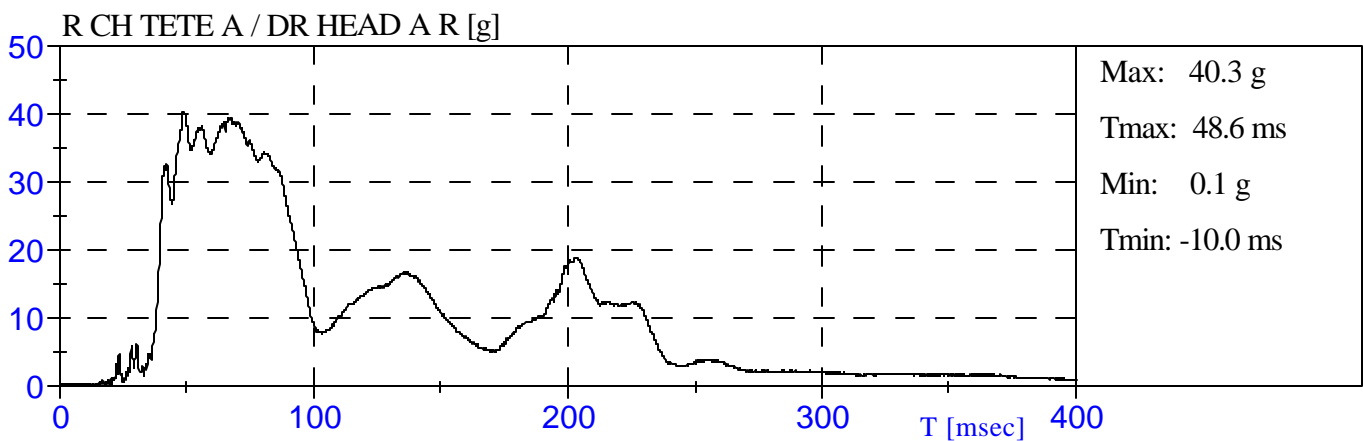
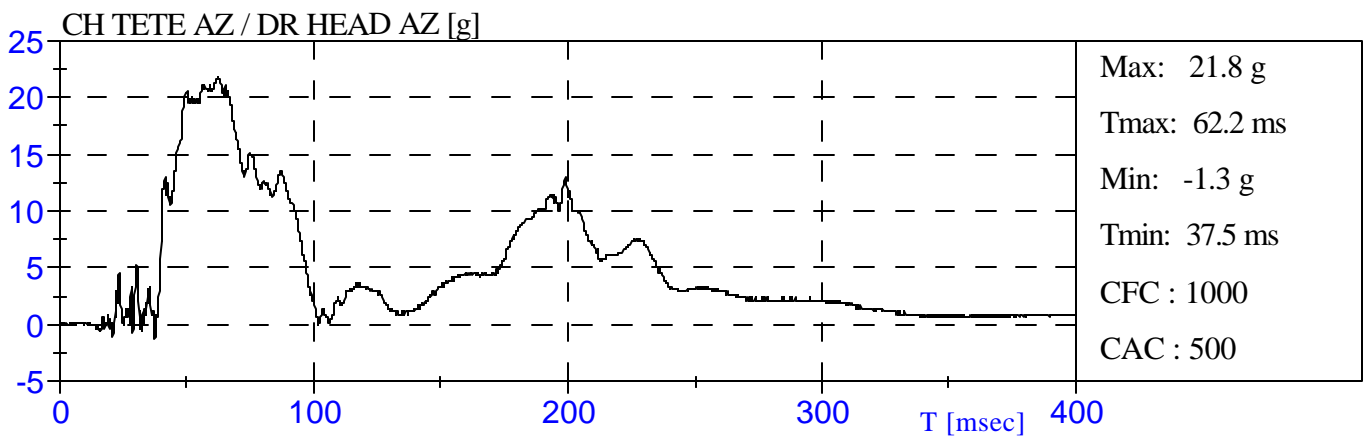
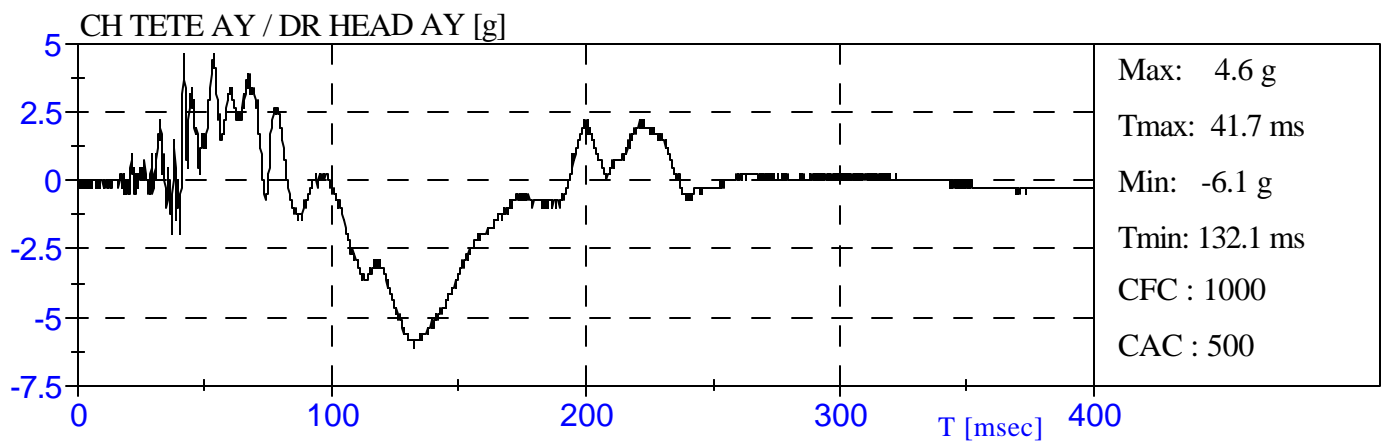
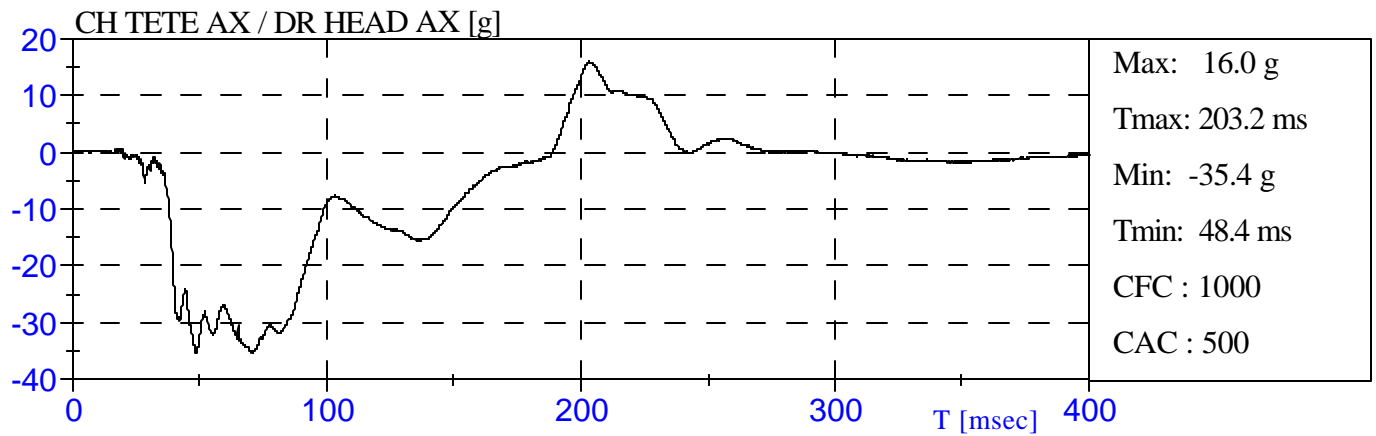
