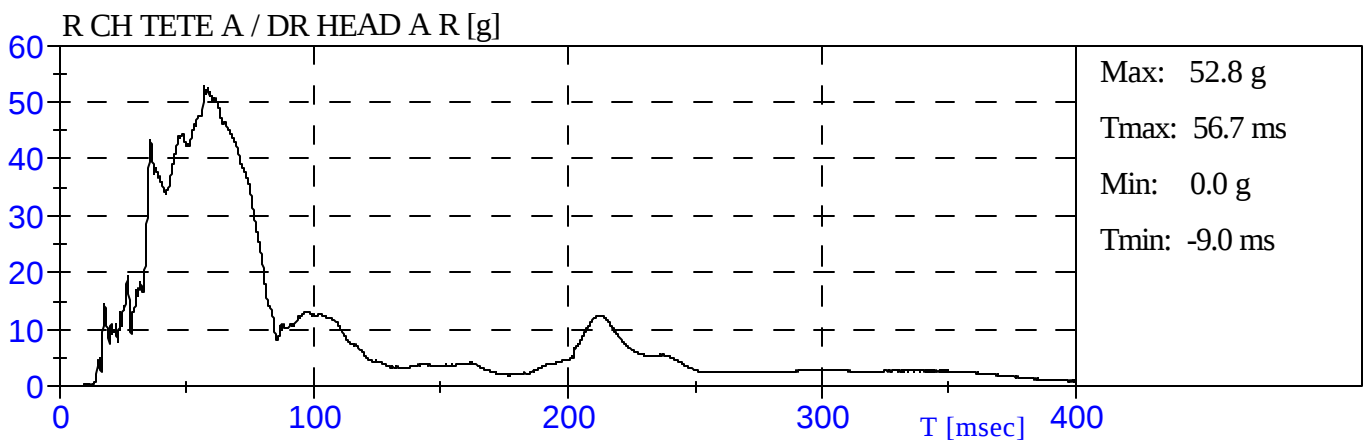
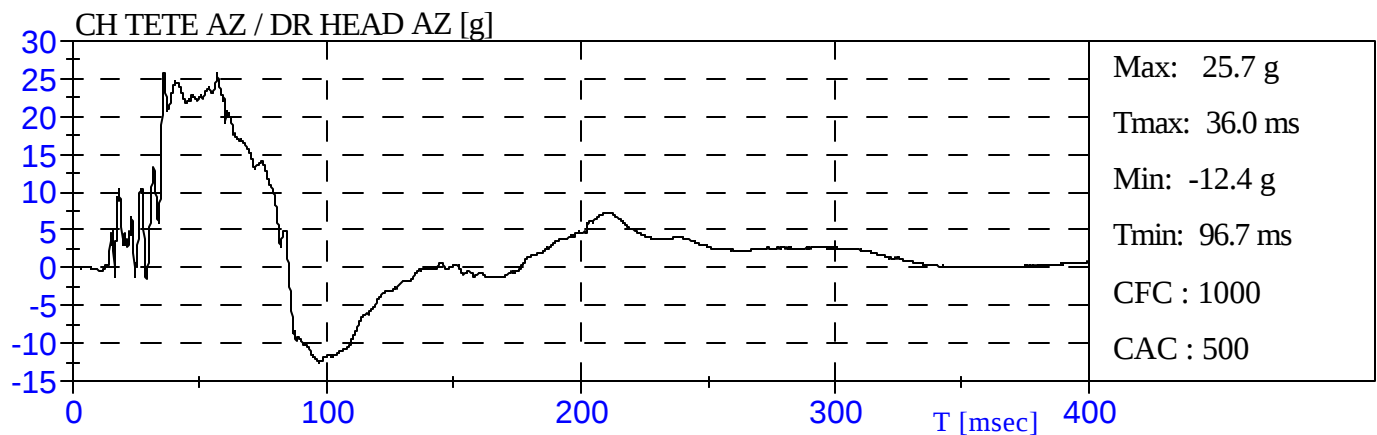
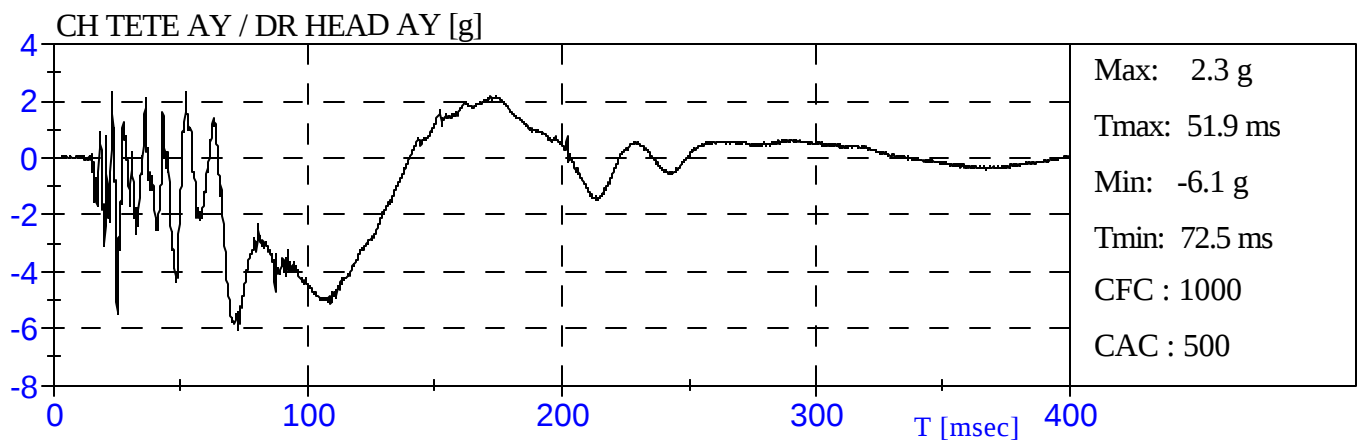
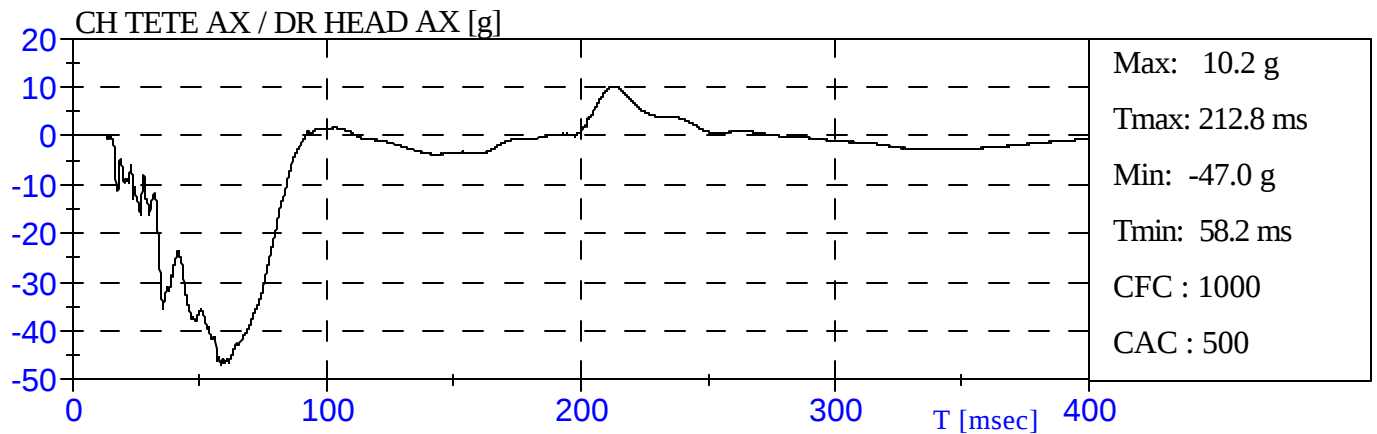
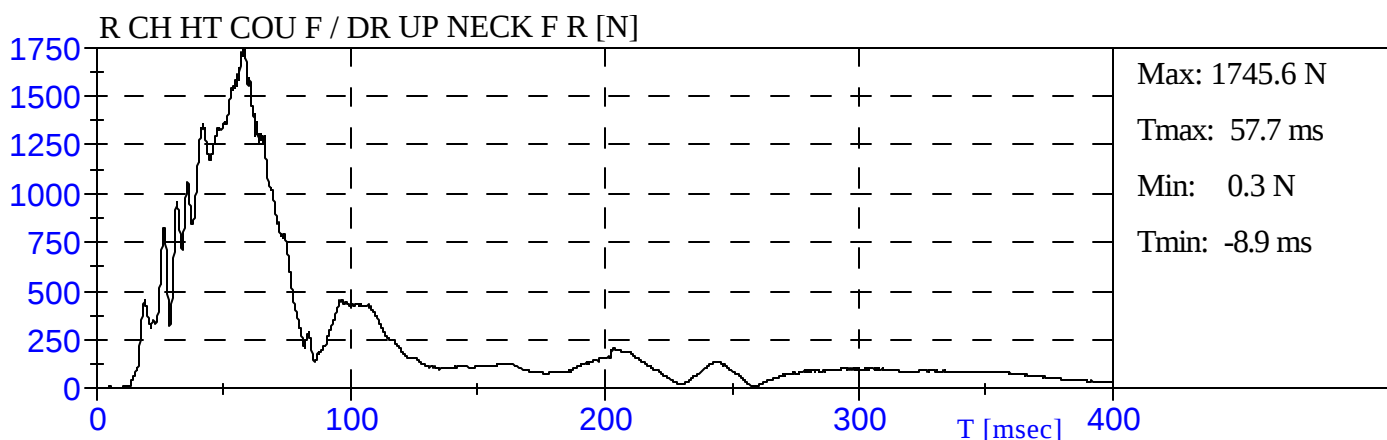
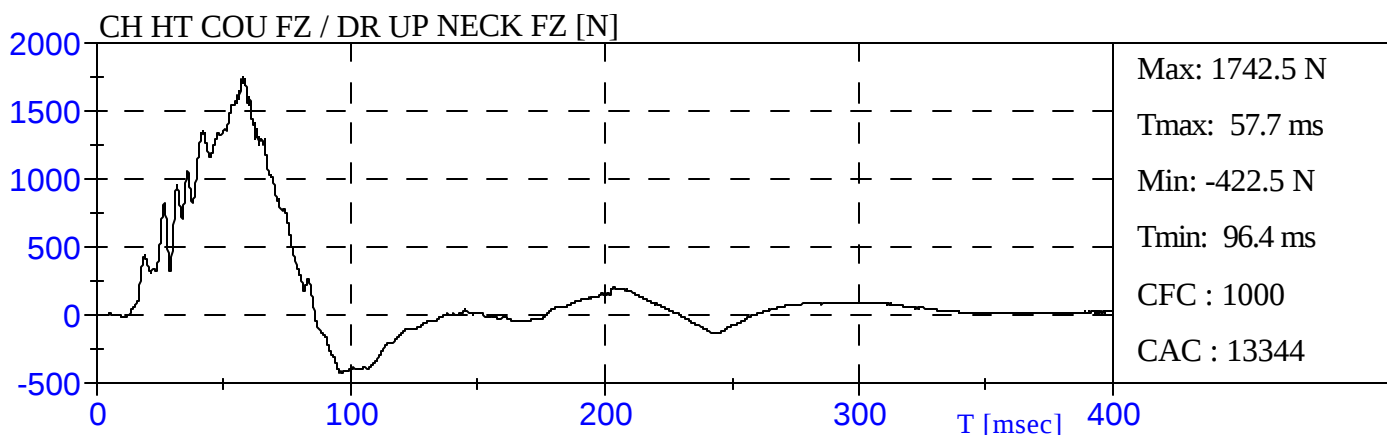
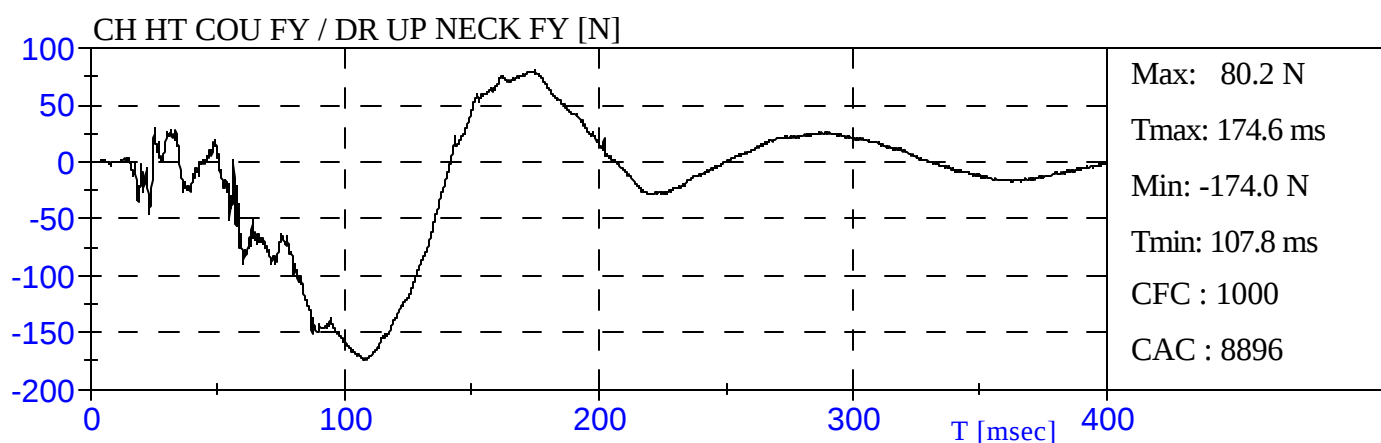
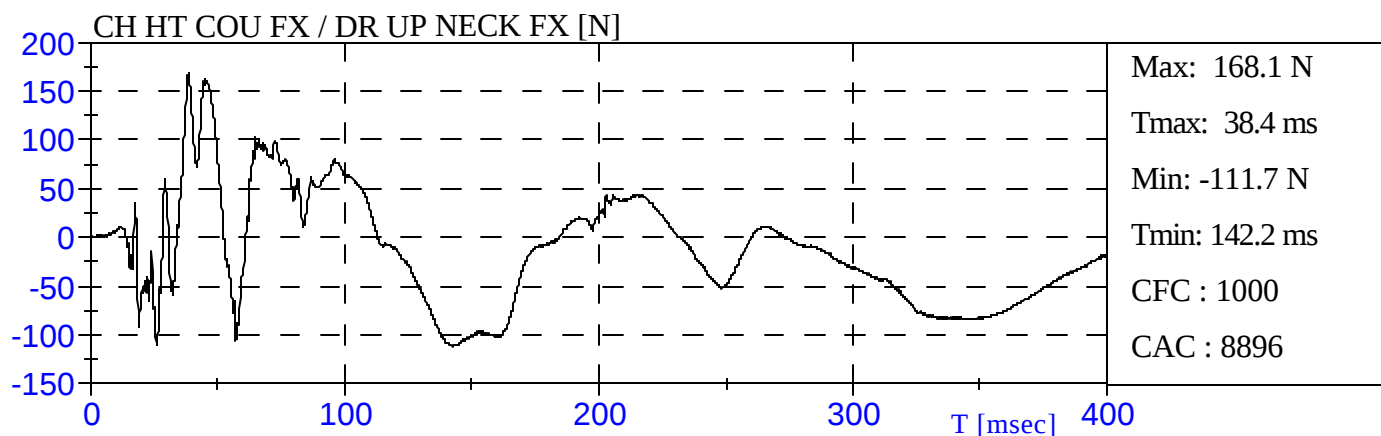
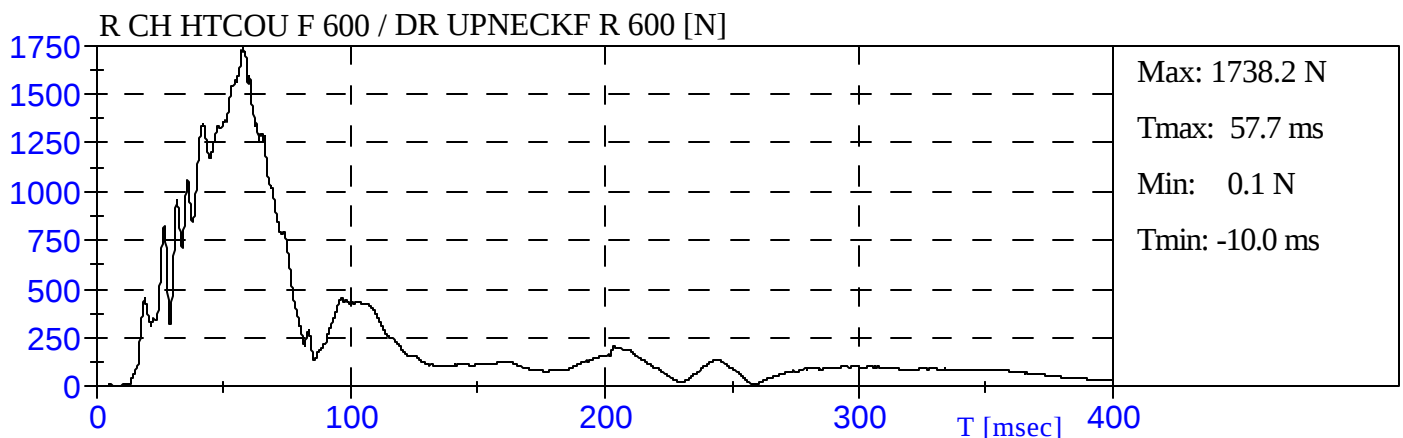
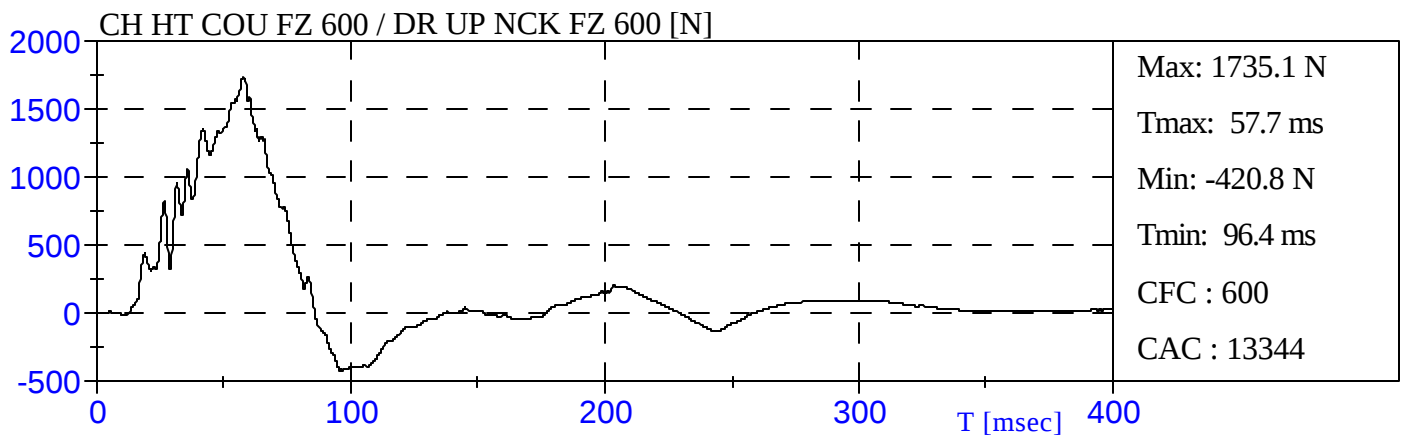
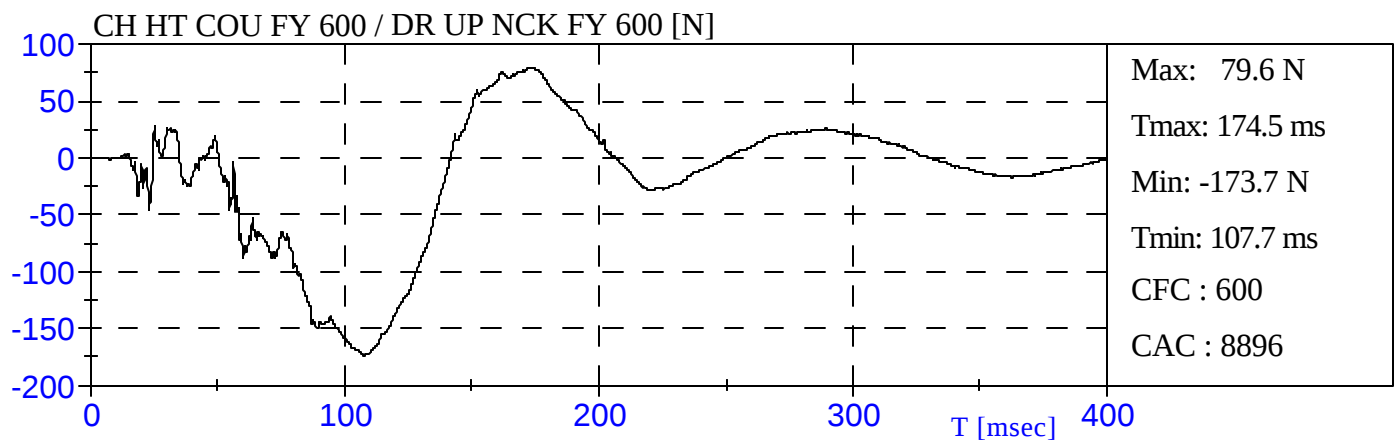
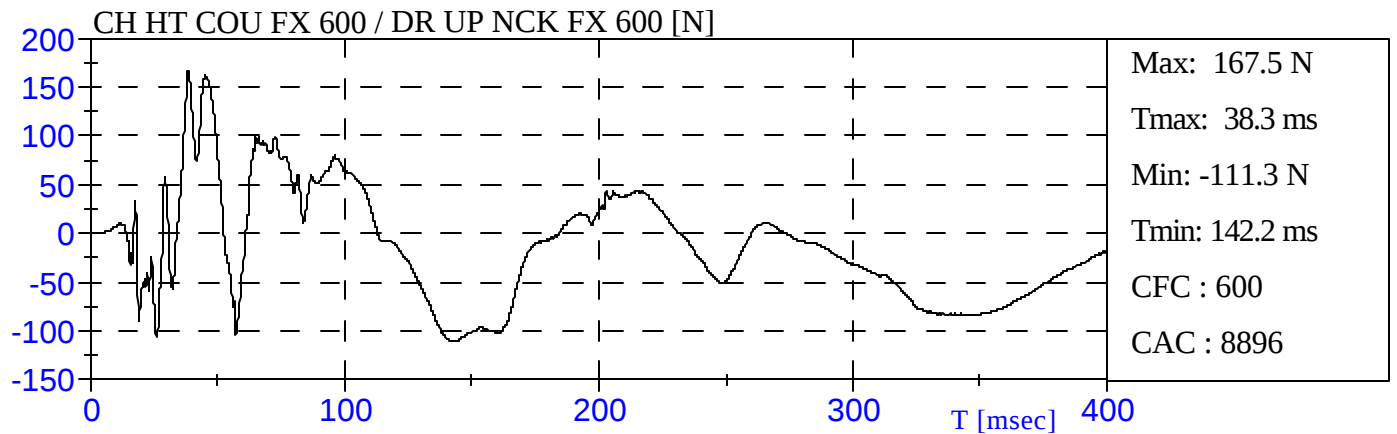
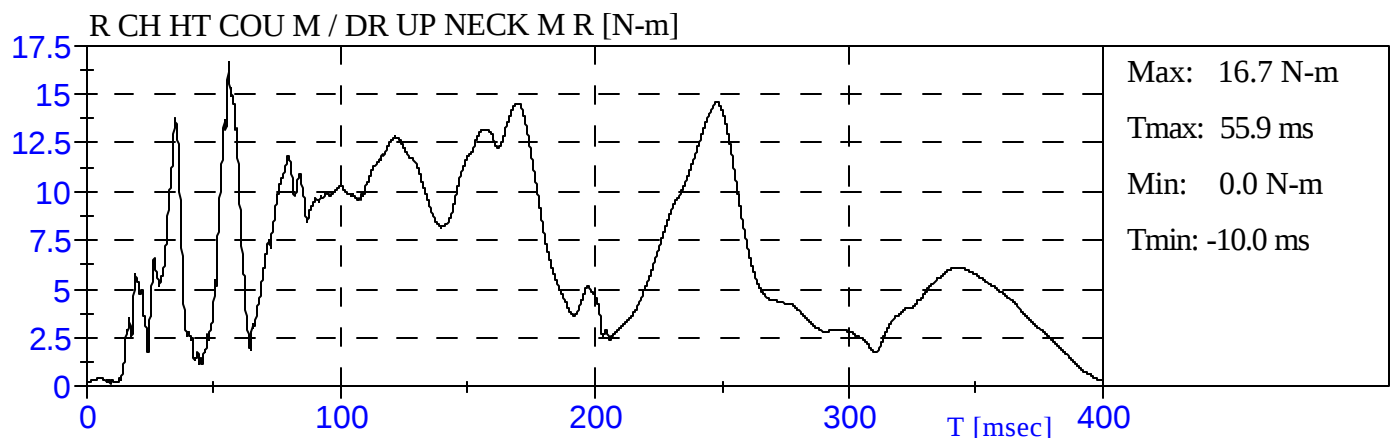
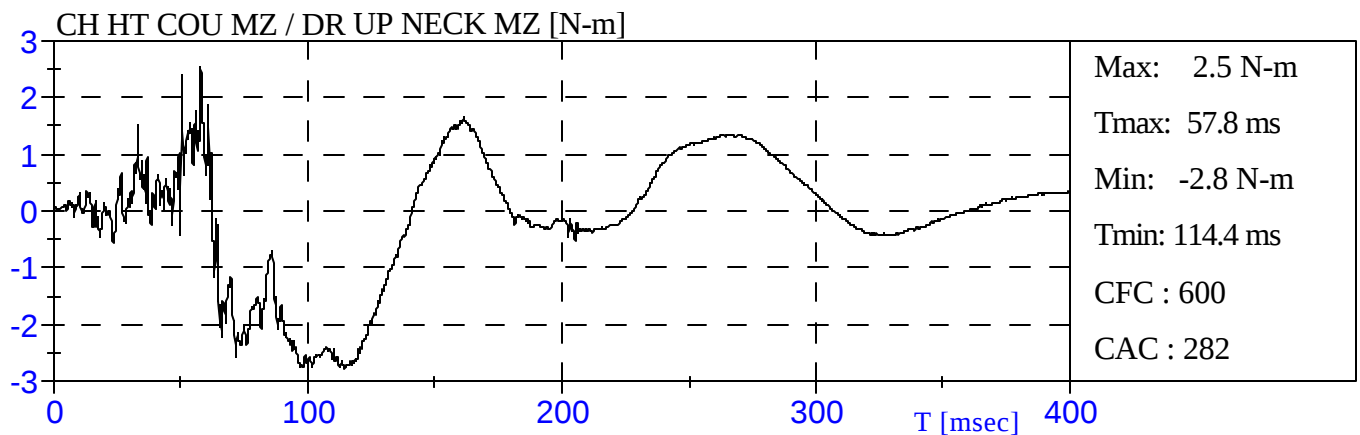
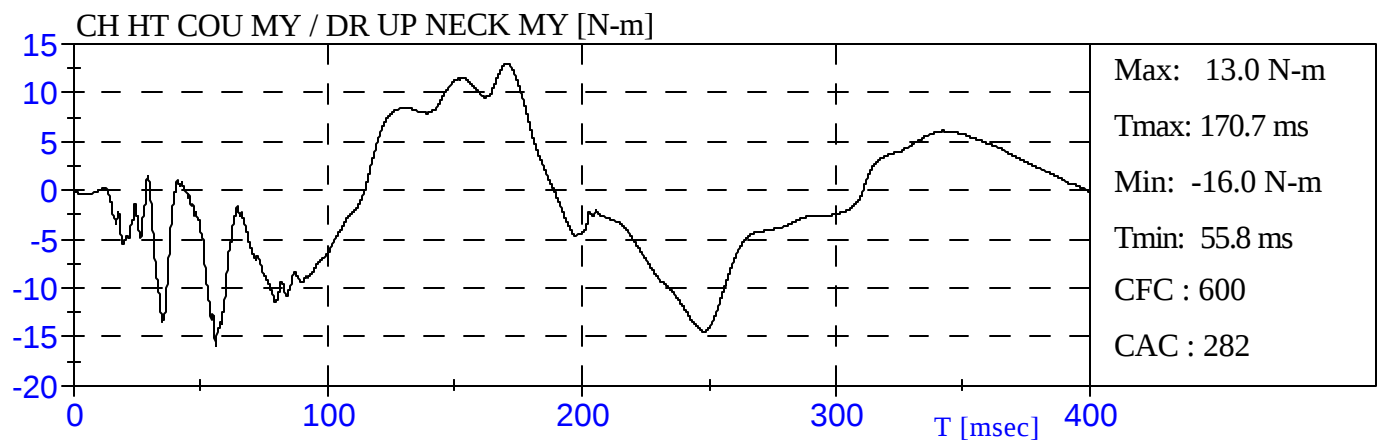
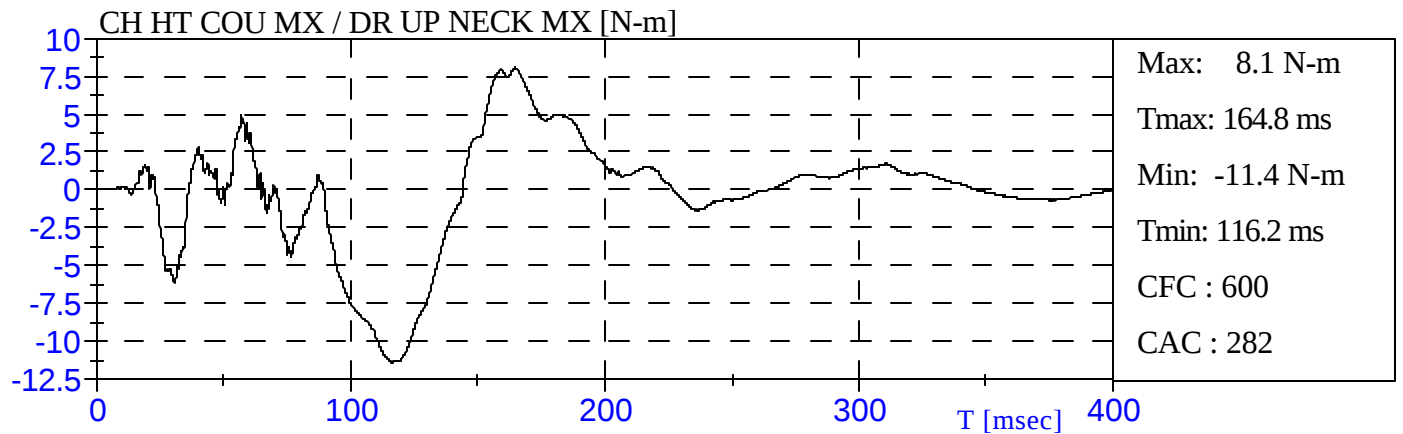


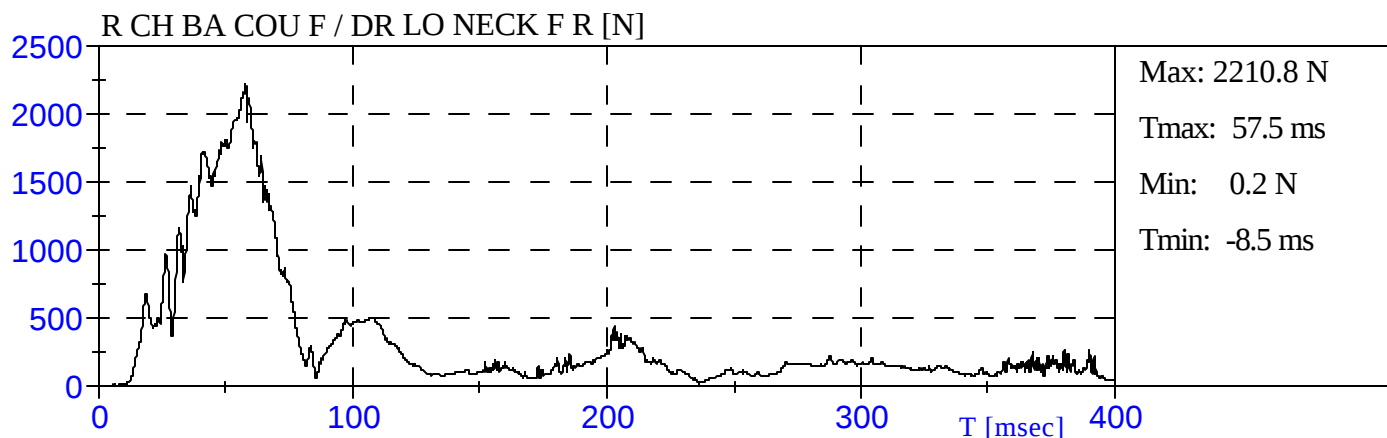
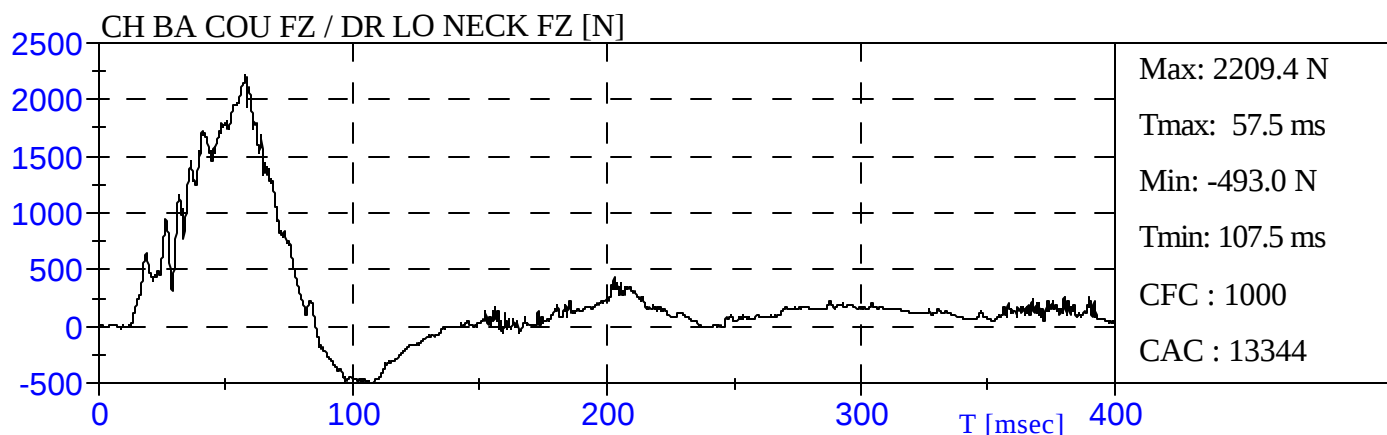
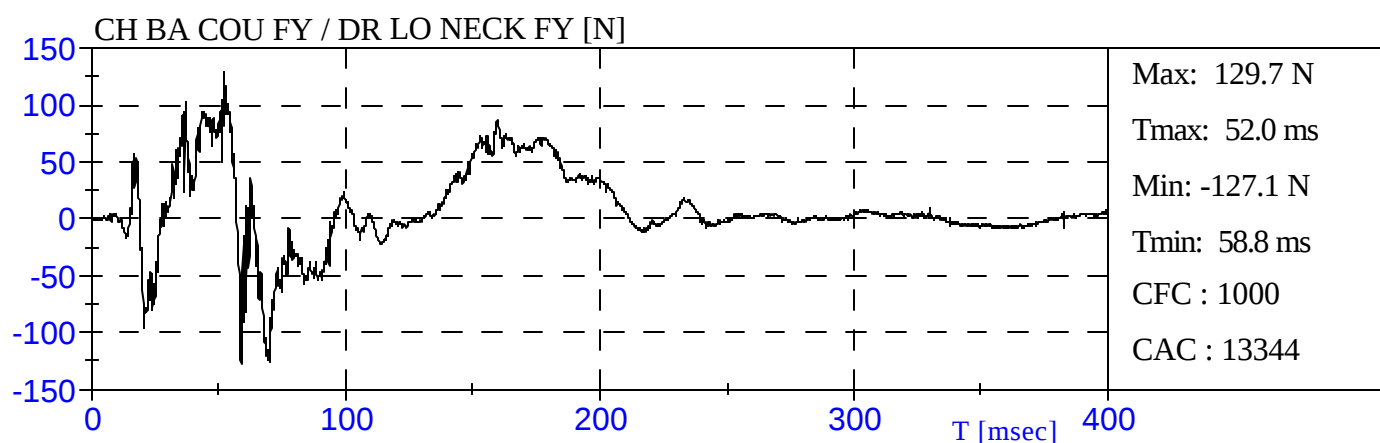
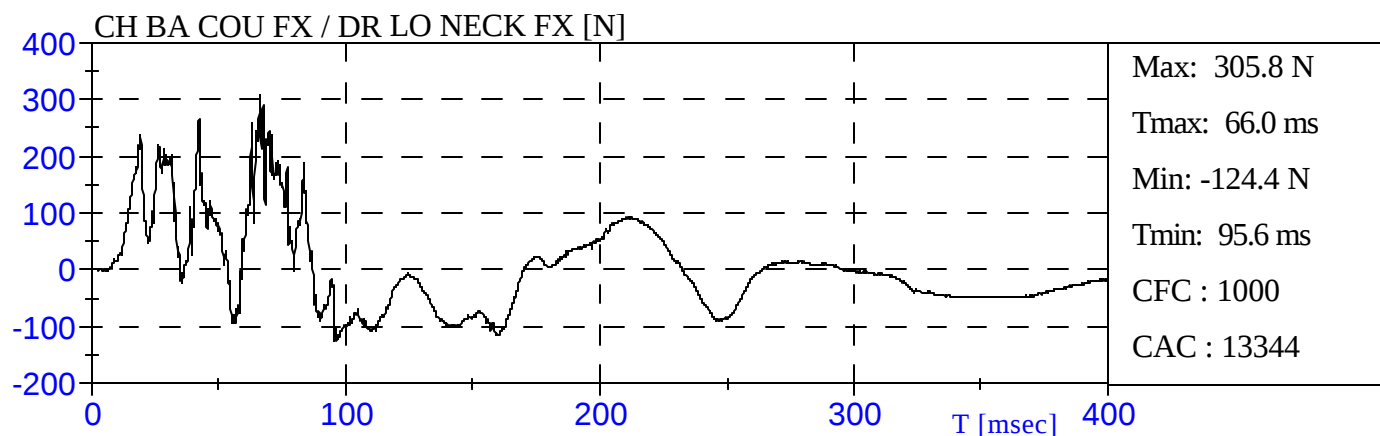
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Type de véhicule Type of Vehicle	JEEP LIBERTY 2002
Numéro de TC Tc Number	TC02-221
Numéro de contrat Contract No	03-5001
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2002-04-12
Titre du projet Project Title	RECHERCHE COLLISION FRONTALE RESEARCH FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% Femelle / Female
Passager 1 Passenger 1	HYBRID III 50% M

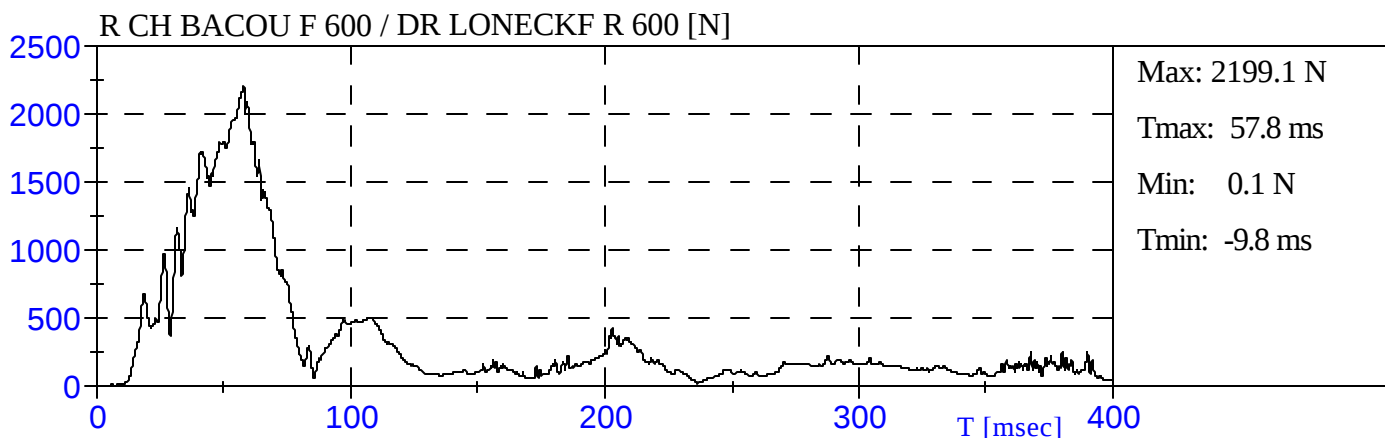
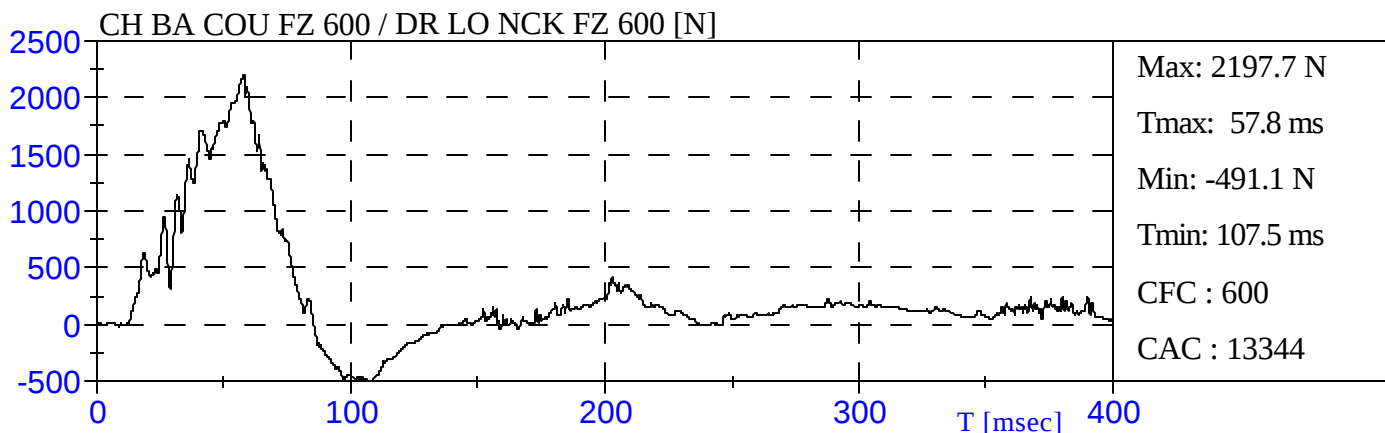
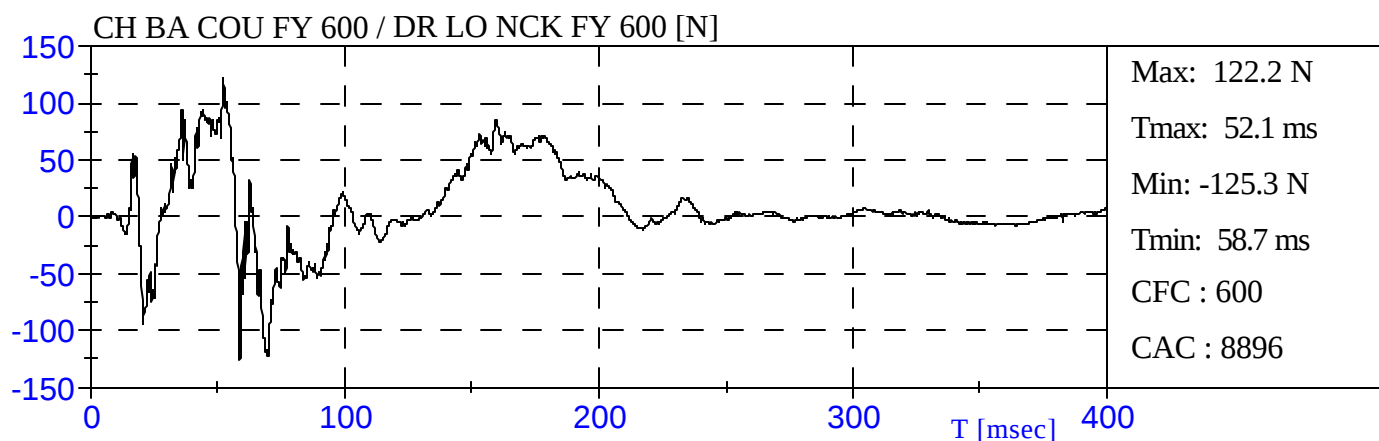
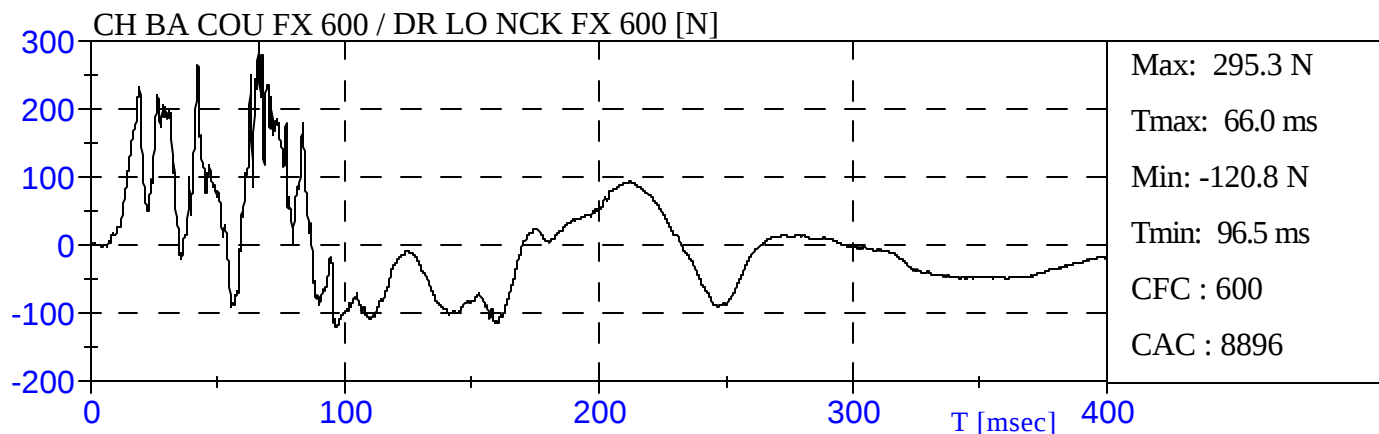


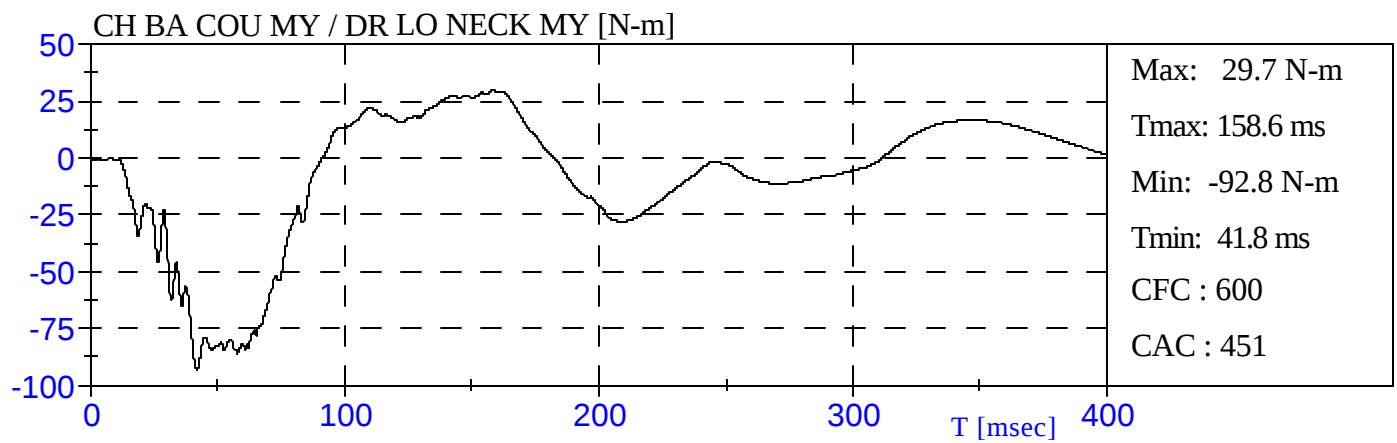
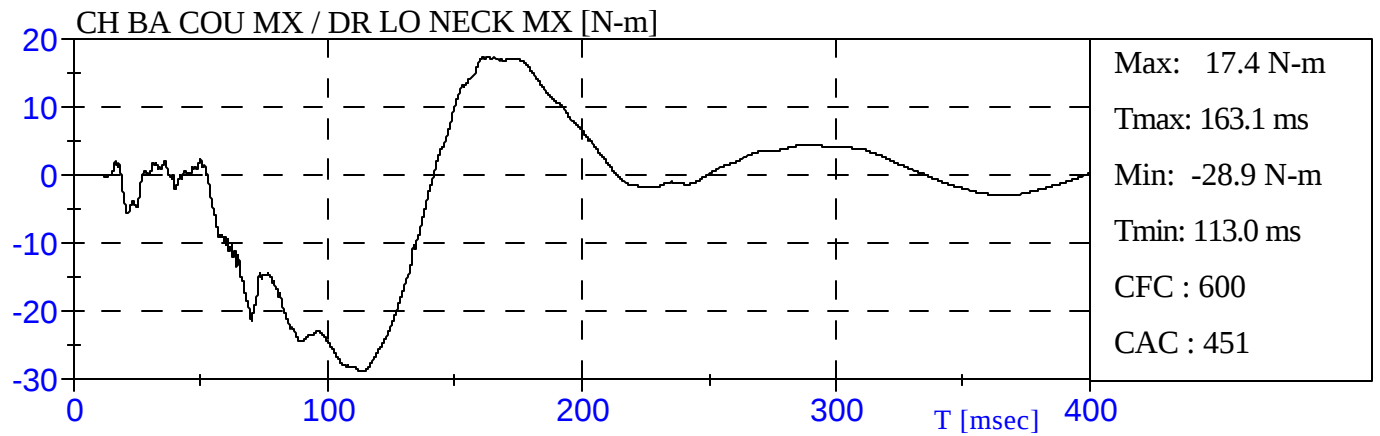


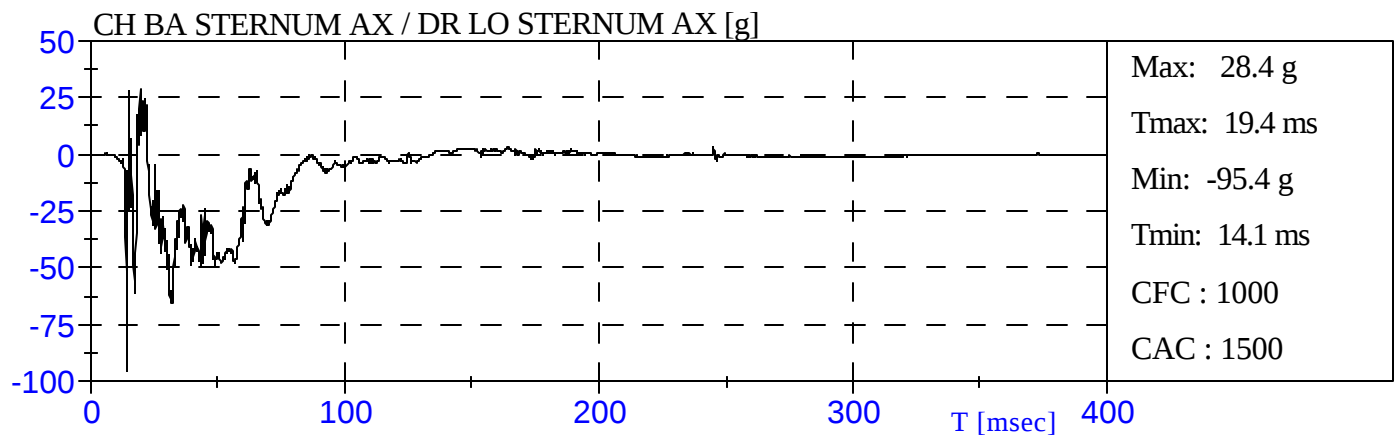
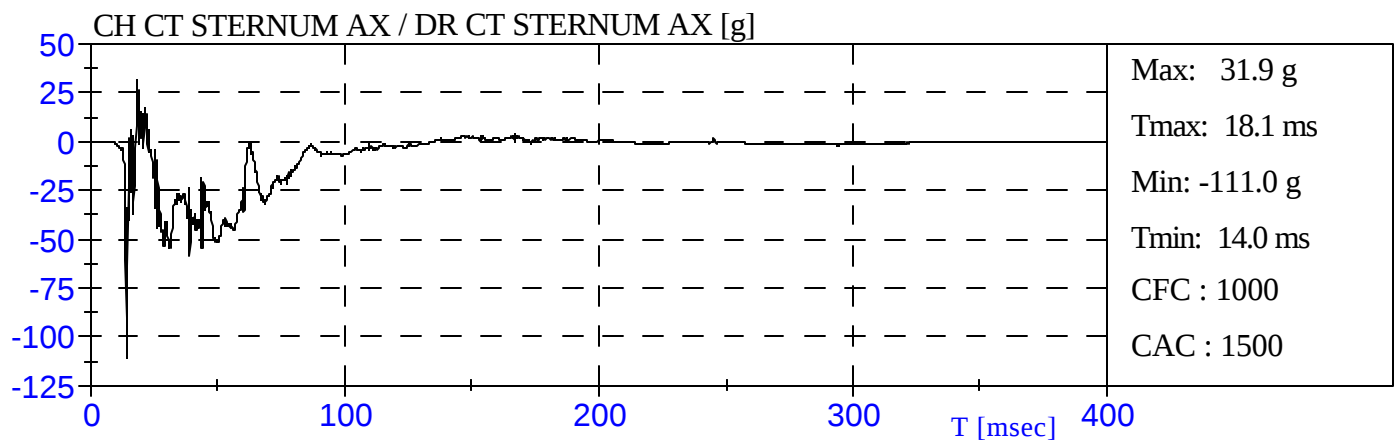
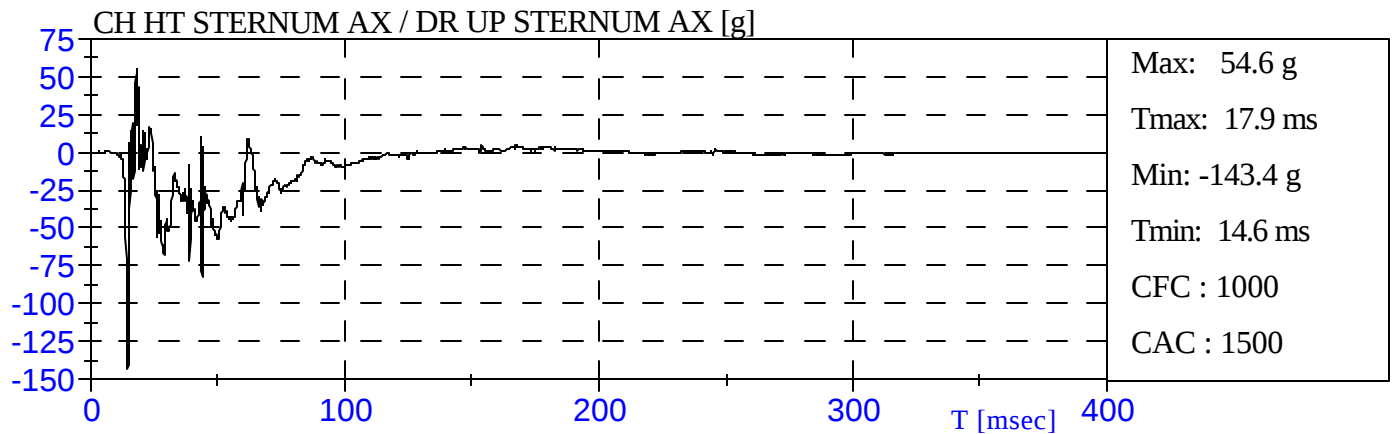


