

V2009**ESSAI DE COLLISION - BARRIER TEST REPORT****COLLISION LATÉRALE DE RECHERCHE
RESEARCH SIDE IMPACT****PROJET NO - PROJECT NO: 92-0535**

VÉHICULE CIBLE / TARGET VEHICLE FORD CROWN VICTORIA 1992 TC # 92-137

BARRIÈRE MOBILE / MOBILE BARRIER 214 CEVA - MVTC 214

Préparé par
LE CENTRE D'ESSAIS
VÉHICULES AUTOMOBILES
BLAINVILLE, QUÉBEC

pour
LA DIVISION DES NORMES ET
RECHERCHES À LA SÉCURITÉ ROUTIÈRE

Prepared by
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for
THE TRAFFIC SAFETY STANDARDS
AND RESEARCH DIVISION

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Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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Les résultats des essais présentés dans ce compte rendu ne représentent pas une décision finale du Ministère des Transports quant à l'acceptation de la performance sécuritaire, de la consommation de carburant, ou de la conformité d'un véhicule ou des composantes d'un véhicule aux normes de sécurité et d'anti-pollution. Le Ministère des Transports ne certifie, n'approuve, n'endosse pas de produits automobiles.

The test results presented herein do not, in themselves, represent an official determination by the Department of Transport with respect to the safety performance, fuel consumption or compliance with safety and emission standards of any motor vehicle component. The Department of Transport does not certify, approve or endorse any motor vehicle product.

DESCRIPTION DU PROJET - PROJECT DESCRIPTION

No de projet - Project No: 92-0535	Description du mannequin (avant) - Dummy description (front) BIOSID	Description du mannequin (arrière) - Dummy description (rear) EUROSID 1
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VÉHICULE D'ESSAI - SUBJECT VEHICLE

Année du modèle - Model year 1992		Fabricant - Manufacturer FORD MOTOR CO. OF CANADA LTD		Modèle - Model CROWN VICTORIA	
Type de carrosserie - Body style BERLINE 4 PORTES / 4 DOOR SEDAN		Boîte de vitesse - Transmission AUTOMATIQUE / AUTOMATIC		Moteur - Engine 4.6 l	
Date de fabrication - Date of manufacture 05/91		Cylindres - Cylinders 8		N° d'ident. du véhicule - Vehicle ident. No. 2FACP72W3NX132090	
Lecture à l'odomètre - Odometer reading 97 km		Couleur - Color BLANC / WHITE		Date de réception - Date vehicle received 92/05/13	
Nom et adresse du concessionnaire - Dealer's name and address AUTO HECK FORD, STE-THERÈSE, QC.			État des pare-chocs et de la carrosserie Condition of the bumpers, body and frame EXCELLENT		
PNBV - GVWR 2358 kg		PNBE (Avant) - GAWR (Front) 1183 kg		PNBE (Arrière) - GAWR (Rear) 1206 kg	
Servo direction Power steering	<input checked="" type="checkbox"/>	Vitres électriques Power windows	<input checked="" type="checkbox"/>	Volant inclinable Tilting steering wheel	<input checked="" type="checkbox"/>
Servo freins Power brakes	<input checked="" type="checkbox"/>	Vitres teintées Tinted glass		Volant télescopique Telescoping steering wheel	
Sièges électriques Power seats		Contr. de Vitesse Auto. speed control		Climatiseur Air conditioning	<input checked="" type="checkbox"/>
				Frein anti-blocage Anti-skid brake	
				Pompe à essence électrique Electric fuel pump	<input checked="" type="checkbox"/>
				Injection d'essence Fuel injection	<input checked="" type="checkbox"/>
				Coussin gonflable situé dans le volant Air bag in steering wheel hub	<input checked="" type="checkbox"/>
				Ancrage de ceinture baudrier ajustable Adjustable upper anch. upper torso restraint	<input checked="" type="checkbox"/>
				Evidence d'accident antérieur Evidence of prior accident history	

BARRIÈRE MOBILE- MOBILE BARRIER

Type de barrière - Barrier type 214 C.E.V.A. / M.V.T.C. 214	Type de face déformable - Type of deformable face DSL 1285 NHTSA SIDE IMPACT BARRIER	Vitesse d'impact - Impact velocity ** 54.4 Km/h.
Hauteur du sol de la face déformable Ground clearance of deformable barrier 279 mm	Angle d'impact - Impact angle GAUCHE 27° LEFT	Point d'impact - Impact point * 33 mm.
Masse roue Avant Gauche - Weight Front Left wheel 385.4 Kg.	Masse roue Avant Droite - Weight Front Right wheel 403.7 Kg.	Poids total - Total weight 1360.6 Kg.
Masse roue Arrière Gauche - Weight Rear Left wheel 312.4 Kg.	Masse roue Arrière Droite - Weight Rear Right wheel 259.1 Kg.	--

* Tel que mesuré - As measured avant - forward du point d'impact - of the impact point
 arrière - rearward

** Tel que mesuré durant les derniers 3.7 mètres de trajet - As measured over final 3.7 meters of travel

Technologue d'essai: Test technologist:	<i>Gérald Lussier</i> GÉRALD LUSSIER	Date 92/10/09
Ingénieur d'essai: Test engineer:	<i>Robert Malo</i> ROBERT MALO	Date 92/10/15
Rapport accepté par: Report accepted by:		Date

SECTION 1

VÉHICULE CIBLE - TEST VEHICULE



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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CAPACITÉ DU VÉHICULE / VEHICLE CAPACITY :

Capacité du véhicule - Vehicle capacity	Masse des bagages - Cargo Load	Types de sièges - Type of seats		Types de dossiers - Type of seat back	
499 Kg.	80 Kg.		Avt - Frt	Arr - Rr	
Nombre d'occupants (places assises désignées) Number of occupants (designated seating places)		Banquette Bench	X	X	Dossier ajustable Adjustable seat back
Avant - Front	3	Baquet Bucket			Dossier non-ajustable Non-adjustable seat back
Arrière - Rear	3				X
Total	6				X

SPÉCIFICATIONS DES PNEUS DU VÉHICULE / VEHICLE TIRE DATA:

Pression recommandée à froid - Recommended cold tire pressure	Nombres de plis - Ply rating	Dimension recommandée - Recommended size
Avant - Front	207 Kpa.	Arrière - Rear
	234 Kpa.	4
		P215/70R15

LIQUIDES D'ESSAI / TEST FLUID :

Type de liquide d'essai - Test fluid type	Gravité spécifique - Specific gravity	Volume d'essai - Test volume
STODDARD	0.764 Kg/L	70.4 L.
Viscosité cinématique - Kinematic viscosity	Capacité du système d'alimentation (donné provenant du manuel du propriétaire) Fuel system capacity (data from owner's manual)	
-	75.7 L.	

**DONNÉES DU VÉHICULE DE TEST
SUBJECT VEHICLE DATA**

	PRÉVU INTENDED	OBTENU ACTUAL	DONNÉES DATA	PRÉVU INTENDED	OBTENU ACTUAL
Masse du véhicule d'essai - Vehicle test weight	1981.2 Kg.	1976 Kg.	Masse du BMD - MDB test weight	1367 Kg.	1360 Kg.
Point d'impact - Impact point *	0 mm.	33 mm.	Vélocité du BMD - MDB velocity **	53.9 Km/h.	54.4 Km/h.

* Tel que mesuré - As measured avant - forward du point d'impact - of the impact point
 arrière - rearward

** Tel que mesuré durant les derniers 3.7 mètres de trajet - As measured over final 3.7 meters of travel

CONDITIONS D'ESSAIS - TEST CONDITIONS

Heure de l'impact - Impact time	Humidité - Humidity
14:02	66%.
Température à l'intérieur du véhicule - Temperature in occupant compartment	Vélocité du vent - Wind velocity
18 °C.	SUD/SOUTH 16 Km/h.
Température ambiante au moment de l'impact - Ambient temperature at impact area	
30 °C.	



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PREMIÈRE PESÉE: VÉHICULE TEL LIVRÉ (AVEC LIQUIDES AU MAXIMUM)
FIRST WEIGHT: TEST VEHICLE AS RECEIVED (WITH MAXIMUM FLUIDS)

Avant gauche - Left front	480.7 Kg.	Avant droit - Right front	491.5 Kg.	Masse avant totale - Total front weight	972.2 Kg.
Arrière gauche - Left rear	396.6 Kg.	Arrière droit - Right rear	384.4 Kg.	Masse arrière totale - Total rear weight	781.0 Kg.
Masse totale côté gauche - Total left side weight	877.3 Kg.	Masse totale côté droit - Total right side weight	875.9 Kg.	Masse totale - Total weight	1753.2 Kg.

HAUTEUR DU VÉHICULE - VEHICLE ATTITUDE

Hauteur tel que délivré Delivered attitude	Avant gauche Left front	732 mm.	Avant droit Right front	738 mm.
	Arrière gauche Left rear	734 mm.	Arrière droit Right rear	744 mm.
Hauteur avec masse d'essai Test weight attitude	Avant gauche Left front	719 mm.	Avant droit Right front	738 mm.
	Arrière gauche Left rear	682 mm.	Arrière droit Right rear	705 mm.
Hauteur finale avant l'essai Pre-test final attitude	Avant gauche Left front	722 mm.	Avant droit Right front	738 mm.
	Arrière gauche Left rear	684 mm.	Arrière droit Right rear	705 mm.
Attitude sur tablier d'essais Vehicle attitude on test pad	Avant gauche Left front	720 mm.	Avant droit Right front	733 mm.
	Arrière gauche Left rear	676 mm.	Arrière droit Right rear	689 mm.
Hauteur après l'essai Post-test attitude	Avant gauche Left front	693 mm.	Avant droit Right front	717 mm.
	Arrière gauche Left rear	685 mm.	Arrière droit Right rear	668 mm.

DEUXIÈME PESÉE: VÉHICULE AVEC MANNEQUINS ET MASSE DE BAGAGES REQUISE
SECOND WEIGHT: TEST VEHICLE WITH REQUIRED DUMMIES AND CARGO LOAD

Avant gauche - Left front	529.7 Kg.	Avant droit - Right front	470.5 Kg.	Masse avant totale - Total front weight	1000.2 Kg.
Arrière gauche - Left rear	504.5 Kg.	Arrière droit - Right rear	476.5 Kg.	Masse arrière totale - Total rear weight	981.0 Kg.
Masse totale côté gauche - Total left side weight	1034.2 Kg.	Masse totale côté droit - Total right side weight	947.0 Kg.	Masse totale - Total weight	1981.2 Kg.

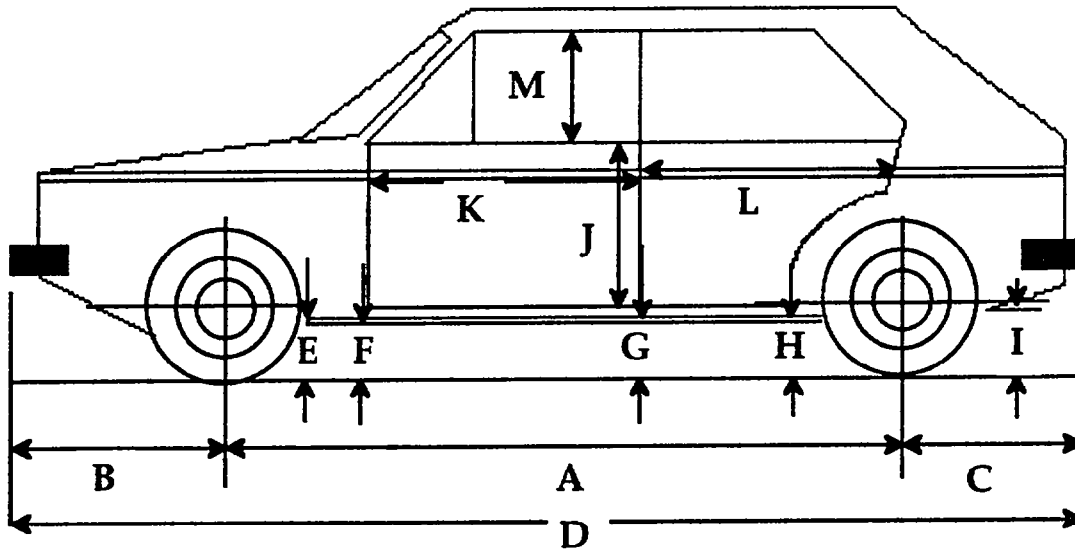
TROISIÈME PESÉE: VÉHICULE PRÊT POUR L'ESSAI
THIRD WEIGHT: TEST VEHICLE READY FOR TEST

Avant gauche - Left front	524.0 Kg.	Avant droit - Right front	477.2 Kg.	Masse avant totale - Total front weight	1001.2 Kg.
Arrière gauche - Left rear	500.4 Kg.	Arrière droit - Right rear	474.4 Kg.	Masse arrière totale - Total rear weight	974.8 Kg.
Masse totale côté gauche - Total left side weight	1024.4 Kg.	Masse totale côté droit - Total right side weight	951.6 Kg.	Masse totale - Total weight	1976.0 Kg.



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LES MESURES AVANT ET APRÈS L'ESSAI / PRE AND POST-TEST MEASUREMENTS



	Avant l'essai / Pre-test	Après l'essai / Post-test	Δ différence / Δ change
A	2890 mm	2860 mm	30 mm
B	1075 mm	1115 mm	-40 mm
C	1390 mm	1325 mm	65 mm
D*	5355 mm	5300 mm	55 mm
E	170 mm	170 mm	0 mm
F	180 mm	165 mm	15 mm
G	180 mm	165 mm	15 mm
H	180 mm	160 mm	20 mm
I	290 mm	285 mm	5 mm
J	735 mm	640 mm	95 mm
K	** 1130 mm	** 1120 mm	10 mm
L	** 940 mm	** 865 mm	75 mm
M	450 mm	450 mm	0 mm
N	N/A mm	N/A mm	N/A mm
	1984 mm	1674 mm	310 mm

➔ Largeur maximale du véhicule en Y à 2700 mm du point de référence en X
Maximum vehicle width in Y axis at 2700 mm of the reference point in the X axis

* Mesure prise sans le support de plaque d'immatriculation avant

* Measure taken without the front license-plate holder.

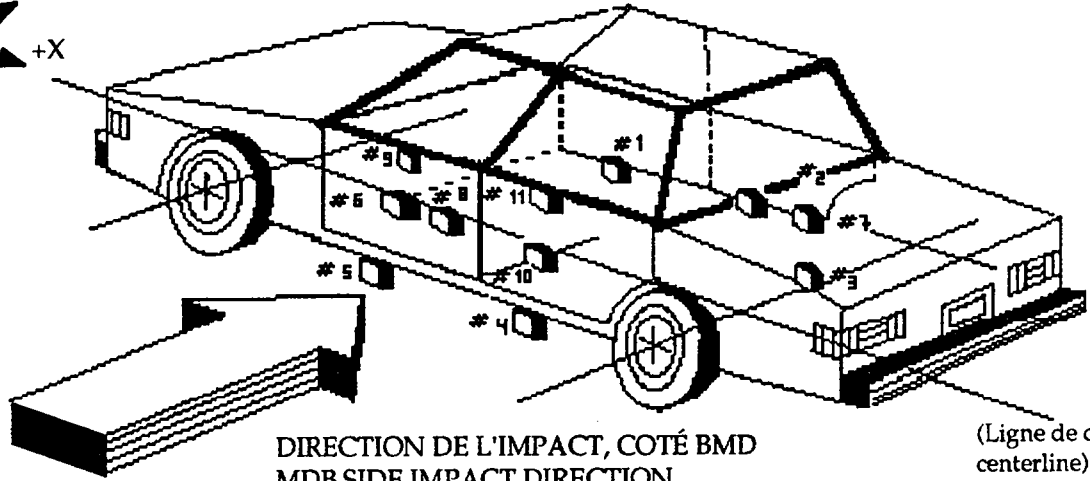
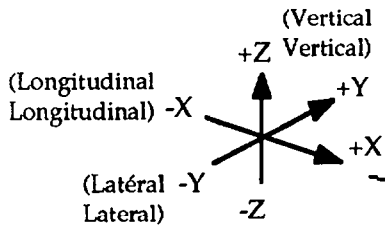
** MESURE PRISE À LA LIGNE DÉCORATIVE NOIRE PRÈS DU SEUIL DE FENÊTRE

** MEASURED NEAR THE WINDOW SILL AT THE BLACK STRIPE

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**EMPLACEMENT DES ACCÉLÉROMÈTRES
ACCELEROMETER POSITIONS**

Point de référence : Centre transversal du véhicule, au point le plus avancé, au niveau du sol. Selon SAE J182a.
Reference point: Transversal centre of the vehicle, at the foremost point and at ground level. As SAE J182a.



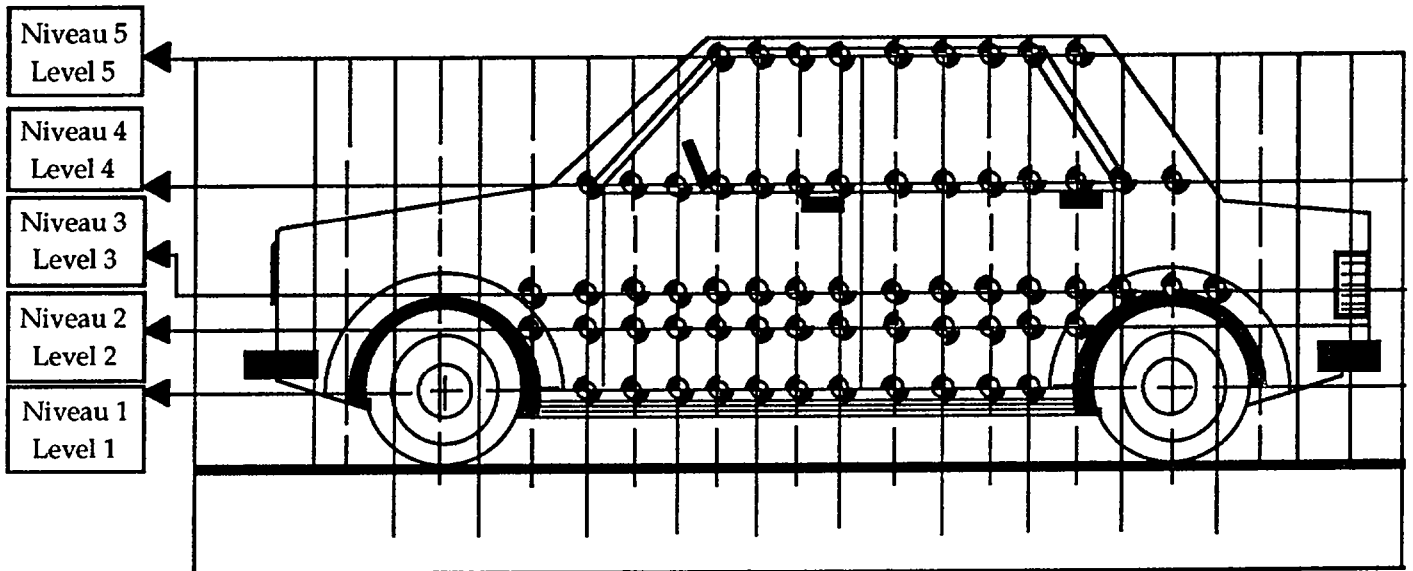
	ENDROIT/LOCATION	COORDONNÉES/COORDINATES		
		X	Y	Z
1	Seuil de la portière avant droite Front right door sill	2290 mm	677 mm	155 mm
2	Seuil de la portière arrière droite Rear right door sill	3075 mm	672 mm	145 mm
3	Plancher arrière au dessus de l'essieu Rear floor-pan above axle	4200 mm	0 mm	675 mm
4	Seuil de la portière arrière gauche Rear left door sill	3090 mm	-735 mm	140 mm
5	Seuil de la portière avant gauche Front left door sill	2315 mm	-735 mm	140 mm
6	Portière avant gauche, sur la ligne médiane, à la mi-hauteur de la portière Front left centreline of door, at mid-door height	2280 mm	-830 mm	600 mm
7	Compartiment du passager arrière droit Rear right occupant compartment	3340 mm	460 mm	400 mm
8	Portière avant gauche, à mi-chemin de la ligne médiane et l'arrière de la portière, à la mi-hauteur Front left mid-way between centreline and rear part of door, at mid-door height	2615 mm	-830 mm	600 mm
9	Seuil de fenêtre de la portière avant gauche Front left window sill	2375 mm	-845 mm	910 mm
10	Portière arrière gauche, sur la ligne médiane, à la mi-hauteur de la portière Rear left centreline of door, at mid-door height	3205 mm	-830 mm	570 mm
11	Seuil de fenêtre de la portière arrière gauche Rear left window sill	3295 mm	-845 mm	935 mm



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MESURES DE CÔTÉ DU VÉHICULE / VEHICLE SIDE MEASUREMENTS

Niveau 5 @ Haut de la fenêtre / Level 5 @ Window top	=	1377	mm.	} Au-dessus du sol Above ground level
Niveau 4 @ Bas de la fenêtre / Level 4 @ Window sill	=	903	mm.	
Niveau 3 @ Milieu de la porte / Level 3 @ Mid door	=	585	mm.	
Niveau 2 @ Point-H du conducteur / Level 2 @ Occupant H-Point	=	490	mm.	
Niveau 1 @ Ligne centrale des essieux (ou Hauteur du seuil de porte) Level 1 @ Axle Centerline height (or Sill top height)	=	248	mm.	



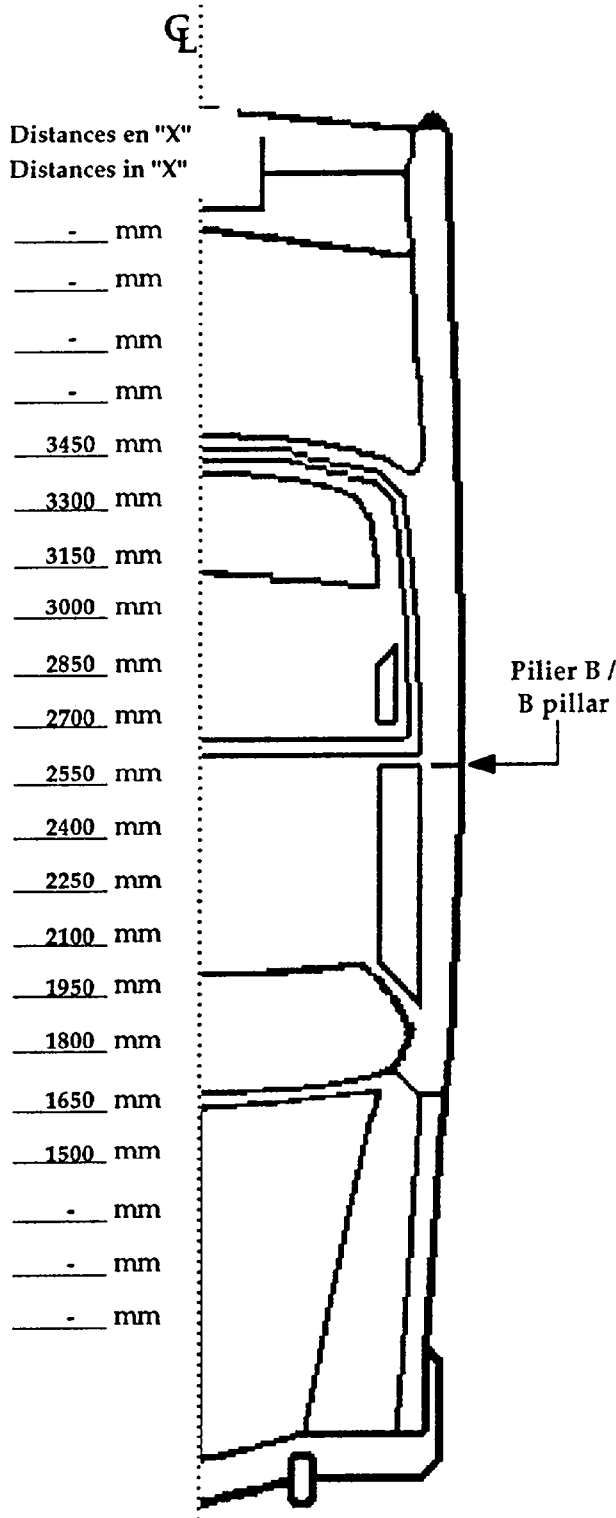


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 248 mm Pre-test au-dessus du sol
 Exterior profile at 248 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
-877 mm	-638 mm	239 mm
-877 mm	-626 mm	251 mm
-877 mm	-638 mm	239 mm
-877 mm	-632 mm	245 mm
-877 mm	-646 mm	231 mm
-877 mm	-665 mm	212 mm
-877 mm	-680 mm	197 mm
-877 mm	-705 mm	172 mm
-877 mm	-730 mm	147 mm
-877 mm	-750 mm	127 mm
-877 mm	-788 mm	89 mm
-877 mm	-785 mm	92 mm
-877 mm	-895 mm	-18 mm
-870 mm	-495 mm	375 mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm

Point de référence / Reference
Centre du pare-choc avant au niveau du sol
Front bumper centre at ground level

Pilier "B" / "B" pillar
Pre-test "X": <u>2750</u> mm "Y": <u>-880</u> mm
Post-test "X": <u>2820</u> mm "Y": <u>-644</u> mm

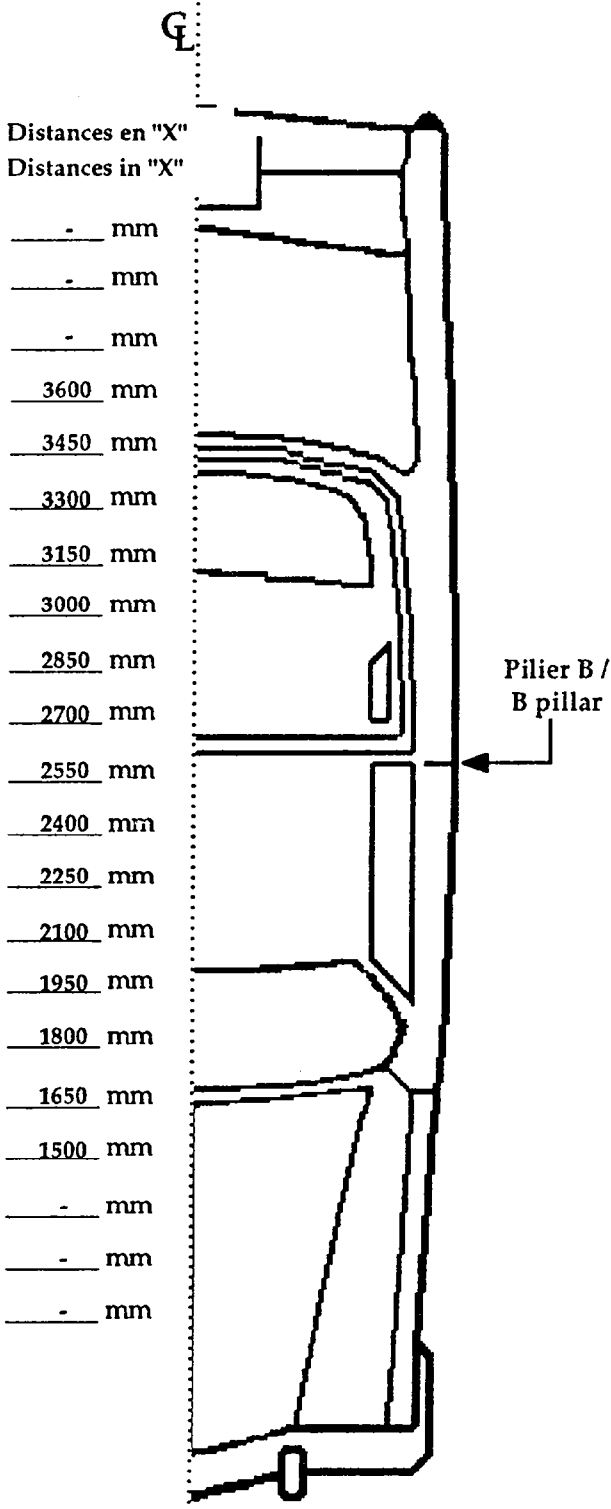


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 2 / LEVEL 2

Profil extérieur à 490 mm Pre-test au-dessus du sol
 Exterior profile at 490 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
-3600 mm	-3450 mm	150 mm
-3450 mm	-3300 mm	150 mm
-3300 mm	-3150 mm	150 mm
-3150 mm	-3000 mm	150 mm
-3000 mm	-2850 mm	150 mm
-2850 mm	-2700 mm	150 mm
-2700 mm	-2550 mm	150 mm
-2550 mm	-2400 mm	150 mm
-2400 mm	-2250 mm	150 mm
-2250 mm	-2100 mm	150 mm
-2100 mm	-1950 mm	150 mm
-1950 mm	-1800 mm	150 mm
-1800 mm	-1650 mm	150 mm
-1650 mm	-1500 mm	150 mm
-1500 mm	-	-
-	-	-
-	-	-
-	-	-

Point de référence / Reference
Centre du pare-choc avant au niveau du sol
Front bumper centre at ground level

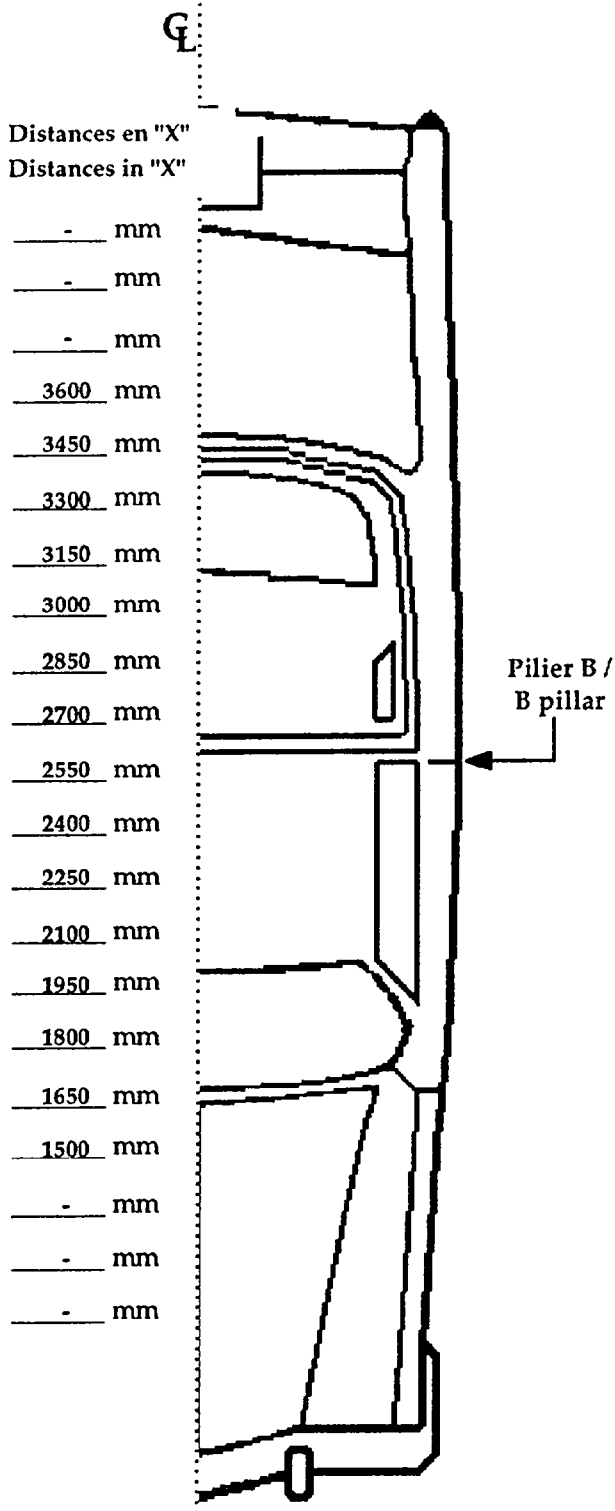
Pilier "B" / "B" pillar			
Pre-test	"X":	<u>2745</u> mm	"Y": <u>-880</u> mm
Post-test	"X":	<u>2805</u> mm	"Y": <u>-553</u> mm

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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 585 mm Pre-test au-dessus du sol / above ground level
 Exterior profile at 585 mm Post-test



- Distances en "X" / Distances in "X"
- mm
 - mm
 - mm
 - 3600 mm
 - 3450 mm
 - 3300 mm
 - 3150 mm
 - 3000 mm
 - 2850 mm
 - 2700 mm
 - 2550 mm
 - 2400 mm
 - 2250 mm
 - 2100 mm
 - 1950 mm
 - 1800 mm
 - 1650 mm
 - 1500 mm
 - mm
 - mm
 - mm

Profil Pré-test / Pre-test profile	Profil Post-test / Post-test profile	Différence / Variation
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
-986 mm	-628 mm	358 mm
-990 mm	-624 mm	366 mm
-992 mm	-626 mm	366 mm
-993 mm	-645 mm	348 mm
-994 mm	-660 mm	334 mm
-994 mm	-670 mm	324 mm
-994 mm	-682 mm	312 mm
-992 mm	-694 mm	298 mm
-990 mm	-705 mm	285 mm
-987 mm	-715 mm	272 mm
-985 mm	-720 mm	265 mm
-980 mm	-748 mm	232 mm
-964 mm	-808 mm	156 mm
-970 mm	-942 mm	28 mm
-962 mm	-945 mm	17 mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm

Point de référence / Reference
 Centre du pare-choc avant au niveau du sol / Front bumper centre at ground level

Pilier "B" / "B" pillar
 Pre-test "X": 2755 mm "Y": -900 mm
 Post-test "X": 2830 mm "Y": -577 mm

Date de collision
Date impacted

92/08/26

Véhicule
Vehicle

FORD CROWN VICTORIA 1992

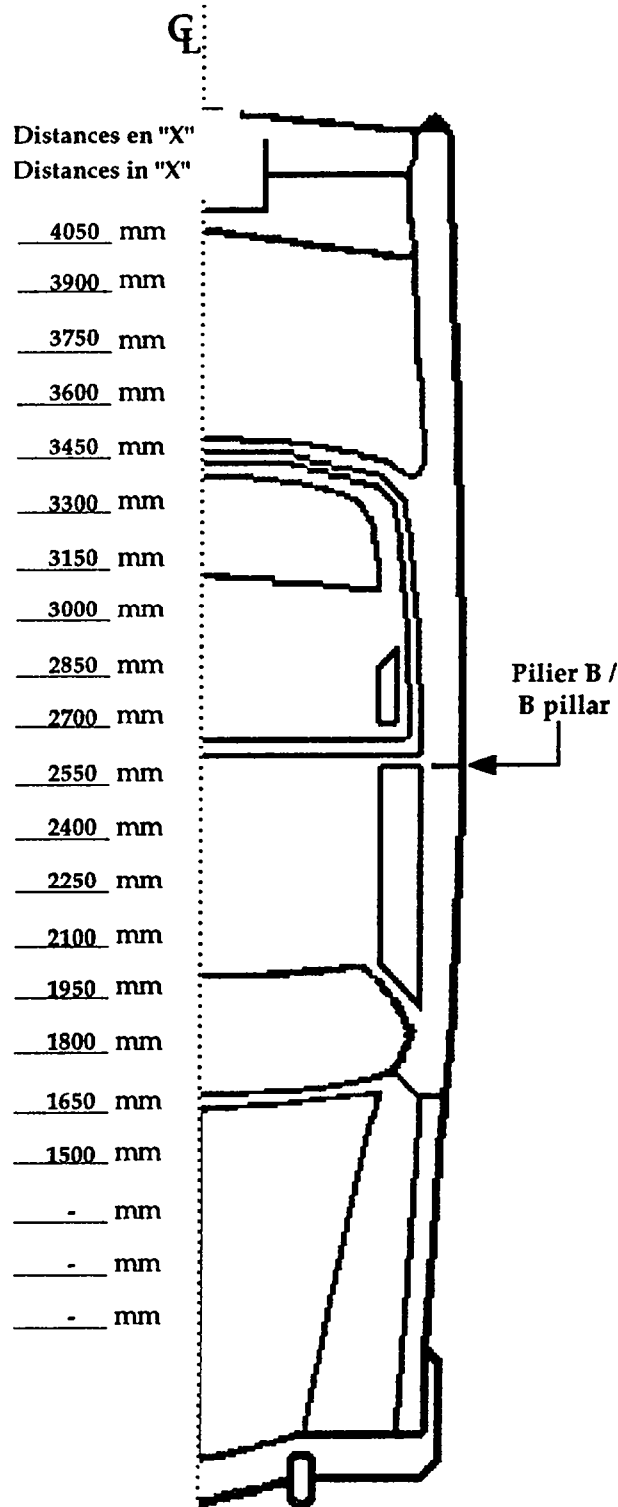
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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 903 mm Pre-test au-dessus du sol
 Exterior profile at 903 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
<u>-915</u> mm	<u>-867</u> mm	<u>48</u> mm
<u>-923</u> mm	<u>-850</u> mm	<u>73</u> mm
<u>-928</u> mm	<u>-834</u> mm	<u>94</u> mm
<u>-932</u> mm	<u>-826</u> mm	<u>106</u> mm
<u>-932</u> mm	<u>-698</u> mm	<u>234</u> mm
<u>-932</u> mm	<u>-639</u> mm	<u>293</u> mm
<u>-932</u> mm	<u>-618</u> mm	<u>314</u> mm
<u>-928</u> mm	<u>-600</u> mm	<u>328</u> mm
<u>-925</u> mm	<u>-645</u> mm	<u>280</u> mm
<u>-920</u> mm	<u>-709</u> mm	<u>211</u> mm
<u>-915</u> mm	<u>-744</u> mm	<u>171</u> mm
<u>-910</u> mm	<u>-760</u> mm	<u>150</u> mm
<u>-905</u> mm	<u>-775</u> mm	<u>130</u> mm
<u>-900</u> mm	<u>-880</u> mm	<u>20</u> mm
<u>-895</u> mm	<u>-800</u> mm	<u>95</u> mm
<u>-895</u> mm	<u>-825</u> mm	<u>70</u> mm
<u>-886</u> mm	<u>-730</u> mm	<u>156</u> mm
<u>-875</u> mm	<u>*</u> mm	<u>-</u> mm
<u>-</u> mm	<u>-</u> mm	<u>-</u> mm
<u>-</u> mm	<u>-</u> mm	<u>-</u> mm
<u>-</u> mm	<u>-</u> mm	<u>-</u> mm

Point de référence / Reference

Centre du pare-choc avant au niveau du sol
 Front bumper centre at ground level

Pilier "B" / "B" pillar

Pre-test "X": 2805 mm "Y": -863 mm
 Post-test "X": 2870 mm "Y": -598 mm

LA COORDONNÉE "X,Z" QUI N'EST PAS VIS À VIS D'UNE PARTIE
 DE LA CARROSSERIE
 "X,Z" COORDINATE WHICH IS NOT IN LINE WITH A PART OF
 THE BODY

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MESURE DE DÉFORMATION DU PILIER "B"
"B" PILLAR DEFORMATION MEASUREMENTS

NIVEAU LEVEL	PRE-TEST		POST-TEST (2)*		
	X	Y	X	Y	Z
1	2750 mm	-880 mm	2820 mm	-644 mm	256 mm
2	2745 mm	-880 mm	2805 mm	-553 mm	454 mm
3	2755 mm	-900 mm	2830 mm	-577 mm	530 mm
4	2805 mm	-863 mm	2870 mm	-598 mm	848 mm
5	2915 mm	-605 mm	2930 mm	-467 mm	1363 mm
(1) Point où la pénétration est maximale Point of maximum intrusion			2920 mm	-462 mm	1369 mm

(2)* Coordonnées de la position finale des cibles
 Target final position coordinates

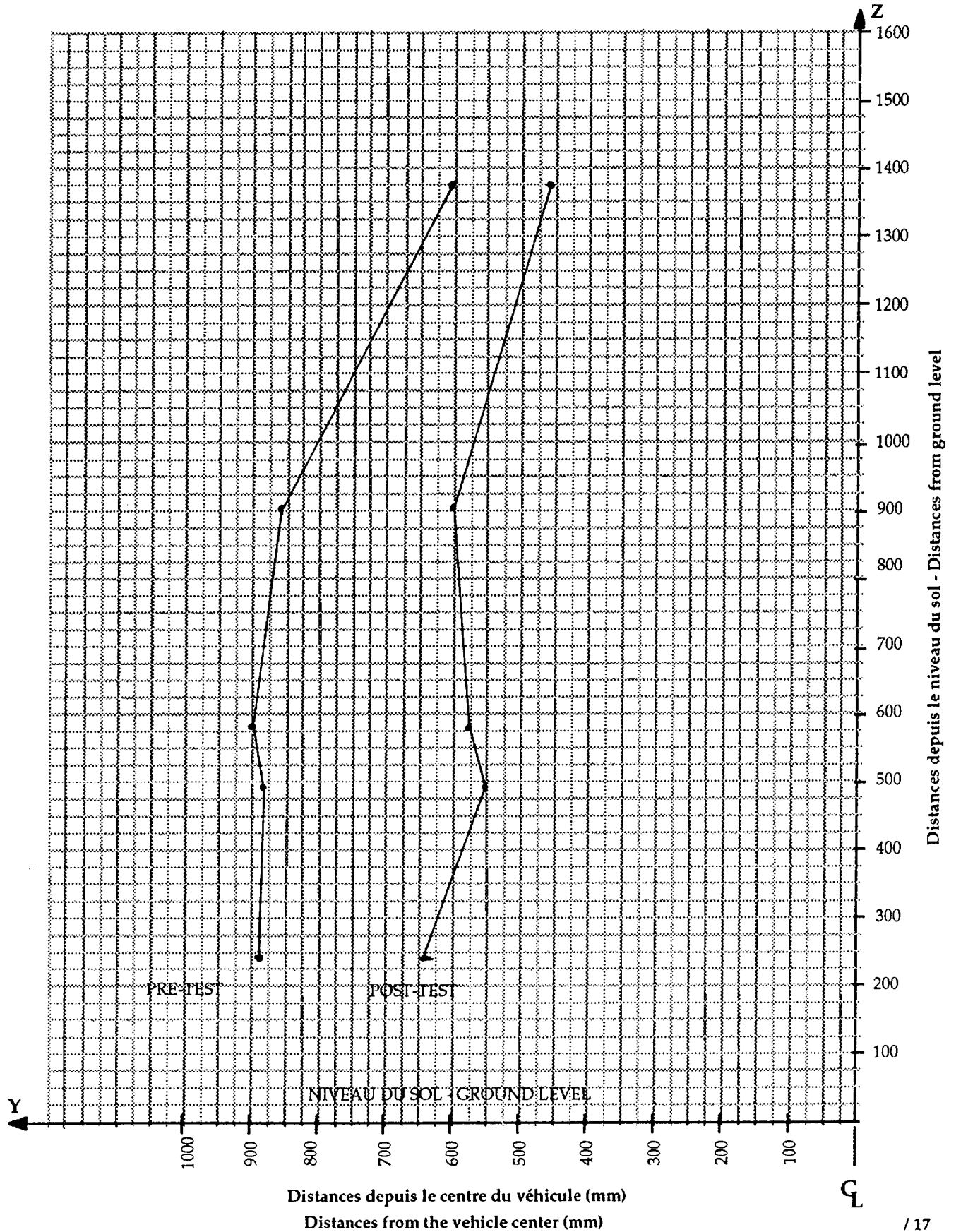
Point de référence zéro:	Centre du pare-choc avant, au sol
Zero reference point:	Front bumper centre, at ground level

Commentaires/Comments



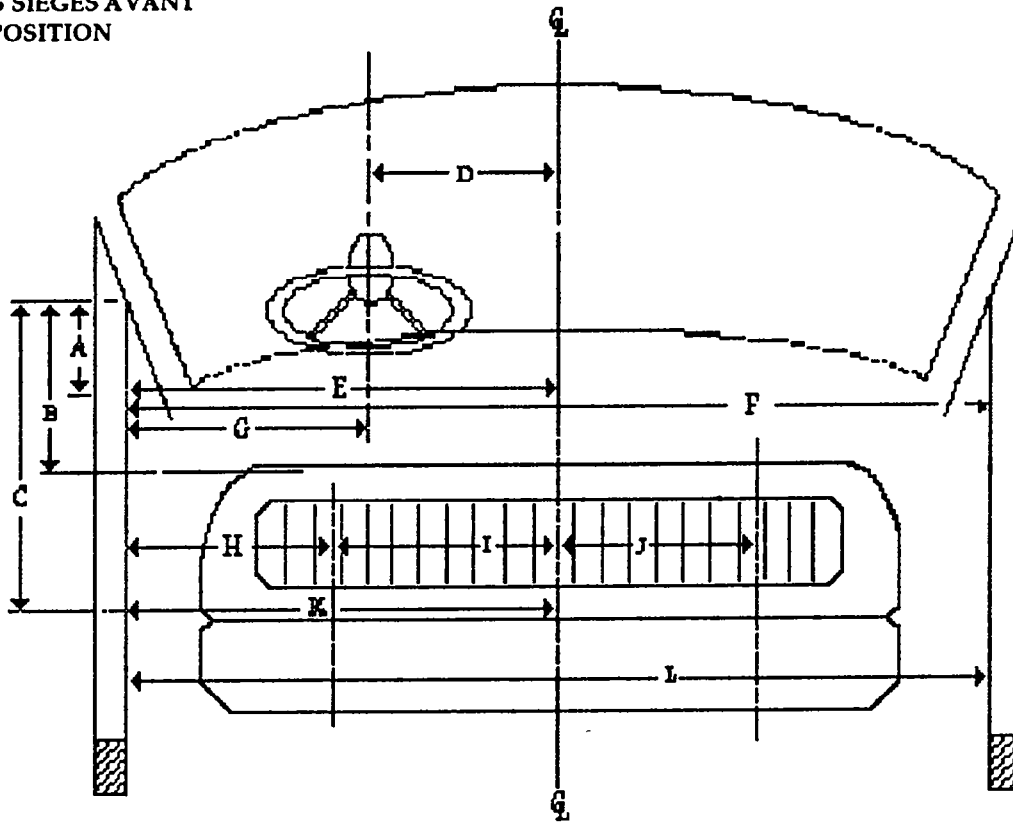
Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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PROFILS DU PILLIER "B" AVANT ET APRÈS COLLISION - PROFILES OF "B" PILLAR BEFORE AND AFTER TEST



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**POSITION DES SIÈGES AVANT
FRONT SEAT POSITION**



Code	Description	mm	Code	Description	mm
A	Point de mesure le plus avancé Foremost measuring point	N/A	I	Centre du siège à la ligne de centre du véhicule (conducteur) Seat midline to center line of vehicle (driver)	394
B	Le point le plus avant sur le siège (mesurable) Foremost measurable point on front seat	N/A	J	Centre du siège à la ligne de centre du véhicule (passager) Seat midline to center line of vehicle (passenger)	N/A
C	Le point le plus reculé sur le siège (mesurable) Rearmost measurable point on front seat	N/A	K	Seuil de fenêtre à la ligne de centre du véhicule (le plus reculé) Window edge to center line of vehicle (rear-most)	845
D	Centre du volant à la ligne de centre du véhicule Steering wheel center to center line of car	394	L	Fenêtre à fenêtre (le plus reculé) Window to window (rear-most)	1690
E	Seuil de fenêtre à la ligne de centre du véhicule Window edge to center line of the vehicle	845	M		
F	Fenêtre à fenêtre Window to window	1690	N		
G	Centre du volant au seuil de la fenêtre Steering wheel center to window edge	451	O		
H	Seuil de la fenêtre au centre du siège Window edge to seat midline	451	P		

Point de référence : Centre transversal du véhicule, au point le plus avancé, au niveau du sol. Selon SAE J182a. Sans le support de plaque d'immatriculation avant.

Reference point: Transversal centre of the vehicle, at the foremost point and at ground level. As SAE J182a. Without the front license-plate holder.

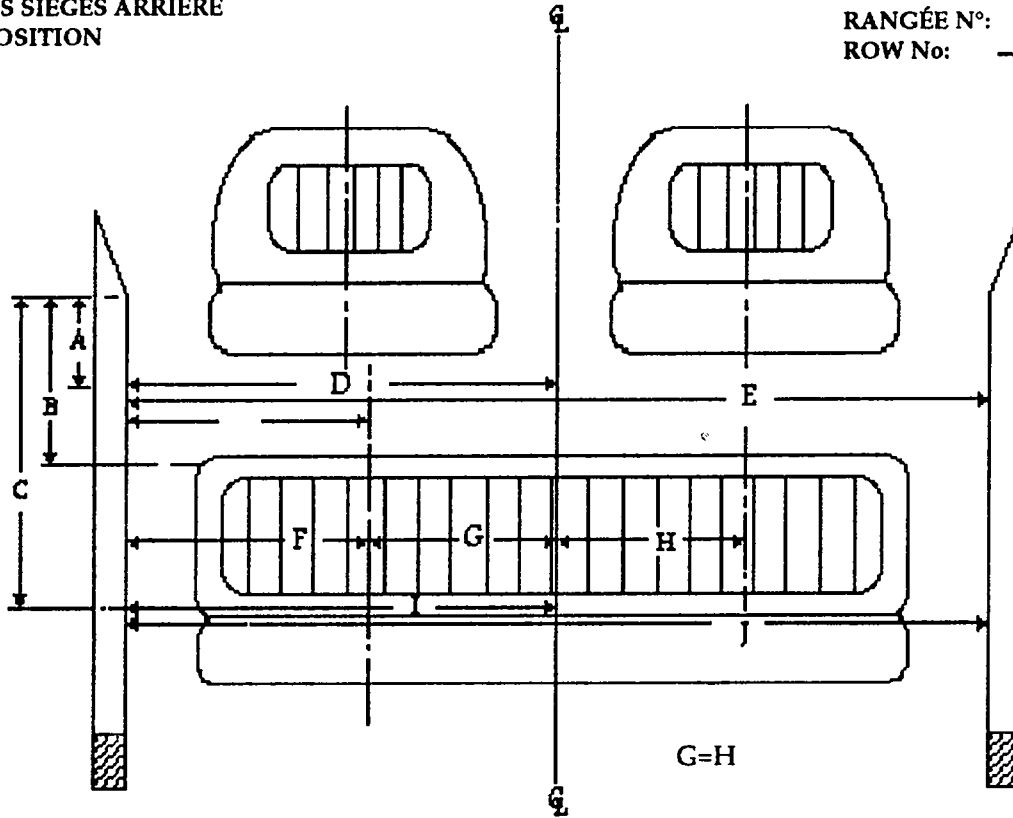
REMARQUES - COMMENTS :



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POSITION DES SIÈGES ARRIÈRE
REAR SEAT POSITION

RANGÉE N°:
ROW No: 2ième / 2nd



Code	Description	mm	Code	Description	mm
A	Point de mesure le plus avancé Foremost measuring point	N/A	I	Seuil de fenêtre à la ligne de centre du véhicule (le plus reculé) Window edge to center line of vehicle (rearmost)	845
B	Le point le plus avancé sur le siège (mesurable) Foremost measurable point on front seat	N/A	J	Fenêtre à fenêtre (le plus reculé) Window to window (rearmost)	1690
C	Le point le plus reculé sur le siège (mesurable) Rearmost measurable point on front seat	N/A	K		
D	Seuil de fenêtre à la ligne de centre du véhicule Window edge to center line of the vehicle	845	L		
E	Fenêtre à fenêtre Window to window	1690	M		
F	Seuil de la fenêtre au centre du siège Window edge to seat midline	451	N		
G	Centre du siège à la ligne de centre du véhicule (gauche) Seat midline to center line of vehicle (left)	394	O		
H	Centre du siège à la ligne de centre du véhicule (droit) Seat midline to center line of vehicle (right)	N/A	P		

Point de référence : Centre transversal du véhicule, au point le plus avancé, au niveau du sol. Selon SAE J182a. Sans le support de plaque d'immatriculation avant.

