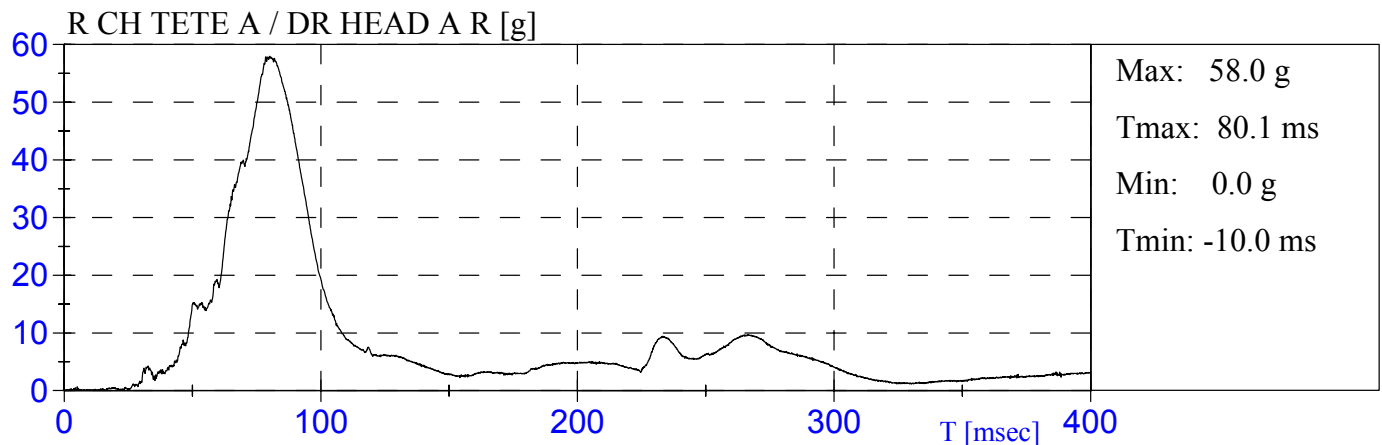
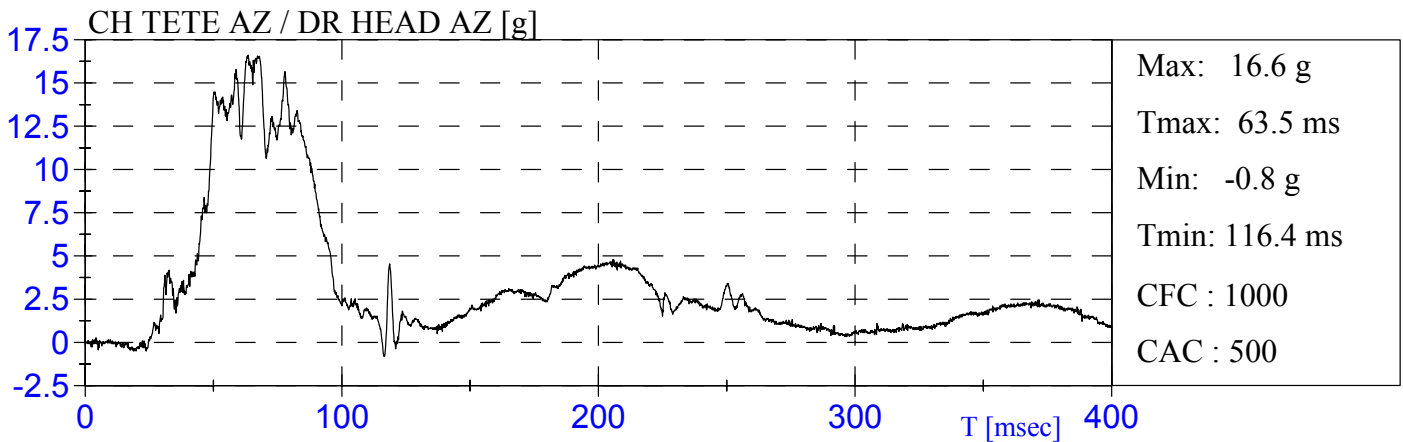
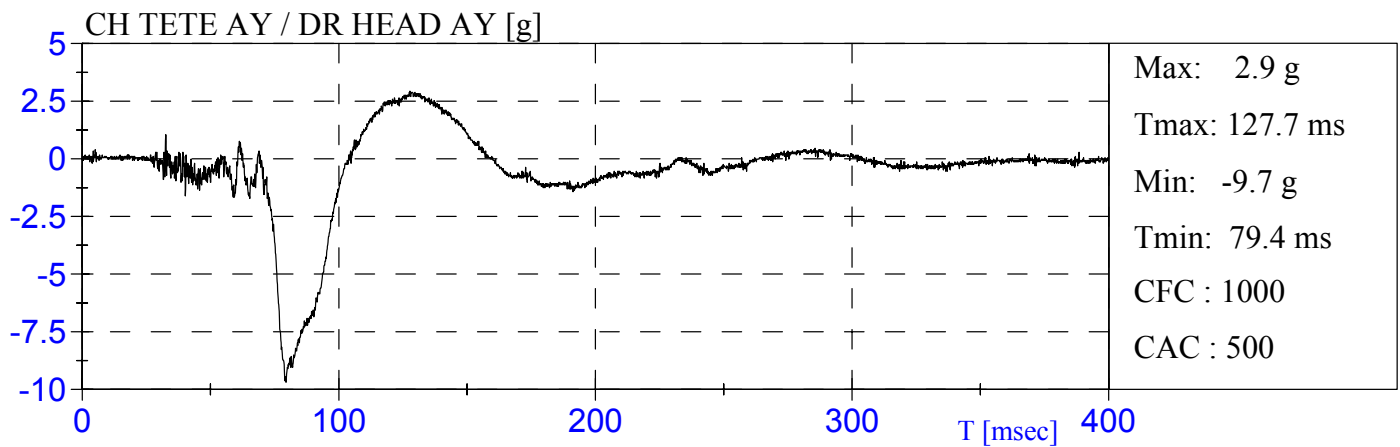
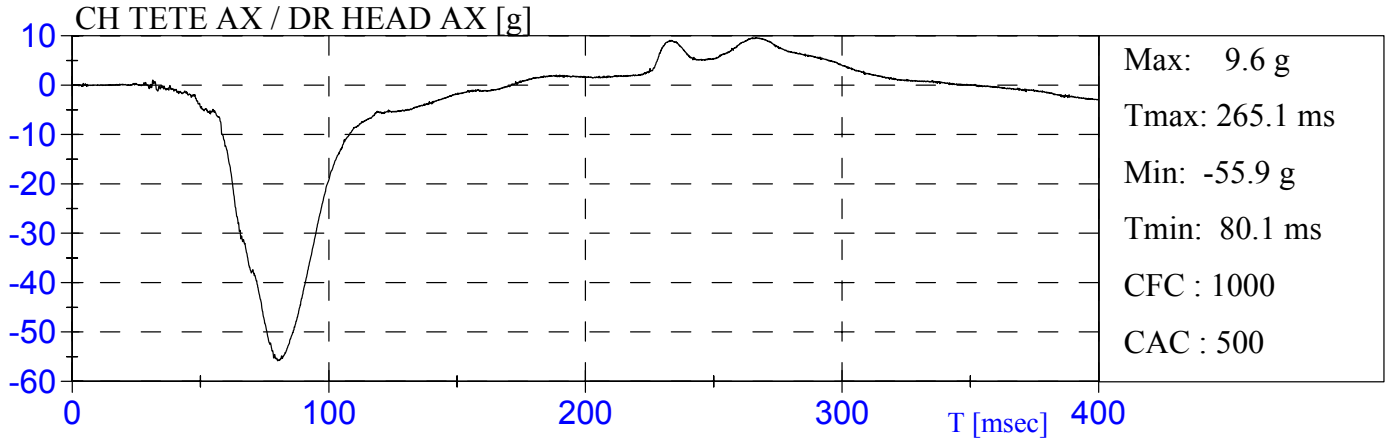
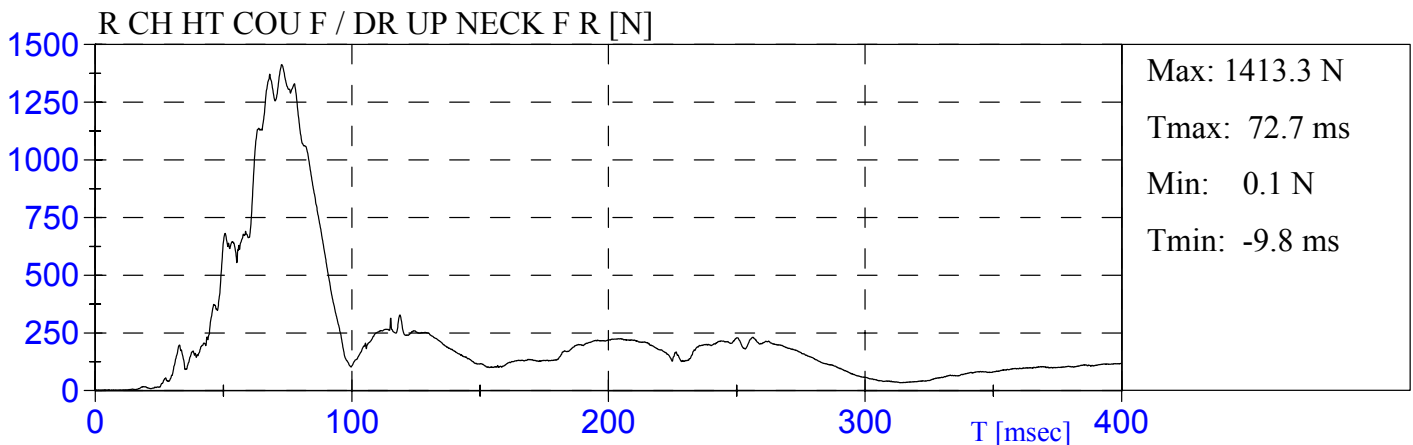
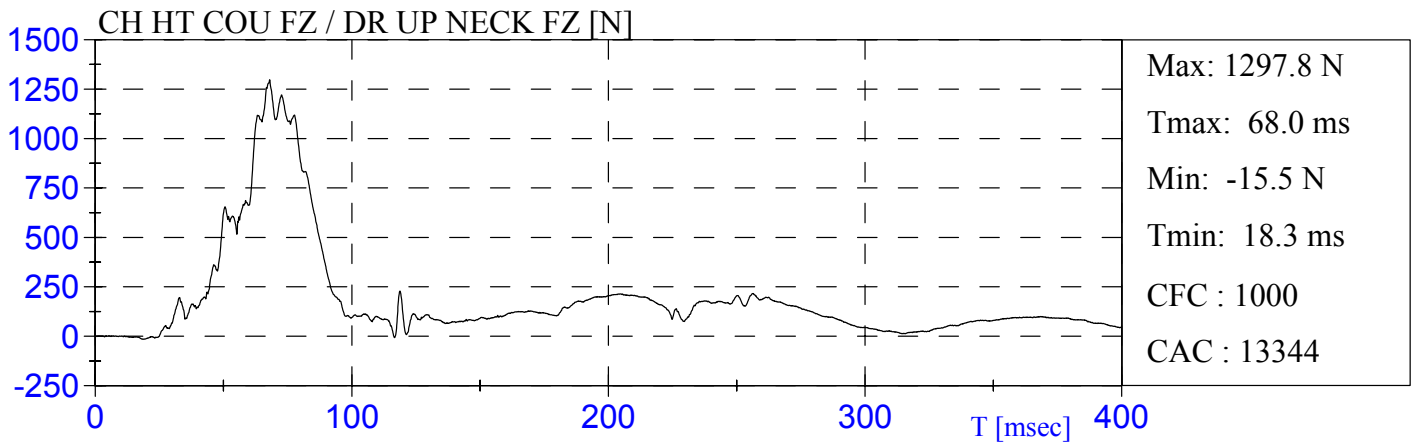
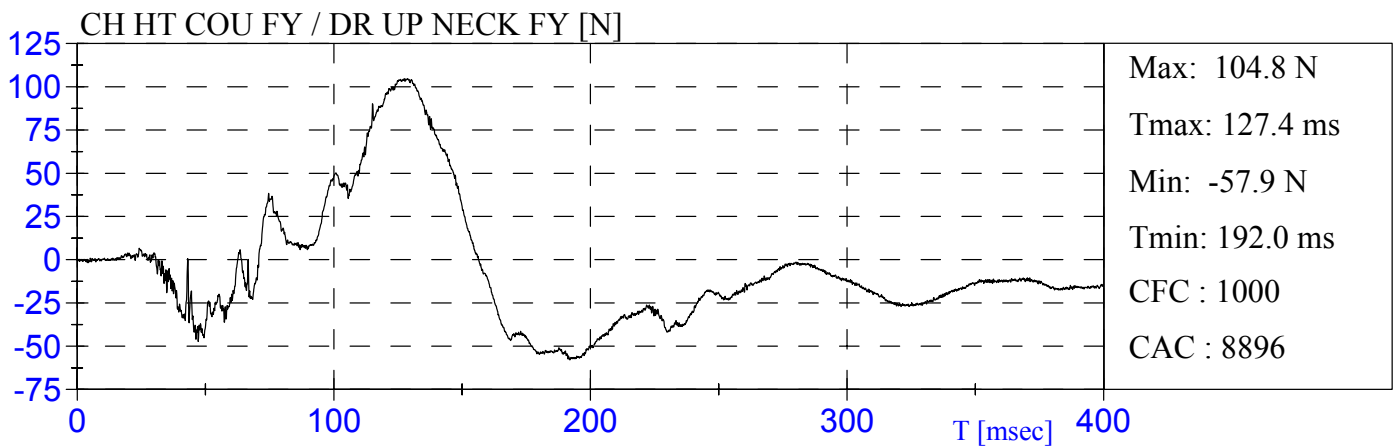
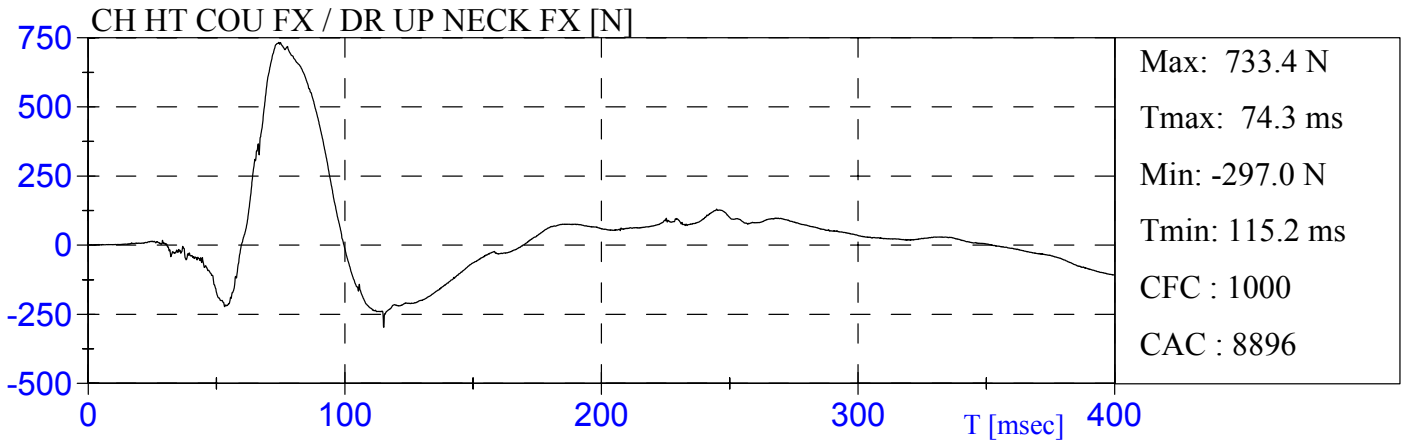
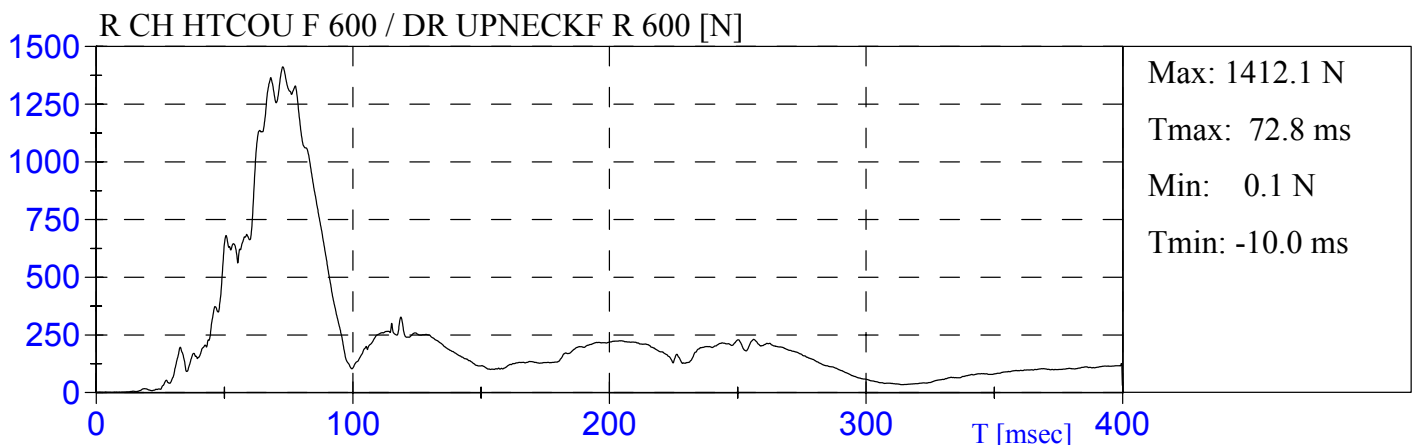
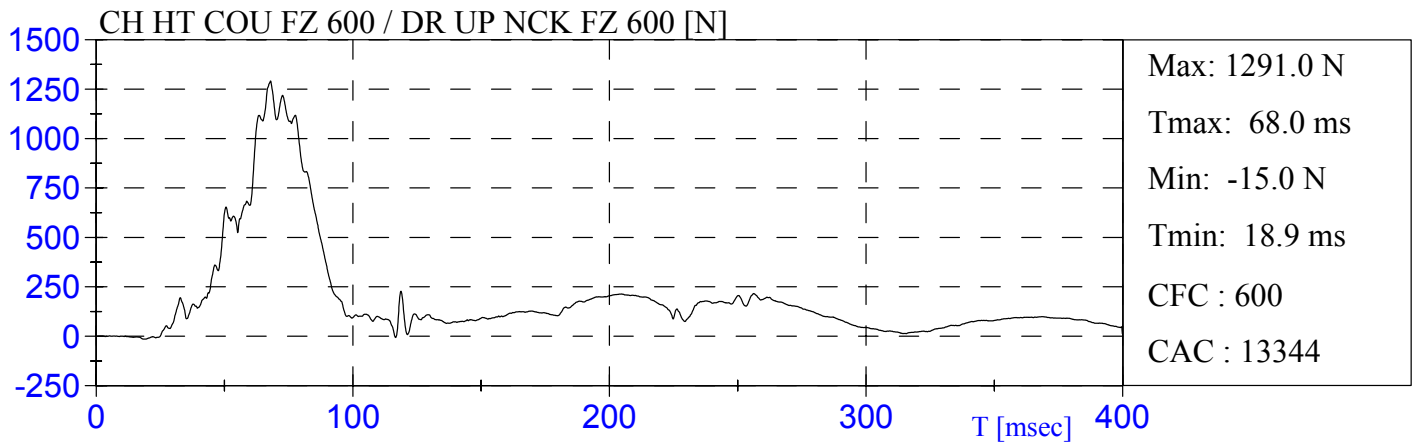
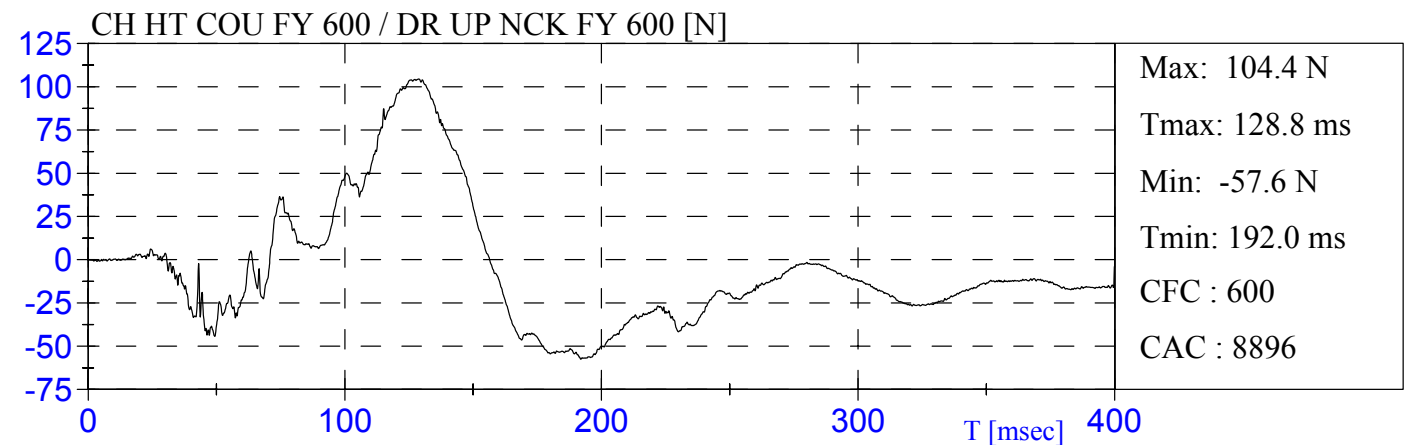
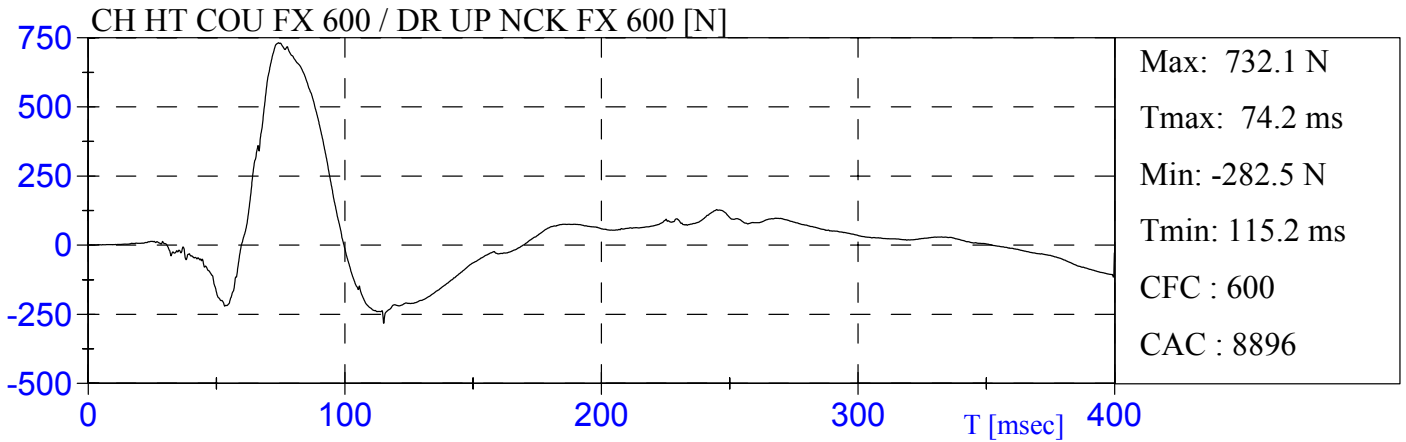


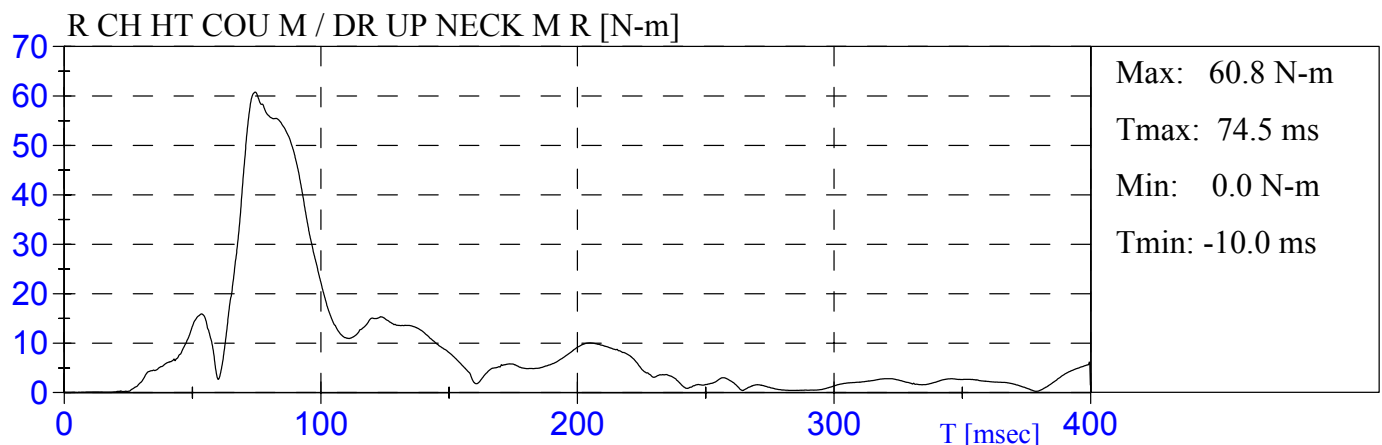
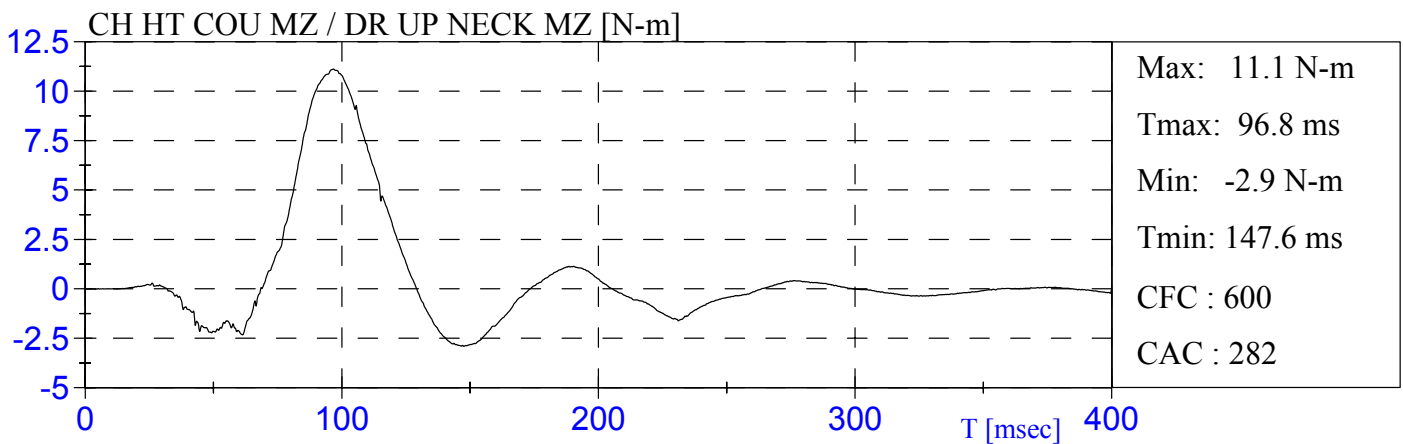
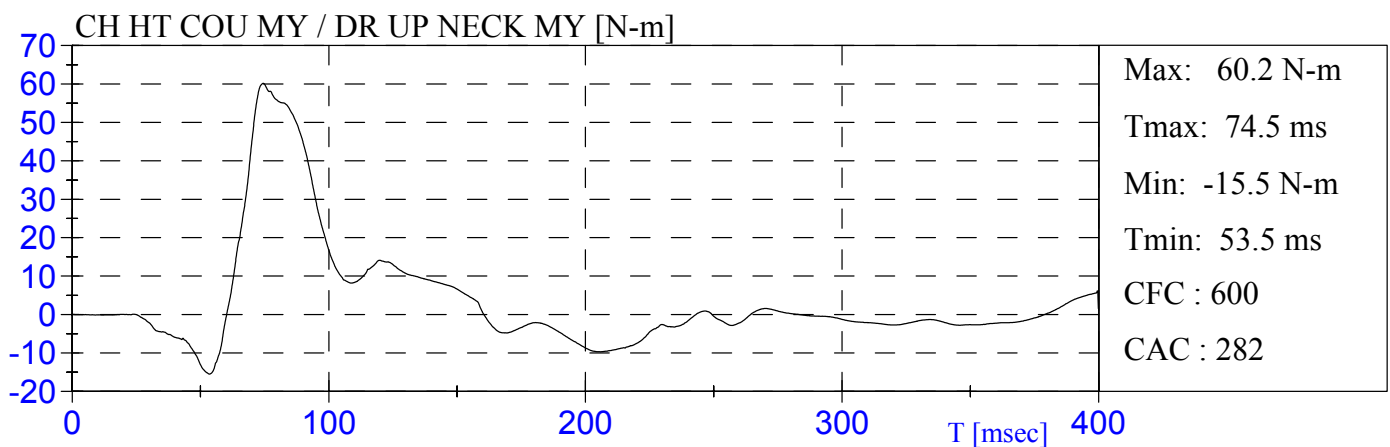
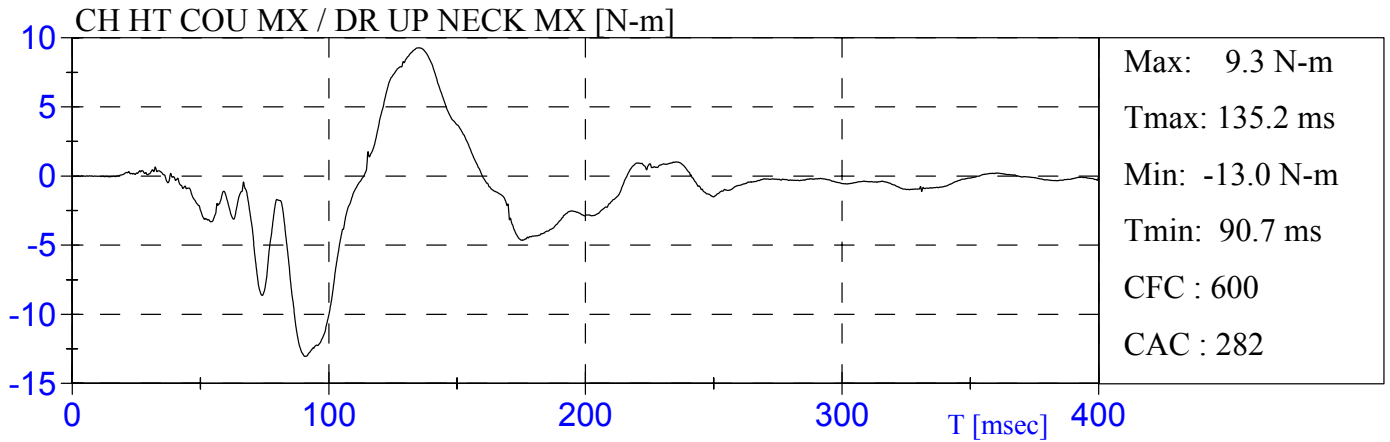


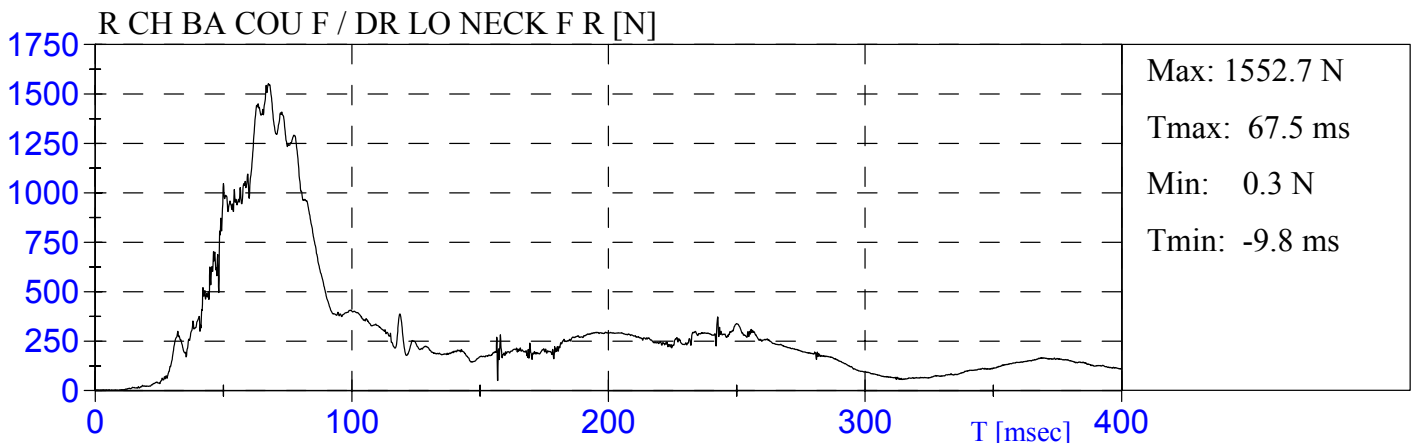
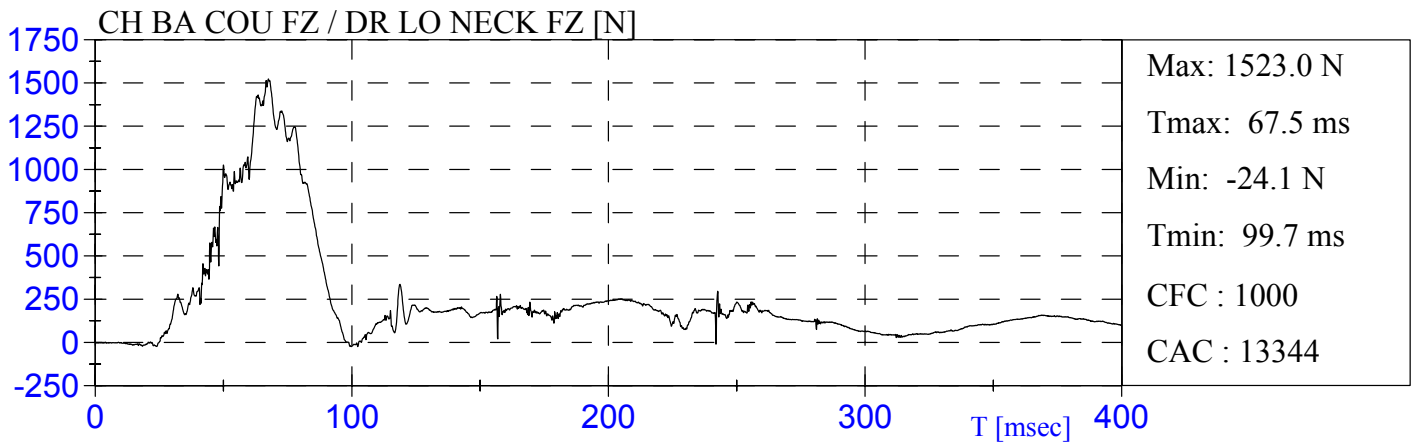
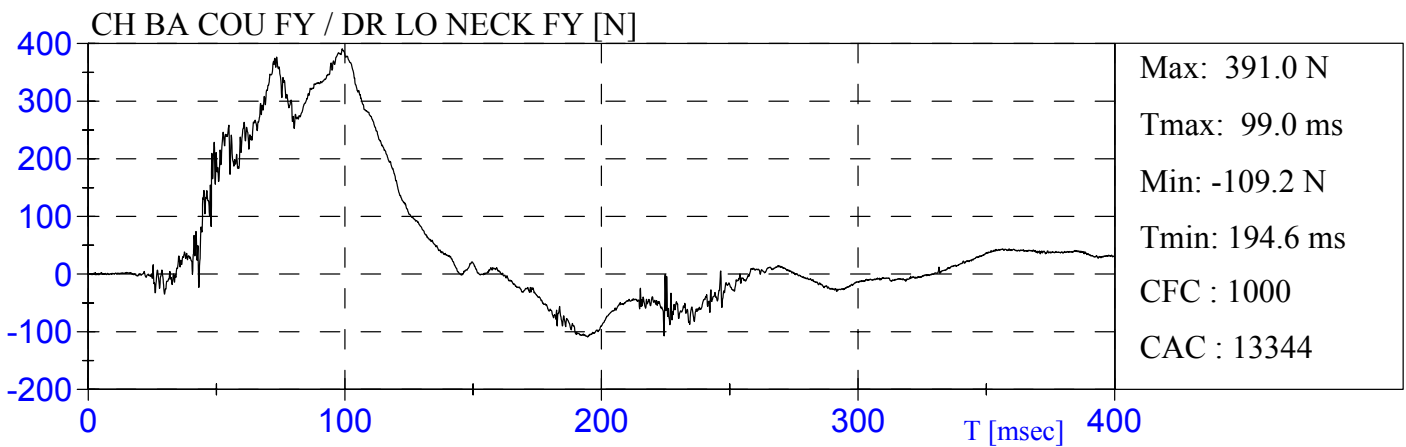
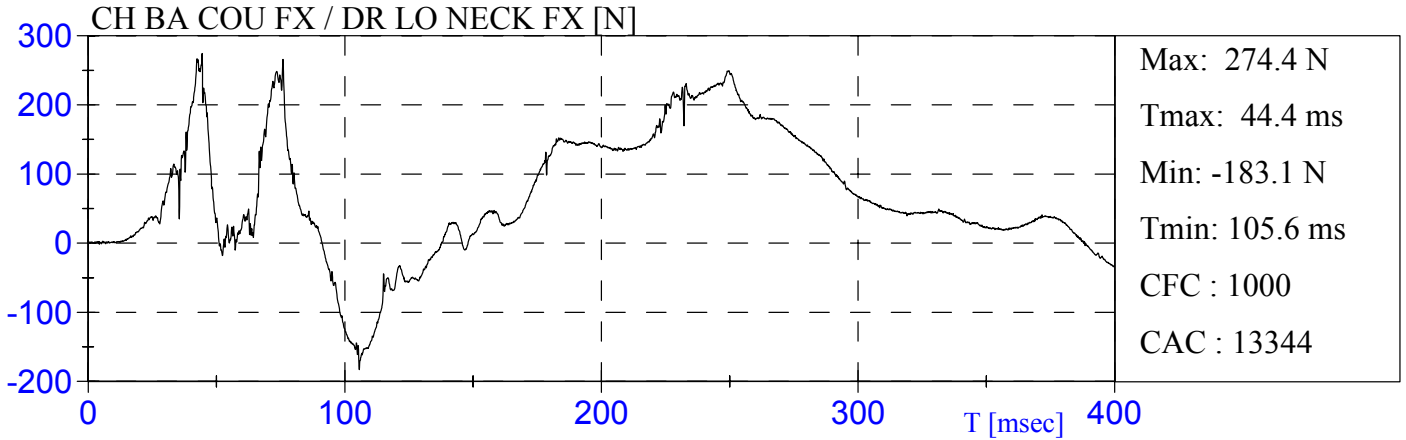
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	CHRYSLER CONCORDE 2004
Numéro de TC Tc Number	TC04-117
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-10
Titre du projet Project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

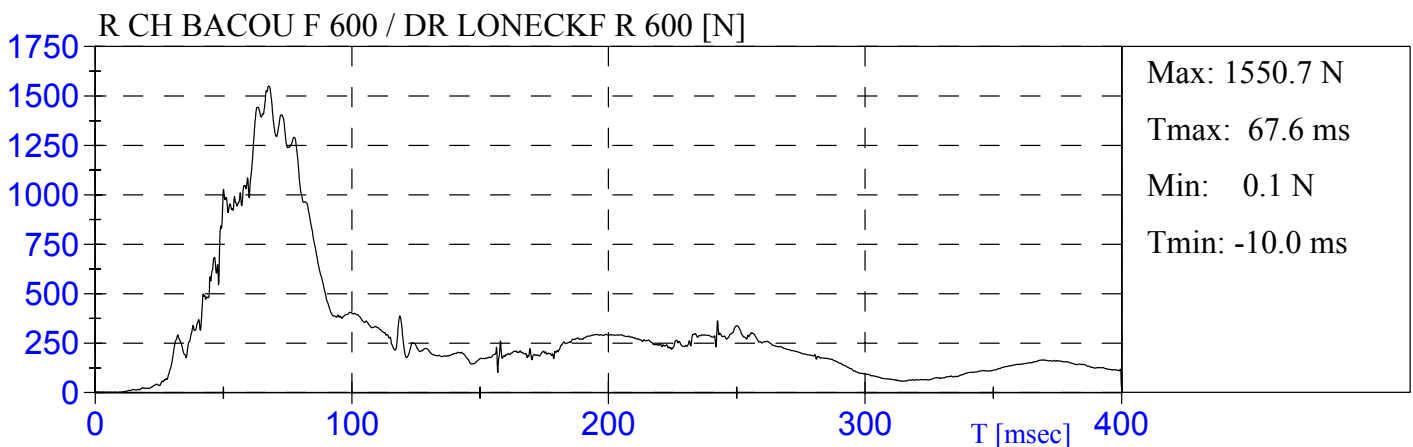
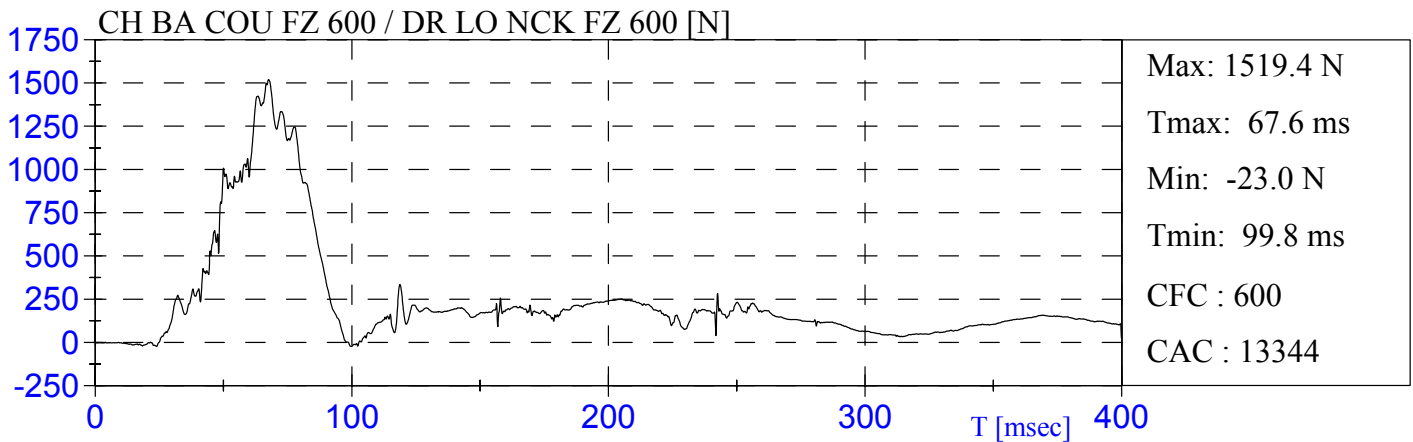
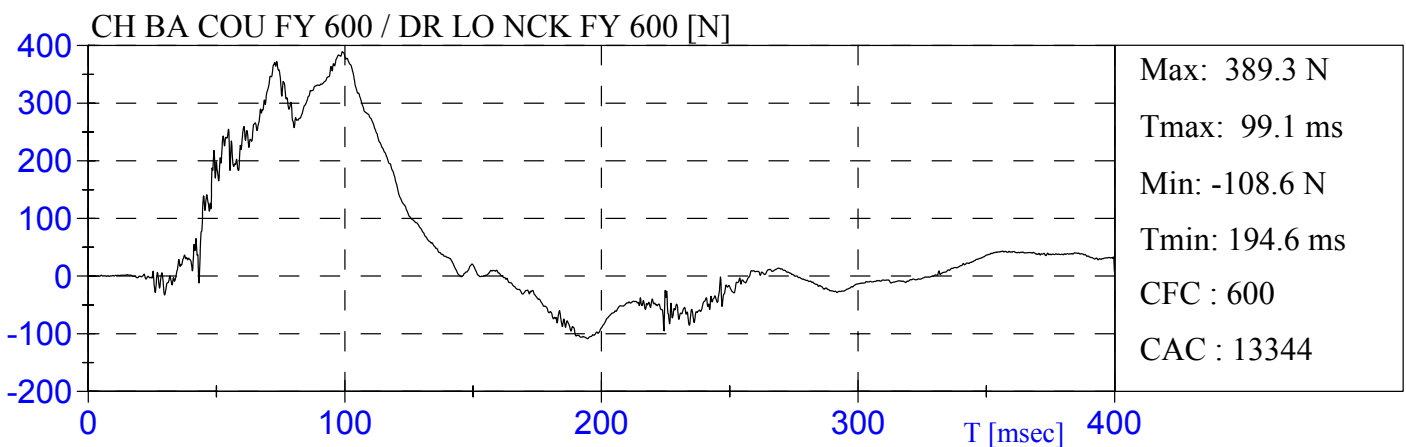
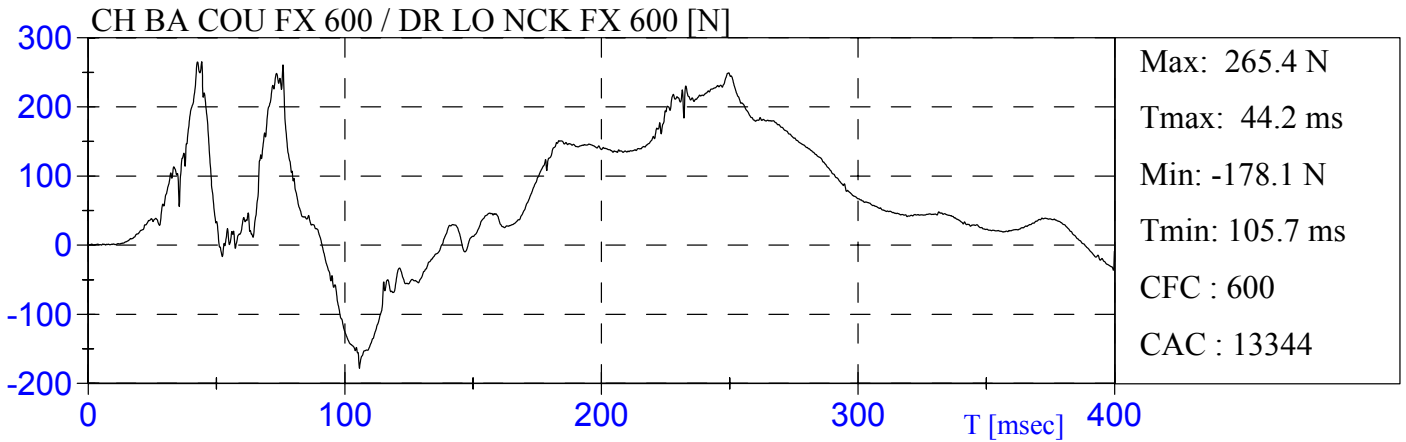


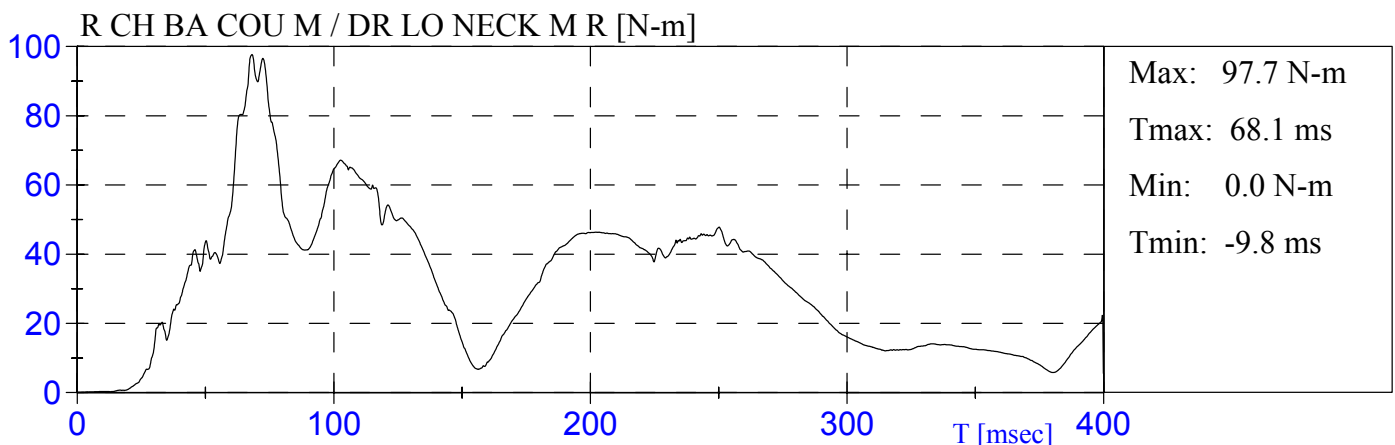
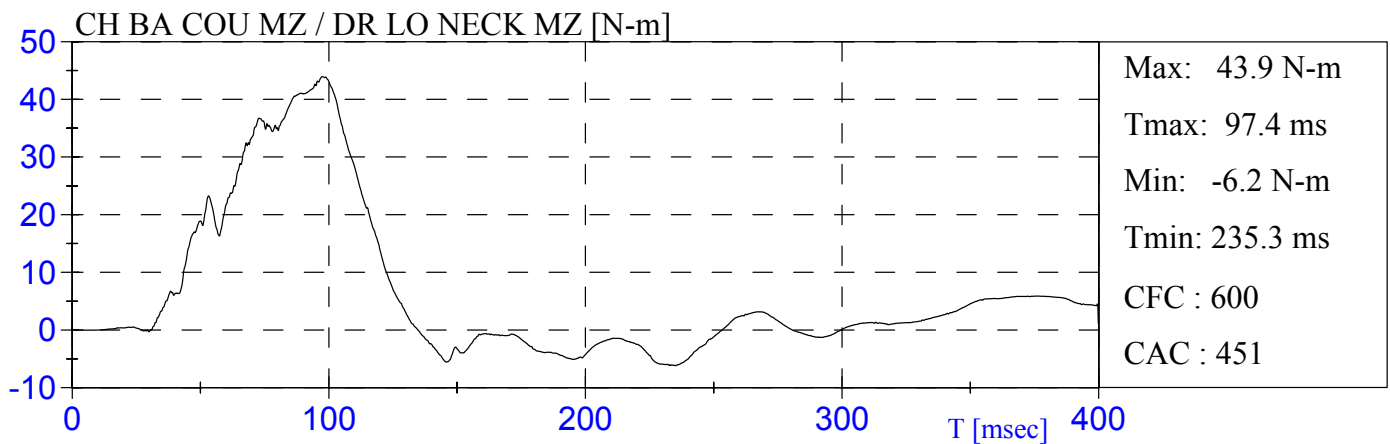
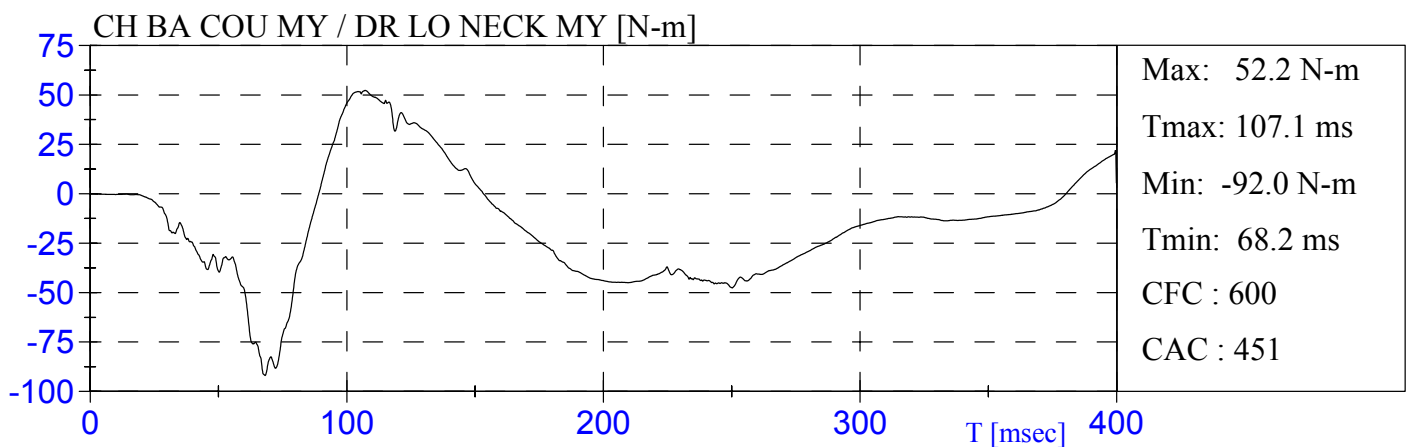
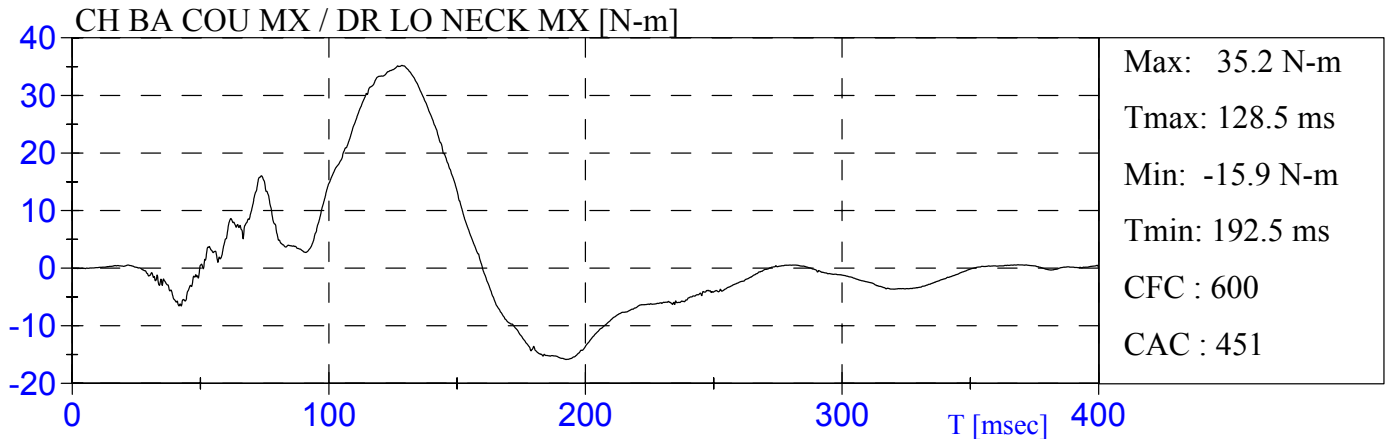


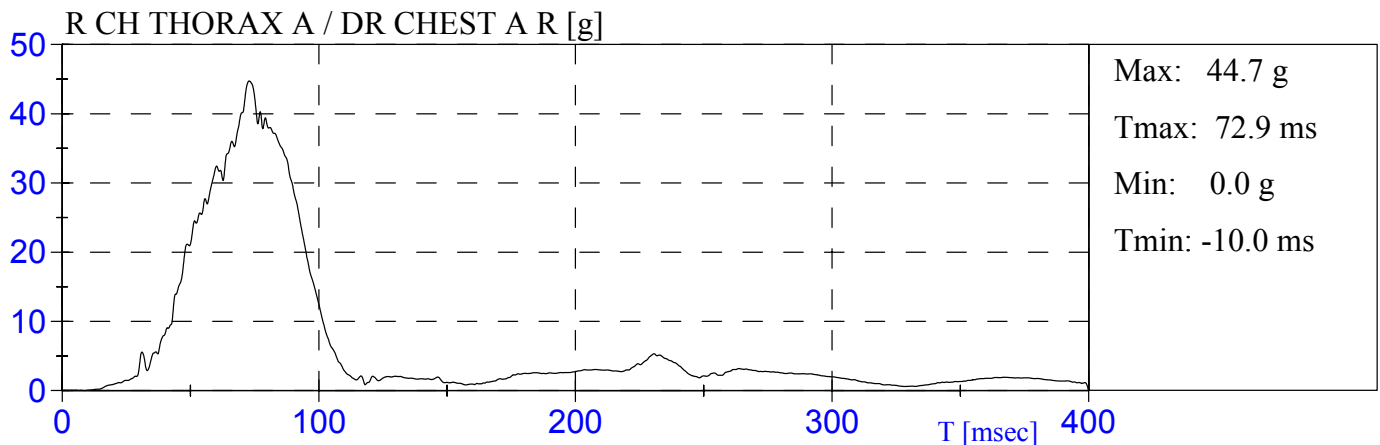
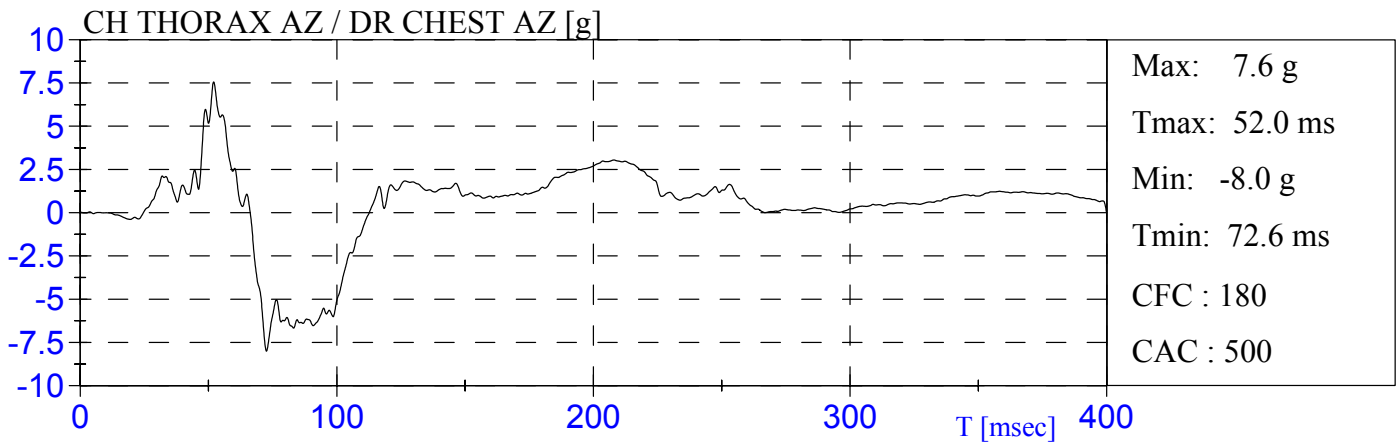
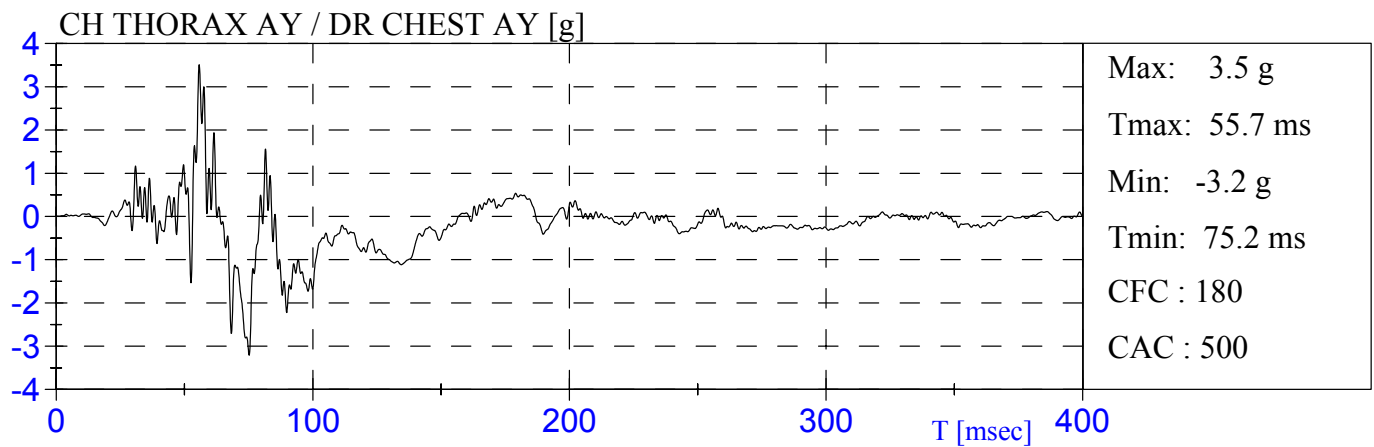
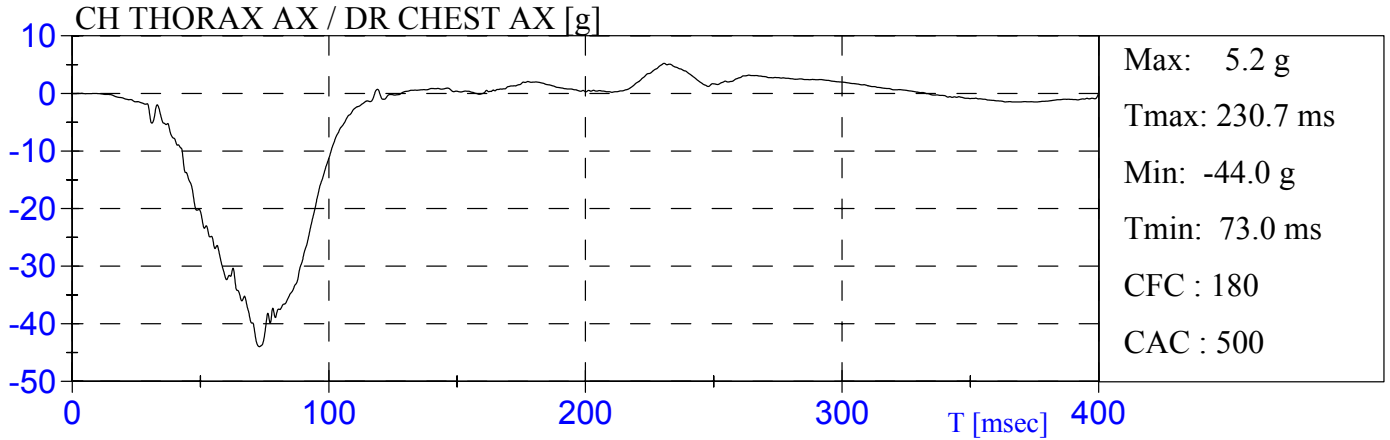