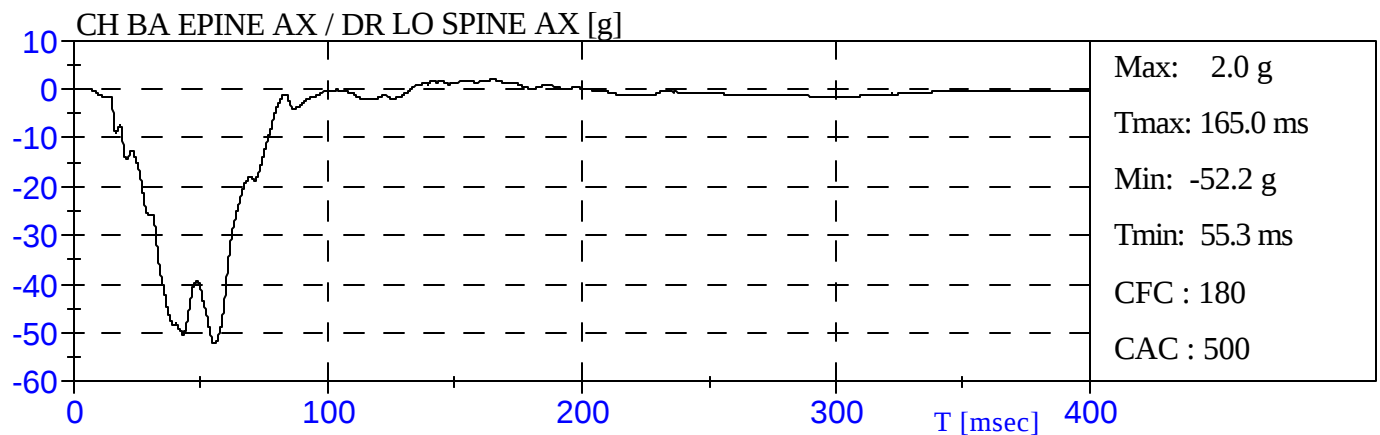
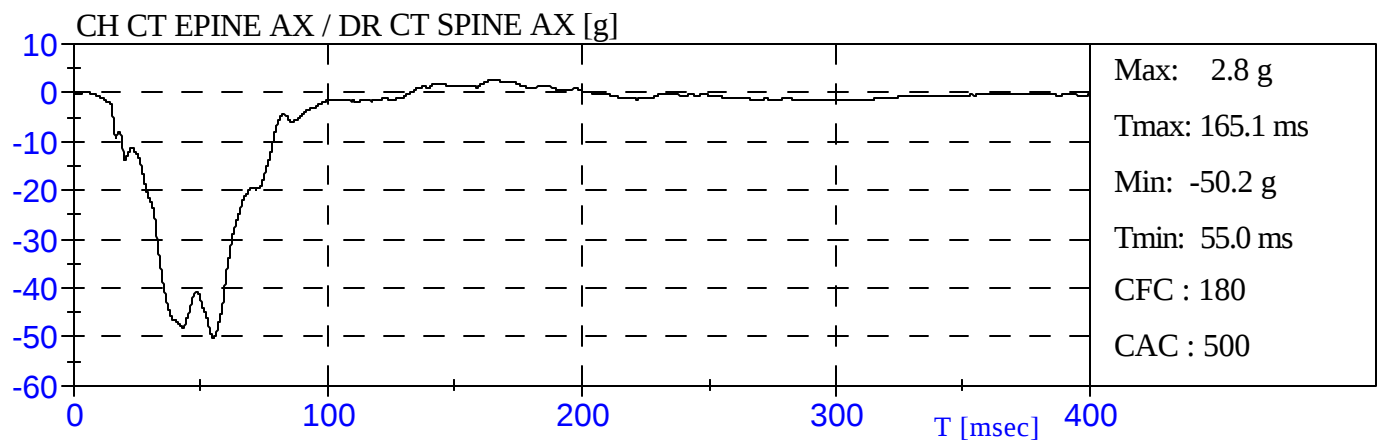
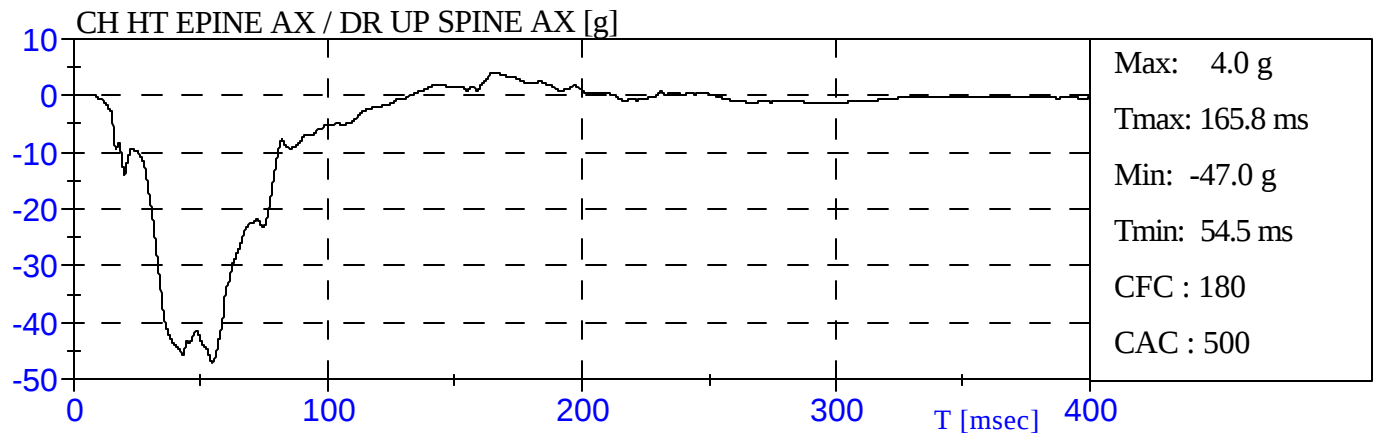


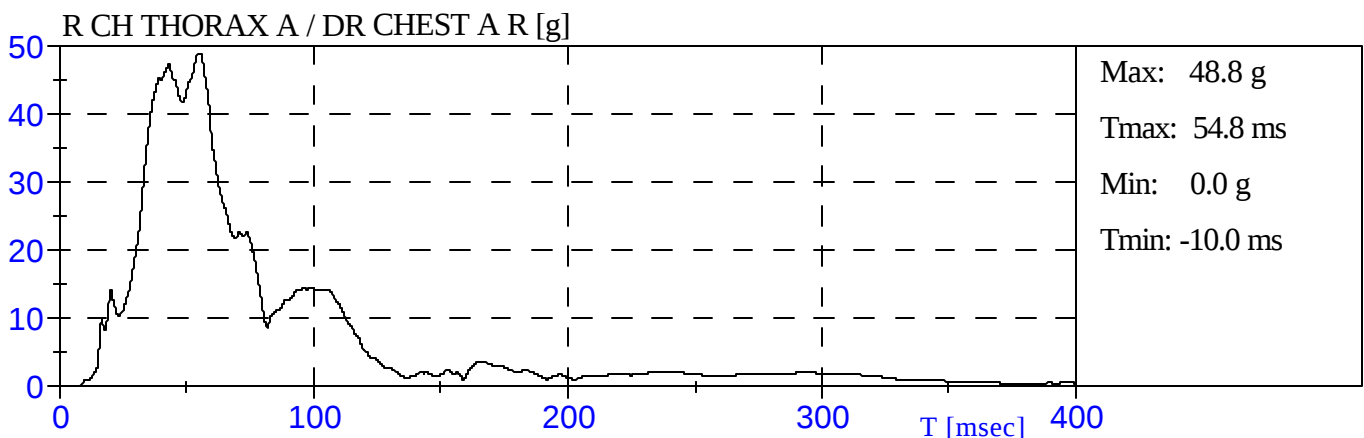
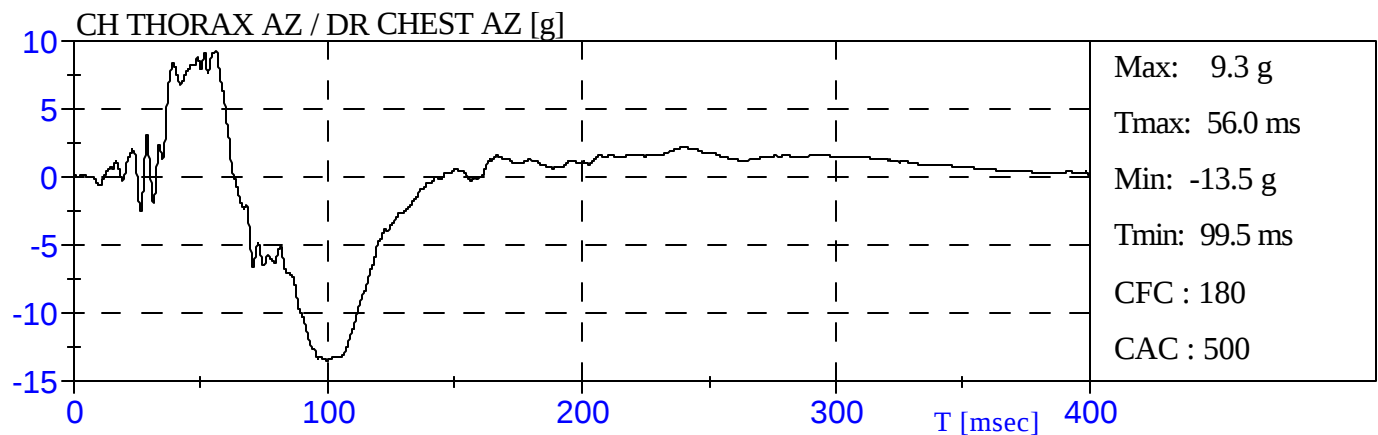
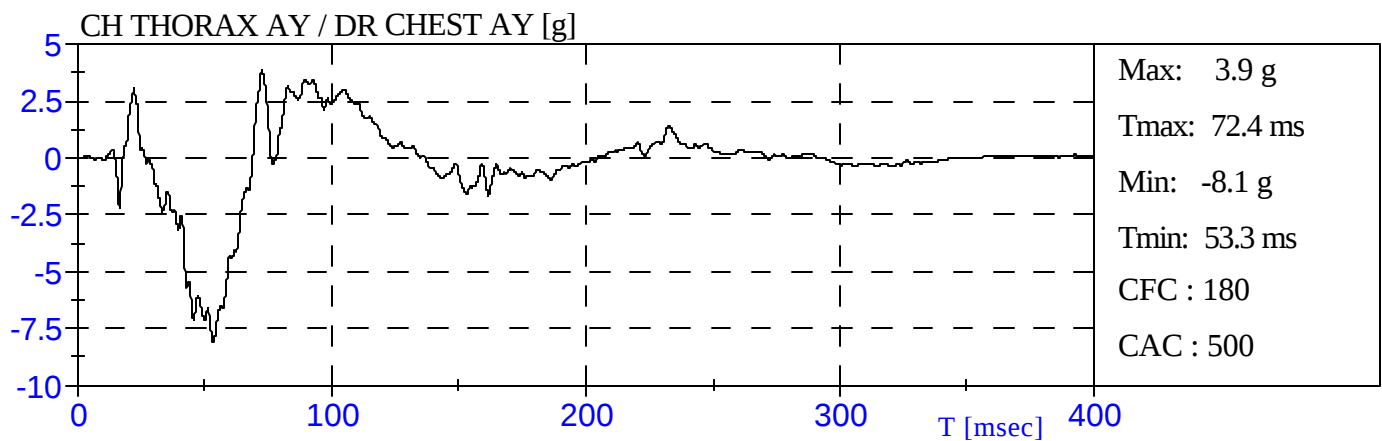
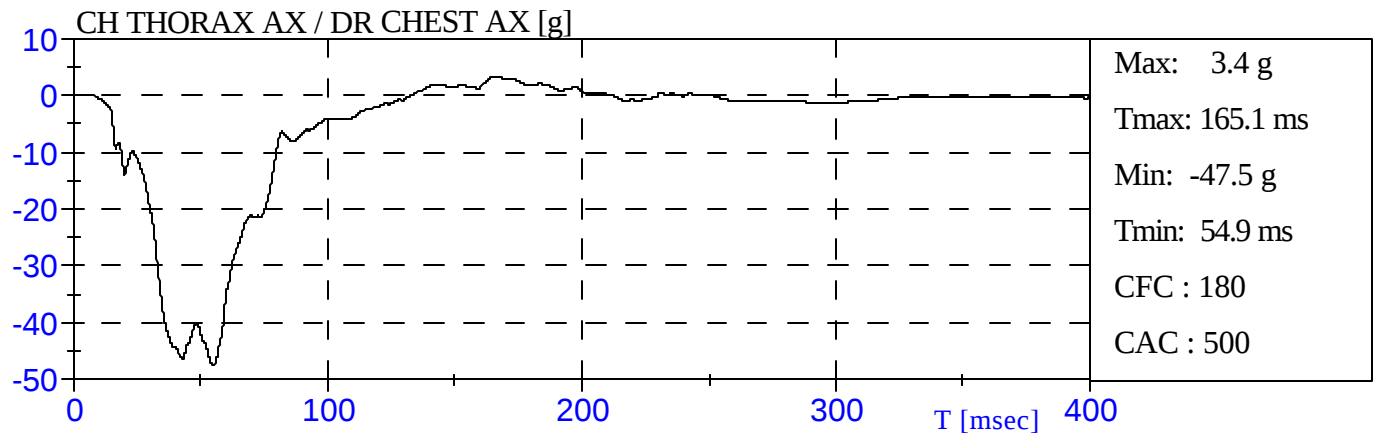


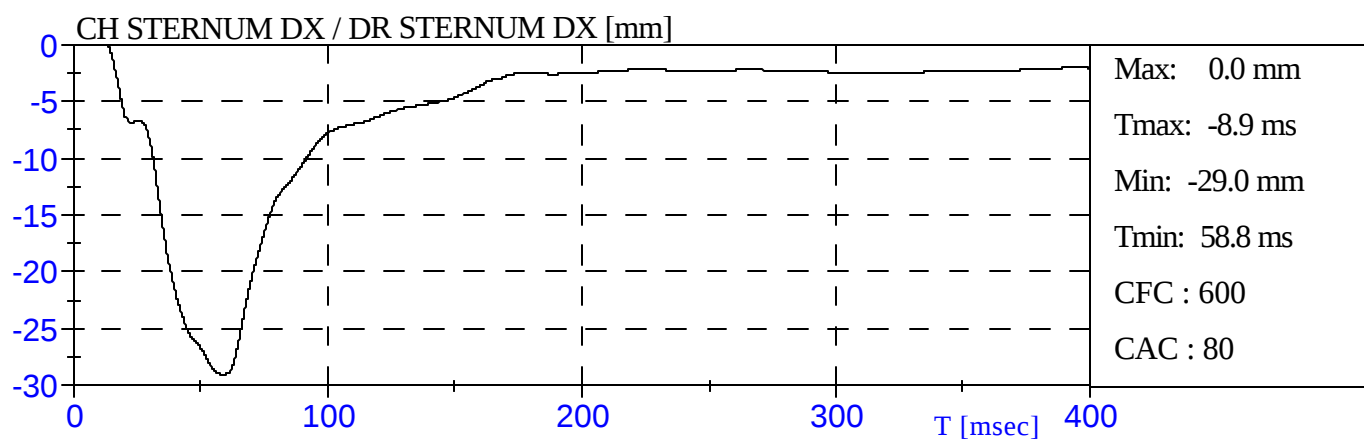


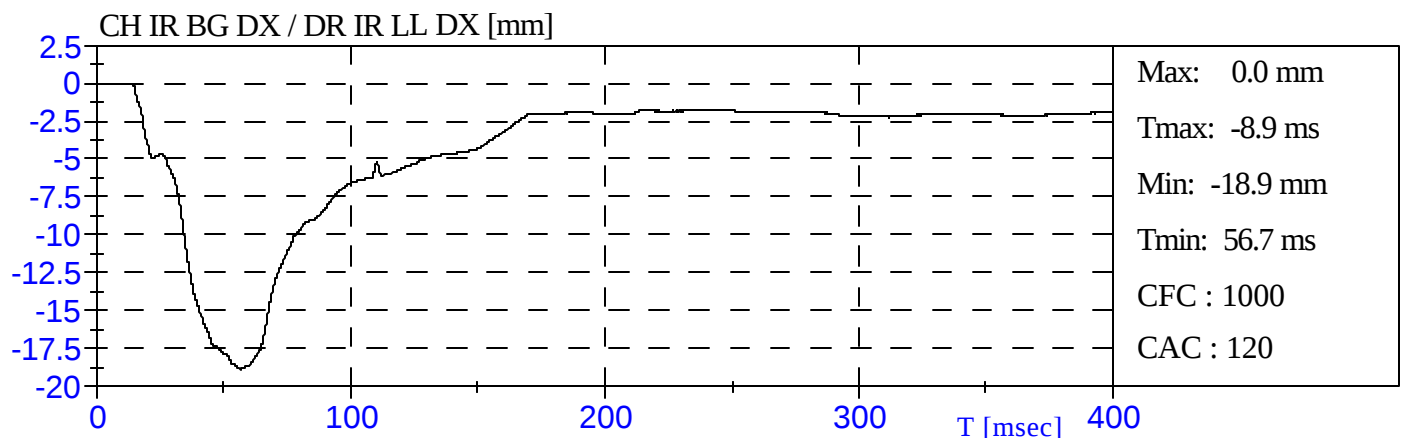
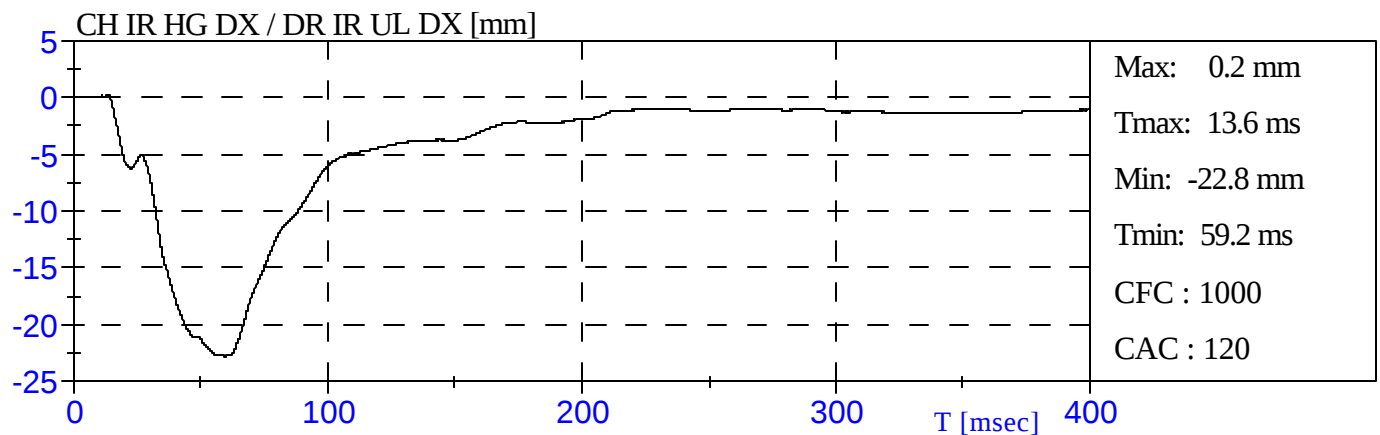
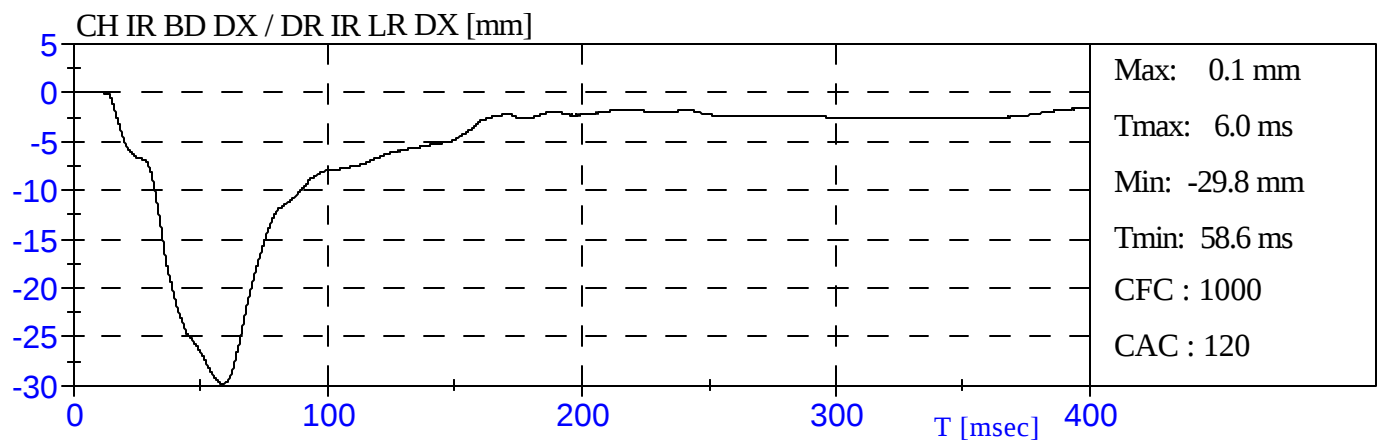
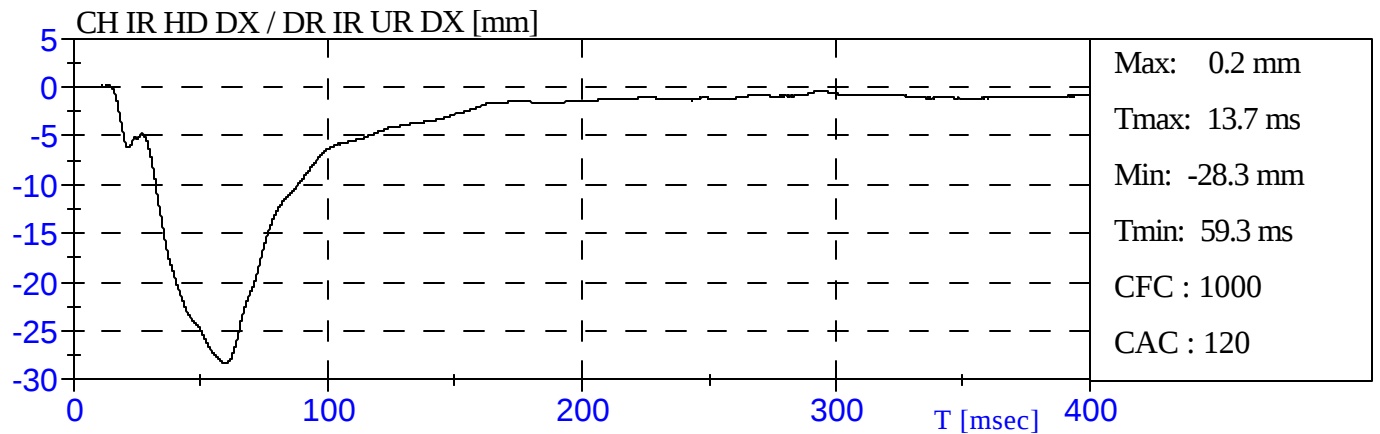


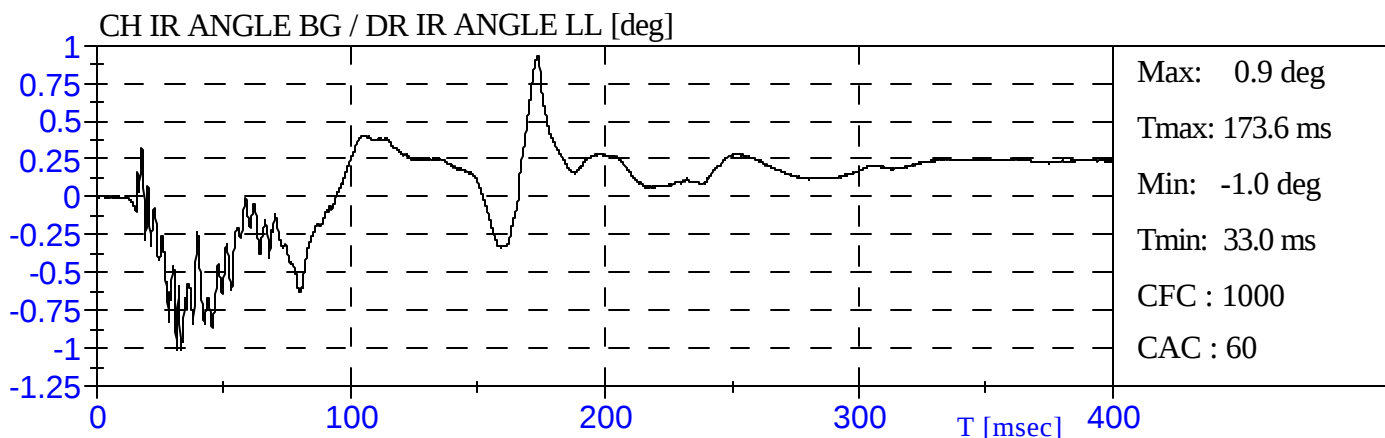
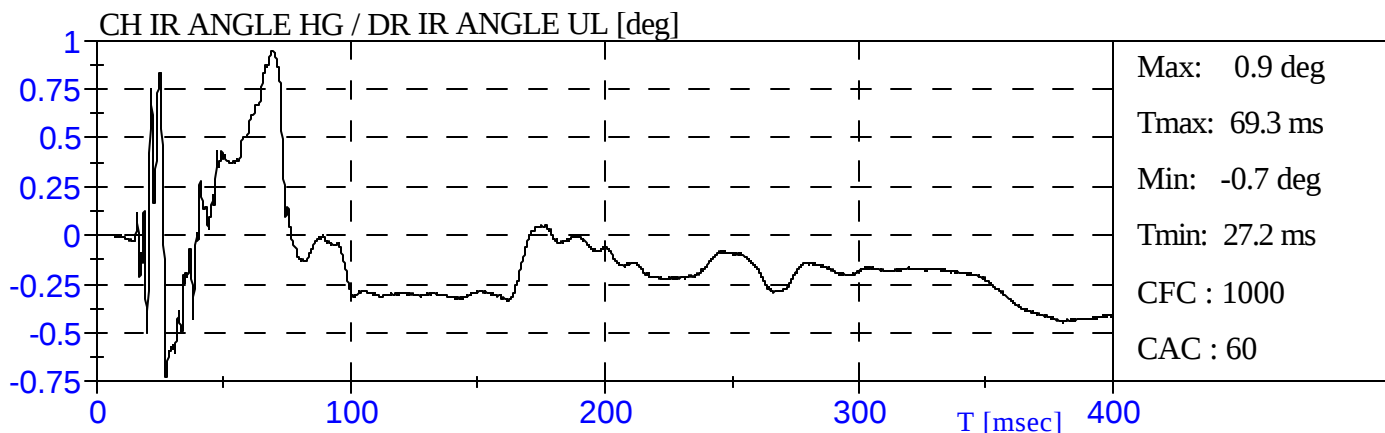
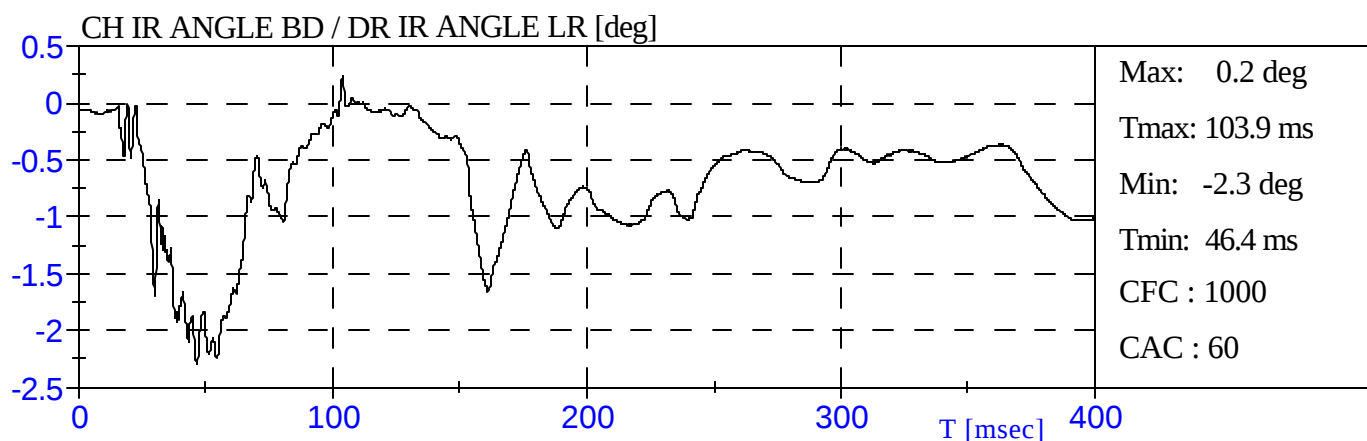
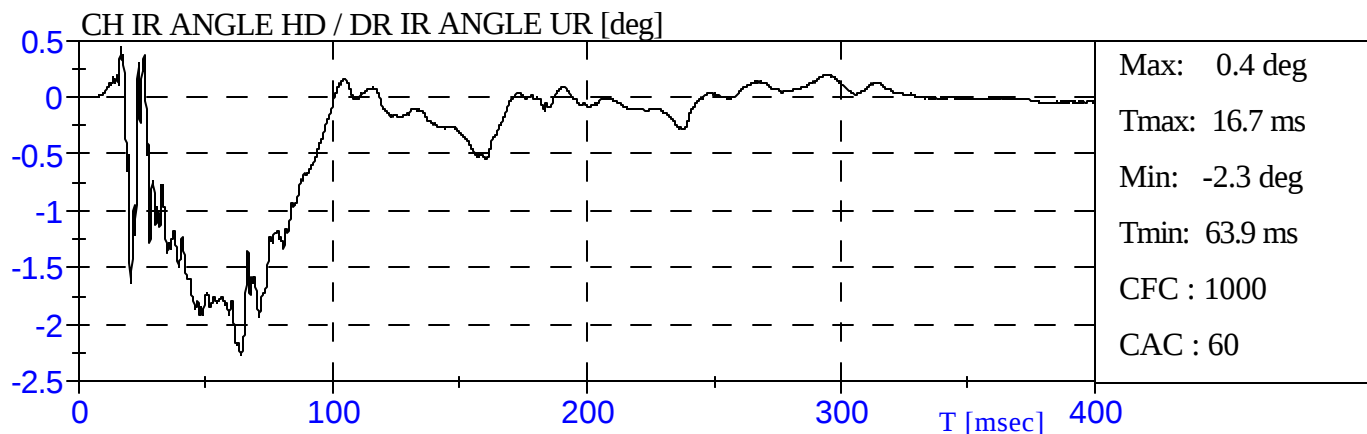


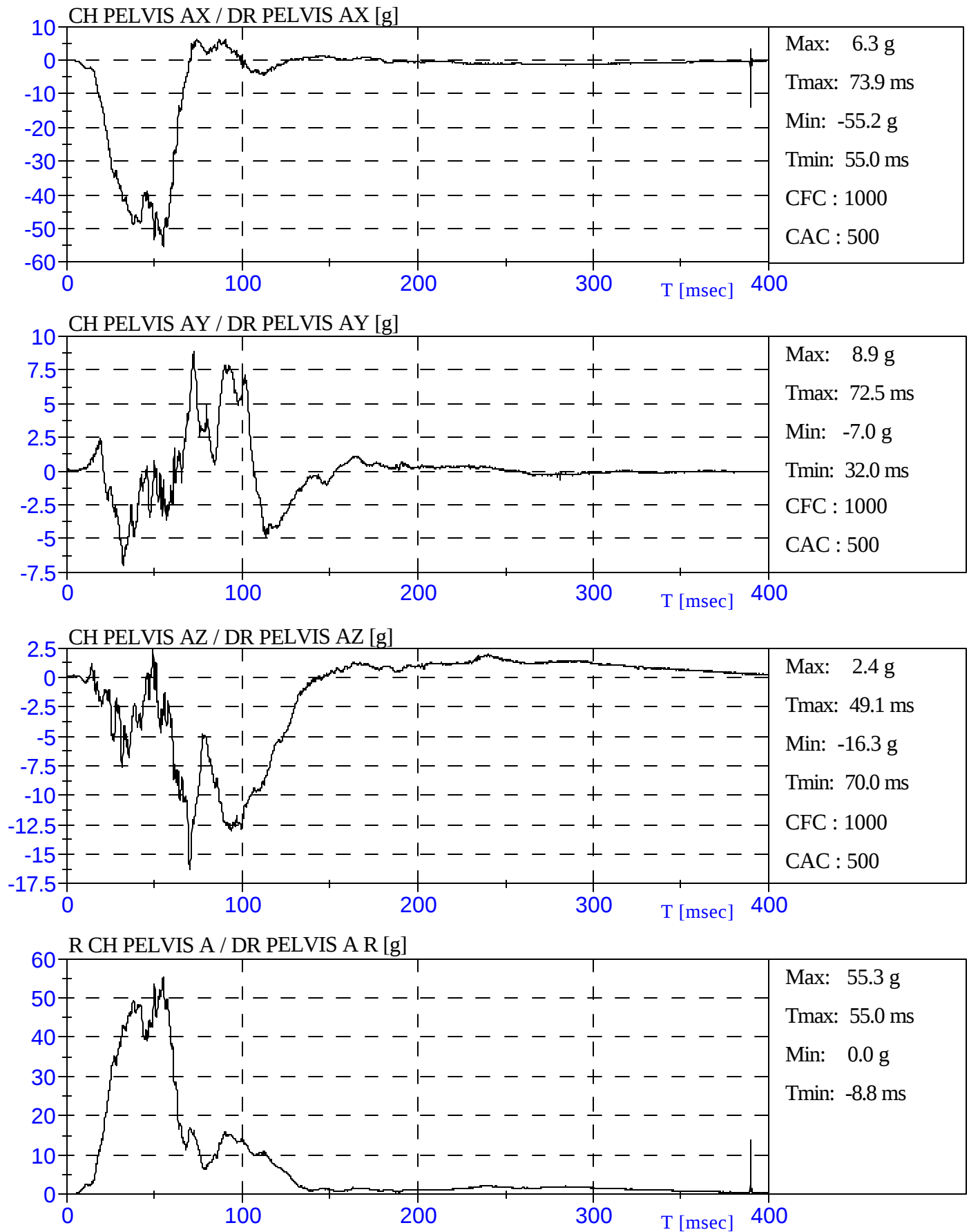


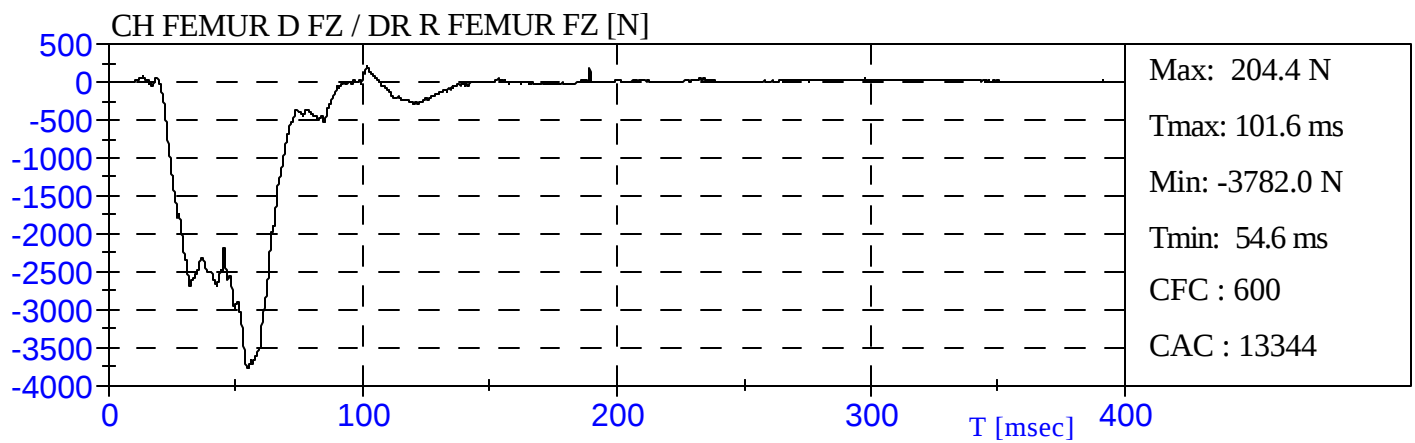
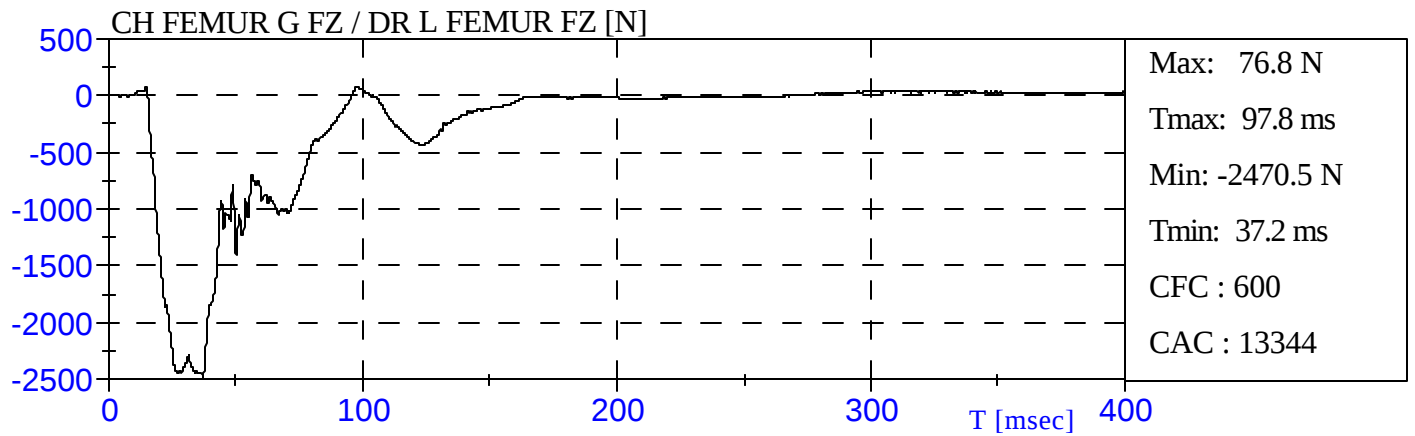


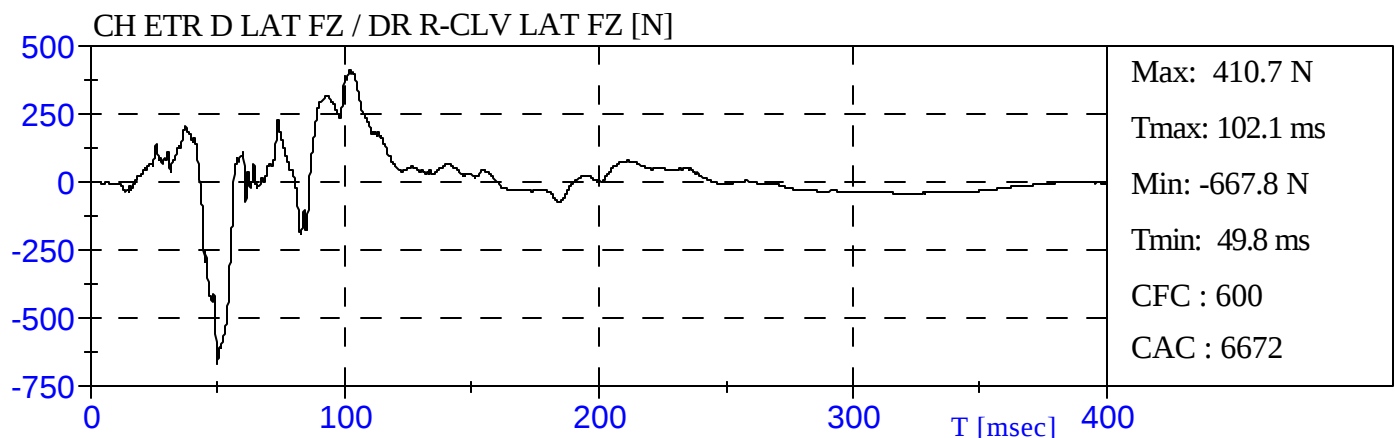
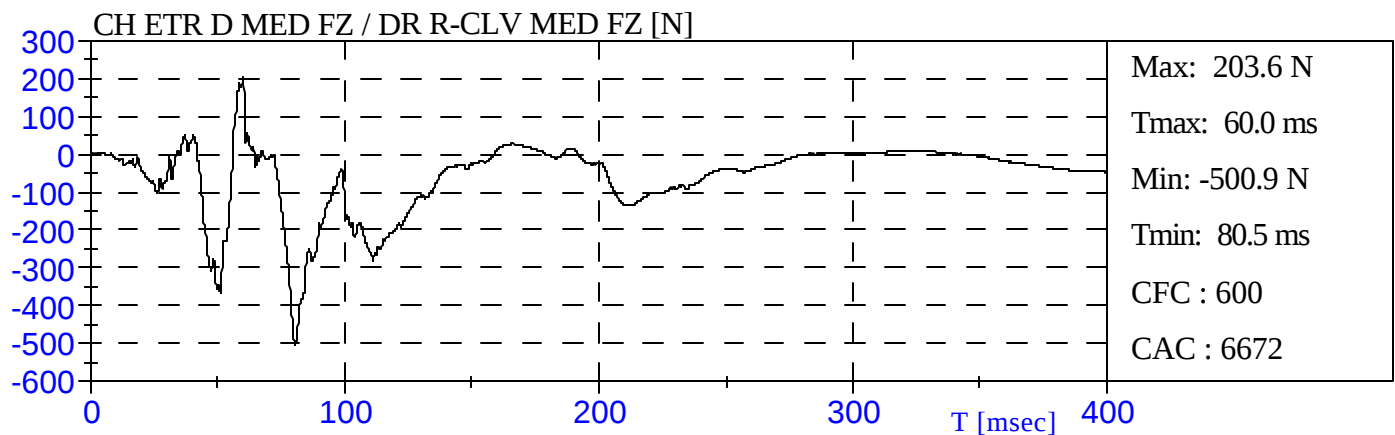
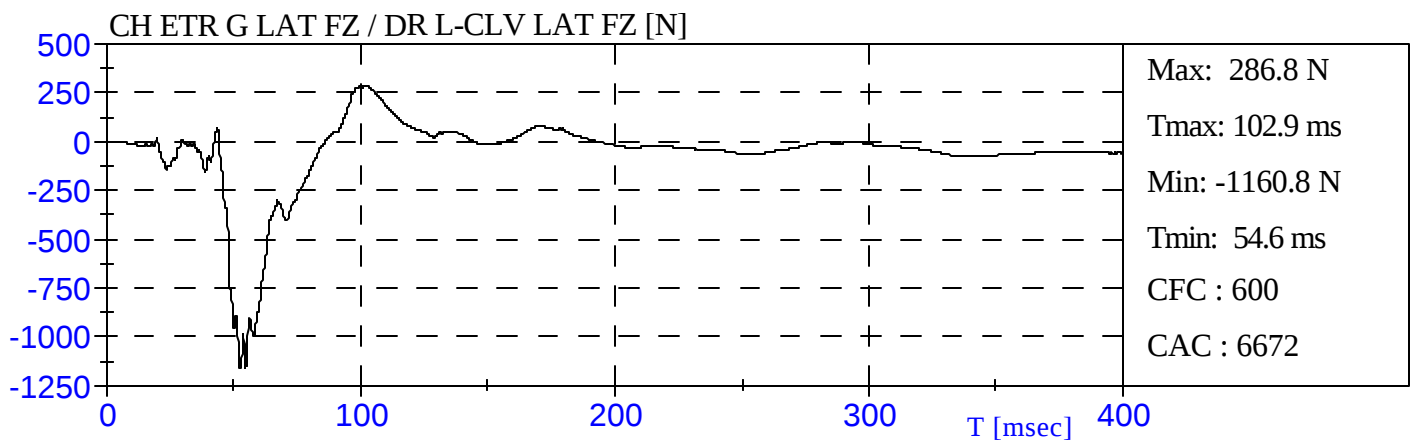
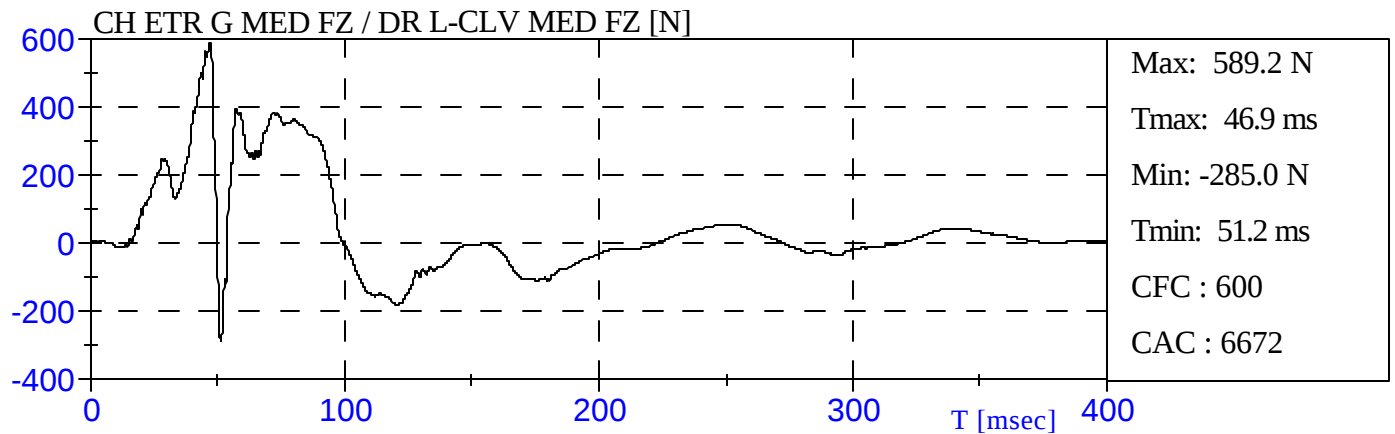


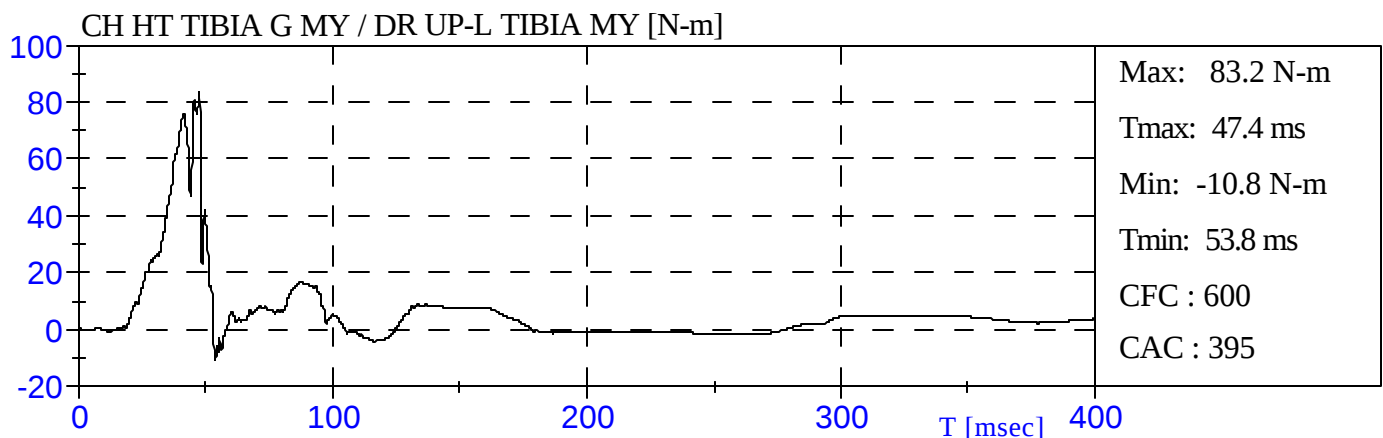
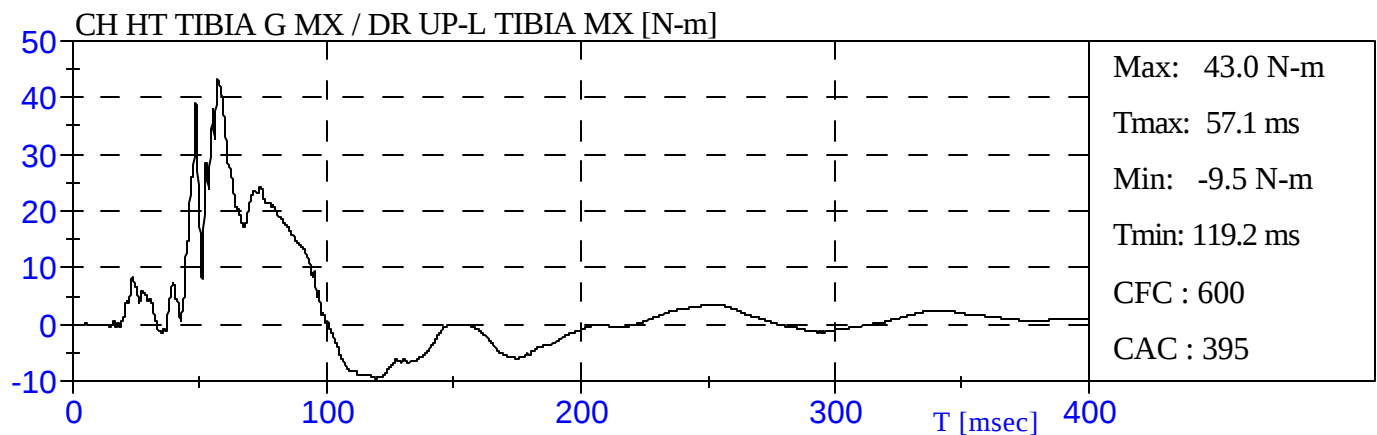
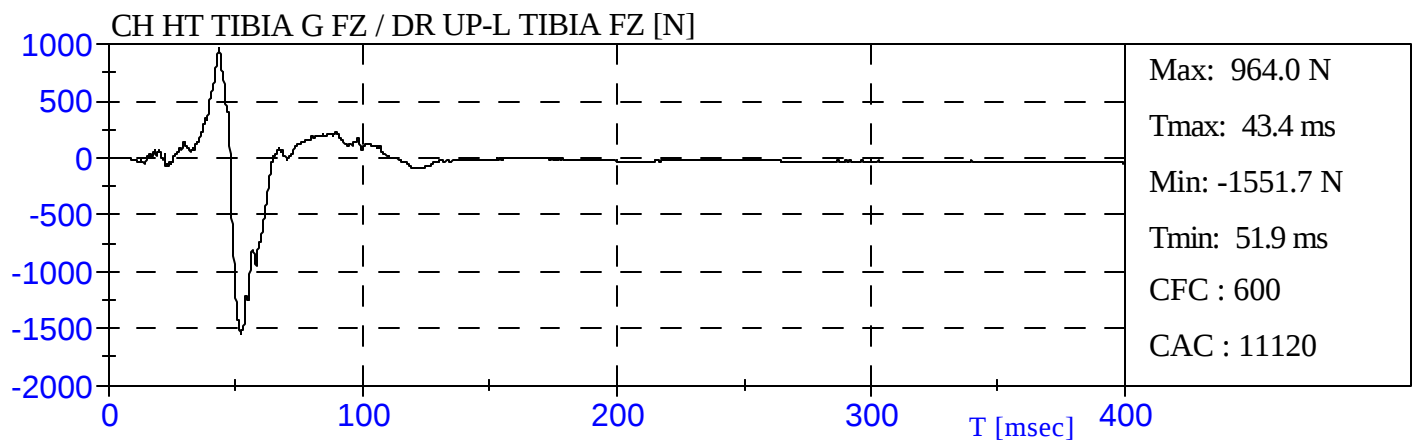
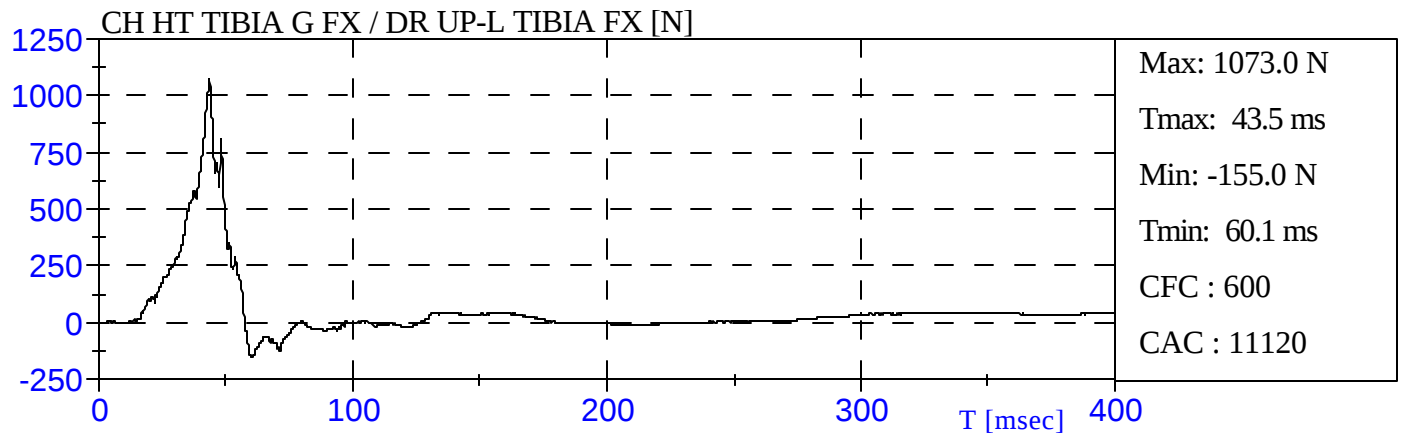