Reference point: Transversal centre of the vehicle, at the foremost point and at ground level. As SAE J182a. Without the front license-plate holder.

REMARQUES - COMMENTS :

SECTION 2

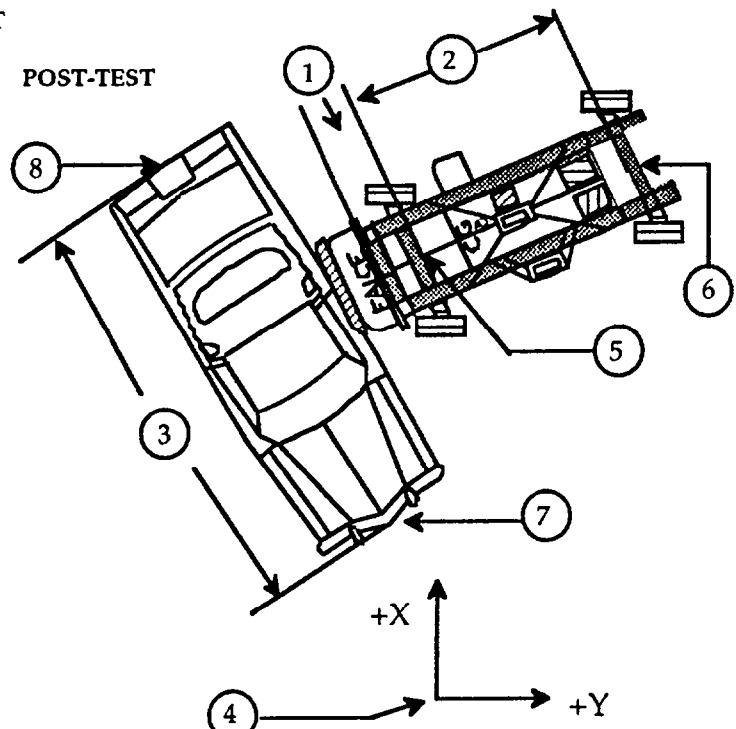
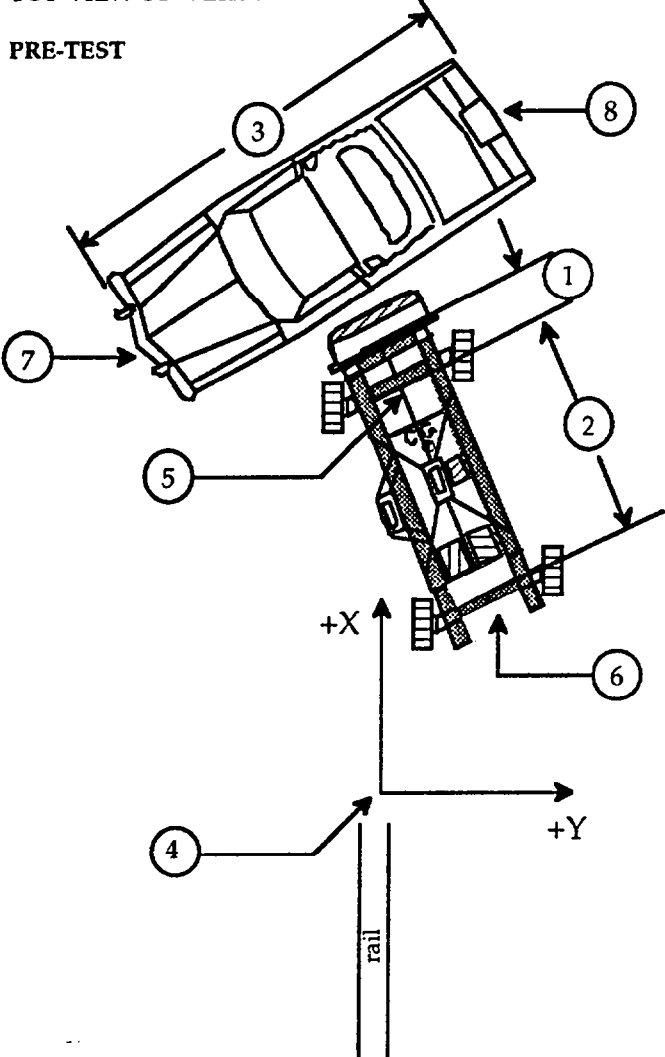
BARRIÈRE MOBILE - MOBILE BARRIER



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Barrière Barrier	214 C.E.V.A. / M.V.T.C. 214	Angle Angle	27°	Gauche Left	<input checked="" type="checkbox"/>	Droit Right	<input type="checkbox"/>
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RELEVÉ TOPOGRAPHIQUE DES VÉHICULES AVANT ET APRÈS IMPACT
TOP VIEW OF VEHICLES BEFORE AND AFTER IMPACT



	DESCRIPTION	LONGUEUR LENGTH
1	Ref. avant / point zéro du nid d'abeille Bélier ou BMD Front ref. / zero point of the honeycomb Bullet vehicle or MDB	675 mm
2	Essieux centre / centre Bélier ou BMD Axles centre / centre Bullet vehicle or MDB	2590 mm
3	Ref. avant / ref. arrière Cible Front ref. / rear ref. Target vehicle	5355 mm

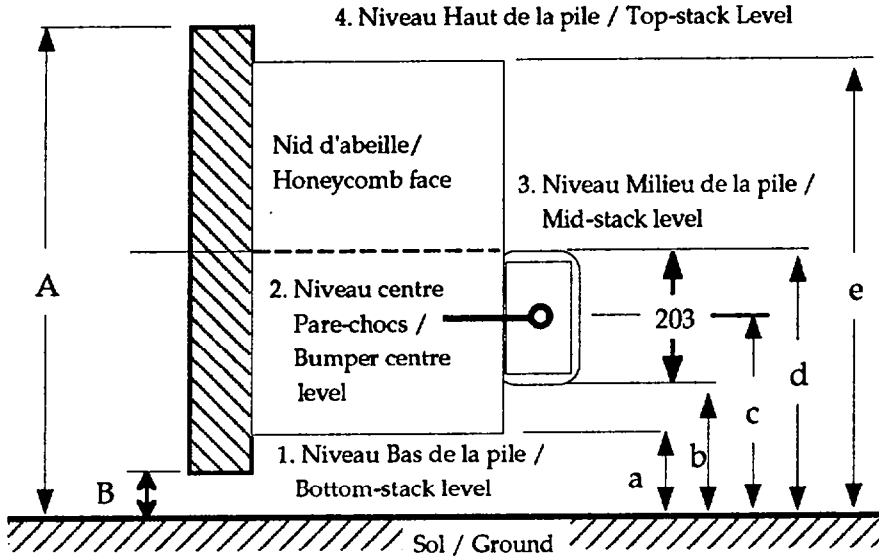
	DESCRIPTION	PRE-TEST		POST-TEST	
		X	Y	X	Y
4	Point de référence fixe au sol Reference point on the ground	0 mm	0 mm	0 mm	0 mm
5	Point de référence avant Bélier ou BMD Front reference point Bullet vehicle or MDB	715 mm	215 mm	4145 mm	575 mm
6	Point de référence arrière Bélier ou BMD Rear reference point Bullet vehicle or MDB	-1604 mm	1395 mm	4635 mm	3120 mm
7	Point de référence avant Cible Front reference point Target vehicle	1547 mm	-3000 mm	3730 mm	-2370 mm
8	Point de référence arrière Cible Rear reference point Target vehicle	4600 mm	1880 mm	7950 mm	905 mm



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Dimensions de la face Déformable de la Barrière Mobile 214 (CEVA)
Dimensions of the 214 Mobile Deformable Barrier (MVTC)

(Toutes les mesures sont en mm / All measurements are in mm)



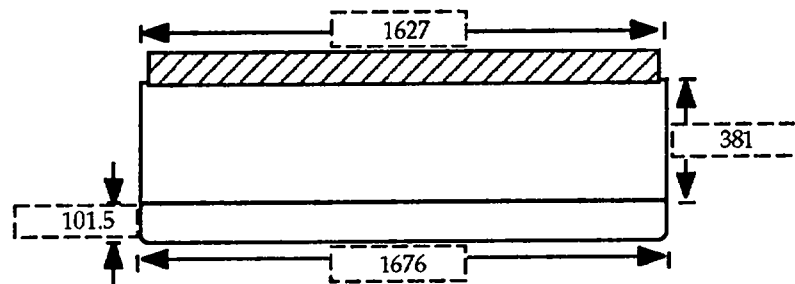
Vue de côté (Niveau du sol) / Side View (Ground level)

Face d'aluminium de la barrière/
barrier aluminium face

	Suggérée Suggested	Mesurée / Measured
A	914	916
B	247	248

Nid d'abeille/Honeycomb face

	Suggérée Suggested	Mesurée / Measured
a	279	279
b	330	327
c	432	432
d	533	557
e	838	838



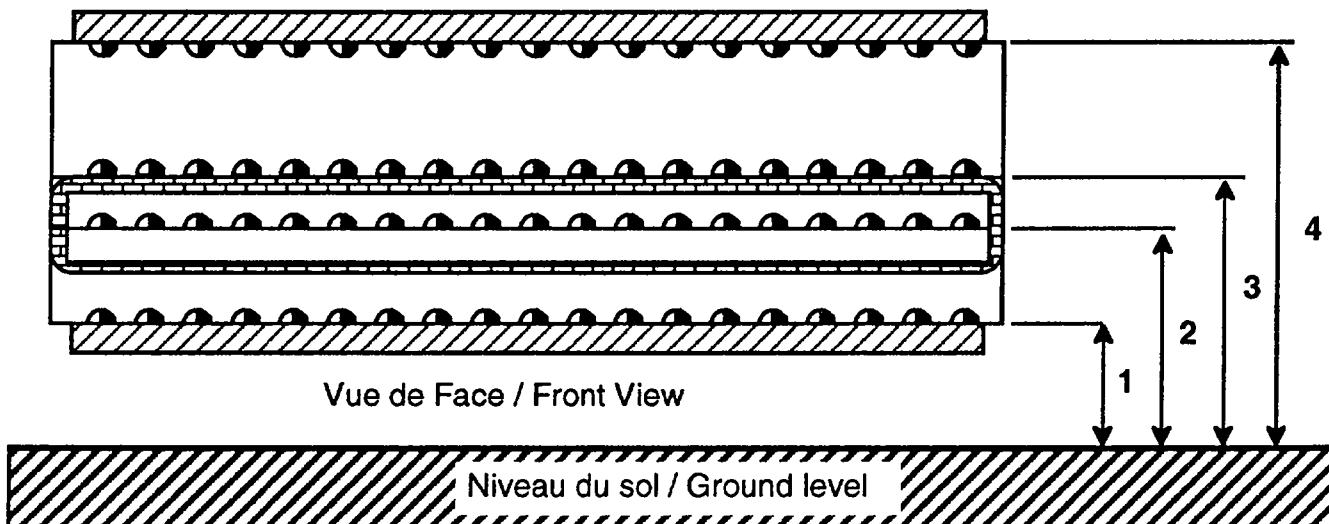
Vue de Haut / Top View



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MESURES DU NID D'ABEILLE / HONEYCOMB FACE MEASUREMENTS

Niveau 4 @ Haut de la face / Level 4 @ Top of stack	=	838	mm.	} Au-dessus du sol Above ground level
Niveau 3 @ Milieu du Nid d'Abeille / Level 3 @ Mid stack	=	557	mm.	
Niveau 2 @ Mi-face du pare-choc / Level 2 @ Mid bumper	=	432	mm.	
Niveau 1 @ Bas de la face / Level 1 @ Bottom of stack	=	279	mm.	



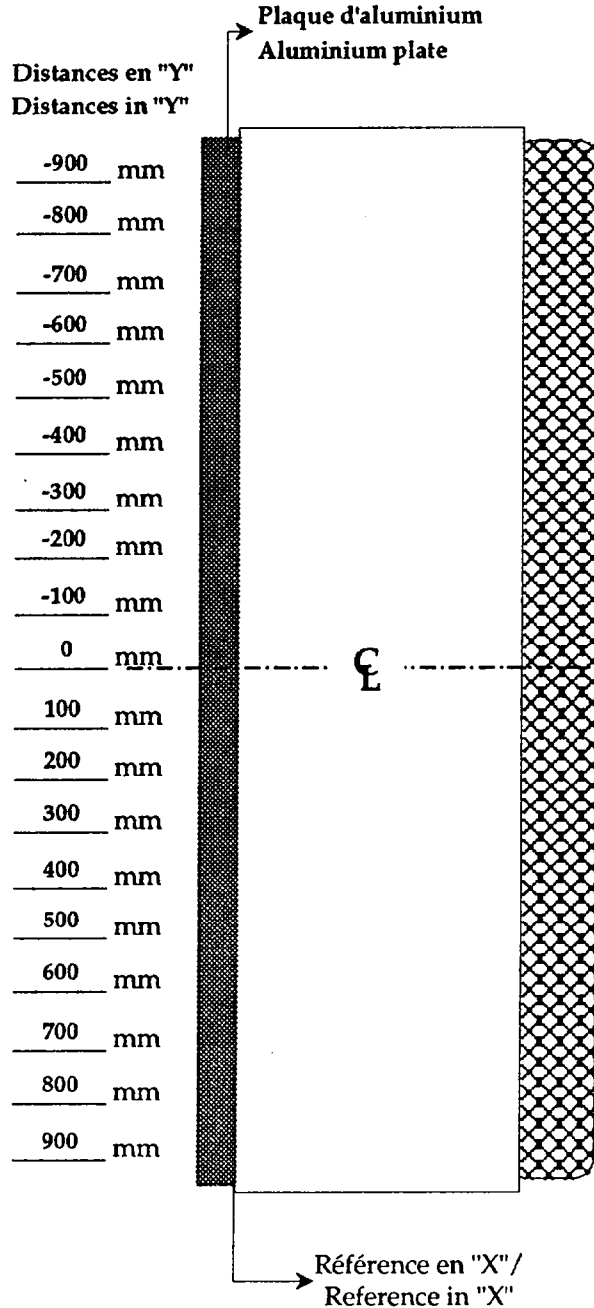


Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 279 mm Pre-test au-dessus du sol
Exterior profile at 279 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-383 mm	-335 mm	-48 mm
-383 mm	-370 mm	-13 mm
-383 mm	-377 mm	-6 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-382 mm	-1 mm
-383 mm	-383 mm	0 mm
-383 mm	-383 mm	0 mm
-383 mm	-377 mm	-6 mm
-383 mm	-370 mm	-13 mm
-383 mm	-335 mm	-48 mm
-383 mm	-340 mm	-43 mm
-383 mm	-315 mm	-68 mm
- mm	- mm	- mm

Point de référence / Reference point
Centre en Y de la plaque d'aluminium au niveau du sol
Aluminium plate centre in Y axis at ground level

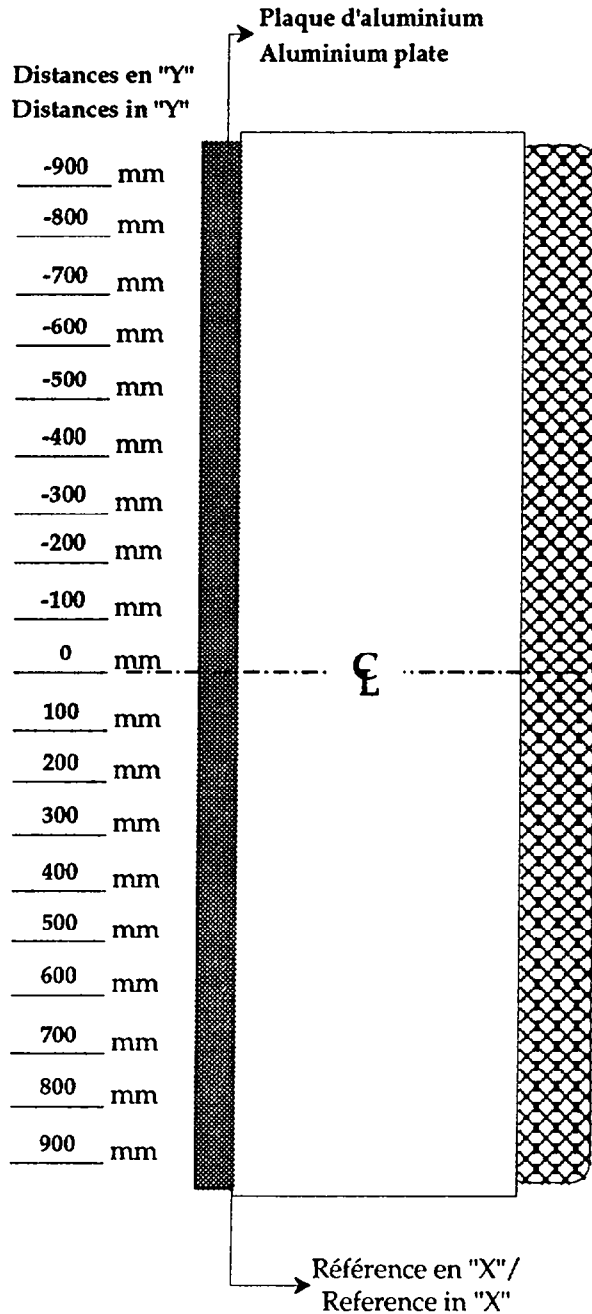


Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 2 / LEVEL 2

Profil extérieur à 432 mm Pre-test au-dessus du sol
Exterior profile at 432 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-472 mm	-437 mm	-35 mm
-485 mm	-457 mm	-28 mm
-485 mm	-470 mm	-15 mm
-485 mm	-473 mm	-12 mm
-485 mm	-472 mm	-13 mm
-485 mm	-474 mm	-11 mm
-485 mm	-473 mm	-12 mm
-485 mm	-470 mm	-15 mm
-485 mm	-468 mm	-17 mm
-485 mm	-465 mm	-20 mm
-485 mm	-460 mm	-25 mm
-485 mm	-455 mm	-30 mm
-485 mm	-450 mm	-35 mm
-485 mm	-443 mm	-42 mm
-485 mm	-425 mm	-60 mm
-485 mm	-390 mm	-95 mm
-472 mm	-355 mm	-117 mm
- mm	- mm	- mm

Point de référence / Reference point
Centre en Y de la plaque d'aluminium au niveau du sol
Aluminium plate centre in Y axis at ground level

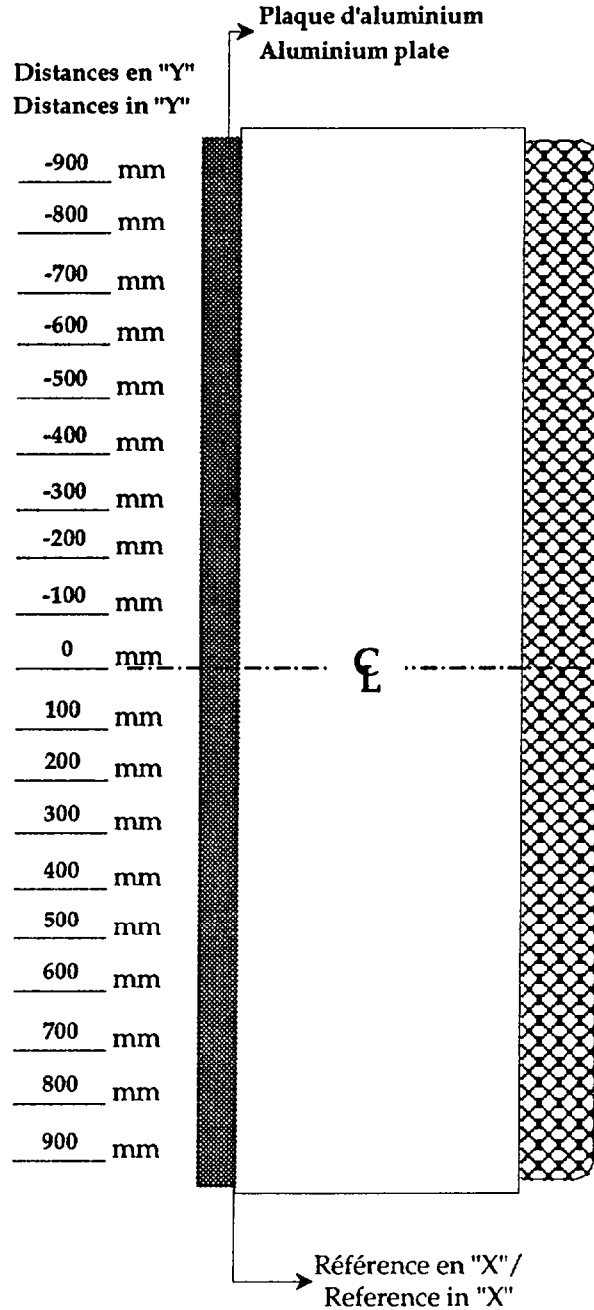


Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 557 mm Pre-test au-dessus du sol
Exterior profile at 557 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-383 mm	-363 mm	-20 mm
-383 mm	-372 mm	-11 mm
-383 mm	-378 mm	-5 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-378 mm	-5 mm
-383 mm	-375 mm	-8 mm
-383 mm	-372 mm	-11 mm
-383 mm	-369 mm	-14 mm
-383 mm	-366 mm	-17 mm
-383 mm	-362 mm	-21 mm
-383 mm	-357 mm	-26 mm
-383 mm	-347 mm	-36 mm
-383 mm	-325 mm	-58 mm
-383 mm	-307 mm	-76 mm
- mm	- mm	- mm

Point de référence / Reference point
Centre en Y de la plaque d'aluminium au niveau du sol
Aluminium plate centre in Y axis at ground level

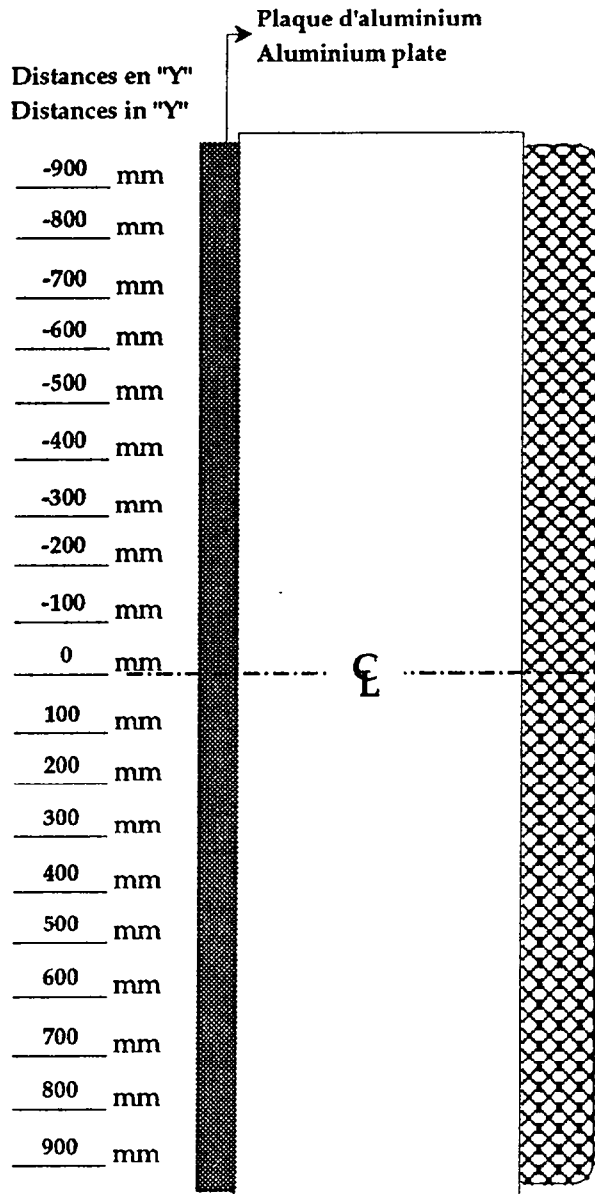


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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 838 mm Pre-test au-dessus du sol
Exterior profile at 838 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-383 mm	-370 mm	-13 mm
-383 mm	-382 mm	-1 mm
-383 mm	-382 mm	-1 mm
-383 mm	-384 mm	1 mm
-383 mm	-382 mm	-1 mm
-383 mm	-377 mm	-6 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-380 mm	-3 mm
-383 mm	-378 mm	-5 mm
-383 mm	-375 mm	-8 mm
-383 mm	-368 mm	-15 mm
-383 mm	-358 mm	-25 mm
-383 mm	-350 mm	-33 mm
-383 mm	-343 mm	-40 mm
-383 mm	-275 mm	-108 mm
- mm	- mm	- mm

Point de référence / Reference point
Centre en Y de la plaque d'aluminium au niveau du sol
Aluminium plate centre in Y axis at ground level

SECTION 3

MANNEQUINS - DUMMIES



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DÉTERMINATION DU POINT "H" AVEC LE MANNEQUIN "3-D", MESURES PROVENANT DU NUMERISEUR SONIQUE
SEAT "H" POINT DETERMINED WITH THE H-POINT MACHINE , MEASURES FROM SONIC DIGITIZER

DESCRIPTION / DESCRIPTION	Conducteur / Driver				Passager / Passenger		
Type de siège / Seat type	BANQUETTE / BENCH				BANQUETTE / BENCH		
Nombre de crans d'ajustement de dossier Number of notches for adjustable seat back	N/A	Cran / Notch			N/A	Cran / Notch	
Sondes / Probes #	X mm	Y mm	Z mm	#	X mm	Y mm	Z mm
Loquet de porte / door latch	- 2715	-860	550	-	3213	-892	776
Point-H / H-Point	- 2528	-599	524	-	3450	-585	523
Rotule / Knee joint	- 2125	-617	631	-	3037	-619	592

MESURES DE RÉFÉRENCE DU MANNEQUIN "3-D"
REFERENCE MEASUREMENTS OF "3-D" MACHINE

DESCRIPTION / DESCRIPTION	Conducteur / Driver		Passager / Passenger	
Espacement du genou gauche vs LC du 3-D Left knee spacing vs CL of 3-D machine	136	mm	105	mm
Espacement du genou droit vs LC du 3-D Right knee spacing vs CL of 3-D machine	136	mm	125	mm
Cheville à cheville (c-c) Ankle to ankle (c-c)	280	mm	215	mm
Angle du dossier du "3-D" Back pan angle	27.2	deg.	27.9	deg.
Angle de la cuvette de siège du "3-D" Seat Pan Angle	15.1	deg.	10.0	deg.
Angle du genou gauche Left knee angle	131	deg.	130	deg.
Angle du genou droit Right knee angle	133	deg.	131	deg.
Angle de la cheville gauche Left ankle angle	127	deg.	127	deg.
Angle de la cheville droite Right ankle angle	89	deg.	132	deg.



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POSITIONNEMENT DES MANNEQUINS (Suite) / MEASUREMENTS OF DUMMY POSITIONS (Continued)

DESCRIPTION / DESCRIPTION :	MESURES / MEASUREMENTS:										
	toutes les mesures sont en mm / all measurements are in mm										
CONDUCTEUR/DRIVER : BIOSID Angle longitudinal du pelvis / Longitudinal pelvis angle: 24.6° Angle latéral du pelvis / Lateral pelvis angle: +0.5°	D i g i t i z e r	P r o b e s	Conducteur / Driver			D i g i t i z e r	P r o b e s	Passager / Passenger			
			G/L	C/C	D/R			RANGÉE /ROW	G/L	C/C	D/R
PASSAGER/PASSENGER : EUROSID 1 Angle longitudinal du pelvis / Longitudinal pelvis angle: 23.2° Angle latéral du pelvis / Lateral pelvis angle: +0.7°			X					2	X		
			X	Y	Z			X	Y	Z	
Fenêtre à fenêtre / Window to window :	-			1690		-			1690		
Centre du véhicule / Vehicle center	-			0		-			0		
Seuil de la portière au centre du loquet / Door sill to latch center :	-				330	-					515
Centre du volant / Steering wheel center	-		2254	-396	896	-					
Mouvement du lacet / Yaw movement	-		2			-		3			
Cible de tête / Head target :	-		2713	-475	1191	-		3667	-470		1191
Point-H / H-Point :	-		2523	-566	519	-		3440	-585		515
Rotule / Knee joint :	-		2133	-533	637	-		3047	-527		624

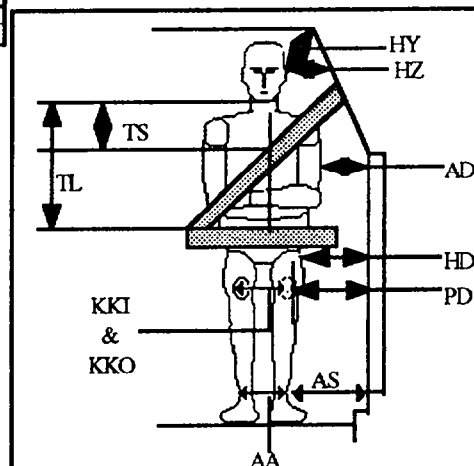
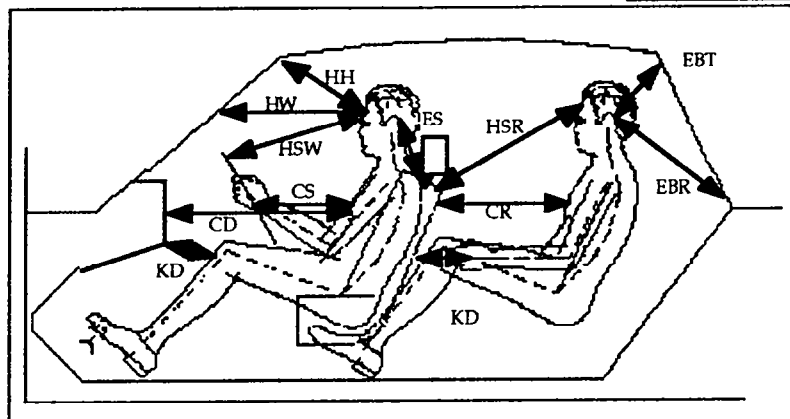
Point de référence : Centre transversal du véhicule, au point le plus avancé, au niveau du sol. Selon SAE J182a.
Reference point: Transversal centre of the vehicle, at the foremost point and at ground level. As SAE J182a.

REMARQUES/COMMENTS:

L'ancrage supérieur du baudrier a été ajusté à la moitié de sa course
The upper anchorage of the torso restraint was adjusted at mid-travel

**COTES DE LOCALISATION DES MANNEQUINS
DUMMY LOCATION DATA**

	G/L	C	D/R
CD	x		
PAS	x		



DESCRIPTION	CODE	CONDUCTEUR DRIVER		PASSAGER PASSENGER	
De cheville à cheville (boulon extérieur) Ankle to ankle (exterior bolt)	AA	300	mm	280	mm
Genou à genou (plaque) Intérieur / Interior Knee to knee (plate) Extérieur / Exterior	KKI	133	mm	114	mm
	KKO	283	mm	279	mm
De la cheville jusqu'au seuil de porte (horizontal.) Ankle to door sill (horizontal)	AS	158	mm	222	mm
Genoux au tableau de bord ou au siège (minimum) Knees to dash or to seat back (minimum)	KDL	86	mm	133	mm
	KDR	90	mm	137	mm
Sternum au tableau de bord (siège avant) (horizontal) Sternum to dash (front seat) (horizontal)	CD	547	mm	N/A	mm
Haut du sternum au centre du moyeu du volant Sternum top to steering hub center	CS	282	mm	N/A	mm
Milieu du front jusqu'au pare-brise (horizontalement) Mid forehead to windshield (horizontal)	HW	540	mm	N/A	mm
Milieu du front jusqu'au haut du pare-brise Mid forehead to windshield header	HH	440	mm	N/A	mm
Tête à la jante du volant de direction (haut) Head to steering wheel rim (top)	HSW	525	mm	N/A	mm
Haut de l'oreille jusqu'au début du toit Ear top to edge roof	HY	145	mm	140	mm
Haut de l'oreille au haut du siège avant Ear top to front seat top	ES	310	mm	N/A	mm
Menton au haut de la ceinture sous-abdominale (vert.) Chin to lap belt upper edge (vertical)	TL	458	mm	440	mm
Menton au haut de la ceinture baudrier (verticalement) Chin to thorax belt upper edge (vertical)	TS	165	mm	218	mm
Haut de l'oreille à la fenêtre latérale (horizontalement) Ear top to side window (horizontal)	HZ	210	mm	250	mm
La rotule à la porte (horiz., plaque du genou) Patella to door (horizontal, knee plate)	PD	233	mm	248	mm
Du point H à la porte (horizontalement) FOAM H-point to door (horizontal)	HD	190	mm	190	mm
Du milieu du bras à la porte (horizontalement) Mid upper arm to door (horizontal)	AD	123	mm	107	mm
Haut du sternum jusqu'au siège avant Sternum top to front seat	CR			545	mm
Milieu du front jusqu'au siège avant Mid forehead to front seat	HSR	N/A	mm	723	mm
Haut de l'oreille jusqu'à la fenêtre arrière (bas) Ear top to rear window (bottom)	EBR	N/A	mm	775	mm
Haut de l'oreille jusqu'à la fenêtre arrière (haut) Ear top to rear window (top)	EBT	N/A	mm	200	mm



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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POINTS DE CONTACT VISIBLES DU MANNEQUIN / VISIBLE DUMMY CONTACT POINTS

	CONDUCTEUR / DRIVER	PASSAGER / PASSENGER
Tête / Head	FENÊTRE PORTE AVANT GAUCHE LEFT FRONT DOOR WINDOW	PILIER "C" PRÈS DU DÉBUT DU TOIT "C" PILLAR NEAR THE EDGE OF ROOF
Épaule / Shoulder	INTÉRIEUR PORTE AVANT GAUCHE INTERIOR OF LEFT FRONT DOOR	INTÉRIEUR PORTE ARRIÈREGAUCHE INTERIOR OF LEFT REAR DOOR
Cage Thoracique / Chest	INTÉRIEUR PORTE AVANT GAUCHE INTERIOR OF LEFT FRONT DOOR	INTÉRIEUR PORTE ARRIÈREGAUCHE INTERIOR OF LEFT REAR DOOR
Abdomen / Abdomen	INTÉRIEUR PORTE AVANT GAUCHE INTERIOR OF LEFT FRONT DOOR	INTÉRIEUR PORTE ARRIÈREGAUCHE INTERIOR OF LEFT REAR DOOR
Bassin / Pelvis	INTÉRIEUR PORTE AVANT GAUCHE INTERIOR OF LEFT FRONT DOOR	INTÉRIEUR PORTE ARRIÈREGAUCHE INTERIOR OF LEFT REAR DOOR
Point "H" / "H" point	INTÉRIEUR PORTE AVANT GAUCHE INTERIOR OF LEFT FRONT DOOR	INTÉRIEUR PORTE ARRIÈREGAUCHE INTERIOR OF LEFT REAR DOOR

DOMMAGES AUX PORTIÈRES APRÈS ESSAI / DOOR DAMMAGES POST-TEST

PORTIÈRE AVANT GAUCHE LEFT FRONT DOOR	CHARNIÈRE SUPÉRIEURE / UPPER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE INFÉRIEURE / LOWER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET SUPÉRIEUR / UPPER LATCH	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET INFÉRIEUR / LOWER LATCH	AUCUNE SÉPARATION / NO SEPARATION
PORTIÈRE ARRIÈRE GAUCHE LEFT REAR DOOR	CHARNIÈRE SUPÉRIEURE / UPPER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE INFÉRIEURE / LOWER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET SUPÉRIEUR / UPPER LATCH	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET INFÉRIEUR / LOWER LATCH	AUCUNE SÉPARATION / NO SEPARATION
PORTIÈRE AVANT DROITE RIGHT FRONT DOOR	CHARNIÈRE SUPÉRIEURE / UPPER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE INFÉRIEURE / LOWER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET SUPÉRIEUR / UPPER LATCH	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET INFÉRIEUR / LOWER LATCH	AUCUNE SÉPARATION / NO SEPARATION
PORTIÈRE ARRIÈRE DROITE RIGHT REAR DOOR	CHARNIÈRE SUPÉRIEURE / UPPER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE INFÉRIEURE / LOWER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET SUPÉRIEUR / UPPER LATCH	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET INFÉRIEUR / LOWER LATCH	AUCUNE SÉPARATION / NO SEPARATION
HAYON ARRIÈRE HATCHBACK OU / OR COFFRE ARRIÈRE REAR TRUNK	CHARNIÈRE GAUCHE / LEFT HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE DROITE / RIGHT HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET CENTRAL / CENTRAL LATCH	AUCUNE SÉPARATION / NO SEPARATION

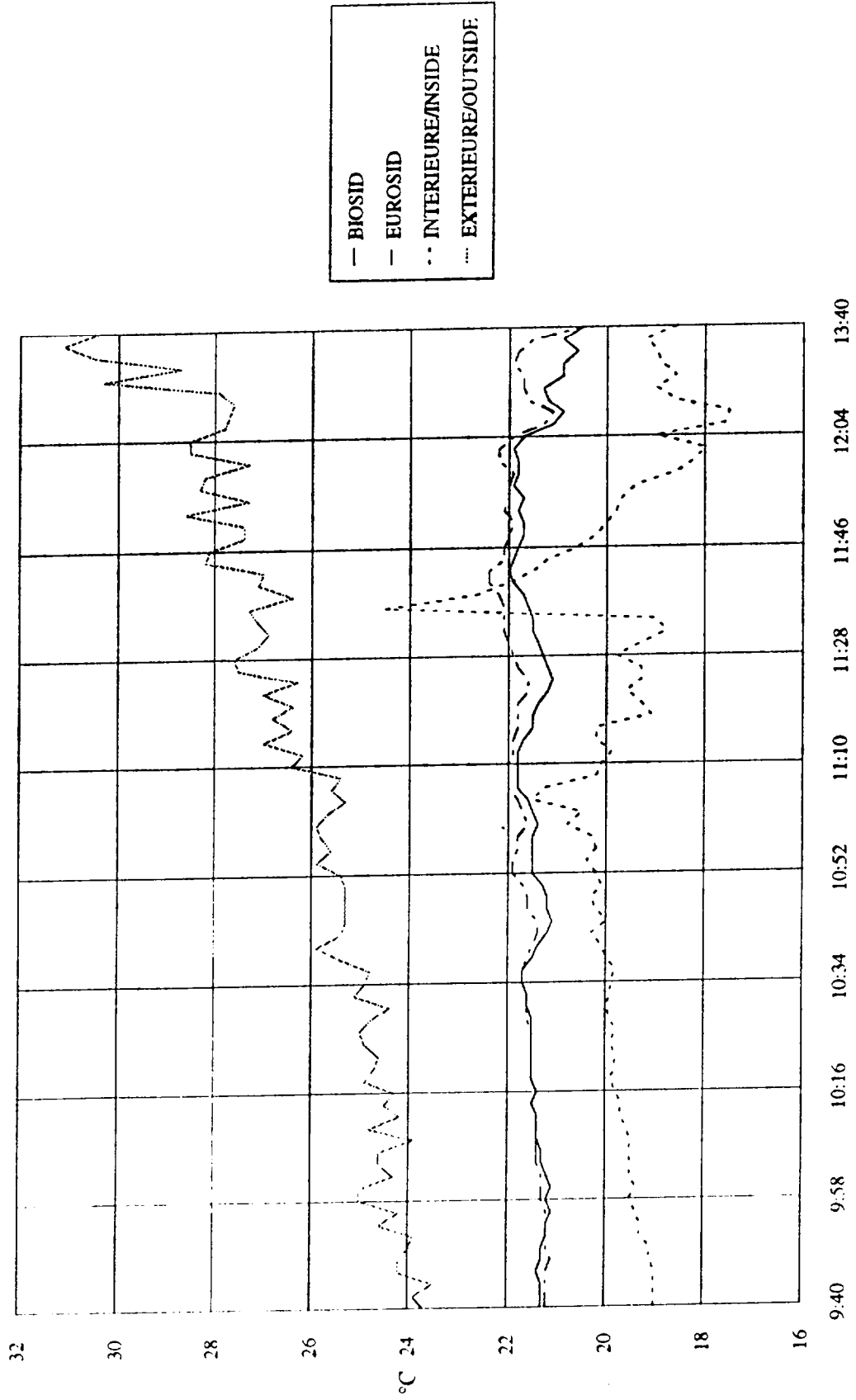
COMMENTAIRES - COMMENTS:

AUCUNE OUVERTURE DES PORTIÈRES DURANT LA COLLISION
NO DOOR OPENING DURING THE CRASH

SECTION 4

DONNÉES DES TEMPÉRATURES - TEMPERATURE DATA

Temperature TC 92-137



SECTION 5

ANNEXE - ANNEXE

ANNEXE 1 - ANNEX 1

Canaux d'acquisition - Acquisition channelsR1 à / to R10

Légende - Legend.....R11 à / to R12

Canaux de données - Data channelsG1 à / to G39

Critère de blessure à la tête - Head injury criteriaH1 à / to H3

Accélération de la tête > 80 g - Head acceleration > 80gN1 à / to N3

Indice de traumatisme thoracique - Thorax trauma index.....T1 à / to T5

Critère de blessures des tissus mous - Viscous criterionV1 à / to V8

Accélération du pelvis 130 g - Pelvis acceleration 130 gP1 à / to P2

Commentaires - CommentsC1 à / to C7

NOM DU CLIENT CLIENT NAME	<i>TRANSPORTS CANADA</i>
TITRE DU PROJET PROJECT TITLE	<i>COLLATA/W U.S.MDB 27DEG.</i>
TYPE DE VEHICULE TYPE OF VEHICLE	<i>FORD CROWN VIC92</i>
NO DE TC TC NUMBER	<i>92-137</i>
NO DE CONTRAT CONTRACT NO	<i>92-0535</i>

INGENIEUR / ENGINEER

ROBERT MALO

TECHNOLOGUE / TECHNOLOGIST

ALBERT GODARD

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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EXTREMUMS

CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
1	PASS #1 TETE X	PASS #1 HEAD X	<G>	47.66	-75.78	62.3	61.9	G-29
2	PASS #1 TETE Y	PASS #1 HEAD Y	<G>	245.00	-5.86	62.0	82.0	G-29
3	PASS #1 TETE Z	PASS #1 HEAD Z	<G>	139.84	-30.57	61.9	67.6	G-29
4	PAS1 HT EPINE AY	PAS1 UP SPINE AY	<G>	38.89	-7.00	57.9	93.9	G-30
5	PAS1 HT EPINE AZ	PAS1 UP SPINE AZ	<G>	7.97	-13.48	67.1	41.9	G-30
6	PAS1 HT EPINE AX	PAS1 UP SPINE AX	<G>	4.09	-11.62	75.9	57.3	G-30
7	PAS1 HT COTE DPL	PAS1 UP RIB DPL	<mm>	11.79	-1.16	63.1	391.1	G-31
8	PAS1 CT COTE DPL	PAS1 MD RIB DPL	<mm>	7.31	-0.09	69.5	21.7	G-31
9	PAS1 BA COTE DPL	PAS1 LO RIB DPL	<mm>	7.49	-0.34	63.1	391.1	G-31
10	PAS1 HT COTE AY1	PAS1 UP RIB AY1	<G>	54.13	-13.57	51.7	93.3	G-32
11	PAS1 CT COTE AY1	PAS1 MD RIB AY1	<G>	50.78	-16.27	51.1	93.7	G-32
12	PAS1 BA COTE AY1	PAS1 LO RIB AY1	<G>	54.13	-17.90	48.5	333.3	G-32
13	PAS1 HT COTE AY2	PAS1 UP RIB AY2	<G>	54.09	-23.03	51.5	93.3	G-33
14	PAS1 CT COTE AY2	PAS1 MD RIB AY2	<G>	51.81	-26.32	52.3	93.5	G-33
15	PAS1 BA COTE AY2	PAS1 LO RIB AY2	<G>	52.75	-11.22	48.5	79.1	G-33
16	PAS1 BA EPINE AY	PAS1 LO SPINE AY	<G>	53.09	-8.36	46.7	93.5	G-35
17	PAS1 F FRONT ABD	PAS1 ABD FRONT F	<N>	1072.88	-376.29	44.9	33.1	G-34
18	PAS1 F CT ABDOM	PAS1 ABD MIDDLE F	<N>	1022.73	-151.70	52.8	333.9	G-34
19	PAS1 F ARR ABDOM	PAS1 ABD REAR F	<N>	310.95	-203.12	45.3	393.8	G-34
20	PASS #1 PELVIS Z	PASS #1 PELVIS Z	<G>	12.95	-30.52	45.3	49.5	G-36
21	PASS #1 PELVIS Y	PASS #1 PELVIS Y	<G>	107.64	-22.97	42.1	66.3	G-36
22	PASS #1 PELVIS X	PASS #1 PELVIS X	<G>	19.57	-84.46	46.1	42.5	G-36
23	PASS #1 PUBIS FY	PASS #1 PUBIS FY	<N>	6167.21	-284.12	40.1	178.4	G-37
24	VIDE	EMPTY						
25	CHAU S-ABDOM	DRIVER LAP BELT	<N>	1009.72	-164.98	36.3	199.9	G-28
26	CHAU BAUDRIER	DRIV SHOULD BELT	<N>	1355.58	-196.58	105.5	214.1	G-28
27	PASS #1 S-ABDOM	PASS #1 LAP BELT	<N>	167.43	-258.38	394.3	200.3	G-38
28	PASS #1 BAUDRIER	PAS1 SHOULD BELT	<N>	47.48	-265.32	39.1	154.1	G-38

EXTREMUMS

CANAU D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
29	CHAUFFEUR TETE X	DRIVER HEAD X	<G>	6.10	-10.50	213.4	74.5	G-10
30	CHAUFFEUR TETE Y	DRIVER HEAD Y	<G>	21.73	-10.99	84.8	211.5	G-10
31	CHAUFFEUR TETE Z	DRIVER HEAD Z	<G>	37.11	-3.05	62.2	13.9	G-10
32	CHAU EPAU G ACCY	DRIV L-SHLD ACCY	<G>	68.57	-29.60	31.3	76.9	G-11
33	CHAU EPAULE G FX	DRIV L-SHLDER FX	<N>	264.63	-190.35	254.3	48.9	G-12
34	CHAU EPAULE G FY	DRIV L-SHLDER FY	<N>	2873.04	-191.14	50.3	71.7	G-12
35	CHAU EPAULE G FZ	DRIV L-SHLDER FZ	<N>	639.02	-823.73	115.7	70.9	G-12
36	CHAU EPAU G DPLY	DRIV L-SHLD DPLY	<mm>	26.41	-0.80	51.7	278.1	G-13
37	CHAU HT EPINE AX	DRIV UP SPINE AX	<G>	15.31	-7.98	56.9	73.5	G-14
38	CHAU HT EPINE AY	DRIV UP SPINE AY	<G>	55.34	-11.75	49.1	71.3	G-14
39	CHAU H-EPINE AY1	DRIV U-SPINE AY1	<G>	50.27	-14.84	49.9	71.3	G-15
40	CHAU HT EPINE AZ	DRIV UP SPINE AZ	<G>	14.81	-8.28	333.9	45.9	G-14
41	CHAU HT COTE DPL	DRIV UP RIB DPL	<mm>	27.13	-1.85	49.5	270.9	G-17
42	CHAU CT COTE DPL	DRIV MD RIB DPL	<mm>	29.28	-2.40	49.3	91.1	G-17
43	CHAU BA COTE DPL	DRIV LO RIB DPL	<mm>	33.45	-0.68	49.5	119.3	G-17
44	CHAU HT COTE AY1	DRIV UP RIB AY1	<G>	61.21	-22.21	26.9	77.5	G-18
45	CHAU CT COTE AY1	DRIV MD RIB AY1	<G>	98.29	-67.78	41.9	88.7	G-18
46	CHAU BA COTE AY1	DRIV LO RIB AY1	<G>	93.35	-44.35	41.3	35.7	G-18
47	CHAU HT COTE AY2	DRIV UP RIB AY2	<G>	65.14	-24.84	43.3	77.3	G-19
48	CHAU CT COTE AY2	DRIV MD RIB AY2	<G>	92.27	-62.91	26.9	88.9	G-19
49	CHAU BA COTE AY2	DRIV LO RIB AY2	<G>	102.96	-45.71	39.9	35.5	G-19
50	CHAU BA EPINE AX	DRIV LO SPINE AX	<G>	12.72	-17.94	41.3	56.9	G-23
51	CHAU BA EPINE AY	DRIV LO SPINE AY	<G>	51.32	-18.92	43.9	97.9	G-23
52	CHAU B-EPINE AY1	DRIV L-SPINE AY1	<G>	48.83	-19.13	46.1	97.9	G-16
53	CHAU BA EPINE AZ	DRIV LO SPINE AZ	<G>	15.67	-13.83	93.9	42.7	G-23
54	CHAU HT CT AB AY	DRIV UP RIB AB Y	<G>	143.13	-81.44	22.1	33.9	G-20
55	CHAU HTCT AB DPL	DRIV URIB AB DPL	<mm>	69.43	-0.48	48.9	390.9	G-22
56	CHAU BA CT AB AY	DRIV LO RIB AB Y	<G>	178.40	-82.43	22.5	31.1	G-21

EXTREMUMS

CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
57	VEH LOC#1 AX	VEH LOC#1 AX	<G>	7.88	-12.90	15.1	20.3	G-2
58	VEH LOC#1 AY	VEH LOC#1 AY	<G>	28.89	-9.62	20.5	24.9	G-2
59	VEH LOC#1 AZ	VEH LOC#1 AZ	<G>	26.60	-20.15	28.5	21.1	G-2
60	VIDE	EMPTY						
61	TEMPS ZERO	TRIGGER TIME	Volt	7.76	-1.13	0.6	94.2	G-39
62	VEH LOC#2 AX	VEH LOC#2 AX	<G>	6.51	-12.04	15.3	20.3	G-3
63	VEH LOC#2 AY	VEH LOC#2 AY	<G>	42.30	-24.26	19.3	27.5	G-3
64	VEH LOC#2 AZ	VEH LOC#2 AZ	<G>	34.21	-26.50	29.7	18.1	G-3
65	VEH LOC#3 AX	VEH LOC#3 AX	<G>	4.57	-9.73	30.5	13.5	G-4
66	VEH LOC#3 AY	VEH LOC#3 AY	<G>	20.63	-6.11	7.1	158.9	G-4
67	VEH LOC#3 AZ	VEH LOC#3 AZ	<G>	17.02	-11.80	35.9	31.1	G-4
68	UNIAX VEH LOC#7	VEH UNIAX LOC#7	<G>	8.77	-11.87	28.1	8.1	G-1
69	VEH LOC#5 AY	VEH LOC#5 AY	<G>	92.26	-14.76	11.9	57.7	G-5
70	VEH LOC#6 AY	VEH LOC#6 AY	<G>	215.06	-56.29	9.1	15.1	G-5
71	VEH LOC#8 AY	VEH LOC#8 AY	<G>	212.25	-92.54	7.5	32.1	G-6
72	VEH LOC#9 AY	VEH LOC#9 AY	<G>	103.27	-105.75	35.7	30.7	G-6
73	VEH LOC#4 AY	VEH LOC#4 AY	<G>	118.34	-42.02	13.7	41.3	G-5
74	VEH LOC#10 AY	VEH LOC#10 AY	<G>	177.23	-53.92	11.5	18.5	G-6
75	VEH LOC#11 AY	VEH LOC#11 AY	<G>	67.53	-40.18	12.7	39.5	G-6
76	VIDE	EMPTY						
77	CHAU BACT AB DPL	DRM LRIB AB DPL	<mm>	67.91	-0.91	47.1	15.7	G-22
78	CHAU PELVIS X	DRMER PELVIS X	<G>	11.98	-21.22	109.7	52.7	G-24
79	CHAU PELVIS Y	DRMER PELVIS Y	<G>	77.41	-22.59	37.7	102.7	G-24
80	CHAU PELVIS Z	DRMER PELVIS Z	<G>	9.58	-14.65	93.5	54.1	G-24
81	CHAU PUBIS FY	DRM PUBIS FY	<N>	12330.65	-10170.24	180.1	402.1	G-26
82	CHAU SACRUM FY	DRM SACRUM FY	<N>	4858.32	-1661.34	40.0	94.0	G-27
83	CHAU ILIAQ G FY	DRM LT ILIAC FY	<N>	754.70	-504.69	109.2	316.1	G-25
84	VIDE	EMPTY						

