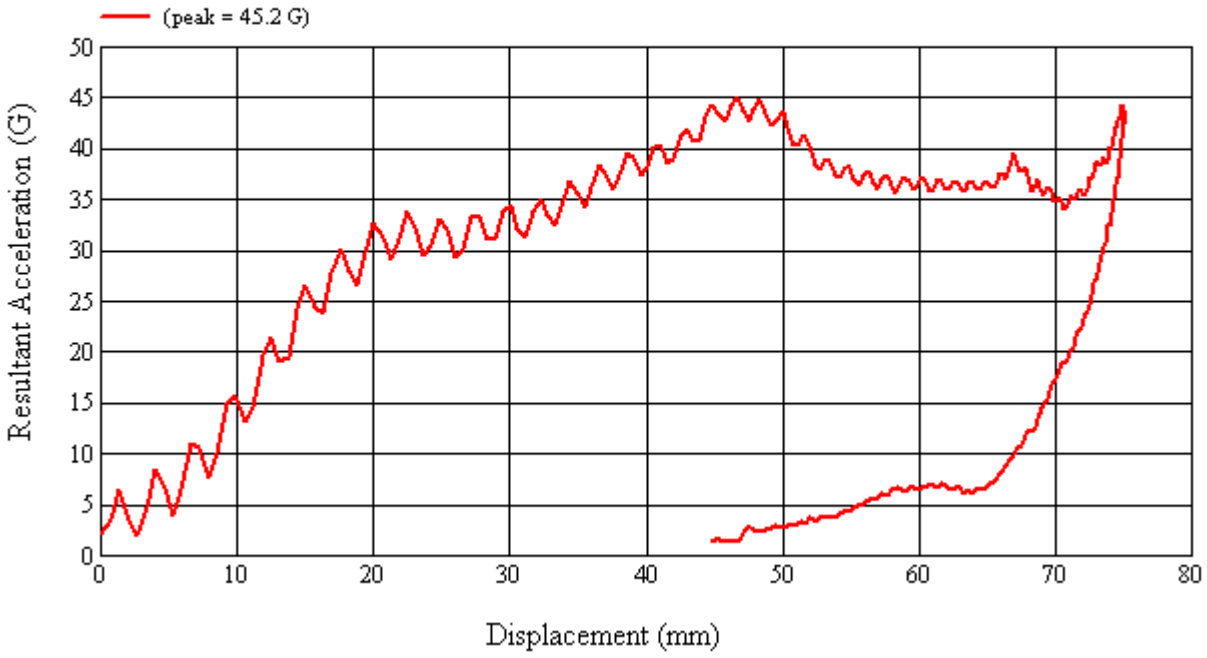
REMARKS (Summary of test, damage, non-compliance, invalid test, etc.):

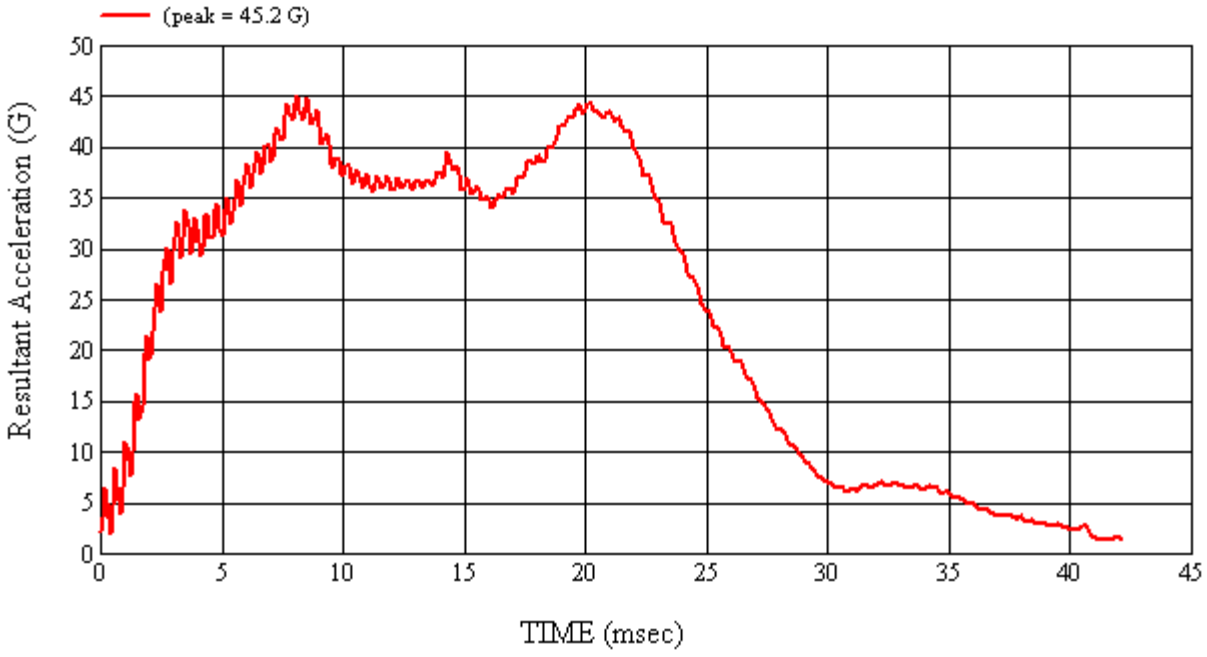
Headliner deformation, crease

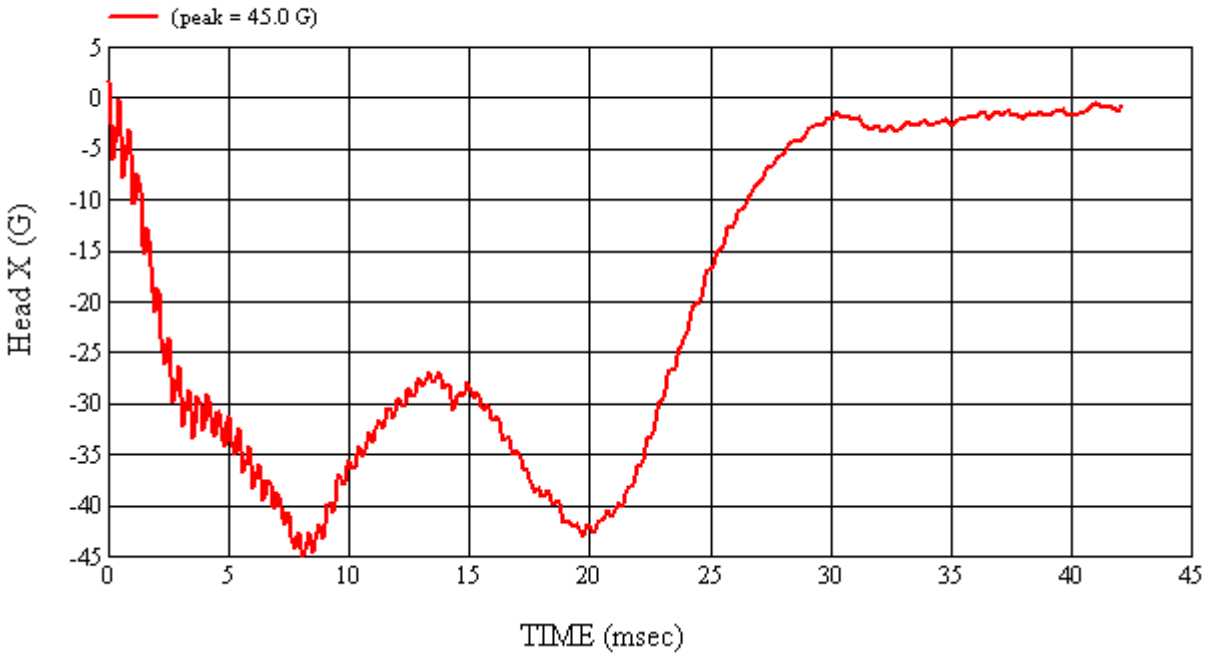
Recorded By: _____ Approved By*: _____ Date: 4/22/2009

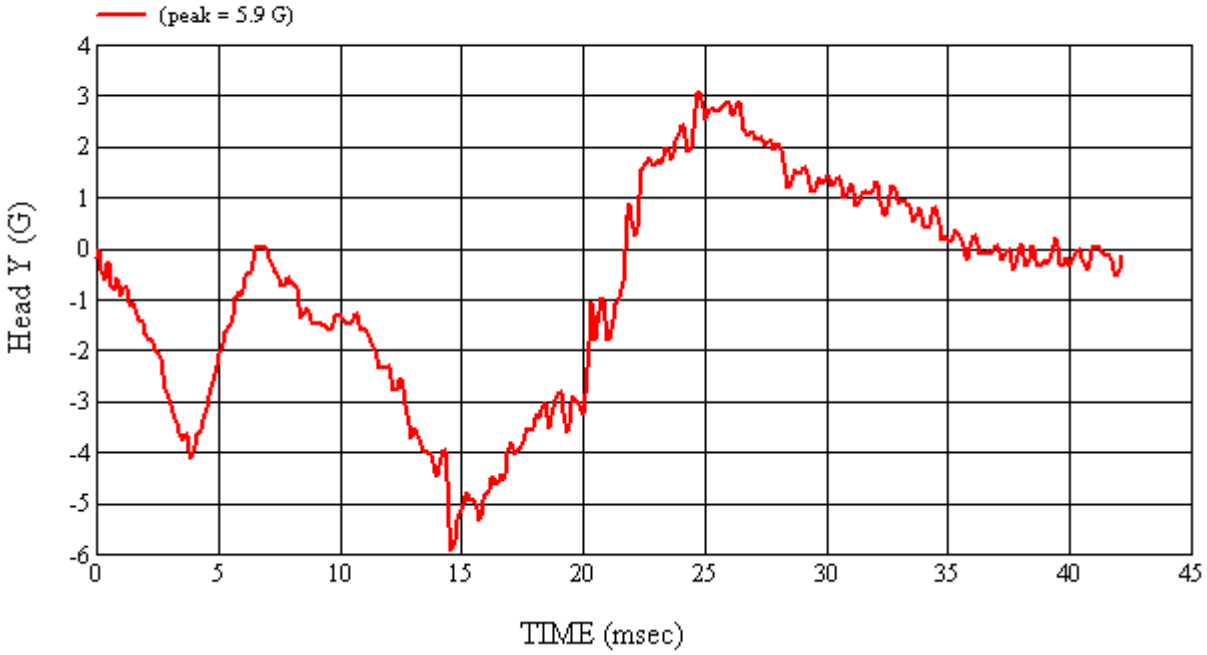
*Only necessary for NHTSA (Government) Compliance testing.

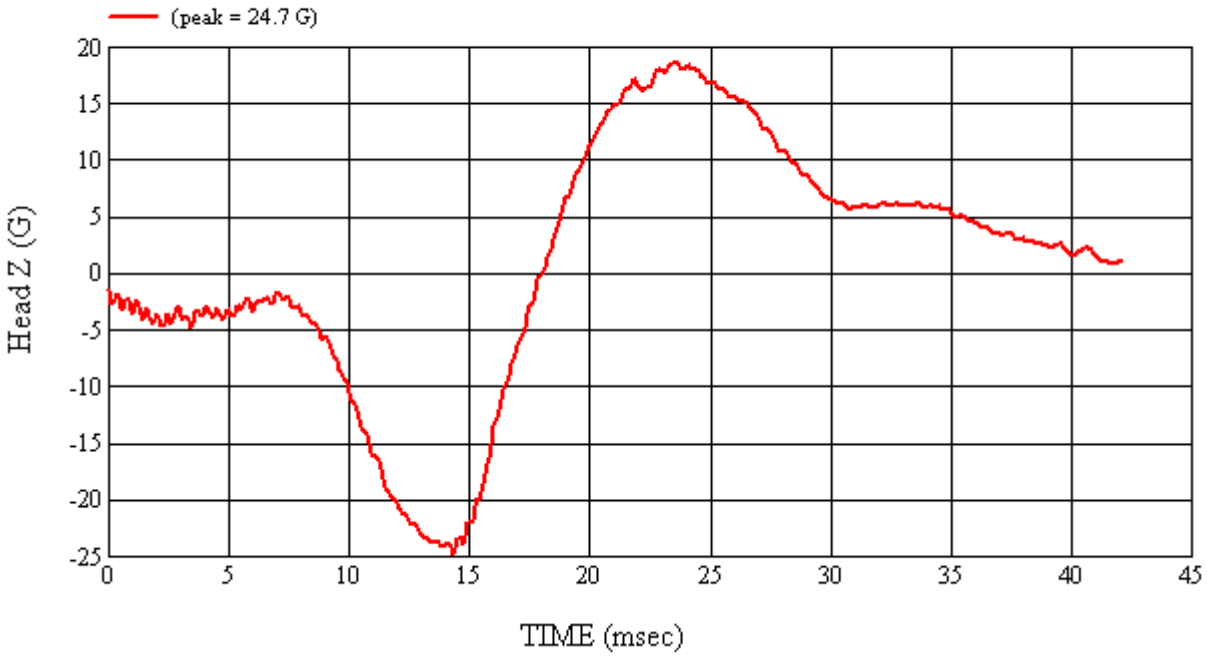
MGA Test #: FM9085 Target Location: UR6, Right Side Test Date: 4/22/2009

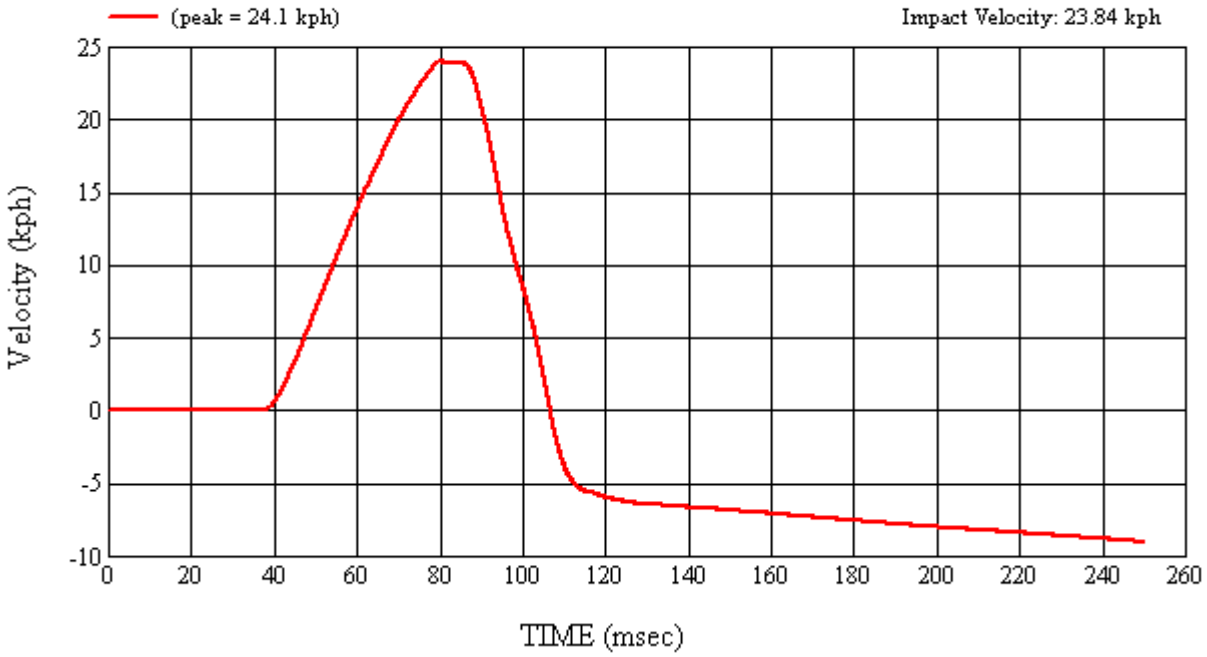


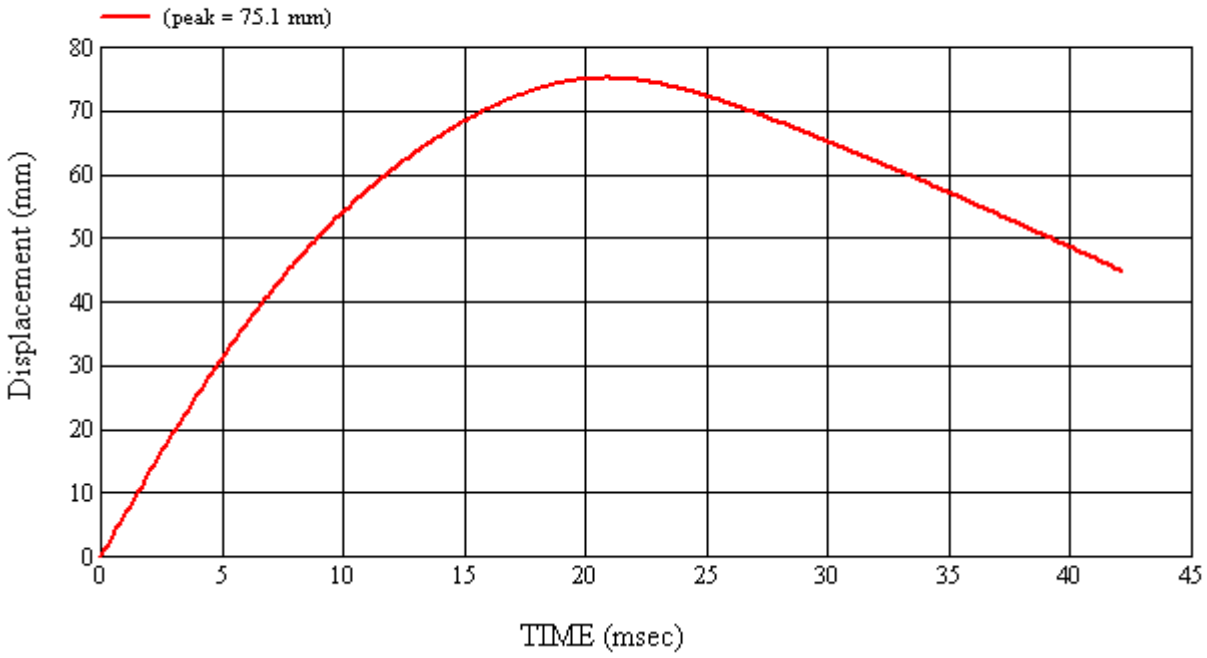



(peak = 45.0 G)
Head X (G)
5
0
-5
-10
-15
-20
-25
-30
-35
-40
-45
0
5
10
15
20
25
30
35
40
45
TIME (msec)


