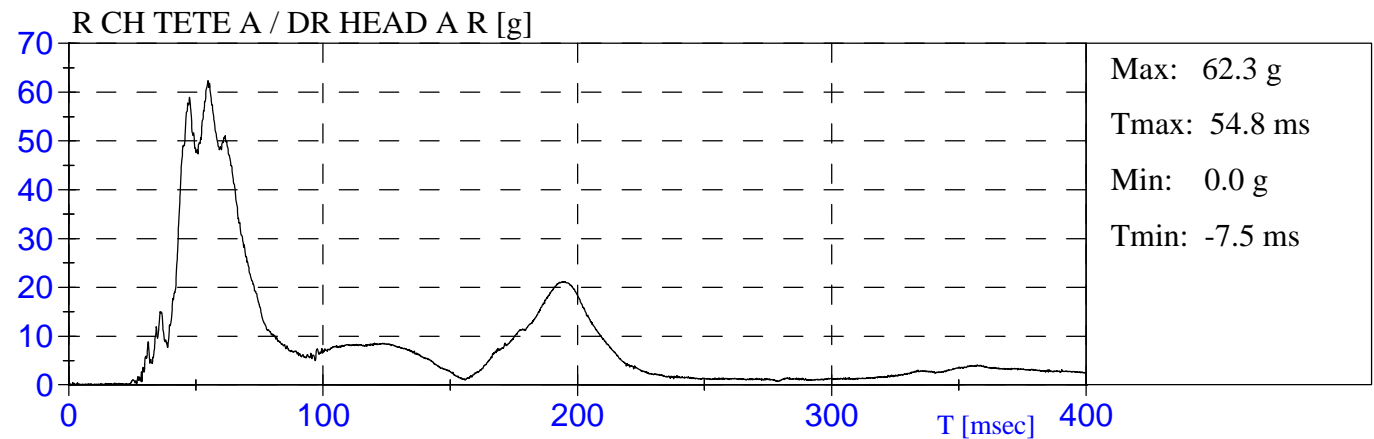
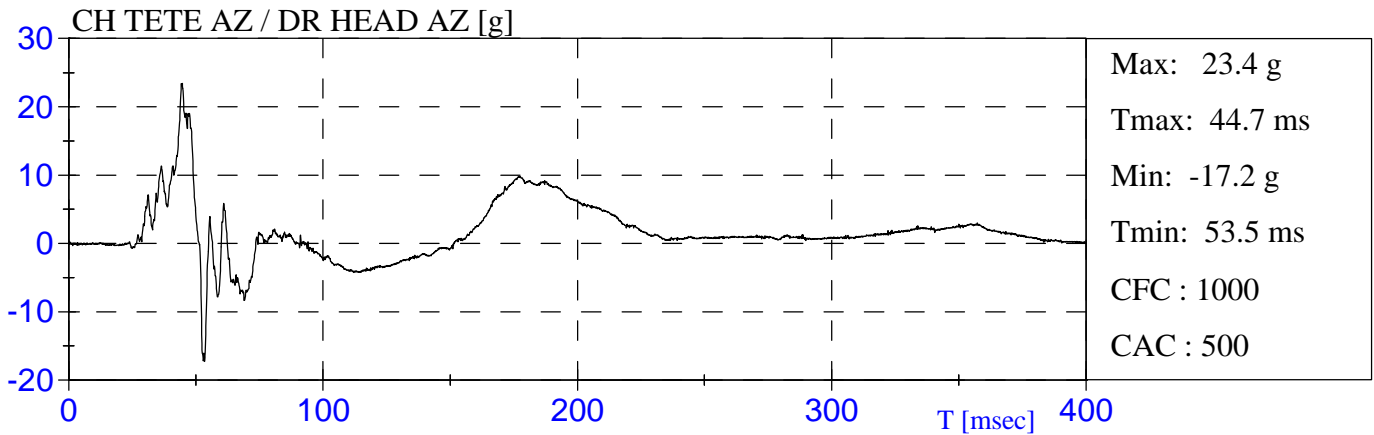
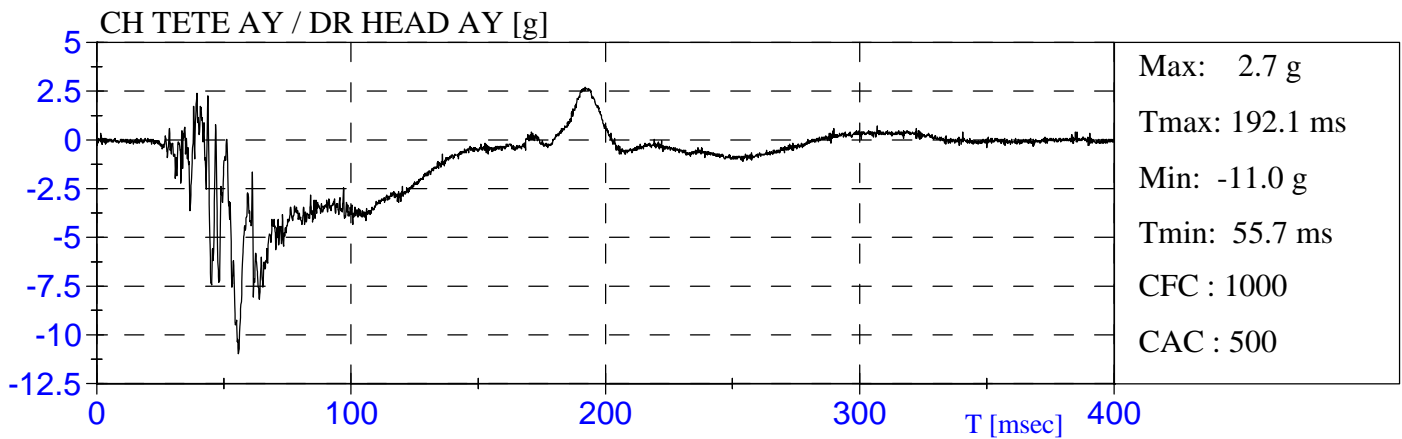
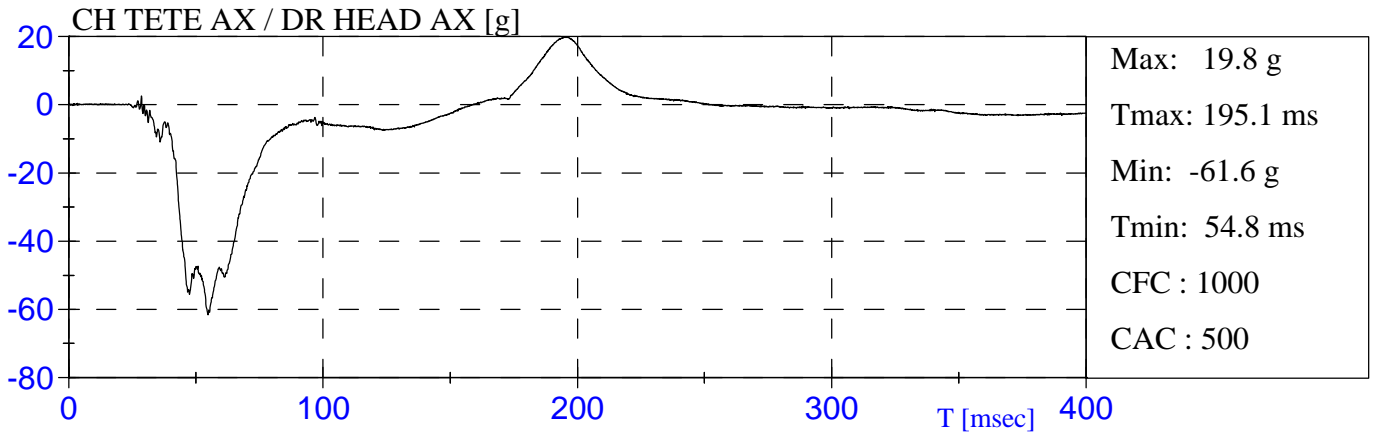
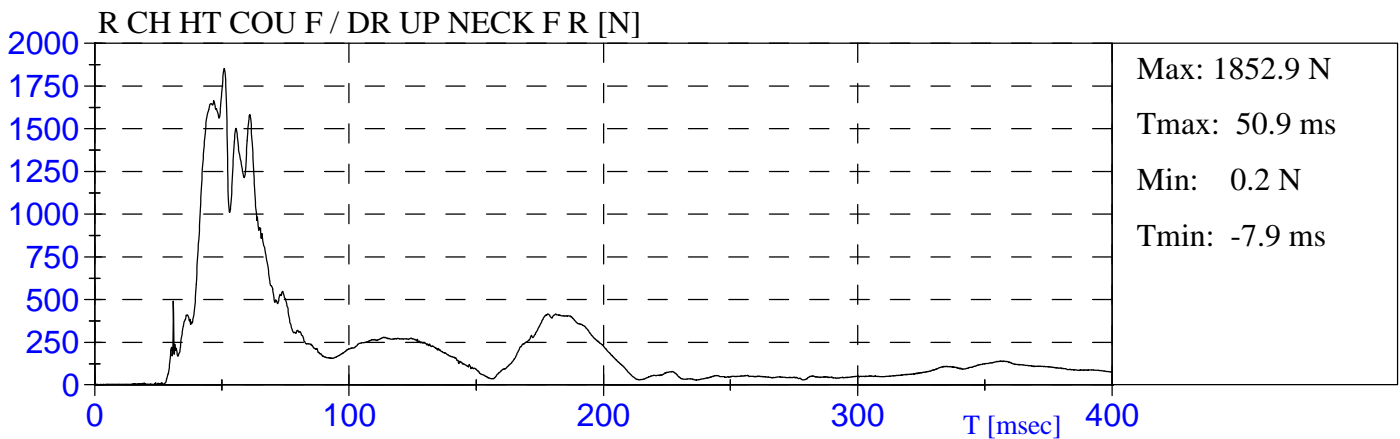
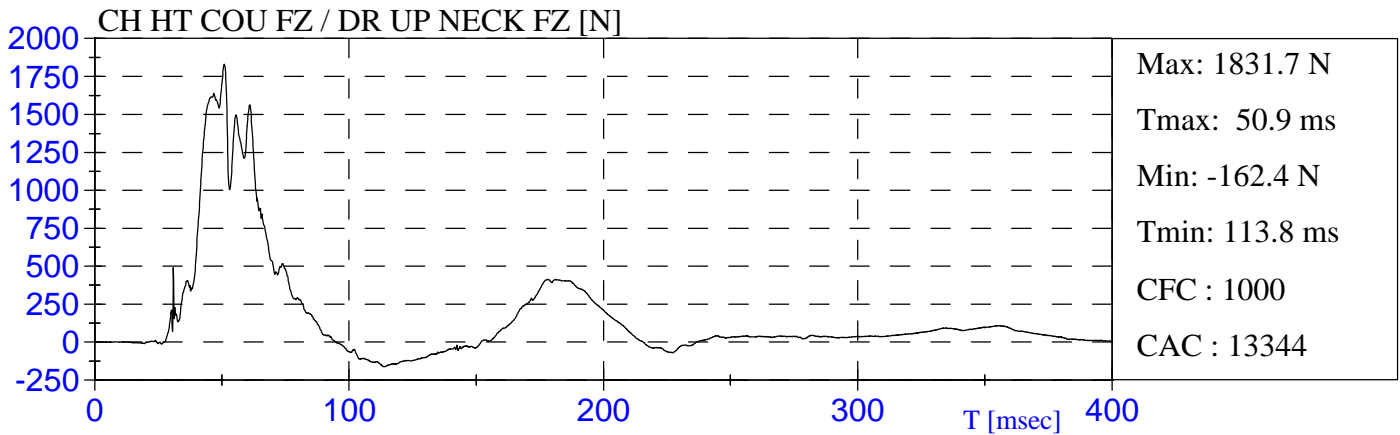
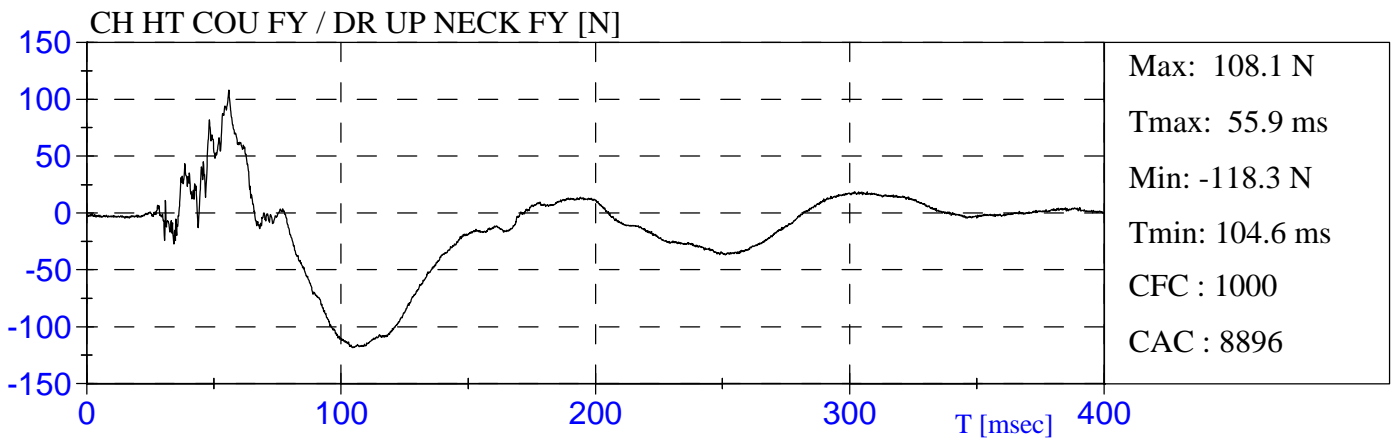
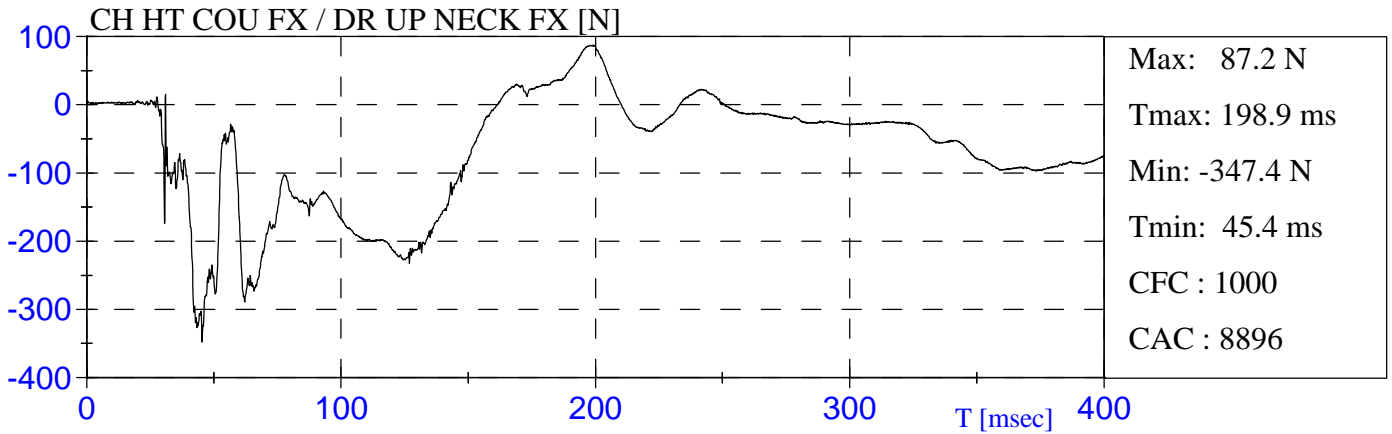
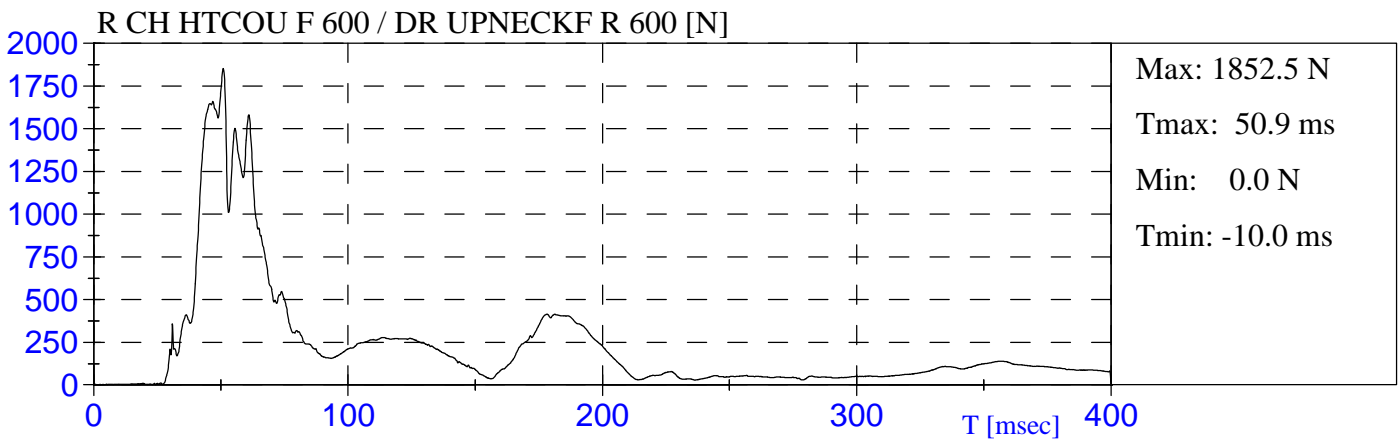
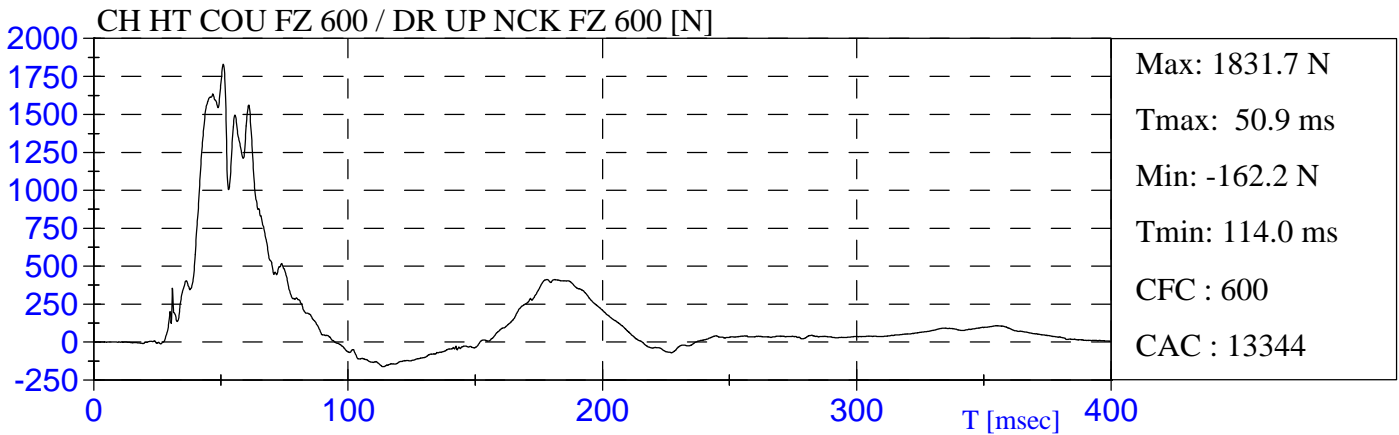
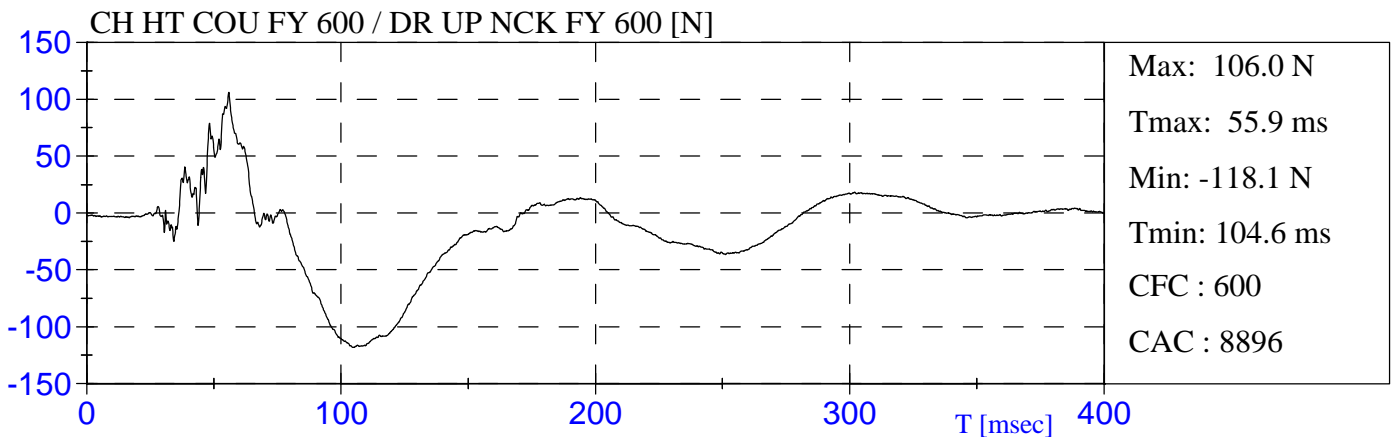
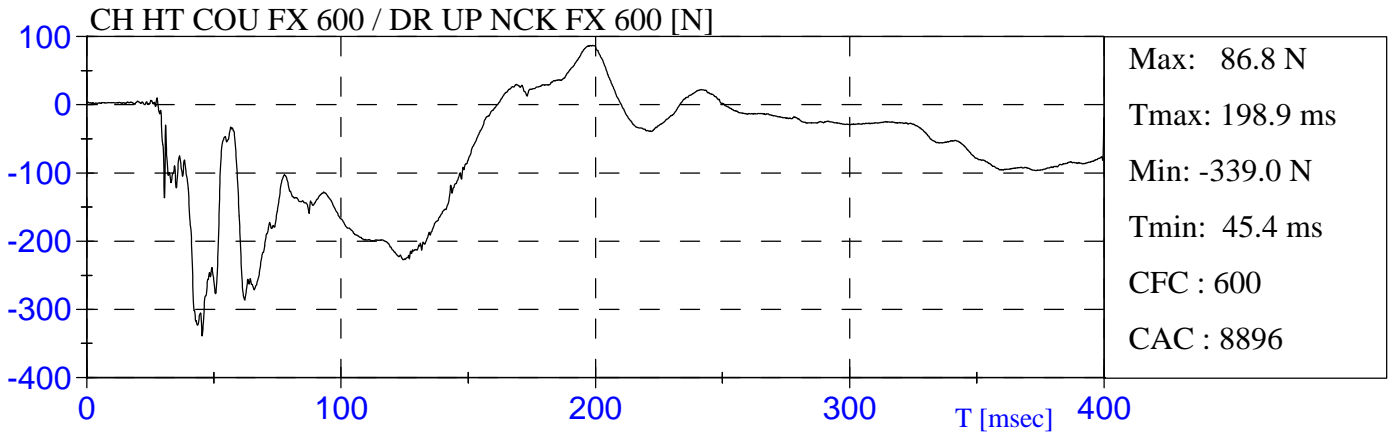


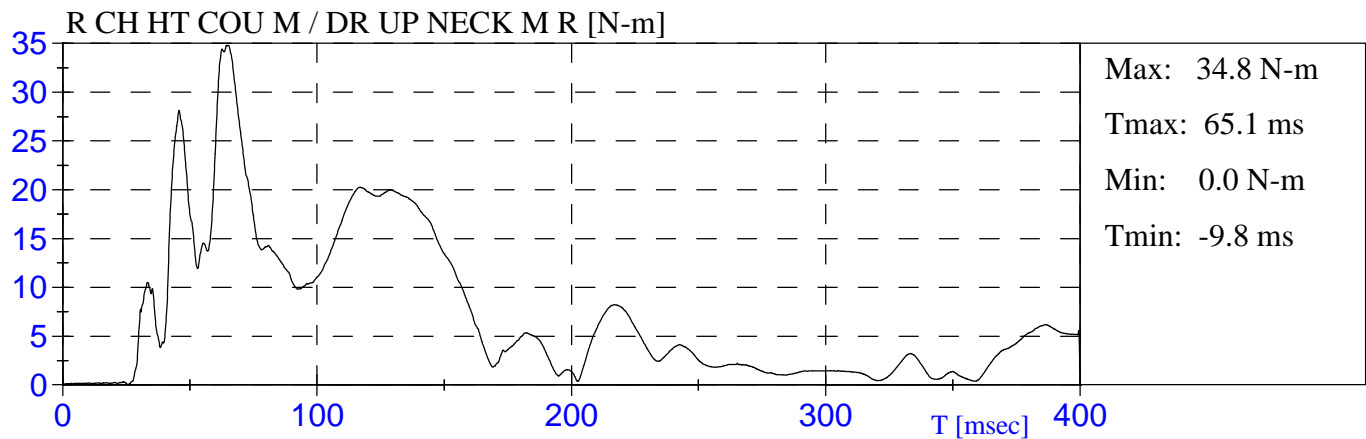
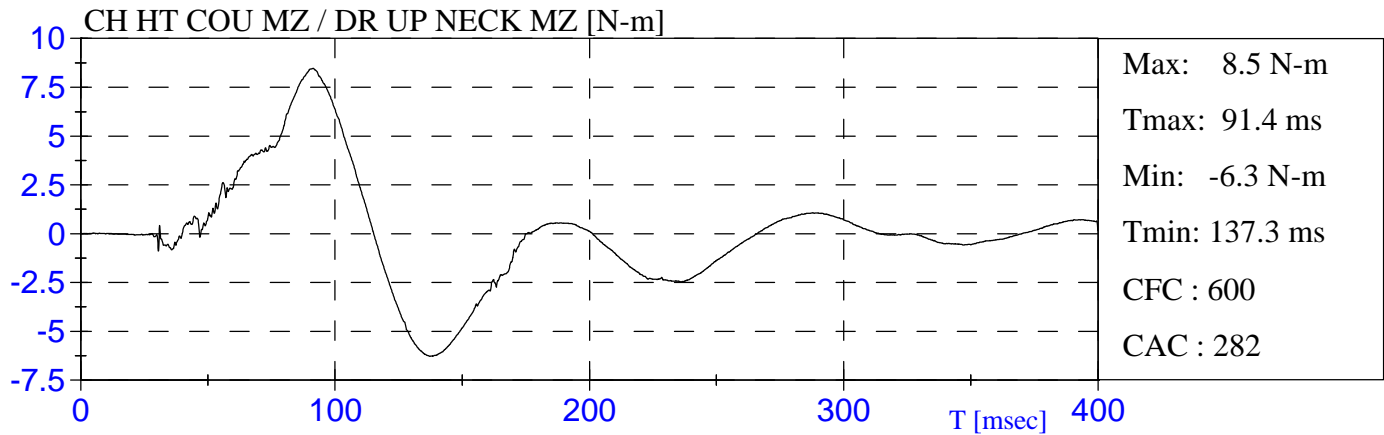
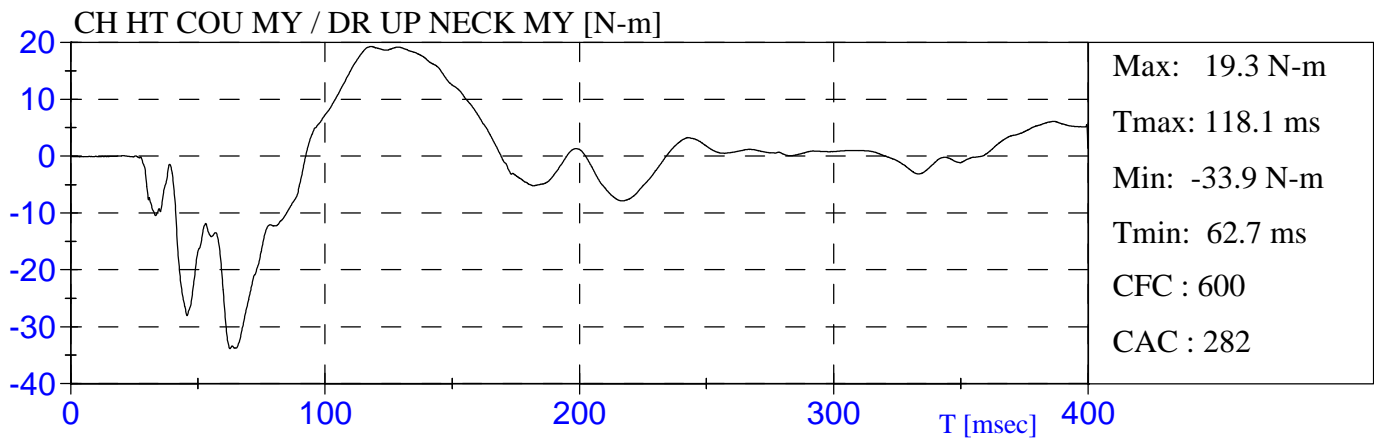
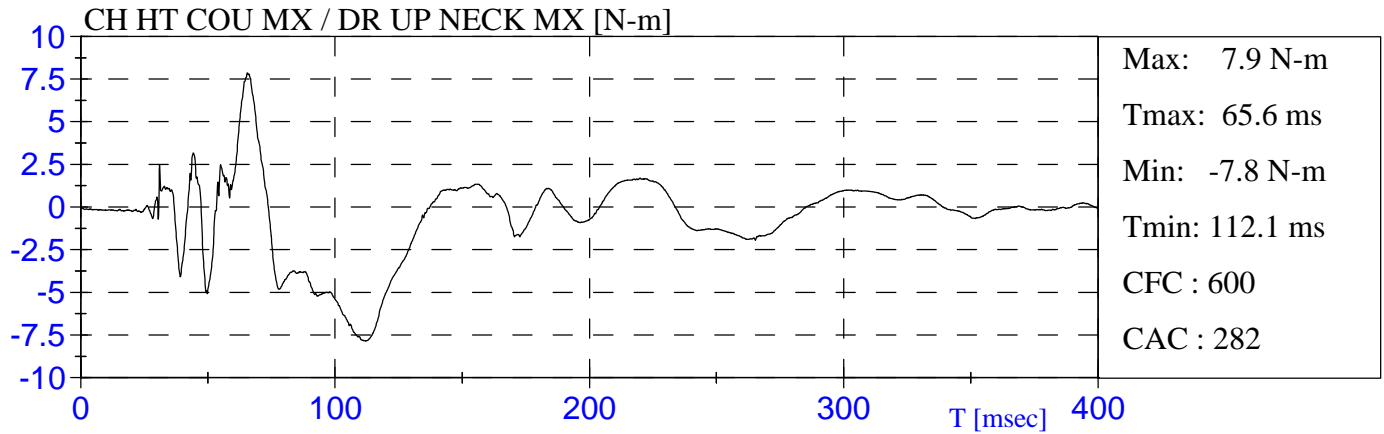


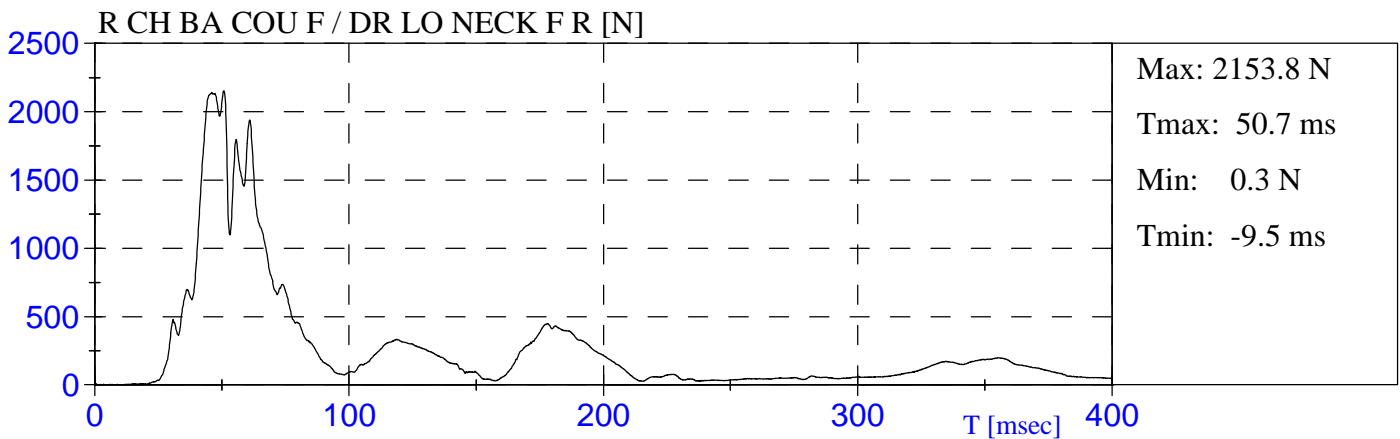
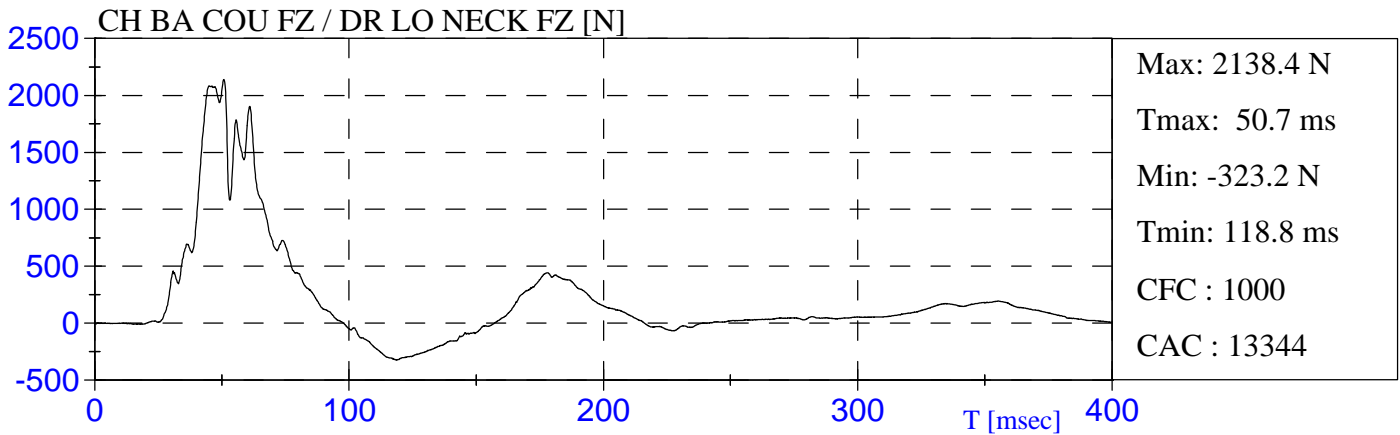
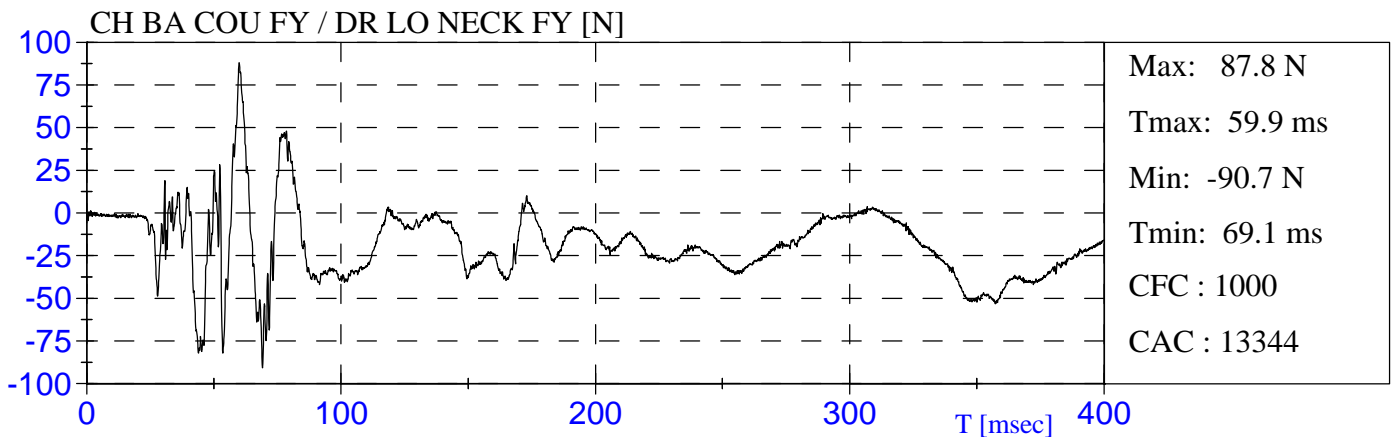
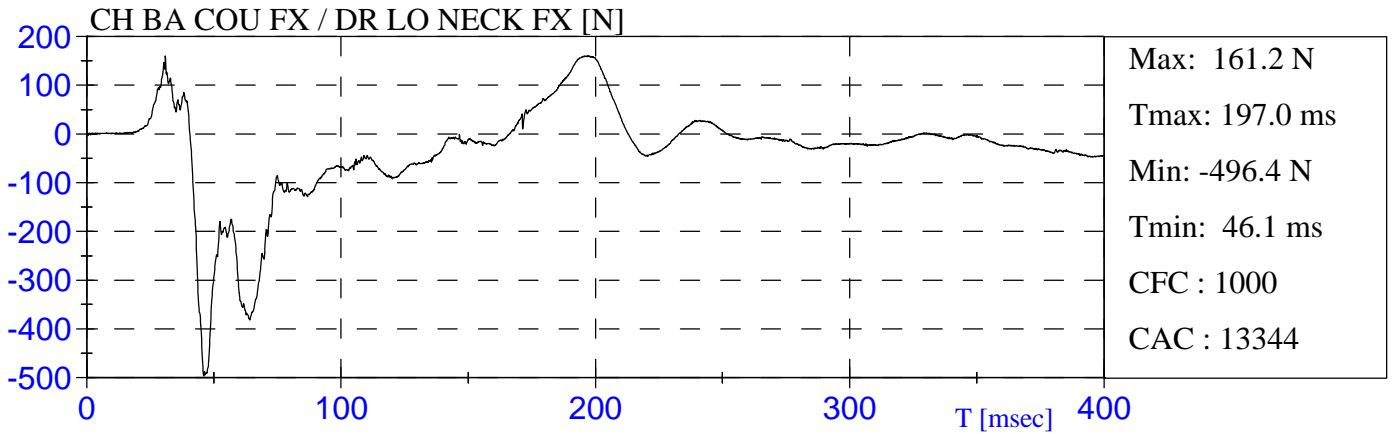
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Type de véhicule Type of Vehicle	DODGE RAM 1500 2004
Numéro de TC Tc Number	TC04-121
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-01
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% F IR
Passager 1 (arrière gauche) Passenger 1 (rear left)	
Passager 2 (arrière droit) Passenger 2 (rear right)	

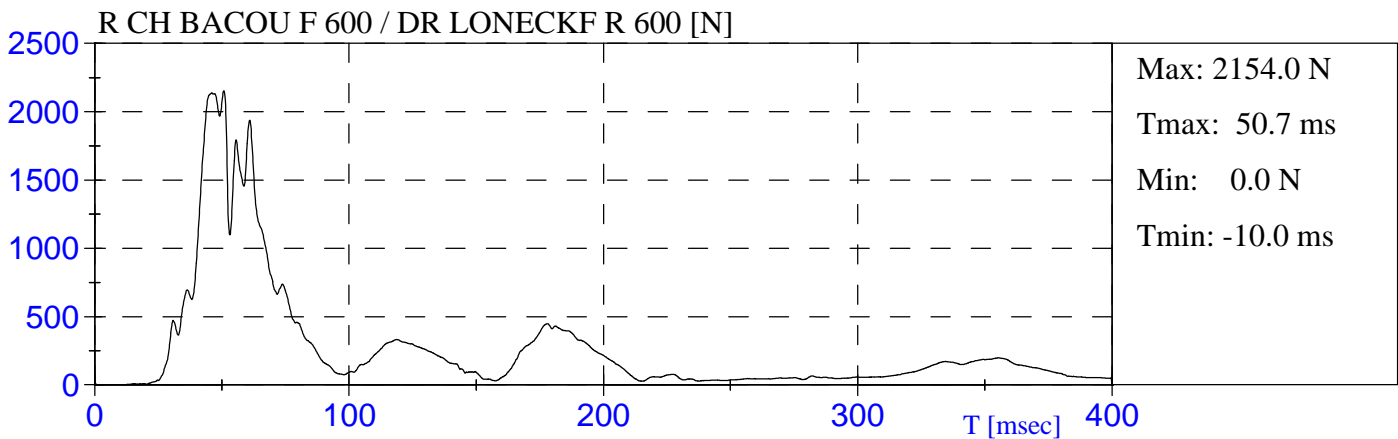
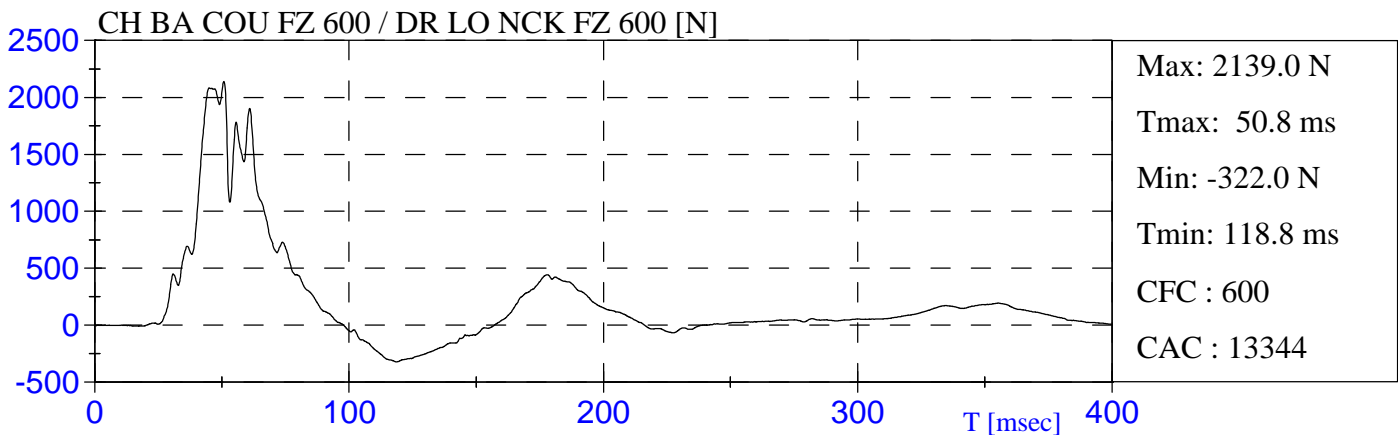
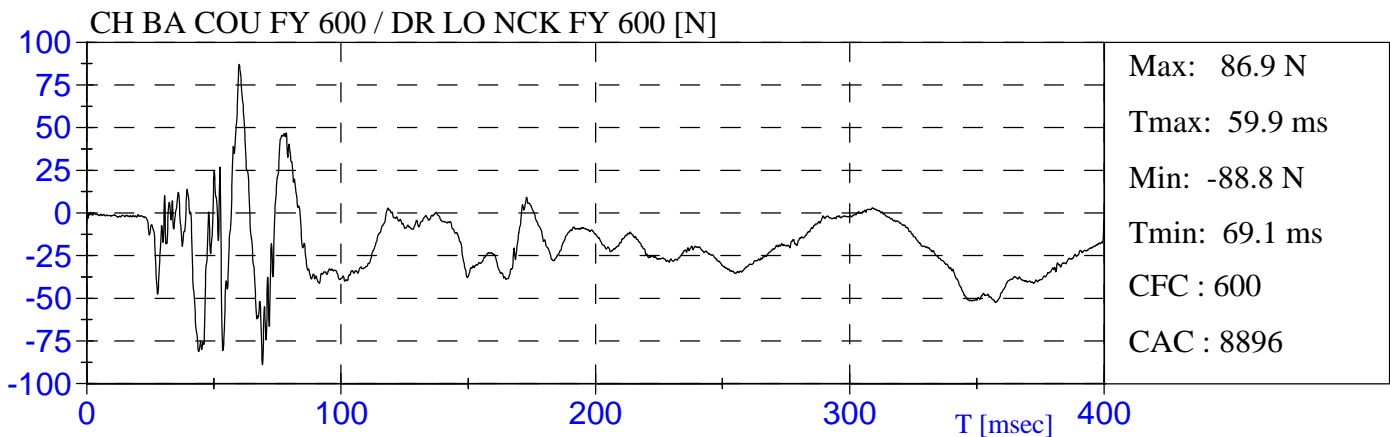
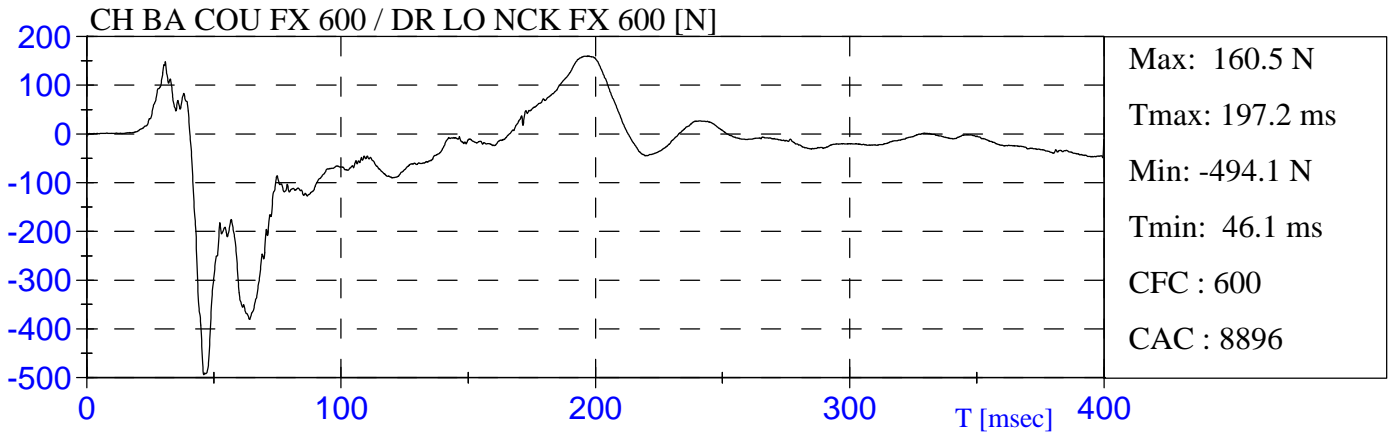