EXTREMUMS

CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
85	BMD LOC#1 AX	MDB LOC#1 AX	<G>	1.48	-14.84	393.1	43.9	G-7
86	BMD LOC#1 AY	MDB LOC#1 AY	<G>	1.57	-8.08	59.7	30.1	G-7
87	BMD LOC#1 AZ	MDB LOC#1 AZ	<G>	6.53	-5.58	33.3	24.5	G-7
88	BMD LOC#2 AX	MDB LOC#2 AX	<G>	1.91	-16.46	150.3	42.7	G-8
89	BMD LOC#3 AX	MDB LOC#3 AX	<G>	0.82	-15.86	374.1	34.5	G-9

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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EXTREMUMS

SOMMES VECTORIELLES / RESULTANTS

#C	NOM DU CANAL	CHANNEL NAME	DE / FROM			MAX	MIN	TMAX	TMIN	PAGE
90	R PASS #1 TETE	PASS #1 HEAD R	1	2	3	279.08	0.00	62.0	0.1	G-29
91	R PAS1 HT EPINE	PAS1 UP SPINE R	6	4	5	40.79	0.02	57.9	0.4	G-30
92	R PASS #1 PELVIS	PASS #1 PELVIS R	22	21	20	135.56	0.02	42.3	5.5	G-36
93	R CHAUFFEUR TETE	DRIVER HEAD R	29	30	31	41.35	0.00	62.2	0.1	G-10
94	R CHAU EPAU G F	DRIV L-SHLD F R	33	34	35	2892.53	1.01	50.3	0.1	G-12
95	R CHAU HT EPINE	DRIV UP SPINE R	37	38	40	55.54	0.90	49.1	15.6	G-14
96	R CHAU BA EPINE	DRIV LO SPINE R	50	51	53	53.40	0.30	44.9	166.5	G-23
97	R VEH LOC#1	VEH LOC#1 R	57	58	59	37.34	0.09	20.5	0.5	G-2
98	R VEH LOC#2	VEH LOC#2 R	62	63	64	49.25	0.12	18.9	337.7	G-3
99	R VEH LOC#3	VEH LOC#3 R	65	66	67	23.06	0.09	35.9	115.4	G-4
100	R CHAU PELVIS	DRIV PELVIS RES	78	79	80	78.34	0.05	37.7	396.5	G-24
101	R BMD LOC#1	MDB LOC#1 R	85	86	87	16.45	0.36	31.9	237.0	G-7

MOMENTS OCCIPITAUX / OCCIPITAL MOMENTS

#C	NOM DU CANAL	CHANNEL NAME	DE / FROM			MAX	MIN	TMAX	TMIN	PAGE

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNITES UNITS	FILTRE FILTER	PAGE
1	PASS #1 TETE X	PASS #1 HEAD X	-200.000	<G>	1000	G-29
2	PASS #1 TETE Y	PASS #1 HEAD Y	-250.000	<G>	1000	G-29
3	PASS #1 TETE Z	PASS #1 HEAD Z	-200.000	<G>	1000	G-29
4	PAS1 HT EPINE AY	PAS1 UP SPINE AY	150.000	<G>	180	G-30
5	PAS1 HT EPINE AZ	PAS1 UP SPINE AZ	50.000	<G>	180	G-30
6	PAS1 HT EPINE AX	PAS1 UP SPINE AX	50.000	<G>	180	G-30
7	PAS1 HT COTE DPL	PAS1 UP RIB DPL	-55.000	<mm>	180	G-31
8	PAS1 CT COTE DPL	PAS1 MD RIB DPL	-55.000	<mm>	180	G-31
9	PAS1 BA COTE DPL	PAS1 LO RIB DPL	-55.000	<mm>	180	G-31
10	PAS1 HT COTE AY1	PAS1 UP RIB AY1	750.000	<G>	180	G-32
11	PAS1 CT COTE AY1	PAS1 MD RIB AY1	750.000	<G>	180	G-32
12	PAS1 BA COTE AY1	PAS1 LO RIB AY1	750.000	<G>	180	G-32
13	PAS1 HT COTE AY2	PAS1 UP RIB AY2	750.000	<G>	180	G-33
14	PAS1 CT COTE AY2	PAS1 MD RIB AY2	750.000	<G>	180	G-33
15	PAS1 BA COTE AY2	PAS1 LO RIB AY2	750.000	<G>	180	G-33
16	PAS1 BA EPINE AY	PAS1 LO SPINE AY	250.000	<G>	180	G-35
17	PAS1 F FRONT ABD	PAS1 ABD FRONT F	6000.000	<N>	600	G-34
18	PAS1 F CT ABDOM	PAS1 ABD MIDDLE F	6000.000	<N>	600	G-34
19	PAS1 F ARR ABDOM	PAS1 ABD REAR F	6000.000	<N>	600	G-34
20	PASS #1 PELVIS Z	PASS #1 PELVIS Z	-150.000	<G>	180	G-36
21	PASS #1 PELVIS Y	PASS #1 PELVIS Y	-250.000	<G>	180	G-36
22	PASS #1 PELVIS X	PASS #1 PELVIS X	-150.000	<G>	180	G-36
23	PASS #1 PUBIS FY	PASS #1 PUBIS FY	20000.000	<N>	600	G-37
24	VIDE	EMPTY				
25	CHAU S-ABDOM	DRIVER LAP BELT	13344.661	<N>	60	G-28
26	CHAU BAUDRIER	DRIV SHOULD BELT	13344.661	<N>	60	G-28
27	PASS #1 S-ABDOM	PASS #1 LAP BELT	13344.661	<N>	60	G-38
28	PASS #1 BAUDRIER	PAS1 SHOULD BELT	13344.661	<N>	60	G-38

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNTES UNITS	FILTRE FILTER	PAGE
29	CHAUFFEUR TETE X	DRIVER HEAD X	-250.000	<G>	1000	G-10
30	CHAUFFEUR TETE Y	DRIVER HEAD Y	-500.000	<G>	1000	G-10
31	CHAUFFEUR TETE Z	DRIVER HEAD Z	-250.000	<G>	1000	G-10
32	CHAU EPAU G ACCY	DRV L-SHLD ACCY	750.000	<G>	180	G-11
33	CHAU EPAULE G FX	DRV L-SHLDER FX	2224.110	<N>	180	G-12
34	CHAU EPAULE G FY	DRV L-SHLDER FY	4448.220	<N>	180	G-12
35	CHAU EPAULE G FZ	DRV L-SHLDER FZ	2224.110	<N>	180	G-12
36	CHAU EPAU G DPLY	DRV L-SHLD DPLY	-75.000	<mm>	180	G-13
37	CHAU HT EPINE AX	DRV UP SPINE AX	500.000	<G>	180	G-14
38	CHAU HT EPINE AY	DRV UP SPINE AY	-500.000	<G>	180	G-14
39	CHAU H-EPINE AY1	DRV U-SPINE AY1	500.000	<G>	180	G-15
40	CHAU HT EPINE AZ	DRV UP SPINE AZ	-500.000	<G>	180	G-14
41	CHAU HT COTE DPL	DRV UP RIB DPL	-75.000	<mm>	180	G-17
42	CHAU CT COTE DPL	DRV MD RIB DPL	-75.000	<mm>	180	G-17
43	CHAU BA COTE DPL	DRV LO RIB DPL	-75.000	<mm>	180	G-17
44	CHAU HT COTE AY1	DRV UP RIB AY1	750.000	<G>	180	G-18
45	CHAU CT COTE AY1	DRIV MD RIB AY1	750.000	<G>	180	G-18
46	CHAU BA COTE AY1	DRIV LO RIB AY1	750.000	<G>	180	G-18
47	CHAU HT COTE AY2	DRIV UP RIB AY2	750.000	<G>	180	G-19
48	CHAU CT COTE AY2	DRIV MD RIB AY2	750.000	<G>	180	G-19
49	CHAU BA COTE AY2	DRIV LO RIB AY2	750.000	<G>	180	G-19
50	CHAU BA EPINE AX	DRIV LO SPINE AX	-500.000	<G>	180	G-23
51	CHAU BA EPINE AY	DRIV LO SPINE AY	-500.000	<G>	180	G-23
52	CHAU B-EPINE AY1	DRV L-SPINE AY1	-500.000	<G>	180	G-16
53	CHAU BA EPINE AZ	DRIV LO SPINE AZ	-500.000	<G>	180	G-23
54	CHAU HT CT AB AY	DRIV UP RIB AB Y	750.000	<G>	180	G-20
55	CHAU HTCT AB DPL	DRIV URIB AB DPL	-75.000	<mm>	180	G-22
56	CHAU BA CT AB AY	DRIV LO RIB AB Y	750.000	<G>	180	G-21

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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CANALX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNITES UNITS	FILTRE FILTER	PAGE
57	VEH LOC#1 AX	VEH LOC#1 AX	-100.000	<G>	60	G-2
58	VEH LOC#1 AY	VEH LOC#1 AY	-100.000	<G>	60	G-2
59	VEH LOC#1 AZ	VEH LOC#1 AZ	-100.000	<G>	60	G-2
60	VIDE	EMPTY				
61	TEMPS ZERO	TRIGGER TIME	10.000	Volt	- 1000	G-39
62	VEH LOC#2 AX	VEH LOC#2 AX	-100.000	<G>	60	G-3
63	VEH LOC#2 AY	VEH LOC#2 AY	-100.000	<G>	60	G-3
64	VEH LOC#2 AZ	VEH LOC#2 AZ	-100.000	<G>	60	G-3
65	VEH LOC#3 AX	VEH LOC#3 AX	-100.000	<G>	60	G-4
66	VEH LOC#3 AY	VEH LOC#3 AY	-500.000	<G>	60	G-4
67	VEH LOC#3 AZ	VEH LOC#3 AZ	-100.000	<G>	60	G-4
68	UNIAX VEH LOC#7	VEH UNIAX LOC#7	100.000	<G>	60	G-1
69	VEH LOC#5 AY	VEH LOC#5 AY	500.000	<G>	60	G-5
70	VEH LOC#6 AY	VEH LOC#6 AY	-500.000	<G>	60	G-5
71	VEH LOC#8 AY	VEH LOC#8 AY	-500.000	<G>	60	G-6
72	VEH LOC#9 AY	VEH LOC#9 AY	500.000	<G>	60	G-6
73	VEH LOC#4 AY	VEH LOC#4 AY	500.000	<G>	60	G-5
74	VEH LOC#10 AY	VEH LOC#10 AY	-500.000	<G>	60	G-6
75	VEH LOC#11 AY	VEH LOC#11 AY	500.000	<G>	60	G-6
76	VIDE	EMPTY				
77	CHAU BACT AB DPL	DRM LRIB AB DPL	-75.000	<mm>	180	G-22
78	CHAU PELVIS X	DRMER PELVIS X	500.000	<G>	180	G-24
79	CHAU PELVIS Y	DRMER PELVIS Y	500.000	<G>	180	G-24
80	CHAU PELVIS Z	DRMER PELVIS Z	-500.000	<G>	180	G-24
81	CHAU PUBIS FY	DRM PUBIS FY	-13344.661	<N>	600	G-26
82	CHAU SACRUM FY	DRM SACRUM FY	22241.000	<N>	600	G-27
83	CHAU ILIAQ G FY	DRM LT ILIAC FY	-15000.000	<N>	600	G-25
84	VIDE	EMPTY				

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	BMD137
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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNITES UNITS	FILTRE FILTER	PAGE
85	BMD LOC#1 AX	MDB LOC#1 AX	-100.000	<G>	60	G-7
86	BMD LOC#1 AY	MDB LOC#1 AY	-100.000	<G>	60	G-7
87	BMD LOC#1 AZ	MDB LOC#1 AZ	-100.000	<G>	60	G-7
88	BMD LOC#2 AX	MDB LOC#2 AX	100.000	<G>	60	G-8
89	BMD LOC#3 AX	MDB LOC#3 AX	100.000	<G>	60	G-9

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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LEGENDE

PASS #1 TETE X	PASSAGER #1 TETE X
PASS #1 TETE Y	PASSAGER #1 TETE Y
PASS #1 TETE Z	PASSAGER #1 TETE Z
PAS1 HT EPINE AY	PASSAGER #1 HAUT EPINE DORSALE AY
PAS1 HT EPINE AZ	PASSAGER #1 HAUT EPINE DORSALE AZ
PAS1 HT EPINE AX	PASSAGER #1 HAUT EPINE DORSALE AX
PAS1 HT COTE DPL	PASSAGER #1 HAUT COTE DEPLACEMENT
PAS1 CT COTE DPL	PASSAGER #1 CENTRE COTE DEPLACEMENT
PAS1 BA COTE DPL	PASSAGER #1 BAS COTE DEPLACEMENT
PAS1 HT COTE AY1	PASSAGER #1 HAUT COTE AY1
PAS1 CT COTE AY1	PASSAGER #1 CENTRE COTE AY1
PAS1 BA COTE AY1	PASSAGER #1 BAS COTE AY1
PAS1 HT COTE AY2	PASSAGER #1 HAUT COTE AY2
PAS1 CT COTE AY2	PASSAGER #1 CENTRE COTE AY2
PAS1 BA COTE AY2	PASSAGER #1 BAS COTE AY2
PAS1 BA EPINE AY	PASSAGER #1 BAS EPINE DORSALE AY
PAS1 F FRONT ABD	PASSAGER #1 FORCE FRONTALE ABDOMINALE
PAS1 F CT ABDOM	PASSAGER #1 FORCE CENTRALE ABDOMINALE
PAS1 F ARR ABDOM	PASSAGER #1 FORCE ARRIERE ABDOMINALE
PASS #1 PELVIS Z	PASSAGER #1 PELVIS Z
PASS #1 PELVIS Y	PASSAGER #1 PELVIS Y
PASS #1 PELVIS X	PASSAGER #1 PELVIS X
PASS #1 PUBIS FY	PASSAGER #1 PUBIS FORCE Y
CHAU S-ABDOM	CHAUFFEUR SOUS-ABDOMINAL
CHAU BAUDRIER	CHAUFFEUR BAUDRIER
PASS #1 S-ABDOM	PASSAGER #1 SOUS-ABDOMINAL
PASS #1 BAUDRIER	PASSAGER #1 BAUDRIER
CHAUFFEUR TETE X	CHAUFFEUR TETE X
CHAUFFEUR TETE Y	CHAUFFEUR TETE Y
CHAUFFEUR TETE Z	CHAUFFEUR TETE Z
CHAU EPAU G ACCY	CHAUFFEUR EPAULE GAUCHE ACCELERATION Y
CHAU EPAULE G FX	CHAUFFEUR EPAULE GAUCHE FORCE X
CHAU EPAULE G FY	CHAUFFEUR EPAULE GAUCHE FORCE Y
CHAU EPAULE G FZ	CHAUFFEUR EPAULE GAUCHE FORCE Z
CHAU EPAU G DPLY	CHAUFFEUR EPAULE GAUCHE DEPLACEMENT Y
CHAU HT EPINE AX	CHAUFFEUR HAUT EPINE DORSALE AX
CHAU HT EPINE AY	CHAUFFEUR HAUT EPINE DORSALE AY
CHAU H-EPINE AY1	CHAUFFEUR HAUT EPINE AY1
CHAU HT EPINE AZ	CHAUFFEUR HAUT EPINE DORSALE AZ
CHAU HT COTE DPL	CHAUFFEUR HAUT COTE DEPLACEMENT
CHAU CT COTE DPL	CHAUFFEUR CENTRE COTE DEPLACEMENT
CHAU BA COTE DPL	CHAUFFEUR BAS COTE DEPLACEMENT
CHAU HT COTE AY1	CHAUFFEUR HAUT COTE AY1
CHAU CT COTE AY1	CHAUFFEUR CENTRE COTE AY1
CHAU BA COTE AY1	CHAUFFEUR BAS COTE AY1
CHAU HT COTE AY2	CHAUFFEUR HAUT COTE AY2
CHAU CT COTE AY2	CHAUFFEUR CENTRE COTE AY2
CHAU BA COTE AY2	CHAUFFEUR BAS COTE AY2
CHAU BA EPINE AX	CHAUFFEUR BAS EPINE DORSALE AX
CHAU BA EPINE AY	CHAUFFEUR BAS EPINE DORSALE AY
CHAU B-EPINE AY1	CHAUFFEUR BAS EPINE AY1
CHAU BA EPINE AZ	CHAUFFEUR BAS EPINE DORSALE AZ
CHAU HT CT AB AY	CHAUFFEUR HAUT COTE ABDOMINALE AY
CHAU HTCT AB DPL	CHAUFFEUR HAUT COTE ABDOMINALE DEPLACEMENT
CHAU BA CT AB AY	CHAUFFEUR BAS COTE ABDOMINALE AY
VEH LOC#1 AX	VEHICULE LOCATION #1 AX
VEH LOC#1 AY	VEHICULE LOCATION #1 AY
VEH LOC#1 AZ	VEHICULE LOCATION #1 AZ
VEH LOC#2 AX	VEHICULE LOCATION #2 AX
VEH LOC#2 AY	VEHICULE LOCATION #2 AY

LEGEND

PASS #1 HEAD Y	PASSENGER #1 HEAD X
PASS #1 HEAD X	PASSENGER #1 HEAD Y
PASS #1 HEAD Z	PASSENGER #1 HEAD Z
PAS1 UP SPINE AY	PASSENGER #1 UPPER SPINE AY
PAS1 UP SPINE AZ	PASSENGER #1 UPPER SPINE AZ
PAS1 UP SPINE AX	PASSENGER #1 UPPER SPINE AX
PAS1 UP RIB DPL	PASSENGER #1 UPPER RIB DISPLACEMENT
PAS1 MD RIB DPL	PASSENGER #1 MIDDLE RIB DISPLACEMENT
PAS1 LO RIB DPL	PASSENGER #1 LOWER RIB DISPLACEMENT
PAS1 UP RIB AY1	PASSENGER #1 UPPER RIB AY1
PAS1 MD RIB AY1	PASSENGER #1 MIDDLE RIB AY1
PAS1 LO RIB AY1	PASSENGER #1 LOWER RIB AY1
PAS1 UP RIB AY2	PASSENGER #1 UPPER RIB AY2
PAS1 MD RIB AY2	PASSENGER #1 MIDDLE RIB AY2
PAS1 LO RIB AY2	PASSENGER #1 LOWER RIB AY2
PAS1 LO SPINE AY	PASSENGER #1 LOWER SPINE AY
PAS1 ABD FRONT F	PASSENGER #1 FRONTAL ABDOMINAL LOAD
PAS1 ABD MIDL F	PASSENGER #1 CENTRAL ABDOMINAL LOAD
PAS1 ABD REAR F	PASSENGER #1 REAR ABDOMINAL LOAD
PAS1 PELVIS Z	PASSENGER #1 PELVIS Z
PAS1 PELVIS Y	PASSENGER #1 PELVIS Y
PAS1 PELVIS X	PASSENGER #1 PELVIS X
PAS1 PUBIS FY	PASSENGER #1 PUBIS LOAD Y
DRV LAP BELT	DRIVER LAP BELT
DRV SHOULD BELT	DRIVER SHOULDER BELT
PAS1 LAP BELT	PASSENGER #1 LAP BELT
PAS1 SHOULD BELT	PASSENGER #1 SHOULD BELT
DRIVER HEAD X	DRIVER HEAD X
DRIVER HEAD Y	DRIVER HEAD Y
DRIVER HEAD Z	DRIVER HEAD Z
DRV L-SHLD ACCY	DRIVER LEFT SHOULDER ACCELERATION Y
DRV L-SHLDER FX	DRIVER LEFT SHOULDER LOAD X
DRV L-SHLDER FY	DRIVER LEFT SHOULDER LOAD Y
DRV L-SHLDER FZ	DRIVER LEFT SHOULDER LOAD Z
DRV L-SHLD DPLY	DRIVER LEFT SHOULDER DISPLACEMENT Y
DRV UP SPINE AX	DRIVER UPPER SPINE AX
DRV UP SPINE AY	DRIVER UPPER SPINE AY
DRV U-SPINE AY1	DRIVER UPPER SPINE AY1
DRV UP SPINE AZ	DRIVER UPPER SPINE AZ
DRV UP RIB DPL	DRIVER UPPER RIB DISPLACEMENT
DRV MD RIB DPL	DRIVER MIDDLE RIB DISPLACEMENT
DRV LO RIB DPL	DRIVER LOWER RIB DISPLACEMENT
DRV UP RIB AY1	DRIVER UPPER RIB AY1
DRV MD RIB AY1	DRIVER MIDDLE RIB AY1
DRV LO RIB AY1	DRIVER LOWER RIB AY1
DRV UP RIB AY2	DRIVER UPPER RIB AY2
DRV MD RIB AY2	DRIVER MIDDLE RIB AY2
DRV LO RIB AY2	DRIVER LOWER RIB AY2
DRV LO SPINE AX	DRIVER LOWER SPINE AX
DRV LO SPINE AY	DRIVER LOWER SPINE AY
DRV U-SPINE AY1	DRIVER LOWER SPINE AY1
DRV LO SPINE AZ	DRIVER LOWER SPINE AZ
DRV UP RIB AB Y	DRIVER UPPER RIB ABDOMINAL AY
DRV URIB AB DPL	DRIVER UPPER RIB ABDOMINAL DISPLACEMENT
DRV LO RIB AB Y	DRIVER LOWER RIB ABDOMINAL AY
VEH LOC#1 AX	VEHICLE LOCATION #1 AX
VEH LOC#1 AY	VEHICLE LOCATION #1 AY
VEH LOC#1 AZ	VEHICLE LOCATION #1 AZ
VEH LOC#2 AX	VEHICLE LOCATION #2 AX
VEH LOC#2 AY	VEHICLE LOCATION #2 AY

Date de collision Date impacted	26--AUG--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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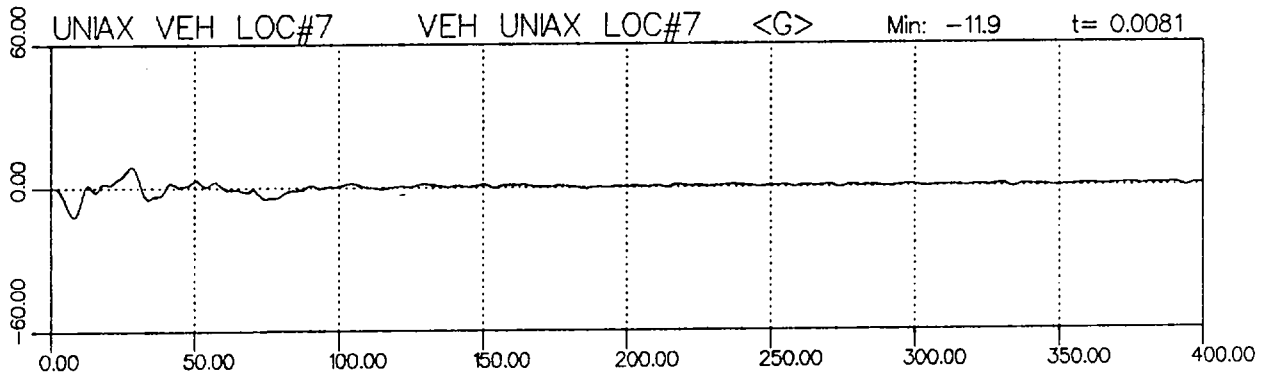
LEGENDE

VEH LOC#2 AZ VEHICULE LOCATION #2 AZ
 VEH LOC#3 AX VEHICULE LOCATION #3 AX
 VEH LOC#3 AY VEHICULE LOCATION #3 AY
 VEH LOC#3 AZ VEHICULE LOCATION #3 AZ
 UNIAX VEH LOC#7 UNIAXIAL VEHICULE LOCATION #7
 VEH LOC#5 AY VEHICULE LOCATION #5 AY
 VEH LOC#6 AY VEHICULE LOCATION #6 AY
 VEH LOC#8 AY VEHICULE LOCATION #8 AY
 VEH LOC#9 AY VEHICULE LOCATION #9 AY
 VEH LOC#4 AY VEHICULE LOCATION #4 AY
 VEH LOC#10 AY VEHICULE LOCATION #10 AY
 VEH LOC#11 AY VEHICULE LOCATION #11 AY
 CHAU BACT AB DPL CHAUFFEUR BAS COTE ABDOMINALE DEPLACEMENT
 CHAU PELVIS X CHAUFFEUR PELVIS X
 CHAU PELVIS Y CHAUFFEUR PELVIS Y
 CHAU PELVIS Z CHAUFFEUR PELVIS Z
 CHAU PUBIS FY CHAUFFEUR PUBIS FORCE Y
 CHAU SACRUM FY CHAUFFEUR SACRUM FORCE Y
 CHAU ILIAC G FY CHAUFFEUR FOSSE ILIAQUE GAUCHE FORCE Y
 BMD LOC#1 AX BARRIERE MOBILE DEFORMABLE LOCATION #1 AX
 BMD LOC#1 AY BARRIERE MOBILE DEFORMABLE LOCATION #1 AY
 BMD LOC#1 AZ BARRIERE MOBILE DEFORMABLE LOCATION #1 AZ
 BMD LOC#2 AX BARRIERE MOBILE DEFORMABLE LOCATION #2 AX
 BMD LOC#3 AX BARRIERE MOBILE DEFORMABLE LOCATION #3 AX

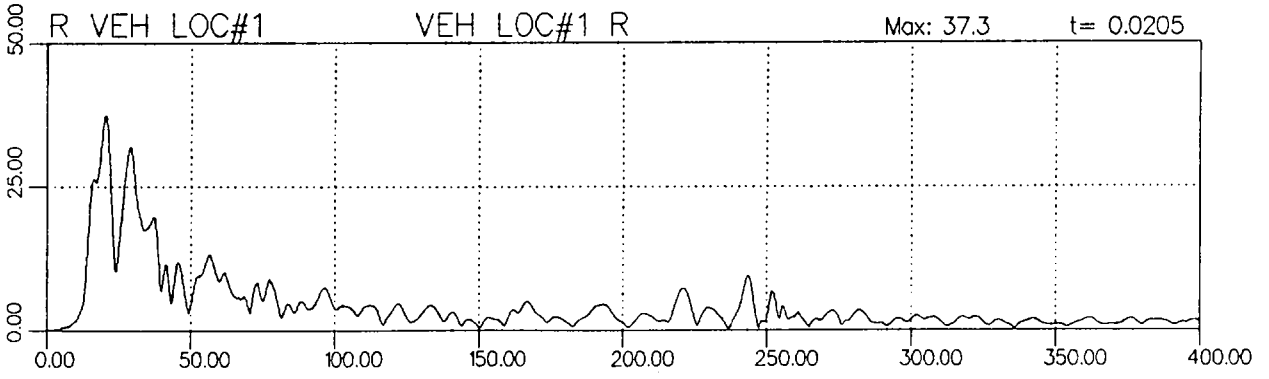
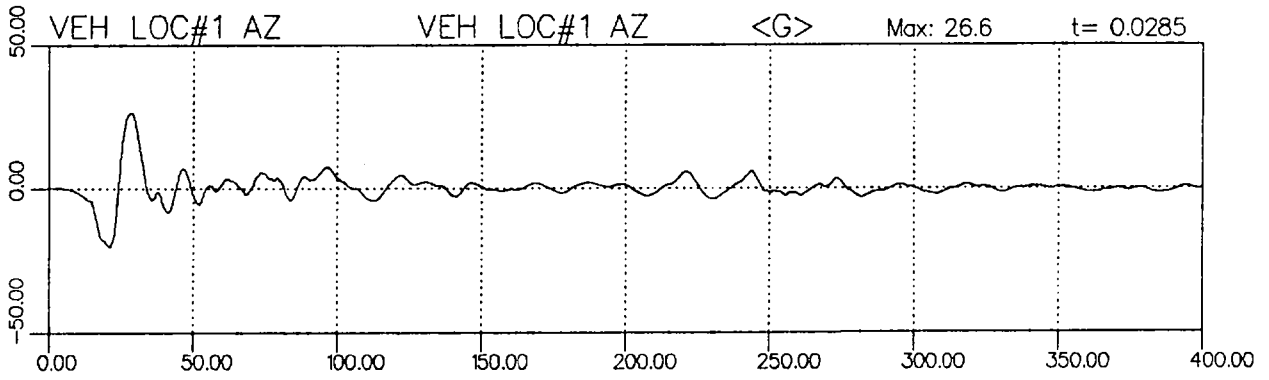
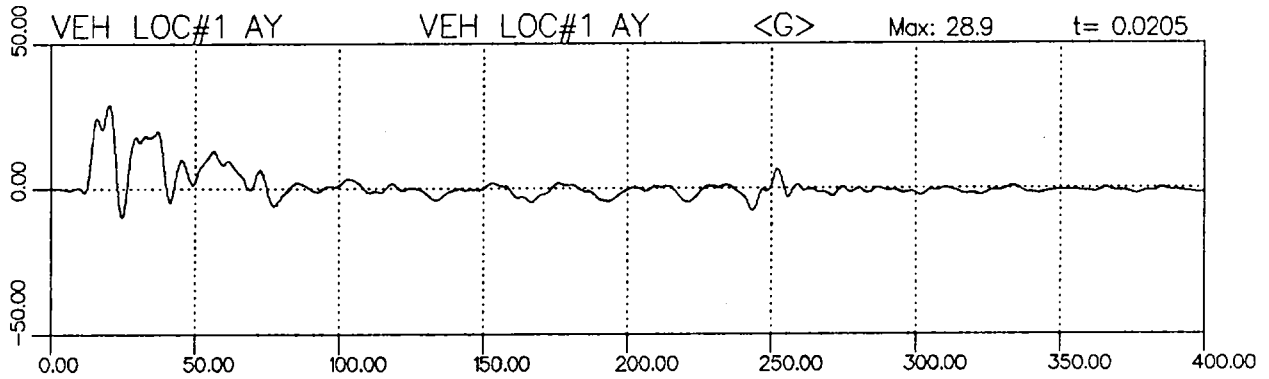
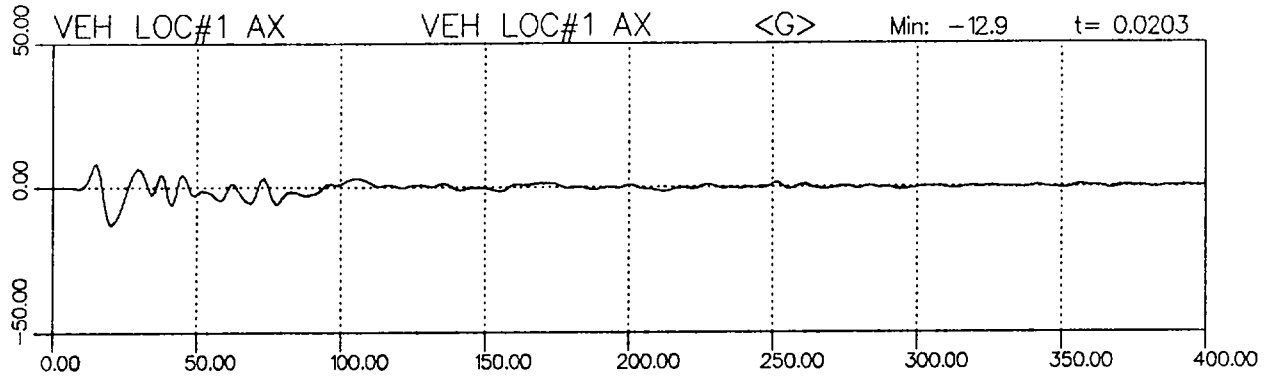
LEGEND

VEH LOC#2 AZ VEHICLE LOCATION #2 AZ
 VEH LOC#3 AX VEHICLE LOCATION #3 AX
 VEH LOC#3 AY VEHICLE LOCATION #3 AY
 VEH LOC#3 AZ VEHICLE LOCATION #3 AZ
 VEH UNIAX LOC#7 VEHICLE UNIAXIAL LOCATION #7
 VEH LOC#5 AY VEHICLE LOCATION #5 AY
 VEH LOC#6 AY VEHICLE LOCATION #6 AY
 VEH LOC#8 AY VEHICLE LOCATION #8 AY
 VEH LOC#9 AY VEHICLE LOCATION #9 AY
 VEH LOC#4 AY VEHICLE LOCATION #4 AY
 VEH LOC#10 AY VEHICLE LOCATION #10 AY
 VEH LOC#11 AY VEHICLE LOCATION #11 AY
 DRV LRIB AB DPL DRIVER LOWER RIB ABDOMINAL DISPLACEMENT
 DRIVER PELVIS X DRIVER PELVIS X
 DRIVER PELVIS Y DRIVER PELVIS Y
 DRIVER PELVIS Z DRIVER PELVIS Z
 DRV PUBIS FY DRIVER PUBIS LOAD Y
 DRV SACRUM FY DRIVER SACRUM LOAD Y
 DRV LT ILIAC FY DRIVER ILIAC LEFT LOAD Y
 MDB LOC#1 AX MOBILE DEFORMABLE BARRIER LOCATION #1 AX
 MDB LOC#1 AY MOBILE DEFORMABLE BARRIER LOCATION #1 AY
 MDB LOC#1 AZ MOBILE DEFORMABLE BARRIER LOCATION #1 AZ
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 MDB LOC#3 AX MOBILE DEFORMABLE BARRIER LOCATION #3 AX

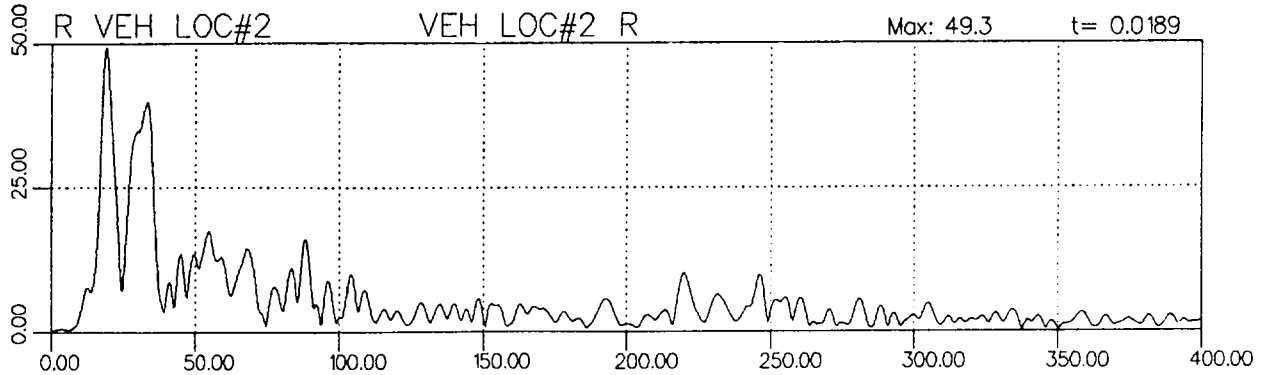
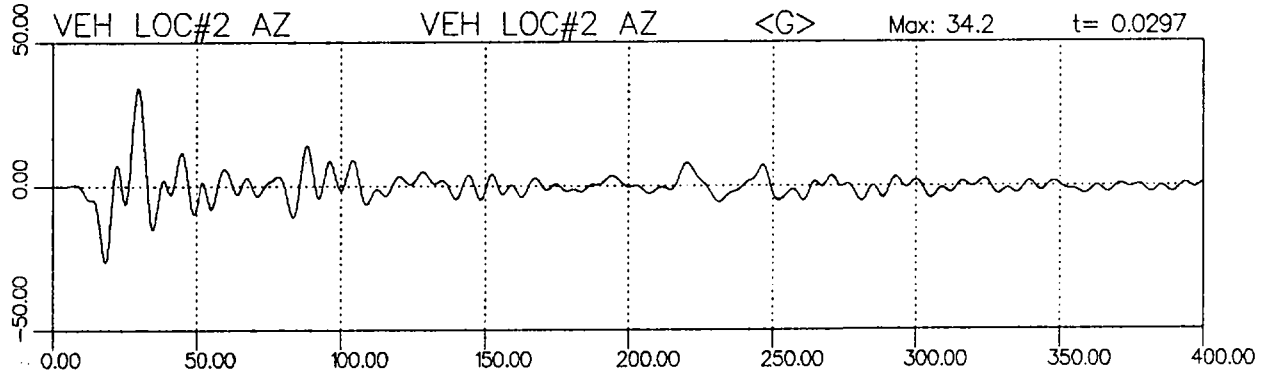
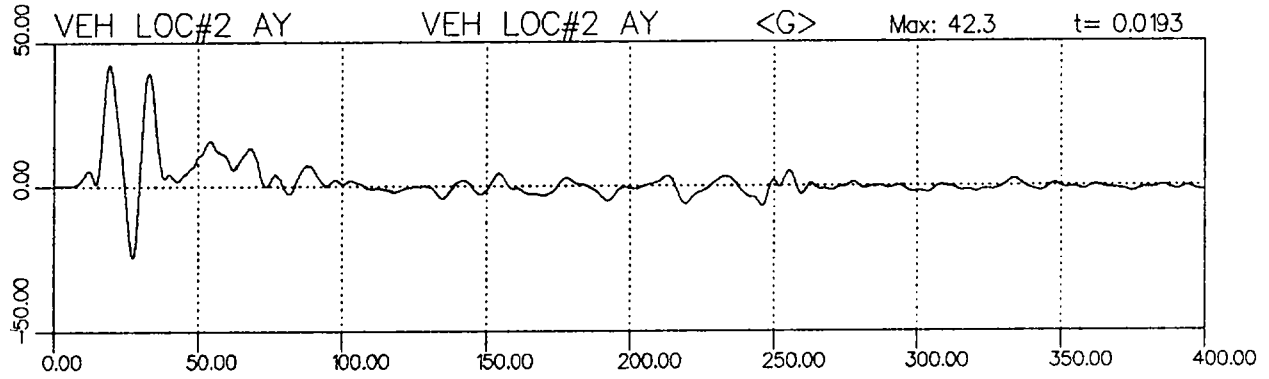
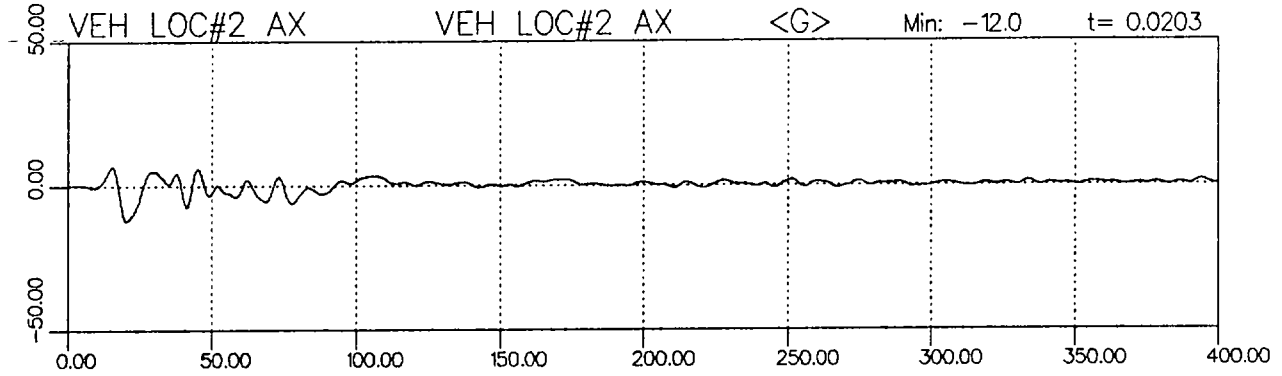
Date de collision Date impacted	26--AUG--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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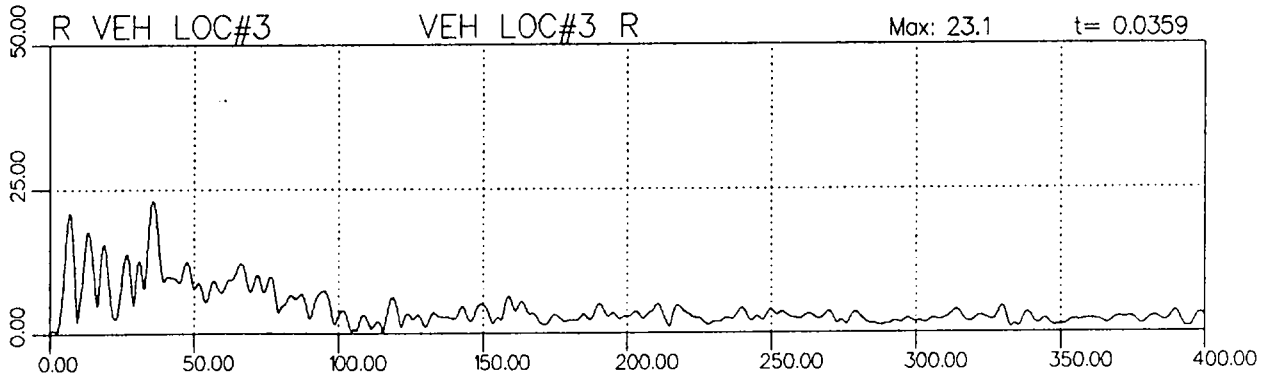
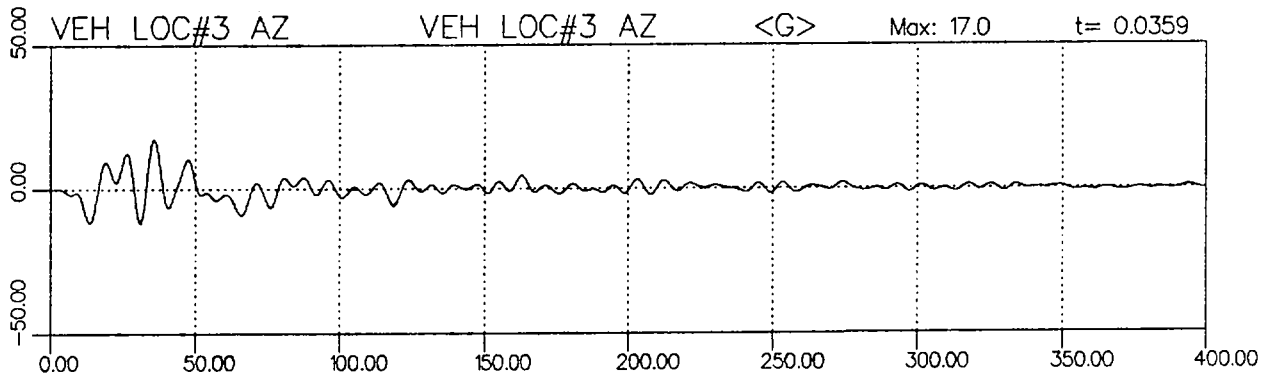
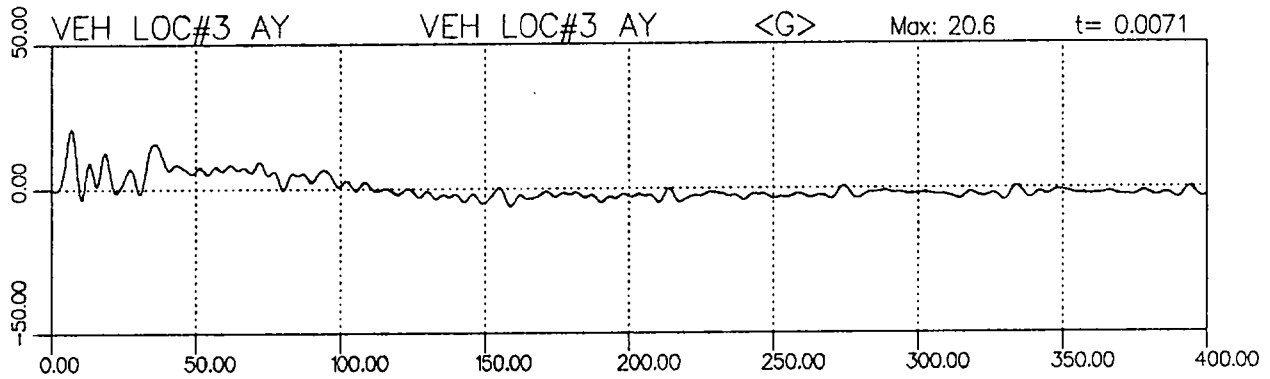
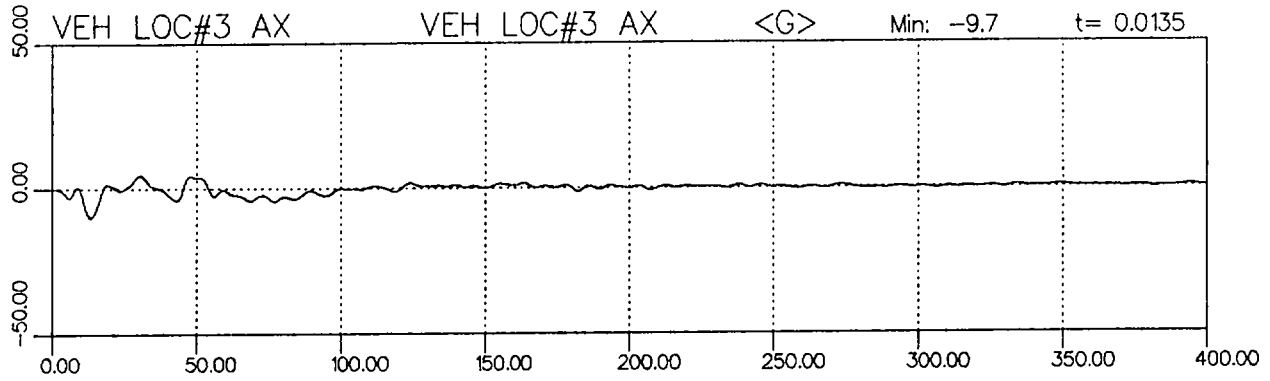
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision
Date impacted 26-AUG-92

Véhicule
Vehicle FORD CROWN VIC92

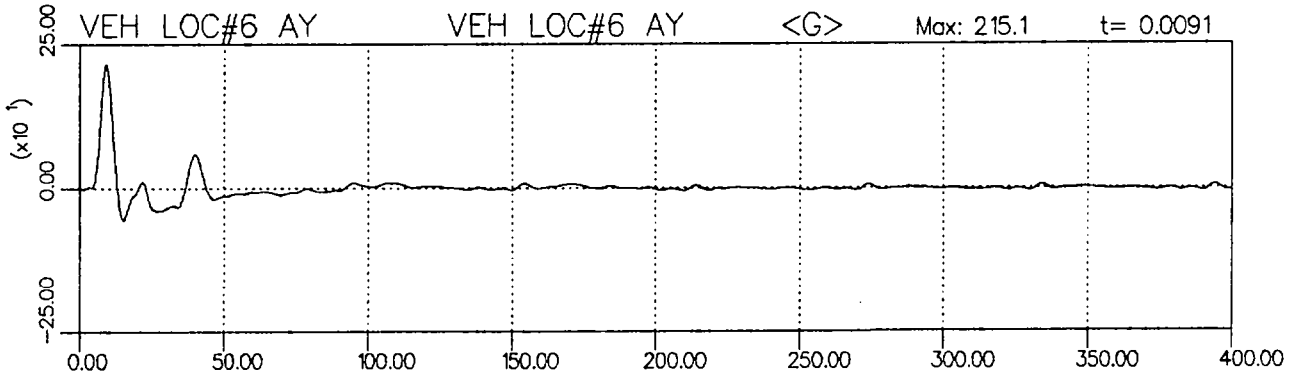
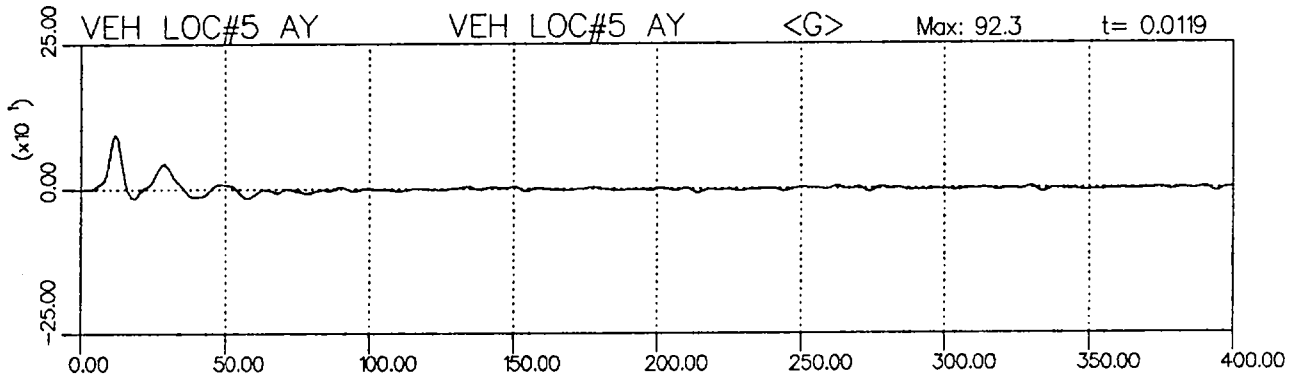
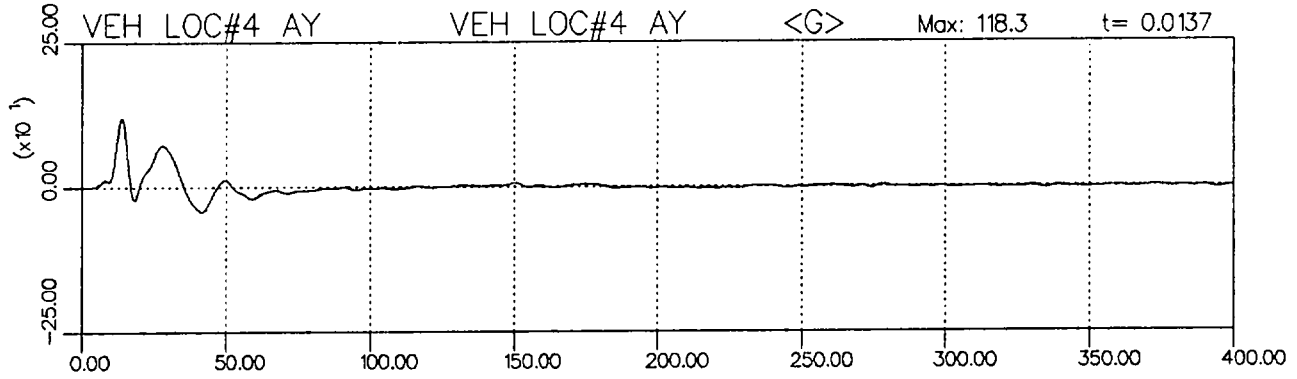
T.C. N°
T.C. No. 92-137