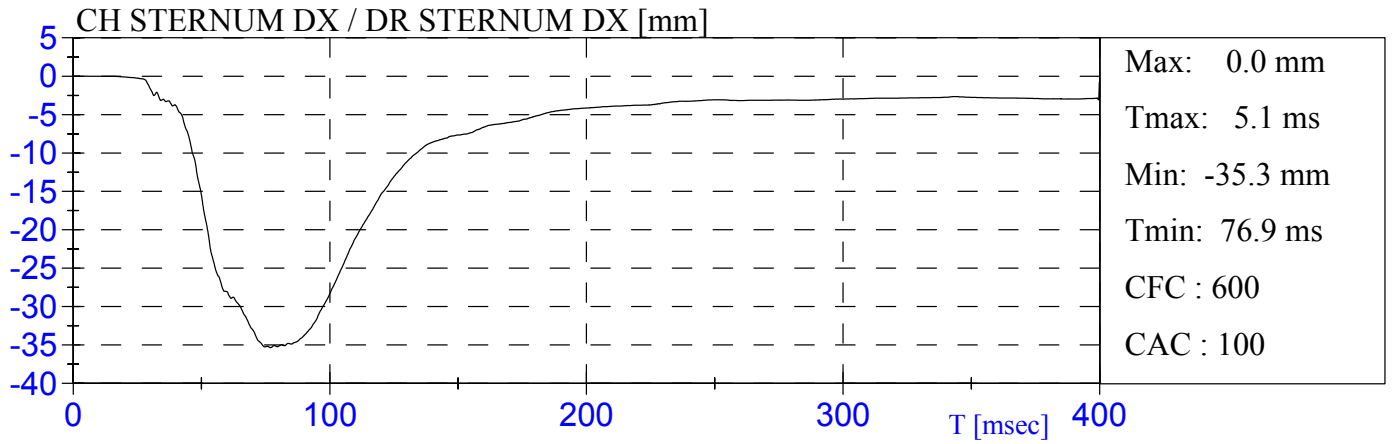


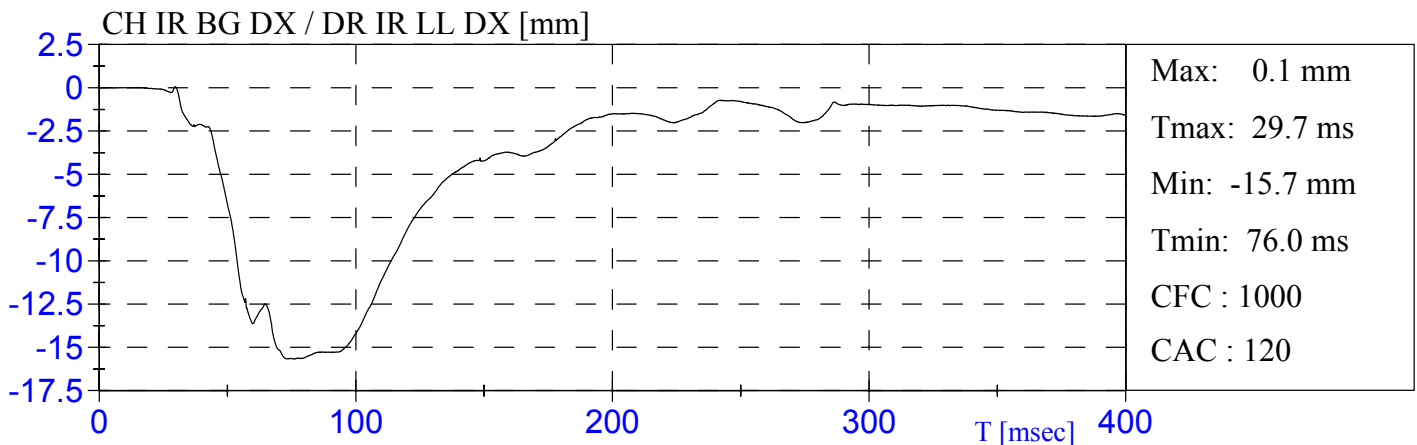
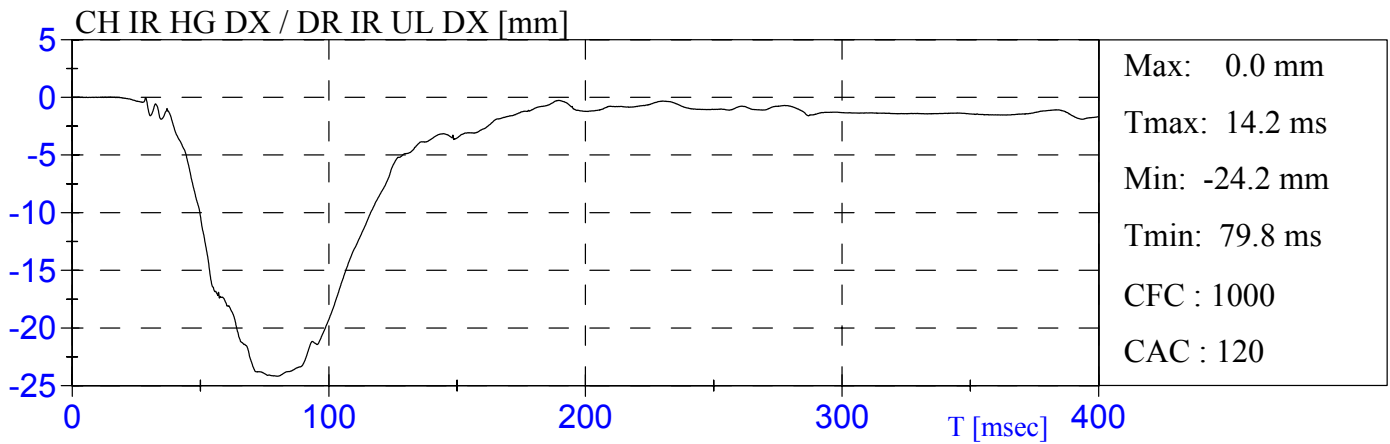
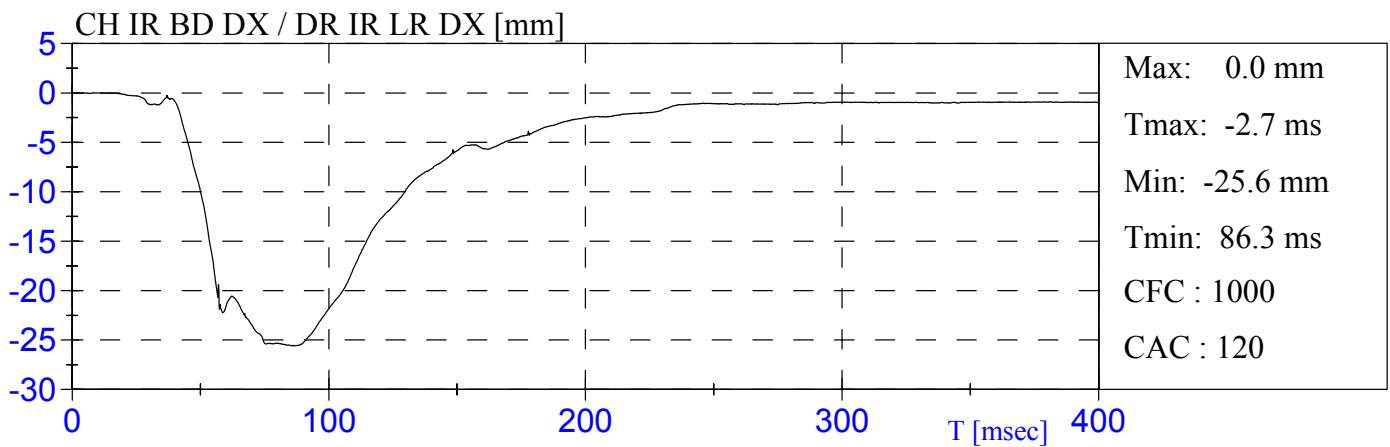
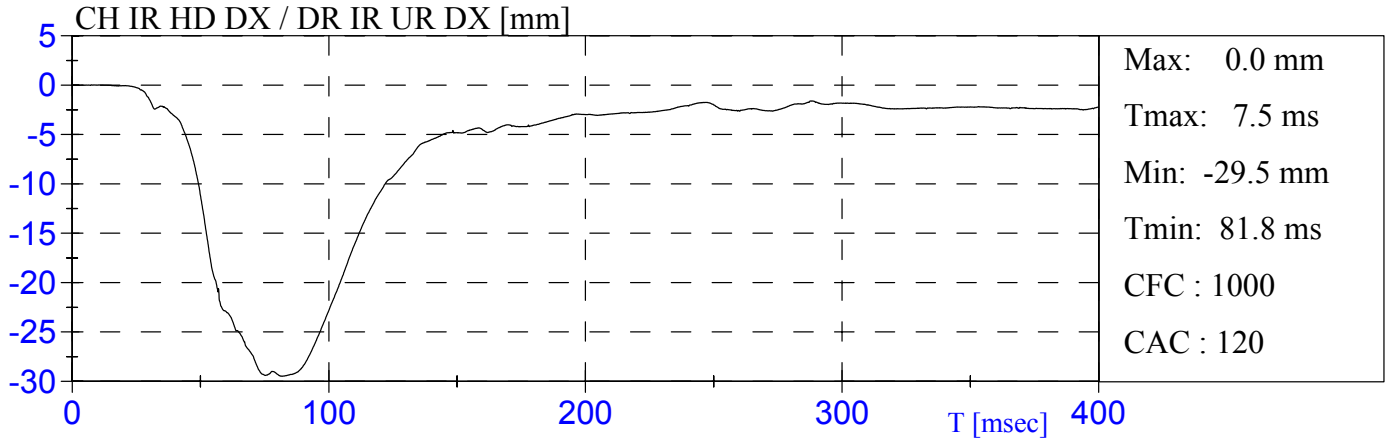


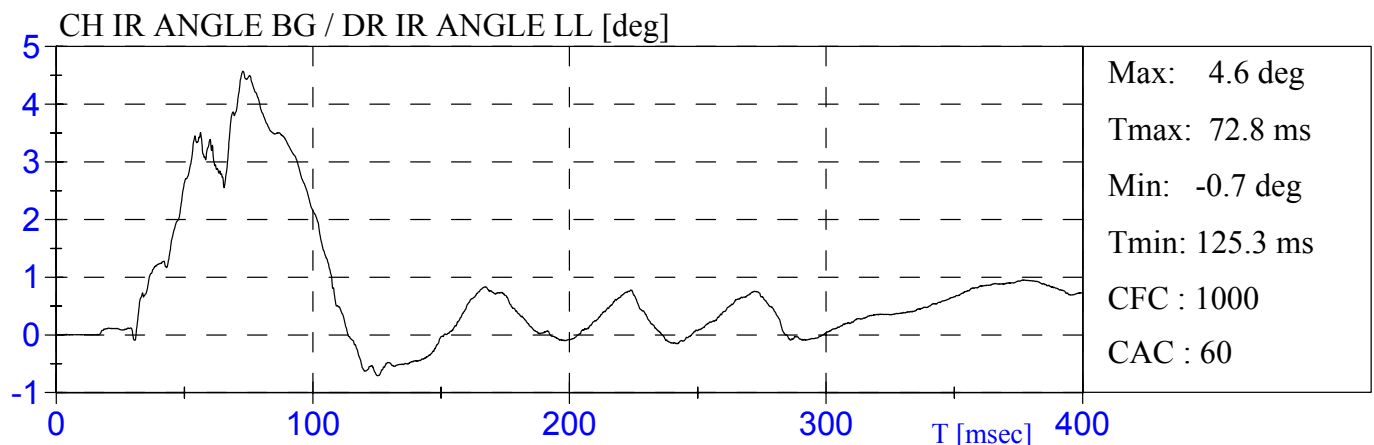
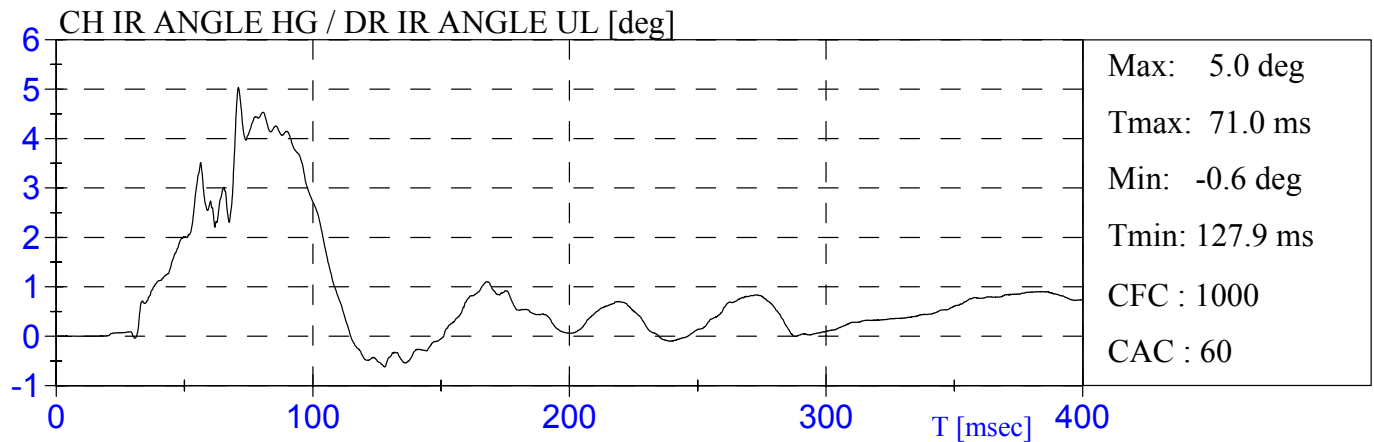
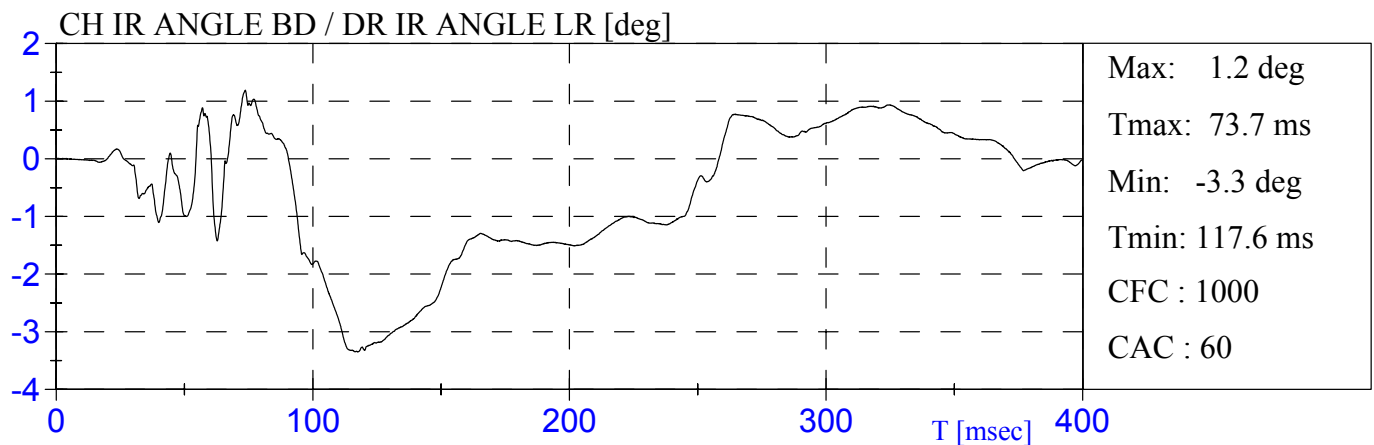
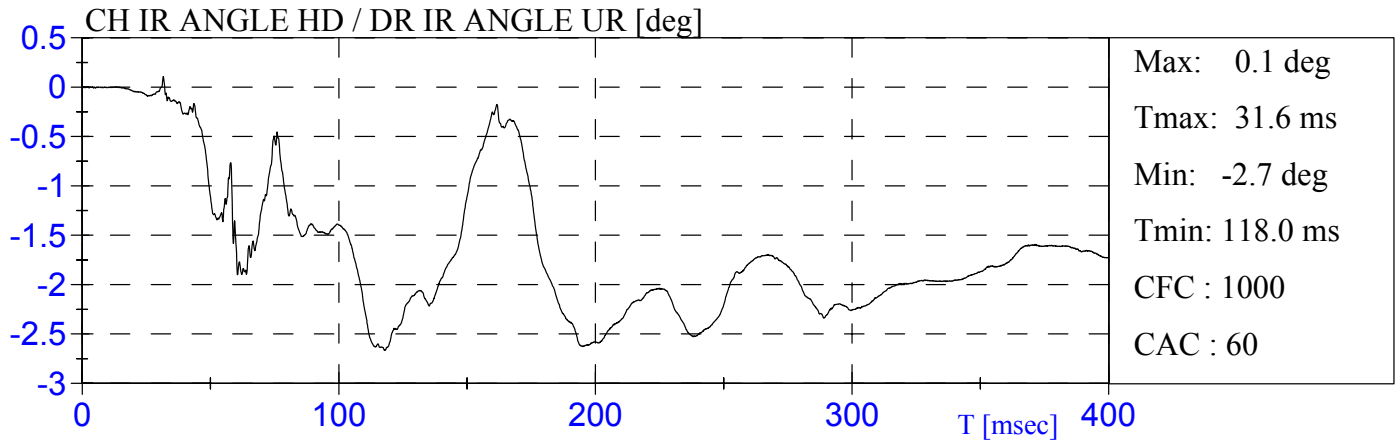


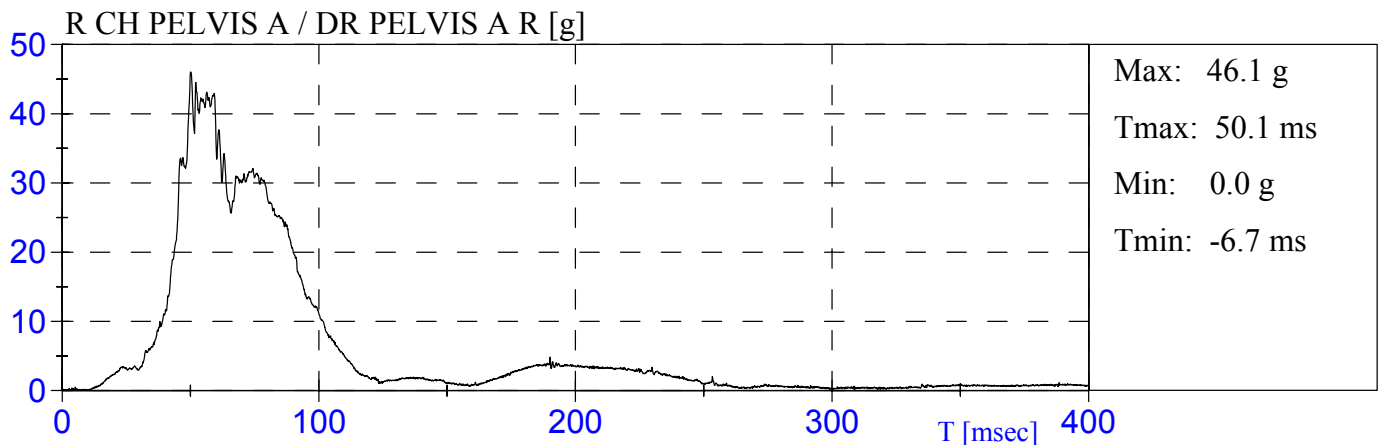
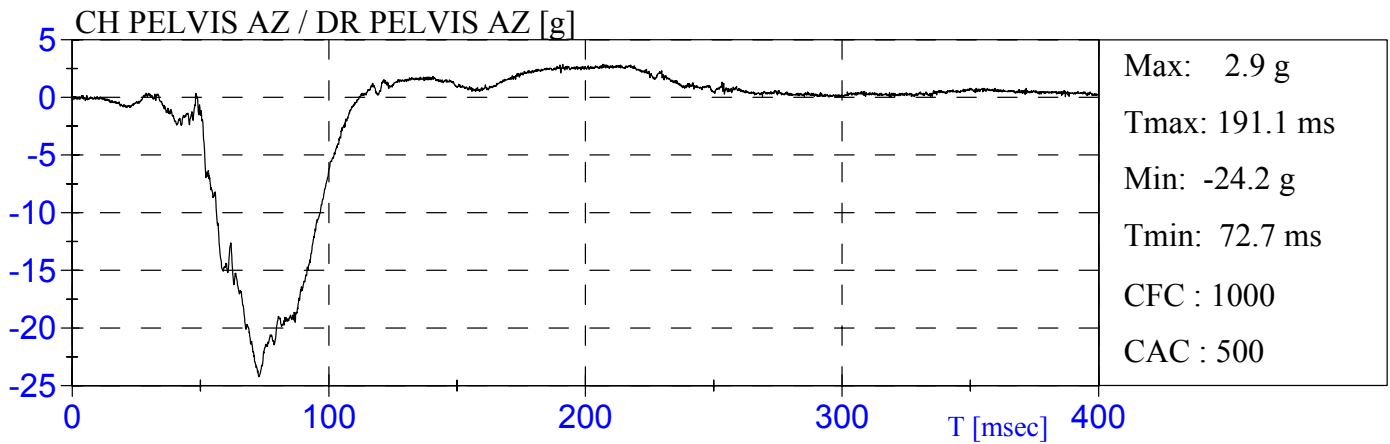
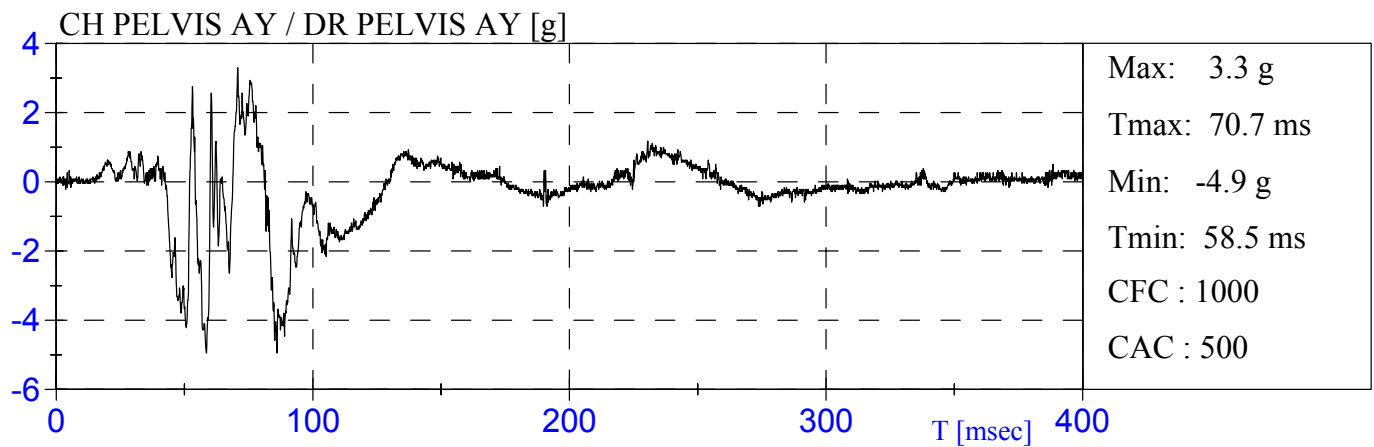
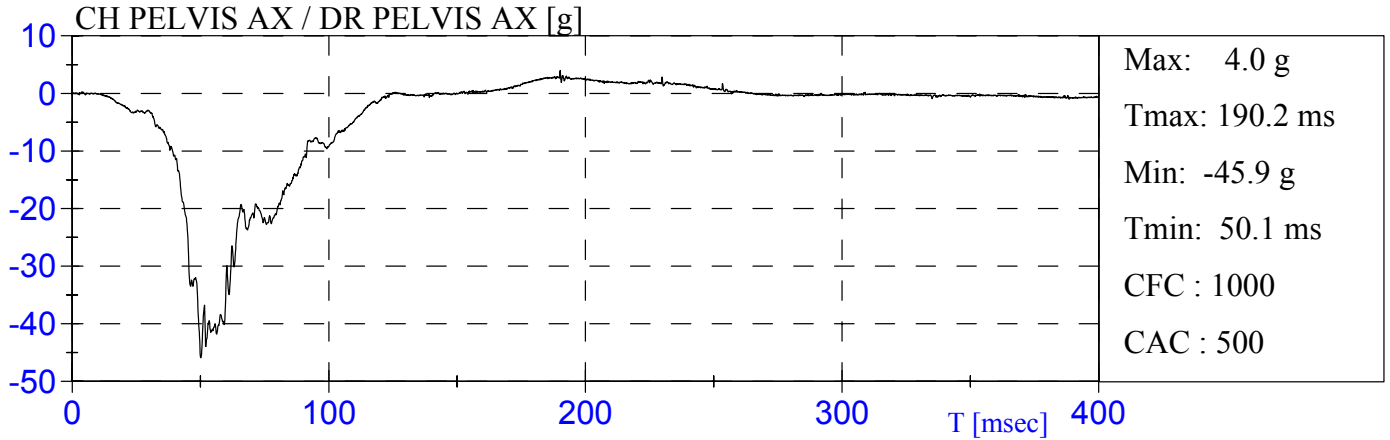


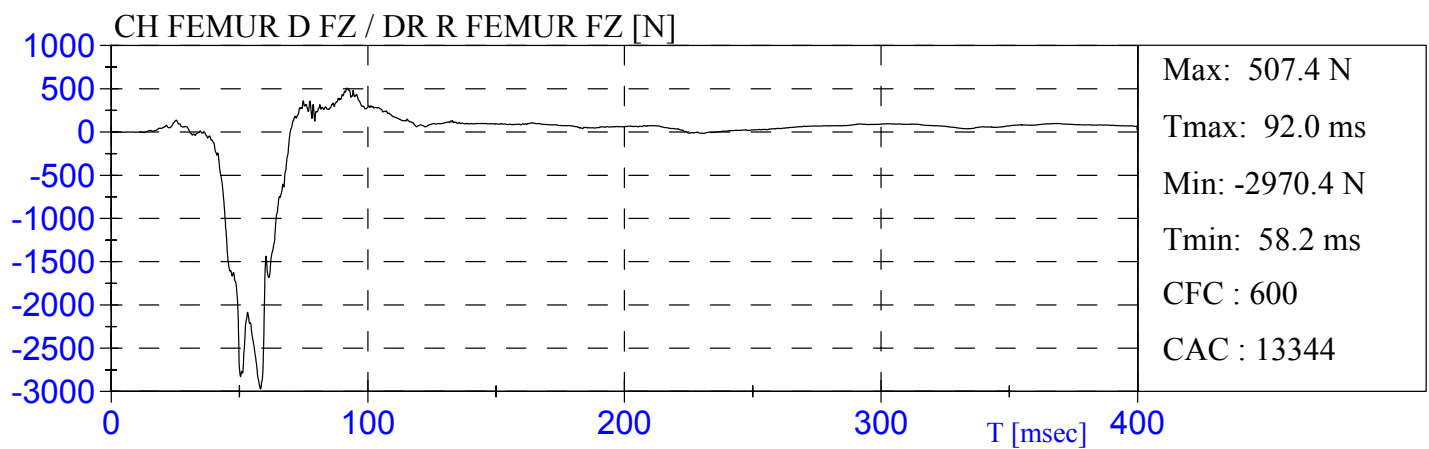
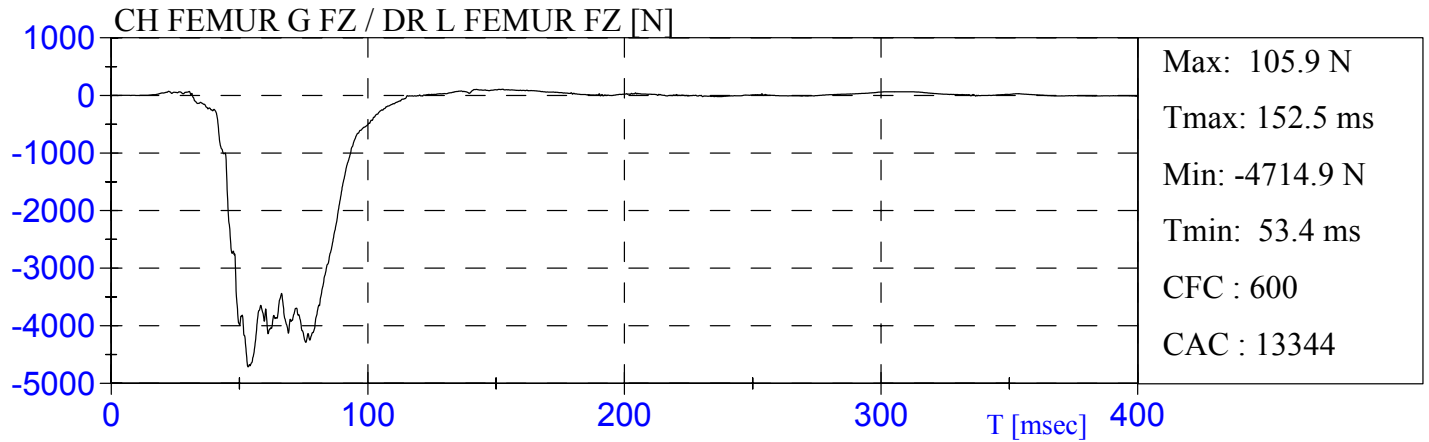


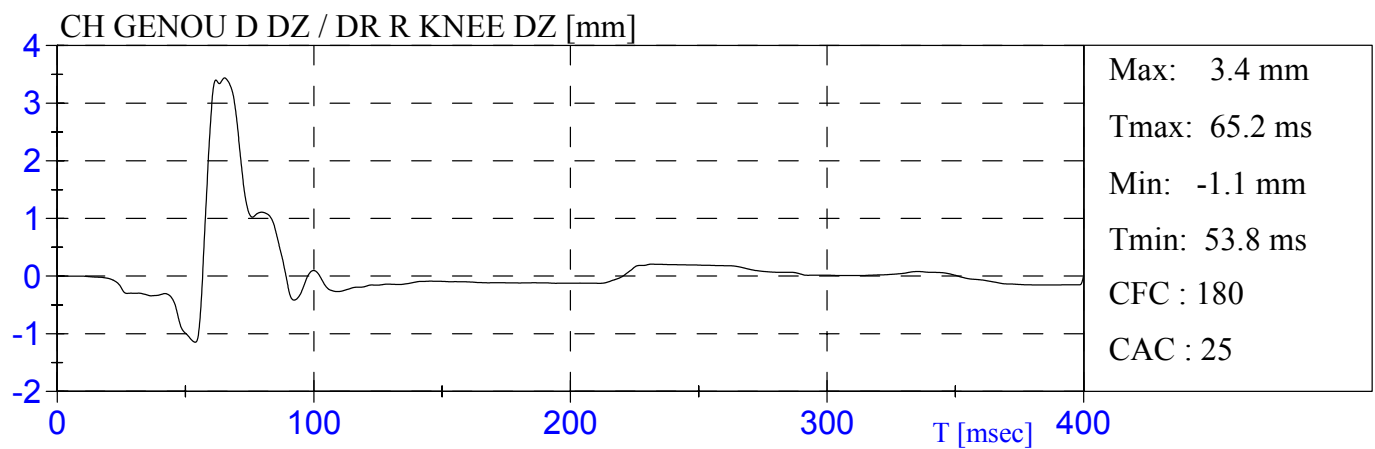
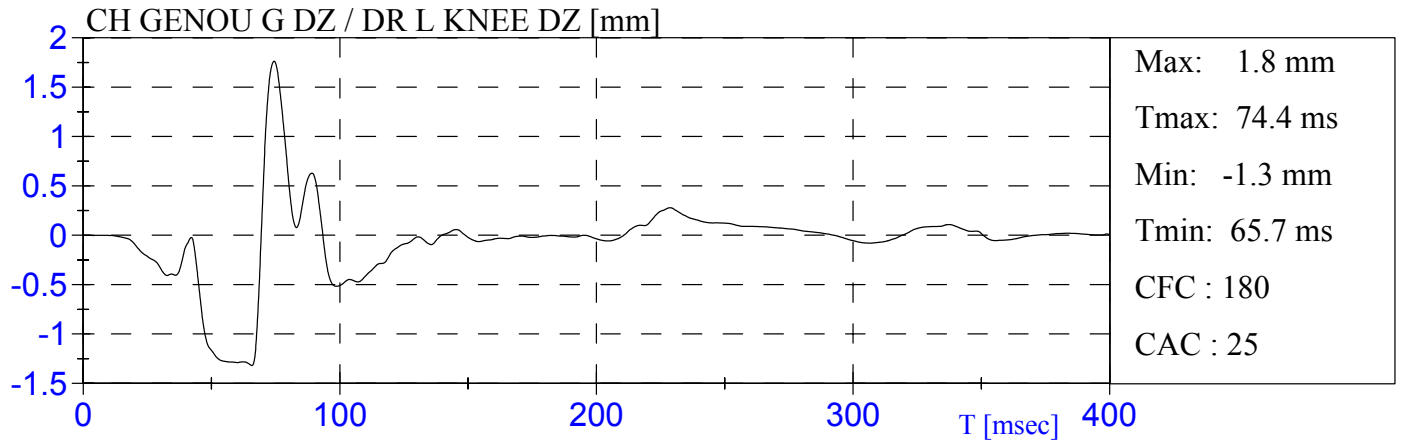


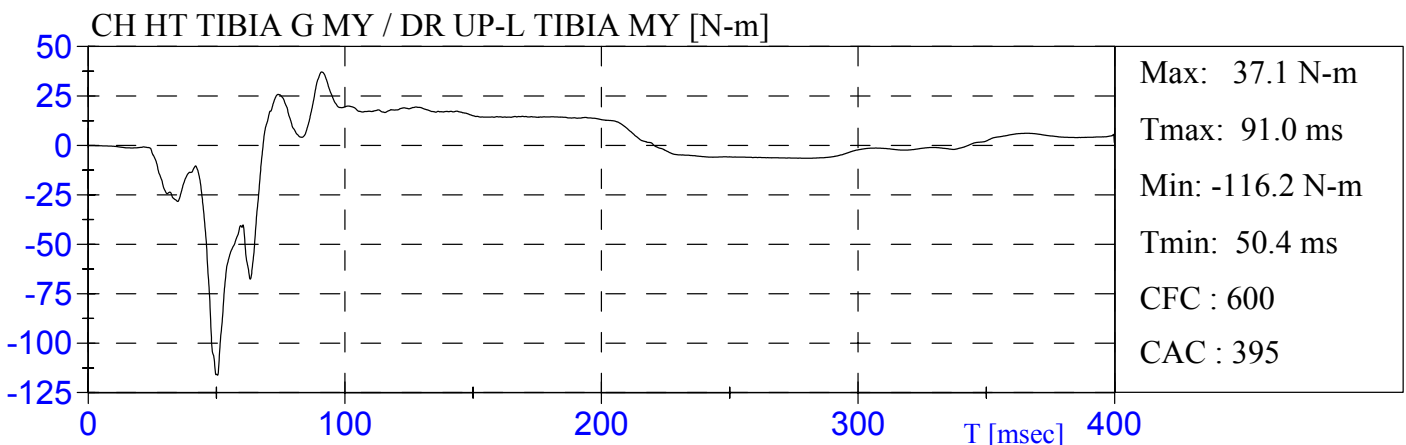
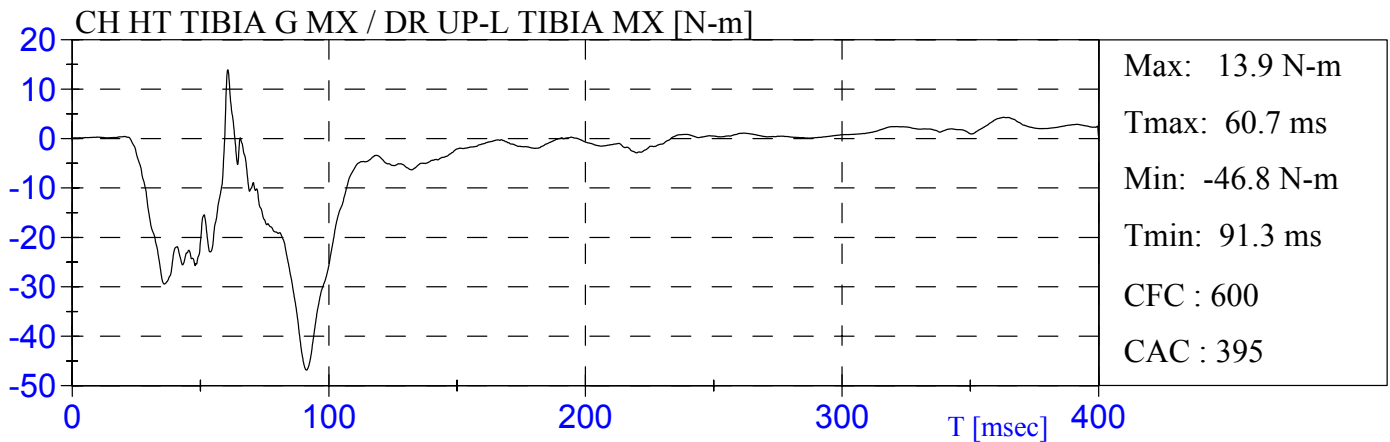
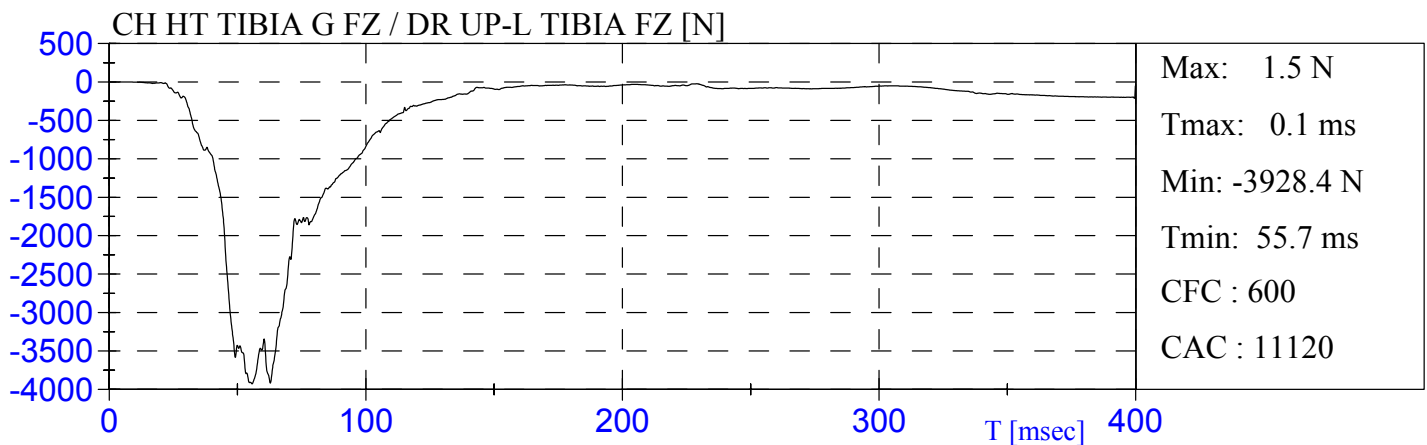
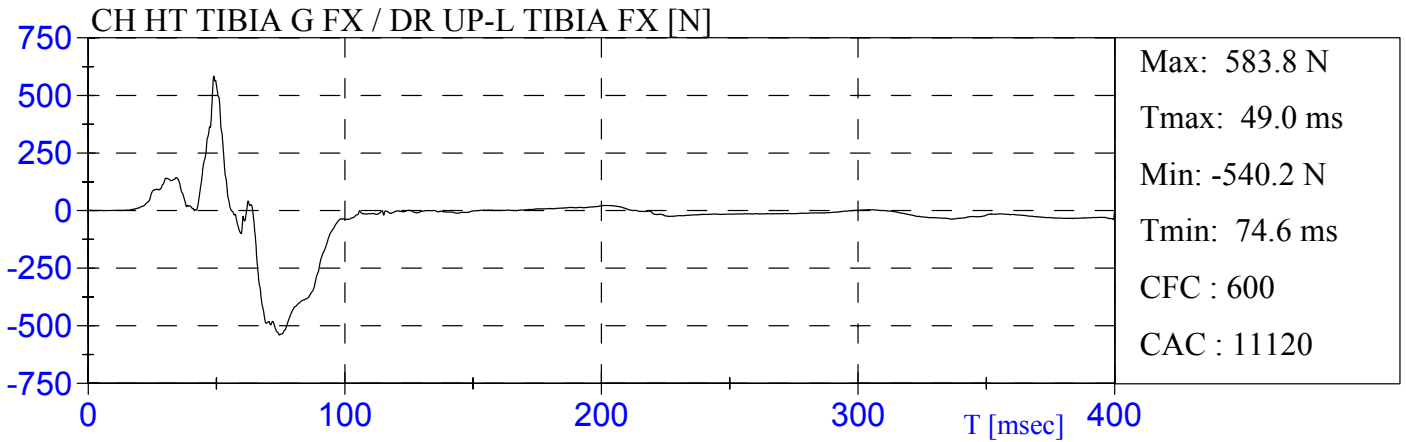


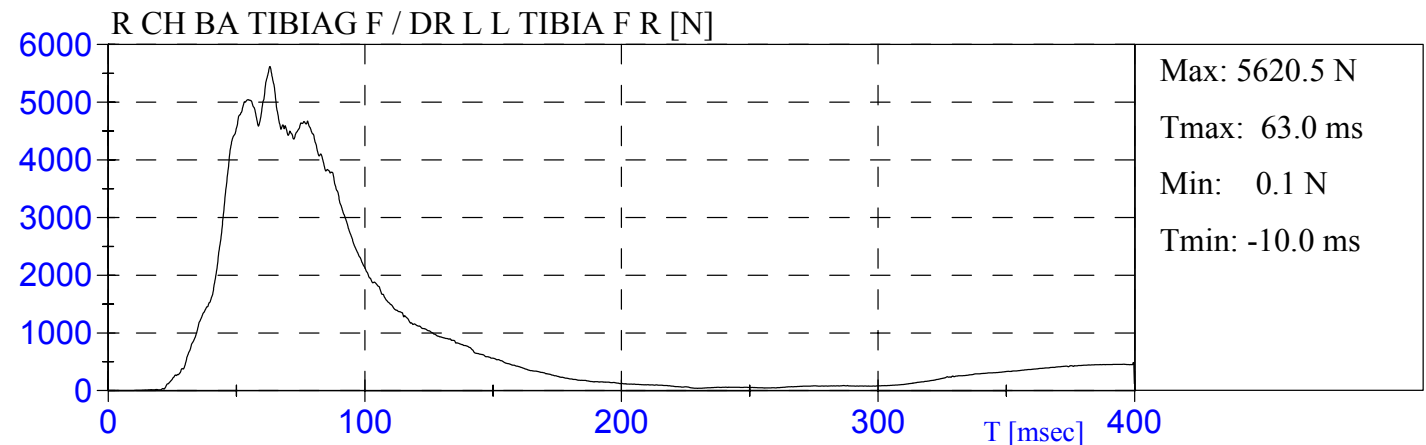
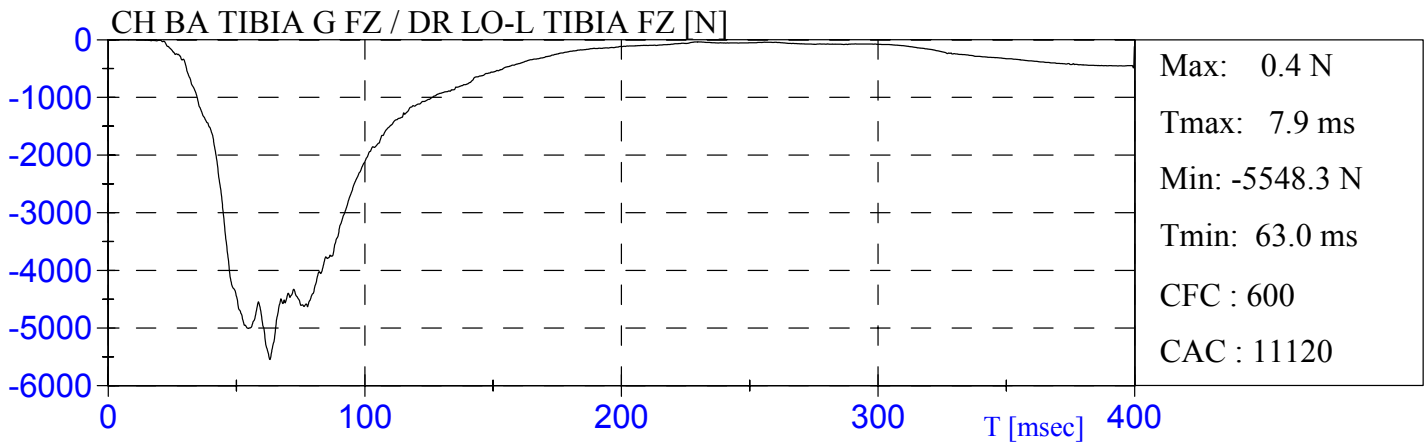
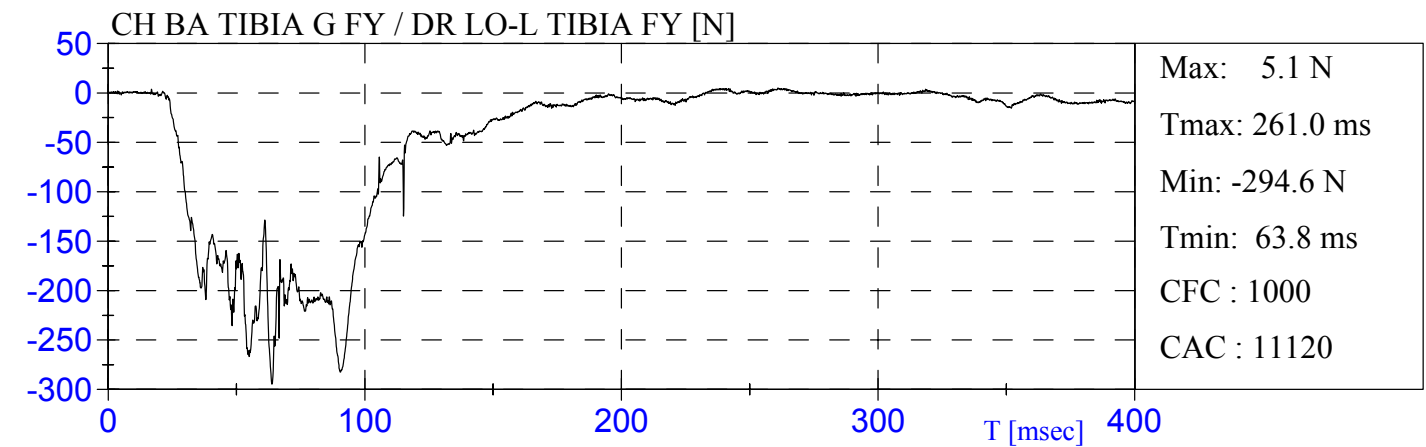
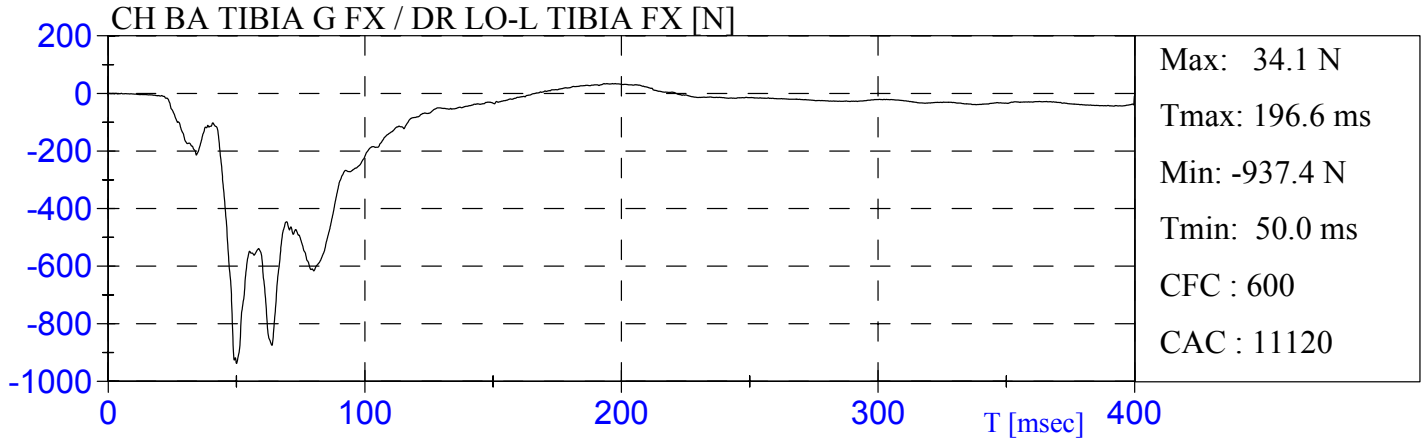


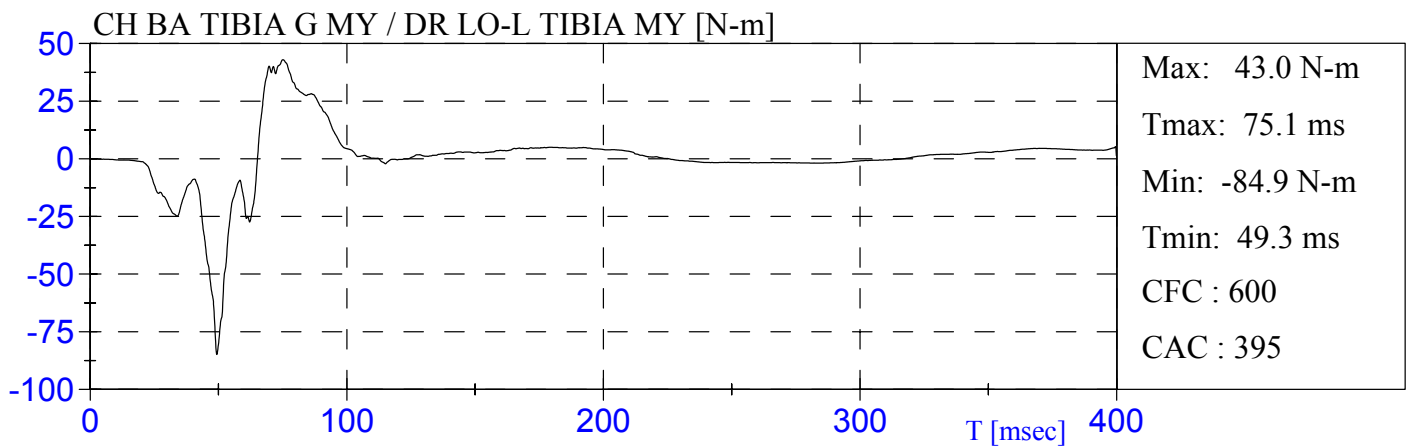
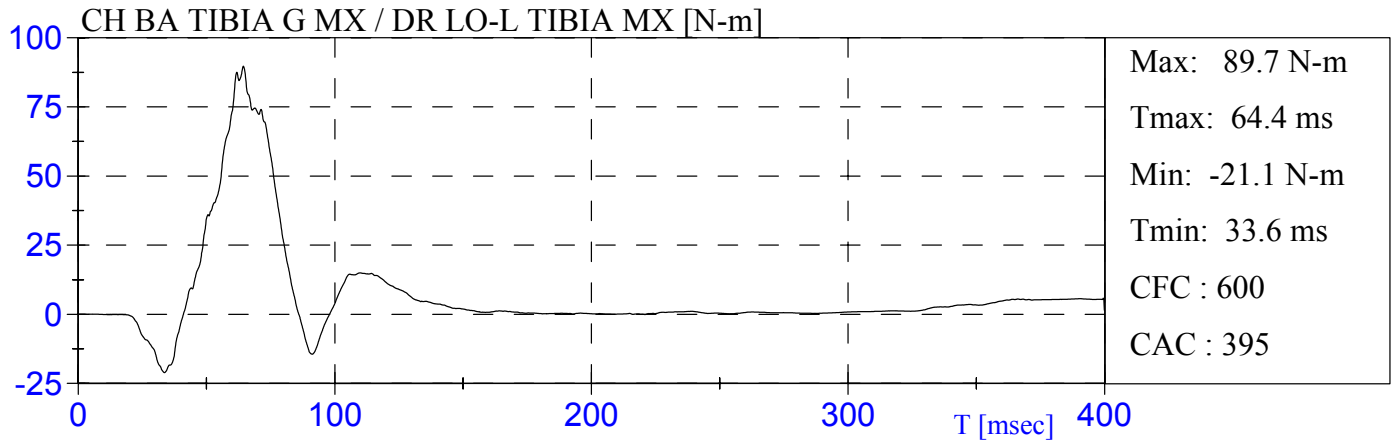


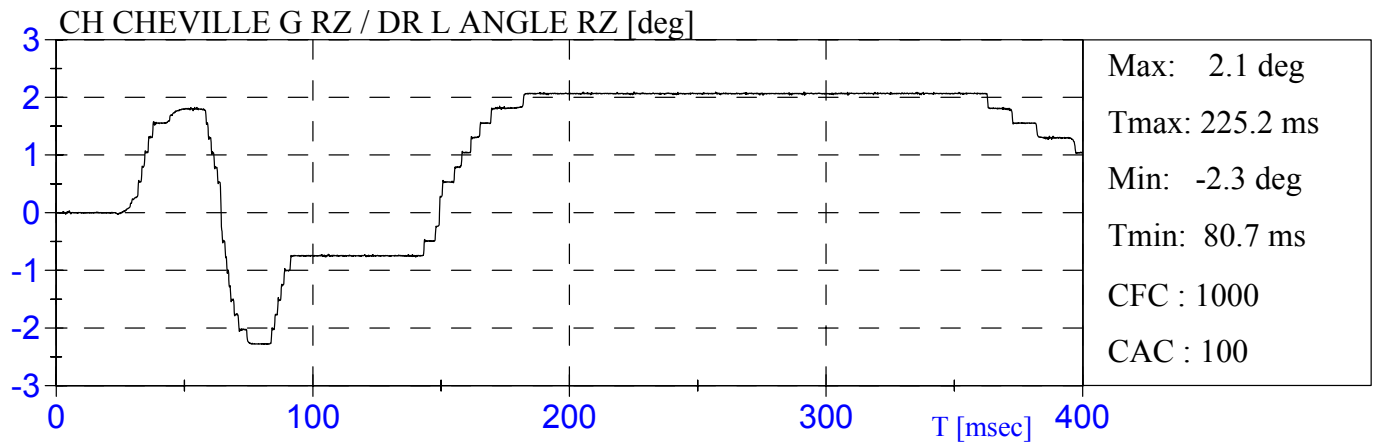
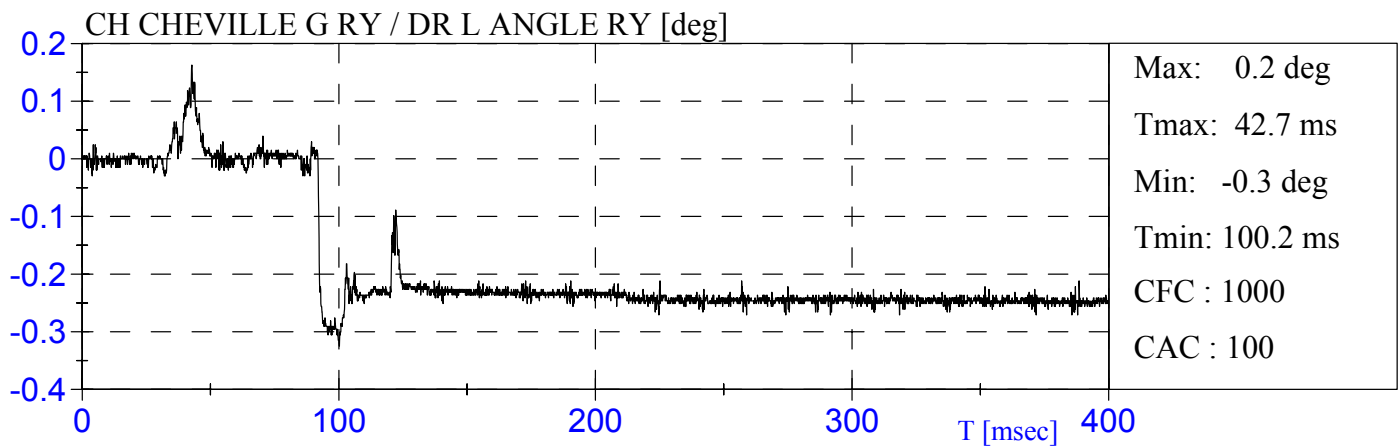
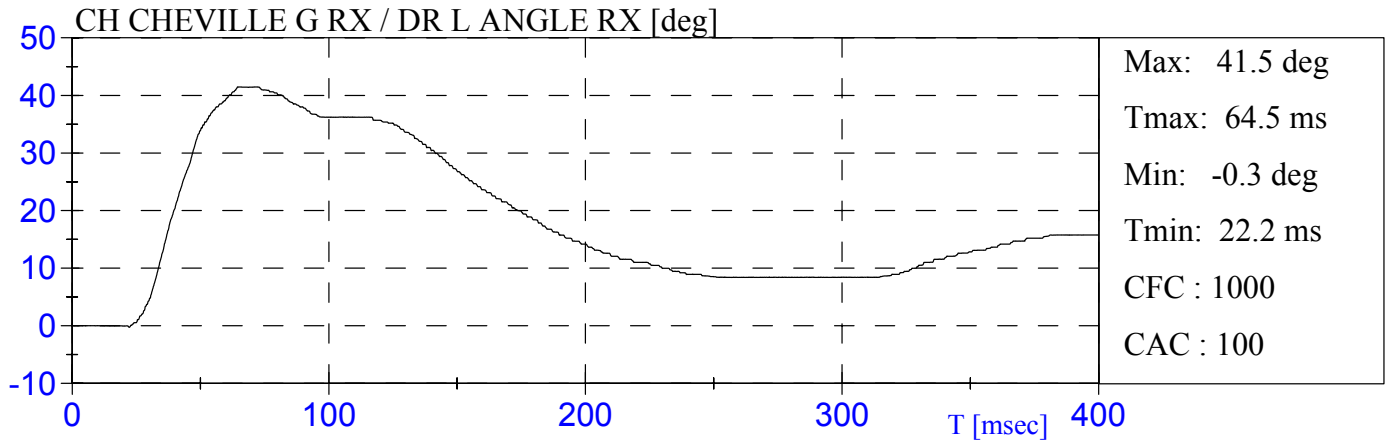


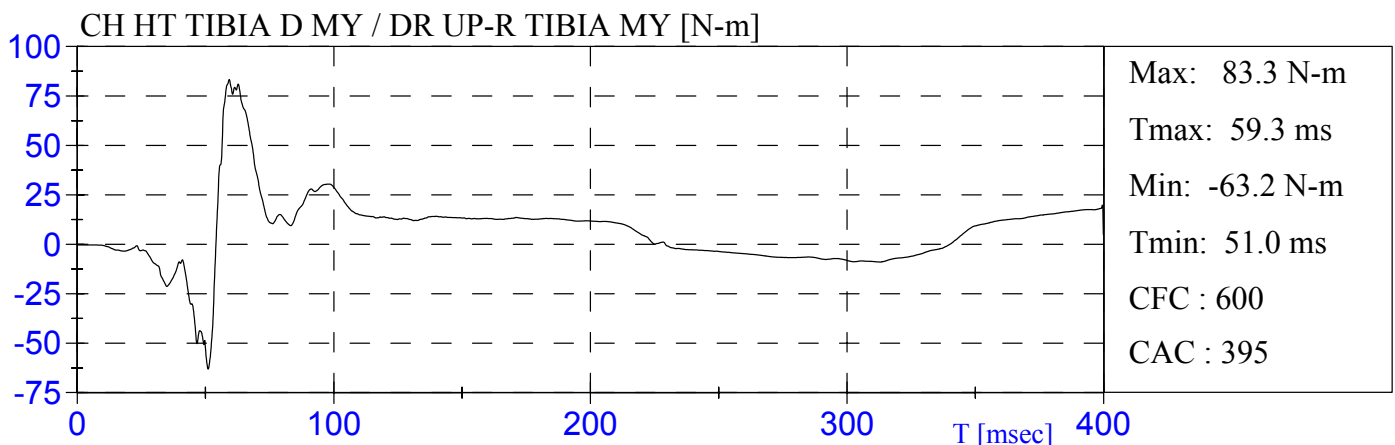
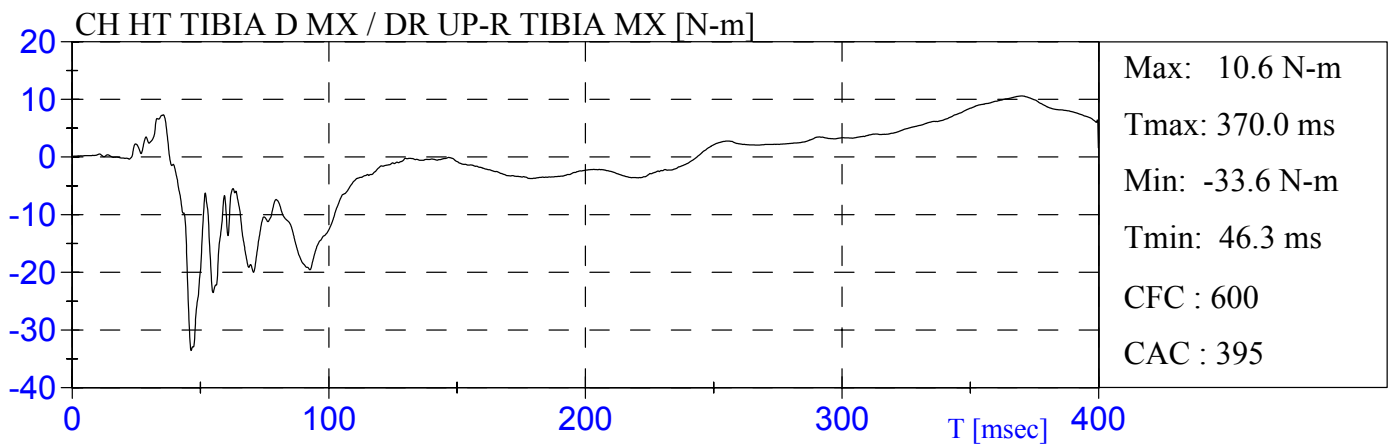
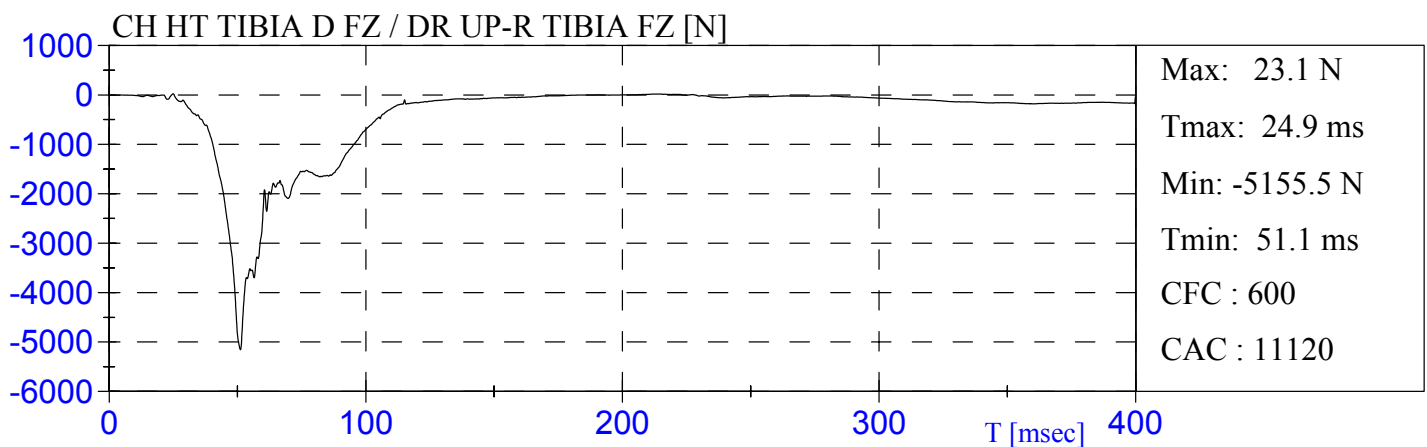
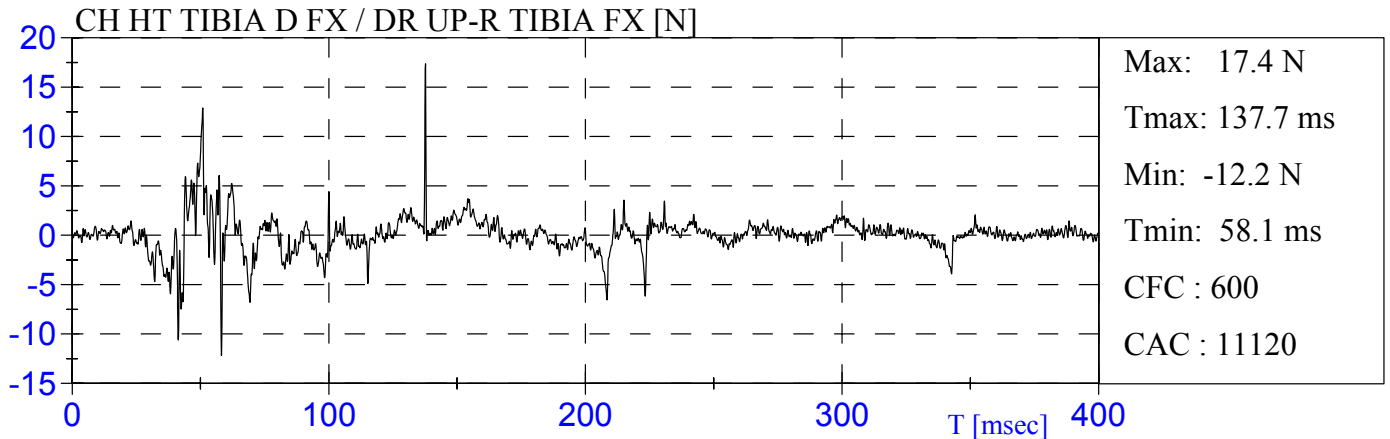