(peak = 5.9 G)
Head Y (G)
4
3
2
1
0
-1
-2
-3
-4
-5
-6
0
5
10
15
20
25
30
35
40
45
TIME (msec)


(peak = 24.7 G)
Head Z (G)
20
15
10
5
0
-5
-10
-15
-20
-25
0
5
10
15
20
25
30
35
40
45
TIME (msec)


(peak = 24.1 kph)
Impact Velocity: 23.84 kph
Velocity (kph)
25
20
15
10
5
0
-5
-10
0
20
40
60
80
100
120
140
160
180
200
220
240
260
TIME (msec)


(peak = 75.1 mm)
Displacement (mm)
80
70
60
50
40
30
20
10
0
0
5
10
15
20
25
30
35
40
45
TIME (msec)

4.0 TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

The following section lists the test equipment for the compliance test series. Items marked with an asterisk are calibrated by an external lab. An additional summary table is given for the pre and post-test calibration data for the Free Motion Headforms. The temperature trace to confirm testing was conducted between 66ºF and 78ºF (19ºC – 26ºC) is included in Appendix A. Calibration certificates can be found in Appendix B.

TABLE 4-1 LIST OF ITEMS USED

ITEM	MANUFACTURER NAME	MODEL #	FUNCTION OF ITEM	ACCURACY	CAL. INTERNAL
Head Drop Tower (includes test frame and DAS)	MGA Research Corp.	MGA-100-DC	FMH Calibration	N/A	N/A
Accelerometers	Endevco	7264-2000	Acceleration Data	±0.5%	6 months
*Digital Inclinometer	Mitutoyo	PRO 360 (MGA00730)	Set Angle of FMH/Targeting	0.1°	Annual
FMVSS 201U Test Frame (includes the propulsion control system, actuator, test frame, and DAS)	MGA Research Corp.	MGA-100-FMH	Test System	N/A	N/A
Free Motion Headforms	UTAMA UTAMA UTAMA	035 037 038	Test Device	N/A	Pre and Post-Test Series
High Speed Video	Vision Research	Miro	Record Event	N/A	N/A
*FARO™	Faro Technologies	S08059801273	Targeting	0.1 mm	Annual
Measuring Devices: - Tape Measure - Plumb Bobs - Digital Protractor	 Stanley N/A Mitutoyo	 TPM906 -- MGA00730	 Measurement Targeting FMH setup Horizontal Measurement	 1 mm N/A 0.5°	Annual
*Temperature Recorder	Dickson	MGA00152	Record Temperature and Humidity	± 1°C ± 1% RH	Annual
* Scale	Detecto	MGA00081	Weigh FMH Head	± 0.01 lb	Annual
*Vehicle Scale	Sterling Scale Co.	26032389	Weighing Vehicle	± .5 kg	Annual

Each headform was calibrated by an engineer after the headform had soaked in an environment of 66ºF to 78ºF (19ºC to 26ºC) for a period of at least four hours.

Each headform was found to comply with the performance criteria under Part 572L for pre and post-test calibrations. That is, the peak resultant acceleration was between 225 and 275 G's, the peak lateral acceleration was less than 15 G's, the headform weighed between 9.9 and 10.1 lbs., the pulse was determined to be unimodal, and there was no major damage to the headform.

TABLE 4-2 FMH CALIBRATION SUMMARY

FMH Serial #		Headform Calibration Date	Weight (lbs)	Temp (ºC)	% Humidity	Peak Resultant Acceleration (G's)	Peak Lateral Acceleration (G's)	Unimodal
Pre	#035	4/17/2009	9.90	21.2	30.6	239.3	3.3	Yes
Post	#035	4/27/2009	9.90	21.4	59.6	261.2	9.5	Yes
Pre	#037	4/17/2009	9.96	21.2	30.6	255.1	3.6	Yes
Post	#037	4/27/2009	9.96	21.4	59.6	248.9	5.0	Yes
Pre	#038	4/17/2009	9.90	21.2	30.6	252.0	12.5	Yes
Post	#038	4/27/2009	9.90	21.4	59.6	243.3	4.5	Yes

4-1 Pre-Test Calibration

HEAD DROP TEST SUMMARY
PART 572L

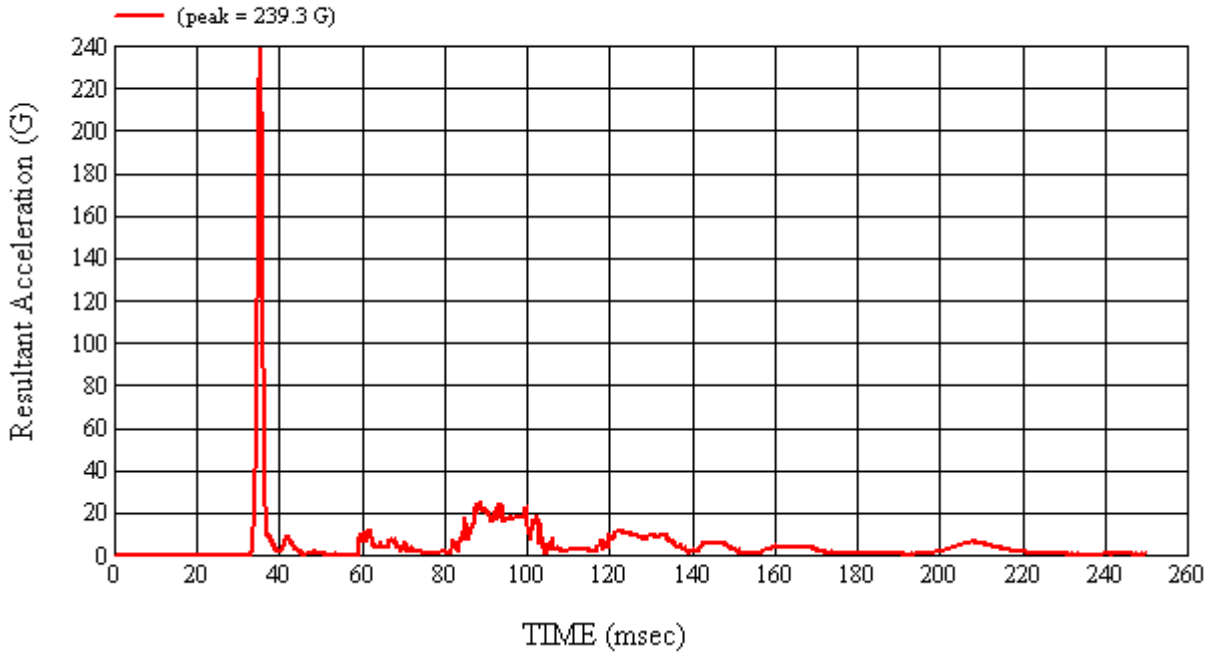
HEADFORM SERIAL NUMBER: 035	CALIBRATION DATE: 4/17/2009 CALIBRATION TIME: 10:25:15 AM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.90
Temperature	19° C to 26° C	21.2
Relative Humidity	10% to 70%	30.6
Peak Resultant Acceleration	225 G's to 275 G's	239.3
Peak Lateral Acceleration	15 G's Maximum	3.3
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	J35919	03/02/09	09/02/09
2	ENDEVCO	7264-2000	J22664	03/02/09	09/02/09
3	ENDEVCO	7264-2000	J35924	03/02/09	09/02/09

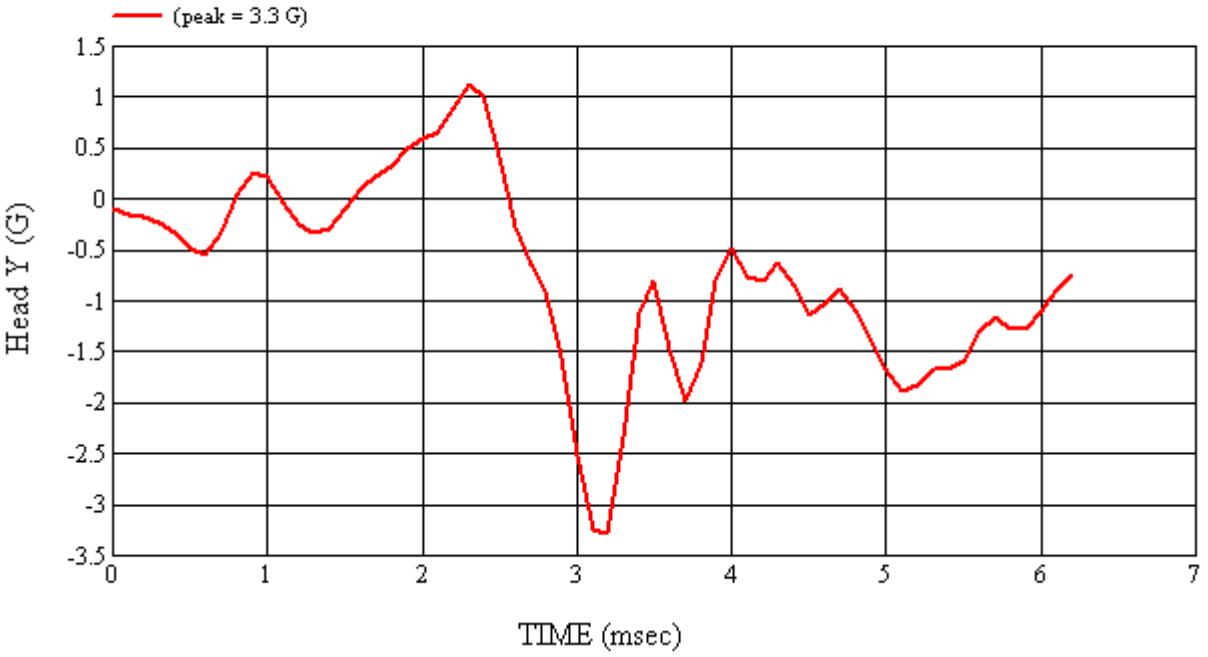
REMARKS:

RECORDED BY: _____ DATE: __4/17/2009____

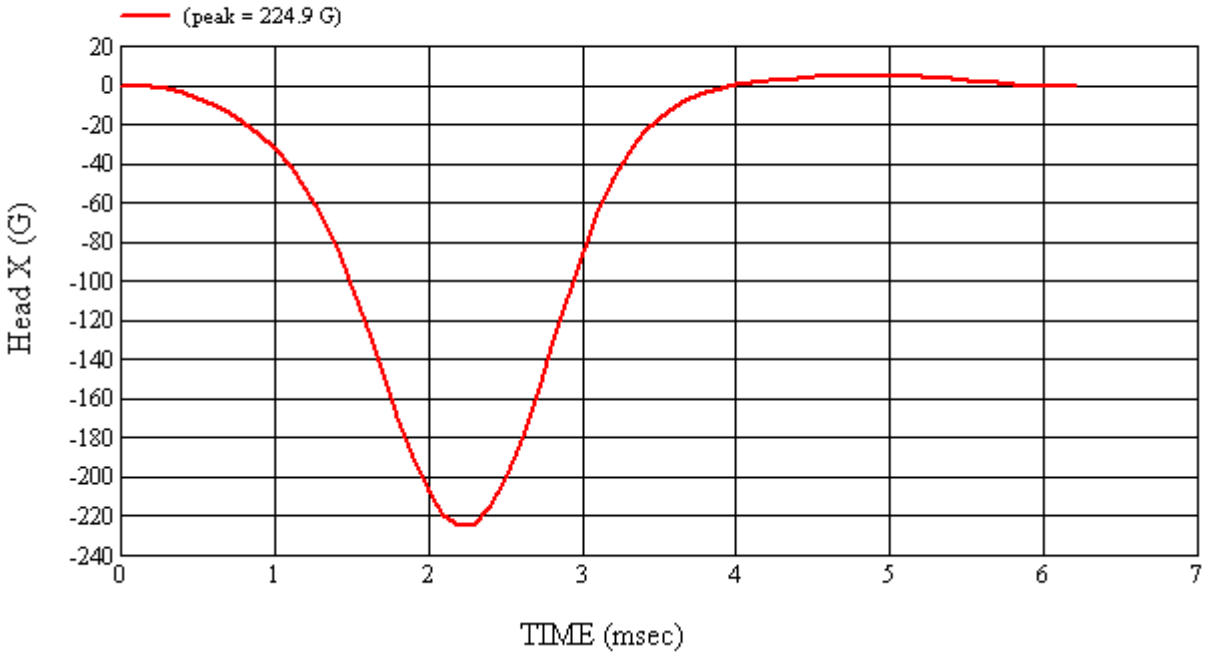
APPROVED BY: _____



Head 035 (Pre) Calibration #H35007



Head 035 (Pre) Calibration #H35007



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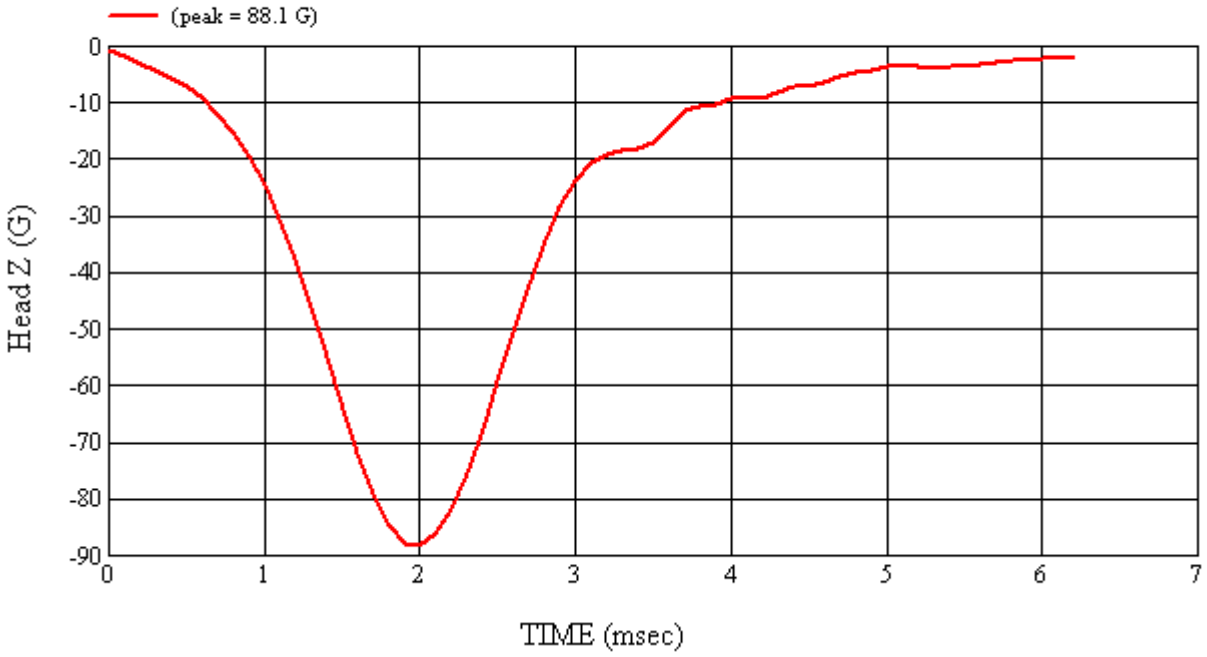