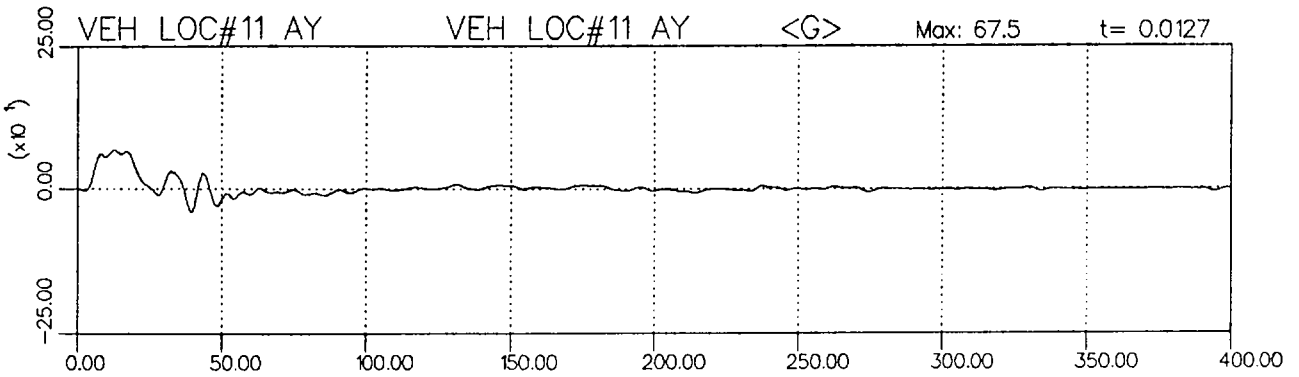
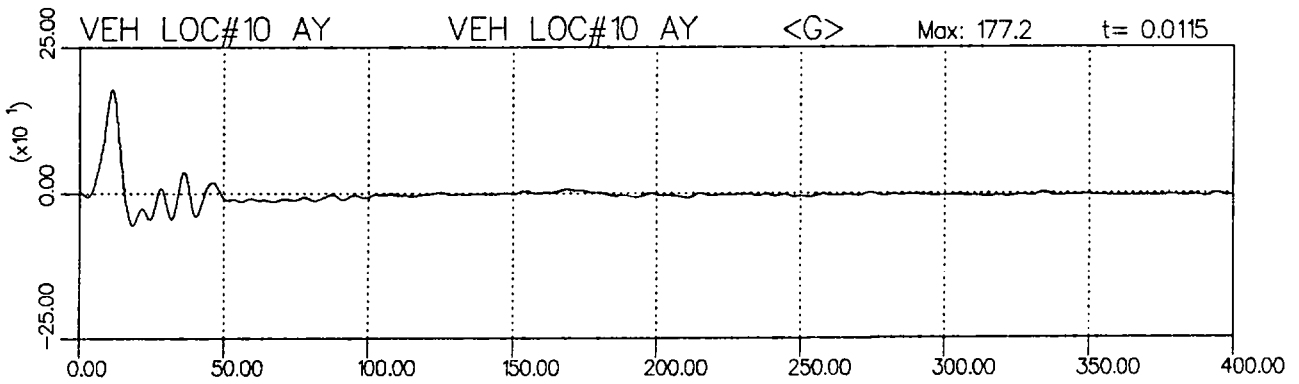
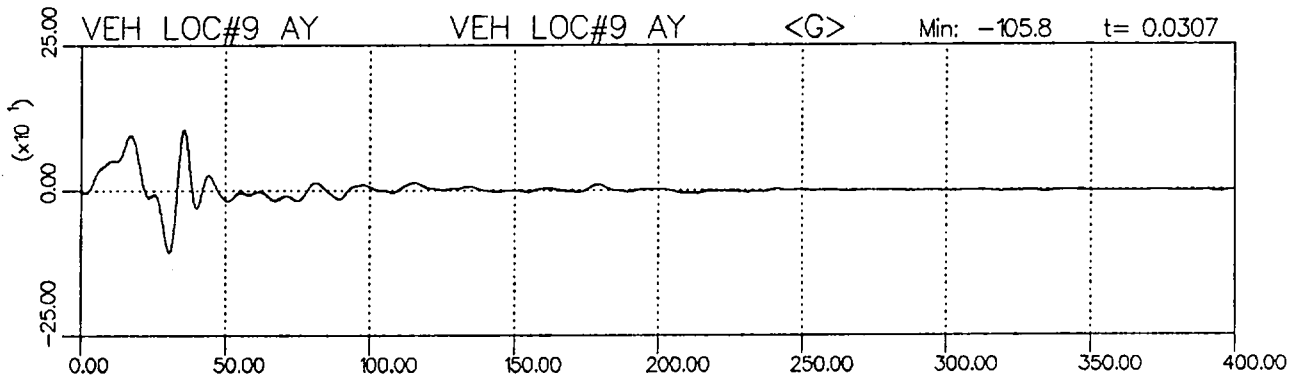
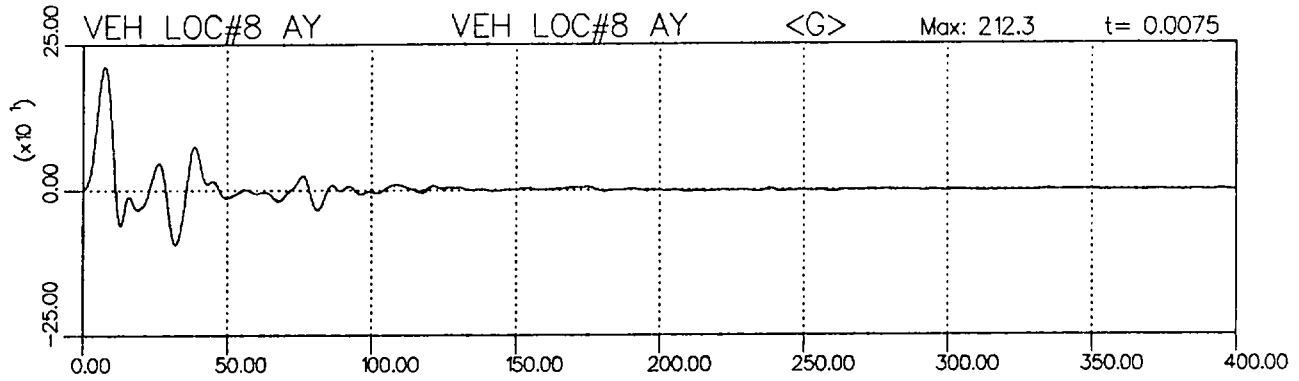
Date de collision
Date impacted 26-AUG-92

Véhicule
Vehicle FORD CROWN VIC92

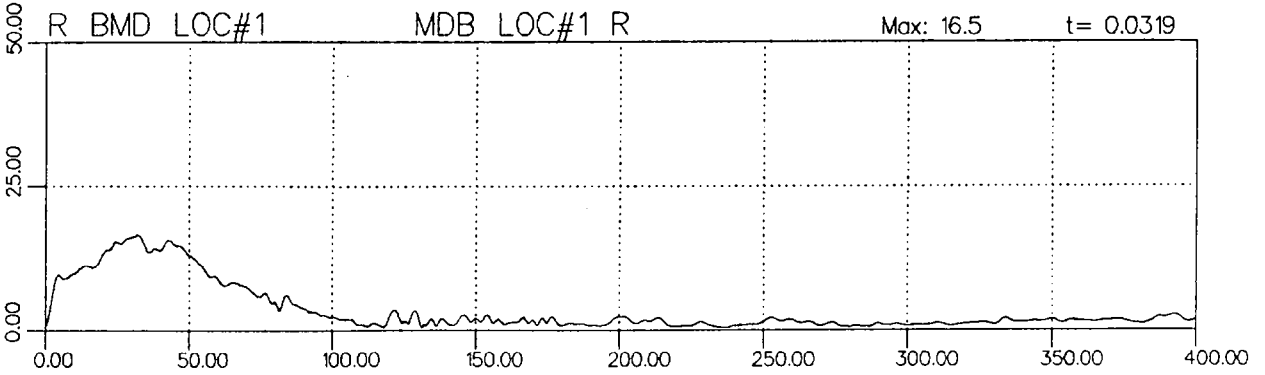
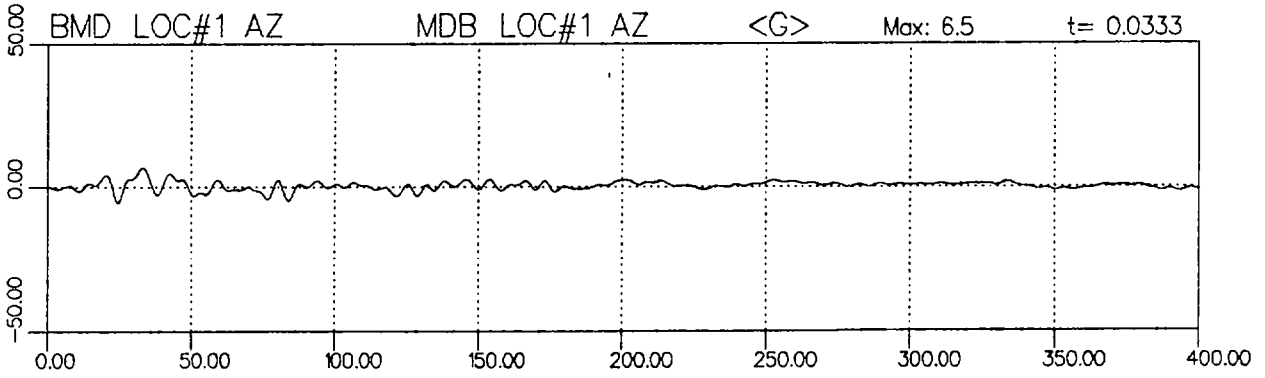
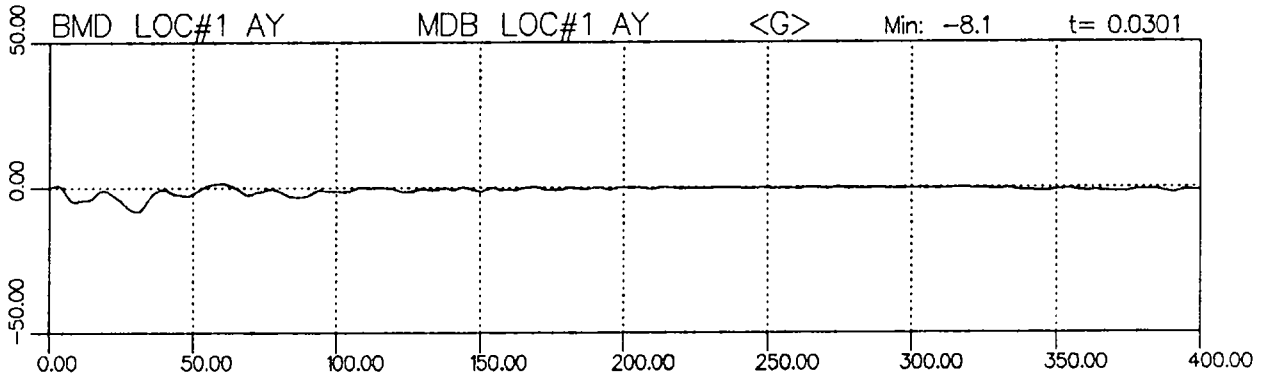
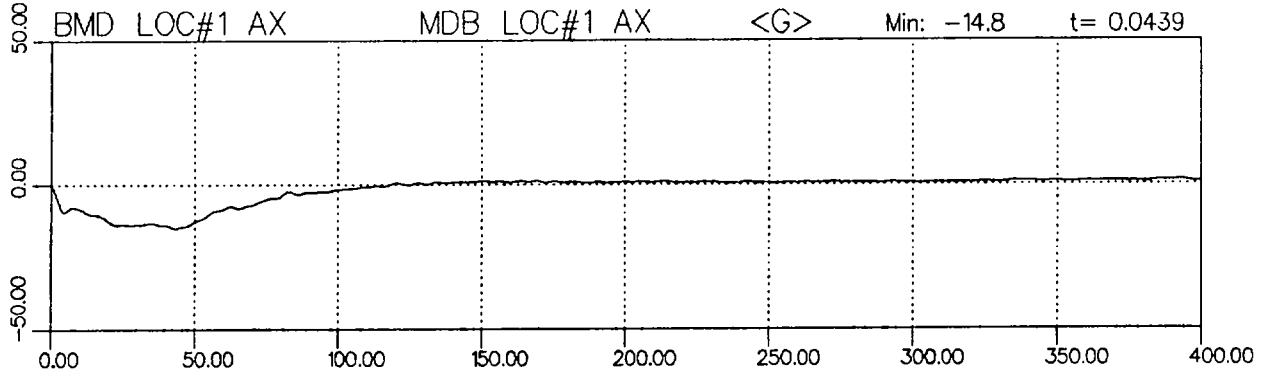
T.C. N°
T.C. No. 92-137



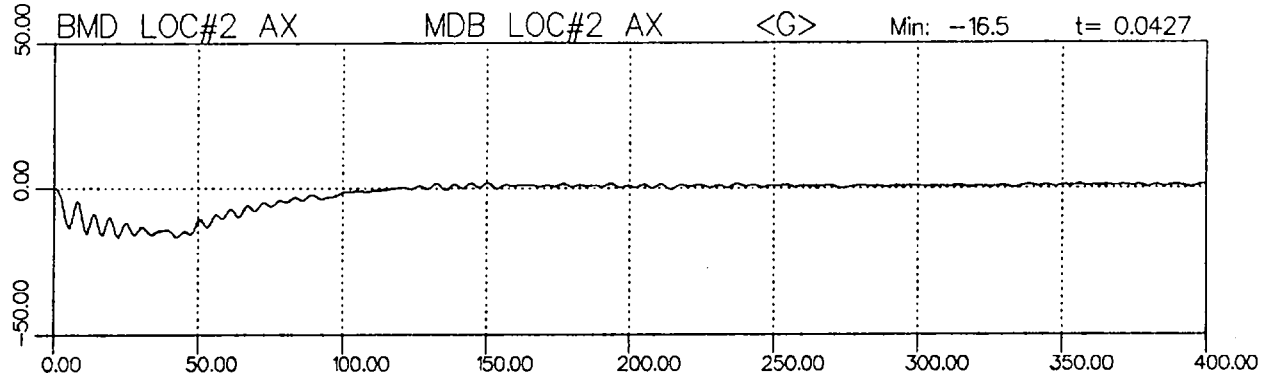
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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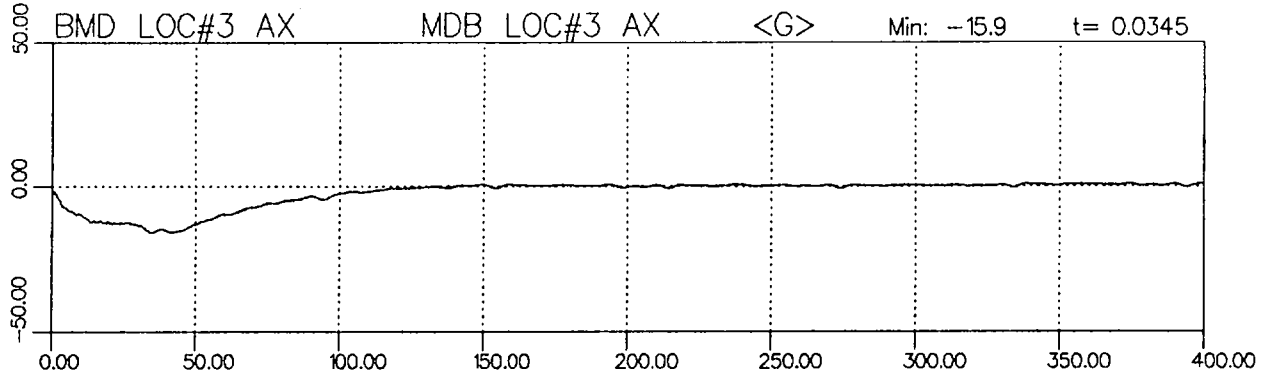
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	BMD137
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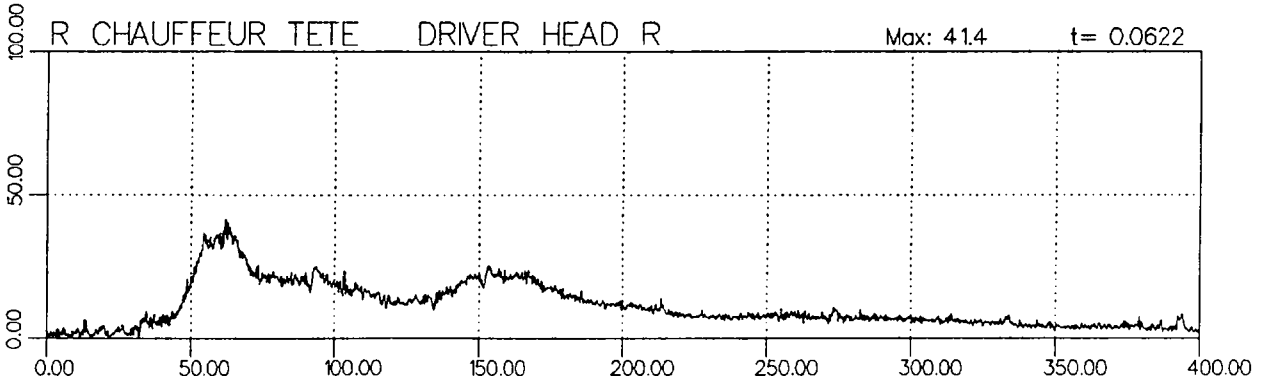
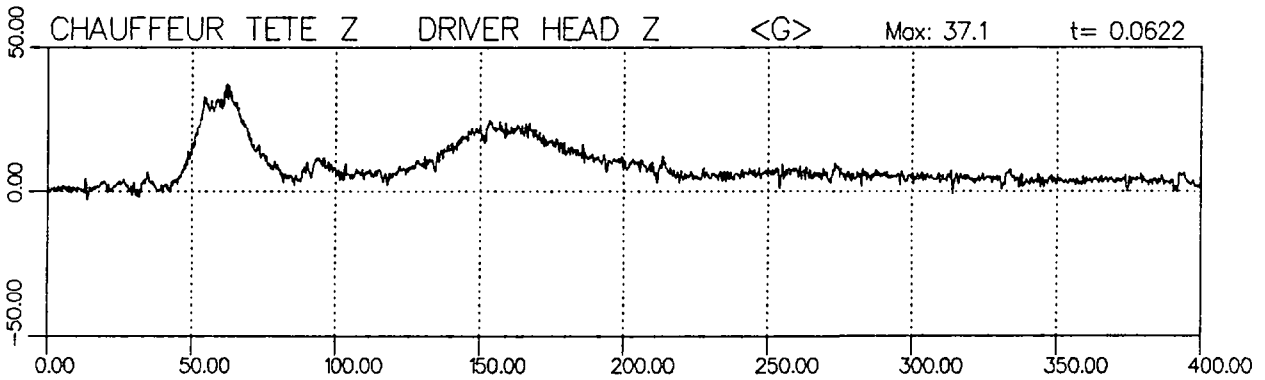
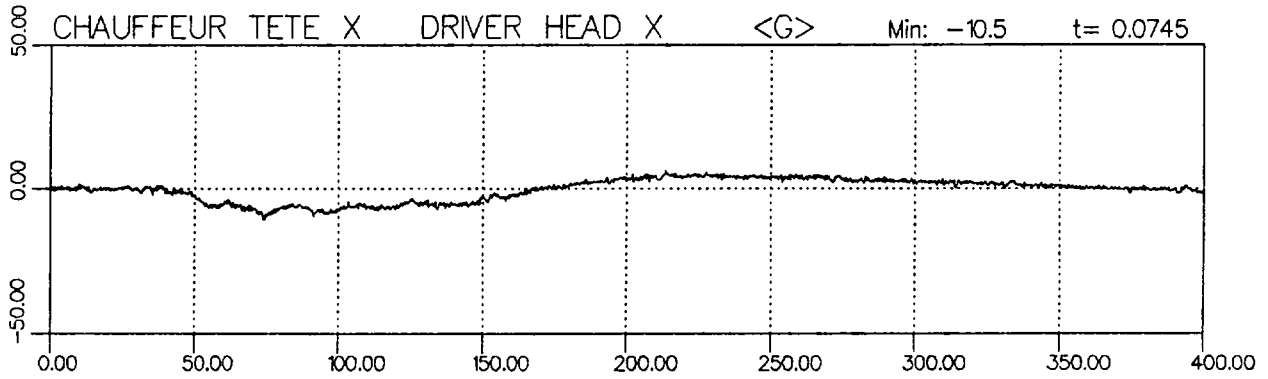
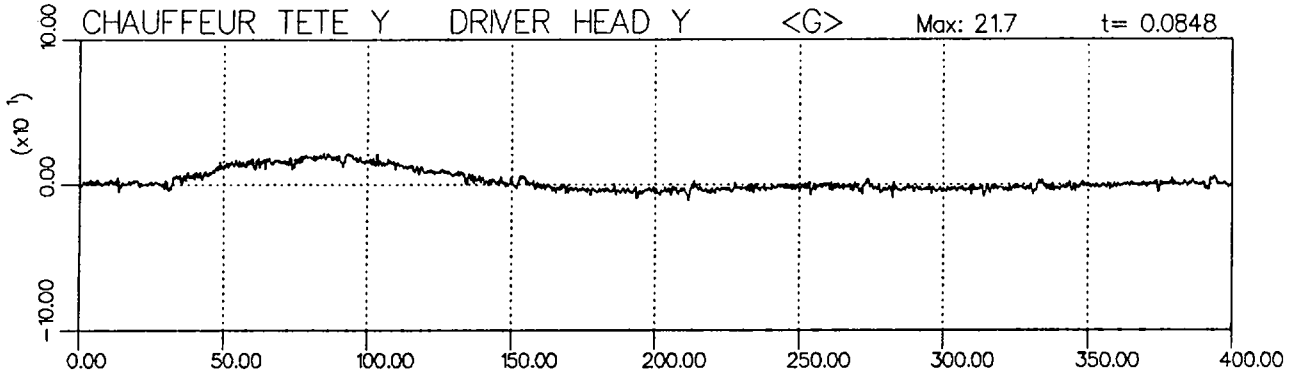
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	BMD137
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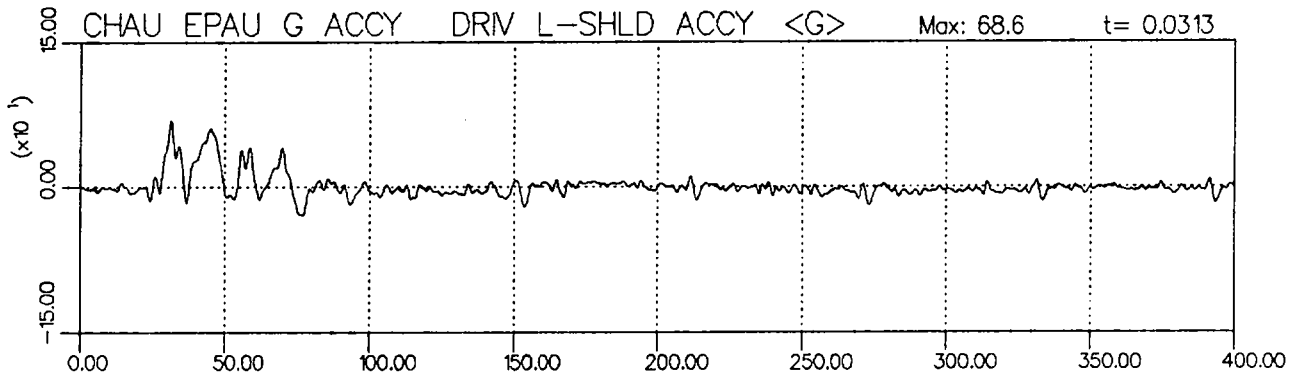
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	BMD137
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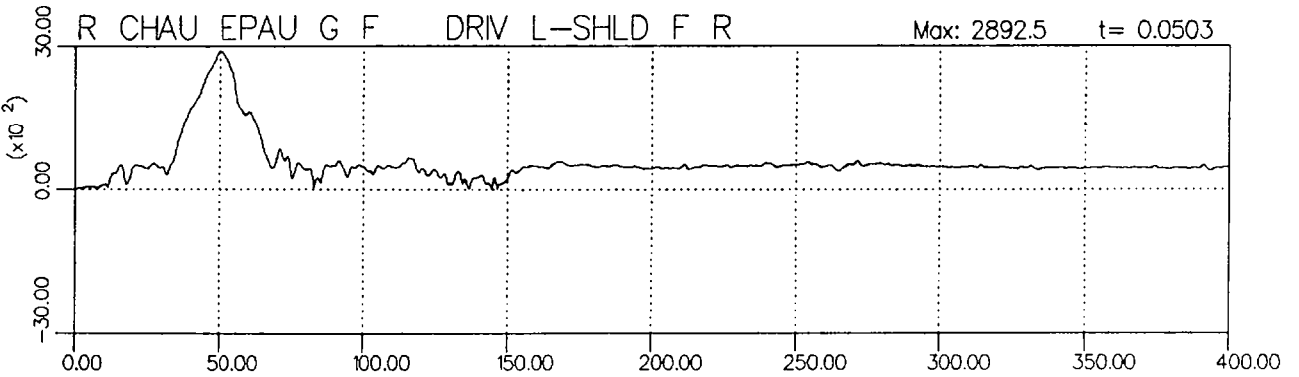
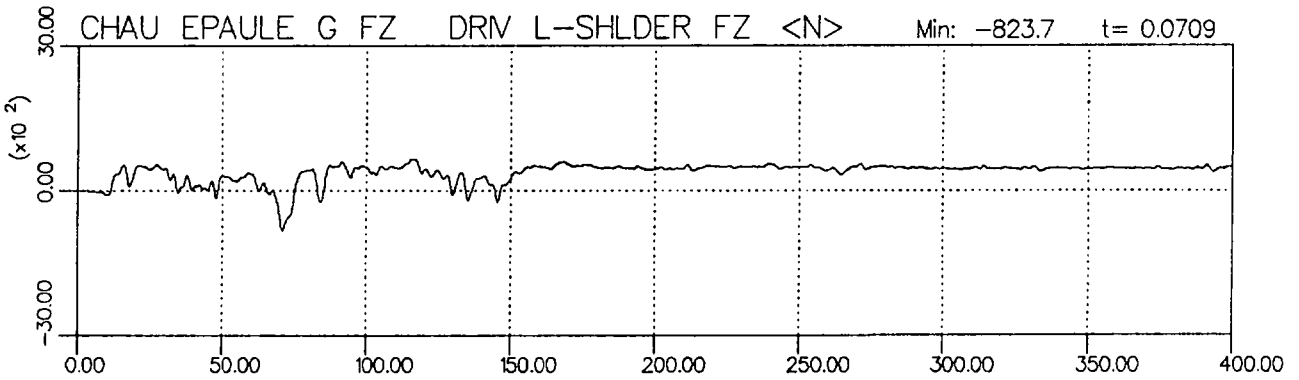
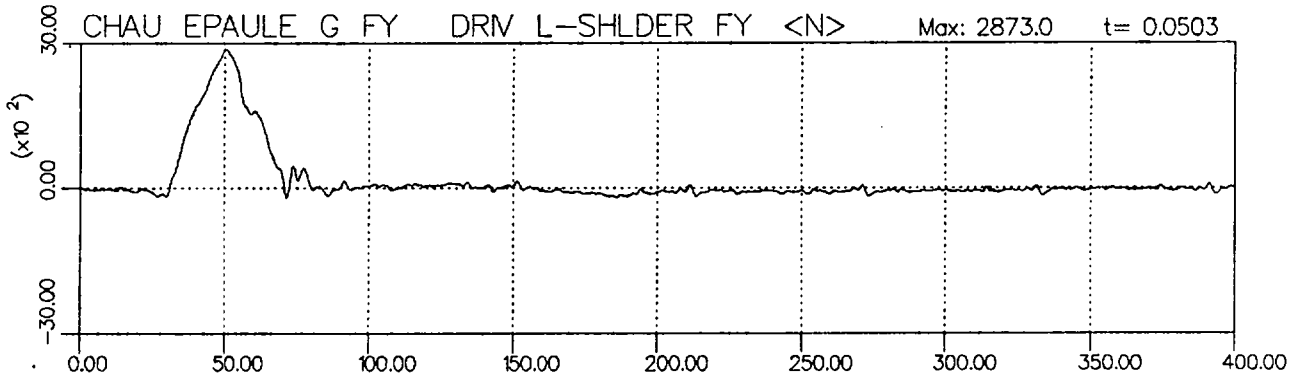
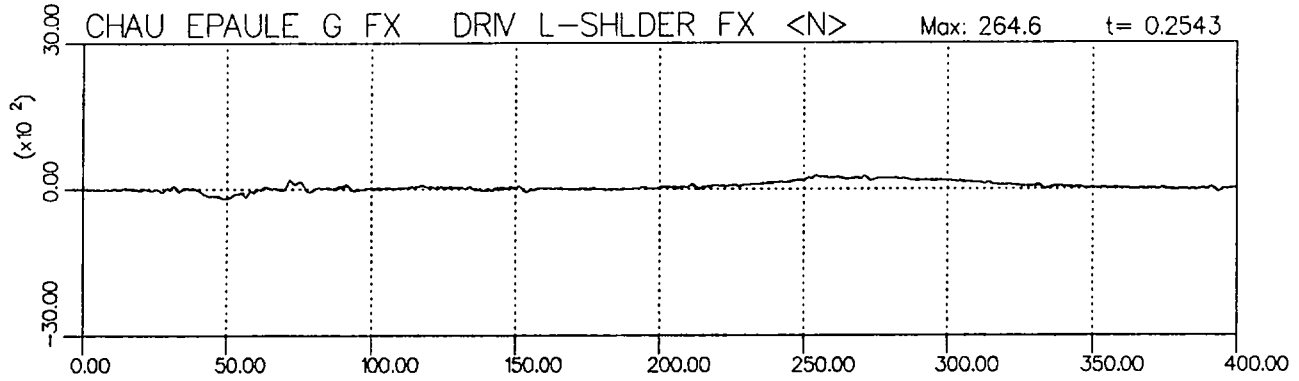
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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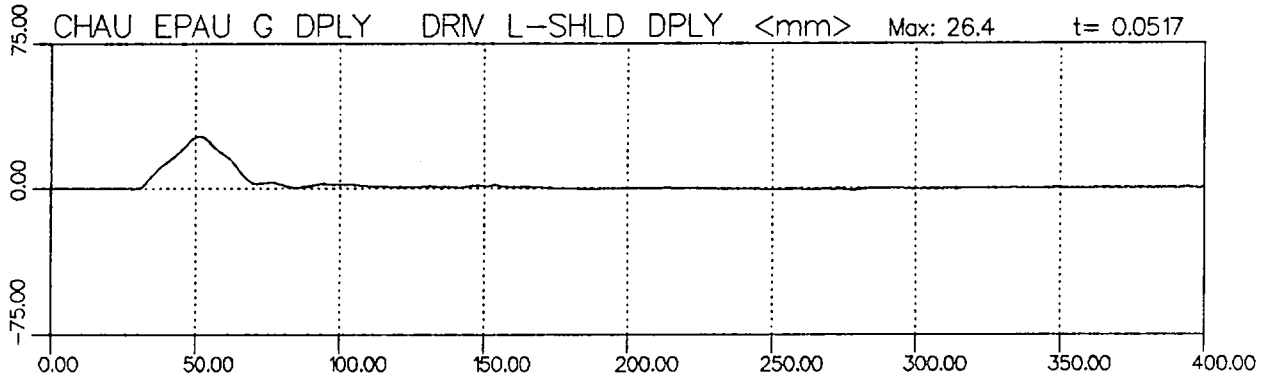
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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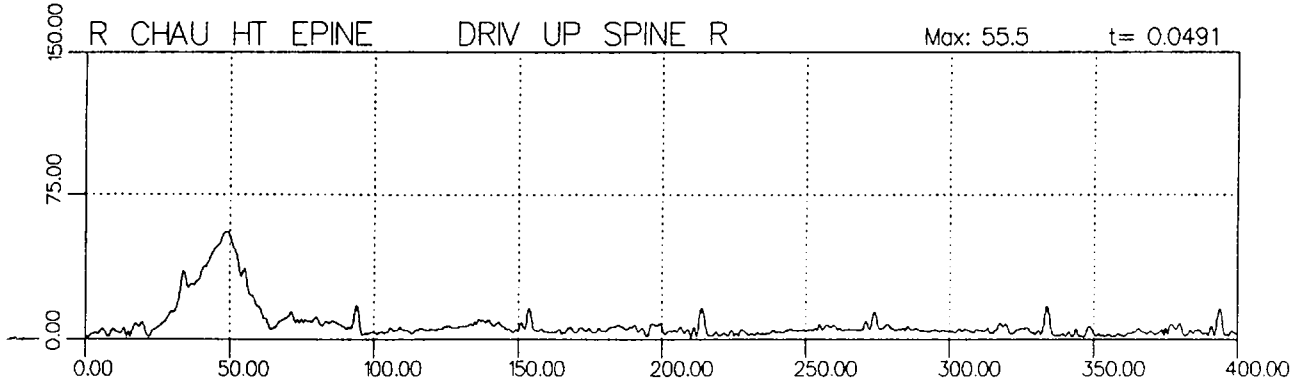
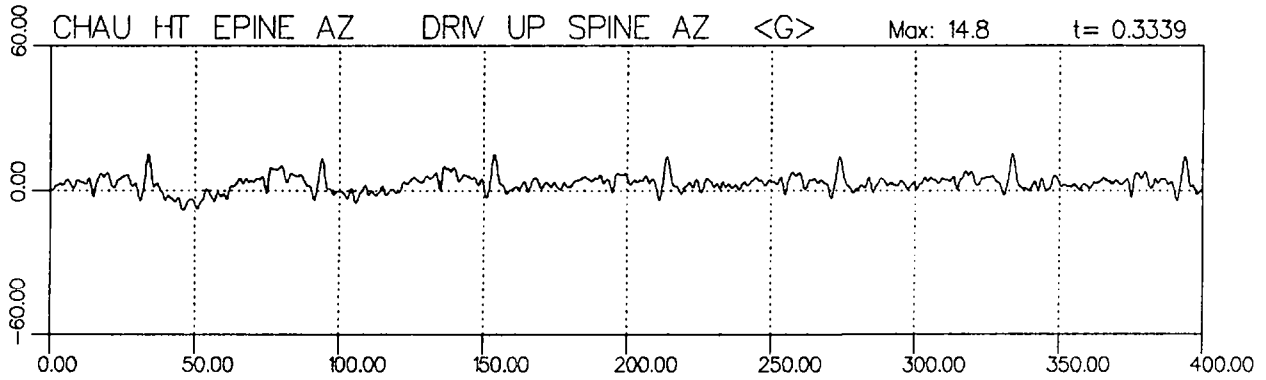
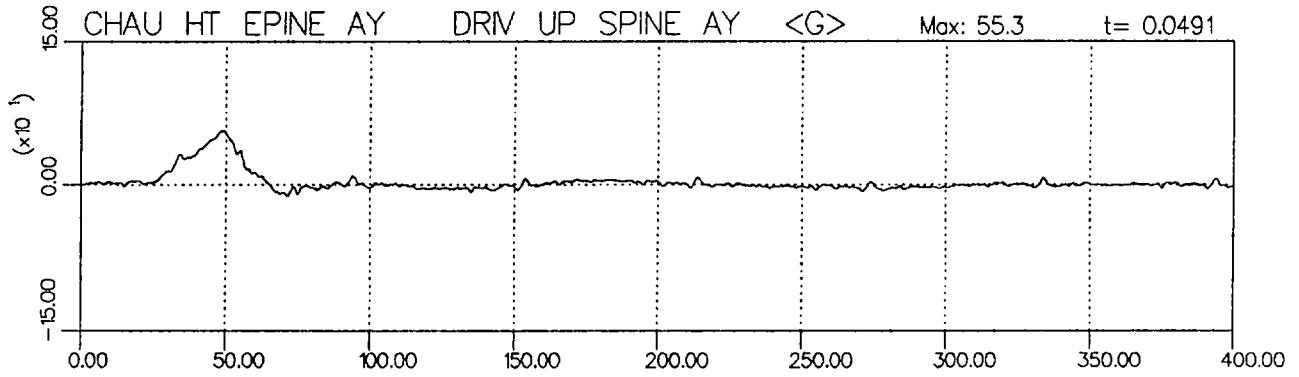
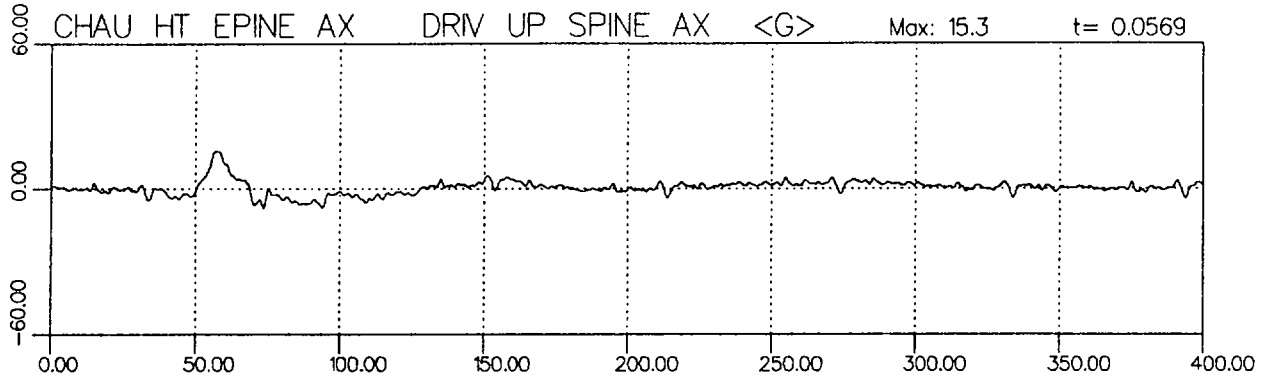
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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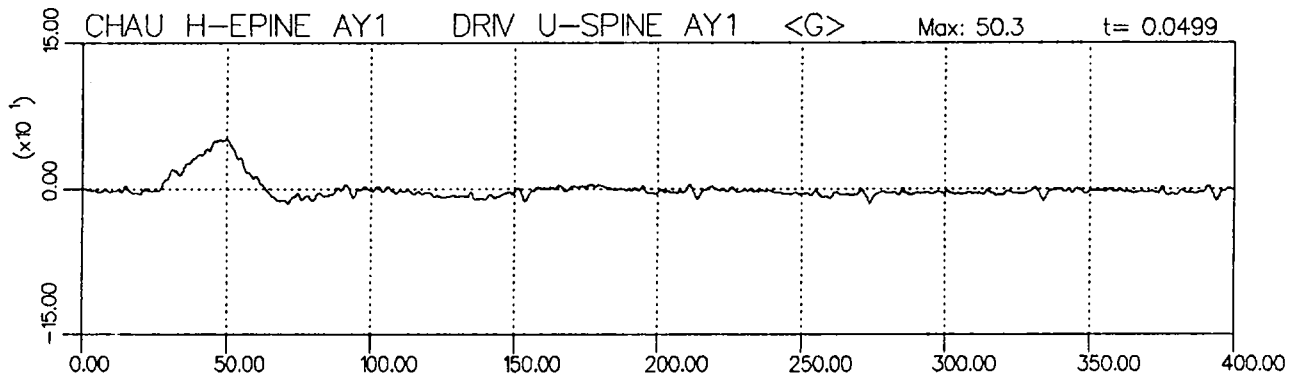
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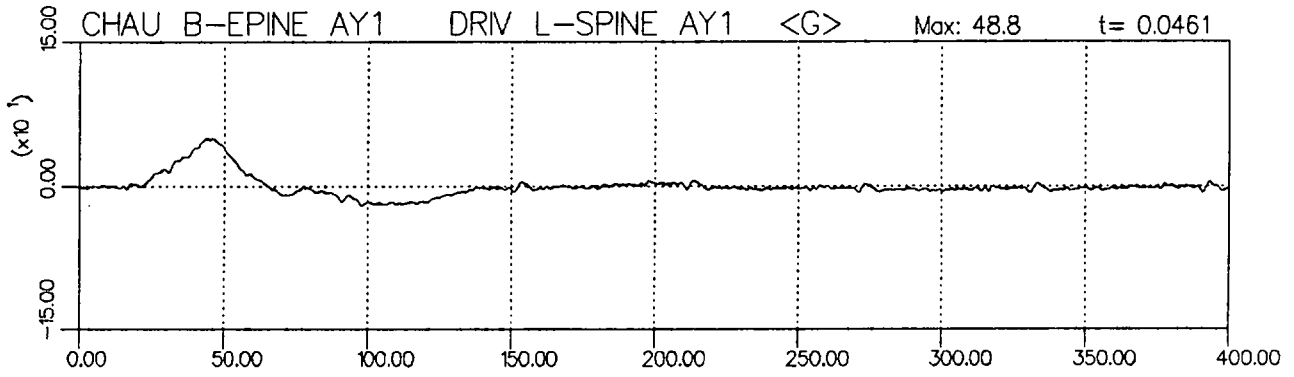
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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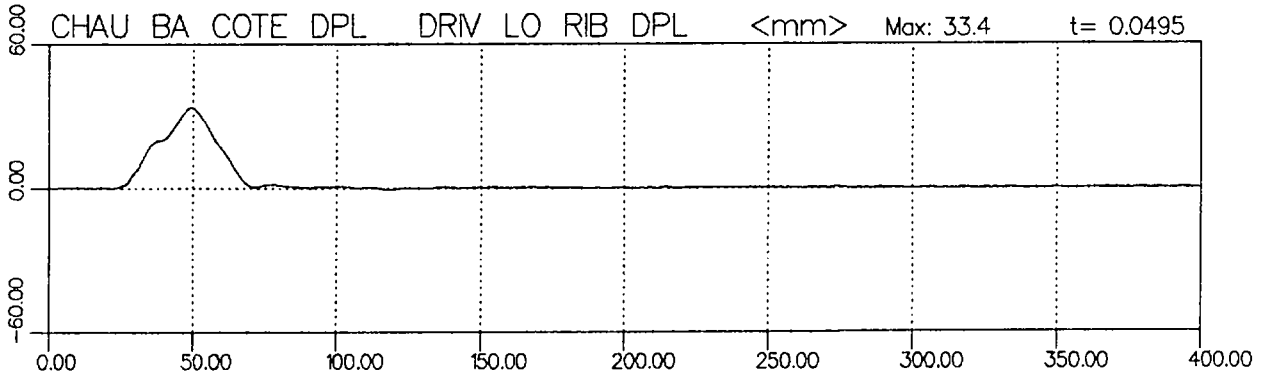
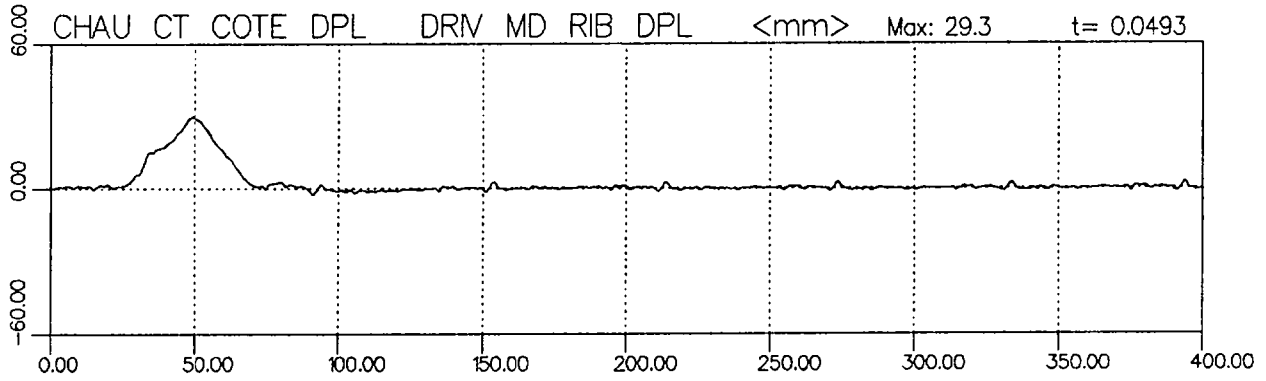
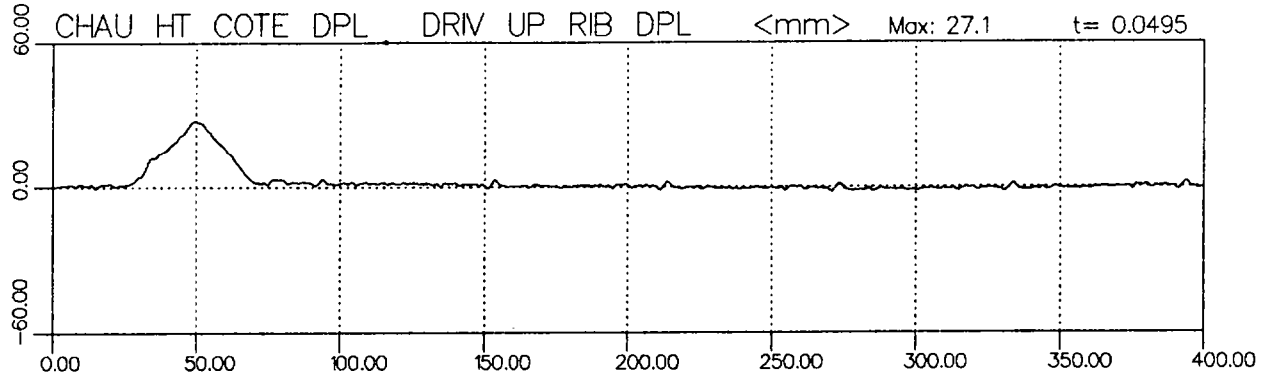
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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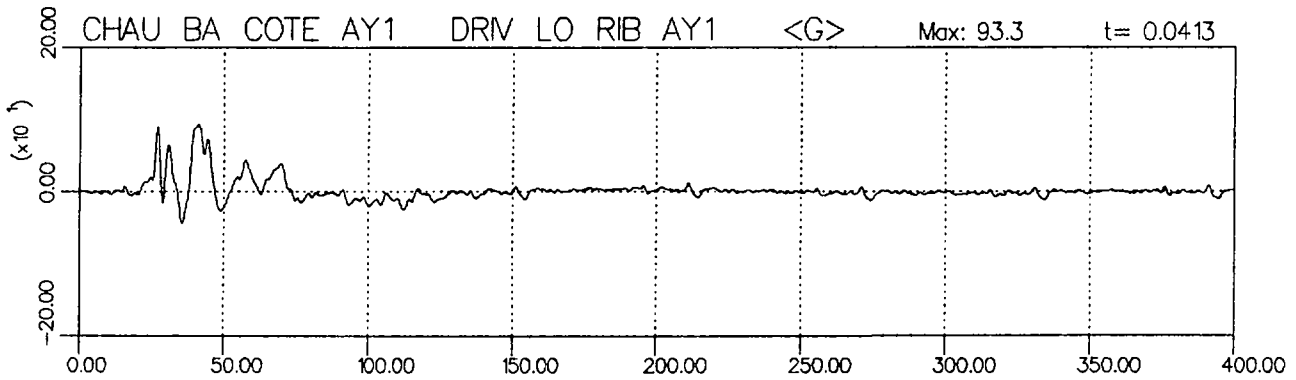
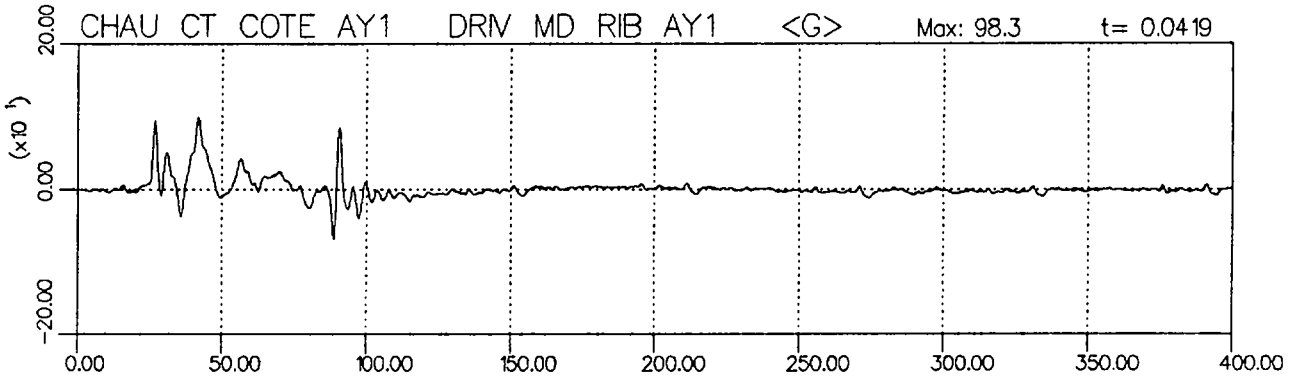
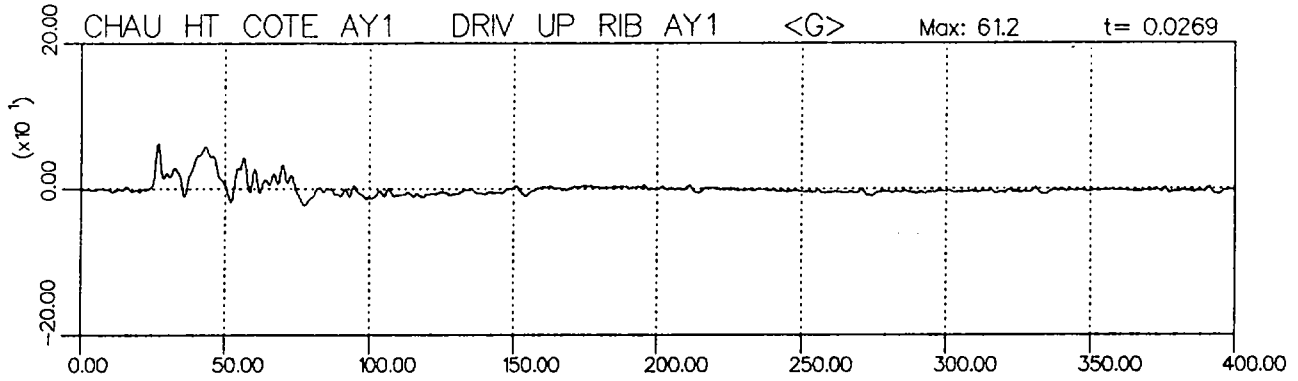
Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

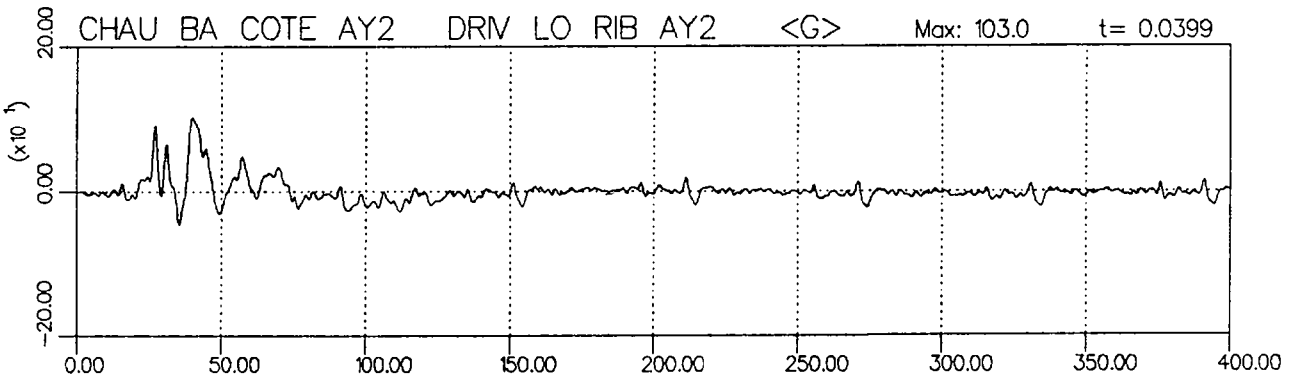
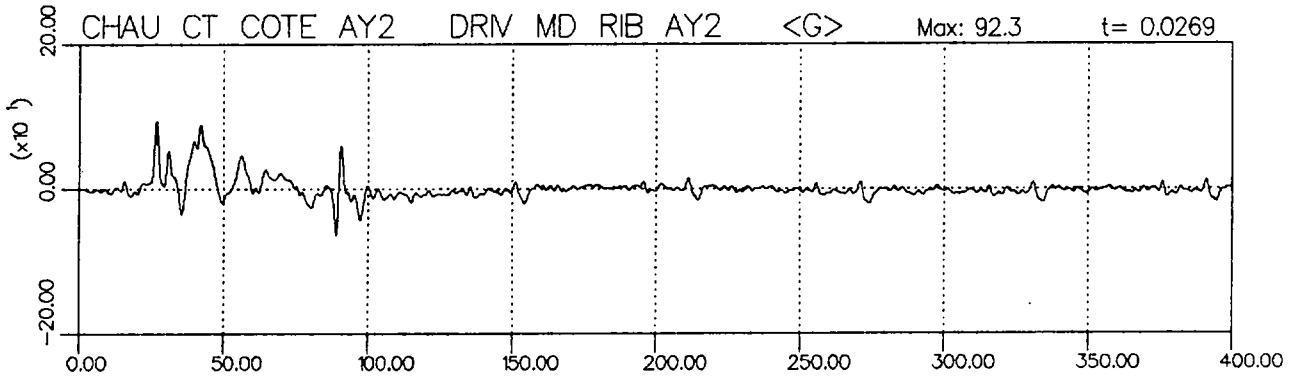
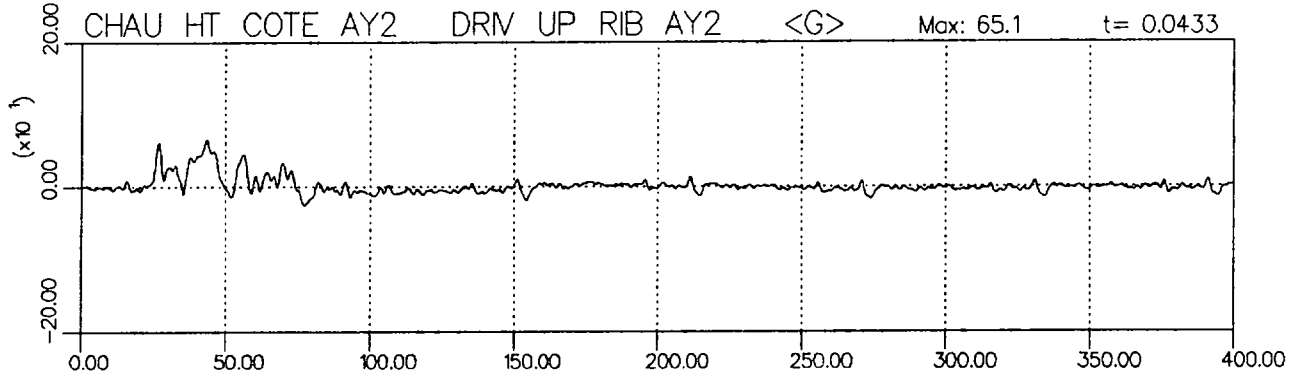
T.C. N° 92-137
T.C. No.