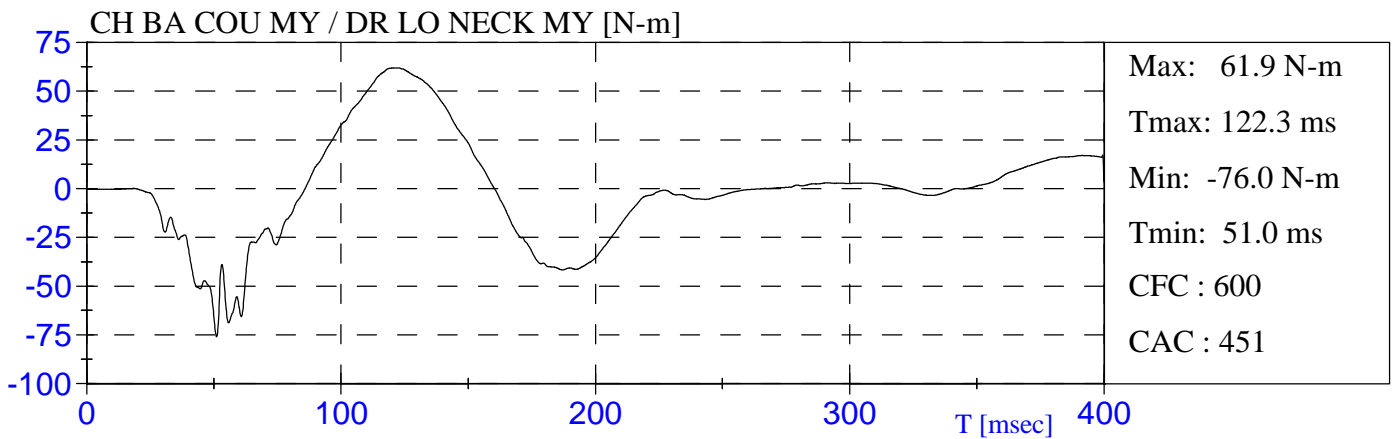
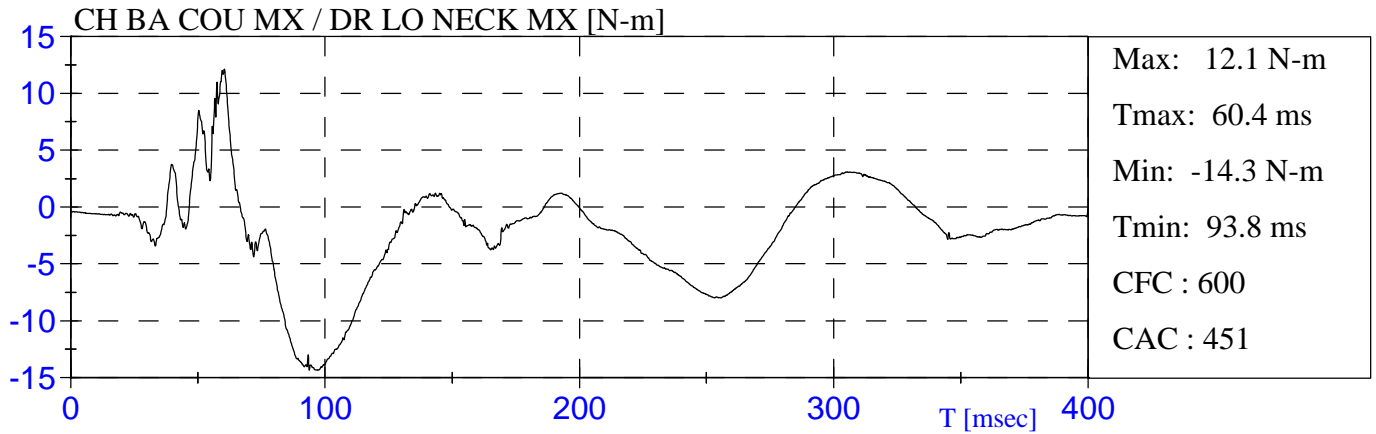


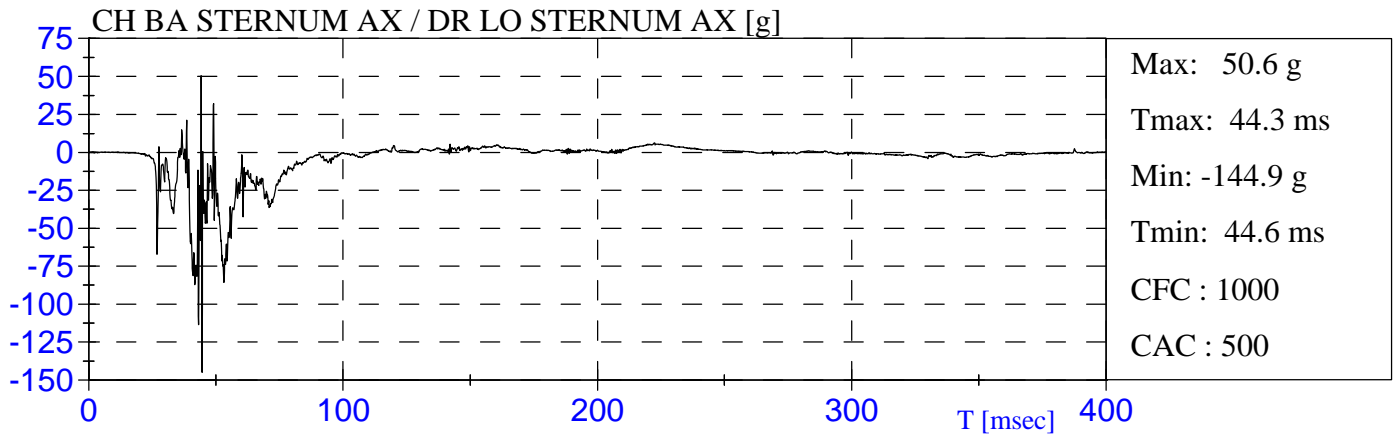
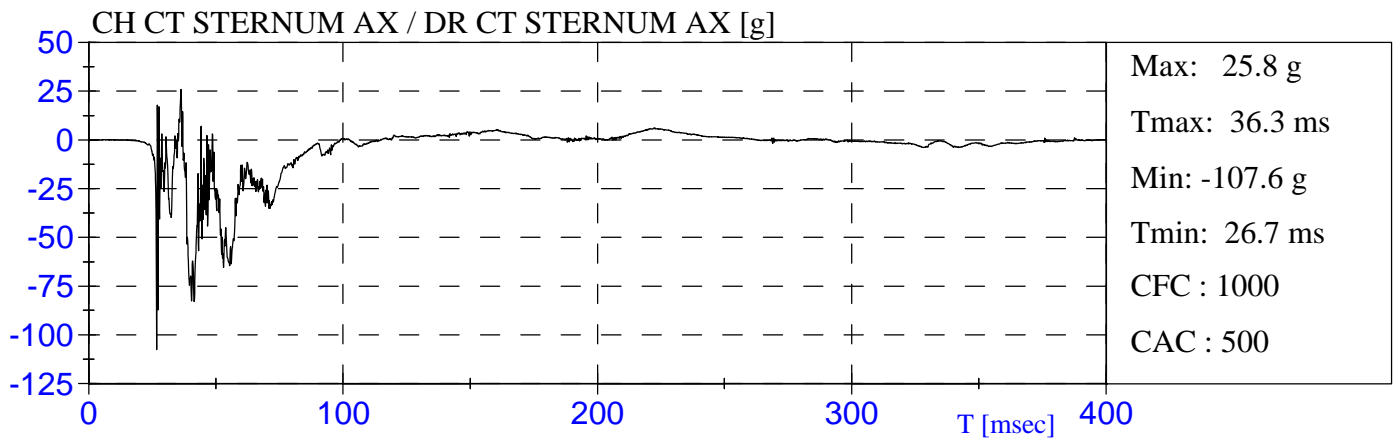
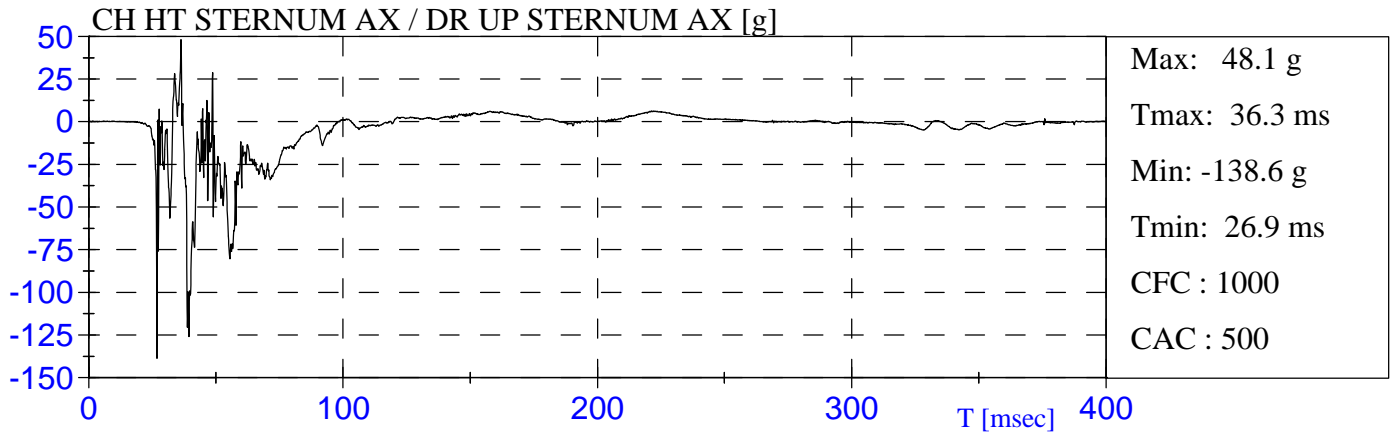


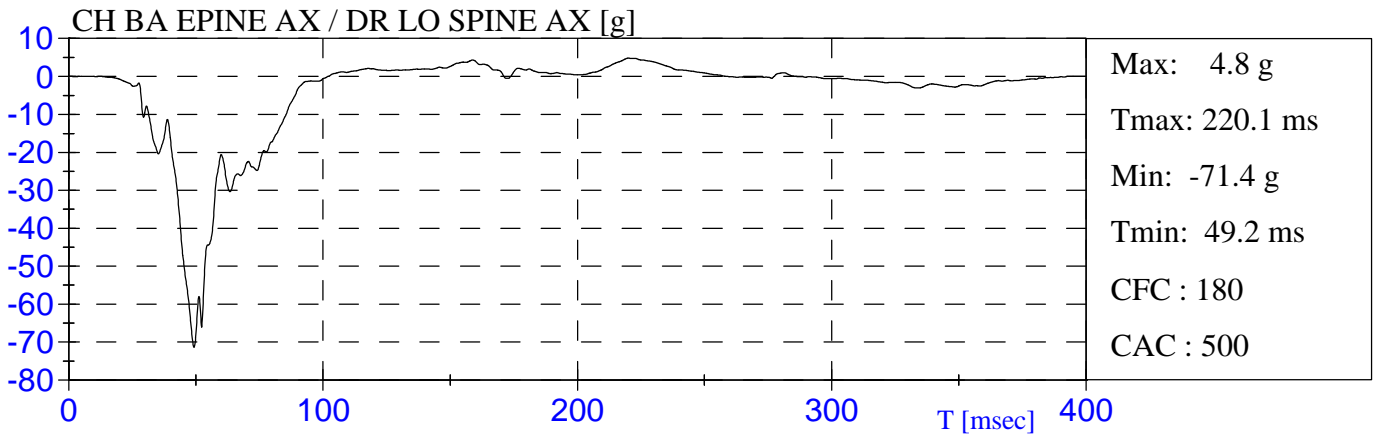
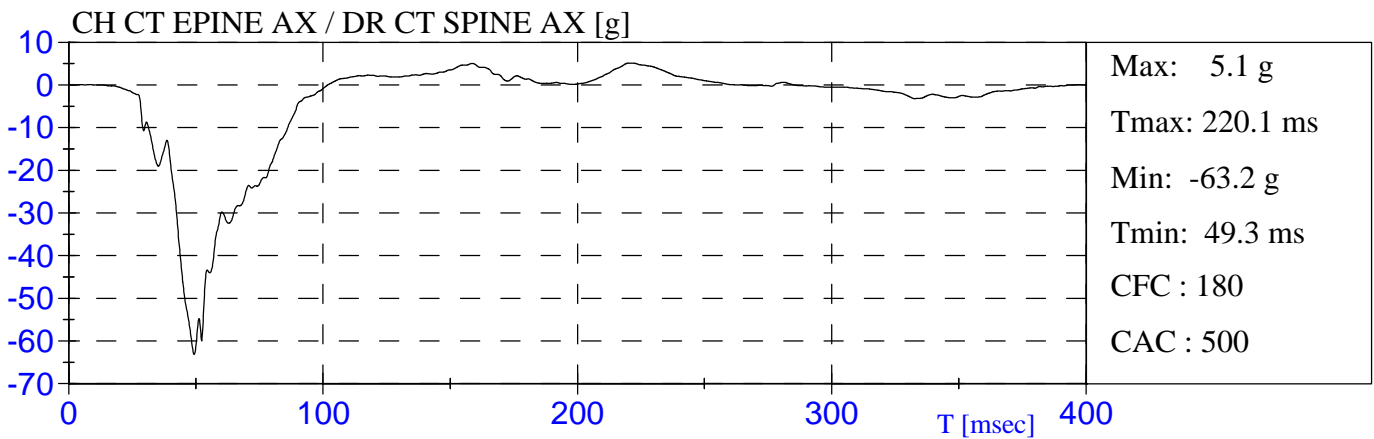
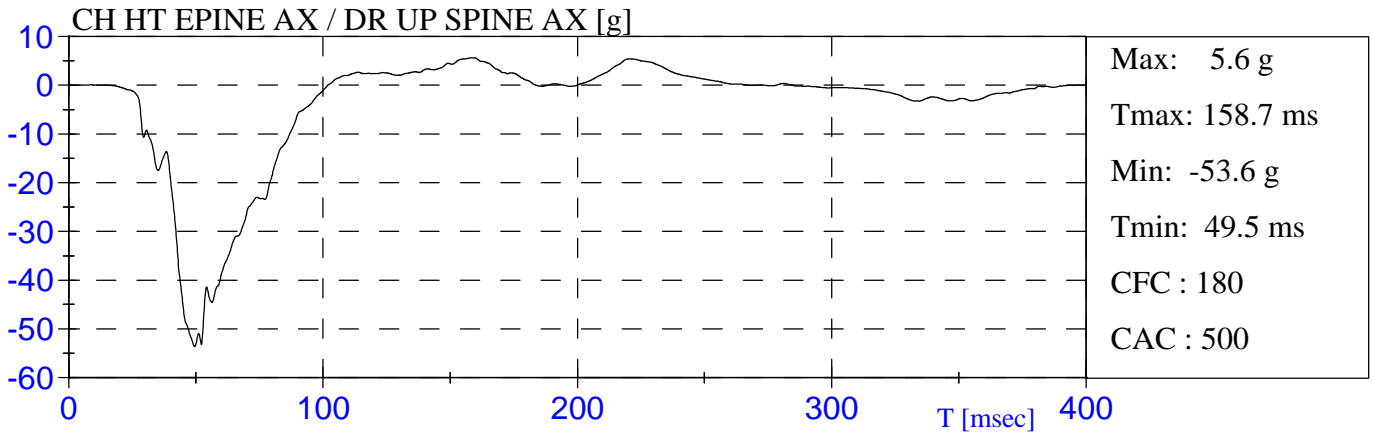


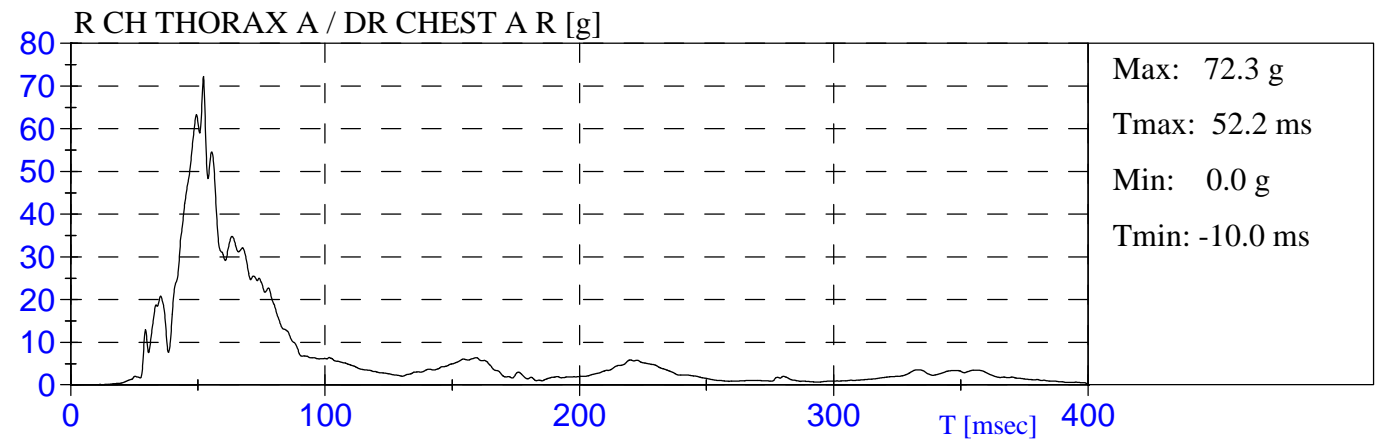
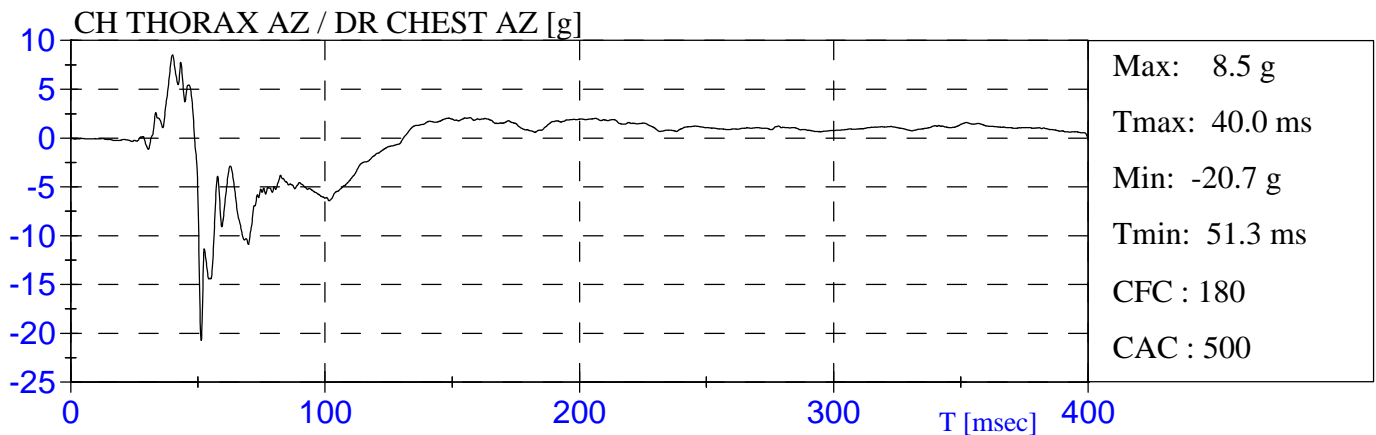
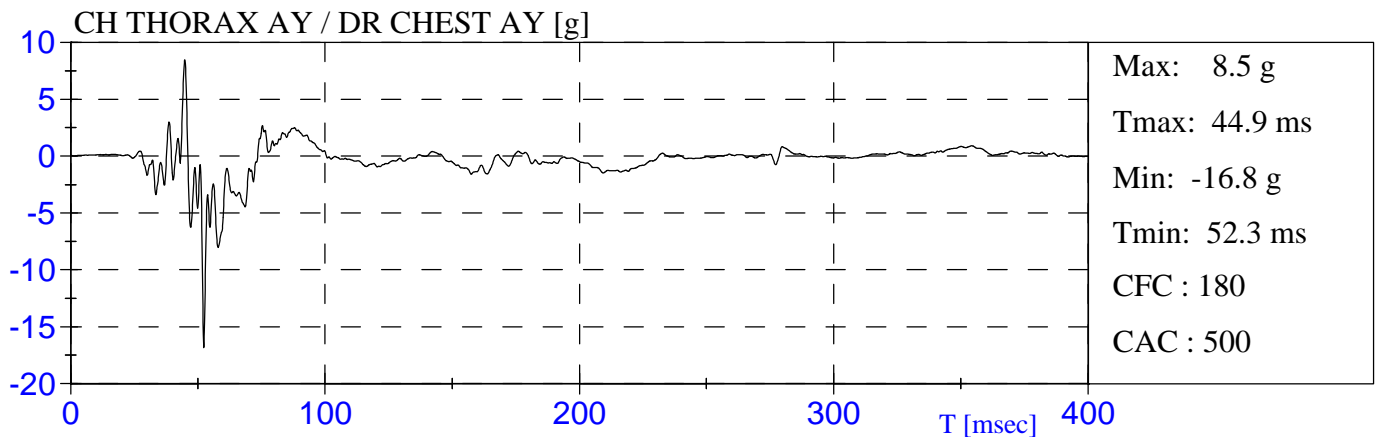
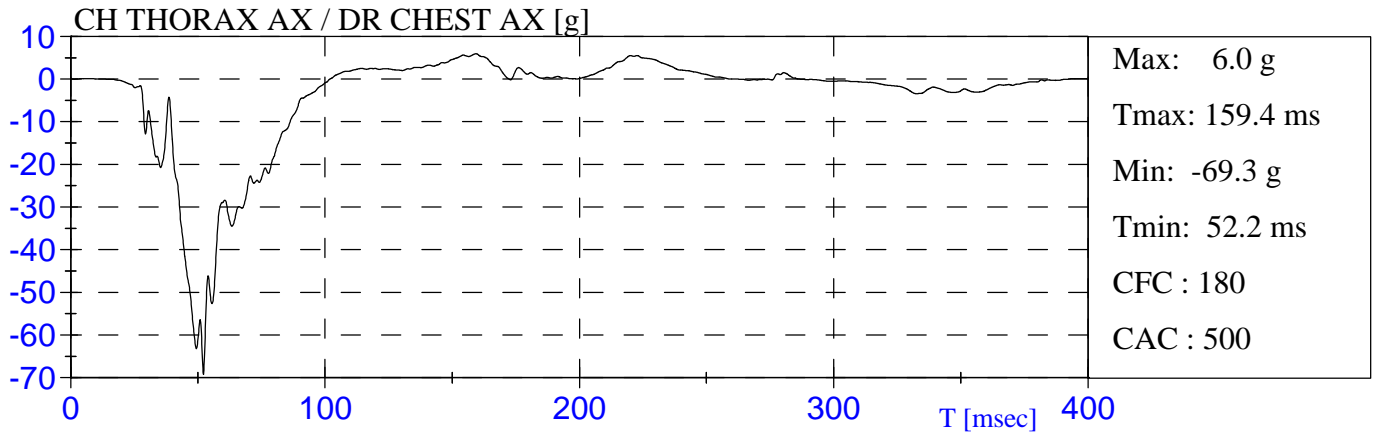


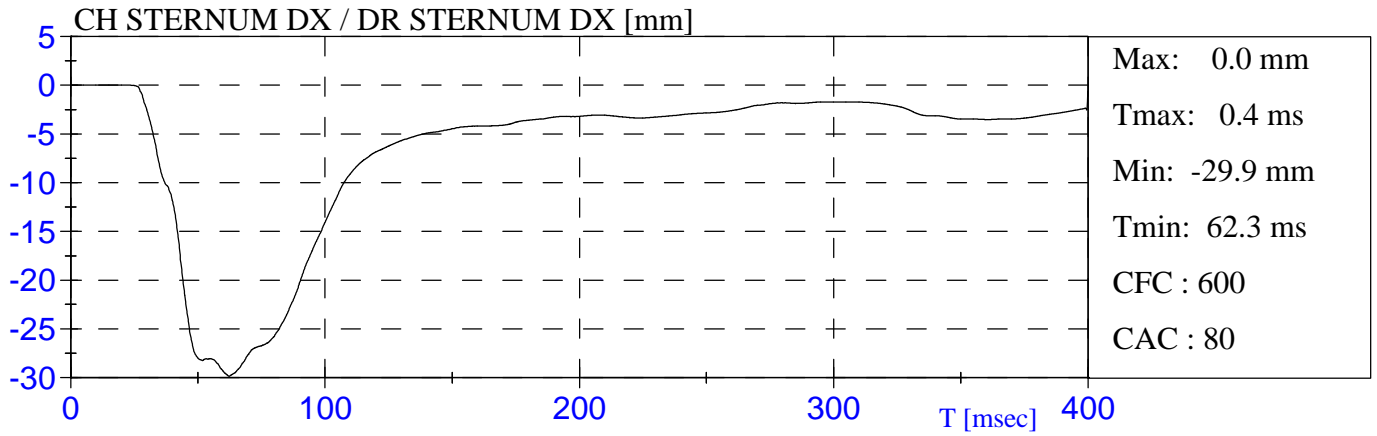


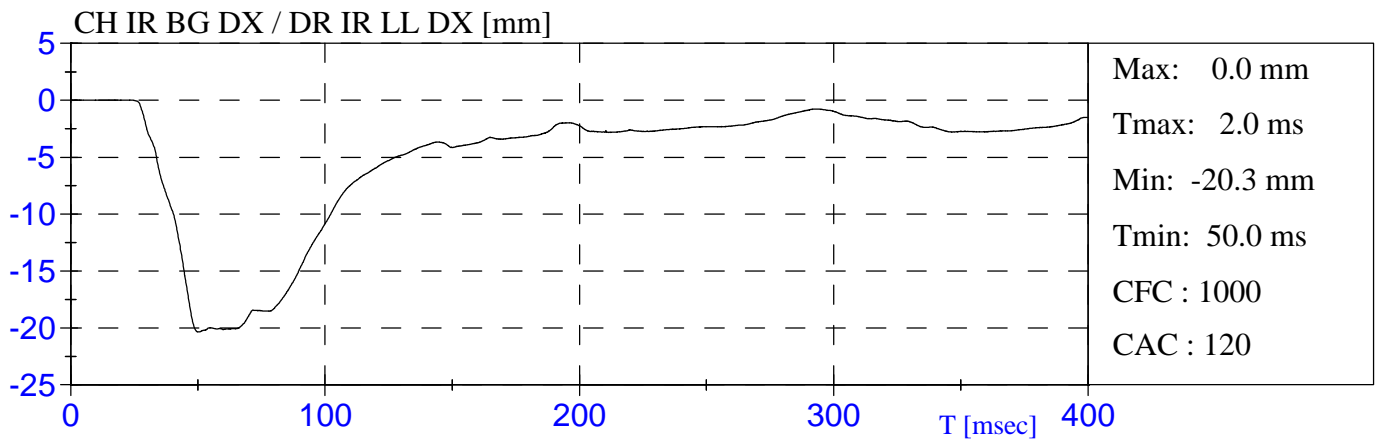
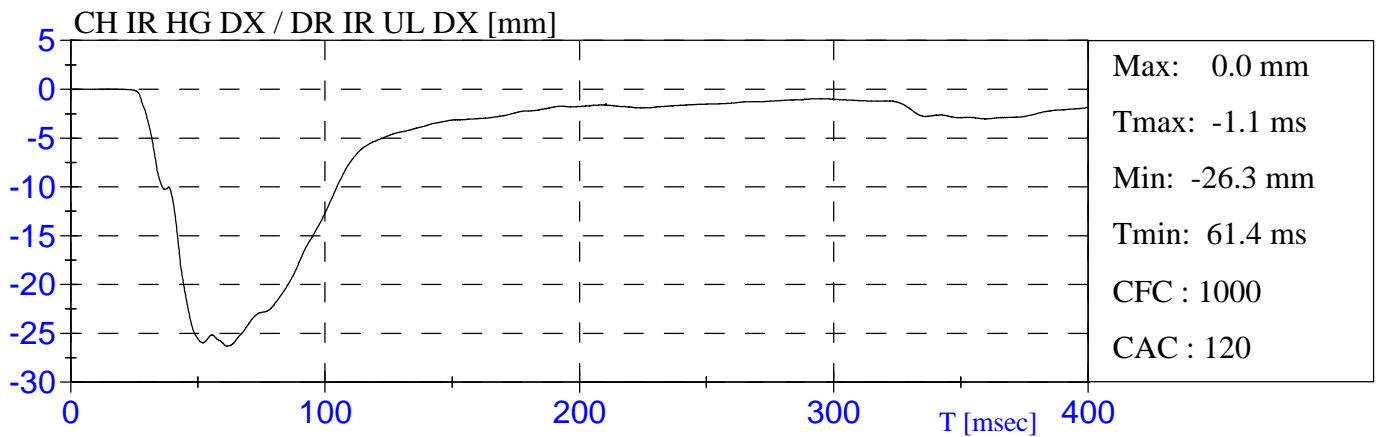
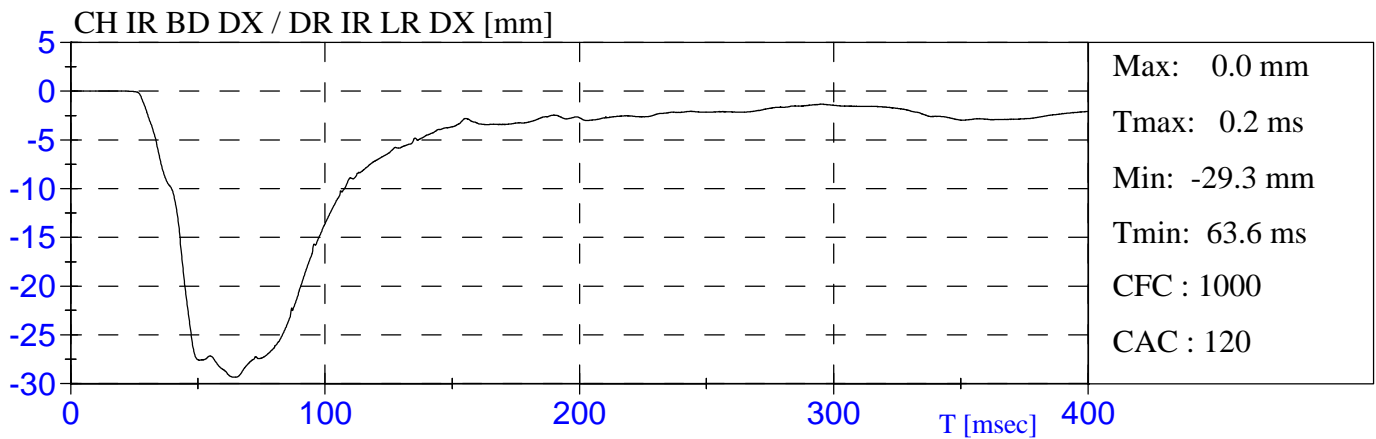
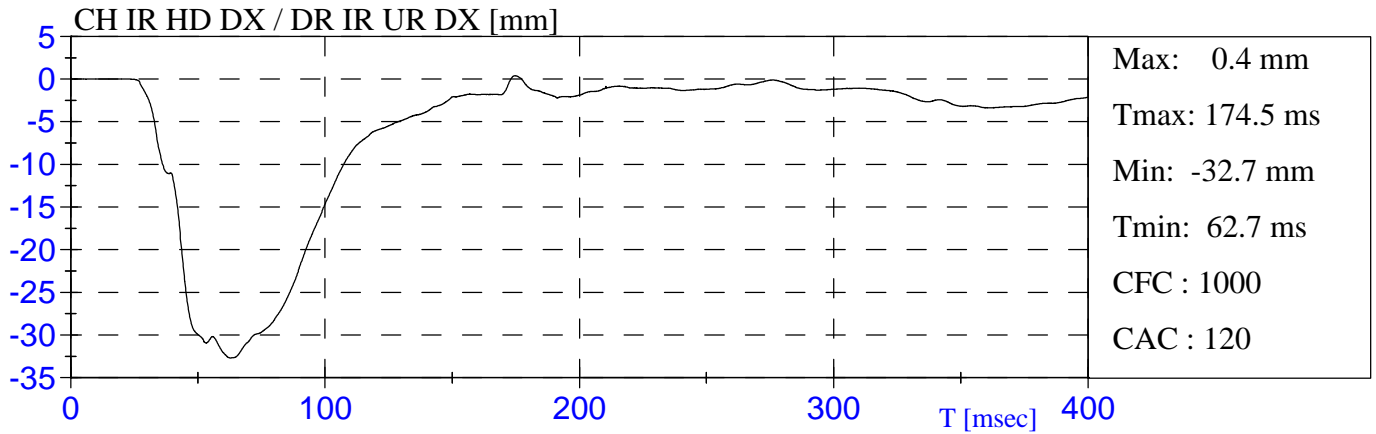


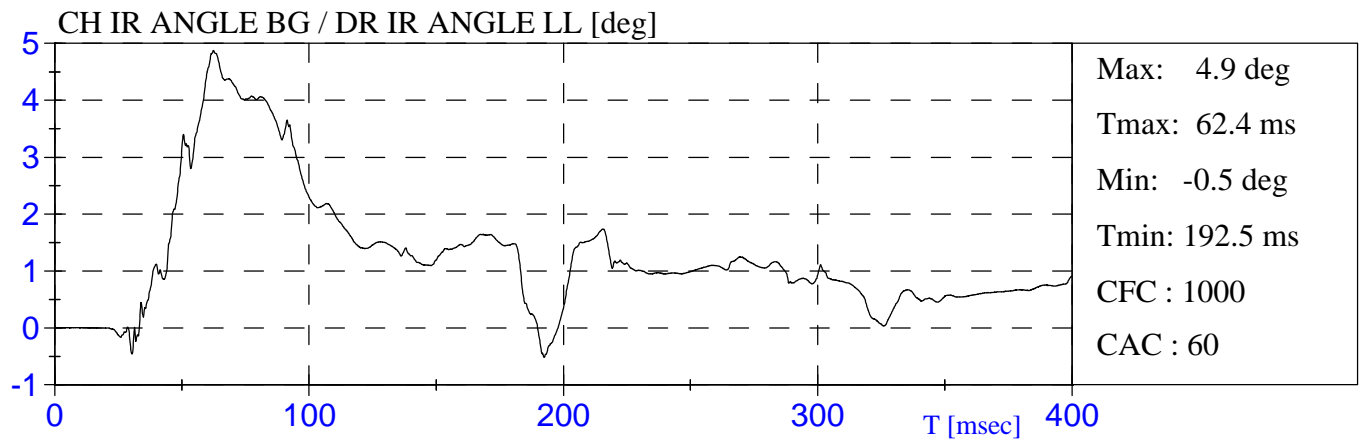
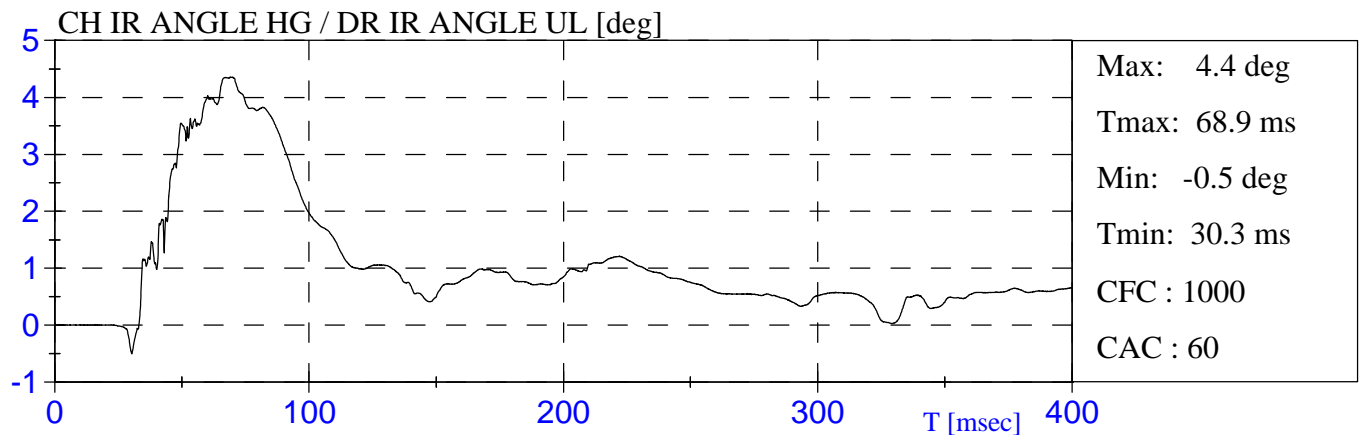
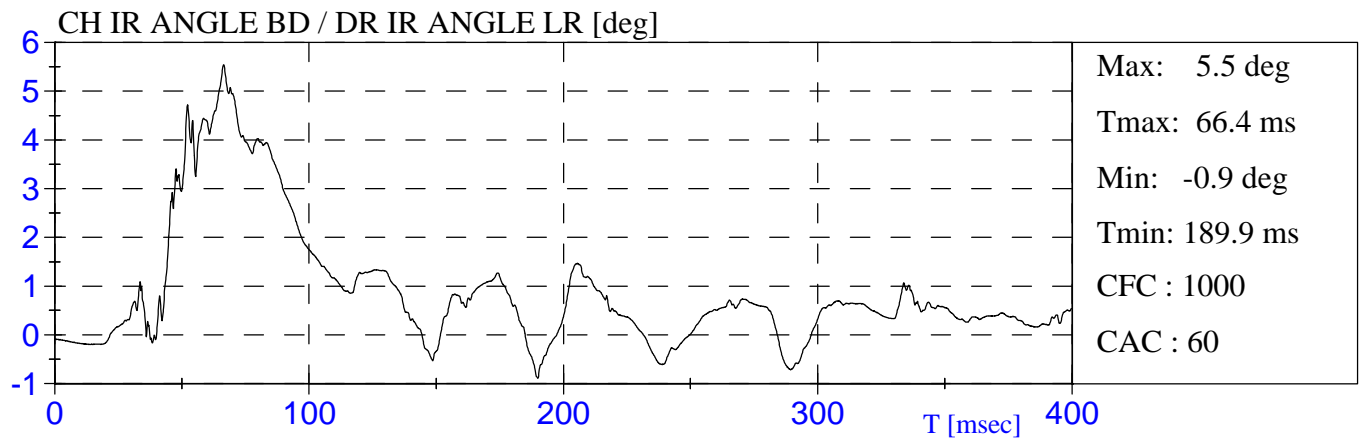
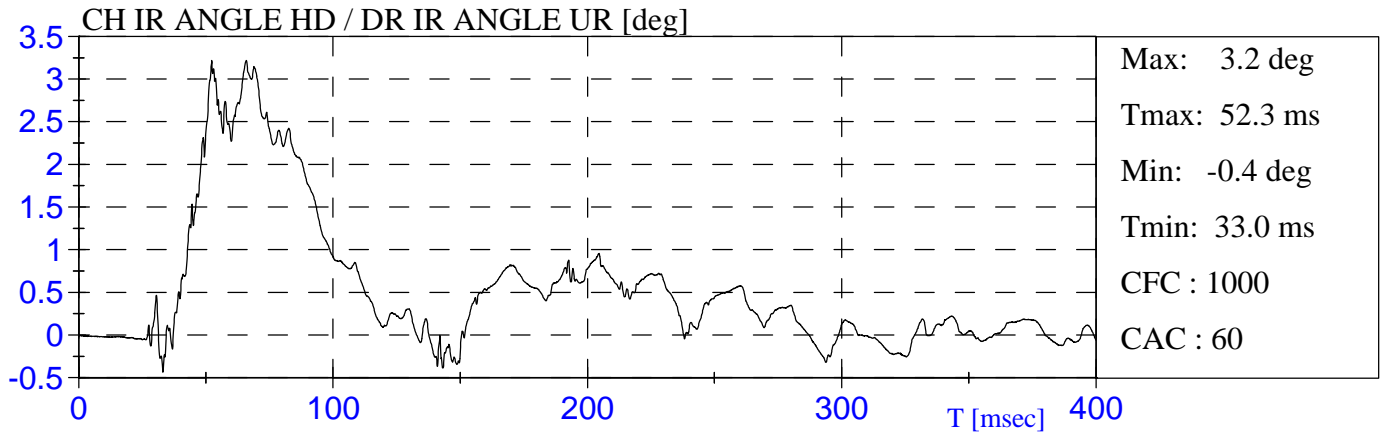


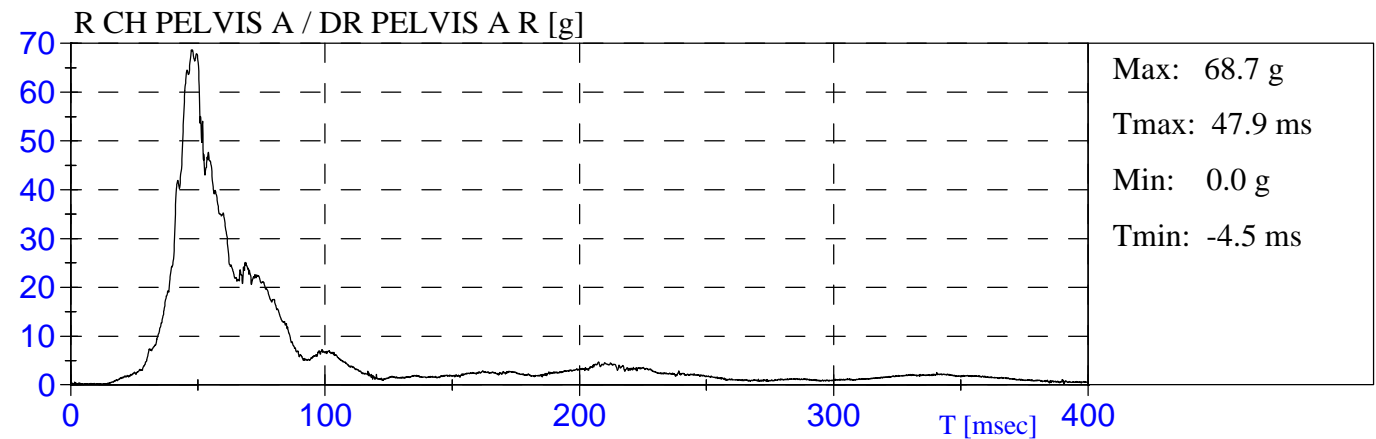
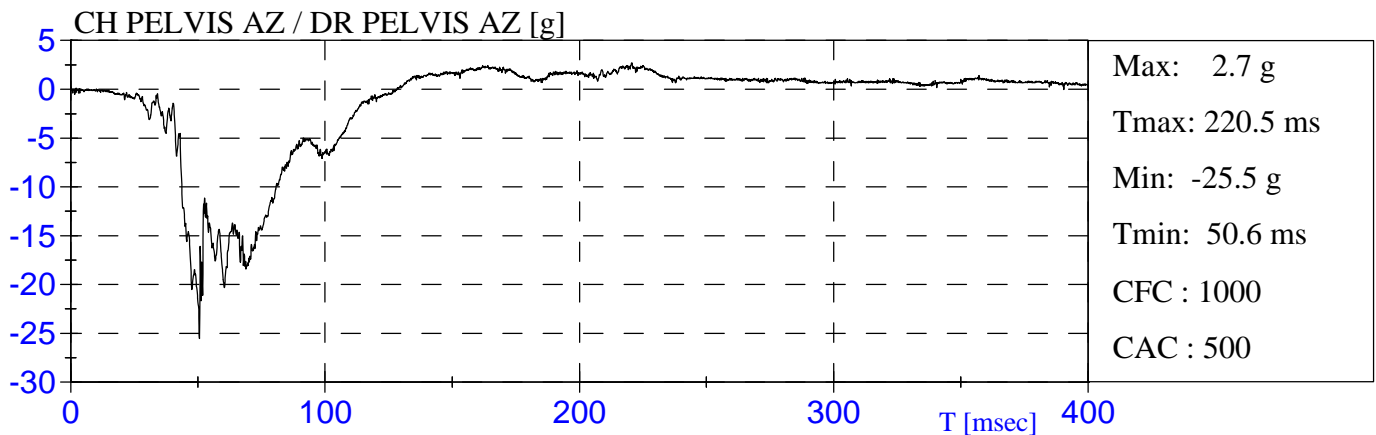
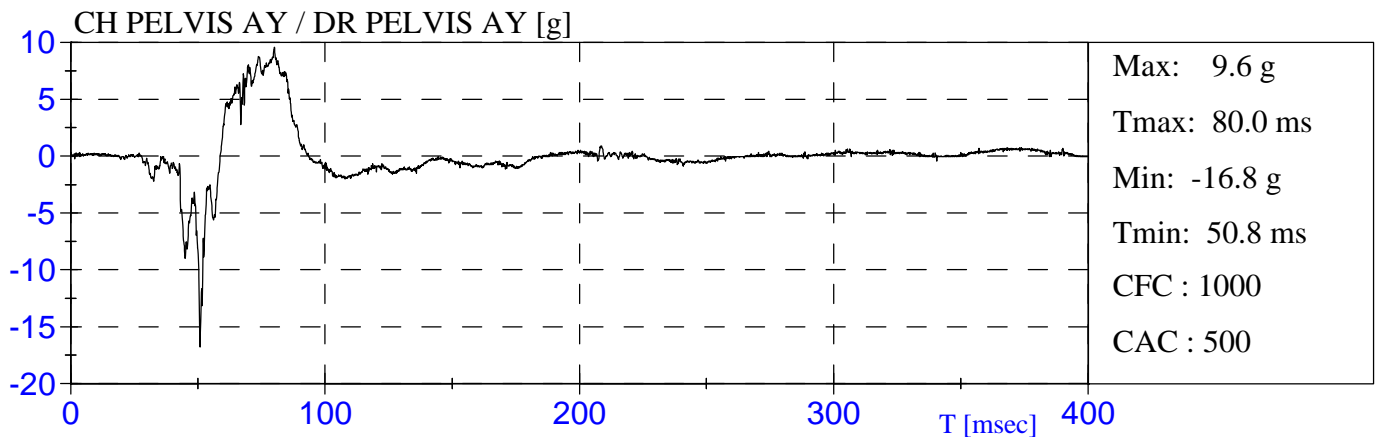
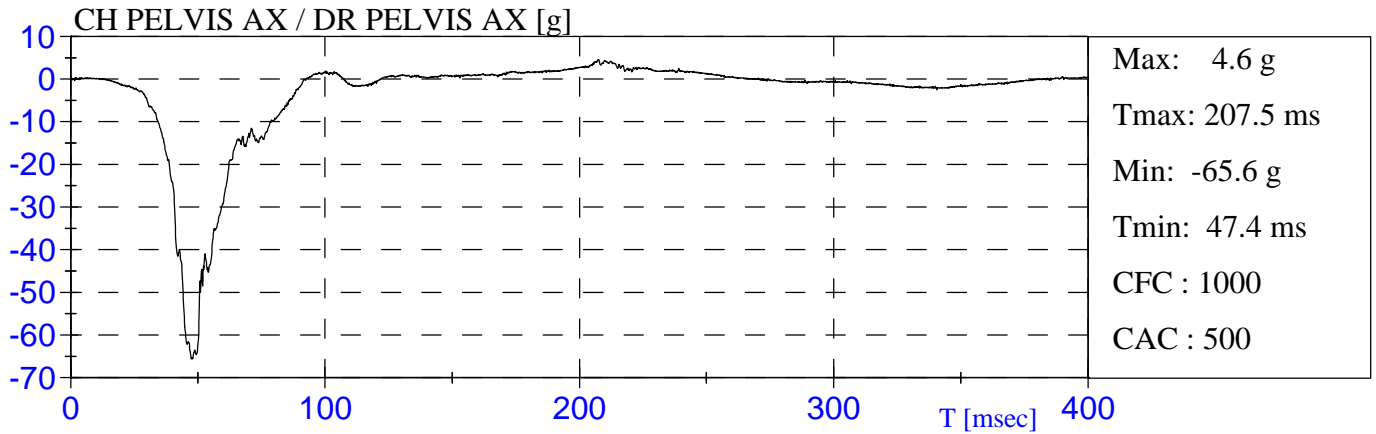


