HAVE IT ALL

ALL-NEW Accord

INTRODUCTION

Ninth-generation of the much-loved Honda Accord nameplate

The 2013 Accord marks the beginning of the ninth-generation of one of Honda's best-selling cars. The all-new model is more luxurious and sophisticated, performs better and has more features than any of its predecessors throughout the Accord's 37 year history. The 2013 model advances a sense of luxury, craftsmanship, vehicle dynamics and range of standard equipment to the highest levels.

Redesigned from top to tail

The exterior length and wheelbase of the Accord is slightly more compact than the previous generation. At the same time, Honda engineers have made improvements to key interior dimensions including rear legroom and boot volume. The result is a spacious, all-new Accord that boasts a sportier appearance, more responsive handling and enhanced driving dynamics. From the tip of the front bumpers to the end of the exhaust finishers, nothing was left unexamined when redesigning the Accord. This includes major elements such as the unit-body, sheet metal, glass and aerodynamics, along with interior features and electronic systems, the engines and transmissions, the chassis components, and the many safety systems.

Despite the complete generational changes, the 2013 Accord is still focused on providing the same long-established blend of unbeatable Honda safety and security, value for money, performance and handling and passenger comfort.

INTRODUCTION

Fuel economy

Fuel efficiency has improved by seven percent for both the four and six cylinder models. While the four cylinder VTi and VTi-S boast 7.9 litres per 100 kilometres and CO2 emissions of 187 grams per kilometre (combined urban/extra urban), the VTi-L sips 8.1 litres per 100 kilometres and CO2 emissions of 192 grams per kilometre. The V6L uses just 9.2 litres per 100 kilometres and CO2 emissions of 217 grams per kilometre (combined urban/extra urban).

The ninth-generation Accord is the most advanced model yet, with state-of-the art safety systems and elements of Honda's Earth Dreams technology, designed to enhance fuel efficiency and minimise emissions.

Earth Dreams Technology

Earth Dreams Technology was created from an awareness of rising fuel prices combined with increasingly stringent environmental performance targets. Honda's new generation of powertrains brings advanced driving performance and low emissions within reach for customers.

EARTH DREAMS TECHNOLOGY

WHAT'S NEW

A number of new Honda technologies debut in the 2013 Accord. Covering all aspects of the vehicle from exterior features to powertrain and from chassis features to electronics, they combine to elevate the Accord driving experience. Some of these key features include:

MacPherson Strut Front Suspension

Lighter than the double-wishbone system it replaces, the Accord's new MacPherson strut front suspension system provides superior ride and handling qualities, while reducing interior noise, vibration and harshness (NVH). The front suspension also sits on an innovative aluminium and steel front sub-frame that is assembled with Honda's new proprietary friction-stir-welding process.

LED Lighting

The Accord VTi-S and above feature the first use of Light Emitting Diode (LED) projector headlights for enhanced visibility (low beam only). LED daytime running lights (DRL) and LED brake lights are standard on all models.

New safety technology

The 2013 Accord features the most advanced Honda safety systems. For the first time in this market, Honda has introduced LaneWatch Blind Spot Monitoring, which is available on the VTi-S, VTi-L and V6L.

Honda has also introduced its Advanced Driver Assist System (ADAS) which includes Lane Keep Assist System (LKAS), Collision Mitigation Braking System (CMBS) and Adaptive Cruise Control (ACC). These features are available on the four cylinder VTi-L as a factory-fitted option and are standard on the V6L.

SPECIFICATIONS

The 2013 Accord is available with two engines; a four or six cylinder.

The four cylinder VTi has the following specifications:

- 2.4 litre i-VTEC DOHC engine delivering 129kW of power @ 6200rpm and 225Nm of torque @4000rpm
- Fuel economy of 7.9 litres per 100 kilometres and CO2 emissions of 187 grams per kilometre (combined urban/extra urban)
- Five-speed automatic transmission with Grade Logic Control
- Anti-lock Brake System (ABS), Electronic Brake-force Distribution (EBD), Emergency Brake Assist (EBA)
- Vehicle Stability Assist (VSA) and Traction Control System (TCS)
- Reversing camera with three modes (180 degree, normal and top-down)
- Advanced Compatibility Engineering (ACE) Body Structure
- Tyre Deflation Warning System (DWS)
- Trailer Stability Assist (TSA)
- Six airbags (front, side and full-length curtain)
- Whiplash mitigating head restraints
- ECON mode
- MacPherson strut front and Multi-Link rear suspension
- Electric power-assisted rack and pinion steering with tilt and telescopic function
- Multi-information Display (MID) and intelligent Multi-Information Display (i-MID)
- Variable intermittent wipers
- Halogen headlights with leaving home/coming home feature
- LED daytime running lights (DRL) and LED tail lights

SPECIFICATIONS

- Cruise control
- Active Noise Control (ANC)
- Dual-zone climate control
- Cloth trim
- Manual seat adjustment
- AM/FM audio system, single CD, six speakers, touch screen and Speed-sensitive Volume Control (SVC)
- Bluetooth HFT with audio streaming
- AUX jack and USB connectivity
- Engine immobiliser and security alarm
- Steering wheel-mounted audio, cruise, Bluetooth and MID controls
- 461 litre boot capacity
- 16 inch alloy wheels with full size spare

The four cylinder VTi-S has the same specifications as the VTi with the addition of:

- LaneWatch Blind Spot Monitoring
- Front and rear parking sensors
- Rain sensing auto front wipers
- LED headlights with leaving home/ coming home feature
- Front fog lights
- Premium audio system with seven speakers and touch screen
- Reverse tilt door mirror
- 457 litre boot capacity
- 17 inch alloy wheels with full size spare

SPECIFICATIONS

The four cylinder VTi-L has the same specifications as the VTi-S with the addition of:

- Honda's Advanced Driver Assist System (ADAS) featuring Adaptive Cruise Control (ACC), Collision Mitigation Braking System (CMBS), Lane Keep Assist System (LKAS), E-Pretensioner seatbelt for the driver (as a factory fitted option)
- Fuel economy of 8.1 litres per 100 kilometres and CO2 emissions of 192 grams per kilometre (combined urban/ extra urban)
- Sunroof
- Active cornering headlights
- i-MID with satellite navigation
- Intelligent dual-zone climate control
- Leather trim with heated front seats
- Smart keyless entry and start
- 8-way power driver's seat
- 4-way power passenger seat
- Driver's lumbar support
- Driver's seat memory
- Leather wrapped gear shift and steering wheel
- Auto-dimming rearview mirror
- 18 inch alloy wheels with full size spare

SPECIFICATIONS

The six cylinder V6L has the same specifications as the four cylinder VTi-L with the following differences/additions:

- 3.5 litre SOHC i-VTEC V6 engine delivering 206kW of power @ 6200rpm and 339Nm of torque @ 4900rpm
- Fuel economy of 9.2 litres per 100 kilometres and CO2 emissions of 217 grams per kilometre (combined urban/ extra urban)
- Six-speed automatic transmission
- Honda's Advanced Driver Assist System (ADAS) featuring Adaptive Cruise Control (ACC), Collision Mitigation Braking System (CMBS), Lane Keep Assist System (LKAS), E-Pretensioner seatbelt for the driver as standard
- Twin exhaust
- Hydrophilic side mirrors
- Electric rear window sunshade
- 8-way power driver and front passenger seat

ADVANCED DRIVER ASSIST SYSTEM (ADAS)

For the first time in Australia, Honda introduces its state-of-the-art safety technology, called Advanced Driver Assist System (ADAS). As the name suggests, ADAS is designed to complement the driver, not to replace their input. ADAS contributes to active safety, while ensuring that the driver remains in control of the vehicle at all times.

Adaptive Cruise Control (ACC)

Buttons on the steering wheel operate ACC, which allows the driver to set their speed and preferred distance from the vehicle in front. Using a radar in the front grille, ACC monitors the distance to the car in front and can apply up to a quarter of the maximum braking force. If even more braking is required, the system provides a visible and audible warning. It operates between speeds of 30 and 180 kilometres per hour.

Collision Mitigation Braking System (CMBS)

Both the Accord VTi-L with the factory ADAS and the V6L feature a new Collision Mitigation Braking System (CMBS). When the system detects a vehicle ahead and determines that a collision is possible, it provides the driver with visual and audio alerts to encourage avoidant actions.