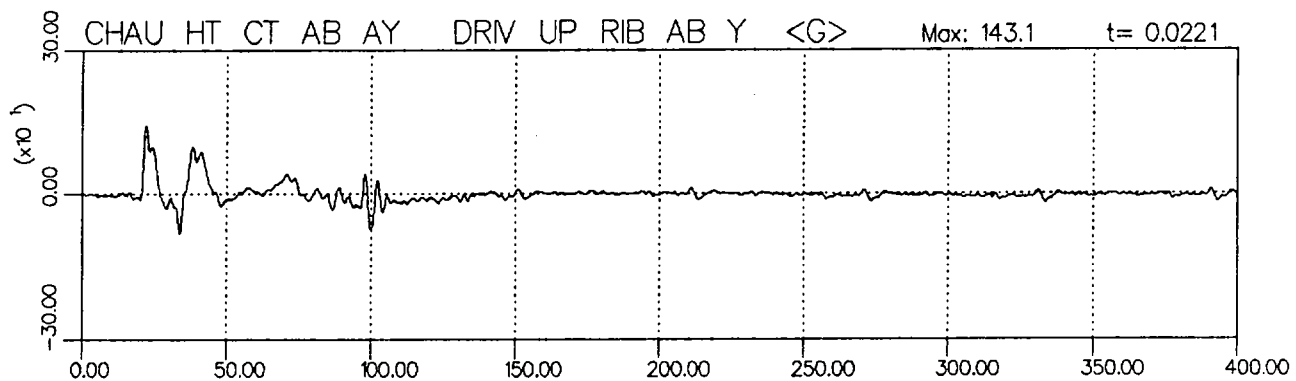
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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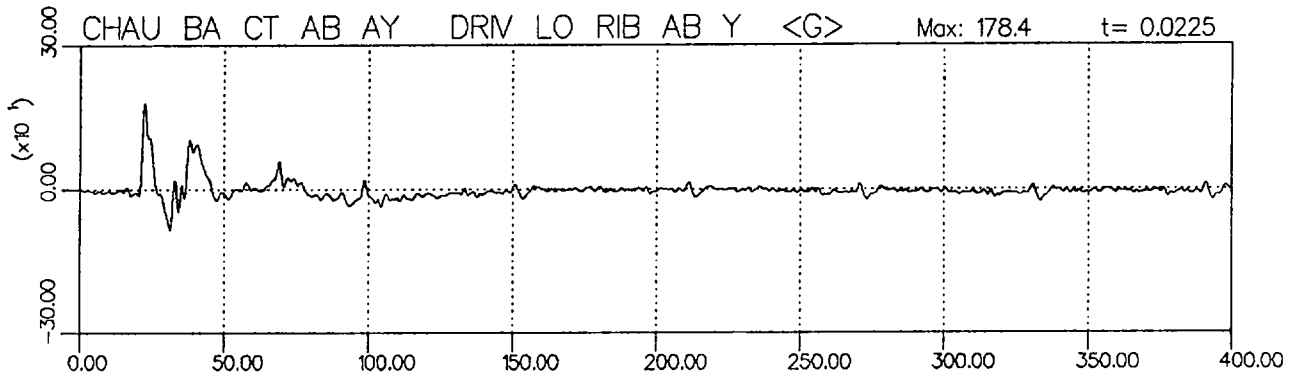
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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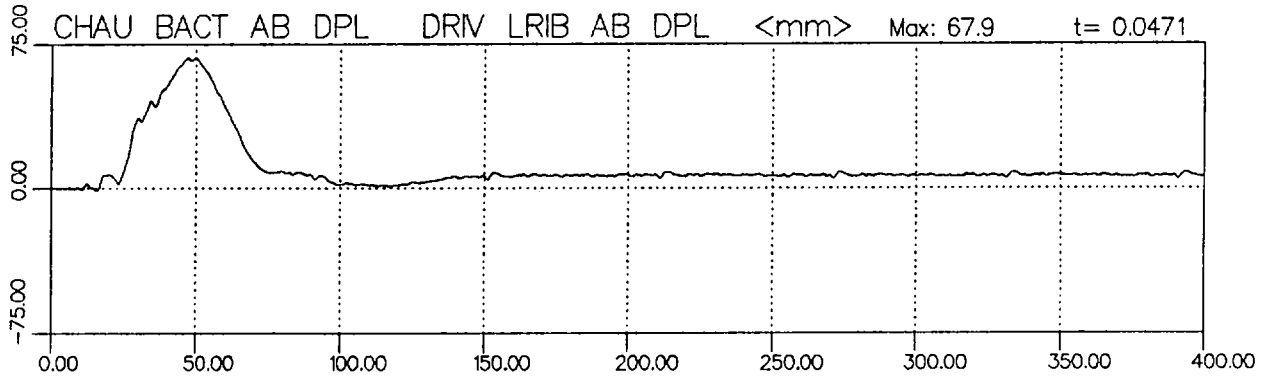
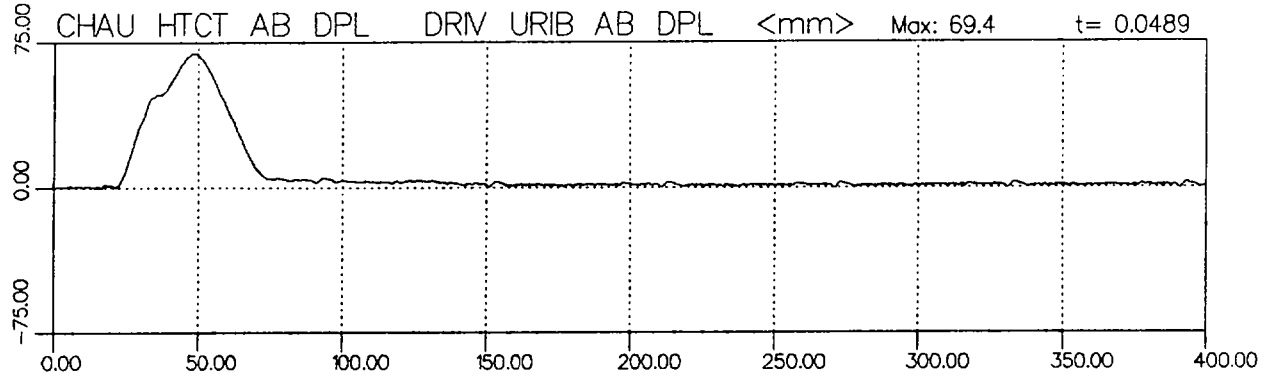
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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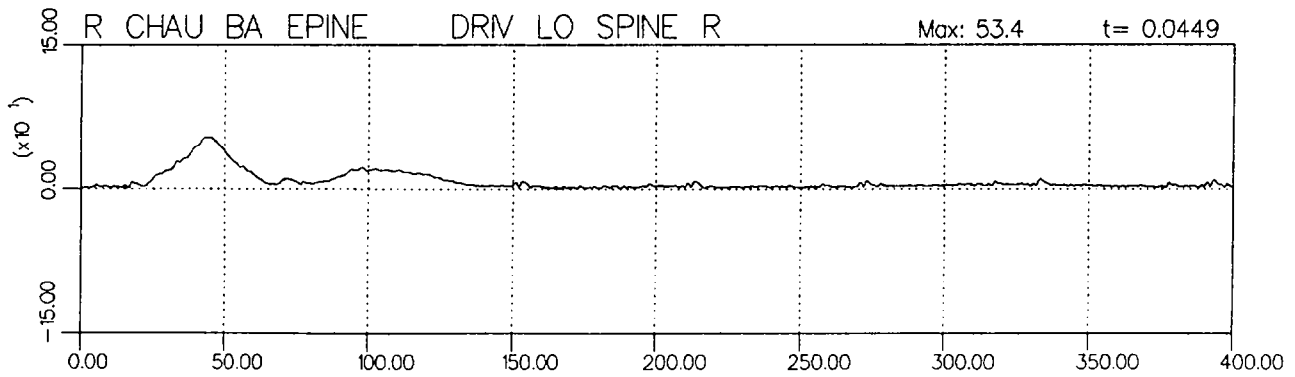
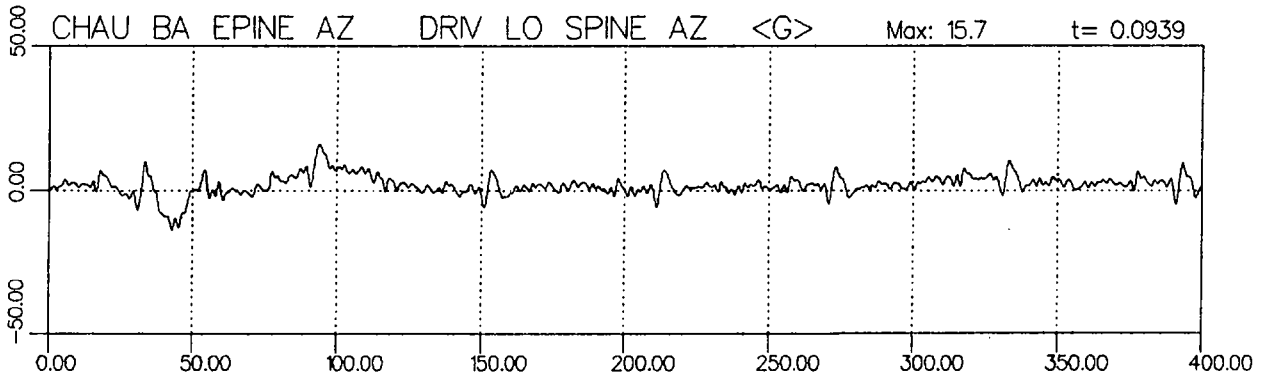
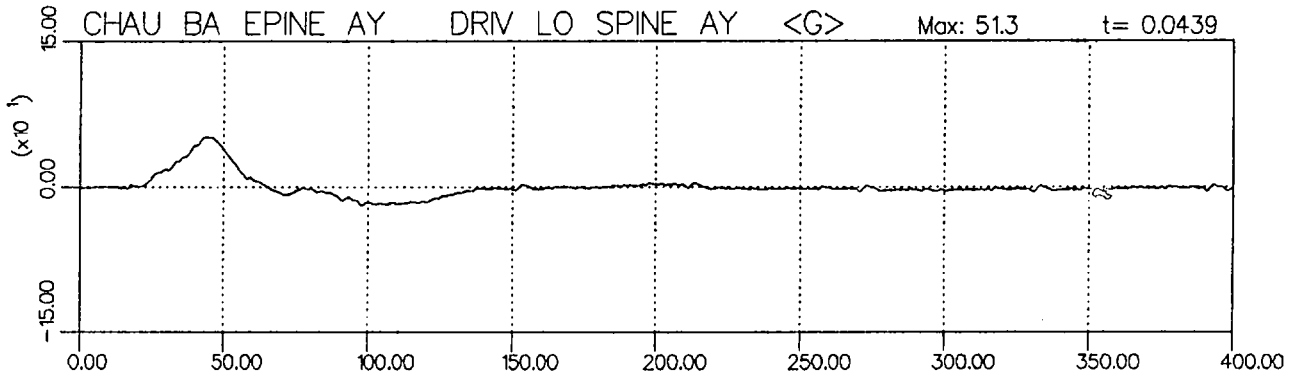
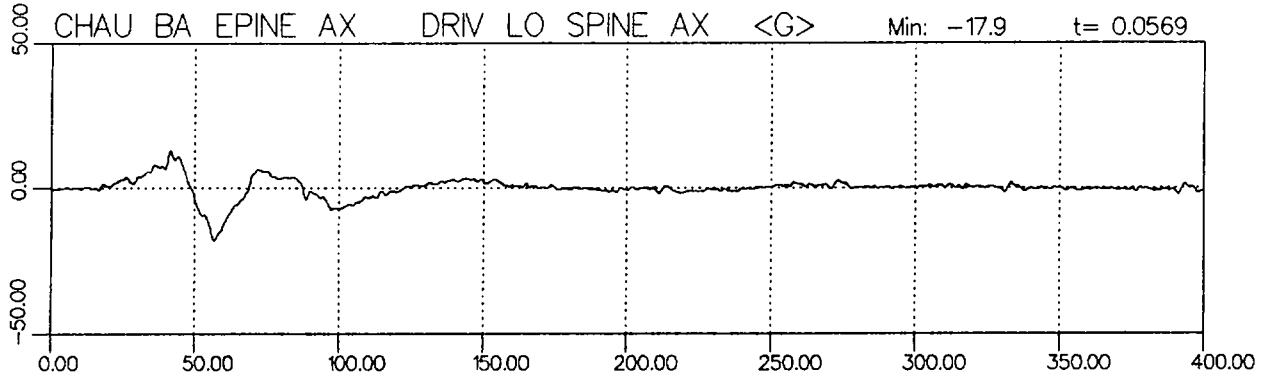
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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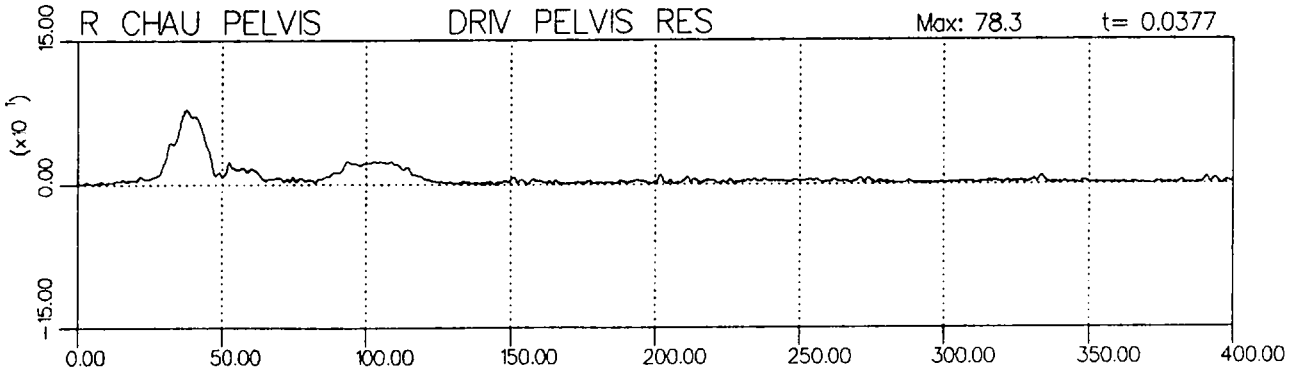
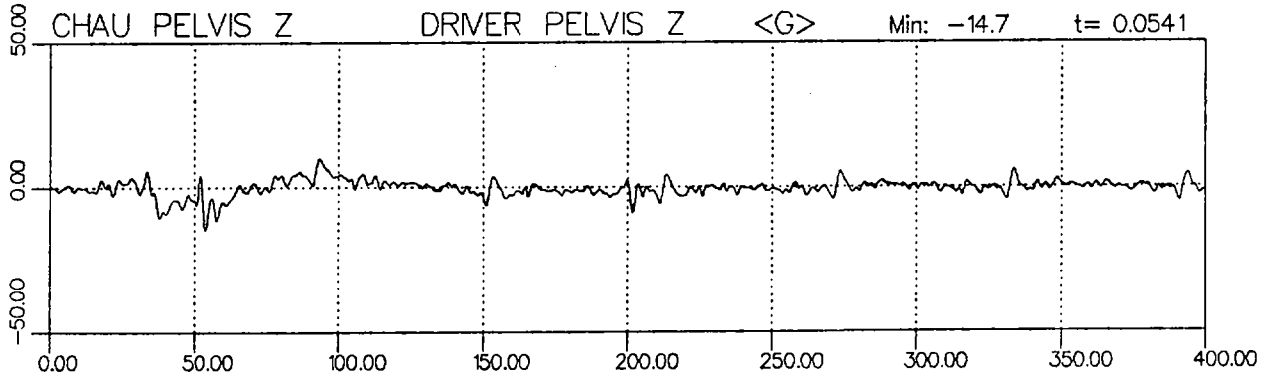
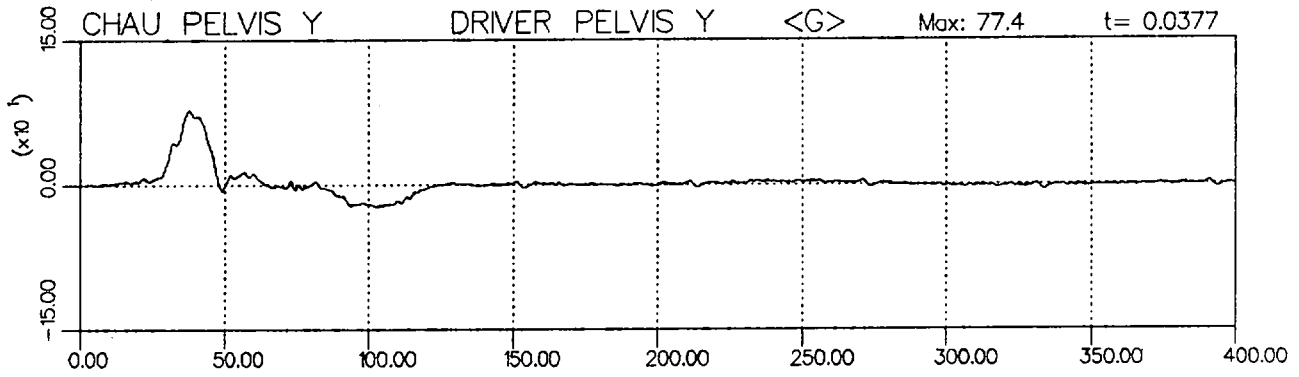
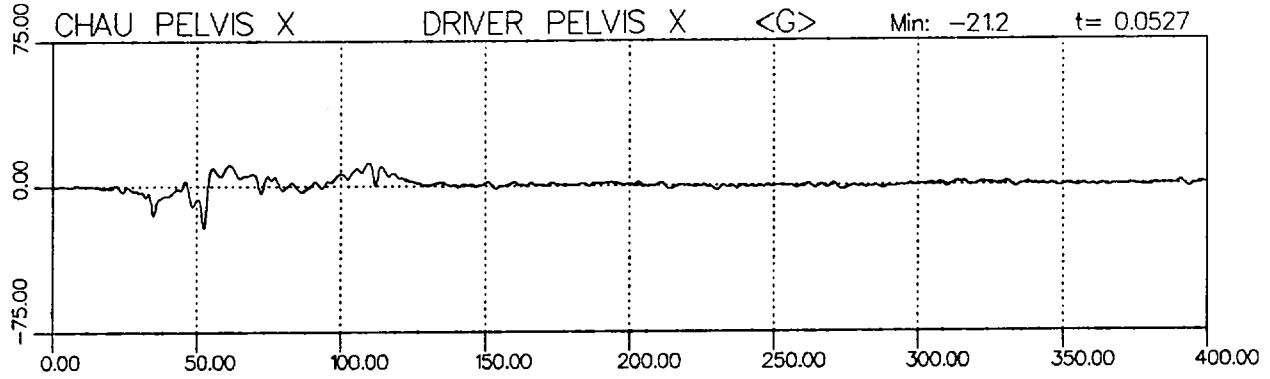
Date de collision Date impacted	26-AUG-92	Vehicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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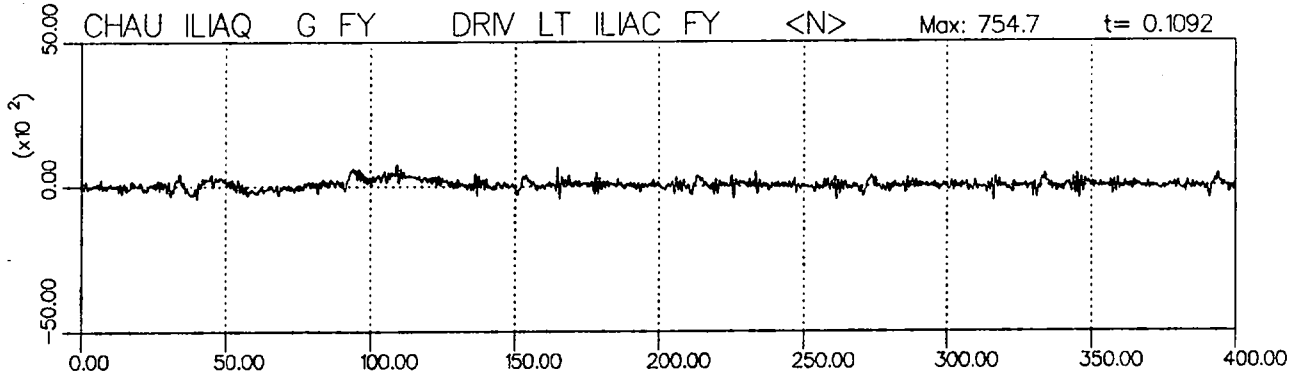
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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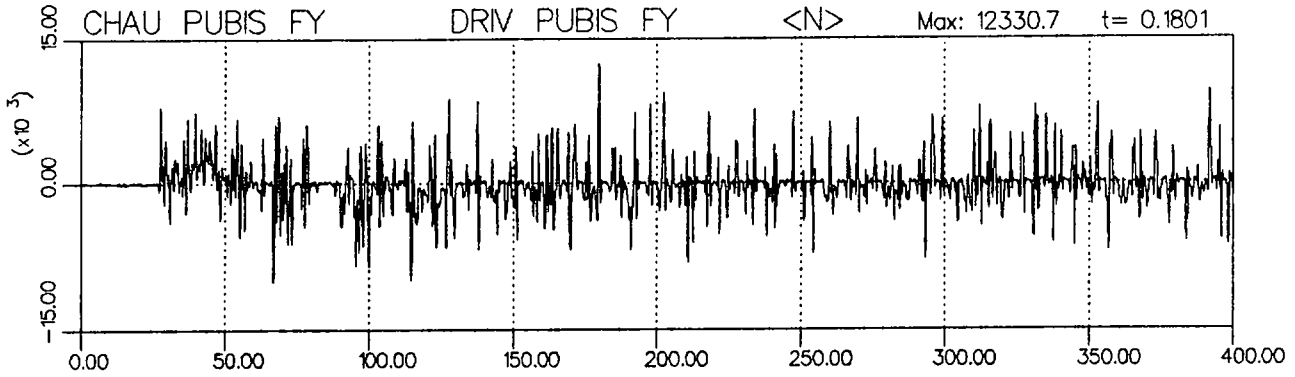
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision Date impacted	26-AUG-92	Vehicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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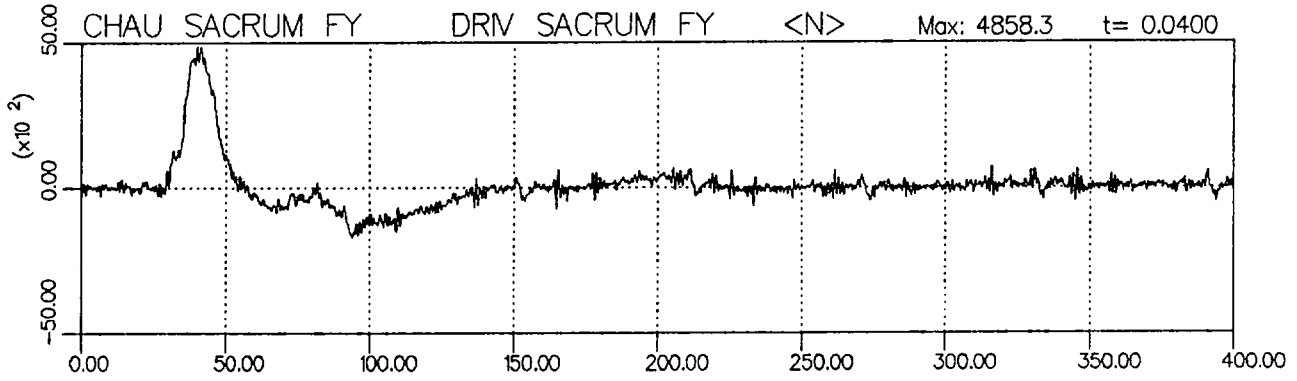


Date de collision 26-AUG-92 Date impacted	Véhicule FORD CROWN VIC92 Vehicle	T.C. N° 92-137 T.C. No.
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*: ECHELLE HABITUELLE DEPASSEE
 *: USUAL SCALE EXCEEDED

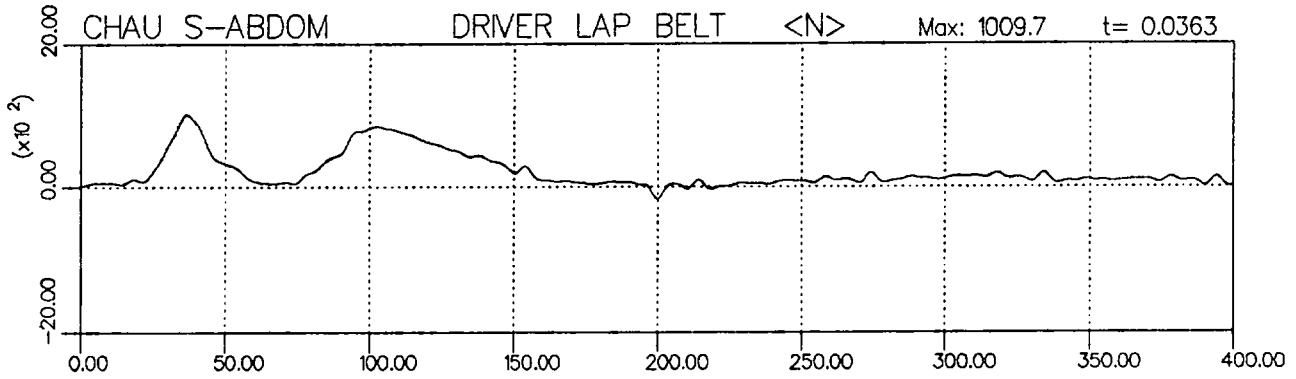
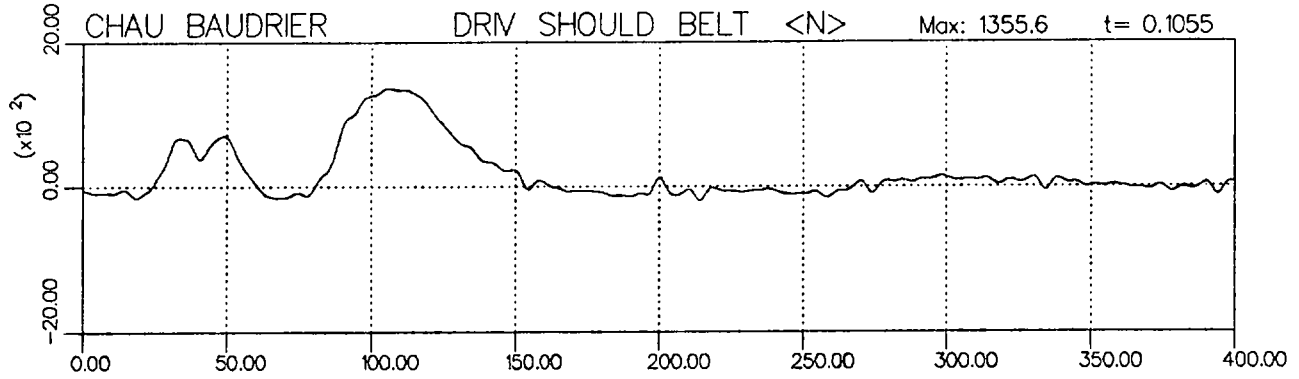
Date de collision Date impacted	26-AUG-92 Véhicule FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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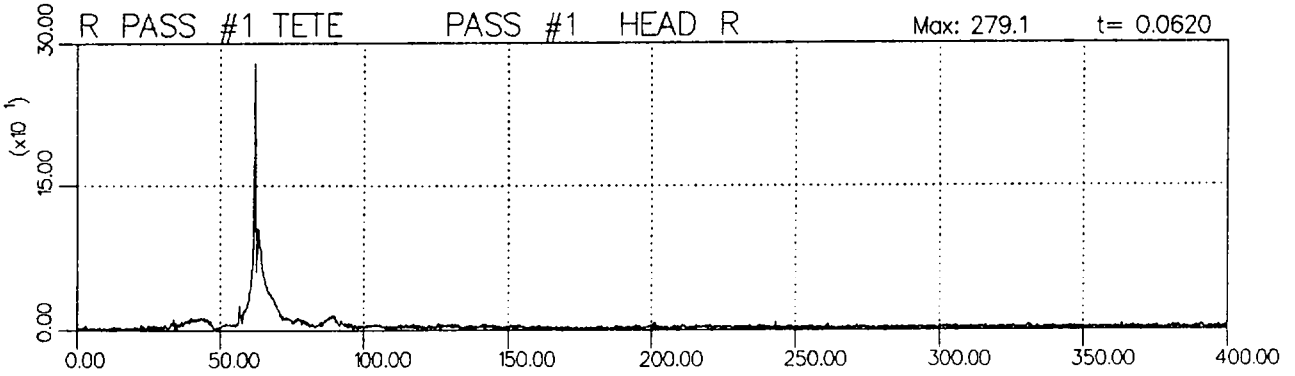
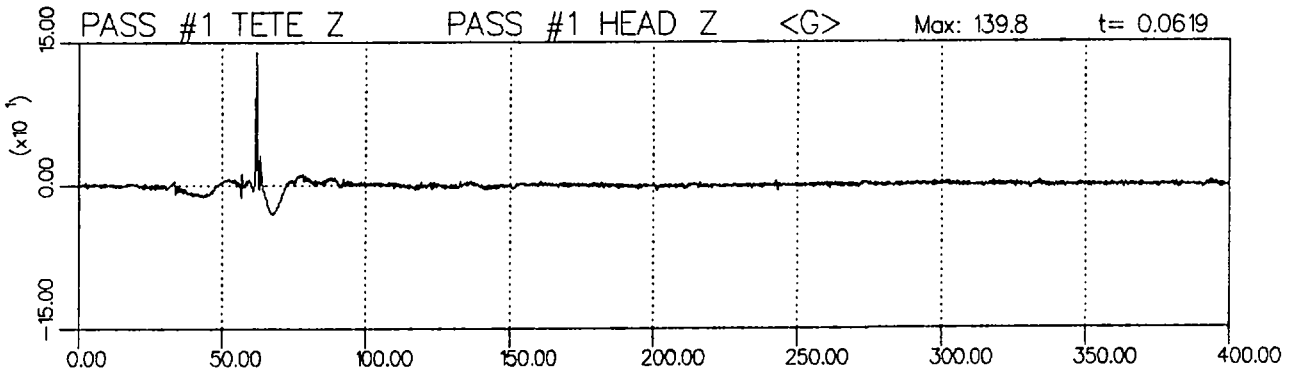
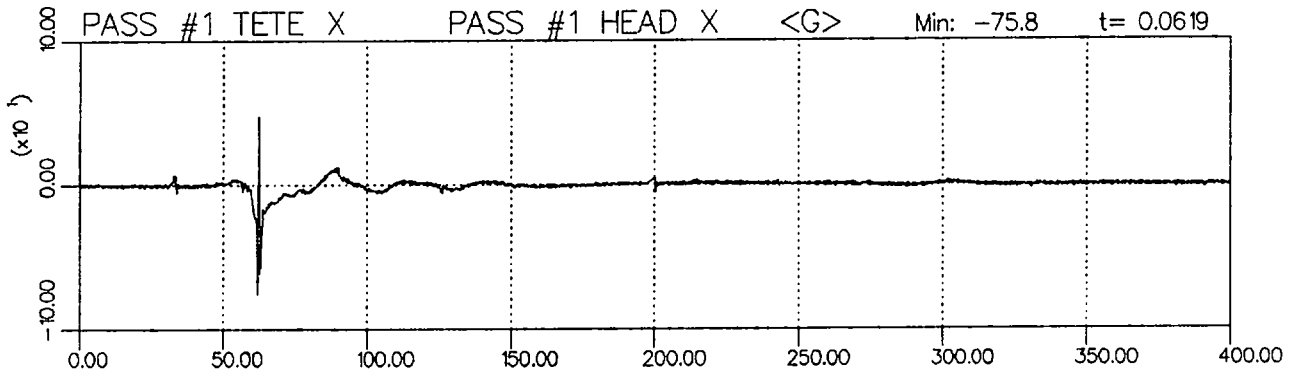
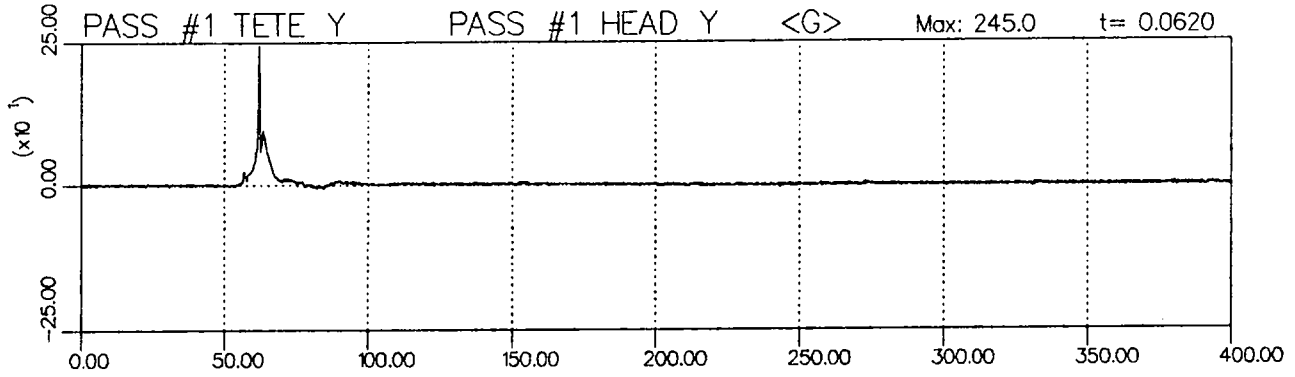
Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

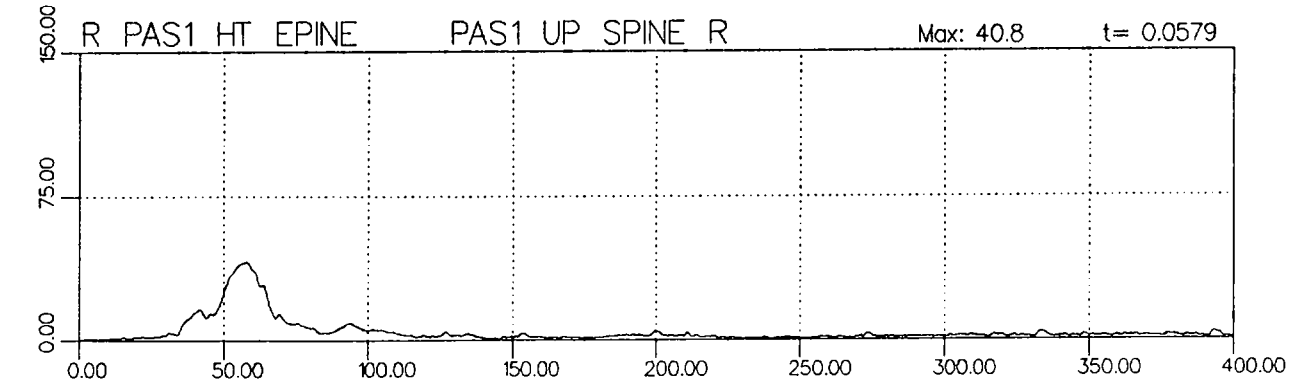
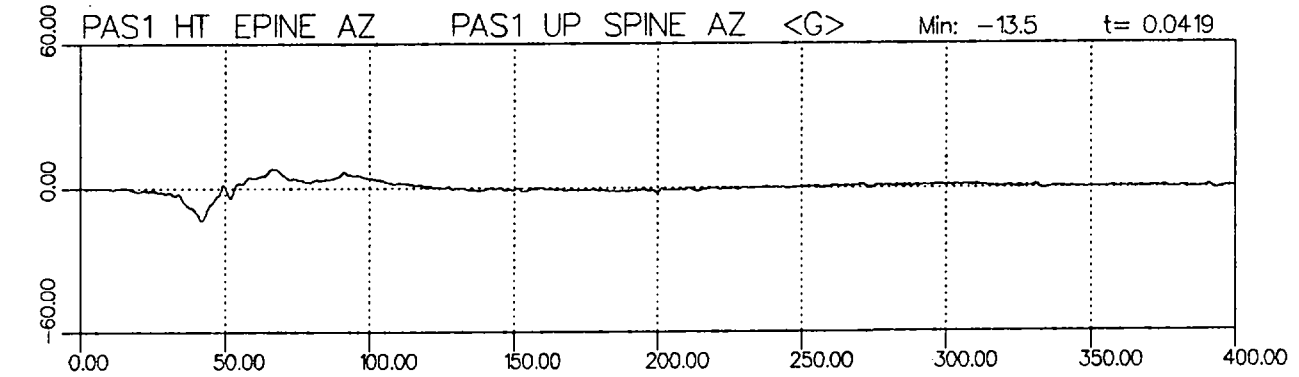
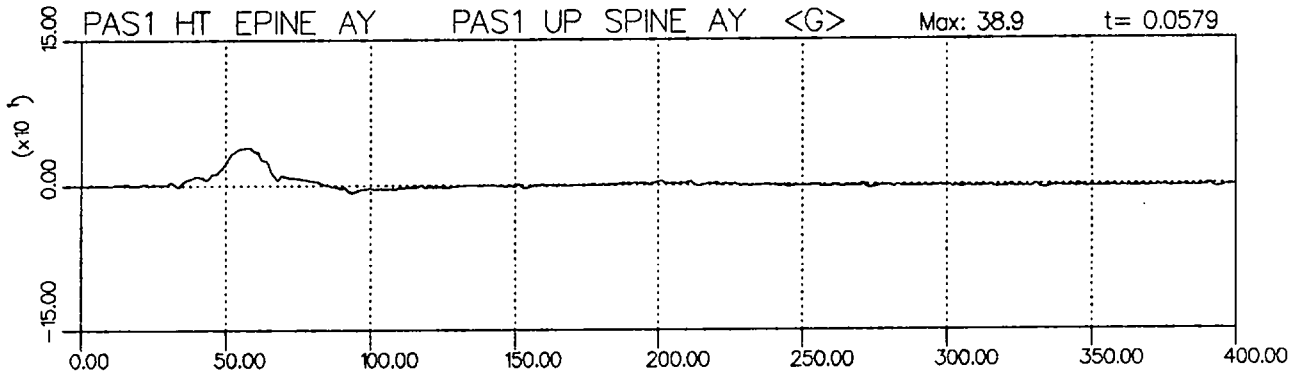
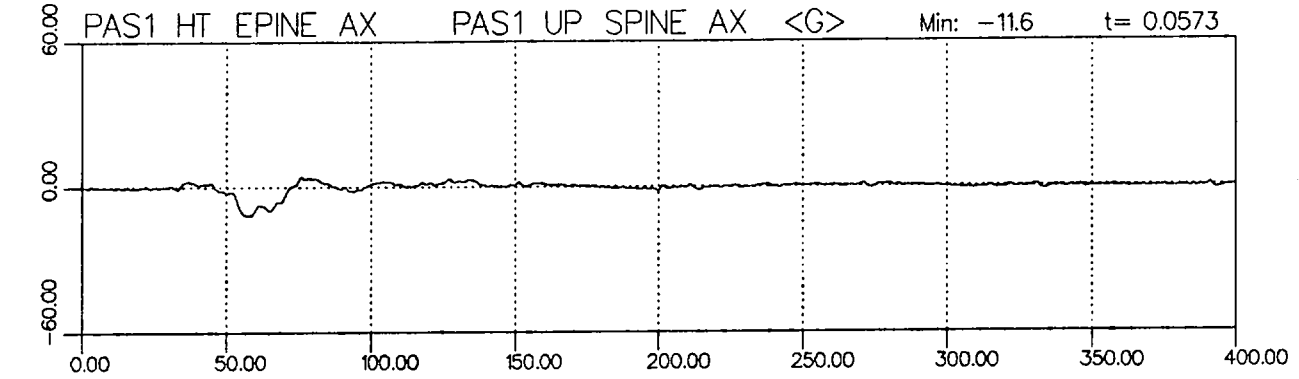


Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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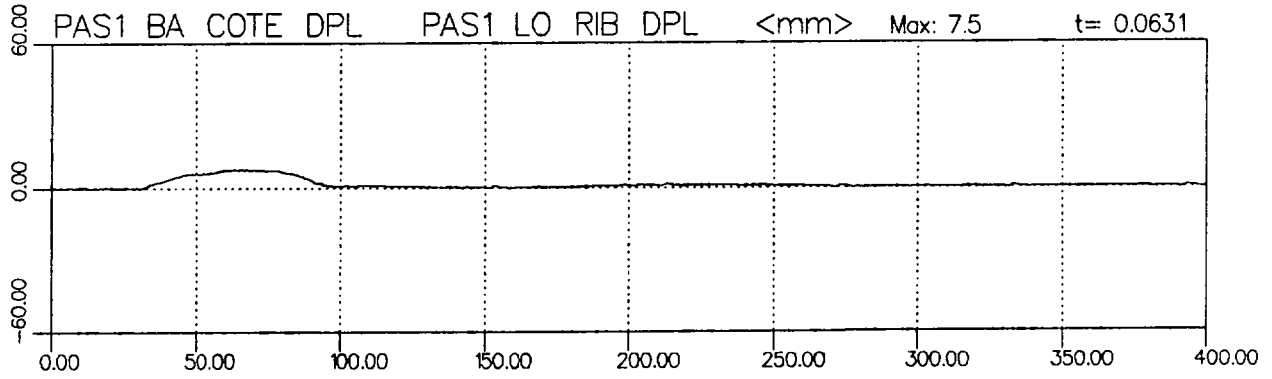
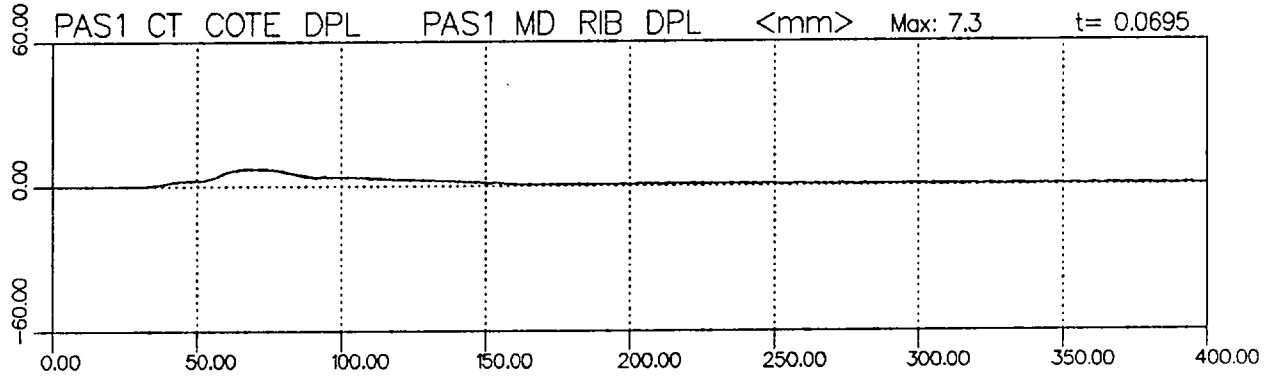
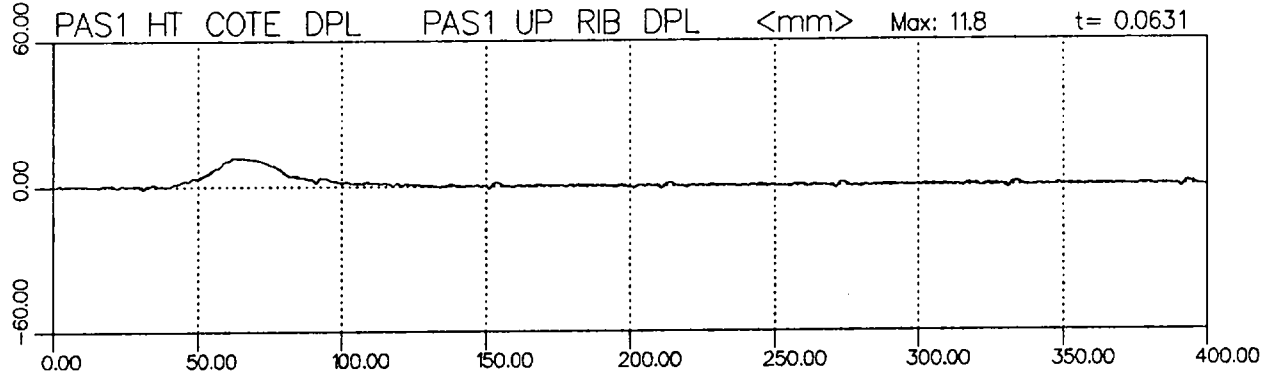