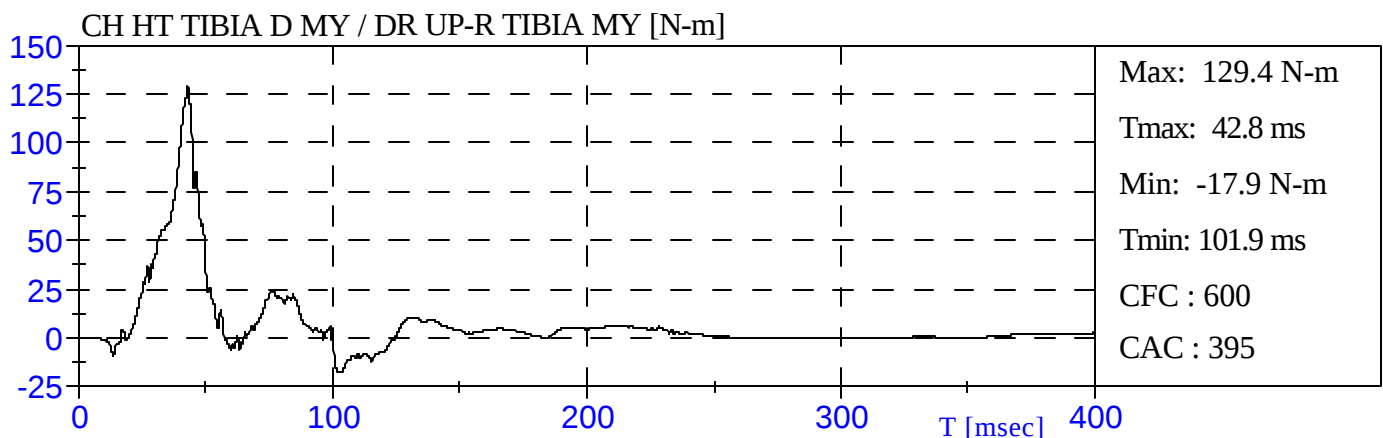
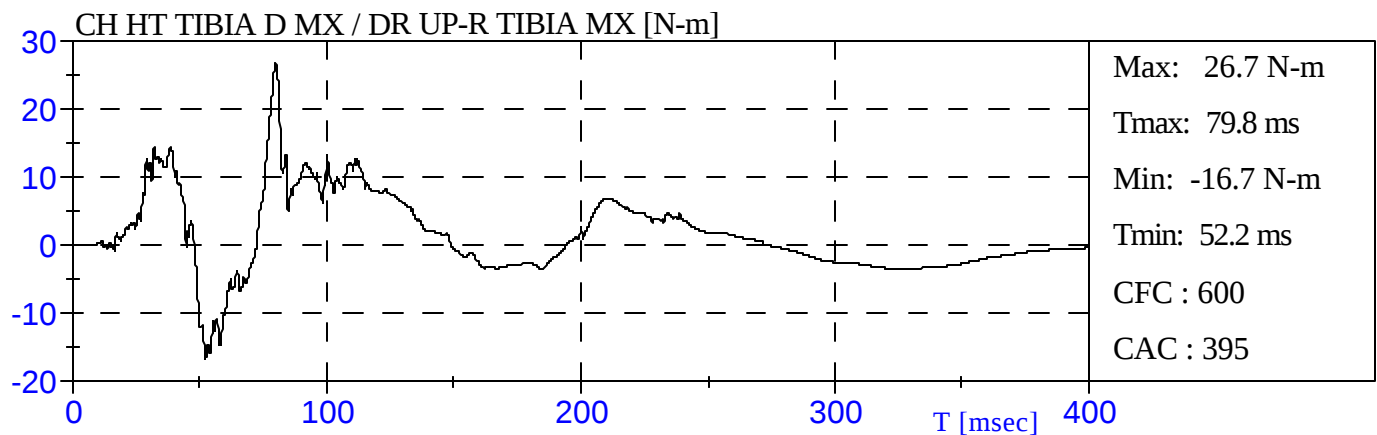
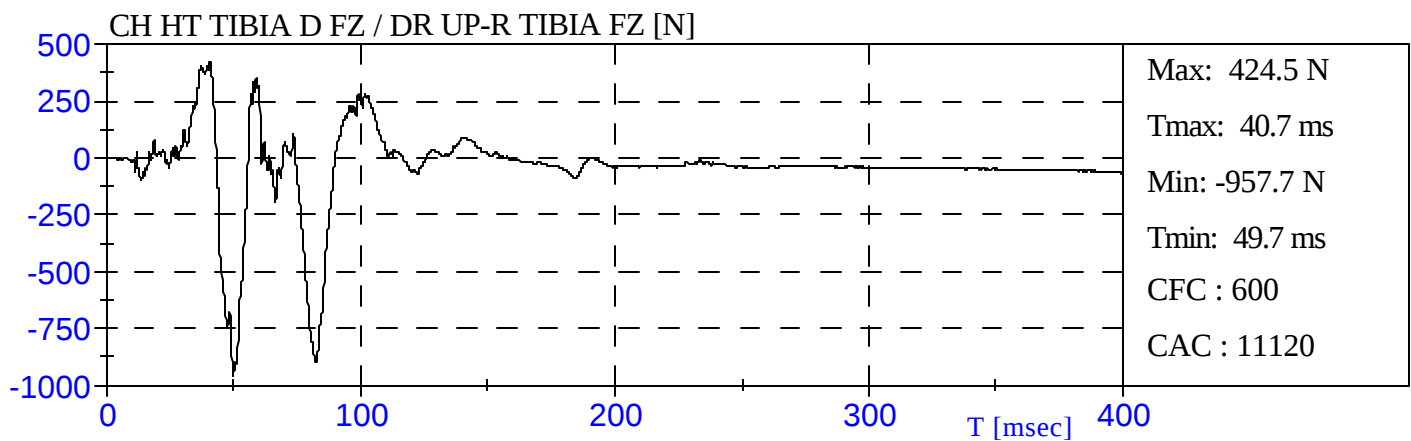
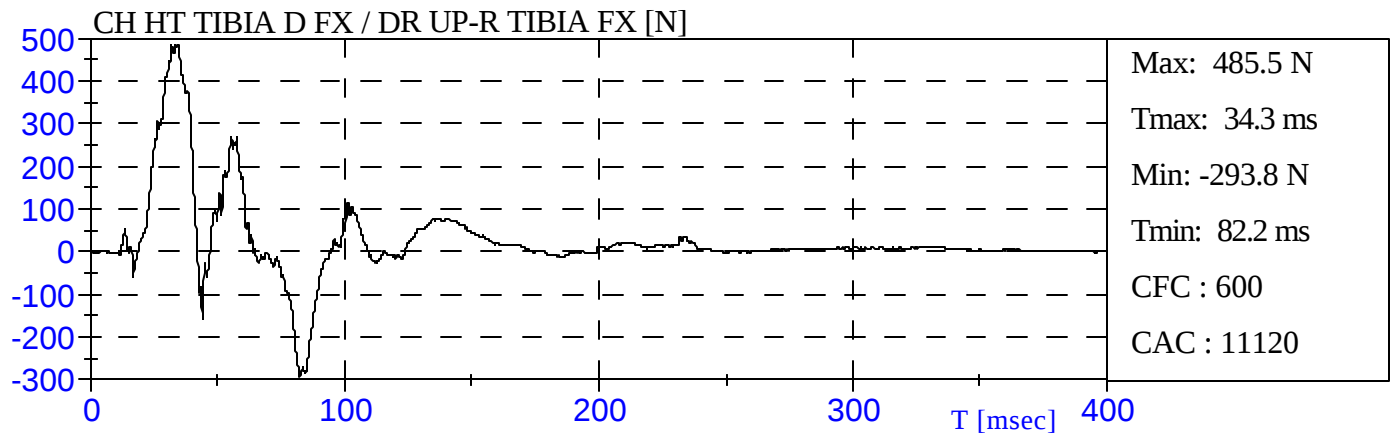


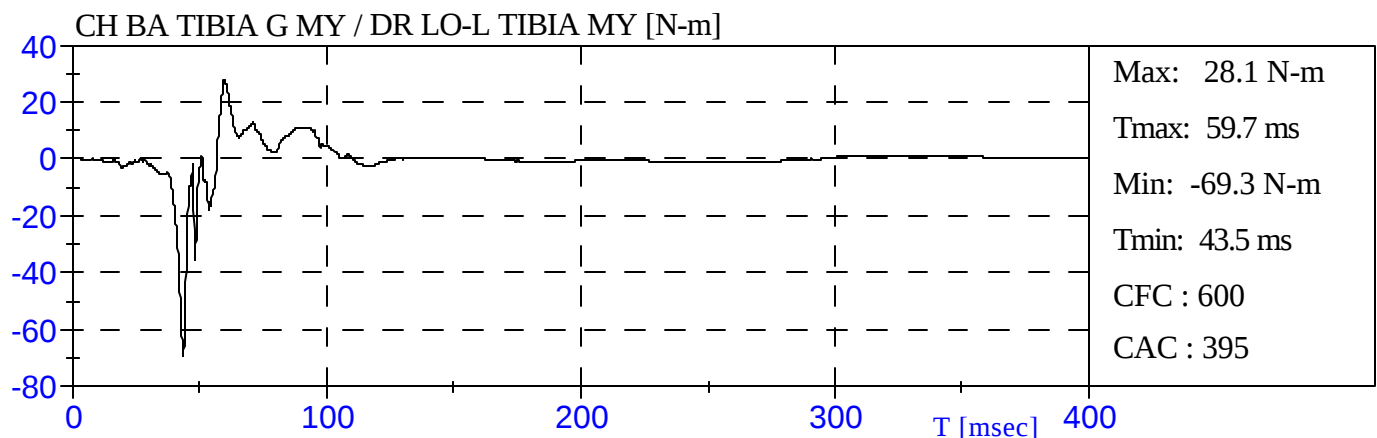
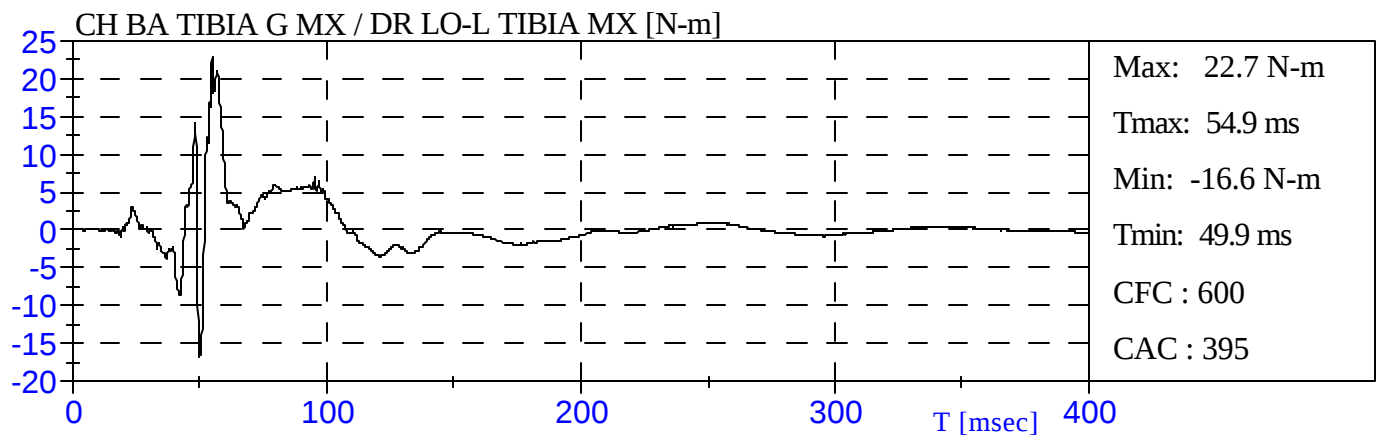
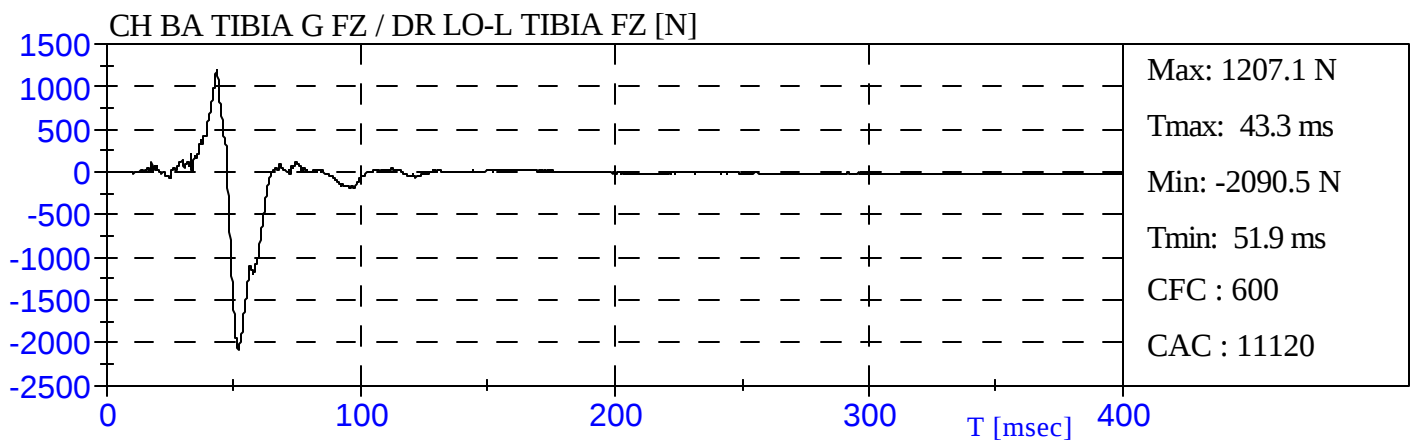
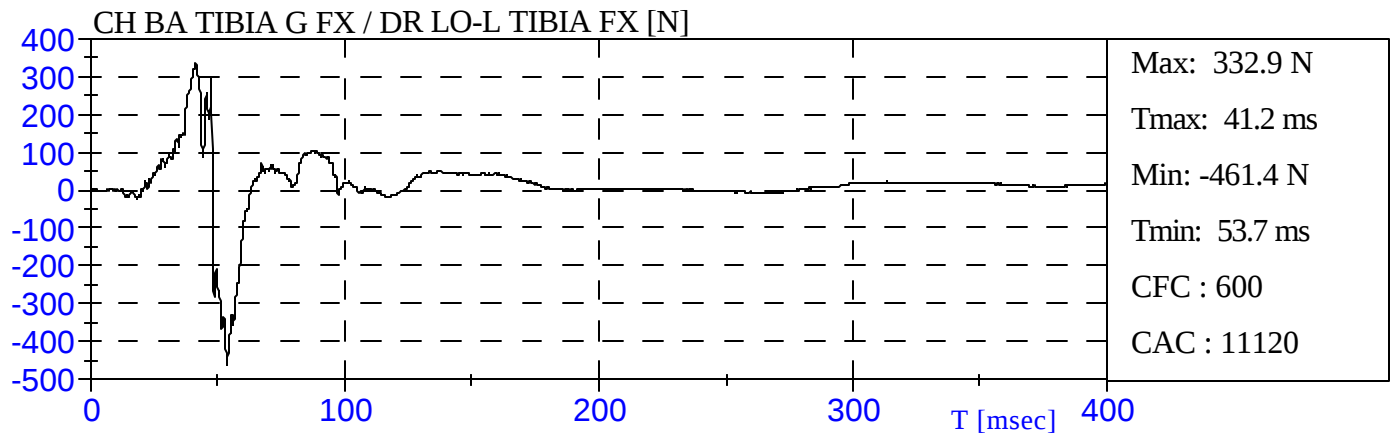


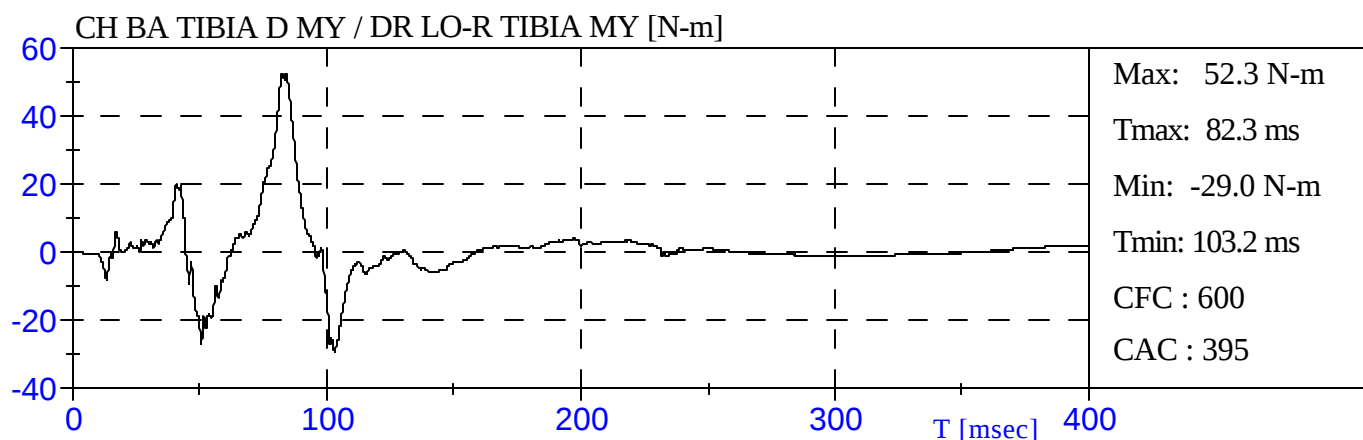
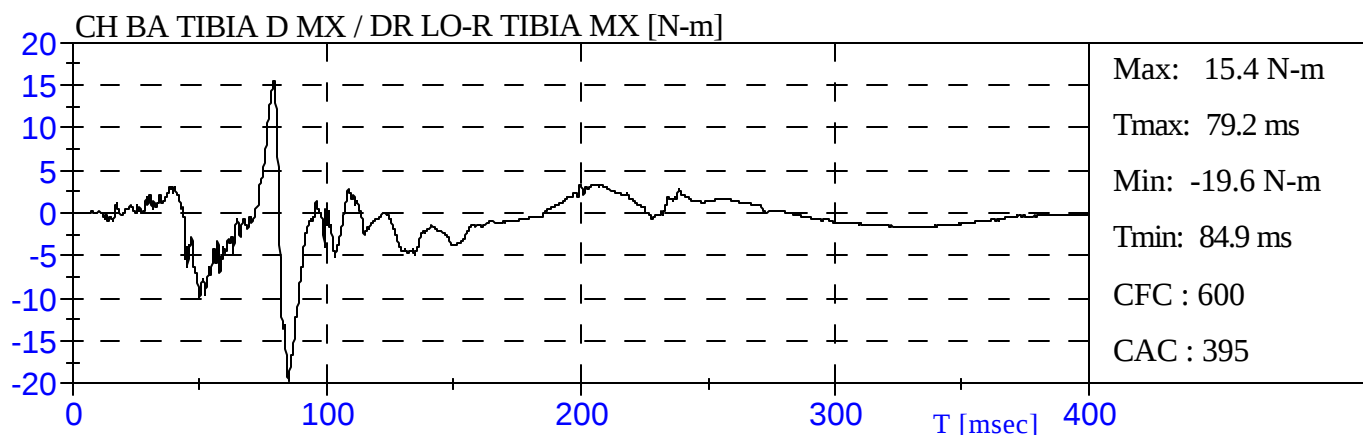
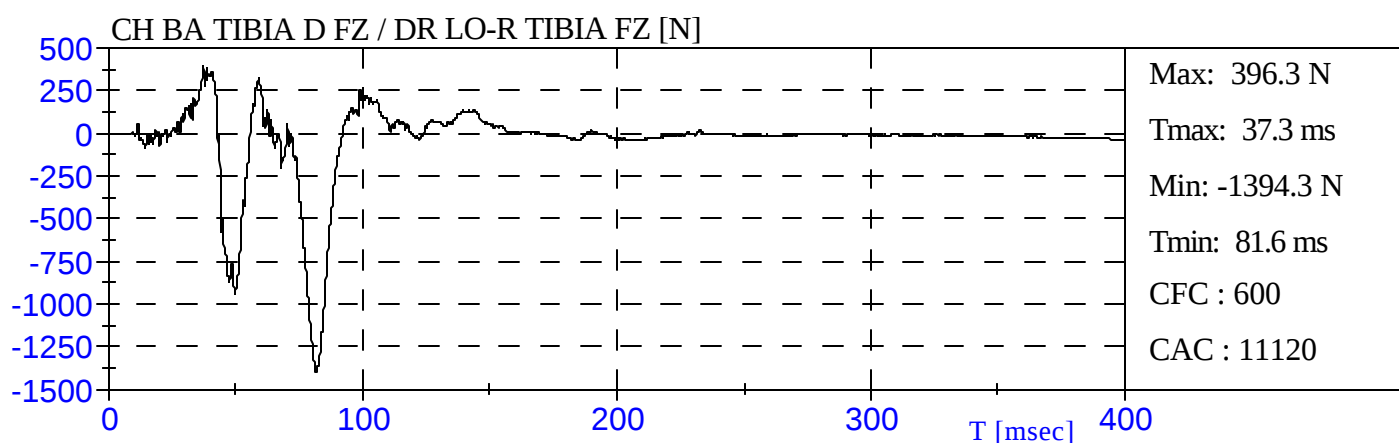
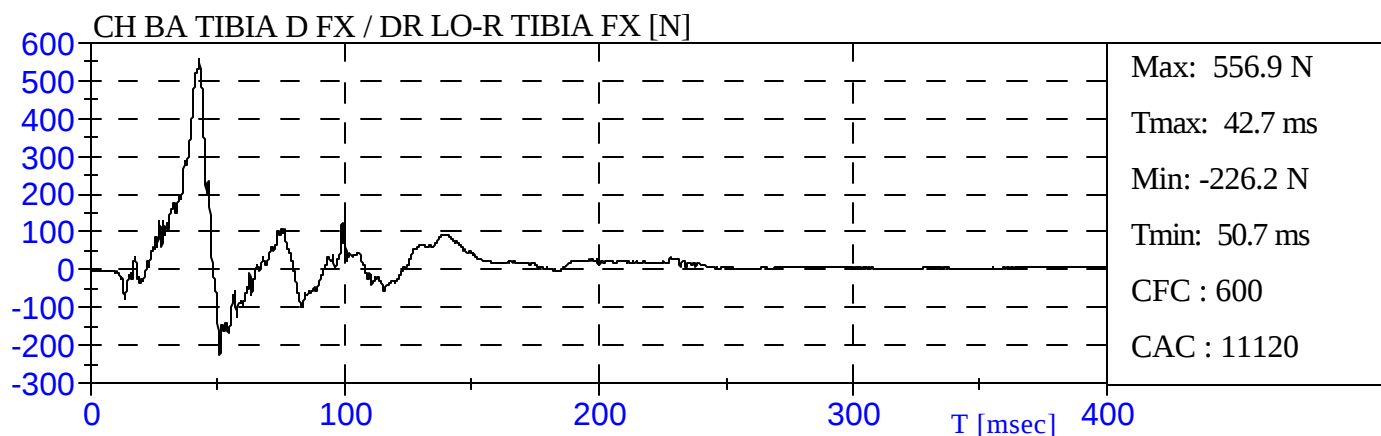


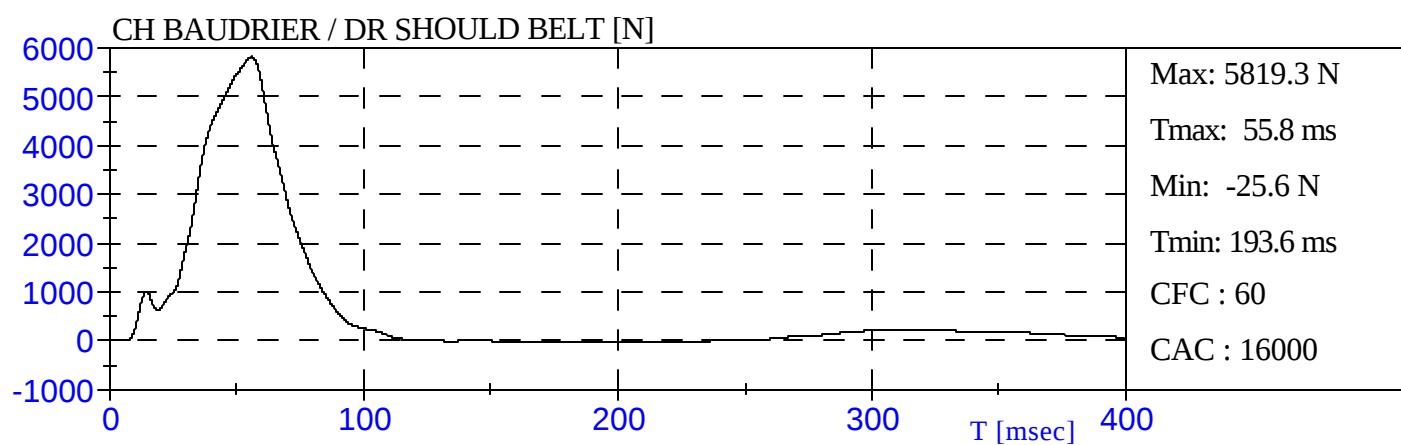
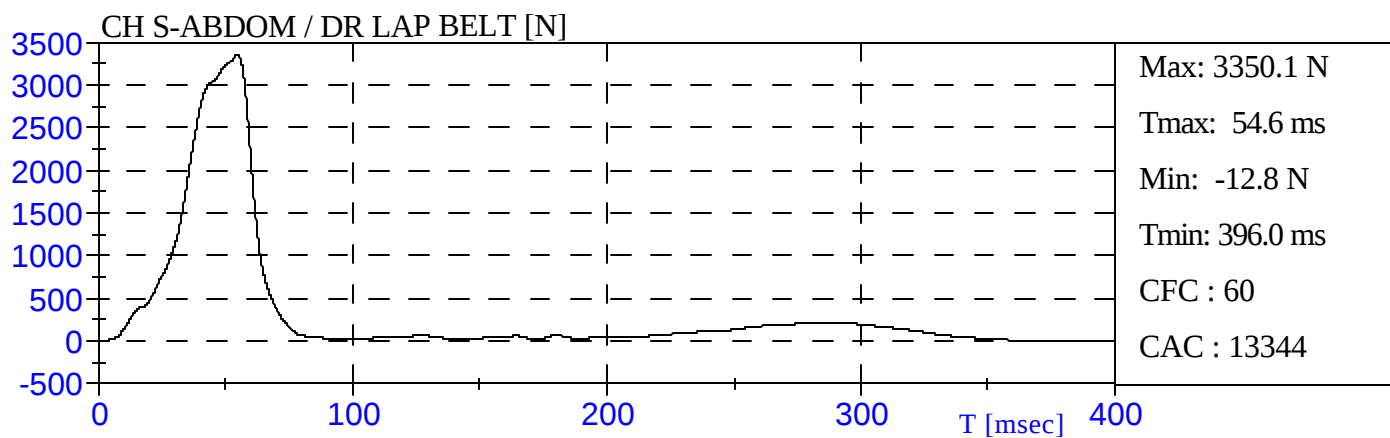


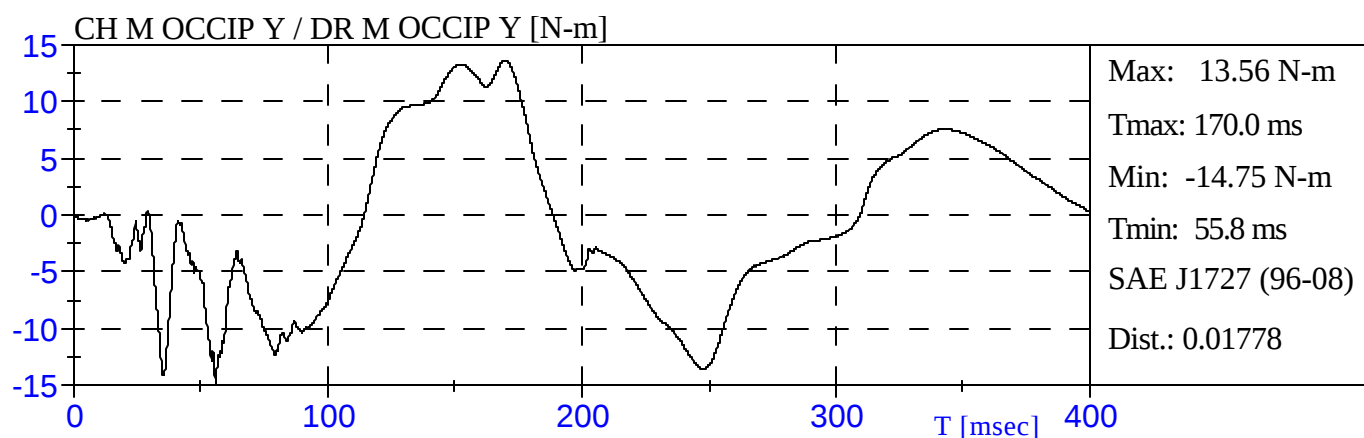


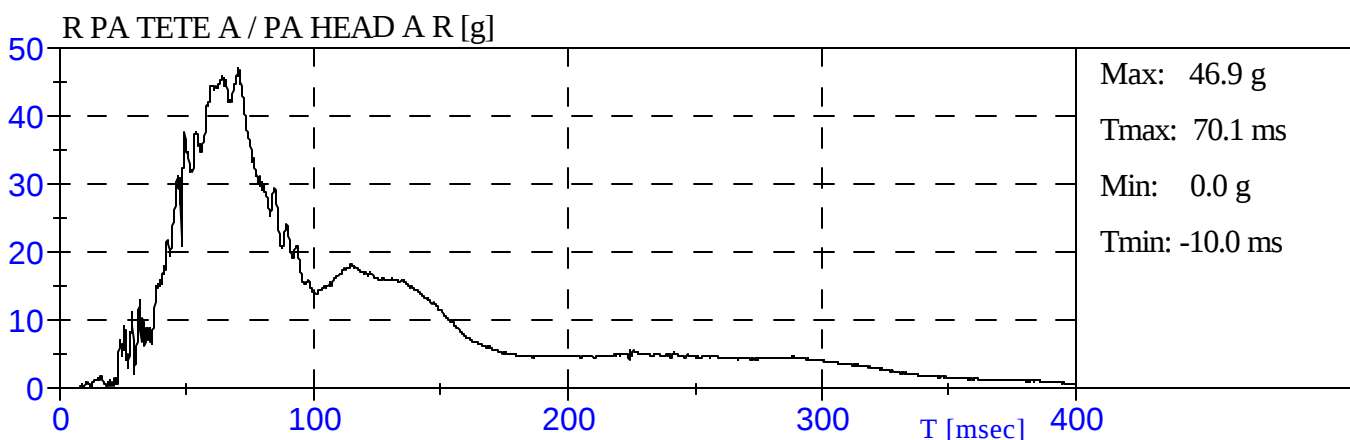
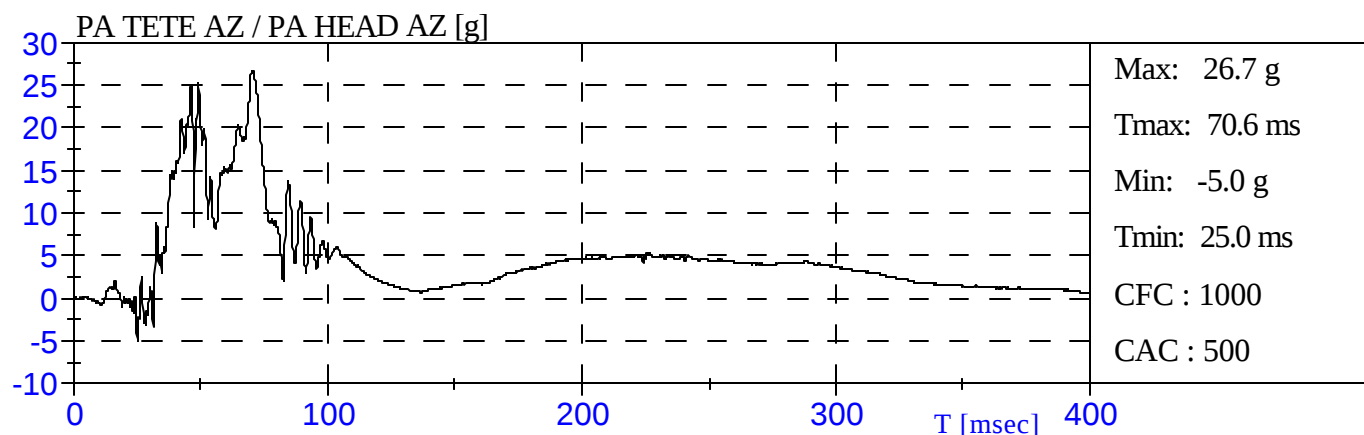
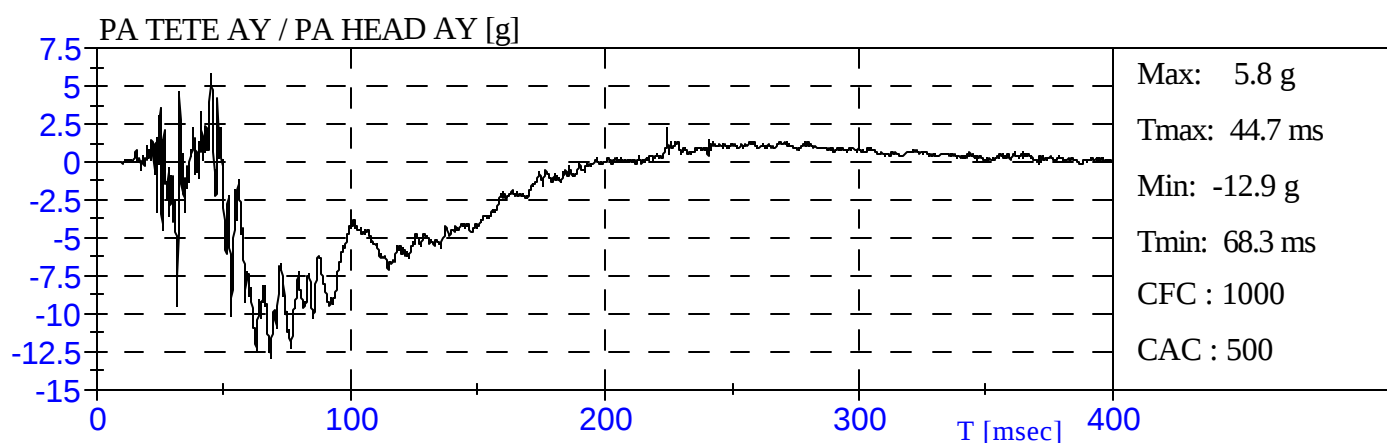
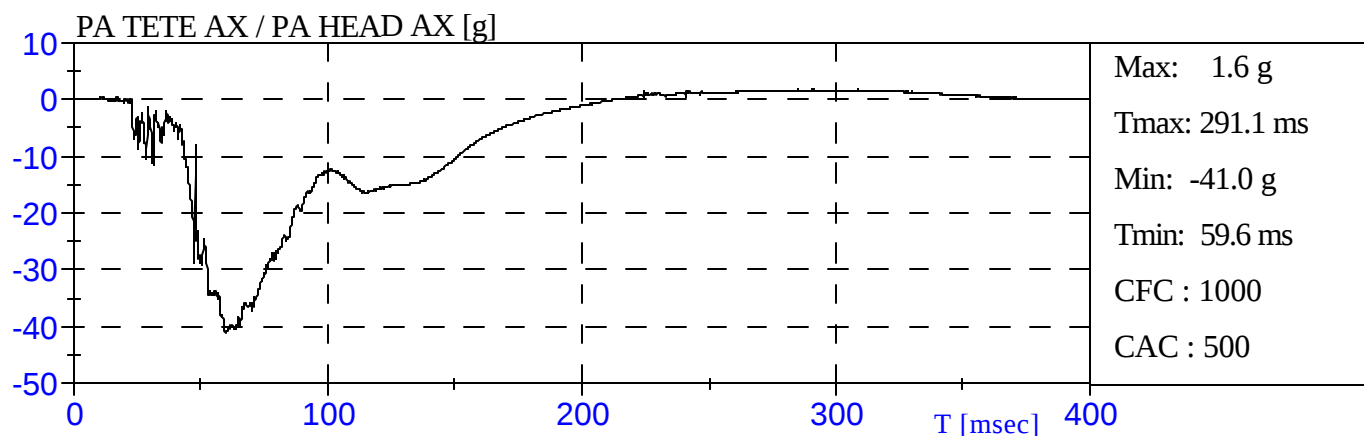


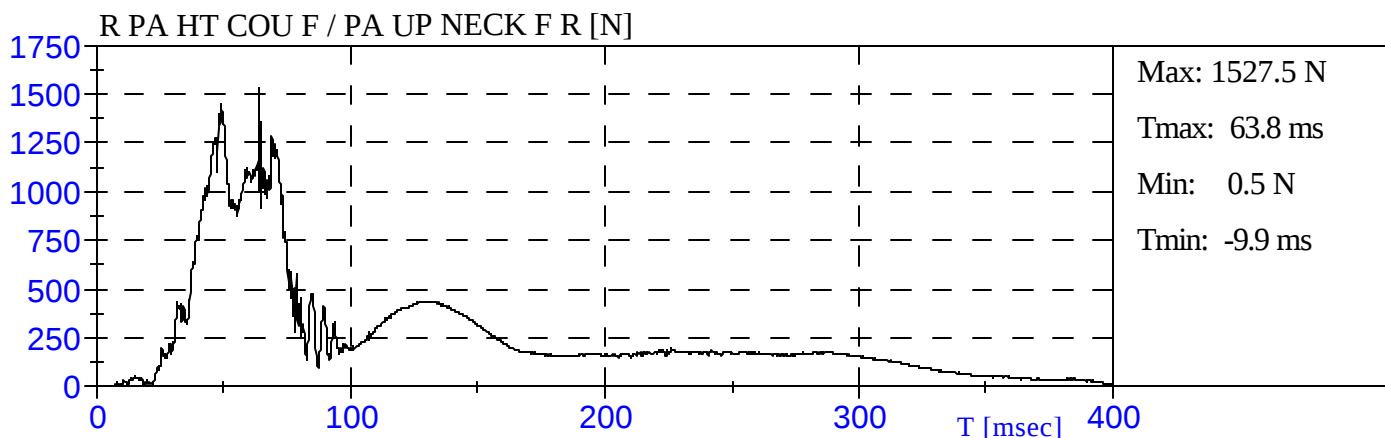
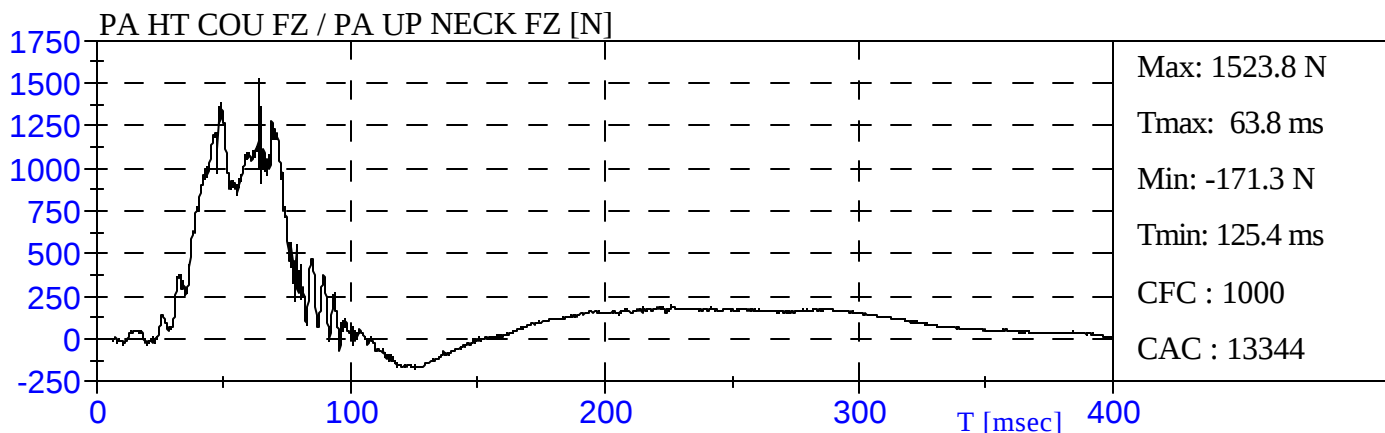
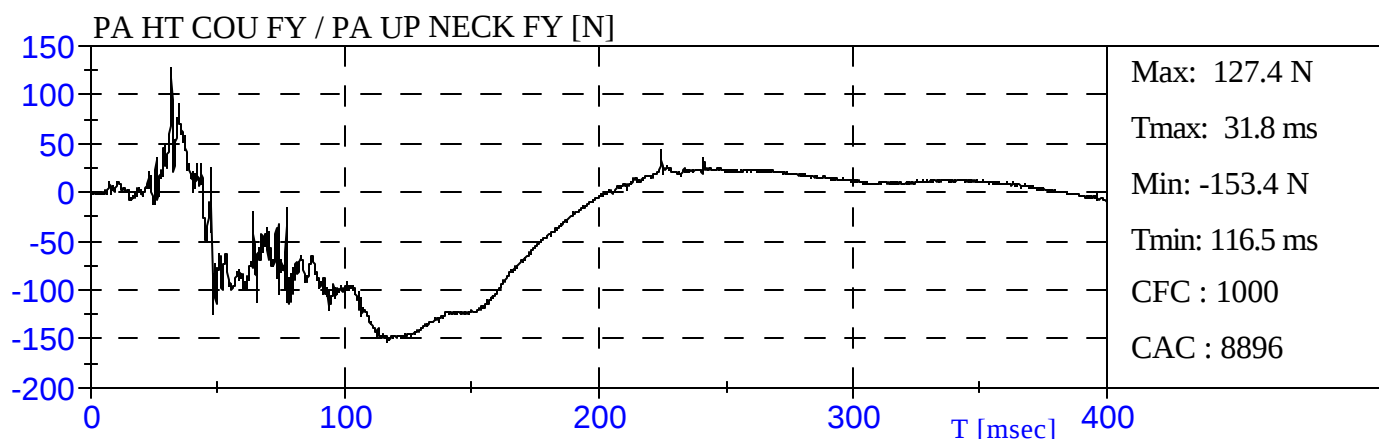
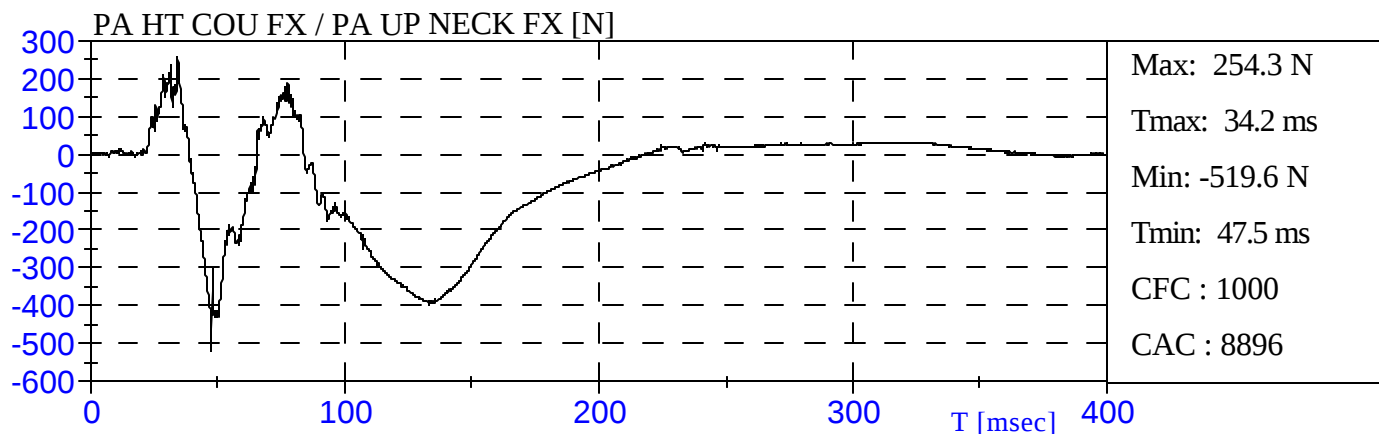


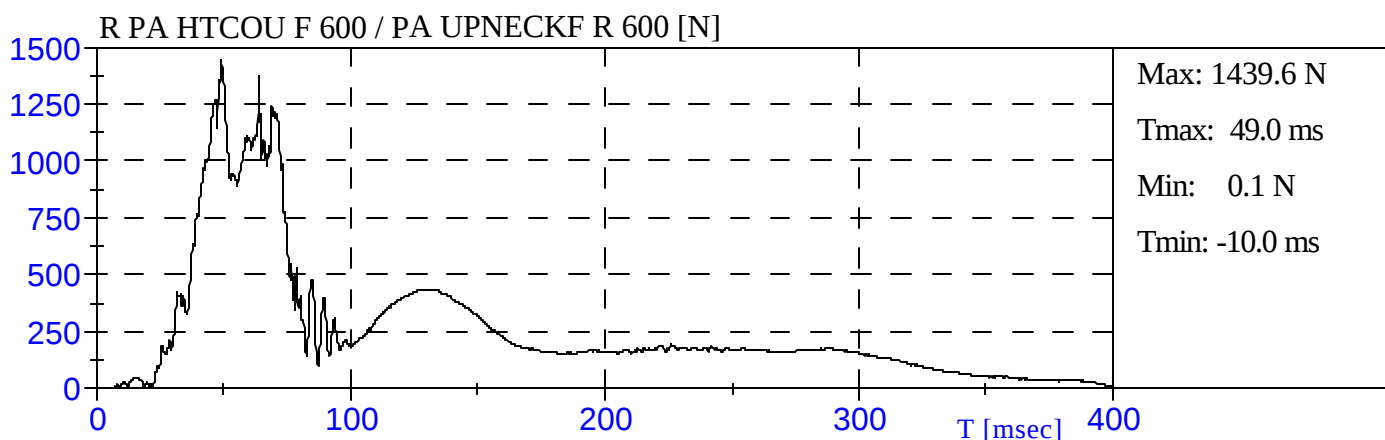
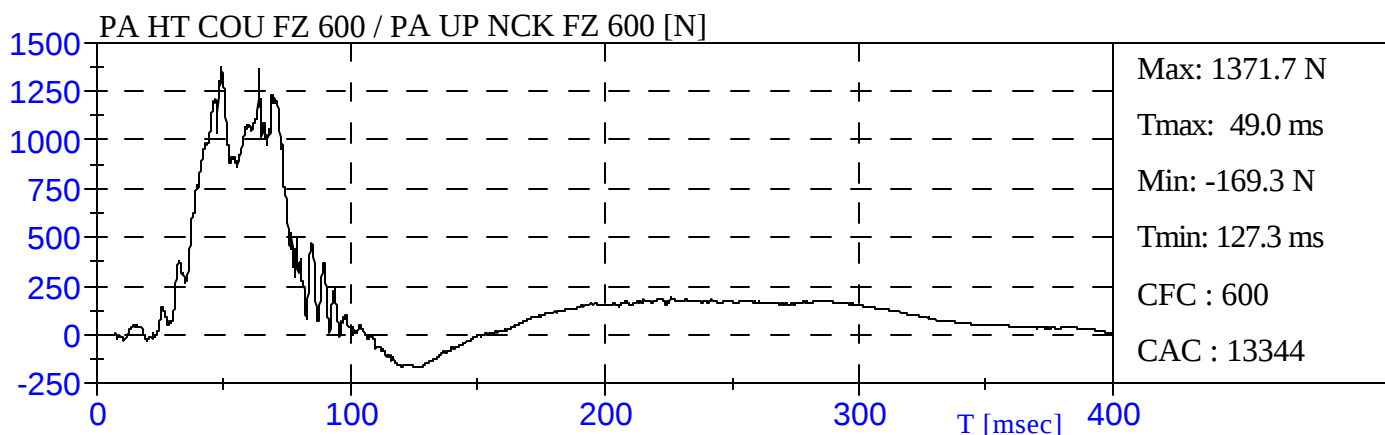
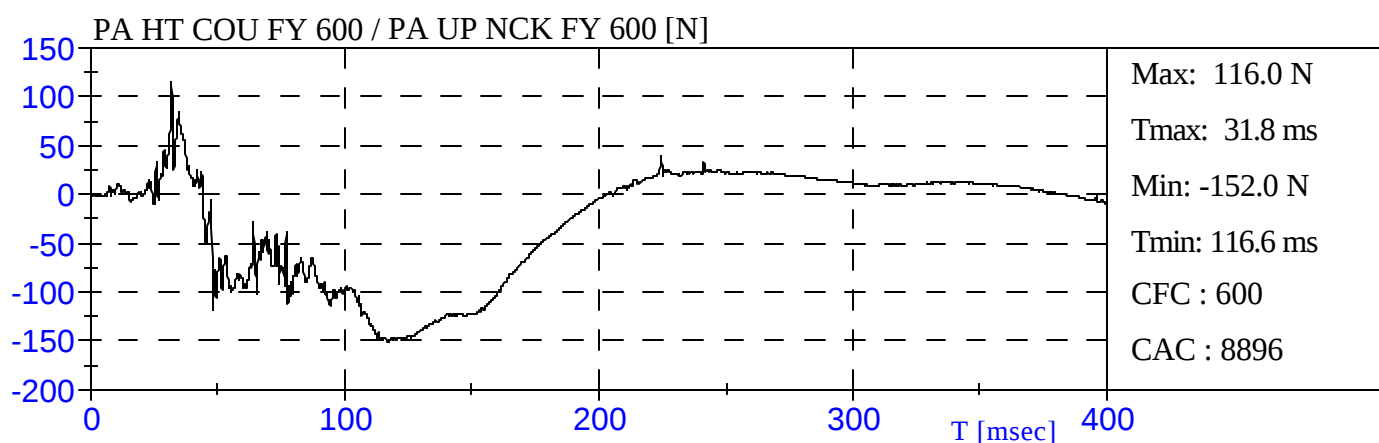
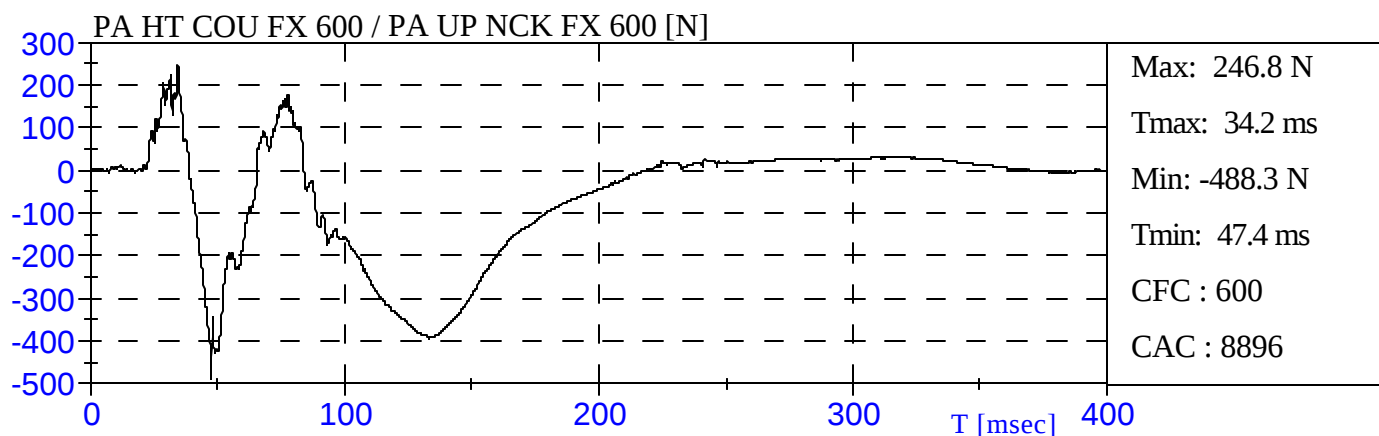


