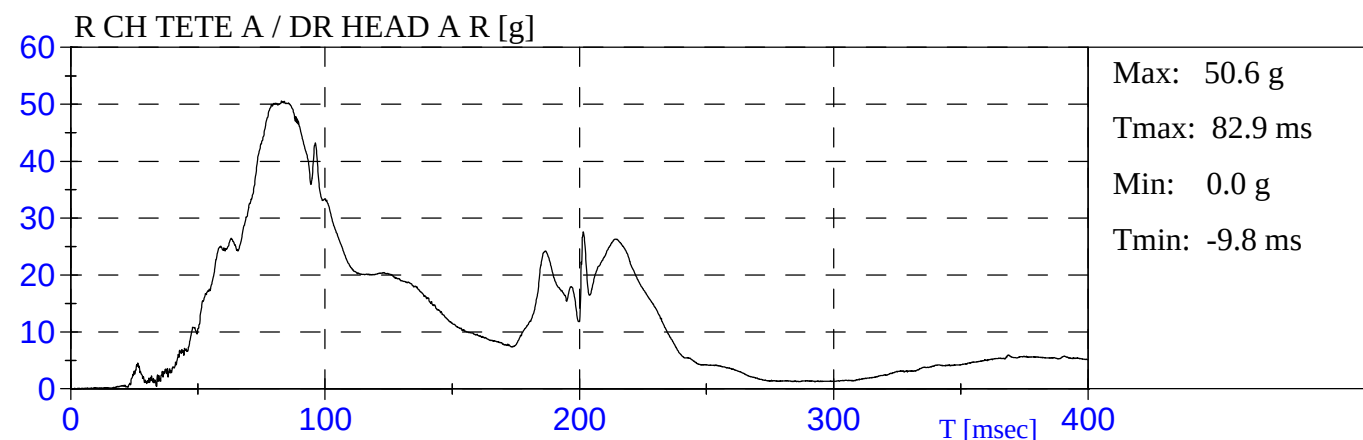
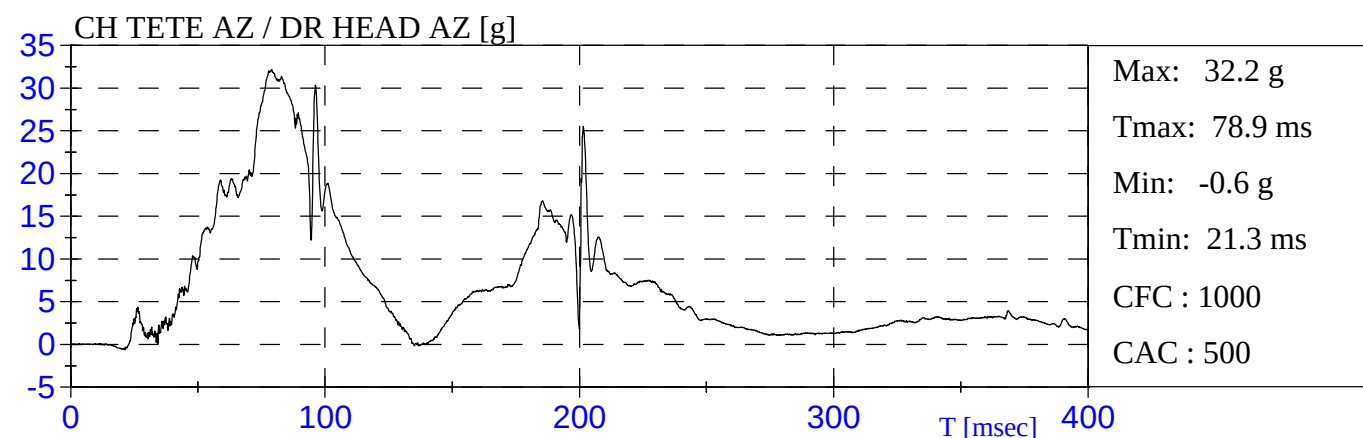
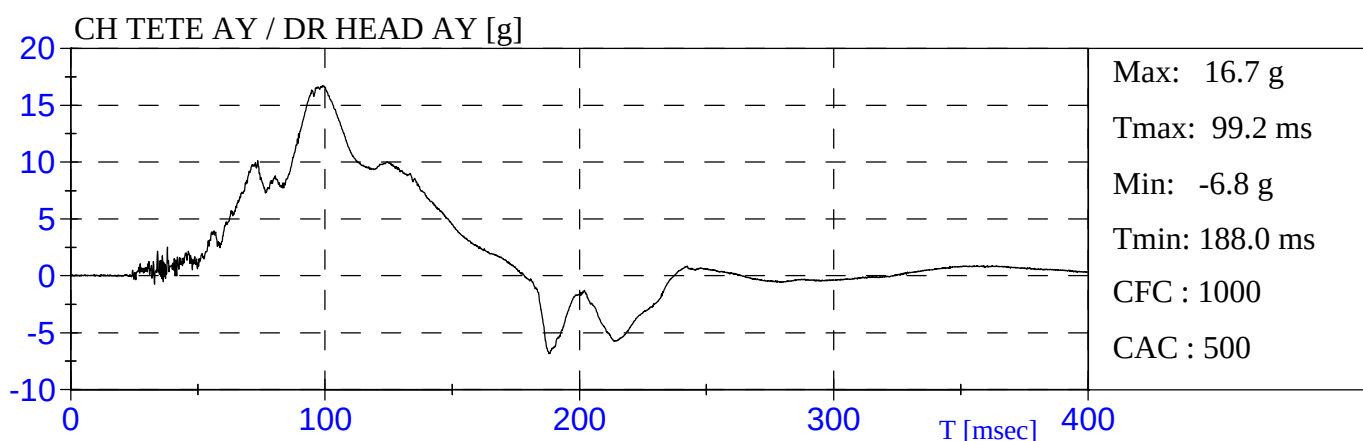
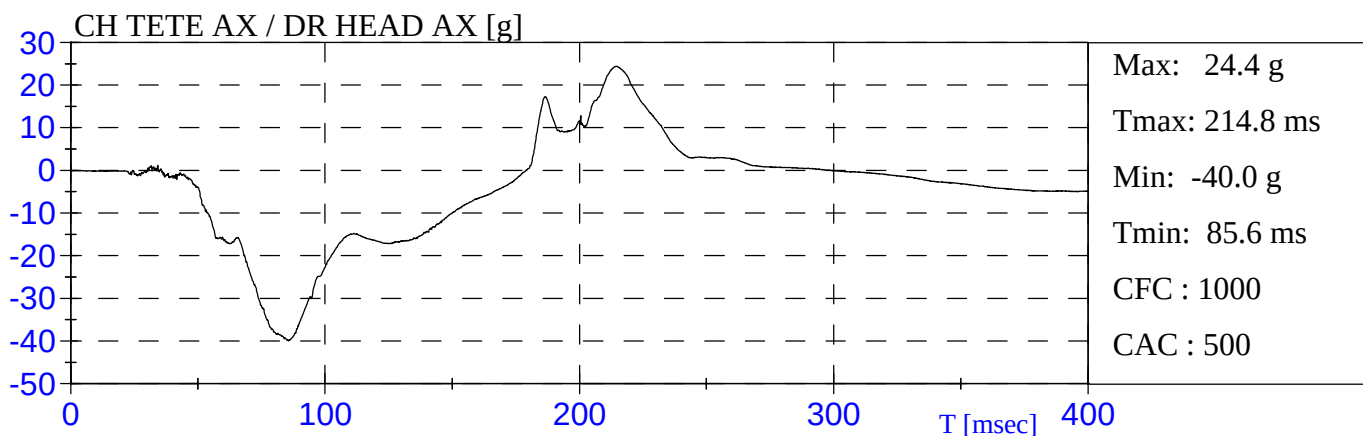
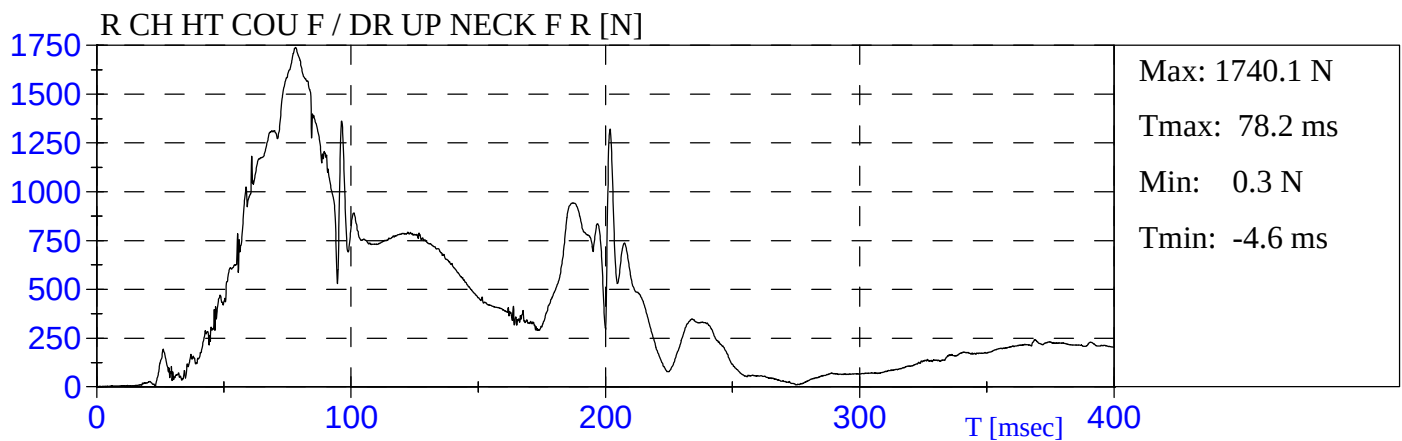
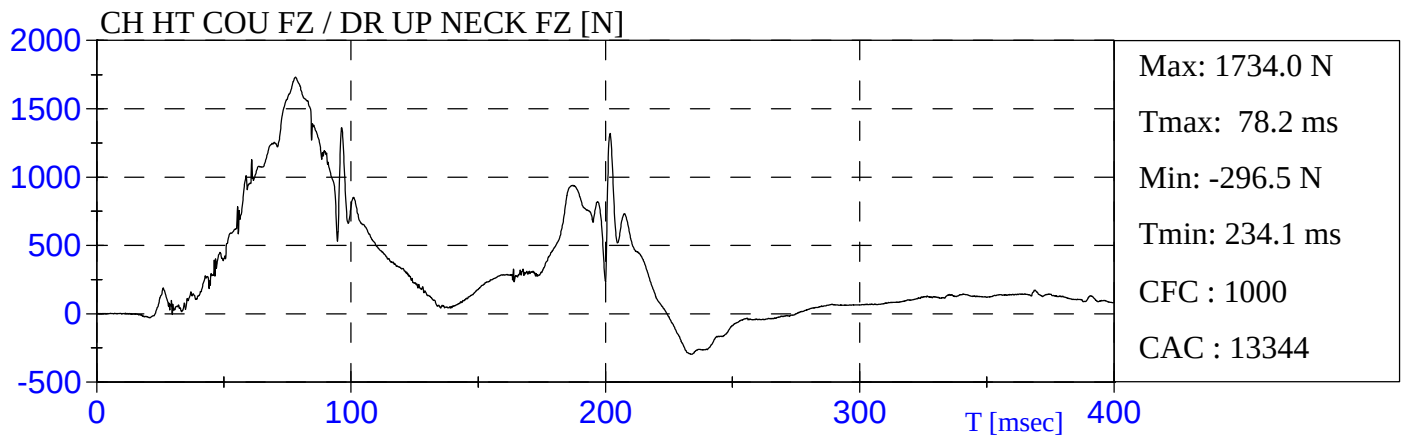
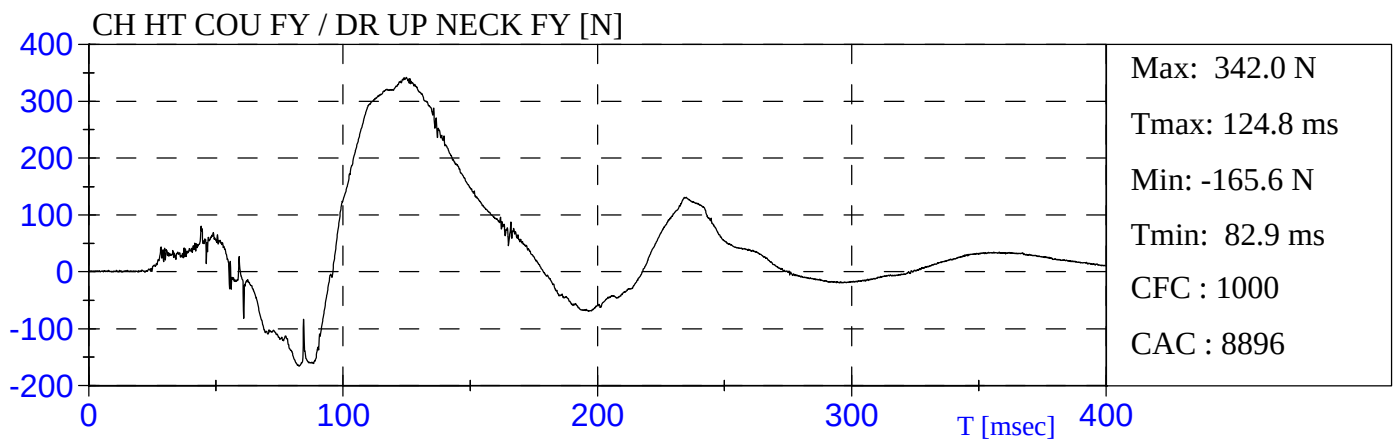
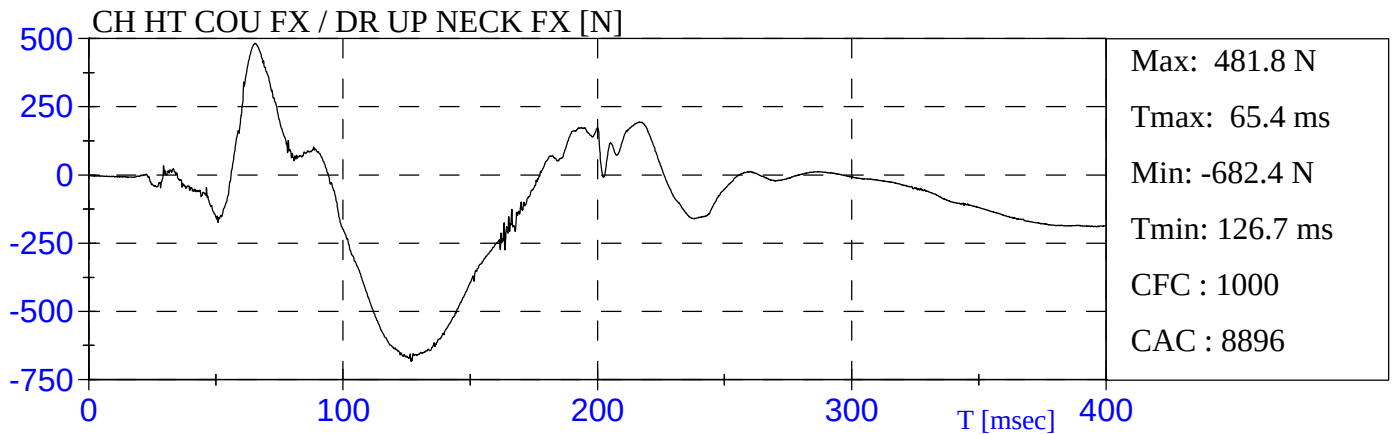
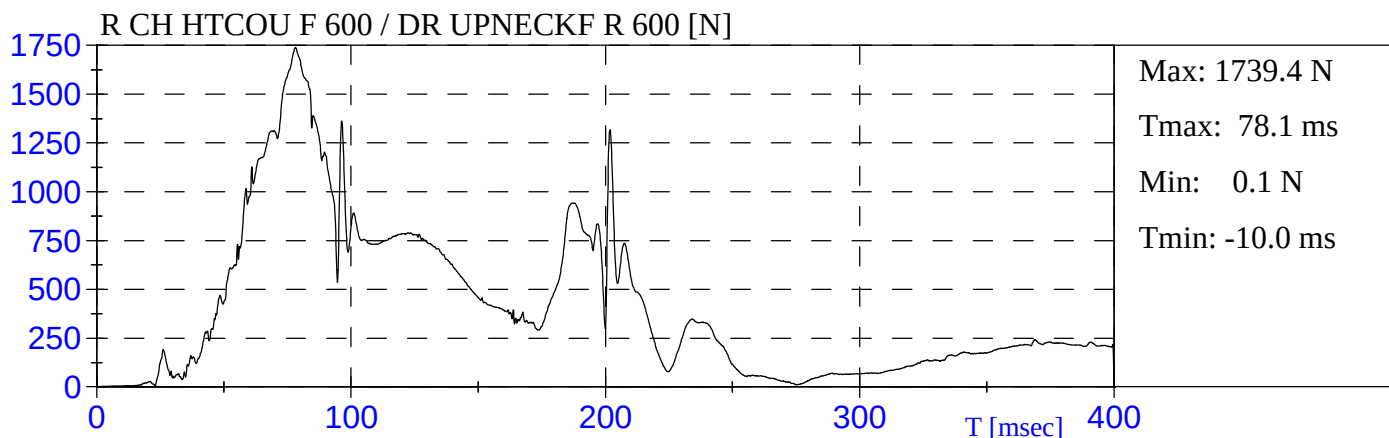
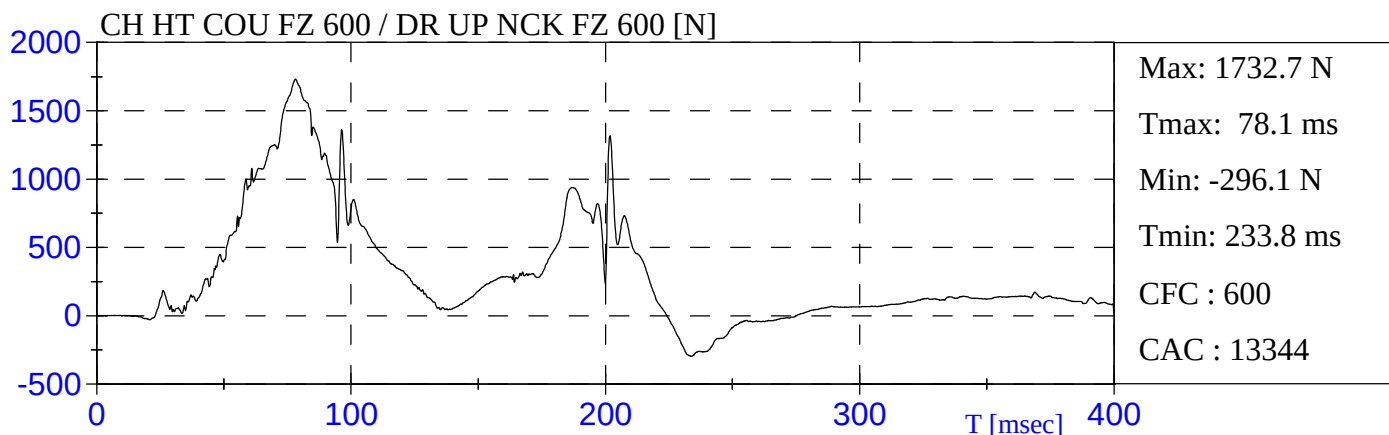
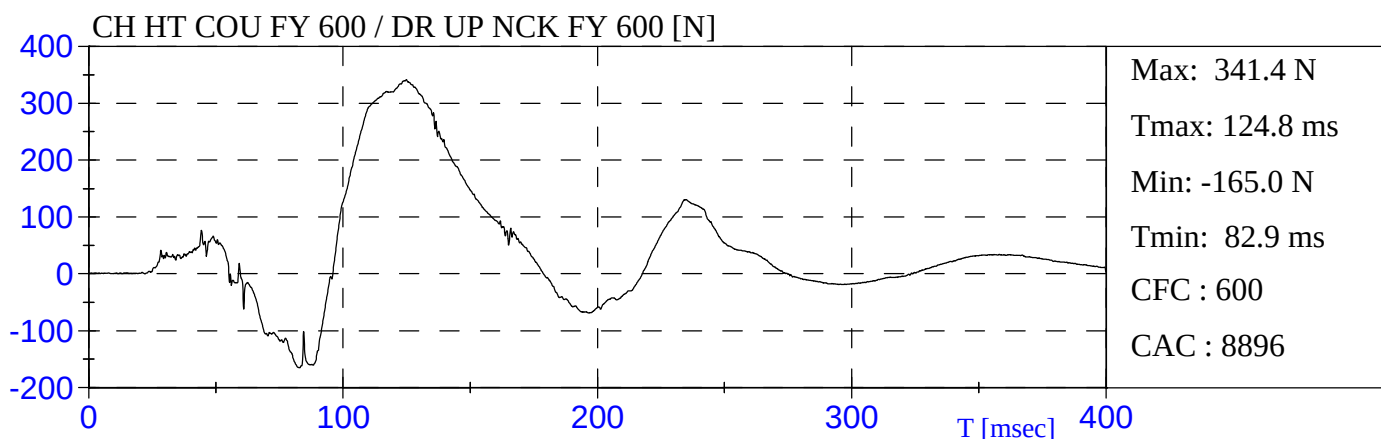
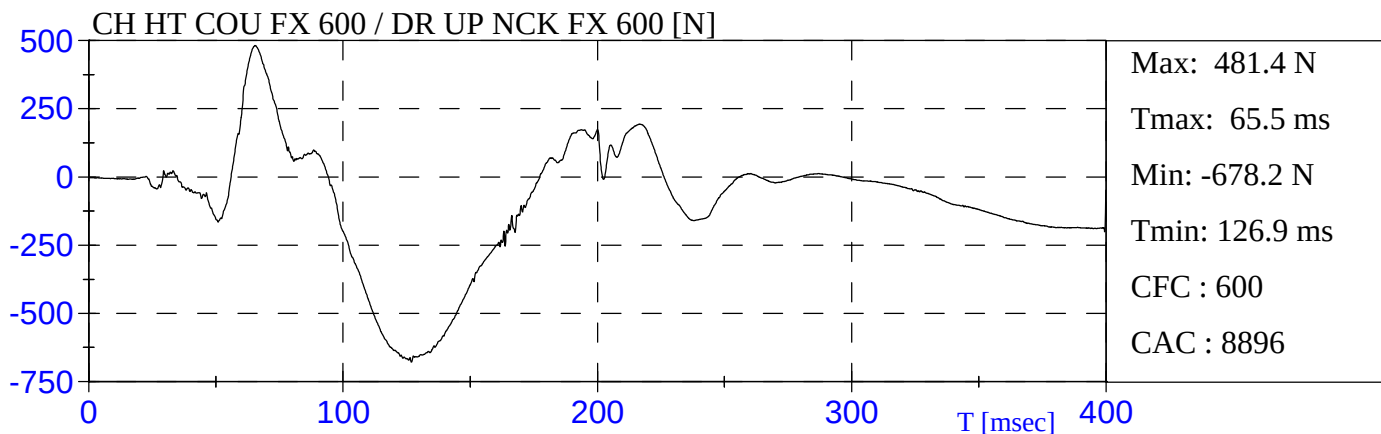


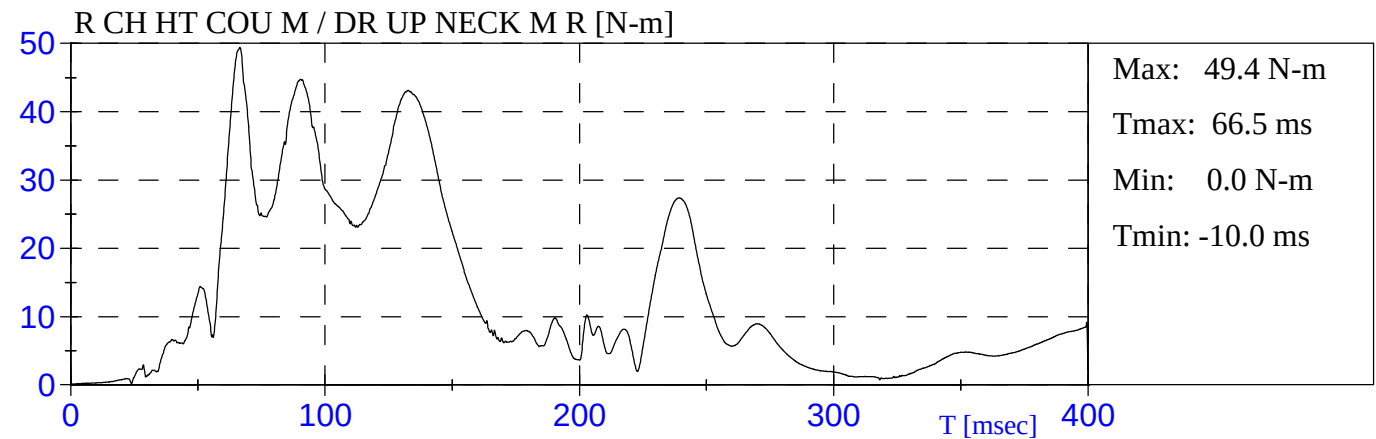
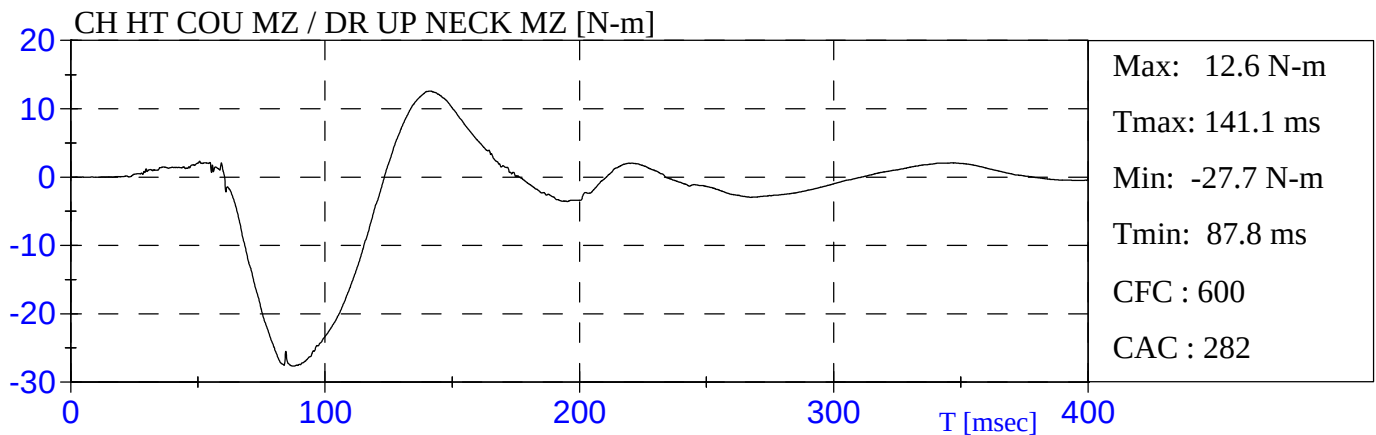
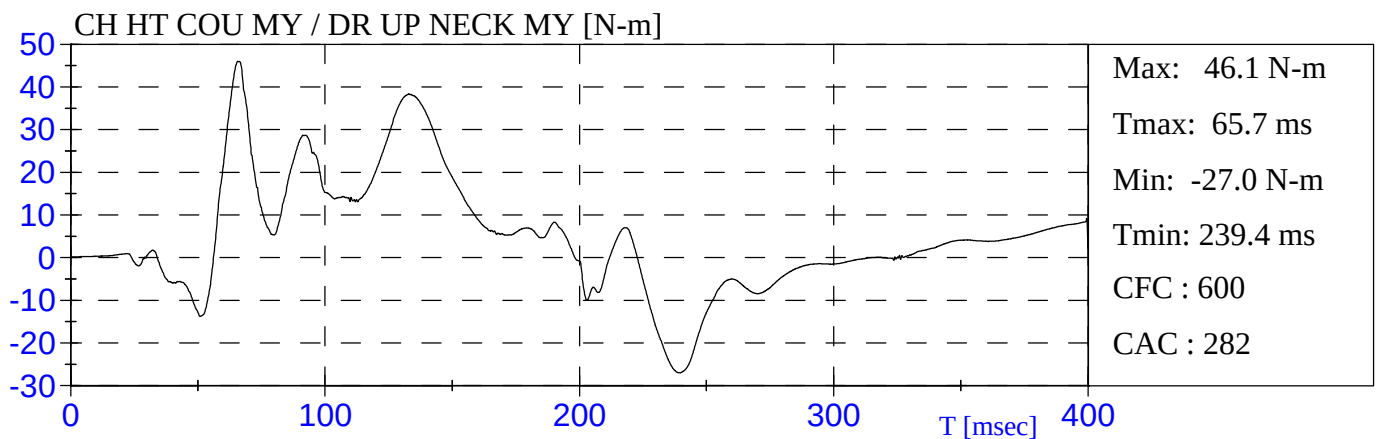
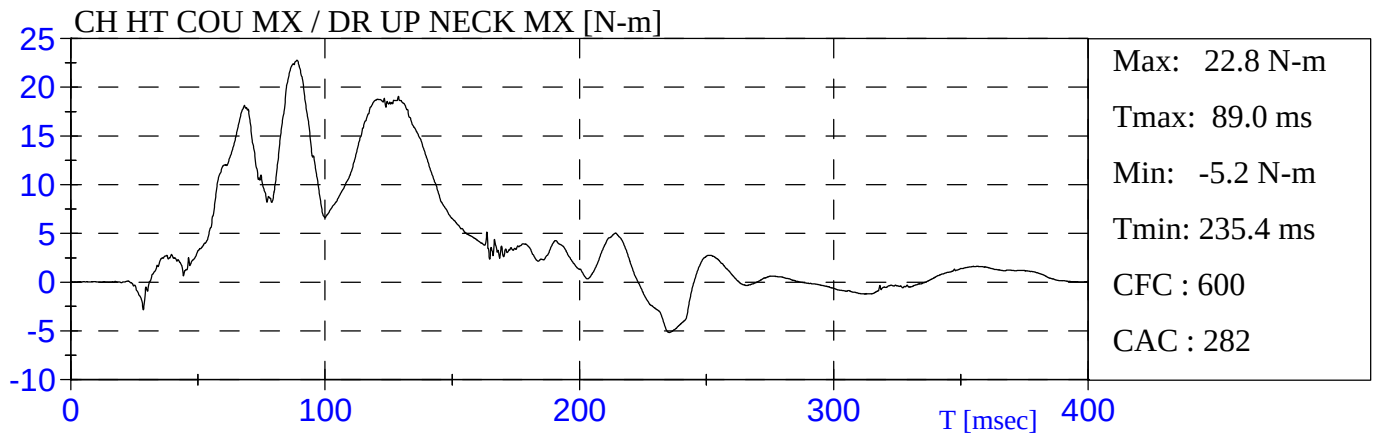


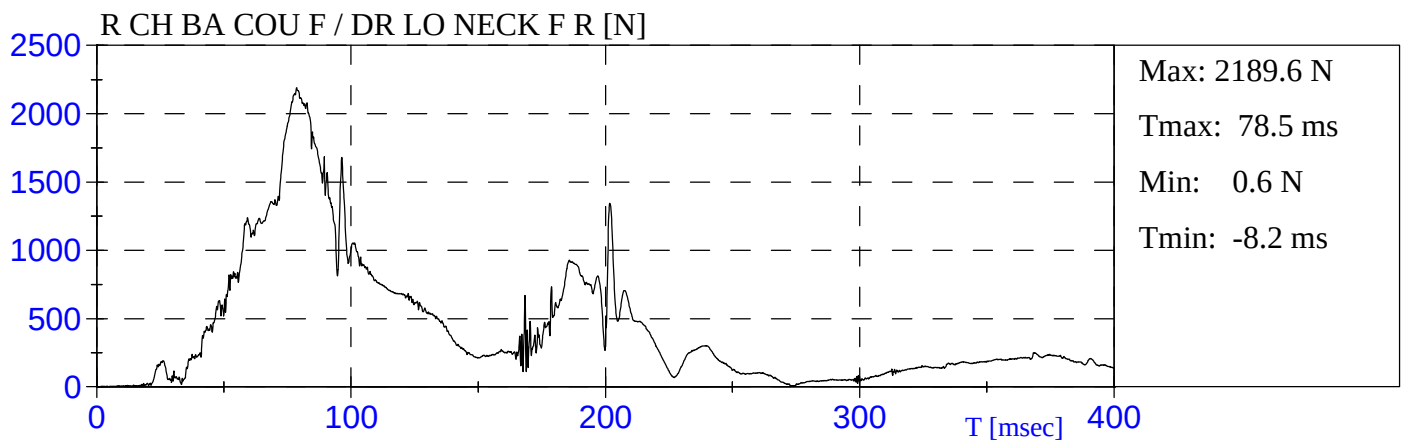
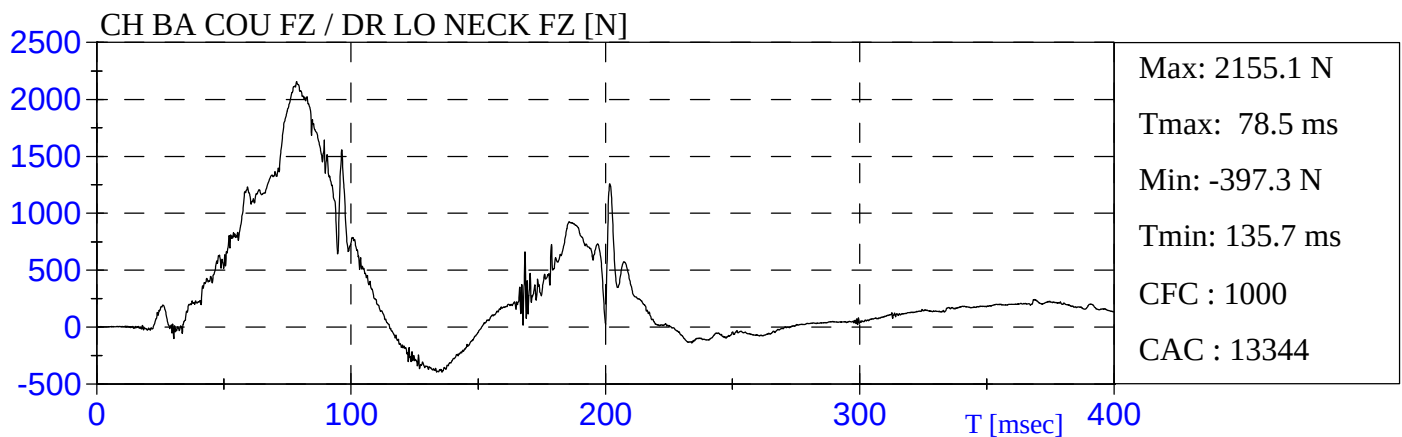
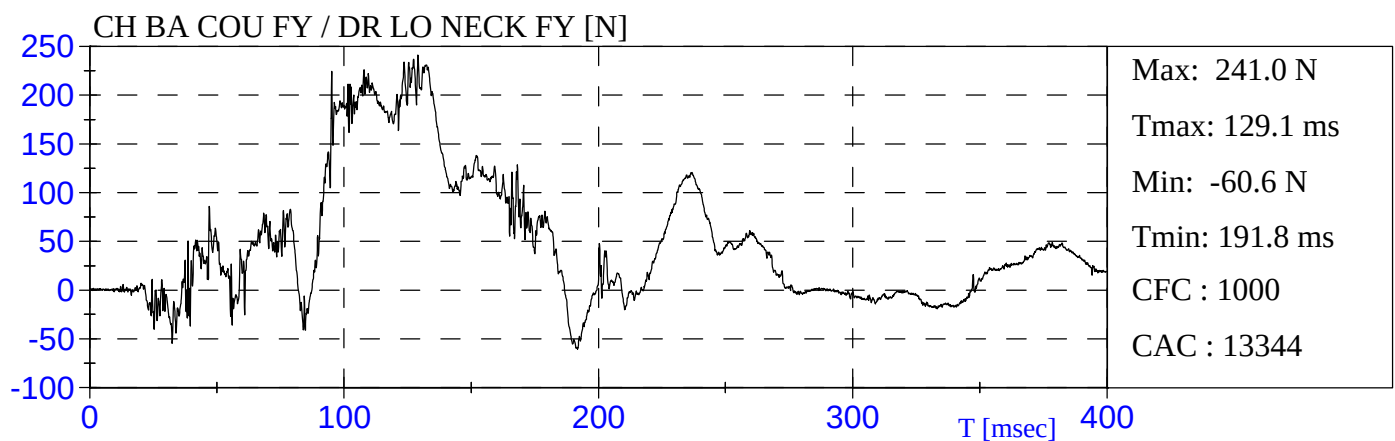
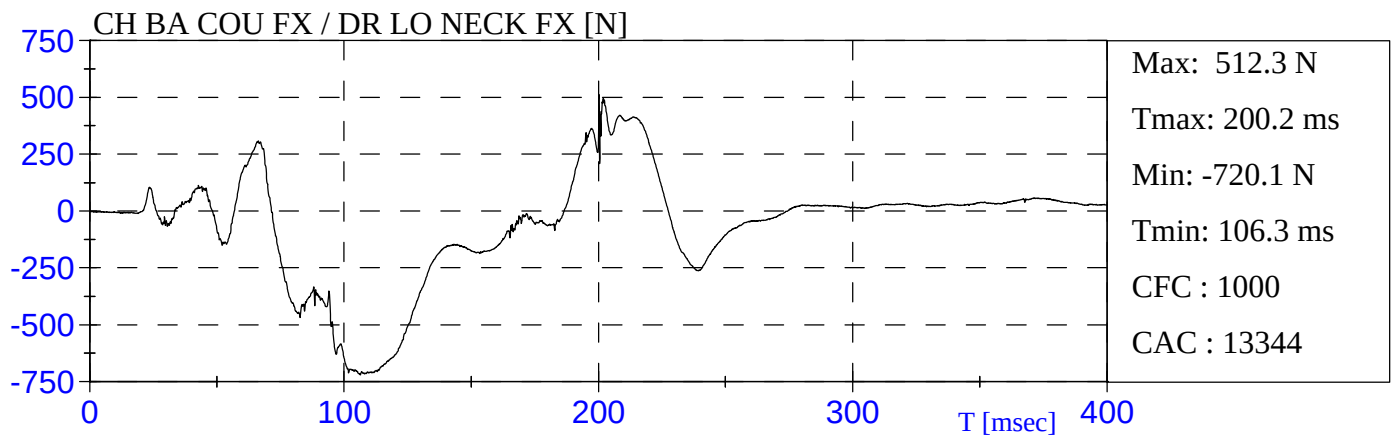
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	FORD F-150 2004
Numéro de TC Tc Number	TC04-123
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-23
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M
Passager 1 (arrière gauche) Passenger 1 (rear left)	
Passager 2 (arrière droit) Passenger 2 (rear right)	

