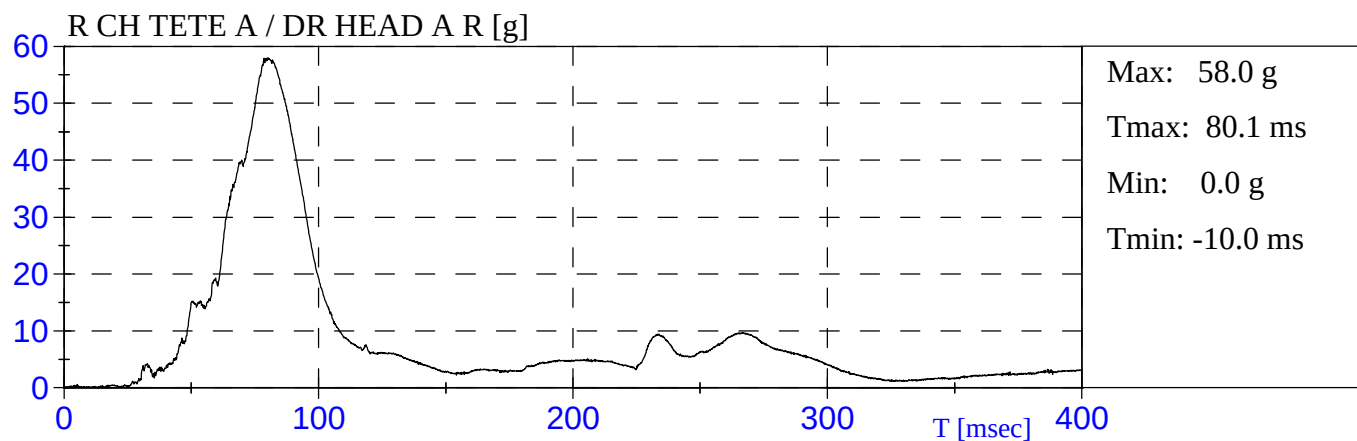
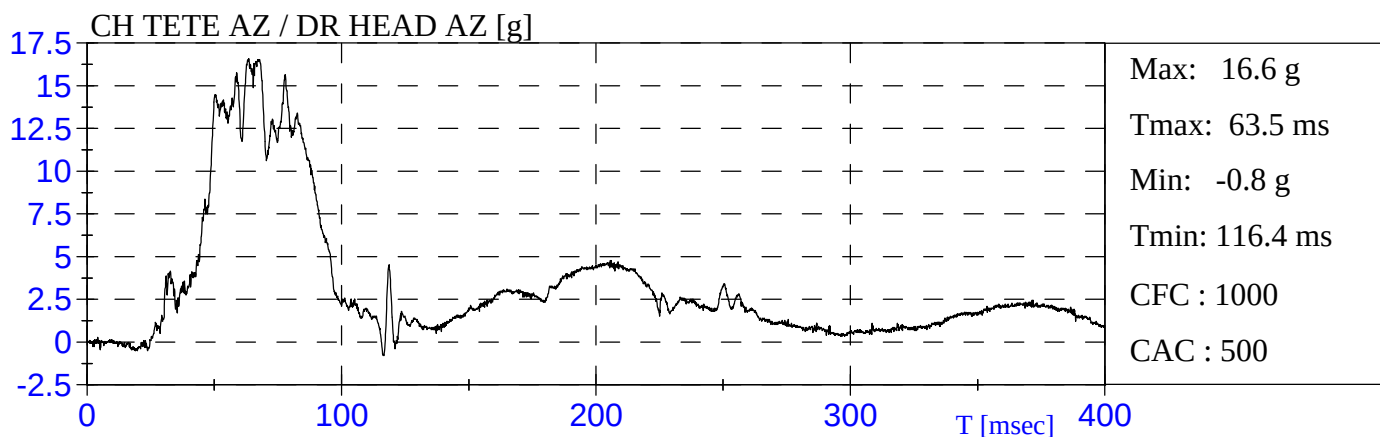
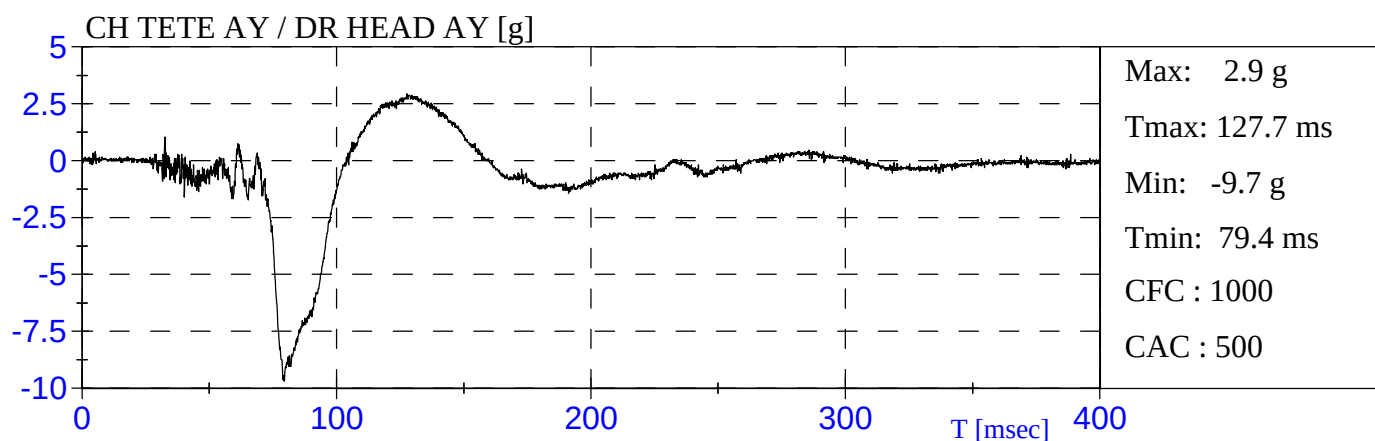
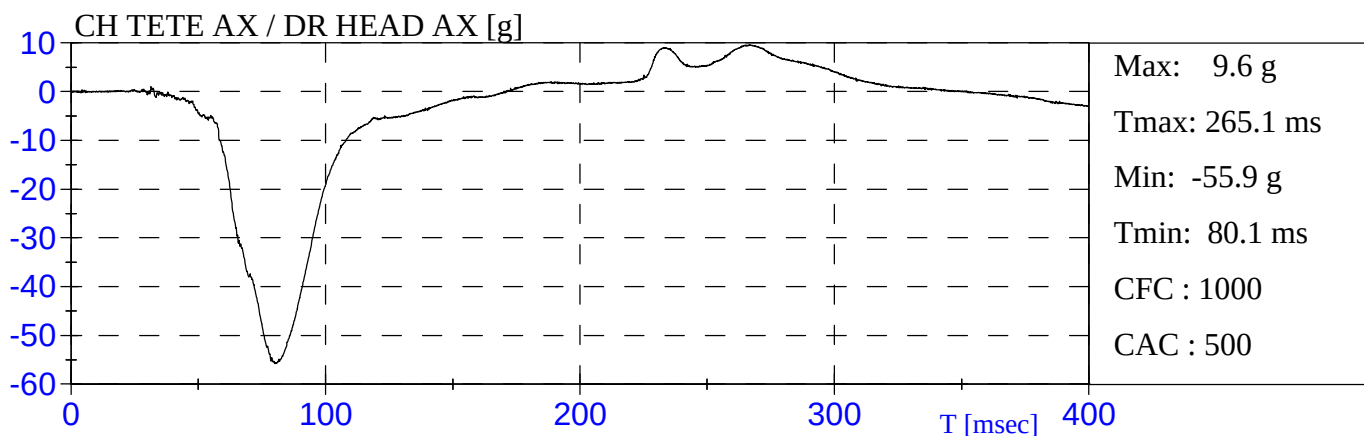
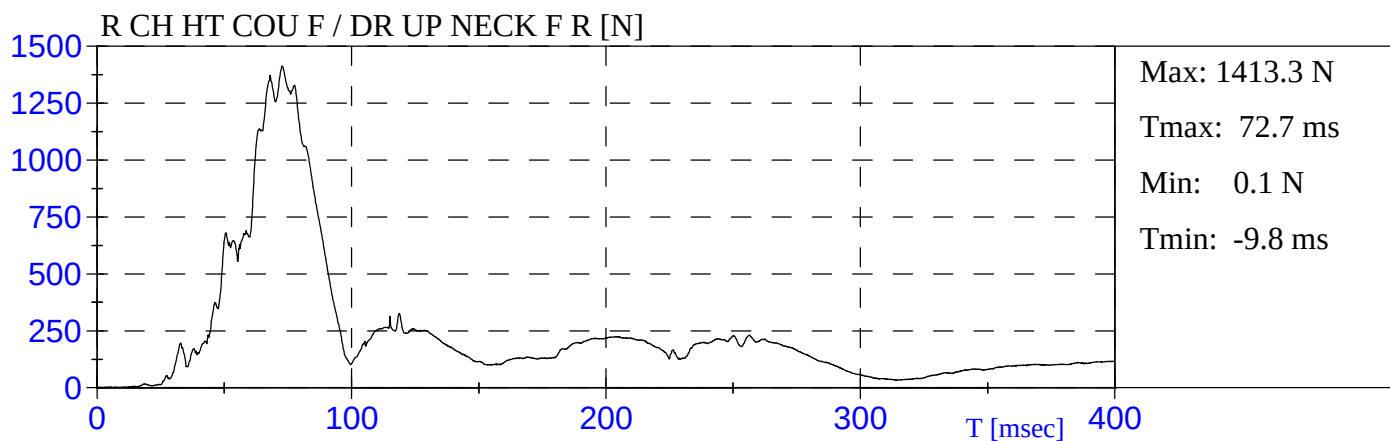
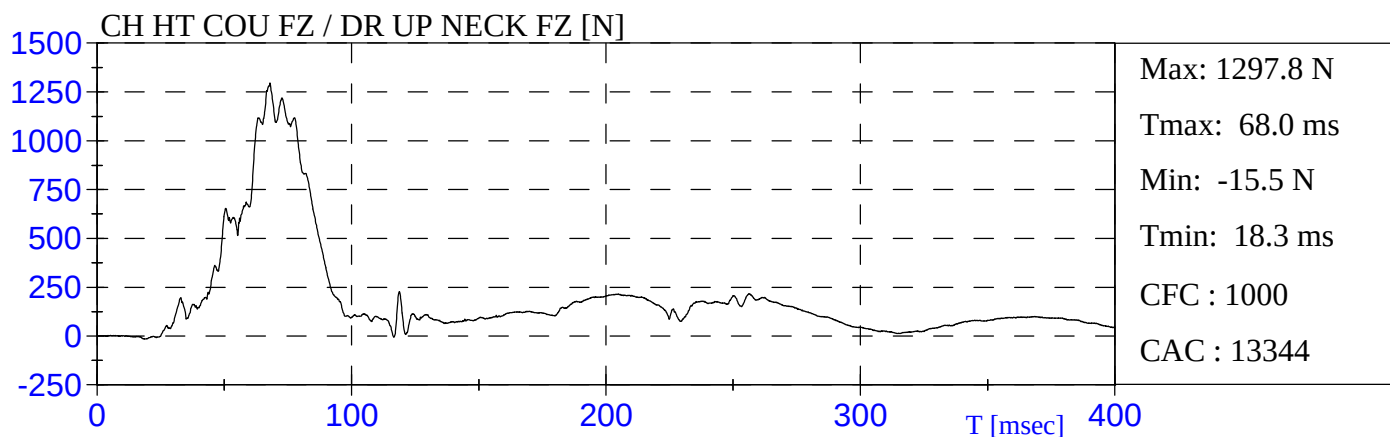
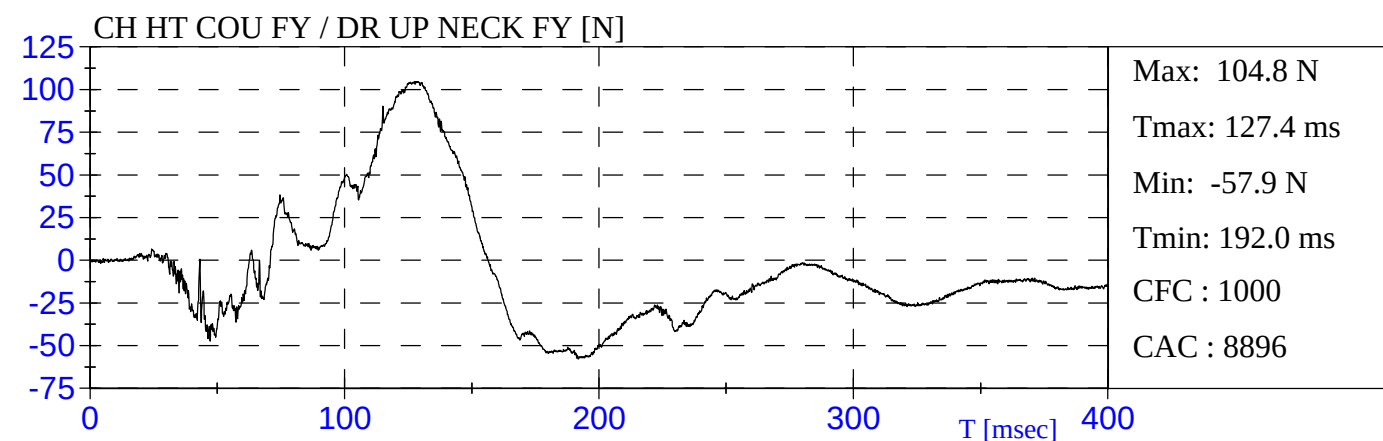
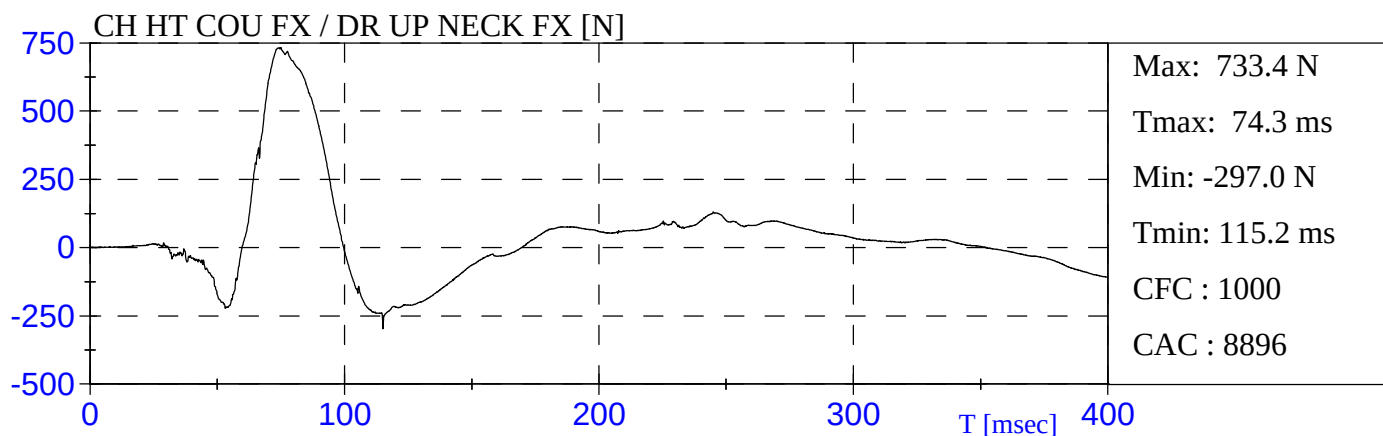




Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	CHRYSLER CONCORDE 2004
Numéro de TC Tc Number	TC04-117
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-10
Titre du projet Project 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 centre) Passenger 1 (rear center)	HYBRID III 5% F IR

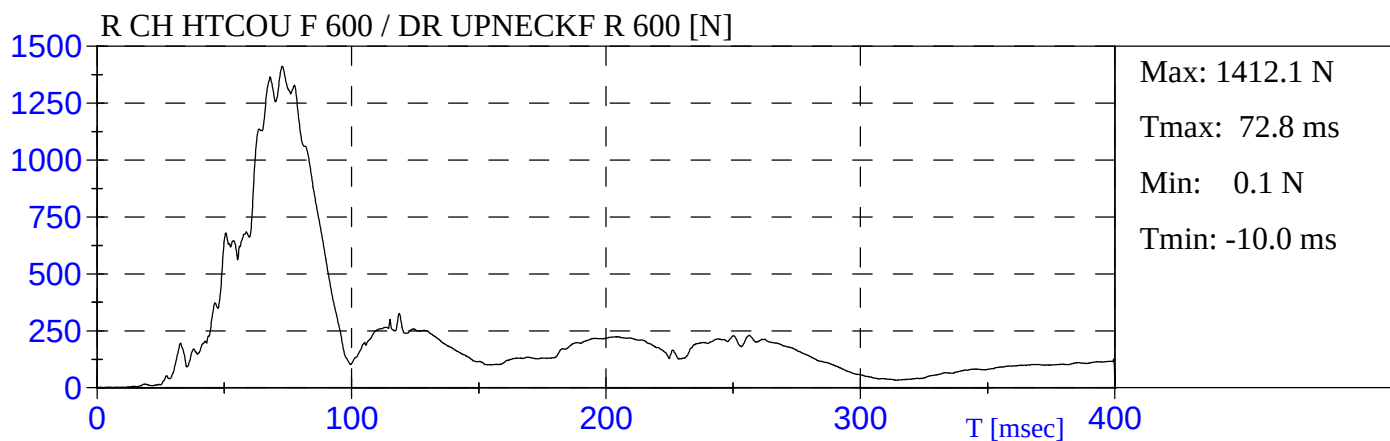
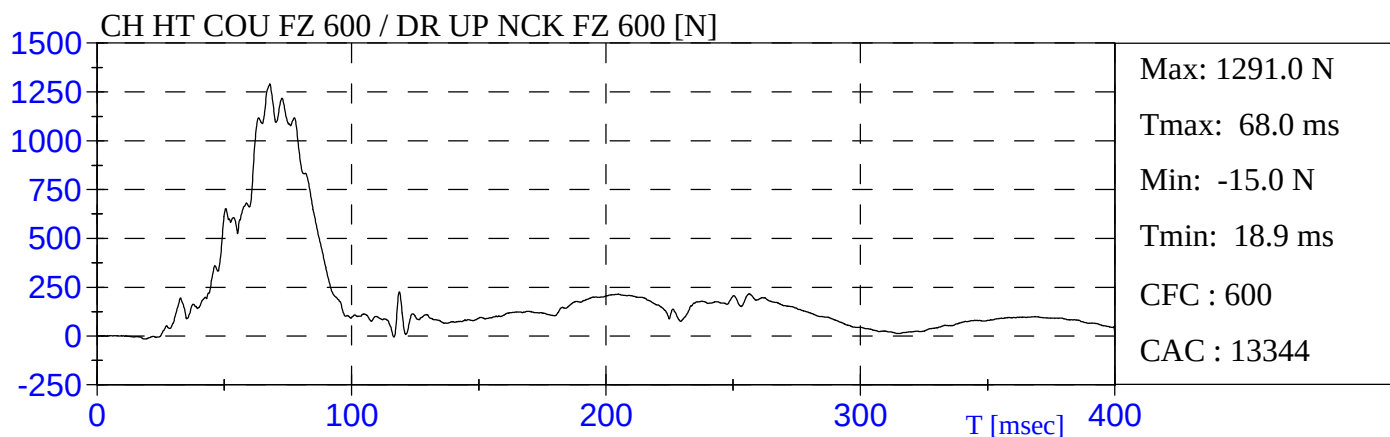
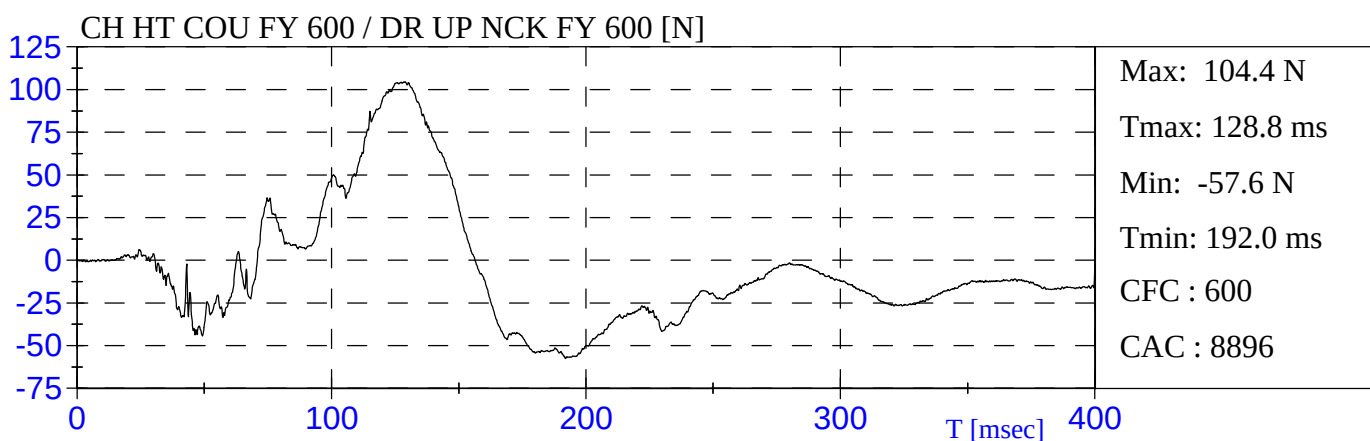
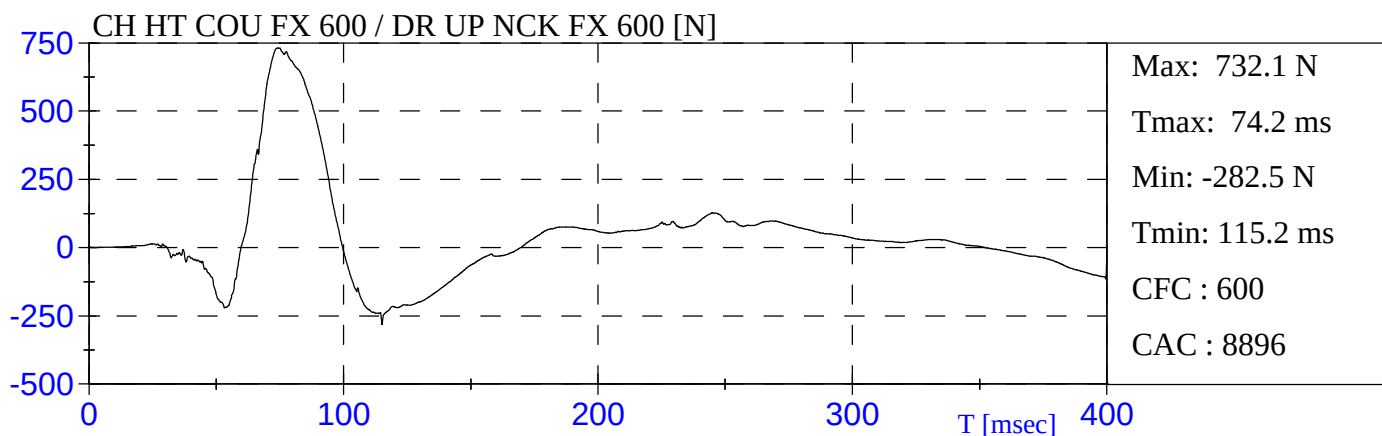


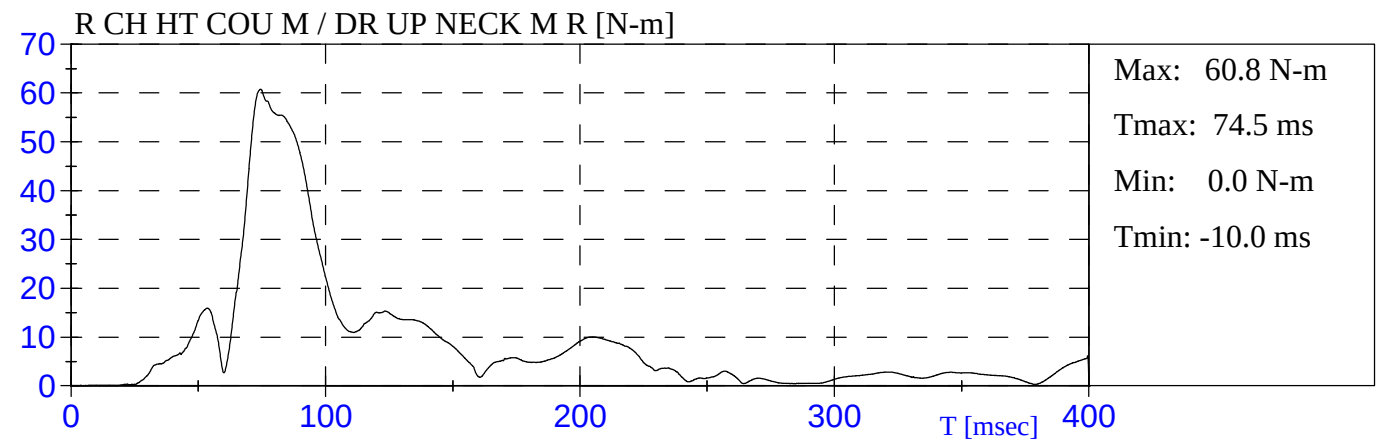
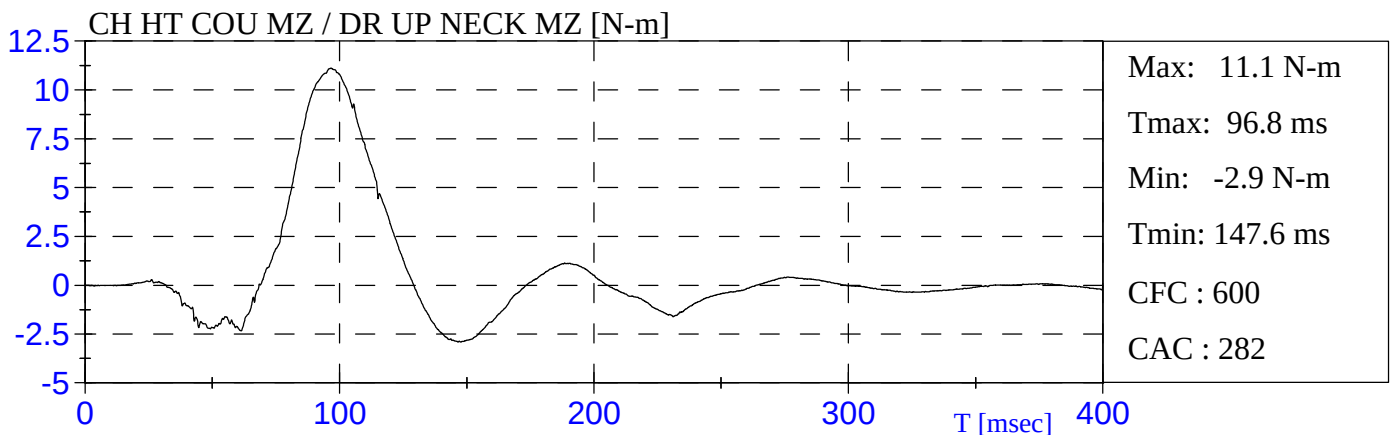
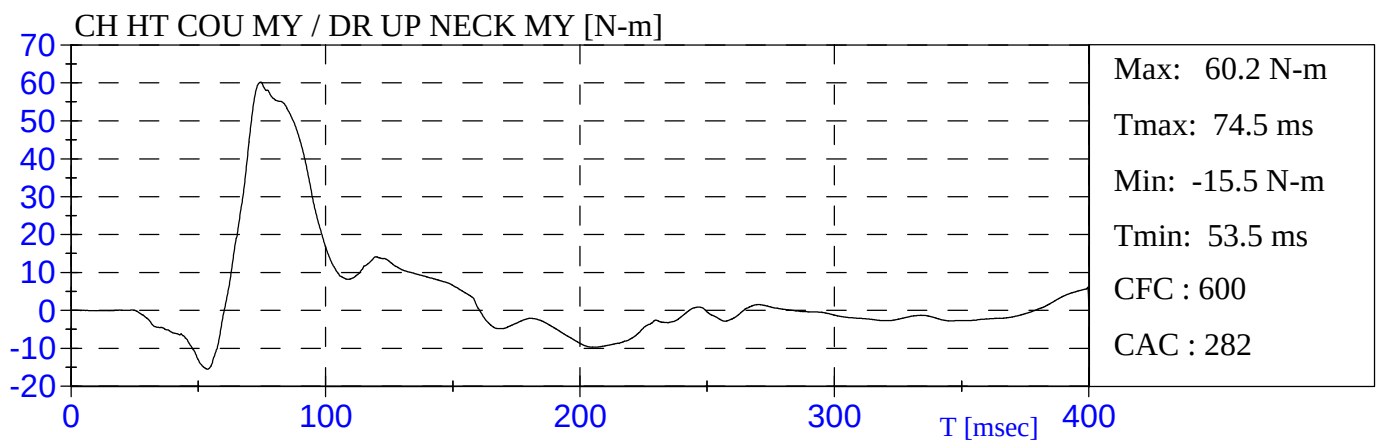
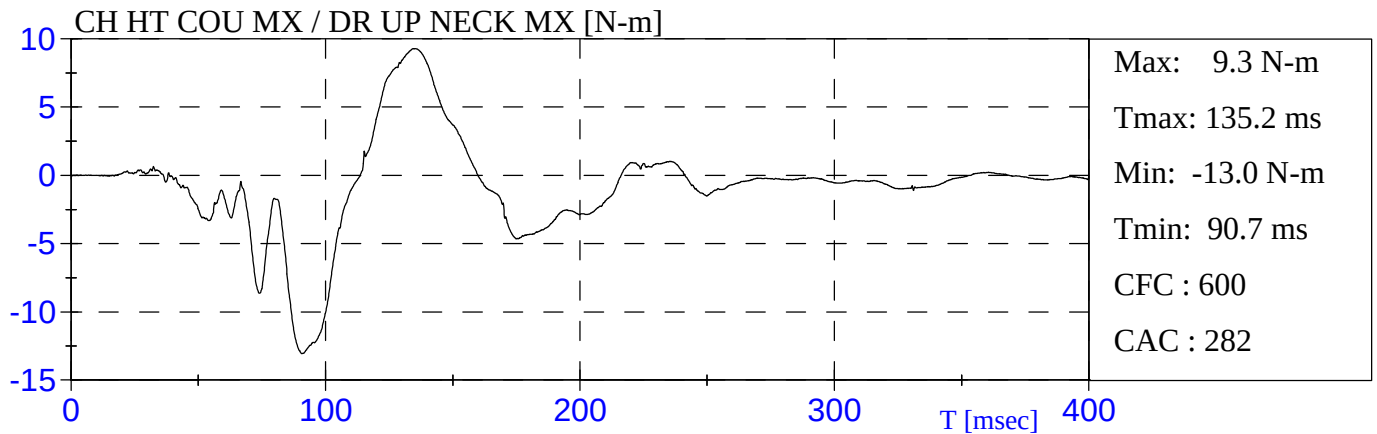




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N° TC / TC No.: TC04-117

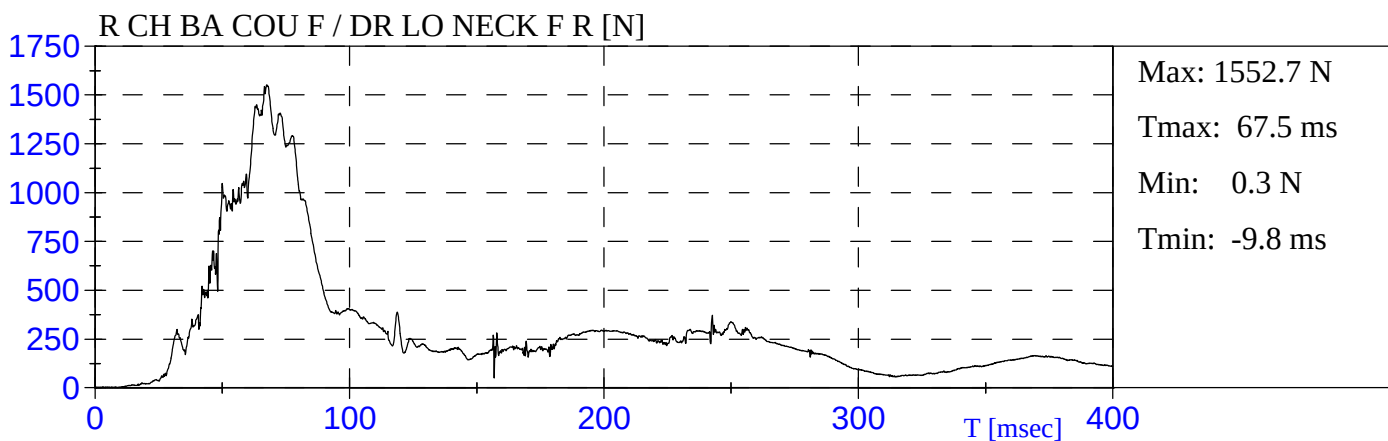
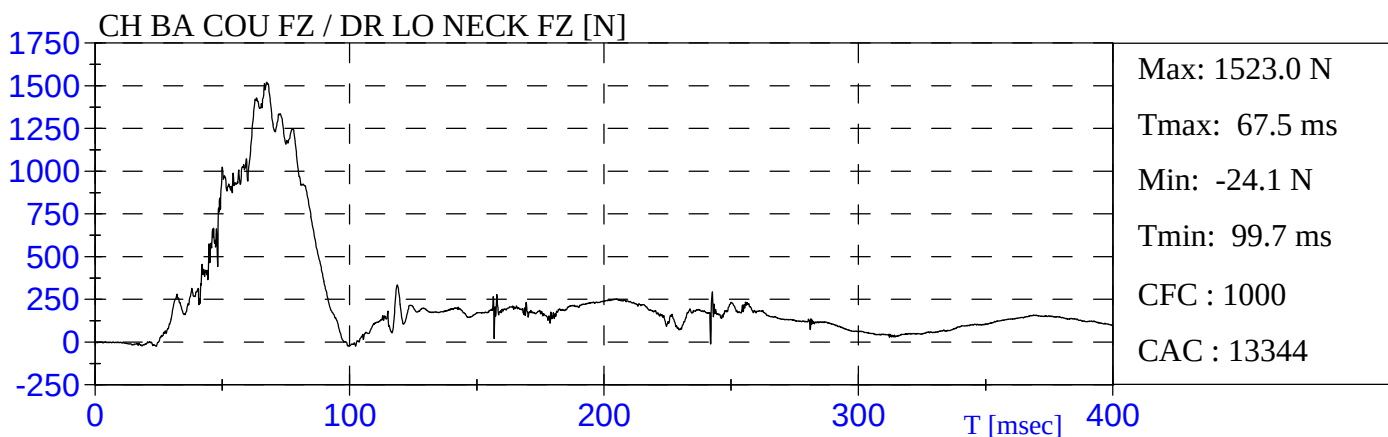
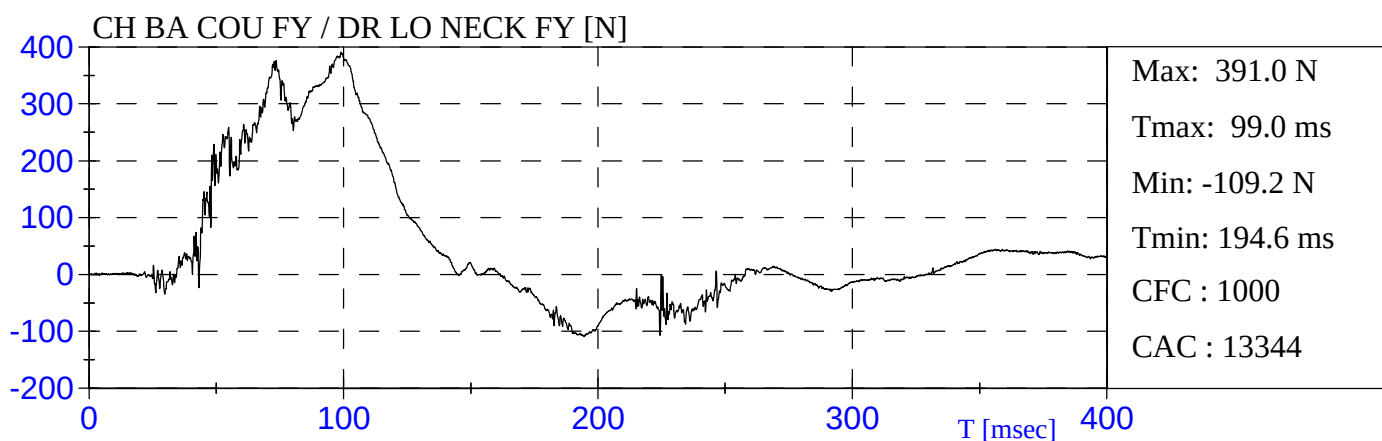
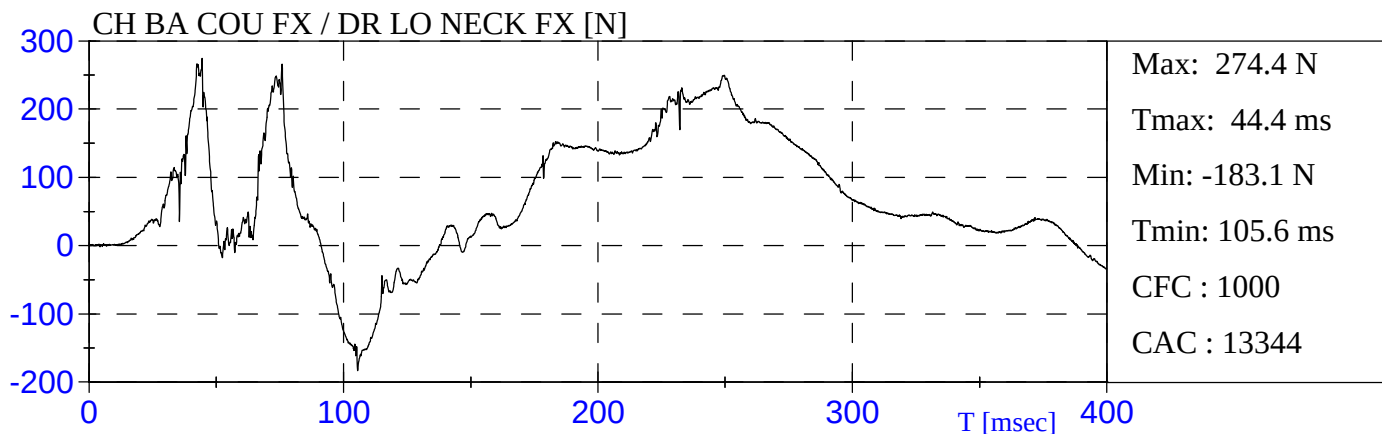






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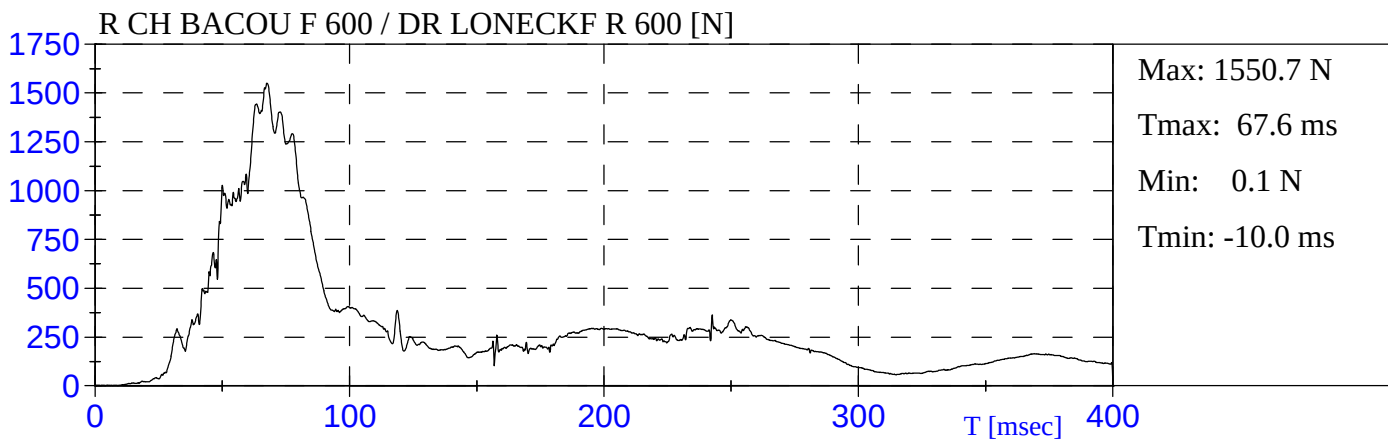
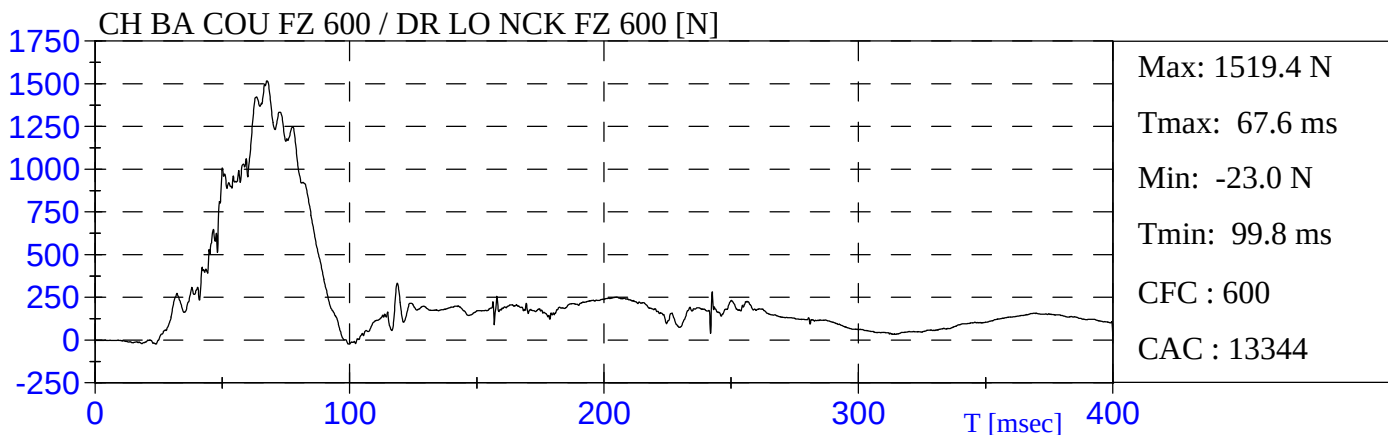
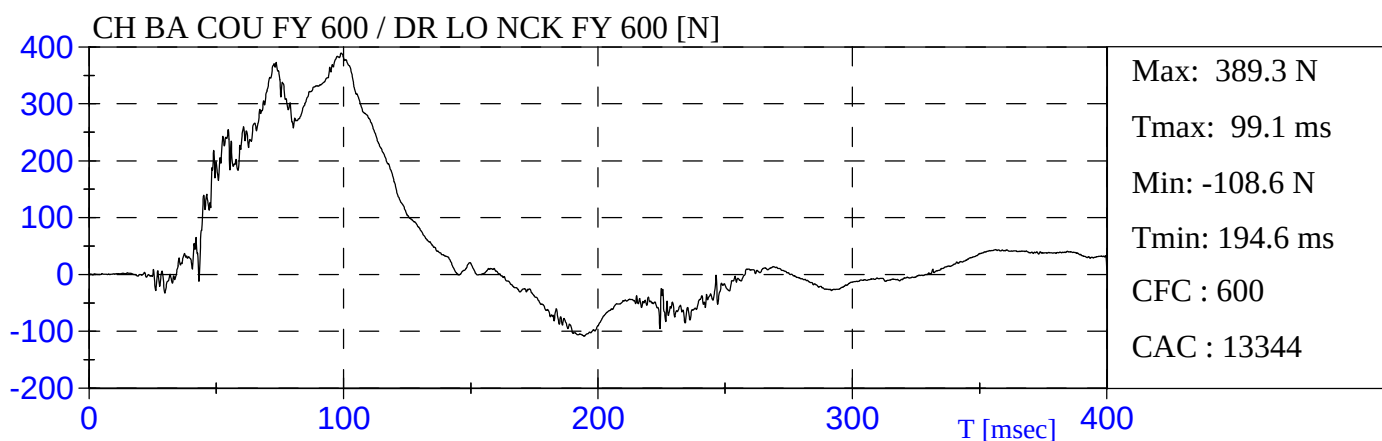
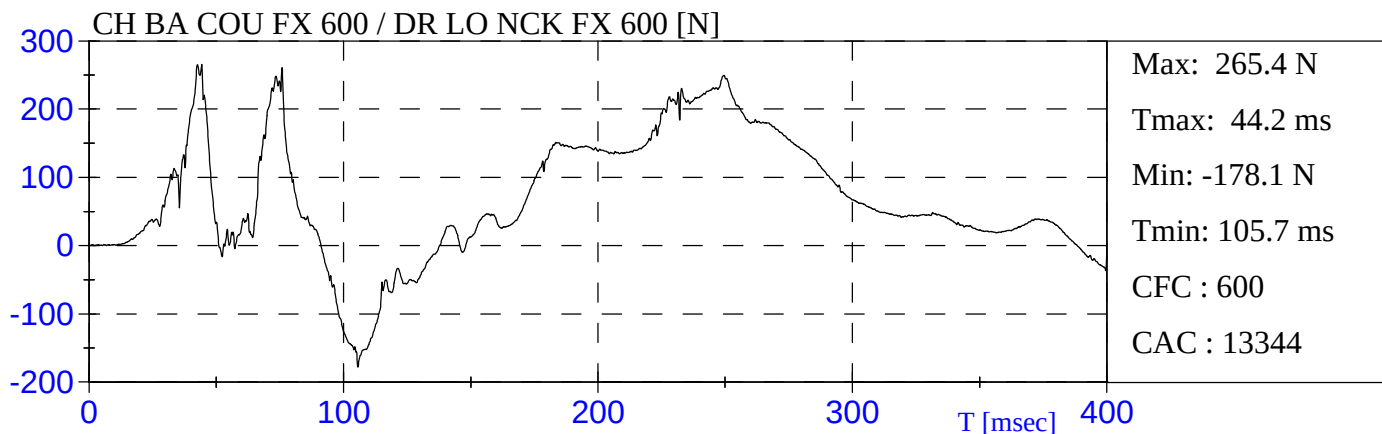
N° TC / TC No.: TC04-117

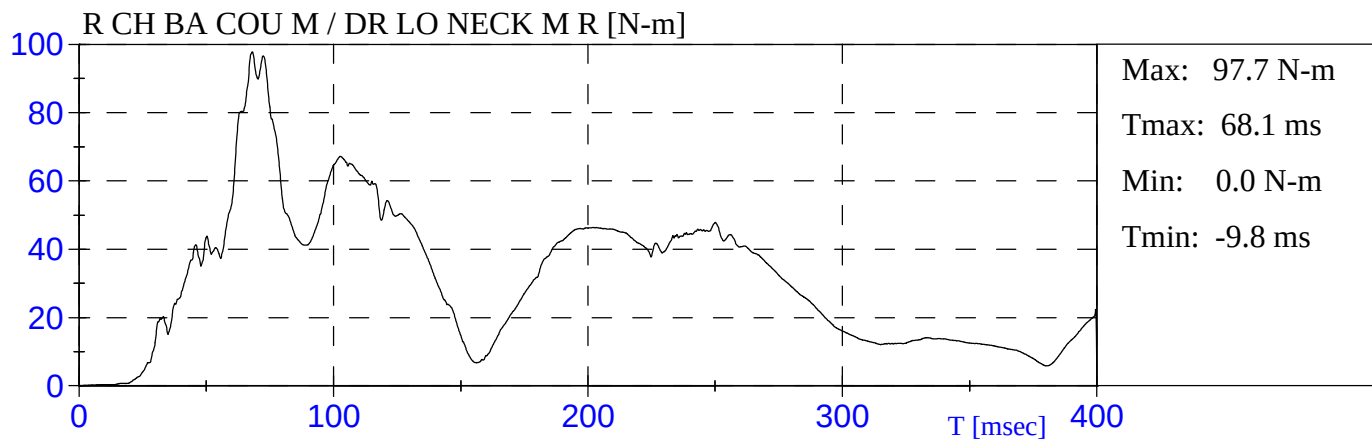
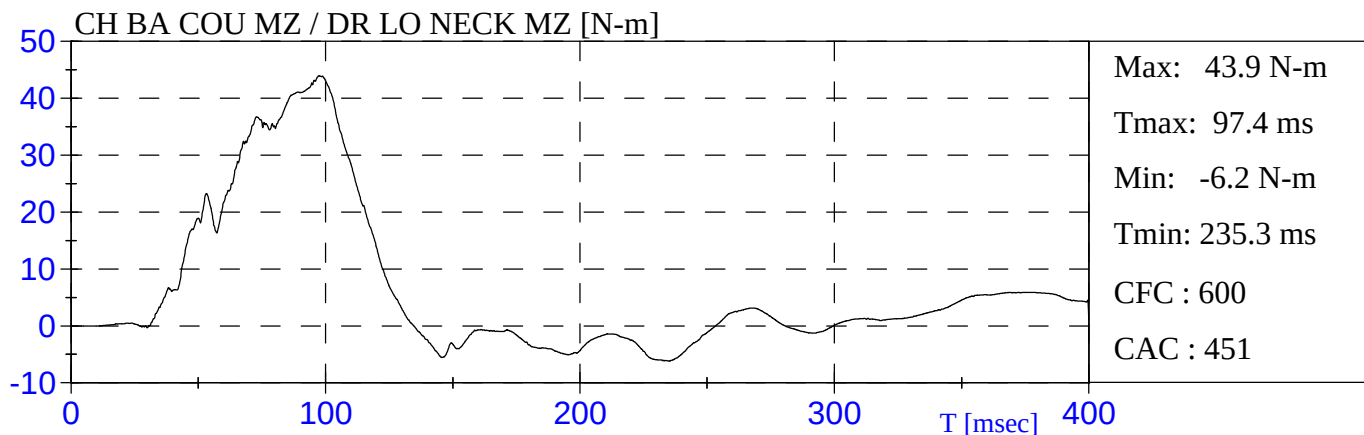
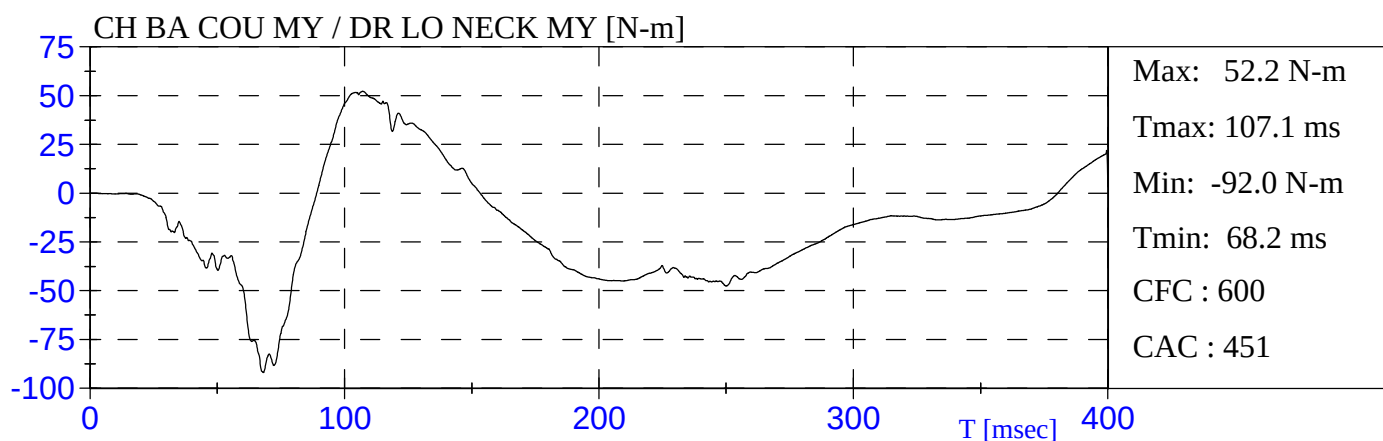
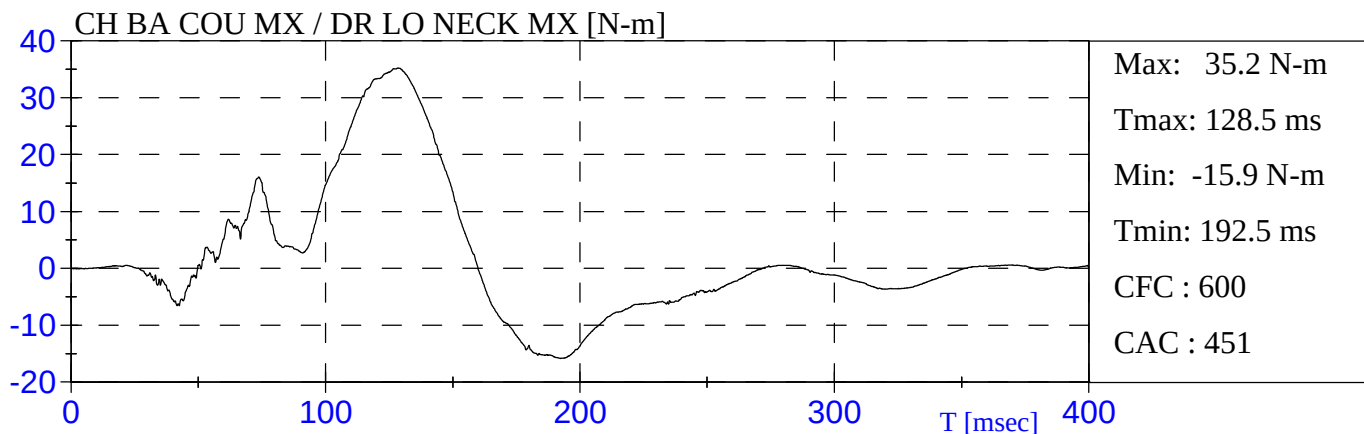


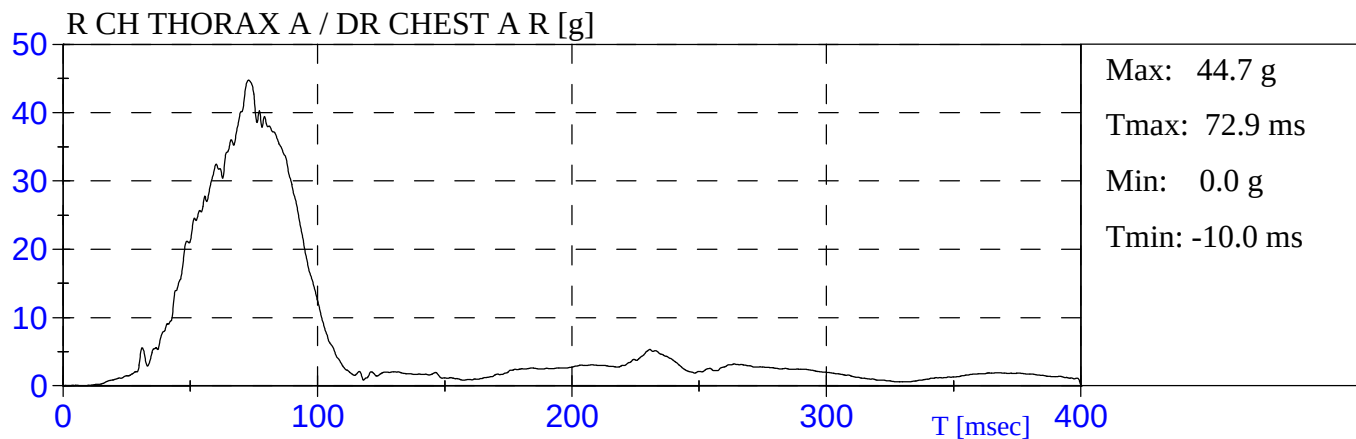
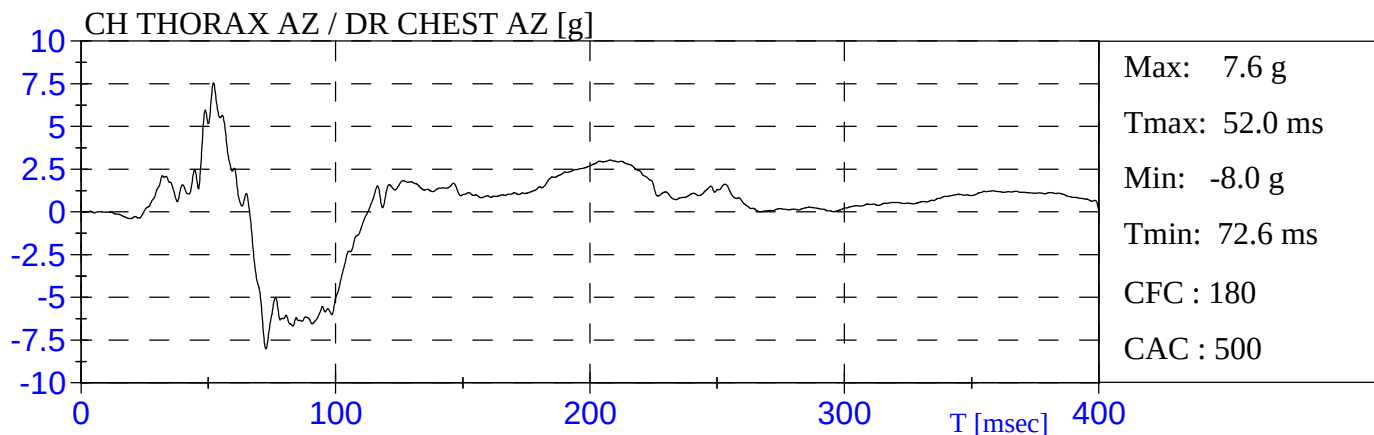
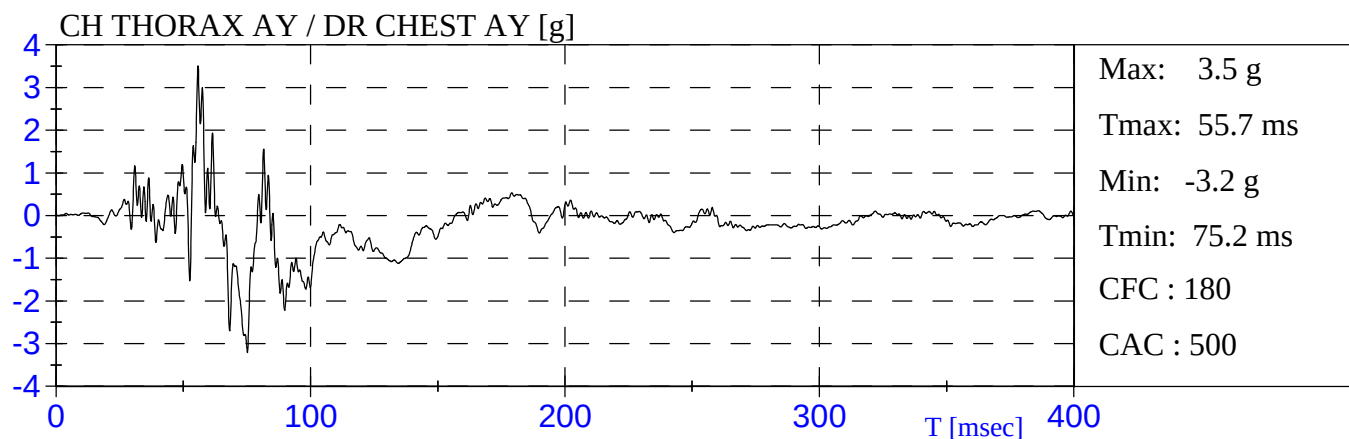
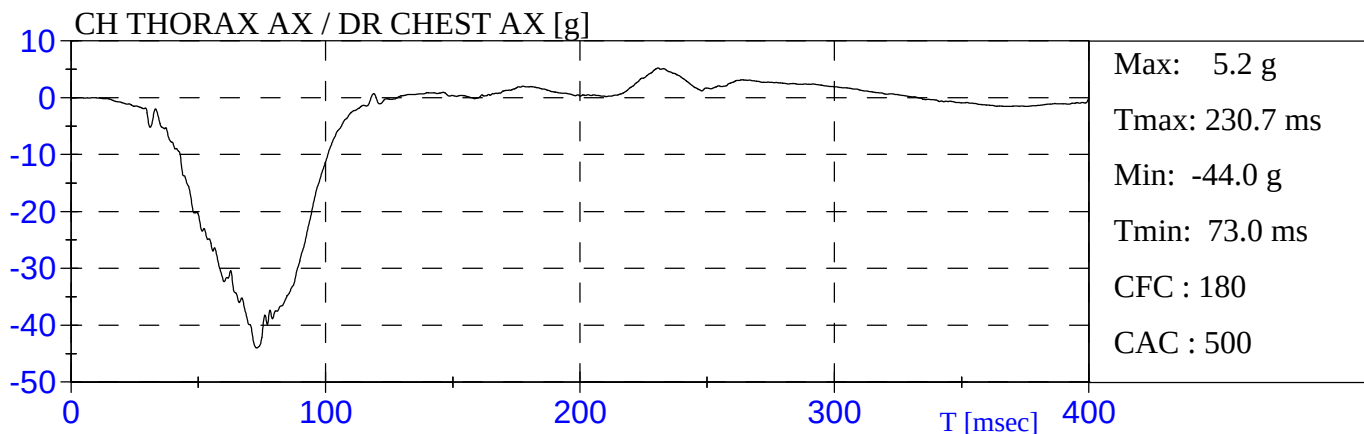