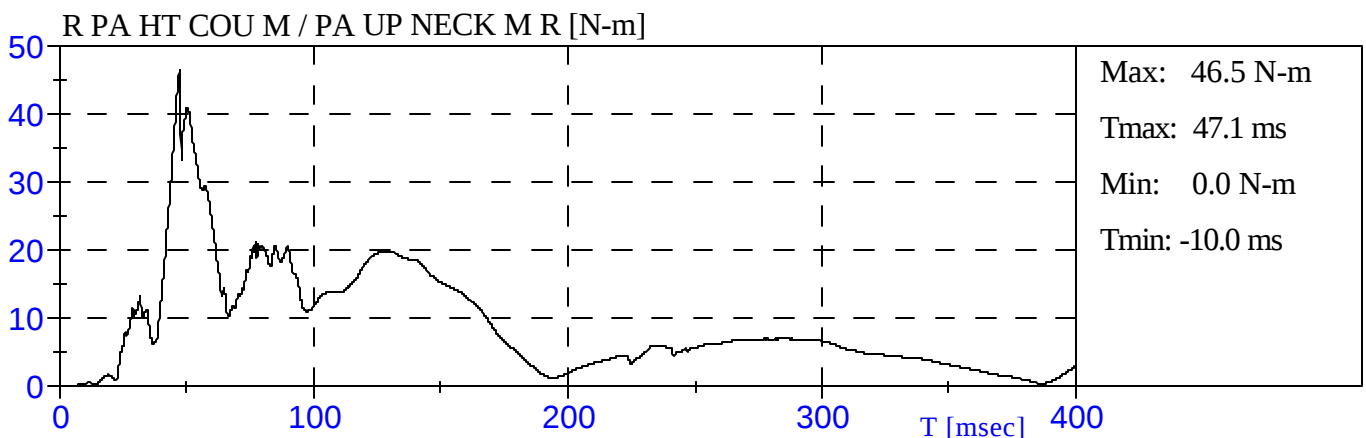
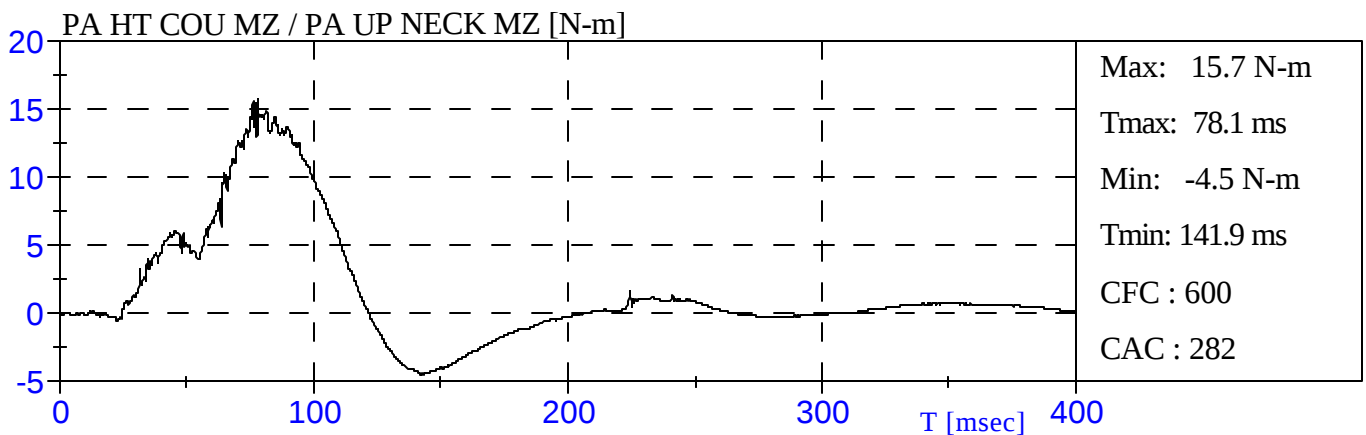
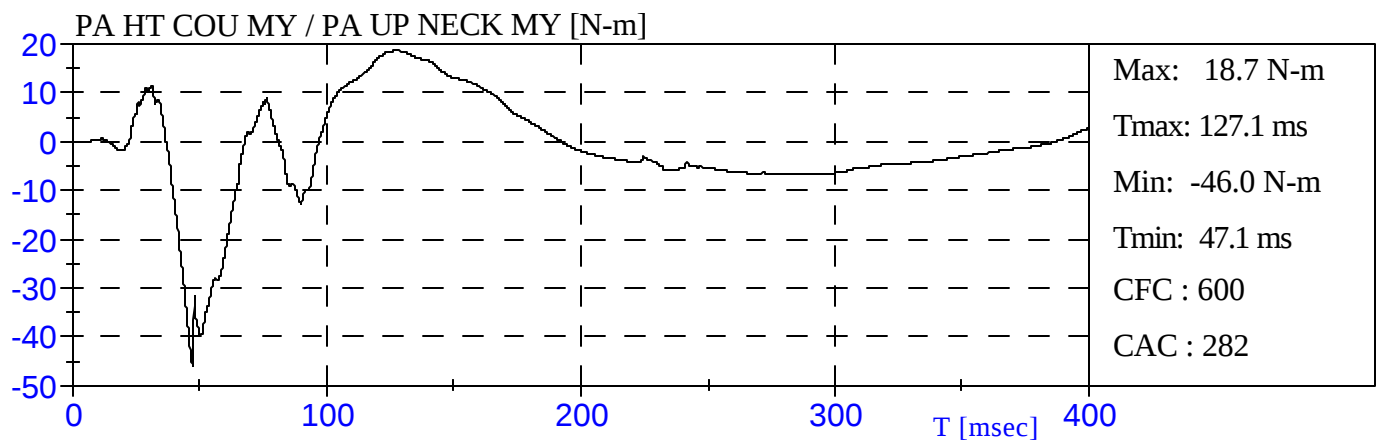
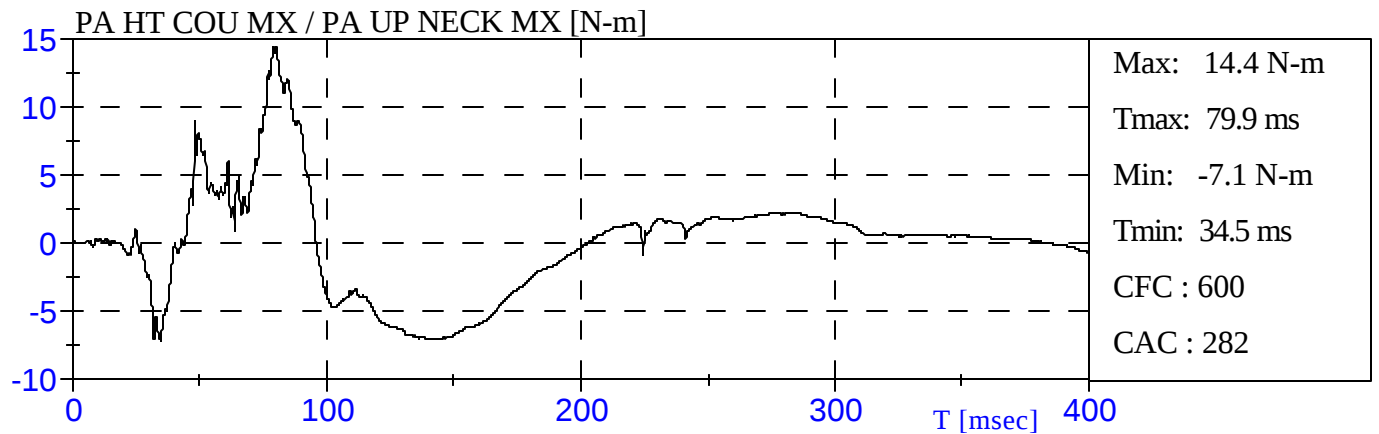


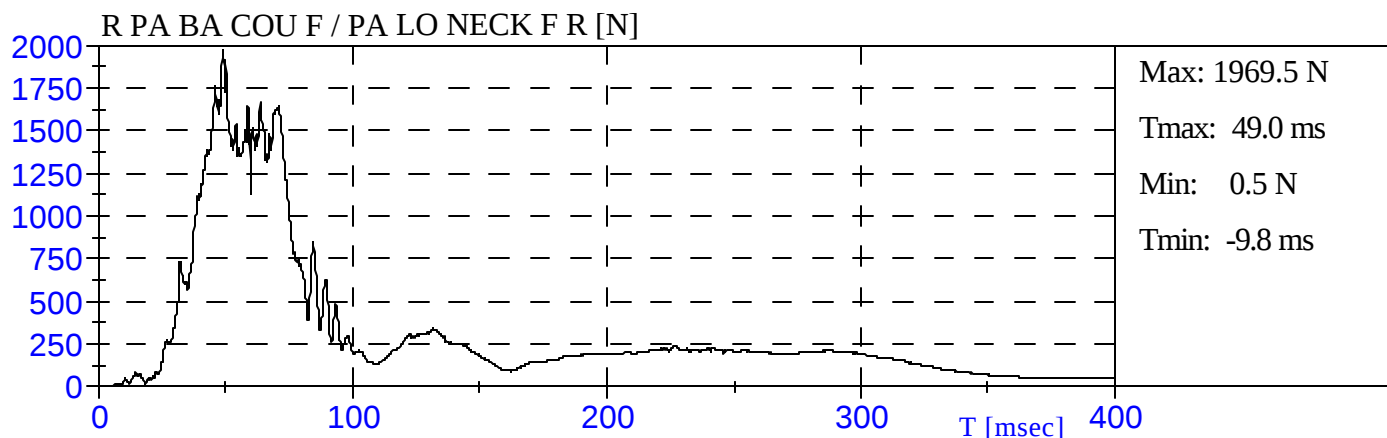
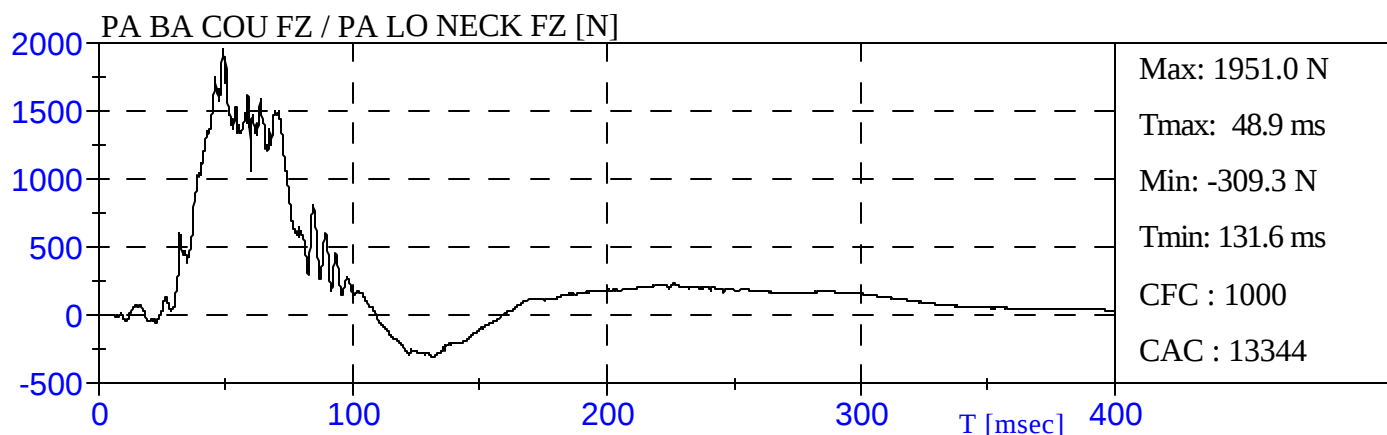
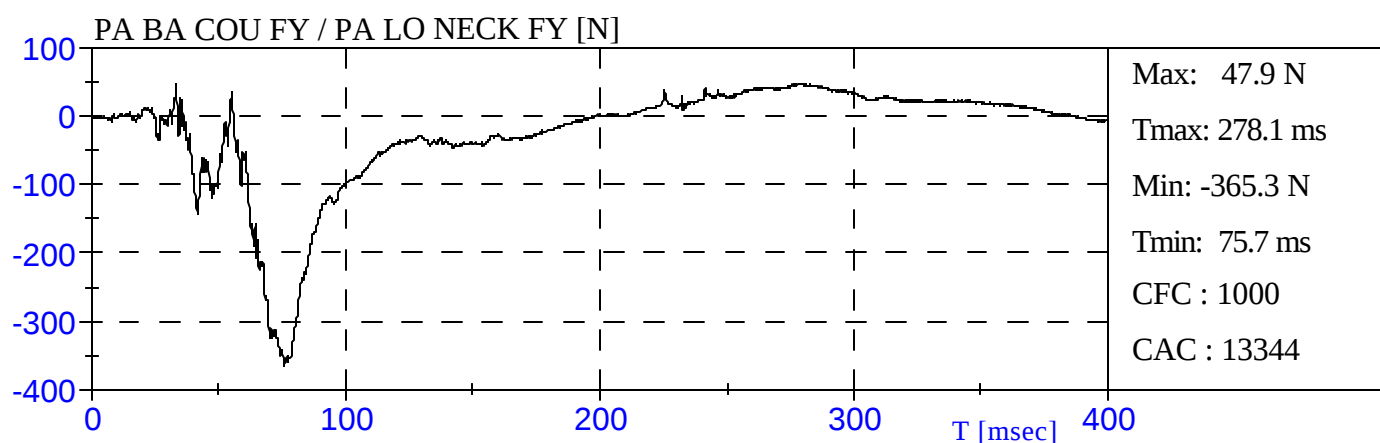
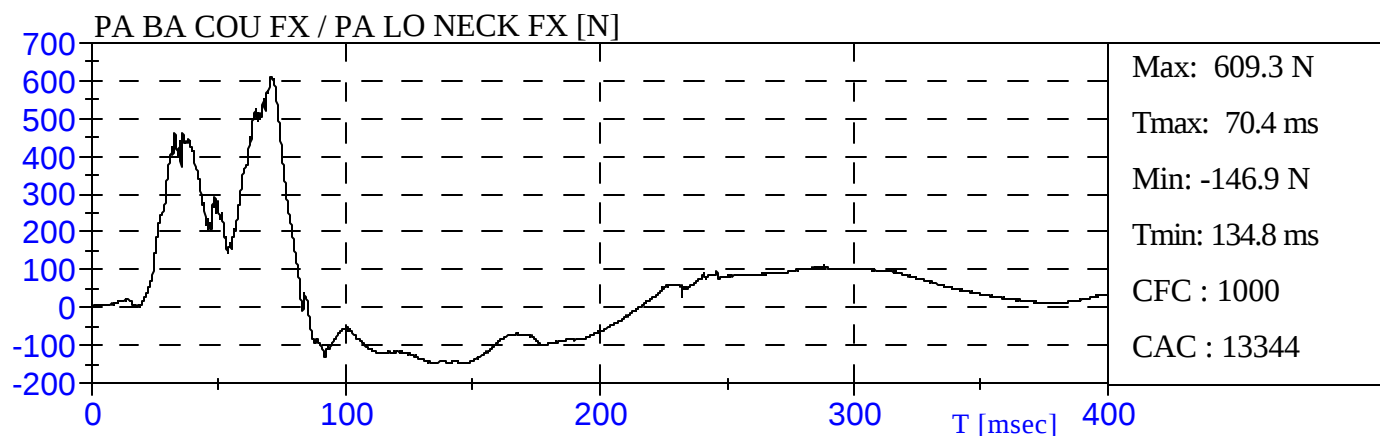


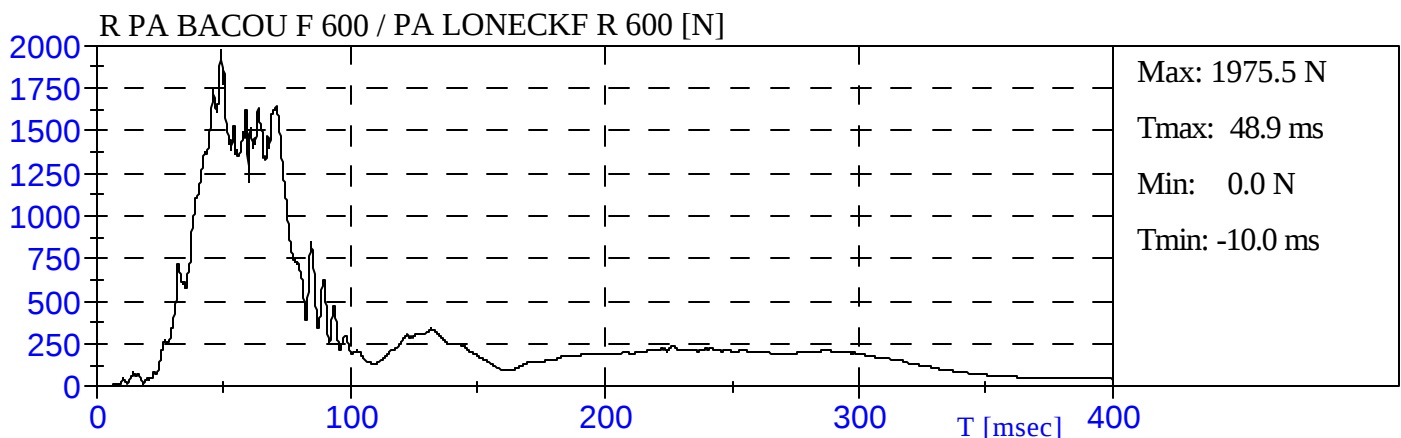
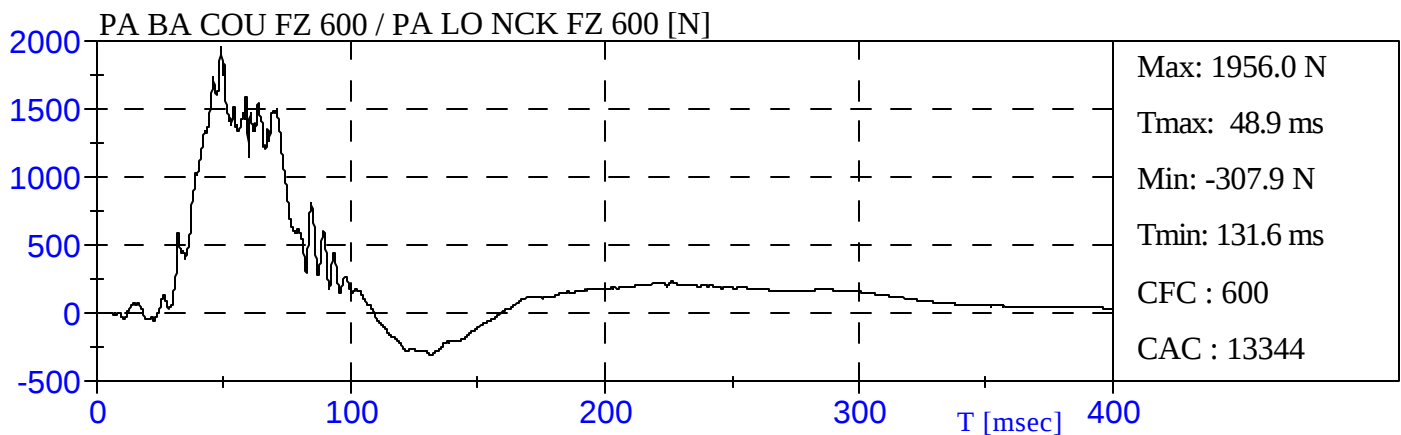
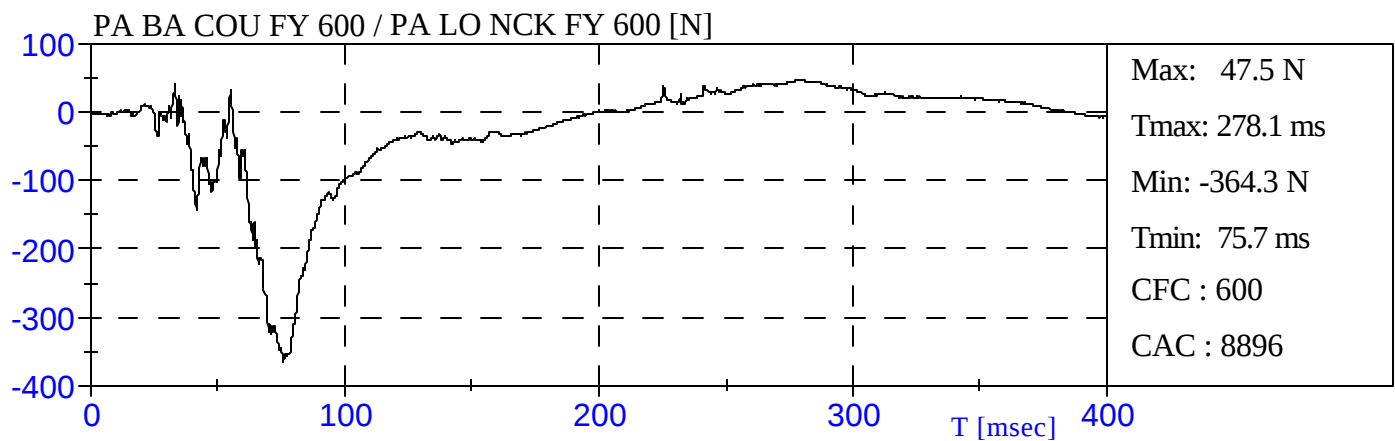
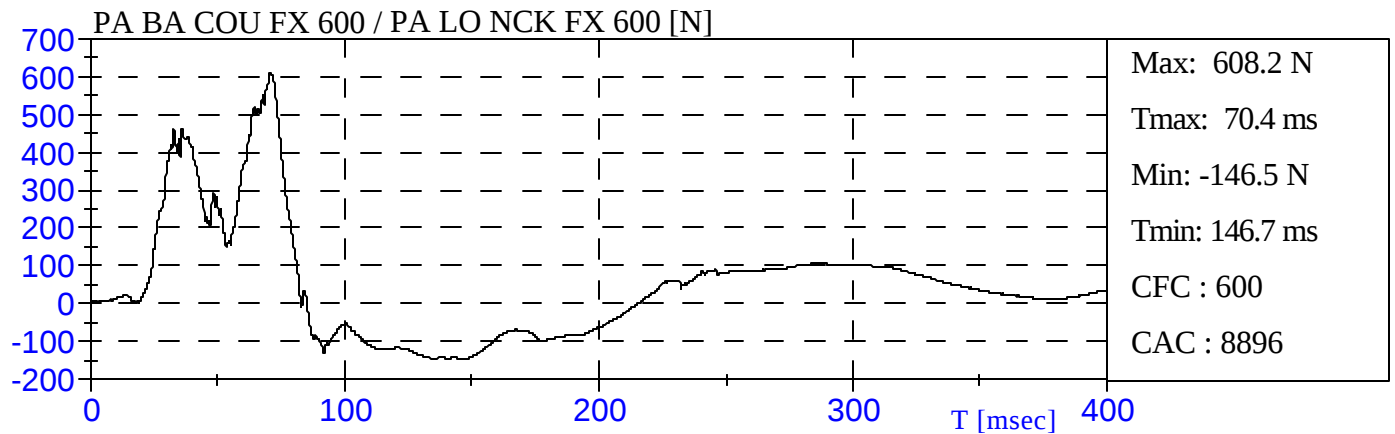


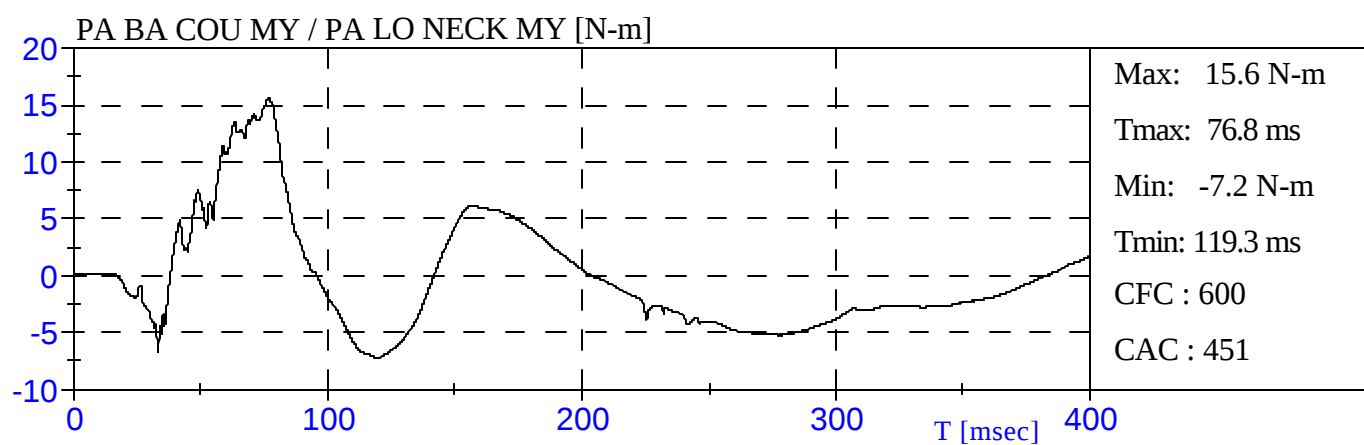
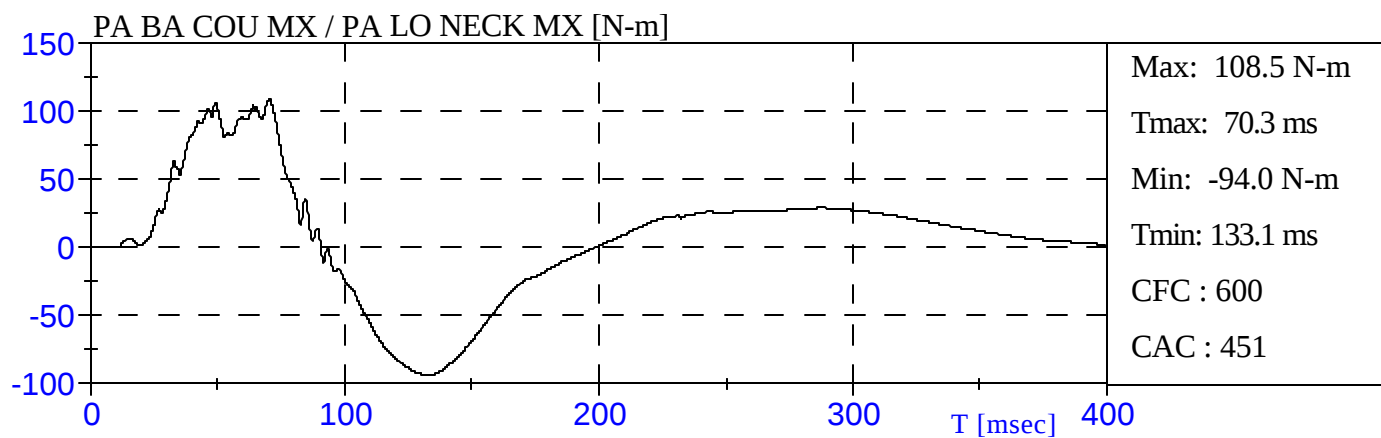


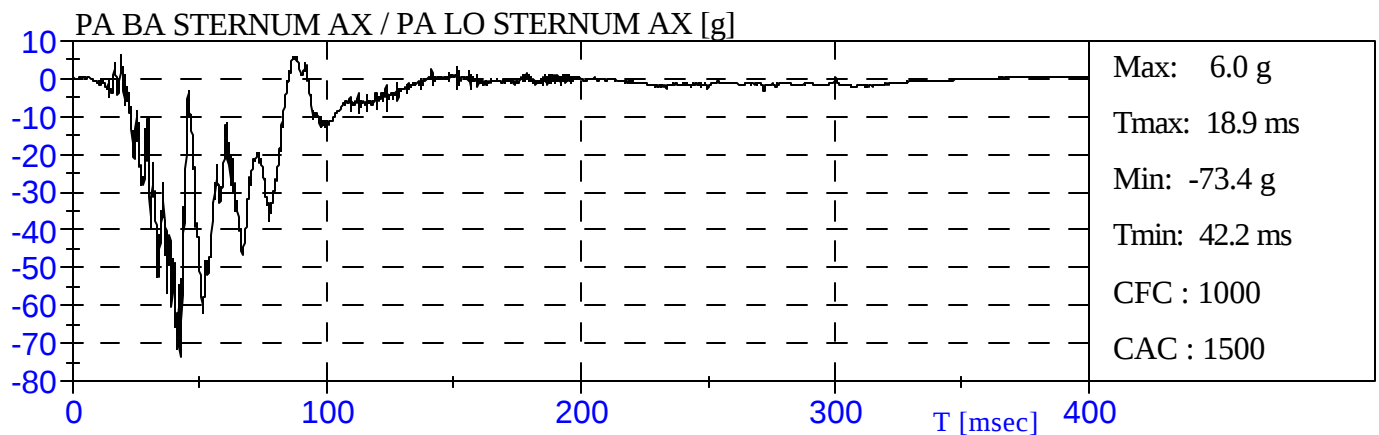
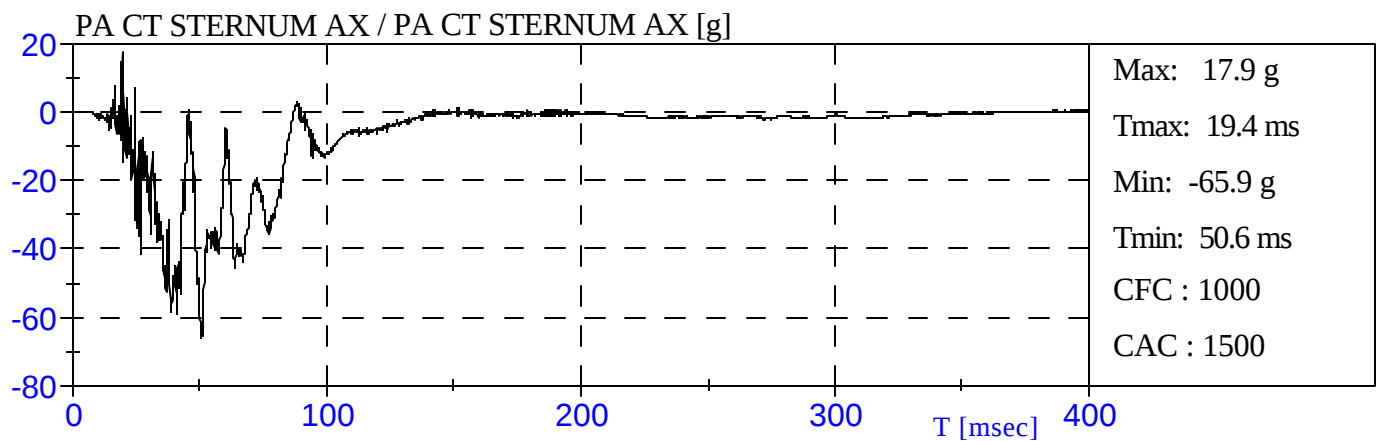
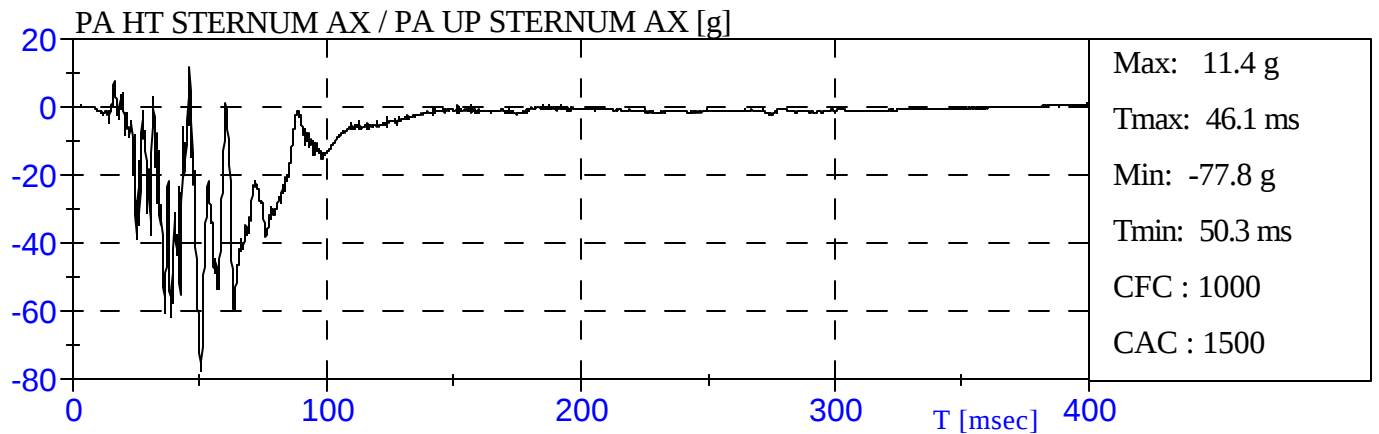


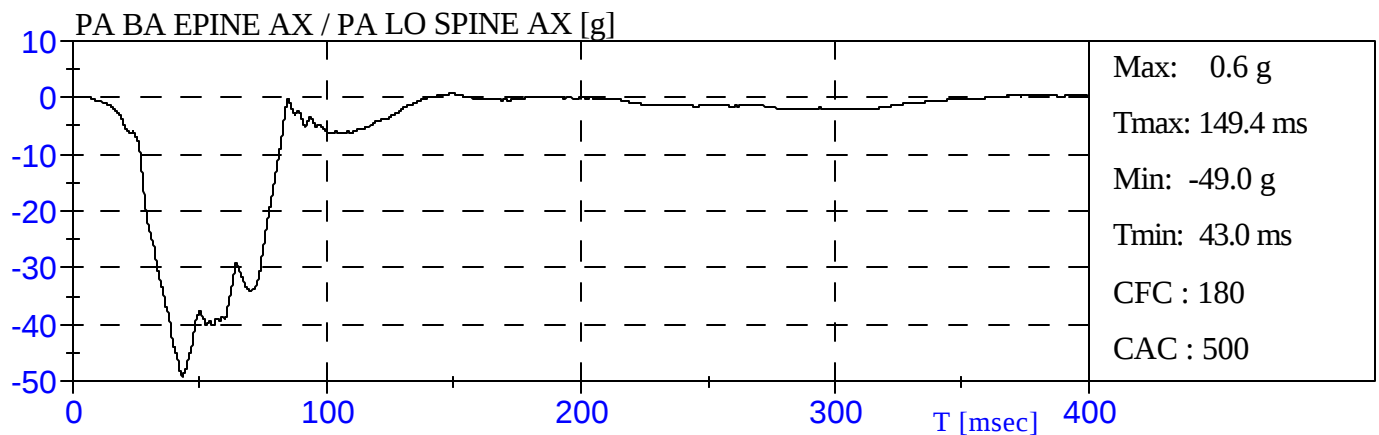
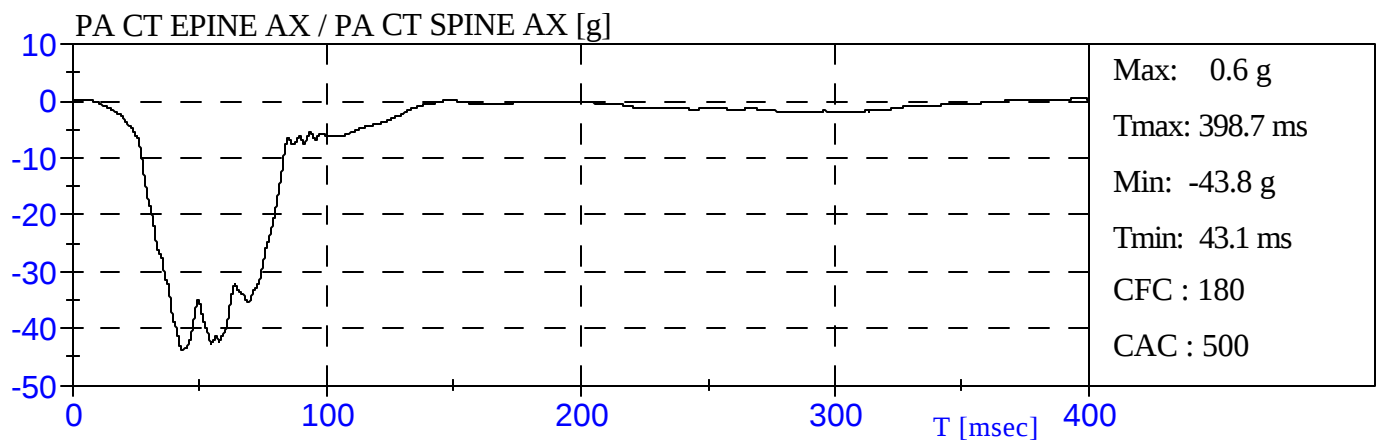
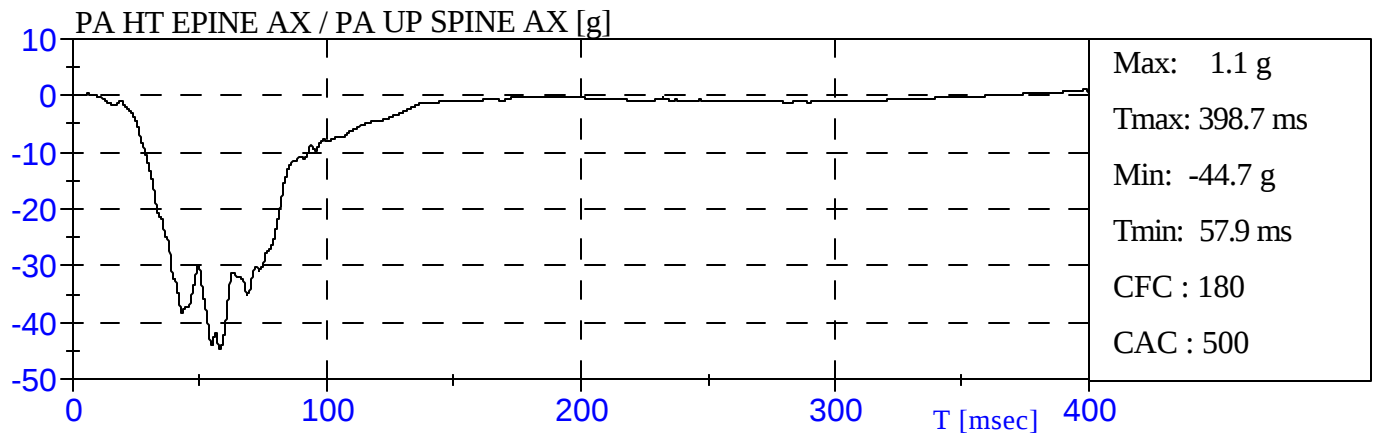


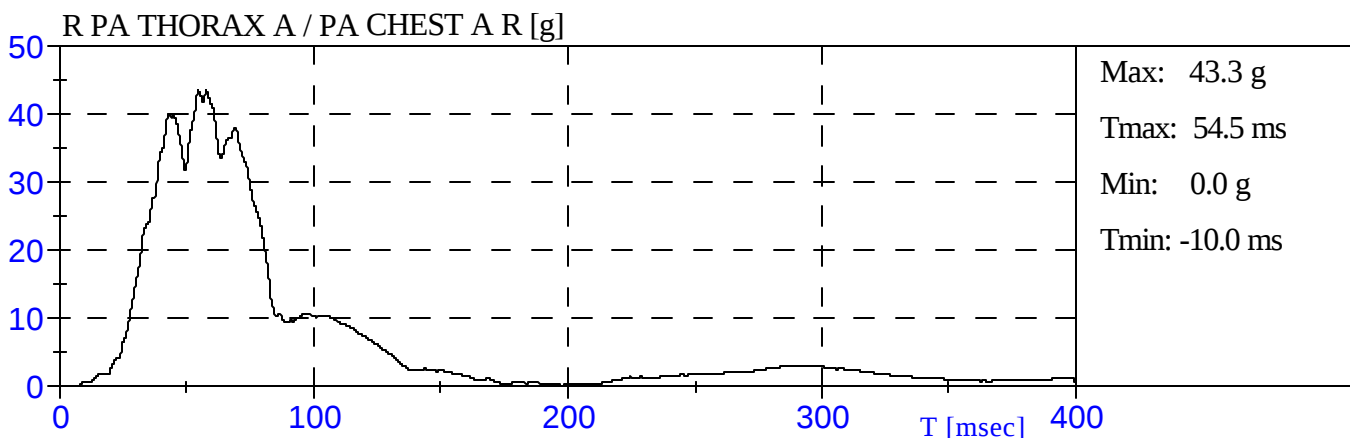
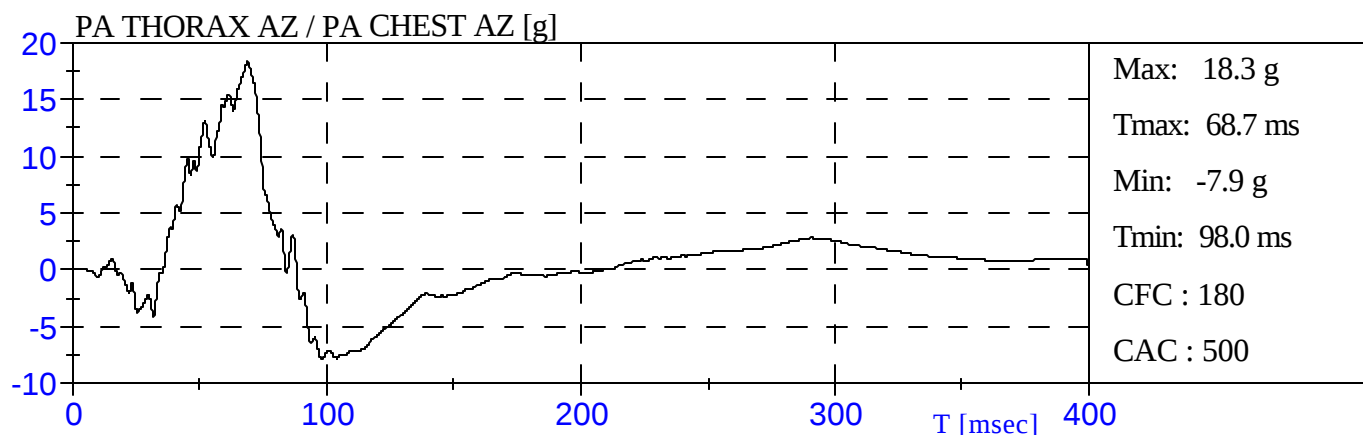
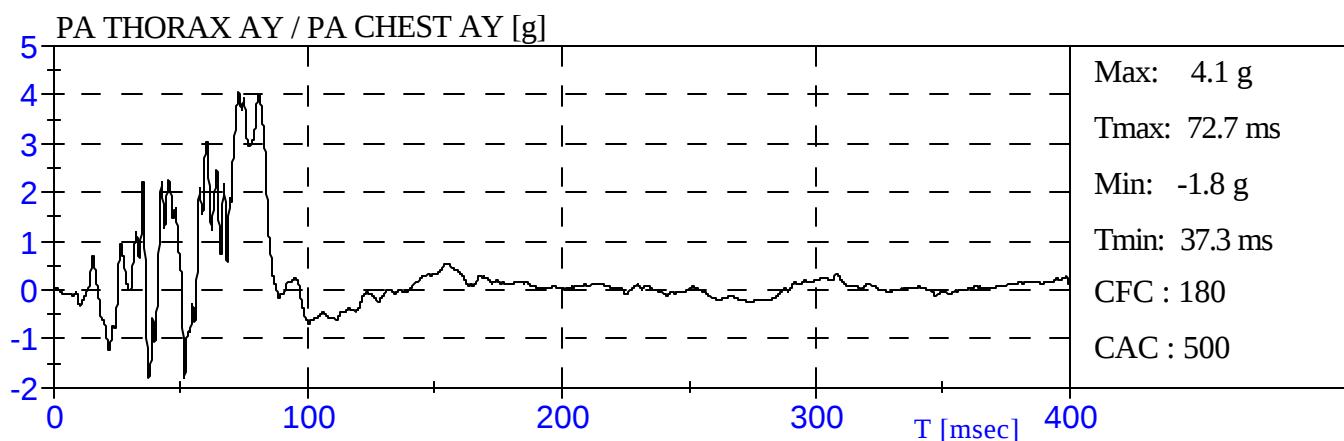
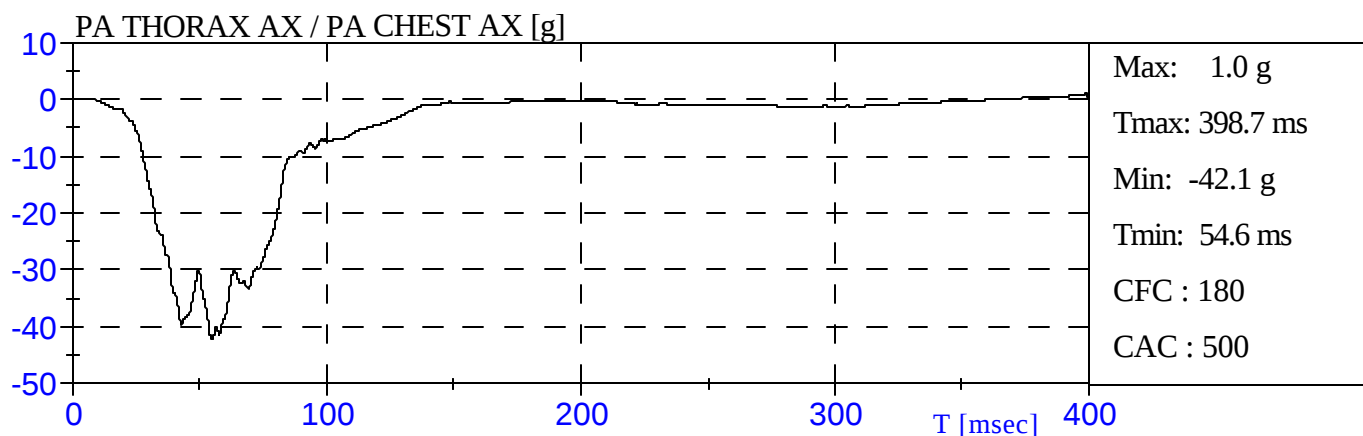


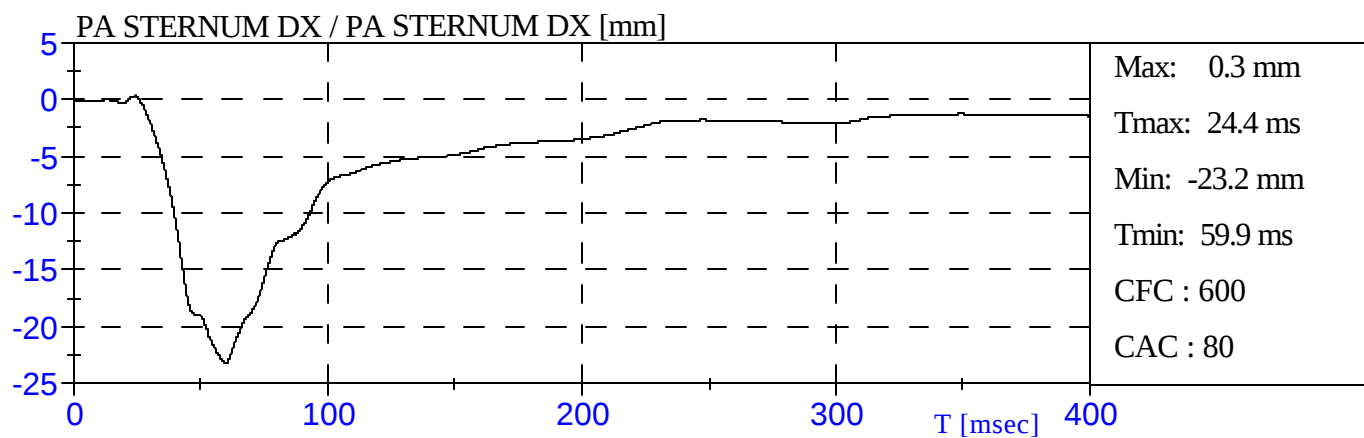


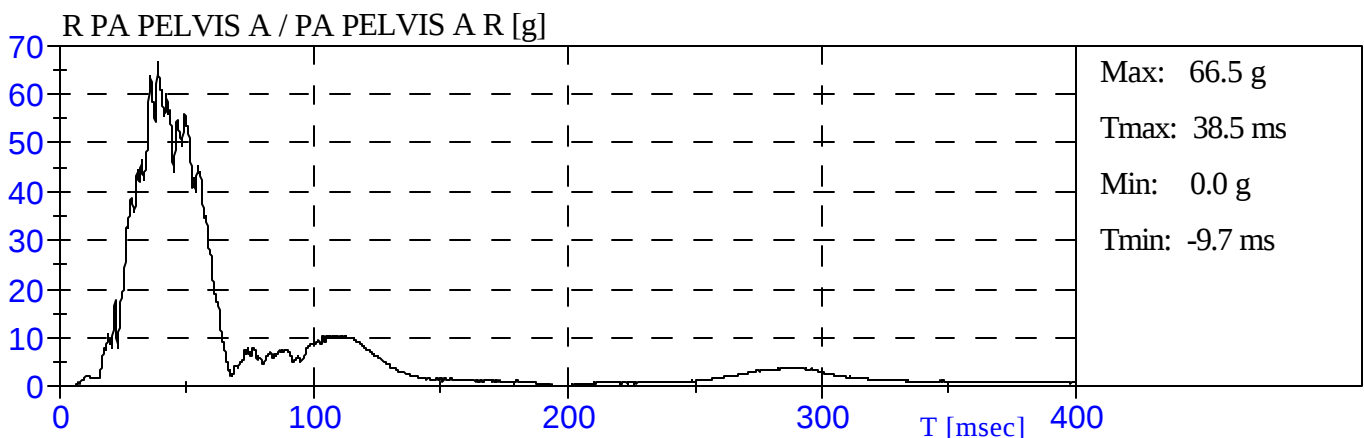
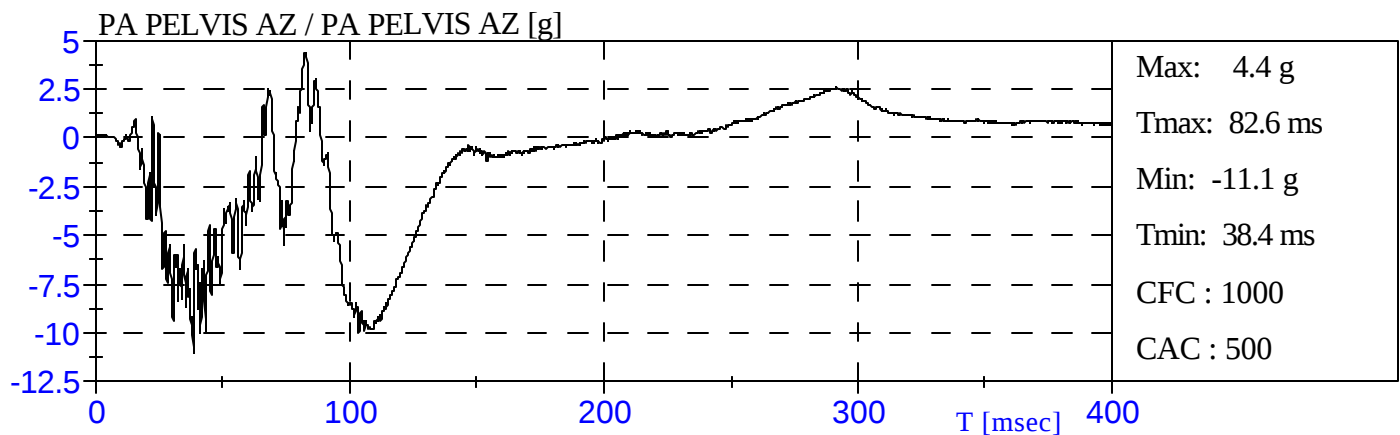
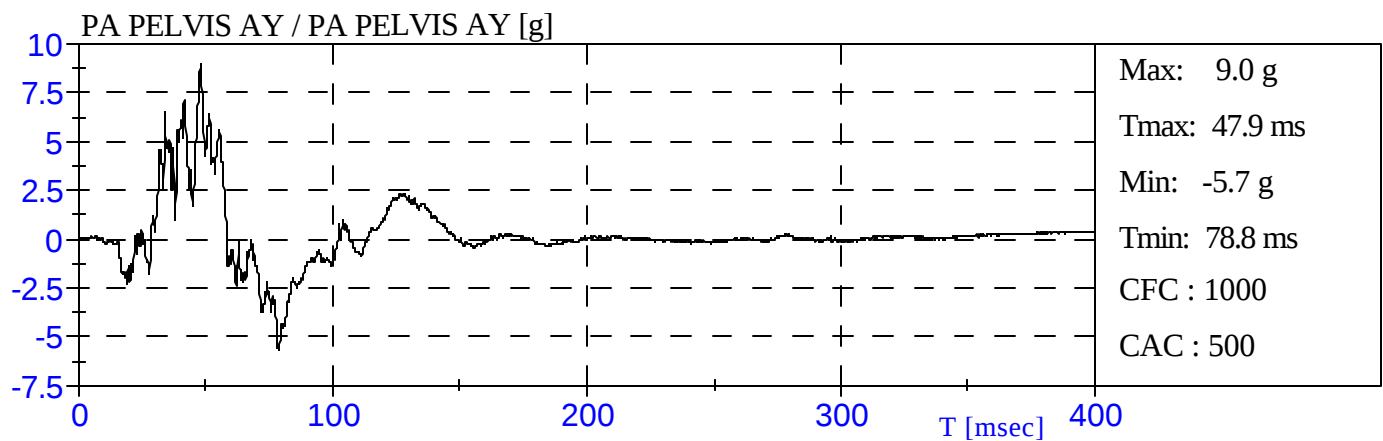
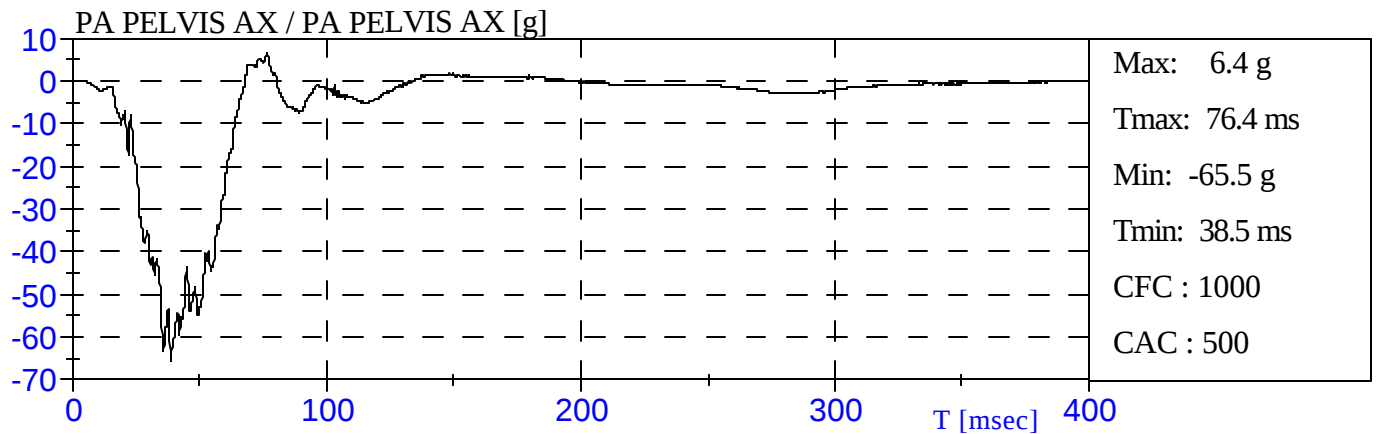


