

2012 Honda Civic CNG VIN 2486**Advanced Vehicle Testing – Compression Testing Results****VEHICLE SPECIFICATIONS¹****Vehicle**

VIN:19XFB5F55CE002486

Class: Compact

Seatbelt Positions: 5

Type: Sedan

CARB²: AT-PZEVEPA City/Hwy/Combined³:
27/38/32 MPGe**Tires**

Manufacturer: Firestone

Model: Affinity

Size: P195/65R16

Pressure F/R: 30/30 psi

Spare Installed: T135/80D15
99M**Engine**Model: 16 Valve SOHC i-VTEC[®]

Output: 82 kW @ 6500 rpm

Torque: 143.72 Nm @ 4300 rpm

Configuration: Inline 4-Cylinder

Displacement: 1.8 L

Compression Ratio: 12.7:1

Fuel Type: Compressed Natural Gas

Compression Test Service Limits⁴Minimum Manufacturer Compression
per Cylinder: 135.0 psiMaximum Compression Variation
Between Cylinders: 29.0 psi**Transmission**Type: Electronically Controlled 5-Speed
Automatic

Features: ECO Mode

Weights

Design Curb Weight: 2,855 lb

GVWR: 3,814 lb

GAWR F/R: 2,029/ 1,852 lb

Max. Payload: 959 lb

Dimensions

Wheelbase: 105.1 in

Track F/R: 59.0 / 60.2 in

Length/Width: 177.3 in / 69 in

Height: 56.5 in

Ground Clearance: 5.5 in

Fuel Tank

Type: Structural Composite

Pressure Rating: 3600 psi

Fuel Tank Capacity⁵: 8.03 GGE**NOTES:**

1. Vehicle specifications were supplied by the manufacturer, measured, or derived from a literature review.
2. The vehicle was certified as an Advanced Technology Partial Zero Emission Vehicle by the California Air Resources Board (CARB).
3. The fuel economy is given in units of "miles per gallon of gasoline equivalent" (MPGe).
4. Service limits provided from the 2012 Honda Civic CNG online service manual. There is an alternate minimum compression value of 127.6 psi from the Honda Civic CNG Service Manual Engine Compression Inspection R002800.
5. The fuel tank capacity is given in units of "gallons of gasoline equivalent" (GGE).

COMPRESSION TEST RESULTS¹

Cylinder Measured	BOT Compression Measurement (Max psi)²	BOT Difference from Minimum Manufacturer Compression (psi)³	First ICD Compression Measurement (Max psi)⁴	First ICD Difference from Minimum Manufacturer Compression (psi)⁵	% Difference Between First ICD and BOT⁶
1	211.70	76.70	202.43	67.43	-4.4
2	192.93	57.93	206.19	71.19	6.9
3	196.94	61.94	193.58	58.58	-1.7
4	203.19	68.19	214.11	79.11	5.4
Average (psi)	201.19	66.19	204.08	69.08	1.4
Max Variation (psi)	18.76		20.53		
Min Variation (psi)	4.01		3.76		

NOTES:

1. Compression test completed using Model 4223 or equivalent PicoScope with a calibrated WPS500 pressure transducer. Vehicle fuel injection and ignition fuse removed from vehicle fuse box. Throttle blade was held wide open to minimize pumping loss.
2. Beginning of Test (BOT) completed on 01/3/2013 with an odometer reading of 4,295 miles.
3. BOT measured compression is compared against the manufacturer-supplied minimum compression value per cylinder.
4. First Interim Component Durability (ICD) completed on 05/12/2013 with an odometer reading of 20,697 miles.
5. First ICD measured compression is compared against the manufacturer-supplied minimum compression value per cylinder.
6. % Difference between BOT and First ICD calculated with the following equation: ((BOT-First ICD)/BOT).

This information was prepared with the support of the U.S. Department of Energy (DOE) under Award No. DE-EE0005501. However, any opinions, findings, conclusions or recommendations expressed herein are those of the author(s) and do not necessarily reflect the views of the DOE.