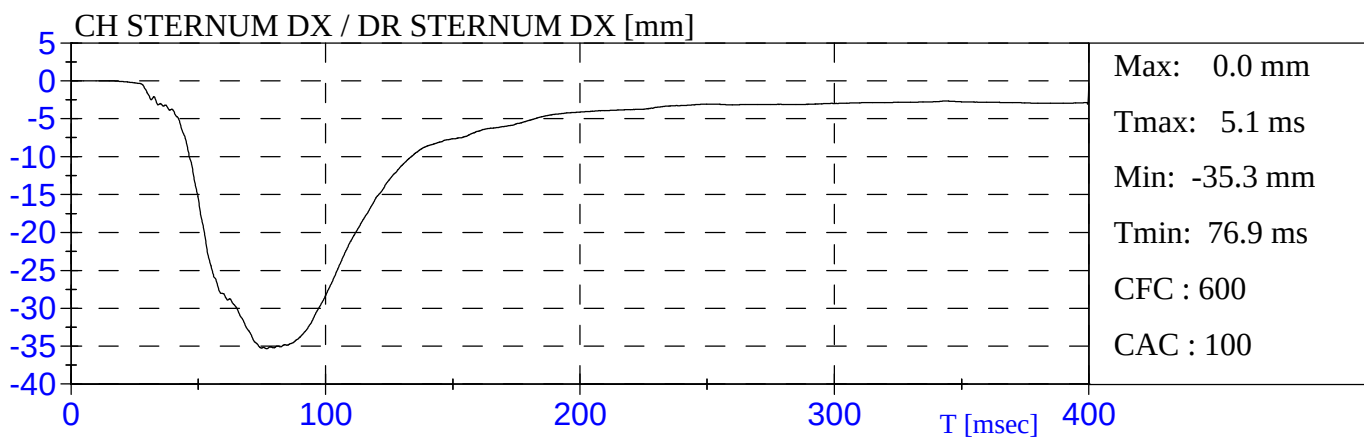
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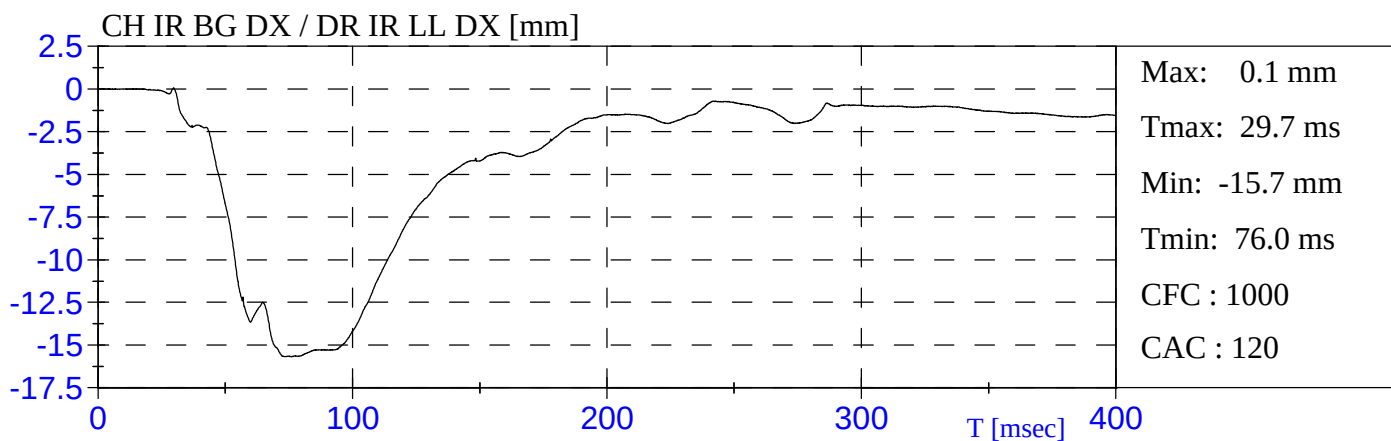
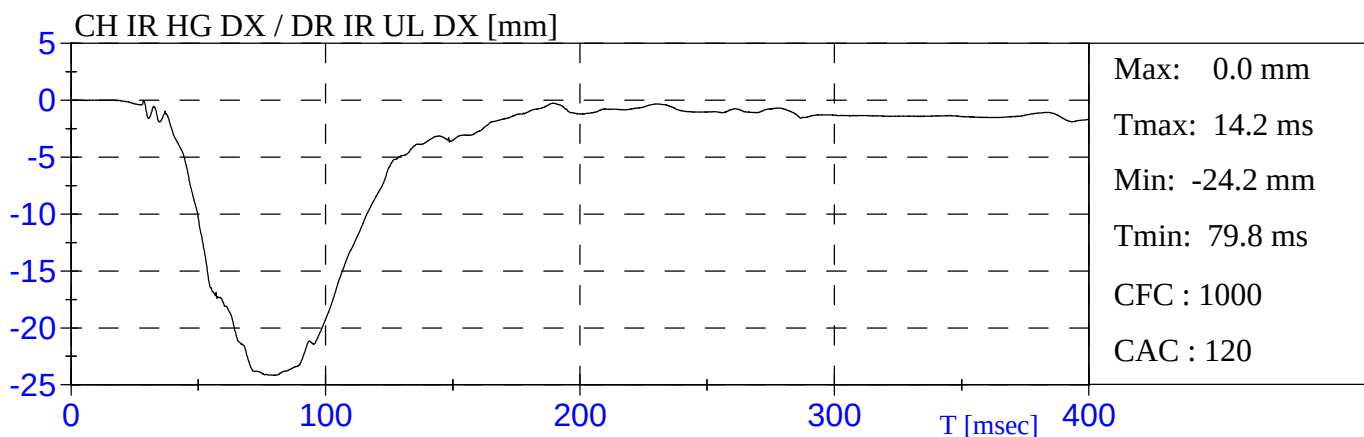
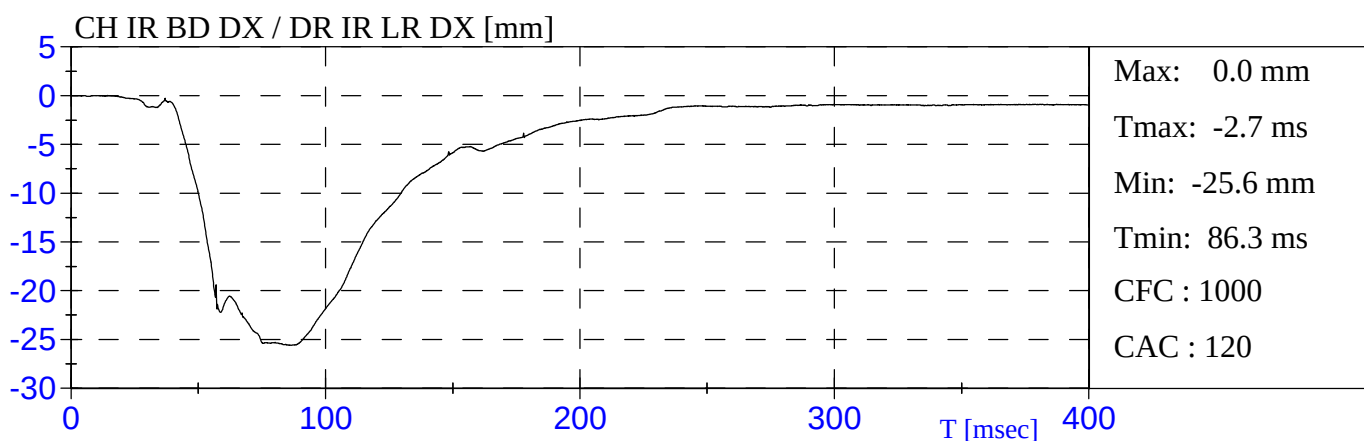
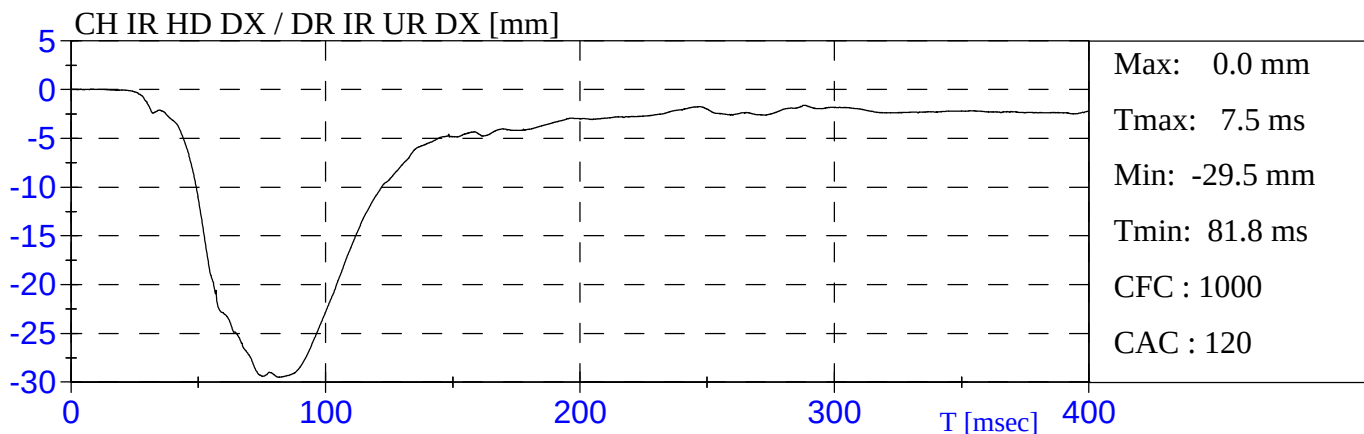
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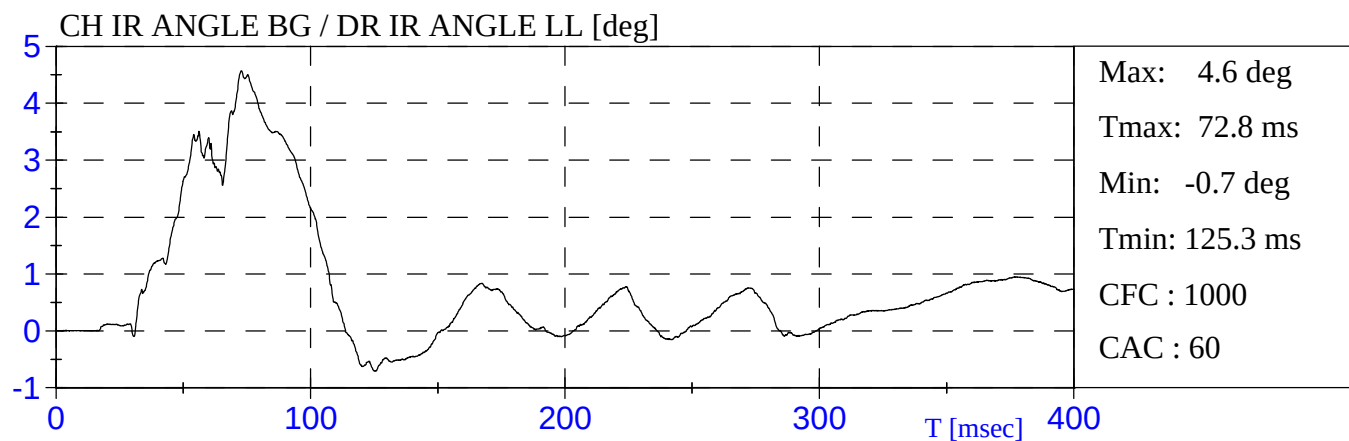
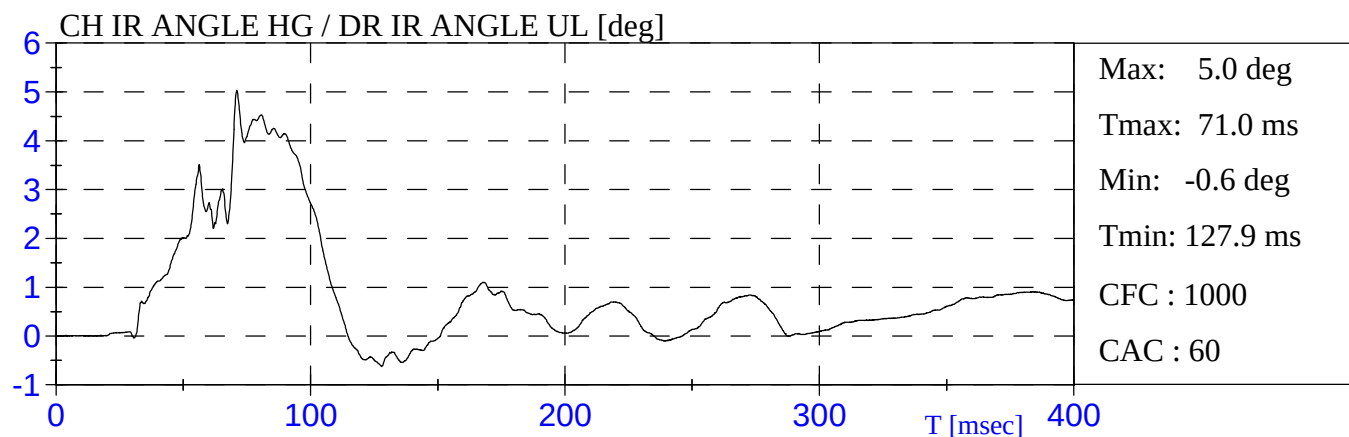
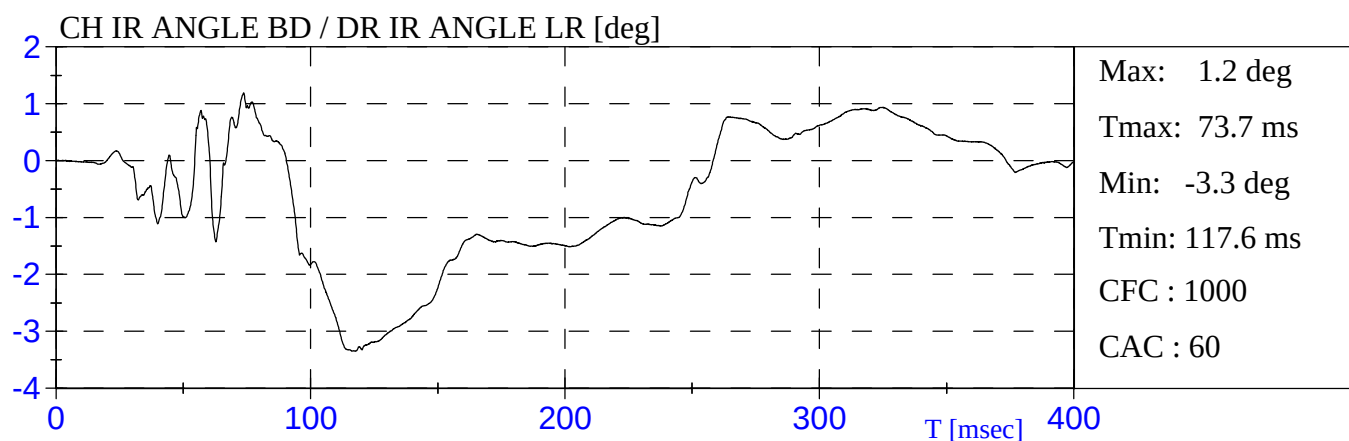
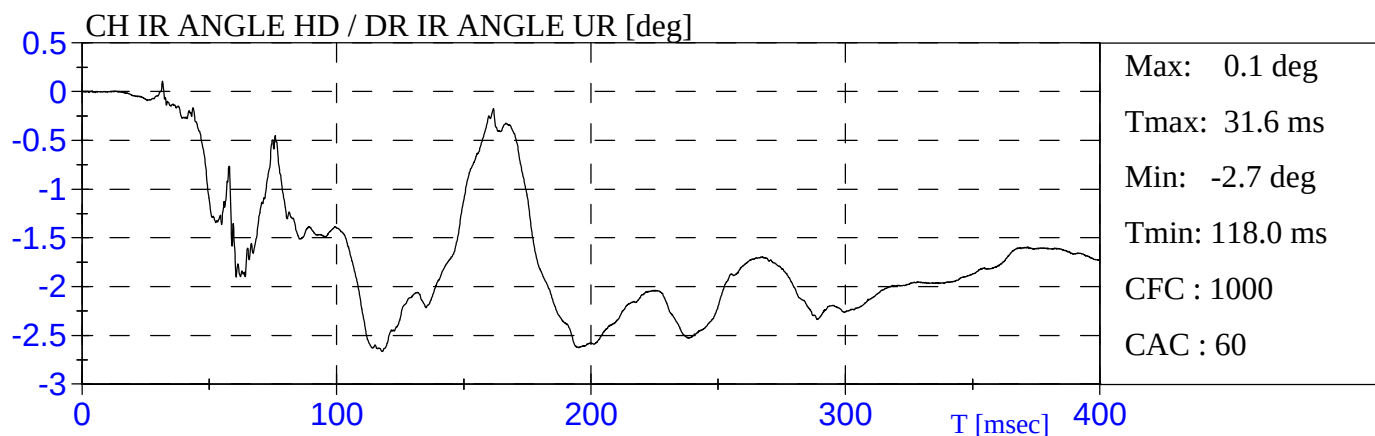


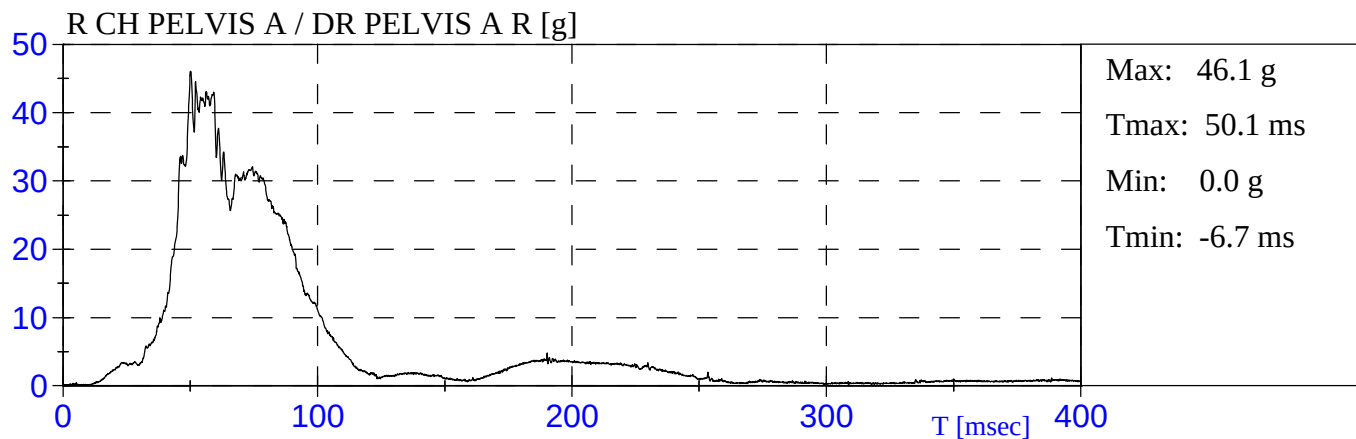
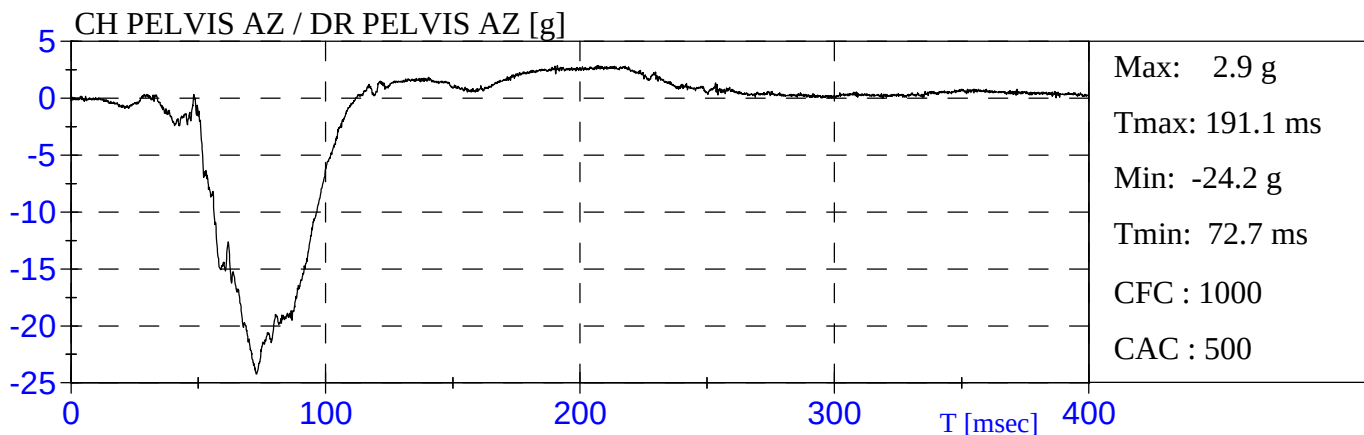
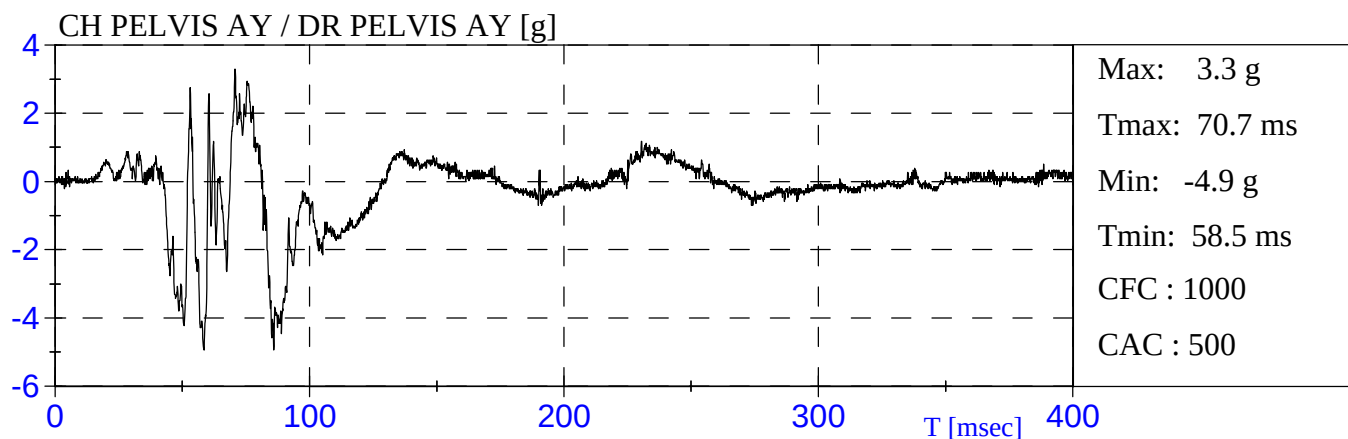
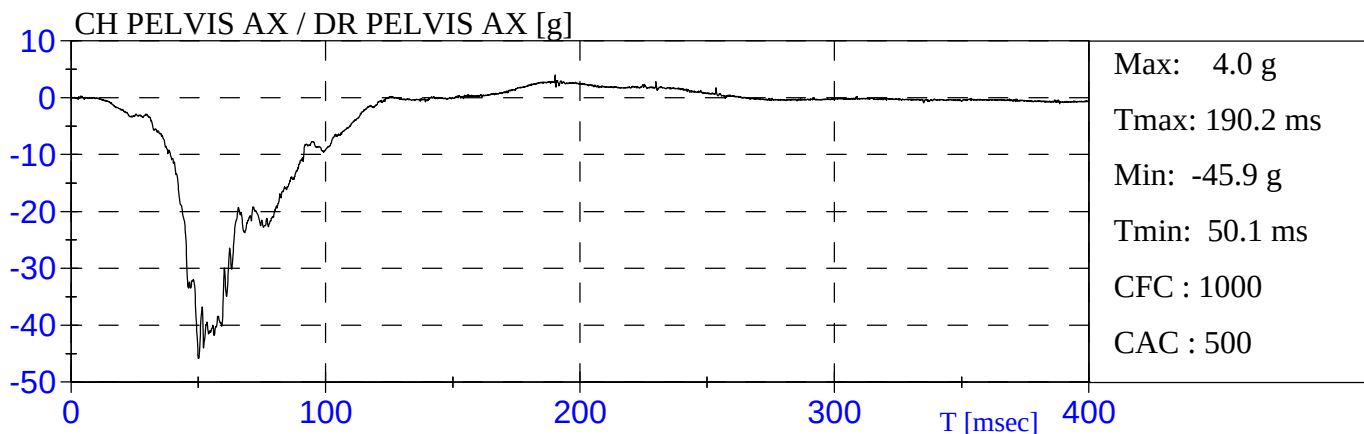


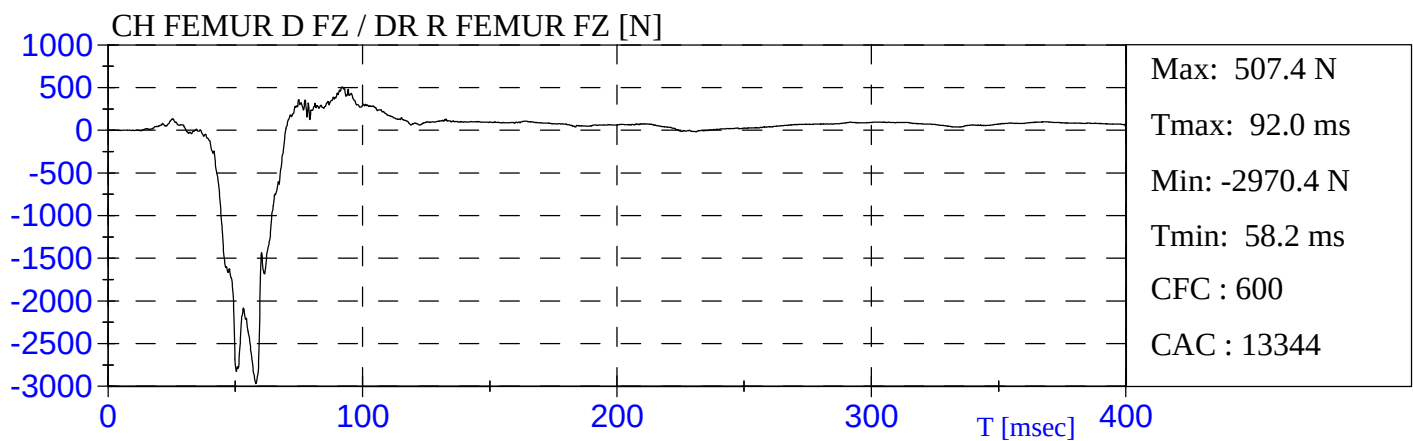
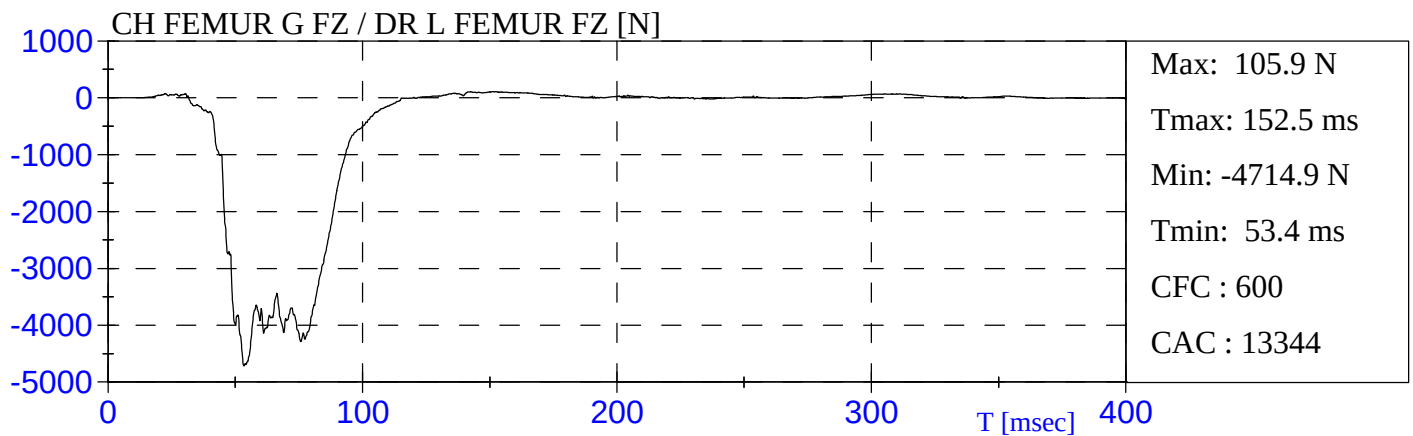


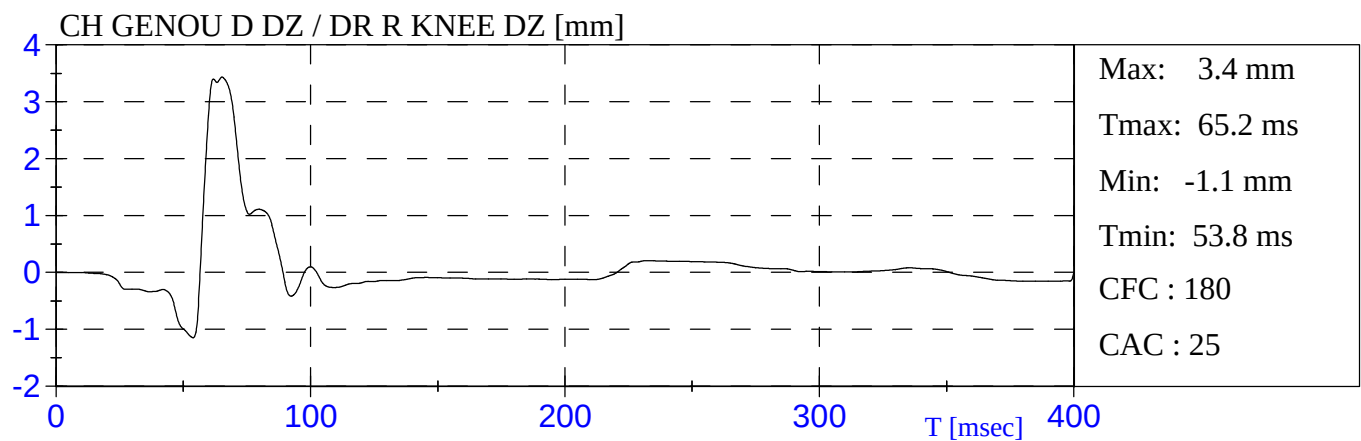
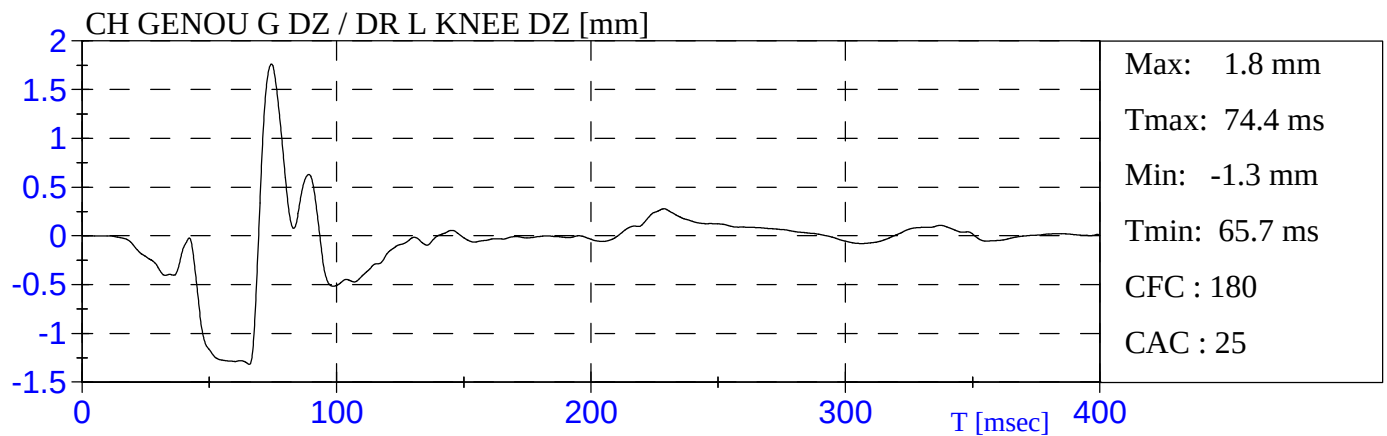


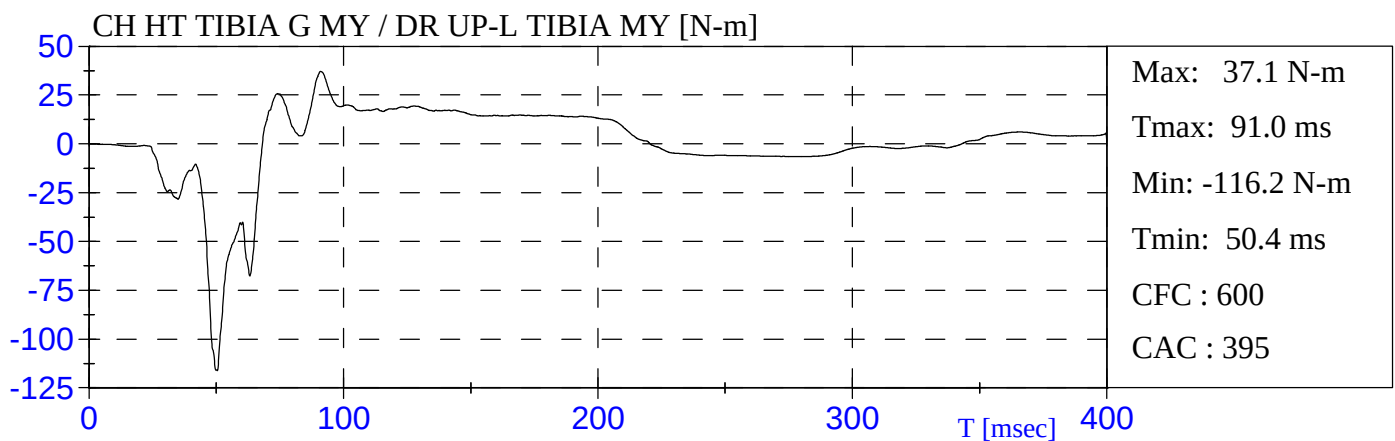
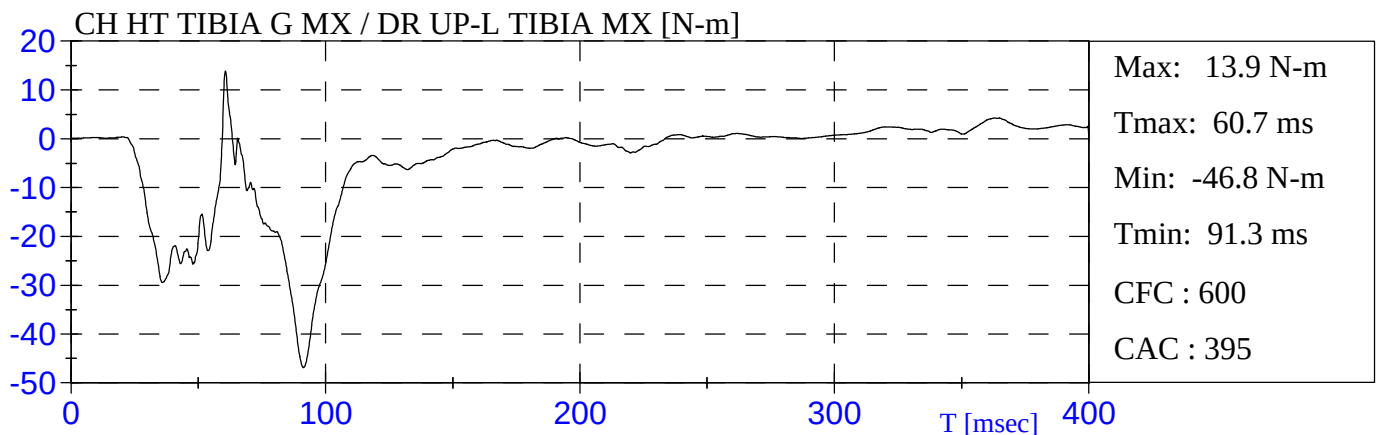
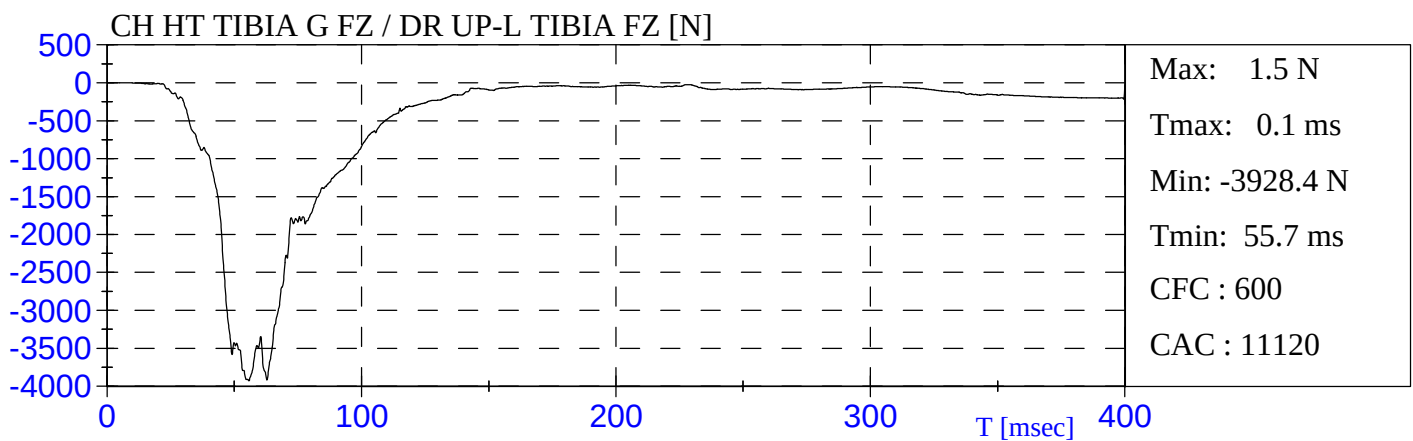
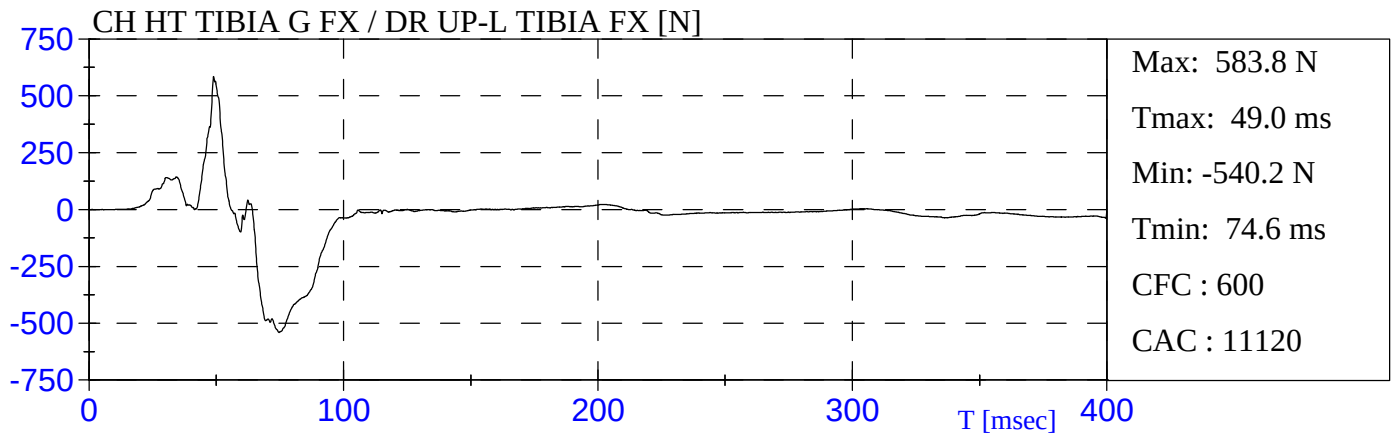


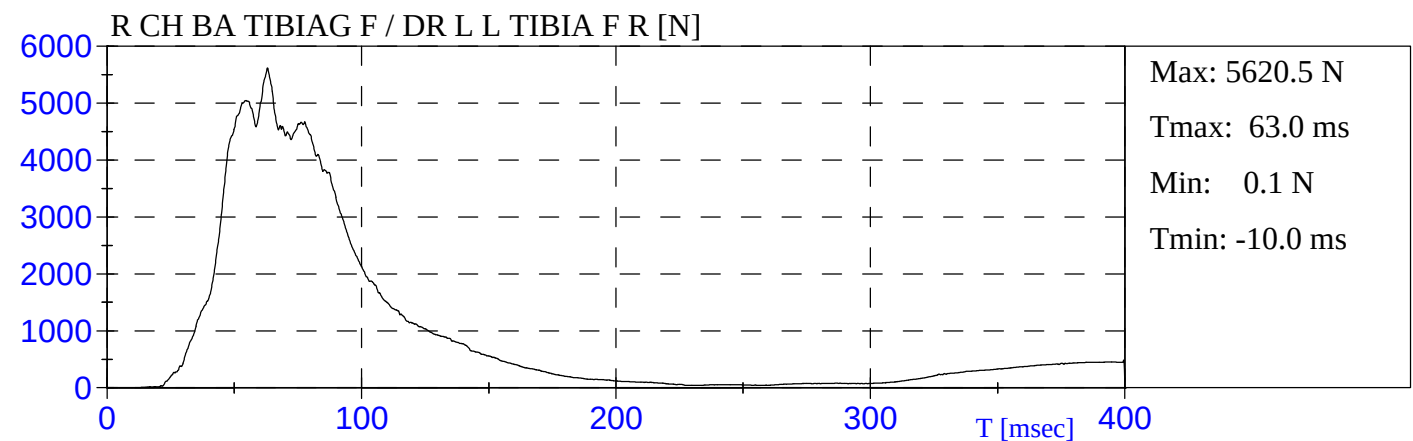
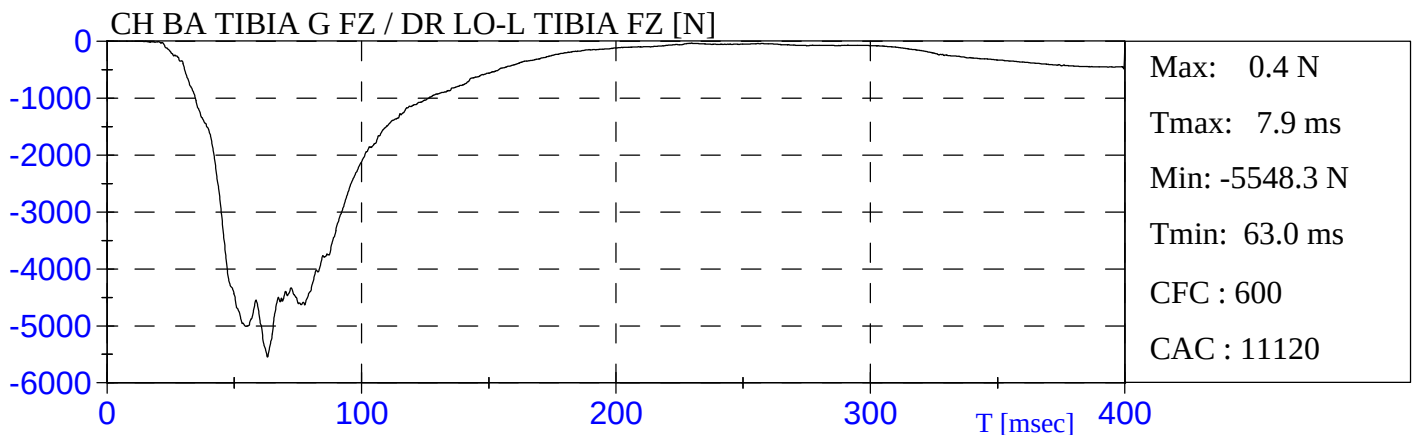
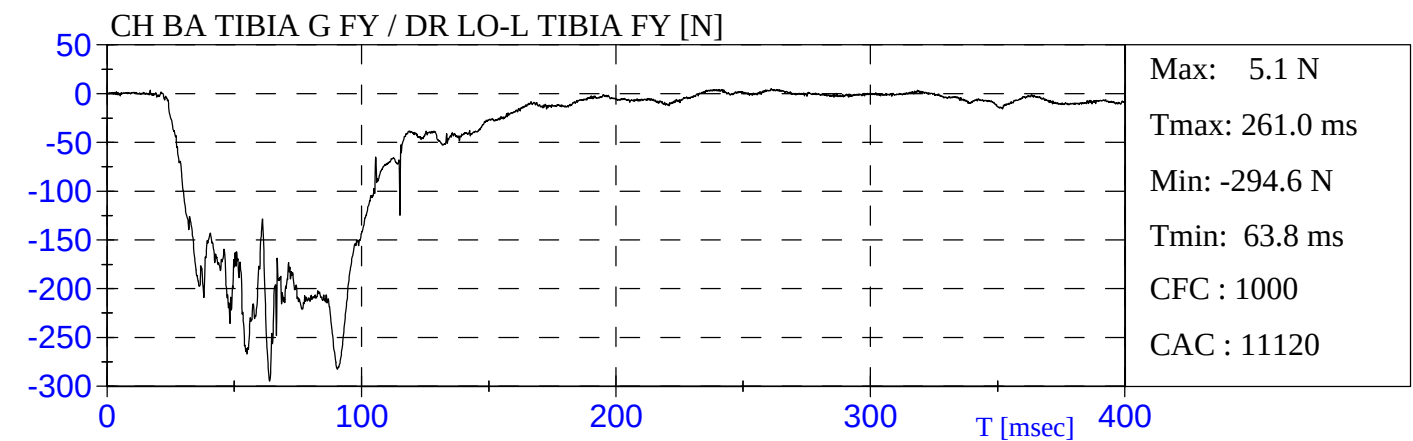
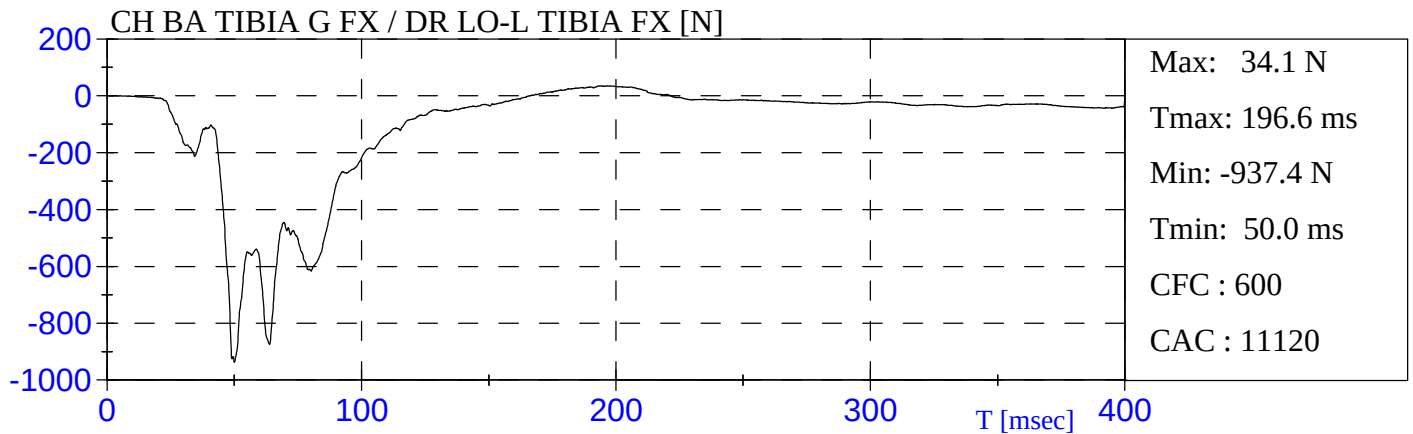


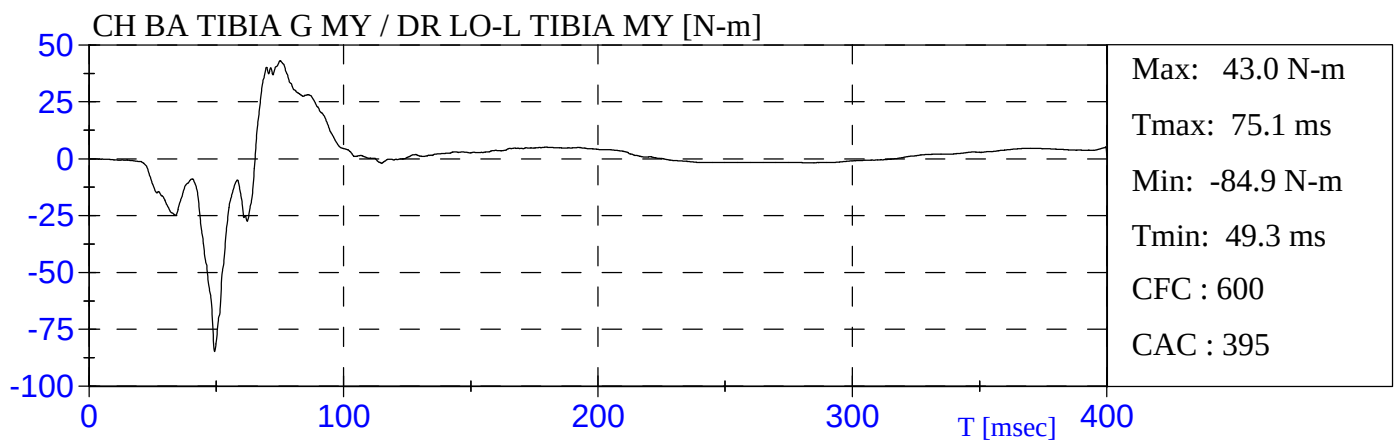
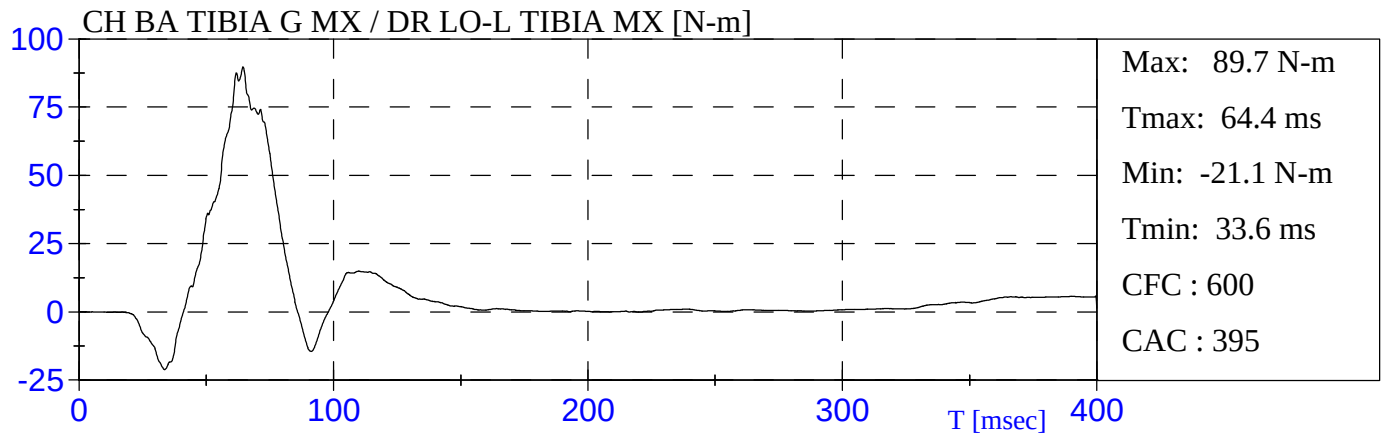


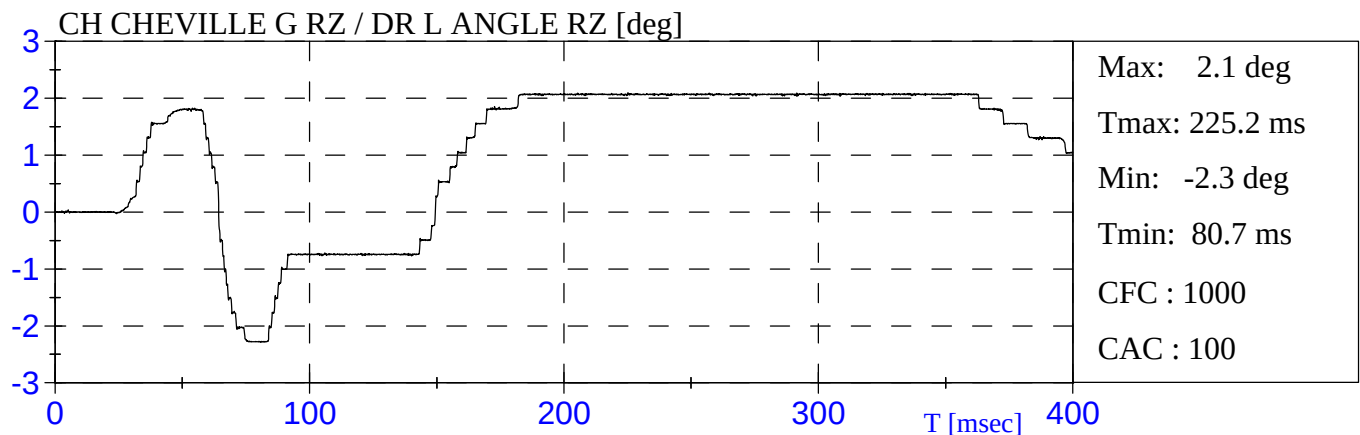
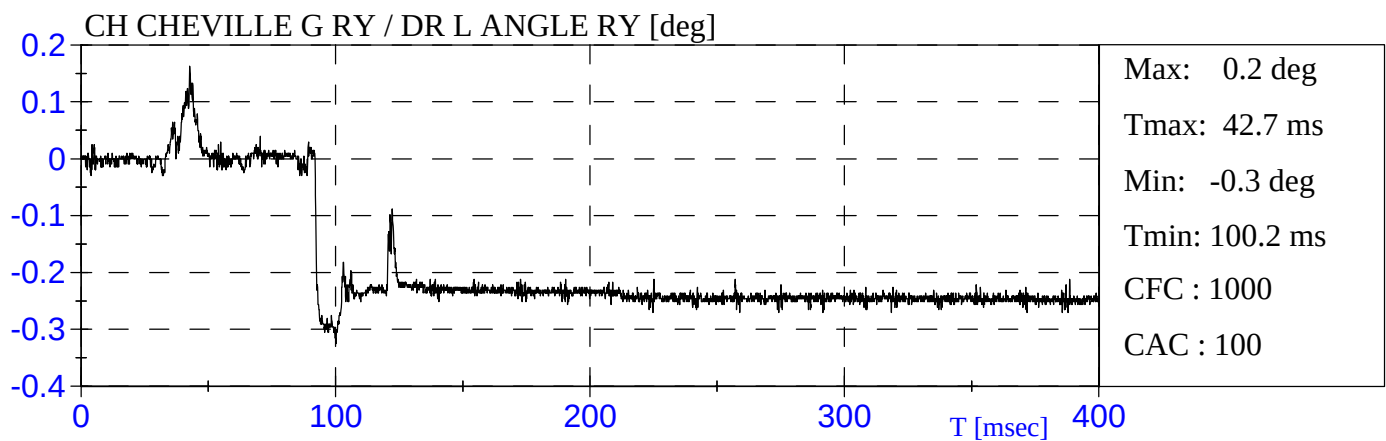
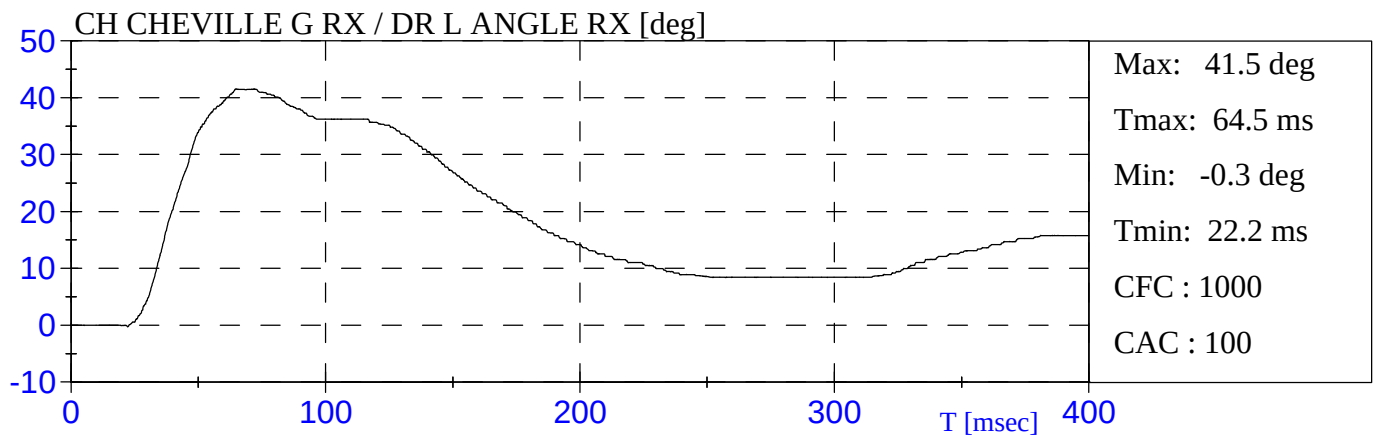


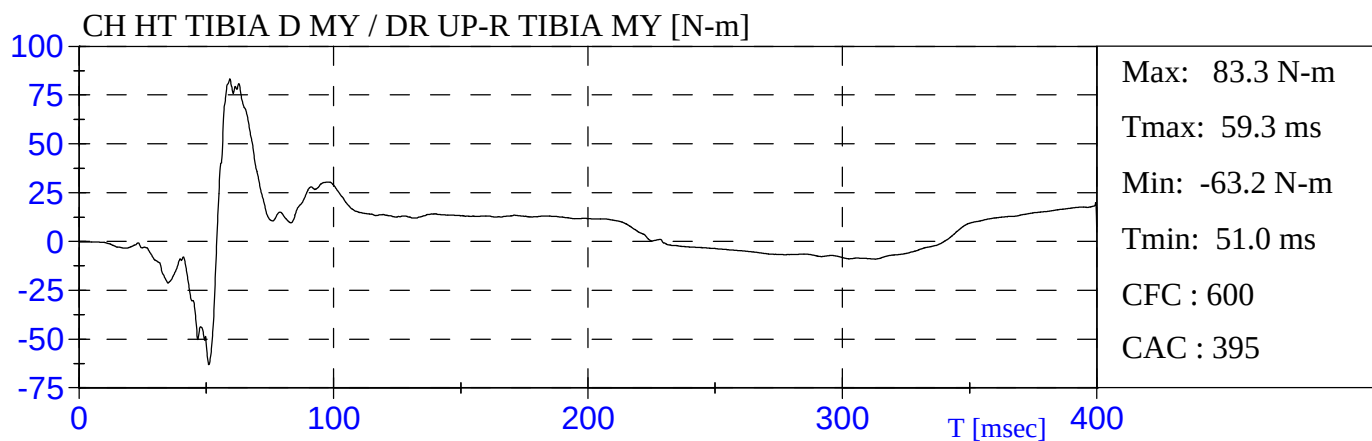
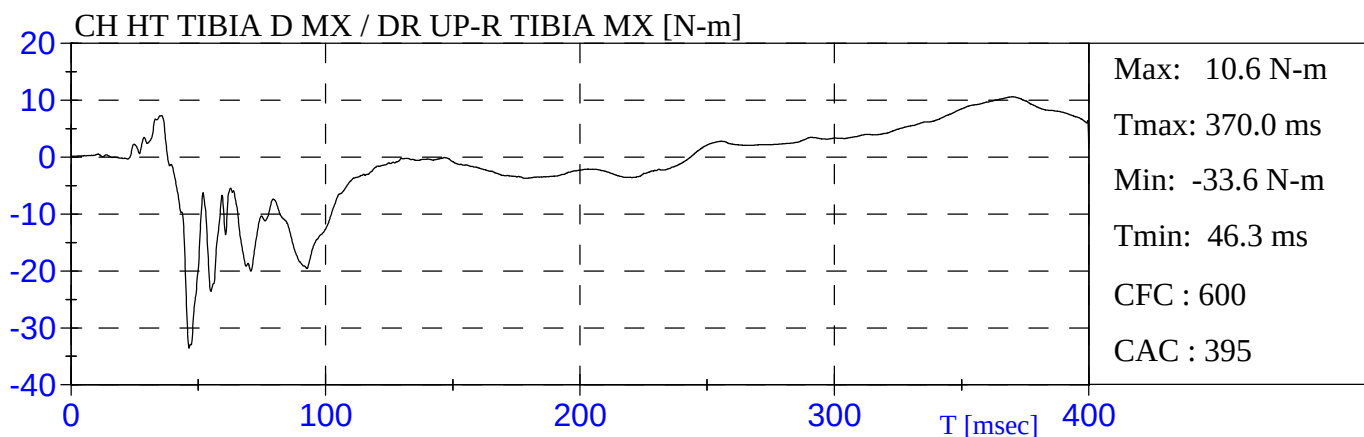
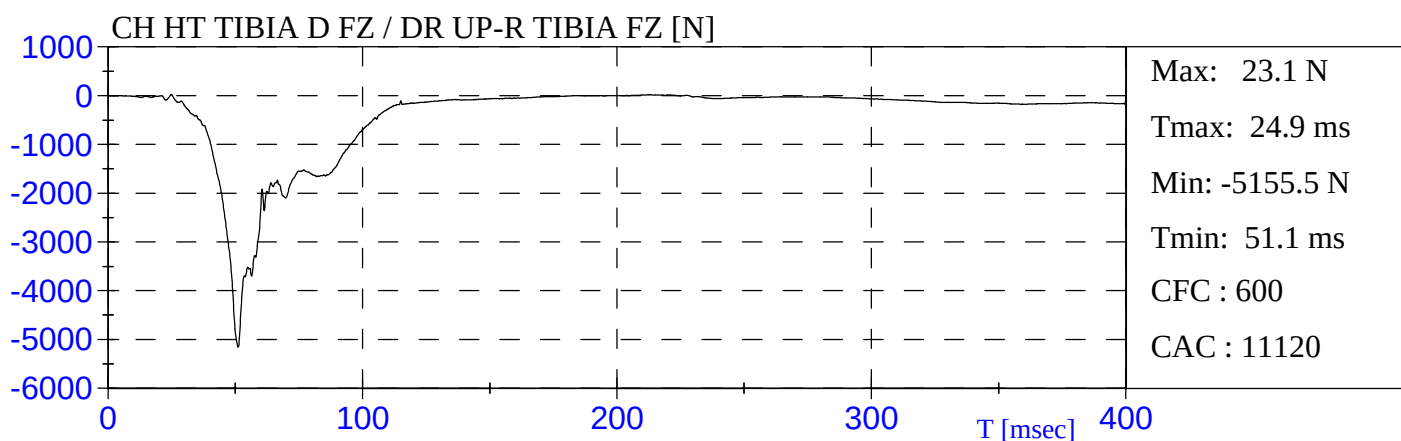
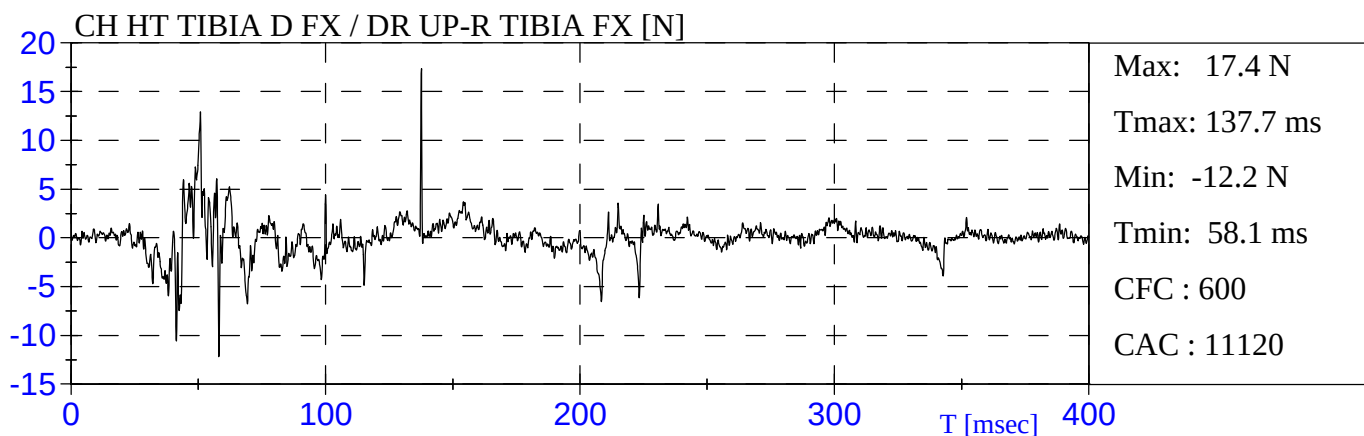