Lane Keep Assist System (LKAS)

The Accord VTi-L with the factory fitted option and the V6L models feature LKAS. Designed for dual carriageway or motorway use, LKAS helps keep the vehicle in its lane. The system detects lane markings using a camera mounted on the inside of the windscreen (pictured). If the driver indicates, it will switch to standby mode, but if it senses the vehicle is about to leave its lane without indicating, it will automatically apply corrective steering, while issuing a visual and audible warning. The system applies up to 80 percent of the steering force required, with the driver providing the final 20 percent.

POWERTRAIN

Honda engineers were committed to enhancing the performance of both the four and six cylinder engines, while also making substantial gains in fuel efficiency. As such, each engine has elements of Honda's new Earth Dreams Technology series.

Four cylinder engine

- 2.4 litre DOHC i-VTEC engine
- 129kW @ 6200rpm
- 225Nm of torque @ 4000rpm
- VTi and VTi-S have fuel economy of 7.9 litres per 100 kilometres and CO2 emissions of 187 grams per kilometre (combined urban/extra urban)
- VTi-L has fuel economy of 8.1 litres per 100 kilometres and CO2 emissions of 192 grams per kilometre (combined urban/extra urban)
- 91RON fuel
- Drive-by-Wire Throttle System
- Five-speed automatic transmission
- Close-coupled catalytic converter plus under-floor catalytic converter

The DOHC i-VTEC four cylinder engine that delivers 129kW and 225Nm of torque powers the Accord VTi, VTi-S and VTi-L. Utilising elements of Honda's Earth Dreams Technology, it greatly enhances both driving performance and fuel efficiency of the vehicle.

Fuel economy figures have also significantly improved due in part to the efficient engine, featuring a new combustion chamber design, offset cylinder bores and a range of friction reducing technologies.

POWERTRAIN

Engine Block, Crankshaft and Pistons

The engine has a new, lightweight die-cast aluminium block with a single main-bearing cradle design that creates a rigid assembly to help minimise noise and vibration. Cast-in iron cylinder liners further work to provide long-lasting durability. Each journal on the forged-steel crankshaft is micro-polished to reduce internal friction. To improve smoothness throughout the rpm range and help lower noise levels, the Accord is fitted with an internal balancer unit. Consisting of a pair of chain-driven counter-rotating shafts located in the oil pan, the balancing system helps quell the inherent second-order harmonic vibrations that normally impact inline four cylinder engines.

To reduce piston-sliding friction, the cylinder bores are now offset by 8mm from the crankshaft. This gives the connecting rods a more favourable angle during each power stroke, which reduces side loading on the pistons and in turn, improves efficiency.

POWERTRAIN

The new engine is also positioned differently within the Accord's engine bay. While the previous-generation powerplant was positioned with a 15-degree rearward slant, this engine is positioned with a 10-degree rearward slant to accommodate the differing packaging requirements of the new forward exhaust layout.

Friction-Reducing Technologies

The Accord makes use of new friction-reducing technologies designed to improve engine efficiency. The outer skirts of lightweight aluminium pistons feature a low-friction coating applied in a unique dot-pattern application. The result is reduced overall friction as the pistons move within the cylinder bores. Plateau honing further lowers the friction level between the pistons and the cylinders by creating an ultra-smooth surface. It facilitates a two-stage machining process that uses two grinding processes instead of the conventional single honing process. This also enhances the long-term wear characteristics of the engine. Low viscosity oil (0W-20) also reduces friction.

Cylinder Head and Valvetrain

The engine has a lightweight cylinder head that is made of pressure-cast aluminium alloy. The exhaust ports are now located on the front side of the engine (the previous-generation Accord had the exhaust ports located at the rear of the engine) which provides greater freedom in the layout of the close-coupled catalytic converter that mounts directly to the cylinder head. With exhaust passages cast directly into the cylinder head, the need for a traditional separate exhaust manifold is eliminated.

A silent-chain drives dual overhead cams and four valves per cylinder and features a new double-arm tensioner design that reduces operating friction. The cam drive is maintenance free throughout the life of the engine. To help further reduce friction, the finish of the camshaft journals has been improved.

The cylinder head features a new high tumble intake-port design. In combination with the new combustion chamber and piston crown shape, the design's high level of airflow tumble helps create a homogenous fuel mixture for low fuel consumption and high airflow for increased power output.

POWERTRAIN

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 VTC (Variable Timing Control), which continuously adjusts the intake camshaft phase, with Variable Valve Timing and Lift Electronic Control (VTEC), which alters 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 5000rpm, 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 efficiency and lower NOx emissions.

High-Efficiency Catalytic Converters

Key contributors to the four-cylinder engine's excellent emissions performance are its high-efficiency catalytic converters. One converter mounts directly to the front of the cylinder head, close-coupled for fast activation after the engine is started. A second converter is positioned slightly downstream, beneath the passenger compartment floor. Both converters use a thin-wall design that increases internal reaction area and enhances efficiency.

A high-efficiency exhaust system and high-density catalytic converters help the Accord engine reduce CO2 emissions.

POWERTRAIN

Six cylinder

- 3.5 litre SOHC i-VTEC V6 engine
- 206kW of power @ 6200rpm
- 339Nm of torque at 4900rpm
- Six-speed automatic transmission with Grade Logic Control
- New Variable Cylinder Management (VCM) system
- Close-coupled catalytic converters plus under-floor catalytic converter
- Fuel economy of 9.2 litres per 100 kilometres and CO2 emissions of 217 grams (combined urban/extra urban
- 91RON
- Drive-by-Wire Throttle System

The 3.5 litre V6 engine has been extensively reworked with a range of improvements including revised intake and exhaust ports, updated valve timing and VTEC and VCM with a wider range of operation. The aluminium alloy 24-valve engine now produces 206kW at 6200rpm and 339Nm of torque at 4900rpm. Torque is markedly improved in the lower ranges below 4900rpm where the engine typically operates.

Along with the increased power, the updated V6 engine also contributes to a seven percent increase in the fuel economy due to internal friction reduction features including an oil-ring ion-plating treatment, plateau honing and reduced auxiliary-belt tension. A new tumble-type intake port design enhances combustion efficiency, and torque-converter function in the new available six-speed automatic transmission has been refined. A three and a half percent weight reduction is due to a new cylinder head bridge structure with separate rocker arm holders and lightweight resin cam covers.

POWERTRAIN

Engine Block and Crankshaft

With its 60-degree V-angle, the Accord's V6 engine is inherently smooth and has compact overall dimensions that allow efficient packaging within the vehicle. The 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.

A new cooling control spacer positioned in the water jacket surrounding the cylinders helps to keep operating temperature and tolerances more consistent. Plateau honing further lowers the friction level between the pistons and the cylinders by creating an ultra-smooth surface. This two-stage machining process uses two grinding processes instead of the more conventional single honing process. Plateau honing also enhances the long-term wear characteristics of the engine.

Cylinder Heads/Valvetrain

Like other Honda V6 powerplants, the new Accord engine's four-valve 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 a new "tumble port" design that enhances combustion efficiency. An integrated exhaust manifold cast into each cylinder head reduces parts count, improves flow and optimises the location of the close-coupled catalyst.

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

The Accord's available SOHC V6 with automatic transmission includes a new generation of i-VTEC with VCM. Advances to VCM technology make a large contribution to the Accord V6's fuel economy improvements.

POWERTRAIN

i-VTEC Valve Control System

The Accord's V6 engine combines VCM with Variable Valve Timing and Lift Electronic Control (VTEC), which changes valve lift, timing and duration of the intake valves. A new switching mechanism allows each cylinder to operate with both low-rpm valve lift and duration and high-rpm lift and duration. The rear cylinder bank can also leave all intake and exhaust valves closed to maximise fuel efficiency during cylinder deactivation.

The 'intelligent' portion of the system is its ability to vary valve operation based on the driving situation and engine rpm. At low rpm, the VTEC intake valve timing and lift are optimised for increased torque, which now allows a wider range of three-cylinder operation.

As engine rpm builds past 5150rpm, the VTEC system transitions to a high-lift, long-duration intake cam profile for superior high-rpm engine power. In cylinder cut-off mode, the rear bank of intake and exhaust valves remain closed to eliminate pumping losses.

