

ESSAI DE COLLISION - BARRIER TEST REPORT**COLLISION LATÉRALE DE RECHERCHE
RESEARCH SIDE IMPACT**

v2010

PROJET NO - PROJECT NO: 92-0535**VÉHICULE CIBLE / TARGET VEHICLE****HONDA ACCORD DX 1992 TC # 92-154****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
THE MOTOR VEHICLE
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for
THE TRAFFIC SAFETY STANDARDS
AND RESEARCH DIVISION

Description du projet - Project description	3
Véhicule de test - Subject vehicle	3
Barrière mobile - Mobile barrier	3
Section 1 Véhicule Cible - Test Vehicle	
Capacité du véhicule - Vehicle capacity	5
Spécification des pneus du véhicule - Vehicle tire data	5
Liquide d'essai - Test fluid	5
Données du véhicule de test - Subject vehicle data	5
Conditions d'essais - Test conditions	5
Première pesée - First weight	6
Hauteur du véhicule - Vehicle attitude	6
Deuxième pesée - Seconde weight	6
Troisième pesée - Third weight	6
Les mesures avant et après l'essai - Pre-and post-test measurements	7
Emplacement des accéléromètres - Accelerometer positions	8
Mesures de côté du véhicule - Vehicle side measurements	9
Mesures du profil du véhicule - Test vehicle profile measurements	
Niveau 1 - Level 1	10
Niveau 2 - Level 2	11
Niveau 3 - Level 3	12
Niveau 4 - Level 4	13
Niveau 5 - Level 5	14
Mesure de déformation du pillier "B" - "B" pillar deformation measurements	15
Profil du pillier "B" - Profiles of "B" pillar before and after test	16
Position des sièges avant - Front seat position	17
Position des sièges arrière - Rear seat position	18
Section 2 Barrière Mobile - Mobile Barrier	
Relevé topographique des véhicules - Top view of vehicle before and after impact	20
Dimensions de la face déformable - Dimensions of the mobile deformable barrier	21
Mesures de face de la barrière mobile - Mobile barrier front measurements	22
Mesure des niveaux de la face déformable de la barrière mobile - Mobile barrier's deformable face level measurements	
Niveau 1 - Level 1	23
Niveau 2 - Level 2	24
Niveau 3 - Level 3	25
Niveau 4 - Level 4	26
Section 3 Mannequins - Dummies	
Cotes de localisation des mannequins - Dummy location data	28
Détermination du point "H" - Front seat H-Point	29
Positionnement des mannequins - Dummy positioning	30
Points de contact visibles du mannequin - Visible dummy contact points	31
Section 4 Données Des Températures - Temperature Data	
Température des mannequins et de l'extérieur - Dummy and exterior temperature	33
Section 5 Annexe - Annexe	
Annexe 1 - Annex 1	35
Section 6 Photographies - Photographs	
Photographies de l'essai - Test photographs	37



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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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 HONDA OF AMERICA MFG., INC.		Modèle - Model ACCORD DX	
Type de carrosserie - Body style BERLINE 4 PORTÉ / 4 DOOR SEDAN		Boîte de vitesse - Transmission AUTOMATIQUE / AUTOMATIC		Moteur - Engine 2.2 l	
Date de fabrication - Date of manufacture 4/92		Cylindres - Cylinders 4		N° d'ident. du véhicule - Vehicle ident. No. 1HGCB7647NA151091	
Lecture à l'odomètre - Odometer reading 51.5 km		Couleur - Color GRIS FONCÉ / CHARCOAL GREY		Date de réception - Date vehicle received 92/08/26	
Nom et adresse du concessionnaire - Dealer's name and address THE AUTOMASTER, SHELBOURNE VERMONT				État des pare-chocs et de la carrosserie Condition of the bumpers, body and frame EXCELLENT	
PNBV - GVWR 1730 km		PNBE (Avant) - GAWR (Front) 940 km		PNBE (Arrière) - GAWR (Rear) 845 km	
Servo direction Power steering	☒	Volant inclinable Tilting steering wheel	☒	Coussin gonflable situé dans le volant Air bag in steering wheel hub	☒
Servo freins Power brakes	☒	Volant télescopique Telescoping steering wheel	☐	Ancrage de ceinture baudrier ajustable Adjustable upper anch. upper torso restraint	☒
Sièges électriques Power seats	☐	Climatiseur Air conditioning	☐	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 ** 54.1 Km/h.
Hauteur du sol de la face déformable Ground clearance of deformable barrier 270 mm	Angle d'impact - Impact angle GAUCHE 27° LEFT	Point d'impact - Impact point * 17 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 1360.7 Kg.
Masse roue Arrière Gauche - Weight Rear Left wheel 312.5 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 92/12/01
Ingénieur d'essai: Test engineer: <i>Robert Malo</i> ROBERT MALO	Date 92/12/02
Rapport accepté par: Report accepted by:	Date

SECTION 1

VÉHICULE CIBLE - TEST VEHICLE



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
------------------------------------	----------	---------------------	----------------------	---------------------	--------

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		
385 Kg.	35 Kg.		Avt - Frt	Arr - Rr		Avt - Frt	Arr - Rr
Nombre d'occupants (places assises désignées) Number of occupants (designated seating places)		Banquette Bench		X	Dossier ajustable Adjustable seat back	X	
Avant - Front 2 Arrière - Rear 3 Total 5		Baquet Bucket	X		Dossier non-ajustable Non-adjustable seat back		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 200 Kpa. Arrière - Rear 200 Kpa.	3	P185 / 70R14

LIQUIDES D'ESSAI / TEST FLUID :

Type de liquide d'essai - Test fluid type STODDARD	Gravité spécifique - Specific gravity 0.764 Kg/L	Volume d'essai - Test volume *** 0 L
Viscosité cinématique - Kinematic viscosity	Capacité du système d'alimentation (donné provenant du manuel du propriétaire) Fuel system capacity (data from owner's manual) 64.5 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	1468.9 Kg.	1463.6 Kg.	Masse du BMD - MDB test weight	1367 Kg.	1360 Kg.
Point d'impact - Impact point *	0 mm.	17 mm.	Vélocité du BMD - MDB velocity **	53.9 Km/h.	54.1 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 11:50	Humidité - Humidity 66 %.
Température à l'intérieur du véhicule - Temperature in occupant compartment 15.1 °C.	Vélocité du vent - Wind velocity S.O. 12 Km/h.
Température ambiante au moment de l'impact - Ambient temperature at impact area 13.3 °C.	

*** LA TOTALITÉ DU CARBURANT FÛT RETIRÉE ET PLUSIEURS PIÈCES DU COMPARTIMENT MOTEUR ÉGALEMENT AFIN D'OBTENIR LA MASSE D'ESSAI REQUISE

*** ALL THE FUEL WAS REMOVED FROM THE TANK AND MANY PARTS OF THE ENGINE COMPARTMENT WERE REMOVED TO OBTAIN THE REQUIRED VEHICLE TEST WEIGHT.



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
------------------------------------	----------	---------------------	----------------------	---------------------	--------

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

Avant gauche - Left front	396.6 Kg.	Avant droit - Right front	388.7 Kg.	Masse avant totale - Total front weight	785.3 Kg.
Arrière gauche - Left rear	246.6 Kg.	Arrière droit - Right rear	252.0 Kg.	Masse arrière totale - Total rear weight	498.6 Kg.
Masse totale côté gauche - Total left side weight	643.2 Kg.	Masse totale côté droit - Total right side weight	640.7 Kg.	Masse totale - Total weight	1283.9 Kg.

HAUTEUR DU VÉHICULE - VEHICLE ATTITUDE

Hauteur tel que délivré Delivered attitude	Avant gauche Left front	697 mm.	Avant droit Right front	698 mm.
	Arrière gauche Left rear	697 mm.	Arrière droit Right rear	691 mm.
Hauteur avec masse d'essai Test weight attitude	Avant gauche Left front	678 mm.	Avant droit Right front	698 mm.
	Arrière gauche Left rear	658 mm.	Arrière droit Right rear	671 mm.
Hauteur finale avant l'essai Pre-test final attitude	Avant gauche Left front	682 mm.	Avant droit Right front	698 mm.
	Arrière gauche Left rear	658 mm.	Arrière droit Right rear	670 mm.
Attitude sur tablier d'essais Vehicle attitude on test pad	Avant gauche Left front	682 mm.	Avant droit Right front	693 mm.
	Arrière gauche Left rear	648 mm.	Arrière droit Right rear	656 mm.
Hauteur après l'essai Post-test attitude	Avant gauche Left front	689 mm.	Avant droit Right front	689 mm.
	Arrière gauche Left rear	660 mm.	Arrière droit Right rear	643 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	444.0 Kg.	Avant droit - Right front	385.5 Kg.	Masse avant totale - Total front weight	829.5 Kg.
Arrière gauche - Left rear	333.3 Kg.	Arrière droit - Right rear	306.1 Kg.	Masse arrière totale - Total rear weight	639.4 Kg.
Masse totale côté gauche - Total left side weight	777.3 Kg.	Masse totale côté droit - Total right side weight	691.6 Kg.	Masse totale - Total weight	1468.9 Kg.

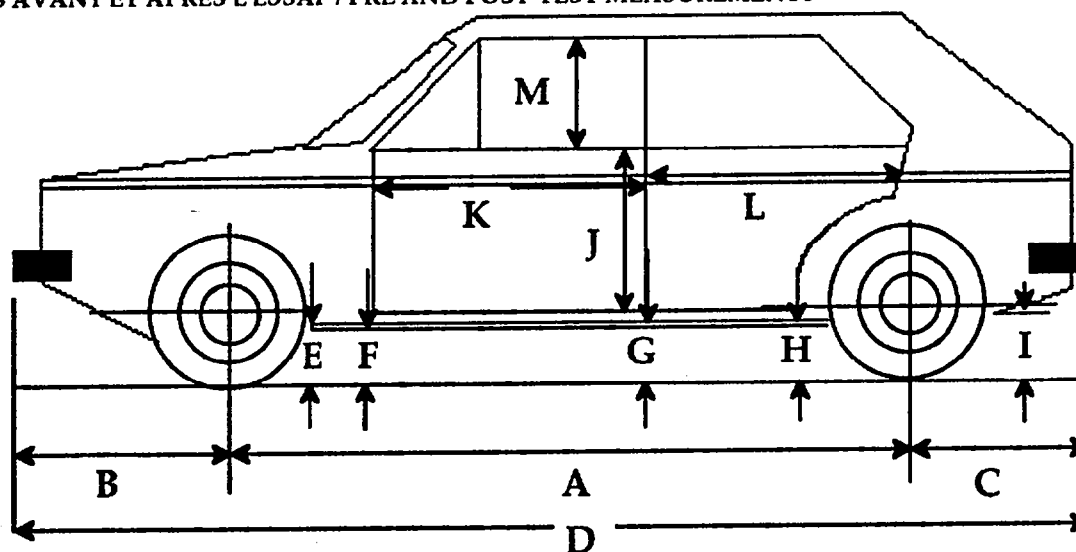
TROISIÈME PESÉE: VÉHICULE PRÊT POUR L'ESSAI
THIRD WEIGHT: TEST VEHICLE READY FOR TEST

Avant gauche - Left front	439.0 Kg.	Avant droit - Right front	388.9 Kg.	Masse avant totale - Total front weight	827.9 Kg.
Arrière gauche - Left rear	330.0 Kg.	Arrière droit - Right rear	305.7 Kg.	Masse arrière totale - Total rear weight	635.7 Kg.
Masse totale côté gauche - Total left side weight	769.0 Kg.	Masse totale côté droit - Total right side weight	694.6 Kg.	Masse totale - Total weight	1463.6 Kg.



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
------------------------------------	----------	---------------------	----------------------	---------------------	--------

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	2723 mm	2650 mm	73 mm
B	884 mm	910 mm	-26 mm
C	1084 mm	1100 mm	-16 mm
D*	4691 mm	4665 mm	26 mm
E	145 mm	125 mm	20 mm
F	145 mm	125 mm	20 mm
G	140 mm	90 mm	50 mm
H	140 mm	50 mm	90 mm
I	310 mm	310 mm	0 mm
J	630 mm	570 mm	60 mm
K	1092 mm	1085 mm	7 mm
L	947 mm	900 mm	47 mm
M	490 mm	455 mm	35 mm
N	N/A mm	N/A mm	N/A mm
	1700 mm	1330 mm	370 mm

➔ Largeur maximale du véhicule en Y à 2450 mm du point de référence en X
Maximum vehicle width in Y axis at 2450 mm of the reference point in the X axis

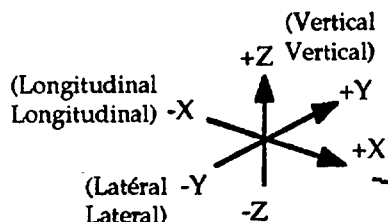
* Mesure prise sans le support de plaque d'immatriculation avant

* Measure taken without the front license-plate holder.

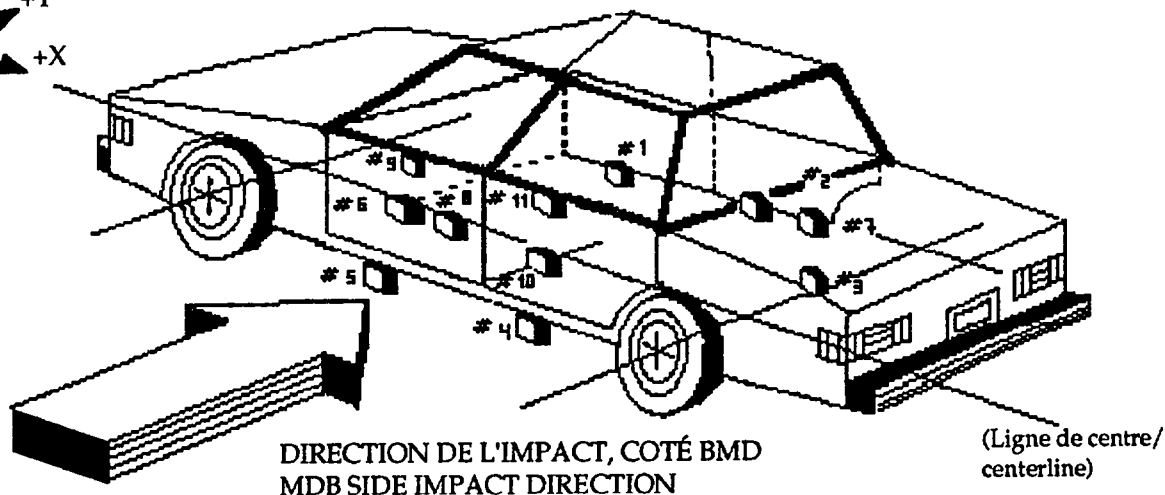


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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EMPLACEMENT DES ACCÉLÉROMÈTRES
ACCELEROMETER POSITIONS



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.



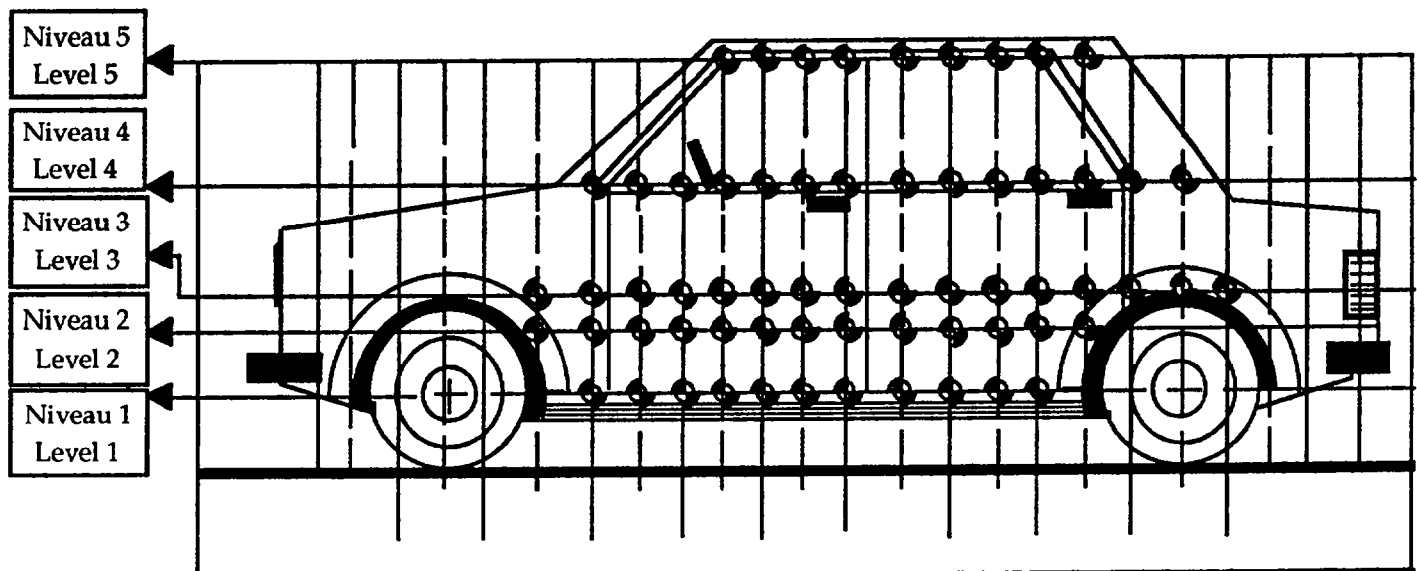
	ENDROIT/LOCATION	COORDONNÉES/COORDINATES		
		X	Y	Z
1	Seuil de la portière avant droite Front right door sill	1950 mm	391 mm	154 mm
2	Seuil de la portière arrière droite Rear right door sill	2712 mm	391 mm	143 mm
3	Plancher arrière au dessus de l'essieu Rear floor-pan above axle	3430 mm	-72 mm	496 mm
4	Seuil de la portière arrière gauche Rear left door sill	2700 mm	-425 mm	128 mm
5	Seuil de la portière avant gauche Front left door sill	1866 mm	-424 mm	128 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	1886 mm	-730 mm	447 mm
7	Compartiment du passager arrière droit Rear right occupant compartment	3080 mm	430 mm	370 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	2186 mm	-739 mm	615 mm
9	Seuil de fenêtre de la portière avant gauche Front left window sill	1956 mm	-720 mm	786 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	2790 mm	-740 mm	404 mm
11	Seuil de fenêtre de la portière arrière gauche Rear left window sill	2820 mm	-722 mm	797 mm



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DE CÔTÉ DU VÉHICULE / VEHICLE SIDE MEASUREMENTS

Niveau 5 @ Haut de la fenêtre / Level 5 @ Window top	=	1337	mm.	} Au-dessus du sol Above ground level
Niveau 4 @ Bas de la fenêtre / Level 4 @ Window sill	=	818	mm.	
Niveau 3 @ Milieu de la porte / Level 3 @ Mid door	=	563	mm.	
Niveau 2 @ Point-H du conducteur / Level 2 @ Occupant H-Point	=	460	mm.	
Niveau 1 @ Ligne centrale des essieux (ou Hauteur du seuil de porte) Level 1 @ Axle Centerline height (or Sill top height)	=	225	mm.	



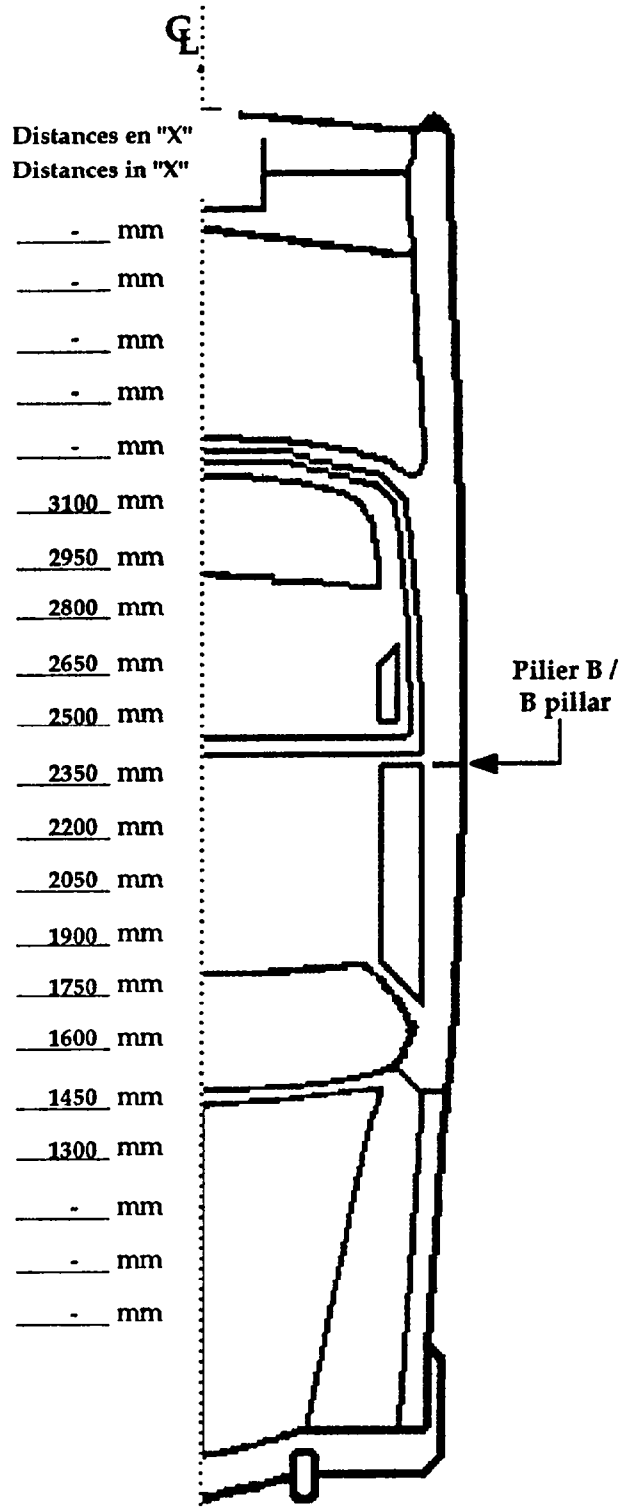


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 225 mm Pre-test au-dessus du sol
Exterior profile at 250 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
- mm	- mm	- mm
- mm	- mm	- mm
-802 mm	-721 mm	81 mm
-802 mm	-688 mm	114 mm
-802 mm	-648 mm	154 mm
-802 mm	-605 mm	197 mm
-802 mm	-595 mm	207 mm
-802 mm	-598 mm	204 mm
-802 mm	-608 mm	194 mm
-802 mm	-630 mm	172 mm
-802 mm	-654 mm	148 mm
-800 mm	-690 mm	110 mm
-798 mm	-715 mm	83 mm
-796 mm	-743 mm	53 mm
-795 mm	-767 mm	28 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": 2445 mm "Y": -802 mm
Post-test "X": 2480 mm "Y": -592 mm

Date de collision
Date impacted

92/10/07

Véhicule
Vehicle

HONDA ACCORD DX 1992

T.C. N°

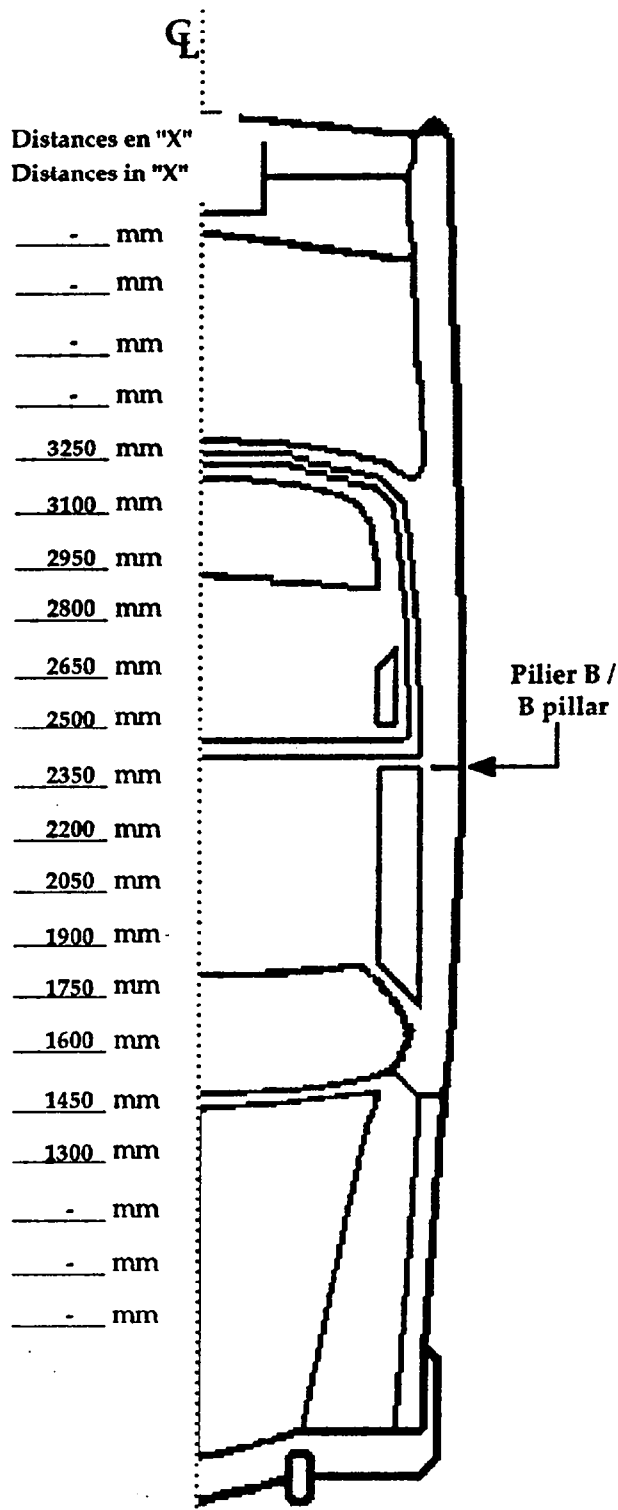
T.C. No.

92-154

MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 2 / LEVEL 2

Profil extérieur à 440 mm Pre-test au-dessus du sol
Exterior profile at 450 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
-838 mm	-757 mm	81 mm
-838 mm	-477 mm	361 mm
-839 mm	-459 mm	380 mm
-840 mm	-446 mm	394 mm
-840 mm	-463 mm	377 mm
-840 mm	-477 mm	363 mm
-842 mm	-477 mm	365 mm
-840 mm	-480 mm	360 mm
-840 mm	-490 mm	350 mm
-837 mm	-504 mm	333 mm
-835 mm	-523 mm	312 mm
-833 mm	-557 mm	276 mm
-830 mm	-624 mm	206 mm
-828 mm	-730 mm	98 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": 2417 mm "Y": -768 mm

Post-test "X": 2460 mm "Y": -459 mm

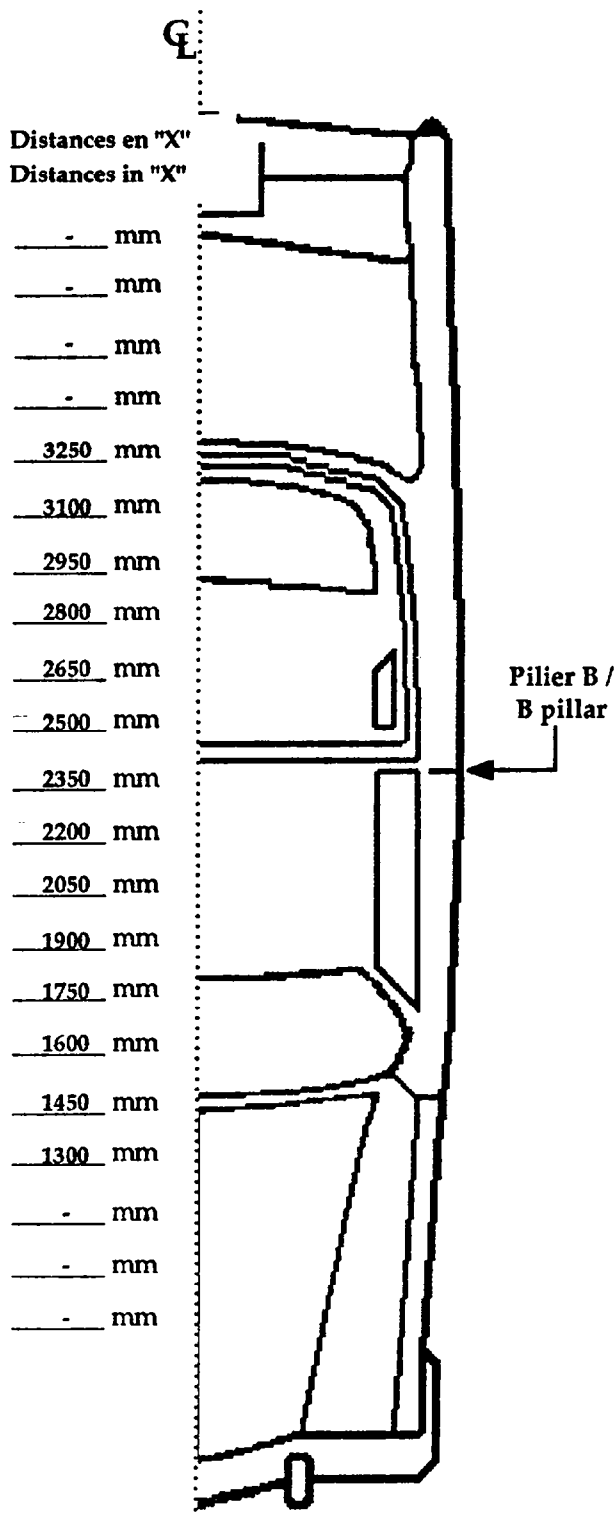


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 563 mm Pre-test au-dessus du sol
Exterior profile at 545 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
-839 mm	-657 mm	182 mm
-840 mm	-520 mm	320 mm
-842 mm	-502 mm	340 mm
-842 mm	-490 mm	352 mm
-842 mm	-485 mm	357 mm
-842 mm	-510 mm	332 mm
-843 mm	-523 mm	320 mm
-842 mm	-540 mm	302 mm
-840 mm	-555 mm	285 mm
-838 mm	-565 mm	273 mm
-837 mm	-585 mm	252 mm
-835 mm	-600 mm	235 mm
-830 mm	-640 mm	190 mm
-830 mm	-742 mm	88 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" pillarPre-test "X": 2475 mm "Y": -775 mmPost-test "X": 2520 mm "Y": -453 mm

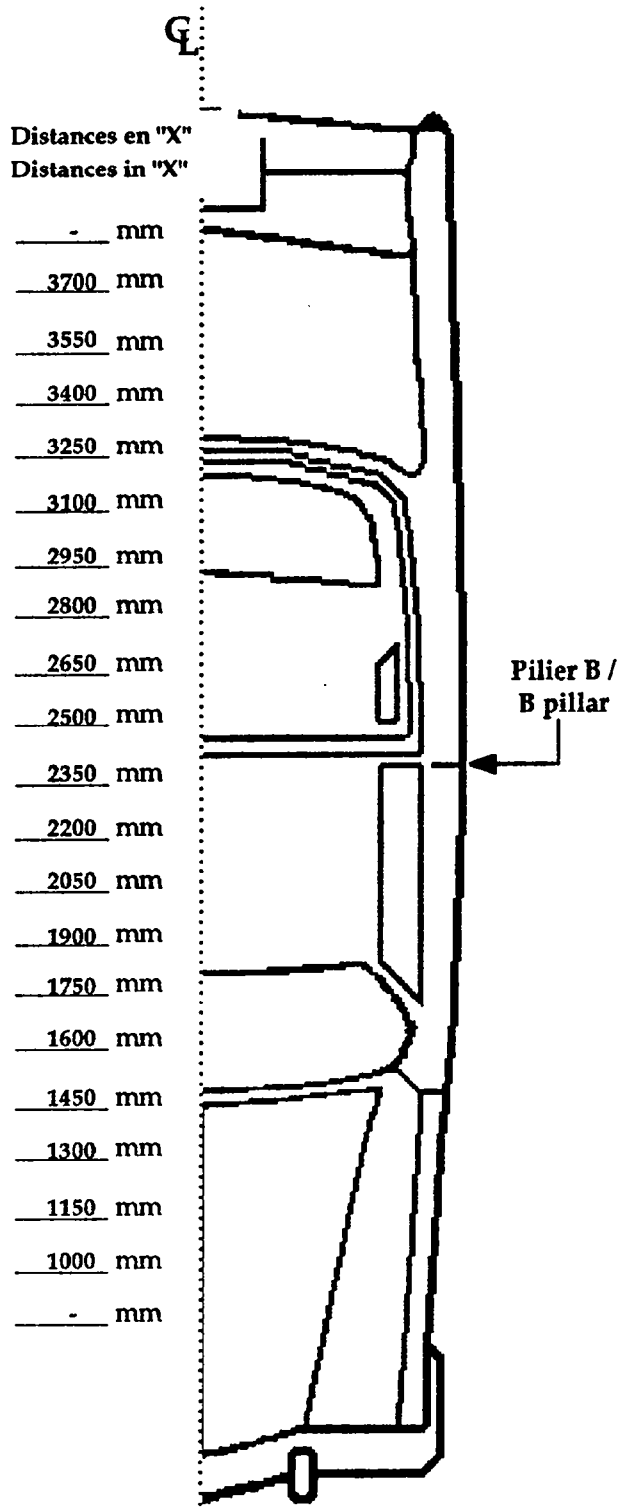


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
------------------------------------	----------	---------------------	----------------------	---------------------	--------

MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 818 mm Pre-test au-dessus du sol
Exterior profile at 775 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-794 mm	-778 mm	16 mm
-798 mm	-762 mm	36 mm
-802 mm	-759 mm	43 mm
-804 mm	-682 mm	122 mm
-806 mm	-570 mm	236 mm
-808 mm	-537 mm	271 mm
-810 mm	-539 mm	271 mm
-810 mm	-540 mm	270 mm
-810 mm	-567 mm	243 mm
-810 mm	-582 mm	228 mm
-810 mm	-597 mm	213 mm
-808 mm	-607 mm	201 mm
-808 mm	-618 mm	190 mm
-806 mm	-657 mm	149 mm
-803 mm	-694 mm	109 mm
-798 mm	-744 mm	54 mm
-793 mm	-766 mm	27 mm
-785 mm	-780 mm	5 mm
-780 mm	-780 mm	0 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" pillarPre-test "X": 2500 mm "Y": -757 mmPost-test "X": 2550 mm "Y": -490 mm

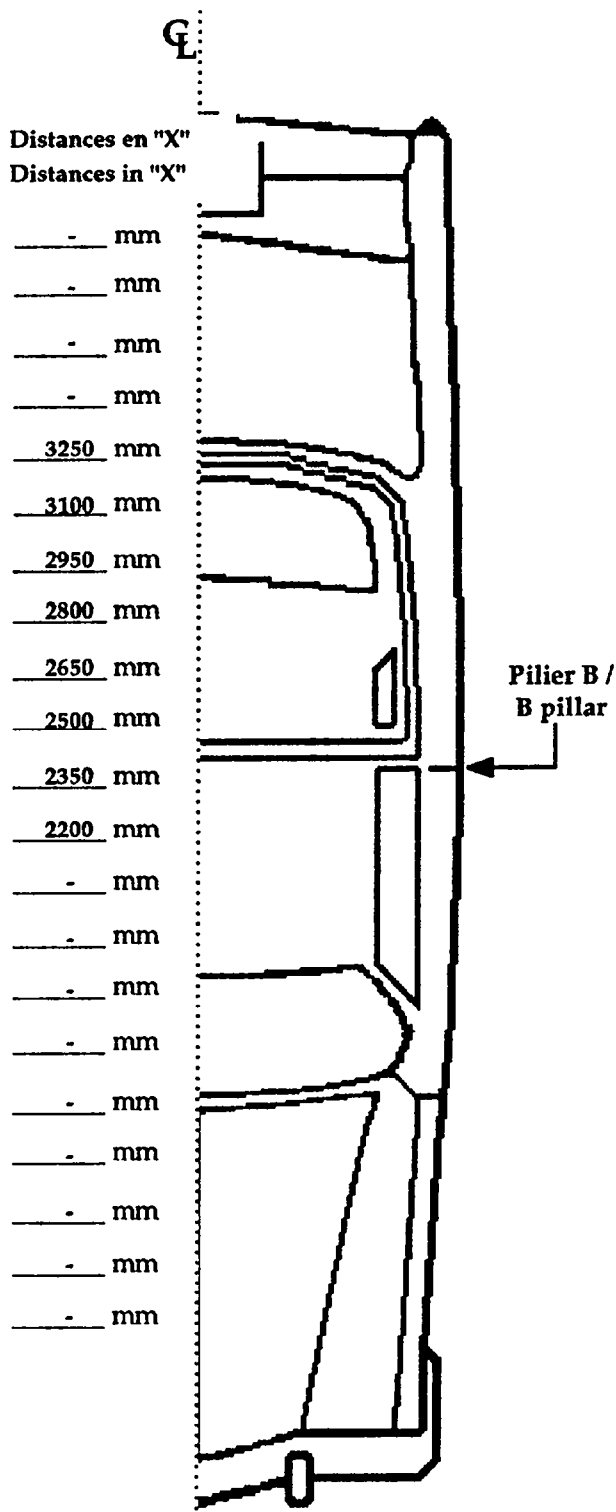


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
------------------------------------	----------	---------------------	----------------------	---------------------	--------

MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 5 / LEVEL 5

Profil extérieur à 1337 mm Pre-test au-dessus du sol
Exterior profile at 1346 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
-522 mm	-473 mm	49 mm
-527 mm	-470 mm	57 mm
-525 mm	-465 mm	60 mm
-525 mm	-462 mm	63 mm
-528 mm	-460 mm	68 mm
-530 mm	-457 mm	73 mm
-535 mm	-469 mm	66 mm
-525 mm	-477 mm	48 mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- mm
- mm	- mm	- 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": 2602 mm "Y": -536 mm
Post-test "X": 2614 mm "Y": -451 mm



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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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	2445 mm	-802 mm	2480 mm	-592 mm	288 mm
2	2417 mm	-768 mm	2460 mm	-459 mm	437 mm
3	2475 mm	-775 mm	2520 mm	-453 mm	456 mm
4	2500 mm	-757 mm	2550 mm	-490 mm	763 mm
5	2602 mm	-536 mm	2614 mm	-451 mm	1291 mm
(1) Point où la pénétration est maximale Point of maximum intrusion			2121 mm	-438 mm	433 mm

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

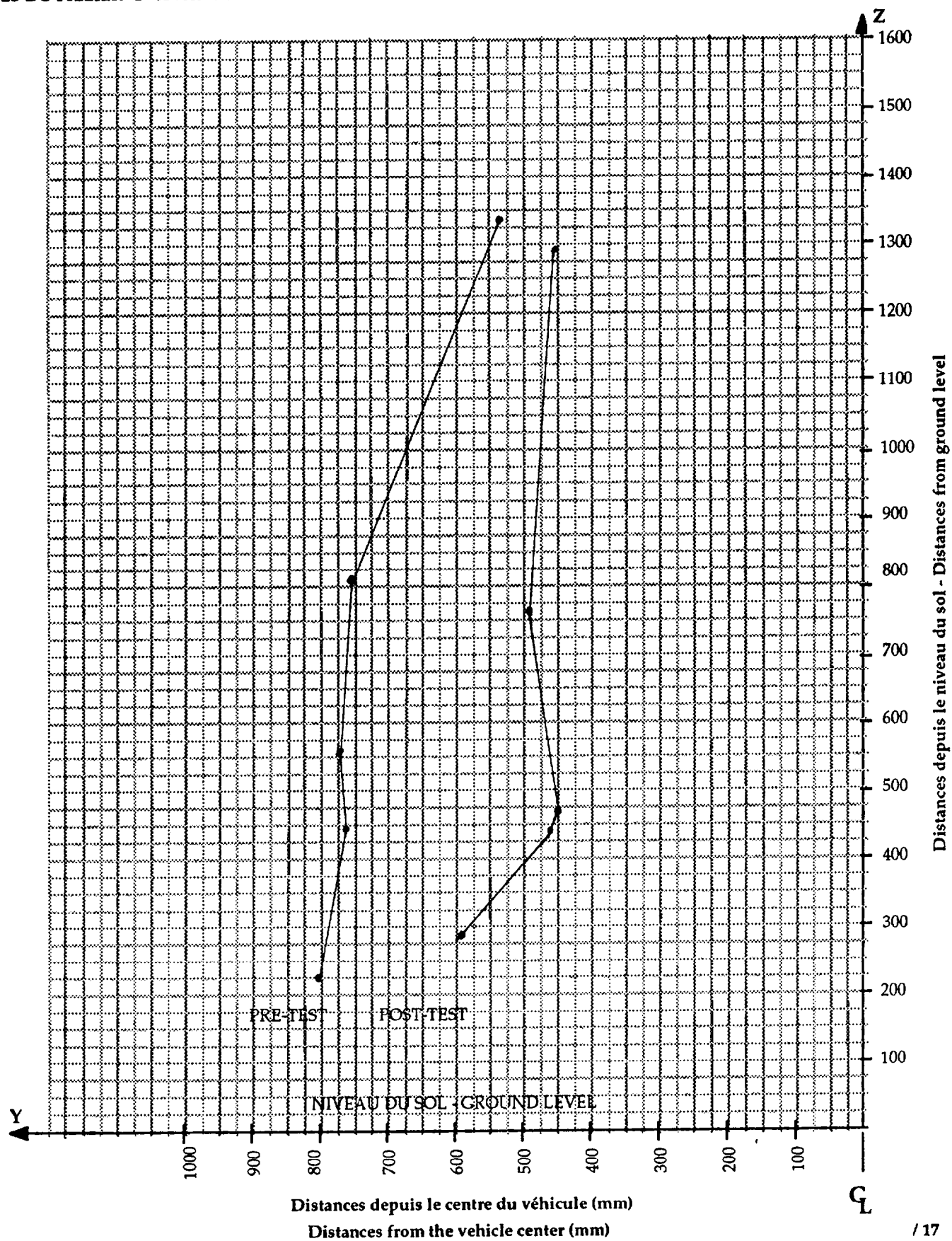
Point de référence zéro:	Centre du pare-choc avant
Zero reference point:	Front bumper centre

Commentaires/Comments



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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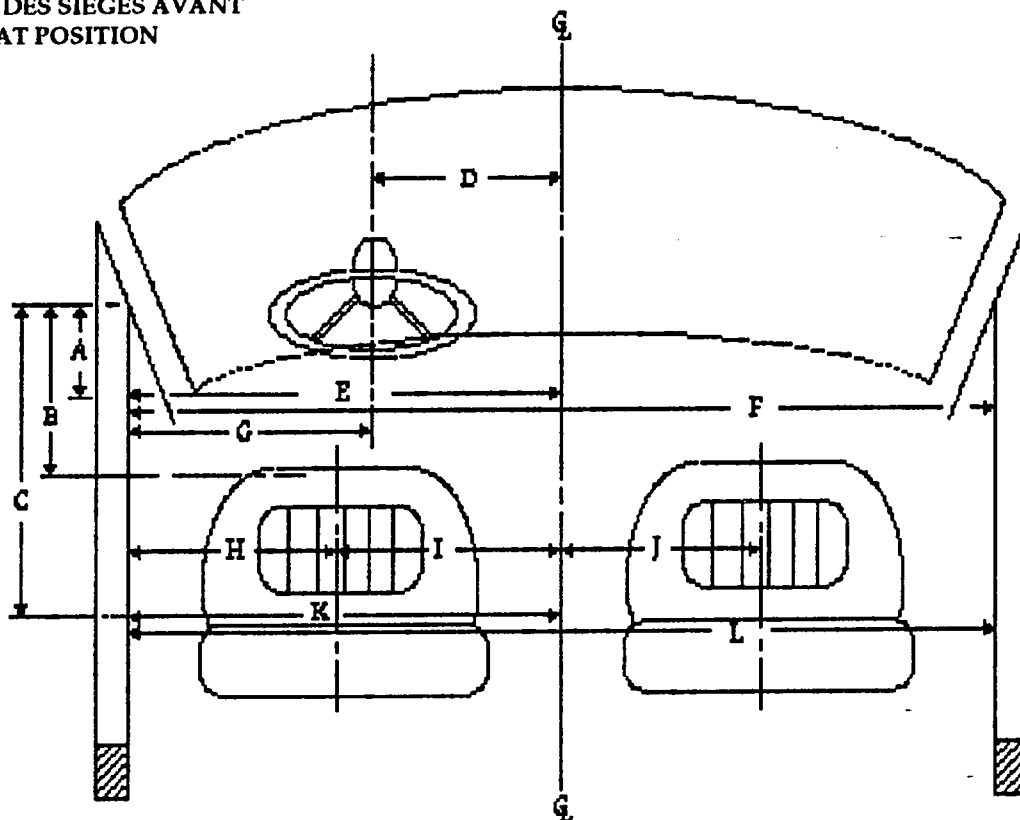
PROFILS DU PILLIER "B" AVANT ET APRÈS COLLISION - PROFILES OF "B" PILLAR BEFORE AND AFTER TEST





Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACORD DX 1992	T.C. N° T.C. No.	92-154
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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)	342
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 (rearmost)	N/A
D	Centre du volant à la ligne de centre du véhicule Steering wheel center to center line of car	341	L	Fenêtre à fenêtre (le plus reculé) Window to window (rearmost)	N/A
E	Seuil de fenêtre à la ligne de centre du véhicule Window edge to center line of the vehicle	765	M		
F	Fenêtre à fenêtre Window to window	1530	N		
G	Centre du volant au seuil de la fenêtre Steering wheel center to window edge	424	O		
H	Seuil de la fenêtre au centre du siège Window edge to seat midline	423	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.