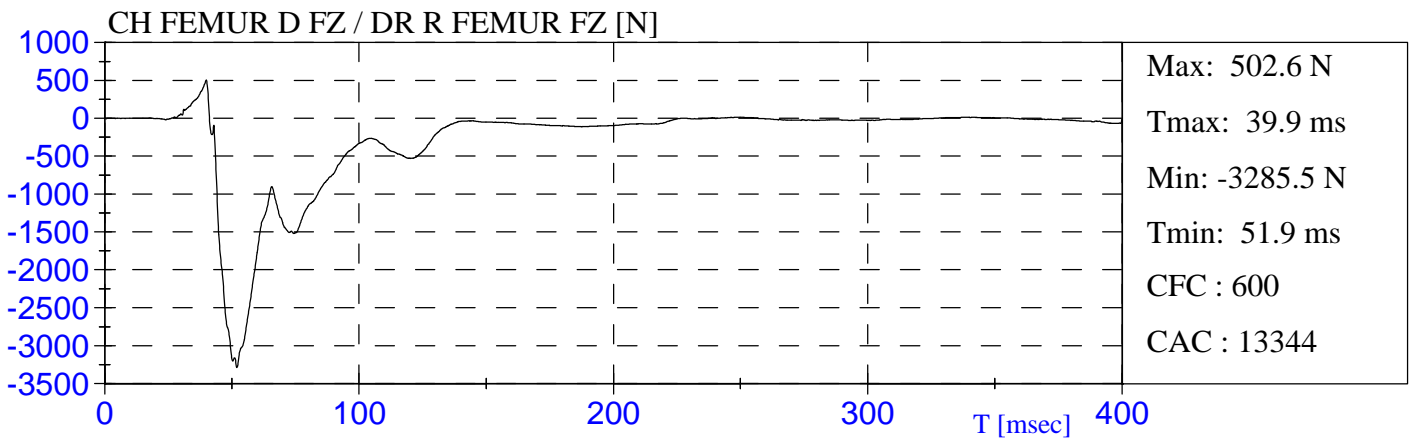
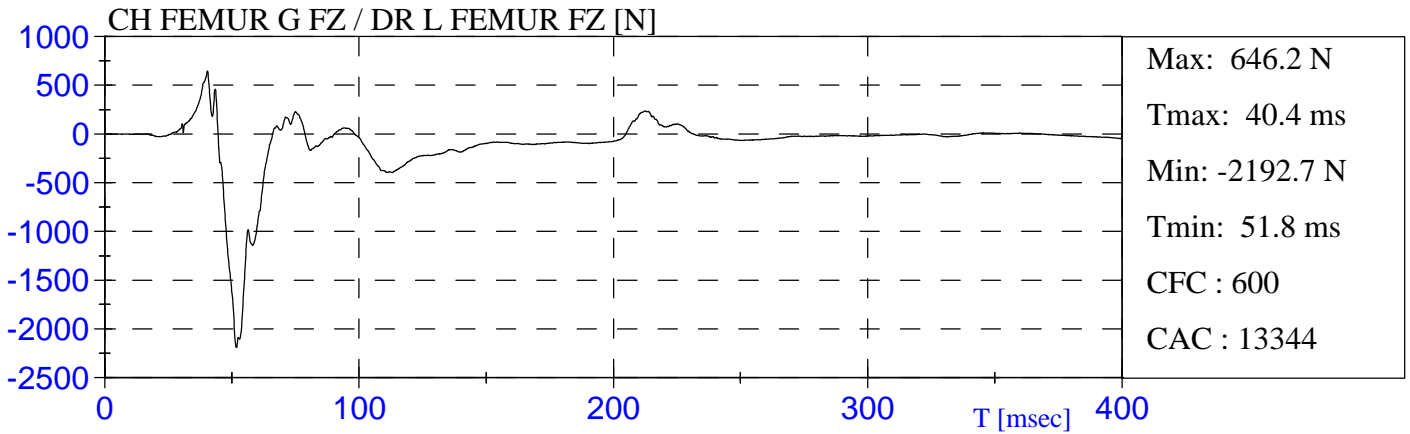


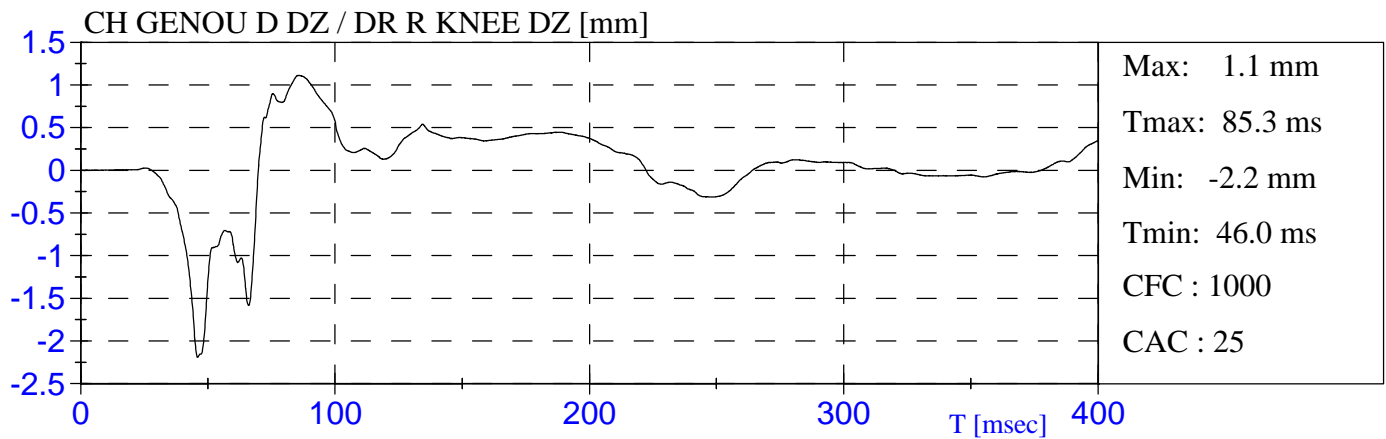
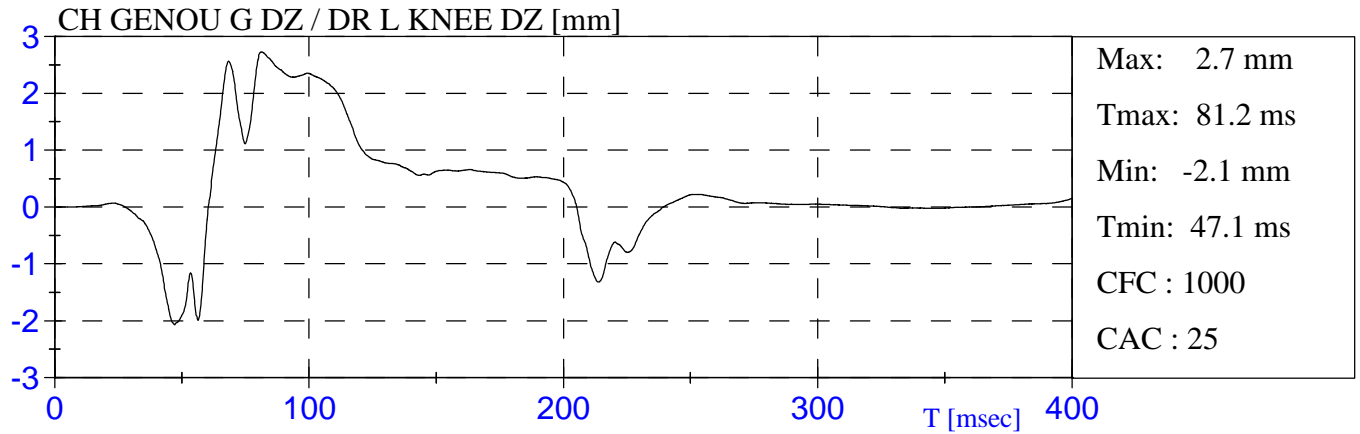


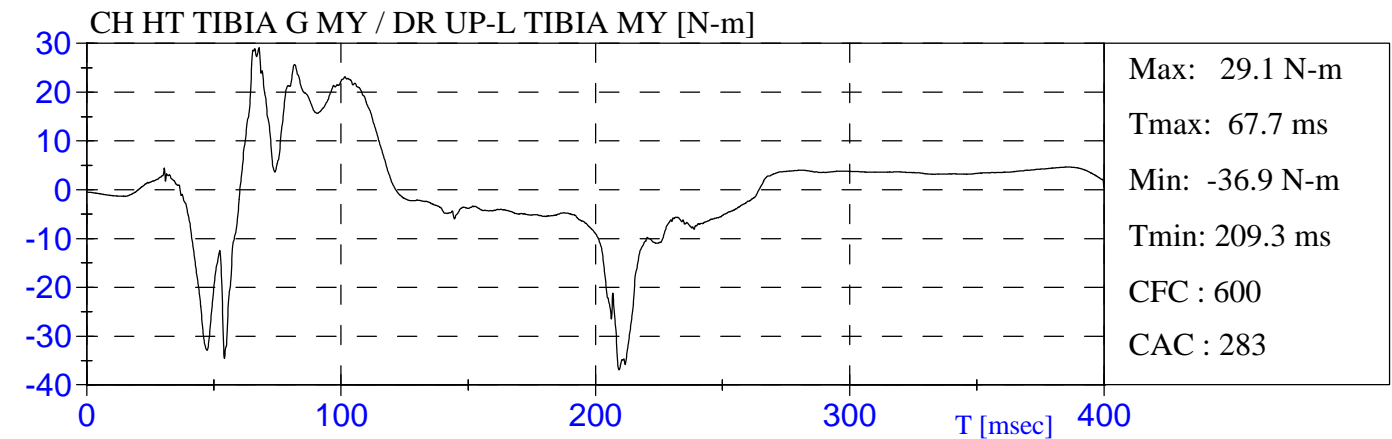
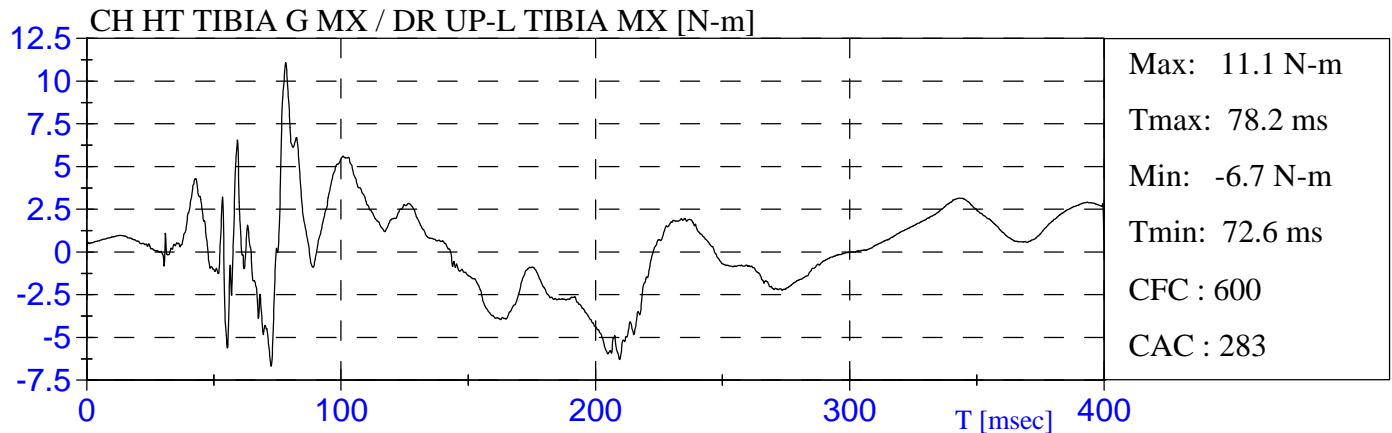
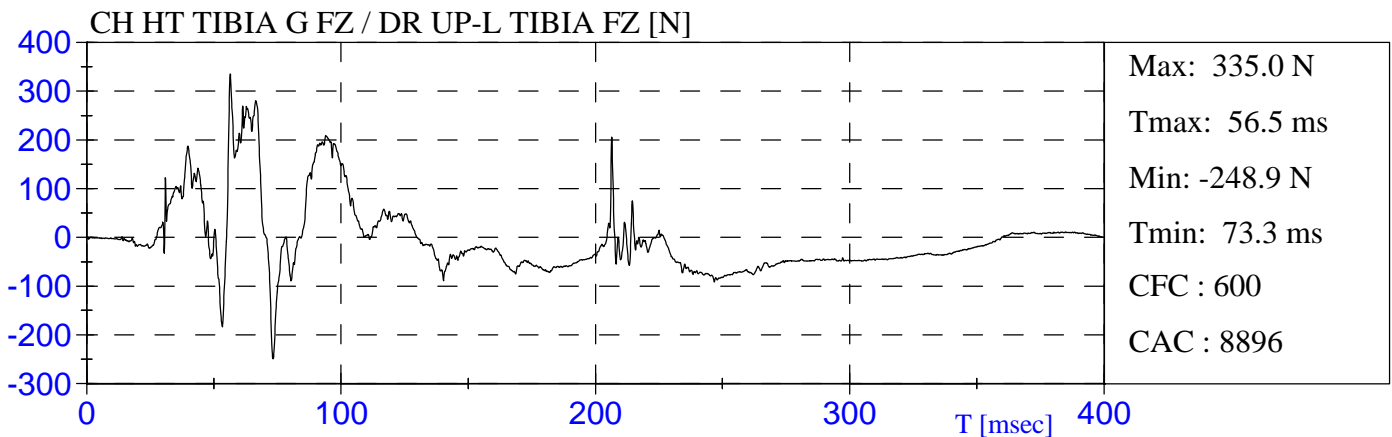
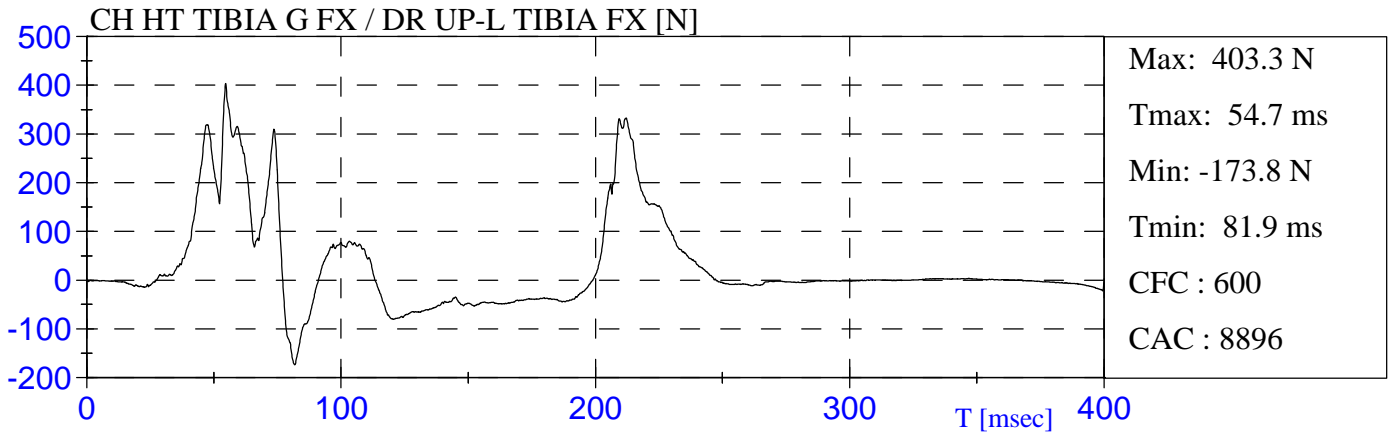


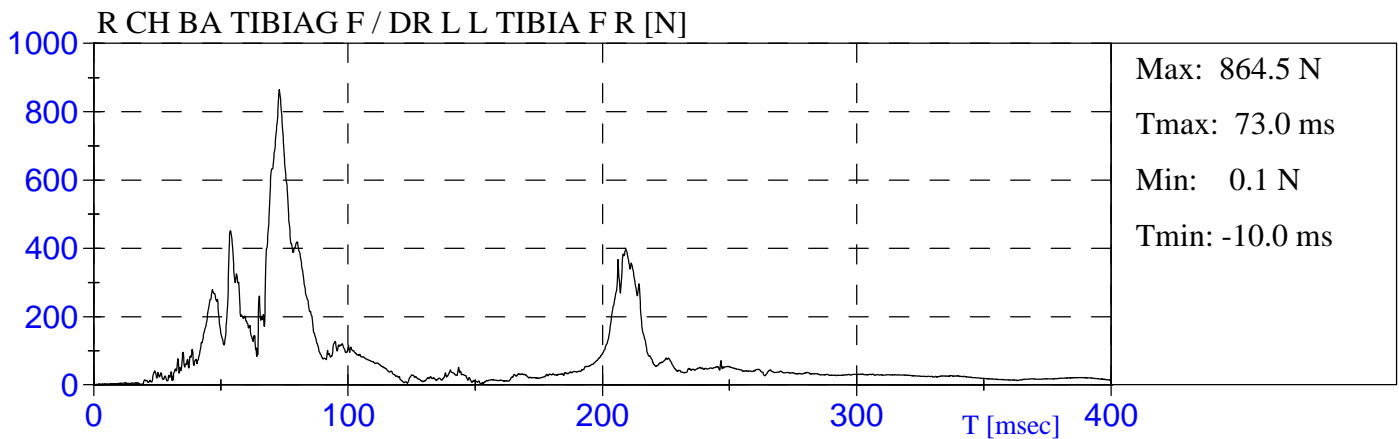
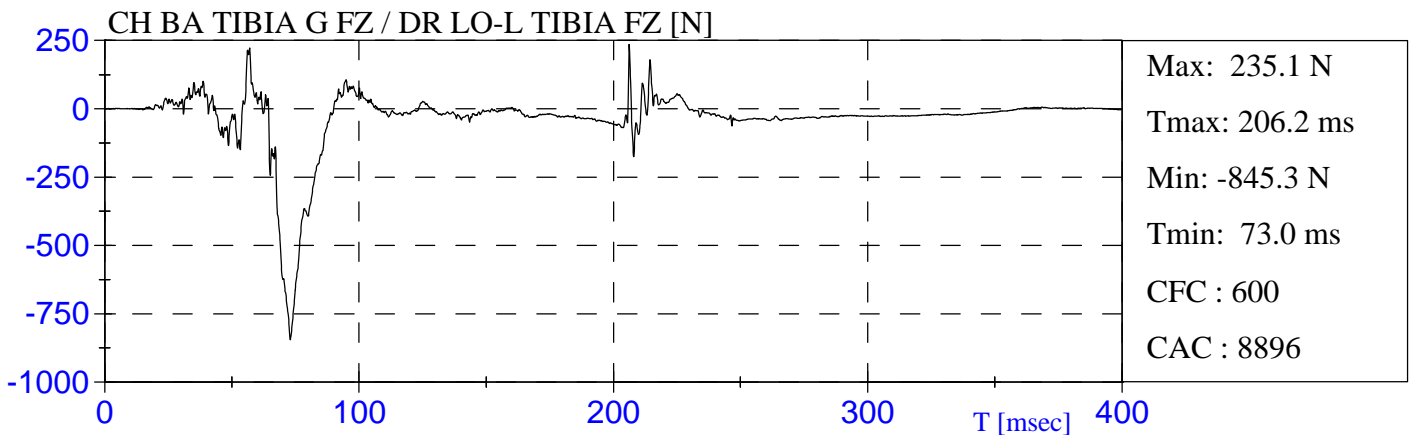
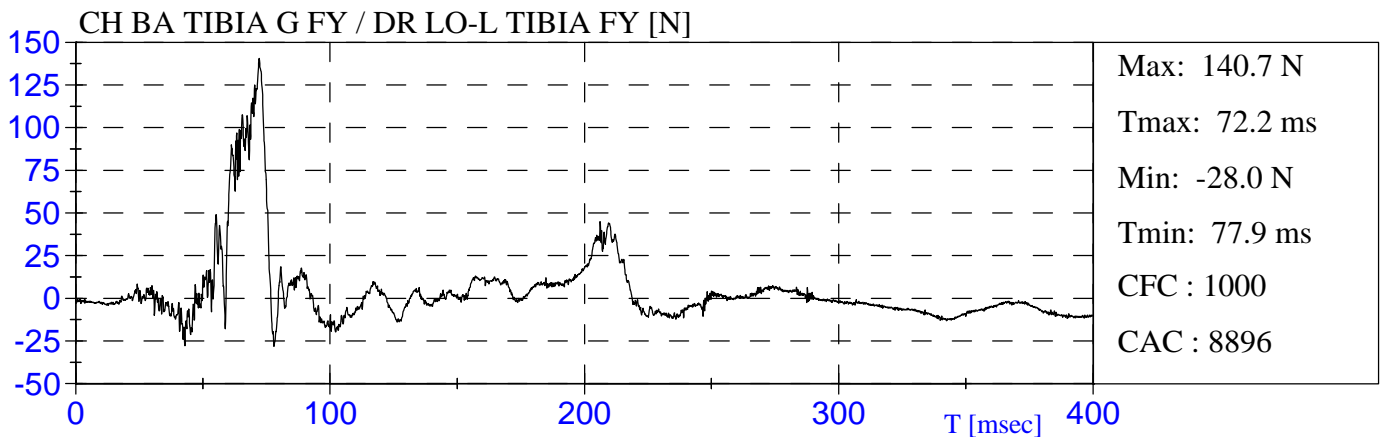
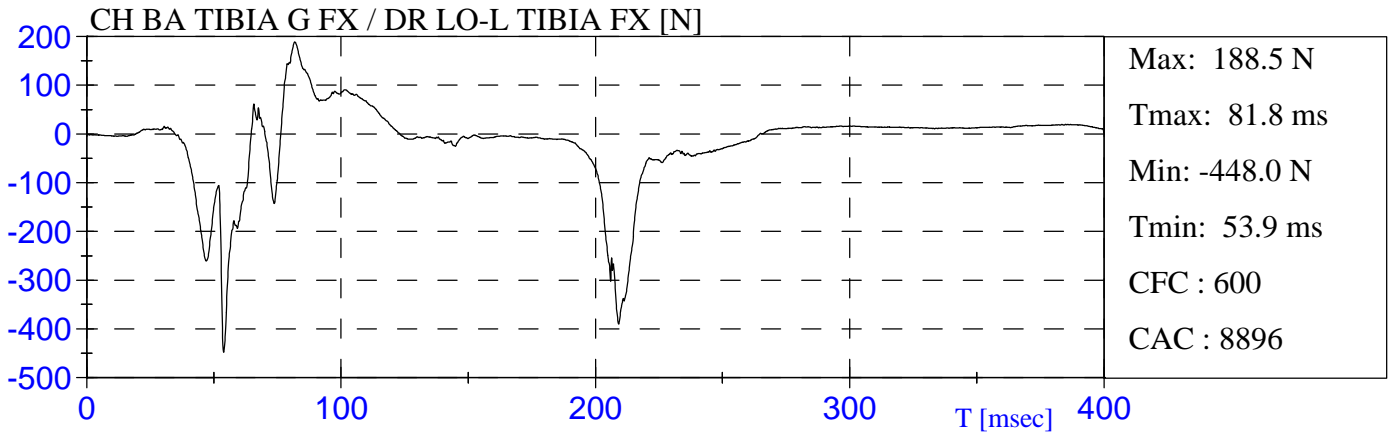


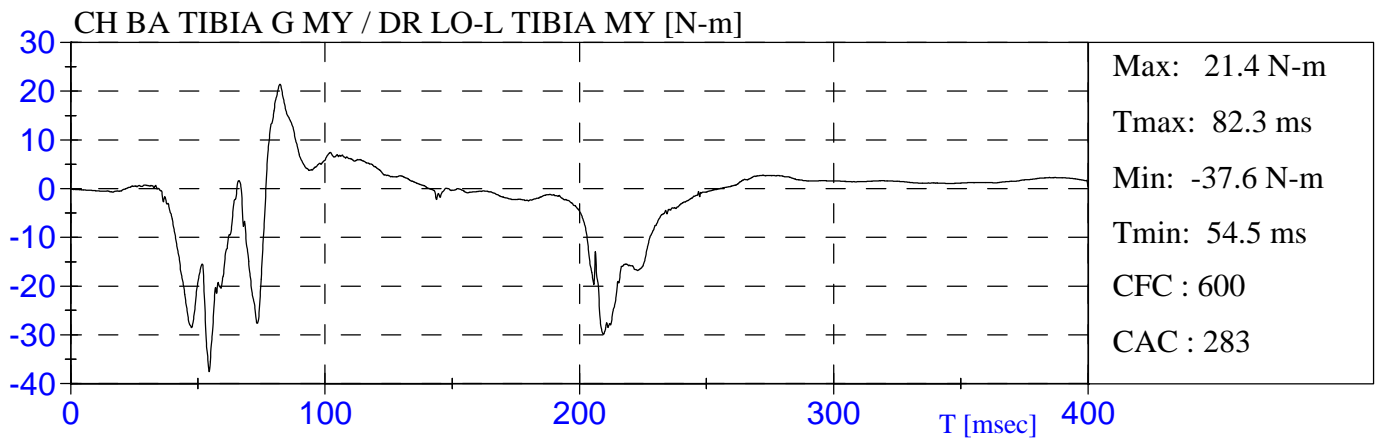
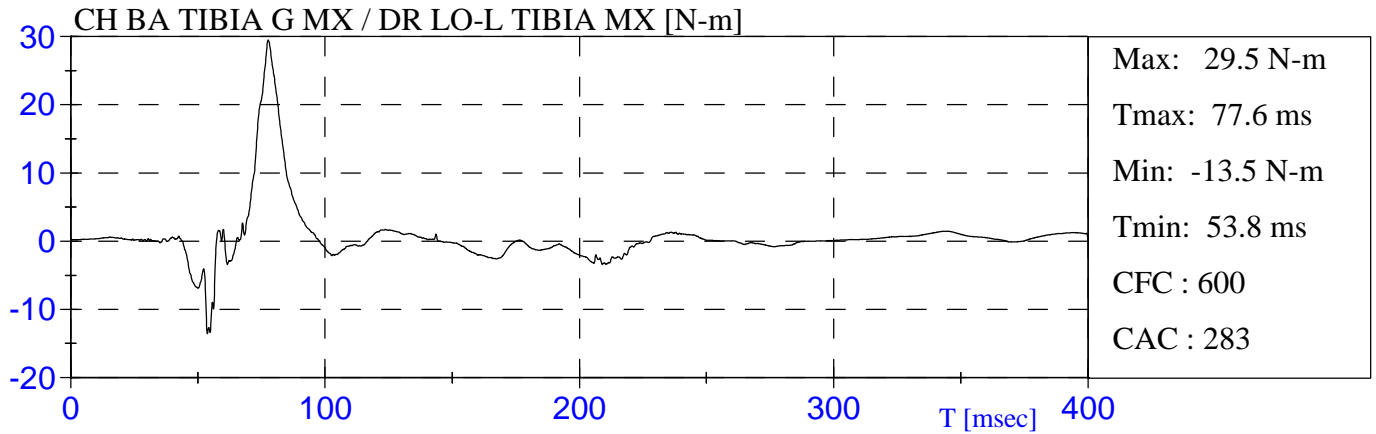


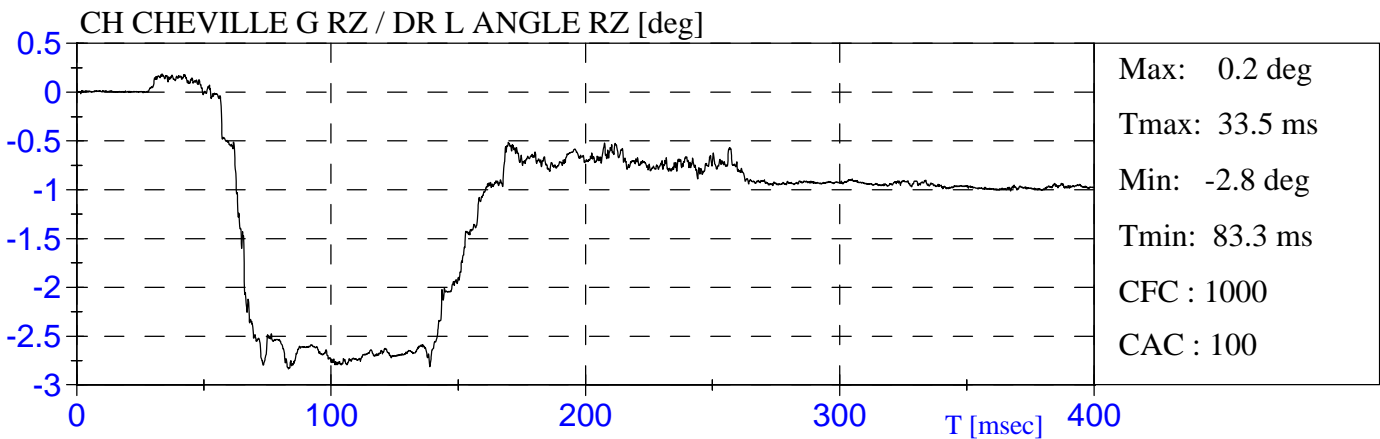
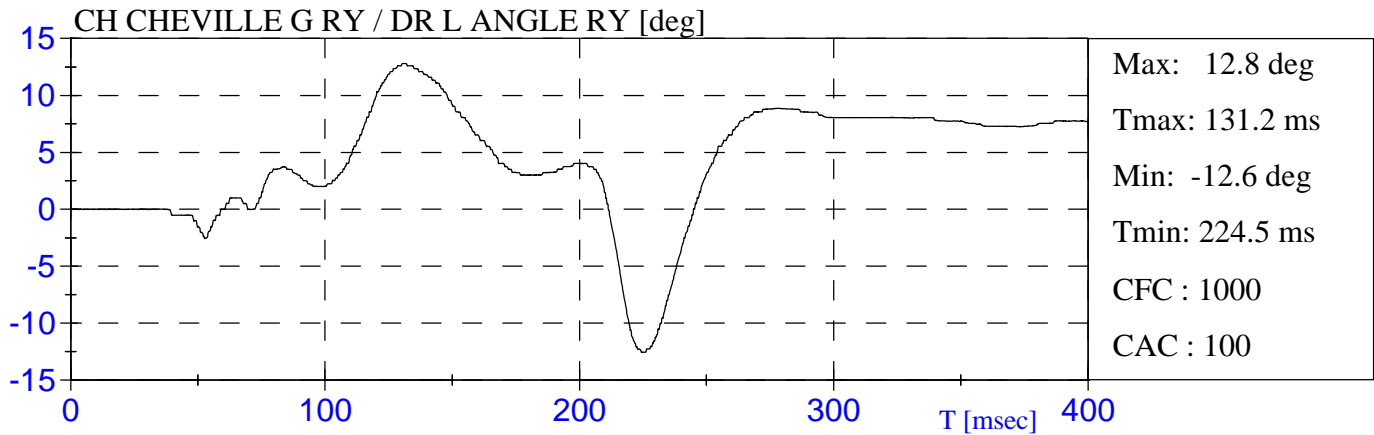
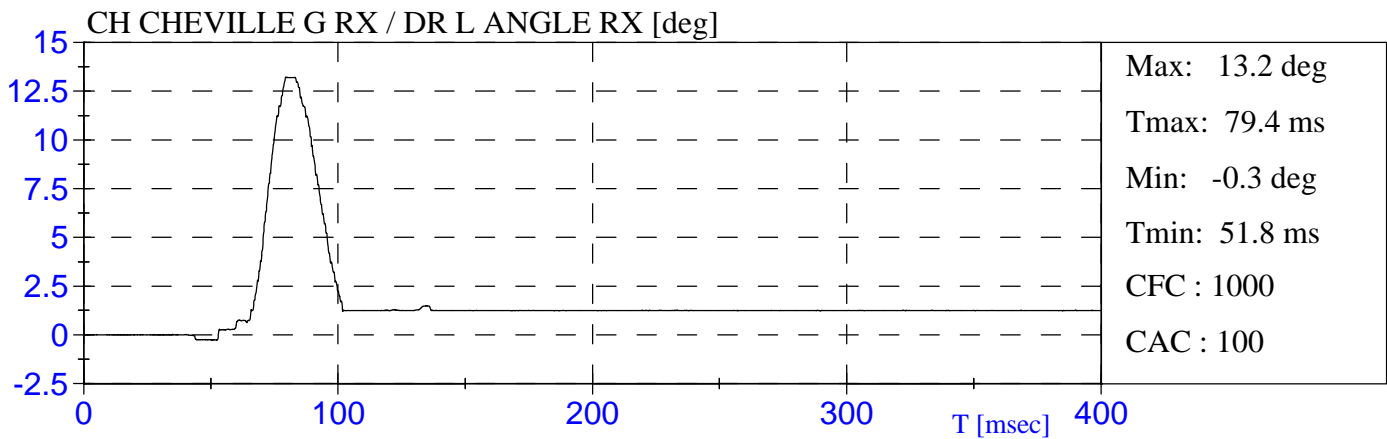
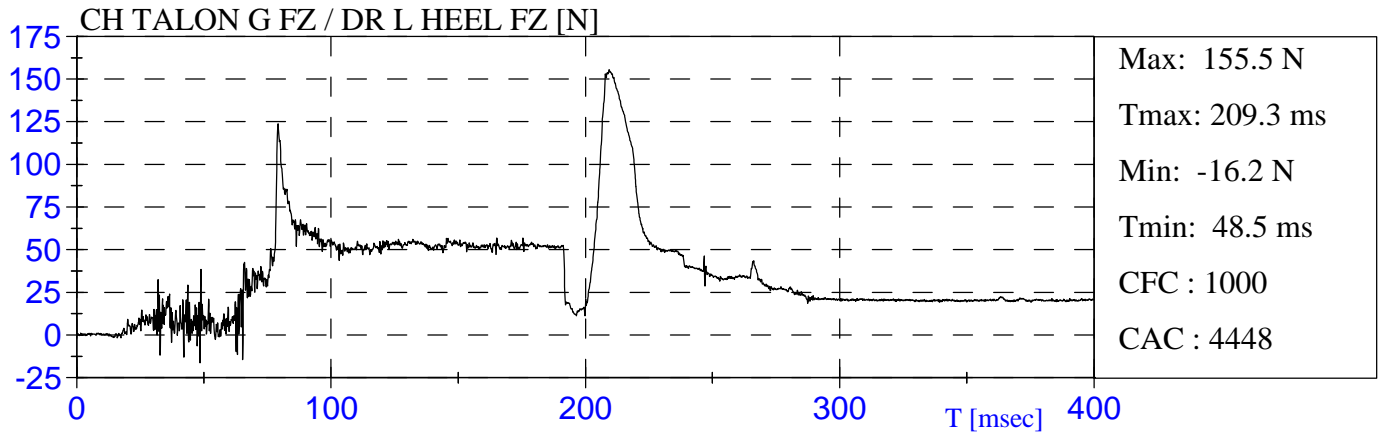


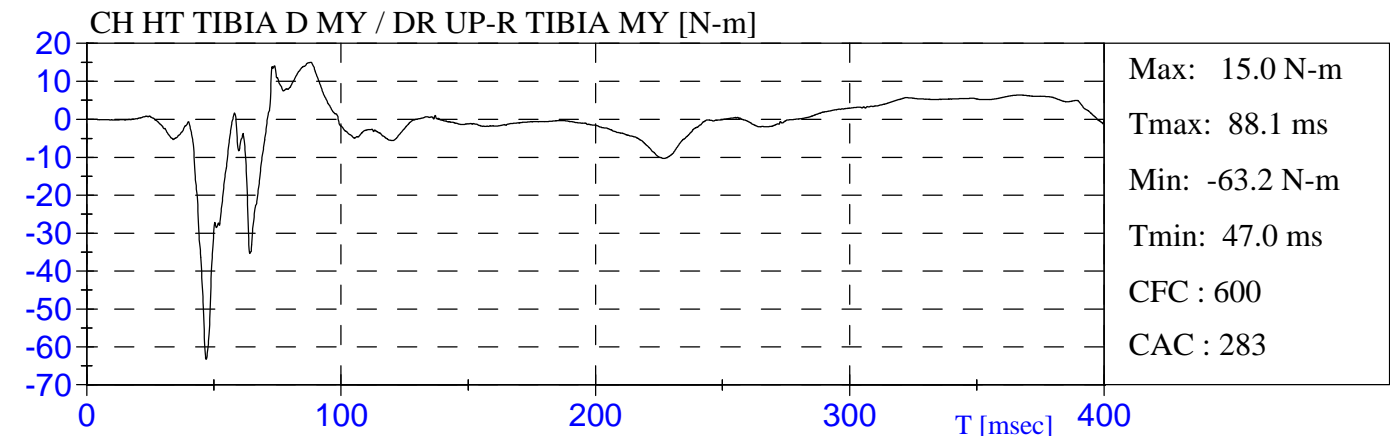
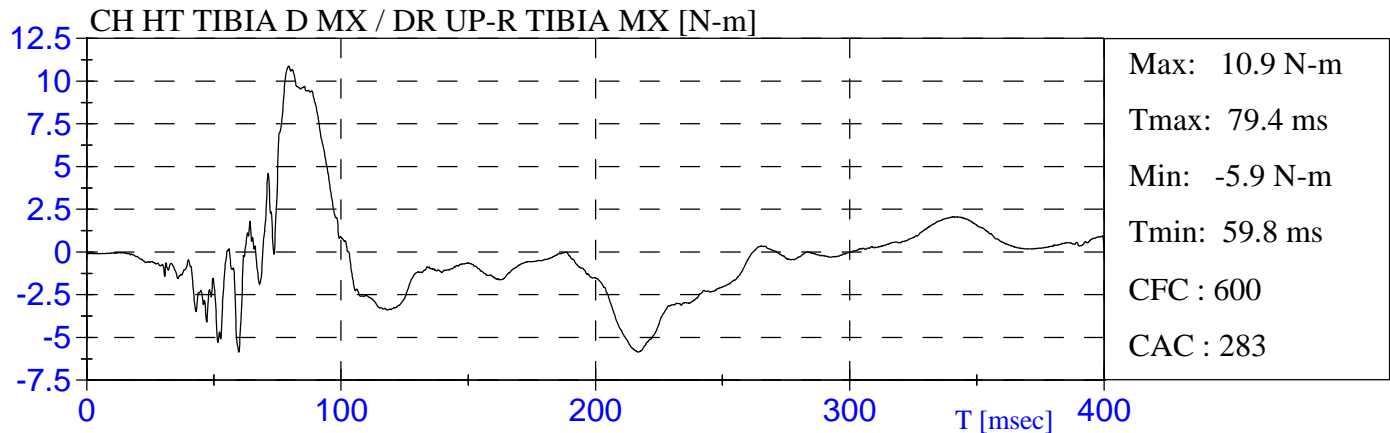
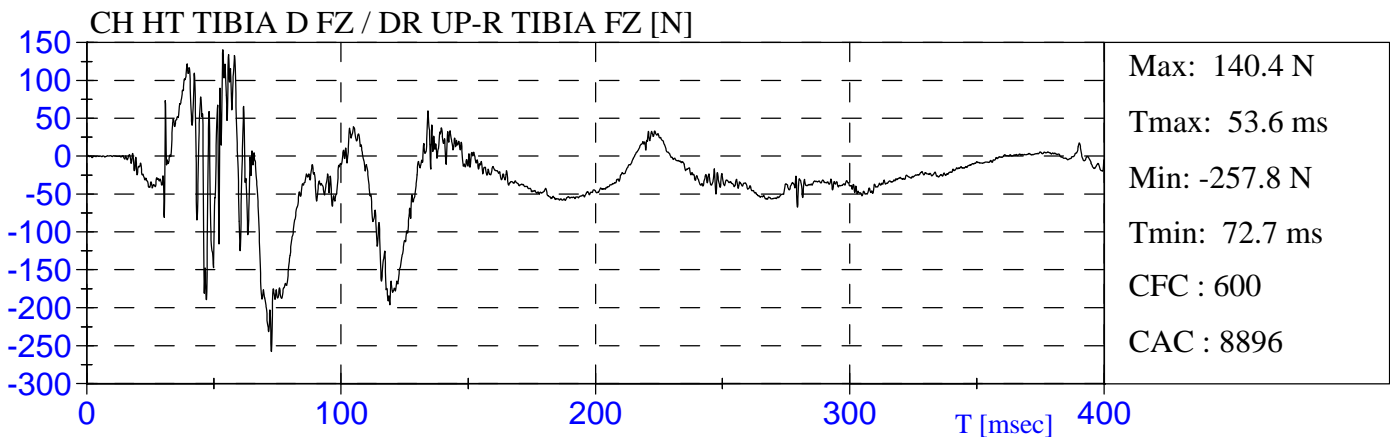
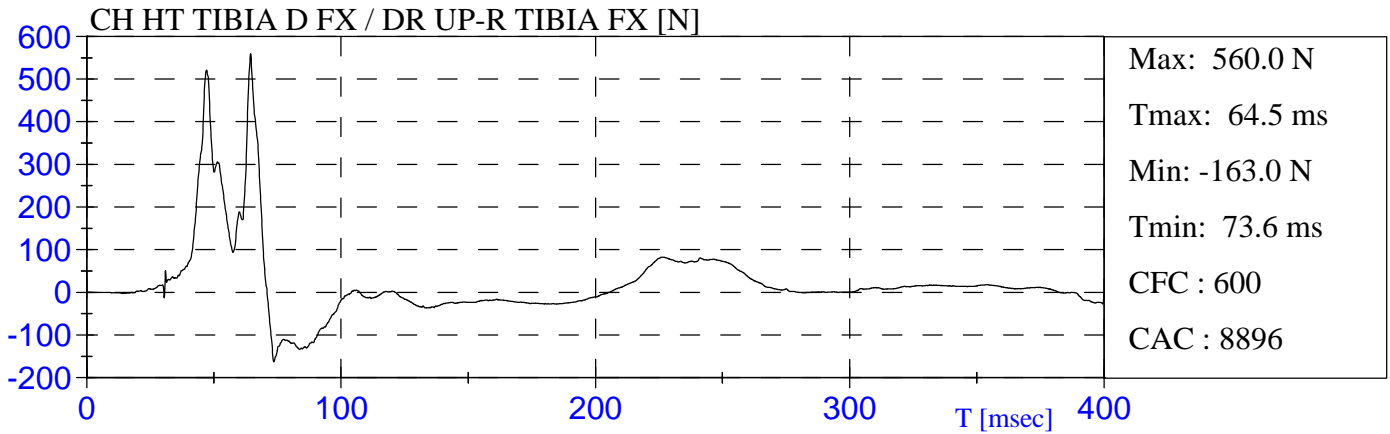