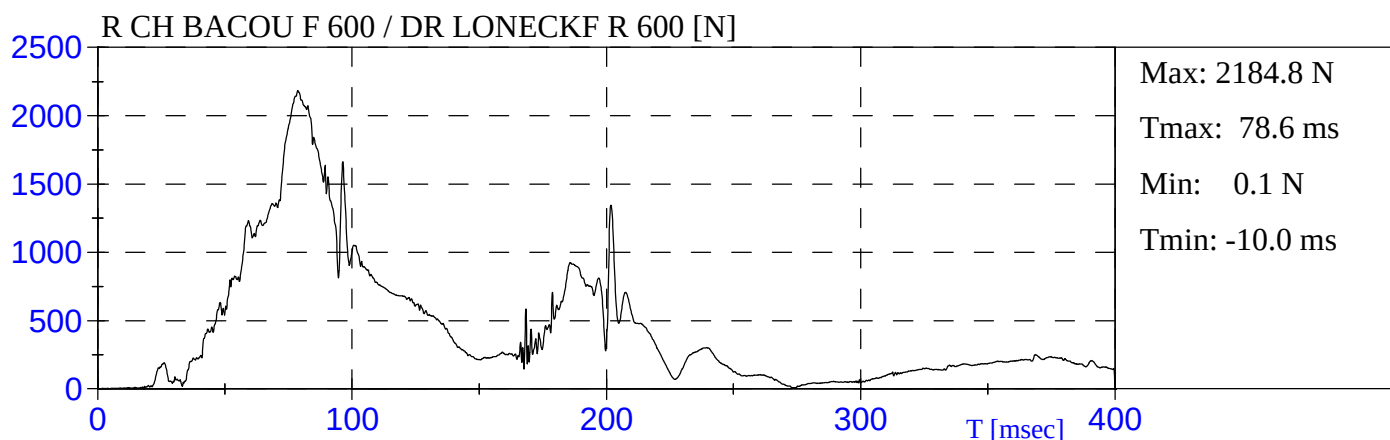
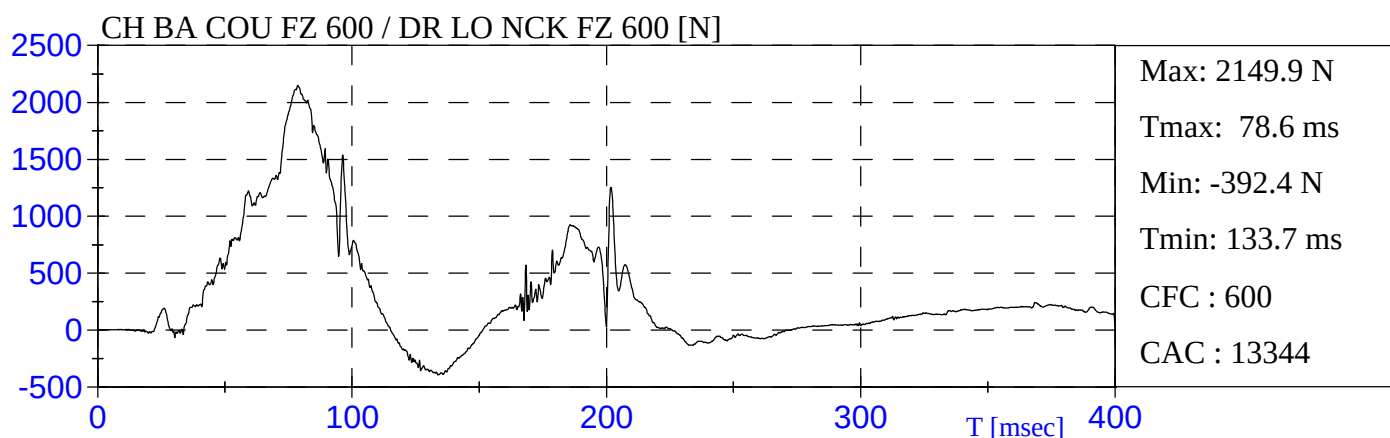
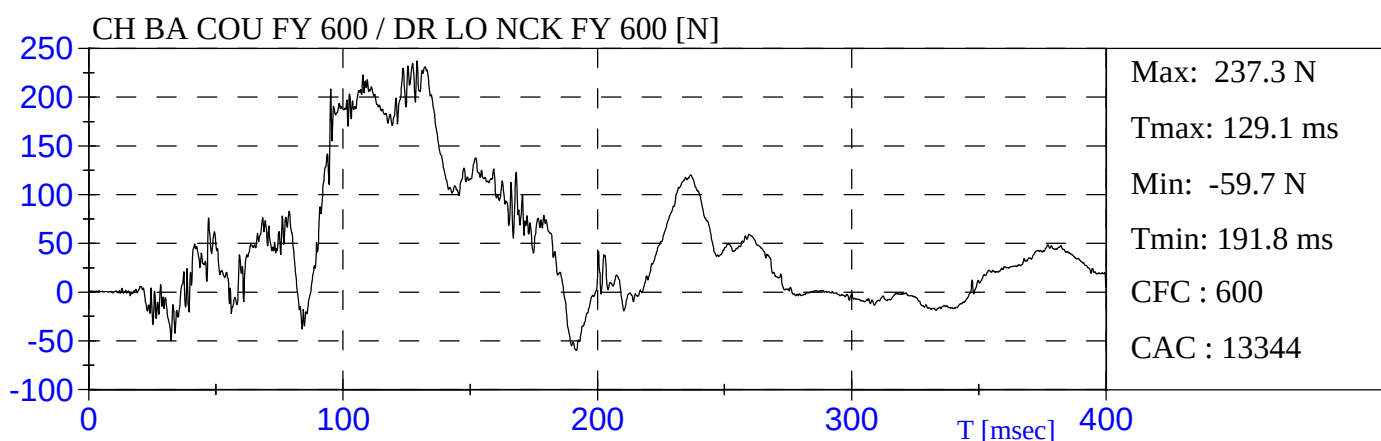
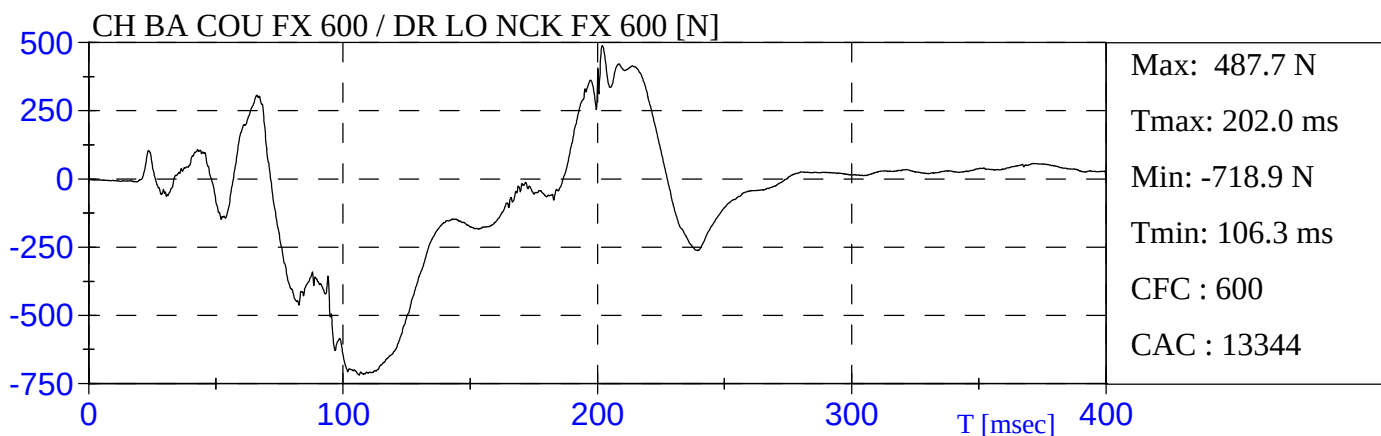


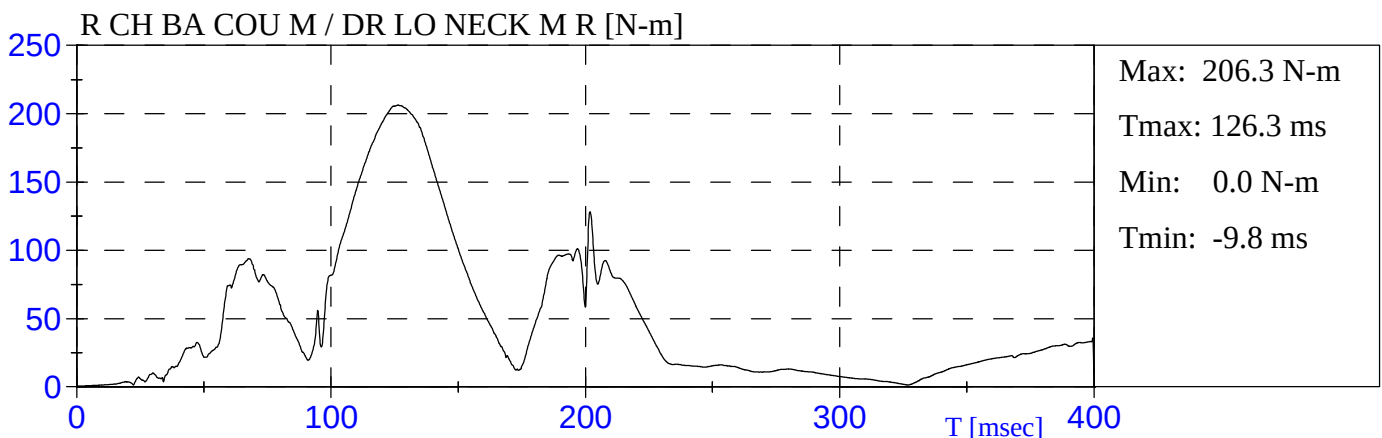
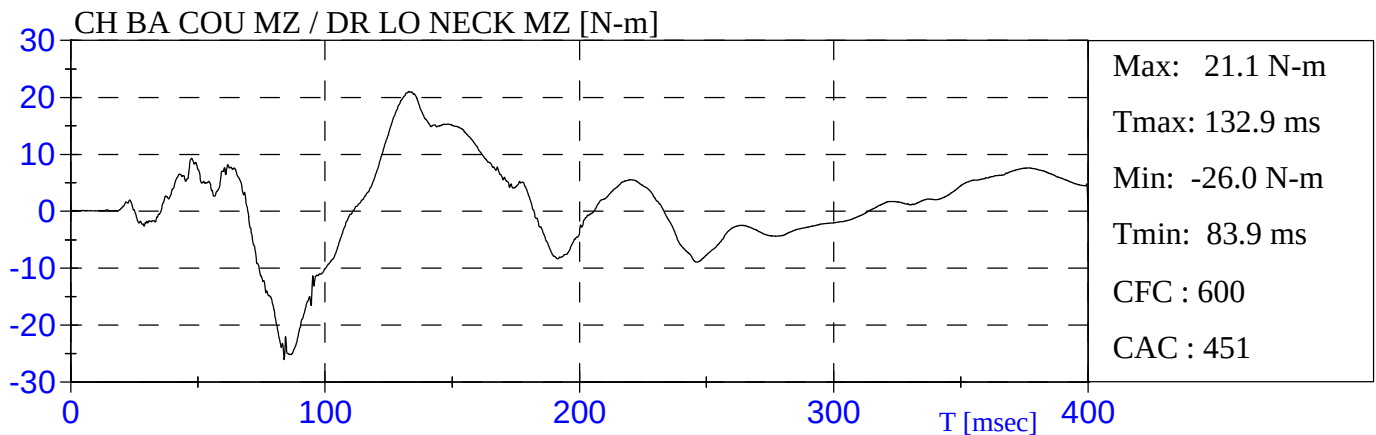
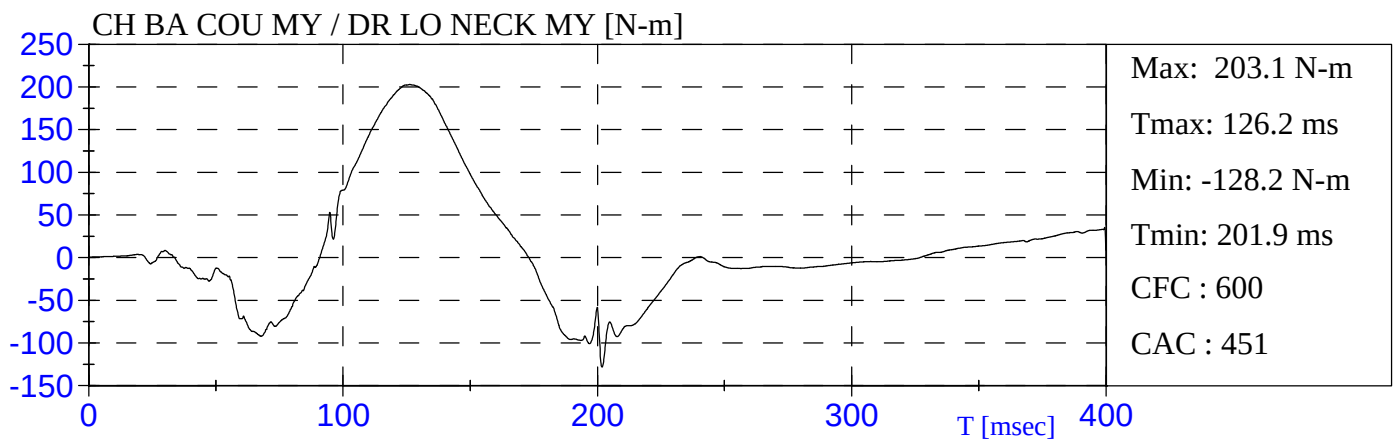
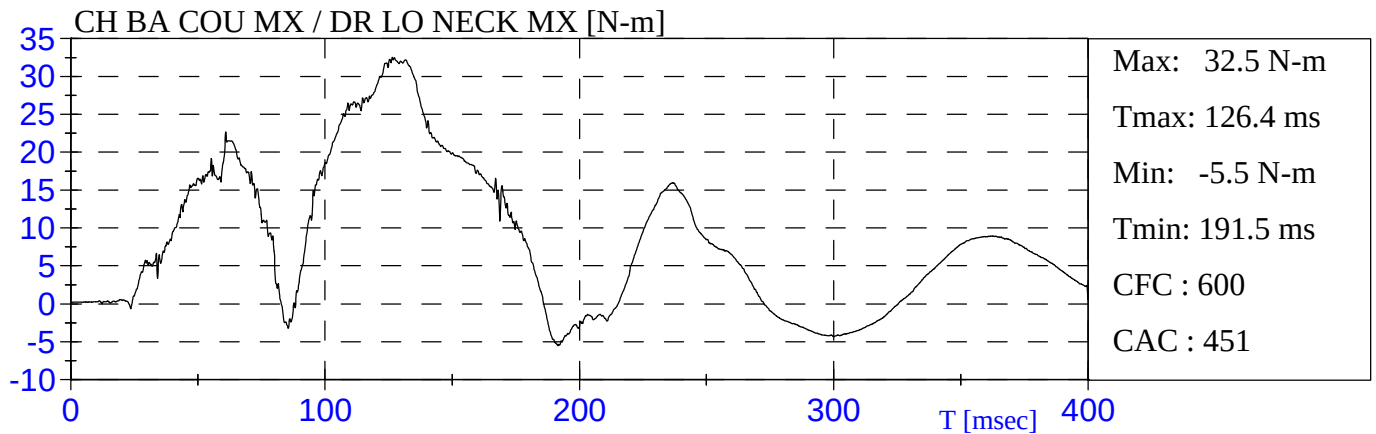


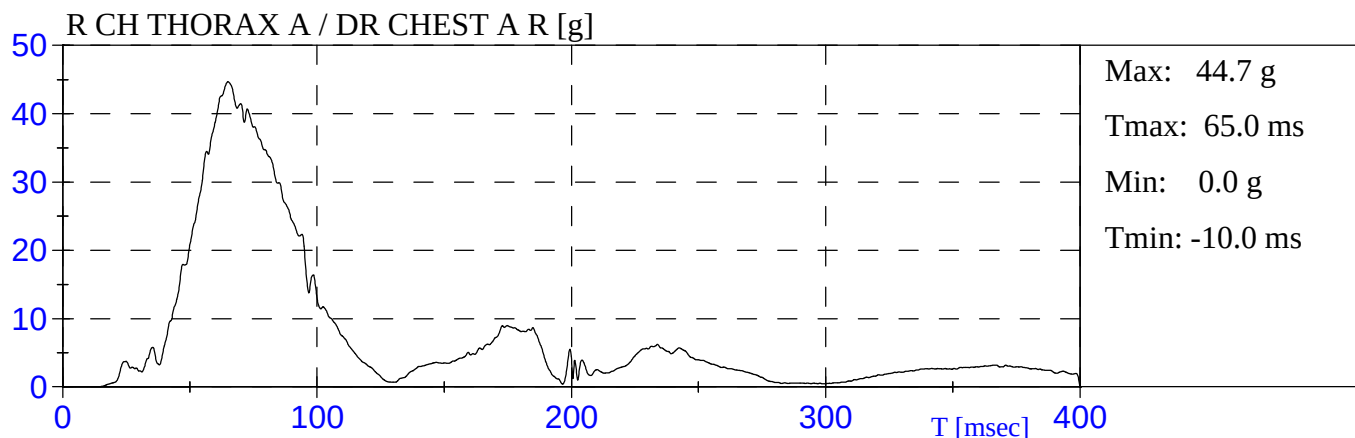
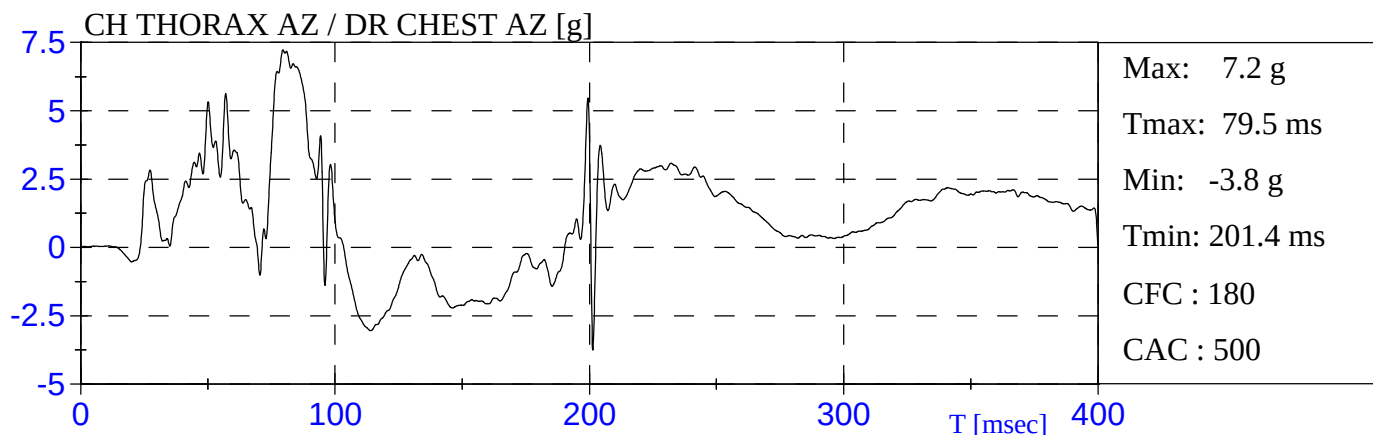
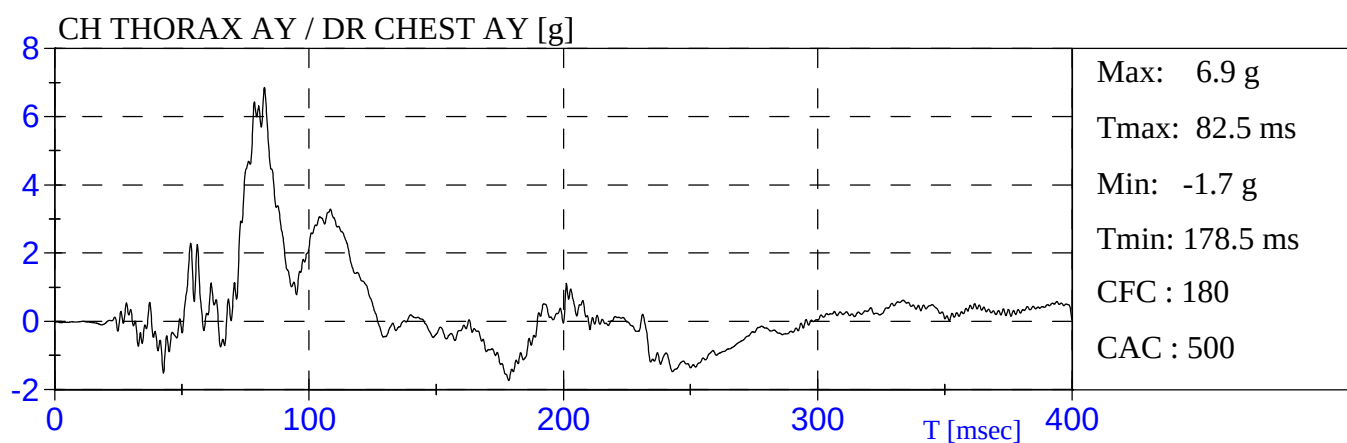
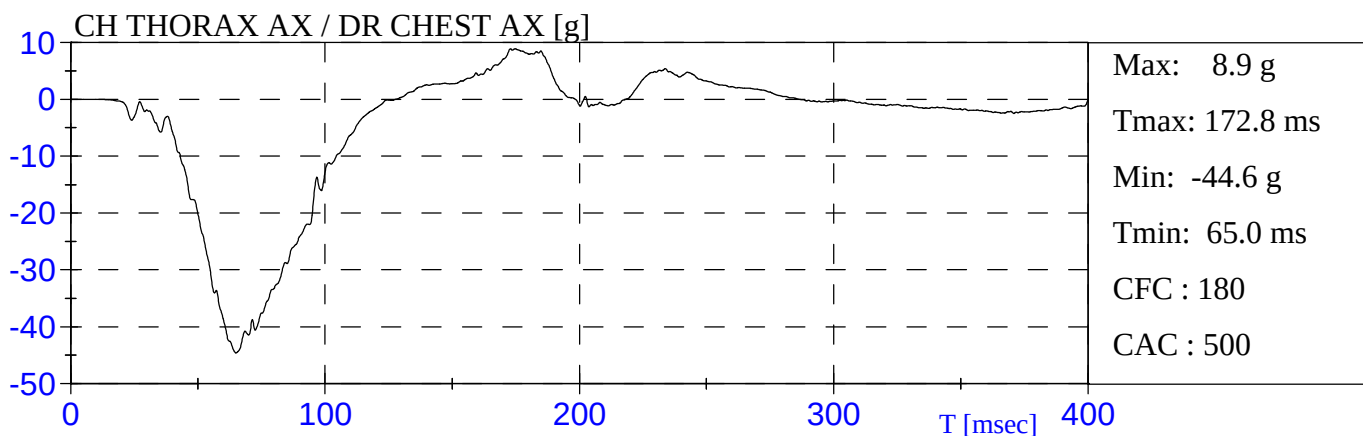


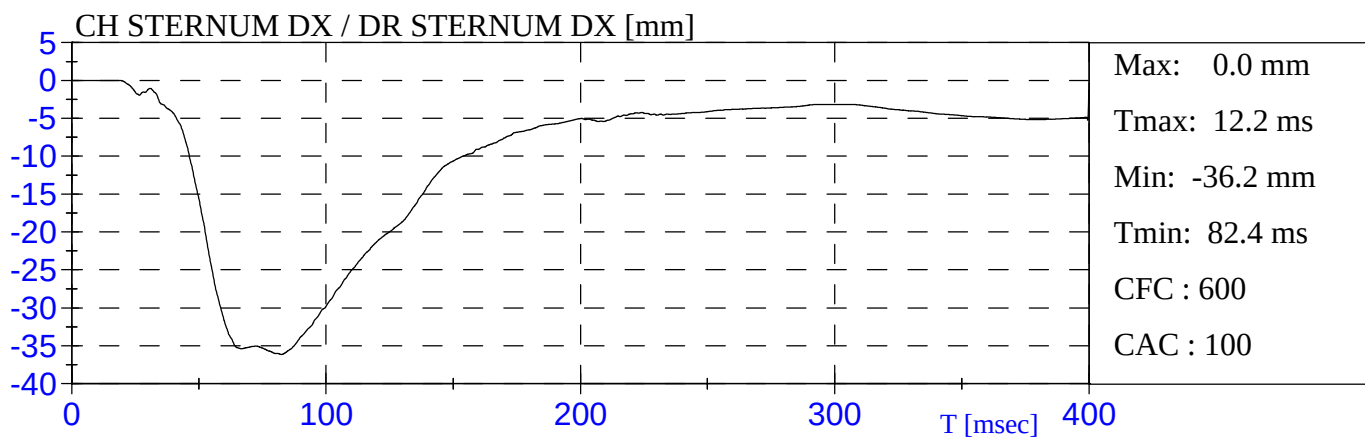


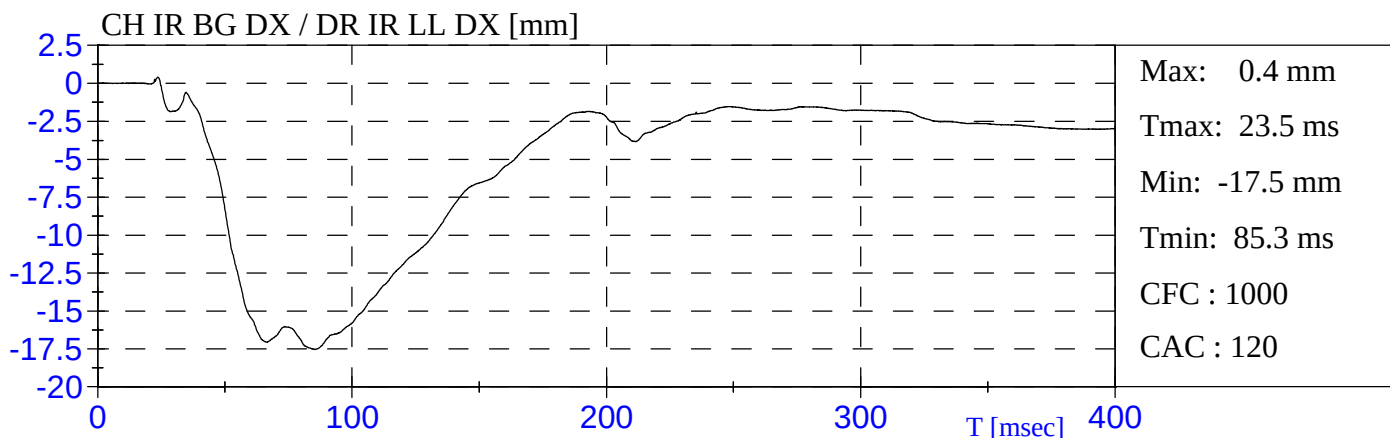
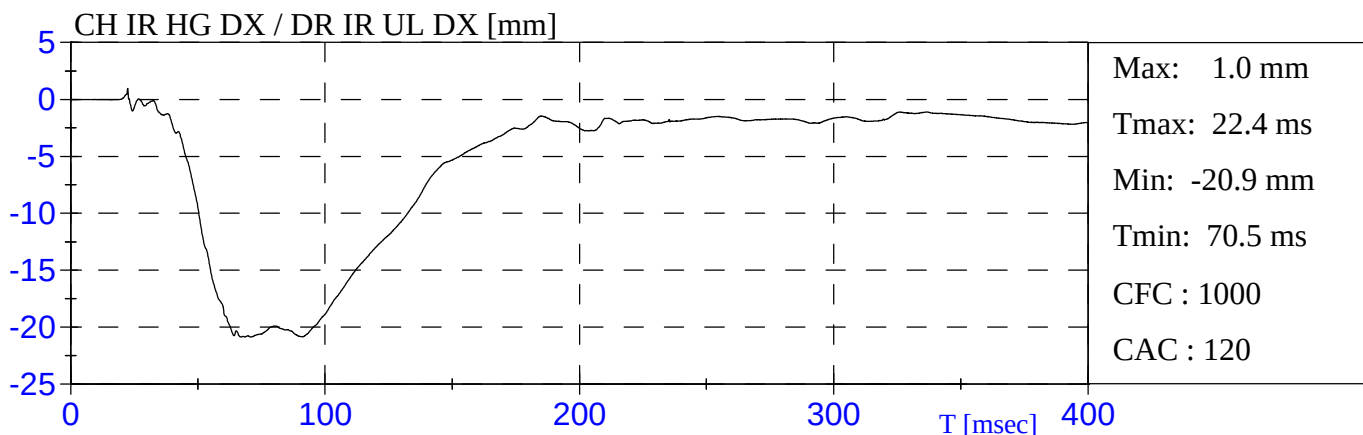
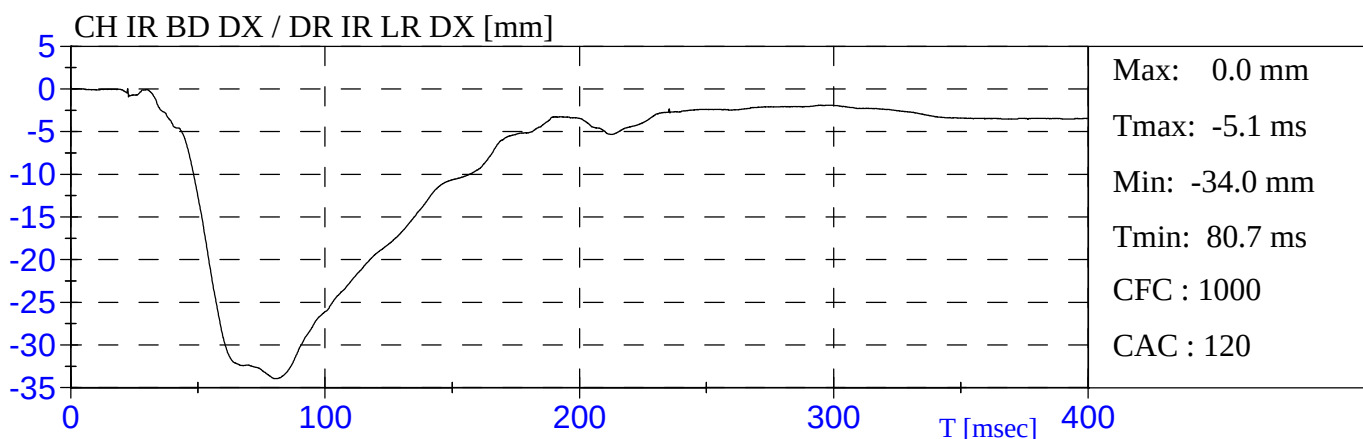
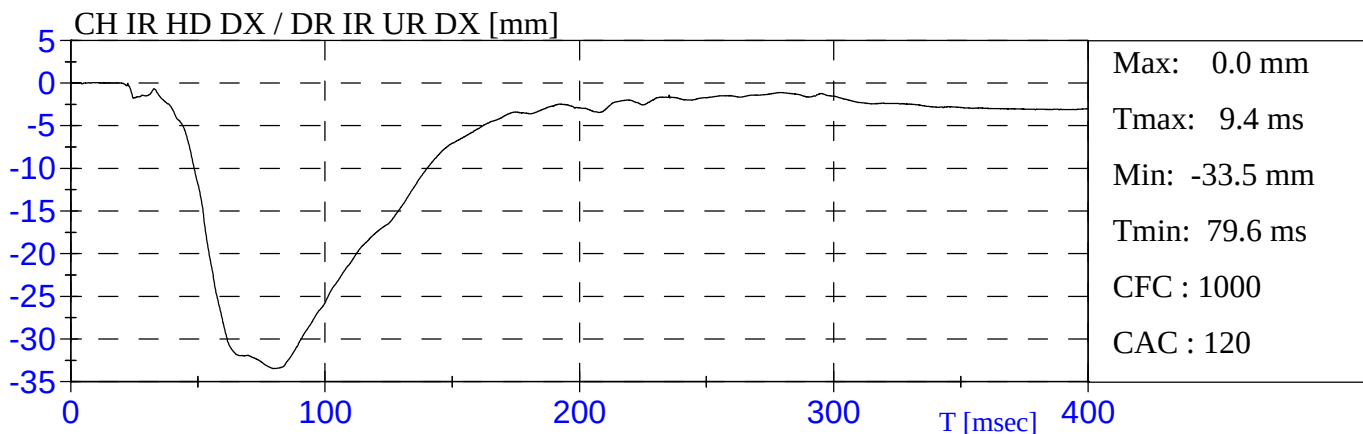


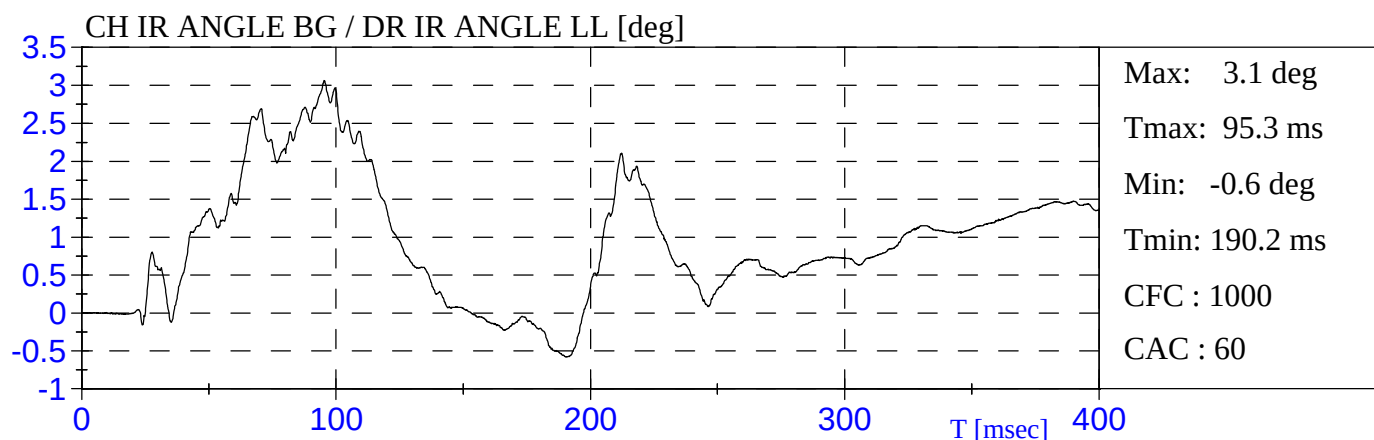
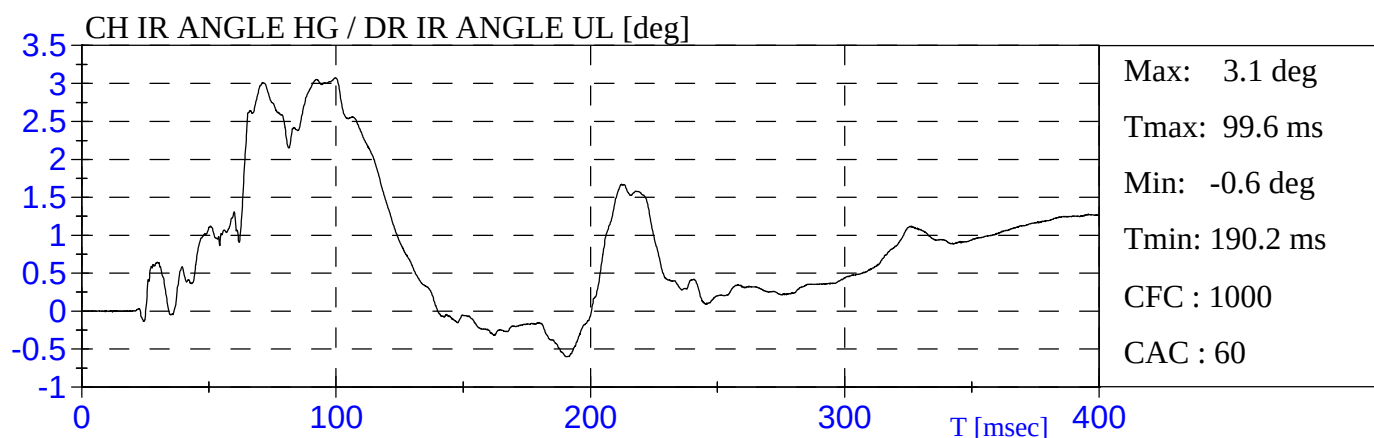
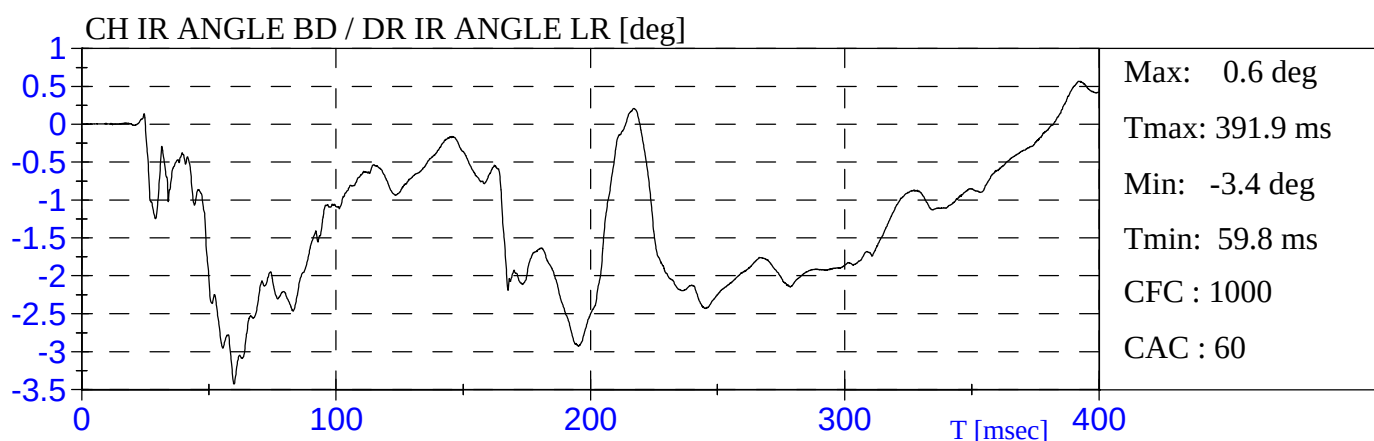
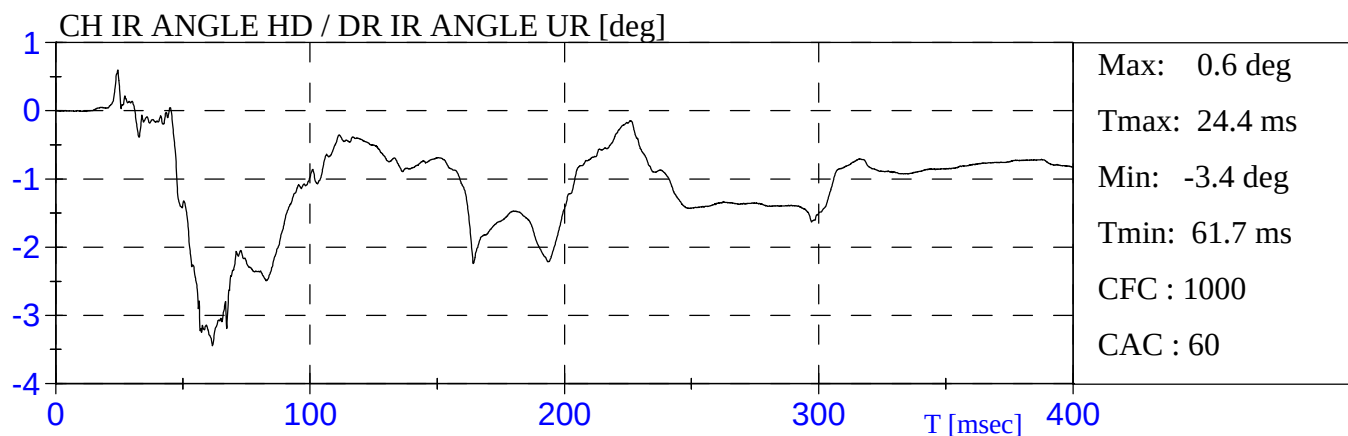


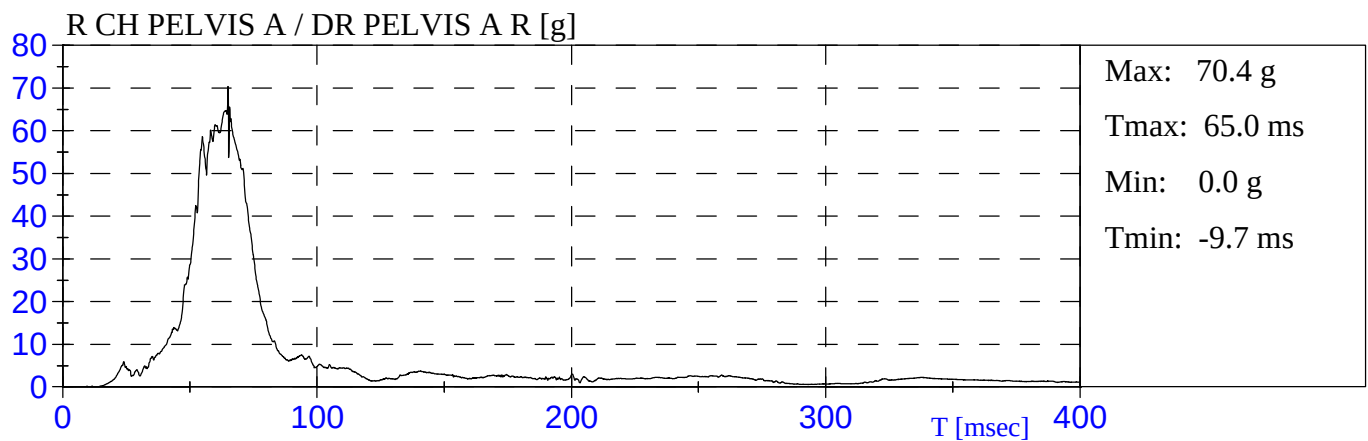
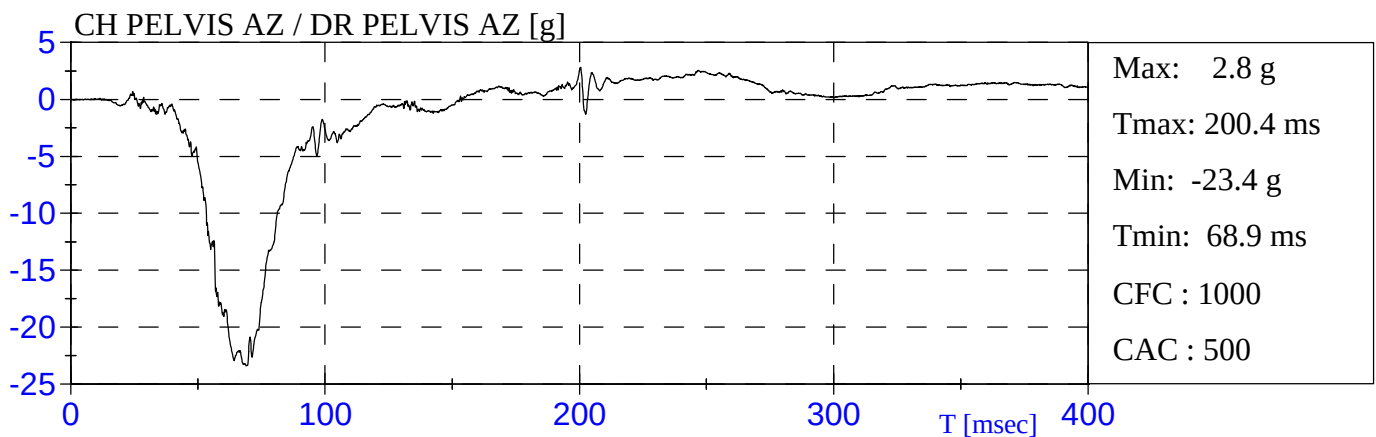
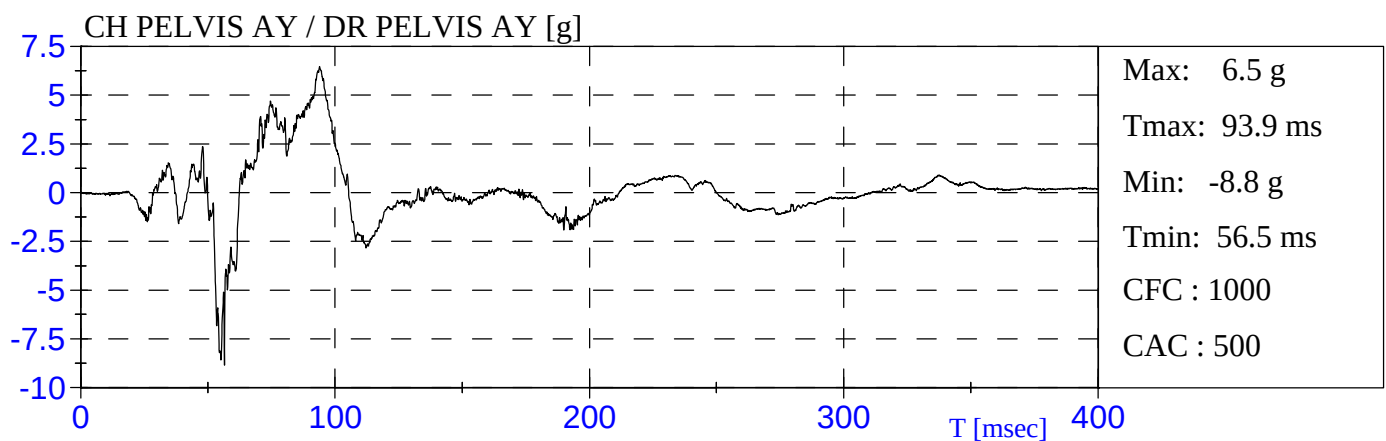
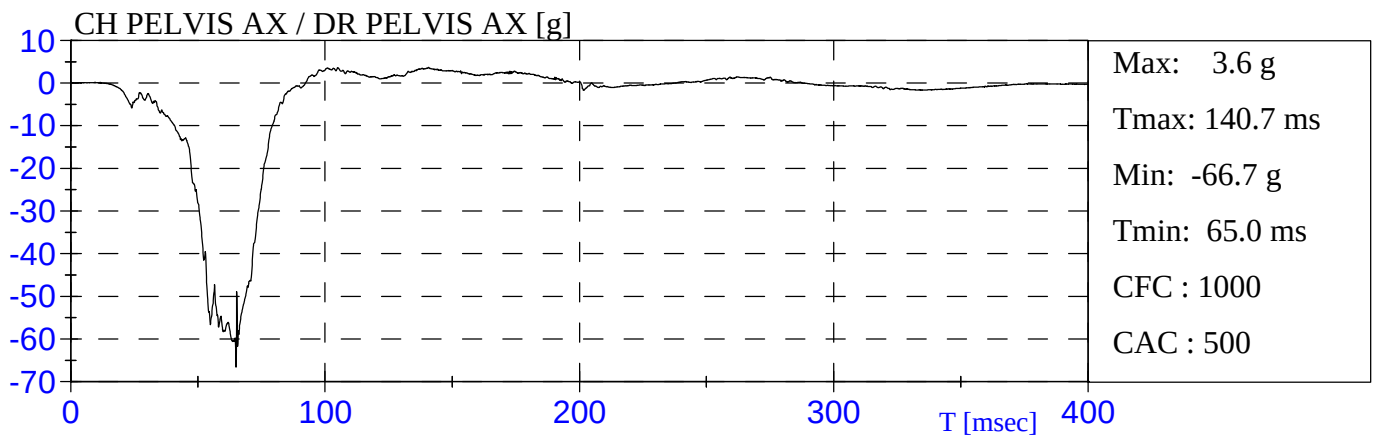