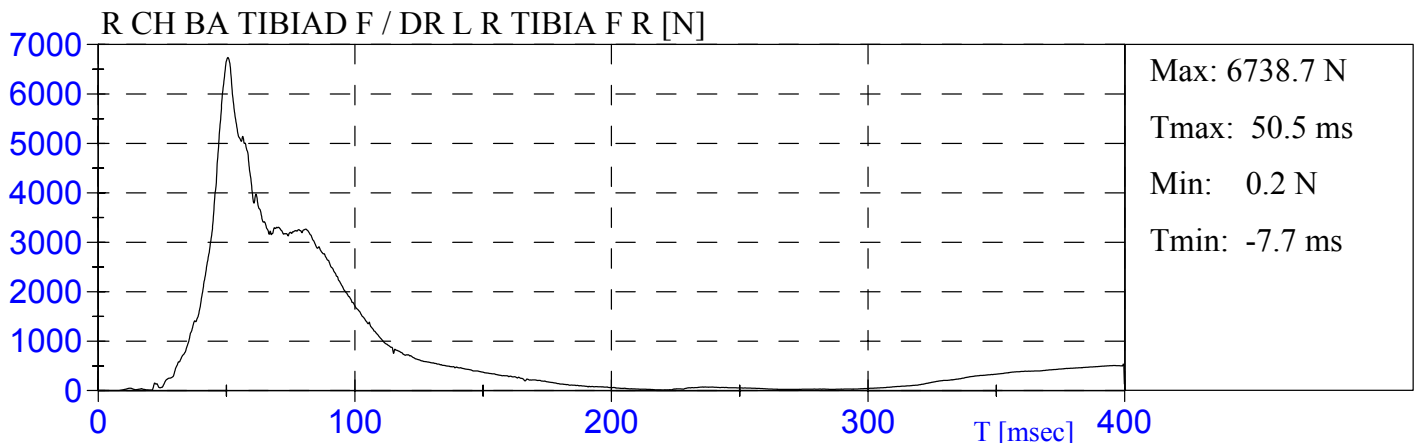
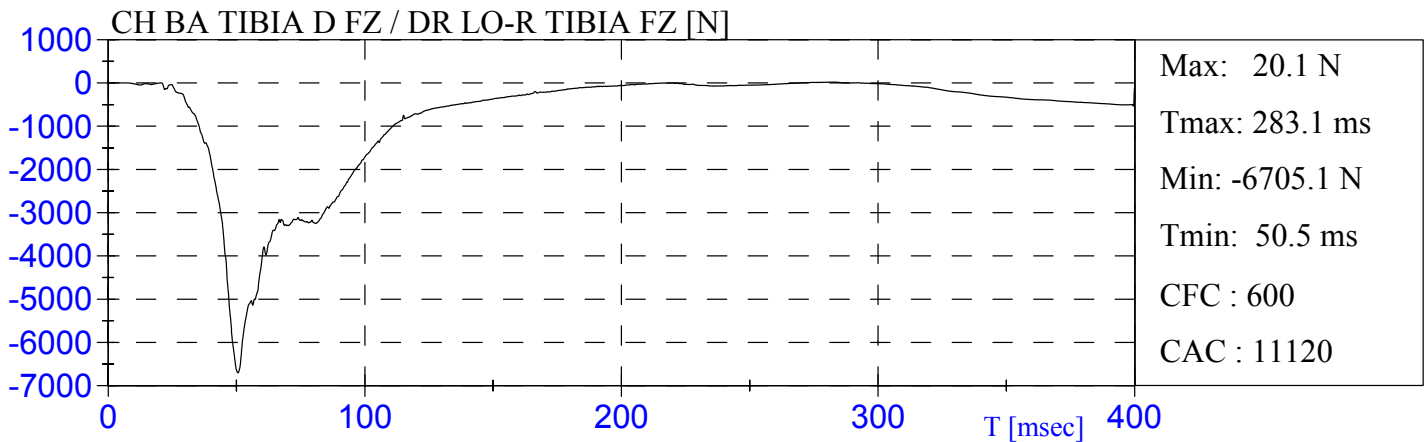
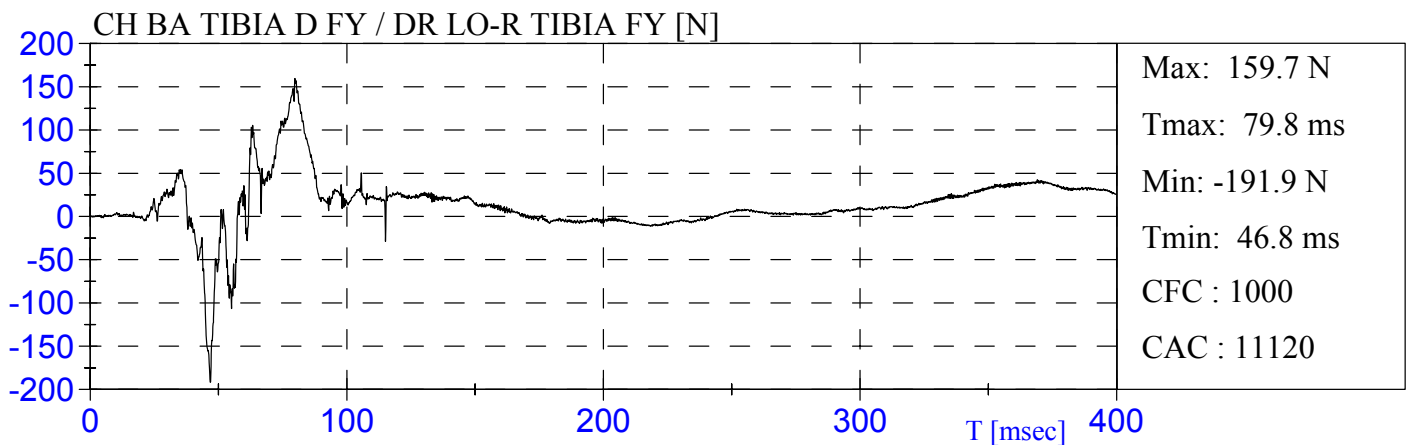
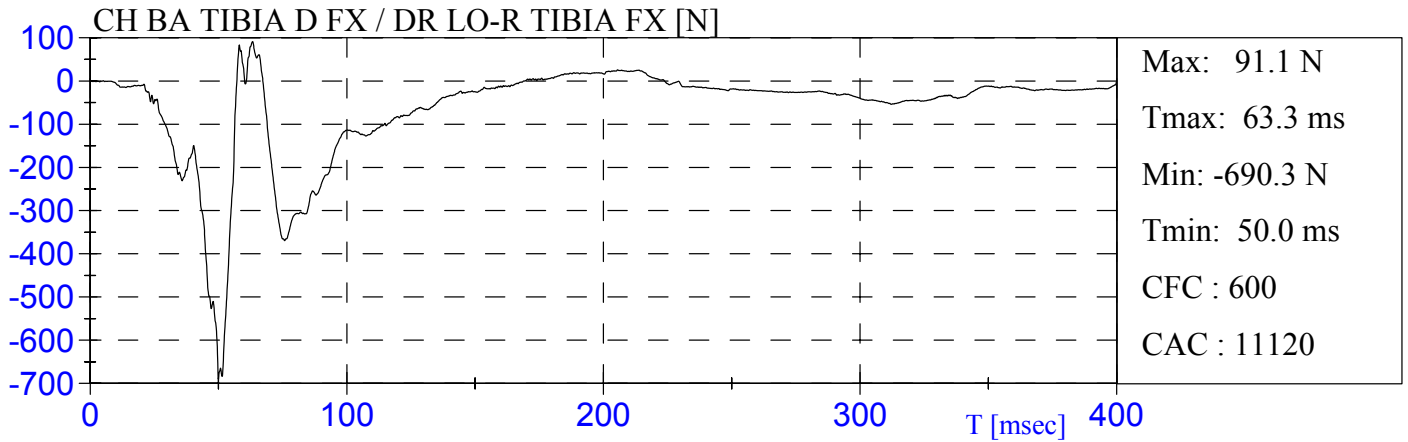


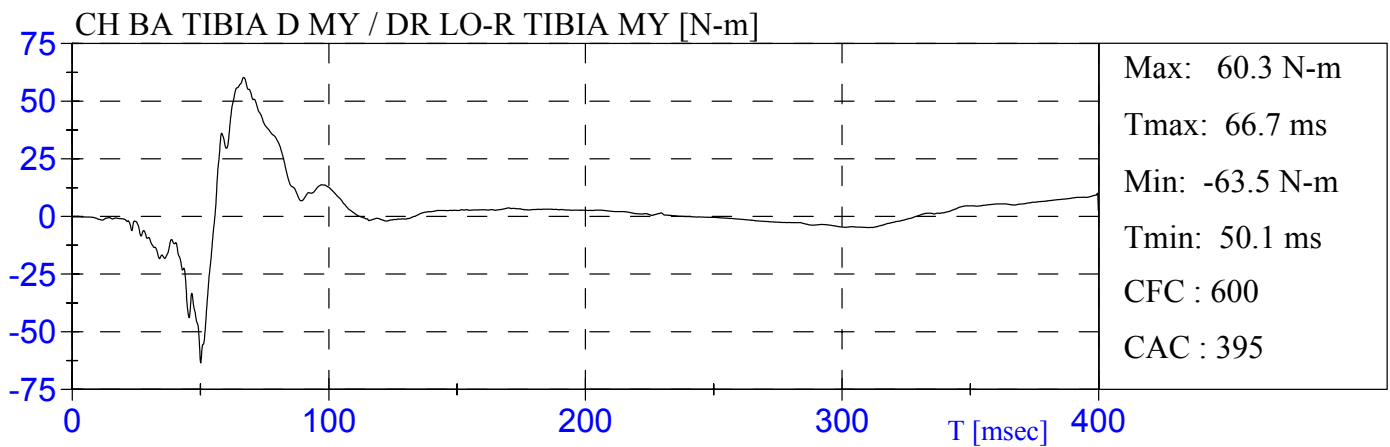
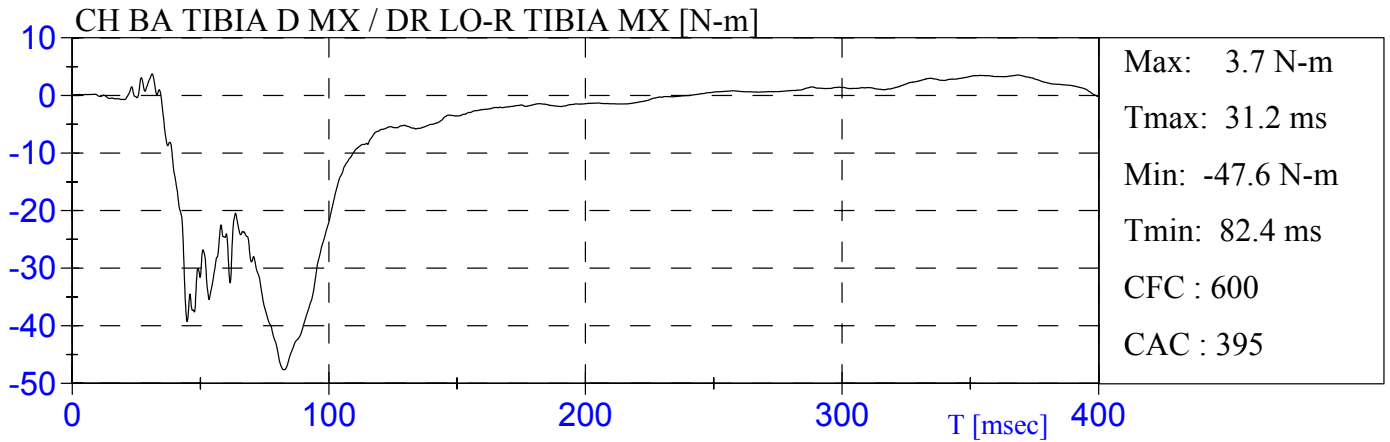


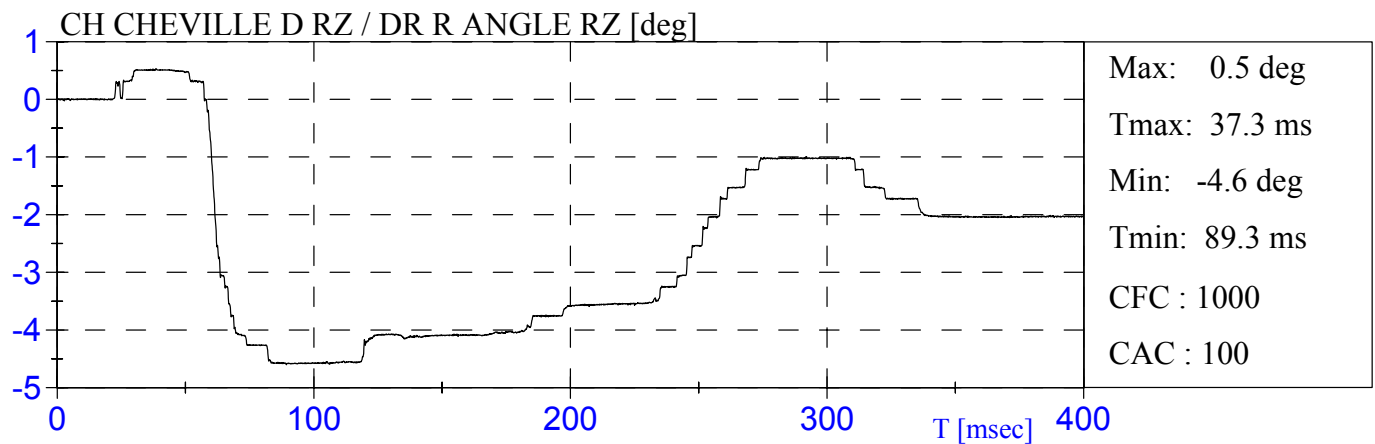
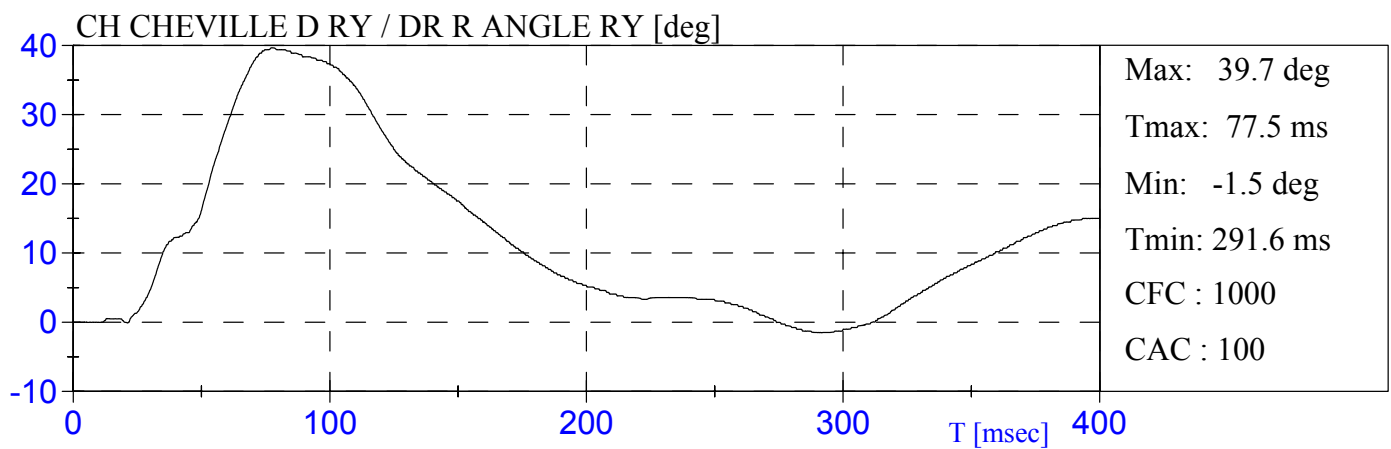
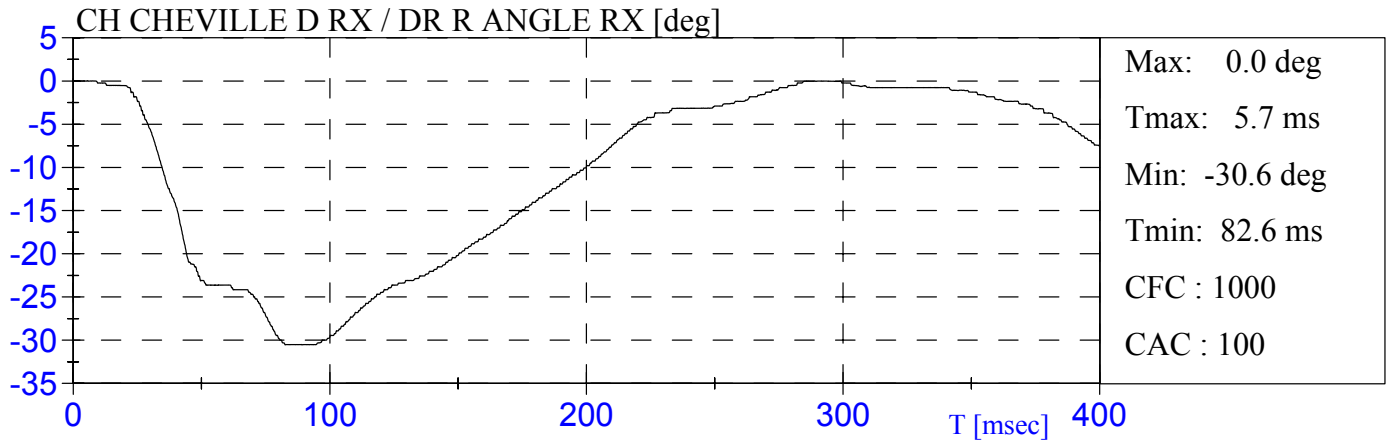


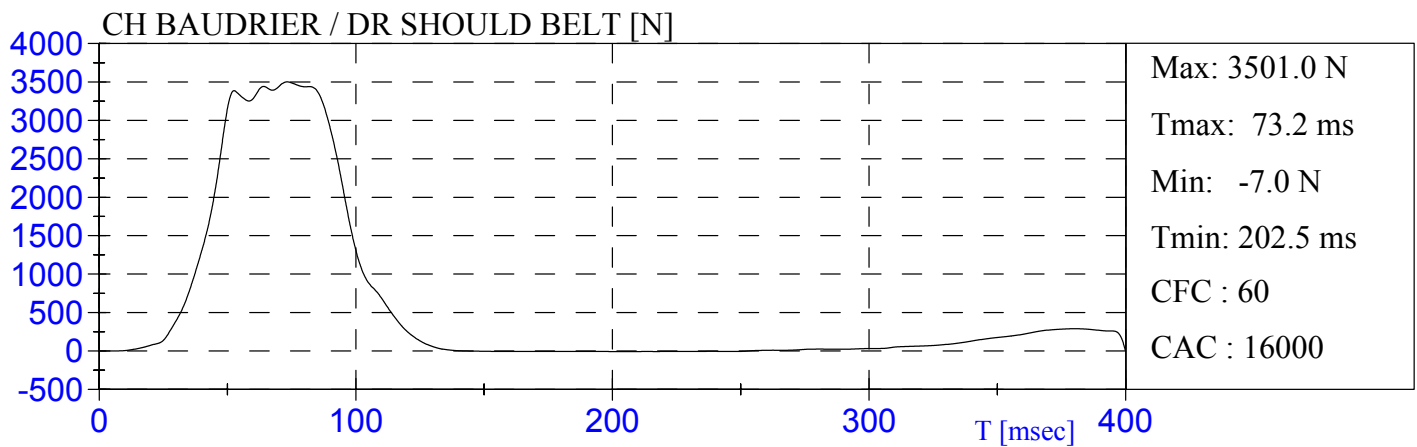
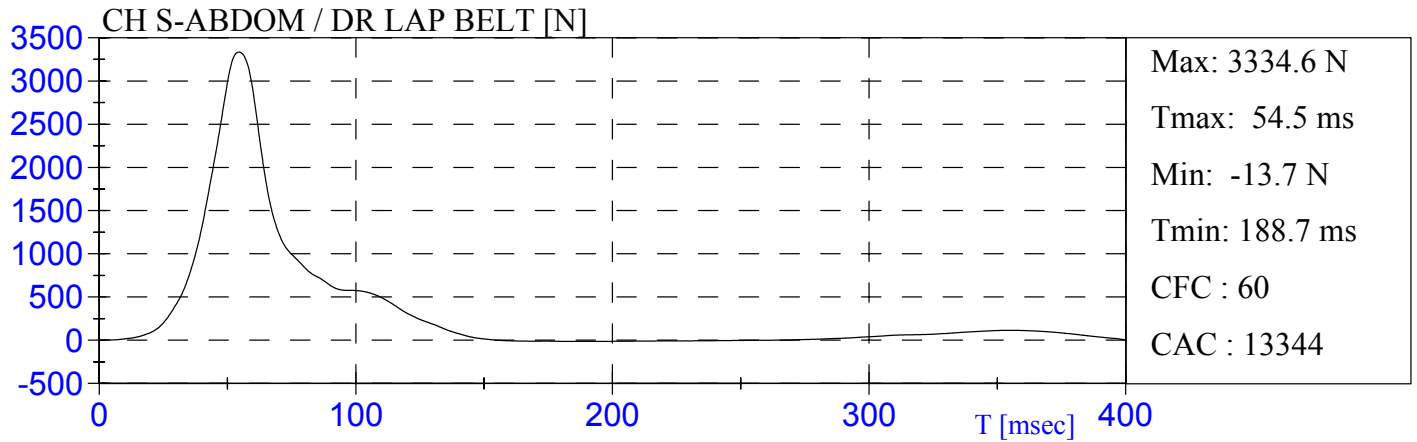


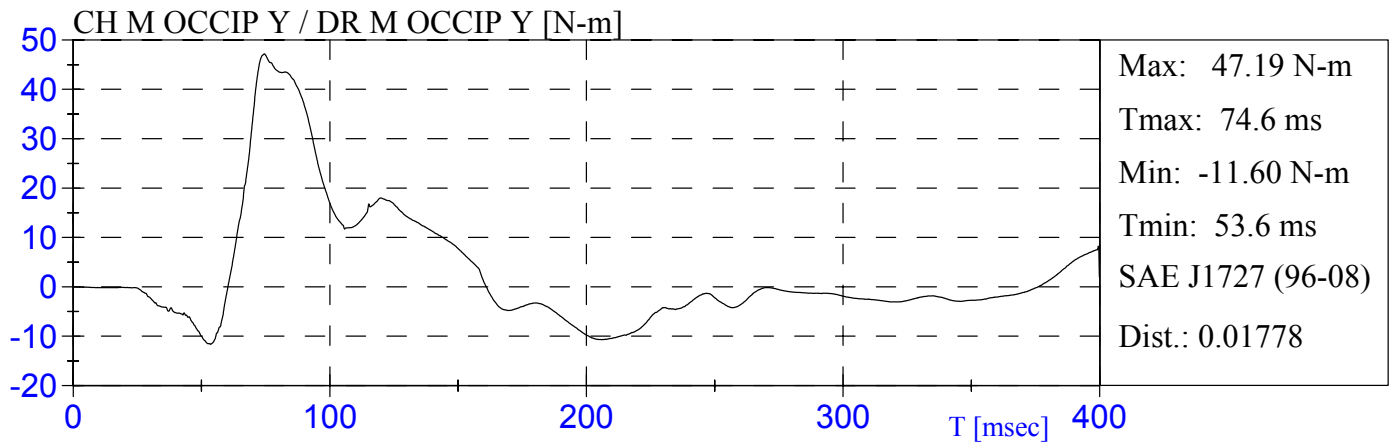


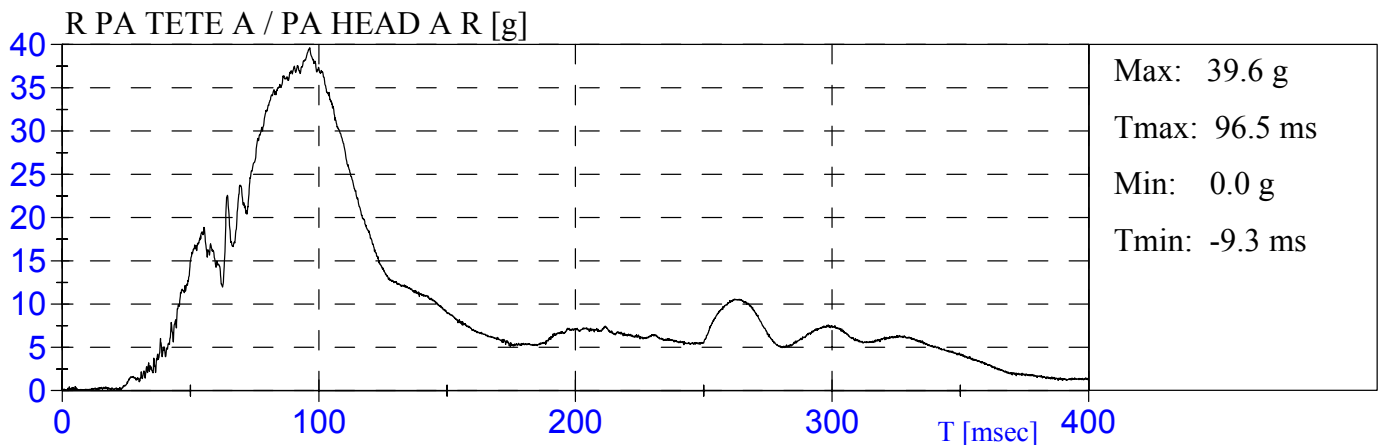
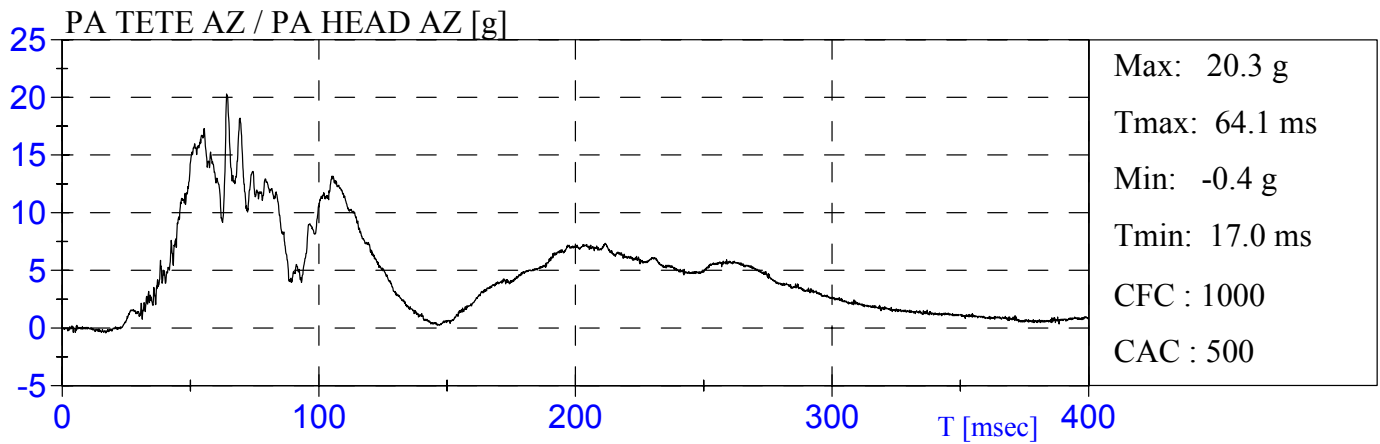
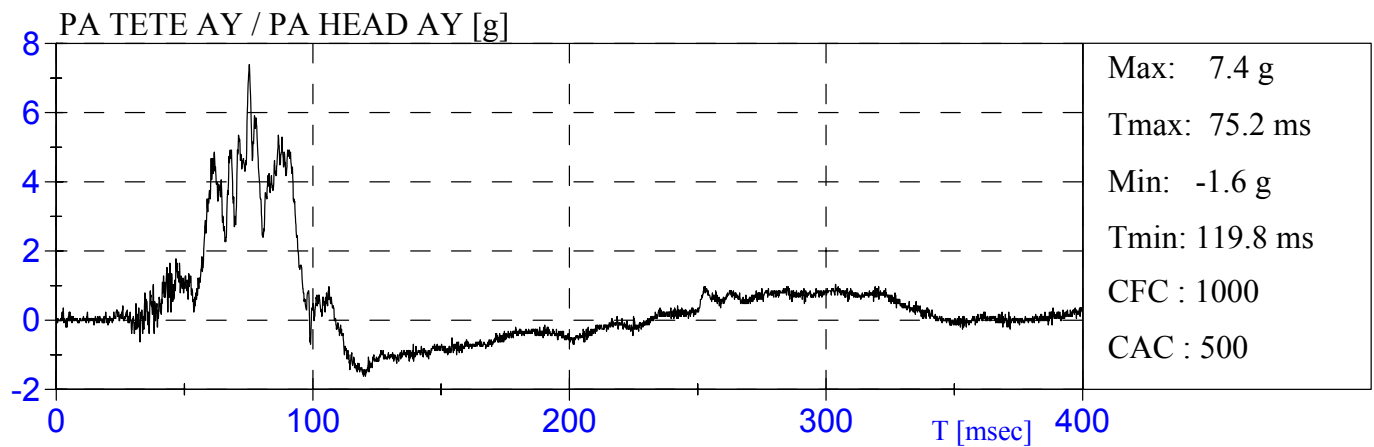
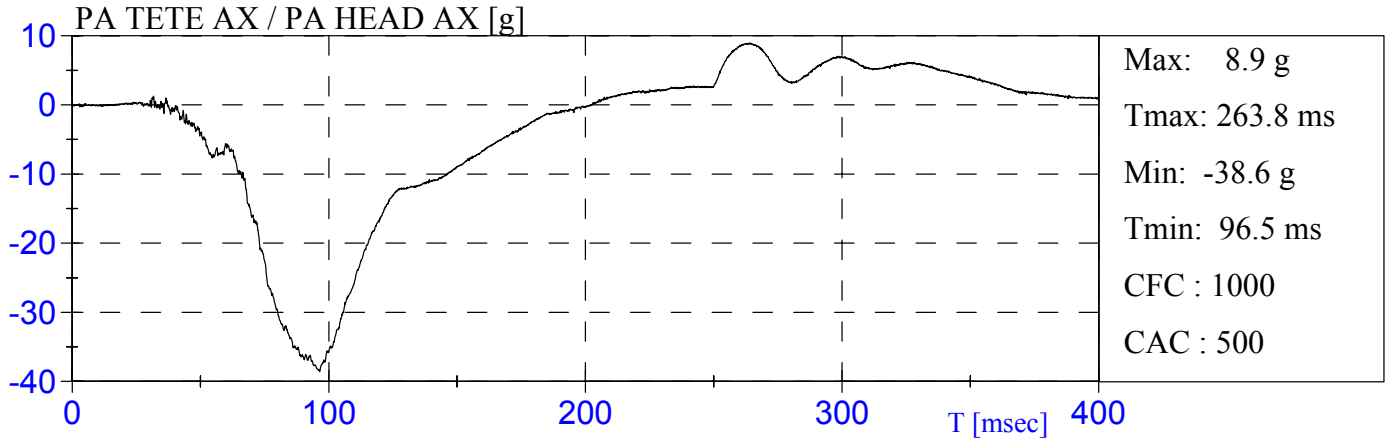


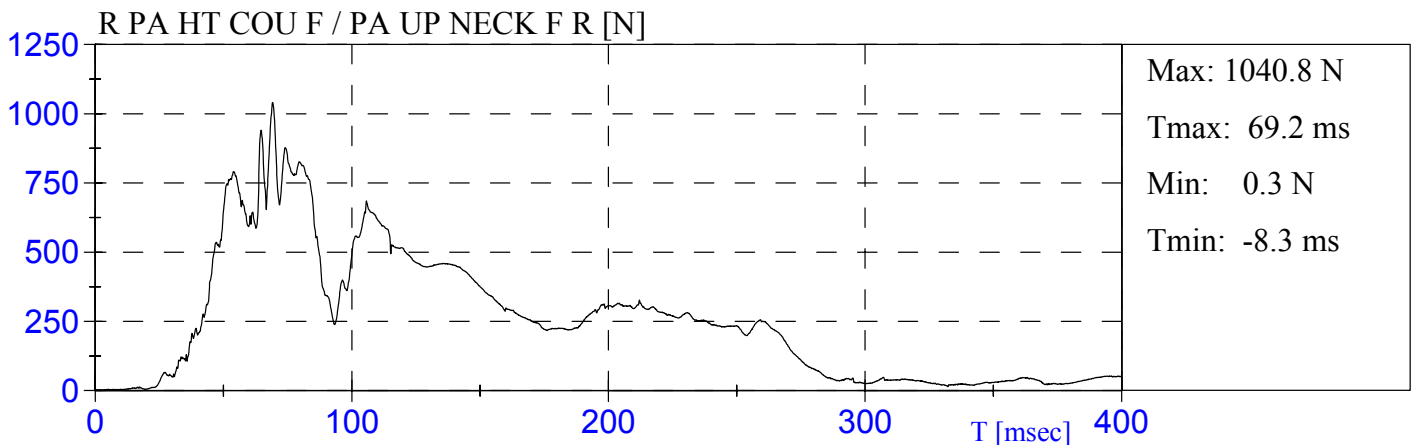
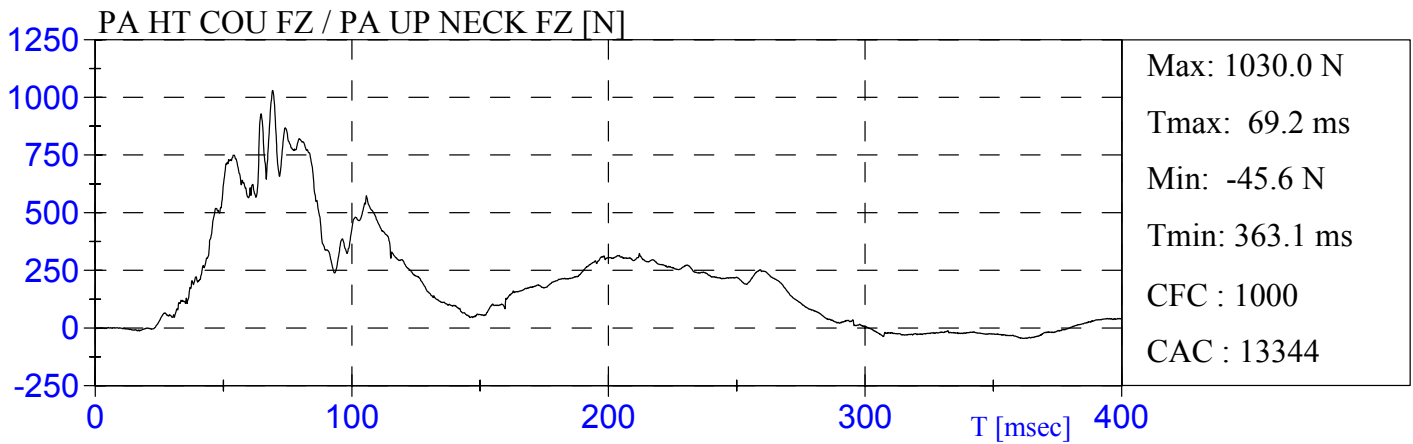
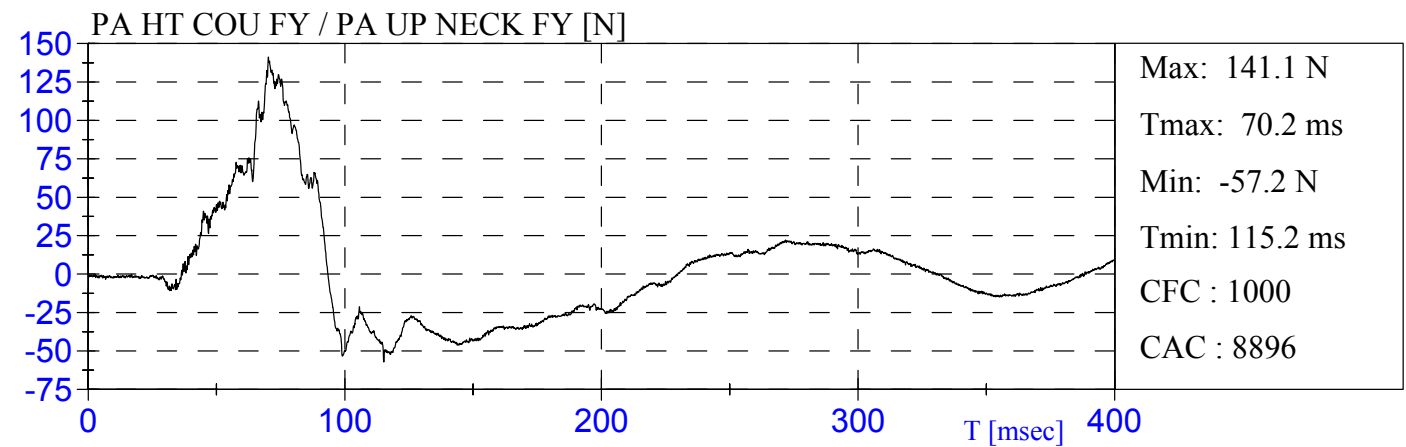
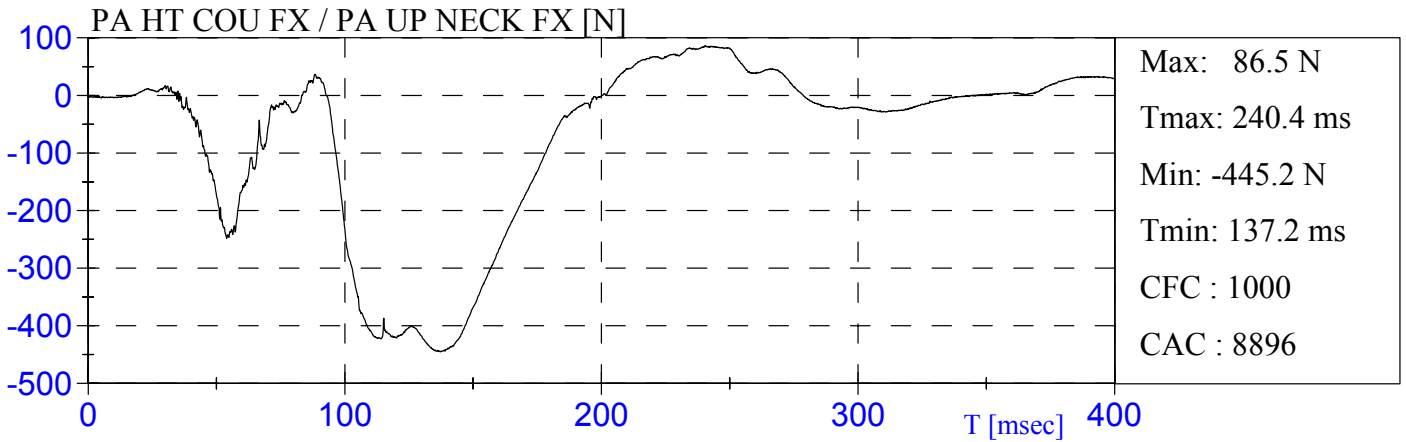


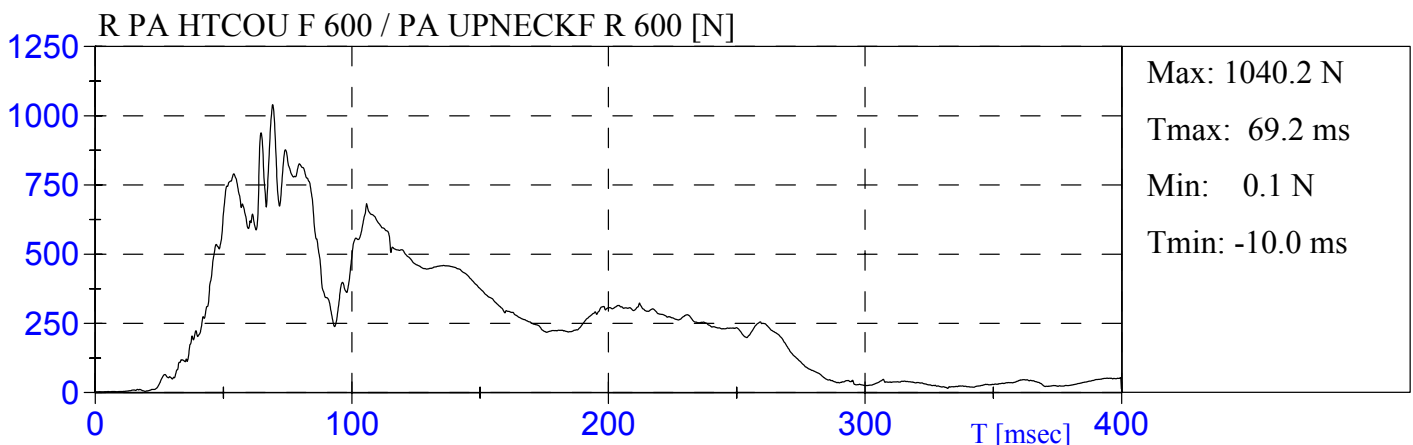
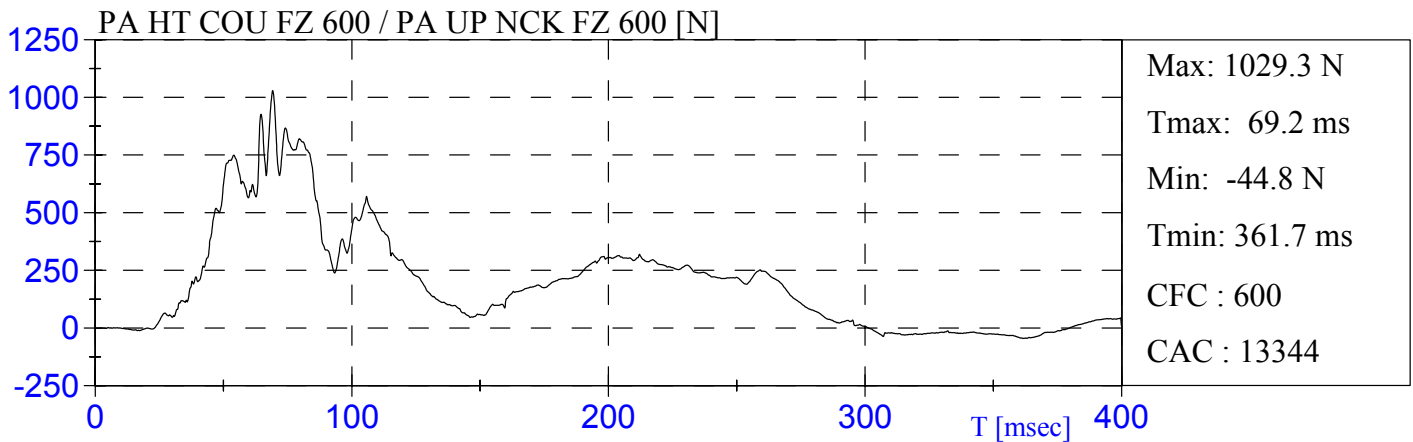
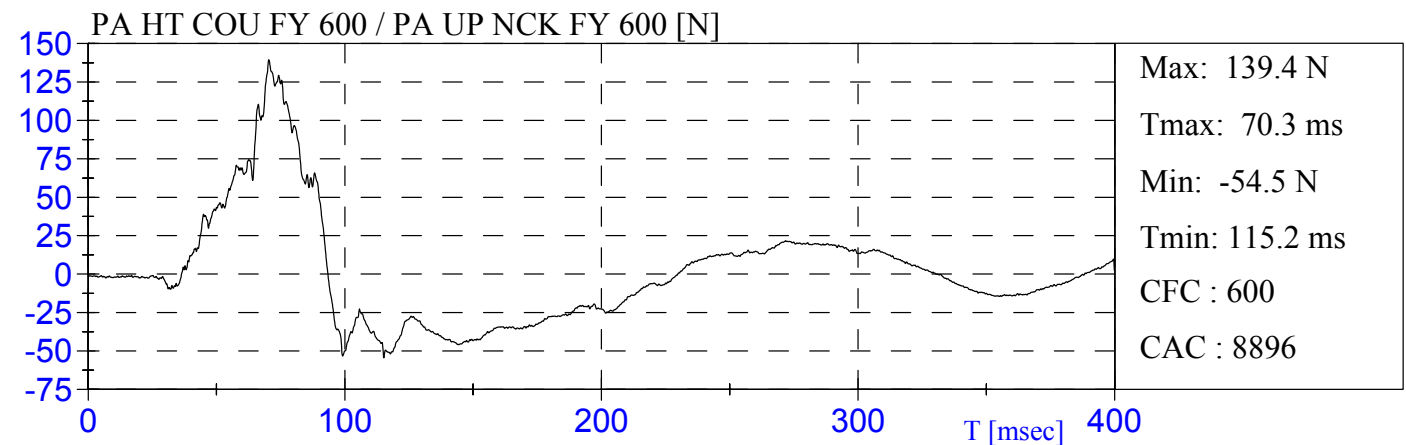
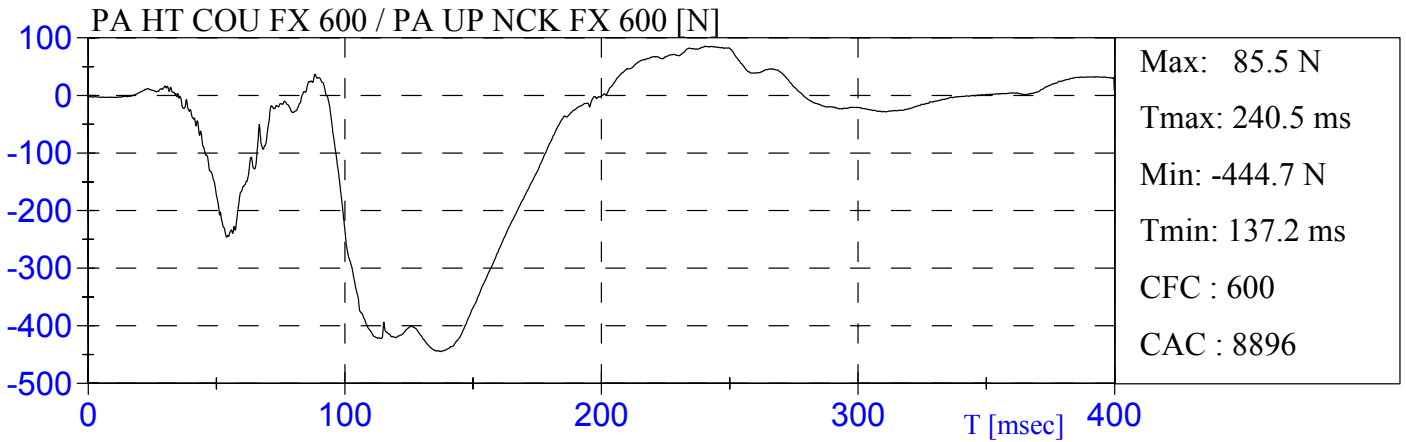


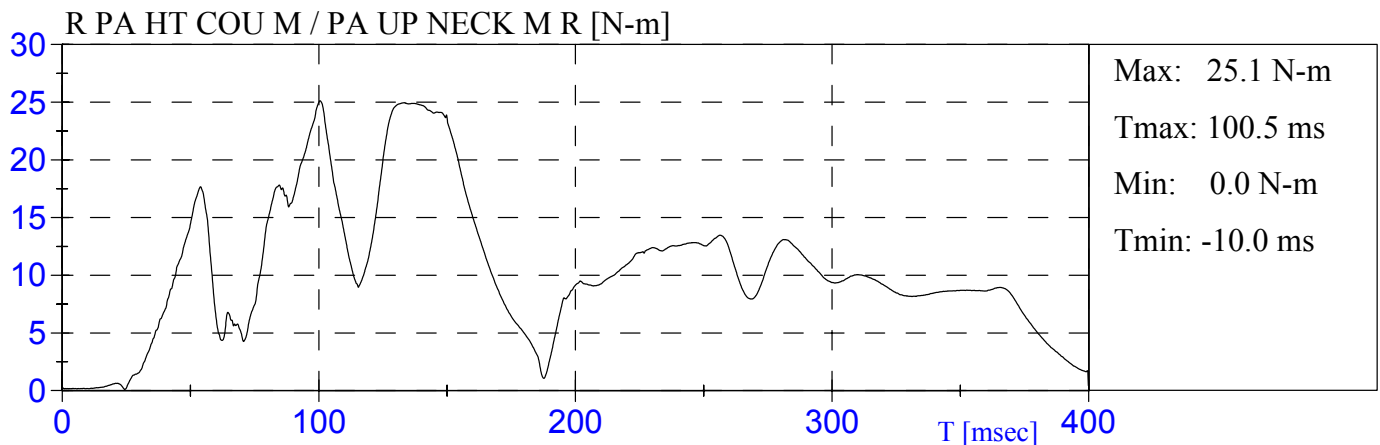
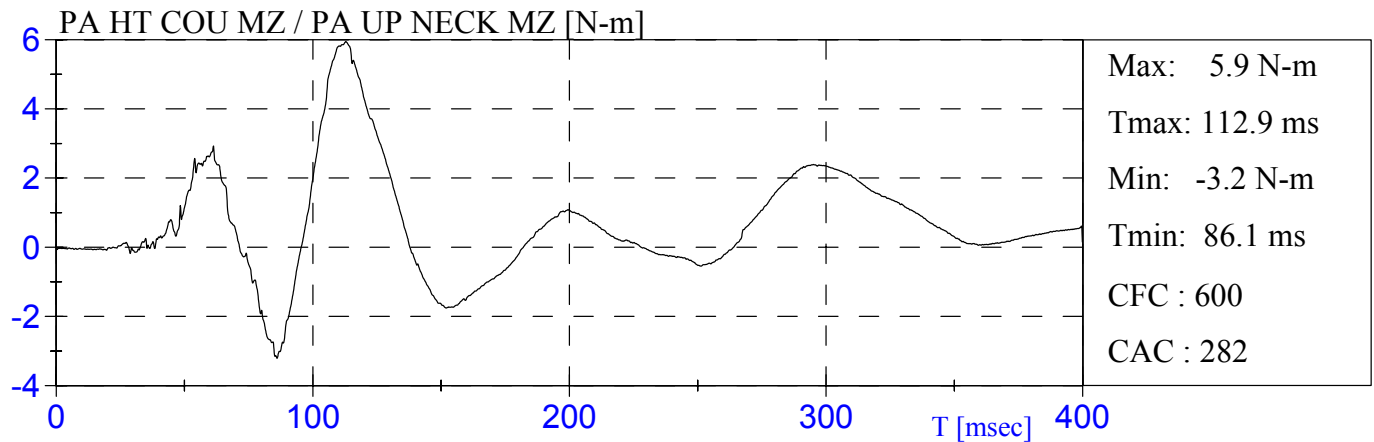
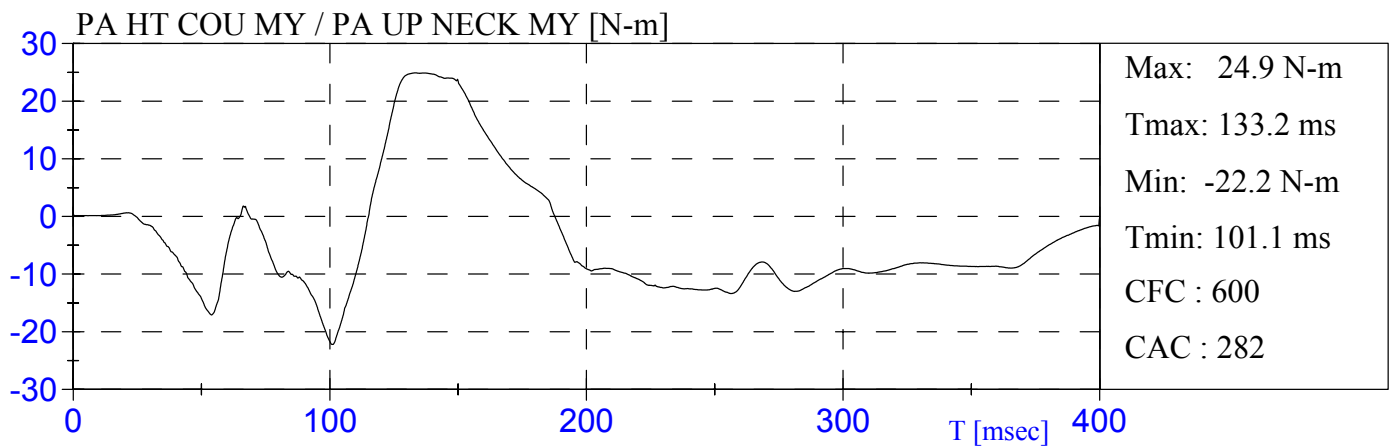
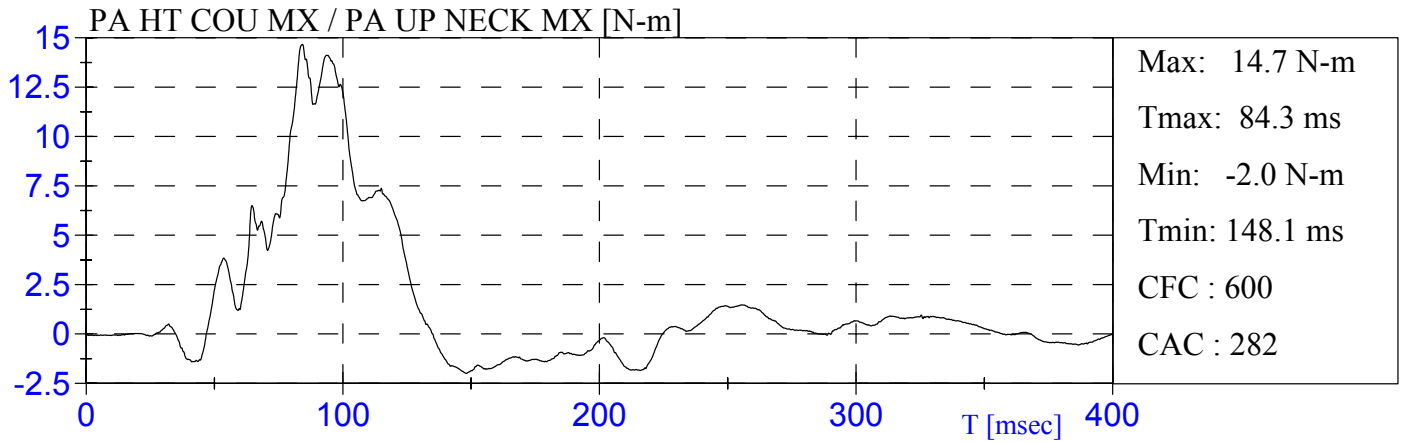


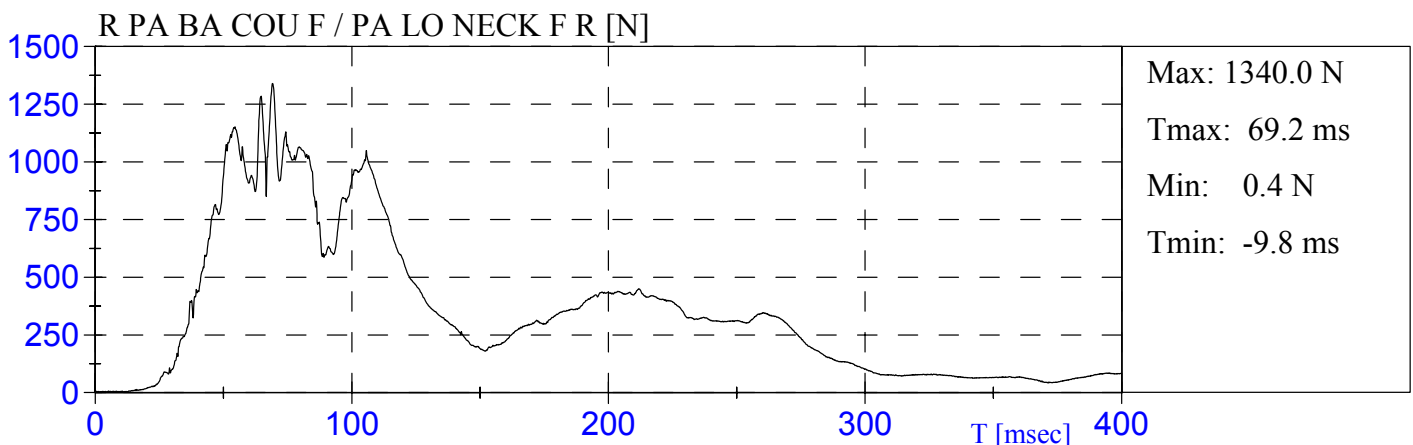
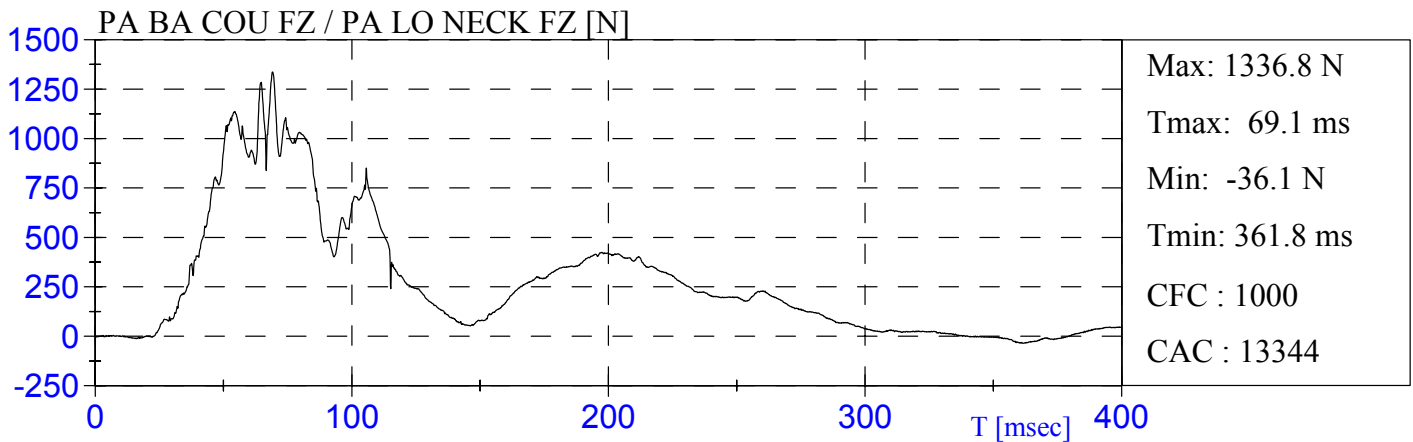
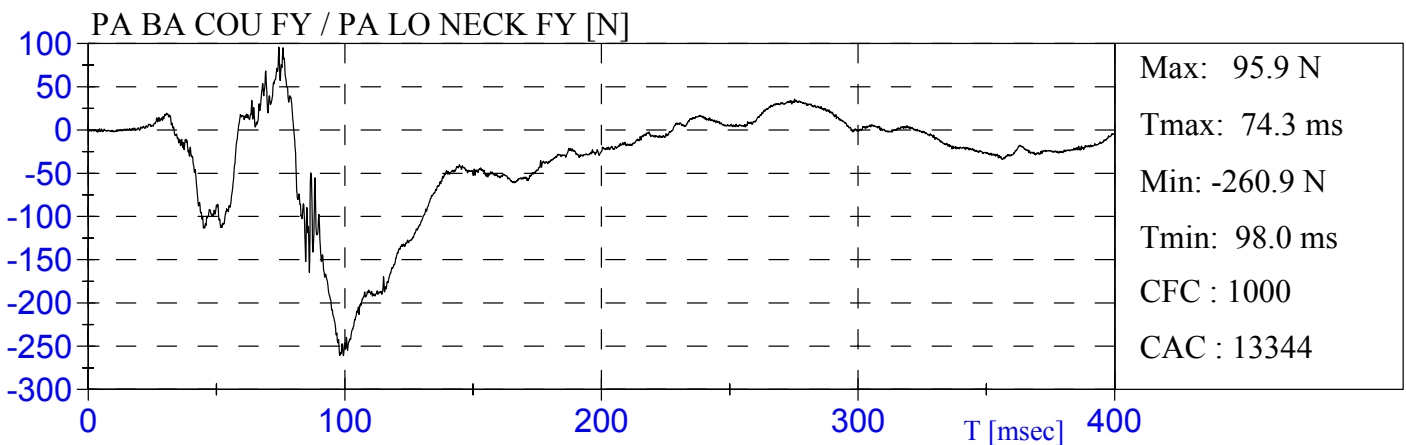
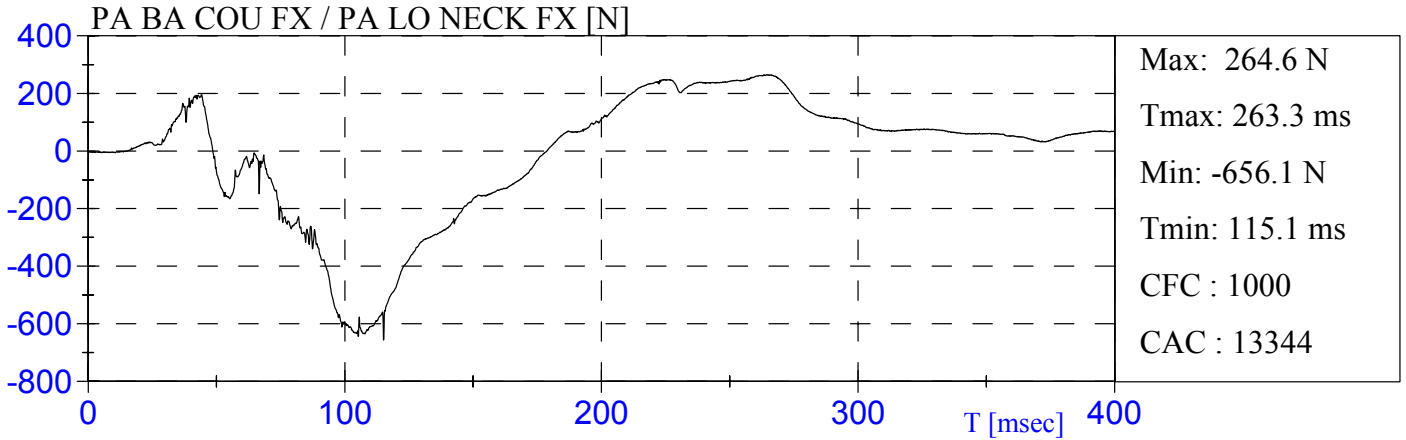


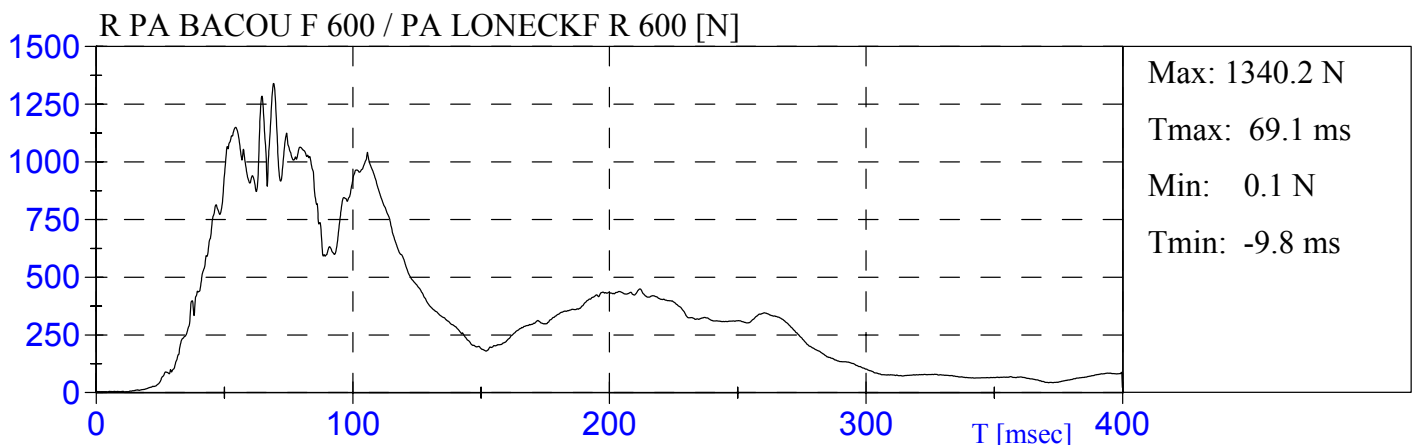
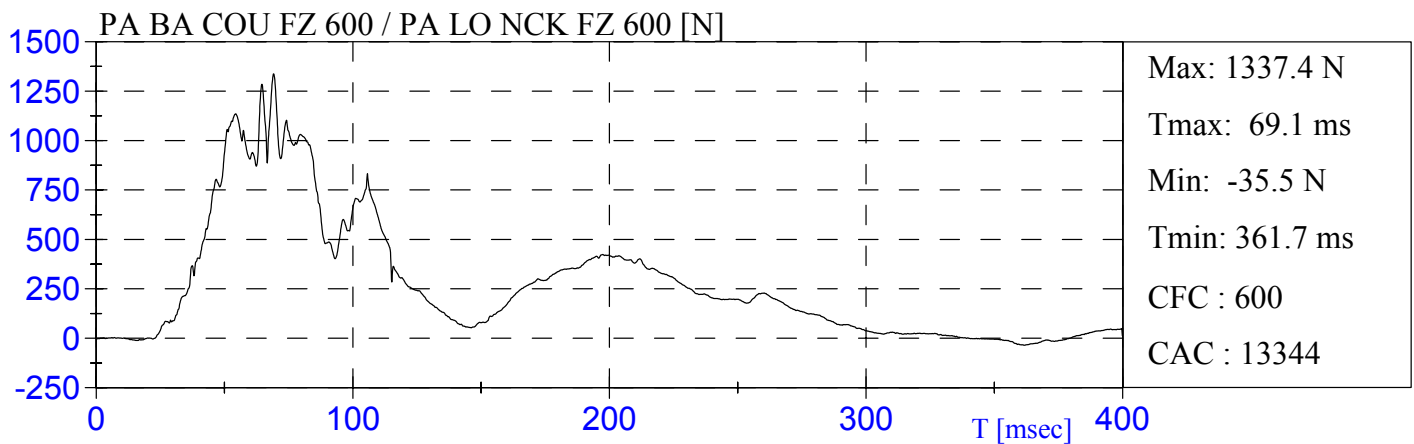
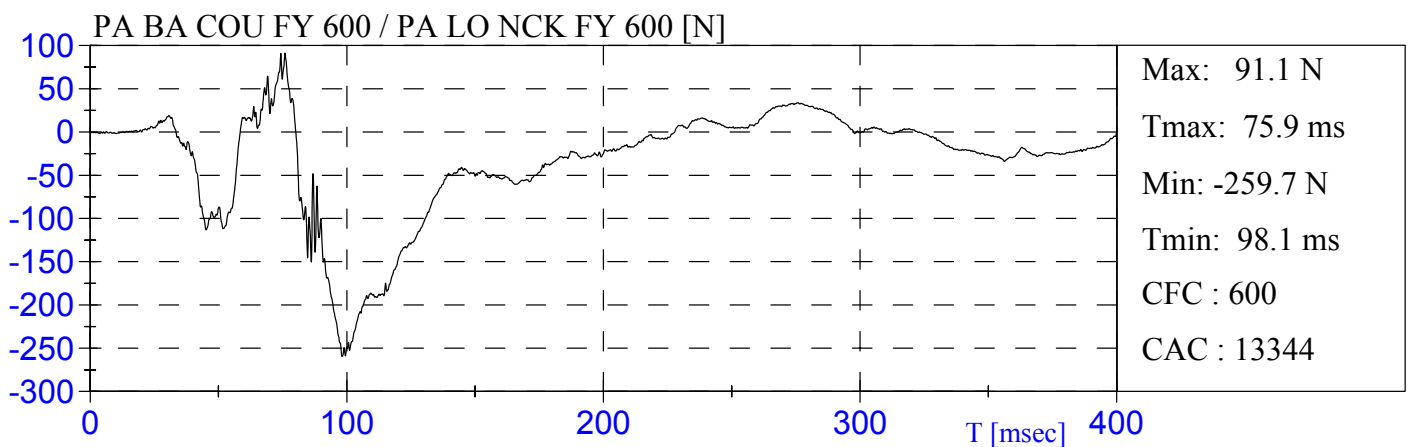
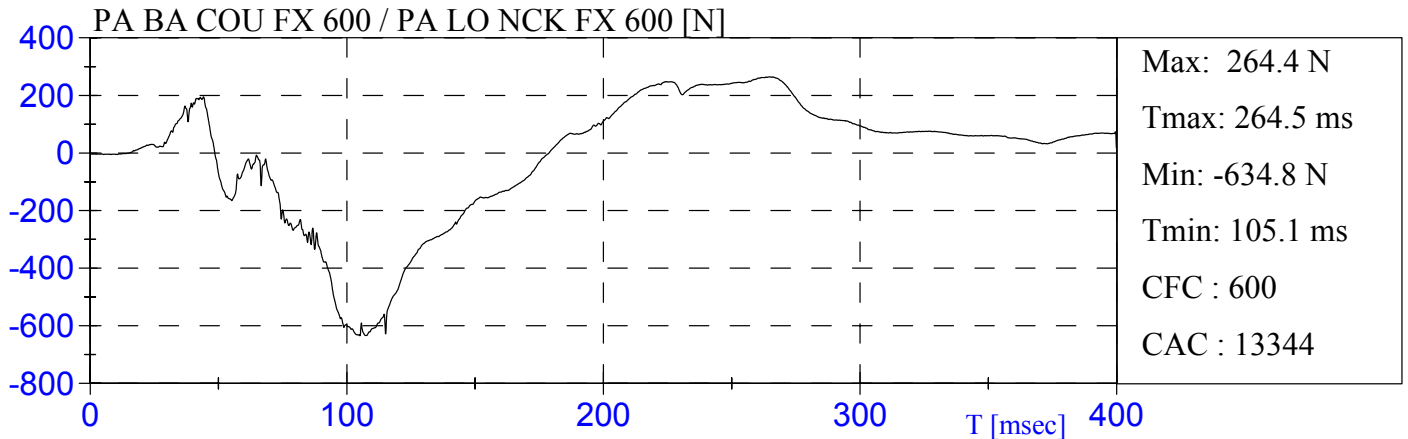


