

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

V2125

PROJET NO. - PROJECT NO: 92-0535

VÉHICULE CIBLE / TARGET VEHICLE
FORD CROWN VICTORIA 1992 TC # 92-158

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

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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 composants 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) EUROSID 1	Description du mannequin (arrière) - Dummy description (rear) BIOSID
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VÉHICULE D'ESSAI - SUBJECT VEHICLE

Année du modèle - Model year 1992		Fabricant - Manufacturer FORD MOTOR CO. OF CANADA LTD		Modèle - Model CROWN VICTORIA	
Type de carrosserie - Body style BÉRLINE 4 PORTES / 4 DOOR SEDAN		Boîte de vitesse - Transmission AUTOMATIQUE / AUTOMATIC		Moteur - Engine 4.6 l	
Date de fabrication - Date of manufacture 02/92		Cylindres - Cylinders 8		N° d'ident. du véhicule - Vehicle ident. No. 2FACP73W3NX196788	
Lecture à l'odomètre - Odometer reading 28528 km		Couleur - Color GRIS / GREY		Date de réception - Date vehicle received 92/11/03	
Nom et adresse du concessionnaire - Dealer's name and address CAMPBELL, OTTAWA			État des pare-chocs et de la carrosserie Condition of the bumpers, body and frame EXCELLENT		
PNBV - GVWR 2353 kg		PNBE (Avant) - GAWR (Front) 1178 kg		PNBE (Arrière) - GAWR (Rear) 1197 kg	
Servo direction Power steering	<input checked="" type="checkbox"/>	Vitres électriques Power windows	<input checked="" type="checkbox"/>	Volant inclinable Tilting steering wheel	<input checked="" type="checkbox"/>
Servo freins Power brakes	<input checked="" type="checkbox"/>	Vitres teintées Tinted glass	<input checked="" type="checkbox"/>	Volant télescopique Telescoping steering wheel	<input checked="" type="checkbox"/>
Sièges électriques Power seats	<input checked="" type="checkbox"/>	Contr. de Vitesse Auto. speed control	<input checked="" type="checkbox"/>	Climatiseur Air conditioning	<input checked="" type="checkbox"/>
				Frein anti-blocage Anti-skid brake	<input checked="" type="checkbox"/>
				Pompe à essence électrique Electric fuel pump	<input checked="" type="checkbox"/>
				Injection d'essence Fuel injection	<input checked="" type="checkbox"/>
				Coussin gonflable situé dans le volant Air bag in steering wheel hub	<input checked="" type="checkbox"/>
				Ancrage de ceinture baudrier ajustable Adjustable upper anch. upper torso restraint	<input checked="" type="checkbox"/>
				Evidence d'accident antérieur Evidence of prior accident history	<input type="checkbox"/>

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 279 mm	Angle d'impact - Impact angle GAUCHE 27° LEFT	Point d'impact - Impact point + 0 mm.
Masse roue Avant Gauche - Weight Front Left wheel 385.4 Kg.	Masse roue Avant Droite - Weight Front Right wheel 403.7 Kg.	Poids total - Total weight 1360.6 Kg.
Masse roue Arrière Gauche - Weight Rear Left wheel 312.4 Kg.	Masse roue Arrière Droite - Weight Rear Right wheel 259.1 Kg.	-

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

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

Technologue d'essai: Test technologist:	<i>Gérald Lussier</i> GÉRALD LUSSIER	Date	93/01/05
Ingénieur d'essai: Test engineer:	<i>Robert Malo</i> ROBERT MALO	Date	93/01/06
Rapport accepté par: Report accepted by:		Date	

SECTION 1

VÉHICULE CIBLE - TEST VEHICLE



Date de collision Date impacted	92/08/26 12/9/92	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158 92-137
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CAPACITÉ DU VÉHICULE / VEHICLE CAPACITY :

Capacité du véhicule - Vehicle capacity	Masse des bagages - Cargo Load	Types de sièges - Type of seats			Types de dossiers - Type of seat back		
			Avt - Frt	Arr - Rr		Avt - Frt	Arr - Rr
499 Kg.	79 Kg.						
Nombre d'occupants (places assises désignées) Number of occupants (designated seating places)		Banquette Bench	X	X	Dossier ajustable Adjustable seat back	X	
Avant - Front	3	Arrière - Rear	3	Total	6	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 207Kpa. Arrière - Rear 234 Kpa.	4	P215/70R15

LIQUIDES D'ESSAI / TEST FLUID :

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

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

	PRÉVU INTENDED	OBTENU ACTUAL	DONNÉES DATA	PRÉVU INTENDED	OBTENU ACTUAL
Masse du véhicule d'essai - Vehicle test weight	2001.1Kg.	2001.0Kg.	Masse du BMD - MDB test weight	1367 Kg.	1360Kg.
Point d'impact - Impact point *	0 mm.	0 mm.	Vélocité du BMD - MDB velocity **	53.9Km/h.	54.1 Km/h.

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

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

CONDITIONS D'ESSAIS - TEST CONDITIONS

Heure de l'impact - Impact time	Humidité - Humidity
11:50	67%.
Température à l'intérieur du véhicule - Temperature in occupant compartment	Vélocité du vent - Wind velocity
-4.7 °C.	N.E. 14 Km/h.
Température ambiante au moment de l'impact - Ambient temperature at impact area	
-6.3 °C.	



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

Avant gauche - Left front	486.0 Kg.	Avant droit - Right front	492.5 Kg.	Masse avant totale - Total front weight	978.5 Kg.
Arrière gauche - Left rear	403.3 Kg.	Arrière droit - Right rear	390.0 Kg.	Masse arrière totale - Total rear weight	793.3 Kg.
Masse totale côté gauche - Total left side weight	889.3 Kg.	Masse totale côté droit - Total right side weight	882.5 Kg.	Masse totale - Total weight	1771.8 Kg.

HAUTEUR DU VÉHICULE - VÉHICULE ATTITUDE

Hauteur tel que délivré Delivered attitude	Avant gauche Left front	769 mm.	Avant droit Right front	764 mm.
	Arrière gauche Left rear	758 mm.	Arrière droit Right rear	763 mm.
Hauteur avec masse d'essai Test weight attitude	Avant gauche Left front	757 mm.	Avant droit Right front	763 mm.
	Arrière gauche Left rear	709 mm.	Arrière droit Right rear	728 mm.
Hauteur finale avant l'essai Pre-test final attitude	Avant gauche Left front	755 mm.	Avant droit Right front	760 mm.
	Arrière gauche Left rear	709 mm.	Arrière droit Right rear	725 mm.
Attitude sur tablier d'essais Vehicle attitude on test pad	Avant gauche Left front	755 mm.	Avant droit Right front	756 mm.
	Arrière gauche Left rear	708 mm.	Arrière droit Right rear	710 mm.
Hauteur après l'essai Post-test attitude	Avant gauche Left front	764 mm.	Avant droit Right front	746 mm.
	Arrière gauche Left rear	724 mm.	Arrière droit Right rear	687 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	533.6 Kg.	Avant droit - Right front	478.5 Kg.	Masse avant totale - Total front weight	1012.1 Kg.
Arrière gauche - Left rear	507.3 Kg.	Arrière droit - Right rear	481.7 Kg.	Masse arrière totale - Total rear weight	989.0 Kg.
Masse totale côté gauche - Total left side weight	1040.9 Kg.	Masse totale côté droit - Total right side weight	960.2 Kg.	Masse totale - Total weight	2001.1 Kg.

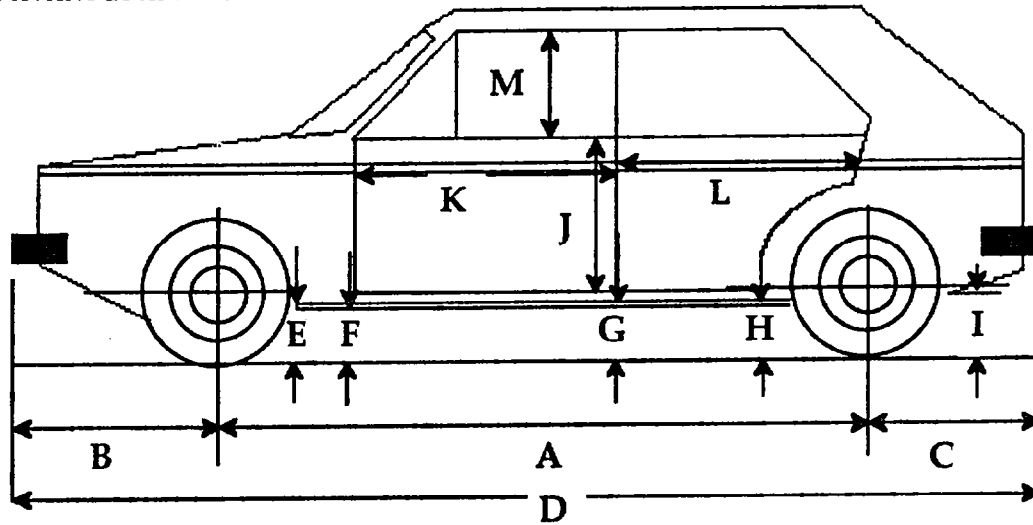
TROISIÈME PESÉE: VÉHICULE PRÊT POUR L'ESSAI
THIRD WEIGHT: TEST VEHICLE READY FOR TEST

Avant gauche - Left front	533.3 Kg.	Avant droit - Right front	481.4 Kg.	Masse avant totale - Total front weight	1014.7 Kg.
Arrière gauche - Left rear	506.0 Kg.	Arrière droit - Right rear	480.3 Kg.	Masse arrière totale - Total rear weight	986.3 Kg.
Masse totale côté gauche - Total left side weight	1039.3 Kg.	Masse totale côté droit - Total right side weight	961.7 Kg.	Masse totale - Total weight	2001.0 Kg.



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



	Avant l'essai / Pre-test	Après l'essai / Post-test	Δ différence / Δ change
A	2895 mm	2885 mm	10 mm
B	1075 mm	1100 mm	-25 mm
C	1403 mm	1375 mm	28 mm
D*	5375 mm	5360 mm	15 mm
E	180 mm	178 mm	2 mm
F	180 mm	178 mm	2 mm
G	190 mm	192 mm	-2 mm
H	180 mm	183 mm	-3 mm
I	385 mm	385 mm	0 mm
J	730 mm	630 mm	100 mm
K	** 1133 mm	** 1120 mm	13 mm
L	** 940 mm	** 860 mm	80 mm
M	470 mm	460 mm	10 mm
N	N/A mm	N/A mm	N/A mm
	1970 mm	1660 mm	310 mm

→ Largeur maximale du véhicule en Y à 2600 mm du point de référence en X
Maximum vehicle width in Y axis at 2600 mm of the reference point in the X axis

- * Mesure prise sans le support de plaque d'immatriculation avant
- * Measure taken without the front license-plate holder.

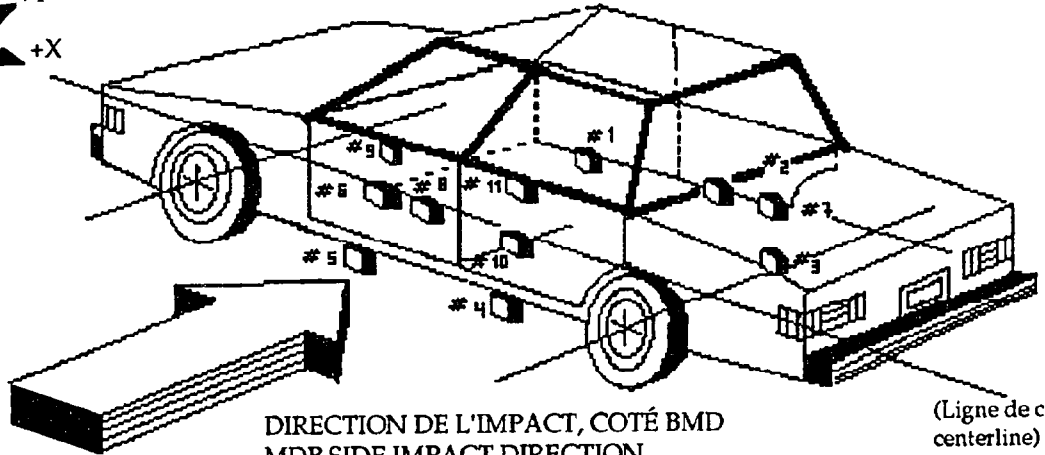
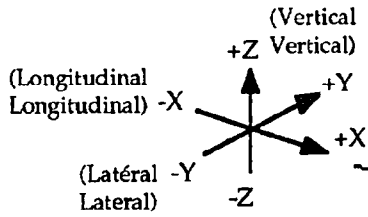
- ** MESURE PRISE À LA LIGNE DÉCORATIVE NOIRE PRÈS DU SEUIL DE FENÊTRE
- ** MEASURED NEAR THE WINDOW SILL AT THE BLACK STRIPE



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**EMPLACEMENT DES ACCÉLÉROMÈTRES
ACCELEROMETER POSITIONS**

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



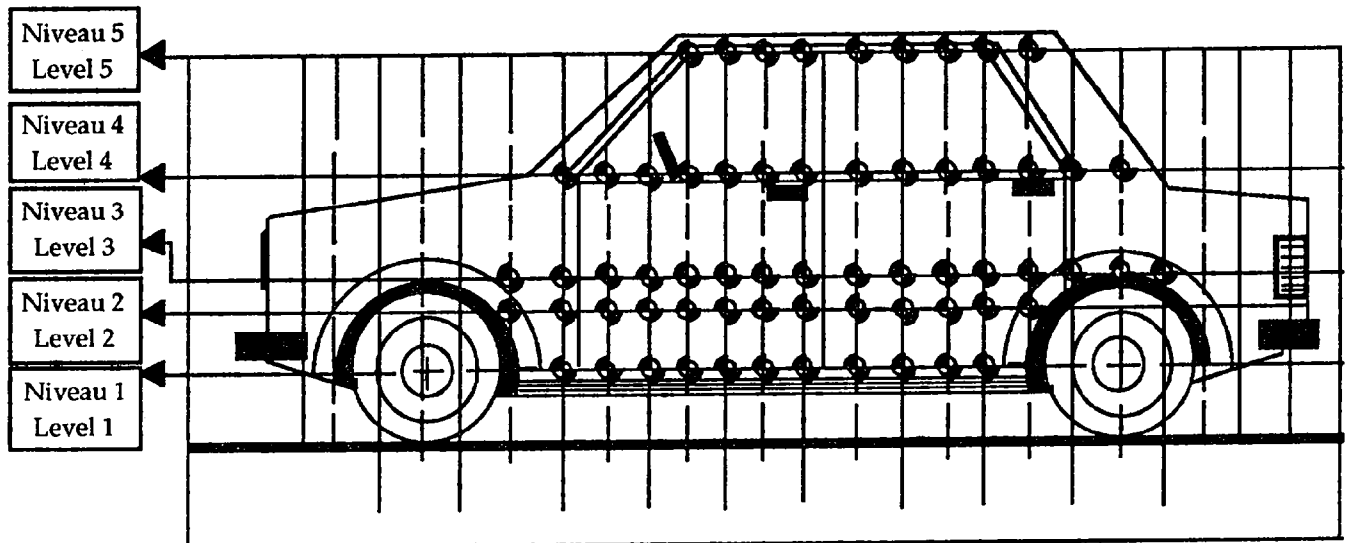
	ENDROIT / LOCATION	COORDONNÉES / COORDINATES		
		X	Y	Z
1	Seuil de la portière avant droite Front right door sill	2210 mm	635 mm	236 mm
2	Seuil de la portière arrière droite Rear right door sill	3265 mm	480 mm	207 mm
3	Plancher arrière au dessus de l'essieu Rear floor-pan above axle	3965 mm	-1 mm	665 mm
4	Seuil de la portière arrière gauche Rear left door sill	3277 mm	-411 mm	157 mm
5	Seuil de la portière avant gauche Front left door sill	2227 mm	-618 mm	198 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	2265 mm	-823 mm	592 mm
7	Compartiment du passager arrière droit Rear right occupant compartment	3490 mm	350 mm	395 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	2608 mm	-833 mm	604 mm
9	Seuil de fenêtre de la portière avant gauche Front left window sill	2362 mm	-826 mm	912 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	3180 mm	-827 mm	625 mm
11	Seuil de fenêtre de la portière arrière gauche Rear left window sill	3293 mm	-825 mm	924 mm



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MESURES DE CÔTÉ DU VÉHICULE / VEHICLE SIDE MEASUREMENTS

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



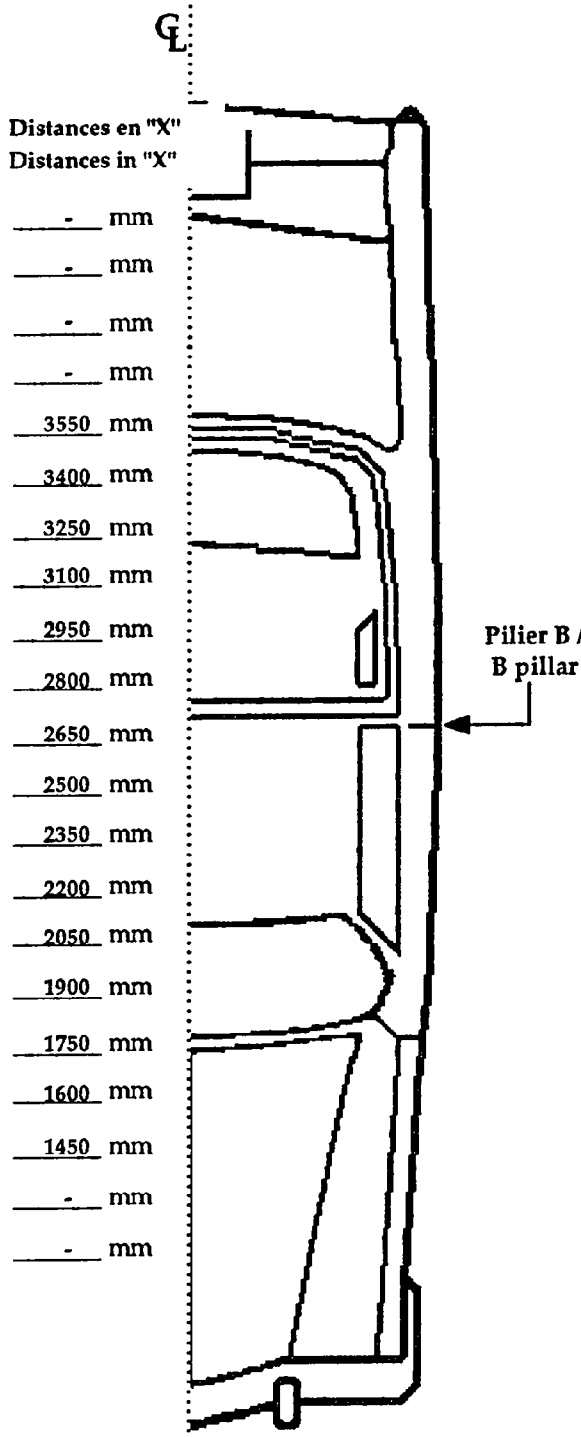


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 248 mm Pre-test au-dessus du sol
Exterior profile at 255 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
-882 mm	-748 mm	134 mm
-885 mm	-729 mm	156 mm
-888 mm	-708 mm	180 mm
-890 mm	-692 mm	198 mm
-894 mm	-674 mm	220 mm
-894 mm	-680 mm	214 mm
-892 mm	-700 mm	192 mm
-888 mm	-717 mm	171 mm
-890 mm	-735 mm	155 mm
-887 mm	-750 mm	137 mm
-885 mm	-767 mm	118 mm
-883 mm	-782 mm	101 mm
-878 mm	-817 mm	61 mm
-873 mm	-828 mm	45 mm
-867 mm	-830 mm	47 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": 2780 mm "Y": -852 mm
Post-test "X": 2834 mm "Y": -636 mm

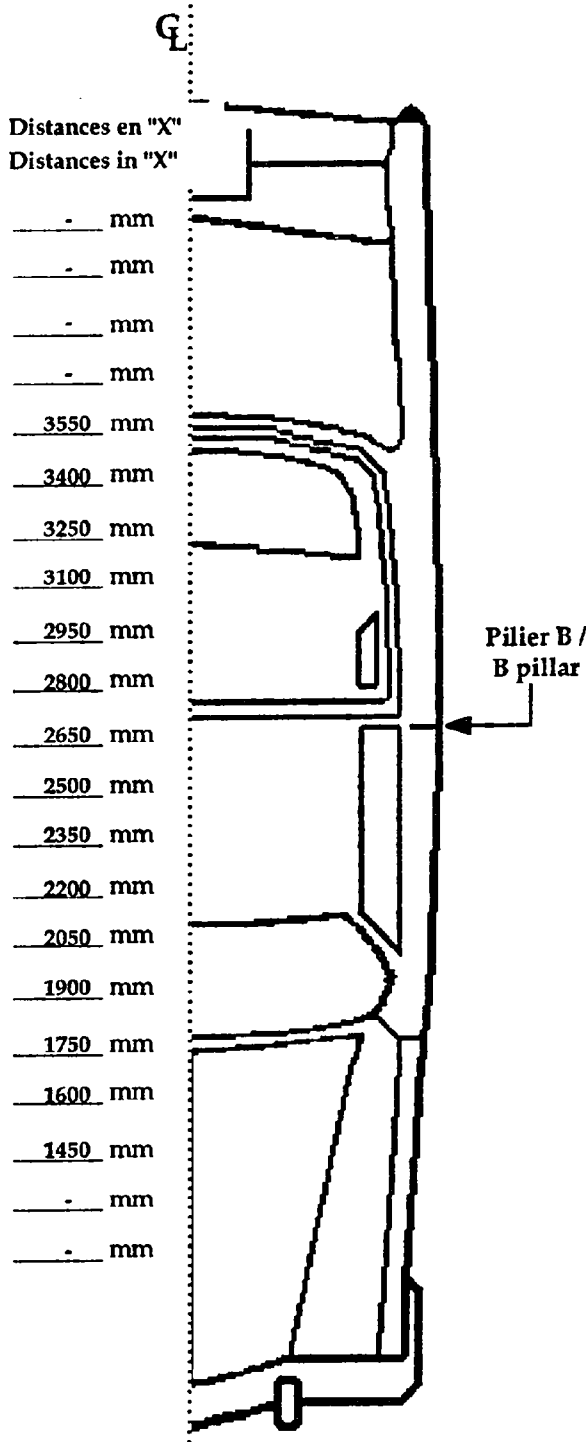


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 2 / LEVEL 2

Profil extérieur à 490 mm Pre-test au-dessus du sol
Exterior profile at 488 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
-962 mm	-834 mm	128 mm
-965 mm	-610 mm	355 mm
-967 mm	-594 mm	373 mm
-968 mm	-592 mm	376 mm
-969 mm	-612 mm	357 mm
-969 mm	-619 mm	350 mm
-969 mm	-630 mm	339 mm
-968 mm	-648 mm	320 mm
-966 mm	-668 mm	298 mm
-962 mm	-688 mm	274 mm
-958 mm	-698 mm	260 mm
-955 mm	-725 mm	230 mm
-950 mm	-791 mm	159 mm
-947 mm	-915 mm	32 mm
-940 mm	-914 mm	26 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": 2732 mm "Y": -866 mm
Post-test "X": 2783 mm "Y": -570 mm

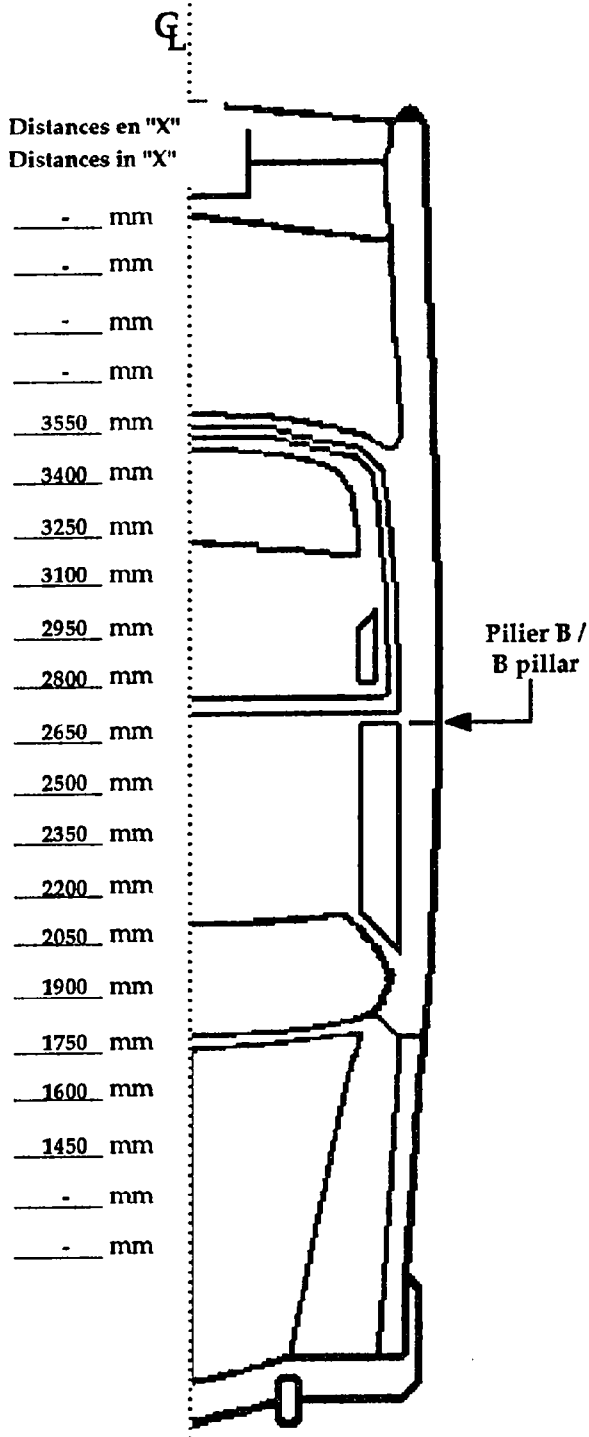


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 585 mm Pre-test au-dessus du sol
Exterior profile at 578 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
-974 mm	-833 mm	141 mm
-977 mm	-626 mm	351 mm
-797 mm	-630 mm	167 mm
-982 mm	-628 mm	354 mm
-982 mm	-642 mm	340 mm
-980 mm	-662 mm	318 mm
-980 mm	-675 mm	305 mm
-978 mm	-694 mm	284 mm
-976 mm	-708 mm	268 mm
-972 mm	-718 mm	254 mm
-968 mm	-723 mm	245 mm
-965 mm	-735 mm	230 mm
-960 mm	-825 mm	135 mm
-956 mm	-924 mm	32 mm
-948 mm	-923 mm	25 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": 2753 mm "Y": -877 mm
Post-test "X": 2815 mm "Y": -578 mm

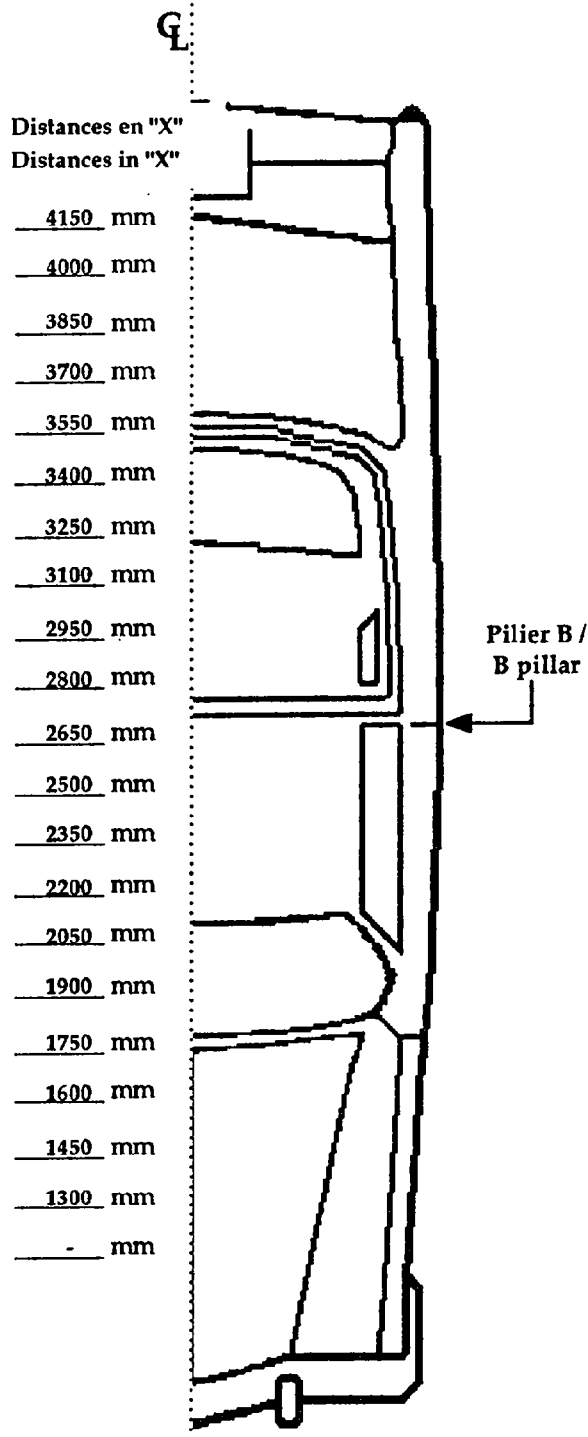


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MESURES DU PROFIL DU VÉHICULE CIBLE / TEST VEHICLE PROFILE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 903 mm Pre-test au-dessus du sol
Exterior profile at 897 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
<u>-892</u> mm	<u>-850</u> mm	<u>42</u> mm
<u>-895</u> mm	<u>-845</u> mm	<u>50</u> mm
<u>-898</u> mm	<u>-834</u> mm	<u>64</u> mm
<u>-902</u> mm	<u>-838</u> mm	<u>64</u> mm
<u>-905</u> mm	<u>-782</u> mm	<u>123</u> mm
<u>-908</u> mm	<u>-662</u> mm	<u>246</u> mm
<u>-910</u> mm	<u>-647</u> mm	<u>263</u> mm
<u>-912</u> mm	<u>-645</u> mm	<u>267</u> mm
<u>-912</u> mm	<u>-642</u> mm	<u>270</u> mm
<u>-912</u> mm	<u>-678</u> mm	<u>234</u> mm
<u>-910</u> mm	<u>-714</u> mm	<u>196</u> mm
<u>-909</u> mm	<u>-740</u> mm	<u>169</u> mm
<u>-907</u> mm	<u>-764</u> mm	<u>143</u> mm
<u>-906</u> mm	<u>-787</u> mm	<u>119</u> mm
<u>-905</u> mm	<u>-810</u> mm	<u>95</u> mm
<u>-902</u> mm	<u>-823</u> mm	<u>79</u> mm
<u>-897</u> mm	<u>-863</u> mm	<u>34</u> mm
<u>-892</u> mm	<u>-867</u> mm	<u>25</u> mm
<u>-887</u> mm	<u>-868</u> mm	<u>19</u> mm
<u>-882</u> mm	<u>-875</u> mm	<u>7</u> mm
<u>-</u> mm	<u>-</u> mm	<u>-</u> mm

Point de référence / Reference

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

Pilier "B" / "B" pillar

Pre-test "X": 2808 mm "Y": -856 mm
Post-test "X": 2874 mm "Y": -600 mm



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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	2780 mm	-852 mm	2834 mm	-636 mm	320 mm
2	2732 mm	-866 mm	2783 mm	-570 mm	478 mm
3	2753 mm	-877 mm	2815 mm	-578 mm	568 mm
4	2808 mm	-856 mm	2874 mm	-600 mm	889 mm
5	2923 mm	-606 mm	2950 mm	-493 mm	1398 mm
(1) Point où la pénétration est maximale Point of maximum intrusion			2910 mm	-466 mm	1400 mm

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

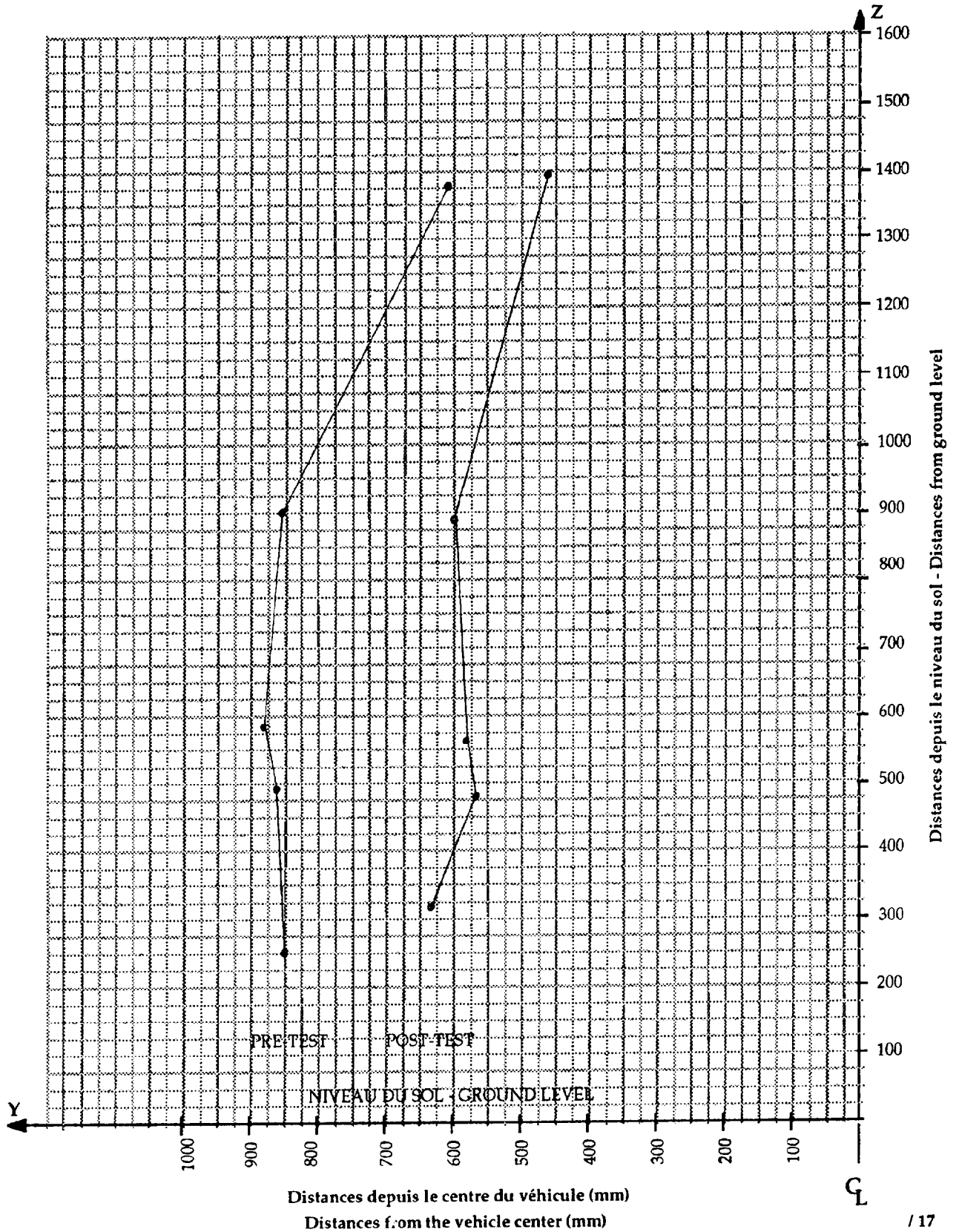
Point de référence zéro:	Centre du pare-choc avant, au sol
Zero reference point:	Front bumper centre, at ground level

Commentaires/Comments



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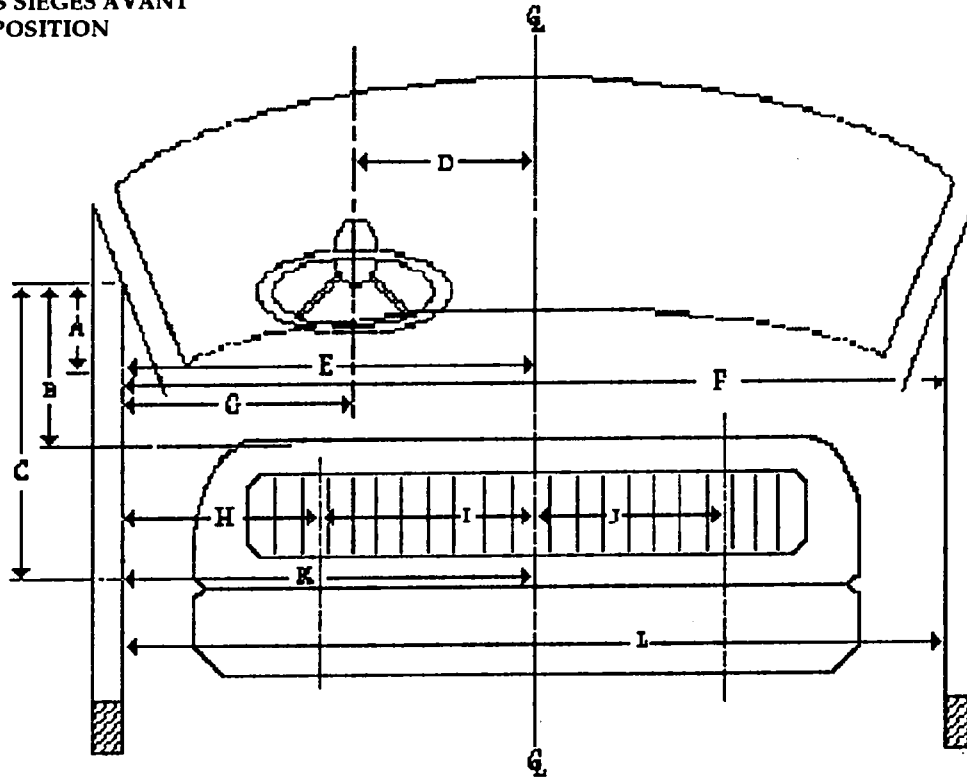
PROFILS DU PILLIER "B" AVANT ET APRÈS COLLISION - PROFILES OF "B" PILLAR BEFORE AND AFTER TEST





Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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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)	402
B	Le point le plus avancé 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)	845
D	Centre du volant à la ligne de centre du véhicule Steering wheel center to center line of car	405	L	Fenêtre à fenêtre (le plus reculé) Window to window (rearmost)	1690
E	Seuil de fenêtre à la ligne de centre du véhicule Window edge to center line of the vehicle	845	M		
F	Fenêtre à fenêtre Window to window	1690	N		
G	Centre du volant au seuil de la fenêtre Steering wheel center to window edge	440	O		
H	Seuil de la fenêtre au centre du siège Window edge to seat midline	443	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.

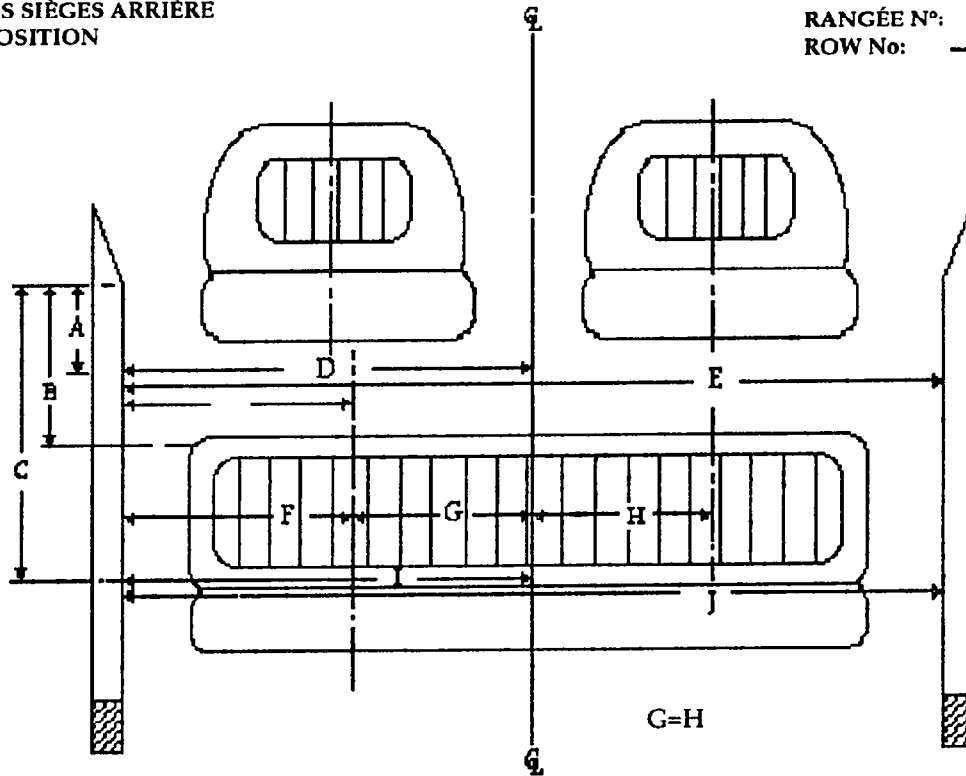
REMARQUES - COMMENTS :



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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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 avancé 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	845	L		
E	Fenêtre à fenêtre Window to window	1690	M		
F	Seuil de la fenêtre au centre du siège Window edge to seat midline	443	N		
G	Centre du siège à la ligne de centre du véhicule (gauche) Seat midline to center line of vehicle (left)	402	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

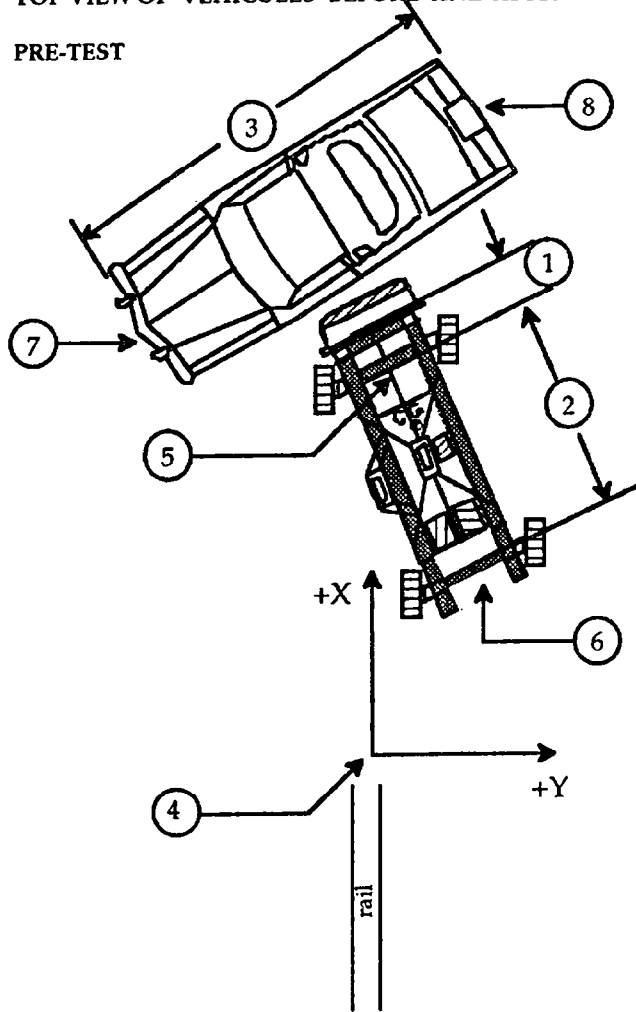
BARRIÈRE MOBILE - MOBILE BARRIER



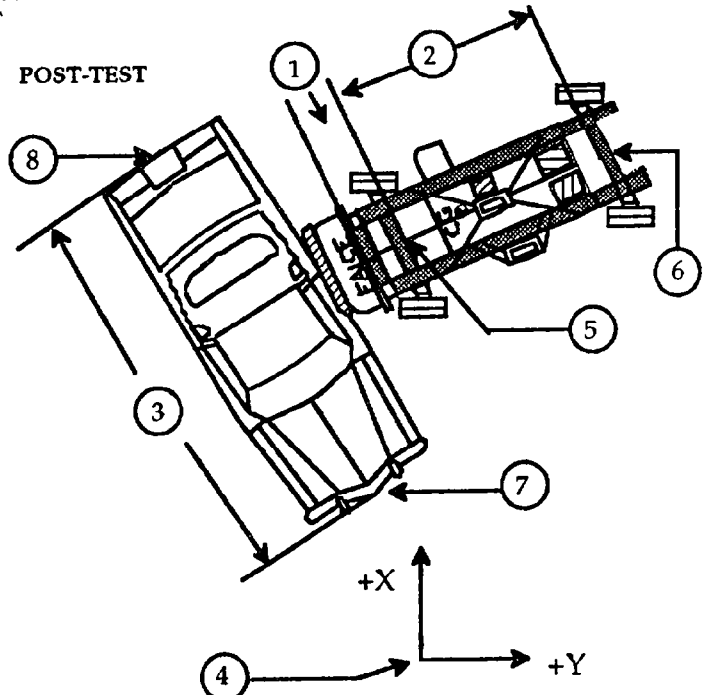
Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
Barrière Barrier	214 C.E.V.A. / M.V.T.C. 214		Angle Angle	27°	Gauche Left <input checked="" type="checkbox"/> Droit Right <input type="checkbox"/>

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	5375 mm

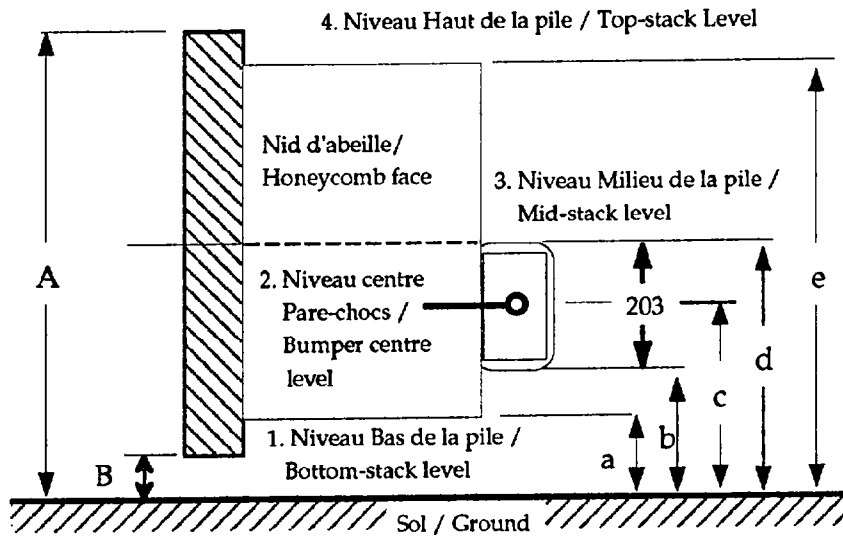
	DESCRIPTION	PRE-TEST		POST-TEST	
		X	Y	X	Y
4	Point de référence fixe au sol Reference point on the ground	0 mm	0 mm	0 mm	0 mm
5	Point de référence avant Bélier ou BMD Front reference point Bullet vehicle or MDB	715 mm	215 mm	3500 mm	865 mm
6	Point de référence arrière Bélier ou BMD Rear reference point Bullet vehicle or MDB	-1604 mm	1395 mm	3900 mm	3425 mm
7	Point de référence avant Cible Front reference point Target vehicle	1530 mm	-2945 mm	3545 mm	-2835 mm
8	Point de référence arrière Cible Rear reference point Target vehicle	3950 mm	1855 mm	7750 mm	445 mm



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

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



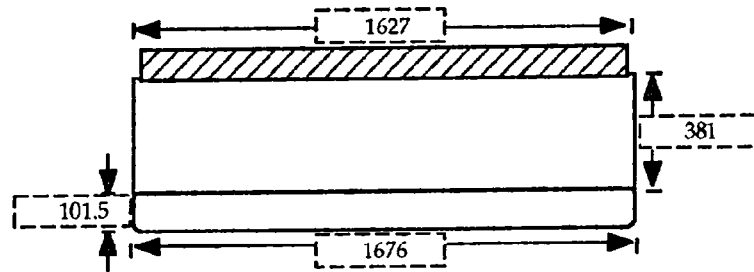
Vue de côté (Niveau du sol) / Side View (Ground level)

Face d'aluminium de la barrière/
barrier aluminium face

	Suggérée Suggested	Mesurée / Measured
A	914	918
B	250	250

Nid d'abeille/Honeycomb face

	Suggérée Suggested	Mesurée / Measured
a	279	288
b	330	337
c	432	436
d	533	540
e	838	842



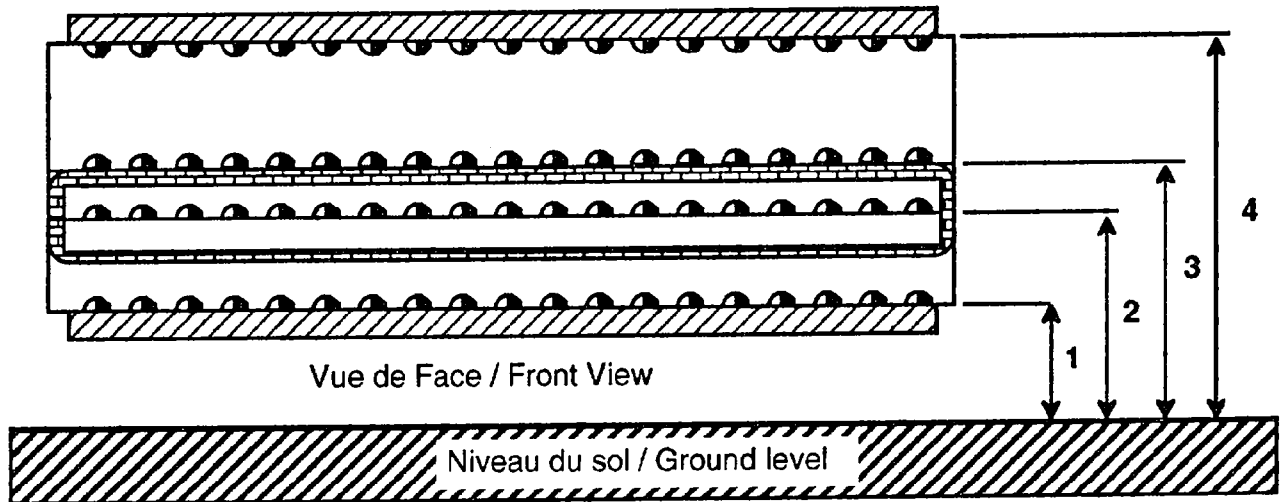
Vue de Haut / Top View



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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MESURES DU NID D'ABEILLE / HONEYCOMB FACE MEASUREMENTS

Niveau 4 @ Haut de la face / Level 4 @ Top of stack	=	842	mm.	} Au-dessus du sol Above ground level
Niveau 3 @ Milieu du Nid d'Abeille / Level 3 @ Mid stack	=	540	mm.	
Niveau 2 @ Mi-face du pare-choc / Level 2 @ Mid bumper	=	436	mm.	
Niveau 1 @ Bas de la face / Level 1 @ Bottom of stack	=	288	mm.	