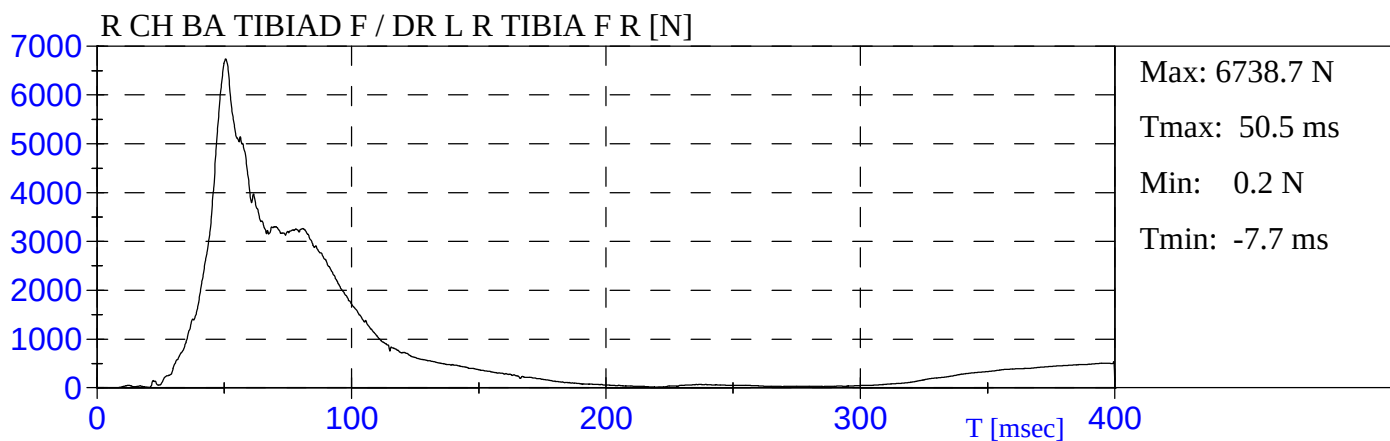
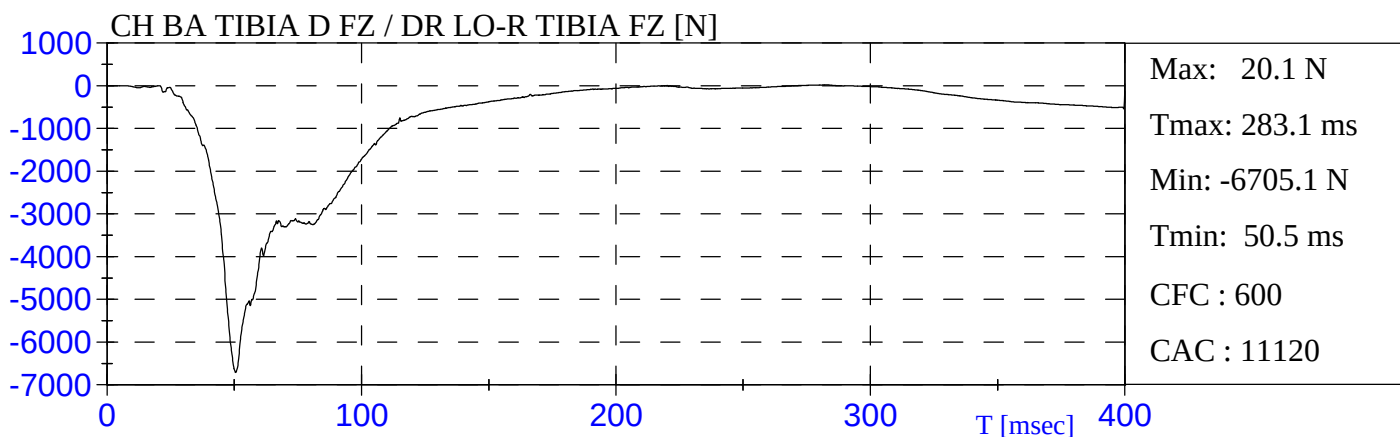
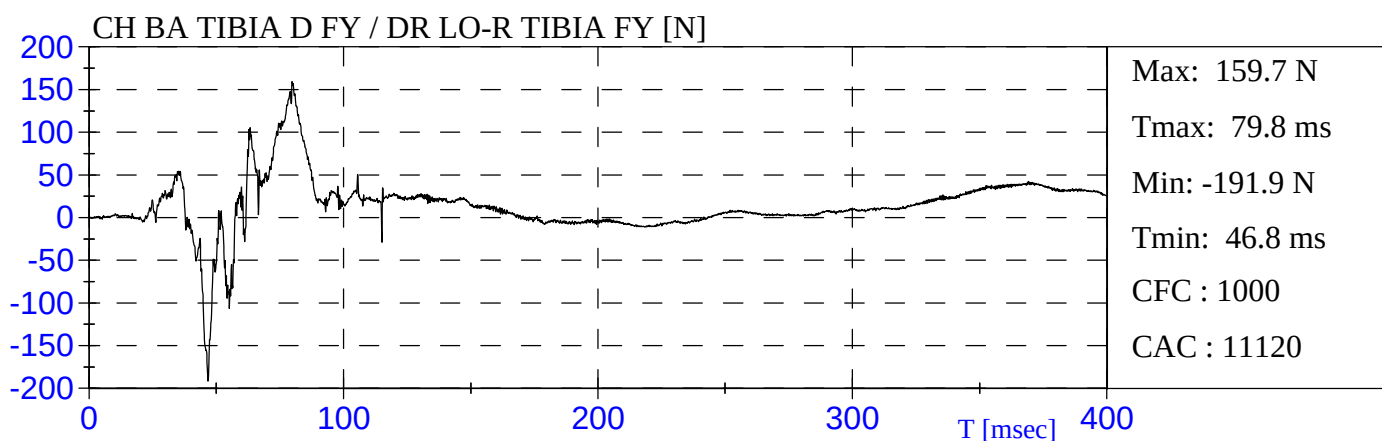
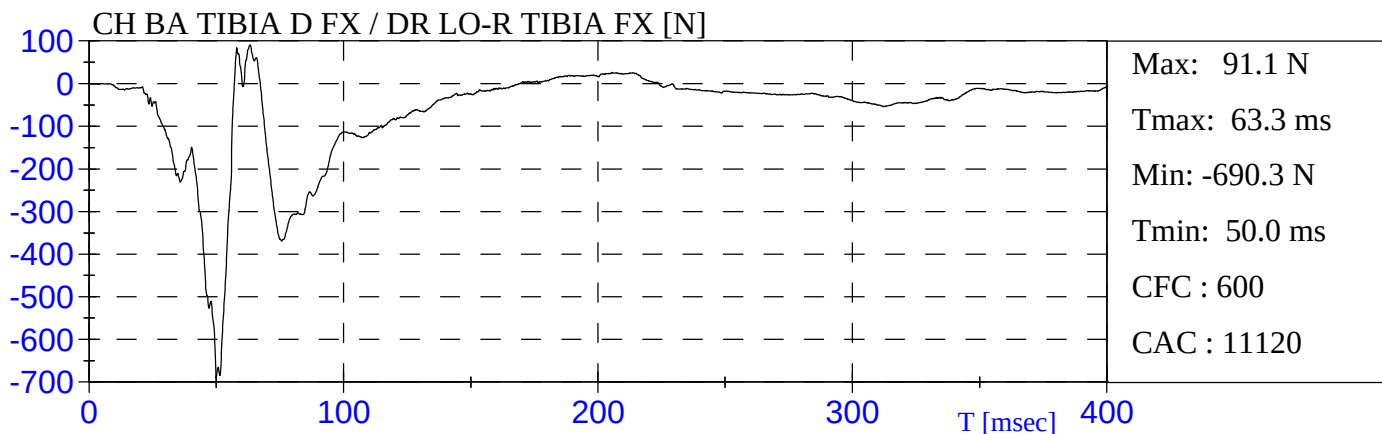


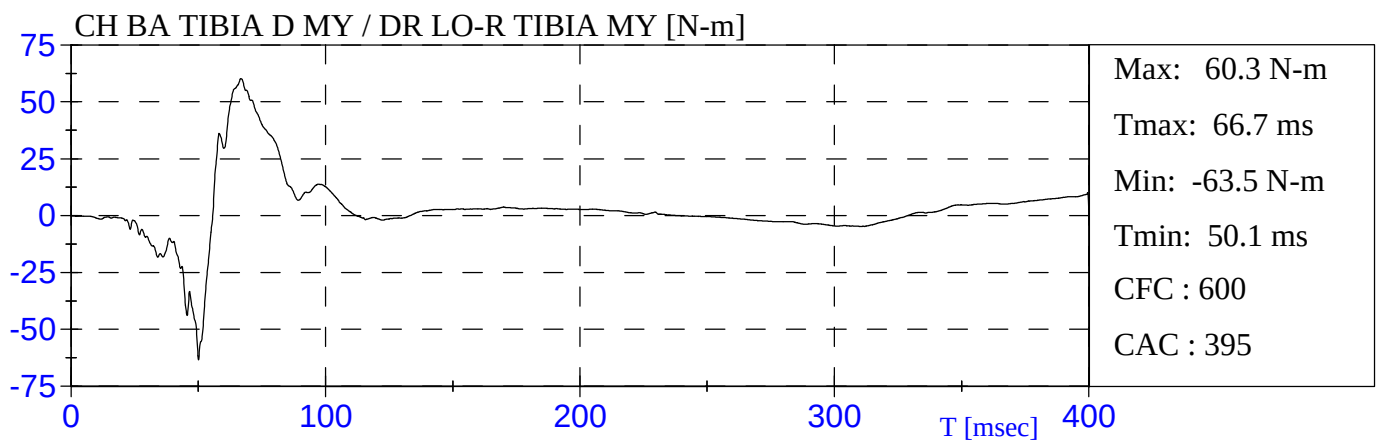
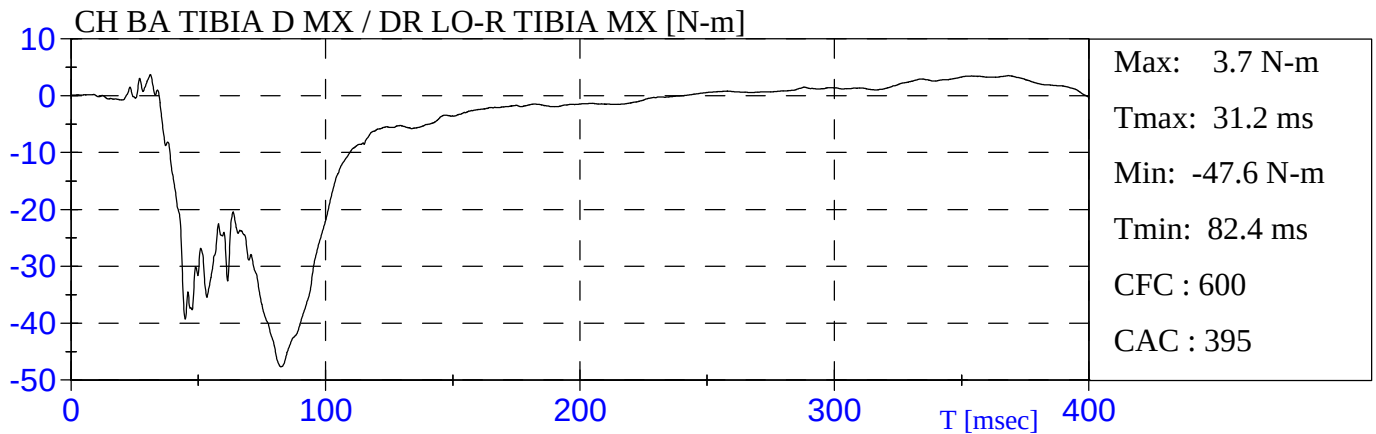


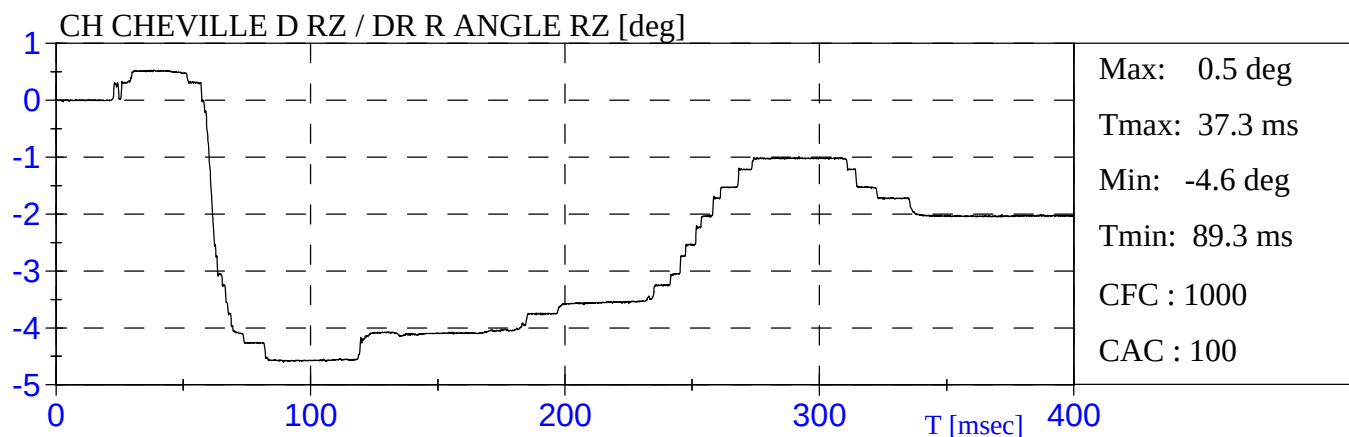
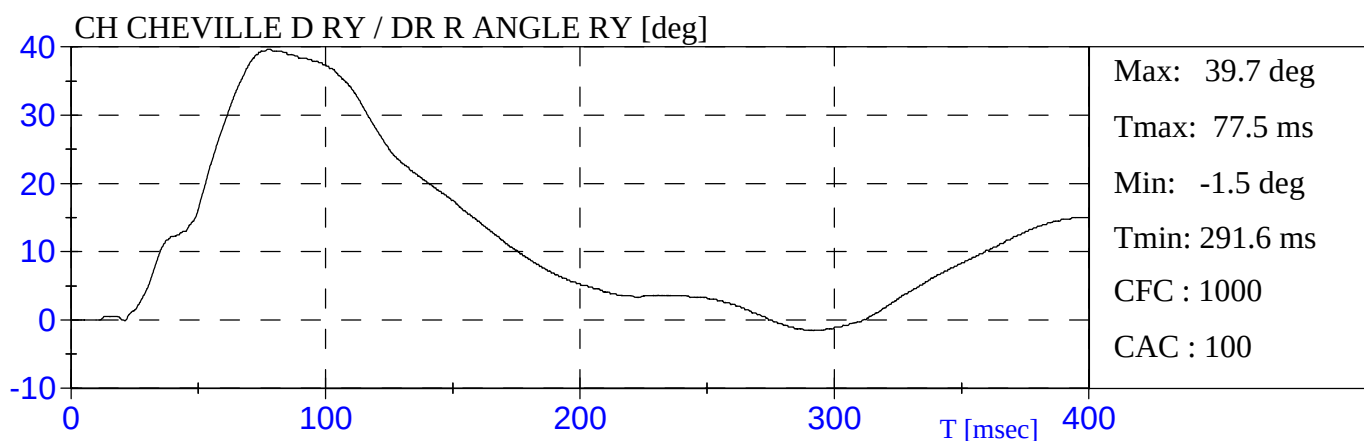
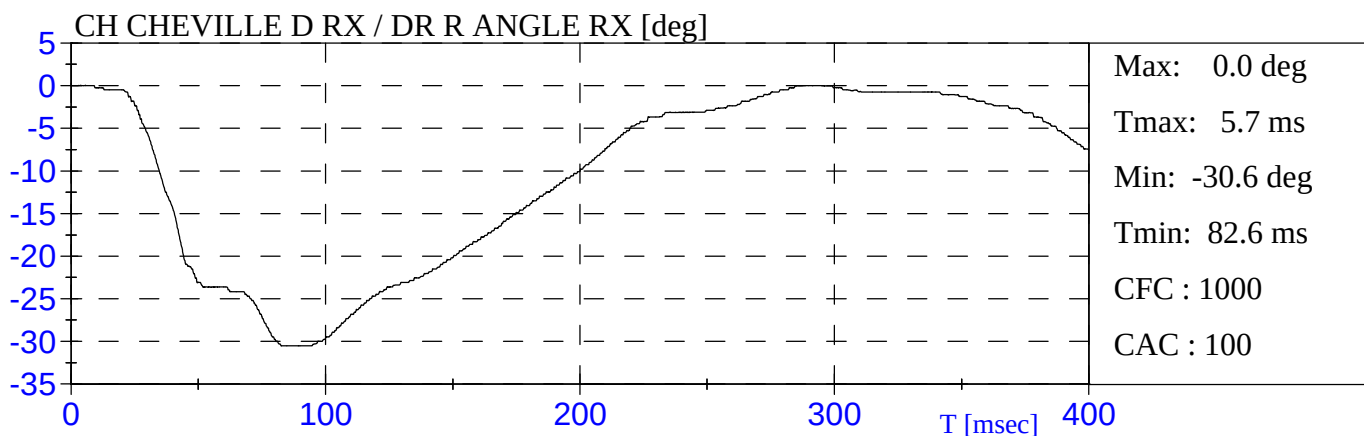


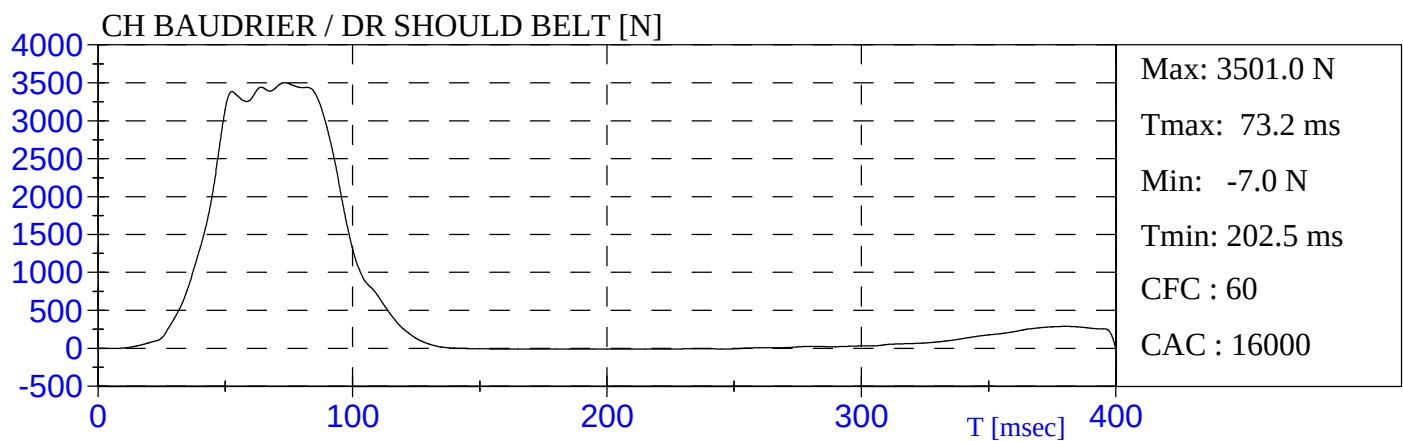
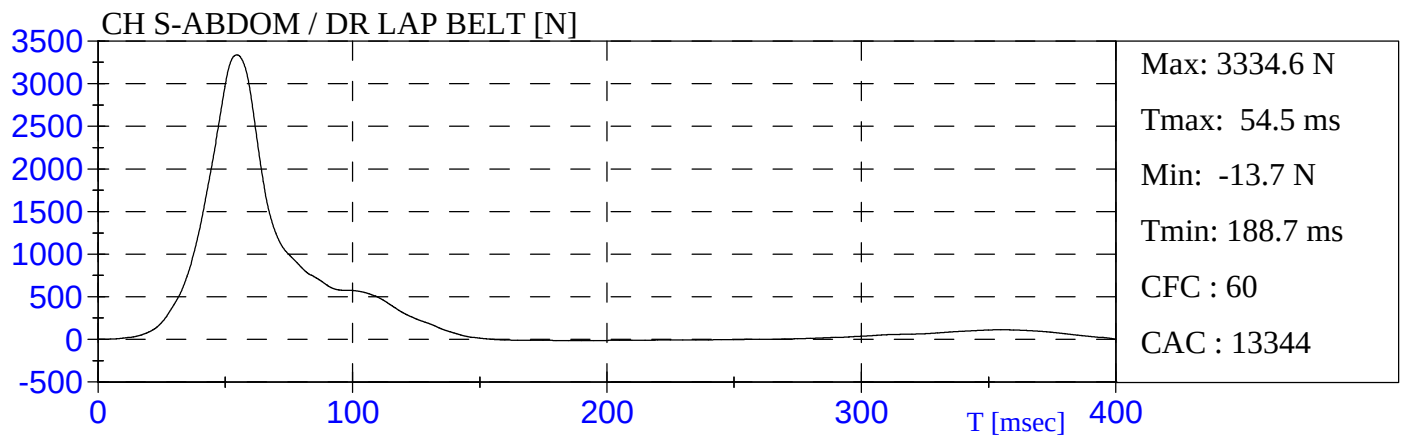


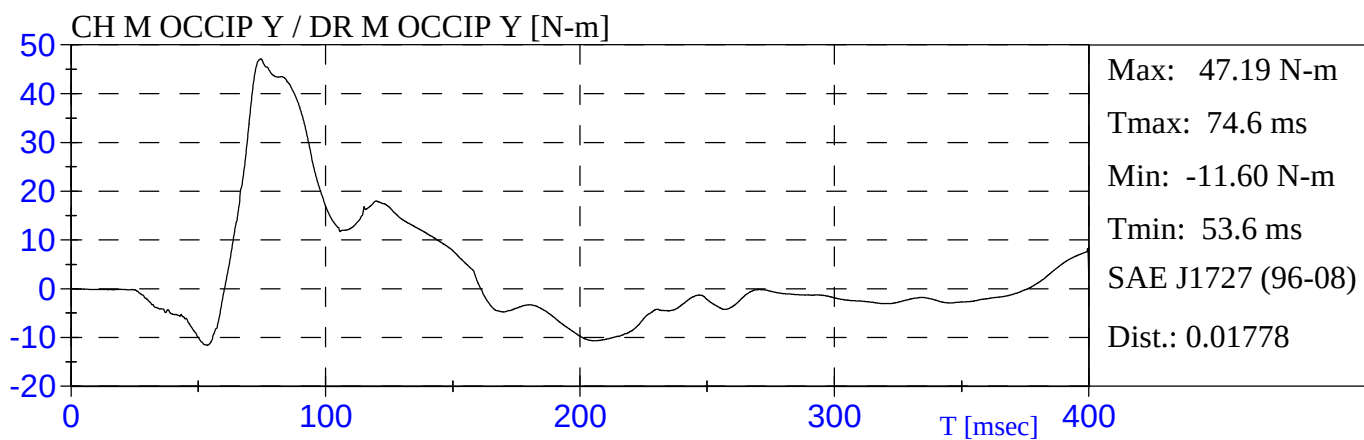


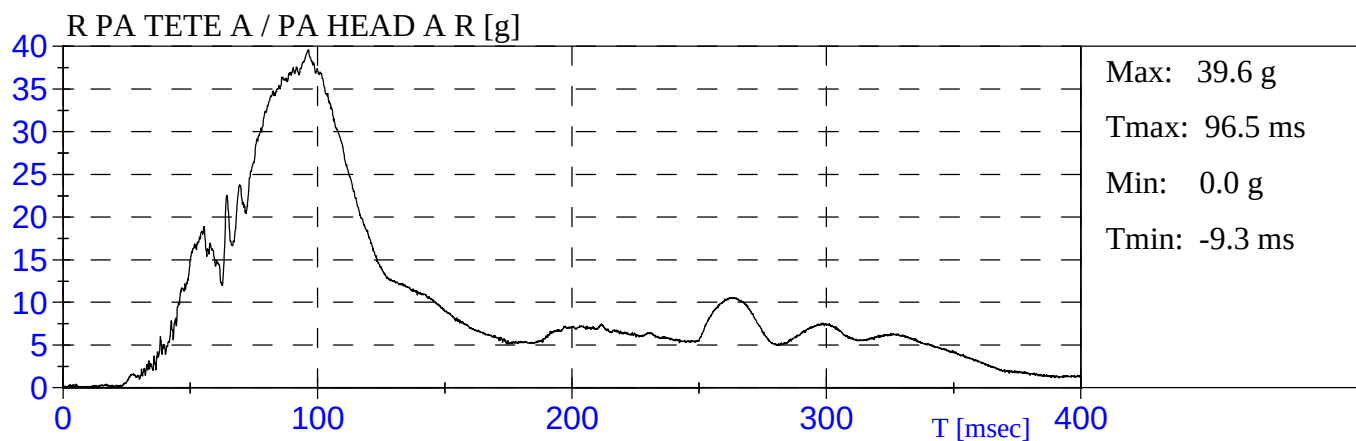
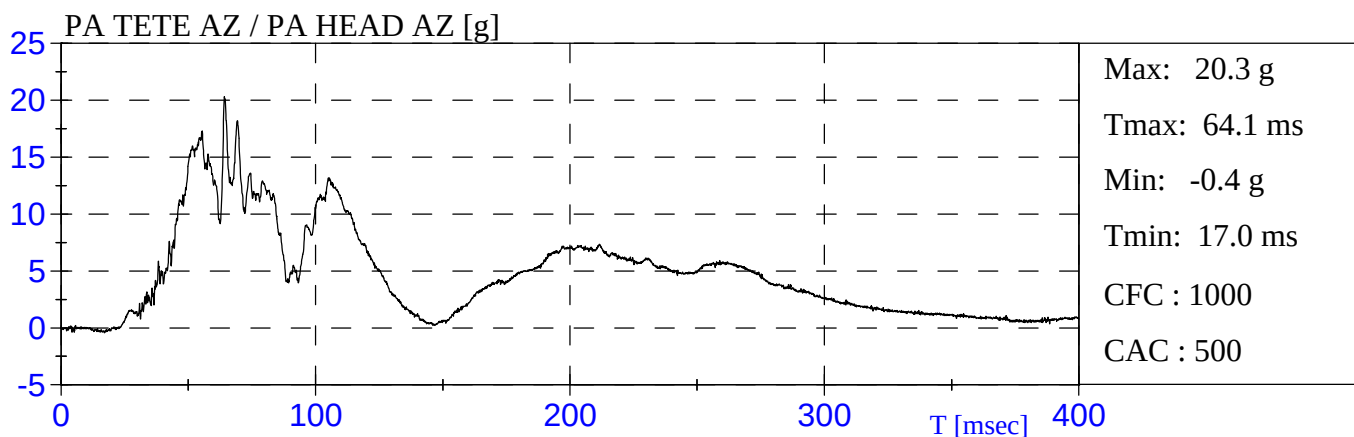
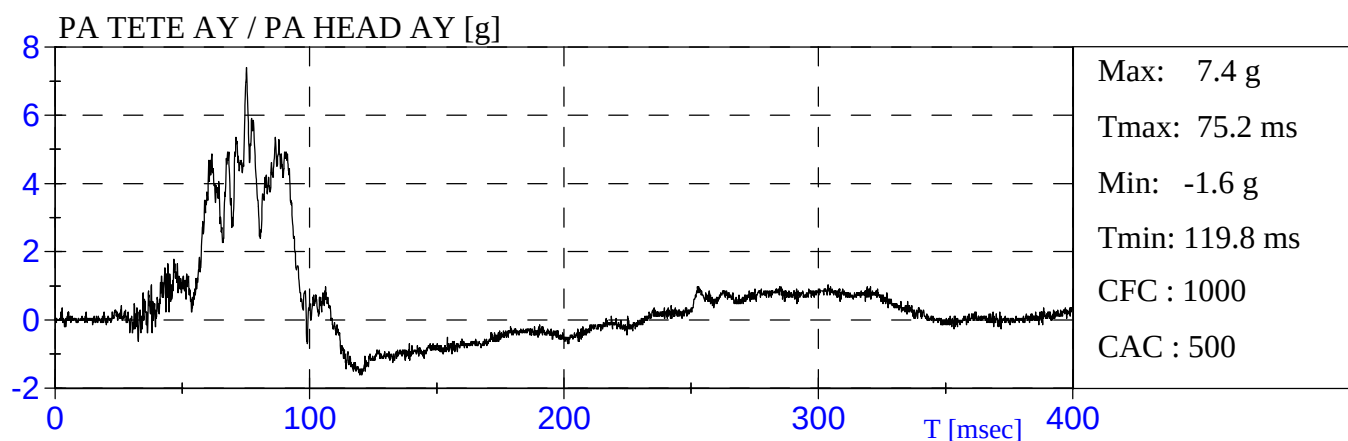
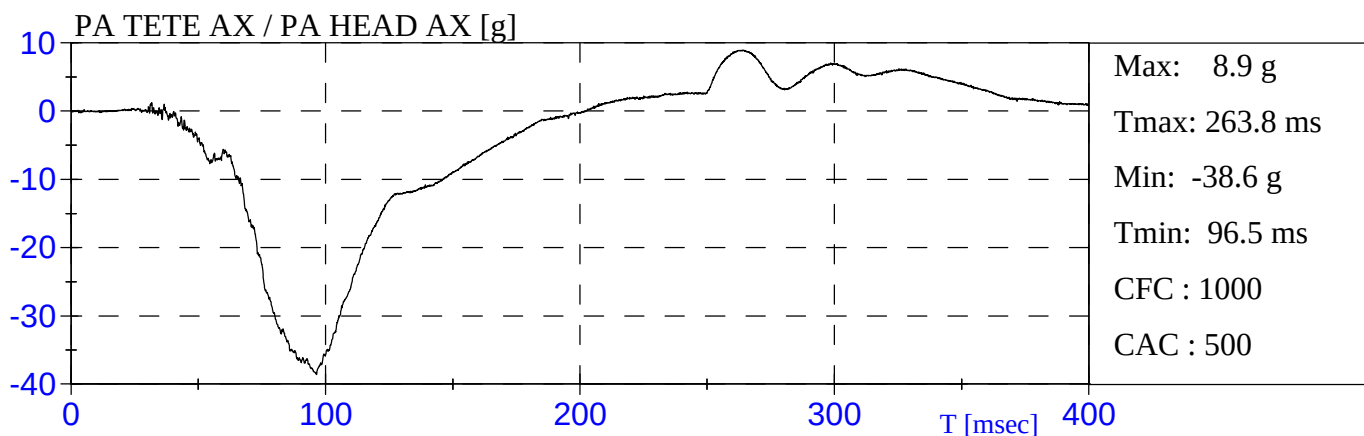








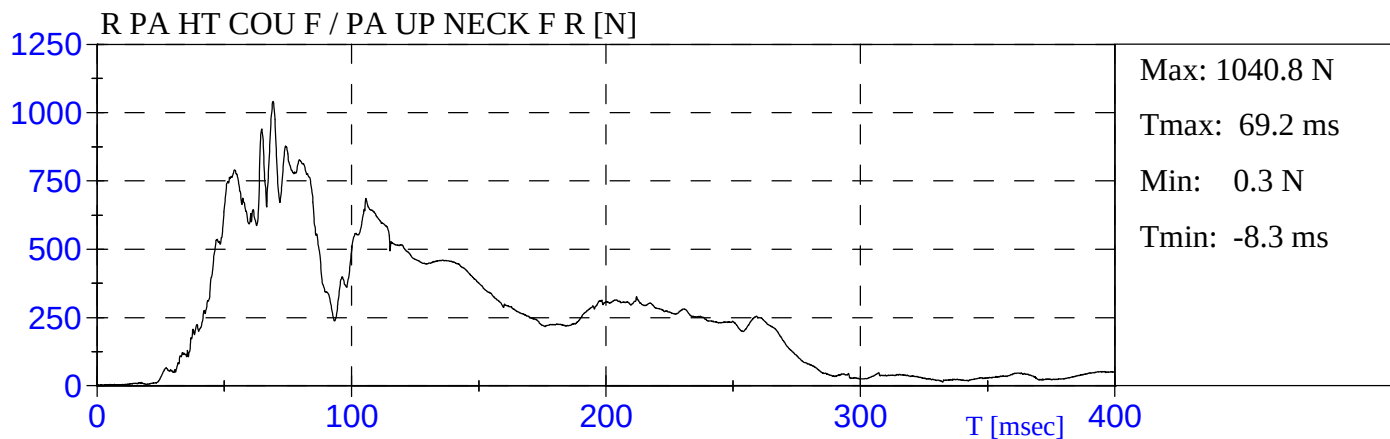
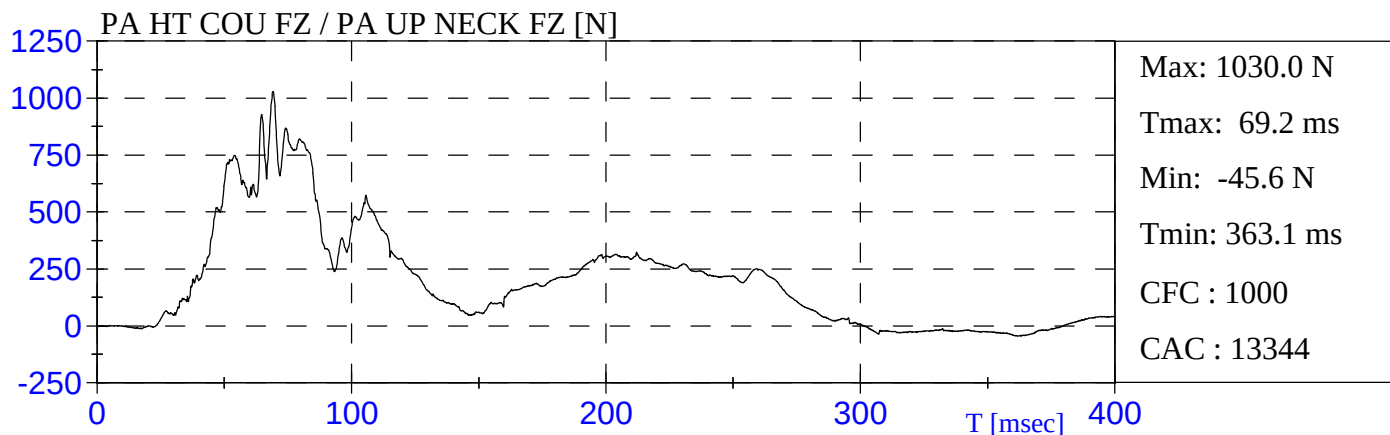
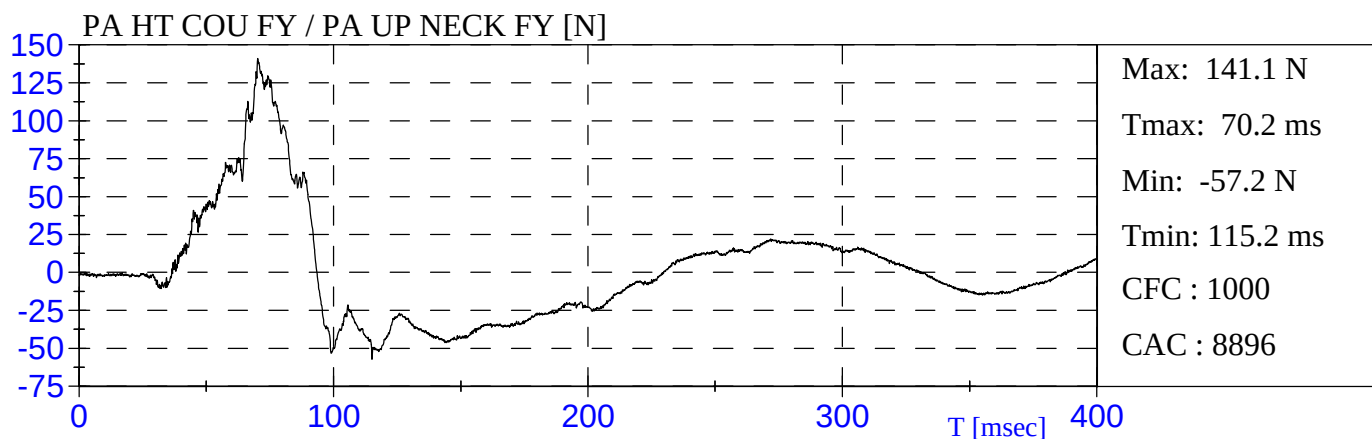
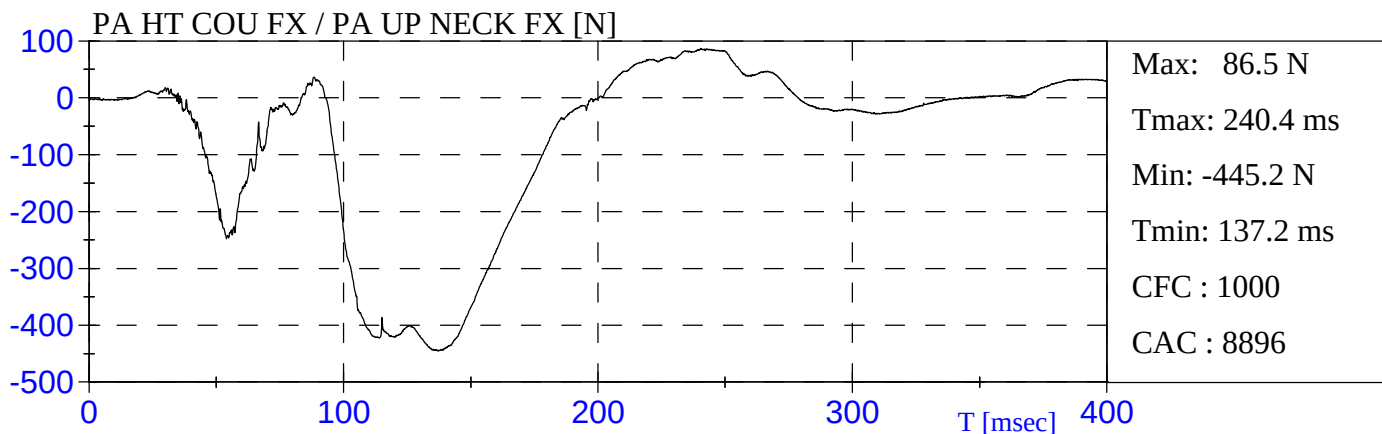






CHRYSLER CONCORDE 2004

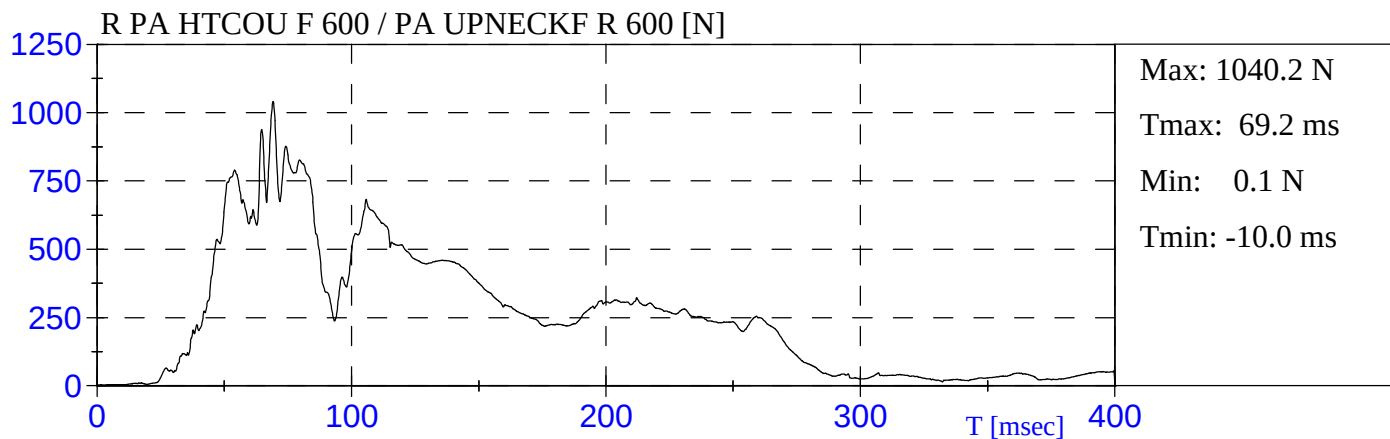
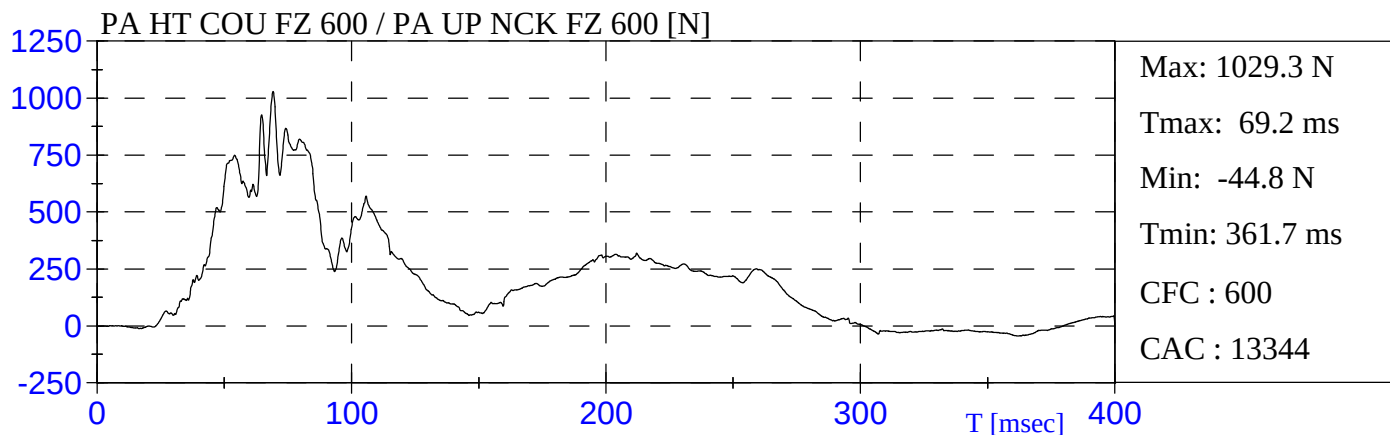
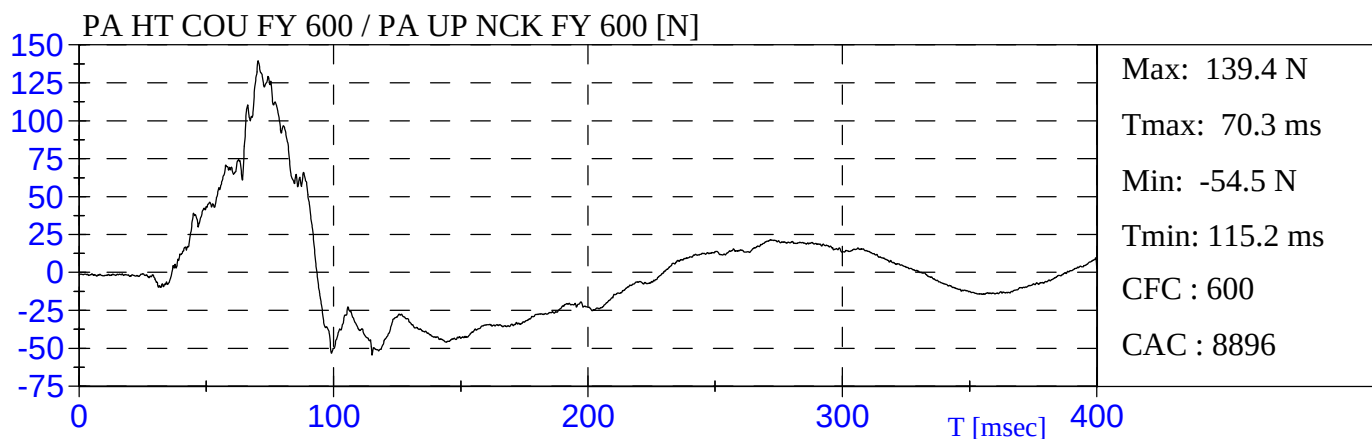
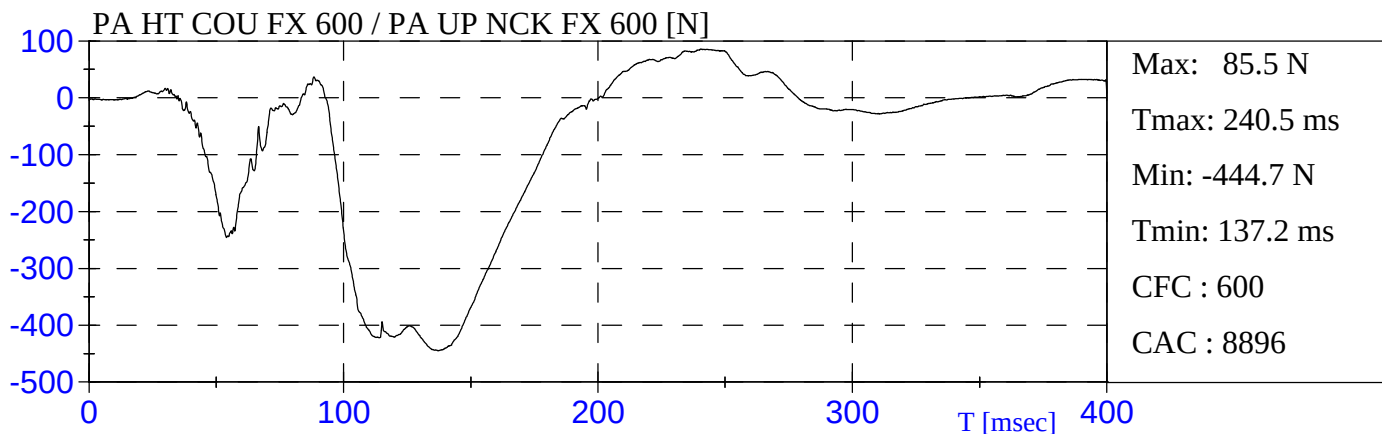
N° TC / TC No.: TC04-117

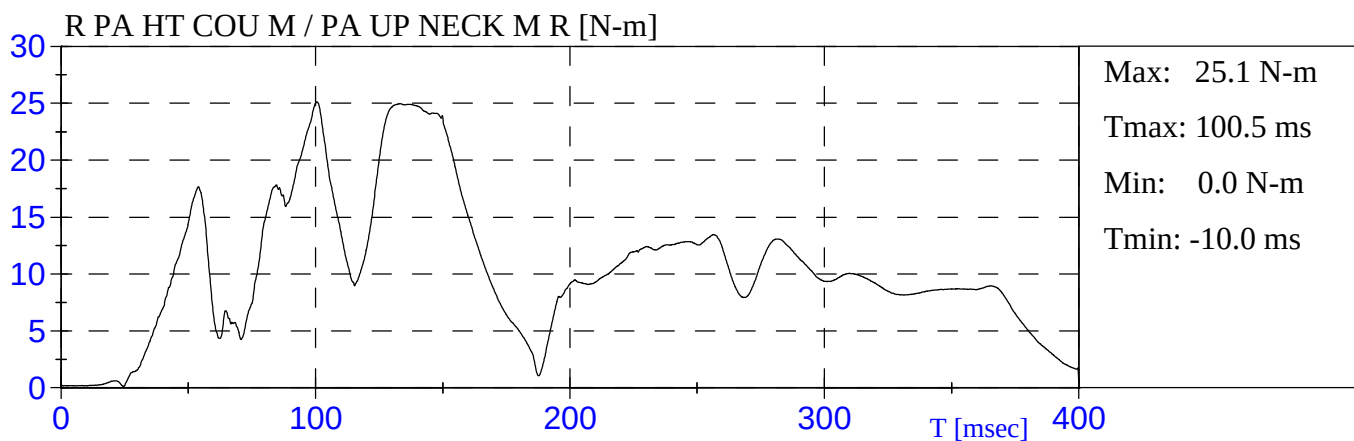
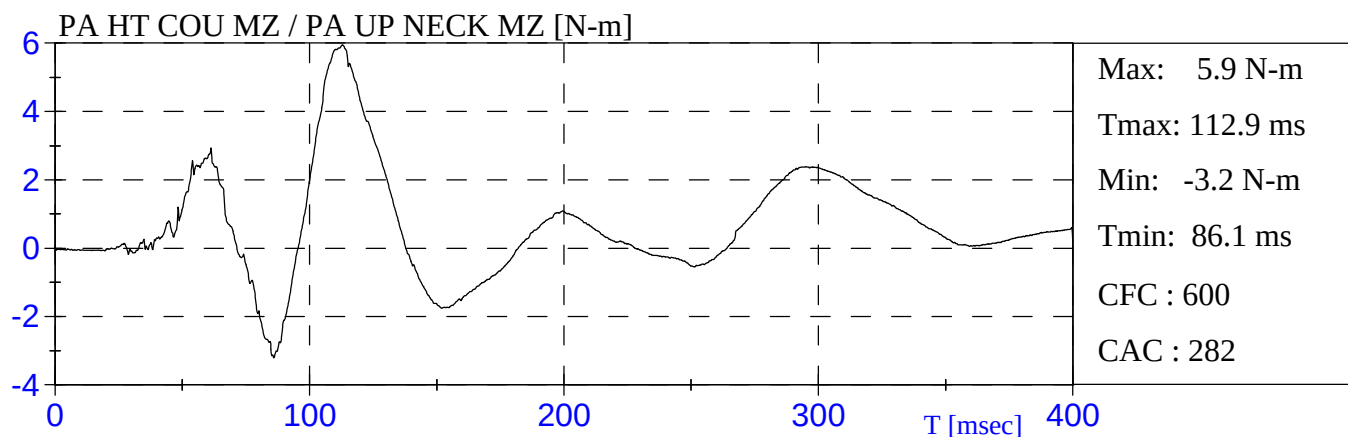
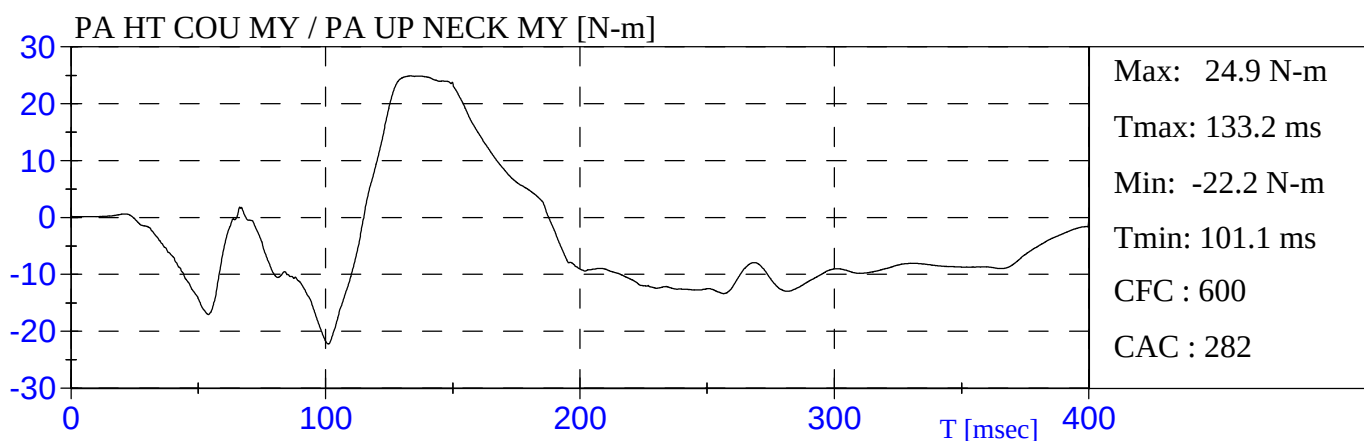
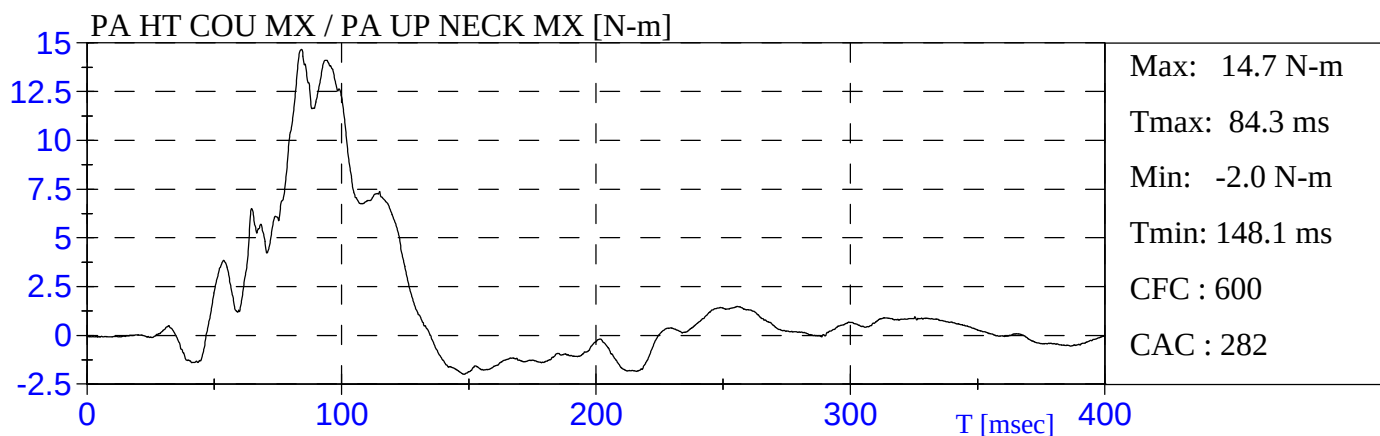


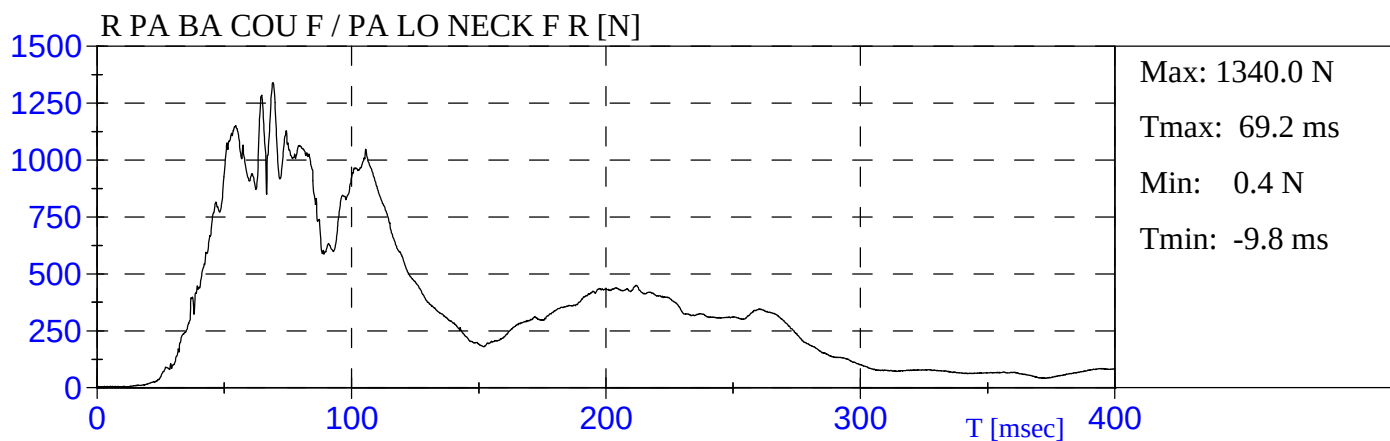
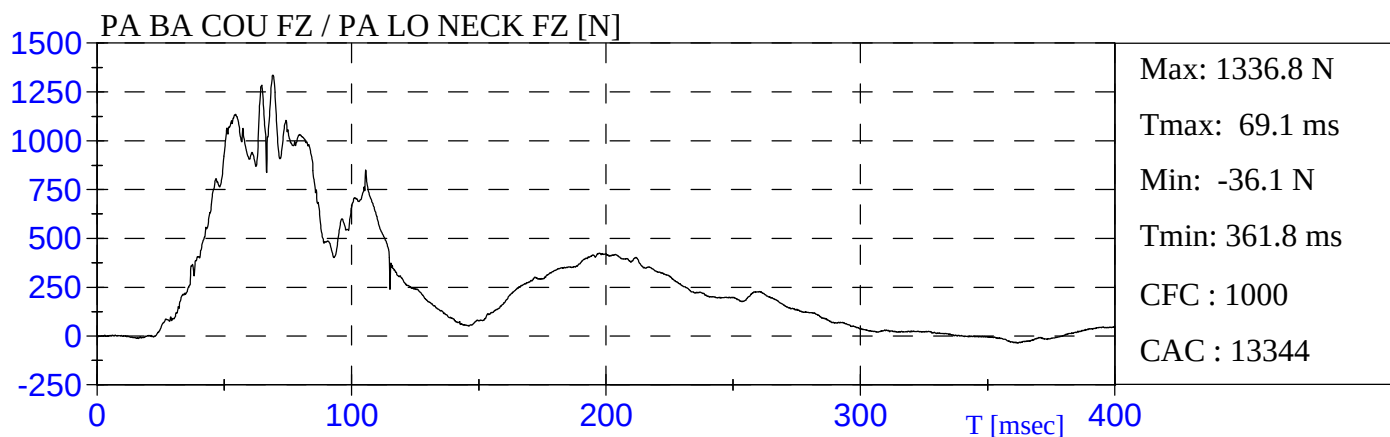
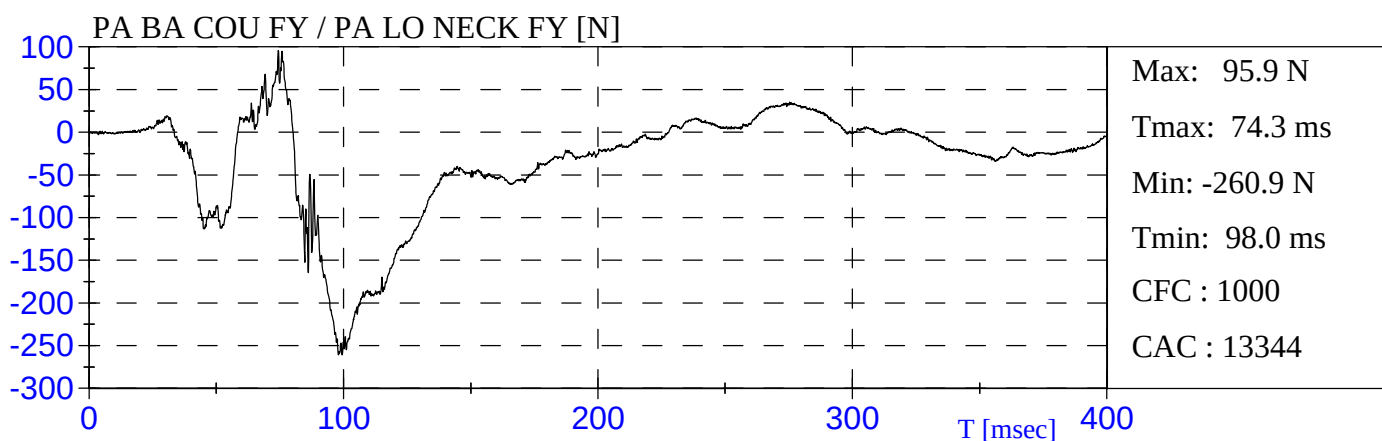
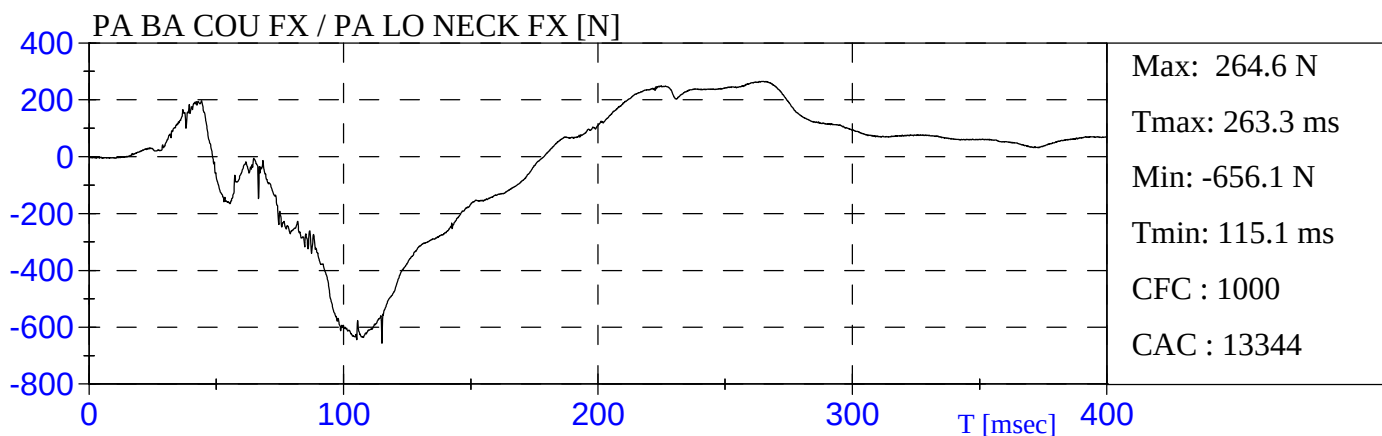


