Notes

HONDA

Accord

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Quick Facts about the Honda Accord

- The name Accord was derived from Honda's commitment to achieve "accord" between people, society and the automobile.
- The original Accord hatch was narrower and had a shorter wheelbase than the current Honda Jazz.
- The Accord is built in 8 countries and sold in 160.
- The Accord has been one of America's most popular cars for more than 20 years, selling nearly 10 million vehicles since 1976.
- Over 16 million Accords have been sold around the world since 1976.
- The 2008 Accord is the only car in the Australian large car segment to offer Variable Cylinder Management, (VCM).
- In 1977, the Honda Accord became the first Japanese car to win 'Wheels Car of the Year'.
- Australia is one of a few markets to sell the Accord and Accord Euro under the "Accord" name-plate.
- The 3.5-litre V6 Accord produces 200 more horse-power (268) than the original Accord Hatch (68) and each cylinder of the new V6 produces 44 horsepower, 23 less than the original Accord's total power.
- The Accord has won more awards than any other Honda.

2008 Honda Accord

Introduction

"Action without philosophy is a lethal weapon; philosophy without action is worthless."- *Soichiro Honda*

To expand on the wisdom of our company founder, part of the Honda customer-focused philosophy - to create innovative products that enhance mobility and benefit society - illustrates how the company strives to address important environmental and safety issues as a socially-responsible global citizen.

The 2008 Honda Accord embodies the company's philosophy through its sophisticated fuel-saving technology (Variable Cylinder Management), lower emissions and the application of a pioneering safety technology, the Advanced Compatibility Engineering (ACE) body structure. In order to achieve the three key goals of the new Accord, upscale styling, technology and packaging, engineers and designers have created an all-new revolutionary Accord.

Honda's dedication to supplying desirable products of the highest quality that represent outstanding value, is driven by the pride its associates take in the design, manufacture and sale of its entire product line.

Overview

More power, more spacious, more economy, more handsome, more refined, more technology and more environmentally-friendly herald the arrival of the eighth-generation Accord and reiterate that Honda is a genuine contender in the Australian large car segment.

Honda recognises that Australians still love their family cars for their comfort, ease of driving, passenger-carrying capacity and their ability to soak up long journeys in this vast continent. Honda has gone one step further and addressed what it believes is a key drawback for this segment, poor fuel consumption.

The 3.5 litre 202kW V6 achieves 10.0 litres/100km, while the 2.4 litre 133kW engine sips just 8.8 litres/100km. Emissions are similarly low with the V6 producing 239 grams of CO_2 and the 4-cylinder 209 grams of CO_2.

With the introduction of every generation Accord, their reputation as a genuine innovator, successively introducing the automotive mainstream to unexpected levels of technology and performance, lives on in this new car.

The Accord was the first Japanese car to win the prestigious 'Wheels' magazine Car of the Year in 1977 and since then has gone on to claim many awards in Australia and around the world. While dependability, quality and reliability define every Honda product, that solid base empowers the company to exceed customer expectations by providing styling, performance, safety, refinement and value that few competitors can match across the board.

2008 Accord at a Glance

- Styling embodies a bold, upscale, sophisticated and prestigious design direction.
- Available with a 3.5-litre i-VTEC V6 engine with 202 kilowatts, 339 Newton metres and for the first time in Australia and the large car segment, Honda's next-generation Variable Cylinder Management (VCM) technology giving a combined ADR81/01 fuel consumption figure of 10.0 litres/100km and CO_2 of 239 grams.
- 2.4-litre i-VTEC 4-cylinder engine is available with 133 kilowatts, 222 Newton metres and a combined ADR81/01 fuel consumption figure of 8.8 litres/100km and CO_2 rating of 209 grams.
- All models have a 5-speed automatic transmission with paddle shifts, Grade Logic Control and Shift Hold Control.
- Standard safety equipment includes Honda's exclusive Advanced Compatibility Engineering (ACE) body structure, Vehicle Stability Assist (VSA) with TCS, new dual-chamber front and side airbags on all models, side-curtain airbags (on VTi-Luxury, V6 and V6-Luxury only) and active front head restraints.
- Both the V6 and 4-cylinder models meet stringent EURO 4 emissions regulations.
- Overall packaging improvements result in a 17.5mm lower centre of gravity.

The 2008 Accord V6 is not only Honda's most powerful Accord ever, it is also among the most powerful in the Australian large car segment with 202 kilowatts, while torque is an equally impressive 339 Newton metres.

The Accord has also grown larger to meet the needs of customers that value hospitality with "equal" front and rear seating comfort for five adults, while also providing outstanding fuel economy and low emissions. From a pure performance standpoint, the Accord's silky-smooth 202-kilowatts V6 engine provides new levels of driving enjoyment.

Dynamically, the Accord engages the driver with a refined and rewarding feel, yet ride comfort remains equally impressive for passengers. Furthermore, the level of standard equipment and premium features allow customers to create an

environment that matches 21st century expectations. Ultimately, the 2008 Accord adds more emotion and style to the model's smart-to-own foundation in an all-out effort to genuinely deliver on the direction of the "Revolution Accord".

The Accord DNA

The Accord has always occupied an extremely important position within Honda and the global automotive marketplace. From engineering and sales standpoints, it is more than just one of Honda's flagship passenger cars. Reliable, safety-oriented and efficient, the Accord is also an expression of Honda's DNA worldwide.

Accord is built in 8 countries and sold in 160.

More than anything else, the Honda Accord stands for:

- **Fun-to-Drive** - The 2008 Accord is Honda's most powerful 4 and 6-cylinder passenger car range ever in Australia and its double-wishbone front suspension and multi-link rear suspension provides a solid and sporty feel.
- **Safety** - With an overall safety philosophy of providing safety for occupants, other vehicles occupants and pedestrians, all models in the 2008 Accord range benefit from an extensive range of safety technologies, from its Advanced Compatibility Engineering body structure to its airbag systems and active front seat head restraints.
- **Value** - Strong Honda resale value and low maintenance costs help make the Accord historically smart-to-own.
- **Versatility** - With a new interior that is much larger than before, the Accord Sedan offers roominess and comfort like never before. The Accord's expansive interior volume compares favourably with Commodore and Falcon.
- **Environmental** - The 2008 Accord's are one of the most powerful and environmentally friendly 4 and 6-cylinder model ranges in the Australian large car segment.

2008 Accord Advancements

Honda's eighth-generation Accord strives to deliver exceptional feature content including outstanding driving qualities, a high level of interior comfort, convenience features, consummate quality, and the benefits of Honda's G-Con safety technology.

Key Accord Advancements include:

- **Safety** - First Accord to receive Honda's revolutionary ACE body structure.
- **Engineering** - New features include a lower floor, Active Control Mounts (a dynamic engine mounting system), a lower centre of gravity and Variable Gear Ratio (VGR) steering.

- **Quality** - Raising the bar on Accord's legendary quality.
- **The most powerful Accord ever** - 3.5 litre SOHC V6 202kW and 339Nm. Previous model 3.0 litre V6 177kW and 287Nm.
- **The most powerful 4-cylinder powered vehicle in the large car segment** - Honda's 2.4 litre DOHC i-VTEC engine produces 133kW and 222Nm compared to 125kW and 218Nm for the outgoing model.

Additional firsts for Accord include:

- First use of Vehicle Stability Assist (VSA) on all models.
- Largest fuel tank (70 litres).
- Steering-wheel audio controls across the entire model range.
- F1 style paddle gear shifts.

Quality and Reliability

Our well-earned reputation for these critical elements is a hallmark of Honda and for many customers the Quality and Reliability of the Honda Accord is primarily what keeps them returning generation after generation. These fine qualities and the resale or trade-in value they engender for the Accord, is a powerful purchase incentive.

Market Position

For the first time Honda has a genuine contender in the large car segment, ready to tackle Holden, Ford, Toyota and Mitsubishi.

We understand the affection Australians have for local products but we also believe as times, tastes and priorities change, many Australians will enjoy the benefits of a technologically advanced, fuel-efficient, powerful, comfortable, refined and spacious sedan. The car is capable of carrying five people in supreme comfort and style with a refined and sophisticated aura. The 2008 Accord appeals directly to three groups - the growing empty nesters, business executives and younger family buyers of large cars - as it meets their needs and desires and appeals to the practical virtues of a great family vehicle.

Competitors

Although the large car segment has been declining over the past five years, by and large Australians still love to own and drive a large comfortable car. The large car segment is the traditional battle of Ford and Holden and in many ways, still represents the heartland of Australian cars. Many Australians grew up in these cars,

however as times change customers are seeking greater refinement, fuel efficiencies and environmental friendliness, and the Accord fits the bill. As fuel prices have continued to rise, customers have reluctantly abandoned this segment, however the Accord's performance, styling, interior roominess, combined with clever technology that delivers excellent fuel economy and low CO_2 emissions may be the lure customers are seeking to remain in the large car segment.

And for customers wanting a full-size car with a generous interior but with an even more economical alternative, the 4-cylinder 2.4 litre Accord is ideal.

The primary competitors to the 2008 Honda Accord V6 are the Holden Commodore, Ford Falcon range and Toyota Aurion. The competitors to the 4-cylinder Accord are the Toyota Camry, Ford Mondeo, Hyundai Sonata and Holden Epica.

Recent Accord Accolades

Accord is the most highly decorated car in Honda's history. It has been selected as one of Car and Driver Magazine's 10 Best 22 times in the last 25 years, more than any other vehicle in the award's history. A brief history of recent awards for previous-generation Accords include:

- 2008 and 2007 Car and Driver - **"10 Best Cars"**
- 2007 AAA/Parents - **"Best Car for Families"**
- 2007 Cars.com - **"Best Car for Small Families"**
- 2006 Consumer Guide Automotive - **"Best Midsize Car"**
- 2006 Kelley Blue Book - **"Best Resale Value Award"** (Accord Hybrid)
- 2006 Intellichoice.com - **"Motorist Choice Awards"** (Sport and Midsize Categories)
- 2006 Money - **"Best Cars of 2006"**
- 2005 Edmunds.com - **"Most Researched Cars of 2005"** (#1)
- 2005 Autobytel.com - **"#1 Overall Most Requested New Vehicle"**
- 2004 Automotive Market Environmental Superiority Awards - **Best "Midsize" Car**
- 2004 Motor Trend - **"King of the Road"** (family sedan comparison)
- 2003 Ward's - **"Ten Best Engines"** (Accord 3.0-litre V6)
- 2003 and 2004 Australia's Best Cars Award - "**Best Luxury Sedan under $57,000"**

Accord History

Honda Australia introduced the Accord in early 1977 after its global launch in 1976. The Accord immediately went on to win the hearts and minds of Australia's motoring media and customers.

The Accord won Australia's most prestigious motoring Award, 'Wheels Car of the Year' in 1977, becoming the first Japanese car to do so.

Since then the Accord has gone on to win many more awards around the globe as well as attracting more than 16 million happy and satisfied customers. The Accord has also been one of Honda's most successful cars. Initially launched as a Japanese-built Accord in 1976, by 1982 it was being manufactured both in Japan and in a brand-new automobile assembly plant in Ohio, USA, becoming the first Japanese branded vehicle to be built there. The success of the Accord - and before it the Civic - set a path for Honda, and conclusively proved that manufacturing cars for global markets was a viable proposition. Seven more Accord generations followed, leading up to the eighth-generation 2008 Accord.

Honda Accord generations:

- 1st generation - 1976 to 1981
- 2nd generation - 1982 to 1985
- 3rd generation - 1986 to 1989
- 4th generation - 1990 to 1993
- 5th generation - 1994 to 1997
- 6th generation - 1998 to 2002
- 7th generation - 2003 to 2007
- 8th generation - 2008

Manufacturing

Like the rest of the world, Australia originally received its Accord's from Honda's Japanese factories, however since 1999 Australia has been receiving its Accords from Honda's Thailand factory.