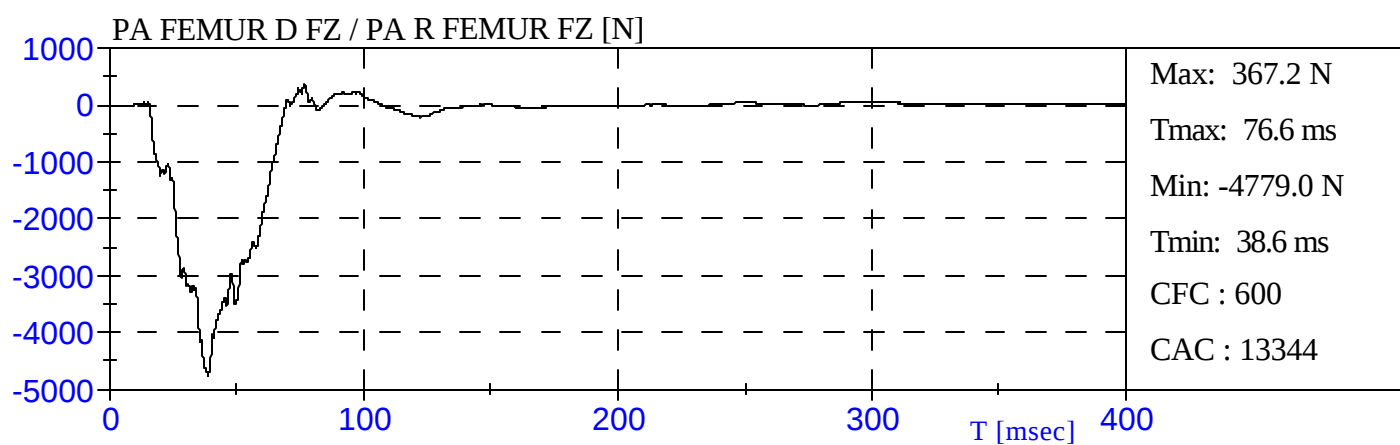
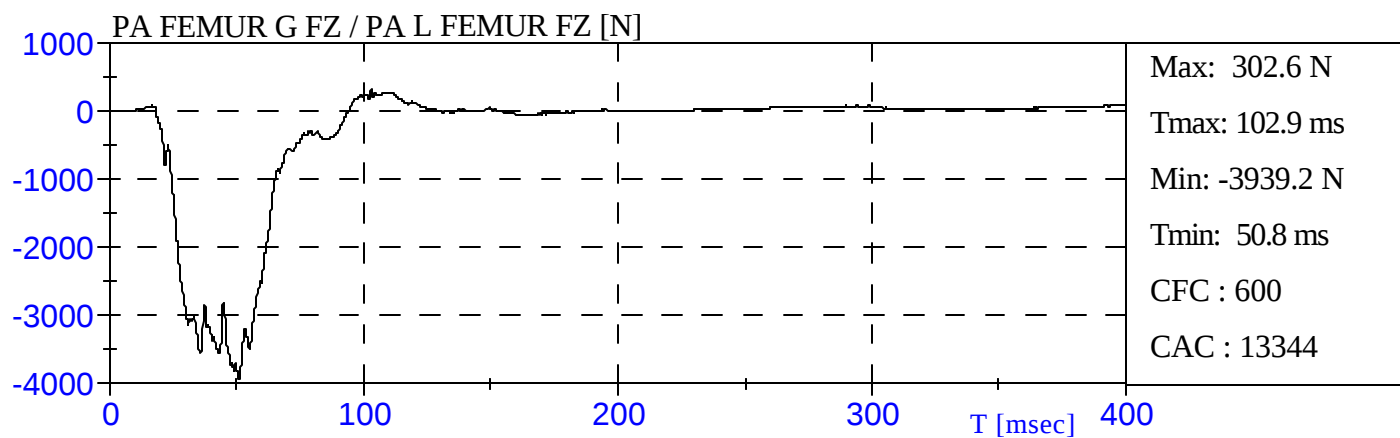


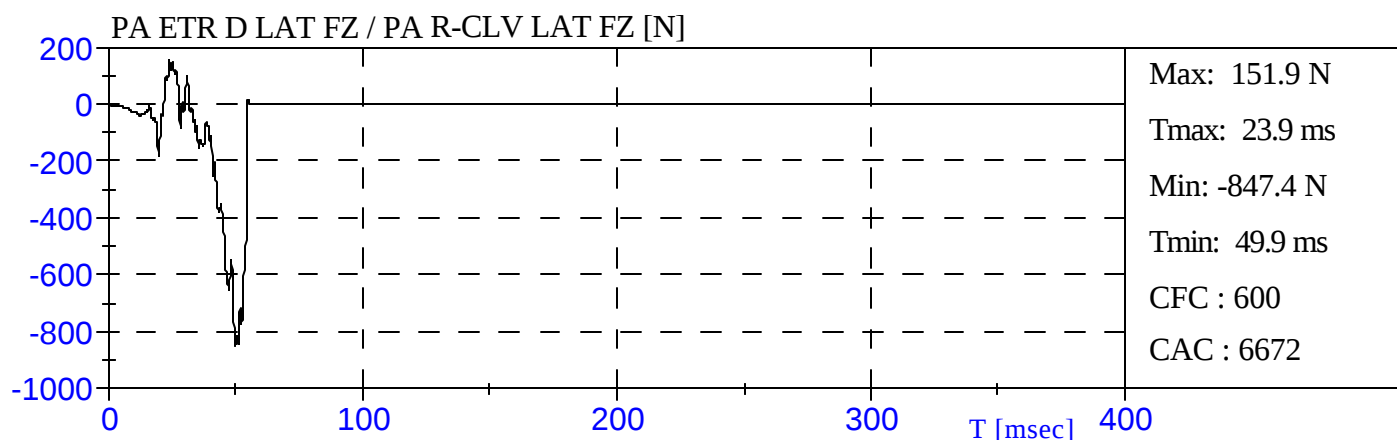
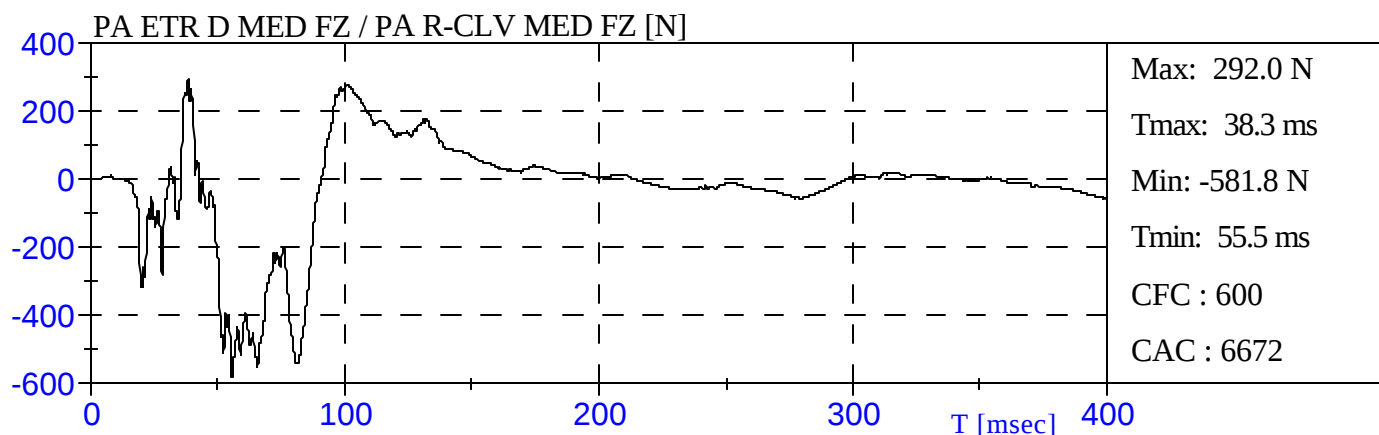
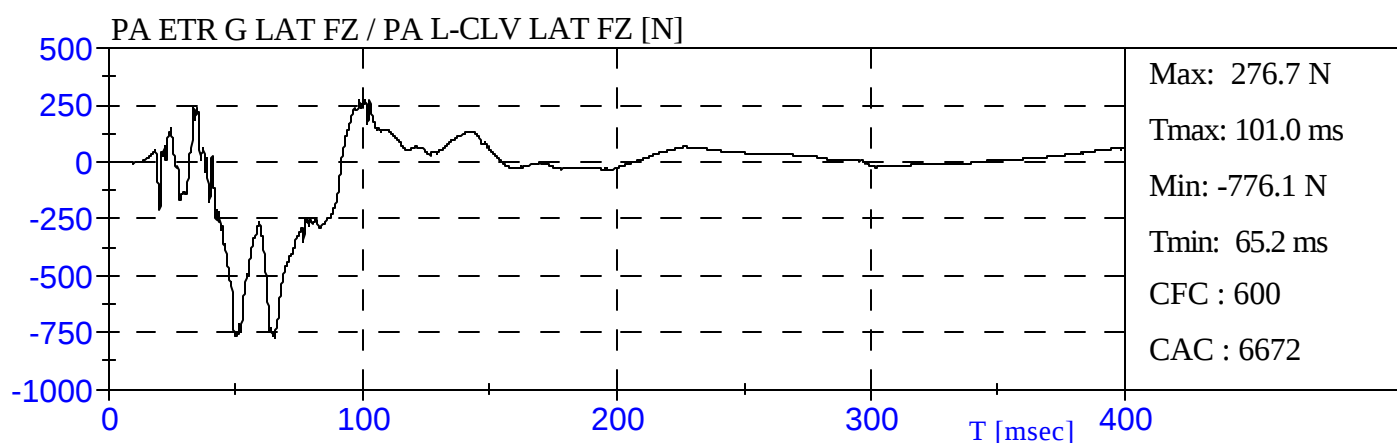
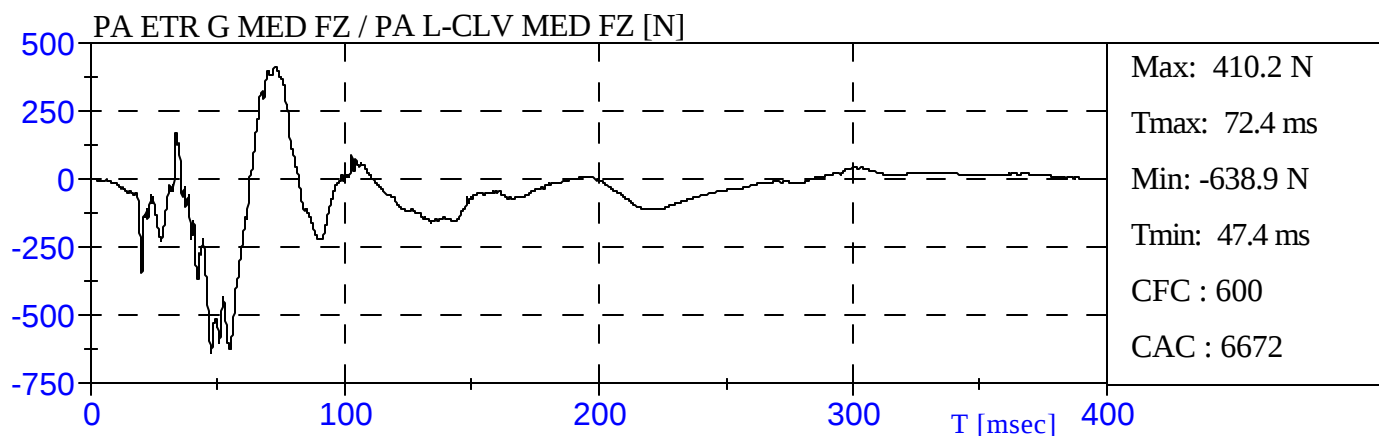


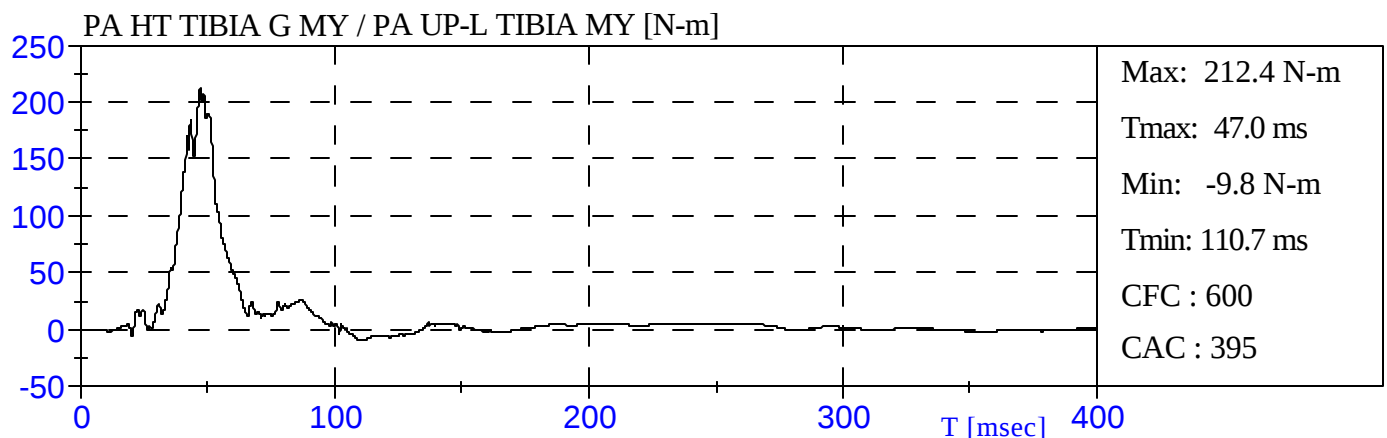
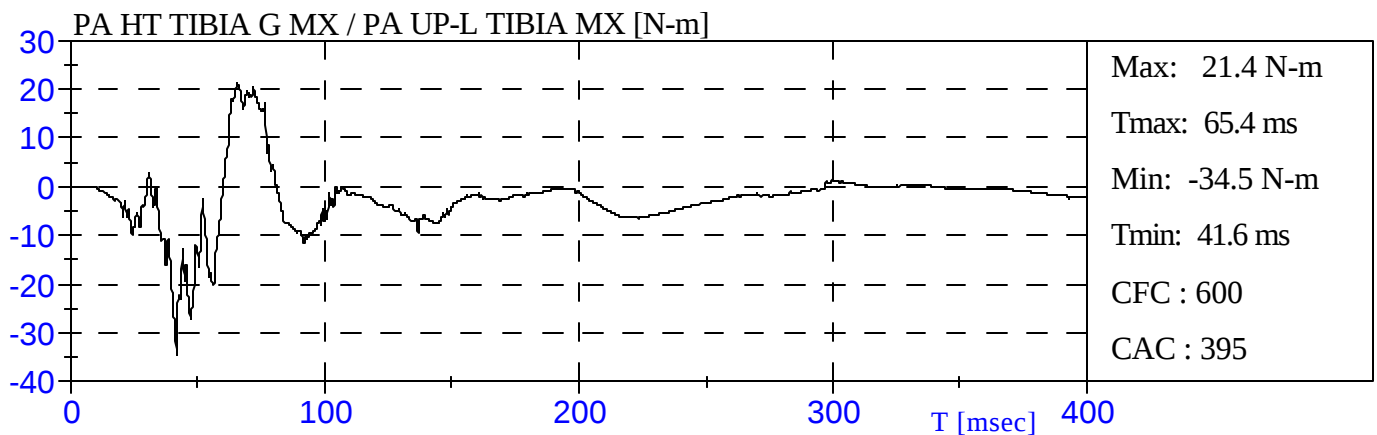
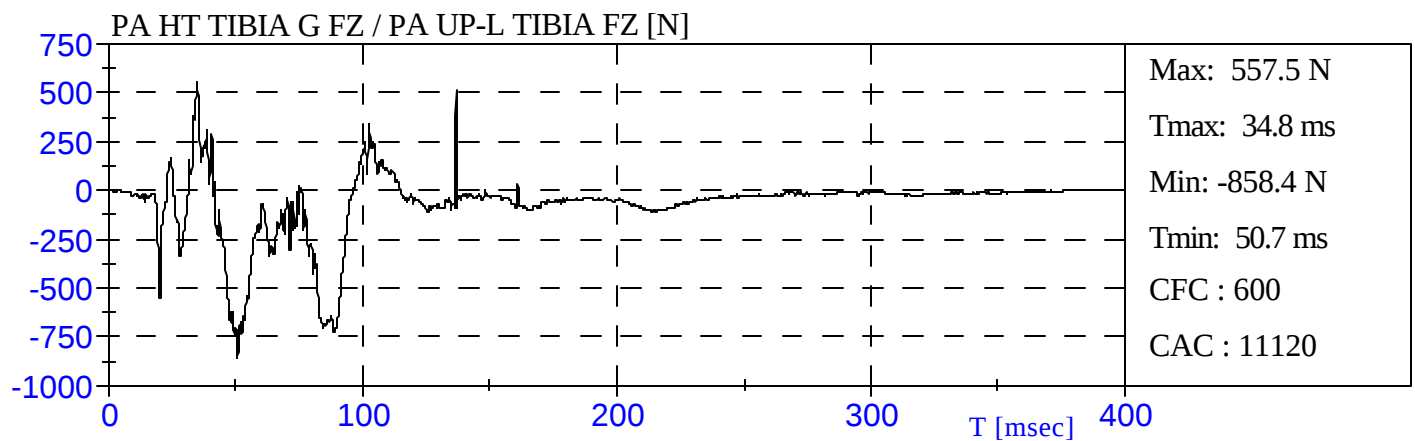
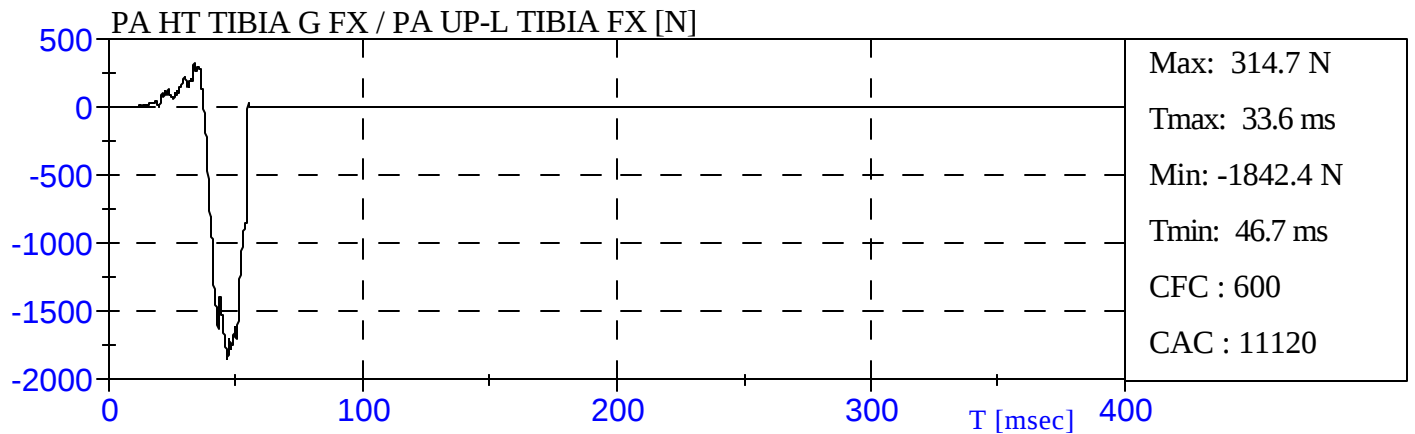


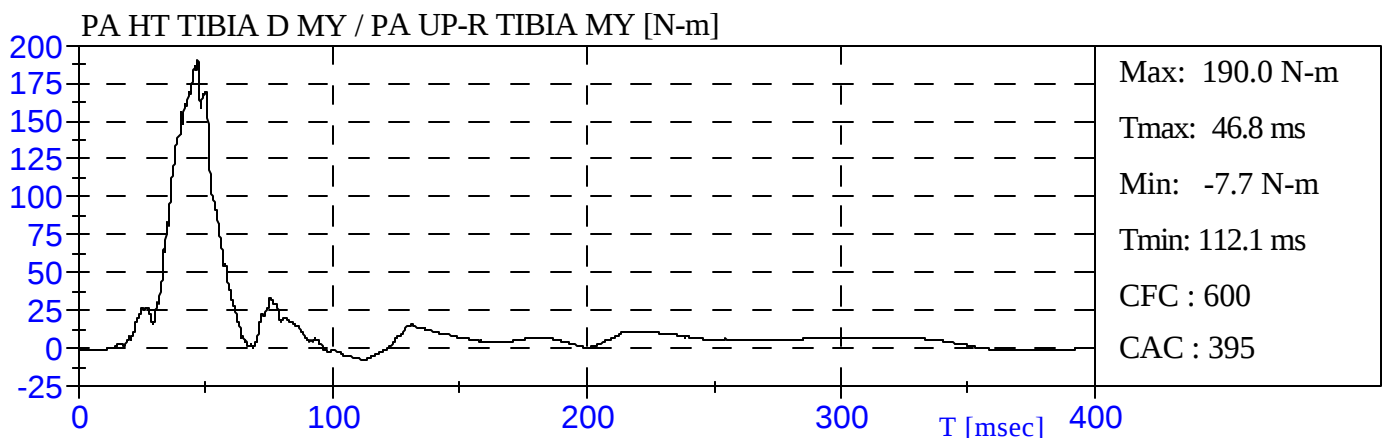
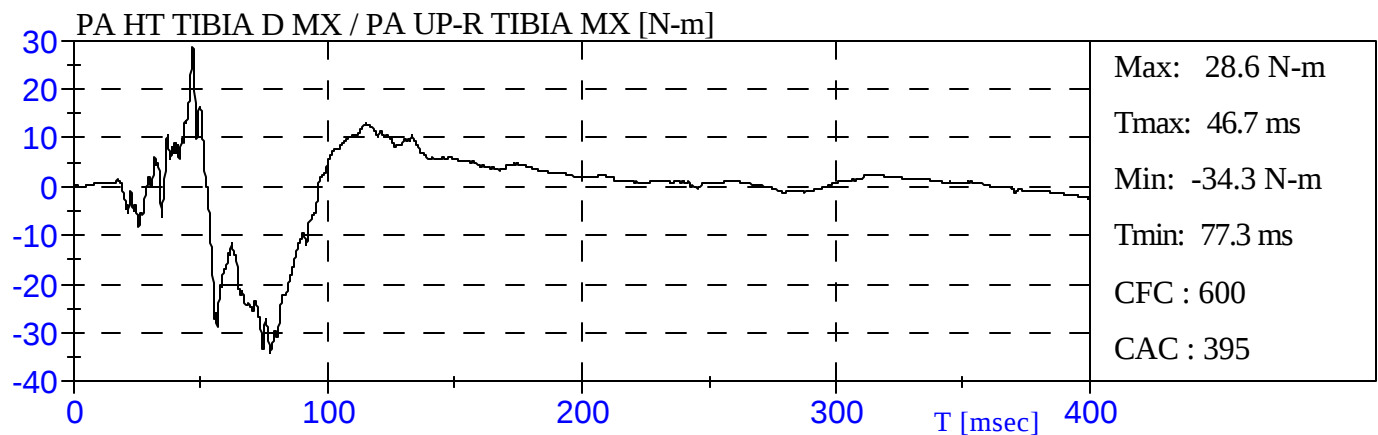
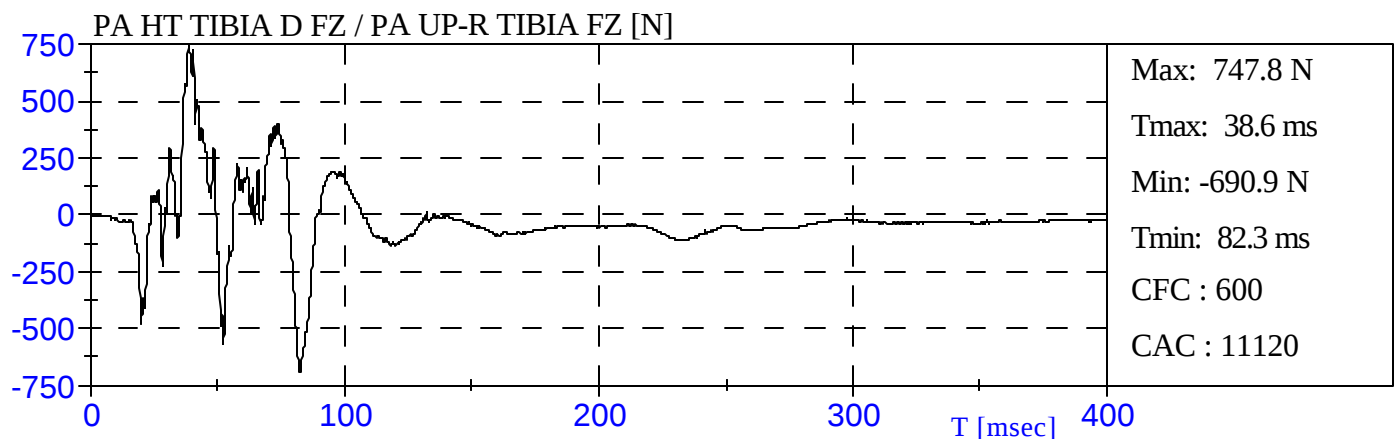
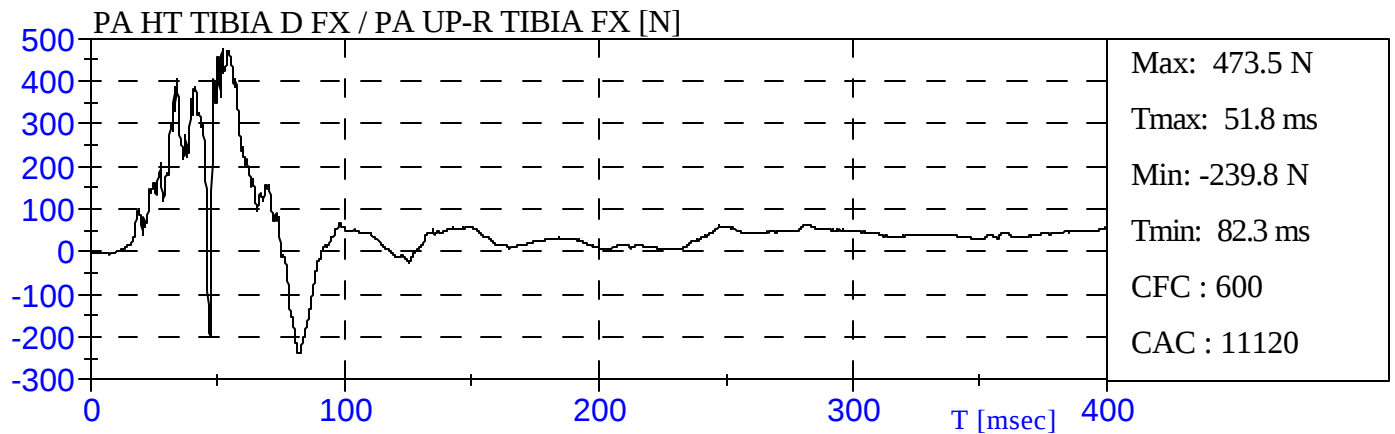


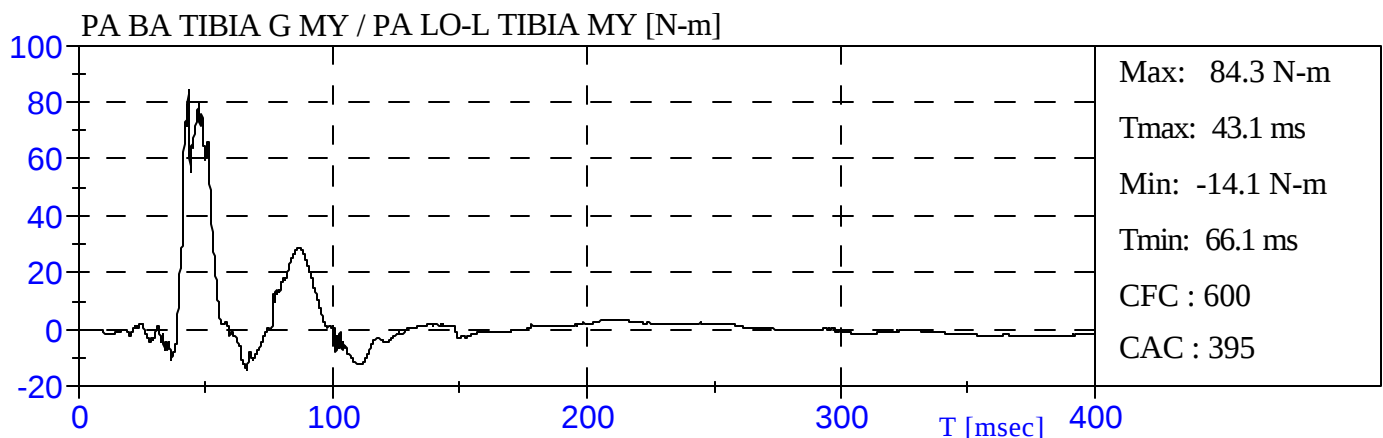
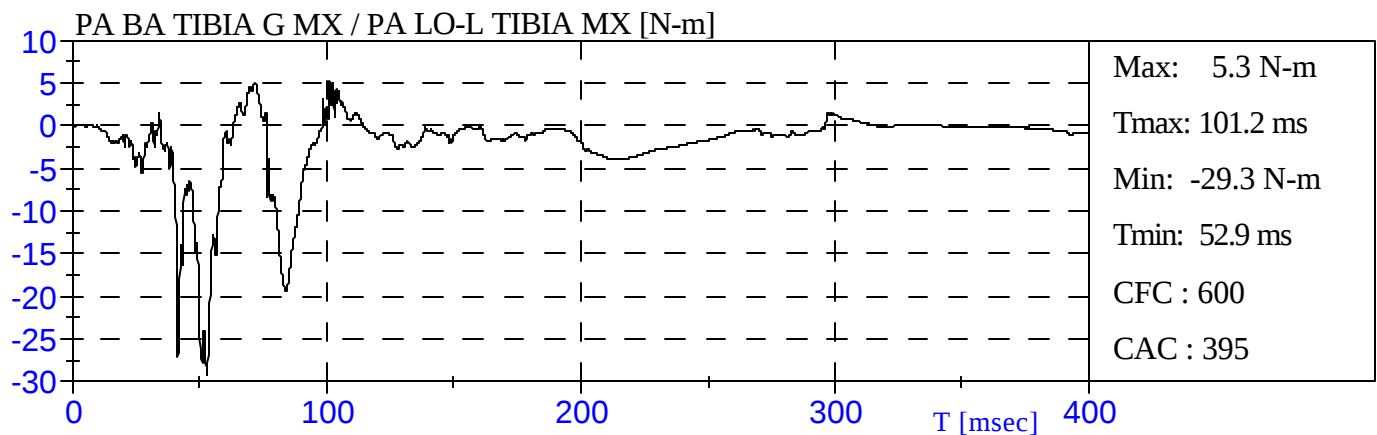
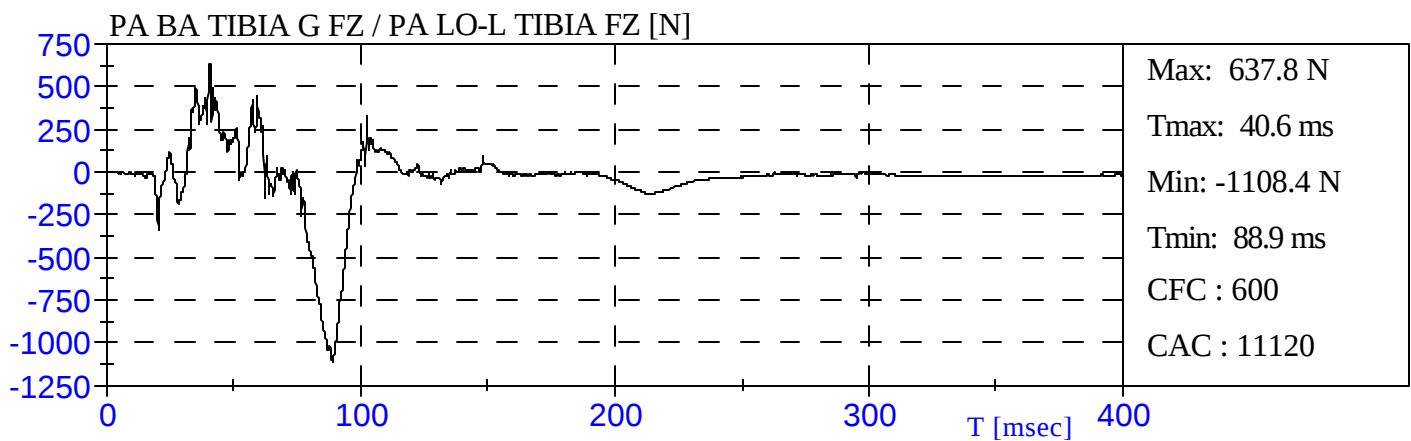
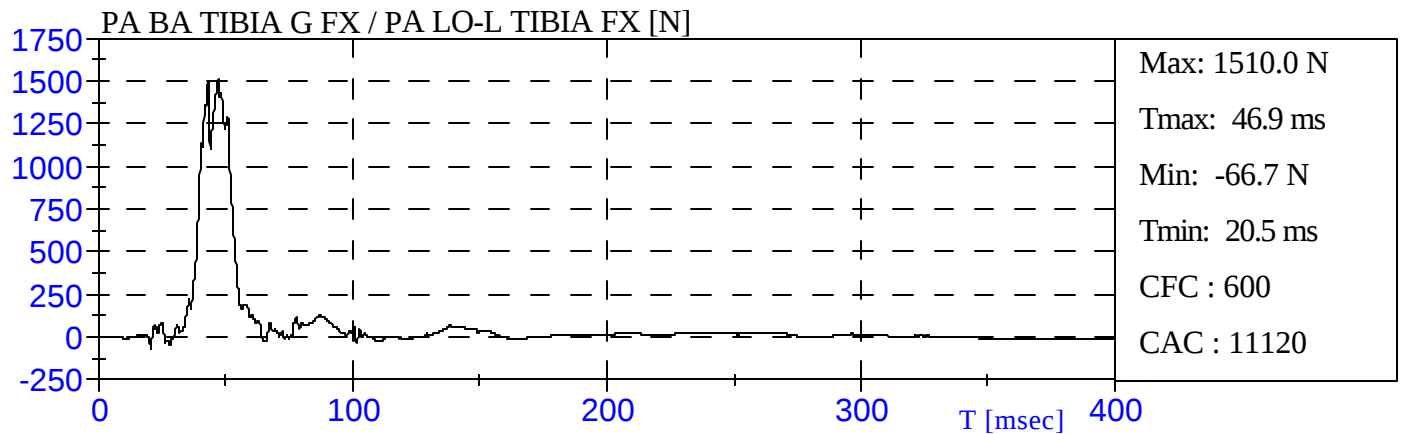


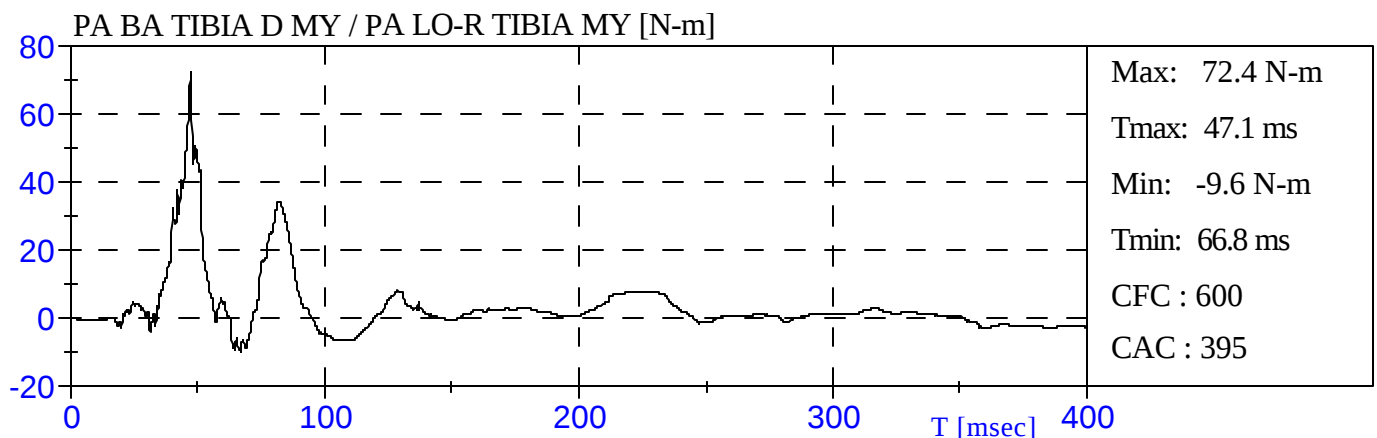
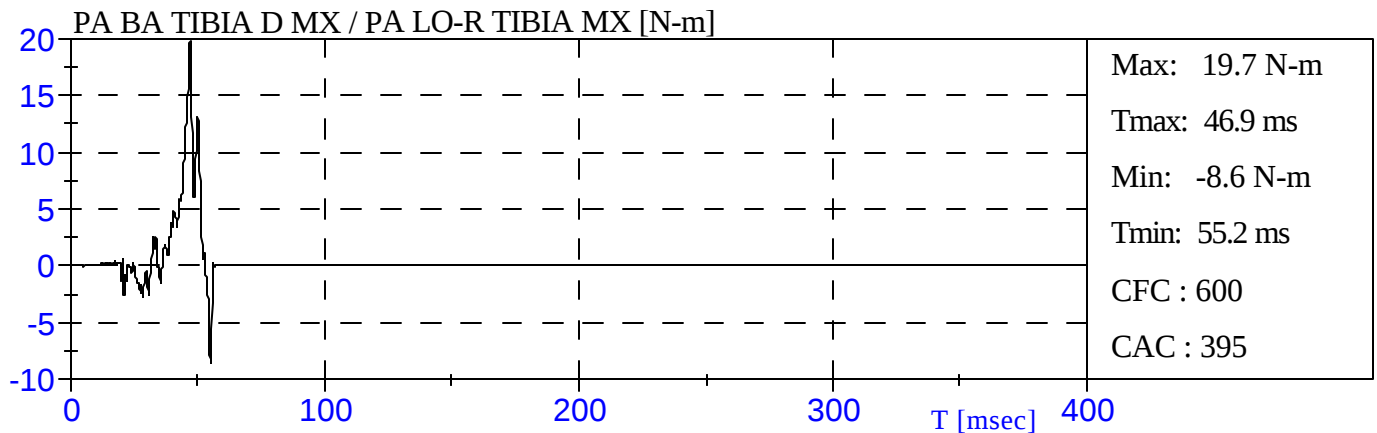
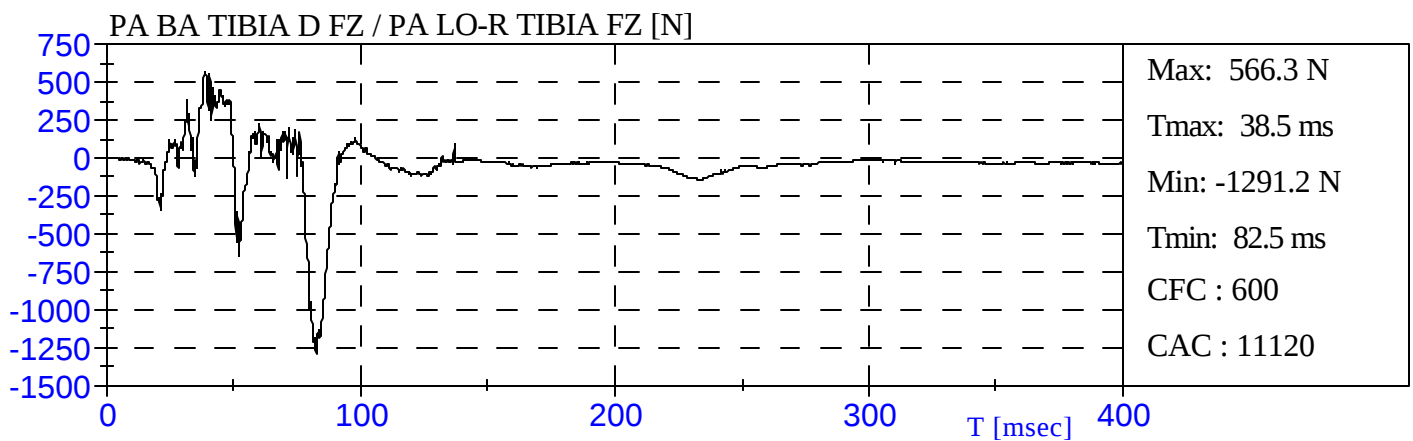
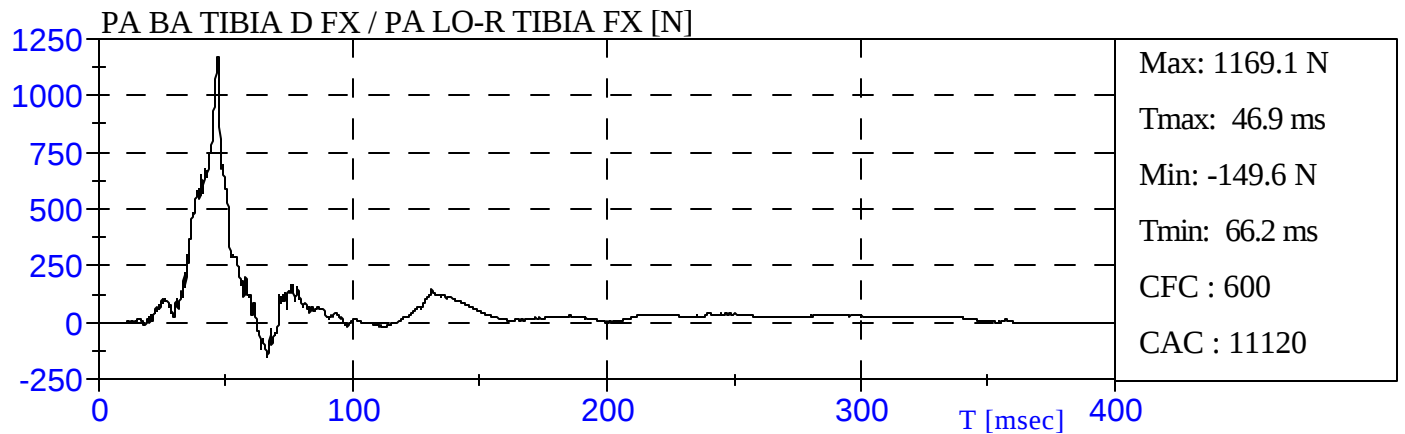


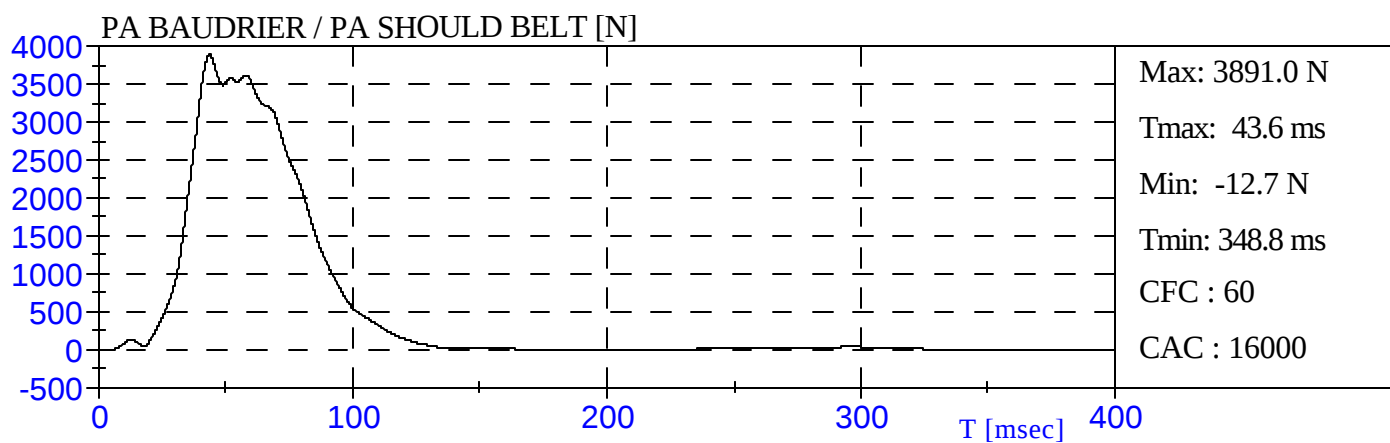
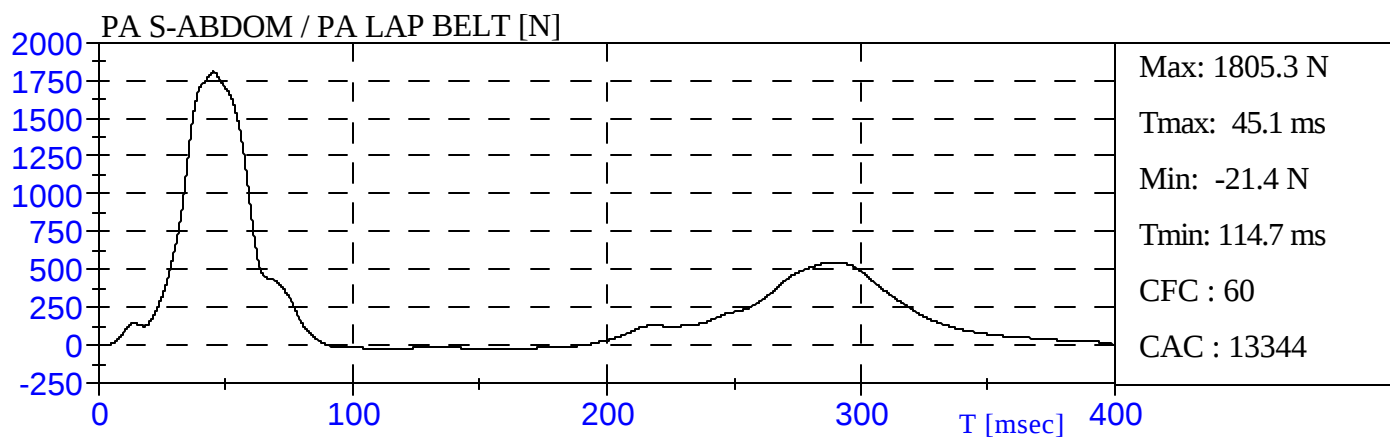


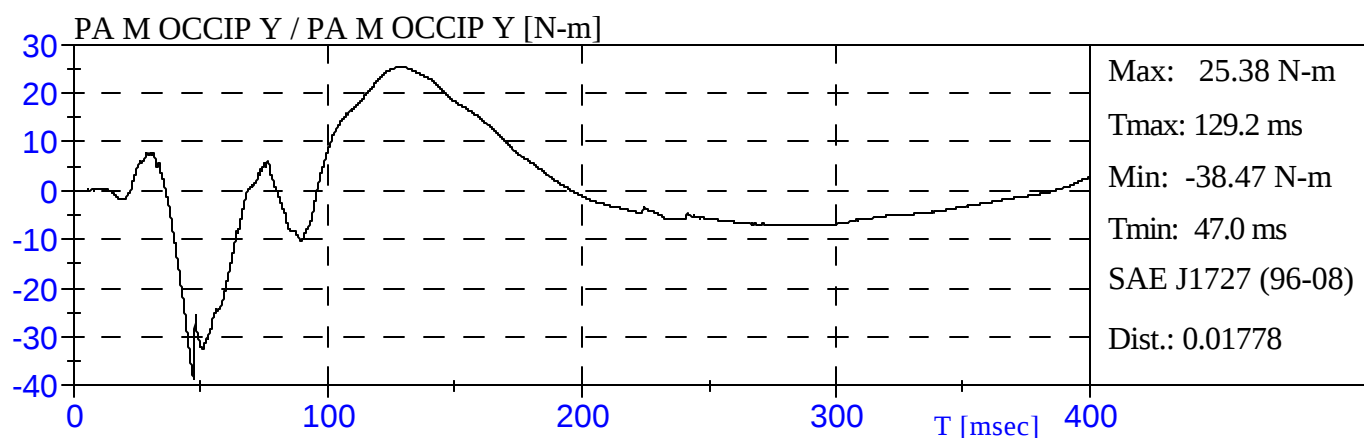


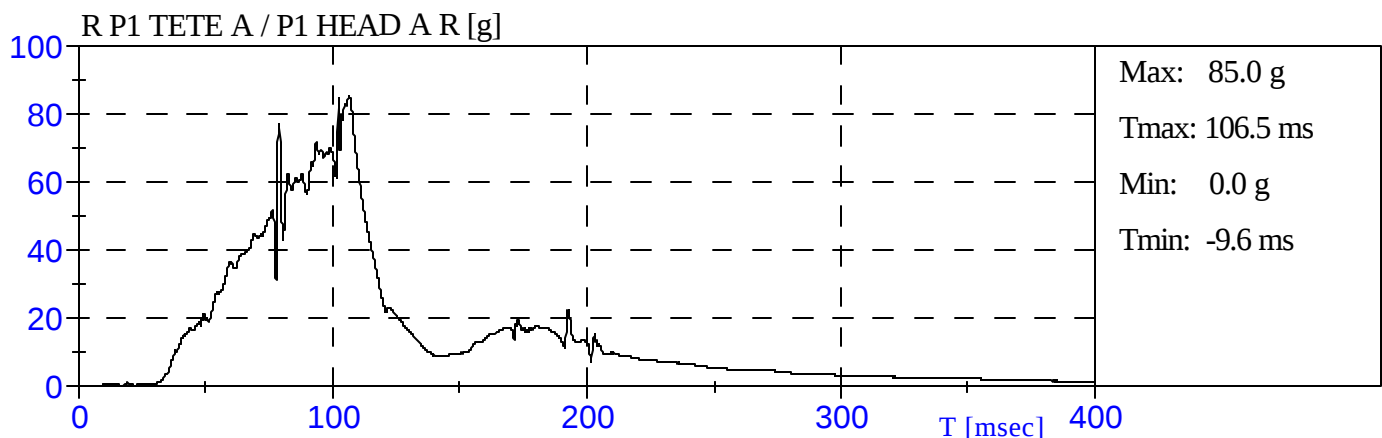
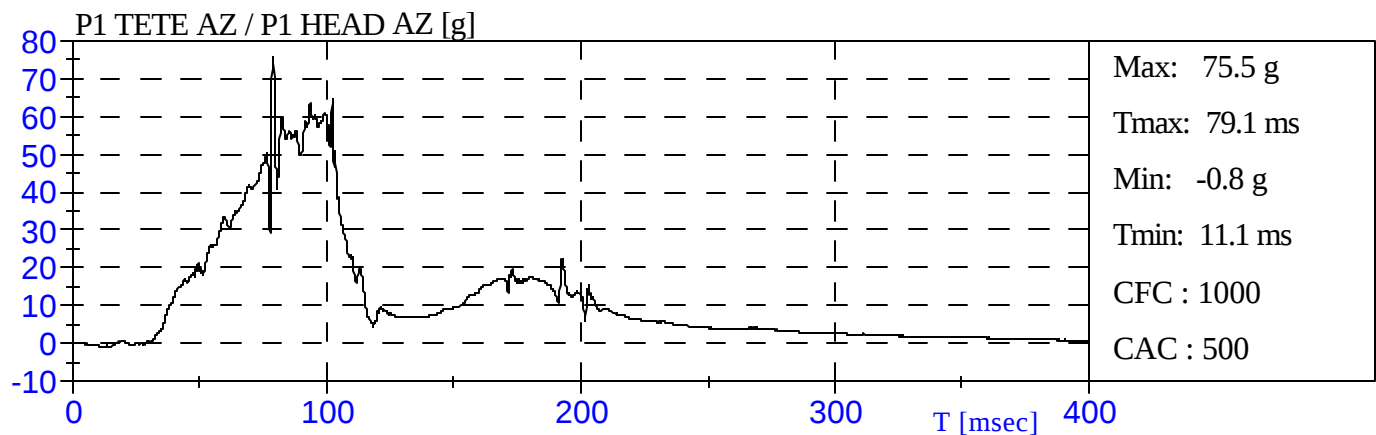
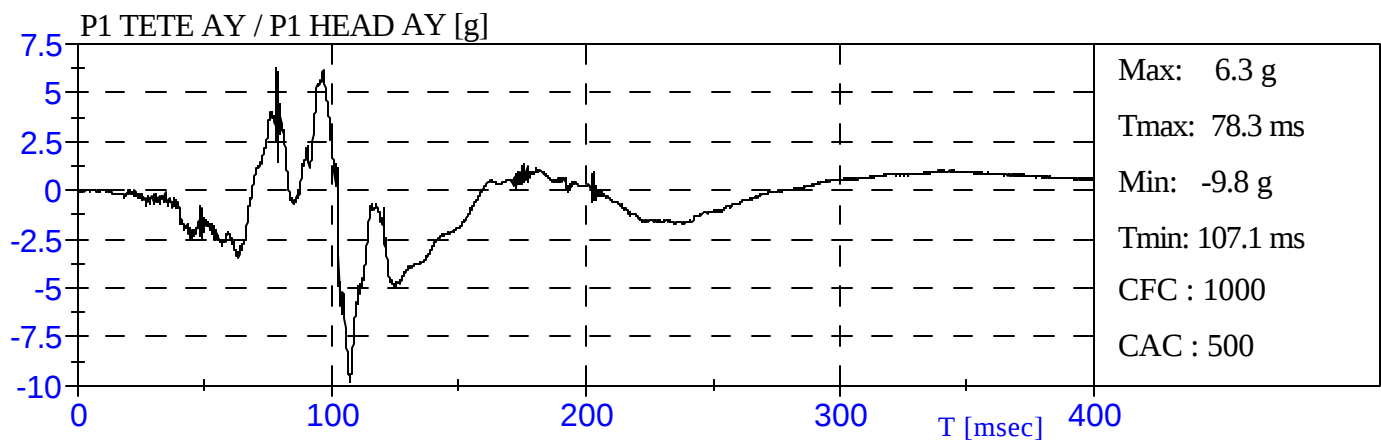
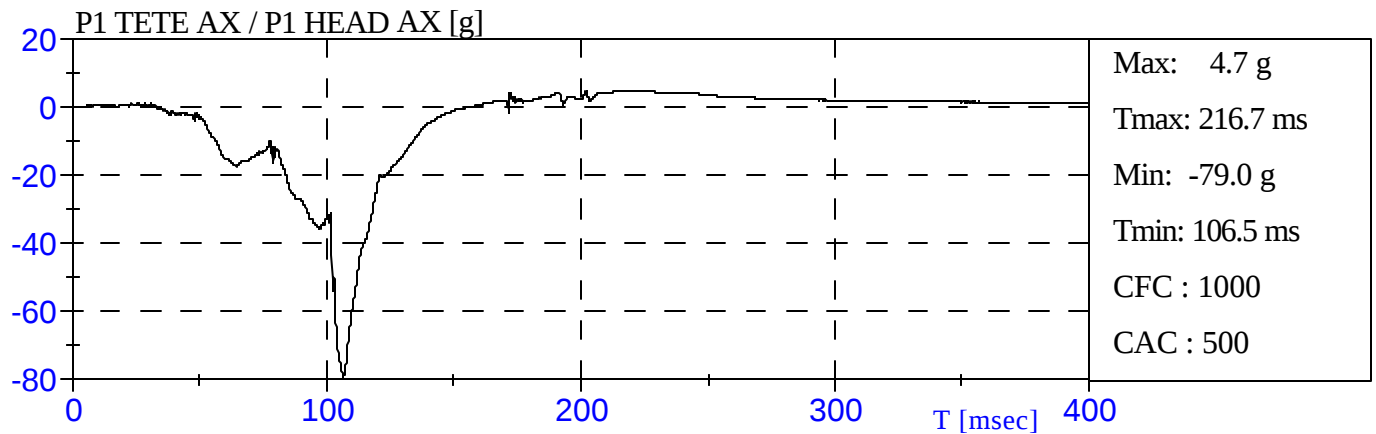