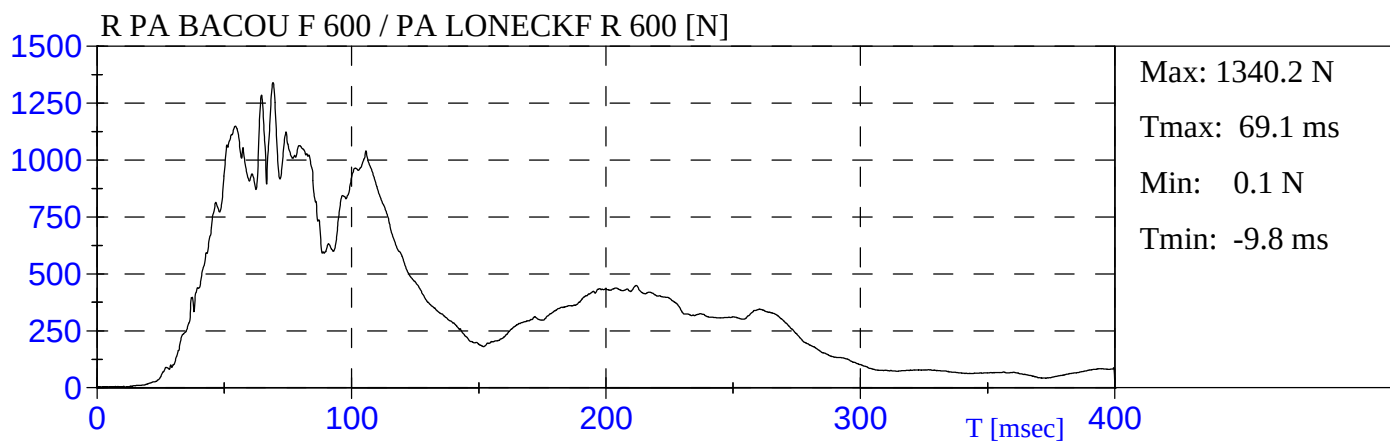
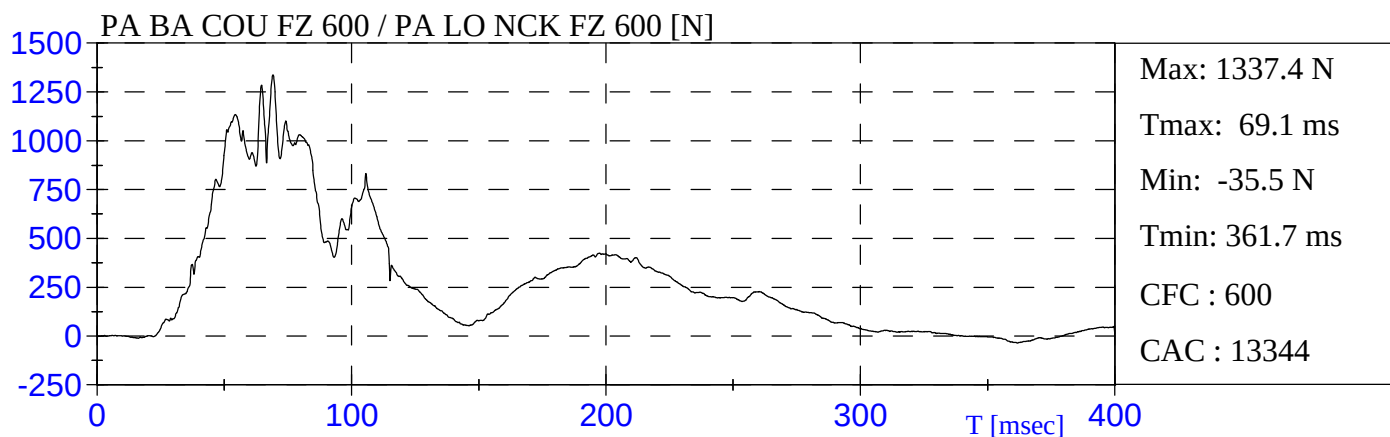
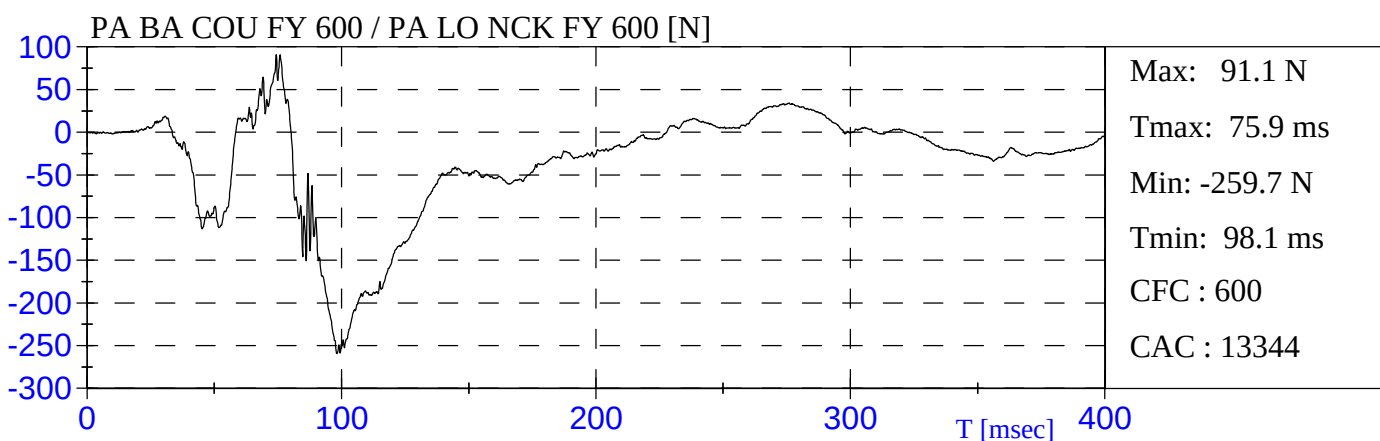
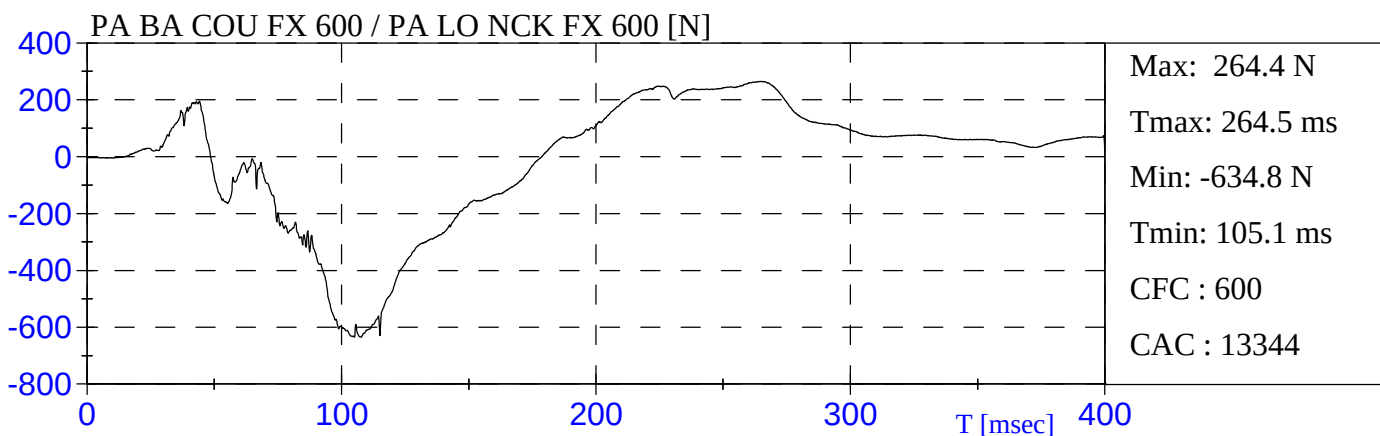
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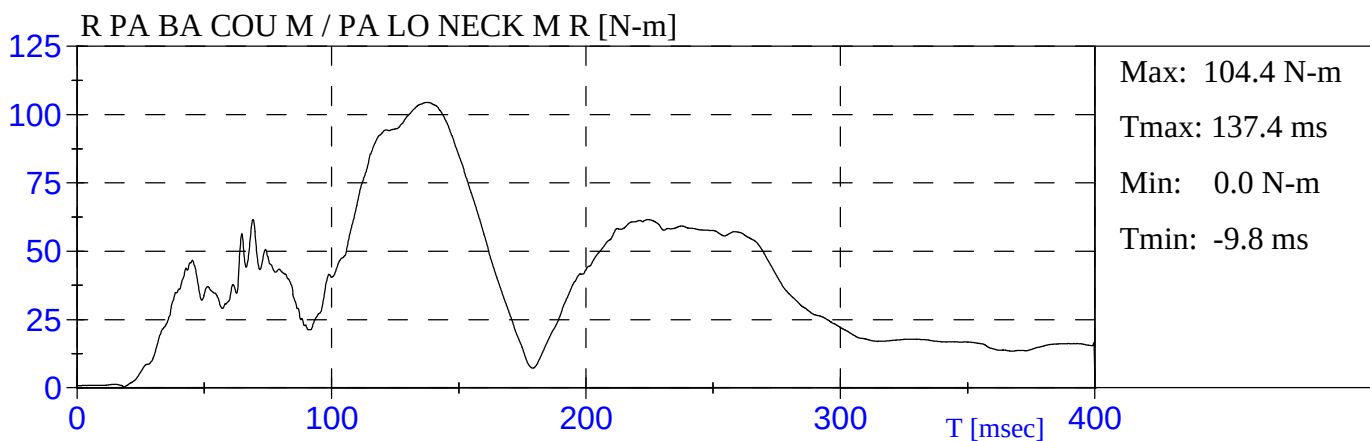
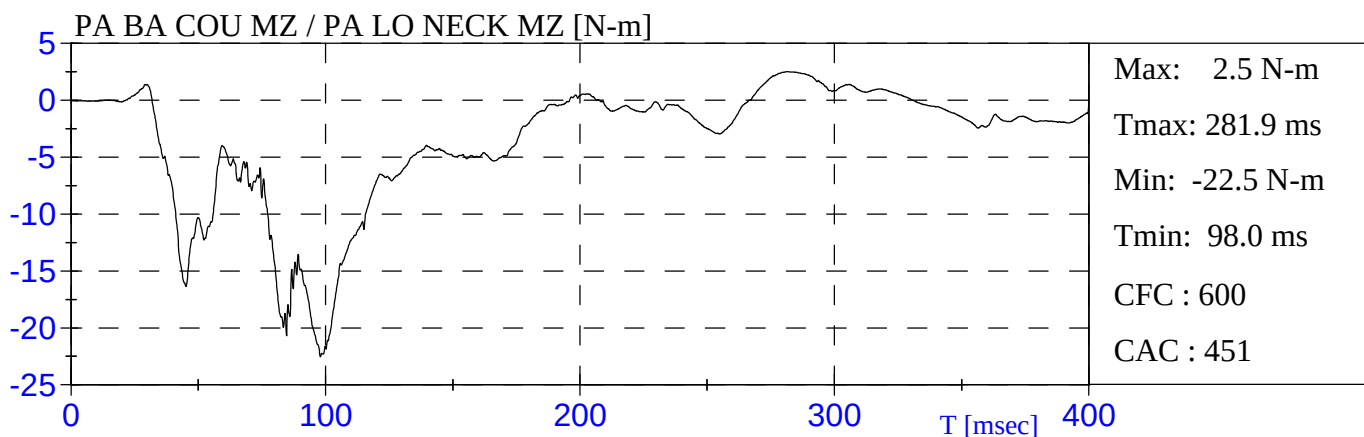
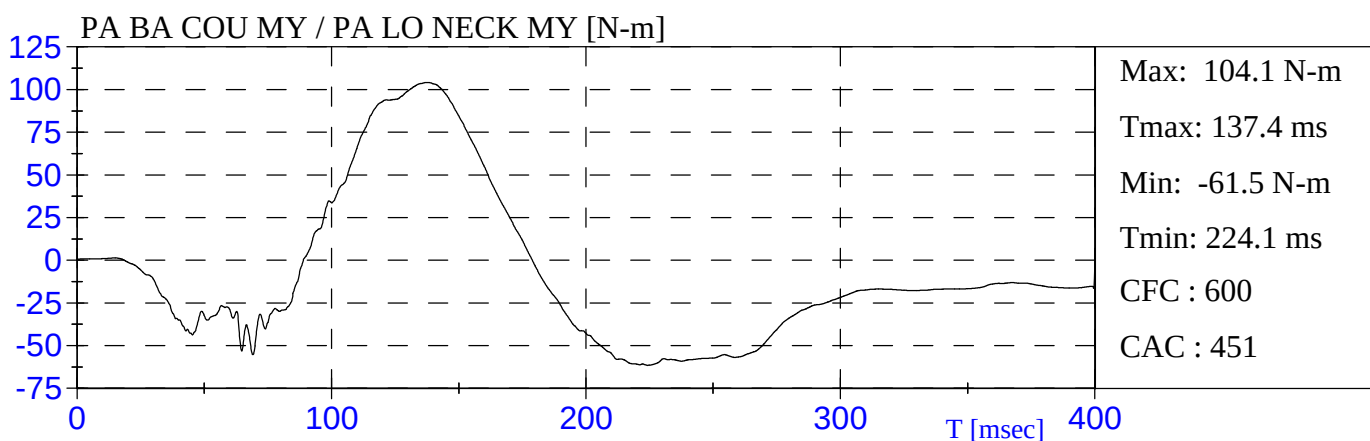
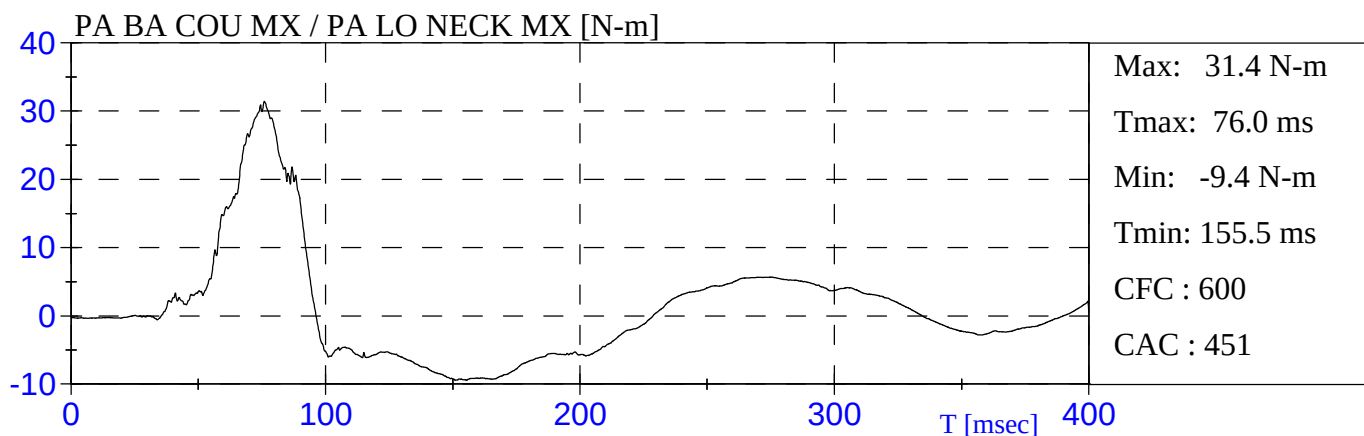
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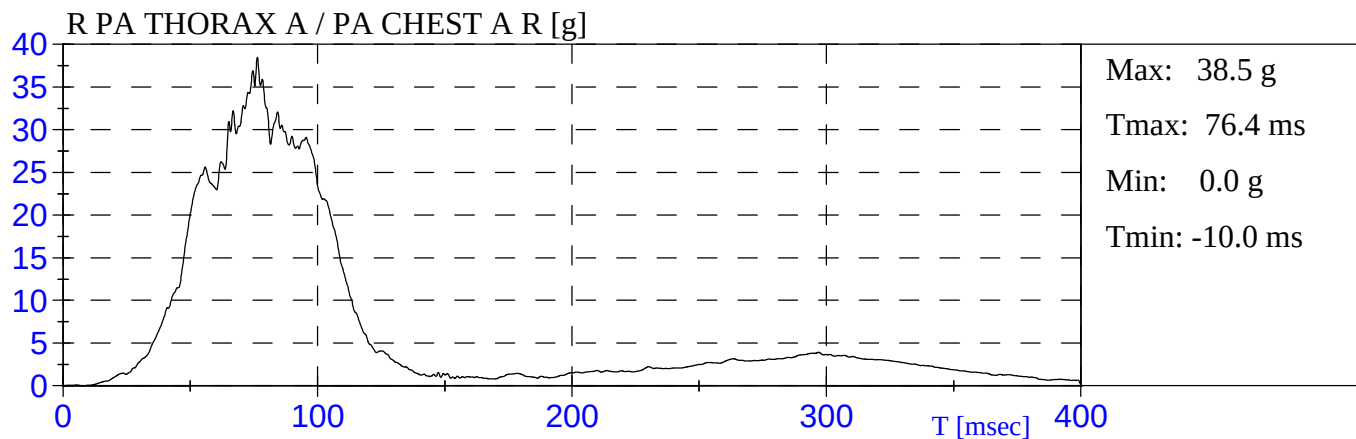
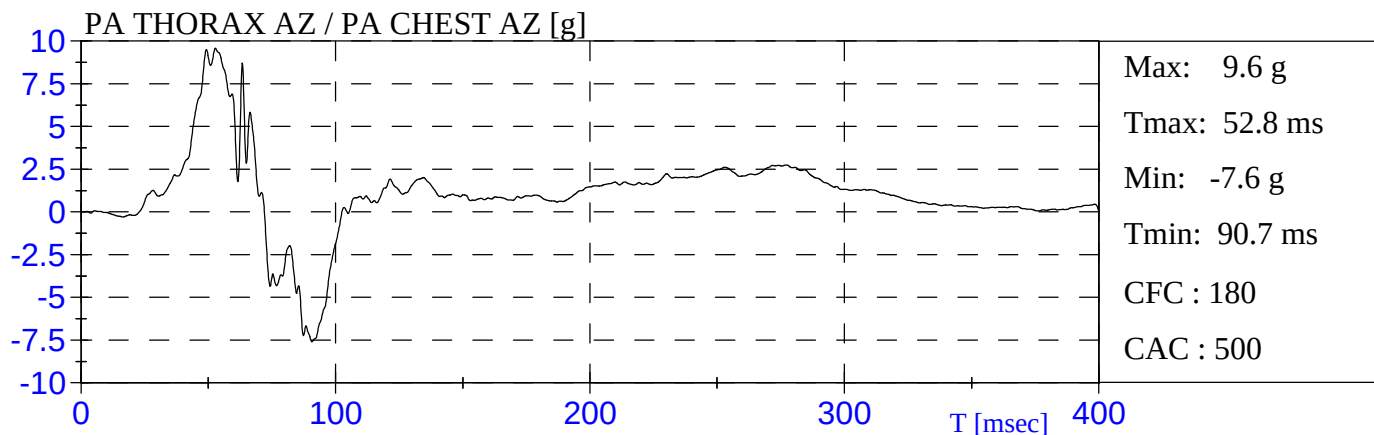
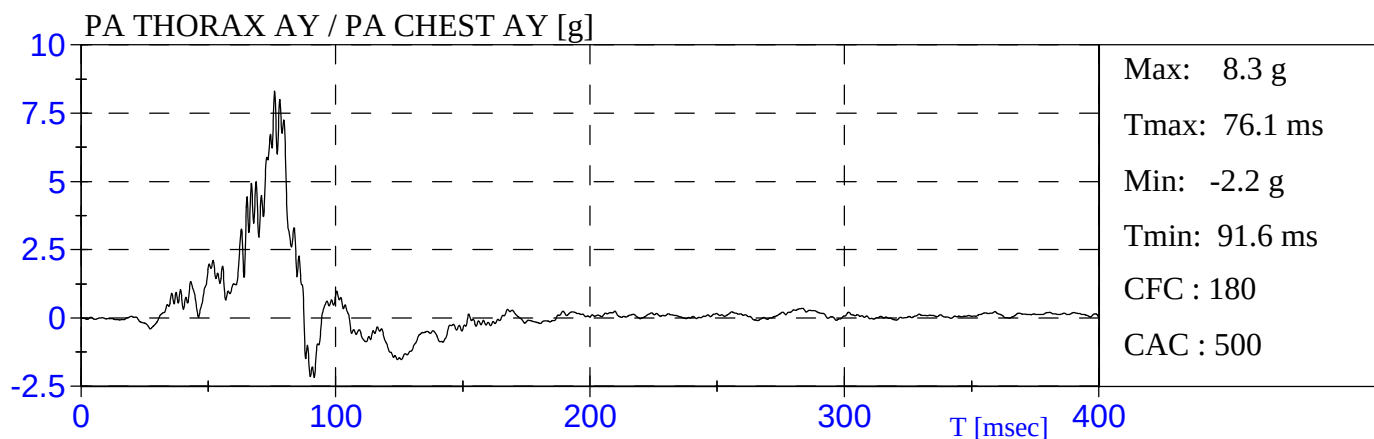
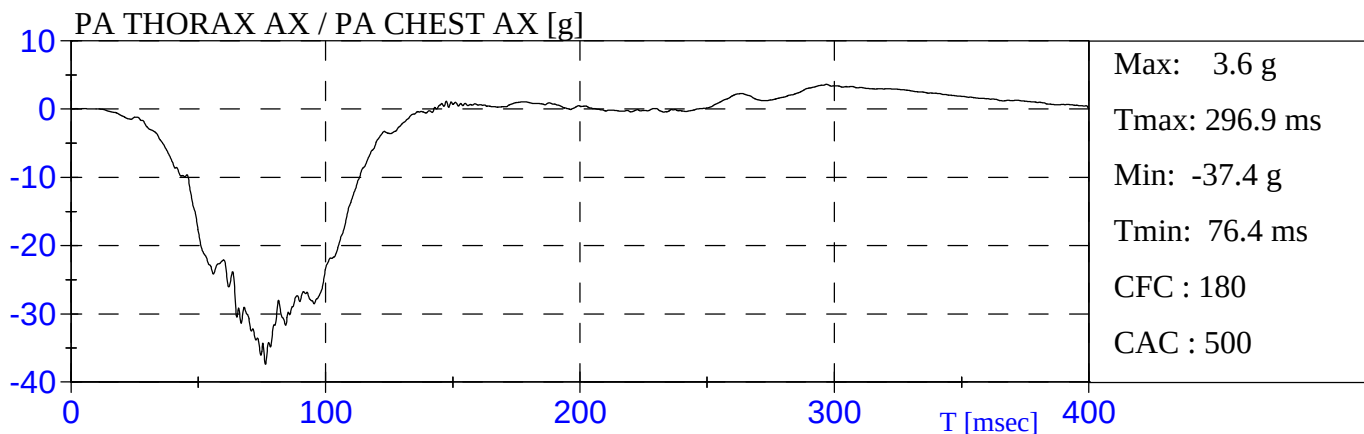


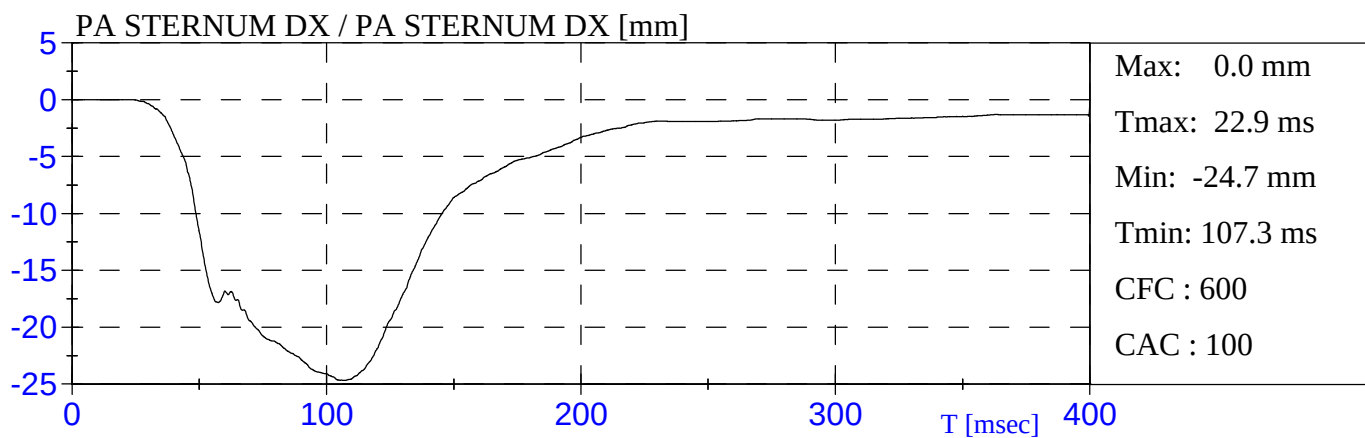


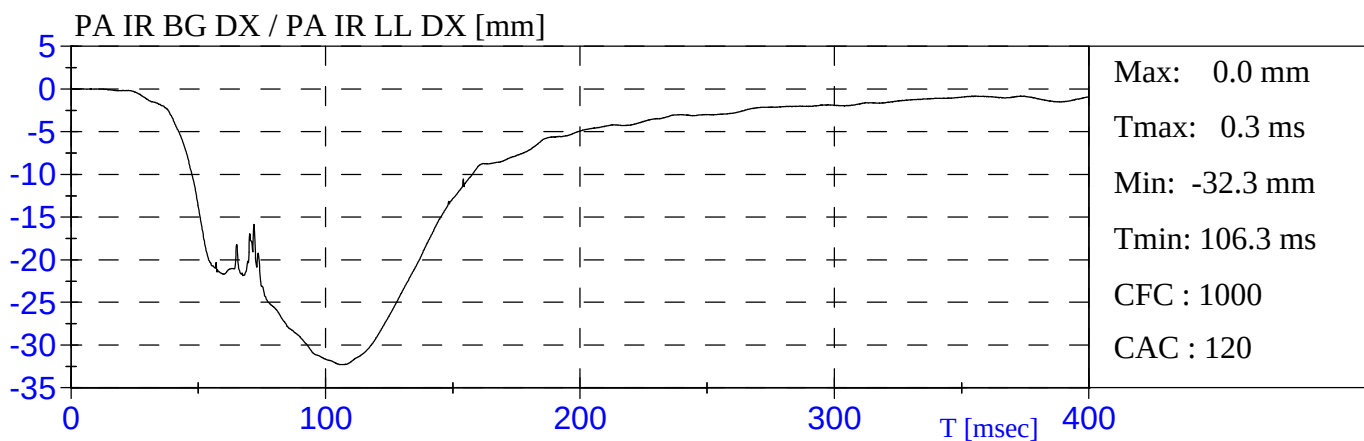
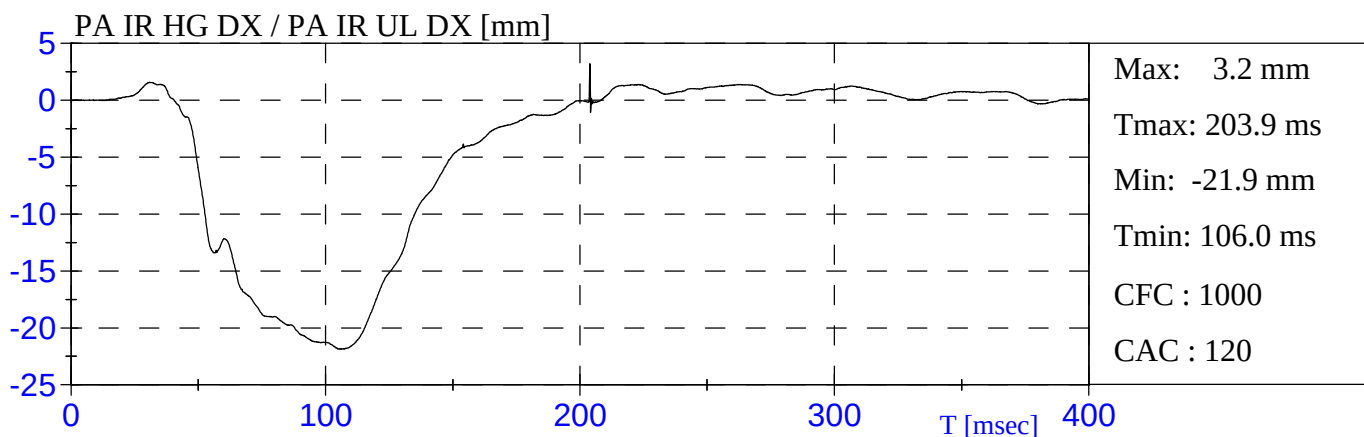
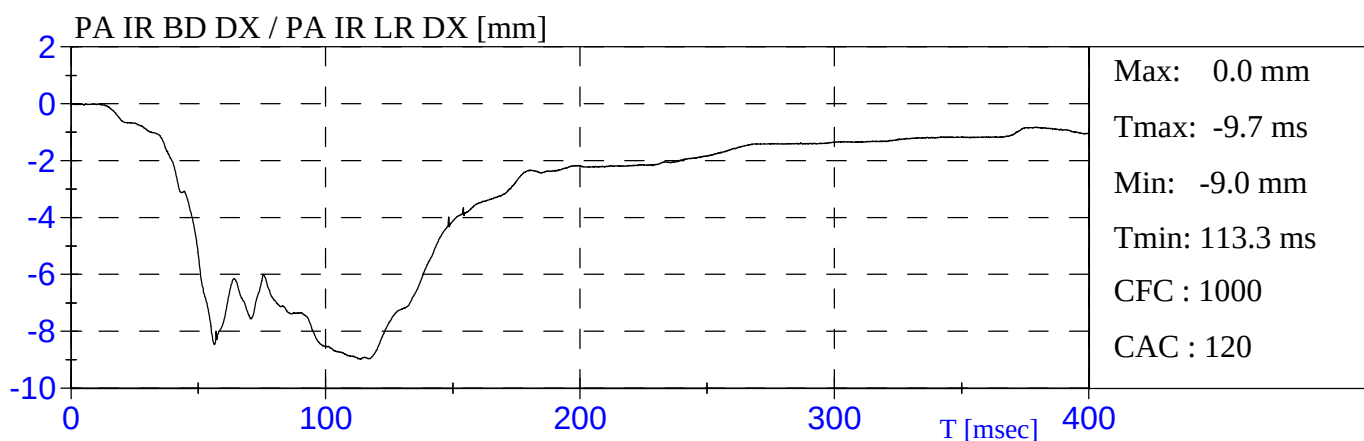
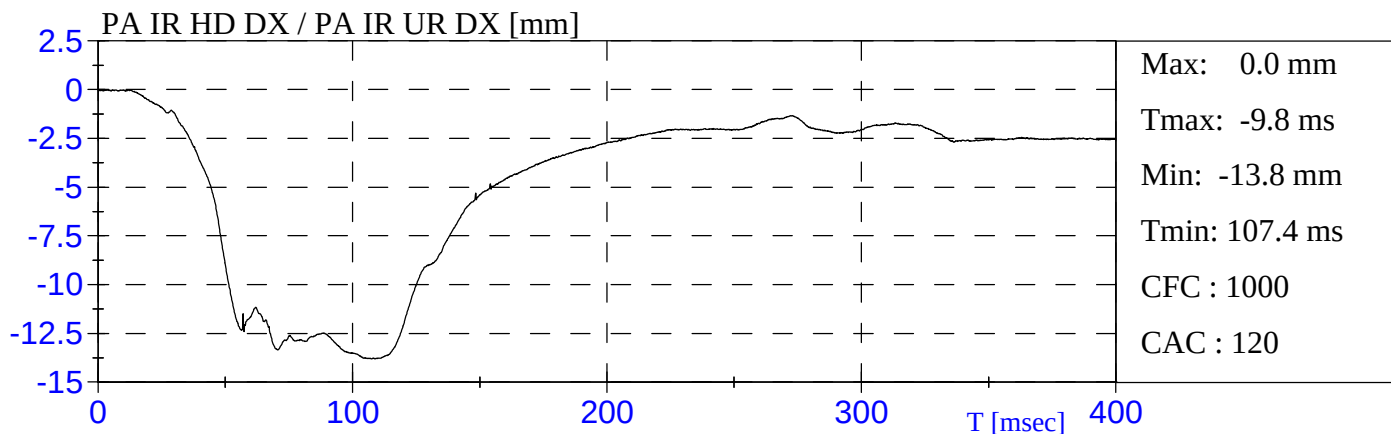


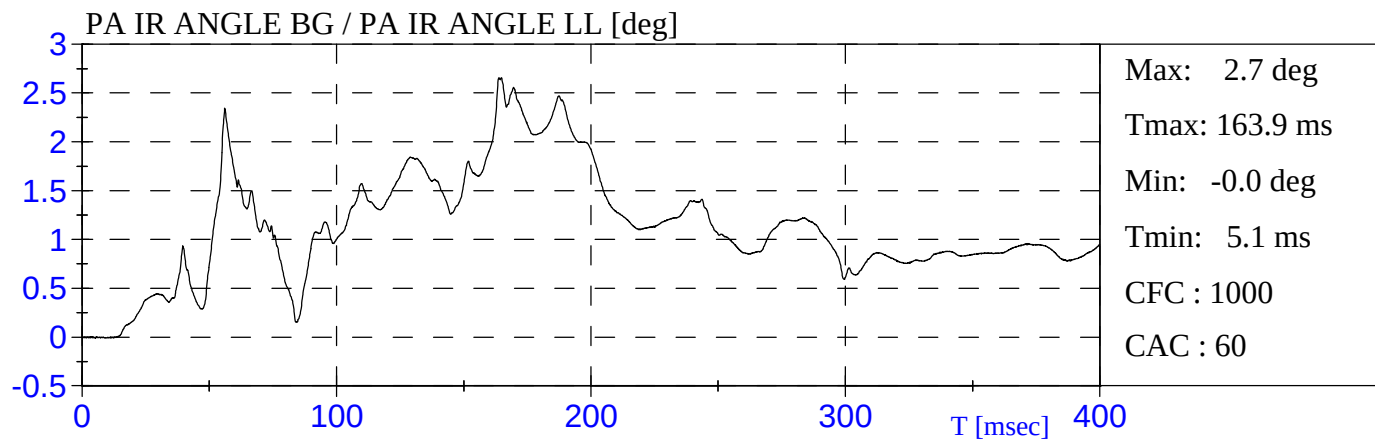
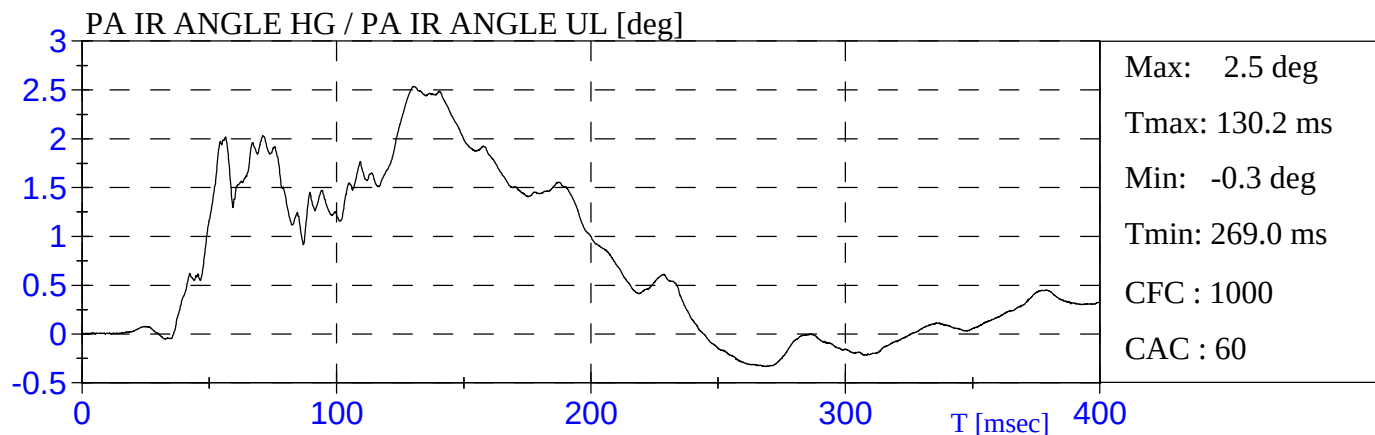
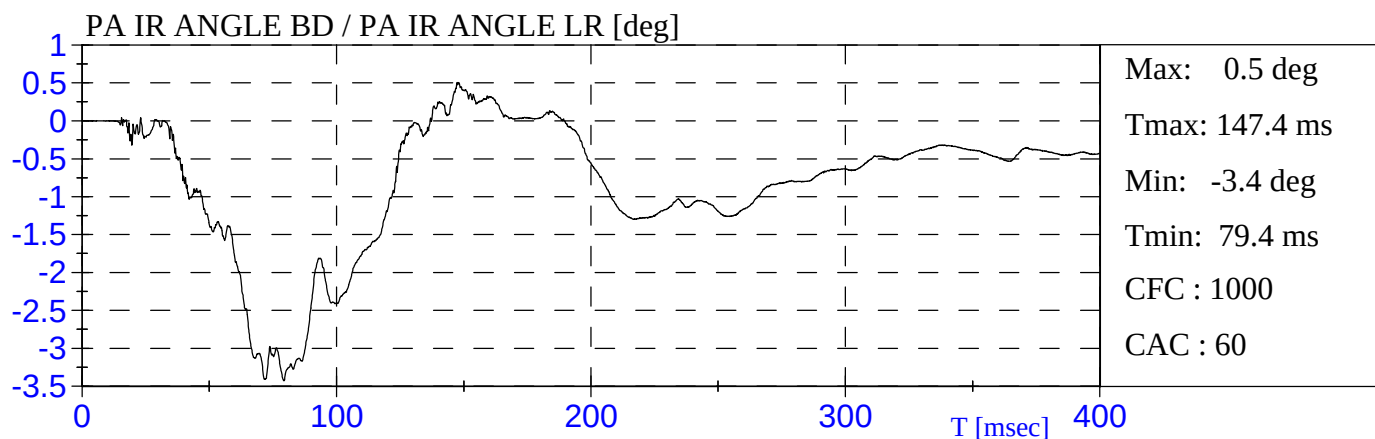
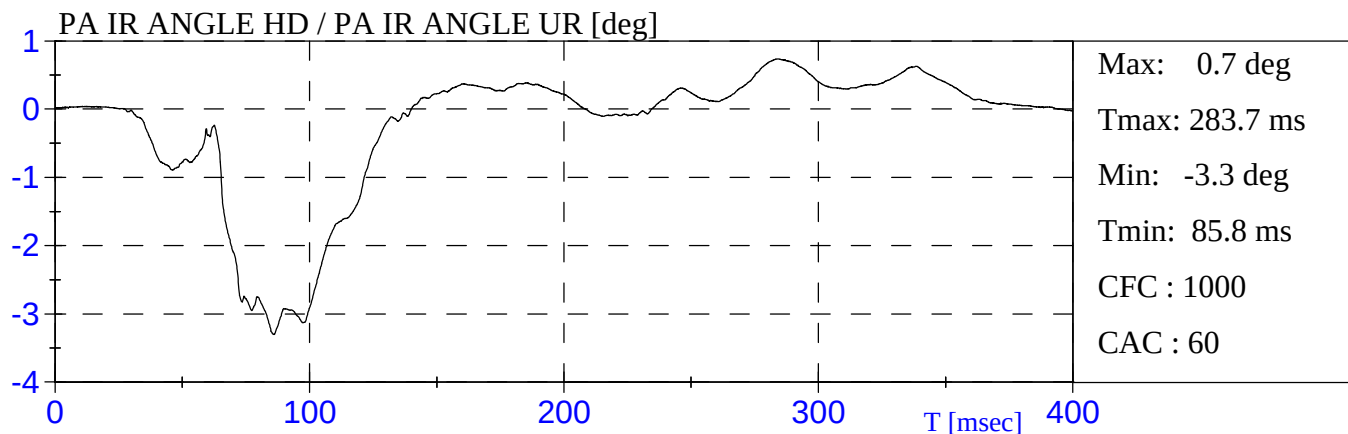


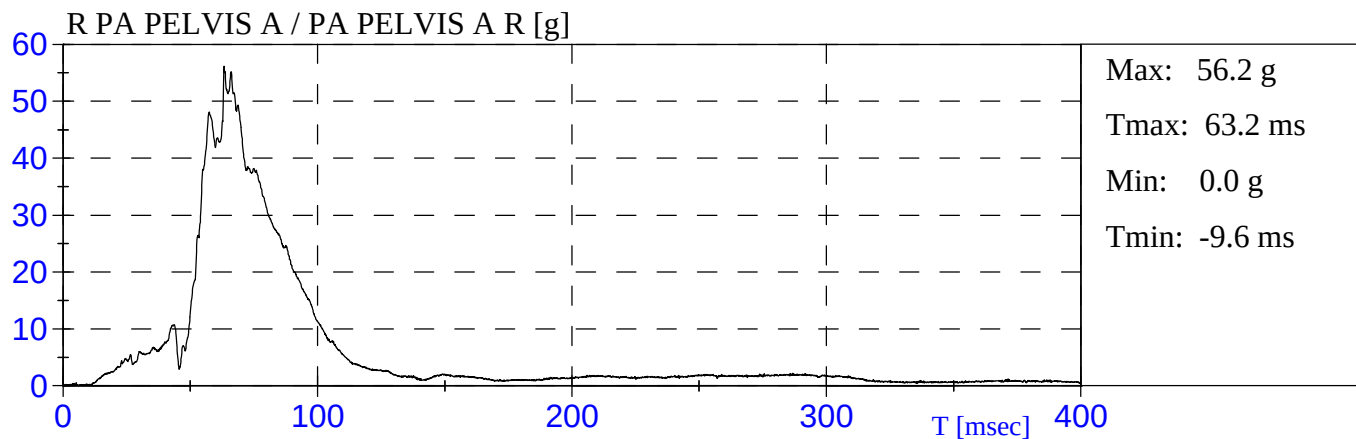
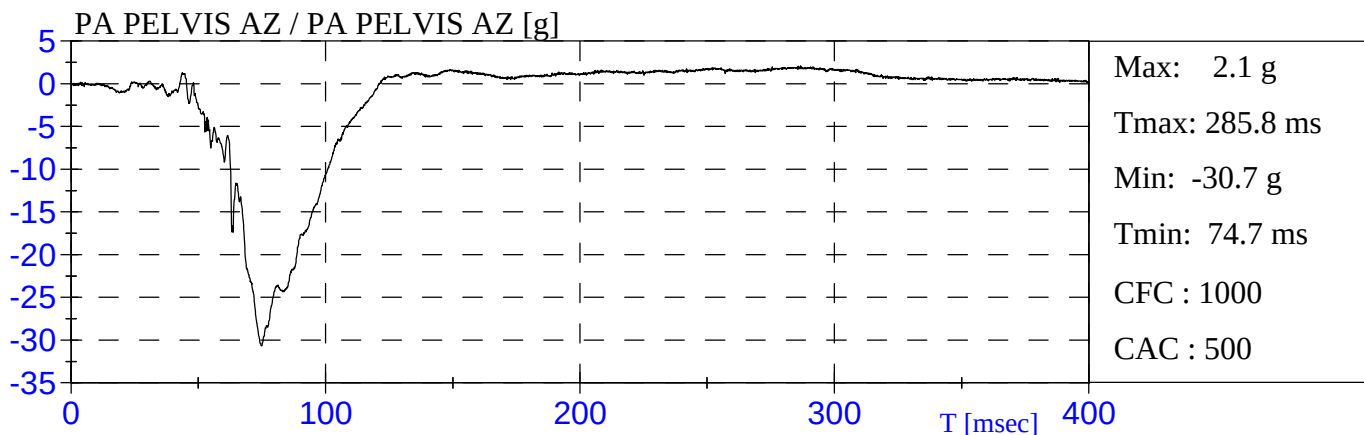
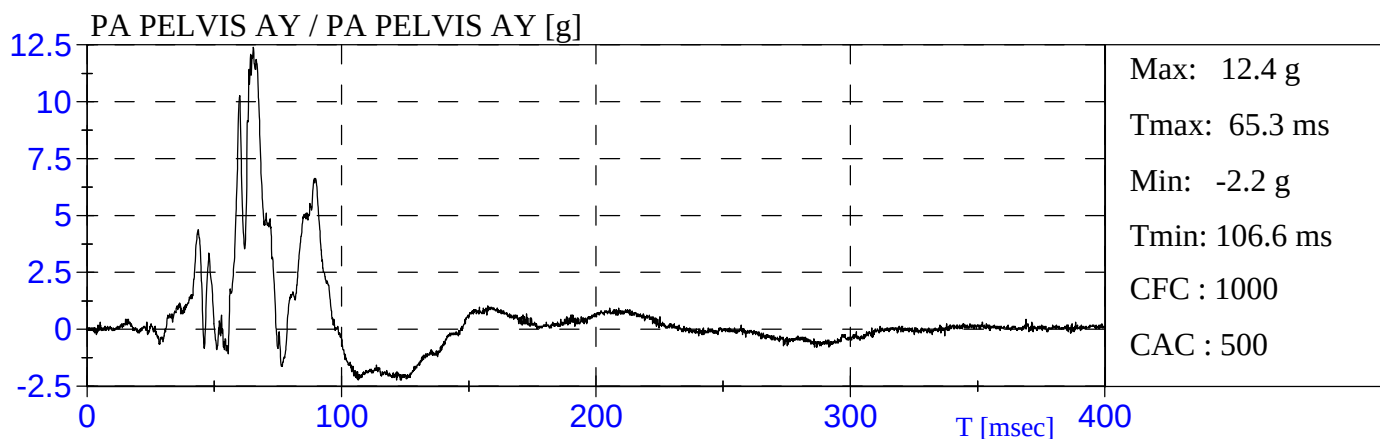
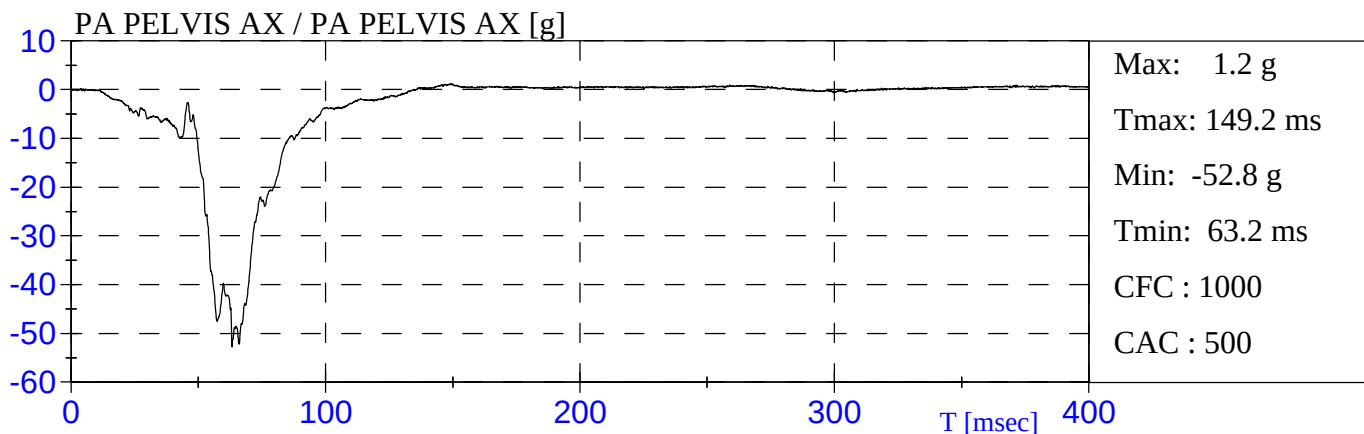


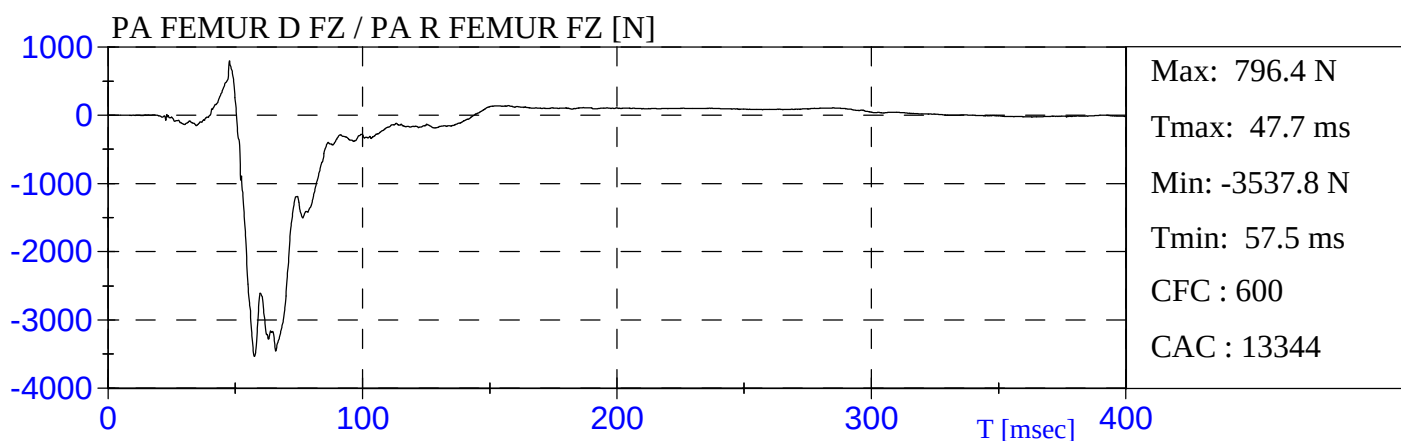
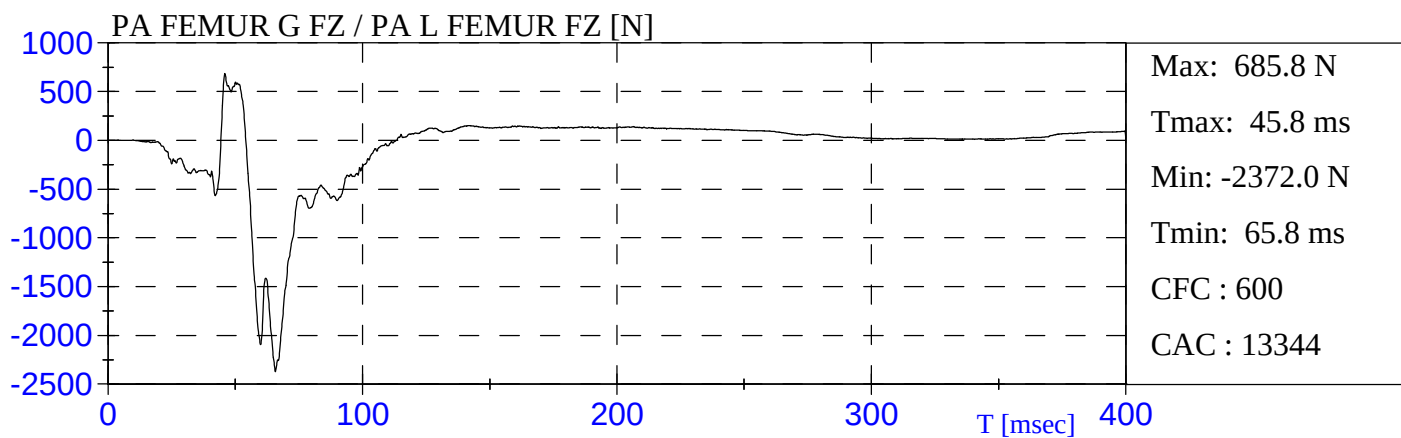


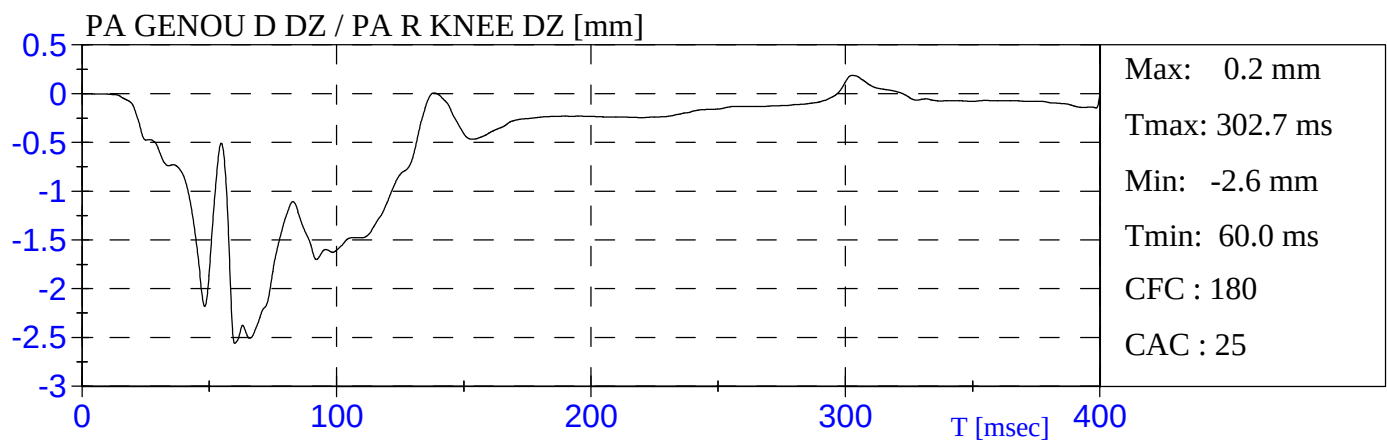
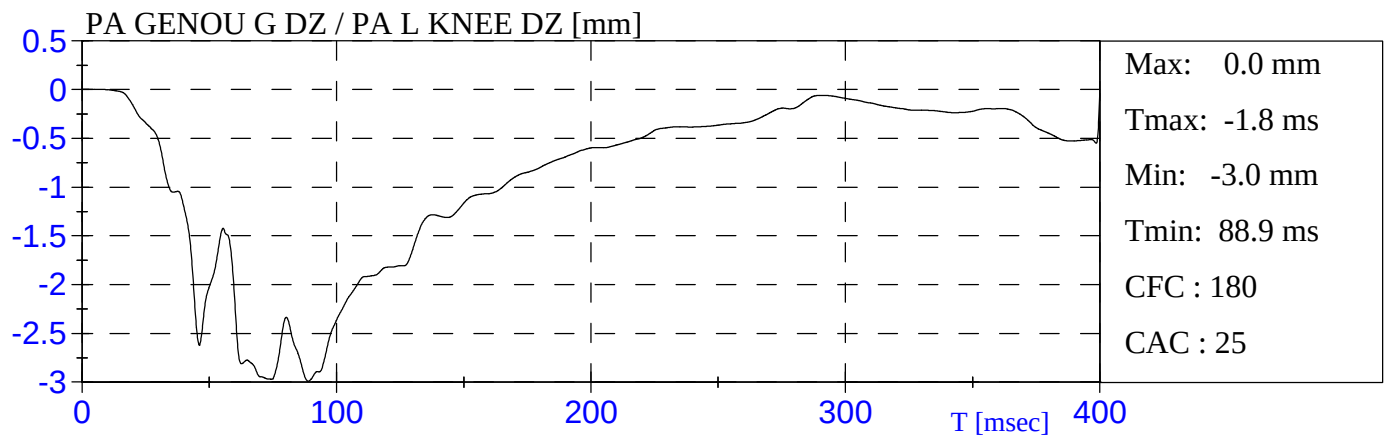


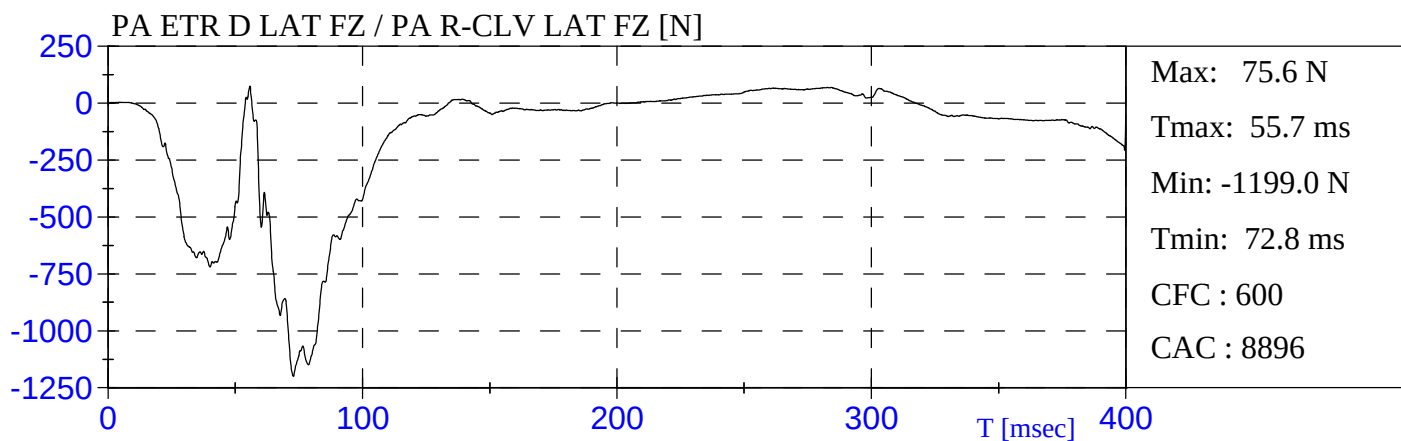
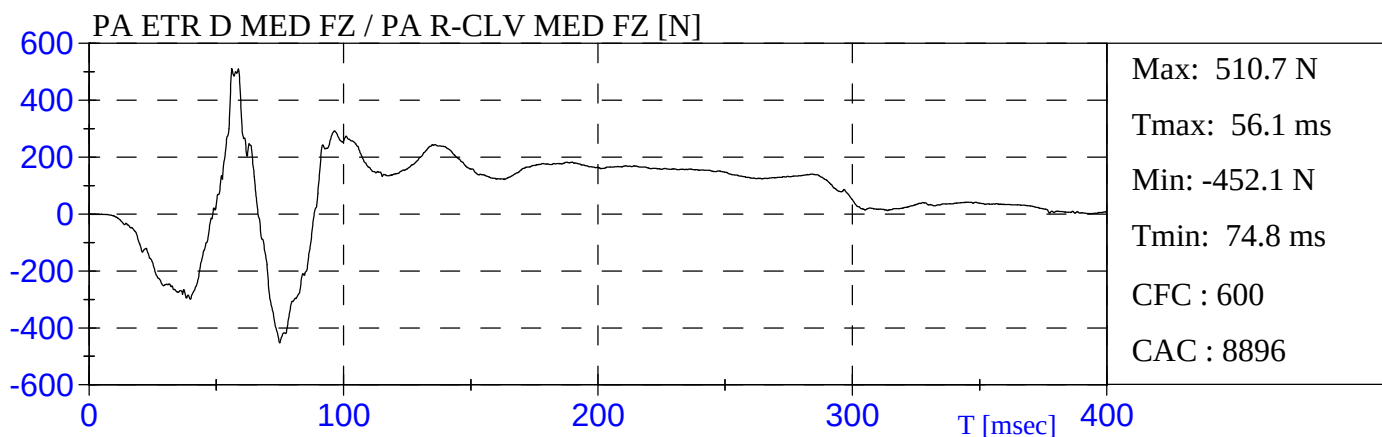
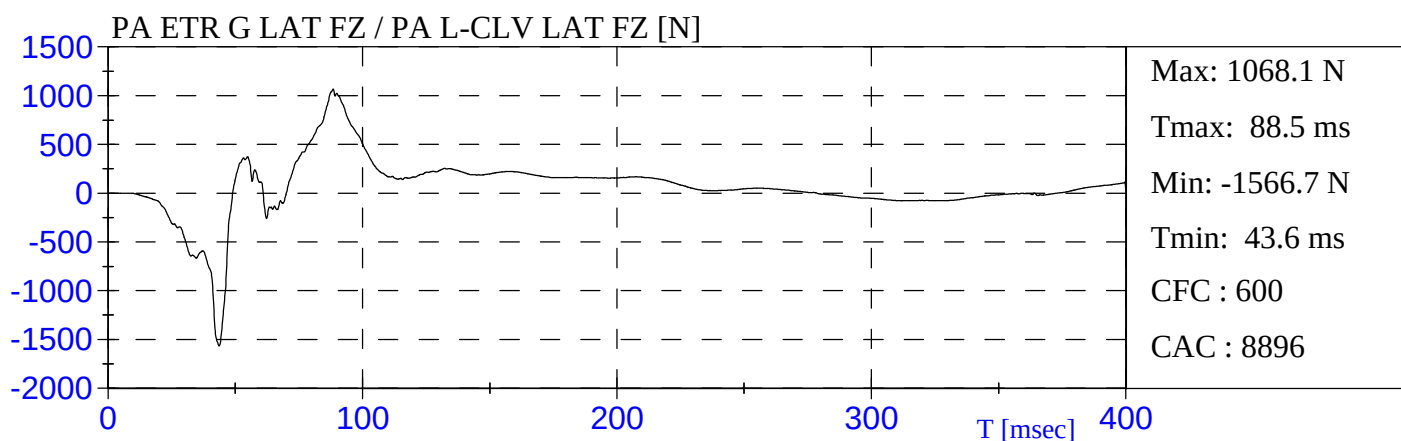
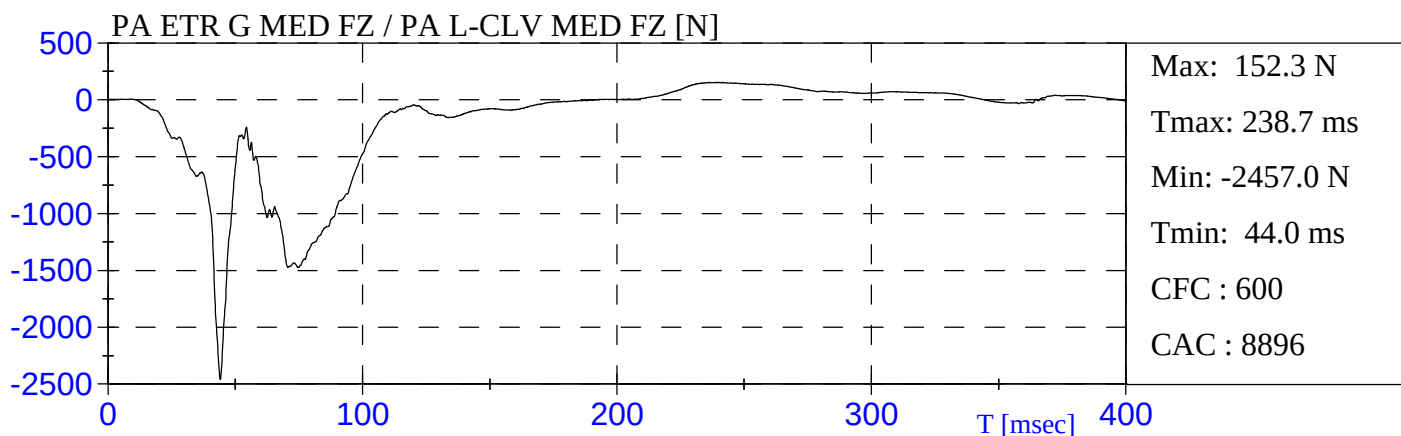


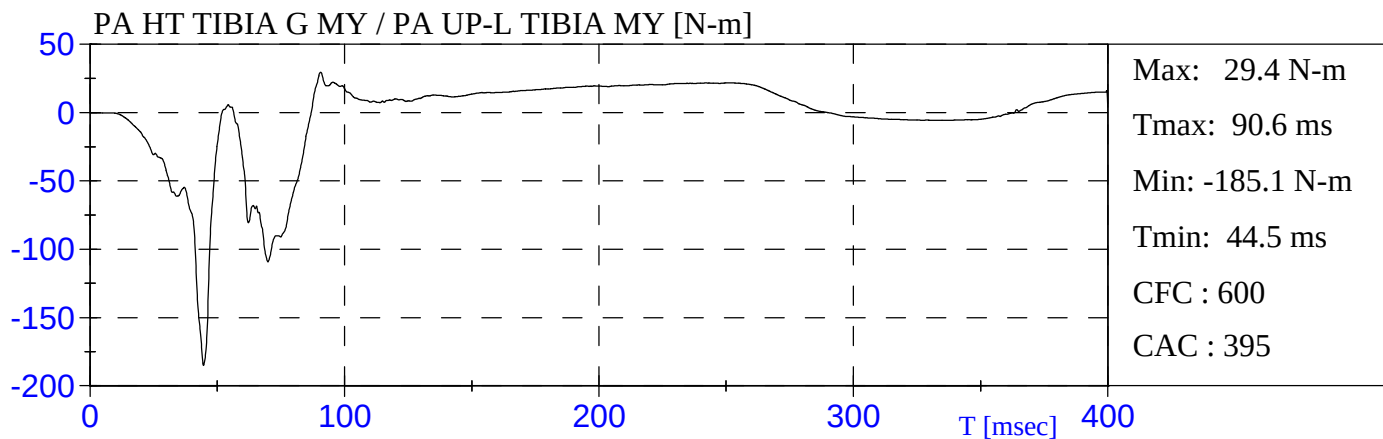
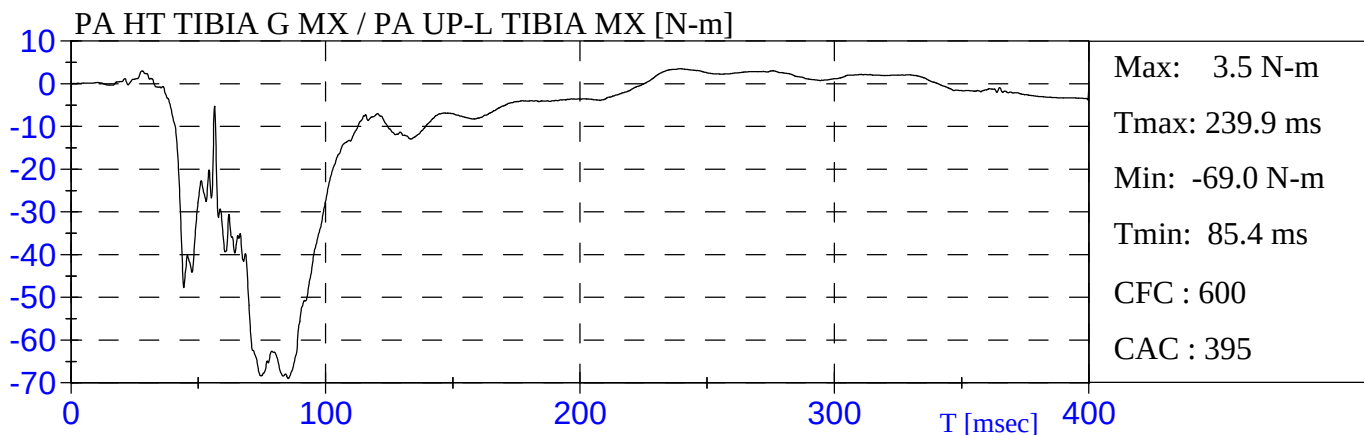
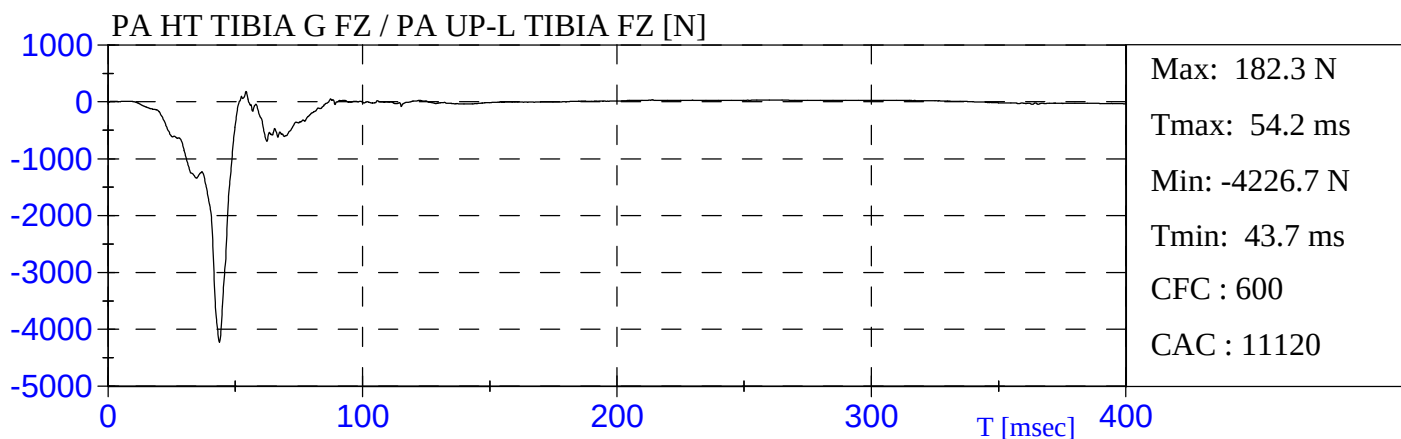
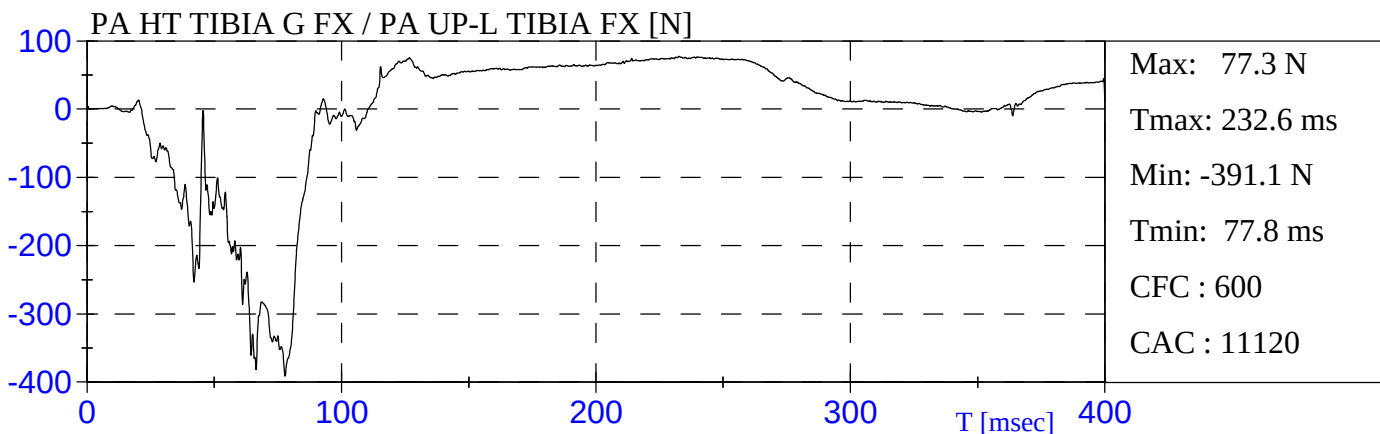