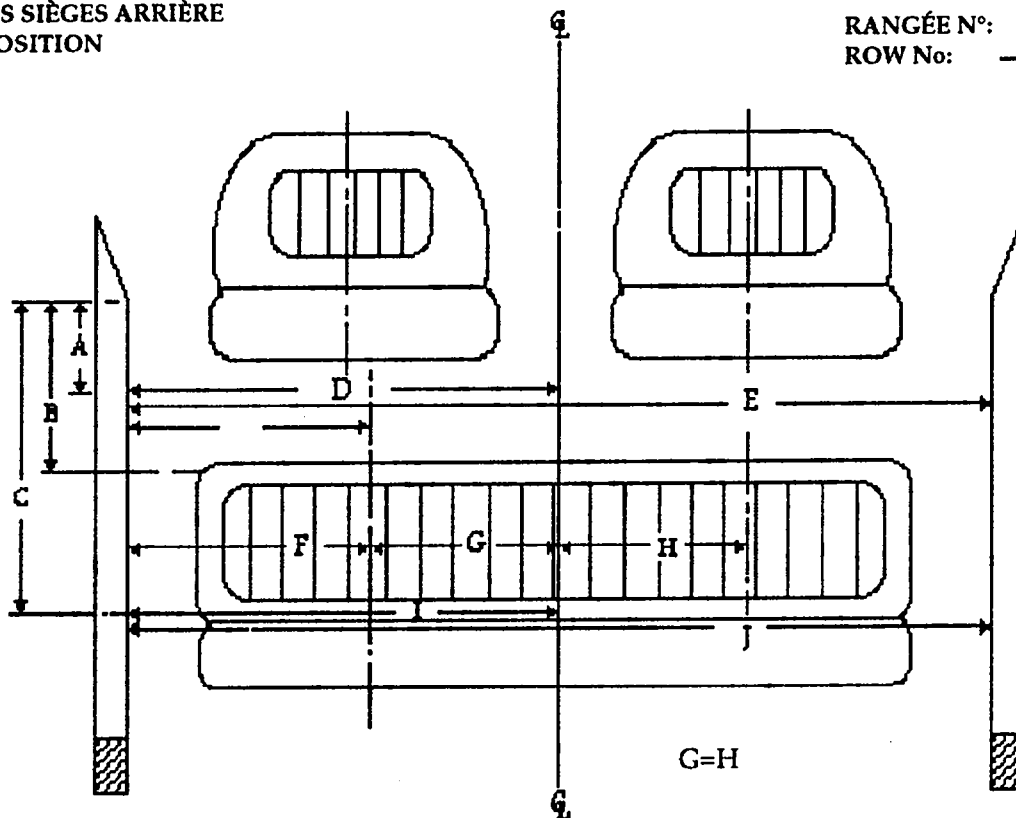
REMARQUES - COMMENTS :



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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POSITION DES SIÈGES ARRIÈRE
REAR SEAT POSITION

RANGÉE N°: 2ième / 2nd
ROW No: _____



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)	N/A
B	Le point le plus avant sur le siège (mesurable) Foremost measurable point on front seat	N/A	J	Fenêtre à fenêtre (le plus reculé) Window to window (rearmost)	N/A
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	760	L		
E	Fenêtre à fenêtre Window to window	1520	M		
F	Seuil de la fenêtre au centre du siège Window edge to seat midline	419	N		
G	Centre du siège à la ligne de centre du véhicule (gauche) Seat midline to center line of vehicle (left)	341	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

Date de collision
Date impacted

92/10/07

Véhicule
Vehicle

HONDA ACCORD DX 1992

T.C. N°
T.C. No.

92-154

Barrière
Barrier

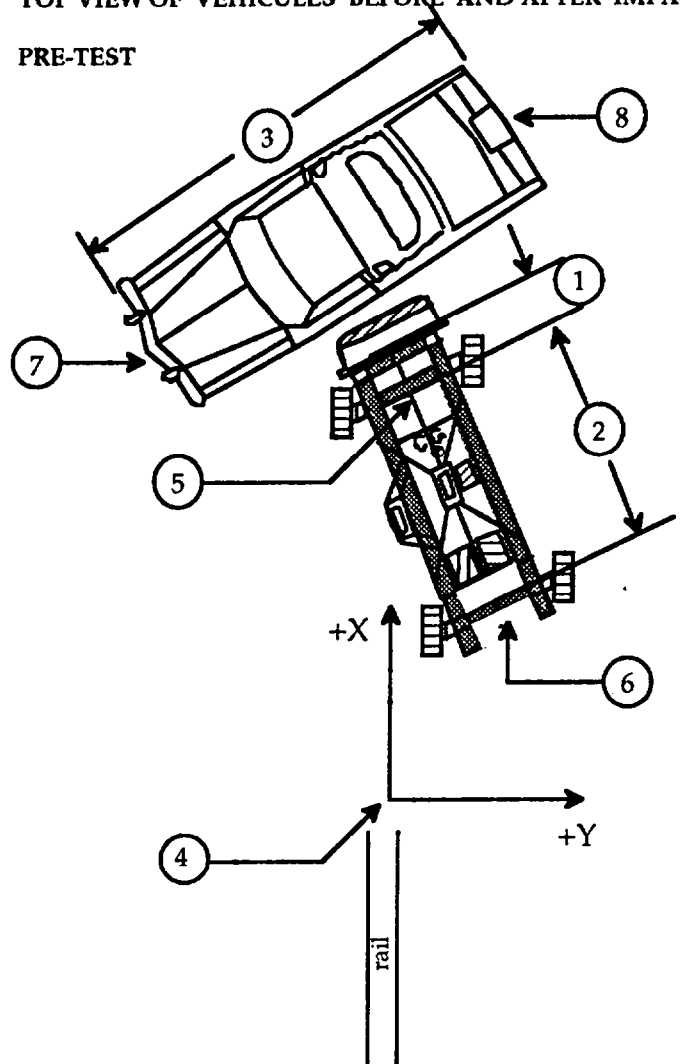
214 C.E.V.A. / M.V.T.C.214

Angle
Angle

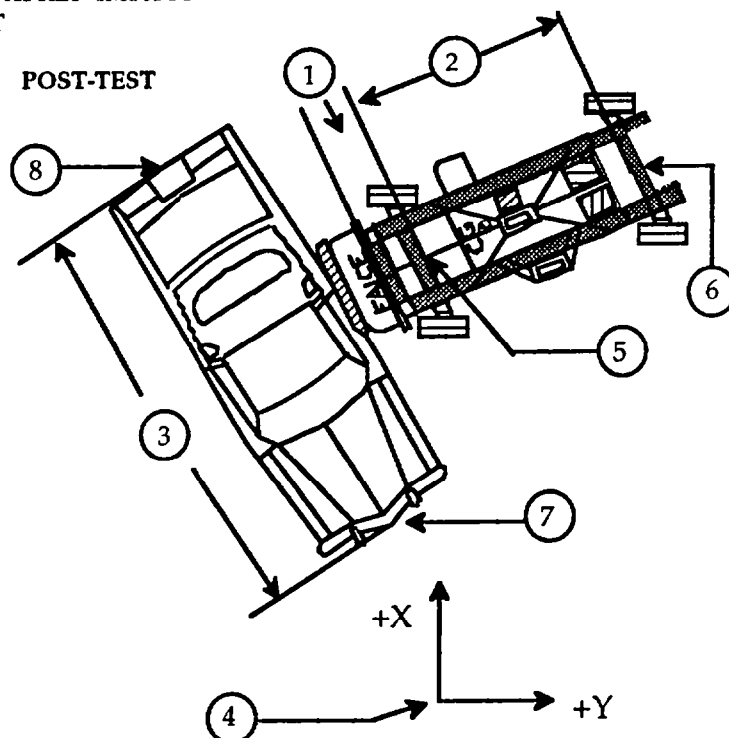
27°

Gauche
Left☒Droit
Right☐RELEVÉ TOPOGRAPHIQUE DES VÉHICULES AVANT ET APRÈS IMPACT
TOP VIEW OF VEHICLES BEFORE AND AFTER IMPACT

PRE-TEST



POST-TEST



	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	4691 mm

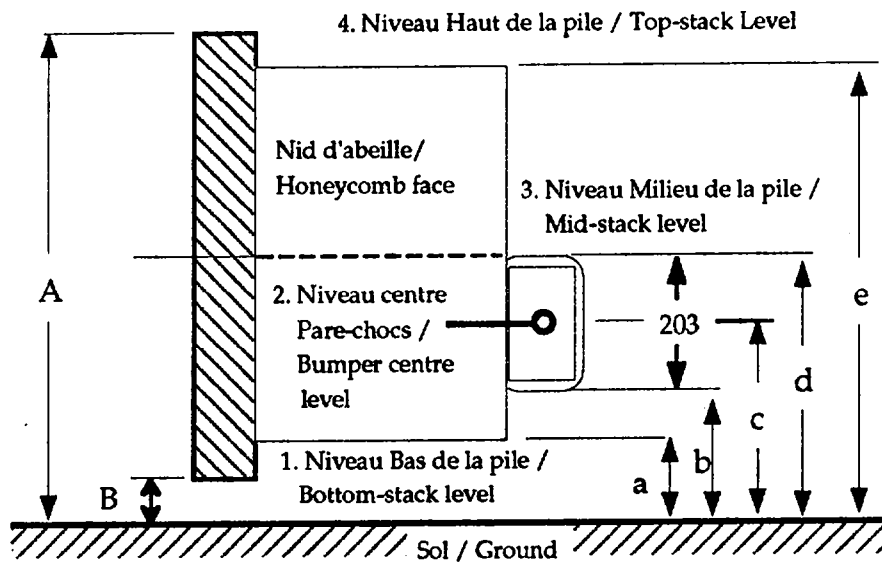
	DESCRIPTION	PRE-TEST		POST-TEST	
		X	Y	X	Y
4	Point de référence fixe au sol Reference point on the ground	0 mm	0 mm	0 mm	0 mm
5	Point de référence avant Bélier ou BMD Front reference point Bullet vehicle or MDB	870 mm	215 mm	5935 mm	-55 mm
6	Point de référence arrière Bélier ou BMD Rear reference point Bullet vehicle or MDB	-1455 mm	1390 mm	5765 mm	2540 mm
7	Point de référence avant Cible Front reference point Target vehicle	1695 mm	-1555 mm	4065 mm	-2180 mm
8	Point de référence arrière Cible Rear reference point Target vehicle	3800 mm	1560 mm	8650 mm	1260 mm



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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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)



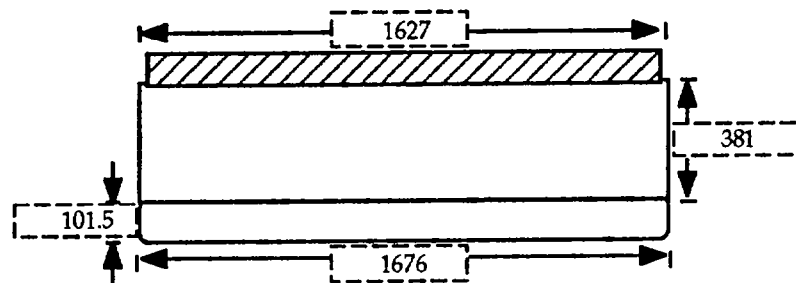
Vue de côté (Niveau du sol) / Side View (Ground level)

**Face d'aluminium de la barrière/
barrier aluminium face**

	Suggérée Suggested	Mesurée / Measured
A	914	914
B	247	251

Nid d'abeille/Honeycomb face

	Suggérée Suggested	Mesurée / Measured
a	279	270
b	330	324
c	432	429
d	533	527
e	838	835



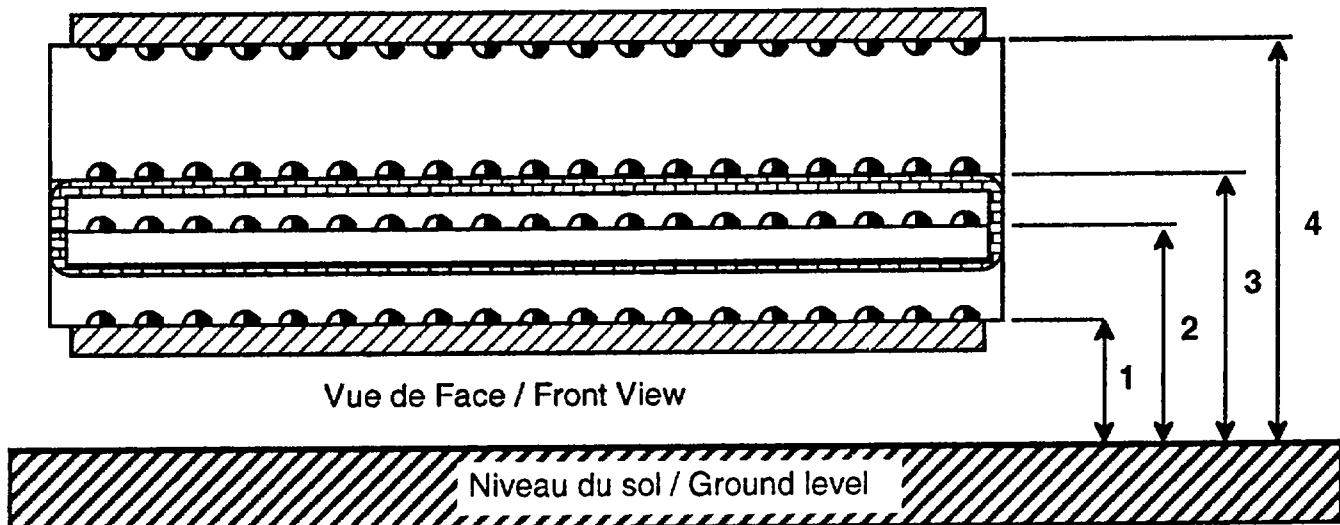
Vue de Haut / Top View



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DU NID D'ABEILLE / HONEYCOMB FACE MEASUREMENTS

Niveau 4 @ Haut de la face / Level 4 @ Top of stack	=	835	mm.	} Au-dessus du sol Above ground level
Niveau 3 @ Milieu du Nid d'Abeille / Level 3 @ Mid stack	=	527	mm.	
Niveau 2 @ Mi-face du pare-choc / Level 2 @ Mid bumper	=	427	mm.	
Niveau 1 @ Bas de la face / Level 1 @ Bottom of stack	=	270	mm.	



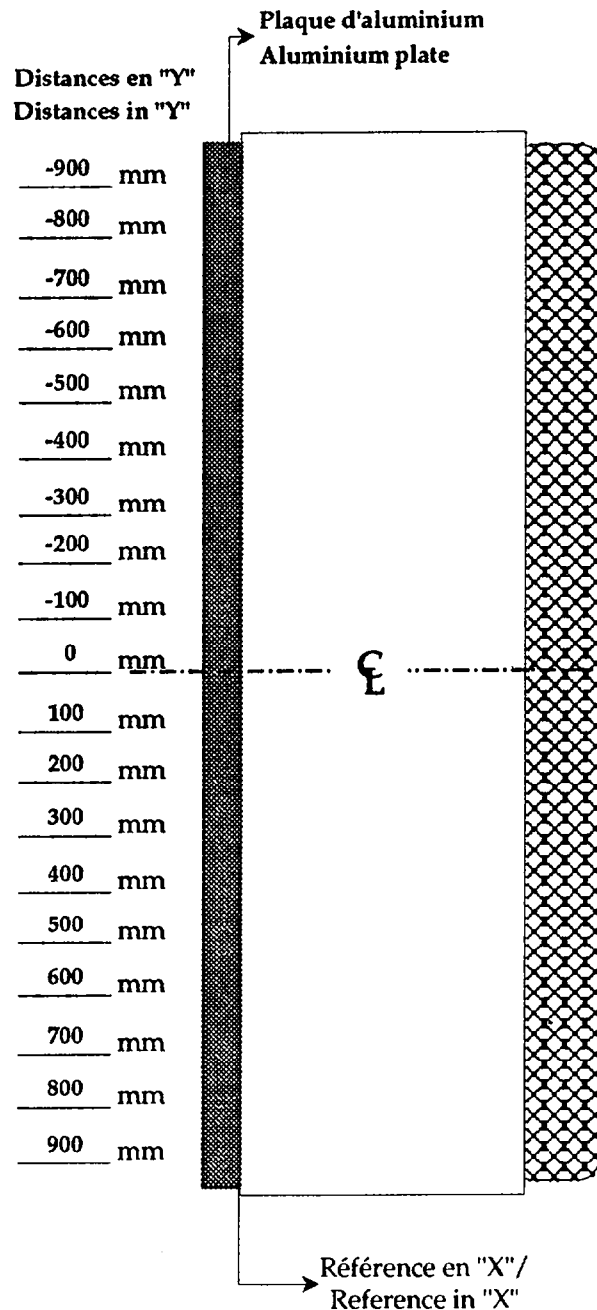


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 270 mm Pre-test au-dessus du sol
Exterior profile at 276 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-382 mm	-360 mm	-22 mm
-382 mm	-364 mm	-18 mm
-382 mm	-373 mm	-9 mm
-382 mm	-368 mm	-14 mm
-382 mm	-353 mm	-29 mm
-382 mm	-350 mm	-32 mm
-382 mm	-352 mm	-30 mm
-382 mm	-357 mm	-25 mm
-382 mm	-359 mm	-23 mm
-382 mm	-361 mm	-21 mm
-382 mm	-366 mm	-16 mm
-382 mm	-370 mm	-12 mm
-382 mm	-376 mm	-6 mm
-382 mm	-371 mm	-11 mm
-382 mm	-355 mm	-27 mm
-382 mm	-340 mm	-42 mm
-382 mm	-307 mm	-75 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

92/10/07

Véhicule
Vehicle

HONDA ACCORD DX 1992

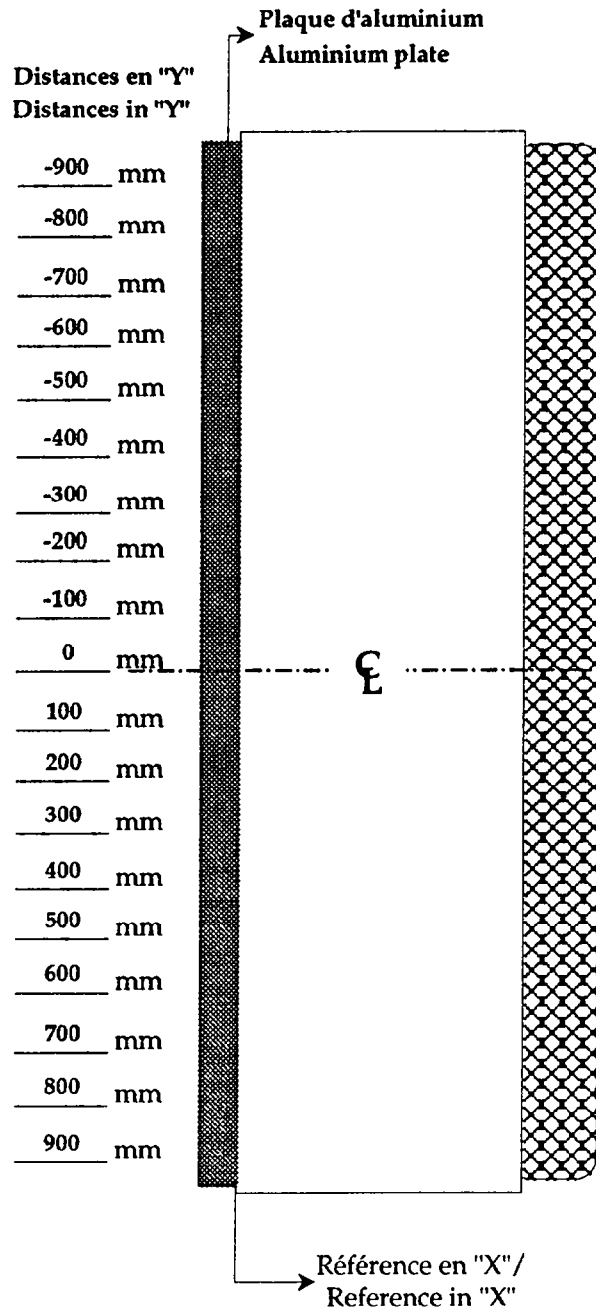
T.C. N°
T.C. No.

92-154

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

NIVEAU 2 / LEVEL 2

Profil extérieur à 427 mm Pre-test au-dessus du sol
Exterior profile at 422 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-467 mm	-410 mm	-57 mm
-484 mm	-440 mm	-44 mm
-484 mm	-453 mm	-31 mm
-484 mm	-458 mm	-26 mm
-484 mm	-460 mm	-24 mm
-484 mm	-462 mm	-22 mm
-484 mm	-464 mm	-20 mm
-484 mm	-466 mm	-18 mm
-484 mm	-467 mm	-17 mm
-484 mm	-468 mm	-16 mm
-484 mm	-469 mm	-15 mm
-484 mm	-469 mm	-15 mm
-484 mm	-471 mm	-13 mm
-484 mm	-472 mm	-12 mm
-484 mm	-472 mm	-12 mm
-484 mm	-466 mm	-18 mm
-476 mm	-442 mm	-34 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

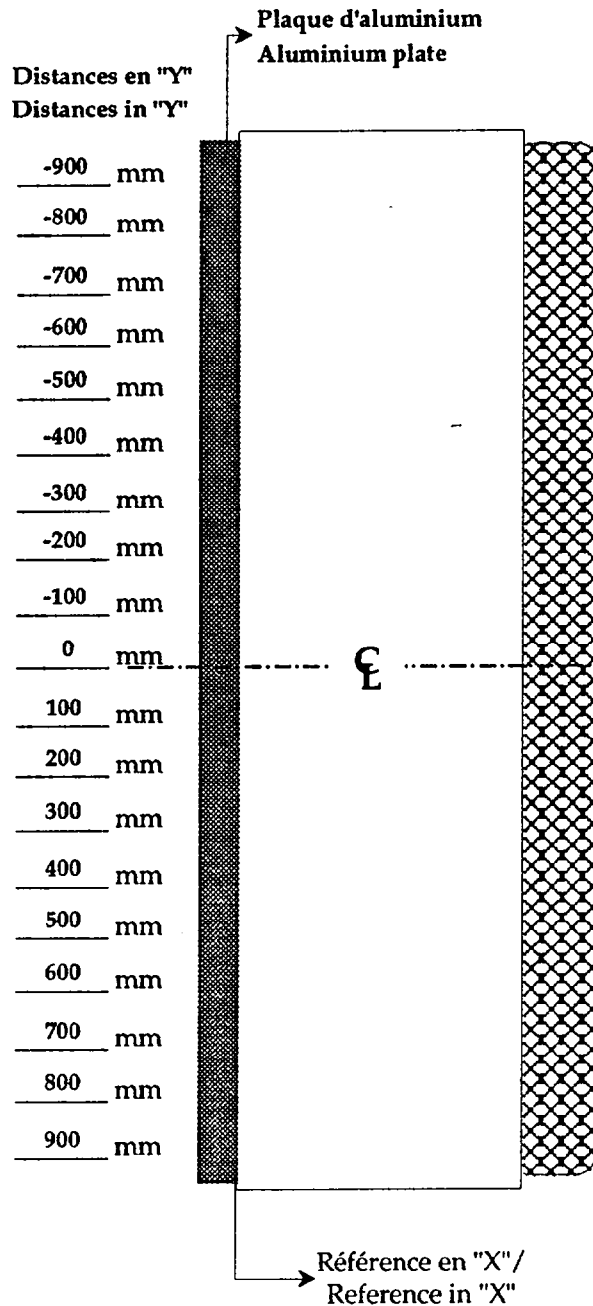


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 527 mm Pre-test au-dessus du sol
Exterior profile at 530 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-382 mm	-342 mm	-40 mm
-382 mm	-352 mm	-30 mm
-382 mm	-360 mm	-22 mm
-382 mm	-364 mm	-18 mm
-382 mm	-366 mm	-16 mm
-382 mm	-367 mm	-15 mm
-382 mm	-369 mm	-13 mm
-382 mm	-371 mm	-11 mm
-382 mm	-372 mm	-10 mm
-382 mm	-374 mm	-8 mm
-382 mm	-374 mm	-8 mm
-382 mm	-376 mm	-6 mm
-382 mm	-376 mm	-6 mm
-382 mm	-377 mm	-5 mm
-382 mm	-377 mm	-5 mm
-382 mm	-375 mm	-7 mm
-382 mm	-370 mm	-12 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

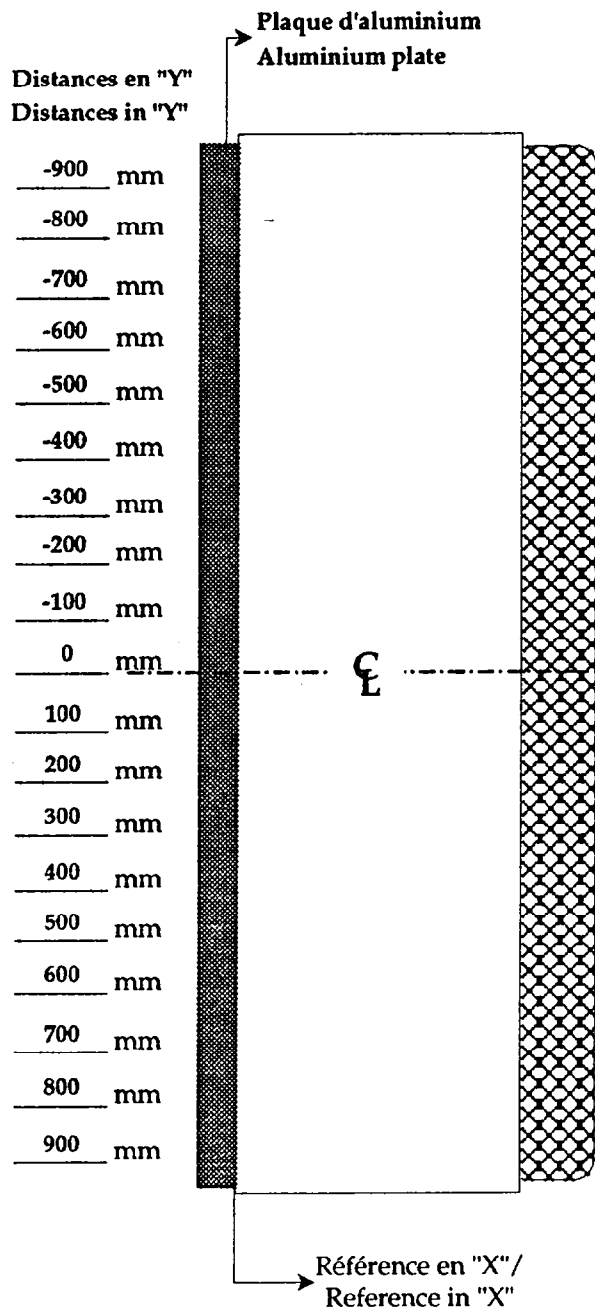


Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 835 mm Pre-test au-dessus du sol
Exterior profile at 830 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	mm	- mm
-382 mm	-250 mm	-132 mm
-382 mm	-283 mm	-99 mm
-382 mm	-310 mm	-72 mm
-382 mm	-348 mm	-34 mm
-382 mm	-373 mm	-9 mm
-382 mm	-376 mm	-6 mm
-382 mm	-377 mm	-5 mm
-382 mm	-379 mm	-3 mm
-382 mm	-381 mm	-1 mm
-382 mm	-382 mm	0 mm
-382 mm	-384 mm	2 mm
-382 mm	-385 mm	3 mm
-382 mm	-387 mm	5 mm
-382 mm	-387 mm	5 mm
-382 mm	-388 mm	6 mm
-382 mm	-385 mm	3 mm
-382 mm	-327 mm	-55 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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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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	BAQUET / BUCKET				BANQUETTE / BENCH		
Nombre de crans d'ajustement de dossier Number of notches for adjustable seat back	5ième / 5th 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	2475	-741	528		3312	-736	747
Point-H / H-Point	2245	-539	445		3116	-529	490
Rotule / Knee joint	1850	-573	561		2717	-569	607

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	104	mm	168	mm
Espacement du genou droit vs LC du 3-D Right knee spacing vs CL of 3-D machine	118	mm	134	mm
Cheville à cheville (c-c) Ankle to ankle (c-c)	213	mm	295	mm
Angle du dossier du "3-D" Back pan angle	24.0	deg.	30.0	deg.
Angle de la cuvette de siège du "3-D" Seat Pan Angle	16.6	deg.	15.8	deg.
Angle du genou gauche Left knee angle	134	deg.	127	deg.
Angle du genou droit Right knee angle	134	deg.	126	deg.
Angle de la cheville gauche Left ankle angle	128	deg.	133	deg.
Angle de la cheville droite Right ankle angle	93	deg.	134	deg.



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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POSITIONNEMENT DES MANNEQUINS (Suite) / MEASUREMENTS OF DUMMY POSITIONS (Continued)

DESCRIPTION / DESCRIPTION :	D i g i t i z e r	P r o b e s	MESURES / MEASUREMENTS:					
			toutes les mesures sont en mm / all measurements are in mm					
			Conducteur / Driver			Passager / Passenger		
CONDUCTEUR/DRIVER : BIOSID Angle longitudinal du pelvis / Longitudinal pelvis angle: 24.8° Angle latéral du pelvis / Lateral pelvis angle: +0.2°			G/L X	C/C	D/R	RANGÉE / ROW 2	G/L X	C/C D/R
PASSAGER/PASSENGER : EUROSID 1 Angle longitudinal du pelvis / Longitudinal pelvis angle: 23.5° Angle latéral du pelvis / Lateral pelvis angle: +0.2°			X	Y	Z	X	Y	Z
Fenêtre à fenêtre/Window to window :	-			1530		-		1520
Centre du véhicule / Vehicle center	-			0		-		0
Seuil de la portière au centre du loquet / Door sill to latch center :	-				296	-		445
Centre du volant /Steering wheel center	-		1927	-341	811	-		
Mouvement du lacet / Yaw movement	-		2			-	1	
Cible de tête / Head target :	-		2407	-423	1120	-	3378	-426 1149
Point-H / H-Point :	-		2257	-526	443	-	3104	-521 497
Rotule / Knee joint :	-		1863	-480	544	-	2732	-494 617

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

Date de collision
Date impacted

92/10/07

Véhicule
Vehicle

HONDA ACCORD DX 1992

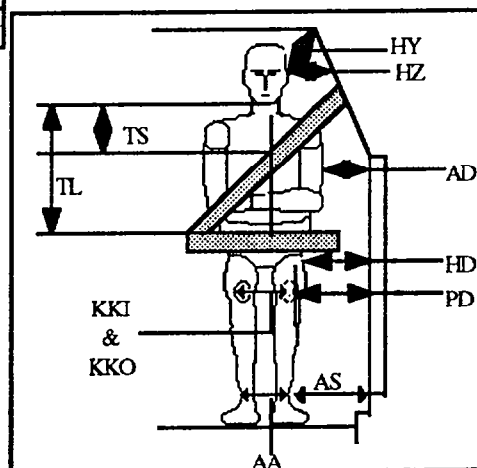
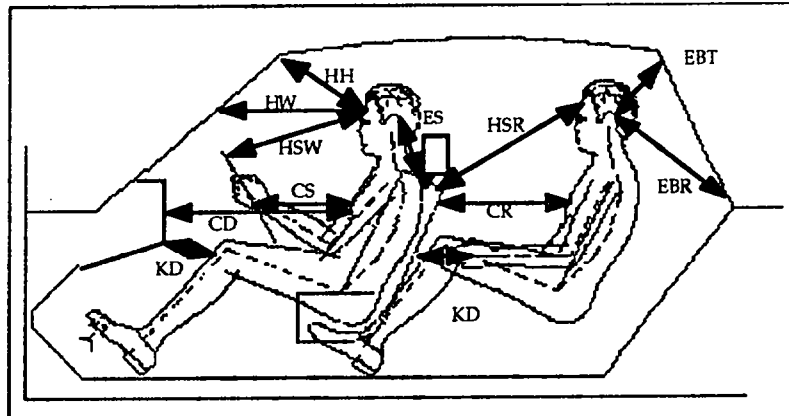
T.C. N°

T.C. No.

92-154

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	345	mm
Genou à genou (plaque) Intérieur / Interior Knee to knee (plate) Extérieur / Exterior	KKI	140	mm	165	mm
	KKO	280	mm	340	mm
De la cheville jusqu'au seuil de porte (horizontal.) Ankle to door sill (horizontal)	AS	175	mm	145	mm
Genoux au tableau de bord ou au siège (minimum) Knees to dash or to seat back (minimum)	KDL	140	mm	88	mm
	KDR	135	mm	91	mm
Sternum au tableau de bord (siège avant) (horizontal) Sternum to dash (front seat) (horizontal)	CD	545	mm	N/A	mm
Haut du sternum au centre du moyeu du volant Sternum top to steering hub center	CS	345	mm	N/A	mm
Milieu du front jusqu'au pare-brise (horizontalement) Mid forehead to windshield (horizontal)	HW	495	mm	N/A	mm
Milieu du front jusqu'au haut du pare-brise Mid forehead to windshield header	HH	385	mm	N/A	mm
Tête à la jante du volant de direction (haut) Head to steering wheel rim (top)	HSW	548	mm	N/A	mm
Haut de l'oreille jusqu'au début du toit Ear top to edge roof	HY	140	mm	95	mm
Haut de l'oreille au haut du siège avant Ear top to front seat top	ES	320	mm	785	mm
Menton au haut de la ceinture sous-abdominale (vert.) Chin to lap belt upper edge (vertical)	TL	460	mm	470	mm
Menton au haut de la ceinture baudrier (verticalement) Chin to thorax belt upper edge (vertical)	TS	115	mm	120	mm
Haut de l'oreille à la fenêtre latérale (horizontalement) Ear top to side window (horizontal)	HZ	218	mm	N/A	mm
La rotule à la porte (horiz., plaque du genou) Patella to door (horizontal, knee plate)	PD	205	mm	203	mm
Du point H à la porte (horizontalement) H-point to door (horizontal)	HD	165	mm	175	mm
Du milieu du bras à la porte (horizontalement) Mid upper arm to door (horizontal)	AD	100	mm	90	mm
Haut du sternum jusqu'au siège avant Sternum top to front seat	CR			510	mm
Milieu du front jusqu'au siège avant Mid forehead to front seat	HSR	N/A	mm	690	mm
Haut de l'oreille jusqu'à la fenêtre arrière (bas) Ear top to rear window (bottom)	EBR	N/A	mm	690	mm
Haut de l'oreille jusqu'à la fenêtre arrière (haut) Ear top to rear window (top)	EBT	N/A	mm	110	mm



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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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

NOTE: LA GOUACHE APPLIQUÉ SUR LES MANNEQUINS A SÉCHÉ AVANT LA COLLISION.

NOTE: THE PAINT APPLIED ON THE DUMMIES HAS DRIED BEFORE THE IMPACT.

DOMMAGES AUX PORTIÈRES APRÈS ESSAI / DOOR DAMAGES 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.

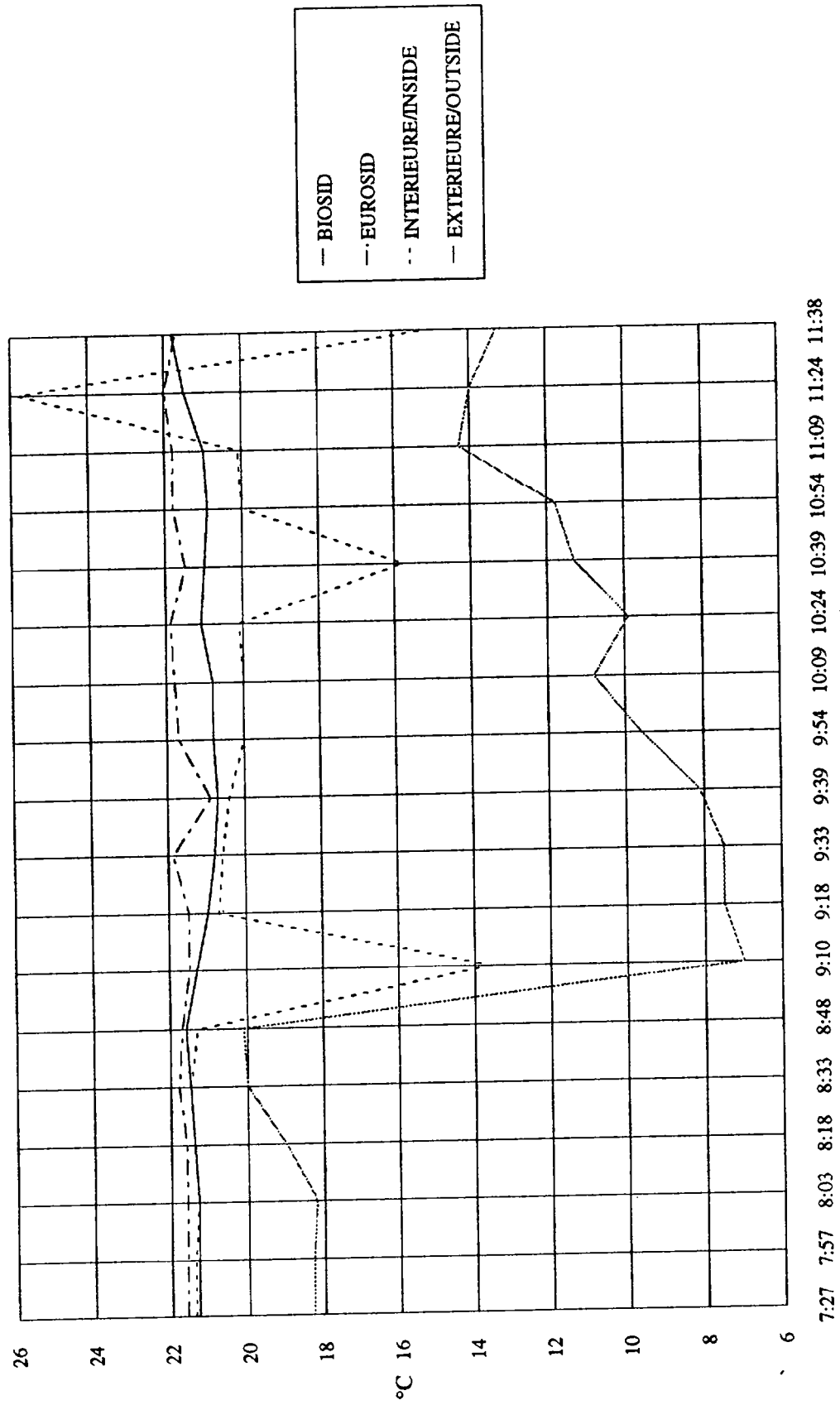
LE COFFRE ARRIÈRE S'EST OUVERT DURANT LA COLLISION.

NO DOOR OPENING DURING THE CRASH. THE TRUNK OPENED DURING THE CRASH.

SECTION 4

DONNÉES DES TEMPÉRATURES - TEMPERATURE DATA

Temperature TC 92-154



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>COLLLATA/W U.SMDB 27DEG.</i>
TYPE DE VEHICULE TYPE OF VEHICLE	<i>HONDA ACCORD 92</i>
NO DE TC TC NUMBER	<i>92-154</i>
NO DE CONTRAT CONTRACT NO	<i>92-0535</i>

INGENIEUR / ENGINEER	<i>ROBERT MALO</i>
TECHNOLOGUE / TECHNOLOGIST	<i>ALBERT GODARD</i>

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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EXTREMUMS

CANALX 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>	13.87	-60.74	90.7	39.3	G-29
2	PASS #1 TETE Y	PASS #1 HEAD Y	<G>	146.36	-12.82	39.3	60.3	G-29
3	PASS #1 TETE Z	PASS #1 HEAD Z	<G>	103.12	-41.21	39.2	59.3	G-29
4	PAS1 HT EPINE AY	PAS1 UP SPINE AY	<G>	51.15	-3.37	49.9	287.1	G-30
5	PAS1 HT EPINE AZ	PAS1 UP SPINE AZ	<G>	18.71	-13.96	42.5	36.9	G-30
6	PAS1 HT EPINE AX	PAS1 UP SPINE AX	<G>	4.28	-21.10	104.3	45.3	G-30
7	PAS1 HT COTE DPL	PAS1 UP RIB DPL	<mm>	15.23	-1.25	60.5	284.5	G-31
8	PAS1 CT COTE DPL	PAS1 MD RIB DPL	<mm>	14.95	-0.16	57.5	224.3	G-31
9	PAS1 BA COTE DPL	PAS1 LO RIB DPL	<mm>	13.78	-0.16	46.7	224.3	G-31
10	PAS1 HT COTE AY1	PAS1 UP RIB AY1	<G>	77.63	-11.60	48.7	346.7	G-32
11	PAS1 CT COTE AY1	PAS1 MD RIB AY1	<G>	52.69	-15.24	48.3	106.7	G-32
12	PAS1 BA COTE AY1	PAS1 LO RIB AY1	<G>	59.32	-18.98	37.1	106.5	G-32
13	PAS1 HT COTE AY2	PAS1 UP RIB AY2	<G>	72.22	-21.29	48.5	406.7	G-33
14	PAS1 CT COTE AY2	PAS1 MD RIB AY2	<G>	58.01	-24.12	40.9	106.5	G-33
15	PAS1 BA COTE AY2	PAS1 LO RIB AY2	<G>	63.46	-12.92	38.1	73.1	G-33
16	PAS1 BA EPINE AY	PAS1 LO SPINE AY	<G>	80.30	-8.47	41.7	88.5	G-35
17	PAS1 F FRONT ABD	PAS1 ABD FRONT F	<N>	633.45	-99.76	47.9	162.5	G-34
18	PAS1 F CT ABDOM	PAS1 ABD MIDDLE F	<N>	1225.88	-131.17	44.5	167.3	G-34
19	PAS1 F ARR ABDOM	PAS1 ABD REAR F	<N>	434.98	-173.34	42.8	167.3	G-34
20	PASS #1 PELVIS Z	PASS #1 PELVIS Z	<G>	19.62	-41.01	40.1	42.3	G-36
21	PASS #1 PELVIS Y	PASS #1 PELVIS Y	<G>	186.90	-25.71	36.7	73.1	G-36
22	PASS #1 PELVIS X	PASS #1 PELVIS X	<G>	15.76	-93.76	40.3	36.7	G-36
23	PASS #1 PUBIS FY	PASS #1 PUBIS FY	<N>	5078.01	-411.59	36.7	64.4	G-37
24	VIDE	EMPTY						
25	CHAU S-ABDOM	DRIVER LAP BELT	<N>	1787.57	-21.17	80.1	12.5	G-28
26	CHAU BAUDRIER	DRIV SHOULD BELT	<N>	3353.96	-146.36	81.5	151.7	G-28
27	PASS #1 S-ABDOM	PASS #1 LAP BELT	<N>	1000.02	-46.28	77.1	12.5	G-38
28	PASS #1 BAUDRIER	PAS1 SHOULD BELT	<N>	214.42	-294.52	71.3	28.7	G-38

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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EXTREMUMS

CANALX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
29	CHAUFFEUR TETE X	DRIVER HEAD X	<G>	6.59	-18.43	226.3	73.4	G-10
30	CHAUFFEUR TETE Y	DRIVER HEAD Y	<G>	33.94	-9.28	73.9	164.3	G-10
31	CHAUFFEUR TETE Z	DRIVER HEAD Z	<G>	50.29	-3.78	51.4	404.3	G-10
32	CHAU EPAU G ACCY	DRM L-SHLD ACCY	<G>	84.37	-60.82	35.7	80.1	G-11
33	CHAU EPAULE G FX	DRM L-SHLDER FX	<N>	215.50	-291.22	65.3	39.9	G-12
34	CHAU EPAULE G FY	DRM L-SHLDER FY	<N>	3997.63	-256.42	43.3	21.3	G-12
35	CHAU EPAULE G FZ	DRM L-SHLDER FZ	<N>	726.90	-572.69	79.1	118.9	G-12
36	CHAU EPAU G DPLY	DRM L-SHLD DPLY	<mm>	43.97	-0.64	43.5	21.3	G-13
37	CHAU HT EPINE AX	DRM UP SPINE AX	<G>	16.50	-20.95	51.1	67.5	G-14
38	CHAU HT EPINE AY	DRM UP SPINE AY	<G>	69.70	-15.77	41.7	59.5	G-14
39	CHAU H-EPINE AY1	DRM U-SPINE AY1	<G>	69.82	-17.35	41.7	61.5	G-15
40	CHAU HT EPINE AZ	DRM UP SPINE AZ	<G>	10.55	-12.12	226.5	41.1	G-14
41	CHAU HT COTE DPL	DRM UP RIB DPL	<mm>	36.04	-2.31	42.9	284.3	G-17
42	CHAU CT COTE DPL	DRM MD RIB DPL	<mm>	38.08	-2.21	42.7	284.3	G-17
43	CHAU BA COTE DPL	DRM LO RIB DPL	<mm>	40.01	-0.39	42.5	284.5	G-17
44	CHAU HT COTE AY1	DRM UP RIB AY1	<G>	92.27	-30.19	36.1	43.5	G-18
45	CHAU CT COTE AY1	DRM MD RIB AY1	<G>	124.28	-41.65	20.5	26.5	G-18
46	CHAU BA COTE AY1	DRM LO RIB AY1	<G>	146.07	-56.62	20.7	30.1	G-18
47	CHAU HT COTE AY2	DRM UP RIB AY2	<G>	104.42	-28.03	35.9	26.3	G-19
48	CHAU CT COTE AY2	DRM MD RIB AY2	<G>	129.88	-34.67	20.5	26.5	G-19
49	CHAU BA COTE AY2	DRM LO RIB AY2	<G>	146.96	-57.15	20.7	29.9	G-19
50	CHAU BA EPINE AX	DRM LO SPINE AX	<G>	20.36	-17.60	35.3	50.7	G-23
51	CHAU BA EPINE AY	DRM LO SPINE AY	<G>	64.99	-18.89	35.7	74.1	G-23
52	CHAU B-EPINE AY1	DRM L-SPINE AY1	<G>	61.41	-18.43	35.9	93.3	G-16
53	CHAU BA EPINE AZ	DRM LO SPINE AZ	<G>	12.81	-20.18	46.9	37.3	G-23
54	CHAU HT CT AB AY	DRM UP RIB AB Y	<G>	156.38	-53.08	20.1	30.5	G-20
55	CHAU HTCT AB DPL	DRM URIB AB DPL	<mm>	70.24	-0.81	40.3	404.3	G-22
56	CHAU BA CT AB AY	DRM LO RIB AB Y	<G>	199.40	-60.14	19.5	29.7	G-21