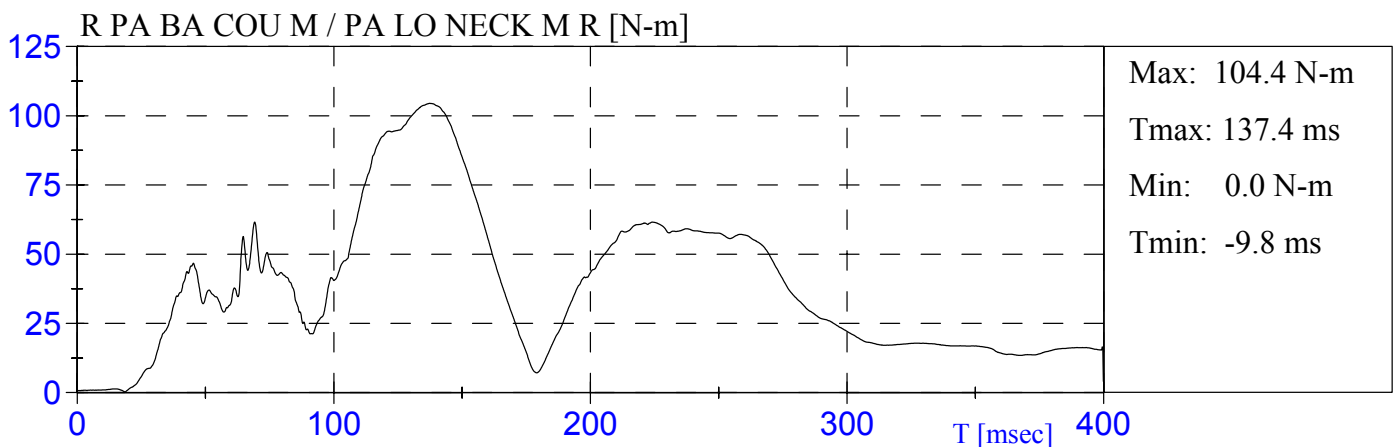
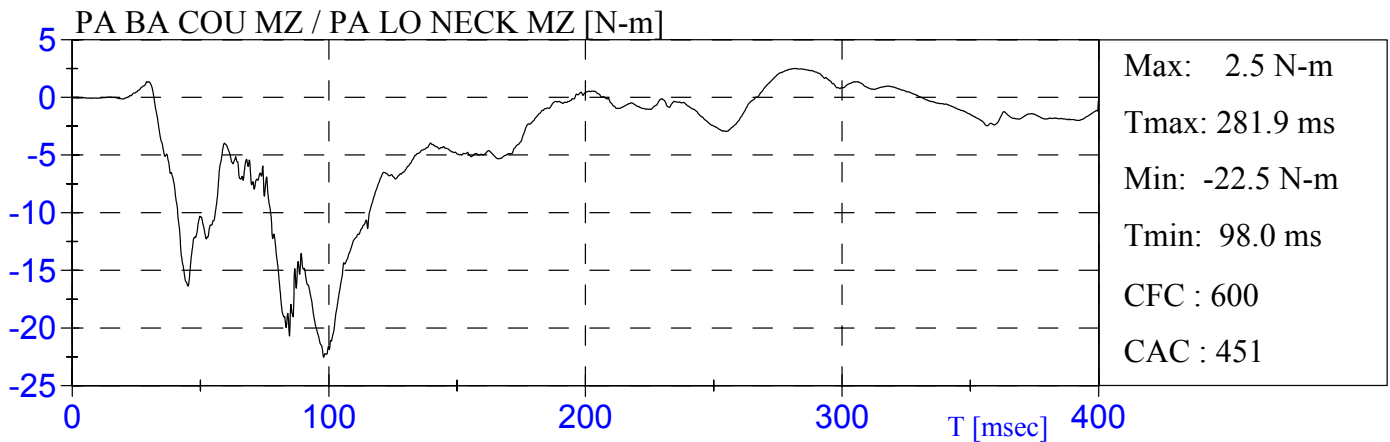
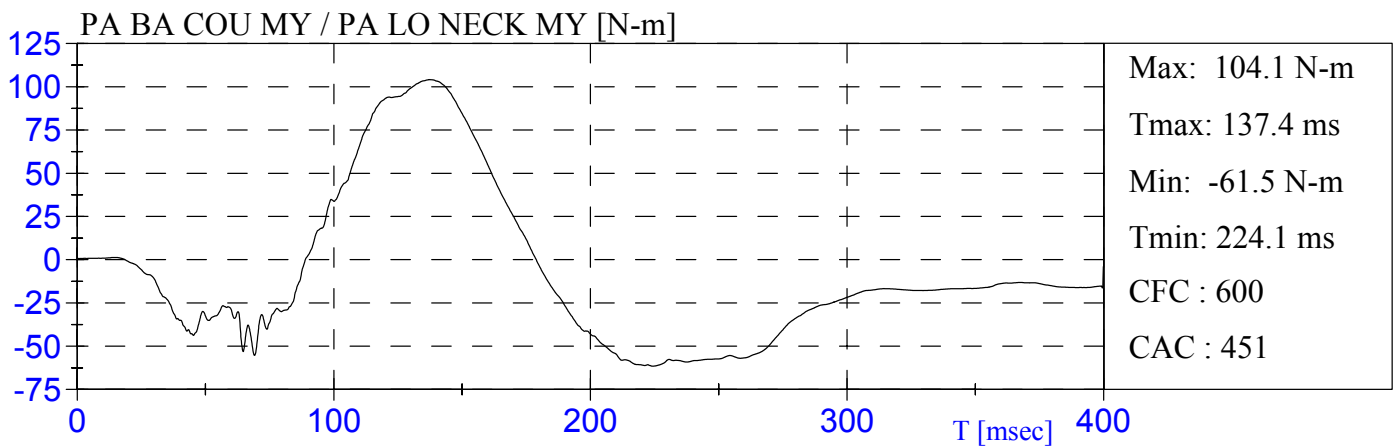
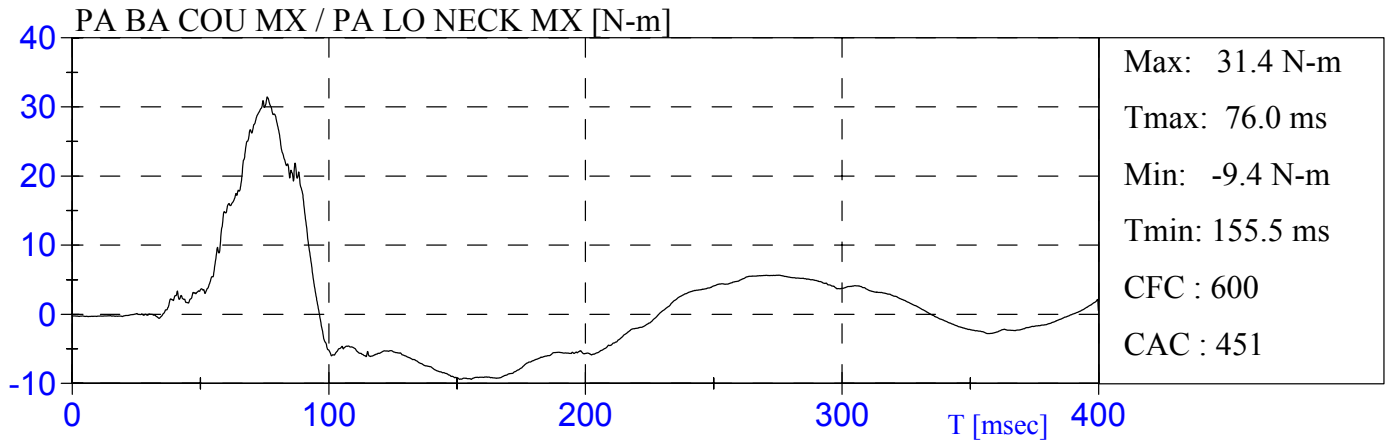


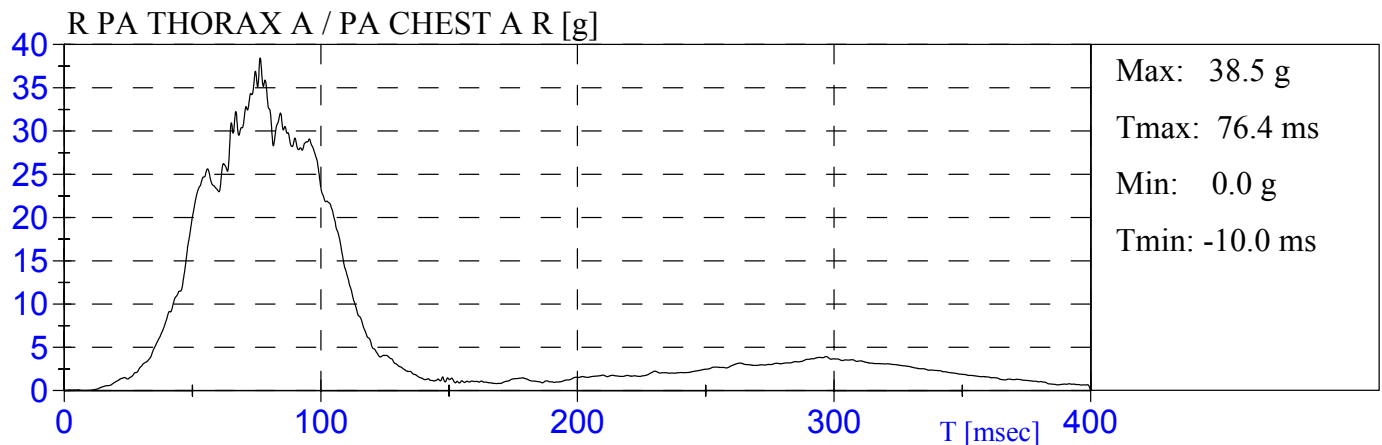
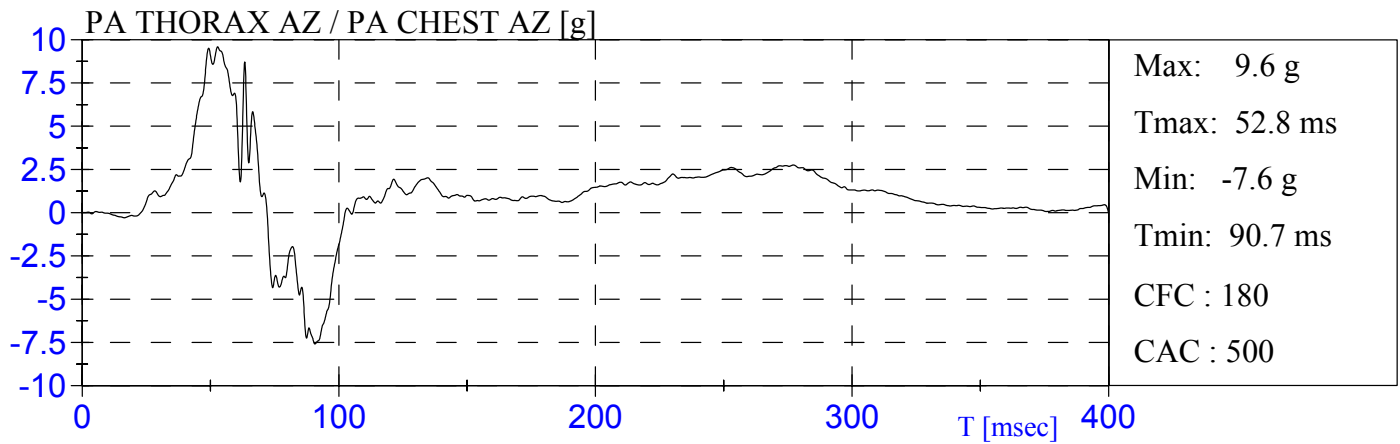
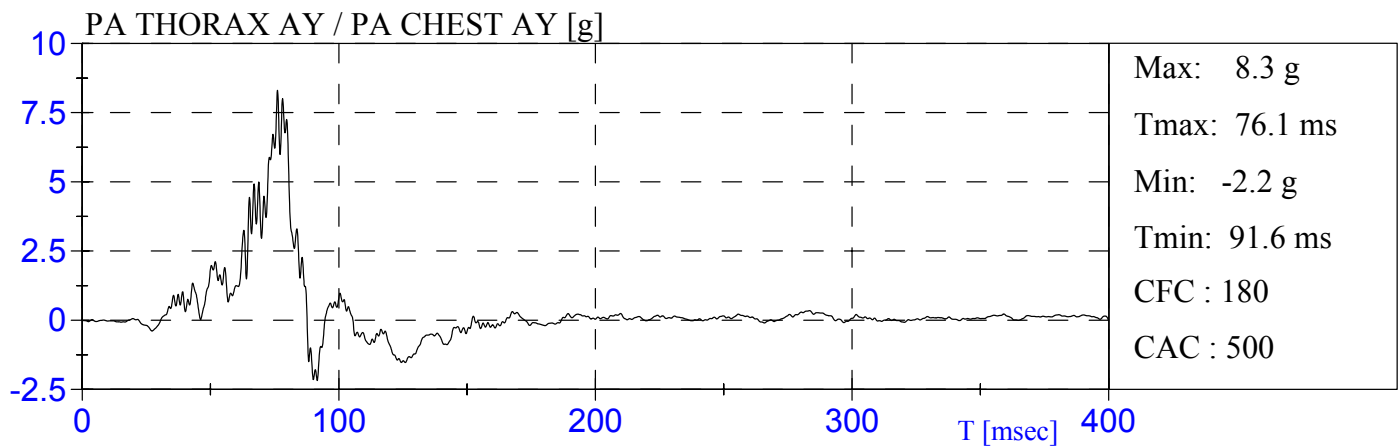
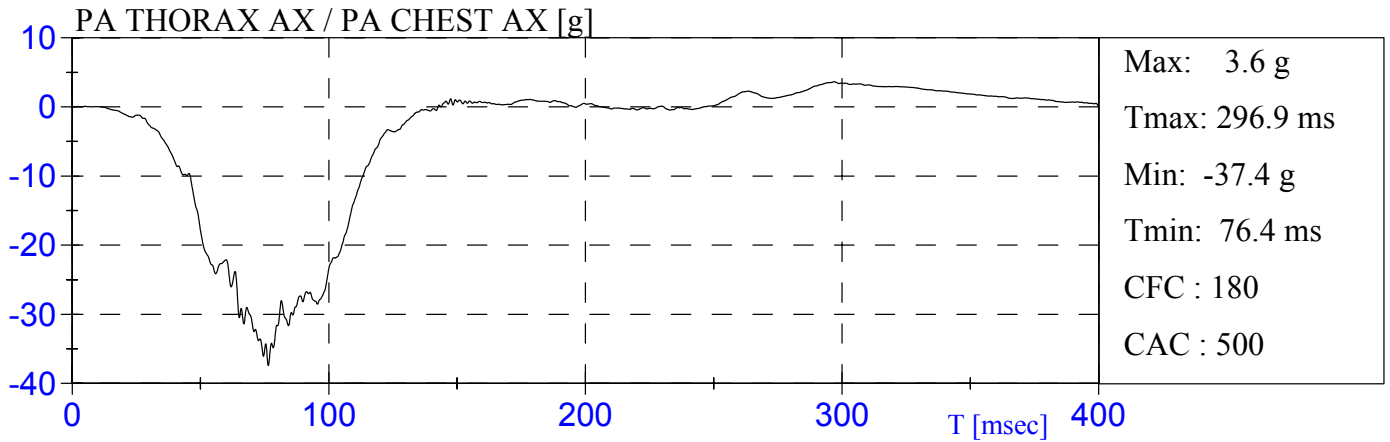


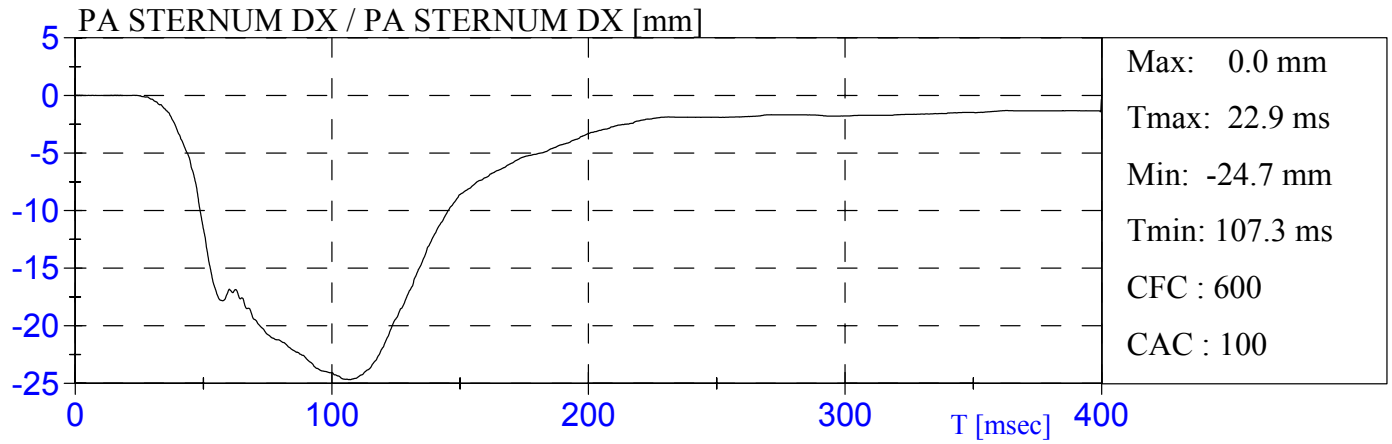


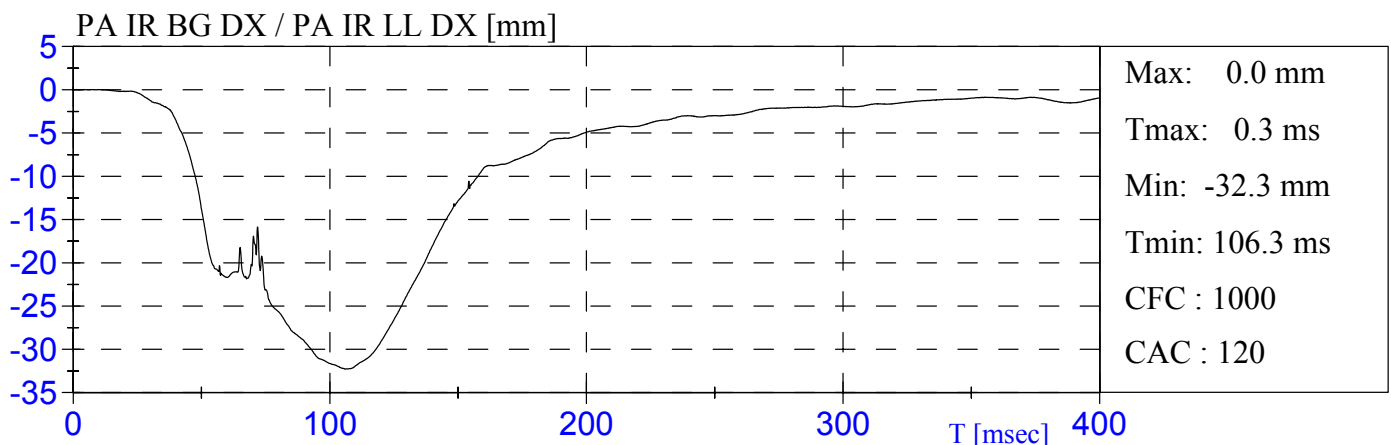
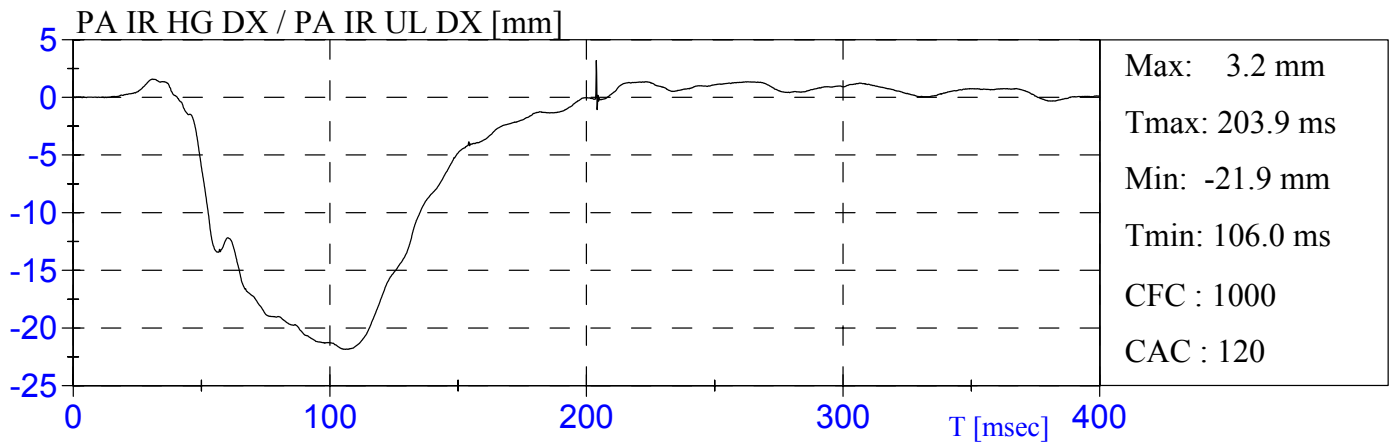
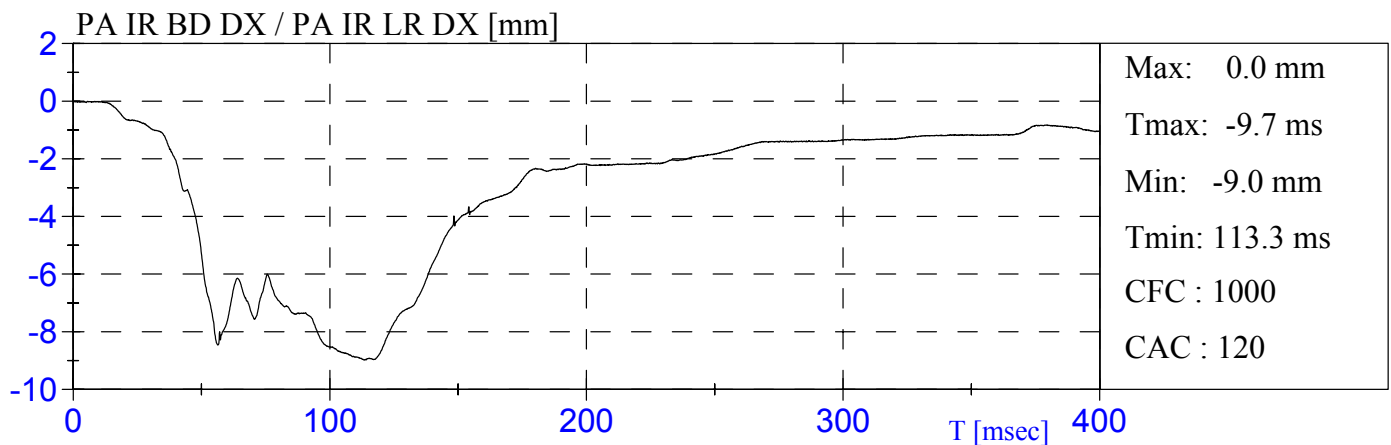
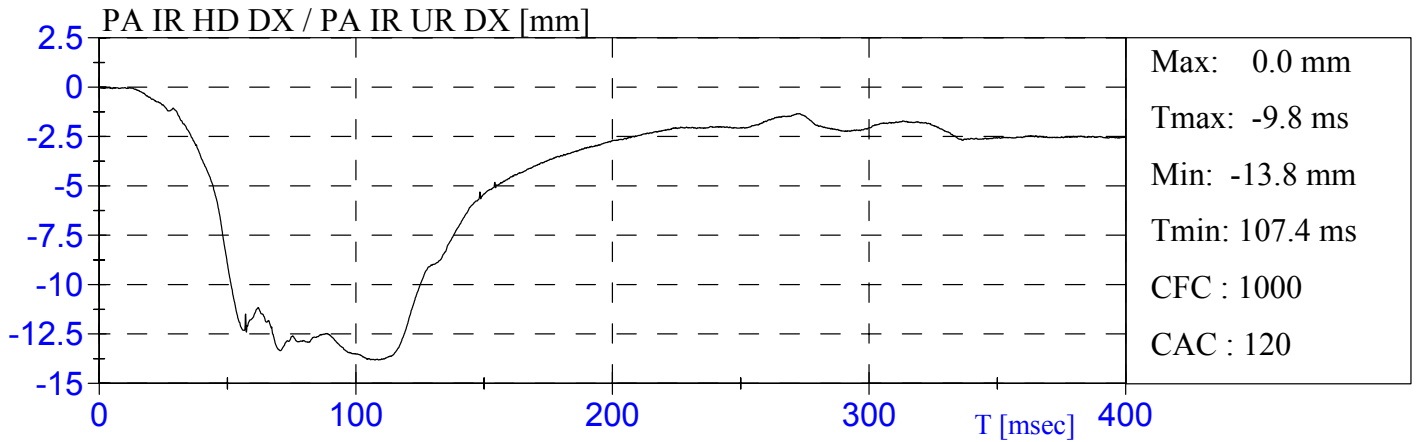


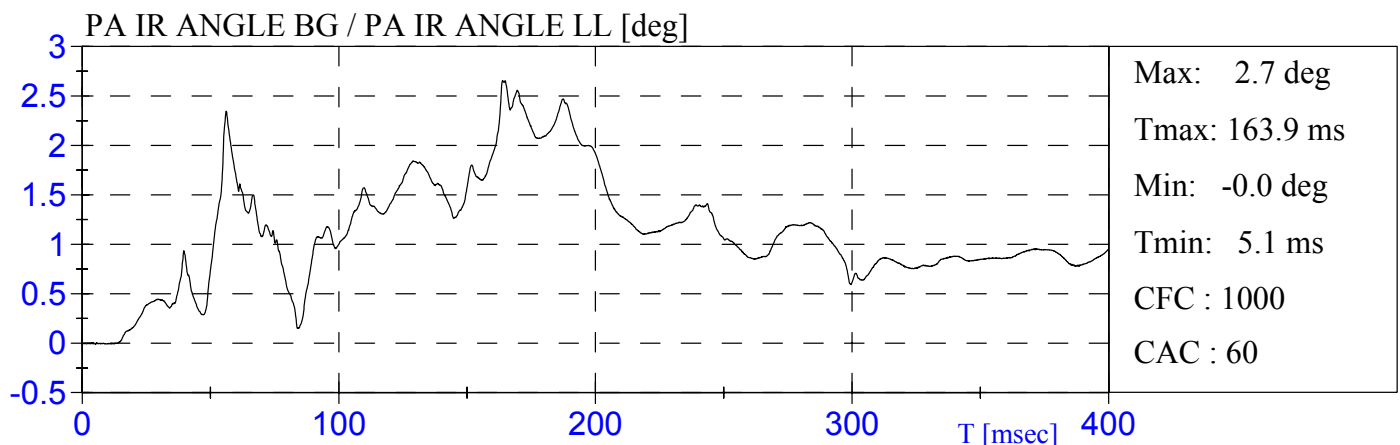
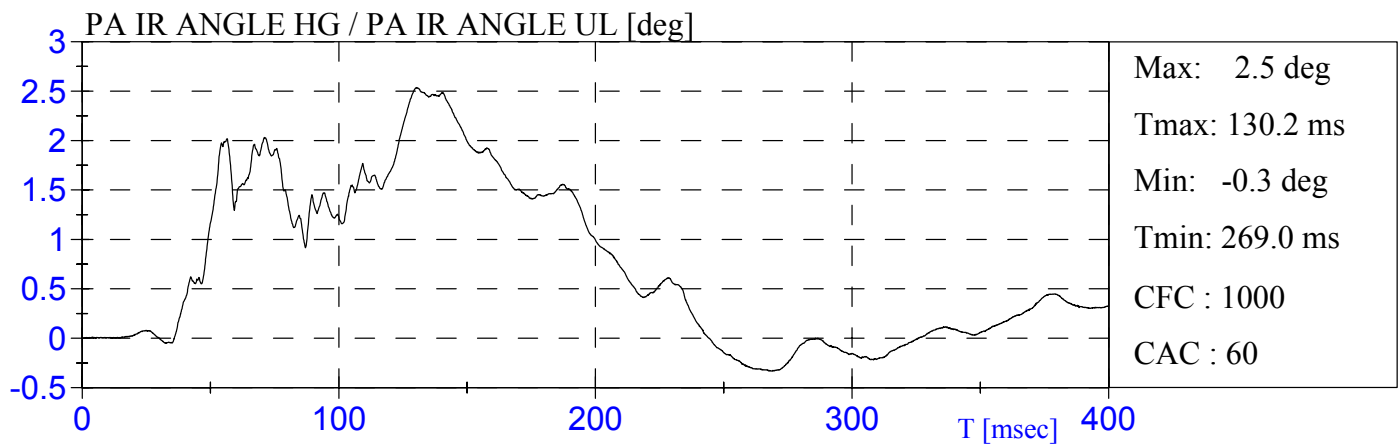
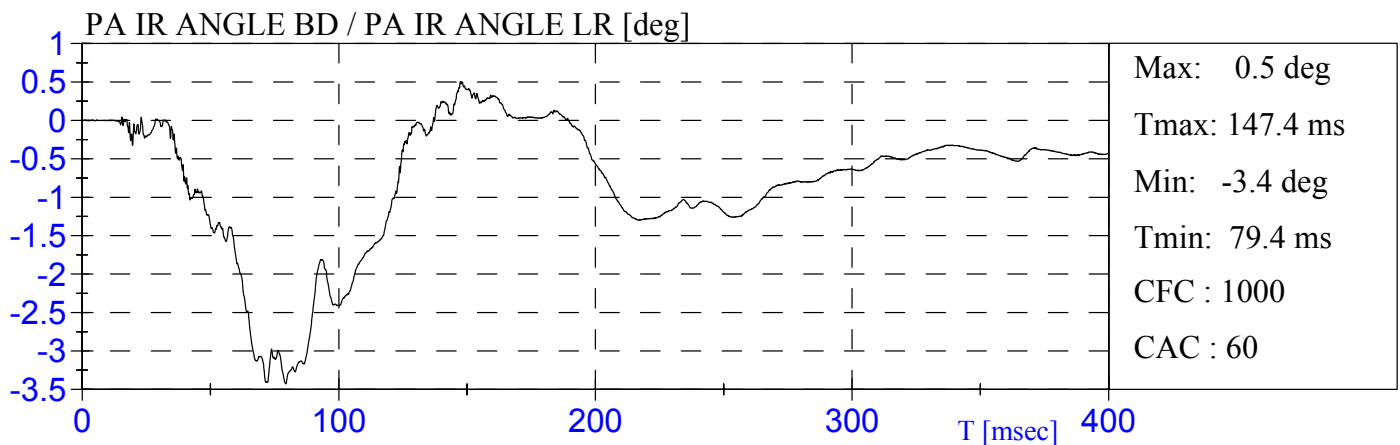
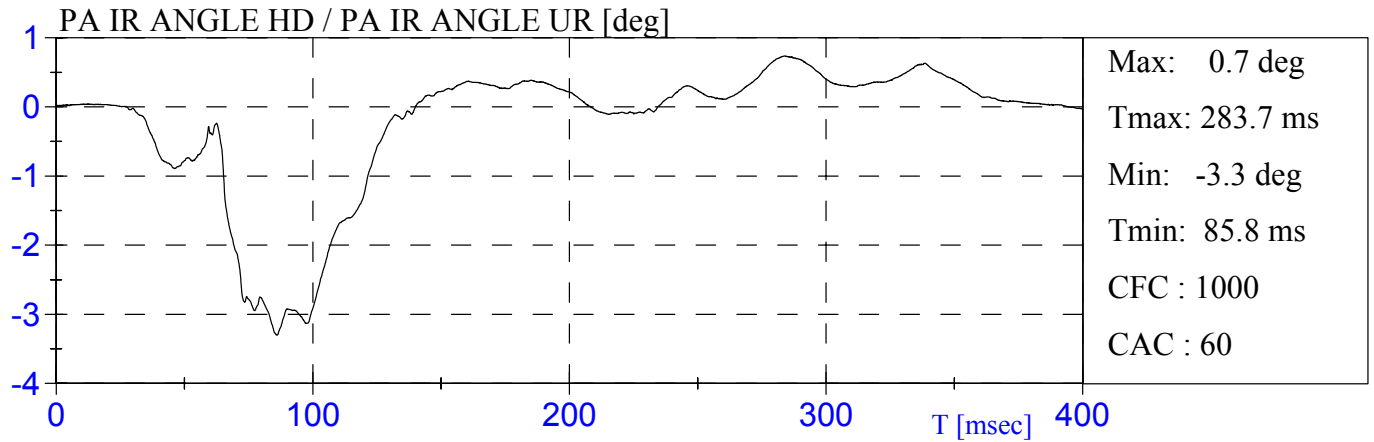


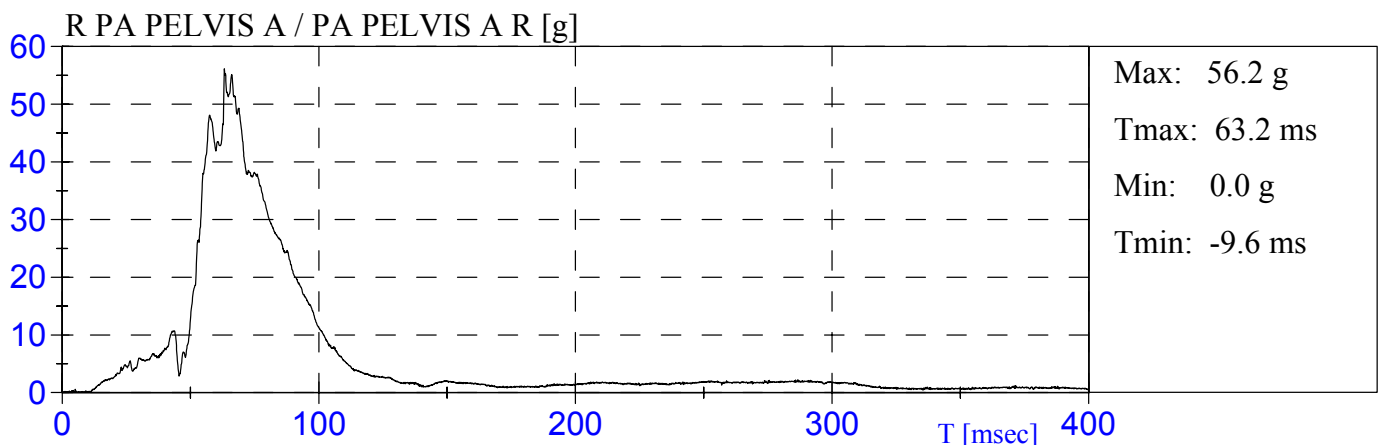
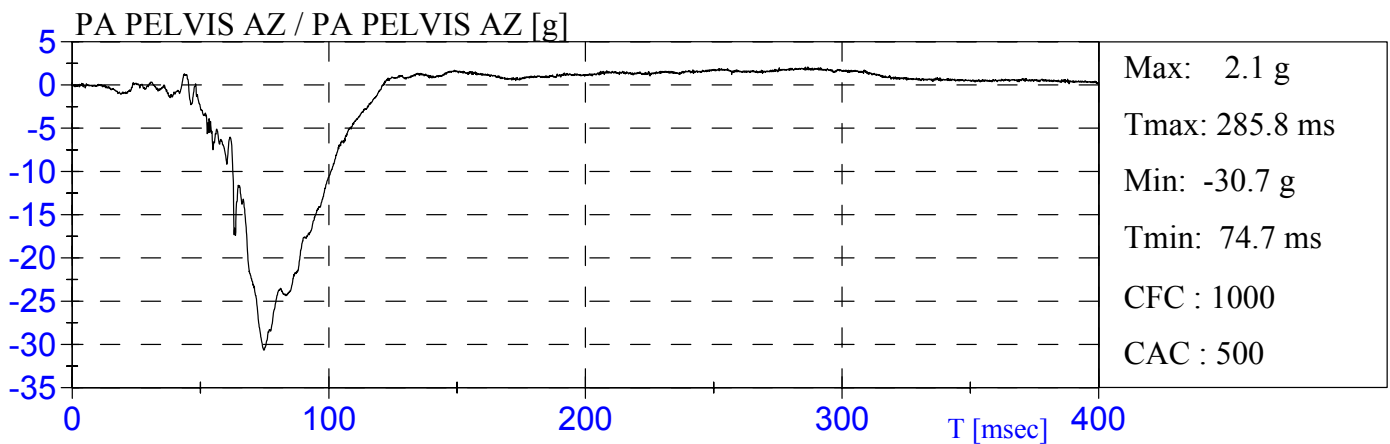
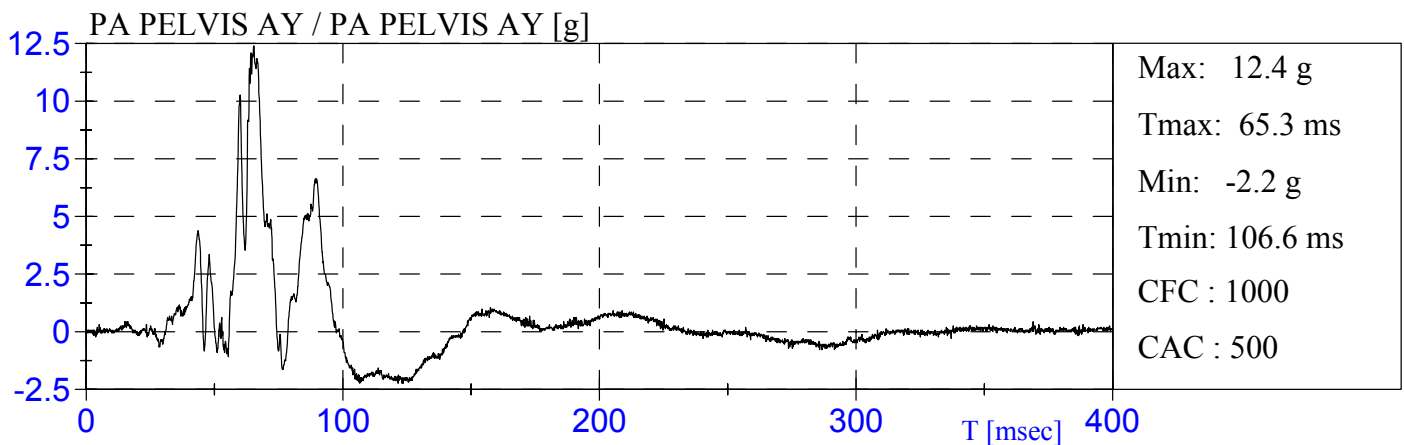
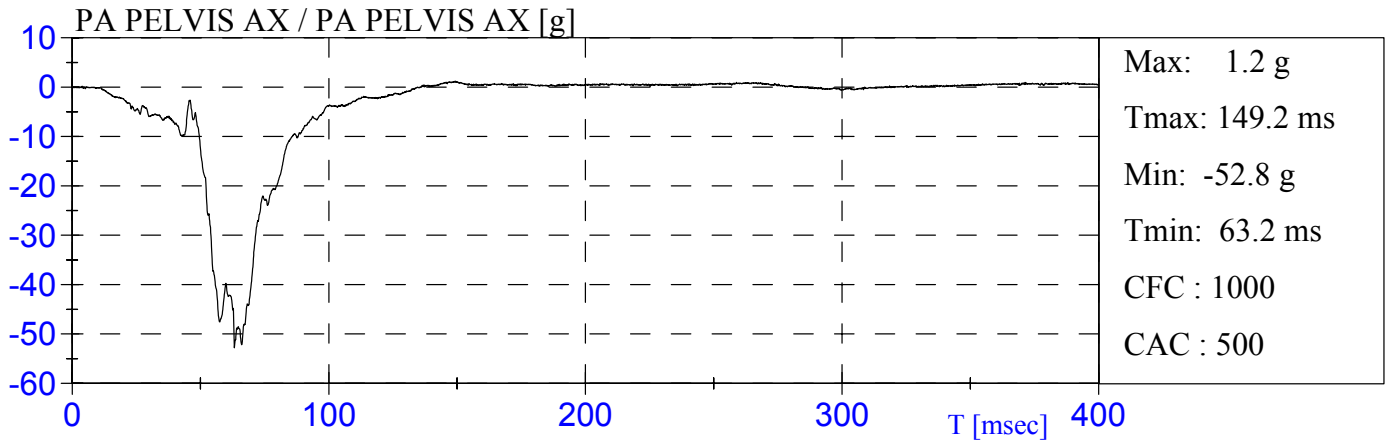


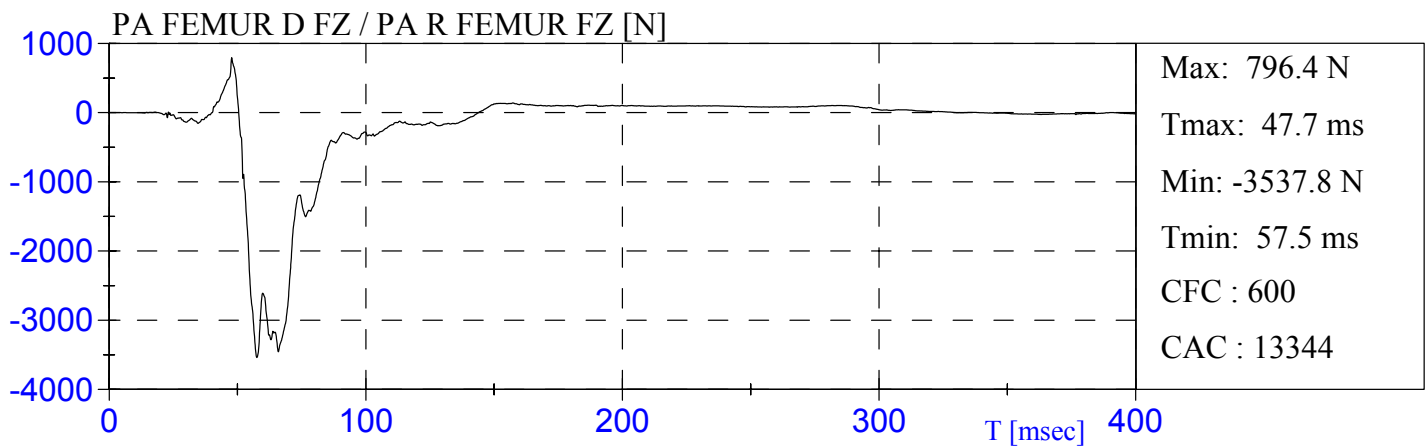
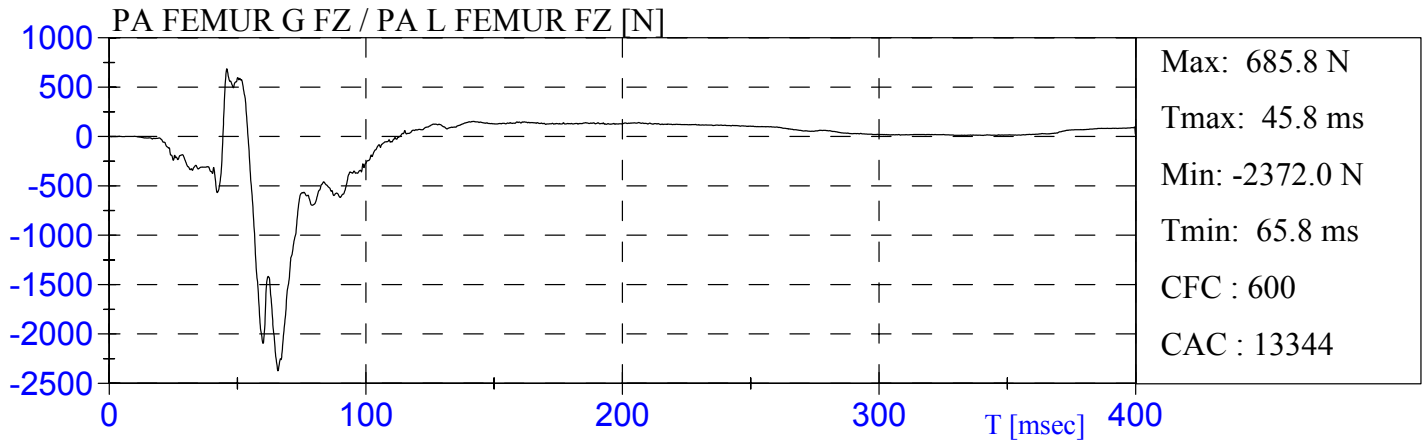


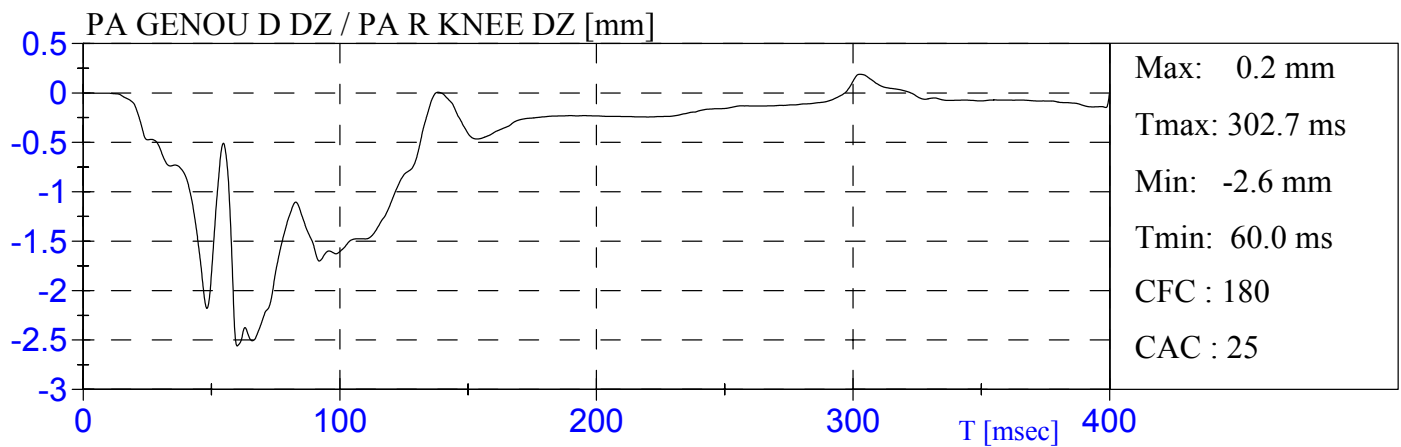
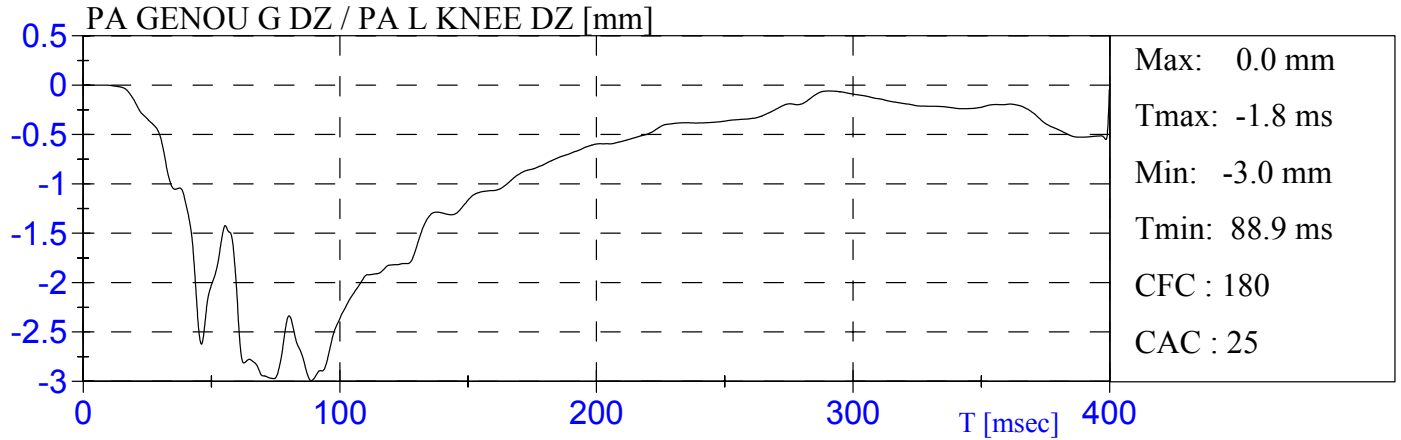


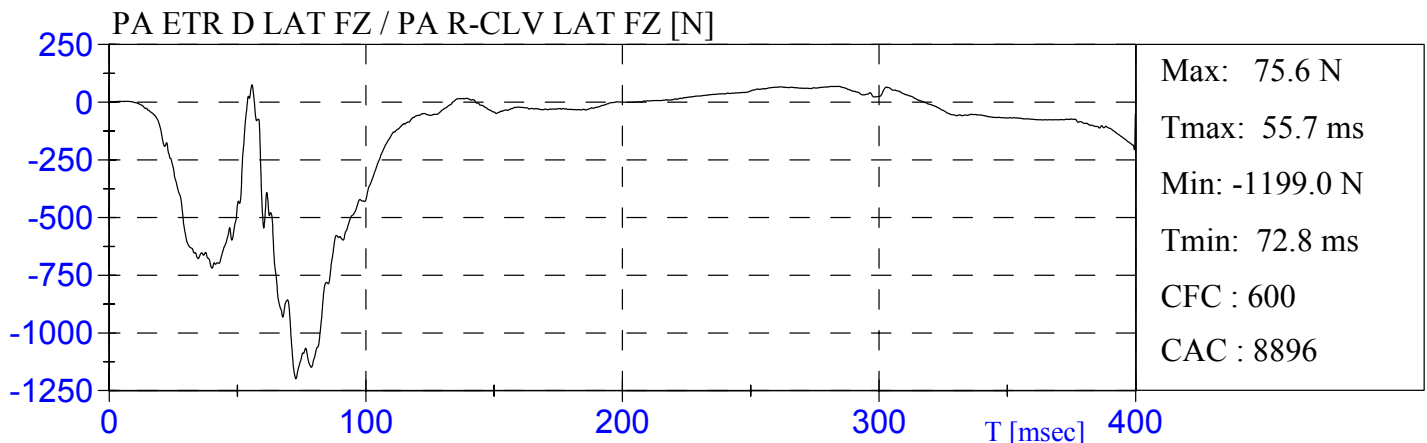
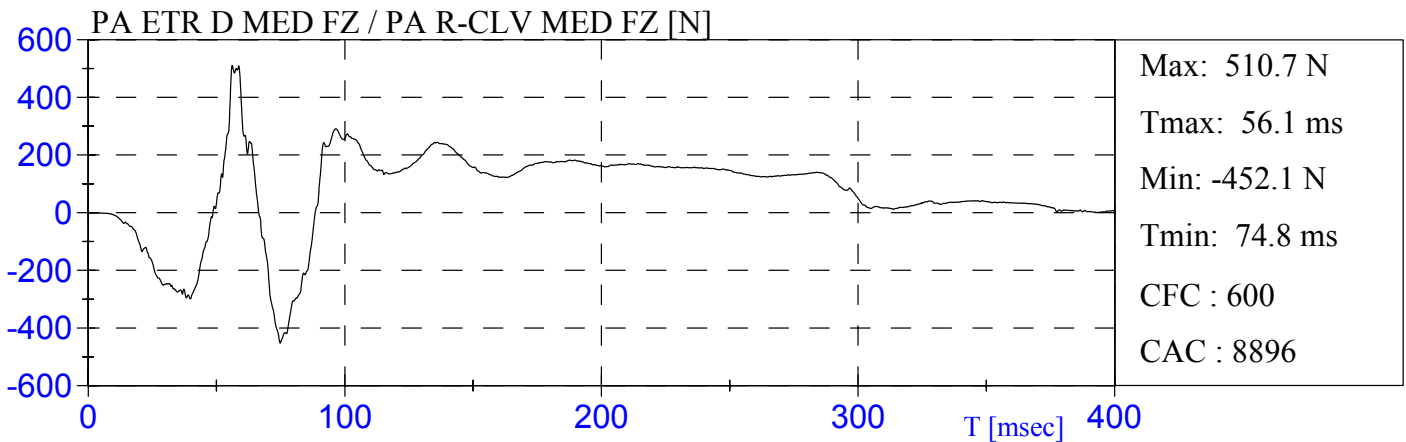
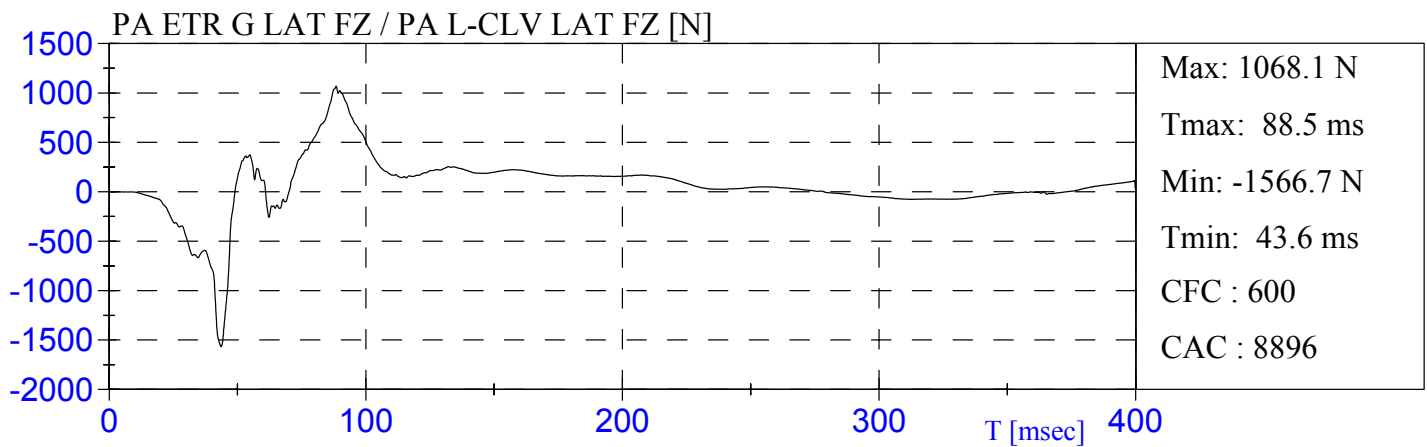
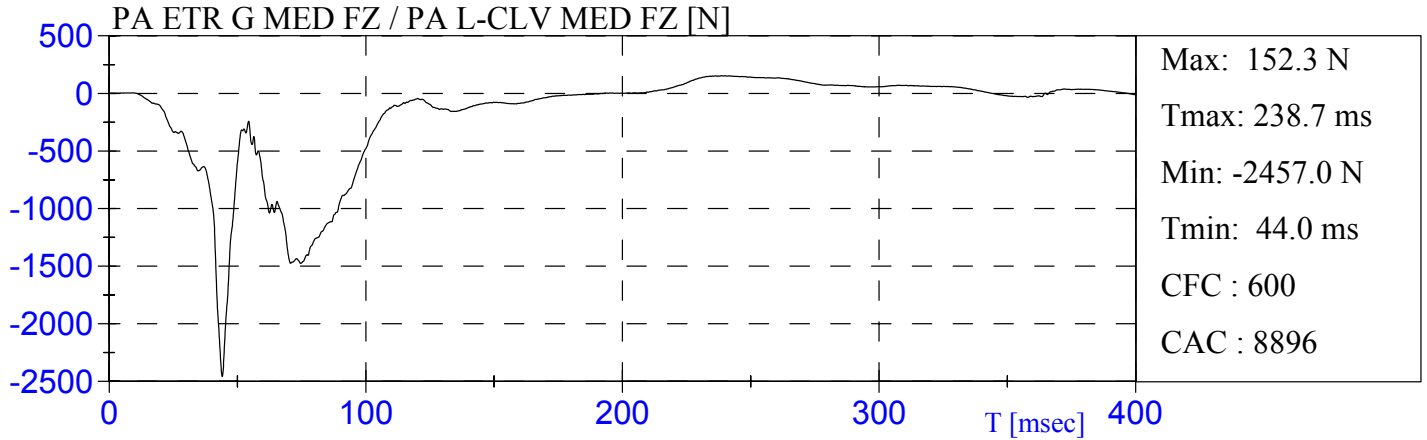


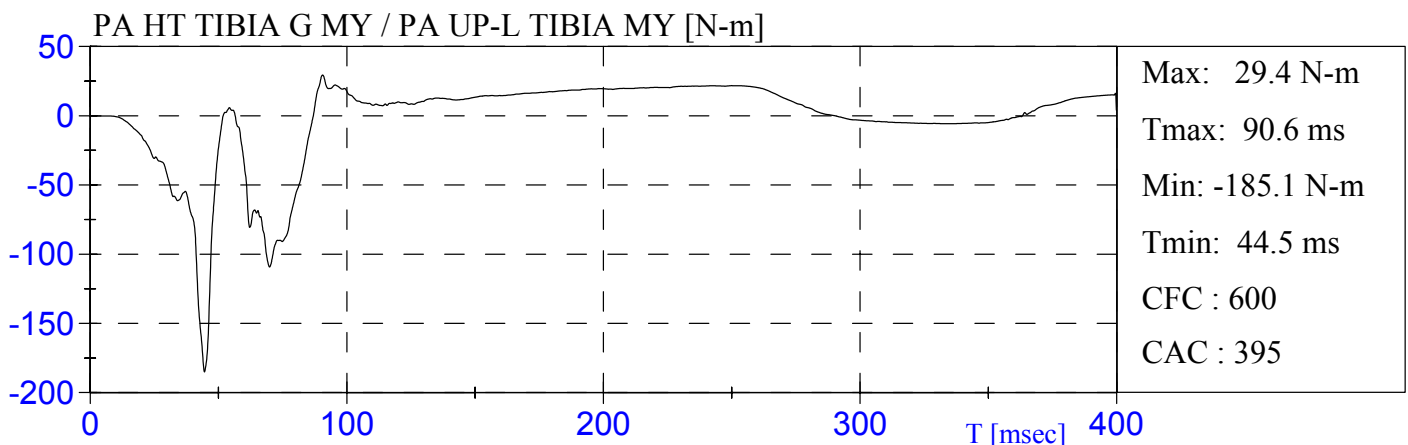
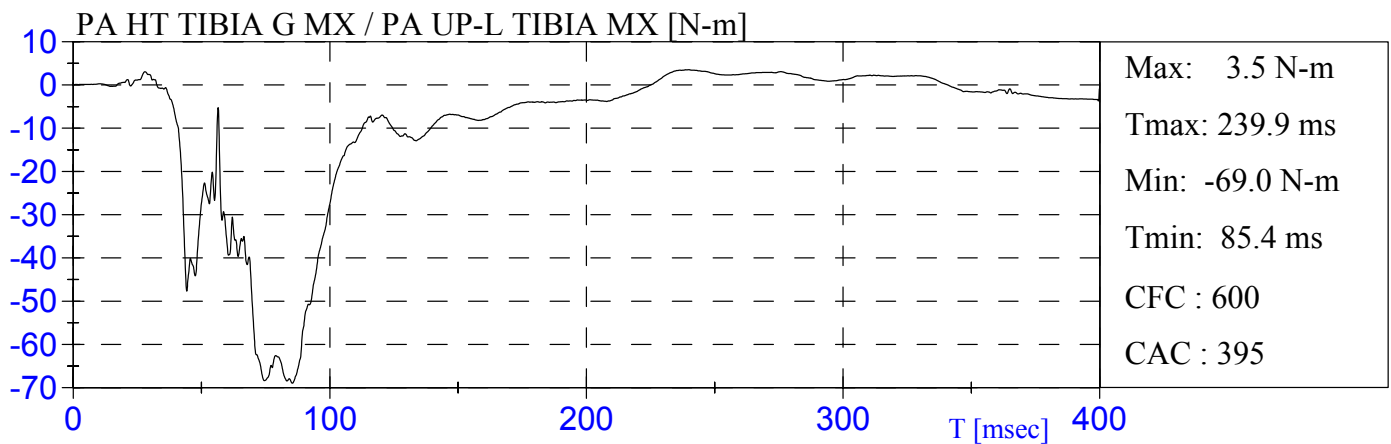
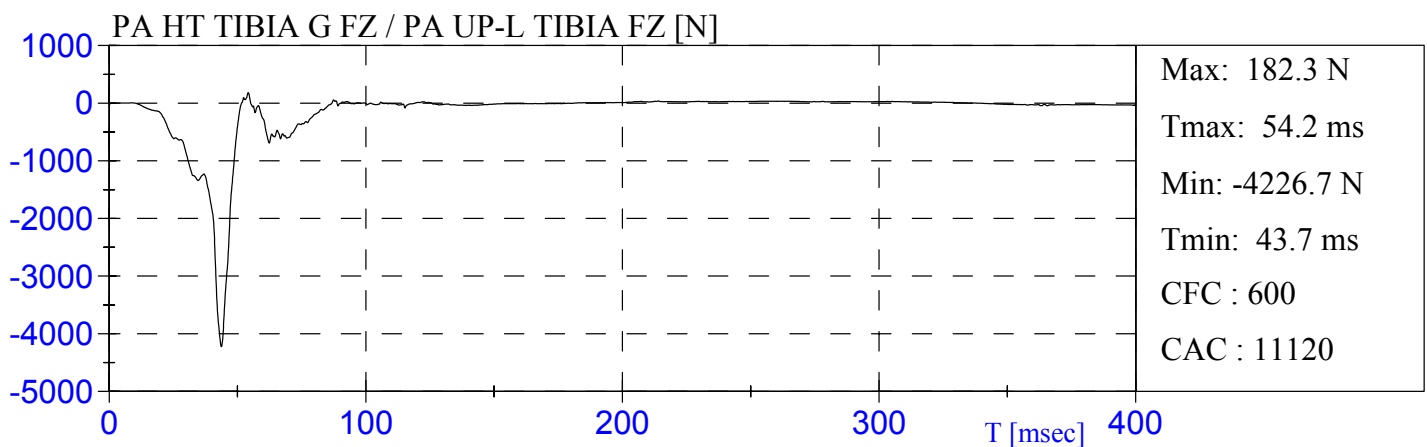
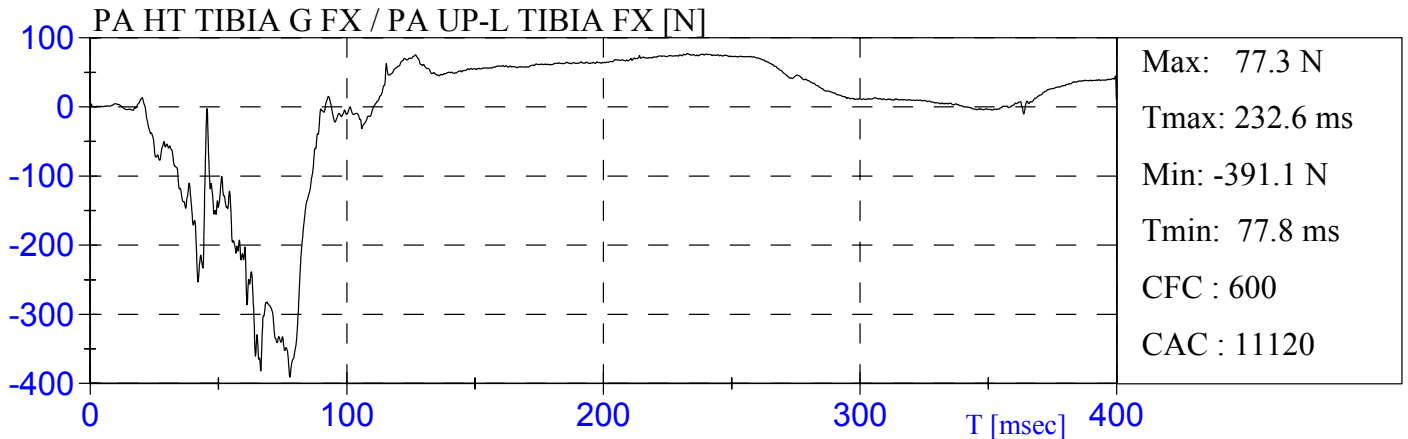