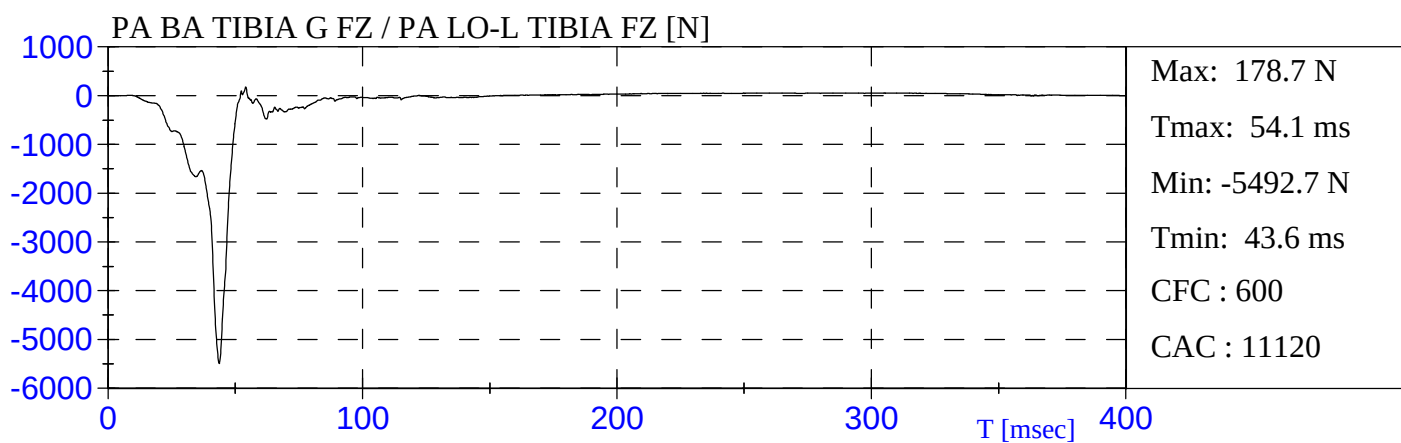
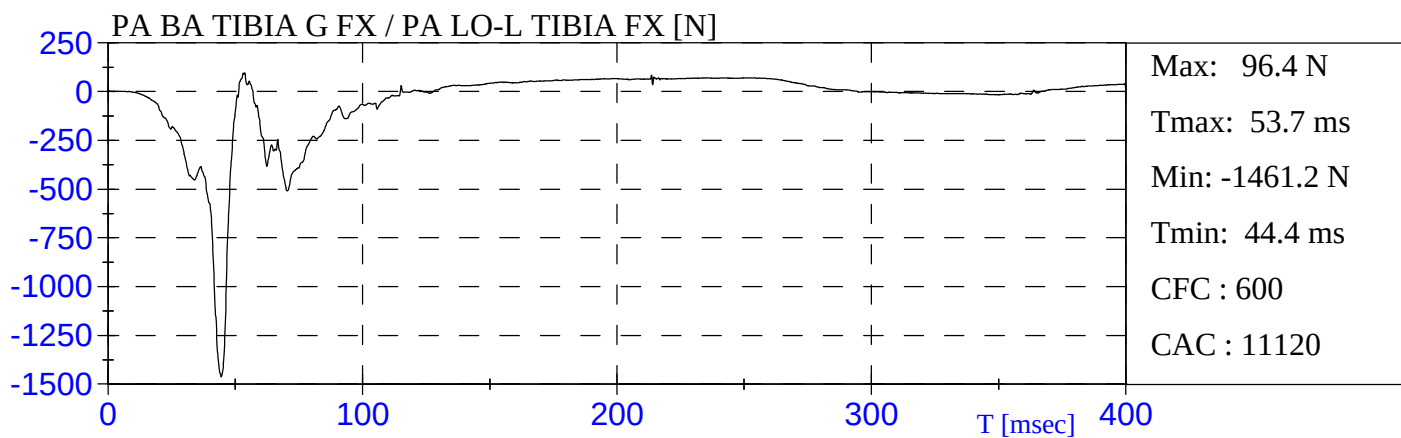


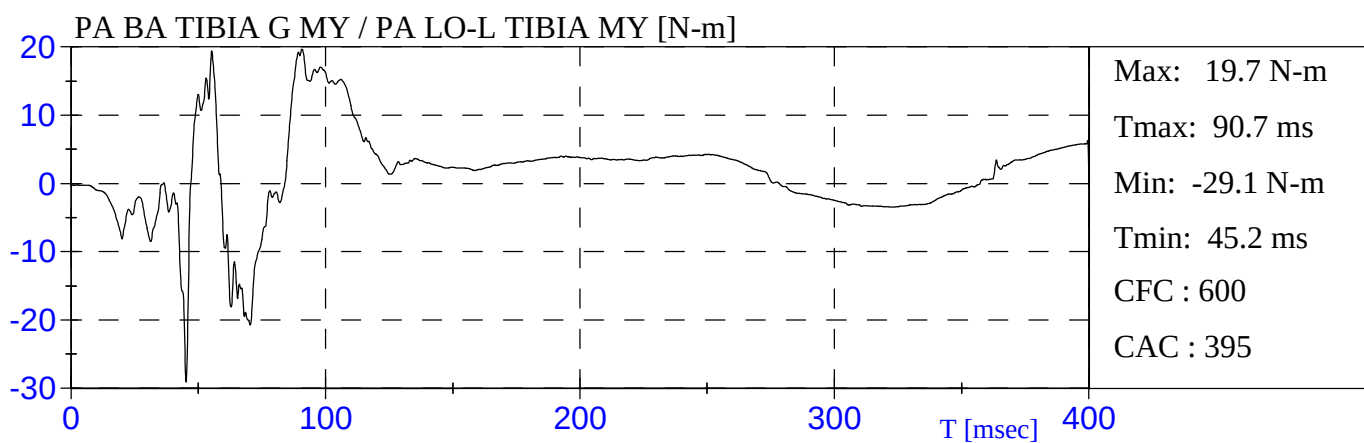
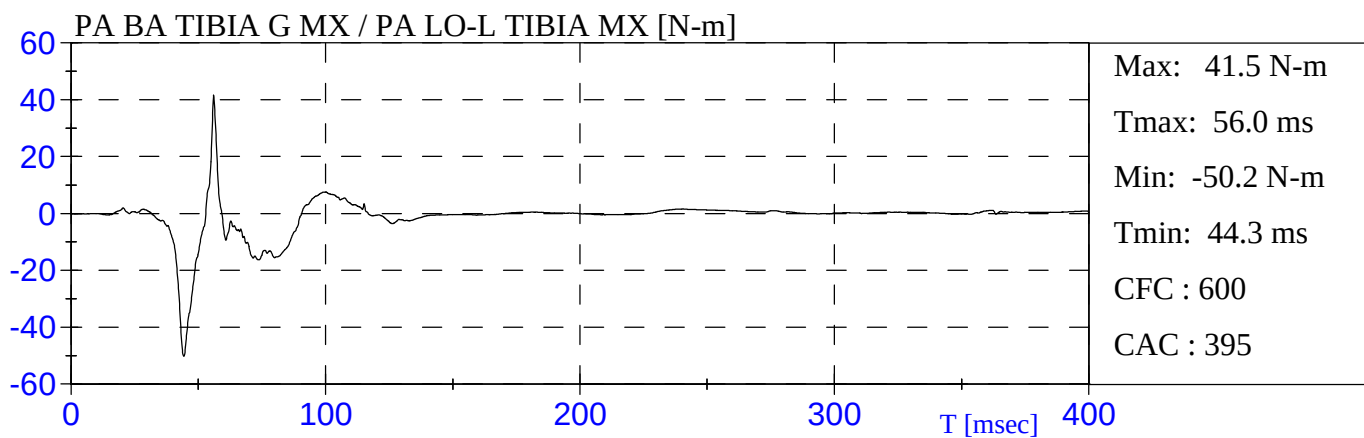


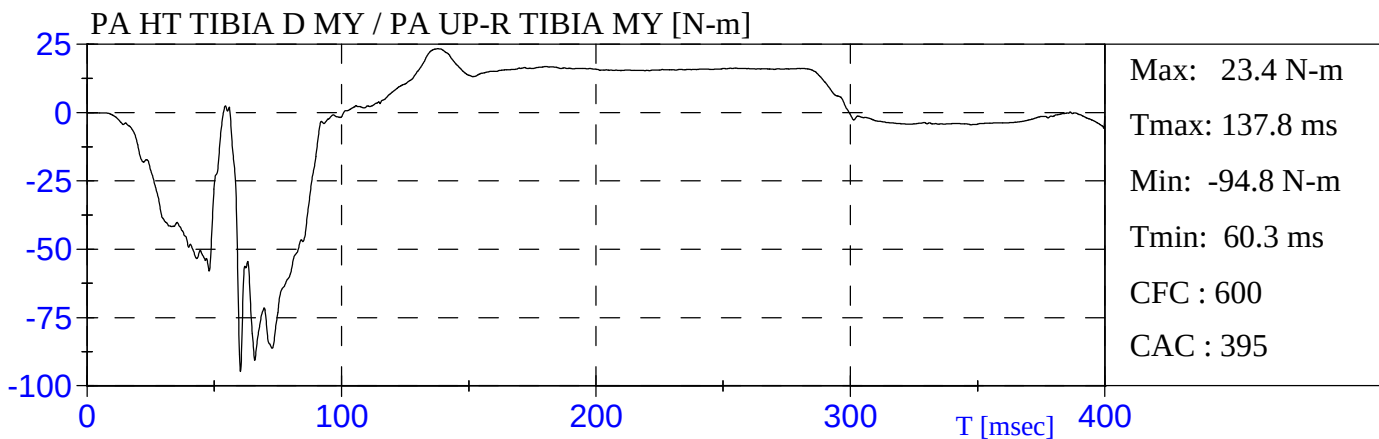
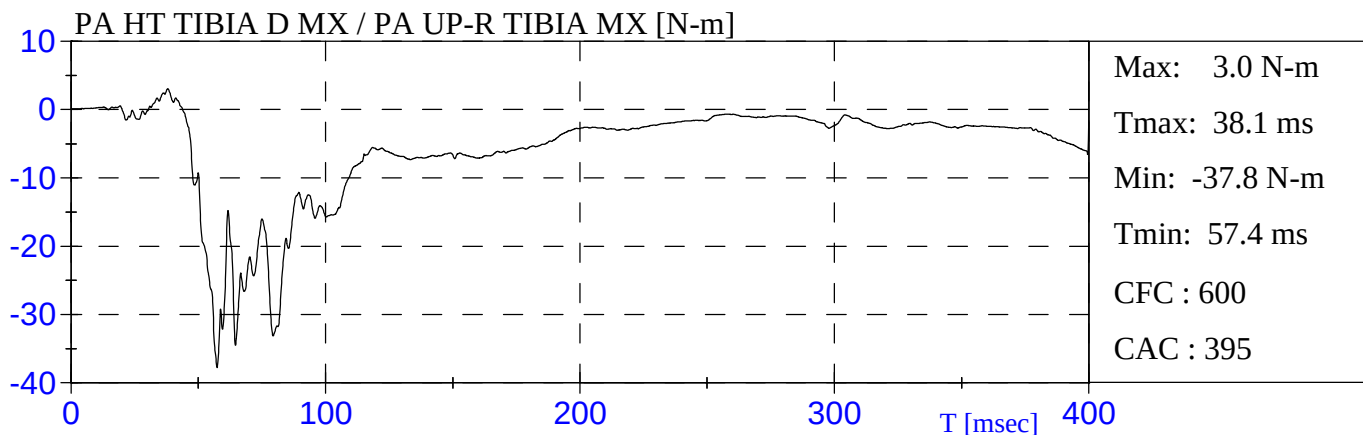
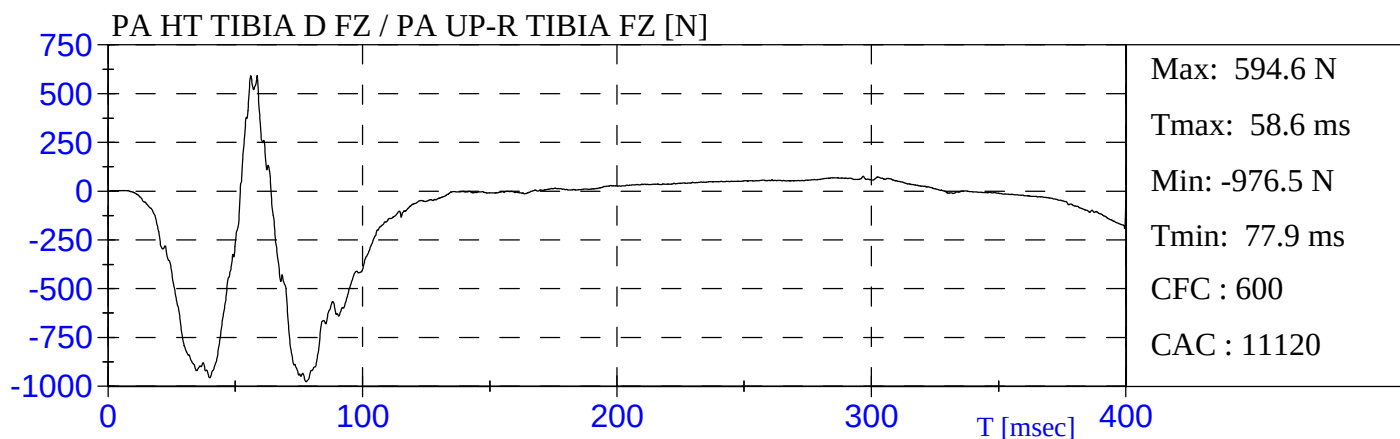
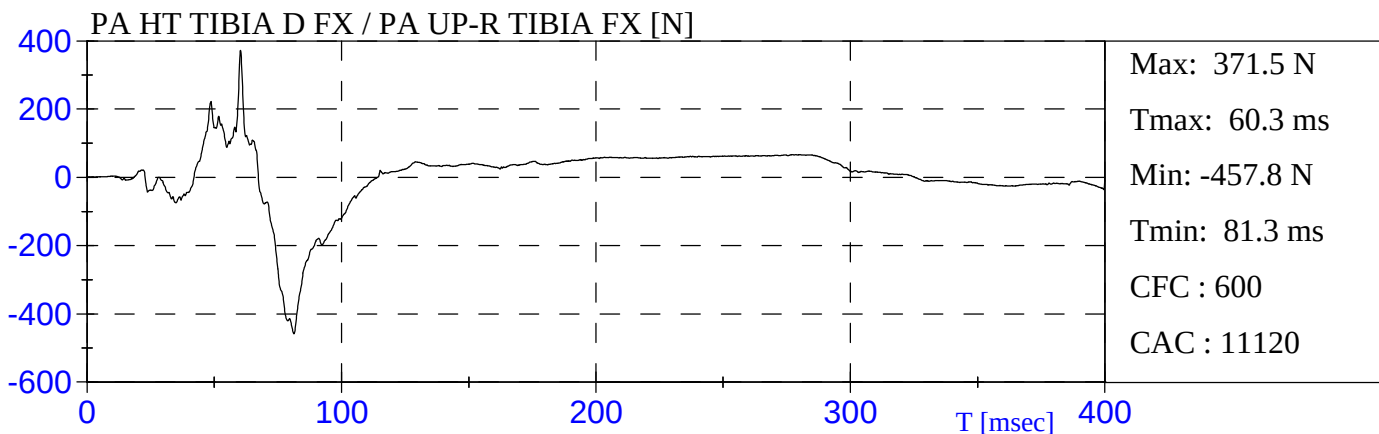


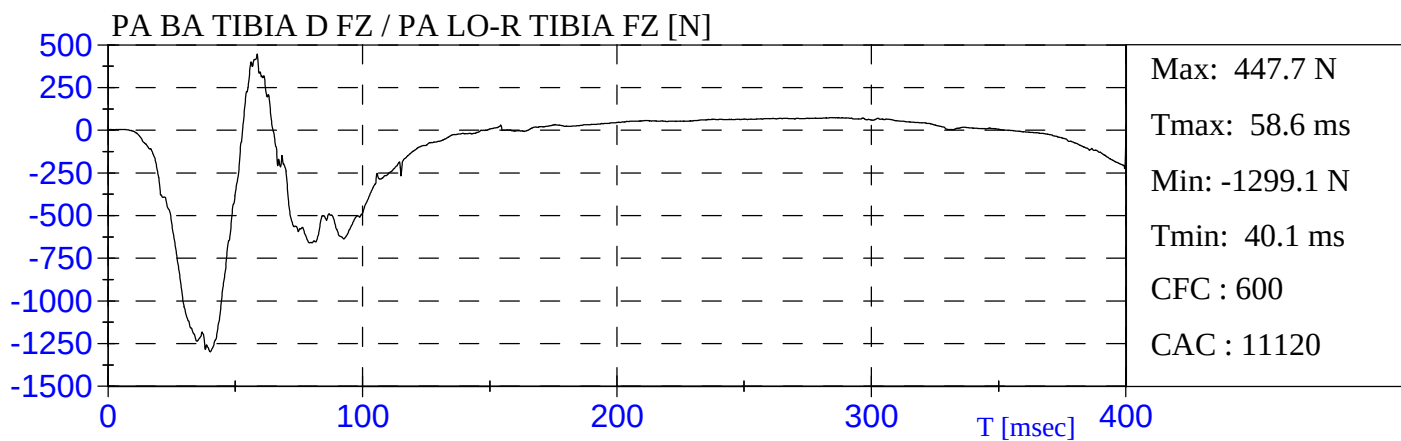
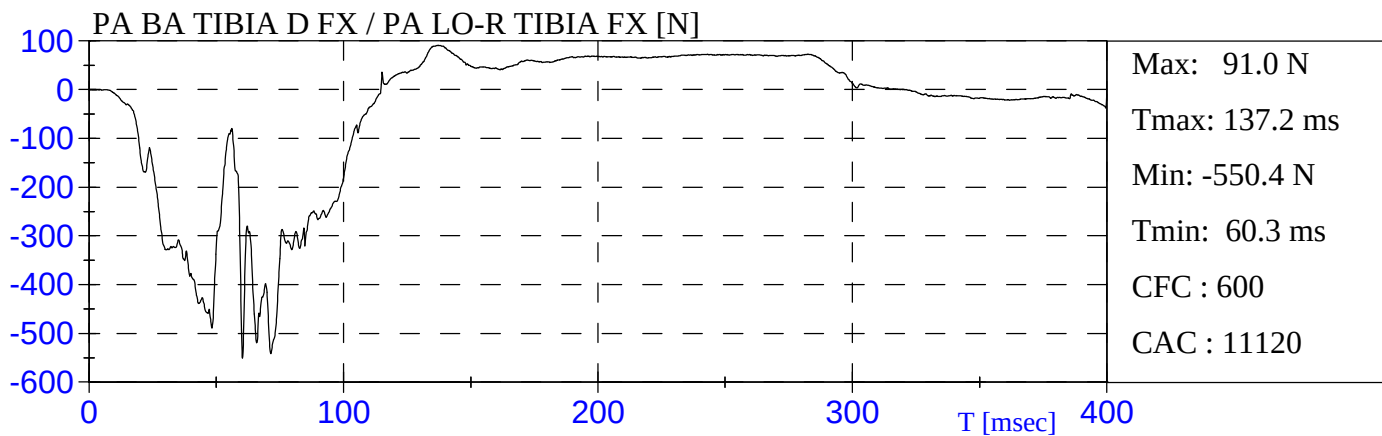


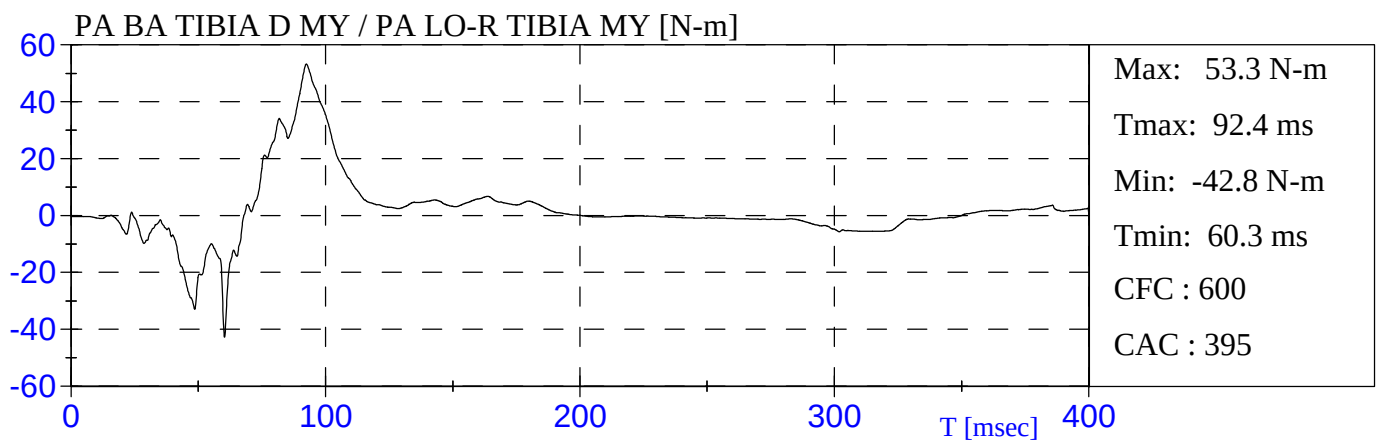
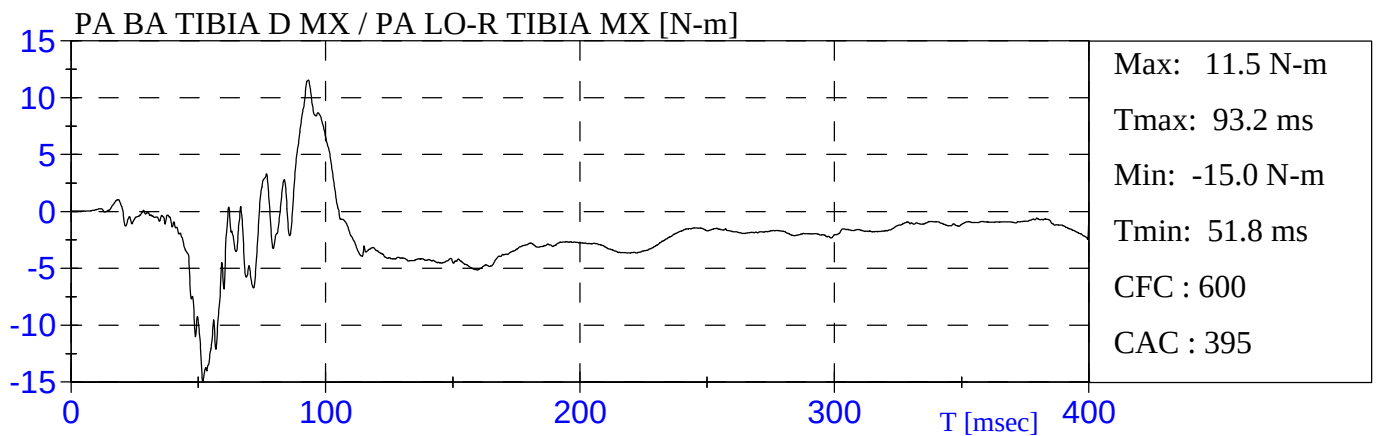


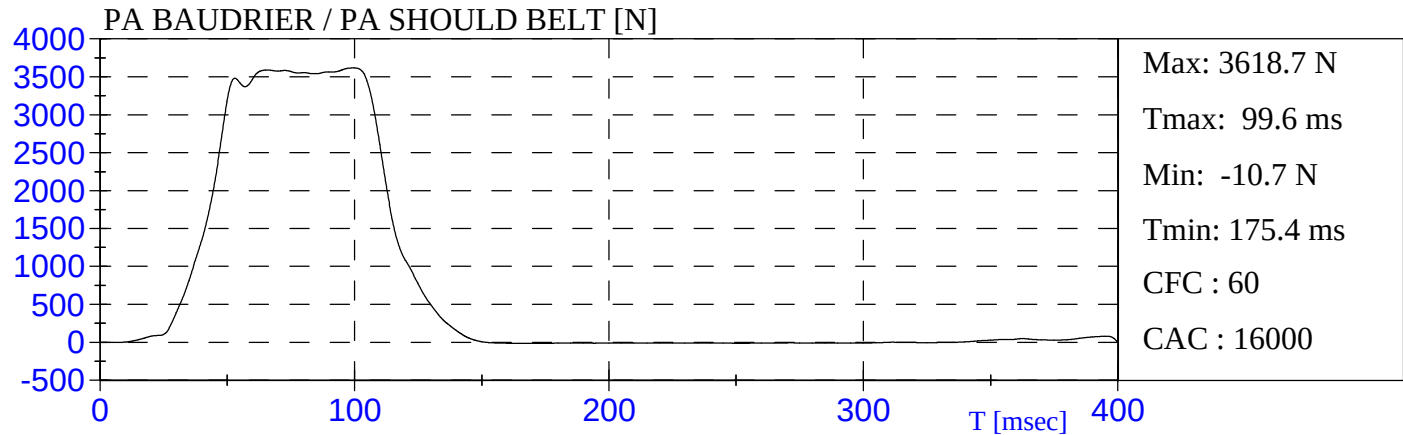
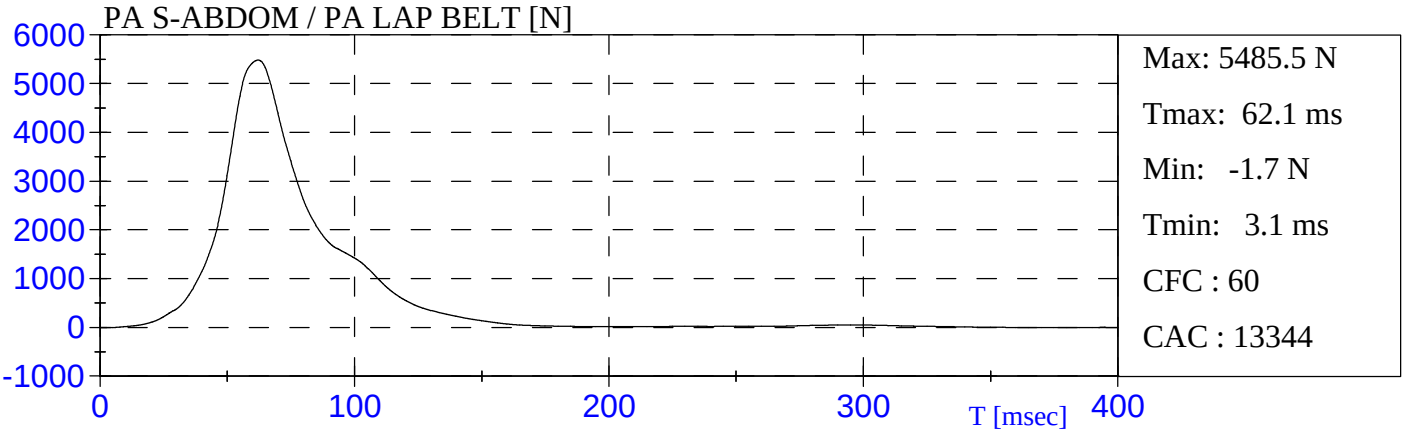


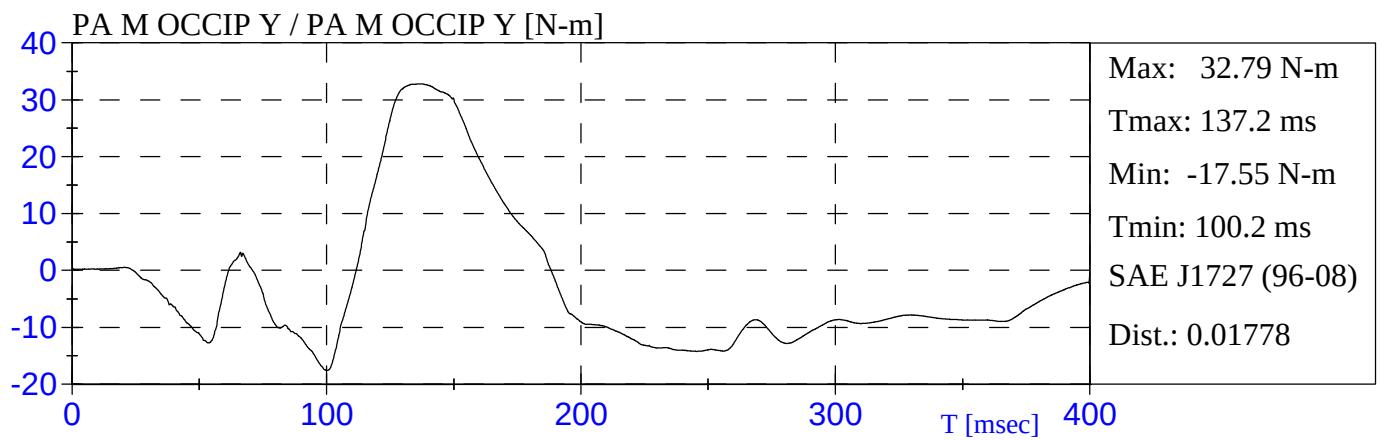


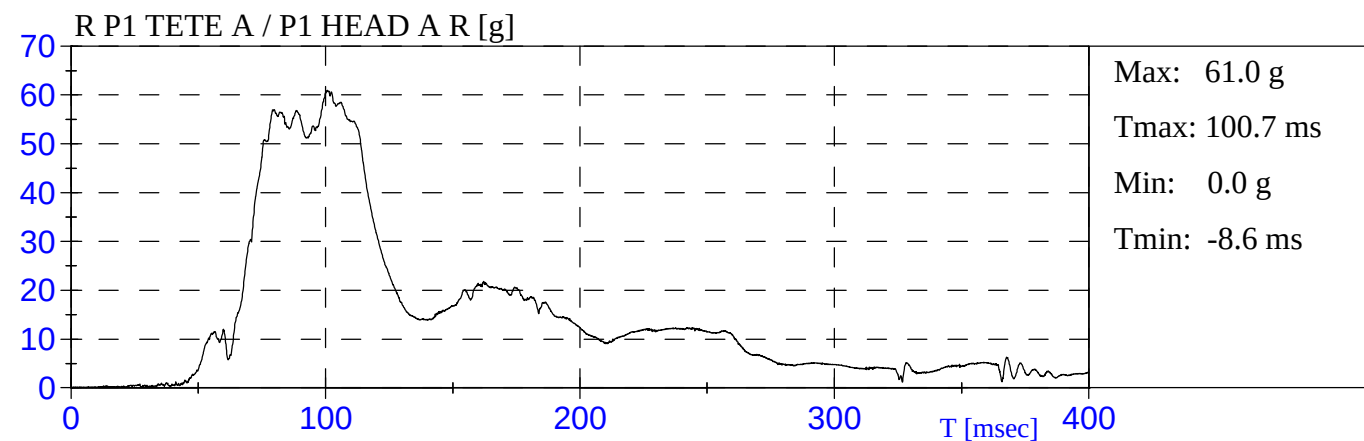
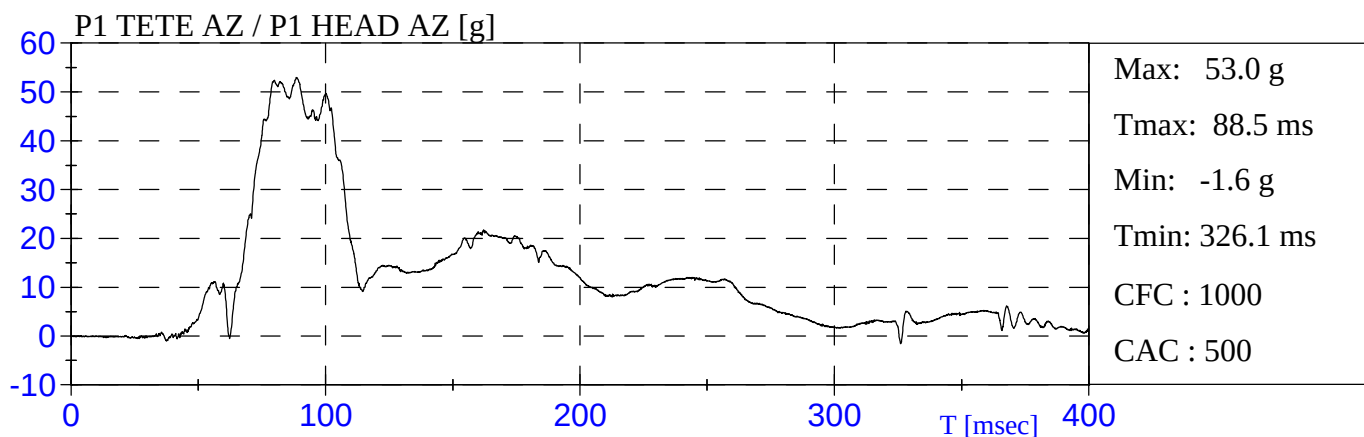
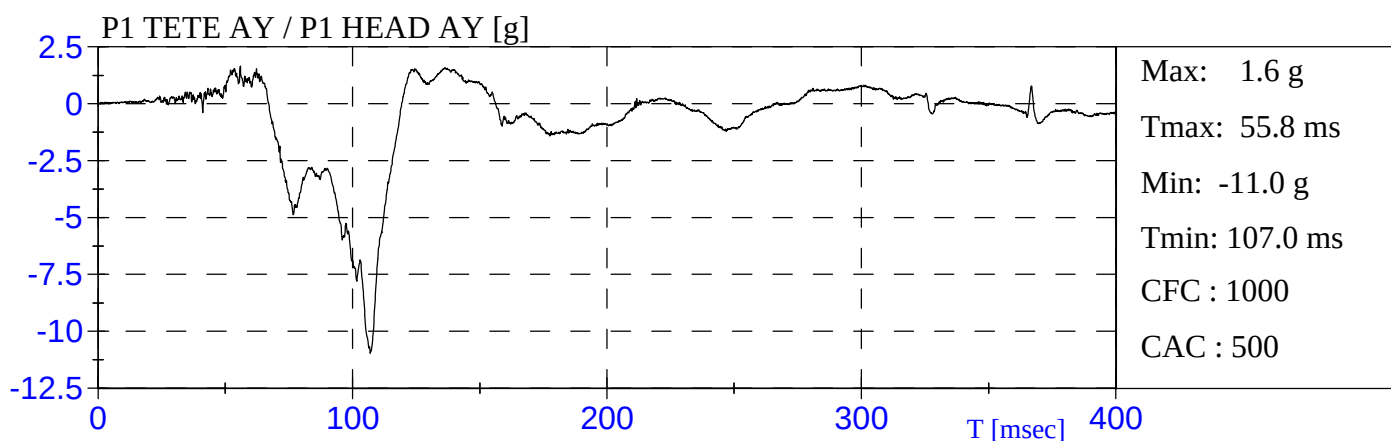
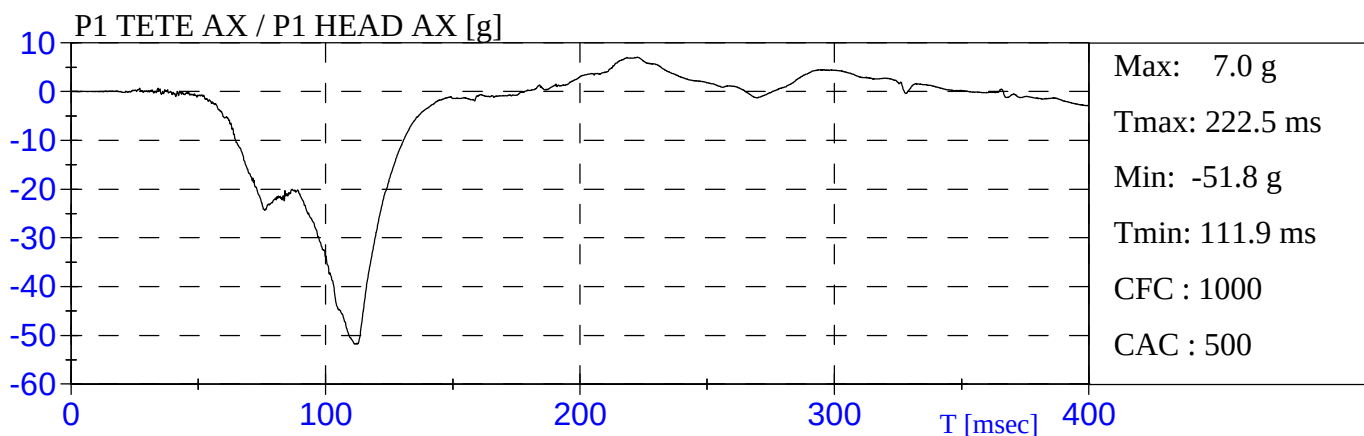


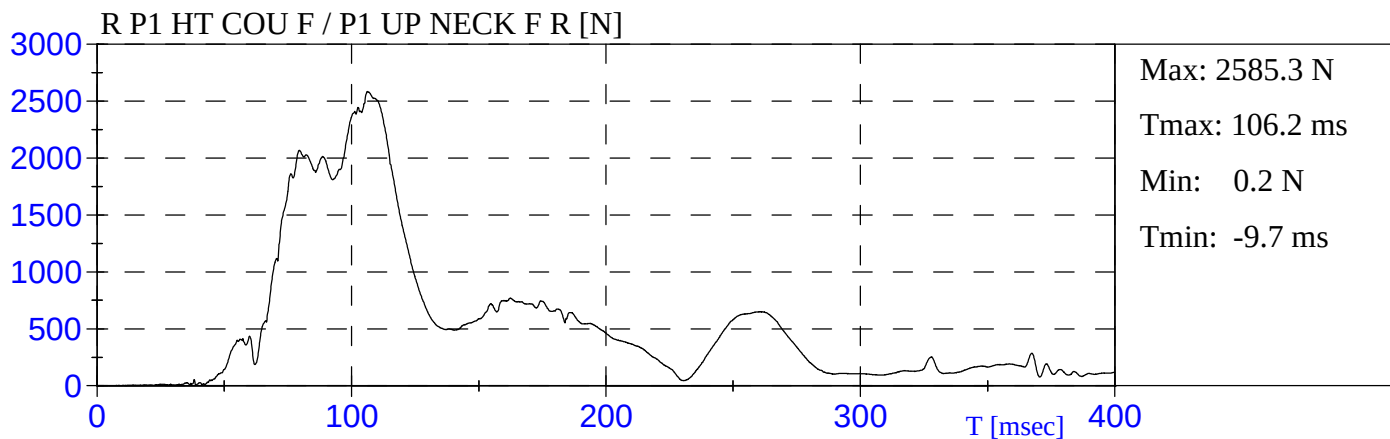
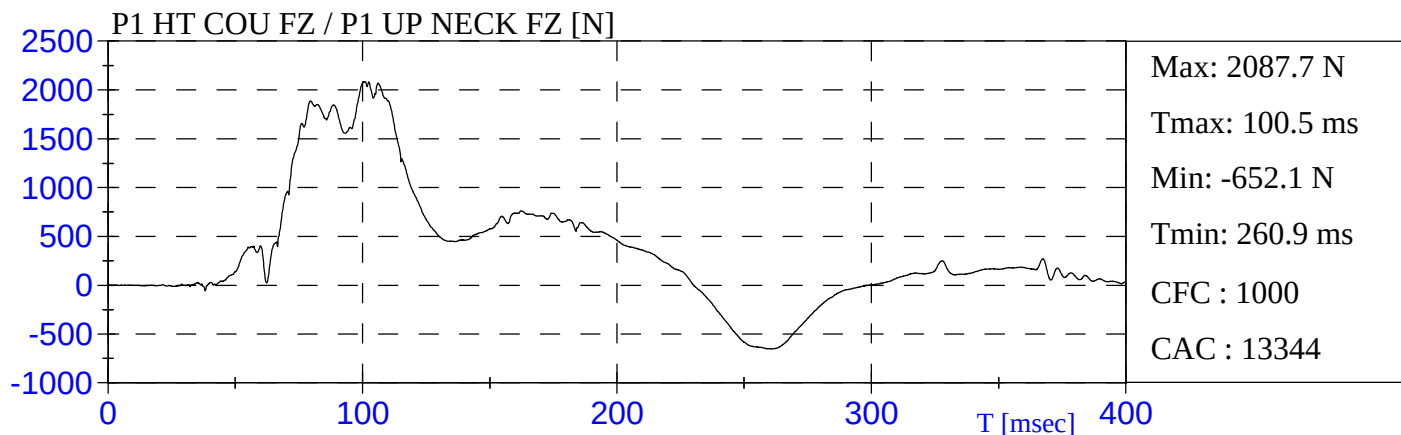
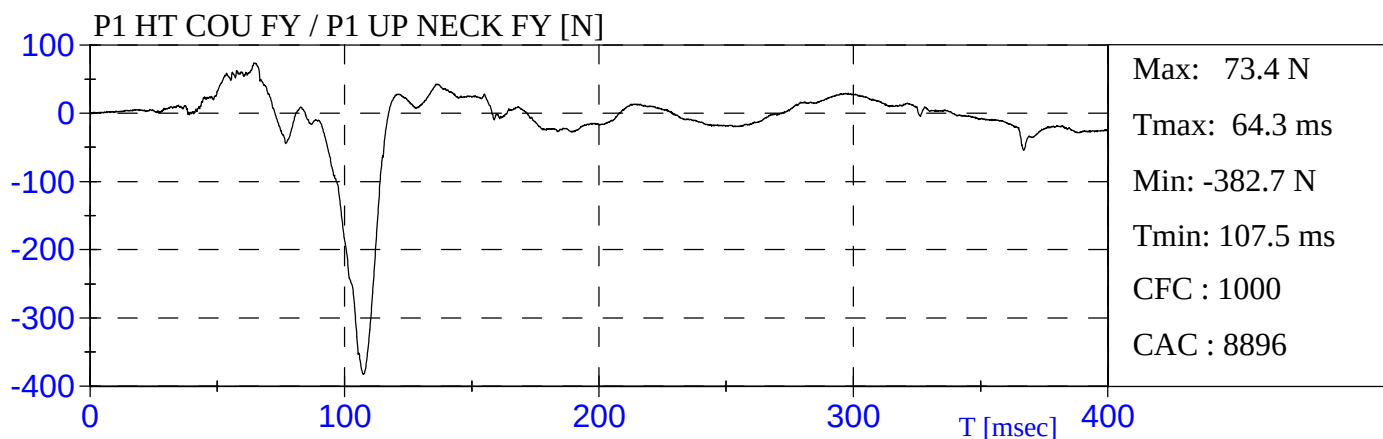
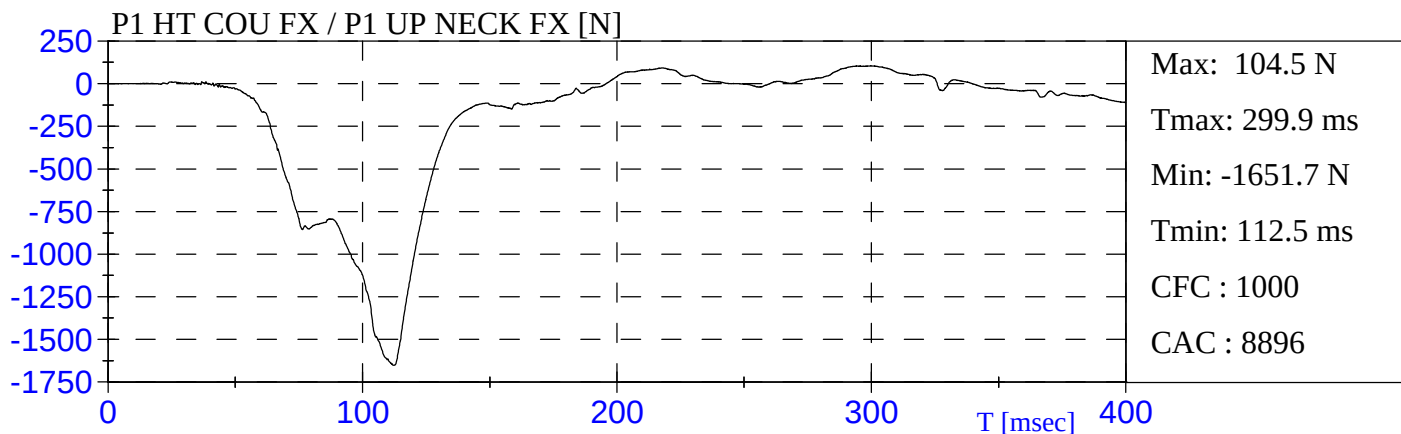








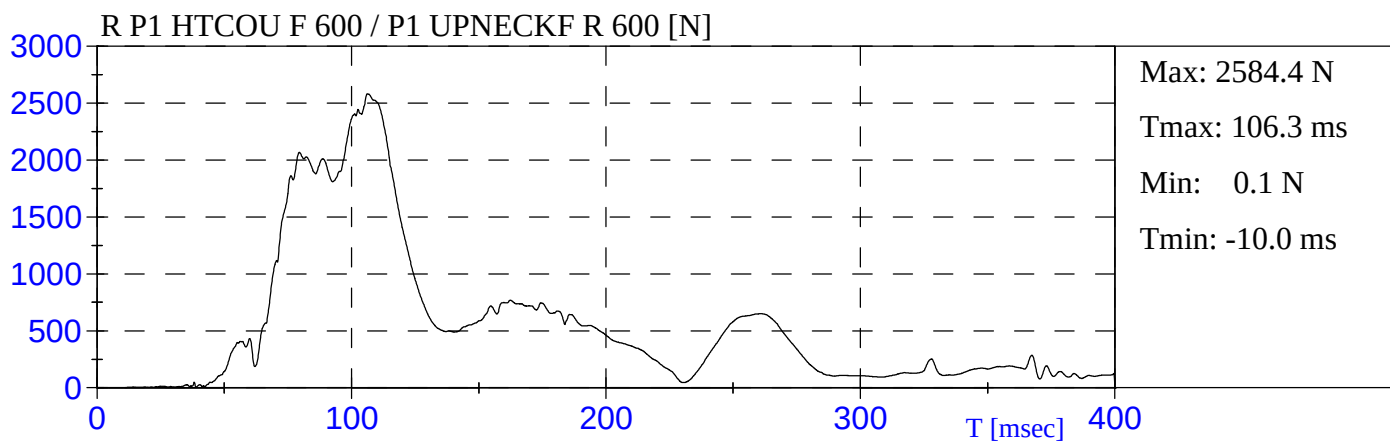
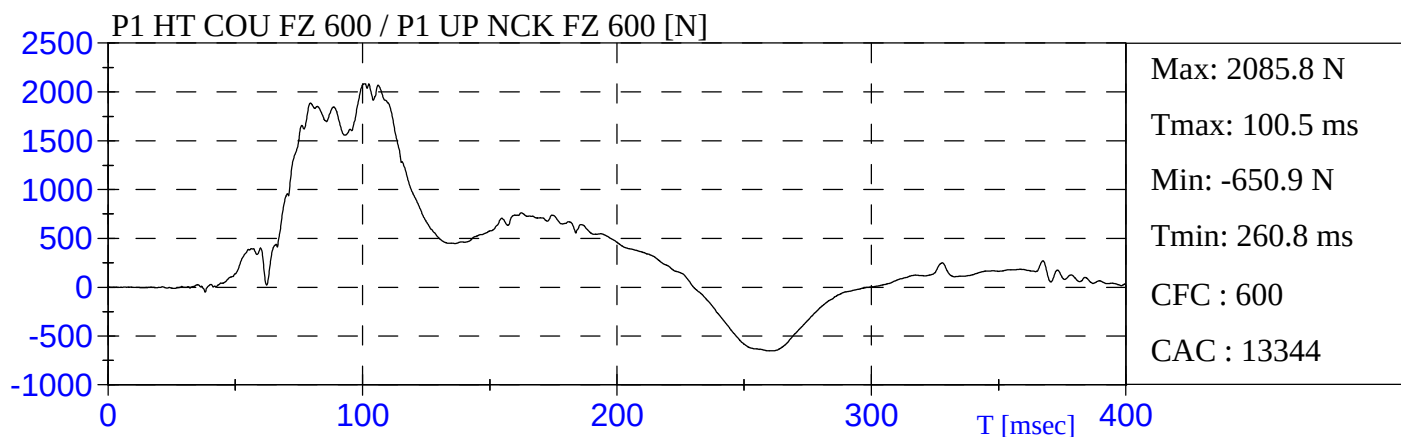
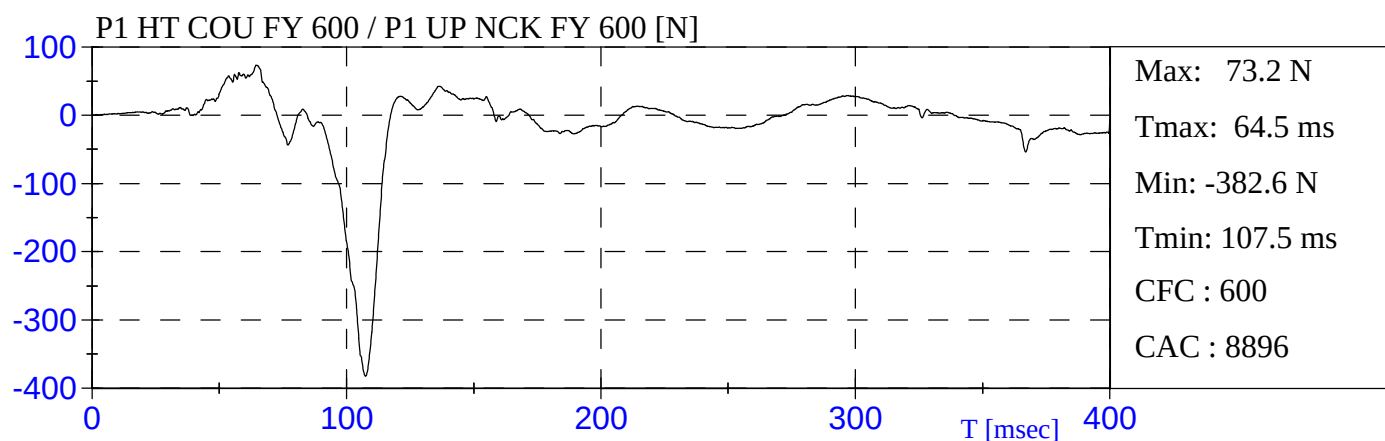
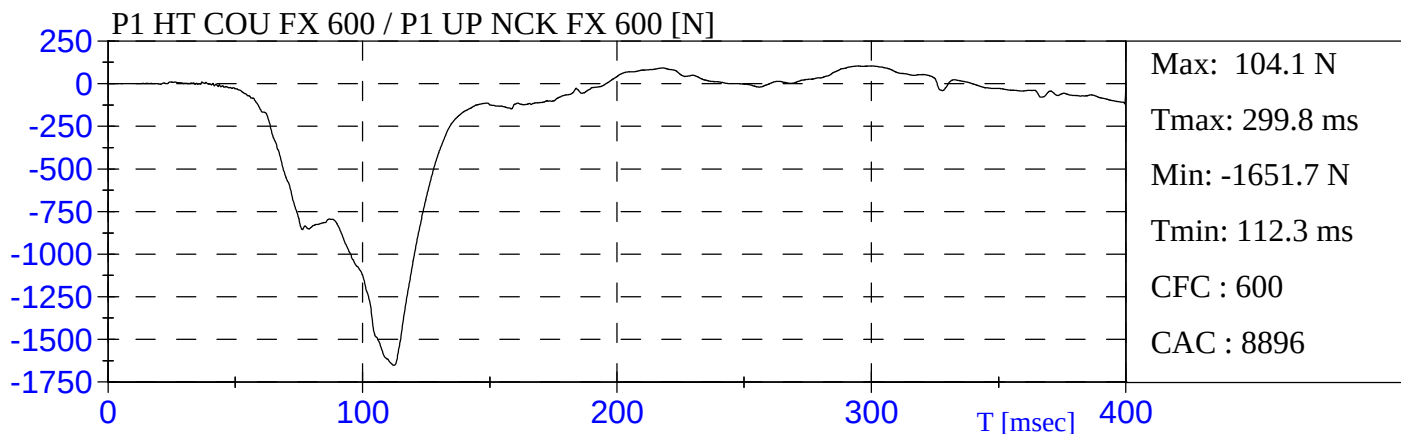


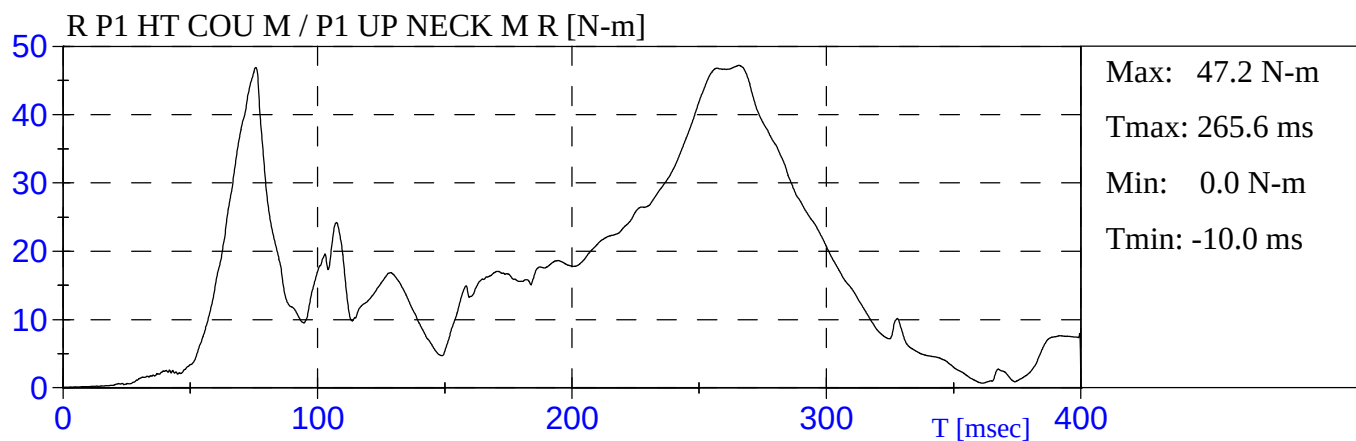
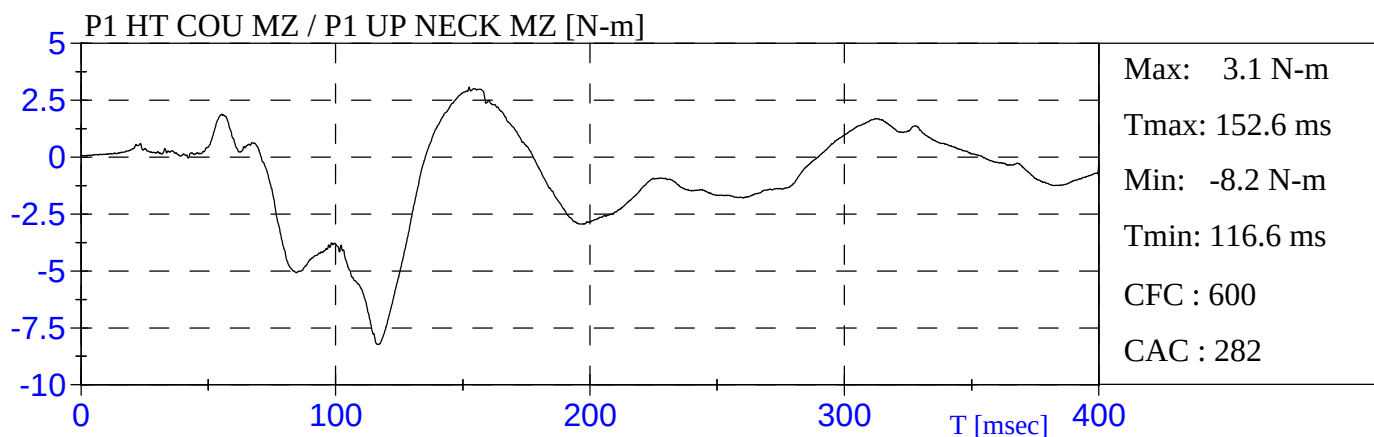
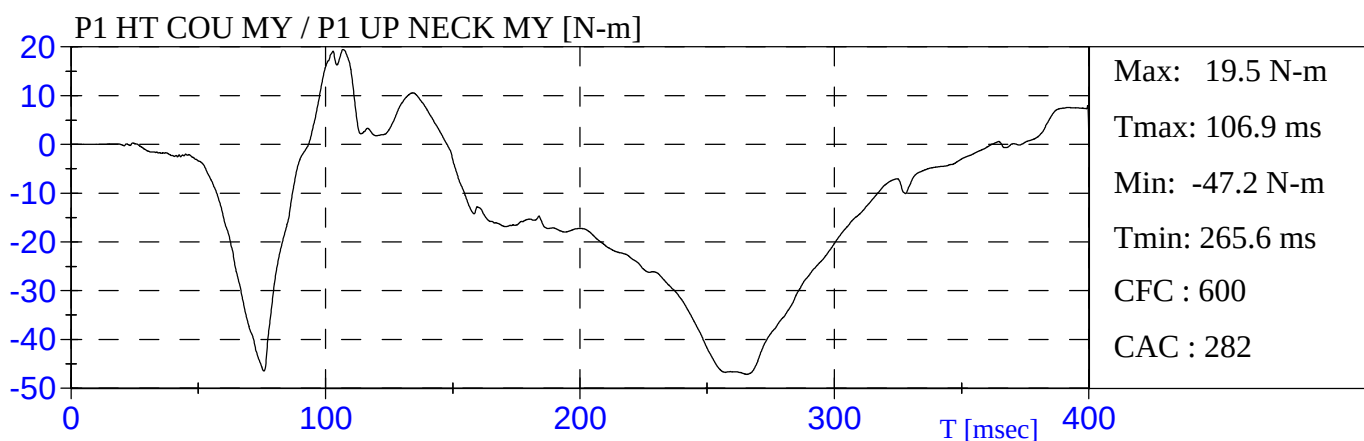
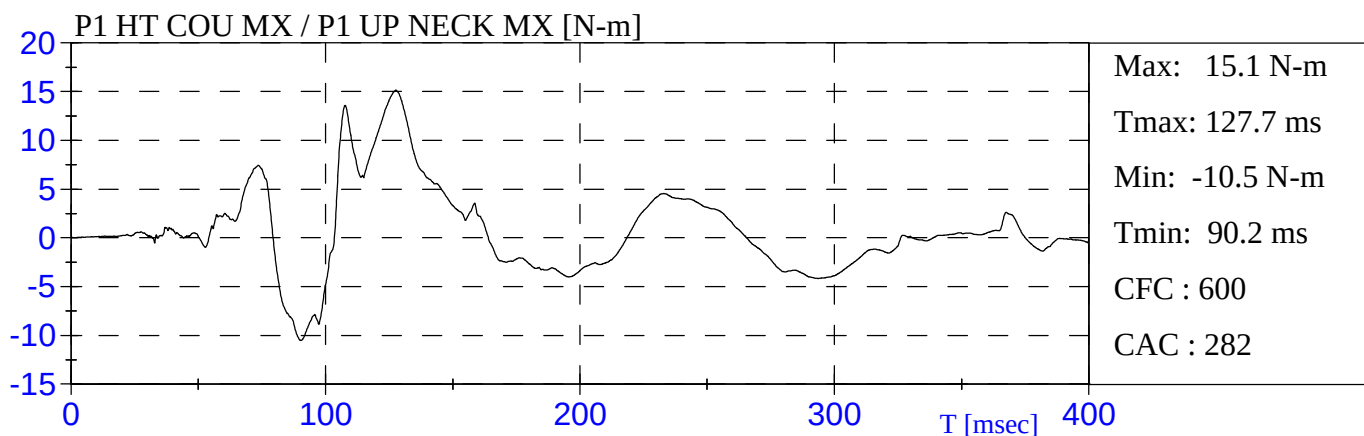