VCM Operation

To help improve the fuel efficiency of the V6 engine, a new generation of Honda's VCM is used. In the previous generation, VCM operated on three cylinders for cruising, four cylinders for modest acceleration or six cylinders for strong acceleration. Advancements to the VTEC system and active engine mounts now allow the VCM system to operate with three cylinders in a wider range of situations to maximise fuel efficiency and lower emissions. Four cylinder operation has been eliminated. When greater power is needed, the system switches seamlessly to six cylinder operation.

Any time high power output is required, including start-up, aggressive acceleration, or when climbing hills, the engine operates on all six cylinders. During moderate-speed cruising and at low or moderate engine loads, the system only operates the front bank of three cylinders.

POWERTRAIN

The VCM system can 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 efficiency gets a further boost. The system combines maximum performance and maximum fuel efficiency – two characteristics that don't typically coexist in conventional engines.

VCM deactivates specific cylinders by using the VTEC system to close the intake and exhaust valves while the Powertrain Control Module simultaneously cuts fuel to those cylinders. 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 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 torque-induced jolt of 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 and six cylinder operation is unnoticeable to the driver.

POWERTRAIN

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

A new-generation Active Control Engine Mount system (ACM) is used to minimise the effects of engine vibration as the VCM system switches cylinders on and off. The more powerful ACM is a key factor in the VCM's broader range of operation in the new Accord. 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 interior of the Accord, an Active Noise Control system (ANC) works in cooperation with the ACM system to further reduce any sound relating to the function of the VCM system.

Programmed Fuel Injection (PGM-FI)

The V6 engine's Programmed Fuel Injection (PGM-FI) continually adjusts 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.

POWERTRAIN

Six-Speed Automatic Transmission with Grade Logic Control

To maximise driver control, acceleration and fuel efficiency, the 2013 Accord V6L is available with an all-new six-speed automatic transmission featuring racing-inspired steering wheel-mounted paddle shifters and two automatic shift modes. The transmission is shorter than the previous generation Accord's five-speed automatic transmission and careful engineering of the layout and power flow minimises size, parts count and overall weight. With its additional gear ratio, expanded torque converter lock-up range and better efficiency, it contributes a seven percent improvement in fuel economy.

The six-speed transmission can be controlled by a straight-gate console-mounted shifter or a steering wheel paddle shift system that works in either of its two automatic modes.

The six-speed automatic transmission also includes engineering enhancements aimed at improved performance and efficiency. Expanded multi-disc lock-up control improves the efficiency of power delivery and works with the new gear ratios to provide an improvement in fuel efficiency, as compared to a conventional design. In addition to Grade Logic Control, all of the transmission logic systems work together to automatically alter shift timing based on driving conditions.

POWERTRAIN

Automatic Modes

The six-speed transmission can be operated in two different fully automatic modes with the console-mounted straight-gate shifter. The D (or "Drive") mode is ideal for most driving situations, and combines fuel efficiency with smooth operation and responsive power when needed. The S (or "Sport") mode can be used for performance-oriented driving and features more aggressive shift mapping to keep engine rpm higher for greater acceleration and response.

In Sport mode, the transmission typically operates in the four lowest gears and won't shift to fifth gear unless the vehicle reaches a much higher speed. In this mode, the efficiency-oriented sixth gear is locked out. When in the D mode, the transmission incorporates an advanced Grade Logic Control System and Shift Hold Control, which reduces unwanted shifting and gear hunting. The result is smart transmission operation that optimises fuel efficiency and keeps the transmission in the appropriate gear for the specific driving conditions.

While traveling up or down hills, Grade Logic Control alters the transmission's shift schedule to reduce shift frequency and improve speed control. A shift map in the transmission computer continually measures throttle position, vehicle speed and acceleration/deceleration and determines when the vehicle is on a hill. The shift schedule is then adjusted to hold the transmission in lower gears to boost climbing power or to provide engine braking when traveling downhill.

Shift Hold Control keeps the transmission in its current (lower) gear ratio when aggressive driving is detected, as in the case of decelerating at a corner entry. Shift Hold Control leaves the chassis undisturbed by excess shifting and ensures that power will be immediately available (without a downshift) at the corner exit.

POWERTRAIN

Temporary Manual Operation in "Drive"

Whether in Drive or Sport mode, special transmission logic programming allows the use of the steering-wheel-mounted paddle shifters. When the driver operates the steering wheel-mounted paddle shifters while in Drive, the transmission responds to the driver's shift command and then returns to its normal fully automatic Drive mode if further paddle shift inputs are not made within a short time.

This special logic makes it easy for the driver to command a quick downshift without leaving the comfort of Drive mode. When in Sport mode, use of the paddle shifters puts the transmission into full manual mode that remains until another mode of operation is selected with the console-mounted shifter.

POWERTRAIN

Manual Mode

The transmission is shifted into Sport mode by moving the centre console-mounted gear selector lever rearward to the detent labeled "S." This mode offers automatic operation with more aggressive shift mapping. A pull on the racing-inspired, steering wheel-mounted paddle shifters places the transmission in fully manual mode. A digital instrument display indicates which gear the transmission is in.

A double-kick-down feature lets the driver command a sport-minded double downshift – such as from fifth to third gear. By pulling on the left downshift paddle twice in rapid succession, the transmission will drop directly to the chosen lower gear ratio.

The system will also inhibit potentially damaging shifts to the powertrain when the transmission is paddle shifted by the driver, including during double-kick-down shifts. As an added protective measure, the Powertrain Control Module (PCM) can also cut off engine fuel flow to prevent over-revving.

If fuel cut-off is insufficient to prevent engine over-revving, as may be possible when the vehicle is on a steep downhill, the transmission will automatically upshift to prevent damage. On downshifts, the transmission will not execute a driver command that will over-rev the engine.

For improved stop-and-go performance and to prevent "lugging" the engine, the transmission will automatically downshift to first gear even though the transmission has been left in a higher gear as the vehicle comes to a stop. There is however an exception when the transmission is in second gear.

Close-Coupled Catalyst(s)

Both the four and six cylinder engines have their exhaust manifold(s) cast directly into the aluminium alloy cylinder head(s) to reduce weight and parts count and to position each primary catalytic converter as close to the combustion chambers as possible. A high-efficiency converter mounts directly to the exhaust port of each cylinder head for extremely rapid converter activation after engine startup.

BODY

Crisply styled and aerodynamically efficient, the all-new 2013 Accord body design and engineering are the most sophisticated in the nameplate's 37 year history. The advances are tailor-made to enhance every aspect of the Accord ownership experience, from more precise ride and handling to a quieter interior environment, along with enhanced visibility and greater fuel efficiency.

The Accord's unit-body uses more high-strength steel than any Accord in the model's history.

This gives the Accord high structural strength for improved ride quality and more precise cornering. The body design is bold, decisive, sleek and fluid. Extensive use of aerodynamic detailing, including expanded use of under-covers, improves the Accord's aerodynamic efficiency, which directly benefits fuel efficiency. Other advances include available LED headlights (low beam only, not on VTi model), LED DRL, mirror-mounted turn signals and an expanded view driver's mirror that increases the driver's field of vision by 4.2 degrees.

Dimensions

(mm)	2011 Accord	2013 Accord
Overall length	4960	4885
Overall width	1845	1850
Overall height	1475	1465
Wheelbase	2800	2775
Front track	1590 (VTi) 1595	1580 (VTi-L, V6L) 1585
Rear track	1590 (VTi) 1595 (VTi)	1580 (VTi-L, V6L) 1585 (VTi-S to V6L)

BODY

Exterior Design

The body-sides are expressive, with a character line flowing upward and rearward across the door surfaces and a deep contour strategically positioned at the lower doors, which offers substance and a sense of motion. Bright window surround trim adds a luxury feel, while the tops of the rear guards curve inward toward the C-pillars. All models offer chrome door handles and additional trim on the rear panel for added elegance.

The Accord VTi-L and V6L models include a new Smart Entry system with an engine start/stop button. These models also include a sunroof with tilt feature.