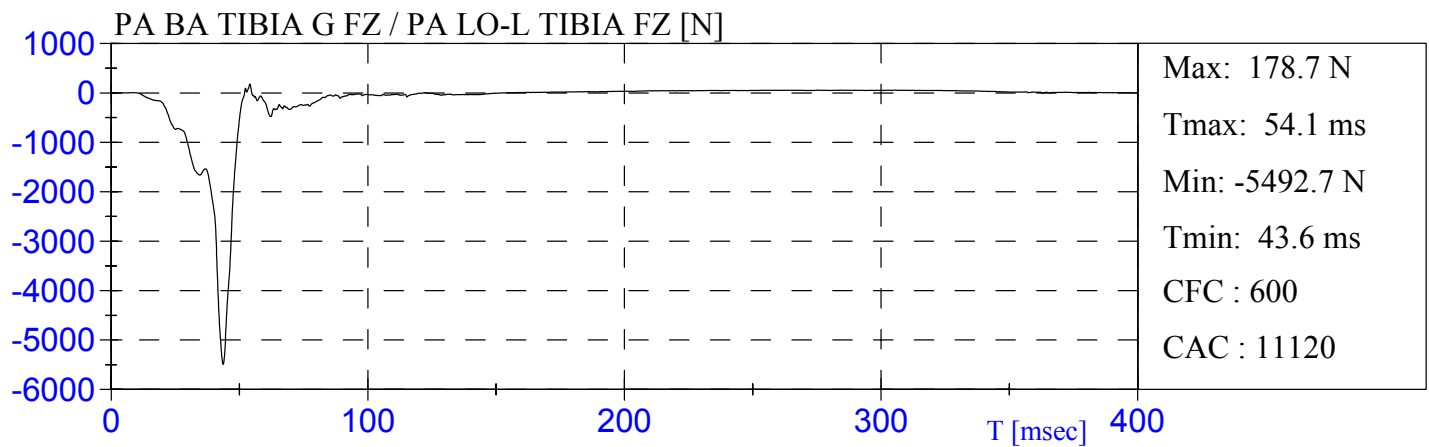
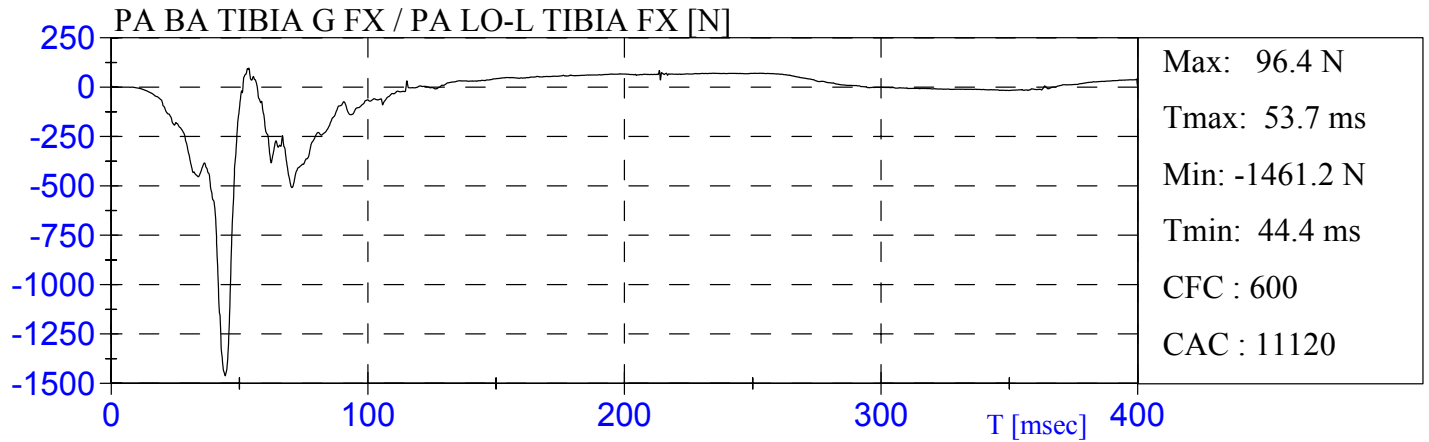


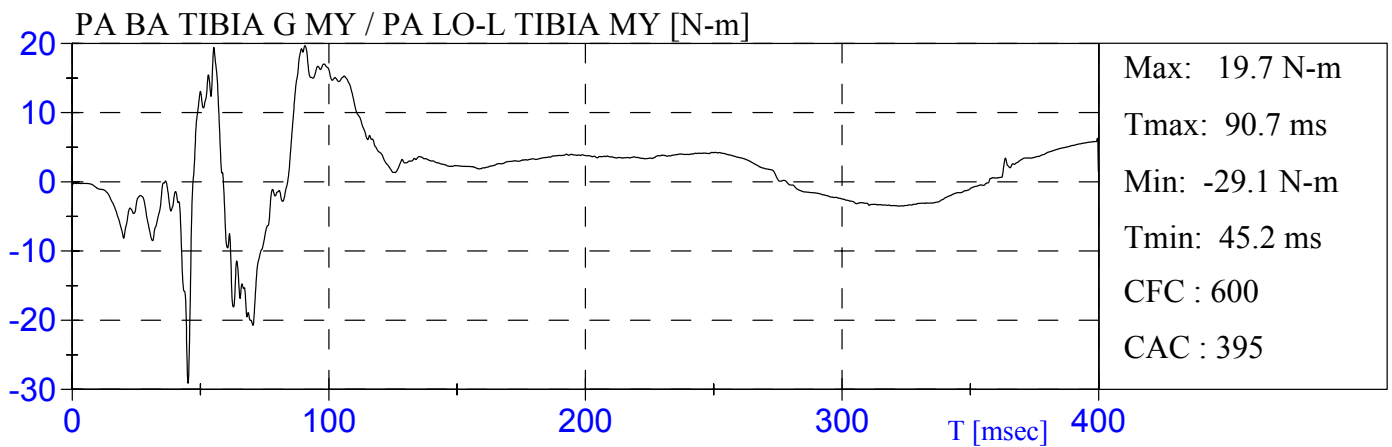
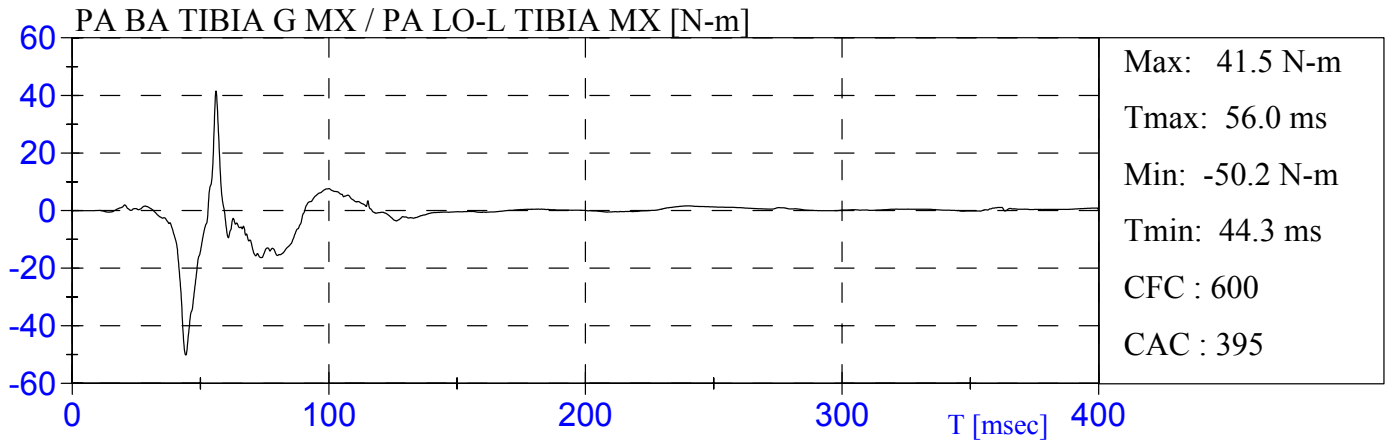


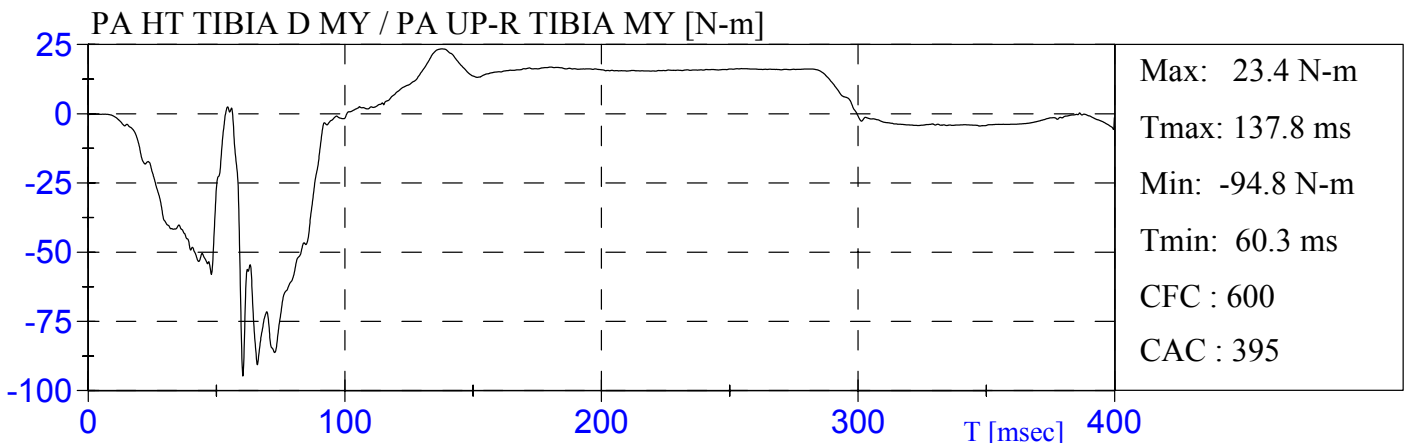
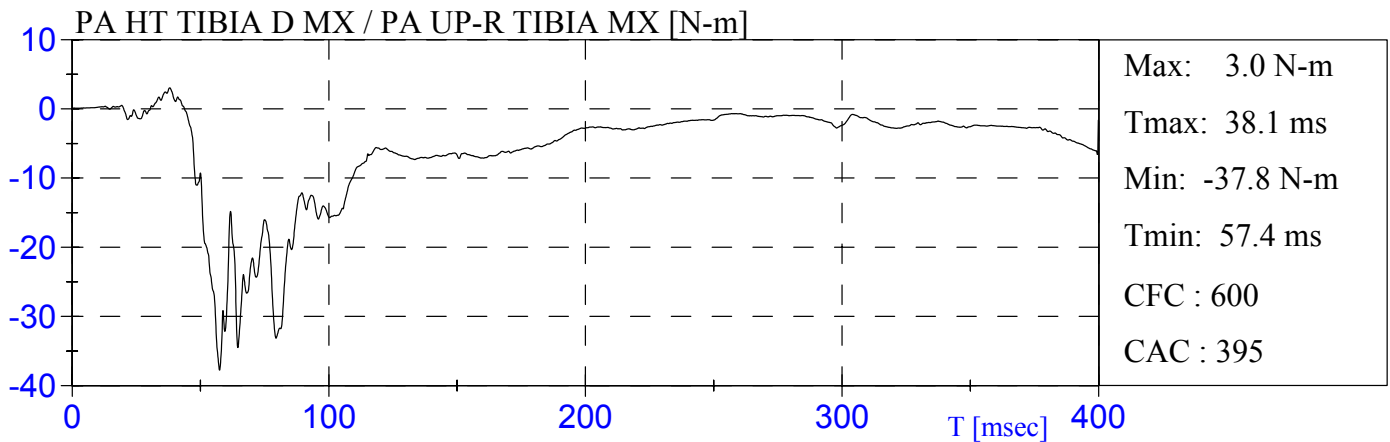
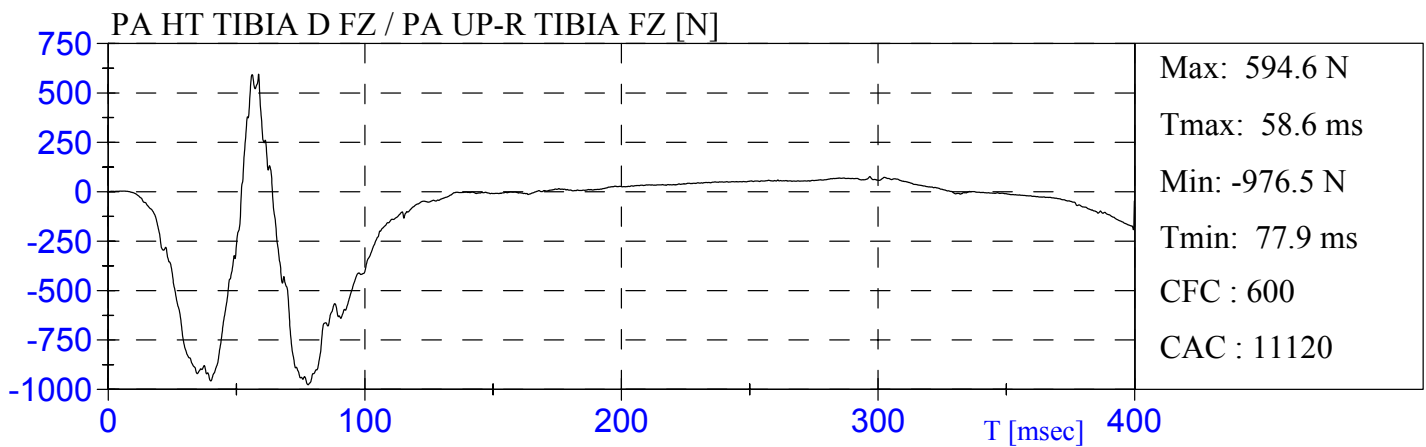
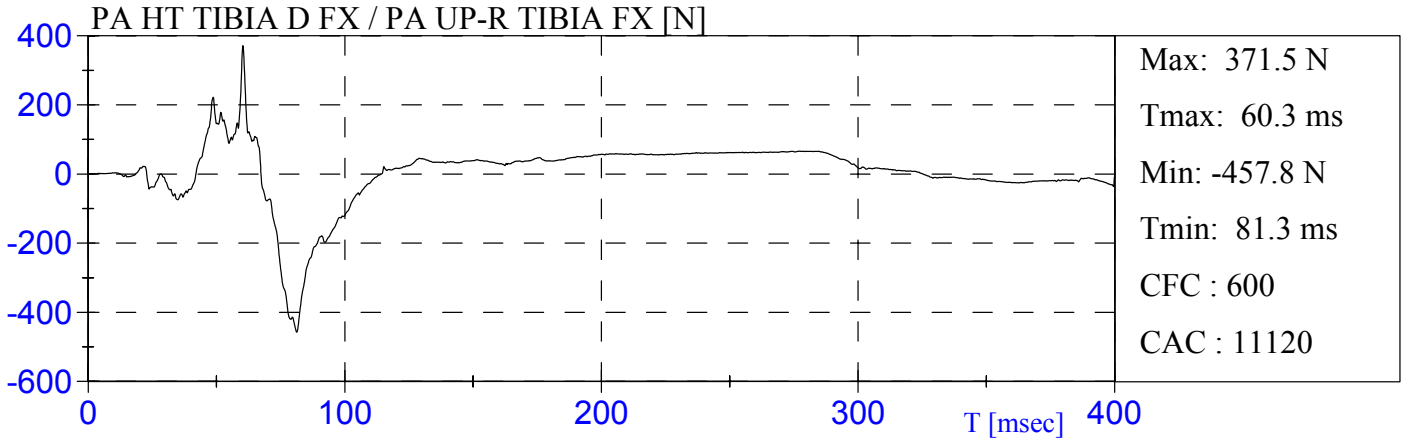


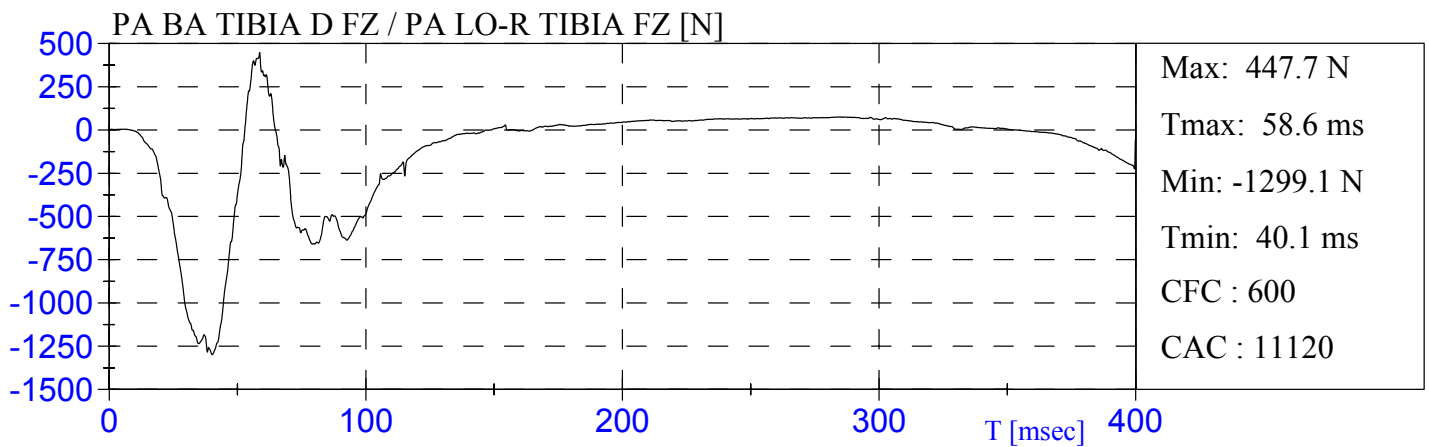
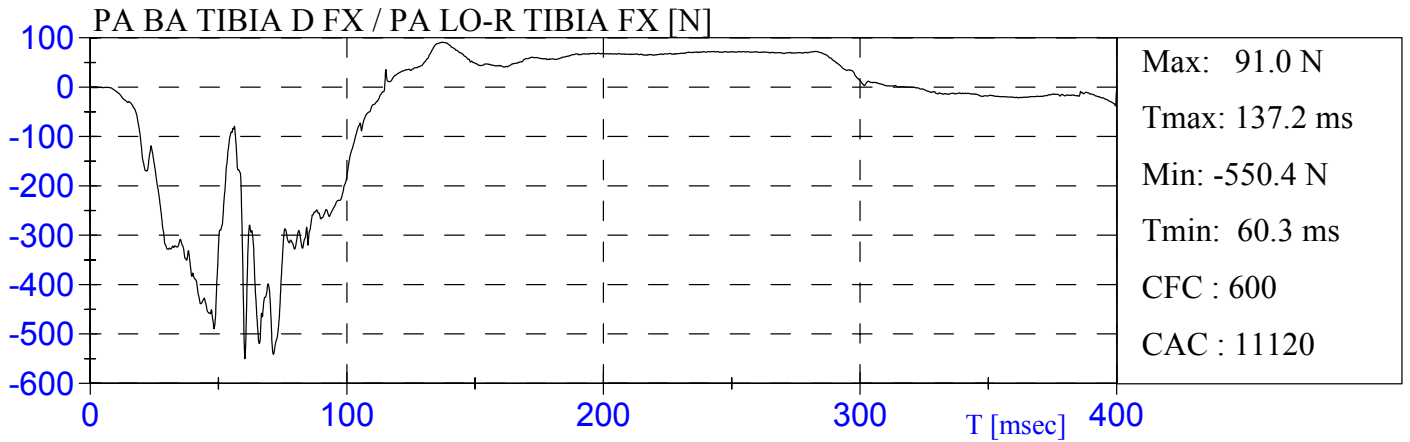


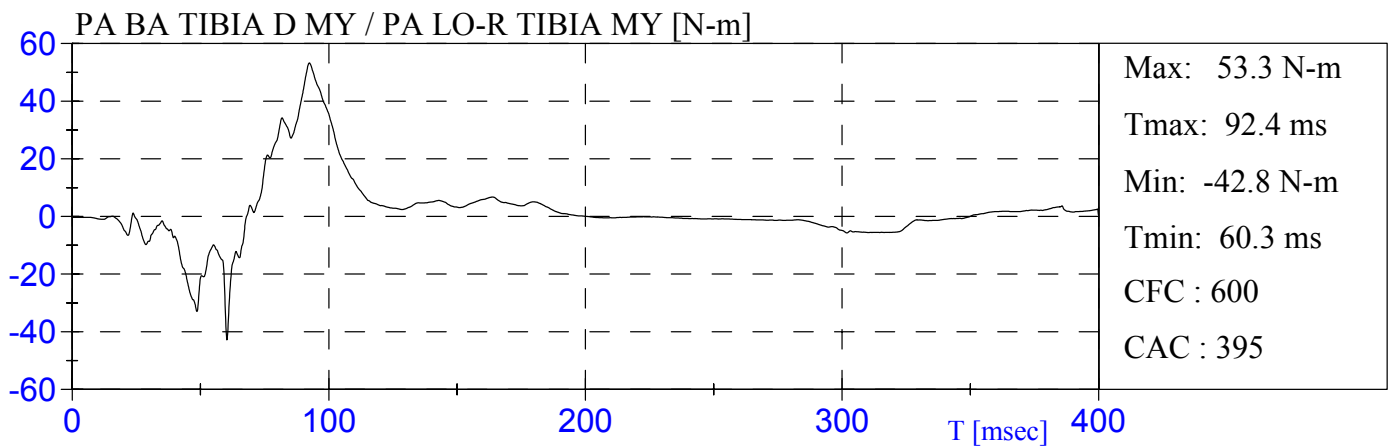
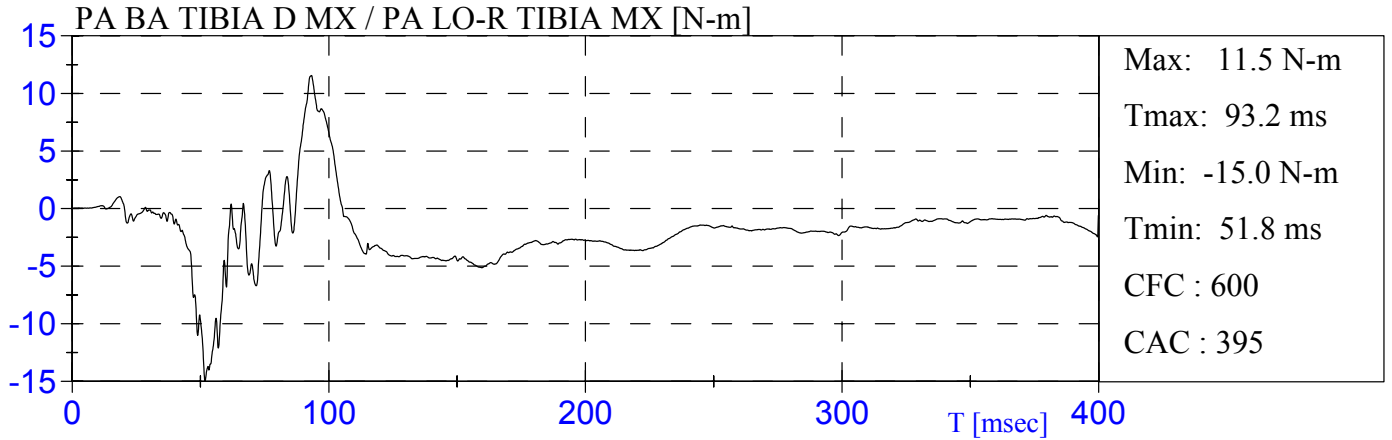


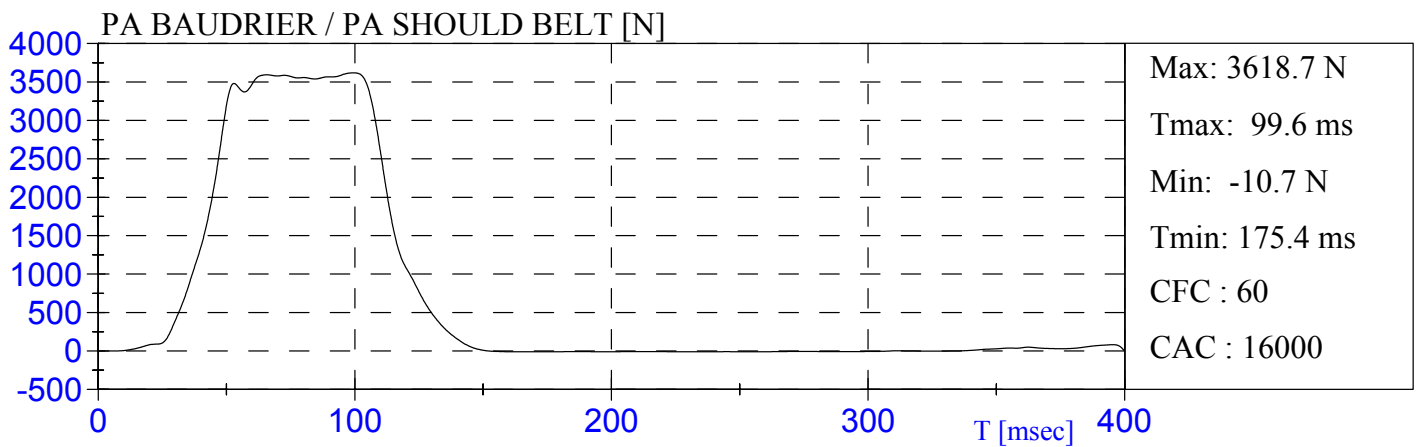
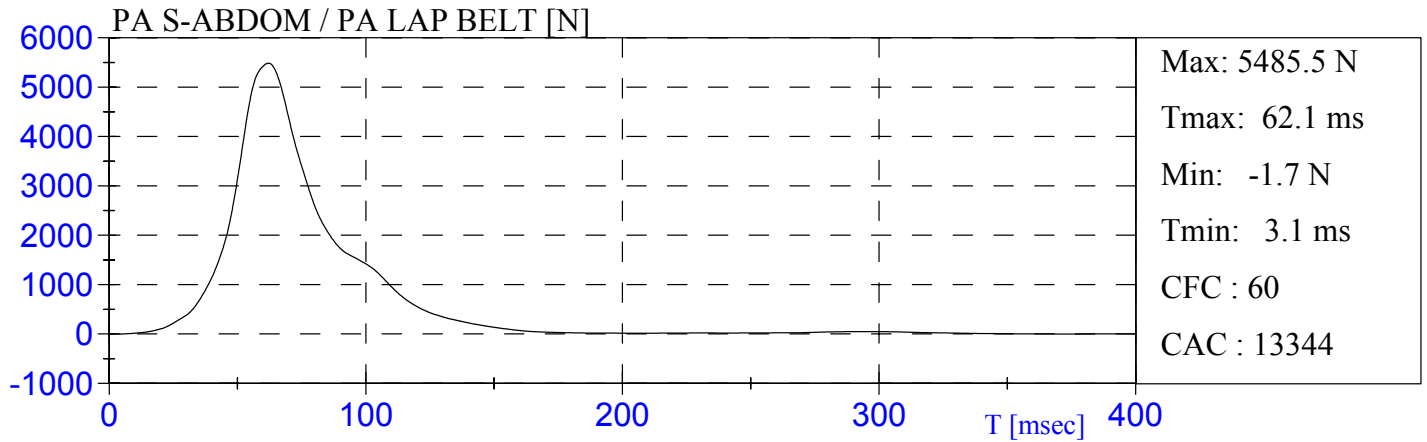


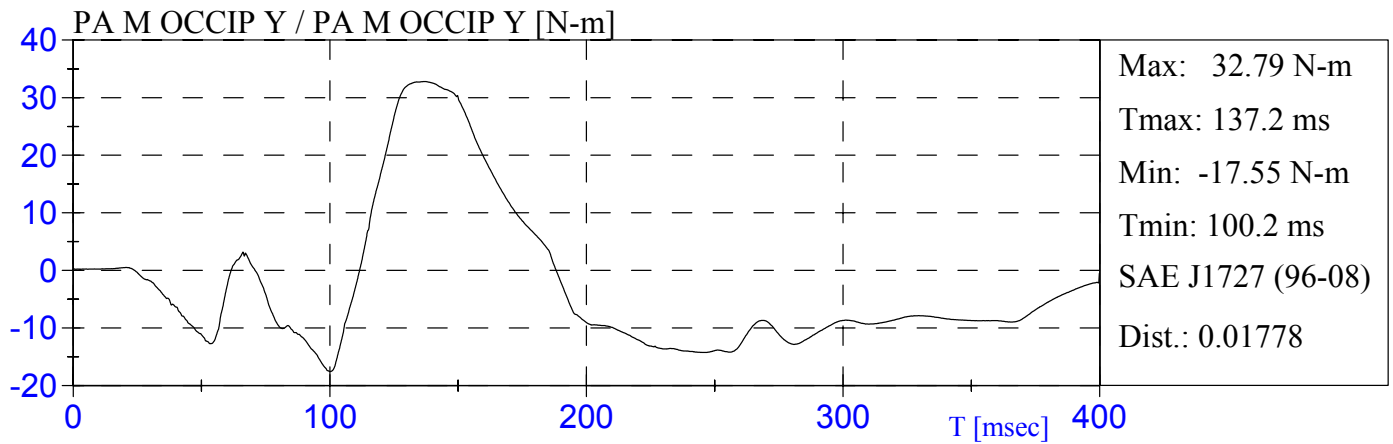


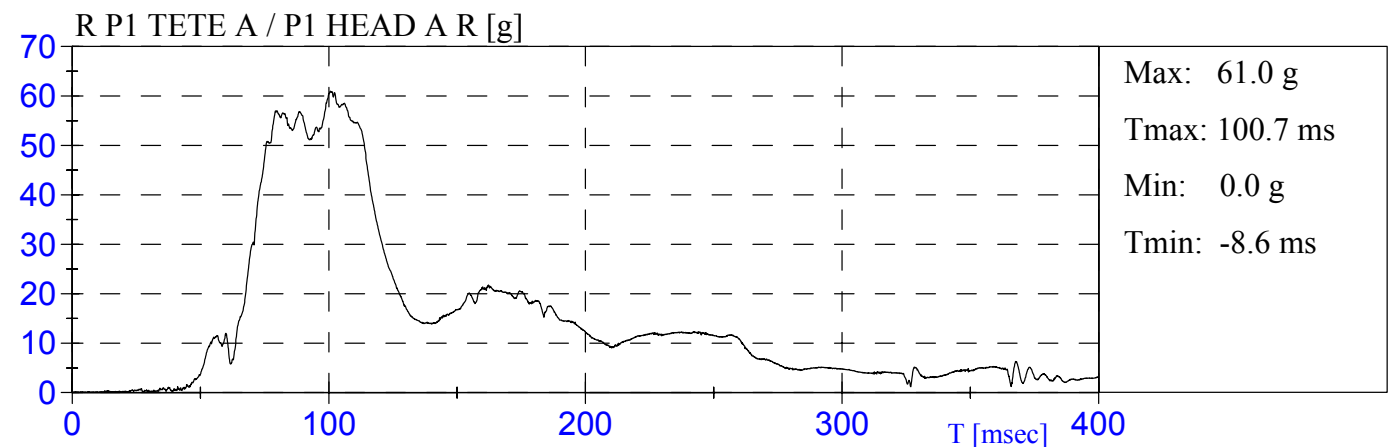
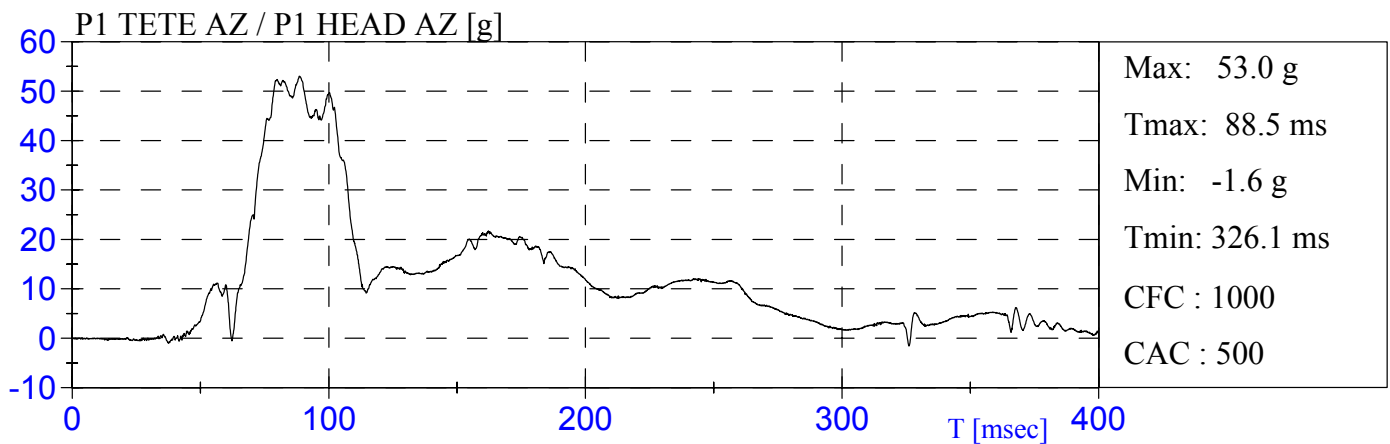
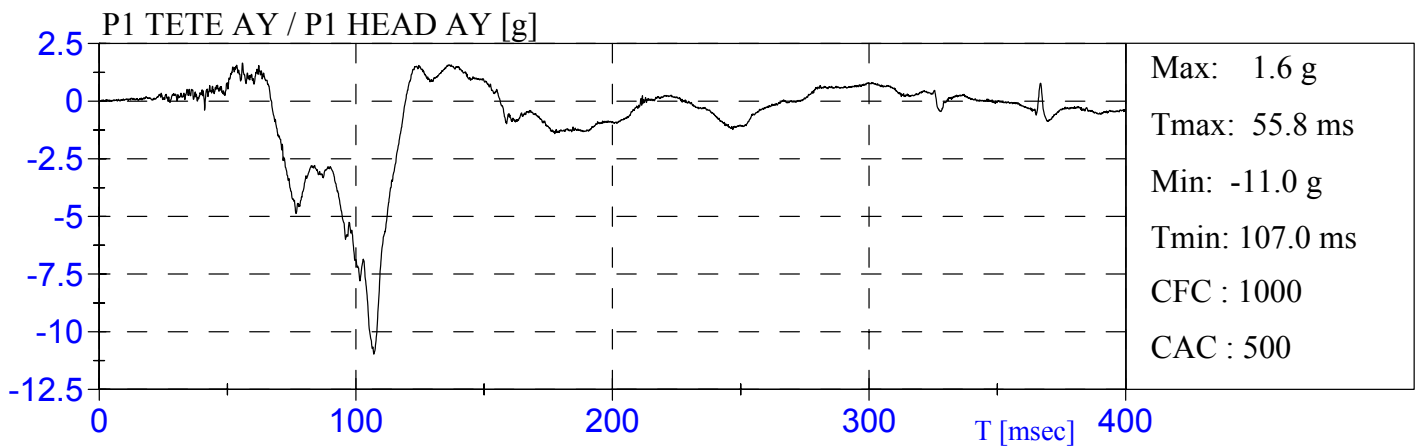
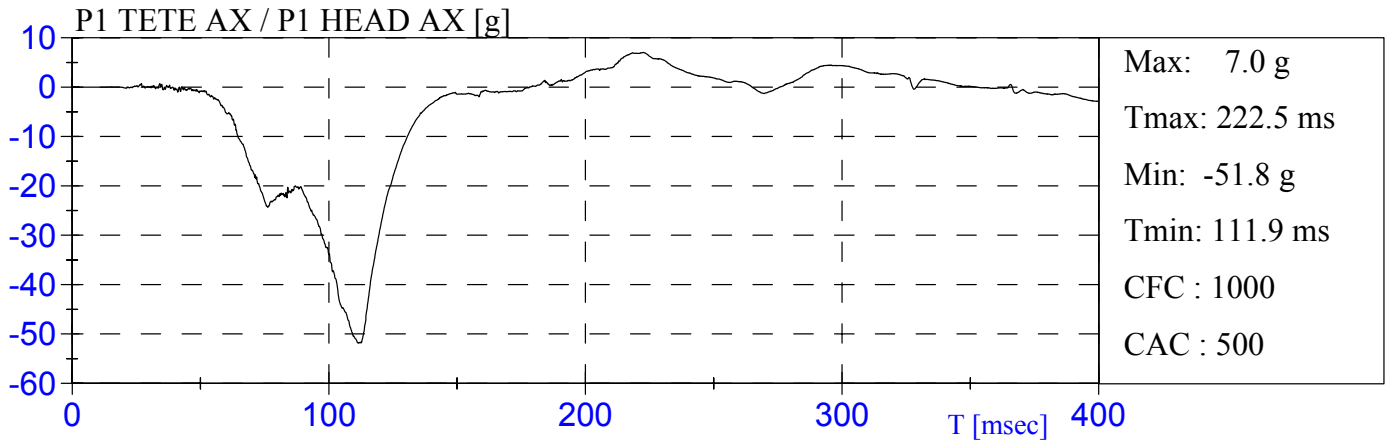


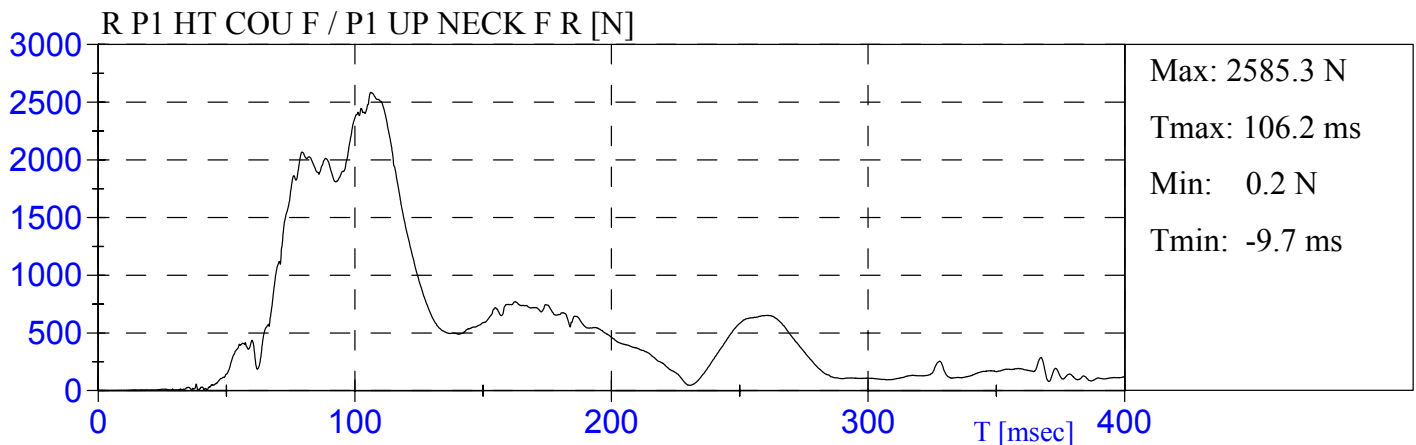
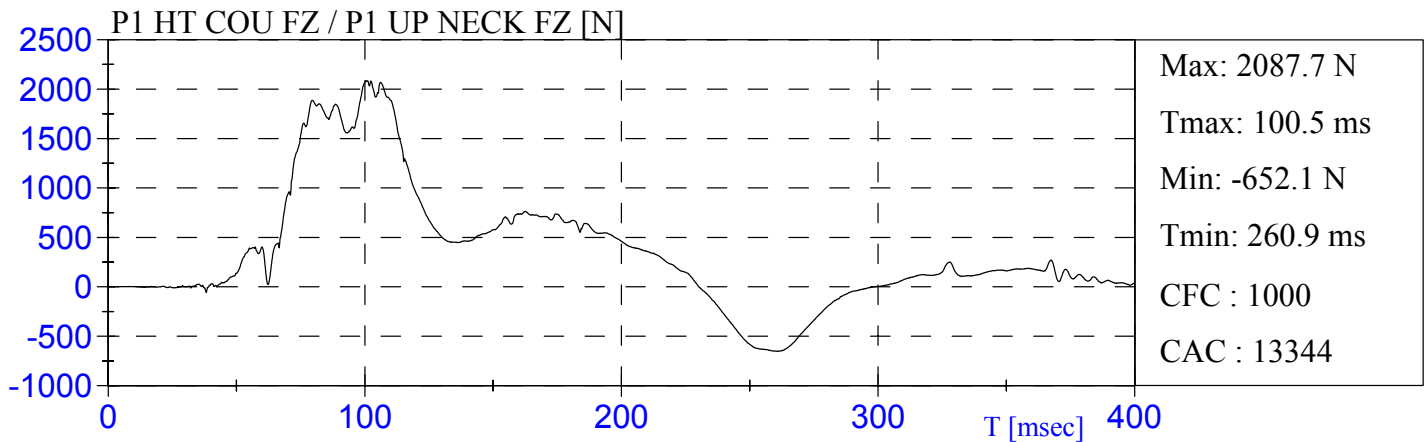
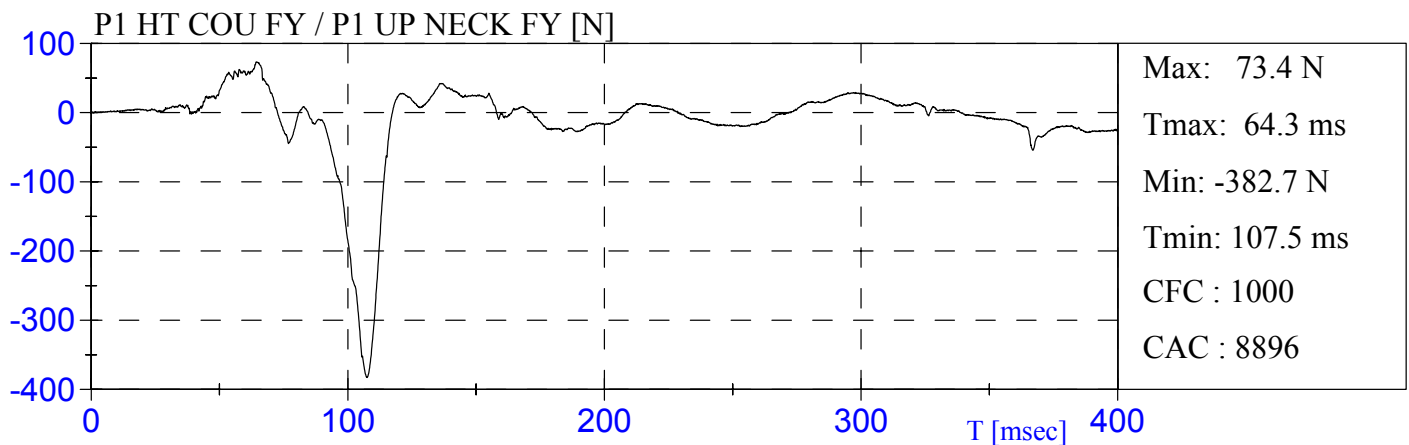
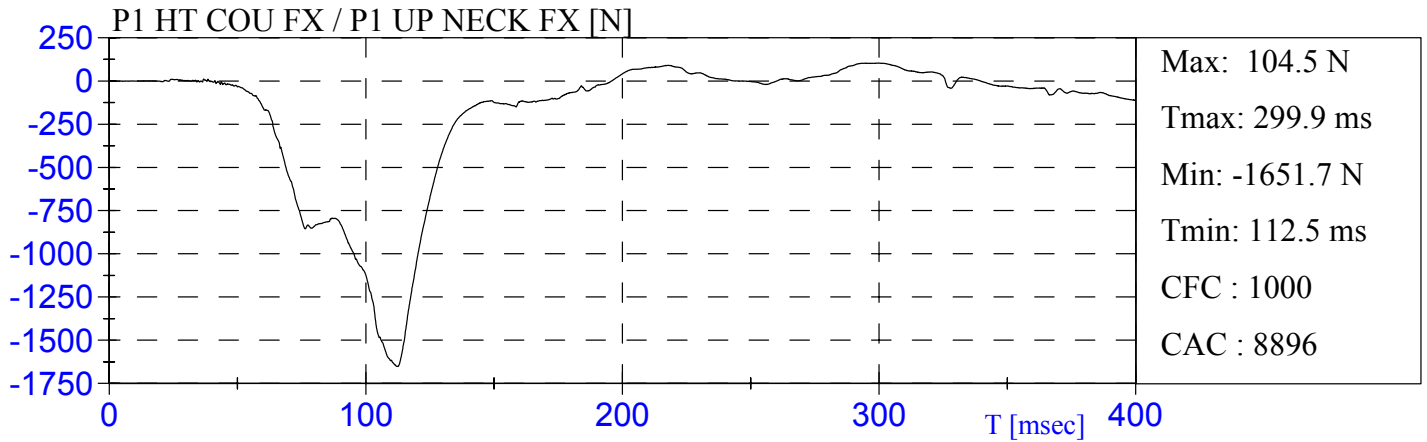


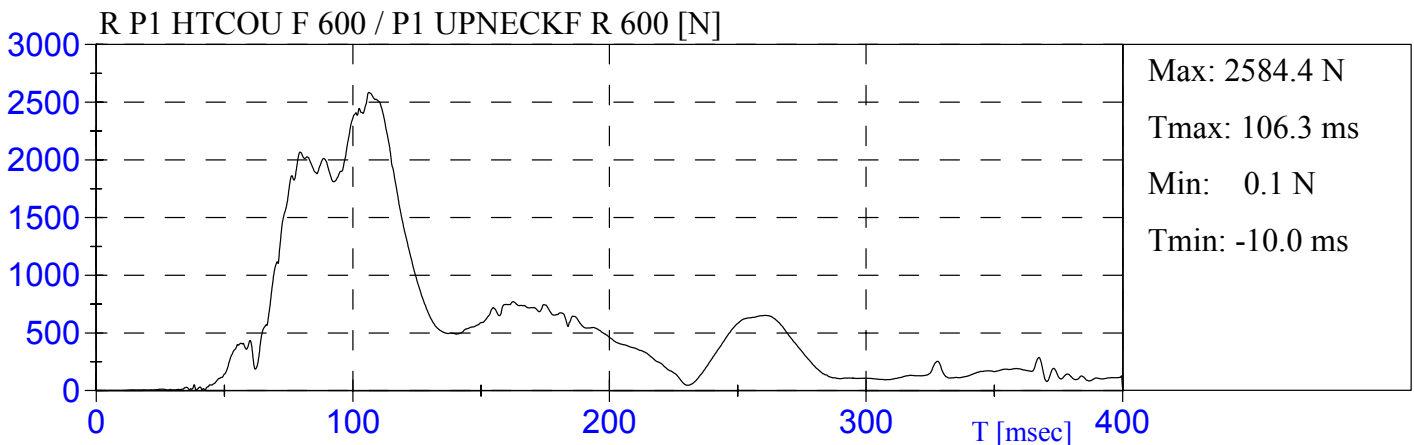
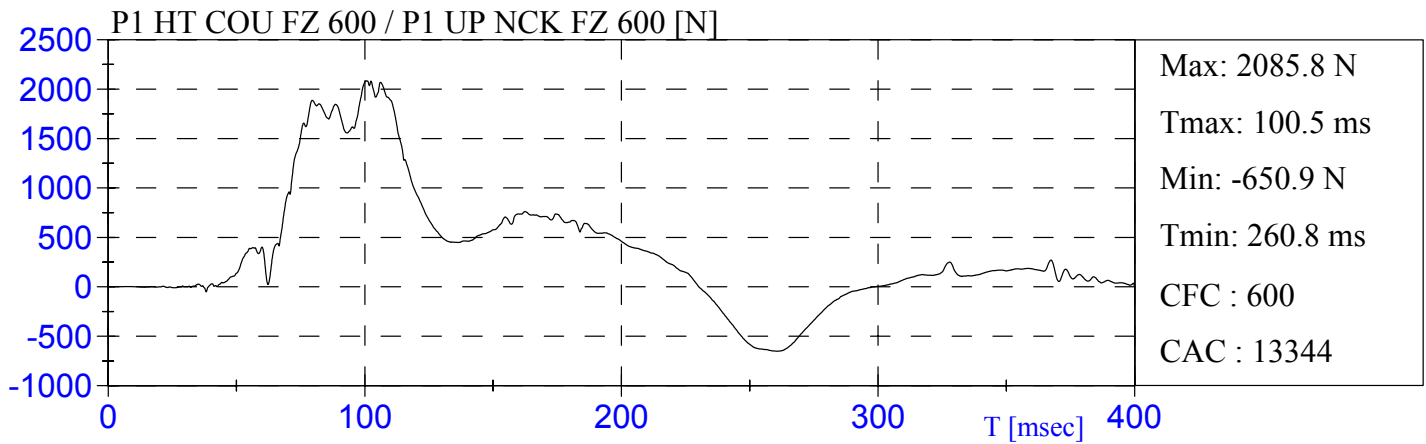
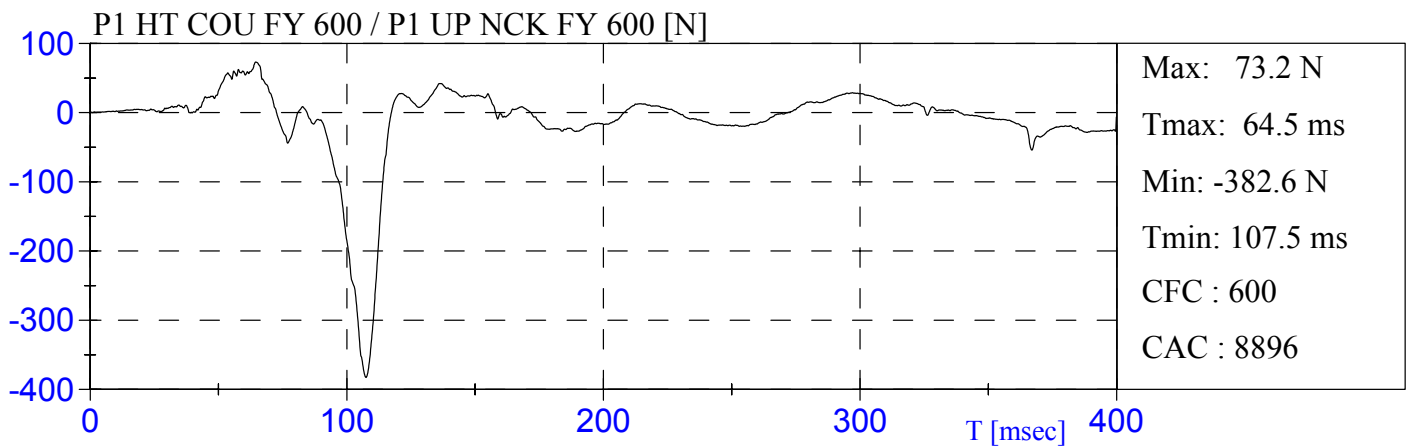
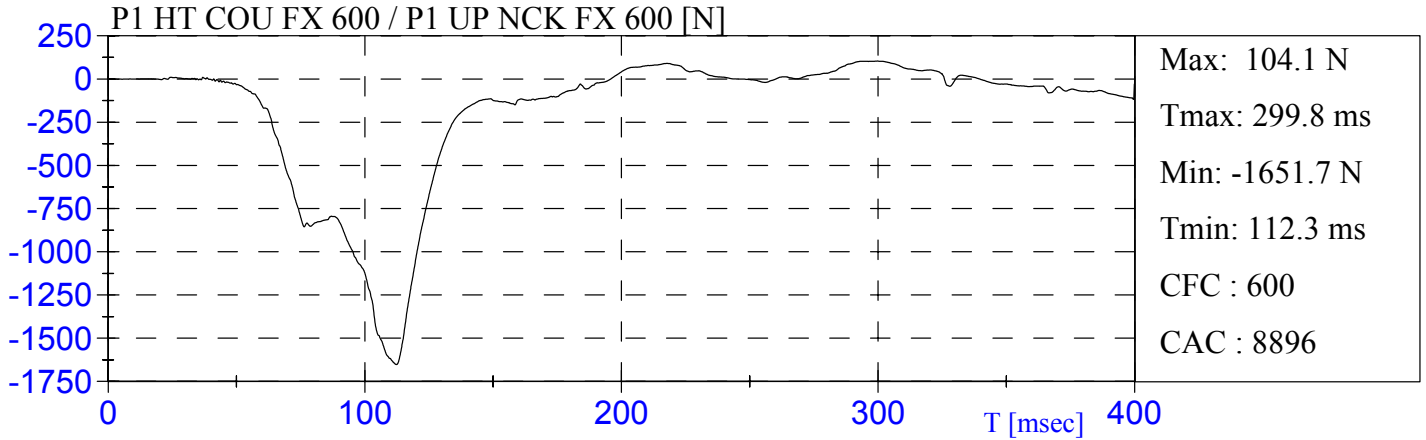


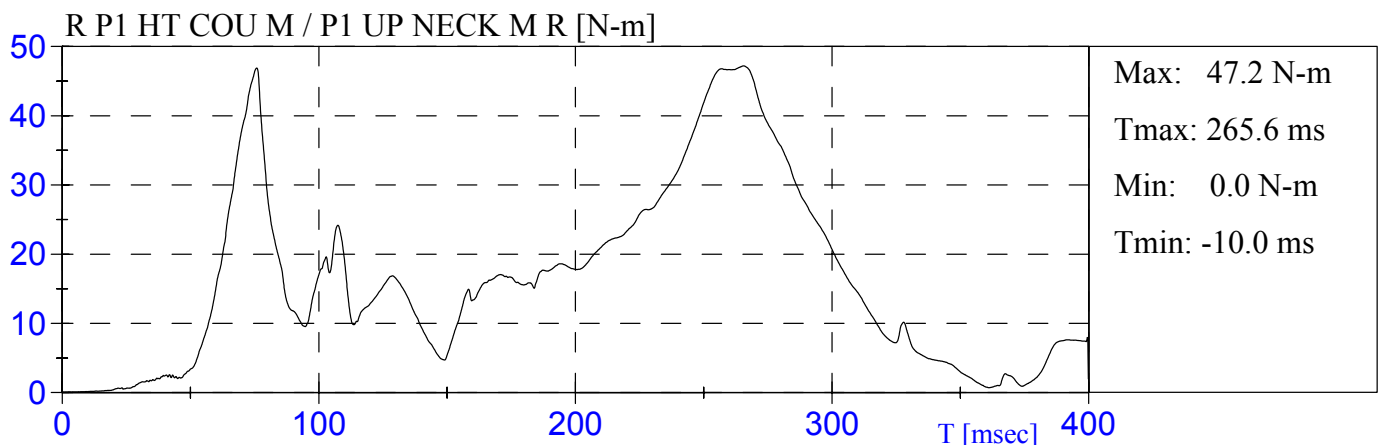
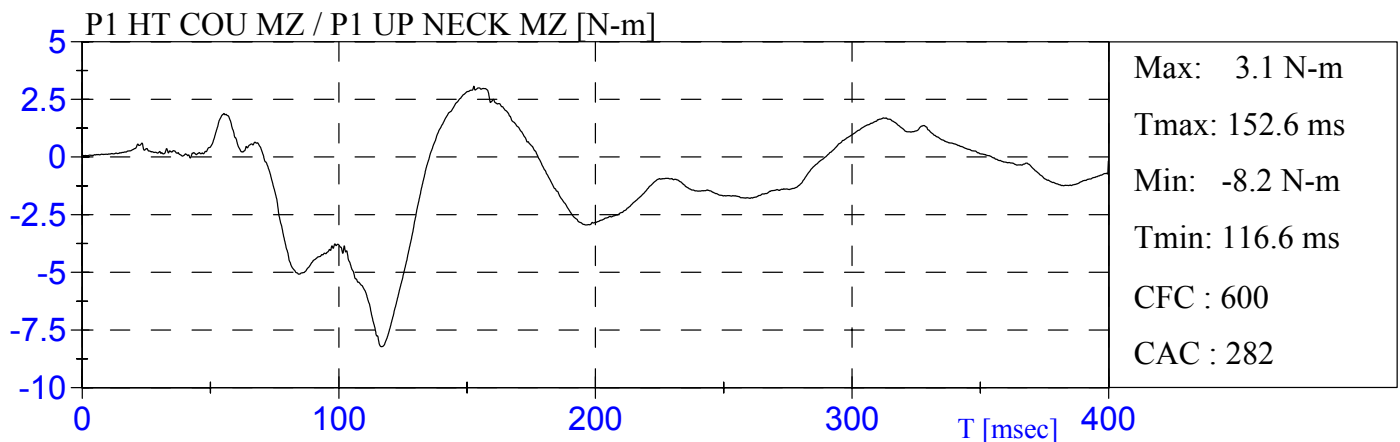
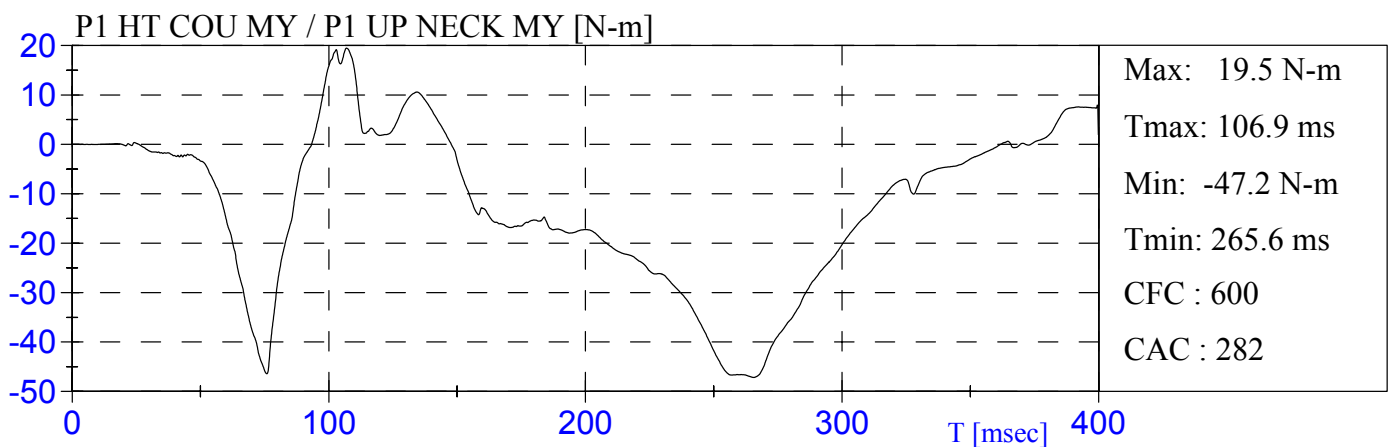
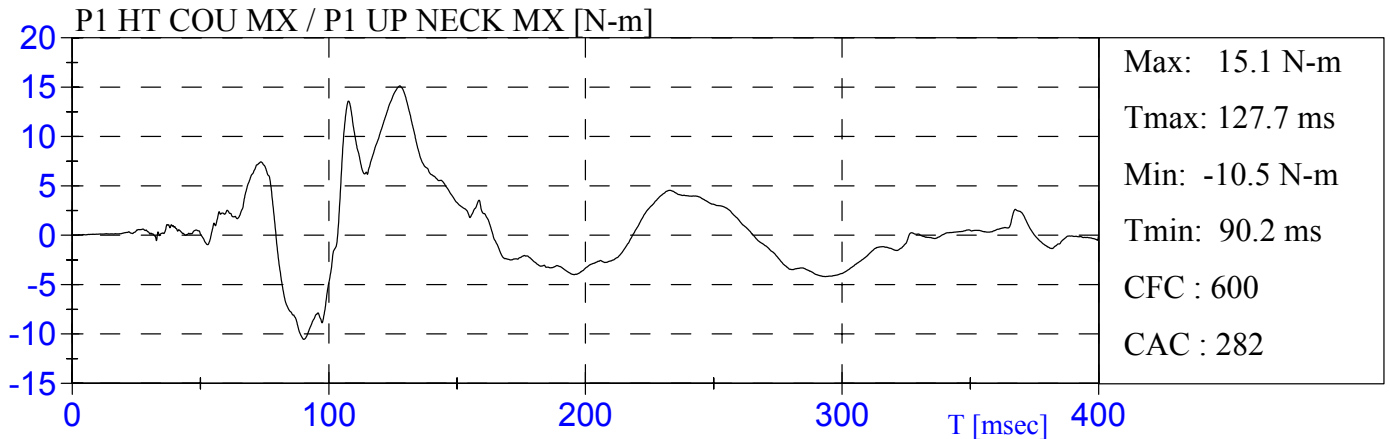