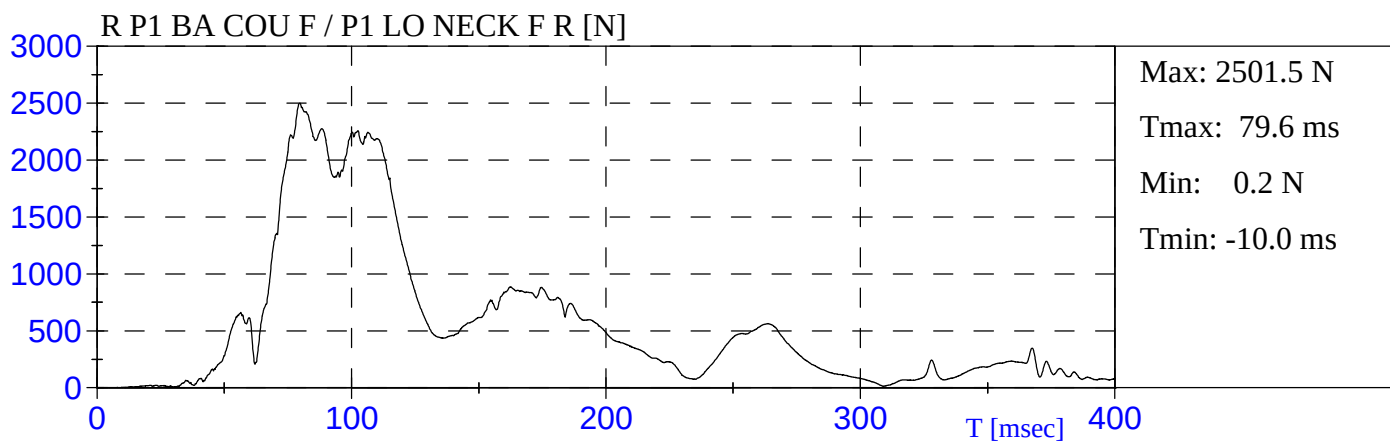
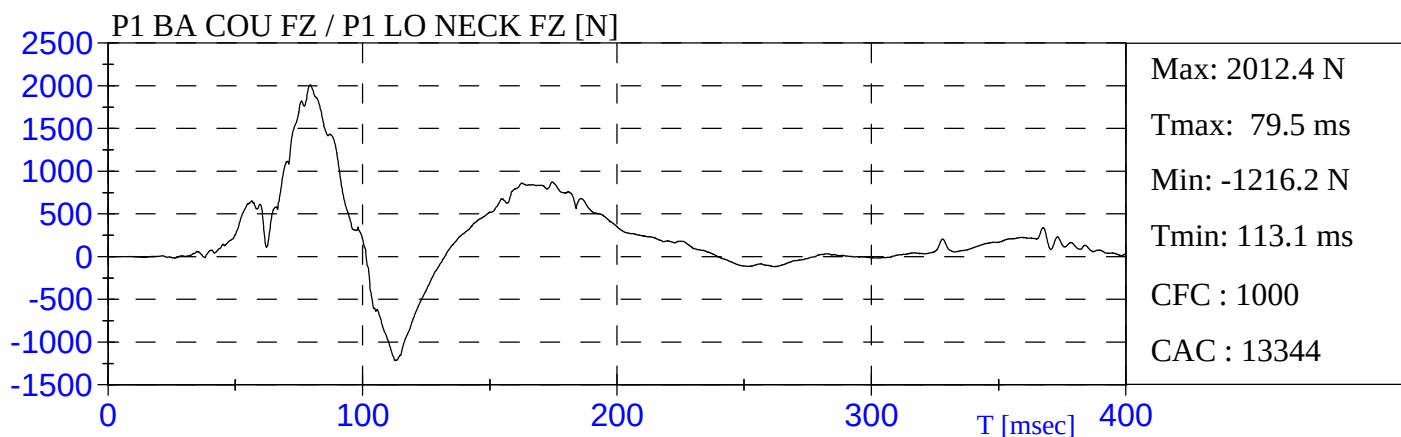
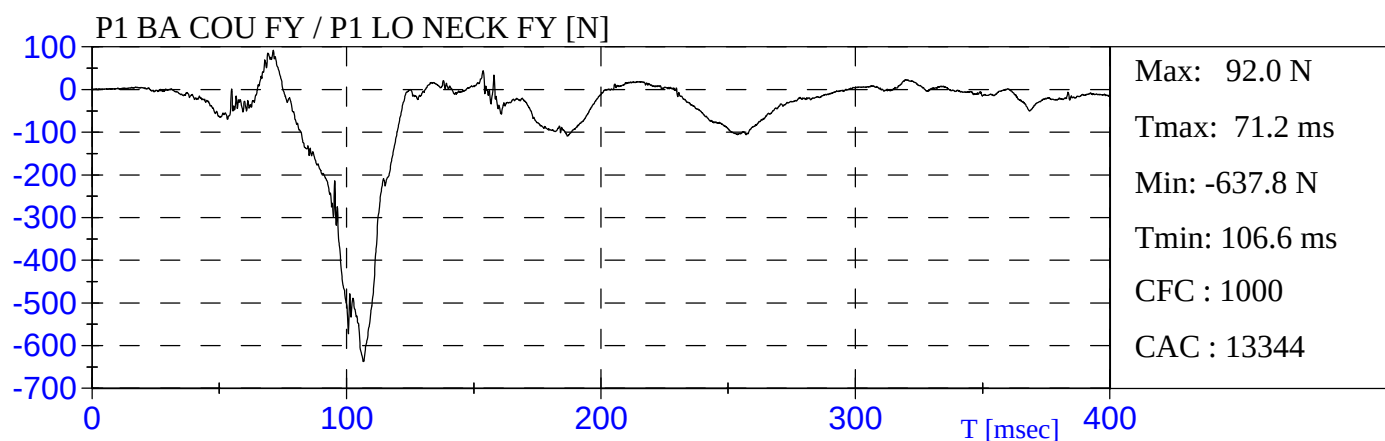
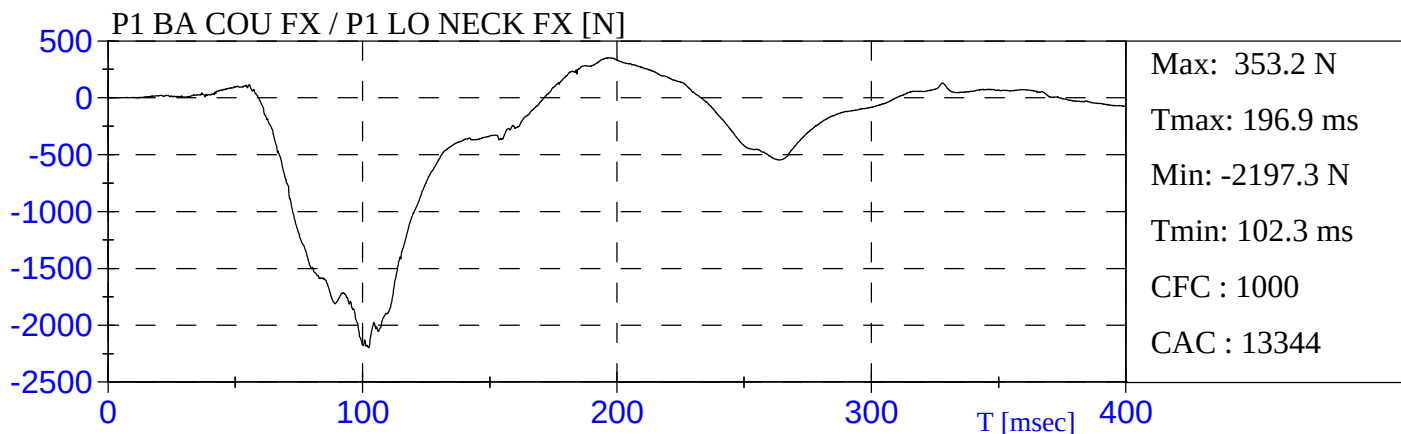


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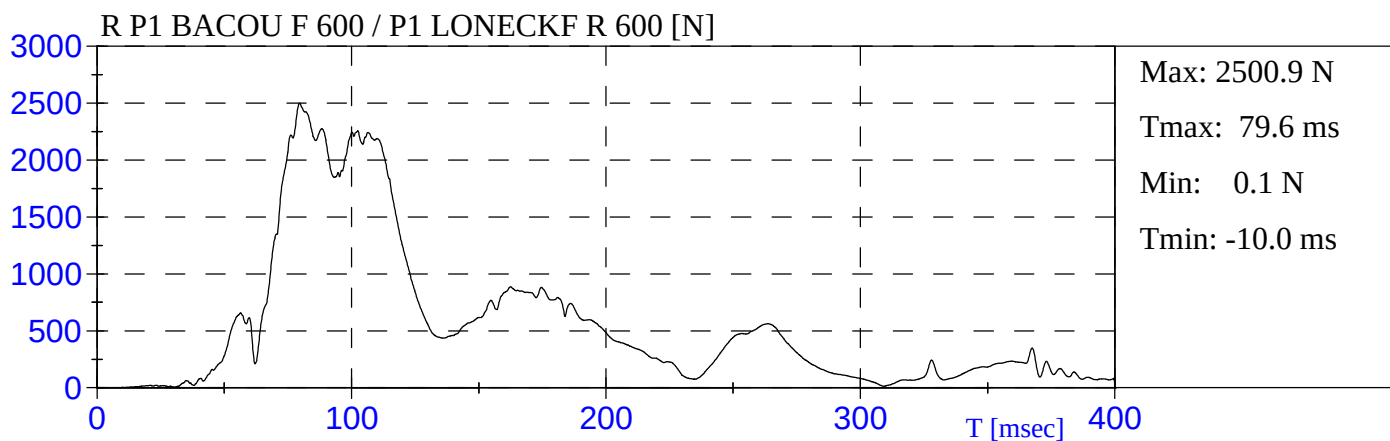
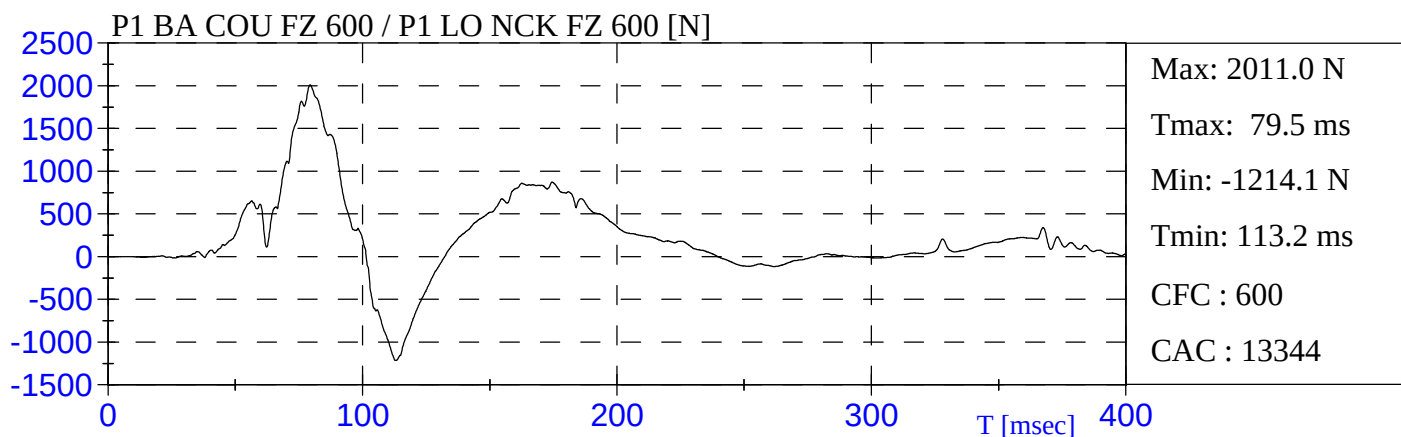
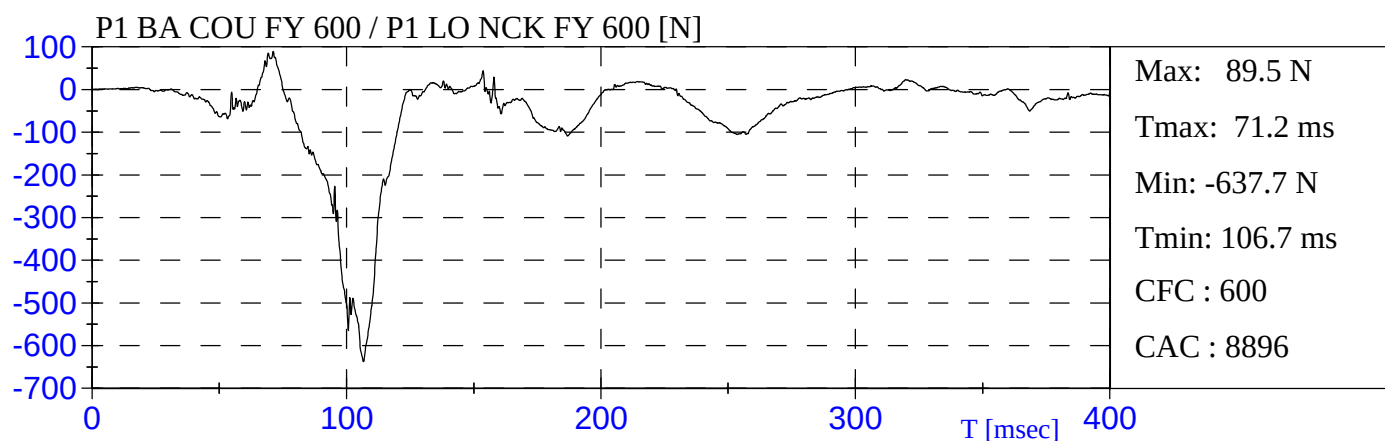
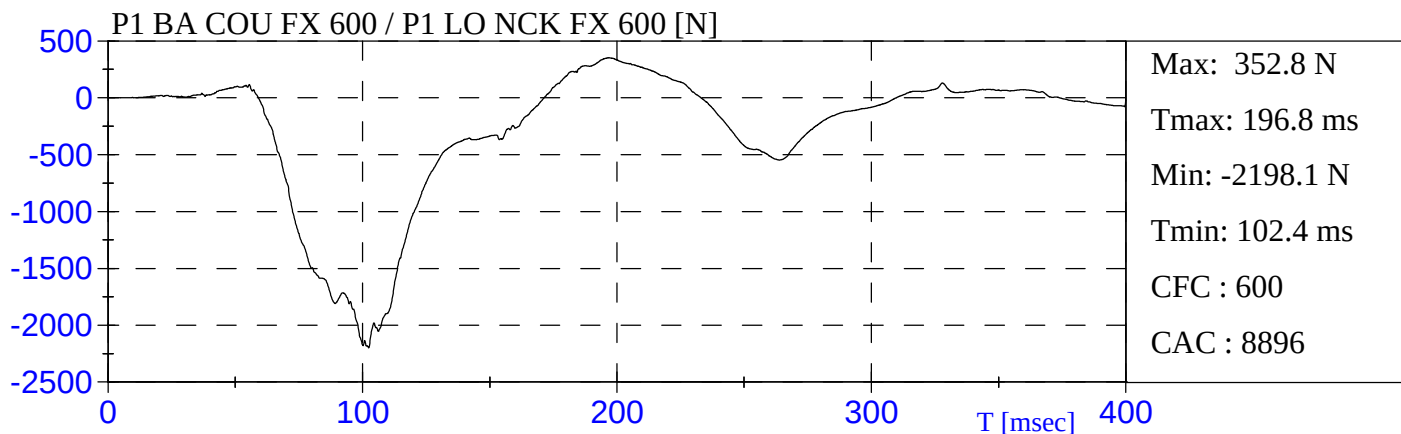


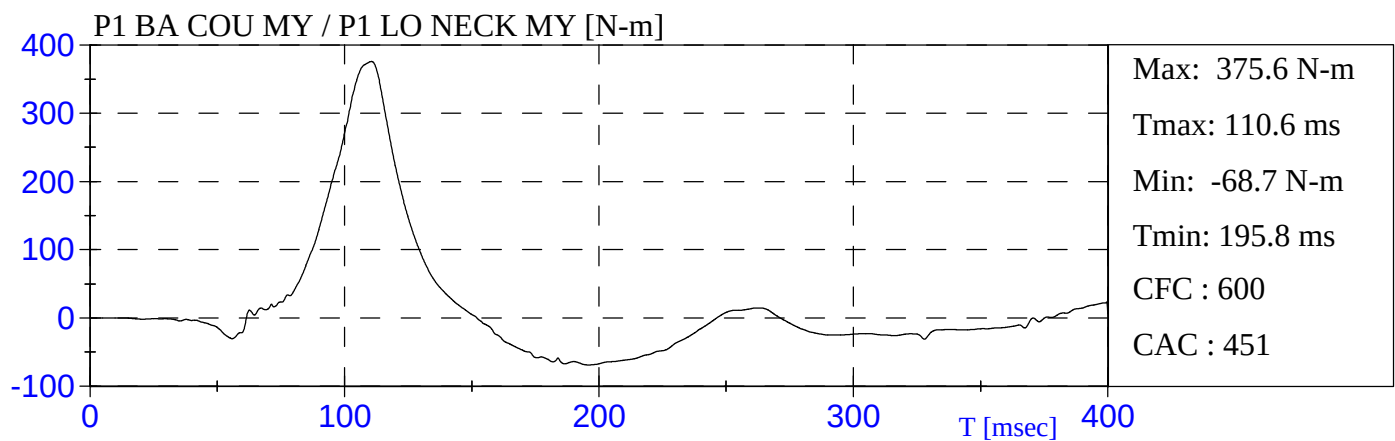
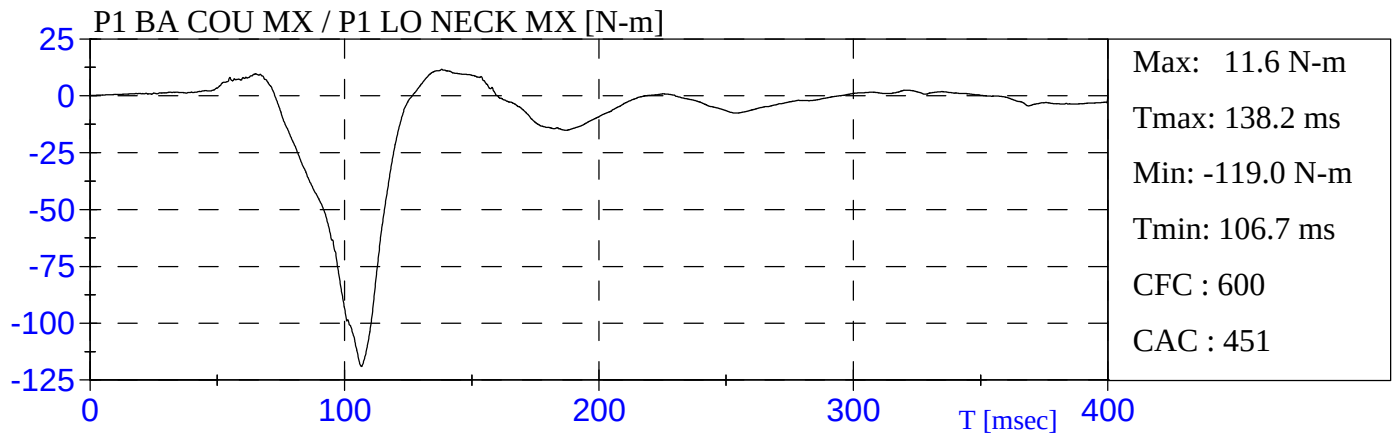


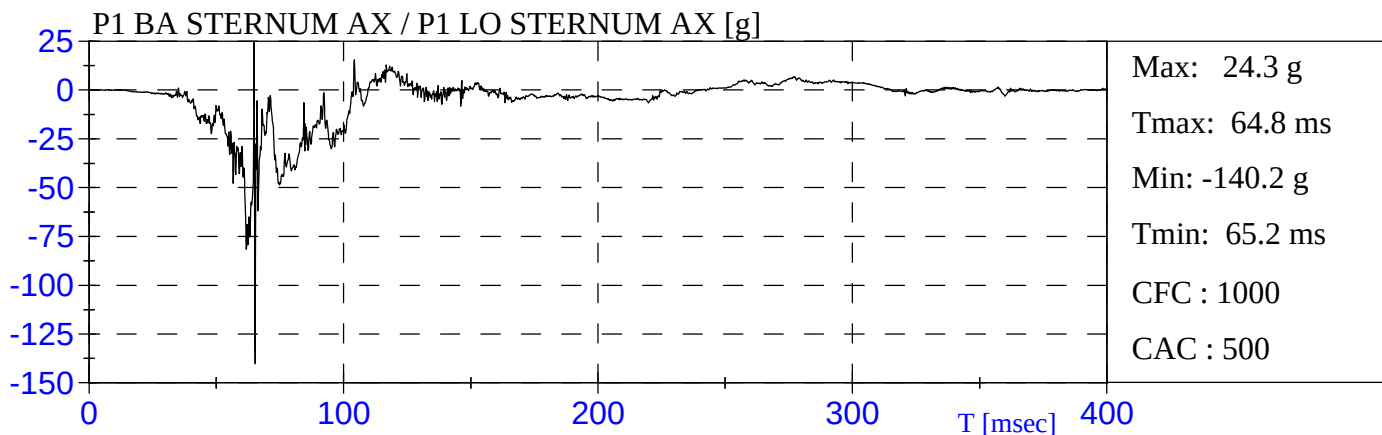
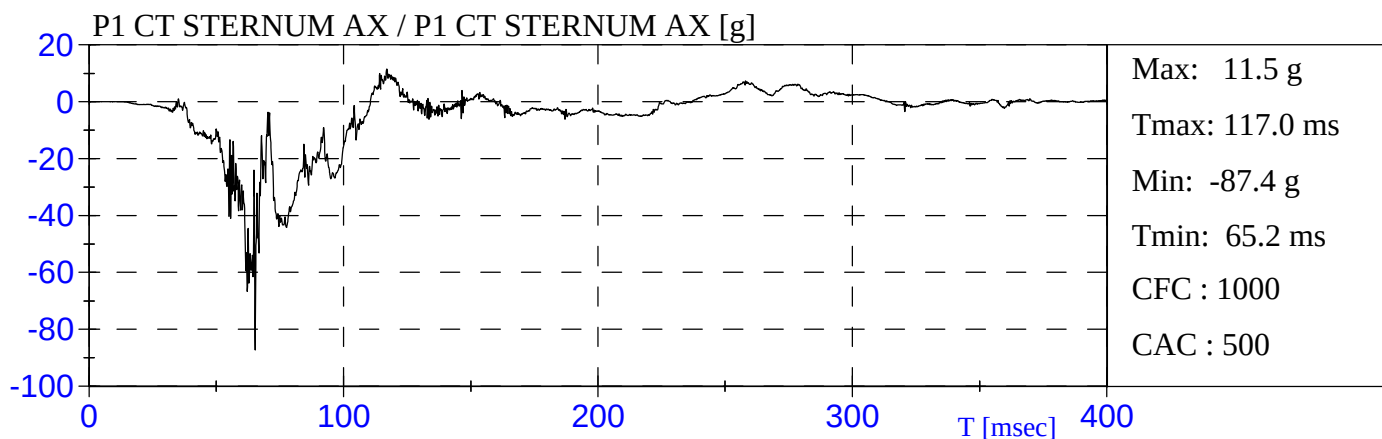
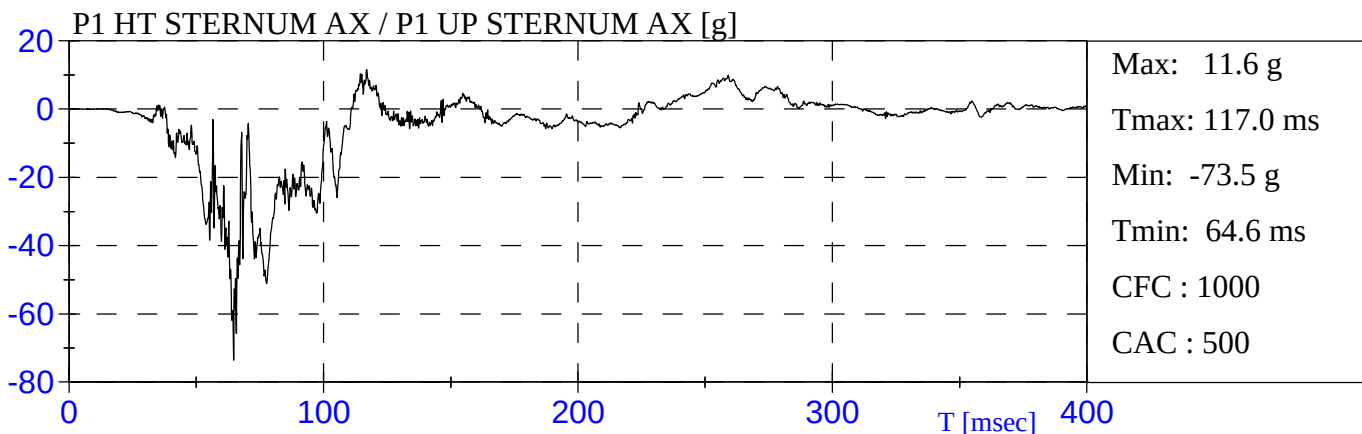


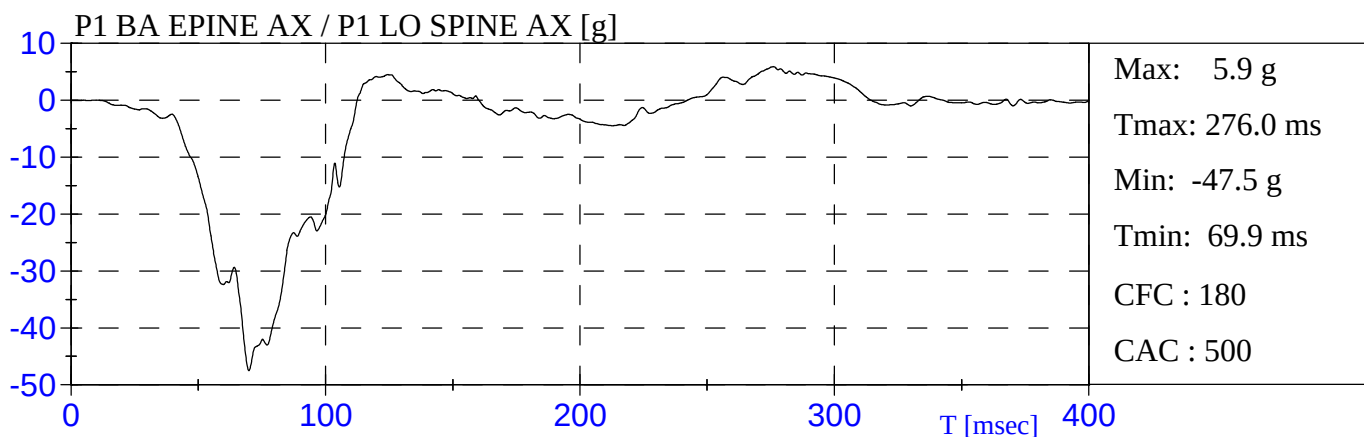
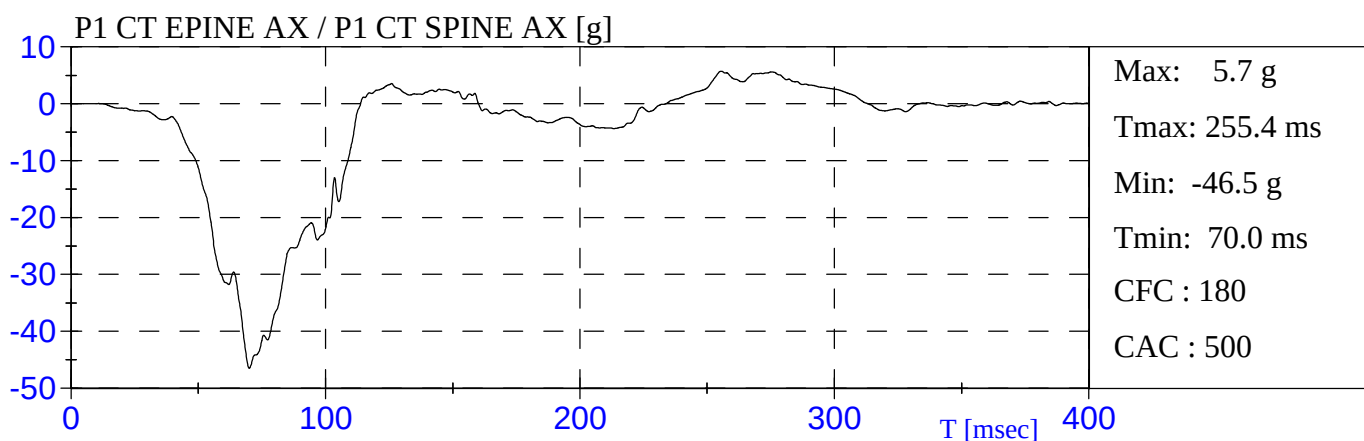
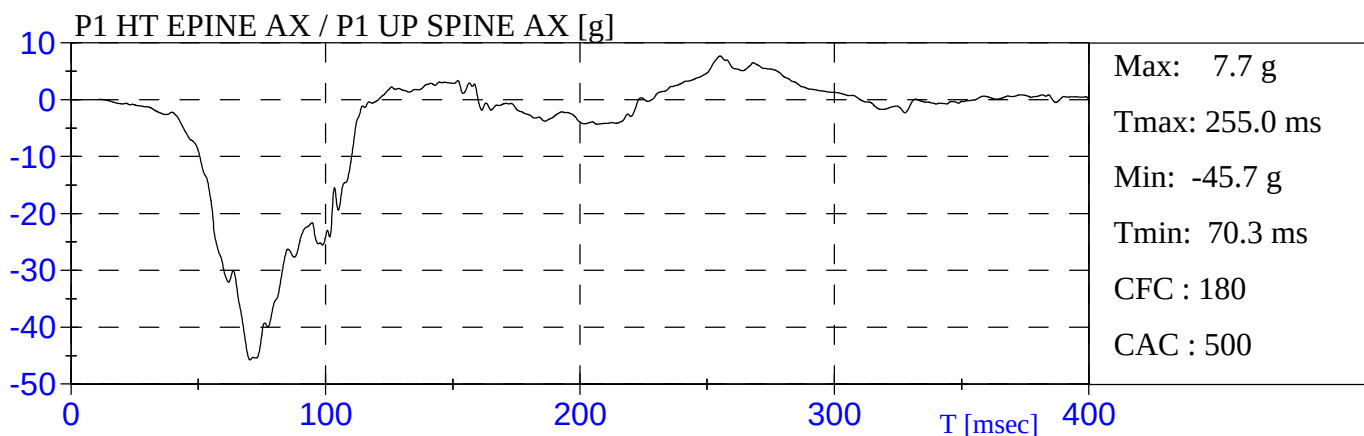
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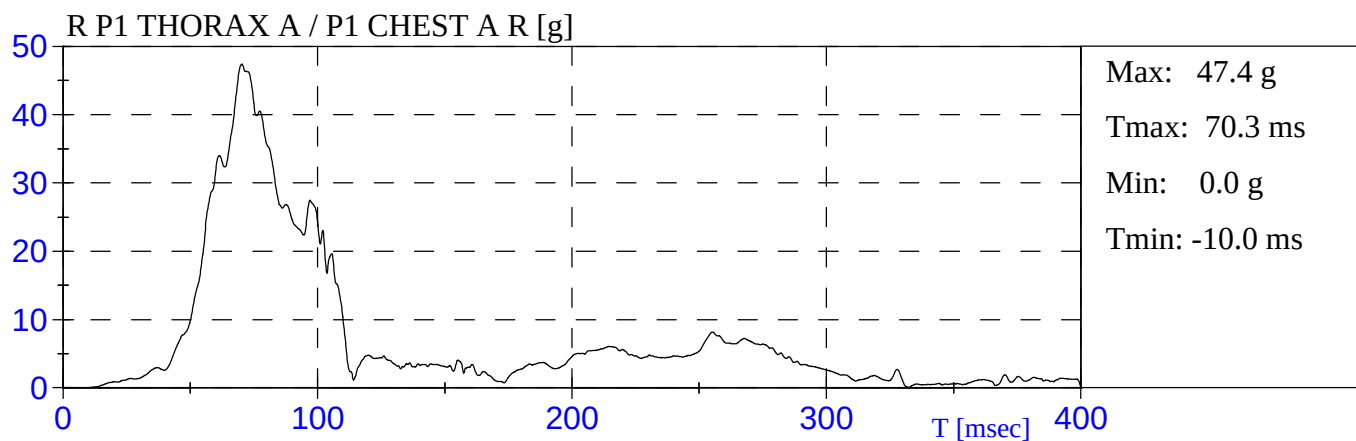
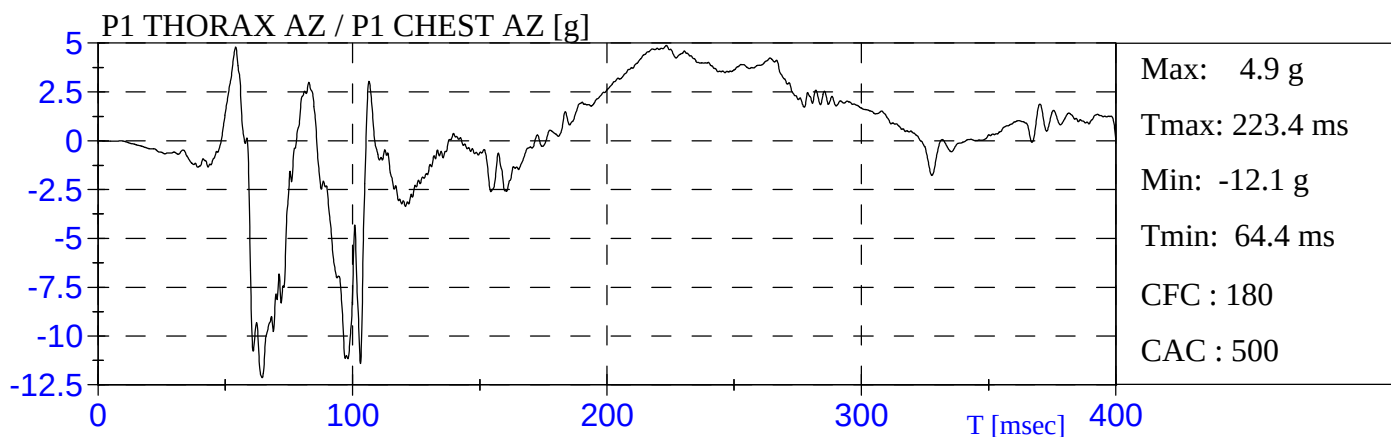
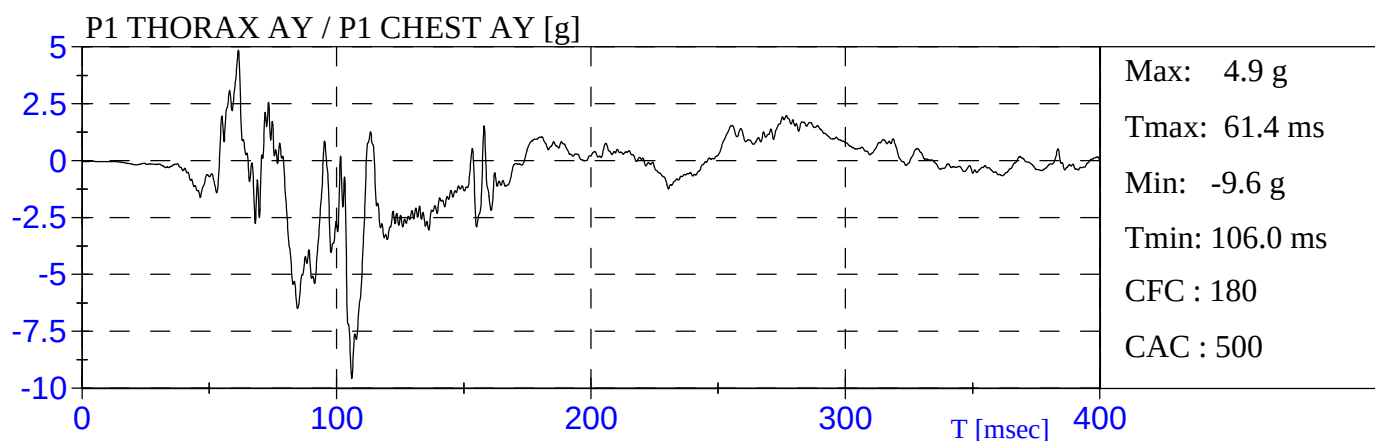
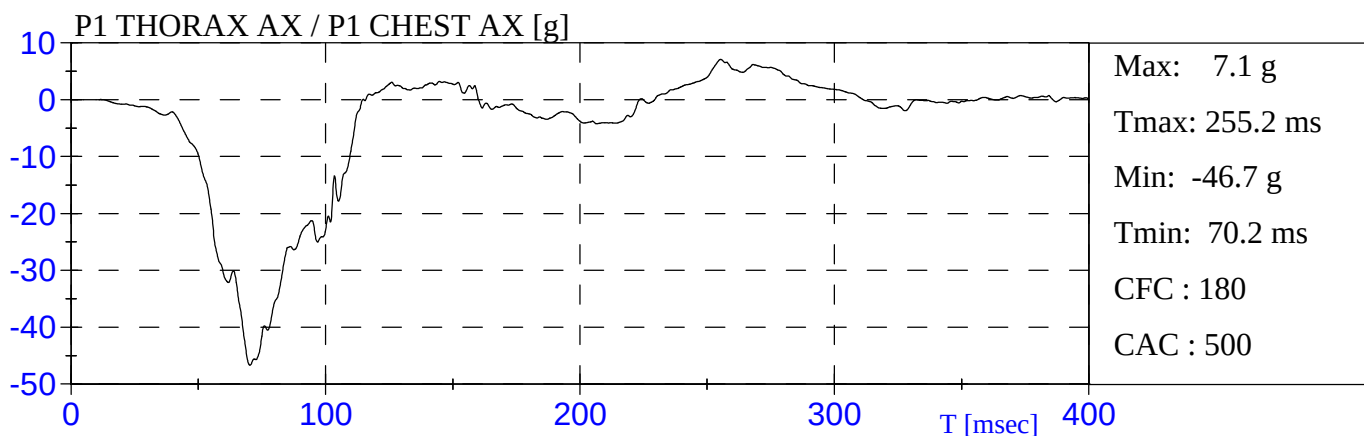
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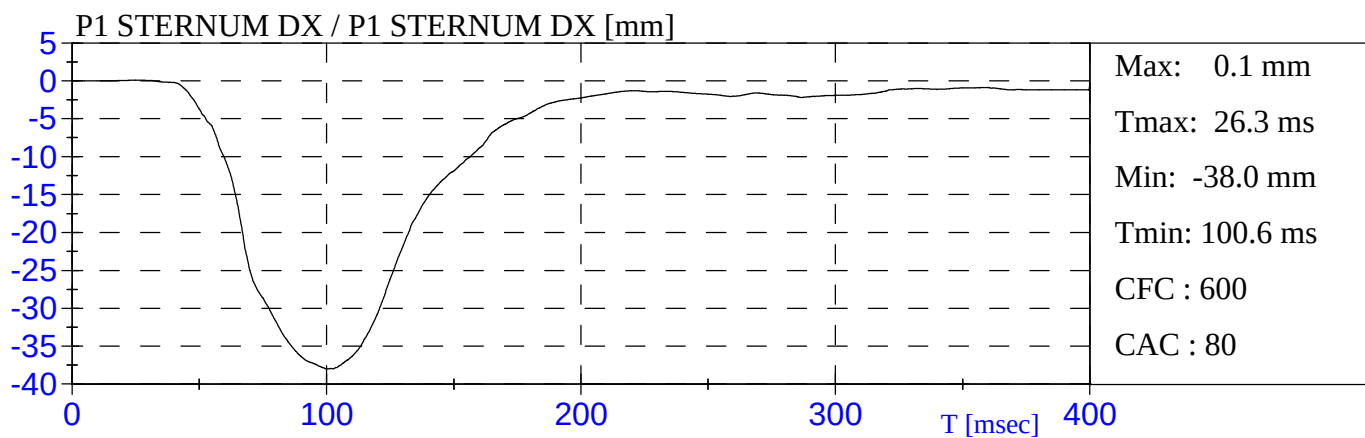


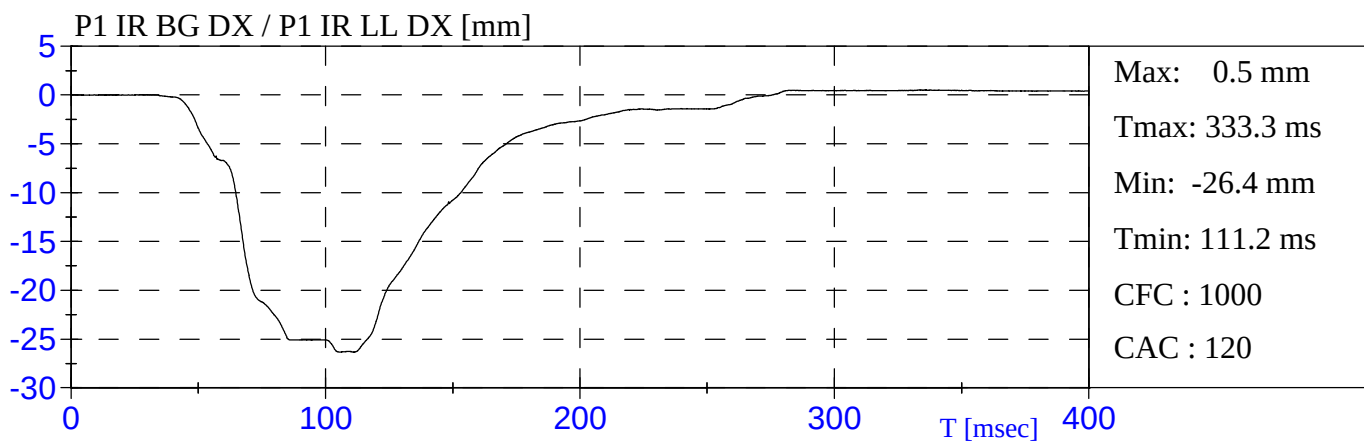
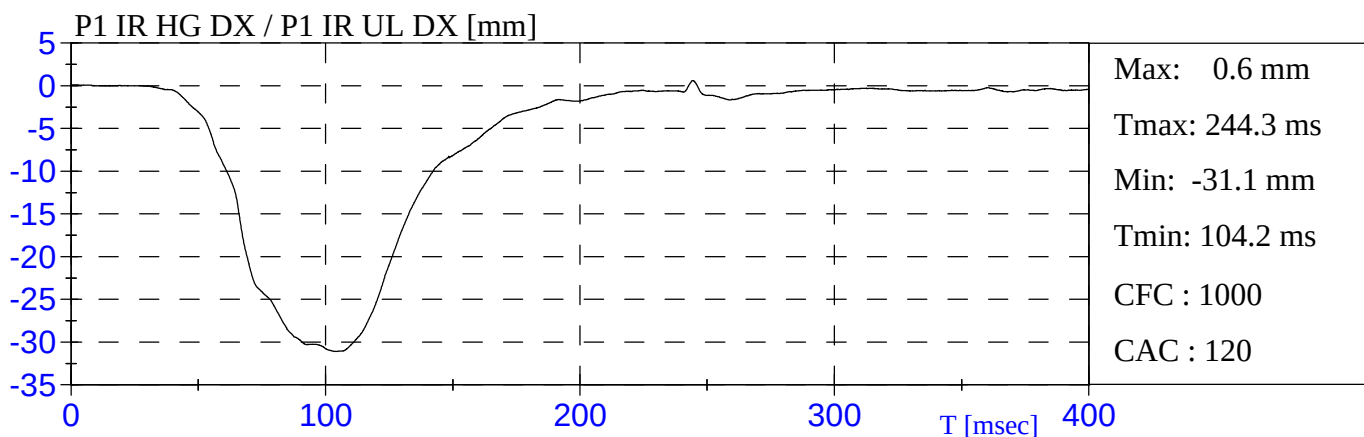
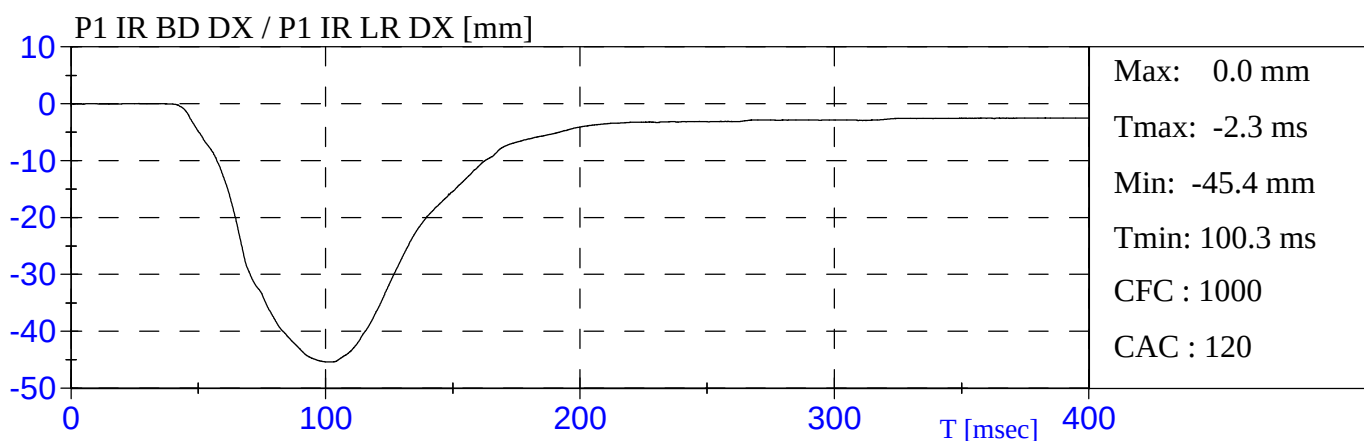
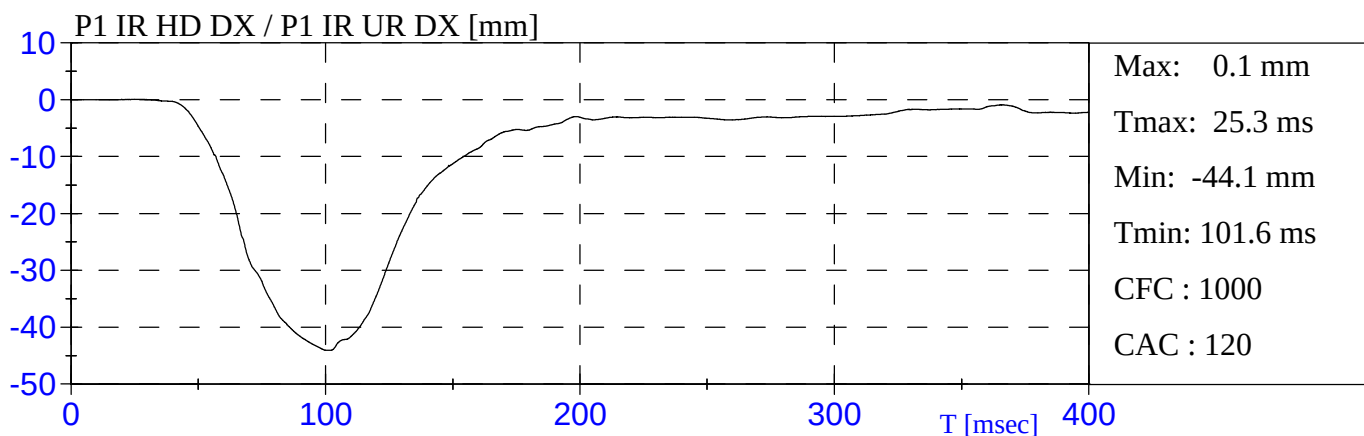


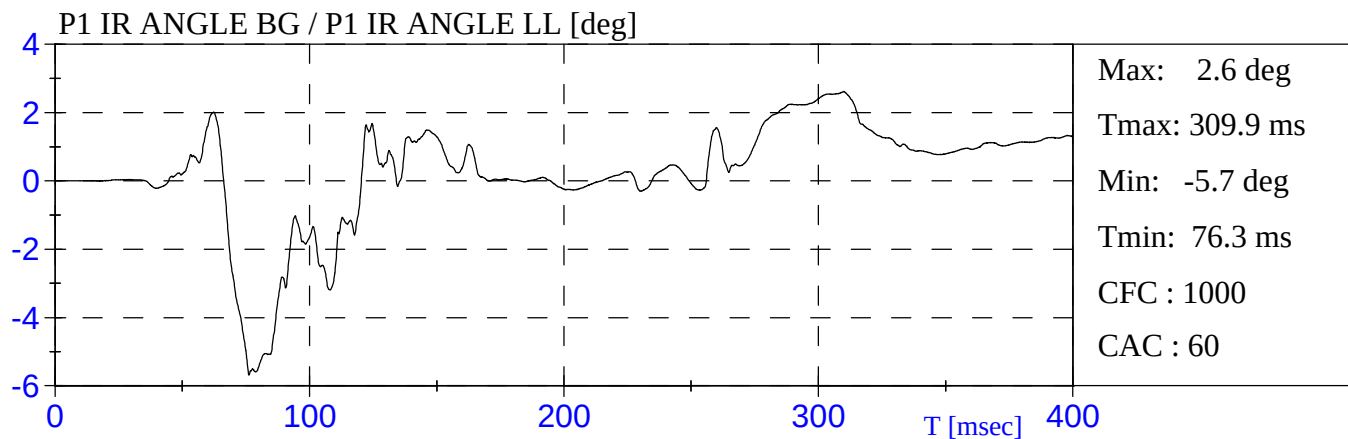
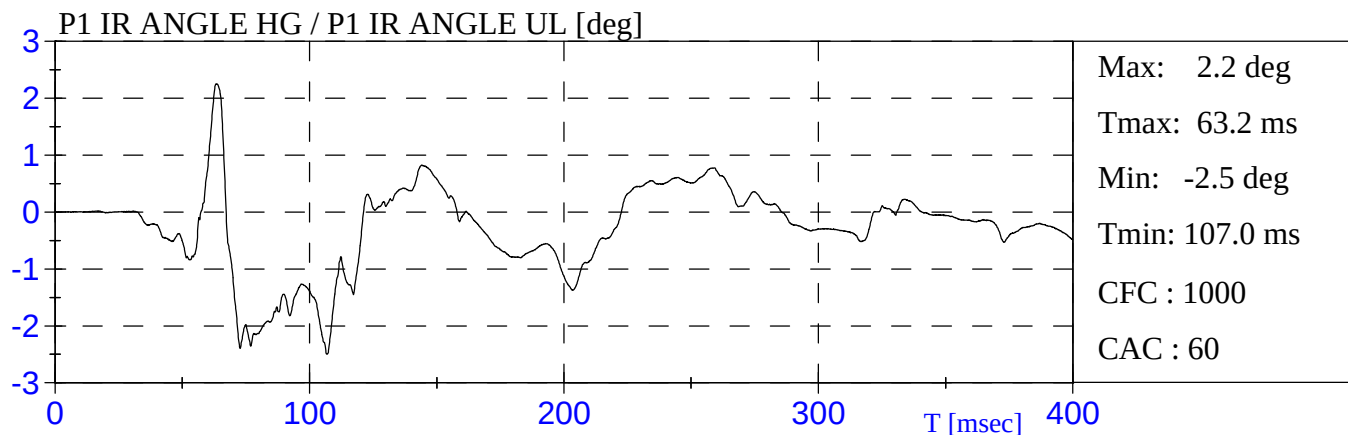
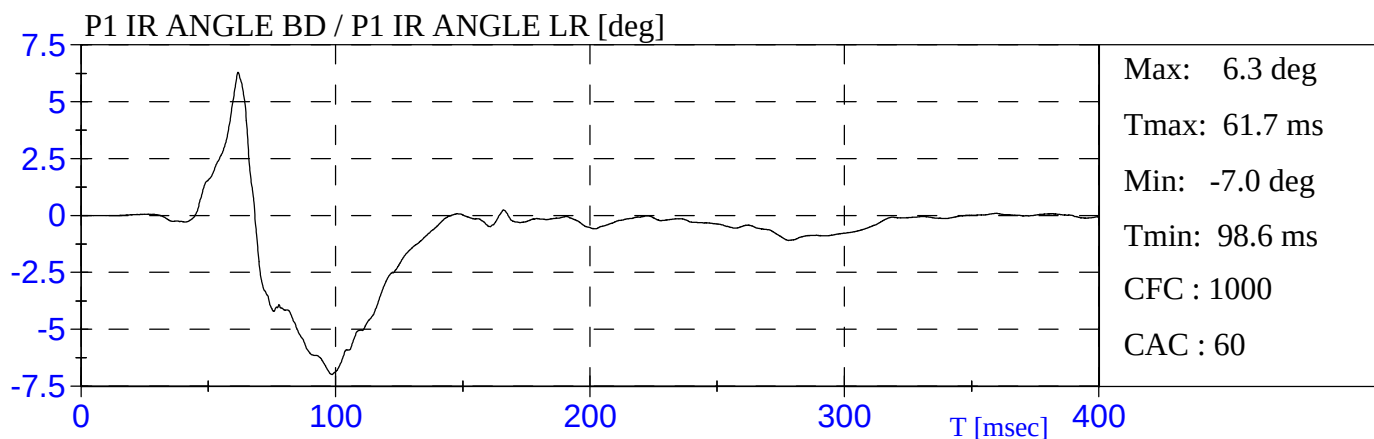
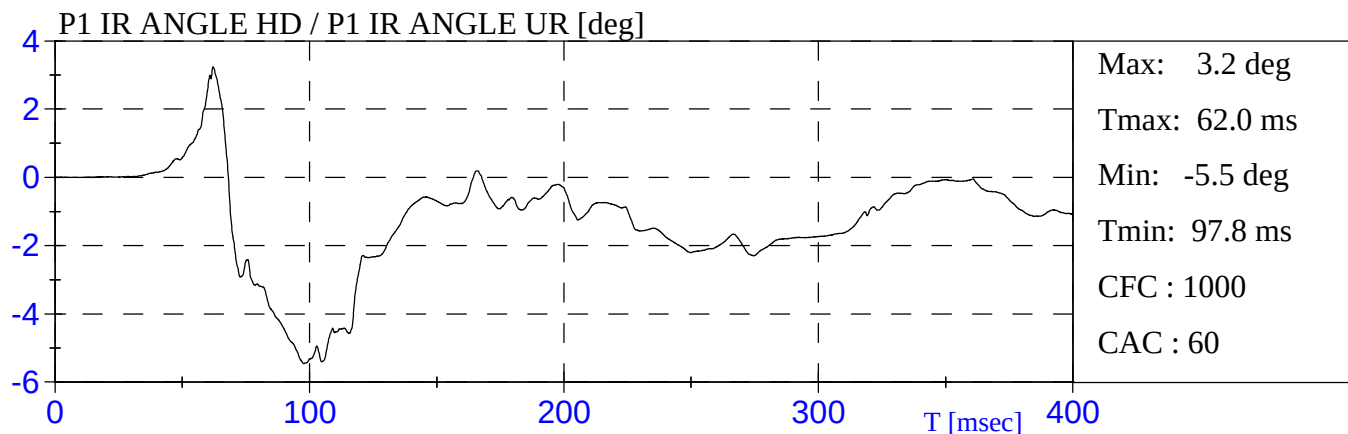


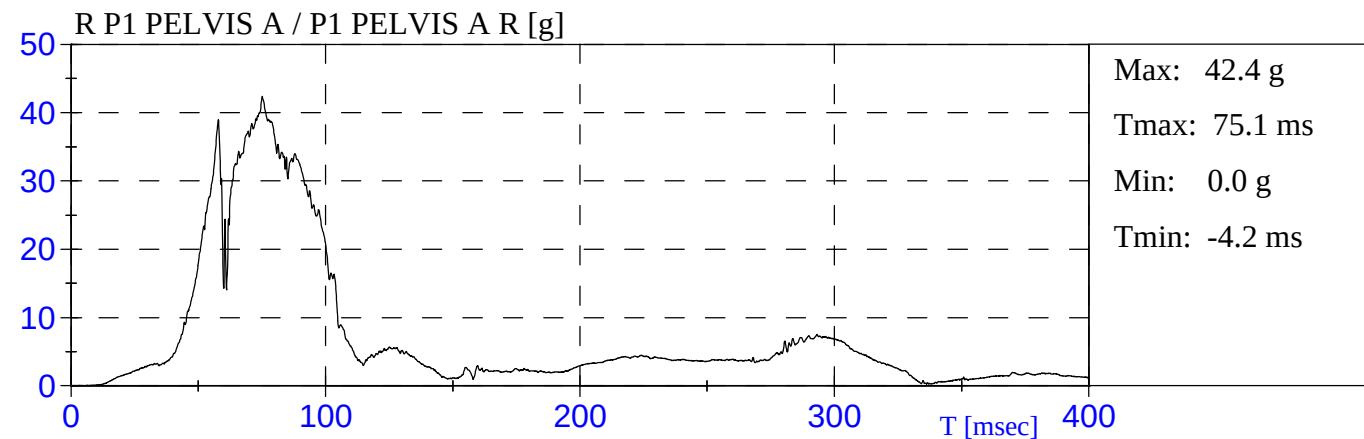
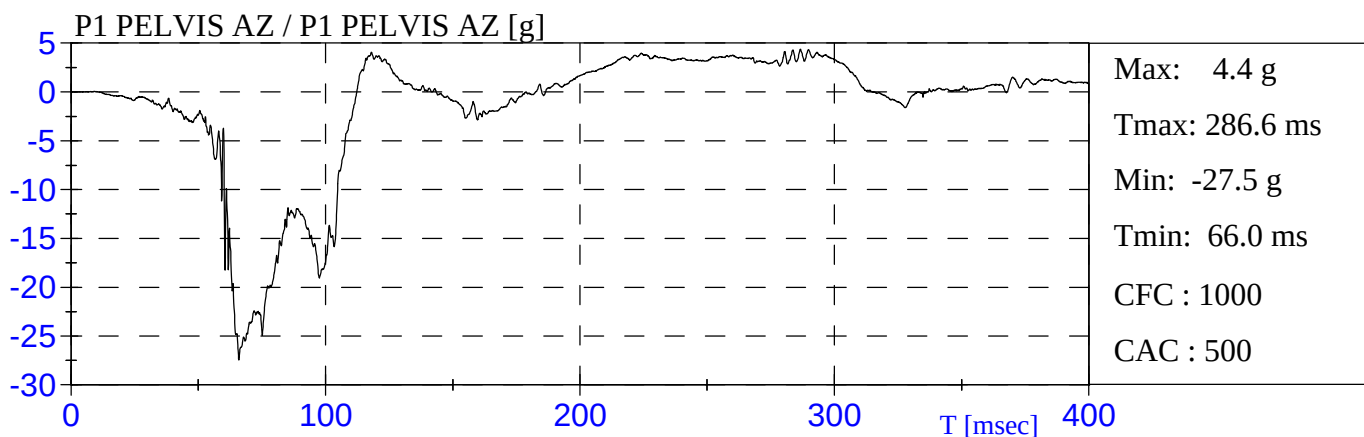
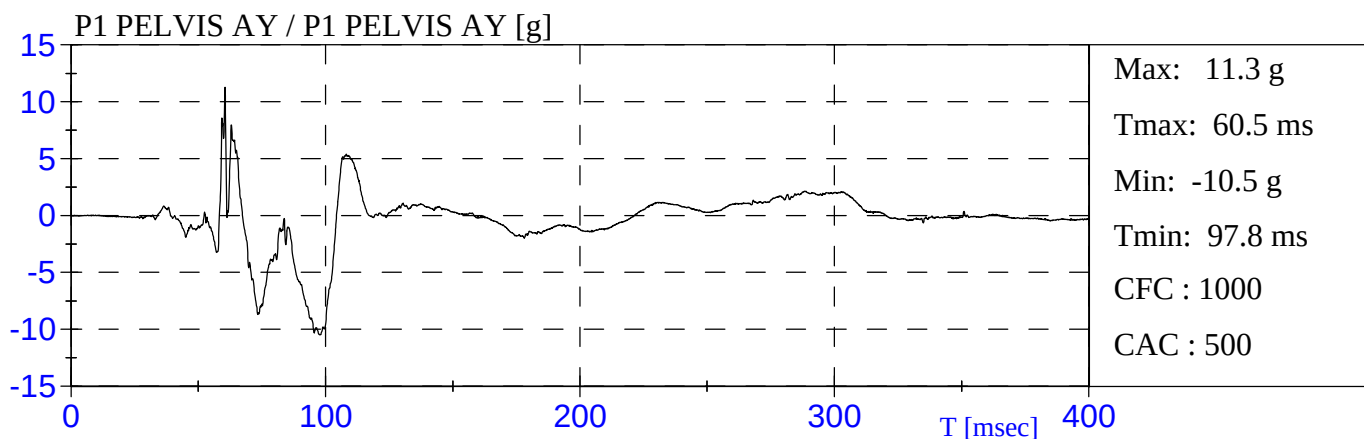
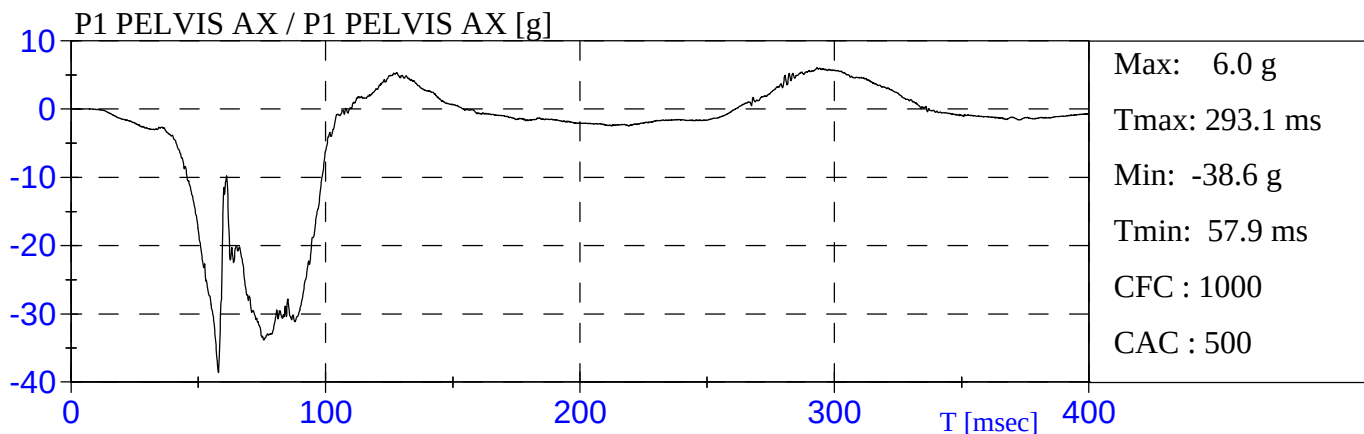


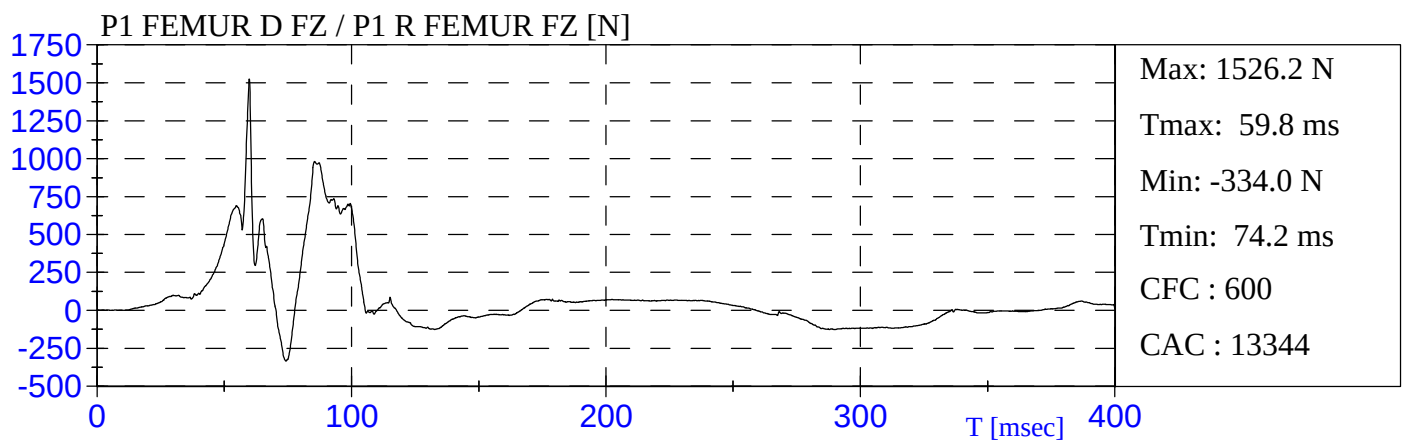
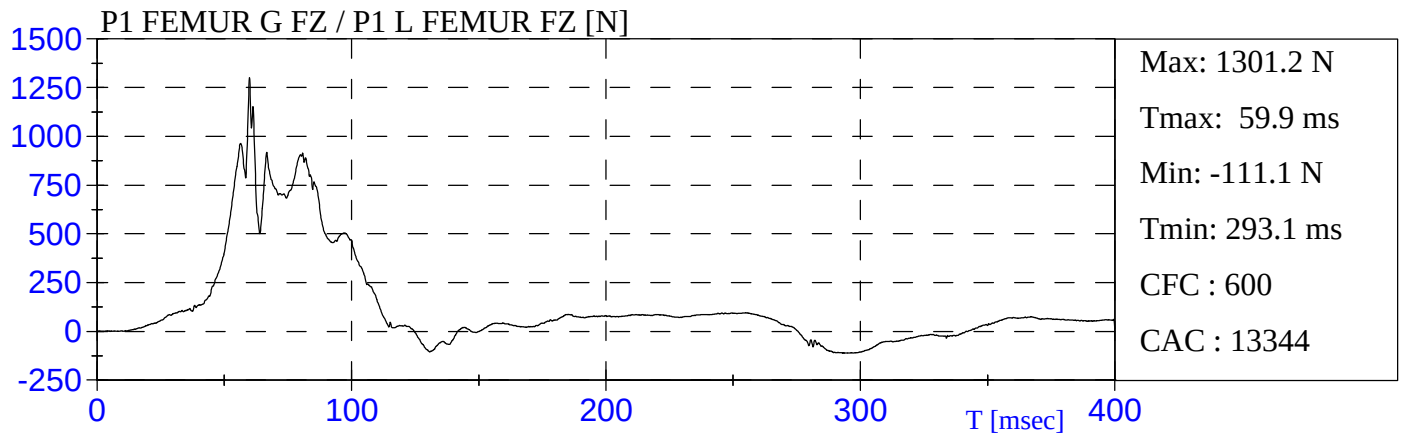