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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EXTREMUMS

CANALX 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>	2.42	-5.20	60.7	15.3	G-2
58	VEH LOC#1 AY	VEH LOC#1 AY	<G>	17.70	-2.26	8.5	167.7	G-2
59	VEH LOC#1 AZ	VEH LOC#1 AZ	<G>	5.51	-4.74	65.3	22.1	G-2
60	VIDE	EMPTY						
61	TEMPS ZERO	TRIGGER TIME	Volt	8.13	-0.42	8.3	5.1	G-39
62	VEH LOC#2 AX	VEH LOC#2 AX	<G>	4.23	-6.75	58.5	26.9	G-3
63	VEH LOC#2 AY	VEH LOC#2 AY	<G>	22.69	-2.37	9.5	107.3	G-3
64	VEH LOC#2 AZ	VEH LOC#2 AZ	<G>	11.38	-11.44	26.1	20.5	G-3
65	VEH LOC#3 AX	VEH LOC#3 AX	<G>	12.20	-17.01	40.5	21.5	G-4
66	VEH LOC#3 AY	VEH LOC#3 AY	<G>	20.14	-4.89	20.9	28.7	G-4
67	VEH LOC#3 AZ	VEH LOC#3 AZ	<G>	8.43	-9.95	30.3	24.3	G-4
68	UNIAV VEH LOC#7	VEH UNIAV LOC#7	<G>	3.58	-4.76	42.5	17.5	G-1
69	VEH LOC#5 AY	VEH LOC#5 AY	<G>	39.83	-9.77	18.9	57.3	G-5
70	VEH LOC#6 AY	VEH LOC#6 AY	<G>	484.45	7.41	407.5	0.1	G-5
71	VEH LOC#8 AY	VEH LOC#8 AY	<G>	224.92	-57.49	10.1	24.9	G-6
72	VEH LOC#9 AY	VEH LOC#9 AY	<G>	120.47	-53.83	15.7	23.5	G-6
73	VEH LOC#4 AY	VEH LOC#4 AY	<G>	47.45	-9.08	19.1	57.3	G-5
74	VEH LOC#10 AY	VEH LOC#10 AY	<G>	259.30	-72.61	7.7	24.7	G-6
75	VEH LOC#11 AY	VEH LOC#11 AY	<G>	144.98	-73.34	12.1	26.5	G-6
76	VIDE	EMPTY						
77	CHAU BACT AB DPL	DRM LRIB AB DPL	<mm>	66.58	-8.08	42.1	14.1	G-22
78	CHAU PELVIS X	DRMER PELVIS X	<G>	6.58	-26.51	103.9	40.7	G-24
79	CHAU PELVIS Y	DRMER PELVIS Y	<G>	90.01	-252.36	32.1	139.3	G-24
80	CHAU PELVIS Z	DRMER PELVIS Z	<G>	6.05	-45.75	80.9	139.7	G-24
81	CHAU PUBIS FY	DRM PUBIS FY	<N>	2081.52	-458.13	38.3	299.7	G-26
82	CHAU SACRUM FY	DRM SACRUM FY	<N>	2552.56	-1582.22	38.8	64.4	G-27
83	CHAU ILIAQ G FY	DRM LT ILIAC FY	<N>	3591.24	-834.67	32.0	299.6	G-25
84	VIDE	EMPTY						

EXTREMUMS

[illegible]

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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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	180.55	0.14	39.3	396.2	G-29
91	R PAS1 HT EPINE	PAS1 UP SPINE R	6	4	5	53.19	0.05	49.9	4.0	G-30
92	R PASS #1 PELVIS	PASS #1 PELVIS R	22	21	20	209.10	0.28	36.7	0.1	G-36
93	R CHAUFFEUR TETE	DRIVER HEAD R	29	30	31	57.21	0.00	51.4	0.1	G-10
94	R CHAU EPAU G F	DRV L-SHLD F R	33	34	35	4004.31	2.96	43.3	1.4	G-12
95	R CHAU HT EPINE	DRV UP SPINE R	37	38	40	70.46	0.49	41.7	10.0	G-14
96	R CHAU BA EPINE	DRV LO SPINE R	50	51	53	67.95	0.17	35.7	202.4	G-23
97	R VEH LOC#1	VEH LOC#1 R	57	58	59	18.00	0.12	8.5	309.5	G-2
98	R VEH LOC#2	VEH LOC#2 R	62	63	64	22.85	0.10	9.5	137.6	G-3
99	R VEH LOC#3	VEH LOC#3 R	65	66	67	26.49	0.21	21.7	2.4	G-4
100	R CHAU PELVIS	DRV PELVIS RES	78	79	80	256.87	0.21	139.3	402.2	G-24
101	R BMD LOC#1	MDB LOC#1 R	85	86	87	17.99	0.33	31.1	112.5	G-7

MOMENTS OCCIPITAUX / OCCIPITAL MOMENTS

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

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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CANALX 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	DRM 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	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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CANALX D'ACQUISITION / ACQUISITION CHANNELS

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

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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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	DRIV LRIB AB DPL	-75.000	<mm>	180	G-22
78	CHAU PELVIS X	DRIVER PELVIS X	500.000	<G>	180	G-24
79	CHAU PELVIS Y	DRIVER PELVIS Y	500.000	<G>	180	G-24
80	CHAU PELVIS Z	DRIVER PELVIS Z	-500.000	<G>	180	G-24
81	CHAU PUBIS FY	DRIV PUBIS FY	-13344.661	<N>	600	G-26
82	CHAU SACRUM FY	DRIV SACRUM FY	22241.000	<N>	600	G-27
83	CHAU ILIAQ G FY	DRIV LT ILIAC FY	-15000.000	<N>	600	G-25
84	VIDE	EMPTY				

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

ANALYSE 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	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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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
 EH LOC#1 AX VEHICULE LOCATION #1 AX
 EH LOC#1 AY VEHICULE LOCATION #1 AY
 EH LOC#1 AZ VEHICULE LOCATION #1 AZ
 EH LOC#2 AX VEHICULE LOCATION #2 AX
 EH 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 MDDL 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-SHLD FX DRIVER LEFT SHOULDER LOAD X
 DRV L-SHLD FY DRIVER LEFT SHOULDER LOAD Y
 DRV L-SHLD 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	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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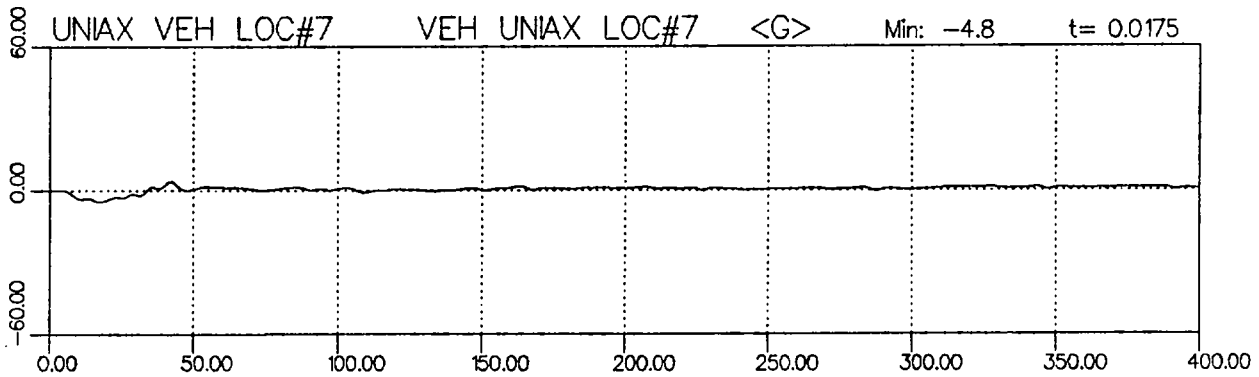
LEGENDE

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
 UNAX VEH LOC#7 UNAXIAL 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 ILIAQ 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 UNAX LOC#7 VEHICLE UNAXIAL 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

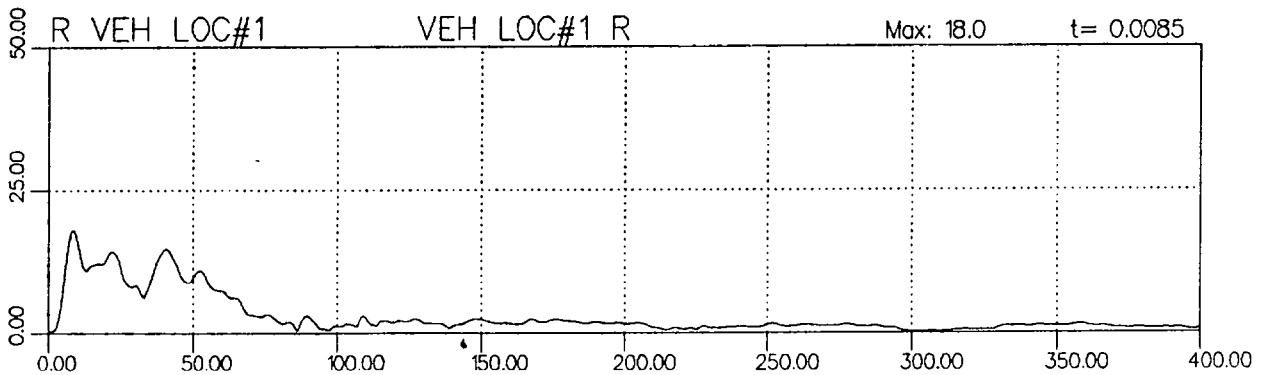
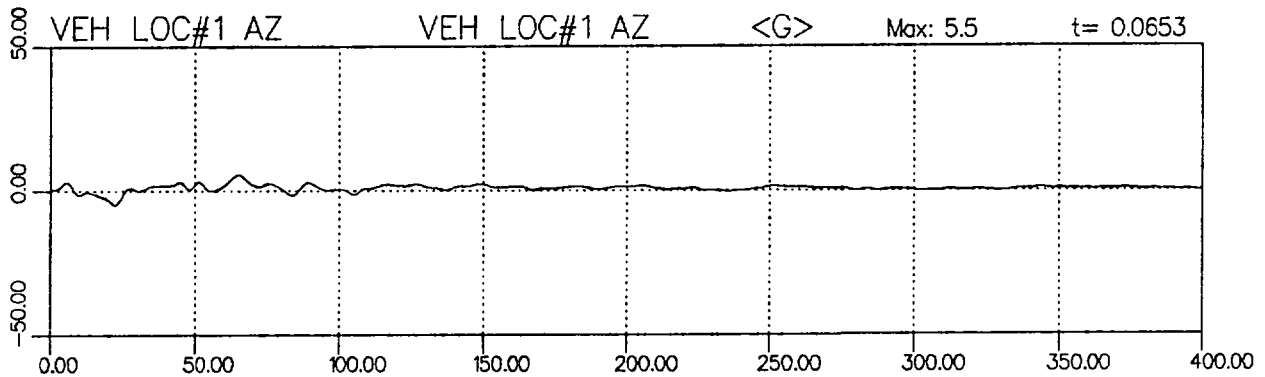
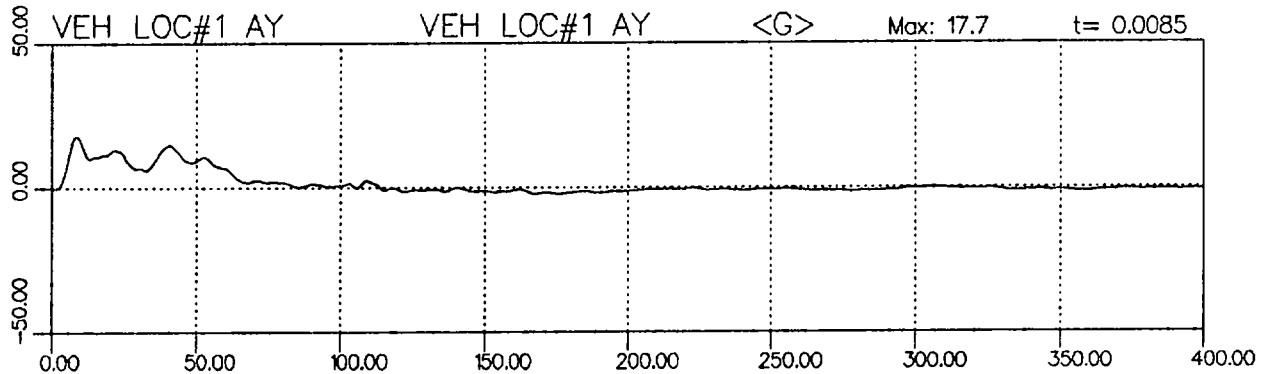
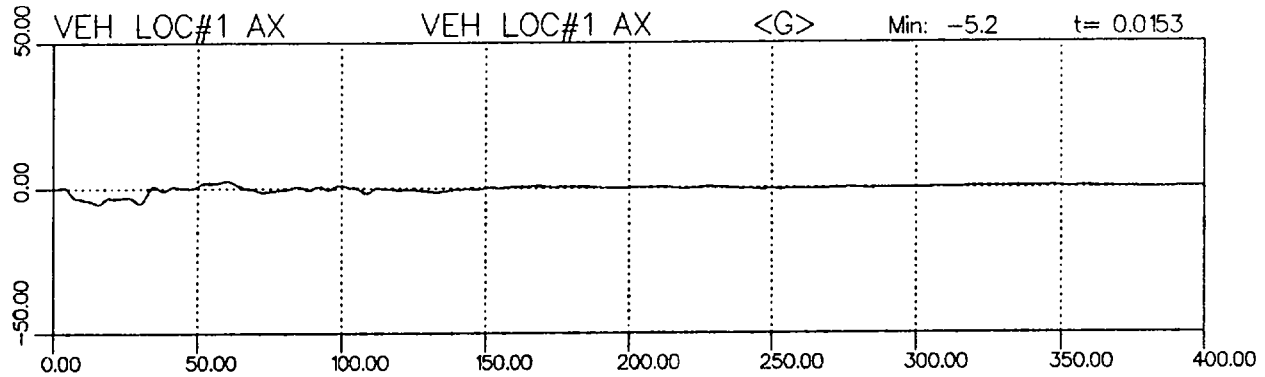
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

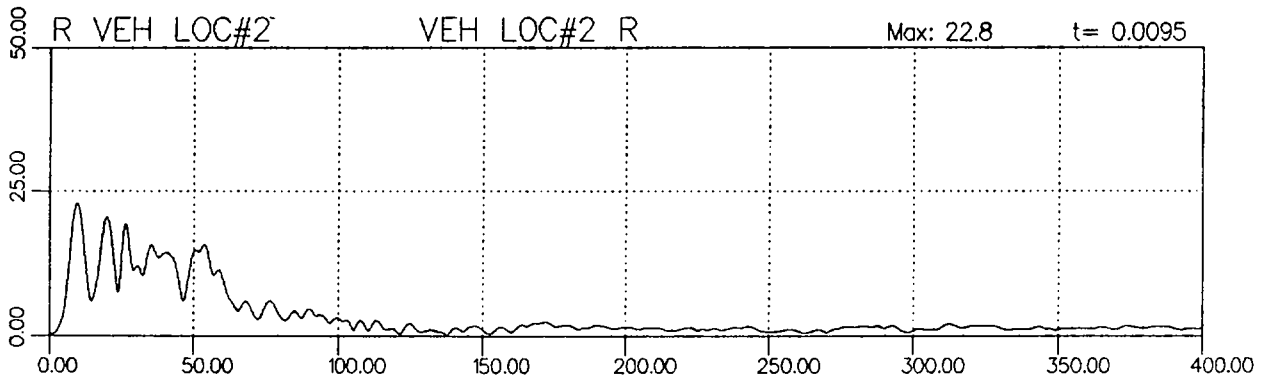
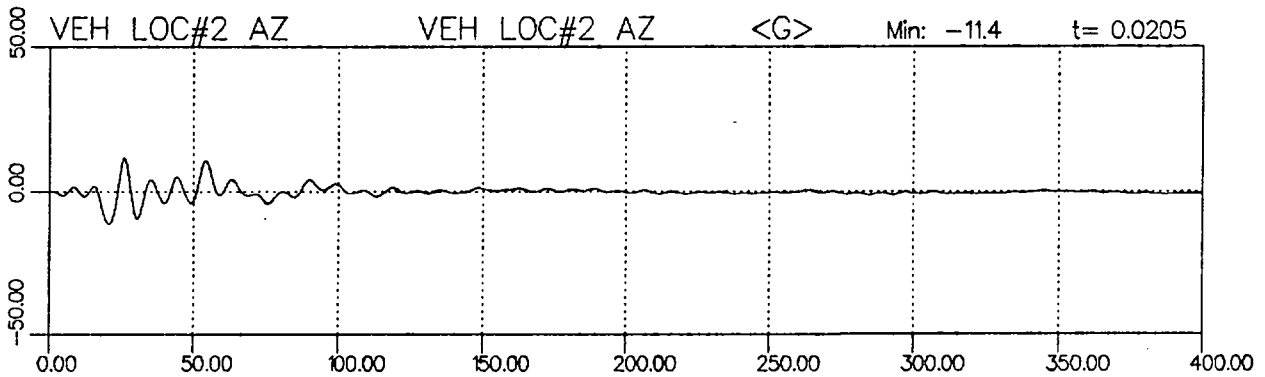
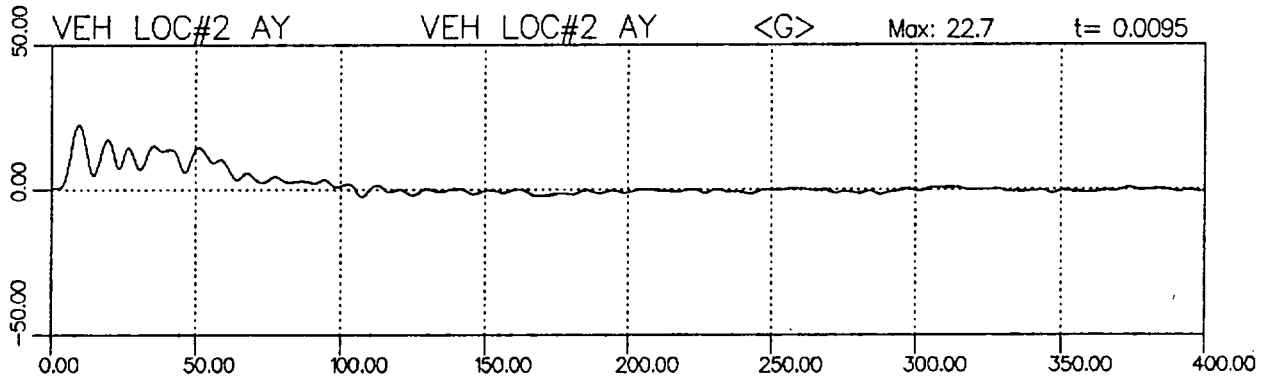
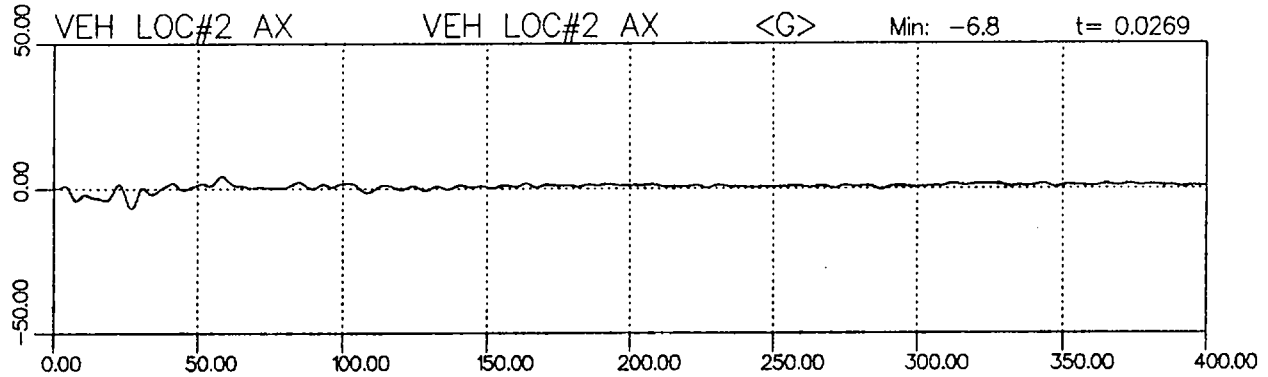
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

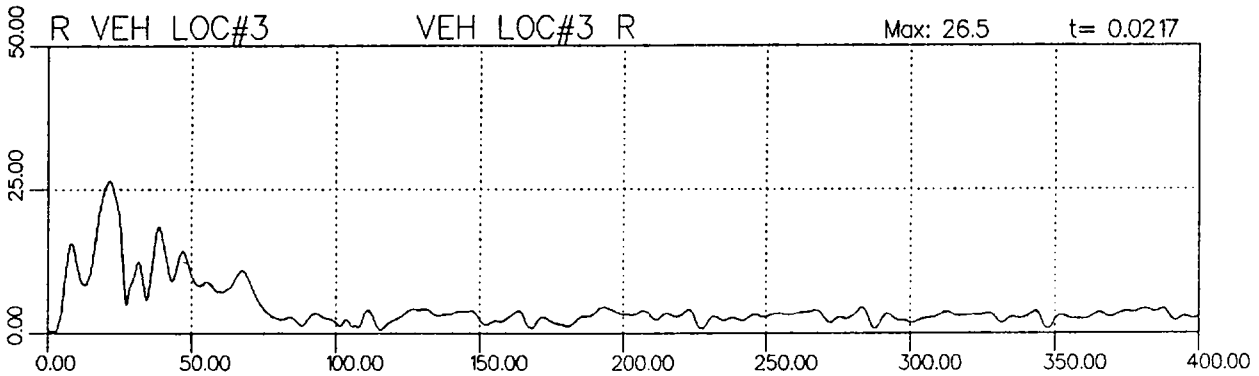
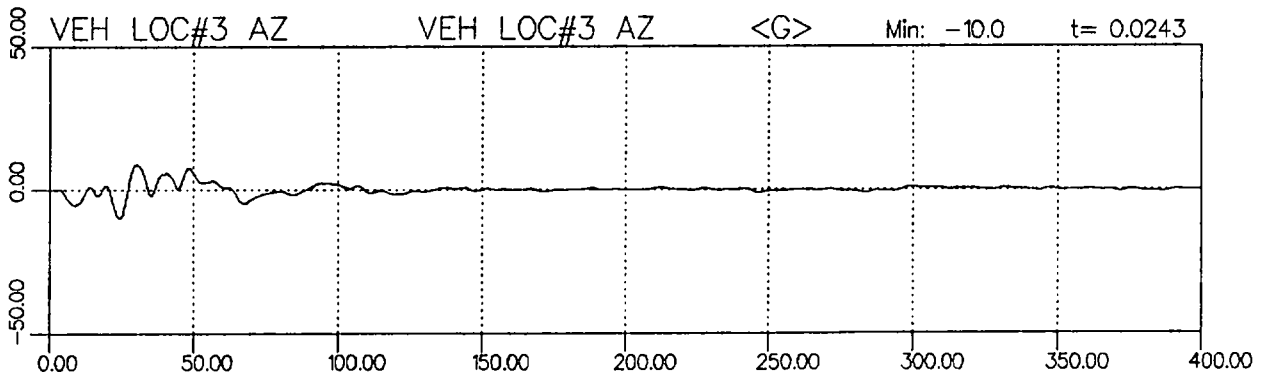
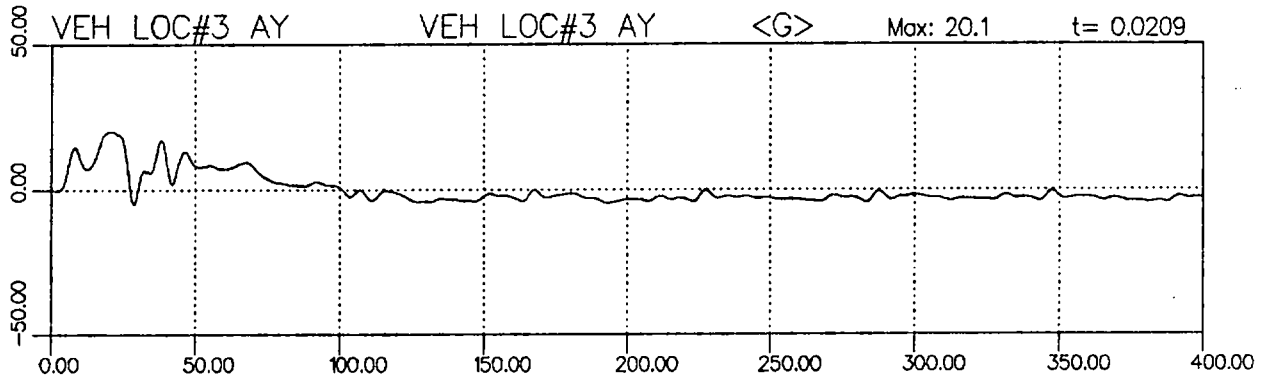
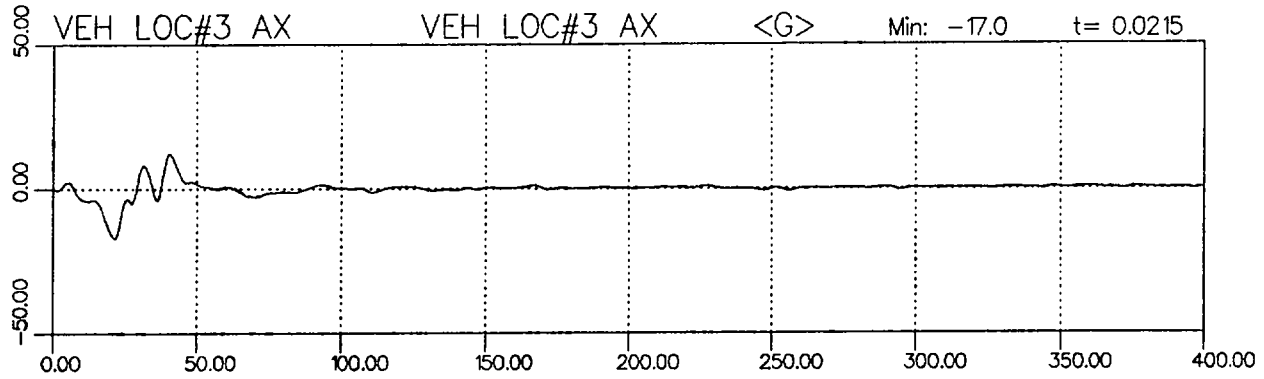
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

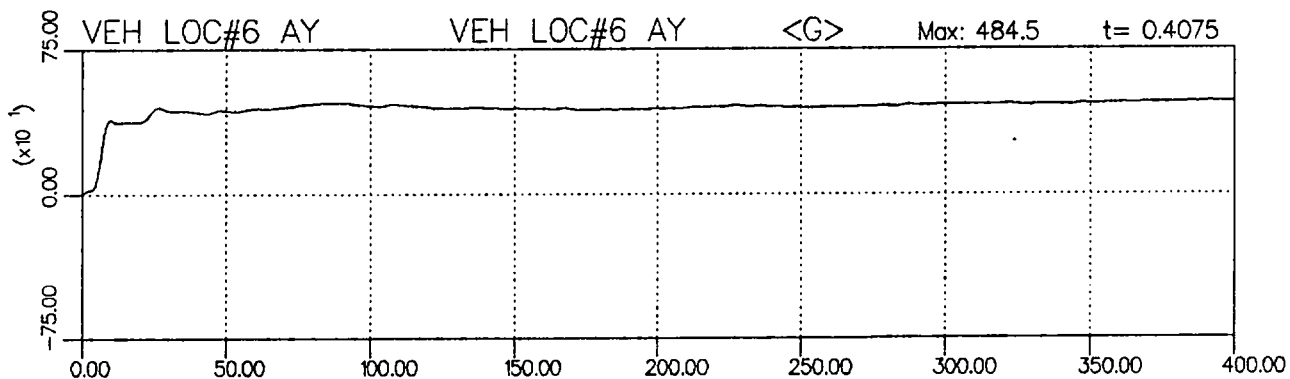
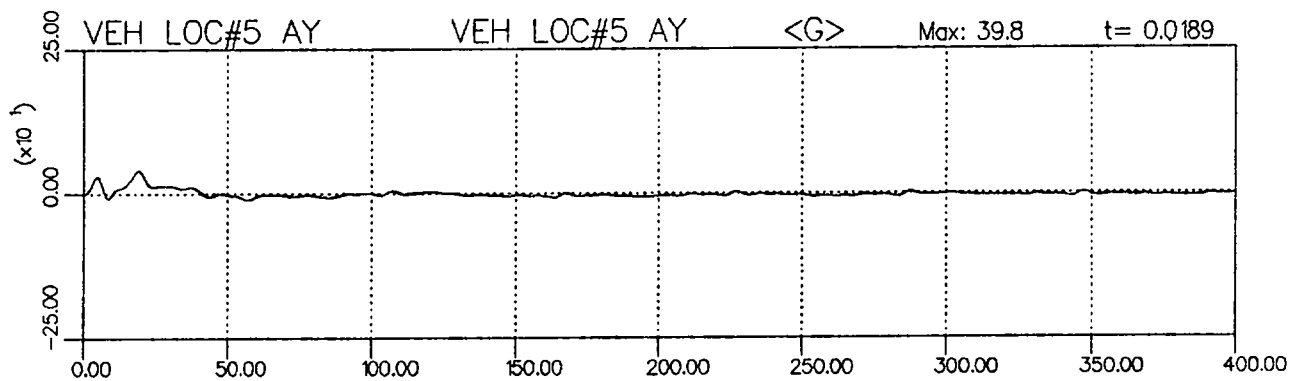
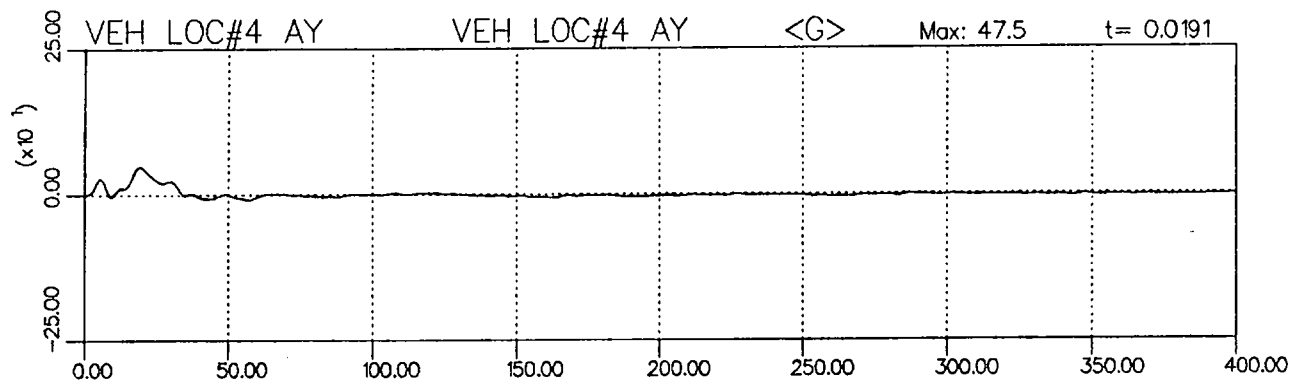
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

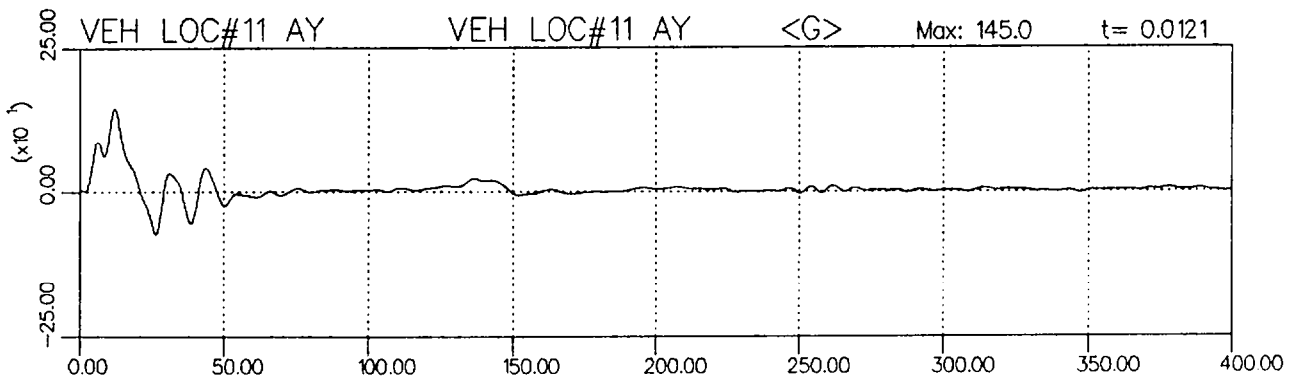
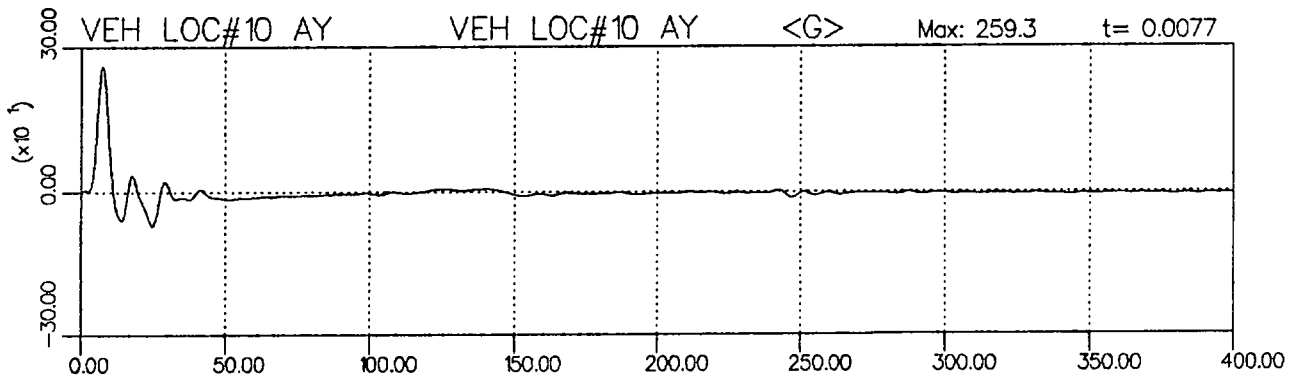
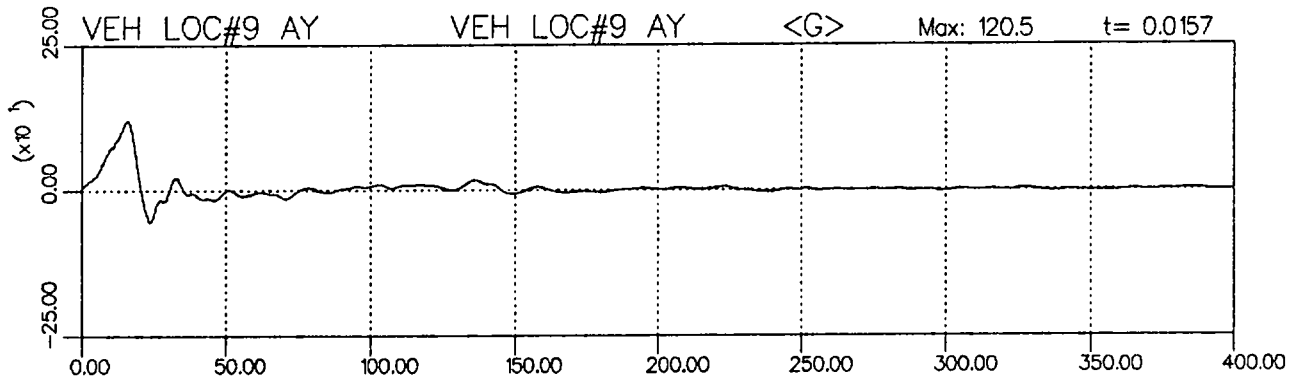
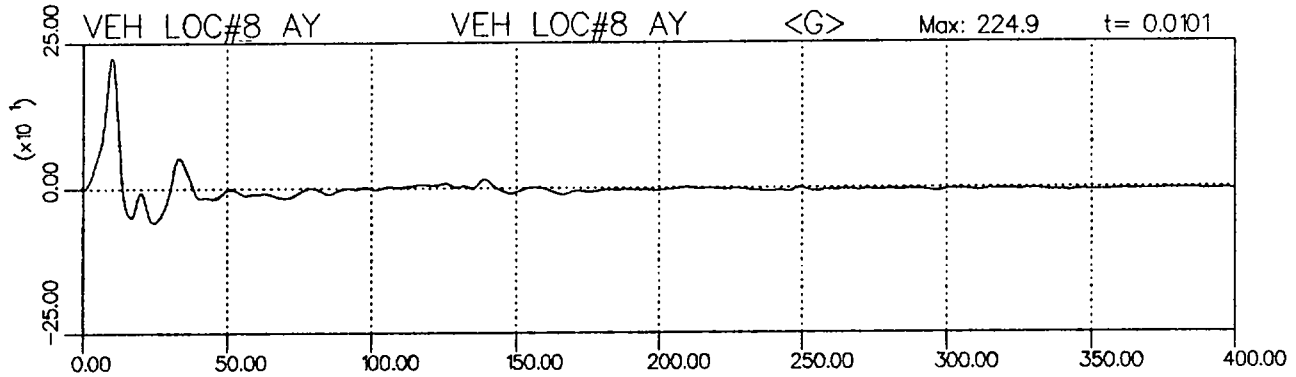


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

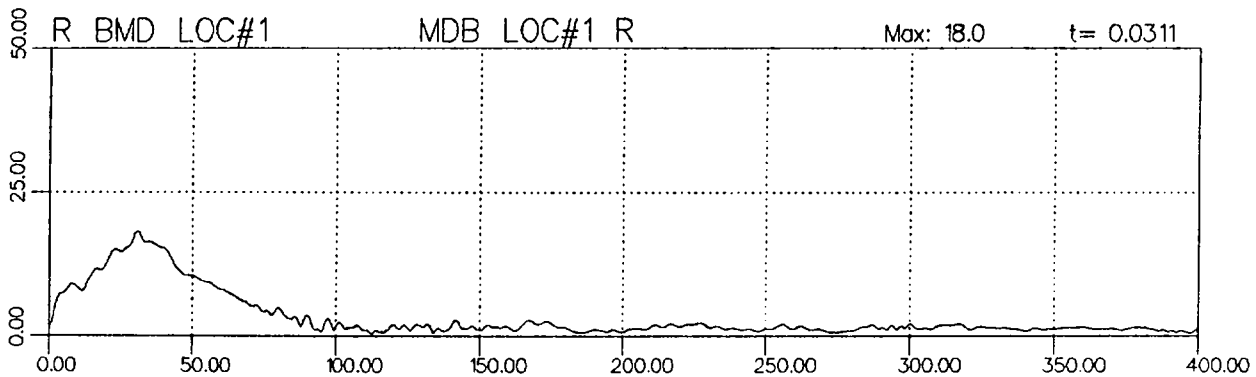
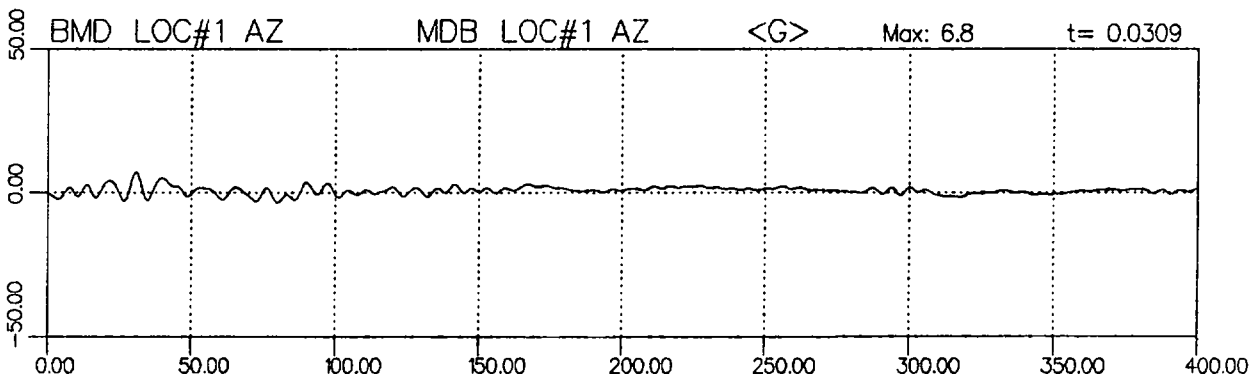
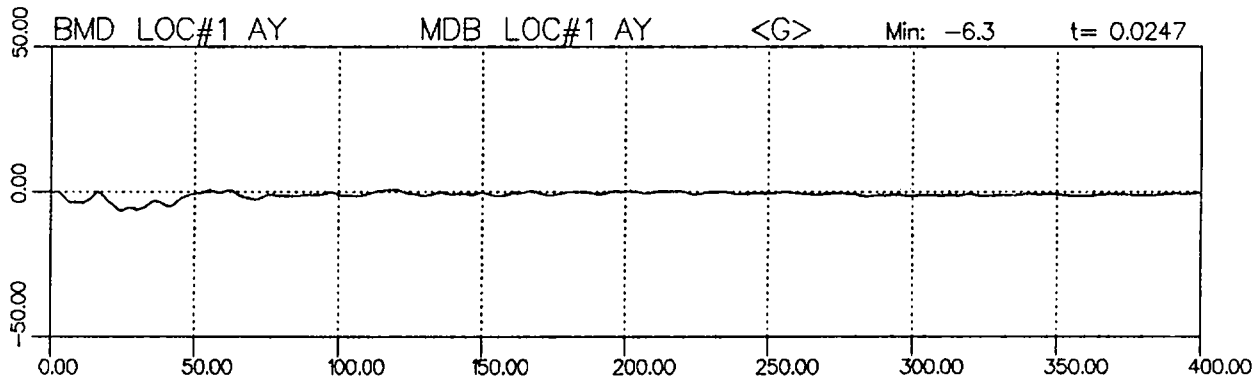
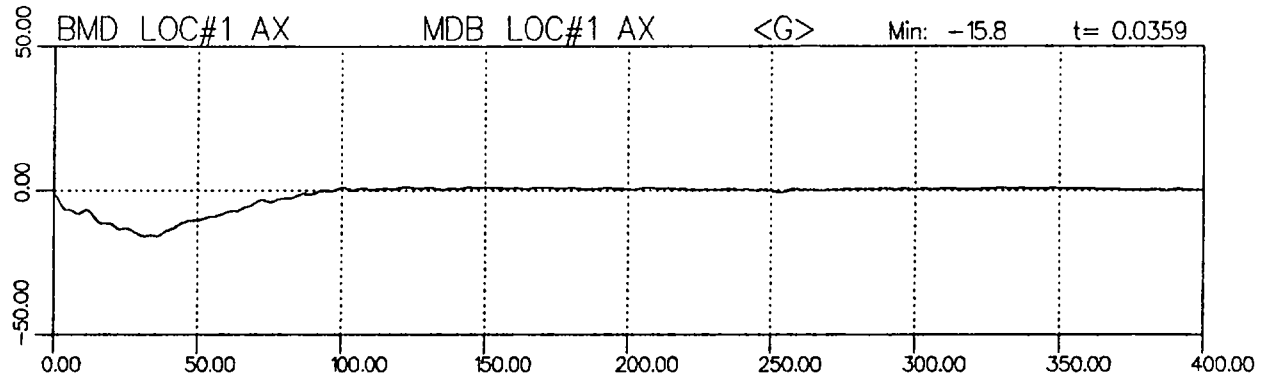


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule
Vehicle HONDA ACCORD 92

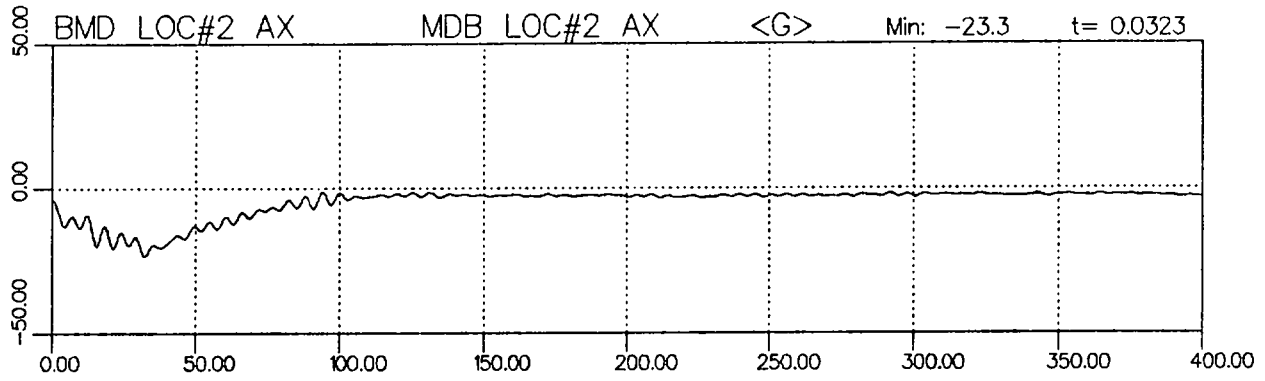
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