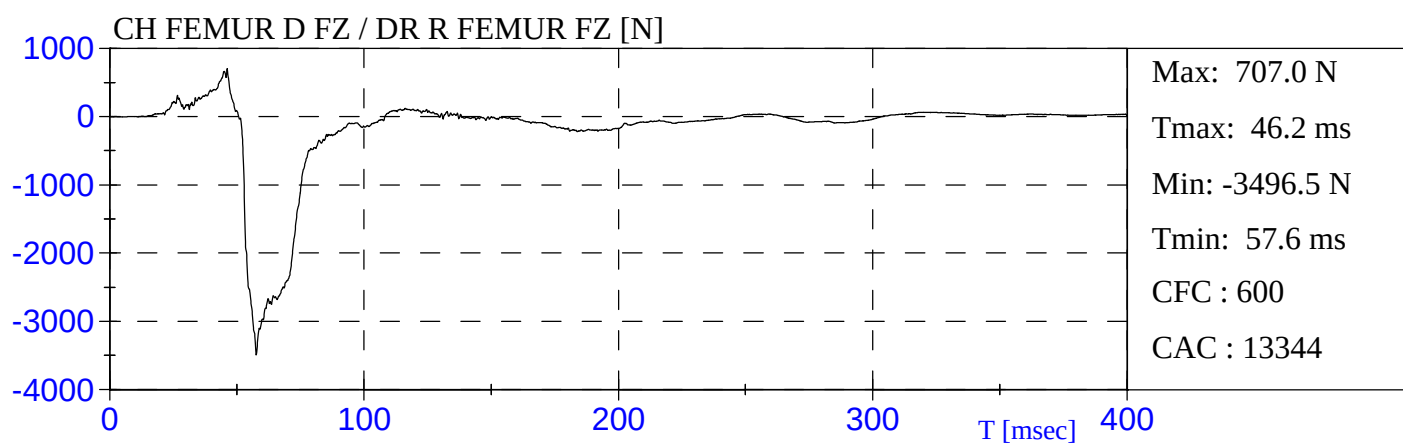
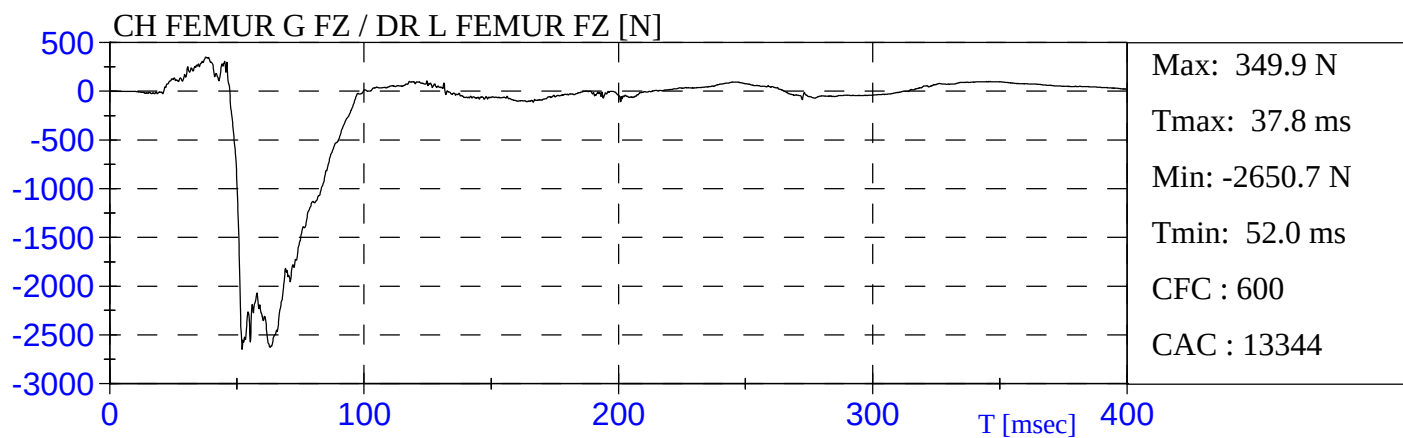


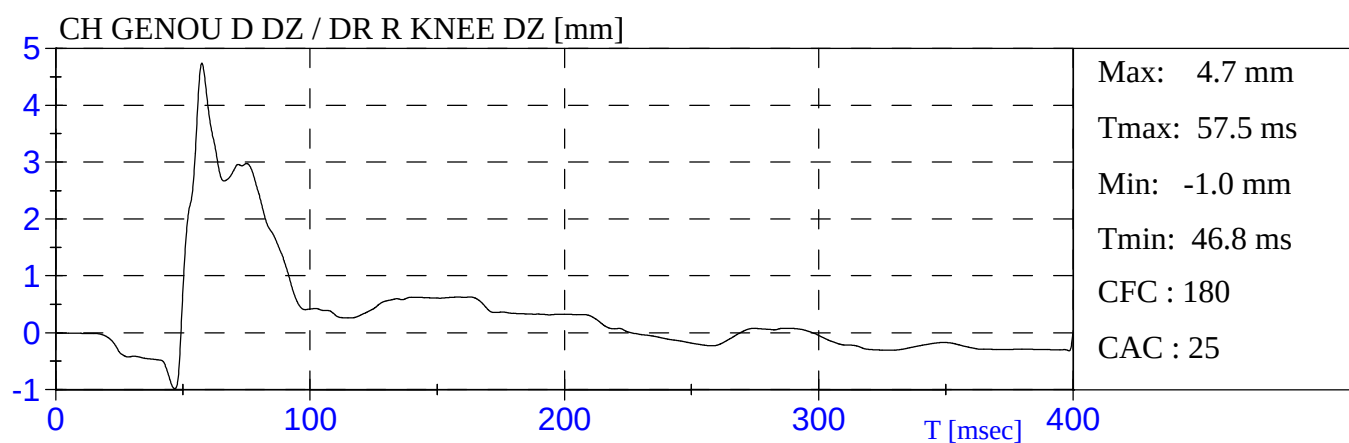
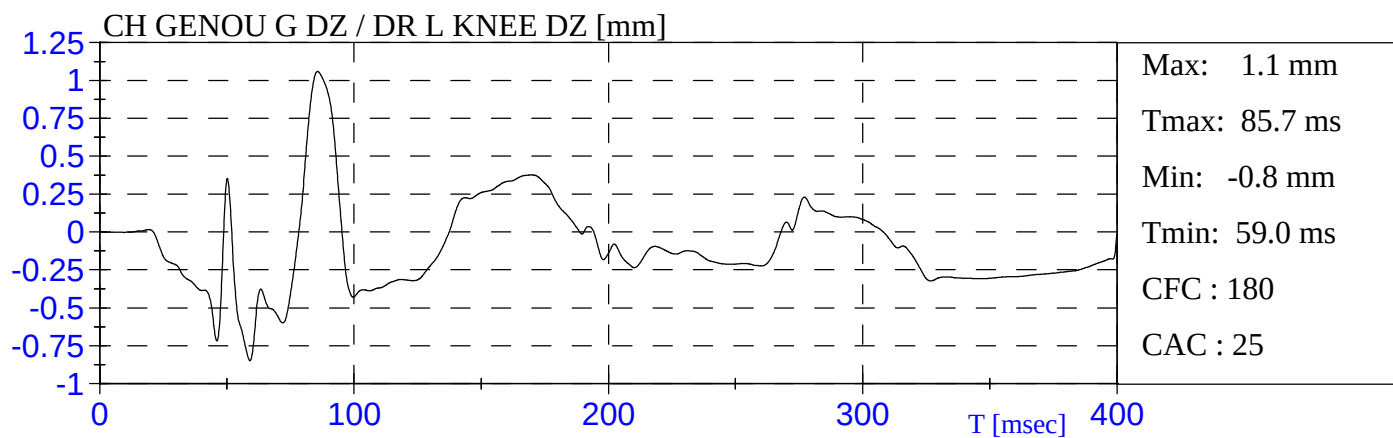


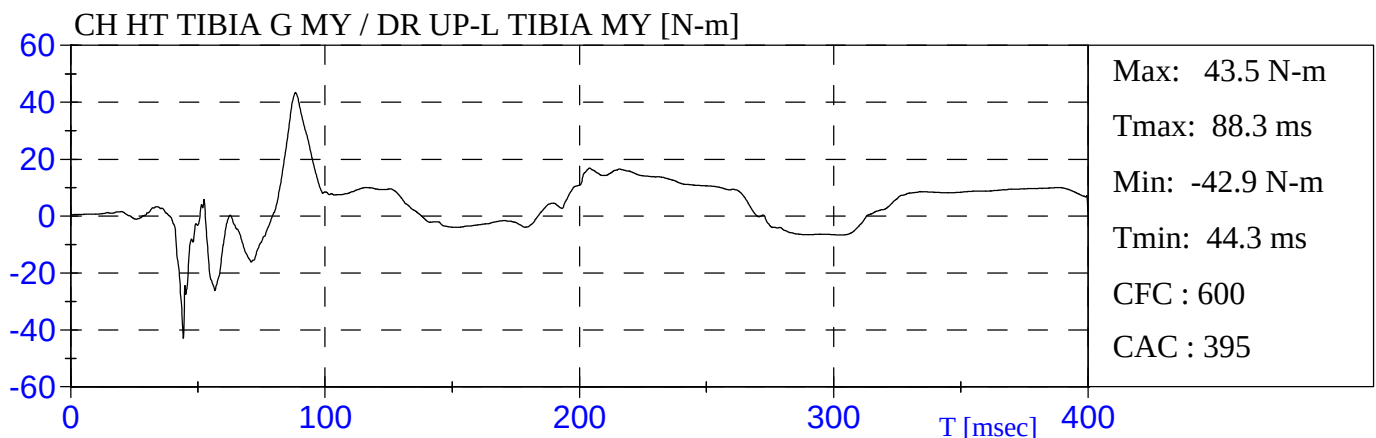
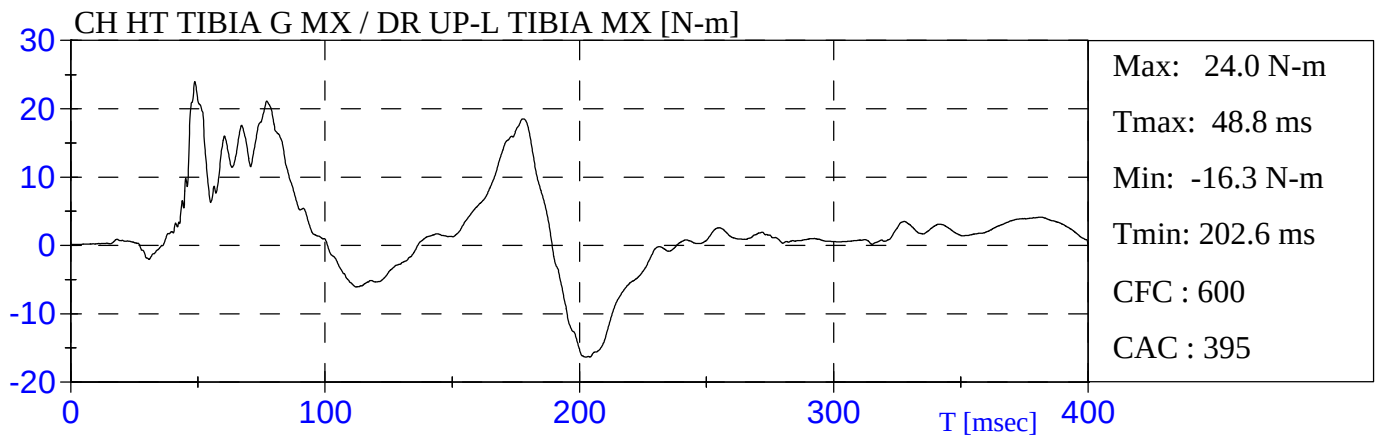
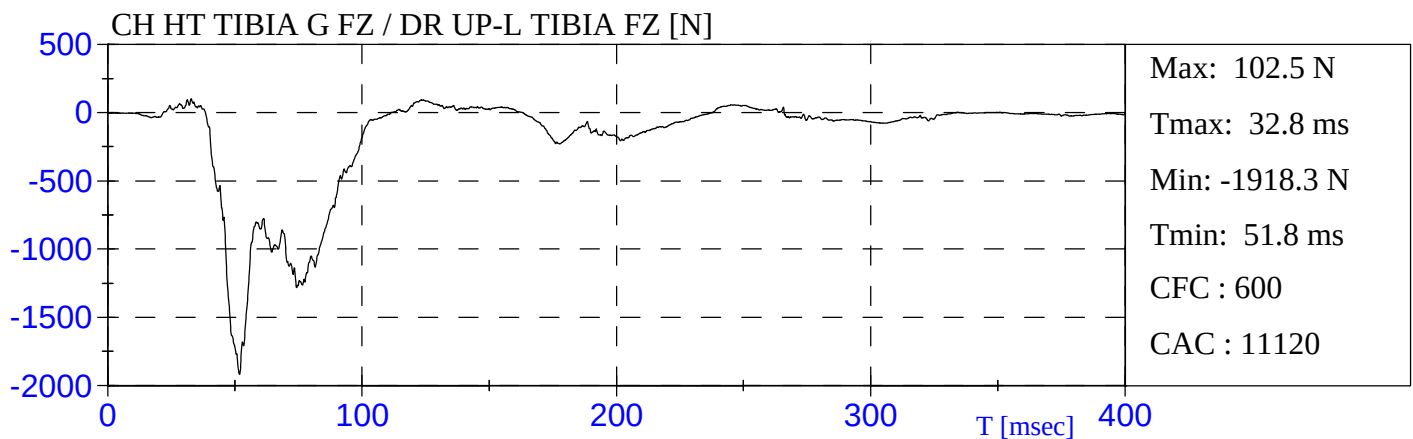
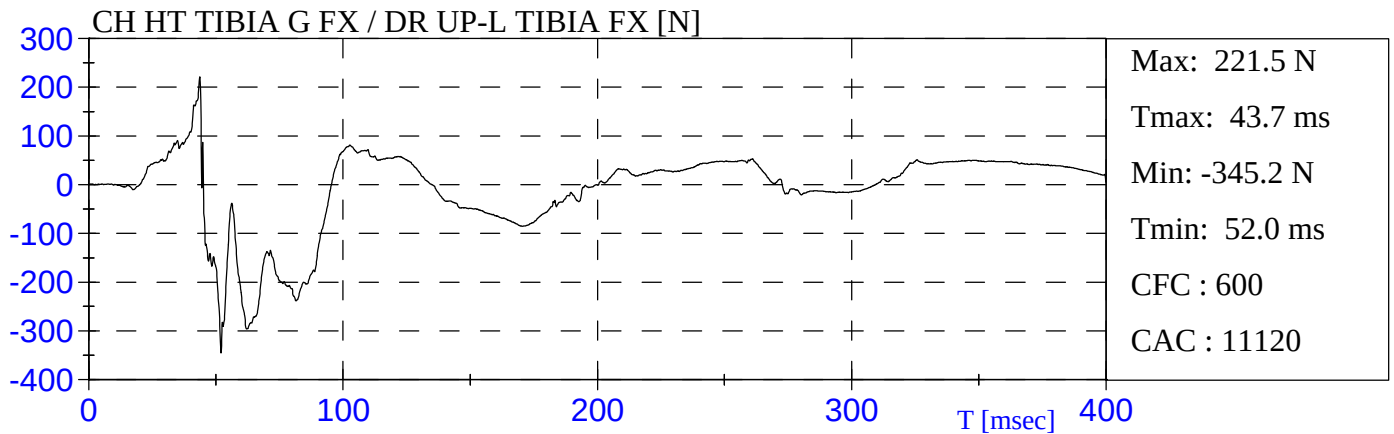


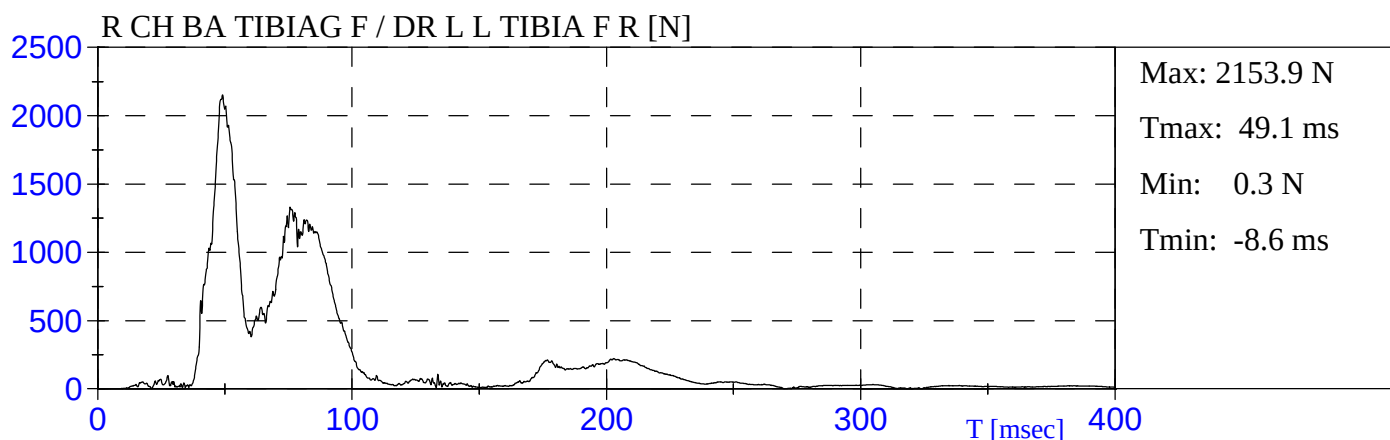
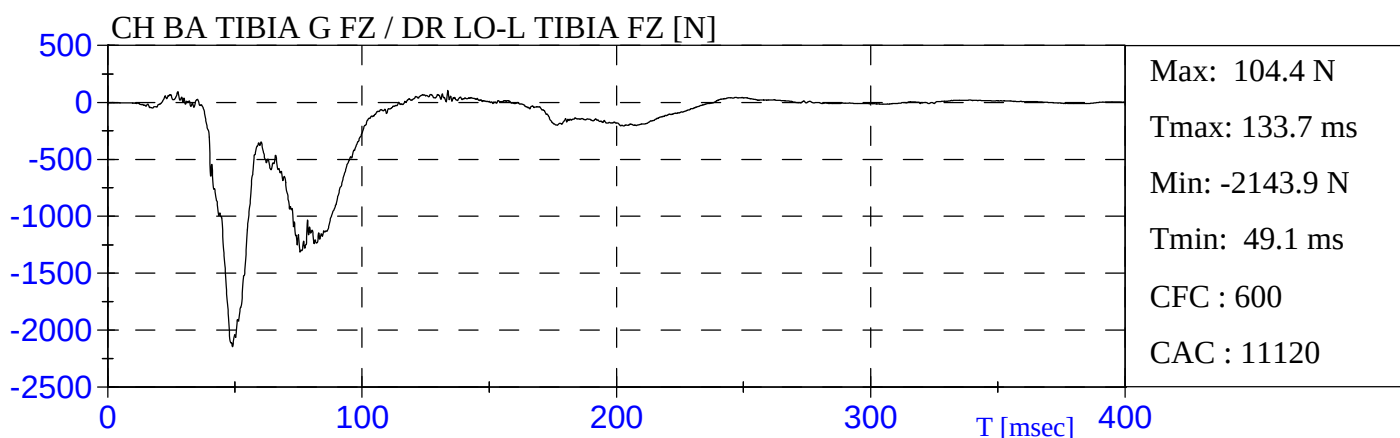
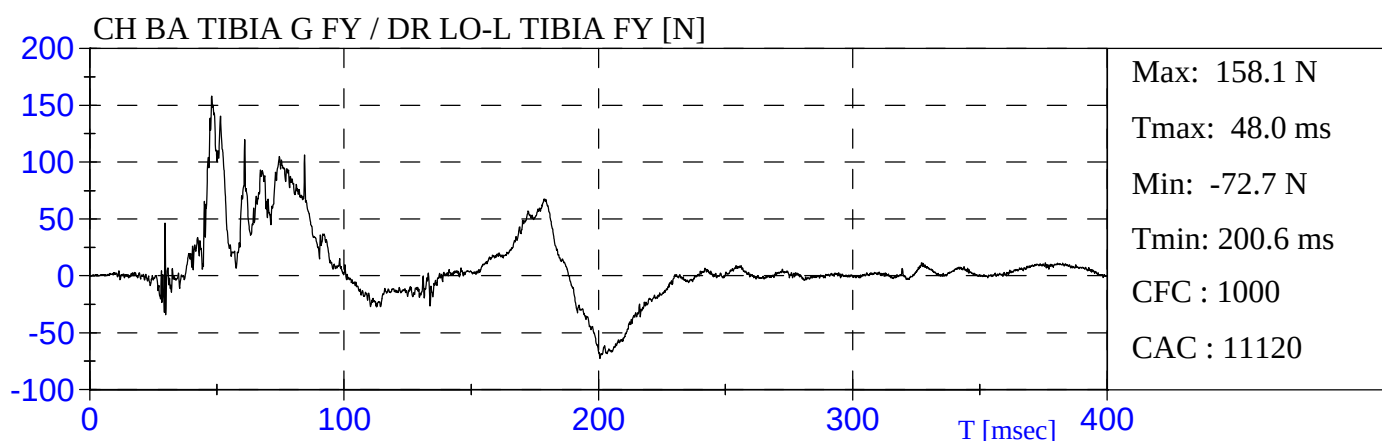
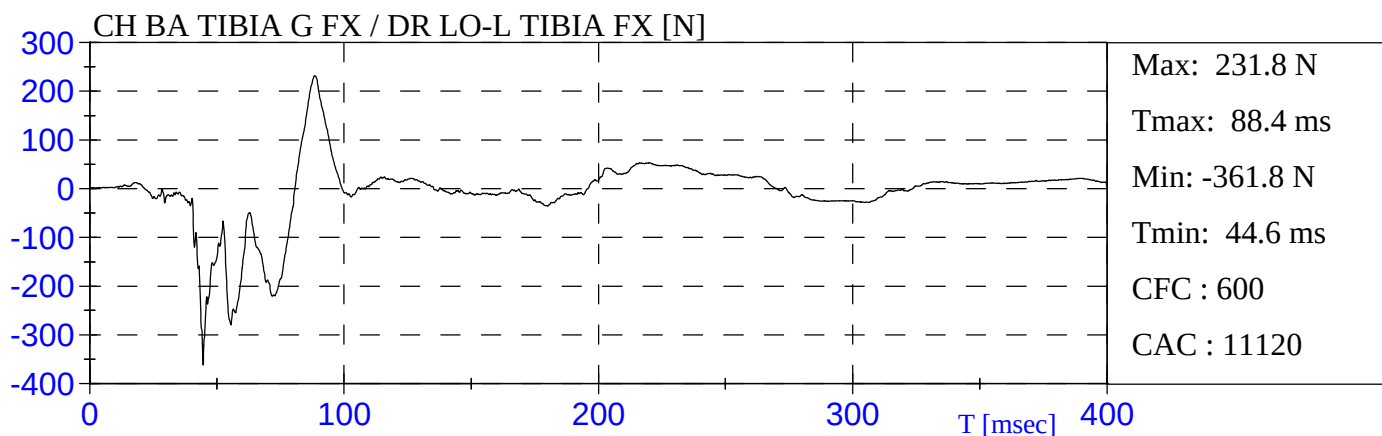


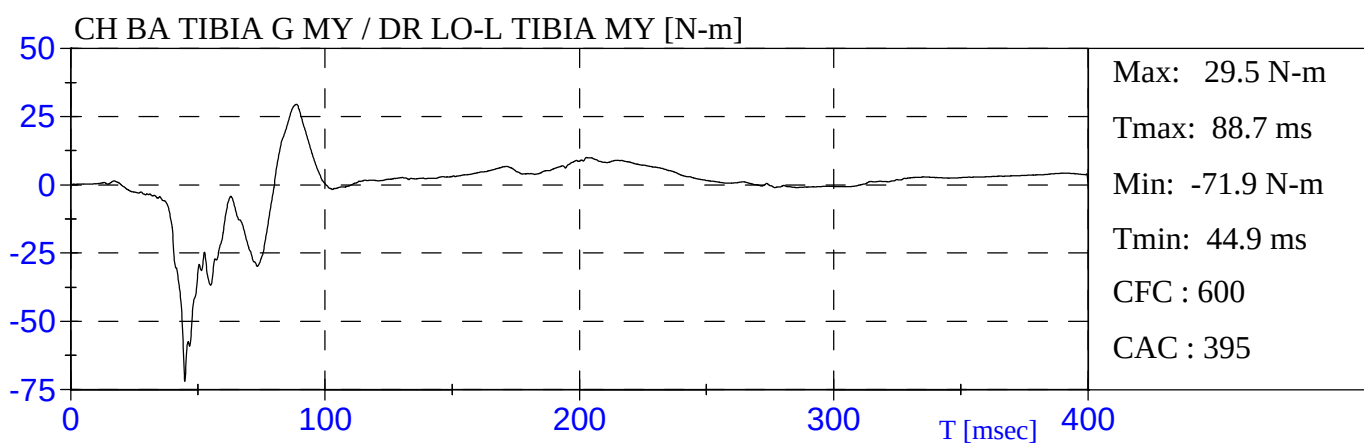
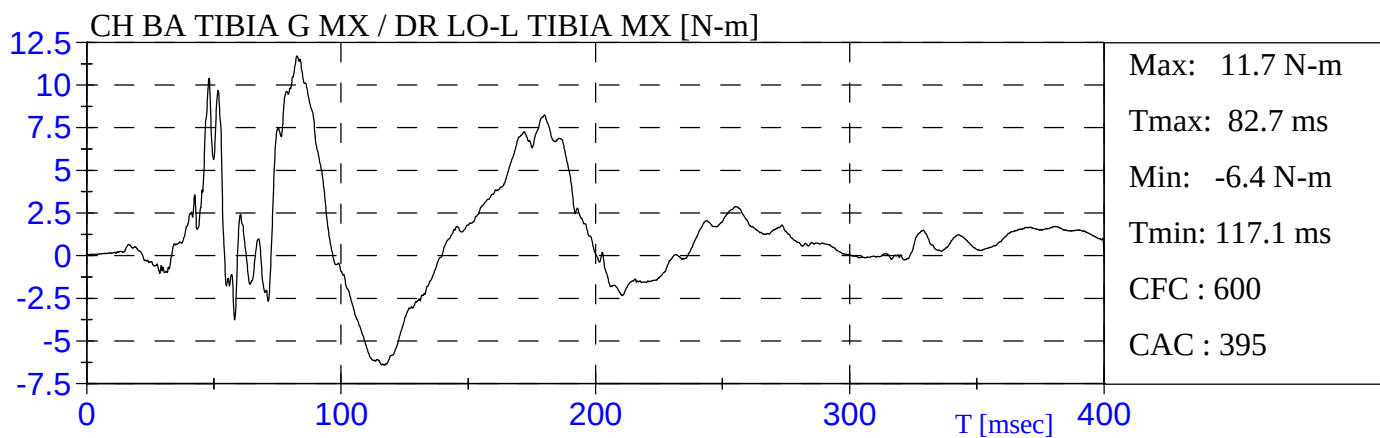


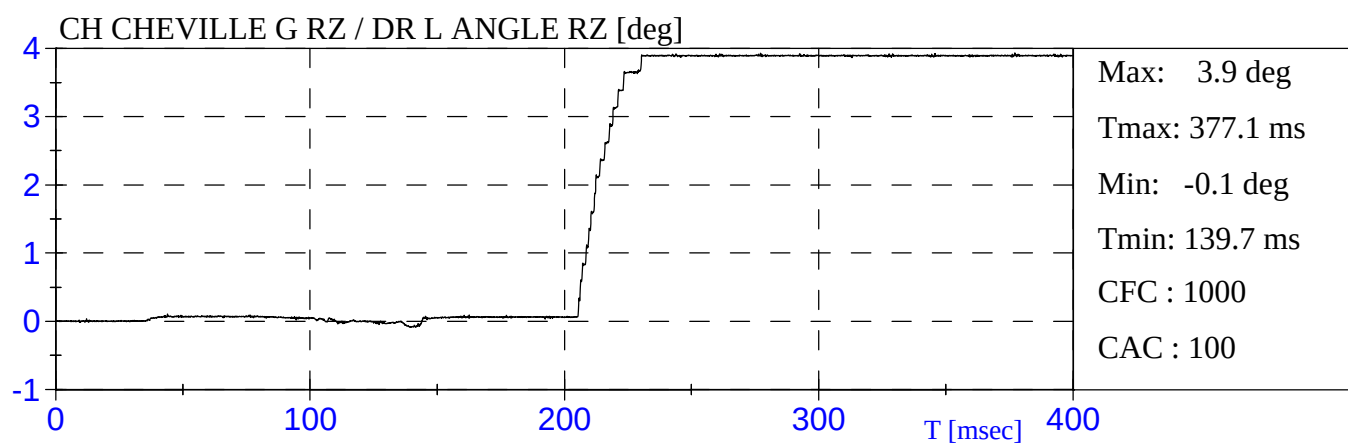
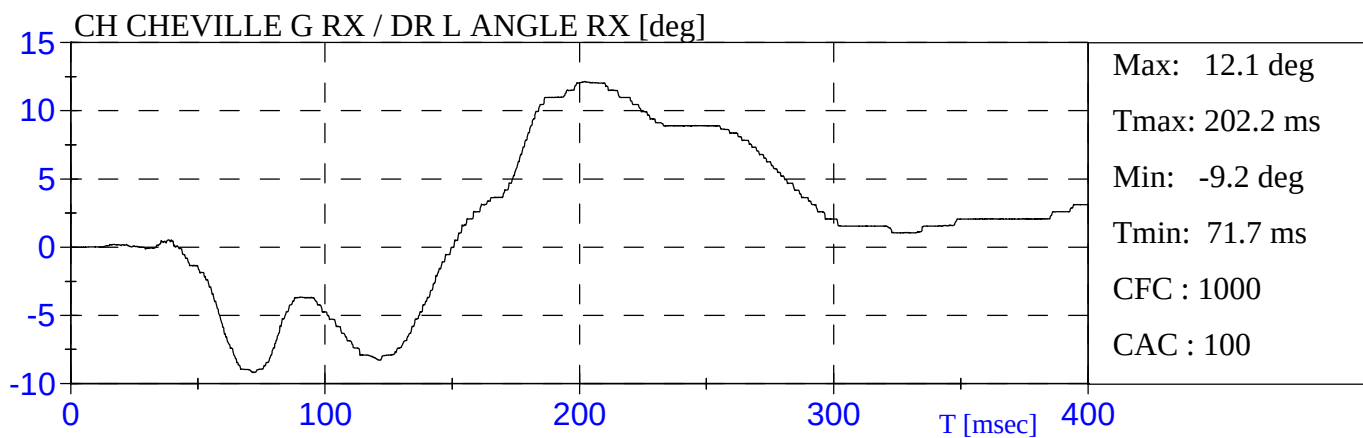


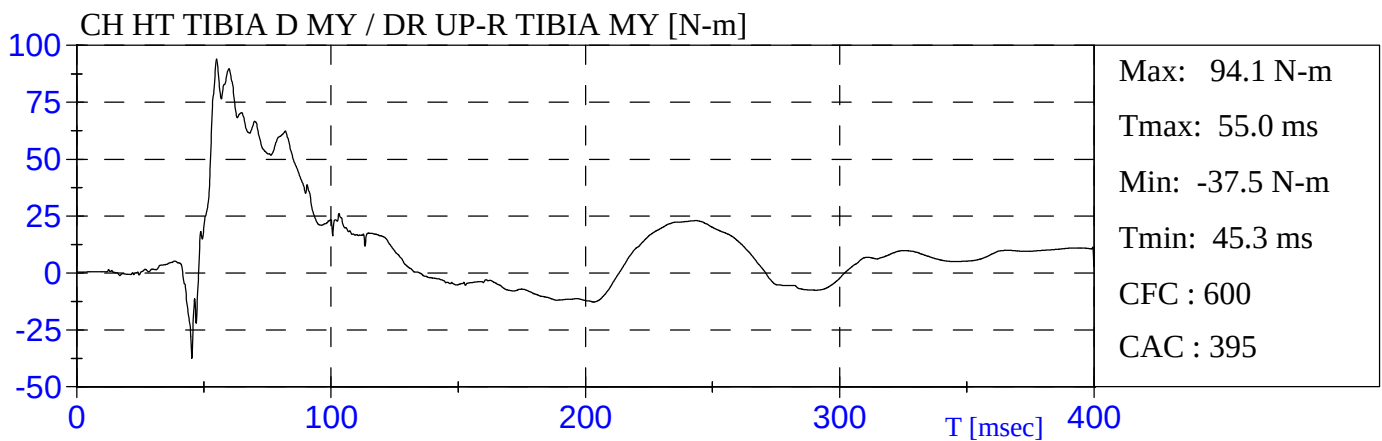
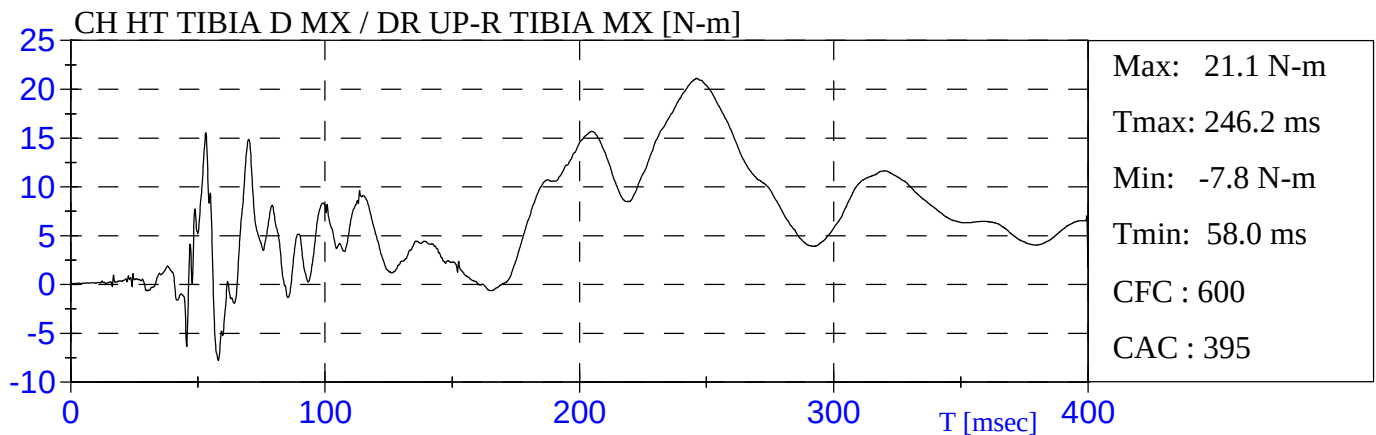
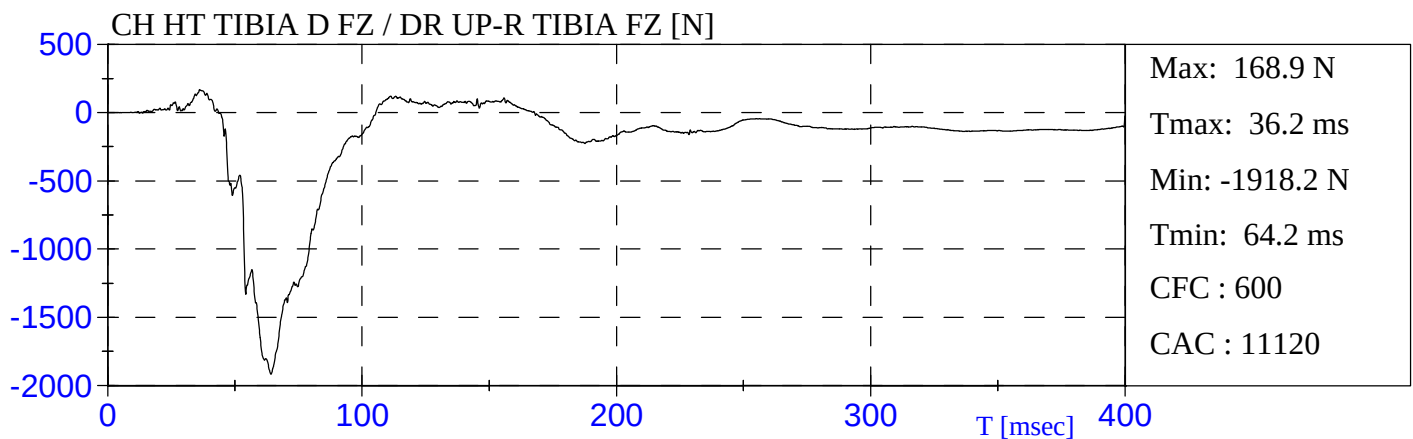
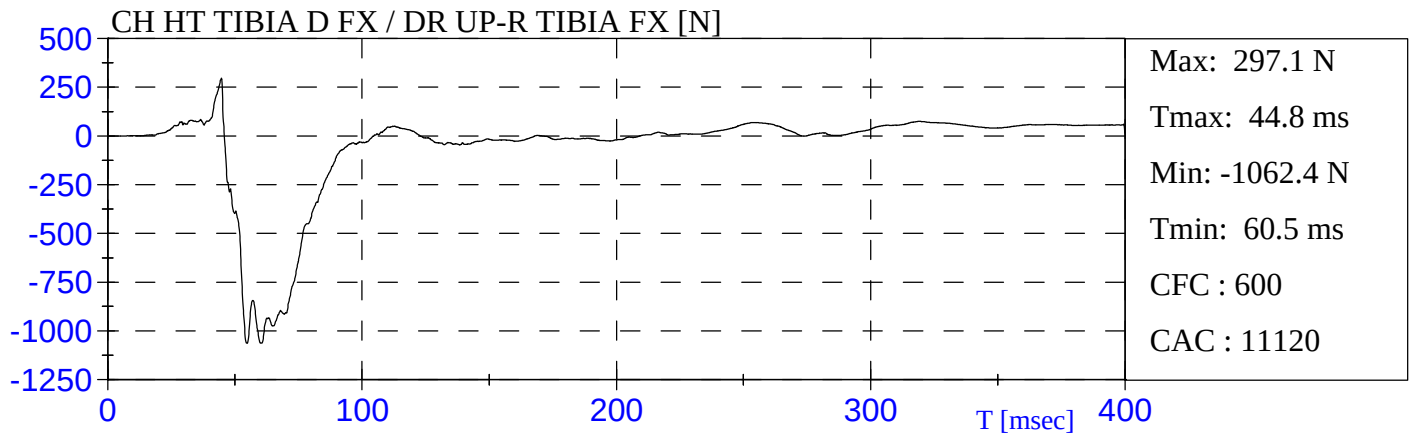