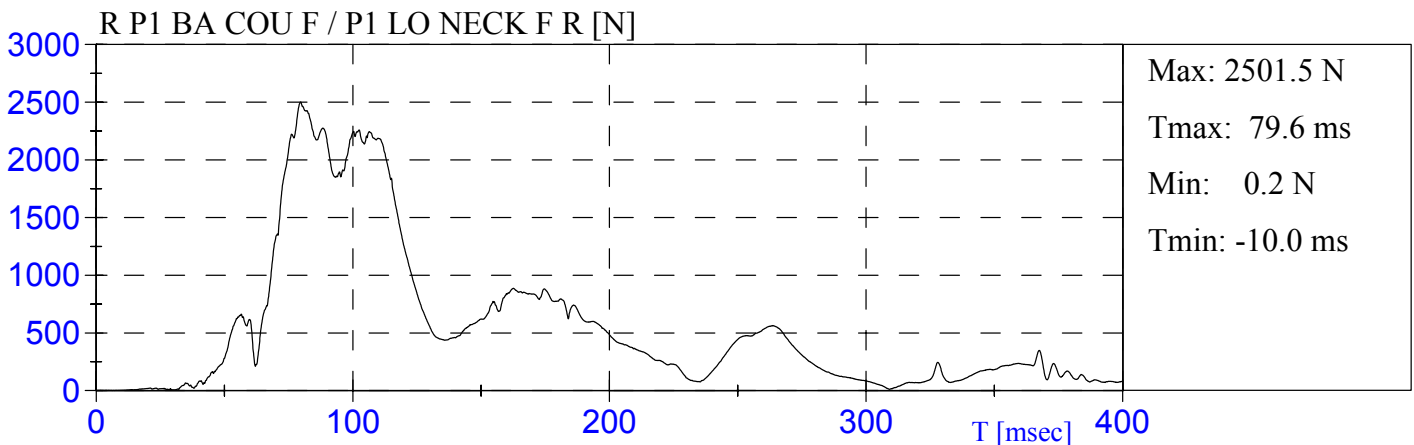
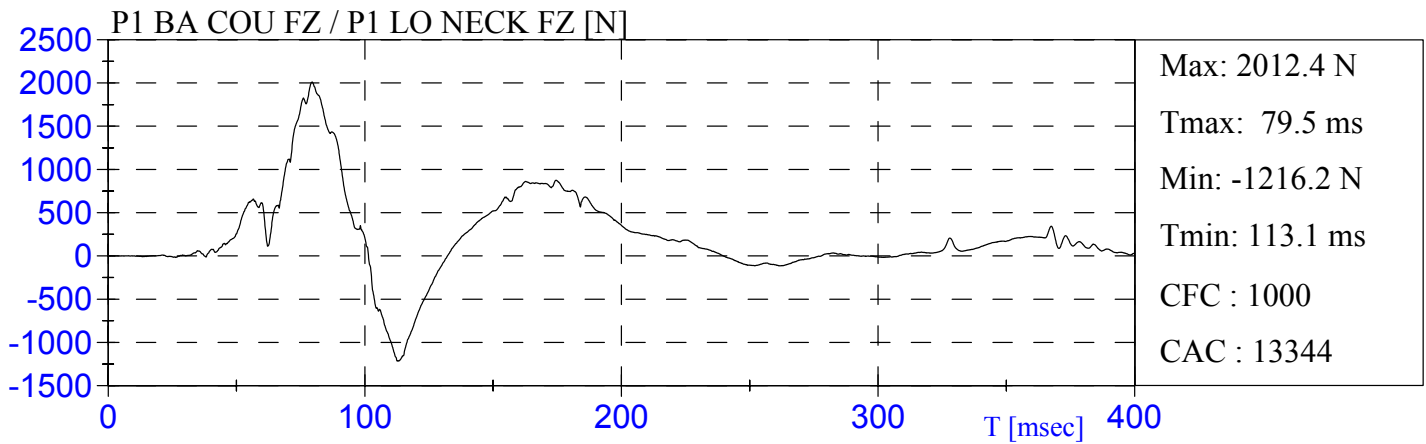
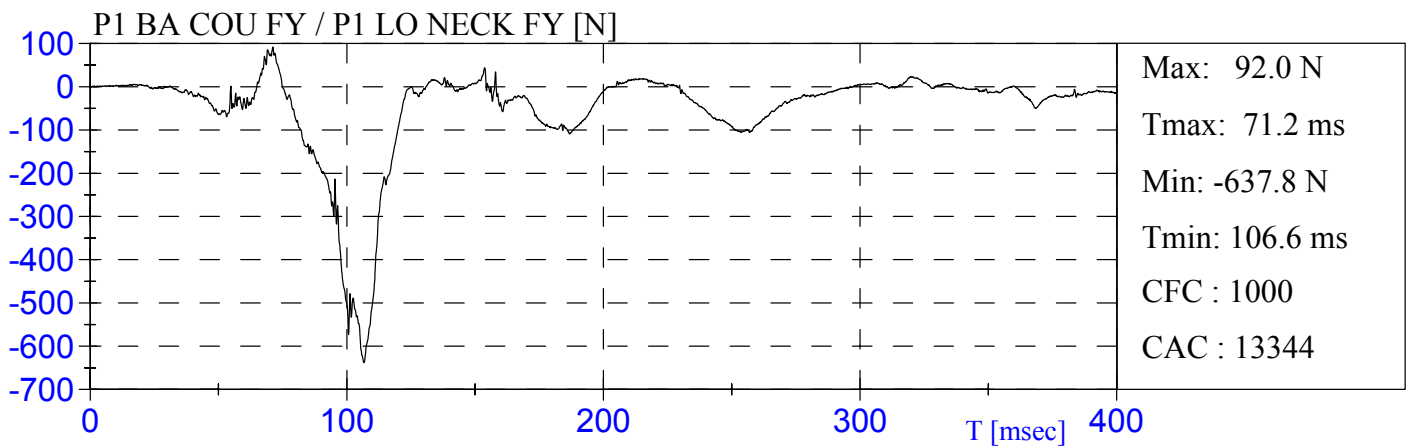
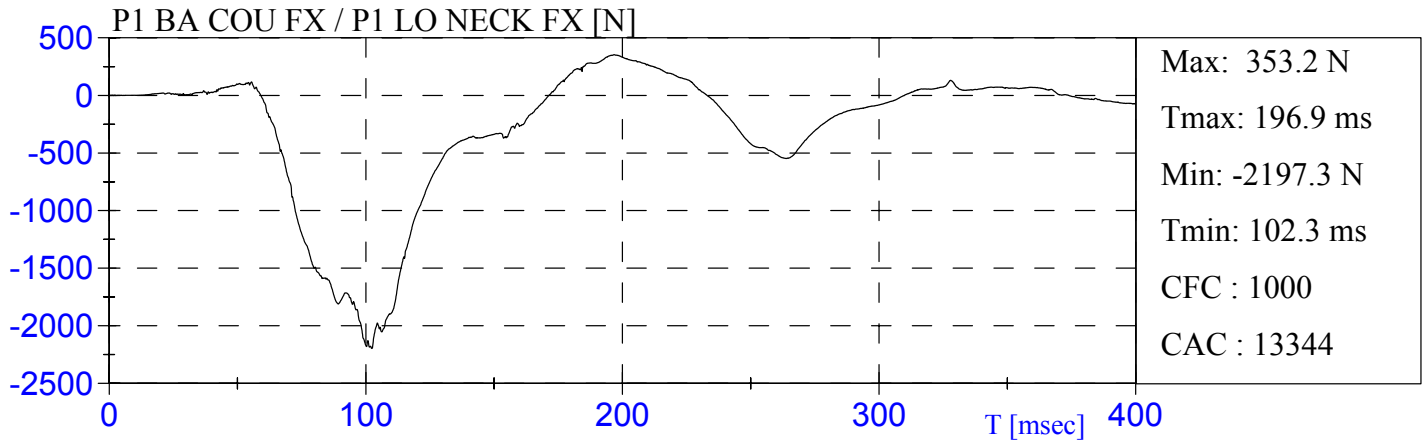


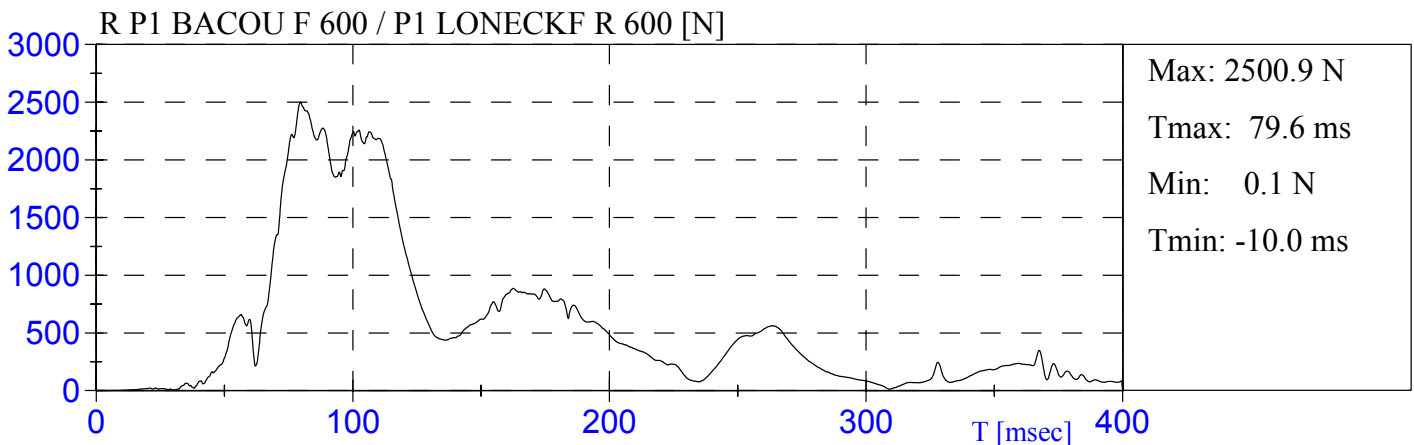
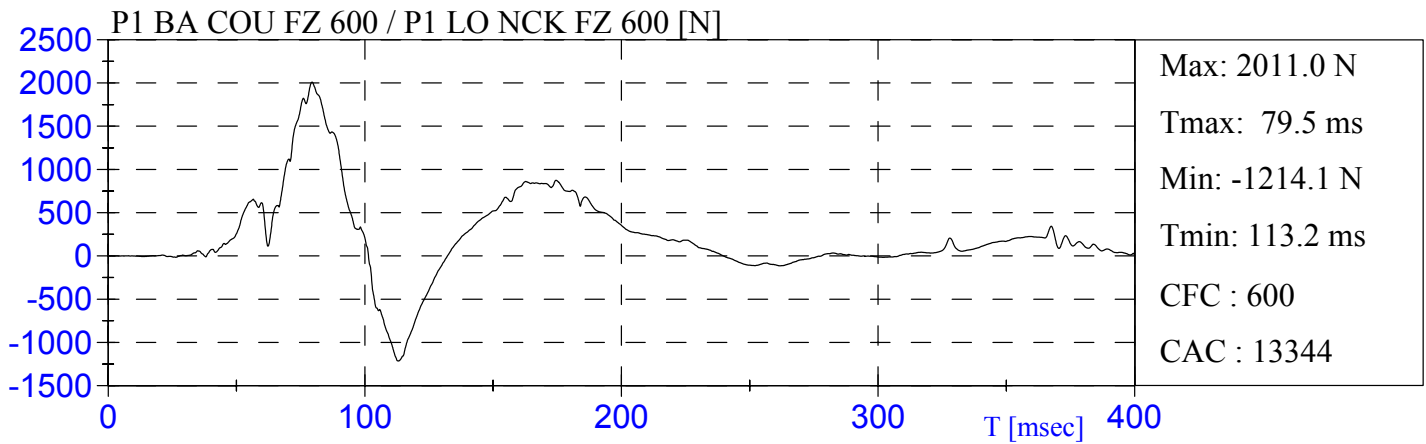
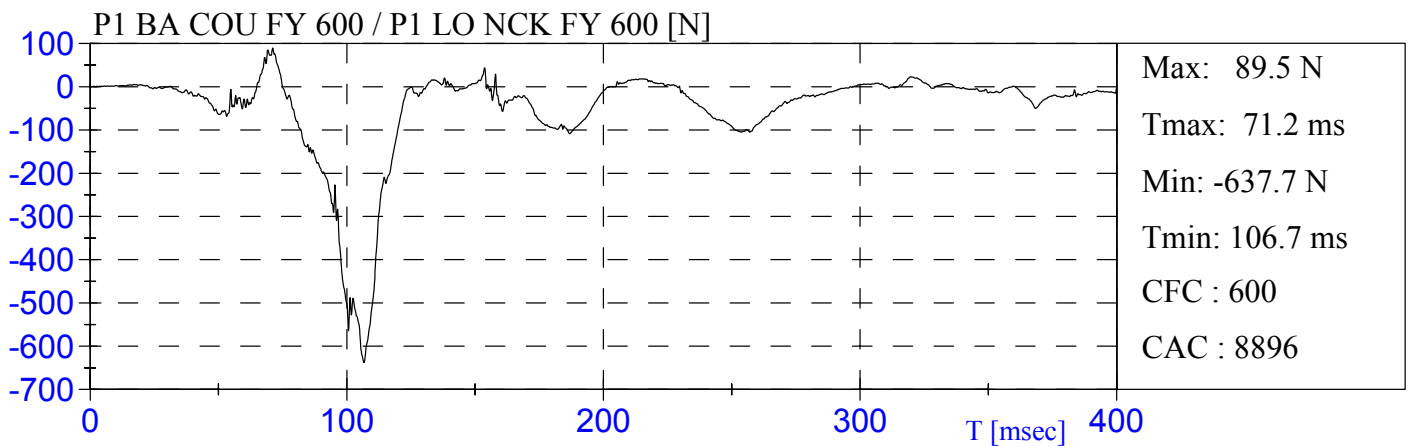
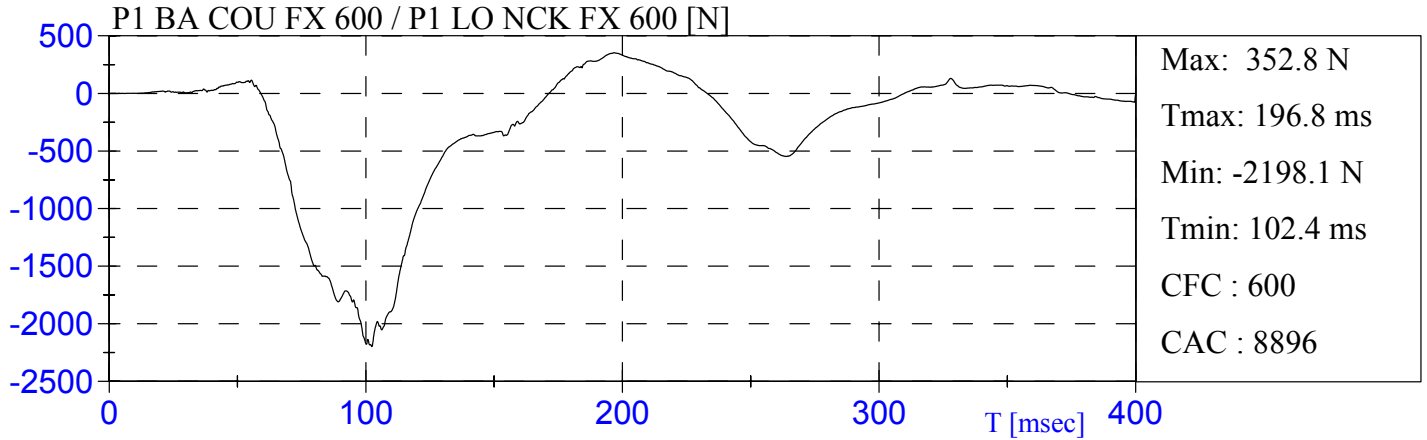


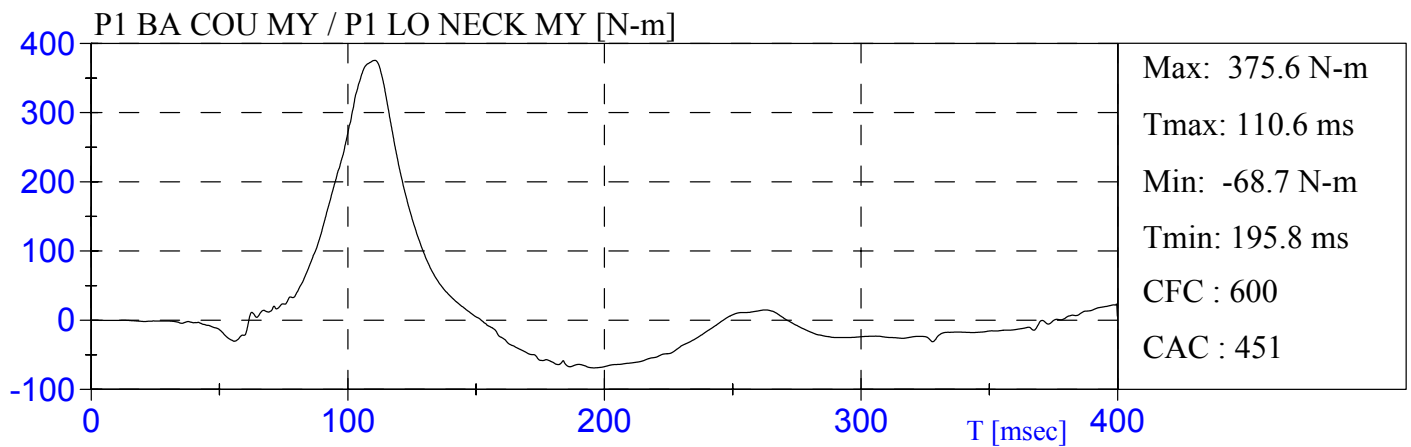
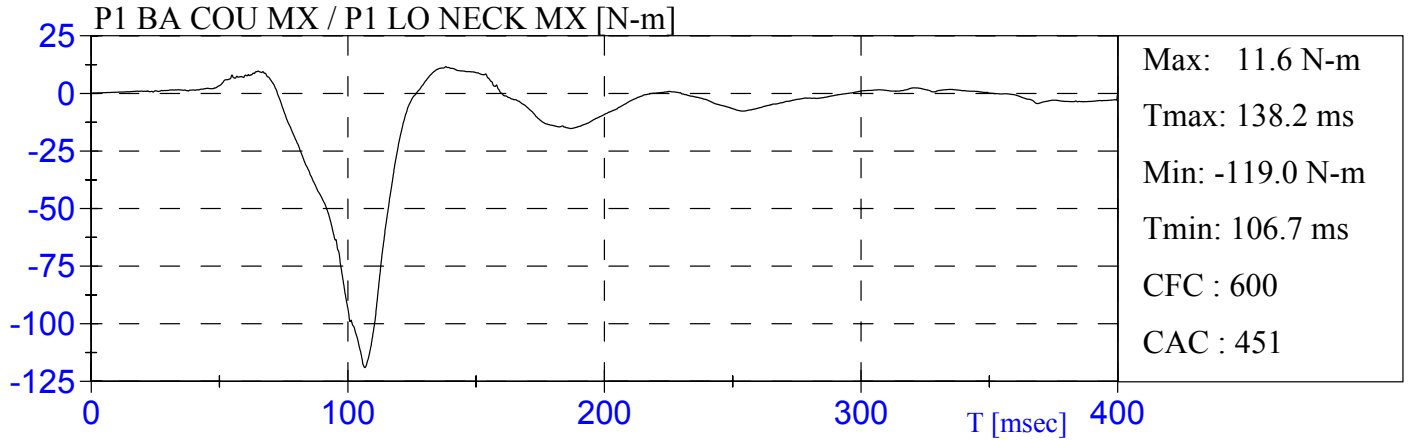


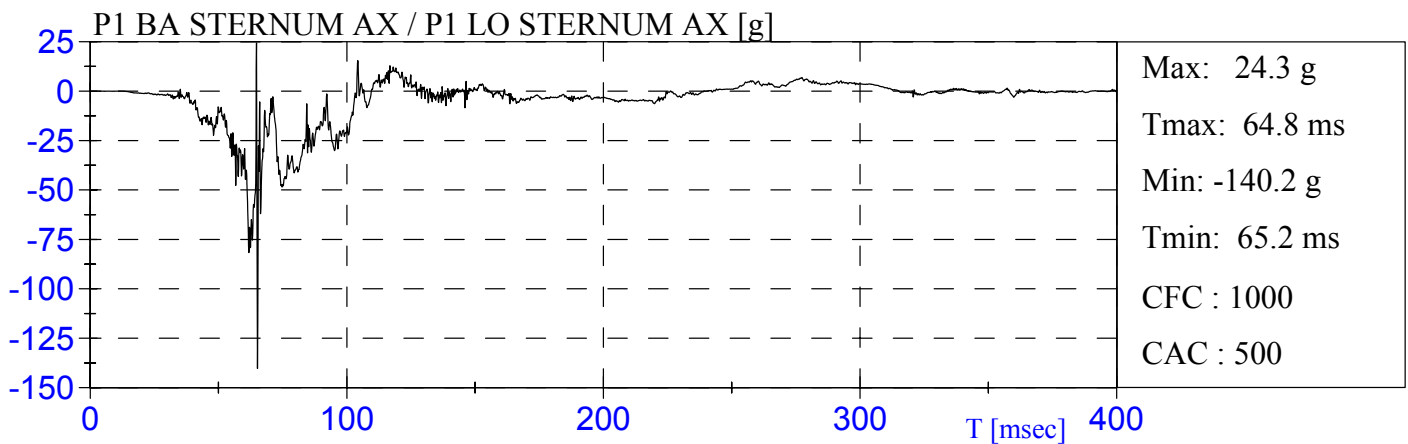
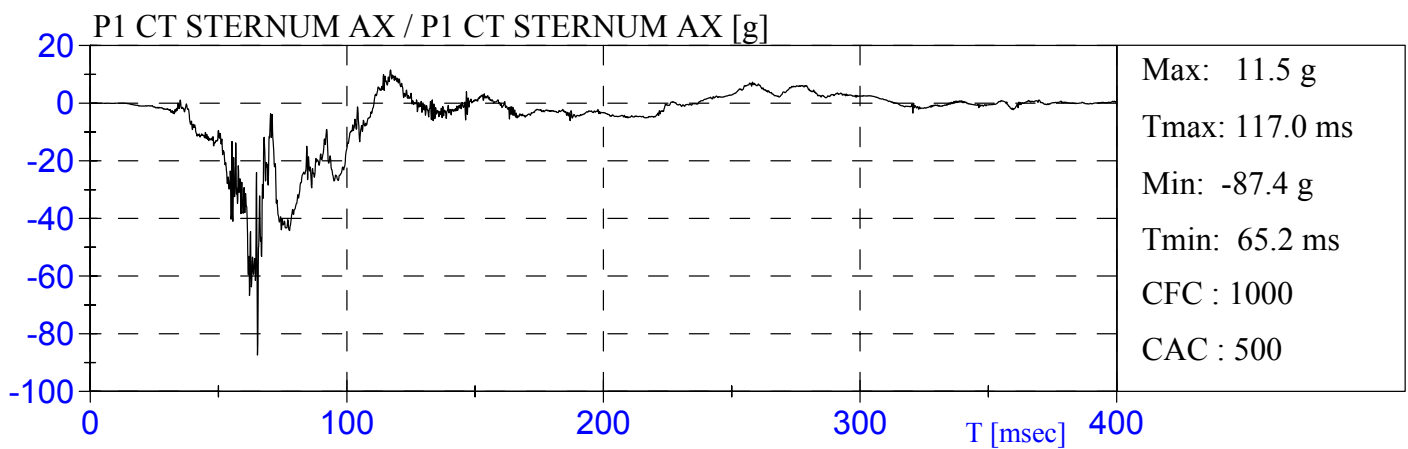
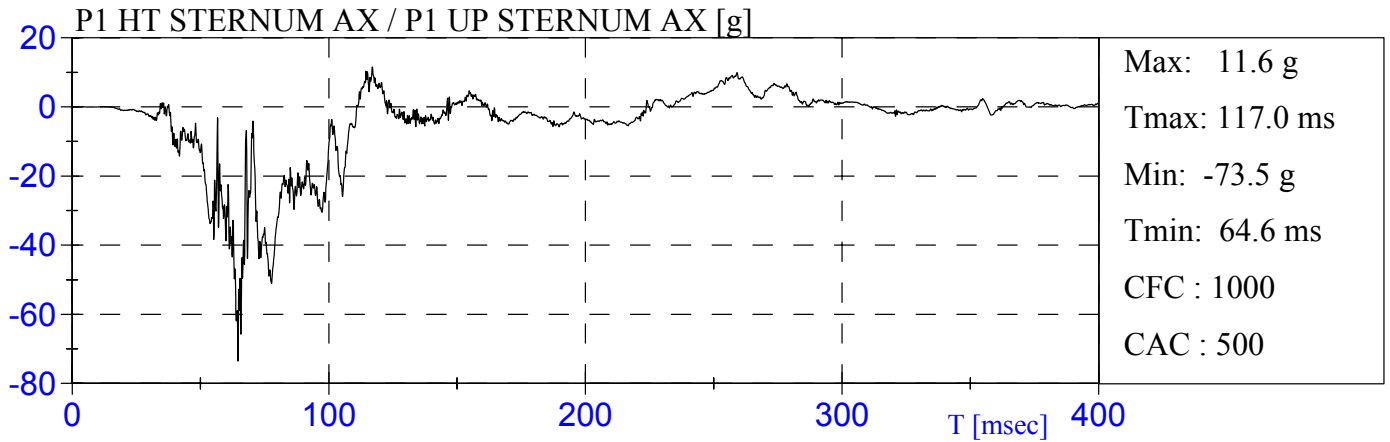


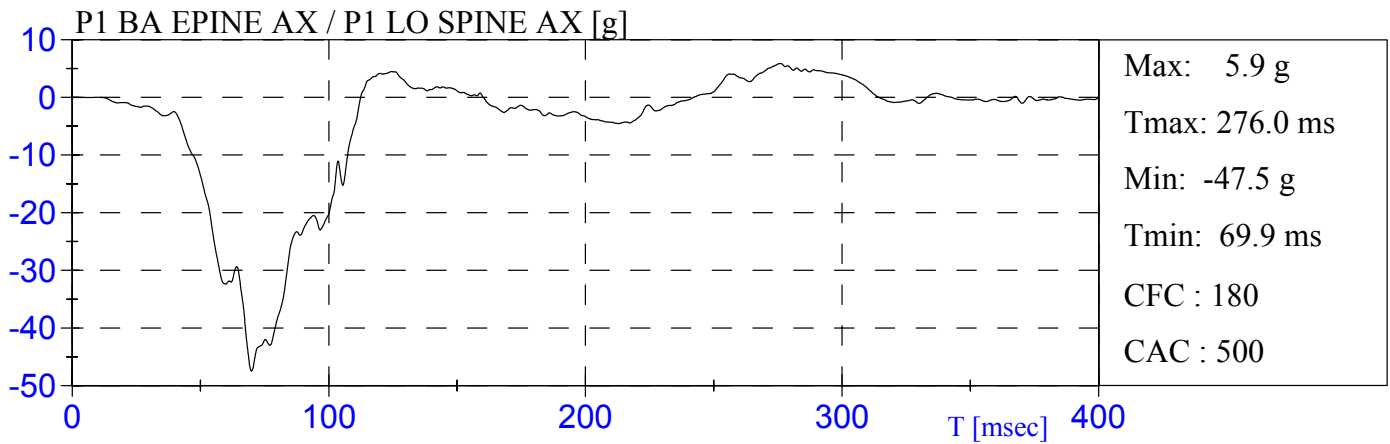
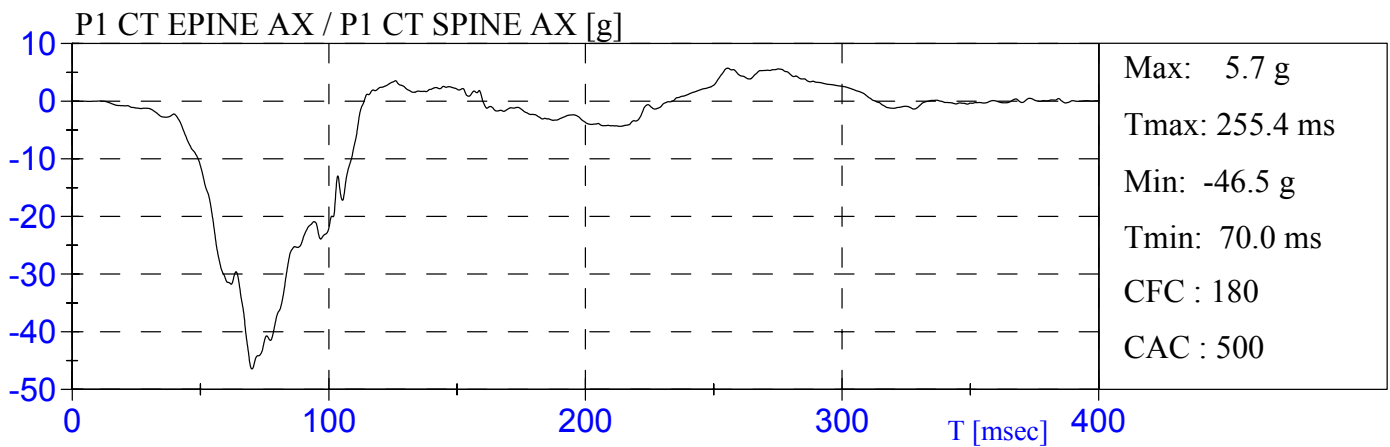
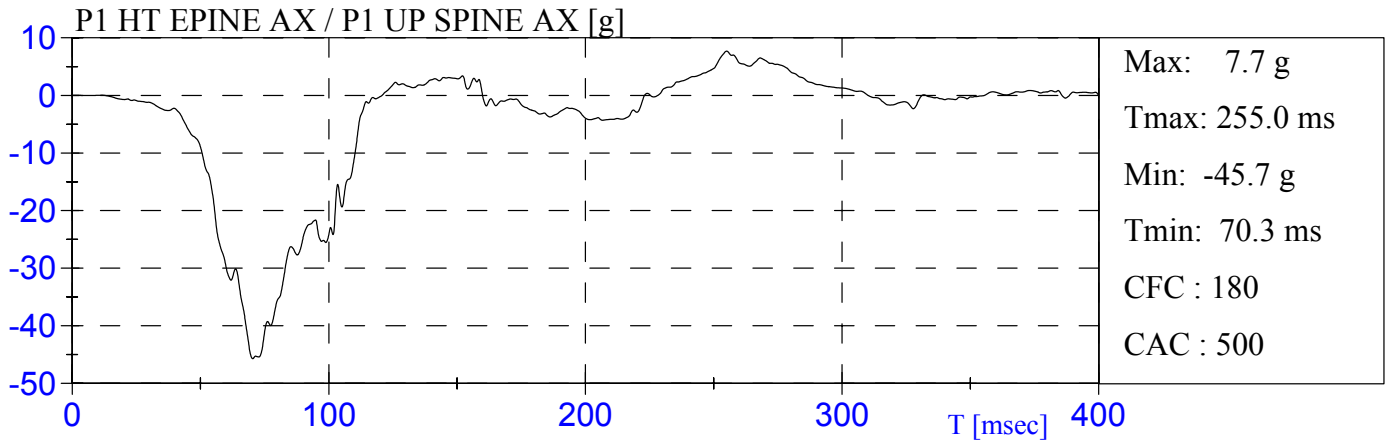


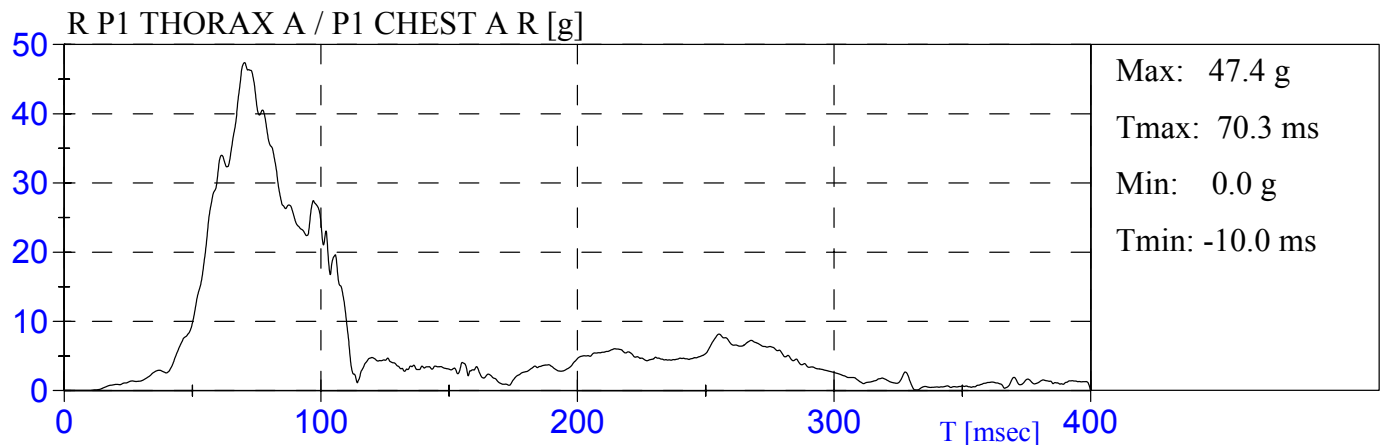
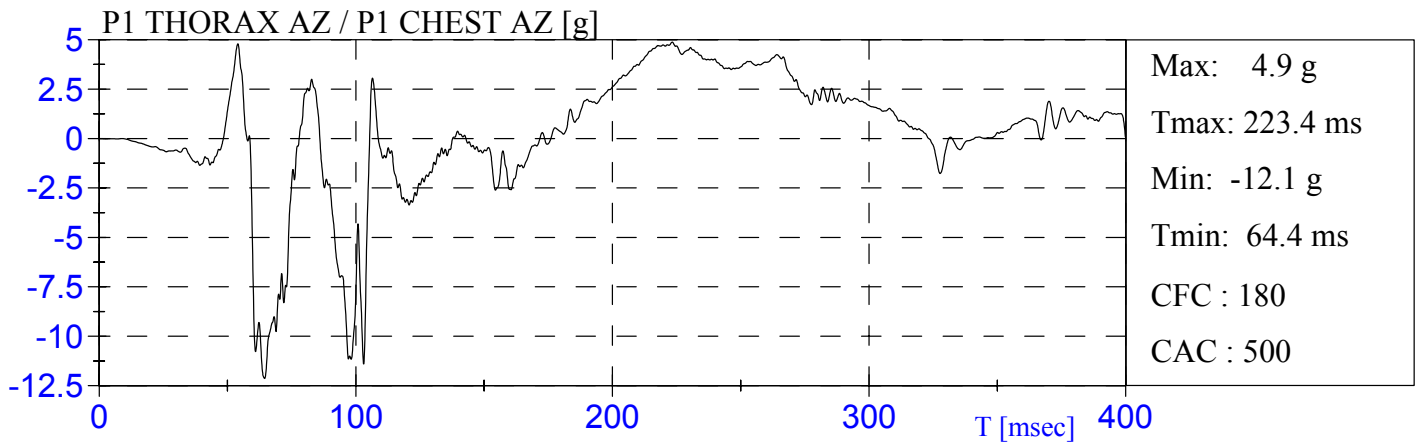
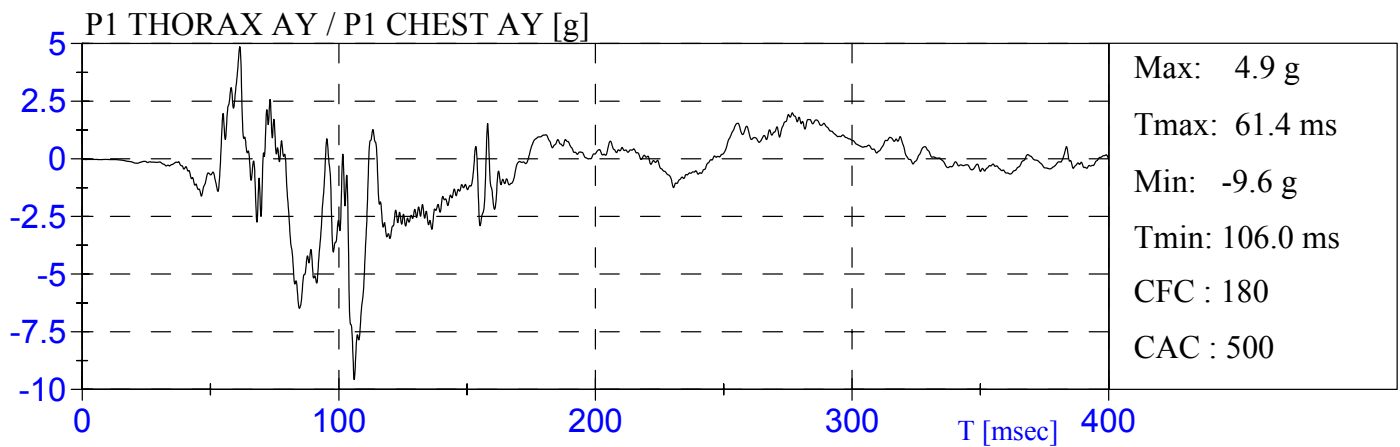
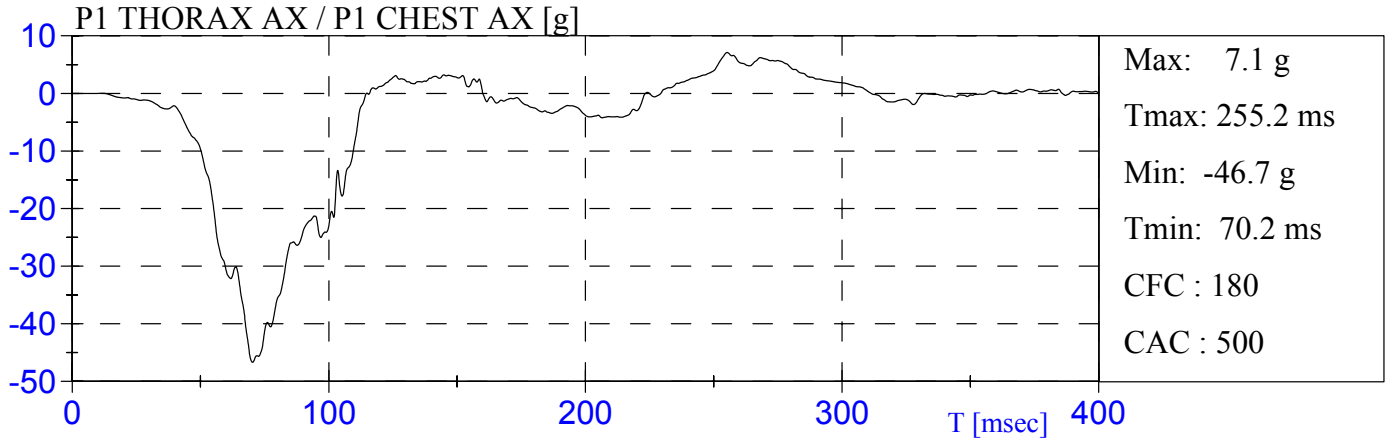


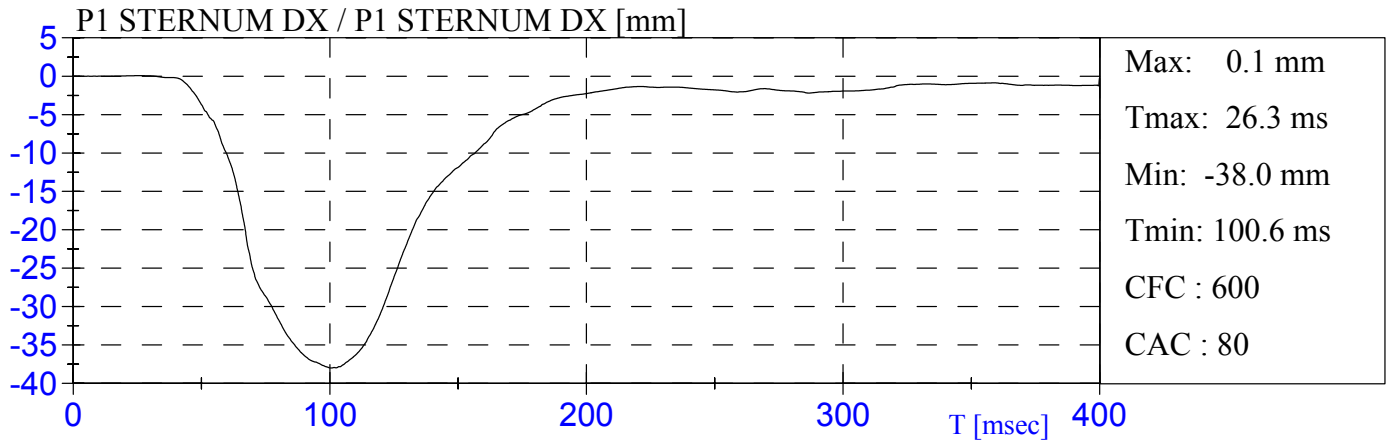


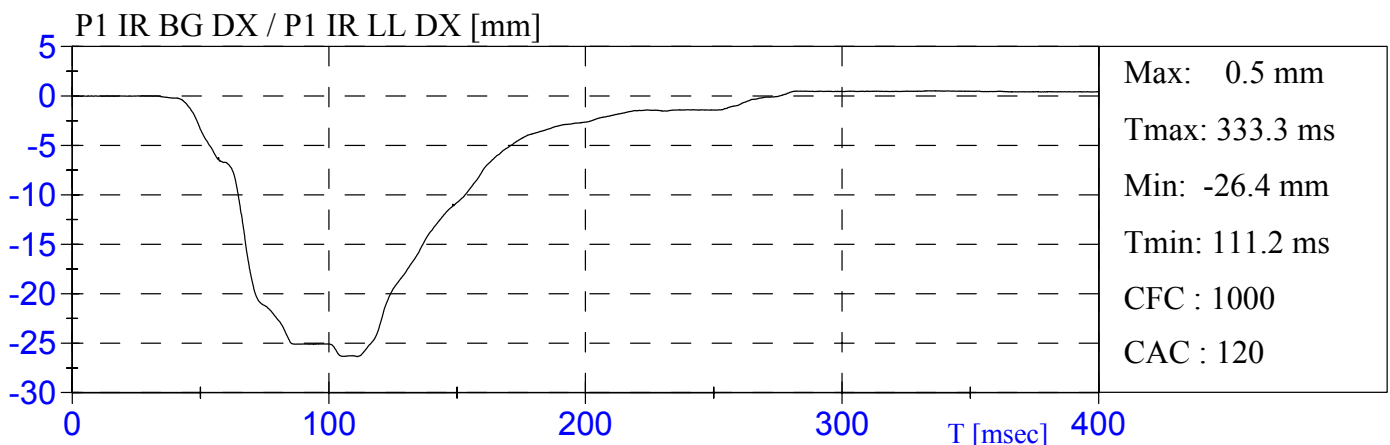
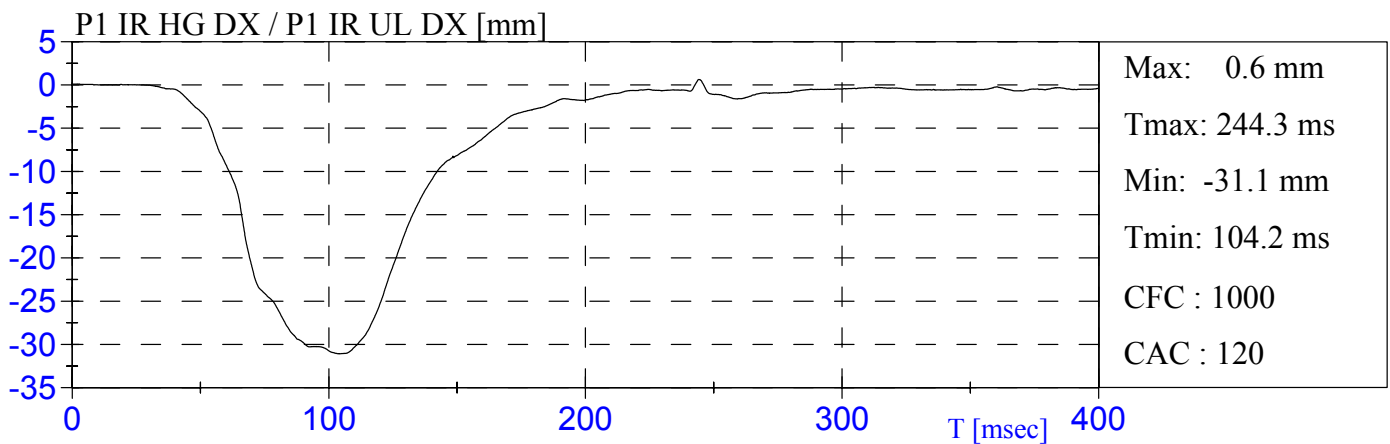
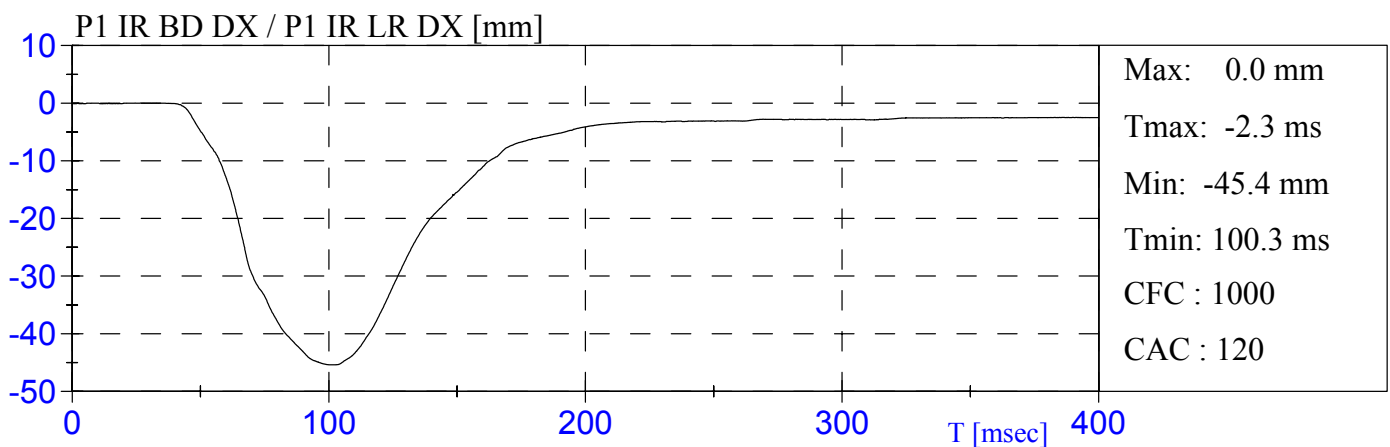
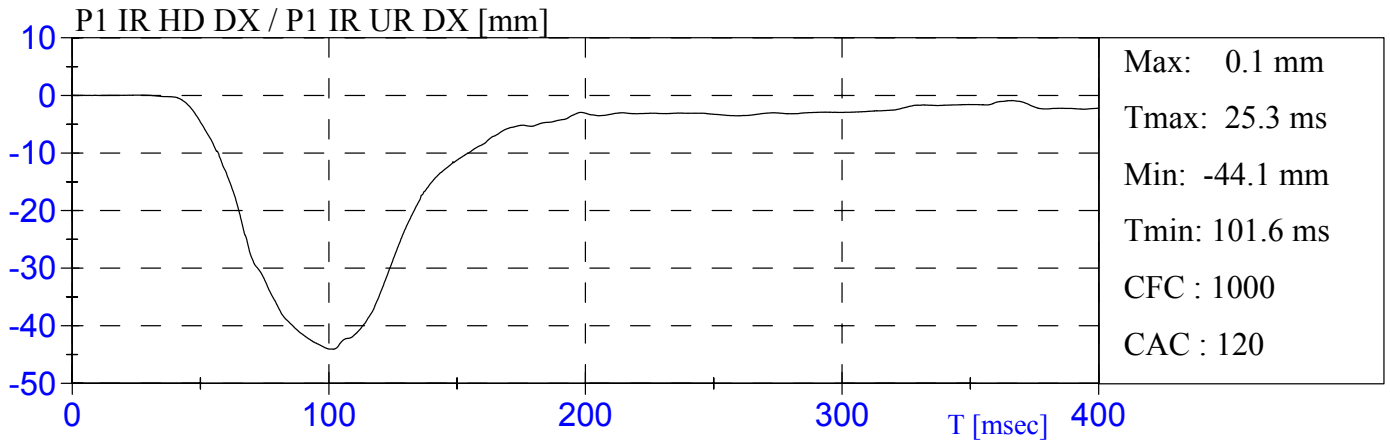


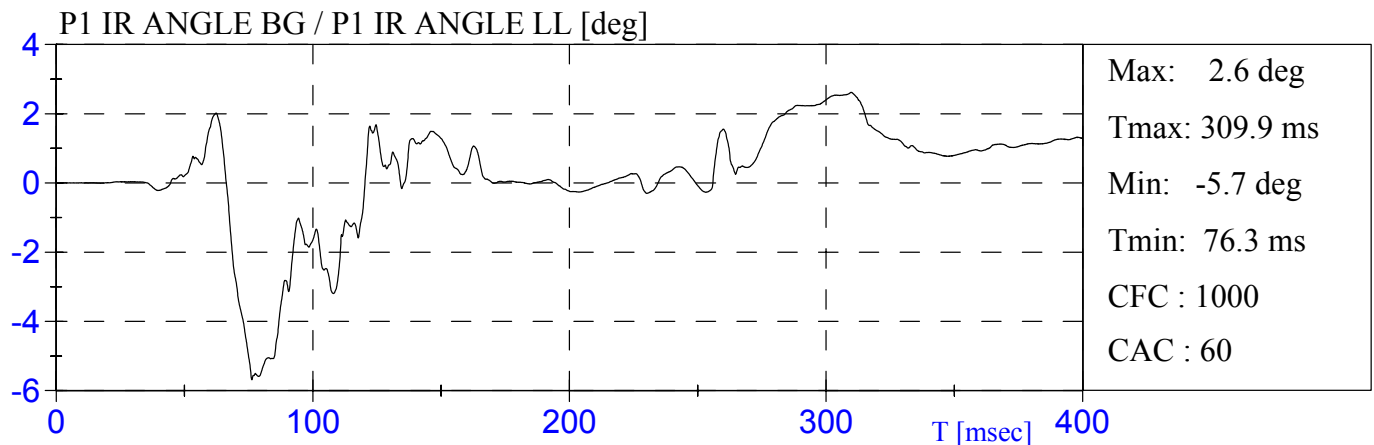
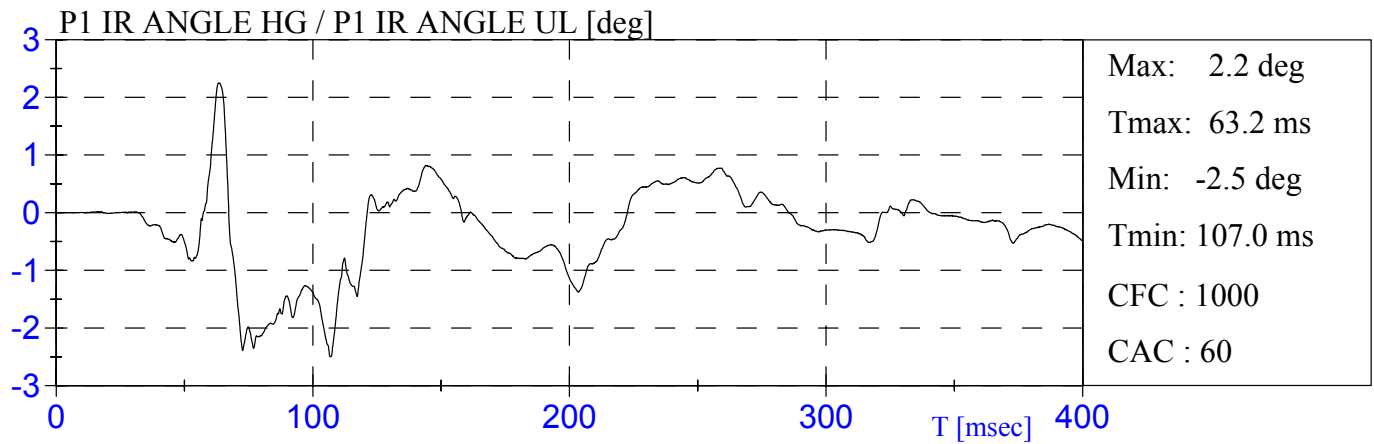
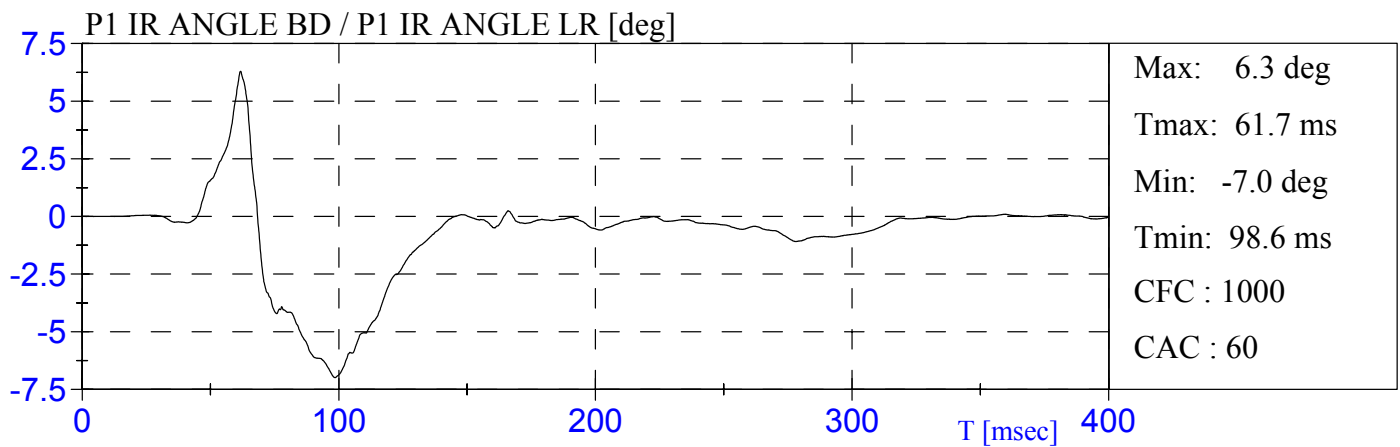
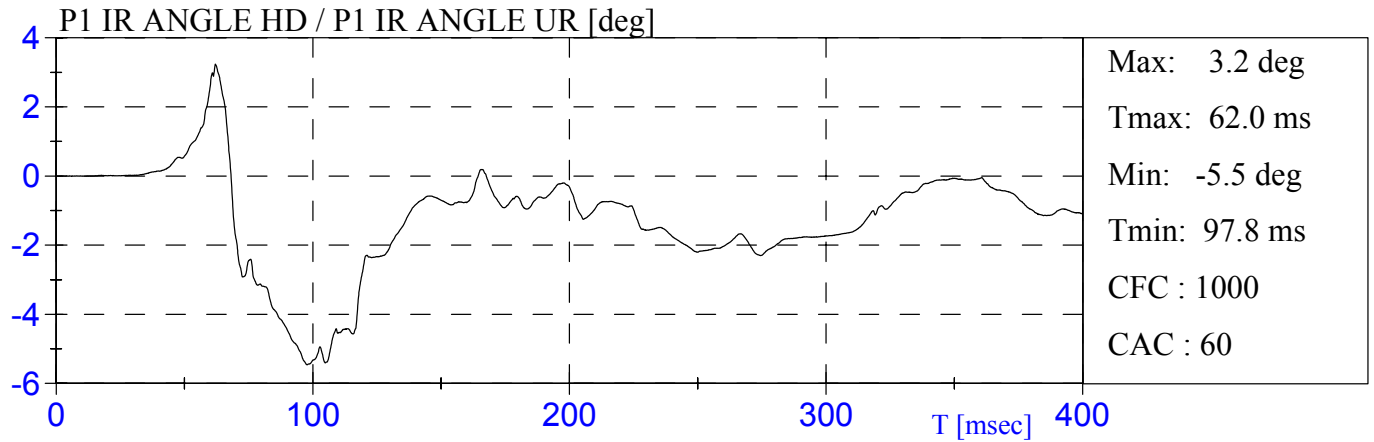


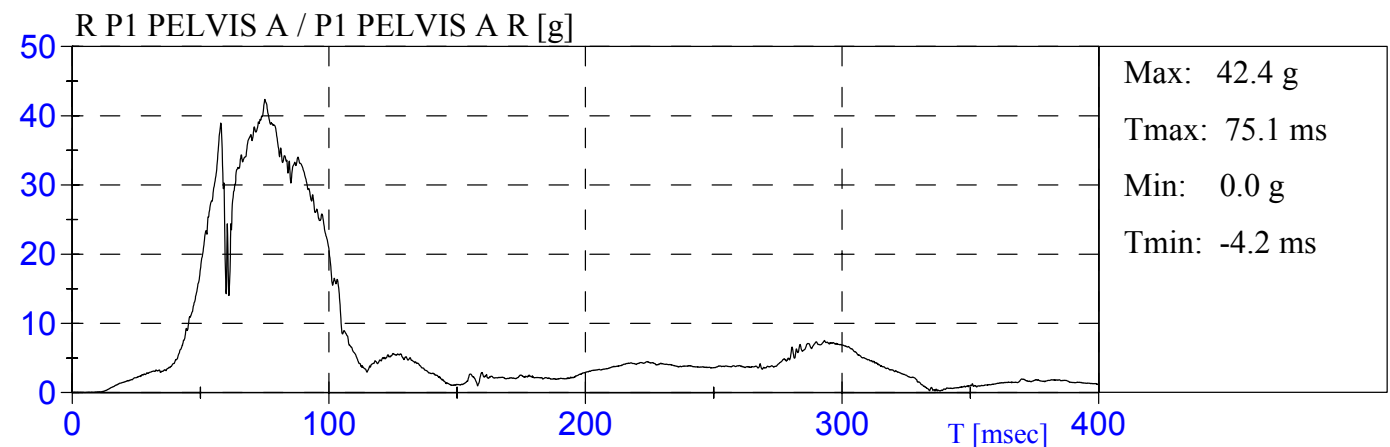
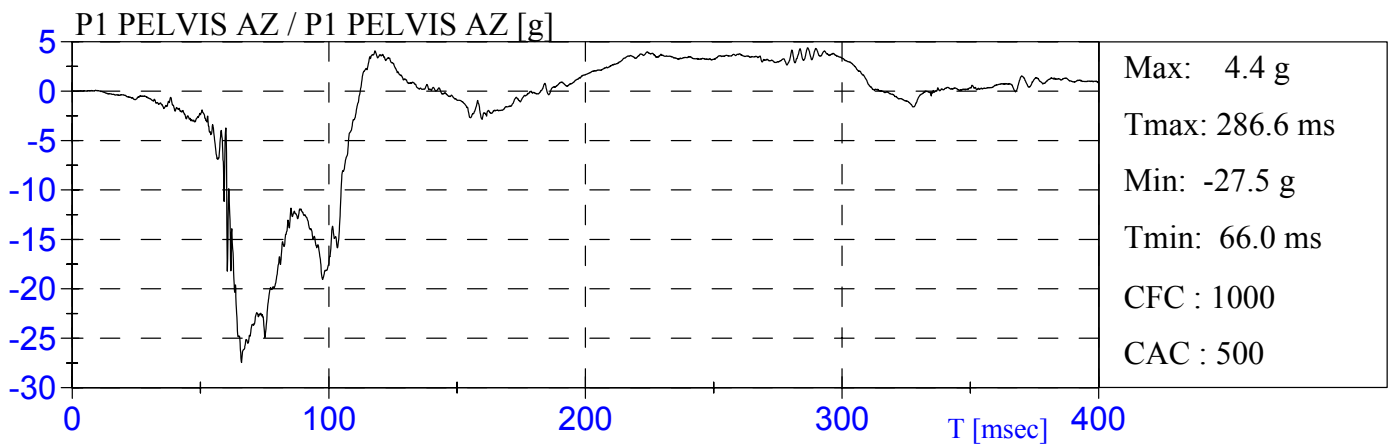
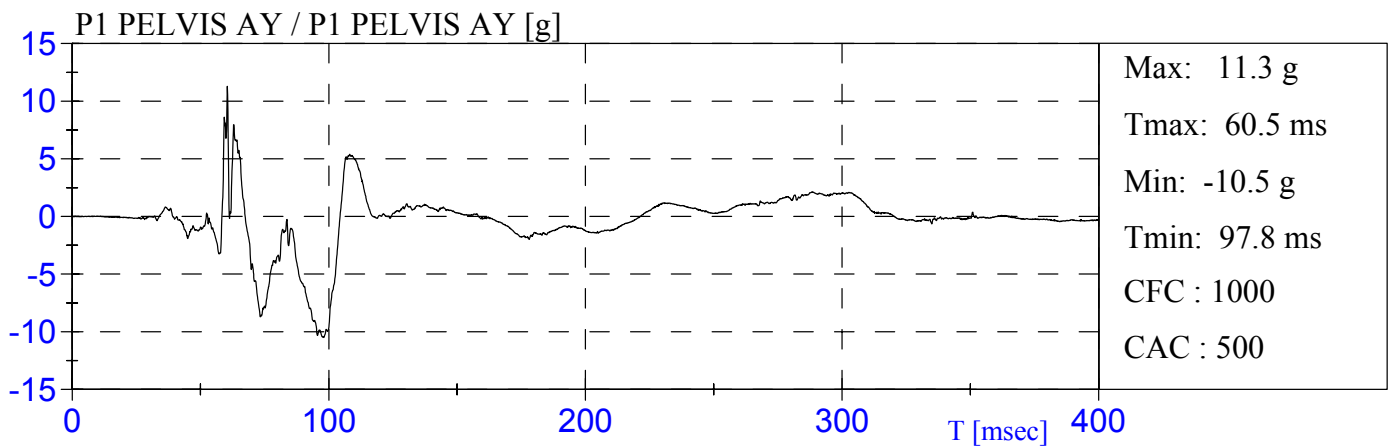
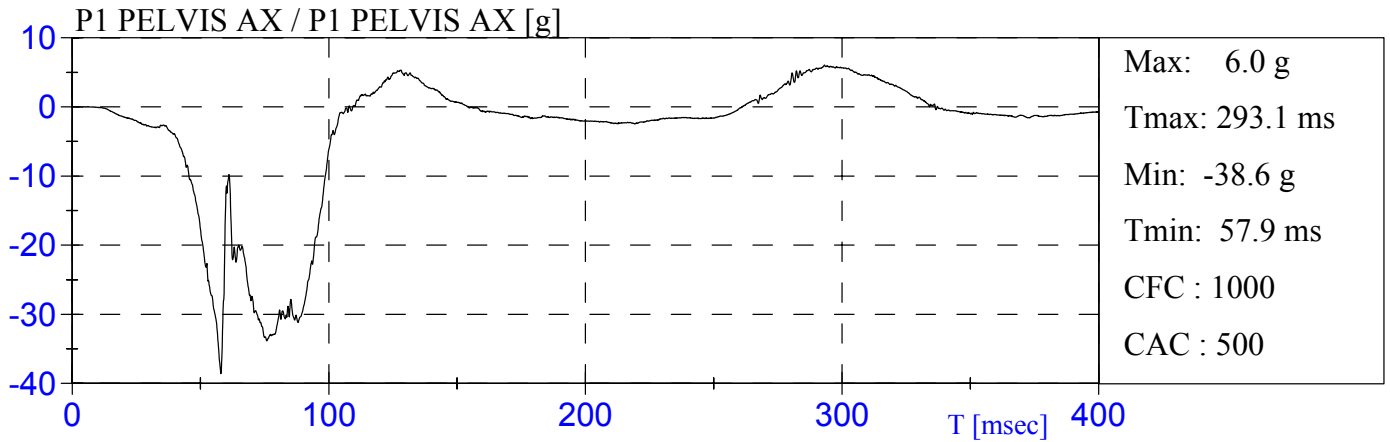


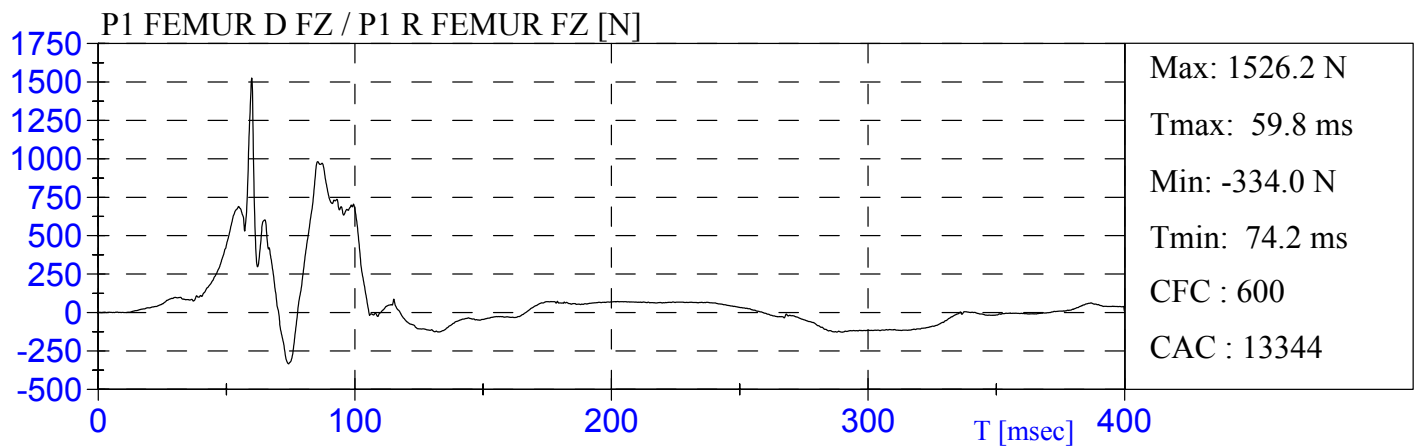
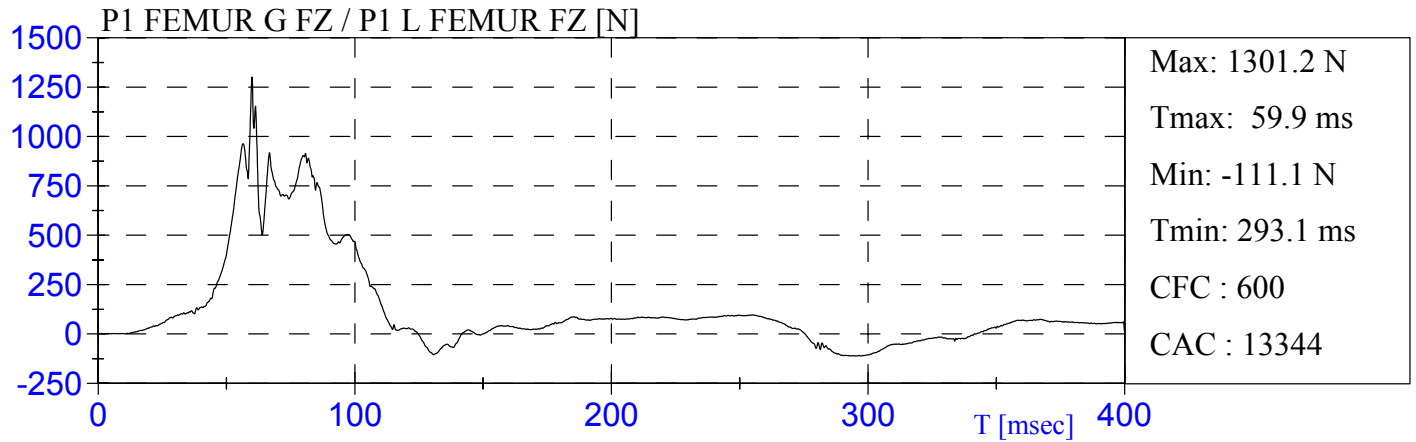