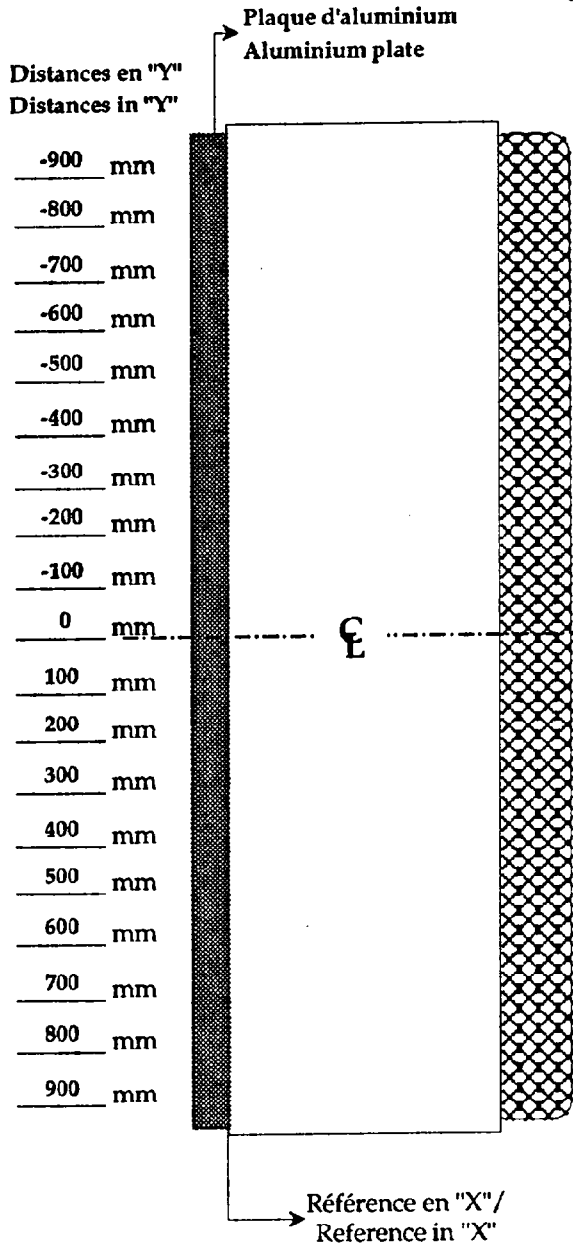


Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 1 / LEVEL 1

Profil extérieur à 288 mm Pre-test au-dessus du sol
Exterior profile at 287 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	-366 mm	-16 mm
-382 mm	-354 mm	-28 mm
-382 mm	-368 mm	-14 mm
-382 mm	-380 mm	-2 mm
-382 mm	-378 mm	-4 mm
-382 mm	-375 mm	-7 mm
-382 mm	-377 mm	-5 mm
-382 mm	-380 mm	-2 mm
-382 mm	-381 mm	-1 mm
-382 mm	-382 mm	0 mm
-382 mm	-383 mm	1 mm
-382 mm	-378 mm	-4 mm
-382 mm	-368 mm	-14 mm
-382 mm	-362 mm	-20 mm
-382 mm	-353 mm	-29 mm
-382 mm	-325 mm	-57 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

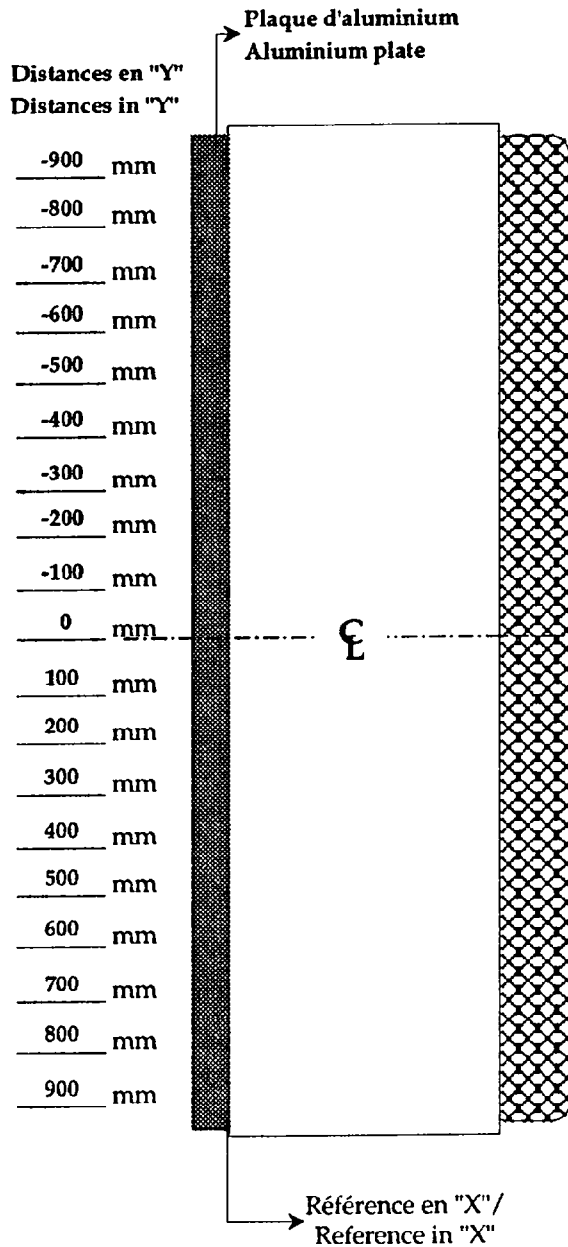


Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 2 / LEVEL 2

Profil extérieur à 436 mm Pre-test au-dessus du sol
Exterior profile at 438 mm Post-test above ground level



Profil Pré-test Pre-test profile	Profil Post-test Post-test profile	Différence Variation
- mm	- mm	- mm
-475 mm	-360 mm	-115 mm
-485 mm	-404 mm	-81 mm
-485 mm	-431 mm	-54 mm
-485 mm	-443 mm	-42 mm
-485 mm	-448 mm	-37 mm
-485 mm	-452 mm	-33 mm
-485 mm	-456 mm	-29 mm
-485 mm	-460 mm	-25 mm
-485 mm	-463 mm	-22 mm
-485 mm	-467 mm	-18 mm
-485 mm	-469 mm	-16 mm
-485 mm	-468 mm	-17 mm
-485 mm	-467 mm	-18 mm
-485 mm	-472 mm	-13 mm
-485 mm	-469 mm	-16 mm
-485 mm	-462 mm	-23 mm
-477 mm	-440 mm	-37 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

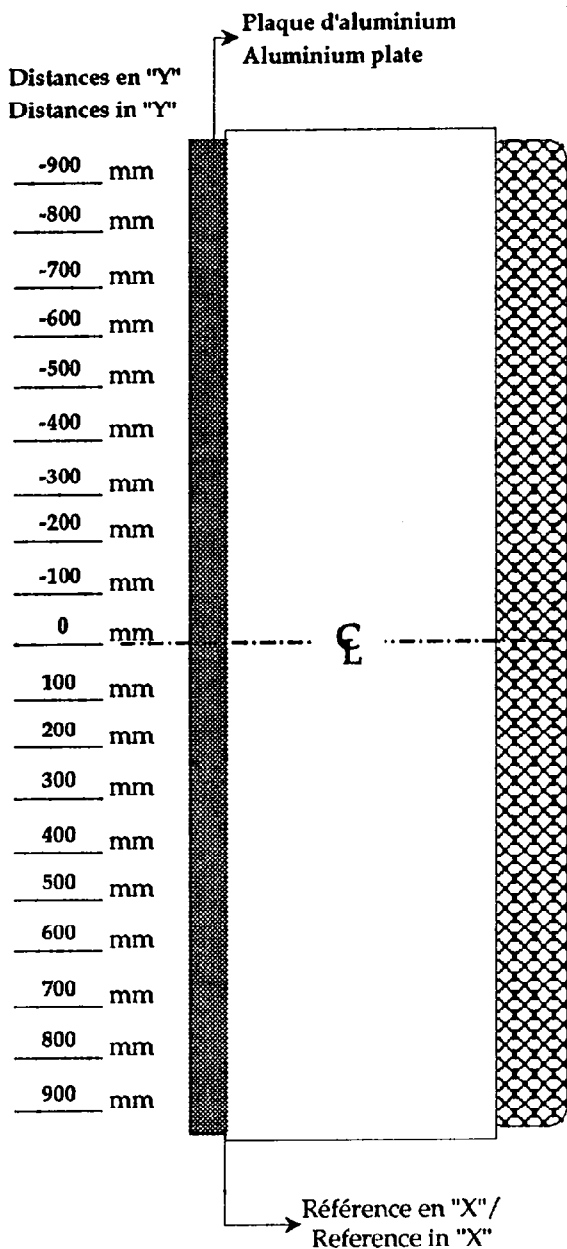


Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 3 / LEVEL 3

Profil extérieur à 540 mm Pre-test au-dessus du sol
Exterior profile at 538 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	-305 mm	-77 mm
-382 mm	-321 mm	-61 mm
-382 mm	-335 mm	-47 mm
-382 mm	-343 mm	-39 mm
-382 mm	-347 mm	-35 mm
-382 mm	-352 mm	-30 mm
-382 mm	-356 mm	-26 mm
-382 mm	-359 mm	-23 mm
-382 mm	-362 mm	-20 mm
-382 mm	-367 mm	-15 mm
-382 mm	-368 mm	-14 mm
-382 mm	-368 mm	-14 mm
-382 mm	-367 mm	-15 mm
-382 mm	-367 mm	-15 mm
-382 mm	-365 mm	-17 mm
-382 mm	-362 mm	-20 mm
-382 mm	-359 mm	-23 mm
- mm	- mm	- mm

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

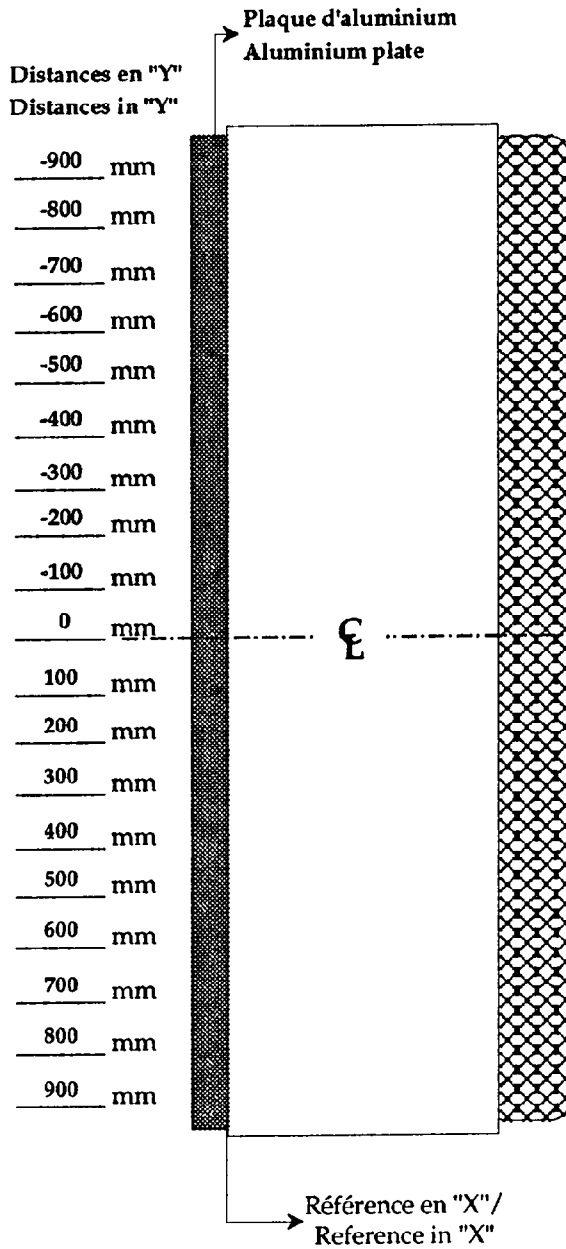


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MESURES DE LA FACE DÉFORMABLE DU VÉHICULE BÉLIER
MDB DEFORMABLE FACE MEASUREMENTS

NIVEAU 4 / LEVEL 4

Profil extérieur à 842 mm Pre-test au-dessus du sol
Exterior profile at 832 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	-272 mm	-110 mm
-382 mm	-343 mm	-39 mm
-382 mm	-361 mm	-21 mm
-382 mm	-369 mm	-13 mm
-382 mm	-373 mm	-9 mm
-382 mm	-377 mm	-5 mm
-382 mm	-379 mm	-3 mm
-382 mm	-380 mm	-2 mm
-382 mm	-382 mm	0 mm
-382 mm	-383 mm	1 mm
-382 mm	-382 mm	0 mm
-382 mm	-382 mm	0 mm
-382 mm	-387 mm	5 mm
-382 mm	-388 mm	6 mm
-382 mm	-389 mm	7 mm
-382 mm	-390 mm	8 mm
-382 mm	-382 mm	0 mm
- mm	- mm	- mm

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

SECTION 3

MANNEQUINS - DUMMIES



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

DESCRIPTION / DESCRIPTION	Conducteur / Driver			Passager / Passenger			
Type de siège / Seat type	BANQUETTE / BENCH			BANQUETTE / BENCH			
Nombre de crans d'ajustement de dossier Number of notches for adjustable seat back	1er / 1st	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	- 2716	-851	603	-	3662	-871	774
Point-H / H-Point	- 2528	-588	526	-	3454	-590	491
Rotule / Knee joint	- 2136	-617	640	-	3057	-619	568

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	138	mm	87	mm
Espacement du genou droit vs LC du 3-D Right knee spacing vs CL of 3-D machine	112	mm	103	mm
Cheville à cheville (c-c) Ankle to ankle (c-c)	254	mm	190	mm
Angle du dossier du "3-D" Back pan angle	27.0	deg.	24.3	deg.
Angle de la cuvette de siège du "3-D" Seat Pan Angle	15.4	deg.	10.6	deg.
Angle du genou gauche Left knee angle	130	deg.	129	deg.
Angle du genou droit Right knee angle	131	deg.	128	deg.
Angle de la cheville gauche Left ankle angle	128	deg.	132	deg.
Angle de la cheville droite Right ankle angle	87	deg.	133	deg.

Comme le véhicule d'essai est équipé d'un siège à ajustement électrique et que le véhicule précédent (TC # 92-137) était équipé d'un siège à ajustement manuel, le siège a été placé dans la même position que pour l'essai précédent plutôt que de suivre la procédure habituelle. Le siège a été placé de façon à ce que le point "H" du mannequin 3 D soit au même endroit que lors de la collision précédente. Les inclinaisons du siège et du dossier ont été ajustées pour reproduire les angles mesurés sur la cuvette et la colonne du mannequin 3 D.

The test vehicle being equipped with a motorized seat, its positioning according to the procedure would result in a different dummy location than in the previous vehicle (TC # 92-137) which had a manually adjustable seat. The seat was adjusted at the same location as in the first test. This was done by positioning the H point coordinates of the 3 D mannequin at the same location as in the previous test. The seat cushion and the seat back have been adjusted to reproduce the 3 D mannequin seat pan and spine angles of the previous collision.



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

DESCRIPTION / DESCRIPTION:	MESURES / MEASUREMENTS:									
	toutes les mesures sont en mm / all measurements are in mm									
	D i g i t i z e r	P r o b e s	Conducteur / Driver			D i g i t i z e r	P r o b e s	Passager / Passenger		
			G/L	C/C	D/R			RANGÉE / ROW	G/L	C/C
CONDUCTEUR/DRIVER : EUROSID 1 Angle longitudinal du pelvis / Longitudinal pelvis angle: 23.5° Angle latéral du pelvis / Lateral pelvis angle: +0.3° PASSAGER/PASSENGER : BIOSID Angle longitudinal du pelvis / Longitudinal pelvis angle: 24.6° Angle latéral du pelvis / Lateral pelvis angle: +0.9°										
			X				2	X		
			X	Y	Z		X	Y	Z	
Fenêtre à fenêtre / Window to window :	-			1690		-			1690	
Centre du véhicule / Vehicle center	-			0		-			0	
Seuil de la portière au centre du loquet / Door sill to latch center :	-				328	-				494
Centre du volant / Steering wheel center	-	2243	-405	883		-				
Mouvement du lacet / Yaw movement	-	2				-	2			
Cible de tête / Head target :	-	2754	-480	1217		-	3620	-480	1156	
Point-H / H-Point :	-	2525	-589	549		-	3465	-568	491	
Rotule / Knee joint :	-	2137	-535	630		-	3073	-524	567	

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:

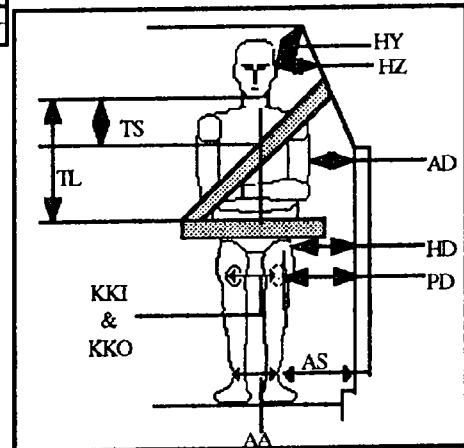
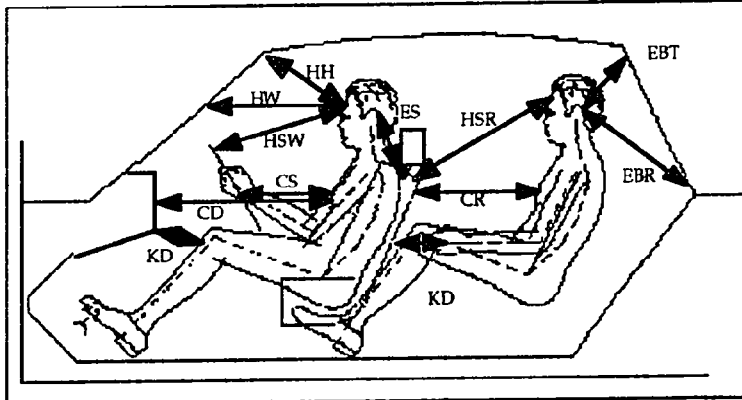
L'ancrage supérieur du baudrier a été ajusté à la moitié de sa course
The upper anchorage of the torso restraint was adjusted at mid-travel



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

	G/L	C	D/R
C/D	x		
PAS	x		



DESCRIPTION	CODE	CONDUCTEUR DRIVER		PASSAGER PASSENGER	
De cheville à cheville (boulon extérieur) Ankle to ankle (exterior bolt)	AA	304	mm	237	mm
Genou à genou (plaque) Intérieur / Interior Knee to knee (plate) Extérieur / Exterior	KKI	135	mm	123	mm
	KKO	280	mm	260	mm
De la cheville jusqu'au seuil de porte (horizontal.) Ankle to door sill (horizontal)	AS	167	mm	250	mm
Genoux au tableau de bord ou au siège (minimum) Knees to dash or to seat back (minimum)	KDL	105	mm	180	mm
	KDR	102	mm	174	mm
Sternum au tableau de bord (siège avant) (horizontal) Sternum to dash (front seat) (horizontal)	CD	633	mm	N/A	mm
Haut du sternum au centre du moyeu du volant Sternum top to steering hub center	CS	410	mm	N/A	mm
Milieu du front jusqu'au pare-brise (horizontalement) Mid forehead to windshield (horizontal)	HW	490	mm	N/A	mm
Milieu du front jusqu'au haut du pare-brise Mid forehead to windshield header	HH	453	mm	N/A	mm
Tête à la jante du volant de direction (haut) Head to steering wheel rim (top)	HSW	539	mm	N/A	mm
Haut de l'oreille jusqu'au début du toit Ear top to edge roof	HY	115	mm	150	mm
Haut de l'oreille au haut du siège avant Ear top to front seat top	ES	314	mm	N/A	mm
Menton au haut de la ceinture sous-abdominale (vert.) Chin to lap belt upper edge (vertical)	TL	458	mm	455	mm
Menton au haut de la ceinture baudrier (verticalement) Chin to thorax belt upper edge (vertical)	TS	114	mm	100	mm
Haut de l'oreille à la fenêtre latérale (horizontalement) Ear top to side window (horizontal)	HZ	220	mm	250	mm
La rotule à la porte (horiz., plaque du genou) Patella to door (horizontal, knee plate)	PD	233	mm	248	mm
Du point H à la porte (horizontalement) H-point to door (horizontal)	HD	188	mm	190	mm
Du milieu du bras à la porte (horizontalement) Mid upper arm to door (horizontal)	AD	114	mm	117	mm
Haut du sternum jusqu'au siège avant Sternum top to front seat	CR			500	mm
Milieu du front jusqu'au siège avant Mid forehead to front seat	HSR	N/A	mm	643	mm
Haut de l'oreille jusqu'à la fenêtre arrière (bas) Ear top to rear window (bottom)	EBR	N/A	mm	800	mm
Haut de l'oreille jusqu'à la fenêtre arrière (haut) Ear top to rear window (top)	EBT	N/A	mm	245	mm



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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POINTS DE CONTACT VISIBLES DU MANNEQUIN / VISIBLE DUMMY CONTACT POINTS

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

DOMMAGES AUX PORTIÈRES APRÈS ESSAI / DOOR DAMMAGES POST-TEST

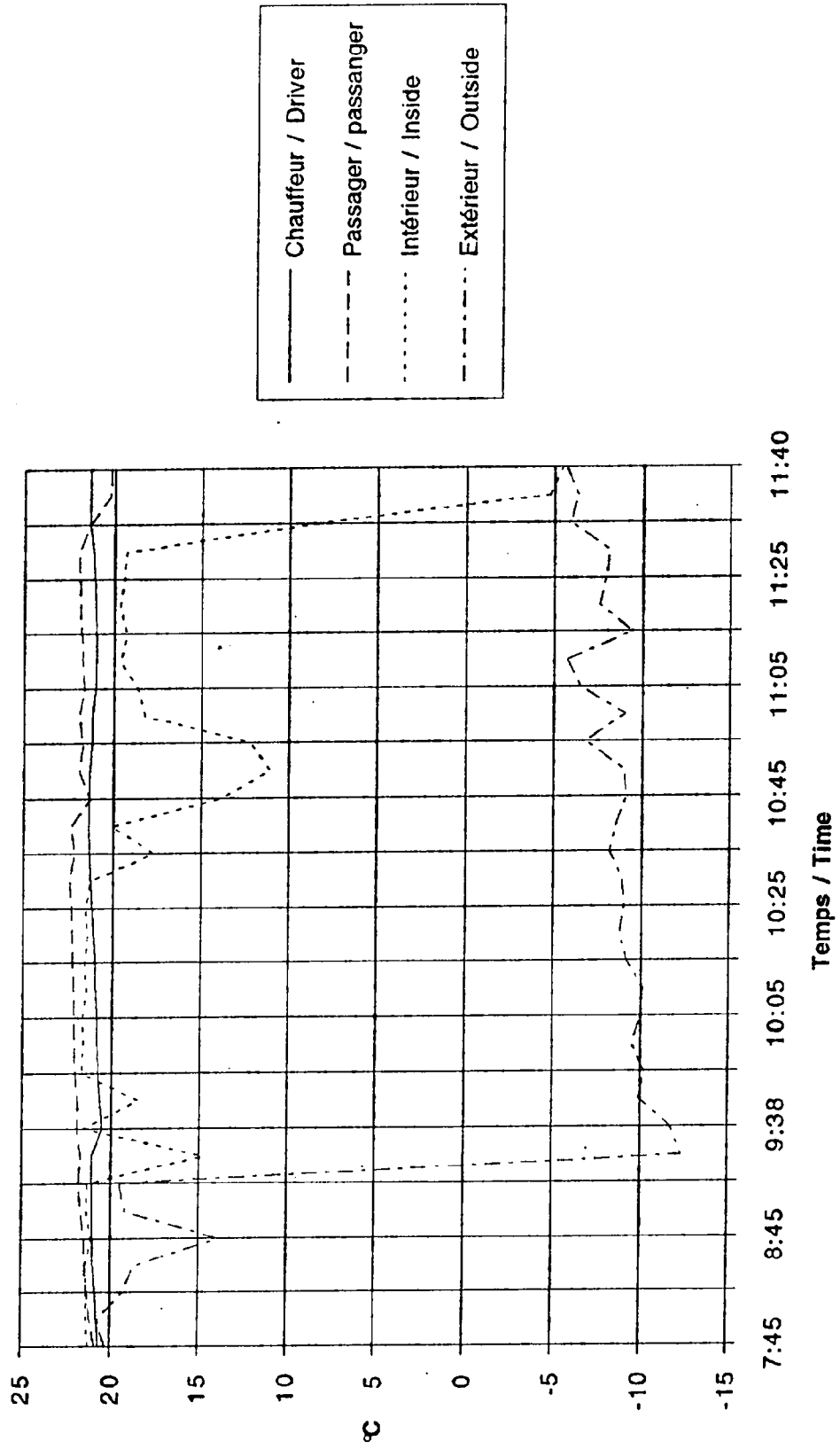
PORTIÈRE AVANT GAUCHE LEFT FRONT DOOR	CHARNIÈRE SUPÉRIEURE / UPPER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	CHARNIÈRE INFÉRIEURE / LOWER HINGE	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET SUPÉRIEUR / UPPER LATCH	AUCUNE SÉPARATION / NO SEPARATION
	LOQUET INFÉRIEUR / LOWER LATCH	AUCUNE SÉPARATION / NO SEPARATION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

COMMENTAIRES - COMMENTS:
AUCUNE OUVERTURE DES PORTIÈRES DURANT LA COLLISION
NO DOOR OPENING DURING THE CRASH

SECTION 4

DONNÉES DES TEMPÉRATURES -
TEMPERATURE DATA

Temperature TC 92-158



SECTION 5

ANNEXE - ANNEXE

ANNEXE 1 - ANNEX 1

Canaux d'acquisition - Acquisition channels	R1 à / to R10
Légende - Legend.....	R11 à / to R12
Canaux de données - Data channels	G1 à / to G39
Critère de blessure à la tête - Head injury criteria	H1 à / to H3
Accélération de la tête > 80 g - Head acceleration > 80g	N1 à / to N3
Indice de traumatisme thoracique - Thorax trauma index.....	T1 à / to T5
Critère de blessures des tissus mous - Viscous criterion	V1 à / to V8
Accélération du pelvis 130 g - Pelvis acceleration 130 g	P1 à / to P2
Commentaires - Comments	C1 à / to C4

NOM DU CLIENT
CLIENT NAME

TRANSPORTS CANADA

TITRE DU PROJET
PROJECT TITLE

COLLATA/W U.S.MDB27DEG.

TYPE DE VEHICULE
TYPE OF VEHICLE

FORD CROWN VIC92

NO DE TC
TC NUMBER

92-158

NO DE CONTRAT
CONTRACT NO

92-0535

INGENIEUR / ENGINEER

ROBERT MALO

TECHNOLOGUE / TECHNOLOGIST

ALBERT GODARD



Date de collision Date impacted	09-DEC-92	Vehicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EXTREMUMS

CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
1	CHAUFFEUR TETE X	DRIVER HEAD X	<G>	6.64	-8.59	214.4	59.1	G-10
2	CHAUFFEUR TETE Y	DRIVER HEAD Y	<G>	36.87	-4.64	53.4	240.8	G-10
3	CHAUFFEUR TETE Z	DRIVER HEAD Z	<G>	22.75	-11.72	63.8	120.8	G-10
4	CHAU HT EPINE AY	DRIV UP SPINE AY	<G>	62.07	-5.43	45.1	72.7	G-11
5	CHAU HT EPINE AZ	DRIV UP SPINE AZ	<G>	2.08	-3.69	77.1	34.7	G-11
6	CHAU HT EPINE AX	DRIV UP SPINE AX	<G>	9.18	-6.48	36.3	54.9	G-11
7	CHAU HT COTE DPL	DRIV UP RIB DPL	<mm>	14.17	-0.35	54.7	248.5	G-12
8	CHAU CT COTE DPL	DRIV MD RIB DPL	<mm>	13.87	-0.36	53.9	73.1	G-12
9	CHAU BA COTE DPL	DRIV LO RIB DPL	<mm>	14.12	-0.63	55.9	75.9	G-12
10	CHAU HT COTE AY1	DRIV UP RIB AY1	<G>	123.18	-33.56	72.9	74.3	G-13
11	CHAU CT COTE AY1	DRIV MD RIB AY1	<G>	104.23	-28.42	72.5	37.5	G-13
12	CHAU BA COTE AY1	DRIV LO RIB AY1	<G>	144.06	-41.10	75.7	77.1	G-13
13	CHAU HT COTE AY2	DRIV UP RIB AY2	<G>	126.24	-29.70	72.9	74.3	G-14
14	CHAU CT COTE AY2	DRIV MD RIB AY2	<G>	112.62	-25.39	72.5	37.3	G-14
15	CHAU BA COTE AY2	DRIV LO RIB AY2	<G>	126.80	-52.00	75.7	77.1	G-14
16	CHAU BA EPINE AY	DRIV LO SPINE AY	<G>	58.83	-10.43	45.7	116.7	G-16
17	CHAU F FRONT ABD	DRIV ABD FRONT F	<N>	424.06	-98.53	49.7	263.6	G-15
18	CHAU F CT ABDOM	DRIV ABD MIDL F	<N>	773.96	-133.81	47.7	1.5	G-15
19	CHAU F ARR ABDOM	DRIV ABD REAR F	<N>	492.19	-189.65	43.6	361.7	G-15
20	CHAU PELVIS Z	DRIVER PELVIS Z	<G>	8.69	-4.63	250.5	47.7	G-17
21	CHAU PELVIS Y	DRIVER PELVIS Y	<G>	63.34	-19.69	41.7	105.9	G-17
22	CHAU PELVIS X	DRIVER PELVIS X	<G>	9.01	-11.40	51.3	39.9	G-17
23	CHAU PUBIS FY	DRIV PUBIS FY	<N>	2037.01	-449.65	45.9	62.4	G-18
24	VIDE	EMPTY						
25	CHAU S-ABDOM	DRIVER LAP BELT	<N>	828.85	-6.86	37.9	7.5	G-19
26	CHAU BAUDRIER	DRIV SHOULD BELT	<N>	1510.91	-383.12	118.9	311.7	G-19
27	PASS #1 S-ABDOM	PASS #1 LAP BELT	<N>	514.42	-42.64	131.3	7.5	G-38
28	PASS #1 BAUDRIER	PAS1 SHOULD BELT	<N>	187.28	-216.32	307.5	131.5	G-38



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EXTREMUMS

CANAU D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
29	PASS #1 TETE X	PASS #1 HEAD X	<G>	3.17	-16.24	243.3	56.6	G-20
30	PASS #1 TETE Y	PASS #1 HEAD Y	<G>	103.76	-11.96	57.1	188.7	G-20
31	PASS #1 TETE Z	PASS #1 HEAD Z	<G>	19.17	-25.39	57.0	63.8	G-20
32	PAS1 EPAU G ACCY	PAS1 L-SHLD ACCY	<G>	59.64	-23.51	85.3	88.3	G-21
33	PAS1 EPAULE G FX	PAS1 L-SHLDER FX	<N>	177.74	-340.39	82.9	78.7	G-22
34	PAS1 EPAULE G FY	PAS1 L-SHLDER FY	<N>	1864.11	-340.59	57.5	84.9	G-22
35	PAS1 EPAULE G FZ	PAS1 L-SHLDER FZ	<N>	1467.91	-550.45	87.5	295.9	G-22
36	PAS1 EPAU G DPLY	PAS1 L-SHLD DPLY	<mm>	16.12	-0.53	57.1	35.9	G-23
37	PAS1 HT EPINE AX	PAS1 UP SPINE AX	<G>	3.42	-10.01	188.5	63.5	G-24
38	PAS1 HT EPINE AY	PAS1 UP SPINE AY	<G>	35.75	-10.43	53.7	128.3	G-24
39	PAS1 H-EPINE AY1	PAS1 U-SPINE AY1	<G>	37.08	-11.25	52.9	131.3	G-25
40	PAS1 HT EPINE AZ	PAS1 UP SPINE AZ	<G>	10.14	-10.78	71.5	160.7	G-24
41	PAS1 HT COTE DPL	PAS1 UP RIB DPL	<mm>	21.68	-1.29	56.5	248.1	G-27
42	PAS1 CT COTE DPL	PAS1 MD RIB DPL	<mm>	25.56	-1.60	53.9	248.1	G-27
43	PAS1 BA COTE DPL	PAS1 LO RIB DPL	<mm>	28.77	-0.17	53.5	8.5	G-27
44	PAS1 HT COTE AY1	PAS1 UP RIB AY1	<G>	50.59	-10.07	35.1	89.1	G-28
45	PAS1 CT COTE AY1	PAS1 MD RIB AY1	<G>	94.54	-15.19	34.5	86.5	G-28
46	PAS1 BA COTE AY1	PAS1 LO RIB AY1	<G>	137.23	-11.15	34.5	85.9	G-28
47	PAS1 HT COTE AY2	PAS1 UP RIB AY2	<G>	49.04	-12.48	34.9	131.5	G-29
48	PAS1 CT COTE AY2	PAS1 MD RIB AY2	<G>	93.33	-13.92	34.5	86.7	G-29
49	PAS1 BA COTE AY2	PAS1 LO RIB AY2	<G>	137.77	-14.39	34.3	371.9	G-29
50	PAS1 BA EPINE AX	PAS1 LO SPINE AX	<G>	3.65	-7.14	48.3	62.3	G-33
51	PAS1 BA EPINE AY	PAS1 LO SPINE AY	<G>	49.52	-7.57	48.5	93.3	G-33
52	PAS1 B-EPINE AY1	PAS1 L-SPINE AY1	<G>	48.77	-8.22	48.5	93.5	G-26
53	PAS1 BA EPINE AZ	PAS1 LO SPINE AZ	<G>	20.81	-25.80	70.5	46.9	G-33
54	PAS1 HT CT AB AY	PAS1 UP RIB AB Y	<G>	82.10	-19.23	30.5	48.5	G-30
55	PAS1 HTCT AB DPL	PAS1 URIB AB DPL	<mm>	40.26	-1.30	51.7	8.5	G-32
56	PAS1 BA CT AB AY	PAS1 LO RIB AB Y	<G>	105.91	-20.05	29.9	38.3	G-31



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EXTREMUMS

CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#C	NOM DU CANAL	CHANNEL NAME	UNIT.	MAX	MIN	TMAX	TMIN	PAGE
57	VEH LOC#1 AX	VEH LOC#1 AX	<G>	5.67	-6.00	14.3	415	G-1
58	VEH LOC#1 AY	VEH LOC#1 AY	<G>	20.71	-3.56	35.9	142.3	G-1
59	VEH LOC#1 AZ	VEH LOC#1 AZ	<G>	15.00	-16.15	29.3	51.7	G-1
60	VIDE	EMPTY						
61	TEMPS ZERO	TRIGGER TIME	Volt	8.13	-0.66	1.1	115.3	G-39
62	VEH LOC#2 AX	VEH LOC#2 AX	<G>	2.78	-6.10	100.7	42.3	G-2
63	VEH LOC#2 AY	VEH LOC#2 AY	<G>	20.96	-3.39	33.3	172.9	G-2
64	VEH LOC#2 AZ	VEH LOC#2 AZ	<G>	20.54	-10.04	42.5	19.1	G-2
65	VEH LOC#3 AX	VEH LOC#3 AX	<G>	5.77	-8.68	33.5	12.7	G-3
66	VEH LOC#3 AY	VEH LOC#3 AY	<G>	26.04	-0.91	47.7	158.7	G-3
67	VEH LOC#3 AZ	VEH LOC#3 AZ	<G>	20.59	-15.64	48.7	15.1	G-3
68	VEH LOC#7 AX	VEH LOC#7 AX	<G>	9.12	-8.54	23.7	14.3	G-4
69	VEH LOC#5 AY	VEH LOC#5 AY	<G>	75.19	-16.71	12.7	17.1	G-5
70	VEH LOC#6 AY	VEH LOC#6 AY	<G>	182.73	-25.43	8.7	33.3	G-5
71	VEH LOC#8 AY	VEH LOC#8 AY	<G>	187.29	-97.76	7.7	33.5	G-6
72	VEH LOC#9 AY	VEH LOC#9 AY	<G>	89.03	-57.81	17.3	30.1	G-6
73	VEH LOC#4 AY	VEH LOC#4 AY	<G>	77.74	-21.04	14.9	18.7	G-5
74	VEH LOC#10 AY	VEH LOC#10 AY	<G>	214.79	-150.32	12.1	20.1	G-6
75	VEH LOC#11 AY	VEH LOC#11 AY	<G>	105.72	-104.45	13.9	35.3	G-6
76	VIDE	EMPTY						
77	PAS1 BACT AB DPL	PAS1 LRIB AB DPL	<mm>	47.20	-1.66	49.5	8.7	G-32
78	PASS #1 PELVIS X	PASS #1 PELVIS X	<G>	7.43	-54.32	75.7	45.3	G-34
79	PASS #1 PELVIS Y	PASS #1 PELVIS Y	<G>	71.88	-18.89	43.5	70.7	G-34
80	PASS #1 PELVIS Z	PASS #1 PELVIS Z	<G>	12.07	-18.42	46.5	48.3	G-34
81	PASS #1 PUBIS FY	PASS #1 PUBIS FY	<N>	4223.69	-367.80	44.8	249.5	G-36
82	PAS1 SACRUM FY	PAS1 SACRUM FY	<N>	4645.72	-1145.82	41.9	130.2	G-37
83	PAS1 ILIAQ G FY	PAS1 LT ILIAC FY	<N>	649.41	-568.11	250.2	129.5	G-35
84	VIDE	EMPTY						



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EXTREMUMS

SOMMES VECTORIELLES / RESULTANTS

#C	NOM DU CANAL	CHANNEL NAME	DE / FROM			MAX	MIN	TMAX	TMIN	PAGE
90	R CHAUFFEUR TETE	DRIVER HEAD R	1	2	3	39.42	0.00	53.4	0.1	G-10
91	R CHAU HT EPINE	DRIV UP SPINE R	6	4	5	62.09	0.10	45.1	0.5	G-11
92	R CHAU PELVIS	DRIV PELVIS RES	22	21	20	63.34	0.36	41.7	0.5	G-17
93	R PASS #1 TETE	PASS #1 HEAD R	29	30	31	106.38	0.00	57.1	0.1	G-20
94	R PAS1 EPAU G F	PAS1 L-SHLD F R	33	34	35	2072.74	1.13	56.3	4.6	G-22
95	R PAS1 HT EPINE	PAS1 UP SPINE R	37	38	40	35.83	0.18	53.7	0.5	G-24
96	R PAS1 BA EPINE	PAS1 LO SPINE R	50	51	53	54.23	0.09	48.7	388.1	G-33
97	R VEH LOC#1	VEH LOC#1 R	57	58	59	22.34	0.10	29.1	2.7	G-1
98	R VEH LOC#2	VEH LOC#2 R	62	63	64	21.95	0.08	42.5	181.5	G-2
99	R VEH LOC#3	VEH LOC#3 R	65	66	67	32.67	0.28	48.5	0.1	G-3
100	R PASS #1 PELVIS	PASS #1 PELVIS R	78	79	80	81.45	0.10	45.1	4.1	G-34
101	R BMD LOC#1	MDB LOC#1 R	85	86	87	19.97	0.17	31.1	224.7	G-7