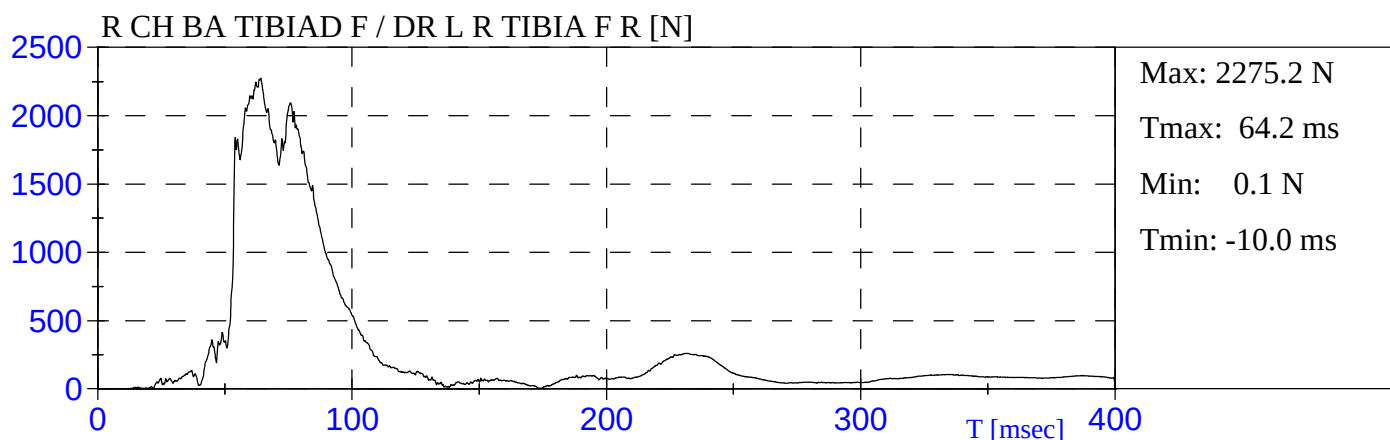
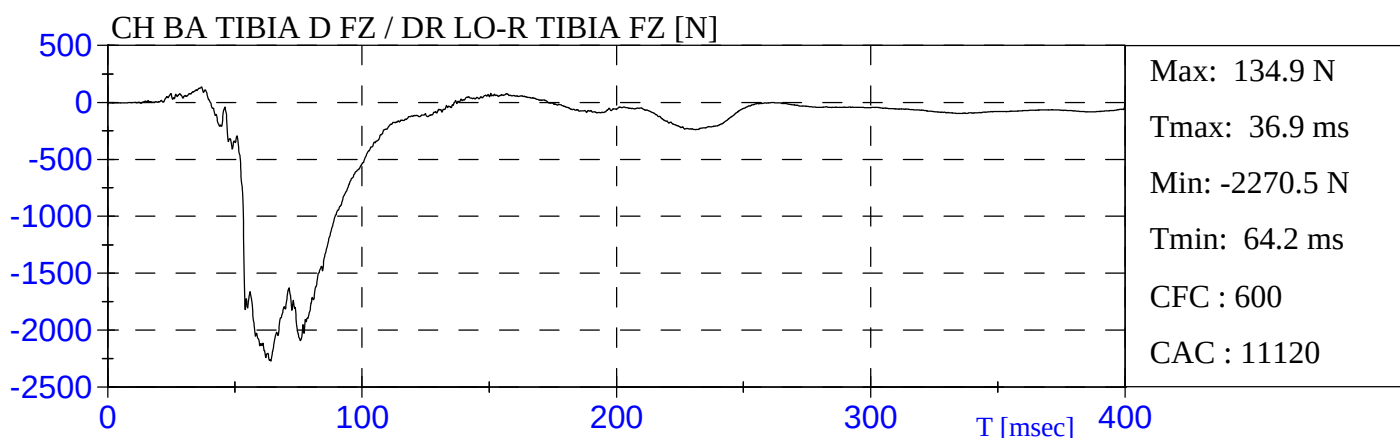
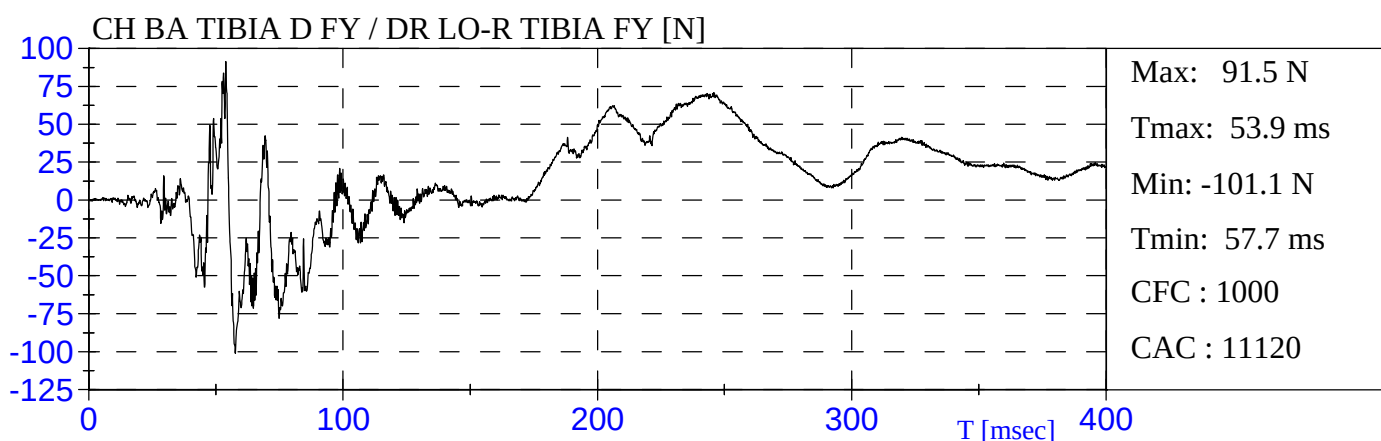
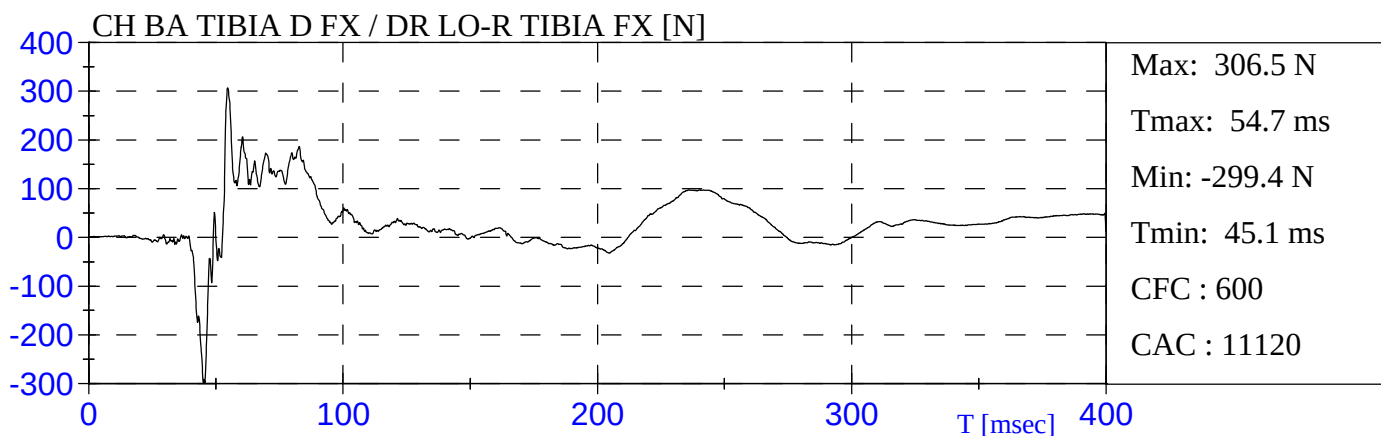


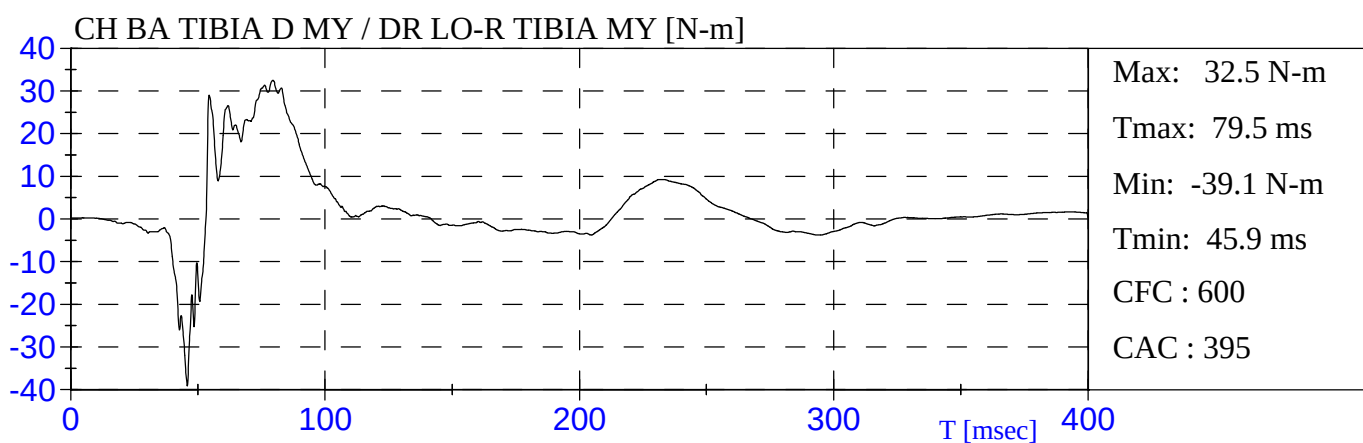
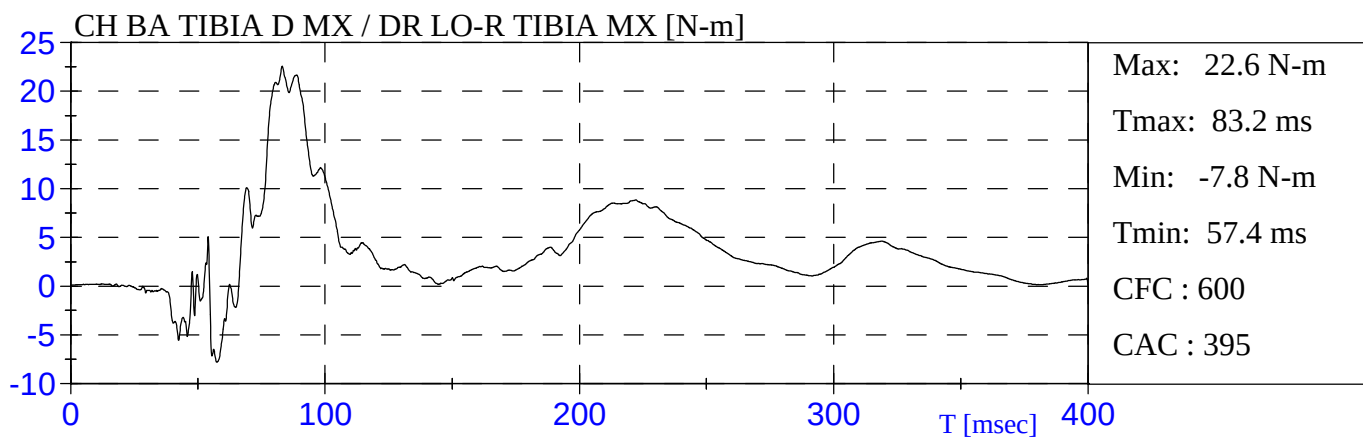


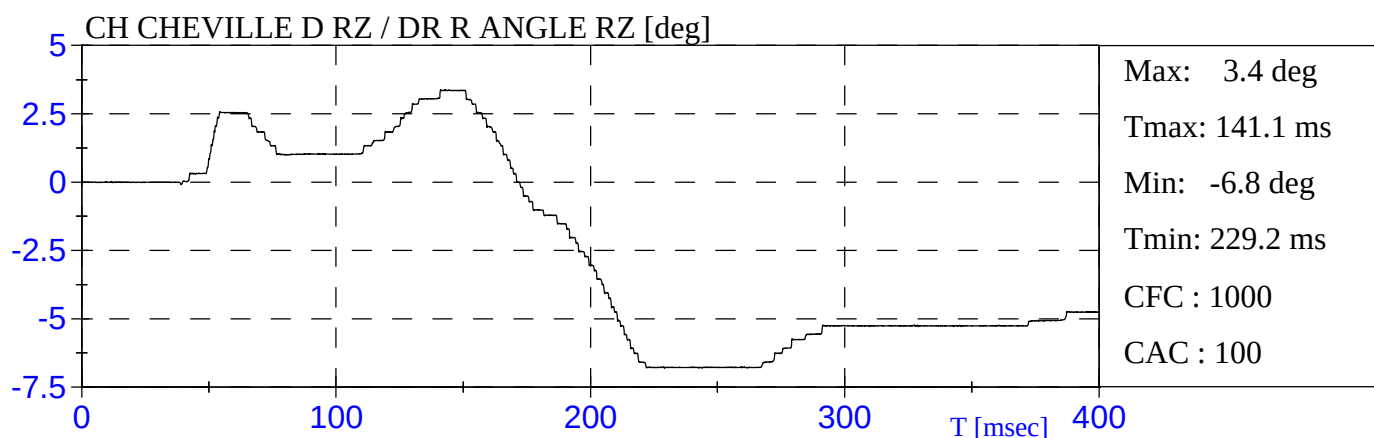
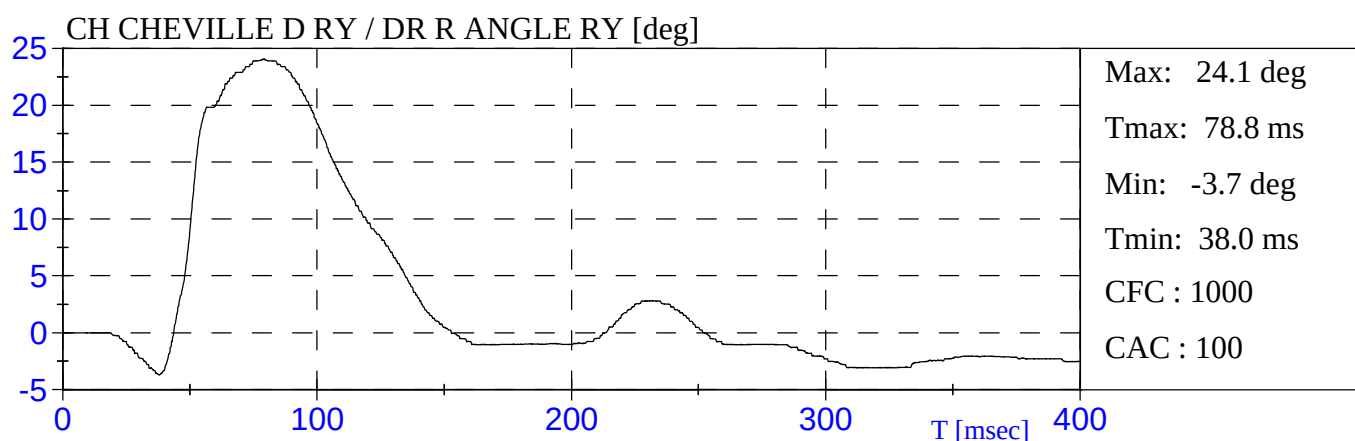
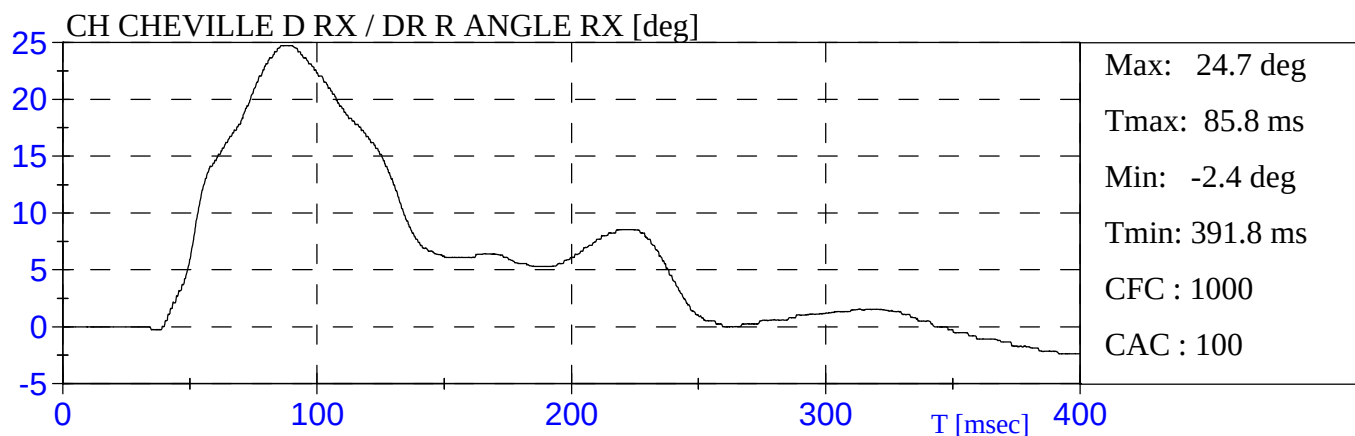


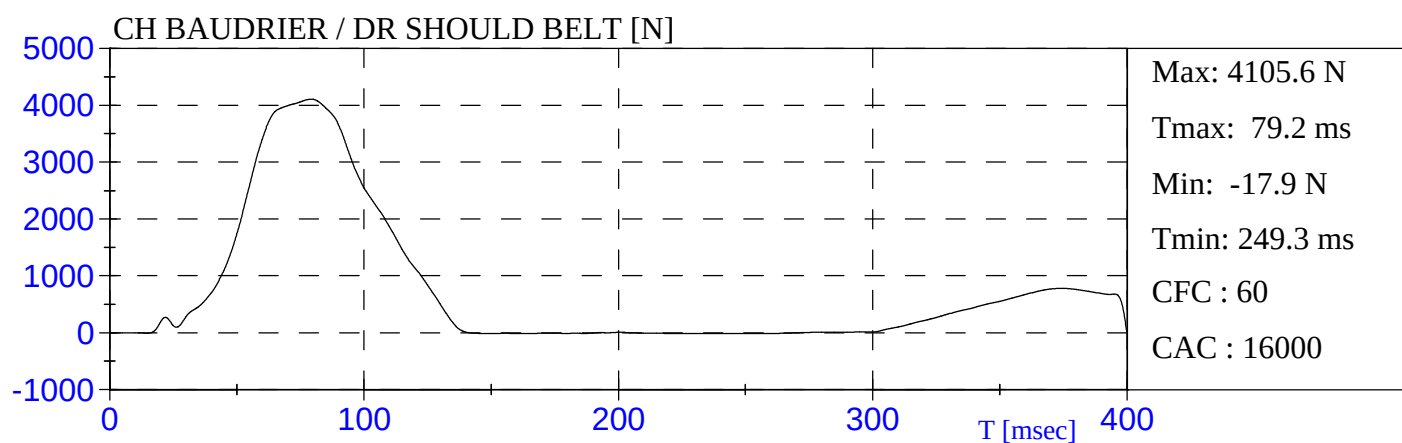
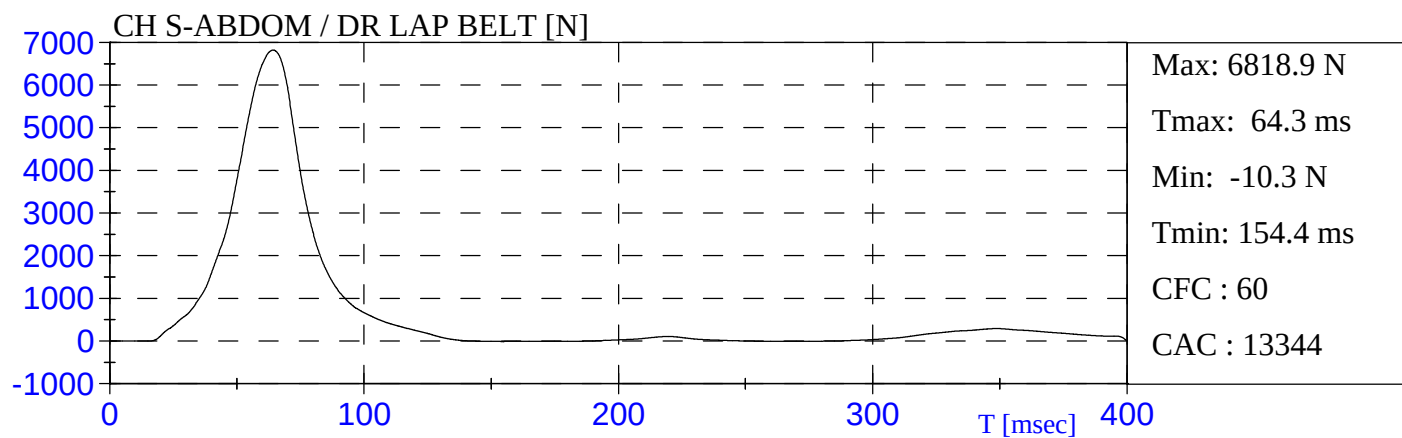


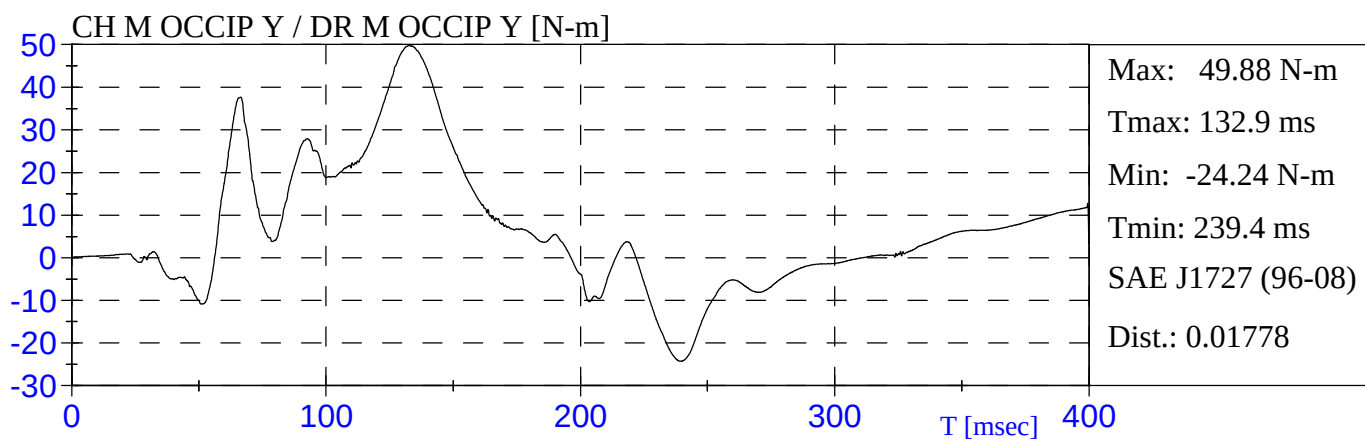


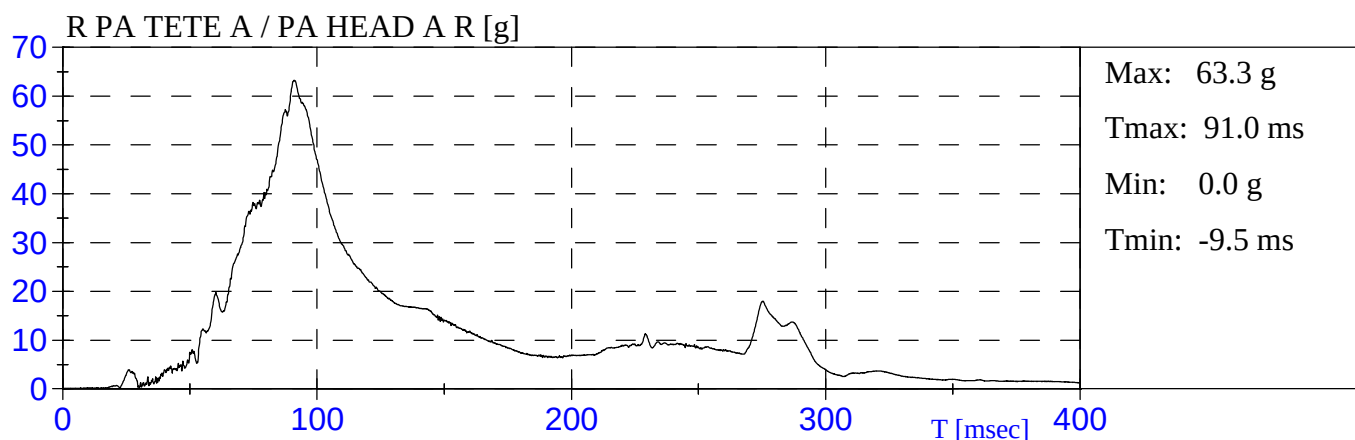
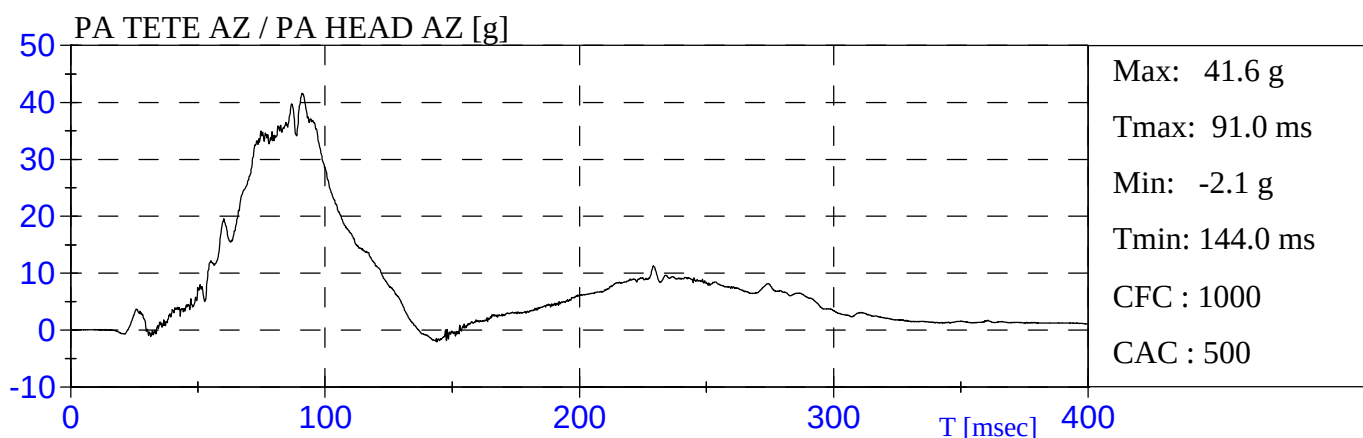
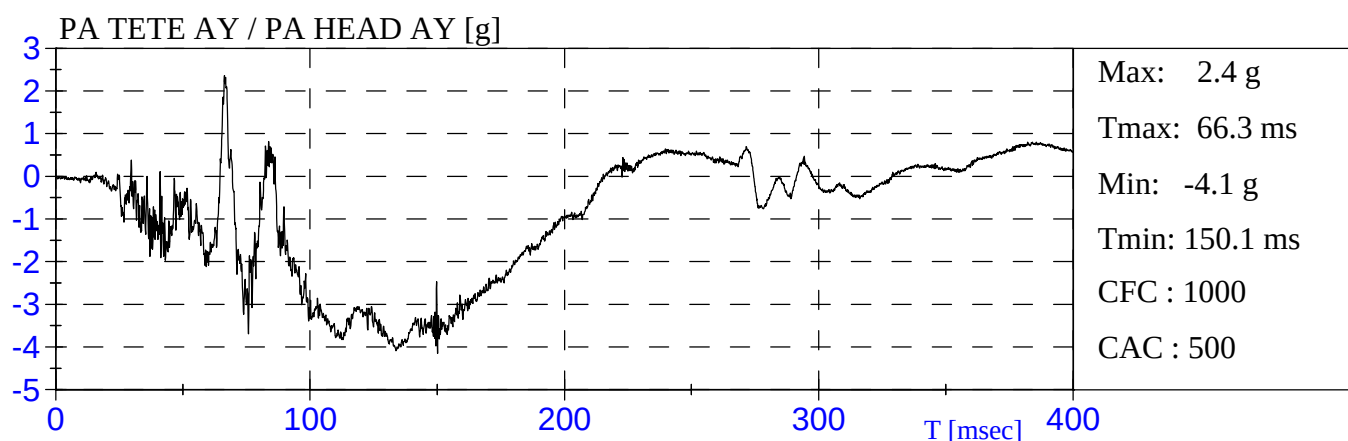
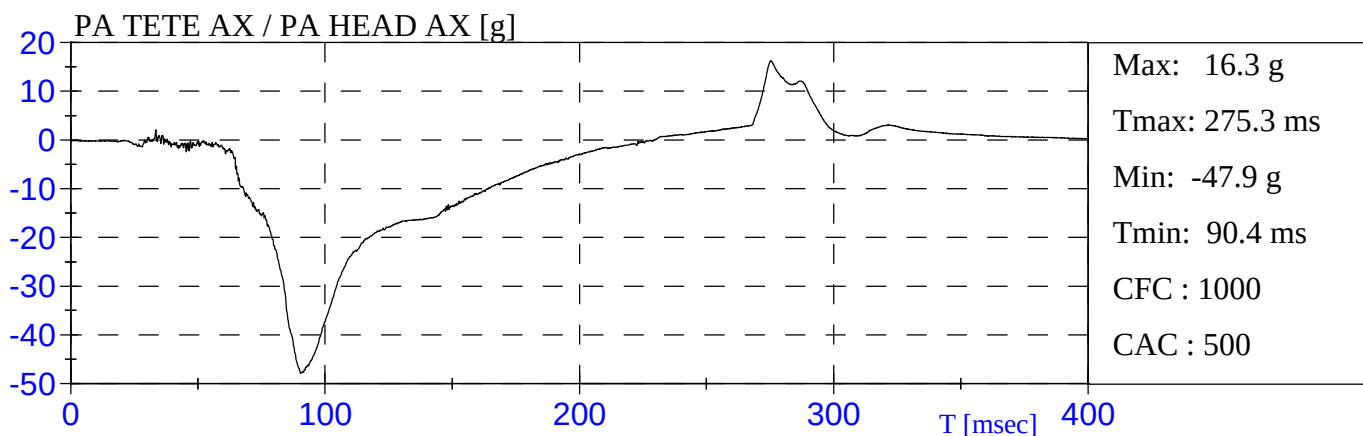


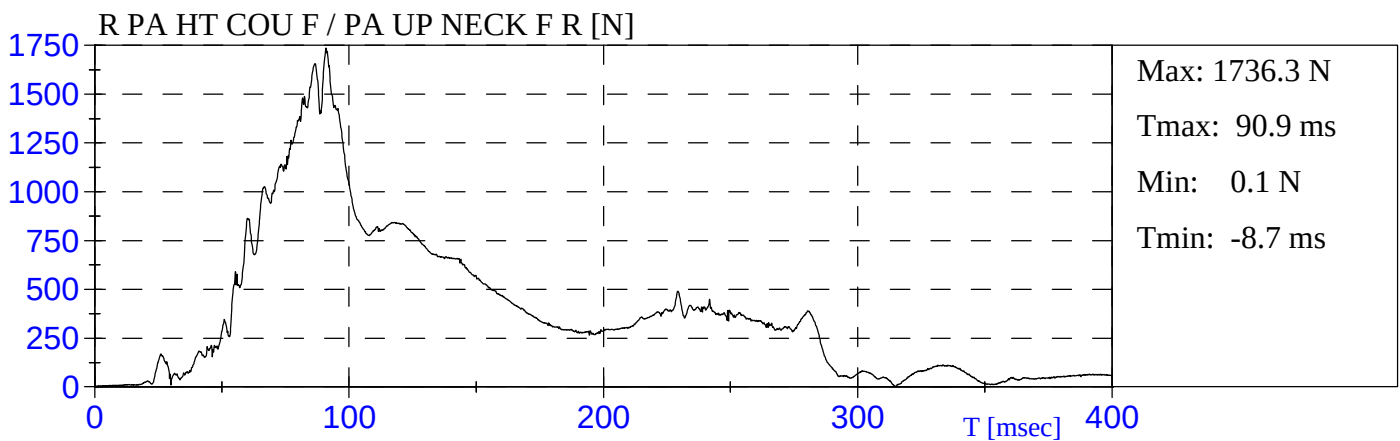
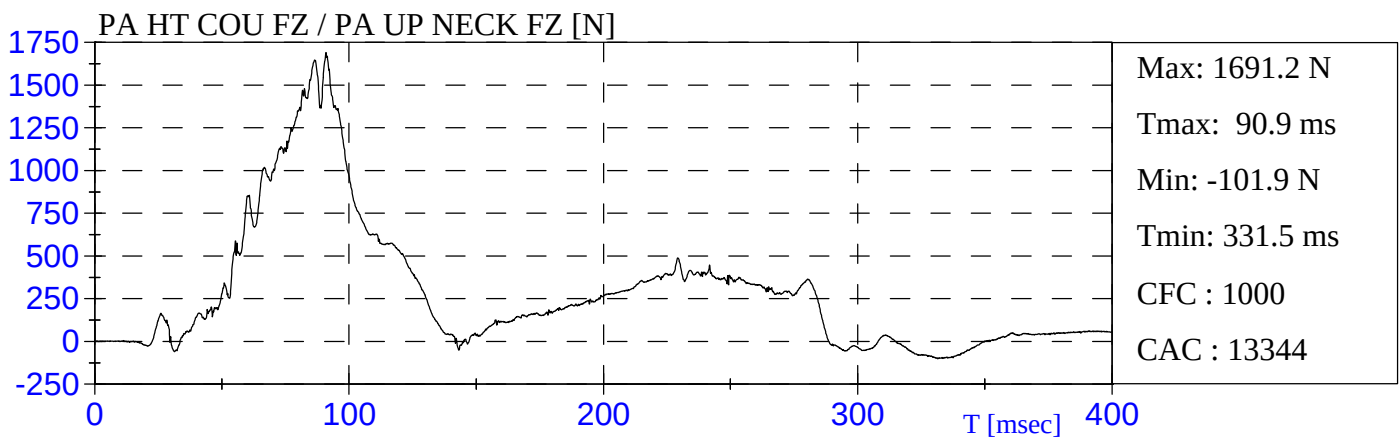
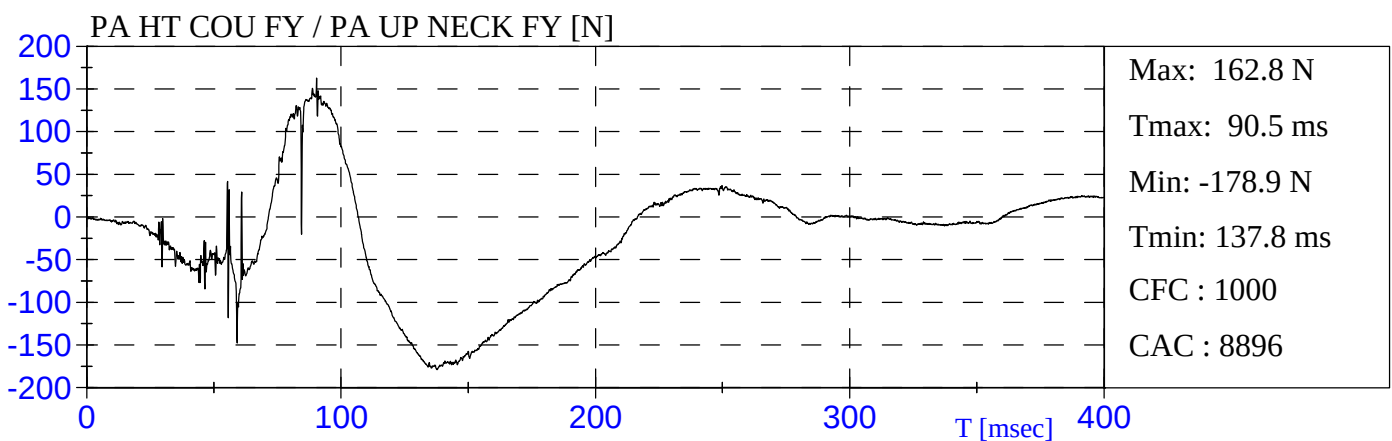
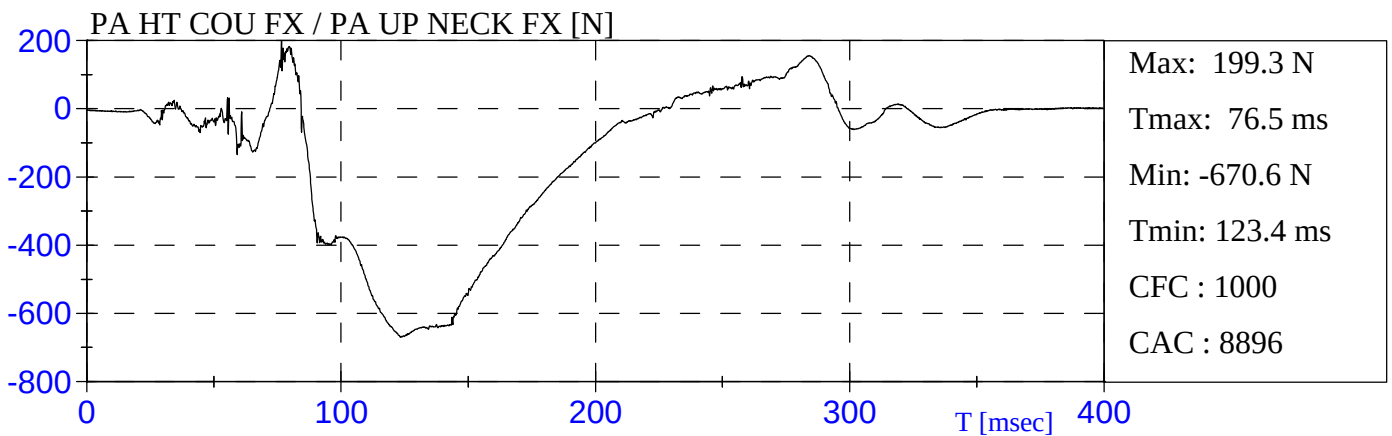


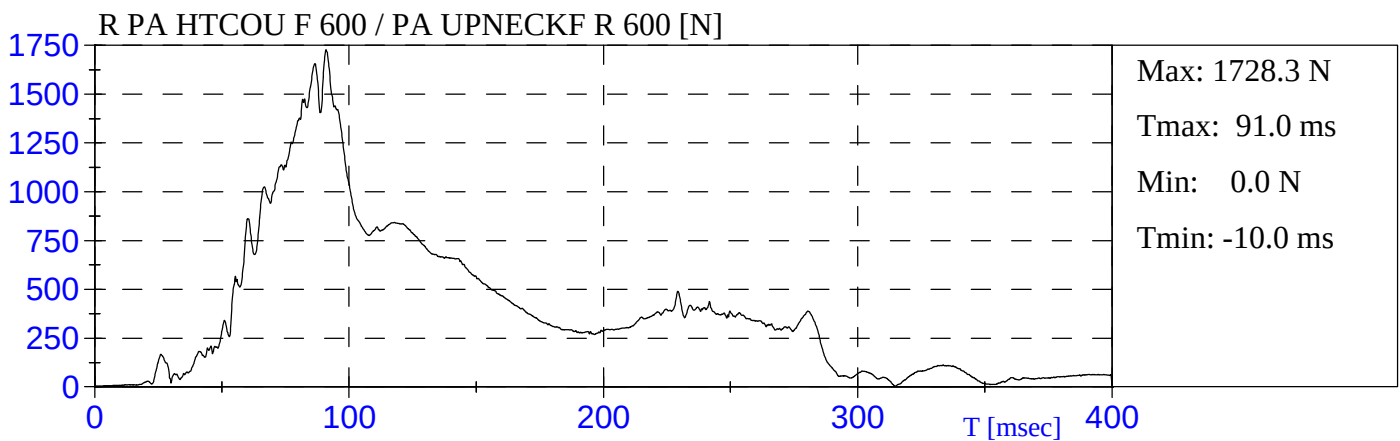
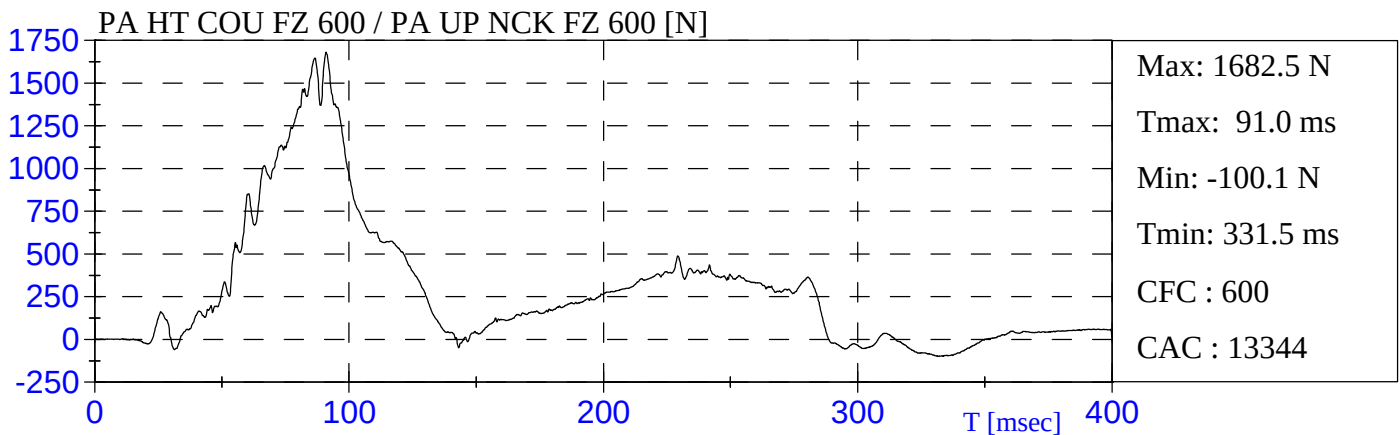
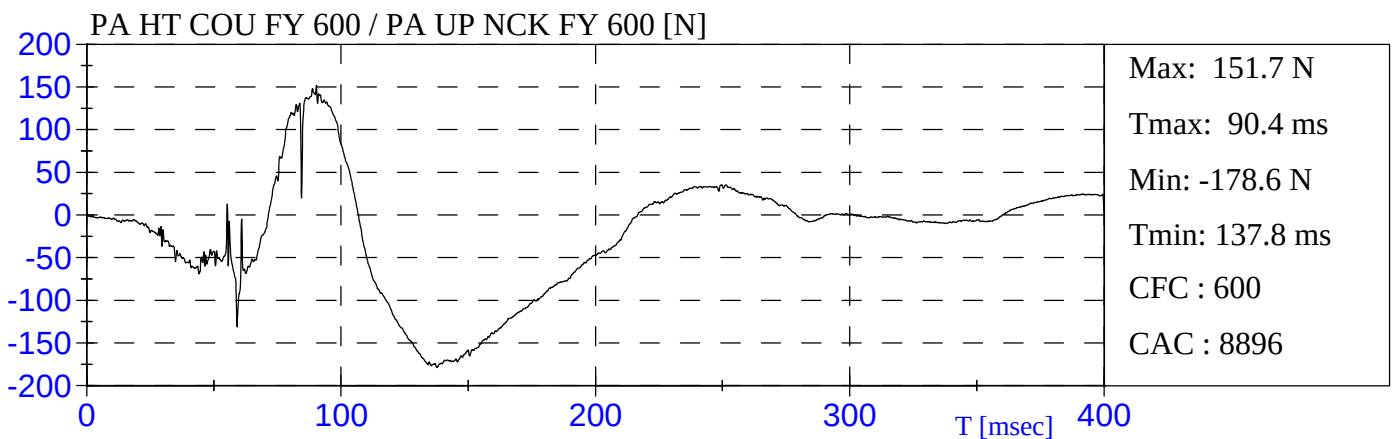
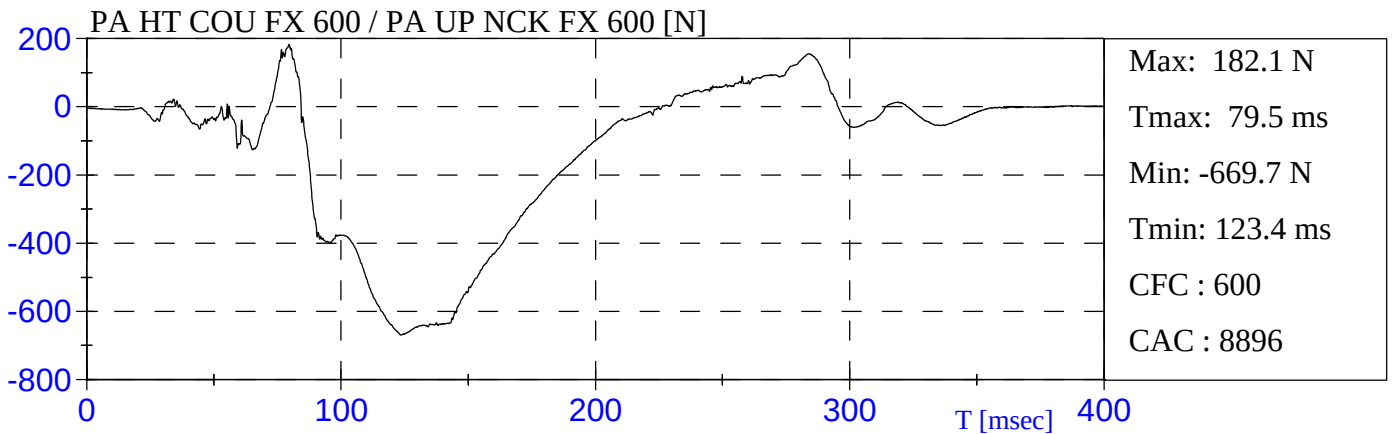