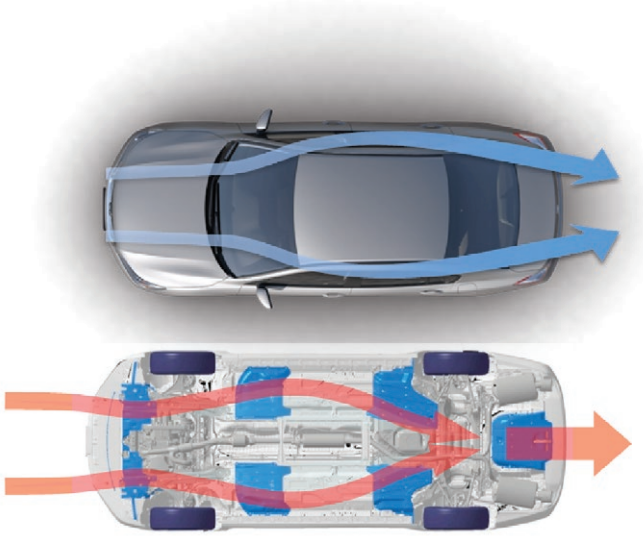
Aerodynamic advancements enhance fuel efficiency while also reducing interior noise. These features include body A-pillars that are now nearly flush with the windscreen glass, windscreen wipers that are flush with the rear edge of the bonnet edge and optimised windscreen and side glass thickness.

The 2013 Accord is available in six exterior colours; Alabaster Silver, Champagne Frost, Modern Steel, Carnelian Red, Crystal Black and White Orchid Pearl.

Aerodynamic Performance

Engineers considered every facet of the Accord's exterior in pursuit of low aerodynamic drag for a quiet ride and maximised fuel efficiency. The effort begins with an overall 'teardrop' exterior cabin shape, which results in the most effective combination of low aero drag and useable interior space. To this basic concept, engineers added numerous aerodynamic details including near-flush windscreen glass, carefully tailored A-pillar shapes, flush-mounted windscreen wipers and careful under-body tailoring that reduces aerodynamic drag, directly improving fuel efficiency.

The four-cylinder has under-body aerodynamic covers in front of the engine/transmission assembly, rear wheels and boot. The V6L model has two more covers under the driver and front passenger floor areas. In addition, ground clearance is purposefully at its lowest just in front of the rear wheels, creating a low-pressure area that pulls the airflow around the rear wheels instead of across them. These clever details result in meaningful gains in fuel efficiency.



BODY

Body-Coloured Folding Power Side Mirrors

Standard on all models, body-coloured power side mirrors allow the driver to adjust the mirror's position with ease. They can also be manually folded inward for tight parking spaces.

The passenger-side mirror of the VTi-S and above models includes an integrated camera, which offers an 80 degree view of the left lane of traffic to aid the driver in monitoring a blind spot. This feature is called LaneWatch Blind Spot Monitoring.

Integrated Rear-Window Antenna

The new Accord features an AM/FM radio antenna integrated into the rear window. This eliminates the need for a traditional mast antenna, improving the vehicle's exterior appearance and eliminating the possibility of damage in an automatic car wash.

Smart Entry System

The new Smart Entry system with an engine start/stop button on Accord VTi-L and V6L models simplifies approaching, entering and starting the vehicle, especially when the driver is carrying personal items. The Smart Entry system allows the driver to walk up to the vehicle, touch the handle to unlock the door, start the engine and shut it off at the end of the trip using a push button ignition switch. The driver can then get out and touch the lock button on the handle to secure the car – all without ever touching a key. The system only requires that the driver has possession of the Smart Entry key.

Auto On/Off Headlights

Accord VTi-S models and above feature auto-on/off headlights for greater convenience. The headlights are sculpted for maximum aerodynamic efficiency. All Accord models feature LED DRL. The VTi features halogen headlights while the VTi-S and above feature LED headlights.

BODY

Noise, Vibration and Harshness (NVH) Reduction

The Accord's ability to filter out noise, vibration and harshness (NVH) from the ride experience has become measurably better with each generation of models. For 2013 the reduction efforts are even more impressive, beginning with structural improvements in the unit-body and the greatest use of high-tensile steel in Accord history. The exceptional rigidity of the unit body reduces bending and twisting, which directly improves NVH characteristics.

Aerodynamic tailoring of the body and undercarriage also contribute to reduced cabin noise levels as turbulence is reduced in the surrounding airflow. The strategic use of specific engine, body, door and interior insulation materials also contributes to an even quieter cabin. This directly increases passenger comfort and helps put the Accord near the top of its class for quietness. Furthermore, NVH measures continue even in areas that cannot be seen.

These include under the bonnet, inside the doors and body openings and in the technical properties of the interior carpeting and trim.

Key Accord NVH features:

- A-pillars are now nearly flush with the windscreen glass for reduced wind noise
- Windscreen wipers are positioned flush with the rear edge of the bonnet, smoothing airflow for reduced noise
- Windscreen and side glass thickness is optimised for reduced wind noise
- Bonnet insulator reduces audible engine and road noise
- Guard liner insulators reduce road and tyre noise
- Sealing rubber at bottom of doors reduces road noise
- Foam at leading edge of front door openings reduces road and tyre noise
- Boot trim with insulator reduces road noise

BODY

Cargo Area

The Accord has a boot capacity of 461 litres for the VTi and 457 litres in the VTi-S and above. Integrated storage hooks allow securing cargo for safe transit. A one-piece rear seatback can be lowered to expand the cargo area when needed by pulling a convenient handle located in the boot. The boot is carpeted and lined and a full-size spare tyre is located in a well underneath a removable section of the cargo-area floor.

Reversing Camera

A 180 degree reversing camera is standard on all 2013 Accord models. The camera has three viewing angles; wide, normal and top-down. Drivers may select their preferred view according to driving conditions. All reversing camera systems feature guidelines.

Reversing camera

CHASSIS

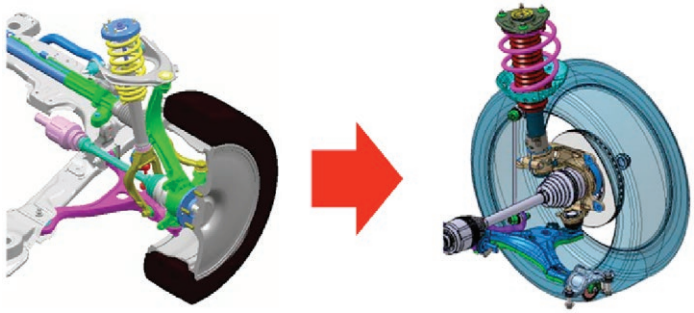
The 2013 Accord chassis is the most capable in Accord model history. The result is a car that is quieter and more responsive on city streets, provides smoother riding on the freeway and is even more faithful to the driver's wishes on winding roads.

MacPherson Strut Front Suspension

An all-new MacPherson strut front suspension gives the 2013 Accord an exceptionally smooth and quiet ride, stable and responsive handling and flatter cornering. This advanced new suspension takes the place of the previous-generation Accord's double-wishbone system. The highly evolved new front suspension is significantly lighter with higher dynamic performance including improved responsiveness, ride comfort and stability, significantly reduced noise and increased driving enjoyment. The Accord's turning diameter on the VTi and VTi-S is 5.7 metres, while the VTi-L and V6L is 5.9 metres.

Hydro-compliance bushings mount the front lower suspension arms. These bushings help reduce steering shimmy at all speeds, improve NVH characteristics and promote more accurate suspension geometry. The result is an ideal blend of ride quality, responsive steering and precise handling.

Enhanced structural rigidity plays a part in the Accord's new suspension performance, with highly rigid attachment points for the struts, as well as for the front sub-frame. This new structure is an integral part of the Accord's ACE body structure, which helps crash performance in a frontal collision. Finally, the repackaging of the front suspension allows a shorter front overhang to be incorporated, improving vehicle styling. The struts are specially tuned for the ideal blend of comfort and handling. Innovative features include new hydraulic valves and seals, a low-friction Teflon® internal bushing, new oil specifications, and a special rebound damper spring that dramatically reduces body roll while turning. The Accord features a front strut-tower connecting bar that further improves handling response.