MOMENTS OCCIPITAUX / OCCIPITAL MOMENTS

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



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNTES UNITS	FILTRE FILTER	PAGE
1	CHAUFFEUR TETE X	DRIVER HEAD X	-200.000	<G>	1000	G-10
2	CHAUFFEUR TETE Y	DRIVER HEAD Y	-250.000	<G>	1000	G-10
3	CHAUFFEUR TETE Z	DRIVER HEAD Z	-200.000	<G>	1000	G-10
4	CHAU HT EPINE AY	DRV UP SPINE AY	150.000	<G>	180	G-11
5	CHAU HT EPINE AZ	DRV UP SPINE AZ	50.000	<G>	180	G-11
6	CHAU HT EPINE AX	DRV UP SPINE AX	50.000	<G>	180	G-11
7	CHAU HT COTE DPL	DRV UP RIB DPL	-55.000	<mm>	180	G-12
8	CHAU CT COTE DPL	DRV MD RIB DPL	-55.000	<mm>	180	G-12
9	CHAU BA COTE DPL	DRV LO RIB DPL	-55.000	<mm>	180	G-12
10	CHAU HT COTE AY1	DRV UP RIB AY1	750.000	<G>	180	G-13
11	CHAU CT COTE AY1	DRV MD RIB AY1	750.000	<G>	180	G-13
12	CHAU BA COTE AY1	DRV LO RIB AY1	750.000	<G>	180	G-13
13	CHAU HT COTE AY2	DRV UP RIB AY2	750.000	<G>	180	G-14
14	CHAU CT COTE AY2	DRV MD RIB AY2	750.000	<G>	180	G-14
15	CHAU BA COTE AY2	DRV LO RIB AY2	750.000	<G>	180	G-14
16	CHAU BA EPINE AY	DRV LO SPINE AY	250.000	<G>	180	G-16
17	CHAU F FRONT ABD	DRV ABD FRONT F	6000.000	<N>	600	G-15
18	CHAU F CT ABDOM	DRV ABD MIDL F	6000.000	<N>	600	G-15
19	CHAU F ARR ABDOM	DRV ABD REAR F	6000.000	<N>	600	G-15
20	CHAU PELVIS Z	DRIVER PELVIS Z	-150.000	<G>	180	G-17
21	CHAU PELVIS Y	DRIVER PELVIS Y	-250.000	<G>	180	G-17
22	CHAU PELVIS X	DRIVER PELVIS X	-150.000	<G>	180	G-17
23	CHAU PUBIS FY	DRV PUBIS FY	20000.000	<N>	600	G-18
24	VIDE	EMPTY				
25	CHAU S-ABDOM	DRIVER LAP BELT	13344.661	<N>	60	G-19
26	CHAU BAUDRIER	DRV SHOULD BELT	13344.661	<N>	60	G-19
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	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNITES UNITS	FILTRE FILTER	PAGE
29	PASS #1 TETE X	PASS #1 HEAD X	-250.000	<G>	1000	G-20
30	PASS #1 TETE Y	PASS #1 HEAD Y	-500.000	<G>	1000	G-20
31	PASS #1 TETE Z	PASS #1 HEAD Z	-250.000	<G>	1000	G-20
32	PAS1 EPAU G ACCY	PAS1 L-SHLD ACCY	750.000	<G>	180	G-21
33	PAS1 EPAULE G FX	PAS1 L-SHLDER FX	2224.110	<N>	180	G-22
34	PAS1 EPAULE G FY	PAS1 L-SHLDER FY	4448.220	<N>	180	G-22
35	PAS1 EPAULE G FZ	PAS1 L-SHLDER FZ	2224.110	<N>	180	G-22
36	PAS1 EPAU G DPLY	PAS1 L-SHLD DPLY	-75.000	<mm>	180	G-23
37	PAS1 HT EPINE AX	PAS1 UP SPINE AX	500.000	<G>	180	G-24
38	PAS1 HT EPINE AY	PAS1 UP SPINE AY	-500.000	<G>	180	G-24
39	PAS1 H-EPINE AY1	PAS1 U-SPINE AY1	500.000	<G>	180	G-25
40	PAS1 HT EPINE AZ	PAS1 UP SPINE AZ	-500.000	<G>	180	G-24
41	PAS1 HT COTE DPL	PAS1 UP RIB DPL	-75.000	<mm>	180	G-27
42	PAS1 CT COTE DPL	PAS1 MD RIB DPL	-75.000	<mm>	180	G-27
43	PAS1 BA COTE DPL	PAS1 LO RIB DPL	-75.000	<mm>	180	G-27
44	PAS1 HT COTE AY1	PAS1 UP RIB AY1	750.000	<G>	180	G-28
45	PAS1 CT COTE AY1	PAS1 MD RIB AY1	750.000	<G>	180	G-28
46	PAS1 BA COTE AY1	PAS1 LO RIB AY1	750.000	<G>	180	G-28
47	PAS1 HT COTE AY2	PAS1 UP RIB AY2	750.000	<G>	180	G-29
48	PAS1 CT COTE AY2	PAS1 MD RIB AY2	750.000	<G>	180	G-29
49	PAS1 BA COTE AY2	PAS1 LO RIB AY2	750.000	<G>	180	G-29
50	PAS1 BA EPINE AX	PAS1 LO SPINE AX	-500.000	<G>	180	G-33
51	PAS1 BA EPINE AY	PAS1 LO SPINE AY	-500.000	<G>	180	G-33
52	PAS1 B-EPINE AY1	PAS1 L-SPINE AY1	-500.000	<G>	180	G-26
53	PAS1 BA EPINE AZ	PAS1 LO SPINE AZ	-500.000	<G>	180	G-33
54	PAS1 HT CT AB AY	PAS1 UP RIB AB Y	750.000	<G>	180	G-30
55	PAS1 HTCT AB DPL	PAS1 URIB AB DPL	-75.000	<mm>	180	G-32
56	PAS1 BA CT AB AY	PAS1 LO RIB AB Y	750.000	<G>	180	G-31



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CANAUX D'ACQUISITION / ACQUISITION CHANNELS

#	NOM DU CANAL	CHANNEL NAME	PLEINE ECHELLE FULL SCALE	UNTES UNITS	FILTRE FILTER	PAGE
57	VEH LOC#1 AX	VEH LOC#1 AX	-100.000	<G>	60	G-1
58	VEH LOC#1 AY	VEH LOC#1 AY	-100.000	<G>	60	G-1
59	VEH LOC#1 AZ	VEH LOC#1 AZ	-100.000	<G>	60	G-1
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-2
63	VEH LOC#2 AY	VEH LOC#2 AY	-100.000	<G>	60	G-2
64	VEH LOC#2 AZ	VEH LOC#2 AZ	-100.000	<G>	60	G-2
65	VEH LOC#3 AX	VEH LOC#3 AX	-100.000	<G>	60	G-3
66	VEH LOC#3 AY	VEH LOC#3 AY	-500.000	<G>	60	G-3
67	VEH LOC#3 AZ	VEH LOC#3 AZ	-100.000	<G>	60	G-3
68	VEH LOC#7 AX	VEH LOC#7 AX	100.000	<G>	60	G-4
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	PAS1 BACT AB DPL	PAS1 LRIB AB DPL	-75.000	<mm>	180	G-32
78	PASS #1 PELVIS X	PASS #1 PELVIS X	500.000	<G>	180	G-34
79	PASS #1 PELVIS Y	PASS #1 PELVIS Y	500.000	<G>	180	G-34
80	PASS #1 PELVIS Z	PASS #1 PELVIS Z	-500.000	<G>	180	G-34
81	PASS #1 PUBIS FY	PASS #1 PUBIS FY	-13344.661	<N>	600	G-36
82	PAS1 SACRUM FY	PAS1 SACRUM FY	22241.000	<N>	600	G-37
83	PAS1 ILIAQ G FY	PAS1 LT ILIAC FY	-15000.000	<N>	600	G-35
84	VIDE	EMPTY				



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LEGENDE

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

LEGEND

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



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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
 VEH LOC#7 AX VEHICULE LOCATION #7 AX
 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
 PAS1 BACT AB DPL PASSAGER #1 BAS COTE ABDOMNALE DEPLACEMENT
 PASS #1 PELVIS X PASSAGER #1 PELVIS X
 PASS #1 PELVIS Y PASSAGER #1 PELVIS Y
 PASS #1 PELVIS Z PASSAGER #1 PELVIS Z
 PASS #1 PUBIS FY PASSAGER #1 PUBIS FORCE Y
 PAS1 SACRUM FY PASSAGER #1 SACRUM FORCE Y
 PAS1 ILAQ G FY PASSAGER #1 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 LOC#7 AX VEHICLE LOCATION #7 AX
 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
 PAS1 LRIB AB DPL PASSENGER #1 LOWER RB ABDOMINAL DISPLACEMENT
 PAS1 PELVIS X PASSENGER #1 PELVIS X
 PAS1 PELVIS Y PASSENGER #1 PELVIS Y
 PAS1 PELVIS Z PASSENGER #1 PELVIS Z
 PAS1 PUBIS FY PASSENGER #1 PUBIS LOAD Y
 PAS1 SACRUM FY PASSENGER #1 SACRUM LOAD Y
 PAS1 LT ILIAC FY PASSENGER #1 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
 MDB LOC#2 AX MOBILE DEFORMABLE BARRIER LOCATION #2 AX
 MDB LOC#3 AX MOBILE DEFORMABLE BARRIER LOCATION #3 AX



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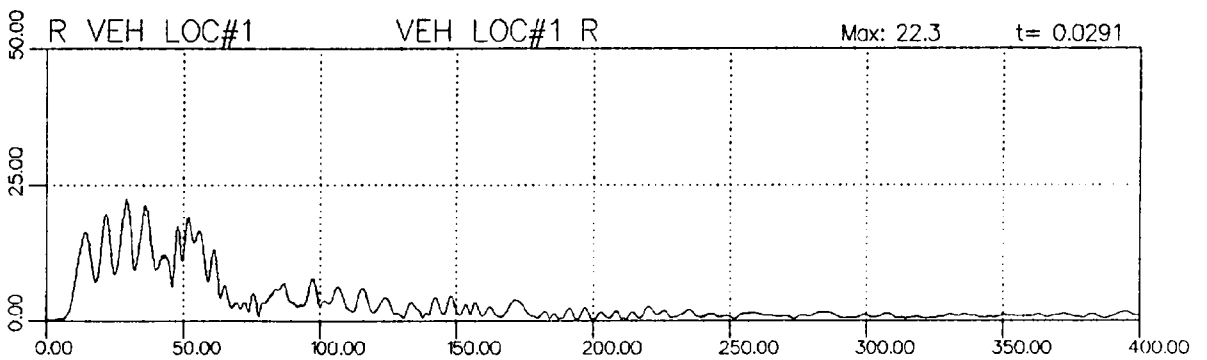
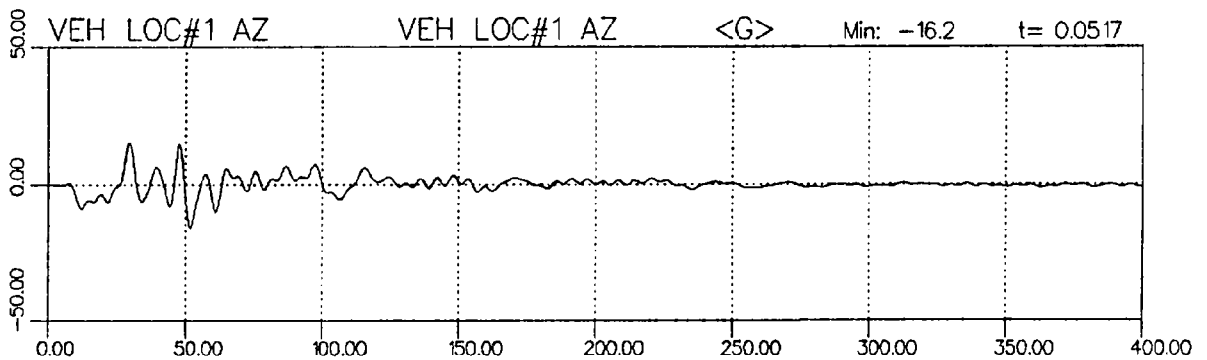
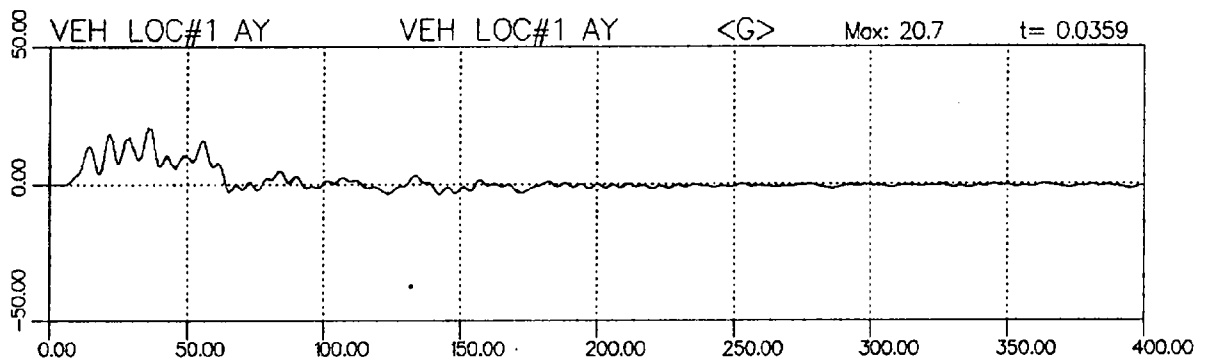
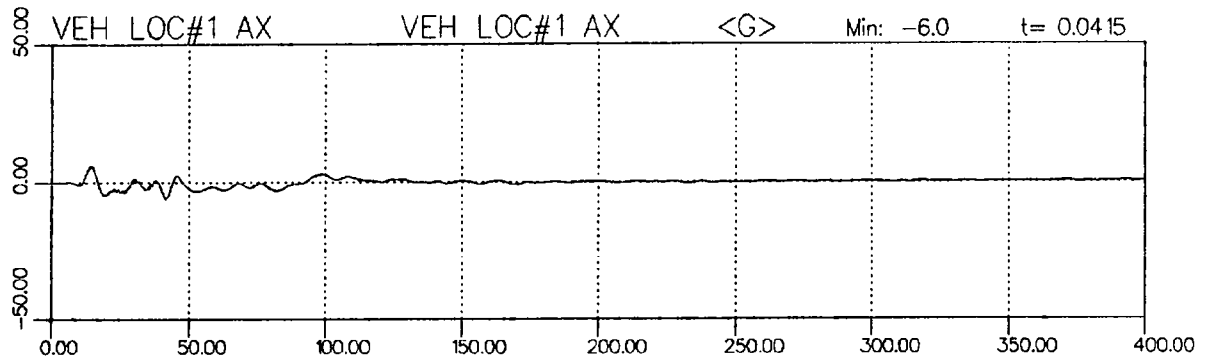
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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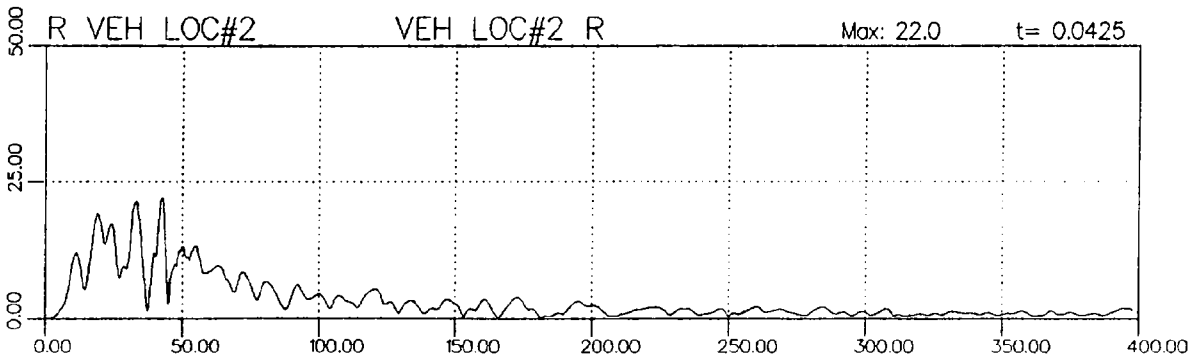
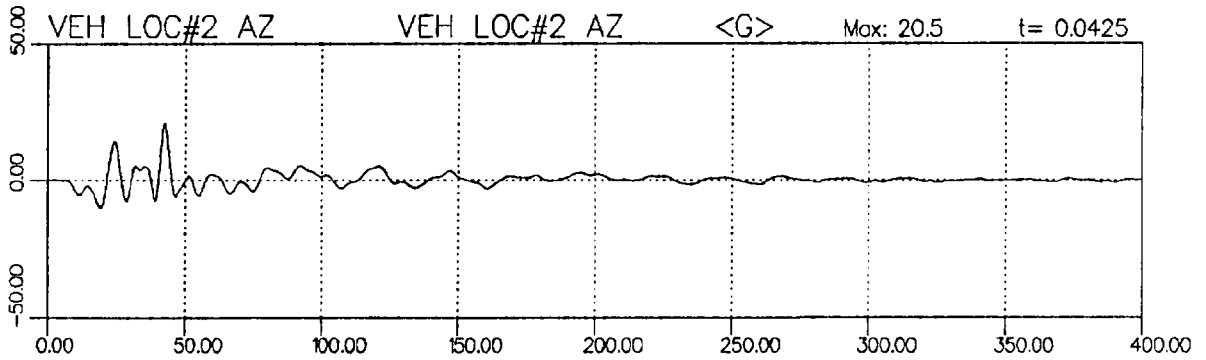
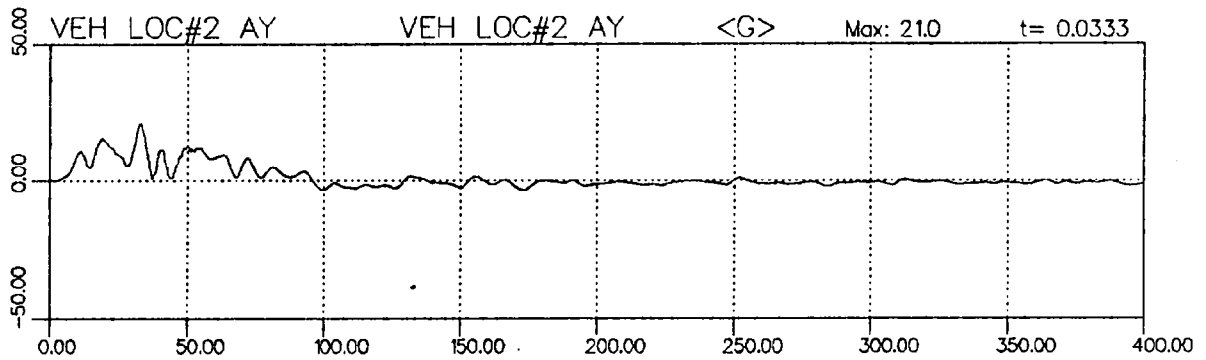
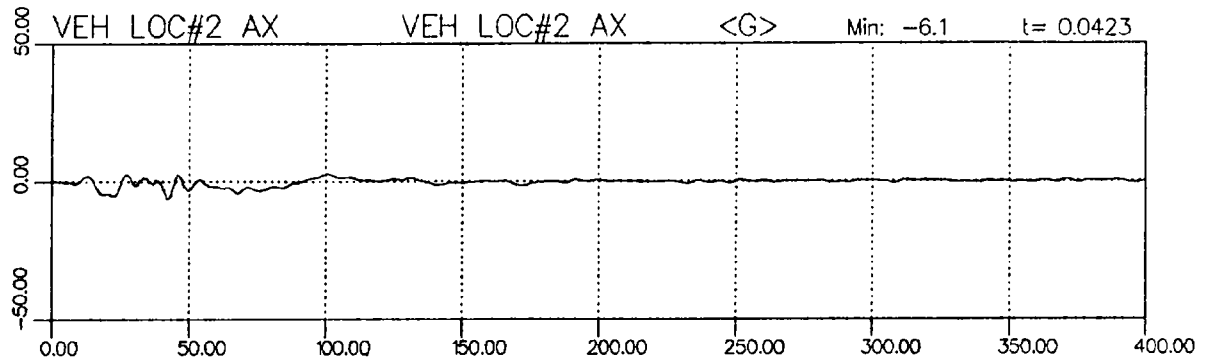
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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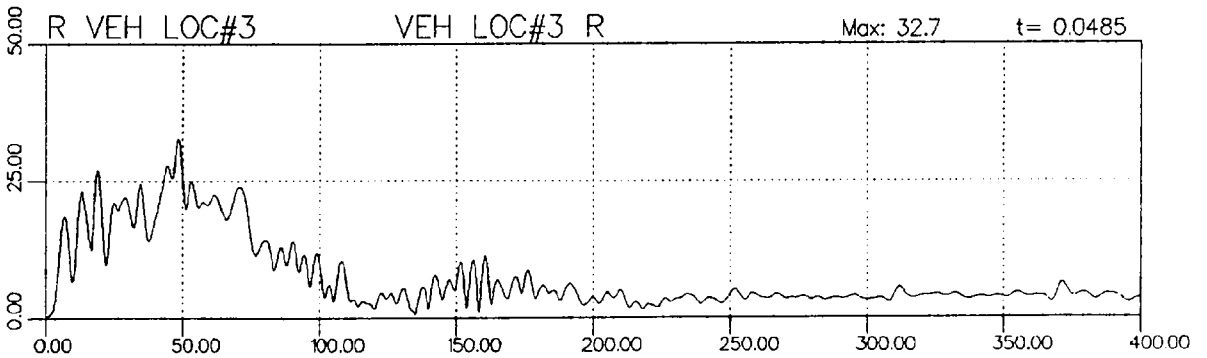
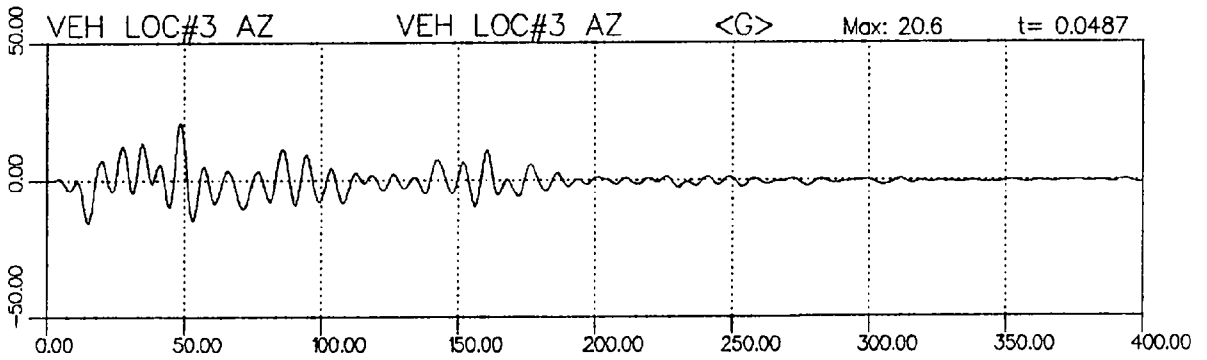
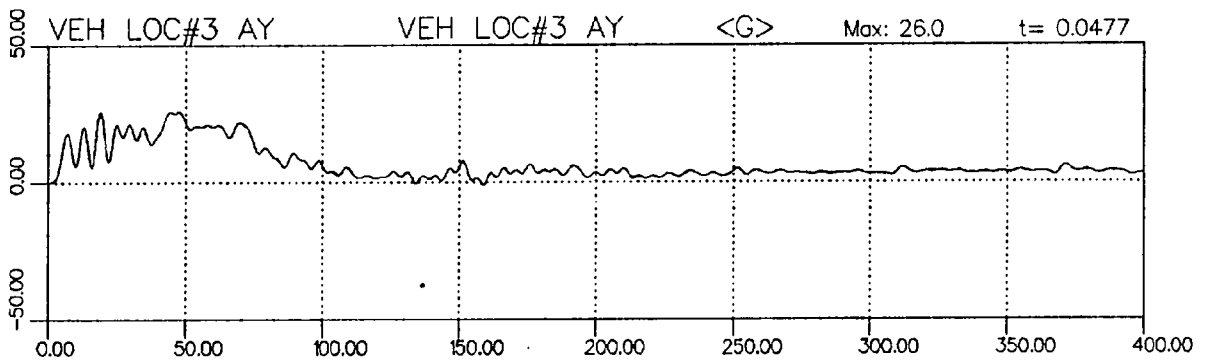
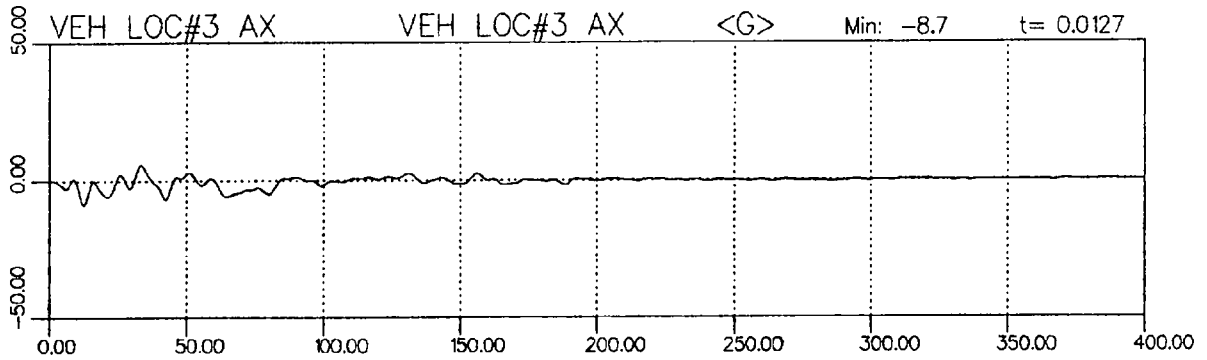
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COLL.LATA/W U.S.MDB 27DEG.

BARRIER IMPACT TEST

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

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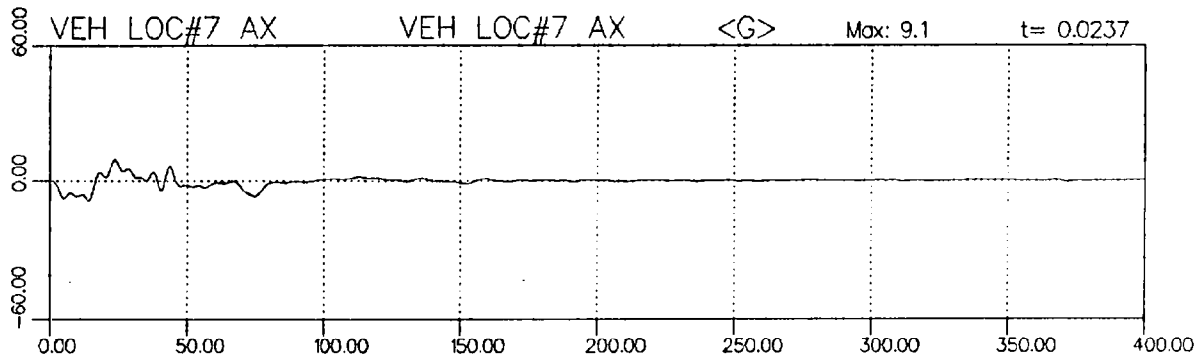
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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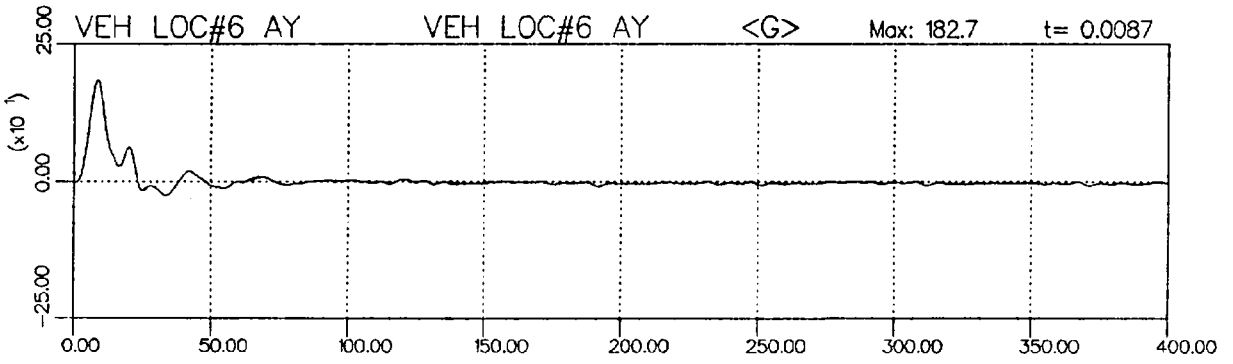
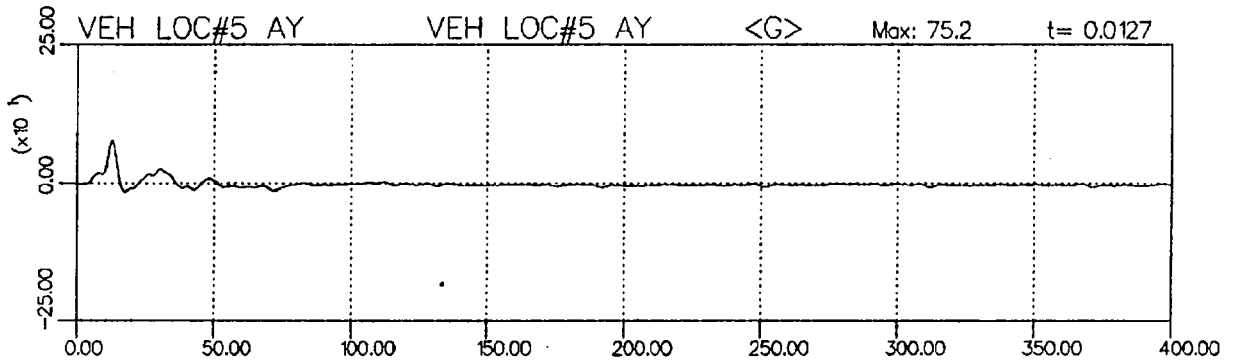
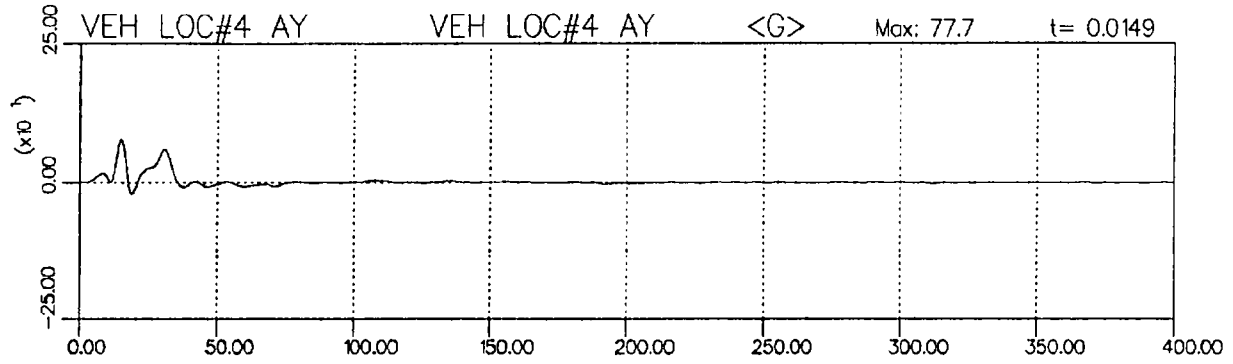
ESSAI DE COLLISION

BARRIER IMPACT TEST

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

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

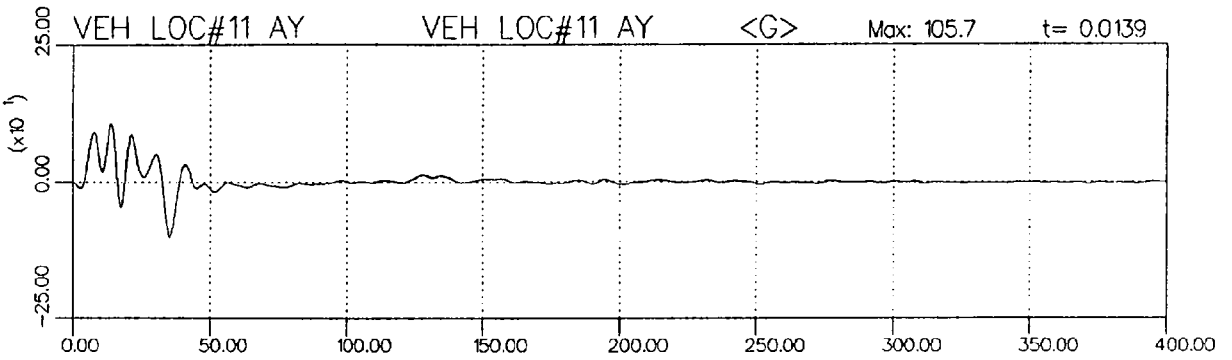
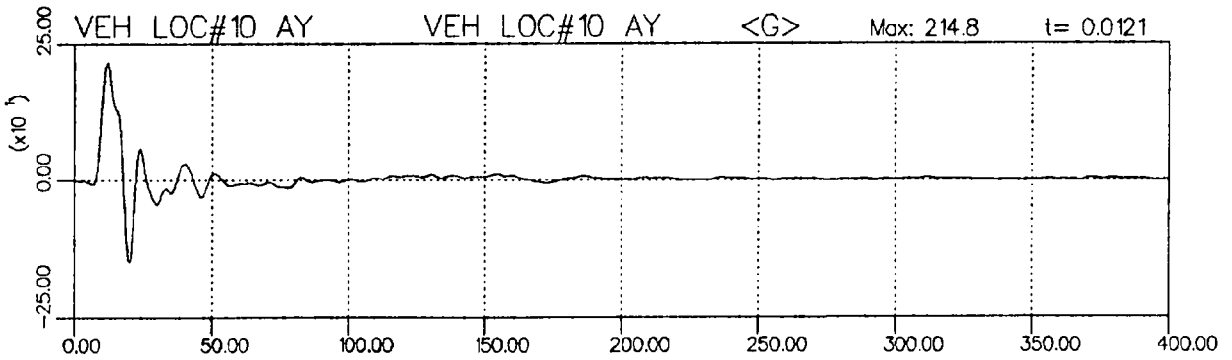
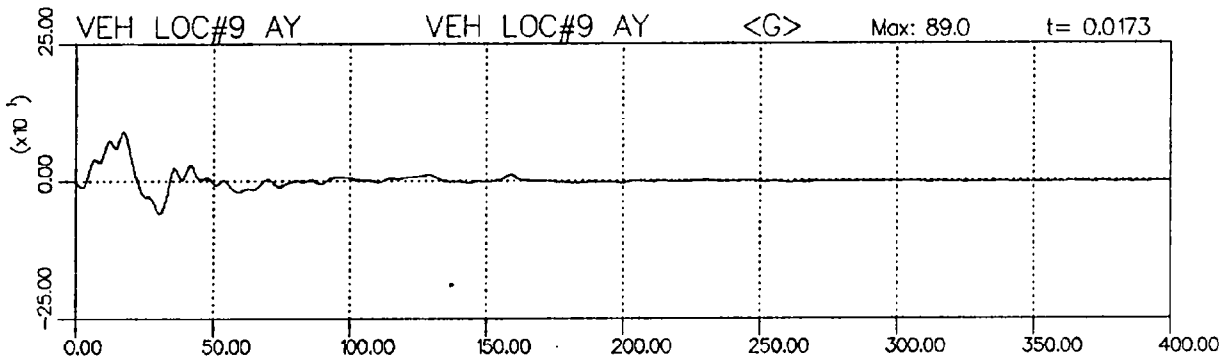
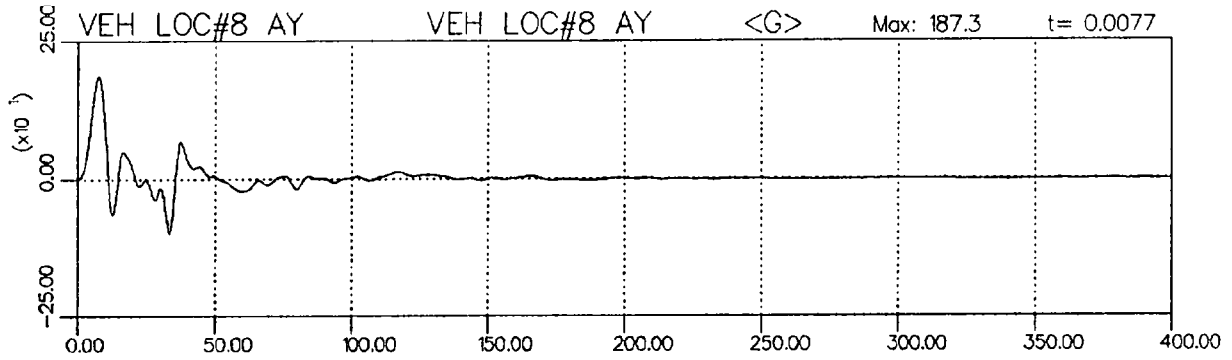
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

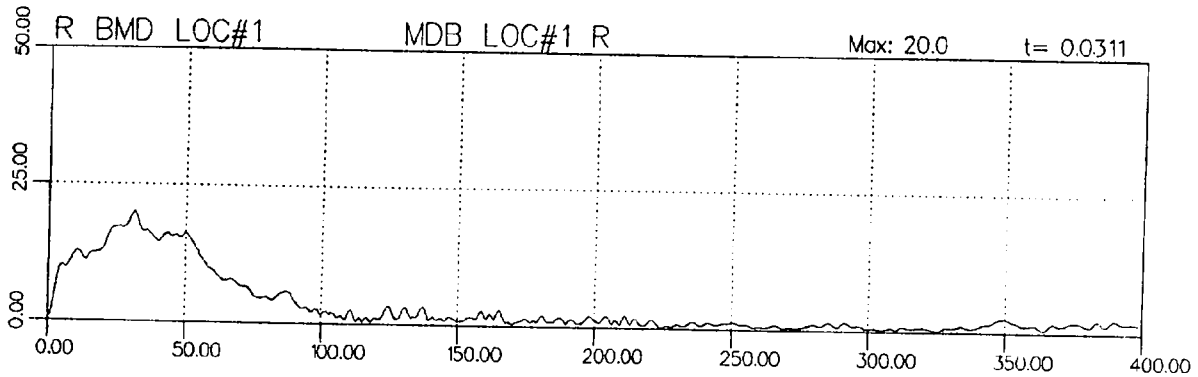
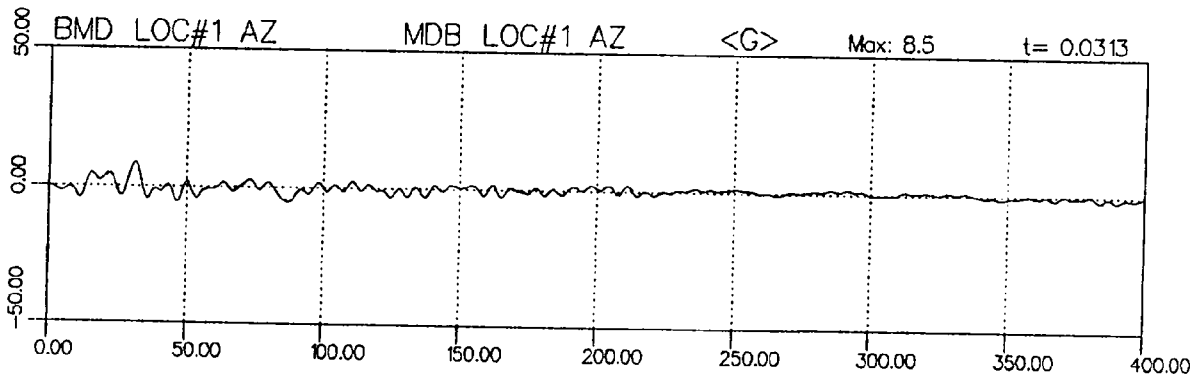
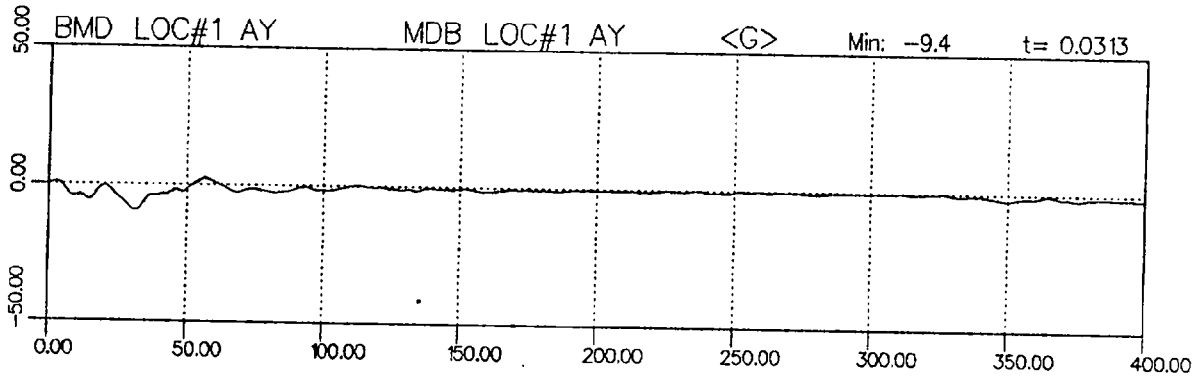
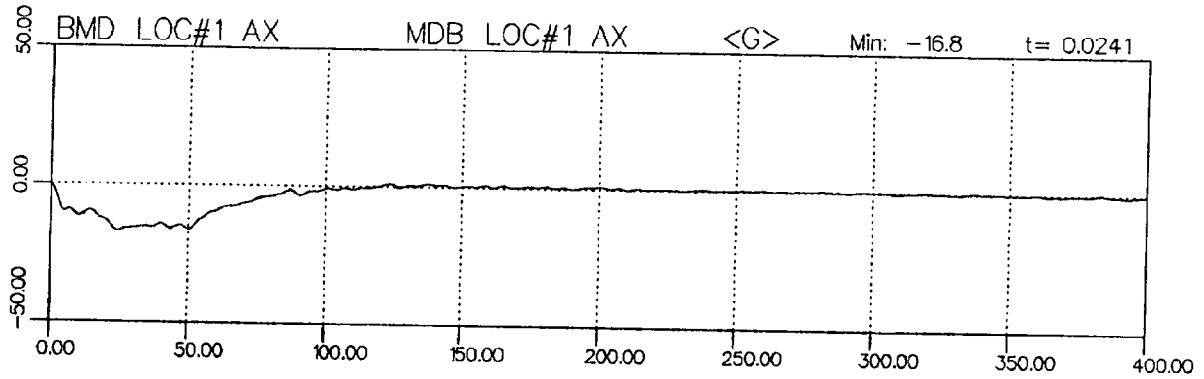
COLL.LATA/W U.S.MDB 27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09--DEC--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
M.V.T.C.

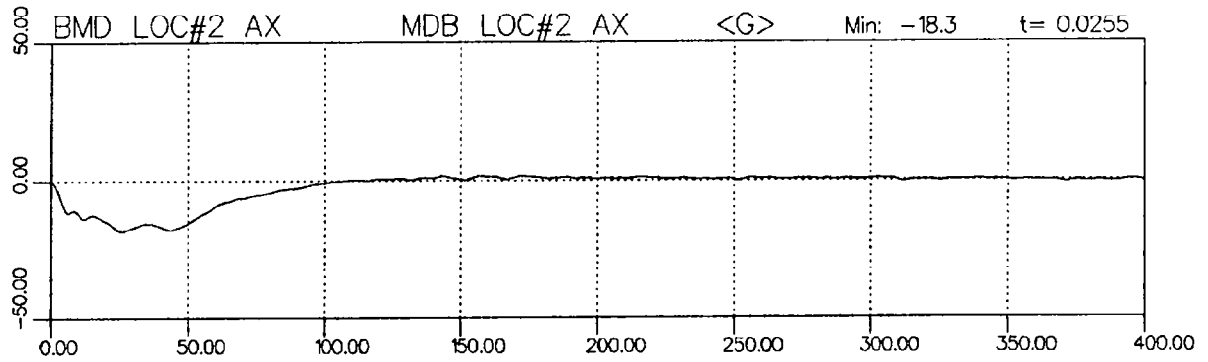
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
M.V.T.C.

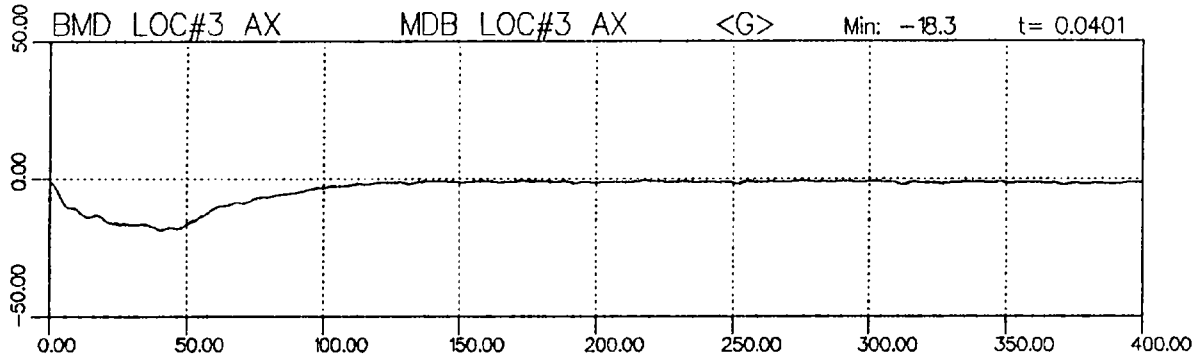
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COLL.LATA/W U.S.MDB.27DEG.