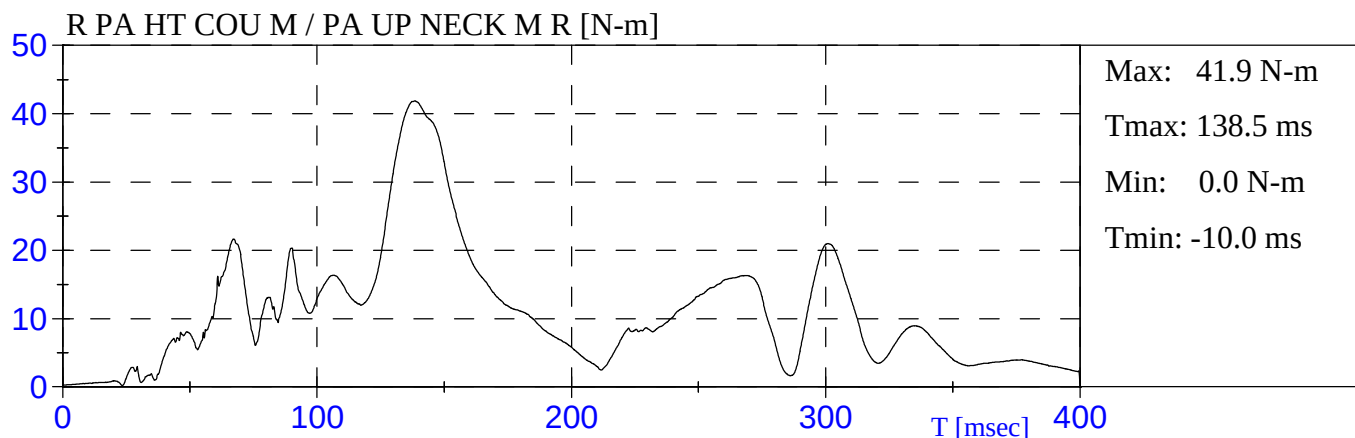
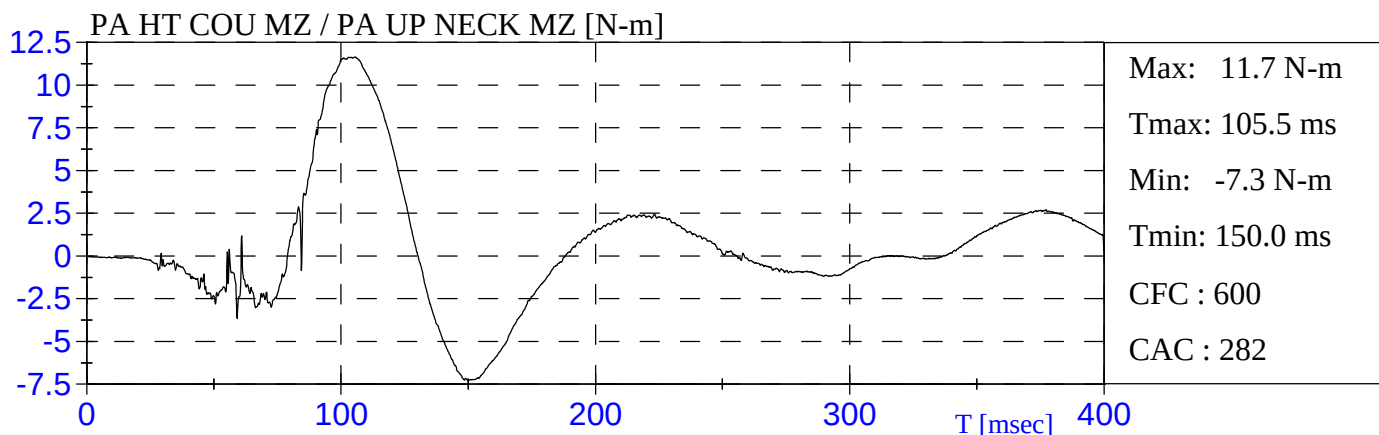
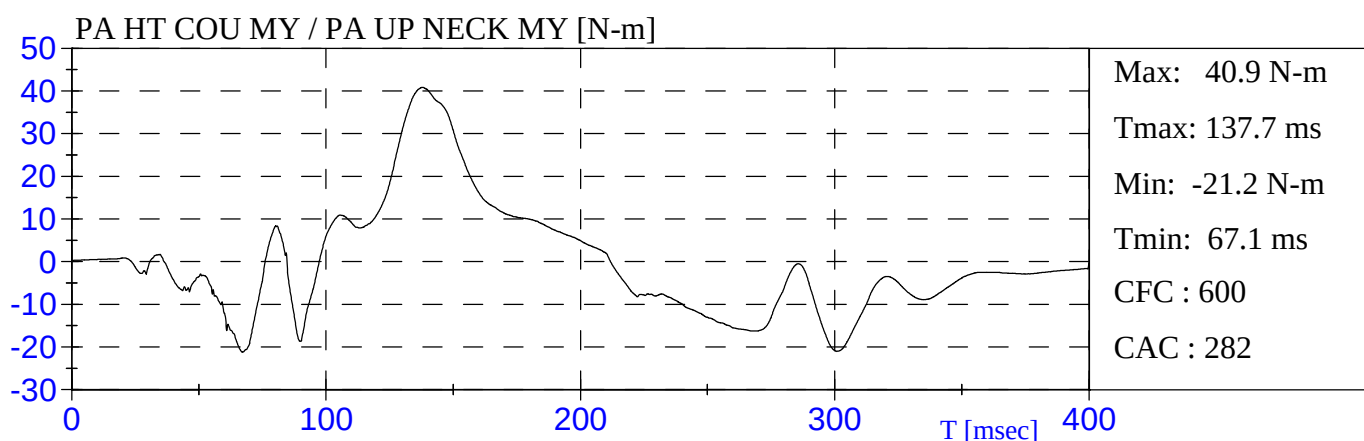
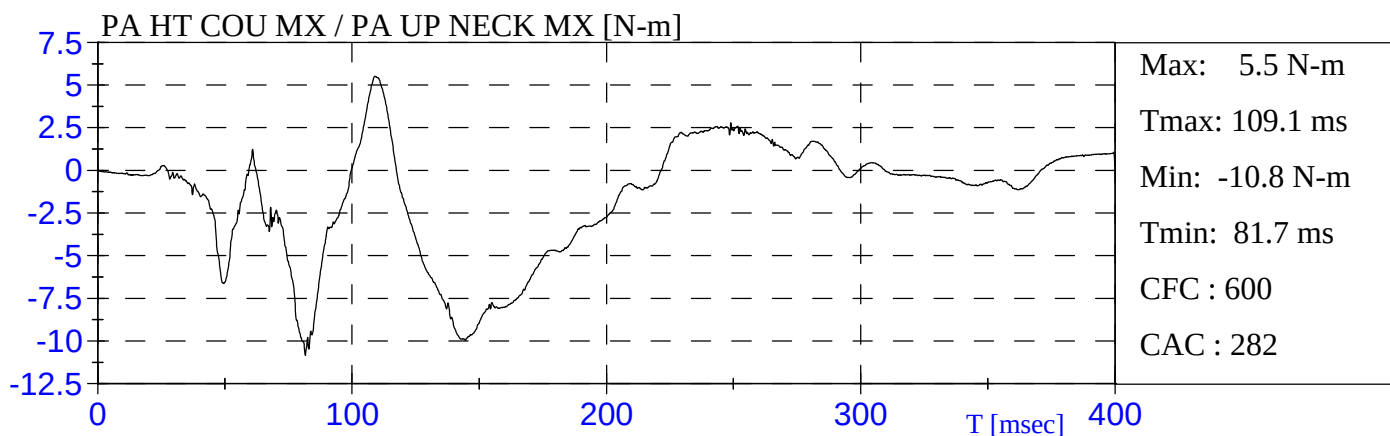


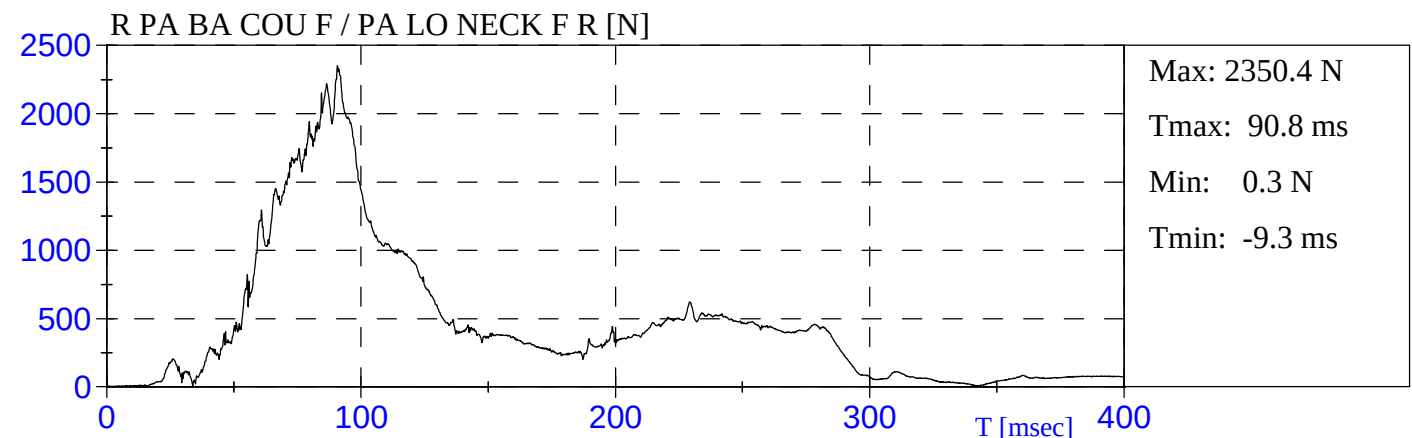
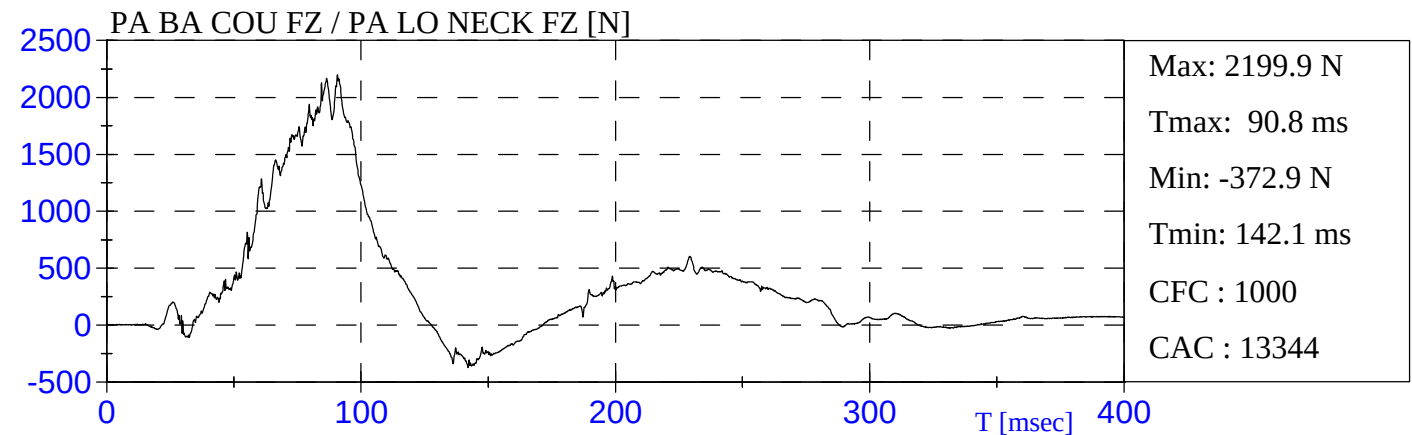
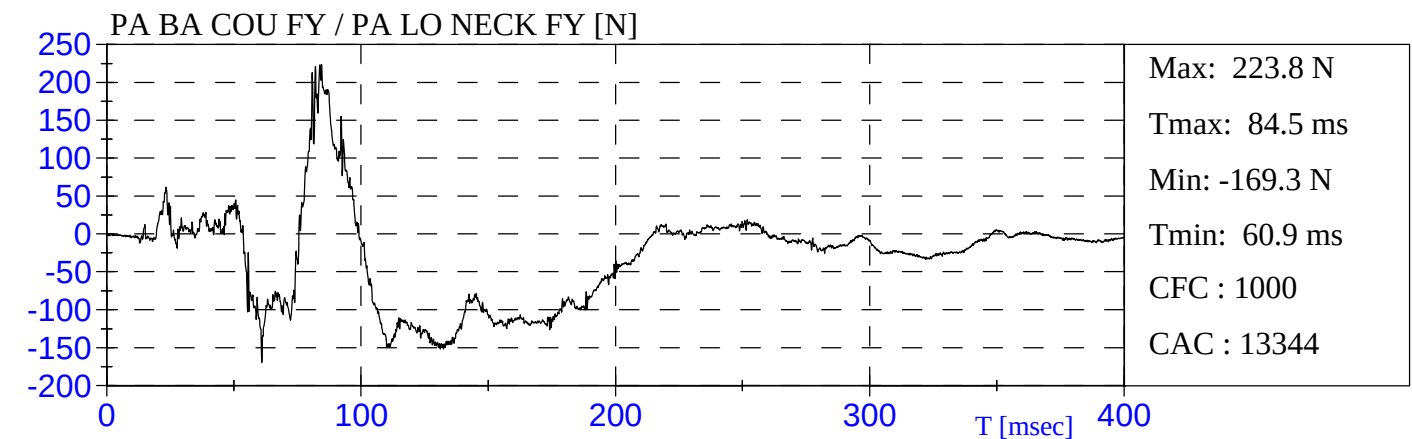
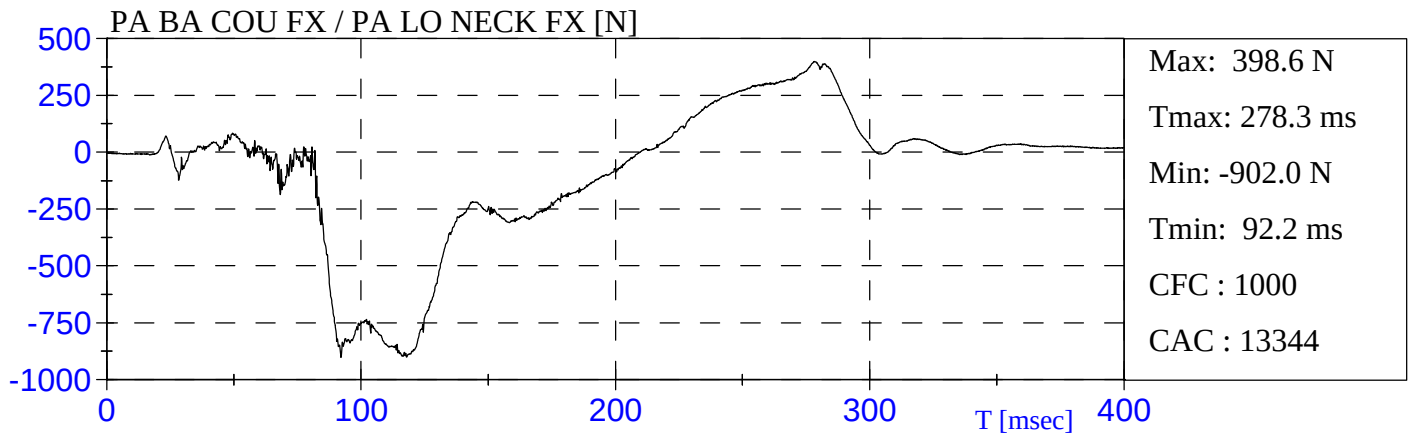


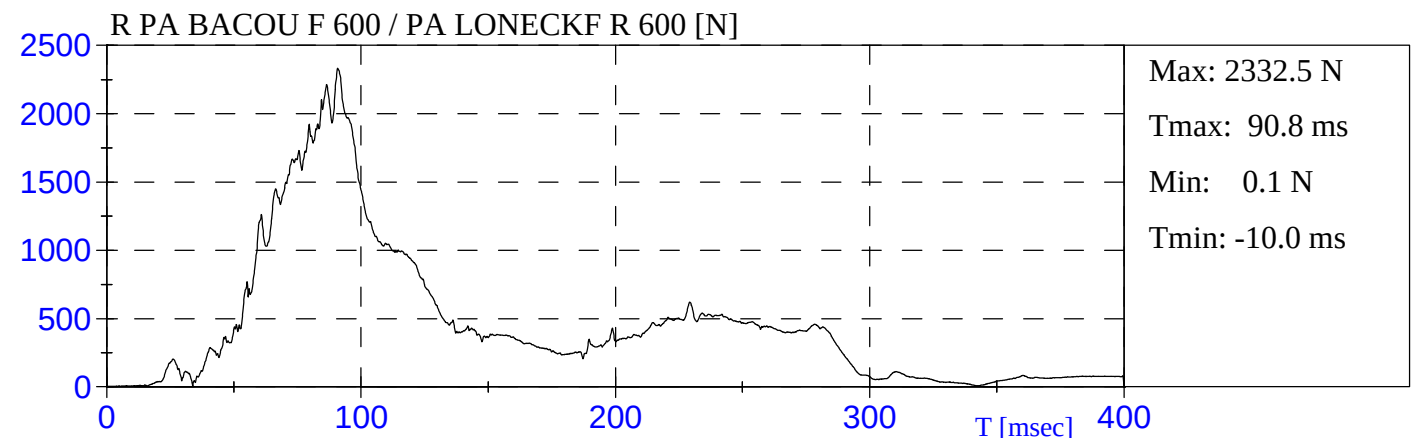
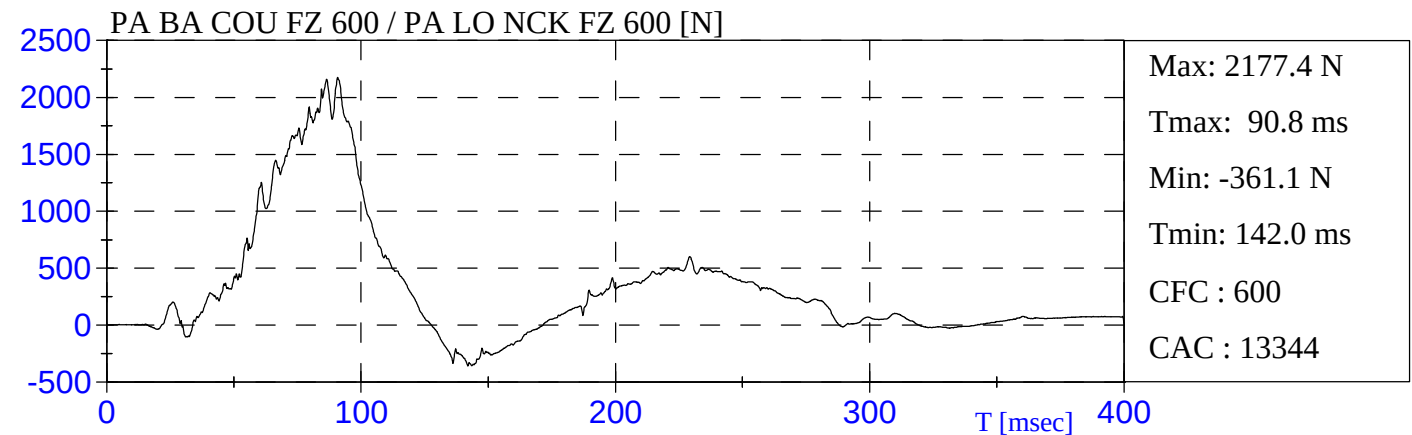
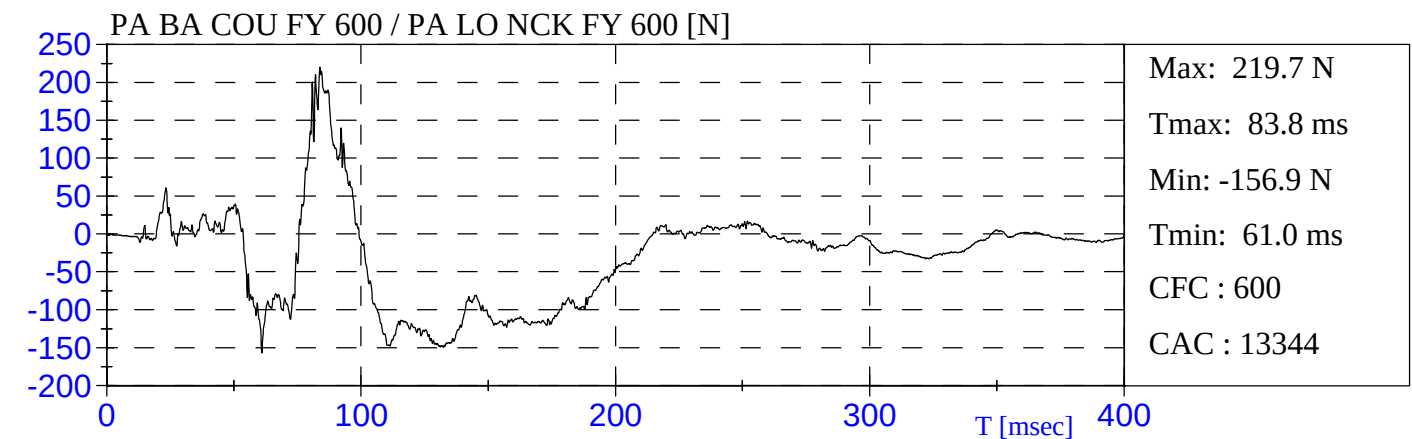
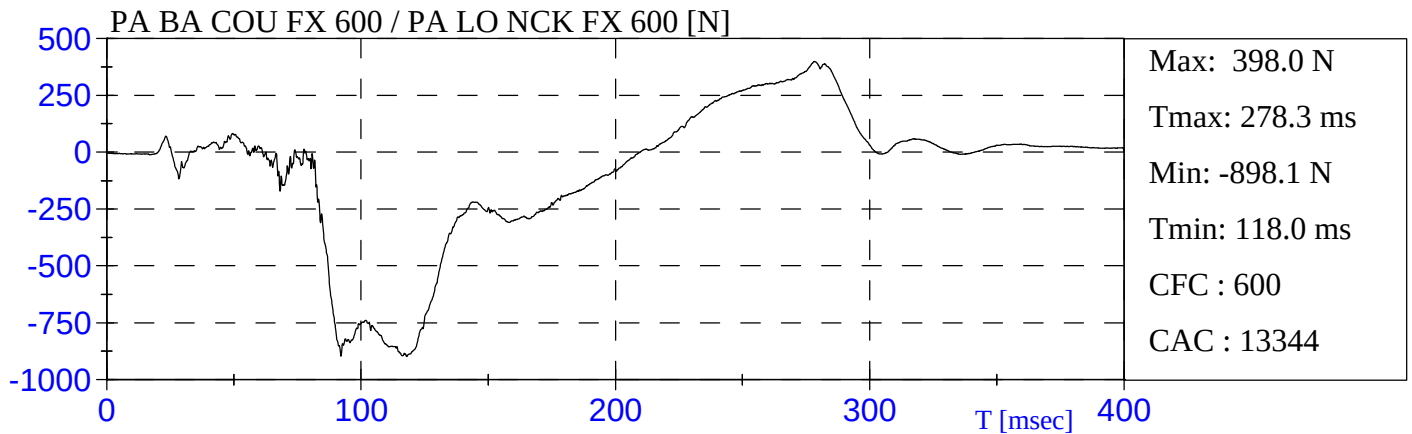


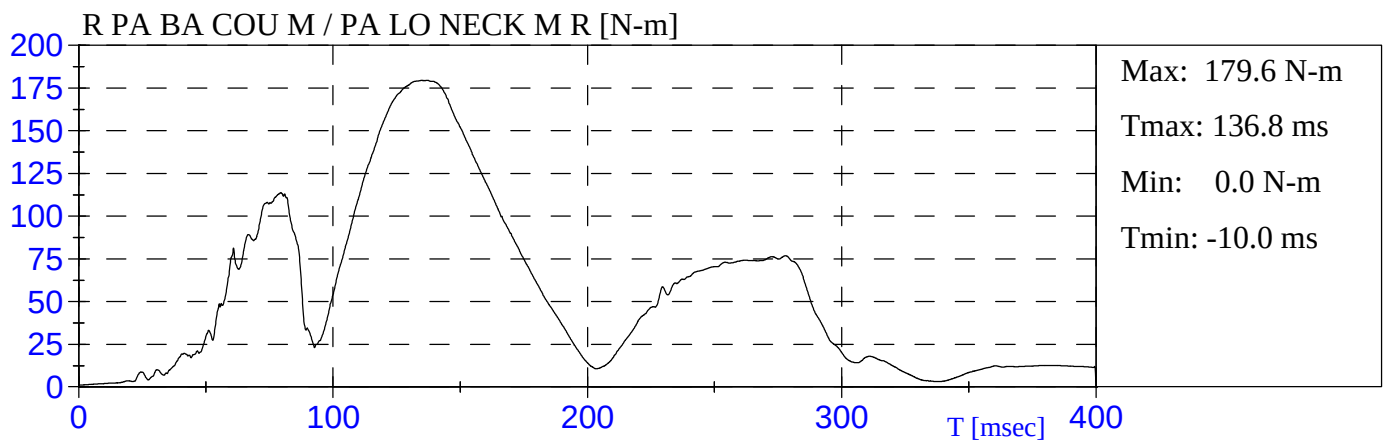
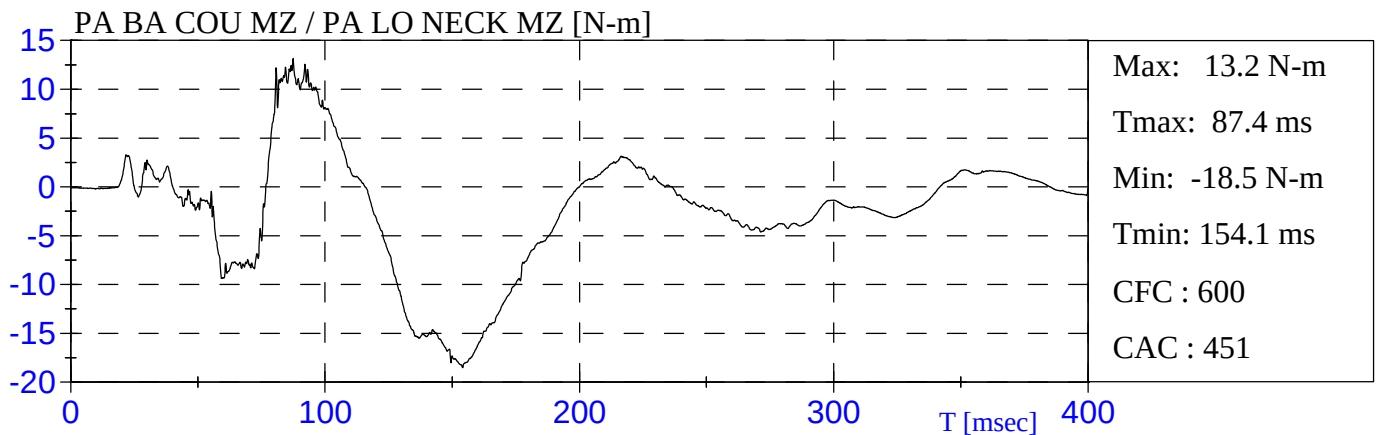
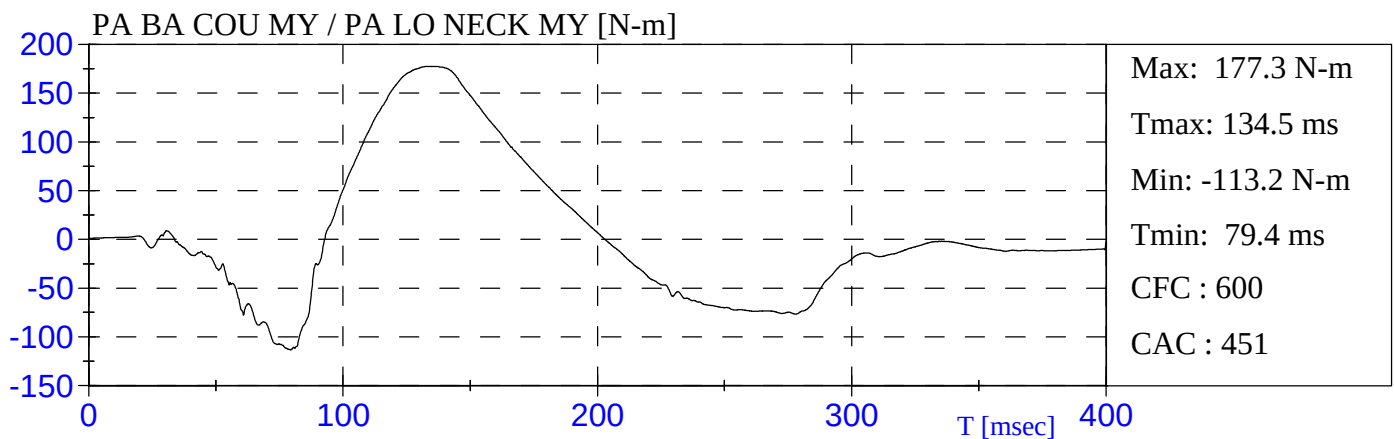
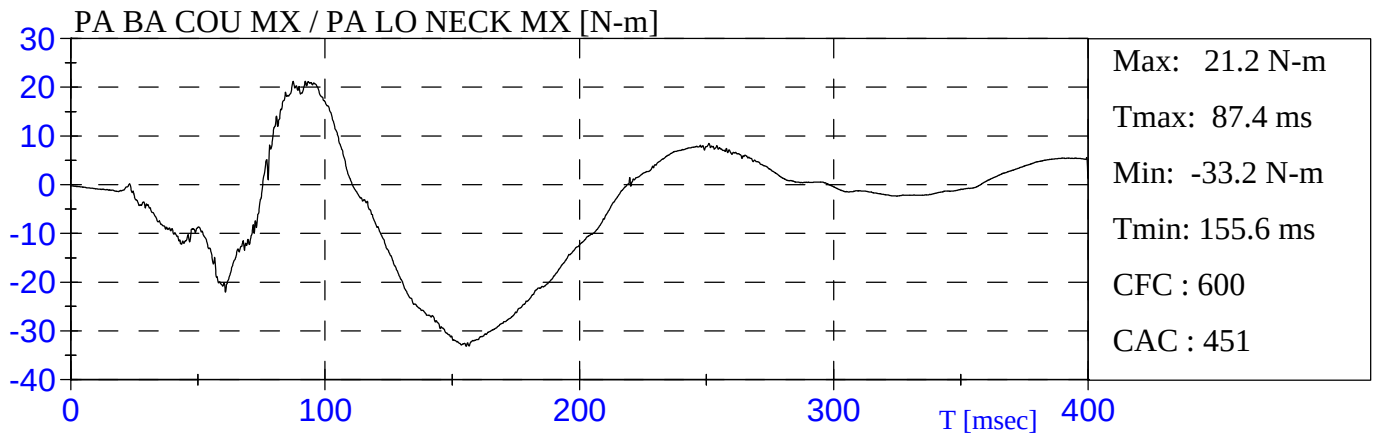


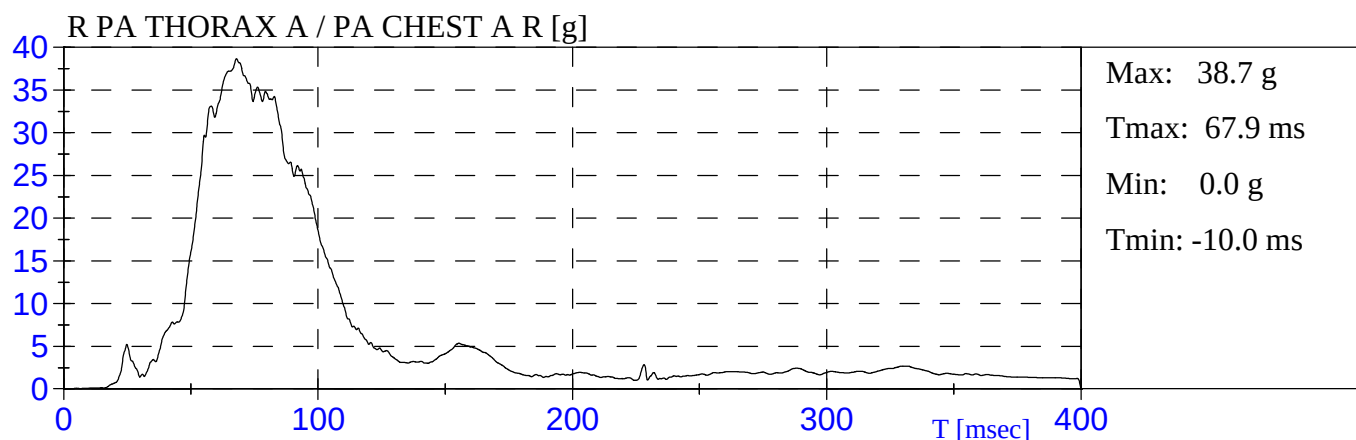
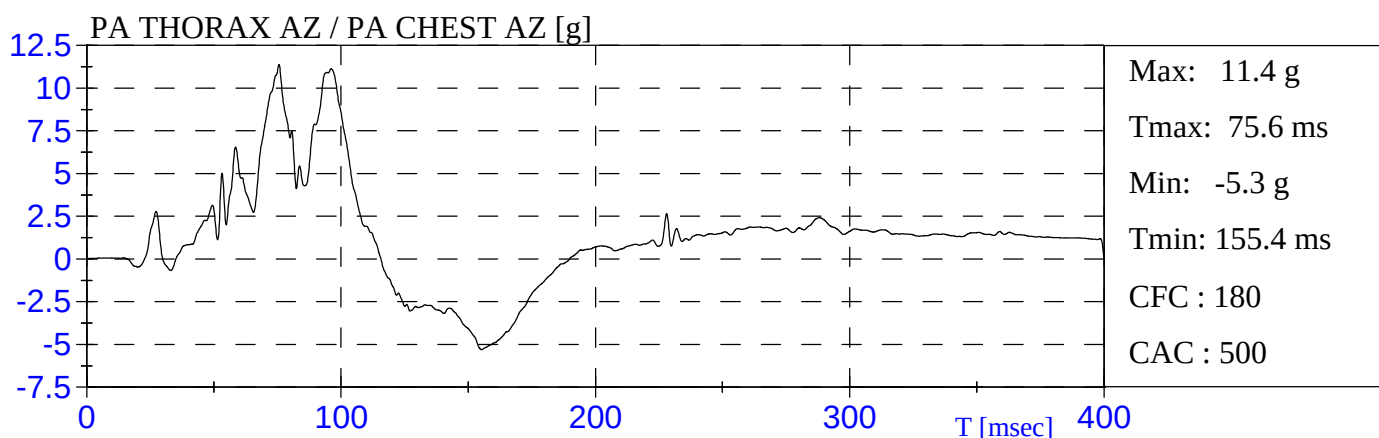
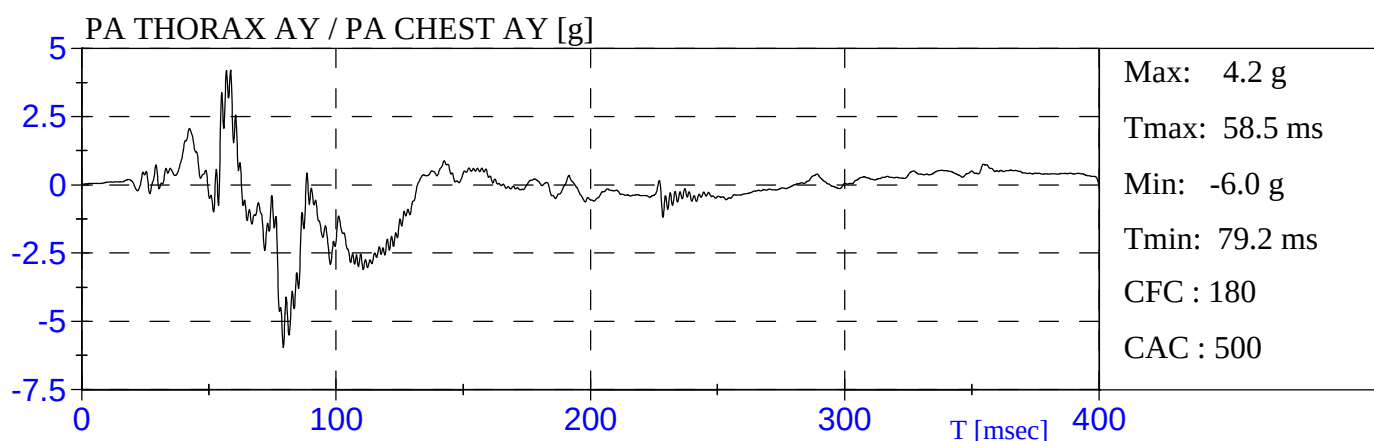
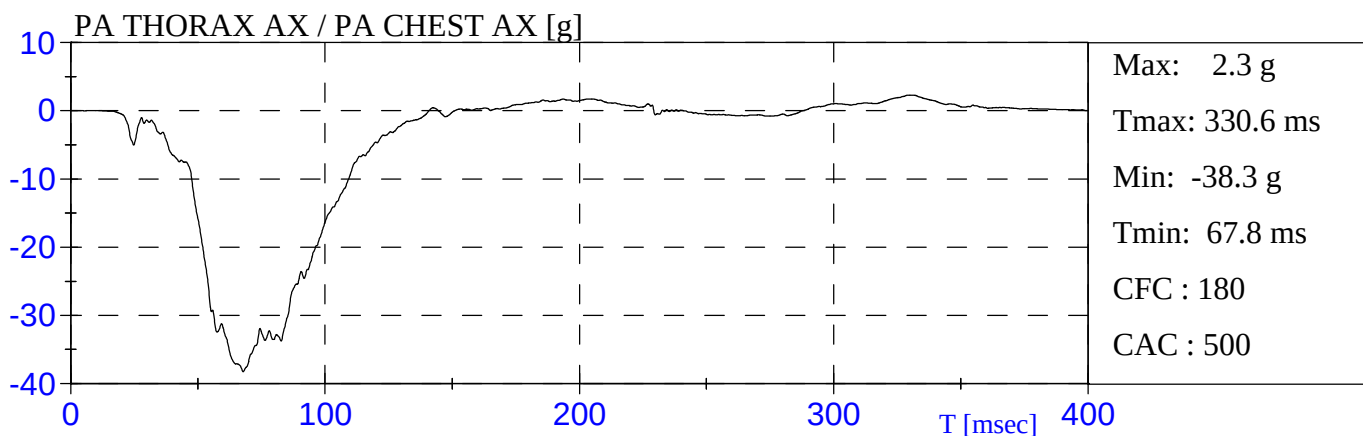