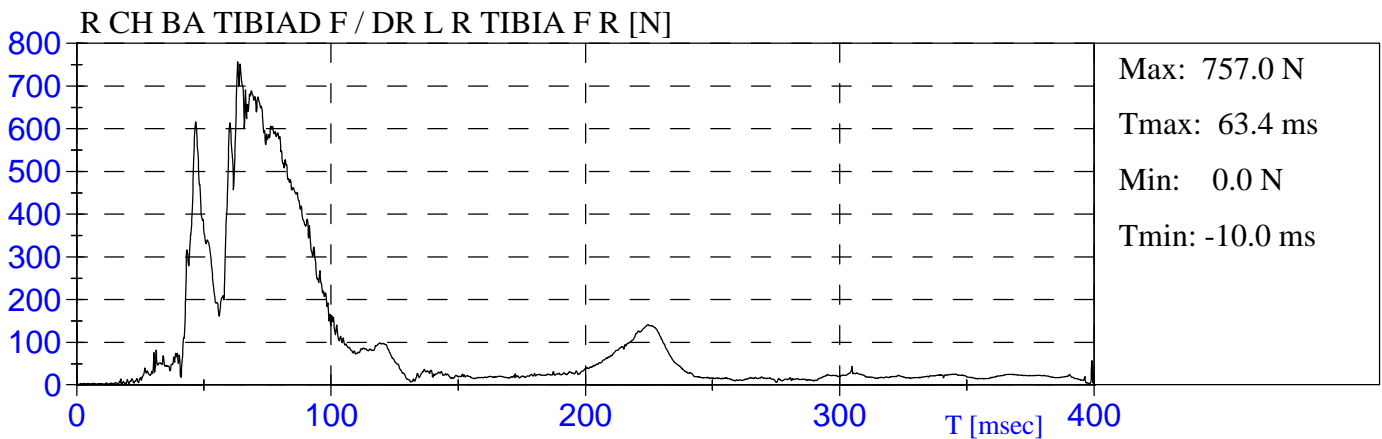
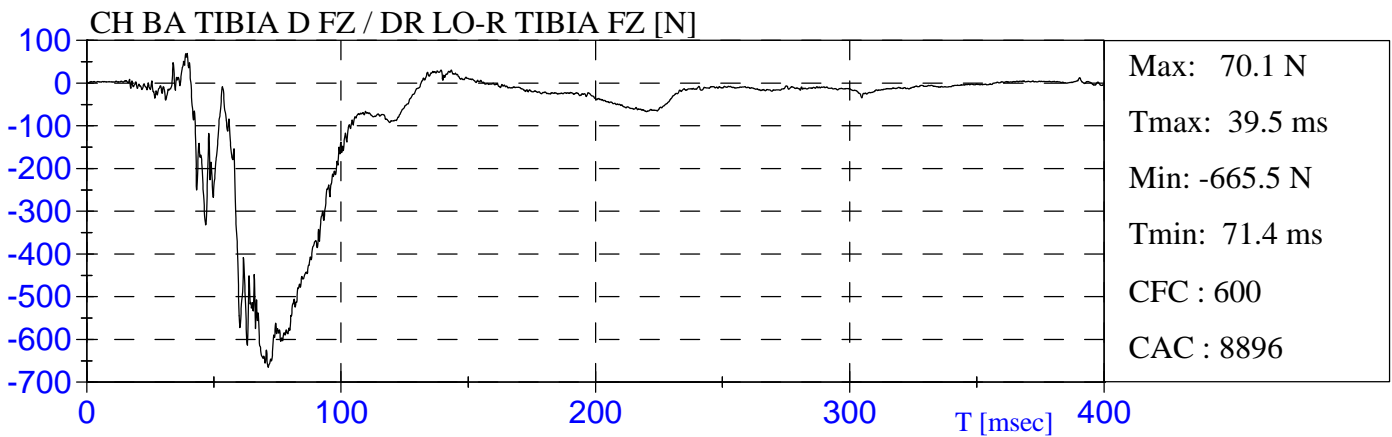
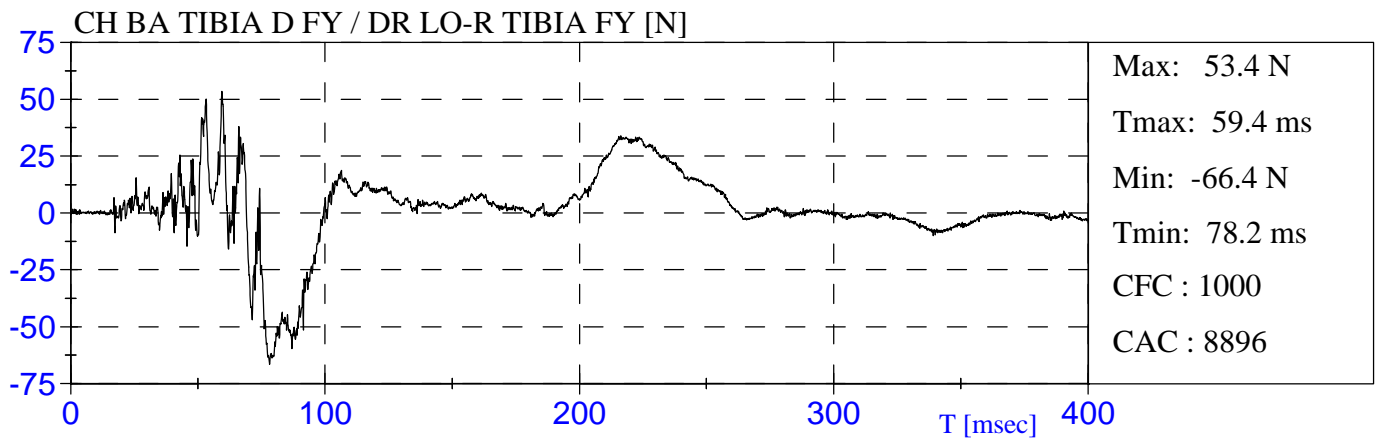
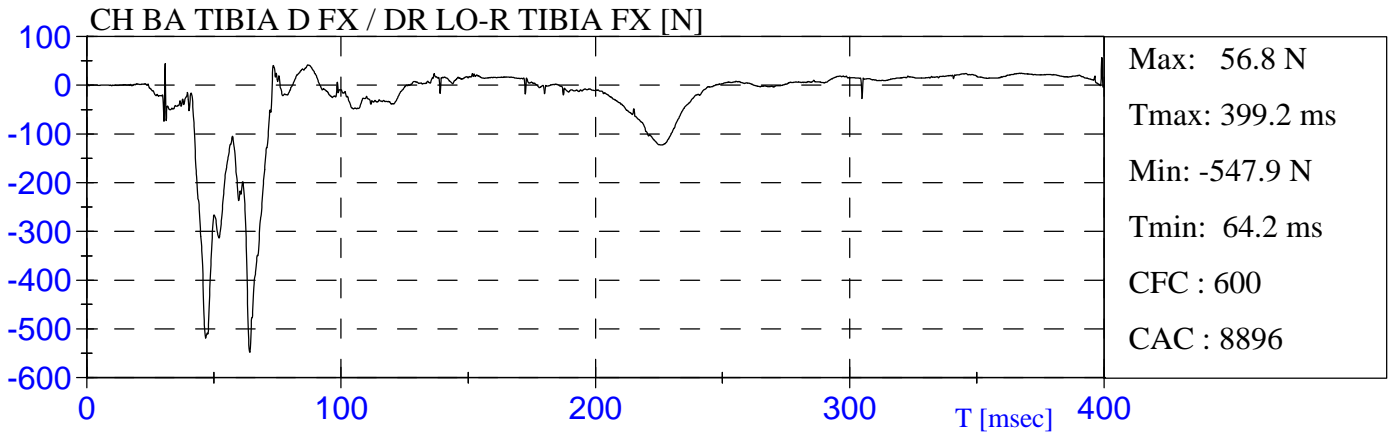


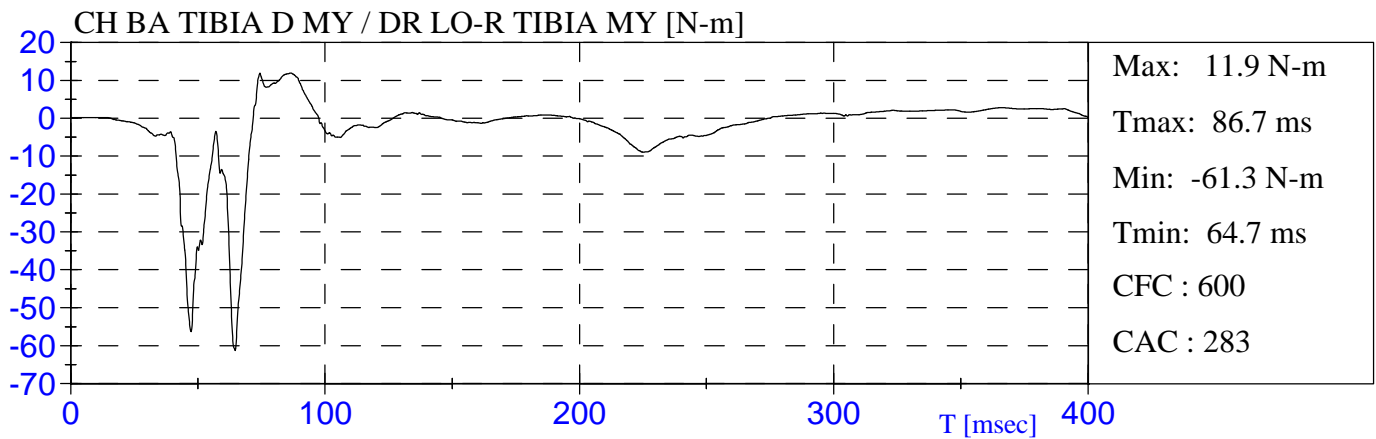
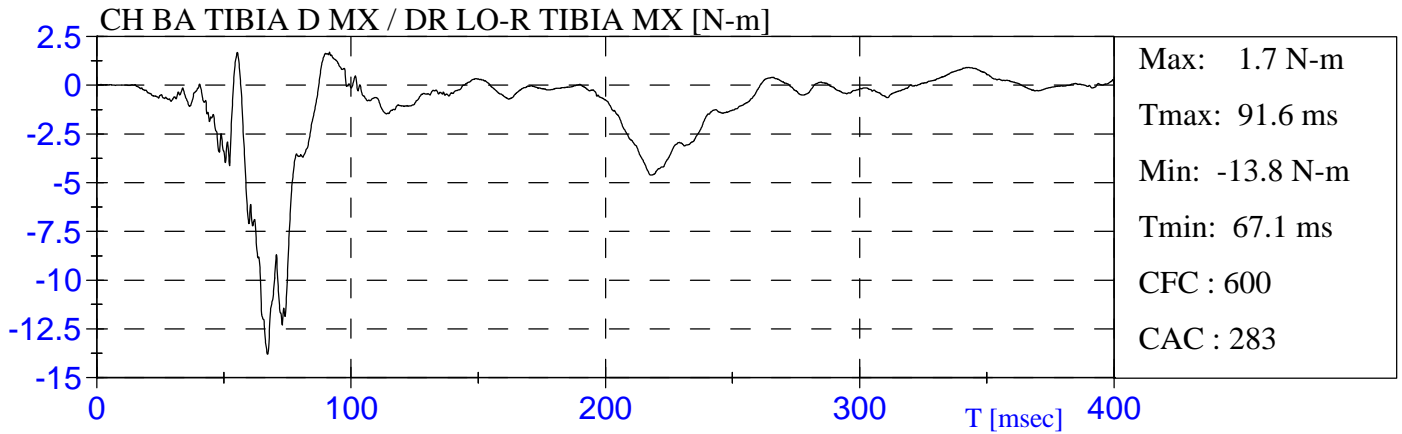


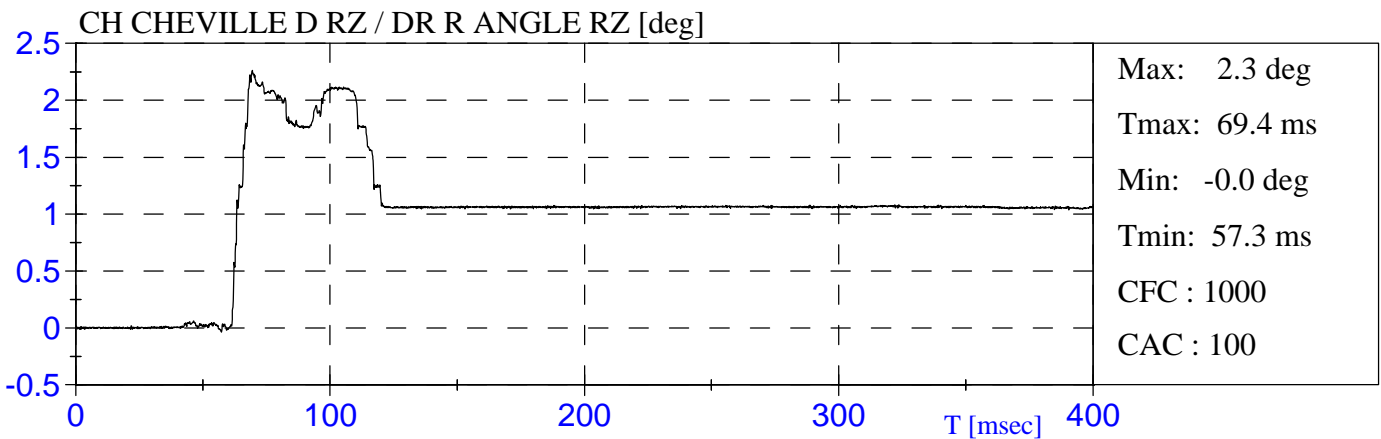
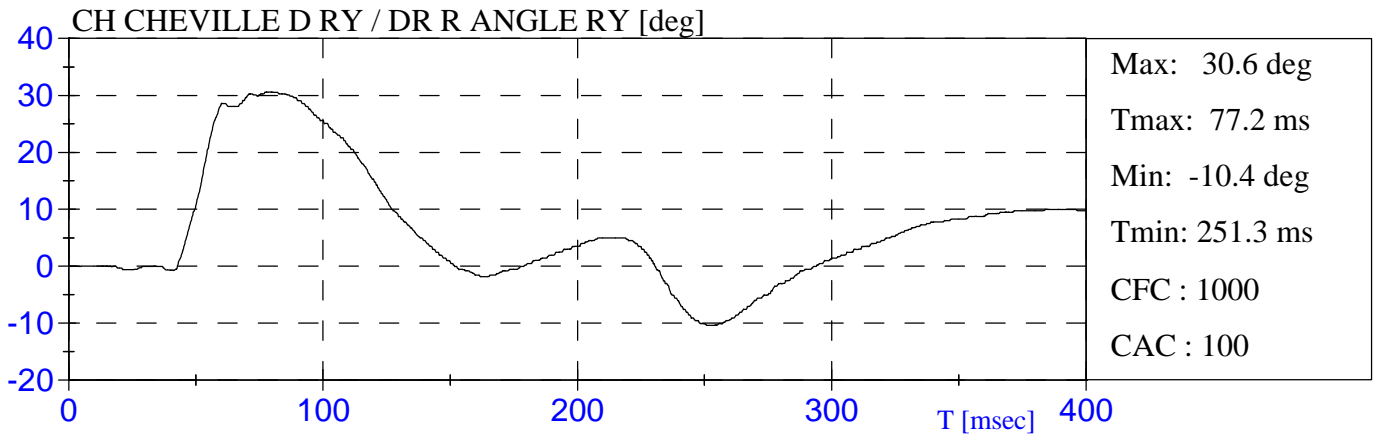
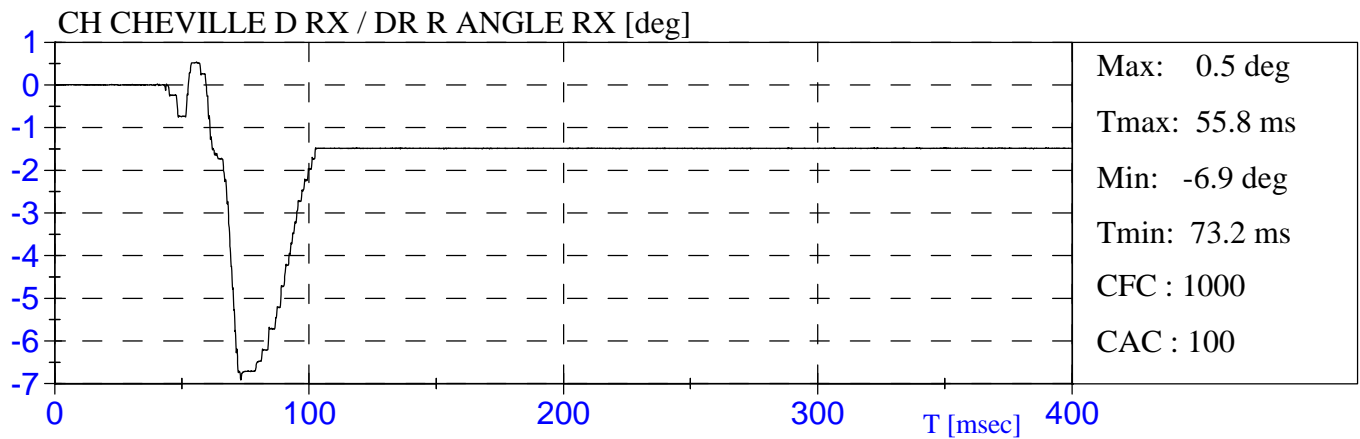
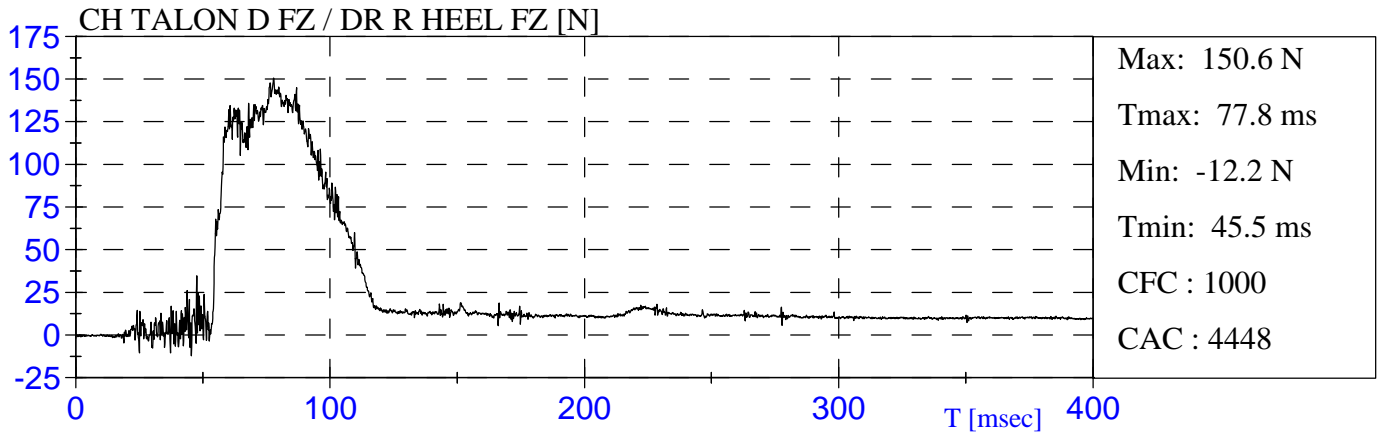


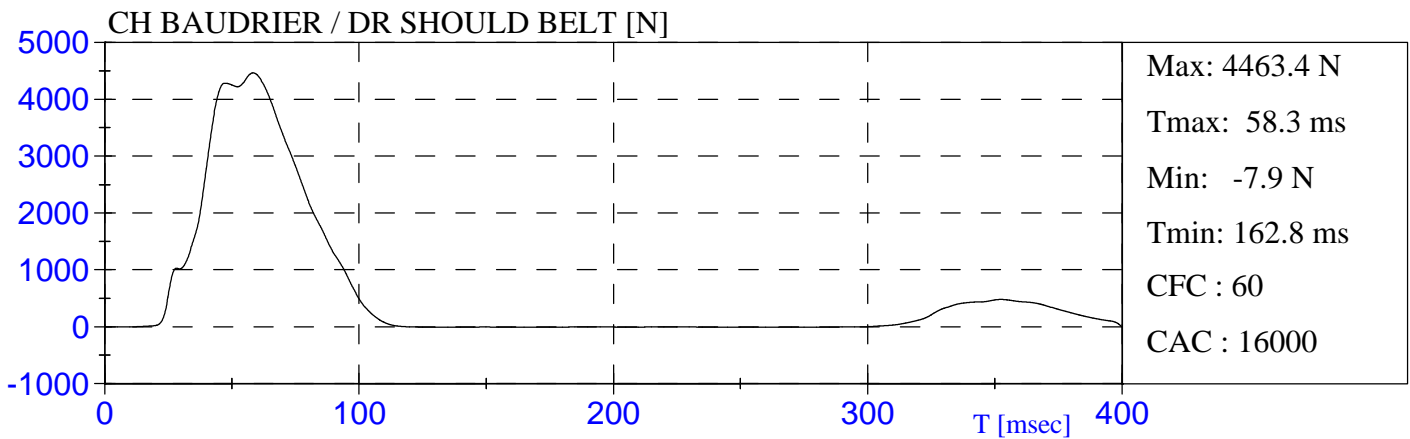
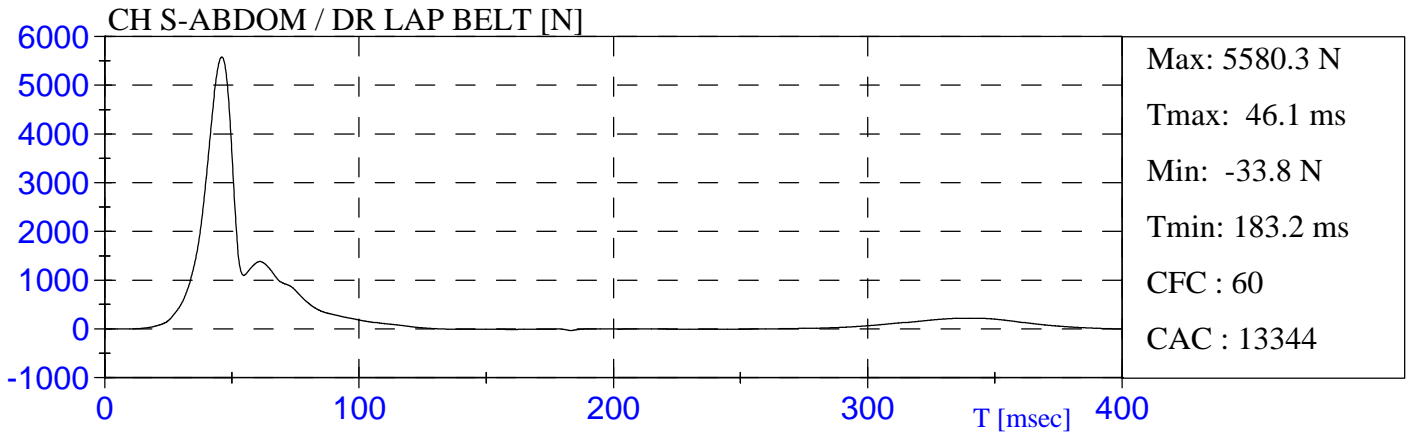


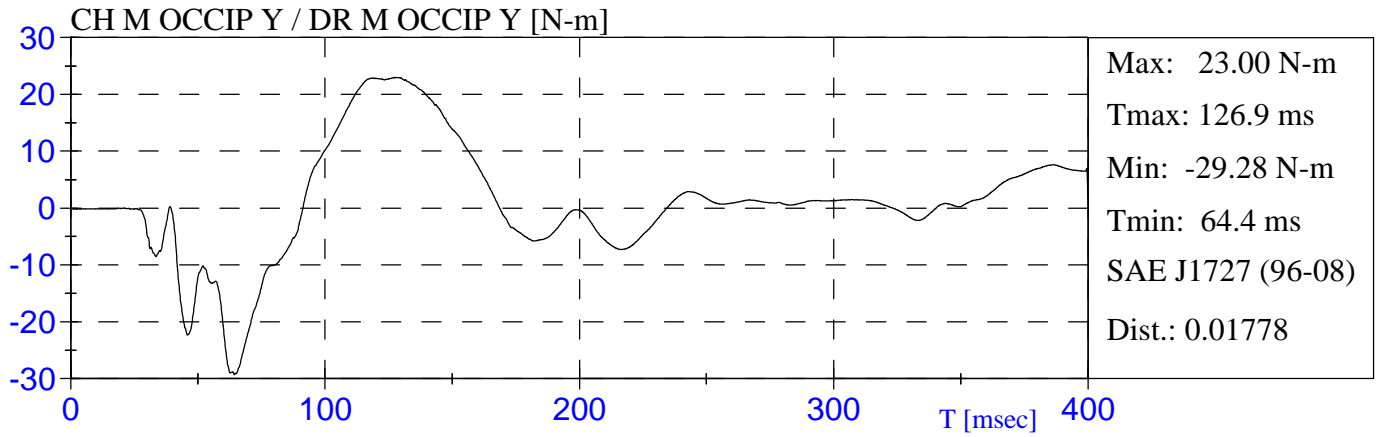


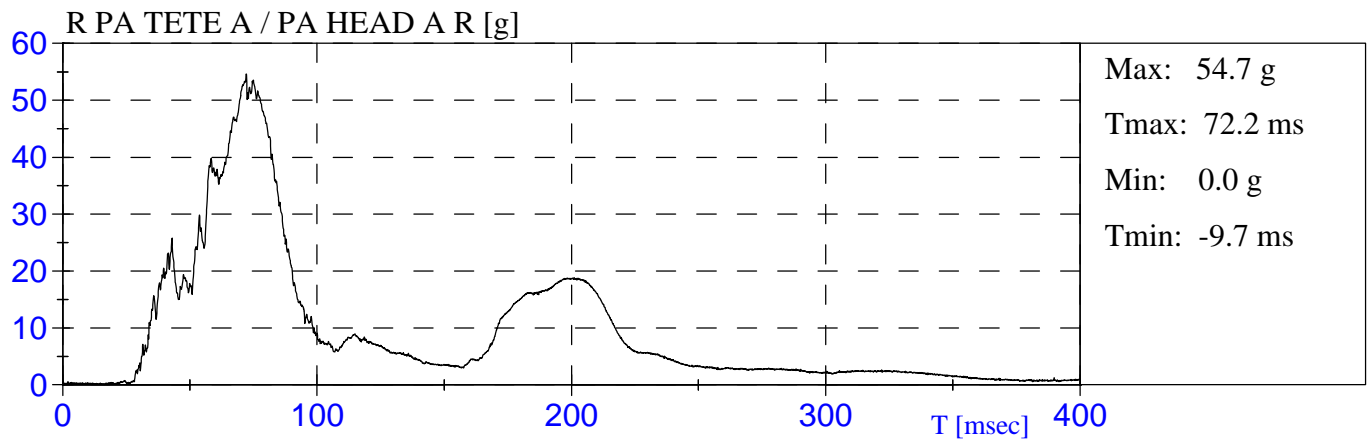
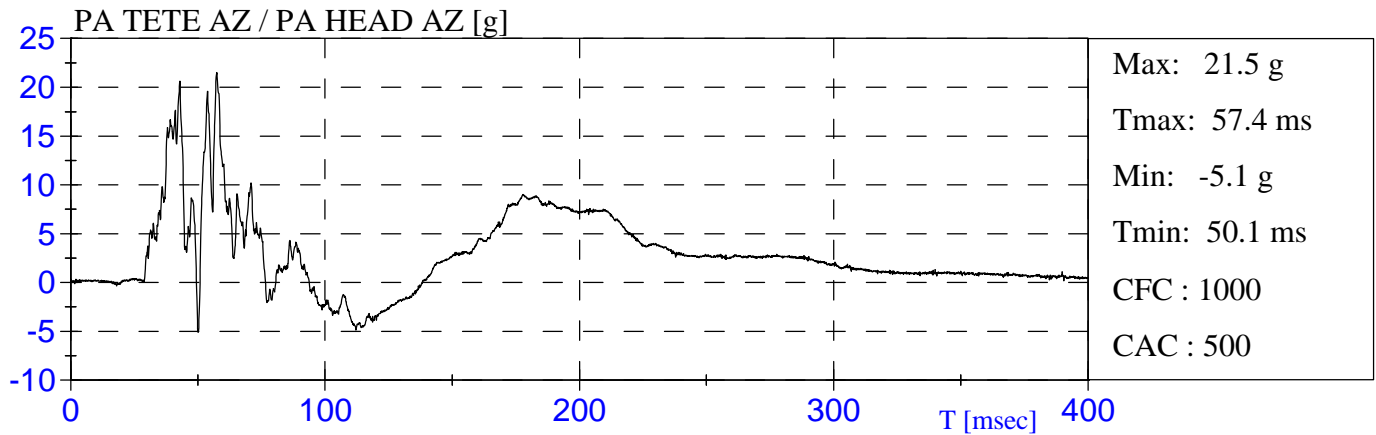
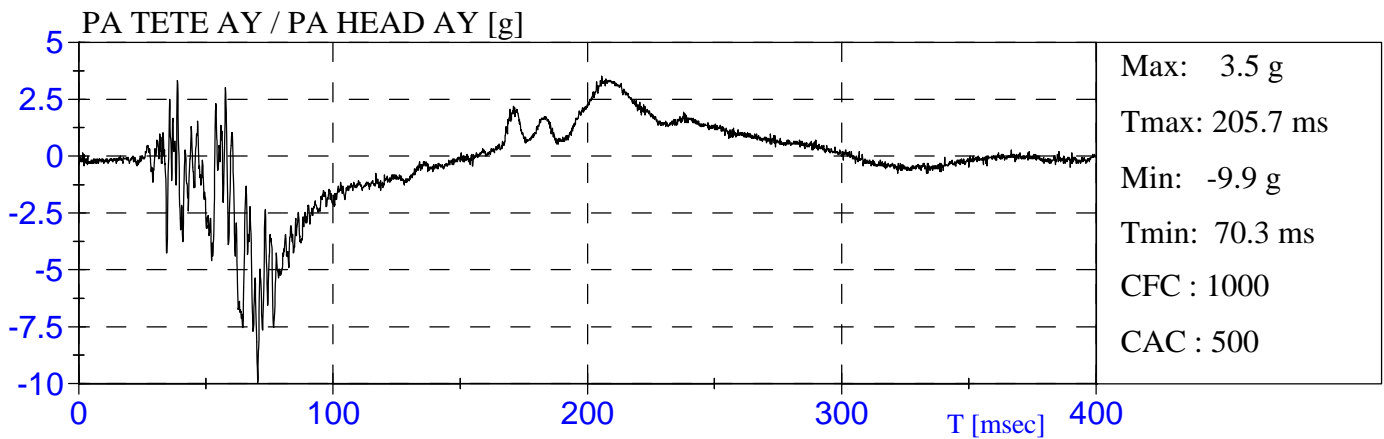
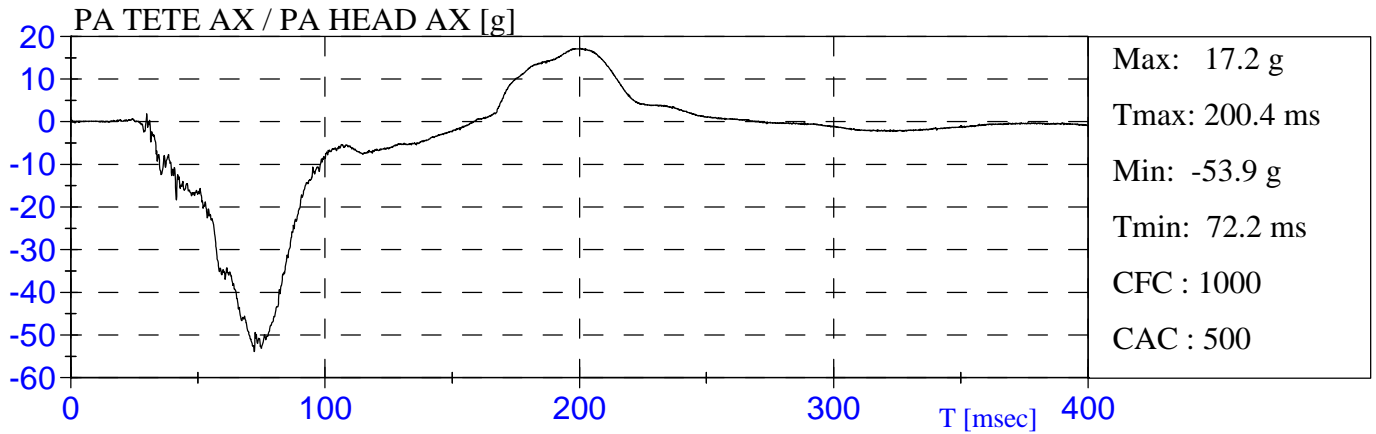


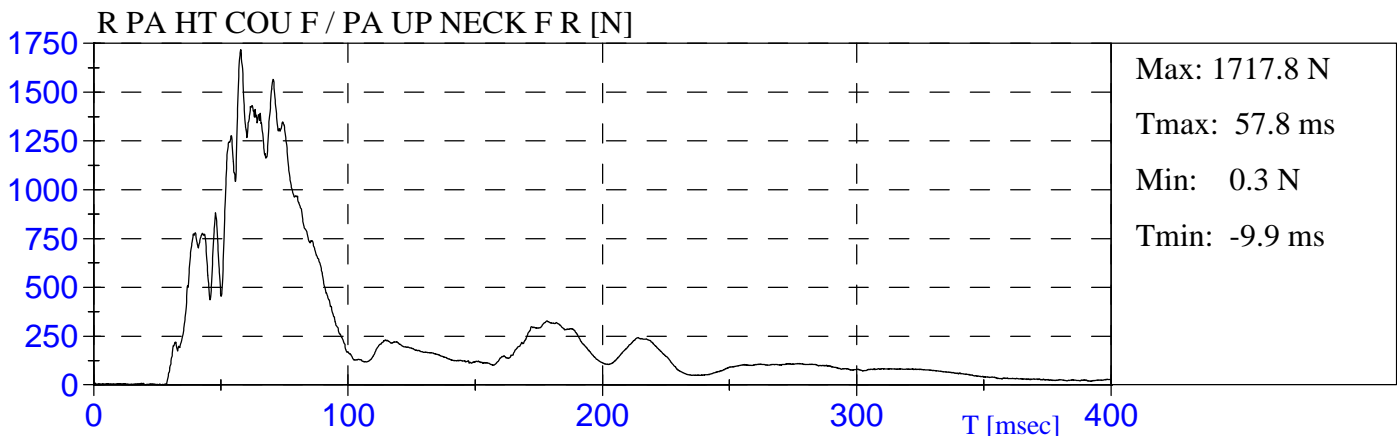
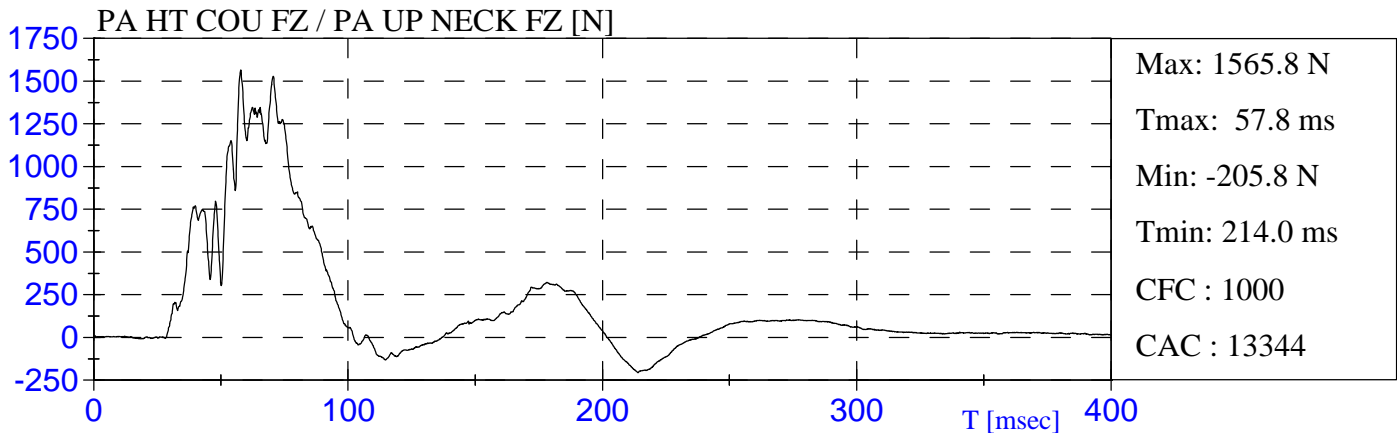
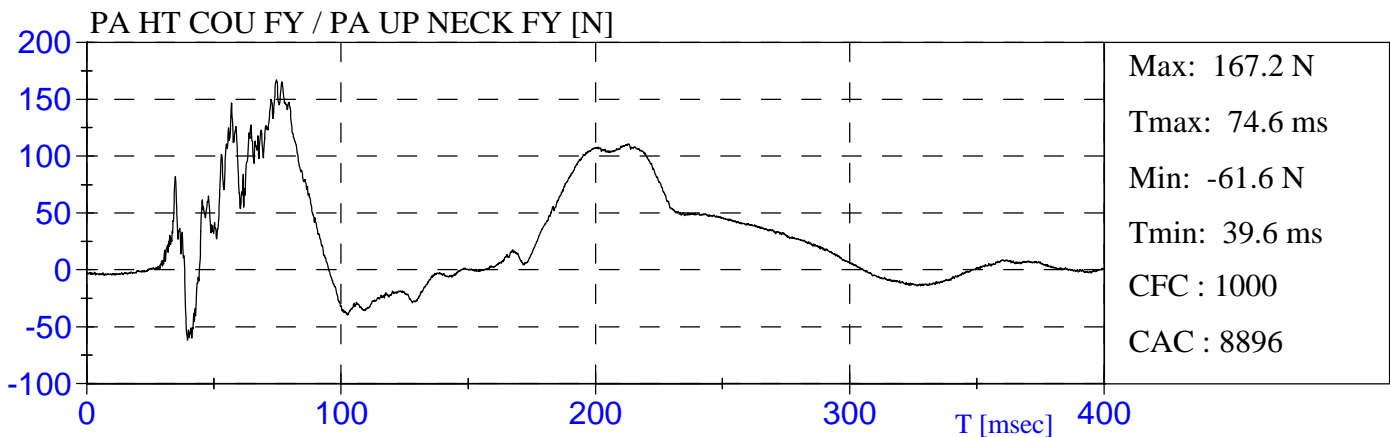
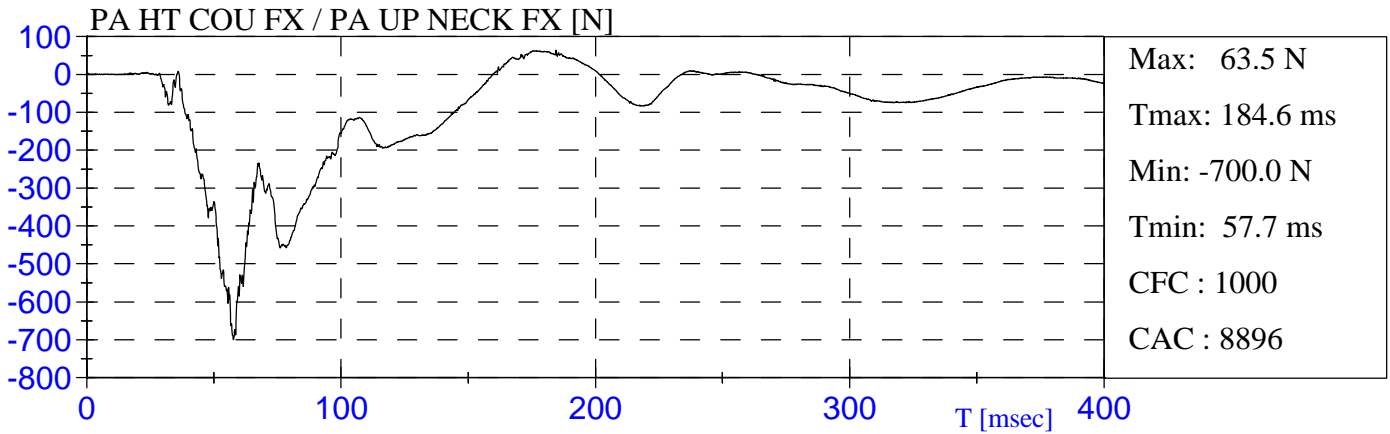


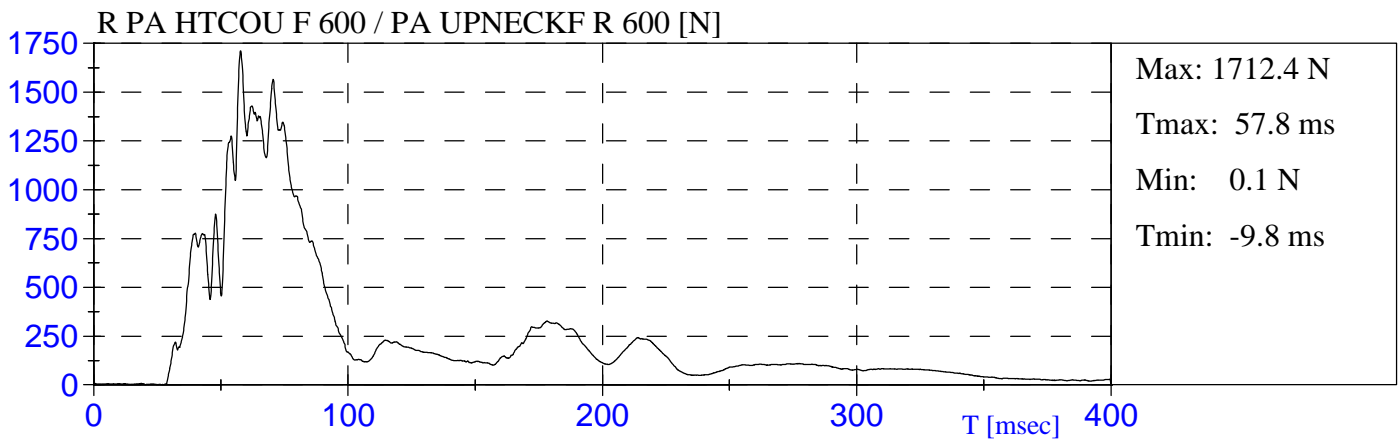
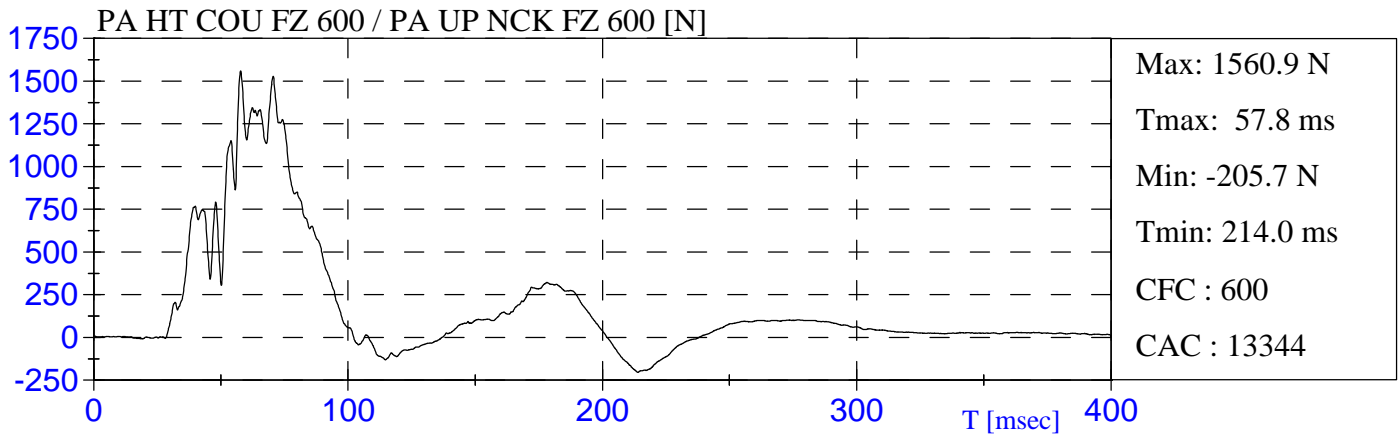
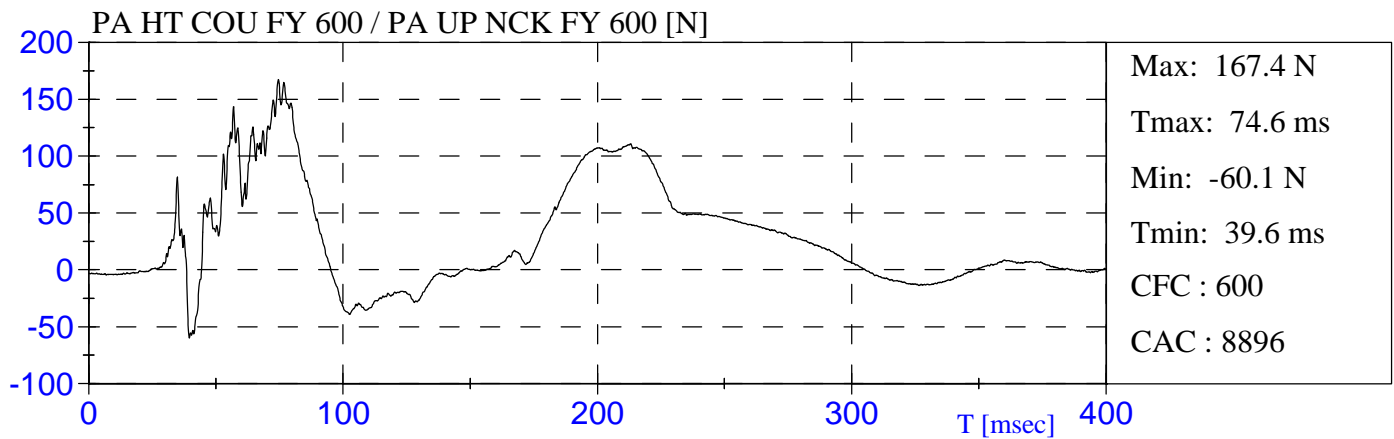
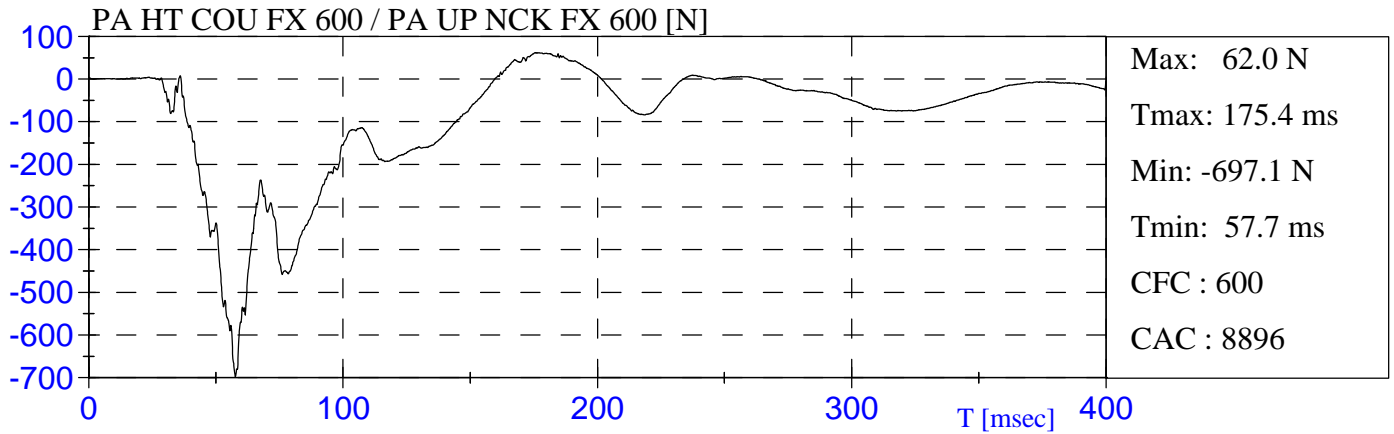