Head 035 (Pre) Calibration #H35007

4-2 Post-Test Calibration

HEAD DROP TEST SUMMARY
PART 572L

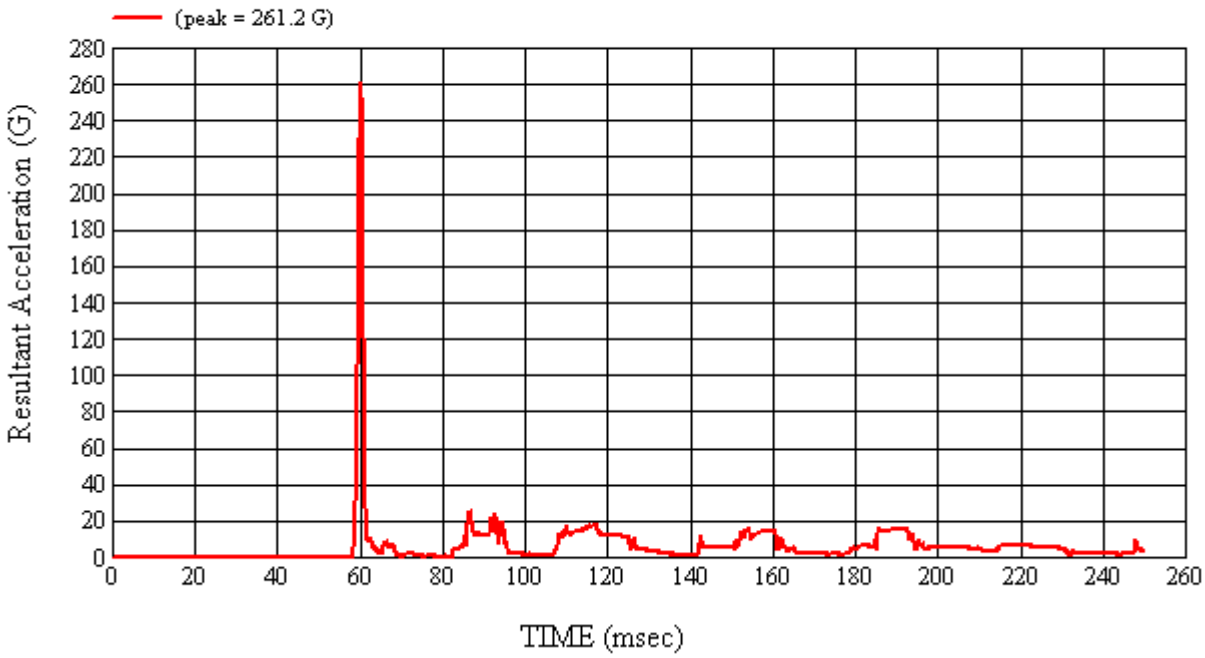
HEADFORM SERIAL NUMBER: 035	CALIBRATION DATE: 4/27/2009 CALIBRATION TIME: 8:28:26 AM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.90
Temperature	19° C to 26° C	21.4
Relative Humidity	10% to 70%	59.6
Peak Resultant Acceleration	225 G's to 275 G's	261.2
Peak Lateral Acceleration	15 G's Maximum	9.5
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	J35919	03/02/09	09/02/09
2	ENDEVCO	7264-2000	J22664	03/02/09	09/02/09
3	ENDEVCO	7264-2000	J35924	03/02/09	09/02/09

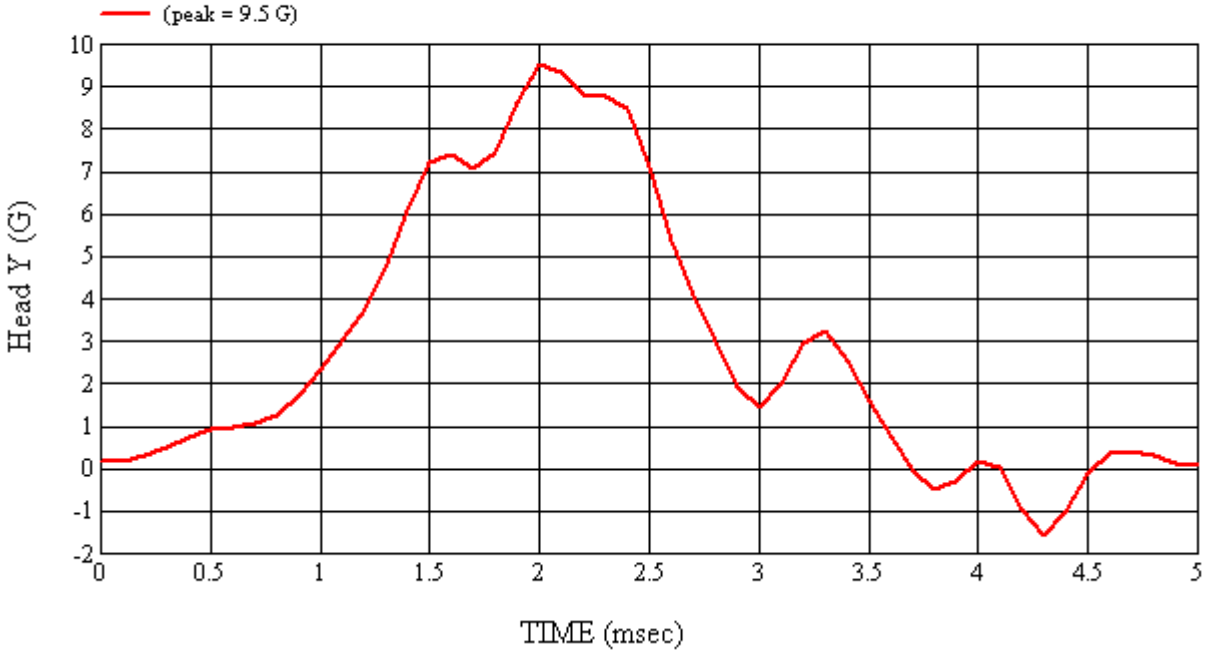
REMARKS:

RECORDED BY: _____ DATE: 4/27/2009

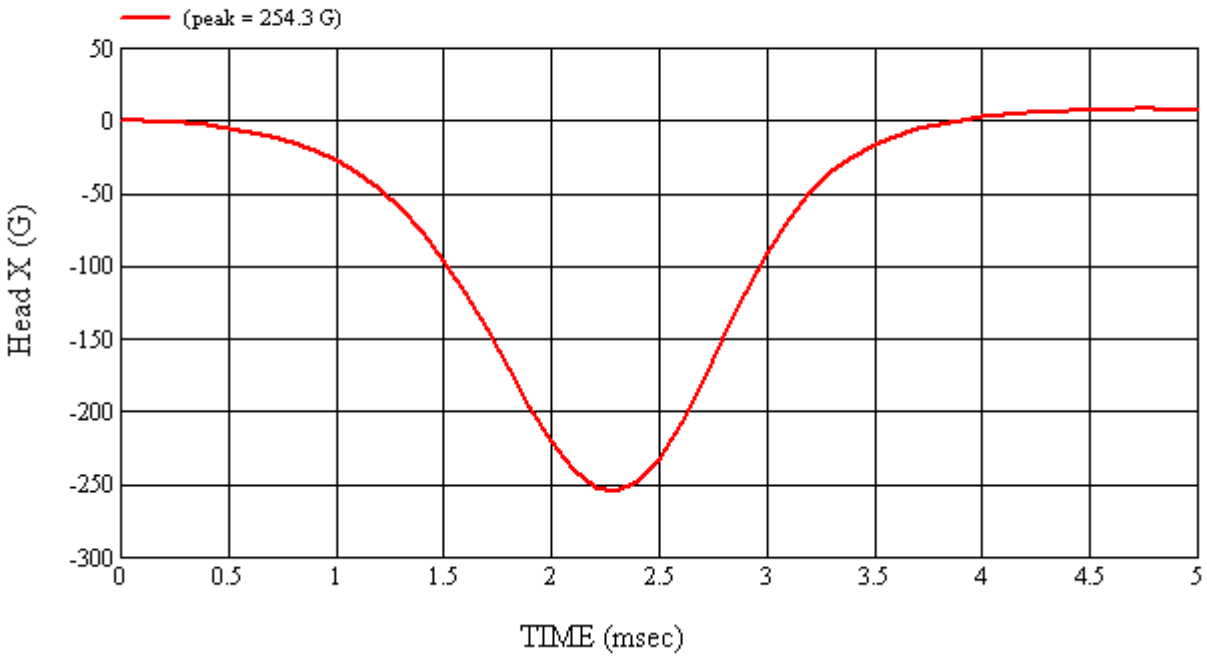
APPROVED BY: _____



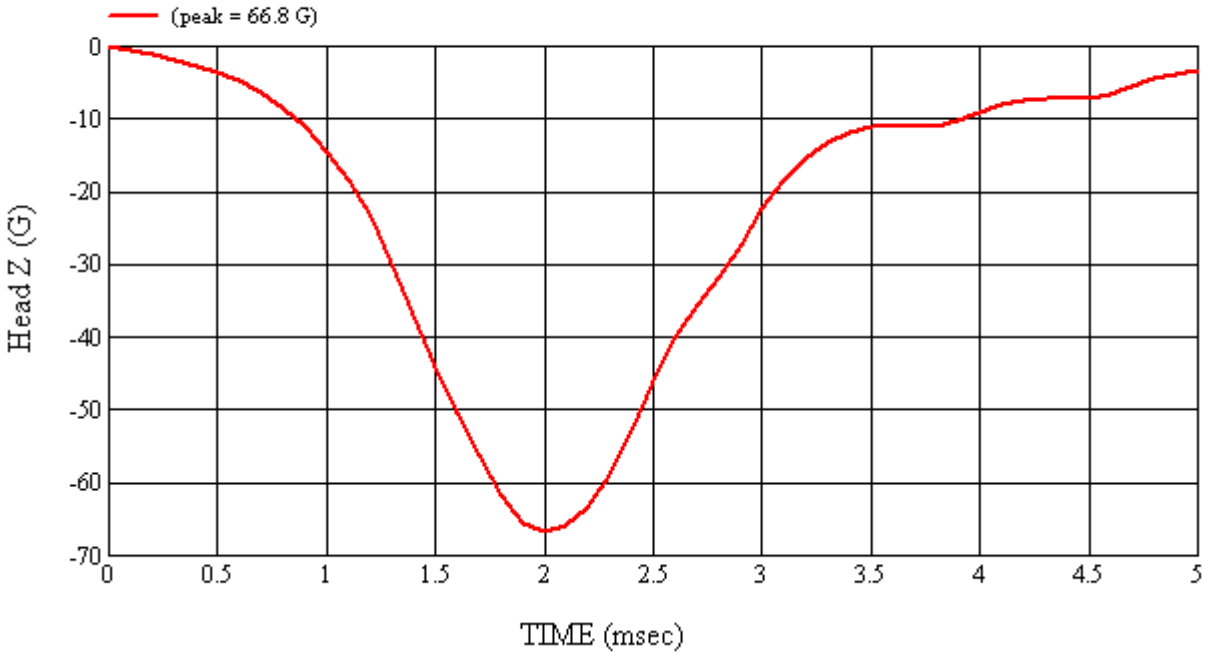
Head 035 (Post) Calibration #H35008



Head 035 (Post) Calibration #H35008



Head 035 (Post) Calibration #H35008



Head 035 (Post) Calibration #H35008

4-3 Pre-Test Calibration

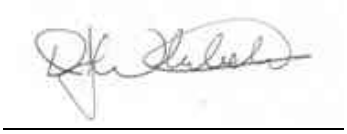
HEAD DROP TEST SUMMARY
PART 572L

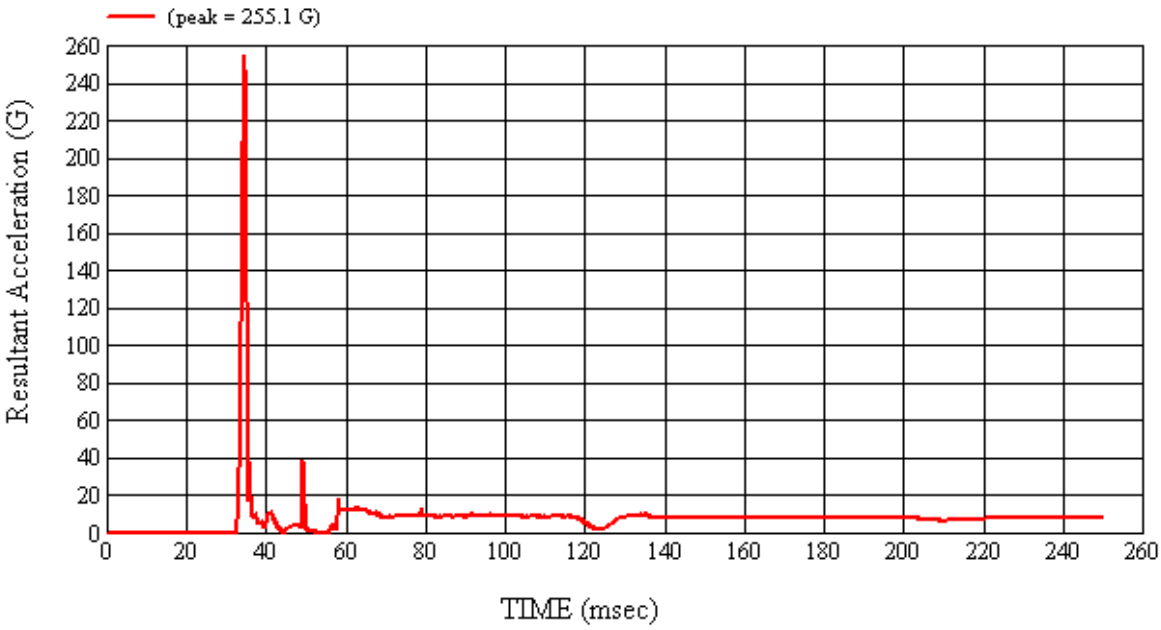
HEADFORM SERIAL NUMBER: 037	CALIBRATION DATE: 4/17/2009 CALIBRATION TIME: 5:43:09 AM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.96
Temperature	19° C to 26° C	21.2
Relative Humidity	10% to 70%	30.6
Peak Resultant Acceleration	225 G's to 275 G's	255.1
Peak Lateral Acceleration	15 G's Maximum	3.6
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	AHTB2	03/02/09	09/02/09
2	ENDEVCO	7264-2000	J14103	03/02/09	09/02/09
3	ENDEVCO	7264-2000	J35800	03/02/09	09/02/09