BARRIER IMPACT TEST

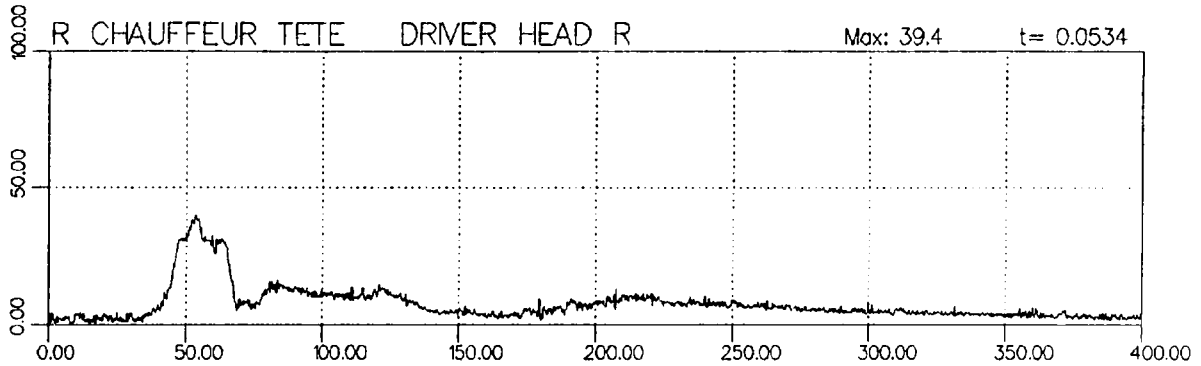
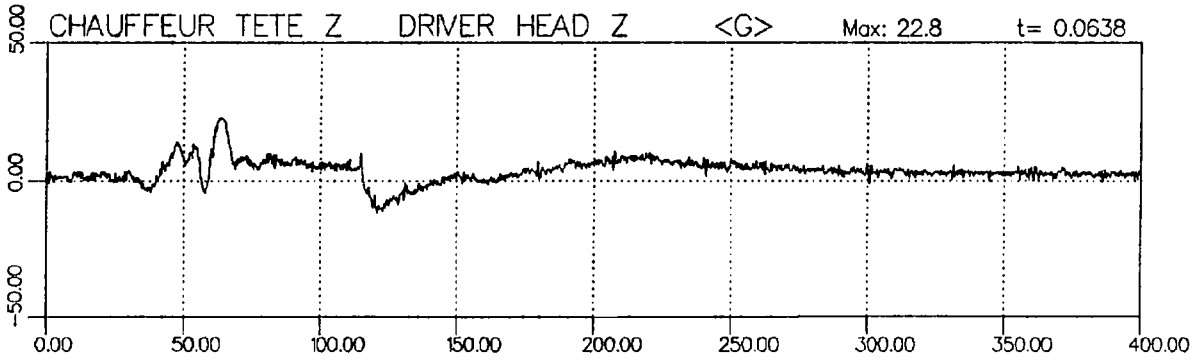
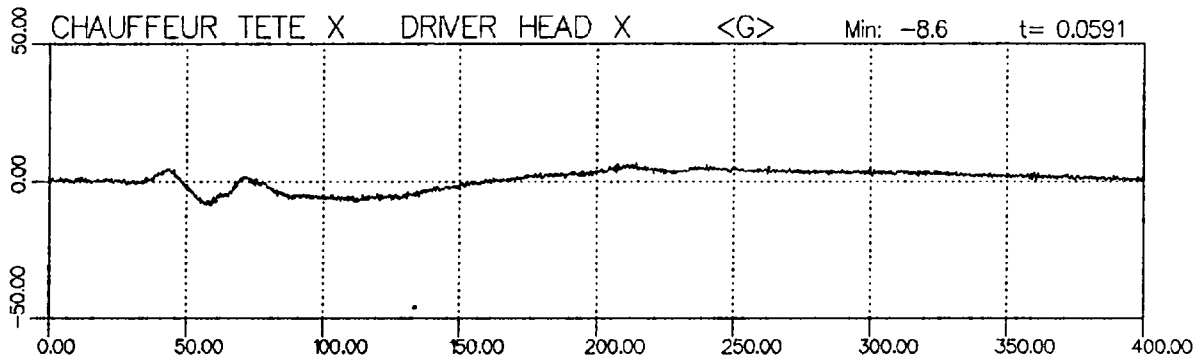
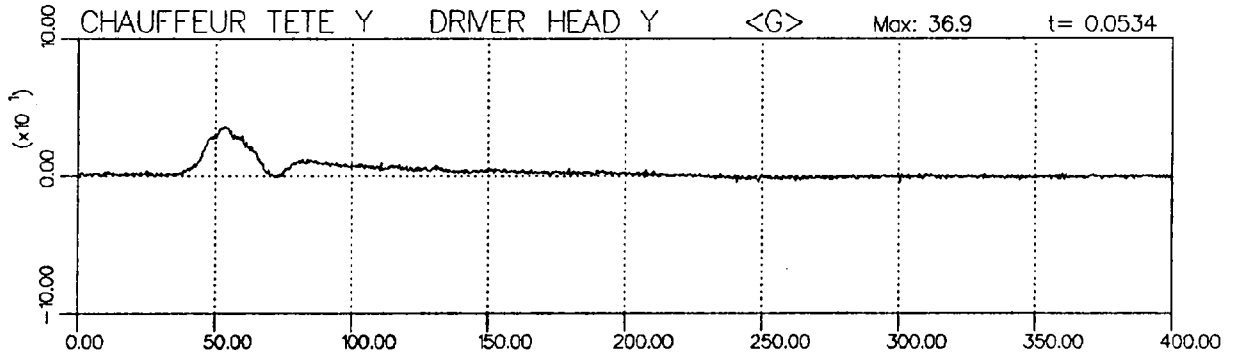
COLL.LATA/W U.S.MDB.27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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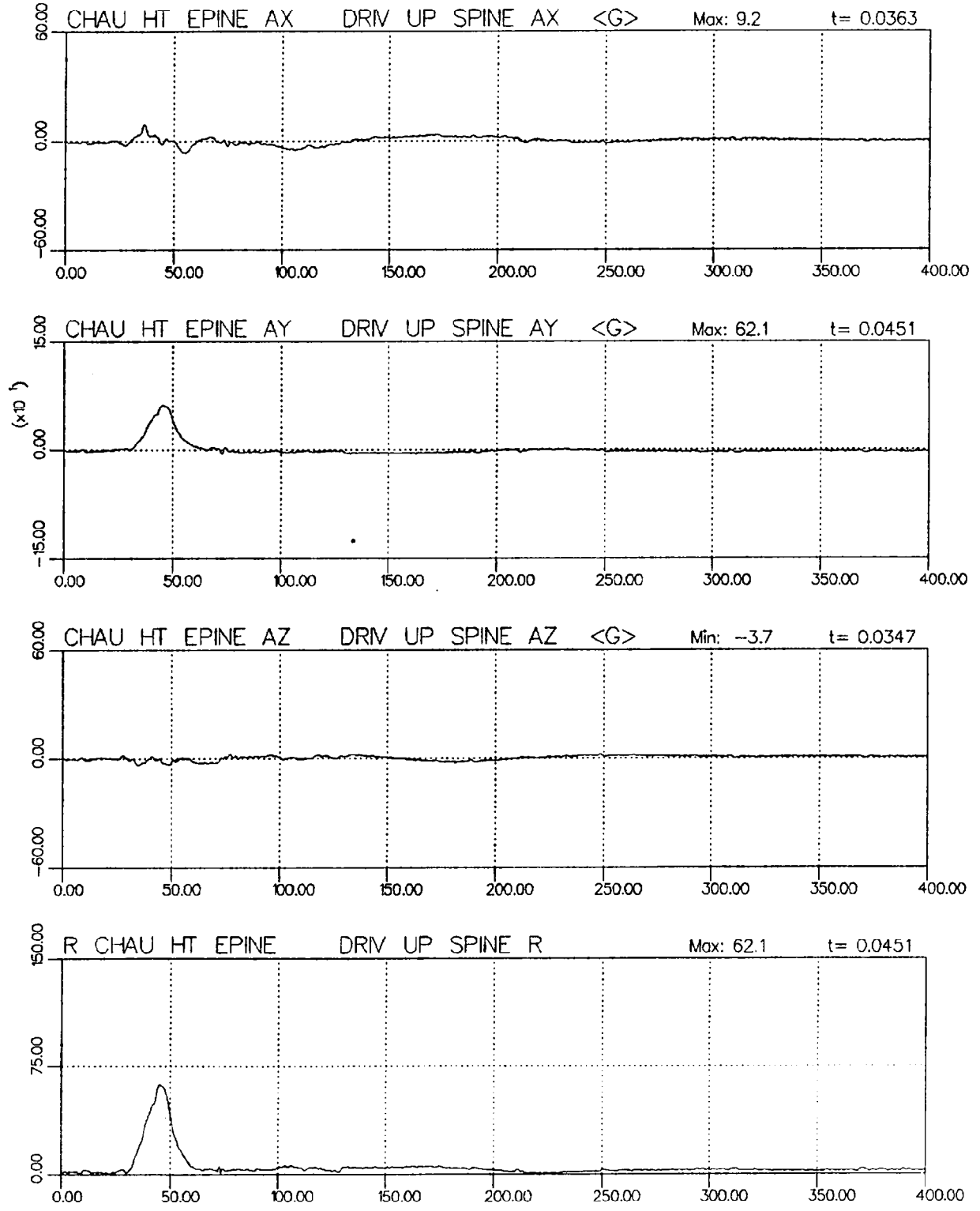


Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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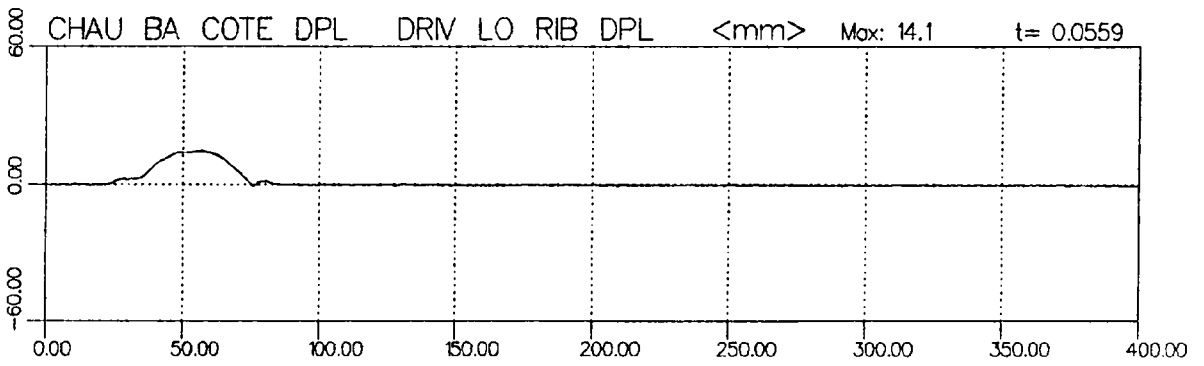
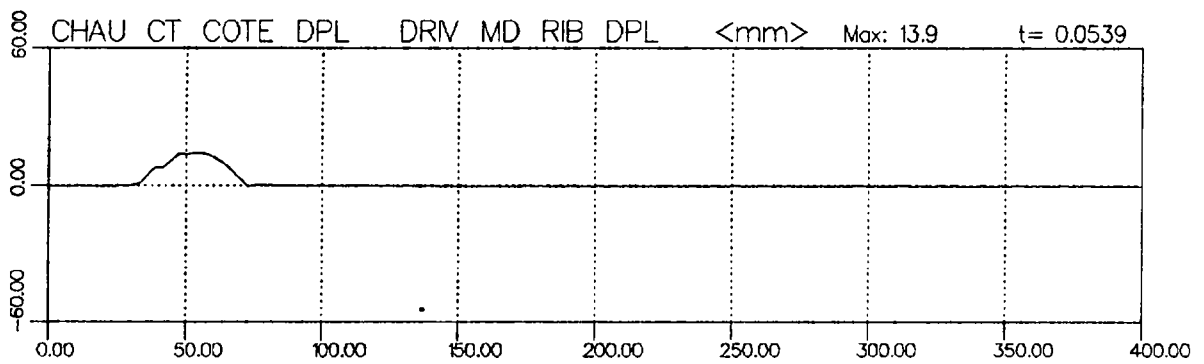
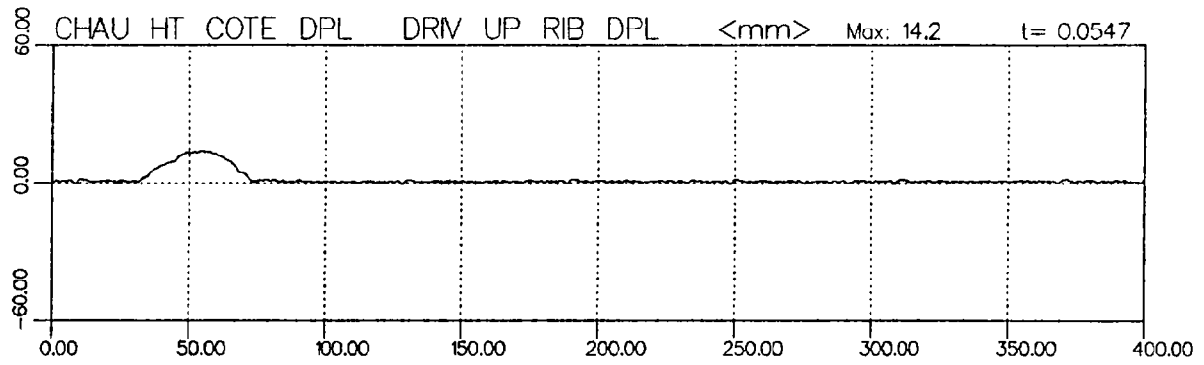
ESSAI DE COLLISION

COLLATA/W USMDB27DEG.

BARRIER IMPACT TEST

COLLATA/W USMDB27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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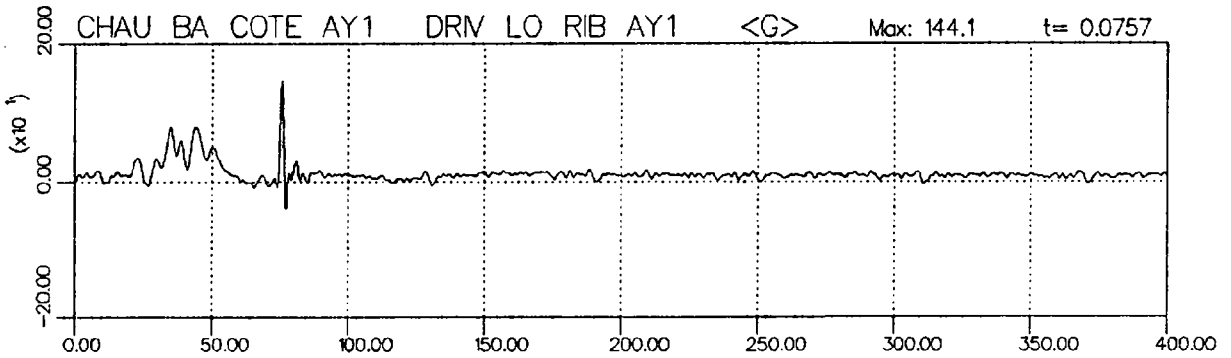
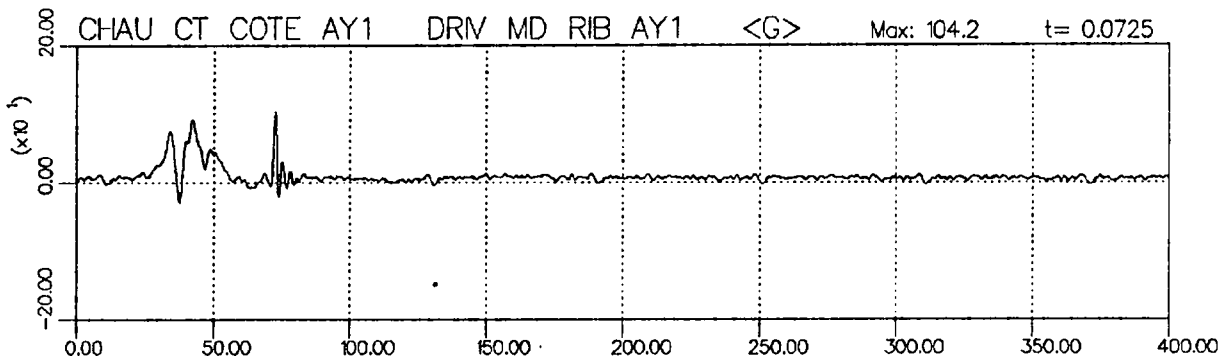
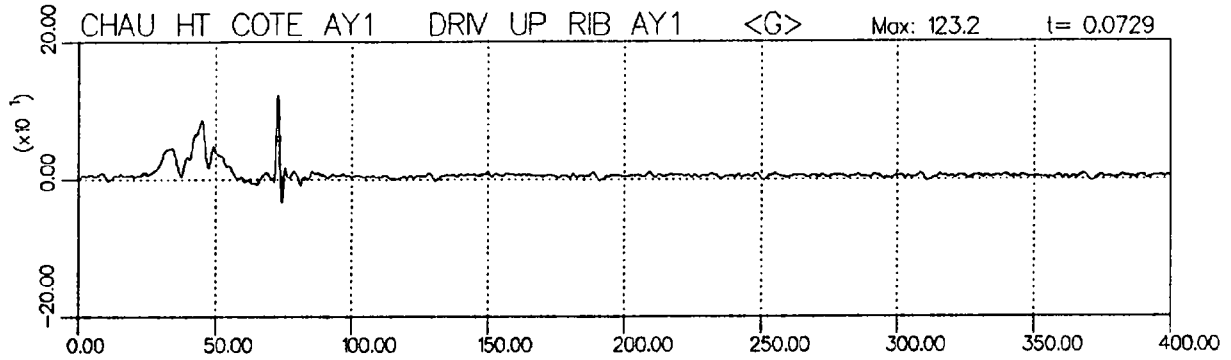
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
M.V.T.C.

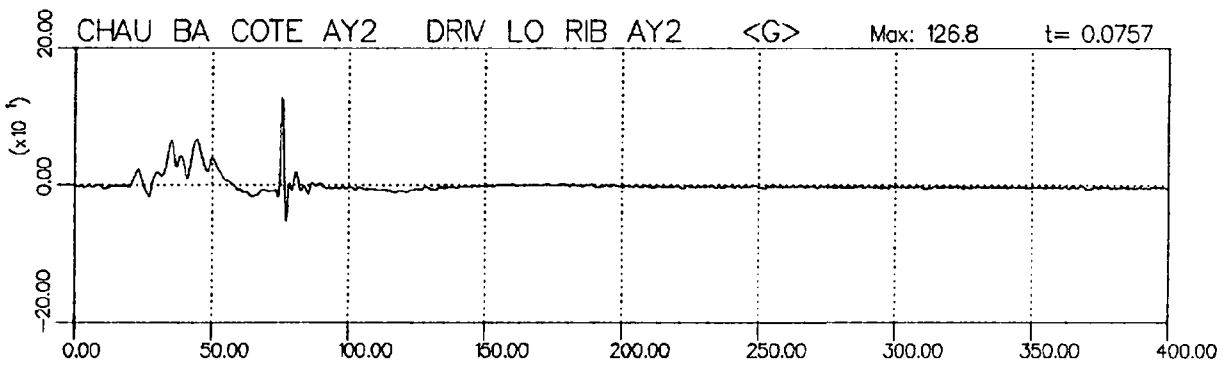
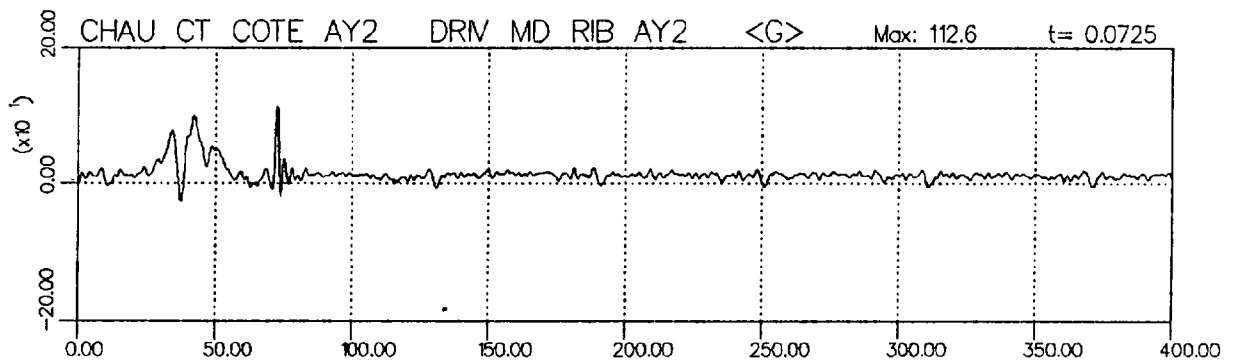
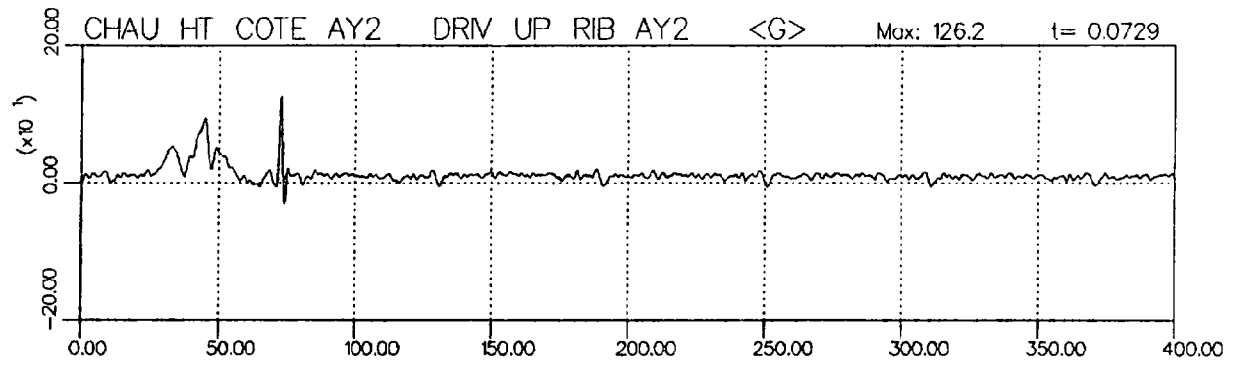
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BARRIER IMPACT TEST

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

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision
Date impacted

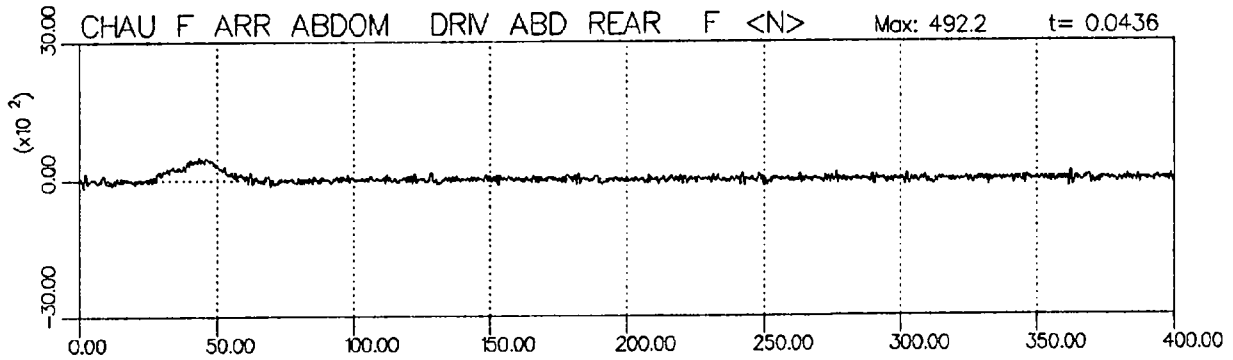
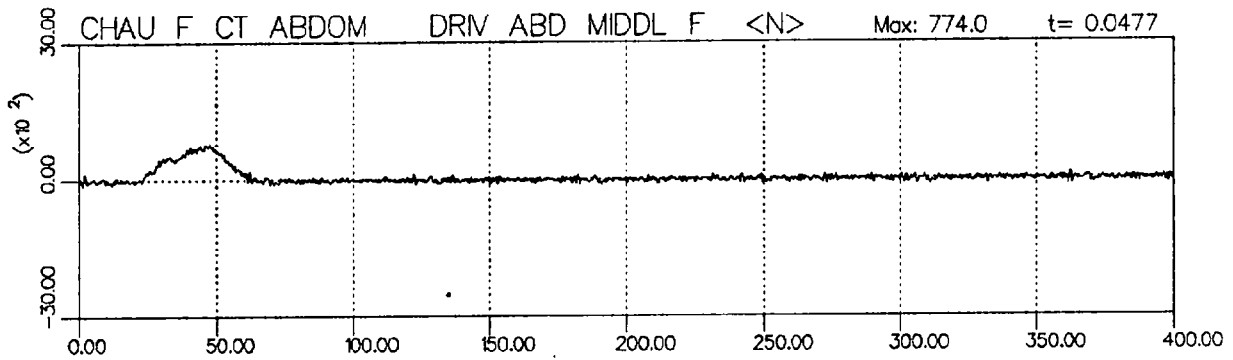
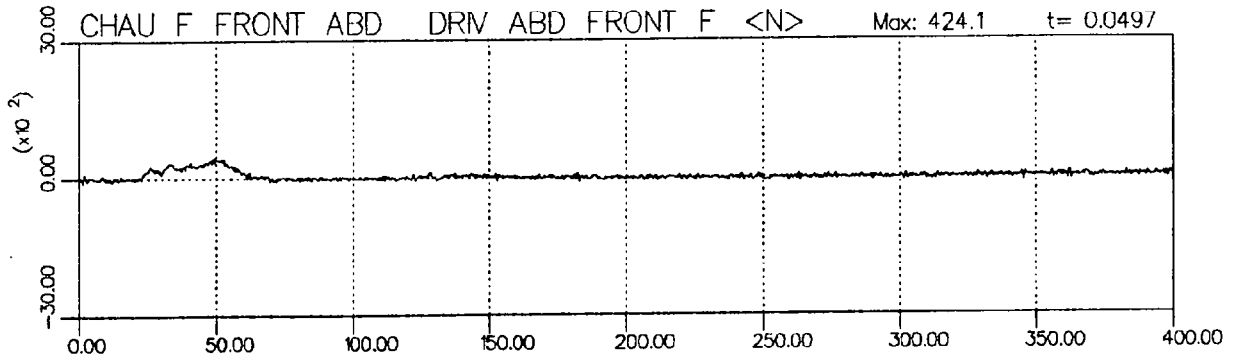
09-DEC-92

Véhicule
Vehicle

FORD CROWN VIC92

T.C. N°
T.C. No.

92-158





Transports Canada
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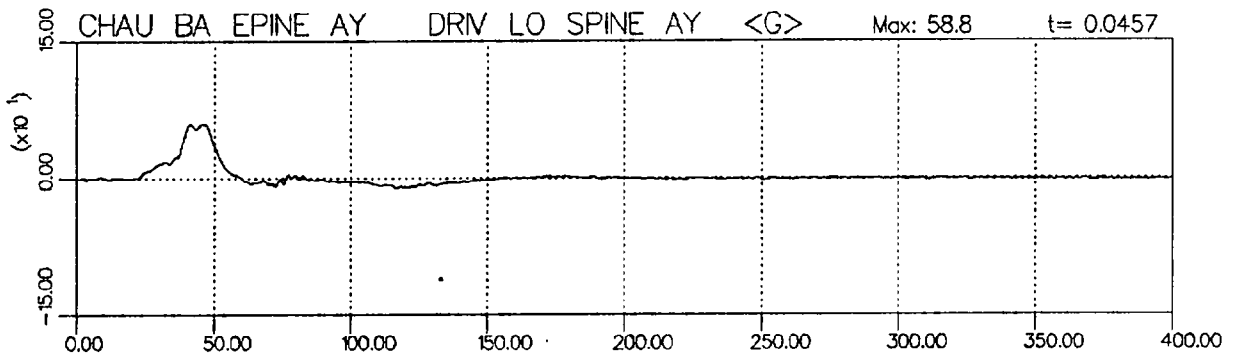
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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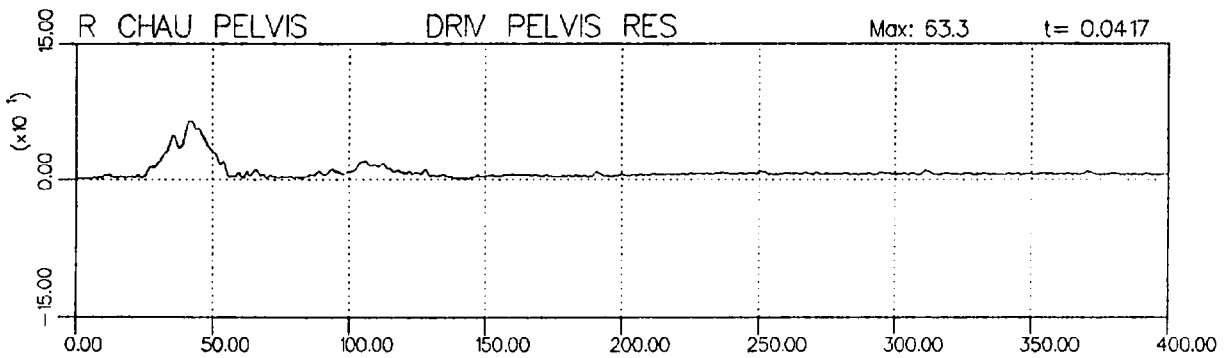
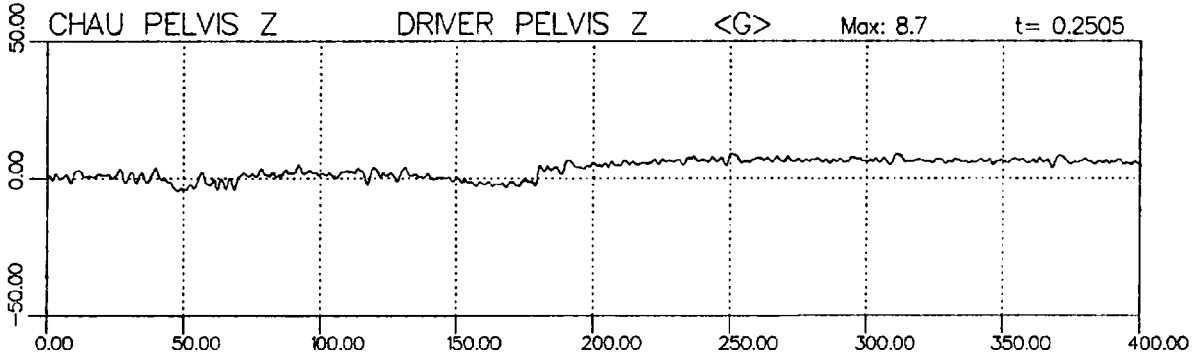
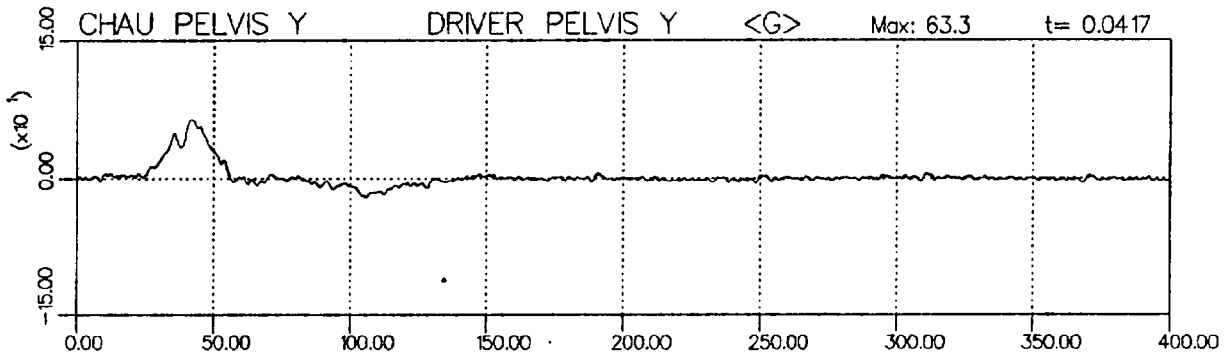
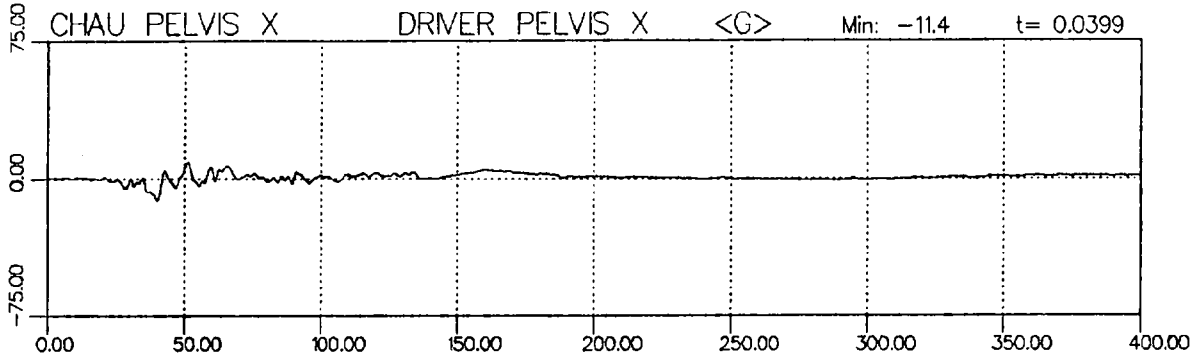
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

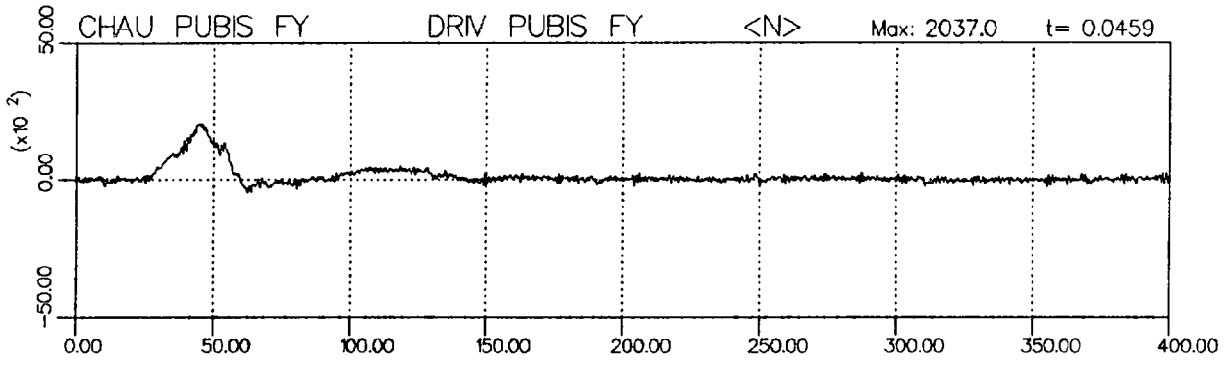
COLLATA/W U.S.MDB.27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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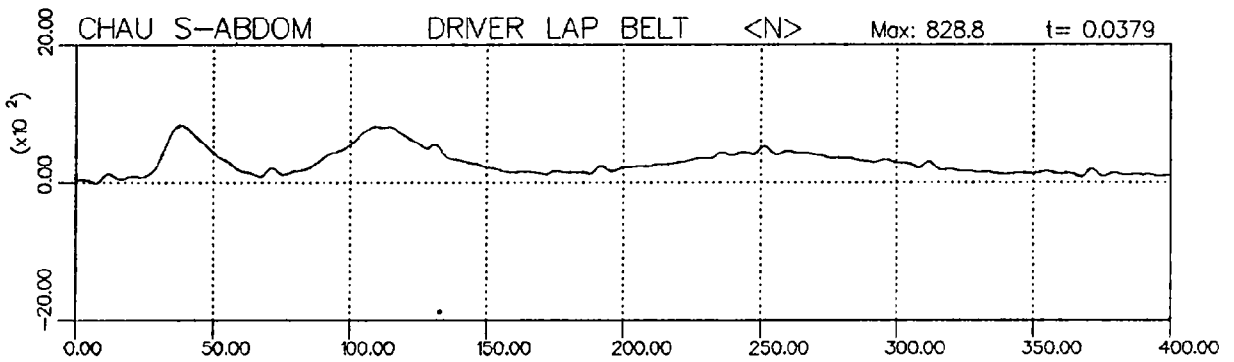
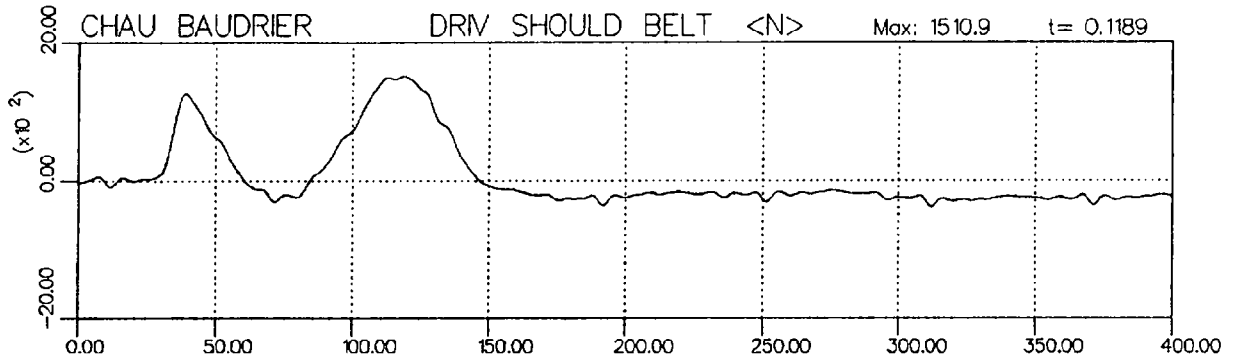




Date de collision: 09-DEC-92
Date impacted

Véhicule: FORD CROWN VIC92
Vehicle

T.C. N°: 92-158
T.C. No.





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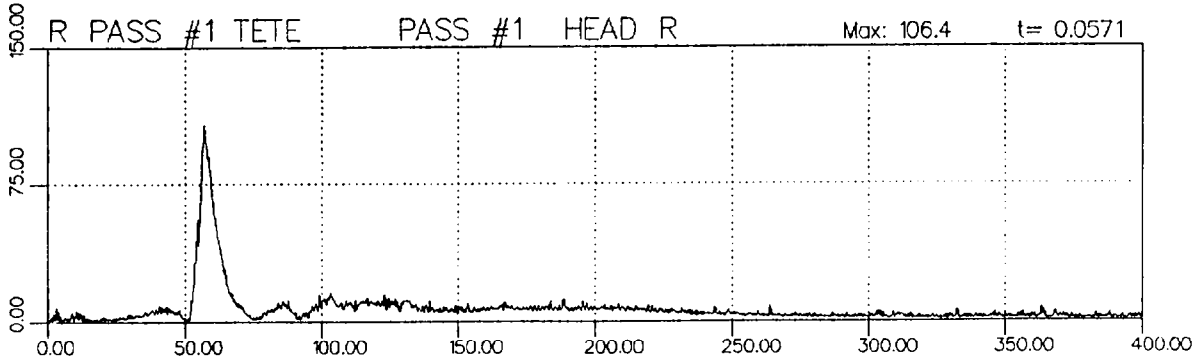
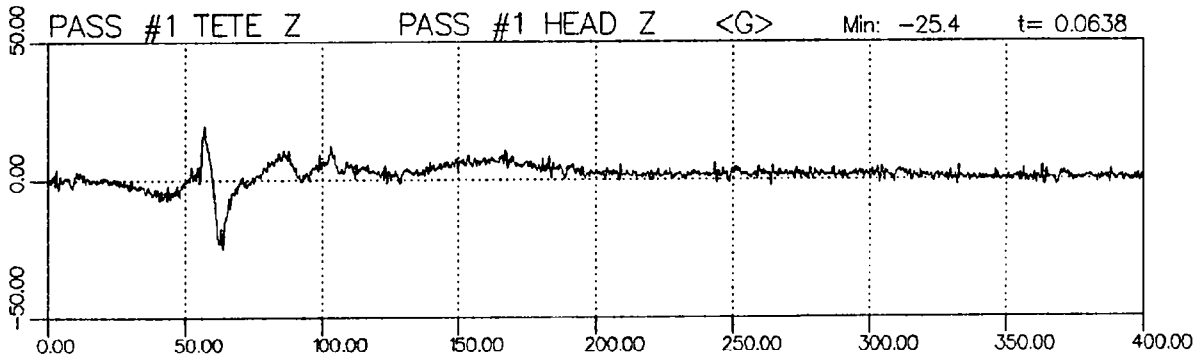
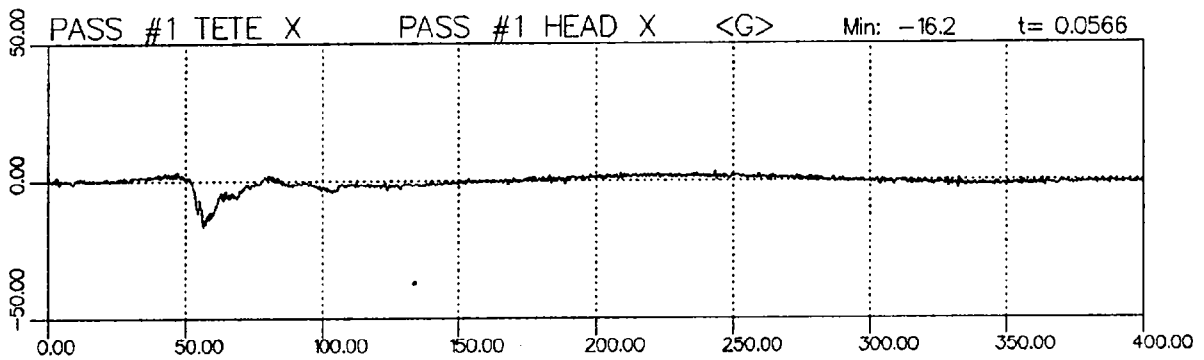
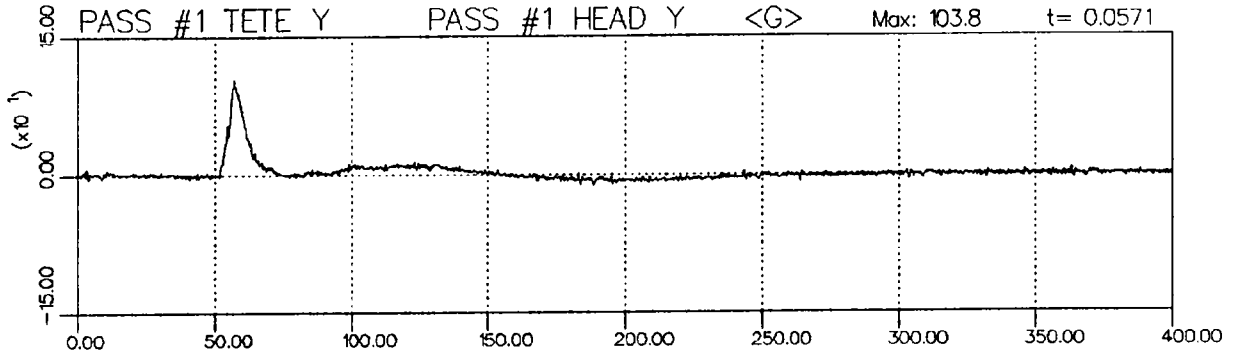
ESSAI DE COLLISION

COLLATA/W U.S.MDB 27 DEG.

BARRIER IMPACT TEST

COLLATA/W U.S.MDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED



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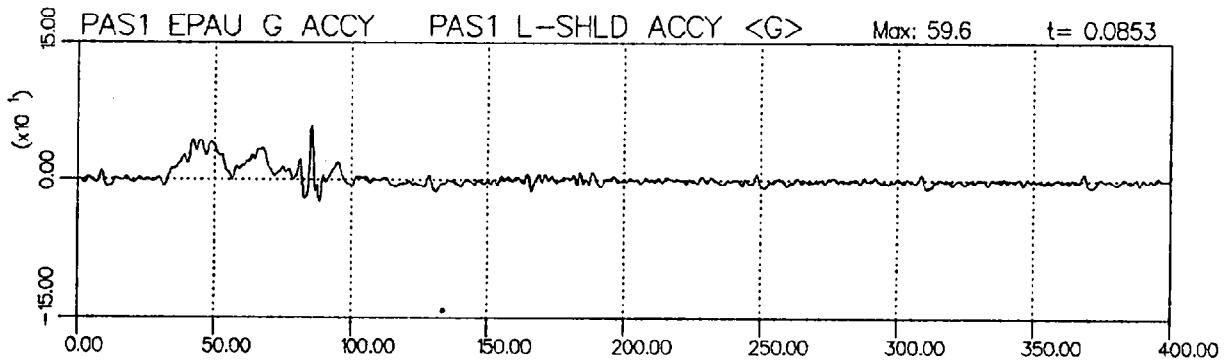
ESSAI DE COLLISION

BARRIER IMPACT TEST

COLLATA/W USMDB 27 DEG.