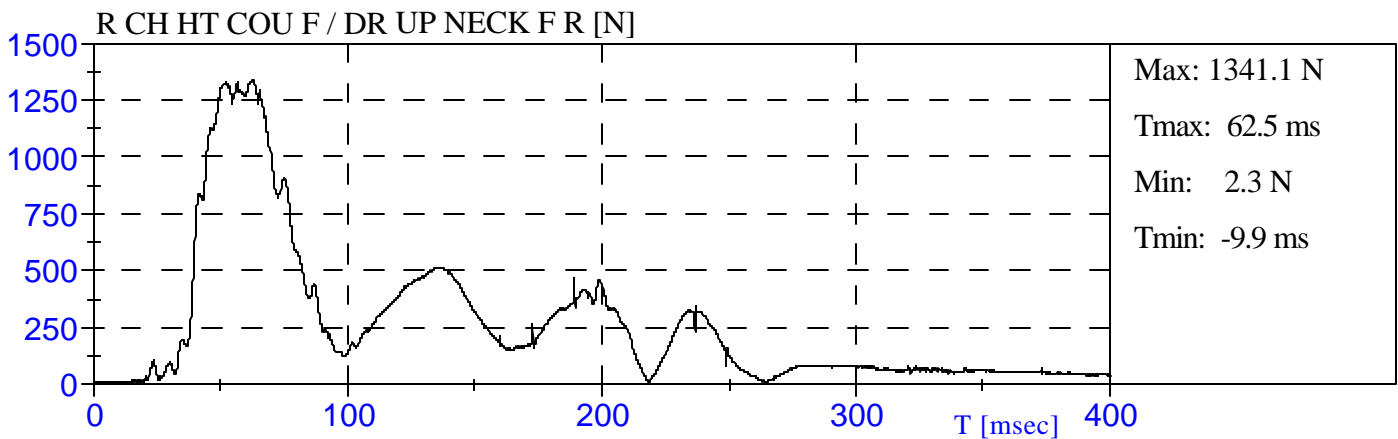
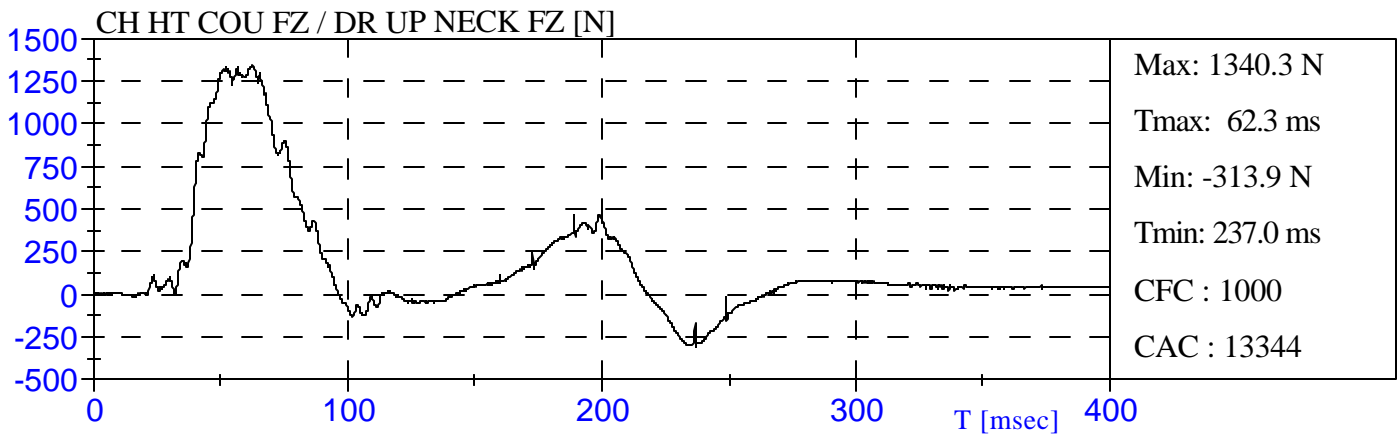
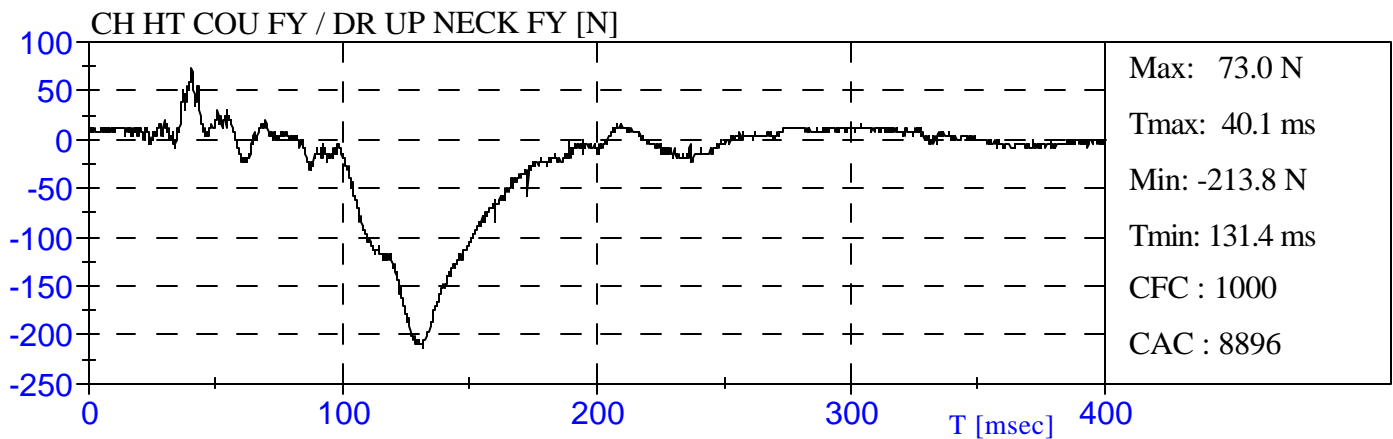
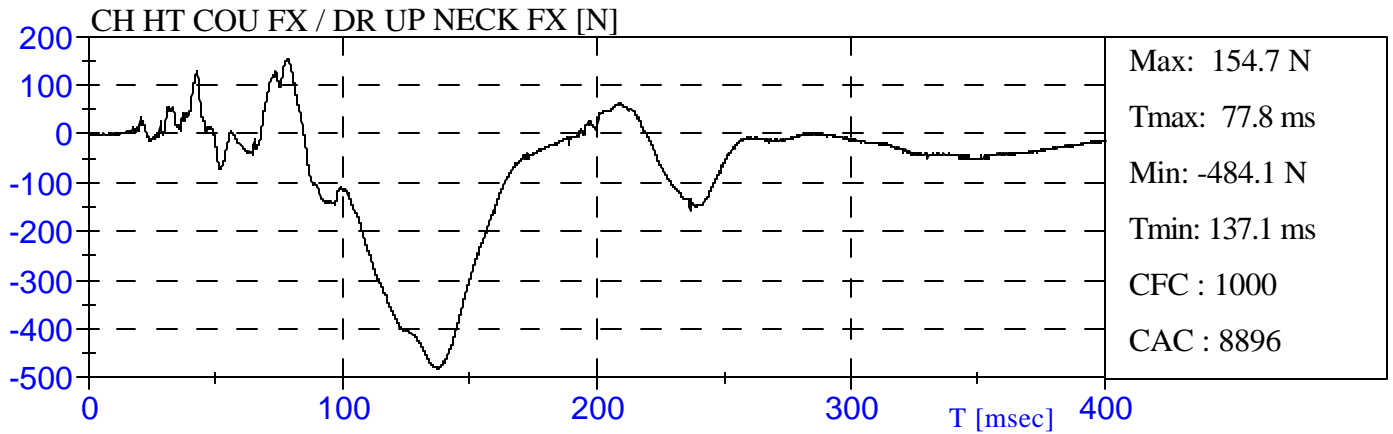