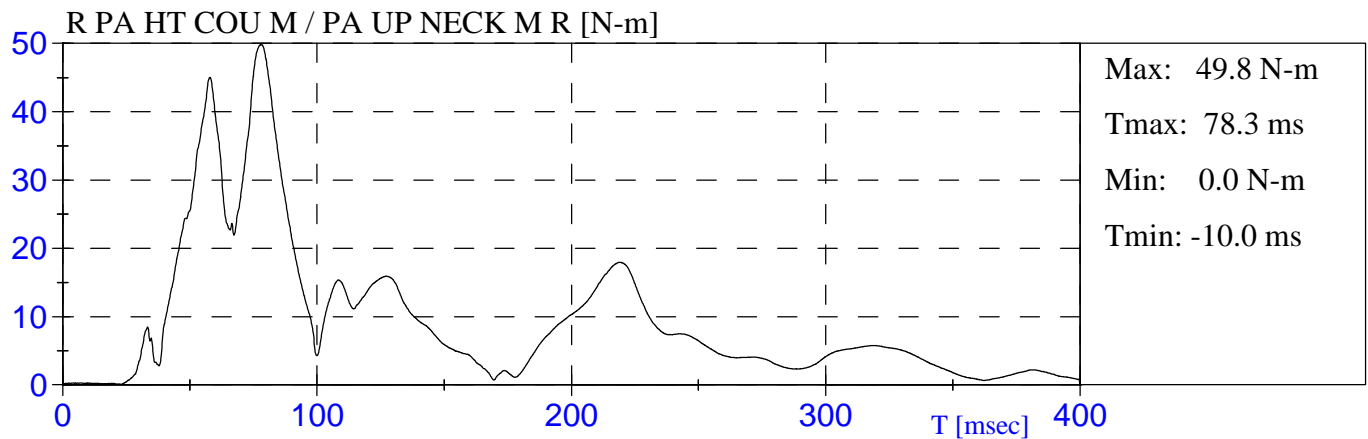
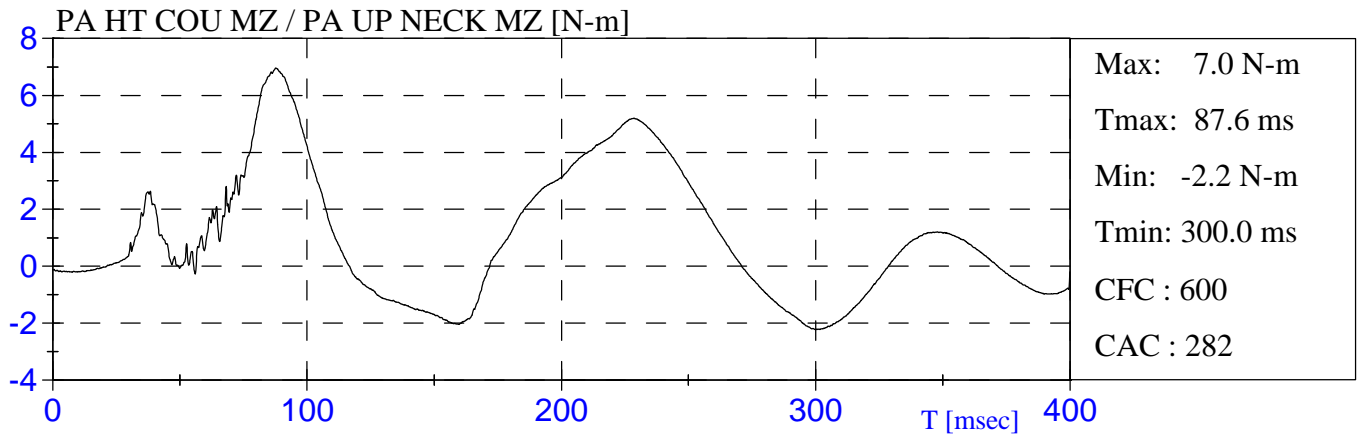
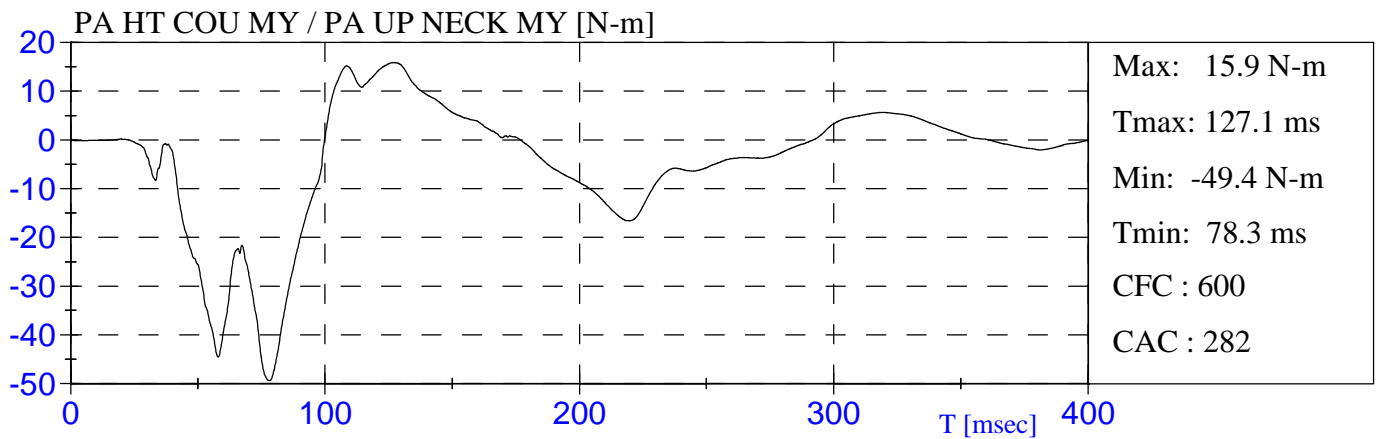
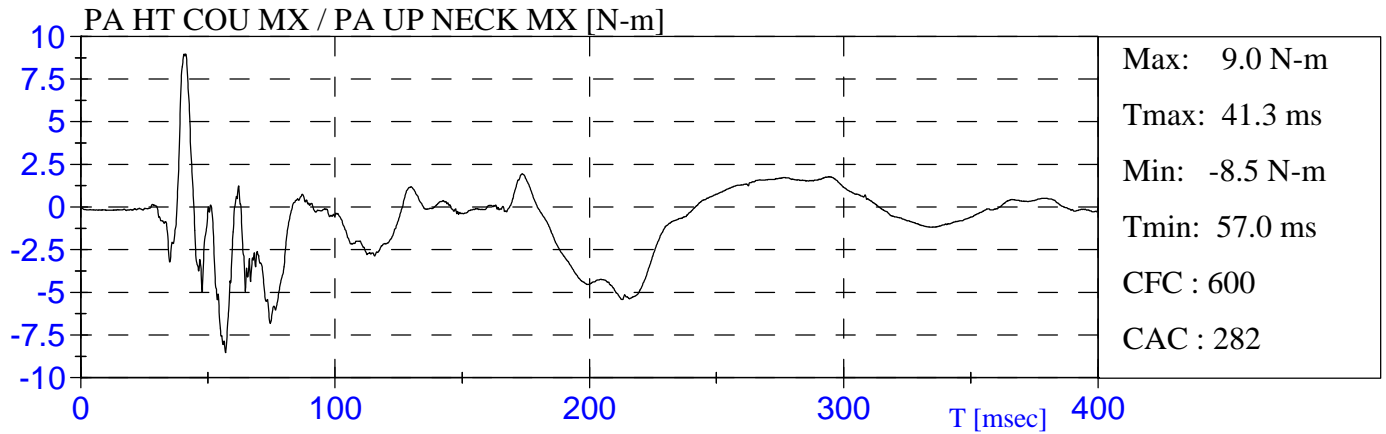


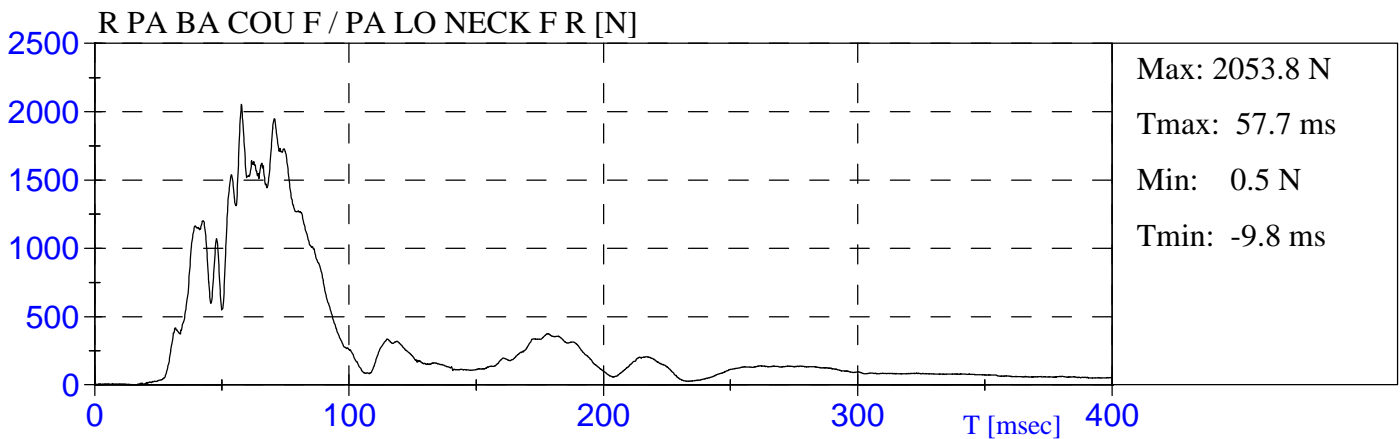
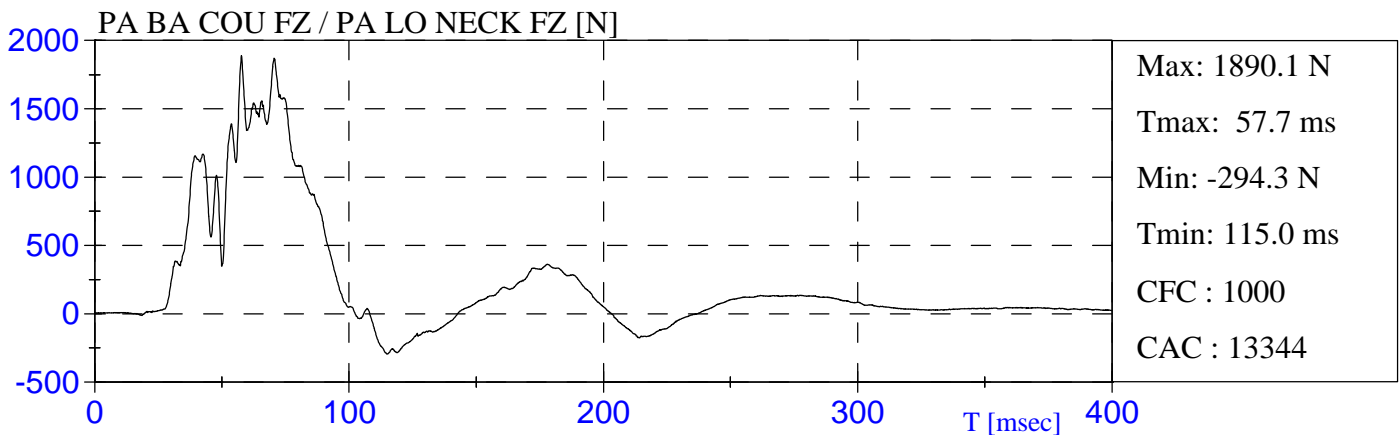
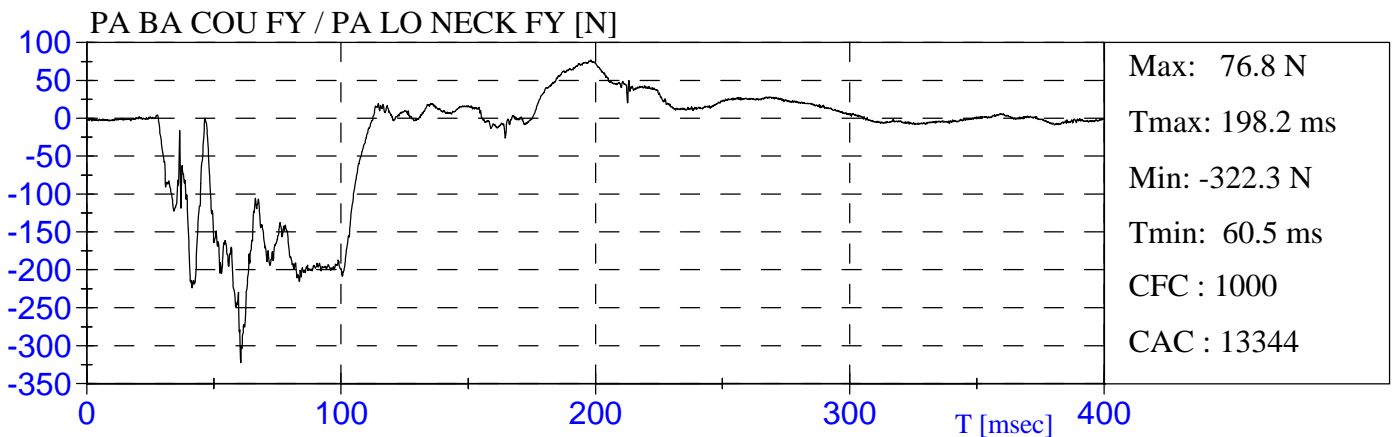
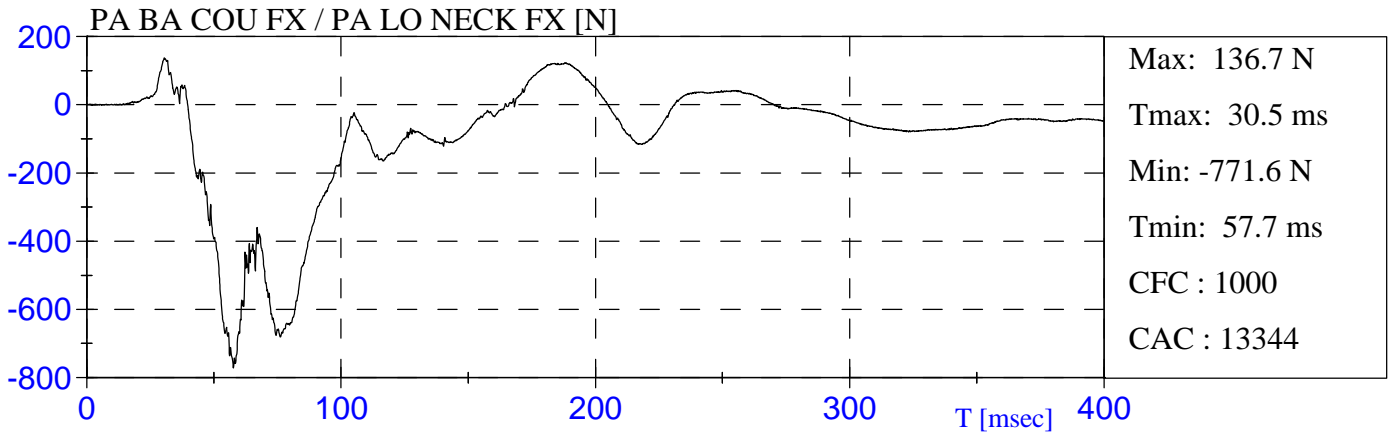


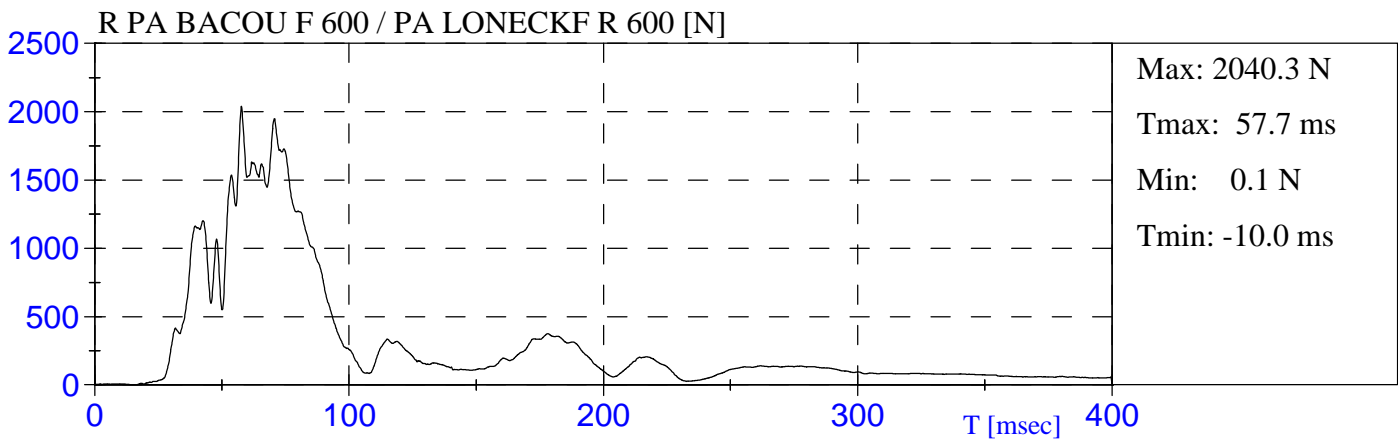
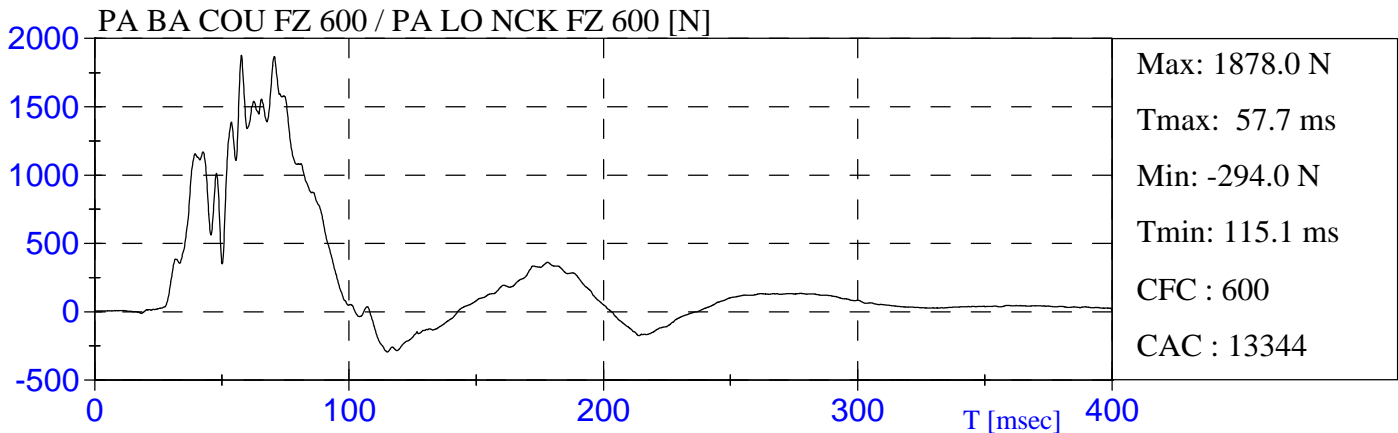
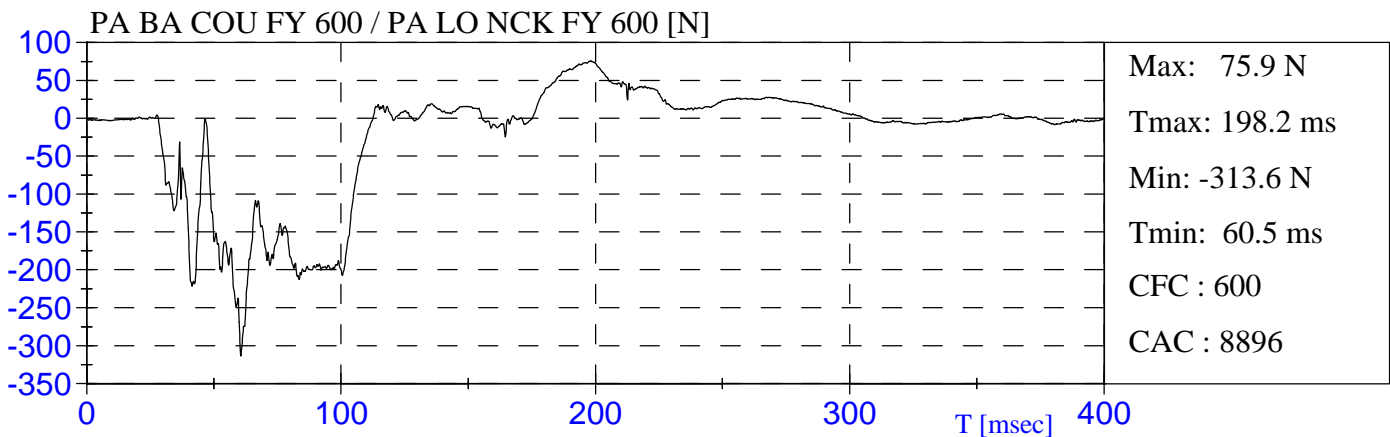
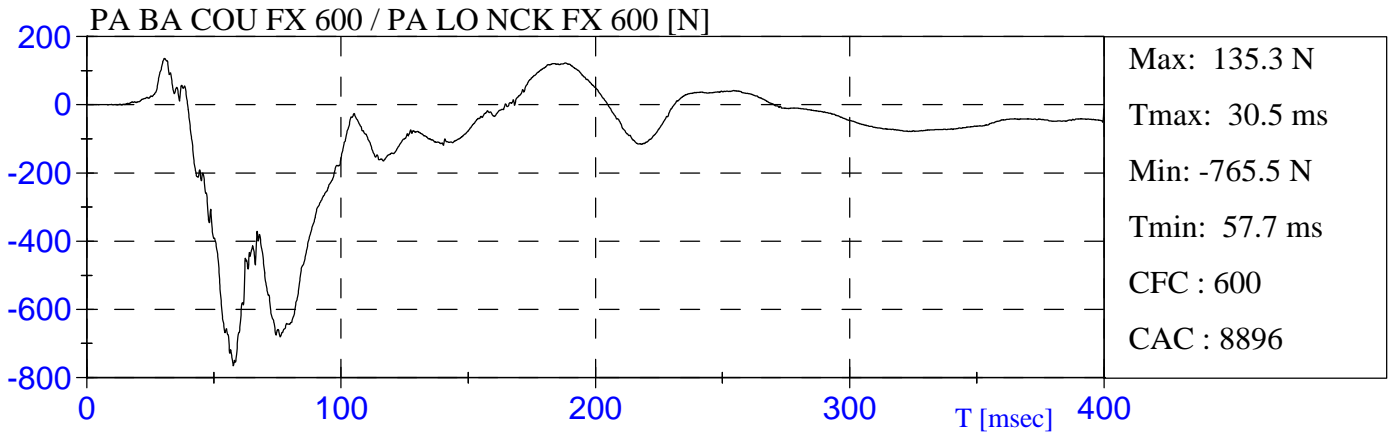


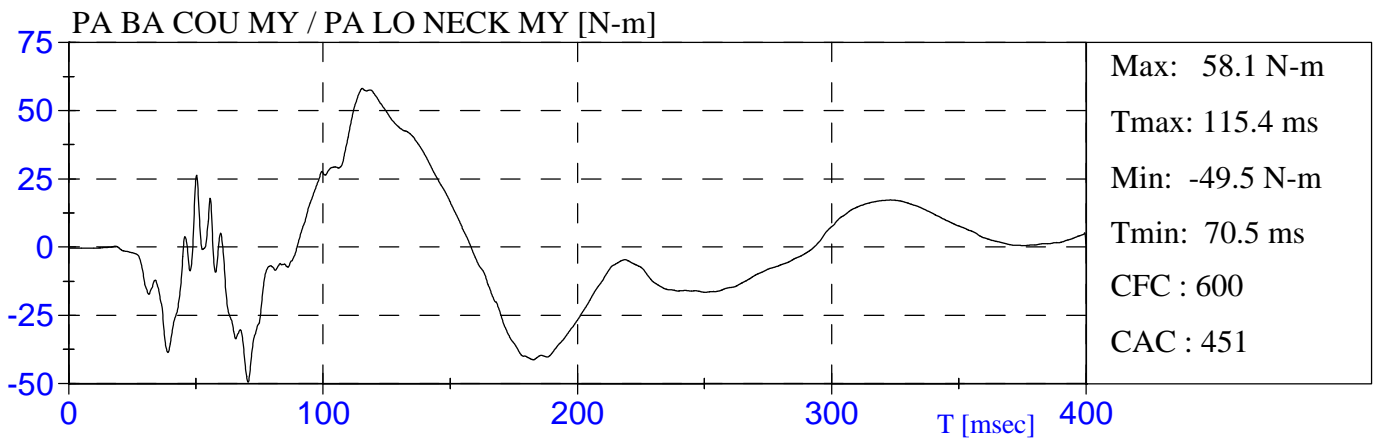
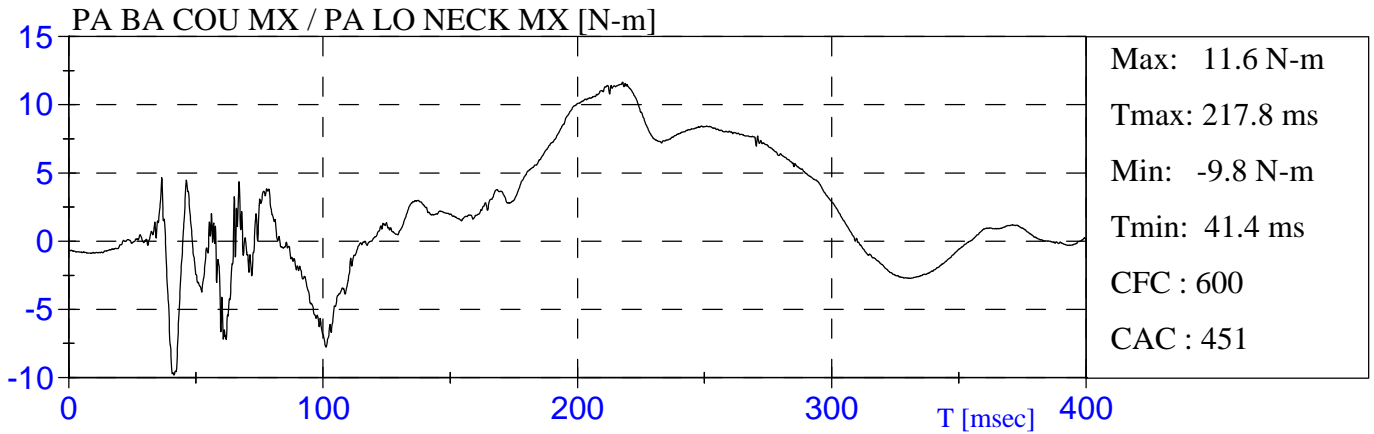


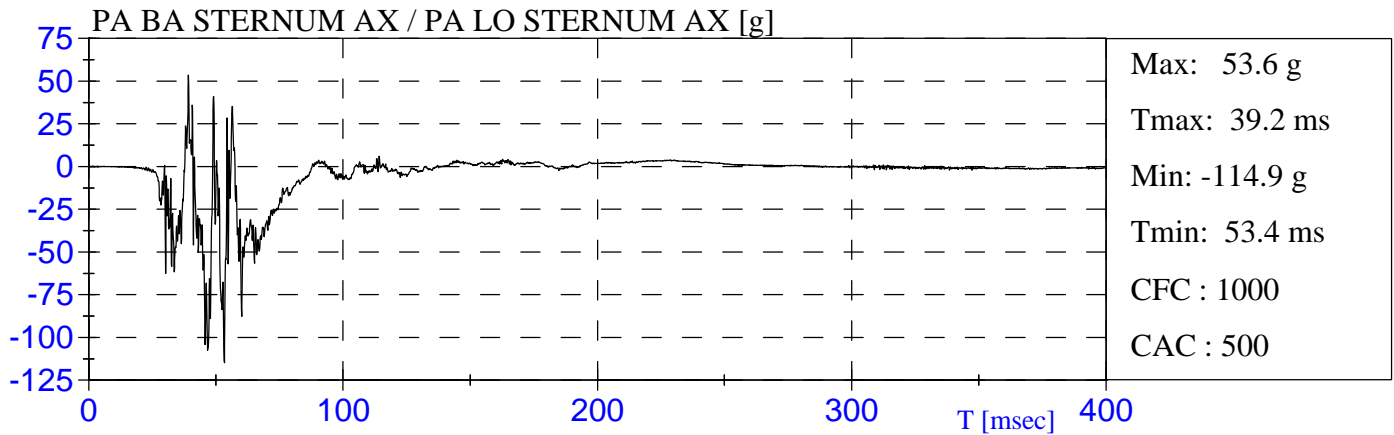
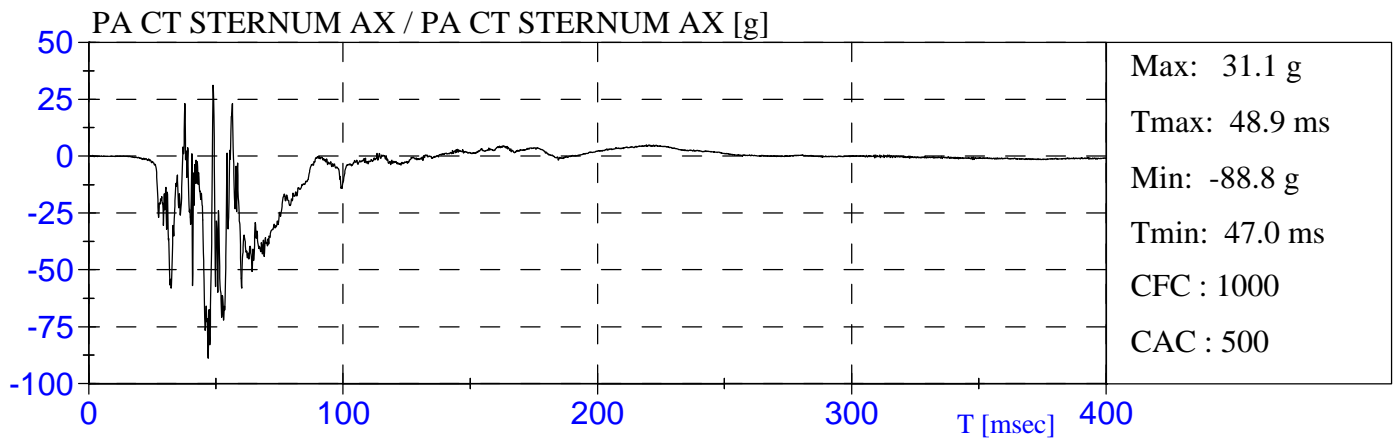
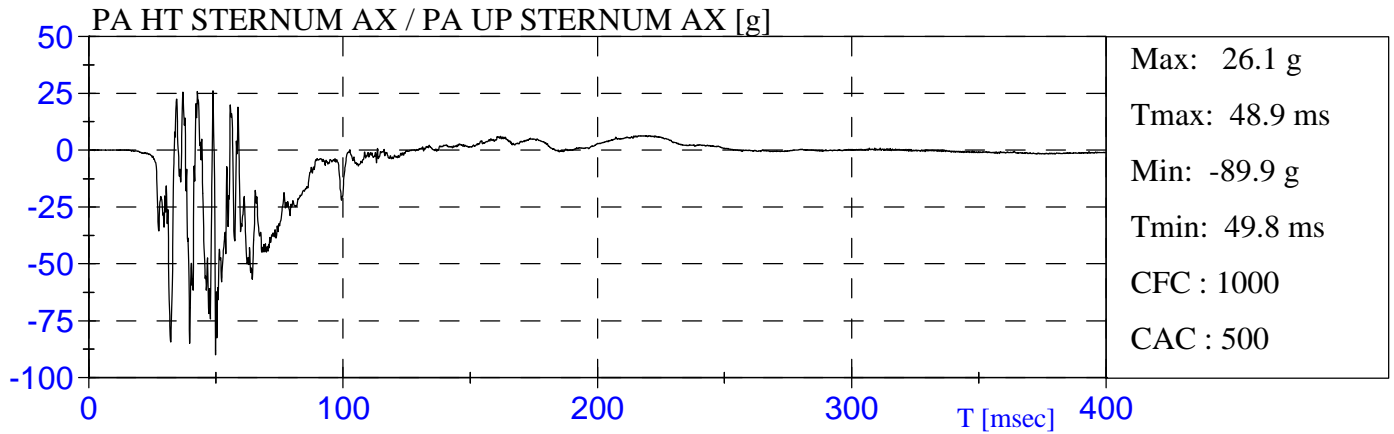


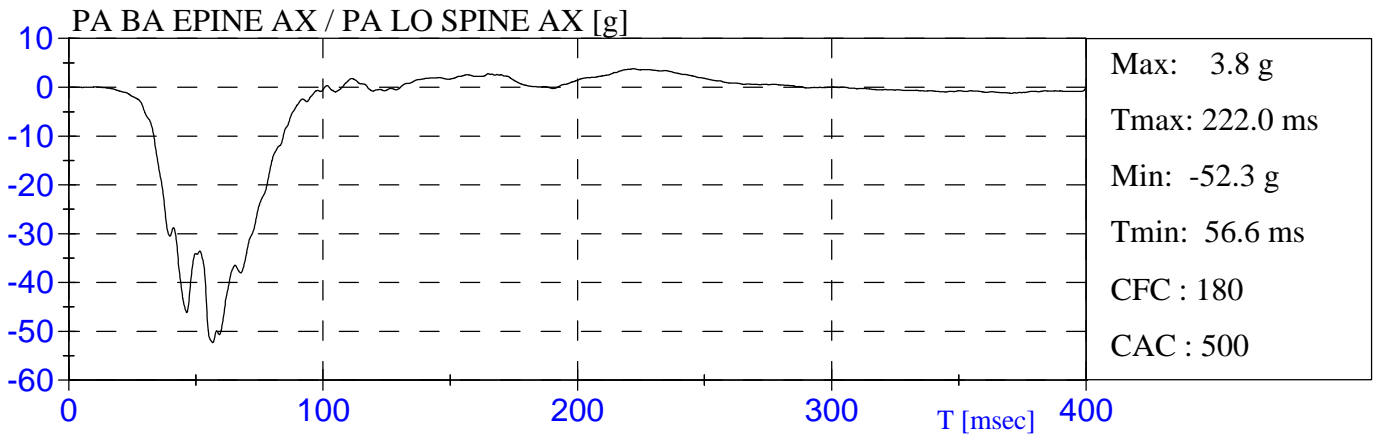
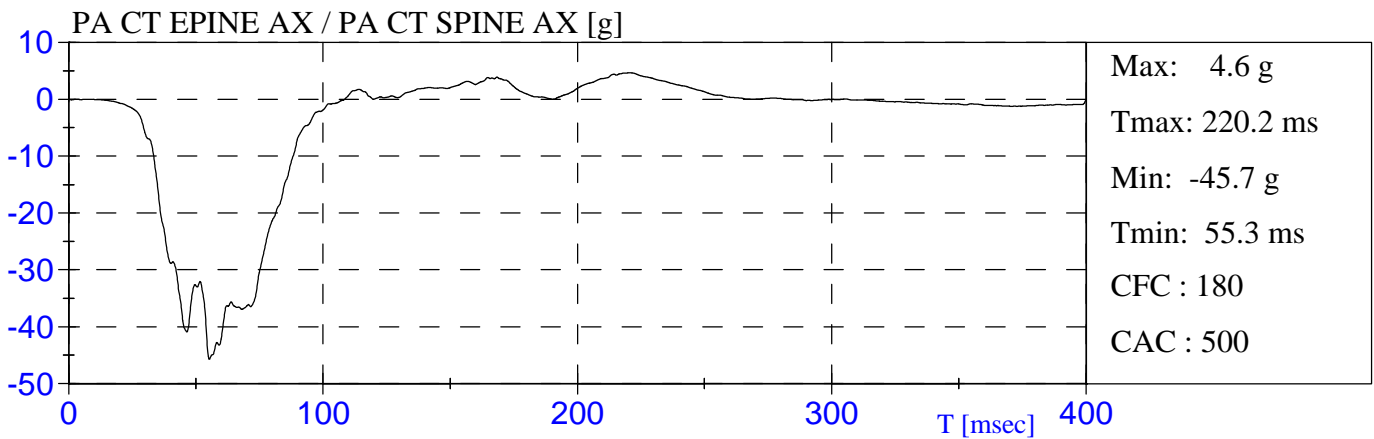
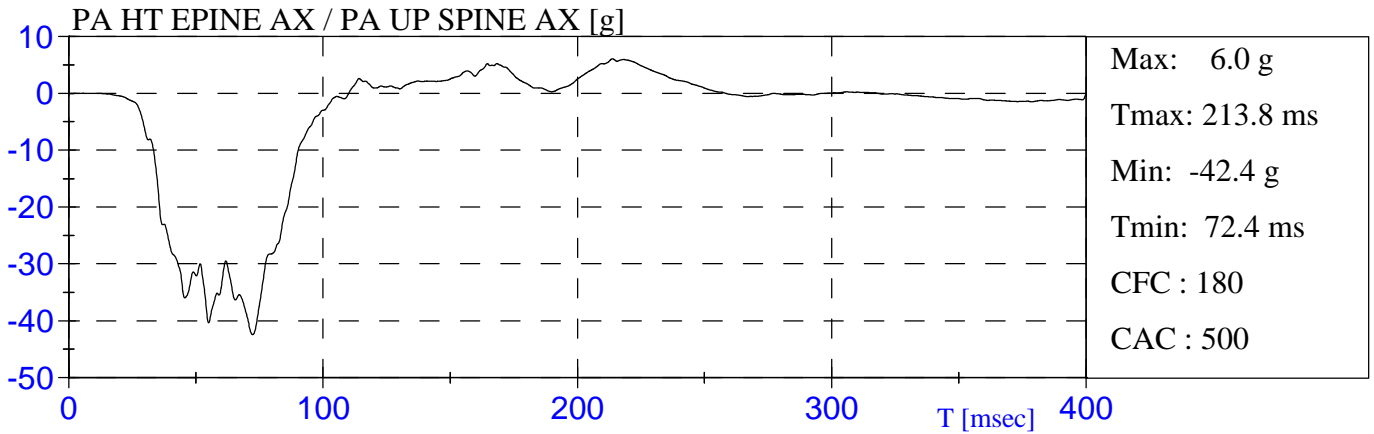


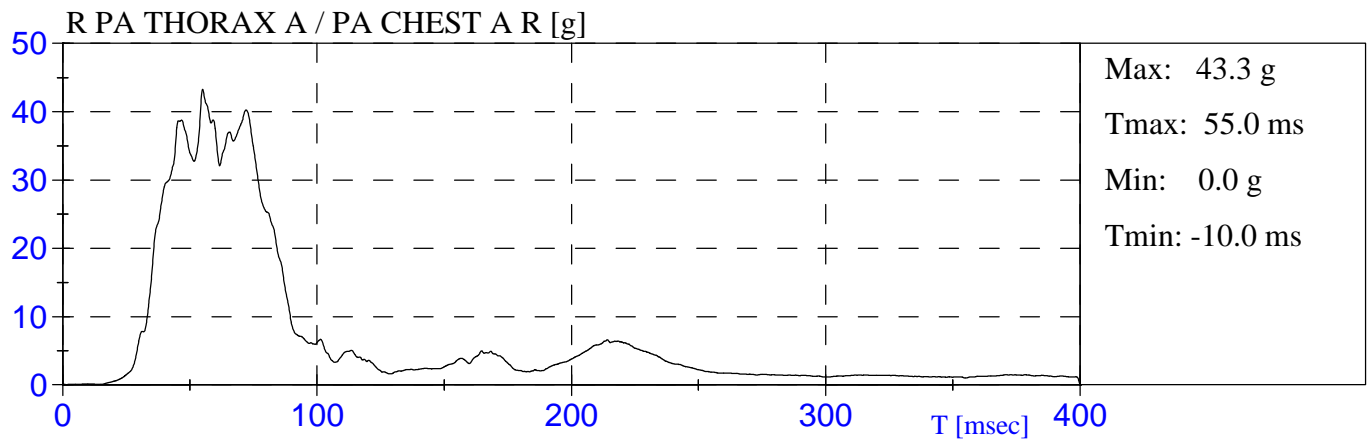
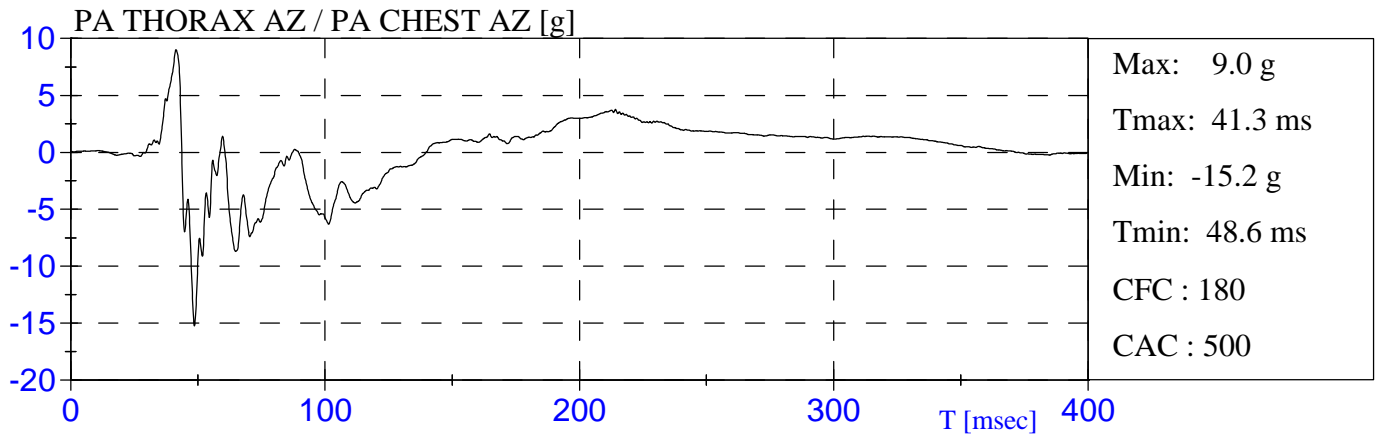
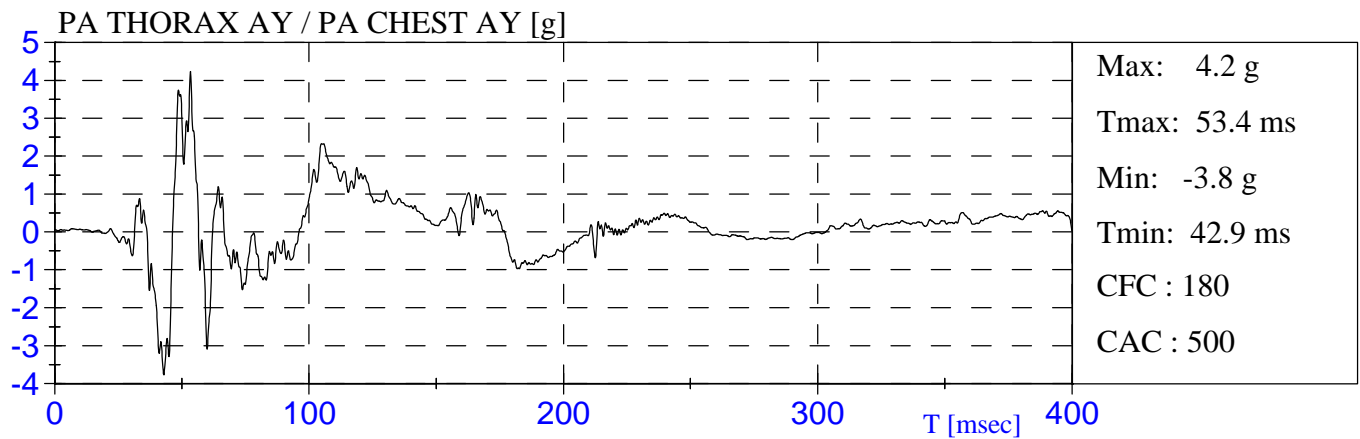
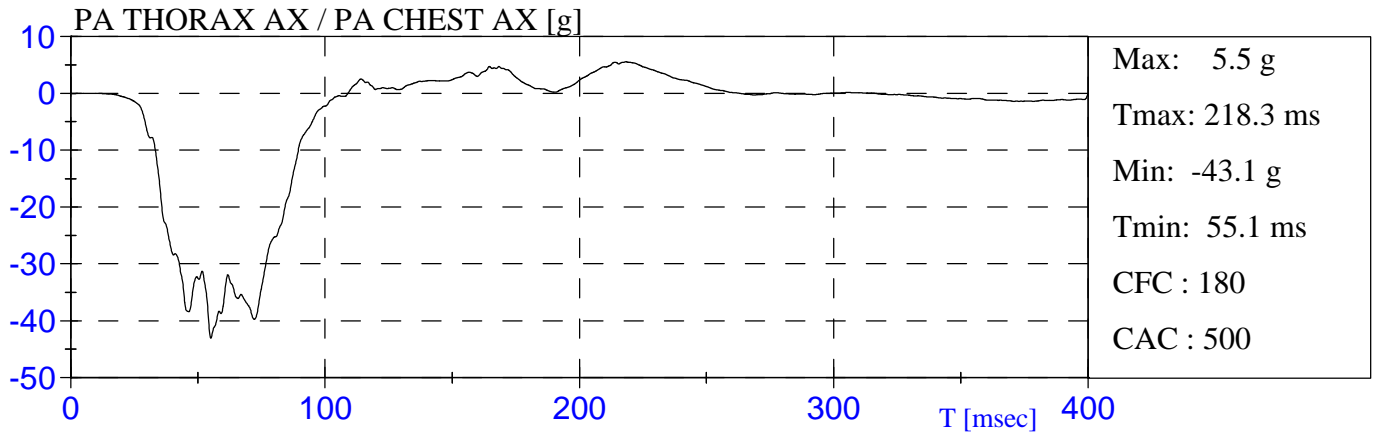