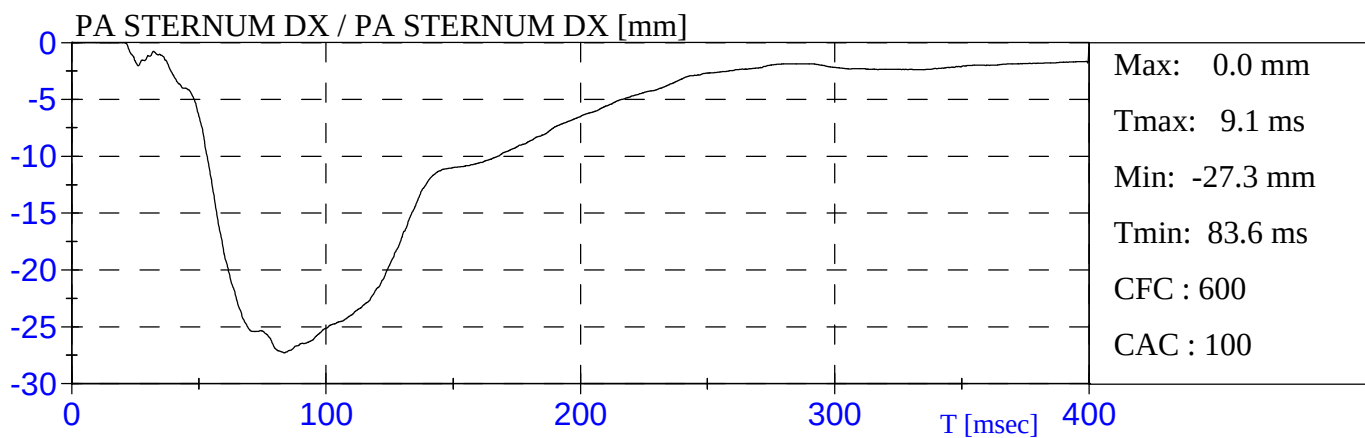


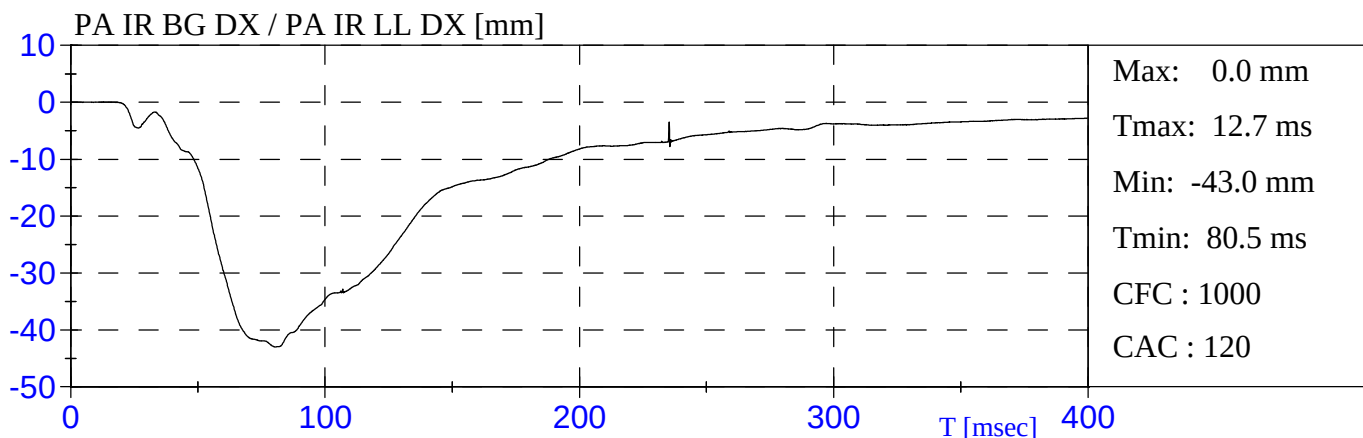
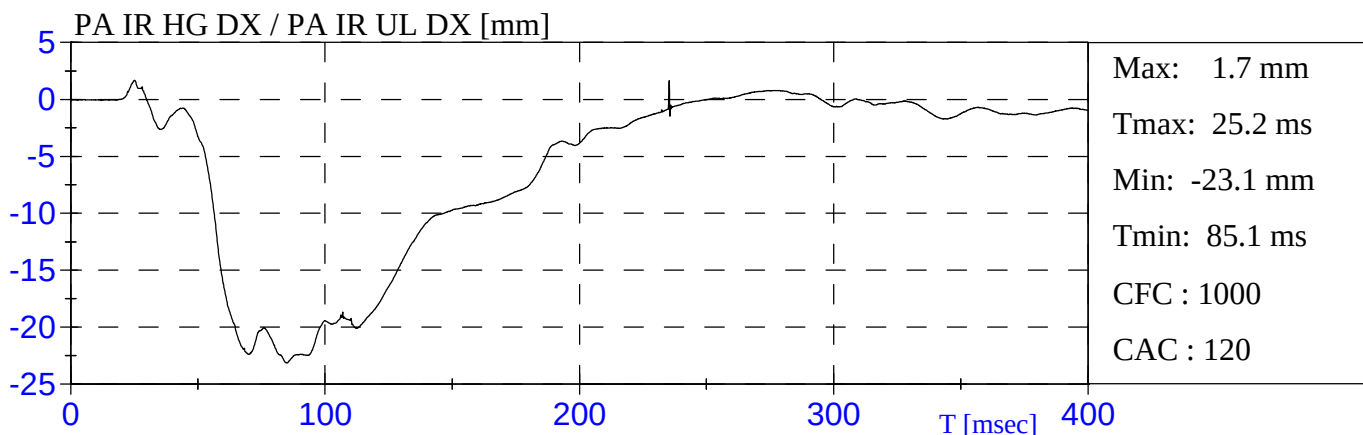
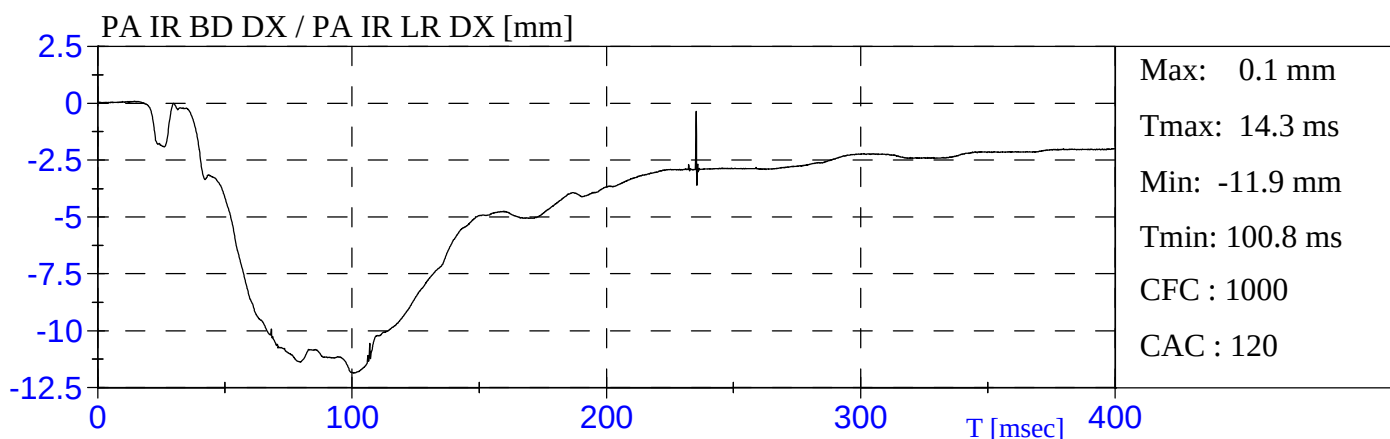
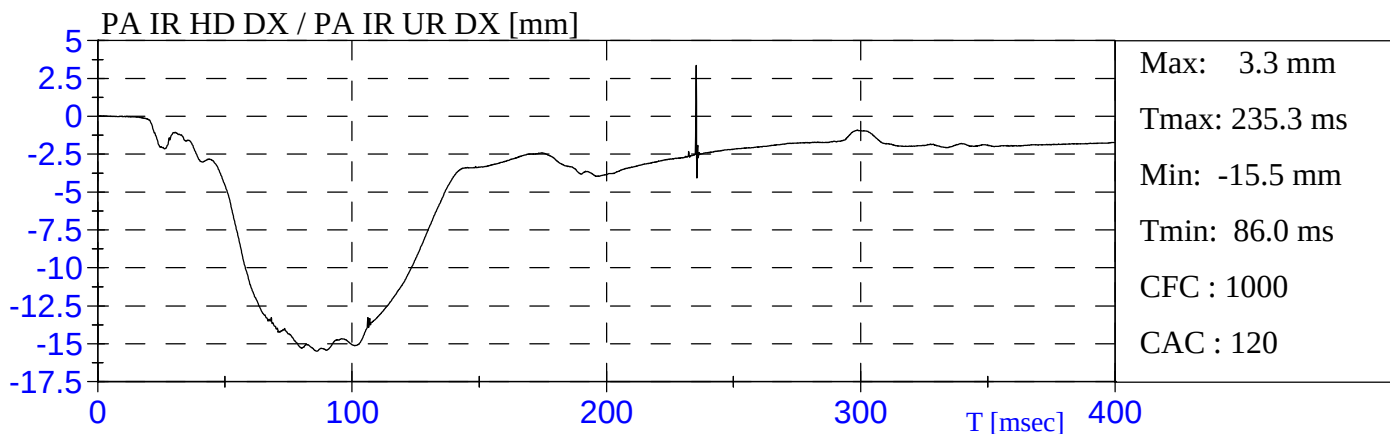


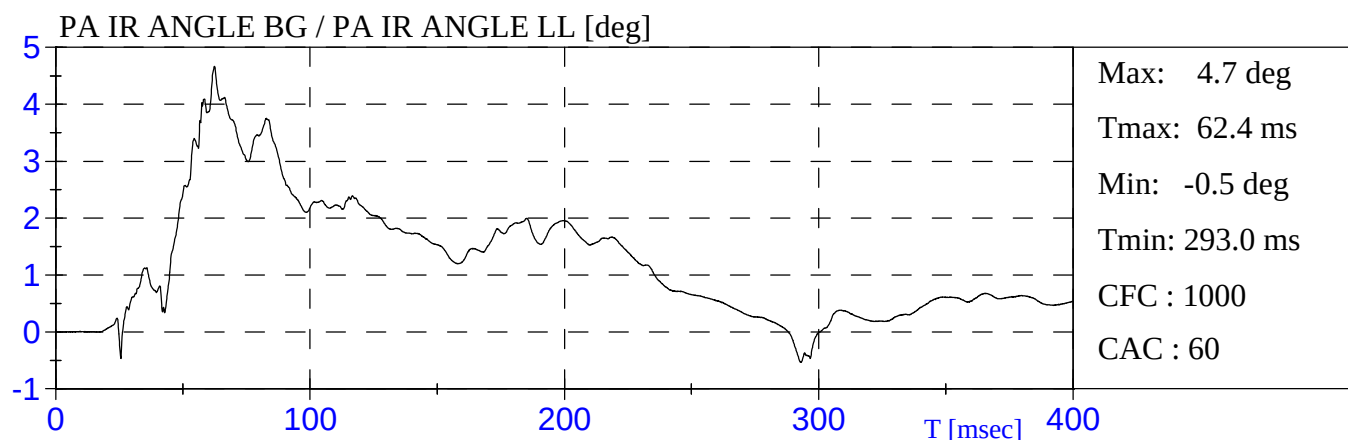
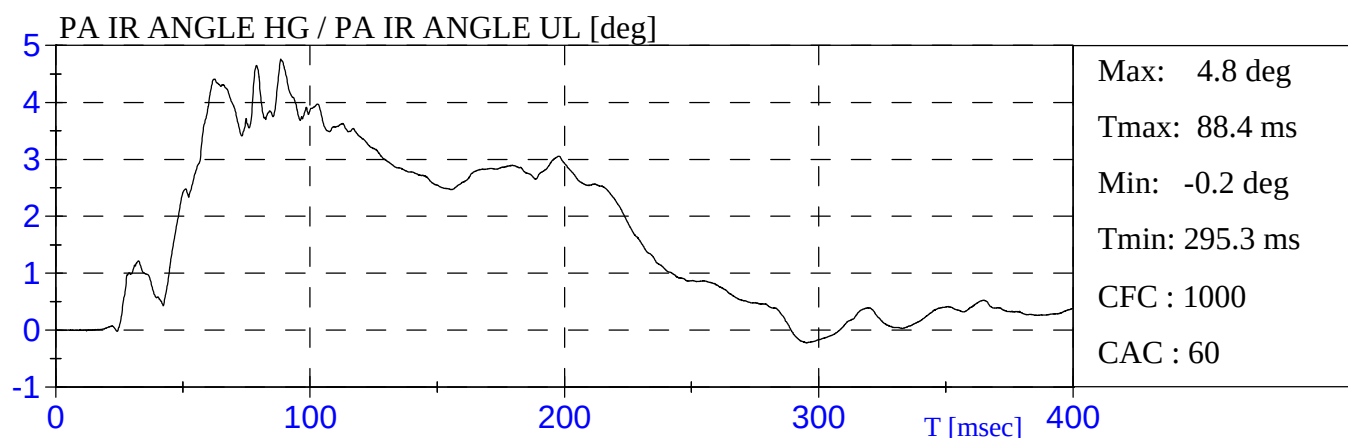
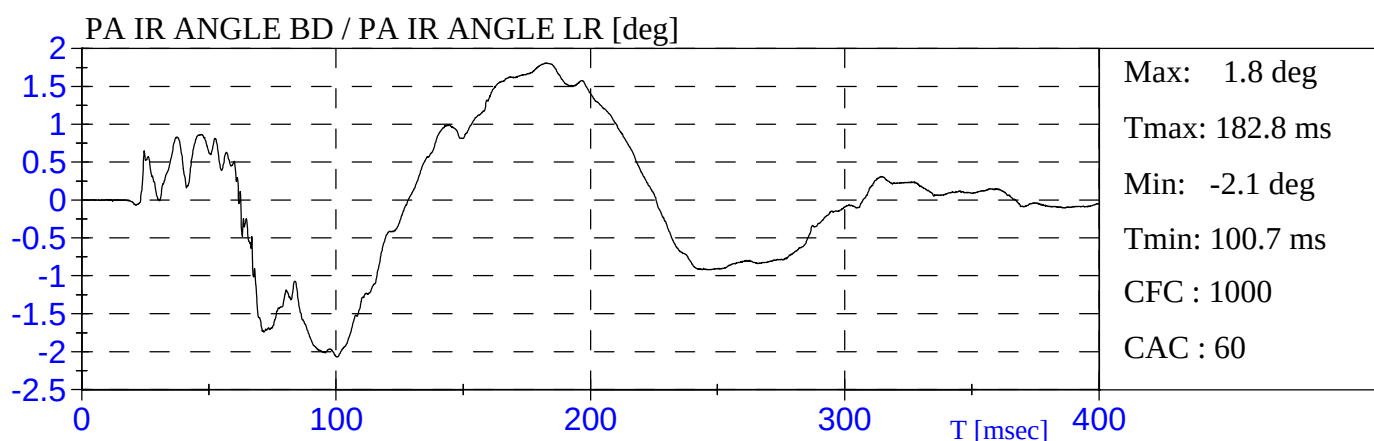
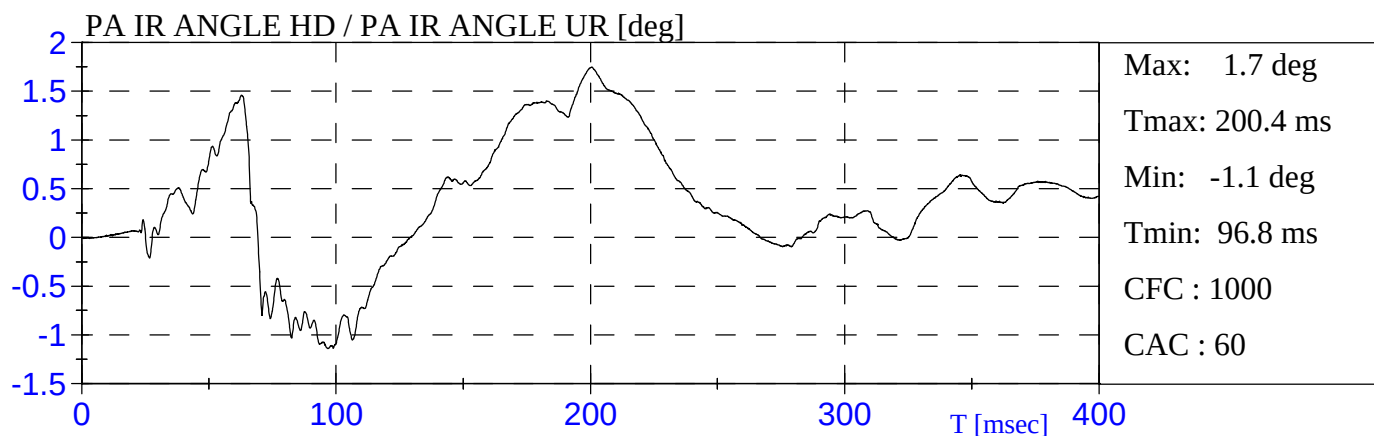


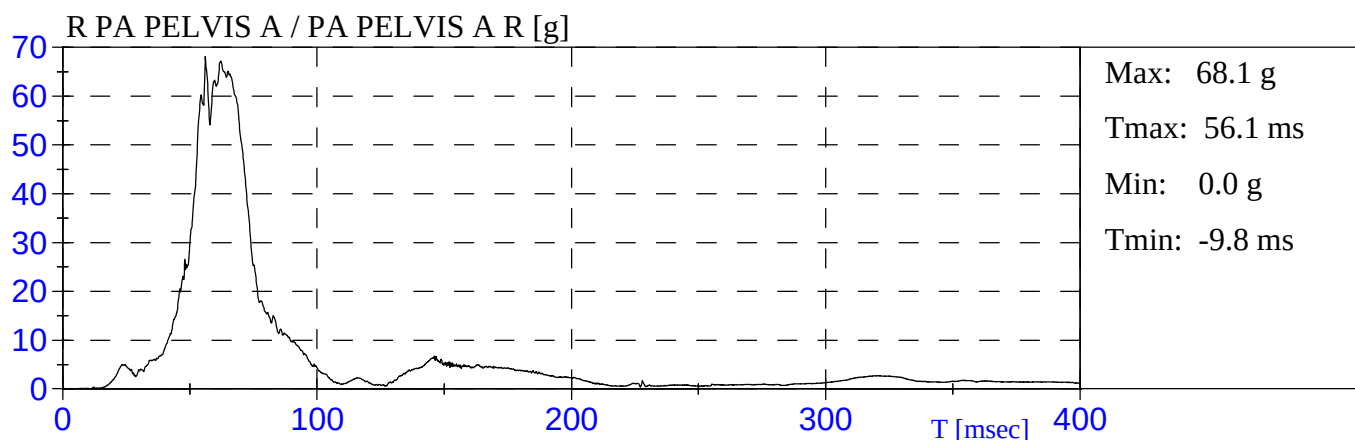
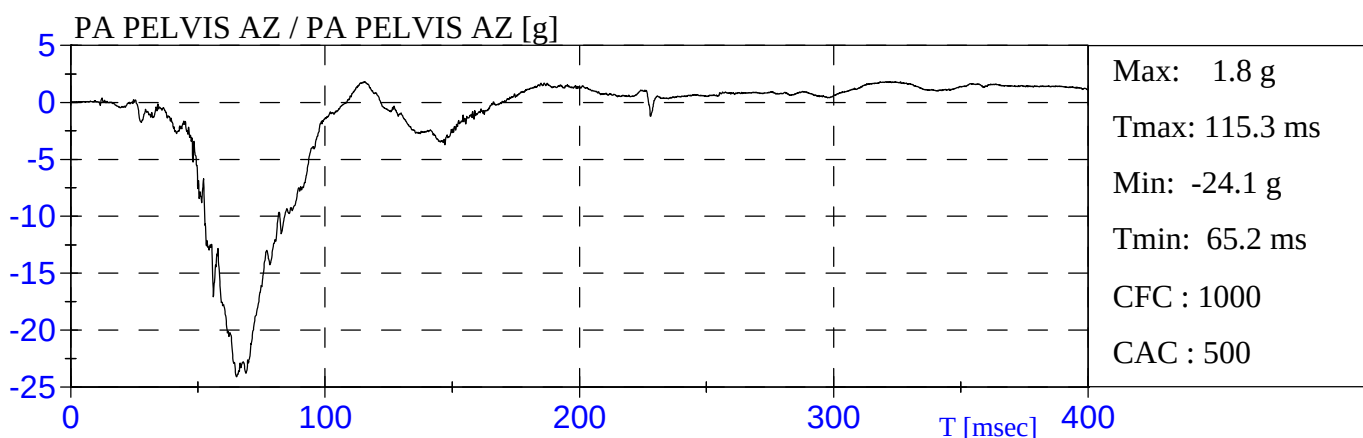
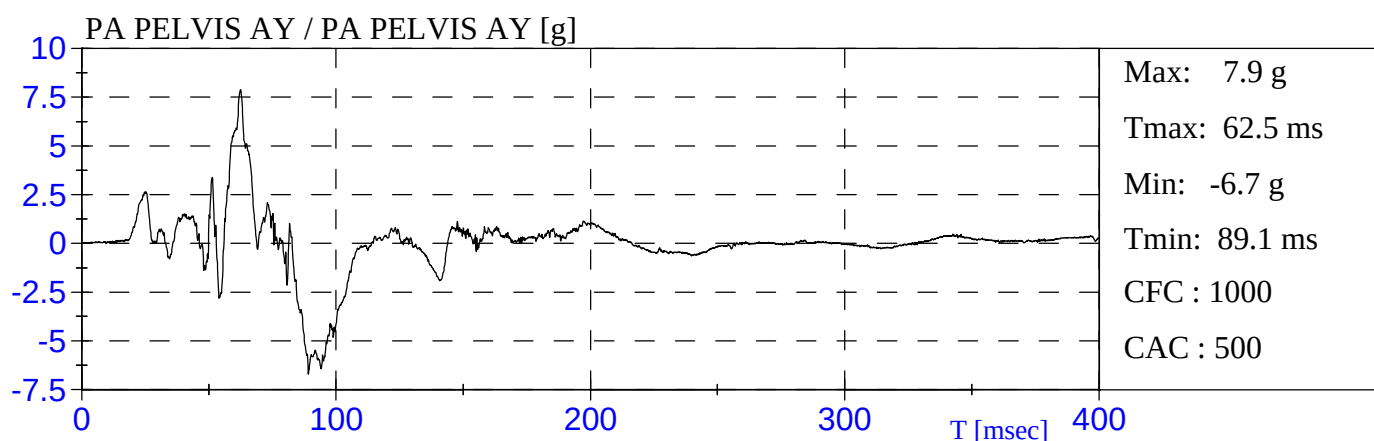
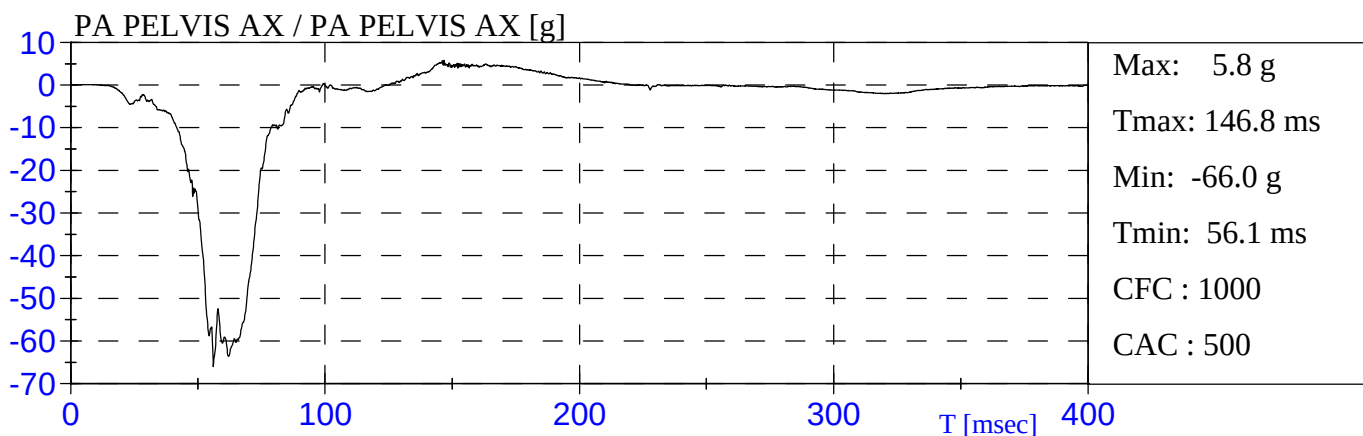


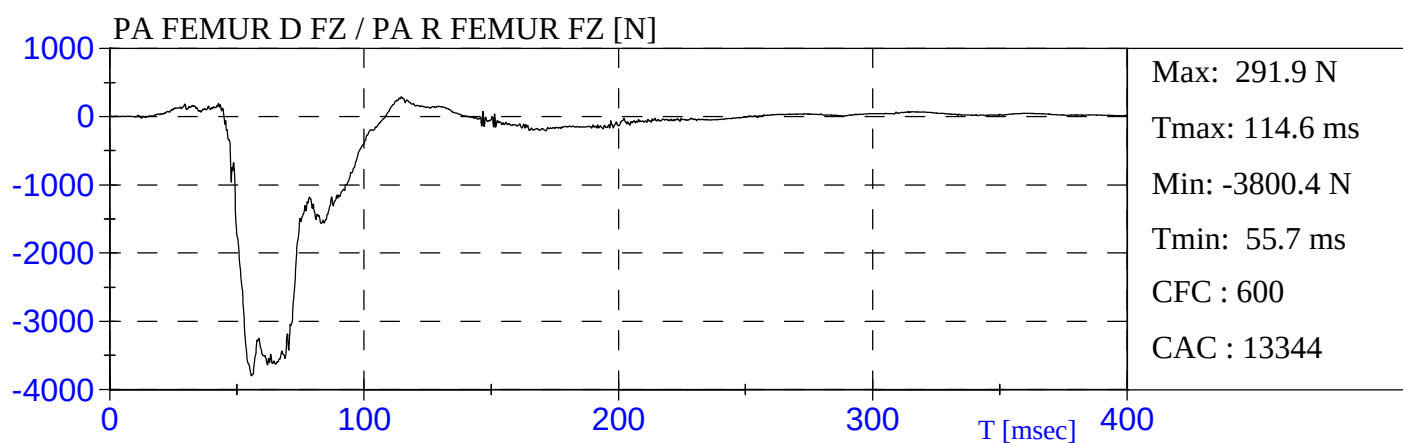
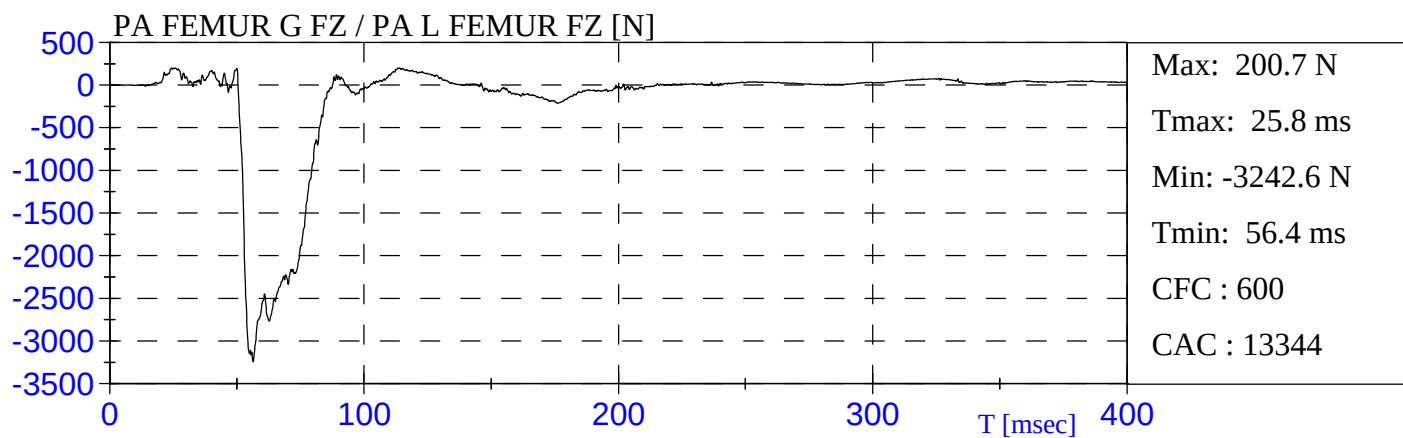


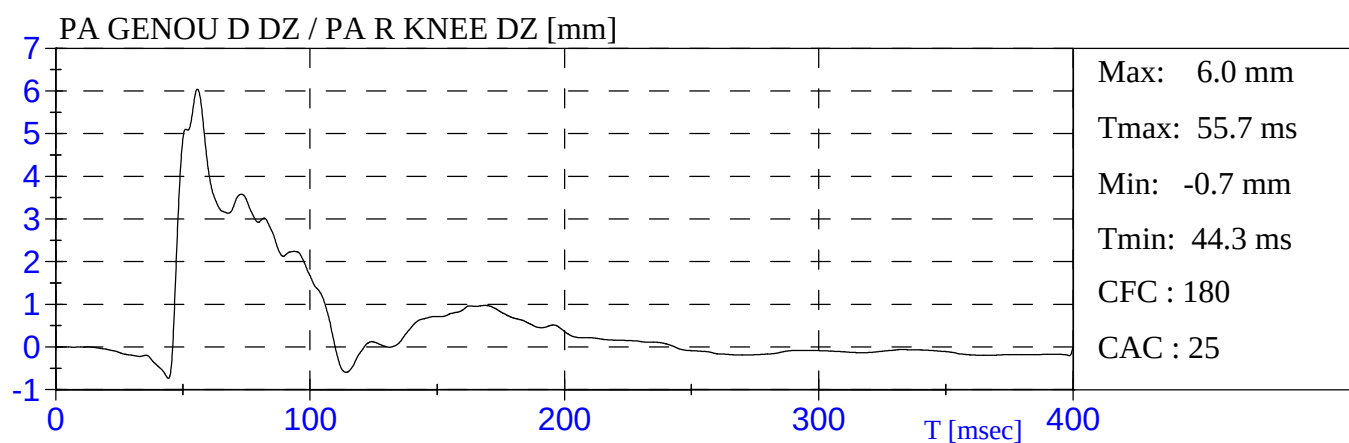
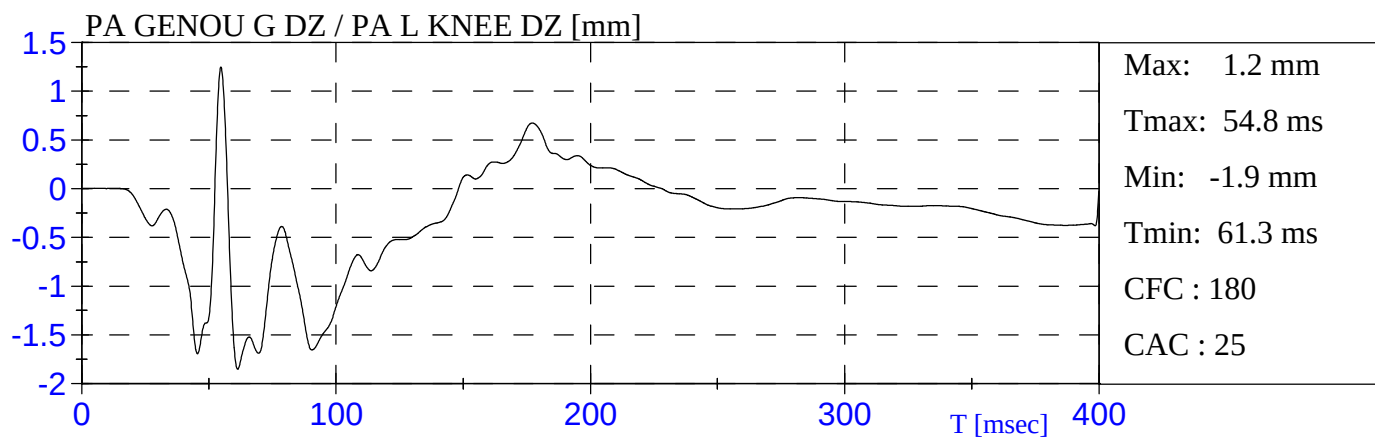












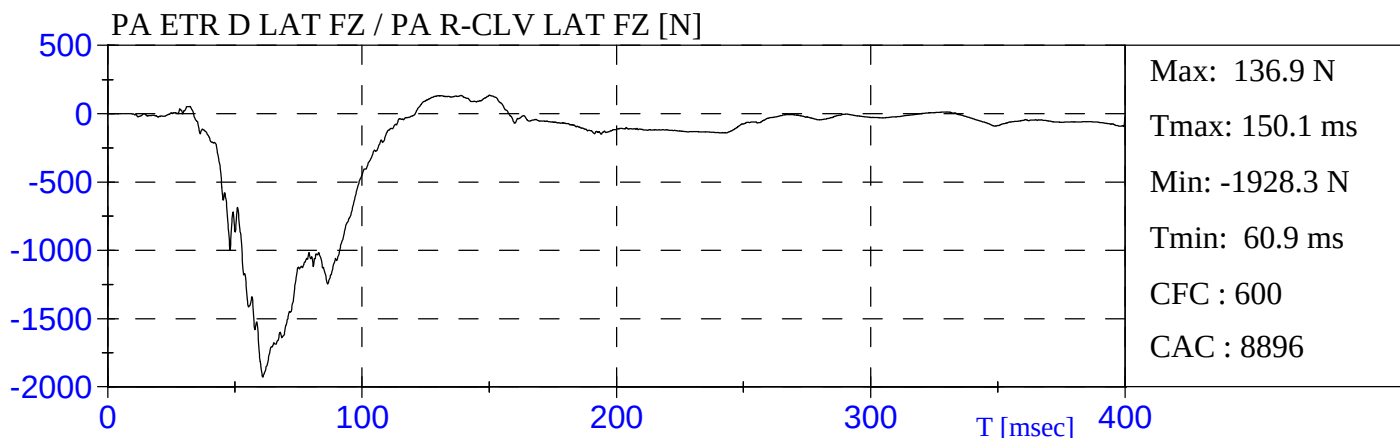
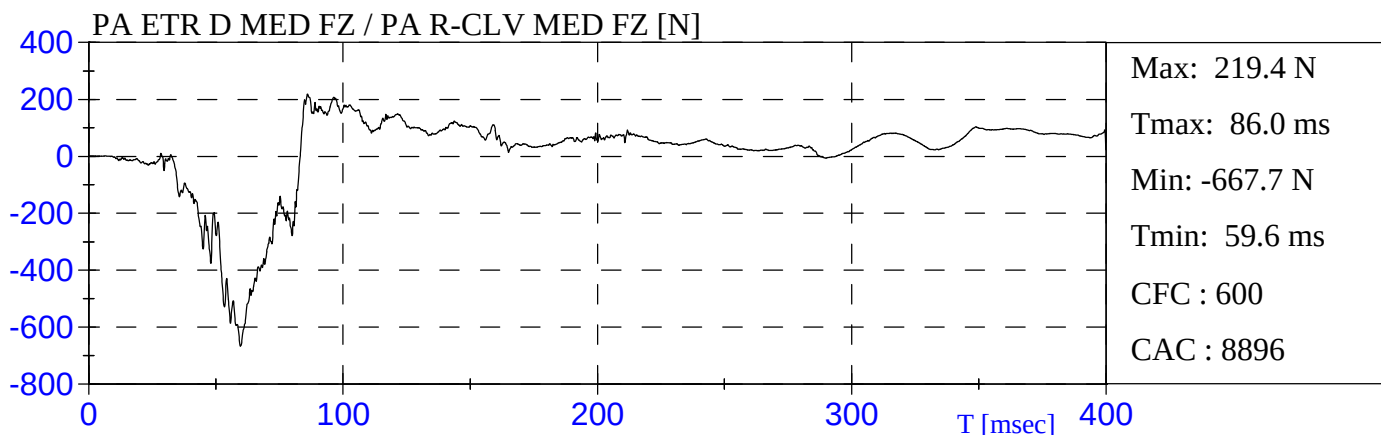
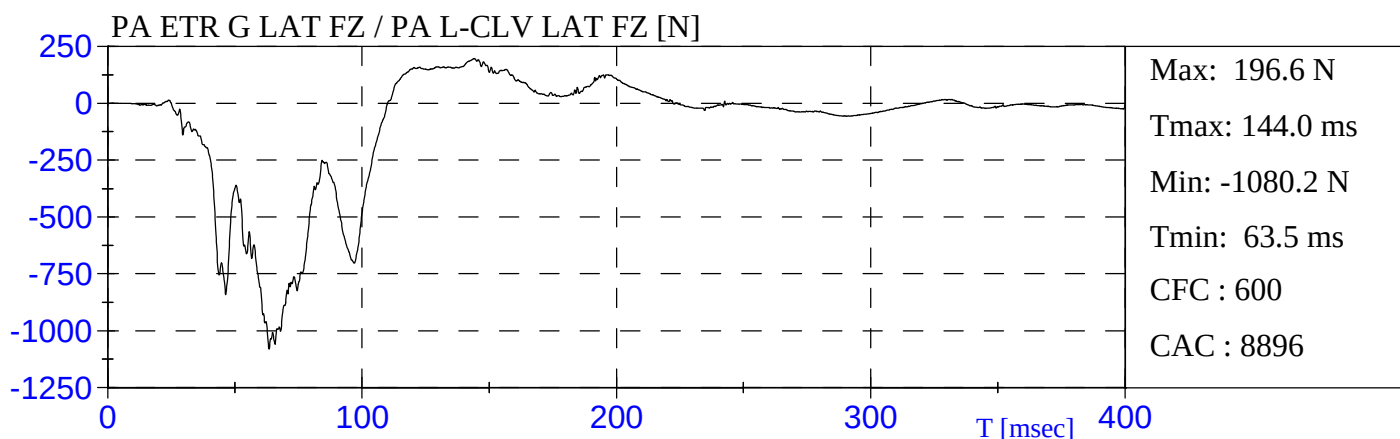
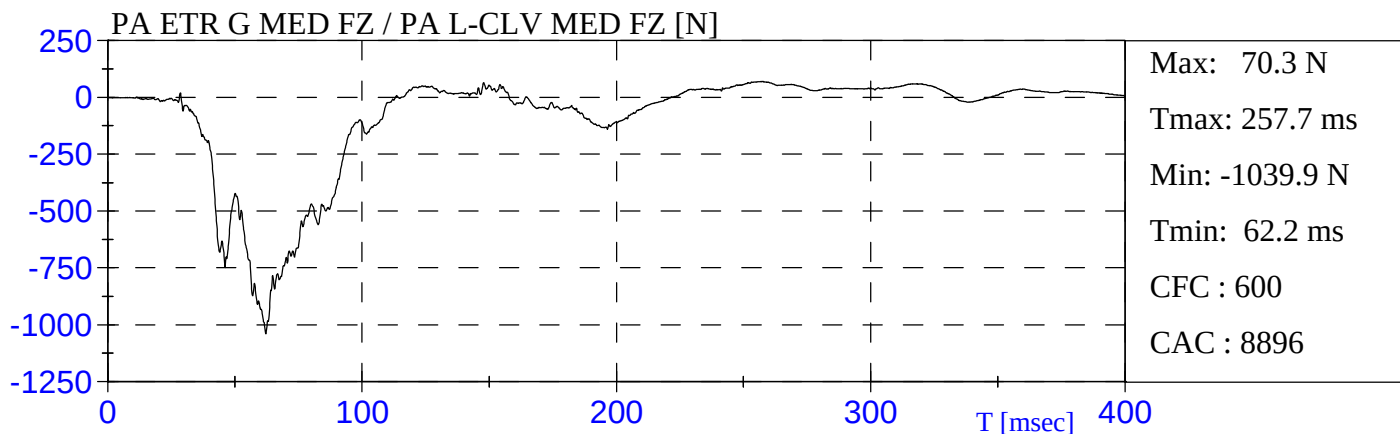