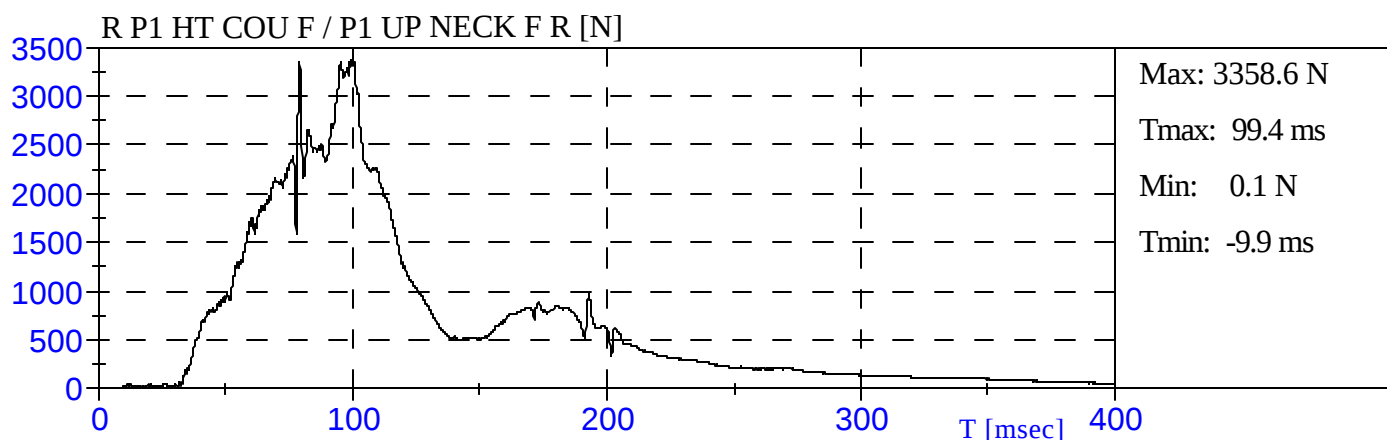
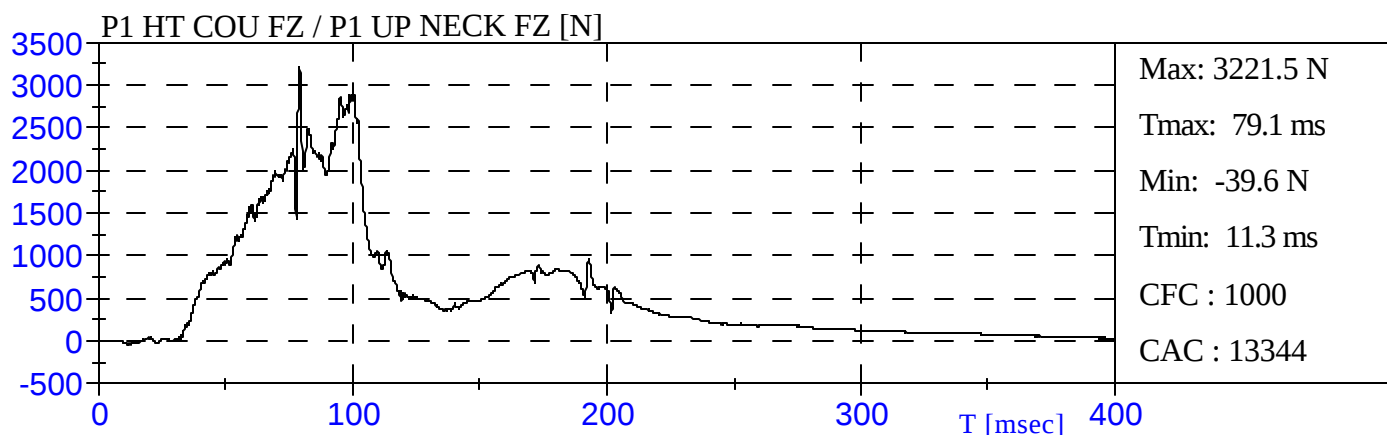
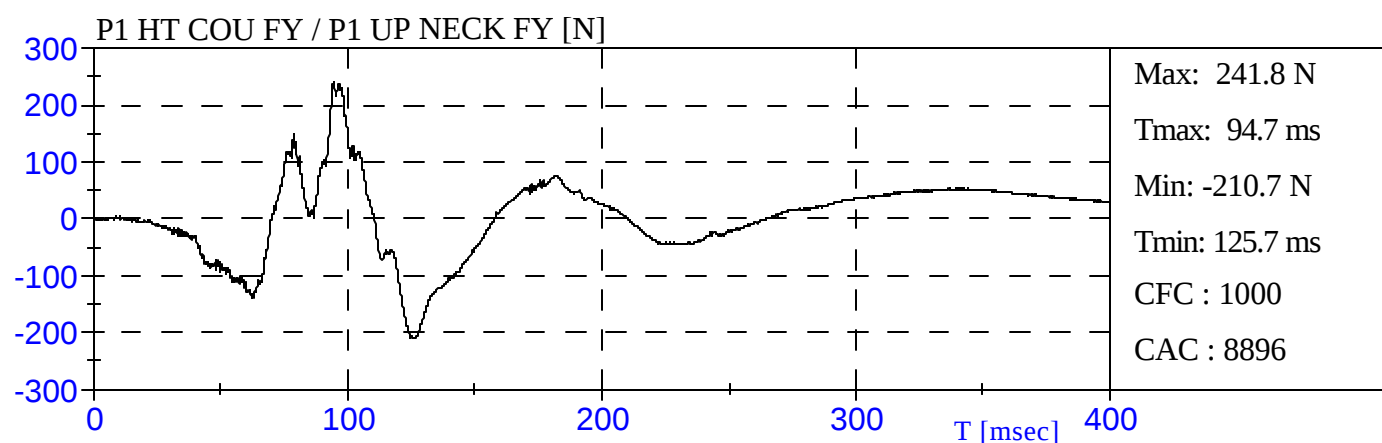
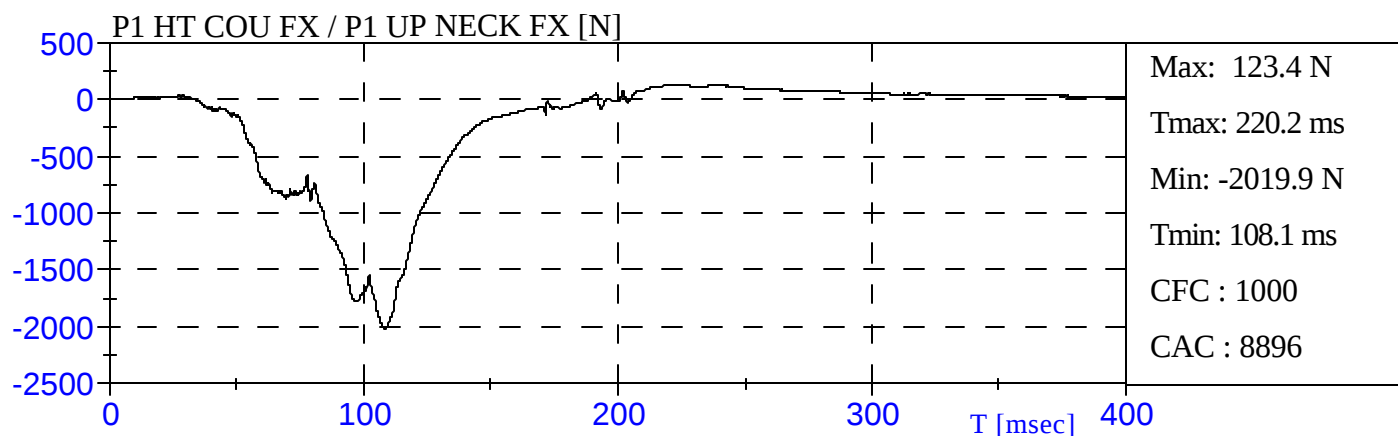


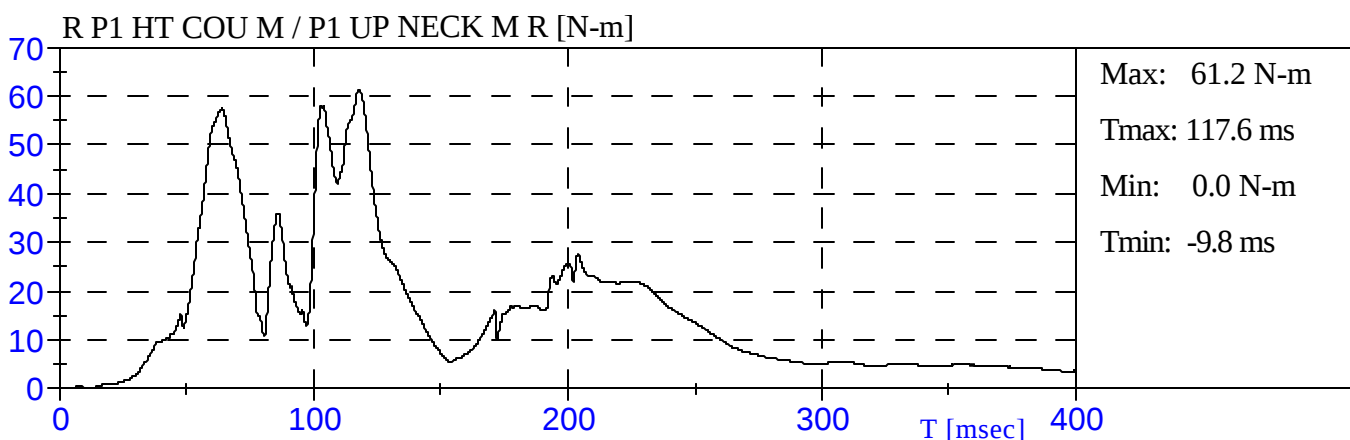
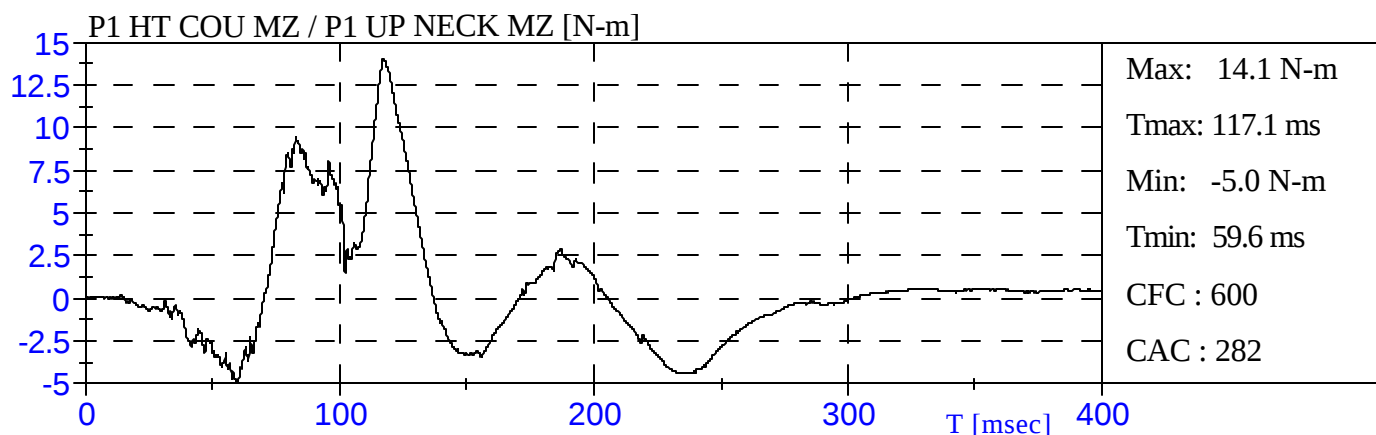
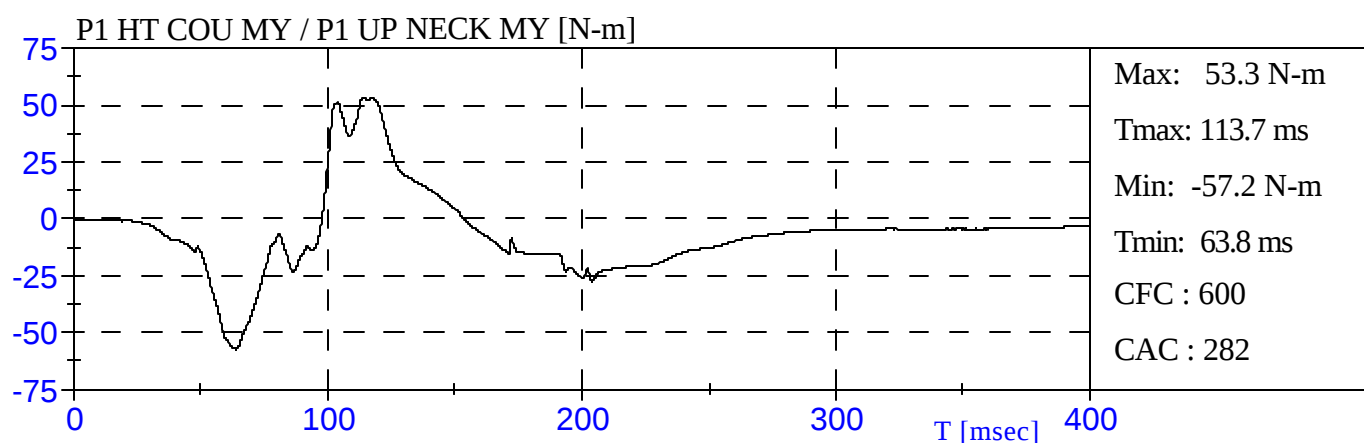
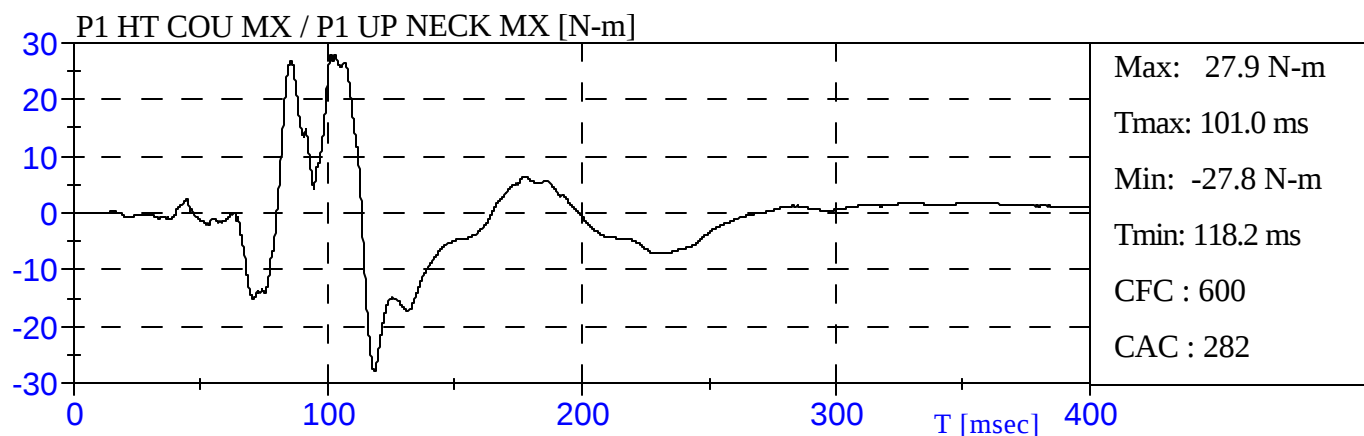


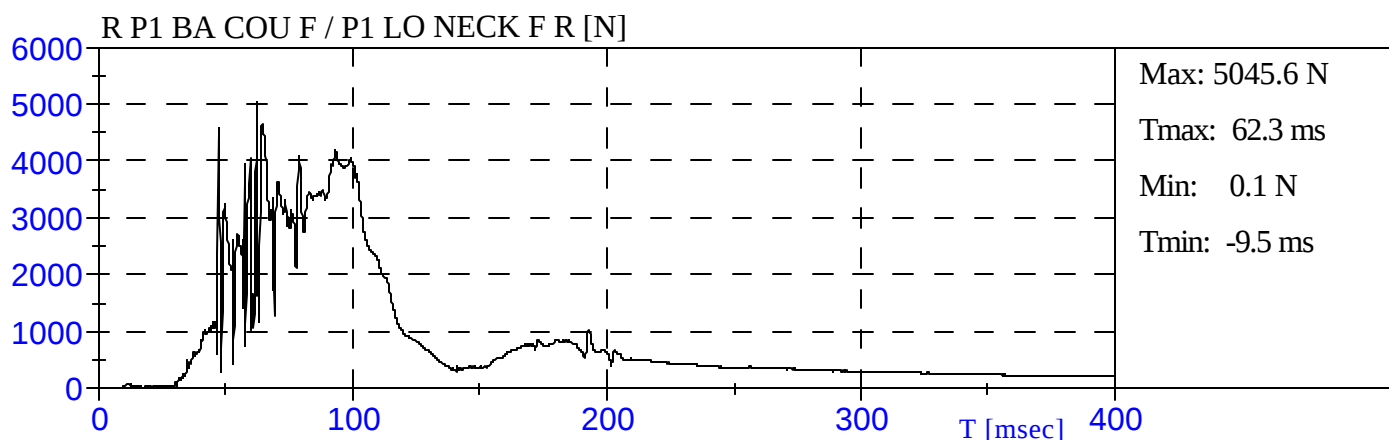
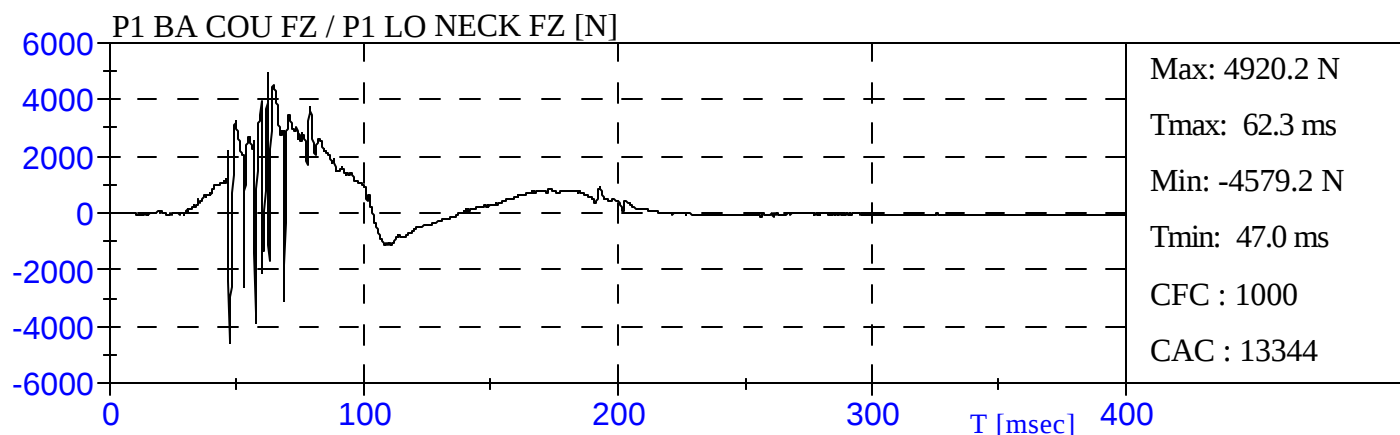
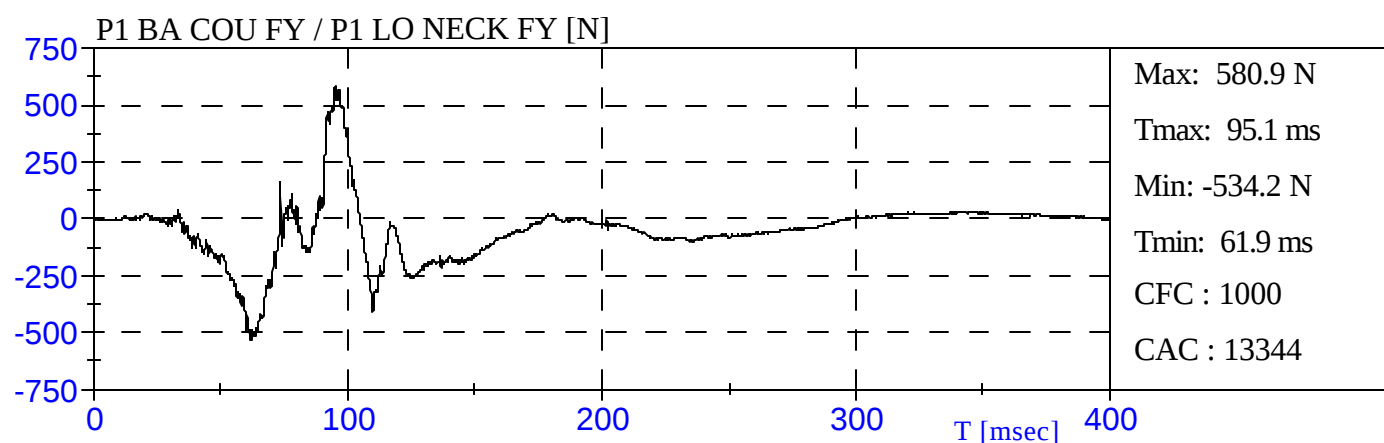
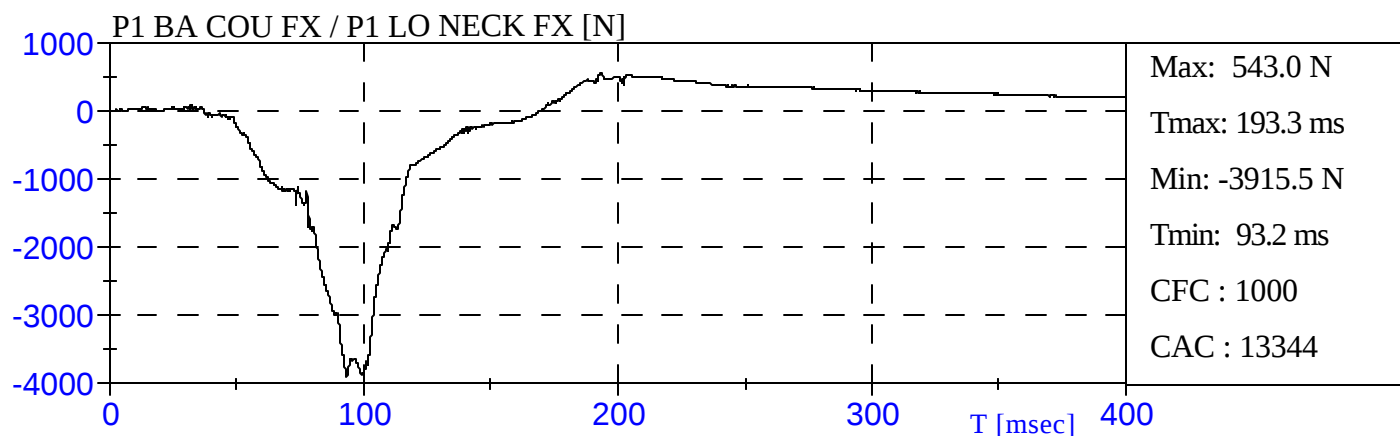


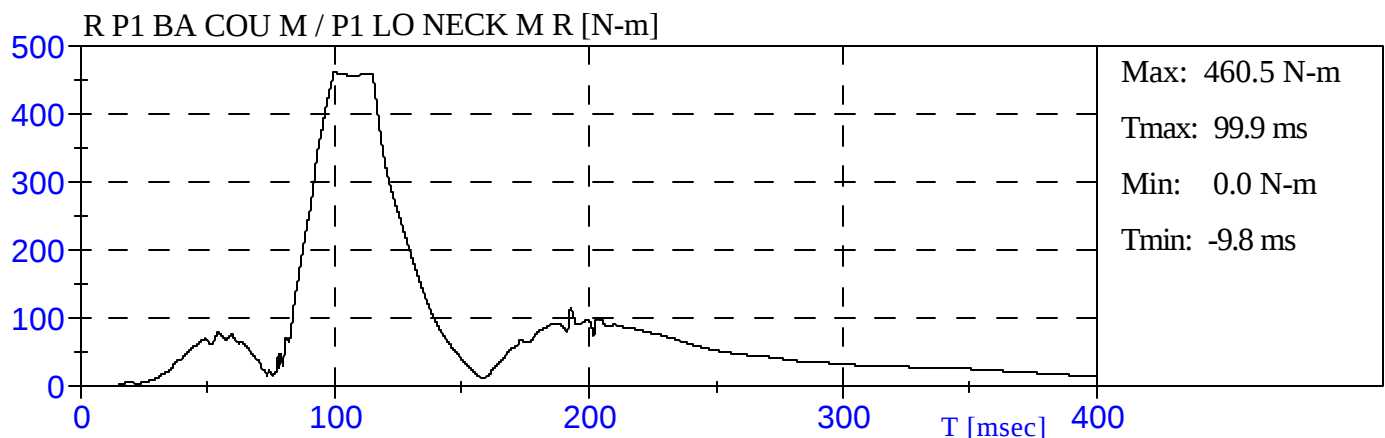
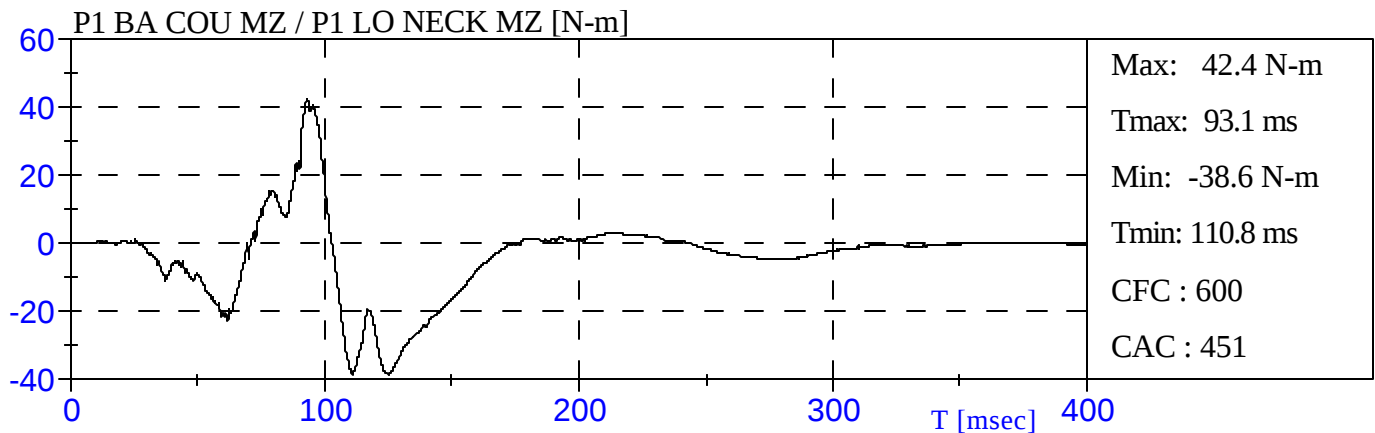
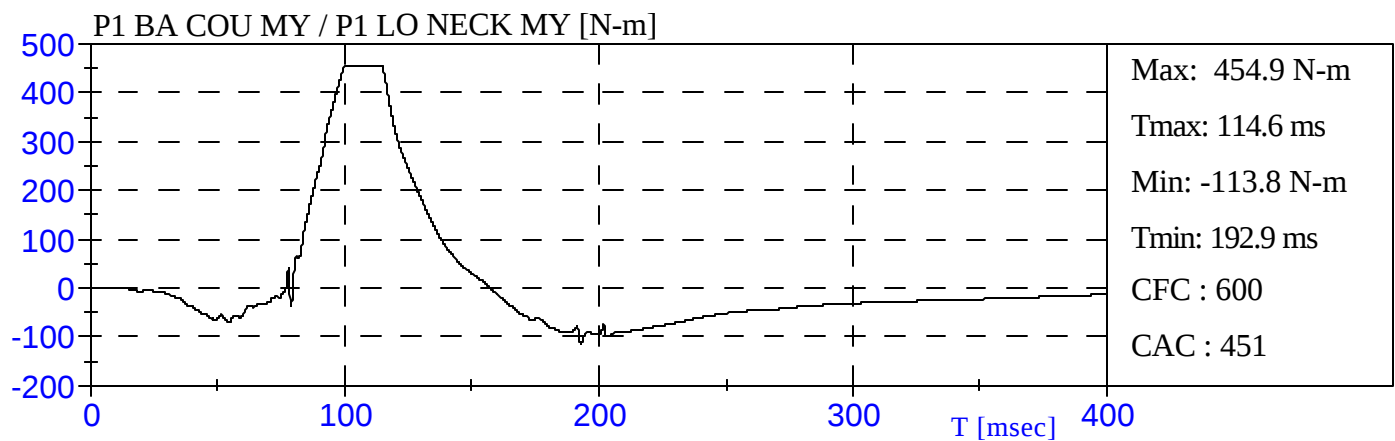
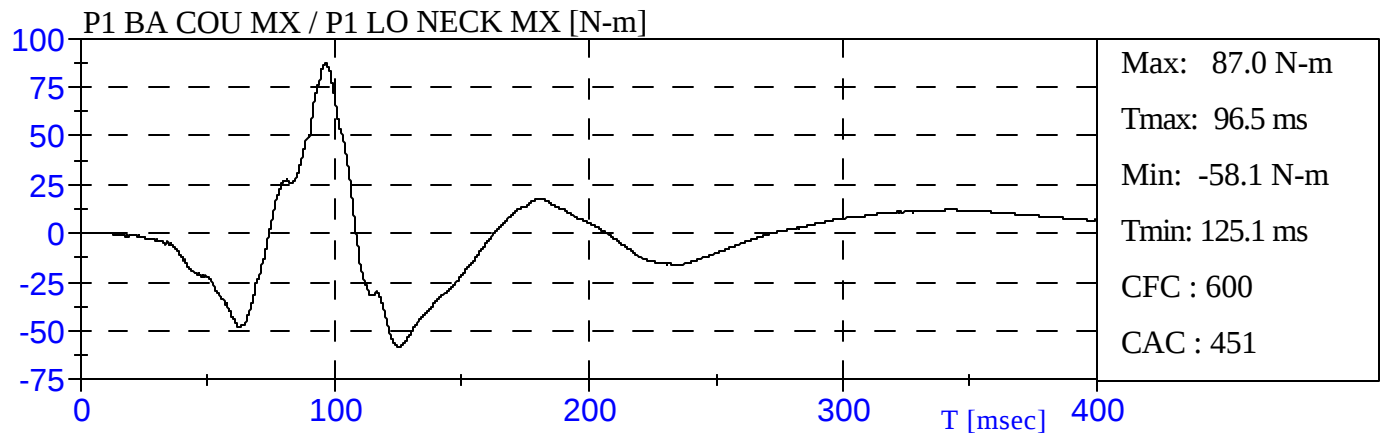


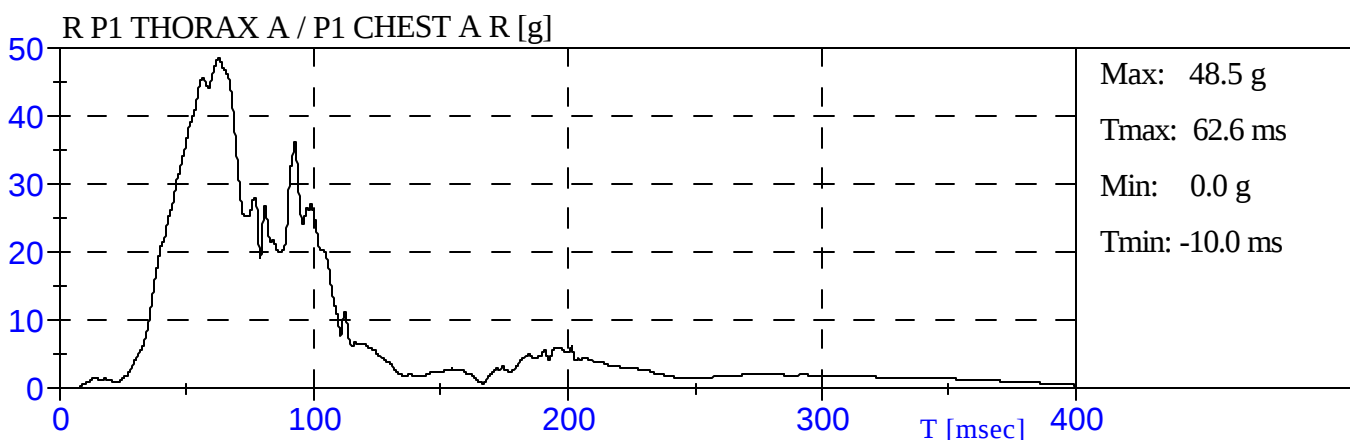
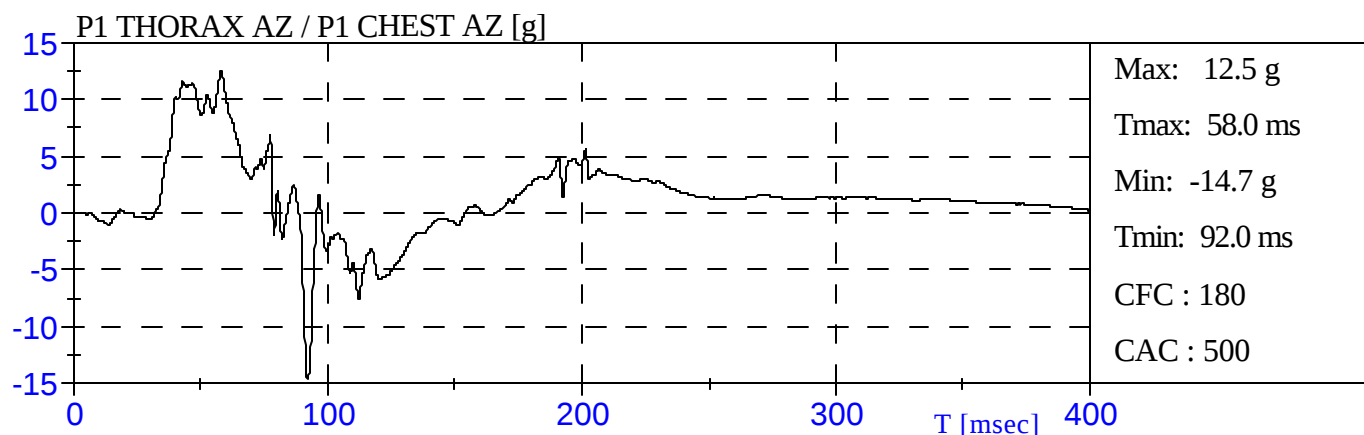
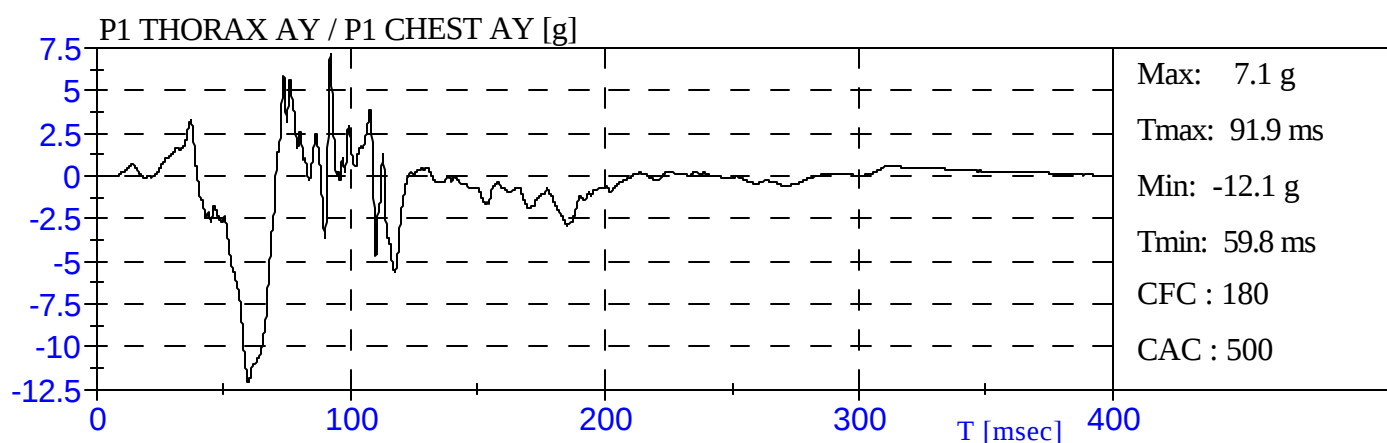
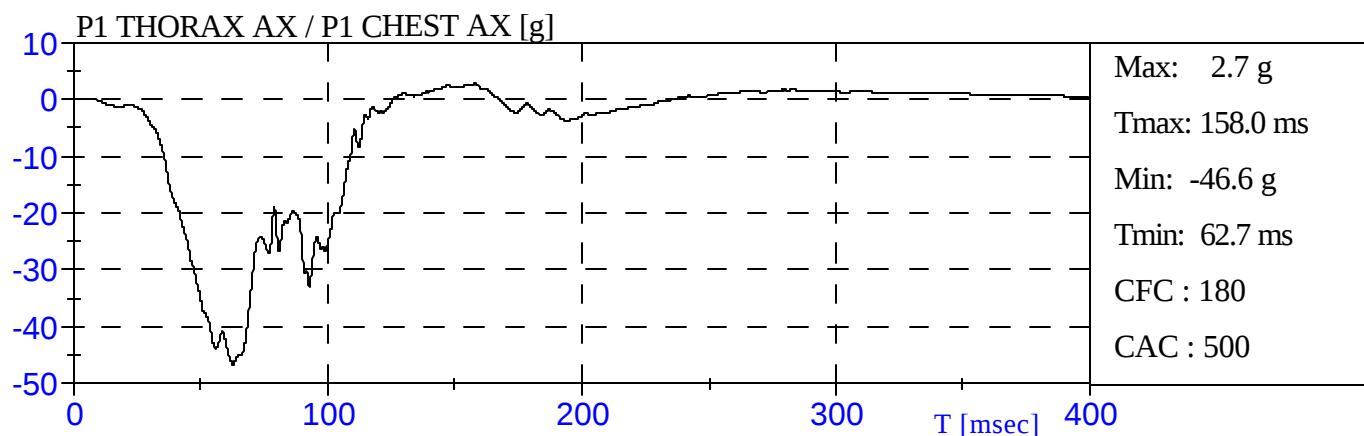


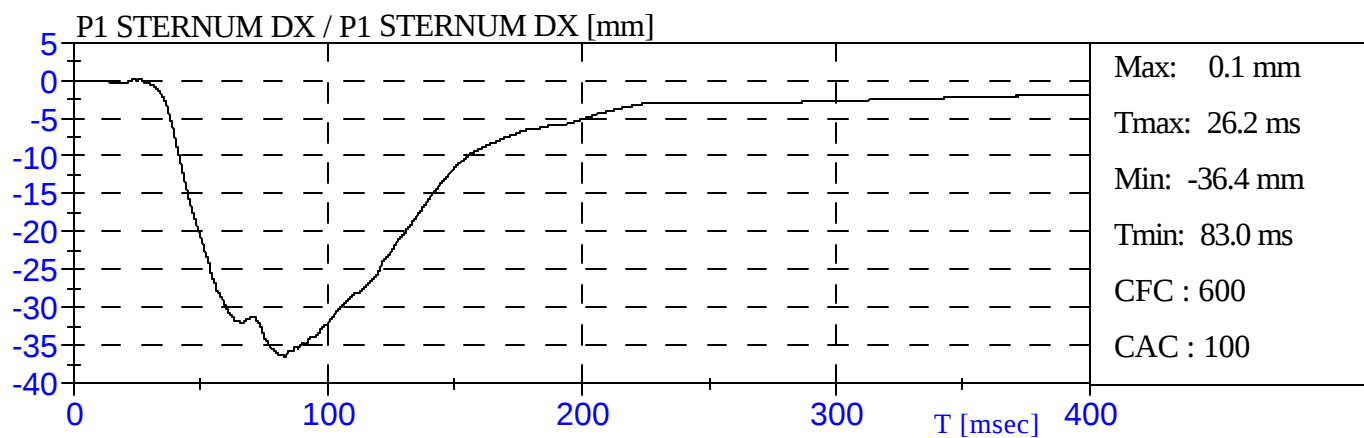


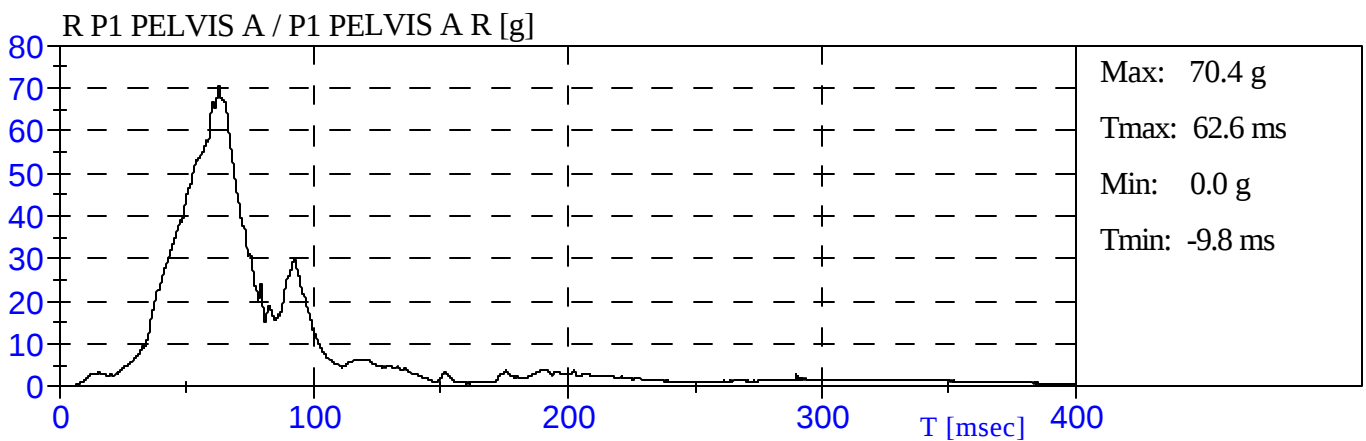
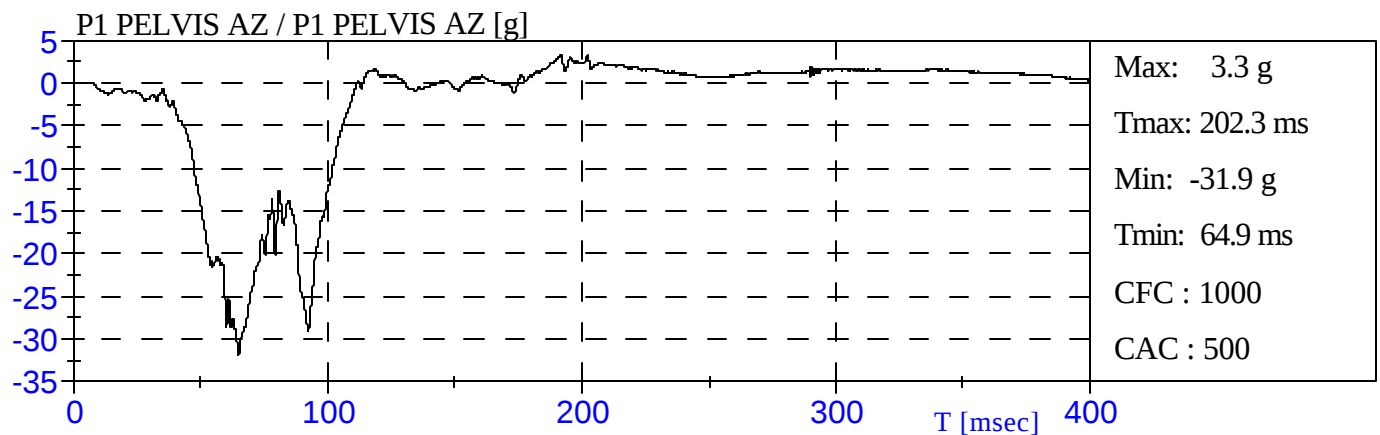
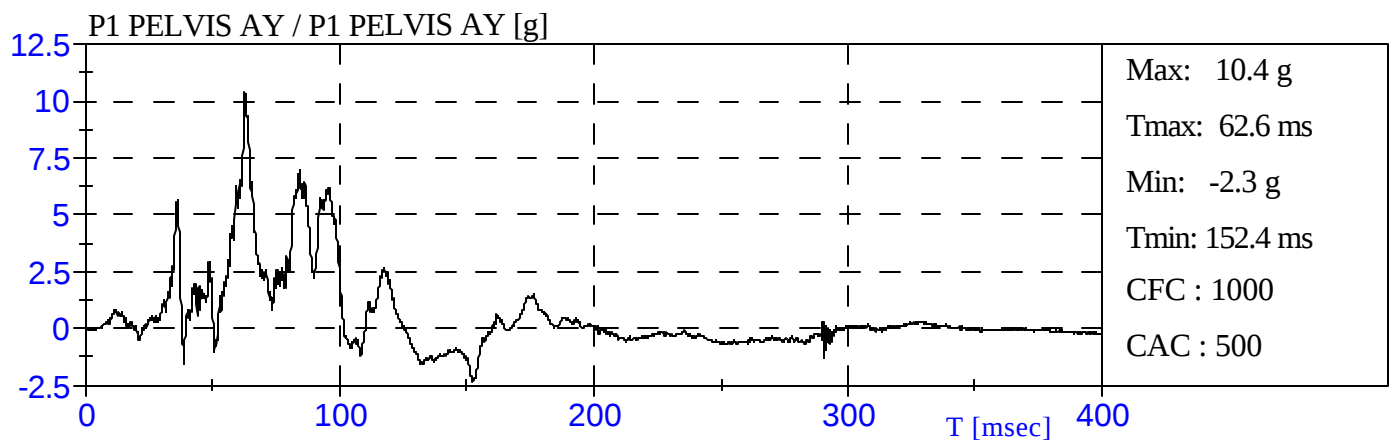
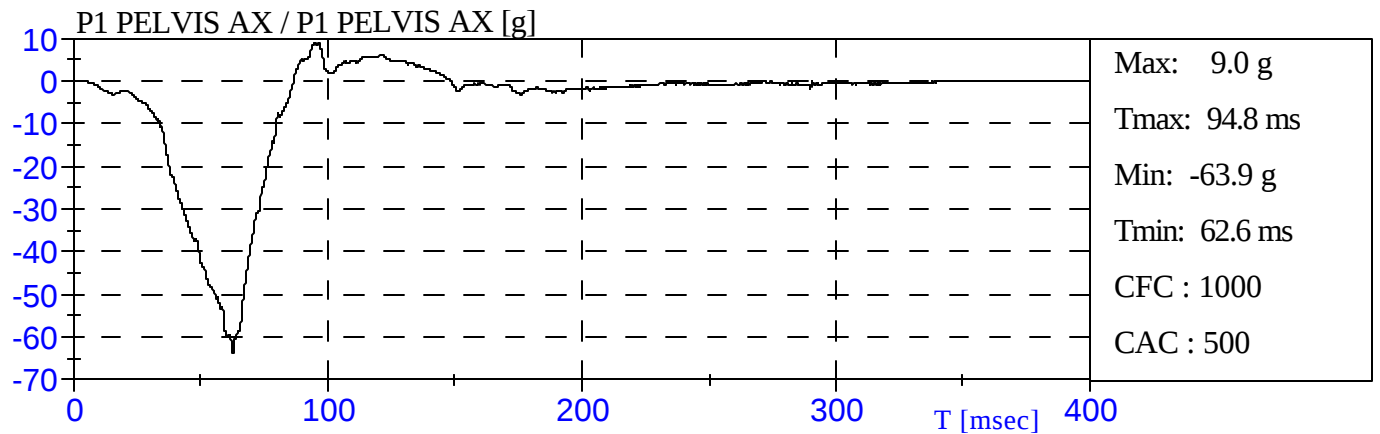


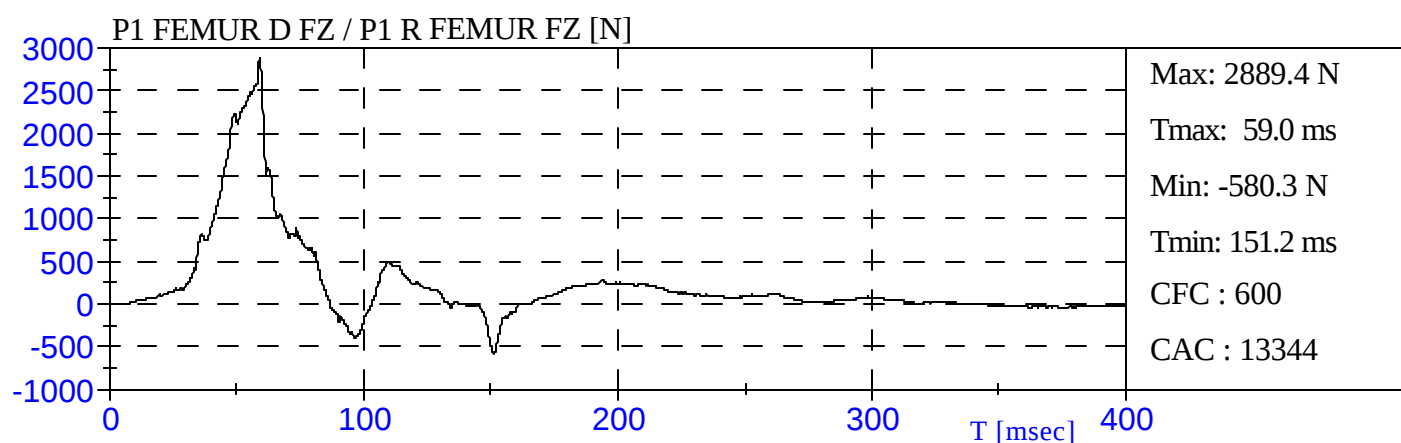
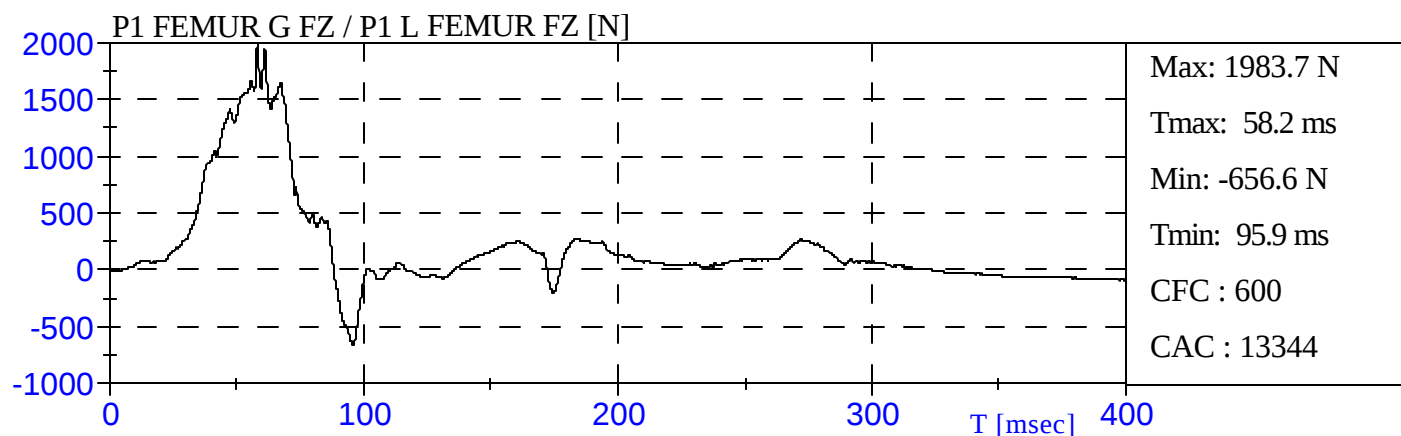