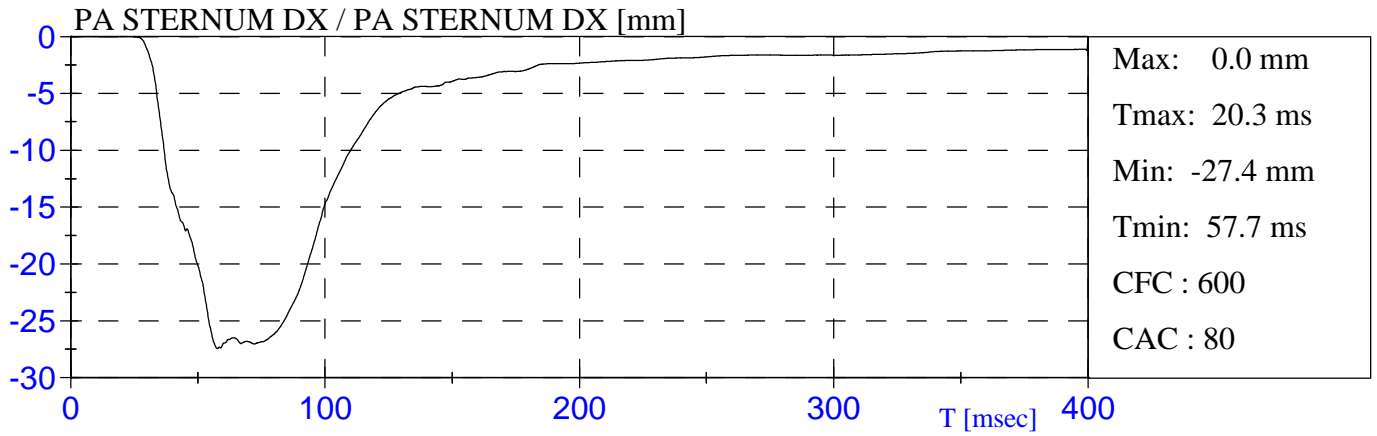


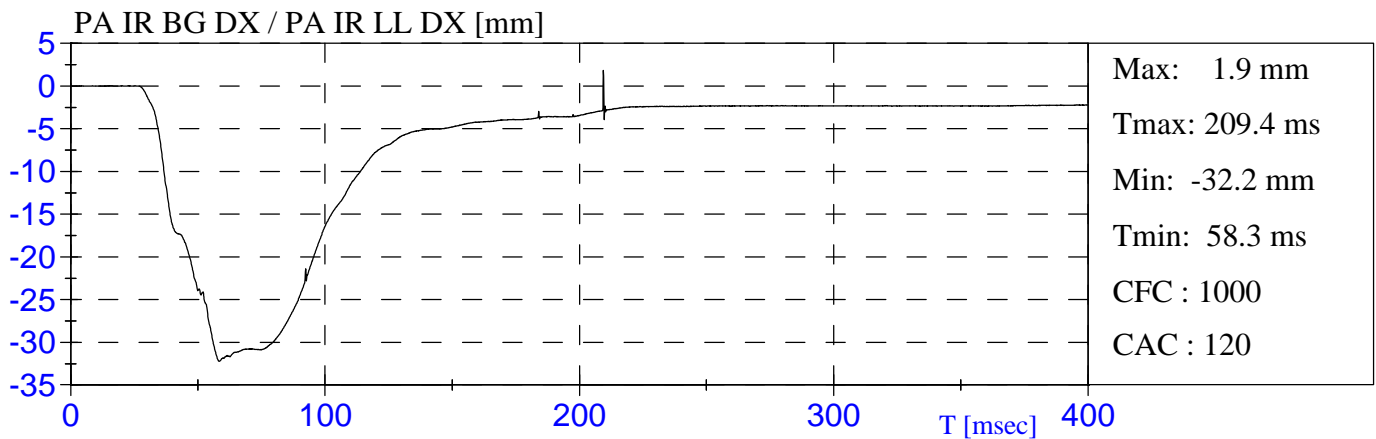
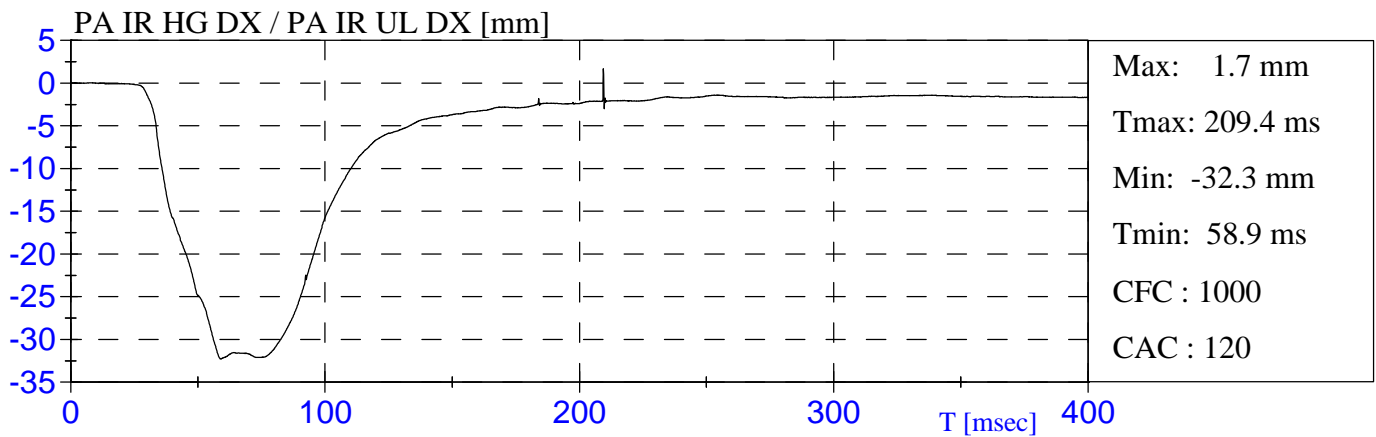
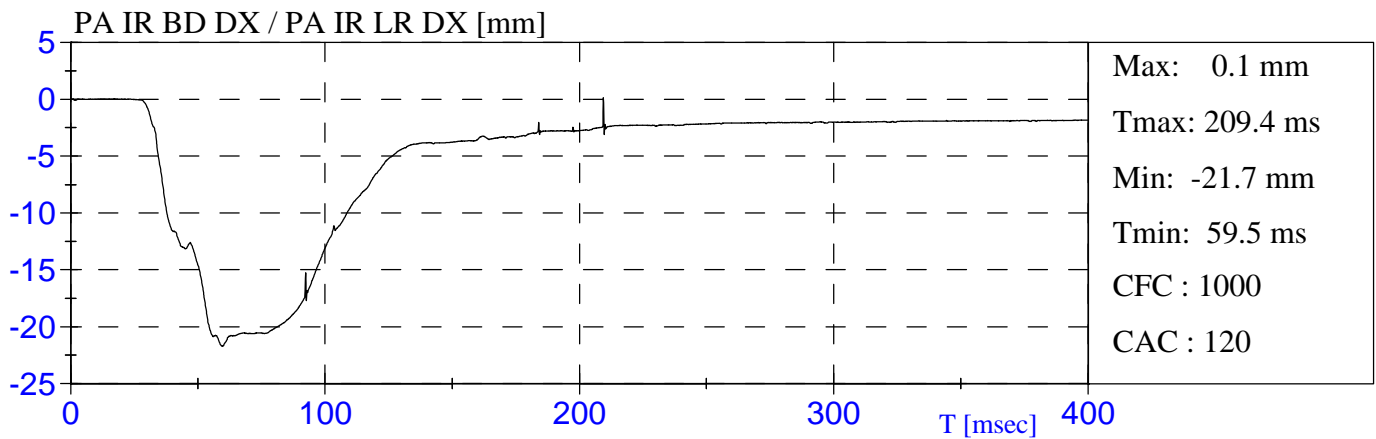
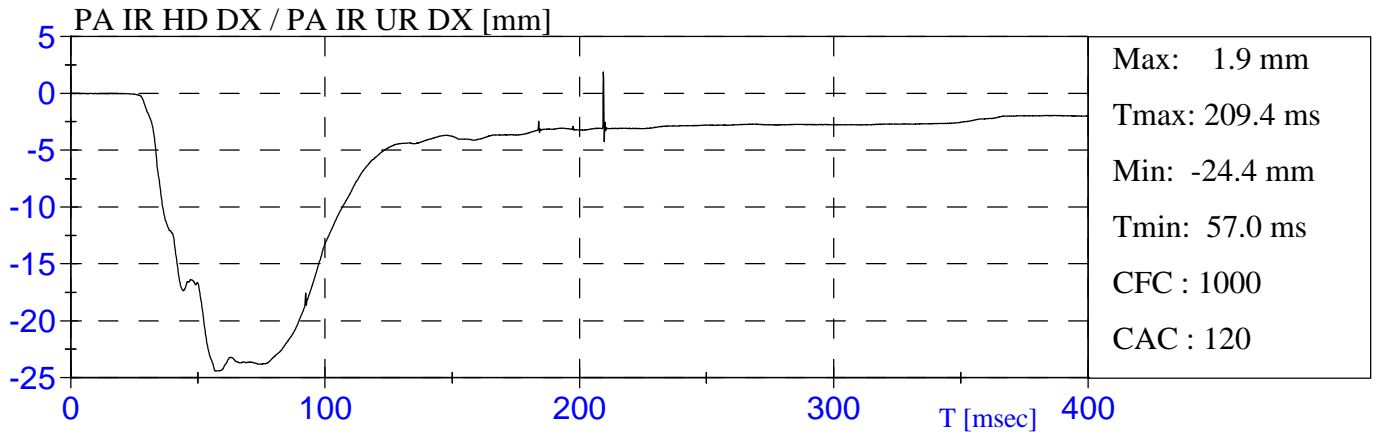


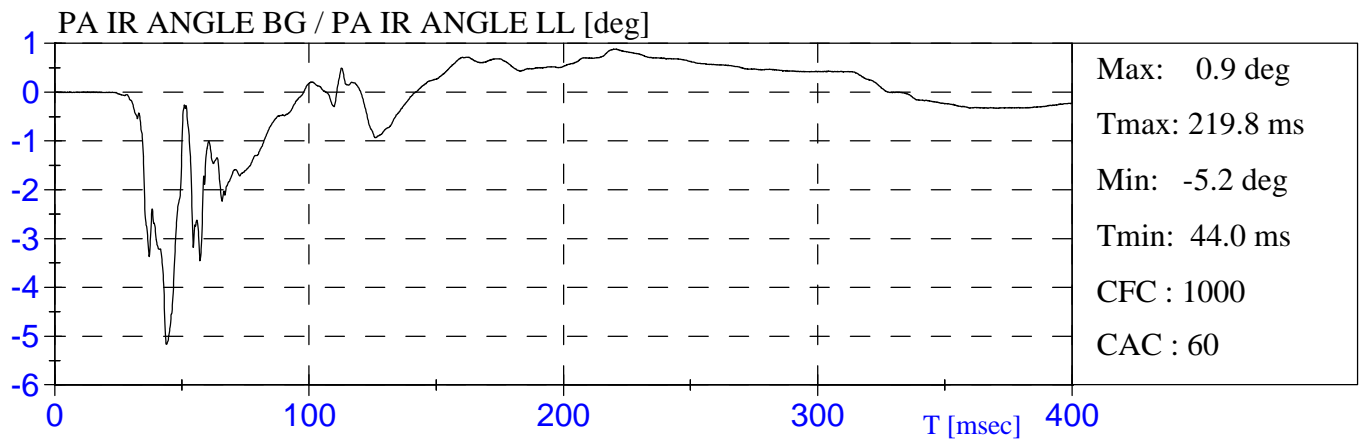
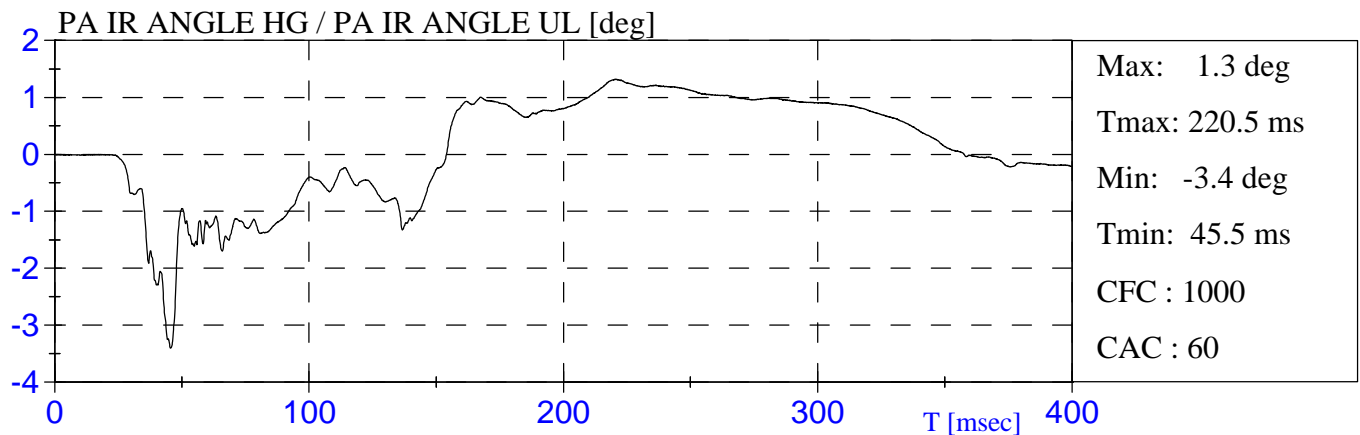
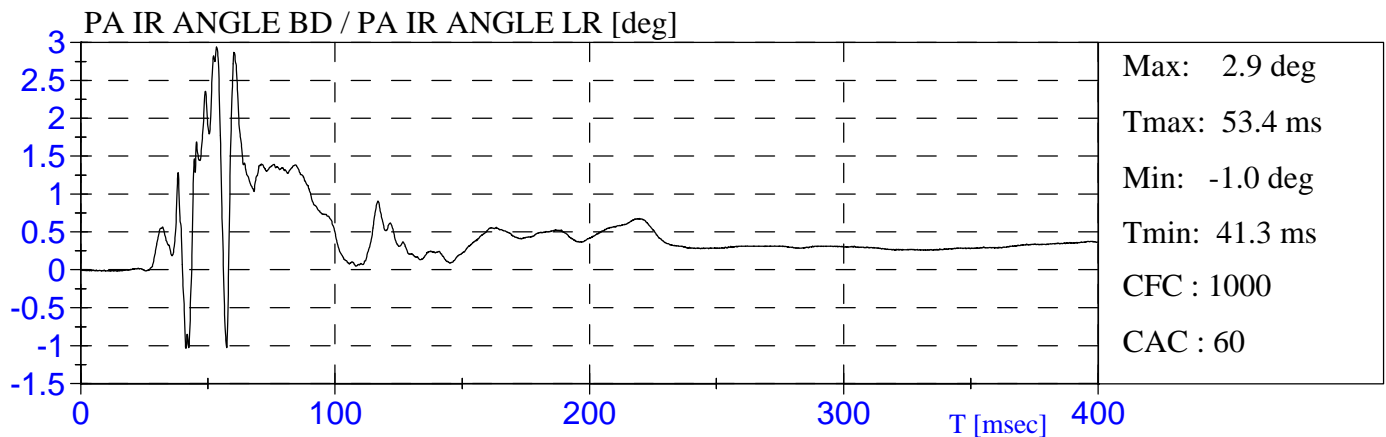
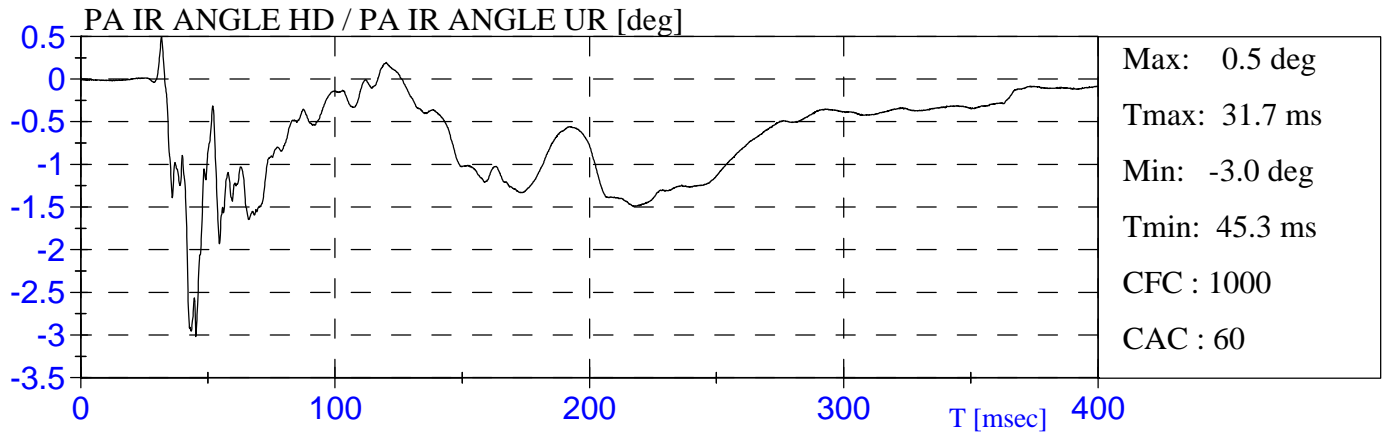


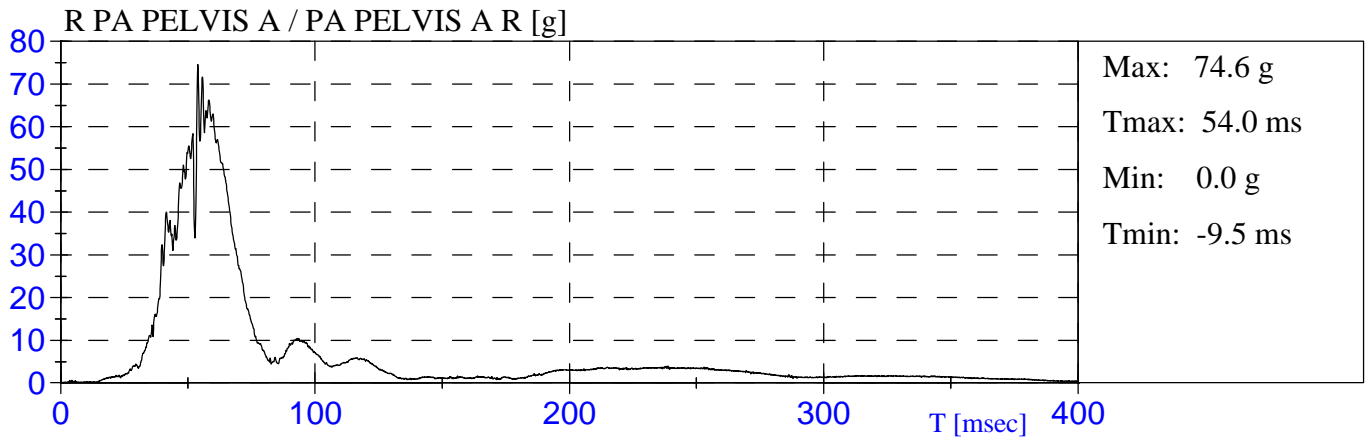
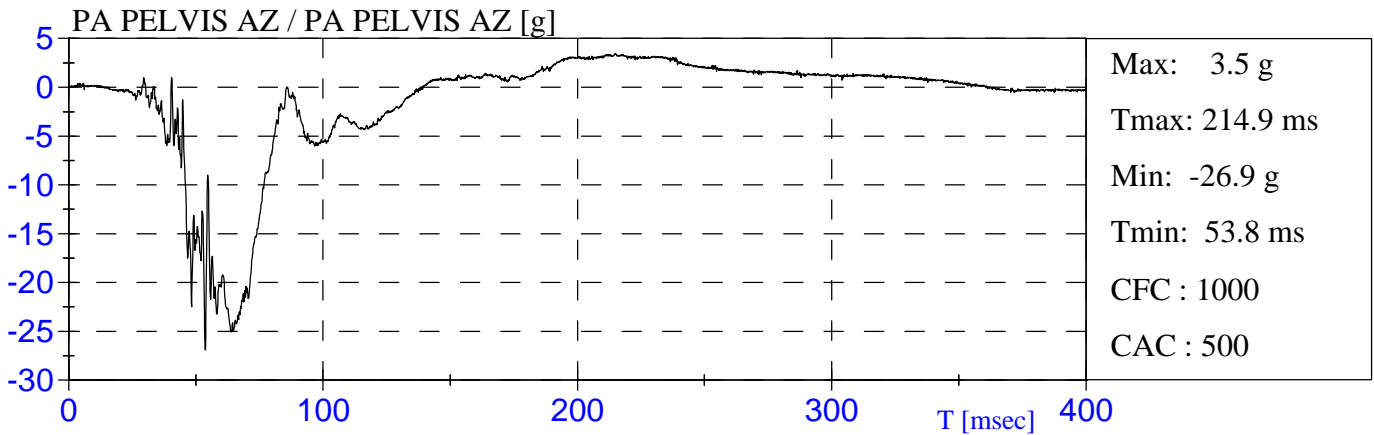
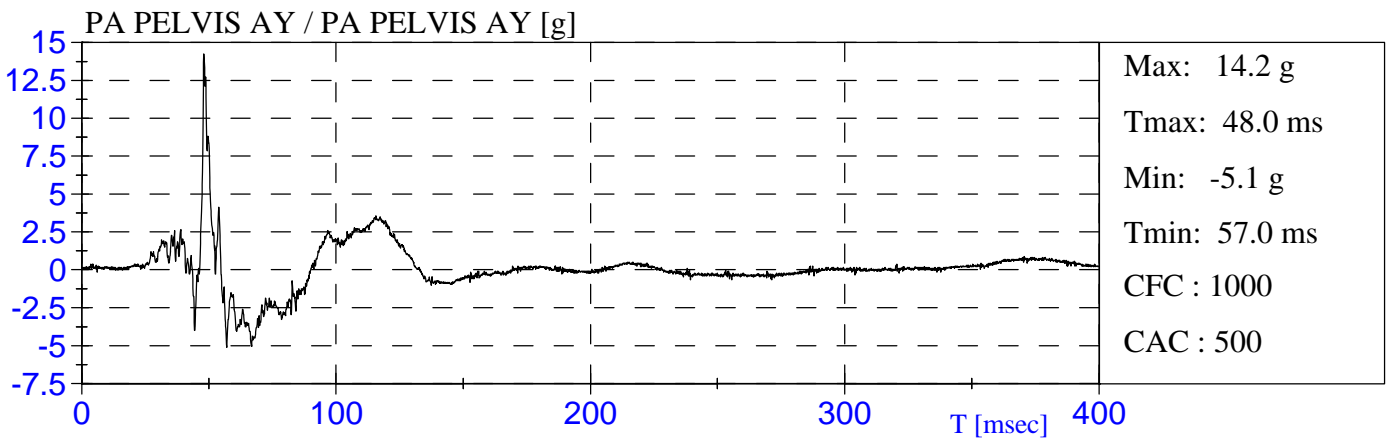
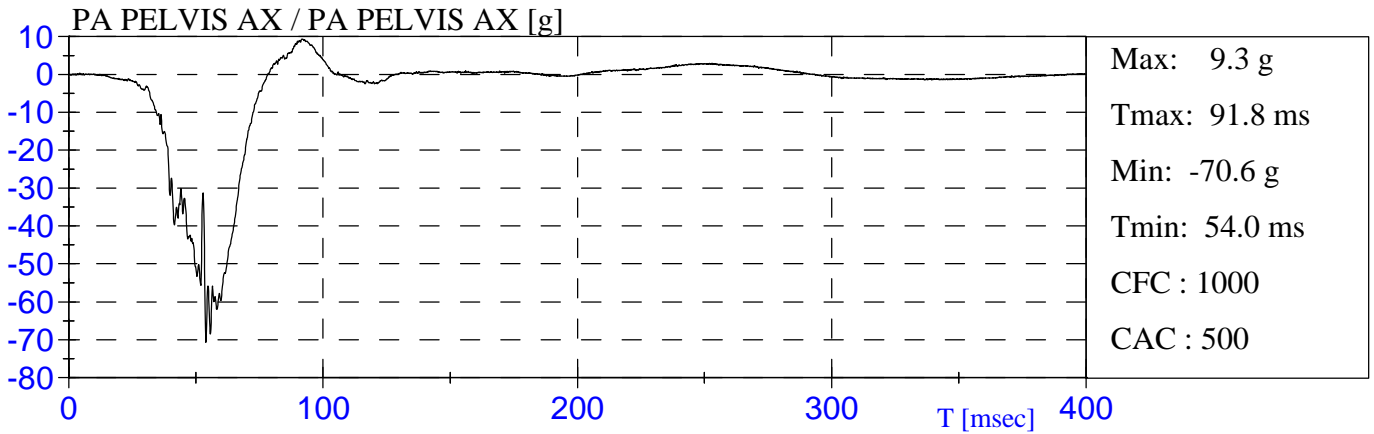


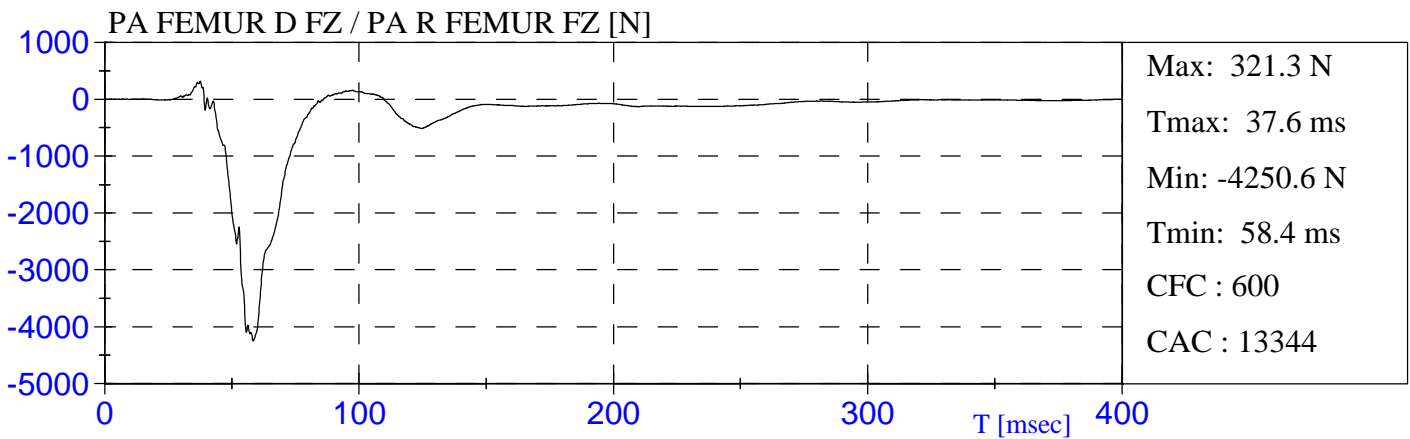
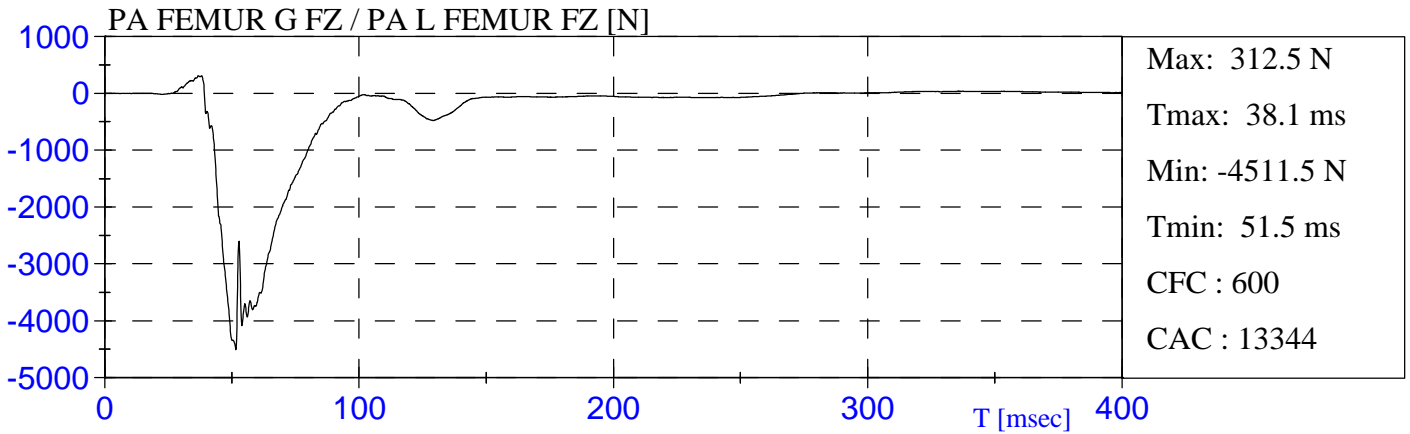


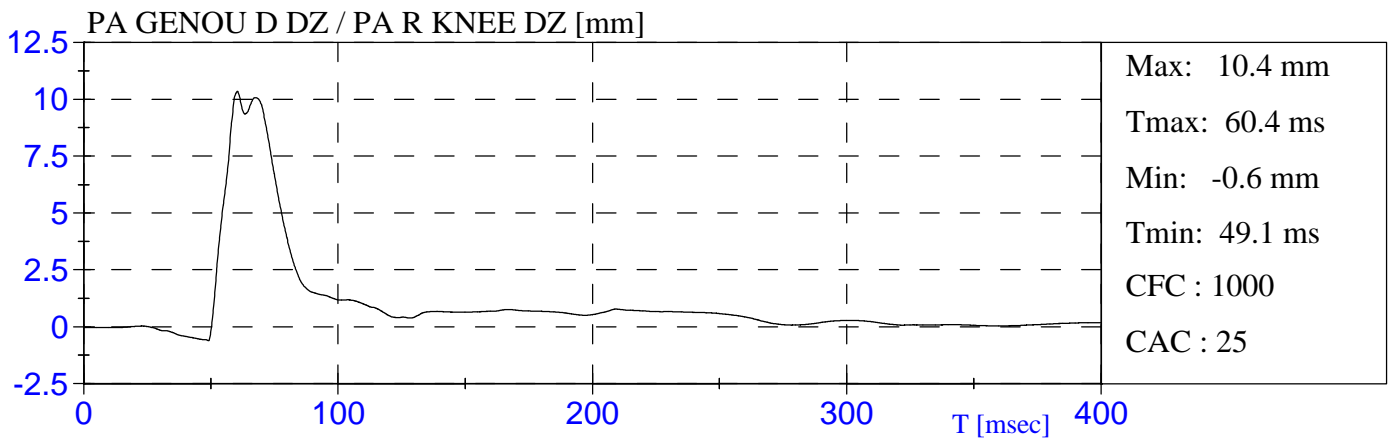
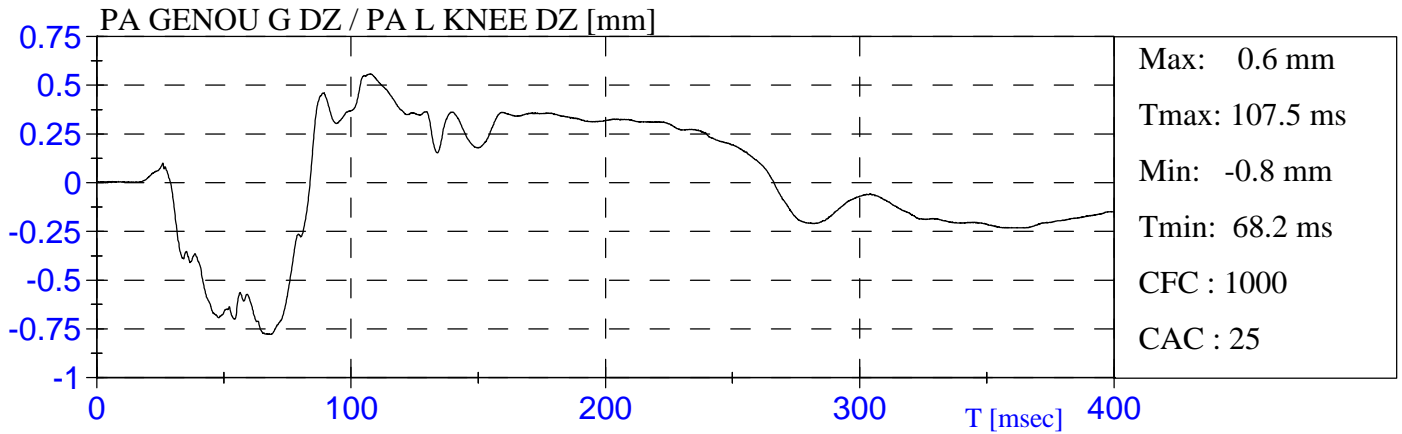


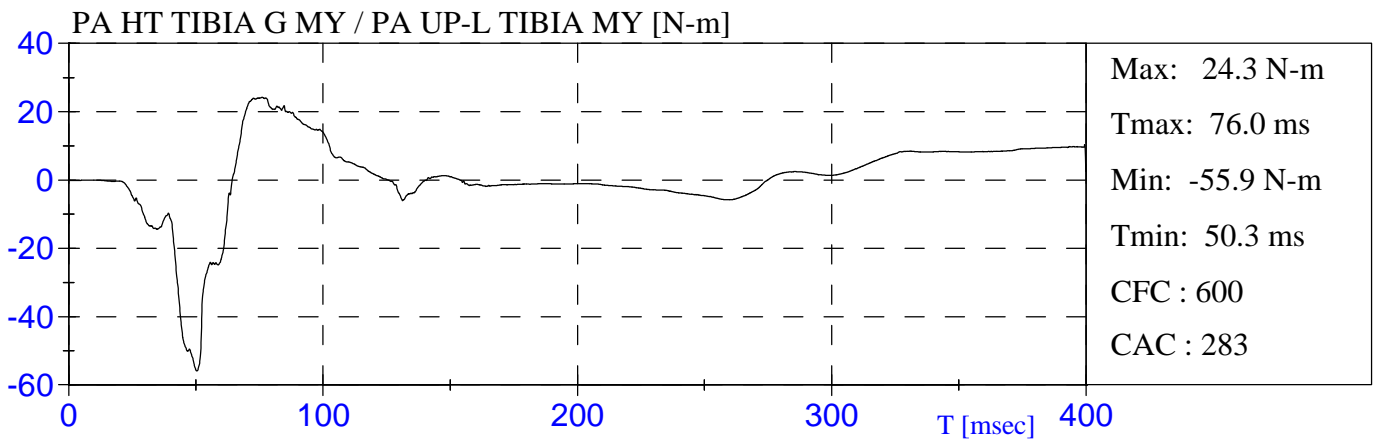
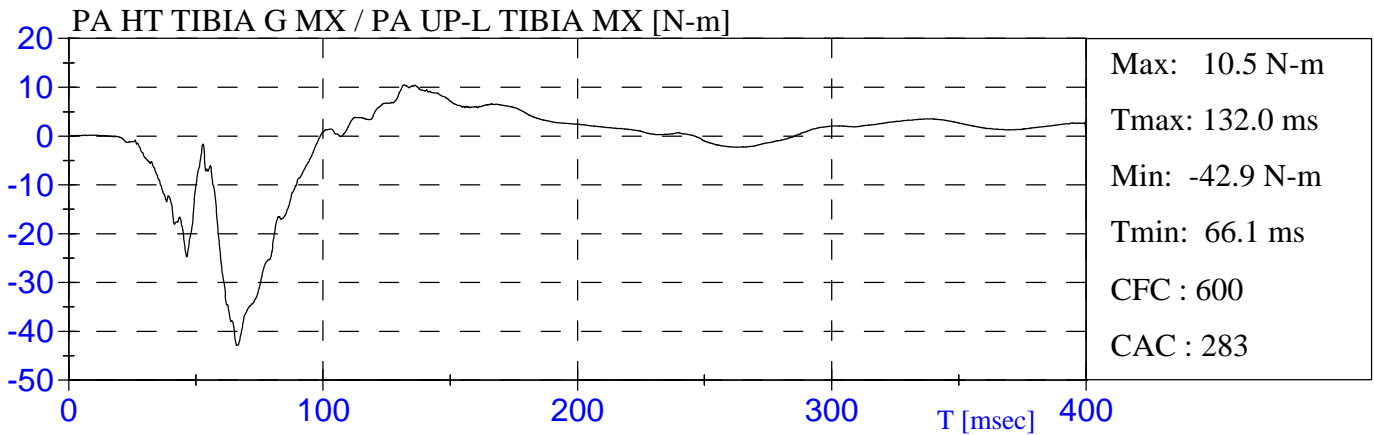
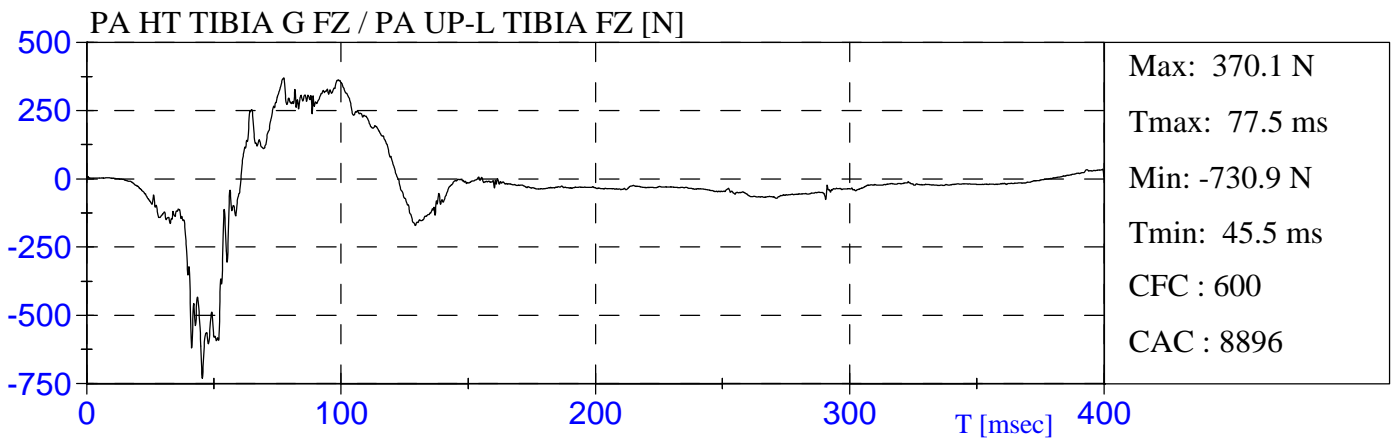
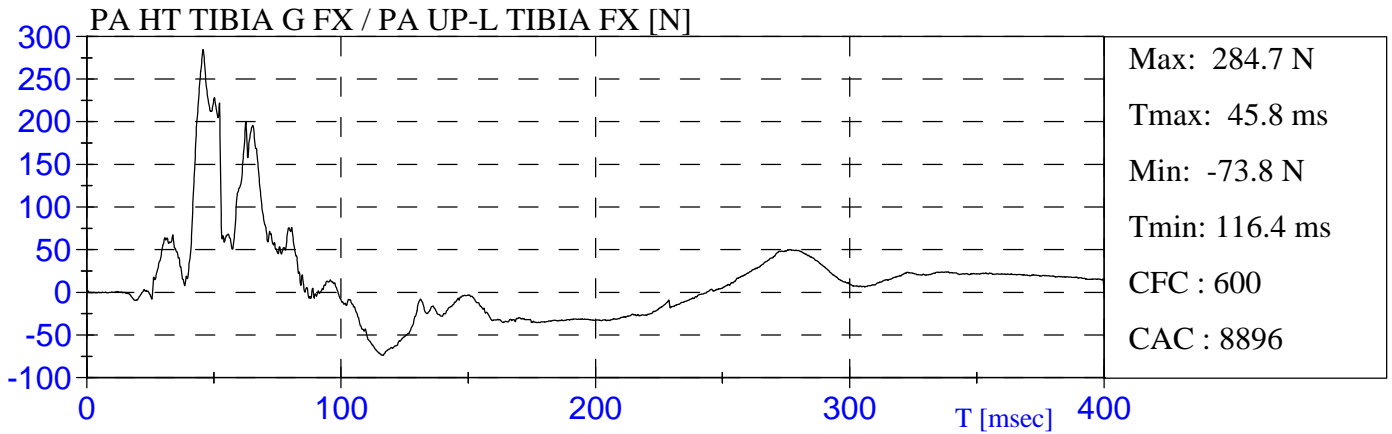


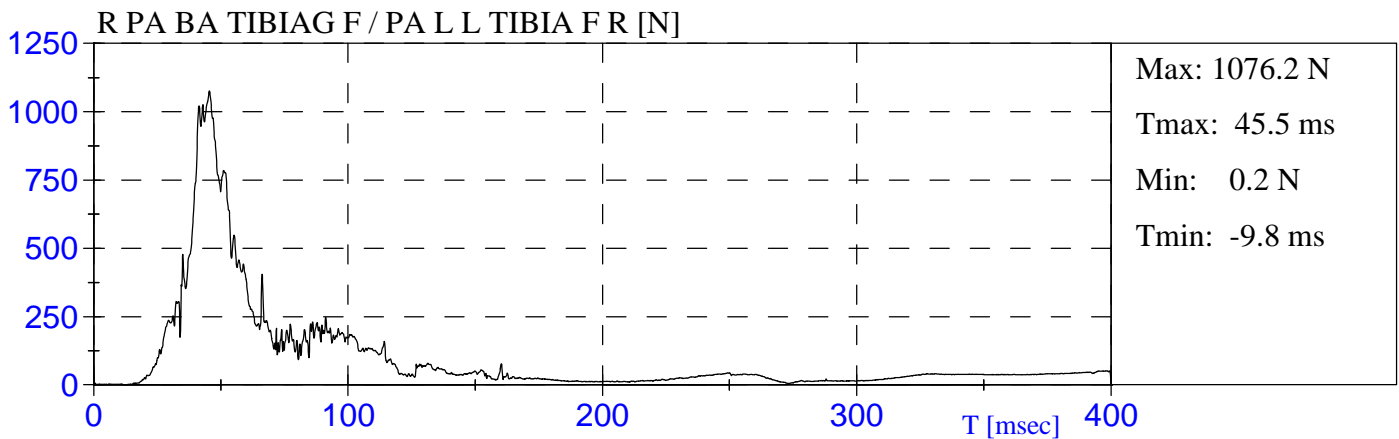
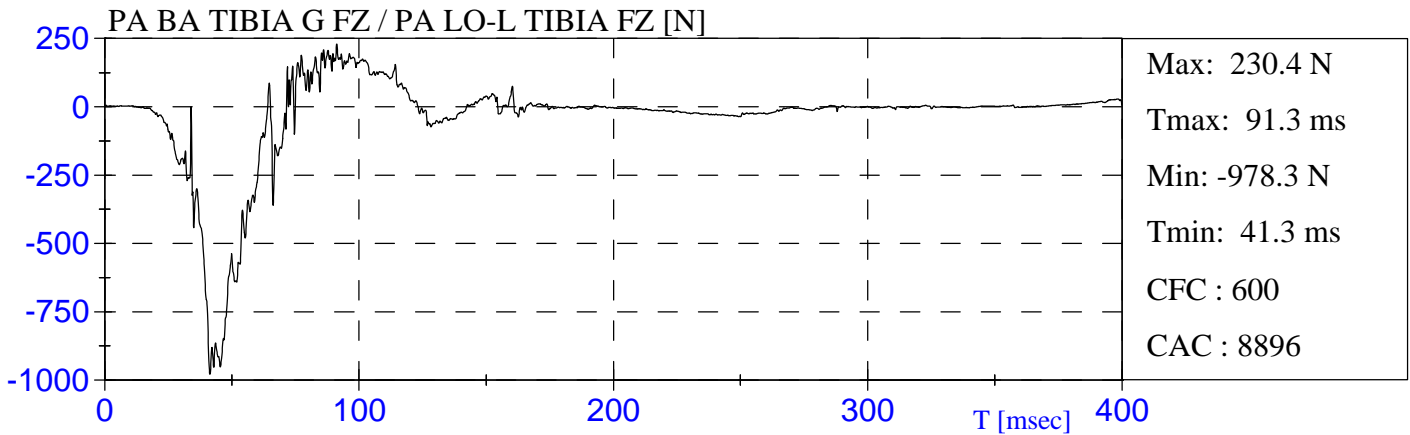
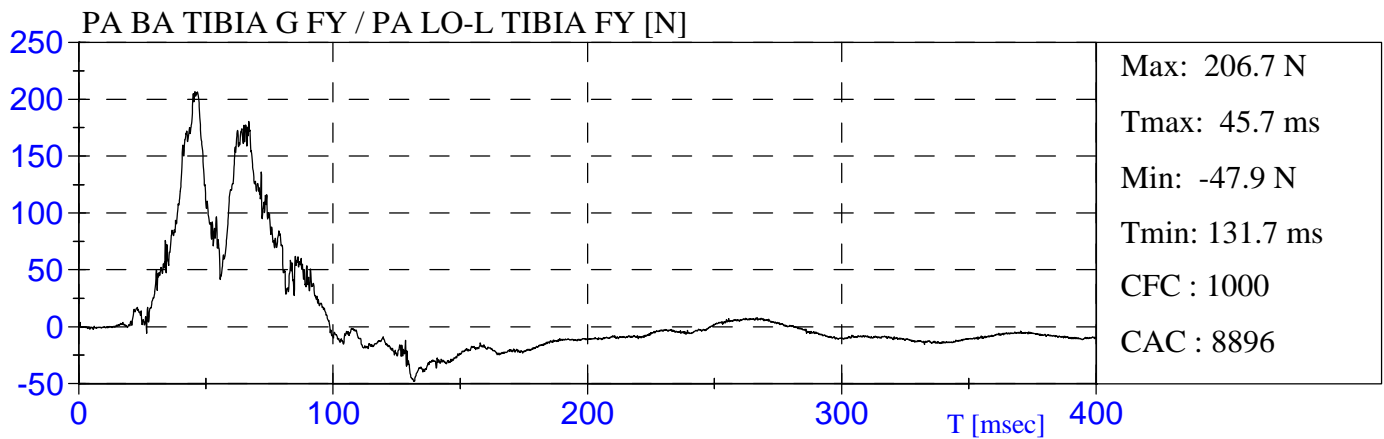
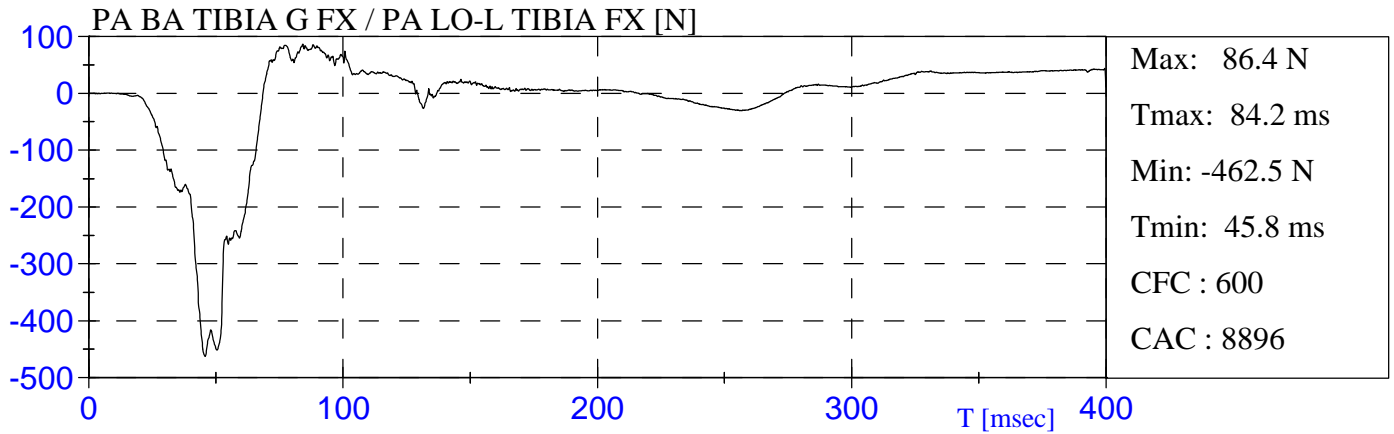