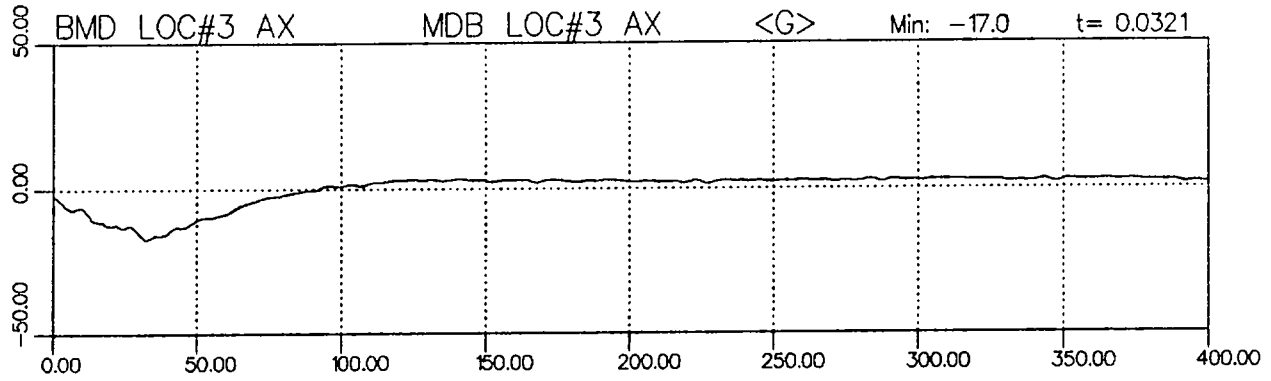
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

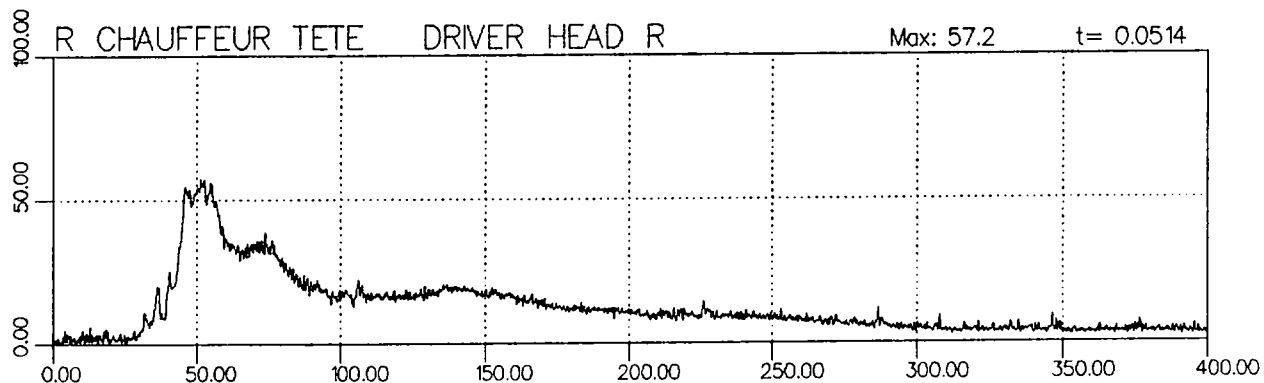
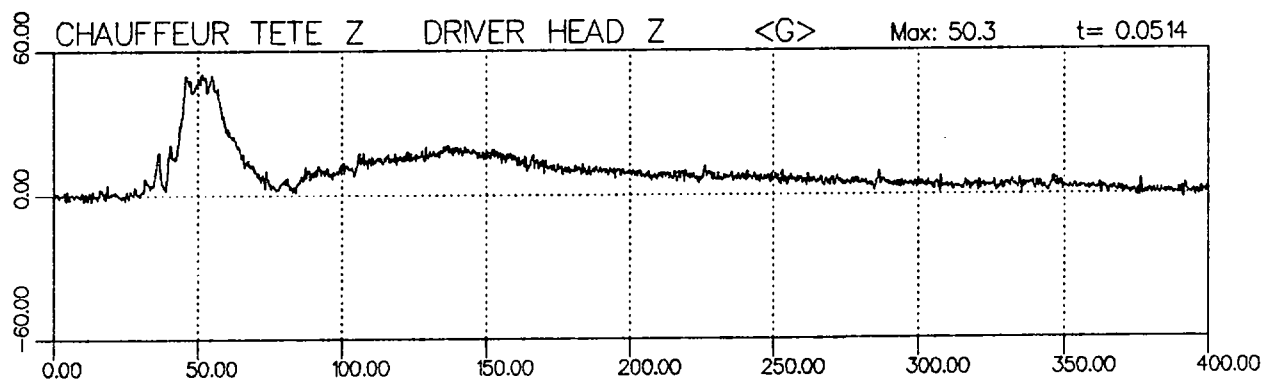
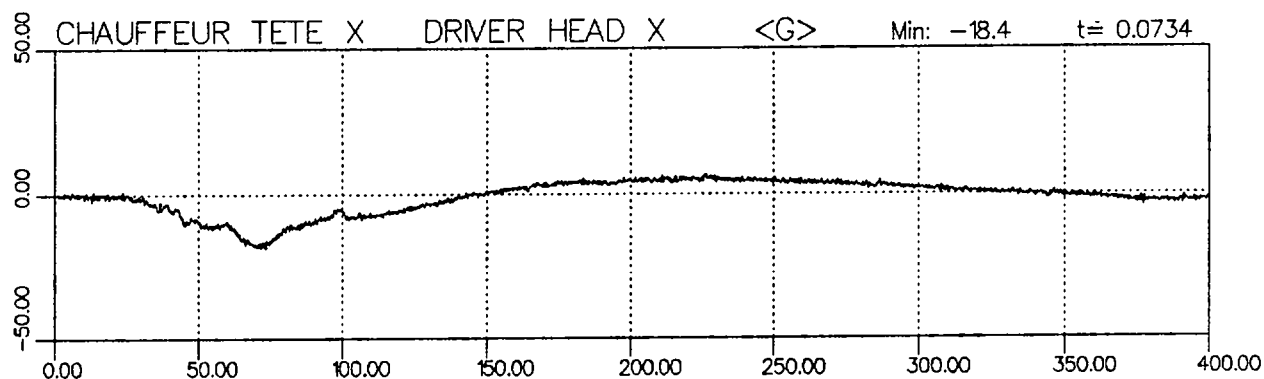
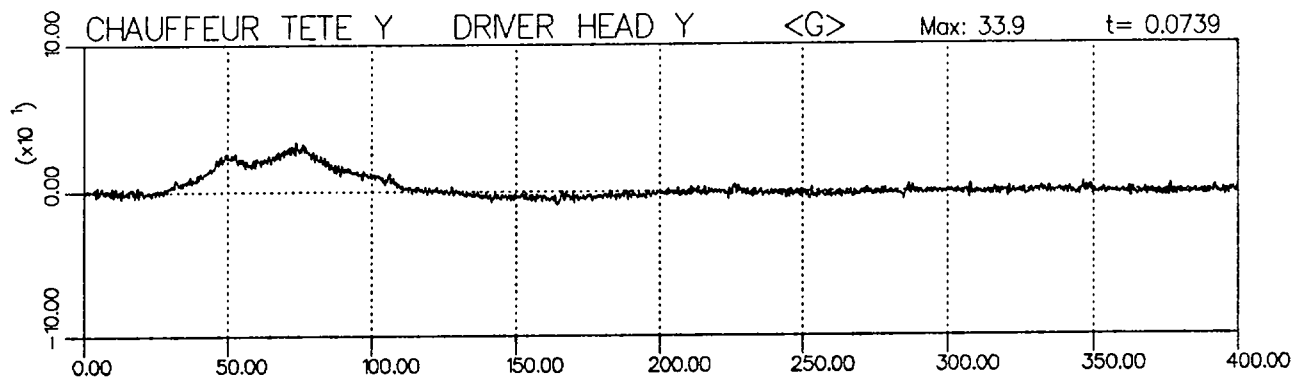
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

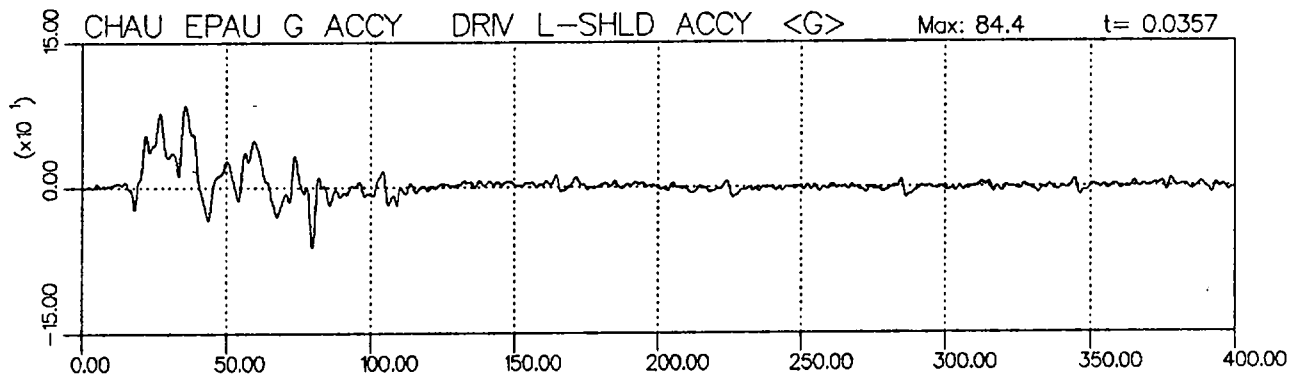


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

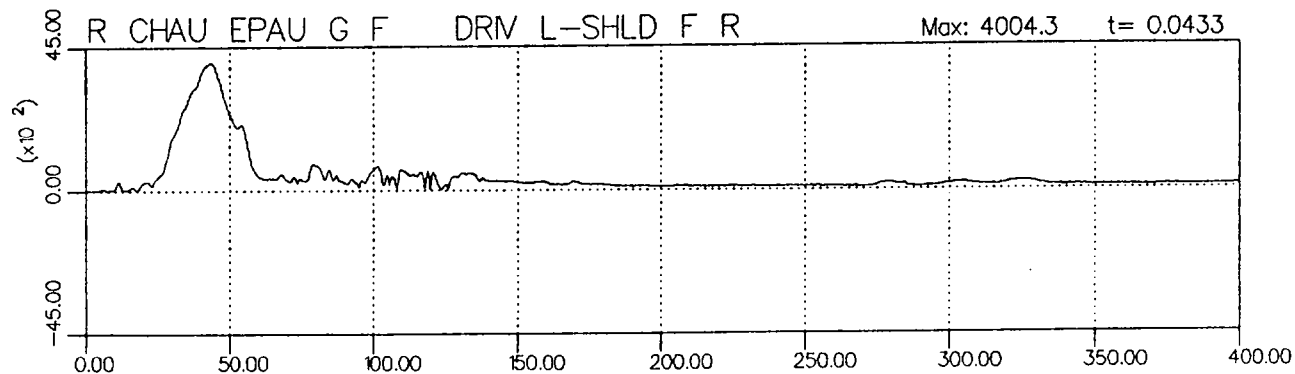
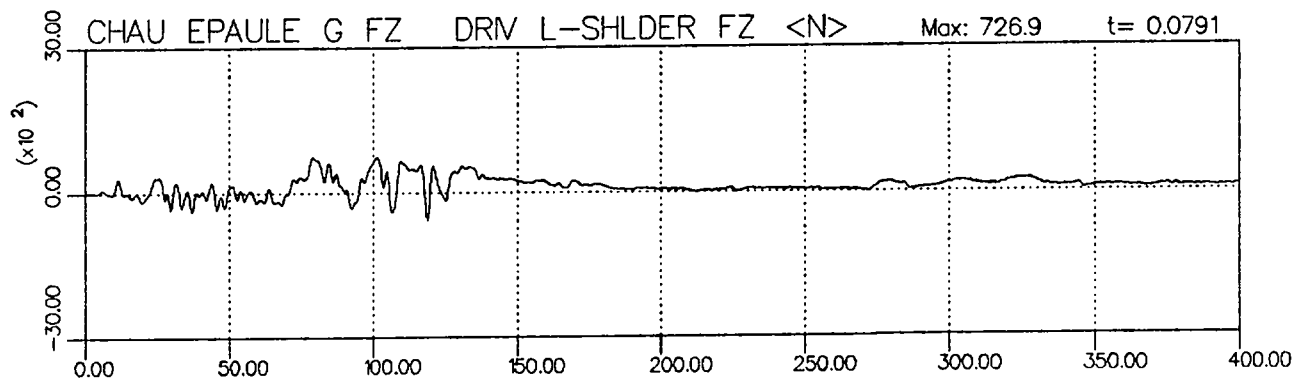
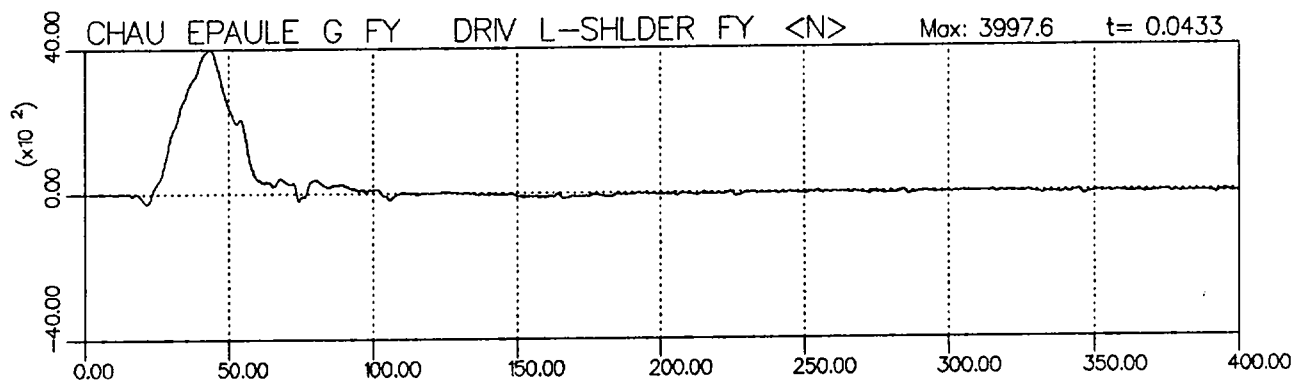
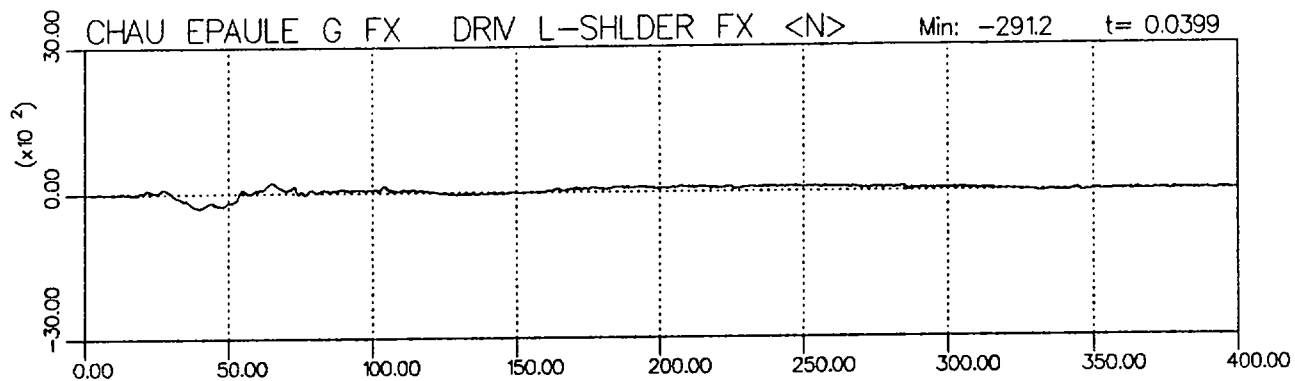
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

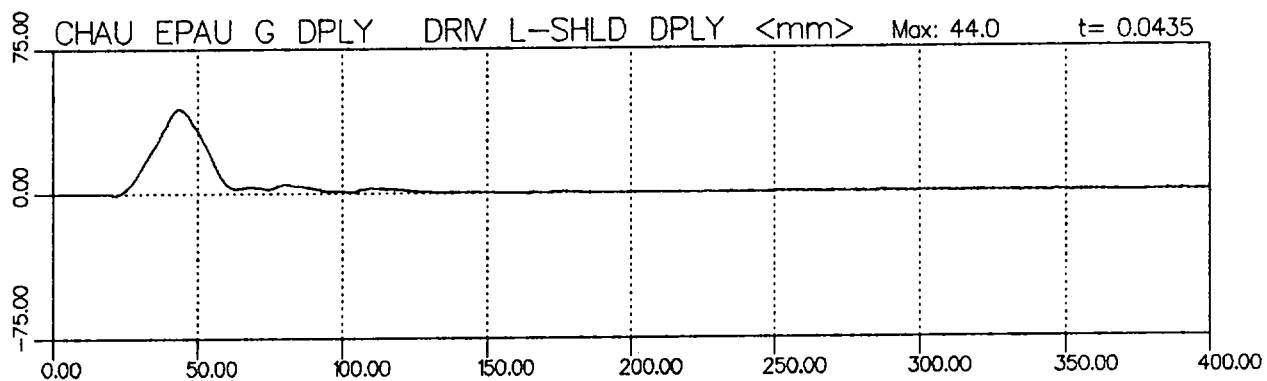


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

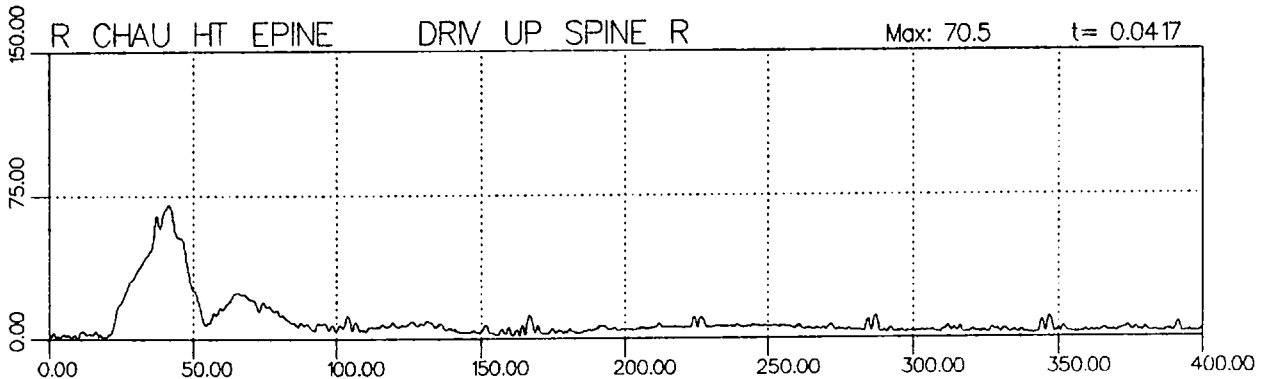
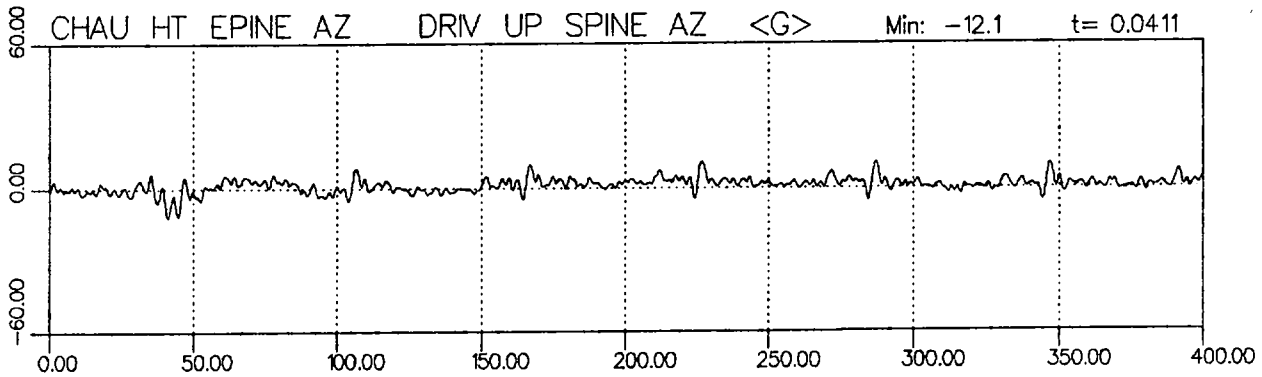
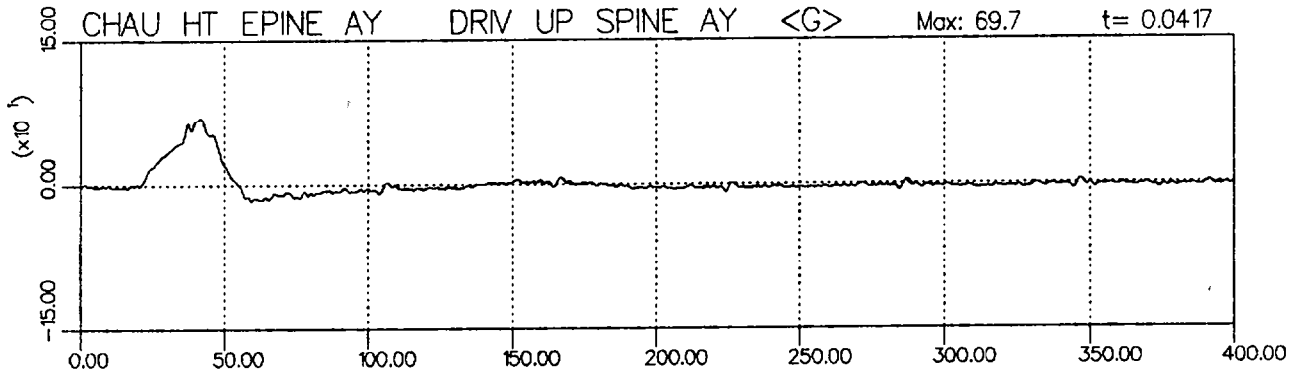
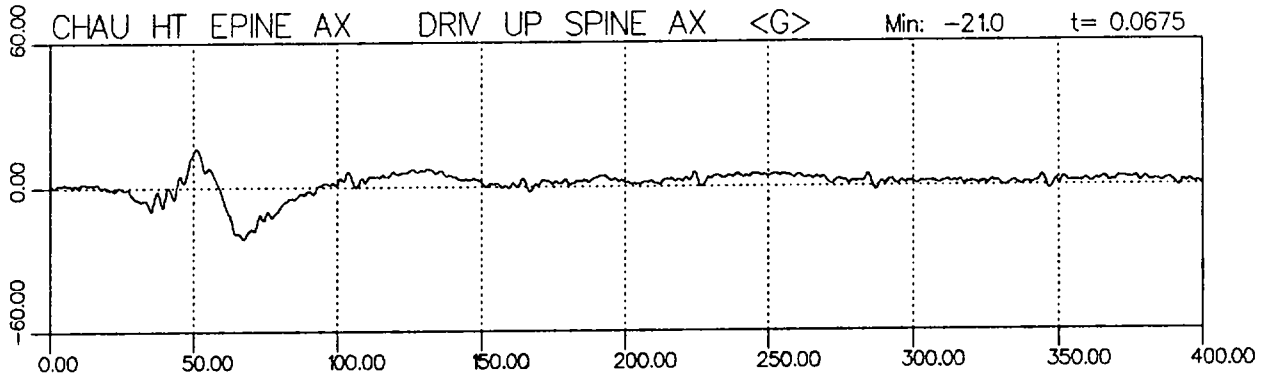
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T.C. No.



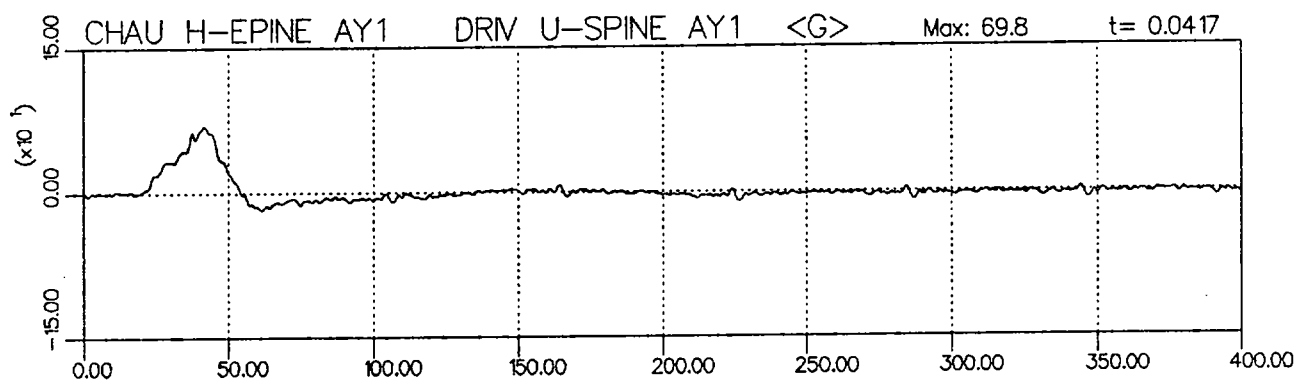
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



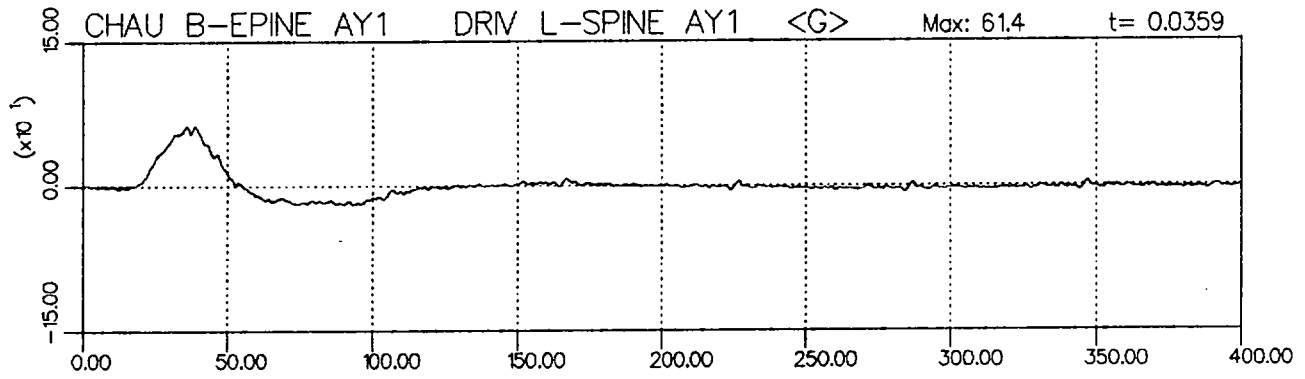
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

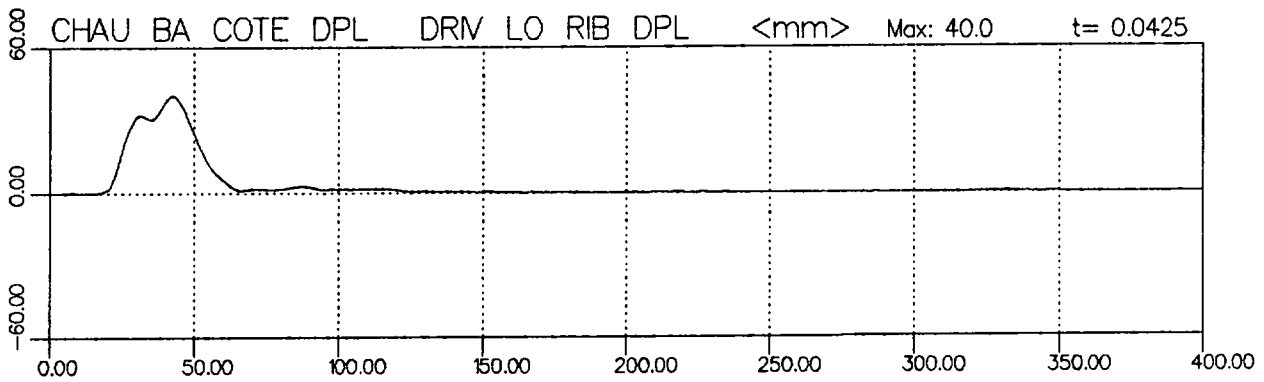
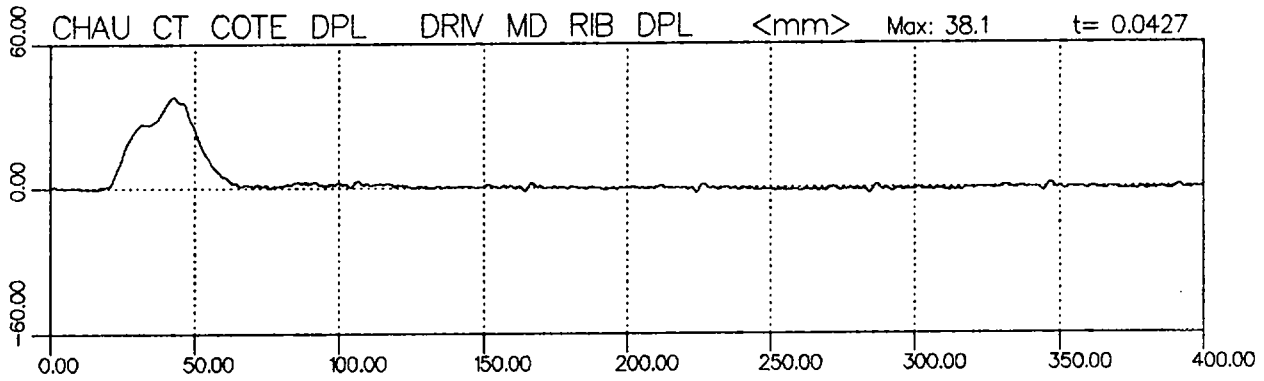
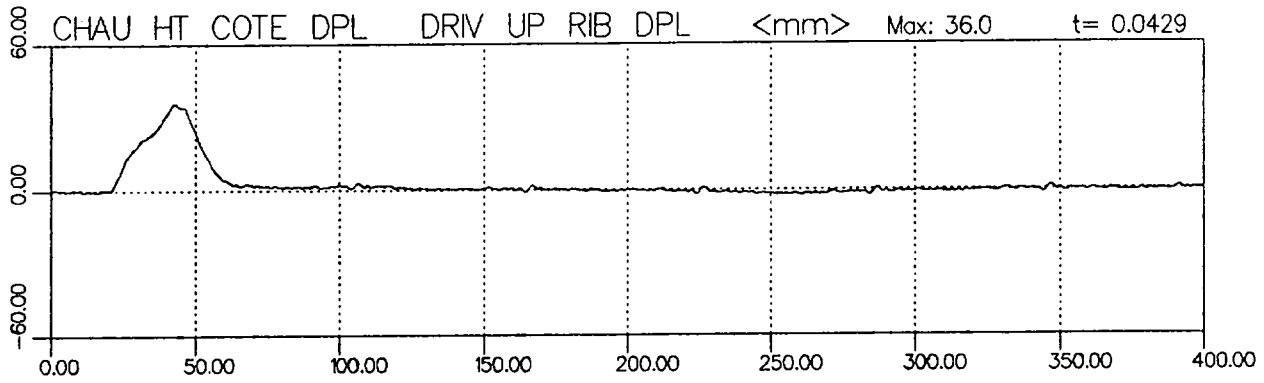
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

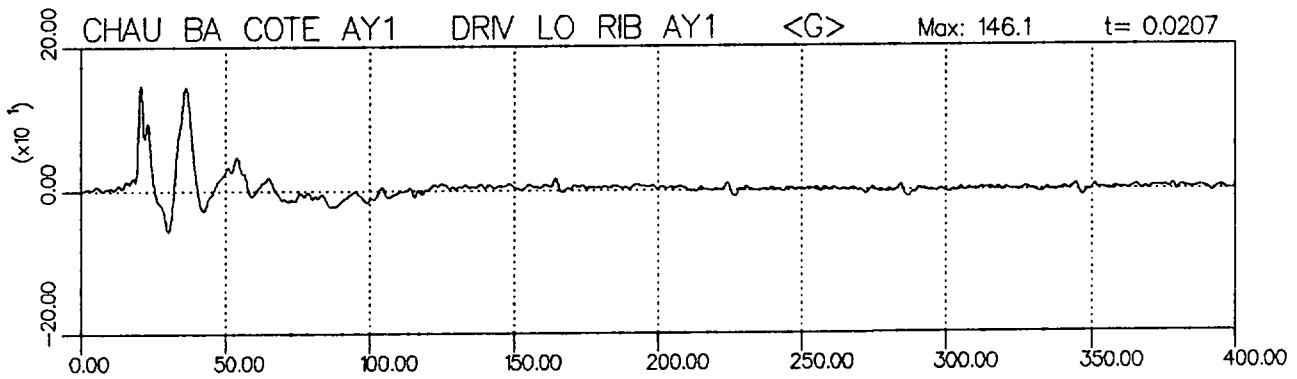
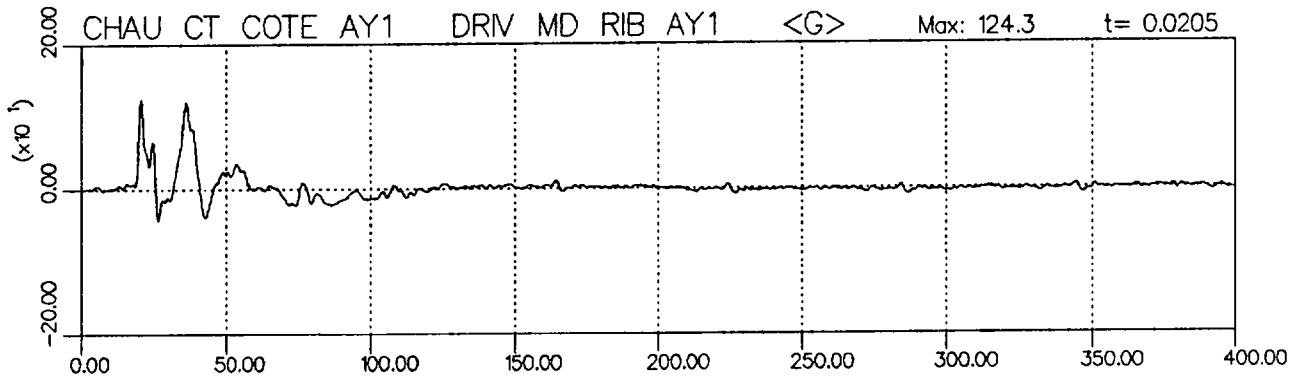
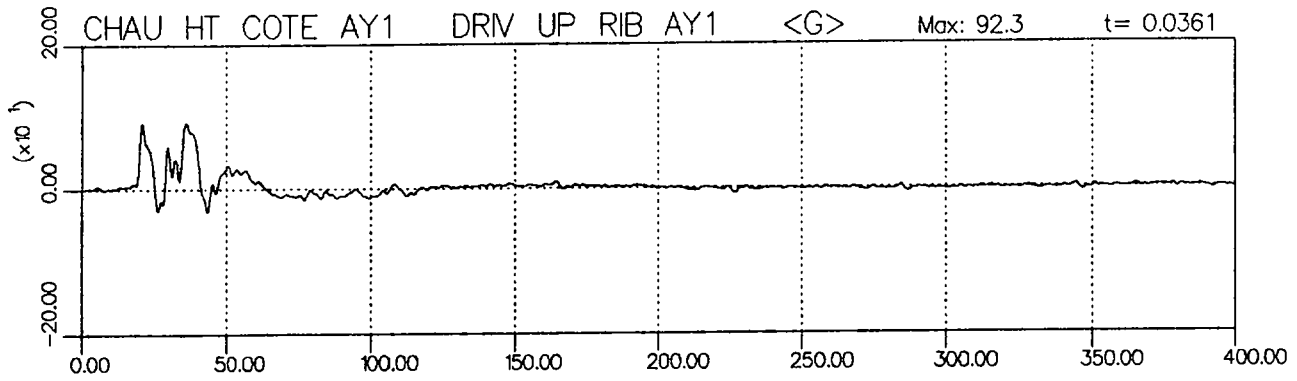
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

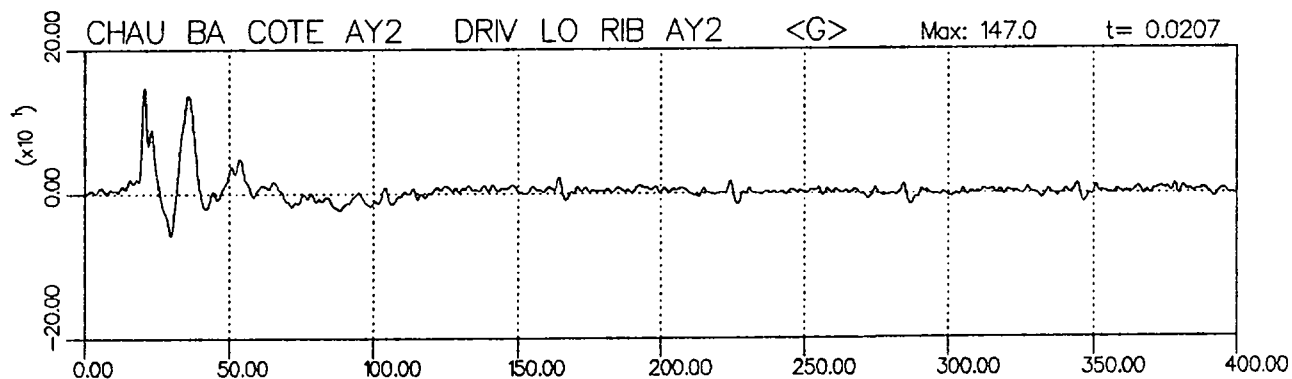
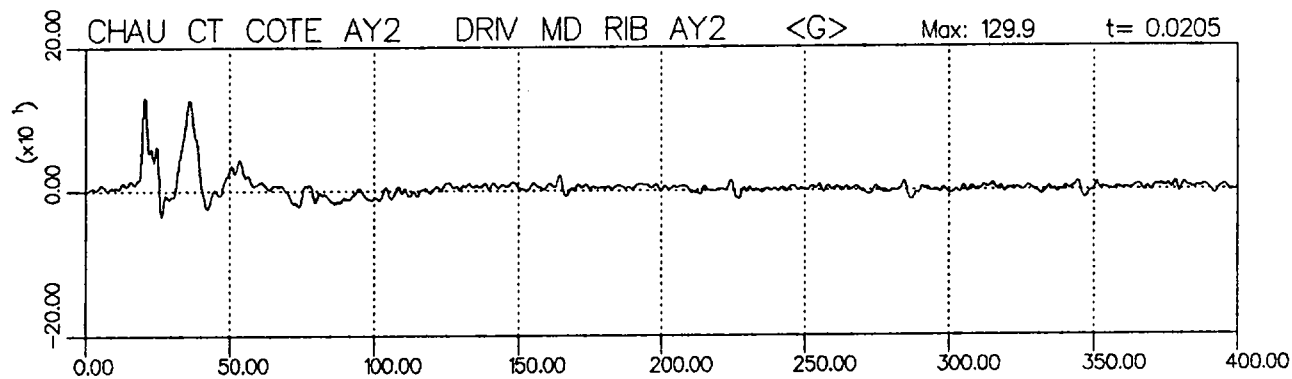
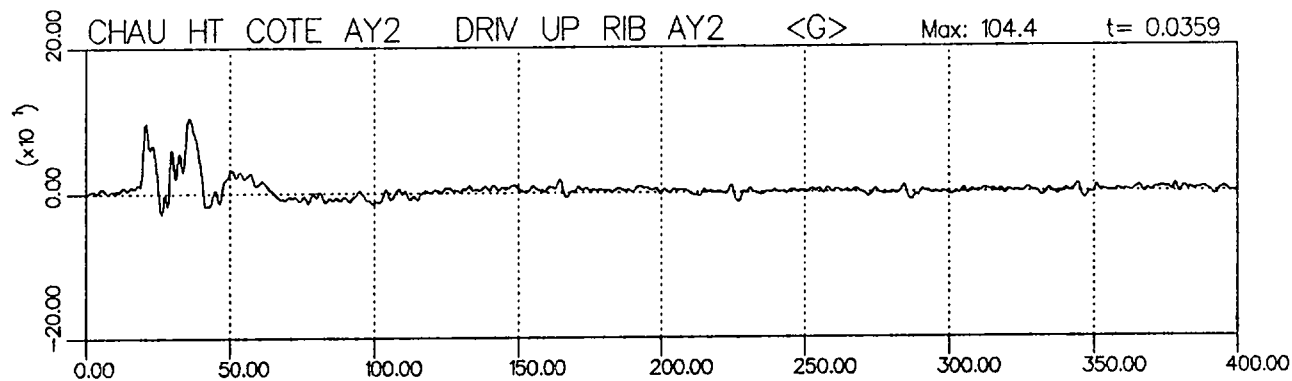
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

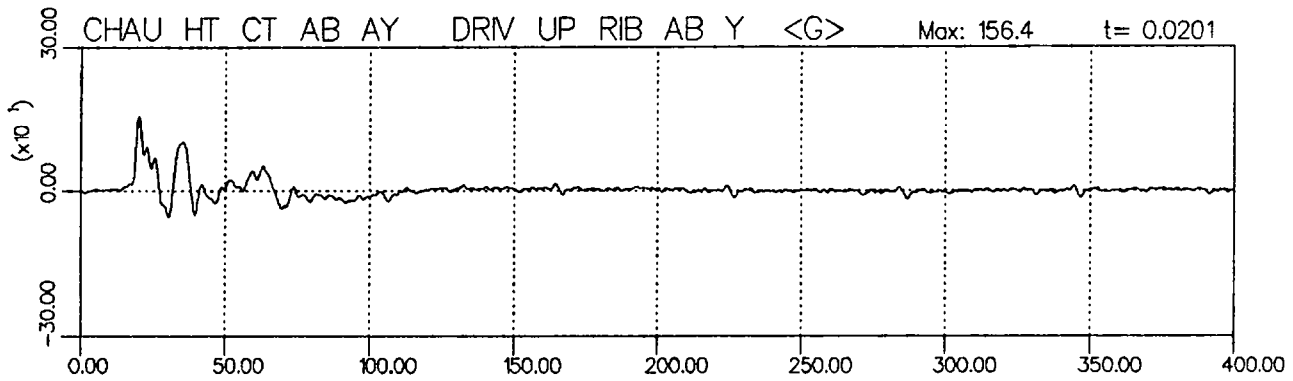
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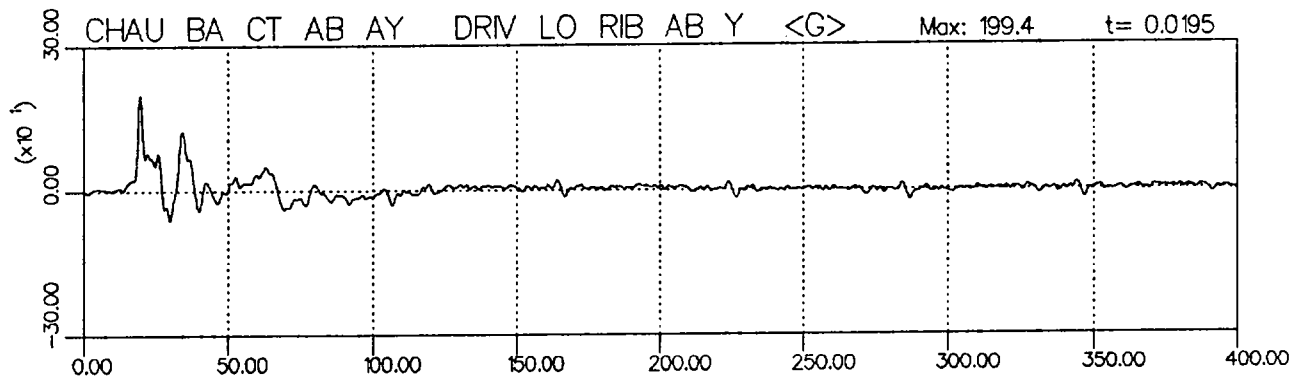
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



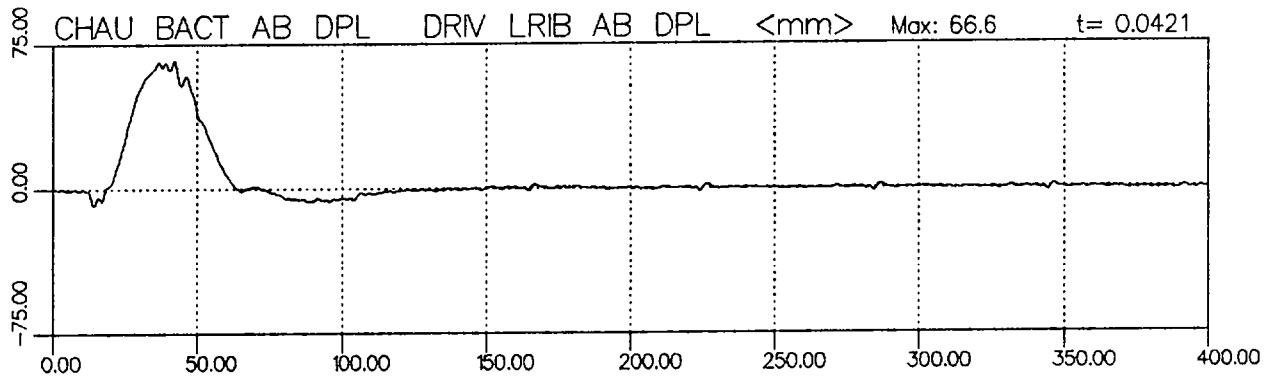
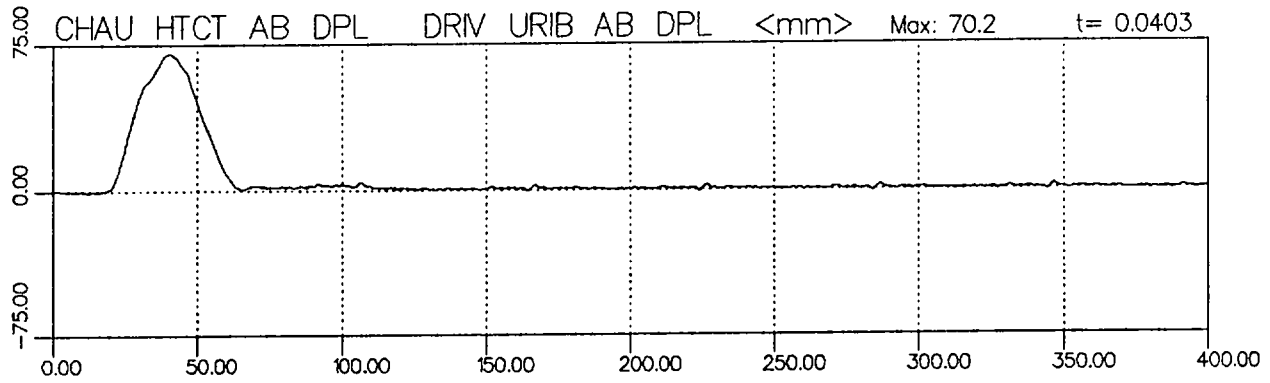
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

