

# Crash Tests

## New Car Safety

### HONDA ACCORD EURO

2003 on

Front+side+head airbags

#### Overall Evaluation



#### Overall score

27.72 out of 37

Variant: SEDAN

Eng: 2 litre.

Kerb weight: 1390 kg

Category: LUXURY

Vehicles built: 2003

Test by: Euro NCAP

**Important note:** The European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page. The tested model had side curtains.

#### Model History and Safety Features

The Honda Accord Euro was introduced in Australia during 2003.

Dual front airbags, side (thorax) airbags are standard equipment. ABS brakes are also standard. Head-protecting side curtains are standard in Europe but are only available on the "Luxury" variant in Australasia.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt.

#### OVERALL EVALUATION :4 Stars

The Honda Accord Euro scored 10.44 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious chest and upper leg injury was marginal for the driver.

The vehicle scored 15.29 out of 16 in the side impact crash test. A further 2 points were scored in the optional pole test

#### FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 1.72pts, upper legs 1.74pts, lower legs 2.98pts.

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 86mm and upwards 22mm. The steering wheel hub moved forwards 18mm and upwards 8mm. The front ("A") pillar moved 8mm rearwards. The width of the driver's doorway shortened by 10mm. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Interior components were a potential source of injury for the knees of the driver and passenger. The passenger's head was cushioned by the airbag. Unusually, the side curtain deployed during the offset test (see picture).

#### SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 4pts, pelvis 4pts. Backplate modifier: 0.71pt deduction.



Offset crash test at 64km/h

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

#### INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	543	308	105
Acceleration (g for 3ms)	59.7	43.9	30.3
Neck - Shear (kN)	0.5	0.85	-
Tension (kN)	2.68	1.52	-
Extension (Nm)	20.86	21.56	-
Chest Accln (g for 3ms)			-
Compression (mm)	37.97	26.72	13.69
Viscous criterion (m/s)	0.3	0.07	0.07
Abdomen - Force (kN)	-	-	0.62
Pelvis - Force (kN)	-	-	2.19
Upper legs Force (kN)	Left: 1.75 Right: 0.39	0.77 2.56	
Knee displ (mm)	Left: 3.91 Right: 1.59	0 6.59	
Lower legs Force (kN)	Left: 1.6 Right: 1.78	2.93 3.37	
Index (Upper/Low)	Left: 0.38/0.37 Right: 0.34/0.63	0.36/0.23 0.47/0.56	

#### Bonus points (maximum 5)

Pole Test: 2 pts

Seat belt reminders: Not eligible

#### Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg Variable & conc. loading (for both driver and passenger)	2 pt deduction L & R
Lower leg	No deduction
Foot score	Score 4 points

#### Pedestrian rating (2002 protocol)

15.87 points out of 36



Child head impacts 6.31pts; adult head impacts 5.27pts; upper leg 0.85pts and lower leg impacts 3.44pts.



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