Outgoing Accord

All-new Accord

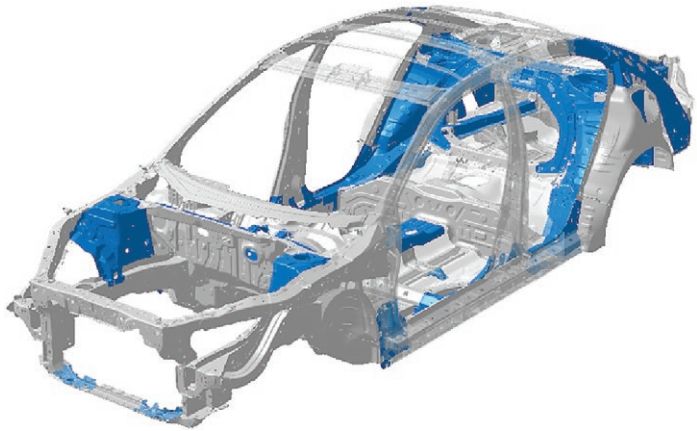
CHASSIS

Lightweight Front Sub-frame

A new front sub-frame, which cradles the engine, transmission and lower suspension mounts, utilises unique aluminium and steel construction. Using a process developed by Honda, the sub-frame joins aluminium and steel components with a type of friction-stir-welding to form a single high-strength, lightweight unit that provides ideal ride and handling properties along with lower weight. The weight savings directly improves both fuel efficiency and overall dynamic performance.

Independent Multi-Link Rear Suspension

The Accord's compact, multi-link rear suspension offers supple ride comfort and excellent overall handling. This system features high-strength stamped-steel upper A-arms with aluminium knuckles and precise geometry that reduces lift during hard braking. The lower links connect to a rigid rear sub-frame, which is isolated from the body by rubber mounts that reduce drumming and low frequency sound.



CHASSIS

Electric Power-Assisted Rack-and-Pinion Steering (EPS)

The 2013 Accord's new electric power-assisted rack-and-pinion steering (EPS) replaces the conventional hydraulically assisted power-steering system used on the previous generation Accord. The new system uses a rack-and-pinion steering assembly with an electric motor assist that reduces steering effort, improves feel and enhances precision and stability. It also uses less power than the previous Accord's system, contributing to the new model's increased fuel efficiency.

Four-Wheel Disc Brakes with ABS

All Accord models are equipped with four-wheel disc brakes with a four-channel Anti-lock Braking System (ABS). A power brake booster offers a solid pedal feel and an optimised pedal stoke.

ABS independently modulates braking power at each wheel to help the driver retain steering control during heavy braking. Brake Assist recognises emergency braking situations and almost instantly applies full braking force when appropriate. Brake-system upgrades for 2013 include new brake discs, pads and calipers. These changes, along with an optimised hydraulic-system ratio, improve pedal feel and modulation.

CHASSIS

Hill Start Assist (HSA)

All 2013 Accord models have Hill Start Assist (HSA). HSA holds brake pressure when stopped on an incline or descent for a brief period of time, allowing the driver's foot to move from the brake pedal to accelerator without the vehicle moving.

Active Noise Control (ANC)

Active Noise Control (ANC) is designed to dramatically reduce low frequency noise in the interior. First introduced in Australia with the Honda Legend, the system operates whenever the car is running, regardless of whether the audio system is switched on or off. Microphones capture low-end drive train frequencies entering the cabin and send a signal to the ANC control unit.

The control unit responds by creating a precisely-timed reverse phase audio signal that is sent to an amplifier, which powers the door speakers and the subwoofer positioned on the rear parcel shelf.

Since the system is designed to cancel low-frequency sound, it does not use any of the audio system's tweeters. The ANC system dramatically reduces exterior noise. In the frequency range below 100 hertz, ANC achieves an impressive 10 dB reduction in noise level.

INTERIOR

To give the Accord every advantage in the highly competitive medium segment, a completely new interior was designed, bringing with it a level of luxury and craftsmanship never before seen in this model. The Accord's new interior combines welcoming comfort with an impressive new range of standard and available technologies. Redesigned seating and features like dual-zone climate control enhance passenger comfort inside the roomy cabin, the controls and instrumentation have been simplified to help the driver feel in command and control.

Although the Accord's length has decreased by 75mm and the wheelbase is 25mm shorter, key interior dimensions have grown. Rear legroom increases by 33mm and front shoulder room by 10mm.

The interior offers spacious accommodation for five passengers, upscale style and high-quality fit and finish.

Interior Materials

All tactile surfaces, from the interior door handles to the seat controls and the instruments, are designed to be pleasing to the touch and easy to operate. The upper instrument panel is now one seamless piece of soft-touch material, which is the product of a new in-house Honda manufacturing process. This soft upper pad has an improved fit, a luxurious finish and an integrated passenger-side airbag cover. Cloth trim is standard while the VTi-L and V6L models have leather trim.

INTERIOR

Instrument Layout

During the design of the Accord, designers set out to create a highly functional and intuitive interface between the vehicle and the driver. Key design features include large analog instrumentation complemented with a new 8-inch colour i-MID screen positioned high in the central part of the instrument panel. The final elements of the Accord's smart interface approach are its steering wheel mounted controls. By allowing the driver to operate a range of features without taking their hands off the wheel, the potential for driver distraction can be reduced in many situations.

Instrumentation

The Accord has elegant analog instrumentation with a sophisticated and technical appearance. The centrally positioned speedometer is the largest feature in the instrument cluster. A high-contrast MID screen is positioned in the centre of the speedometer and provides a range of information as well as trip computer functions. Illuminated Eco Assist arcs on each side of the speedometer indicate when the vehicle is being operated efficiently. The speedometer is flanked by an analog tachometer, coolant temperature and fuel level gauge.

INTERIOR

Intelligent Multi-Information Display (i-MID)

All Accord models feature Honda's i-MID with a large 8-inch WQVGA (480 x 320 pixel) screen. Compared to the previous Accord's MID system, the new i-MID system offers added interactive elements and improved graphics. The i-MID displays information on Bluetooth, fuel economy, audio functions and more. Wallpaper display and custom settings are also included. Accord models with navigation have a high-resolution WVGA (800x480 pixel) display that takes the place of the i-MID display in non-navigation models. The high-resolution screen combines navigation with i-MID functionality.

The i-MID information categories include:

- Audio system
- Reversing camera
- LaneWatch Blind Spot Monitoring
- Bluetooth
- Warning screens
- Clock
- Custom wallpaper and settings

Multi-Information Display (MID)

All Accord models have a new, larger MID positioned in the centre of the instrument cluster. The high-contrast white-on-black display can provide a wide range of information for the driver, including exterior temperature, trip information and much more.

MID information categories include:

- Average fuel economy
- Digital odometer and dual digital tripmeters
- Engine oil life
- Exterior temperature
- Instant fuel economy
- Kilometres to empty
- Shift lever position
- Adaptive Cruise Control (ACC)

Intelligent Multi-Information Display (i-MID)

INTERIOR

Comfortable, Supportive Seating

Redesigned seats with an updated internal structure and re-engineered padding blend comfort with support. Roomy and accommodating, the front seats are designed to help reduce the likelihood of neck injuries in rear collisions and have pronounced lateral support to help secure the occupant when cornering. Smoothly contoured shapes give the seating an appealing appearance and help make entry and exit easier. The new front head restraints are smaller to afford rear passengers a better view forward and have softer padding for greater comfort.

Interior Utility And Storage

The Accord's interior is designed to offer excellent day-to-day livability, with plenty of storage space. A revised centre console adds to its versatility and offers internal storage space that can accommodate many different items. A USB port, auxiliary input jack and 12-volt power outlet are positioned in front of the console and another 12-volt power outlet is positioned inside the console. The padded console lid serves as a comfortable armrest for the driver or front passenger.

A pair of large cup-holders are positioned just ahead of the storage compartment within easy reach. There is also a bottle holder and storage bin in each door. The rear seating area has a fold-down padded centre armrest with dual cup-holders.

INTERIOR

Dual-Zone Automatic Climate Control

The Accord features a dual-zone automatic climate control system as standard, with independent left and right temperature controls. A single temperature can be selected for the entire cabin, or the driver and front passenger can set different temperatures for their sides of the cabin. Dual adjustable vents located in the rear of the centre console help keep rear seat passengers comfortable.

Eco Assist

Honda's Eco Assist function is now standard across the Accord range. Located on either side of the speedometer, Eco Assist has illuminated arcs that show if the vehicle is being driven in an efficient style. The system operates in essentially the same manner as with other Honda models, in this case with white and green "coaching" arcs that illuminate on either side of the speedometer. A white colour signifies inefficient driving, while green indicates a more efficient driving style is being used. The colour changes gradually in response to overall driving style.