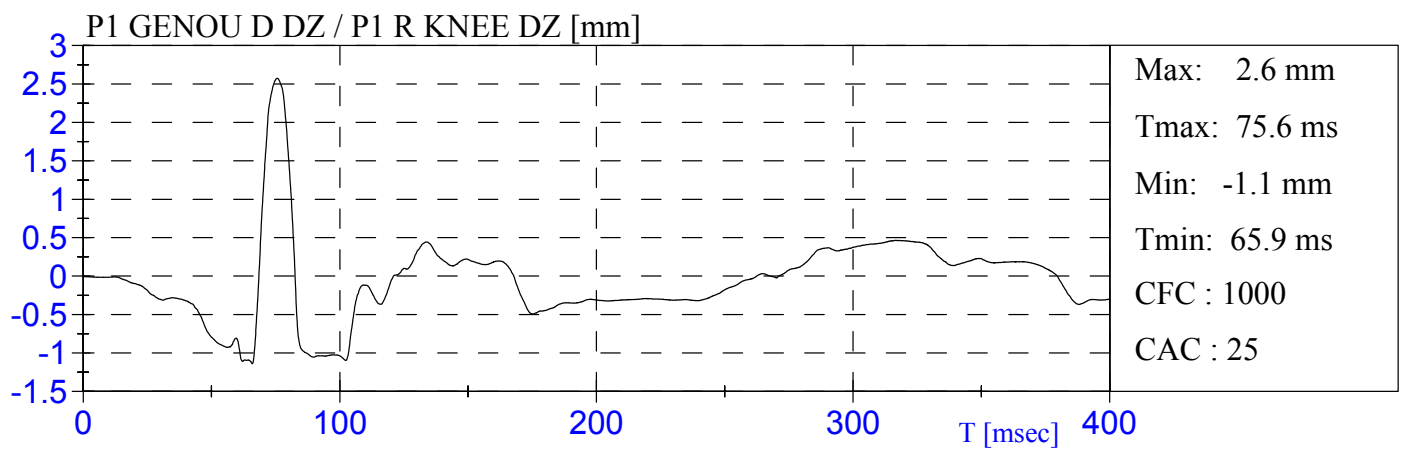
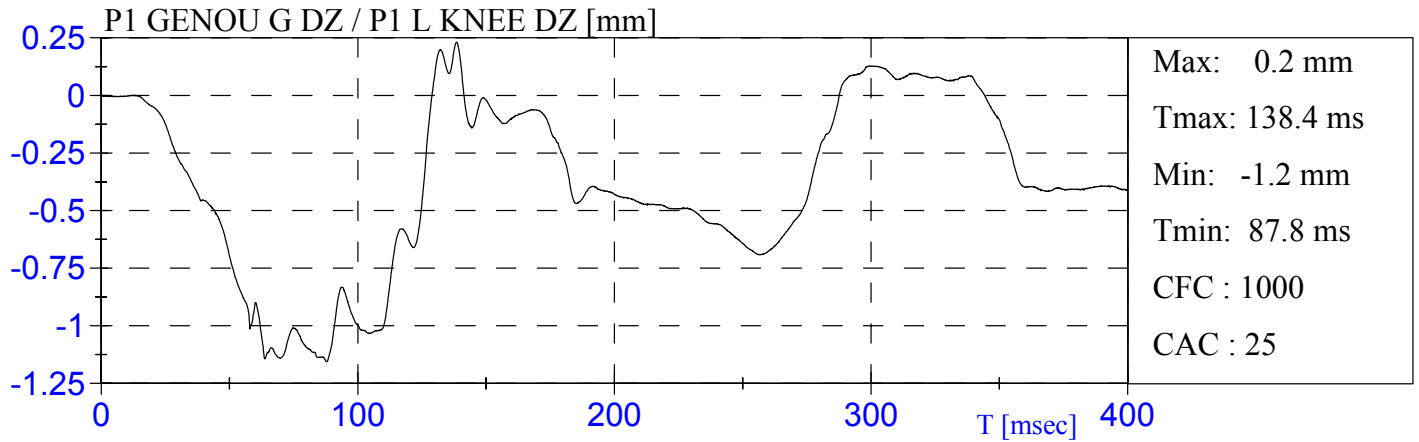


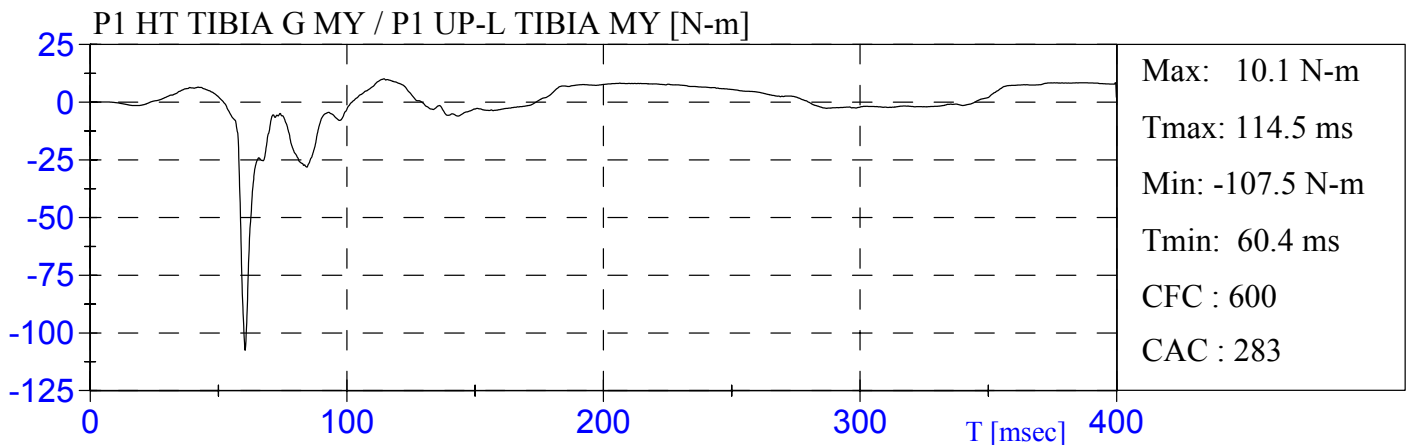
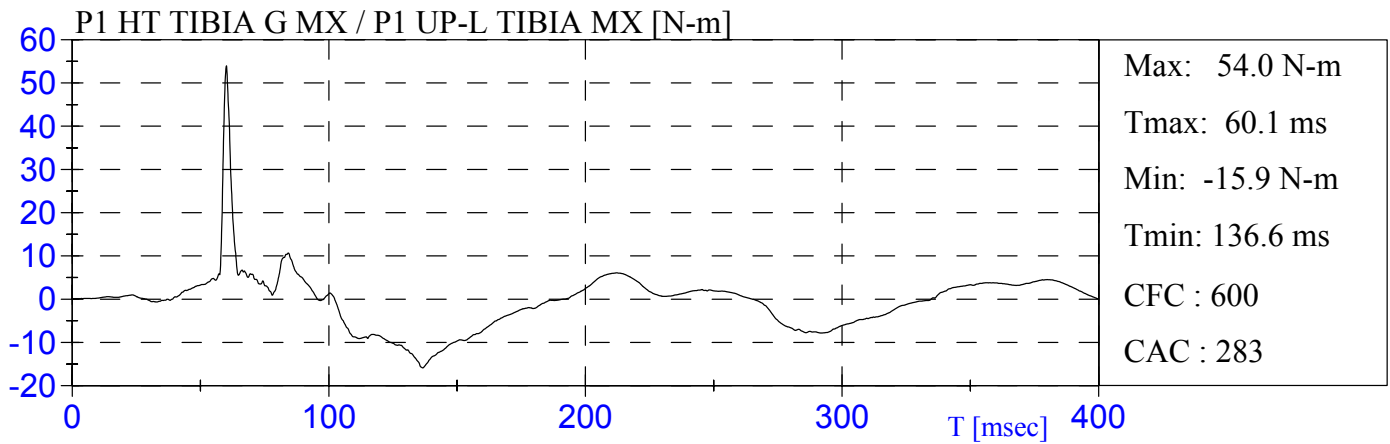
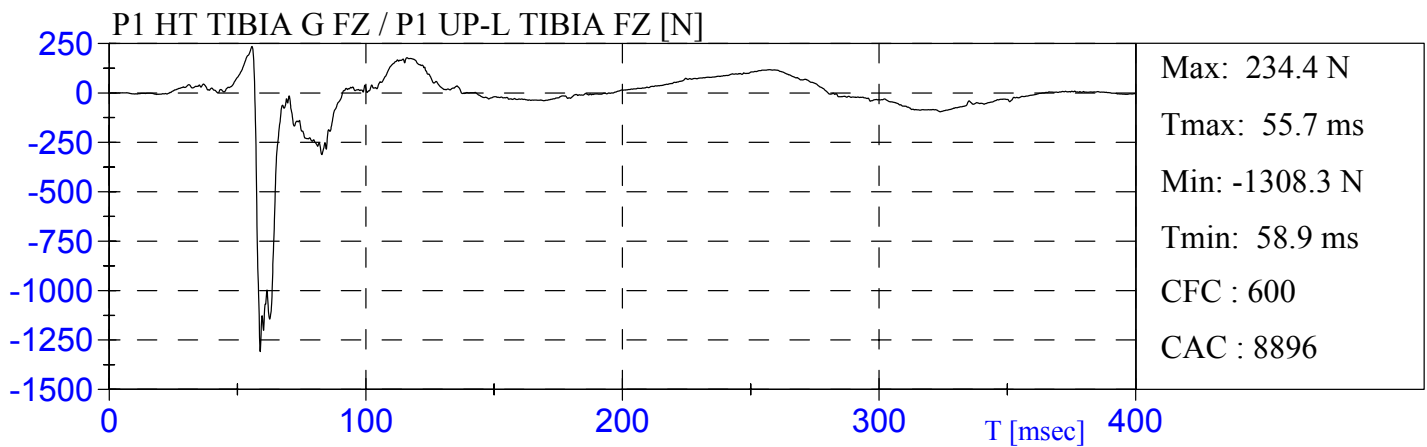
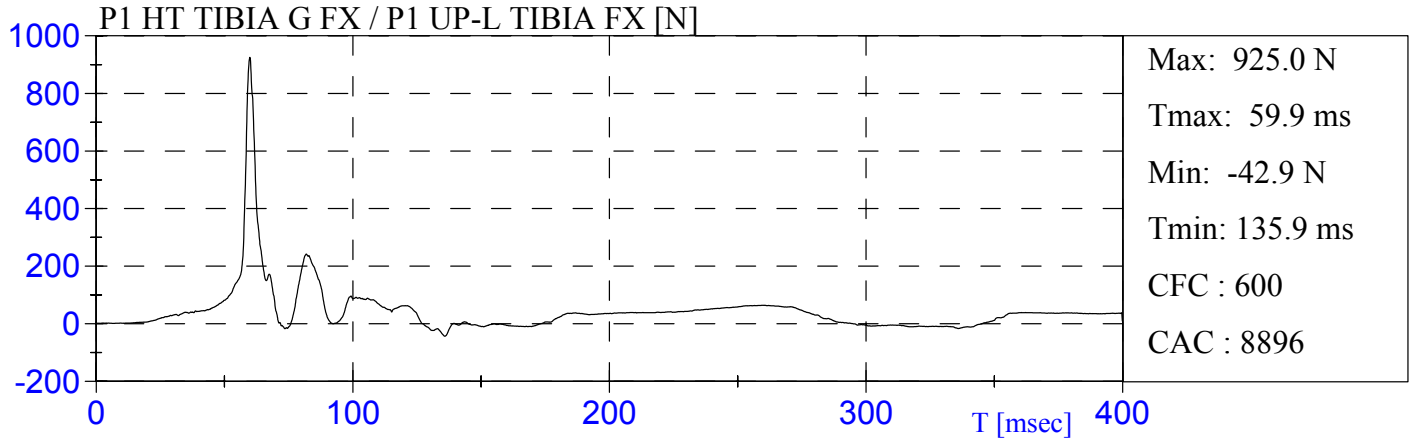


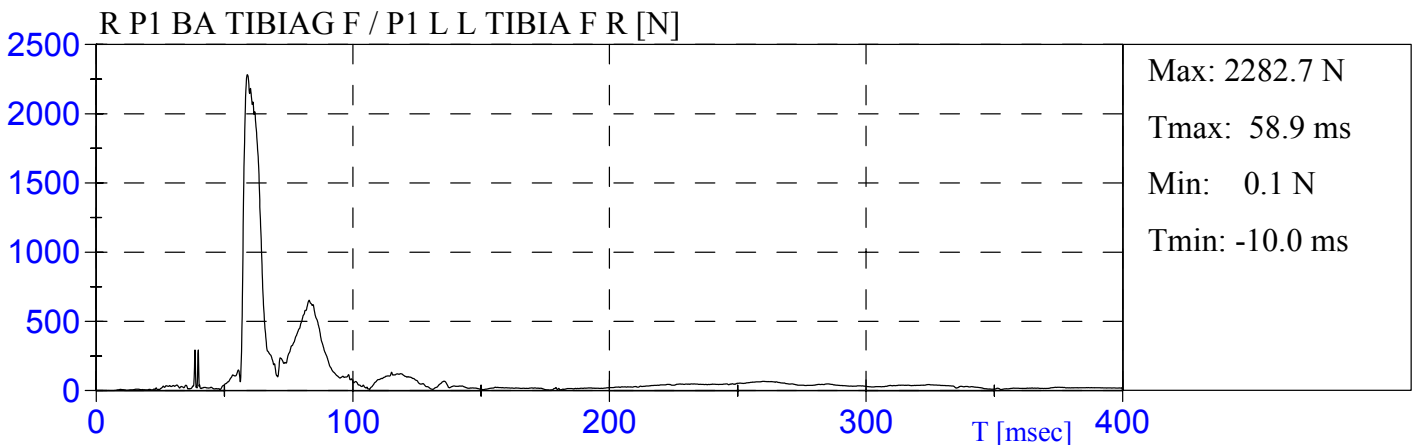
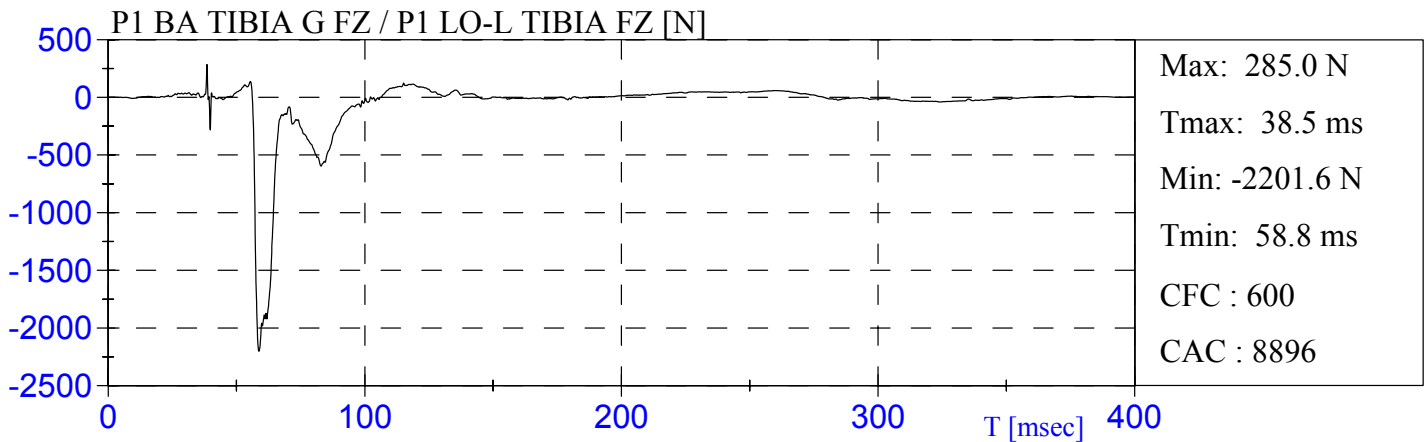
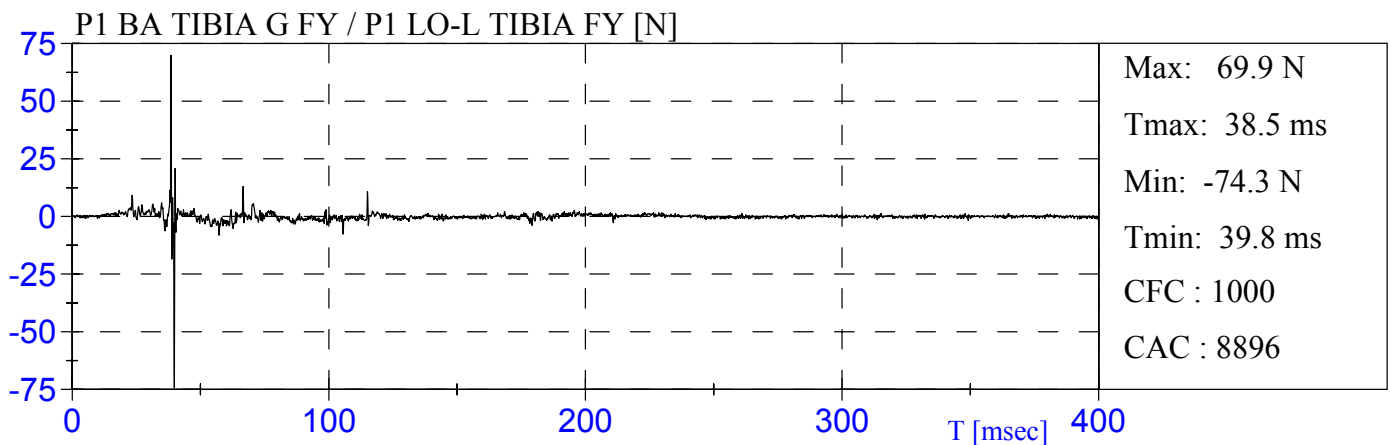
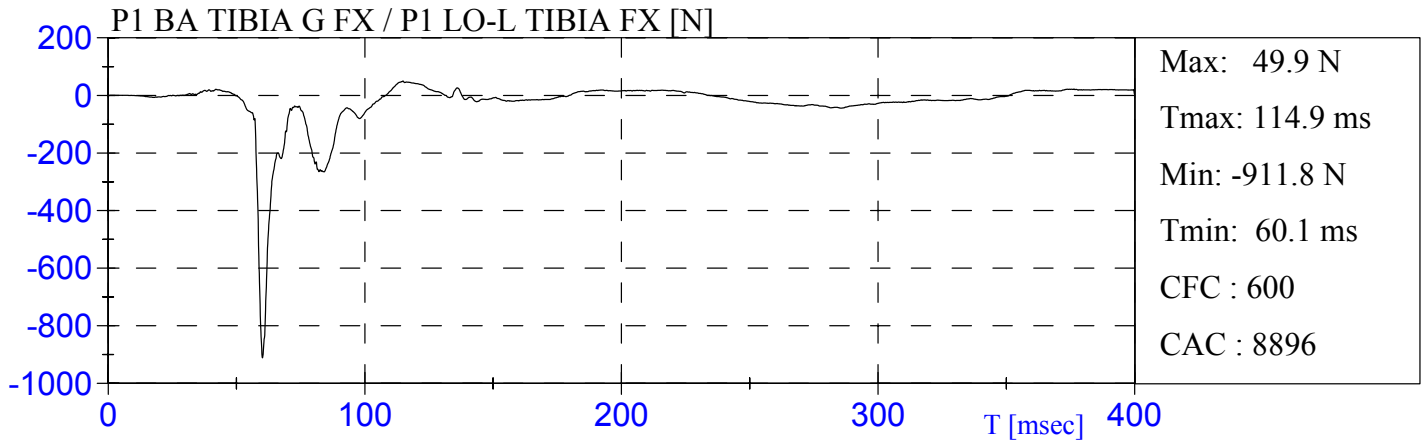


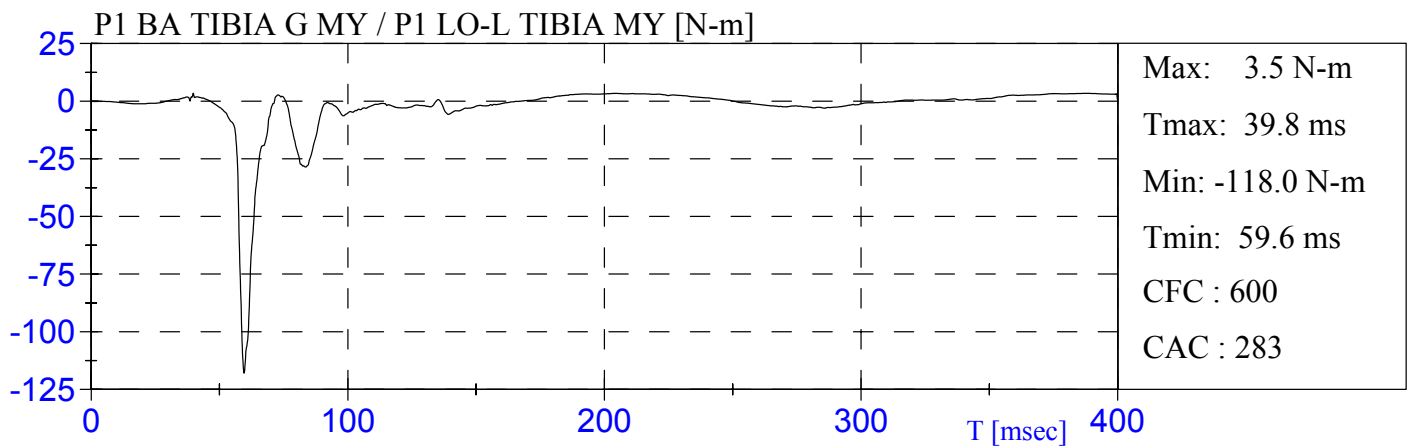
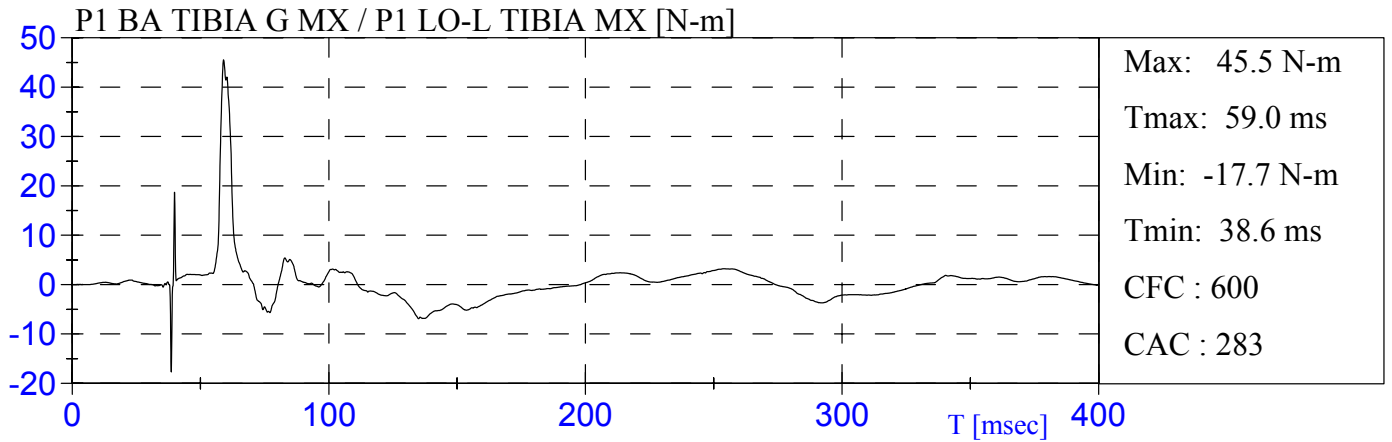


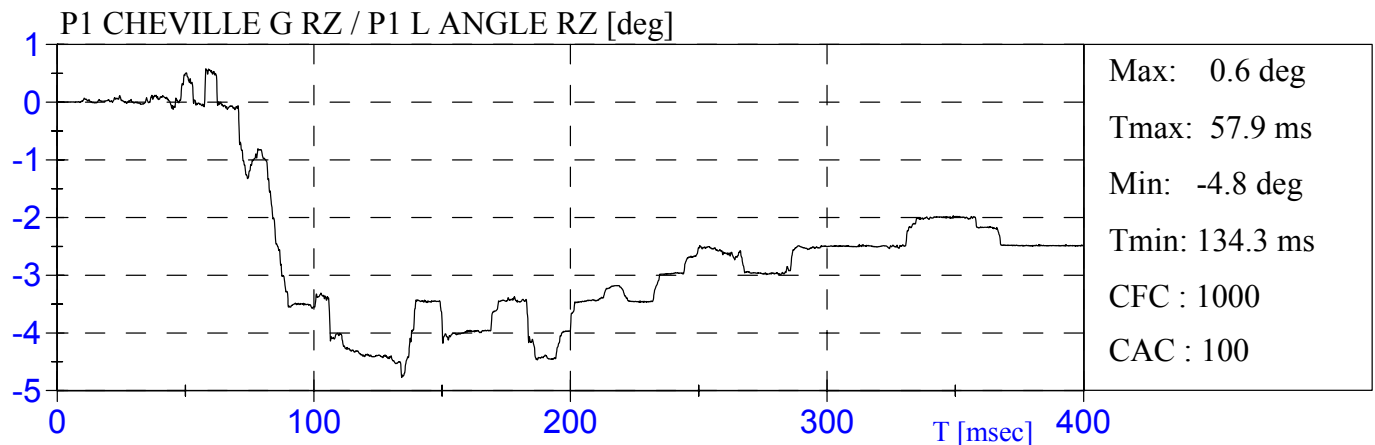
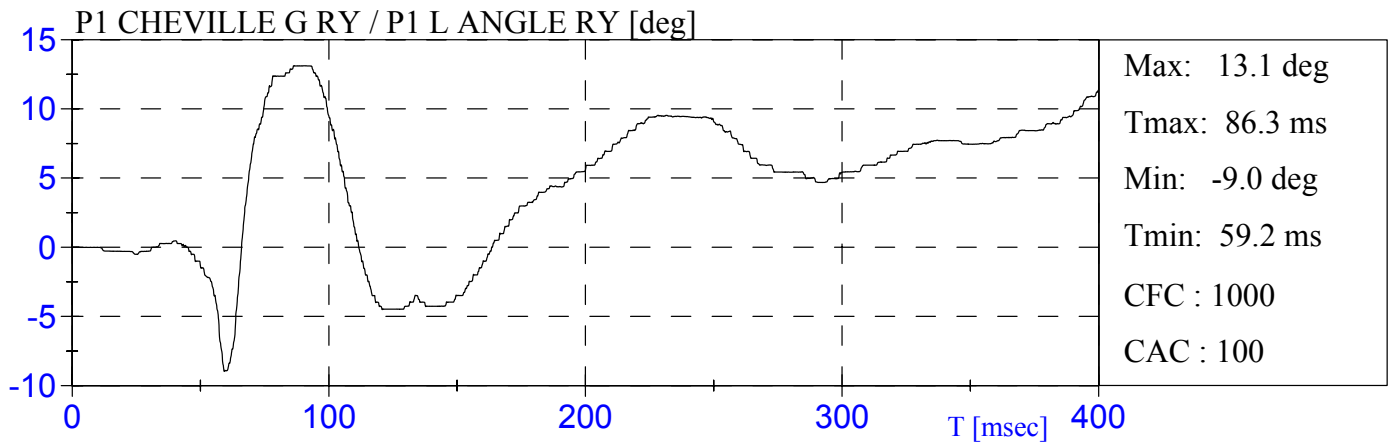
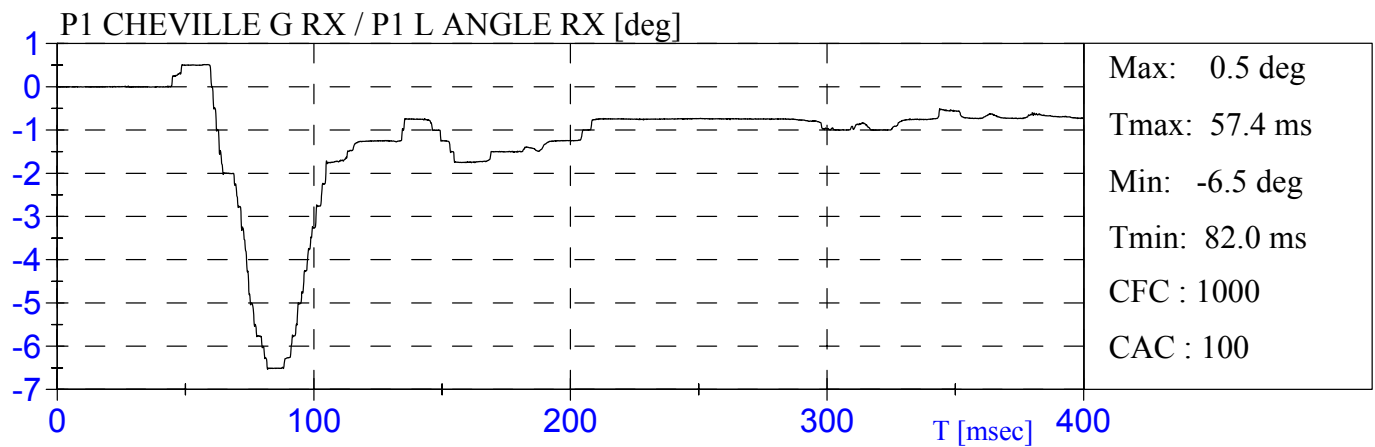
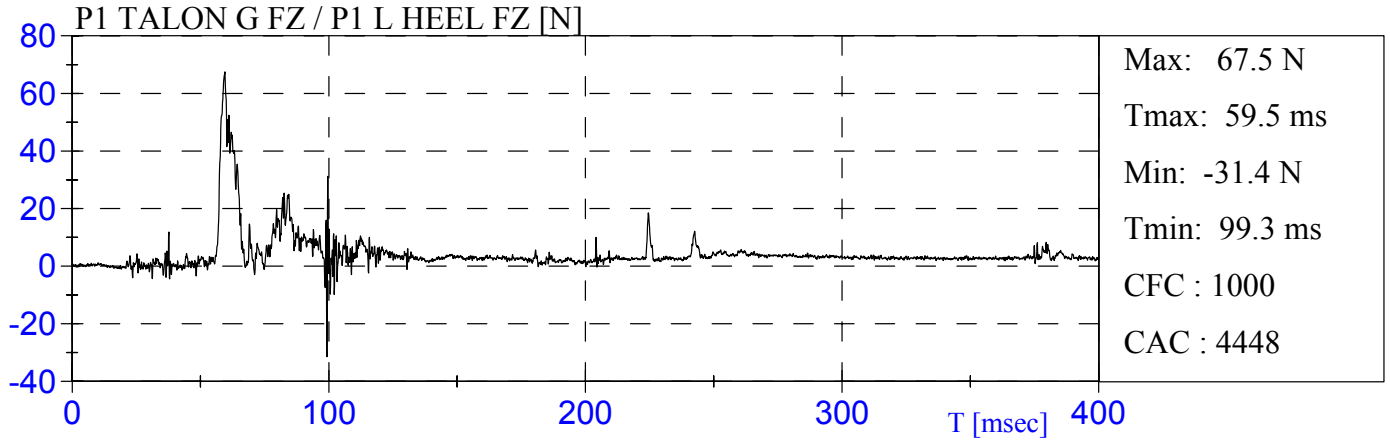


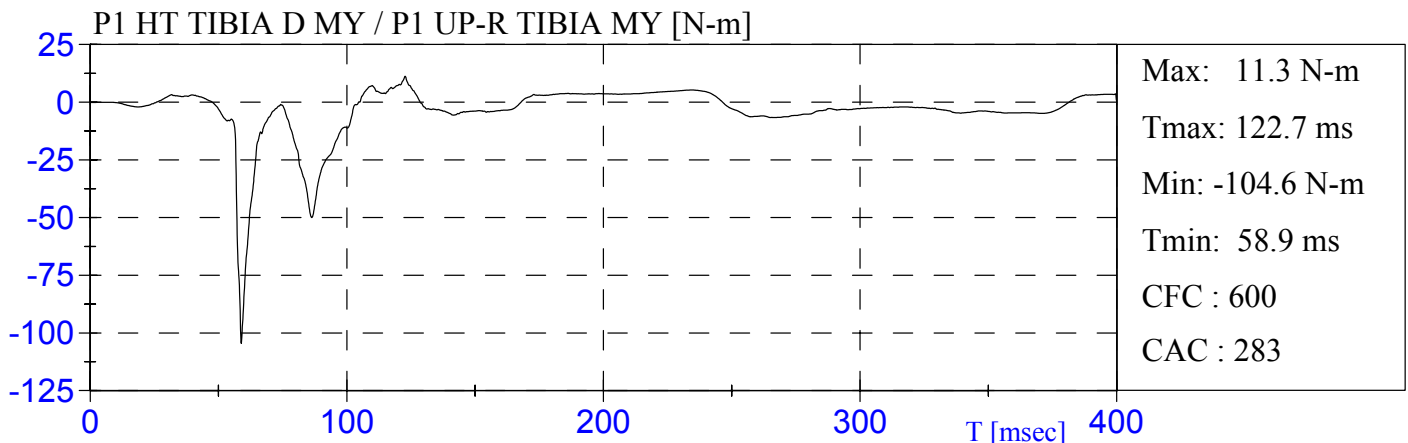
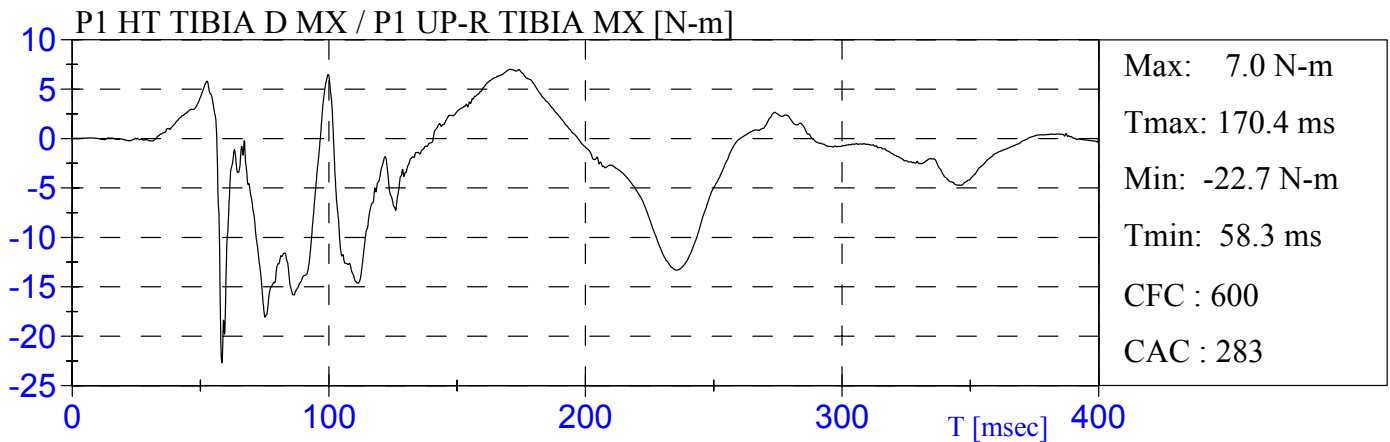
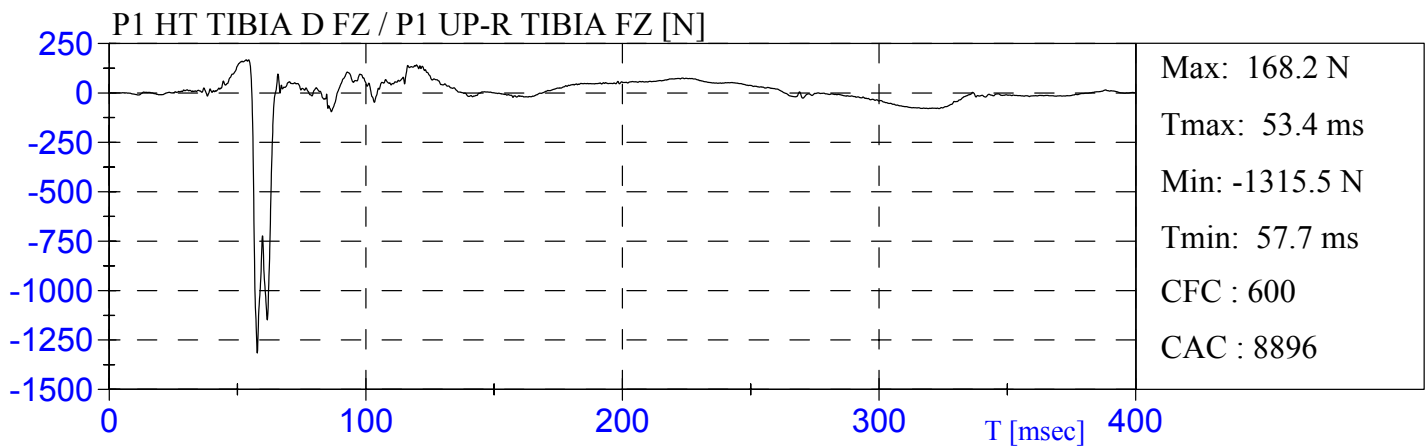
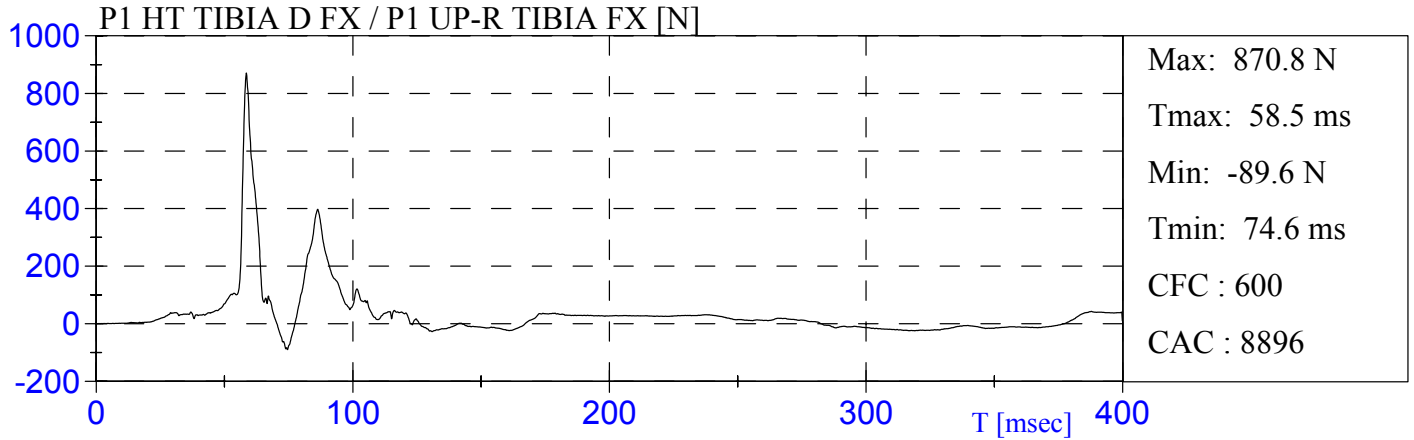


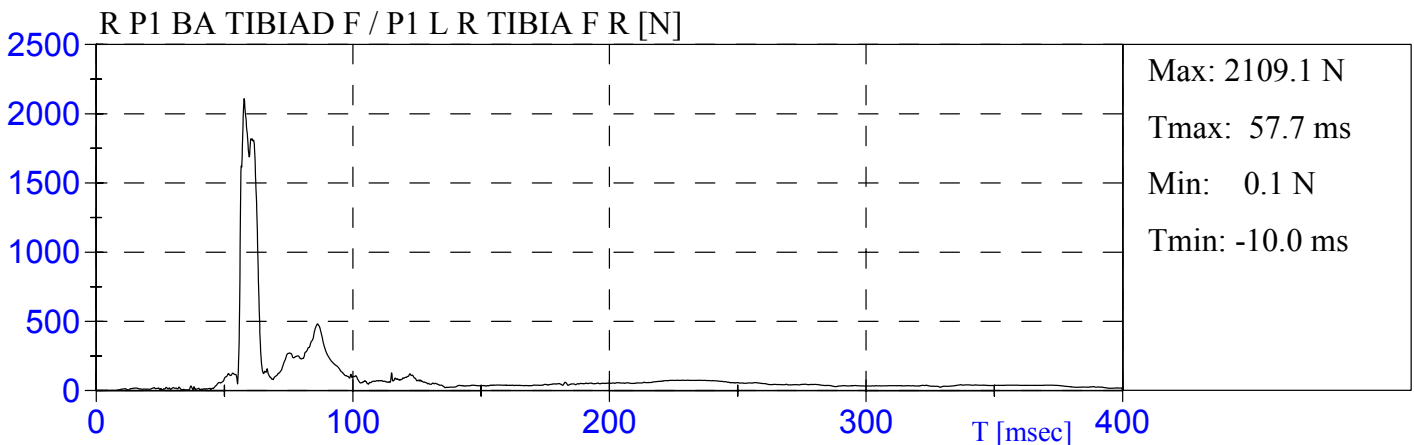
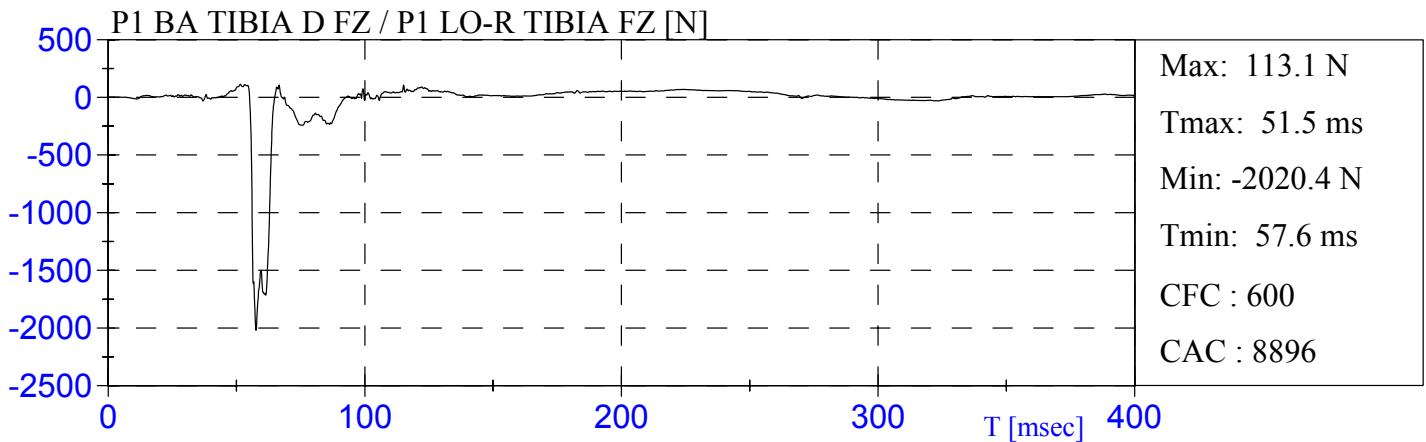
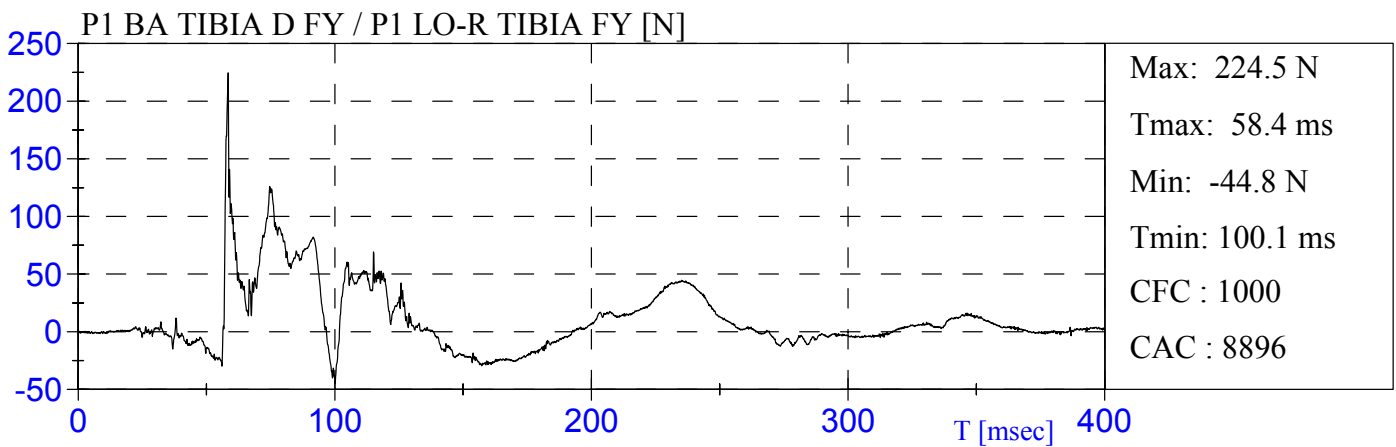
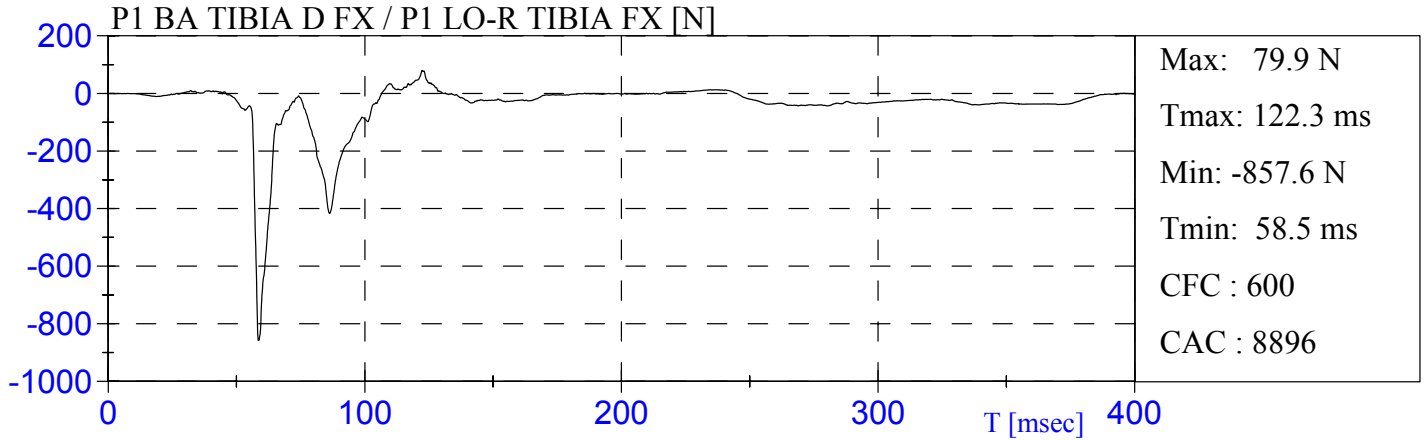


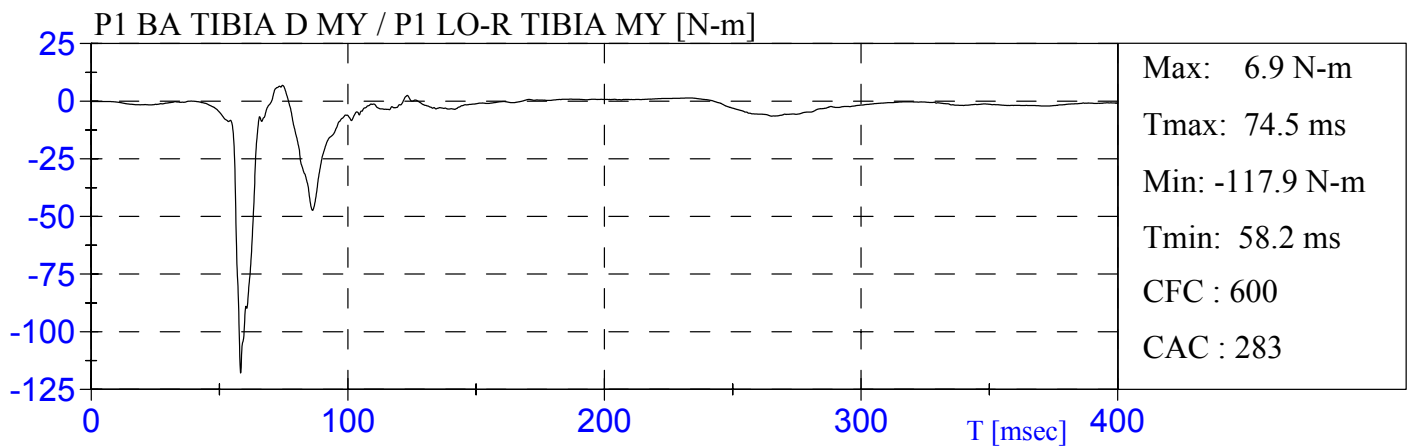
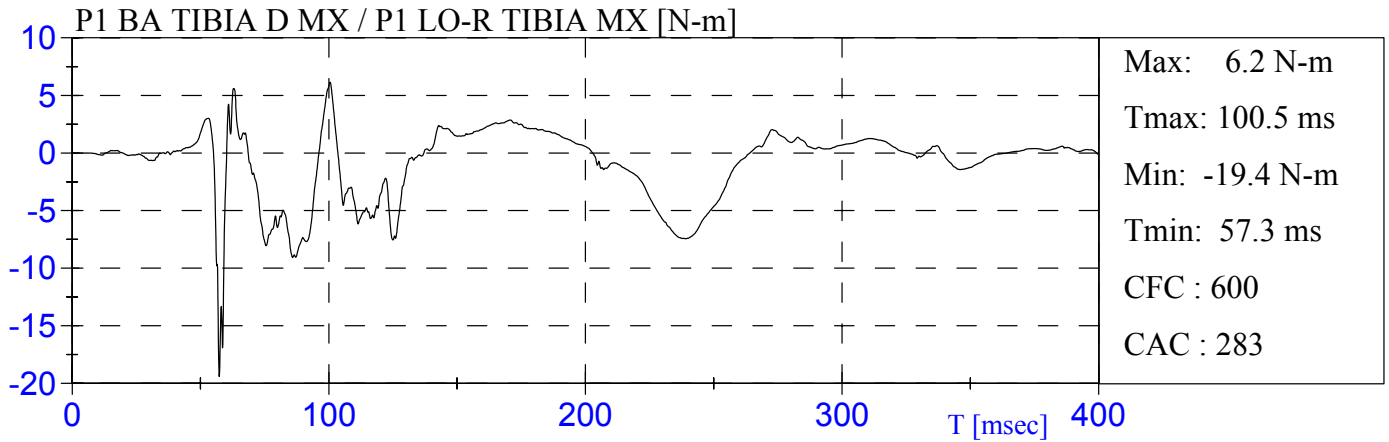


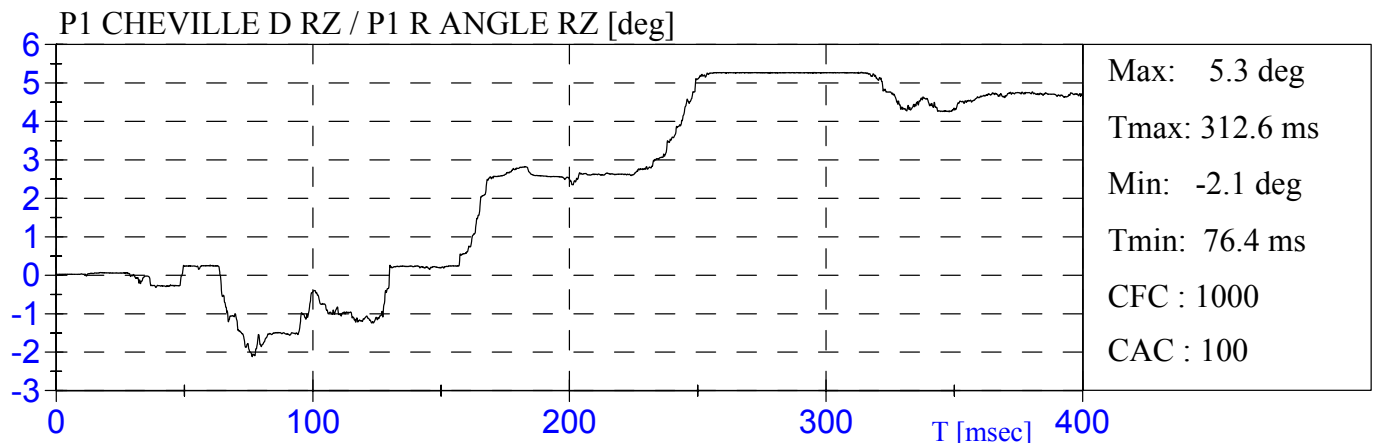
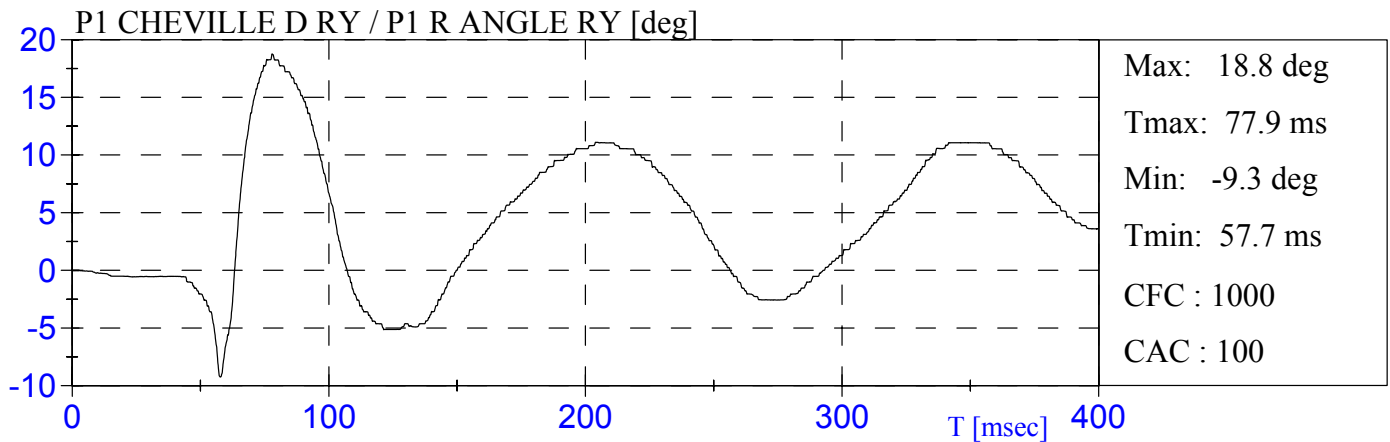
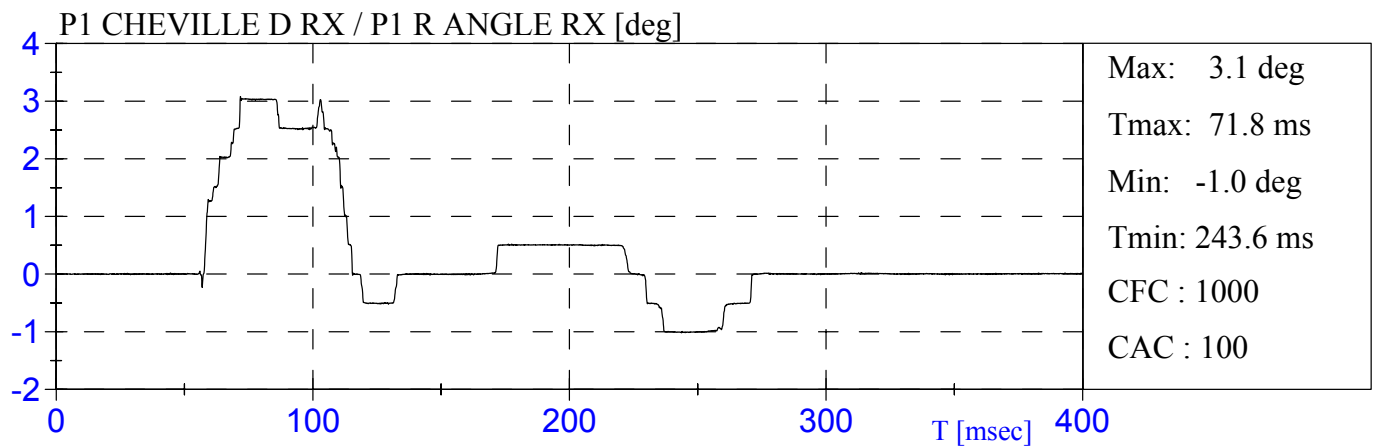
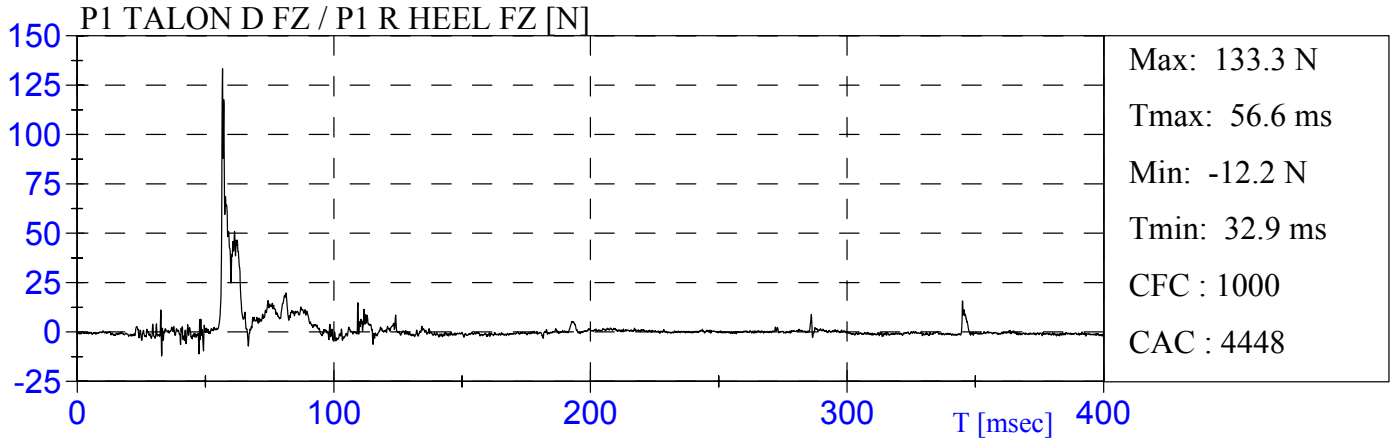


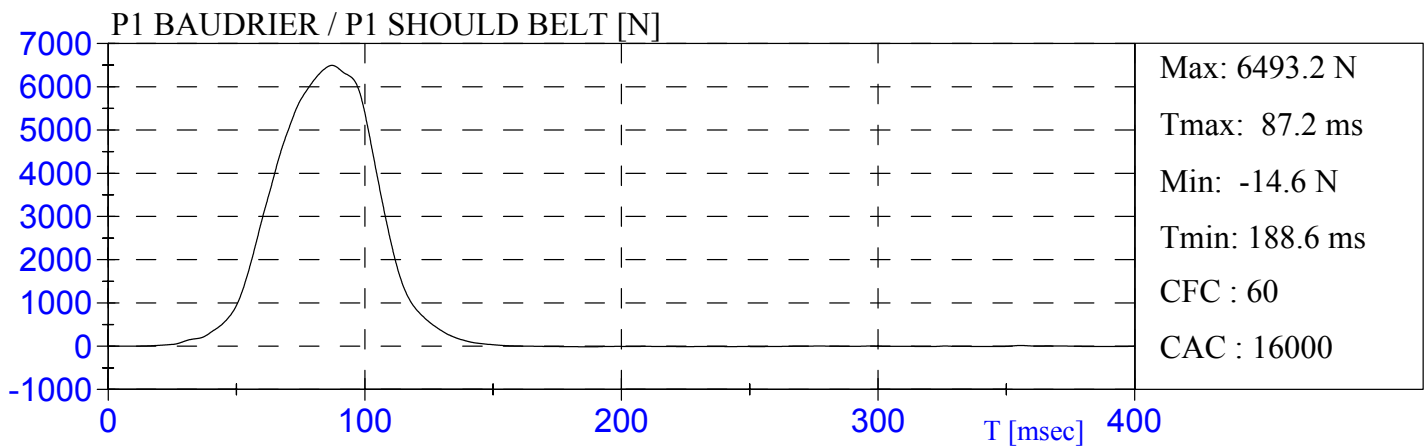
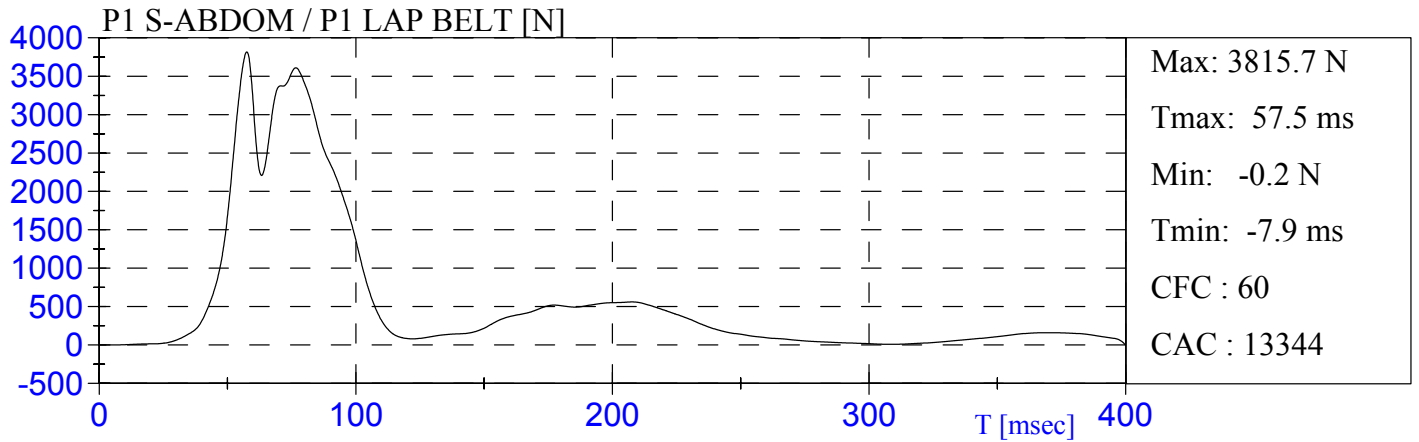