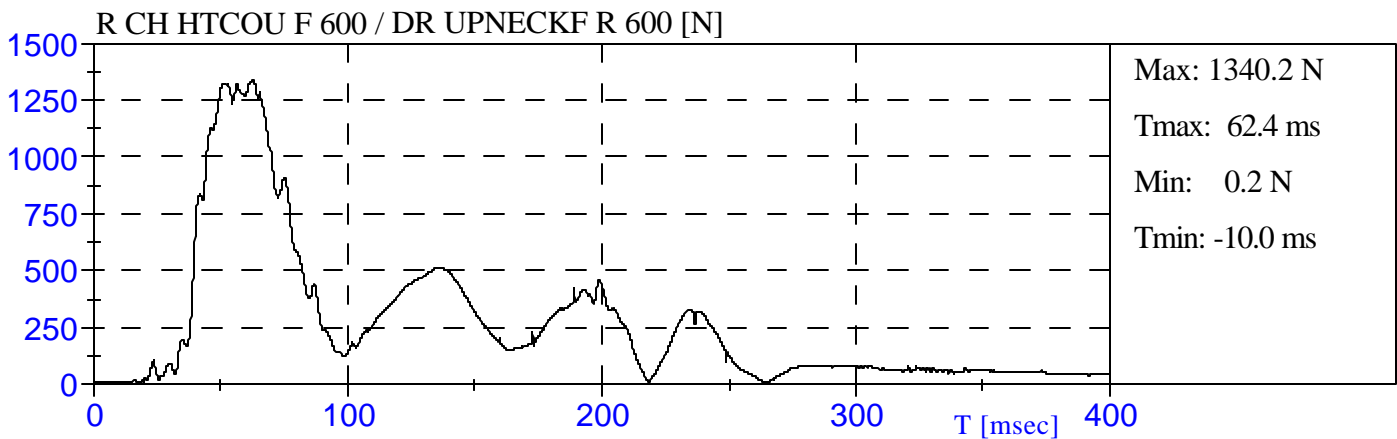
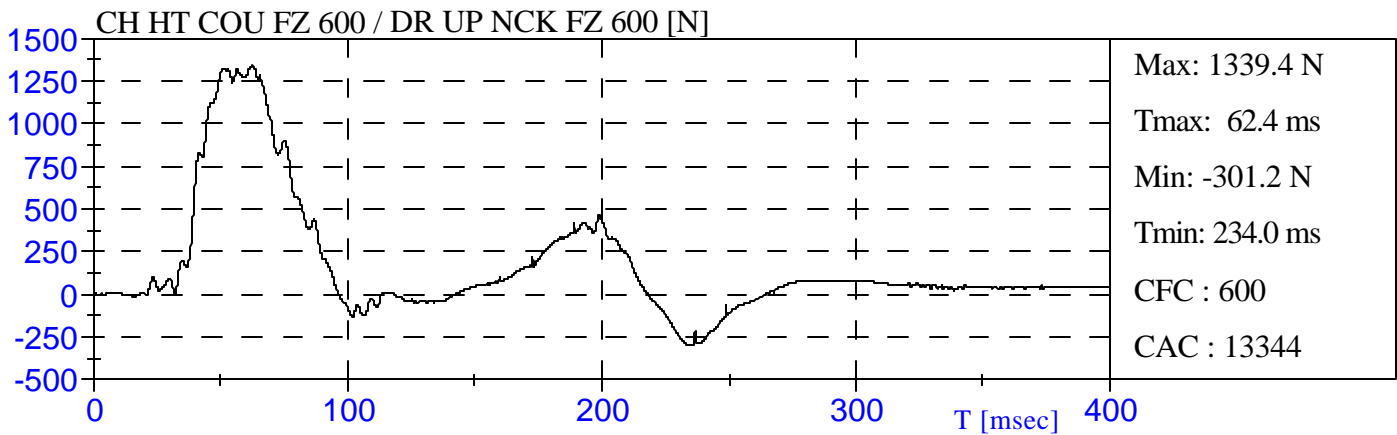
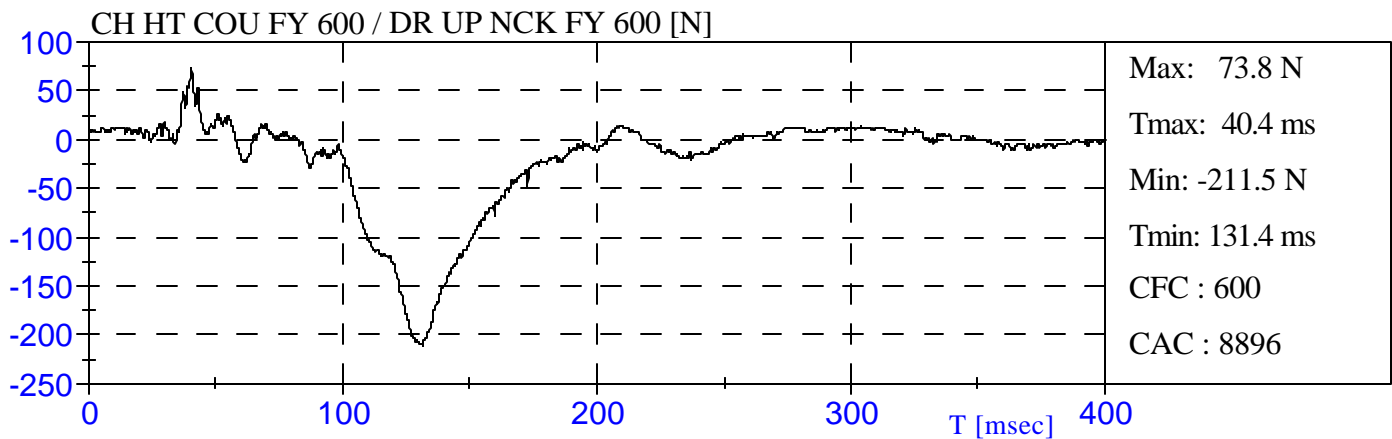
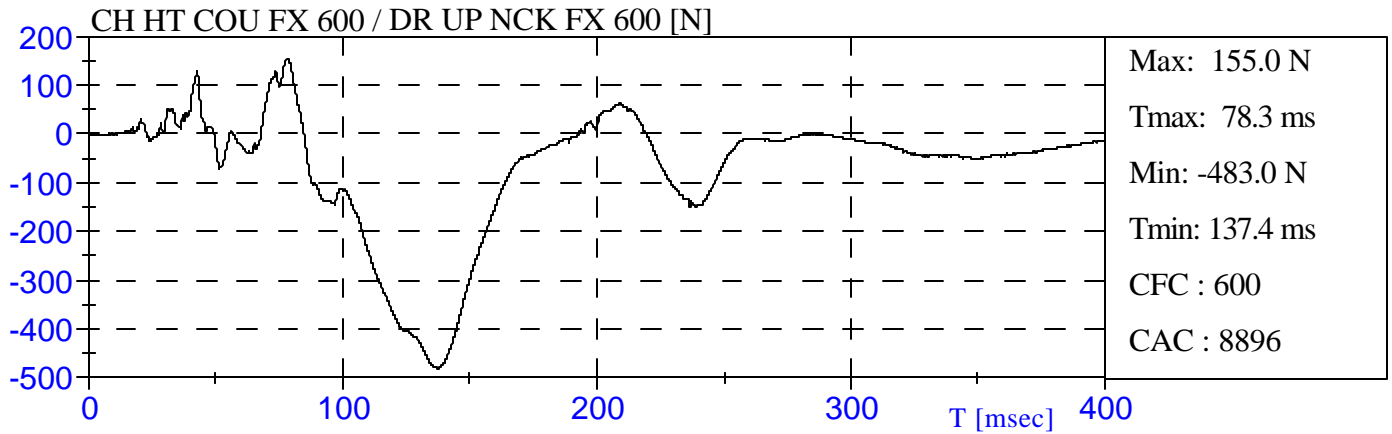