Dual-zone automatic climate control

INTERIOR

ECON Mode

Every 2013 Accord is equipped with a green ECON button. When the button is pushed to activate ECON mode, several operating characteristics of the vehicle are modified for enhanced fuel efficiency. The Drive-by-Wire throttle system provides more gradual response, while the climate control's fan speeds are lowered incrementally to save additional energy. Another push of the ECON button reverts all systems to their normal mode.

Auto-Dimming Rearview Mirror (VTi-L and V6L)

The interior rearview mirror automatically dims during night driving to reduce glare from the headlights of vehicles following. This feature is available as an accessory (see SPECIFICATIONS for more information).

Power Windows With Auto-Up/Down

All Accord models have driver and front passenger power windows with one-touch auto up/down. Illuminated controls allow for easy operation at night.

ECON button

INTERIOR

Audio System

The Accord is equipped with a 160-watt AM/FM/CD audio system with four speakers. The CD player can also read CD-Rs loaded with Windows Media® Audio (WMA6) or MP3 audio files. The system additionally includes Bluetooth streaming. Audio information is displayed on the colour i-MID screen positioned high in the centre section of the instrument panel. An auxiliary input jack is standard, along with a USB Audio Interface that can allow an iPod, iPhone or flash drive to be connected to the system.

The audio system features Speed-Sensitive Volume Control (SVC). With SVC, as the vehicle speeds up and exterior noise increases, the audio system automatically raises the music's volume and then lowers it again as the vehicle slows down. If desired, SVC can be deactivated at any time.

The audio system's new colour touch panel eliminates multiple hard keys and improves audio-system ease of use. It allows quick and intuitive control of the audio system, Bluetooth phone interface and a range of custom settings.

USB Audio Interface

A USB Audio Interface is located in the centre console. It can read flash drives and compatible digital music devices, such as iPods or iPhones that contain MP3 or WMA music files. When an iPod is connected, the Honda logo will appear on the screen of the compatible device showing it is ready for use. The device can then be controlled using the steering wheel-mounted controls or audio system controls. Information such as song title, artist, album art and other information will appear on the Accord's i-MID screen and audio touch-screen. The USB audio interface will also charge the device while it is connected.

INTERIOR

Bluetooth Handsfree Telephone

The Bluetooth interface is designed to offer hands free operation by wirelessly connecting many Bluetooth-enabled mobile telephones to the vehicle's audio system. It is compatible with mobile phones that have the Hands Free Profile (HFP).

Audio files can also be played wirelessly through the vehicle's audio system with a feature called Bluetooth Audio.

When a compatible device is paired it will be added as an auxiliary source on the i-MID's audio screen. Mobile phone devices that support the Advanced Audio Distribution Profile (A2DP) and Audio Video Remote Control Profile (AVRCP) 1.3 may also enable the display of metadata for artist, album and track name on the i-MID. The vehicle's audio controls for skip forward and skip backward allow for navigation from track to track.

Bluetooth is designed for easy use. After the driver completes a simple one-time pairing process to link the mobile phone with the vehicle, Bluetooth can communicate wirelessly and securely with the phone within a radius of up to 10 metres. Once the driver enters the vehicle, the phone can be placed anywhere as the call transfers information through the wireless telephone interface. Certain compatible mobile phones can also transfer their contact lists into the vehicle through the Bluetooth system.

INTERIOR

Satellite Navigation System (VTi-L and V6L only)

The Honda Satellite-Linked Navigation System uses GPS technology and a fast new 60-GB hard-drive based (HDD) system to provide drivers with turn-by-turn guidance to their chosen destination.

The 2013 Accord features an 8-inch (diagonal) high-resolution WVGA (800x480 pixel) backlit navigation colour display that takes the place of the lower-resolution i-MID display in non-navigation models.

The Honda Satellite-Linked Navigation System uses GPS in combination with detailed information from the vehicle's mapping system to pinpoint the vehicle's location and to provide a host of useful mapping and route guidance features.

If the antenna is obstructed by a tunnel, parking garage or tall building, an internal gyroscopic system and a speed sensor track the location of the vehicle so that the map information remains current and reliable. The vehicle clock is independently controlled by GPS data, so when time zones are crossed while driving, the clock will automatically set itself to the current time.

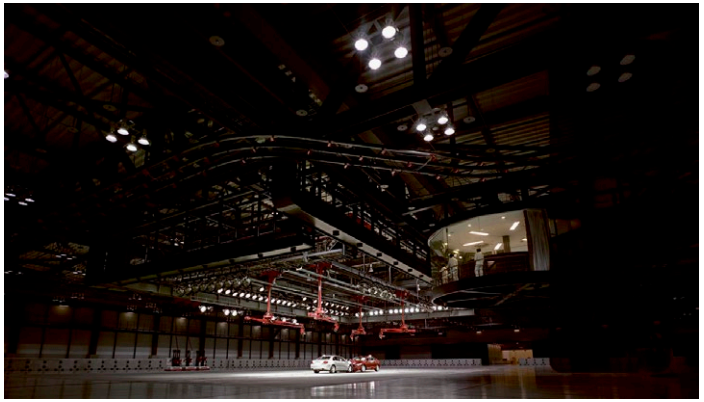
SAFETY

Thoroughly redesigned and featuring a host of new standard and available technologies, the 2013 Accord offers the greatest range of active and passive safety credentials. From new collision-avoidance technologies to passive-safety features, the new Accord models help the driver avoid a collision in the first place and, if one occurs, aid in protecting against injury.

Collision safety engineering in the 2013 Accord is also significantly enhanced due to a next generation Advanced Compatibility Engineering (ACE) body structure. More extensive use of high-tensile steel allows a high level of protection to be provided while reducing the weight of vehicle structures. An important evolution of the previous ACE system, ACE improves occupant protection and crash compatibility in frontal collisions. Like other Honda models, the new Accord also has an impact-absorbing front body design to help absorb energy in the event of a frontal collision with a pedestrian.

Inside, passive-safety features include six airbags, including front airbags, front side airbags and full length side curtain airbags.

Traditional safety engineering has focused on keeping vehicle occupants safe in a collision. However, throughout many vehicle generations, Honda has equally emphasised “active safety”. Active safety is the ability to avoid a collision in the first place, along with the use of advanced features that can help reduce injuries to pedestrians. The new 2013 Accord takes this safety focus a step further with the availability of several new Honda technologies. The 2013 Accord features a broader array of available active and passive safety features than any other Honda vehicle in history.



Crash test facility, Tochigi, Japan

SAFETY

Advanced Compatibility Engineering (ACE)

The 2013 Accord utilises the latest version of Honda's proprietary ACE body-structure technology to enhance occupant protection and crash compatibility in frontal collisions. Like the original ACE, the new ACE utilises a network of connected structural elements – with an improved design and greater use of high-tensile steel – to distribute crash energy more evenly throughout the front of the vehicle. This enhanced frontal crash energy management helps to reduce the forces transferred to the passenger compartment and can help to more evenly disperse the forces transferred to other vehicles in a crash. Additionally, ACE helps minimise the potential for under-ride or over-ride situations that can happen during head-on or offset frontal impacts with a larger or smaller vehicle.

Unlike most conventional designs that direct frontal crash energy only to the lower load-bearing structures in the front end, ACE actively channels frontal 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 help distribute these frontal impact forces through a greater percentage of the vehicle's total structure, ACE 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.

SAFETY

Pedestrian Injury Mitigation Design

The Accord has an impact-absorbing front body design to help absorb energy in the event of a frontal 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:

- **Impact-energy absorbing bonnet**
  Space is provided between the underside of the bonnet and key powertrain components, allowing the bonnet to bend and deform if contact is made with either an adult or a child pedestrian.
- **Deformable bonnet hinges**
  Bonnet hinges are designed to deform easily.
- **Energy-absorbing guard mounts and supports**
  Front guard mounts and brackets are designed to deform easily to help absorb impact energy.
- **Deformable windscreen wiper pivots**
  Wiper pivots are designed to deform and break away easily.
- **Impact energy-absorbing front bumper**
  The front bumper beam is designed to serve as a cushion that helps absorb impact energy.