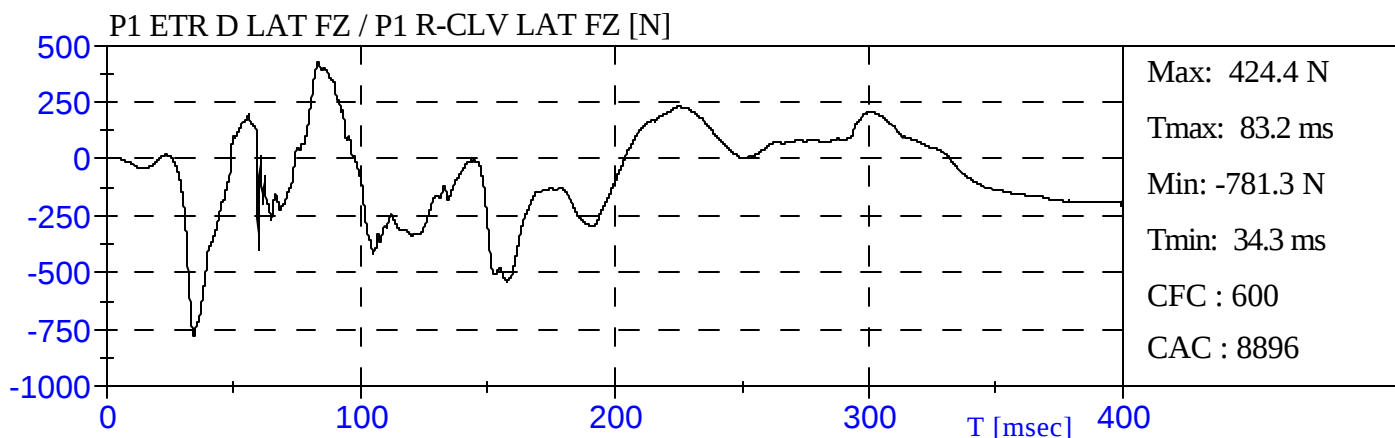
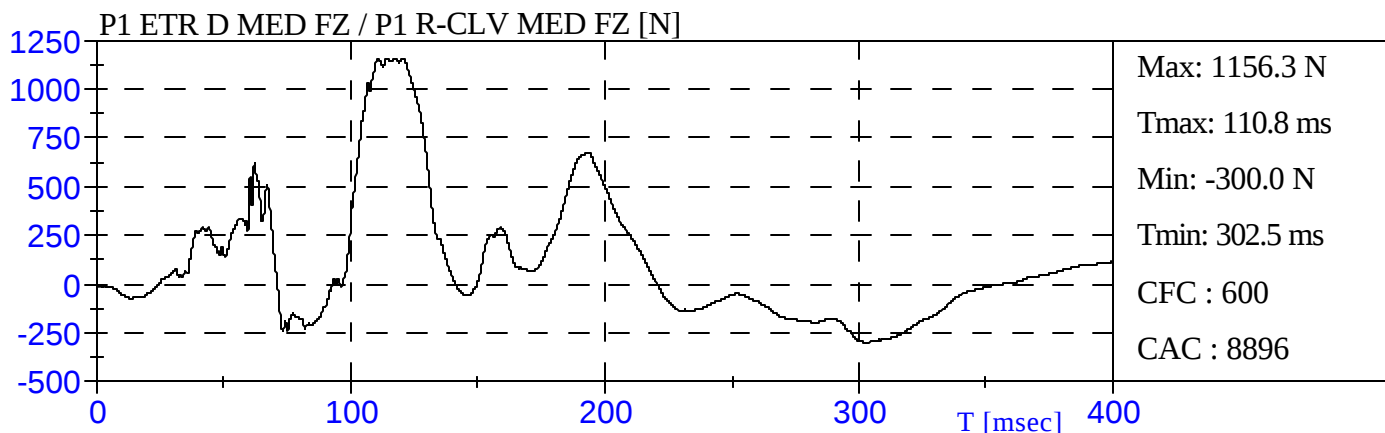
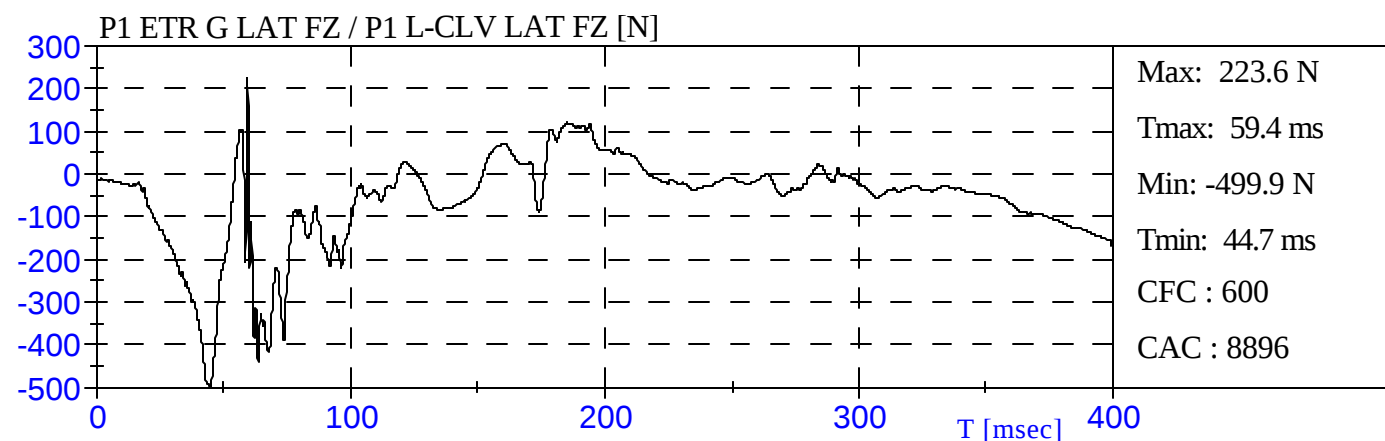
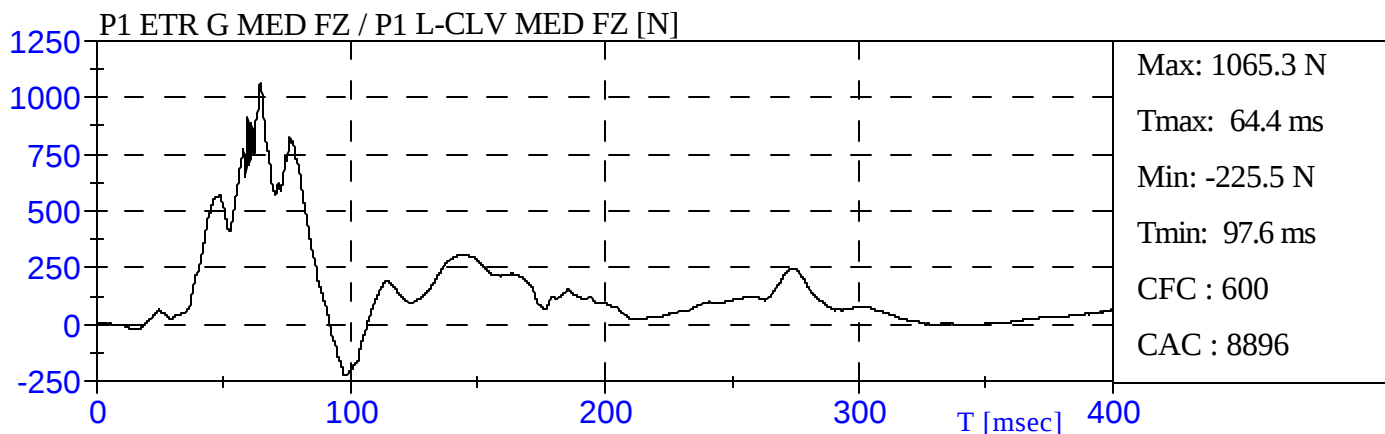


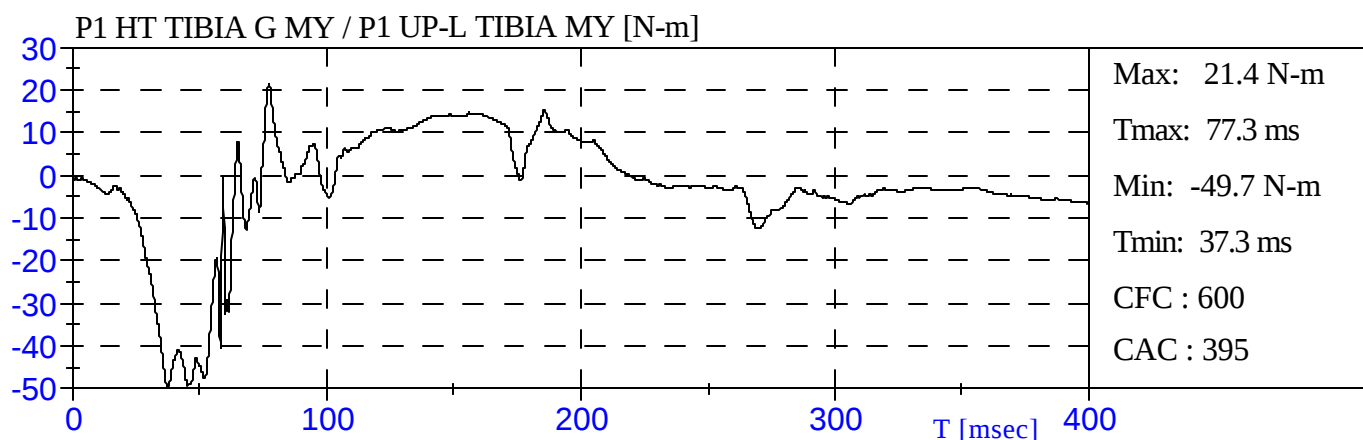
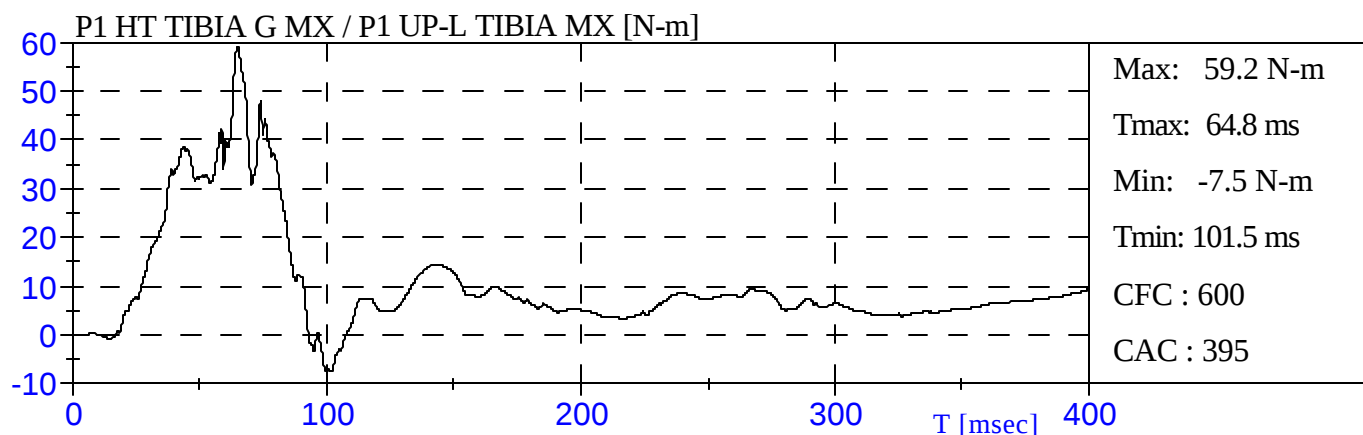
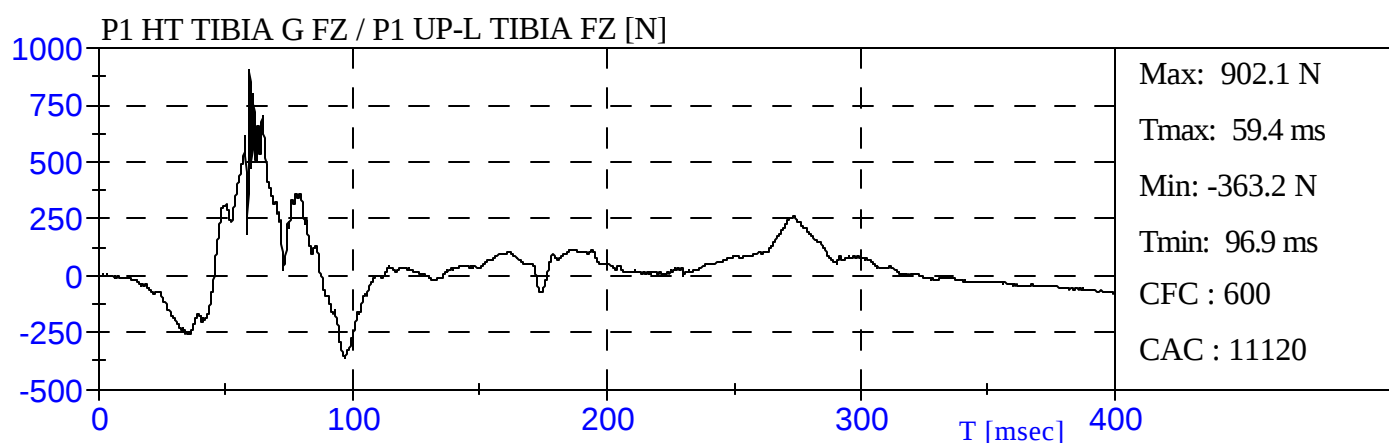
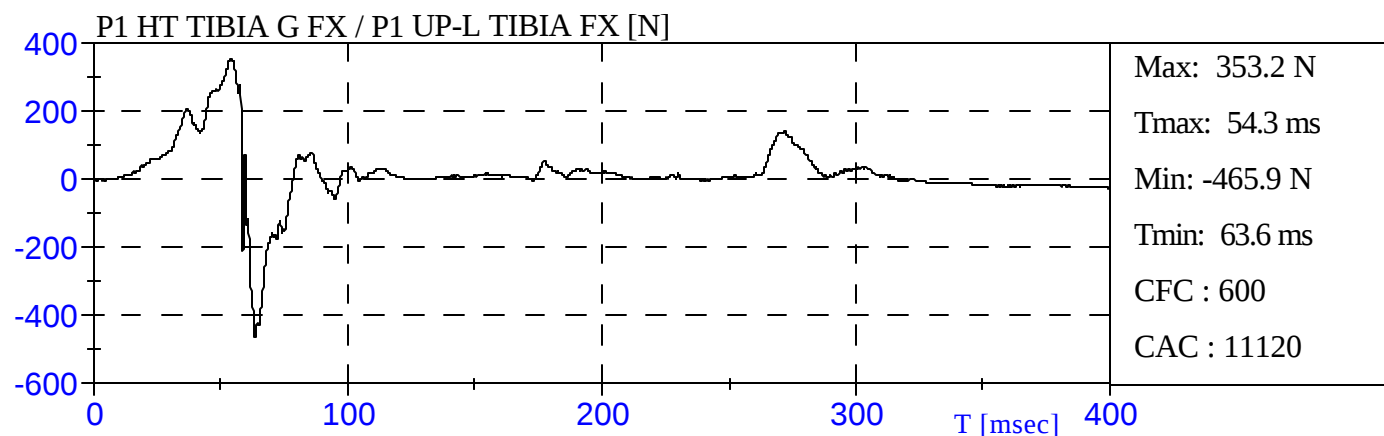


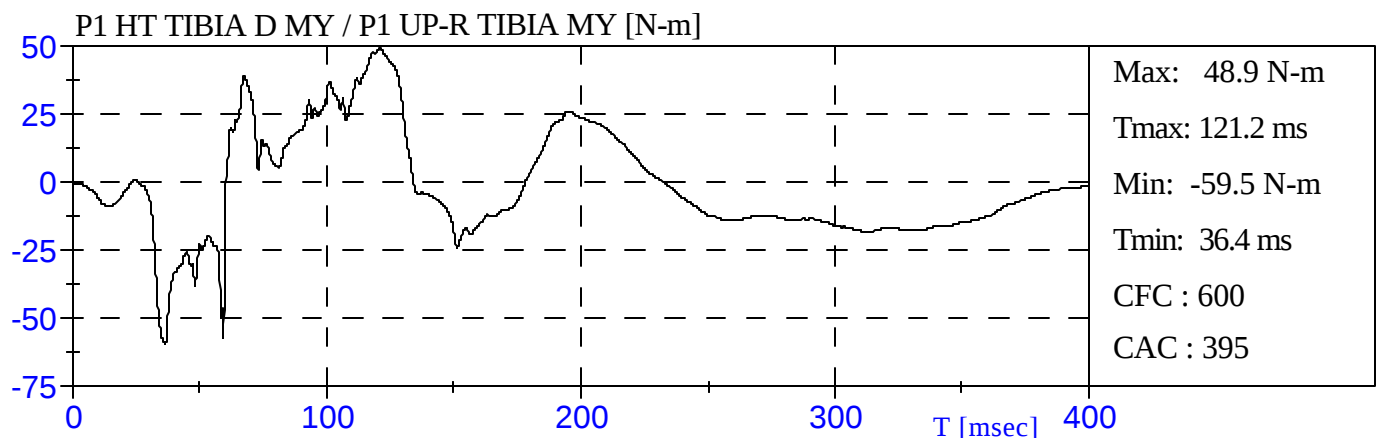
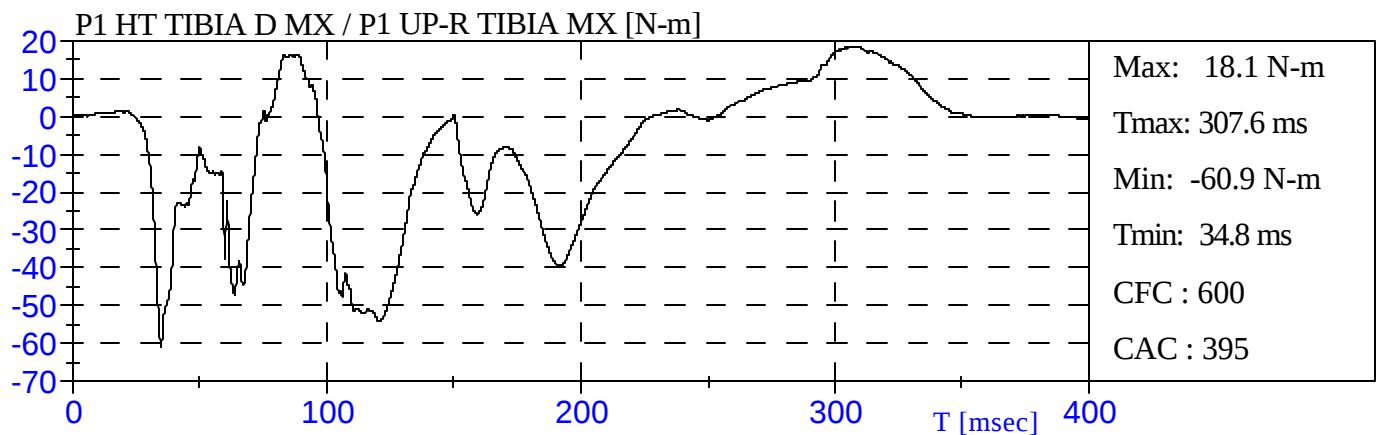
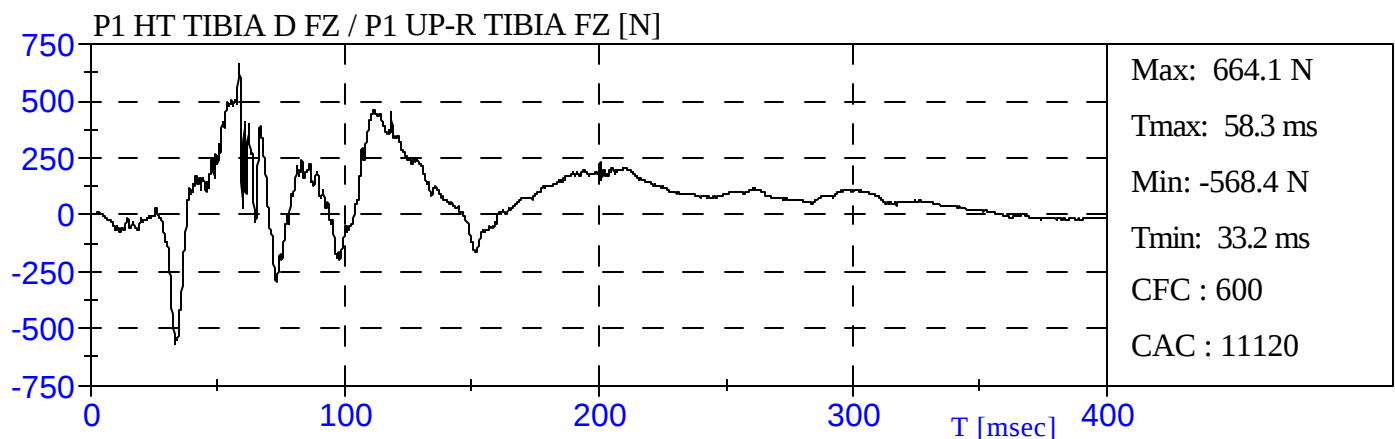
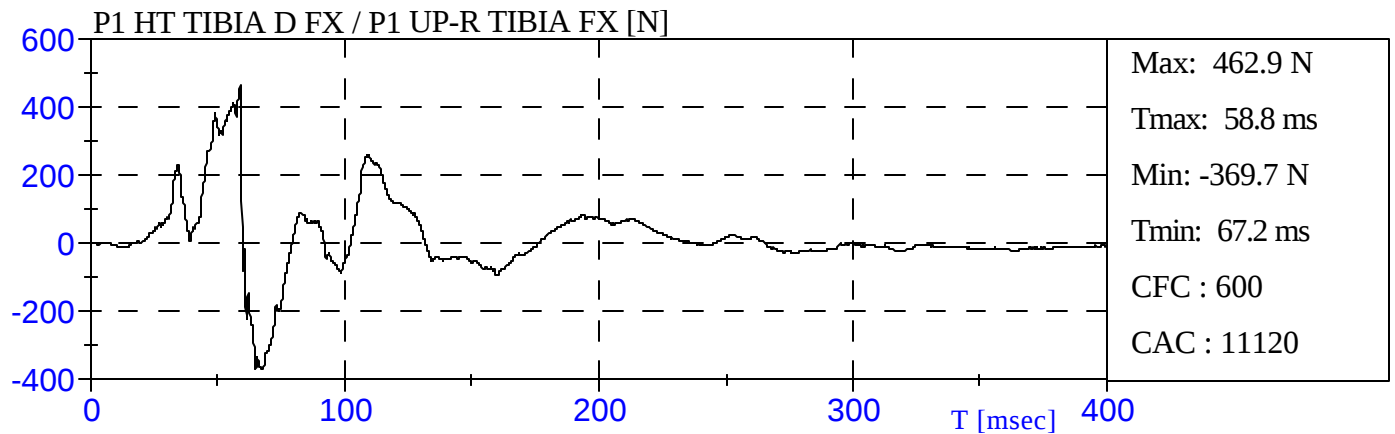


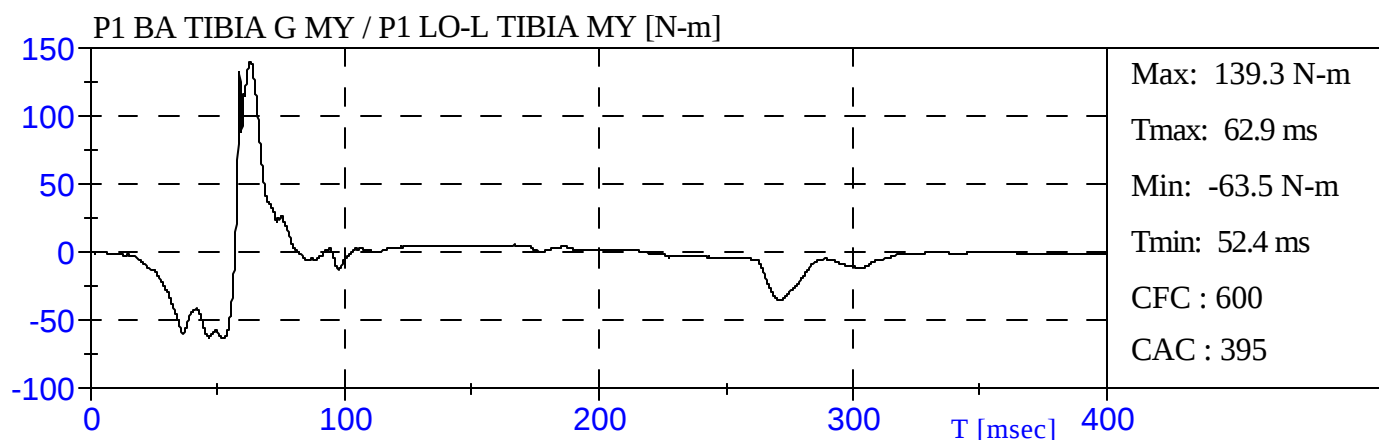
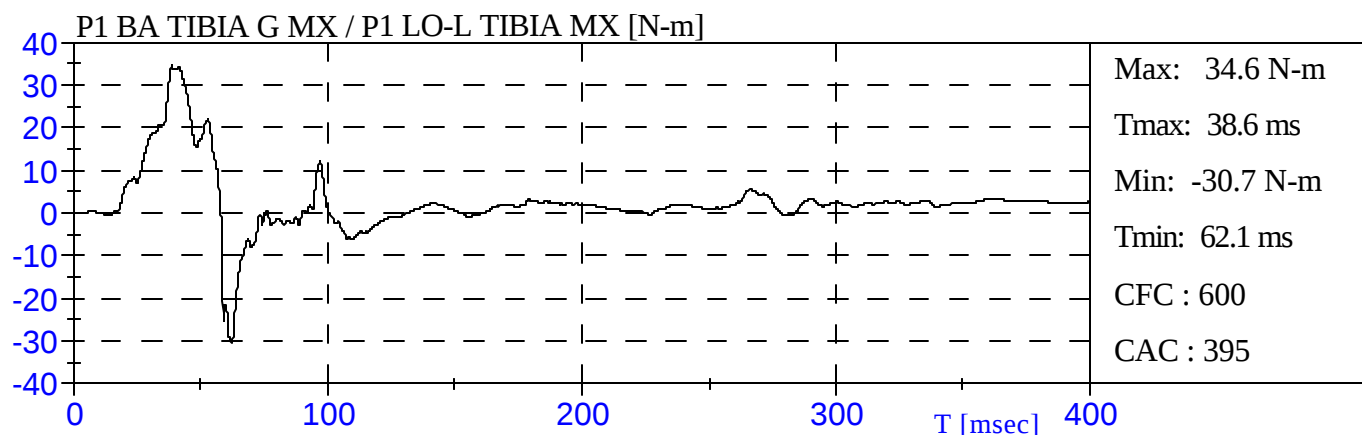
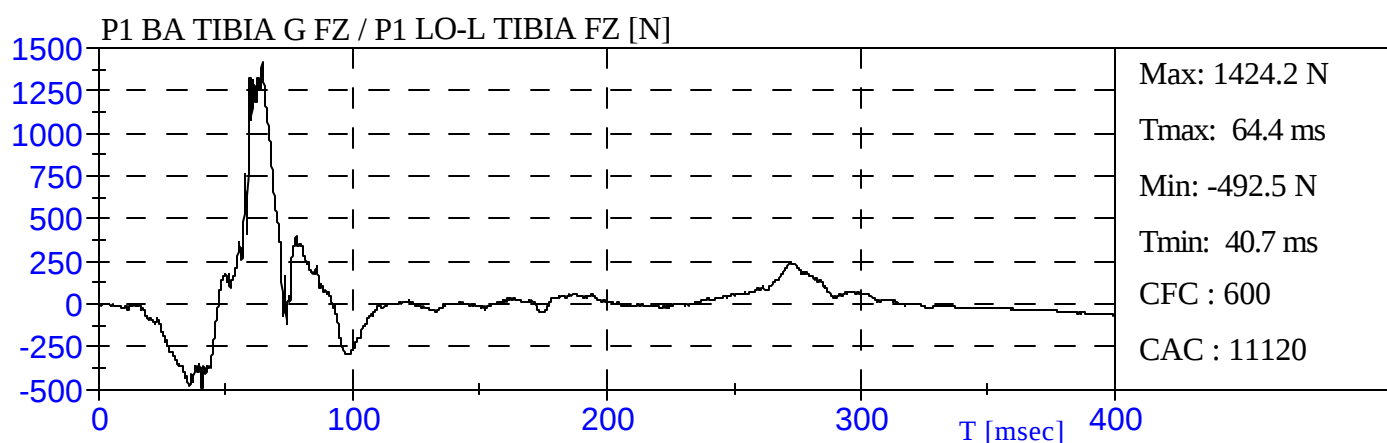
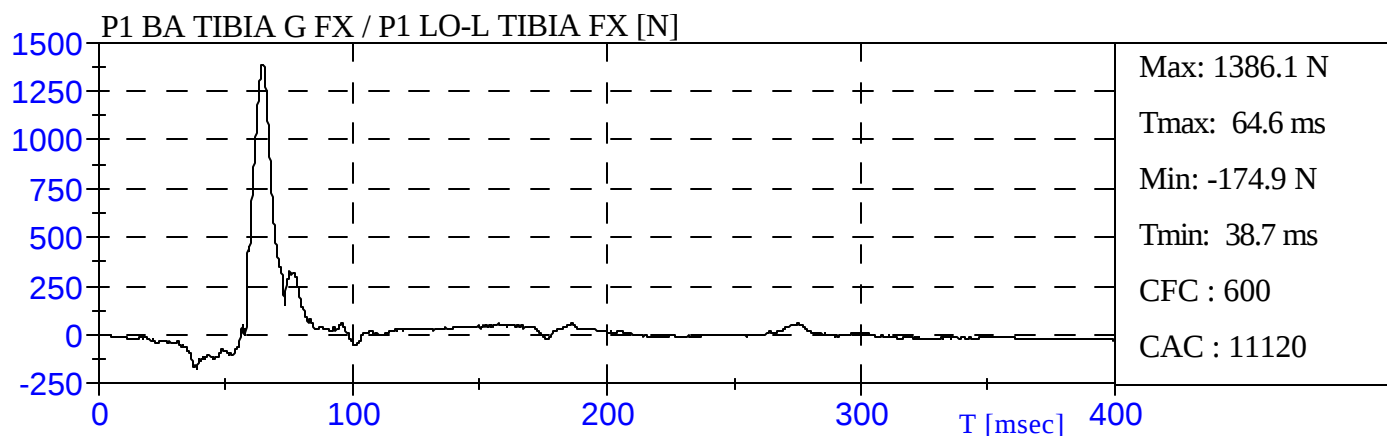


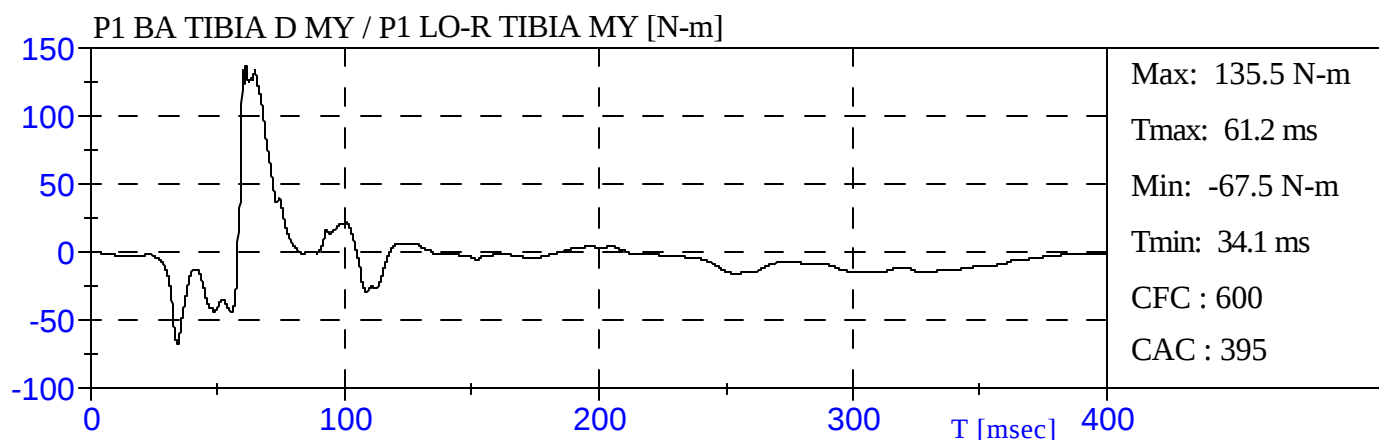
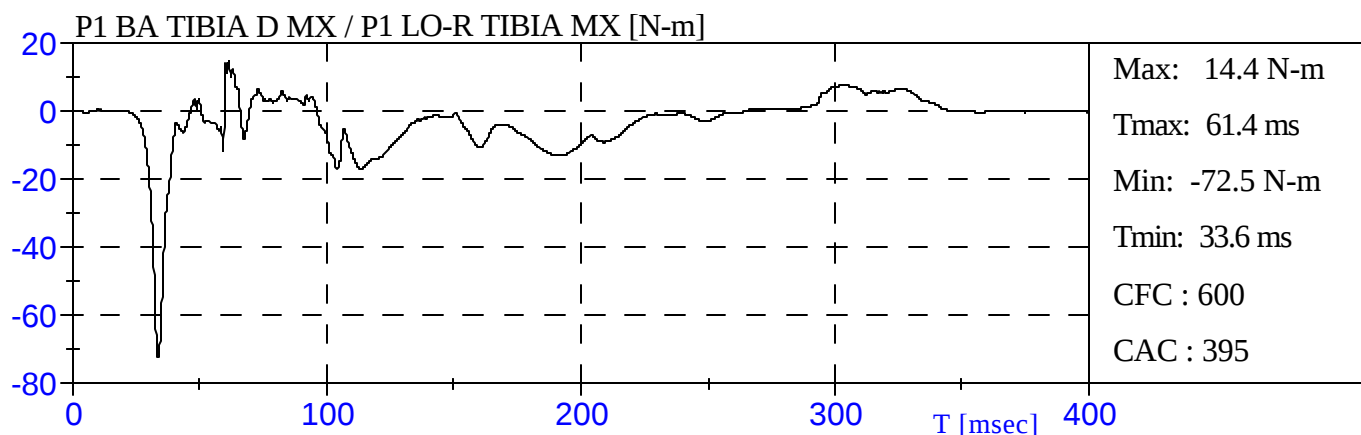
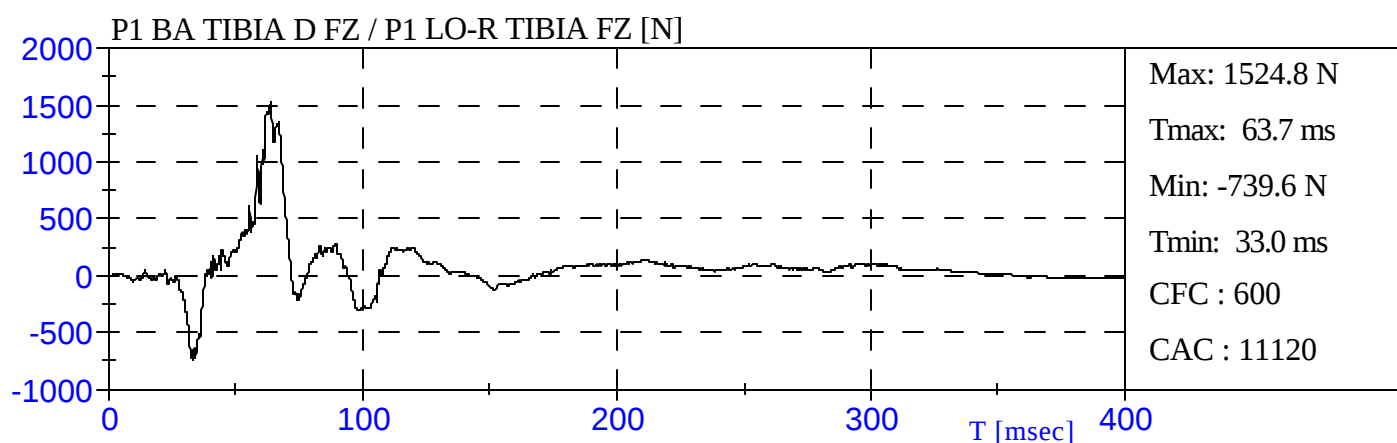
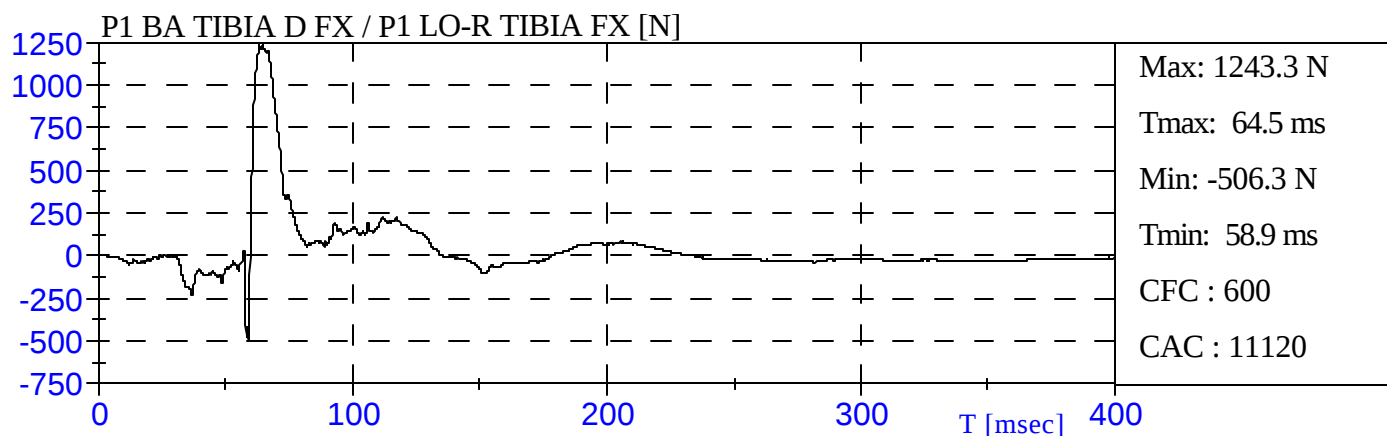


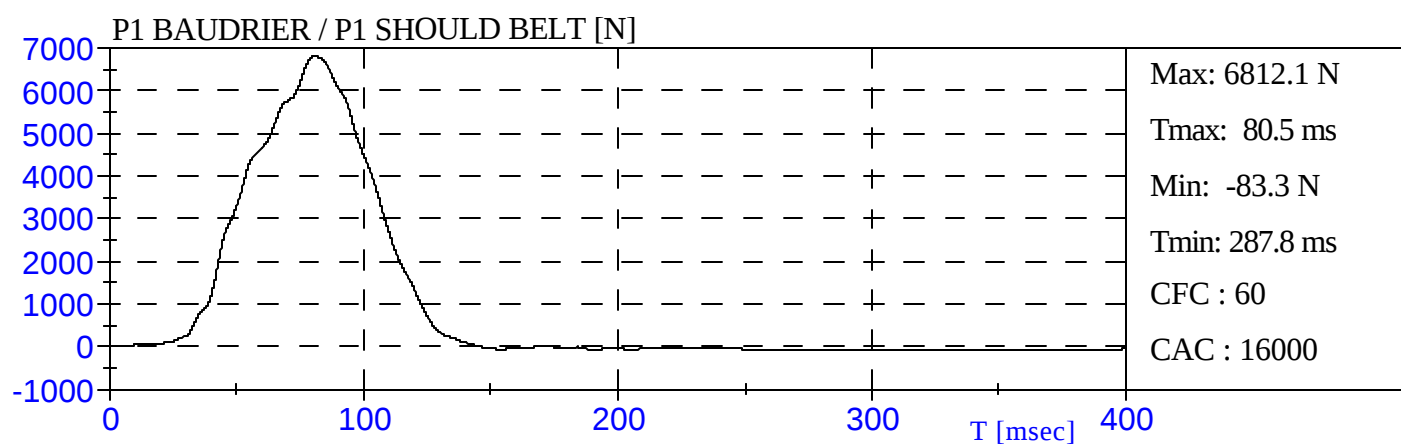
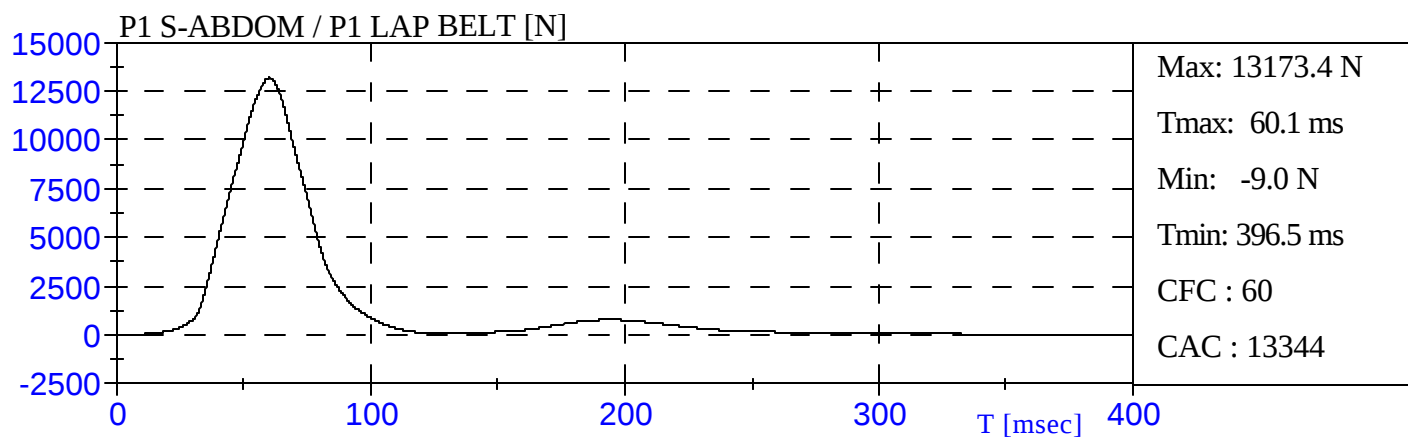


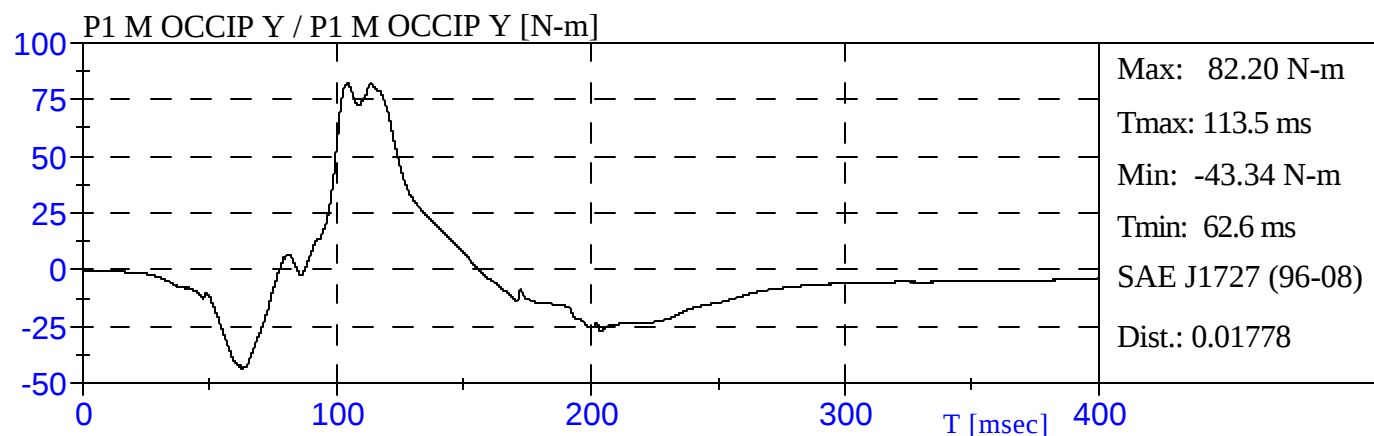


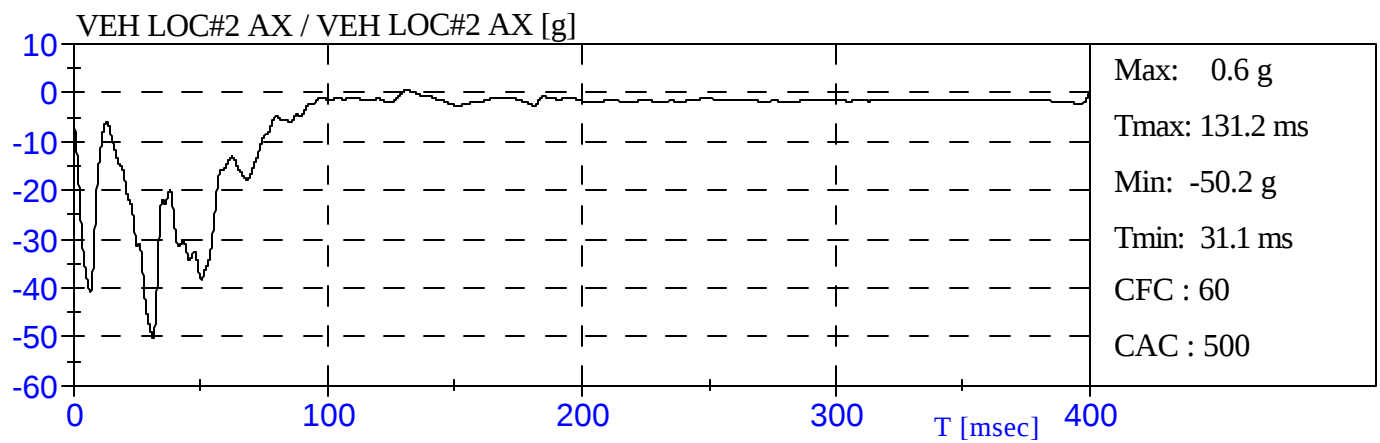
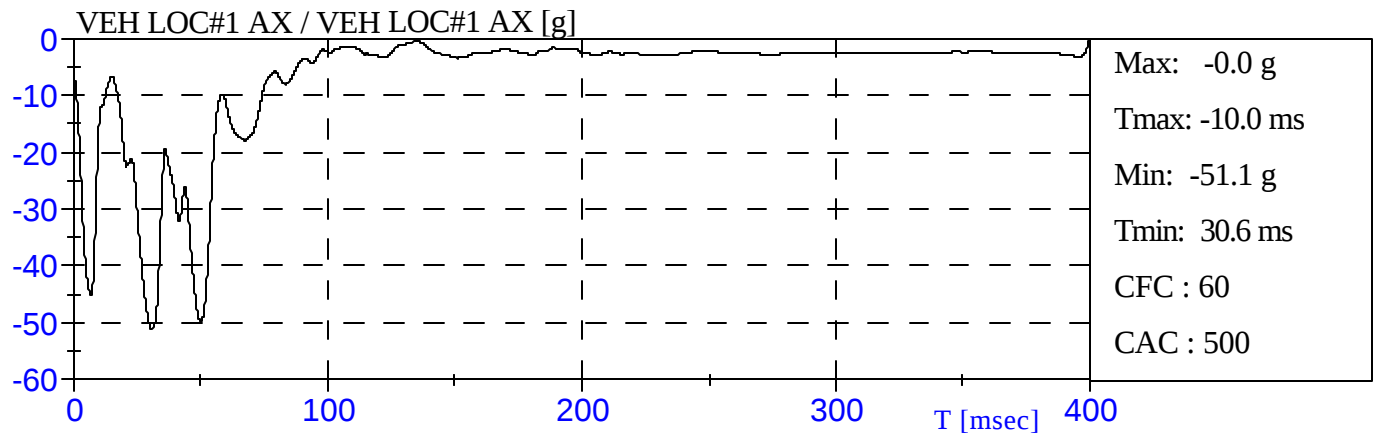


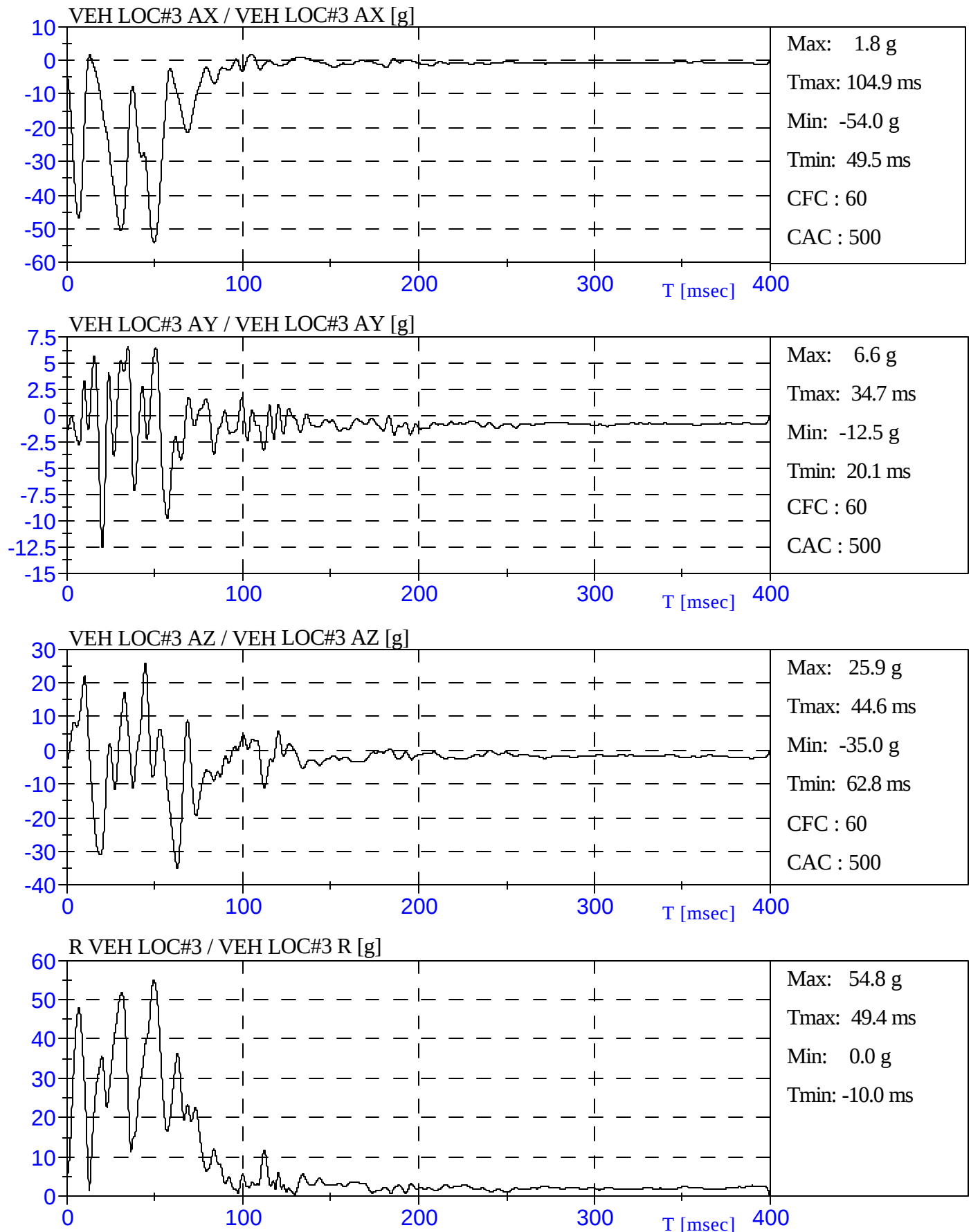


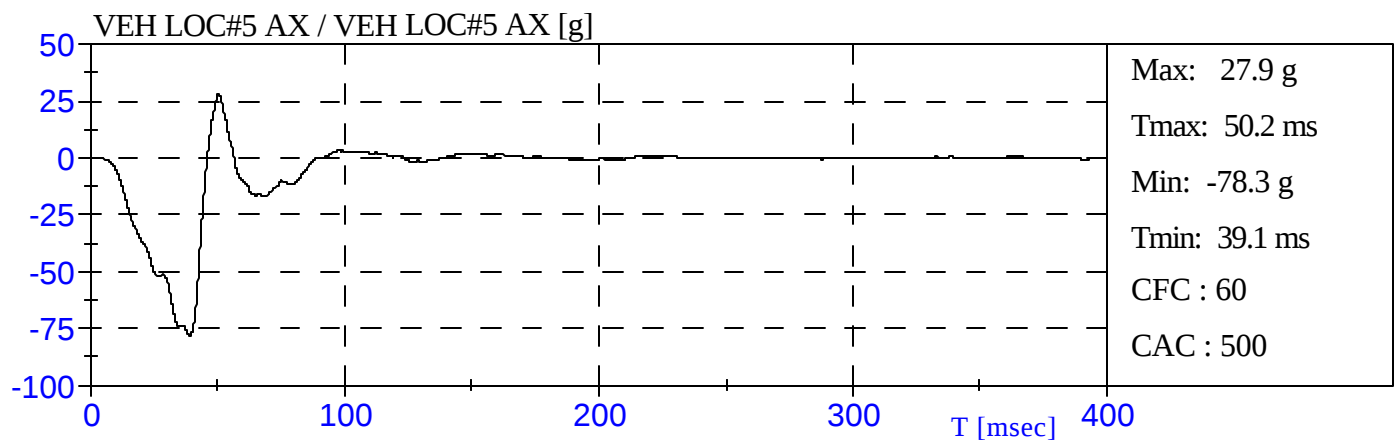
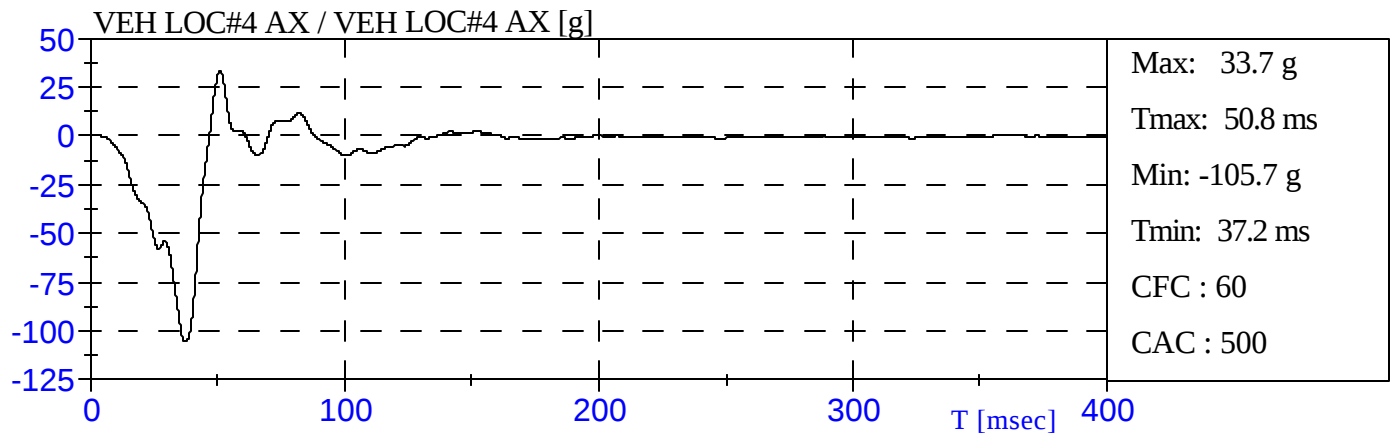