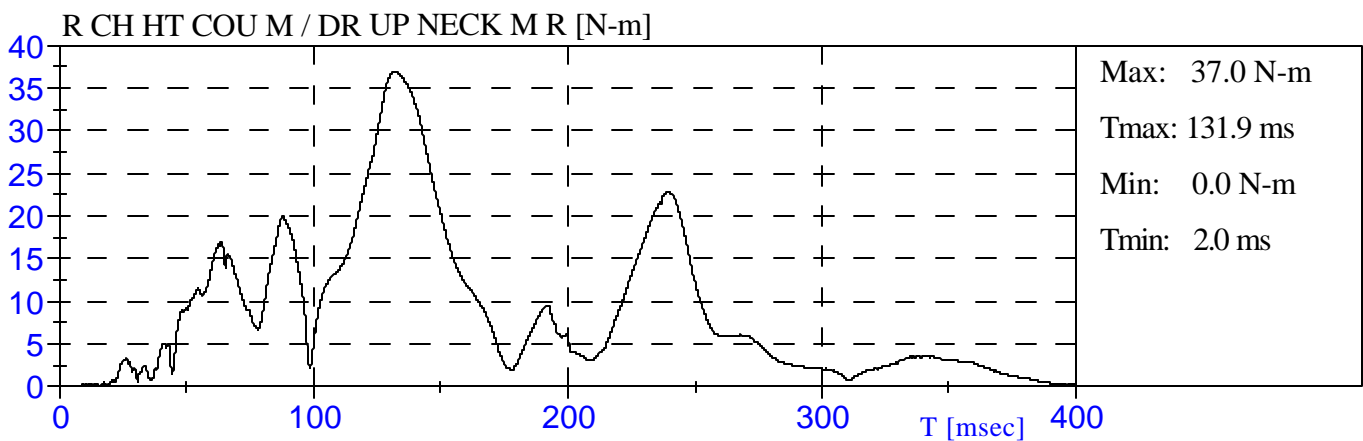
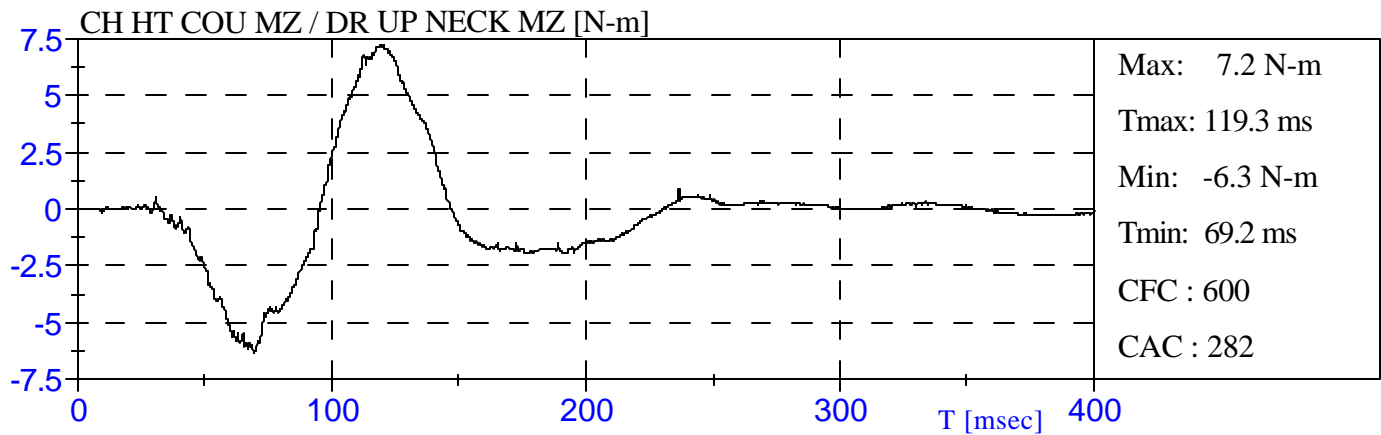
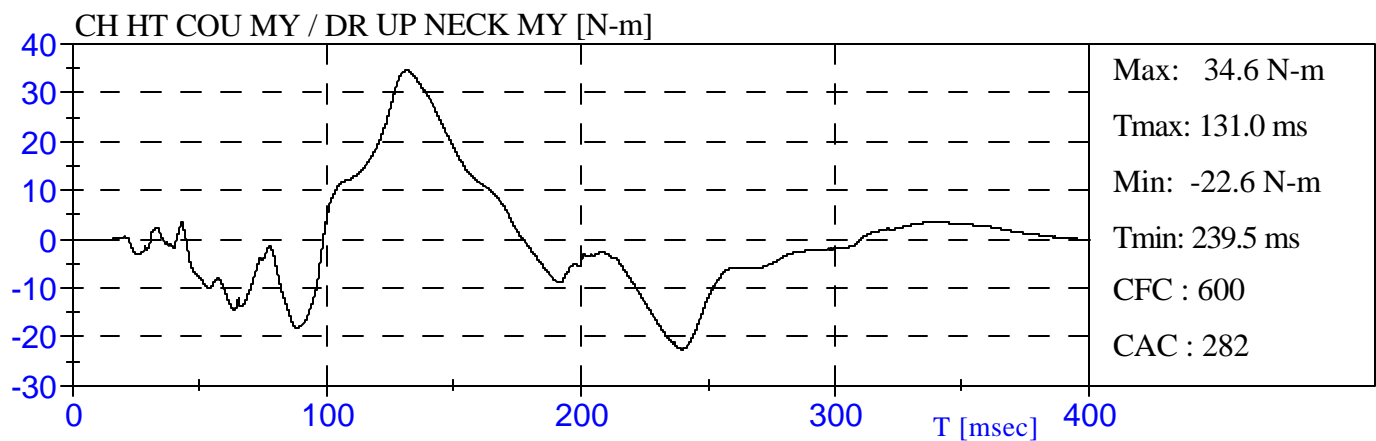
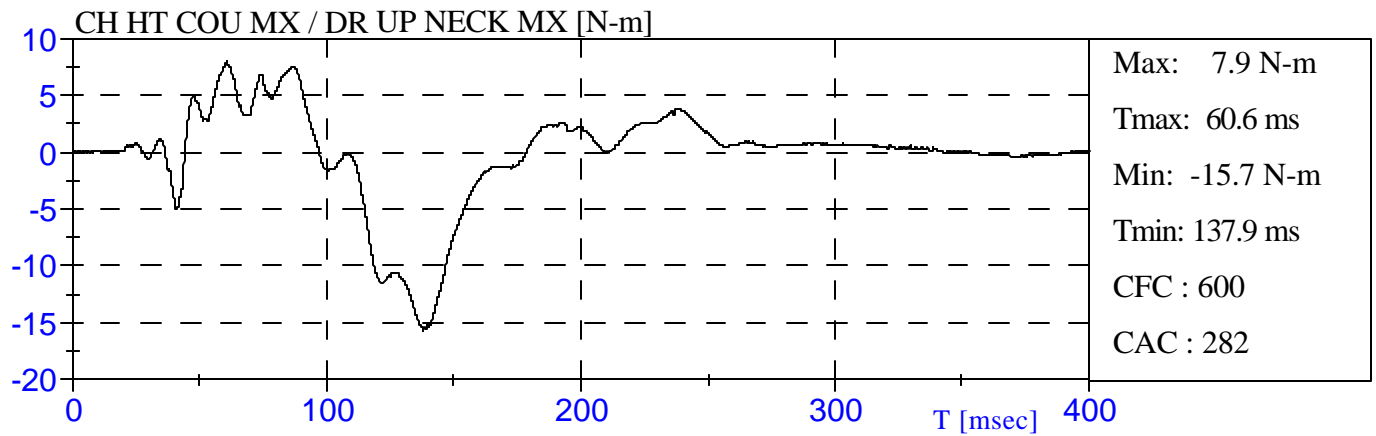