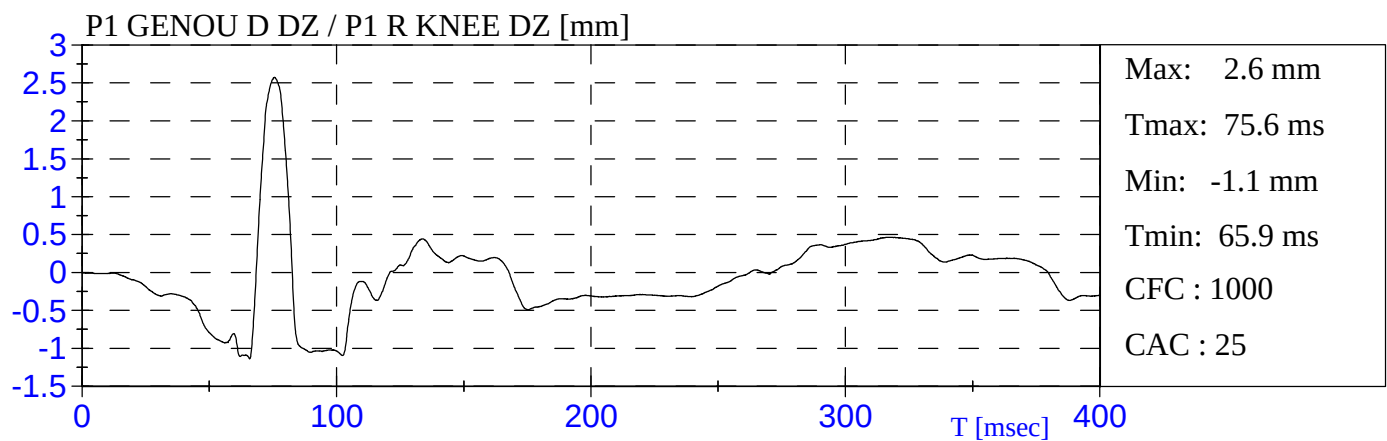
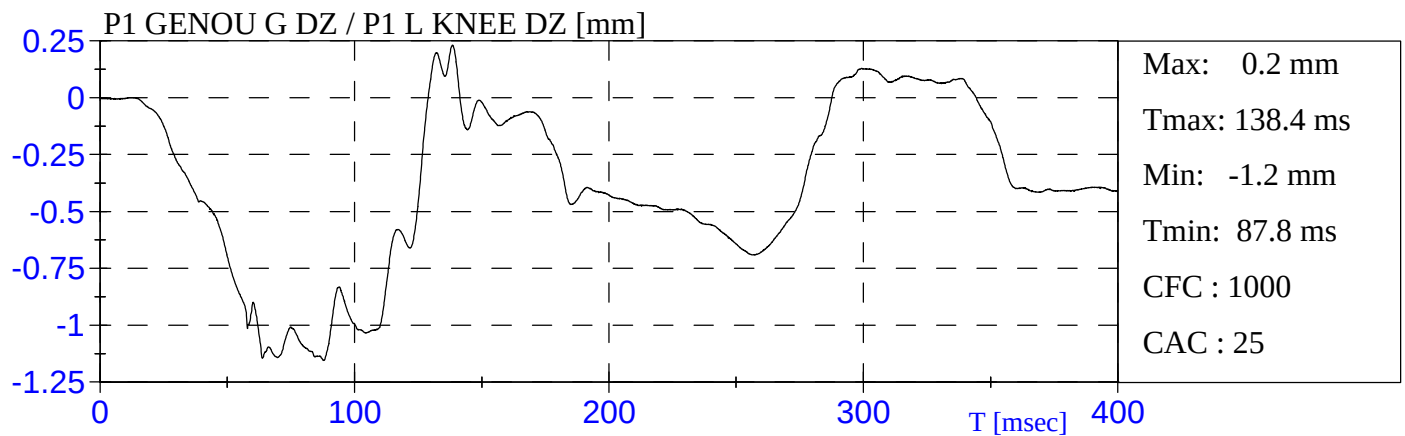




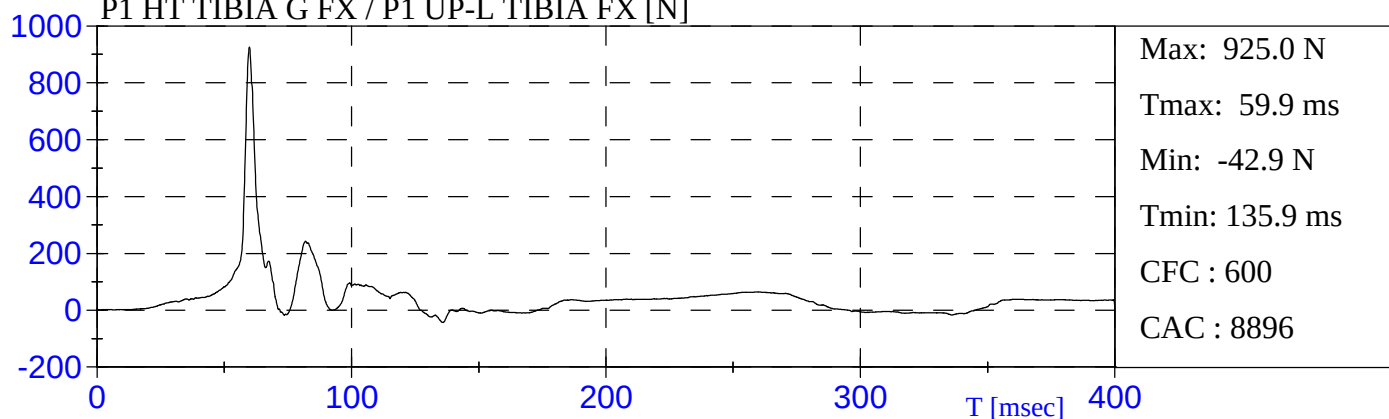




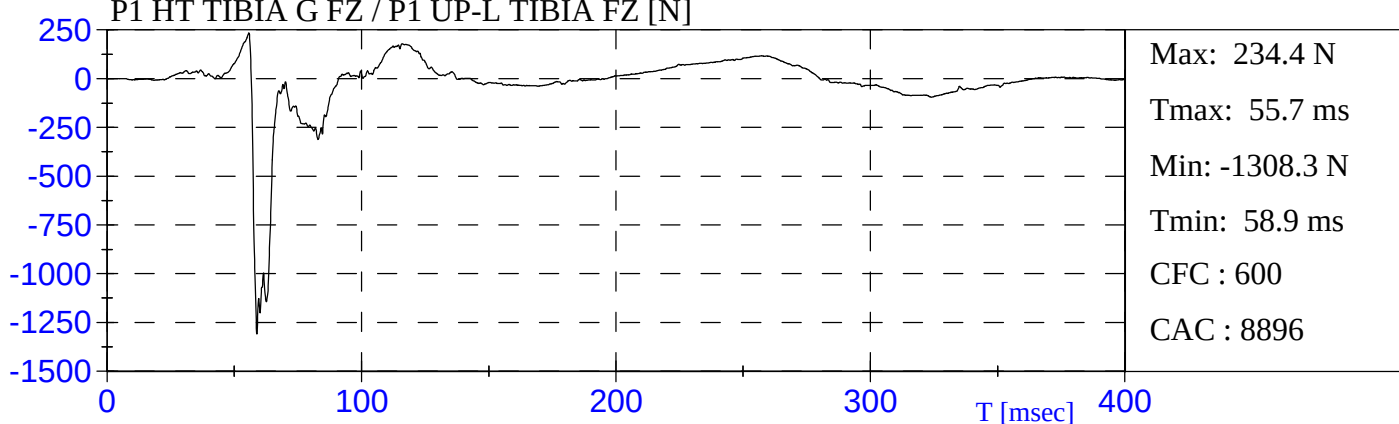




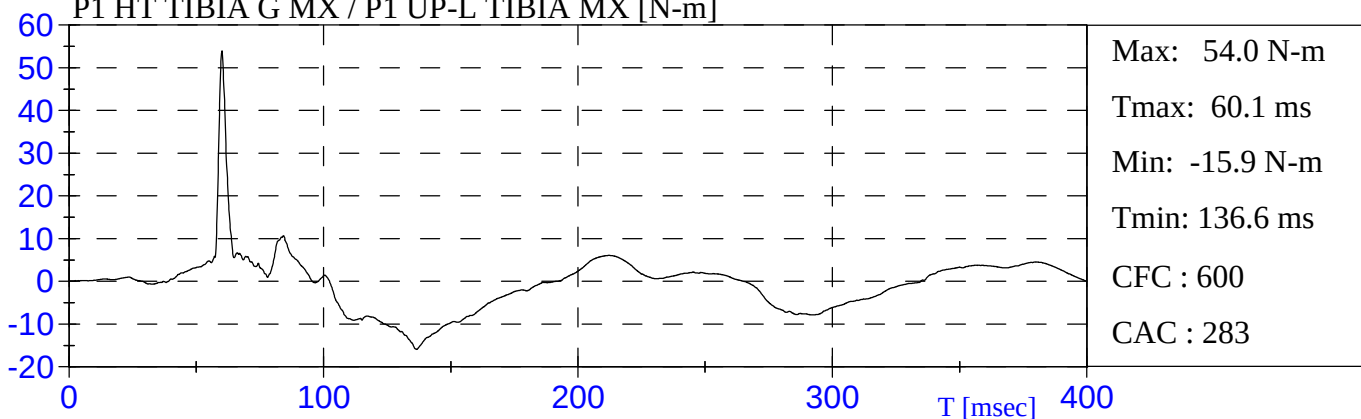
P1 HT TIBIA G FX / P1 UP-L TIBIA FX [N]



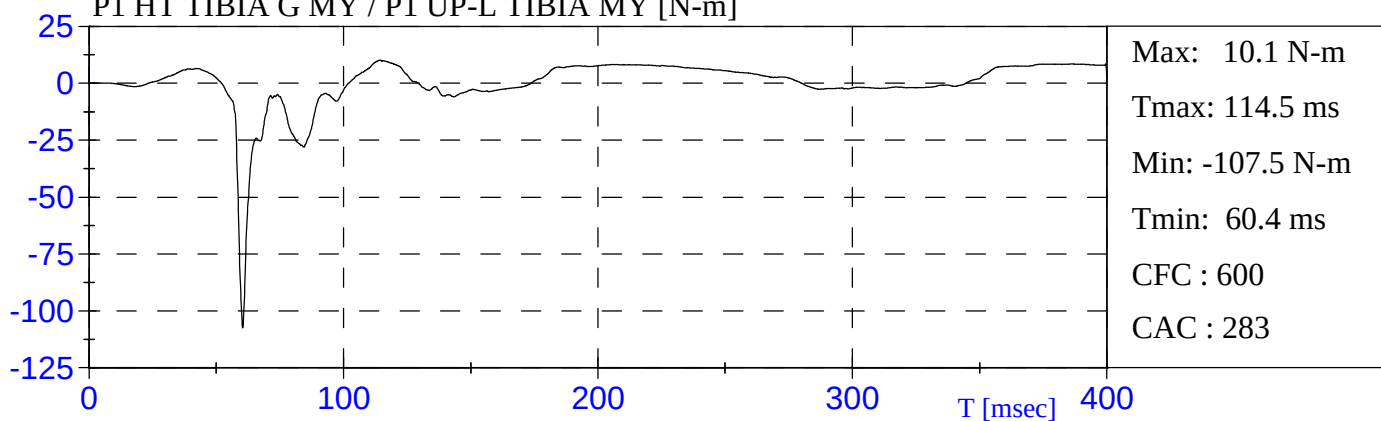
P1 HT TIBIA G FZ / P1 UP-L TIBIA FZ [N]

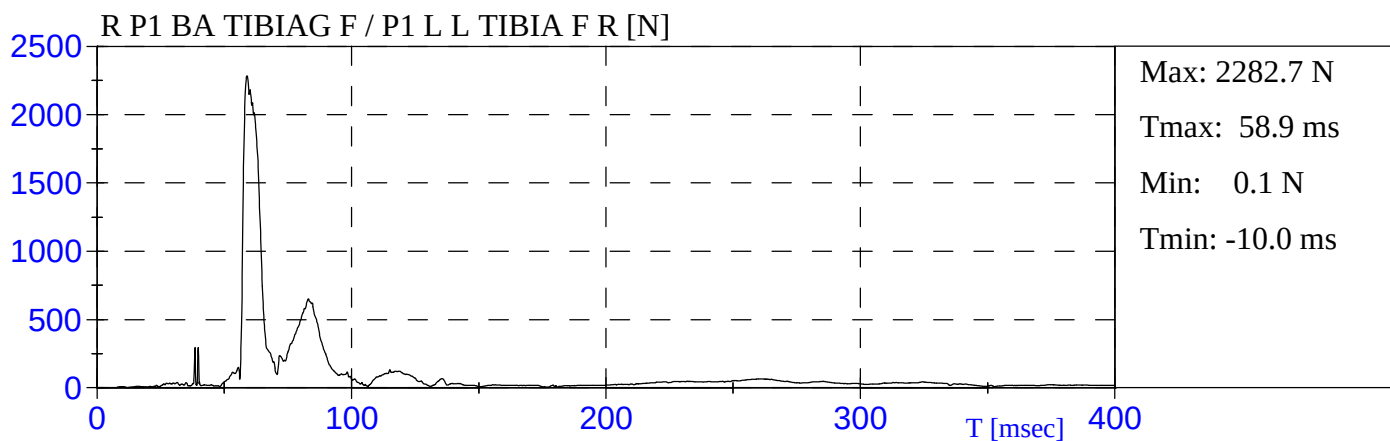
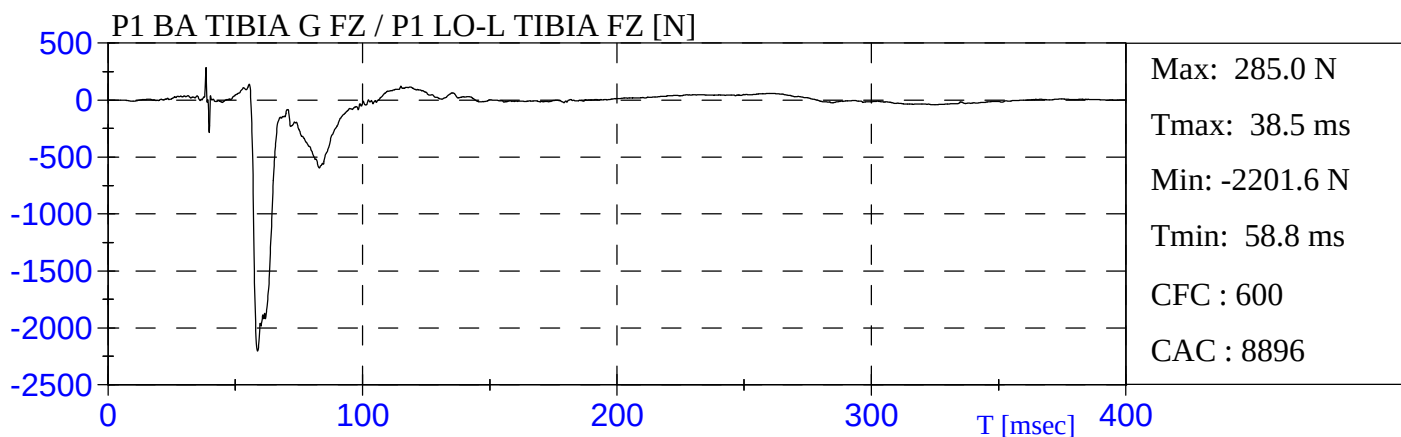
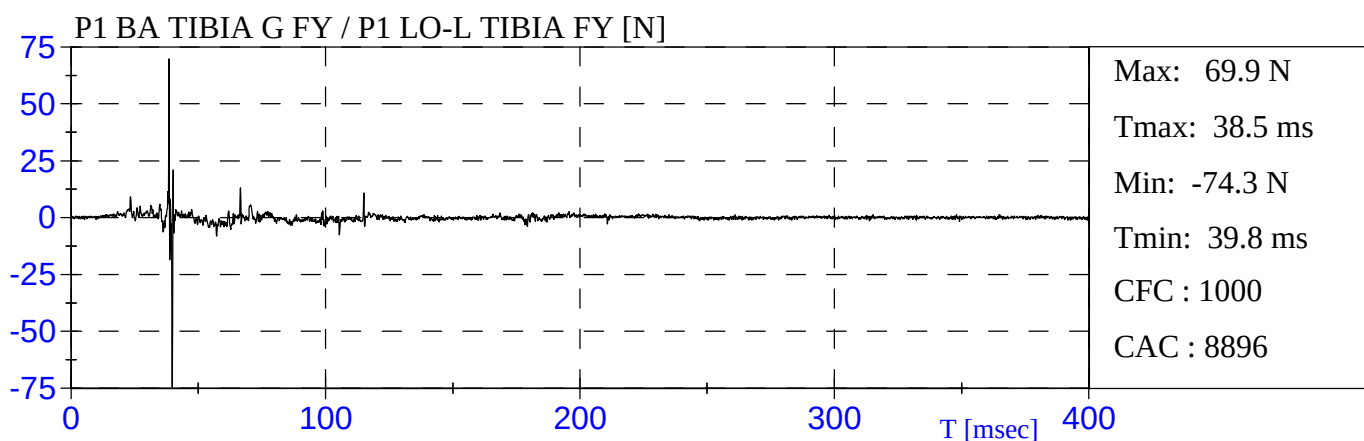
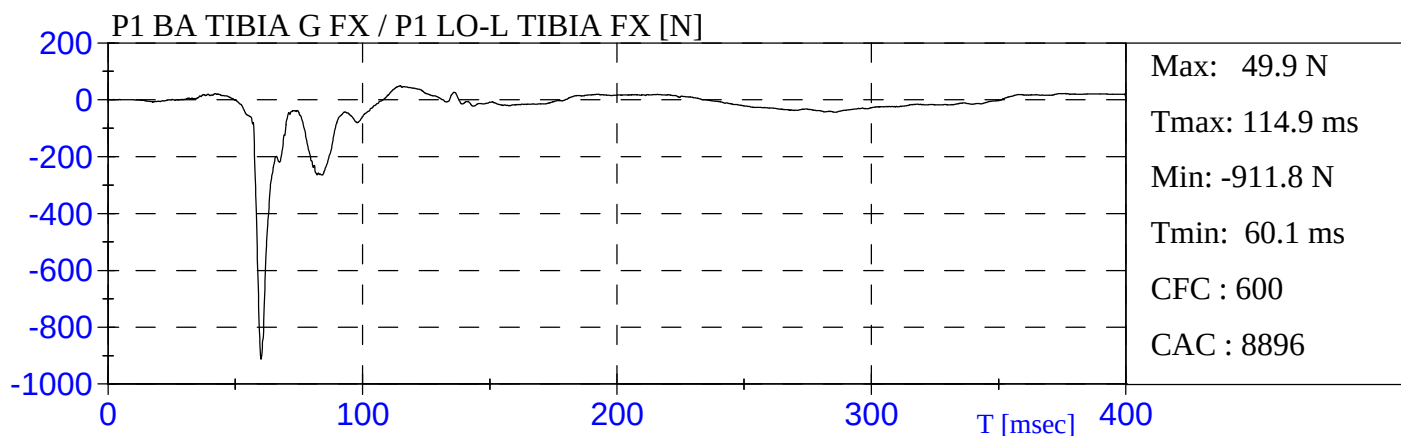


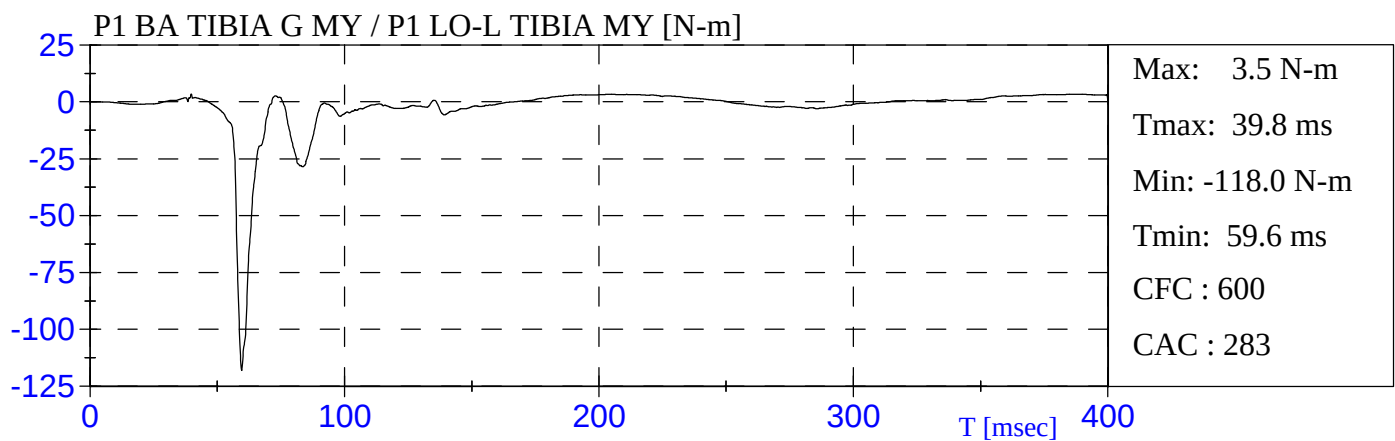
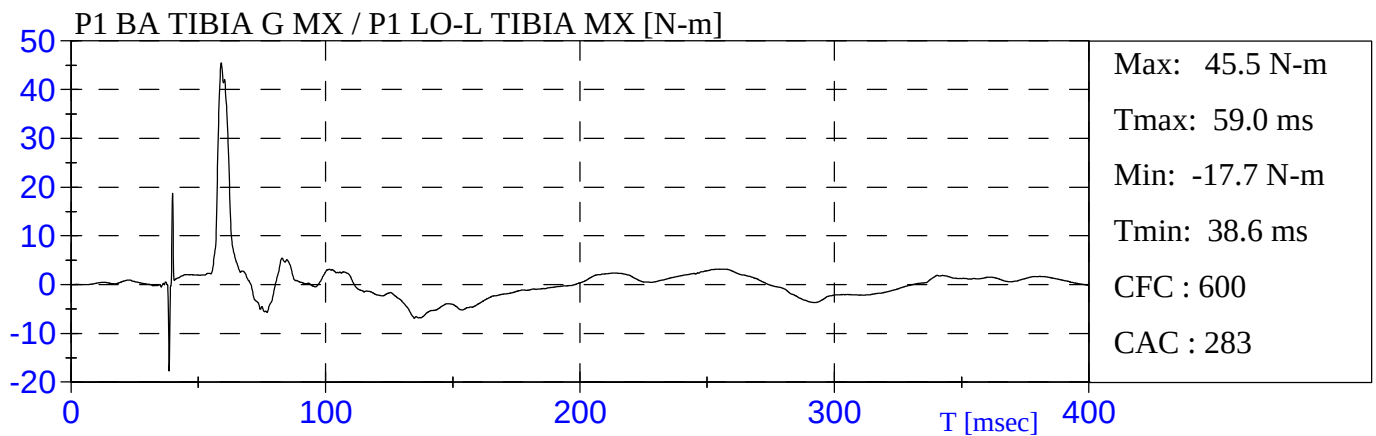
P1 HT TIBIA G MX / P1 UP-L TIBIA MX [N-m]

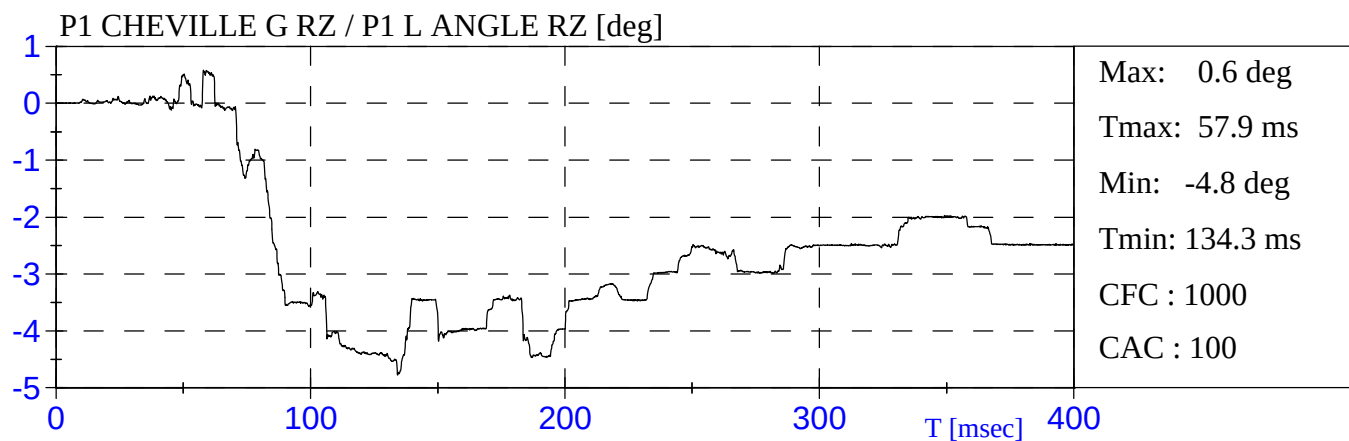
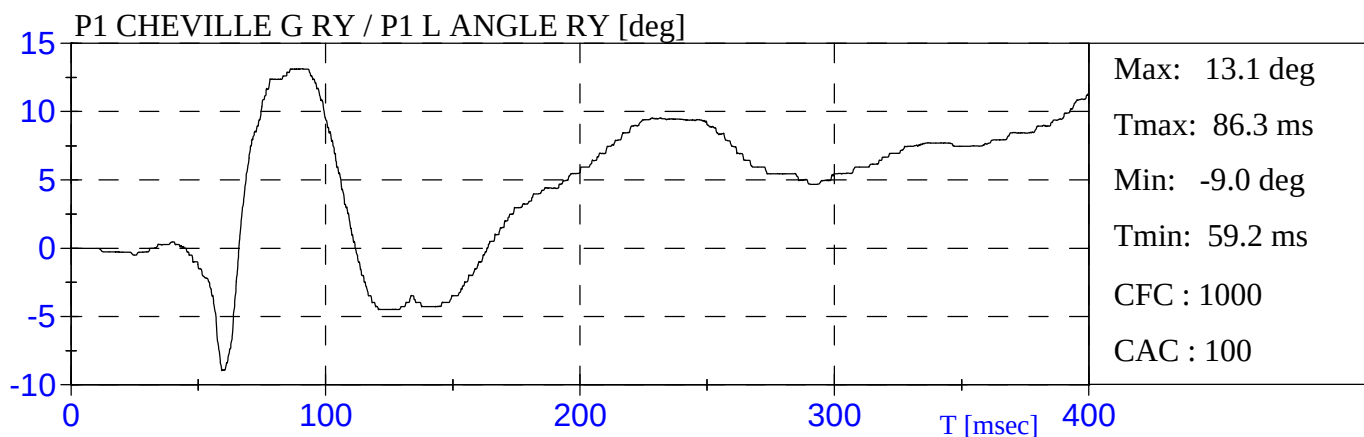
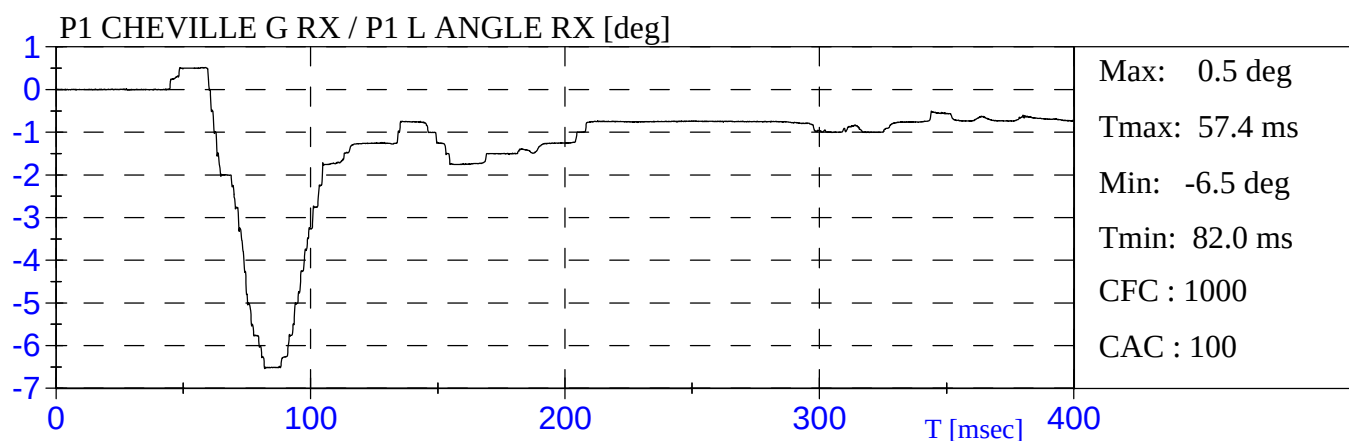
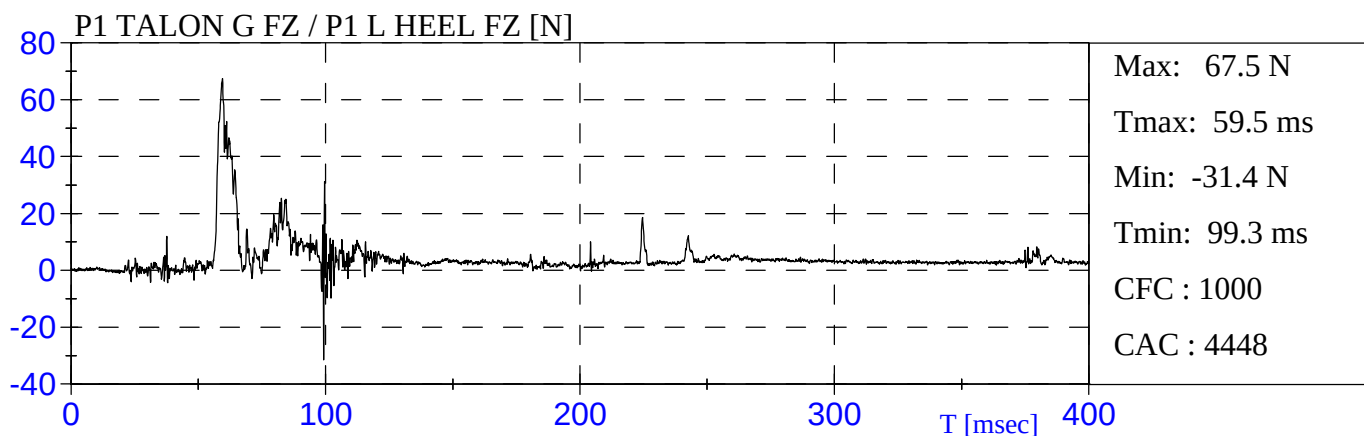


P1 HT TIBIA G MY / P1 UP-L TIBIA MY [N-m]

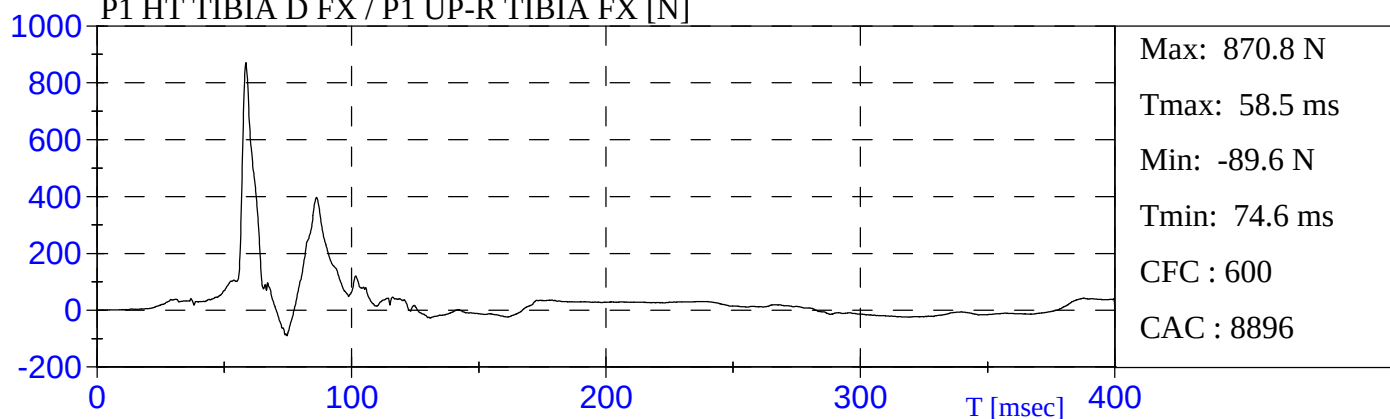




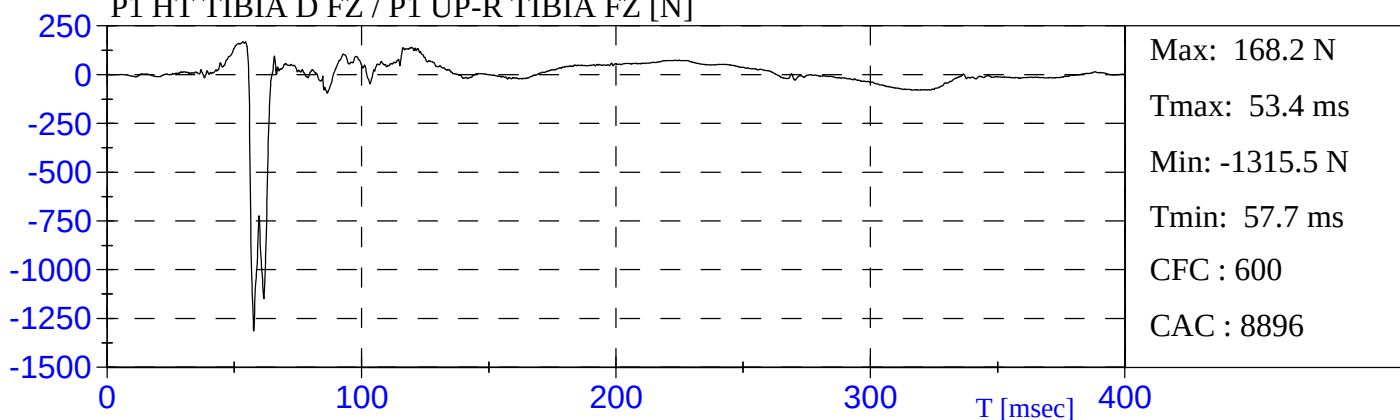




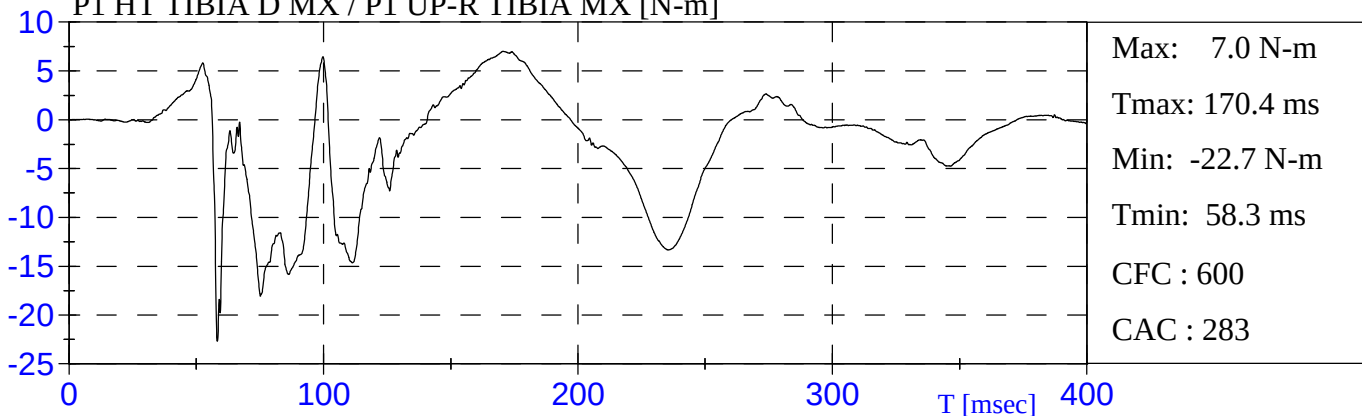
P1 HT TIBIA D FX / P1 UP-R TIBIA FX [N]



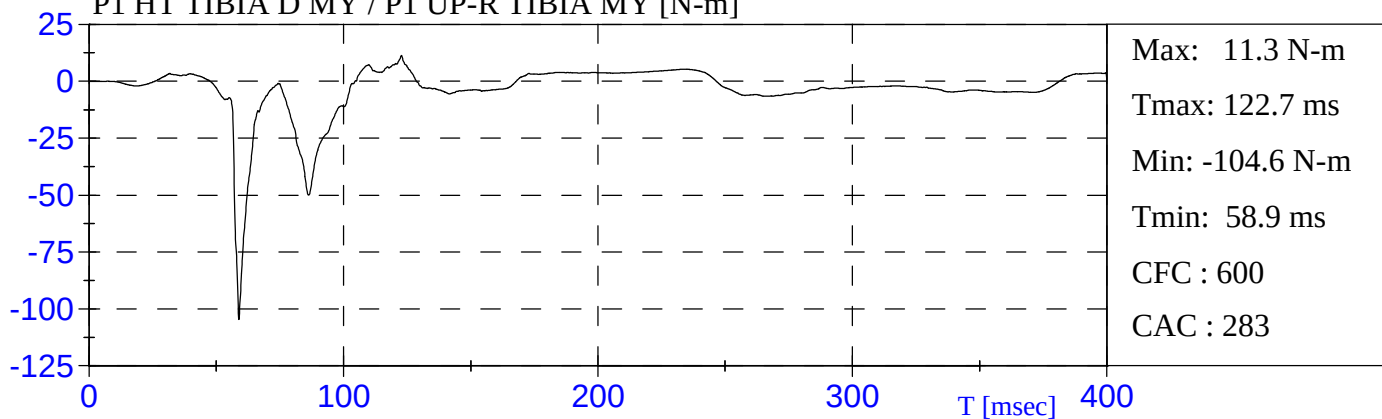
P1 HT TIBIA D FZ / P1 UP-R TIBIA FZ [N]

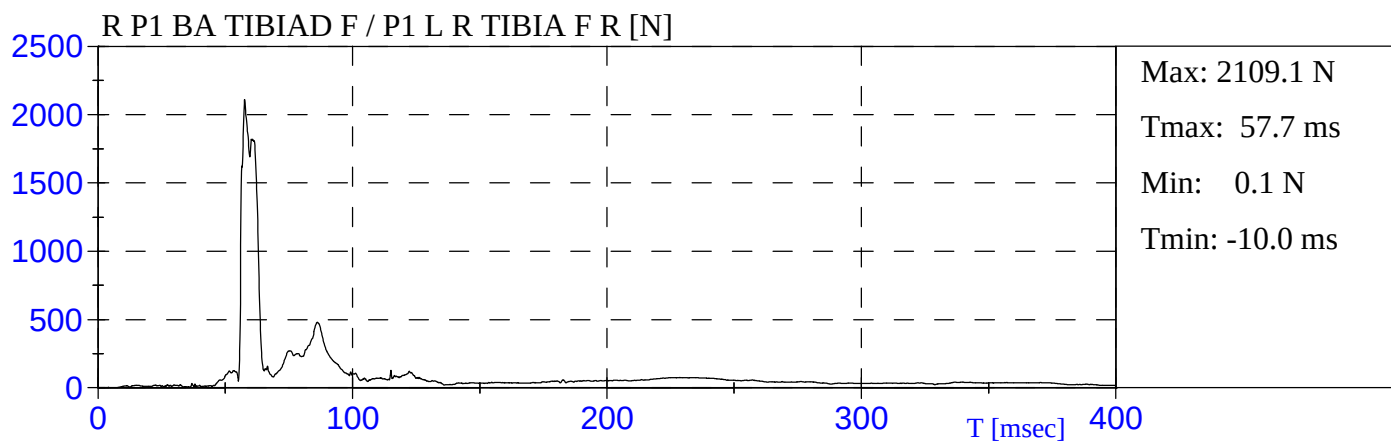
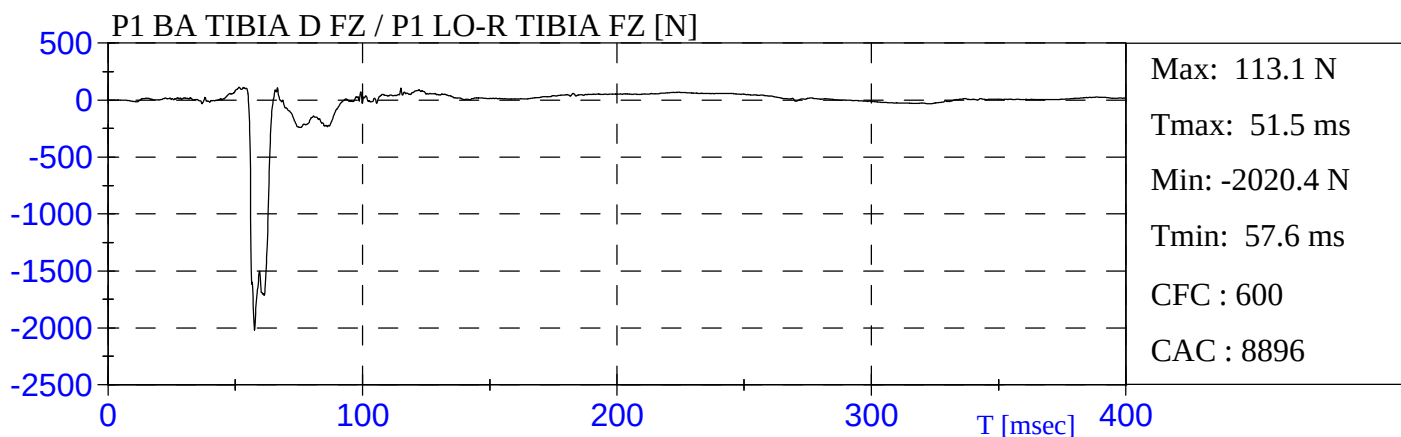
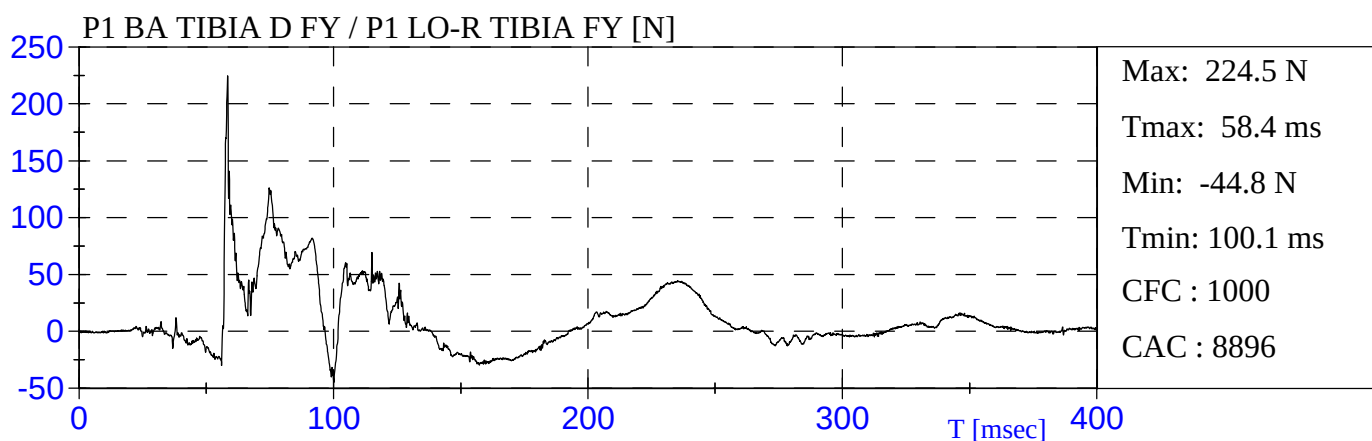
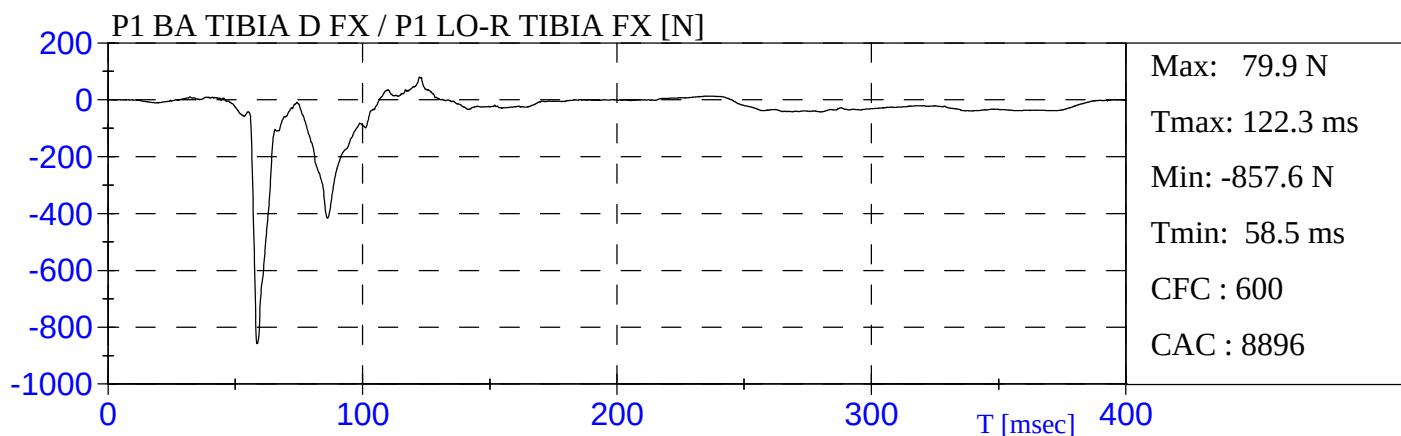


P1 HT TIBIA D MX / P1 UP-R TIBIA MX [N-m]

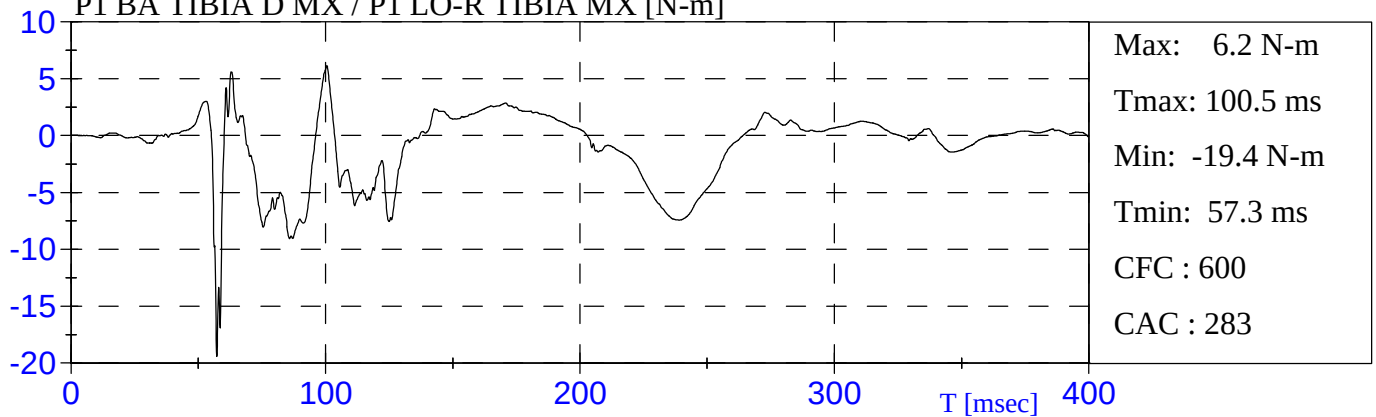


P1 HT TIBIA D MY / P1 UP-R TIBIA MY [N-m]

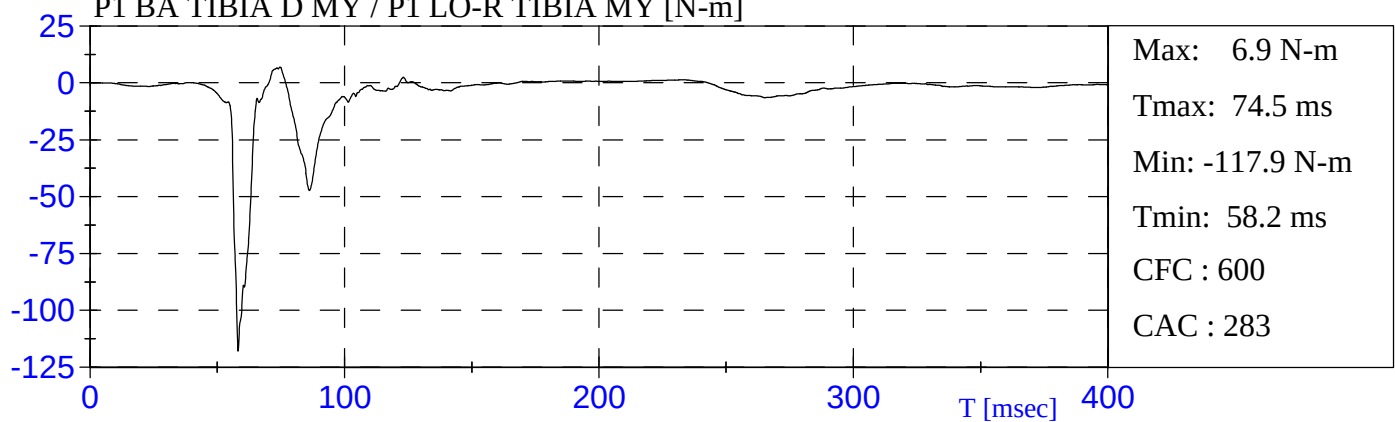


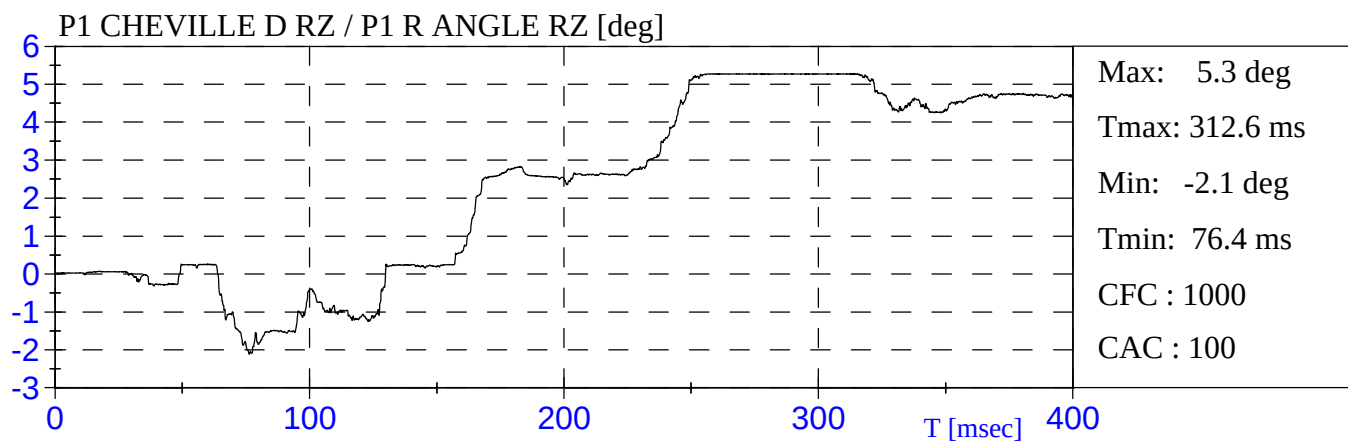
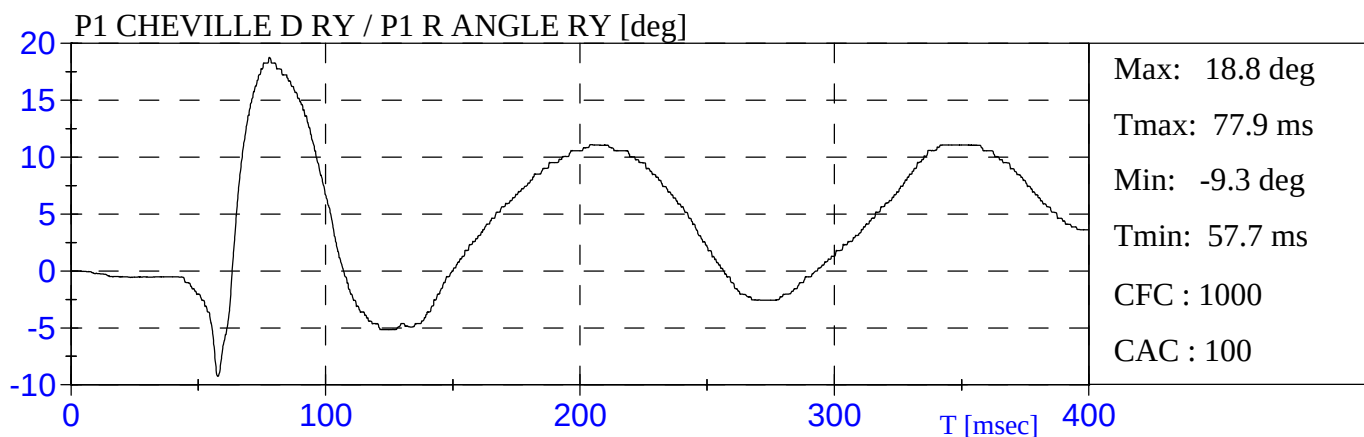
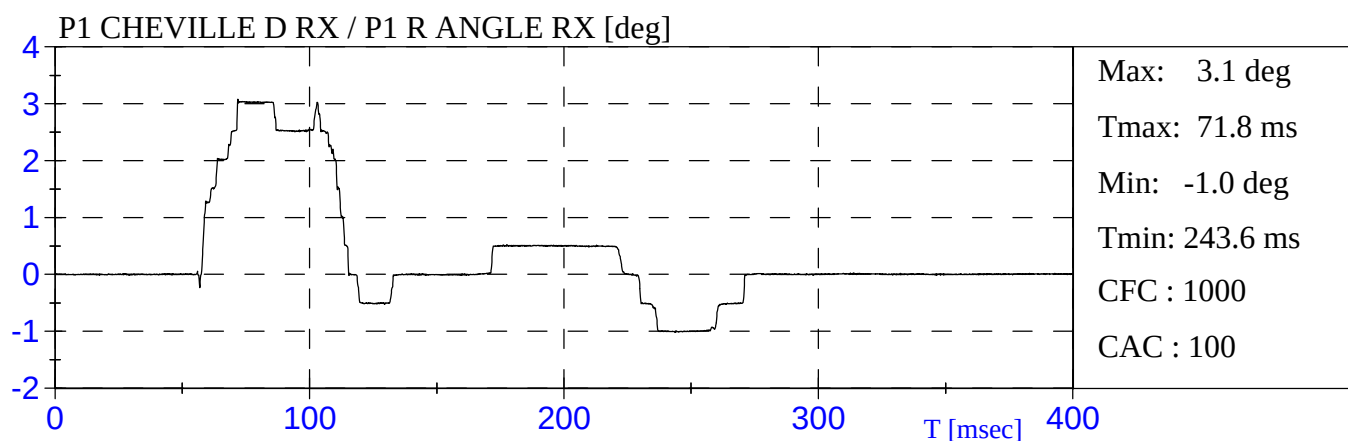
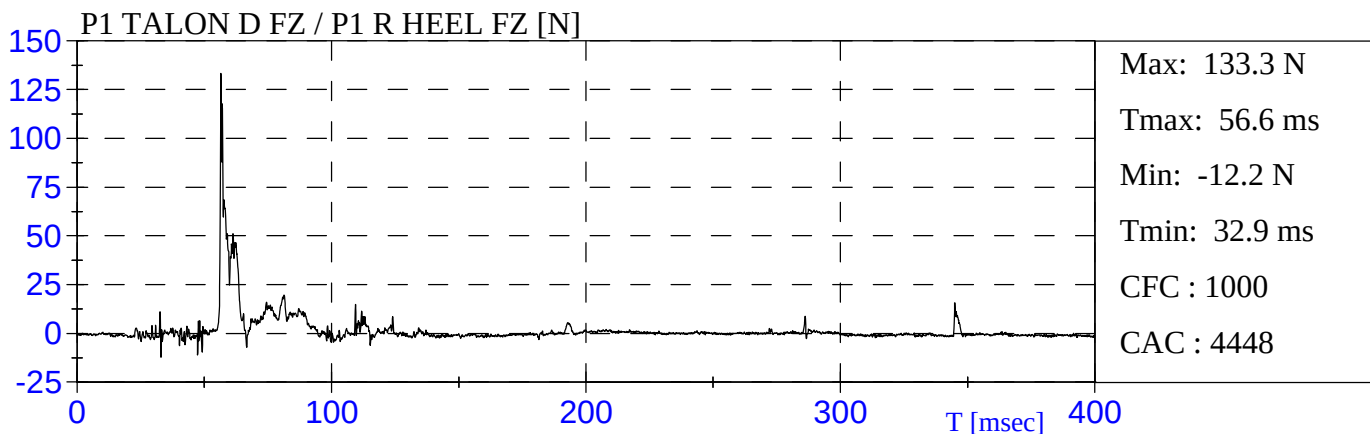


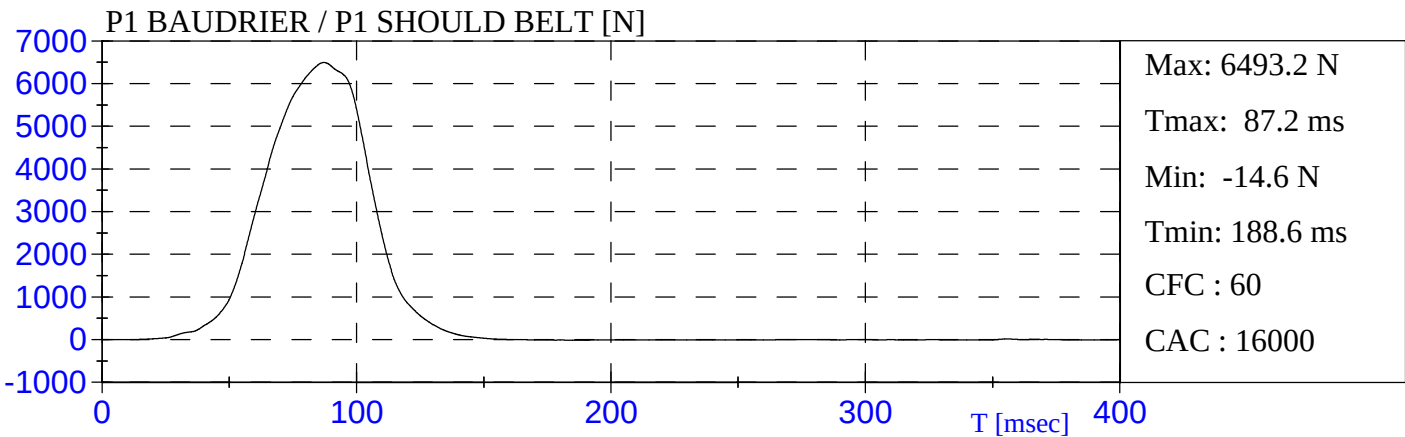
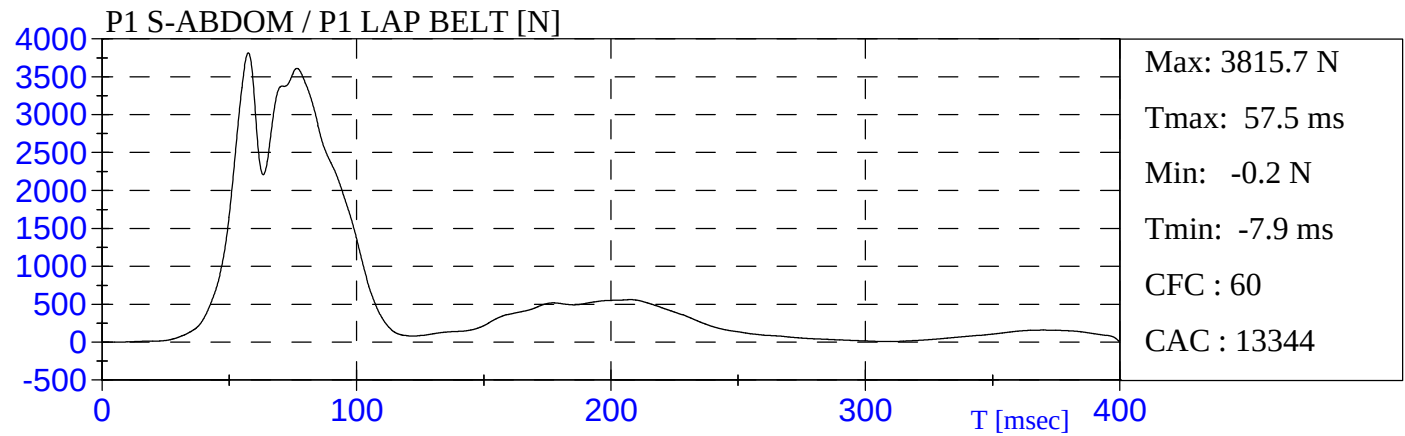
P1 BA TIBIA D MX / P1 LO-R TIBIA MX [N-m]