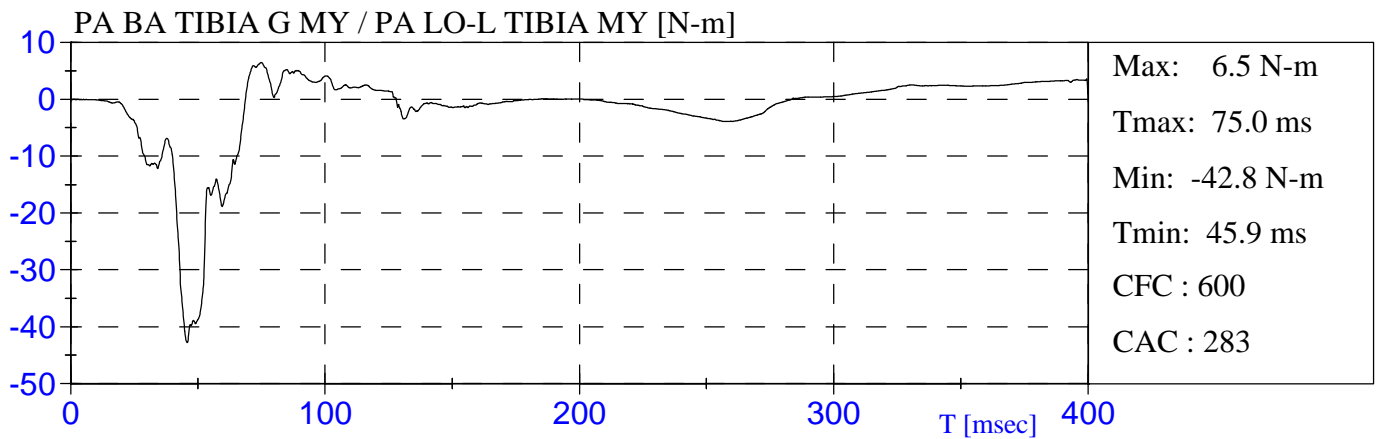
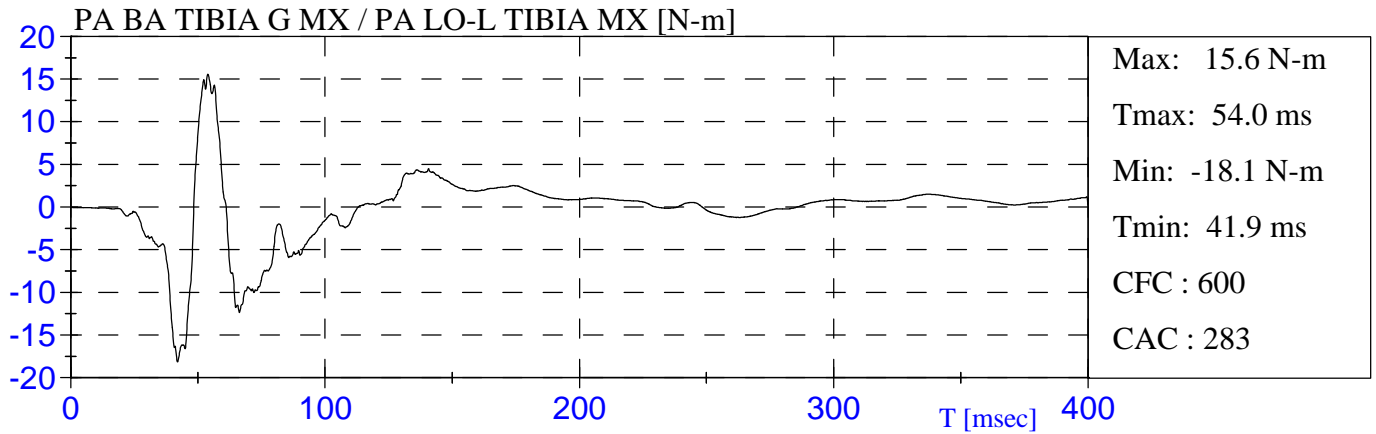


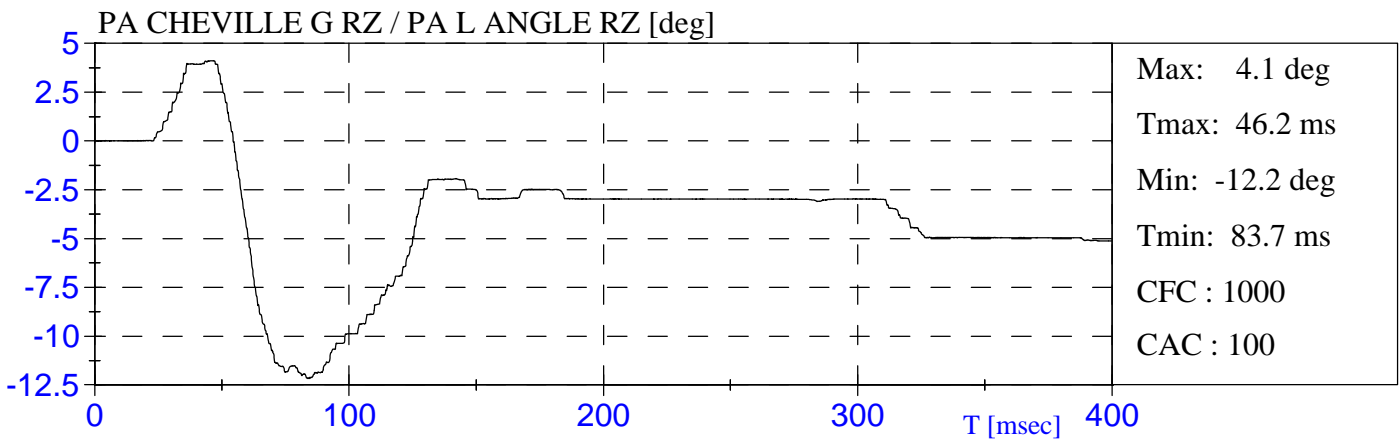
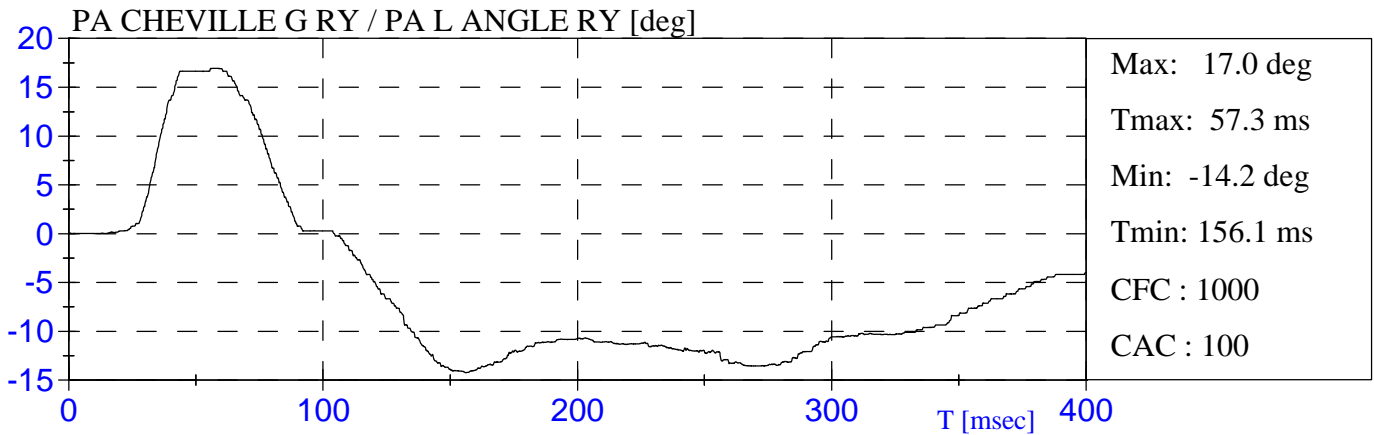
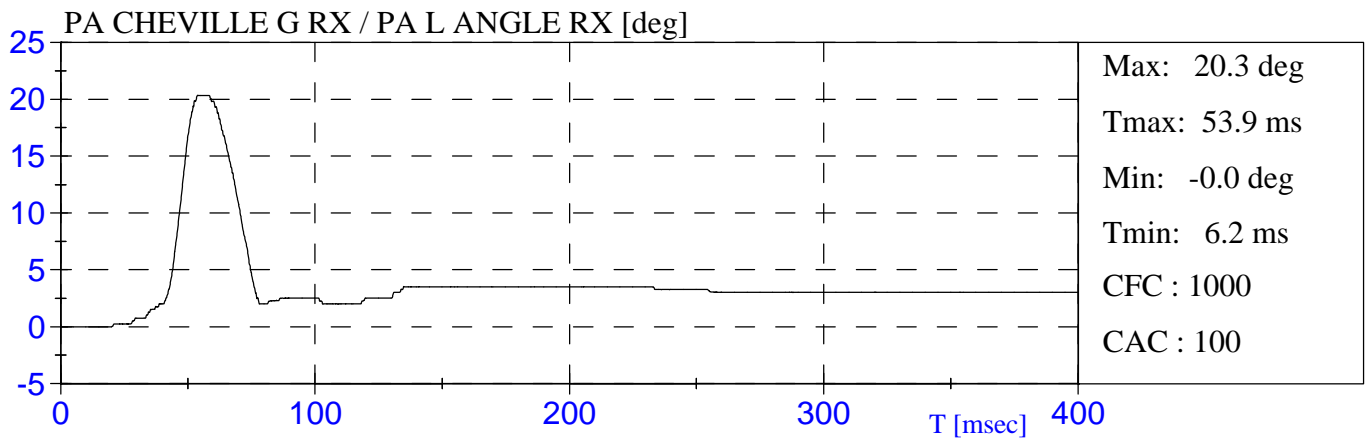
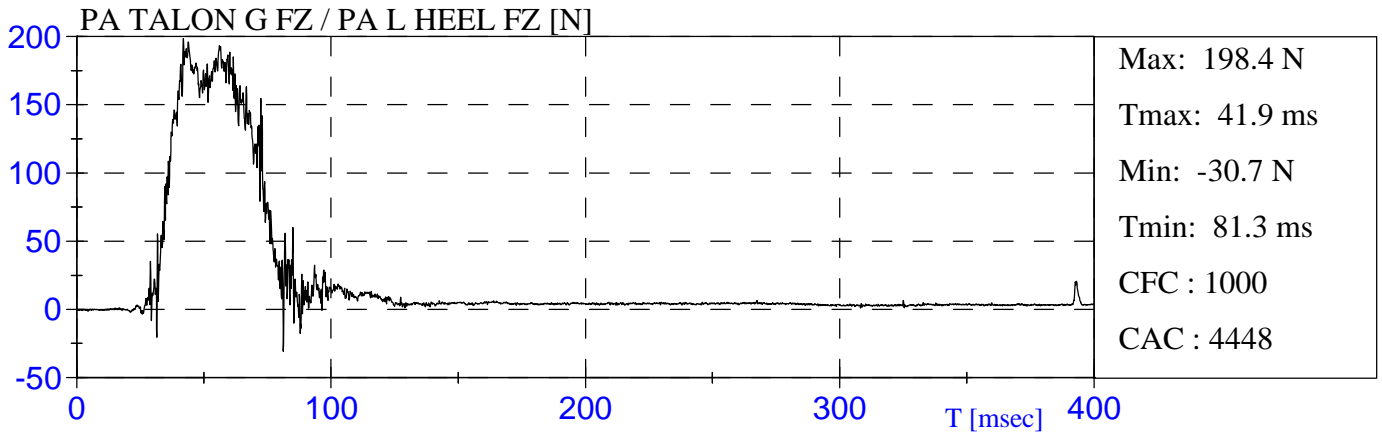


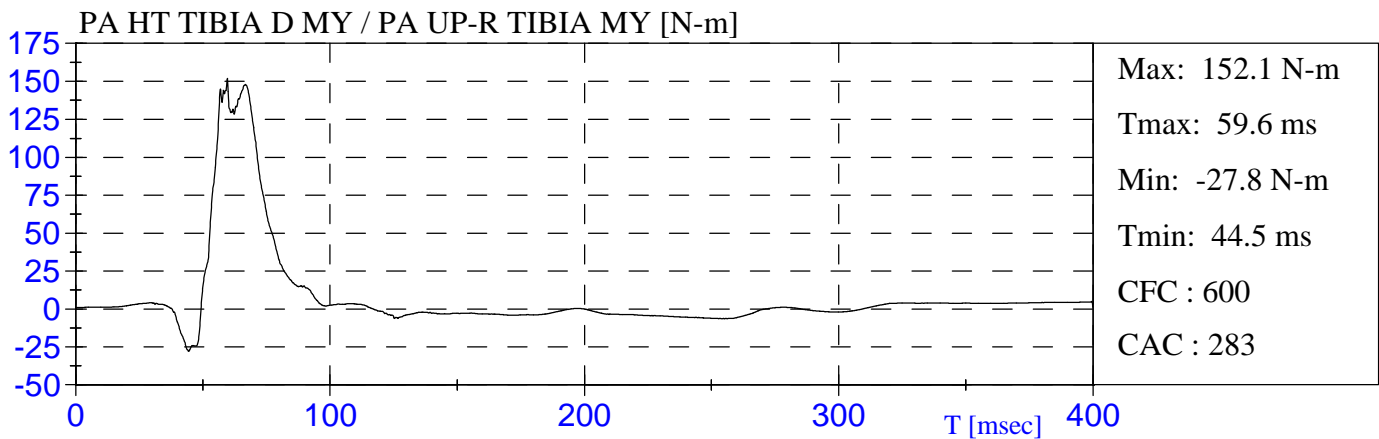
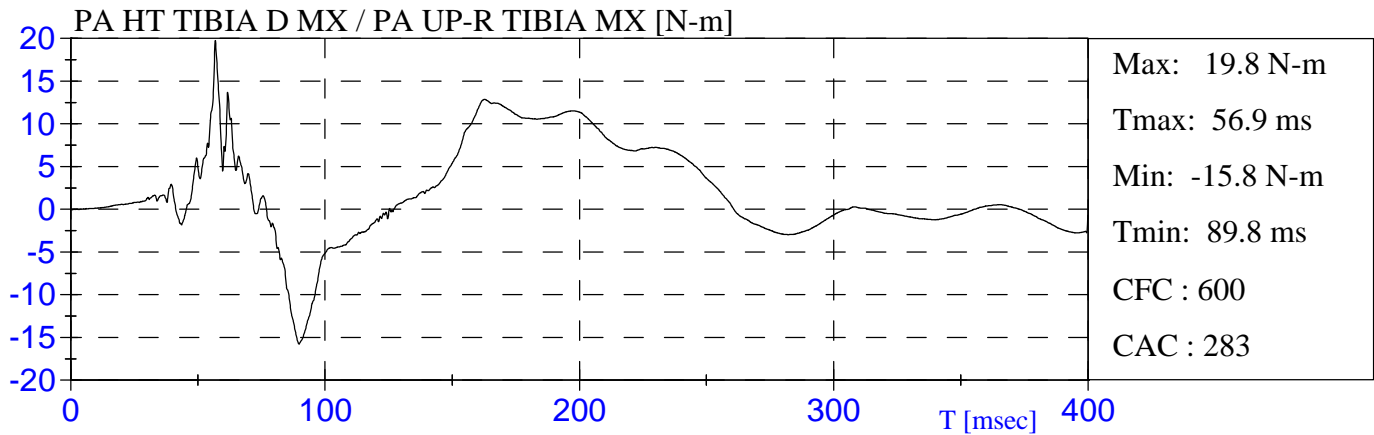
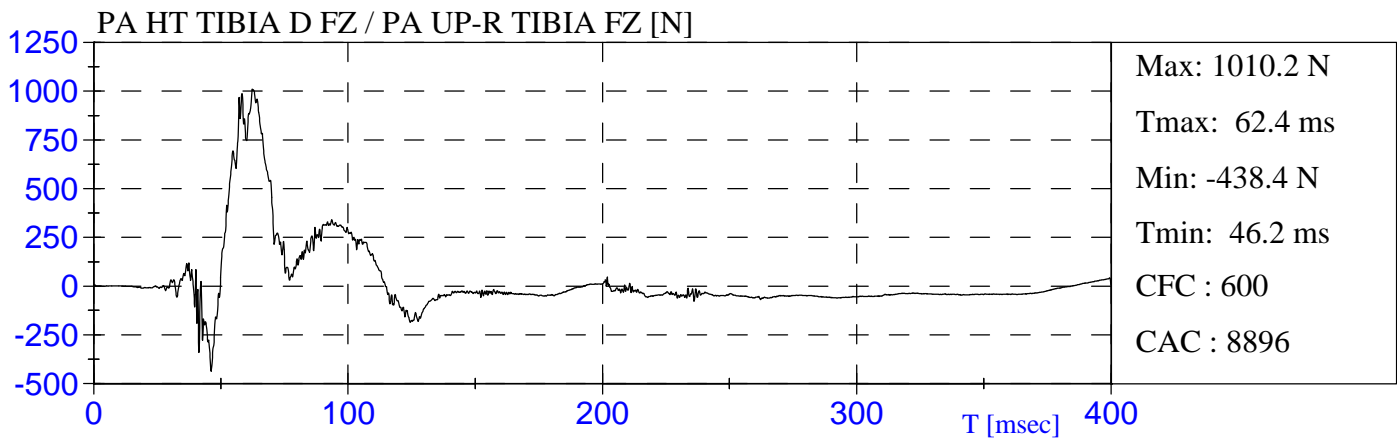
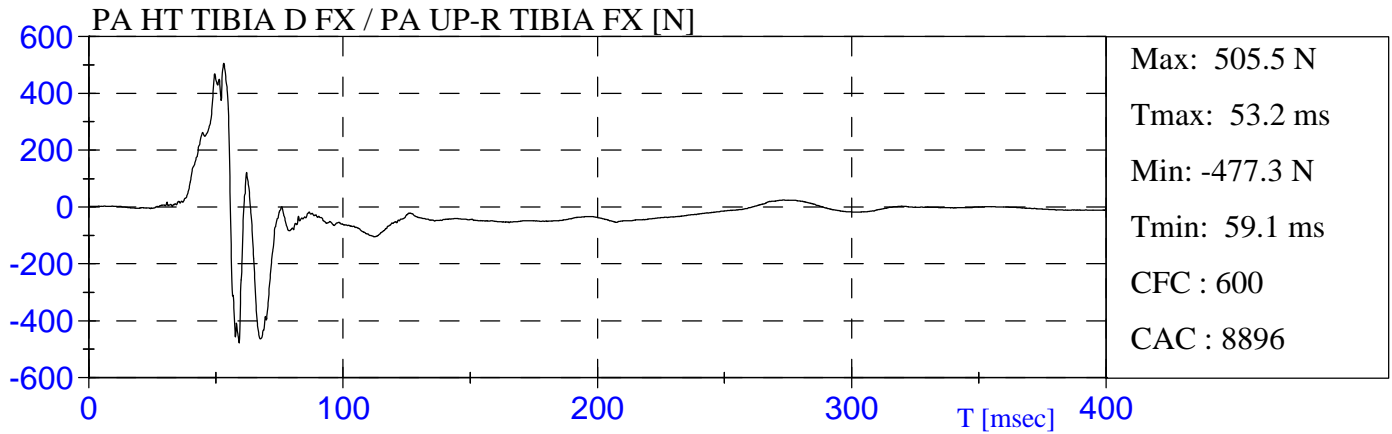


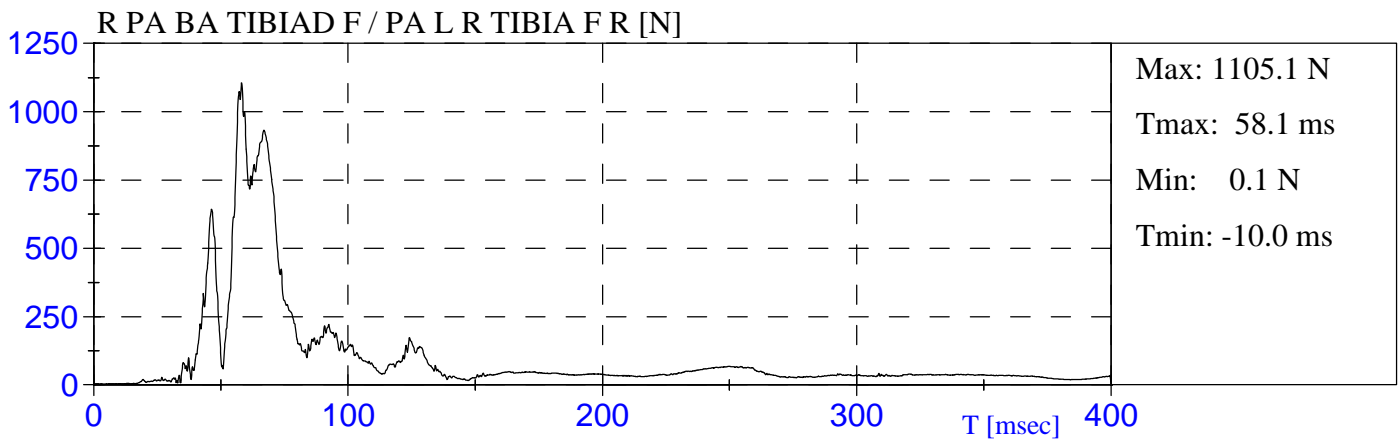
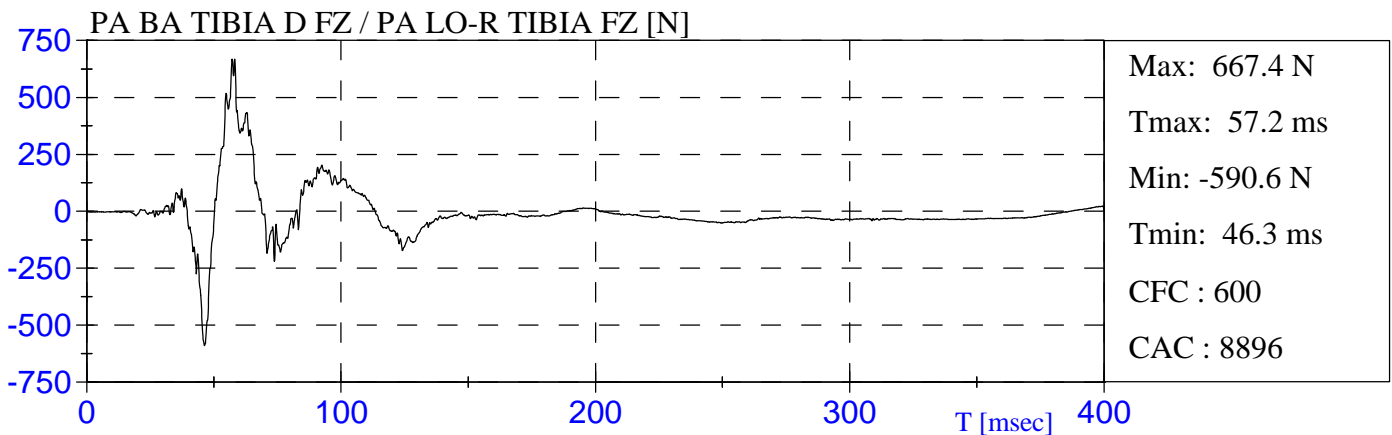
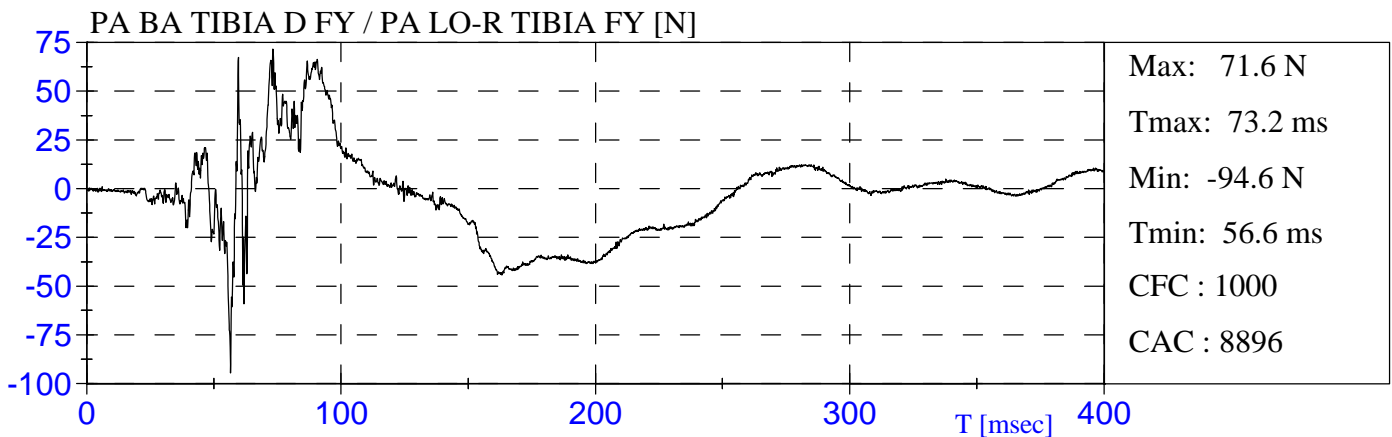
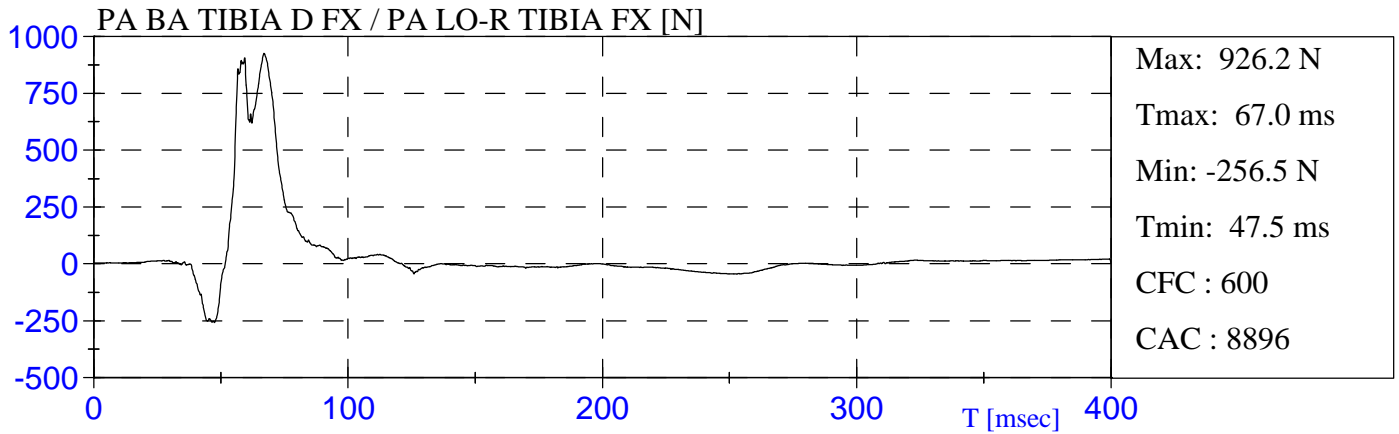


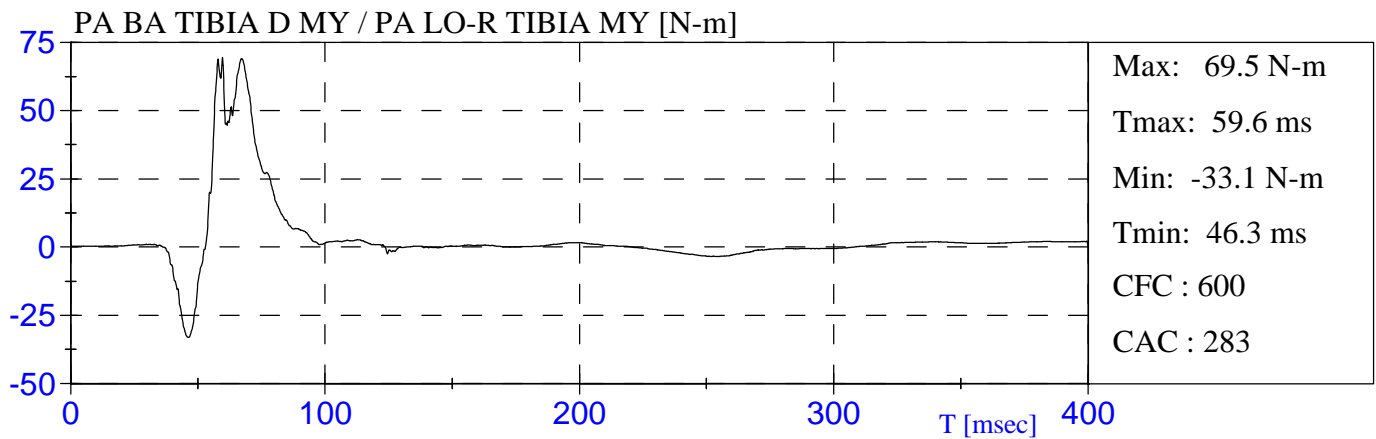
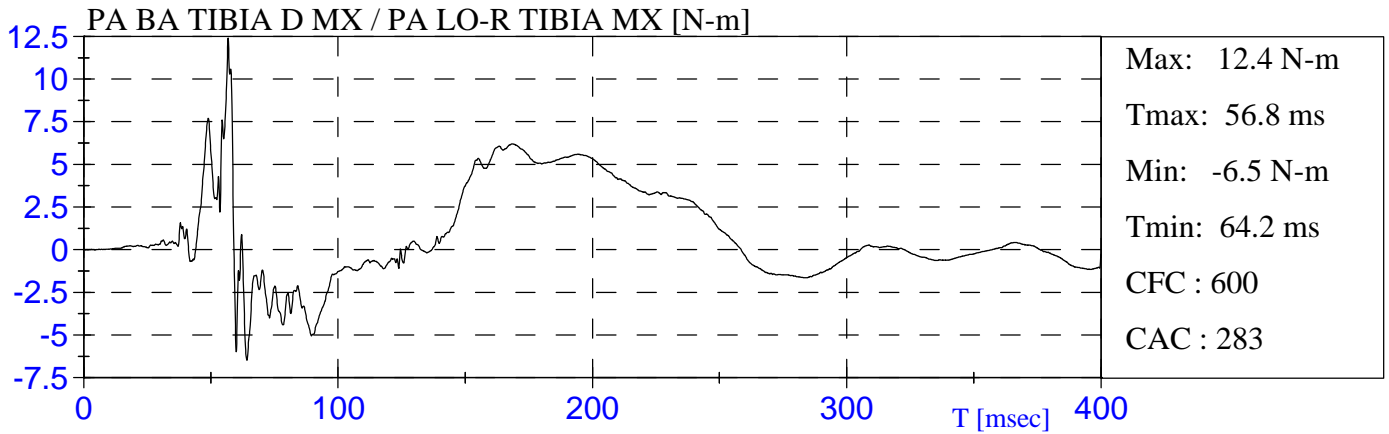


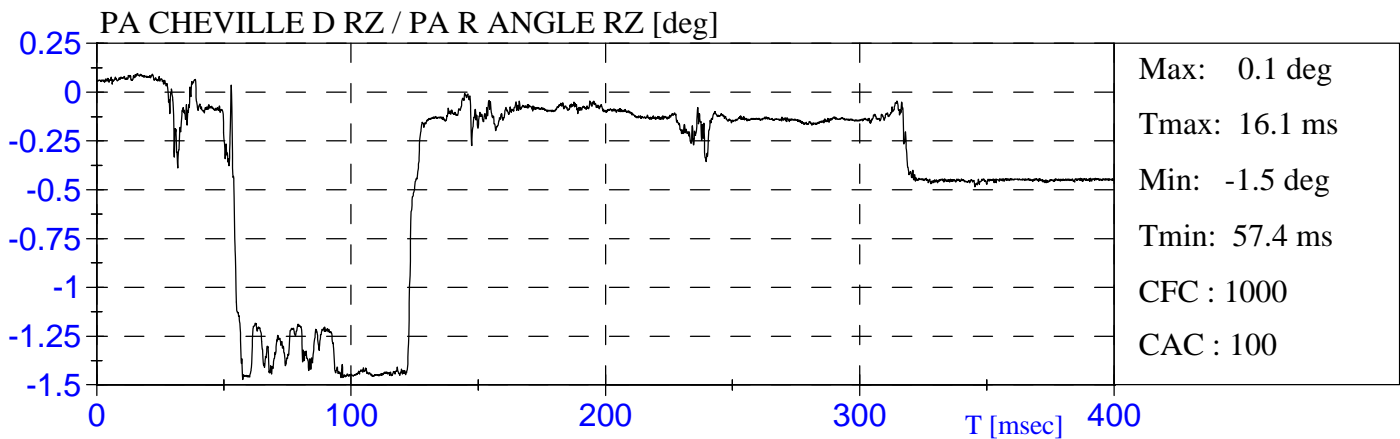
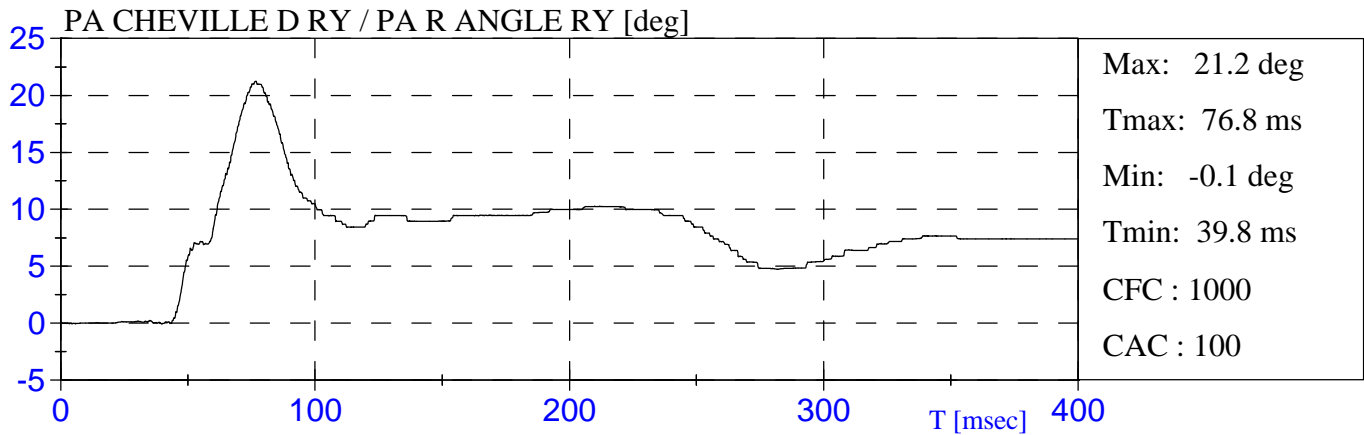
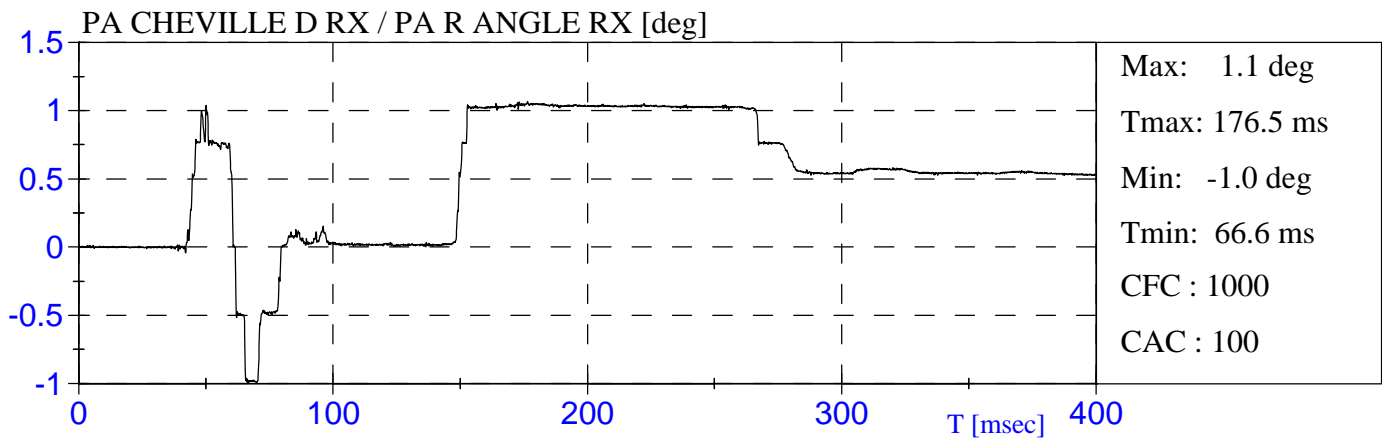
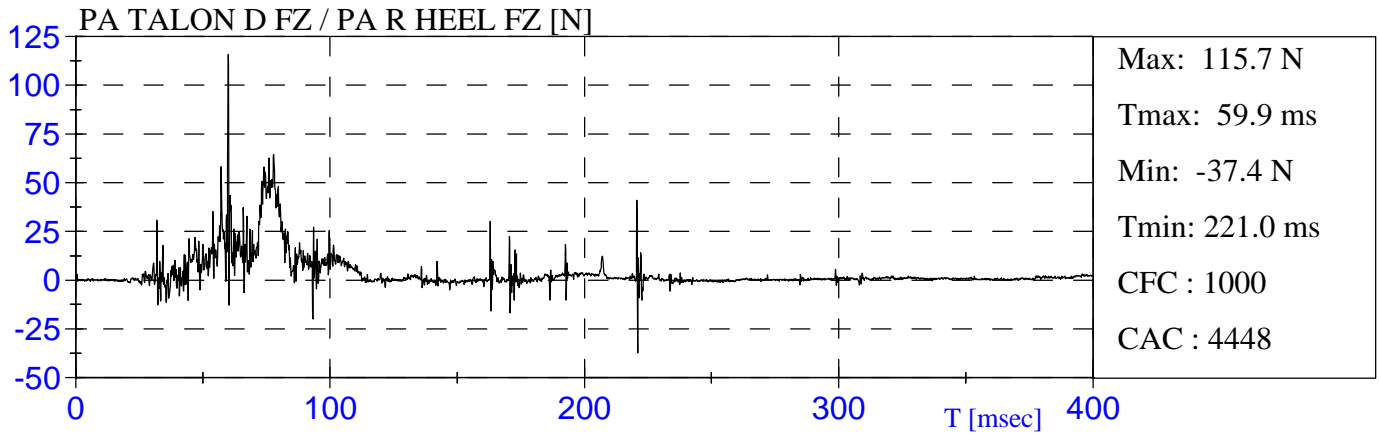


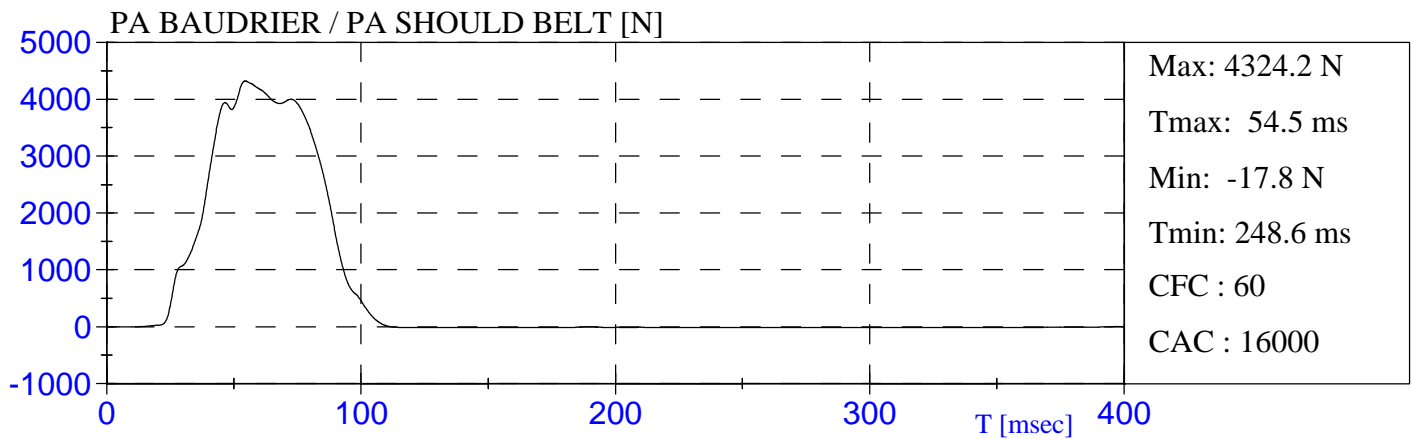
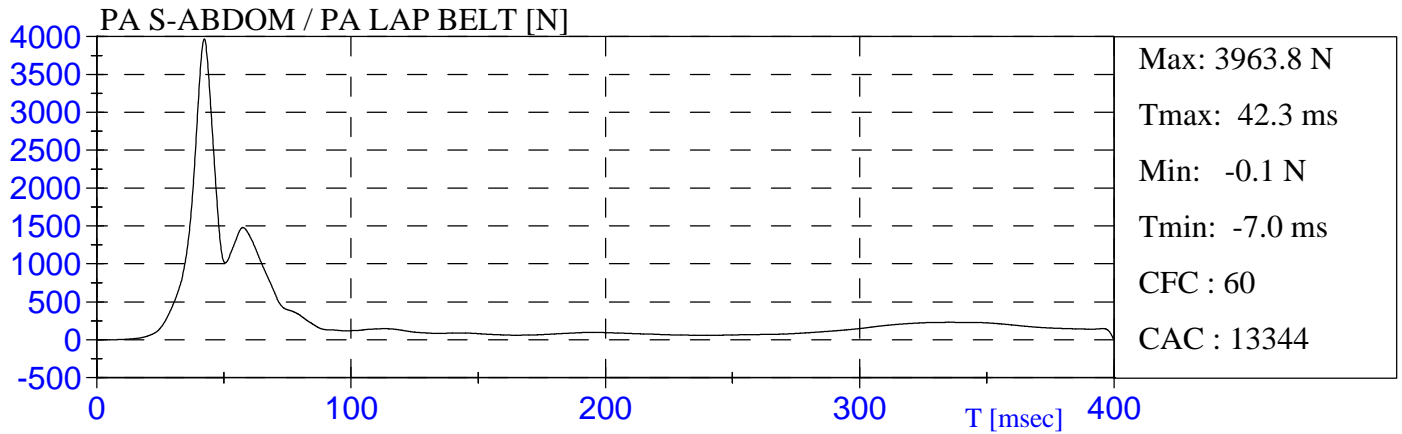


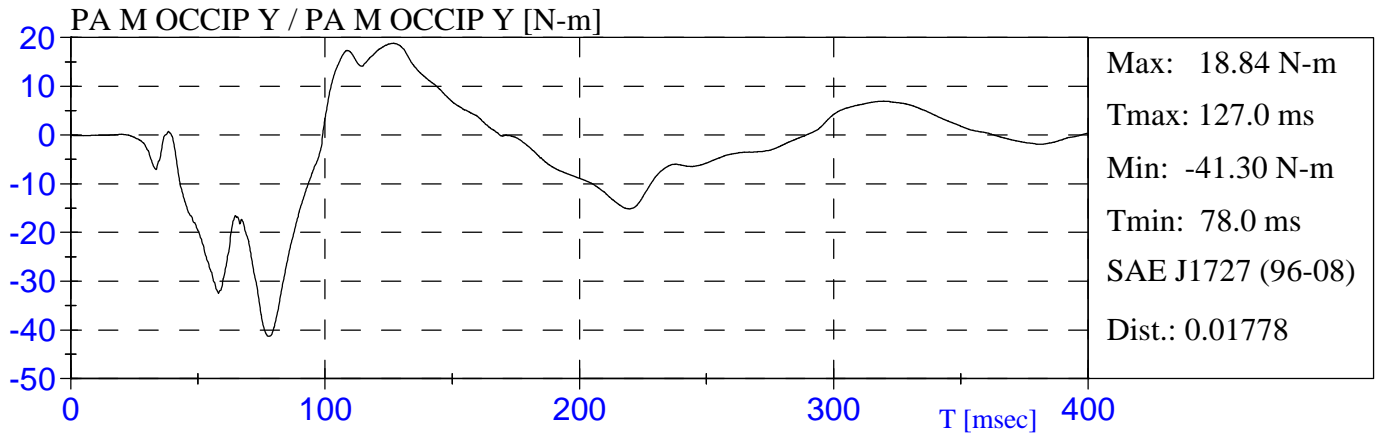


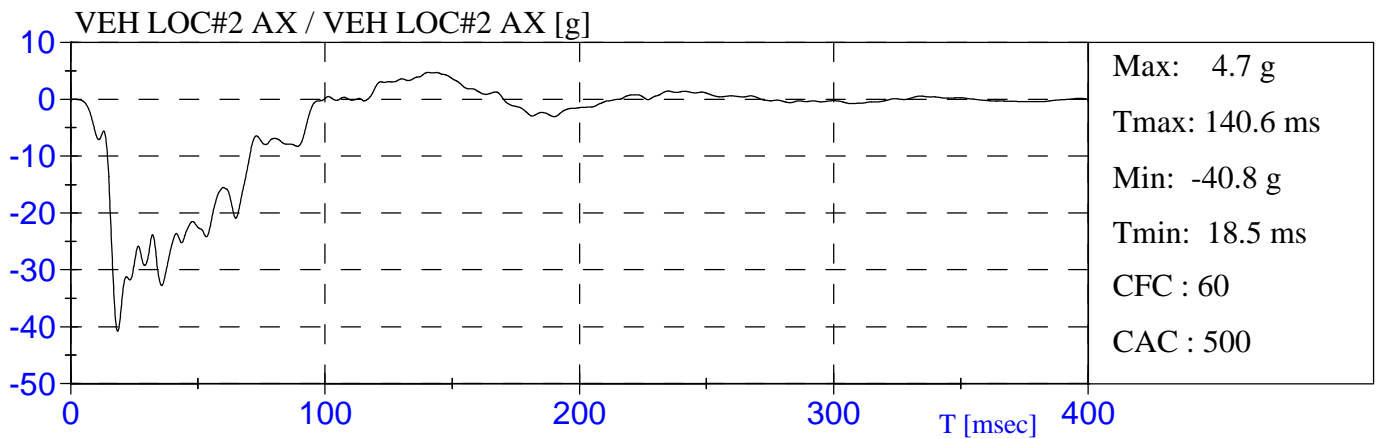
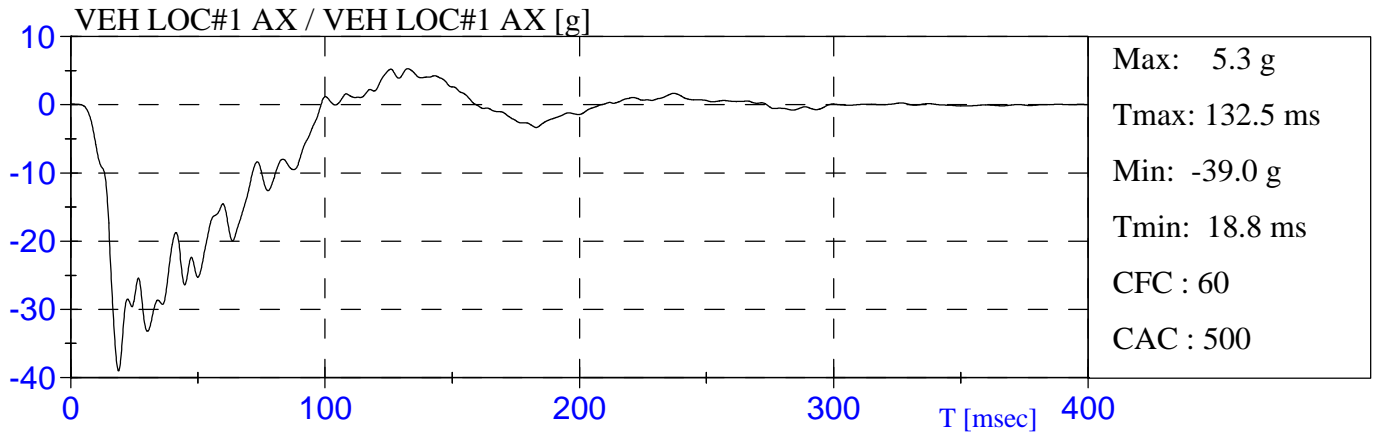