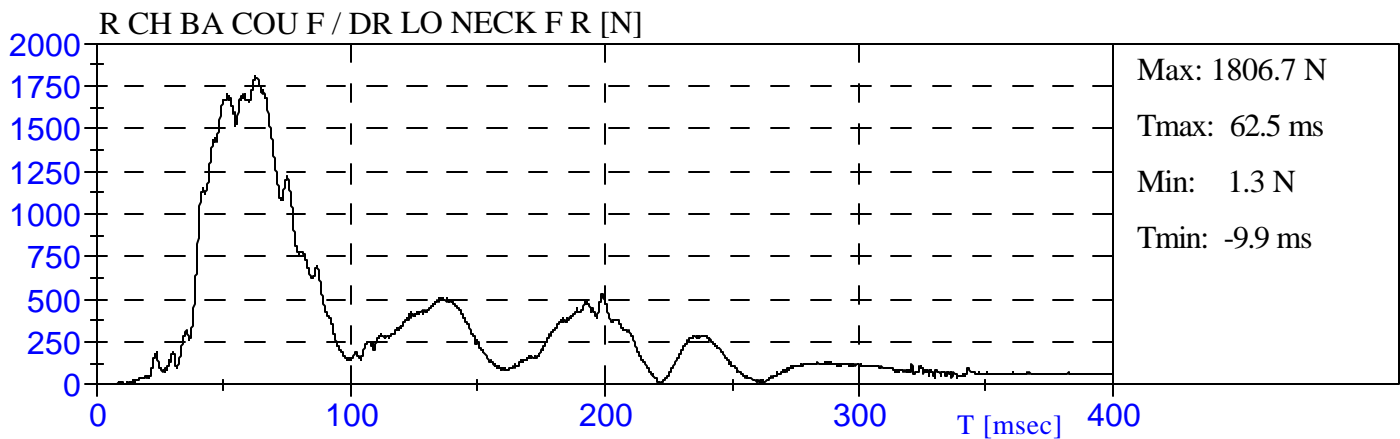
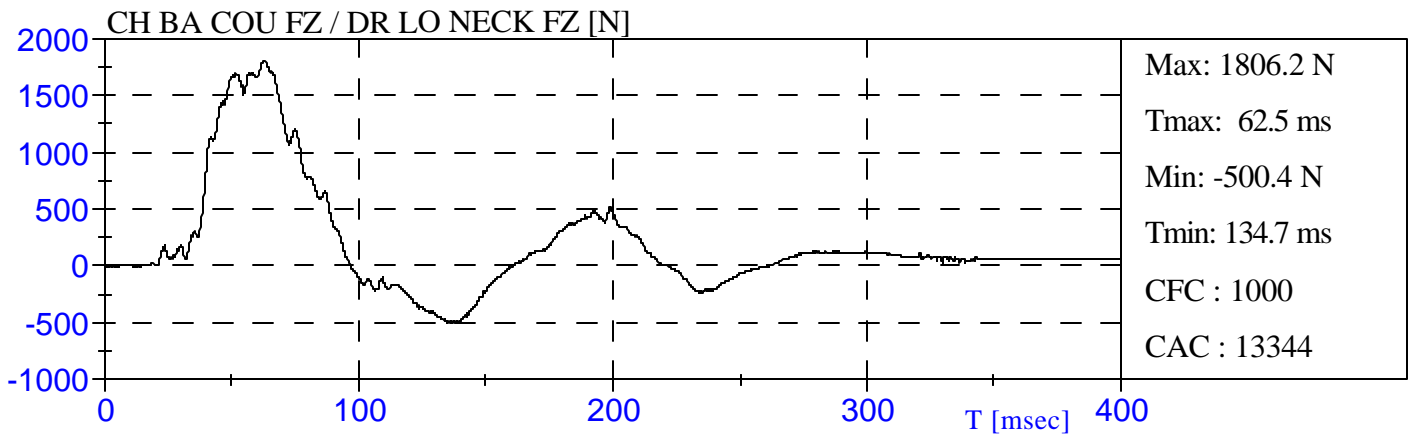
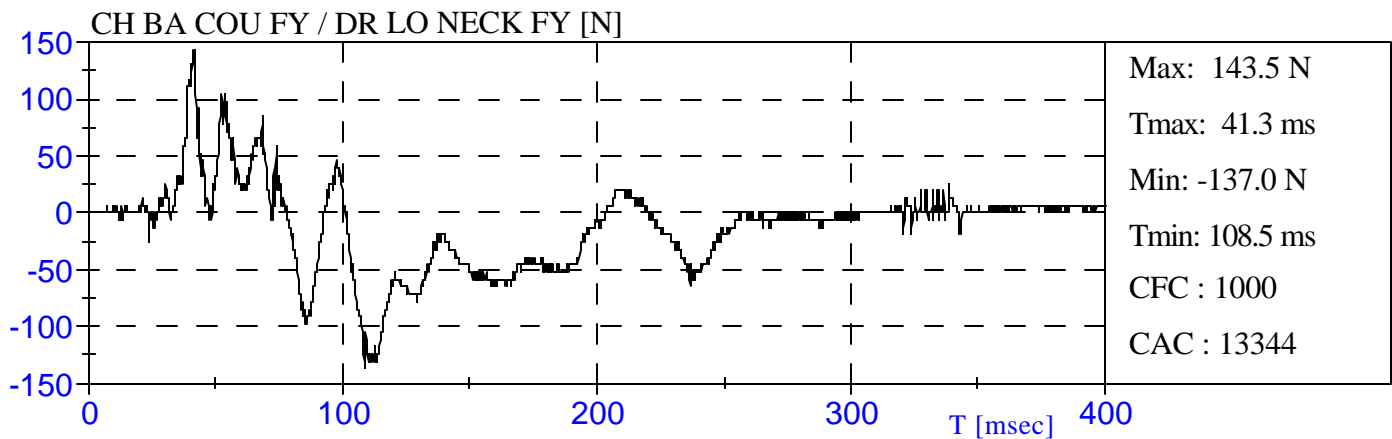
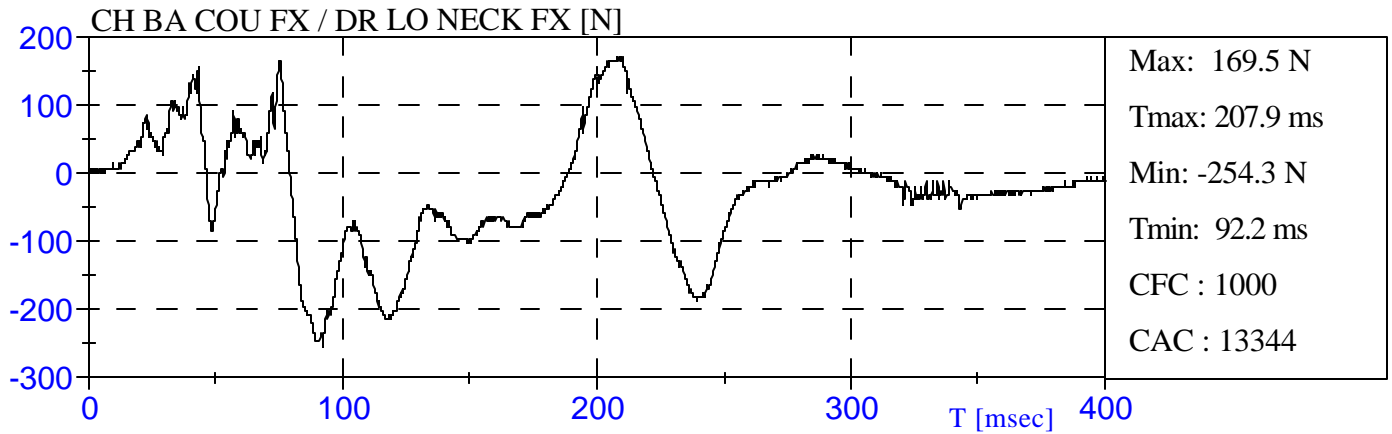