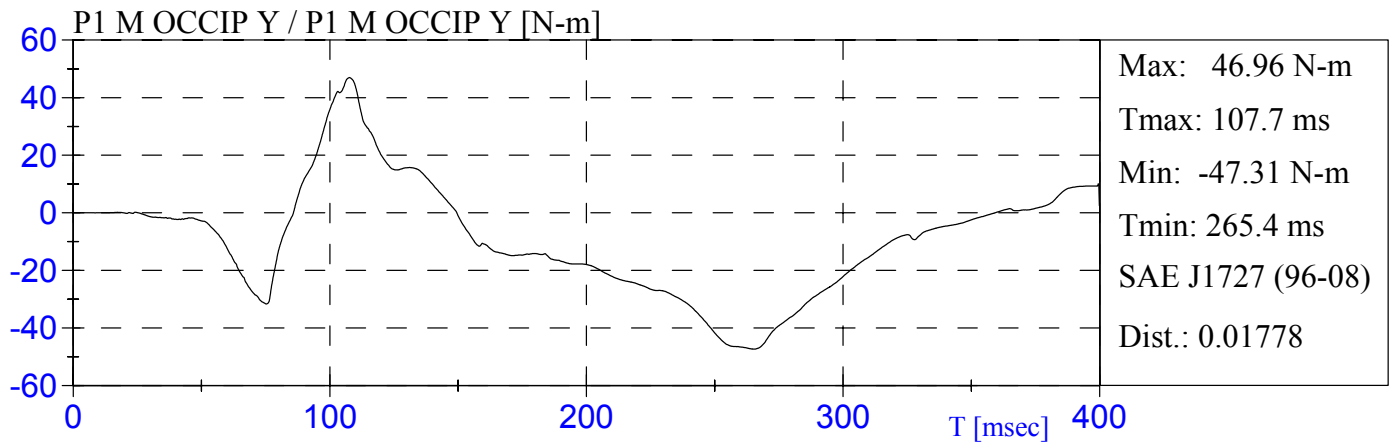


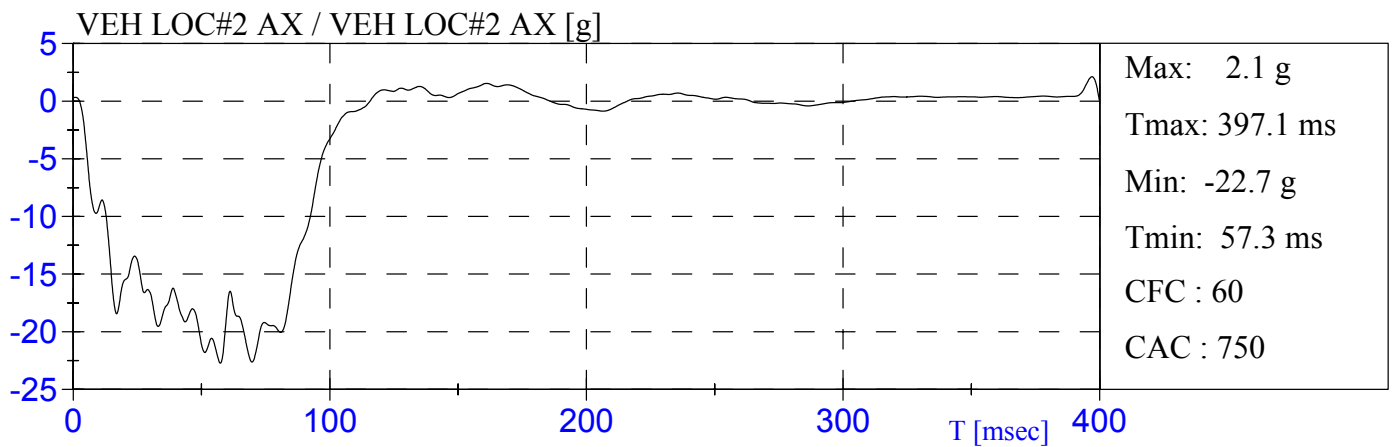
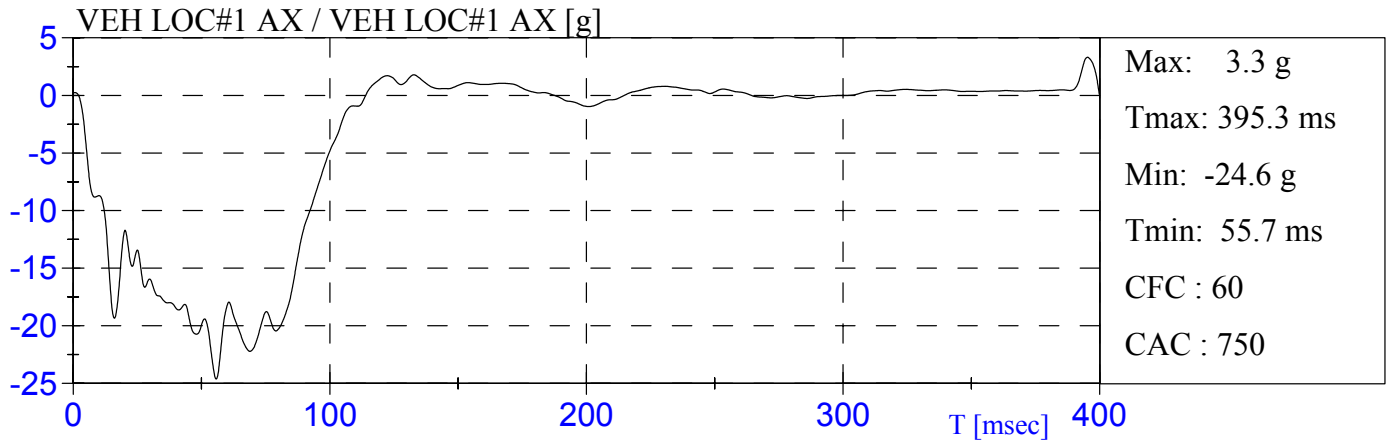


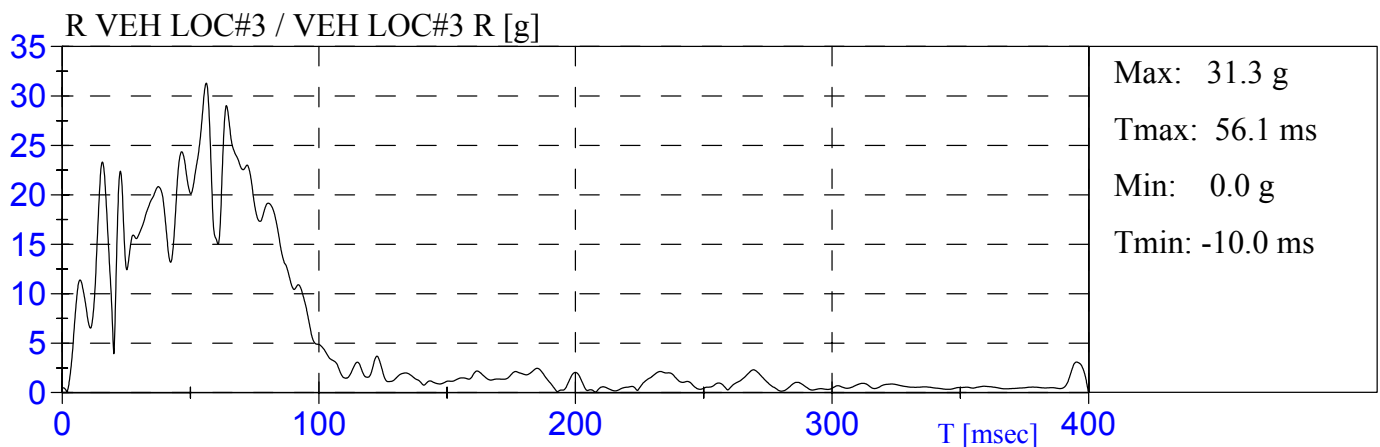
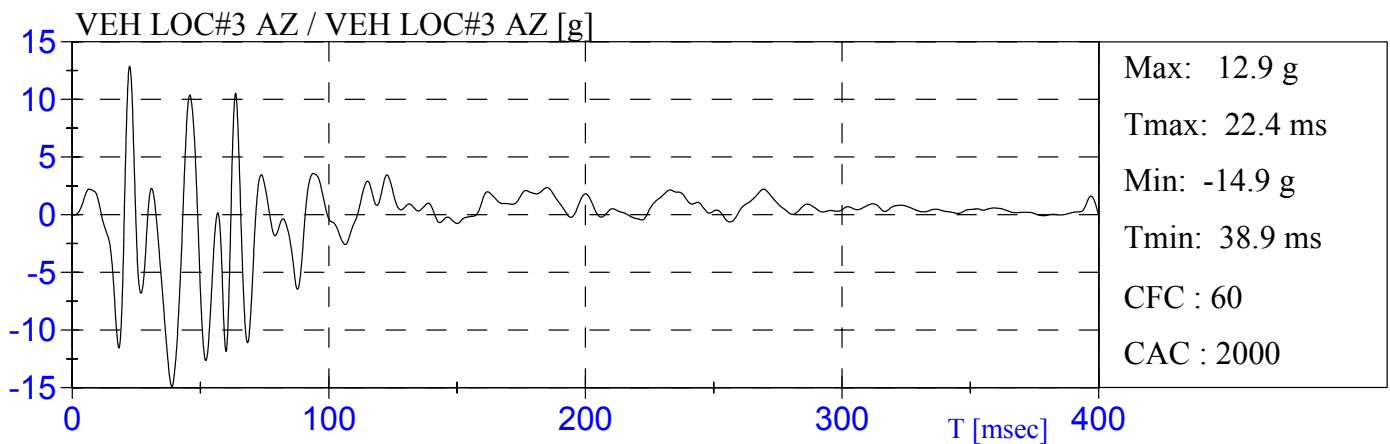
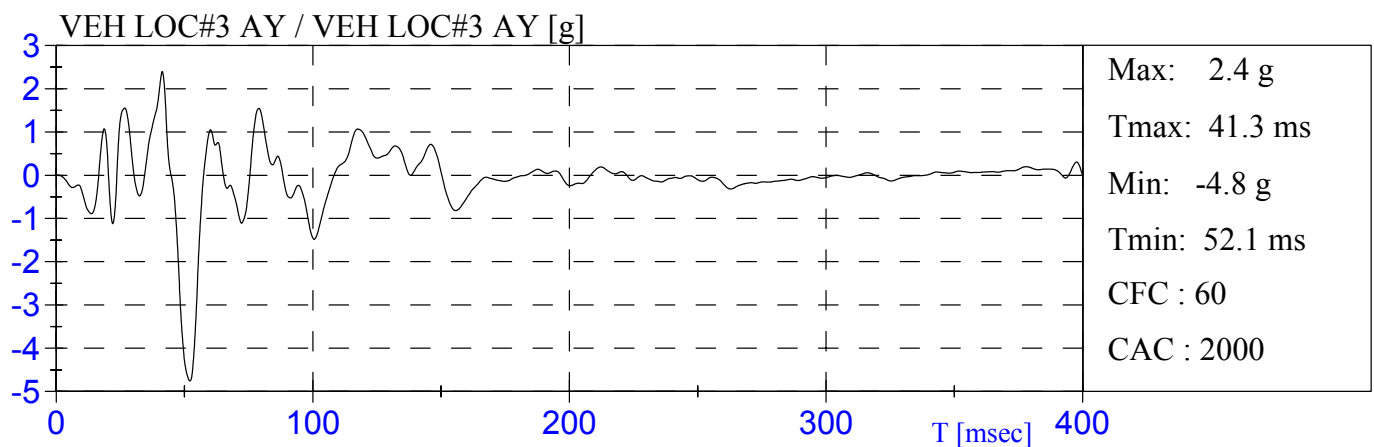
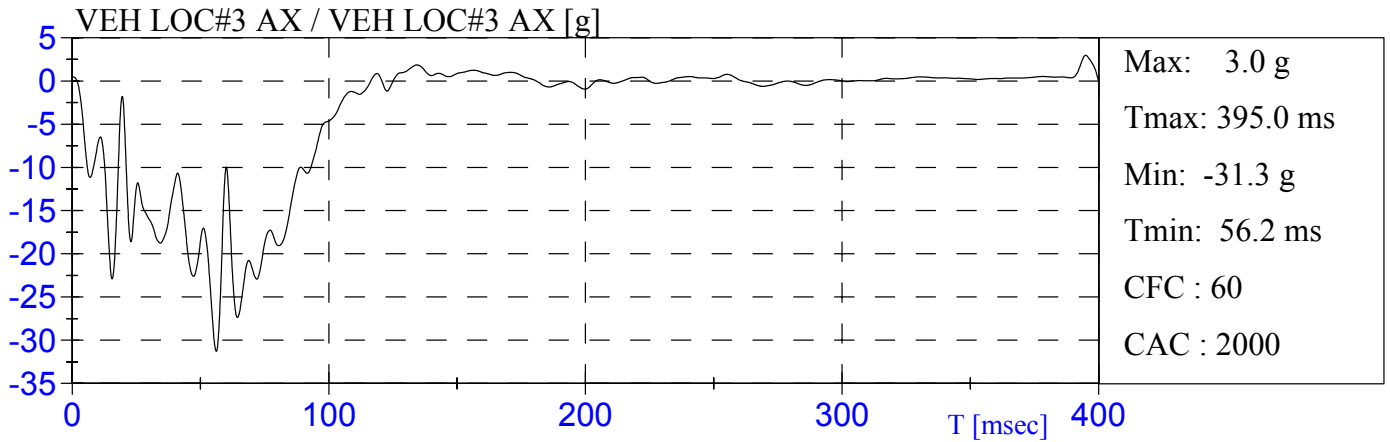


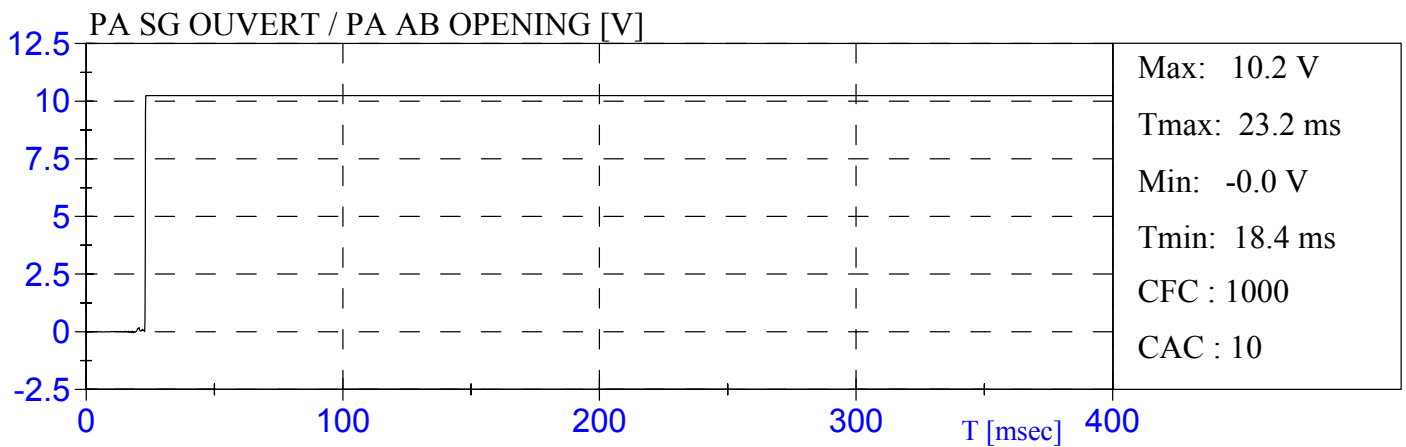
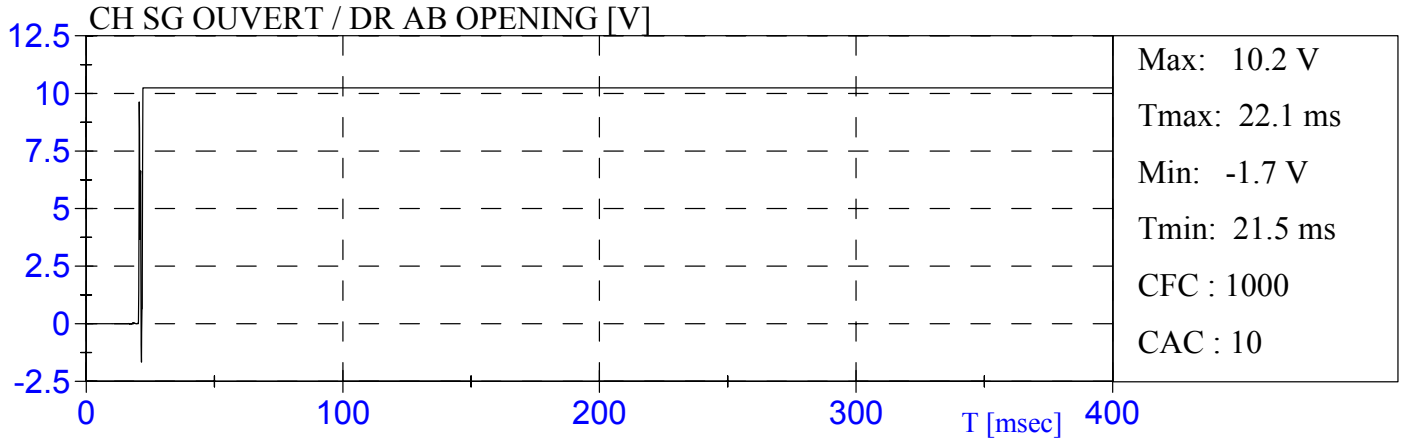


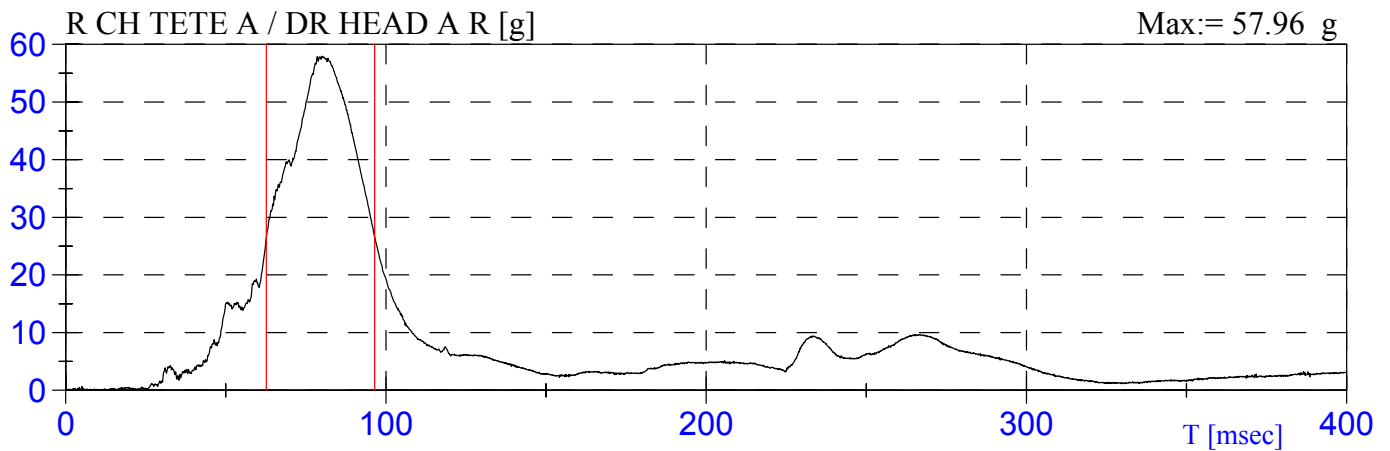










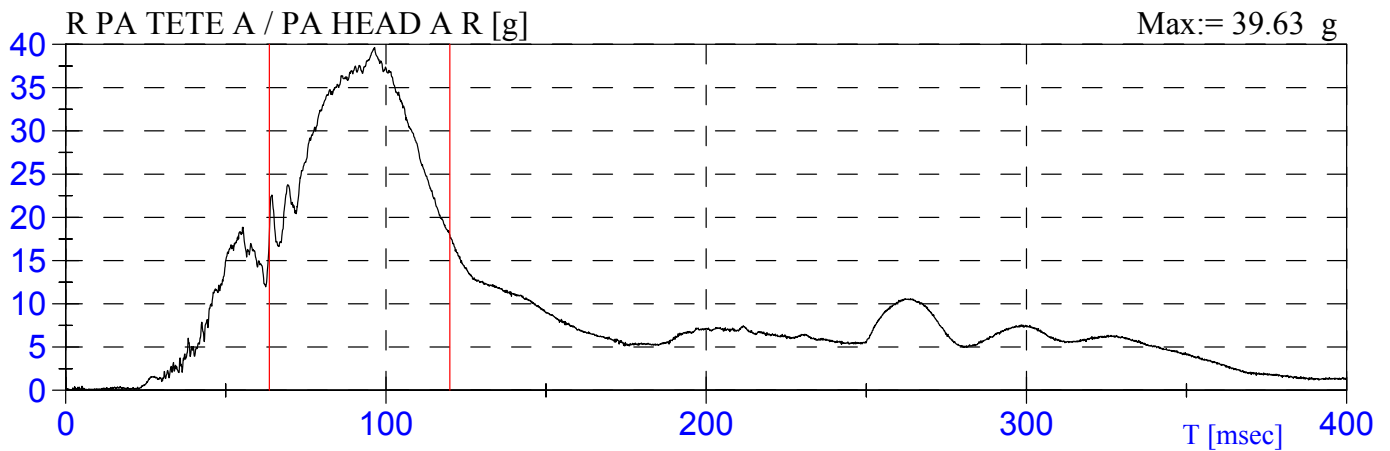


HEAD INJURY CRITERIA (HIC) *

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

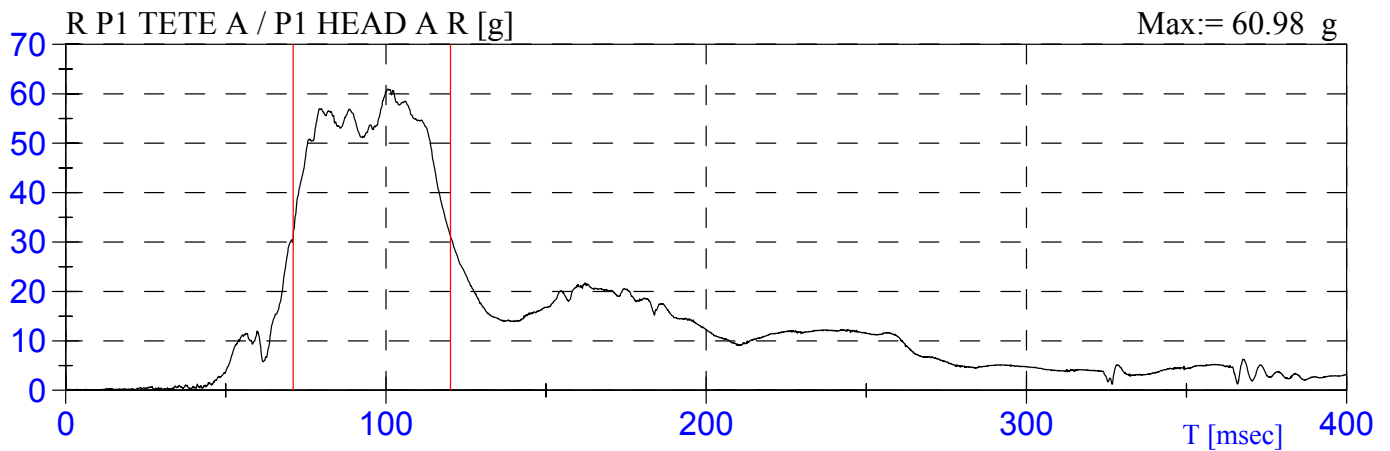


HEAD INJURY CRITERIA (HIC) *

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

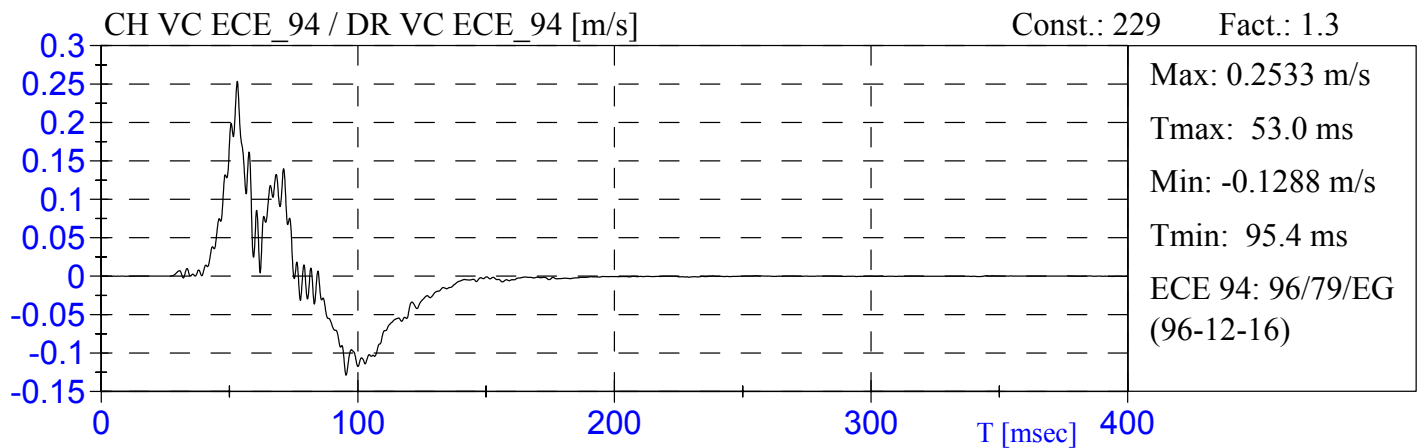
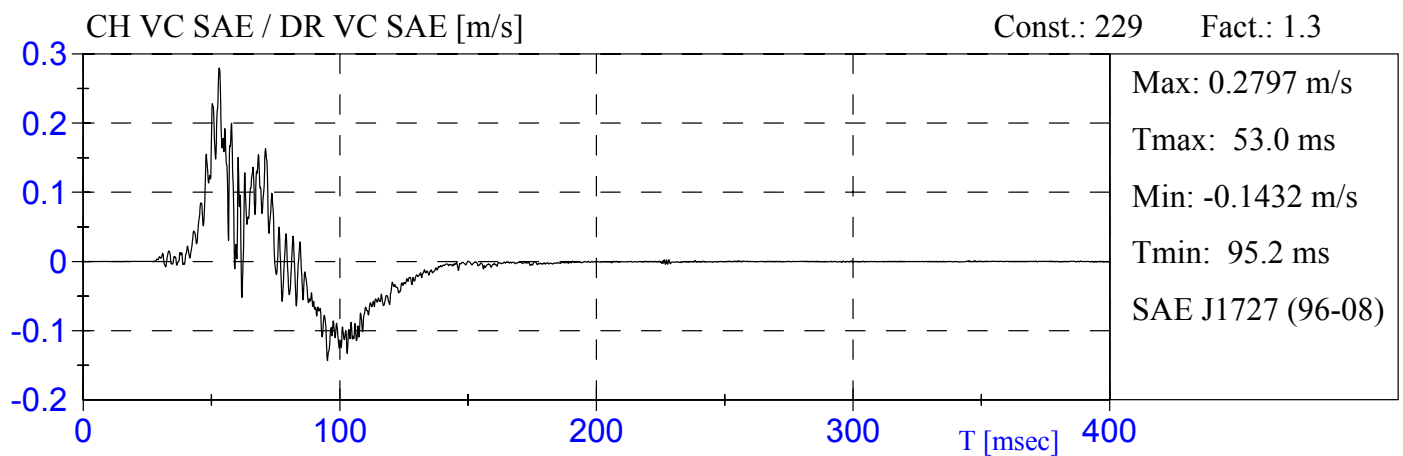
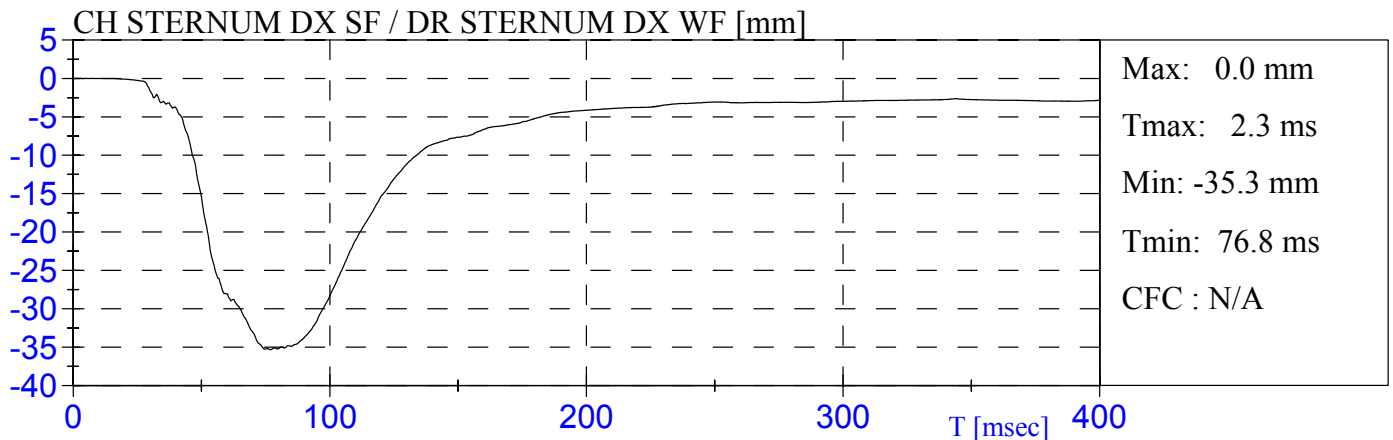


HEAD INJURY CRITERIA (HIC) *

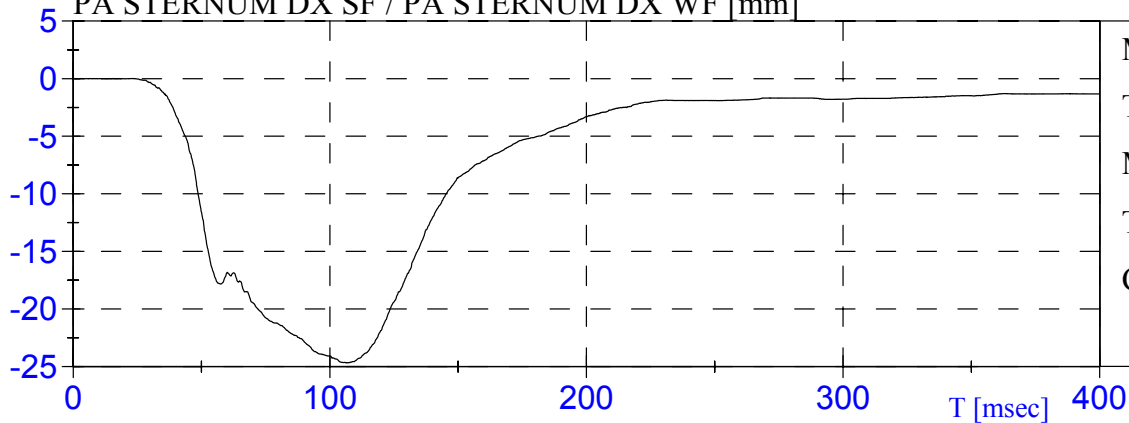
CRITÈRE DE BLESSURE DE LA TÊTE

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



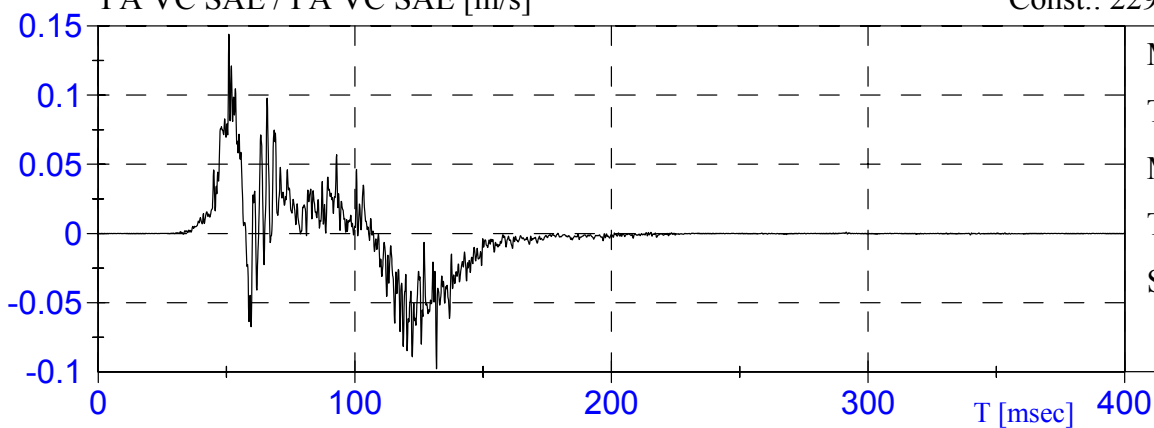
PA STERNUM DX SF / PA STERNUM DX WF [mm]



Max: 0.0 mm
Tmax: 5.3 ms
Min: -24.7 mm
Tmin: 107.4 ms
CFC : N/A

PA VC SAE / PA VC SAE [m/s]

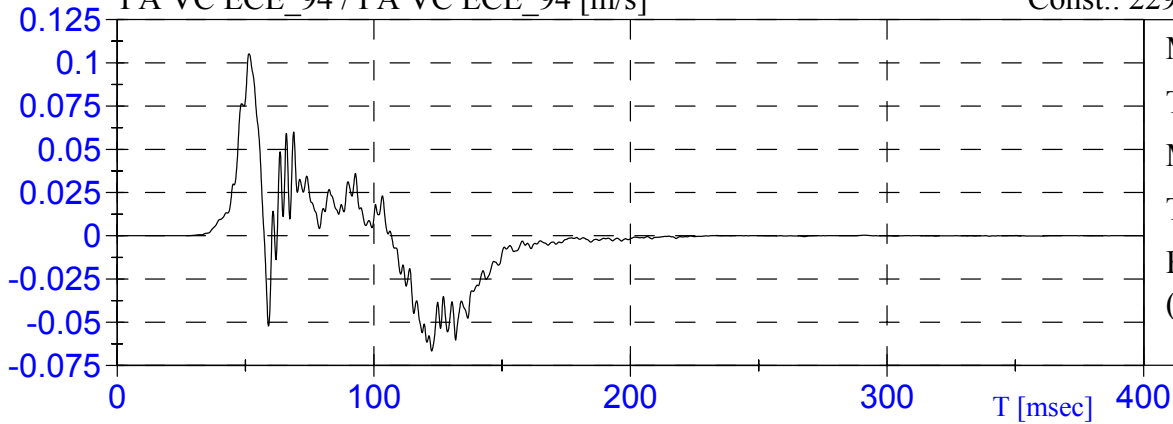
Const.: 229 Fact.: 1.3



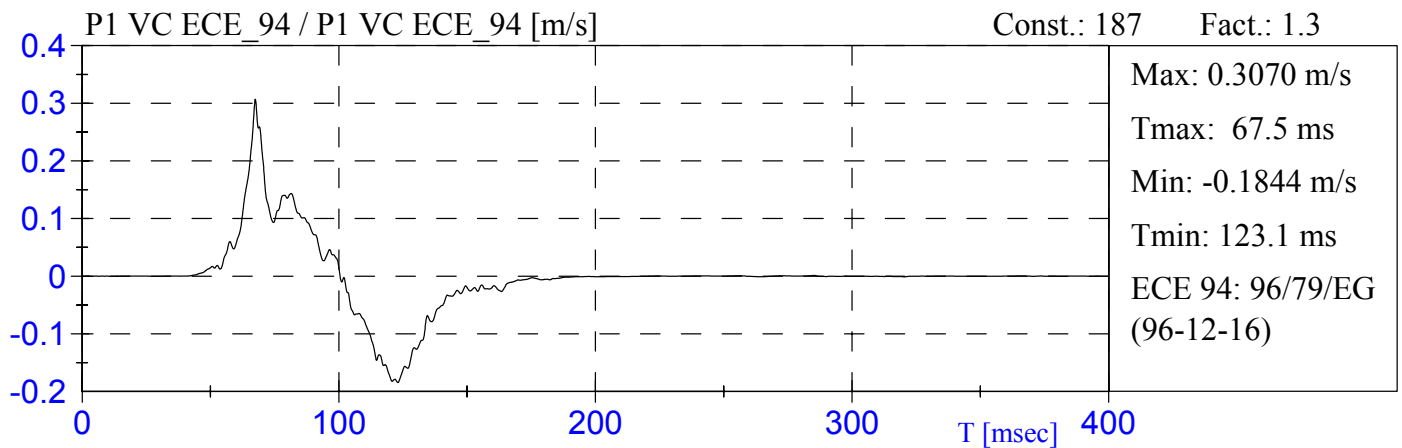
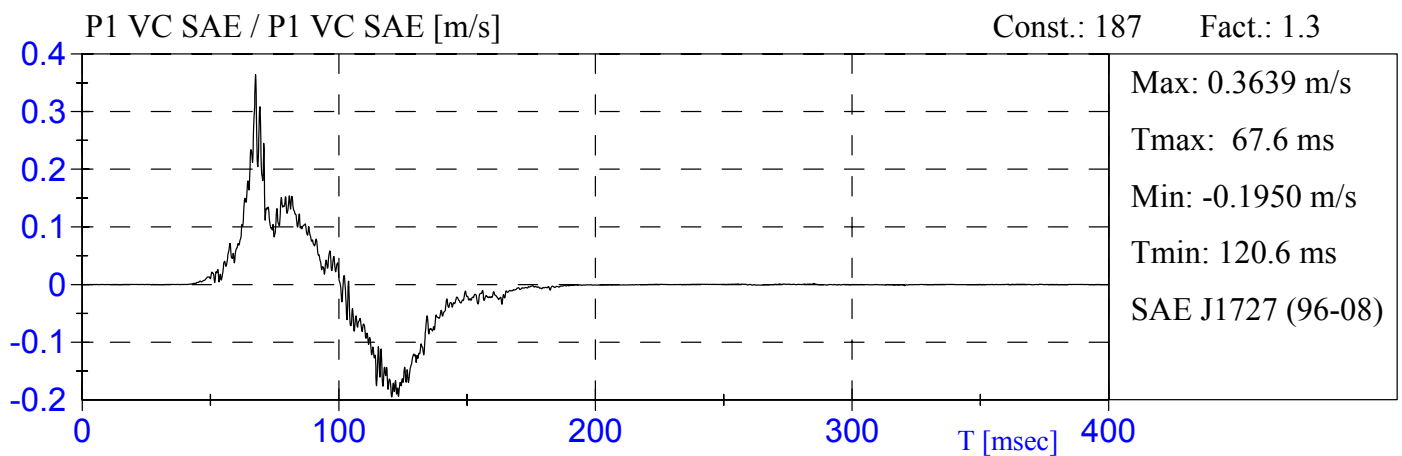
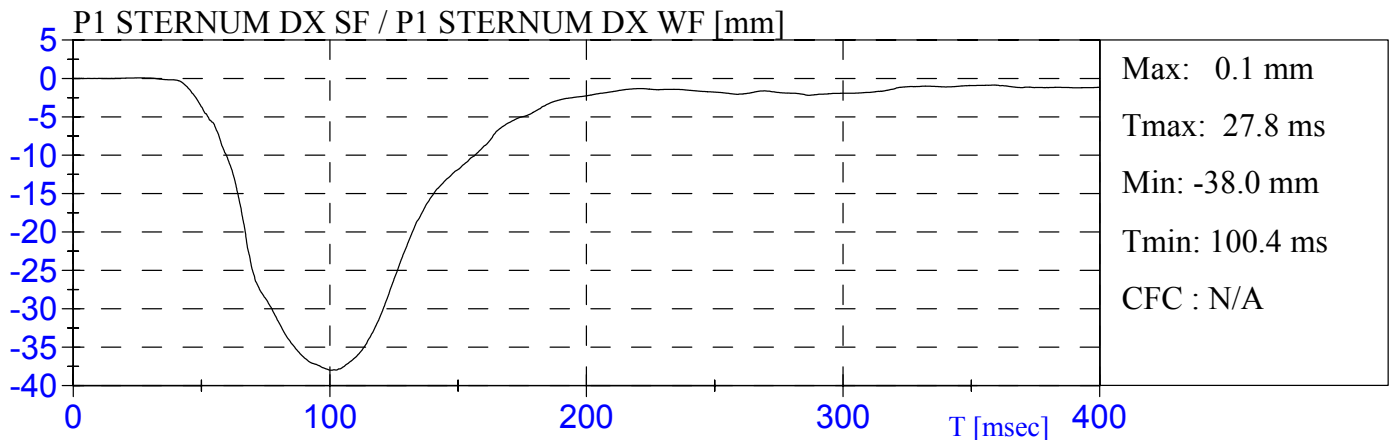
Max: 0.1440 m/s
Tmax: 50.9 ms
Min: -0.0978 m/s
Tmin: 131.8 ms
SAE J1727 (96-08)

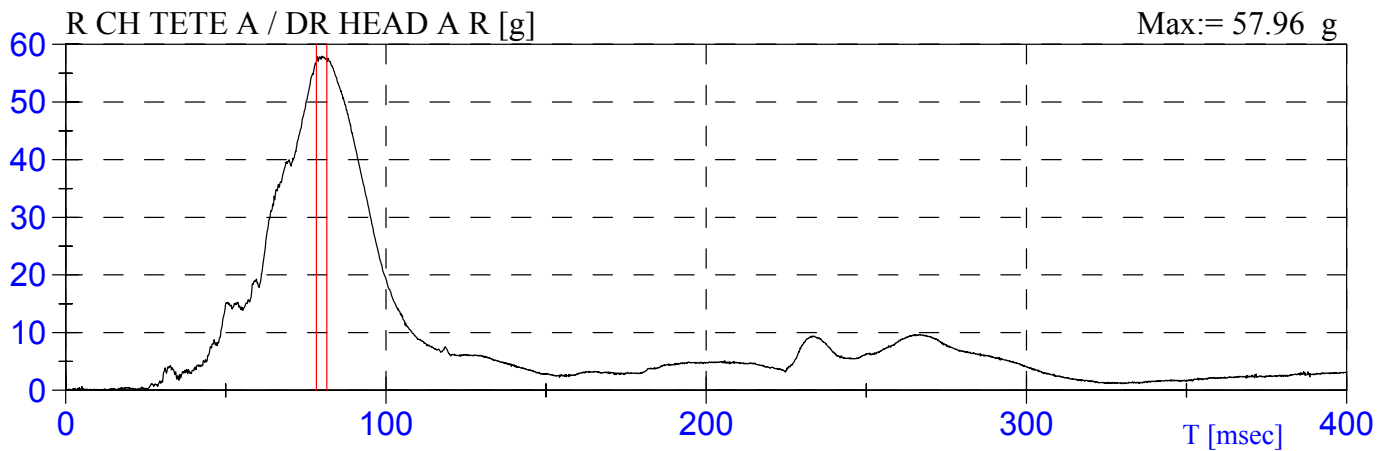
PA VC ECE_94 / PA VC ECE_94 [m/s]

Const.: 229 Fact.: 1.3



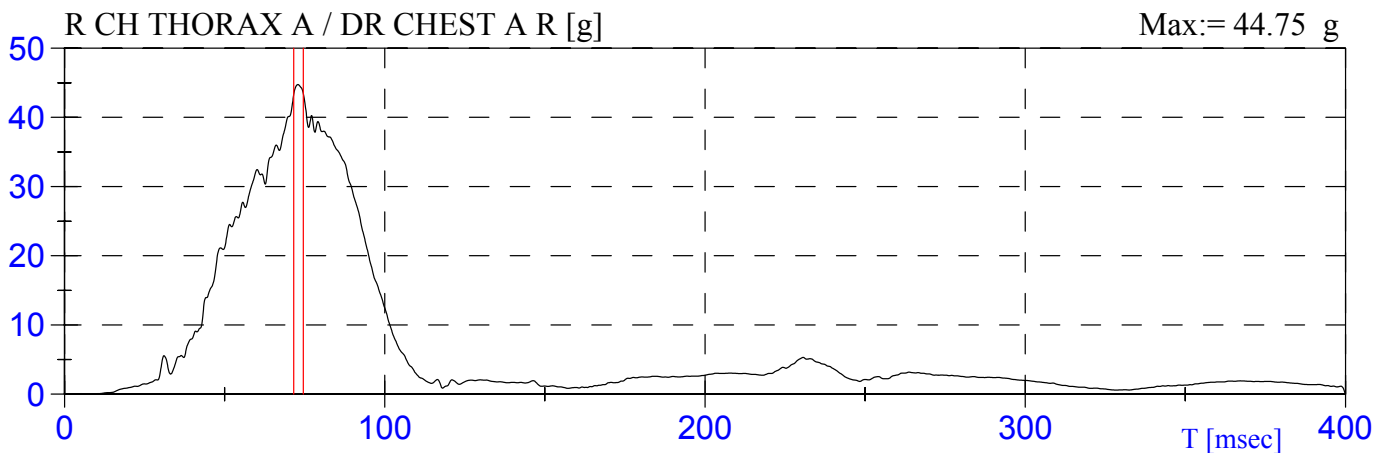
Max: 0.1052 m/s
Tmax: 51.3 ms
Min: -0.0666 m/s
Tmin: 122.5 ms
ECE 94: 96/79/EG
(96-12-16)





CLIP 3ms *

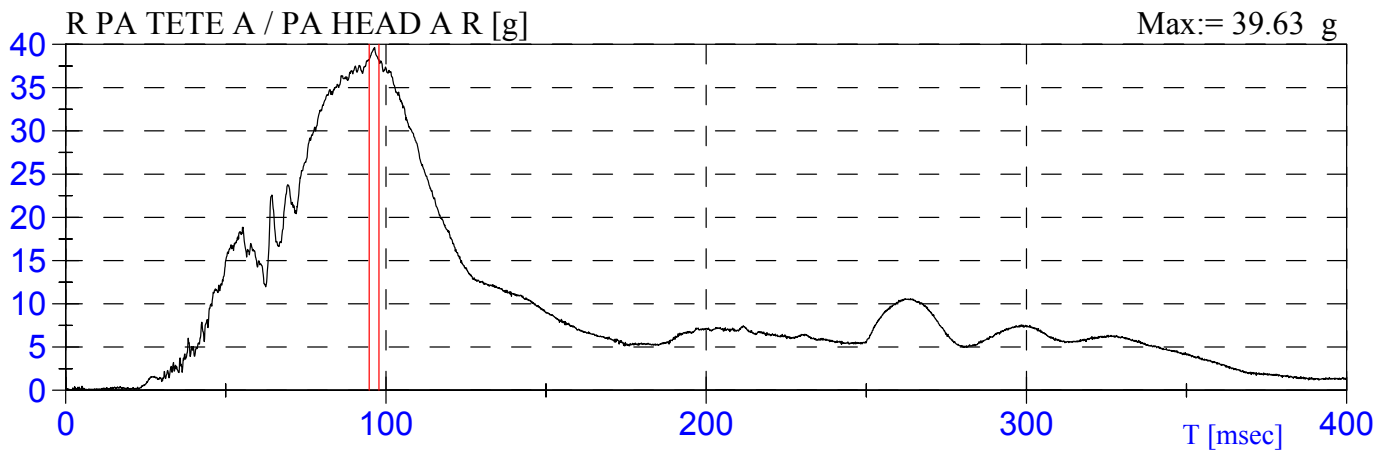
Acc. := 57.09 g	T1:= 78.3 ms	T2:= 81.5 ms
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CLIP 3ms *

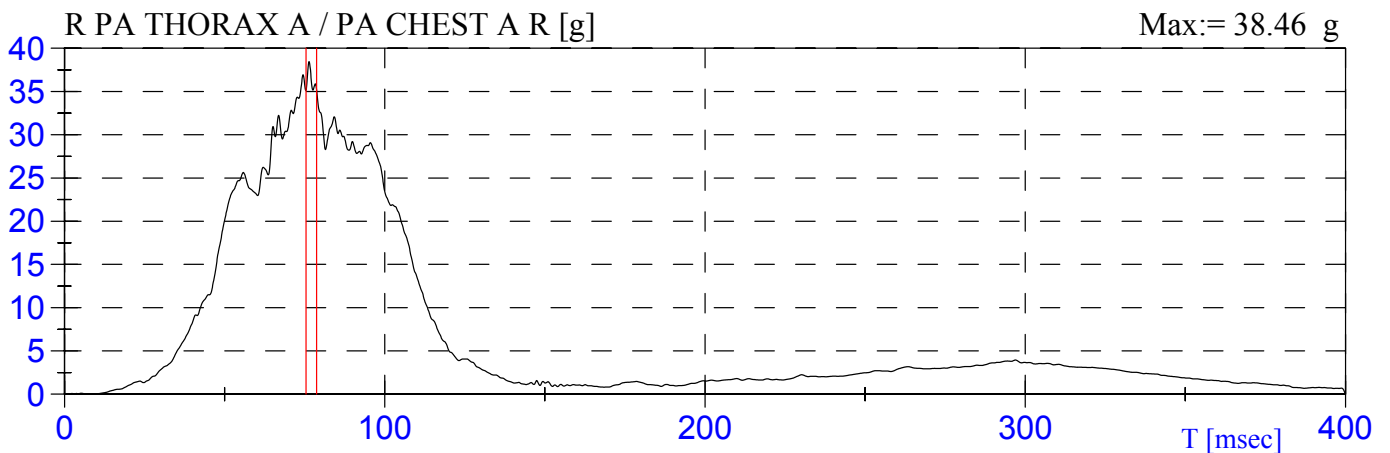
Acc. := 43.39 g	T1:= 71.6 ms	T2:= 74.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

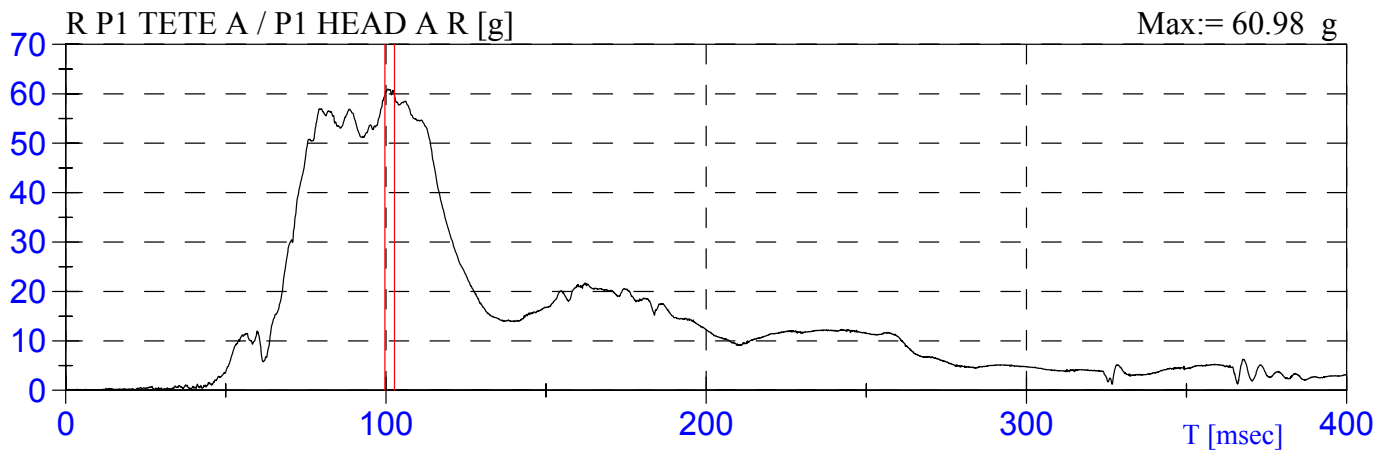
Acc. := 38.22 g	T1:= 94.8 ms	T2:= 97.8 ms
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CLIP 3ms *

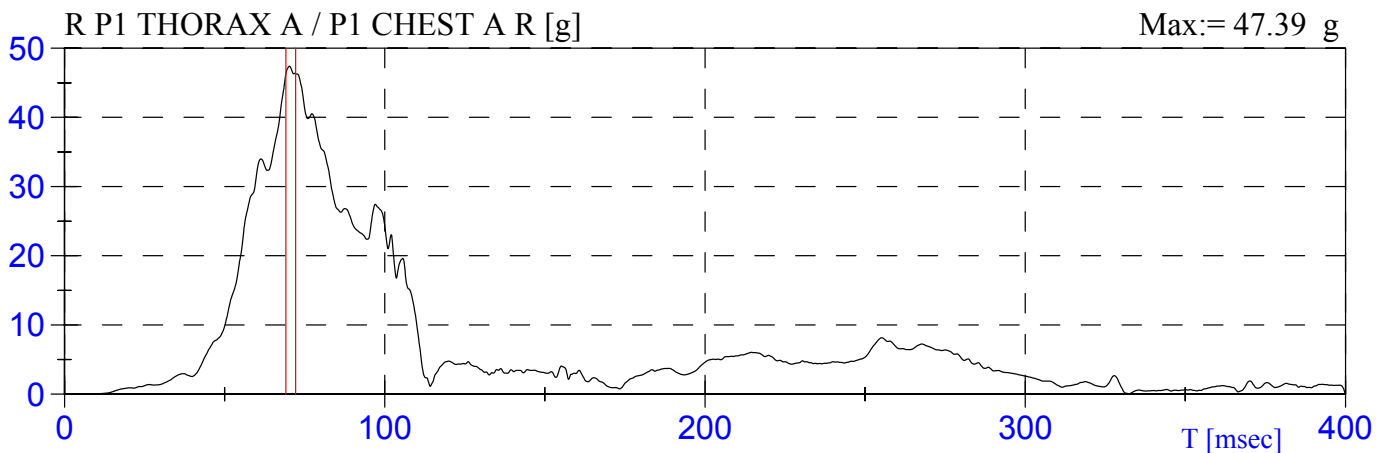
Acc. := 35.16 g	T1:= 75.4 ms	T2:= 78.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



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
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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	0.620	0.452
BAS / LOWER	0.556	0.499

* 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	0.958	0.447
BAS / LOWER	0.383	0.260

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

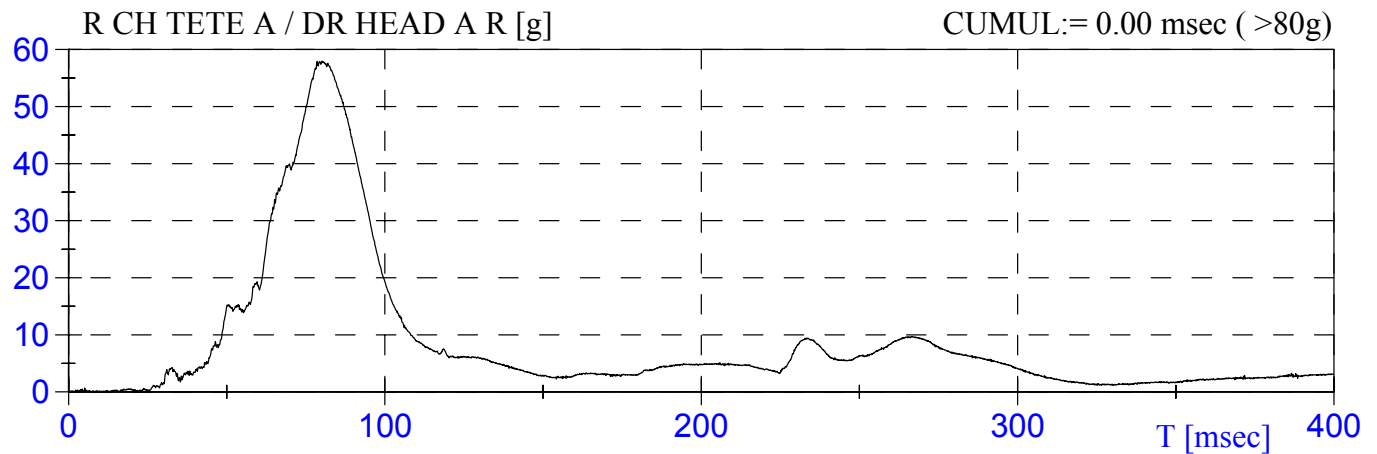
TIBIA INDEX *

TI Passenger 1 / Passenger 1 $M_c := 225 \text{ N-m}$ $F_c := 35.9 \text{ kN}$

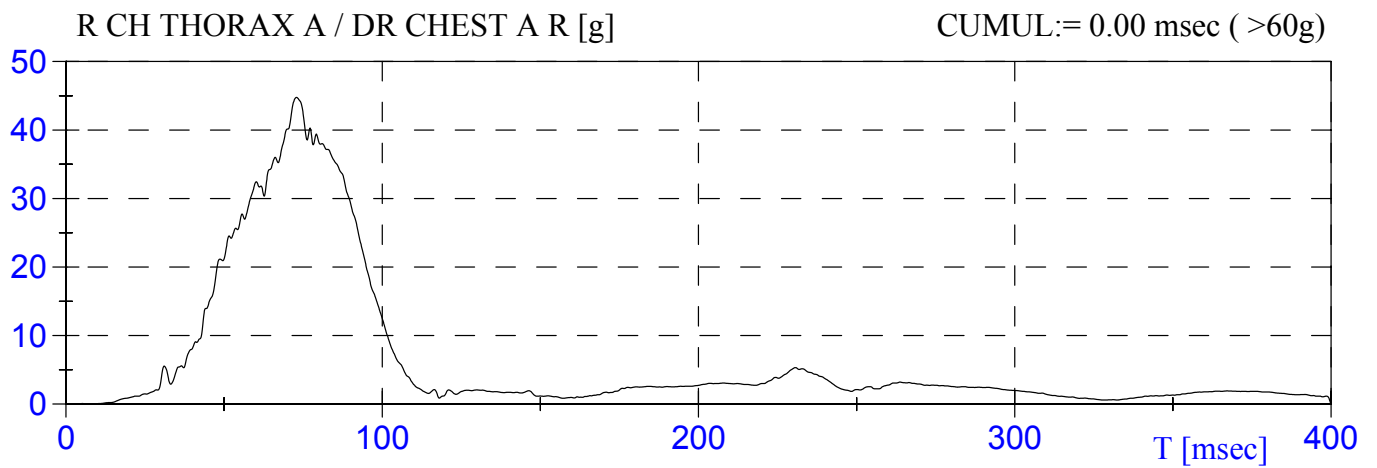
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.092	0.967
BAS / LOWER	1.181	1.111

* Selon / According To: SAE J1727 AUG 96

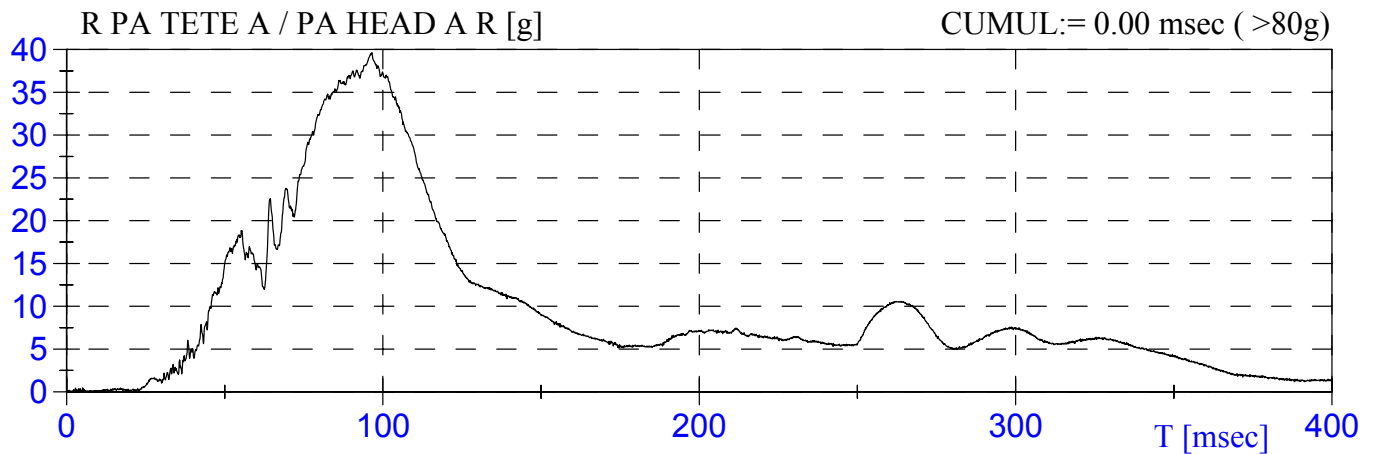
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



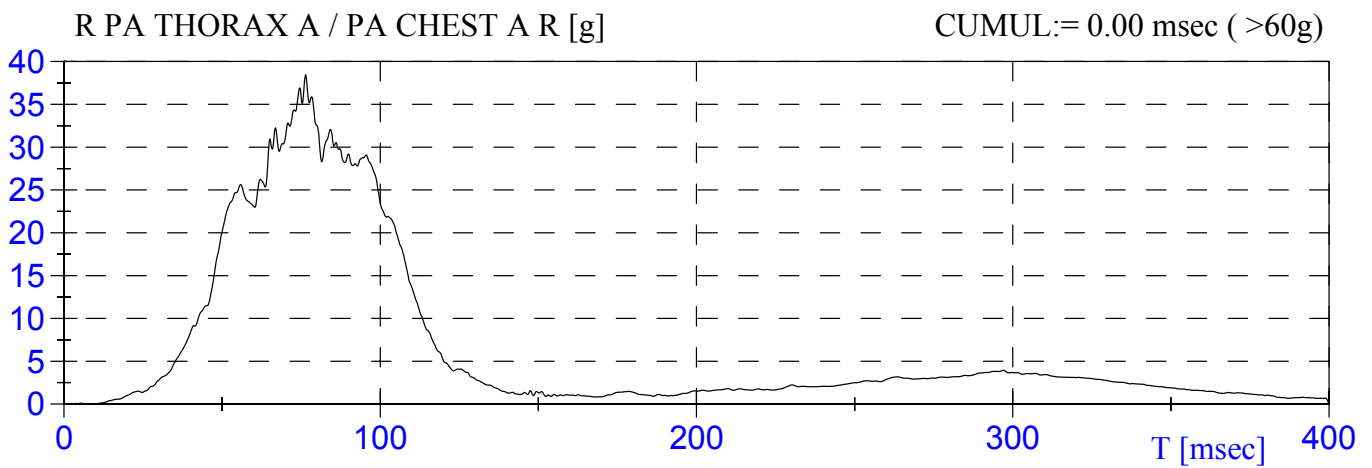
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



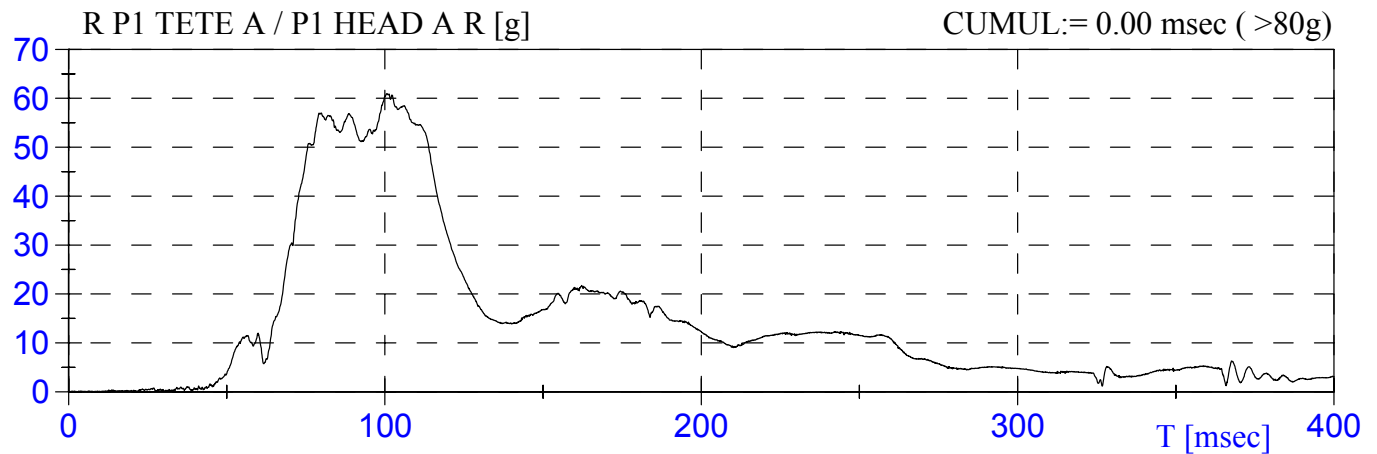
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



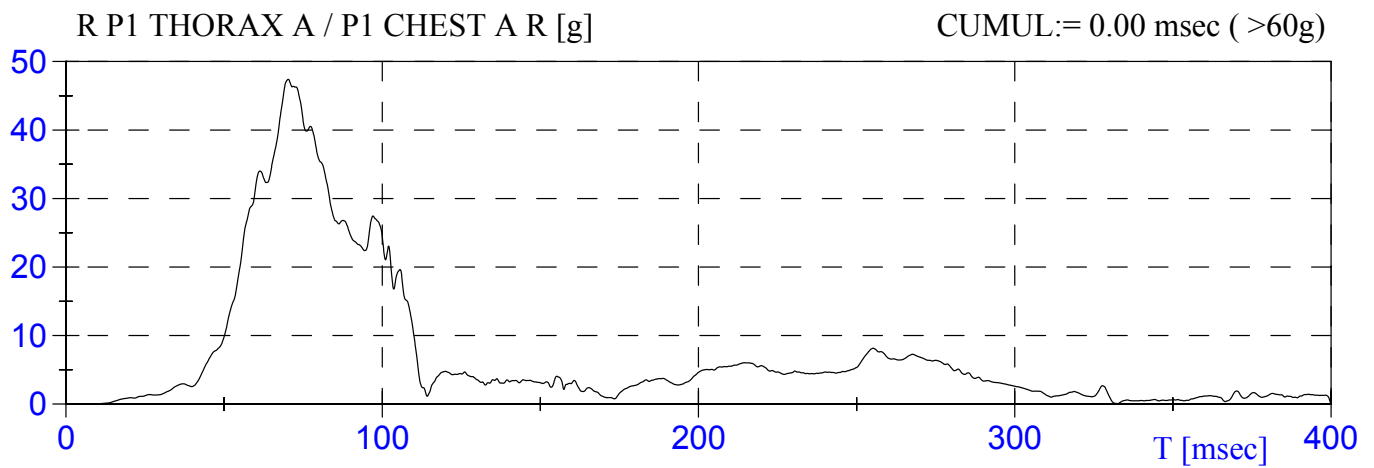
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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	Tc	6806
				Cc	6160
0.33	0.18	0.05	0.00	Fc	310
				Ec	135

Passager / Passenger

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

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.16	0.20	0.00	0.07	Fc	310
				Ec	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}	T _c	4287
				C _c	3880
0.78	0.85	0.00	0.87	F _c	155
				E _c	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.