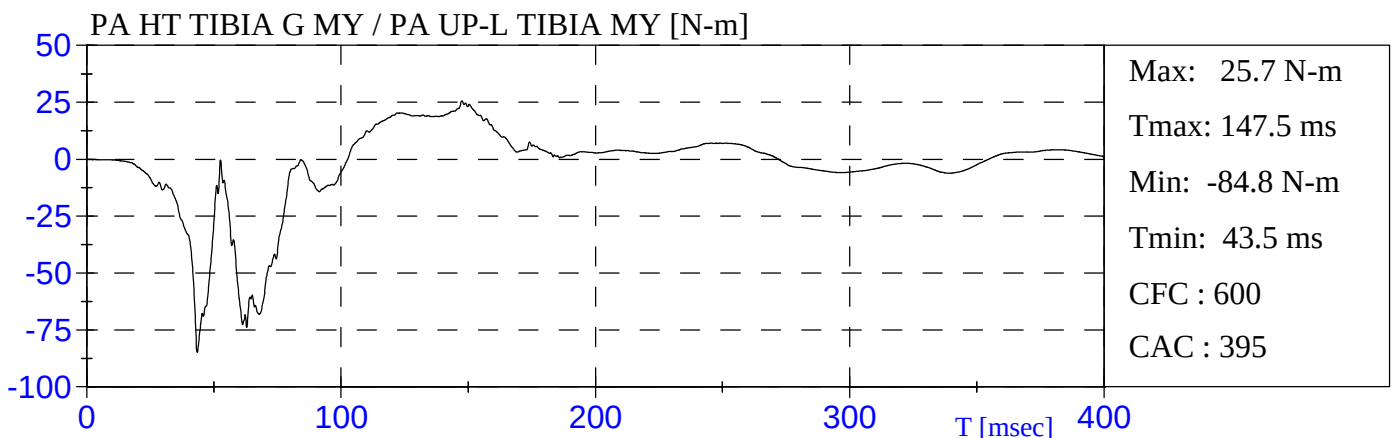
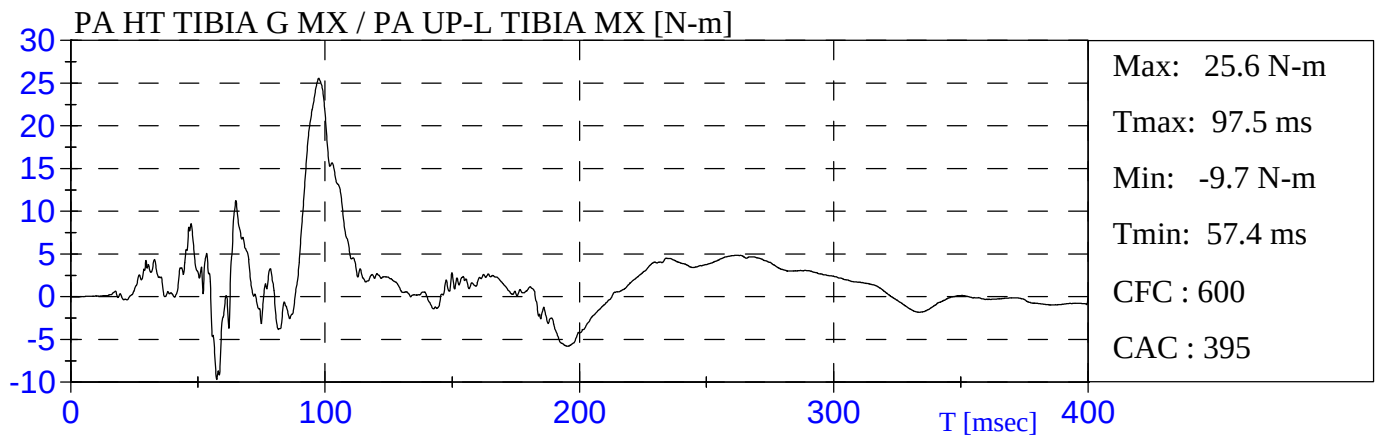
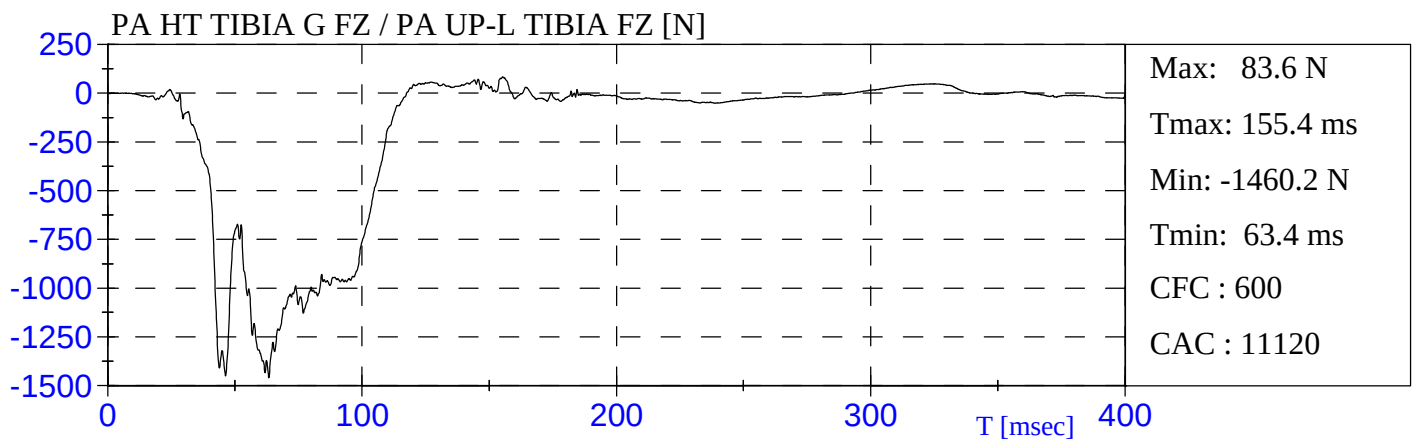
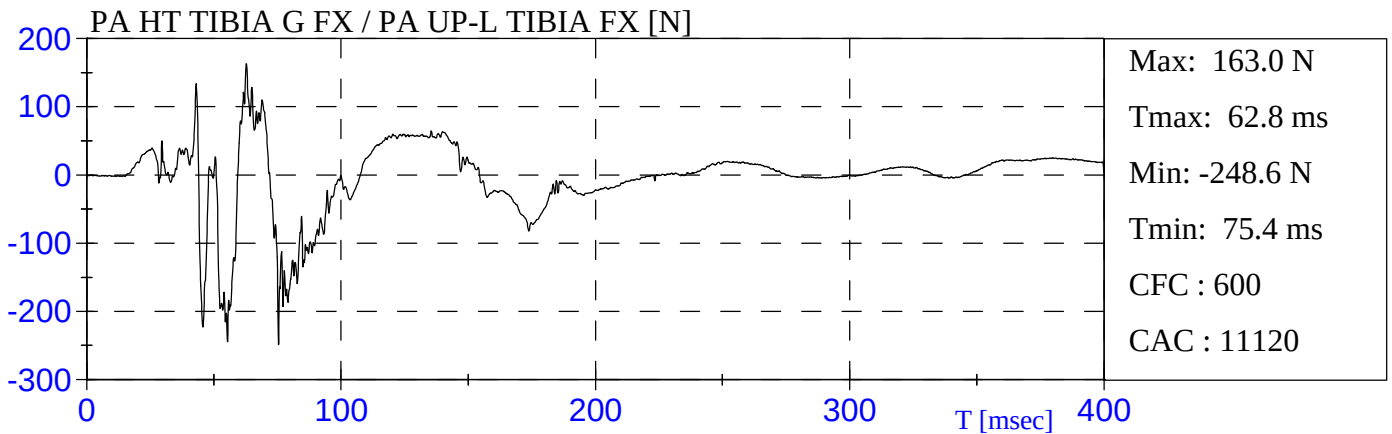
COLLISION FRONTALE
FRONTAL CRASH

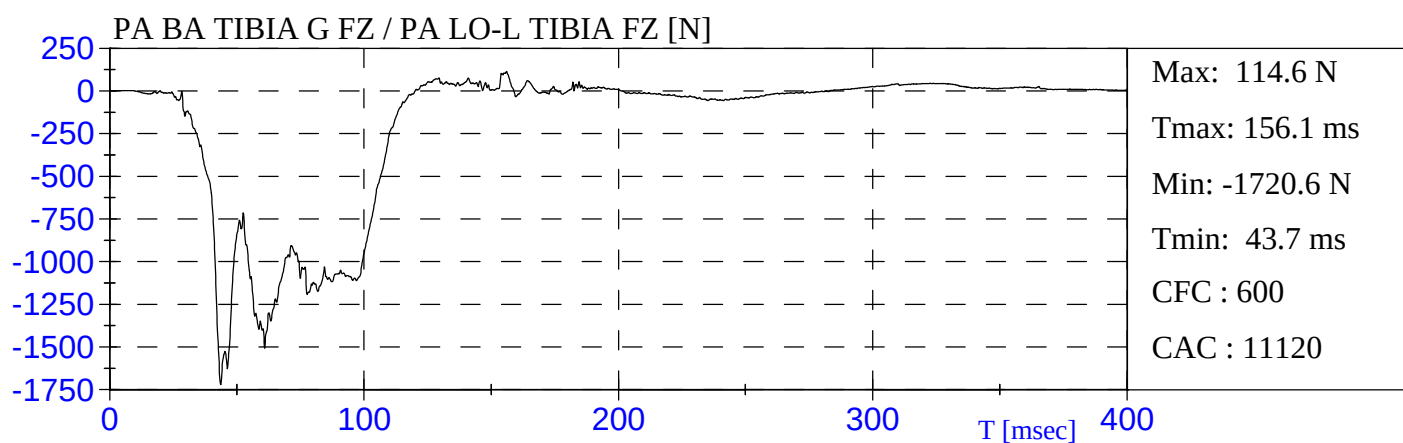
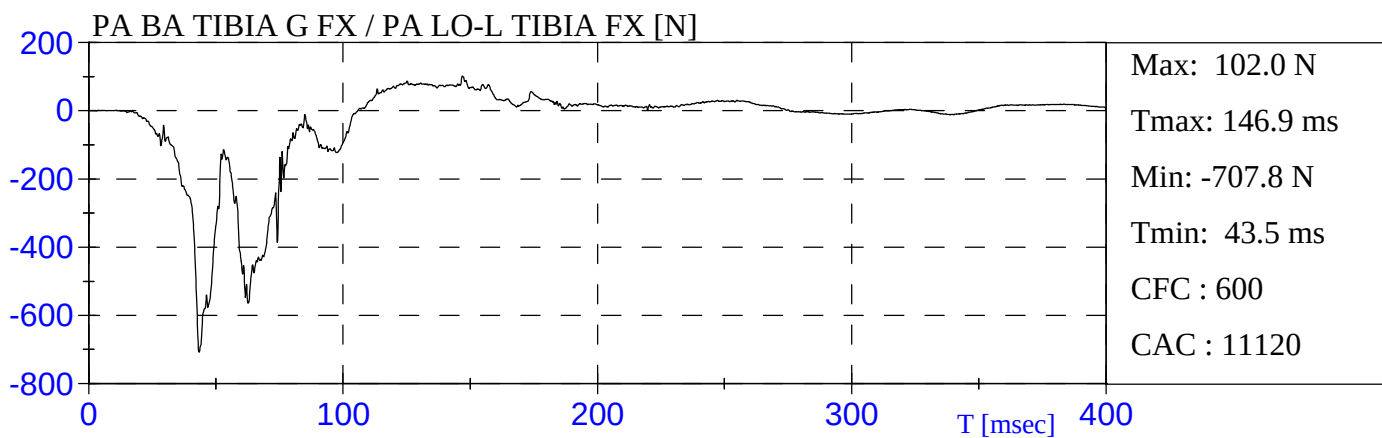
FORD F-150 2004

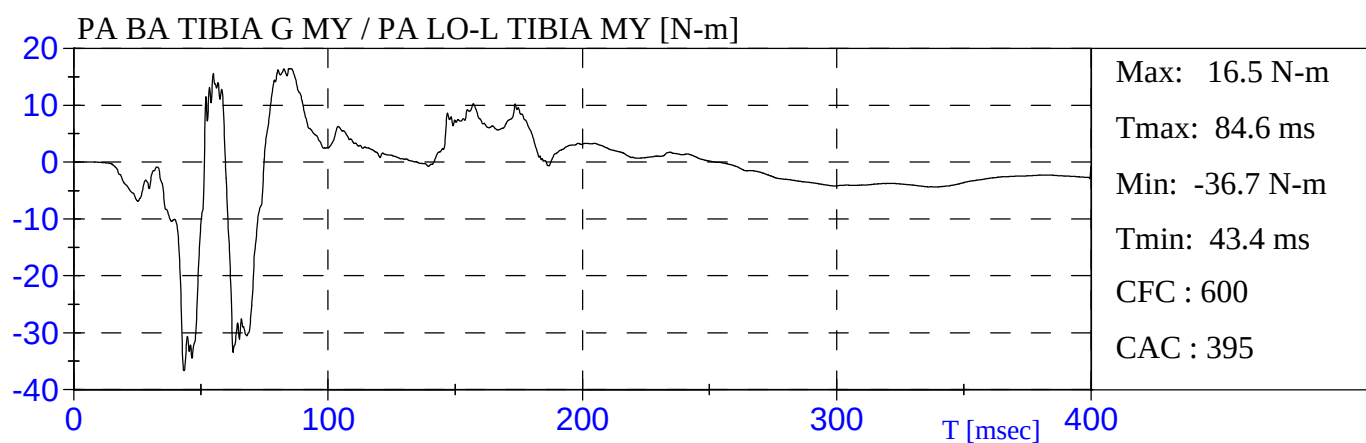
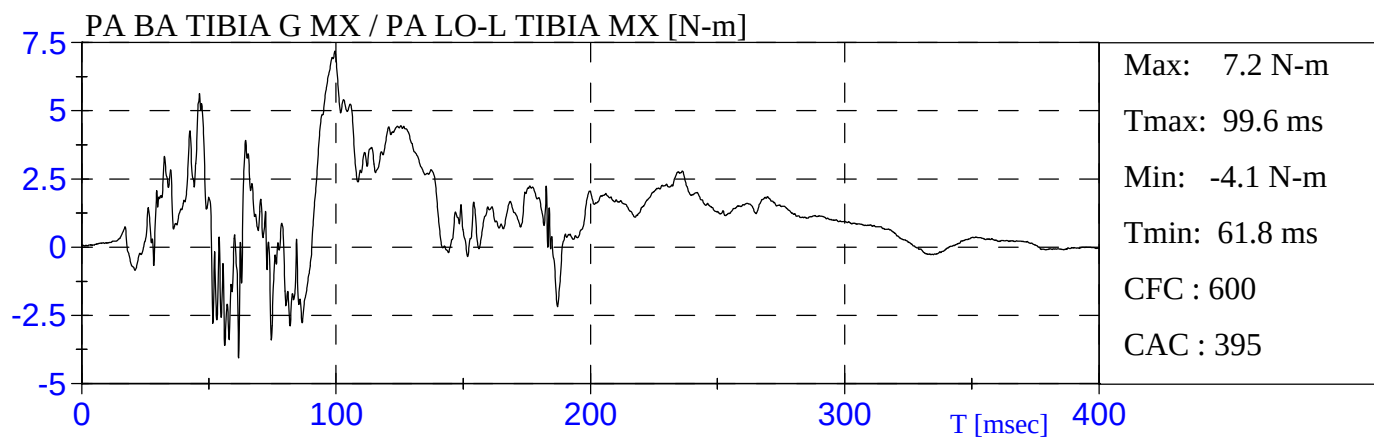
Date: 2004-03-23

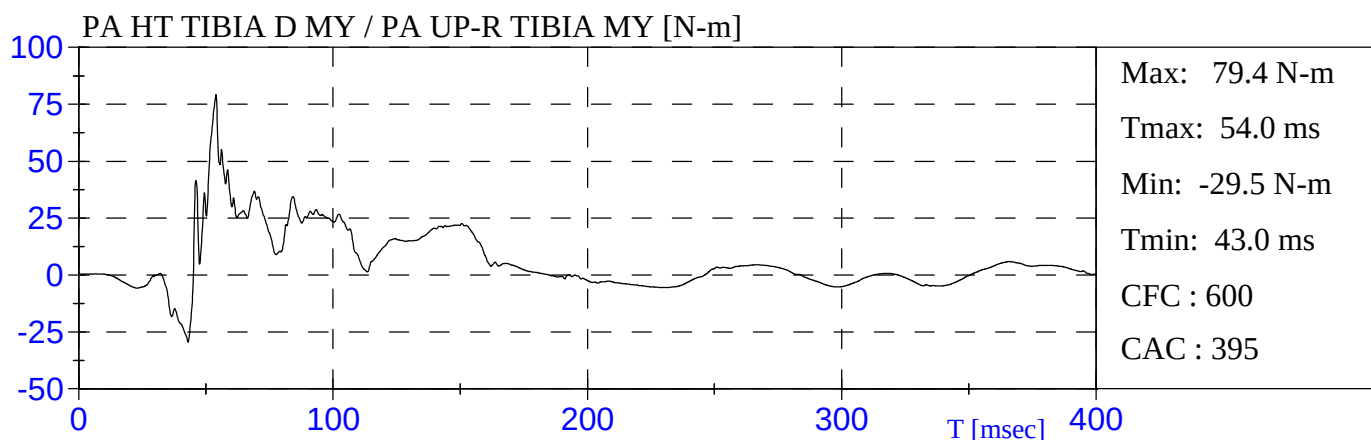
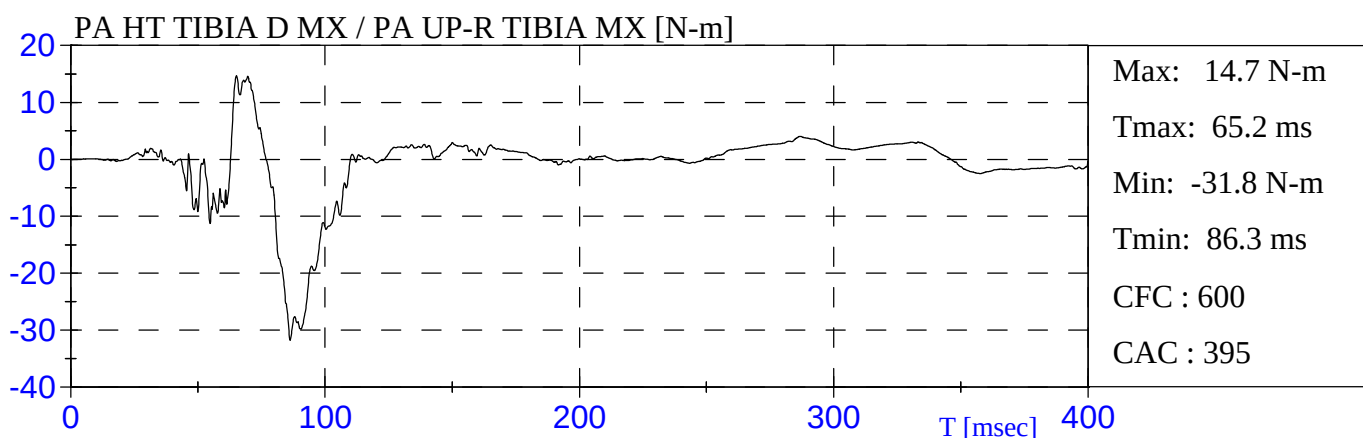
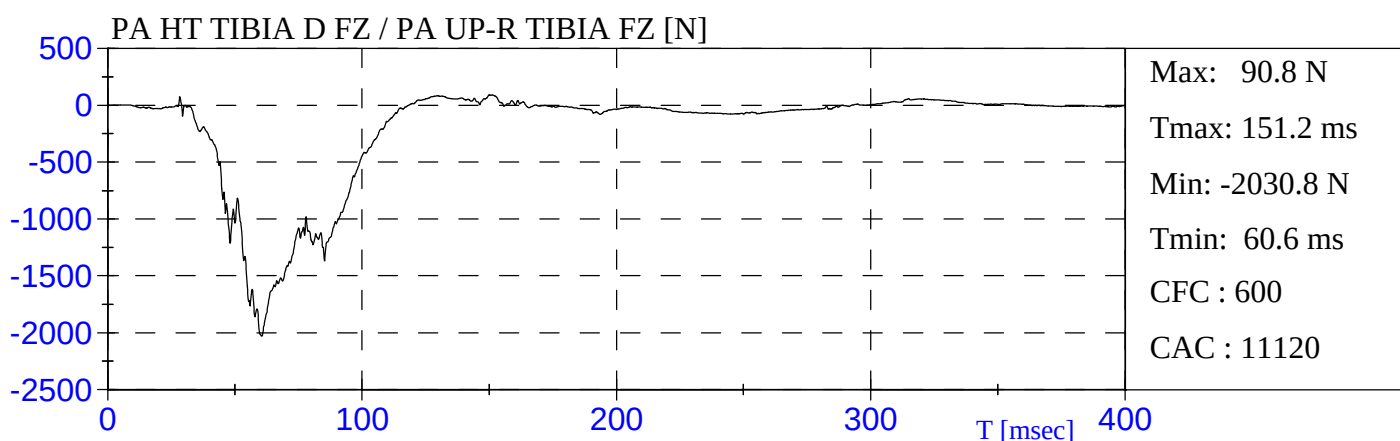
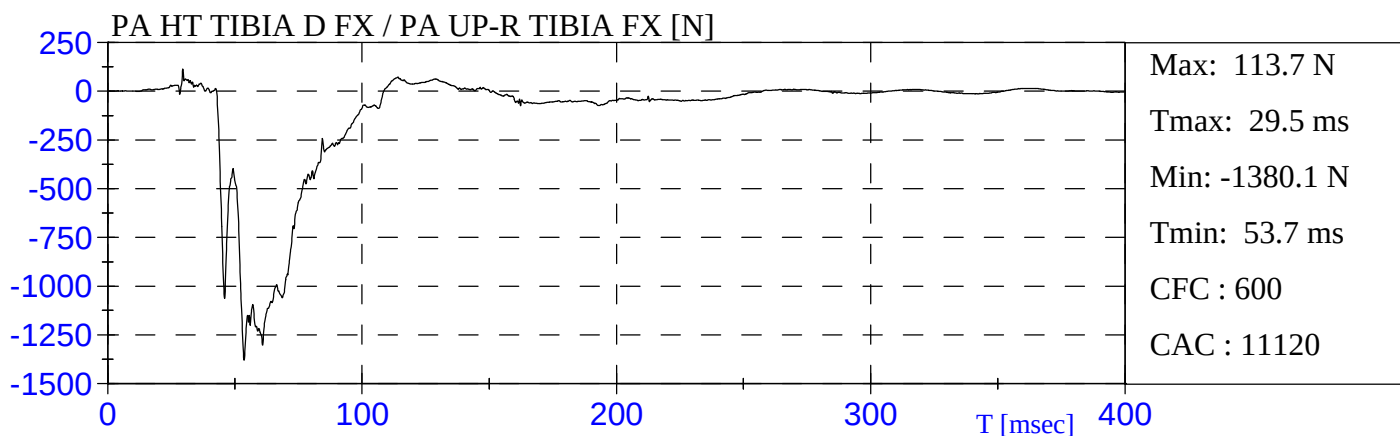
N° TC / TC No.: TC04-123

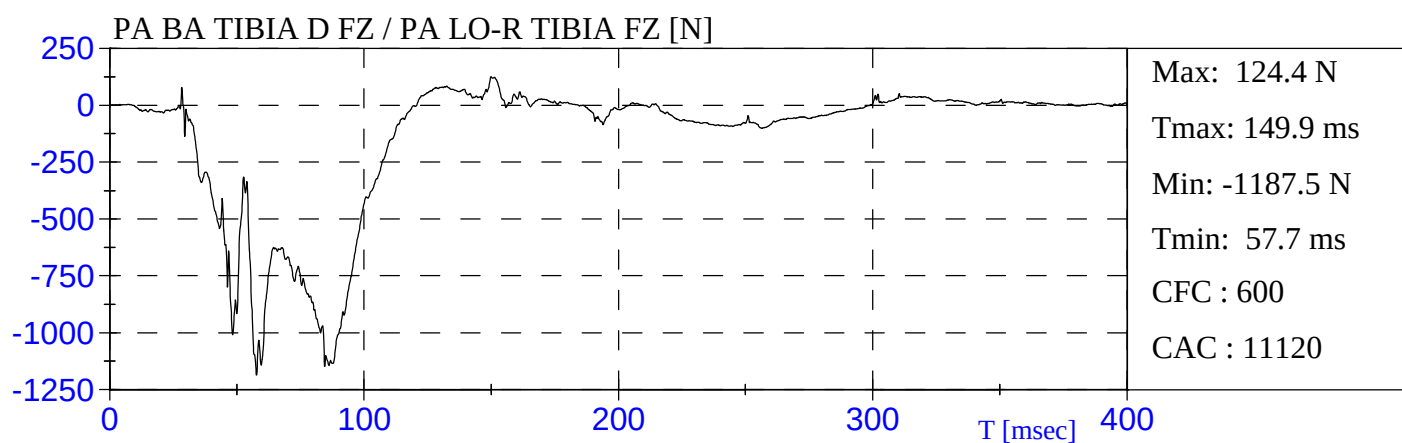
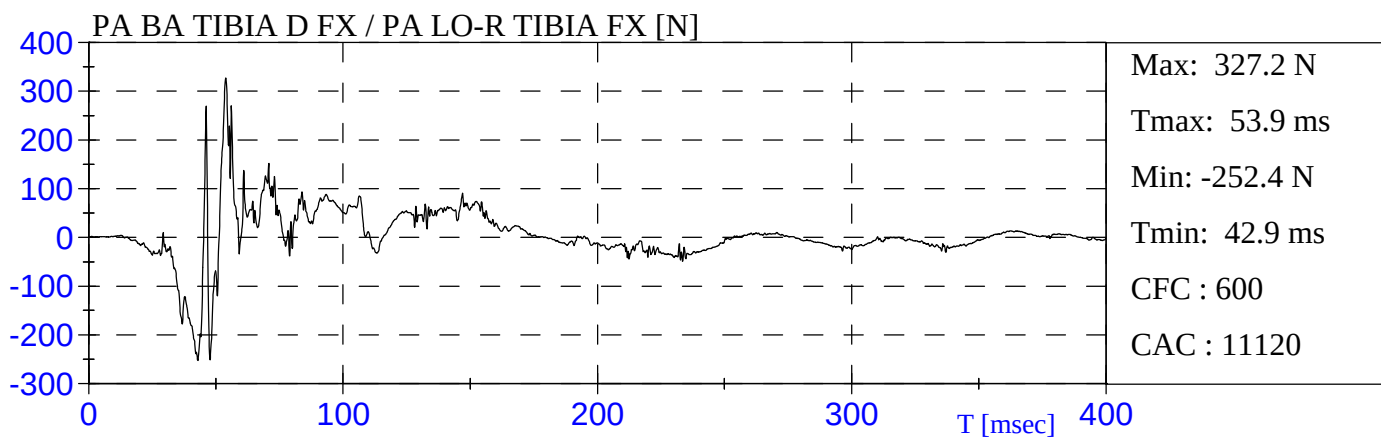


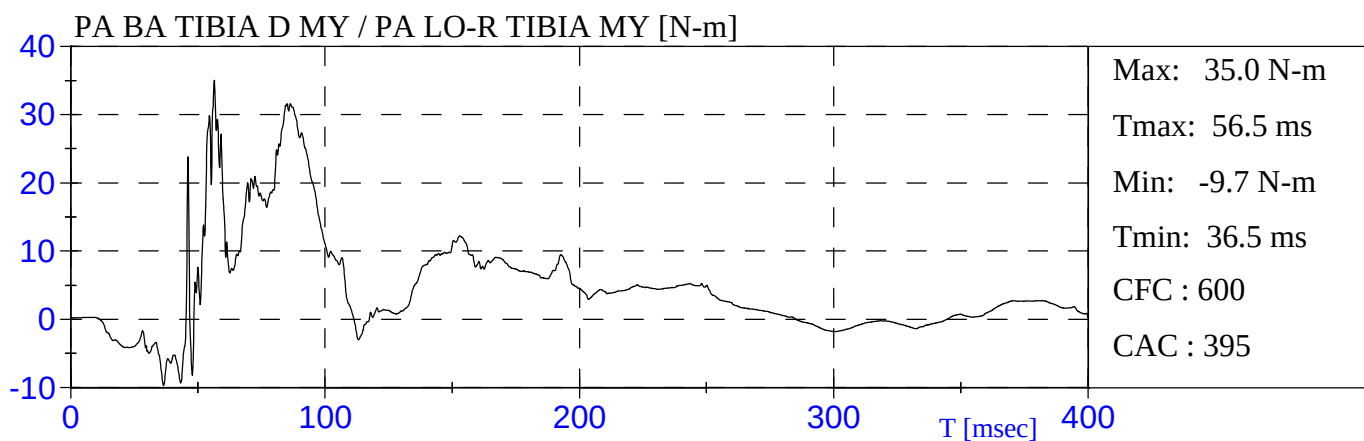
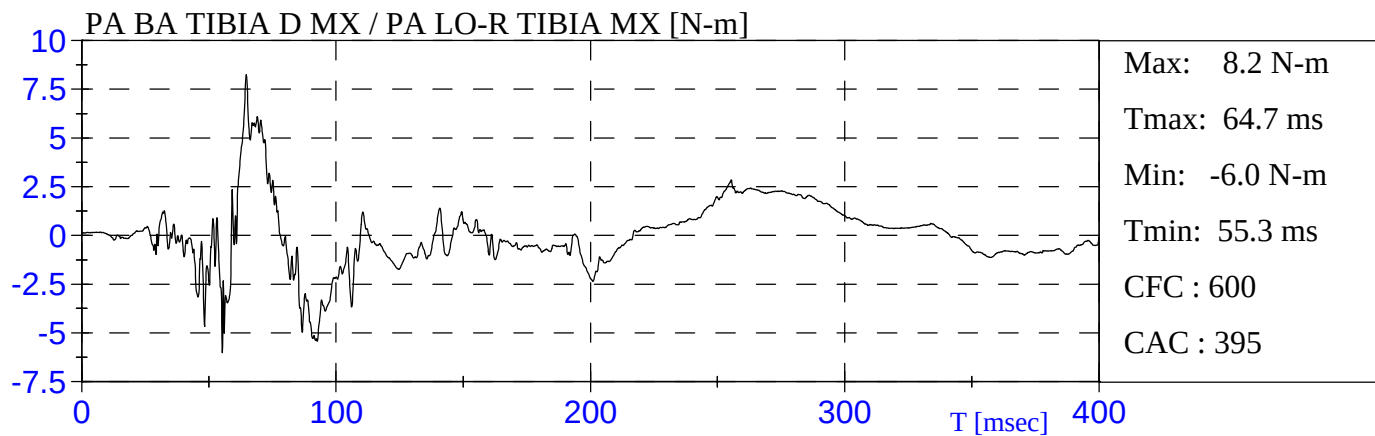


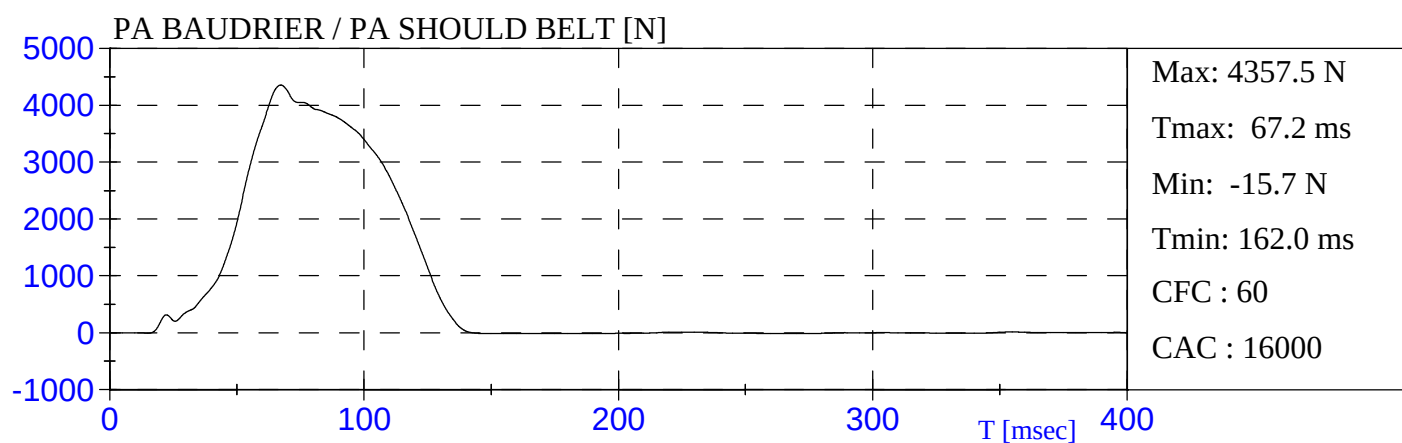
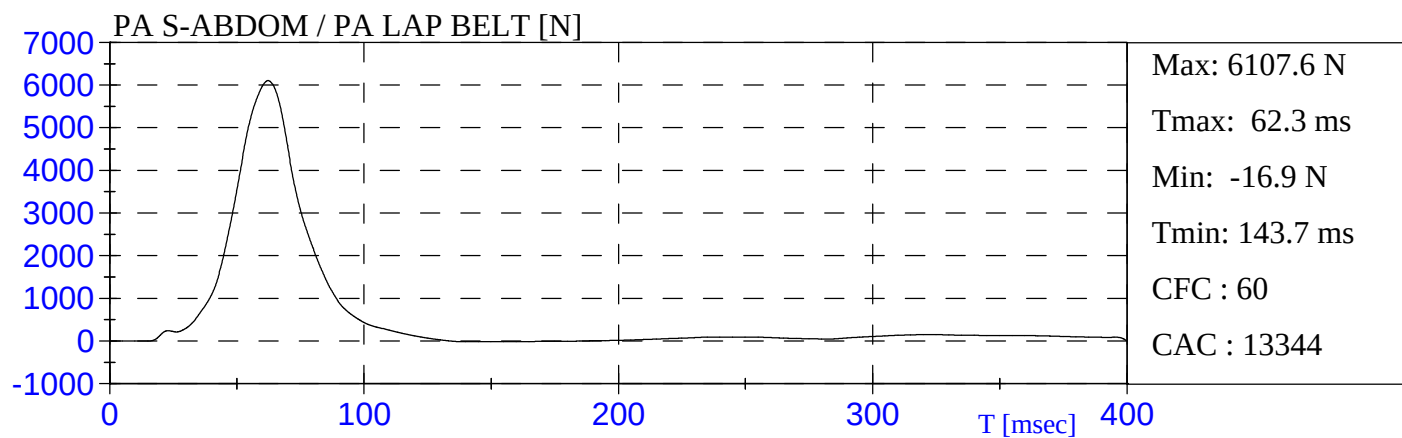


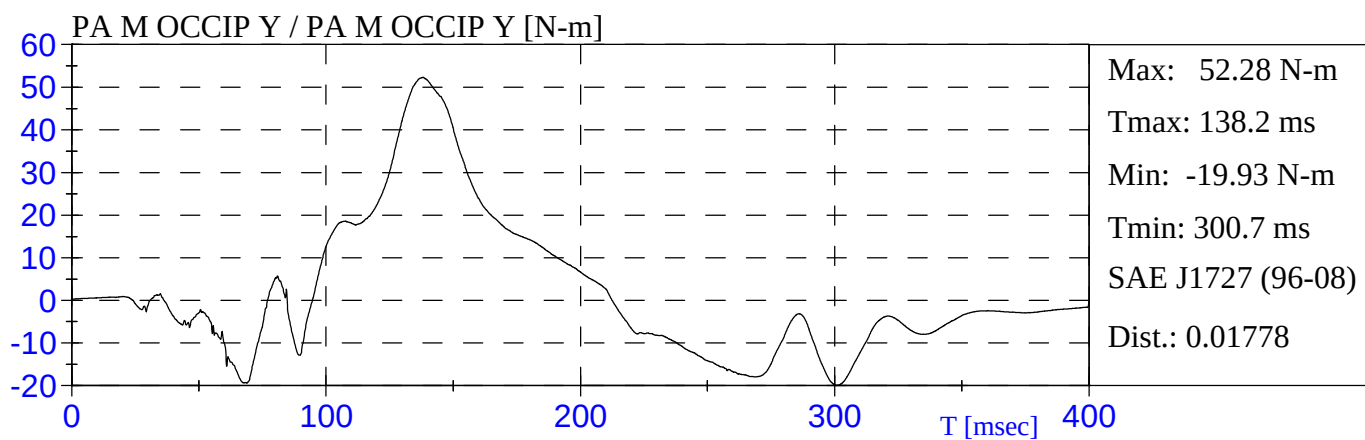


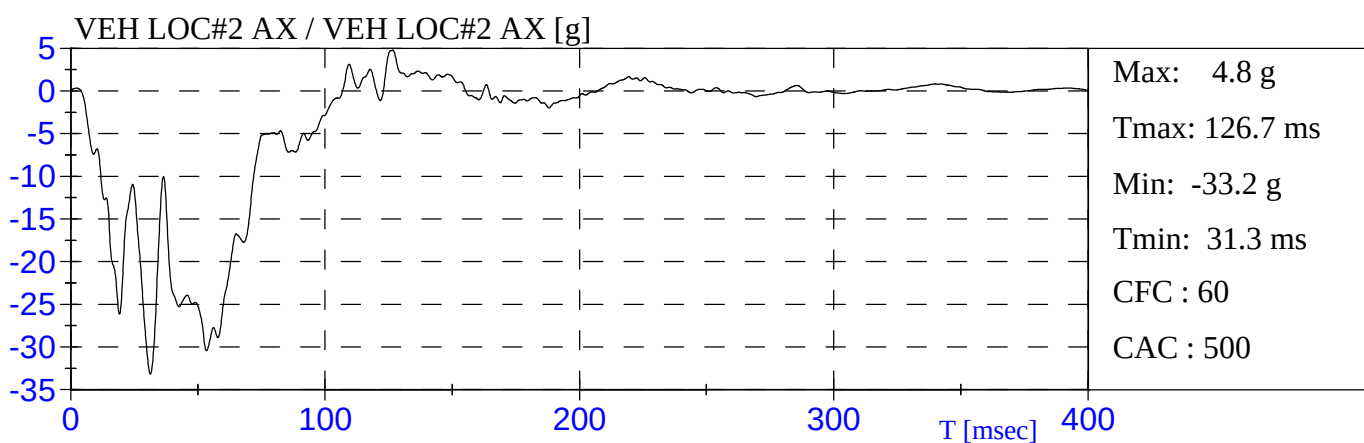
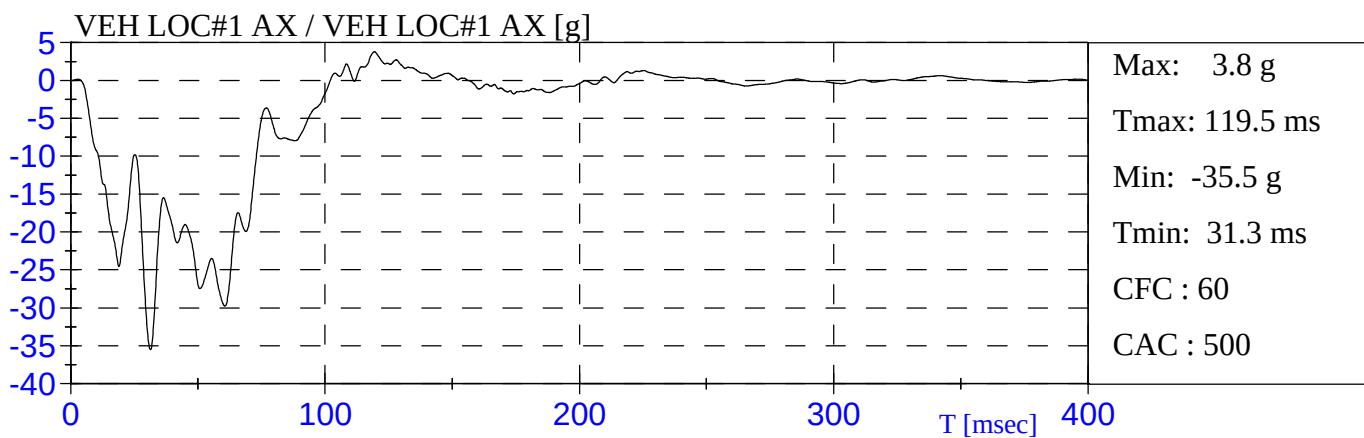


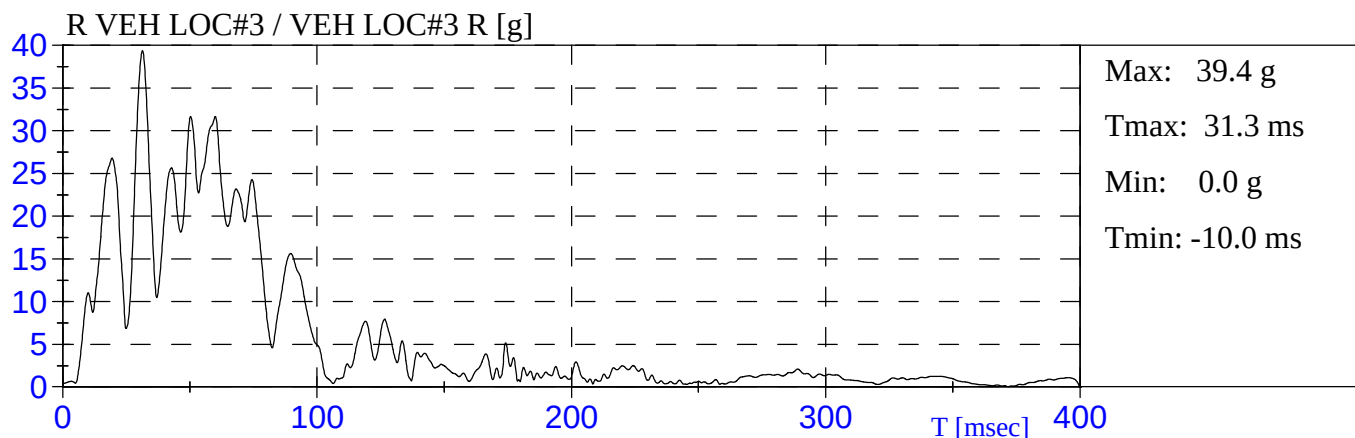
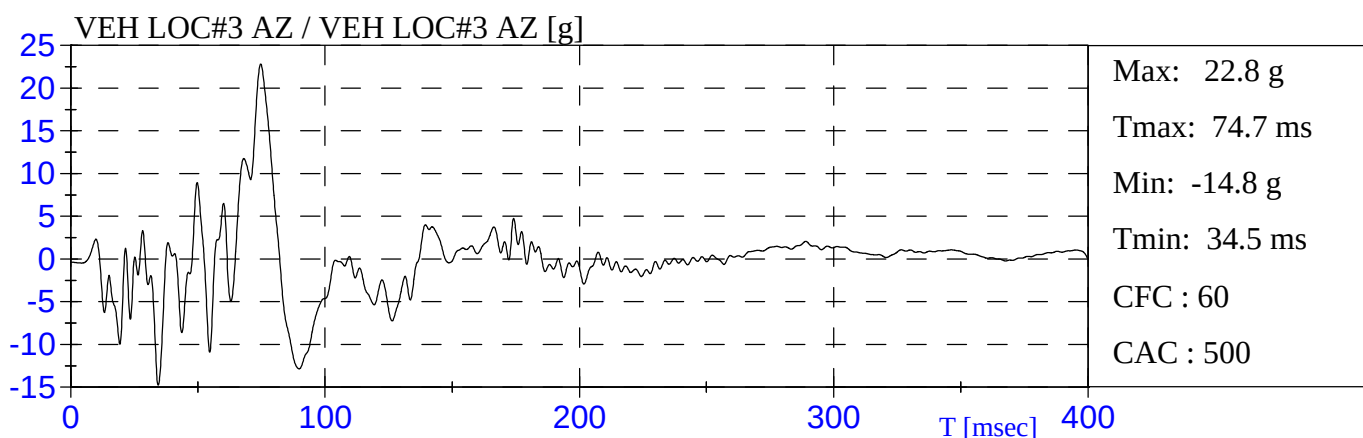
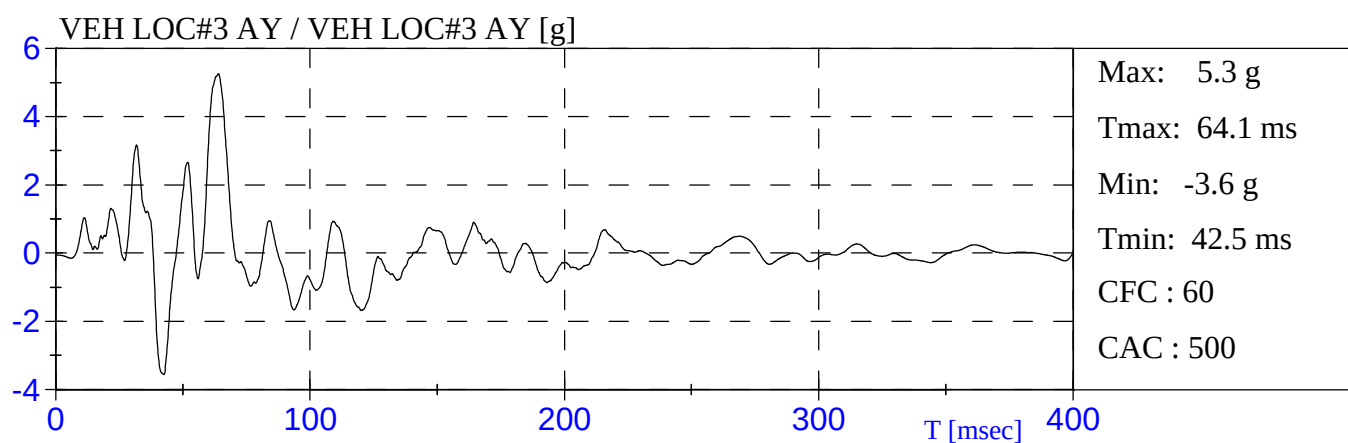
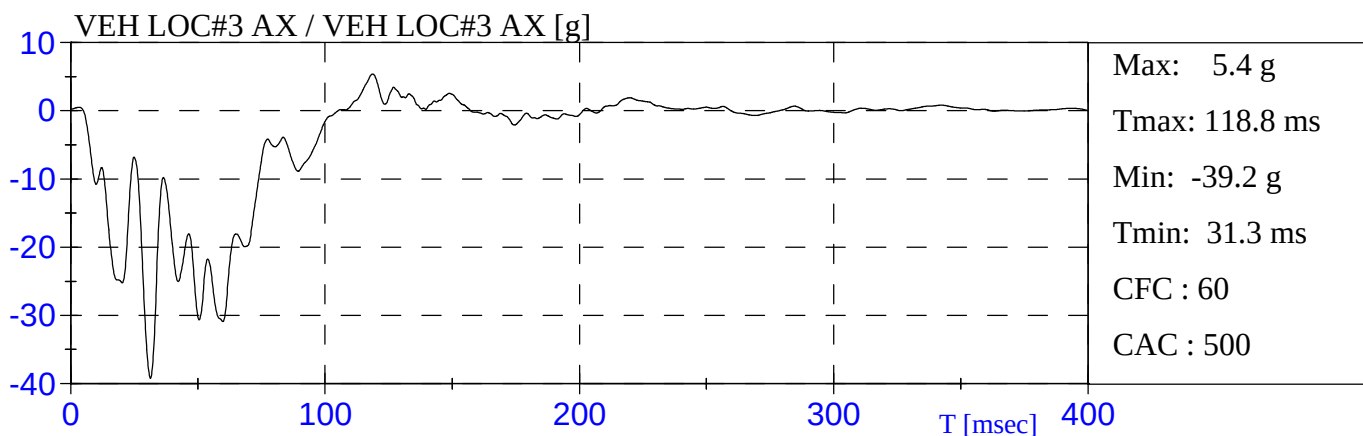