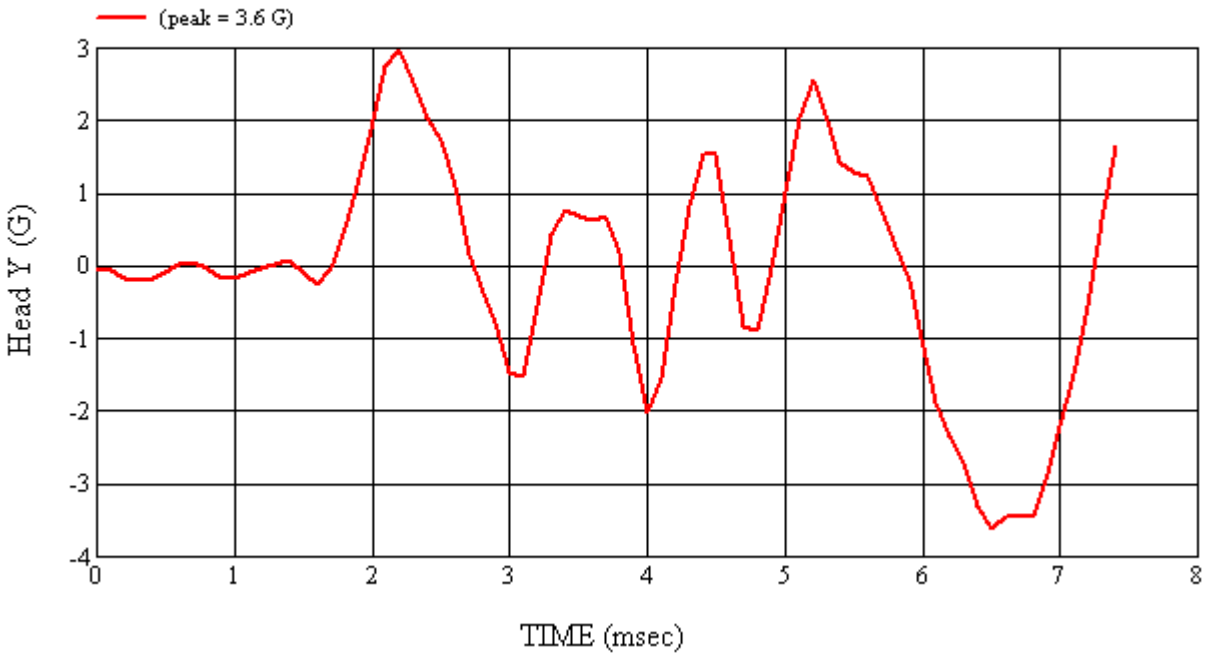
REMARKS:

RECORDED BY:  DATE: 4/17/2009

APPROVED BY: 



Head 037 (Pre) Calibration #H37007



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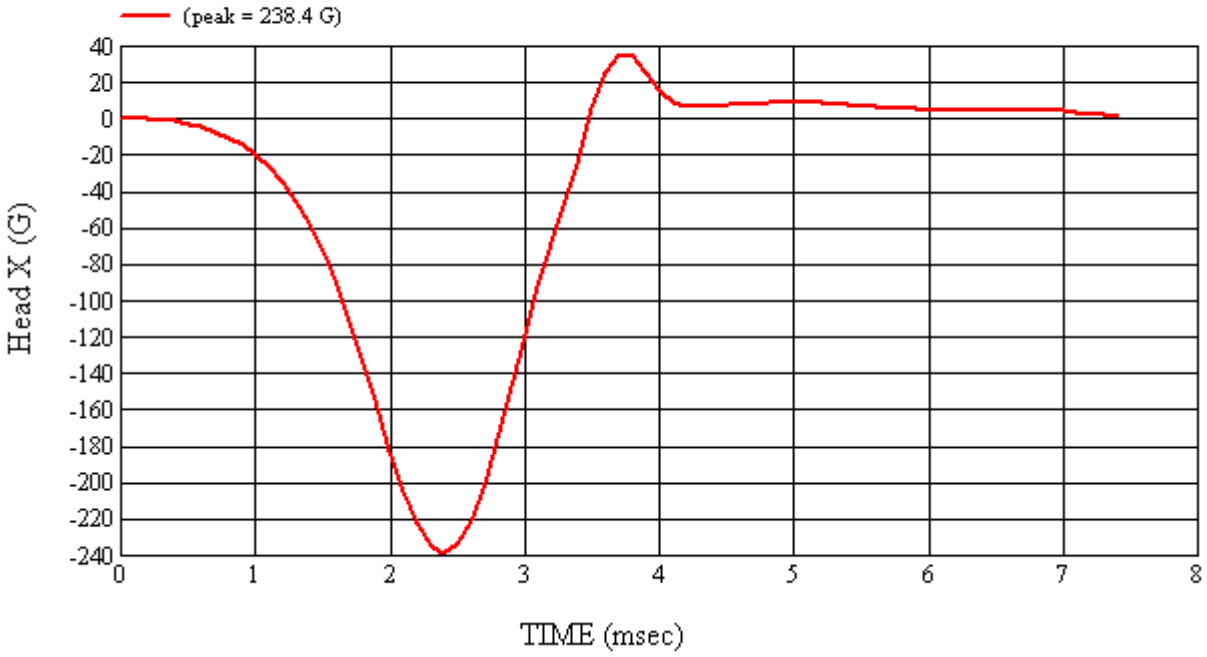
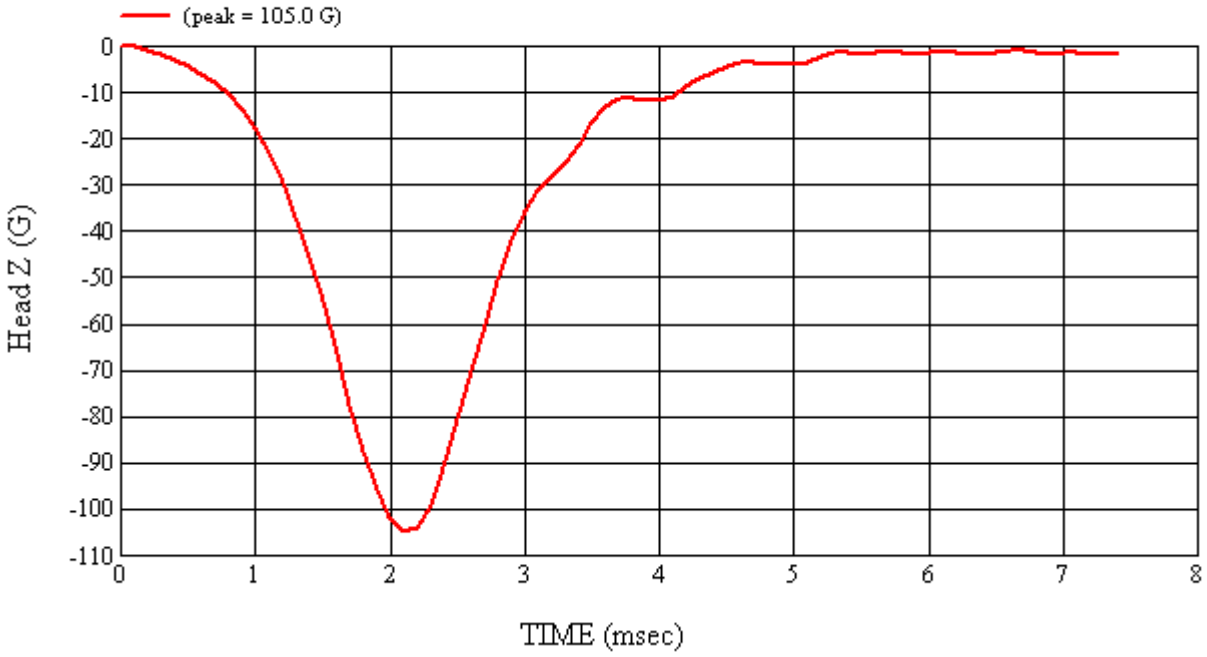


Head 037 (Pre) Calibration #H37007



Head 037 (Pre) Calibration #H37007

4-4 Post-Test Calibration

HEAD DROP TEST SUMMARY
PART 572L

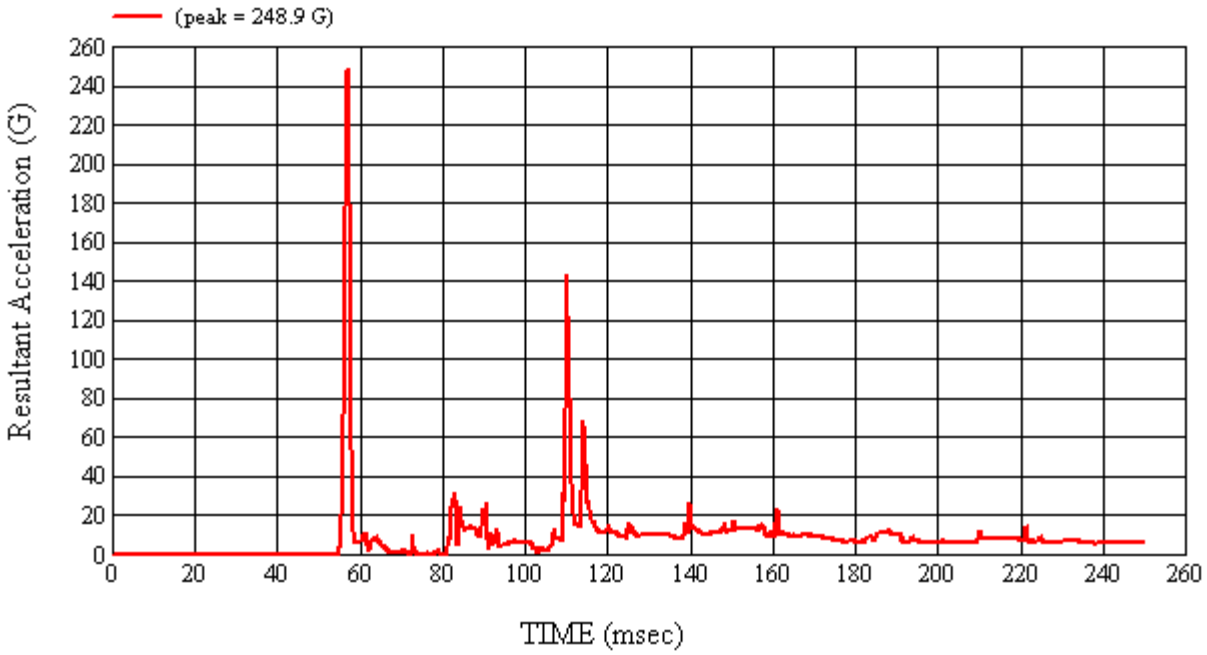
HEADFORM SERIAL NUMBER: 037	CALIBRATION DATE: 4/27/2009 CALIBRATION TIME: 8:42:34 AM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.96
Temperature	19° C to 26° C	21.4
Relative Humidity	10% to 70%	59.6
Peak Resultant Acceleration	225 G's to 275 G's	248.9
Peak Lateral Acceleration	15 G's Maximum	5.0
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	AHTB2	03/02/09	09/02/09
2	ENDEVCO	7264-2000	J14103	03/02/09	09/02/09
3	ENDEVCO	7264-2000	J35800	03/02/09	09/02/09

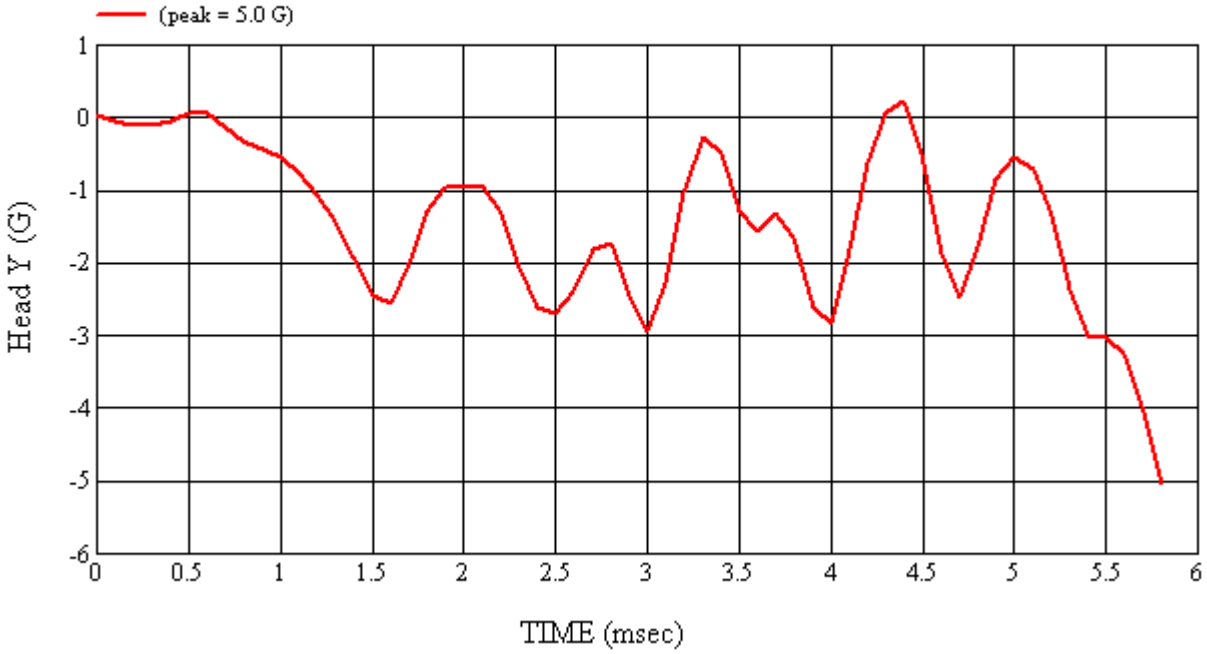
REMARKS:

RECORDED BY: _____ DATE: __4/27/2009____

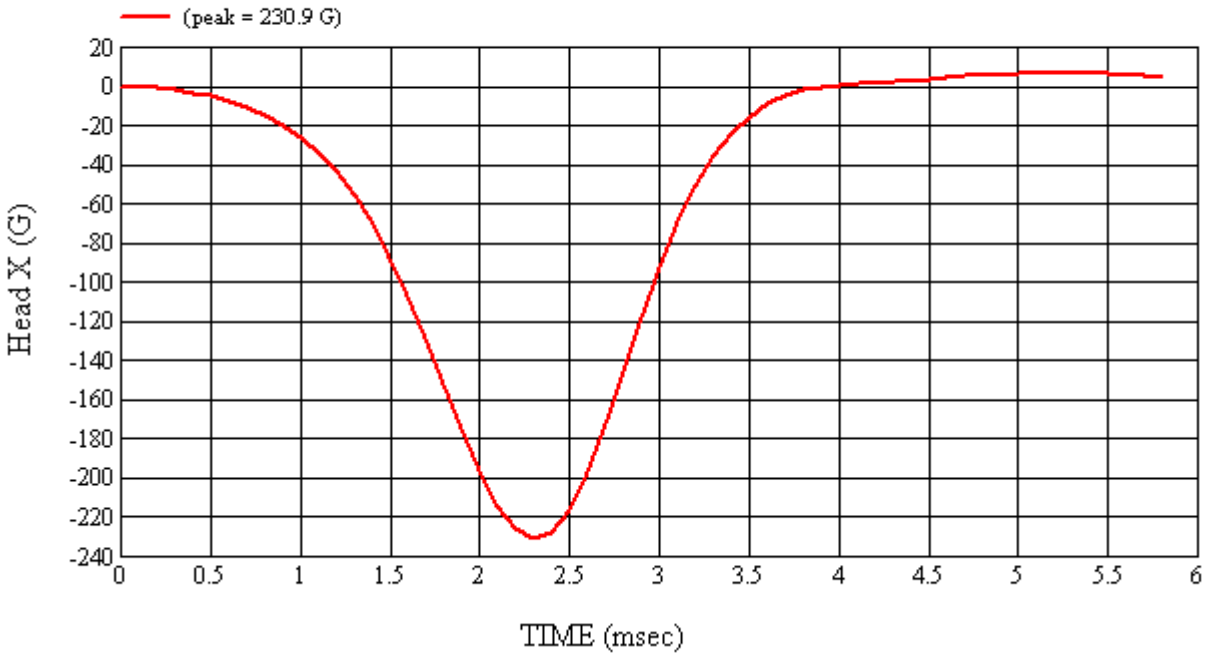
APPROVED BY: _____



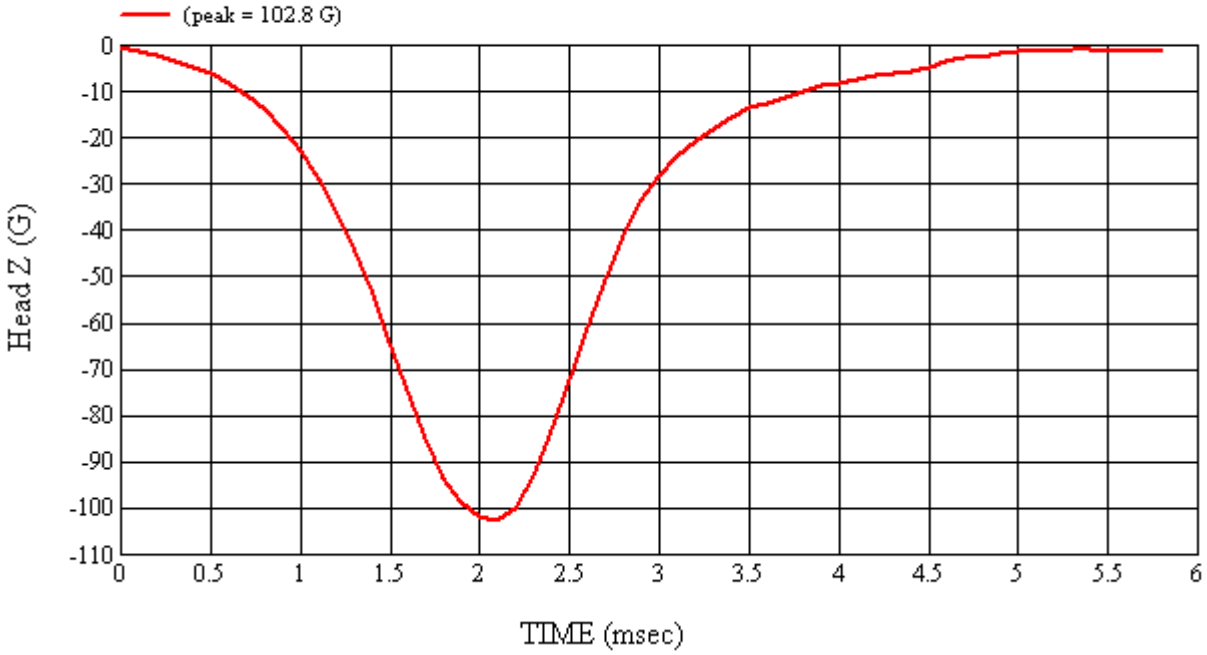
Head 037 (Post) Calibration #H37008



Head 037 (Post) Calibration #H37008



Head 037 (Post) Calibration #H37008



Head 037 (Post) Calibration #H37008

4-5 Pre-Test Calibration

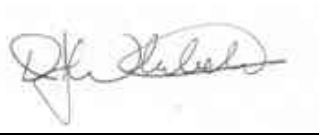
HEAD DROP TEST SUMMARY
PART 572L

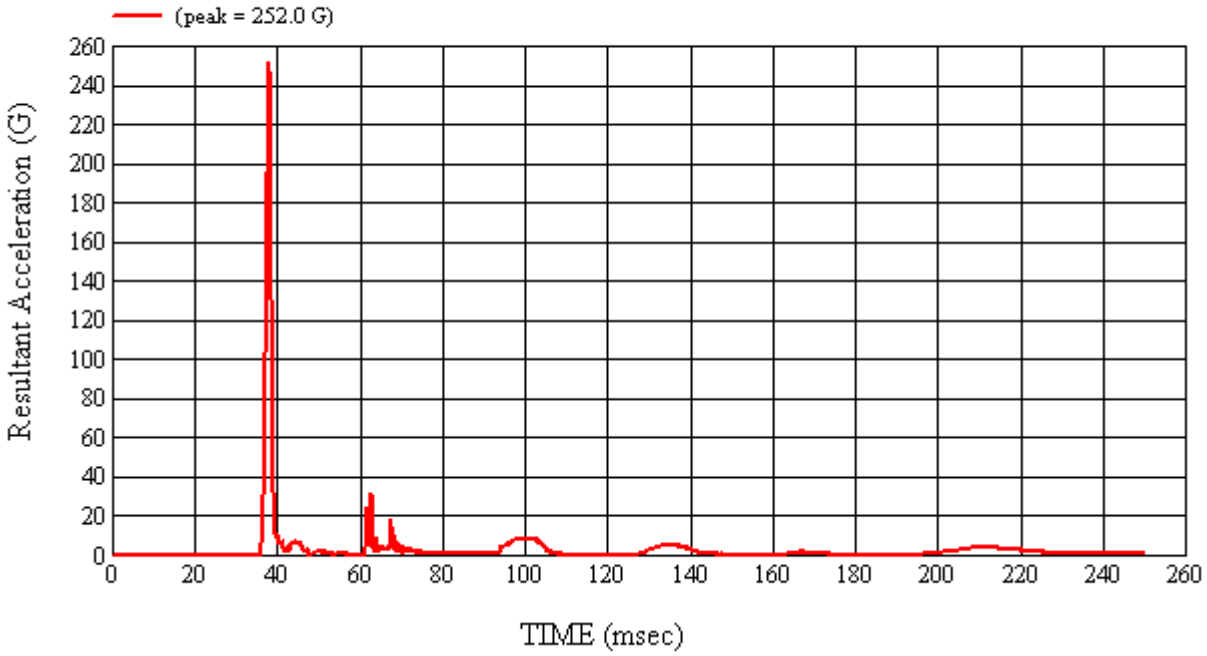
HEADFORM SERIAL NUMBER: 038	CALIBRATION DATE: 4/17/2009 CALIBRATION TIME: 5:28:38 PM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.90
Temperature	19° C to 26° C	21.2
Relative Humidity	10% to 70%	30.6
Peak Resultant Acceleration	225 G's to 275 G's	252.0
Peak Lateral Acceleration	15 G's Maximum	12.5
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	J22700	04/17/09	10/17/09
2	ENDEVCO	7264-2000	J36197	04/17/09	10/17/09
3	ENDEVCO	7264-2000	J36353	04/17/09	10/17/09

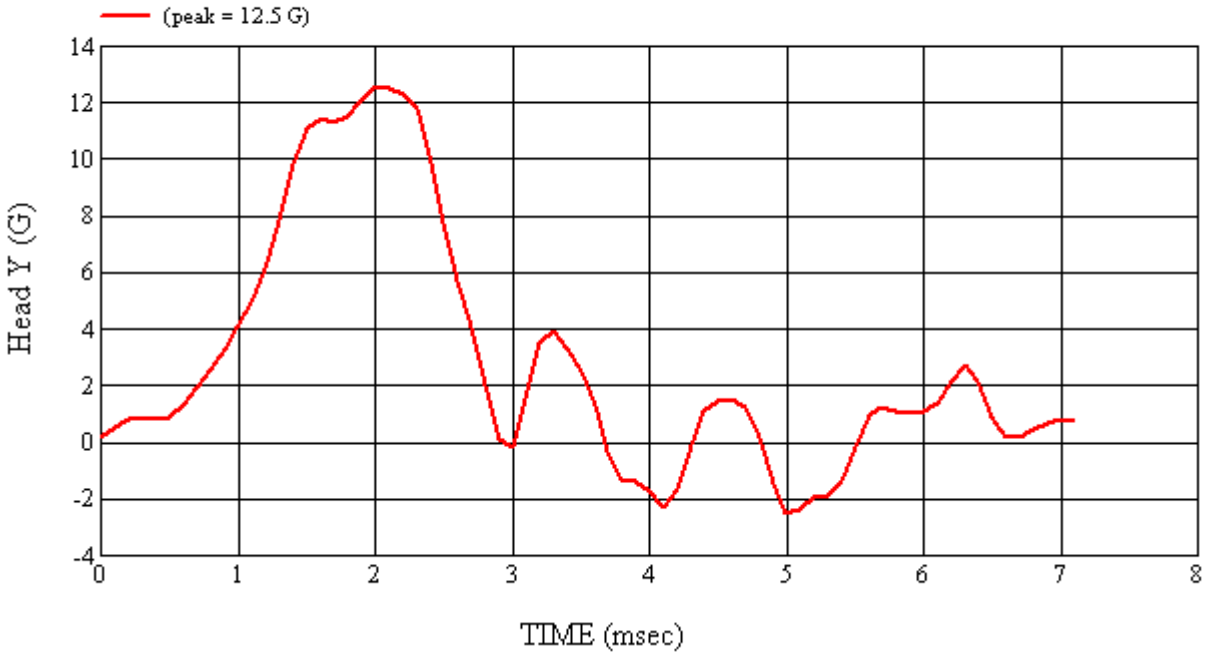
REMARKS:

RECORDED BY:  DATE: 4/17/2009

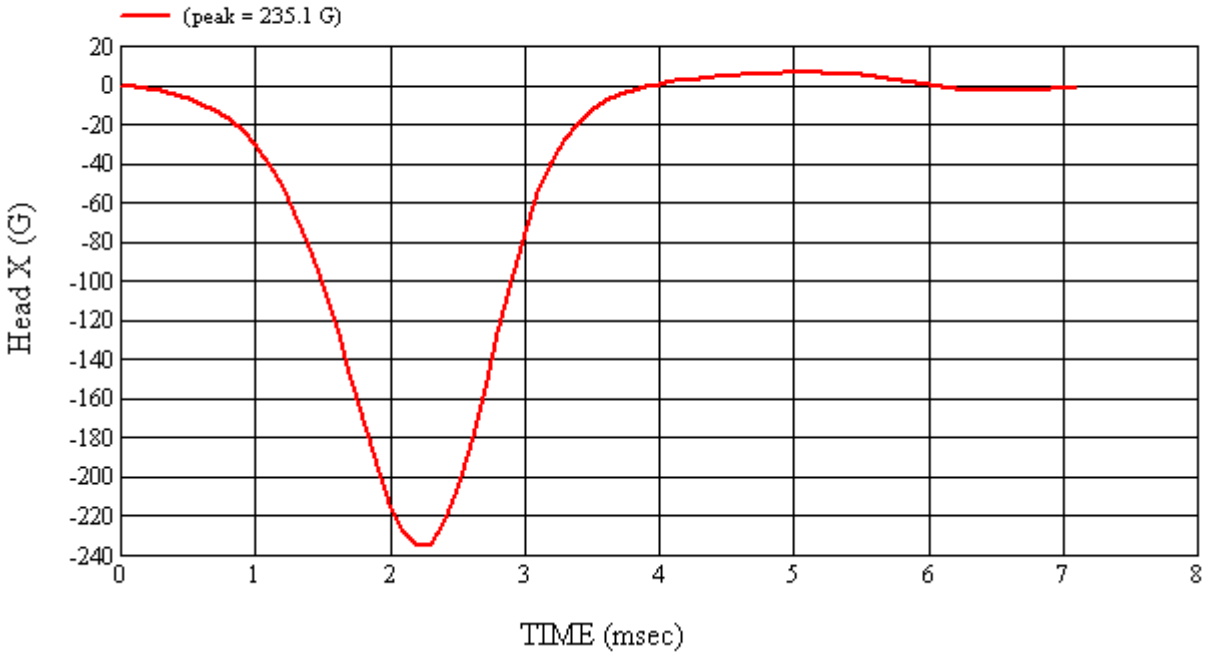
APPROVED BY: 



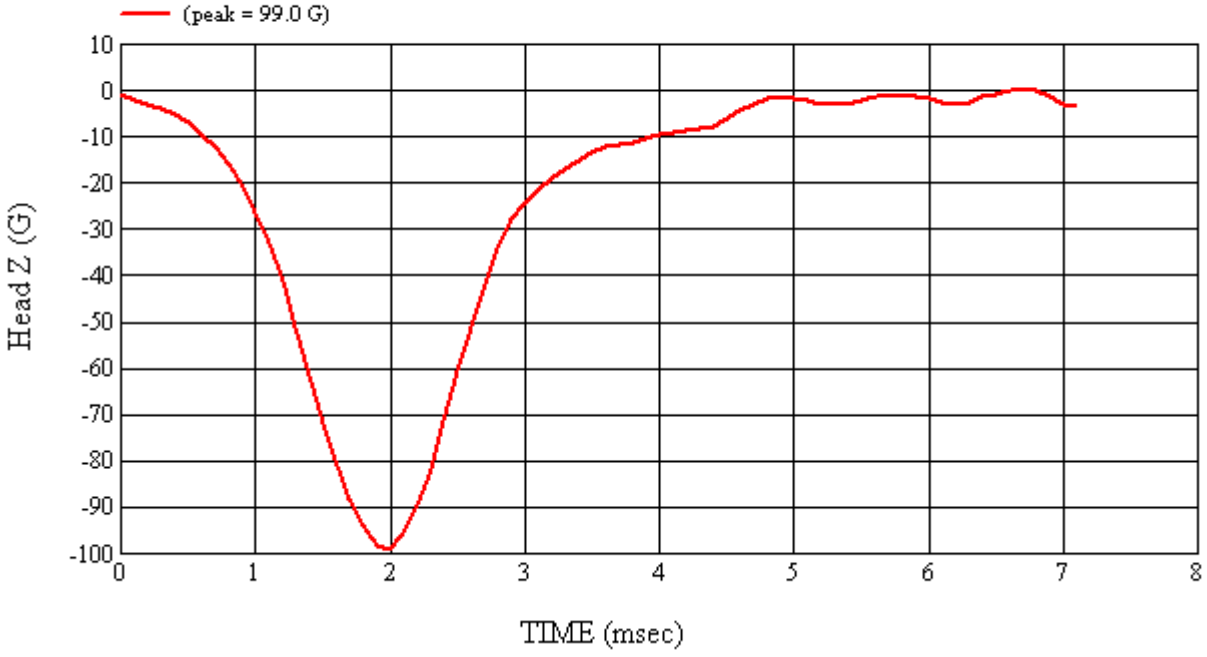
Head 038 (Pre) Calibration #H38007



Head 038 (Pre) Calibration #H38007



Head 038 (Pre) Calibration #H38007



Head 038 (Pre) Calibration #H38007

4-6 Post-Test Calibration

HEAD DROP TEST SUMMARY
PART 572L

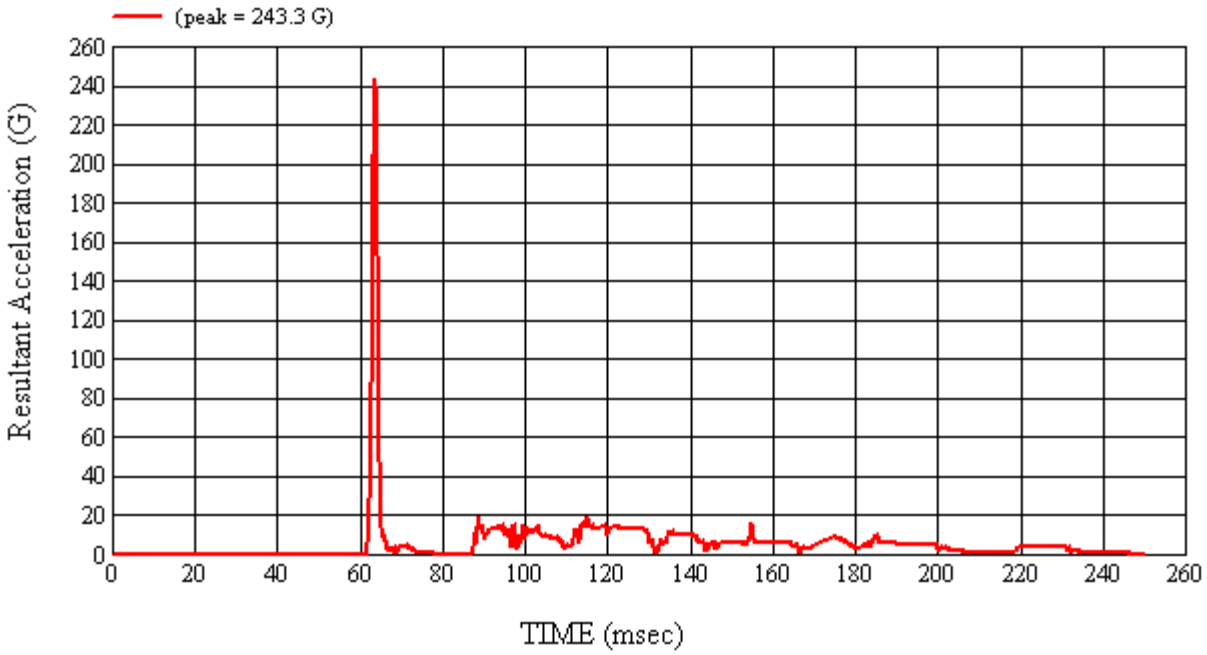
HEADFORM SERIAL NUMBER: 038	CALIBRATION DATE: 4/27/2009 CALIBRATION TIME: 8:57:01 AM	
TEST PARAMETER	**SPECIFICATION**	**TEST RESULTS**
Weight	9.90 to 10.10 lbs.	9.90
Temperature	19° C to 26° C	21.4
Relative Humidity	10% to 70%	59.6
Peak Resultant Acceleration	225 G's to 275 G's	243.3
Peak Lateral Acceleration	15 G's Maximum	4.5
Unimodal Acceleration Curve	YES	YES