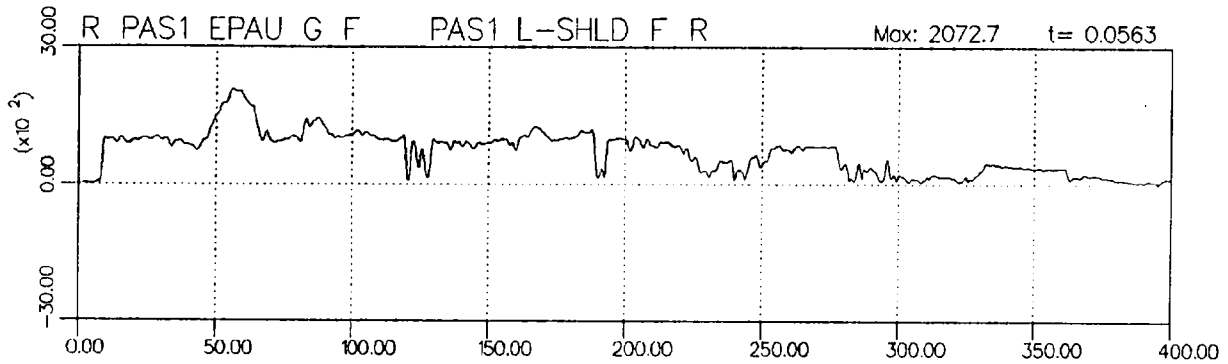
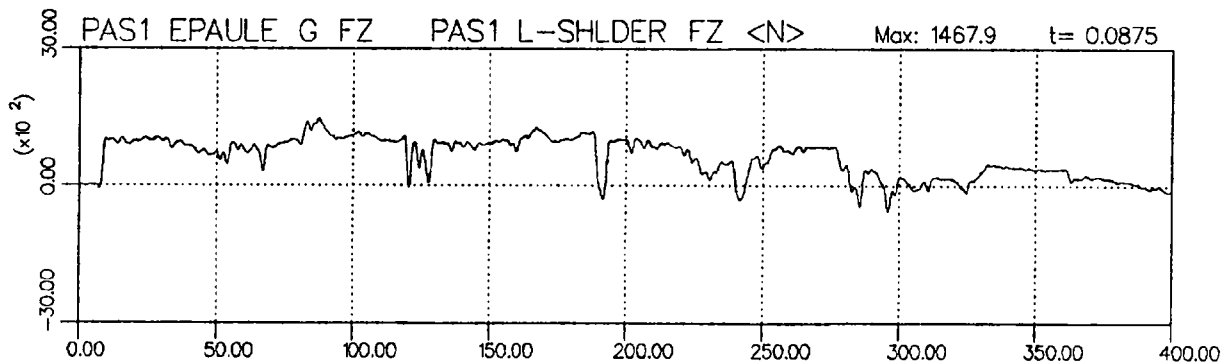
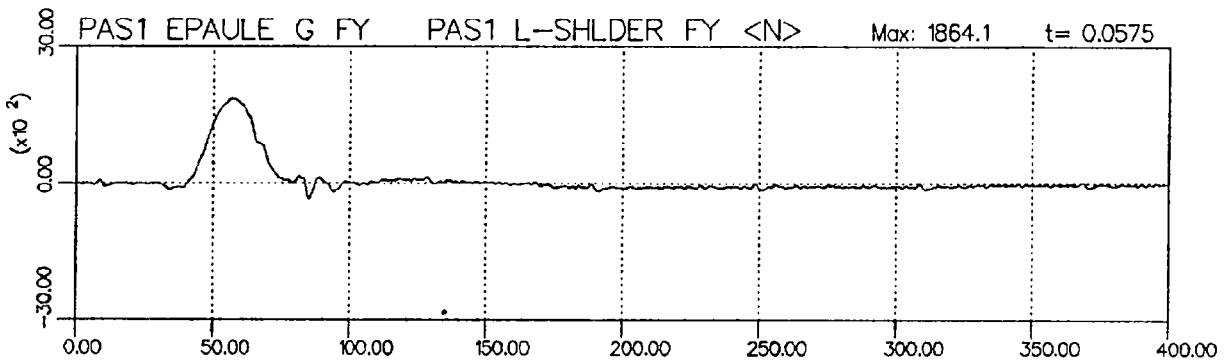
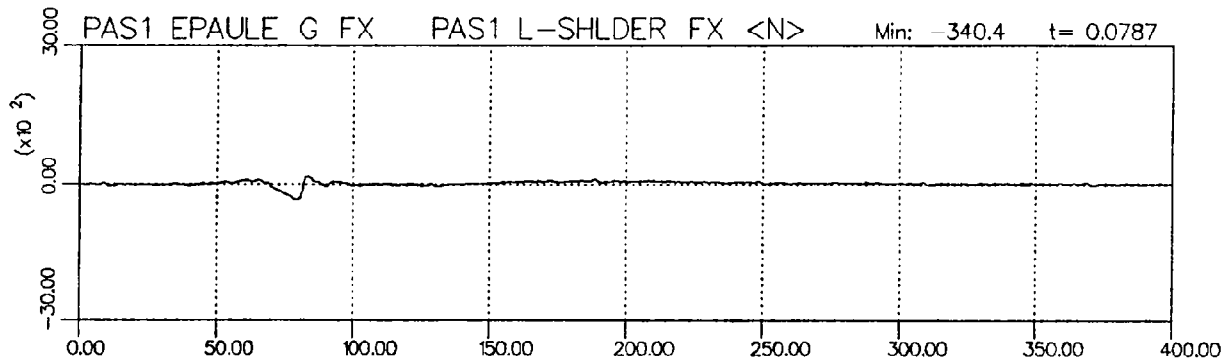
COLLATA/W USMDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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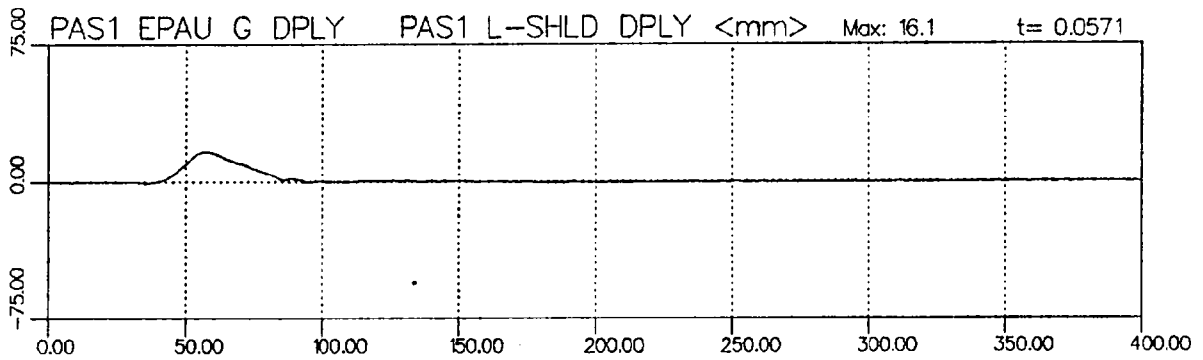
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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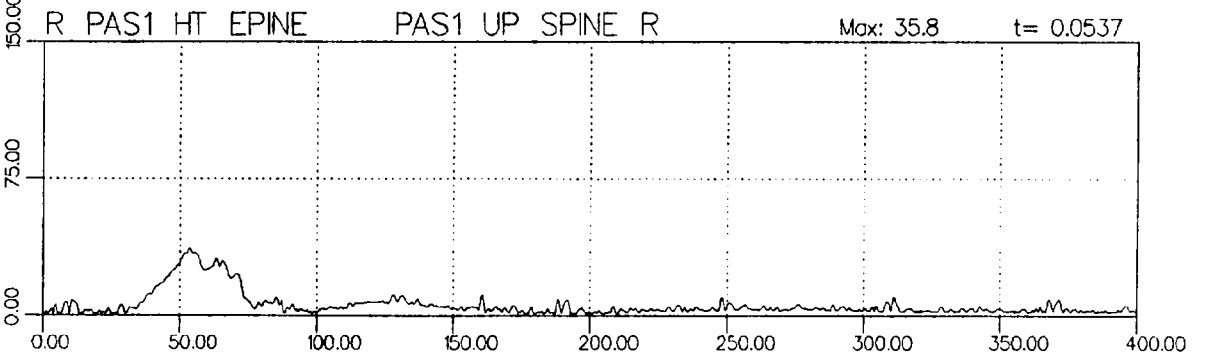
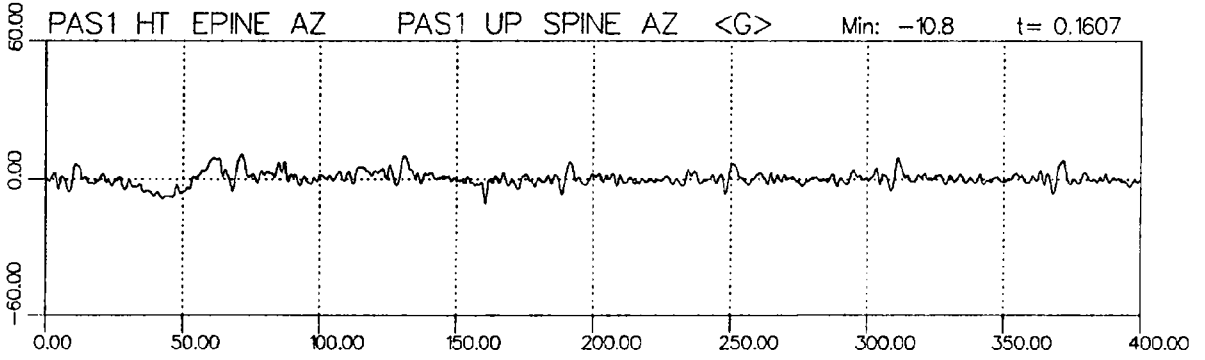
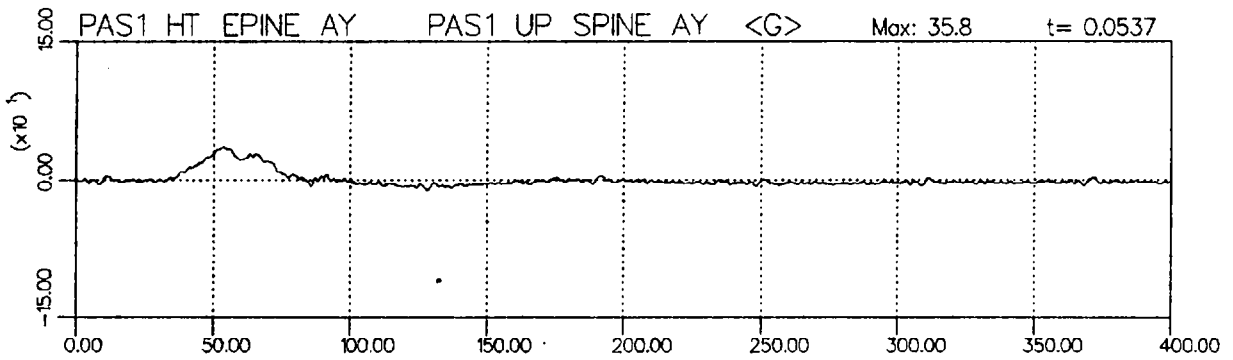
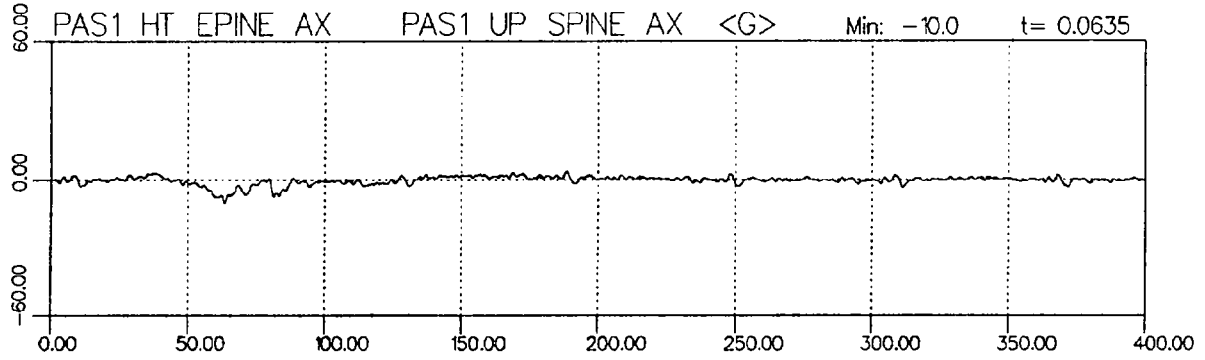
ESSAI DE COLLISION

BARRIER IMPACT TEST

COLL.LATA/W USMDB 27 DEG.

COLL.LATA/W USMDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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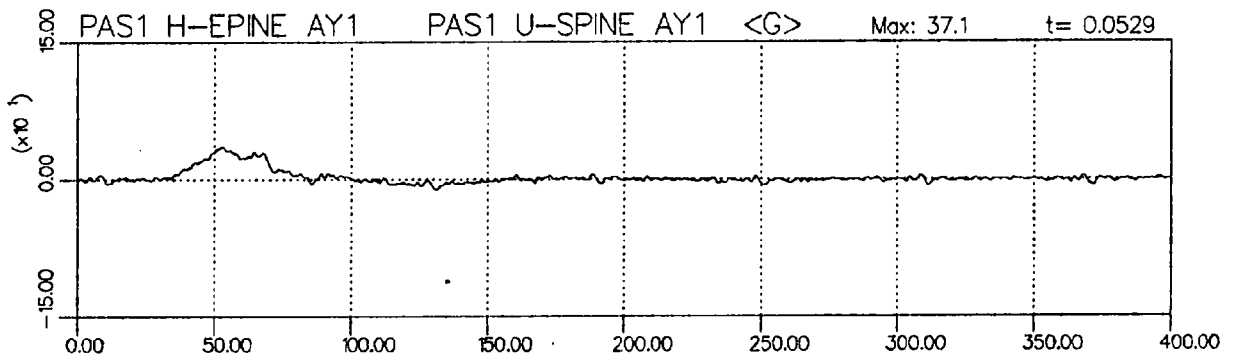
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COLL.LATA/W U.S.MDB 27 DEG.

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
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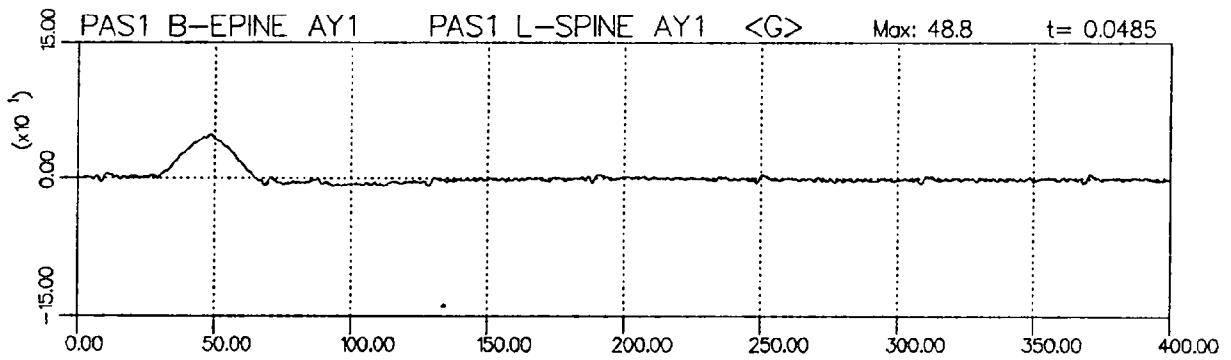
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
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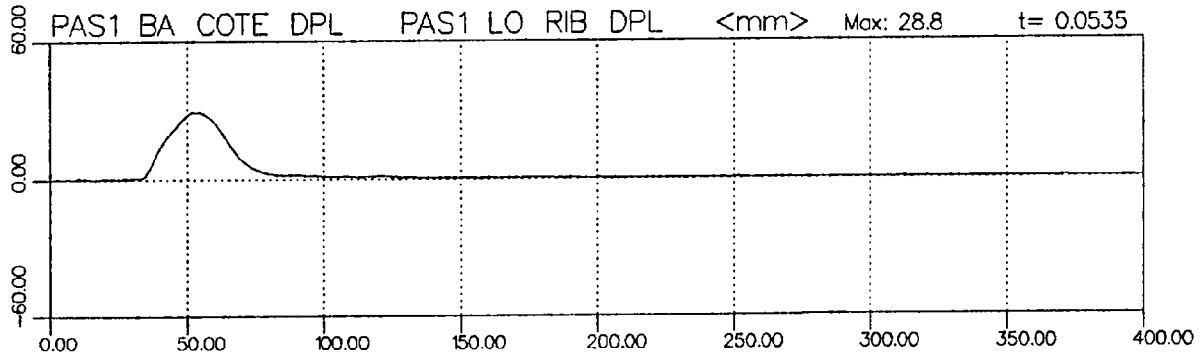
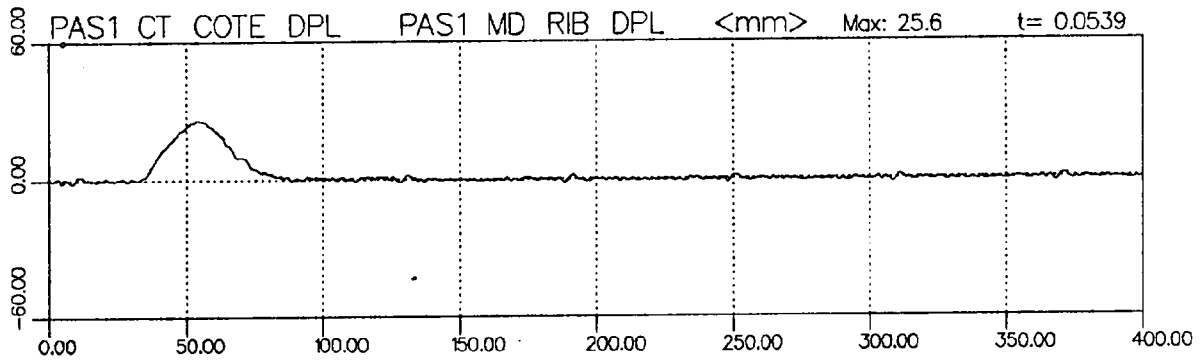
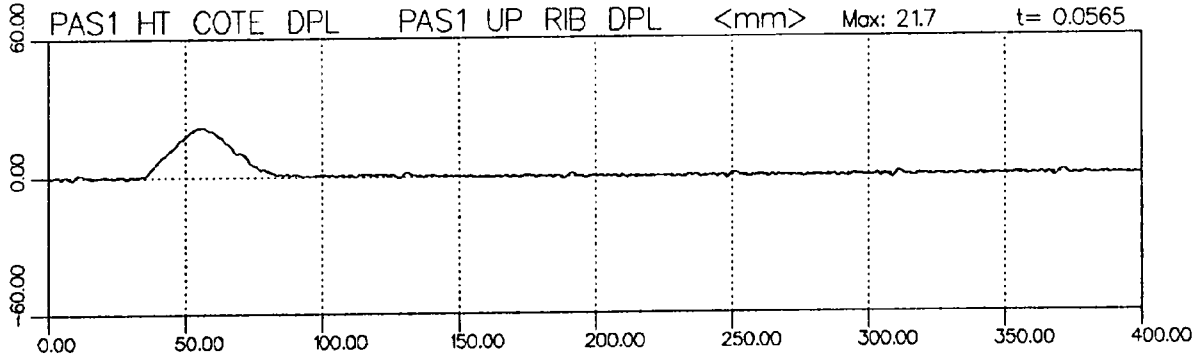
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COLL.LATA/W U.S.MDB 27 DEG.

BARRIER IMPACT TEST

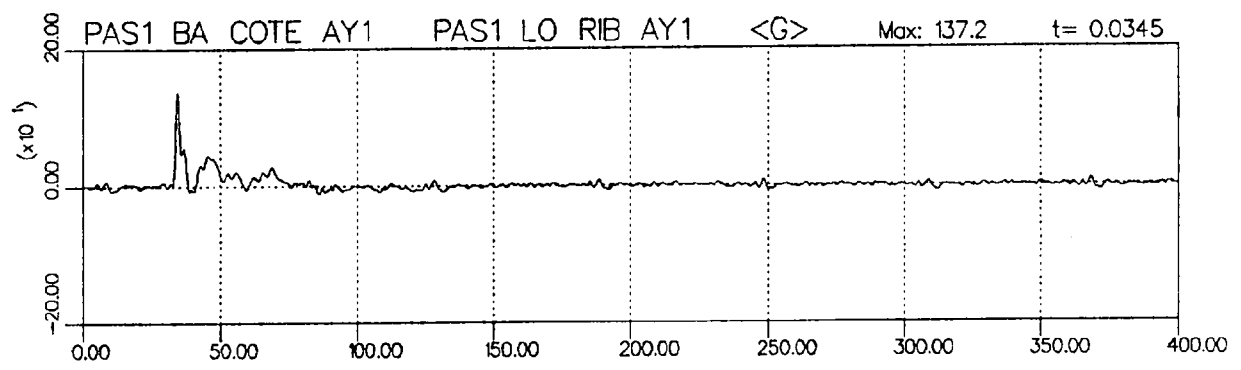
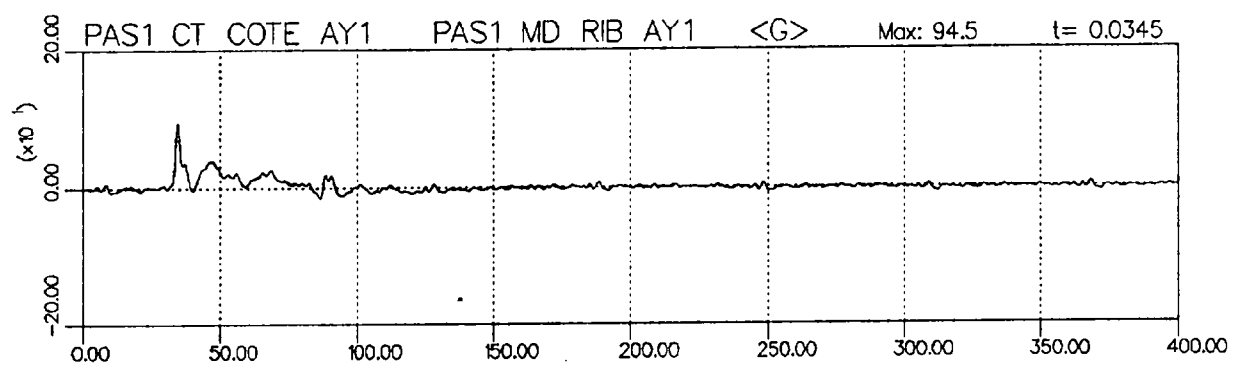
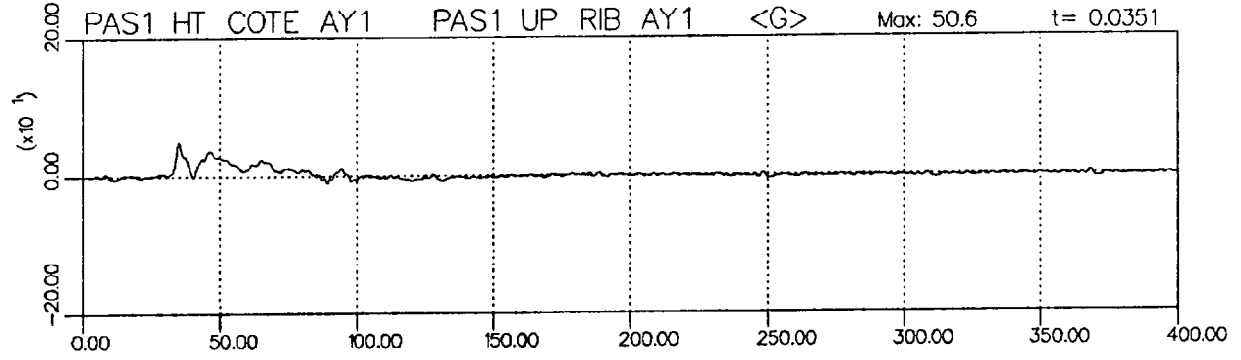
COLL.LATA/W U.S.MDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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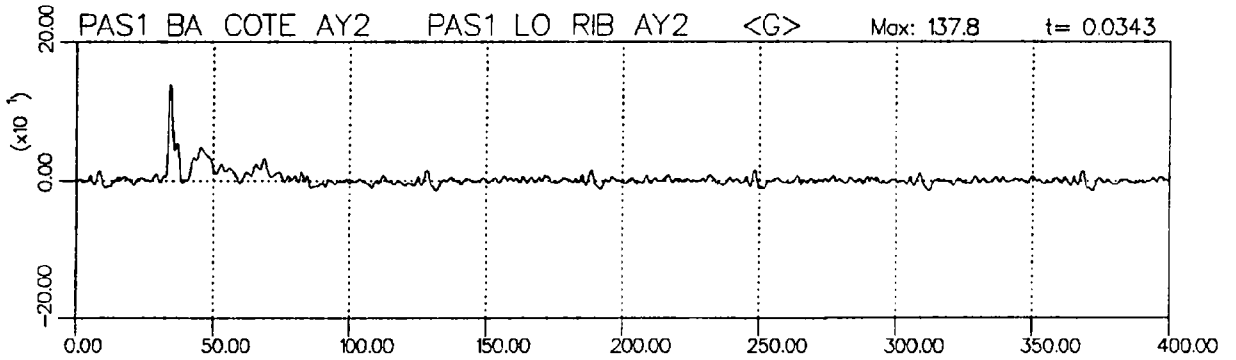
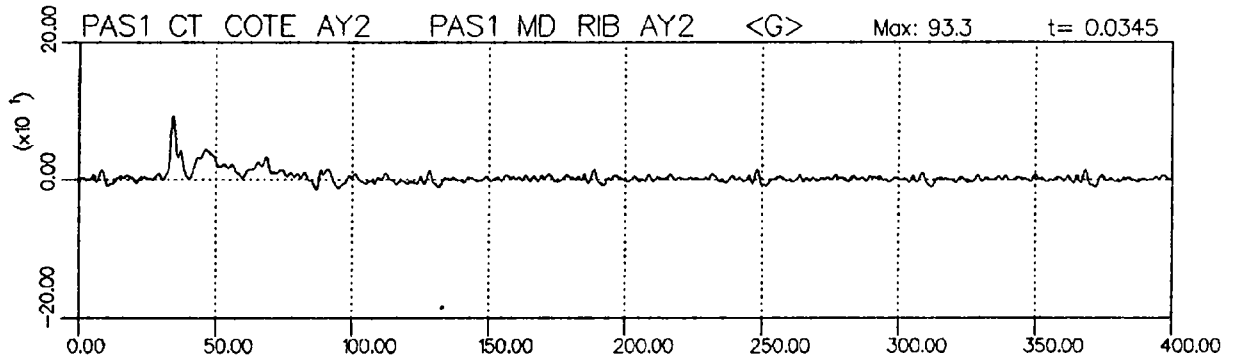
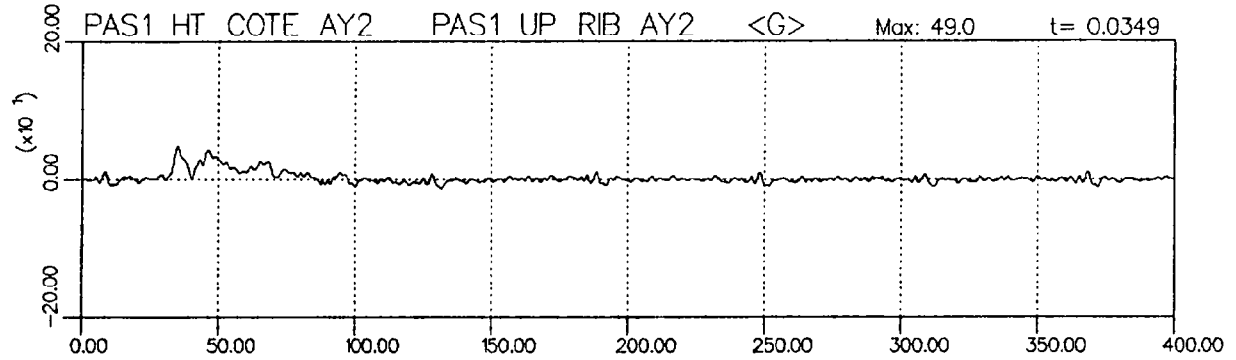


Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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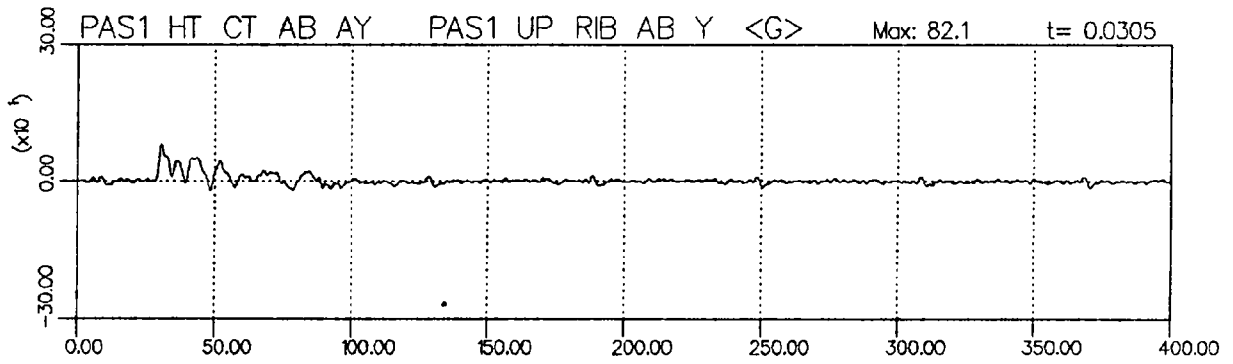
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COLLATA/W U.S.MDB 27 DEG.

BARRIER IMPACT TEST

COLLATA/W U.S.MDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

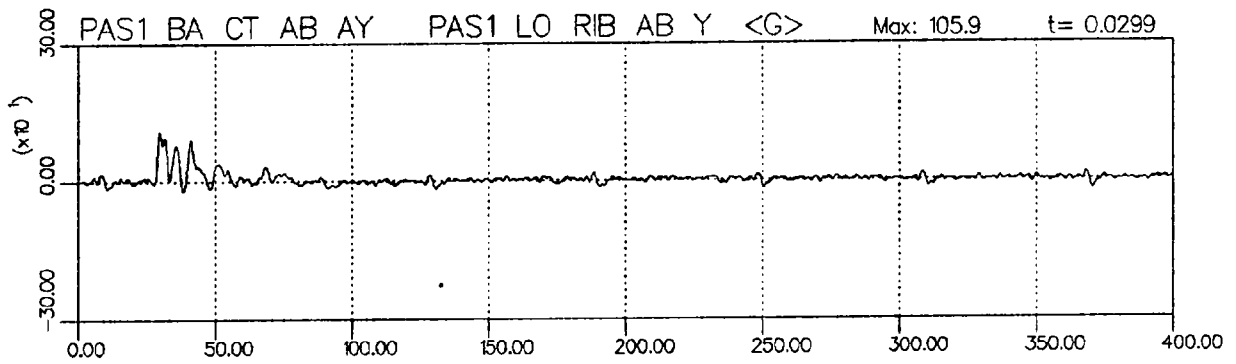
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

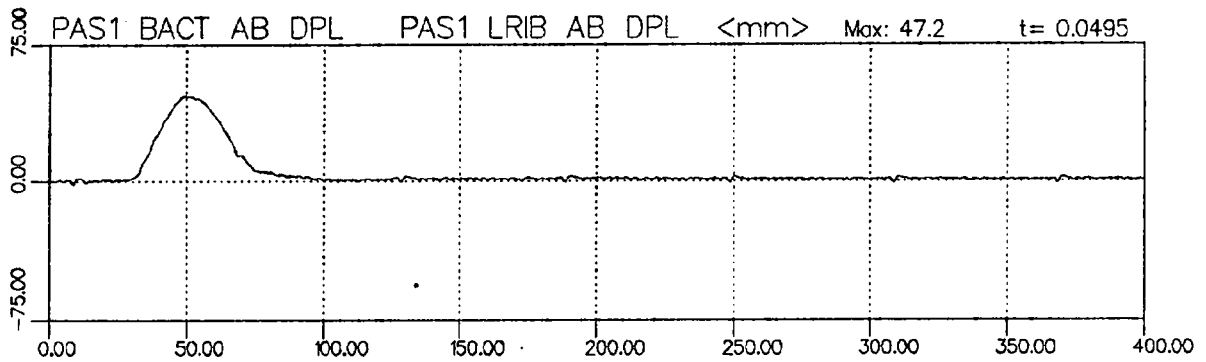
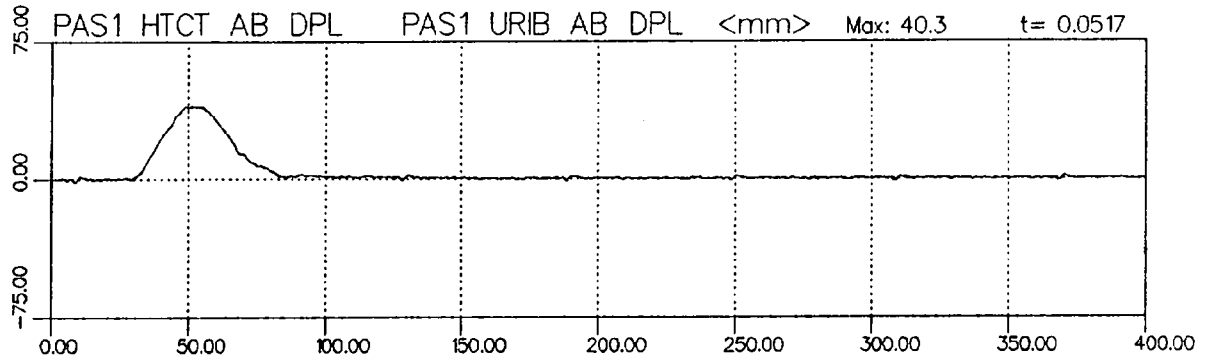
ESSAI DE COLLISION

COLLATA/W U.S.MDB 27 DEG.

BARRIER IMPACT TEST

COLLATA/W U.S.MDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
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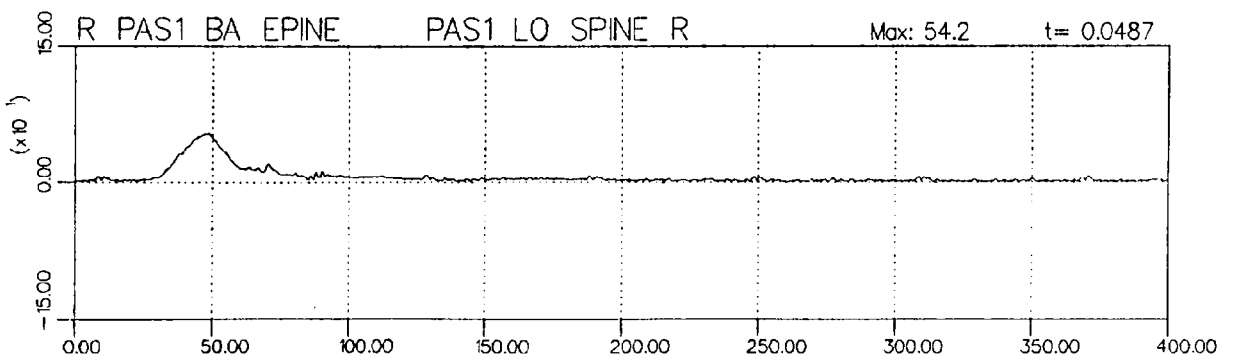
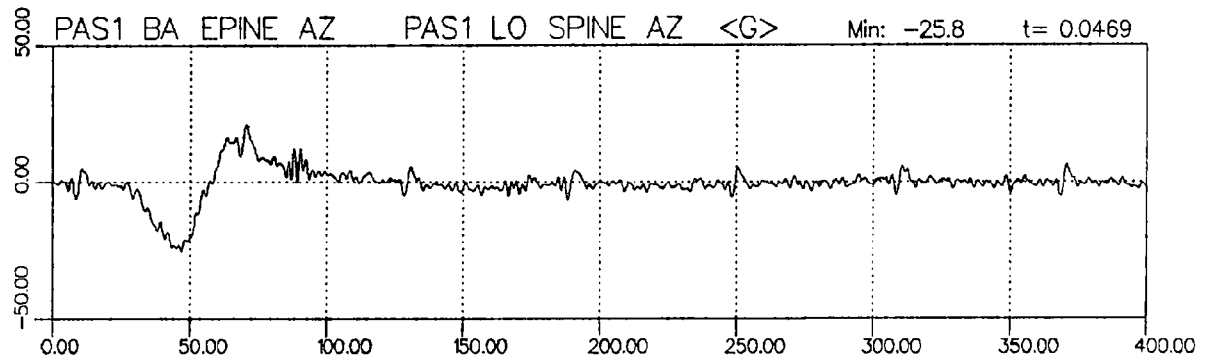
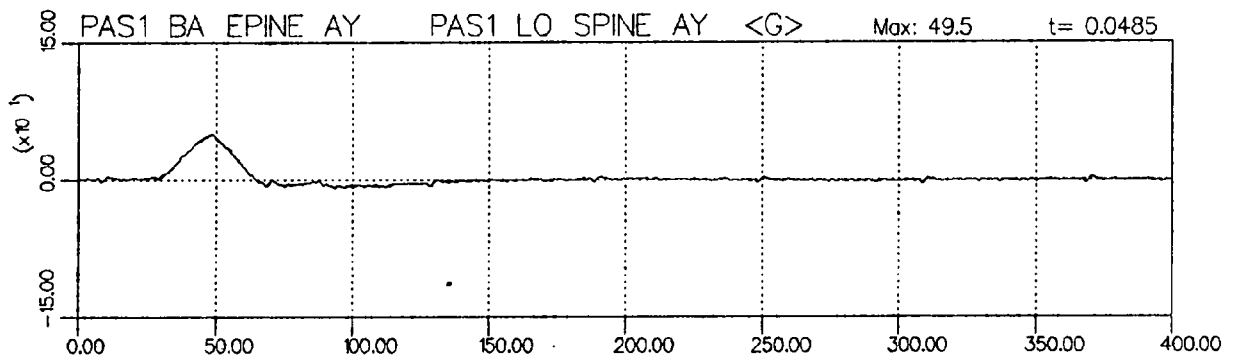
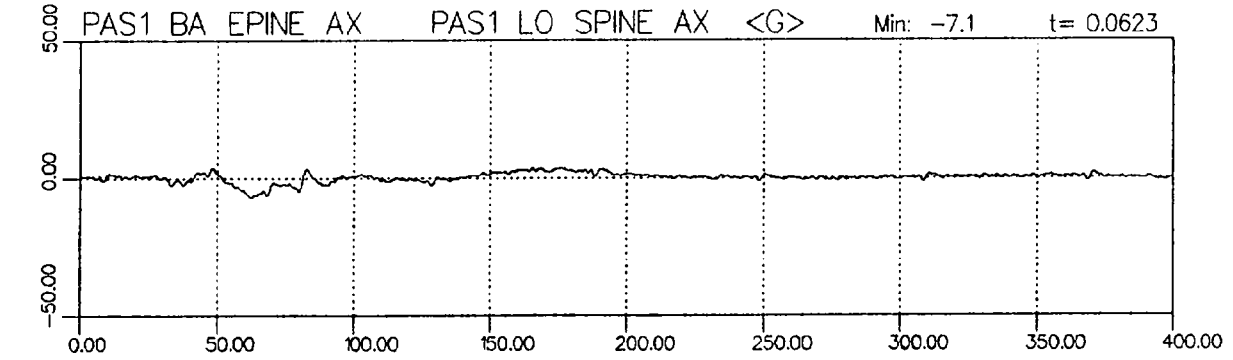
ESSAI DE COLLISION

COLLATA/W USMDB 27 DEG.

BARRIER IMPACT TEST

COLLATA/W USMDB 27 DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
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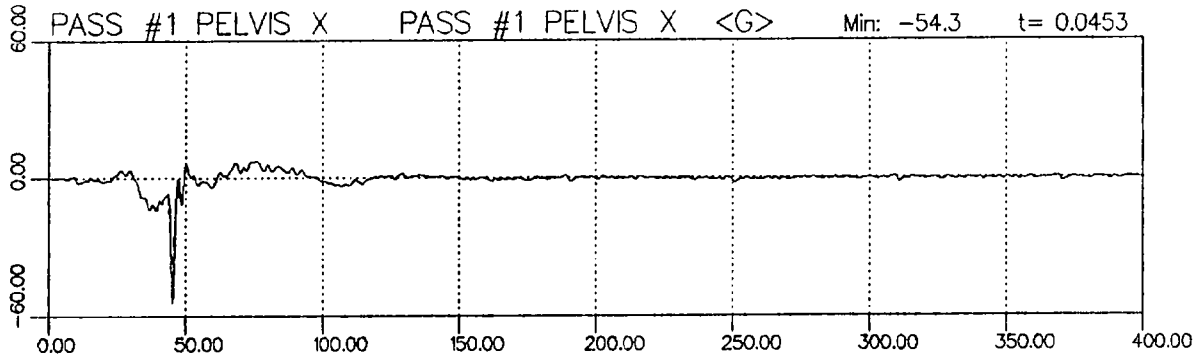
ESSAI DE COLLISION

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

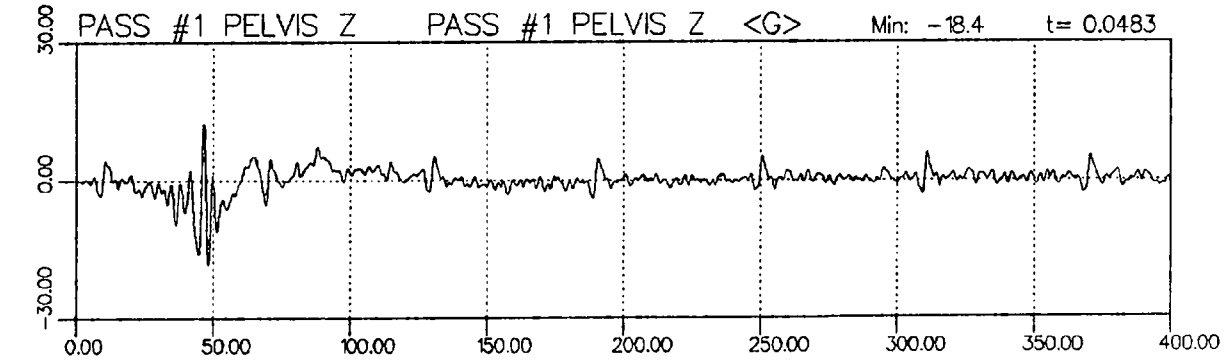
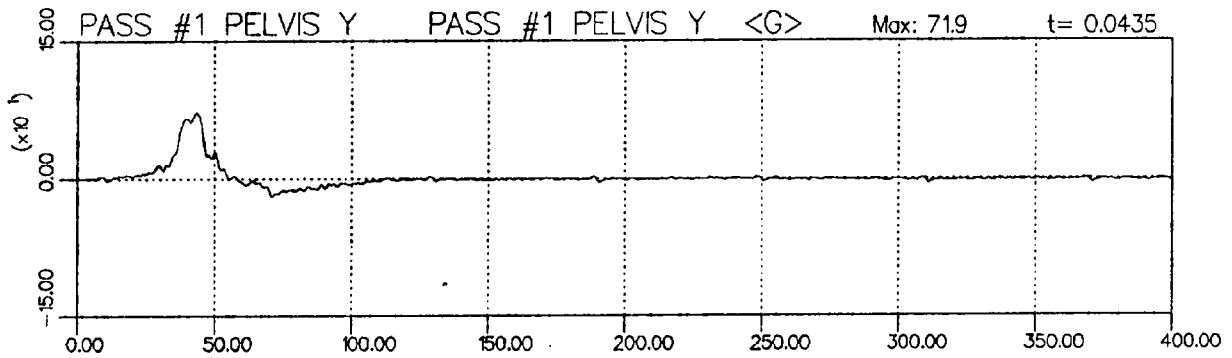
BARRIER IMPACT TEST

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

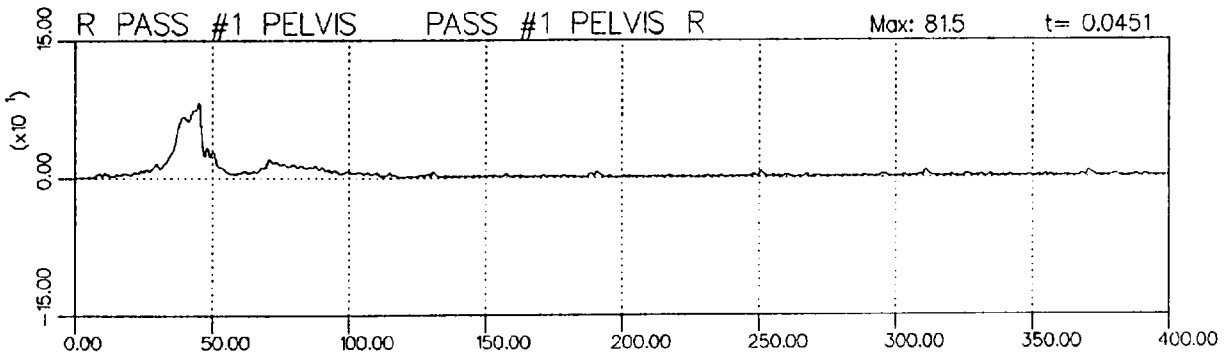
Date de collision Date impacted	09-DEC-92	Vehicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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*: ECHELLE HABITUELLE DEPASSEE
*: USUAL SCALE EXCEEDED



Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

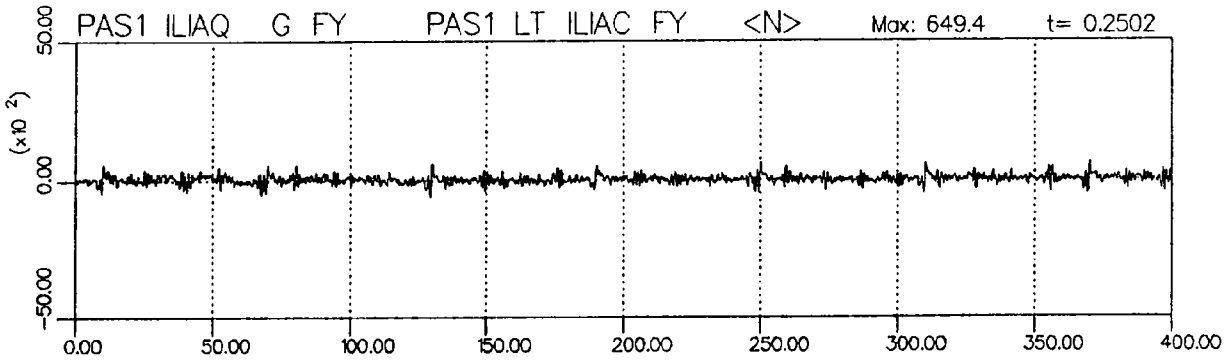
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09--DEC--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
M.V.T.C.