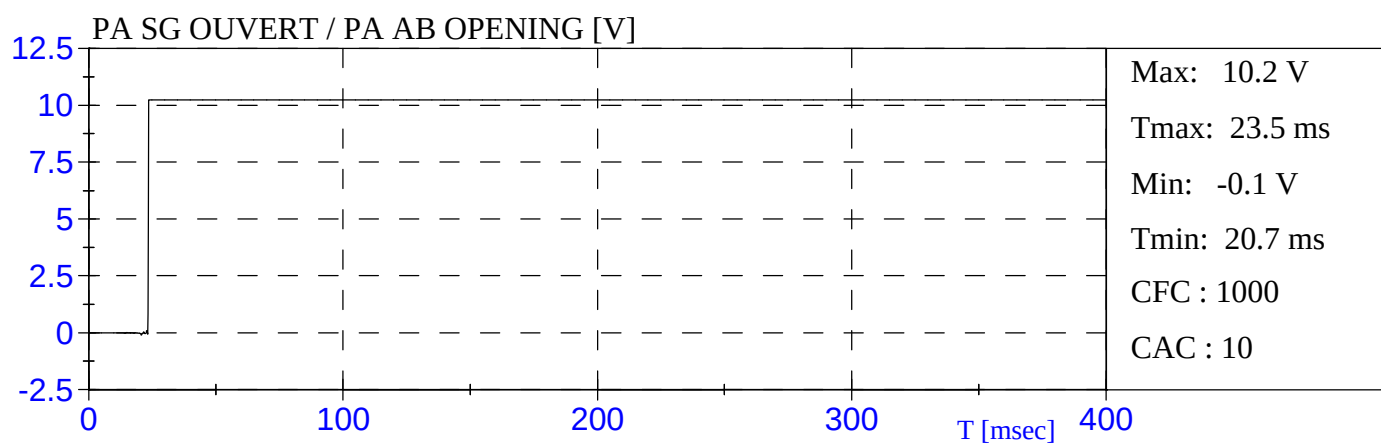
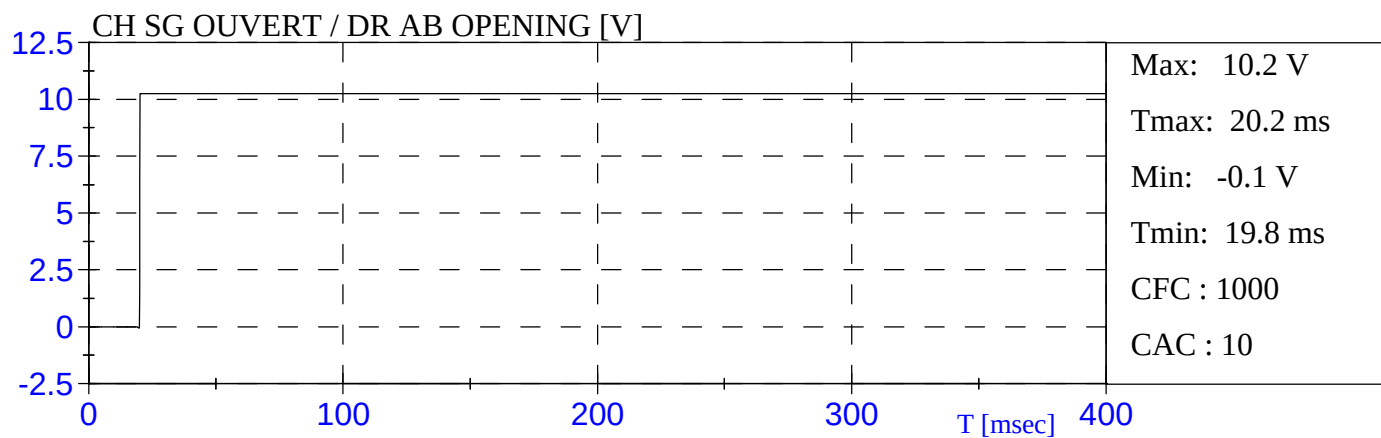


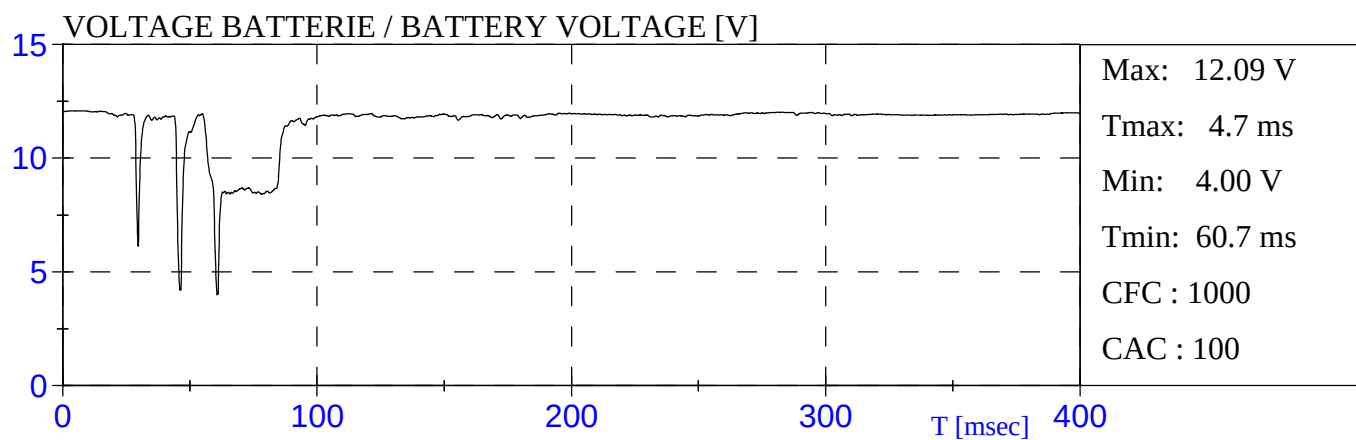


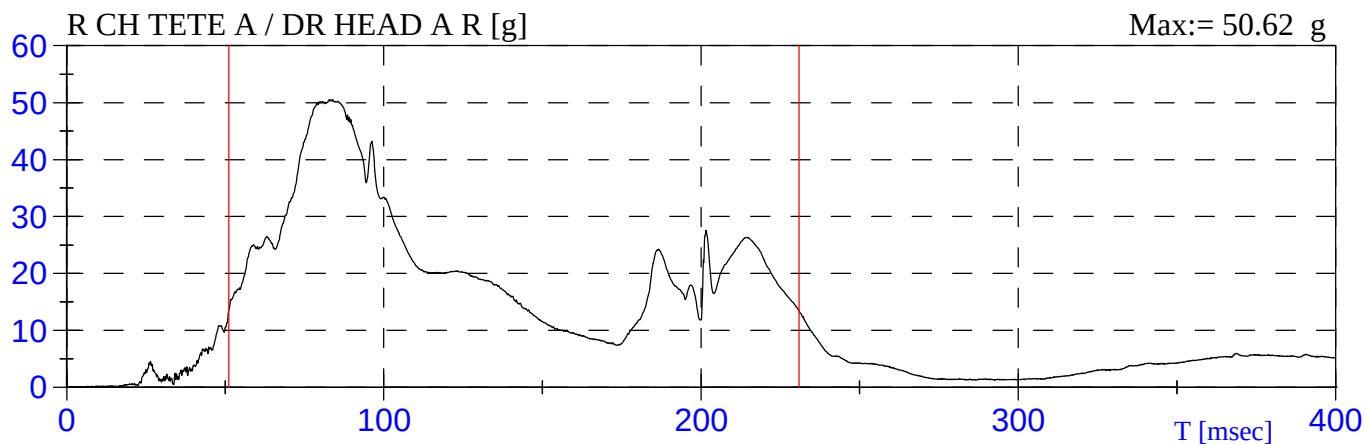










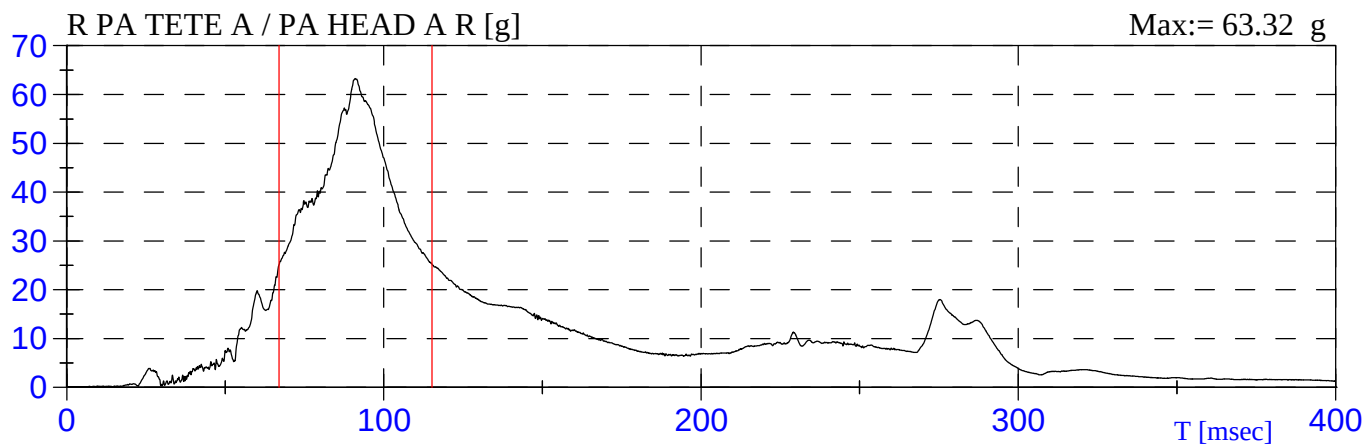


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 425	HIC(36ms):= 400	HIC(15ms):= 250
T1:= 51.1 ms	T1:= 67.9 ms	T1:= 75.9 ms
T2:= 230.9 ms	T2:= 103.9 ms	T2:= 90.9 ms

* Selon / According To: SAE J1727 96-08

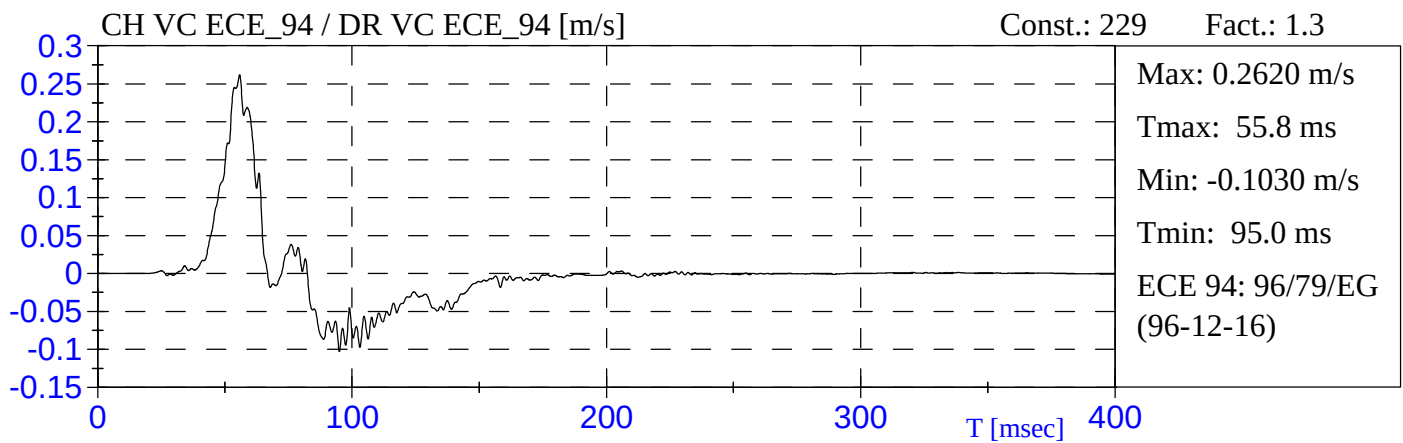
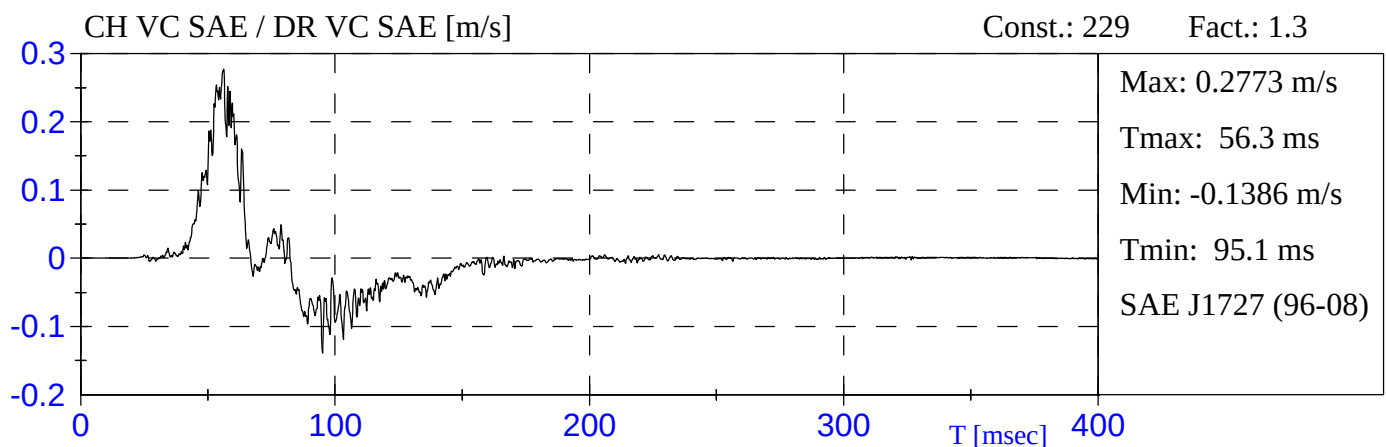
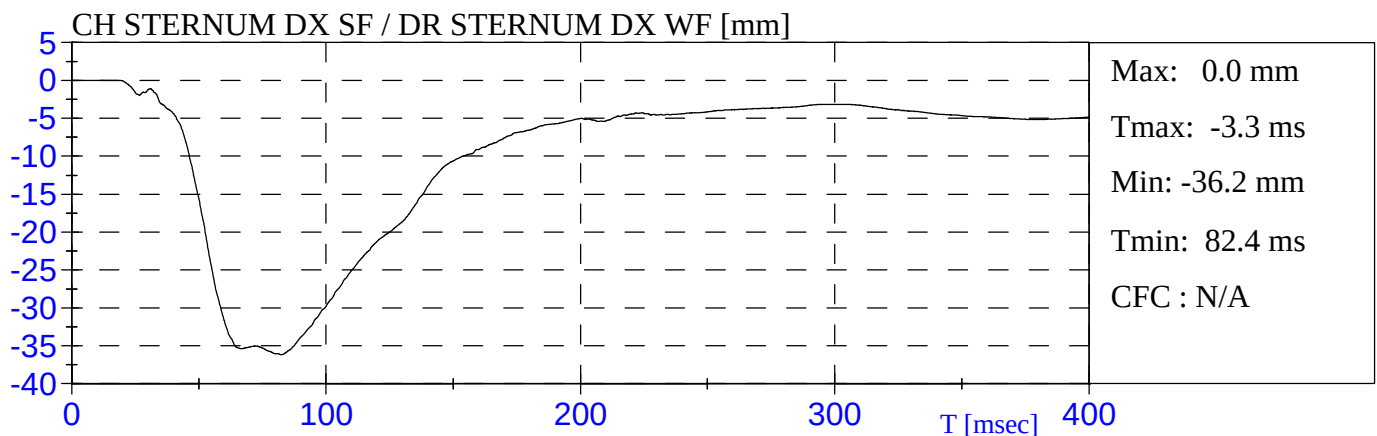


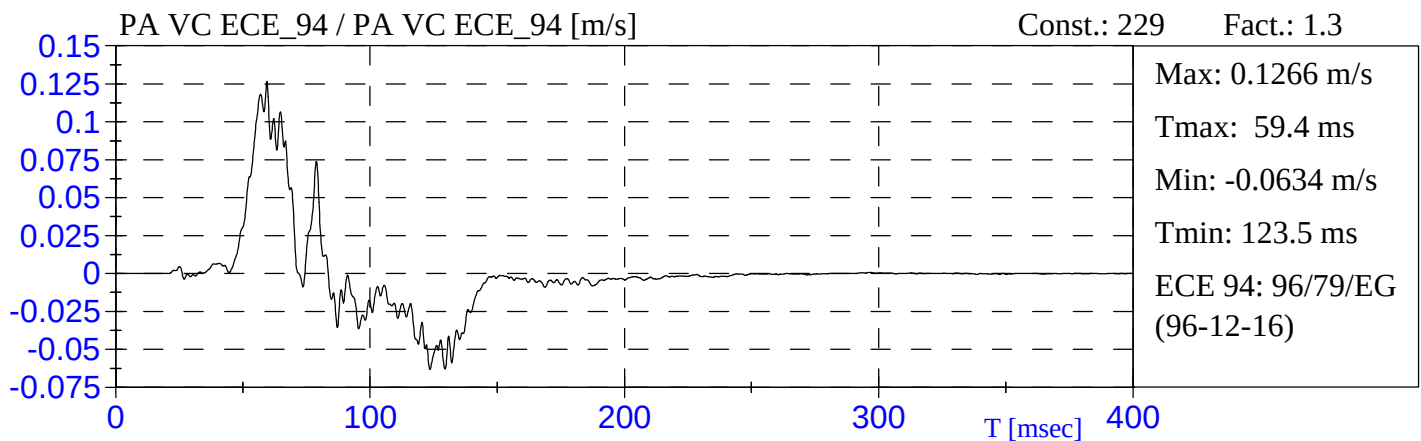
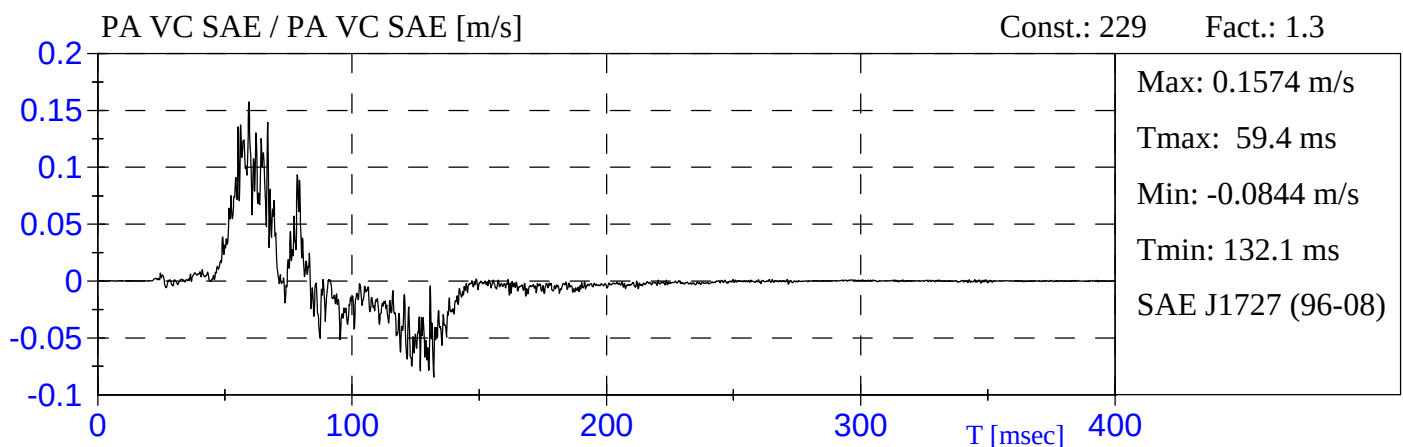
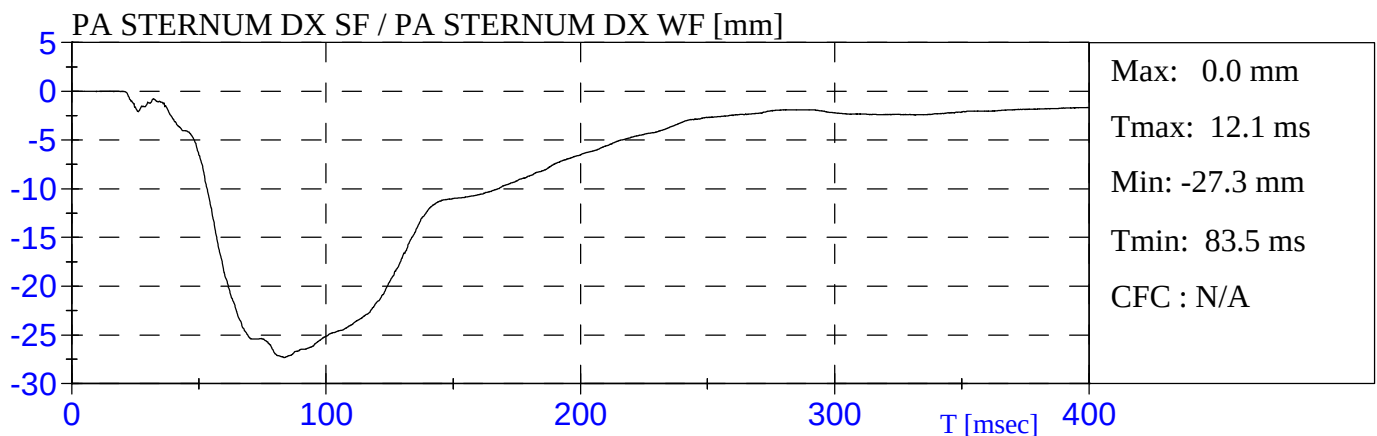
HEAD INJURY CRITERIA (HIC) *

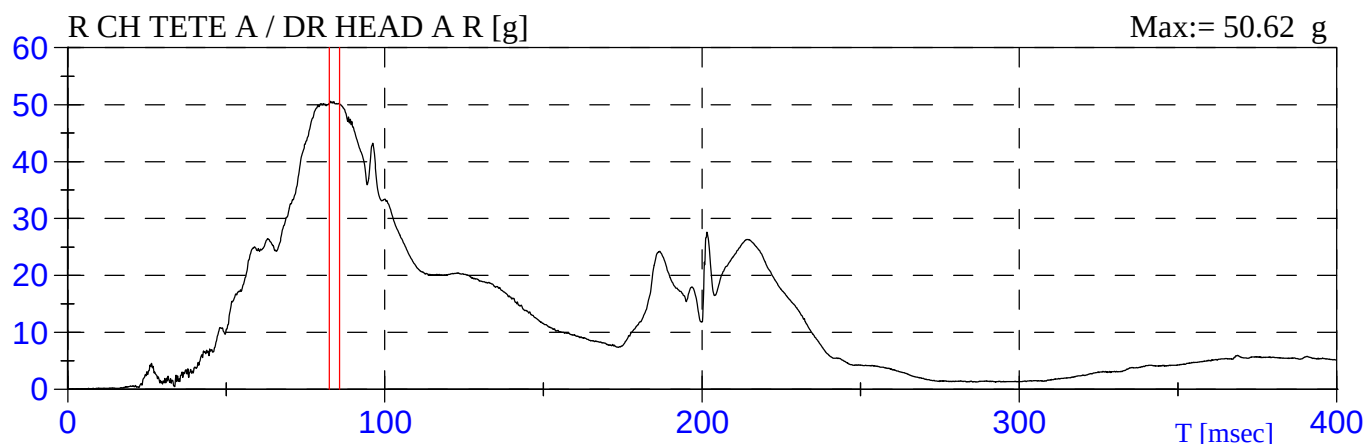
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 553	HIC(36ms):= 536	HIC(15ms):= 362
T1:= 66.9 ms	T1:= 71.4 ms	T1:= 84.4 ms
T2:= 115.2 ms	T2:= 107.4 ms	T2:= 99.4 ms

* Selon / According To: SAE J1727 96-08

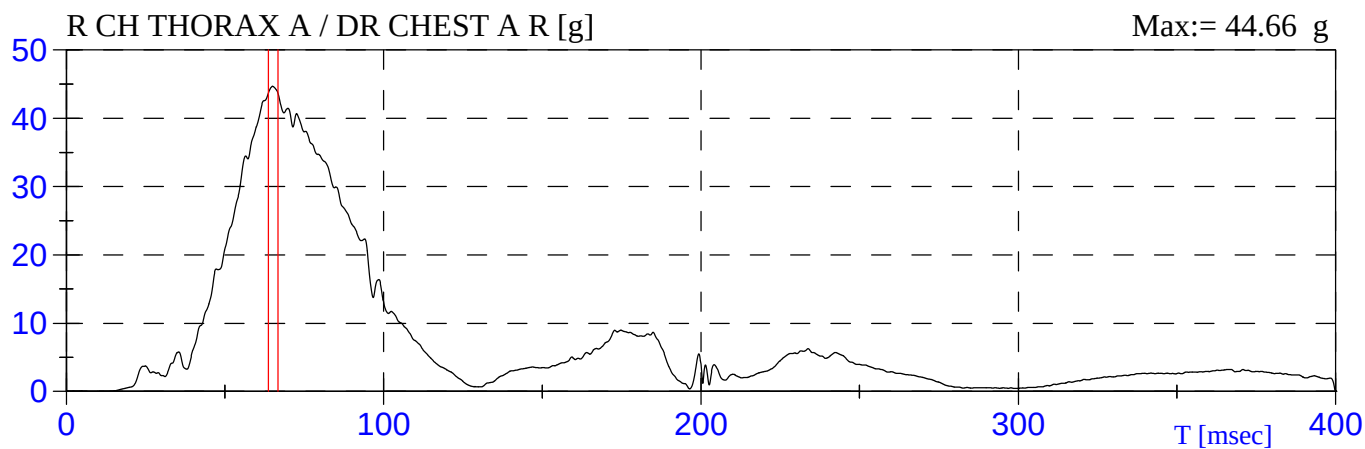






CLIP 3ms *

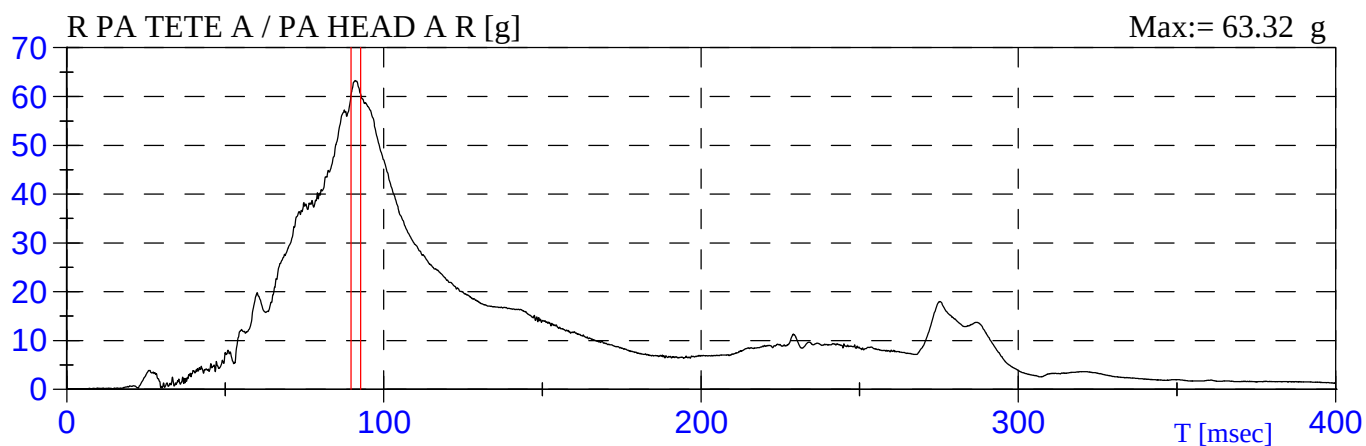
Acc. := 50.16 g	T1:= 82.6 ms	T2:= 85.7 ms
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CLIP 3ms *

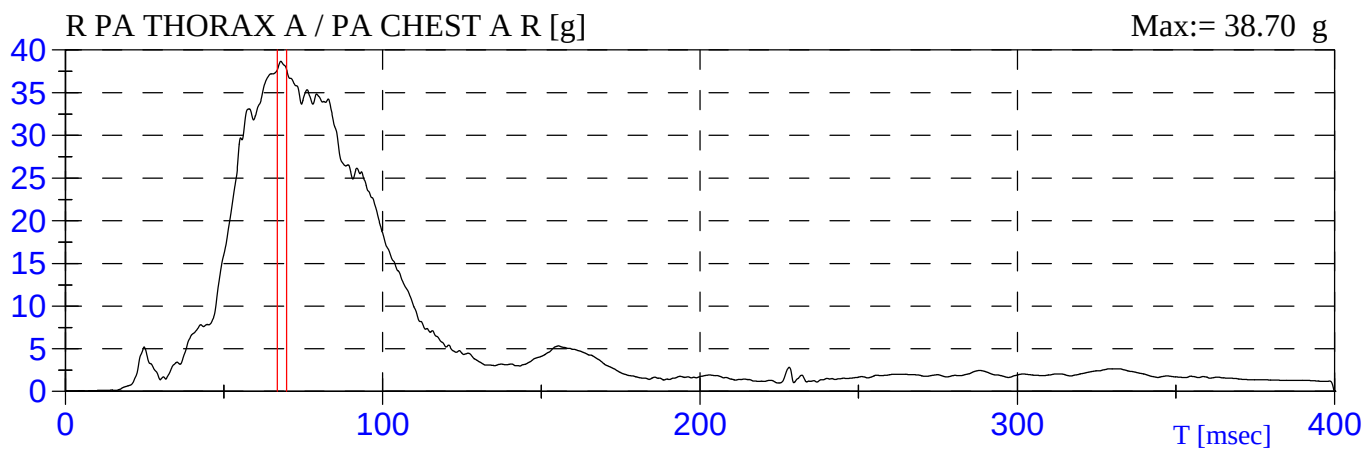
Acc. := 43.70 g	T1:= 63.7 ms	T2:= 66.7 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 60.48 g	T1:= 89.7 ms	T2:= 92.7 ms
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CLIP 3ms *

Acc. := 37.69 g	T1:= 66.8 ms	T2:= 69.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *
TIBIA INDEX *

TI Chauffeur / Driver

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.215	0.455
BAS / LOWER	0.348	0.221

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *
TIBIA INDEX *

TI Passenger / Passenger

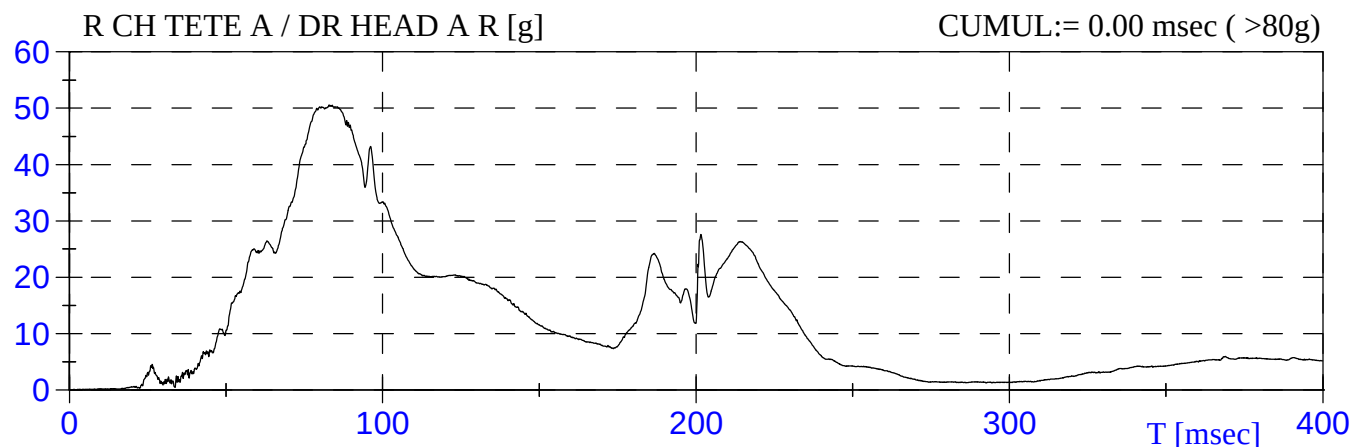
Mc := 225 N-m

Fc := 35.9 kN

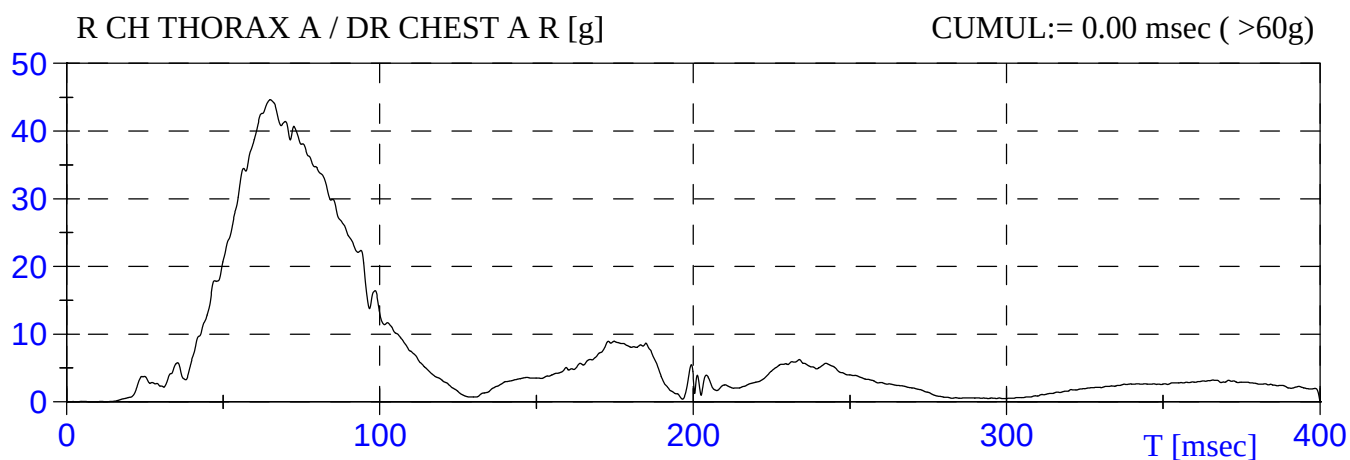
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.415	0.391
BAS / LOWER	0.211	0.186

* Selon / According To: SAE J1727 AUG 96

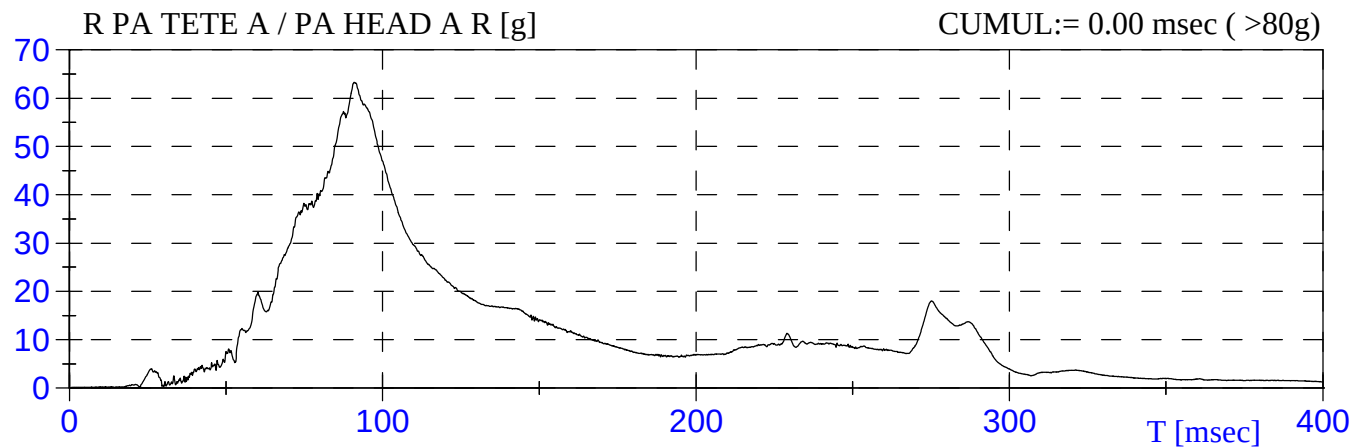
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



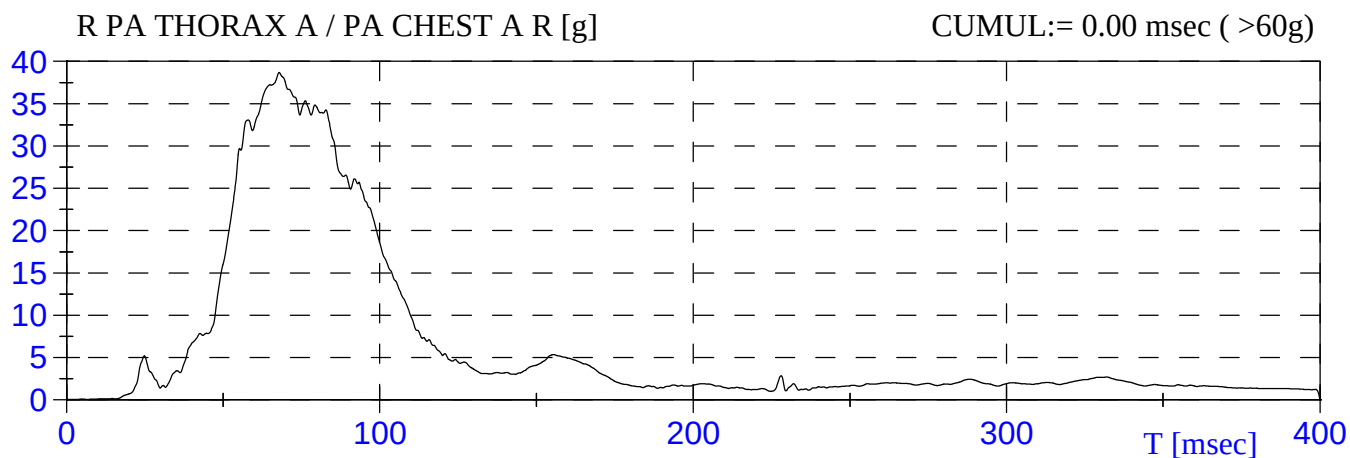
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



Chauffeur / Driver

$N_{ij}^* = 0.29$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.29	0.25	0.01	0.22	Fc	310
				Ec	135

Passager / Passenger

$N_{ij}^* = 0.33$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.23	0.33	0.17	0.16	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

Chauffeur / Driver

$N_{ij}^* = 0.29$

Valeurs critiques
Criticals Values

N tf	N te	Ncf	N ce	Tc	6806
				Cc	6160
0.29	0.25	0.01	0.22	Fc	310
				Ec	135

Passager / Passenger

$N_{ij}^* = 0.33$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.23	0.33	0.17	0.16	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000