FMH INSTRUMENTATION					
HEAD ACCELEROMETERS					
Channel Number	**Manufacturer**	**Model Number**	**Serial Number**	**Date of Last Calibration**	**Date of Next Calibration**
1	ENDEVCO	7264-2000	J22700	04/17/09	10/17/09
2	ENDEVCO	7264-2000	J36197	04/17/09	10/17/09
3	ENDEVCO	7264-2000	J36353	04/17/09	10/17/09

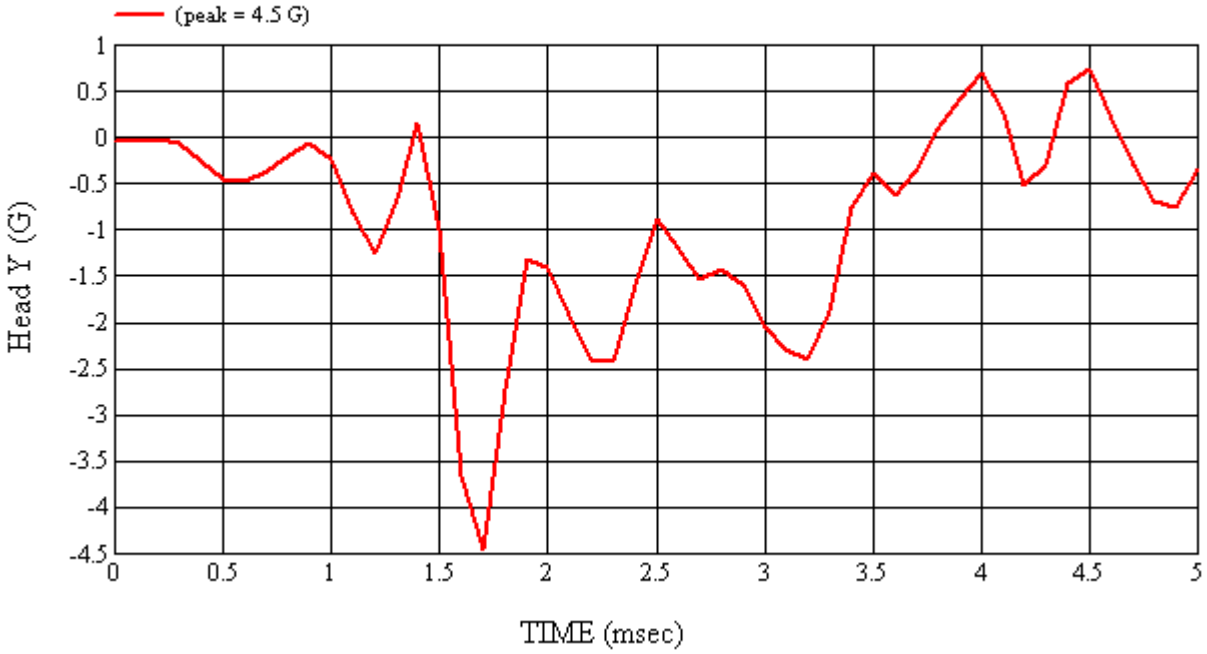
REMARKS:

RECORDED BY: _____ DATE: 4/17/2009

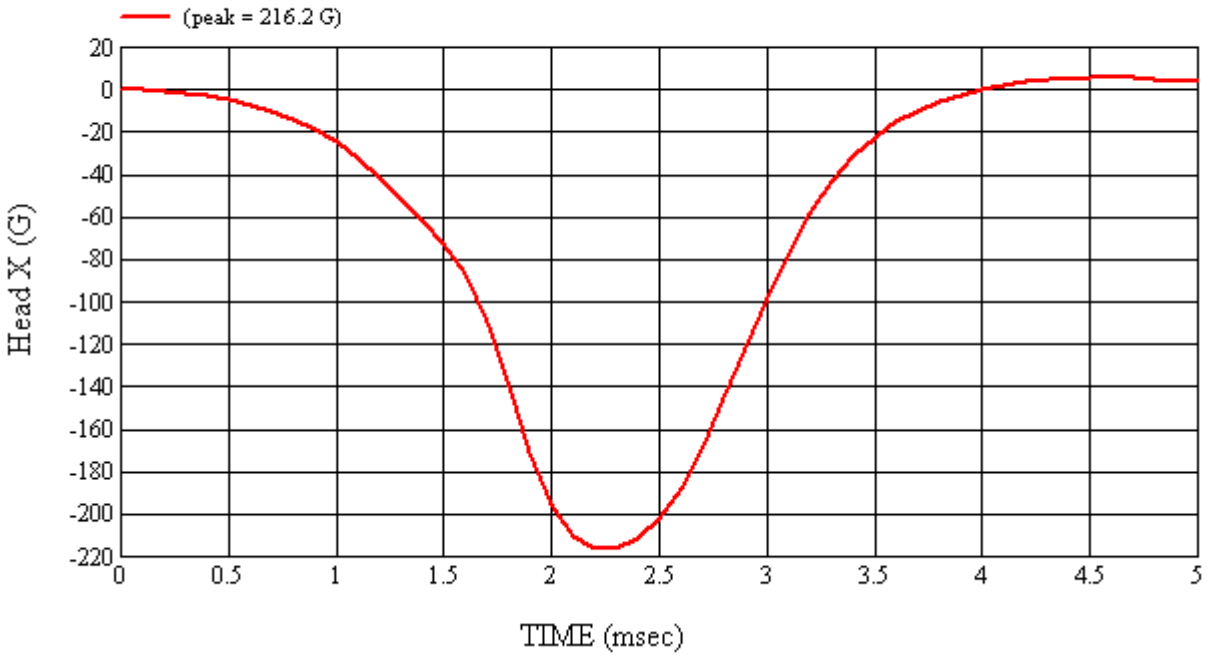
APPROVED BY: _____



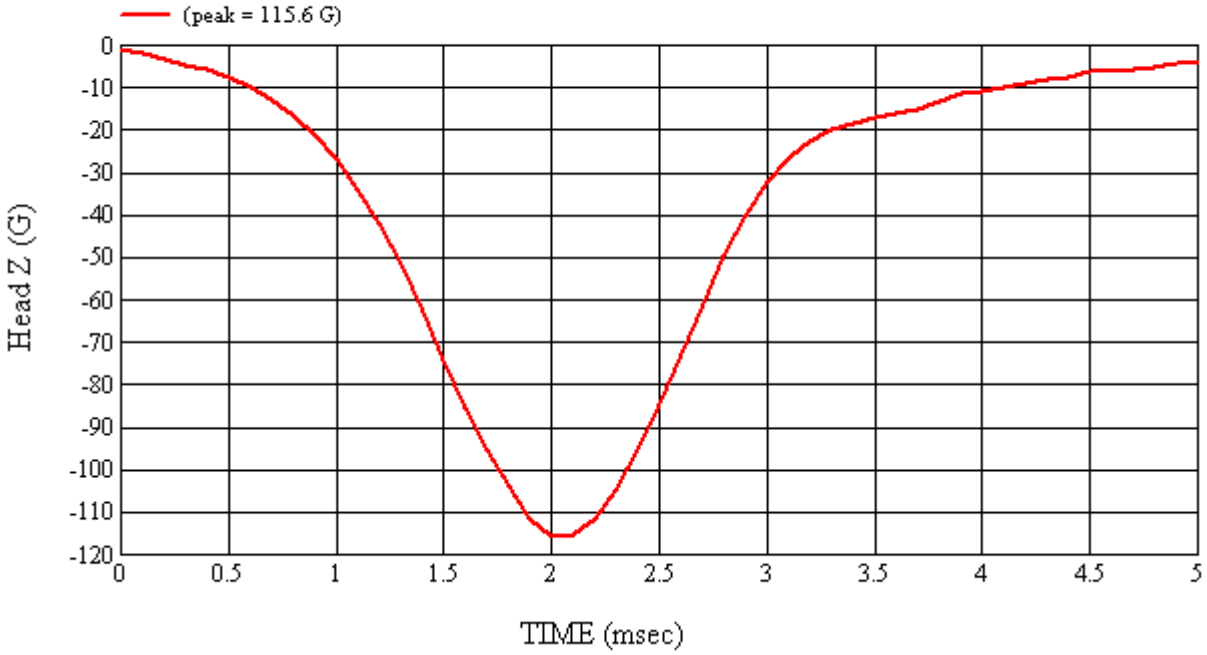
Head 038 (Post) Calibration #H38008



Head 038 (Post) Calibration #H38008



Head 038 (Post) Calibration #H38008



Head 038 (Post) Calibration #H38008

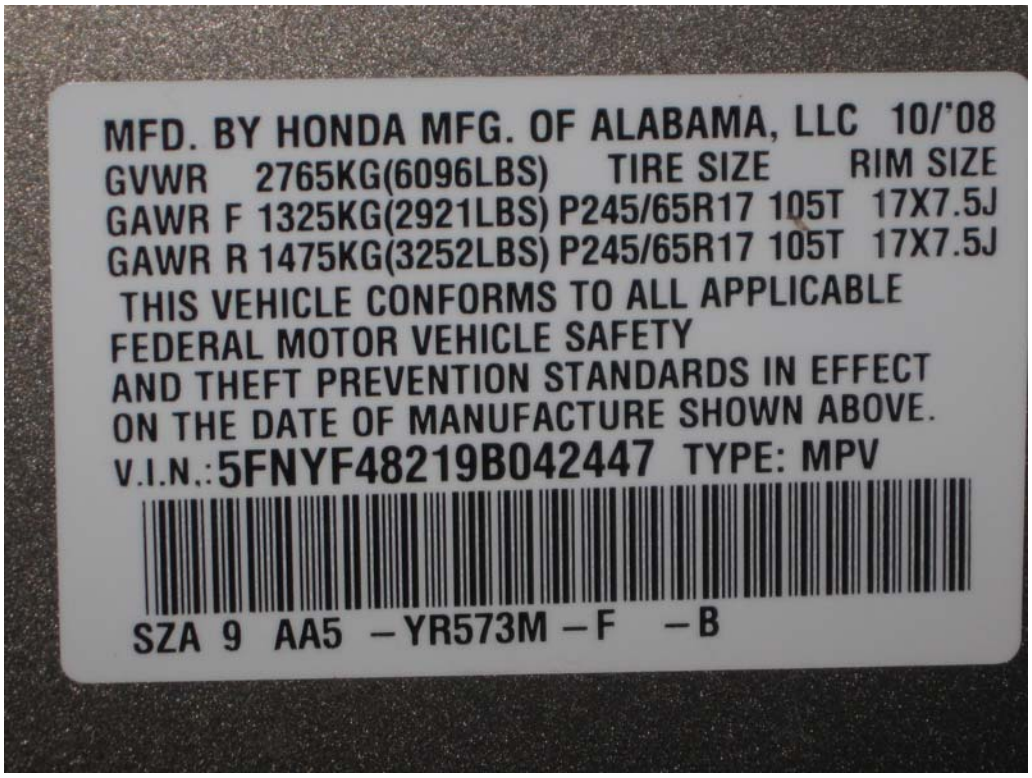
5.0 PHOTOGRAPHS

As Delivered – Left Side View

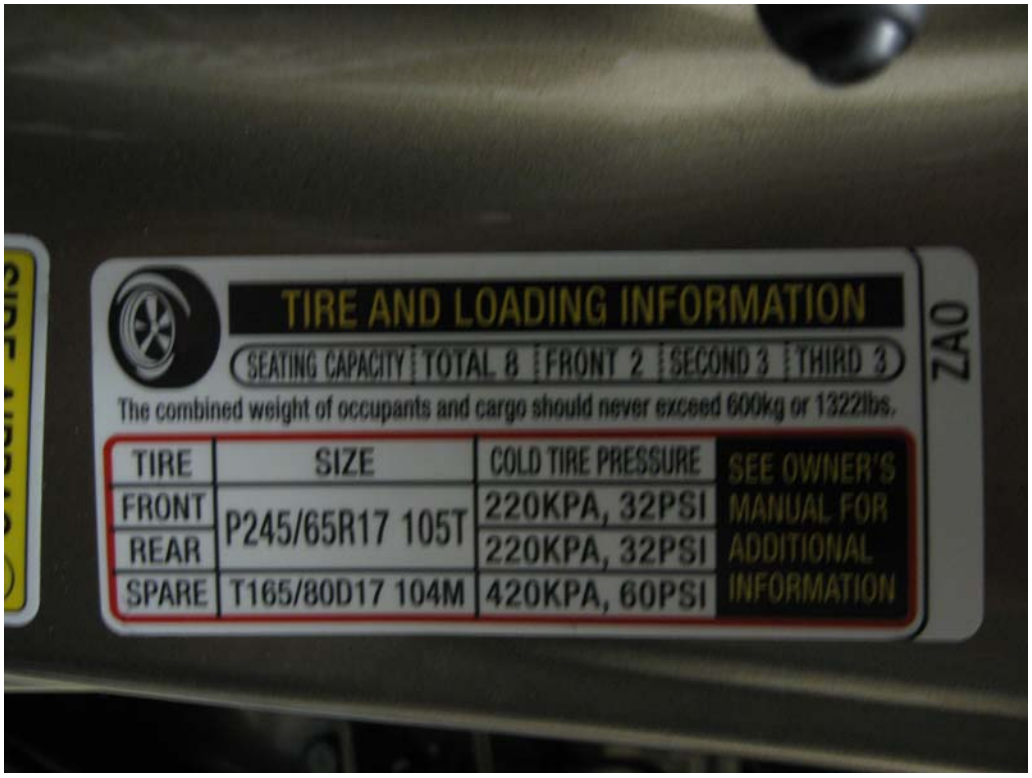
As Delivered – Right Side View

As Delivered – ¾ Front View From Left Side

As Delivered – ¾ Rear View From Right Side

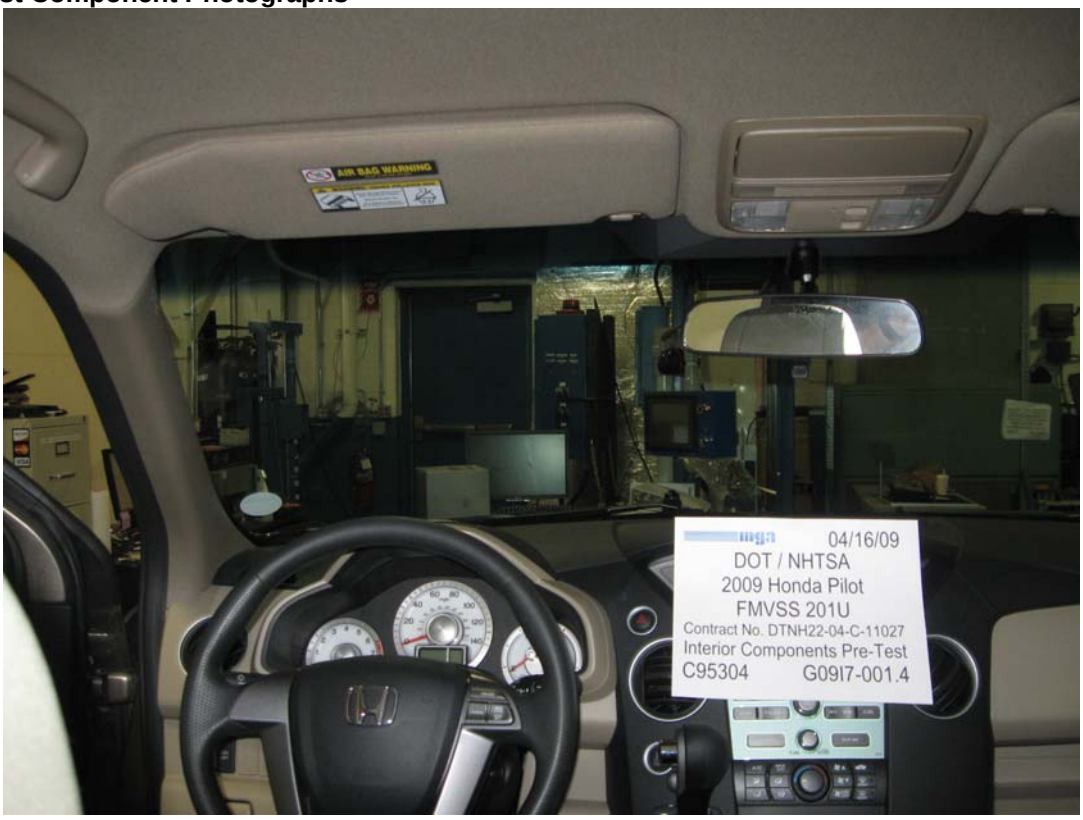


As Delivered – Vehicle's Certification Label



As Delivered – Vehicle's Tire Information Label

Pre-Test Component Photographs




mga
04/16/09
DOT / NHTSA
2009 Honda Pilot
FMVSS 201U
Contract No. DTNH22-04-C-11027
Interior Components Pre-Test
C95304
G09I7-001.4


mga
04/16/09
DOT / NHTSA
2009 Honda Pilot
FMVSS 201U
Contract No. DTNH22-04-C-11027
Interior Components Pre-Test
C95304
G09I7-001.4