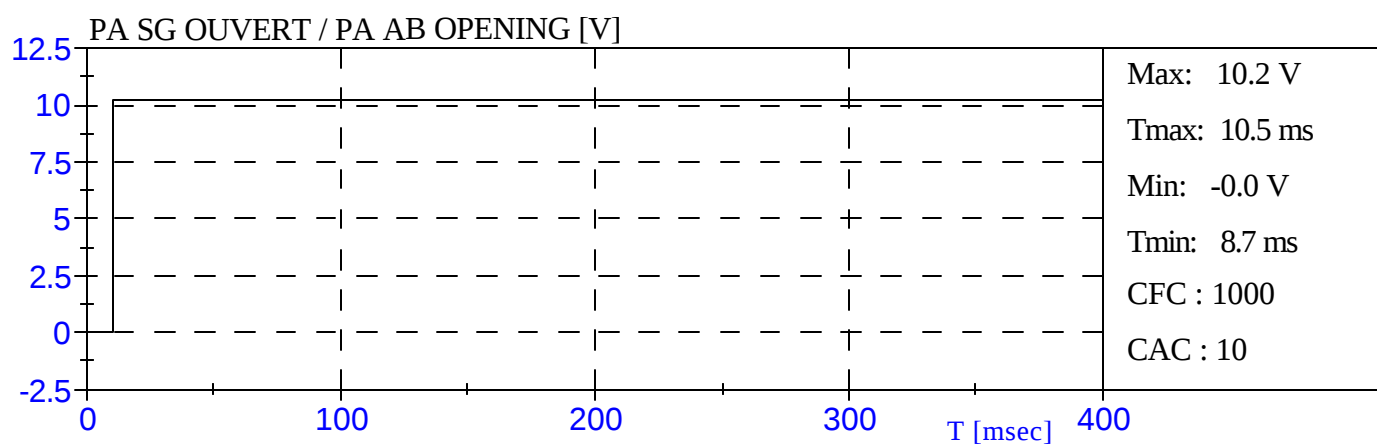
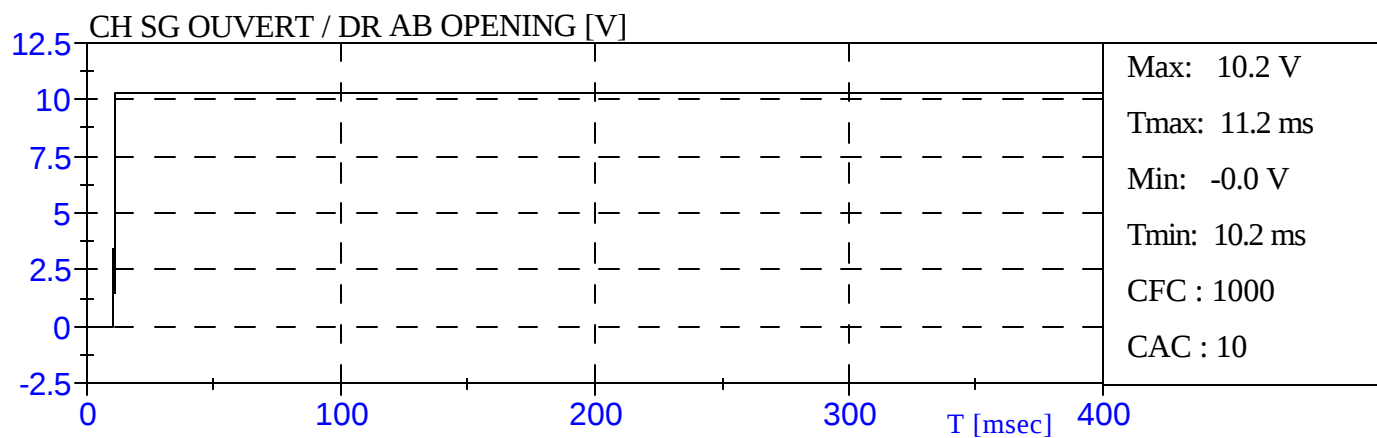


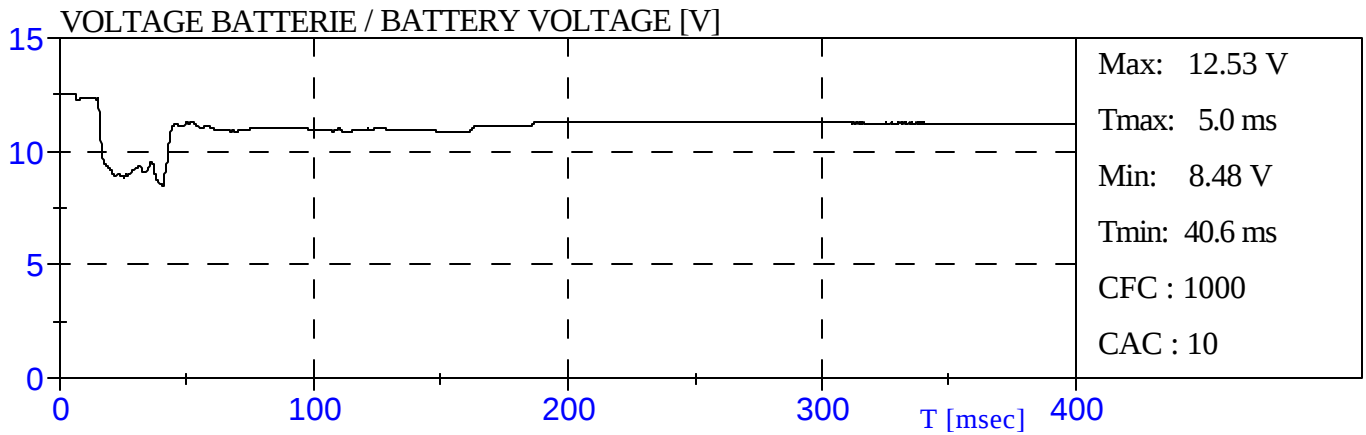


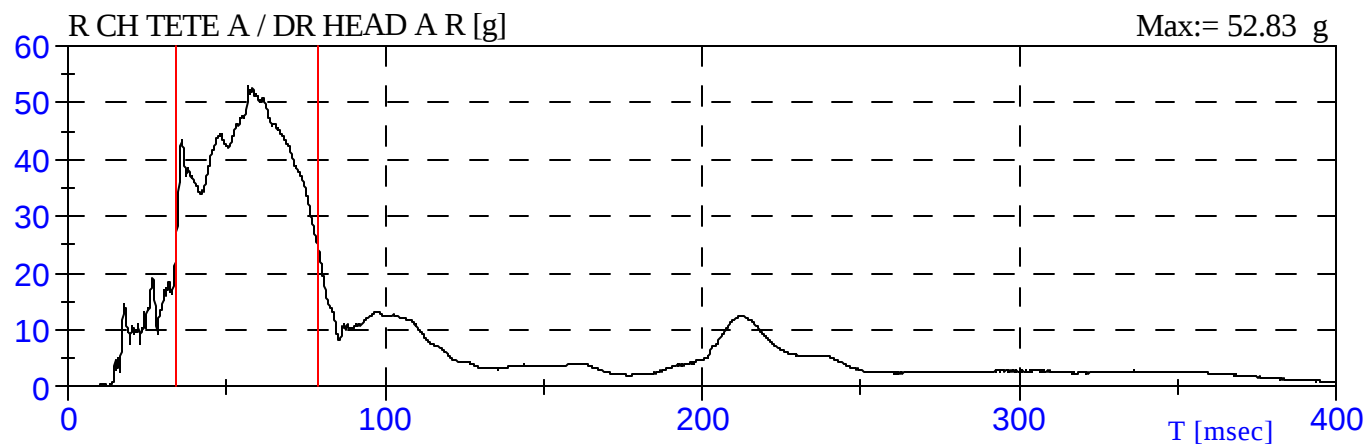










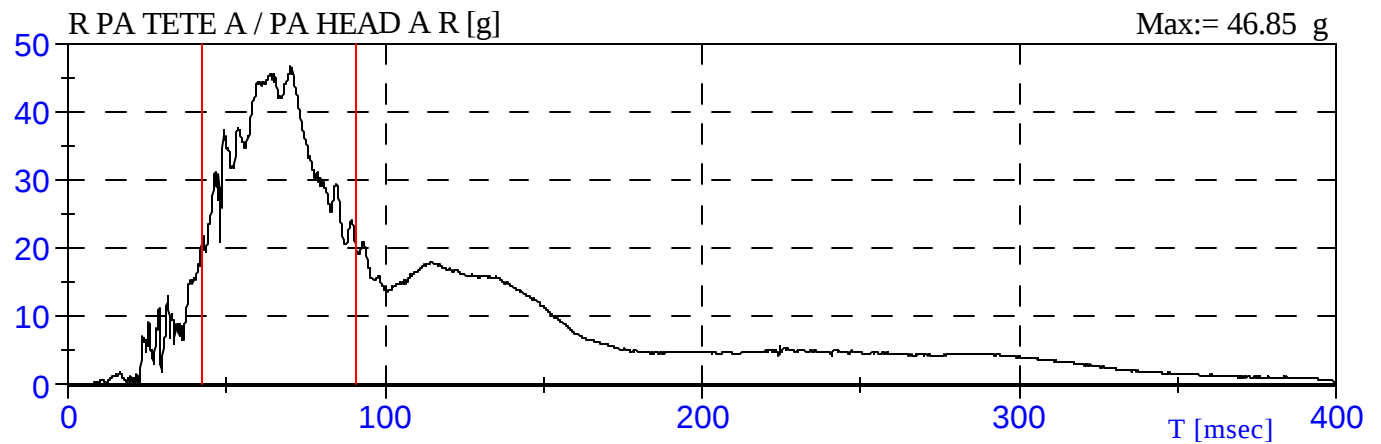


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 499	HIC(36ms):= 453	HIC(15ms):= 245
T1:= 34.0 ms	T1:= 35.2 ms	T1:= 52.2 ms
T2:= 78.6 ms	T2:= 71.2 ms	T2:= 67.2 ms

* Selon / According To: SAE J1727 96-08

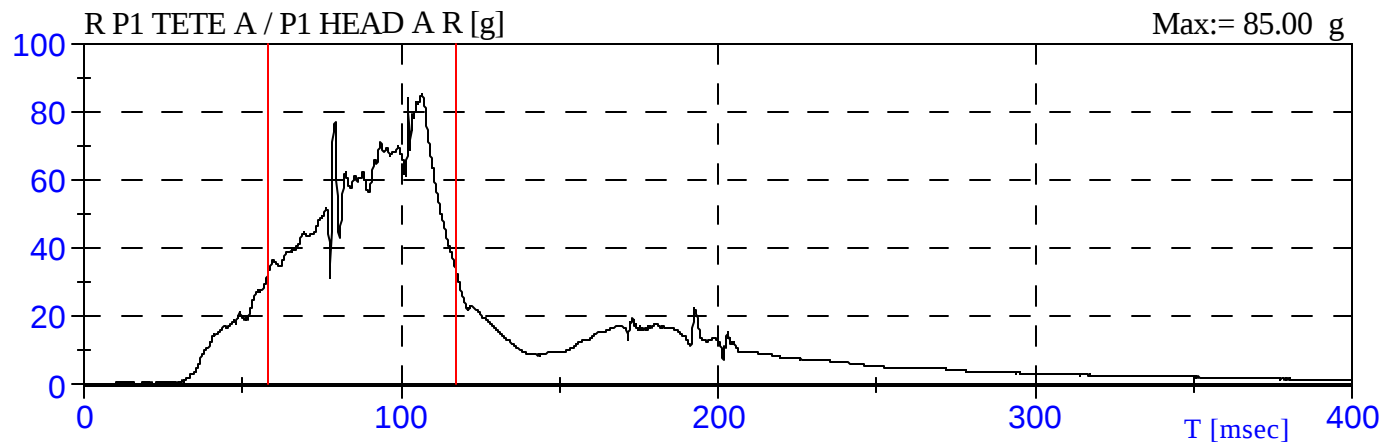


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 332	HIC(36ms):= 315	HIC(15ms):= 192
T1:= 41.9 ms	T1:= 45.6 ms	T1:= 57.8 ms
T2:= 90.7 ms	T2:= 81.6 ms	T2:= 72.8 ms

* Selon / According To: SAE J1727 96-08

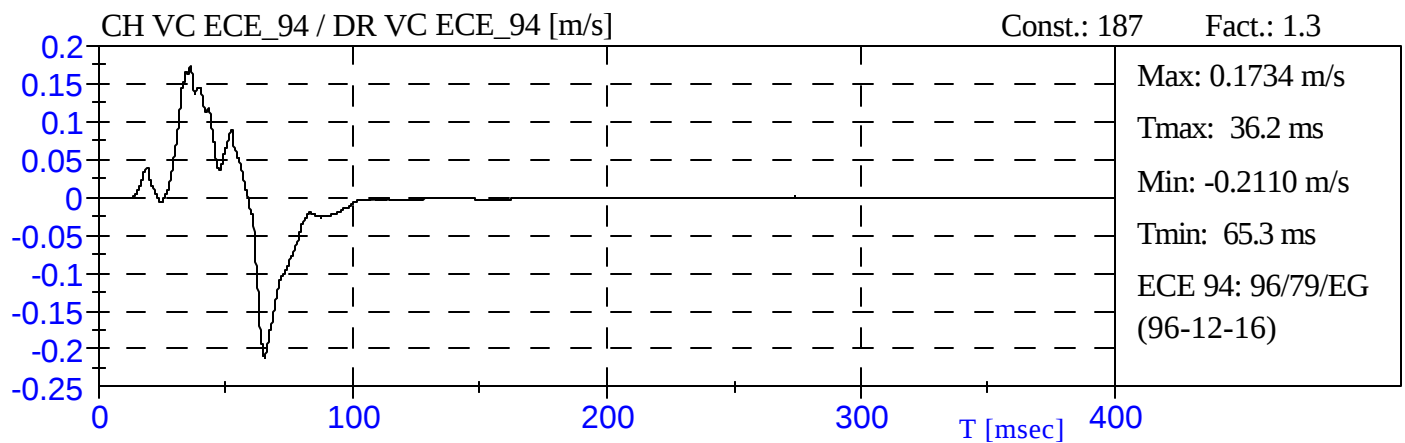
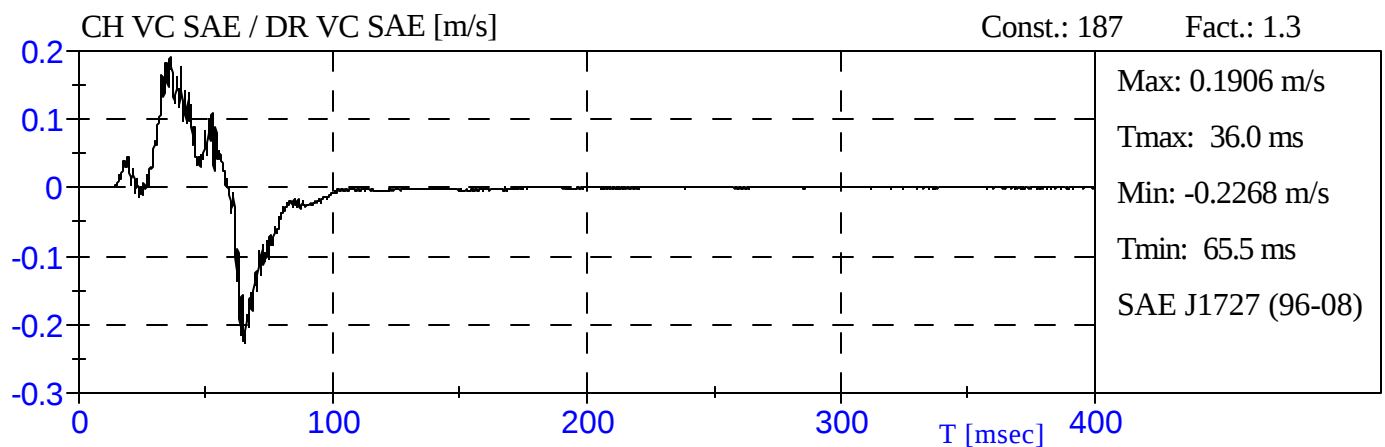
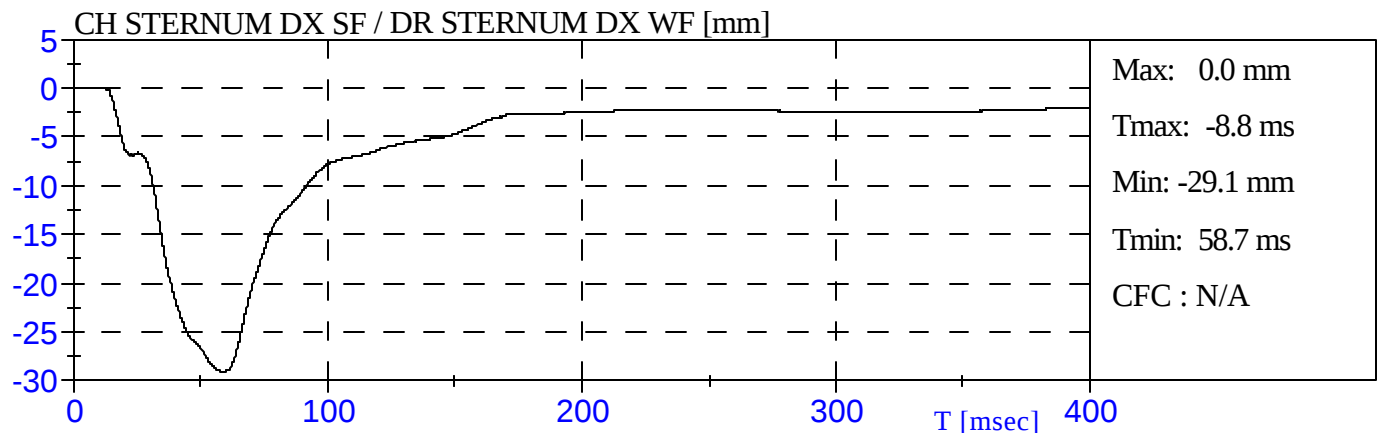


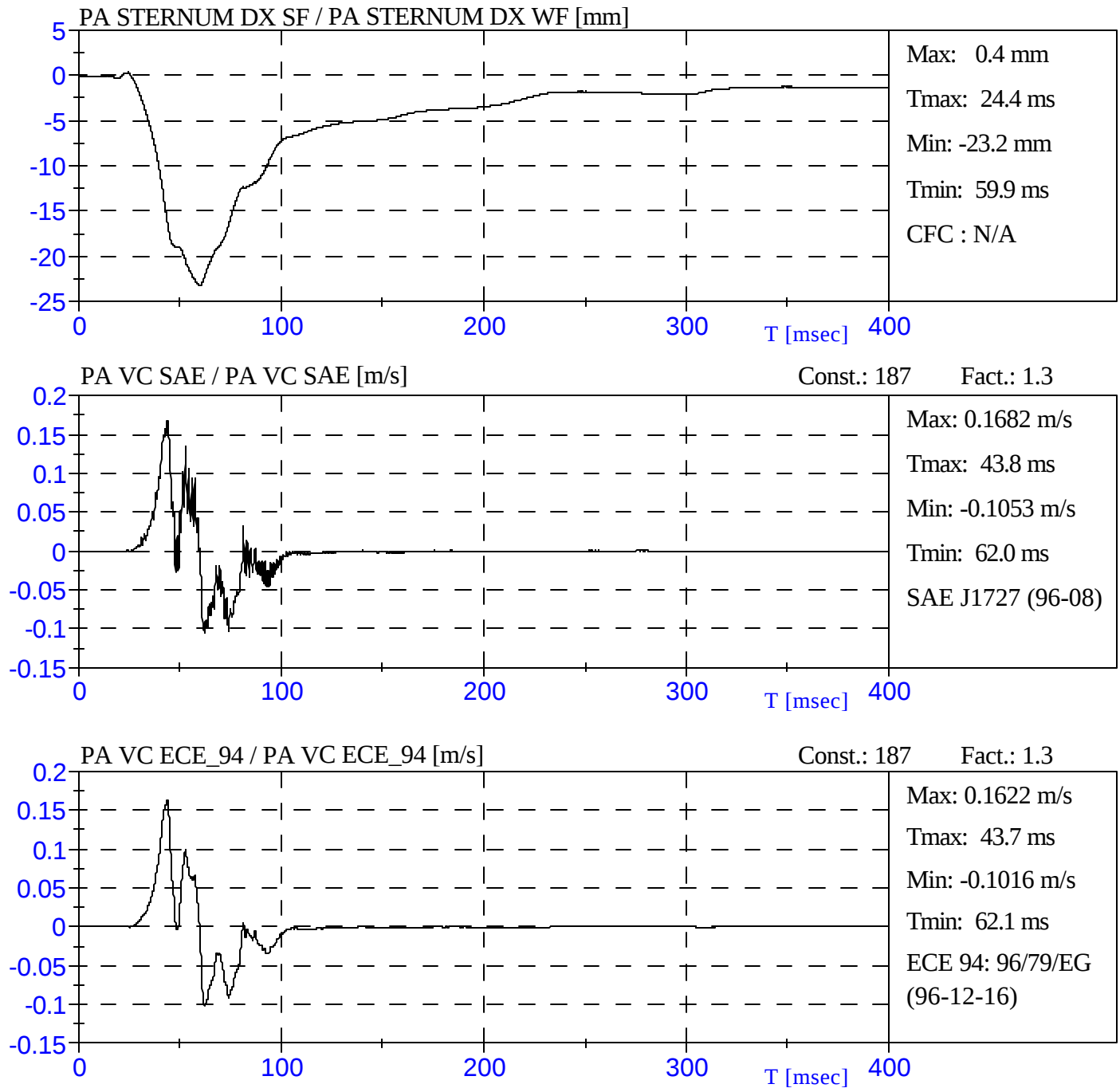
HEAD INJURY CRITERIA (HIC) *

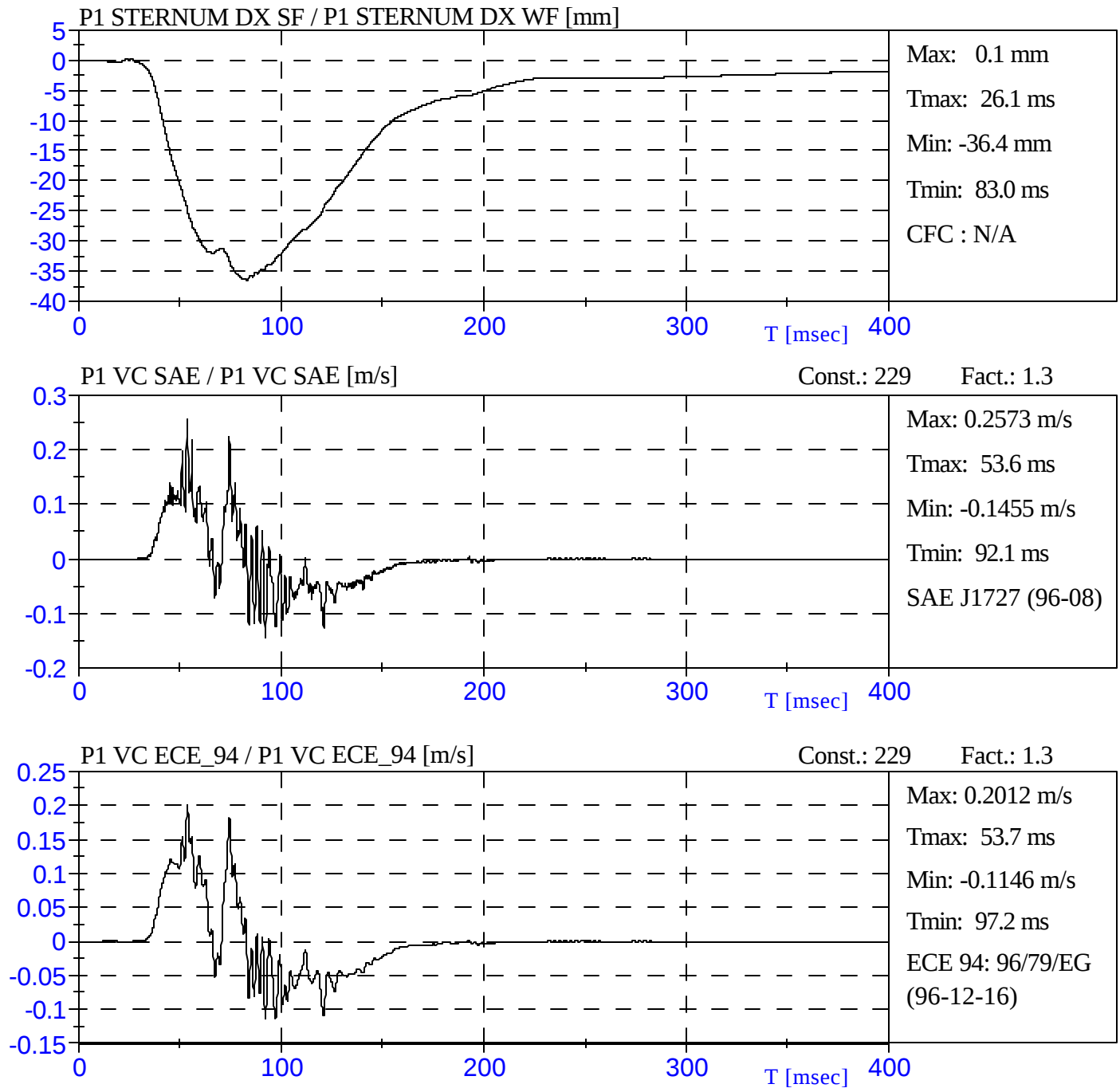
CRITÈRE DE BLESSURE DE LA TÊTE

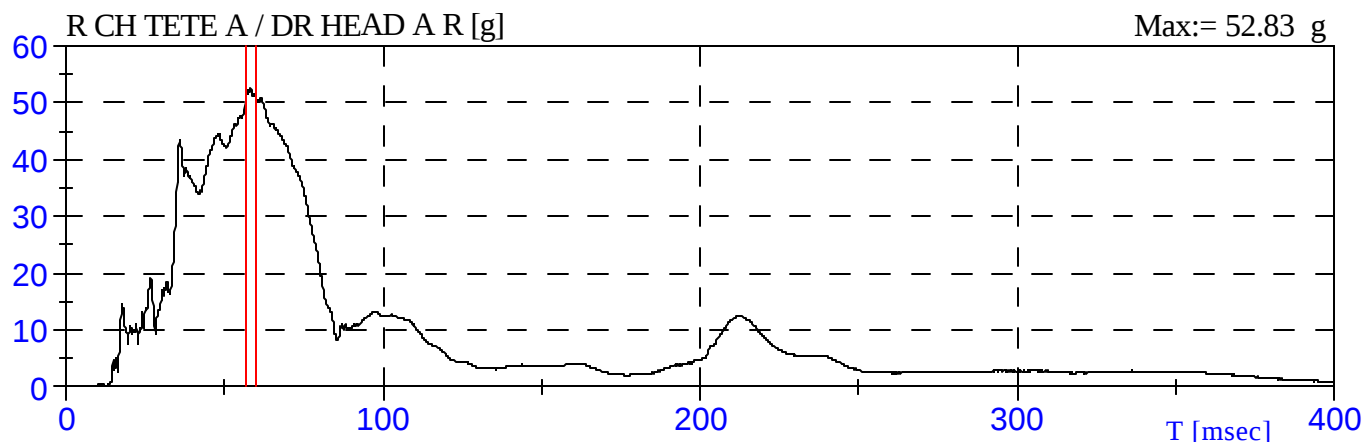
HIC:= 1377	HIC(36ms):= 1236	HIC(15ms):= 684
T1:= 58.2 ms	T1:= 77.9 ms	T1:= 93.7 ms
T2:= 117.3 ms	T2:= 113.9 ms	T2:= 108.7 ms

* Selon / According To: SAE J1727 96-08



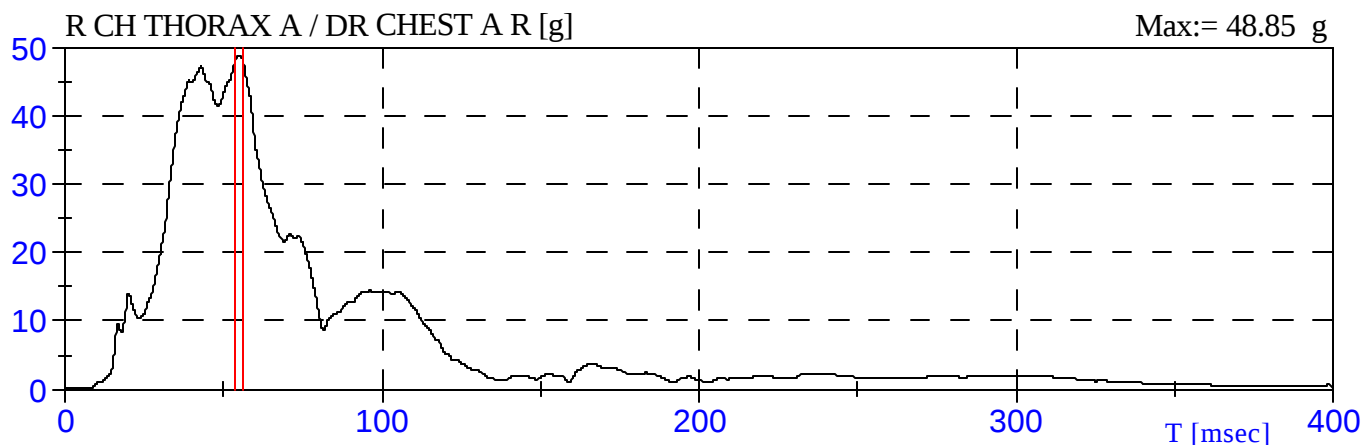






CLIP 3ms *

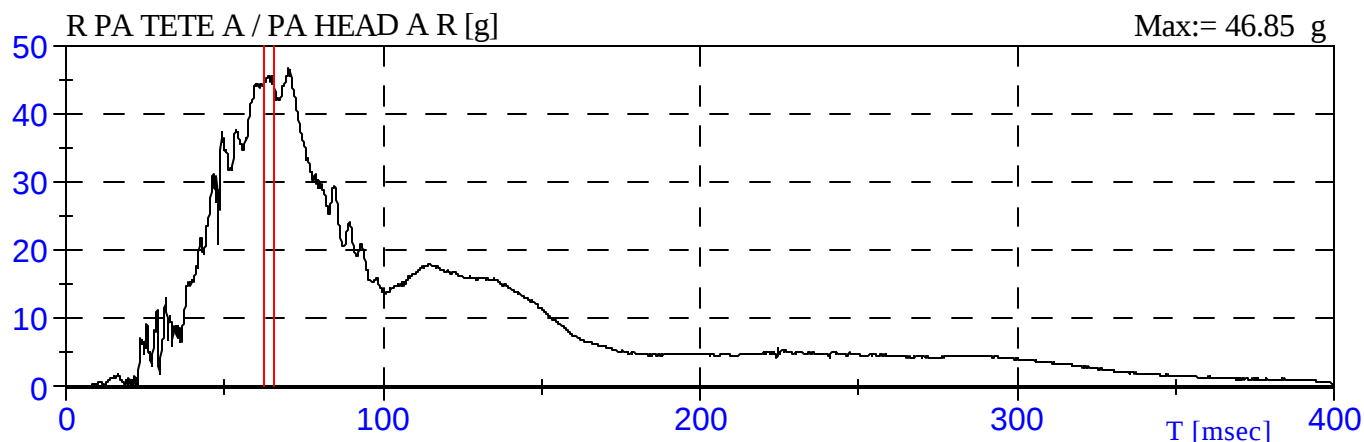
Acc. := 51.11 g	T1:= 56.5 ms	T2:= 59.6 ms
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CLIP 3ms *

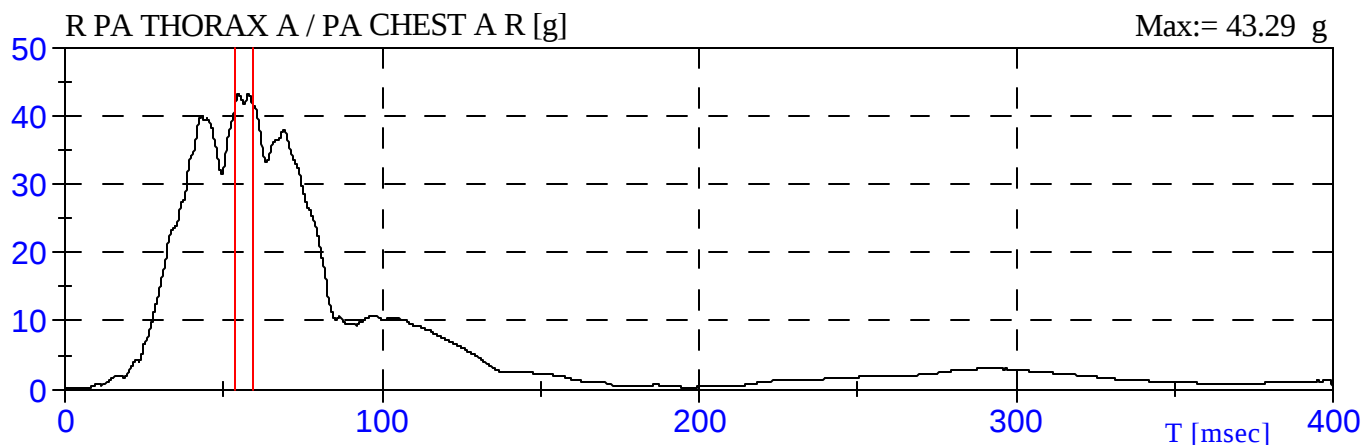
Acc. := 47.54 g	T1:= 53.3 ms	T2:= 56.3 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

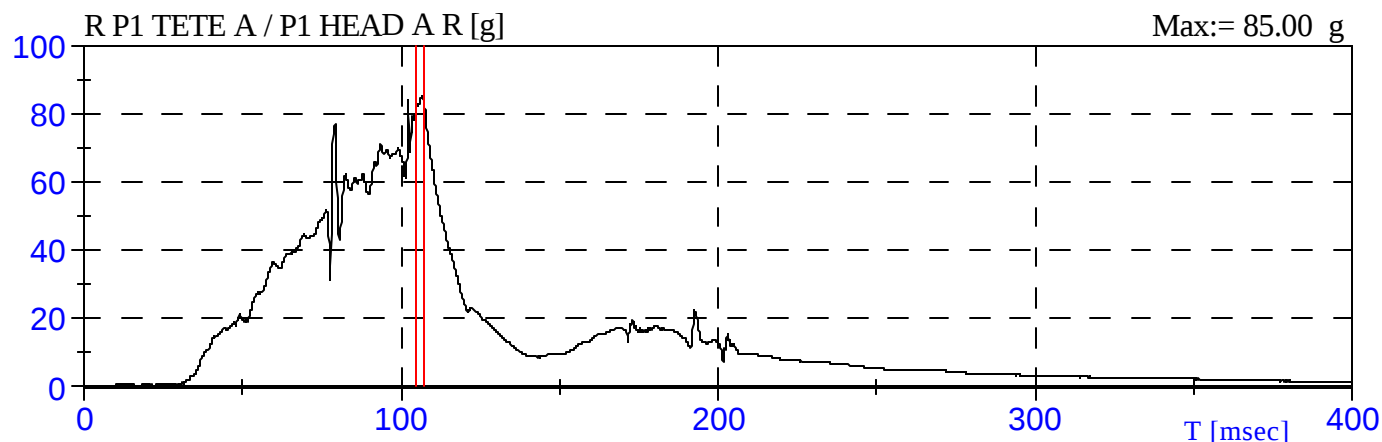
Acc. := 44.28 g	T1:= 62.5 ms	T2:= 65.7 ms
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CLIP 3ms *

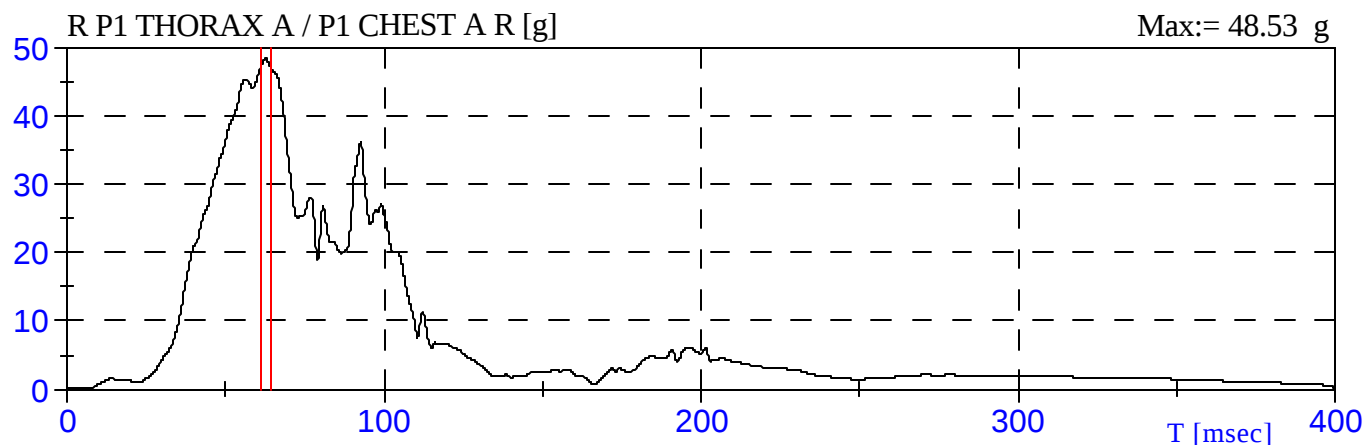
Acc. := 41.69 g	T1:= 53.7 ms	T2:= 59.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 81.34 g	T1:= 104.4 ms	T2:= 107.4 ms
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CLIP 3ms *

Acc. := 47.16 g	T1:= 61.0 ms	T2:= 64.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 115 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.770	1.131
BAS / LOWER	0.655	0.528

TI Passager / Passenger

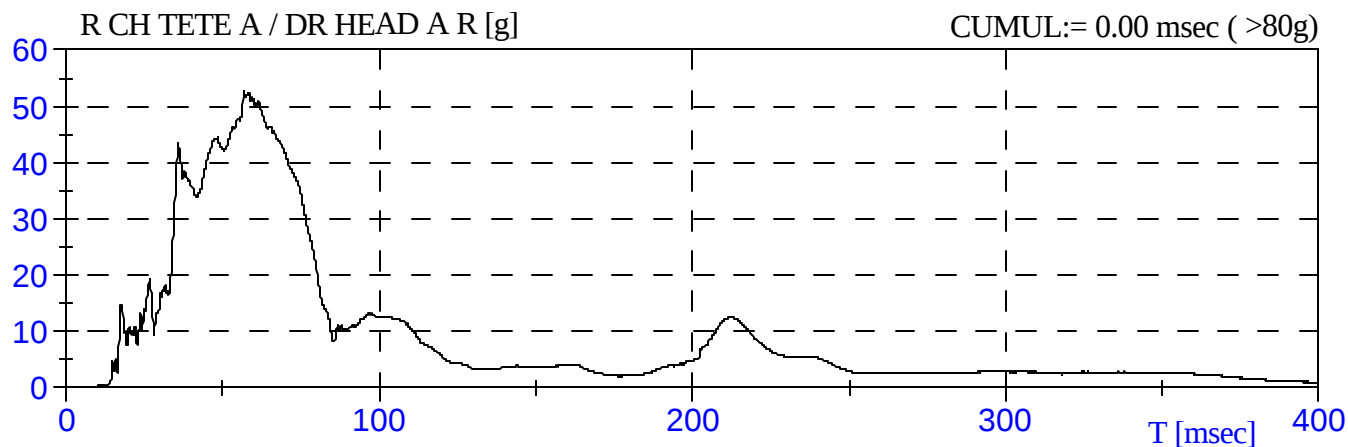
Mc := 115 N-m

Fc := 22.9 kN

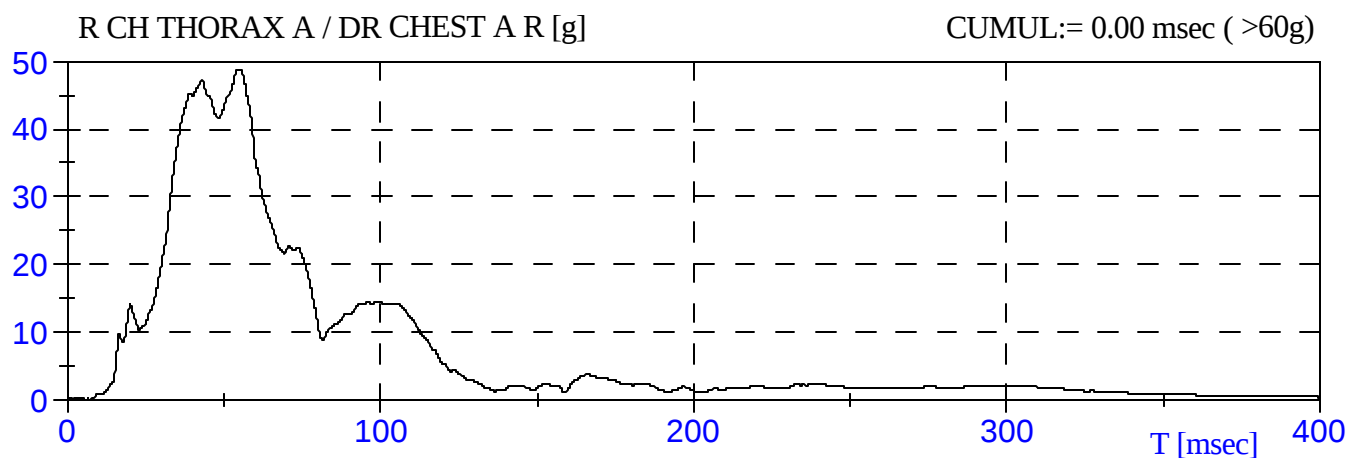
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.888	1.676
BAS / LOWER	0.764	0.667

* Selon / According To: SAE J1727 AUG 96

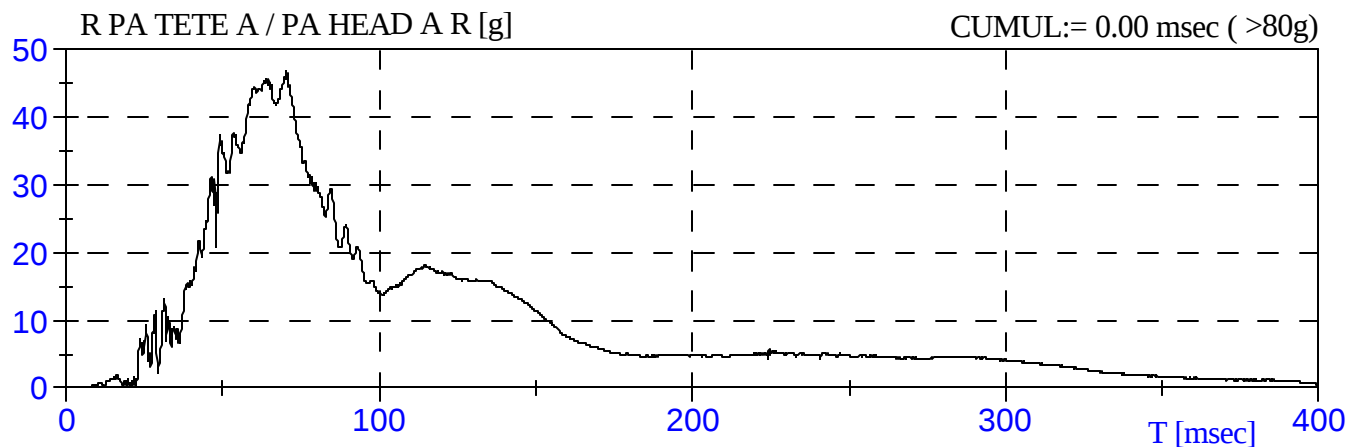
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



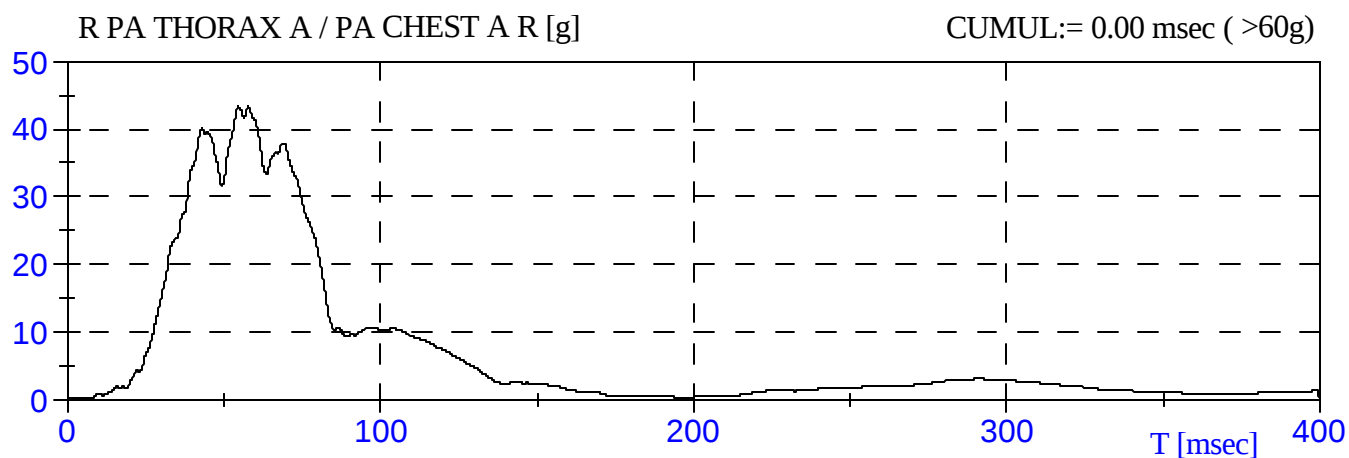
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



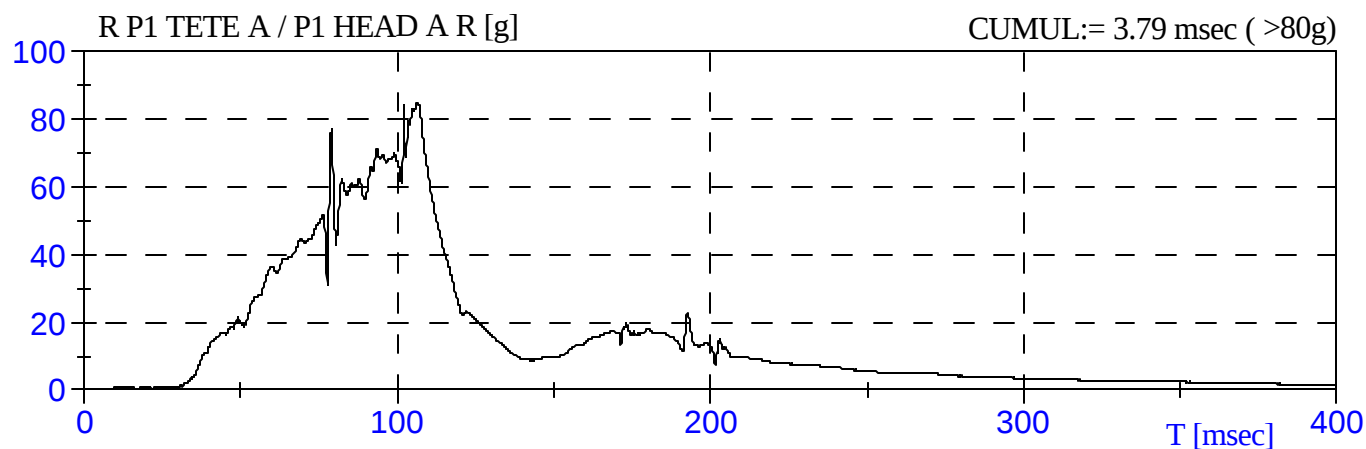
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



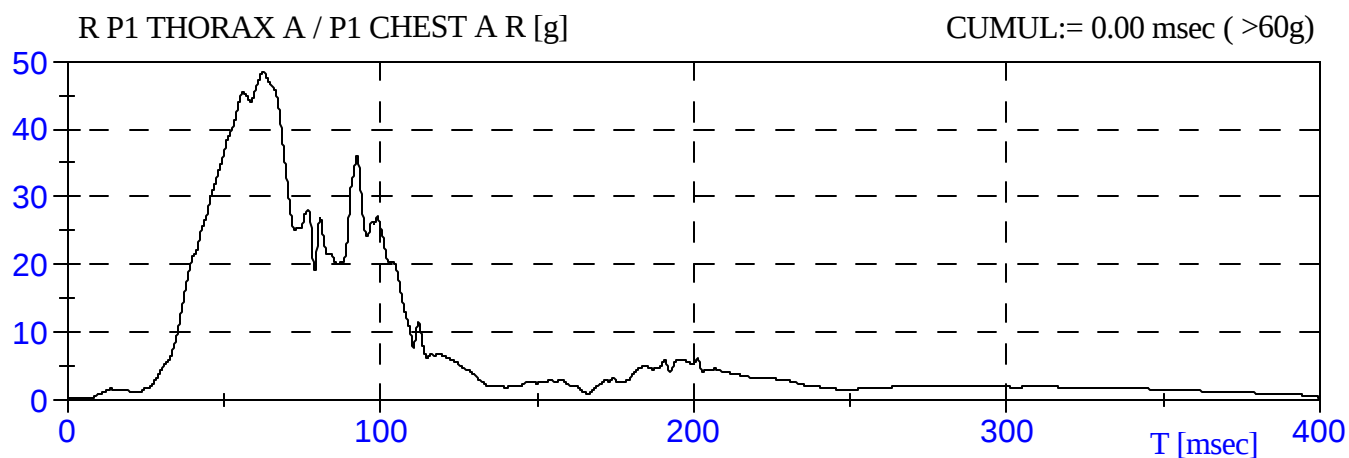
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.60$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.60	0.24	0.10	0.10	Fc	155
				Ec	67

Passager / Passenger

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

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.85	0.12	0.30	0.21	Fc	155
				Ec	67

Passager 1/ Passenger 1

$$N_{ij}^* = 0.63$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	6806
				Cc	6160
0.57	0.03	0.63	0.00	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA ETR D LAT FZ: N'est pas valide à partir de 54.5 ms.
PA HT TIBIA G FX: N'est pas valide à partir de 54.6 ms.
PA BA TIBIA D MX: N'est pas valide à partir de 55.6 ms.
P1 BA COU MY: N'est pas valide de 100.2 ms à 114.5 ms.

PA R-CLV LAT FZ: Is not valid from 54.5 ms.
PA UP-L TIBIA FX: Is not valid from 54.6 ms.
PA LO-R TIBIA MX: Is not valid from 55.6 ms.
P1 LO NECK MY: Is not valid from 100.2 ms to 114.5 ms.