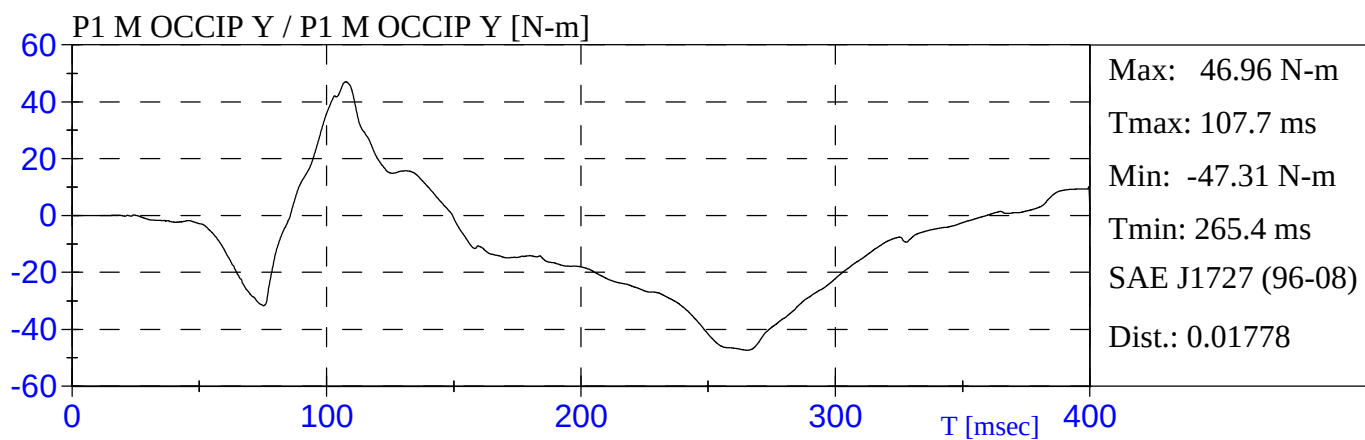


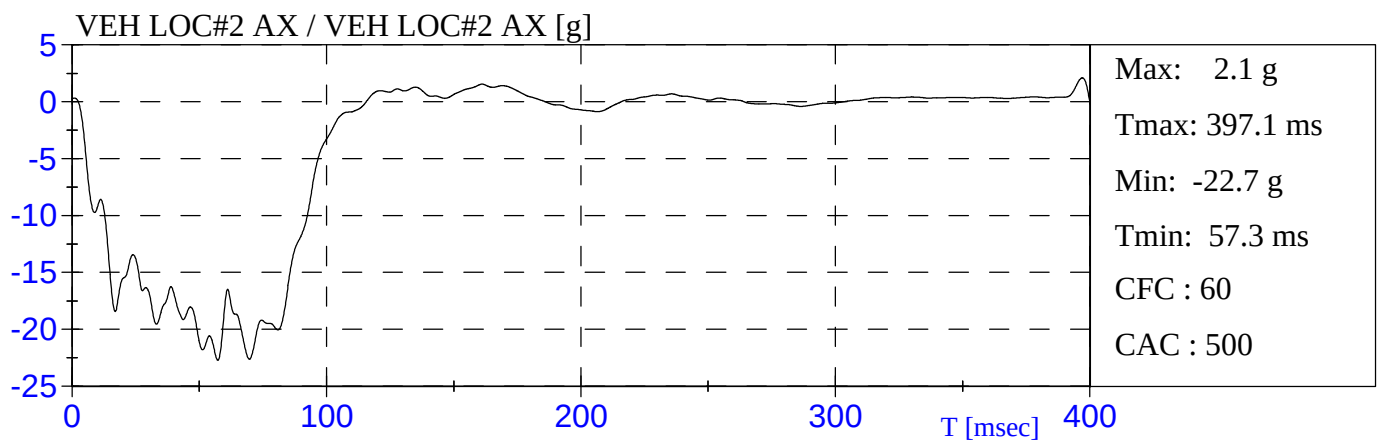
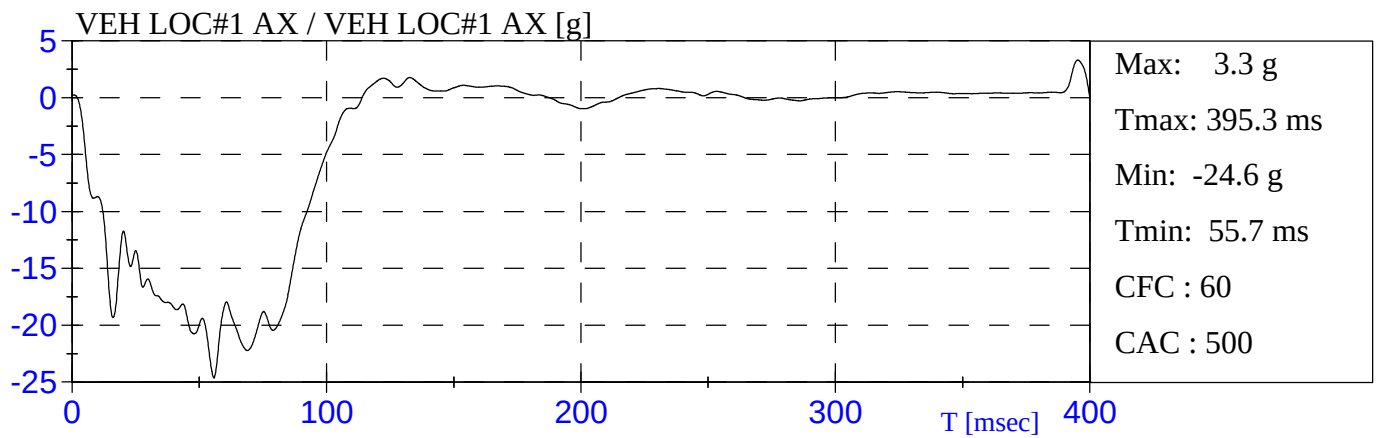
P1 BA TIBIA D MY / P1 LO-R TIBIA MY [N-m]

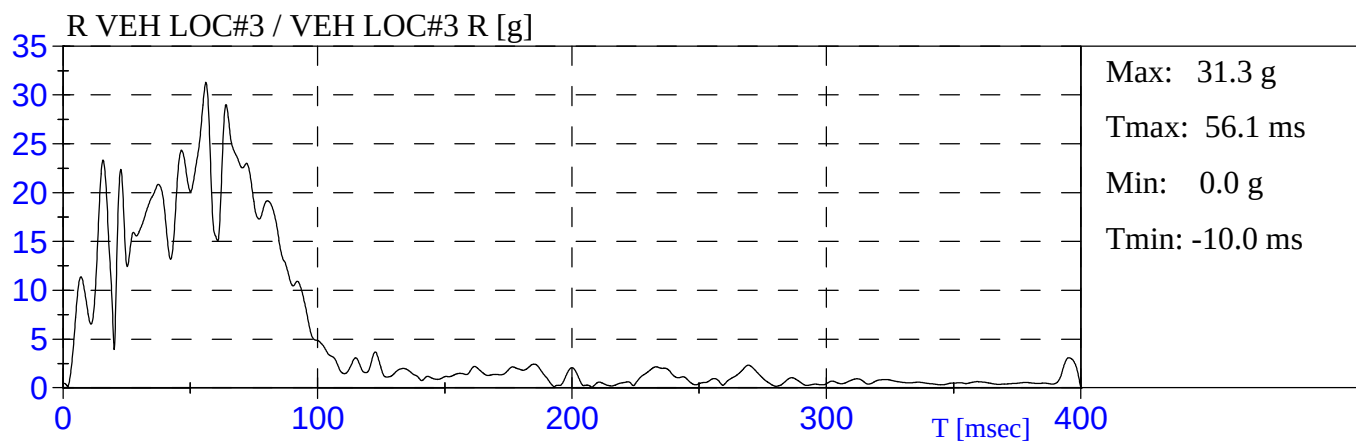
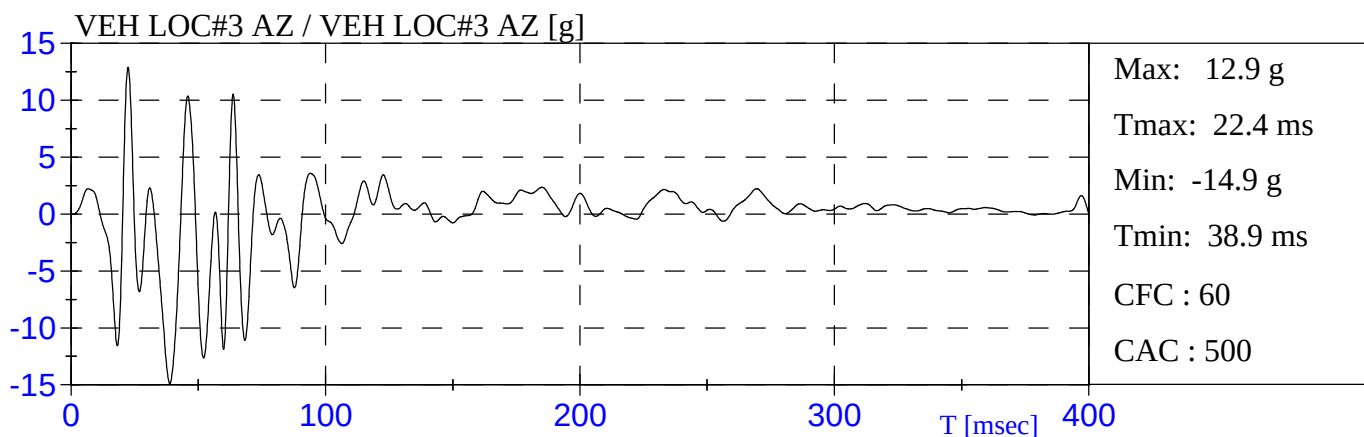
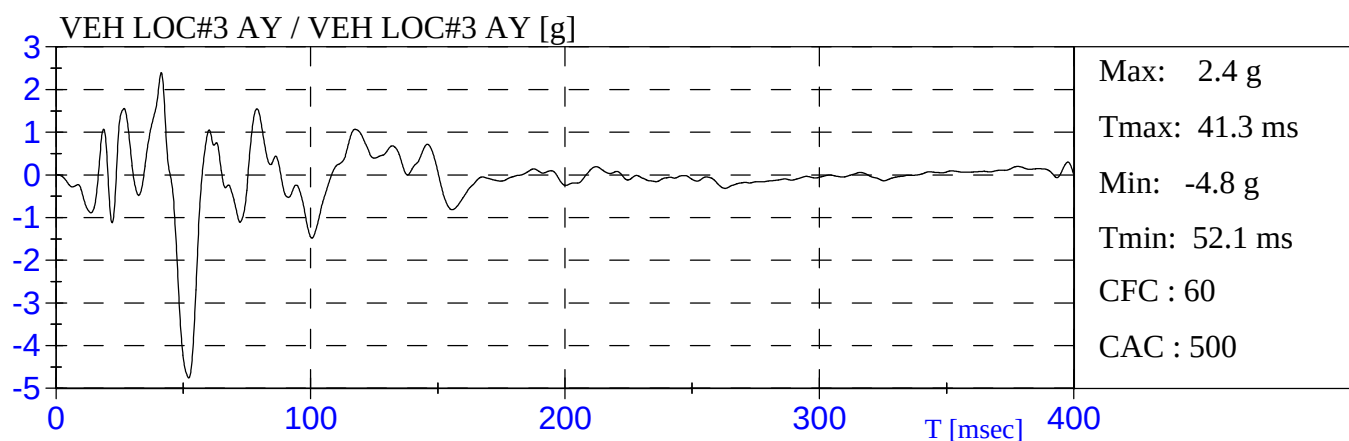
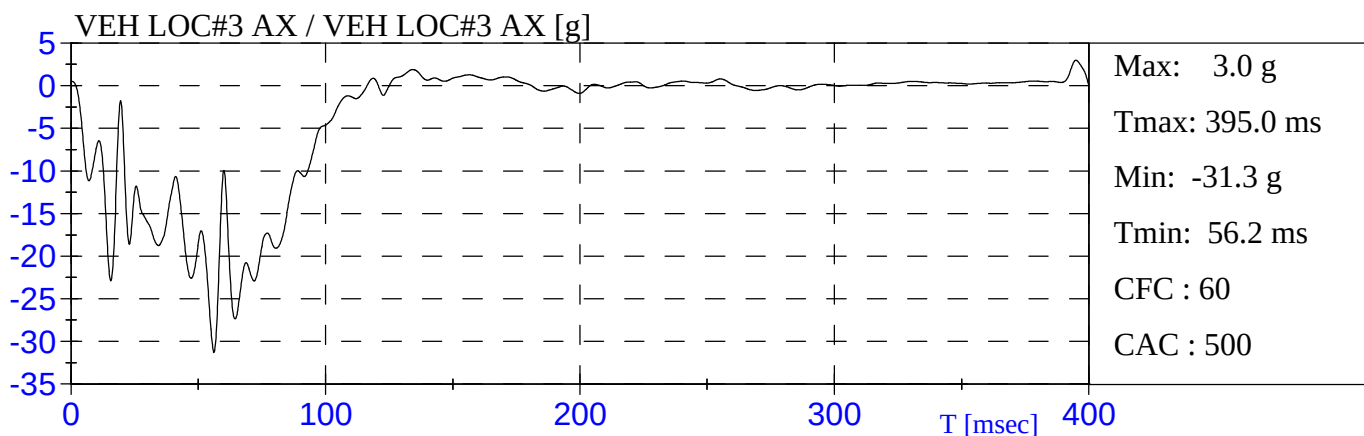


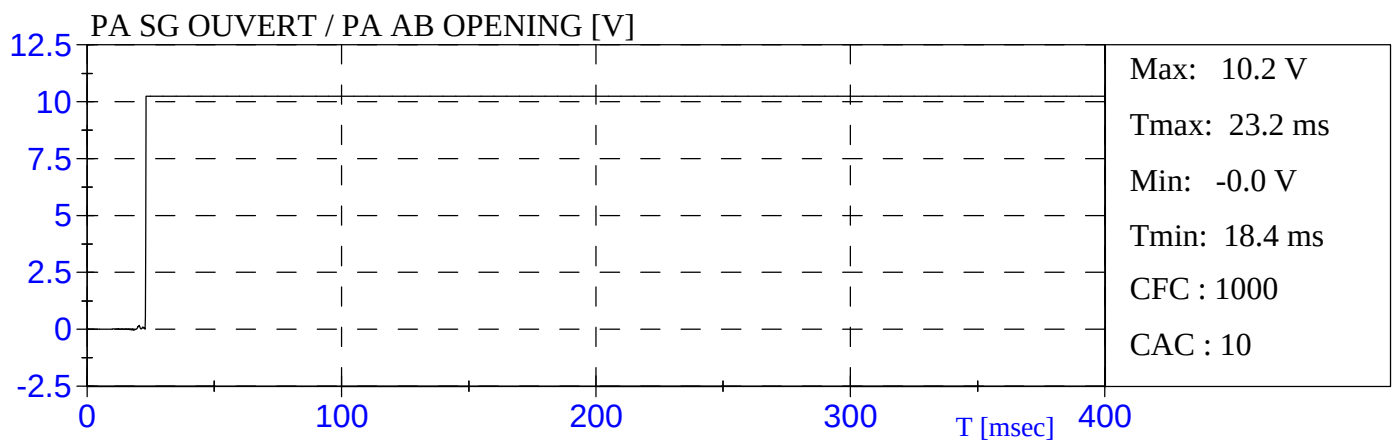
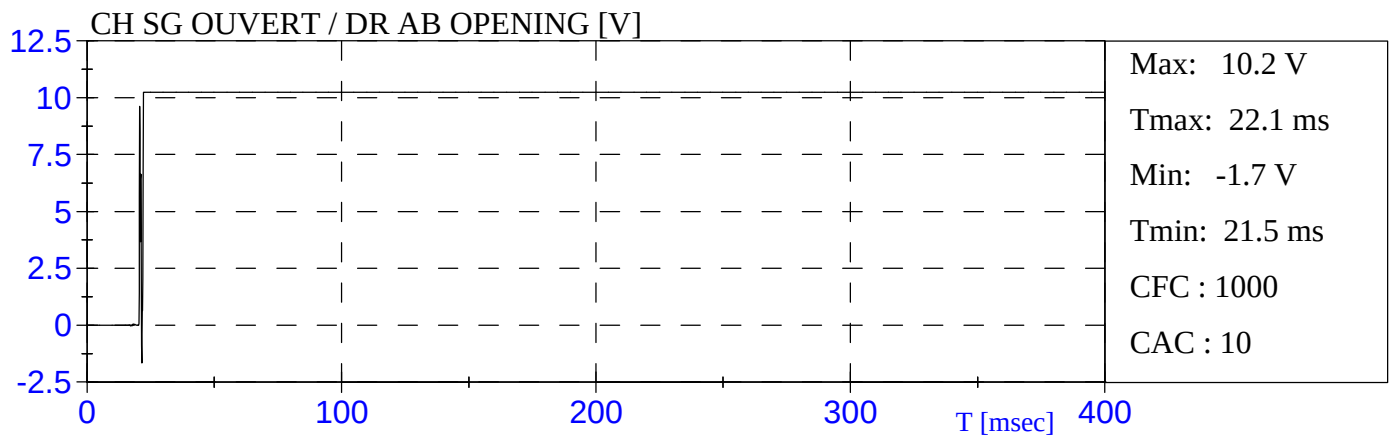


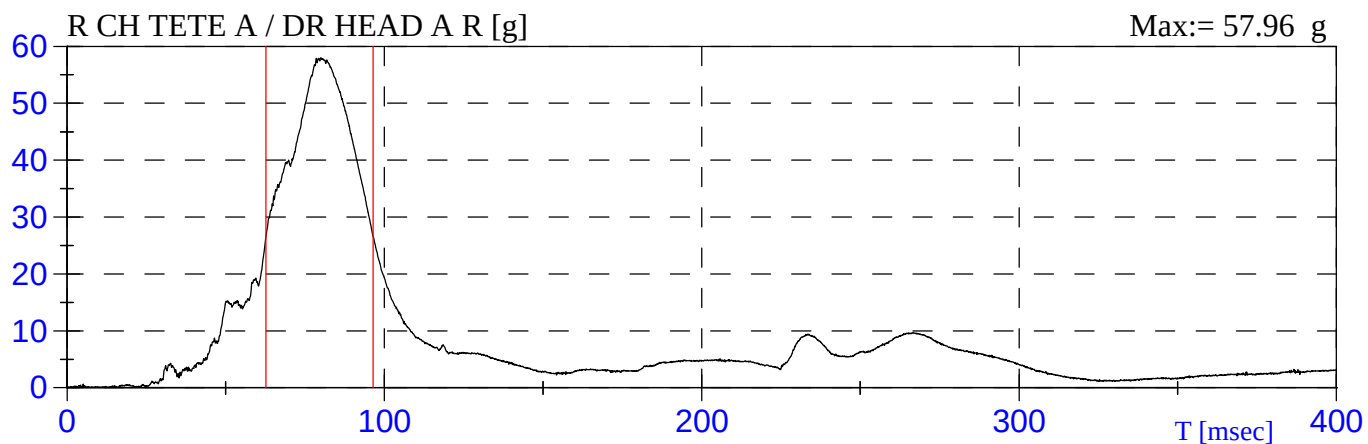










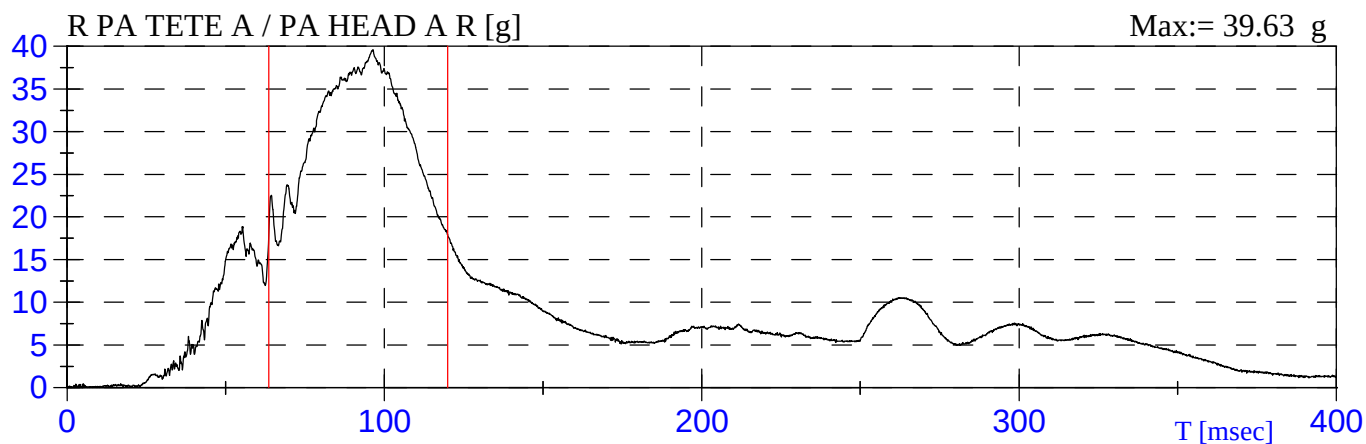


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 443	HIC(36ms):= 443	HIC(15ms):= 317
T1:= 62.7 ms	T1:= 62.7 ms	T1:= 73.8 ms
T2:= 96.5 ms	T2:= 96.5 ms	T2:= 88.8 ms

* Selon / According To: SAE J1727 96-08

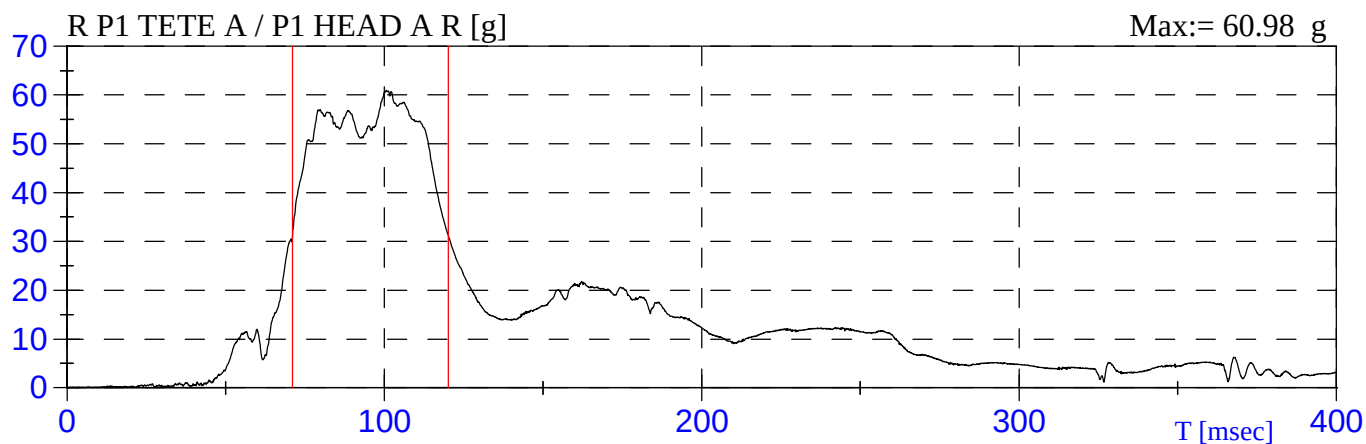


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 272	HIC(36ms):= 249	HIC(15ms):= 129
T1:= 63.6 ms	T1:= 74.9 ms	T1:= 87.1 ms
T2:= 120.0 ms	T2:= 110.9 ms	T2:= 102.1 ms

* Selon / According To: SAE J1727 96-08

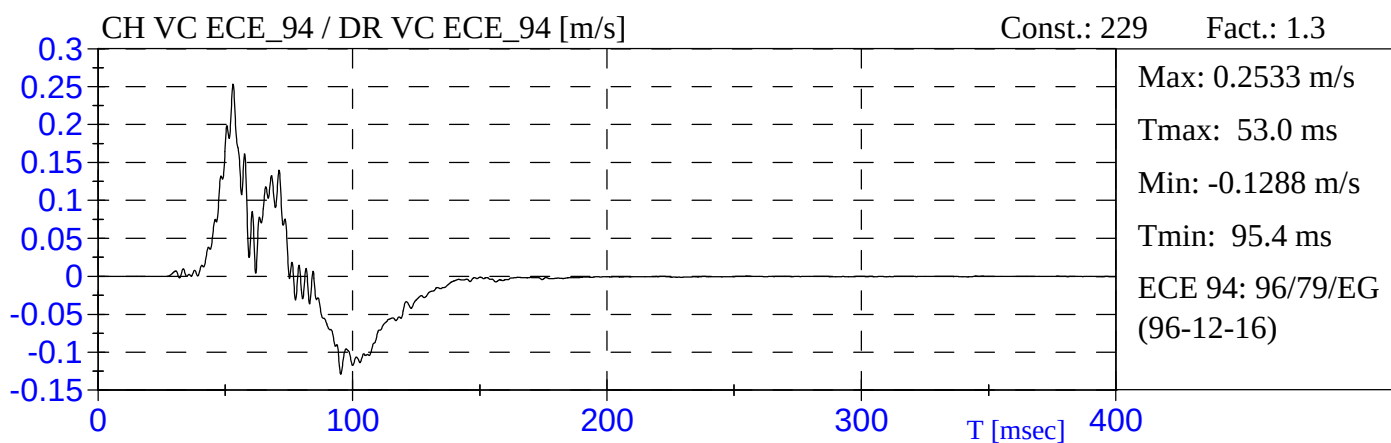
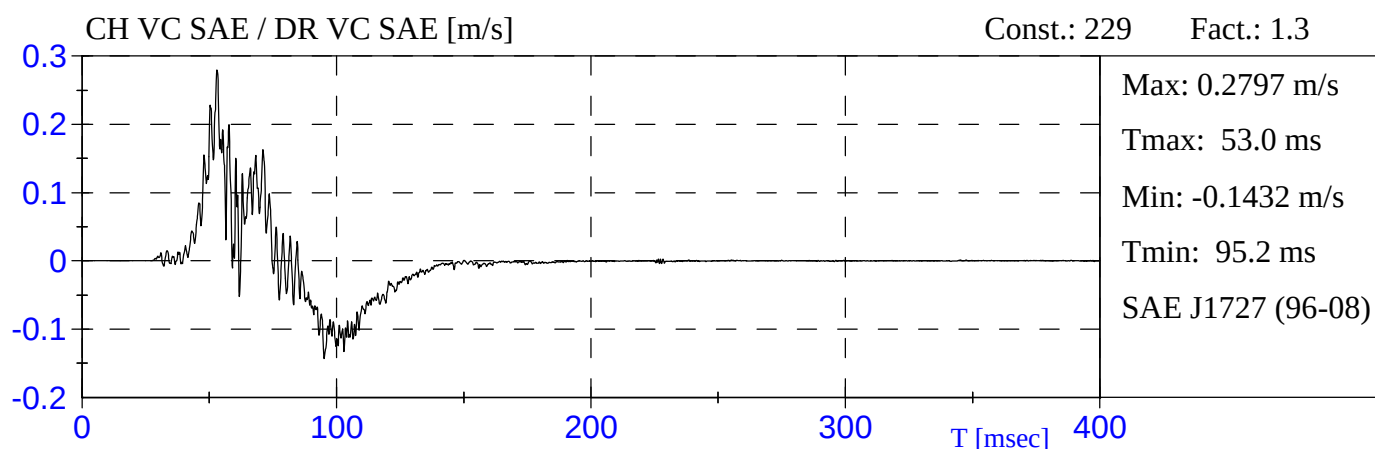
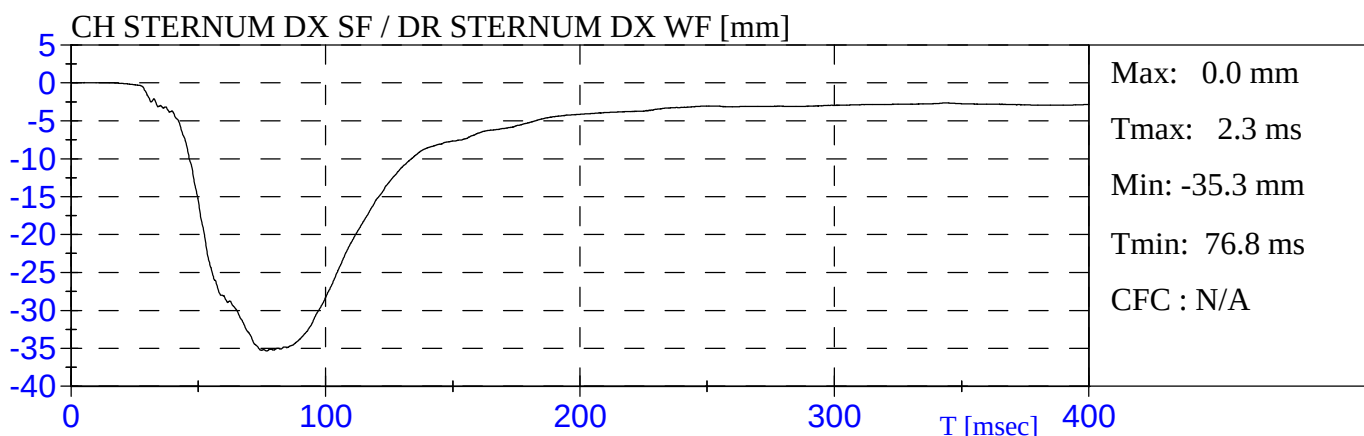


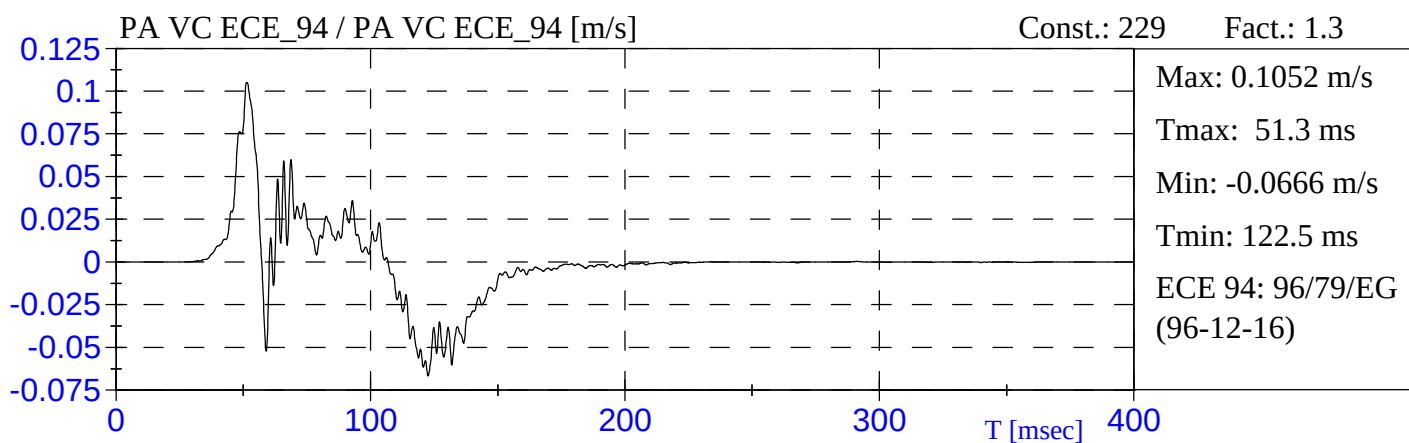
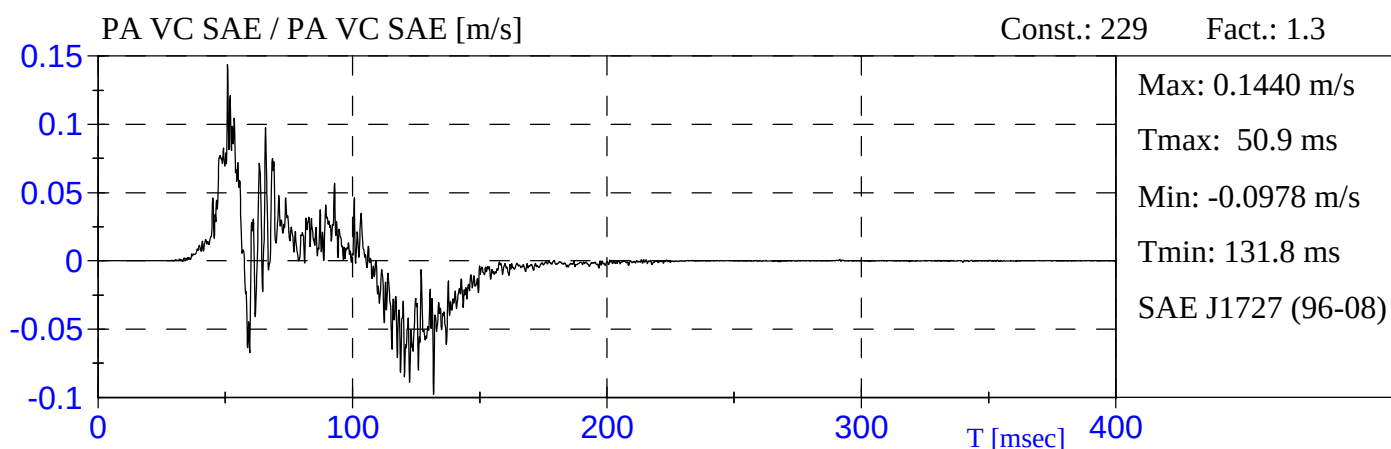
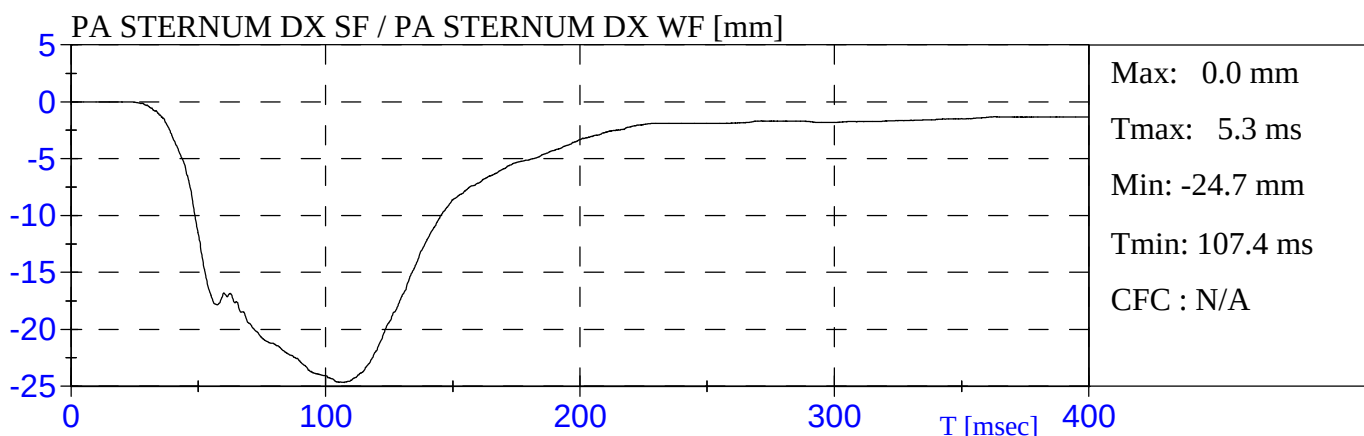
HEAD INJURY CRITERIA (HIC) *

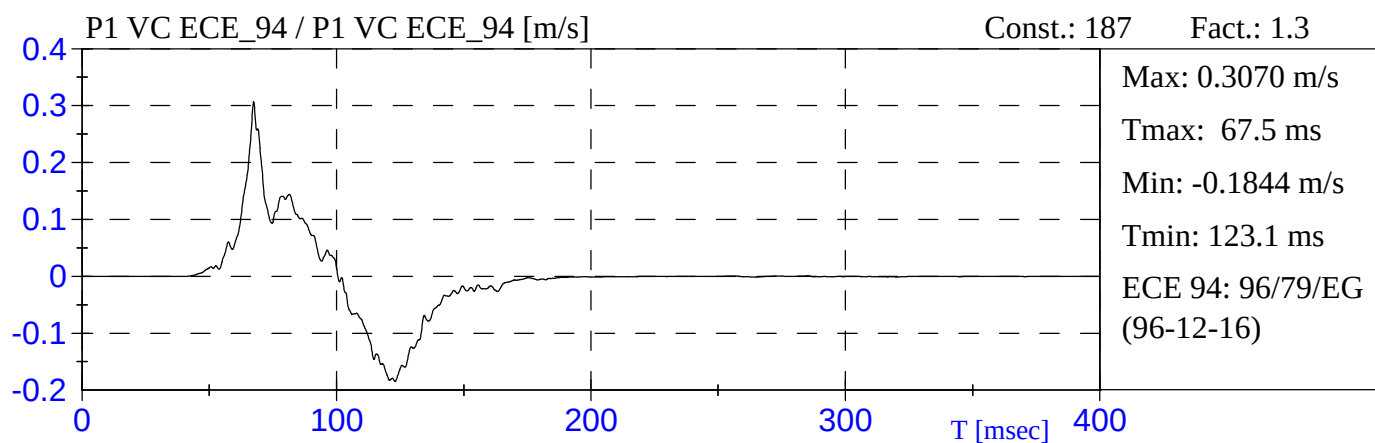
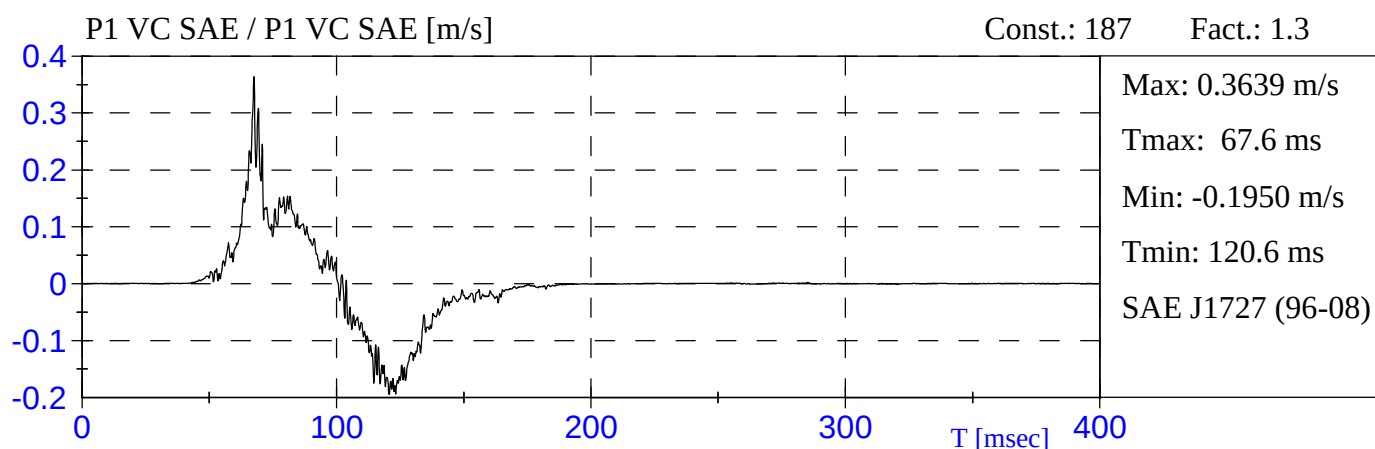
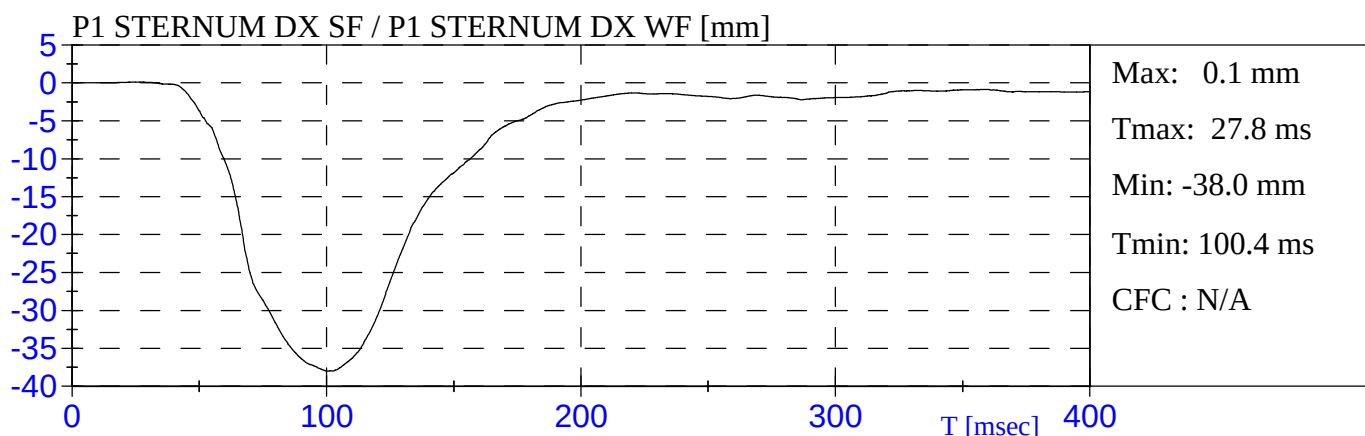
CRITÈRE DE BLESSURE DE LA TÊTE

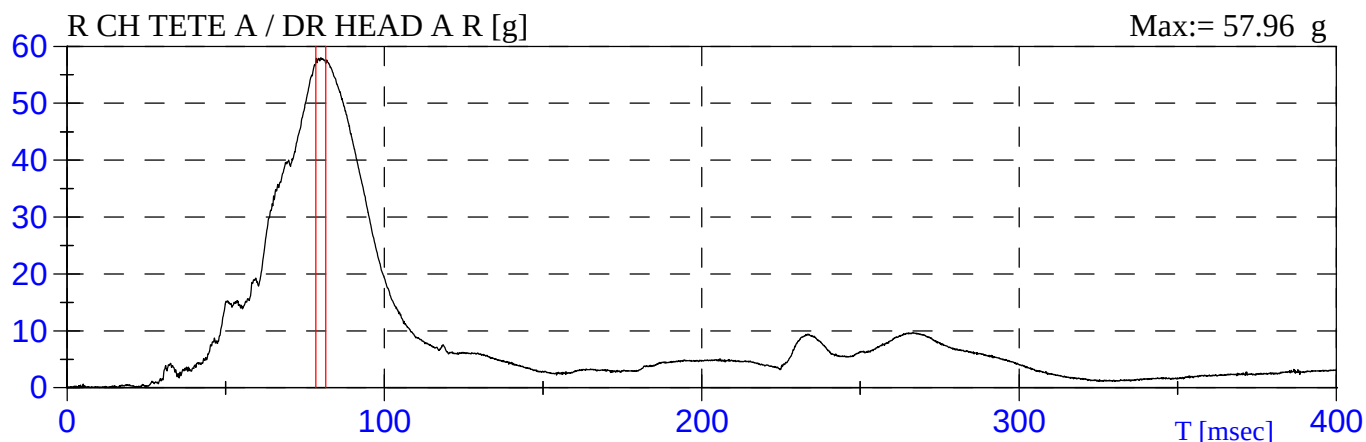
HIC:= 955	HIC(36ms):= 827	HIC(15ms):= 373
T1:= 71.1 ms	T1:= 77.6 ms	T1:= 97.2 ms
T2:= 120.2 ms	T2:= 113.6 ms	T2:= 112.2 ms

* Selon / According To: SAE J1727 96-08



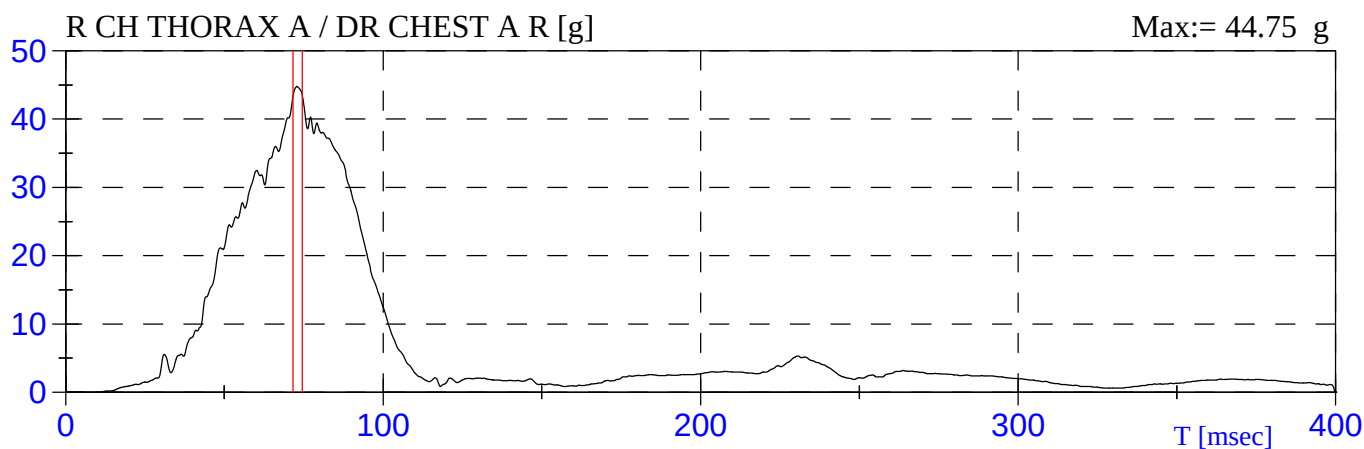






CLIP 3ms *

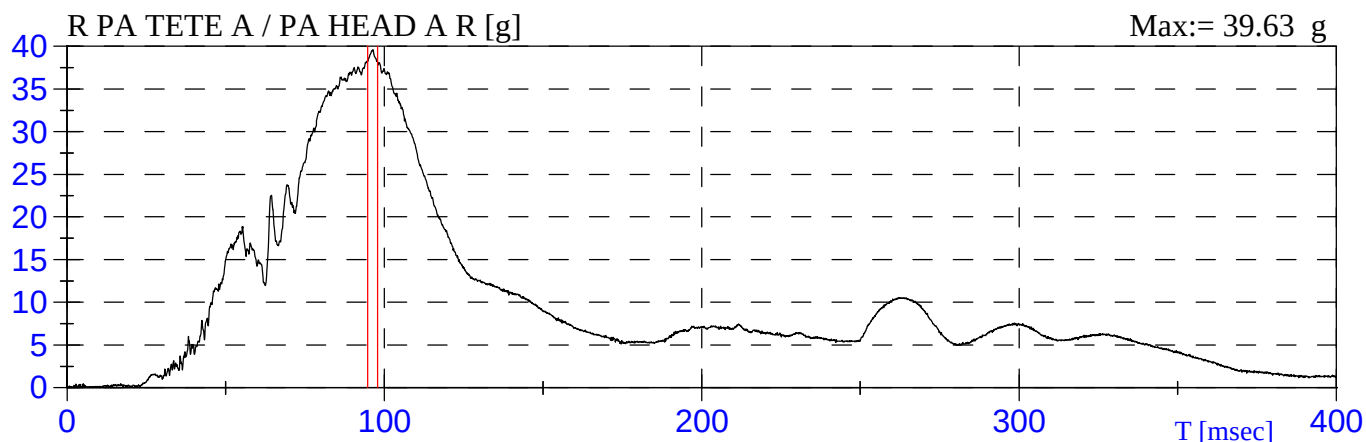
Acc. := 57.09 g	T1:= 78.3 ms	T2:= 81.5 ms
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CLIP 3ms *

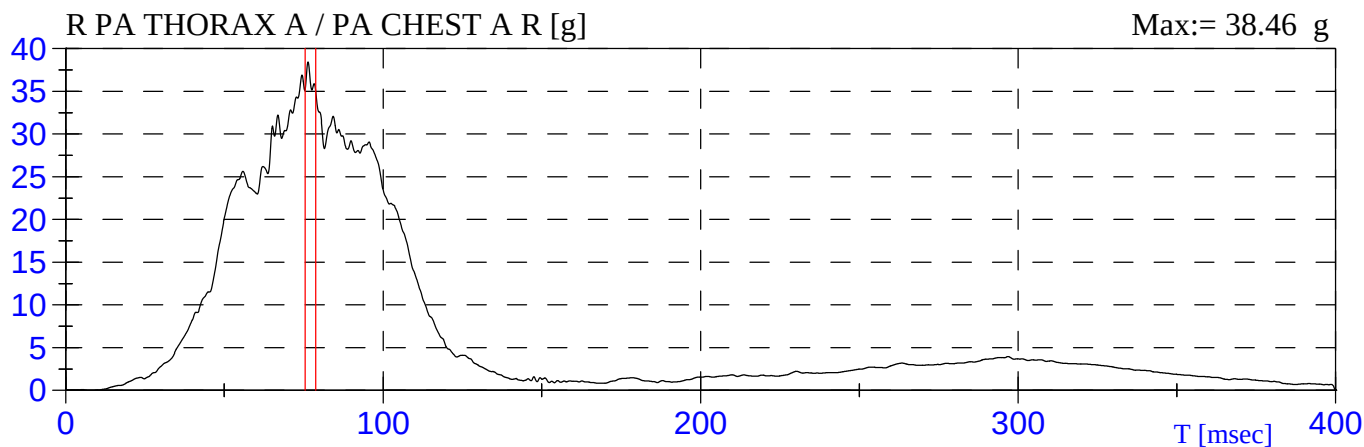
Acc. := 43.39 g	T1:= 71.6 ms	T2:= 74.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

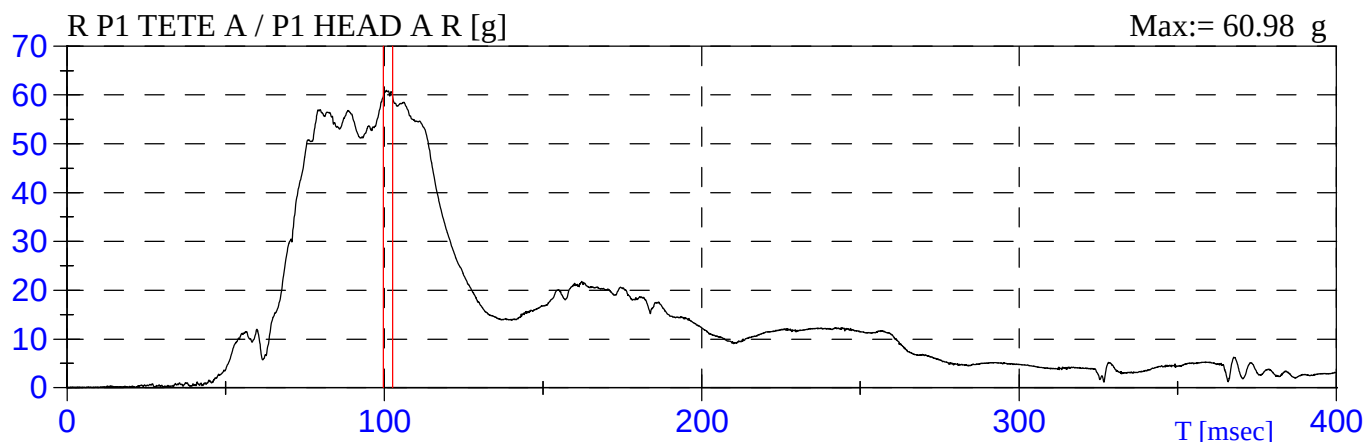
Acc. := 38.22 g	T1:= 94.8 ms	T2:= 97.8 ms
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CLIP 3ms *

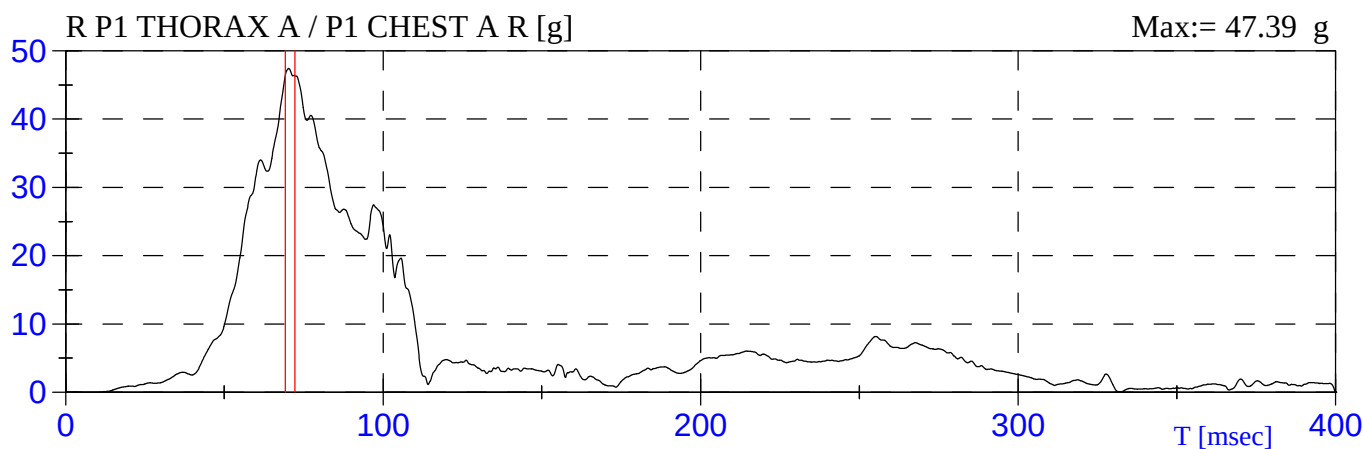
Acc. := 35.16 g	T1:= 75.4 ms	T2:= 78.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 59.65 g	T1:= 99.7 ms	T2:= 102.7 ms
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CLIP 3ms *

Acc. := 46.32 g	T1:= 69.2 ms	T2:= 72.2 ms
-----------------	--------------	--------------

* 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	0.620	0.452
BAS / LOWER	0.556	0.499

TI Passager / Passenger

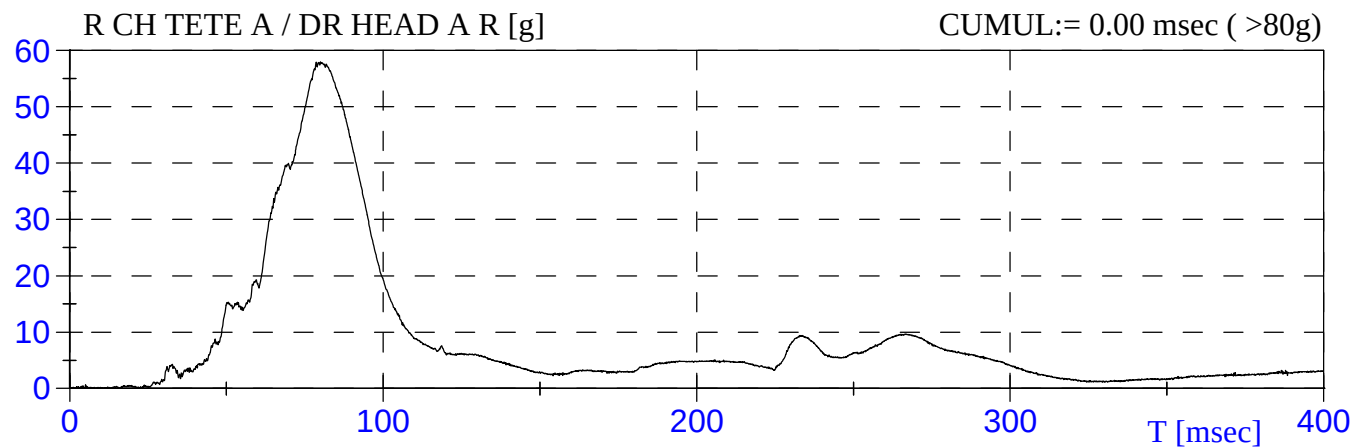
Mc := 225 N-m

Fc := 35.9 kN

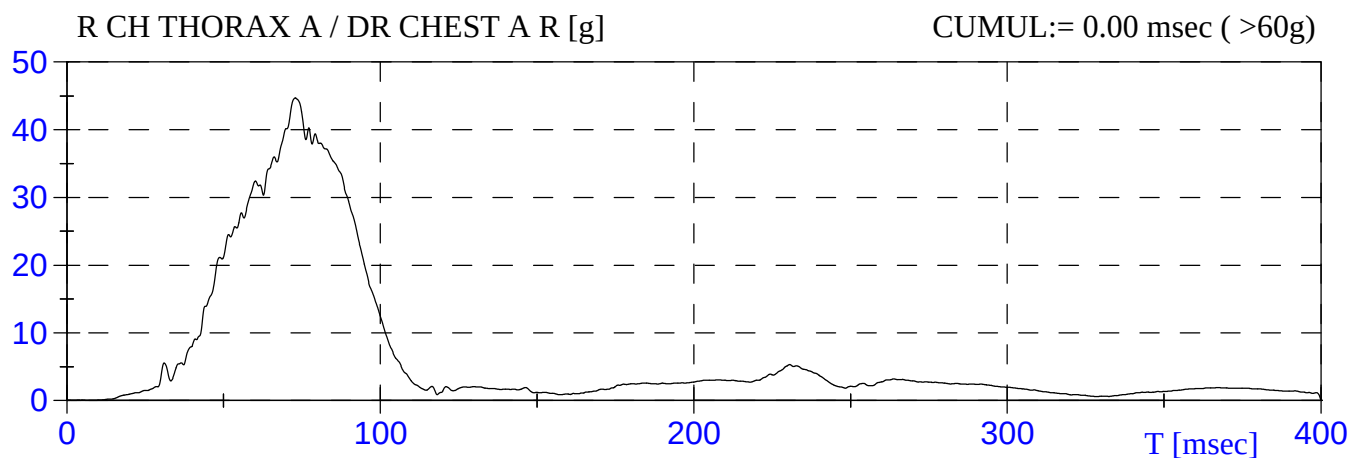
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.958	0.447
BAS / LOWER	0.383	0.260

* Selon / According To: SAE J1727 AUG 96

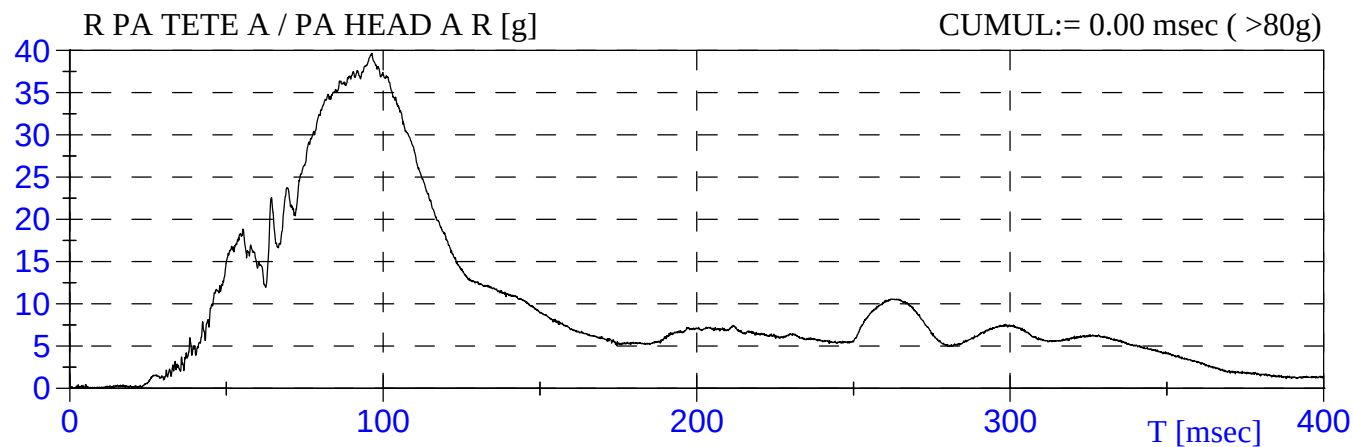
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



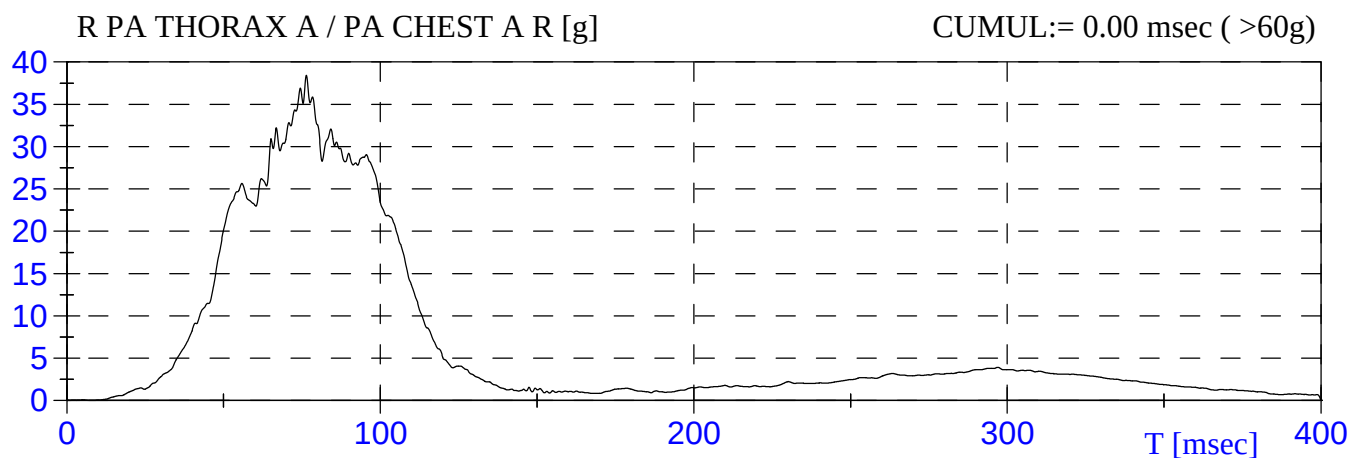
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



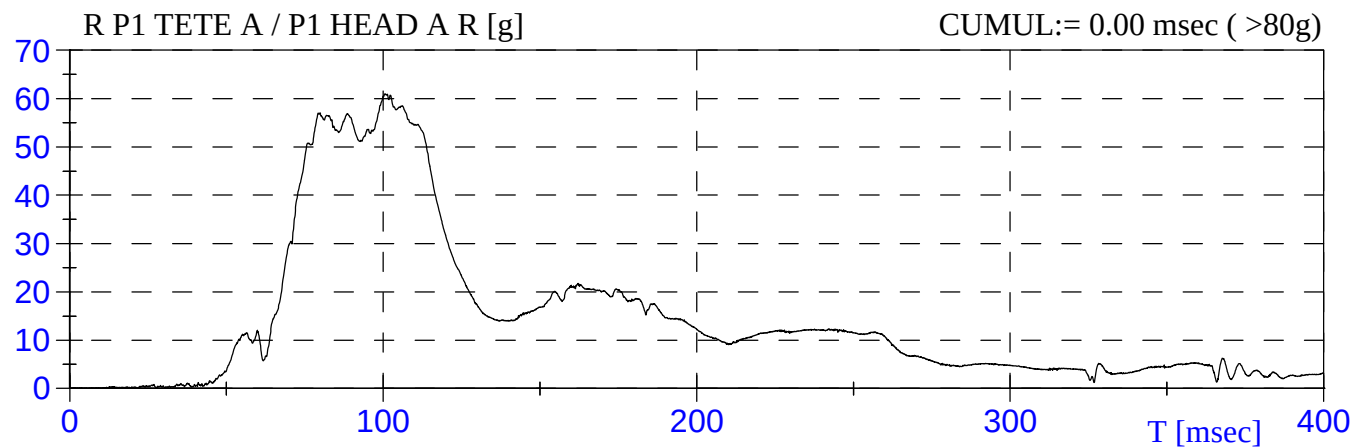
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



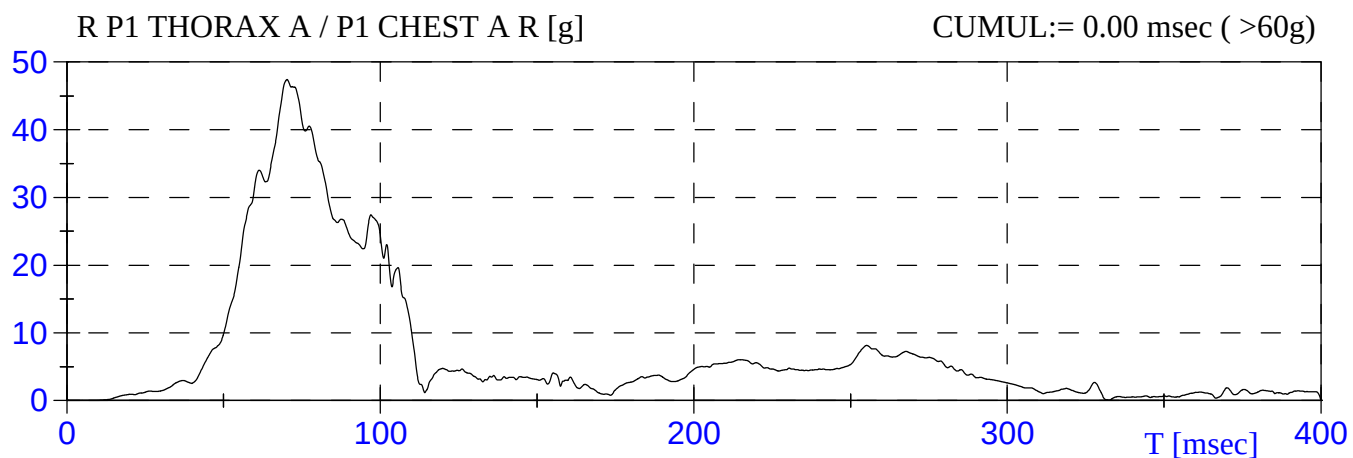
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.33$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	6806
				C _c	6160
0.33	0.18	0.05	0.00	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.20$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	6806
				C _c	6160
0.16	0.20	0.00	0.07	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000

Passager 1 / Passenger 1

$N_{ij}^* = 0.87$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.78	0.85	0.00	0.87	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000



COMMENTAIRES / COMMENTS

CH HT TIBIA D FX:	N'est pas valide.
P1 BA TIBIA G FY:	N'est pas valide.
DR UP-R TIBIA FX:	Is not valid.
P1 LO-L TIBIA FY:	Is not valid.