The Thai factory supplies its domestic market and exports to over 30 countries throughout the Asia Oceania region.

Built to the same exacting standards as all Honda plants globally, the Thai factory also supplies Australia the Jazz, Civic sedan (except Hybrid model) and the CR-V. The Accord Euro, S2000, Odyssey and Legend are built in Japan while the Civic Type R comes from Honda's UK plant in Swindon.

The launch of the 2008 Accord represents many firsts for the Accord model range.

Accord Firsts in Australia

- 3-stage Variable Cylinder Management* on V6 engine
- Dual-chamber driver's and passenger's front side airbags
- Advanced Compatibility Engineering™ (ACE™) body structure
- Vehicle Stability Assist (VSA)
- Active front seat head restraints
- Most powerful V6 3.5-litre engine (202kW)
- Most powerful 4-cylinder engine (133kW)
- Steering wheel audio controls on all models
- Variable Gear Ratio (VGR) steering
- Driver's seat power lumbar support (available on VTi-Luxury, V6 and V6-Luxury only)
- Flat-blade windshield wipers

Exterior Summary

The Accord embraces a traditional three-box shape that emphasises both a dynamic and sophisticated feel. The design is intended to convey a prestigious presence in much the same way a good suit can be worn on totally different occasions with a consistent feeling of style and class.

The focal point for creating the exterior began with the belief that a sedan should embrace the Accord's values shared worldwide. Truly a global effort, the Accord design theme of "athletic dynamism" brings together contributions from Honda design centres in Italy, Germany, Japan and the United States.

Dimensionally, the 2008 Accord's overall length of 4945mm is 115mm longer than the 2007 model, the width of 1845mm is 25mm wider, and the height of 1475mm is 20mm taller. Even though the size is larger in every dimension, the vehicle's torsional rigidity has increased by 20% as a result of advanced body construction that uses 48% high-tensile steel - the most high-tensile steel by volume of any Accord to date. A significant benefit to the advanced body construction is that total vehicle weight increases by only approximately 5% despite the larger size, greater rigidity and added features.

Large Car Dimension Comparison

	BF Ford Falcon	VE Commodore	Toyota Aurion	2007 Accord	2008 Accord	
Length	4930mm	4894mm	4825mm	4830mm	**4945mm**	**+115mm**
Width	1864mm	1899mm	1820mm	1820mm	**1845mm**	**+25mm**
Height	1444mm	1476mm	1470mm	1455mm	**1475mm**	**+20mm**
Wheelbase	2829mm	2915mm	2775mm	2740mm	**2800mm**	**+60mm**

Accord Body Overview

- **Expressive styling** - The 2008 Accord's styling is more upscale and prestigious with a more substantial front end featuring a distinctive 6-point grille, taller and longer bonnet line, more aggressive flared guards, and unique upper and lower style lines along the body side, and a dynamic roofline.
- **Advanced Compatibility Engineering™ (ACE™)** - The ACE™ body structure is the latest Honda unit-body construction design that optimises the structure's ability to disperse crash energy in a frontal collision.

- **New frame rail system** - Positioning the frame rails inside the Accord's body structure floor (instead of underneath it) creates a nearly flat bottom under the car, providing greater aerodynamic efficiency and reduced under-floor turbulence.
- **Increased rigidity** - New design techniques and widespread use of high-tensile steel make the 2008 model the most rigid Accord ever, yielding benefits in ride, handling and an overall reduction in noise, vibration and harshness (NVH).
- **More slender A-pillars** - Provide a greater field of view without compromising strength.

Additional innovative 2008 Accord technologies include:

- Repositioned fuel tank sits lower and farther forward than before for better weight distribution and a lower centre of gravity.
- Fuel tank size increased nearly 8% (was 65 litres now 70 litres).
- Flat-blade windshield wipers provide a modern look and more efficient operation.

Interior Summary

Premium quality with a simple, modern and spacious design describes the philosophy behind the Accord's interior. Rather than adding feature after feature to assault the senses; a variety of design techniques were used to enhance the feeling of width and space to express premium quality. Considerable attention was paid to interior shaping and detailing just as it was for the exterior, where the traditional three-box sedan form was enhanced by sculpting the body panels. The exterior concept of using a bevelled corner where the front bumper and guard meet is similarly applied to the lower part of the instrument panel to create a spacious feeling when entering the vehicle. Careful attention was paid to the symmetry of the exterior and interior of the vehicle - including sight lines that related the dashboard height and the visual presence of the bonnet to the driver.

While the interior is far larger than the previous-generation Accord, the fundamental reason for increasing its size is grounded in the goal of producing equal seating comfort for front and rear passengers. Essentially, the vehicle provides a sense of true hospitality to all of its occupants. Distinct differences in usable space can be noticed in the hip-point distance between front and rear passengers (+25mm compared to the 2007 model).

Furthermore, the increased hip-point distance and lower floor allows rear occupant knee space to increase by 75mm compared to the 2007 model.

The wider interior (+37.5mm), combined with a more compact lumbar support system (VTi-Luxury, V6 and V6-Luxury models) allows the front seats to be positioned further apart to allow for a 68.75mm wider centre console compared to the 2007 Accord. Not only does a wider console provide the obvious enhanced functionality, but it also conveys a sense of openness more commonly found in high-end luxury vehicles.

A traditional zone approach separates operation-related instruments (top) and information-related instruments (lower). At night, the controls are further separated by colour to distinguish between climate controls (aqua green) and audio controls (white). Classically-styled gauges for the speedometer and tachometer are round. The steering wheel was meticulously fashioned with a shape, size and mass consistent with the finest luxury cars.

Overall, the biggest improvement of the 2008 Accord is the increased interior size. Sedan customers traditionally value the comfort and utility of greater interior space, and as a result, the new Accord looks, feels, and simply is, bigger. Building on Honda's already excellent reputation for interior styling (one of the significant

strengths of the previous generation Accord), the new Accord has an even greater upscale presence.

Key interior features and benefits include:

- **Large, comfortable size** - Roomier than any previous Accord, for both front and rear passengers.
- **Sophisticated styling** - Every Accord has a dynamic and upscale presence, starting with a navigation system-style display screen on all vehicles, even those without navigation. The interior exudes high quality and refinement, right down to the tactile feel of interior garnish and the available soft leather.
- **Advanced safety** - The 2008 Accord features a comprehensive array of passive safety features including standard four air bags (curtain airbags only on VTi-Luxury, V6 and V6-Luxury), 3-point seat belts with front pre-tensioners and load limiters, and front Active Front Seat Head Restraints.
- **Upscale comfort** - Redesigned front bucket seats are larger, and feature substantial lateral support to complement the Accord's sporty side.
- **Two interior colours** - Ivory leather and Black cloth or leather.
- **Rear seat lockable pass-through ski port compartment**
- **Dual-zone automatic climate control -** In all models.
- **Audio systems** -The system features 160 watts, a six-stack CD player and six speakers. The systems use the central display screen found in all Accord models. Subwoofer standard on V6-Luxury.

  The systems include:

  - Standard AM/FM/CD with MP3/WMA® playback
  - MP3 capability and an auxiliary audio input jack in the centre console
  - All models have steering wheel audio controls
  - Speed-sensitive volume compensation (SVC)
- **Power sunroof** - Standard on VTi-Luxury and V6-Luxury only.
- **8-way power driver's seat** - VTi-Luxury and V6-Luxury has memory settings.
- **Power driver's lumbar** - VTi-Luxury, V6 and V6-Luxury only.
- **4-way power passenger seat** - V6-Luxury only.
- **Driver and front passenger auto up/down window controls**
- **Active Noise Control (ANC)** - Only on V6 models with VCM.

Powertrain Summary

All 2008 Accord engines deliver increased power and torque across the board, along with greater fuel efficiency and lower emissions. The Accord is available with a 133kW 4-cylinder engine (up 8kW) and a 5-speed automatic transmission, or a 202kW 3.5 litre (up 25kW and .5 litre) V6 with a 5-speed automatic transmission. These engines represent the most powerful and advanced in the Accord's history.

Key engine features include:

- The 2.4-litre Accord 4-cylinder engine produces 133kW and features a DOHC i-VTEC valvetrain system. It produces 8 more kilowatts than the 2007 Accord's 2.4-litre engine, due primarily to a higher compression ratio and related engine tuning.
- The 2.4 litre engine has an ADR81/01 fuel economy of 8.8 litres/100km.
- The new SOHC 3.5-litre V6 engine uses Honda's exclusive i-VTEC valvetrain system that incorporates Variable Cylinder Management (VCM) to enable engine operation in 6, 4 and 3-cylinder modes to improve fuel economy.
- Active engine mounts on the V6 engine work with the VCM system for smooth engine operation.
- The V6 engine has an ADR81/01 fuel economy of 10 litres/100km.
- All engines feature exhaust manifolds built into the cylinder heads, allowing for closer proximity of the catalytic converters and helping both engines achieve Euro 4 standard/compliant emissions.

2.4-litre i-VTEC in-line 4-cylinder engine

- 2.4-litre, DOHC, i-VTEC® in-line 4-cylinder
- 133 kilowatts at 6500 rpm
- 222 Newton metres at 4300 rpm
- i-VTEC® (Variable Valve Timing and Lift Electronic Control) + VTC
- Regular unleaded
- Euro 4 emissions compliant
- 5-speed automatic transmission with paddle shifts, Grade Logic Control and Shift Hold Control

3.5-litre i-VTEC V6 engine

- 3.5-litre, SOHC, i-VTEC V6 engine
- 202 kilowatts at 6200 rpm
- 339 Newton metres at 5000 rpm

- i-VTEC® provides Variable Cylinder Management (VCM) for fuel efficiency
- Euro 4 emissions compliant
- Regular unleaded
- 5-speed automatic transmission with paddle shifts, Grade Logic Control and Shift Hold Control

Chassis Summary

The 2008 Accord's chassis was developed to increase both driving enjoyment and passenger comfort. A performance-inspired double-wishbone front suspension and a multi-link rear suspension are designed to provide world-class chassis dynamics. The Accord wheelbase of 2800mm is 60mm longer than the 2007 model. The longer wheelbases contribute to improved ride characteristics. Ultimately, the premium suspension design and wider track (along with wider tyre sizes, standard ABS and standard Vehicle Stability Assist) are intended to enhance driver confidence and handling performance in all situations.

Chassis Summary

- Refined driving feel with a fun-to-drive character.
- Double-wishbone front suspension.
- New multi-link rear suspension design.
- 4-wheel disc brakes with Electronic Brake Distribution (EBD) and Brake Assist.
- Active safety technologies including VSA, ABS.
- Variable Gear Ratio (VGR) steering - This new steering system uses variable mechanical ratio steering, in addition to variable power assist, to provide precise on-centre feel and greater responsiveness at larger steering angles.
- A front strut tower brace on all models adds chassis stiffness to accommodate the additional torque of both engines.
- Lowering the engine and fuel tank in the chassis and enhancing the roll centre helps the Accord corner more flatly and increases driver confidence and passenger comfort.
- New engine-mount systems improve powertrain isolation, ride smoothness and steering feel. (V6 only).
- Turning circle of 11.49 metres.

Safety Summary

Through a comprehensive and evolving approach to vehicle safety, Honda seeks to provide a high level of occupant and pedestrian protection in all of its cars regardless of size or price, as well as increased compatibility with other vehicles.

Every 2008 Accord integrates sophisticated safety technology, including the Advanced Compatibility Engineering (ACE) body structure and dual-stage, dual-threshold driver's and front passenger's airbags (SRS); driver's and front passenger's dual-chamber side airbags; and on the VTi-Luxury, V6 and V6-Luxury, side curtain airbags. The ACE body structure enhances frontal collision energy management, through a network of load-bearing front frame structures designed to improve the likelihood for two vehicles to connect during a frontal collision, in such a way as to absorb more crash energy.