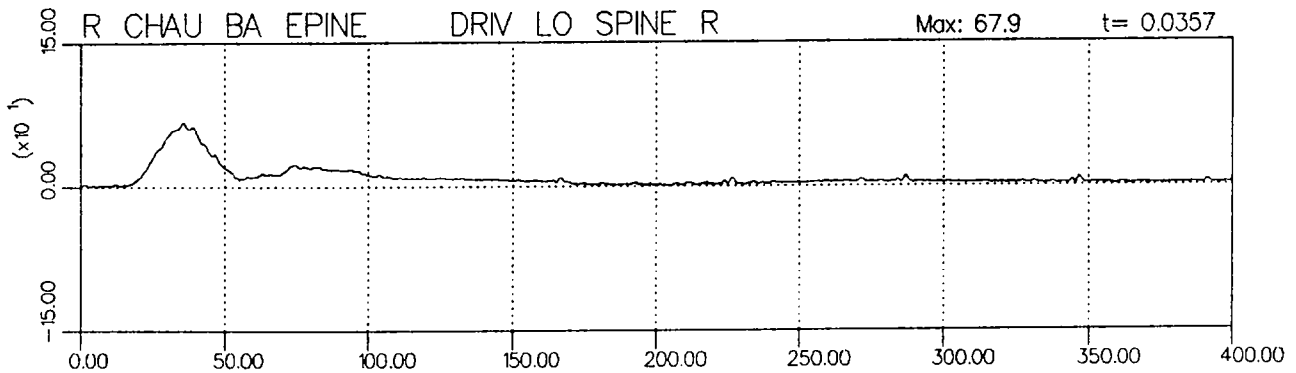
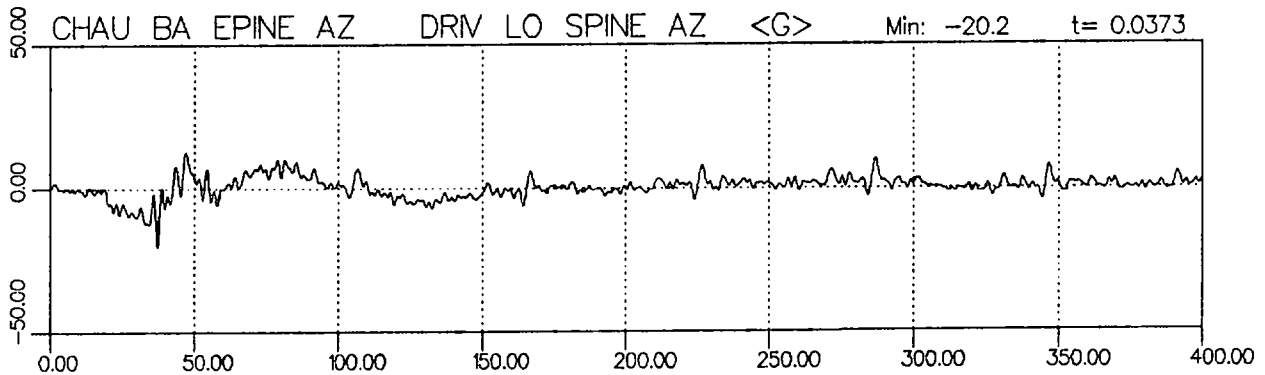
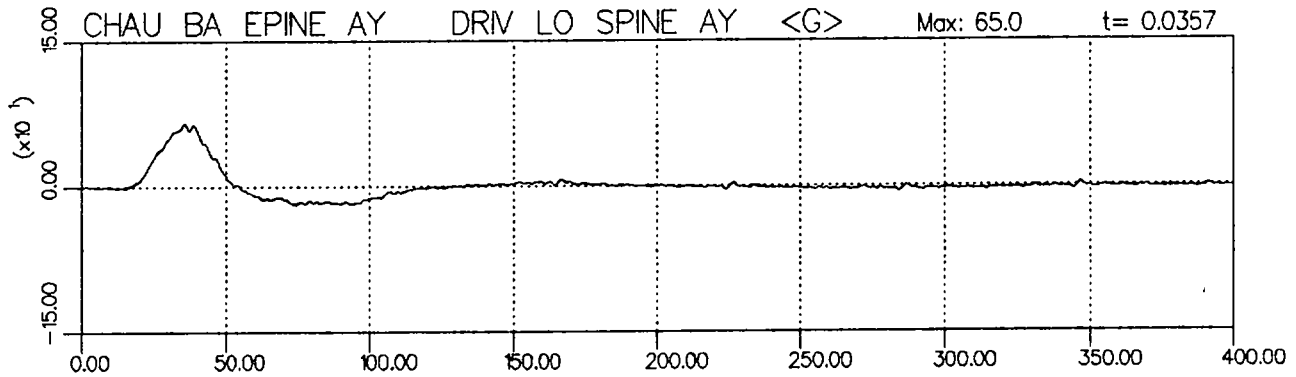
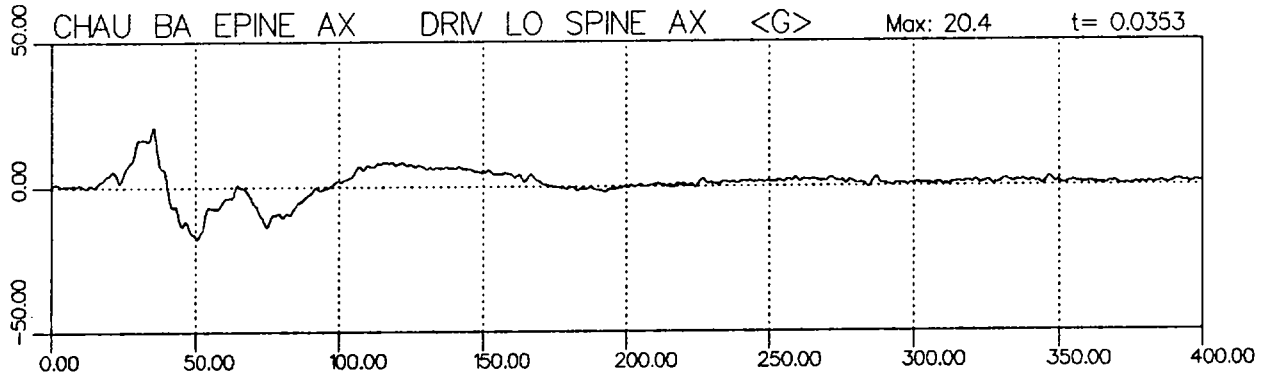
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

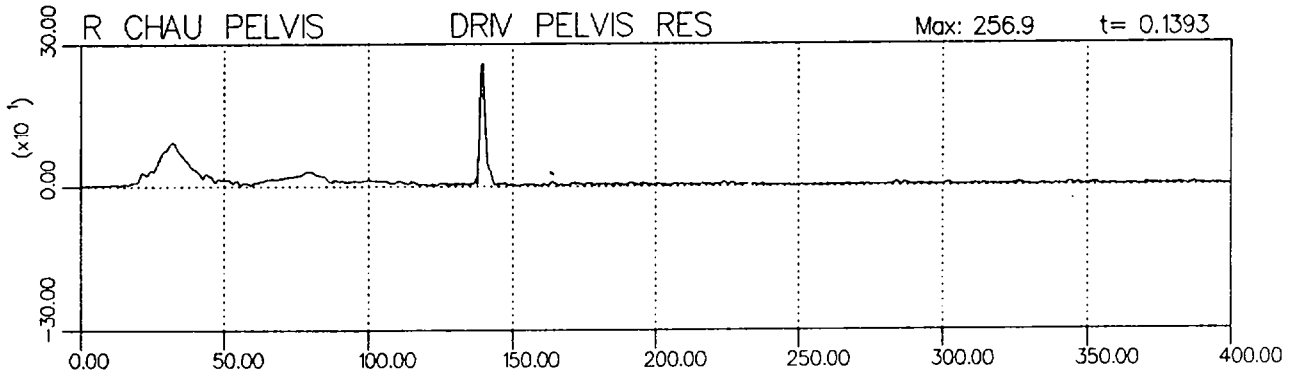
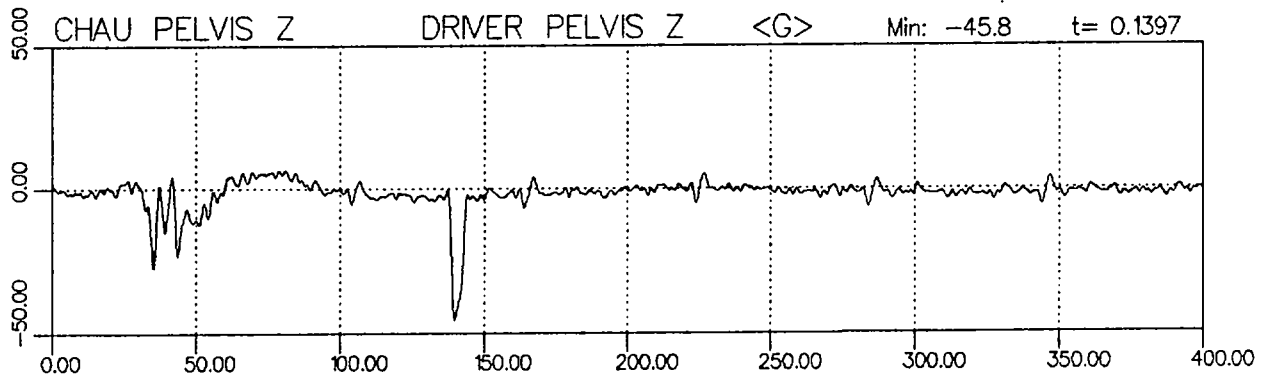
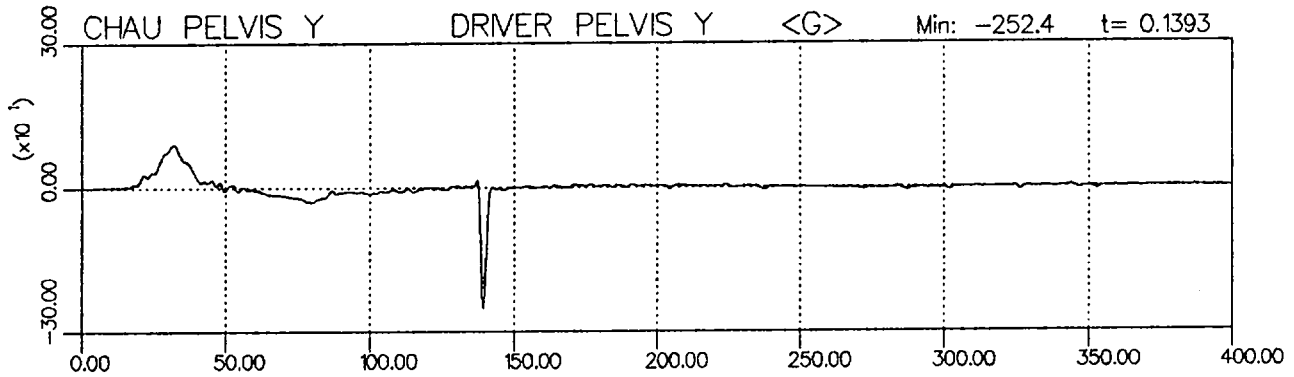
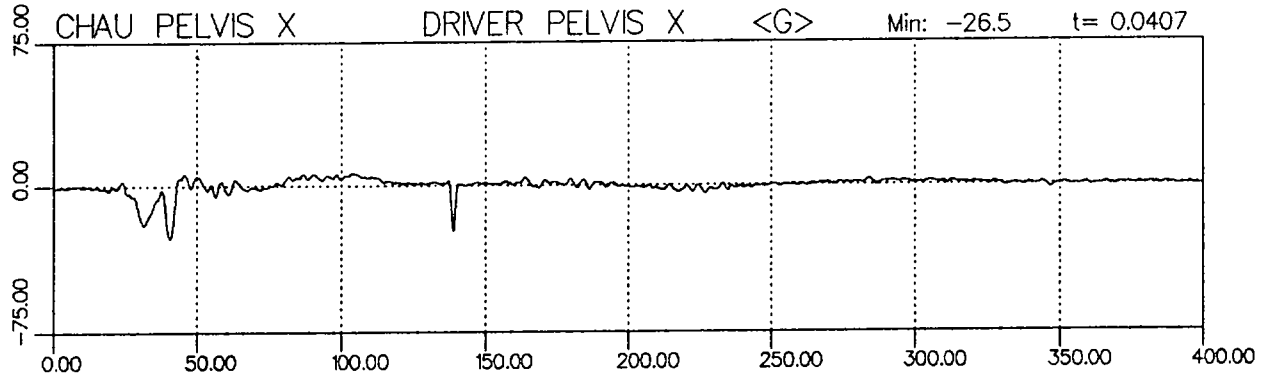
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

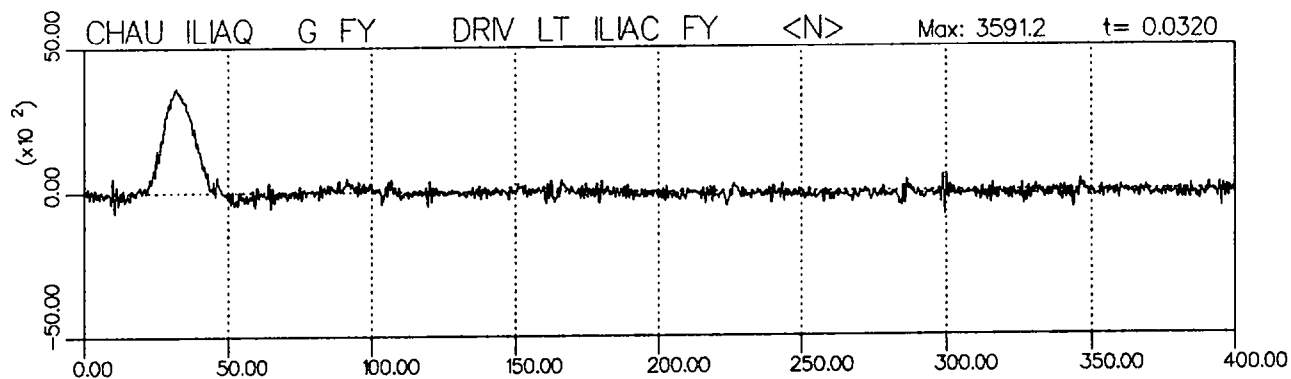


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

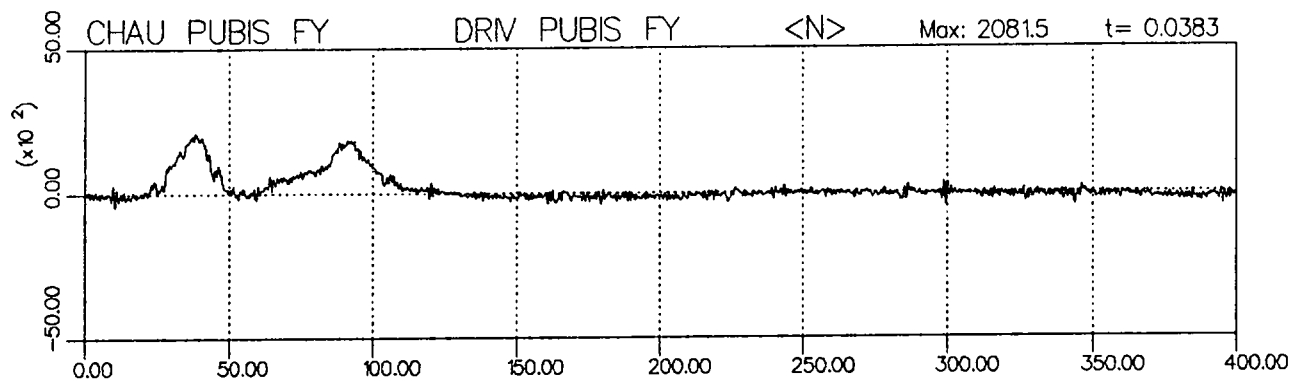
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

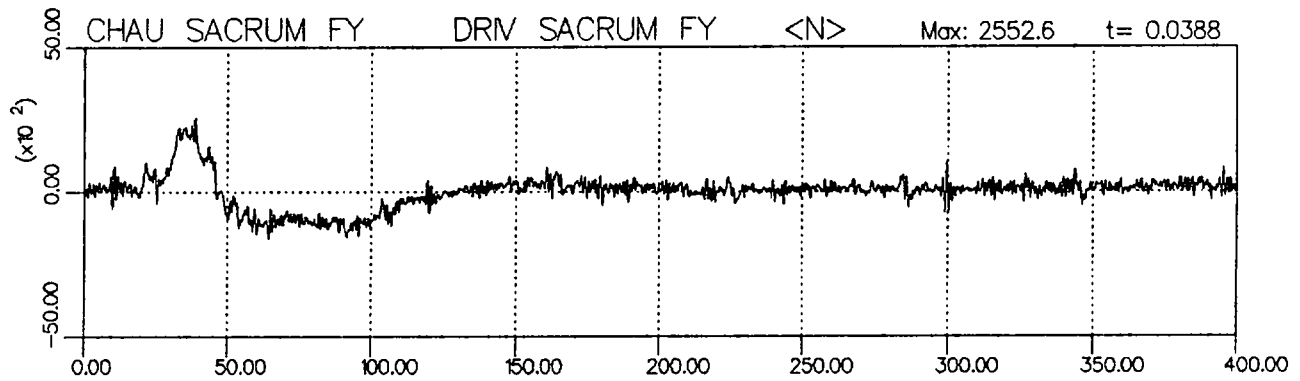
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T.C. No.



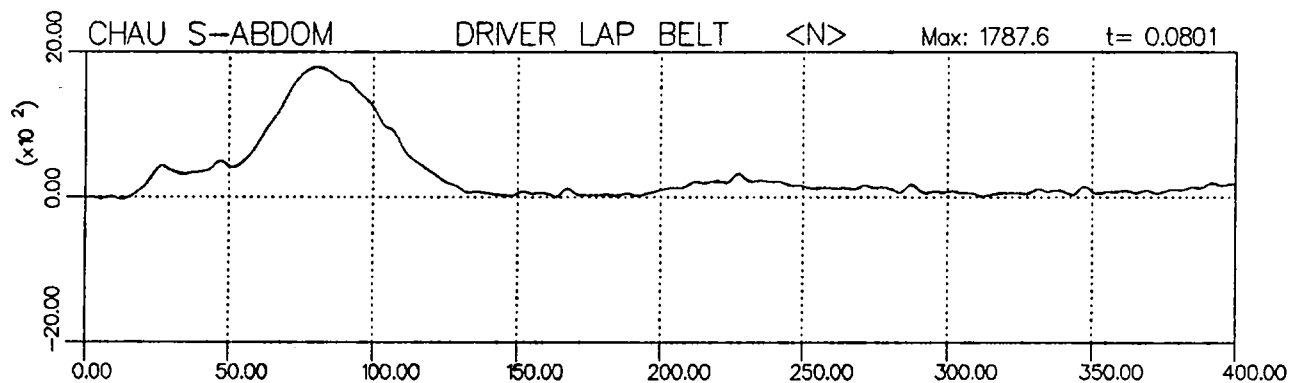
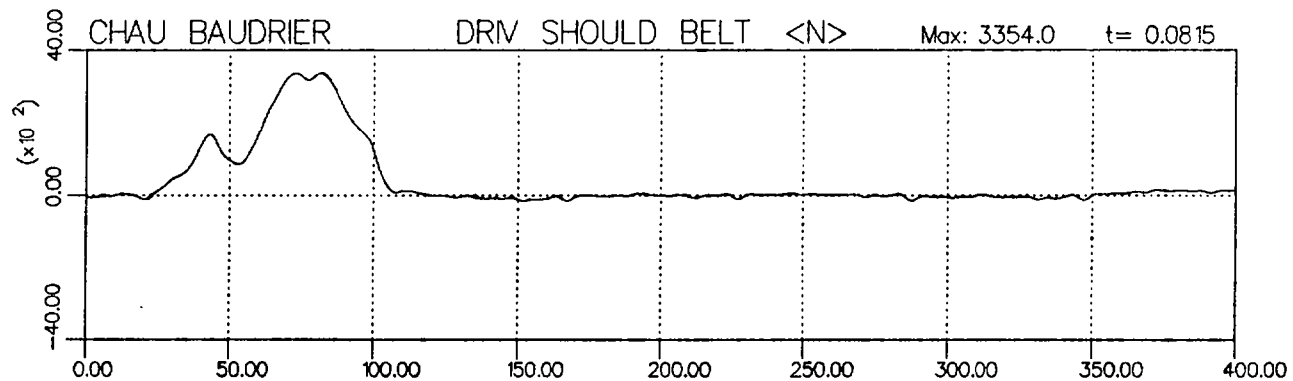
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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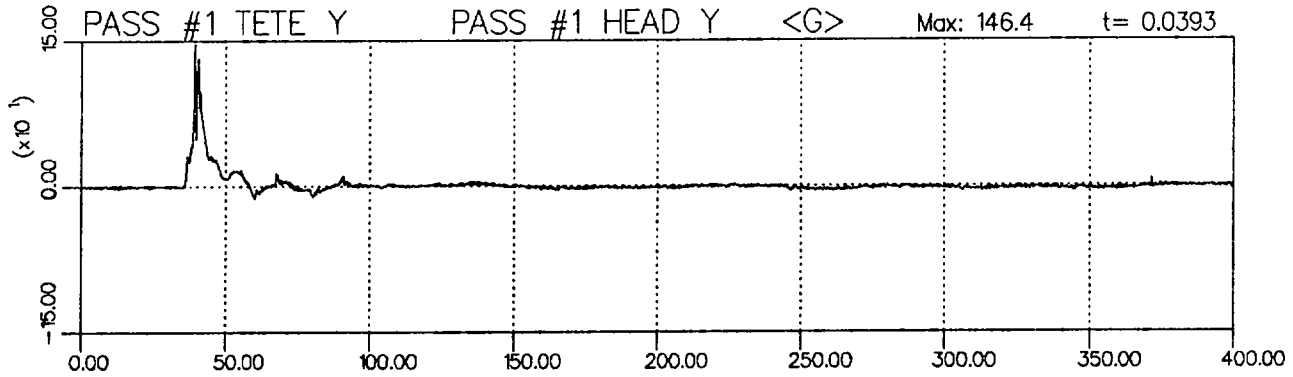


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

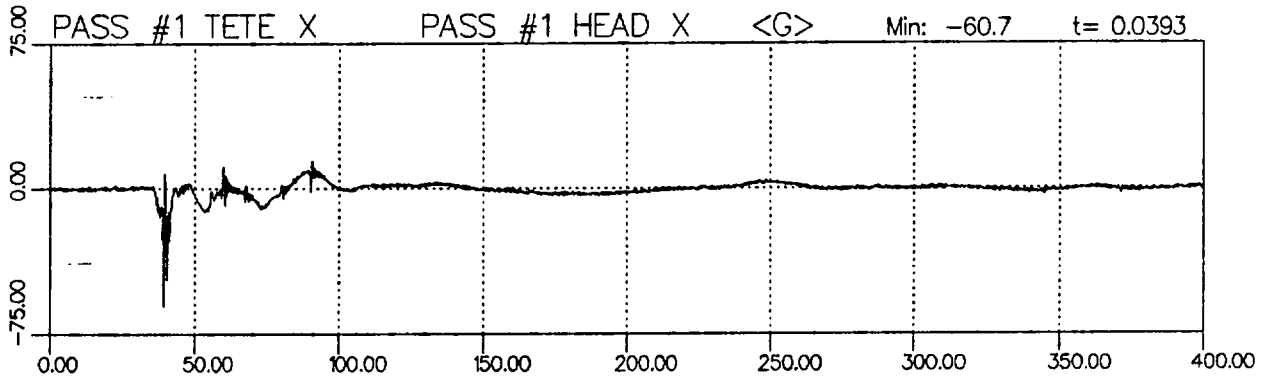
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

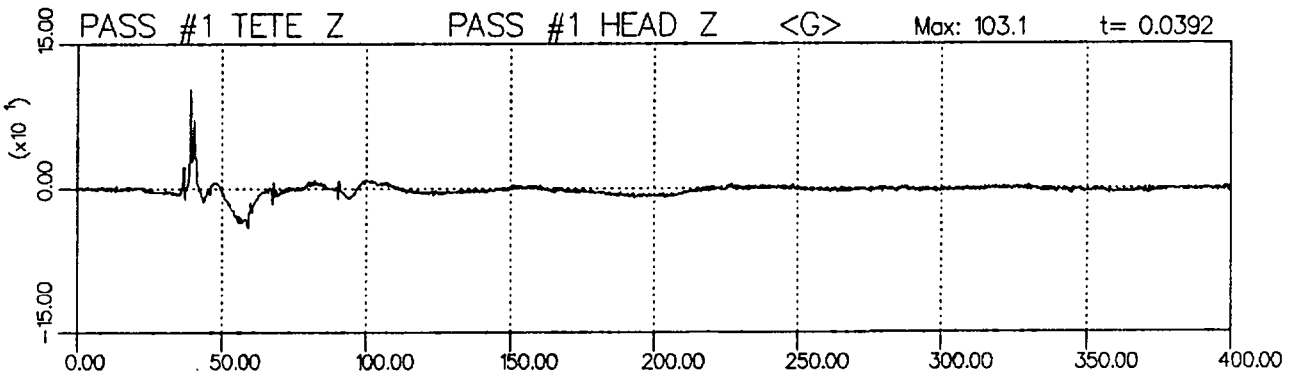
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T.C. No.



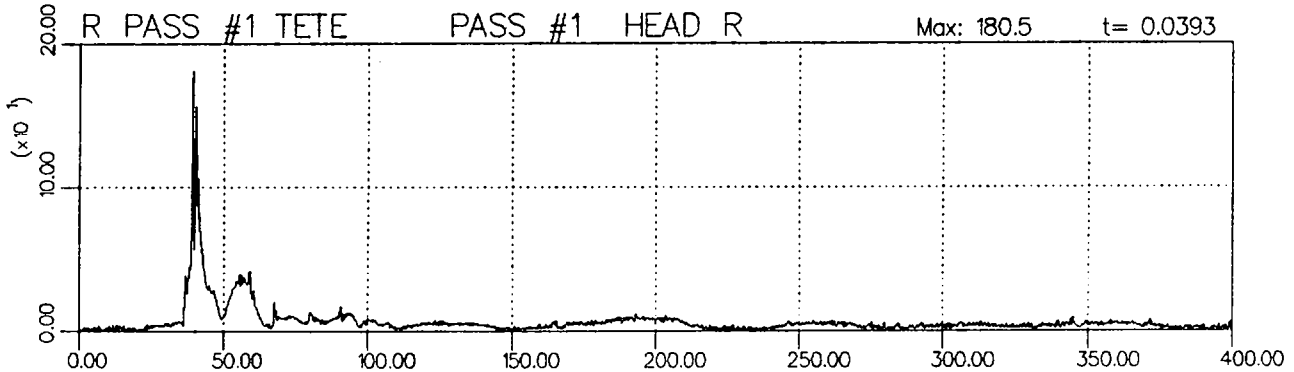
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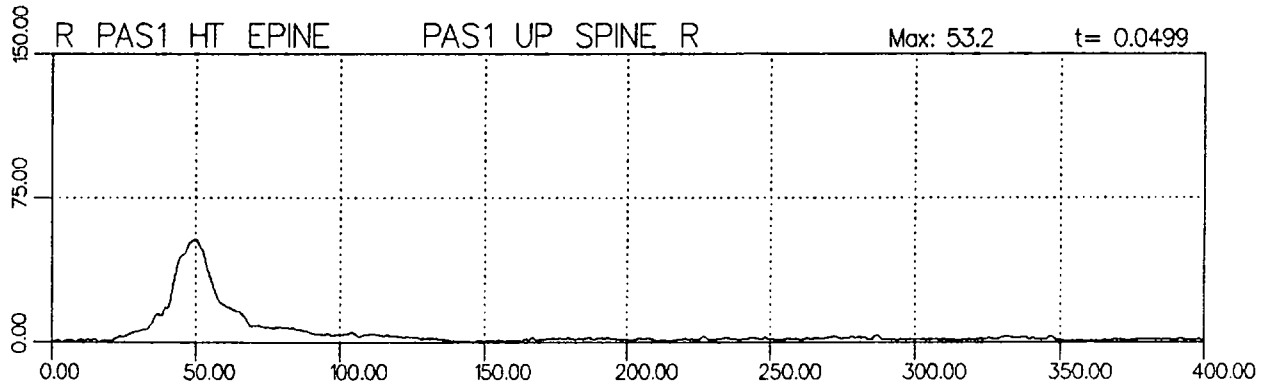
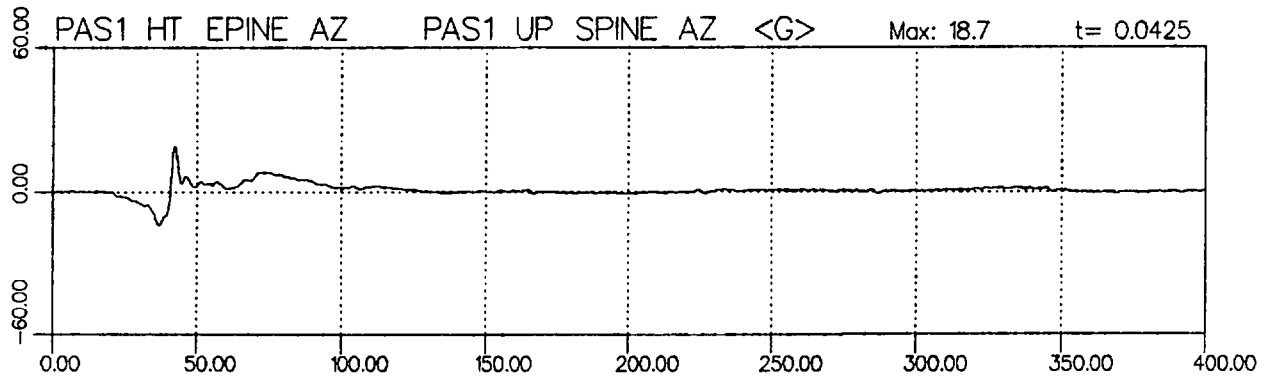
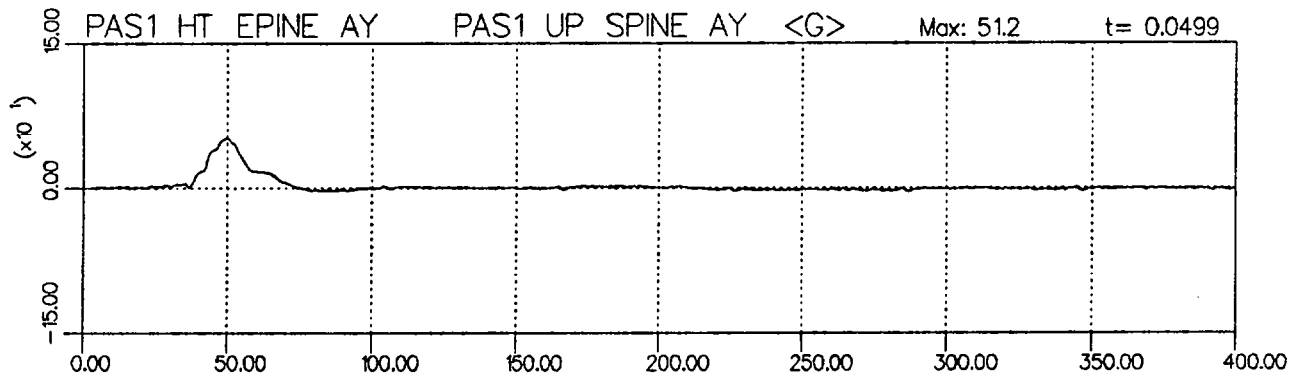
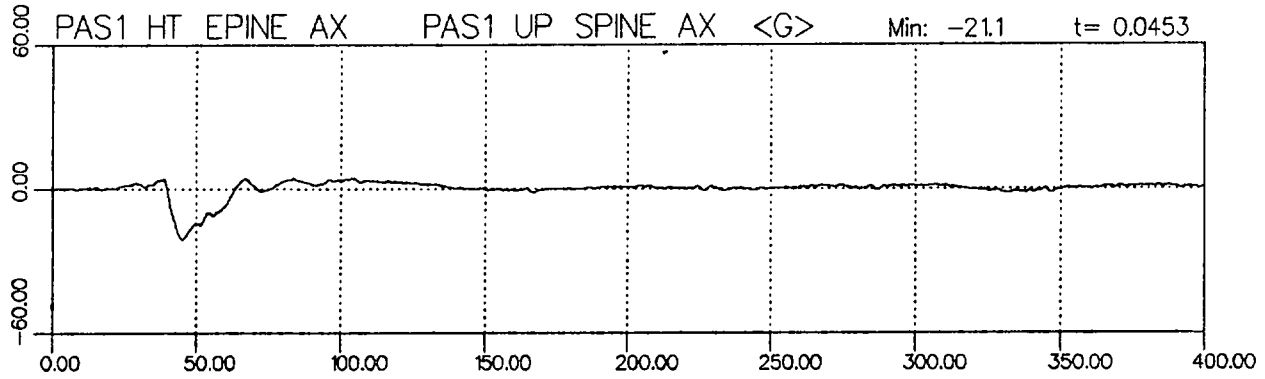
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*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

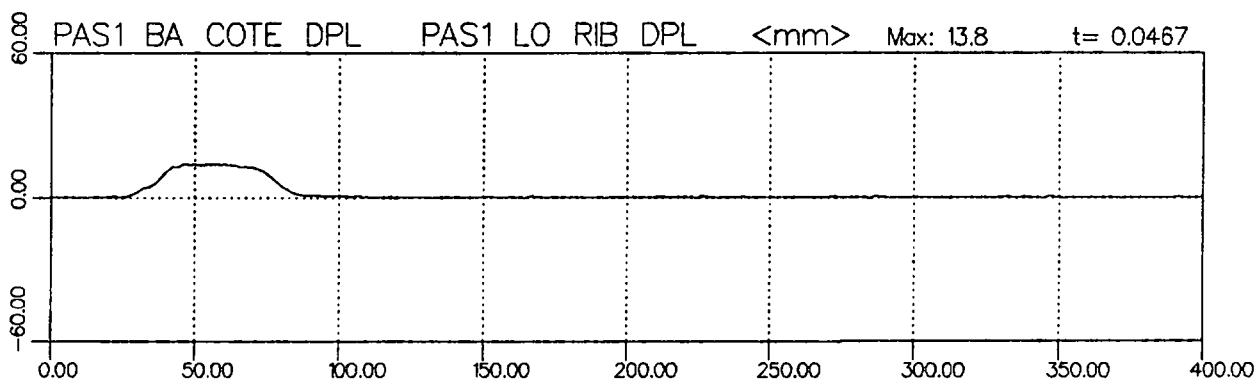
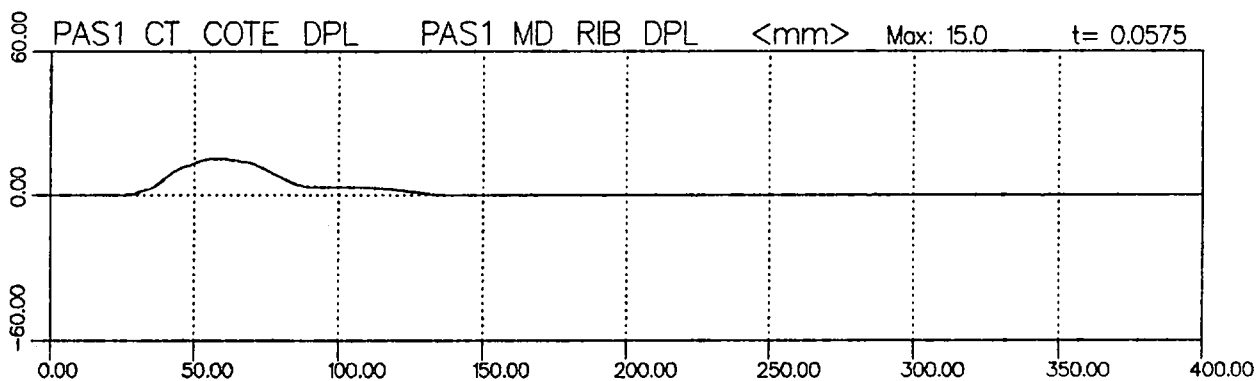
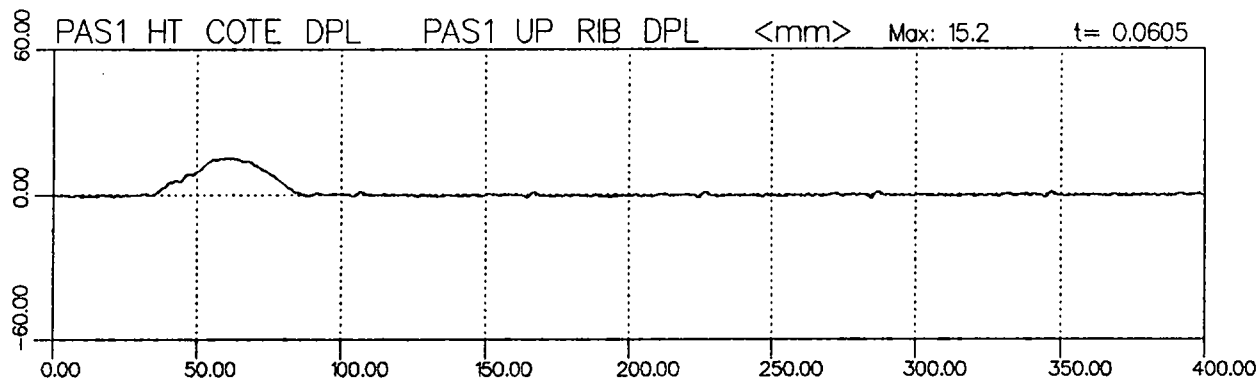
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

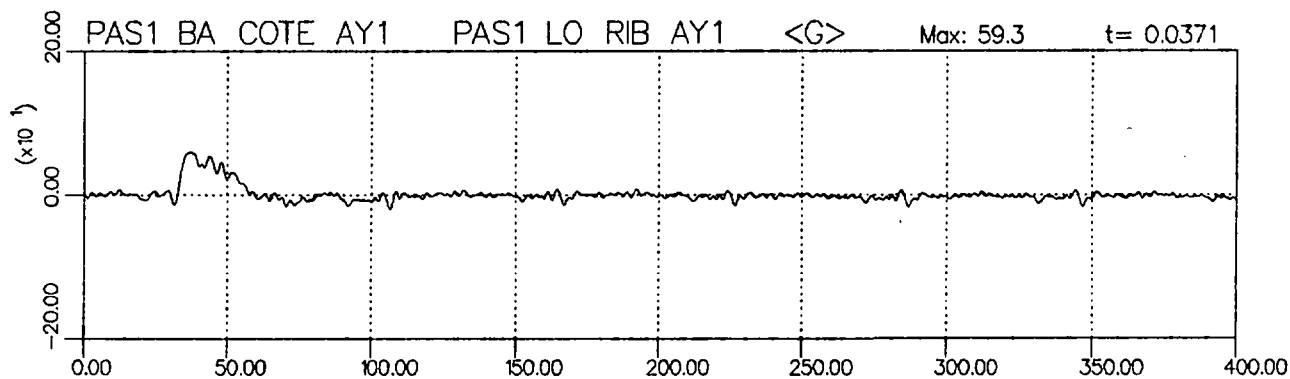
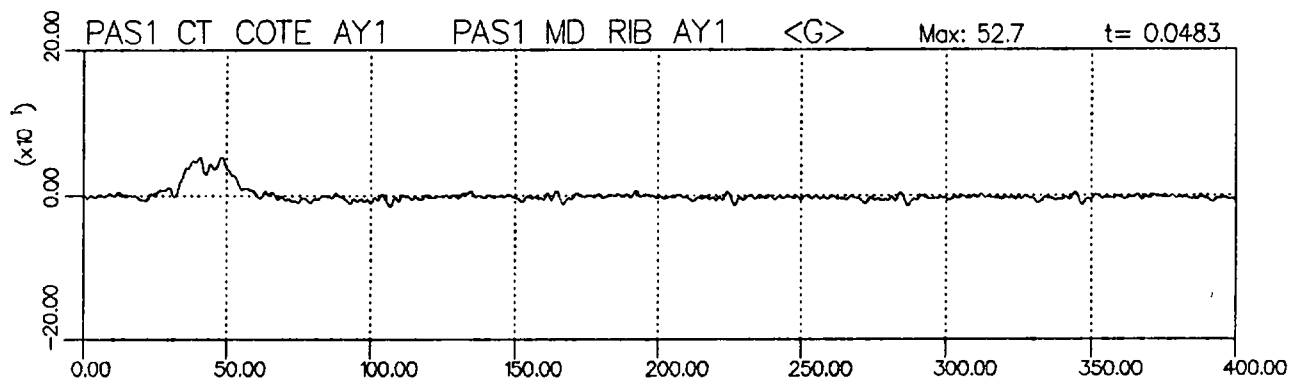
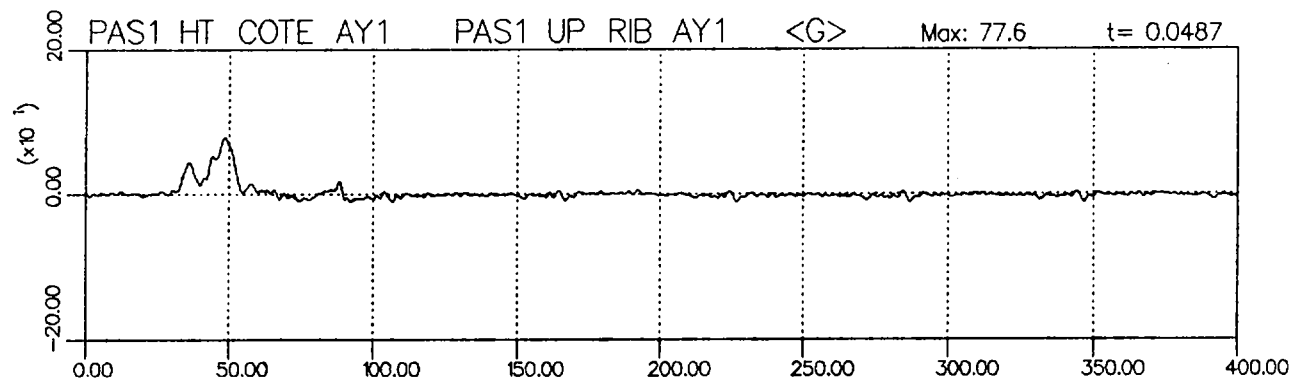
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T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