SAFETY

Vehicle Stability Assist (VSA) with Traction Control

Vehicle Stability Assist (VSA) is an Electronic Stability Control system that works in conjunction with the Accord's Drive-by-Wire throttle and its four-channel ABS systems to enhance control capability while the vehicle is accelerating, braking, cornering or when the driver makes a sudden maneuver. VSA functions by applying brake force to one or more wheels independently while also managing the engine output to help the vehicle maintain the driver's intended path of travel.

The VSA system constantly analyses data from 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 over-steer condition, the system may apply braking force to the outside front and rear wheels to counteract the unintended yawing effect. In the event of under-steer, VSA may apply braking to the inside rear wheel while reducing engine power to help return the vehicle 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. 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, any time the system engages, 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.

SAFETY

Brake Assist

As a function of the VSA system, the Brake Assist feature recognises emergency braking situations and quickly applies added force once the driver has initiated braking. Brake Assist is controlled by a special logic in the system that evaluates the pedal application rate and force to recognise a panic-stop situation. 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.

Advanced Four-Channel ABS with Electronic Brake Distribution (EBD)

The Accord's four-channel ABS incorporates Electronic Brake Distribution (EBD) circuitry that automatically proportions force based on the vehicle's weight distribution.

Front Three-Point Seat Belts with Automatic Tensioning System

Three-point seatbelts are standard for all seating positions. The front seatbelts are equipped with automatic tensioners to help minimise injury potential in a frontal collision. When an impact occurs, the automatic tensioner tightens the seatbelt (shoulder and lap) to help hold the seat occupant firmly in position, but then slightly relaxes the pressure to minimise the chance of injury from the seat belt itself. The front seatbelts also feature adjustable-height shoulder anchors.

SAFETY

Driver and Front Passenger Seat Belt Reminder

To help increase seat-belt usage, a reminder for the driver and all passengers has been incorporated into the instrument cluster. After starting the vehicle, a weight sensor detects whether the front passenger seat is occupied. If the driver or front passenger has not already fastened their seat belt, an icon in the cluster illuminates and a chime sounds as a reminder to do so.

Revised Front Seat Design

A new front seat design that helps mitigate the likelihood of neck injury in a rear collision eliminates the need for the active front head restraints found on the previous-generation Accord. Featuring specially calibrated spring settings in the seatback and bottom cushions, this design is intended to help mitigate the severity of neck injuries in the event of a rear impact.

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
ENGINE				
Engine type	DOHC i-VTEC in-line 4 Cylinder	DOHC i-VTEC in-line 4 Cylinder	DOHC i-VTEC in-line 4 Cylinder	SOHC i-VTEC V-Shape 6-Cylinder
Active Control Engine Mount (ACM)	-	-	-	✓
Capacity (cc)	2356	2356	2356	3471
Compression ratio	10.1	10.1	10.1	10.5
Bore x Stroke (mm)	87 x 99.1	87 x 99.1	87 x 99.1	89 x 93
Fuel type (minimum recommended)	Unleaded (RON91)	Unleaded (RON91)	Unleaded (RON91)	Unleaded (RON91)
Steering wheel mounted paddle shift	✓	✓	✓	✓
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)	✓	✓	✓	✓
Variable Cylinder Management (VCM)	–	–	–	✓
TRANSMISSION				
Transmission	5 Speed Automatic with Grade Logic Control	5 Speed Automatic with Grade Logic Control	5 Speed Automatic with Grade Logic Control	6 Speed Automatic with Grade Logic Control
PERFORMANCE AND FUEL ECONOMY				
Maximum power	129kW @ 6200rpm	129kW @ 6200rpm	129kW @ 6200rpm	206kW @ 6200rpm
Maximum torque	225Nm @ 4000rpm	225Nm @ 4000rpm	225Nm @ 4000rpm	339Nm @ 4900rpm
Fuel consumption				
- Combined (litres/100km)[1]	7.9	7.9	8.1	9.2
- Urban (litres/100km)[1]	11.4	11.4	11.6	13.9
- Extra urban (litres/100km)[1]	5.8	5.8	6.1	6.4
CO2 emissions (g/km)	187	187	192	217
Emission standard	ADR79/02 (Euro 4)	ADR79/02 (Euro 4)	ADR79/02 (Euro 4)	ADR79/02 (Euro 4)

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
CHASSIS				
Body Type	Monocoque	Monocoque	Monocoque	Monocoque
Front suspension	MacPherson strut	MacPherson strut	MacPherson strut	MacPherson strut
Rear suspension	Multi-link	Multi-link	Multi-link	Multi-link
Stabilizer bars	Front & rear	Front & rear	Front & rear	Front & rear
Power steering	Electric power-assisted rack and pinion	Electric power-assisted rack and pinion	Electric power-assisted rack and pinion	Electric power-assisted rack and pinion
Front brakes	Ventilated Disc	Ventilated Disc	Ventilated Disc	Ventilated Disc
Rear brakes	Solid Disc	Solid Disc	Solid Disc	Solid Disc
EXTERIOR				
Door handles	Chrome	Chrome	Chrome	Chrome
Electric sunroof	–	–	✓	✓
Exhaust (Chrome)	Single	Single	Single	Twin
Front wipers	Variable intermittent	Rain-sensing (auto)	Rain-sensing (auto)	Rain-sensing (auto)
Hydrophilic side mirrors	–	–	–	✓
Power door mirrors (body coloured) with integrated indicators	✓	✓	✓	✓
Rear window demister	✓	✓	✓	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
EXTERIOR LIGHTS				
Headlights:				
- Coming home/leaving home function	✓	✓	✓	✓
- Auto ON/OFF	–	✓	✓	✓
- Type	Halogen	LED	LED	LED
- Active cornering lights (ACL)	–	–	✓	✓
- Highbeam Support System (HSS)	–	–	✓	✓
Front Fog lights	■	✓	✓	✓
LED Daytime Running Lights (DRL)	✓	✓	✓	✓
LED Tail lights	✓	✓	✓	✓
DRIVER AIDS				
Cruise control	✓	✓	✓	Adaptive
ECON Mode	✓	✓	✓	✓
Multi Information Display (MID)				
- Odometer	✓	✓	✓	✓
- Trip meter (A/B)	✓	✓	✓	✓
- Instant fuel economy	✓	✓	✓	✓
- Average fuel economy	✓	✓	✓	✓
- Range	✓	✓	✓	✓
- Average speed	✓	✓	✓	✓
- Elapsed time	✓	✓	✓	✓
- Outside temperature display	✓	✓	✓	✓
- Seat belt reminder (driver and all passenger)	✓	✓	✓	✓
- LKAS (On/Off display)	–	–	If equipped with ADAS	✓
- ACC settings	–	–	If equipped with ADAS	✓
- CMBS (On/Off display)	–	–	If equipped with ADAS	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
DRIVER AIDS CONT.				
Intelligent Multi Information Display (i-MID) (8” LED backlit VGA screen):				
- Telephone display	✓	✓	✓	✓
- Audio display	✓	✓	✓	✓
- Vehicle settings	✓	✓	✓	✓
- System settings	✓	✓	✓	✓
- Telephone settings	✓	✓	✓	✓
- Information settings	✓	✓	✓	✓
- Audio settings	✓	✓	✓	✓
- Camera settings	✓	✓	✓	✓
- Navigation settings	✓	✓	✓	✓
- Camera screen	✓	✓	✓	✓
- Navigation screen	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓
Steering wheel mounted audio, Bluetooth, cruise and MID controls	✓	✓	✓	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
COMFORT AND CONVENIENCE				
Accessory power outlet (12v)	✓	✓	✓	✓
Active Noise Control (ANC)	✓	✓	✓	✓
Air conditioning	Dual Zone Climate Control	Dual Zone Climate Control	i-Dual Zone Climate Control	i-Dual Zone Climate Control
Ashtray	Front & Rear (2)	Front & Rear (2)	Front & Rear (2)	Front & Rear (2)
Centre console (with 2 cup holders)	✓	✓	✓	✓
Cigarette lighter	✓	✓	✓	✓
Driver's footrest	✓	✓	✓	✓
Foot type parking brake	✓	✓	✓	✓
Heated front seats	–	–	✓	✓
Interior lighting:				
- Glovebox	✓	✓	✓	✓
- Map Lights	✓	✓	✓	✓
- Luggage area light	✓	✓	✓	✓
- Vanity mirror light (Driver and Front Passenger)	✓	✓	✓	✓
Head restraints	5	5	5	5
Lights on warning	✓	✓	✓	✓
Low fuel warning	✓	✓	✓	✓
Power windows:				
- one touch auto up/down function	Driver & all passenger	Driver & all passenger	Driver & all passenger	Driver & all passenger
- with remote key fob operation	Open and close	Open and close	Open and close	Open and close
Rear sunshades:				
- Rear window	–	–	–	Electric
- Rear side windows	–	–	–	Manual