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

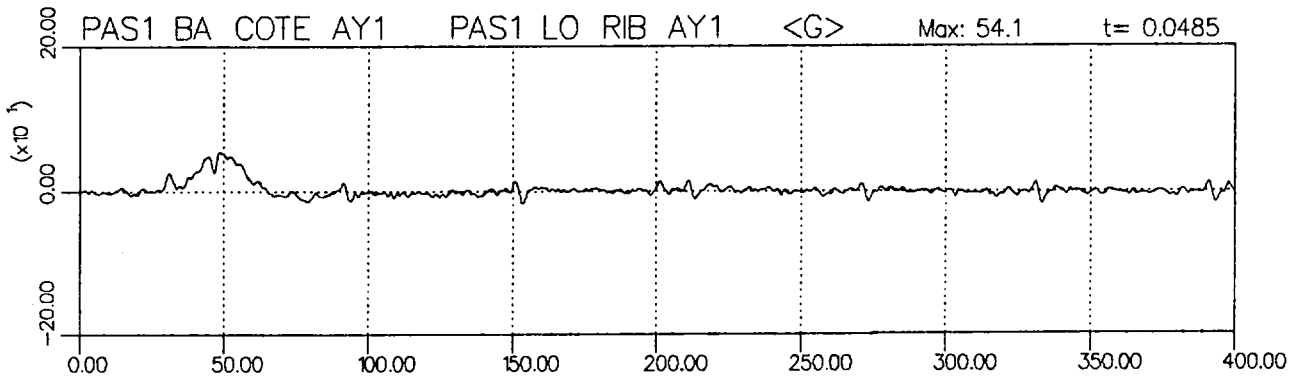
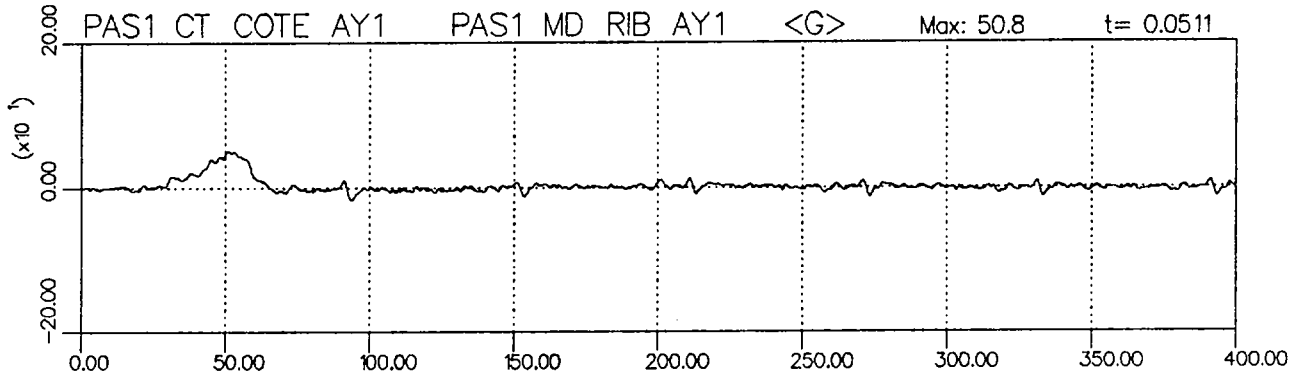
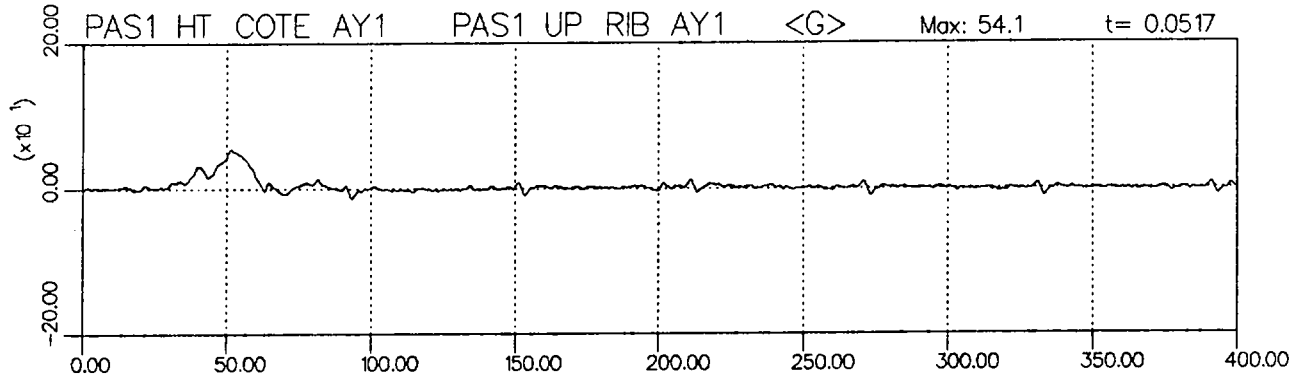
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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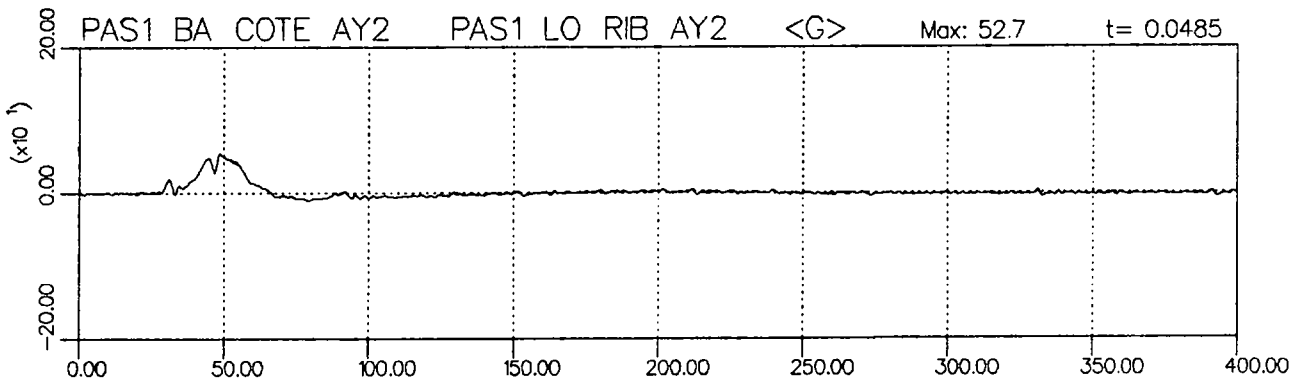
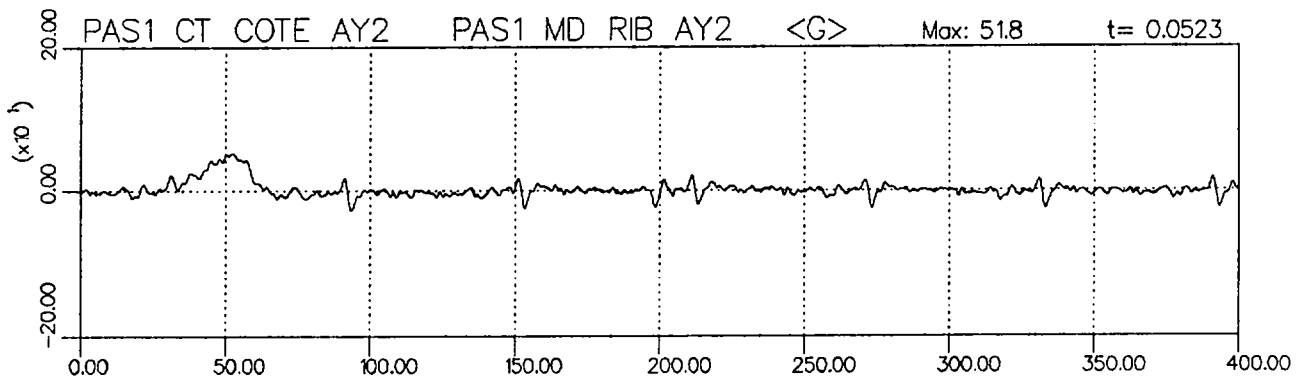
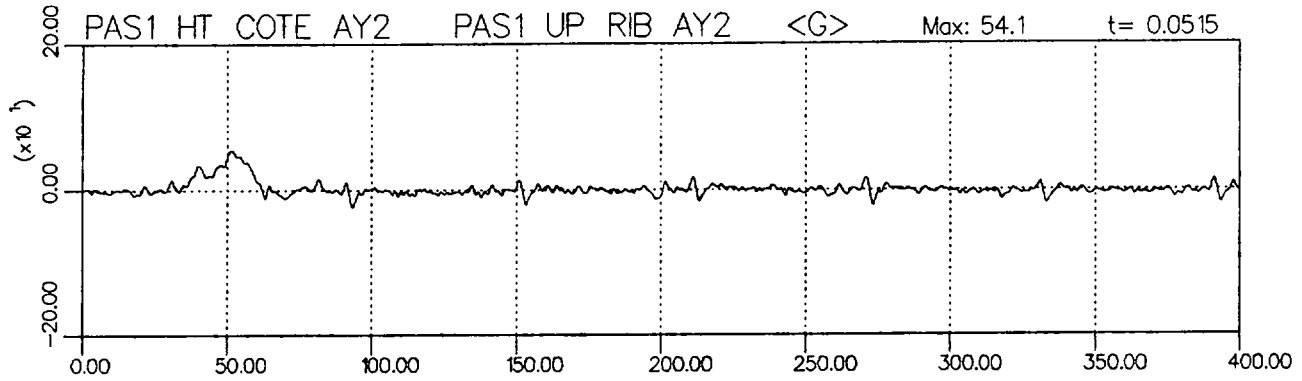
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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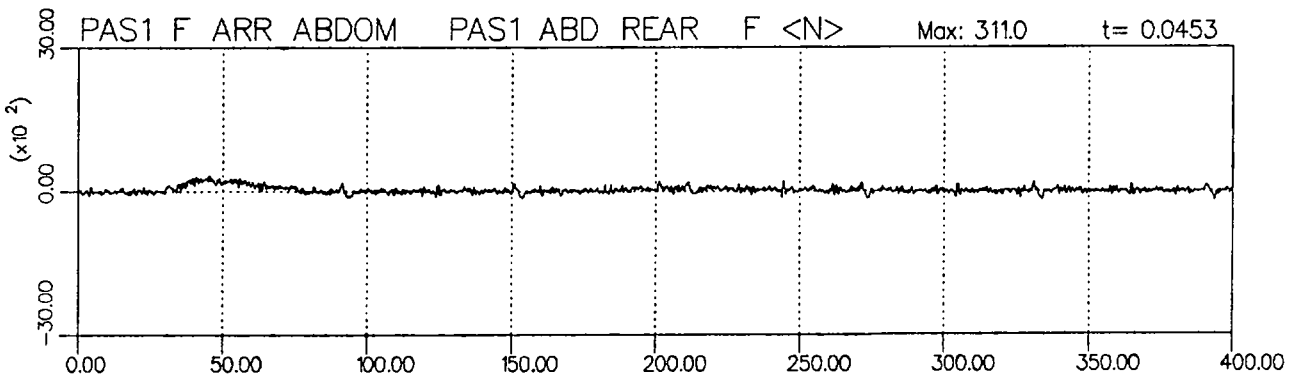
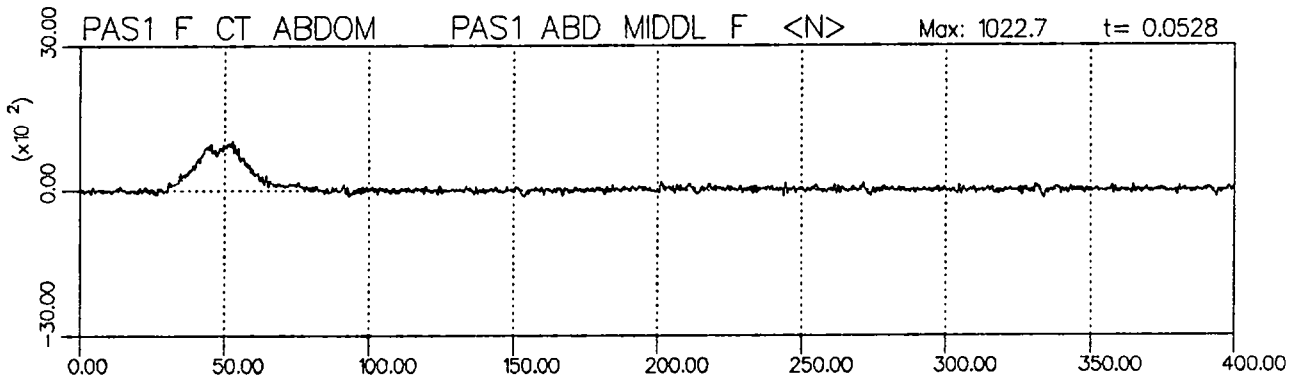
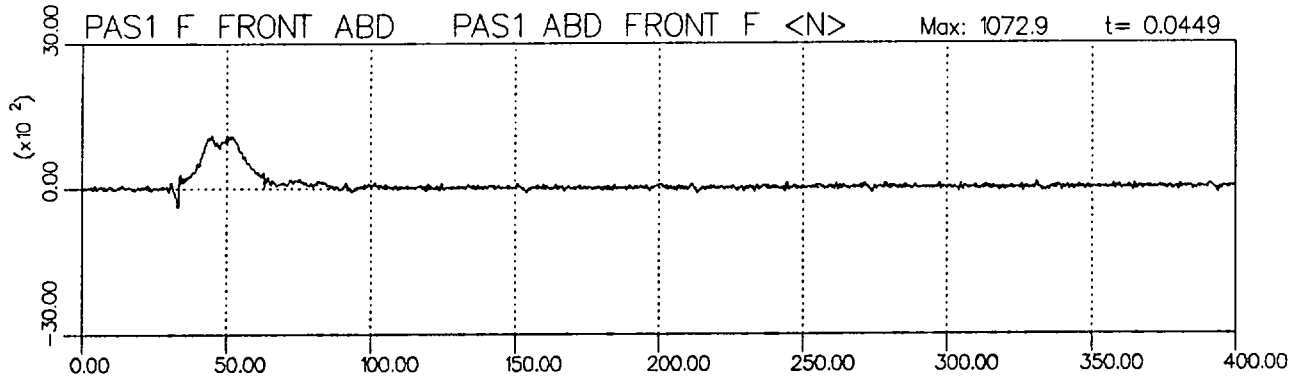
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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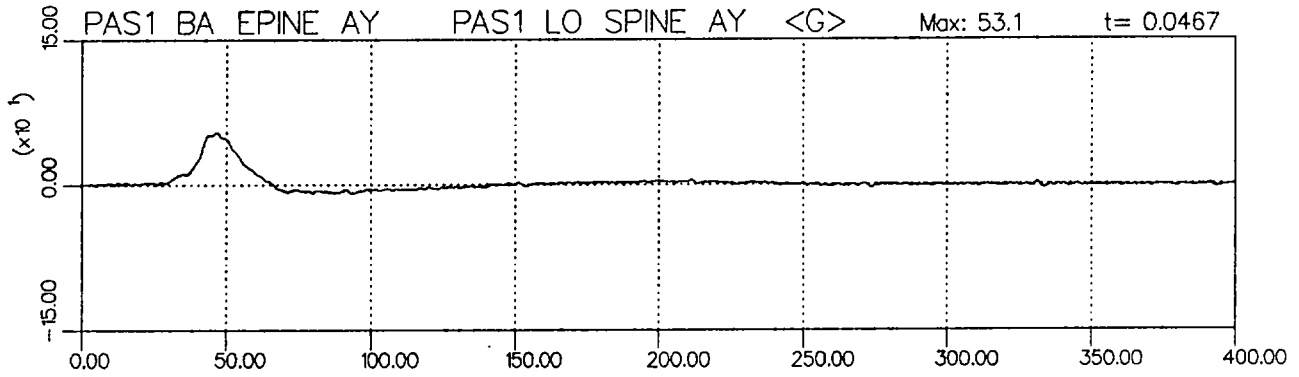
Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.



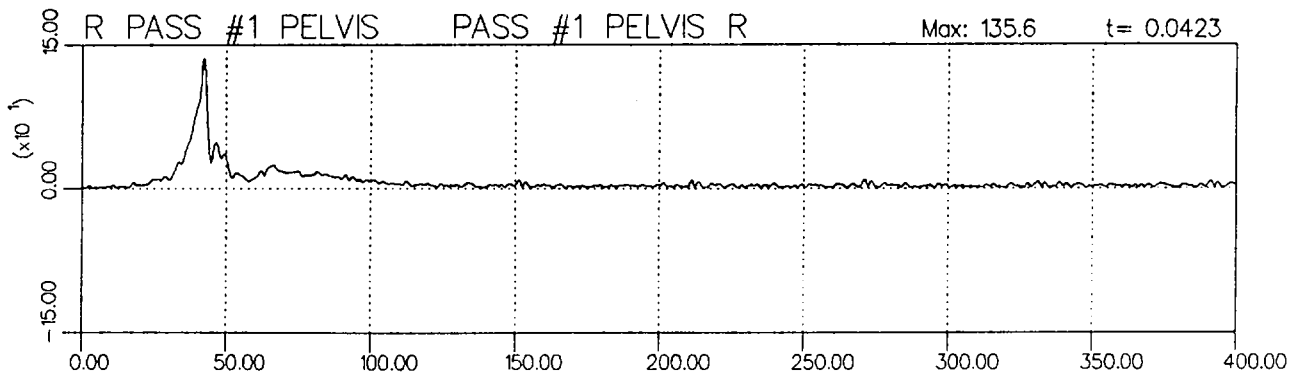
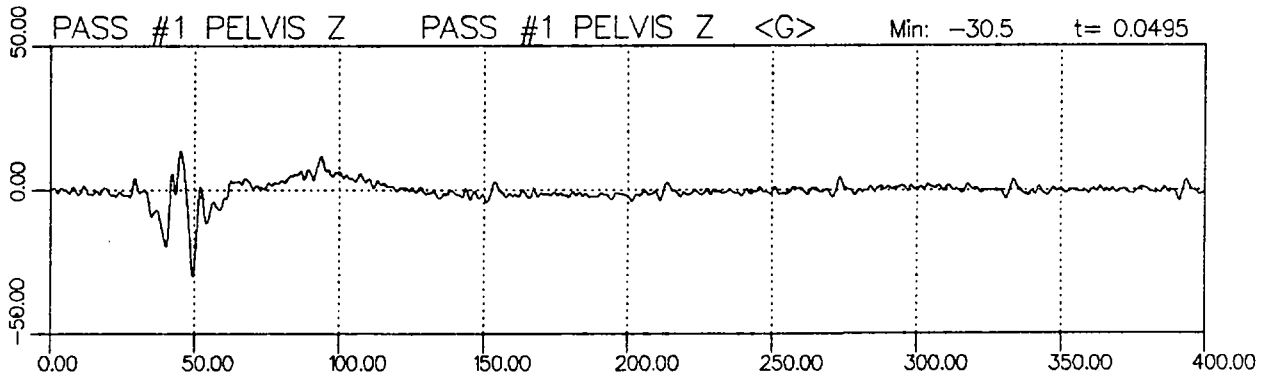
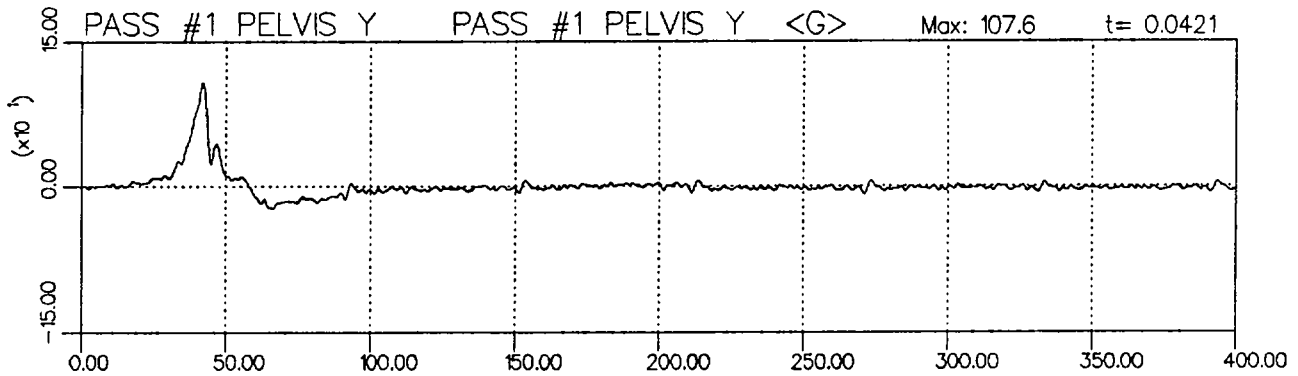
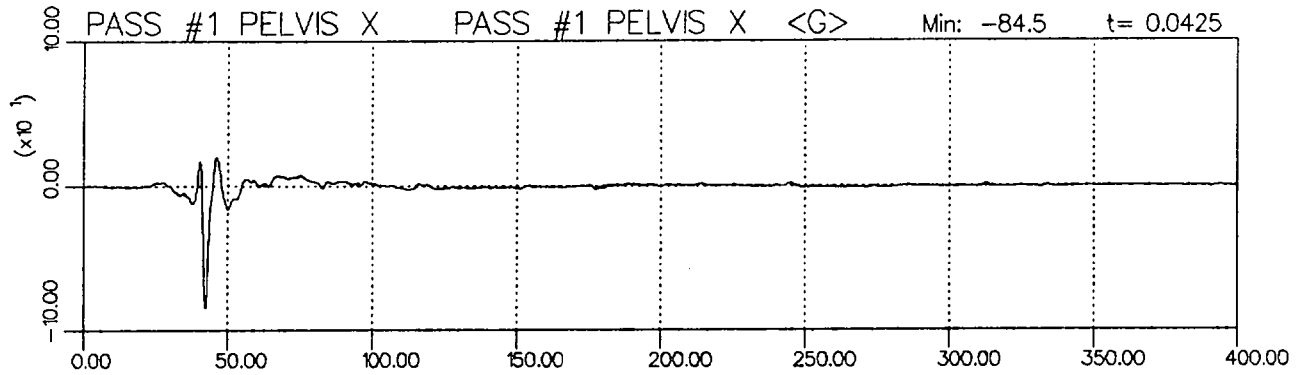
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision 26-AUG-92
Date impacted

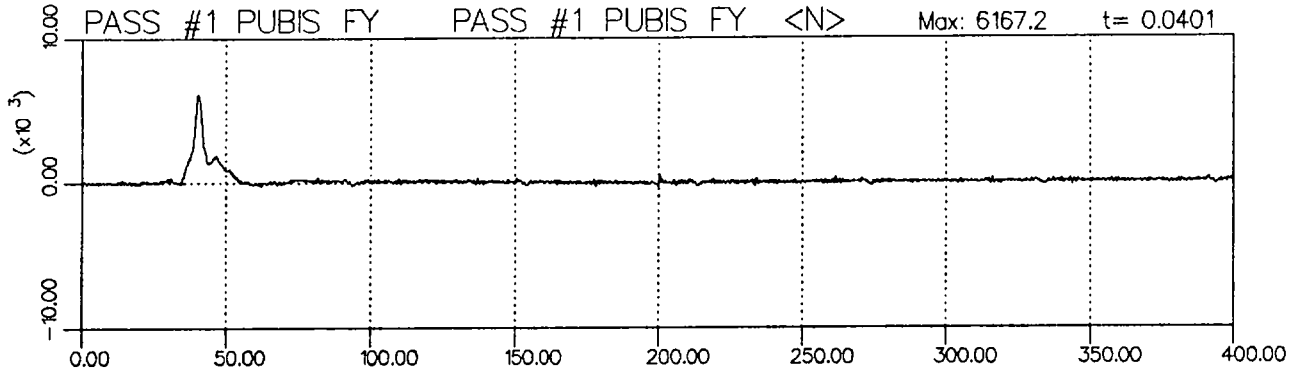
Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.



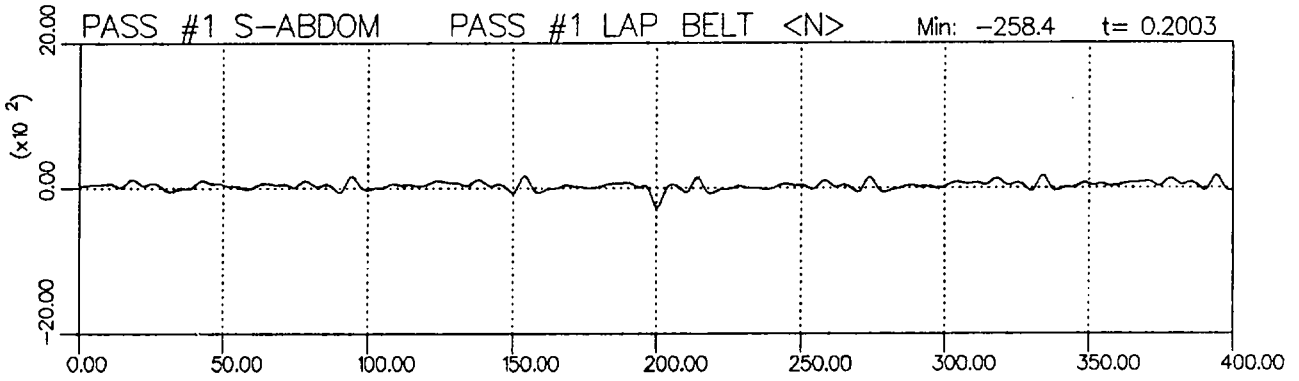
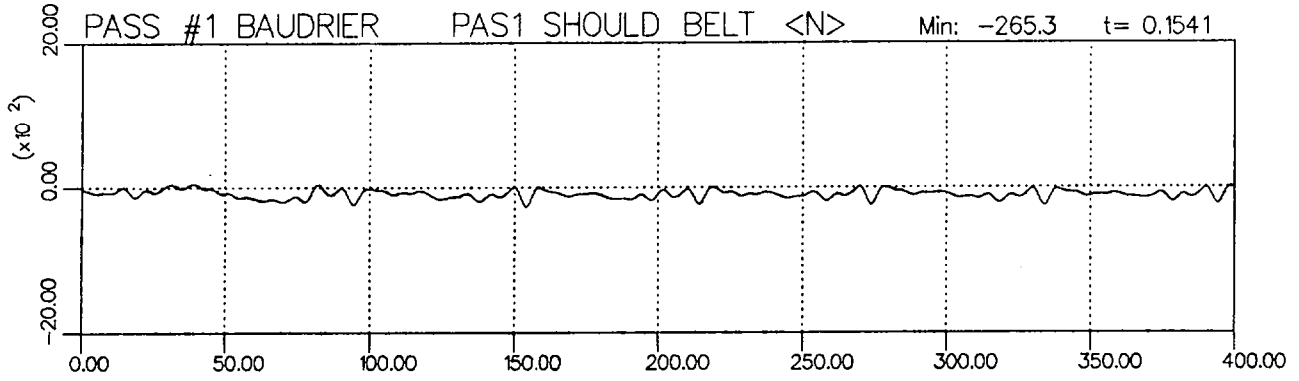
*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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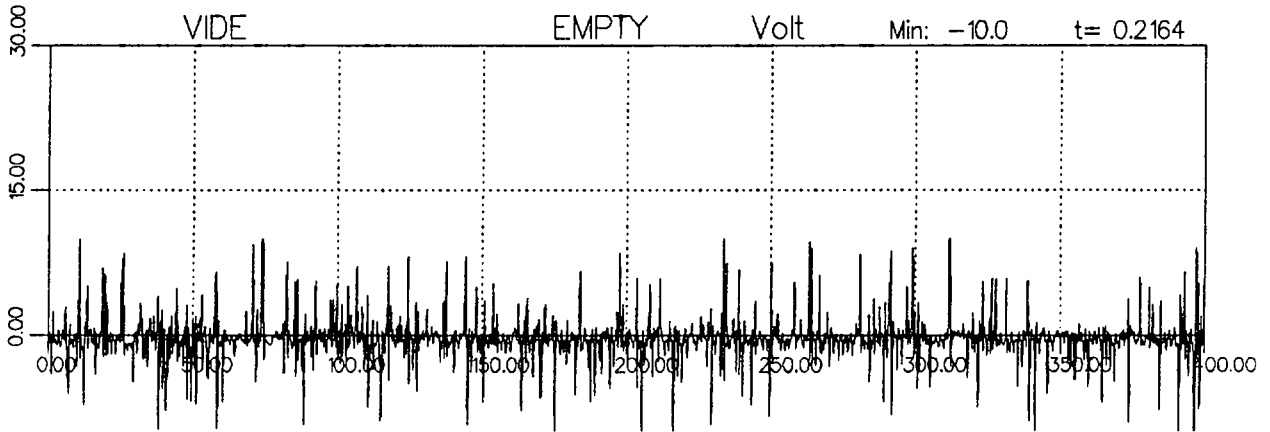
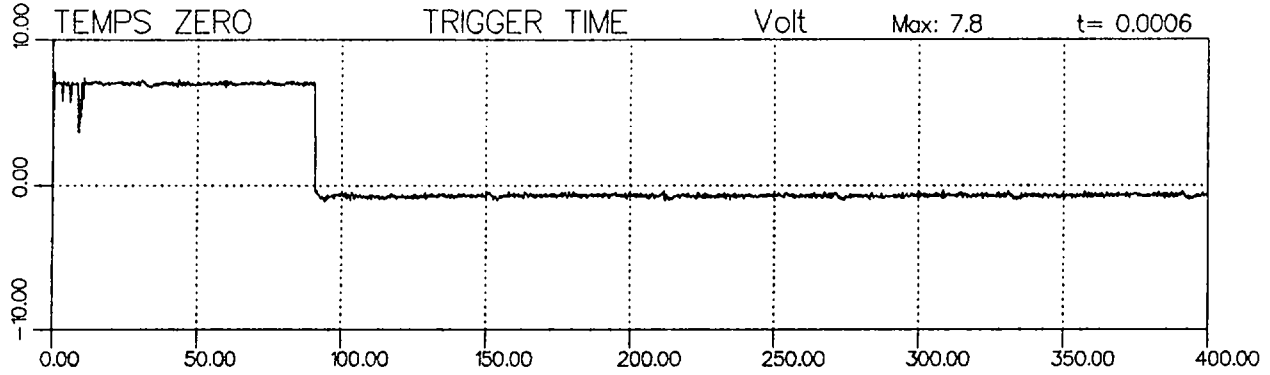


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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*: ECHELLE HABITUELLE DEPASSEE
 *: USUAL SCALE EXCEEDED

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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CRITERE DE BLESSURE DE LA TETE / HEAD INJURY CRITERIA (HIC)

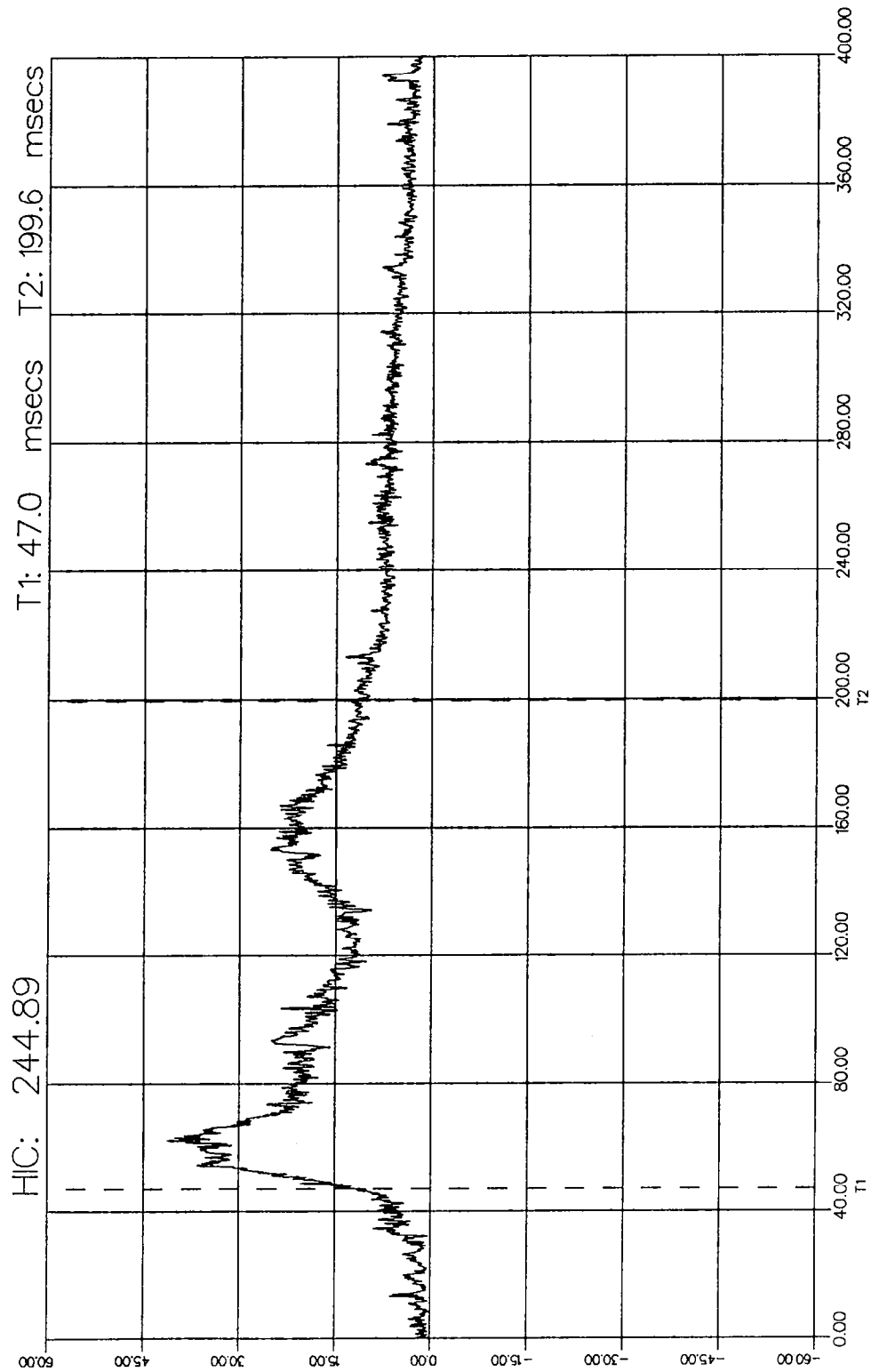
Nom du canal Channel name	HIC	T1 (sec)	T2 (sec)	INT (sec)	Méthode/Method
R CHAUFFEUR TETE DRIVER HEAD R	99.56	0.0530	0.0680	0.0150	Lim15
	136.91	0.0507	0.0867	0.0360	Lim36
	244.89	0.0470	0.1996	0.1526	Sans limite de temps No time limit
	N/A	N/A	N/A	N/A	Temps de contact Contact duration (1)

Nom du canal Channel name	HIC	T1 (sec)	T2 (sec)	INT (sec)	Méthode/Method
R PASS #1 TETE PASS #1 HEAD R	423.01	0.0612	0.0644	0.0032	Lim15
	423.01	0.0612	0.0644	0.0032	Lim36
	423.01	0.0612	0.0644	0.0032	Sans limite de temps No time limit
	N/A	N/A	N/A	N/A	Temps de contact Contact duration (1)

(1) L'algorithme ne fait pas la différence entre les contacts du menton au thorax et les autres contacts
The algorithm does not discriminate the chin to thorax contacts from other contacts

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	I.C. N° I.C. No.	92-137
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R CHAUFFEUR TETE DRIVER HEAD R



COLLATA/W USMDB27DEG.

COLLATA/W USMDB27DEG.

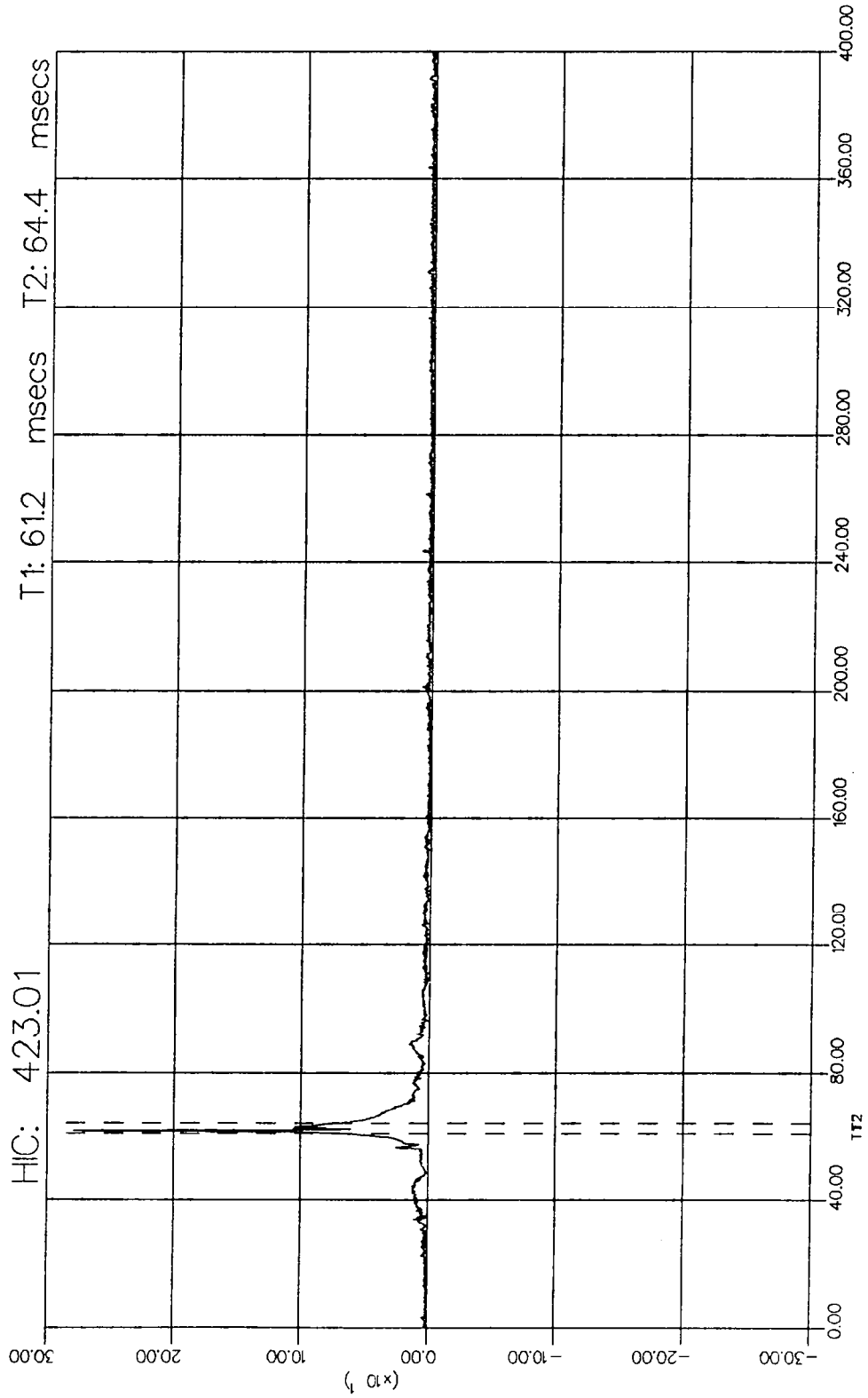
Date de collision 26-AUG-92
Date impacted

Véhicule
Vehicle

FORD CROWN VIC92

T.C. N° 92-137
T.C. No.

R PASS #1 TETE PASS #1 HEAD R



Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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ACCELERATION DE LA TETE > 80 G / HEAD ACCELERATION > 80 G

Nom du canal Channel name	Cumulative Int. Cumulatif
R CHAUFFEUR TETE DRIVER HEAD R	0.0000 (Sec)

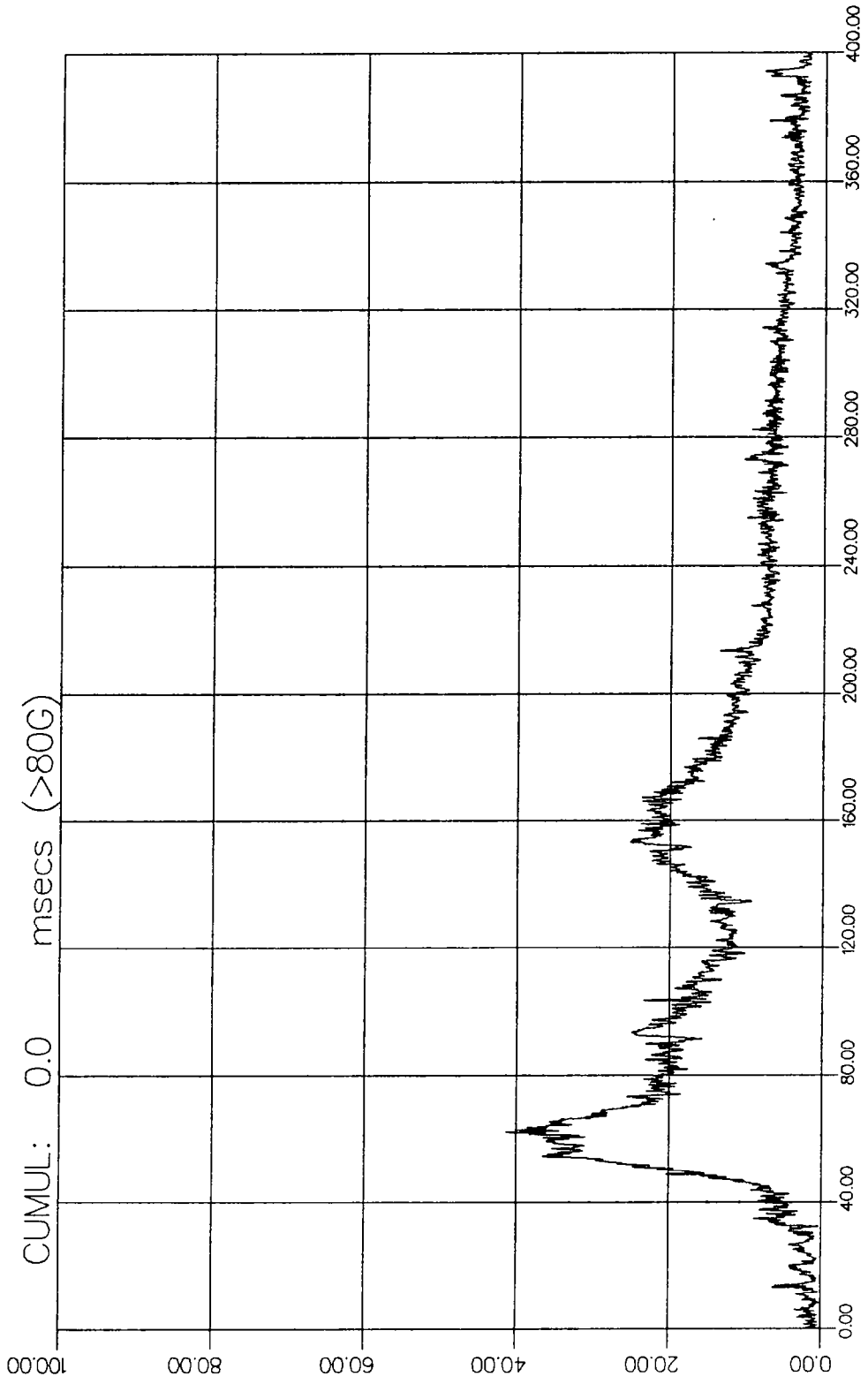
Nom du canal Channel name	Cumulative Int. Cumulatif
R PASS #1 TETE PASS #1 HEAD R	0.0025 (Sec)

Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

R CHAUFFEUR TETE DRIVER HEAD R



Date de collision 26-AUG-92
Date impacted

Véhicule
Vehicle

FORD CROWN VIC92

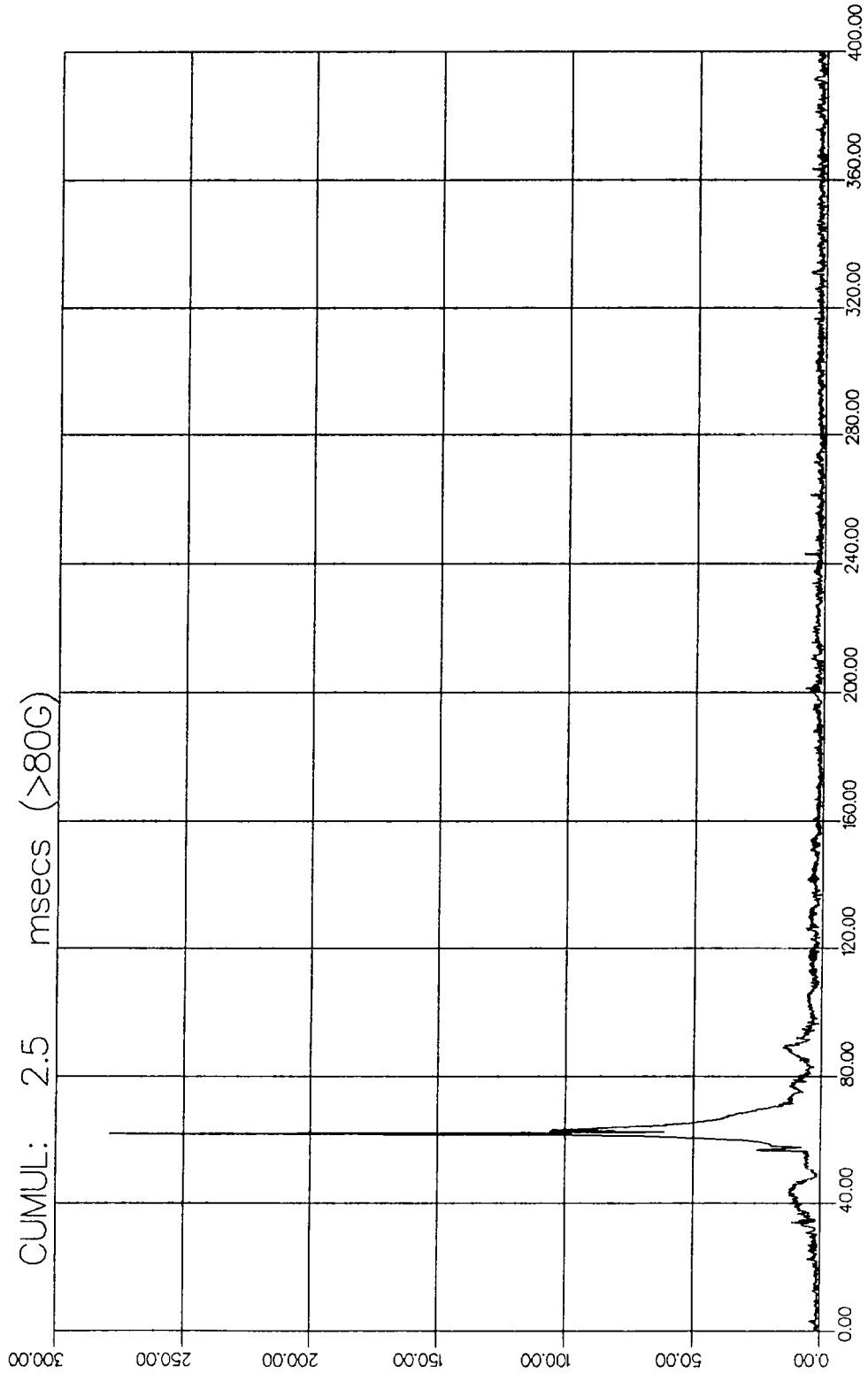
COLL.LATA/W U.S.MDB.27DEG.

COLL.LATA/W U.S.MDB.27DEG.

T.C. N°
T.C. No.