Advanced Safety Technology

Every 2008 Accord incorporates dual-chamber front-side airbags with a passenger-side Occupant Position Detection System (OPDS), along with active head restraints that are designed to help reduce the severity of neck injury in the event of a rear collision. Additional standard safety features include: dual-stage, dual-threshold front airbags; an Anti-lock Brake System (ABS) with Brake Assist; front seatbelts with pre-tensioners and load limiters; and a pedestrian safety design in the front of the vehicle. Passenger-side seatbelt reminder is also standard.

2008 Accord Safety Features

Standard active safety systems:

- 4-wheel disc brakes with Anti-lock Brake System (ABS), Electronic Brake Distribution (EBD) and Brake Assist
- Vehicle Stability Assist (VSA) incorporating Traction Control (TCS)

Standard passive safety systems:

- ACE compatibility body
- Dual-stage, dual-threshold front airbags
- Side-curtain airbags for all outboard occupants (VTi-Luxury, V6 and V6-Luxury only)
- Dual-chamber front-seat side airbags with OPDS

- Active front seat head restraints
- 3-point seatbelts at all positions
- Front seatbelt load limiters and pre-tensioners
- Head restraints for all occupants
- Three child seat anchor points

Body

Styling for the new Accord had to be more expressive and dynamic, so the designers created a new style Accord that is:

- Powerful
- Bold
- Sophisticated
- Prestigious
- Distinctive

The Accord's design is both sharp and strong. Starting at the front, the Accord's nose is raised for dynamic character, and incorporates a strong 6-point grille, sharp and wide headlights, and well-defined wheel arches that provide a strong and muscular stance.

The bonnet line is taller by more than 50mm, and together with the more upright appearance of the grille, results in a particularly strong character.

The front bumper lines are broad, like strongly muscled shoulders, with prominent character lines that sweep along nearly the entire body sides, and wrap across the boot lid. Besides providing visual distinctiveness, these character lines convey strength and structural depth.

Spacious

For the first time the Accord is truly a large sedan designed to meet the needs of family and business executives who often carry passengers.

As a result, the new Accord looks, feels, and simply is more spacious - with improved ingress and egress as well.

Compared to the 2007 Accord, the new Accord is larger in all key exterior (and interior) dimensions. The 2008 Accord also comes standard with 17-inch alloy wheels on VTi-Luxury, V6 and V6-Luxury with a full size alloy spare.

Body Design Elements

High-Strength Sheet Steel

The body uses 48% high-strength sheet steel for greater stiffness and reduced weight, compared to 39% in the previous-generation Accord. The greater use of this steel improves rigidity, which pays dividends in ride, handling and interior quietness.

Increased Rigidity

New design techniques and the widespread use of high-strength sheet steel make the 2008 model the stiffest Accord ever, and yields benefits in ride, handling and overall durability. The 2008 Accord is stronger as well as larger, without imposing a significant weight increase. Specific improvements are found in the rear of the vehicle, where 33% greater vertical rigidity directly enhances ride quality and handling.

A summary of Accord's rigidity improvements compared to its predecessor include:

- 20% greater torsional rigidity
- 33% greater rear vertical rigidity
- 36% greater front horizontal rigidity

Frame Rail System

The 2008 Accord is the first vehicle to use Honda's new unit-body frame rail system. Positioning the stamped steel frame rails above and inside the Accord's body structure floor - instead of underneath it - creates a nearly flat bottom under the car. The result is greater aerodynamic efficiency for improved fuel mileage, and reduced interior noise that can result from air turbulence underneath the car. The Accord's new frame rail design does not compromise interior room.

Advanced Compatibility Engineering (ACE) Body Structure

The Advanced Compatibility Engineering (ACE) body structure is a pioneering Honda unit-body construction technology. Introduced to Australia on the 2006 Civic, followed by the Legend and more recently the CR-V, it's now featured on Accord for the first time in the 2008 model. It maximises the body's ability to disperse crash energy in a frontal collision and is designed to deliver top safety ratings.

Bumpers

Front and rear plastic bumper fascias are uniquely sculpted for enhanced visual appeal.

A-Pillars

More slender body A-pillars, constructed of high-strength steel, provide a greater field of view without compromising strength. Based on Honda internal measurements, the new A-pillars allow a more effective visibility rate (the index for visibility during cornering).

Noise Reduction Features

All Accords use a dual door-seal system to reduce the possibility of wind noise or rain intrusion. To further reduce operating noise all variants receive under-bonnet insulation and acoustic engine covers. The V6 also features an Active Noise Control (ANC) system.

Fuel Tank

Fuel capacity has increased by 8% to 70 litres, the most ever offered on Accord. The additional fuel capacity helps extend cruising range between fill-ups. Made of polypropylene resin, the tank is located farther forward than in the previous generation Accord, helping to improve mass centralisation for better ride and handling, and rear-seat roominess.

Aerodynamics

Reducing audible wind noise was an important Accord engineering goal, particularly high-frequency noise that can be distracting and impede conversation. The flatter bottom of the car, together with careful tailoring of the body shape, window mouldings, windshield wipers and outside mirror shapes, all play a part in reducing wind noise.

Aerodynamic efficiency is also improved. The coefficient of drag for the 2008 Accord is just over 0.31 Cd, compared with the 0.34 Cd figure for the previous generation Accord.

Additional under-vehicle aerodynamic aids include a wide chin spoiler that directs air under the front subframe. Additional strakes are positioned ahead of the front and rear wheels, plus two additional deflectors that smooth airflow over the front suspension. An engine under-cover directs airflow under the engine, while two middle under-covers direct air around the edges of the fuel tank.

Sunroof

In addition to being lighter and wider, and offering a greater opening range, the sunroof operation is also improved. To tilt or slide the sunroof, the driver or front passenger needs only to fully press the ceiling-mounted switch once (instead of pressing and holding it for several seconds). The sunroof fully opens or closes automatically. However, if the operator wishes to only partially open or close the sunroof (such as to achieve partial ventilation), a lighter touch yields fully manual control. The sunroof can also tilt to provide ventilation. A pinch protection feature is built in, helping to ensure that the sunroof will not forcefully close if someone's hand or arm is positioned in the path of the sunroof. If an obstruction is detected, the sunroof mechanism will reopen.

Power Windows

In addition to an auto up/down driver's window, every 2008 Accord model now has an auto up/down feature for the front passenger's window. As with the sunroof, the power windows include a pinch-protection feature.

Windshield Wipers

The windshield wipers on the 2008 Accord are tucked below the bonnetline, out of the direct airflow to reduce turbulence, aerodynamic drag and noise. The arms are unobtrusive to the driver's field of view, and their clean design allows air to flow past with less turbulence.

Boot

Large storage volume is a big selling feature for Accord customers. The new 2008 Accord matches the excellent boot volume of the previous generation. On all 2008 Accord models, the boot is released via a lever located on the driver's side floor, or by the boot-release button on the remote.

Some of the target cargo capacities for the 2008 Accord Sedan include: up to four typical suitcases or two large suitcases; four golf bags; a stroller or wheelchair; or a large ice chest. The boot is a generous 1168.7mm long allowing storage for long items. Maximum boot width is also impressive at 1387.5mm, while boot capacity is 450L.

Chrome Trim

In keeping with its upscale nature, the 2008 Accord features chrome accent pieces, and on all models the doors have chrome handles. In addition, all have chrome-plated muffler tips for a more sporty appearance.

Exterior Colours

Colour	Type
Brilliant White	Pearl
Alabaster Silver	Metallic
Nighthawk Black	Pearl
Polished Metal	Metallic
Bold Beige	Metallic

Interior

The Accord appeals to a wide range of male and female buyers, from young families with children to empty nesters and business executives. Comfort, quality, style and functionality are important to all of these groups because many have active lifestyles. Some need a vehicle functional enough to serve as a daily commuter for the family, others need a vehicle elegant enough to transport business associates, while other groups seek stylish and comfortable transportation, and the 2008 Accord serves all these needs exceptionally well.

Before designing the 2008 Accord, Honda visited customers around the world to observe how they use their vehicles and what features they appreciate and want. High on their list was ease of entry and exit, followed by seating comfort, quality, style and versatile storage capability. Logically, they found that professionals and couples use their vehicles for a range of activities, including commuting, client activities, travel with friends, sports and pleasure, while young married couples use them primarily for social and recreational activities.

From these observations a set of criteria was developed and performance targets established for the 2008 Accord interior. These include:

- "Simply premium" design concept
- Larger interior for Accord
- Open and expansive feeling
- Bold and dramatic styling
- Improved seating comfort
- Slender A-pillars for improved field of visibility
- Reduced interior noise, vibration and harshness
- Advanced electronic technologies

Interior Styling

The interior is designed to be refined, comfortable, relaxing and useful - a perfect balance of the rational and emotional. Design goals were a simple and clean style with a premium look that evokes an upscale and elegant feel. Key concepts that designers used in creating the interior include:

- **Simply premium** - Stylish and intuitive interface between passengers and technology.
- **Comfortable** - Wide spacious feeling with a wide console area.
- **Powerful and Personal** - Including the use of bold colours and materials.

Interior Features

Interior Materials

The 2008 Accord interior exhibits high quality and refinement throughout, even down to the feel of the switchgear, console and door panels. The available leather is softer and more supple than the leather used in the previous Accord models. In addition, the upper portion of the instrument panel (including the SRS lid) is now made with the same material and finish for improved consistent appearance.

Instruments

Two large analogue meters, surrounded by silver trim rings, provide a premium sporty appearance. The instruments use white numerals and bright red needles for easy information access at a glance. The 8000rpm tachometer and 260kmh speedometer are flanked by temperature and fuel gauges. Below the meter array is an LCD odometer display that can show odometer, Trip A or Trip B functions and the outside temperature display.

Steering Wheel

The 4-spoke steering wheel on the Accord (leather bound on VTi-Luxury and V6-Luxury) creates a luxury feeling, and in another first for Accord, all 2008 Accord models offer steering-wheel mounted audio and cruise-control switches including Mode, Volume and Channel, plus Cruise Control, Cancel, Set/Decelerate and Resume/Accelerate.

Centre Panel

The Accord's new centre panel has been carefully designed for maximum visibility and ease of use. Its large central display is mounted at the top of the centre stack for easier visibility, and the switches are mounted lower for easier reach. All components are flush mounted with high-grade materials for an upscale appearance and feel.

Centre Console

The centre console offers storage including a covered forward box, a covered two-level console with armrest, and new covered holders that accommodate two large cups. The console is nearly three inches wider than that of the previous generation Accord to ensure more storage space for personal belongings. A new spring system improves the operating feel of the cover, which doubles as the centre armrest. In addition, the console offers 5.4 litres of storage space (up from 5.2 litres

in the previous-generation Accord) and can now store 22 CDs (up from 20 CDs). The armrest slides fore/aft nearly a half inch more for improved comfort for drivers of different heights. Housed inside the console is an auxiliary plug that allows iPods and MP3 players to be used.

Seats

The new Accord's front seats are broader, more comfortable and have supportive side bolsters to help keep the driver and front passenger securely in position during cornering. The rear seat offers substantially more legroom than the previous generation Accord, and offers a clean, flowing style that mirrors the rest of the interior. Likewise, the Accord's larger interior volume allows more room between passengers. There is nearly 40mm more room between the driver and front passenger, and over 25mm more room between front and rear passengers.

Power Seats

An 8-way power driver's seat is standard on VTi-Luxury and V6-Luxury (the V6-Luxury also has memory). The 4-way power passenger seat is standard on the V6-Luxury only.

Power Driver's Lumbar Support

A power driver's lumbar support is standard in VTi-Luxury, V6 and V6-Luxury models.

Tilt and Telescopic Adjustable Steering Column

The tilt range for the steering column (now nearly 50mm compared to 40mm in the previous generation Accord), along with nearly 150mm greater seat height adjustment range, enhances comfort for a wider array of drivers.