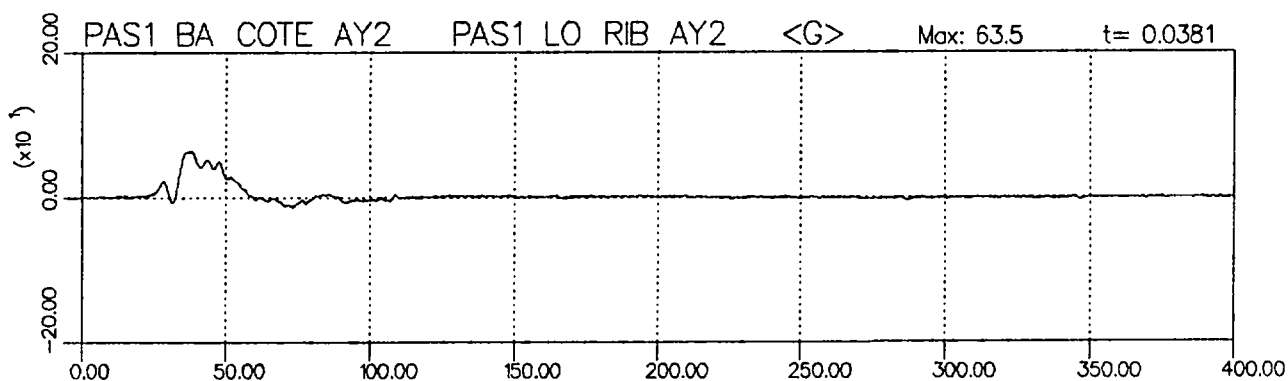
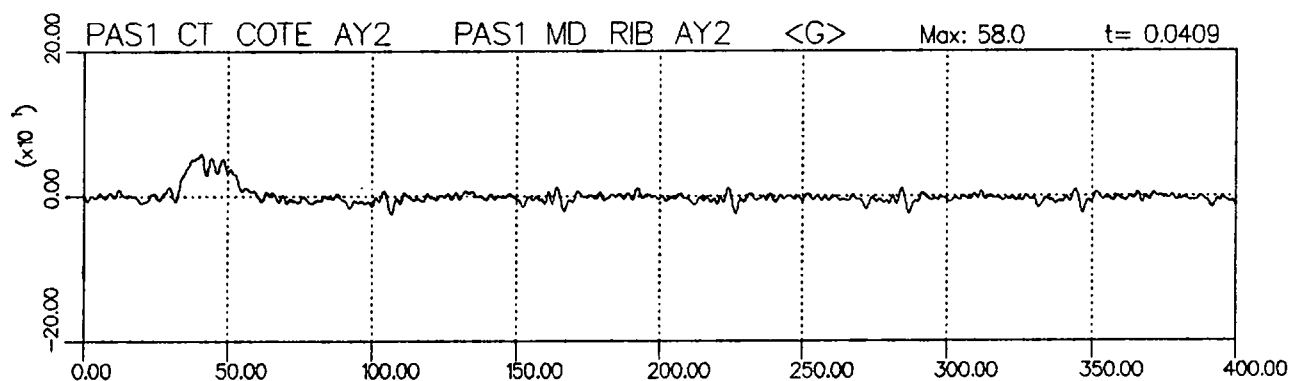
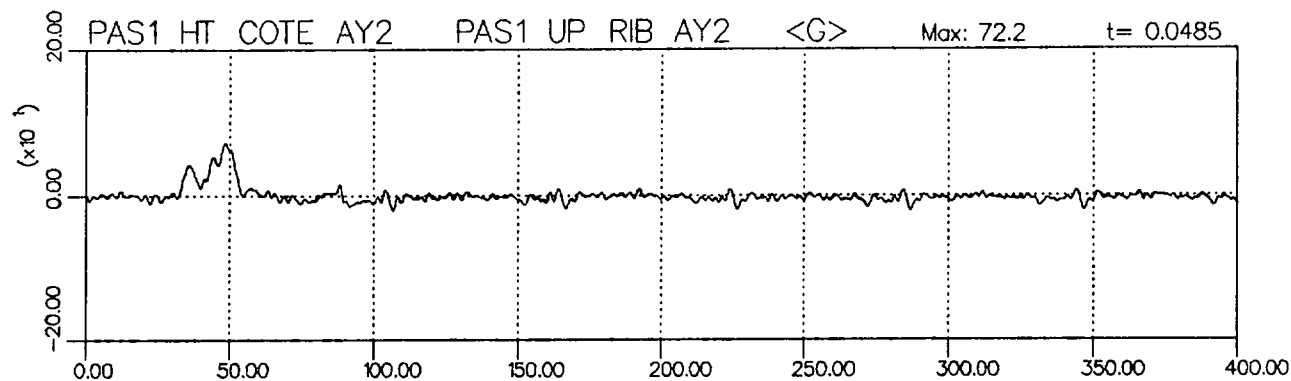
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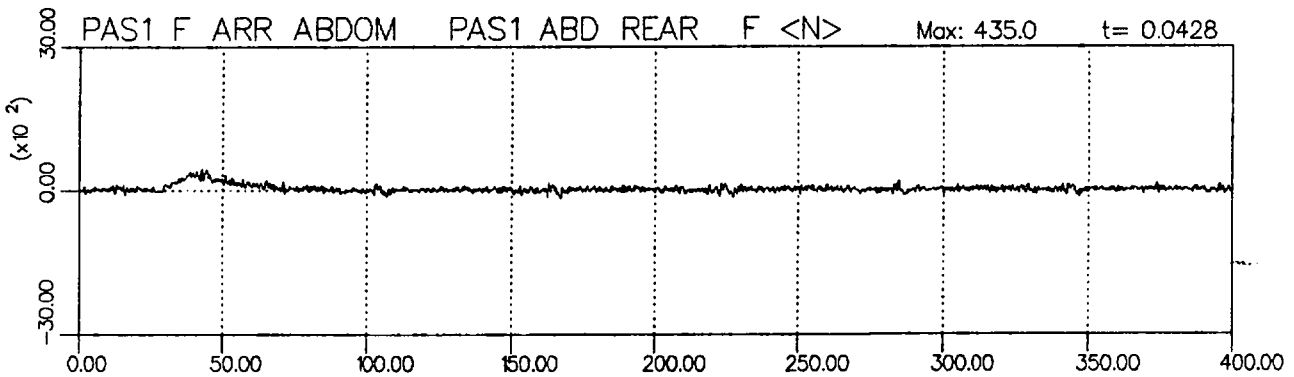
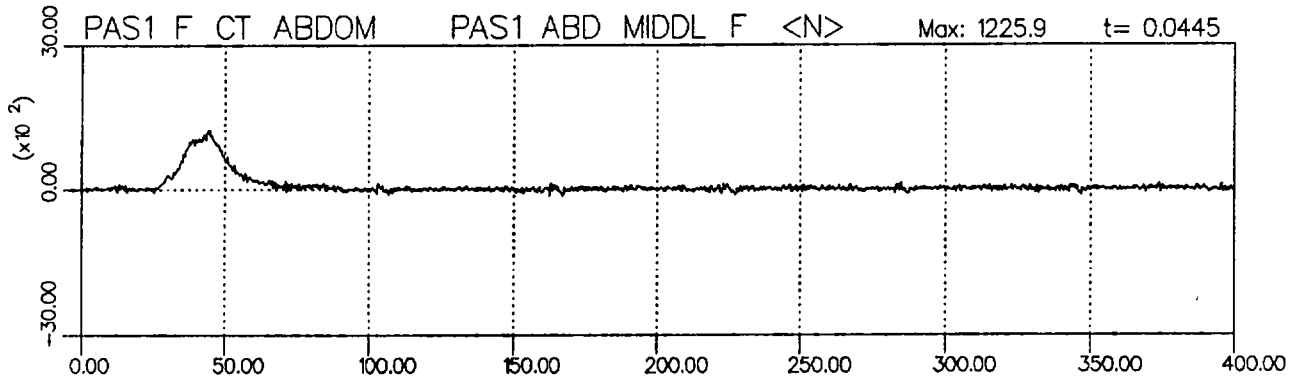
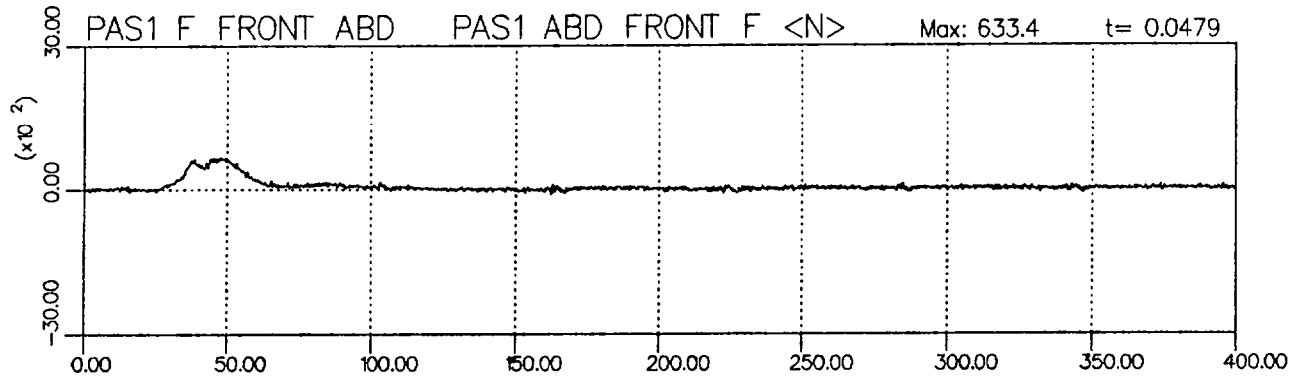
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



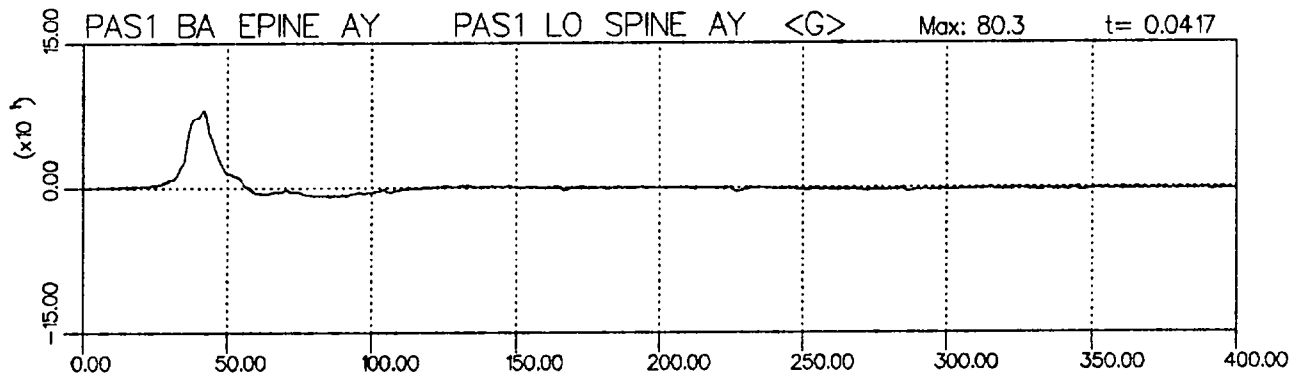
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision 07-OCT-92
Date impacted

Véhicule
Vehicle HONDA ACCORD 92

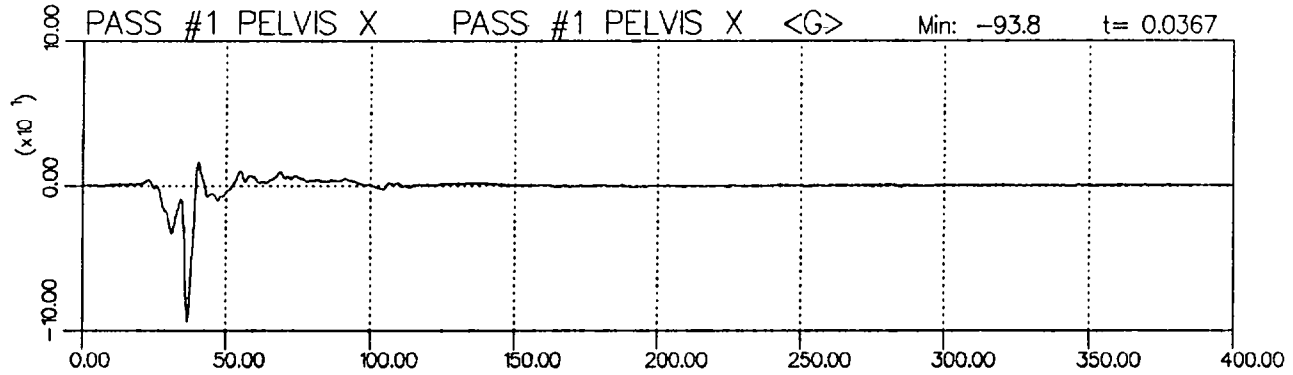
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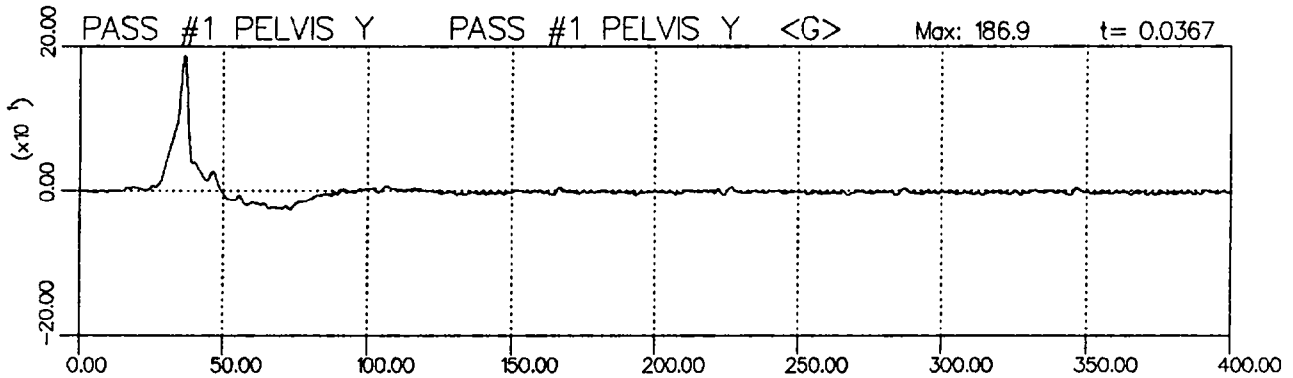
Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

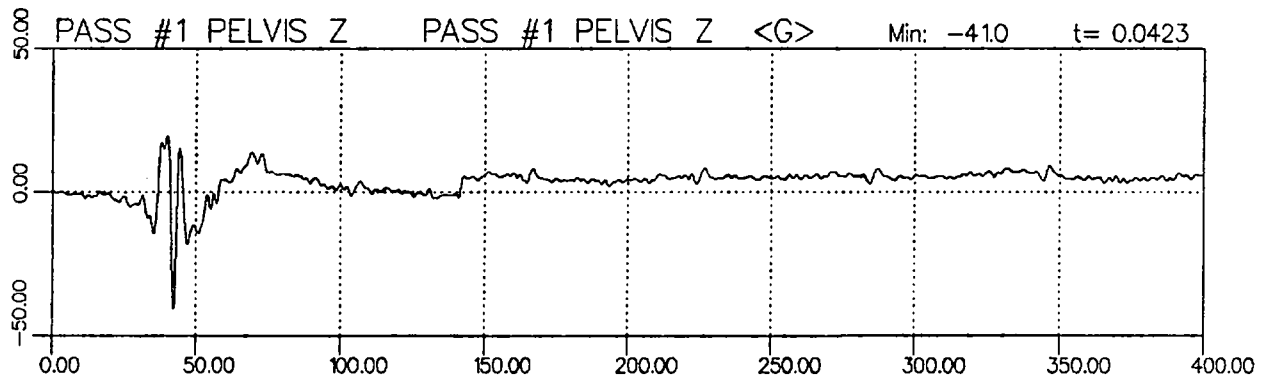
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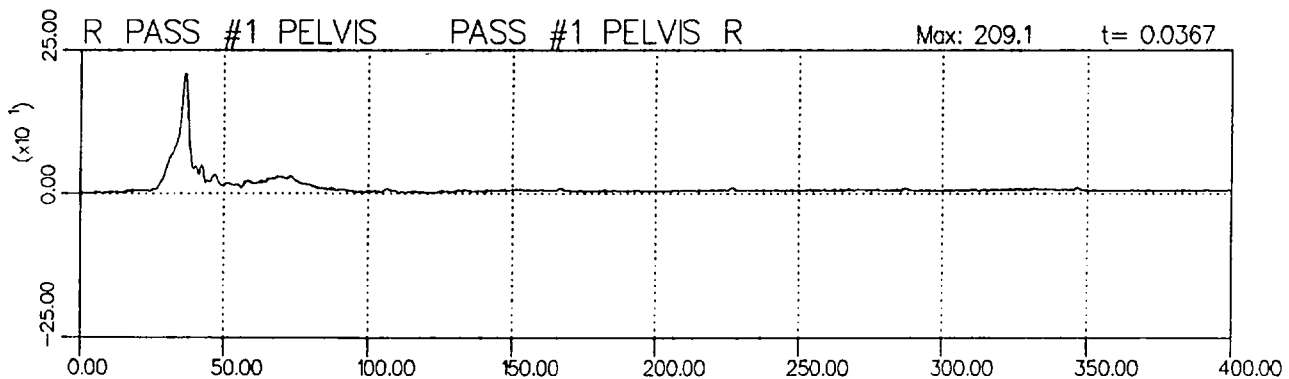
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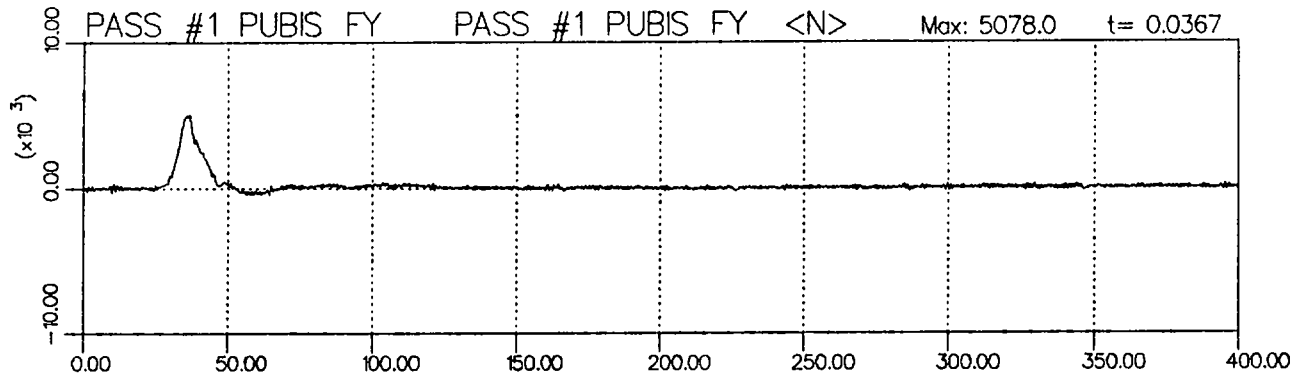
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*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

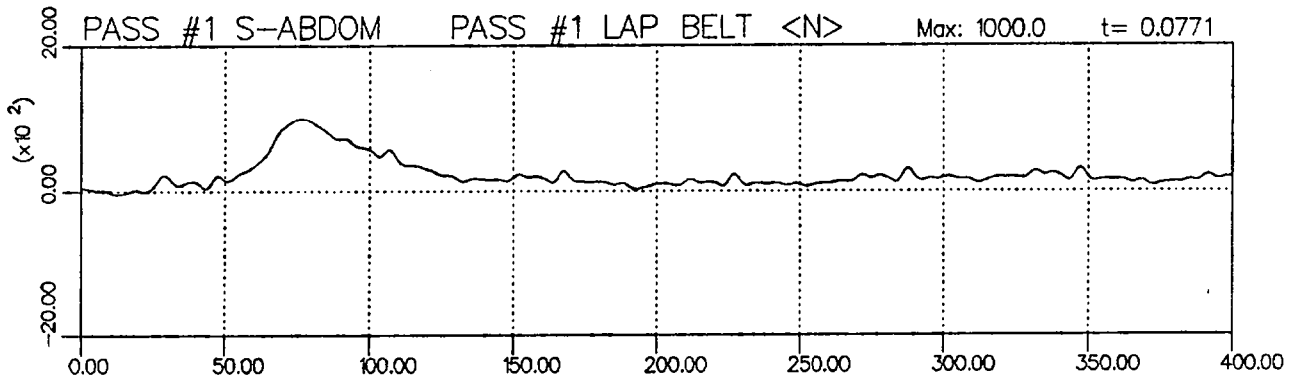
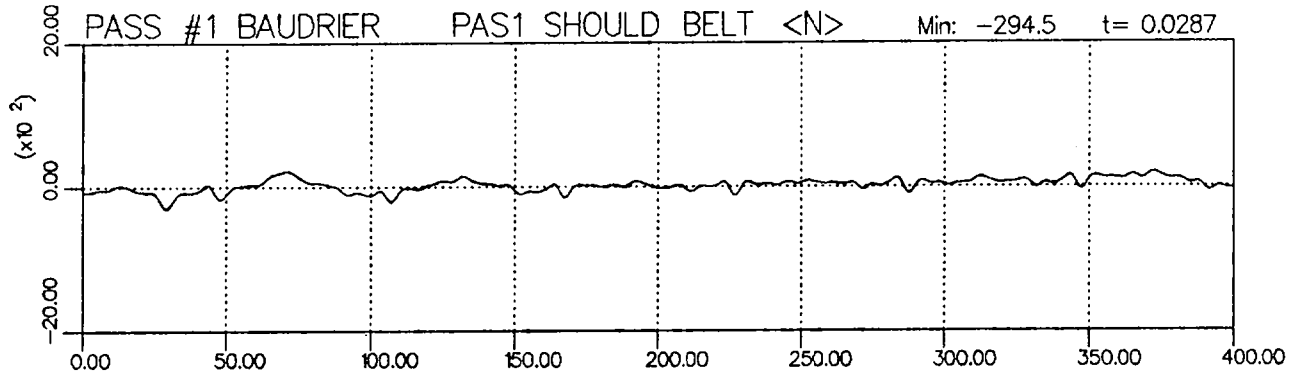


*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

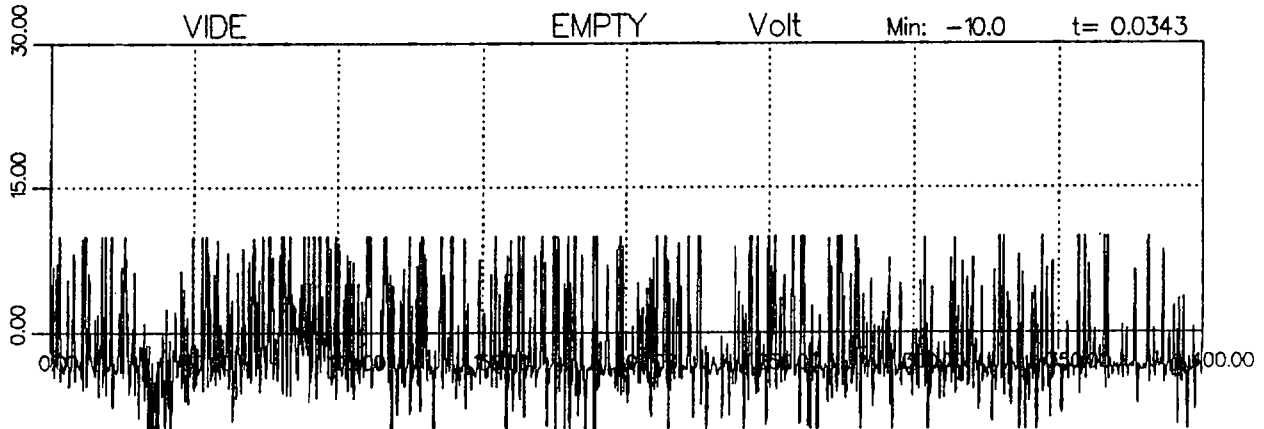
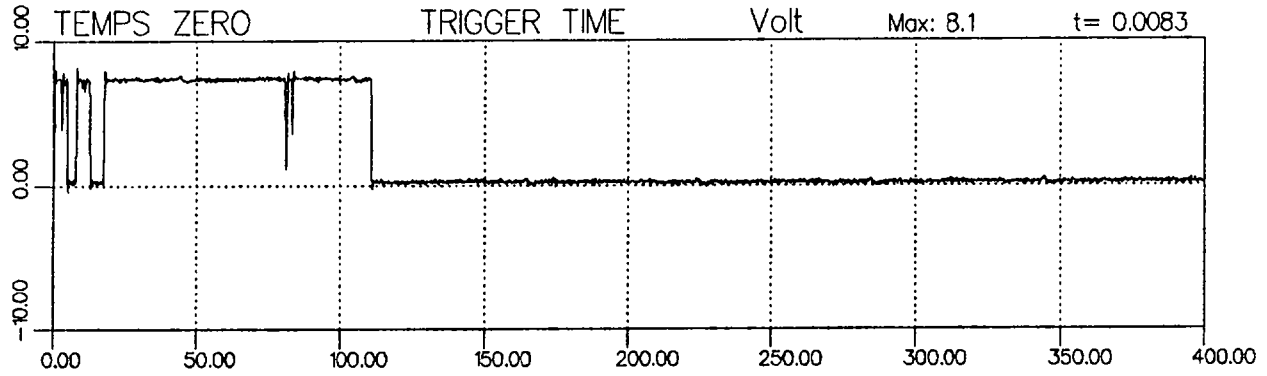
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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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	261.75	0.0444	0.0594	0.0150	Lim15
	361.86	0.0435	0.0795	0.0360	Lim36
	368.91	0.0429	0.0851	0.0422	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	345.10	0.0387	0.0423	0.0036	Lim15
	345.10	0.0387	0.0423	0.0036	Lim36
	345.10	0.0387	0.0423	0.0036	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



Transports Canada
CEVA

ESSAI DE COLLISION
COLLATA/W USMDB 27DEG.

BARRIER IMPACT TEST
COLLATA/W USMDB 27DEG.

Date de collision
Date impacted 07-OCT-92

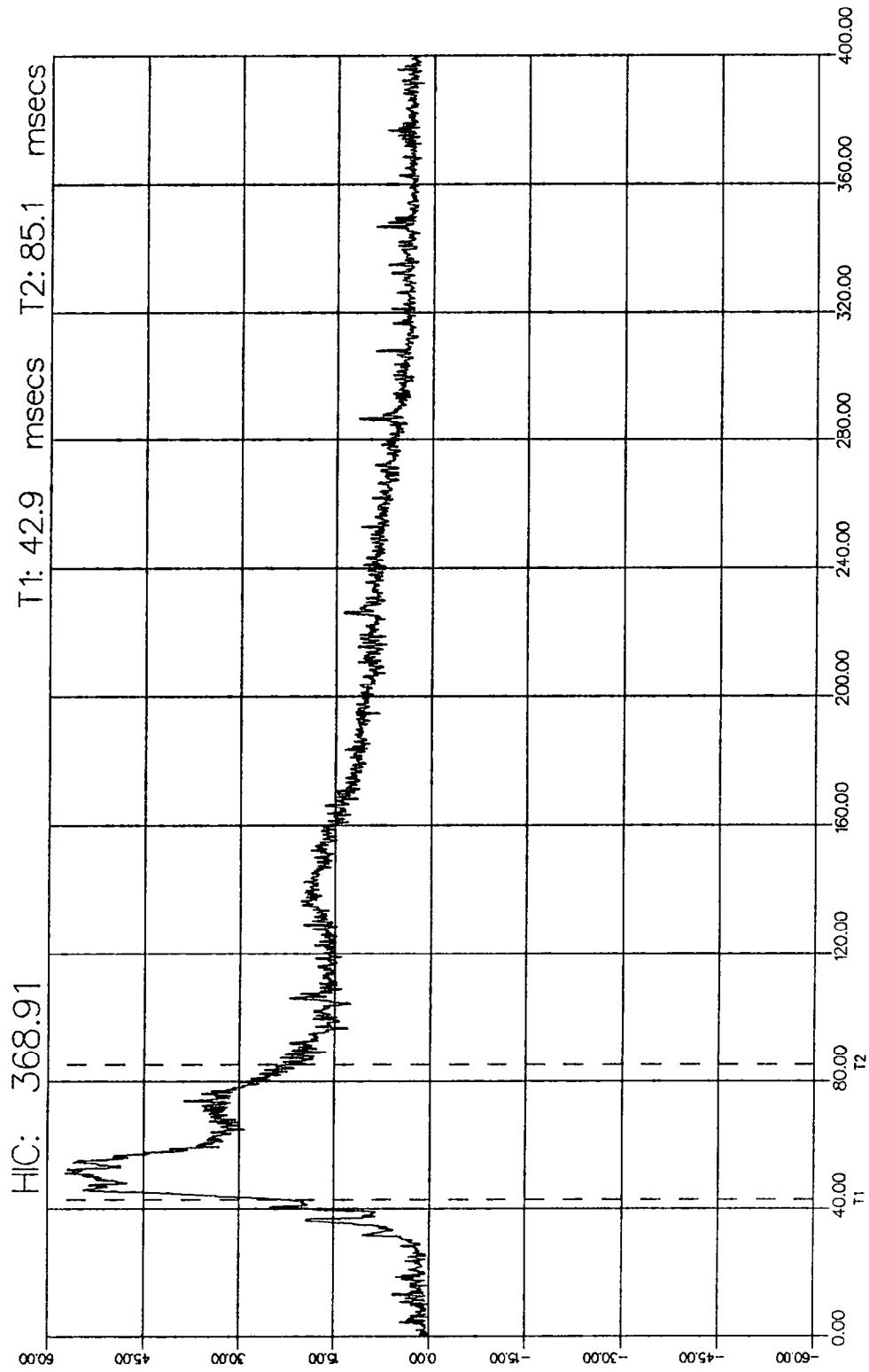
Véhicule
Vehicle

HONDA ACCORD 92

T.C. N°
T.C. No.

92-154

R CHAUFFEUR TETE DRIVER HEAD R





Transports Canada
CEVA

ESSAI DE COLLISION
COLLATA/W USMDB27DEG.

BARRIER IMPACT TEST
COLLATA/W USMDB27DEG.

Date de collision
Date impacted 07-OCT-92

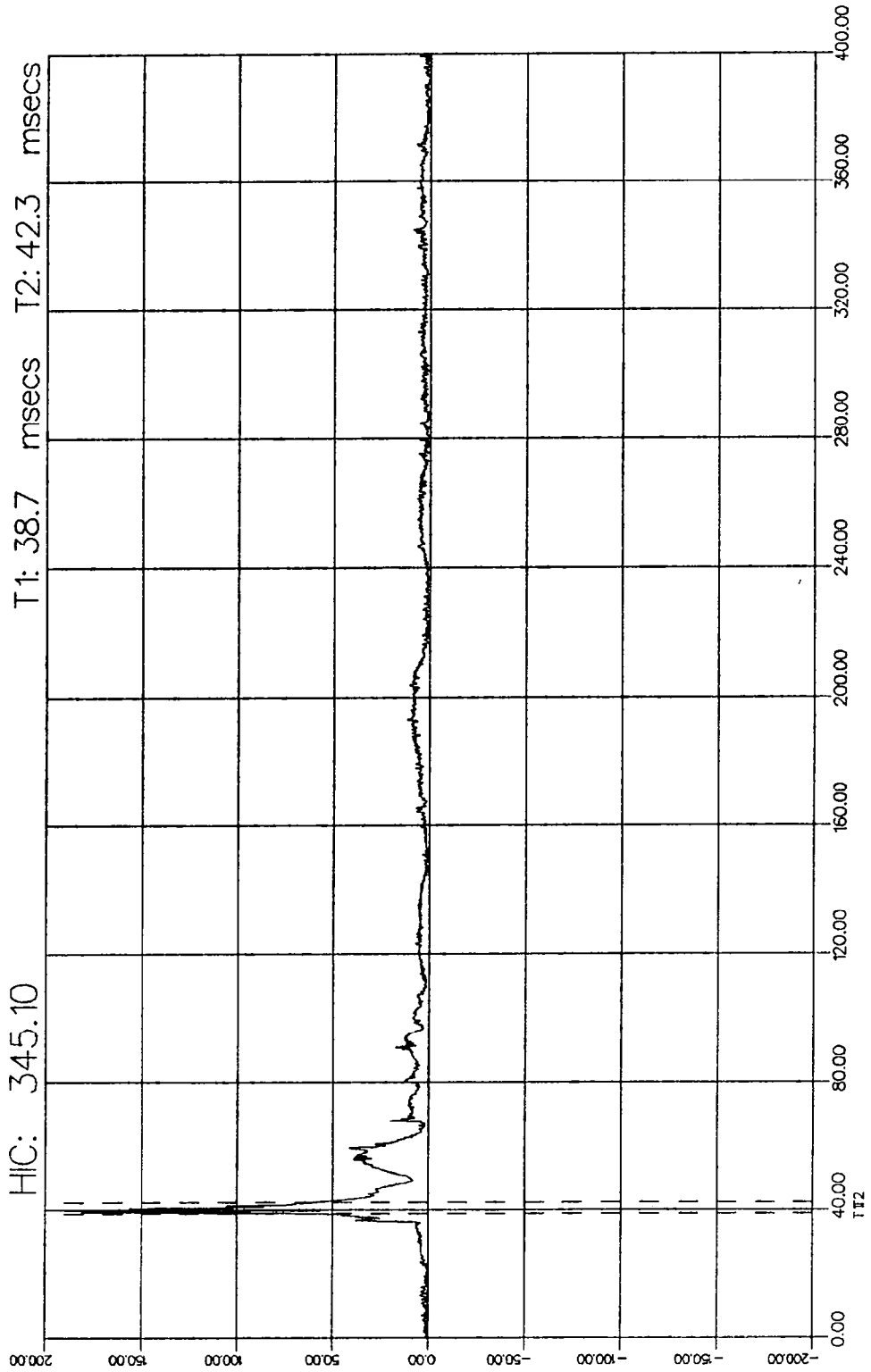
Véhicule
Vehicle

HONDA ACCORD 92

T.C. N°
T.C. No.

92-154

R PASS #1 TETE PASS #1 HEAD R



Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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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	0.0020 (Sec)



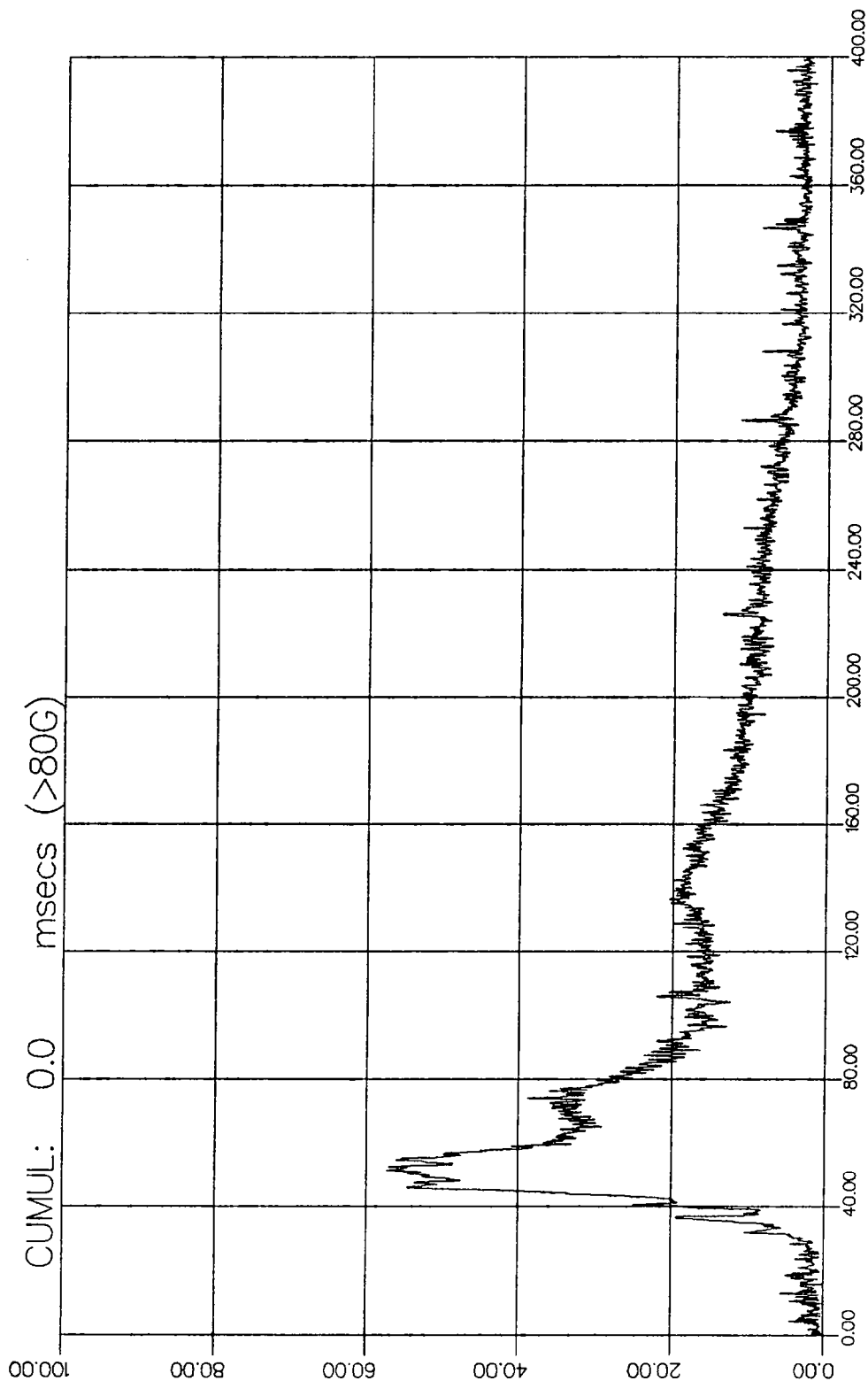
Transports Canada
CEVA.

ESSAI DE COLLISION
COLLATA/W USMDB 27DEG.

BARRIER IMPACT TEST
COLLATA/W USMDB 27DEG.

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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R CHAUFFEUR TETE DRIVER HEAD R





Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

ESSAI DE COLLISION

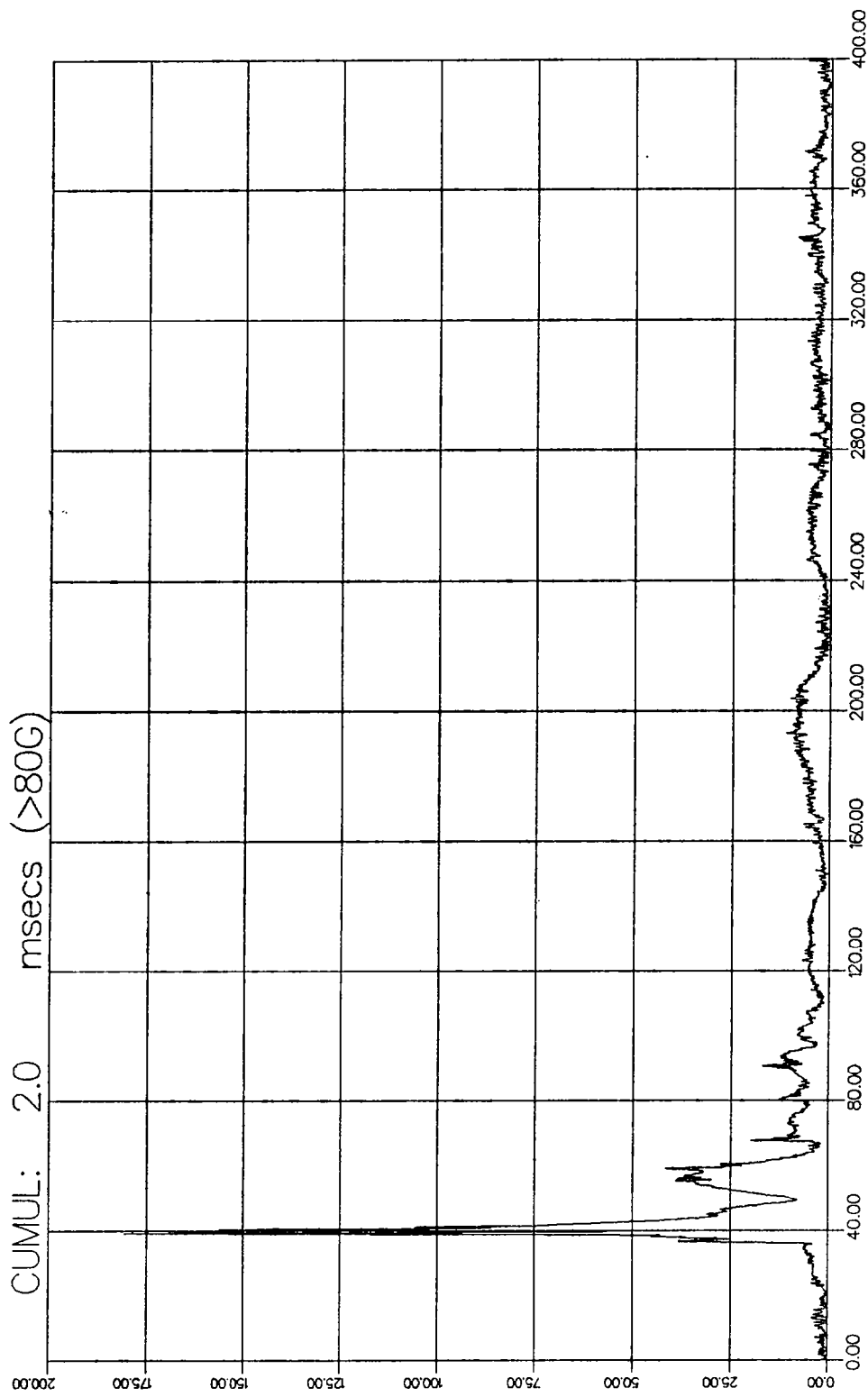
COLLATA/W U.S.MOB.27DEG.

BARRIER IMPACT TEST

COLLATA/W U.S.MOB.27DEG.

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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R PASS #1 TETE PASS #1 HEAD R



Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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INDICE DE TRAUMATISME THORACIQUE / THORAX TRAUMA INDEX

MAXIMUM DES CANAUX / CHANNEL'S MAXIMUM

TTI (Chauffeur/Driver)

94.08

NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
CHAU HT COTE AY1	DRV UP RIB AY1	85.97	<G>
CHAU BA COTE AY1	DRV LO RIB AY1	126.70	<G>
CHAU HT COTE AY2	DRV UP RIB AY2	86.56	<G>
CHAU BA COTE AY2	DRV LO RIB AY2	123.84	<G>
CHAU BA EPINE AY	DRV LO SPINE AY	61.46	<G>

TTI (Passager #1/Passenger #1)

73.98

NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
PAS1 HT COTE AY1	PAS1 UP RIB AY1	71.79	<G>
PAS1 BA COTE AY1	PAS1 LO RIB AY1	59.87	<G>
PAS1 HT COTE AY2	PAS1 UP RIB AY2	66.29	<G>
PAS1 BA COTE AY2	PAS1 LO RIB AY2	64.06	<G>
PAS1 BA EPINE AY	PAS1 LO SPINE AY	76.17	<G>

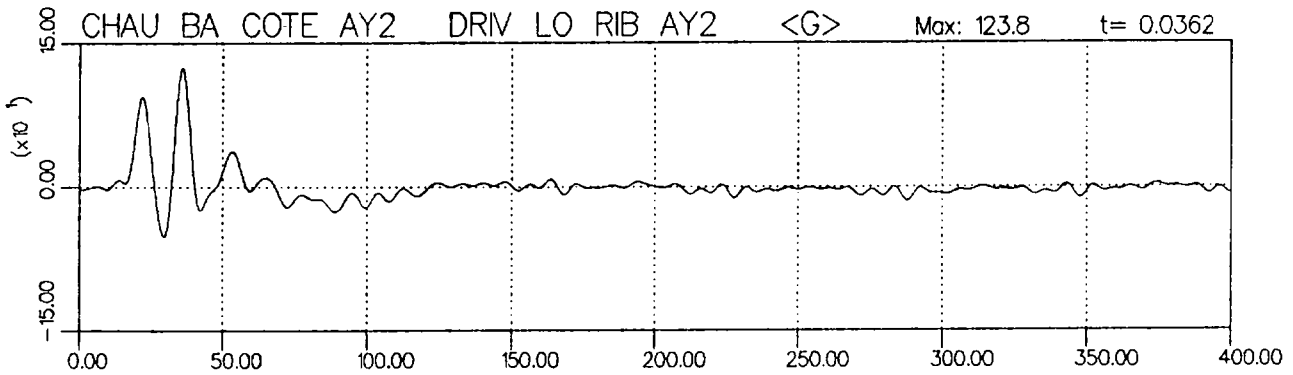
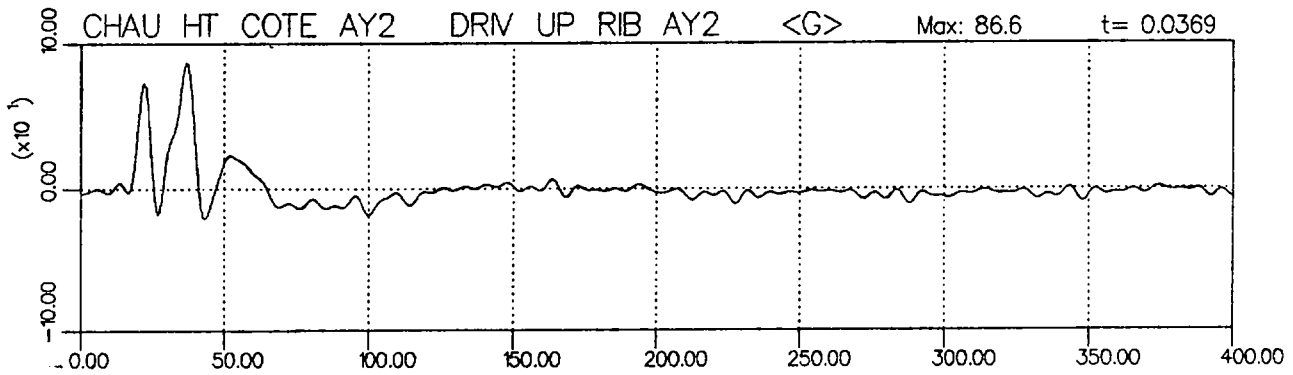
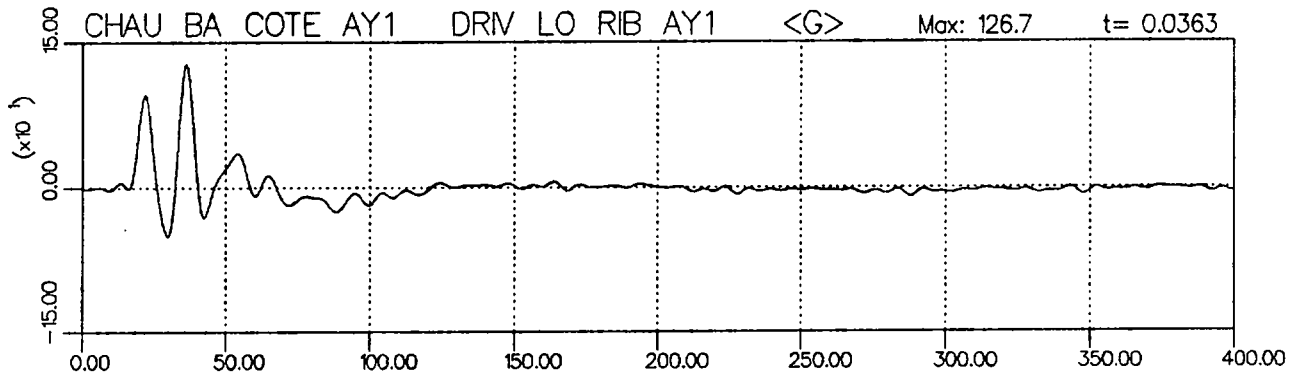
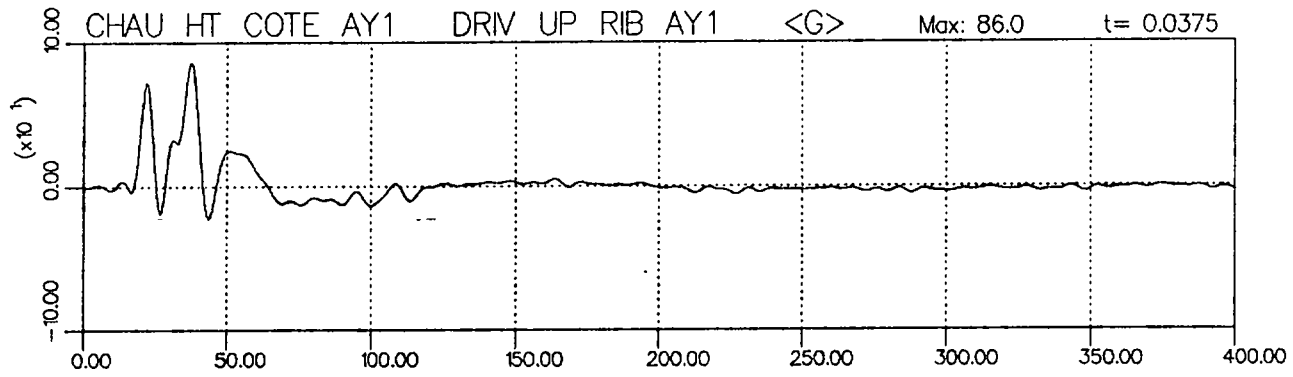
$$TTI = \frac{\left| \begin{array}{l} \text{LE PLUS GRAND MAXIMUM ENTRE LA} \\ \text{COTE DU HAUT ET CELLE DU BAS} \end{array} \right|_{\max} + \left| \text{ACCELERATION DE L'EPINE} \right|}{2}$$

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

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

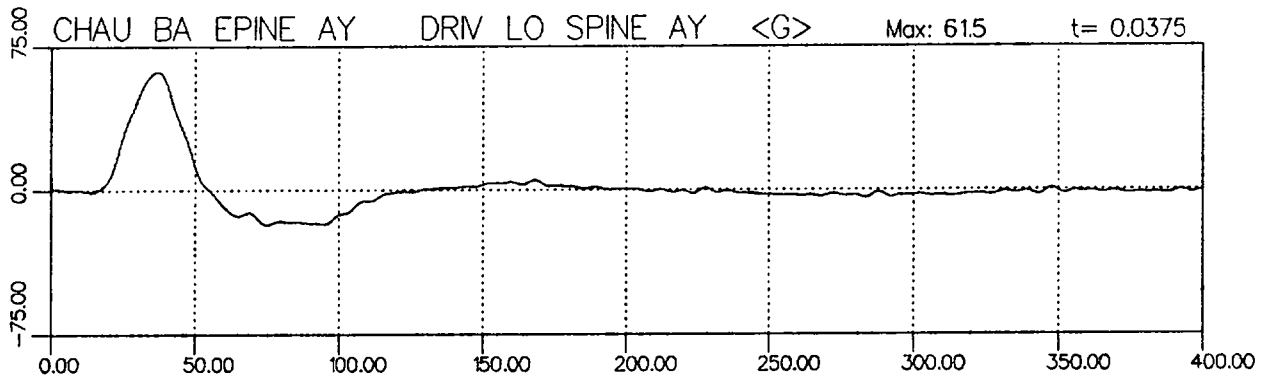
T.C. N° 92-154
T.C. No.