04/16/09
DOT / NHTSA
2009 Honda Pilot
FMVSS 201U
Contract No. DTNH22-04-C-11027
Interior Components Pre-Test
C95304 G09I7-001.4


04/16/09
DOT / NHTSA
2009 Honda Pilot
FMVSS 201U
Contract No. DTNH22-04-C-11027
Interior Components Pre-Test
C95304 G09I7-001.4


mga
04/16/09
DOT / NHTSA
2009 Honda Pilot
FMVSS 201U
Contract No. DTNH22-04-C-11027
Interior Components Pre-Test
C95304
G09I7-001.4

Post-Test Component Photographs


mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4


mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4

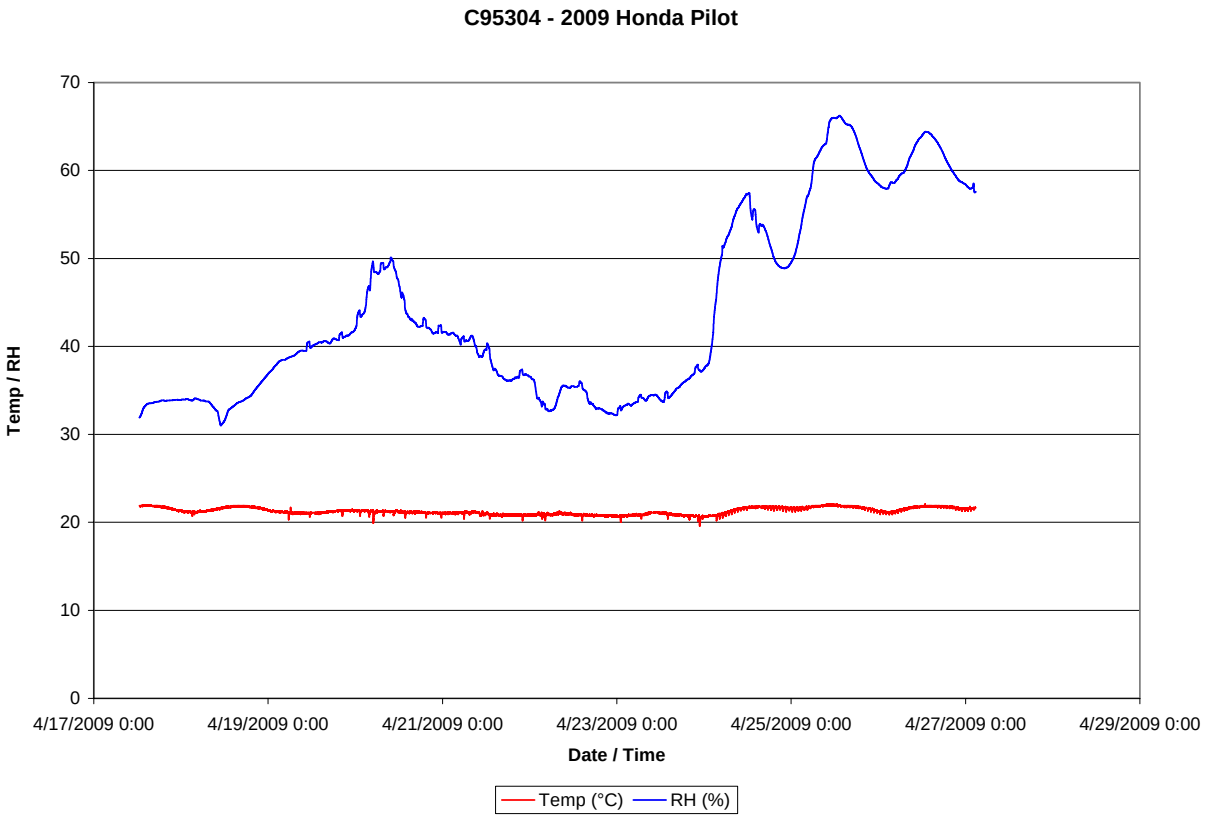

mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4


mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4


mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4


mga
04/23/09
DOT / NHTSA
2009 Honda Pilot SUV
FMVSS 201U - Head Impacts
NHTSA# C95304
Post-Test Component
G09I7-001.4

Appendix A – Temperature Trace



Appendix B – Calibration Certificates

Calibration Certificate

Part Description: Silver
Certification Date: 08/26/08
Serial#: S08-05-98-01273
Single Point (Max-Min/2) Specification: S08-05 .076mm (.0030")
Certificate#: S0127339686
Volumetric (Max Deviation) Specification: S08-05 +/-.108mm (+/-.0042")
Temperature: See attached data

Measurement Standards Traceability

Ball Bar Kit	Asset Number: 543	Calibration Date: 07/08/08	*SI Traceability: METAS-L20080708AB1
Thermometer	Asset Number: TQ023	Calibration Date: 02/19/08	*SI Traceability: NVLAP-A7C20031

*The artifact above has been calibrated with a device traceable to the International System of Units (SI) through a National Metrological Institute (NMI) or through an ISO17025 Accredited Laboratory. Expanded measurement uncertainty is 3.9 + 5.9X micrometers, where X=measured value in meters. Uncertainty is expressed at approximately a 95% Level of Confidence using k=2.00.

Certification Results

3 Single Point Articulation Tests at <=20%, 20%-80% and >=80% range.	PASSED
1 Effective diameter sphere test.	PASSED
20 Volumetric ball bar tests in 4 quadrants and 2 orientations.	PASSED

Calibration and certification conforms to procedures developed in accordance with ASME B89.4.22-2004.

Instrument condition as received:
Inoperative

Instrument condition outgoing:
Within specifications

Technician: [signature] Arnold Torres Date: 8/26/08

This certificate shall not be reproduced, except in full, without permission of FARO Technologies, Inc.
The results of this certificate relate only to the items calibrated or tested.

FARO Technologies, Inc.
PH1:1-800-736-2771
PH2:407-333-9911
FAX:407-333-8056
L-A-B Cert Number: L1147

125 Technology Park
Lake Mary, FL 32746
USA

@ 9/2/08

FARO®

Page 1 of 6

LABORATORY ACCREDITATION BUREAU
ISO/IEC 17025 Accredited

Revised: March 15, 2008

f:\control\records\05manufa\partspec\XH08-0495 ens Rev1 RevDate: 12/08/04

MICHIGAN OPERATIONS
DATE: 2/7/04
SUPERCEDES: MGATPTMC.5

DOC. NO.: MGATPTMC
REVISION NO.: 6
PAGE 3 OF 3

Tape Measure Calibration Certificate

Reference Steel Rule
Brand: SWANSON
S/N: MGA 00798
Calibration Date: 1/15/09

Subject Tape Measure
Brand: TPM 906 Stanley
S/N: TPM 906
Calibration Date: 1/23/09

Reference (in/mm)	Subject Tape Measure	Difference	Reference (in/mm)	Subject Tape Measure	Difference
0 (0)	0	0	18 (450)	18	0
1 (25)	1	0	19 (475)	19	0
2 (50)	2	0	20 (500)	20	0
3 (75)	3	0	21 (525)	21	0
4 (100)	4	0	22 (550)	22	0
5 (125)	5	0	23 (575)	23	0
6 (150)	6	0	24 (600)	24	0
7 (175)	7	0	25 (625)	25	0
8 (200)	8	0	26 (650)	26	0
9 (225)	9	0	27 (675)	27	0
10 (250)	10	0	28 (700)	28	0
11 (275)	11	0	29 (725)	29	0
12 (300)	12	0	30 (750)	30	0
13 (325)	13	0	31 (775)	31	0
14 (350)	14	0	32 (800)	32	0
15 (375)	15	0	33 (825)	33	0
16 (400)	16	0	34 (850)	34	0
17 (425)	17	0	35 (875)	35	0

If all differences are ± 1/32 of an inch (1 mm), then the tape measure is acceptable.
Pass X Fail ____ Maximum Difference = 0

Date: 1/23/2009 Performed By: [signature]

All calibrations are traceable to the National Institute of Standards and Technology. Estimated uncertainty of the measurement is ± 0.2%. All certification data and equipment are on file for inspection at your request. Best uncertainties represent expanded uncertainties expressed at approximately the 95% confidence level using a coverage factor k=2.

MetroCal inc.
Cert# 0513.01
4700 Barden Court SE, Kentwood MI 49512, Telephone: 616-698-3124, Fax: 616-698-2364, www.metrocal.com

Certificate of Calibration

MGA Research
446 Executive Drive
Troy, MI 48083

Order Number: **59696**
Certificate Number: **080604806**
Page: **1 of 1**

Gauge Number: **MGA00730**
Gauge Desc: **Digital Protractor**
Manufacturer: **Mitutoyo**
Model Number: **N/A**
Serial Number: **N/A**

Customer PO: **A070681**
Last Calibration: **N/A**
Calibration Date: **6/4/08**
Next Calibration: **6/4/09**

As Found Condition: **In Tolerance**
As Left Condition: **In Tolerance**

MetroCal, Inc maintains reference standards of measurement which are traceable to the National Institute of Standards and Technology, or other authorized National Standards. Calibration was performed in accordance with MetroCal Procedure CP045 and complies with the ANSI/NCSL Z540-1 and ISO/IEC 17025 Standards. Results shall not be reproduced, except in full, without the written approval of MetroCal, Inc. Results relate only to the item(s) calibrated. Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired. Statements of compliance made using simple acceptance rule.

Standard Used	Cal Date	Due Date	Traceable No.	Calibration Procedure Uncertainty Expressed at 95% confidence (K=2)
Gage Blk Set ID# 105	6/12/07	6/12/08	821/273187-06	0.0015°
DoAll Sine Bar ID#1879	12/31/07	12/31/08	Cert# 071231399	0.0015°

Results:

As Found Readings

Units	Nominal	Actual	Deviation
Decimal Deg.	5.00	5.0	0.00
	10.00	10.1	0.10
	20.00	20.0	0.00
Tolerance	30.00	30.0	0.00
± 0.1°	40.00	40.0	0.00

Reference Level Check: Within ± 0.1 degrees

As Left Readings

Nominal	Actual	Deviation
5.00	5.0	0.00
10.00	10.1	0.10
20.00	20.0	0.00
30.00	30.0	0.00
40.00	40.0	0.00

Reference Level Check: Within ± 0.1 degrees

Comments: Environmental conditions during calibration: 68 °F, 41% RH.

Issued: 6/5/08
Shannon Shoemaker/bjk
Calibration Technician

☐ Checked box indicate this calibration was performed at the customers facility.

6/6/08

Certificate of Calibration

Schober Calibration Service, Inc.
2550 Oakley Park Road, Suite #300
Walled Lake, MI 48390
Phone: (248) 926-6000 FAX: (248) 926-6006

ACCREDITED
CALIBRATION 1563.01

Certificate Number: 0001591:1212069510

CUSTOMER: MGA Research Corporation
446 Executive Drive
Troy MI 48083
Contact: Thomas Hutter

Calibration Location: **In House**

Equipment Calibrated

Manufacturer:	Dickson	Date Received:	05/08/2008
Description:	Temp/Humidity Recorder	Date Calibrated:	05/29/2008
Model Number:	FH125	Calibration Due Date:	05/29/2009
Serial Number:	06163263	Calibration Procedure:	CP0001
Asset Number:	MGA00152	Revision:	
Received Status:	Good	Performed By:	C. Atkinson

Condition as Received: In Tolerance
Condition as Returned: In Tolerance

Notes:

Ambient Calibration Conditions

Ambient Temperature: 21 °C Relative Humidity: 40 % RH Barometric Pressure: 988 mbar

Calibration Equipment Used

Asset Number:	Manufacturer:	Model:	Serial:	Cal Due:
RMS042	Fluke/Hart	1502A	A6C537	15 Feb 2009
RMS043	Hart Scientific	5614	778109	15 Feb 2009
RMS045	Vaisala	HMP76	C0630009	04 Jun 2008

The Uncertainty is estimated using expanded uncertainties and coverage factor (k) of 2, providing a confidence level of approximately 95%.
This calibration is traceable to the international system of units (SI) through standards calibrated by accredited laboratories, or through standards calibrated at NIST. This laboratory meets the requirements of ISO/IEC 17025-2005 and ANSI/NCSL Z540-1-1994. This certificate shall not be reproduced, except in full, without prior written approval by Schober Calibration Service.
Calibration interval determined by the customer. When determining the calibration interval, the customer should take into consideration that any number of factors may cause the calibration item to drift out of calibration before the calibration interval has expired.
The results herein apply only to the calibration of the item described above. No sampling plan was used for this calibration.

Approved By: _____ Quality Manager Date: 5/29/08
6/2/08

Calibration Data

MFG/MODEL: **Dickson / FH125**

Serial / ID #: **06163263 / MGA00152**

Location: **Schober Cal Lab (MGA Research)**

Date Calibrated: **05/29/08**

Certificate No.: **0001591:1212069510**

All calculations and data transfers have been reviewed for accuracy and completeness

Range	Nominal	Lower Limit	As Found	As Left	Upper Limit
Data Logger with Sensor System Tests					
Channel 1					
	20.9° C	19.1° C	20.5° C		22.7° C
	-0.4° C	-2.2° C	-0.6° C		1.4° C
Channel 2 (RH @ 21° C)					
	41.0 %rh	39.0 %rh	40.5 %rh		43.0 %rh
	98.8 %rh	96.8 %rh	98.8 %rh		100.8 %rh
Calibration Performed By: C. Atkinson					

Temperature Measurement Uncertainty Utemp = 0.46°C Uhumidity = 1.6 %RH

MetroCal inc.
Cert#0513.01
4700 Barden Court SE, Kentwood MI 49512, Telephone: 616-698-3124, Fax: 616-698-2364, www.metrocal.com

Certificate of Calibration

MGA Research
446 Executive Drive
Troy, MI 48083

Order Number: **60394**
Certificate Number: **080711801**
Page: **1 of 1**

Gauge Number: **MGA00081**
Gauge Desc: **0 to 20lb x 0.01lb Digital Scale**
Manufacturer: **Detecto**
Model Number: **AP-20**
Serial Number: **E33603-0213**

Customer PO: **A070765**
Last Calibration: **7/9/07**
Calibration Date: **7/11/08**
Next Calibration: **7/11/09**

As Found Condition: **In Tolerance**

As Left Condition: **In Tolerance**

MetroCal Inc. maintains reference standards of measurement which traceable to the National Institute of Standards and Technology, or other authorized National Standards. Calibration was performed in accordance with MetroCal's Procedure No. CP-042 and the relevant sections of the manufacturers manual. This Calibration complies with the ISO/IEC 17025 and ANSI/NCSL Z540-1 Standards. Results shall not be reproduced except in full without the written approval of MetroCal Inc. Results relate only to the item(s) calibrated. Any number of factors may cause the calibration item to drift out of calibration before the recommended interval has expired. Statements of compliance made using simple acceptance rule.