Centre Display

The centre display provides an important advancement in usability and convenience. Its easy-to-see location at the top of the instrument stack allows the driver to quickly see information. In fact, the new 2008 Accord display requires just 17 degrees of driver eye movement, an improvement over the previous Accord. The display shows clock and audio-system information and dual HVAC temperature readouts are also standard.

Underneath the centre display are two movable HVAC vents and the hazard warning switch. Below the vents are the HVAC controls. Audio-system controls are located in a separate row and feature larger switches that are easier to identify at a glance. At the bottom of the stack are the audio volume and tuning knobs.

Honda Satellite Navigation System

The Honda Satellite Navigation System is standard equipment on the V6-Luxury model.

In developing the 2008 Accord's controls, Honda focused on making safe driving the primary task, with the controls designed and positioned logically. As such, the navigation system has been reworked to make it easier to use. In addition to being larger, the display screen is now positioned higher on the instrument panel, recessed more deeply to be better shaded from glare and positioned farther away for more convenient viewing.

The Navigation system's simplified controls are designed to be used at a glance, or without looking at them at all. The system is controlled by the interface dial with clear tactile feedback that speeds control inputs and reduces the need to look at the screen to confirm the system's response. With these commands and prompts, the driver can control the system, and get feedback and directions without looking away from the road.

The new Navigation system offers useful advances over the previous generation Accord. These include:

- Larger 20 cm screen
- Improved hardware
- Ability to search up to five routes
- Many points of interest are stored on an updated DVD

Audio Systems

The 160-watt system includes an AM/FM receiver with a six-stack CD player and six speakers (V6-Luxury also has a subwoofer), plus an MP3/aux-in accessory jack. A large-format display provides system information, and steering-wheel audio controls are standard in all 2008 Accords. An in-glass antenna pulls in AM and FM signals without the visual or mechanical complexity of a power mast antenna.

Speed-Sensitive Volume Compensation (SVC)

All Accord audio systems incorporate speed-sensitive volume compensation (SVC). If the driver so chooses, SVC automatically adjusts the volume as the vehicle's speed increases to counteract the gradual build-up of road and wind noise. Low, medium and high operating modes are available. The system may also be disabled at the driver's preference.

Auxiliary Input Jack

For the first time, the 2008 Accord comes with an auxiliary input jack that allows the easy connection of personal audio players to the audio system. The auxiliary jack is conveniently located in the centre console, along with a 12-volt power point that can charge the personal audio player or mobile phone. Plugging a portable audio device into the auxiliary jack automatically sets the volume at a preset level and when the device is unplugged, the volume resets to its previous level.

Active Noise Control (ANC)

The 2008 Accord has the latest version of Active Noise Control (ANC) first introduced on the Honda Legend. On V6 Accord models, ANC significantly reduces certain low-frequency sounds in the interior. Dual microphones - one located in the overhead interior light console and the other in the rear parcel shelf, pick up low-end drivetrain frequency noise entering the cabin. This audio signal is sent to the Active Noise Control electronic processor, which creates and sends a precisely timed "reverse phase" audio signal to a special amplifier. In turn, the amplifier drives the door speakers to cancel the original noise signal, the result is a remarkable 10dB reduction in noise level.

Power Sunroof

The Accord's sunroof is wider than in the previous generation Accord's and now incorporates a roof-mounted one-touch open/close feature.

Auto Up/Down Windows

Available for the first time, driver and front passenger windows have auto up/down capability.

Door Lock Buttons

In the previous generation Accord, the inside door-lock button was located at the rear of the front door next to the B-pillar. For convenience, it is now located within close proximity to the door handle. This both improves the appearance of the doorsill and provides easier operation.

Cargo Carrying Versatility

A full range of convenient storage options exist including:

- Two front cup holders located in centre console
- Centre console

- Two rear cup holders located in centre armrest
- Folding rear seat
- Front door bins
- Two seatback pockets
- Ski pass-through

Colours

Ivory and Black interiors are offered in the 2008 Accord. Both colours are available in leather upholstery. Black is standard for cloth models.

Powertrains

Two engines are available in the 2008 Accord family. The base engine is a 2.4-litre i-VTEC in-line 4-cylinder producing 133 kilowatts and 222 Newton metres. This engine delivers an increase of 8 kilowatts compared to its predecessor, while operating on regular unleaded fuel. The highly-efficient power plant meets Euro 4 compliant emissions and delivers an ADR81/01 certified 8.8 litres/100km. The new Accord's base engine is more powerful, cleaner and more fuel-efficient than the engine it replaces.

4-Cylinder Engine Competitive Comparison

	2008 Accord	2007 Accord	Toyota Camry	Ford Mondeo
Engine	**DOHC i-VTEC**	DOHC i-VTEC	DOHC VVT-i	Duratec 16V
Displacement	**2.4 litres**	2.4 litre	2.4 litre	2.3 litres
Kilowatts	**133**	125	117	118
Torque	**222**	218	218	208
Transmission	**5-Auto**	5-Auto	5-Auto	6-Auto
Fuel Grade	**91**	91	91	91
Litres/100km	**8.8**	9.3	9.9	9.5
CO_2	**209**	221	233	227

4-Cylinder Powertrain Features at a Glance

2.4-litre in-line 4-cylinder Engine

- 2.4-litre, DOHC, i-VTEC in-line 4-cylinder engine
- 133 kilowatts at 6500 rpm
- 222 Newton metres at 4300 rpm
- i-VTEC® (Variable Valve Timing and Lift Electronic Control) + VTC (Variable Timing Control)
- ADR 81/01 combined fuel economy; 8.8 litres per 100km
- Standard unleaded fuel
- Direct ignition system
- Drive-by-Wire Throttle System
- 5-speed automatic transmission with paddle shifts, Grade Logic Control and Shift Hold Control
- Close-coupled catalytic converter plus under-floor catalytic converter

- Euro 4 emissions compliant
- Iridium spark plugs
- Unique i-VTEC system provides single exhaust valve operation at low rpm

3.5 Litre V6 with Variable Cylinder Management

The flagship engine in the Accord range is the new 3.5 litre i-VTEC V6 which is the most powerful ever offered in the Accord. This engine also marks the Australian debut of Honda's advanced Variable Cylinder Management (VCM) variable displacement technology with a special SOHC i-VTEC valvetrain that allows it to operate in three different modes. Depending on driving conditions, the engine operates on three, four or all six cylinders to help boost fuel economy or power, as needed.

With a 16 per cent increase in displacement compared to the previous 3.0-litre V6, this new engine delivers 202 kilowatts and 339 Newton metres operating on regular unleaded fuel. That represents an increase of 25 kilowatts and 52 Newton metres over the previous model. Fuel efficiency is excellent thanks to the VCM system, and the V6 Accord uses just 10 litres/100km.

6-Cylinder Engine Competitive Comparison

	2008 Accord V6	2007 Accord V6	VE Holden Calais V6	BF-2 Ford Fairmont Ghia 6-cylinder	Toyota Aurion V6
Engine	**SOHC i-VTEC VCM**	SOHC VTEC	DOHC VVT	DOHC VVT	DOHC Dual VVTI
Displacement	**3.5 litres**	3.0 litre	3.6 litres	4.0 litres	3.5 litres
Kilowatts	**202**	177	195	190	200
Torque	**339**	287	340	383	336
Transmission	**5-Auto**	5-Auto	5-Auto	6-Auto	6-Auto
Fuel Grade	**91**	91	91	95+	91
Litres/100km	**10.0**	10.6	11.3	10.2	9.9
CO_2	**239**	252	278	243	233

3.5 Litre V6 Powertrain Features at a Glance

3.5 Litre V6 Engine

- 3.5-litre, SOHC, i-VTEC V6
- 202 kilowatts at 6200 rpm
- 339 Newton metres at 5000 rpm
- i-VTEC® provides Variable Cylinder Management (VCM) for fuel efficiency
- Magnesium intake manifold and valve covers
- Close-coupled catalytic converters plus under-floor catalytic converter
- 10 litres/100km
- Standard unleaded
- Direct ignition system
- Drive-by-Wire Throttle System
- 5-speed automatic transmission with paddle shifts, Grade Logic Control and Shift Hold Control
- Euro 4 emissions compliant
- Iridium spark plugs

Shared Engine Technologies

The following engine technologies are shared among all 2008 Accord models.

i-VTEC

Though the Accord 4-cylinder engines and the V6 with automatic transmission are all called i-VTEC powerplants, it is important to note that the details in each application differ. The Honda Accord's 4-cylinder engine has double overhead camshafts (DOHC) and i-VTEC that is comprised of VTEC + Variable Timing Control (VTC) of the intake camshaft, for optimised power production and fuel efficiency. The Accord V6 engine uses a Single Overhead Camshaft (SOHC) design that features i-VTEC with Variable Cylinder Management (VCM) to maximise fuel economy.

Iridium Spark Plugs

The Accord's 4-cylinder uses special dual-probe spark plugs for faster mixture ignition speed and improved combustion stability.

With the spark arcing just beyond the relatively large surface of the ground area, the air/fuel mixture is exposed to a larger portion of the spark, which enhances stable combustion.

Drive-By-Wire (DBW) Throttle System

The Accord's drive-by-wire throttle system uses smart electronics instead of a conventional cable system to connect the throttle pedal to the throttle butterfly in the intake tract. Besides allowing engineers to program the relationship between throttle pedal movement and engine response, the system optimises engine response to suit driving conditions. The system monitors throttle pedal position, throttle butterfly position, road speed, engine speed and engine vacuum. This information is used to define the throttle control sensitivity.

Programmed Fuel Injection (PGM-FI)

The Accord's PGM-FI continually adjusts the fuel delivery to yield the best combination of power, low fuel consumption and low emissions. Multiple sensors constantly monitor critical operating parameters, such as throttle position, intake air temperature, coolant temperature, ambient air pressure, intake airflow volume, intake manifold pressure, exhaust air-fuel ratio and the position of the crankshaft and cams.

Direct Ignition System

All Accord engines use direct ignition, which has a coil unit for each cylinder, positioned within each spark plug's access bore.

Fuel Injectors

The Accord engine's fuel injector nozzles reduce the typical size of fuel droplets by 34 per cent compared to the 2007 model, which improves atomisation and flame propagation inside the combustion chambers. The better atomisation enhances combustion and reduces emissions.

High-Efficiency Catalytic Converters

Key contributors to the Accord engine's excellent emissions performance are its high-efficiency catalytic converters. All engines have their exhaust manifold(s) cast directly into the aluminium alloy cylinder head(s) to reduce weight, and position each primary catalytic converter as close as possible to the combustion chambers. A high-efficiency close-coupled converter mounts directly to the exhaust port of each cylinder head for extremely rapid converter activation after engine startup. A second converter is positioned shortly downstream, beneath the passenger compartment floor. Both converters use a new thin-wall design that increases internal reaction area and improves efficiency.

Regular Unleaded Fuel Operation

To keep operating costs at a minimum, all Accord models are designed to use less-expensive regular unleaded fuel, thanks to compact 4-valve combustion chambers and precise fuel injection and spark control.

2.4-litre In-Line 4-Cylinder Engine (VTi and VTi-Luxury)

A 2.4-litre DOHC i-VTEC 4-cylinder engine that develops 133 kilowatts and 222 Newton metres of torque powers the VTi and VTi-Luxury Accord Sedans. This clean-running engine meets Euro 4 emissions standards as it delivers ADR 81/01 8.8 litres/100km combined.

Engine Block and Crankshaft

Accord's 2.4-litre engine has a die-cast aluminium block with a single main-bearing cradle design that creates a rigid assembly to help minimise noise and vibration. Centrifugal spin cast iron cylinder liners provide long lasting durability. Each journal on the forged-steel crankshaft is micropolished to reduce internal friction.