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
COMFORT AND CONVENIENCE CONT.				
Rear ventilation	✓	✓	✓	✓
Seatbelt height adjuster	Front	Front	Front	Front
Remote keyless entry	✓	✓	✓	✓
Smart keyless entry & start	–	–	✓	✓
Steering column	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment
Sunvisor vanity mirror	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
SEATING				
Seat trim	Cloth	Cloth	Leather[2]	Leather[2]
Seat adjustment:				
- Manual	✓	✓	–	–
- 8-way power	–	–	Driver	Driver & Passenger
- 4-way power	–	–	Passenger	–
- Driver lumbar support	–	–	✓	
- Driver seat memory system (2 memory settings)	–	–	✓	✓
STORAGE				
Cargo hooks	2	2	2	2
Coat hanger	1	1	1	1
Door pockets	✓	✓	✓	✓
Glovebox (lockable and with dampener)	✓	✓	✓	✓
Rear seat armrest with cup holders (x2) with trunk access	✓	✓	✓	✓
Seat back pocket	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Sunglass holder	✓	✓	✓	✓
Sunvisor ticket holder (driver-side only)	✓	✓	✓	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
INTERIOR STYLING				
Gear shift knob	Urethane	Leather wrapped[2]	Leather wrapped[2]	Leather wrapped[2]
Steering wheel	Urethane	Leather wrapped[2]	Leather wrapped[2]	Leather wrapped[2]
MULTIMEDIA				
AM/FM radio, single disc Display Audio with Touch Screen	✓	–	–	–
AM/FM radio, single disc Premium Audio System with Touch Screen	–	✓	✓	✓
Antenna	In-Glass Type	In-Glass Type	In-Glass Type	In-Glass Type
Auxiliary jack	✓	✓	✓	✓
Bluetooth connectivity with audio streaming[3]	✓	✓	✓	✓
Speakers:				
- Front	2	2	2	2
- Rear	2	2	2	2
- Front tweeters	2	2	2	2
- Subwoofer	–	✓	✓	✓
Satellite Navigation with SUNA Traffic (8” monitor)	–	–	✓	✓
Speed-sensitive volume compensation (SVC)	✓	✓	✓	✓
USB connectivity with iPod integration	✓	✓	✓	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
ACTIVE SAFETY				
Advanced Driver Assist System (ADAS)	–	–	Factory option	✓
- Adaptive Cruise Control (ACC)	–	–	Factory option	✓
- Collision Mitigation Braking System (CMBS)	–	–	Factory option	✓
- E-Pretensioner seatbelt warning (driver)	–	–	Factory option	✓
- Lane Keep Assist System (LKAS)	–	–	Factory option	✓
Anti-lock Braking System (ABS)	✓	✓	✓	✓
Auto-dimming rear view mirror	■	■	✓	✓
Electronic Brake-force Distribution (EBD)	✓	✓	✓	✓
Emergency Brake Assist (EBA)	✓	✓	✓	✓
Emergency Stop Signal (ESS)	✓	✓	✓	✓
Hill Start Assist (HSA)	✓	✓	✓	✓
LaneWatch - Blind spot monitoring	–	✓	✓	✓
One touch lane change	✓	✓	✓	✓
Reverse tilt door mirror (passenger side)	–	✓	✓	✓
Trailer Stability Assist (TSA)	✓	✓	✓	✓
Traction Control System (TCS)	✓	✓	✓	✓
Tyre Deflation Warning System (DWS)	✓	✓	✓	✓
Vehicle Stability Assist (VSA)	✓	✓	✓	✓

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
PASSIVE SAFETY				
Advanced Compatibility Engineering (ACE)	✓	✓	✓	✓
Airbags SRS				
- i-SRS dual stage inflation	Driver	Driver	Driver	Driver
- front	Driver and front passenger	Driver and front passenger	Driver and front passenger	Driver and front passenger
- side	Driver and front passenger	Driver and front passenger	Driver and front passenger	Driver and front passenger
- curtain	Full length	Full length	Full length	Full length
Child safety seat anchorages:				
- ISO Fix	x2	x2	x2	x2
- Top tether	x3	x3	x3	x3
Childproof rear door locks	✓	✓	✓	✓
Honda G-force Control (G-Con) technology	✓	✓	✓	✓
Progressive crumple zones	Front and rear	Front and rear	Front and rear	Front and rear
Seat belt reminder	Driver & All passenger	Driver & All passenger	Driver & All passenger	Driver & All passenger
Seatbelts				
- 3-point ELR	Front	Front	Front	Front
- 3-point ELR/ALR	Rear	Rear	Rear	Rear
Side impact protection	✓	✓	✓	✓
Whiplash mitigating headrestraints	Front	Front	Front	Front

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
PARKING AIDS				
Parking Sensors				
- Rear	–	x4	x4	x4
- Front	–	x4	x4	x4
Reversing camera (3 modes):				
- 180° wide angle	✓	✓	✓	✓
- normal angle	✓	✓	✓	✓
- top-down	✓	✓	✓	✓
SECURITY				
Engine immobiliser	✓	✓	✓	✓
Security alarm system	✓	✓	✓	✓
DIMENSIONS				
Overall Length (mm)	4885	4885	4885	4885
Overall Width (mm)	1850	1850	1850	1850
Overall Height (mm)	1465	1465	1465	1465
Wheelbase (mm)	2775	2775	2775	2775
Front track (mm)	1595	1585	1585	1585
Rear track (mm)	1595	1585	1585	1585
Ground clearance - un-laden (mm)	150	150	150	150
Head room				
- Front (mm)	994	994	955	955
- Rear (mm)	952	952	940	940

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
DIMENSIONS				
Leg room				
- Front (mm)	1079	1079	1079	1079
- Rear (mm)	977	977	977	977
Hip room				
- Front (mm)	1412	1412	1412	1412
- Rear (mm)	1389	1389	1389	1389
Maximum turning radius at wheel centre (meters)	5.7	5.7	5.9	5.9
WEIGHTS AND CAPACITIES				
Boot capacity (litres in VDA standard)	461	457	457	457
Fuel tank capacity (L)	65	65	65	65
Kerb Weight (kg)	1510	1530	1572	1667
Maximum towing capacity				
- trailer with brakes (kg)	1600	1600	1600	1600
- trailer without brakes (kg)	500	500	500	500
- down ball force (kg)	60	60	60	60
Seating capacity	5	5	5	5

2013 ACCORD SPECIFICATIONS

DESCRIPTION	VTi	VTi-S	VTi-L	V6L
WHEELS AND TYRES				
Wheel size	16 x 6.5J	17 x 7.5J	18 x 8J	18 x 8J
Tyre size	215/60 R16 95H	225/50 R17 94V	235/45 R18 98W	235/45 R18 98W
Wheel type	Alloy	Alloy	Alloy	Alloy (Pewter Black)
Spare wheel type	Full-size alloy	Full-size alloy	Full-size alloy	Full-size alloy
COLOURS GUIDE				
Exterior	Interior	Interior	Interior	Interior
Alabaster Silver Metallic	Black	Black	Black	Black
Carnelian Red Pearlescent	Black	Black	Black	Black
Champagne Frost Pearlescent	Black	Black	Black	Black
Crystal Black Pearlescent	Black	Black	Black	Black
Modern Steel Metallic	Black	Black	Black	Black
White Orchid Pearlescent	Black	Black	Black	Black

✓ Standard feature
– Not available
* Advanced Driver Assist System
■ Accessory option
1 The fuel consumption figures quoted are based on ADR81/02 test results
2 Leather trim includes some non-leather materials (PVC Vinyl).
3 The Bluetooth word mark is owned by The Bluetooth SIG, Inc. and use of such mark by Honda is under licence.