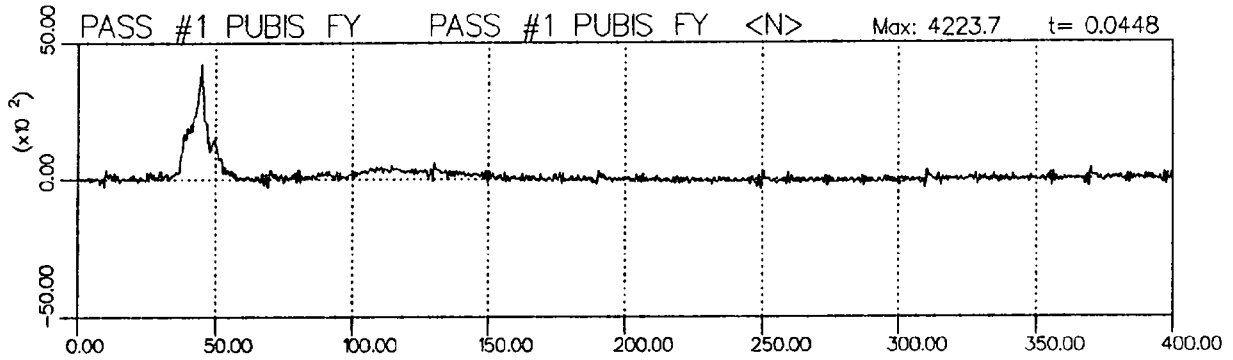
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

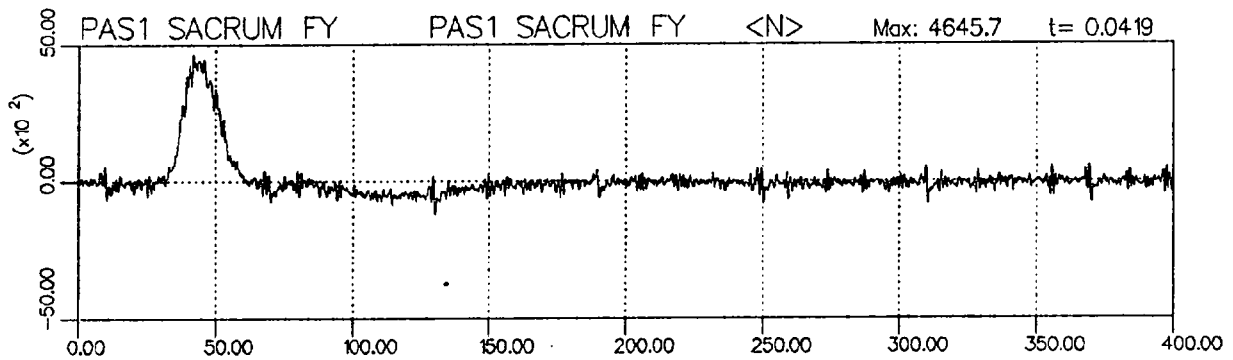
COLL.LATA/W U.S.MDB 27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

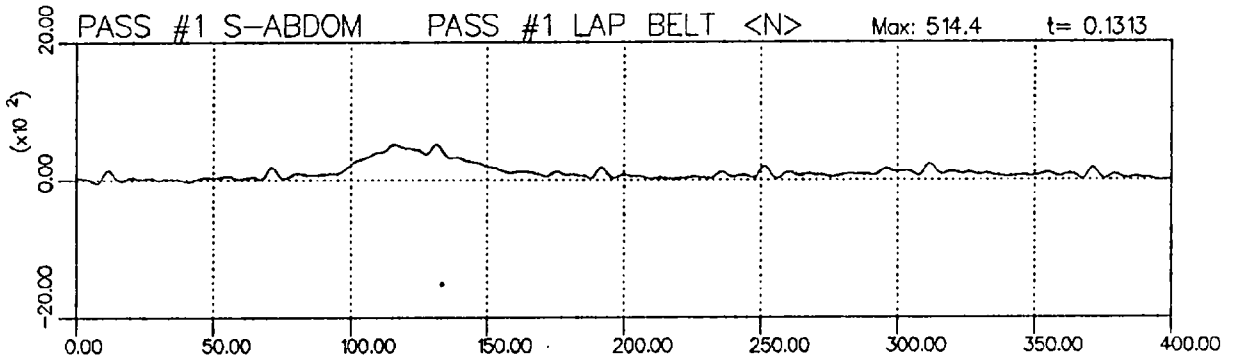
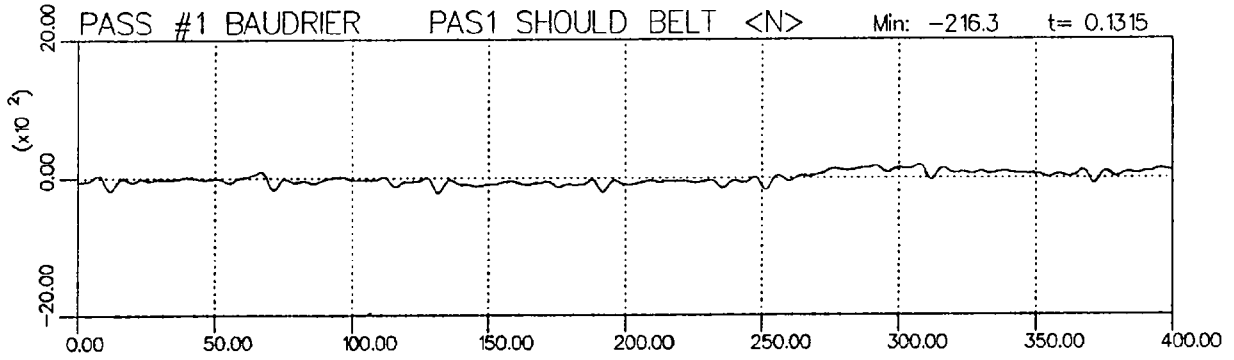
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transports Canada
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Transport Canada
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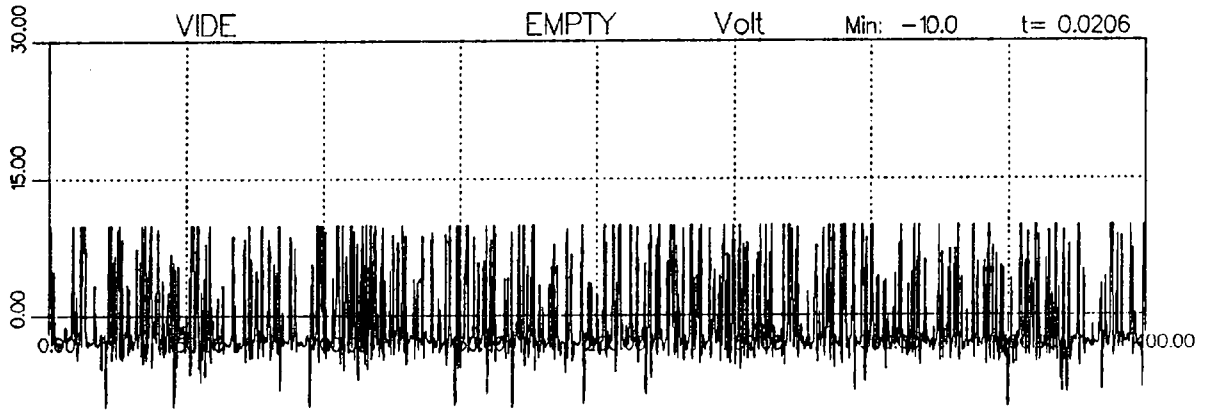
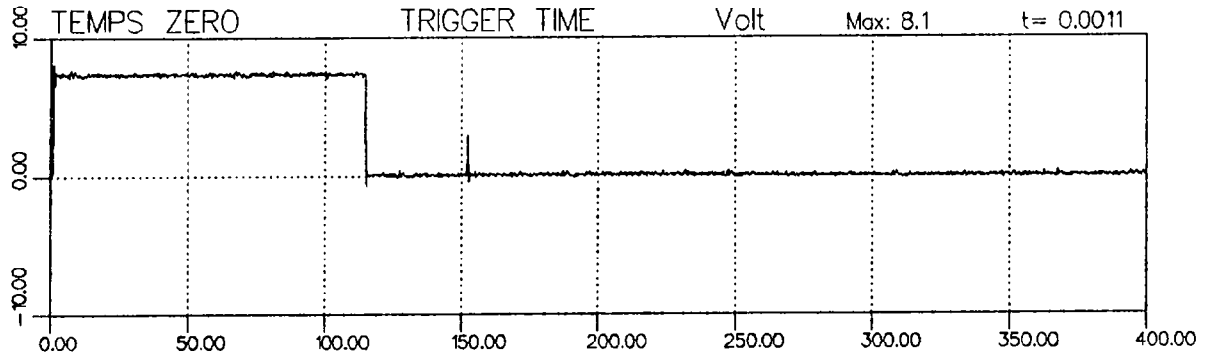
ESSAI DE COLLISION

COLLATA/W USMDB 27DEG.

BARRIER IMPACT TEST

COLLATA/W USMDB 27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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*: ECHELLE HABITUELLE DEPASSEE
 *: USUAL SCALE EXCEEDED



Date de collision 09-DEC-92
Date impacted

Véhicule FORD CROWN VIC92
Vehicle

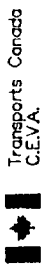
T.C. N° 92-158
T.C. No.

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	86.40	0.0473	0.0623	0.0150	Lim15
	105.96	0.0451	0.0663	0.0212	Lim36
	105.96	0.0451	0.0663	0.0212	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	349.32	0.0543	0.0625	0.0082	Lim15
	349.32	0.0543	0.0625	0.0082	Lim36
	349.32	0.0543	0.0625	0.0082	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



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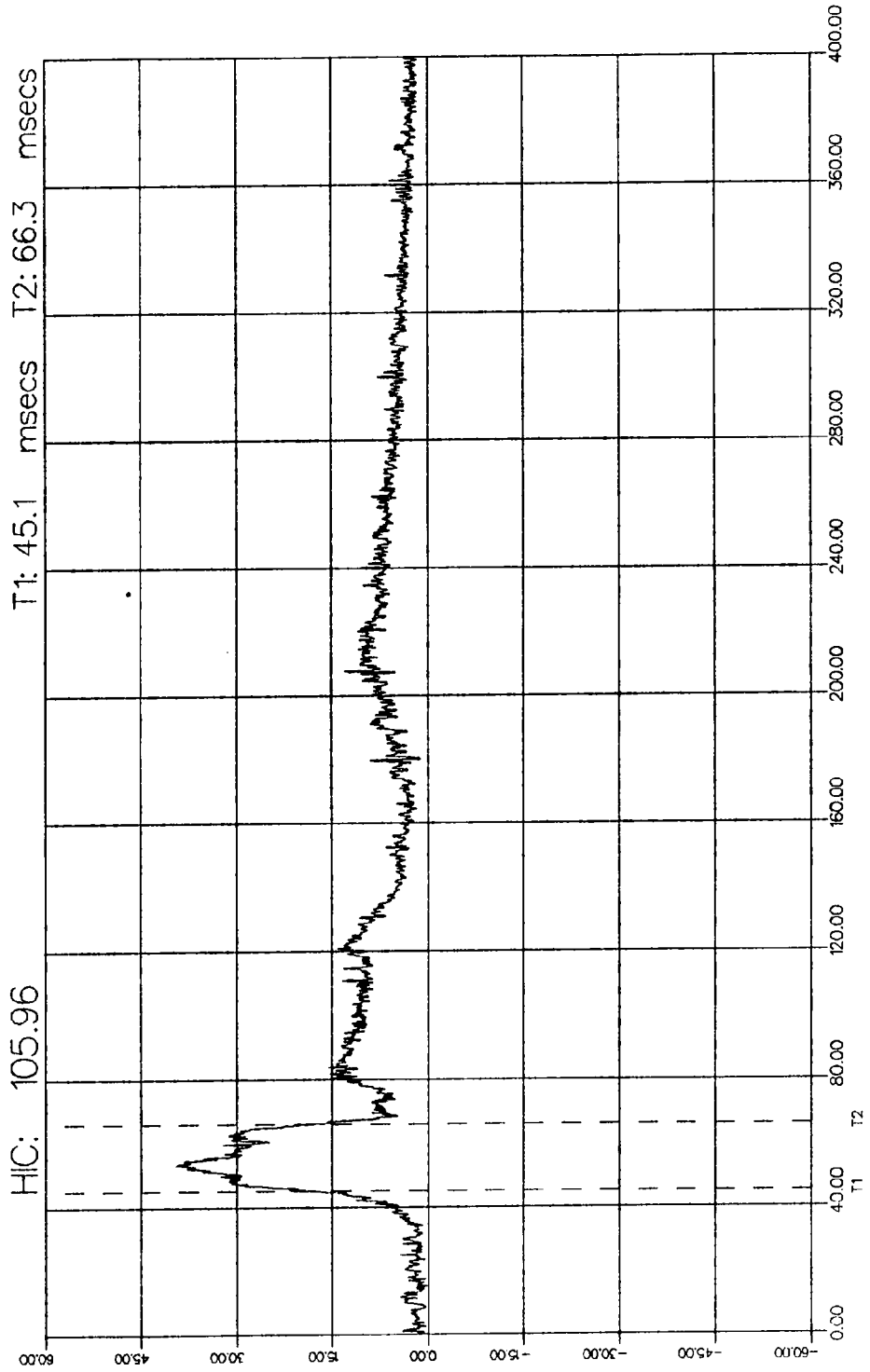
Transport Canada
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ESSAI DE COLLISION
COLLATA/W U.S.MOB27DEG.

BARRIER IMPACT TEST
COLLATA/W U.S.MOB27DEG.

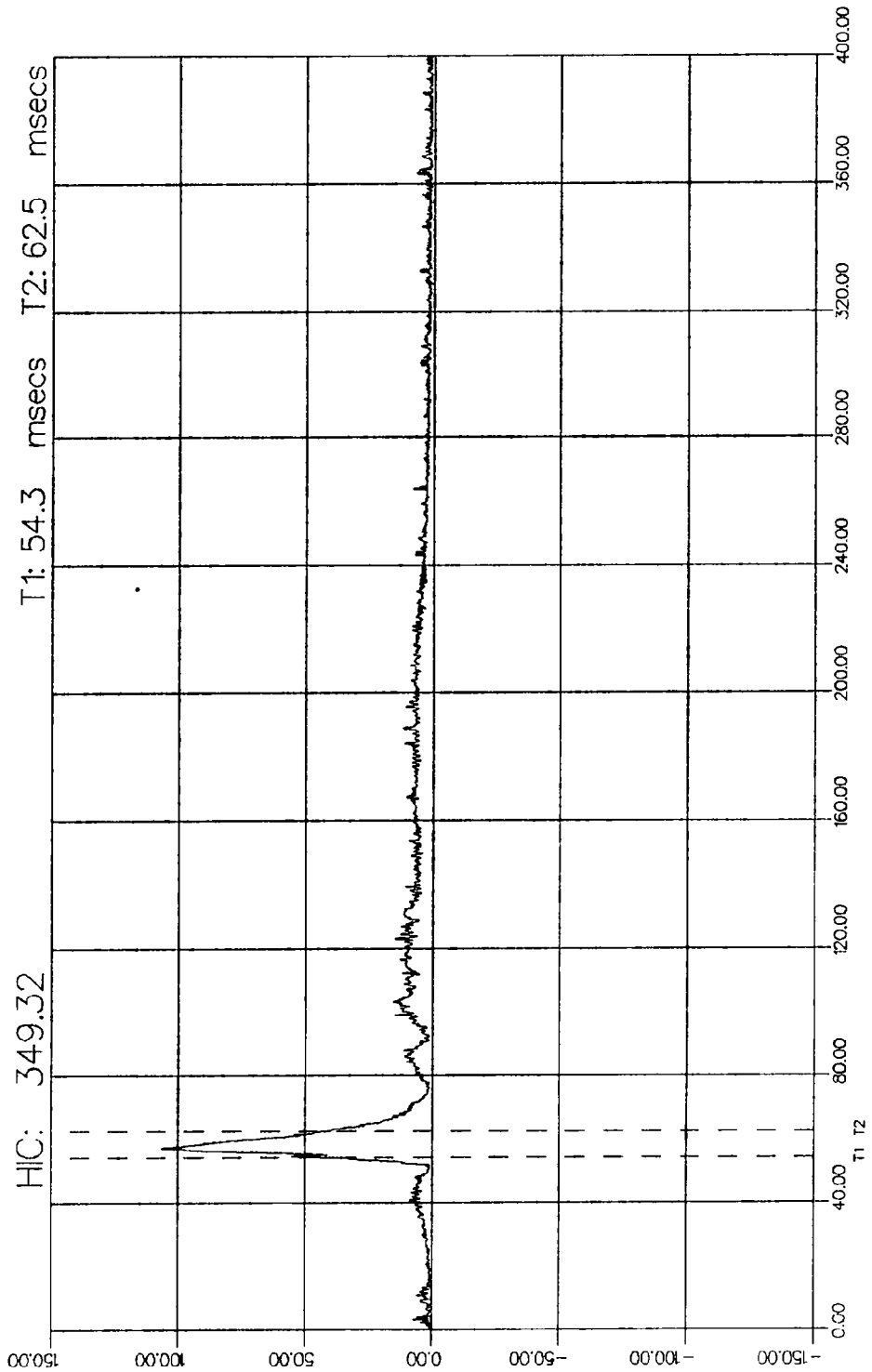
Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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R CHAUFFEUR TETE DRIVER HEAD R



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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R PASS #1 TETE PASS #1 HEAD R



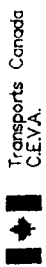


Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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ACCELERATION DE LA TETE > 80 G / HEAD ACCELERATION > 80 G

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	0.0031 (Sec)



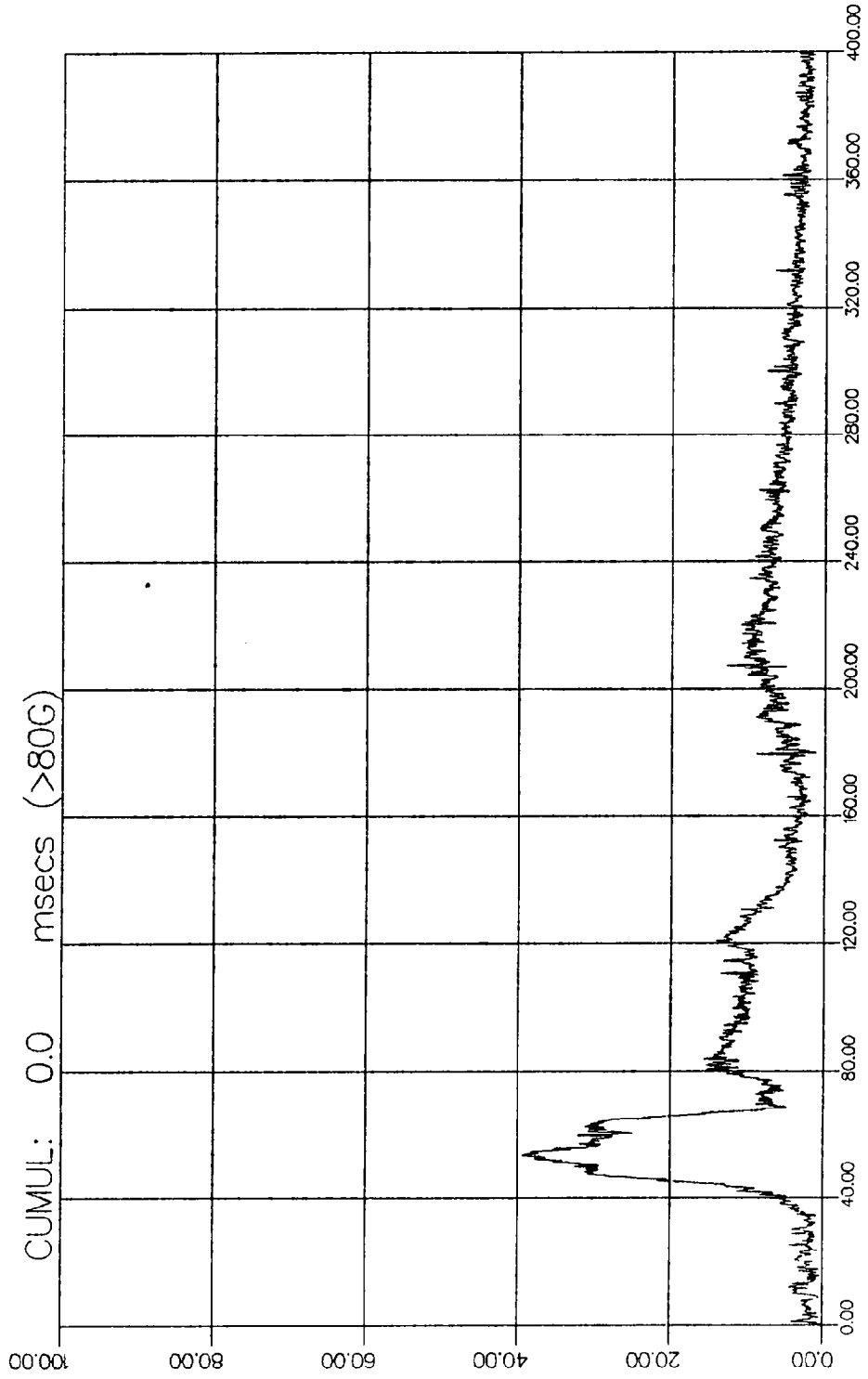
Transport Canada
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ESSAI DE COLLISION
COLLATA/W US.M0827DEG.

BARRIER IMPACT TEST
COLLATA/W US.M0827DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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R CHAUFFEUR TETE DRIVER HEAD R



ESSAI DE COLLISION

BARRIER IMPACT TEST

COLLATA/W U.S.MDB 27 DEG.

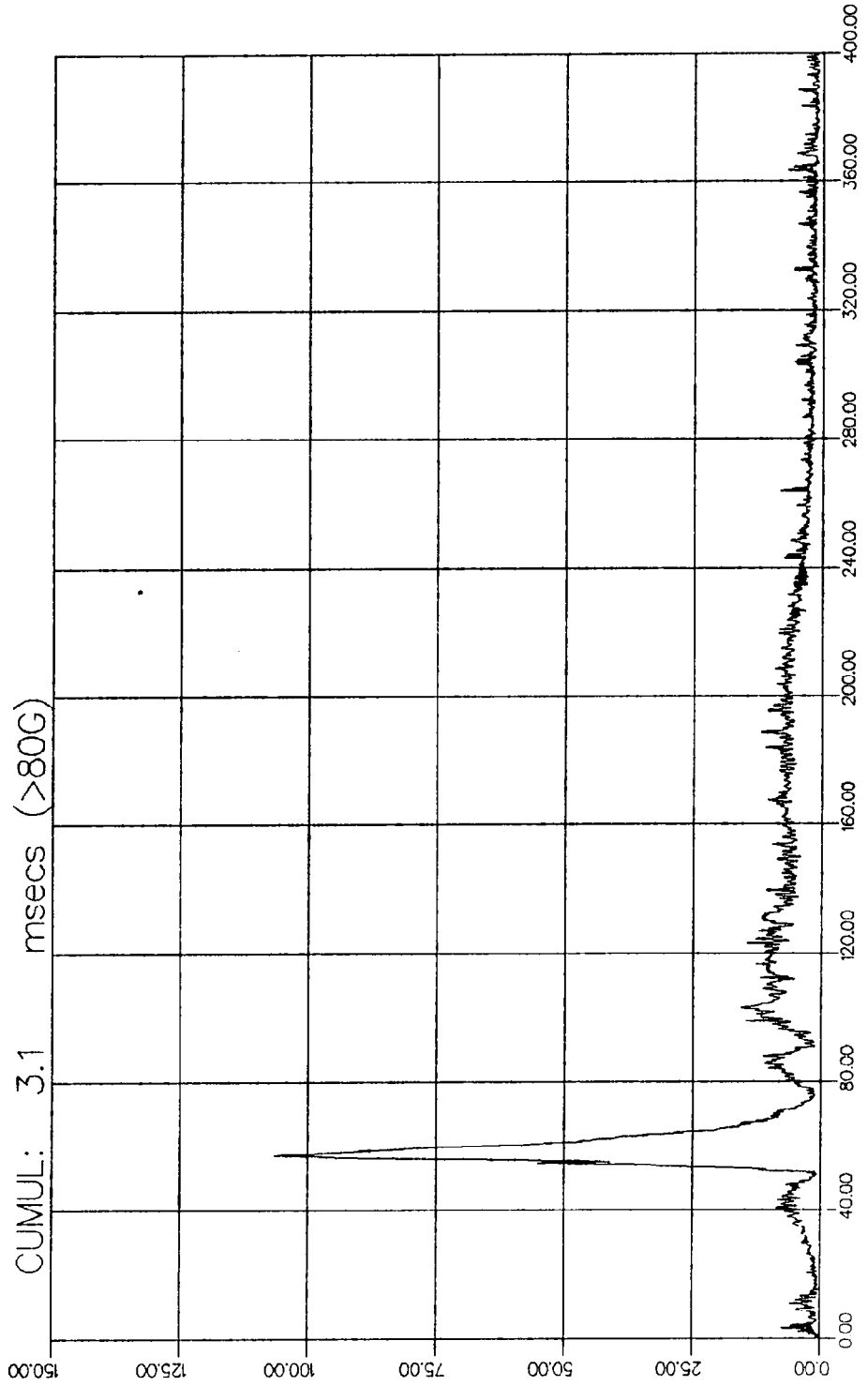
COLLATA/W U.S.MDB 27 DEG.

Date de collision
Date impacted 09-DEC-92

Vehicule
Vehicle FORD CROWN VIC92

T.C. N°
T.C. No. 92-158

R PASS #1 TETE PASS #1 HEAD R





Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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INDICE DE TRAUMATISME THORACIQUE / THORAX TRAUMA INDEX

MAXIMUM DES CANAUX / CHANNEL'S MAXIMUM

TTI (Chauffeur/Driver)

61.96

NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
CHAU HT COTE AY1	DRM UP RIB AY1	67.04	<G>
CHAU BA COTE AY1	DRM LO RIB AY1	60.62	<G>
CHAU HT COTE AY2	DRM UP RIB AY2	68.91	<G>
CHAU BA COTE AY2	DRM LO RIB AY2	56.96	<G>
CHAU BA EPINE AY	DRM LO SPINE AY	56.88	<G>

TTI (Passager #1/Passenger #1)

61.31

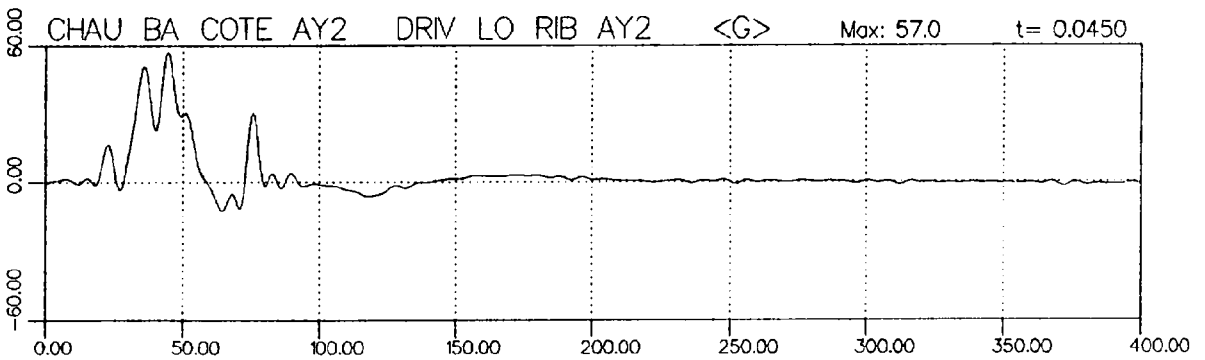
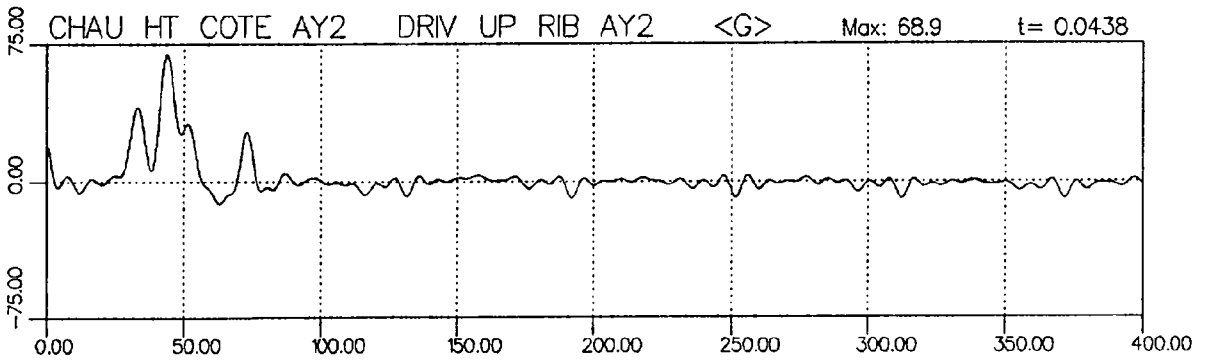
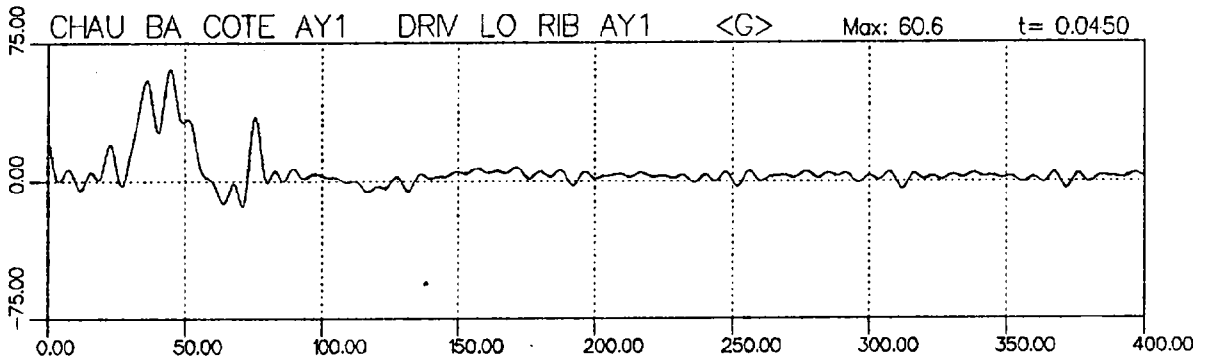
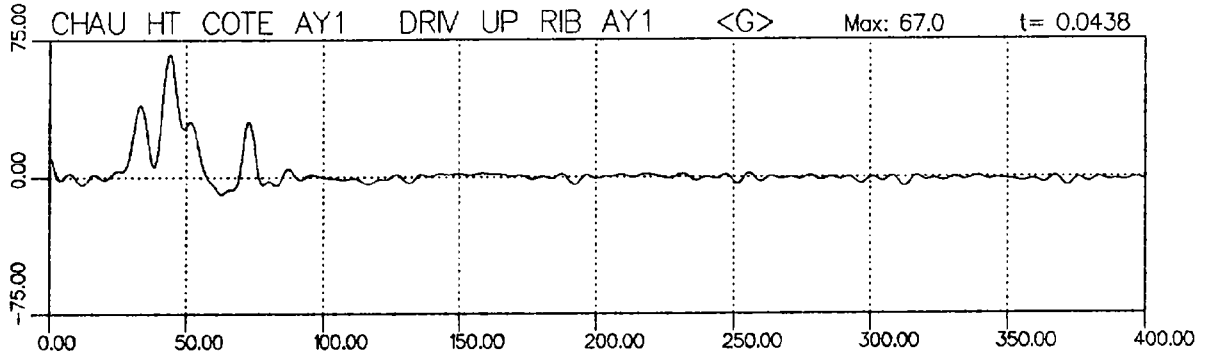
NOM DU CANAL	CHANNEL NAME	VALEUR/VALUE	UNITE/UNIT
PAS1 HT COTE AY1	PAS1 UP RIB AY1	38.02	<G>
PAS1 BA COTE AY1	PAS1 LO RIB AY1	76.56	<G>
PAS1 HT COTE AY2	PAS1 UP RIB AY2	38.10	<G>
PAS1 BA COTE AY2	PAS1 LO RIB AY2	76.13	<G>
PAS1 BA EPINE AY	PAS1 LO SPINE AY	46.07	<G>

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

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



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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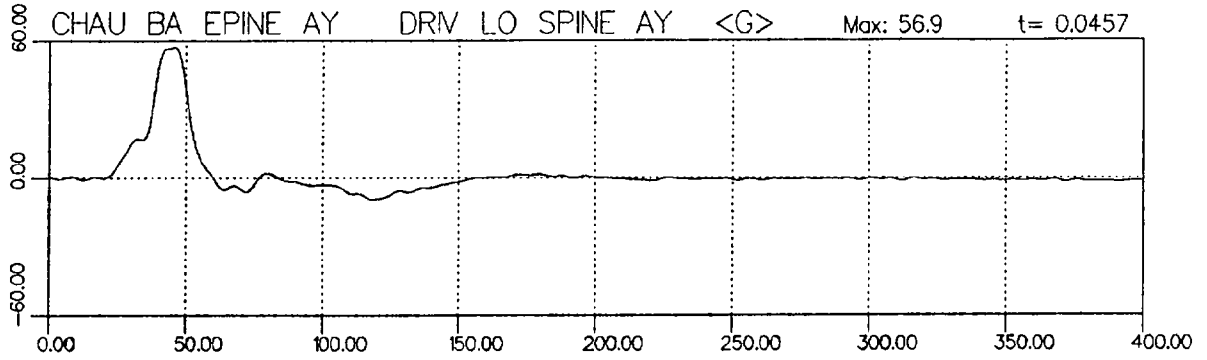
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

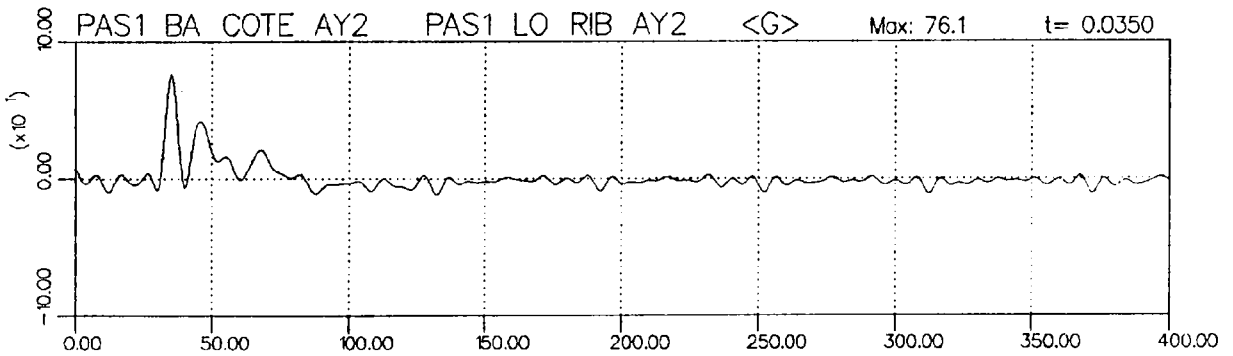
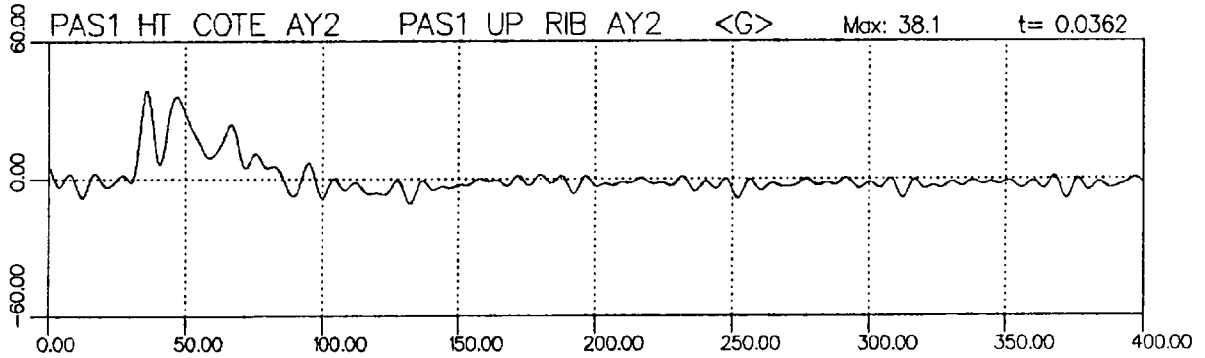
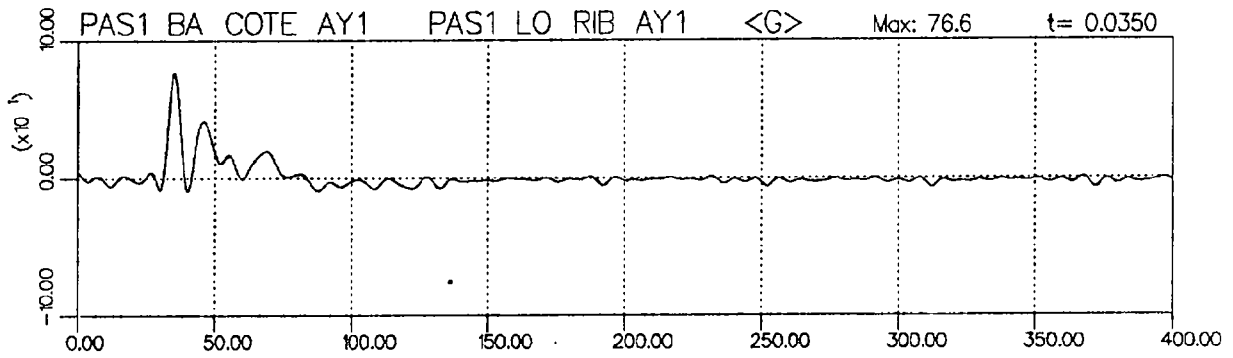
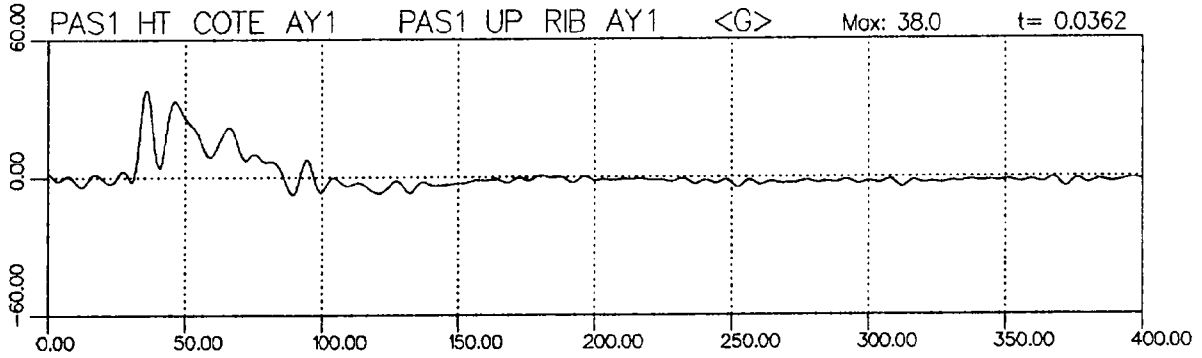
COLL.LATA/W U.S.MDB.27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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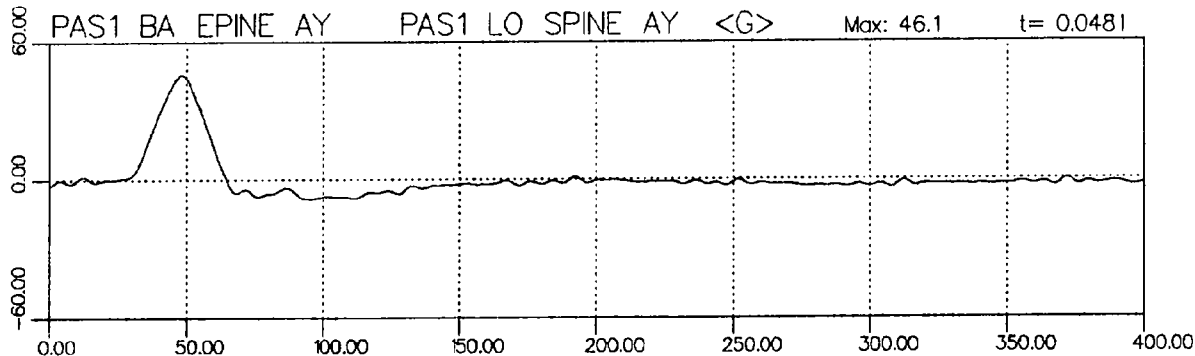
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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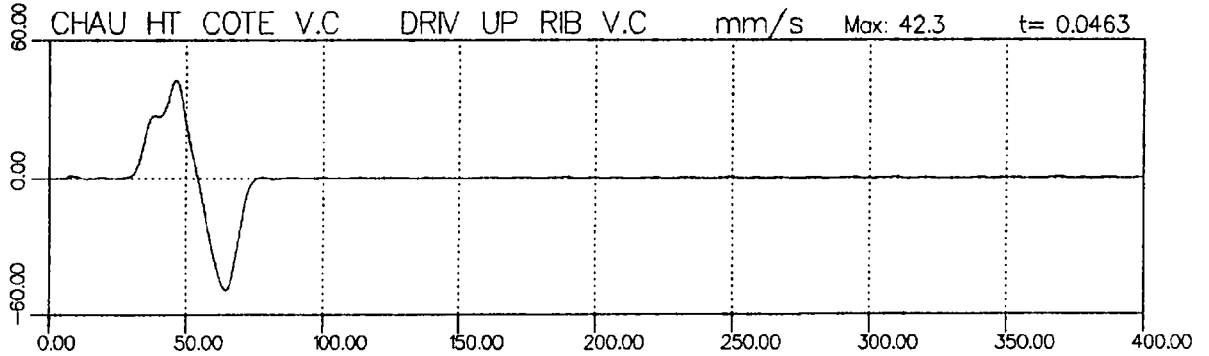
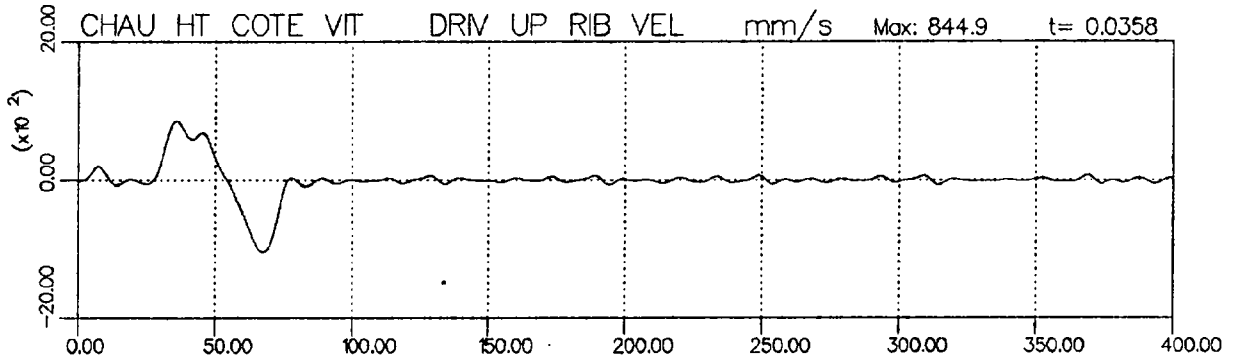
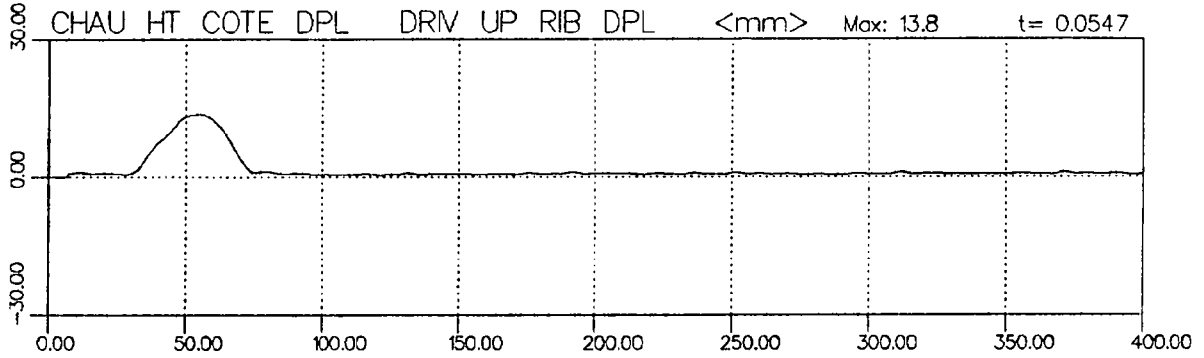
ESSAI DE COLLISION

BARRIER IMPACT TEST

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

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

Date de collision Date impacted	09--DEC--92	Vehicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0