Cylinder Head and Valvetrain

The Accord 4-cylinder engine has a lightweight cylinder head that is made of pressure-cast aluminium alloy. A silent-chain drives dual overhead cams and four valves per cylinder. The cam drive is maintenance free throughout the life of the engine.

i-VTEC Valve Control System

The Accord's 2.4-litre, DOHC, 16-valve i-VTEC engine uses an advanced valve-control system to combine high power output with high fuel efficiency and low emissions. The Accord system combines Variable Timing Control (VTC), which continuously adjusts the intake camshaft phase, with Variable Valve Timing and Lift Electronic Control (VTEC), which changes valve lift, timing and duration of the intake valves.

At low rpm, the VTEC intake valve timing and lift are optimised for rapid swirl-pattern cylinder filling. As engine rpm builds past 5000 rpm, the VTEC system transitions to a high-lift, long-duration intake cam profile for superior high-rpm engine power.

The "intelligent" portion of the system is its ability to continuously vary the timing of the intake cam relative to that of the exhaust camshaft. This helps boost power and also provides a smoother idle (allowing idle speed to be reduced). The intake cam timing is varied based on input from sensors that monitor rpm, timing, throttle opening, cam position and exhaust air-fuel ratio. The result is increased fuel economy and lower NOx emissions.

Single Exhaust Valve Operation

The Accord's 2.4-litre DOHC i-VTEC PZEV-compliant engine has two modes of exhaust valve operation. Below 2500 rpm, only one exhaust valve operates, creating a strong rotational flow in the exhaust gases that creates a "thermal reactor" effect to reduce hydrocarbon emissions. Above 2500 rpm where exhaust flow increases, a hydraulically actuated pin locks the rockers for both exhaust valves together so they operate in unison, following a single cam profile.

3.5-litre SOHC i-VTEC V6

The 3.5-litre SOHC i-VTEC V6 engine available in the 2008 Accord is the largest and most powerful engine ever offered in an Accord. It builds on technologies that have been developed and refined on previous Honda powerplants. With its 60-degree V-angle, the Accord's V6 engine is inherently very smooth and has compact overall dimensions that allow efficient packaging within the vehicle. The V6 incorporates a new-generation of i-VTEC technology that boosts fuel efficiency using Variable Cylinder Management (VCM).

Engine Block and Crankshaft

The Accord's V6 has a die-cast lightweight aluminium alloy block with cast-in-place iron cylinder liners. Made with a centrifugal spin casting process, the thin-wall liners are high in strength and low in porosity. The block incorporates a deep-skirt design with four bolts per bearing cap for rigid crankshaft support and minimised noise and vibration. Both the block and caps are heat treated for greater strength.

Cylinder Heads/Valvetrain

Like other Honda V6 powerplants, the Accord V6 cylinder heads are a single-overhead-camshaft design, with the cams driven by the crankshaft via an automatically tensioned toothed belt. Made of low-pressure cast, low-porosity aluminium, each cylinder head incorporates an integrated exhaust manifold to reduce parts count, improve flow and optimise the location of the close-coupled catalyst on each cylinder bank.

i-VTEC with 3-stage Variable Cylinder Management (VCM)

The Accord's available SOHC V6 with automatic transmission includes i-VTEC with VCM. With the boost in fuel efficiency attributable to VCM, the larger and more powerful Accord V6 with automatic transmission actually gets better fuel economy than its smaller, less powerful predecessor when tested with the same methodology. Using the ADR 81/01 regulation, the Accord V6 Sedan returns 10 litres/100km which is a 6% improvement over the previous 3.0-litre Accord V6 which used 10.6 litres/100km.

VCM Operation

To help improve the fuel efficiency of the V6 engine, a new generation of Honda's VCM is used. This is the first application of VCM on the Accord in Australia. The Accord's system can operate on three, four or all six cylinders.

During startup, acceleration or when climbing hills - any time high power output is required - the engine operates on all six cylinders. During moderate speed cruising and at low engine loads, the system operates just one bank of three cylinders. For moderate acceleration, higher-speed cruising and mild hills, the engine operates on four cylinders.

With three operating modes, the VCM system can finely tailor the working displacement of the engine to match the driving requirements from moment to moment. Since the system automatically closes both the intake and exhaust valves of the cylinders that are not used, pumping losses associated with intake and exhaust are eliminated and fuel economy gets a further boost. The VCM system combines maximum performance and maximum fuel economy - two characteristics that don't typically coexist in conventional engines.

VCM deactivates specific cylinders by using the VTEC (Variable Valve-Timing and Lift Electronic Control) system to close the intake and exhaust valves while simultaneously the Powertrain Control Module cuts fuel to those cylinders. When operating on three cylinders, the rear cylinder bank is shut down. When running on four cylinders, the left and centre cylinders of the front bank operate, and the right and centre cylinders of the rear bank operate.

The spark plugs continue to fire in inactive cylinders to minimise plug temperature loss and prevent fouling induced from incomplete combustion during cylinder re-activation.

The system is electronically controlled, and uses special integrated spool valves that do double duty as rocker-shaft holders in the cylinder heads. Based on commands from the system's electronic control unit, the spool valves selectively direct oil pressure to the rocker arms for specific cylinders. This oil pressure in turn drives synchronising pistons that connect and disconnect the rocker arms.

The VCM system monitors throttle position, vehicle speed, engine speed, automatic-transmission gear selection and other factors to determine the correct cylinder activation scheme for the operating conditions. In addition, the system determines whether engine oil pressure is suitable for VCM switching and whether catalytic-converter temperature will remain in the proper range. To smooth the transition between activating or deactivating cylinders, the system adjusts ignition timing, drive-by-wire throttle position and turns the torque converter lock-up on and off. As a result, the transition between three, four, and six-cylinder operation is unnoticeable to the driver.

Active Control Engine Mount (ACM) and Active Noise Control (ANC)

The ACM system is used to minimise the effects of engine vibration as the VCM system switches cylinders on and off. Sensors alert the Electronic Control Unit (ECU) to direct ACM actuators positioned at the front and rear of the engine to move to cancel engine vibration. Inside the Accord, the ANC system works in cooperation with the ACM system to further reduce any sound relating to the function of the VCM system.

V6 High-Flow Exhaust System

The Accord V6 has a completely new exhaust system to accommodate its larger displacement and increased power output. Tubing diameter has been increased and new dual silencers are used. In total, the changes provide a 38% increase in exhaust flow compared to the previous V6 system.

VTEC® (Variable Valve Timing and Lift Electronic Control)

VTEC® operates the engine's 12 intake valves in two distinct modes. At low engine speeds, the intake valves follow low lift and relatively short duration cam profiles. At high engine speeds the valves switch to high-lift, long-duration mode to deliver the best volumetric efficiency.

Transmission

5-Speed Automatic Transmission with Grade Logic Control and Shift Hold Control

The 8th generation Honda Accord is fitted with an electronically controlled 5-speed automatic transmission that features both Grade Logic Control and Shift Hold Control that effectively provides the driver with four operating modes to choose from.

Mode 1 - With the gear lever in position 'D', the transmission operation is fully automatic.

Mode 2 - With the gear lever in position 'D', the driver also has the option to change gears via the steering wheel mounted shift paddles. Once used, they remain in manual mode for approximately 5 seconds before reverting back to being fully automatic.

Mode 3 - With the gear lever in position 'S', providing the driver doesn't touch the paddle shifts or gear lever, the transmission operates in 1st, 2nd and 3rd gears only.

Mode 4 - With the gear lever in position 'S', when the driver operates the paddles, the transmission moves into full manual mode, using all forward gears. In this mode the gears will not change up without using the paddles or gear lever. It will however automatically drop to a lower gear when the speed decreases, if the driver does not change down gears.

The Transmissions

While both 5-speed transmissions offer Grade Logic Control and Shift Hold Control, the transmission for the 4-cylinder models has a compact three-shaft transmission design that is engineered for smooth operation and fuel efficiency. To accommodate the large displacement and high power output of the V6 Accord engine, a four-shaft automatic is used.

The Accord's Powertrain Control Module (PCM) manages the overall operation, and provides precise management of the interaction between automatic transmission and engine. This integrated control strategy makes for smoother shifts with reduced shift shock. VCM engines are equipped with a long torsional control damper to help enhance overall transmission smoothness.

Grade Logic Control

To reduce gear "hunting" and unnecessary shifting, Grade Logic Control and Shift Hold Control systems are integrated into the shift programming of Accord automatic transmissions. Grade Logic Control alters the 5-speed automatic's shift schedule, reducing shift frequency while travelling uphill or downhill. Using inputs monitoring throttle position, vehicle speed and acceleration/deceleration, Grade Logic Control compares the operating parameters with a digital map stored in the transmission computer. When the system determines the Accord is on a hill, the shift schedule is adjusted to automatically hold the transmission in a lower gear for better climbing power or increased downhill engine braking.

Chassis

The 2008 Accord chassis was developed to maximise driving enjoyment as well as passenger comfort. It features highly developed double-wishbone front and new multi-link rear suspension systems, 4-wheel disc brakes and new Variable Gear Ratio (VGR) steering.

The 2008 Accord offers a solid, agile and tight feeling with improved roll and pitch characteristics. It all results in a precise and nimble-handling vehicle that intuitively connects with the driver's commands. As a result, the 2008 Honda Accord is both refined and fun to drive.

Low Centre of Gravity

Careful attention to detail resulted in a reduced height for the engine's centre of mass (10mm lower for the V6 engine and 8.5mm lower for the in-line 4-cylinder engine). The centre of gravity for the entire vehicle was also lowered by 10mm. To further flatten the Accord's handling in the turns, the roll-centres (the theoretical points around which the vehicle body "rolls" during cornering) were raised incrementally. Combined, these changes result in less body roll and increased passenger comfort. The flatter roll characteristics also improve tyre contact patch during hard cornering, increasing grip and lateral acceleration.

Front Suspension

The 2008 Accord's front suspension is a modified version of the double-wishbone system used on the 2007 Accord, with stabiliser bars, spring and damping rates optimised to provide the best combination of ride and handling. Front lower control arms are forged steel and connect to a stamped steel box-section sub frame. A stamped-steel upper control arm complements a forged-steel knuckle, and nitrogen gas-filled coil-over shock absorbers are used. A key improvement to the 2008 Accord's front suspension geometry is increased anti-drive under braking. This affords occupants a more stable feeling under severe braking conditions.

Front Suspension Tower Brace

A tubular steel front suspension tower brace is standard on all Accords. It adds chassis stiffness to accept the additional torque and increased grip.

Rear Suspension

The 2008 Accord utilises a new compact multi-link rear suspension. Each side features a nitrogen gas-filled coil-over shock absorber, a newly designed stamped steel upper A-arm, two tubular steel lower links, a single toe-control link, and an aluminium knuckle. The arms and links are mounted to a floating sub frame to reduce road noise, vibration and harshness (NVH).

The body structure around the suspension is stiffer, permitting more ideal tuning of the suspension. Compared to the previous generation Accord, the 2008 model's rear suspension has 40% greater lateral rigidity. The new rear suspension geometry enhances ride comfort and overall handling and braking.

Reduced NVH

In addition to the front floating sub-frame, a floating tubular and stamped steel rear-suspension sub-frame, isolated by specially tuned bushings, also helps isolate the body from road NVH on all 2008 Accord models.

Engine Mount System

The 2008 Accord has a new engine mount system to further reduce engine noise, vibration and harshness (NVH) and to improve powertrain isolation, ride smoothness and steering response. The new side-mount system reduces low frequency vibration compared to the previous-generation Accord.

The new engine mount system also provides a more linear steering feeling. When the driver turns the steering wheel, the body and the engine now move more precisely together, contributing to enhanced steering directness. Additionally, when driving over choppy roads the engine and body move in the same direction, providing a more composed and refined ride quality.