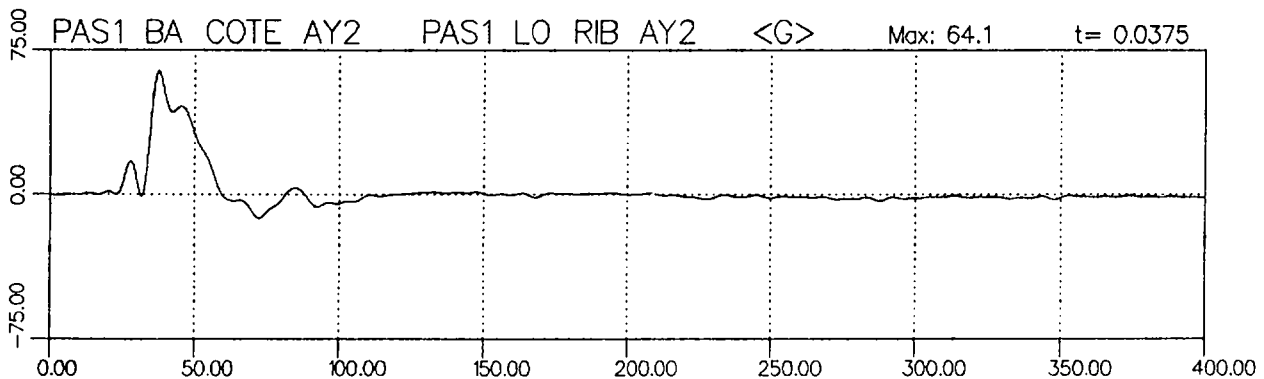
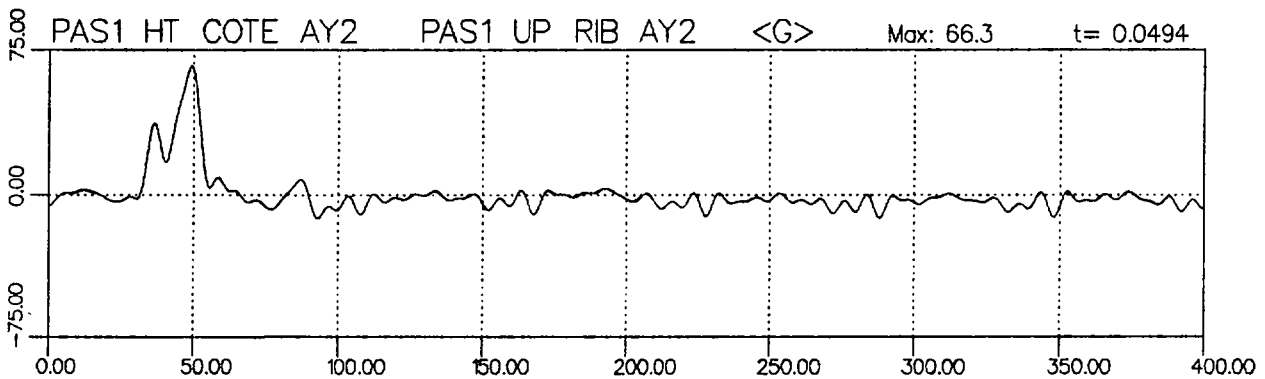
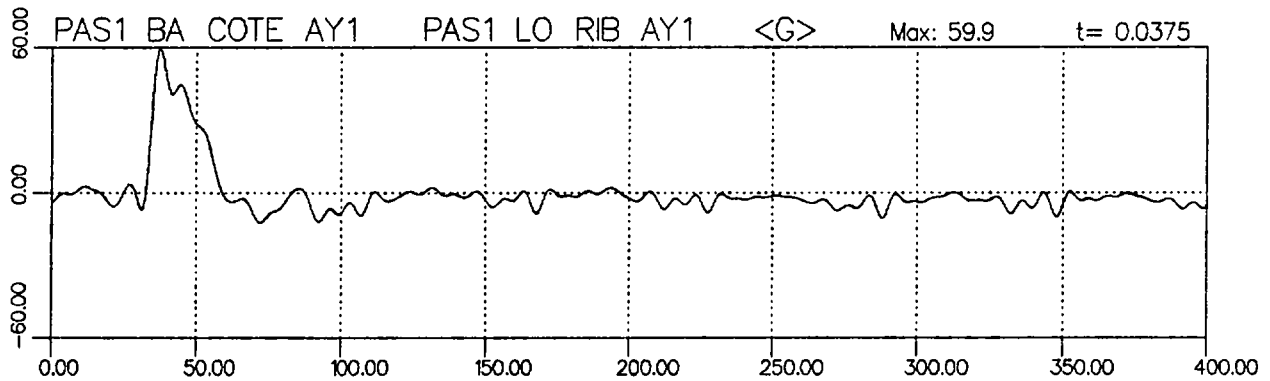
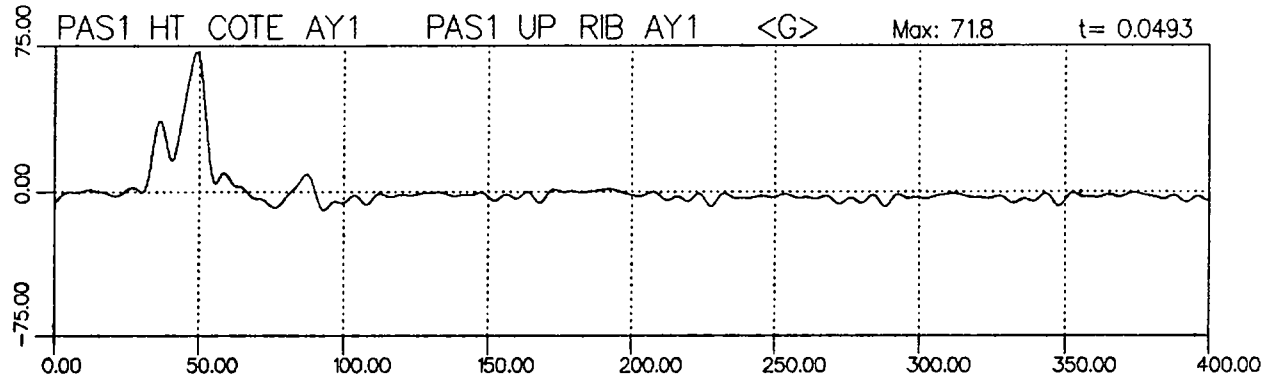
Date de collision 07-OCT-92
Date impacted

Véhicule
Vehicle HONDA ACCORD 92

T.C. N° 92-154
T.C. No.



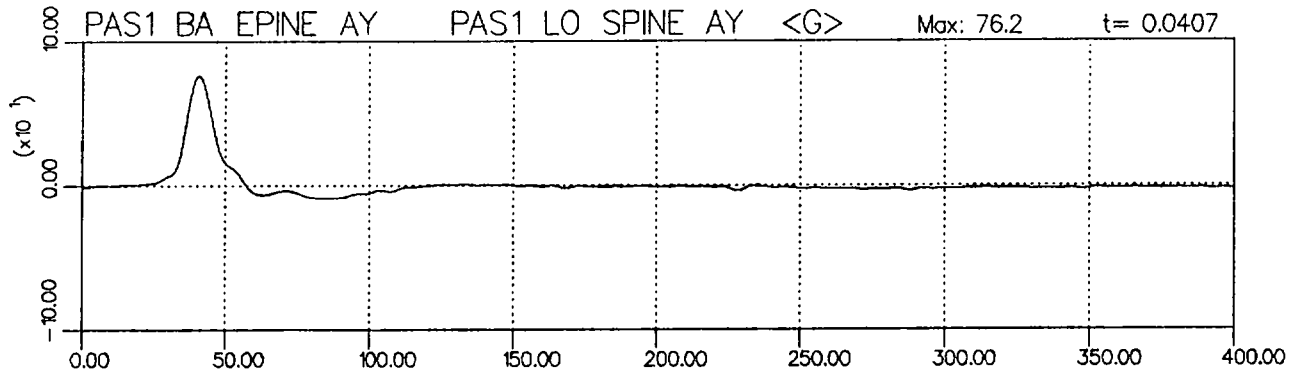
Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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Date de collision 07-OCT-92
Date impacted

Véhicule
Vehicle HONDA ACCORD 92

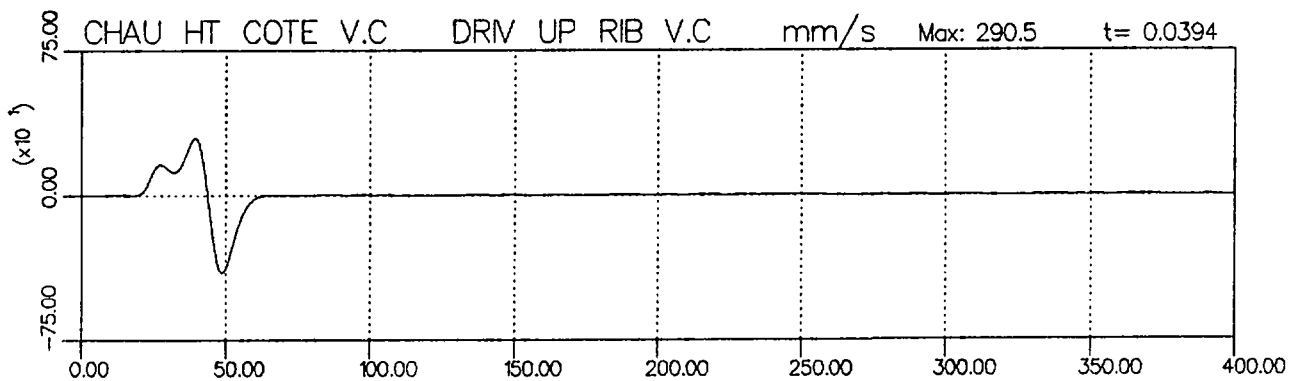
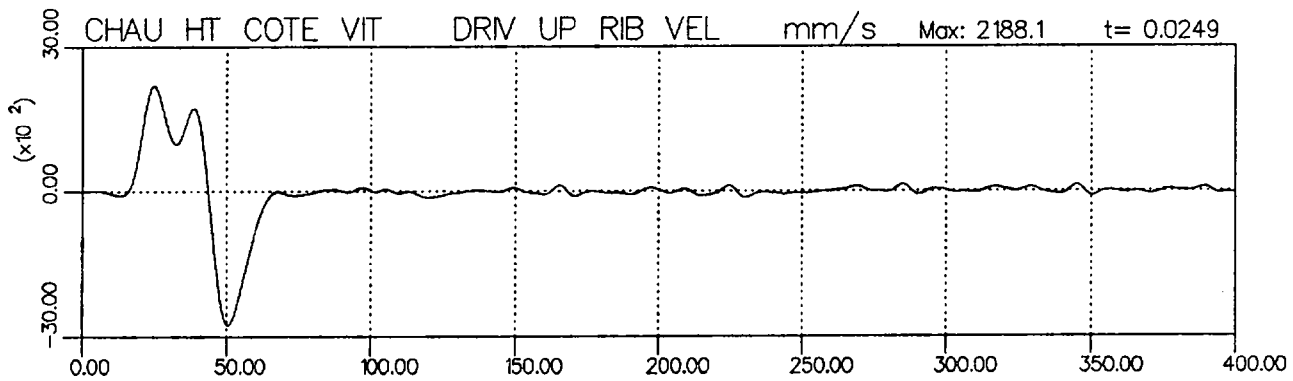
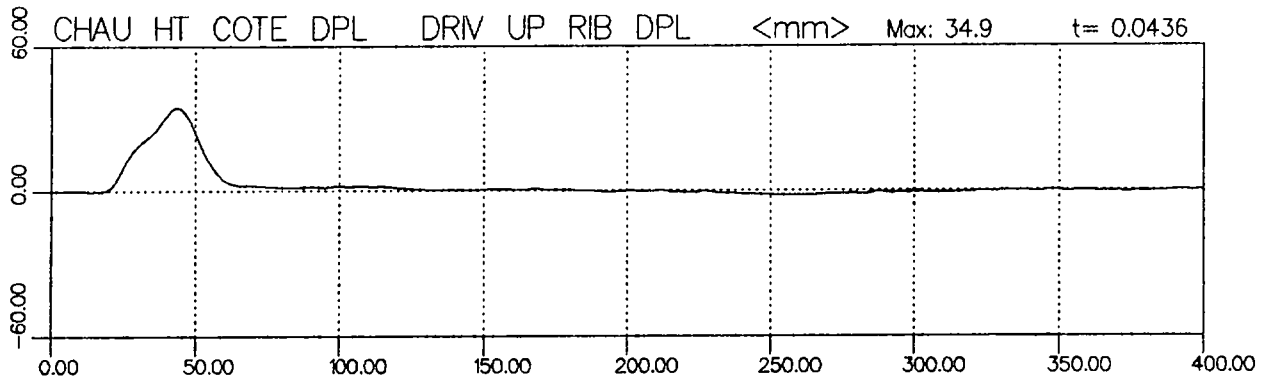
T.C. N° 92-154
T.C. No.



Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



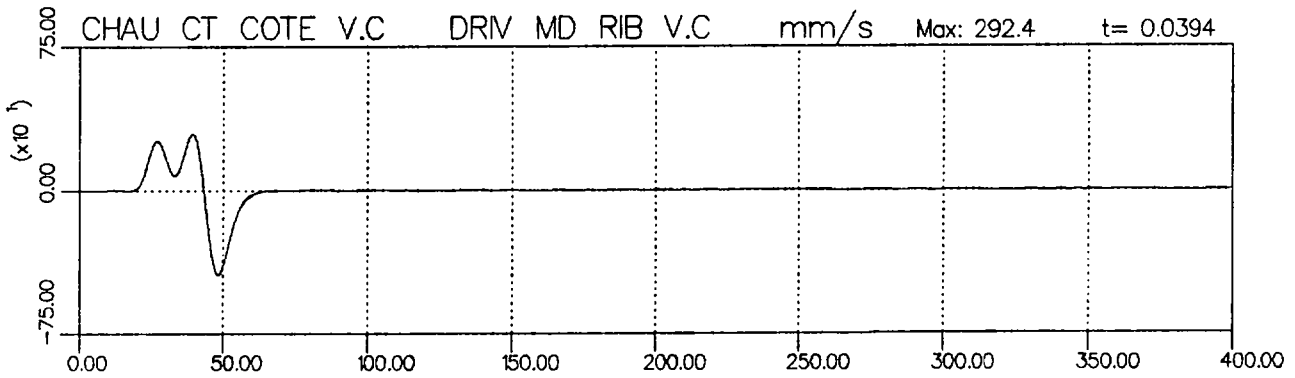
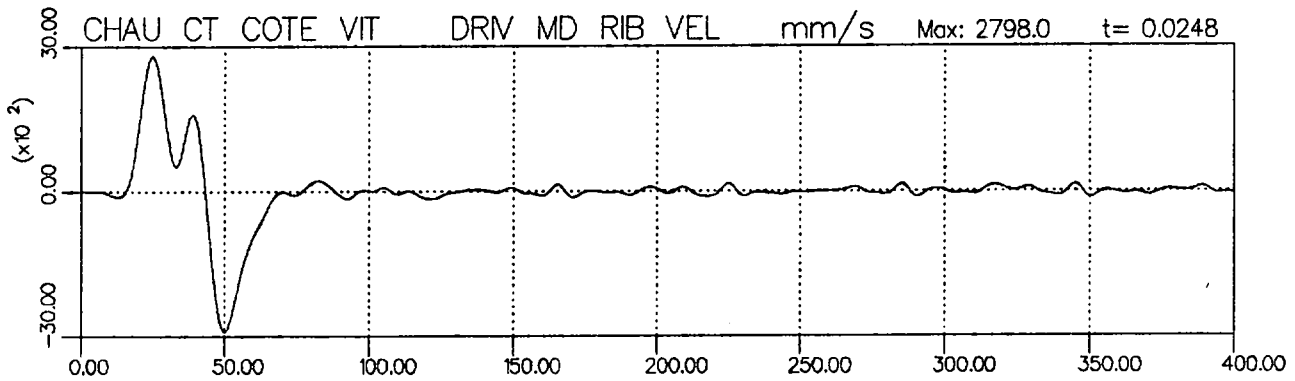
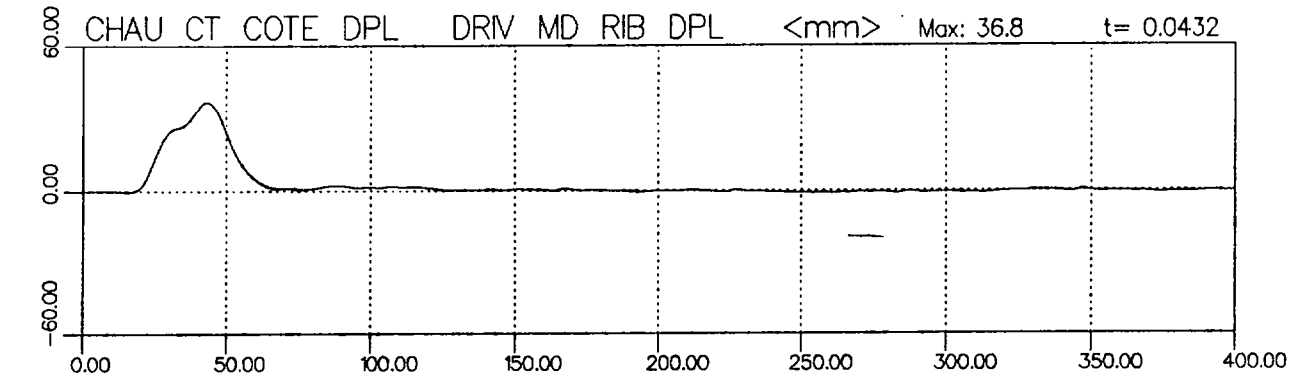
BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60

Facteur d'échelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.



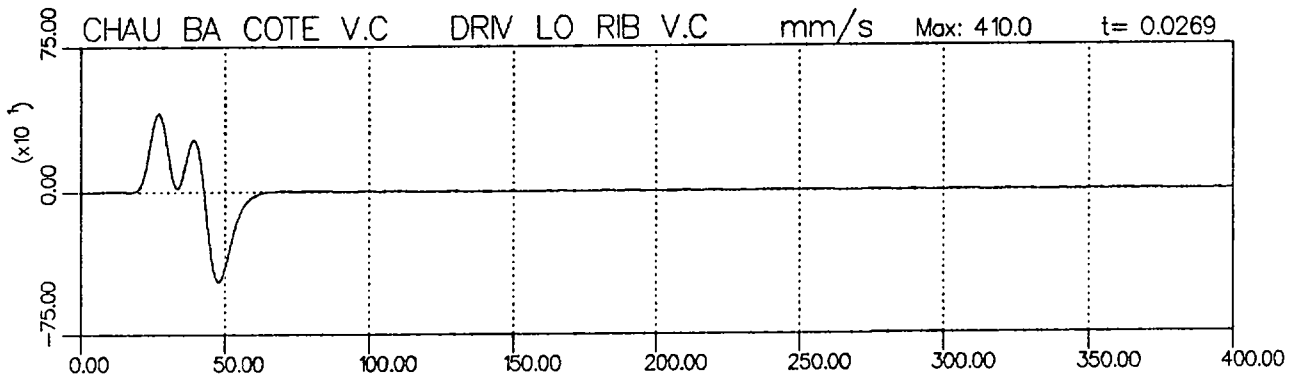
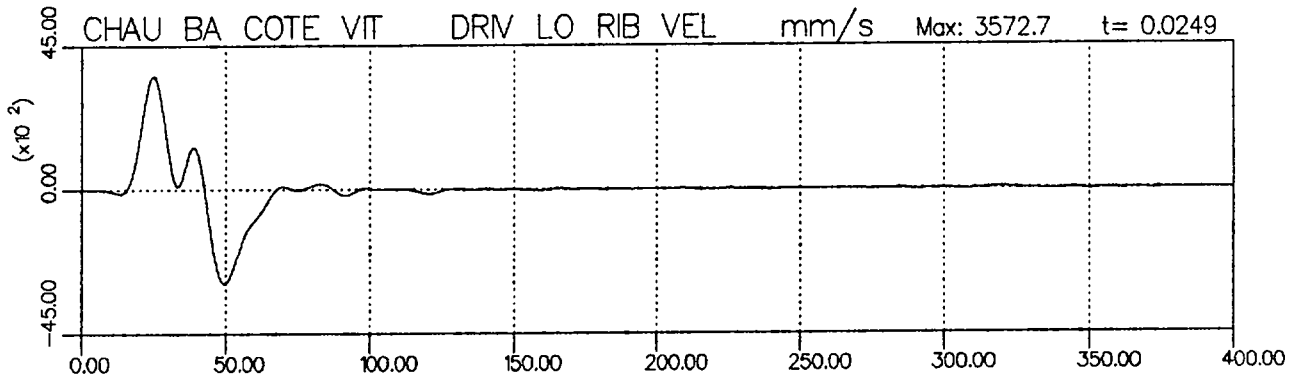
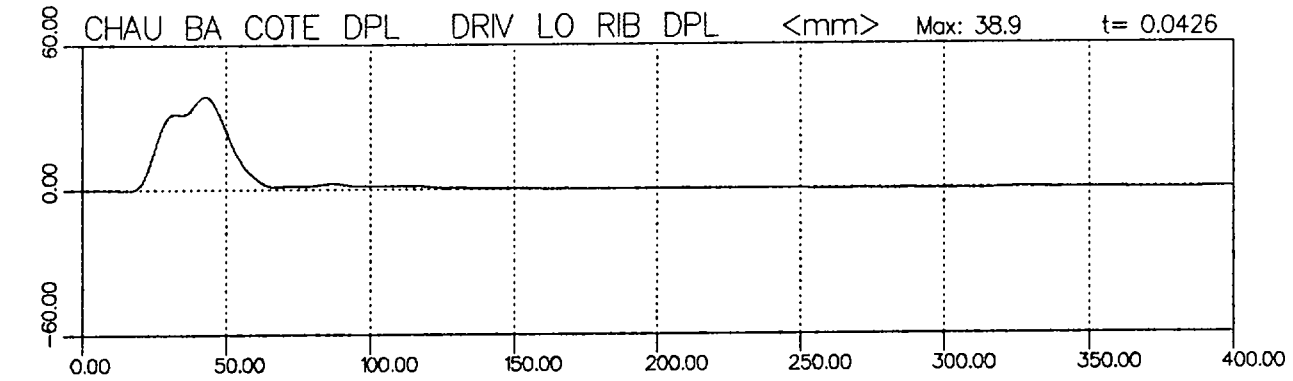
BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60

Facteur d'échelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

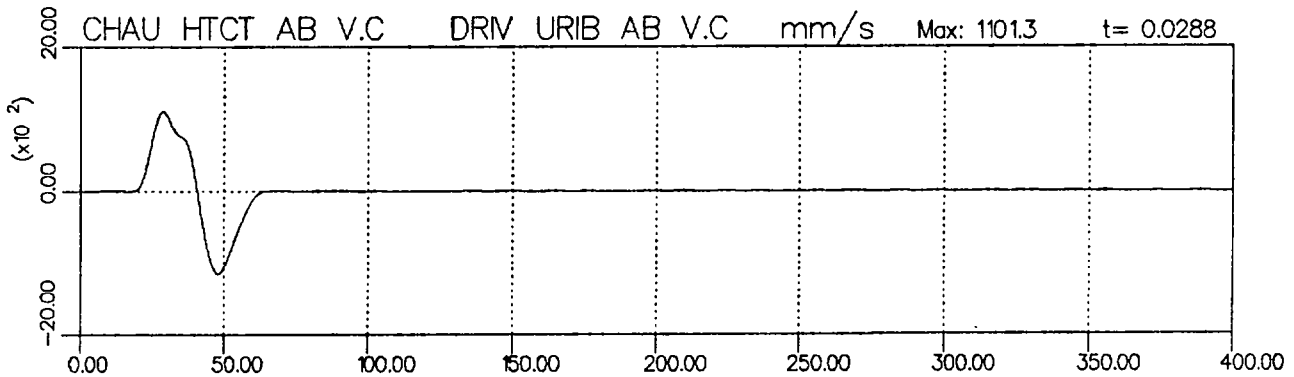
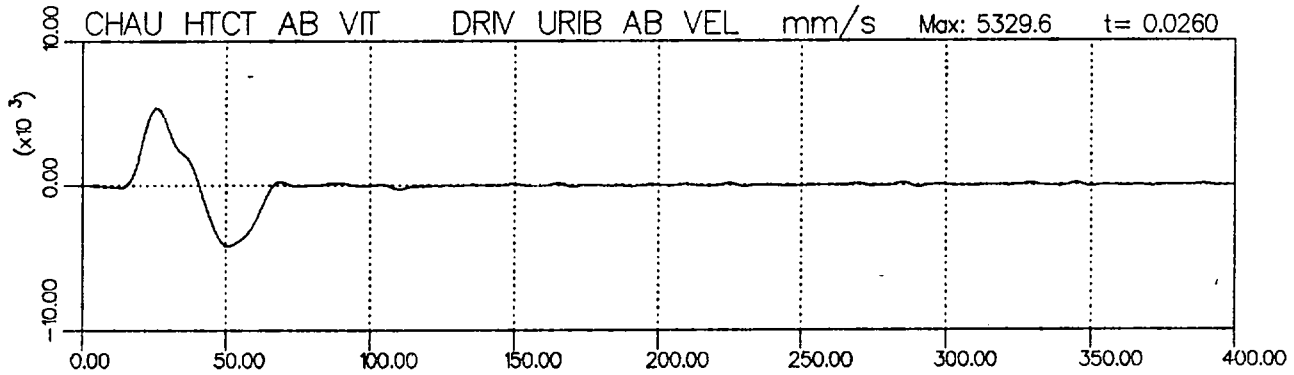
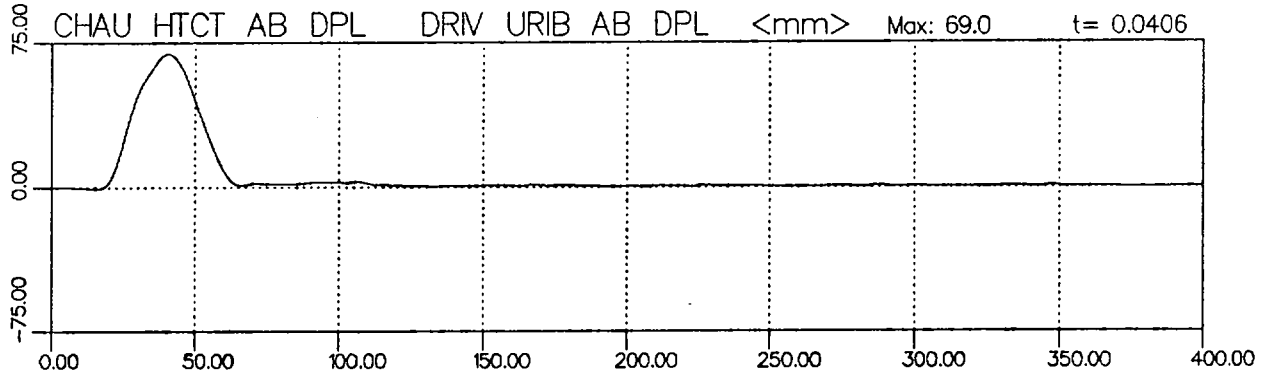


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

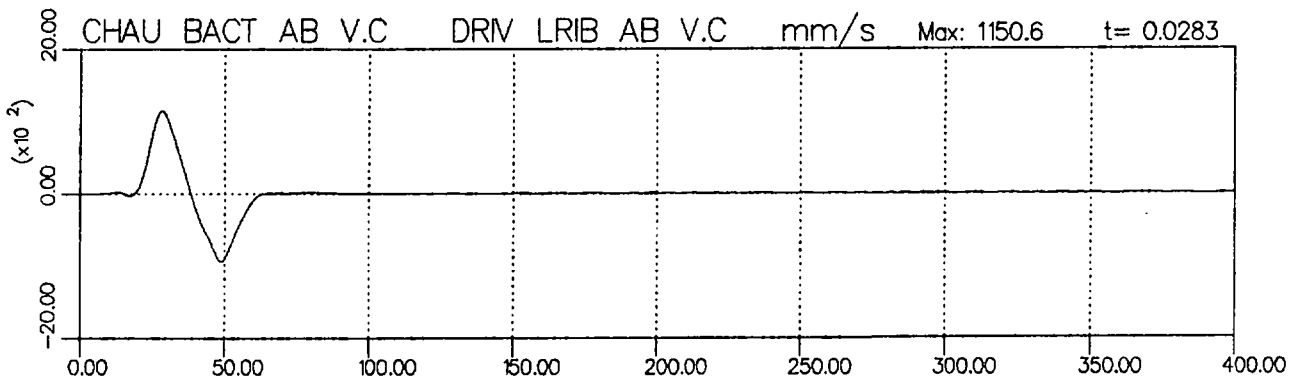
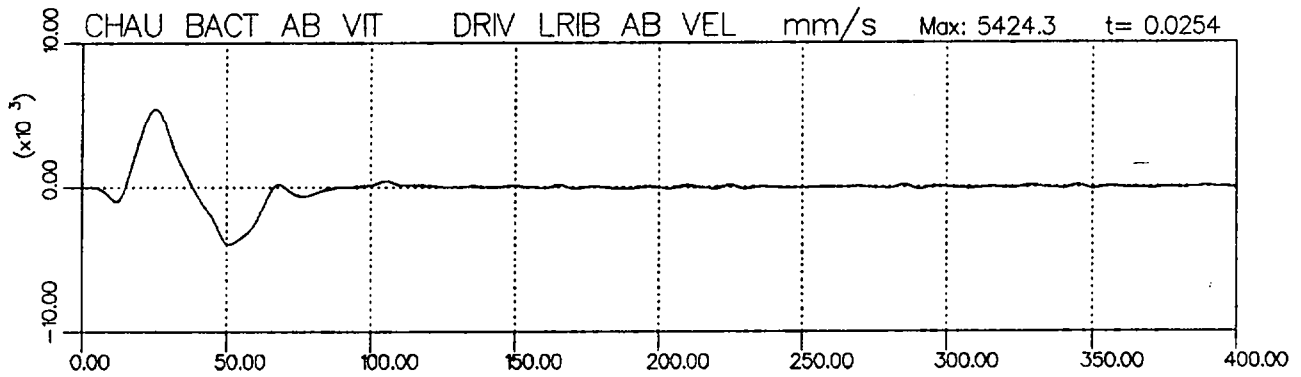
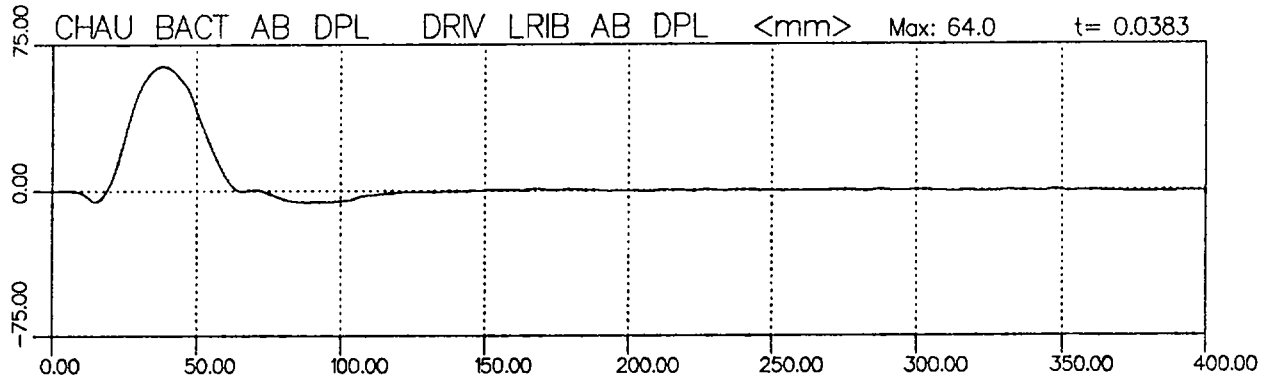


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

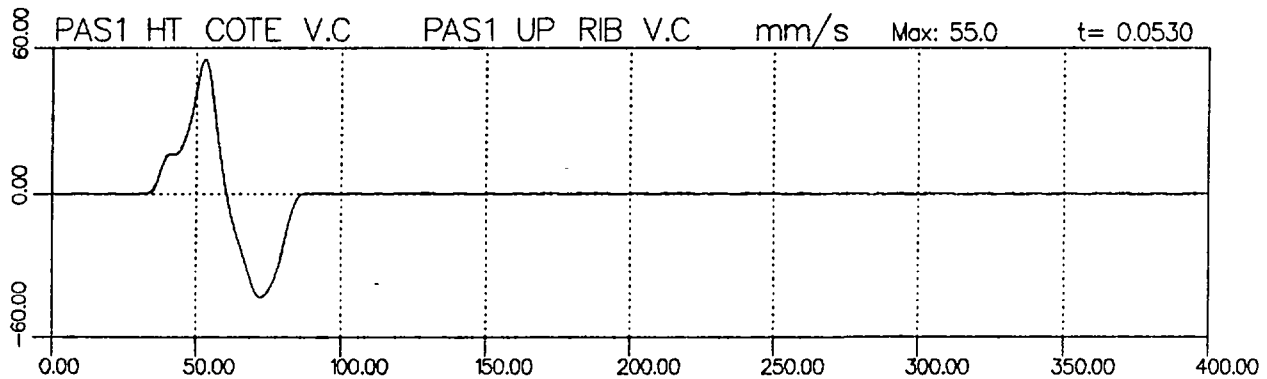
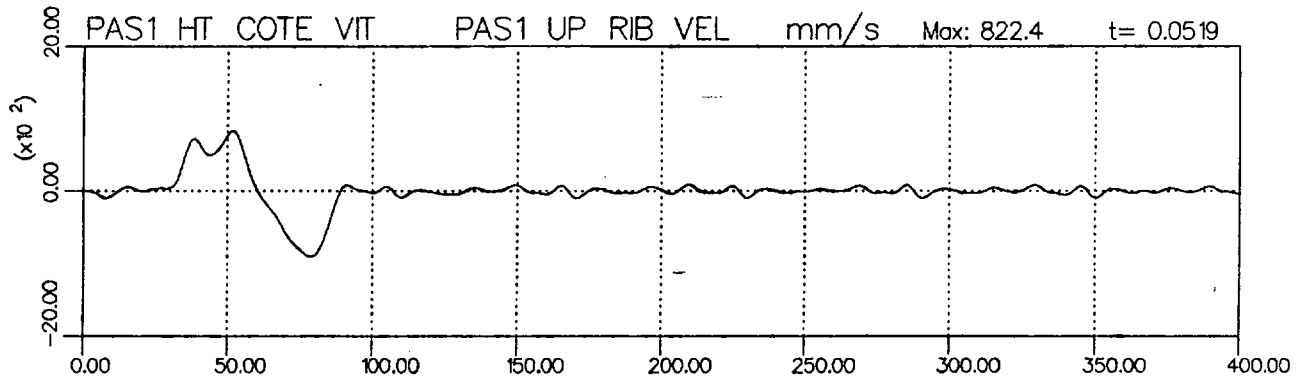
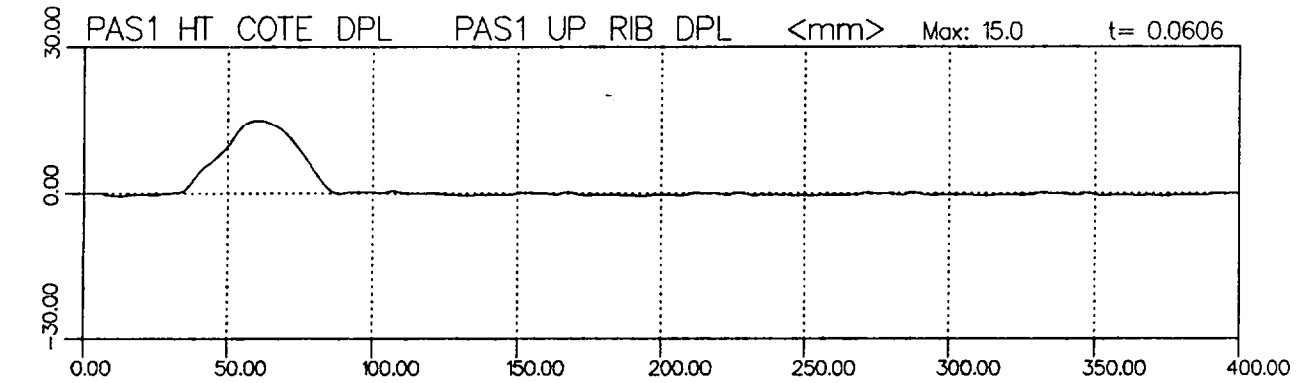


BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

T.C. N° 92-154
T.C. No.

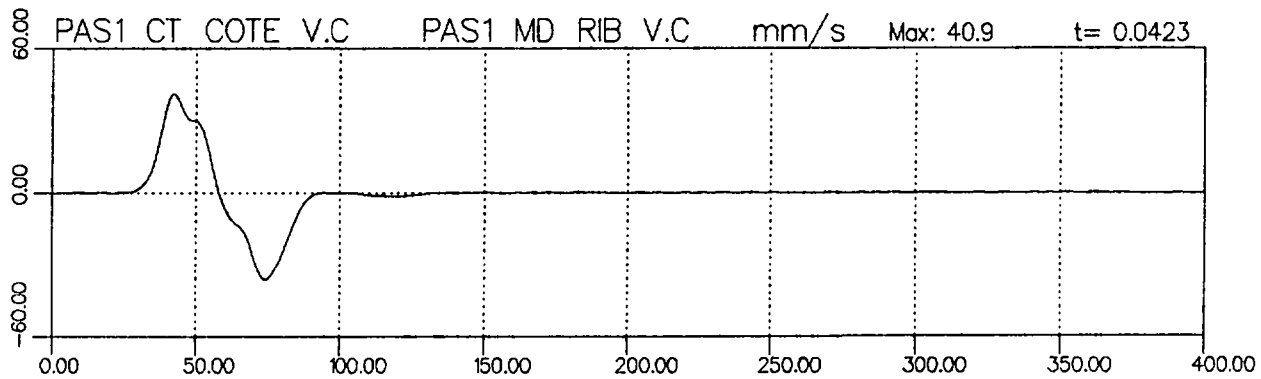
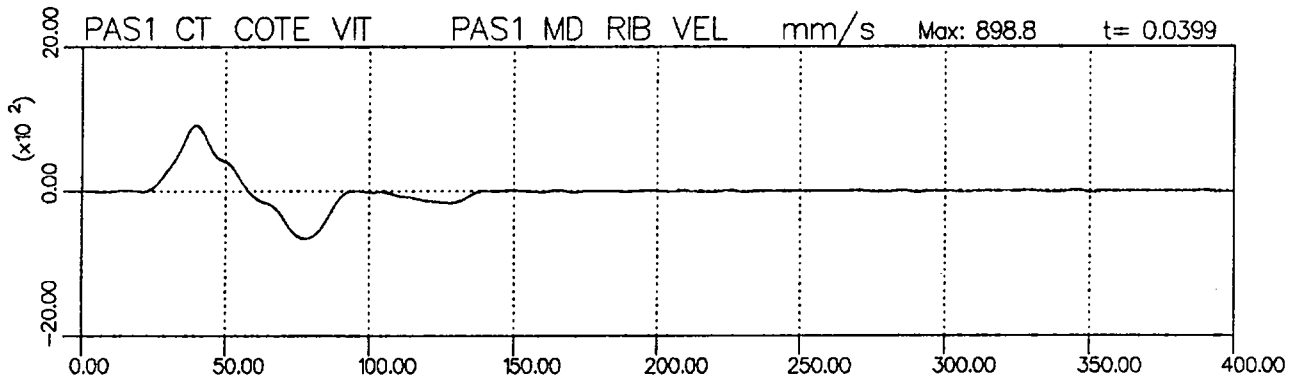
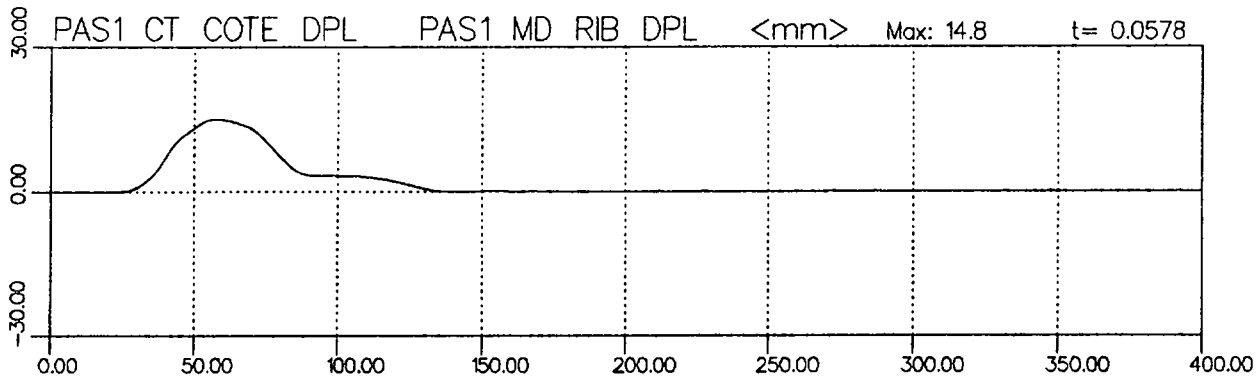


EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0

Date de collision 07-OCT-92
Date impacted

Véhicule HONDA ACCORD 92
Vehicle

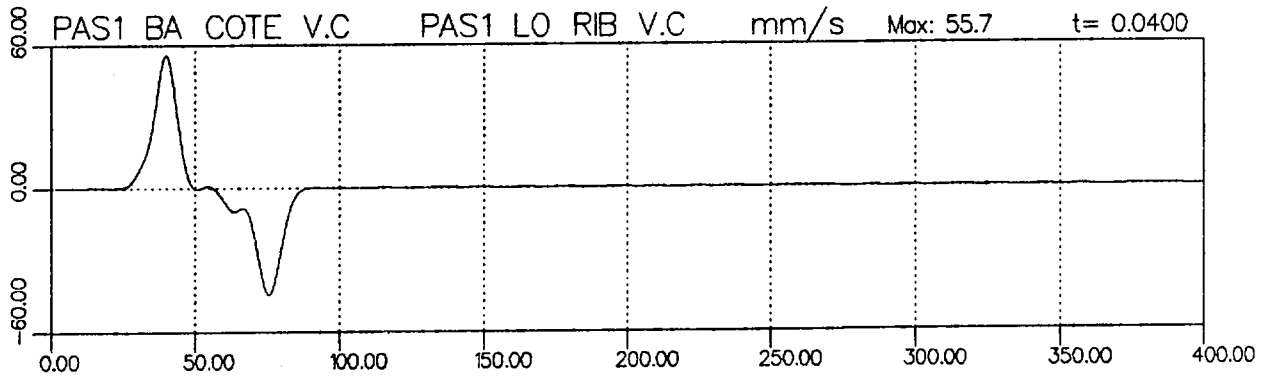
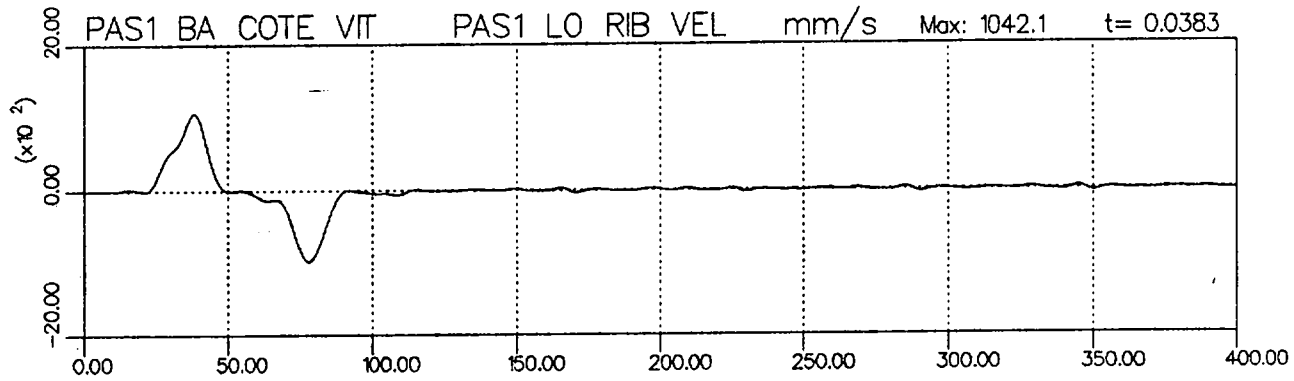
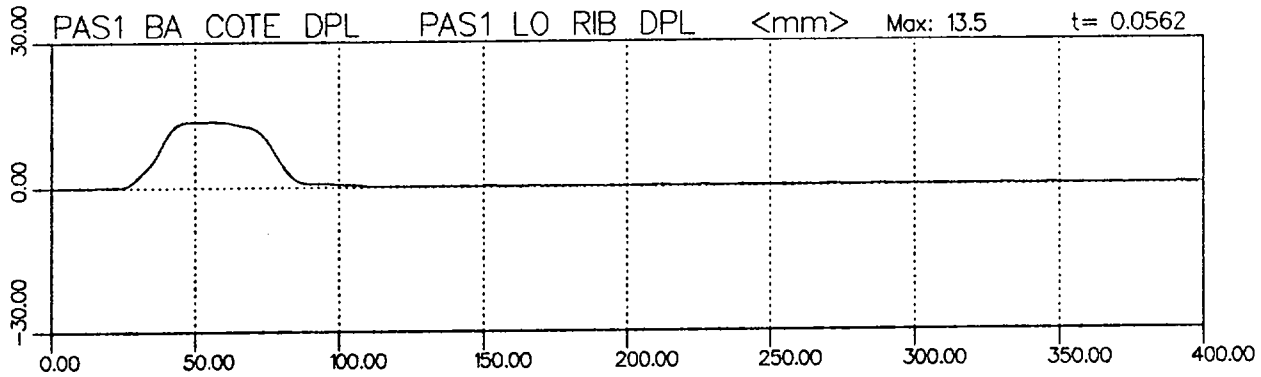
T.C. N° 92-154
T.C. No.