Transports Canada
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Transport Canada
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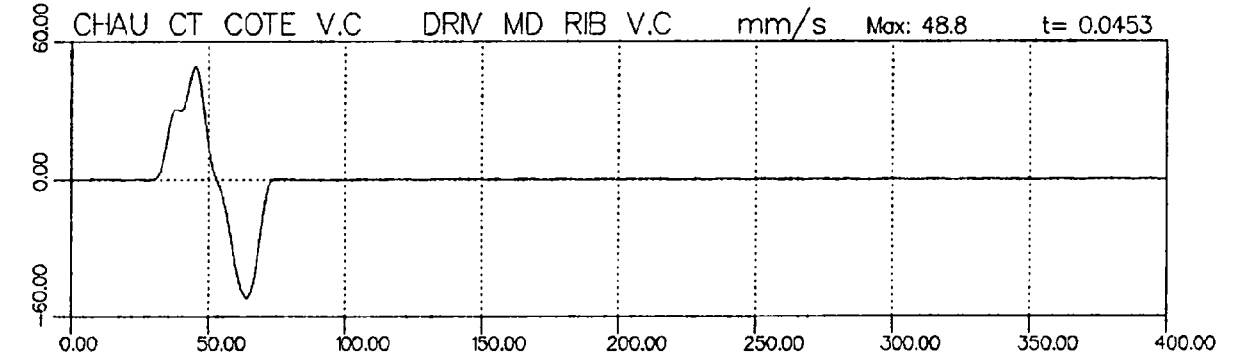
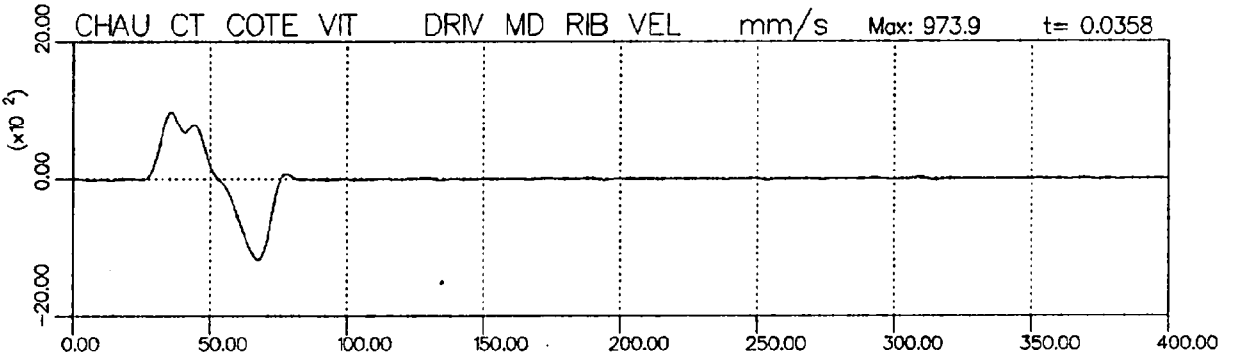
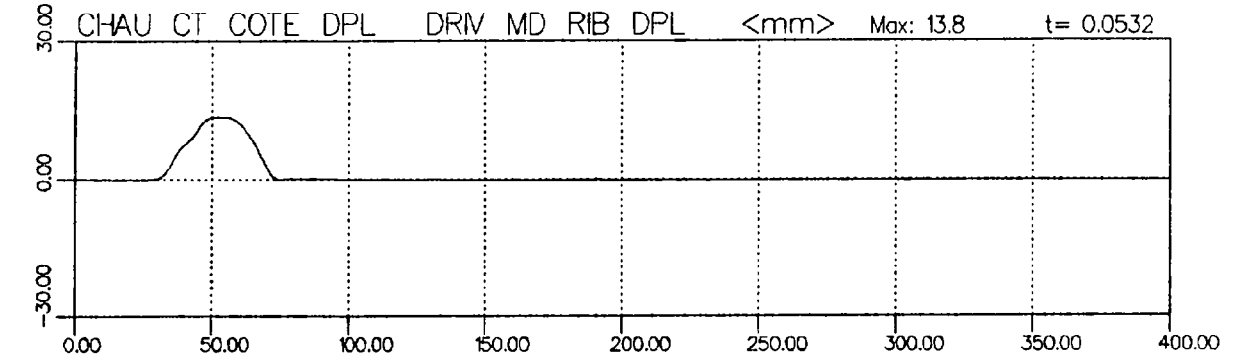
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

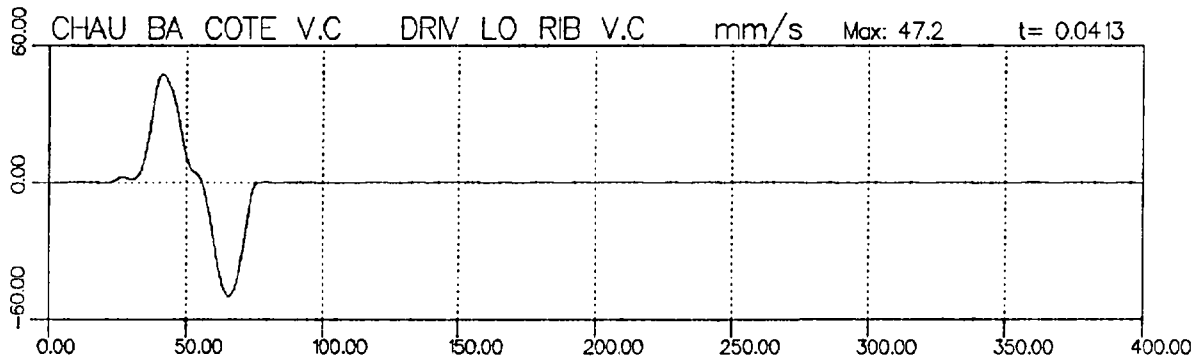
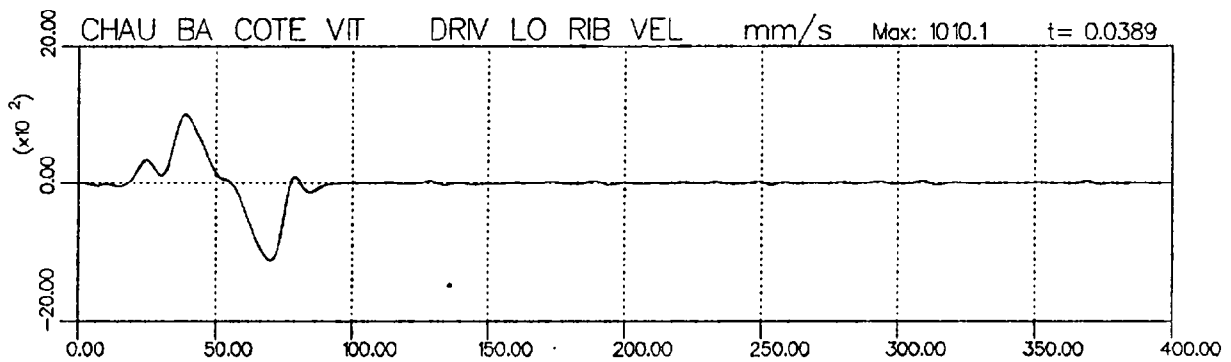
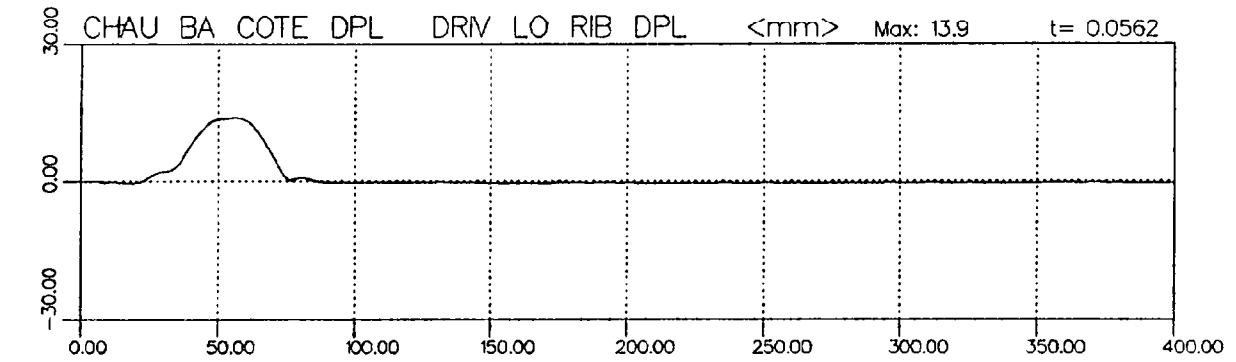
Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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EUROSID1 Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0



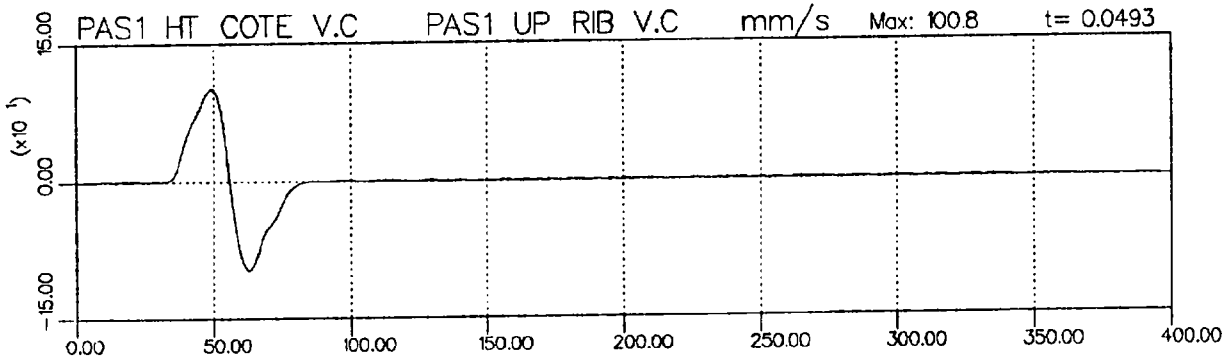
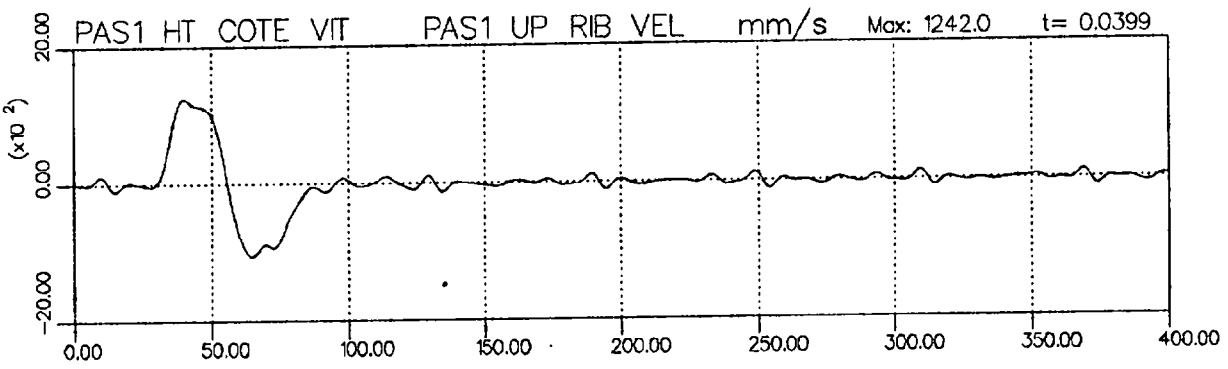
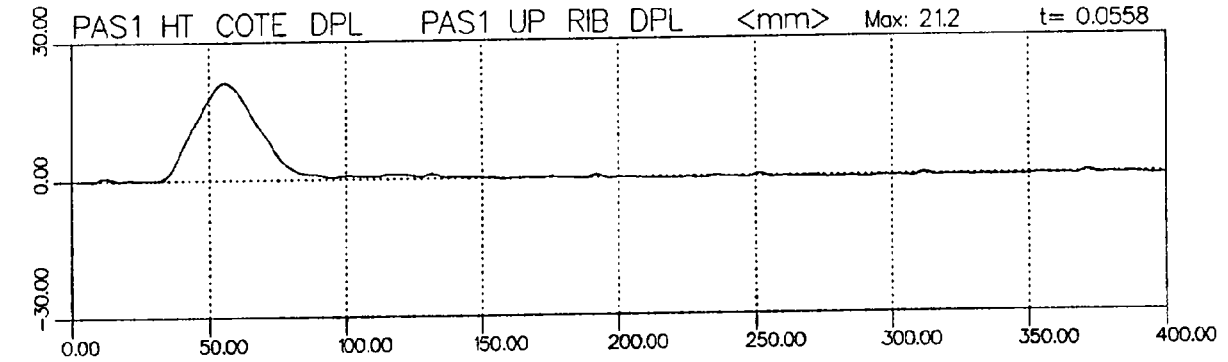
Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

ESSAI DE COLLISION
COLL.LATA/W USMDB.27DEG.

BARRIER IMPACT TEST
COLL.LATA/W USMDB.27DEG.

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'echelle/Scale Factor :1.0



Transports Canada
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Transport Canada
M.V.T.C.

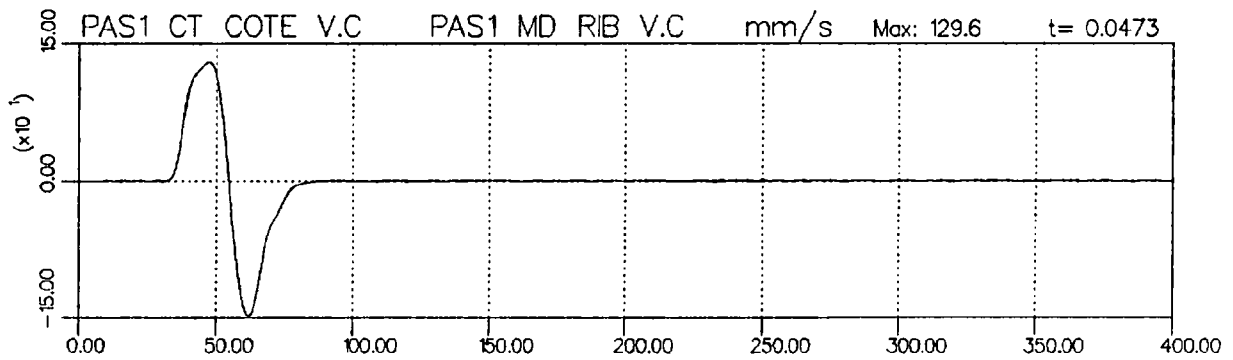
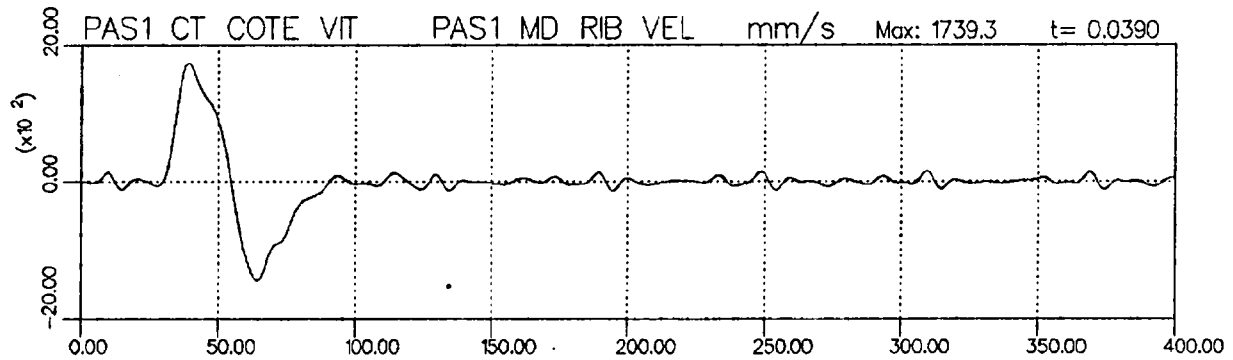
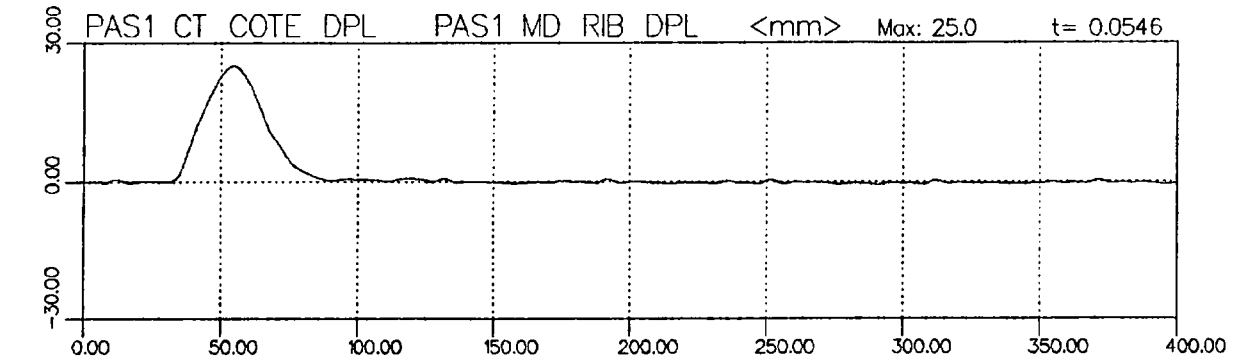
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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BIOSID Const= 174.50 mm Filtre IIR 60/IIR Filter 60 Facteur d'échelle/Scale Factor :1.0



Transports Canada
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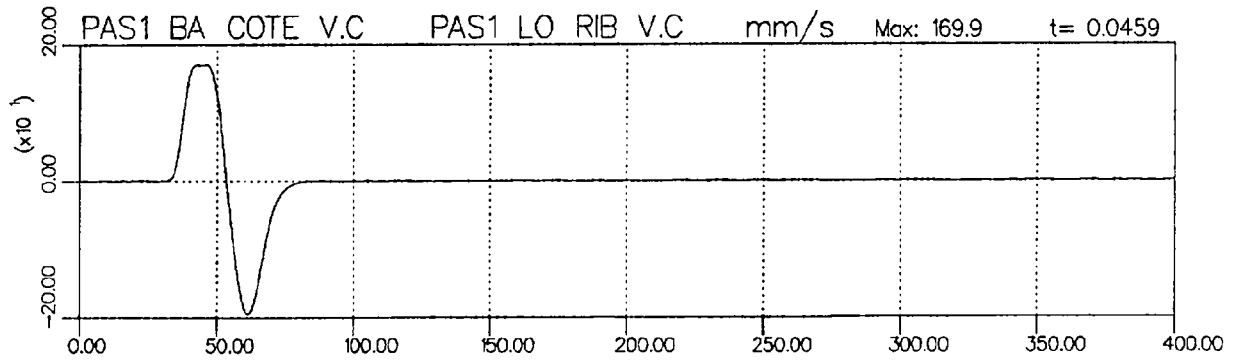
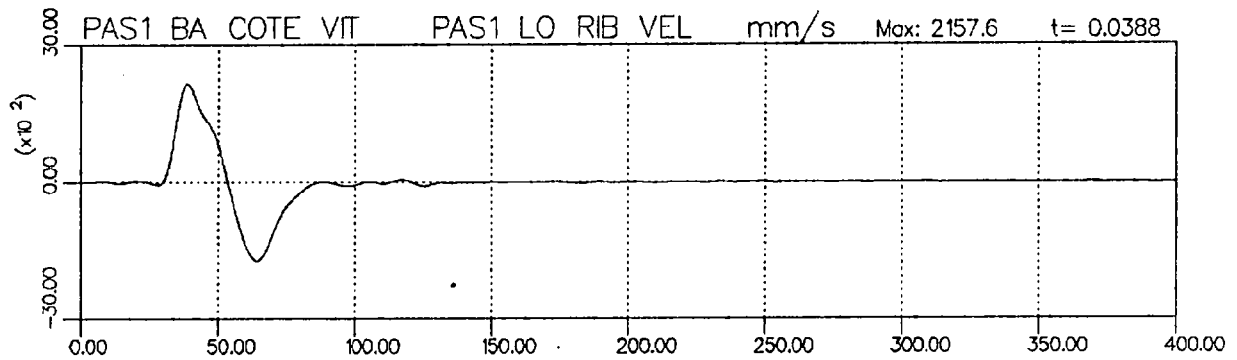
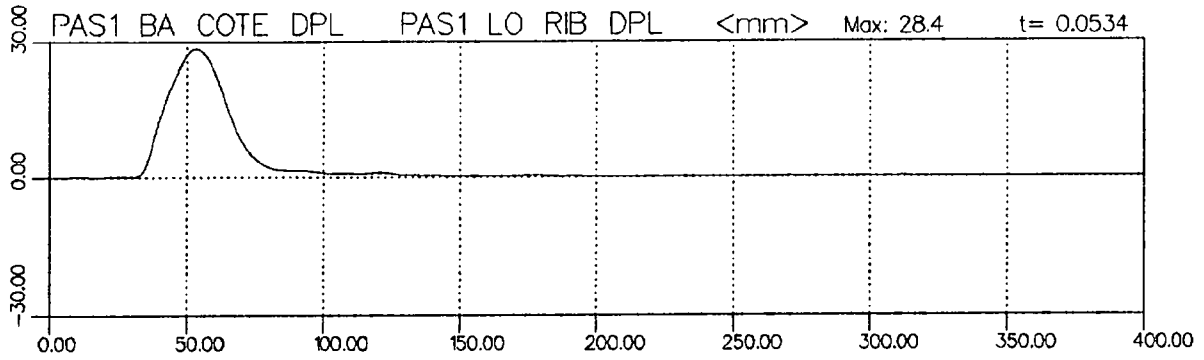
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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BIOSID

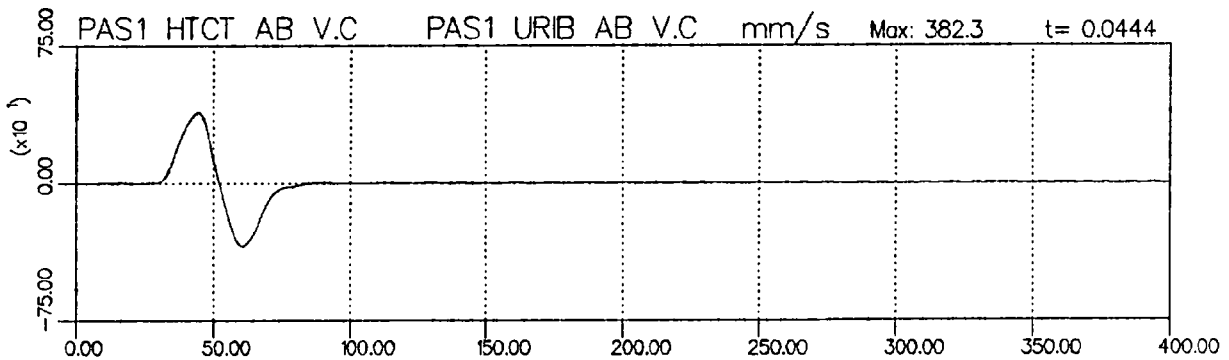
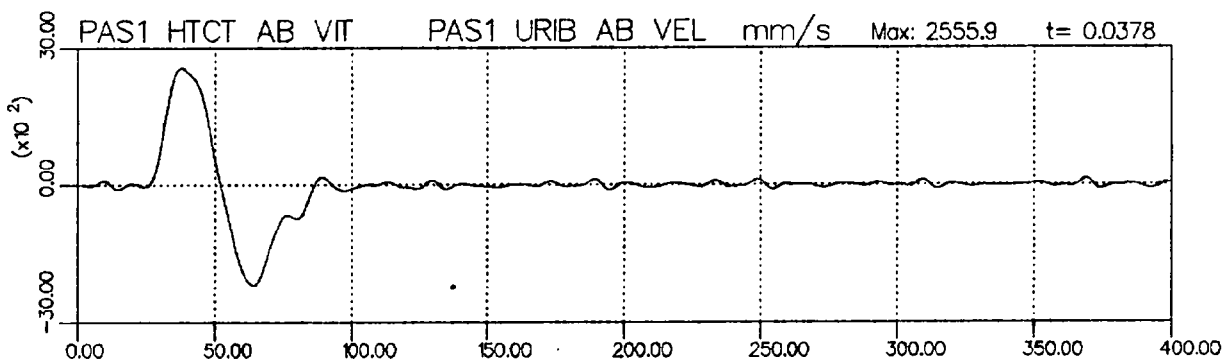
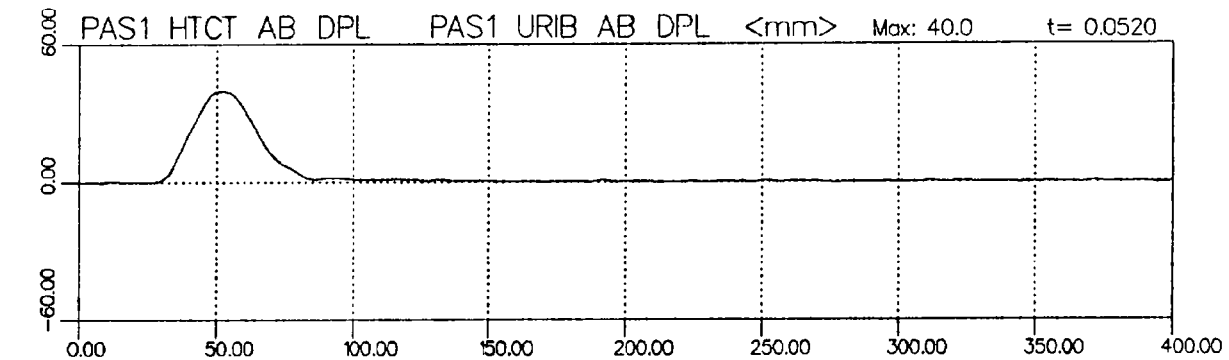
Const= 174.50 mm

Filtre IIR 60/IIR Filter 60

Facteur d'echelle/Scale Factor :1.0



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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BIOSID

Const= 174.50 mm

Filtre IIR 60/IIR Filter 60

Facteur d'échelle/Scale Factor :1.0



Transports Canada
C.E.V.A.

Transport Canada
M.V.T.C.

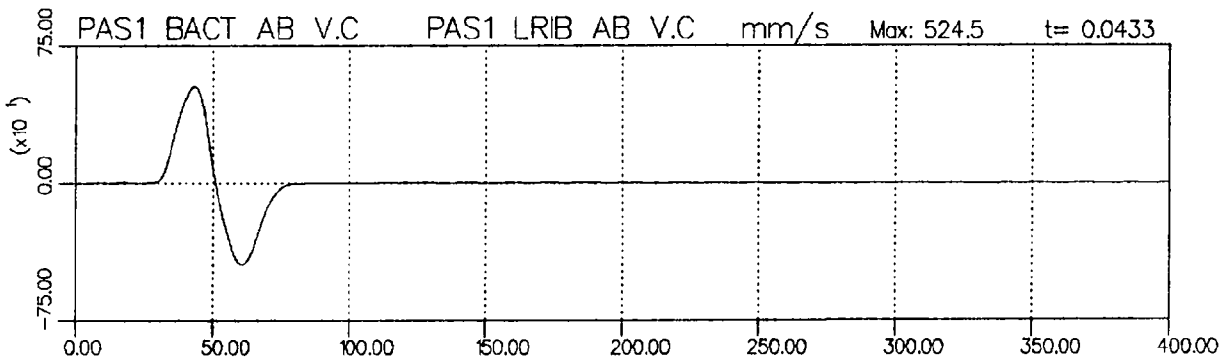
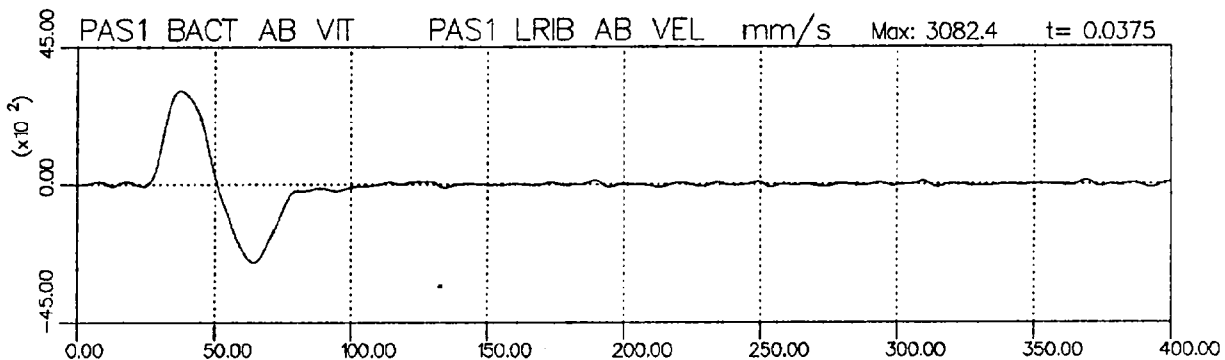
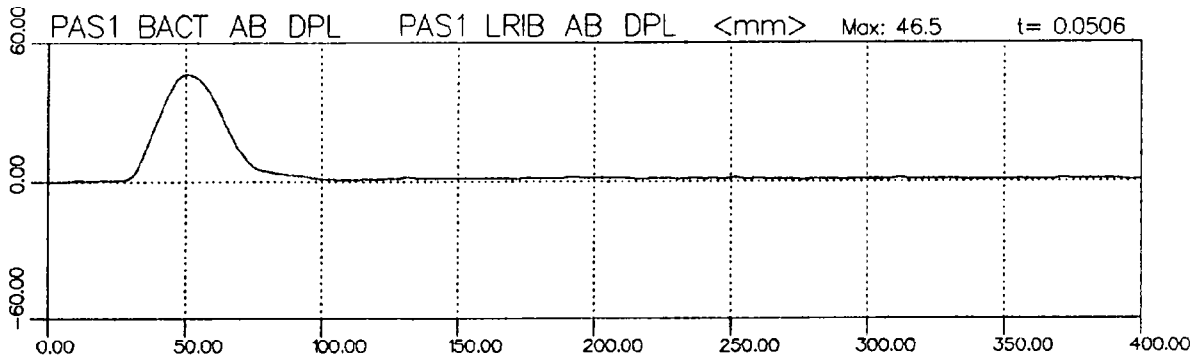
ESSAI DE COLLISION

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

BARRIER IMPACT TEST

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

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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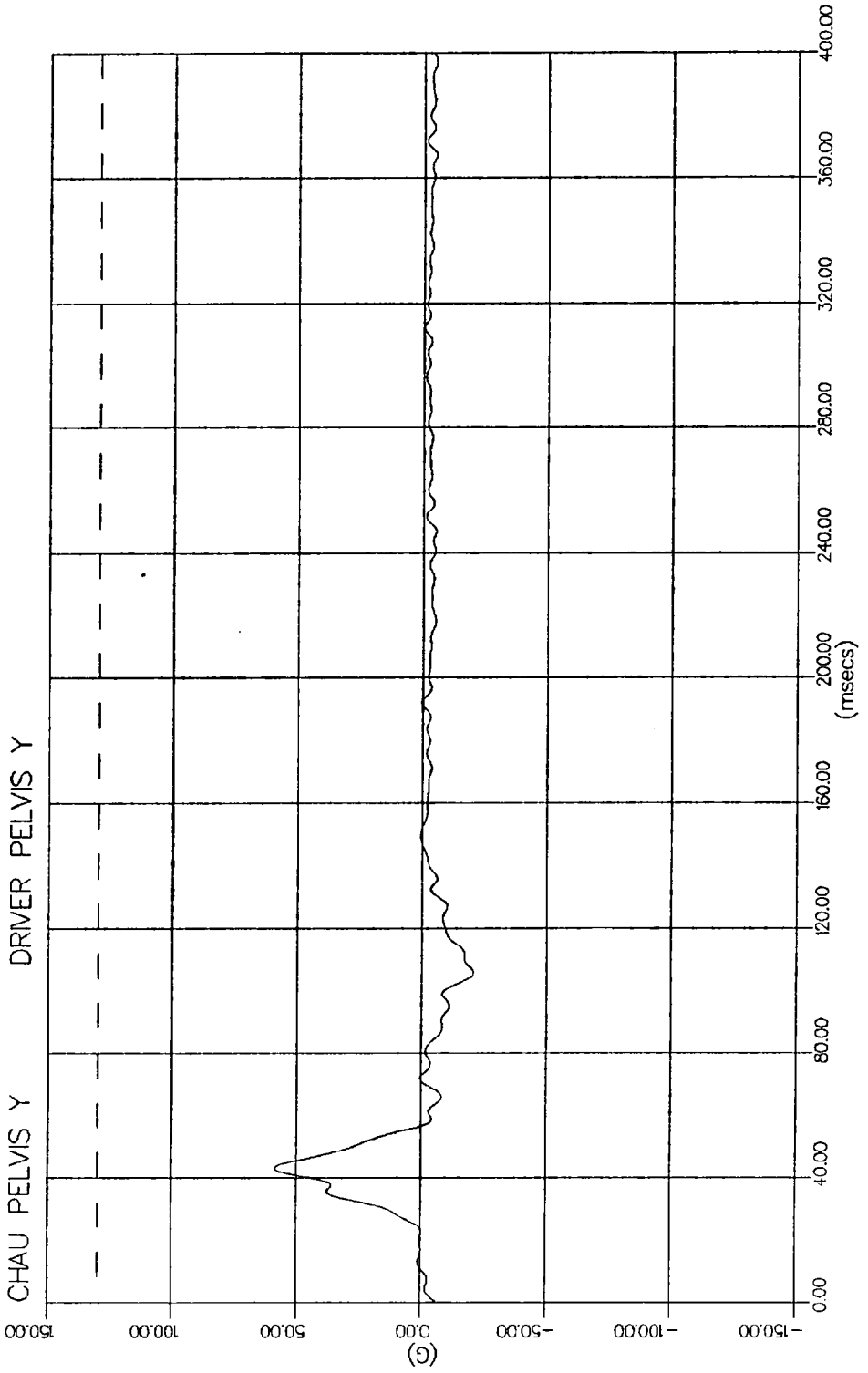
BIOSID

Const= 174.50 mm

Filtre IIR 60/IIR Filter 60

Facteur d'échelle/Scale Factor :10

Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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Transport Canada
C.E.V.A.

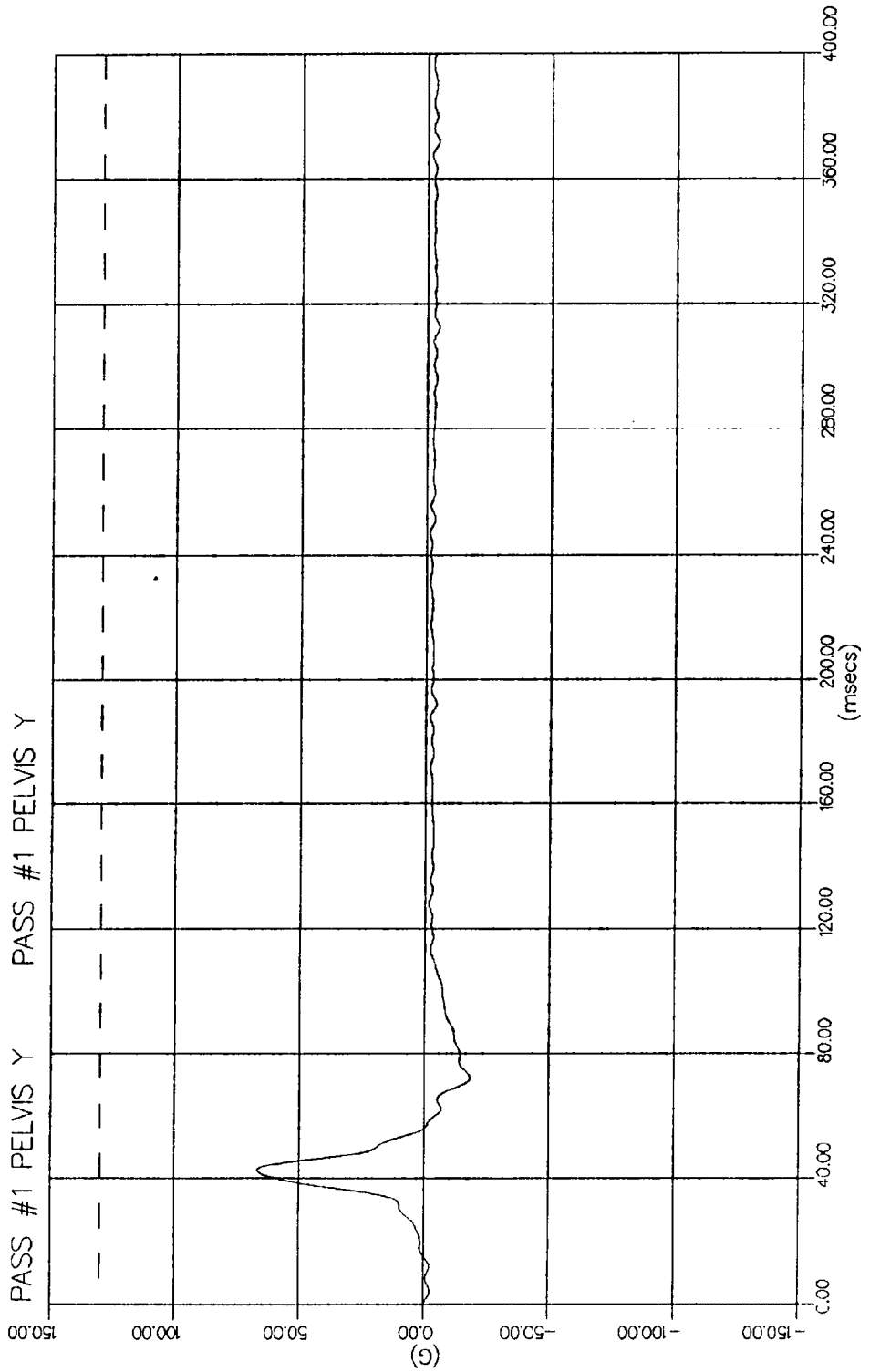
ESSAI DE COLLISION
COLLATA/W U.S.MDB 27DEG.

BARRIER IMPACT TEST
COLLATA/W U.S.MDB 27DEG.

Date de collision
Date impacted 09-DEC-92

Vehicule
Vehicle FORD CROWN VIC92

T.C. N°
T.C. No. 92-158





Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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COMMENTAIRES / COMMENTS

- C(1): Decalage de/Offset of -5 de/from 1 a/to 4096
- C(2): Decalage de/Offset of -14 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 6 de/from 1 a/to 4096
- C(5): Decalage de/Offset of -22 de/from 1 a/to 4096
- C(6): Decalage de/Offset of -17 de/from 1 a/to 4096
- C(7): Decalage de/Offset of -1121 de/from 1 a/to 4096
- C(8): Decalage de/Offset of -1053 de/from 1 a/to 4096
- C(9): Decalage de/Offset of -1078 de/from 1 a/to 4096
- C(10): Decalage de/Offset of 26 de/from 1 a/to 4096
- C(11): Decalage de/Offset of 43 de/from 1 a/to 4096
- C(12): Decalage de/Offset of 52 de/from 1 a/to 4096
- C(13): Decalage de/Offset of 66 de/from 1 a/to 4096
- C(14): Decalage de/Offset of 64 de/from 1 a/to 4096
- C(16): Decalage de/Offset of -5 de/from 1 a/to 4096
- C(17): Decalage de/Offset of -16 de/from 1 a/to 4096
- C(18): Decalage de/Offset of 4 de/from 1 a/to 4096
- C(23): Decalage de/Offset of 8 de/from 1 a/to 4096
- C(25): Decalage de/Offset of 20 de/from 1 a/to 4096
- C(25): A ete inverse - this channel was reversed
- C(26): Decalage de/Offset of 27 de/from 1 a/to 4096
- C(27): Decalage de/Offset of -5 de/from 1 a/to 4096
- C(27): A ete inverse - this channel was reversed
- C(28): Decalage de/Offset of 8 de/from 1 a/to 4096



Date de collision Date impacted	09--DEC--92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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COMMENTAIRES / COMMENTS

- C(1): Decalage de/Offset of -8 de/from 1 a/to 4096
- C(2): Decalage de/Offset of -12 de/from 1 a/to 4096
- C(3): Decalage de/Offset of -38 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 -65 de/from 1 a/to 4096
- C(6): Decalage de/Offset of -51 de/from 1 a/to 4096
- C(7): Decalage de/Offset of 58 de/from 1 a/to 4096
- C(8): Decalage de/Offset of -855 de/from 1 a/to 4096
- C(10): Decalage de/Offset of 5 de/from 1 a/to 4096
- C(11): Decalage de/Offset of 8 de/from 1 a/to 4096
- C(9): Transitoire repare de 1599 a 1613 - Glitch removed from 1599 to 1613
- C(10): Transitoire repare de 1302 a 1329 - Glitch removed from 1302 to 1329
- C(10): Transitoire repare de 1596 a 1627 - Glitch removed from 1596 to 1627
- C(10): Transitoire repare de 1677 a 1703 - Glitch removed from 1677 to 1703
- C(12): Decalage de/Offset of 14 de/from 1 a/to 4096
- C(13): Decalage de/Offset of -940 de/from 1 a/to 4096
- C(14): Decalage de/Offset of -901 de/from 1 a/to 4096
- C(15): Decalage de/Offset of -898 de/from 1 a/to 4096
- C(16): Decalage de/Offset of -9 de/from 1 a/to 4096
- C(17): Decalage de/Offset of -8 de/from 1 a/to 4096
- C(18): Decalage de/Offset of -9 de/from 1 a/to 4096
- C(19): Decalage de/Offset of -8 de/from 1 a/to 4096
- C(21): Decalage de/Offset of -8 de/from 1 a/to 4096
- C(25): Decalage de/Offset of 18 de/from 1 a/to 4096
- C(26): Decalage de/Offset of 20 de/from 1 a/to 4096
- C(27): Decalage de/Offset of -823 de/from 1 a/to 4096
- C(28): Decalage de/Offset of 28 de/from 1 a/to 4096



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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COMMENTAIRES / COMMENTS

- C(1): Decalage de/Offset of -7 de/from 1 a/to 4096
- C(3): Decalage de/Offset of 16 de/from 1 a/to 4096
- C(6): Decalage de/Offset of -44 de/from 1 a/to 4096
- C(7): Decalage de/Offset of -12 de/from 1 a/to 4096
- C(8): Decalage de/Offset of 8 de/from 1 a/to 4096
- C(9): Decalage de/Offset of 67 de/from 1 a/to 4096
- C(10): Decalage de/Offset of 38 de/from 1 a/to 4096
- C(12): Decalage de/Offset of -19 de/from 1 a/to 4096
- C(13): Decalage de/Offset of -21 de/from 1 a/to 4096
- C(14): Decalage de/Offset of 91 de/from 1 a/to 4096
- C(16): Decalage de/Offset of -17 de/from 1 a/to 4096
- C(19): Decalage de/Offset of 6 de/from 1 a/to 4096
- C(21): Decalage de/Offset of -779 de/from 1 a/to 4096
- C(24): Decalage de/Offset of 47 de/from 1 a/to 4096
- C(25): Decalage de/Offset of 15 de/from 1 a/to 4096
- C(26): Decalage de/Offset of 10 de/from 1 a/to 4096
- C(27): Decalage de/Offset of 113 de/from 1 a/to 4096



Date de collision Date impacted	09-DEC-92	Véhicule Vehicle	FORD CROWN VIC92	T.C. N° T.C. No.	92-158
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COMMENTAIRES / COMMENTS

- C(1): Decalage de/Offset of 27 de/from 1 a/to 4096
- C(2): Decalage de/Offset of 68 de/from 1 a/to 4096
- C(3): Decalage de/Offset of -25 de/from 1 a/to 4096
- C(4): Decalage de/Offset of 56 de/from 1 a/to 4096
- C(5): Decalage de/Offset of -15 de/from 1 a/to 4096

SECTION 6

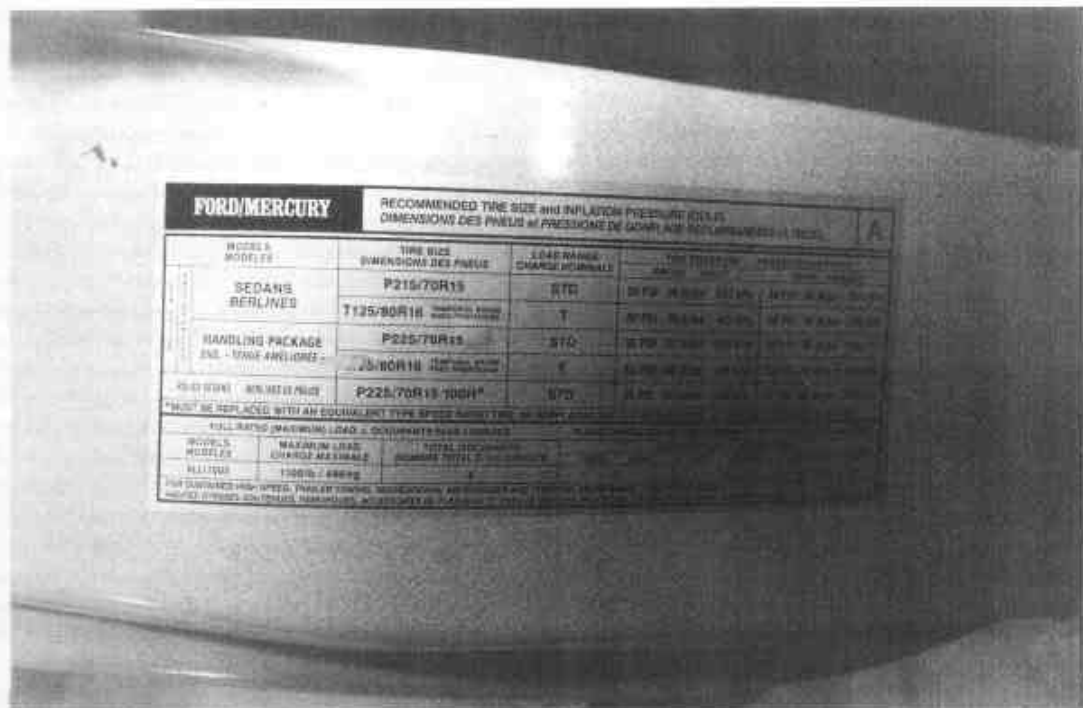
PHOTOGRAPHIES - PHOTOGRAPHS



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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01. ÉTIQUETTE DE CONFORMITÉ
CERTIFICATION LABEL