4-Wheel Disc Brakes with Electronic Brake-Force Distribution (EBD) and Brake Assist

All 2008 Accords feature 4-wheel disc brakes with EBD and brake assist. The Accord brake system uses single-piston callipers, front and rear, and is designed to provide confident, secure stops. The system is all new and features the following upgrades and improvements compared to the 2007 Accord:

- The master cylinder has a high-rigidity mount for a more responsive and precise pedal fee.
- An increased brake pedal ratio (2.9:1 for 2008 vs. 2.6:1 for the previous generation Accord) increases braking force without raising pedal effort

- The parking brake uses a variable link that permits its full application with a shorter handle stroke
- A lighter vacuum booster unit and a smaller and lighter VSA unit to help reduce vehicle mass

Active Safety

Active safety features on the 2008 Accord include: Anti-lock Braking System (ABS), Vehicle Stability Assist (VSA), EBD and brake assist. Of particular note is that for the first time all Accord models now have VSA as standard equipment. VSA is an electronic stability control system that measures lateral acceleration, steering wheel angle, wheel speeds and yaw rate, and then modulates individual brakes and engine power to help the driver retain directional control of the vehicle.

Variable Gear Ratio (VGR) Steering

The 2008 Accord's all-new VGR steering system uses a variable mechanical ratio that provides solid on-centre feel and intuitive responsiveness.

In a traditional rack and pinion steering system, a helical pinion gear on the steering shaft meshes to a toothed rack that is attached to steering links that control the front wheels. When the steering gear turns, it pushes the rack - and thus the wheels - either left or right at a constant ratio. But in the 2008 Accord's VGR system, the teeth on the rack are closer together near the centre and farther apart near the sides. Simply put, when the driver turns the wheel only a small amount - such as when making a lane change on the freeway - the wheels turn very little. But when a large steering input is made - such as when manoeuvring in a tight parking garage - the wider spacing of the teeth at the ends of the rack deflect the wheels proportionally more quickly. The result is high precision at highway speeds and quick manoeuvrability at low speeds.

The 2008 Accord steering requires 2.56 turns lock-to-lock compared to 2.98 turns on the previous generation Accord. This quickness is similar to a smaller sedan than a typical family sedan.

Turning Circle

The 2008 Accord features a tighter turning radius for improved low-speed manoeuvrability, with a turning circle of 11.49 metres. This is impressive considering that the 2008 Accord is a larger vehicle with a longer wheelbase.

Wheels and Tyres

The larger standard wheels and tyres on the 2008 Accord significantly enhance the car's appearance, while increasing tyre contact area for enhanced grip during acceleration, cornering and braking.

Model	Wheel size	Tyres
VTi 4-cylinder	16" Alloy	215/60R16 95H
VTi-Luxury 4-cylinder	17" Alloy	225/50R17 94V
V6 6-cylinder	17" Alloy	225/50R17 94V
V6-Luxury 6-cylinder	17" Alloy	225/50R17 94V

The full size spare tyre is mounted under the carpeted boot floor.

Safety

Honda seeks to provide a high level of occupant and pedestrian protection in all its cars through a comprehensive approach to vehicle safety. This process benefits all new Honda vehicles - regardless of size or price - while also increasing compatibility with other types of vehicles in a collision.

Every 2008 Accord integrates sophisticated safety technology that includes the Advanced Compatibility Engineering (ACE) body structure and dual-stage, dual-threshold driver's and front passenger's airbags (SRS); driver's and front passenger's dual-chamber side airbags; and side curtain airbags (VTi-Luxury, V6 and V6-Luxury only). The ACE body structure enhances front collision energy management through a network of load-bearing front frame structures designed to improve the likelihood for two vehicles to connect during a front collision in such a way as to absorb more crash energy compared to a conventional design. All Accord models receive Honda's latest generation 4-channel, 4-sensor anti-lock braking system.

Advanced Safety Technology

Inside, every Accord incorporates dual-chamber side airbags with a passenger-side Occupant Position Detection System (OPDS), along with active front head restraints that are designed to help reduce the severity of neck injury in the event of a rear collision. Additional standard safety features include dual-stage, dual-threshold front airbags with a passenger-side Occupant Position Detection System (OPDS), Anti-lock Brake System (ABS) with brake assist, front seatbelts with pre-tensioners and load limiters, and pedestrian safety design in the front of the vehicle. Driver and front passenger seatbelt reminders are also standard equipment.

Advanced Compatibility Engineering (ACE™) Body Structure

At the heart of every new Accord is an exceptionally strong foundation based on the latest version of Honda's Advanced Compatibility Engineering body structure technology. The revolutionary ACE system makes the new Accord highly effective at absorbing the energy of a front crash and helps minimise the potential for under-ride or over-ride situations that can happen during head-on or offset front impacts with a significantly larger or smaller vehicle. Using a sophisticated computer-assisted design process, the ACE system creates a network of fully integrated load-bearing elements that help attenuate peak impact forces by more evenly distributing them across a relatively large area in the front of the vehicle.

Unlike most conventional designs that direct front crash energy only to the lower load-bearing structures in the front end, the ACE system actively channels front crash energy to both upper and lower structural elements, including the floor frame rails, side sills and A-pillars. By creating specifically engineered "pathways" that distribute these front impact forces through a greater percentage of the vehicle's total structure, the ACE system can more effectively route them around and away from the passenger compartment to help limit cabin deformation and further improve occupant protection. Integral to the ACE concept is its unique front polygonal main design structure.

Structural Enhancements

Comprehensive structural enhancements can be found throughout the new Accord body, which now contains 48% high-strength steel. The main longitudinal frame rails have been redesigned and repositioned above the floor panel rather than below to further improve the car's ability to withstand severe side-impacts, while new and stronger rear structural elements add rigidity and help the Accord meet the highest safety ratings.

Pedestrian Safety Design

Structures in the front of the Accord are designed to help absorb energy in the event of a collision with a pedestrian. Research by Honda shows that the following features can dramatically improve a pedestrian's chance of survival if struck by a moving vehicle.

Key pedestrian safety features:

- Bonnet is designed to deform if contact is made with either an adult or a child pedestrian
- Sufficient clearance exists between the bonnet and hard engine parts
- Windscreen base has a boxed frame structure for efficient impact energy absorption
- Energy-absorbing front guard mounts and supports
- Deformable windshield wiper pivots
- Deformable bonnet hinge

Standard Vehicle Stability Assist with Traction Control and Brake Assist - *Standard on all Accord models for the first time*

The entire 2008 Accord range receives Vehicle Stability Assist (VSA) as standard equipment. VSA is an Electronic Stability Control system that works in conjunction with the Accord's drive-by-wire throttle and its 4-channel ABS systems to enhance controllability while the vehicle is accelerating, braking, cornering or when the driver makes a sudden manoeuvre. VSA functions by applying brake force to one or more wheels independently while also managing the throttle, ignition and fuel systems to help the vehicle maintain the driver's intended path of travel.

The VSA system constantly analyses data from seven sensors that monitor wheel and vehicle speed, steering input, lateral G forces and yaw rate. It compares the driver's control inputs with the vehicle's actual response. Whenever the actual response falls outside of a predetermined acceptable range, VSA intervenes with a corrective action.

For instance, if VSA detects an oversteer condition, the system may apply braking force to the outside front and rear wheels to counteract the unintended yawing effect. In the event of understeer, VSA may apply braking to the inside rear wheel while reducing engine power to help return the car to its intended course. VSA also provides a limited-slip differential effect for the front wheels by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction.

Emergency Braking - Brake Assist

Another key VSA function is recognising emergency braking situations and almost instantly applying added braking force. This brake assist feature is controlled by a special logic in the system that determines when the pedal stroke and speed exceed a typical range, as they would in a panic stop.

At that point, the VSA modulator pump increases braking pressure while the pedal is still being pressed to ensure maximum stopping force, an action that helps shorten braking distance as much as possible.

VSA is calibrated to function in a near-transparent manner, and in many cases a driver will not even be aware of its operation. However, anytime the system is enhancing vehicle stability, an indicator light flashes in the instrument cluster. While the driver can deactivate the VSA stability enhancement and traction-control functions via a switch on the instrument panel, ABS remains fully operational at all times.

Advanced 4-Channel ABS with Electronic Brake Distribution

A new and enhanced anti-lock braking system has been developed for the 2008 Accord. This sophisticated 4-channel/4-sensor anti-lock package replaces the system found on the 7th generation Accord.

All 2008 Accord models are fitted with 4-wheel disc brakes that have vented front rotors and solid rear rotors. Thanks to a more rigidly mounted master cylinder, the 2008 Accord's brake pedal has a firmer feel and a shorter activation stroke. The new ABS system also incorporates Electronic Brake Distribution (EBD) circuitry that automatically proportions force based on the vehicle's weight distribution.

Dual-Stage, Dual-Threshold Front Airbags

Both the driver and front passenger are protected by advanced front airbags that incorporate dual-stage and dual-threshold activation technology. These two features work together in the event of a deployment while helping to minimise injuries that can sometimes be caused by the airbags themselves. Honda's sophisticated dual-stage, dual-threshold system is designed to optimise the deployment rate to match both the speed and severity of a crash event.

Like other Honda vehicles, the driver's front airbag is located in the steering wheel while the passenger airbag is located on the top of the dash. When deployed, the passenger airbag inflates upward and then rearward to maximise its protective potential while reducing the likelihood of injuries being caused by the activation process itself.

Advanced Dual-Chamber Front-Seat Side Airbags

All 2008 Accords are fitted with front-seat side airbags featuring a new dual-chamber design that offers enhanced protection for the torso and pelvis in case of a severe side impact. Replacing the previous single-chamber airbags, these new dual-chamber units comprise of a larger upper chamber, providing improved protection for the chest area as well as a smaller lower chamber that focuses coverage on the lower-back/hip area. A single inflator unit fills both chambers. These new dual-chamber airbags are significantly more effective in helping minimise the potential for injuries being caused by impacts from larger vehicles, such as a side impact involving a truck or SUV.

Side-Curtain Airbags

Standard side-curtain airbags on the 4-cylinder VTi-Luxury and the 6-cylinder V6 and V6-Luxury models provide enhanced head protection for outboard occupants of the front and rear seats in all 2008 Accord models. A new design for Honda, the Accord side-curtain airbag design first inflates a main chamber, then a connected sub chamber. This design allows the main chamber to remain inflated for a slightly longer time following a crash. Inputs from side impact sensors and a central sensor are used to determine when to deploy the side curtain airbags.

Front Seatbelts with Pre-tensioners and Load Limiters

The front seatbelts in all 2008 Accords are equipped with pre-tensioners and load limiters to help minimise injury potential in a front collision. When an impact occurs, the pre-tensioner tightens the seatbelt (shoulder and lap) to help hold the seat occupant firmly in position. Each front seatbelt retractor incorporates a load limiter that works in conjunction with the pre-tensioner. In response to the occupant's input, the load limiter functions by permitting a small amount of controlled seatbelt slack shortly after the pre-tensioner is activated to limit the peak restraining forces, reducing the potential of serious injury. The front seatbelts in all Accords also feature adjustable shoulder anchors. Three-point seatbelts are standard in all three rear seating positions.

Active Front Head Restraints

Each of the Accord's front seats are fitted with an innovative active head restraint designed to help reduce the severity of neck injuries in the event of a rear impact. The head restraint is mechanically connected to a lumbar plate located inside of the seatback via special links. If a rear impact takes place, the passenger's body is pushed against the seatback. That action causes the head restraint to move forward in a carefully prescribed arc. The effect of this motion helps equalise the impact forces being transmitted to the head, neck and spine throughout the collision as the occupant's head moves backward. Effectively managing and evenly disbursing these energy spikes is a critical factor in helping minimise the potential for injuries.

Adjustable Rear Head Restraints for All Seating Positions

The rear seat features individually adjustable head restraints for all three passenger positions.