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

Facteur d'échelle/Scale Factor :1.0

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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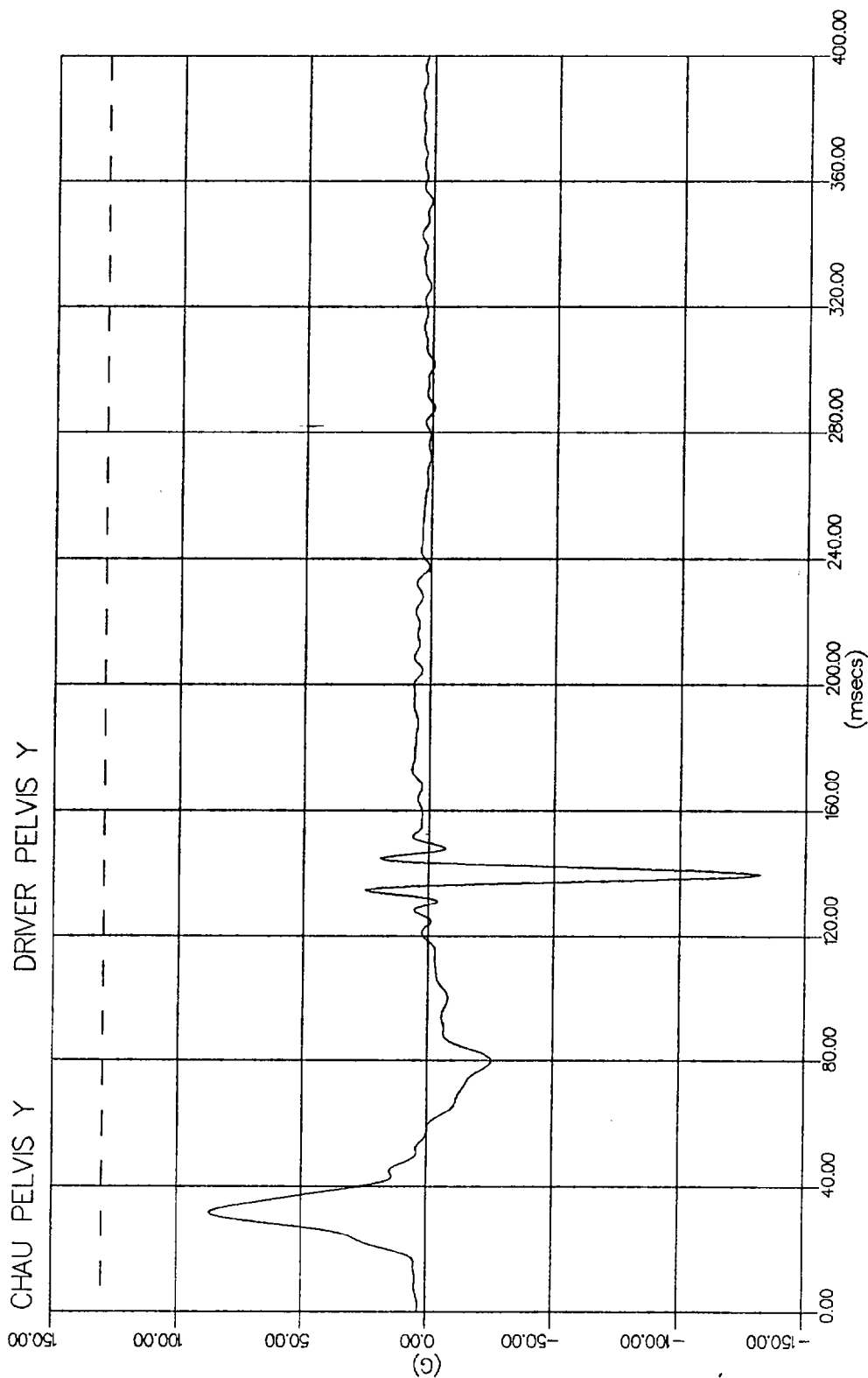
EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0

Véhicule
Vehicle

HONDA ACCORD 92

20.	20.
T.C.	T.C.

92-154

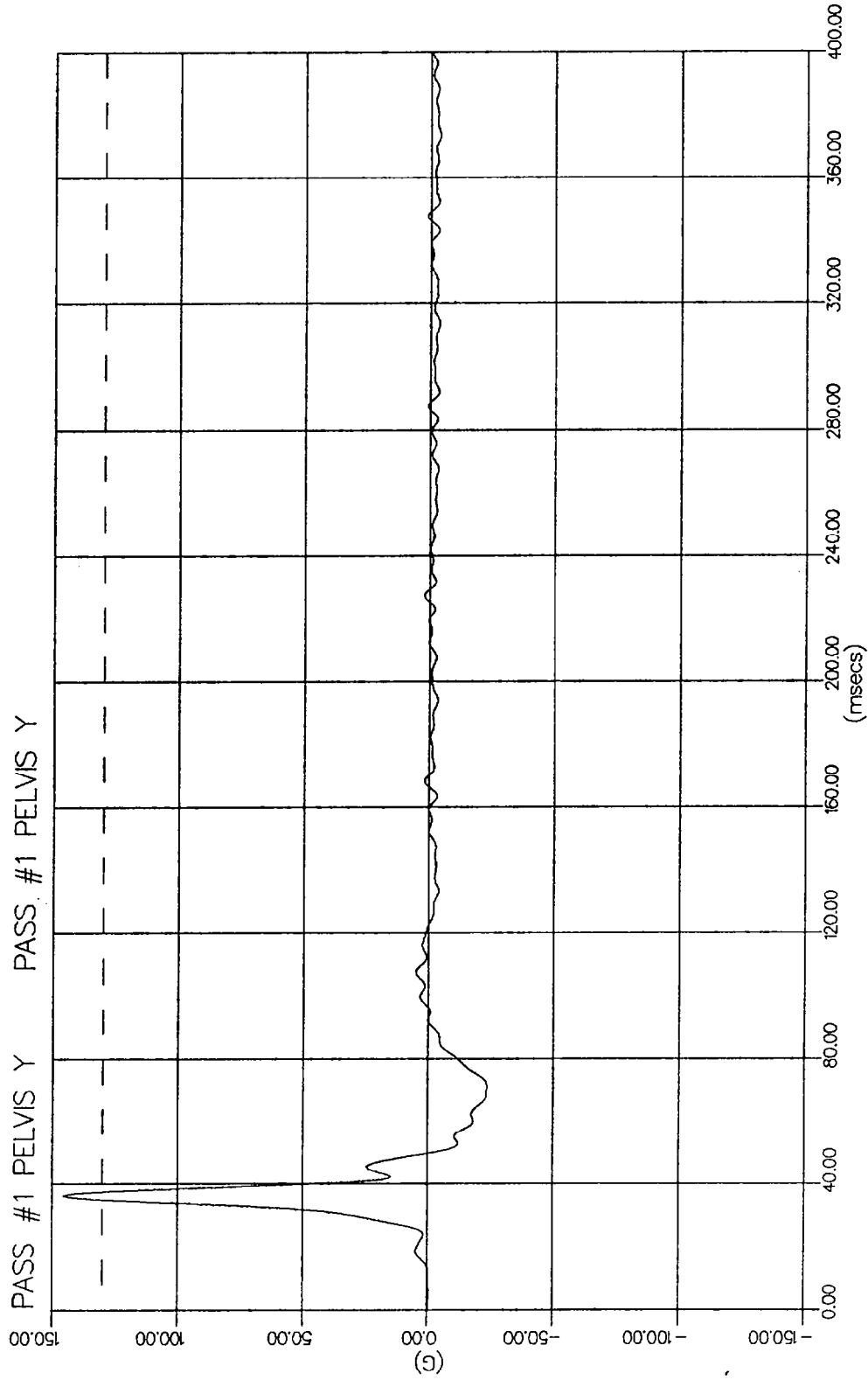


MAX	87.25	FILTRE FIR FIR FILTER 100
T _{MAX}	31.9	
MIN	-131.62	
T _{MIN}	140.0	

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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PASS #1 PELVIS Y

PASS #1 PELVIS Y



MAX	145.79
T _{max}	36.3
MIN	-23.70
T _{min}	71.3
FILTRE FIR FIR FILTER 100	

Véhicule Vehicle	07-OCT-92	T.C. N° T.C. No.	HONDA ACCORD 92	Date de collision Date impacted	92-154
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COMMENTAIRES / COMMENTS

C(1): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(7): Decalage de/Offset of -1080 de/from 1 a/to 4096
 C(7): Transitoire repare de 207 a 232 - Glitch removed from 207 to 232
 C(7): Transitoire repare de 259 a 291 - Glitch removed from 259 to 291
 C(8): Decalage de/Offset of -1059 de/from 1 a/to 4096
 C(8): Transitoire repare de 207 a 225 - Glitch removed from 207 to 225
 C(8): Transitoire repare de 265 a 285 - Glitch removed from 265 to 285
 C(9): Decalage de/Offset of -1096 de/from 1 a/to 4096
 C(9): Transitoire repare de 201 a 225 - Glitch removed from 201 to 225
 C(9): Transitoire repare de 266 a 292 - Glitch removed from 266 to 292
 C(1): Transitoire repare de 207 a 225 - Glitch removed from 207 to 225
 C(1): Transitoire repare de 263 a 286 - Glitch removed from 263 to 286
 C(2): Transitoire repare de 199 a 227 - Glitch removed from 199 to 227
 C(2): Transitoire repare de 259 a 292 - Glitch removed from 259 to 292
 C(3): Decalage de/Offset of 24 de/from 1 a/to 4096
 C(3): Transitoire repare de 201 a 226 - Glitch removed from 201 to 226
 C(3): Transitoire repare de 261 a 293 - Glitch removed from 261 to 293
 C(4): Decalage de/Offset of 16 de/from 1 a/to 4096
 C(4): Transitoire repare de 206 a 226 - Glitch removed from 206 to 226
 C(4): Transitoire repare de 257 a 295 - Glitch removed from 257 to 295
 C(5): Transitoire repare de 207 a 225 - Glitch removed from 207 to 225
 C(5): Transitoire repare de 249 a 286 - Glitch removed from 249 to 286
 C(6): Decalage de/Offset of 111 de/from 1 a/to 4096
 C(6): Transitoire repare de 203 a 226 - Glitch removed from 203 to 226
 C(6): Transitoire repare de 250 a 285 - Glitch removed from 250 to 285
 C(10): Decalage de/Offset of 53 de/from 1 a/to 4096
 C(11): Decalage de/Offset of 6 de/from 1 a/to 4096
 C(11): Transitoire repare de 200 a 225 - Glitch removed from 200 to 225
 C(11): Transitoire repare de 259 a 293 - Glitch removed from 259 to 293
 C(10): Transitoire repare de 199 a 227 - Glitch removed from 199 to 227
 C(10): Transitoire repare de 261 a 293 - Glitch removed from 261 to 293
 C(12): Decalage de/Offset of 19 de/from 1 a/to 4096
 C(12): Transitoire repare de 198 a 225 - Glitch removed from 198 to 225
 C(12): Transitoire repare de 255 a 296 - Glitch removed from 255 to 296
 C(13): Transitoire repare de 205 a 232 - Glitch removed from 205 to 232
 C(13): Transitoire repare de 256 a 291 - Glitch removed from 256 to 291
 C(14): Decalage de/Offset of 58 de/from 1 a/to 4096
 C(14): Transitoire repare de 198 a 226 - Glitch removed from 198 to 226
 C(14): Transitoire repare de 254 a 293 - Glitch removed from 254 to 293
 C(15): Transitoire repare de 206 a 225 - Glitch removed from 206 to 225

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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COMMENTAIRES / COMMENTS

C(15): Transitoire repare de 254 a 289 -- Glitch removed from 254 to 289
 C(16): Transitoire repare de 206 a 225 -- Glitch removed from 206 to 225
 C(16): Transitoire repare de 263 a 302 -- Glitch removed from 263 to 302
 C(17): Transitoire repare de 208 a 224 -- Glitch removed from 208 to 224
 C(17): Transitoire repare de 265 a 290 -- Glitch removed from 265 to 290
 C(18): Decalage de/Offset of 7 de/from 1 a/to 4096
 C(18): Transitoire repare de 206 a 226 -- Glitch removed from 206 to 226
 C(18): Transitoire repare de 264 a 293 -- Glitch removed from 264 to 293
 C(19): Transitoire repare de 206 a 226 -- Glitch removed from 206 to 226
 C(19): Transitoire repare de 264 a 293 -- Glitch removed from 264 to 293
 C(20): Decalage de/Offset of 106 de/from 1 a/to 4096
 C(20): Transitoire repare de 207 a 226 -- Glitch removed from 207 to 226
 C(20): Transitoire repare de 260 a 296 -- Glitch removed from 260 to 296
 C(21): Decalage de/Offset of 38 de/from 1 a/to 4096
 C(21): Transitoire repare de 206 a 227 -- Glitch removed from 206 to 227
 C(21): Transitoire repare de 263 a 289 -- Glitch removed from 263 to 289
 C(22): Transitoire repare de 206 a 225 -- Glitch removed from 206 to 225
 C(22): Transitoire repare de 257 a 278 -- Glitch removed from 257 to 278
 C(23): Decalage de/Offset of -19 de/from 1 a/to 4096
 C(23): Transitoire repare de 208 a 225 -- Glitch removed from 208 to 225
 C(23): Transitoire repare de 261 a 291 -- Glitch removed from 261 to 291
 C(25): Transitoire repare de 207 a 225 -- Glitch removed from 207 to 225
 C(25): Transitoire repare de 264 a 292 -- Glitch removed from 264 to 292
 C(25): A ete inverse -- this channel was reversed
 C(26): Decalage de/Offset of 29 de/from 1 a/to 4096
 C(26): Signal compense de 230 a 230 Signal moved from 230 to 230
 C(26): Transitoire repare de 205 a 230 -- Glitch removed from 205 to 230
 C(26): Transitoire repare de 263 a 300 -- Glitch removed from 263 to 300
 C(27): Decalage de/Offset of -34 de/from 1 a/to 4096
 C(27): Transitoire repare de 206 a 228 -- Glitch removed from 206 to 228
 C(27): Transitoire repare de 265 a 305 -- Glitch removed from 265 to 305
 C(27): A ete inverse -- this channel was reversed
 C(28): Decalage de/Offset of -9 de/from 1 a/to 4096
 C(28): Transitoire repare de 205 a 225 -- Glitch removed from 205 to 225
 C(28): Transitoire repare de 265 a 305 -- Glitch removed from 265 to 305

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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COMMENTAIRES / COMMENTS

C(1): Decalage de/Offset of -22 de/from 1 a/to 4096
 C(2): Decalage de/Offset of 9 de/from 1 a/to 4096
 C(3): Decalage de/Offset of -10 de/from 1 a/to 4096
 C(4): Decalage de/Offset of 18 de/from 1 a/to 4096
 C(5): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(6): Decalage de/Offset of 20 de/from 1 a/to 4096
 C(7): Decalage de/Offset of -39 de/from 1 a/to 4096
 C(8): Decalage de/Offset of -866 de/from 1 a/to 4096
 C(10): Transitoire repare de 3692 a 3712 - Glitch removed from 3692 to 3712
 C(13): Decalage de/Offset of -961 de/from 1 a/to 4096
 C(14): Decalage de/Offset of -906 de/from 1 a/to 4096
 C(15): Decalage de/Offset of -872 de/from 1 a/to 4096
 C(18): Decalage de/Offset of 12 de/from 1 a/to 4096
 C(19): Decalage de/Offset of 15 de/from 1 a/to 4096
 C(20): Decalage de/Offset of 15 de/from 1 a/to 4096
 C(21): Decalage de/Offset of 21 de/from 1 a/to 4096
 C(23): Decalage de/Offset of 12 de/from 1 a/to 4096
 C(24): Decalage de/Offset of 7 de/from 1 a/to 4096
 C(25): Decalage de/Offset of 21 de/from 1 a/to 4096
 C(26): Decalage de/Offset of 22 de/from 1 a/to 4096
 C(27): Decalage de/Offset of -827 de/from 1 a/to 4096
 C(28): Decalage de/Offset of 29 de/from 1 a/to 4096

Date de collision Date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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COMMENTAIRES / COMMENTS

C(1): Decalage de/Offset of -11 de/from 1 a/to 4096
 C(2): Decalage de/Offset of -10 de/from 1 a/to 4096
 C(3): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(6): Decalage de/Offset of 29 de/from 1 a/to 4096
 C(8): Decalage de/Offset of 11 de/from 1 a/to 4096
 C(9): Decalage de/Offset of 20 de/from 1 a/to 4096
 C(10): Decalage de/Offset of -33 de/from 1 a/to 4096
 C(11): Decalage de/Offset of -25 de/from 1 a/to 4096
 C(12): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(13): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(14): Decalage de/Offset of -25 de/from 1 a/to 4096
 C(15): Decalage de/Offset of 5 de/from 1 a/to 4096
 C(17): Decalage de/Offset of -6 de/from 1 a/to 4096
 C(18): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(19): Decalage de/Offset of 9 de/from 1 a/to 4096
 C(21): Decalage de/Offset of -823 de/from 1 a/to 4096
 C(23): Decalage de/Offset of 13 de/from 1 a/to 4096
 C(24): Decalage de/Offset of -8 de/from 1 a/to 4096
 C(25): Decalage de/Offset of 38 de/from 1 a/to 4096
 C(26): Decalage de/Offset of 23 de/from 1 a/to 4096
 C(27): Decalage de/Offset of 10 de/from 1 a/to 4096

Les données du canal 70 (VEH.LOC.#6 AY) ne sont pas valides. The data of
 channel 70 (VEH.LOC.#6 AY) are not valid.

date de collision date impacted	07-OCT-92	Véhicule Vehicle	HONDA ACCORD 92	T.C. N° T.C. No.	92-154
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COMMENTAIRES / COMMENTS

C(2):	Decalage de/Offset of	59 de/from	1 a/to 4096
C(3):	Decalage de/Offset of	55 de/from	1 a/to 4096
C(5):	Decalage de/Offset of	29 de/from	1 a/to 4096

SECTION 6

PHOTOGRAPHIES - PHOTOGRAPHS



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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03. NUMÉRO D'IDENTIFICATION DU VÉHICULE
VEHICLE IDENTIFICATION LABEL

N/A

04. MARQUE NATIONALE DE SÉCURITÉ
NATIONAL SAFETY MARK



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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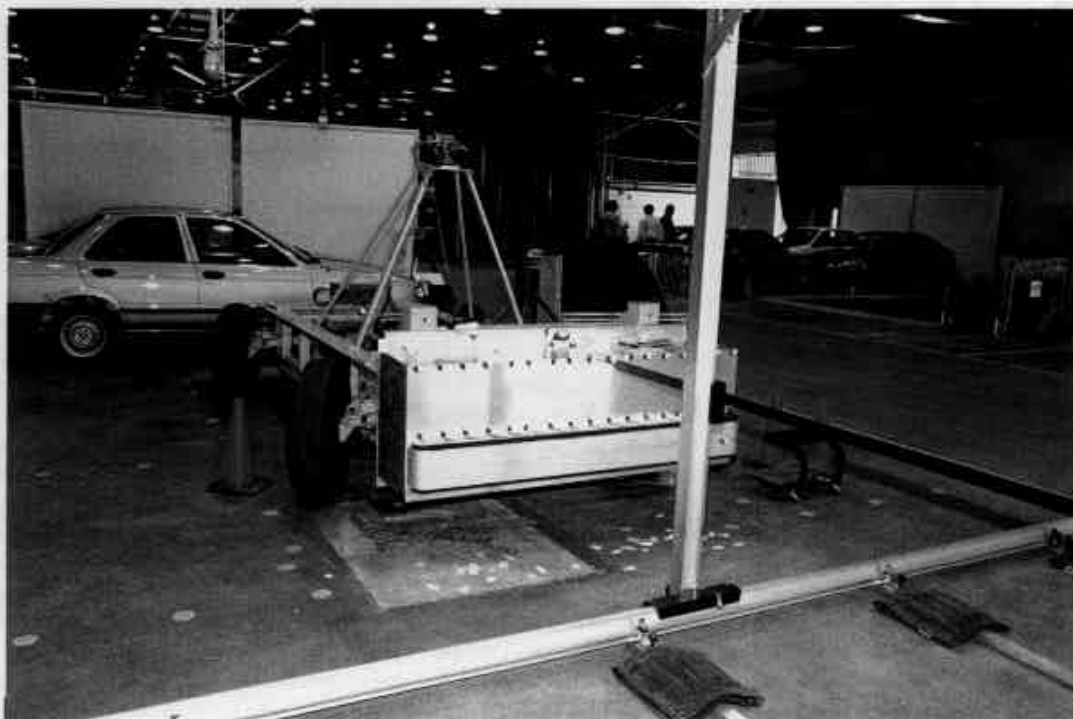
05. 3/4 AVANT DU VÉHICULE CIBLE
3/4 FRONT VIEW OF TARGET VEHICLE



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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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07. MESURE DES NIVEAUX FACE DÉFORMABLE DE LA BARRIÈRE
BARRIER DEFORMABLE FACE LEVEL MEASUREMENTS

N/A

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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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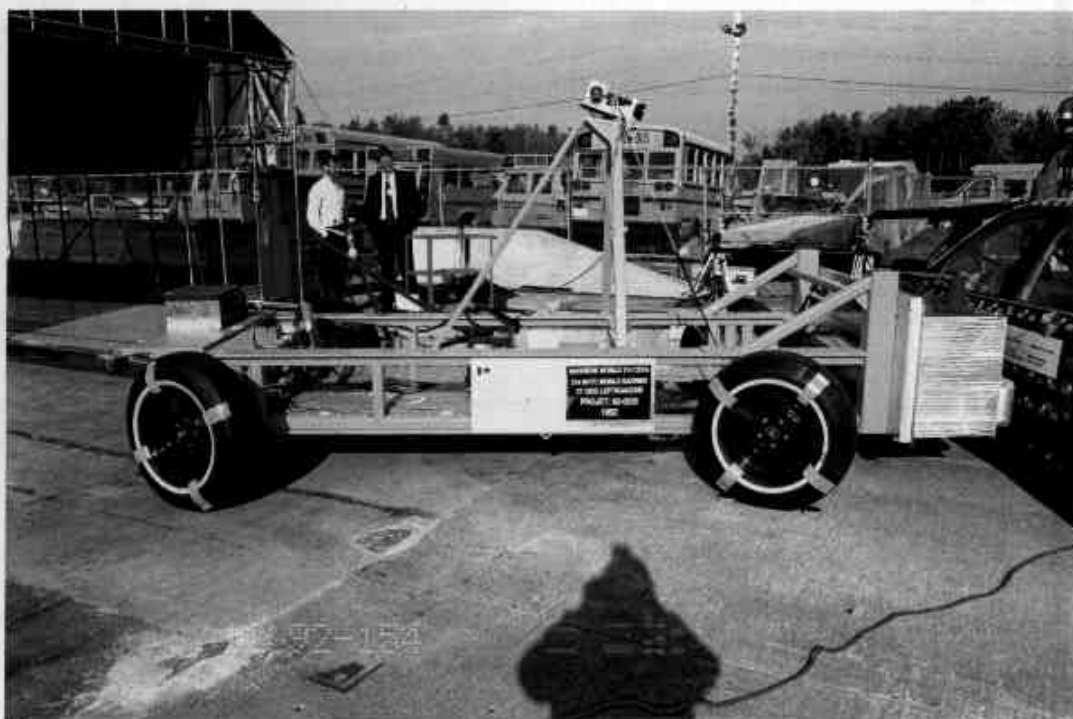
09. VUE GÉNÉRALE VERS L'AVANT DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL FRONT VIEW OF VEHICLES IN CONTACT, PRE-TEST



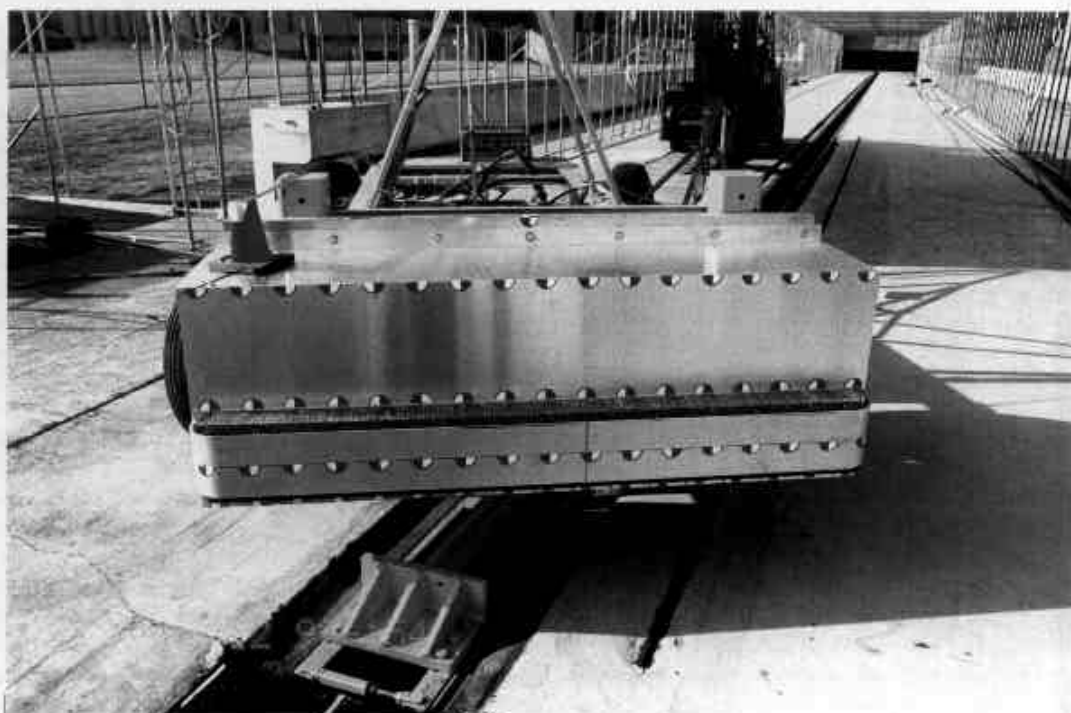
10. VUE GÉNÉRALE LATÉRALE GAUCHE DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL LEFT SIDE VIEW OF VEHICLES IN CONTACT, PRE-TEST



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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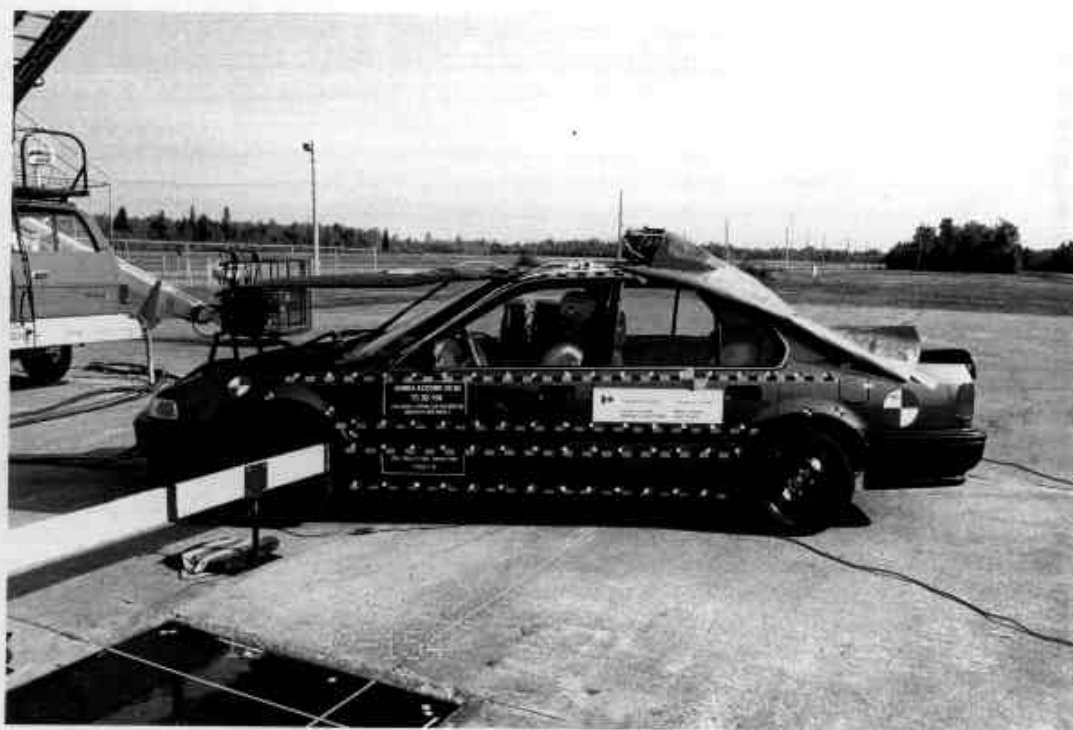
11. VUE CÔTÉ DROIT DE LA BARRIÈRE 214 CEVA, PRÉ-TEST
RIGHT VIEW OF THE MVTC 214 BARRIER, PRE-TEST



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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° I.C. No	92-154
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13. CÔTÉ GAUCHE DU VEHICULE CIBLE, PRÉ-TEST
LEFT SIDE OF TARGET VEHICLE, PRE-TEST



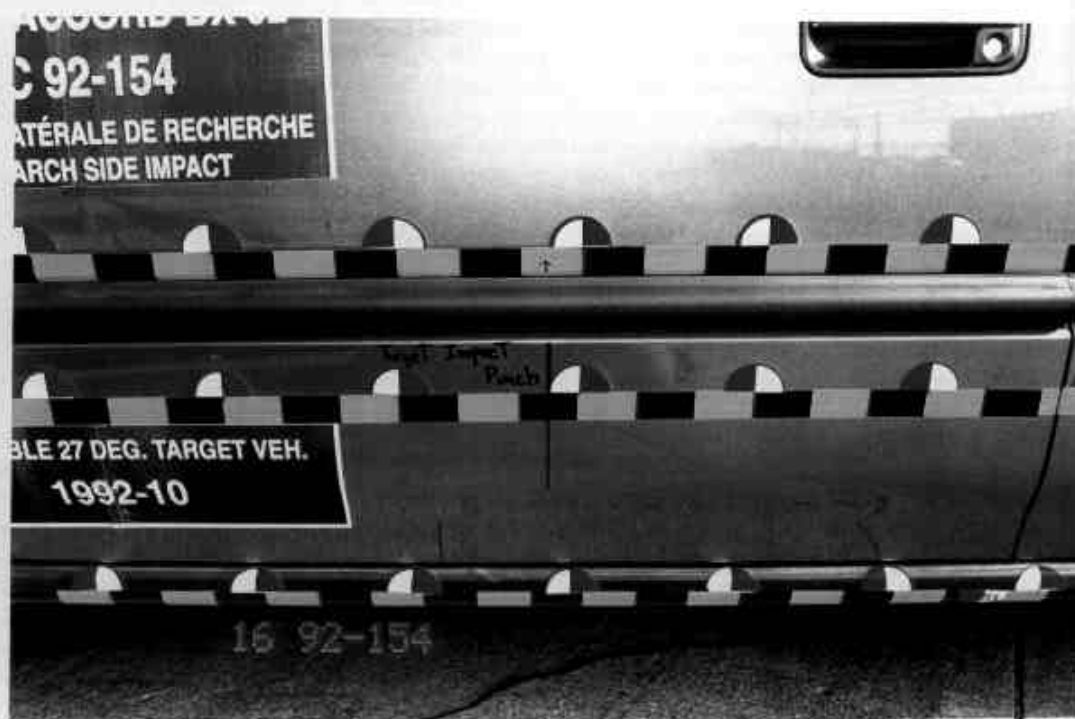
14. SURFACE CIBLÉE CÔTÉ GAUCHE DU VEHICULE , PRÉ-TEST
TARGETS ON LEFT SIDE OF THE VEHICLE, PRE-TEST



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° I.C. No.	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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25. CADRE DE FENÊTRE INTÉRIEUR PORTE AVANT GAUCHE ET PILIER B, 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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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

N/A

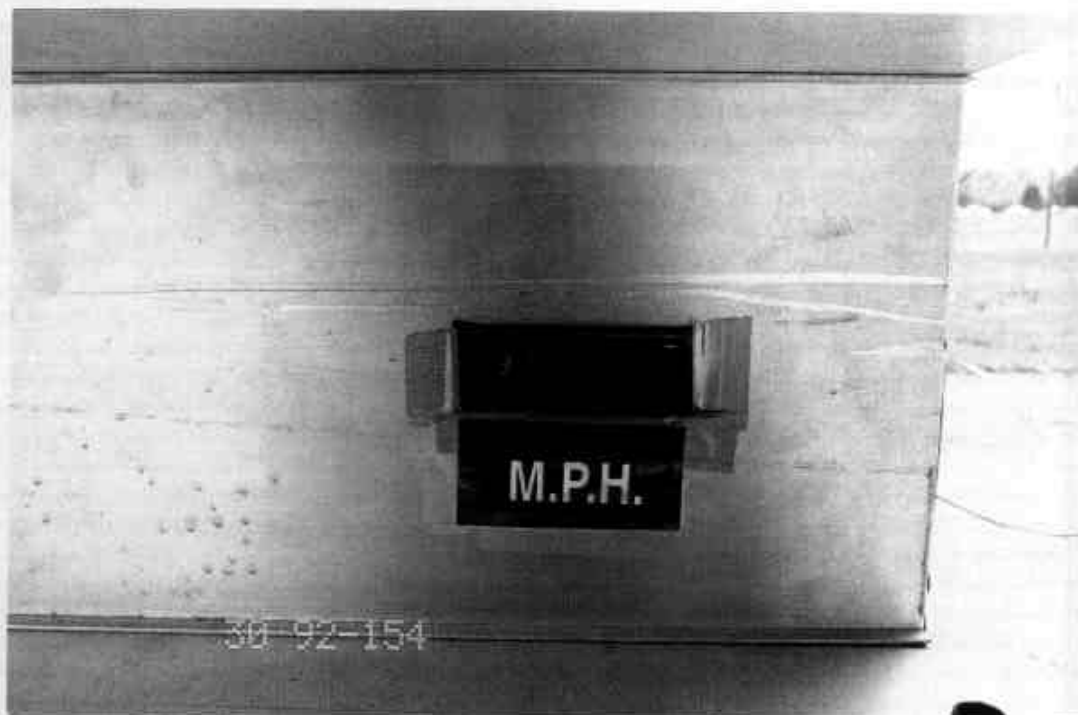
28. VUE ARRIÈRE DU VÉHICULE CIBLE, PRÉ-TEST
REAR VIEW OF TARGET VEHICLE, PRE-TEST



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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N/A

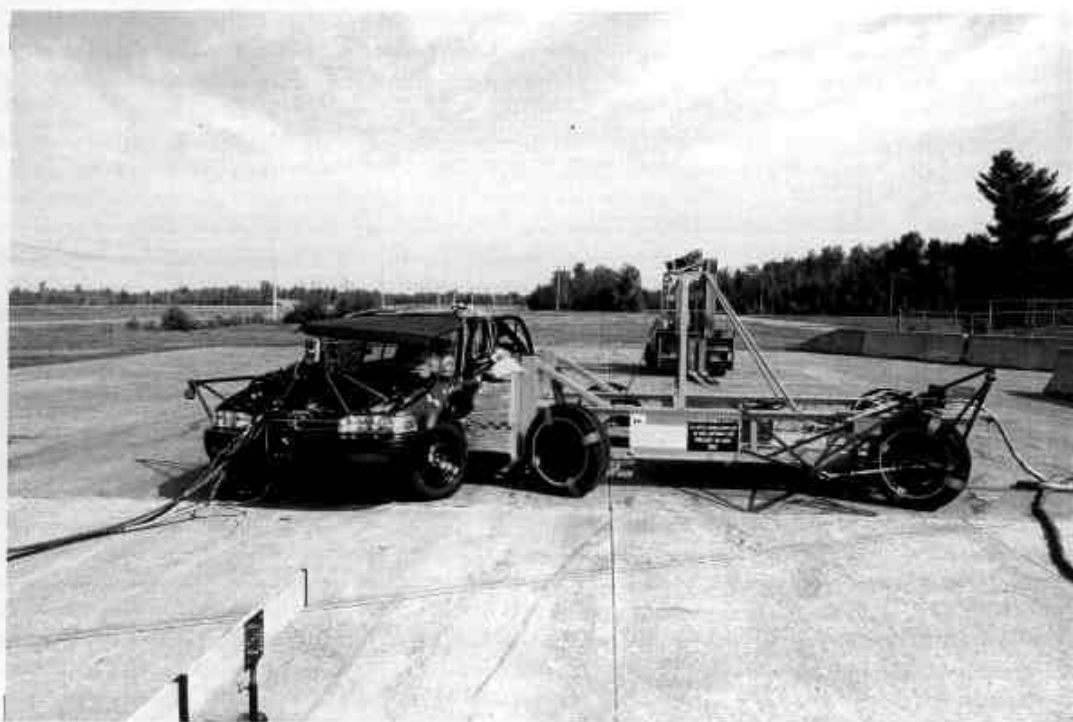
29. BOÎTES ORANGE ET INSTRUMENTATION, PRÉ-TEST
ORANGE BOXES AND INSTRUMENTATION, PRE-TEST



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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° I.C. No.	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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46. CADRE DE FENÊTRE INTÉRIEUR PORTE AVANT GAUCHE ET PILIER B, 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	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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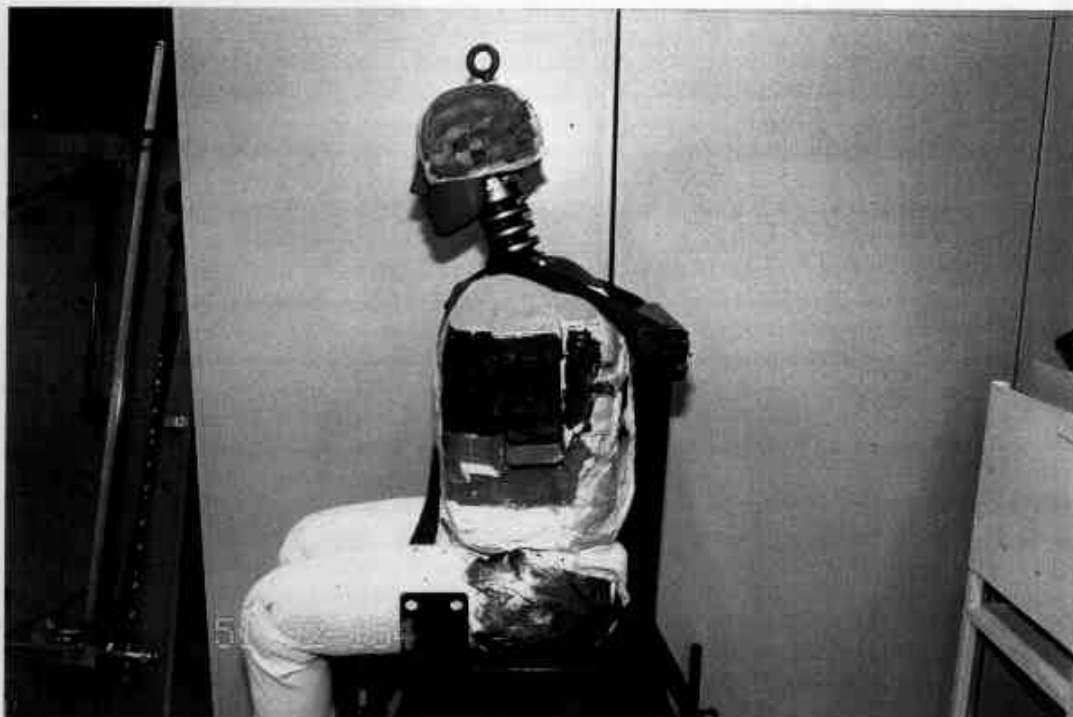
48. CADRE DE FENÊTRE INTÉRIEUR PORTE ARRIÈRE GAUCHE ET PILIER C, POST-TEST
LEFT REAR WINDOW EDGE AND C PILLAR, POST-TEST



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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No.	92-154
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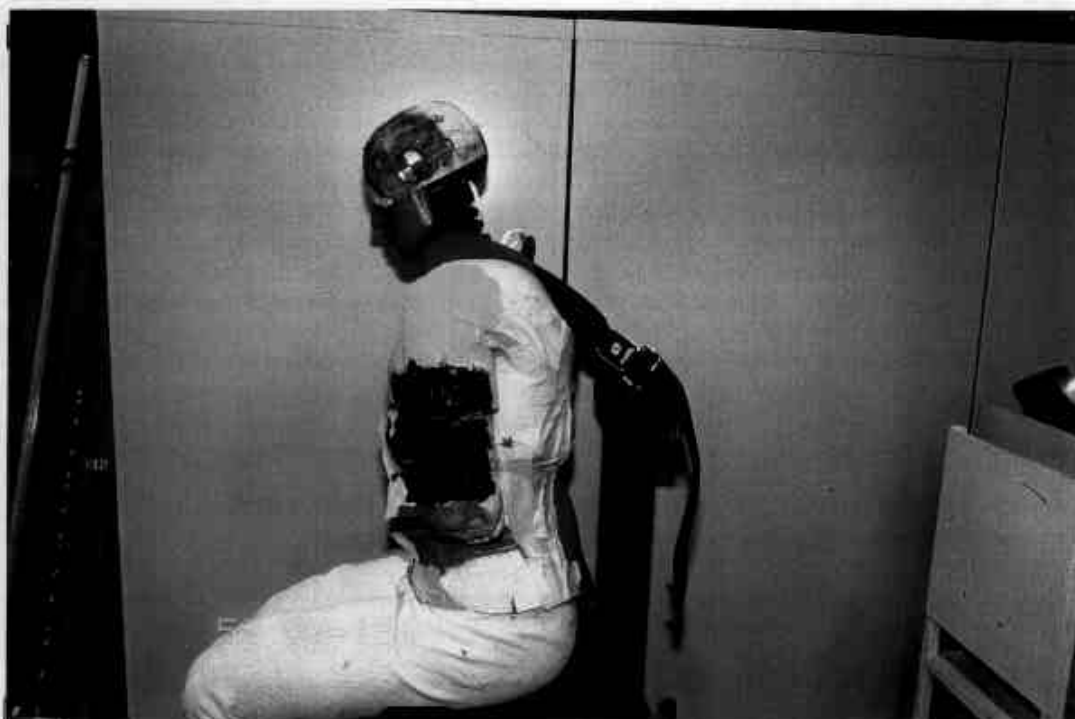
50. VUE DU MANNEQUIN BIOSID, POST-TEST
VIEW OF THE DUMMY BIOSID, POST-TEST



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



Date de collision Date impacted	92/10/07	Véhicule Vehicle	HONDA ACCORD DX 1992	T.C. N° T.C. No	92-154
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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