Standard Used	Cal. Date	Due Date	Traceable No.	Calibration Procedure Uncertainty Expressed at 95% confidence , (K=2)
Weight Set ID# 2463	8/10/06	8/10/08	MI-04-06-8325	+/-0.001% of Load

Results:
Tolerance used: ± 0.02

Units: lbs **TI Division/Increment:** 0.01

	As Found				As Left		
Weight Test	**Nominal**	**Indication**	**Deviation**		**Nominal**	**Indication**	**Deviation**
0-25% fs	5	5.00	0.00		5	5.00	0.00
26-50% fs	10	9.99	-0.01		10	9.99	-0.01
51-75% fs	15	14.99	-0.01		15	14.99	-0.01
76-100% fs	20	19.99	-0.01		20	19.99	-0.01
Shift Test:	Pass			**Shift Test:**	Pass		
Half Load Test:	Pass			**Half Load Test:**	Pass		

Comments: Environmental conditions during calibration: 68 °F, 46 % RH.

Issued: 7/15/08

Shannon Shoemaker/bjk
Calibration Technician

☐ Checked box indicate this calibration was performed at the customers facility.

7/17/08

Sterling Scale Co., Inc.
20950 Boening St.
Southfield, MI 48075

Certificate of Calibration

F410/12-3
Rev. Date 11/23/05

calibration cert. 1448.01

Customer: MGA Research *Cert#* 08-4587 *Temp/Humidity:* 70-20
Location of Calibration: 2839 Elliott Ave. Troy MI 48083
Calibration Date: 6/15/2008 *Cal Due:* 7-09 *Condition of Item:* Good
Equipment Make: Intercomp *Model:* SWD Deluxe *Serial/ID:* 26032389
Capacity single pad capacity 2200 x 1lb

Applied Test Wt	*Before Adustment*	*Tolerance*	*In-Tolerance Y/N*	*After Adjustment*	*In-Tolerance Y/N*	*Unc .5lb*	
100lb	100lb	1lb	y	n/a	n/a	.5lb	RR
1000lb	1000lb	2lb	y	n/a	n/a	.5lb	
100lb	101lb	1lb	y	n/a	n/a	.5lb	LR
1000lb	1000lb	2lb	y	n/a	n/a	.5lb	
100lb	100lb	1lb	y	n/a	n/a	.5lb	RF
1000lb	1000lb	2lb	y	n/a	n/a	.5lb	
100lb	100lb	1lb	y	n/a	n/a	.5lb	LF
1000lb	1000lb	2lb	y	n/a	n/a	.5lb	

shift test

Platform #1	*Platform #2*	*Platform #3*
☑ Pass	☐ Pass	☐ Pass
☐ Fail	☐ Fail	☐ Fail

Tests performed: ☑ Repeatability ☑ Linearl☐ Sensitivity ☑ Discrimination

Technician COMMENTS/ System passes all tests.

Test wts used Our test weights s/n on file.

☑ Scale Certified ☐ Scale Rejected

Sterling Scale Service Rep: ED **Date:** 6/12/2008 1 of 1

The above item has been calibrated using the relevant EPO or OEM procedures utilizing test weights
Traceable to International Systems of Units (SI), through the Michigan Department of Agriculture.
Test numbers on file. Expanded uncertainty(k=2) confidence level of 95% as reported.
Results relate only to items listed.
The reported uncertainty is valid only for the environment in which it is determined.
Any number of factors may cause the item to drift out of calibration before recommended interval has expired
This report shall not be reproduced, except in full without approval of the laboratory
Tolerances followed are maintenance/acceptance per HB 44 or as detremined by the customer

QA 6/19/08

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J35919
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) [1] 100K SHUNT	95.6
Linearity:[2]	0.99981
New vs Old Sensitivit (% Difference)	-0.4
Temperature:	69.9 ^{O}F
Humidity:	38 %
Sensitivity (mV/V/G):	0.026030
Calibrated By:	Thomas Miller

Signature: Thom D Miller

Approved by: David Winkelbauer

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J22664
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) 100K SHUNT [1]	94.3
Linearity: [2]	0.99958
New vs Old Sensitivit (% Difference)	-0.5
Temperature:	69.9 ^{O}F
Humidity:	38 %
Sensitivity (mV/V/G):	0.026381
Calibrated By:	Thomas Miller

Signature: Thomas D Miller

Approved by: David Winkelbauer

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J35924
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) [1] **100K SHUNT**	92.8
Linearity:[2]	0.99935
New vs Old Sensitivit (% Difference)	-0.4
Temperature:	69.9 °F
Humidity:	38 %
Sensitivity (mV/V/G):	0.026815
Calibrated By:	Thomas Miller

Signature: ______________________

Approved by: ______________________

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean)

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	AHTB2
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) 100K SHUNT [1]	115.9
Linearity: [2]	0.99947
New vs Old Sensitivit (% Difference)	-0.7
Temperature:	69.9 ^{o}F
Humidity:	38 %
Sensitivity (mV/V/G):	0.021450
Calibrated By:	Thomas Miller

Signature: Thomas D Miller

Approved by: David Winbellbauer

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J14103
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) [1] 100K SHUNT	93.7
Linearity:[2]	0.99893
New vs Old Sensitivit (% Difference)	-0.9
Temperature:	69.9 ^{o}F
Humidity:	38 %
Sensitivity (mV/V/G):	0.026528
Calibrated By:	Thomas Miller

Signature: Thomas L Miller

Approved by: David Winkelbauer

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #	Q353B01
Serial #:	84592
Capacity:	G's:250
Calibration Date:	9/18/2008
Calibrated By:	DTI

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J35800
Capacity/Range: (G's)	2,000

Calibration Date:	3/2/2009
New DLR(Units:G'S) [1] 100K SHUNT	97.1
Linearity:[2]	0.99893
New vs Old Sensitivit (% Difference)	-0.5
Temperature:	69.9 ^{o}F
Humidity:	38 %
Sensitivity (mV/V/G):	0.025575
Calibrated By:	Thomas Miller

Signature: Thomas L Miller

Approved by: David Wienhelbaum

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #:	352C03
Serial #:	95980
Capacity:	G's:250
Calibration Date:	7/24/2008
Calibrated By:	PCB

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J22700
Capacity/Range: (G's)	2,000

Calibration Date:	4/17/2009
New DLR(Units:G'S) 100K SHUNT [1]	94.0
Linearity: [2]	0.99977
New vs Old Sensitivity (% Difference)	2.0
Temperature:	70 ^{o}F
Humidity:	25 %
Sensitivity (mV/V/G):	0.02647
Calibrated By:	Chris Collins

Signature: Chris Collins

Approved by: Helen A. Kaleto

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #:	352C03
Serial #:	95980
Capacity:	G's:250
Calibration Date:	7/24/2008
Calibrated By:	PCB

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J36197
Capacity/Range: (G's)	2,000

Calibration Date:	4/17/2009
New DLR(Units:G'S) 100K SHUNT [1]	106.3
Linearity: [2]	0.99945
New vs Old Sensitivity (% Difference)	2.1
Temperature:	70 ^{o}F
Humidity:	25 %
Sensitivity (mV/V/G):	0.023407
Calibrated By:	Chris Collins

Signature: Chris Collins

Approved by: Helen A. Kalata

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

MGA Research Corporation-Calibration Certificate

ACCELEROMETER

Reference	
Name:	Accel Standard
Model #:	352C03
Serial #:	95980
Capacity:	G's:250
Calibration Date:	7/24/2008
Calibrated By:	PCB

Sensor	
Name:	MGA MI
Manufacturer	Endevco
Model #:	7264-2000
Serial #:	J36353
Capacity/Range: (G's)	2,000

Calibration Date:	4/17/2009
New DLR(Units:G'S) 100K SHUNT [1]	97.5
Linearity: [2]	0.99962
New vs Old Sensitivity (% Difference)	1.4
Temperature:	70 ^{o}F
Humidity:	25 %
Sensitivity (mV/V/G):	0.025512
Calibrated By:	Chris Collins

Signature: Chris Collins

Approved by: Helen A. Kaleto

1. Actual data of reference and sensor instruments is found in calibration files

2. Linearity is defined as 1- (Standard Deviation/ Mean) .

All calibrations are traceable to the National Institute of Standards and Technology

Calibration uncertainty no greater than 4.0 % at the 95% confidence level.

Dynamic Technology, Inc.

Certificate of Calibration

Certificate #: 125456001 T

Calibration Laboratory Certificate #: 1023.01

Acct #:	090100
Customer:	MGA Research Corporation
Shipper #:	
Address:	5000 Warren Road Burlington, WI, 53105
Contact:	Jessica Gall
PO #:	03-08-0741

Manufacturer:	PCB
Model:	484B06
Description:	Power Unit
Serial Number:	00001458
Asset Number:	
Barcode:	

As Received	As Returned	Action Taken
In Tolerance X	In Tolerance X	Full Calibration X
Out of Tolerance	Out of Tolerance	Special Calibration
Malfunctioning	Malfunctioning	Oper. Verification
Operational	Operational	Adjusted
Damaged	N/A	Repaired
N/A		Charted
		Returned As Is

Cal Date:	09/18/2008
Due Date:	03/18/2009
Temperature:	73.00 deg. F
Humidity:	36.00 %
Baro. Press.:	
Procedure:	DCN 05156
Reference:	manufacturer's manual

Incoming Remarks:
Replacement for unit on WO#124720006 In case with connector cable/power cord and accelerometer in case

Technical Remarks:
Uncertainty data to follow.

Calibration Standards Utilized

Cert. #	Manufacturer	Model #	Description	Cal Date	Due Date
108256017	TMS	9155C	Accelerometer Calibration W	02/18/2008	02/18/2009
108256027	PCB	442A102	Signal Conditioner	01/10/2008	01/10/2009

System Instrumentation Includes

ID	Manufacturer	Model	Description	Serial Number
84592	PCB	Q353B01	Accelerometer	84592

The above identified unit was calibrated in our laboratory at the address shown below.

Technician Name/Date: Joseph Leonard, 09/18/2008 Signatory: Kerry Stanley QA Approved:

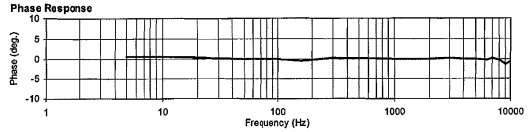
1200 N. Old US 23, PO Box 559, Hartland, MI 48353-0559 (810) 225-4601 FAX (810) 225-4602

JAG

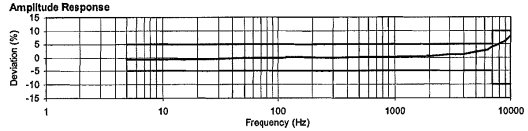
~Report of Calibration~

Sensor Information		Calibration Data			Transducer Specifications		
Model Number	484B06/Q353B01	Sensitivity @ Ref. Freq.:	20.28	mV/g	Range:	250.00	+/- g
Serial Number	1458/84592	Phase @ Ref. Freq.:	-0.06	deg.	Resolution:	0.0000	g
Manufacturer:	PCB	Test Level:	1.00	g	Temp Range:	-54 to 121	°C
ID Number:	1458/84592					-65 to 250	°F
Description:	ICP® Accelerometer				Axis:	Uniaxial	

Phase Response



Amplitude Response



Data Table

Frequency (Hz)	Sen(mV/g)	Phase (deg)
5.00	20.140	0.63
10.00	20.109	0.47
30.00	20.212	0.18
50.00	20.225	-0.07
100.00	20.281	-0.06
159.00	20.287	-0.44
300.00	20.254	0.04
500.00	20.325	0.03
1000.00	20.309	-0.10
2000.00	20.409	-0.16
3000.00	20.483	0.12
4000.00	20.498	-0.05
5000.00	20.672	-0.11
6300.00	20.825	-0.29
7000.00	21.059	0.14
8000.00	21.295	-0.25
9000.00	21.512	-1.27
10000.00	21.912	-0.67

Notes

Back-to-Back Comparison Calibration

This calibration was performed with TMS 9155c Calibration Workstation version 3.9.0

Calibration is NIST Traceable through project number 822/271196.

Customer	User Notes
090100	125456001 T

Unit Condition		Lab Conditions		
As Found:	In Tolerance	Temperature:	23.89	°C
As Left:	In Tolerance		75.00	°F
		Humidity:	36.00	%

Approval Information

Technician: J Leonard

Dynamic Technology, Inc.
1200 N. Old US 23 (PH)810.225.4601
P.O. Box 559 (FX)810.225.4602
Hartland, MI
48353-0559 www.dynamictechnology.com

~ Calibration Certificate ~

Per ISO 16063-21

Model Number: 352C03

Serial Number: 95980

Description: ICP® Accelerometer Method: Back-to-Back Comparison (AT401-3)

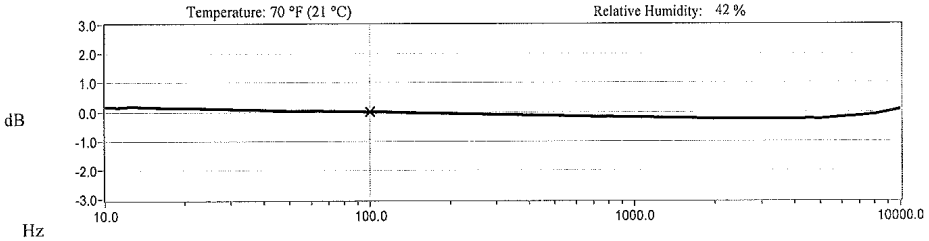
Manufacturer: PCB

Calibration Data

Sensitivity @ 100.0 Hz	**10.11**	**mV/g**	Output Bias	11.4	VDC
	(1.031	**mV/m/s²)**	Transverse Sensitivity	0.6	%
Discharge Time Constant	1.7	seconds	Resonant Frequency	57.2	kHz

Sensitivity Plot

Temperature: 70 °F (21 °C) Relative Humidity: 42 %



Data Points

Frequency (Hz)	Dev. (%)	Frequency (Hz)	Dev. (%)	Frequency (Hz)	Dev. (%)
10.0	1.9	300.0	-1.1	7000.0	-1.7
15.0	1.7	500.0	-1.6	10000.0	0.9
30.0	1.0	1000.0	-2.3		
50.0	0.3	3000.0	-3.0		
REF. FREQ.	0.0	5000.0	-2.9		

Mounting Surface: Stainless Steel w/Silicone Grease Coating Fastener: Stud Mount Fixture Orientation: Vertical
Acceleration Level (rms)[1]: 10.0 g (98.1 m/s²)²
[1]The acceleration level may be limited by shaker displacement at low frequencies. If the listed level cannot be obtained, the calibration system uses the following formula to set the vibration amplitude; Acceleration Level (g) = 0.010 x (freq)².
[2]The gravitational constant used for calculations by the calibration system is: 1 g = 9.80665 m/s².

Condition of Unit

As Found: n/a

As Left: New Unit, In Tolerance

Notes

1. Calibration is NIST Traceable thru Project 822/274086 and PTB Traceable thru Project 1060.
2. This certificate shall not be reproduced, except in full, without written approval from PCB Piezotronics, Inc.
3. Calibration is performed in compliance with ISO 9001, ISO 10012-1, ANSI/NCSL Z540-1-1994 and ISO 17025.
4. See Manufacturer's Specification Sheet for a detailed listing of performance specifications.
5. Measurement uncertainty (95% confidence level with coverage factor of 2) for frequency ranges tested during calibration are as follows: 5-9 Hz; +/- 2.0%, 10-99 Hz; +/- 1.5%, 100-1999 Hz; +/- 1.0%, 2-10 kHz; +/- 2.5%.

Technician: Susan Lyon Date: 07/31/08

ACCREDITED
CALIBRATION CERT #1862.02

PCB PIEZOTRONICS
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