The 2008 Accord Safety Features include:

Standard active safety systems

- 4-wheel disc, 4-channel, 4-sensor Anti-lock Brake System (ABS), Electronic Brake Distribution (EBD) and brake assist
- Vehicle Stability Assist (VSA) incorporating Traction Control (TCS) on all models

Standard passive safety systems

- ACE body structure
- 3-point seatbelts at all positions
- Front seatbelt load limiters and pre-tensioners
- Dual-stage, dual-threshold front airbags
- Advanced dual-chamber front-seat side airbags
- All-row side curtain airbags for outboard occupant positions on VTi-Luxury, V6 and V6-Luxury models
- Active front head restraints
- Rear head restraints for all seating positions

2008 Accord Specifications

	VTi	VTi-Luxury	V6	V6-Luxury
Powertrain				
Engine	DOHC i-VTEC In-line 4-Cylinder	DOHC i-VTEC In-line 4-Cylinder	SOHC i-VTEC V-shape 6-Cylinder	SOHC i-VTEC V-shape 6-Cylinder
Displacement (cc)	2354	2354	3471	3471
Variable Cylinder Management (VCM)	x	x	✓	✓
Active Noise Control (ANC)	x	x	✓	✓
Active Control Engine Mount (ACM)	x	x	✓	✓
Maximum power	133kW @ 6500rpm	133kW @ 6500rpm	202kW @ 6200rpm	202kW @ 6200rpm
Maximum torque	222Nm @ 4300rpm	222Nm @ 4300rpm	339Nm @ 5000rpm	339Nm @ 5000rpm
Compression ratio	10.5	10.5	10.5	10.5
Bore x Stroke (mm)	87 x 99	87 x 99	89 x 93	89 x 93
Emission standard	Euro 4	Euro 4	Euro 4	Euro 4
CO_2 emissions	209 g/km	209 g/km	239 g/km	239 g/km
Transmission	5 Speed Automatic with Grade Logic Control	5 Speed Automatic with Grade Logic Control	5 Speed Automatic with Grade Logic Control	5 Speed Automatic with Grade Logic Control
Steering wheel mounted paddle shift	✓	✓	✓	✓
Fuel type	Unleaded (RN91)	Unleaded (RN91)	Unleaded (RN91)	Unleaded (RN91)
Fuel supply system	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)
Drive by wire throttle (DBW)	✓	✓	✓	✓
Chassis				
Body type	Monocoque	Monocoque	Monocoque	Monocoque
Front suspension	Double Wishbone	Double Wishbone	Double Wishbone	Double Wishbone
Rear suspension	Multi-link	Multi-link	Multi-link	Multi-link
Stabiliser bars	Front & rear	Front & rear	Front & rear	Front & rear
Steering system type	Hydraulic assist Rack & Pinion	Hydraulic assist Rack & Pinion	Hydraulic assist Rack & Pinion	Hydraulic assist Rack & Pinion
Front brakes	Ventilated Disc	Ventilated Disc	Ventilated Disc	Ventilated Disc
Rear brakes	Solid Disc	Solid Disc	Solid Disc	Solid Disc

	VTi	VTi-Luxury	V6	V6-Luxury
Exterior				
Automatic headlights	x	✓	x	✓
Bumpers	Body coloured	Body coloured	Body coloured	Body coloured
Door handles	Chrome	Chrome	Chrome	Chrome
Electric sunroof	x	✓	x	✓
Exhaust	Single	Single	Twin	Twin
Front fog lights	Optional	✓	Optional	✓
Front wipers	2-speed intermittent	Auto 2-speed intermittent	2-speed intermittent	Auto 2-speed intermittent
Headlights	Halogen	Halogen	Halogen	HID
Keyless entry (with boot open)	✓	✓	✓	✓
Mirror integrated indicators	x	x	✓	✓
Power door mirrors (body coloured)	✓	✓	✓	✓
Rear window demister	✓	✓	✓	✓
Interior				
Accessory power outlet (12v)	✓	✓	✓	✓
Air conditioning	Dual Zone Climate Control	Dual Zone Climate Control	Dual Zone Climate Control	Dual Zone Climate Control
Ashtray	Front & Rear	Front & Rear	Front & Rear	Front & Rear
Cigarette lighter	✓	✓	✓	✓
Comprehensive interior lighting	✓	✓	✓	✓
Cruise control	✓	✓	✓	✓
Digital clock	✓	✓	✓	✓
Door pockets	✓	✓	✓	✓
Driver seat adjustment	Manual	8-way power	8-way power	8-way power (with memory)
Driver seat power lumbar support	x	✓	✓	✓
Driver's footrest	✓	✓	✓	✓
Front passenger seat adjustment	Manual	Manual	Manual	4-way power
Fuel consumption display	✓	✓	✓	✓
Glovebox	Illuminated with key	Illuminated with key	Illuminated with key	Illuminated with key
Head restraints	x5	x5	x5	x5
Heated front seats	x	✓	x	✓

	VTi	VTi-Luxury	V6	V6-Luxury
Leather+ wrapped gear shift knob	x	✓	x	✓
Lights on warning	✓	✓	✓	✓
Low fuel warning	✓	✓	✓	✓
Outside temperature display	✓	✓	✓	✓
Power windows	✓	✓	✓	✓
Rear seat fold down lever in boot	✓	✓	✓	✓
Rear ventilation	✓	✓	✓	✓
Satellite Navigation	x	x	x	✓
Seat back pocket	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Seat trim material	Cloth	Leather	Cloth	Leather
Seatbelt height adjuster	Front	Front	Front	Front
Steering column	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment
Steering wheel	Urethane	Leather+ wrapped	Urethane	Leather+ wrapped
Sunglasses holder	✓	✓	✓	✓
Digital Clock	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓
Trip computer	x	x	x	✓
Vanity Mirror with illumination	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Safety				
Advanced Compatibility Engineering (ACE)	✓	✓	✓	✓
Airbags i-SRS - front	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Airbags SRS - side with OPDS	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Airbags SRS - curtain	x	✓	✓	✓
Anti-Lock Braking System (ABS)	✓	✓	✓	✓
Central locking	✓	✓	✓	✓
Child safety seat anchorages	x3	x3	x3	x3
Childproof door locks	✓	✓	✓	✓
Emergency Brake-force Distribution (EBD)	✓	✓	✓	✓
Electronic Brake Assist (EBA)	✓	✓	✓	✓

	VTi	VTi-Luxury	V6	V6-Luxury
Front Active Head restraints	✓	✓	✓	✓
Front seat belt pre-tensioners	Belt & buckle	Belt & buckle	Belt & buckle	Belt & buckle
Front windscreen	Laminated	Laminated	Laminated	Laminated
Hazard warning lights	✓	✓	✓	✓
Immobiliser system	✓	✓	✓	✓
Progressive crumple zones	Front & rear	Front & rear	Front & rear	Front & rear
Reversing camera	x	x	x	✓
Seat belt reminder	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Seat belts 3 point ELR	Front	Front	Front	Front
Seat belts 3 point ELR/ALR	Rear	Rear	Rear	Rear
Security alarm system	✓	✓	✓	✓
Side impact protection	✓	✓	✓	✓
Transmission shift lock	✓	✓	✓	✓
Vehicle Stability Assist (VSA)	✓	✓	✓	✓
Traction Control (TCS)	✓	✓	✓	✓

Dimensions/Weights/Capacities

Overall Length (mm)	4945	4945	4945	4945
Overall Width (mm)	1845	1845	1845	1845
Overall Height (mm)	1475	1475	1475	1475
Wheelbase (mm)	2800	2800	2800	2800
Front track (mm)	1590	1580	1580	1580
Rear track (mm)	1590	1580	1580	1580
Ground clearance - laden (mm)	120	120	120	120
Head room - Front (mm)	1051	1051	1051	1051
Head room - Rear (mm)	978	991	978	991
Leg room - Front (mm)	1079	1079	1079	1079
Leg room - Rear (mm)	944	944	944	944
Shoulder room - Front (mm)	1479	1479	1479	1479
Shoulder room - Rear (mm)	1432	1432	1432	1432
Hip room - Front (mm)	1438	1438	1438	1438
Hip room - Rear (mm)	1379	1379	1379	1379
Kerb Weight (kg)	1515	1565	1615	1650
Fuel tank capacity	70 litres	70 litres	70 litres	70 litres
Fuel consumption - combined (Litres/100km)*	8.8	8.8	10	10
Turning circle at wheel centre (m)	11.49	11.49	11.49	11.49

	VTi	VTi-Luxury	V6	V6-Luxury
Maximum towing capacity				
- trailer with brakes (kg)	1200	1200	1200	1200
- trailer without brakes (kg)	500	500	500	500
Boot capacity (litres)	450	450	450	450
Seating capacity	5	5	5	5

Tyres and Wheels

Wheel size	16x6.5J	17x7.5J	17x7.5J	17x7.5J
Tyre size	215/60R16 95H	225/50R17 94V	225/50R17 94V	225/50R17 94V
Wheel type	Alloy	Alloy	Alloy	Alloy
Spare wheel type	Fullsize	Fullsize	Fullsize	Fullsize

Audio System

AM/FM radio, 6 CD Stacker w/ MP3 & WMA capability	✓	✓	✓	x
AM/FM radio, 6 CD Stacker Premium Audio w/ MP3 & WMA & RDS	x	x	x	✓
Front speakers	x2	x2	x2	x2
Rear speakers	x2	x2	x2	x2
Front tweeters	x2	x2	x2	x2
Subwoofer	x	x	x	x1
Speed-sensitive volume compensation (SVC)	✓	✓	✓	✓
Steering wheel mounted audio controls	✓	✓	✓	✓
Antenna	In-Glass Type	In-Glass Type	In-Glass Type	In-Glass Type
Auxiliary jack	✓	✓	✓	✓

Colours

Exterior	Interior	Interior	Interior	Interior
Brilliant White Pearl	Black	Ivory	Black	Ivory
Alabaster Silver Metallic	Black	Black	Black	Black
Nighthawk Black Pearl	Black	Black or Ivory	Black	Black or Ivory
Polished Metal Metallic	Black	Black	Black	Black
Bold Beige Metallic	Black	Ivory	Black	Ivory

***** The fuel consumption figures quoted are based on ADR81/01 test results

+ Leather interior includes some PVC VINYL

✓ Standard feature

x Not available

Introduction to Honda

Australian Chronological History

1969 FEB	Honda Australia established February 4, 1969 by Mr Shiome in South Yarra, Melbourne Victoria and begins to sell motor vehicles, introduced were N360 and N600 mini cars.
	Honda Australia relocates from South Yarra to an office warehouse complex in Johnston Street Abbotsford Victoria.
1970	Coupe 7 and Coupe 9 two door sports saloons, Life and Z mini cars introduced.
	Mr Shiome is recalled to Japan and replaced by Mr Takeshi Sumida as Managing Director.
1971 NOV	West Australian office opens in Perth for distribution of Honda motorcycles, and outboard motors.
	Mr Takeshi Sumida is replaced by Mr Kazuo Shimizu as Managing Director.
	Honda Australia relocates from Abbotsford to Airport West Victoria.
1972	Civic (1st generation) introduced into the Australian market
1972 NOV	South Australian office opens in Adelaide for distribution of motorcycle.
1973	South Australian office opens in Adelaide for distribution of motor vehicles.
1973 JULY	Distribution of power equipment commences in Victoria.
1976 JAN	Distribution of power equipment commences in South Australia.
1977 MAY	Accord (1st generation hatch back) introduced.
	Mr Kazuo Shimizu is transferred to the UK and is replaced by Mr Koichi Amemiya as Managing Director.
	Victorian private distributor (Bennett Honda) relinquishes distribution rights of large motorcycles to Honda Australia. Honda Australia moves into Bennett Honda's office and warehouse complex in Vaughan Terrace, North Melbourne, Victoria.