92-137

R PASS #1 TETE PASS #1 HEAD R



Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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INDICE DE TRAUMATISME THORACIQUE / THORAX TRAUMA INDEX

MAXIMUM DES CANAUX / CHANNEL'S MAXIMUM

TTI (Chauffeur/Driver)

71.38

NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
CHAU HT COTE AY1	DRIV UP RIB AY1	54.60	<G>
CHAU BA COTE AY1	DRIV LO RIB AY1	92.08	<G>
CHAU HT COTE AY2	DRIV UP RIB AY2	56.68	<G>
CHAU BA COTE AY2	DRIV LO RIB AY2	99.33	<G>
CHAU BA EPINE AY	DRIV LO SPINE AY	50.68	<G>

TTI (Passager #1/Passenger #1)

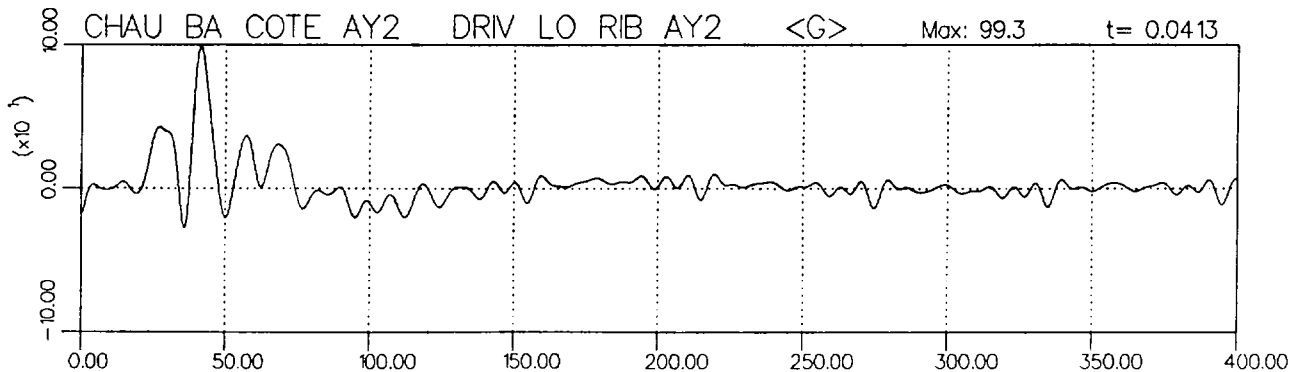
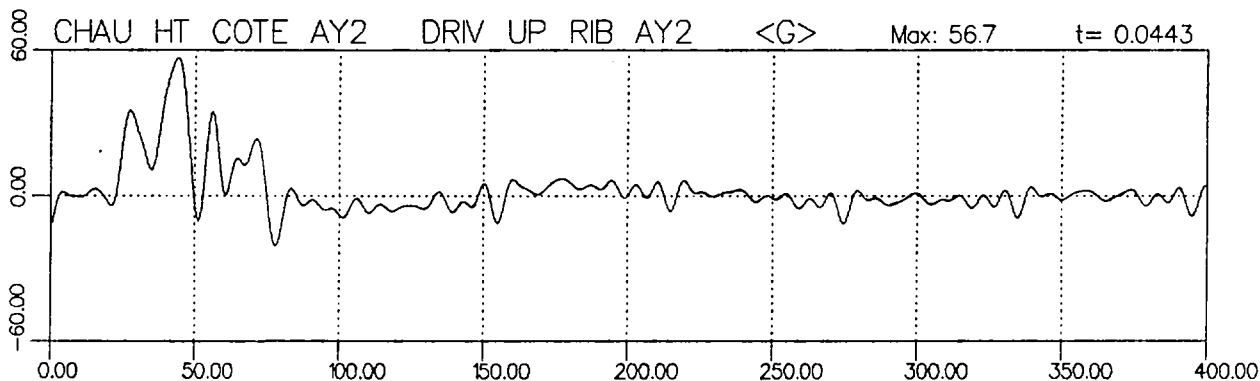
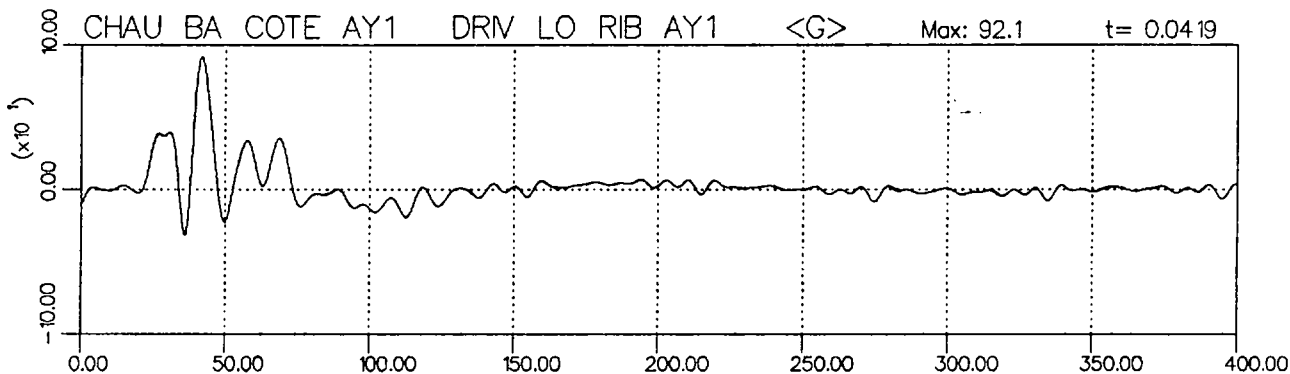
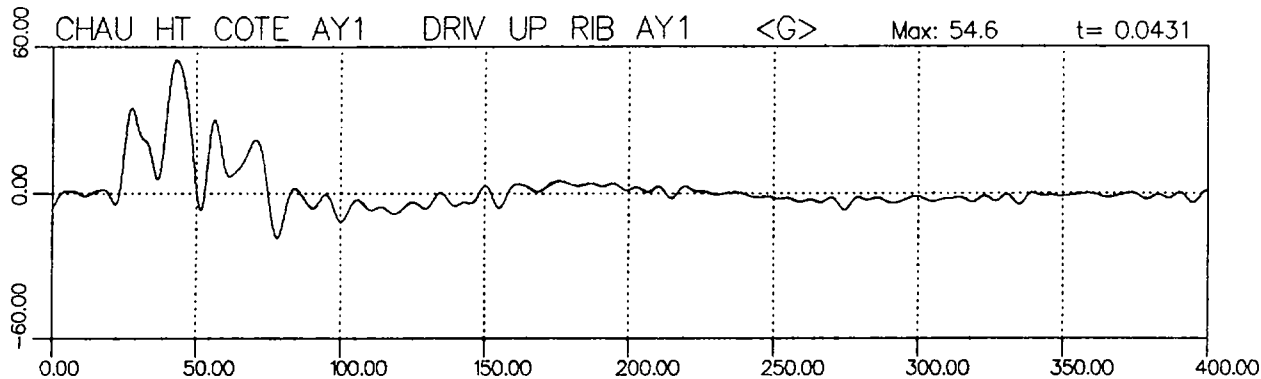
50.20

NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
PAS1 HT COTE AY1	PAS1 UP RIB AY1	49.68	<G>
PAS1 BA COTE AY1	PAS1 LO RIB AY1	49.08	<G>
PAS1 HT COTE AY2	PAS1 UP RIB AY2	49.91	<G>
PAS1 BA COTE AY2	PAS1 LO RIB AY2	48.10	<G>
PAS1 BA EPINE AY	PAS1 LO SPINE AY	50.73	<G>

$$TTI = \frac{\left| \begin{array}{l} \text{LE PLUS GRAND MAXIMUM ENTRE LA} \\ \text{COTE DU HAUT ET CELLE DU BAS} \end{array} \right|_{\max} + \left| \text{ACCELERATION DE L'EPINE} \right|}{2}$$

$$TTI = \frac{\left| \begin{array}{l} \text{THE GREATEST ACCELERATION} \\ \text{BETWEEN UPPER \& LOWER RIB} \end{array} \right|_{\max} + \left| \text{SPINE ACCELERATION} \right|}{2}$$

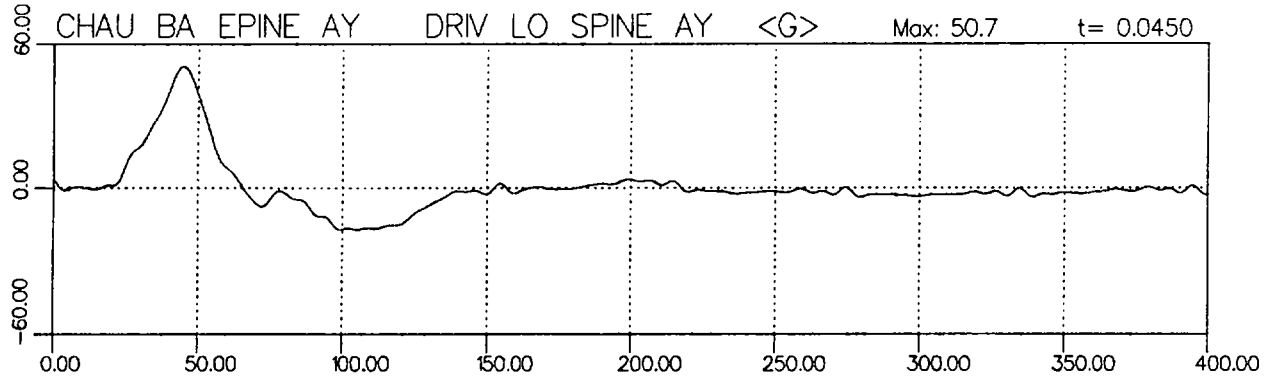
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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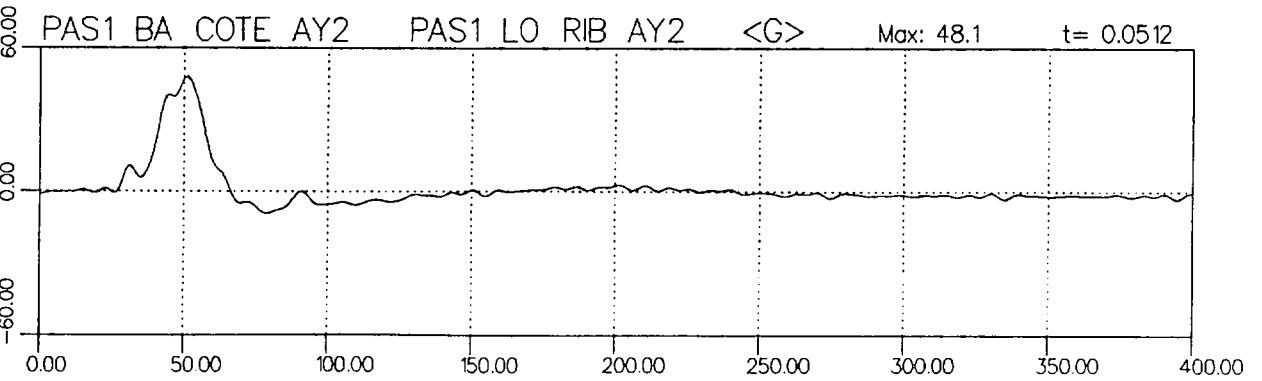
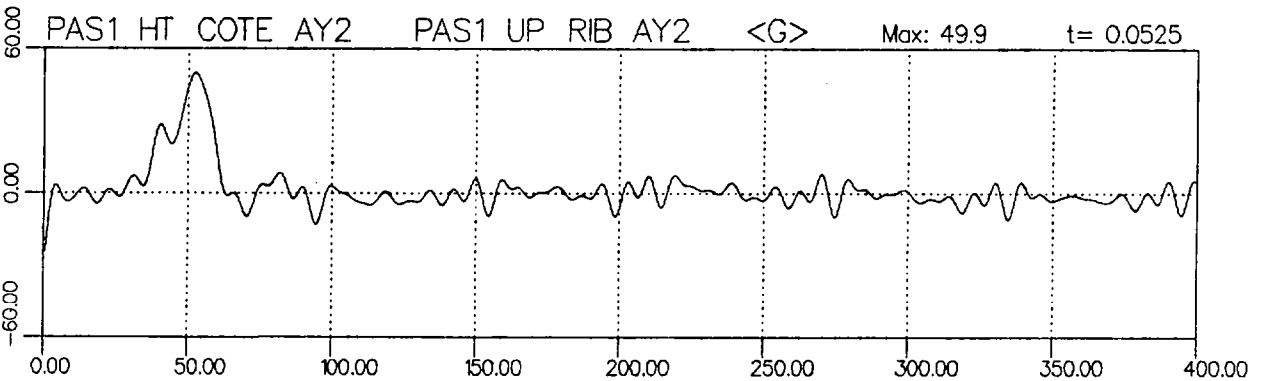
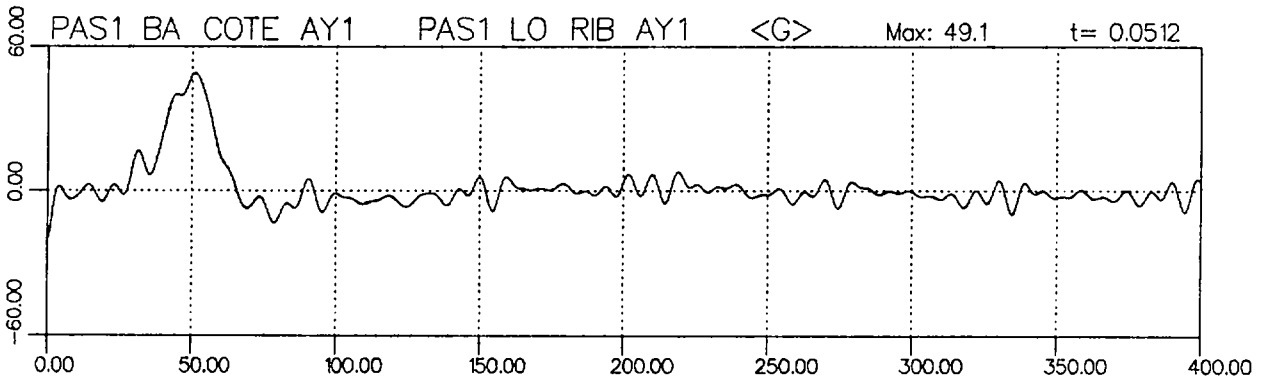
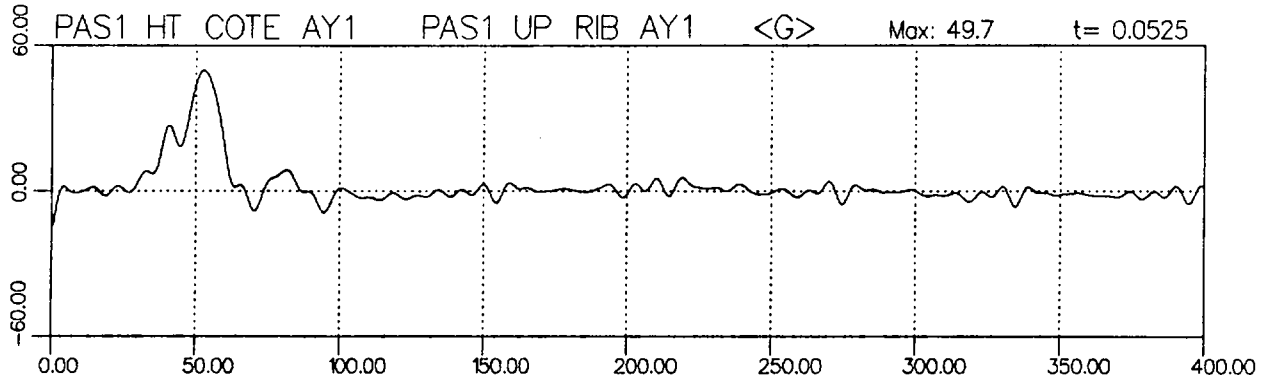
Date de colfision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

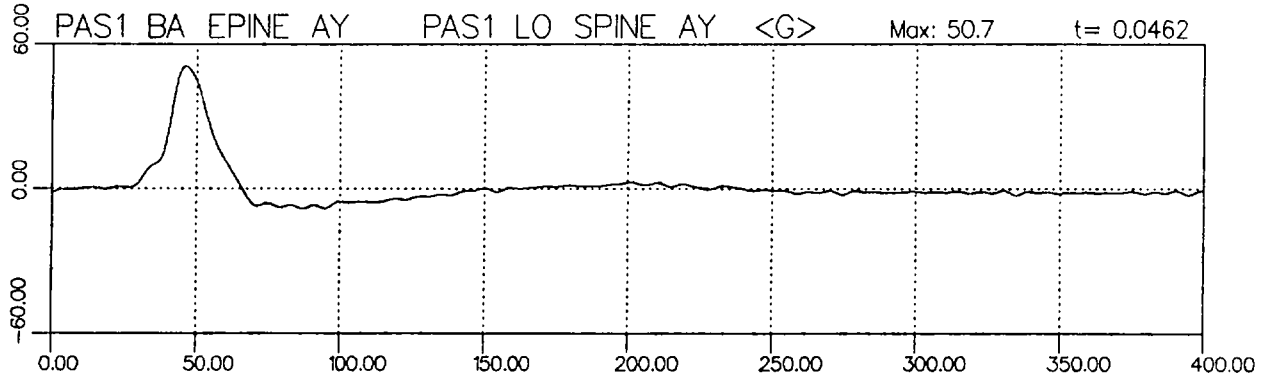
T.C. N° 92-137
T.C. No.



Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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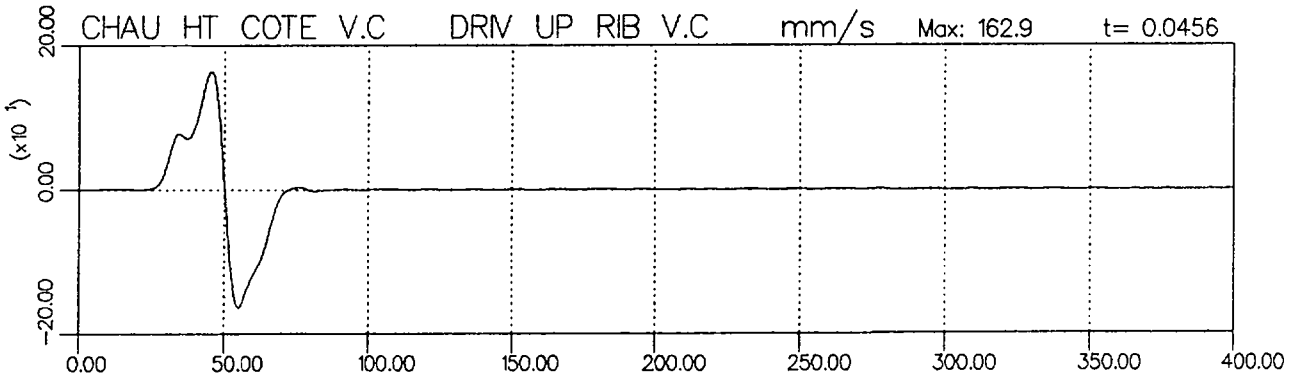
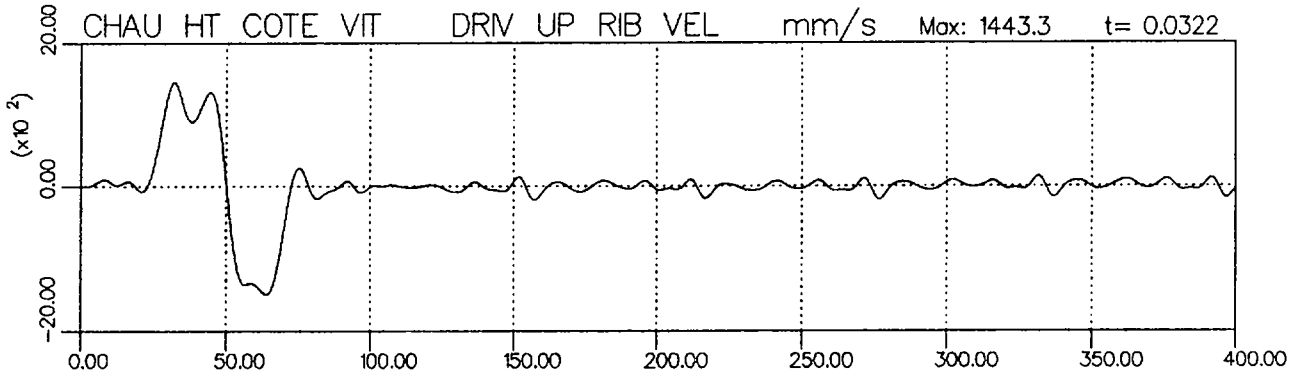
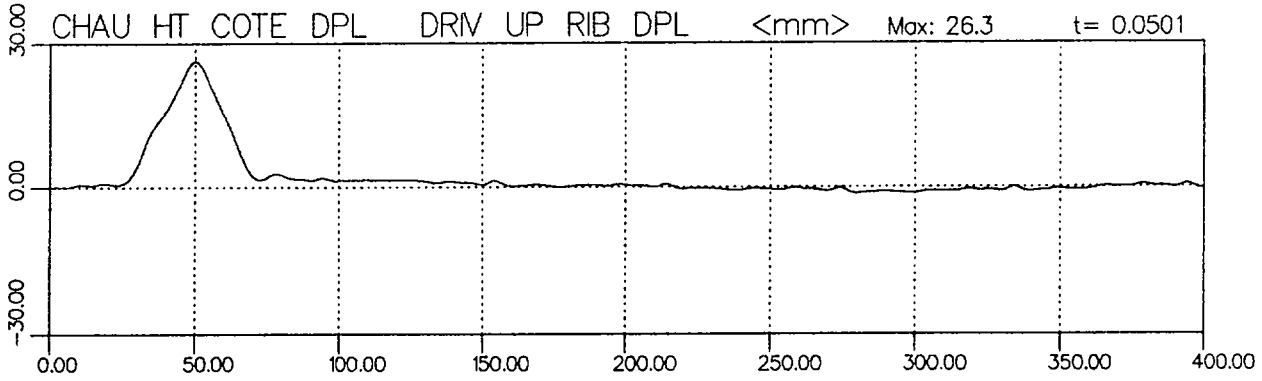
Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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Date de collision 26-AUG-92
 Date impacted

Véhicule FORD CROWN VIC92
 Vehicle

T.C. N° 92-137
 T.C. No.

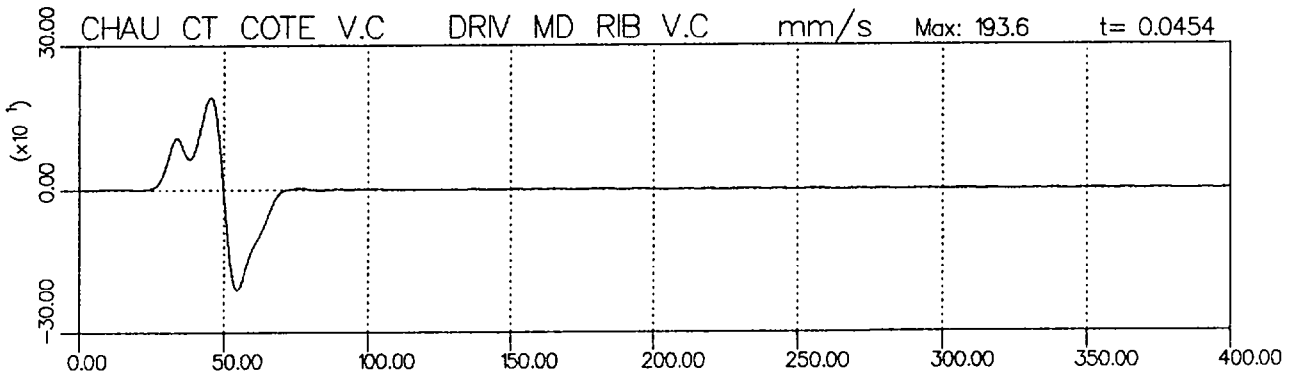
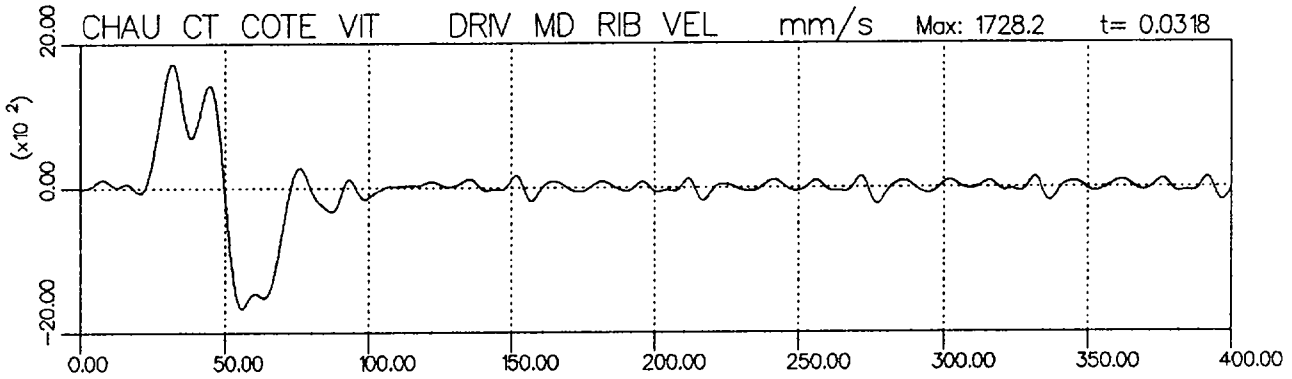
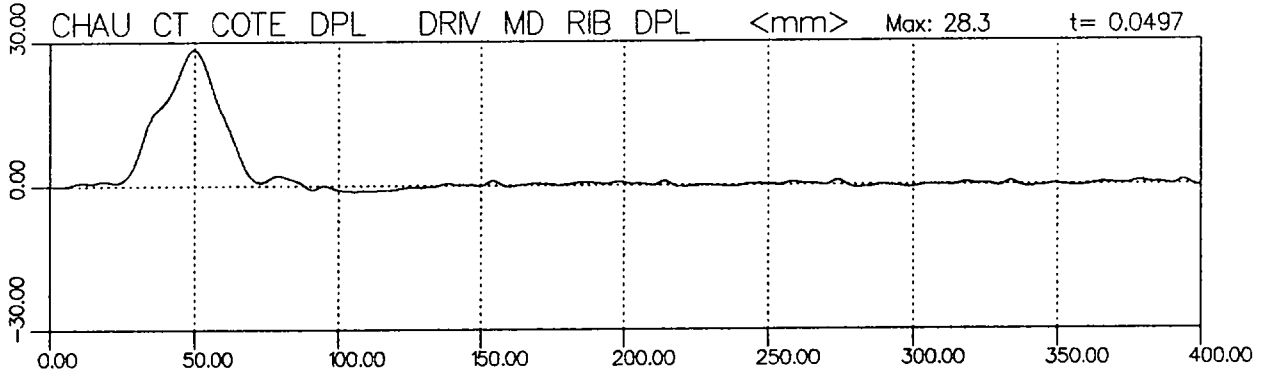


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

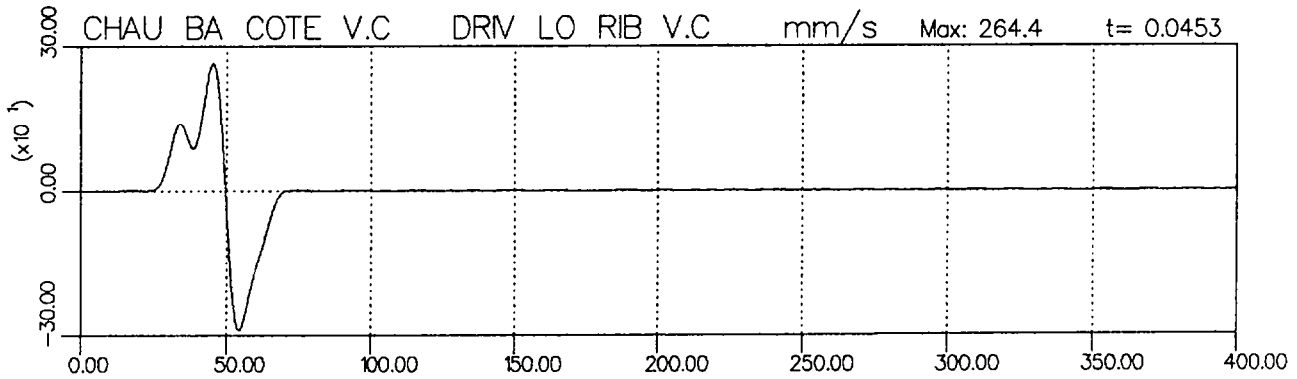
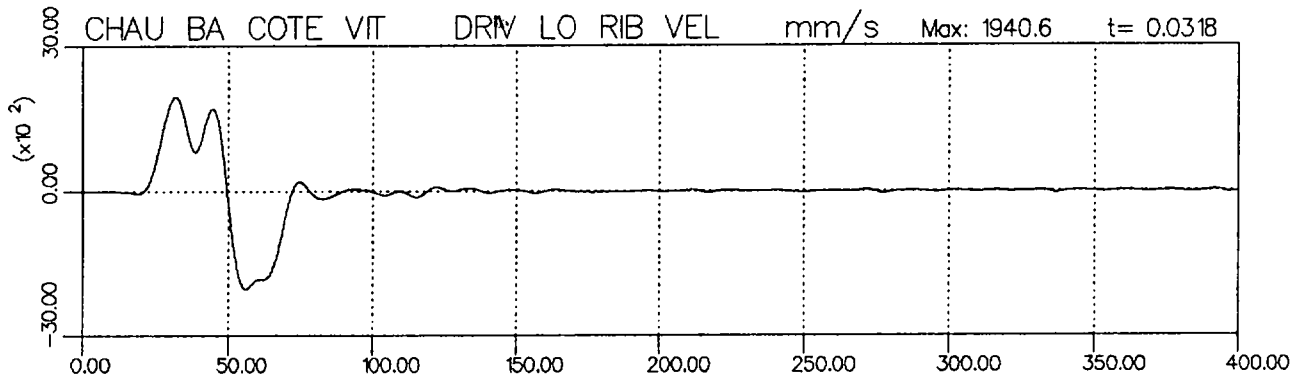
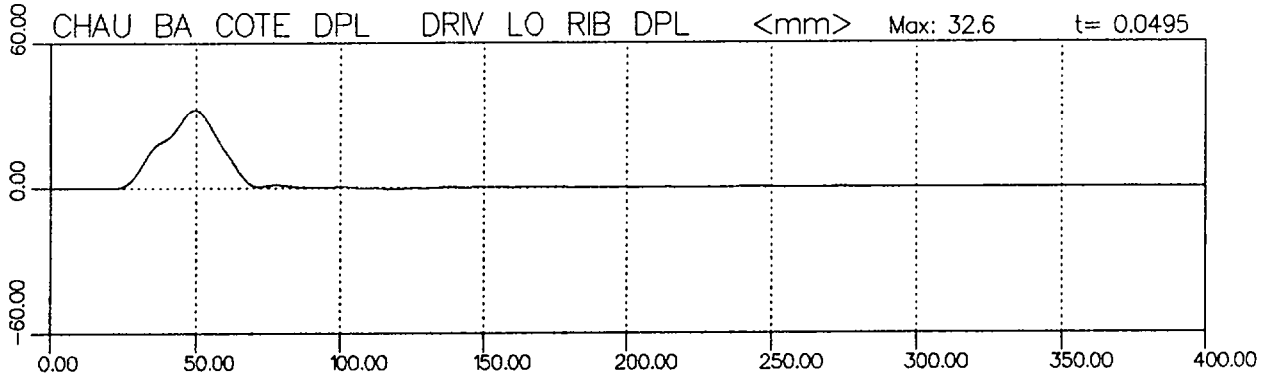


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0

Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

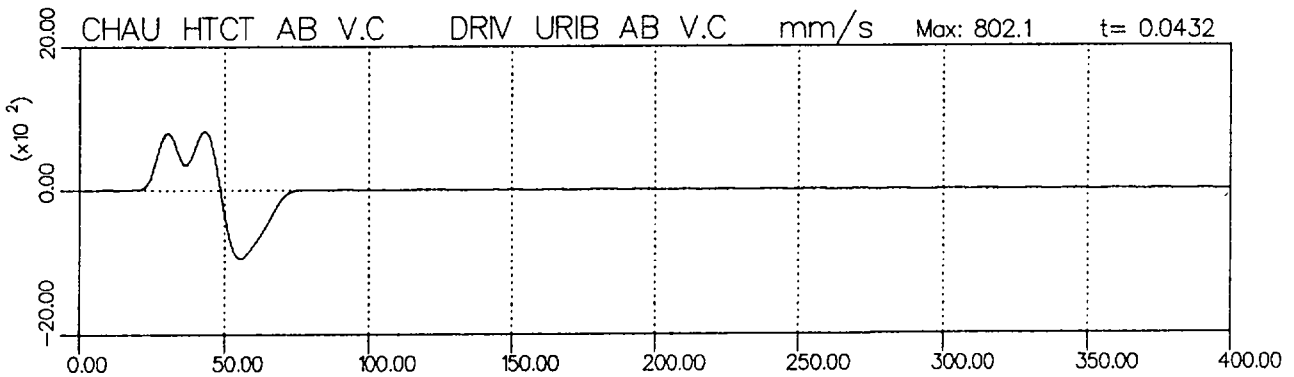
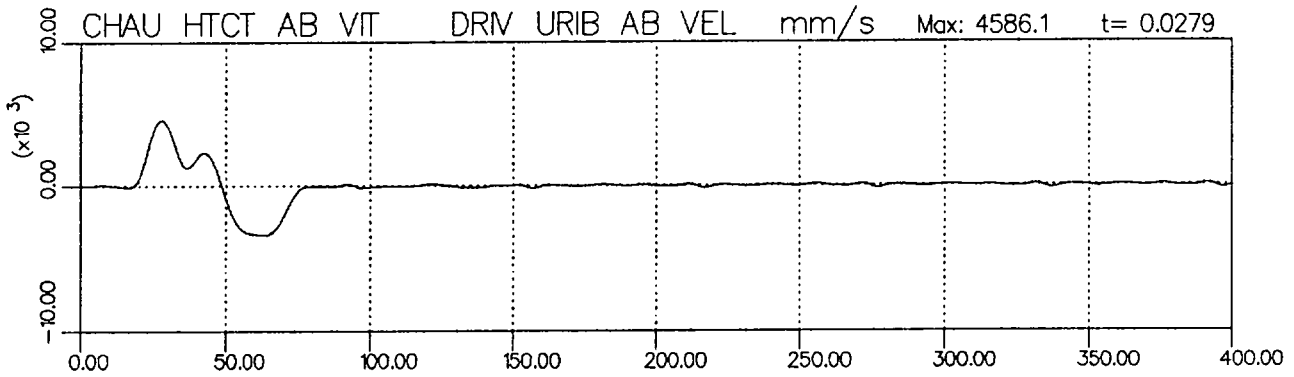
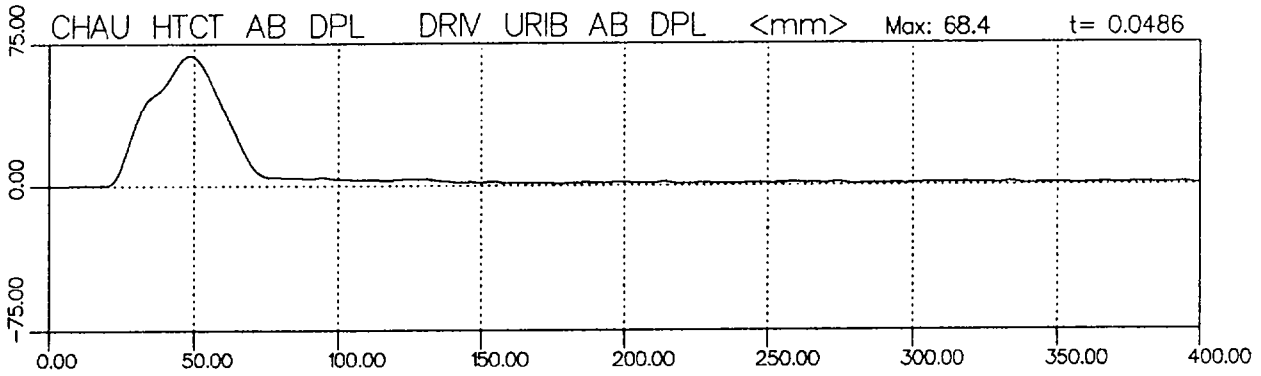


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 26-AUG-92
 Date impacted

Véhicule FORD CROWN VIC92
 Vehicle

T.C. N° 92-137
 T.C. No.

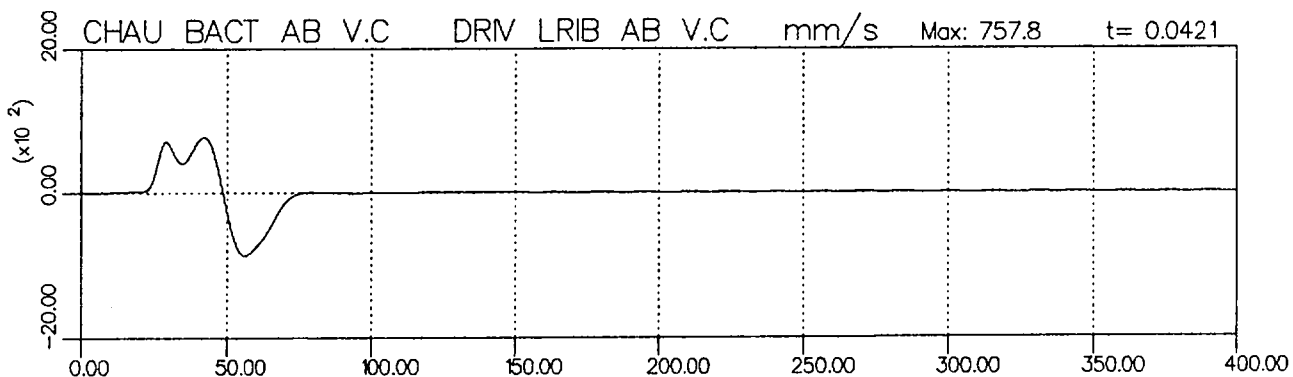
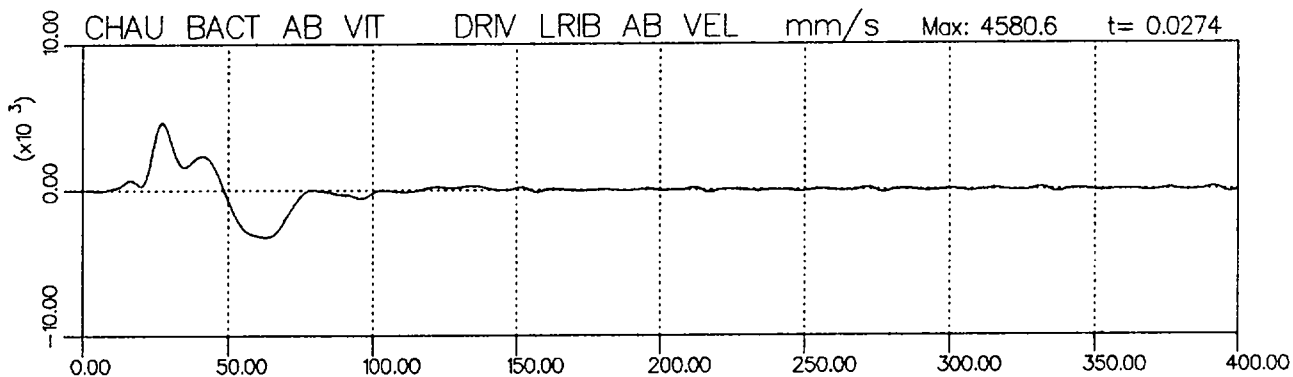
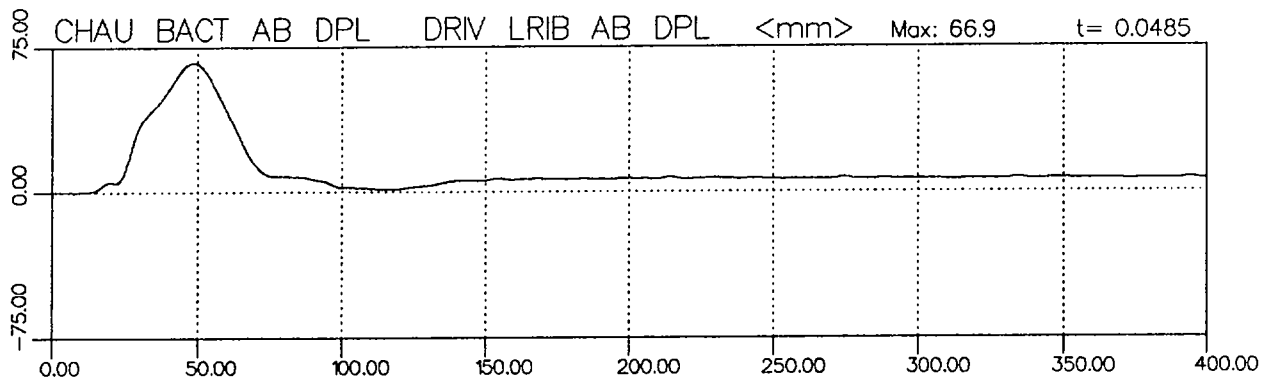


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0

Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

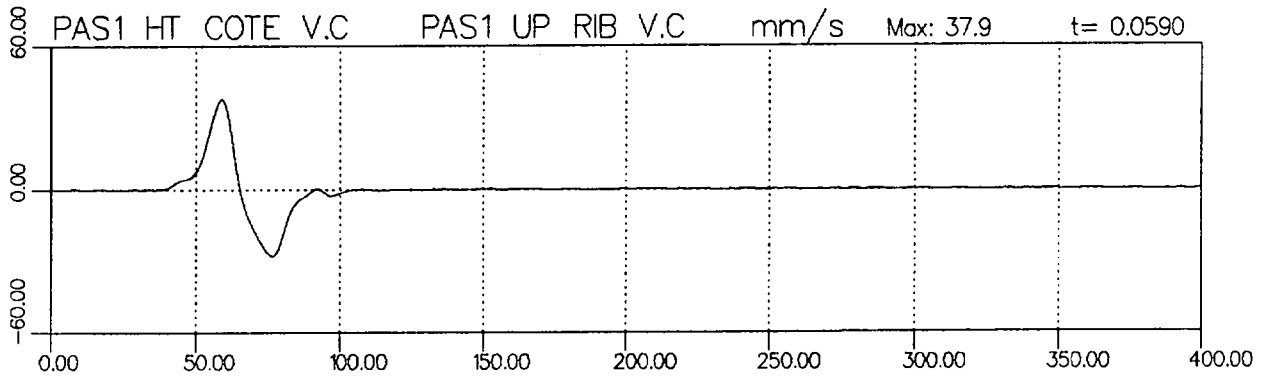
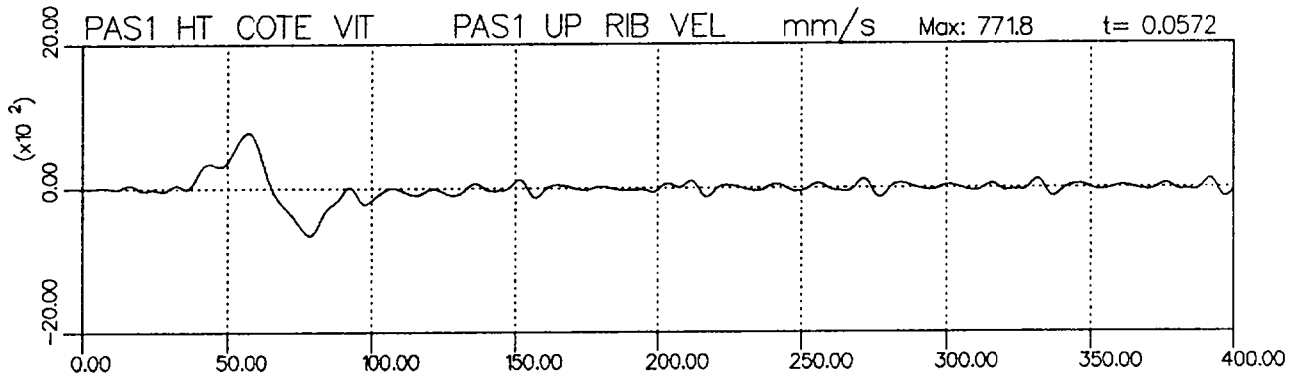
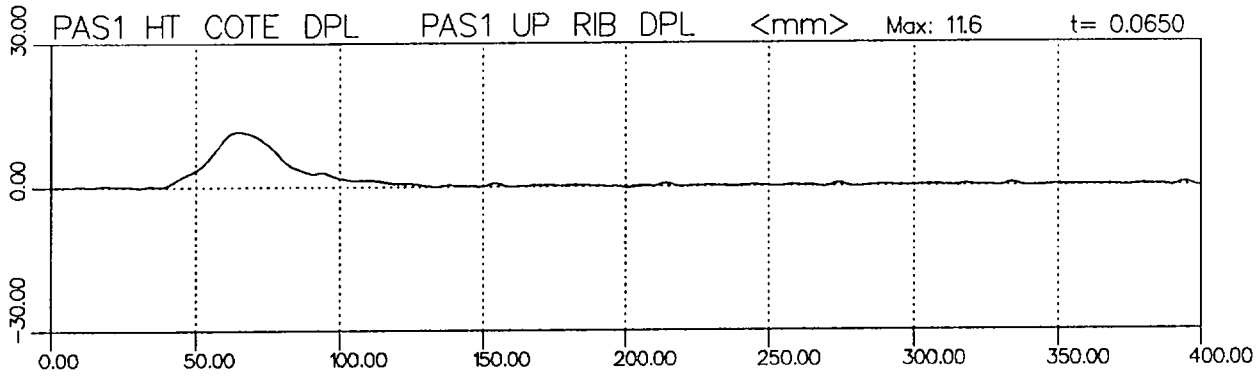


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 26-AUG-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

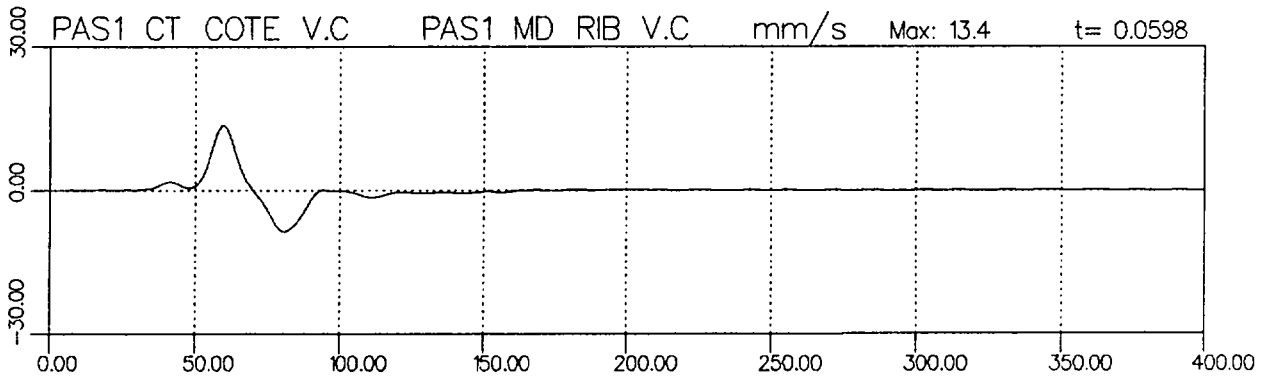
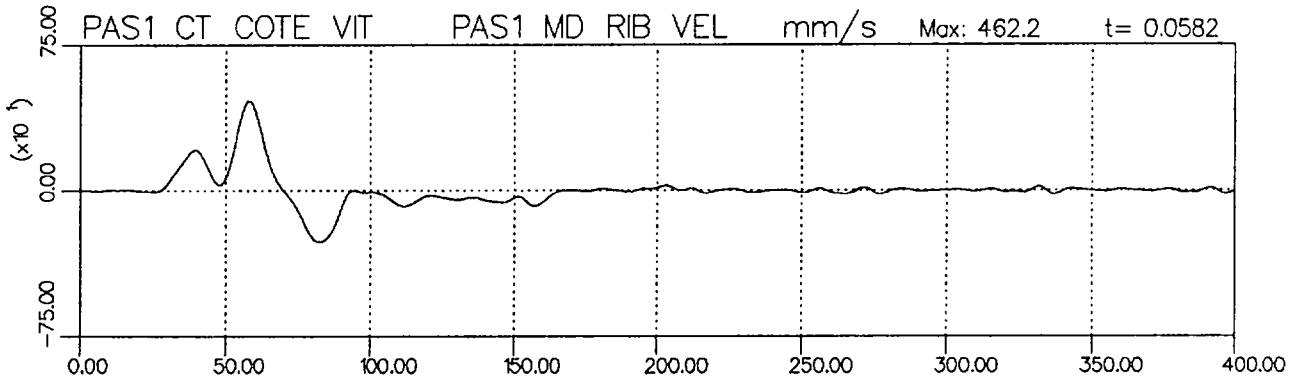
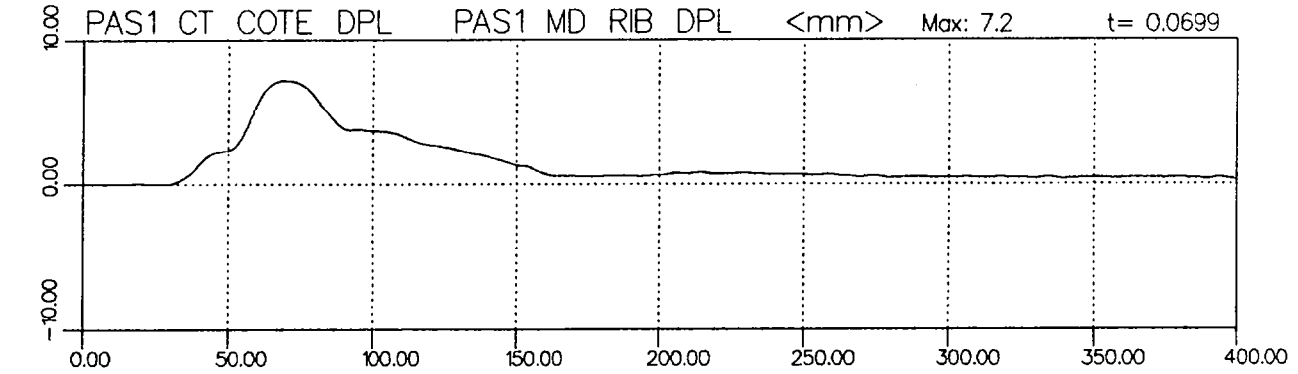
T.C. N° 92-137
T.C. No.



EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60

Facteur d'échelle/Scale Factor :1.0

Date de collision Date impacted	26--AUG--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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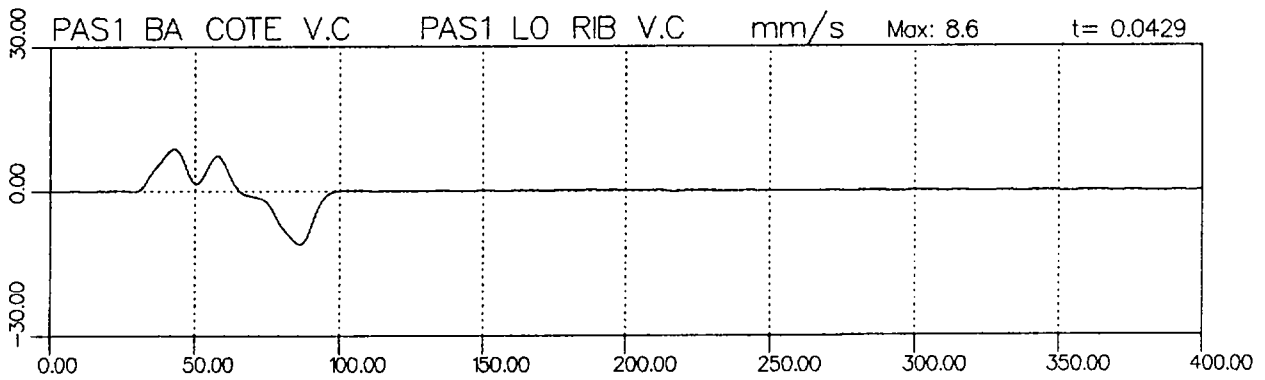
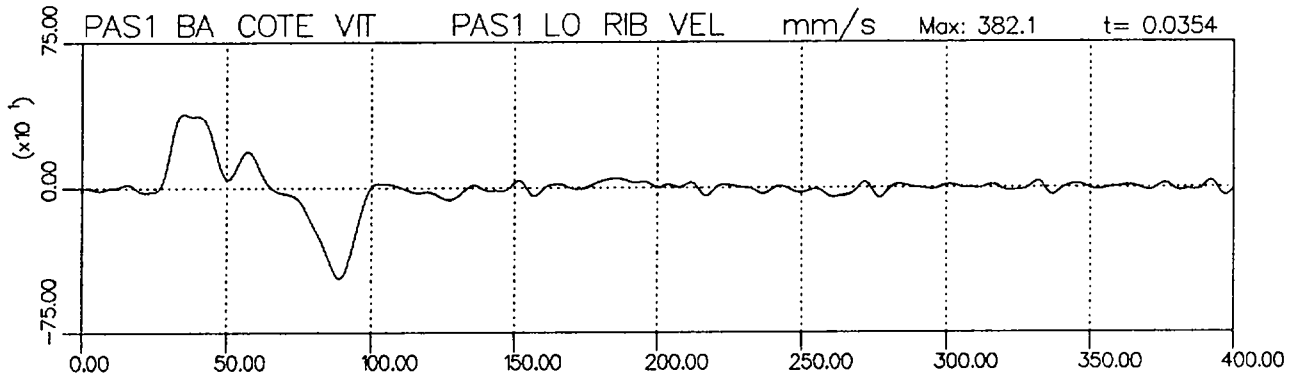
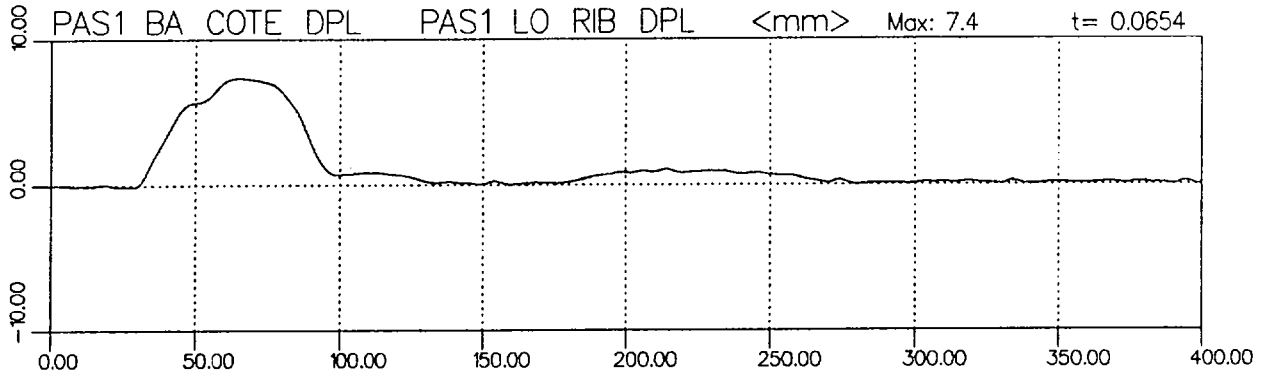


EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 26-AUG-92
 Date impacted

Véhicule FORD CROWN VIC92
 Vehicle

T.C. N° 92-137
 T.C. No.



EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision
Date impacted

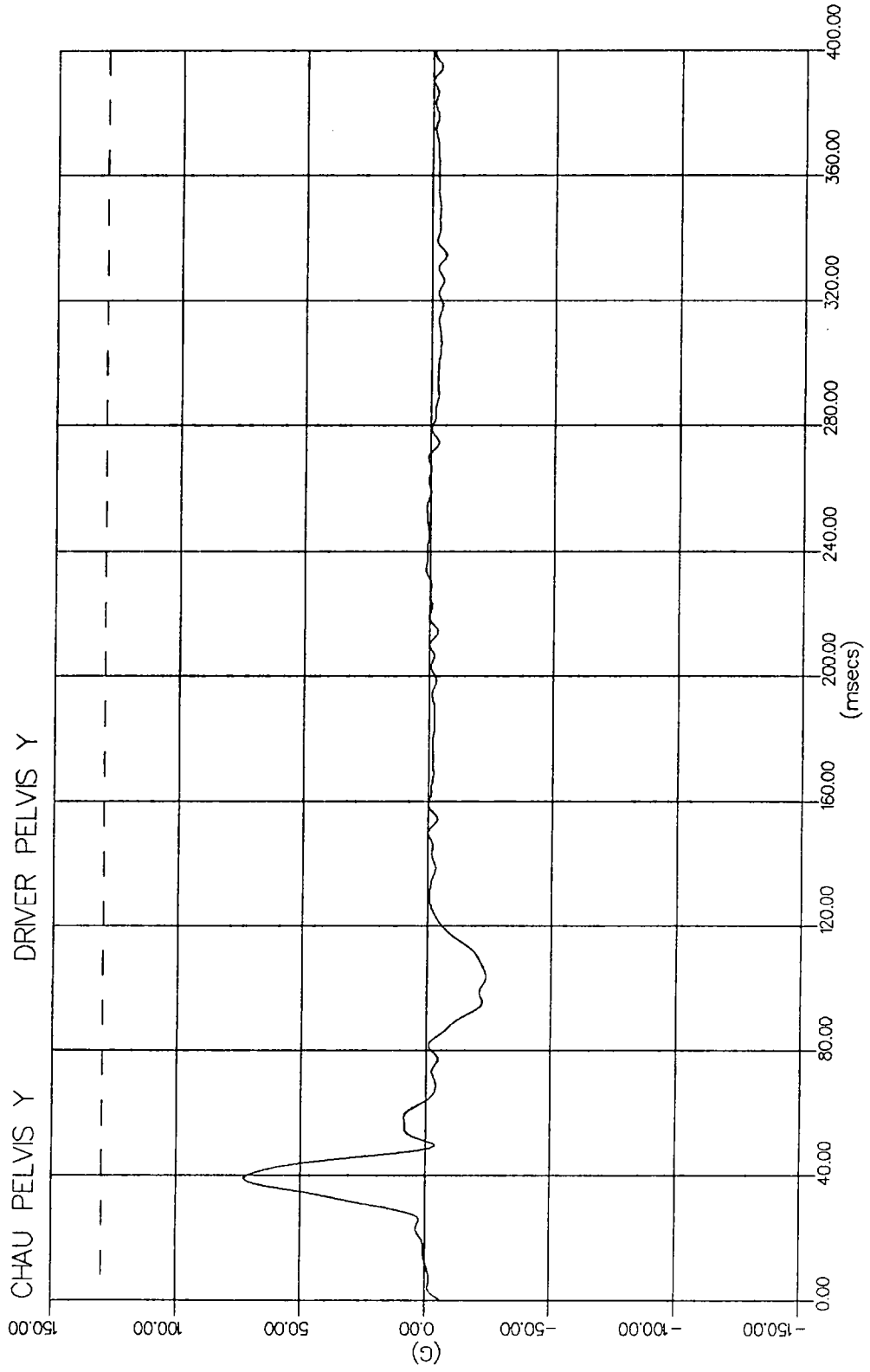
Véhicule
Vehicle

T.C. N°
T.C. No.