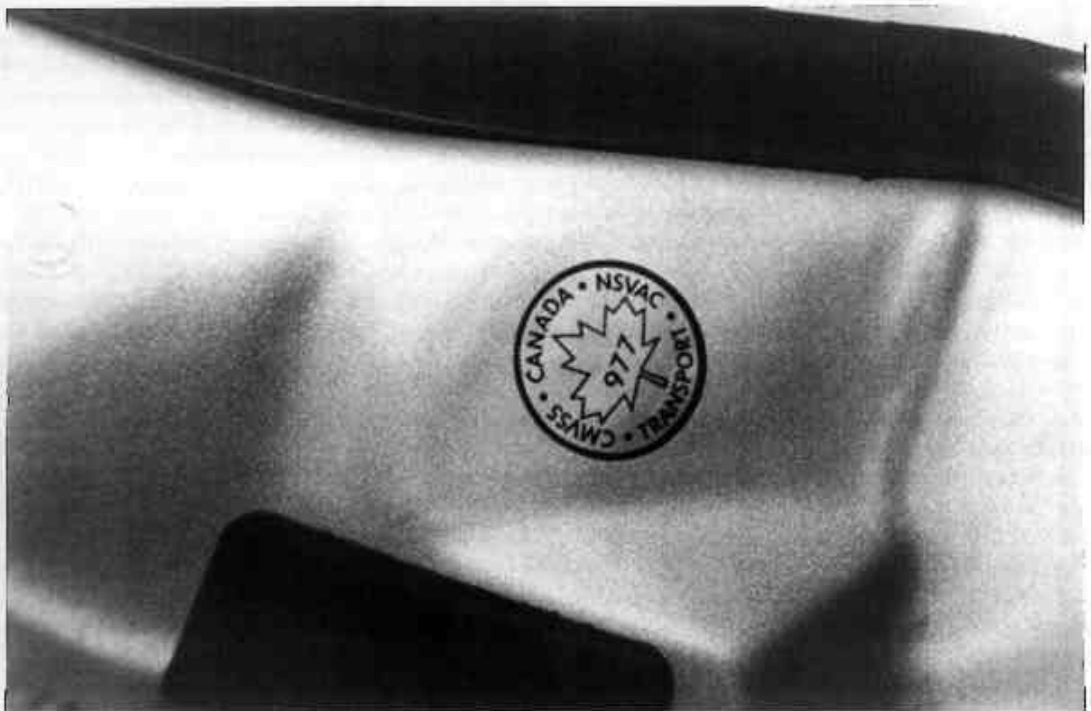
02. ÉTIQUETTE D'INFORMATION DE CAPACITÉ DES PNEUS
TIRE CAPACITY INFORMATION LABEL



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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03. NUMÉRO D'IDENTIFICATION DU VÉHICULE
VEHICLE IDENTIFICATION LABEL



04. MARQUE NATIONALE DE SÉCURITÉ
NATIONAL SAFETY MARK



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No.	92-158
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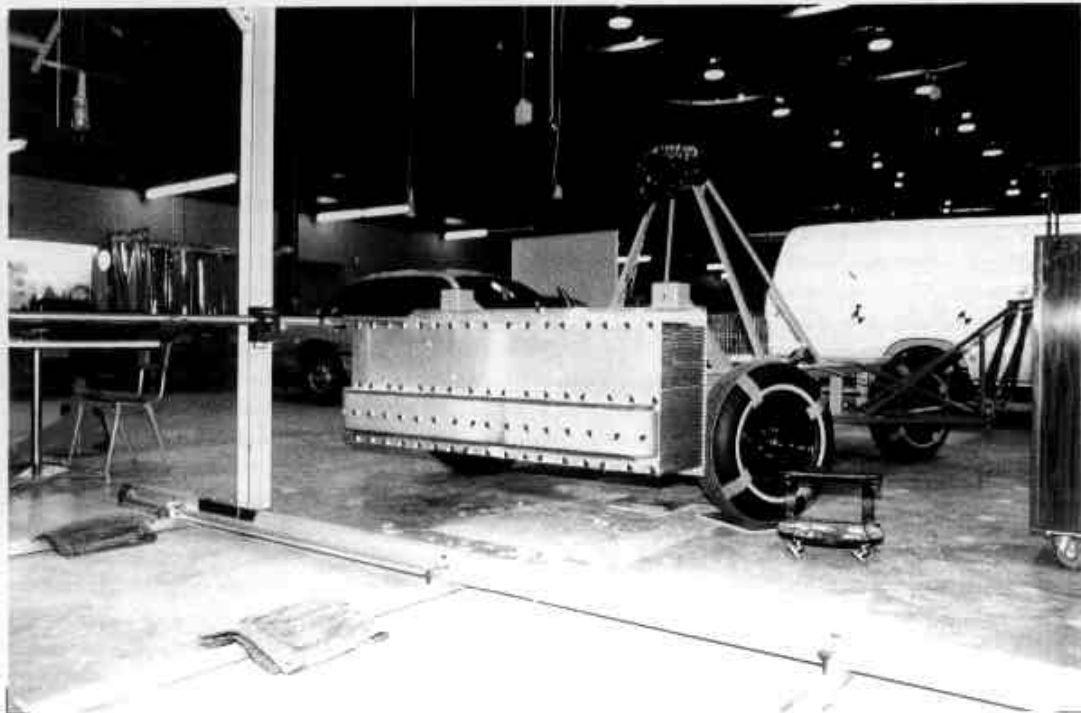
05. 3/4 AVANT DU VÉHICULE CIBLE
3/4 FRONT VIEW OF TARGET VEHICLE



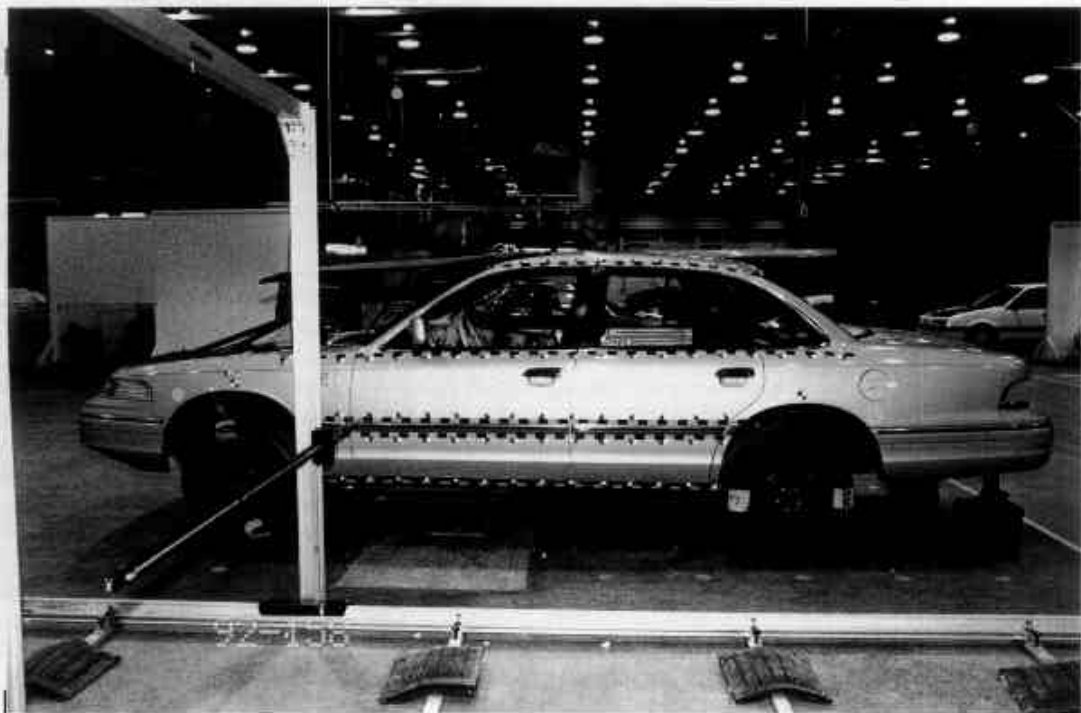
06. 3/4 ARRIÈRE DU VÉHICULE CIBLE
3/4 REAR VIEW OF TARGET VEHICLE



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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07. MESURE DES NIVEAUX FACE DÉFORMABLE DE LA BARRIÈRE
BARRIER DEFORMABLE FACE LEVEL MEASUREMENTS



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



Date de collision Date impacted	92/12/09	Vehicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° T.C. No	92-158
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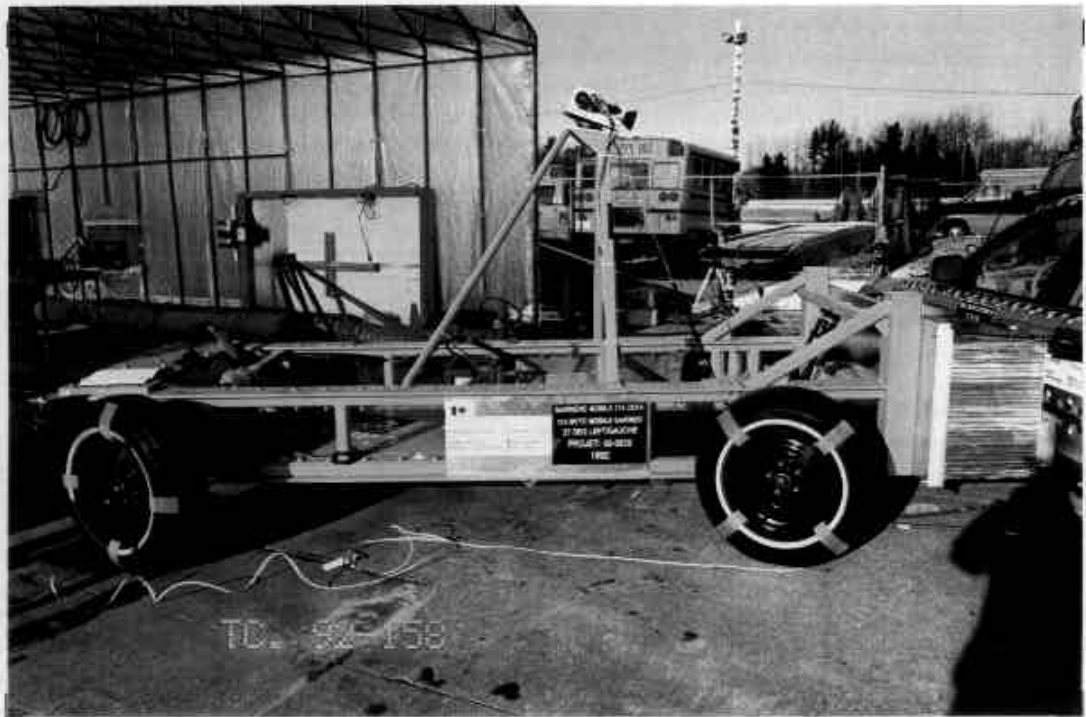
09. VUE GÉNÉRALE VERS L'AVANT DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL FRONT VIEW OF VEHICLES IN CONTACT, PRE-TEST



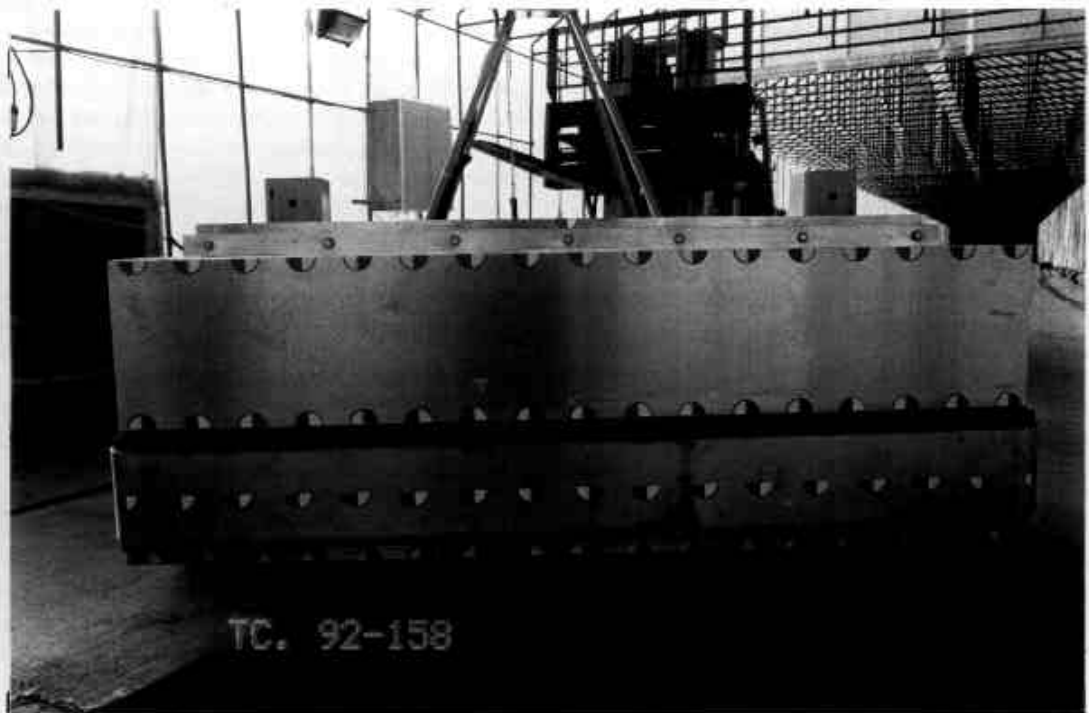
10. VUE GÉNÉRALE LATÉRALE GAUCHE DES VÉHICULES EN CONTACT, PRÉ-TEST
GENERAL LEFT SIDE VIEW OF VEHICLES IN CONTACT, PRE-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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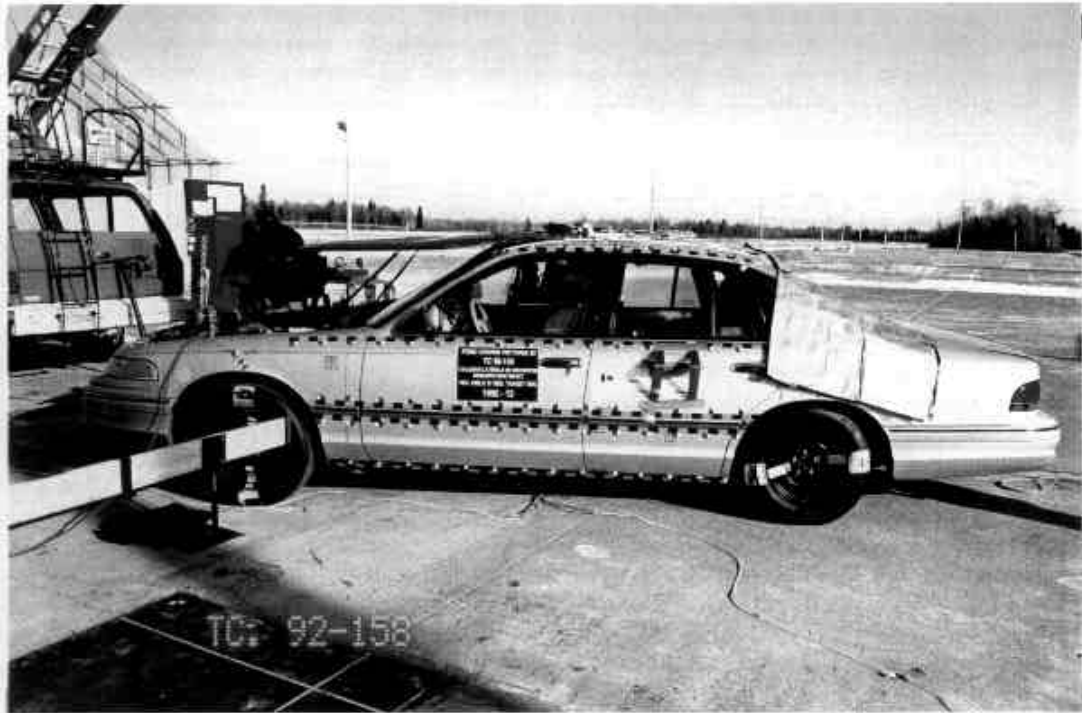
11. VUE CÔTÉ DROIT DE LA BARRIÈRE 214 CEVA, PRÉ-TEST
RIGHT VIEW OF THE MVTC 214 BARRIER, PRE-TEST



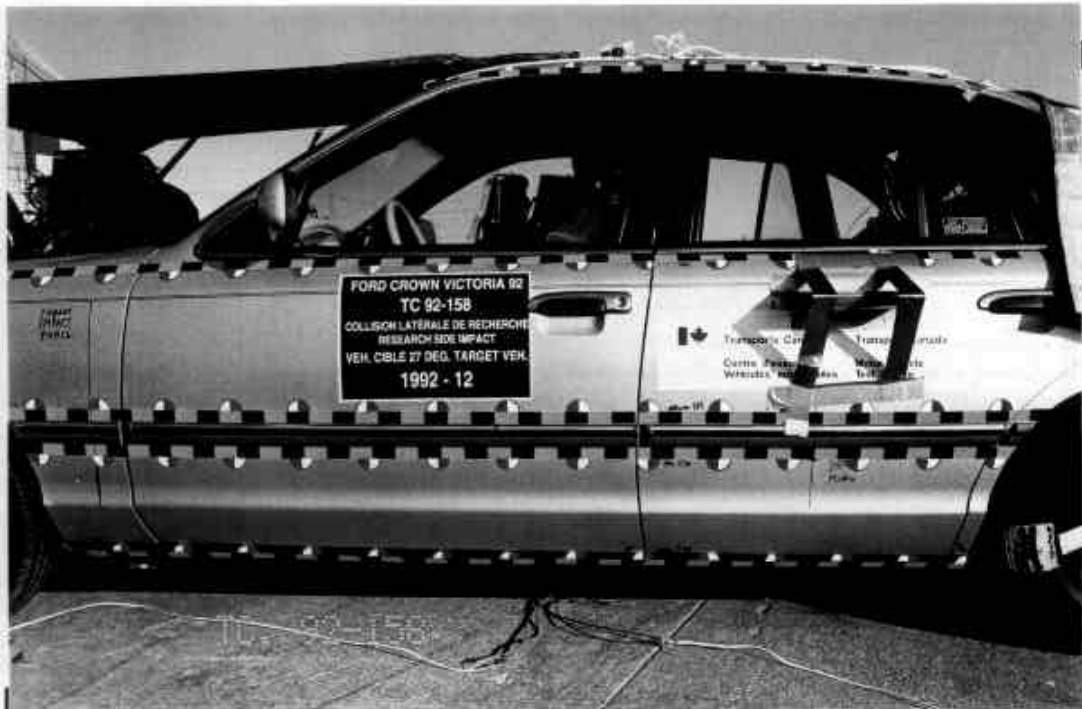
12. VUE AVANT DE LA BARRIÈRE 214 CEVA, PRÉ-TEST
FRONT VIEW THE MVTC 214 BARRIER, PRE-TEST



Date de collision Date impacted	92/12/09	Vehicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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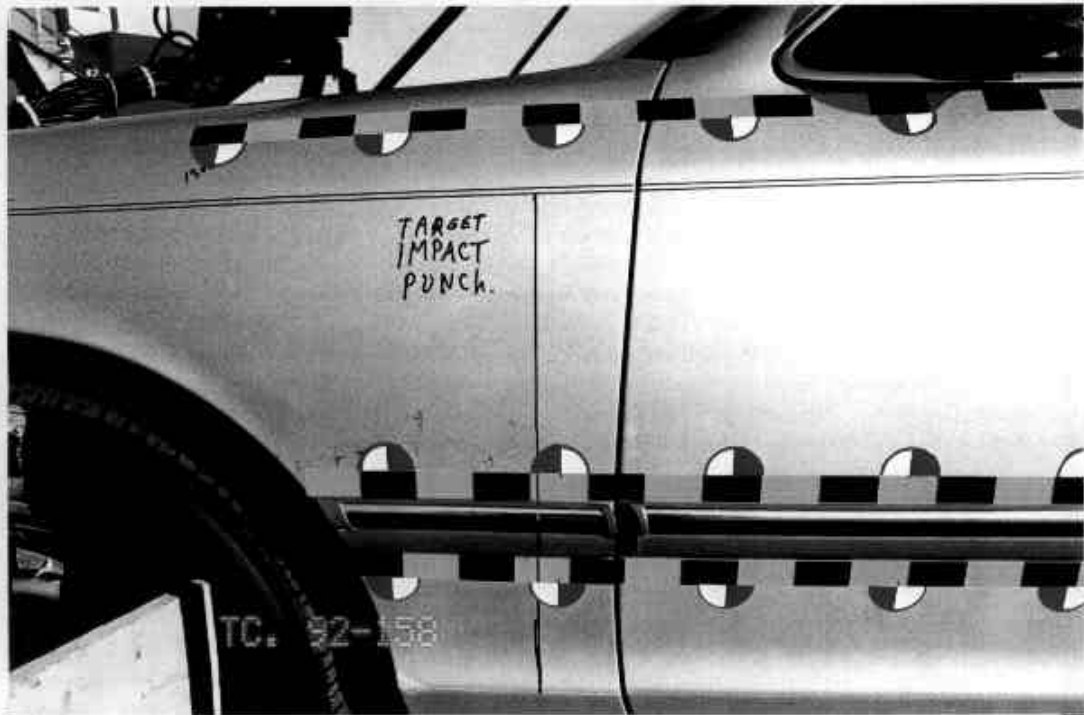
13. CÔTÉ GAUCHE DU VEHICULE CIBLE, PRÉ-TEST
LEFT SIDE OF TARGET VEHICLE, PRE-TEST



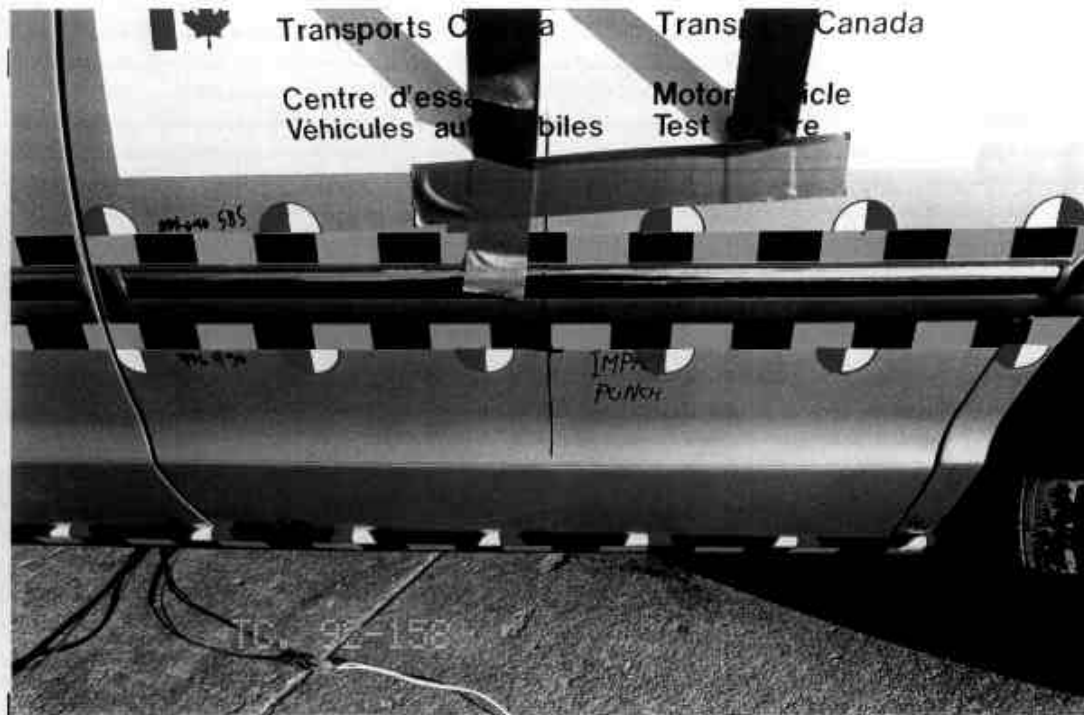
14. SURFACE CIBLÉE CÔTÉ GAUCHE DU VEHICULE, PRÉ-TEST
TARGETS ON LEFT SIDE OF THE VEHICLE, PRE-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Vehicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° I.C. No	92-158
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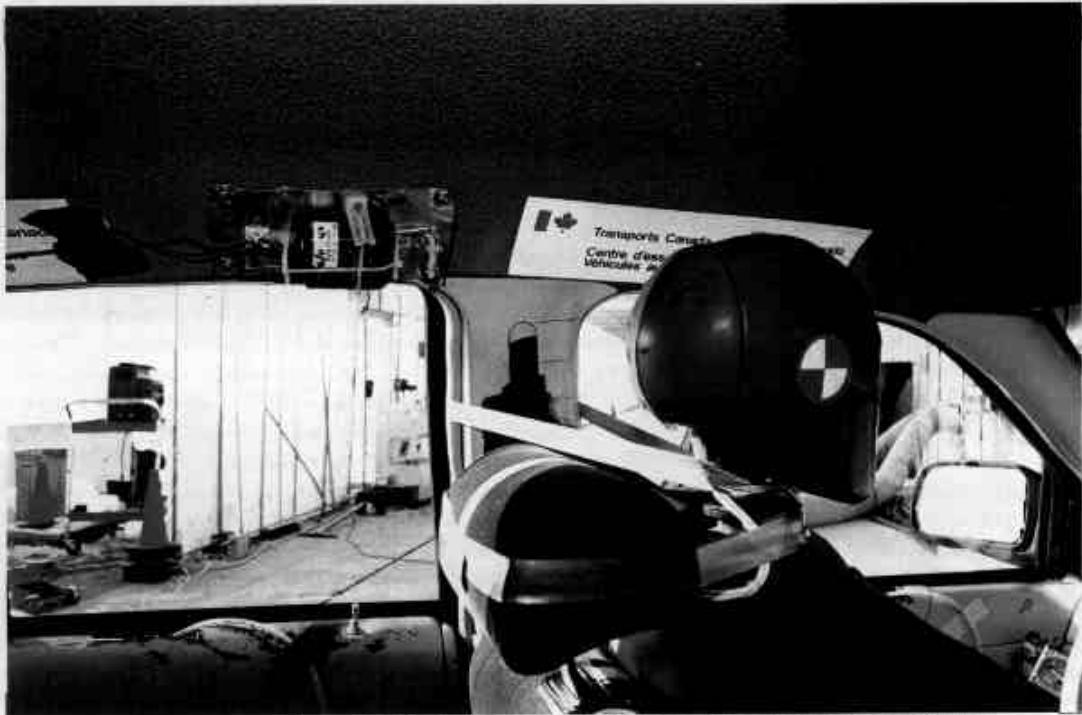
23. CÔTÉ DROIT DU CONDUCTEUR, PRÉ-TEST
DRIVER'S RIGHT SIDE, PRE-TEST



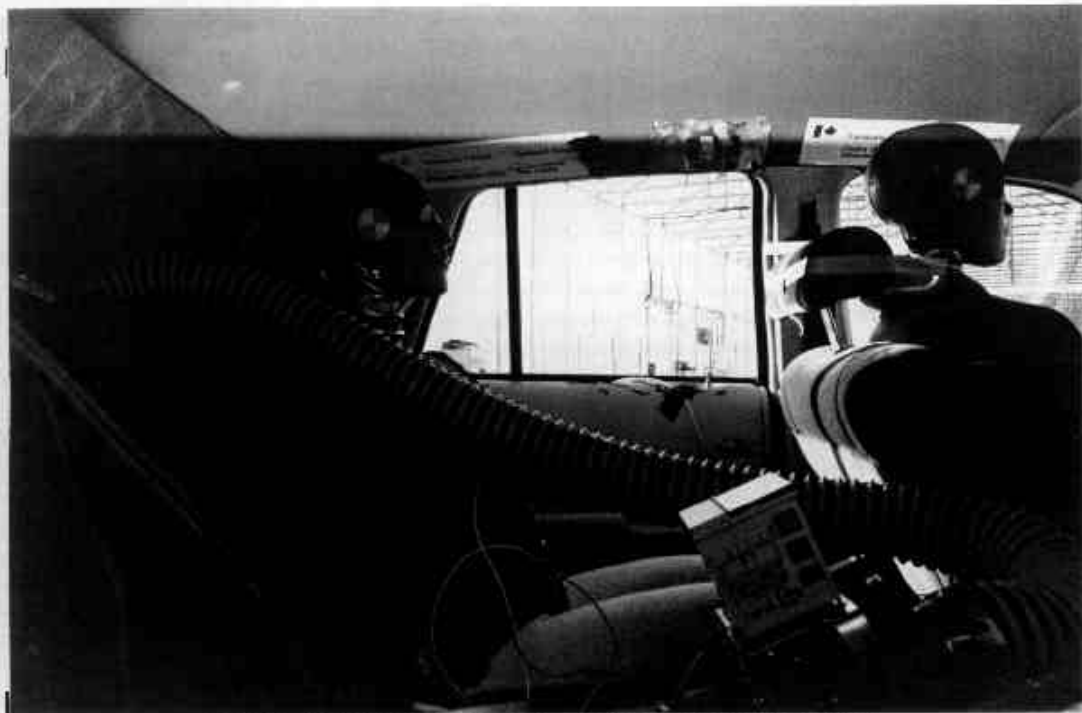
24. TABLEAU DE BORD ET MODULE DU COUSIN GONFLABLE DANS LE VOLANT, PRÉ-TEST
DASH BORD AND STEERING WHEEL HUB AIR BAG CASE, PRE-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C.No	92-158
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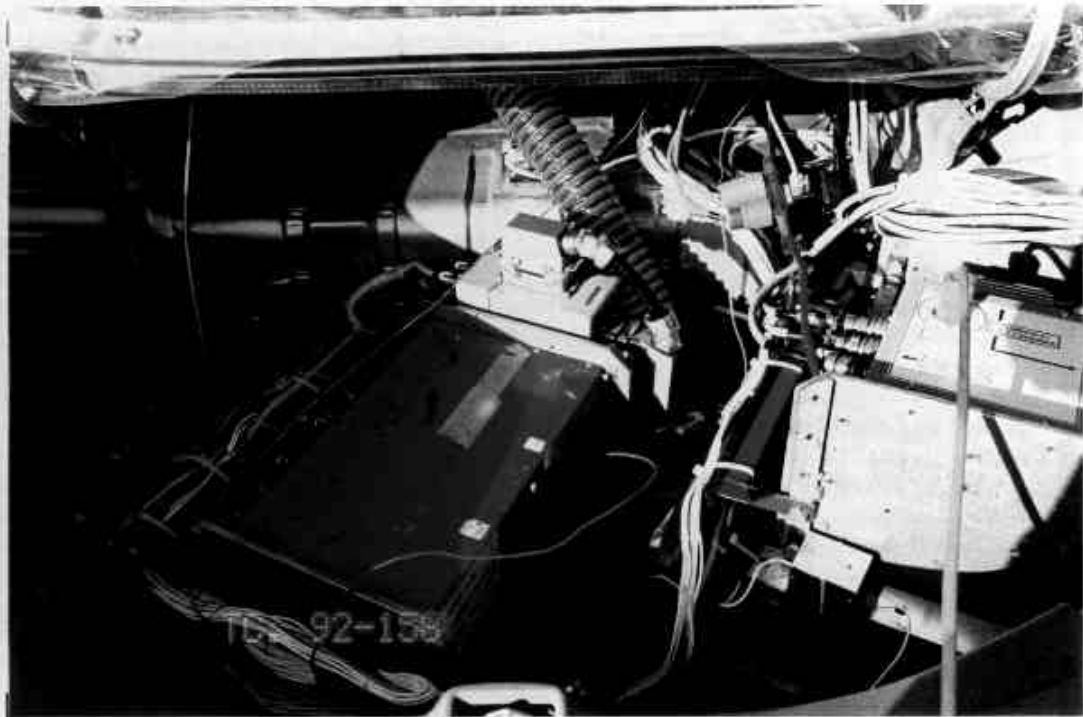
27. CADRE DE FENÊTRE INTÉRIEUR PORTE ARRIÈRE GAUCHE ET PILIER C, PRÉ-TEST
LEFT REAR WINDOW EDGE AND C PILLAR, PRÉ-TEST



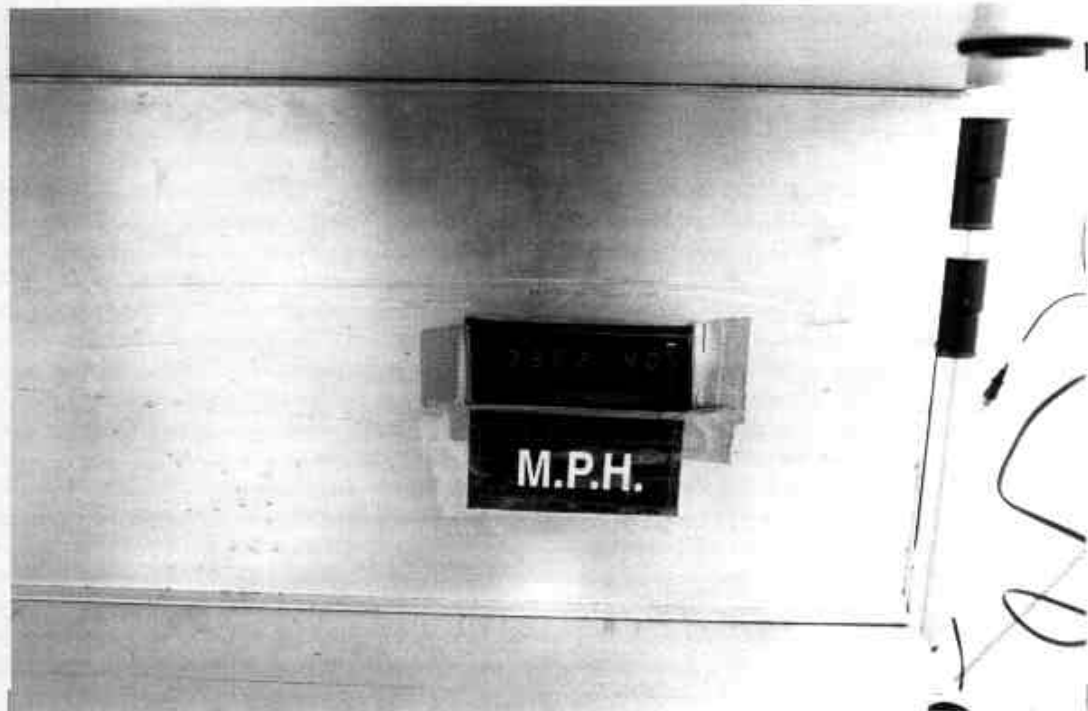
28. VUE ARRIÈRE DU VÉHICULE CIBLE, PRÉ-TEST
REAR VIEW OF TARGET VEHICLE, PRÉ-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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29. BOÎTES ORANGE ET INSTRUMENTATION, PRÉ-TEST
ORANGE BOXES AND INSTRUMENTATION, PRE-TEST



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



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° I.C.No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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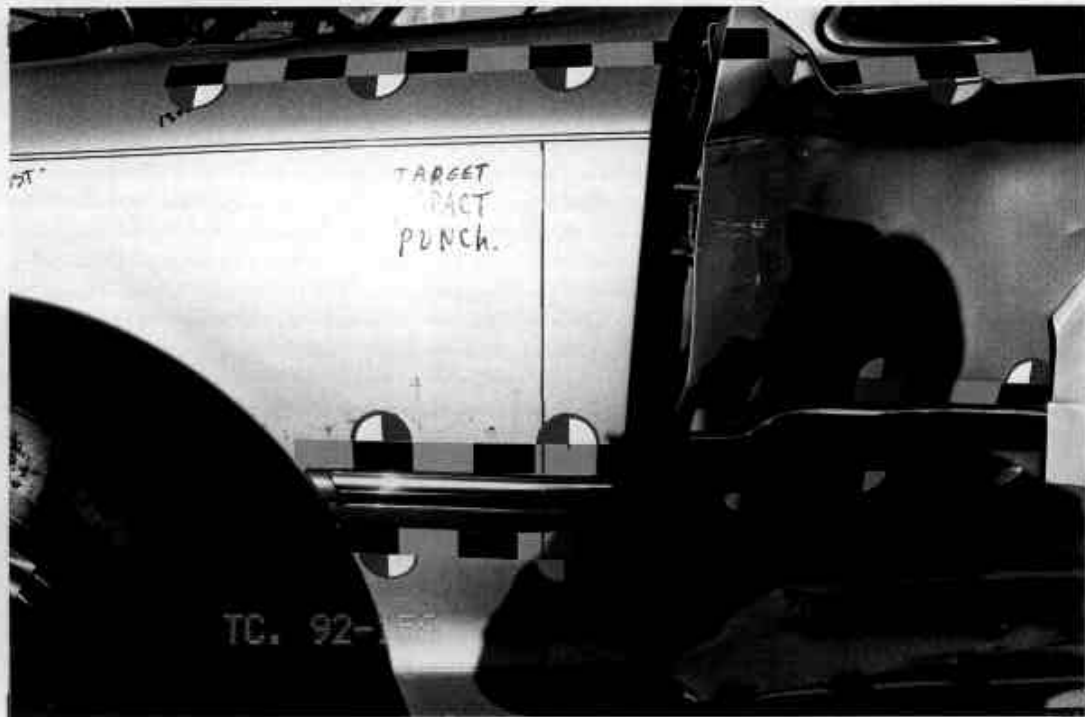
36. CÔTÉ GAUCHE DU VEHICULE CIBLE, POST-TEST
LEFT SIDE OF TARGET VEHICLE, POST-TEST



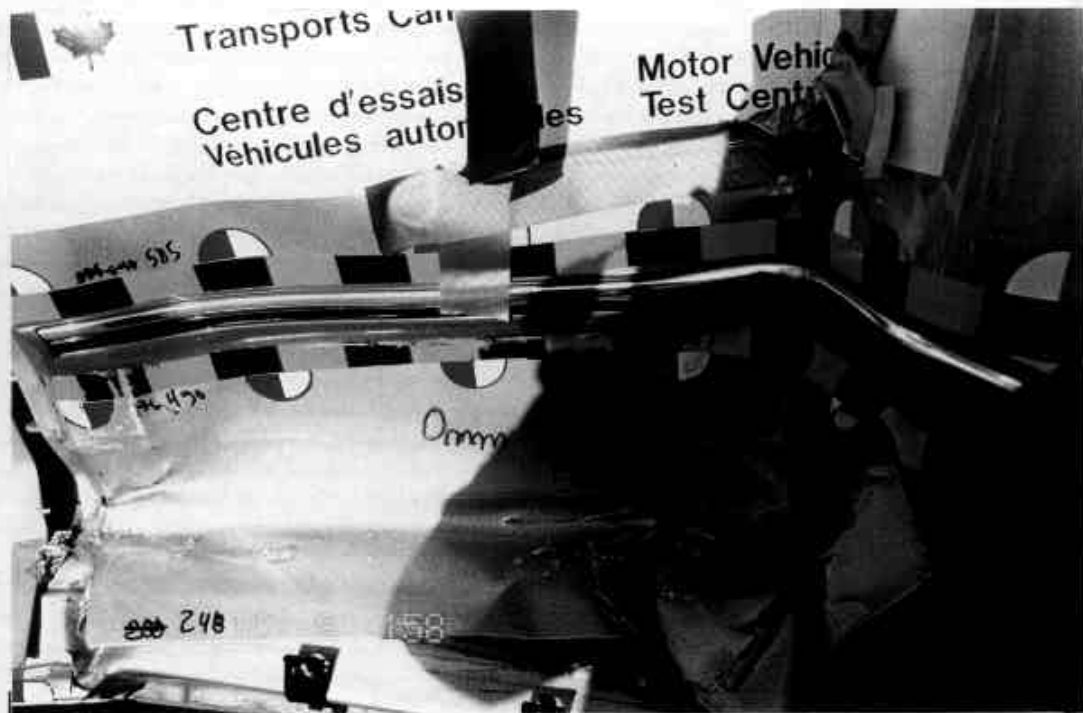
37. SURFACE CIBLÉE CÔTÉ GAUCHE DU VEHICULE , POST-TEST
TARGETS ON LEFT SIDE OF THE VEHICLE, POST-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	I.C. N° T.C. No	92-158
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44. CÔTÉ DROIT DU CONDUCTEUR, POST-TEST
DRIVER'S RIGHT SIDE, POST-TEST



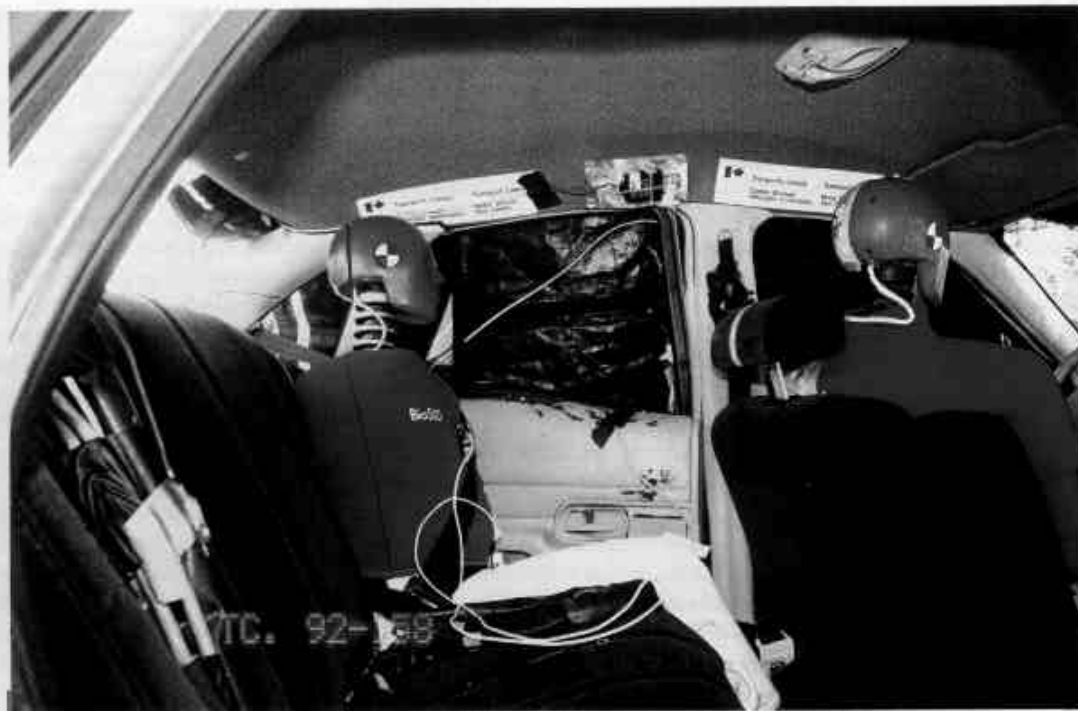
45. TABLEAU DE BORD ET MODULE DU COUSSIN GONFLABLE DANS LE VOLANT, POST-TEST
DASH BORD AND STEERING WHEEL HUB AIR BAG CASE, POST-TEST



Date de collision Date impacted	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C.No	92-158
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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	92/12/09	Vehicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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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	92/12/09	Véhicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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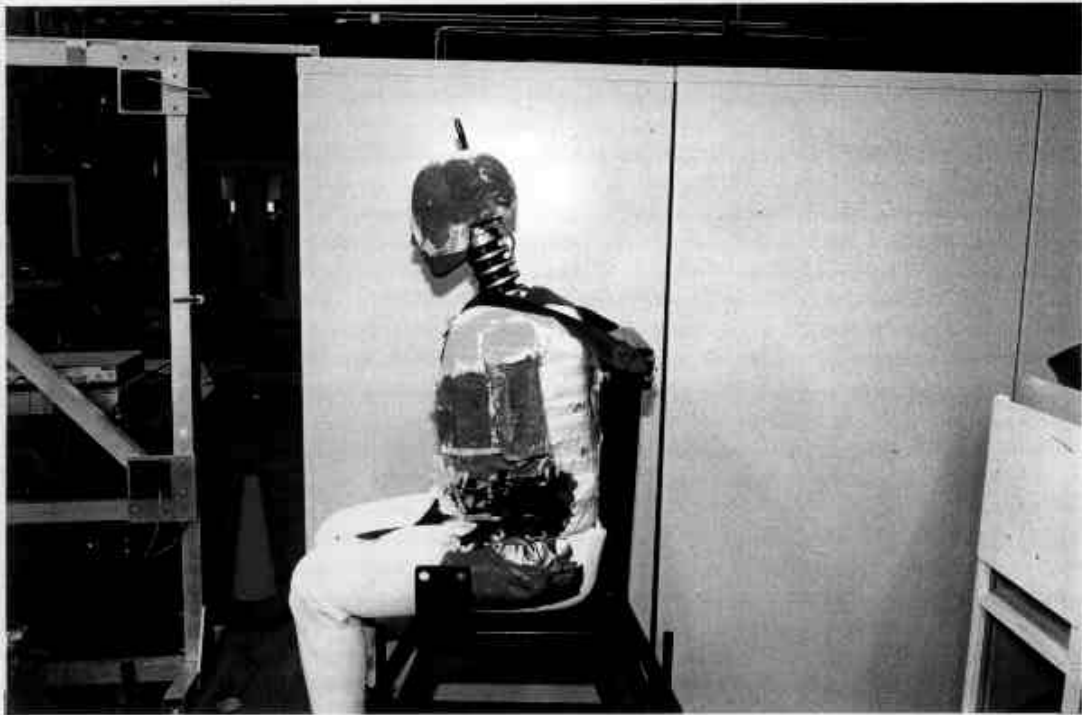
50. VUE DU MANNEQUIN EUROSID 1, POST-TEST
VIEW OF THE DUMMY EUROSID 1, POST-TEST



51. INTÉRIEUR DE LA PORTIÈRE DU CONDUCTEUR (EUROSID 1), POST-TEST
DRIVER (EUROSID 1) DOOR TRIM, POST-TEST



Date de collision Date impacted	92/12/09	Vehicule Vehicle	FORD CROWN VICTORIA 1992	T.C. N° T.C. No	92-158
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52. VUE DU MANNEQUIN BIOSID, POST-TEST
VIEW OF THE DUMMY BIOSID, POST-TEST



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