1977 OCT	Distribution of large motorcycles commence in Victoria.
	Accord (1st generation sedan) introduced.
	Honda Accord wins 'Wheels Car of the Year Award' (a first for a Japanese car manufacturer).
1978	Prelude (1st generation) introduced.
1979 JAN	Queensland private distributor relinquishes distribution rights to Honda Australia as sole importer of Honda products.
	Queensland state office opens at 1811 Ipswich Road, Rocklea for distribution of motor vehicles, motorcycles and power equipment.
	Civic (2nd generation) introduced.
	Mr Koichi Amemiya is replaced by Mr Shuichiro Nagashima as Managing Director.
1981 NOV	Headquarters and warehouse in Victoria relocates to Tullamarine from Airport West and North Melbourne.
	Motor vehicle sales start in Western Australia.
	Mr Shuichiro Nagashima is replaced by Mr Isao Suzuki as Managing Director.
1982 MAY	Motorcycles sold in Tasmania.
	Accord (2nd generation) introduced
	Prelude (2nd generation) introduced.
1983	Civic (3rd generation) introduced.
	City (1st generation) introduced.
	Acty Van (1st generation) introduced.
1984 JAN	Darwin Honda (funded by Honda Australia) is opened.
1985	Legend 2.5 (1st generation) saloon introduced.
	Integra (1st generation) introduced.
1986	South Australian office and warehouse complex closes.
	Accord (3rd generation) introduced.
	South Australian office and warehouse complex closes.

1986 NOV	Honda Australia commenced power equipment distribution in Western Australia.
1987 JAN	New South Wales private distributor (Bennett Honda LNC Group) relinquished distribution rights to Honda Australia as sole importer of Honda products.
	New South Wales state office and warehouse opens in Pike Street, Rydalmere, Sydney for distribution motor vehicles, motor cycles, power equipment and replacement parts.
	Civic (4th generation) and CRX (2nd generation) introduced.
	Legend 2.7 (1st generation) saloon and coupe introduced.
	Prelude (3rd generation) introduced.
	Honda Prelude 4WS wins 'Wheels Car of the Year Award'.
	Mr Isao Suzuki is replaced by Mr Teruo Nakamura as Managing Director.
1988 FEB	Honda Manufacturing Pty Ltd established - Lawn Mower Factory opens in Tullamarine Victoria.
	Concerto (1st generation) introduced.
	Honda Australia sponsors the inaugural Honda Masters Games held in Alice Springs Northern Territory.
	Honda Australia retails 13613 motor vehicles.
1989	Integra (2nd generation) introduced.
1989 DEC	Honda Australia Rider Training Centre opens in Tullamarine Victoria.
	Honda Australia retails 15867 motor vehicles a market share of 3.57%.
1990	Honda Australia celebrates 21st Anniversary.
	Accord (4th generation) introduced.
	Legend (2nd generation) saloon and coupe introduced.
	Honda Australia sponsors the inaugural Honda Masters Games held in Alice Springs Northern Territory.
	Honda Australia retails 13141 motor vehicles market share of 2.84%.

1991 JUNE	Motor vehicle and motorcycle/power equipment operations separate
	Prelude (4th generation) introduced.
1991 JULY	Founder Soichiro Honda passes away aged 84.
	NSX (1st generation) introduced.
1991 OCT	Honda MPE Pty. Ltd. established at Campbellfield, Victoria for national distribution of motor cycles and power equipment.
	Honda Manufacturing relocates to Campbellfield from Tullamarine.
	New South Wales office moves from Rydalmere to Auburn Sydney parts warehouse closes.
	Honda NSX wins 'Wheels Car of the Year Award'.
	Honda Civic awarded 'Peoples Car of Australia' by Car Australia.
	Formula Honda (funded by Honda Australia) is opened in South Australia.
	Honda Australia retails 12521 motor vehicles a market share of 3.22%.
1992	The Honda Foundation (Australia) established.
	Civic (5th generation) and CRX (2nd generation) introduced.
	Honda Australia sponsors the inaugural Honda Masters Games held in Alice Springs Northern Territory.
	Honda Australia retails 12946 motor vehicles a market share of 3.22%.
1993	Western Australian office moves from Cannington to Perth, Western Australia.
	Mr Teruo Nakamura is replaced by Mr Shigeru Takagi as Managing Director.
	Honda Integra VTi-R awarded Best Sports Car under $47,116 by NRMA Best Cars.
	Honda Integra elected by the Australian Motoring Journalists of Australia Best Sports Car by Motor Best Car Awards.
	Honda Civic VEi elected by the Australian Motoring Journalists of Australia Best Small Car by Motor Best Car Awards.

1993 AUG	Formula Honda SA is sold to a private dealer.
	Integra (3rd generation) introduced.
	Honda Australia retails 12784 motor vehicles a market share of 3.1%.
1994	Honda Australia Rider Training commences operations at second site in Kilsyth, Victoria.
	Honda Accord awarded Best Overall in Wheels and Which Car Annual Quality Ratings.
	Honda Prelude Vti-R awarded Best Sports Car to $50,000 by RACV Best Buys.
	Honda Integra Vti-R awarded Best Sports Car under $50,000 by NRMA Best Buys.
	Honda Integra elected by the Australian Motoring Journalists of Australia Best Sports Car by Motor Best Car Awards.
	Honda Civic VEi elected by the Australian Motoring Journalists of Australia Best Small Car by Motor Best Car Awards.
	Accord (5th generation) introduced.
	Odyssey (1st generation) introduced.
	Honda Australia retails 16035 motor vehicles a market share of 3.5%.
1995	Honda Odyssey wins Wheels Car of the Year Award.
	Honda Odyssey awarded Best Passenger Van by RACV Best Buys.
	Honda Odyssey awarded Car of the Year by RAA.
	Honda Accord awarded Best Overall car in Wheels and Which Car Annual Quality Ratings.
	Legend (3rd generation) saloon introduced.
	NSX-T (1st generation) introduced.
	Honda Civic awarded Small Car of the Year by The Advertiser.
	Honda Civic awarded Car of the Year by 1170 2 CH Radio Network.
	Honda Australia retails 14012 motor vehicles a market share of 2.9%.
	Mr Shigeru Takagi is replaced by Mr Tsutomu Umeno as Managing Director.

1995 JUNE	Queensland office moves from Milton to Kingsford Smith Drive Albion.
	Honda Odyssey awarded Best Passenger Van by RACV Best Buys.
	Honda Odyssey Seven Seater awarded Best Family Wagon by NRMA.
	Honda Civic awarded Best Small Medium Car by NRMA.
	Civic (6th generation) introduced.
	Prelude (5th generation) introduced.
	Honda Australia retails 16201 motor vehicles a market share of 3.3%.
1997	Honda Business Institute. Established in conjunction with Monash Business School.
	CR-V (1st generation) introduced.
	Honda Odyssey awarded Best Passenger Van by RACV Best Buys.
	Honda Odyssey awarded Best Family Wagon by NRMA Best Cars.
	Honda Australia retails 17518 motor vehicles, 15896 passenger vehicles a market share of 2.9% and 1622 SUV vehicles a market share of .9%.
1998	West Australian office moves from Perth to Belmont.
	Accord (6th generation) introduced.
	Mr Tsutomu Umeno is replaced by Mr Kenechi Abe as Managing Director.
	Honda Odyssey Seven Seater awarded Best Passenger Wagon by NRMA Best Buys.
	Honda Worldwide celebrates 50th Anniversary.
	Honda Odyssey awarded Best People Mover by RACV.
	Honda Australia retails 25571 motor vehicles 17045 passenger vehicles a market share of 3.0% and 8161 SUV vehicles a market share of 4.0%.
1999	Motor Vehicles and MPE Parts consolidated back to Tullamarine Victoria.
	Four carousels capable of storing 11,000 lines each are installed into Tullamarine warehouse.
	Odyssey (2nd generation) introduced.
	S2000 (1st generation) introduced.

	HR-V (1st generation) introduced.
	Honda Australia Roadcraft Training (HART) opened in St Ives, NSW to conduct both rider and driver training.
1999 MAR	Honda Australia Retirees Club established.
	Honda S2000 awarded Best Sports Car by RACQ and Courier Mail.
	Honda S2000 awarded Best Sports Car over $56,000 by NRMA and RACV Best Cars.
	Honda Australia retails 28517 motor vehicles 15925 passenger vehicles a market share of 2.9% and 12592 SUV vehicles a market share of 5.8%.
2000 APR	Honda Australia introduces the Electronic Parts Catalogue for motor vehicle dealer network.
	Honda S2000 awarded Best Sports Car by Australia's Best Cars.
	Honda Civic awarded Car of the Year by Macquarie Radio Network.
	Honda S2000 awarded Best value sports car by 2 KY 1017 Radio Network.
	Honda Australia retails 30034 motor vehicles 15069 passenger vehicles a market share of 2.9% and 14965 SUV vehicles a market share of 3.5%.
2001	MPE parts return to Campbellfield Victoria for national distribution of motorcycle, power equipment and marine parts.
	Civic (7th generation) introduced.
	Integra (4th generation) introduced.
	Insight (1st generation) introduced the first Hybrid car to be sold in Australia.
	CR-V (2nd generation) introduced.
	Honda Australia retail 20782 motor vehicles 11425 passenger vehicles a market share of 2.2% and 9357 SUV vehicles a market share of 3.8%.
2002	MDX (1st generation) introduced.
	Mr Kenechi Abe is replaced by Mr Hiroshi Toda as Managing Director.
	Honda Australia retails 23587 motor vehicles 11090 passenger vehicles a market share of 2.1% and 12497 SUV vehicles a market share of 4.8%.

2003 FEB	Honda Environmental Committee established.
	Jazz (1st generation) introduced.
	Accord Euro (1st generation) introduced.
	Accord (7th generation) introduced.
	Honda Accord V6 awarded Best Luxury Car under $57,000 by Australia's Best Cars.
	Honda Accord Euro awarded Prestige Car of the Year by carsales.com.au.
	Honda Jazz awarded Small Car of the Year by carsales.com.au.
	Honda Australia retails 30817 motor vehicles 20132 passenger vehicles a market share of 3.4% and 10685 SUV vehicles a market share of 3.3%.
2004	Honda Accord V6 awarded Best Luxury Car under $57,000 by Australia's Best Cars.
	Honda Accord Euro awarded Prestige Car of the Year by carsales.com.au.
	Civic Hybrid (1st generation) introduced.
	Odyssey (3rd generation) introduced.
	Honda Australia retails 36474 motor vehicles 27024 passenger vehicles a market share of 4.58% and 9450 SUV vehicles a market share of 2.59%.
2005	Honda Accord Euro awarded Prestige Car of the Year by carsales.com.au.
	Mr Hiroshi Toda is replaced by Mr Toshio Iwamoto as Managing Director.
	Civic (8th generation) and Civic Hybrid (2 nd generation) introduced.
	Honda Australia retails 47001 motor vehicles 37328 passenger vehicles a market share of 6.13% and 9678 SUV vehicles a market share of 2.55%.
2006 JAN	Honda Australia receives ISO 14001:2004 certification for its Environmental Management System.
	Legend (4th generation) saloon introduced.
2006 NOV	Honda Odyssey awarded Best People Mover by drive.com.au.
	Honda Accord Euro awarded Best Medium Car by drive.com.au.
	Honda Civic awarded for excellence Best Interior Design by drive.com.au
	Honda Civic awarded Best Mid Size Car under $28,000 by Australia's Best Cars.

	Honda Odyssey awarded Best People Mover by Australia's Best Cars.
	Honda Australia retails 54202 motor vehicles.
2007 JAN	South Australian office reopens in Wayville.
2007 APR	Mr Toshio Iwamoto is transferred to Singapore and is replaced by Mr Yasuhide Mizuno as Managing Director.
2007 DEC	Honda Civic retains Best Mid Size Car under $28,000 by Australia's Best Cars. Second year in a row.
	Honda Odyssey retains Best People Mover by Australia's Best Cars for the fourth consecutive year, the most awarded car in Australia's Best Cars history.