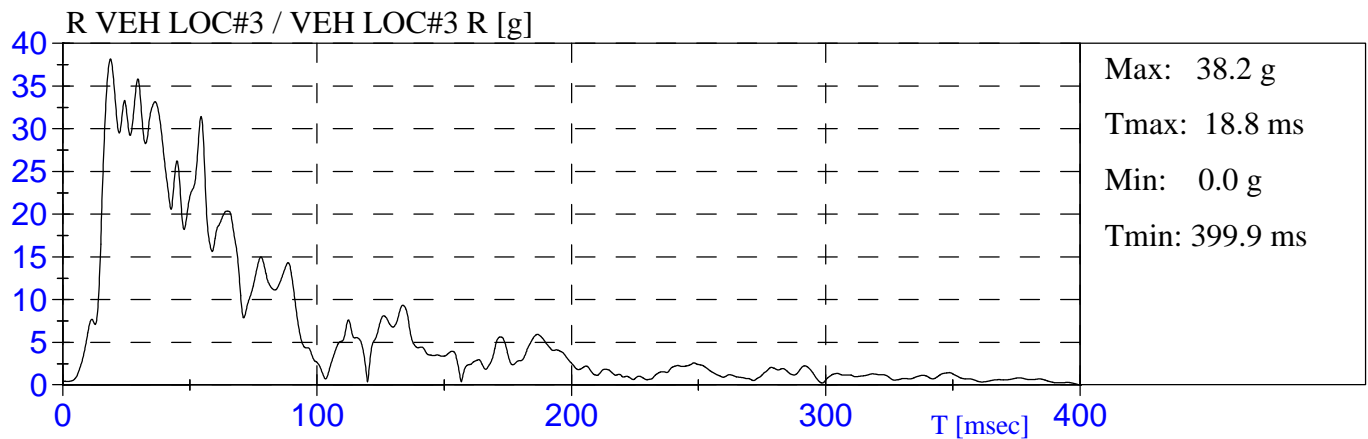
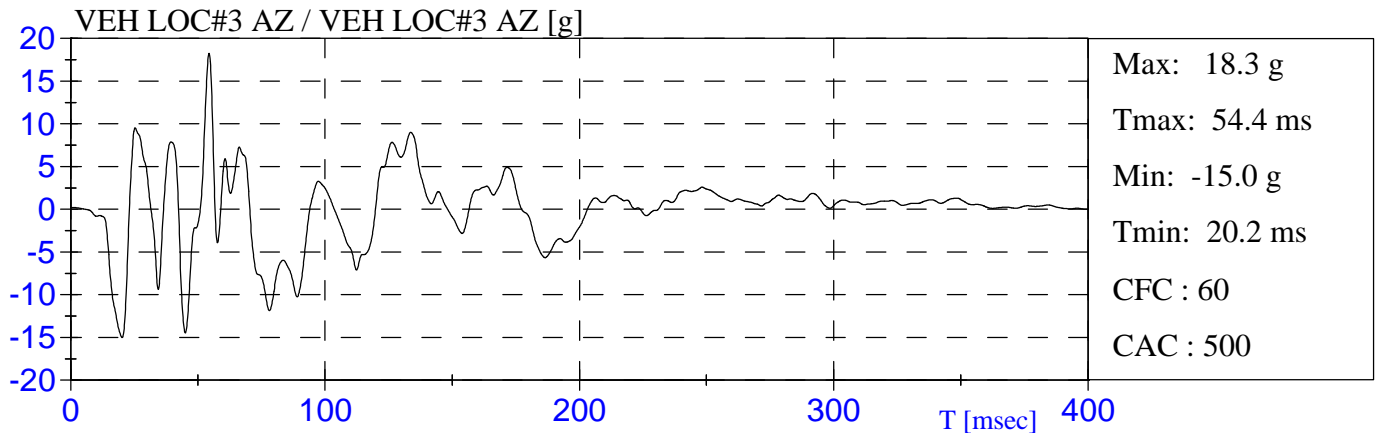
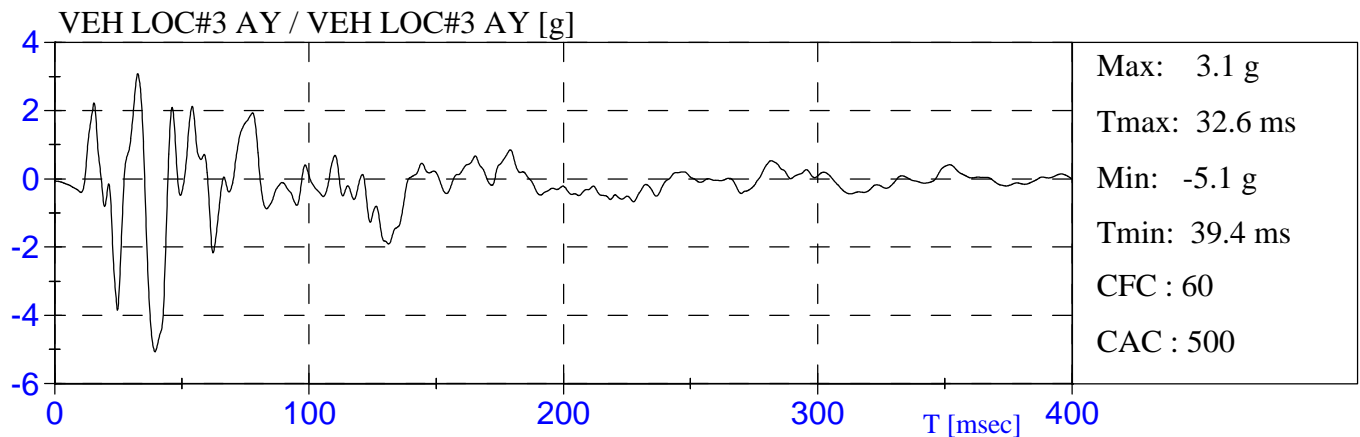
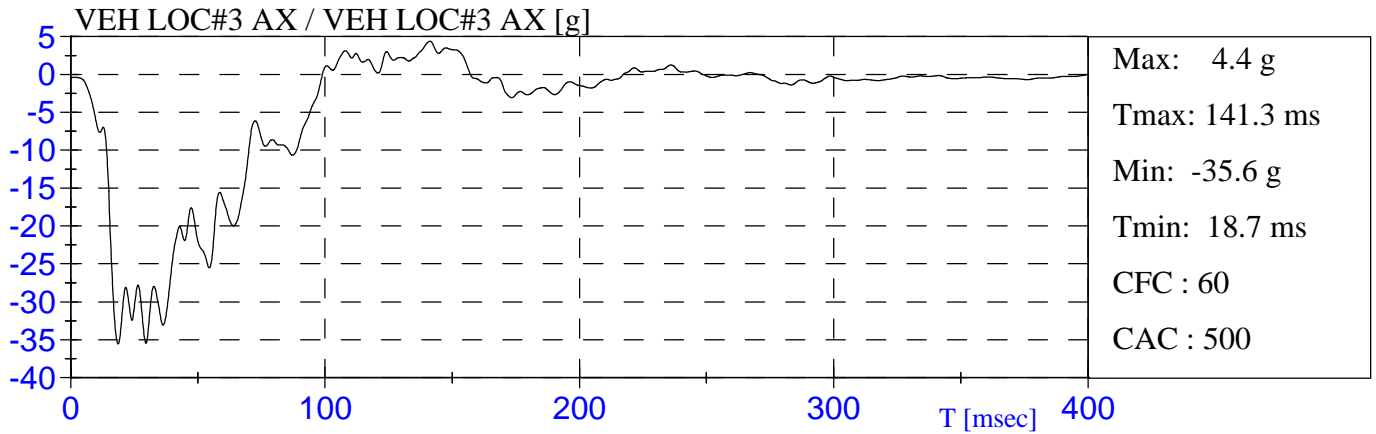


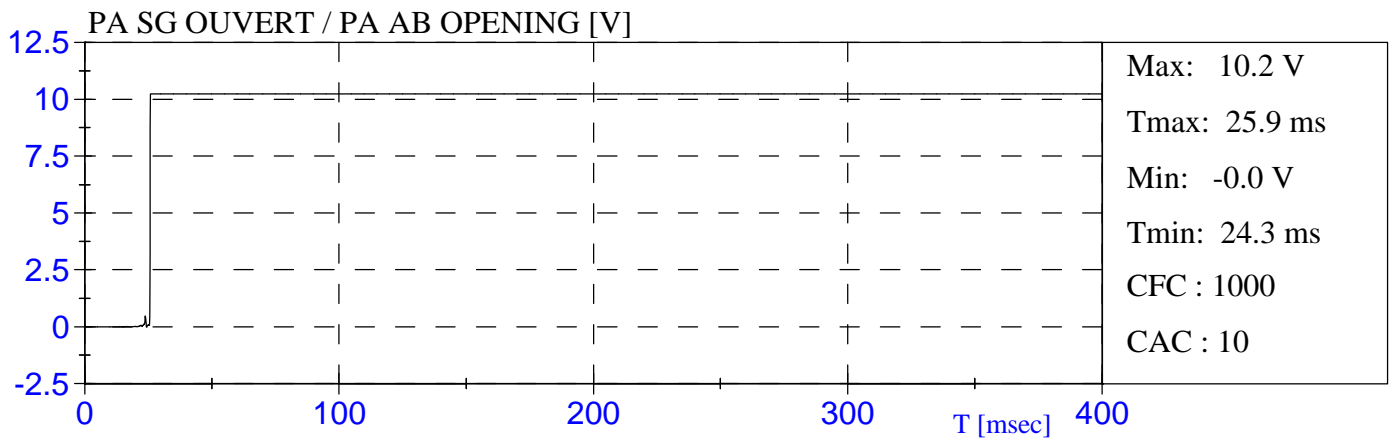
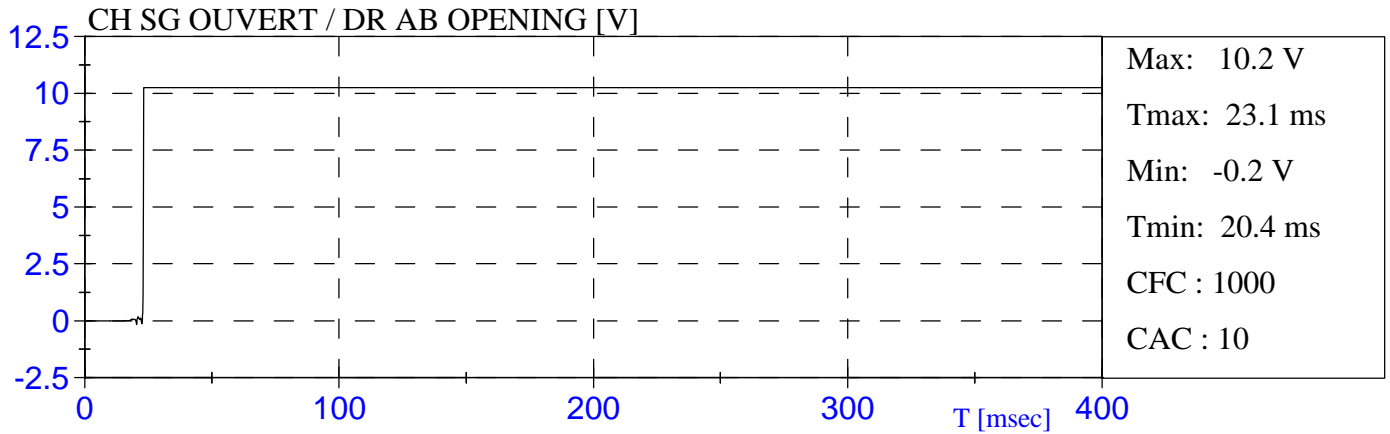


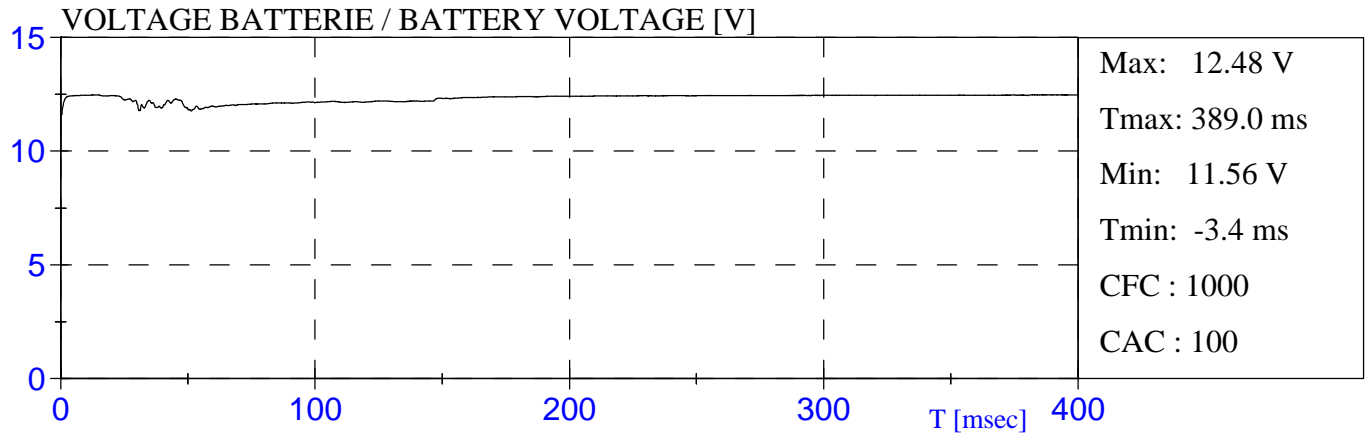












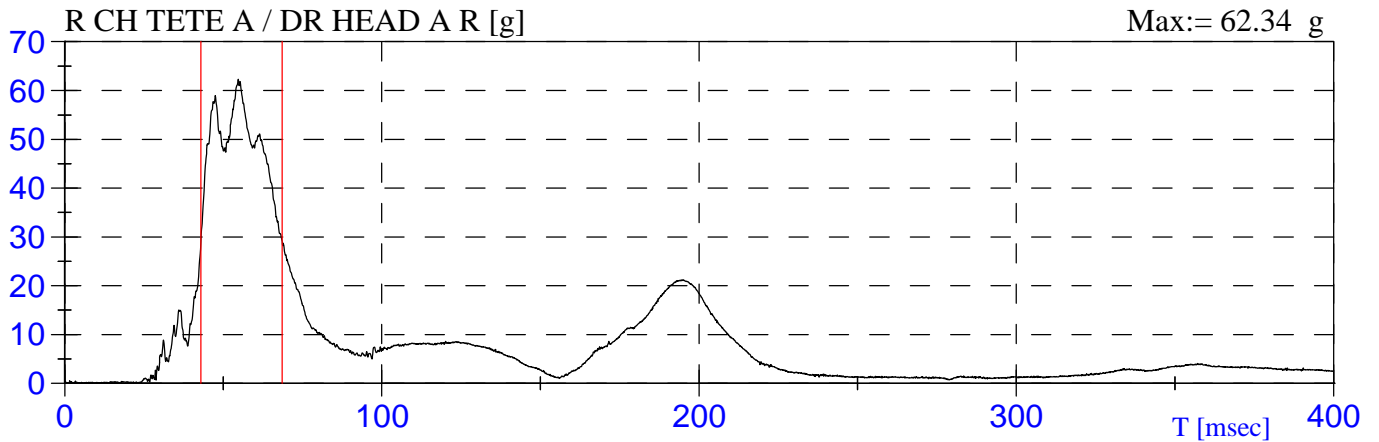


HIC

Date: 2004-03-01

DODGE RAM 1500 2004

N° TC / TC No.: TC04-121

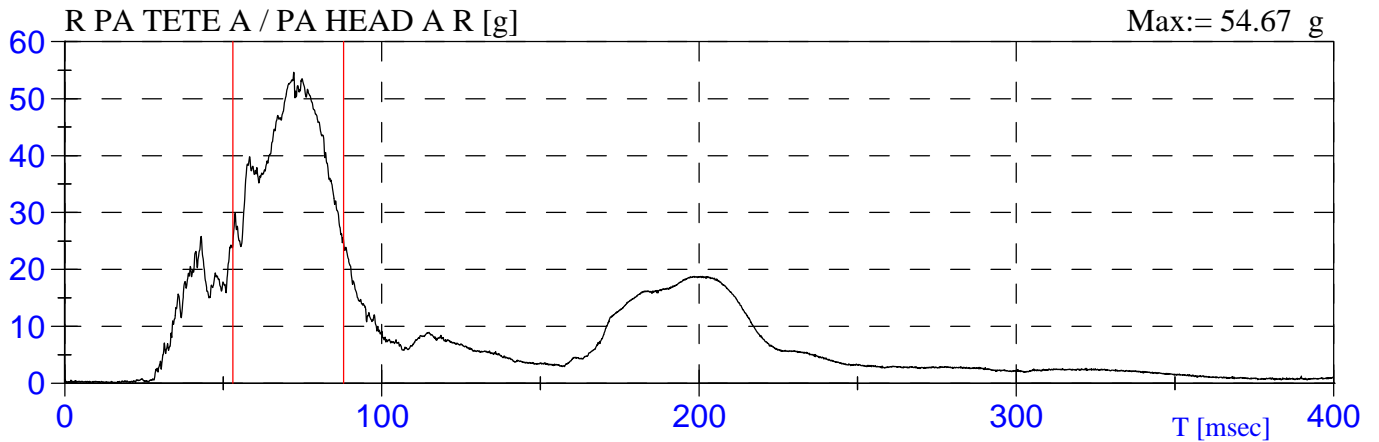


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 425	HIC(36ms):= 425	HIC(15ms):= 316
T1:= 42.9 ms	T1:= 42.9 ms	T1:= 45.6 ms
T2:= 68.6 ms	T2:= 68.6 ms	T2:= 60.6 ms

* Selon / According To: SAE J1727 96-08



HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 377	HIC(36ms):= 377	HIC(15ms):= 260
T1:= 53.1 ms	T1:= 53.1 ms	T1:= 65.8 ms
T2:= 87.9 ms	T2:= 87.9 ms	T2:= 80.8 ms

* Selon / According To: SAE J1727 96-08

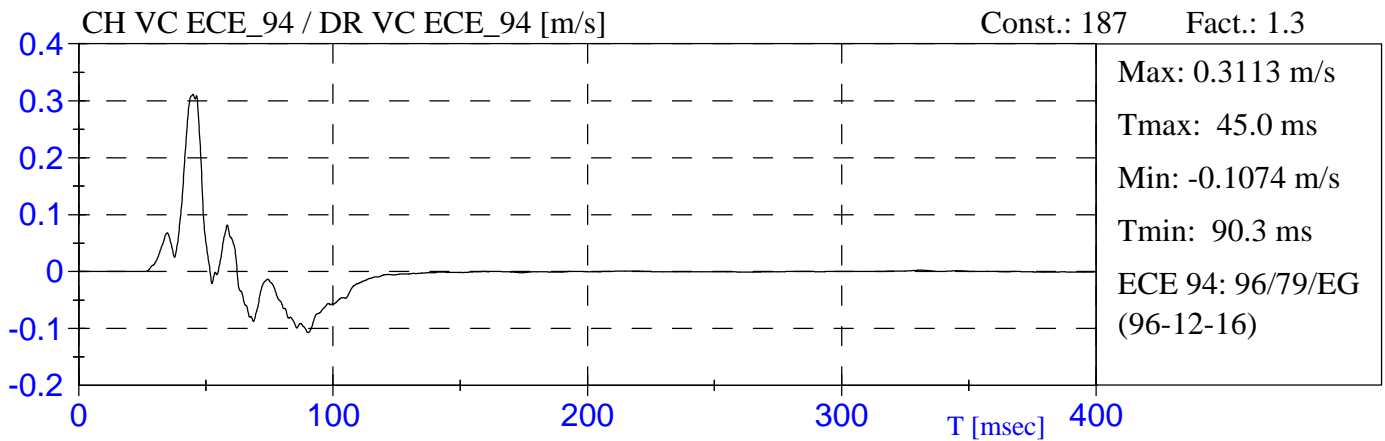
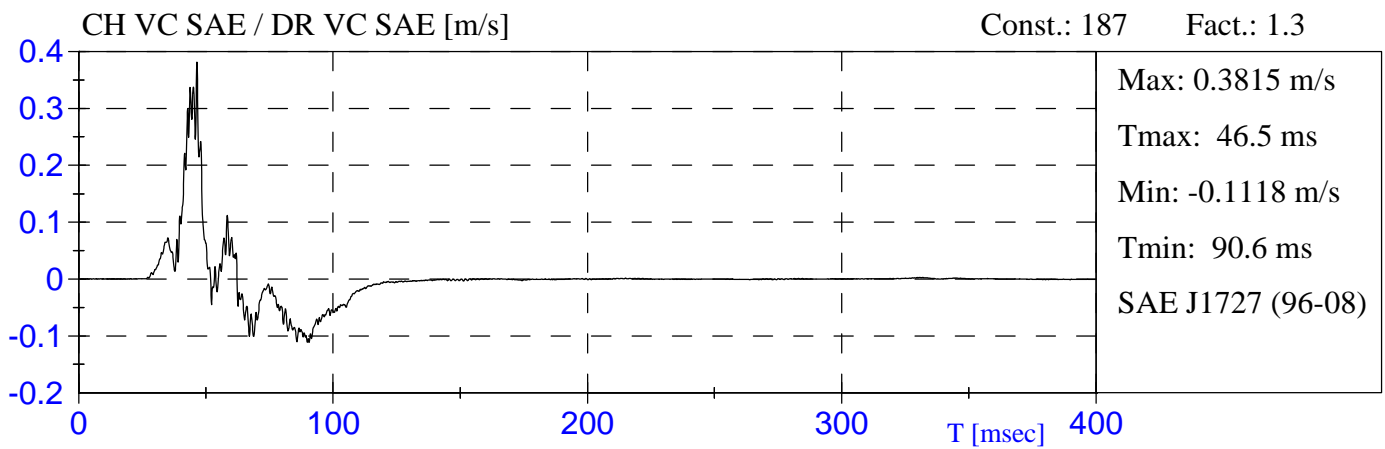
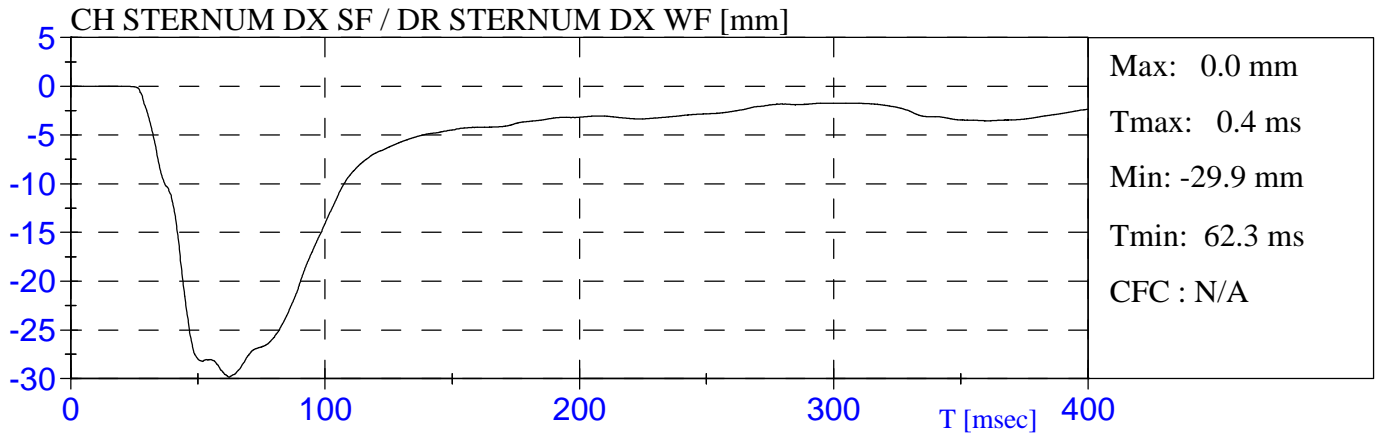


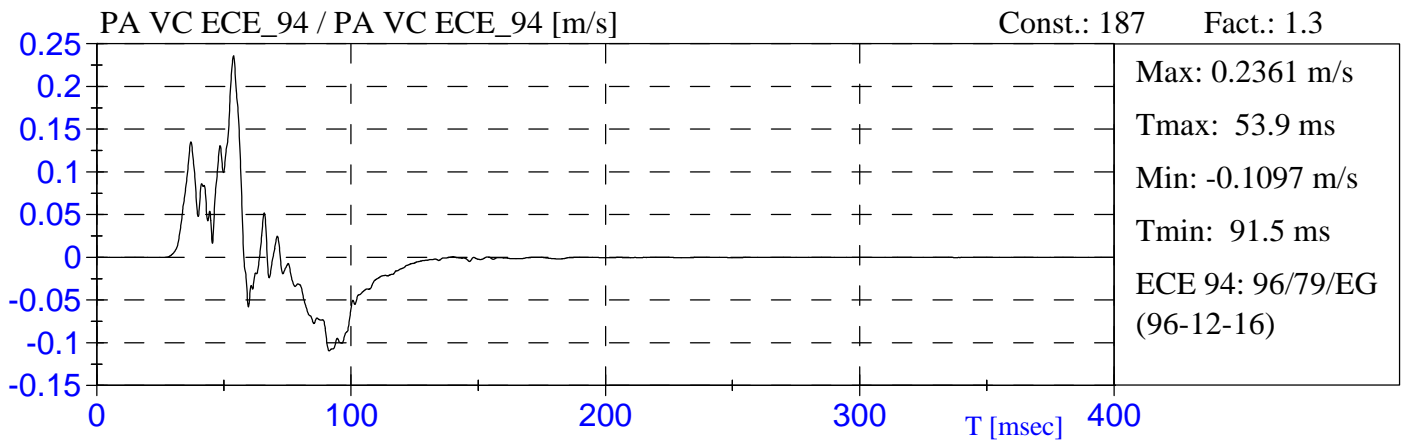
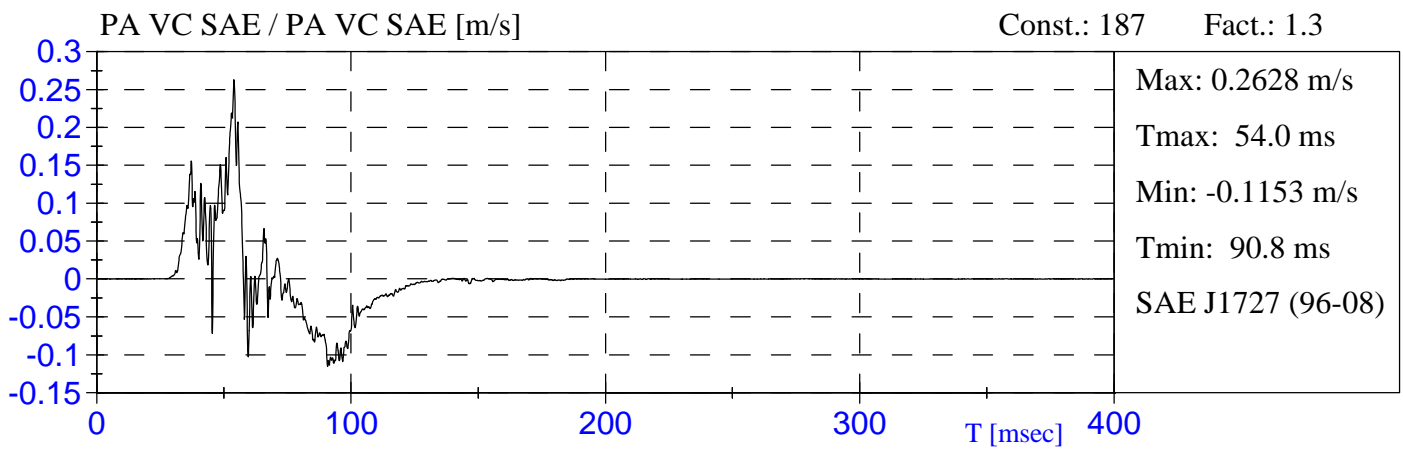
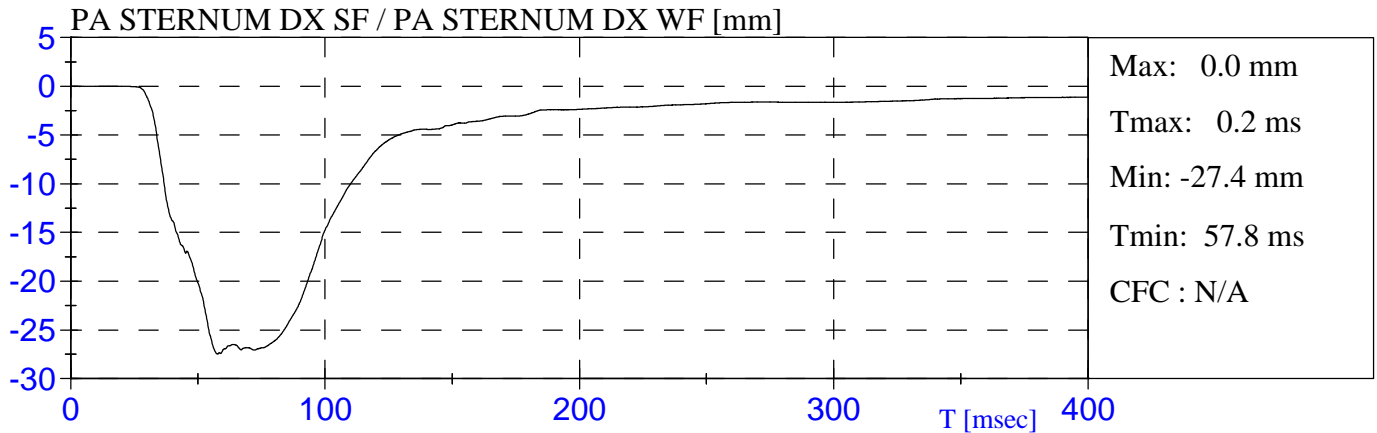
V•C

Date: 2004-03-01

DODGE RAM 1500 2004

N° TC / TC No.: TC04-121





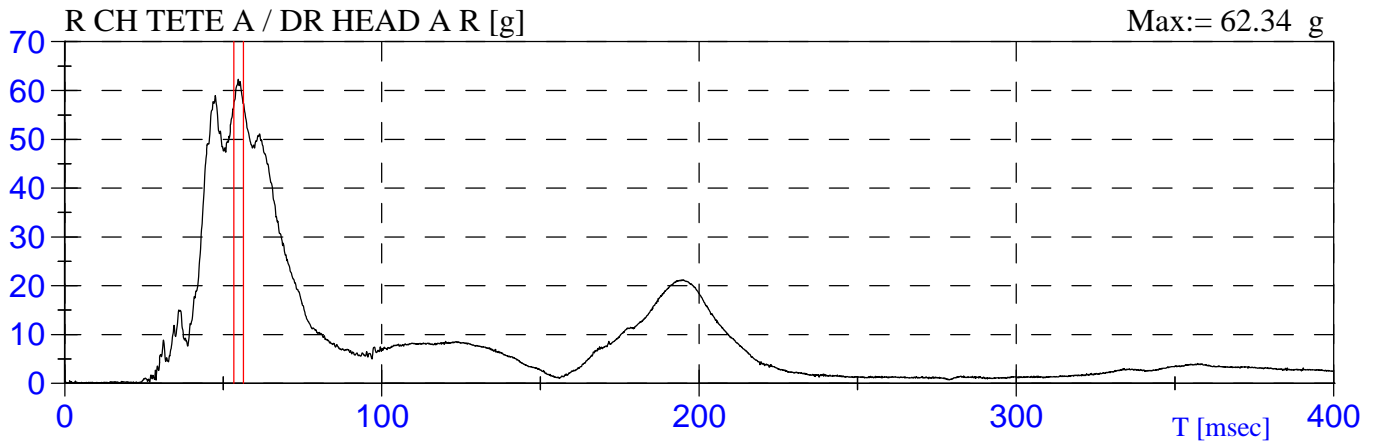


CLIP 3ms

Date: 2004-03-01

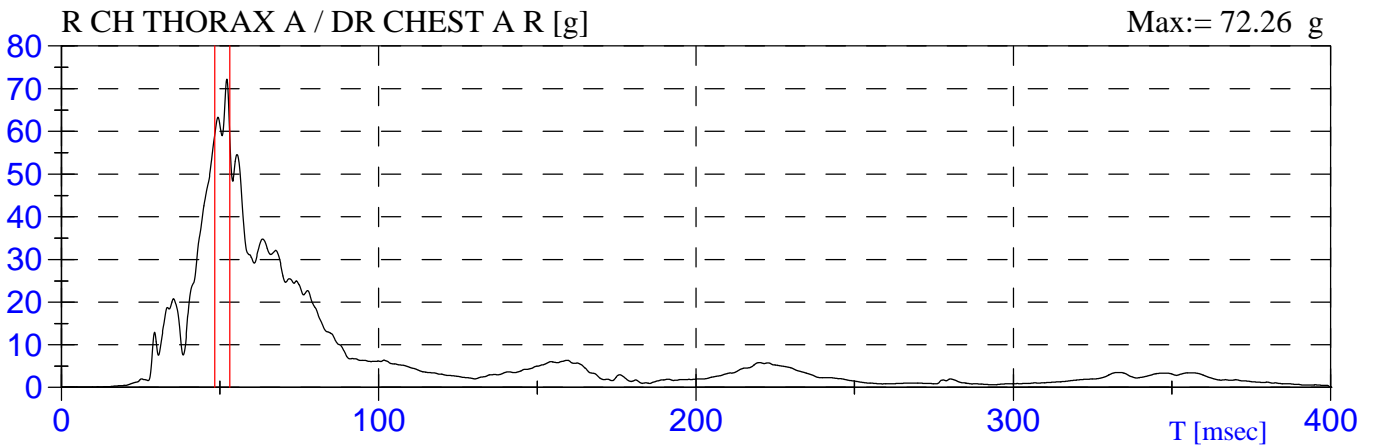
DODGE RAM 1500 2004

N° TC / TC No.: TC04-121



CLIP 3ms *

Acc. := 57.33 g	T1:= 53.4 ms	T2:= 56.4 ms
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CLIP 3ms *

Acc. := 59.04 g	T1:= 48.4 ms	T2:= 53.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

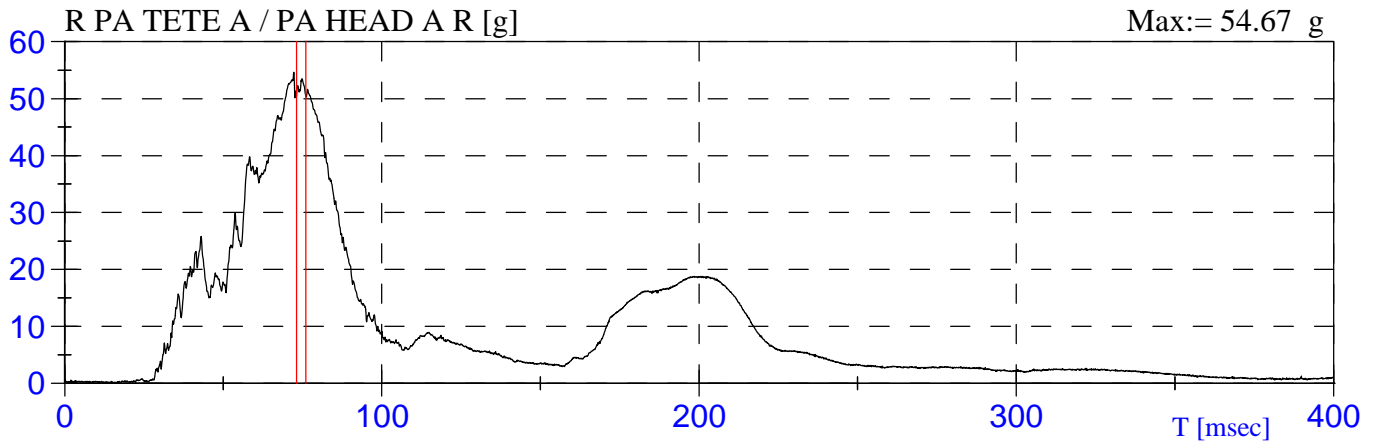


CLIP 3ms

Date: 2004-03-01

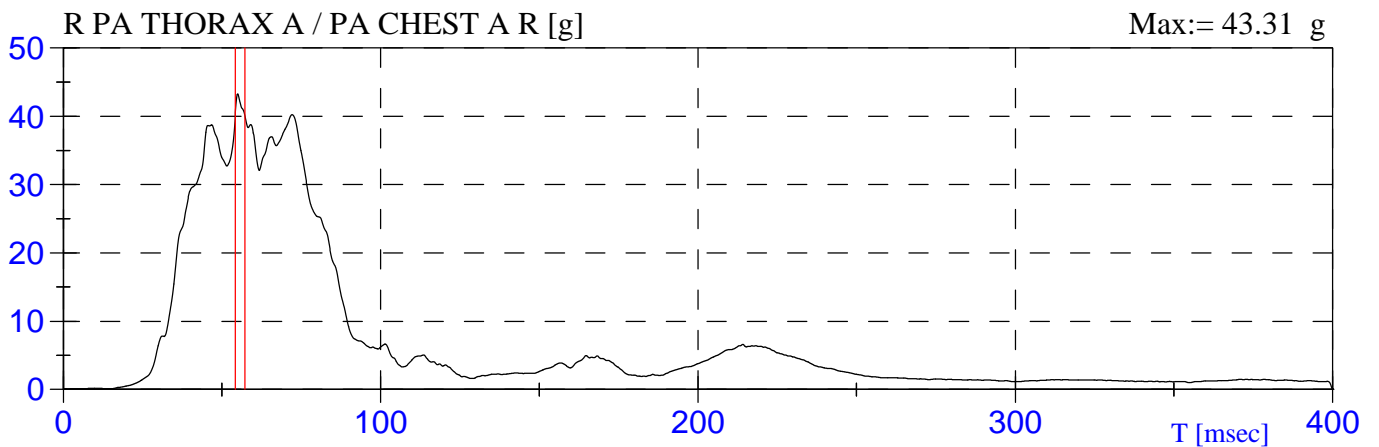
DODGE RAM 1500 2004

N° TC / TC No.: TC04-121



CLIP 3ms *

Acc. := 50.47 g	T1:= 73.1 ms	T2:= 76.1 ms
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CLIP 3ms *

Acc. := 40.21 g	T1:= 54.2 ms	T2:= 57.2 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *
TIBIA INDEX *

TI Chauffeur / Driver $M_c := 115 \text{ N-m}$ $F_c := 22.9 \text{ kN}$

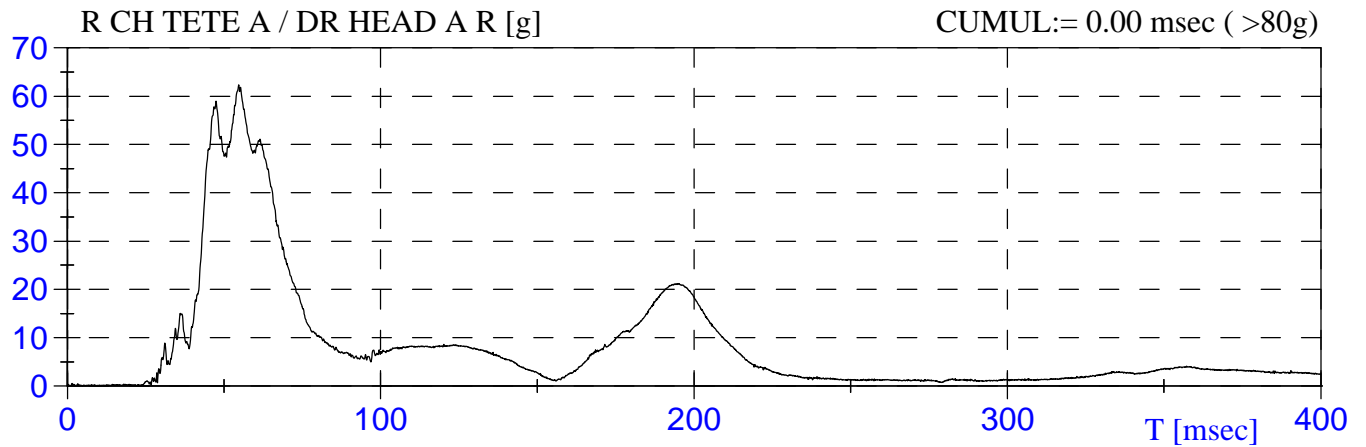
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.326	0.559
BAS / LOWER	0.347	0.565

TI Passager / Passenger $M_c := 115 \text{ N-m}$ $F_c := 22.9 \text{ kN}$

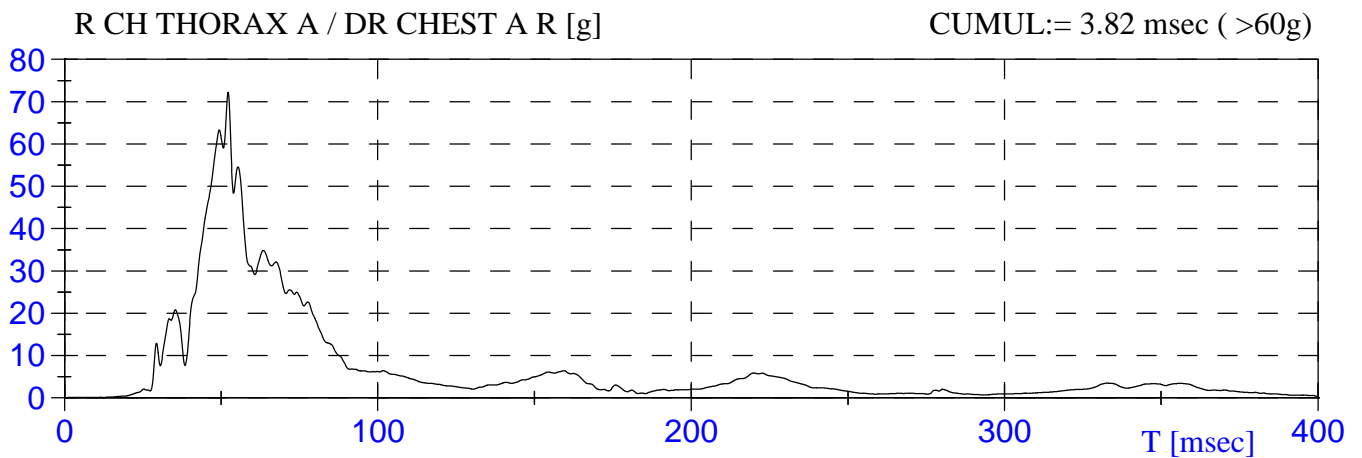
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.518	1.357
BAS / LOWER	0.435	0.633

* Selon / According To: SAE J1727 AUG 96

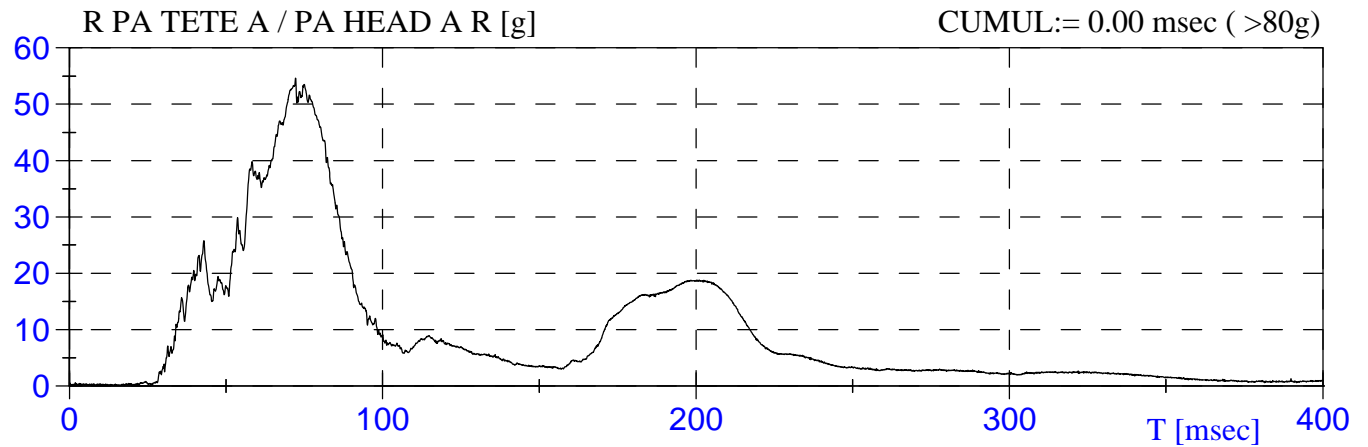
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



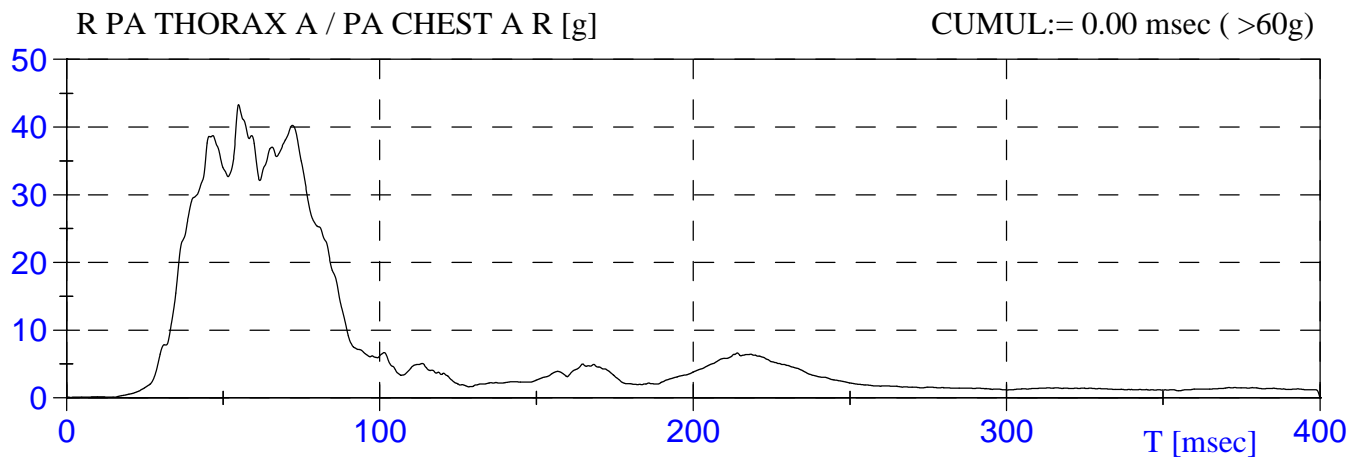
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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





Chauffeur / Driver

$$N_{ij}^* = 0.75$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.10	0.75	0.18	0.12	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 0.85$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.18	0.85	0.14	0.27	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000