26-AUG-92

FORD CROWN VIC92

92-137



COLLATA/W U.S.MDB27DEG.

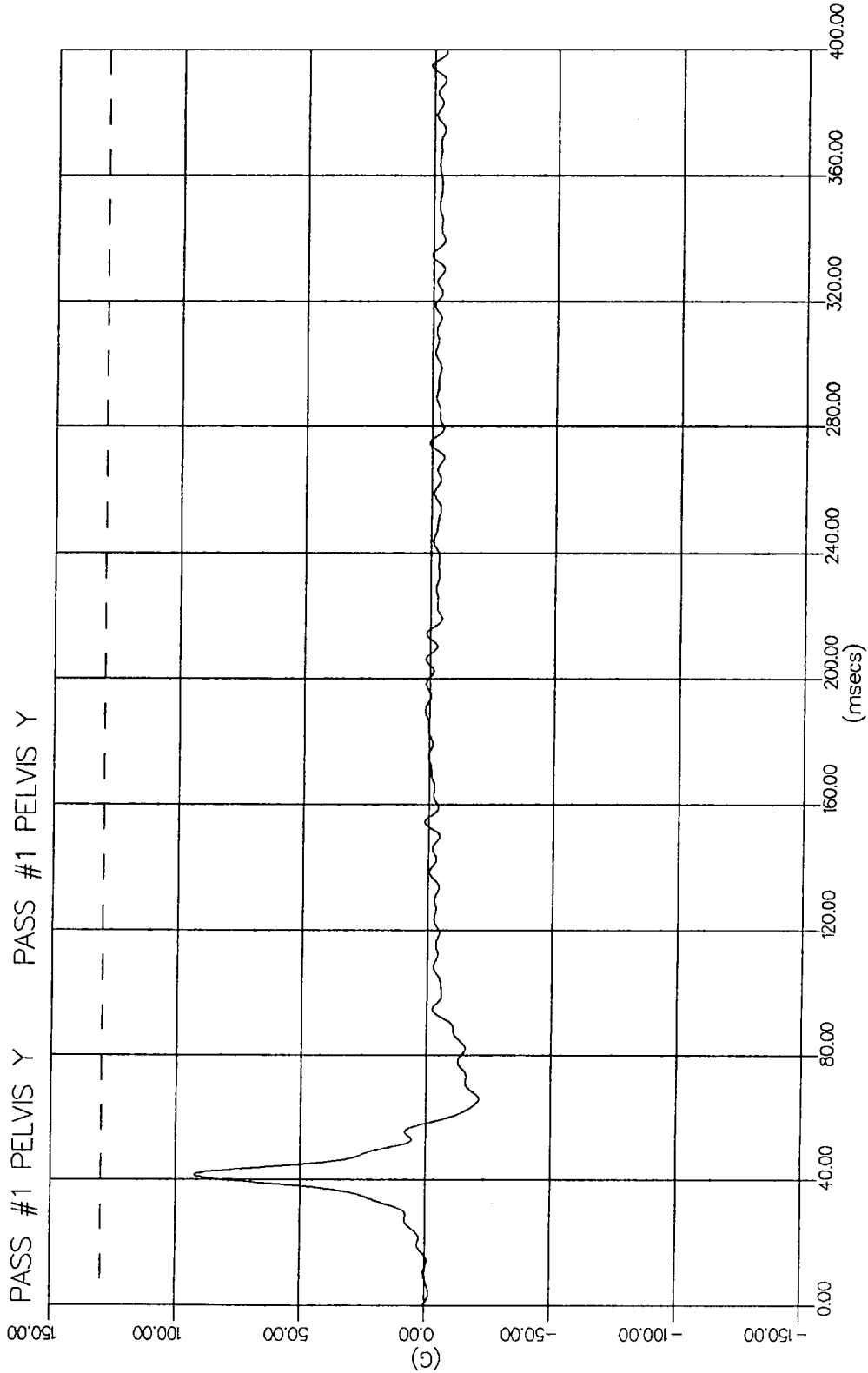
COLLATA/W U.S.MDB27DEG.

Date de collision 26-AUG-92
Date impacted

Vehicule FORD CROWN VIC92
Vehicle

T.C. N° 92-137
T.C. No.

PASS #1 PELVIS Y PASS #1 PELVIS Y



MAX	92.51
T _{MAX}	41.3
MIN	-20.97
T _{MIN}	66.2
FILTRE FIR FIR FILTER 100	



Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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COMMENTAIRES / COMMENTS

C(1): Offset de/of 6 de/from 1 a/to 4096
 C(2): Offset de/of -28 de/from 1 a/to 4096
 C(3): Offset de/of 27 de/from 1 a/to 4096
 C(4): Offset de/of 28 de/from 1 a/to 4096
 C(5): Offset de/of -13 de/from 1 a/to 4096
 C(6): Offset de/of 35 de/from 1 a/to 4096
 C(7): Offset de/of -1072 de/from 1 a/to 4096
 C(8): Offset de/of -1054 de/from 1 a/to 4096
 C(9): Offset de/of -1092 de/from 1 a/to 4096
 C(10): Offset de/of 28 de/from 1 a/to 4096
 C(11): Offset de/of 41 de/from 1 a/to 4096
 C(12): Offset de/of 38 de/from 1 a/to 4096
 C(13): Offset de/of 35 de/from 1 a/to 4096
 C(14): Offset de/of 85 de/from 1 a/to 4096
 C(15): Offset de/of 3 de/from 1 a/to 4096
 C(17): Offset de/of 5 de/from 1 a/to 4096
 C(18): Offset de/of 10 de/from 1 a/to 4096
 C(19): Offset de/of 6 de/from 1 a/to 4096
 C(20): Offset de/of -27 de/from 1 a/to 4096
 C(21): Offset de/of 11 de/from 1 a/to 4096
 C(22): Offset de/of 14 de/from 1 a/to 4096
 C(23): Offset de/of 6 de/from 1 a/to 4096
 C(25): Offset de/of 25 de/from 1 a/to 4096
 C(25): A ete inverse - this channel was reversed
 C(26): Offset de/of 21 de/from 1 a/to 4096
 C(27): Offset de/of 89 de/from 1 a/to 4096
 C(27): A ete inverse - this channel was reversed
 C(28): Offset de/of 46 de/from 1 a/to 4096

Des transitoires ont été enlevés de 31.3 à 34.4 msec. et de 197.7 à 200.8 msec. sur les 28 premiers canaux. Ces canaux sont situés dans une section du système d'acquisition de données qui a subi de brèves interruptions de son alimentation à cause d'un mauvais contact.

Glitches have been removed from 31.3 to 34.4 msec. and from 197.7 to 200.8 msec. on the 28 first channels. These channels are located in a section of the data acquisition system which has sustained short interruptions of its power supply because of a faulty contact.

Les données du canal 81 CHAU PUBIS FY ne sont pas valides.

The data of channel 81 DRIV PUBIS FY are not valid.

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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COMMENTAIRES / COMMENTS

C(1): Offset de/of 5 de/from 1 a/to 4096
 C(2): Offset de/of -17 de/from 1 a/to 4096
 C(3): Offset de/of -10 de/from 1 a/to 4096
 C(5): Offset de/of -47 de/from 1 a/to 4096
 C(6): Offset de/of -10 de/from 1 a/to 4096
 C(7): Offset de/of -37 de/from 1 a/to 4096
 C(8): Offset de/of -870 de/from 1 a/to 4096
 C(10): Offset de/of -7 de/from 1 a/to 4096
 C(12): Offset de/of -15 de/from 1 a/to 4096
 C(13): Offset de/of -961 de/from 1 a/to 4096
 C(14): Offset de/of -931 de/from 1 a/to 4096
 C(15): Offset de/of -875 de/from 1 a/to 4096
 C(17): Offset de/of 11 de/from 1 a/to 4096
 C(18): Offset de/of 11 de/from 1 a/to 4096
 C(19): Offset de/of 15 de/from 1 a/to 4096
 C(20): Offset de/of 67 de/from 1 a/to 4096
 C(21): Offset de/of 85 de/from 1 a/to 4096
 C(26): Offset de/of -9 de/from 1 a/to 4096
 C(27): Offset de/of -864 de/from 1 a/to 4096
 C(28): Offset de/of -38 de/from 1 a/to 4096

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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COMMENTAIRES / COMMENTS

C(1): Offset de/of 40 de/from 1 a/to 4096
 C(2): Offset de/of 65 de/from 1 a/to 4096
 C(3): Offset de/of 83 de/from 1 a/to 4096
 C(6): Offset de/of 124 de/from 1 a/to 4096
 C(7): Offset de/of 252 de/from 1 a/to 4096
 C(9): Offset de/of 8 de/from 1 a/to 4096
 C(11): Offset de/of 21 de/from 1 a/to 4096
 C(12): Offset de/of 18 de/from 1 a/to 4096
 C(13): Offset de/of -28 de/from 1 a/to 4096
 C(16): Offset de/of -7 de/from 1 a/to 4096
 C(17): Offset de/of -12 de/from 1 a/to 4096
 C(21): Offset de/of -871 de/from 1 a/to 4096
 C(25): Offset de/of 5 de/from 1 a/to 4096
 C(27): Offset de/of -19 de/from 1 a/to 4096

Date de collision Date impacted	26-AUG-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-137
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COMMENTAIRES / COMMENTS

C(1): Offset de/of -13 de/from 1 a/to 4096
C(2): Offset de/of -46 de/from 1 a/to 4096
C(3): Offset de/of -7 de/from 1 a/to 4096
C(4): Offset de/of -10 de/from 1 a/to 4096
C(5): Offset de/of 61 de/from 1 a/to 4096

SECTION 6

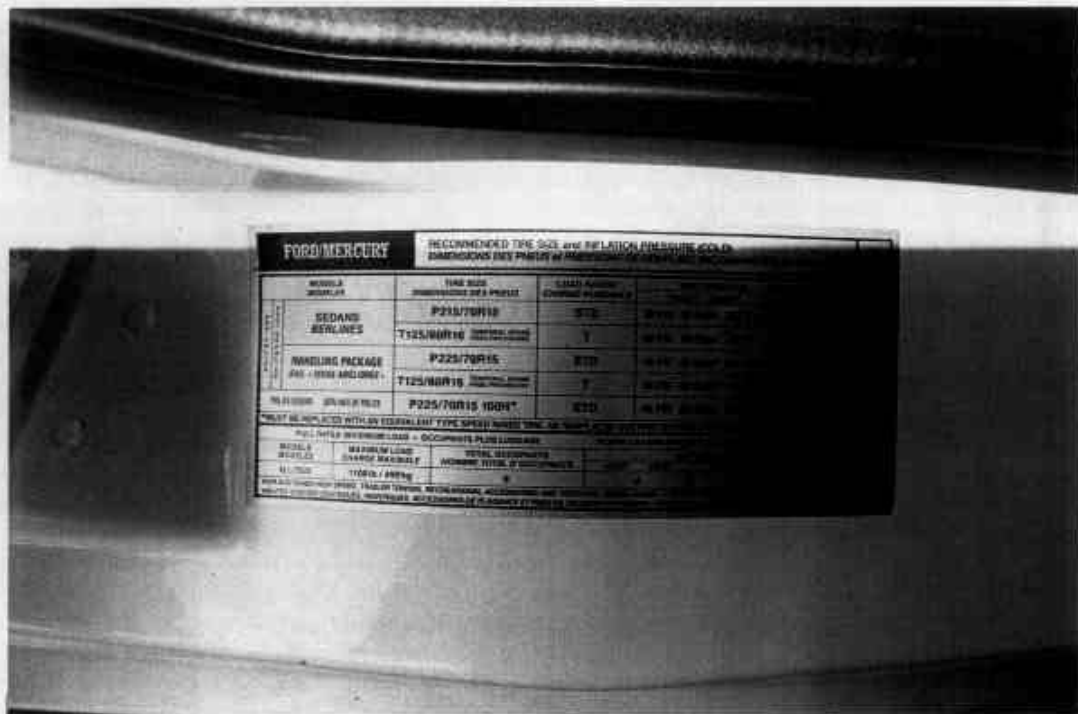
PHOTOGRAPHIES - PHOTOGRAPHS



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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01. ÉTIQUETTE DE CONFORMITÉ
CERTIFICATION LABEL



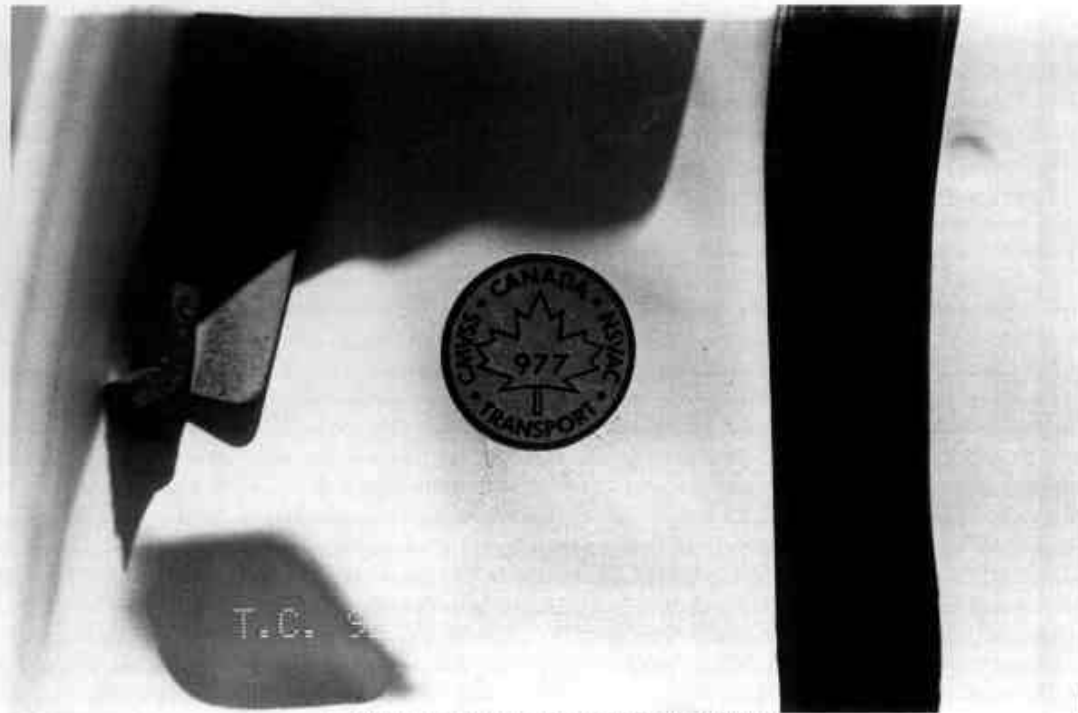
02. ÉTIQUETTE D'INFORMATION DE CAPACITÉ DES PNEUS
TIRE CAPACITY INFORMATION LABEL



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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03. NUMÉRO D'IDENTIFICATION DU VÉHICULE
VEHICLE IDENTIFICATION LABEL



04. MARQUE NATIONALE DE SÉCURITÉ
NATIONAL SAFETY MARK



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. NG	92-137
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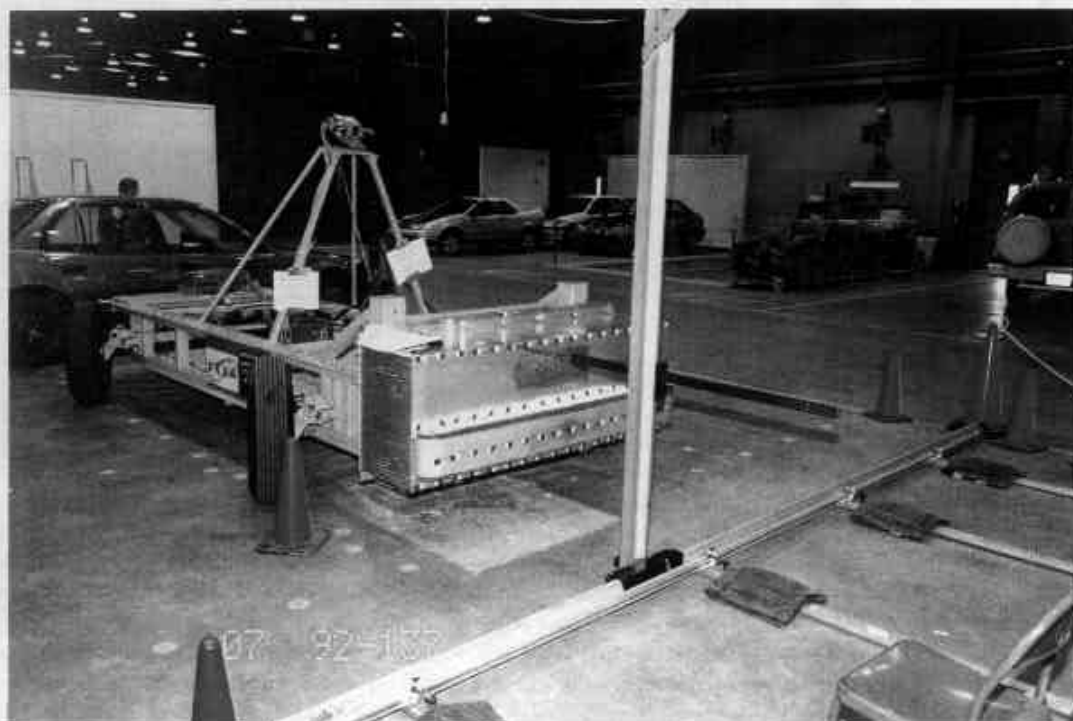
05. 3/4 AVANT DU VÉHICULE CIBLE
3/4 FRONT VIEW OF TARGET VEHICLE



06. 3/4 ARRIÈRE DU VÉHICULE CIBLE
3/4 REAR VIEW OF TARGET VEHICLE



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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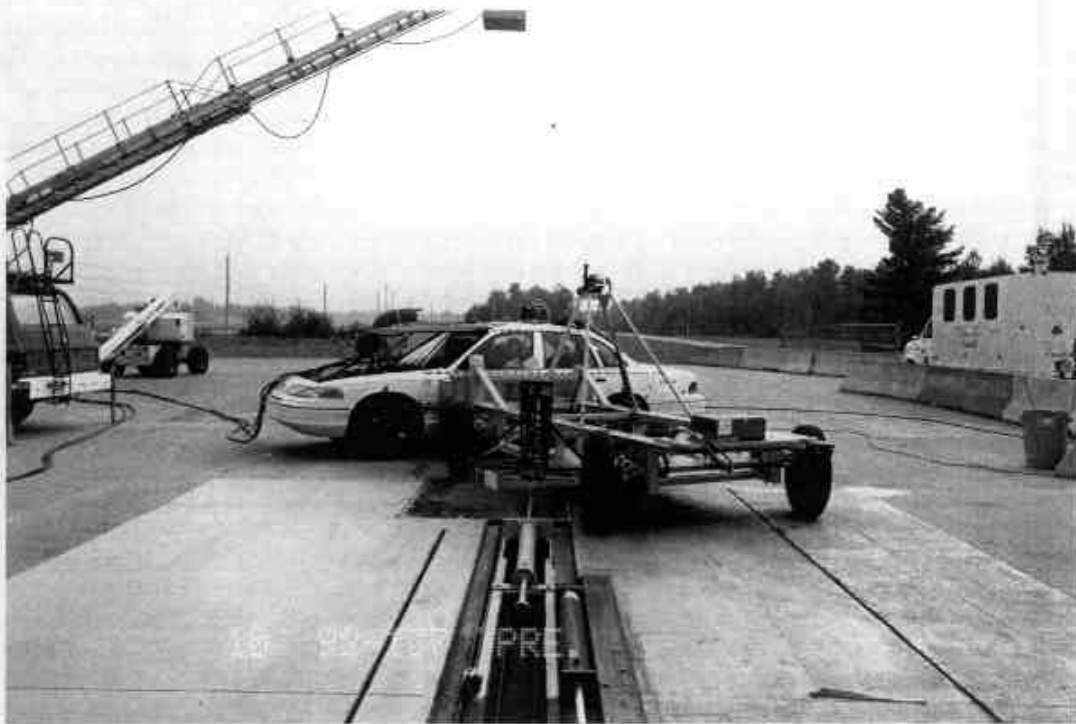
07. MESURE DES NIVEAUX FACE DÉFORMABLE DE LA BARRIÈRE
BARRIER DEFORMABLE FACE LEVEL MEASUREMENTS



08. MESURE DES NIVEAUX DU VÉHICULE CIBLE
TARGET VEHICLE'S LEVEL MEASUREMENTS



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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09. VUE GÉNÉRALE VERS L'AVANT DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL FRONT VIEW OF VEHICLES IN CONTACT, PRE-TEST



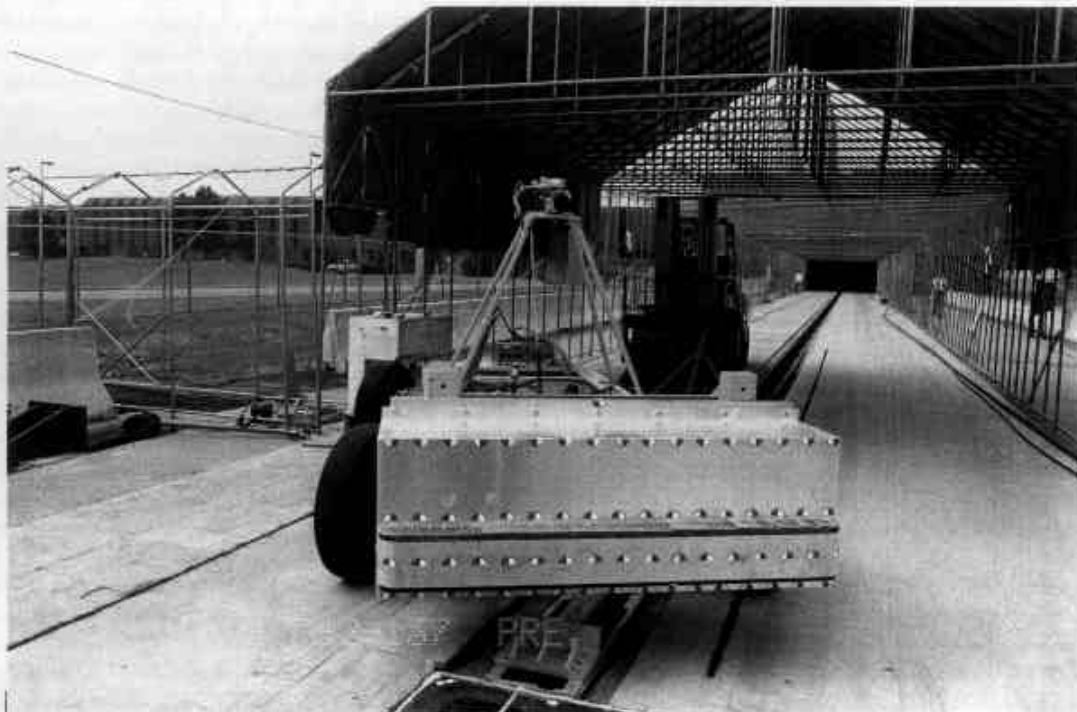
10. VUE GÉNÉRALE LATÉRALE GAUCHE DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL LEFT SIDE VIEW OF VEHICLES IN CONTACT, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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11. VUE CÔTÉ DROIT DE LA BARRIÈRE 214 CEVA, PRÉ-TEST
RIGHT VIEW OF THE MVTC 214 BARRIER, PRE-TEST



12. VUE AVANT DE LA BARRIÈRE 214 CEVA, PRÉ-TEST
FRONT VIEW THE MVTC 214 BARRIER, PRE-TEST



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13. CÔTÉ GAUCHE DU VEHICULE CIBLE, PRÉ-TEST
LEFT SIDE OF TARGET VEHICLE, PRE-TEST



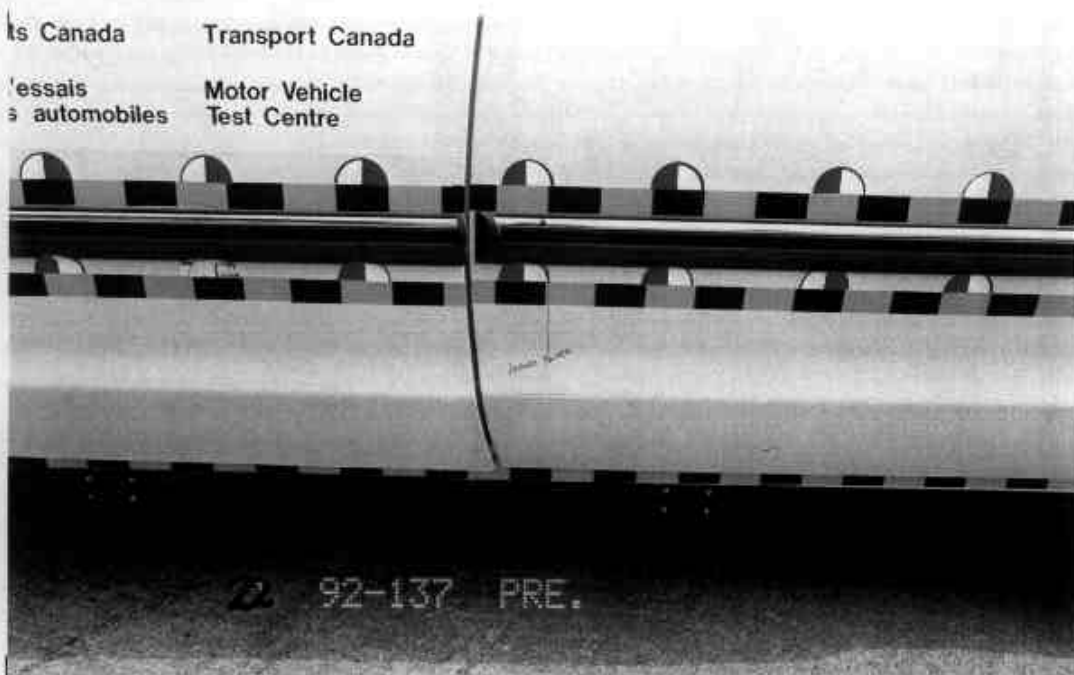
14. SURFACE CIBLÉE CÔTÉ GAUCHE DU VEHICULE, PRÉ-TEST
TARGETS ON LEFT SIDE OF THE VEHICLE, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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15. POINT D'IMPACT DU VÉHICULE CIBLE, PRÉ-TEST
IMPACT POINT OF TARGET VEHICLE, PRE-TEST



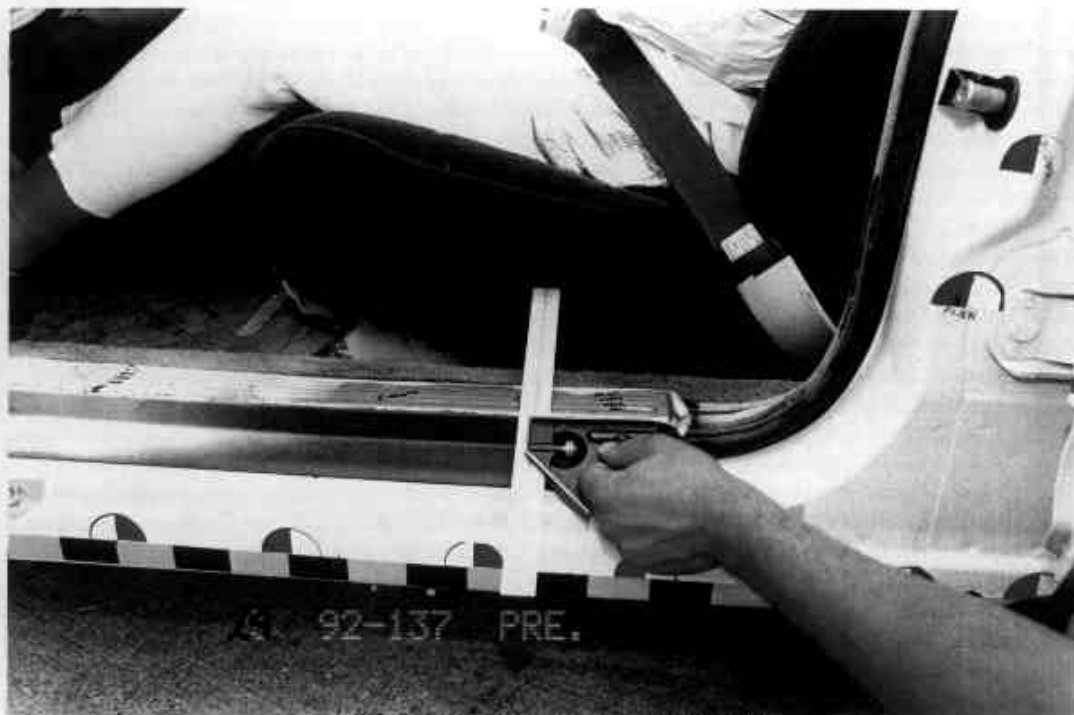
16. POINT CONTACT DU VÉHICULE CIBLE, PRÉ-TEST
IMPACT PUNCH OF TARGET VEHICLE, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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17. VUE CÔTÉ GAUCHE DU CONDUCTEUR , PRÉ-TEST
LEFT SIDE VIEW OF DRIVER, PRE-TEST



18. SIÈGE DU CONDUCTEUR, PRÉ-TEST
DRIVER SEAT, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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19. CÔTÉ GAUCHE DU PASSAGER ARRIÈRE GAUCHE, PRÉ-TEST
LEFT SIDE OF LEFT REAR PASSENGER, PRE-TEST

N/A

20. SIÈGE DU PASSAGER ARRIÈRE GAUCHE, PRÉ-TEST
LEFT REAR PASSENGER SEAT, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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21. VUE AVANT DU VÉHICULE CIBLE, PRÉ-TEST
FRONT VIEW OF TARGET VEHICLE, PRE-TEST



22. CÔTÉ DROIT DU VÉHICULE CIBLE, PRÉ-TEST
RIGHT SIDE OF TARGET VEHICLE, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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23. CÔTÉ DROIT DU CONDUCTEUR, PRÉ-TEST
DRIVER'S RIGHT SIDE, PRE-TEST



24. TABLEAU DE BORD ET MODULE DU COUSIN GONFLABLE DANS LE VOLANT, PRÉ-TEST
DASH BORD AND STEERING WHEEL HUB AIR BAG CASE, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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25. CADRE DE FENÊTRE INTÉRIEUR ET PILIER B PORTE AVANT GAUCHE, PRÉ-TEST
LEFT FRONT WINDOW EDGE AND B PILLAR, PRE-TEST



26. CÔTÉ DROIT DU PASSAGER ARRIÈRE GAUCHE, PRÉ-TEST
RIGHT SIDE OF LEFT REAR PASSENGER, PRE-TEST



Date de collision Date Impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-137
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27. CADRE DE FENÊTRE INTÉRIEUR PORTE ARRIÈRE GAUCHE ET PILIER C, PRÉ-TEST
LEFT REAR WINDOW EDGE AND C PILLAR, PRE-TEST



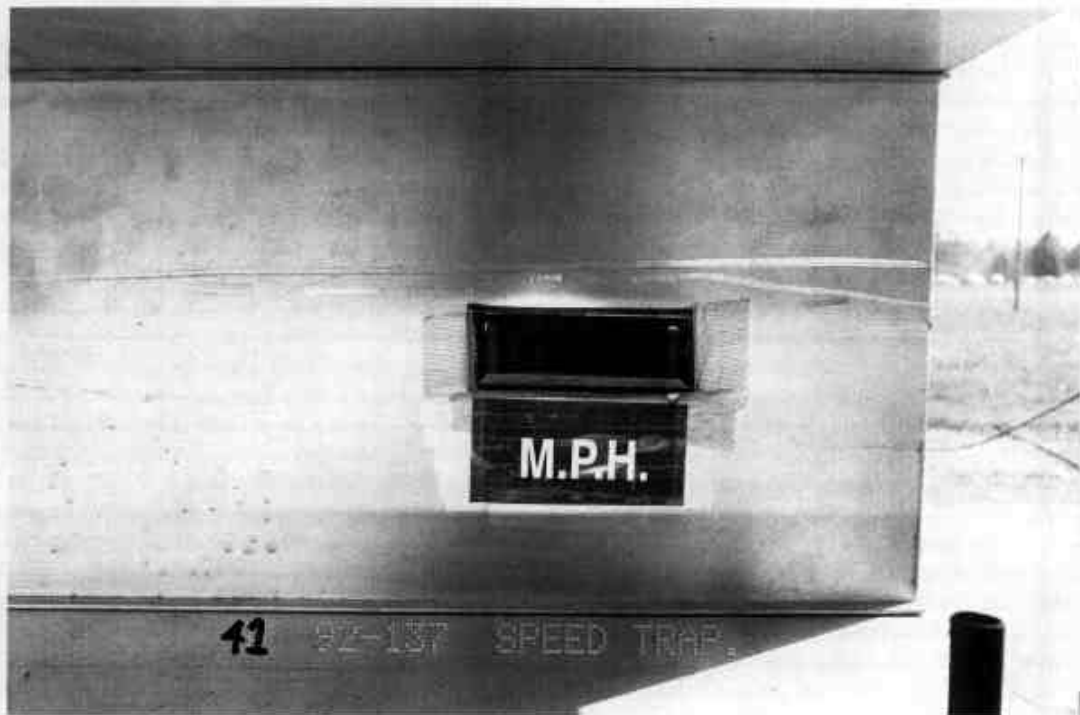
28. VUE ARRIÈRE DU VÉHICULE CIBLE, PRÉ-TEST
REAR VIEW OF TARGET VEHICLE, PRE-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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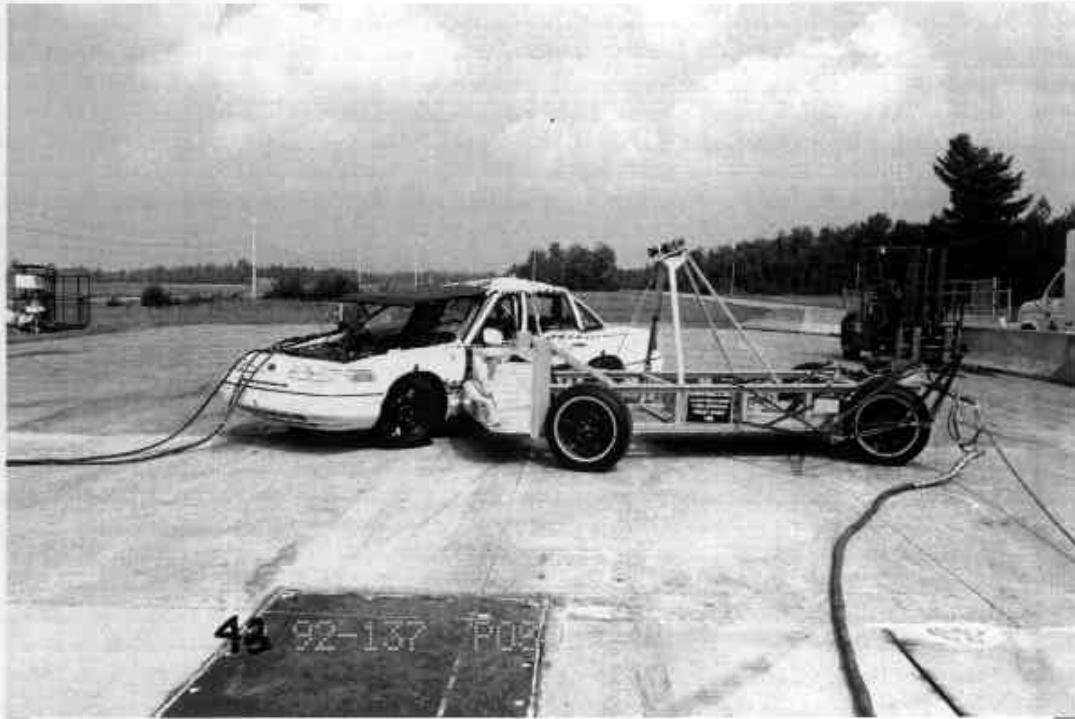
29. BOÎTES ORANGE ET INSTRUMENTATION, PRÉ-TEST
ORANGE BOXES AND INSTRUMENTATION, PRE-TEST



30. VITESSE EN MPH SUR LE LECTEUR, POST-TEST
SPEED IN MPH ON SPEED TRAP, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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31. VUE GÉNÉRALE VERS L'AVANT DES VÉHICULES EN CONTACT, POST-TEST
GENERAL FRONT VIEW OF VEHICLES IN CONTACT, POST-TEST



32. VUE GÉNÉRALE LATÉRALE DROITE DES VÉHICULES EN CONTACT, POST-TEST
GENERAL RIGHT SIDE VIEW OF VEHICLES IN CONTACT, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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33. VUE GÉNÉRALE VERS L'ARRIÈRE DES VÉHICULES EN CONTACT, POST-TEST
GENERAL REAR VIEW OF VEHICLES IN CONTACT, POST-TEST



34. VUE GÉNÉRALE LATÉRALE GAUCHE DES VÉHICULES EN CONTACT, POST-TEST
GENERAL LEFT SIDE VIEW OF VEHICLES IN CONTACT, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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35. VUE DE LA FACE DÉFORMABLE DE LA BARRIÈRE 214 C.E.V.A.,POST-TEST
VIEW OF THE M.V.T.C. 214 BARRIER DEFORMABLE FACE,POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° L.C. No	92-137
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36. CÔTÉ GAUCHE DU VEHICULE CIBLE, POST-TEST
LEFT SIDE OF TARGET VEHICLE, POST-TEST



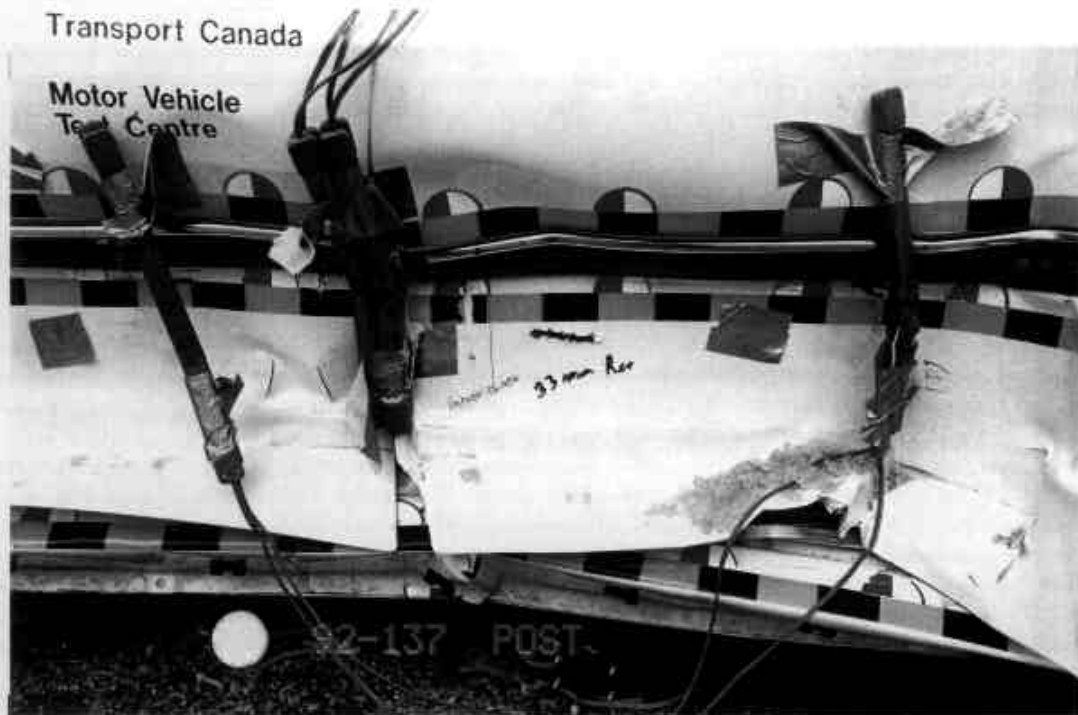
37. SURFACE CIBLÉE CÔTÉ GAUCHE DU VEHICULE , POST-TEST
TARGETS ON LEFT SIDE OF THE VEHICLE, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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38. POINT D'IMPACT DU VÉHICULE CIBLE, POST-TEST
IMPACT POINT OF TARGET VEHICLE, POST-TEST



39. POINT CONTACT DU VÉHICULE CIBLE, POST-TEST
IMPACT PUNCH OF TARGET VEHICLE, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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40. VUE CÔTÉ GAUCHE DU CONDUCTEUR , POST-TEST
LEFT SIDE VIEW OF DRIVER, POST-TEST



41. CÔTÉ GAUCHE DU PASSAGER ARRIÈRE GAUCHE, POST-TEST
LEFT SIDE OF LEFT REAR PASSENGER, POST-TEST



Date de collision
Date impacted

92/08/26

Véhicule
Vehicle

FORD CROWN VICTORIA 1992

T.C. N°
T.C. No

92-137



42. VUE AVANT DU VÉHICULE CIBLE, POST-TEST
FRONT VIEW OF TARGET VEHICLE, POST-TEST



43. CÔTÉ DROIT DU VÉHICULE CIBLE, POST-TEST
RIGHT SIDE OF TARGET VEHICLE, POST-TEST



Date de collision
Date impacted

92/08/26

Véhicule
Vehicle

FORD CROWN VICTORIA 1992

T.C. N°
T.C. No

92-137



44. CÔTÉ DROIT DU CONDUCTEUR, POST-TEST
DRIVER'S RIGHT SIDE, POST-TEST



45. TABLEAU DE BORD ET MODULE DU COUSSIN GONFLABLE DANS LE VOLANT, POST-TEST
DASH BORD AND STEERING WHEEL HUB AIR BAG CASE, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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46. CADRE DE FENÊTRE INTÉRIEUR ET PILIER B PORTE AVANT GAUCHE , POST-TEST
LEFT FRONT WINDOW EDGE AND B PILLAR, POST-TEST



47. CÔTÉ DROIT DU PASSAGER ARRIÈRE GAUCHE, POST-TEST
RIGHT SIDE OF LEFT REAR PASSENGER, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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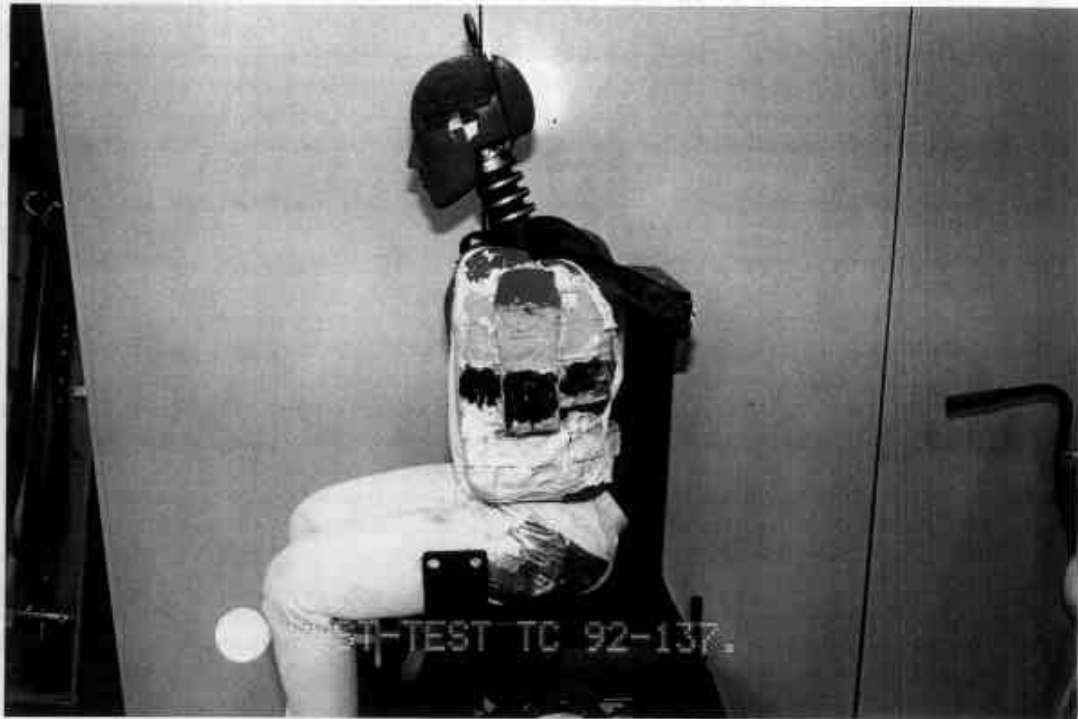
48. CADRE DE FENÊTRE INTÉRIEUR PORTE ARRIÈRE GAUCHE ET PILIER C, POST-TEST
LEFT REAR WINDOW EDGE AND C PILLAR, POST-TEST



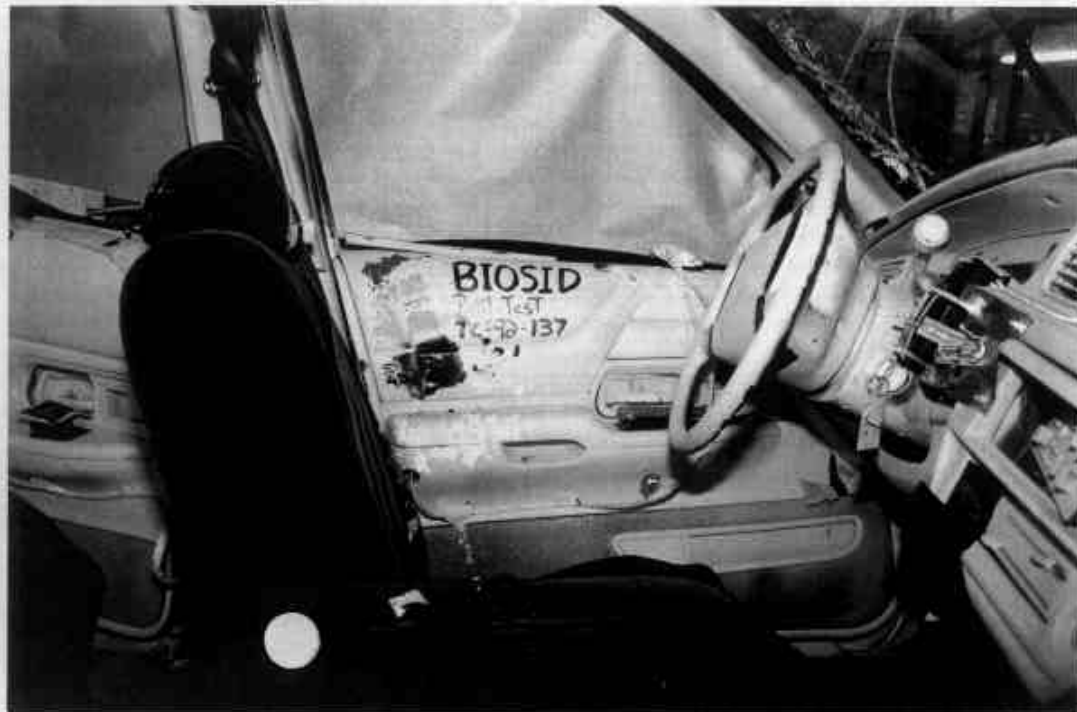
49. VUE ARRIÈRE DU VÉHICULE CIBLE, POST-TEST
REAR VIEW OF TARGET VEHICLE, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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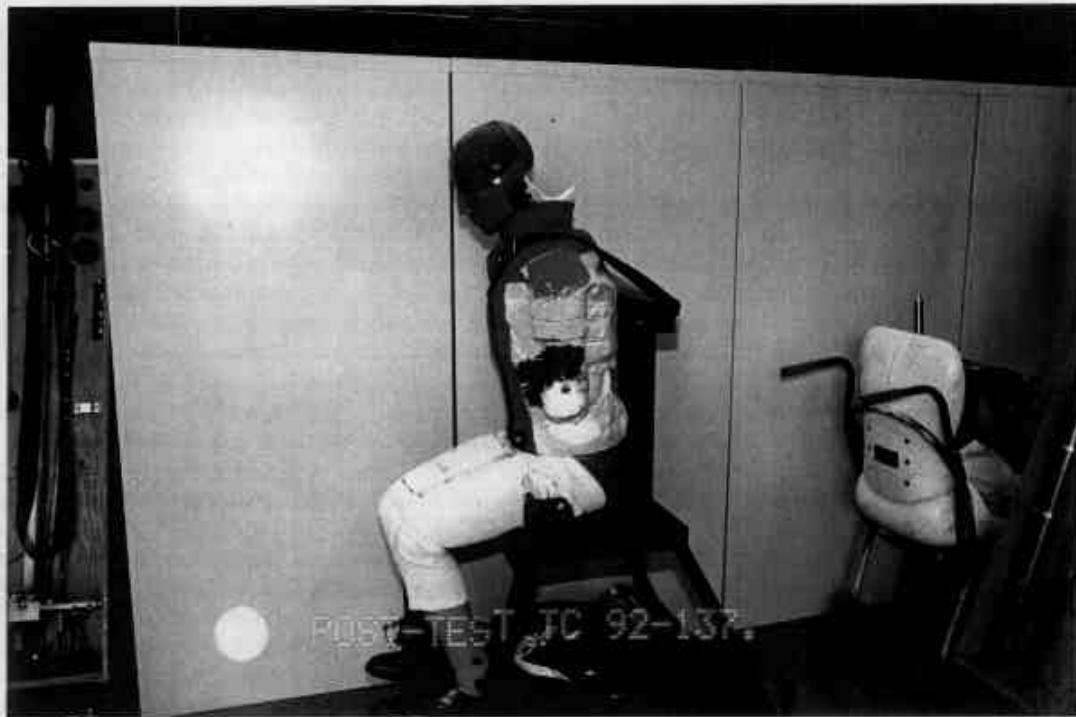
50. VUE DU MANNEQUIN BIOSID, POST-TEST
VIEW OF THE DUMMY BIOSID, POST-TEST



51. INTÉRIEUR DE LA PORTIÈRE DU CONDUCTEUR (BIOSID), POST-TEST
DRIVER (BIOSID) DOOR TRIM, POST-TEST



Date de collision Date impacted	92/08/26	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-137
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52. VUE DU MANNEQUIN EUROSID 1, POST-TEST
VIEW OF THE DUMMY EUROSID 1, POST-TEST



53. INTÉRIEUR DE LA PORTIÈRE DU PASSAGER ARRIÈRE GAUCHE (EUROSID 1), POST-TEST
LEFT REAR PASSENGER (EUROSID 1) DOOR TRIM, POST-TEST