Nom du client Client Name	TRANSPORTS CANADA
Type de véhicule Type of Vehicle	SATURN VUE 2002
Numéro de TC Tc Number	TC02-224
Numéro de contrat Contract No	02-5001
Acquisition de données selon: Data Acquisition according to:	SAE J211/1 MAR 95
Date de l'essai Test date	2002-03-28
Titre du projet Project Title	RECHERCHE COLLISION FRONTALE RESEARCH FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% Femelle / Female

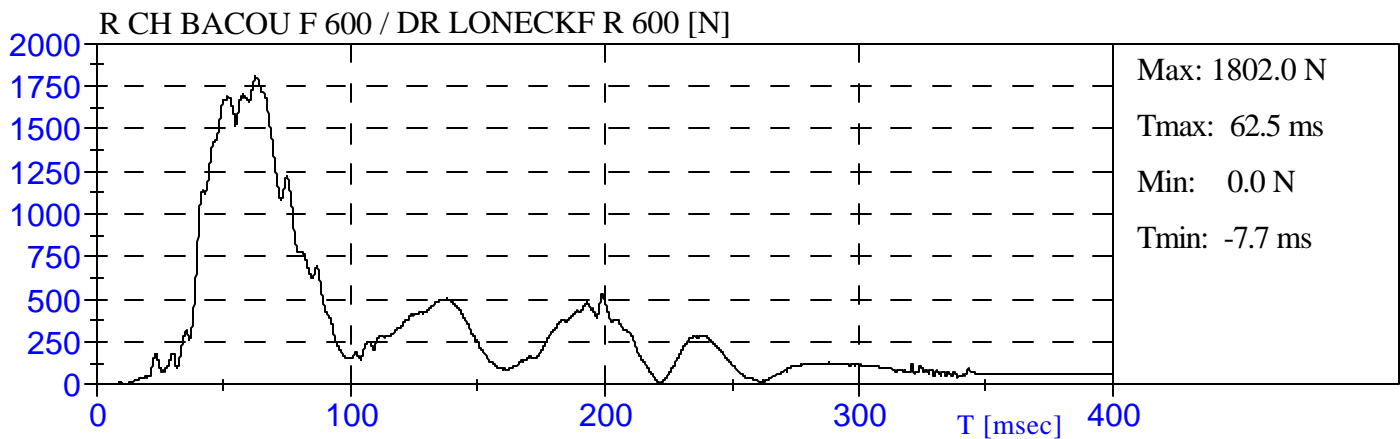
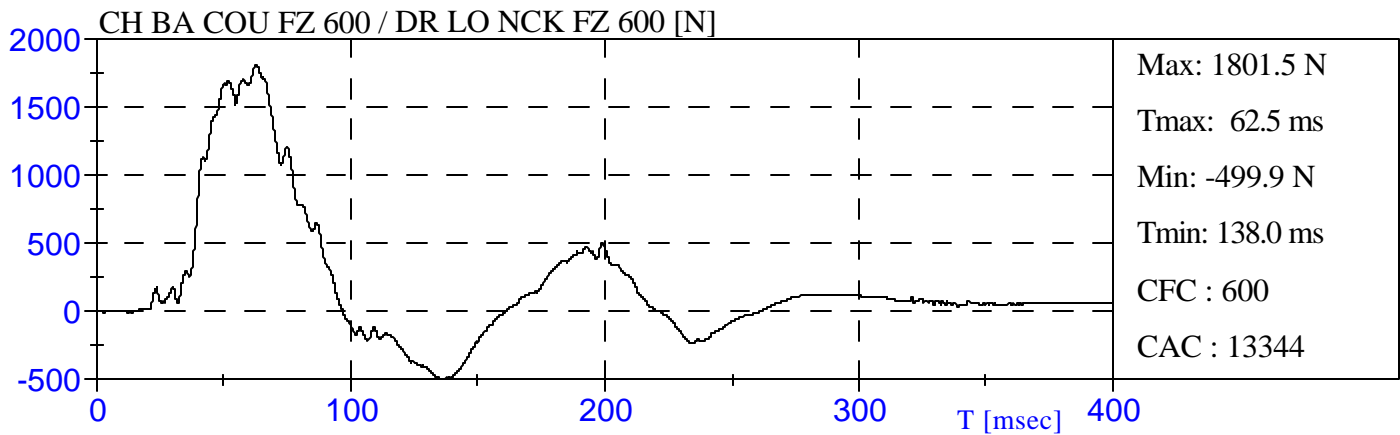
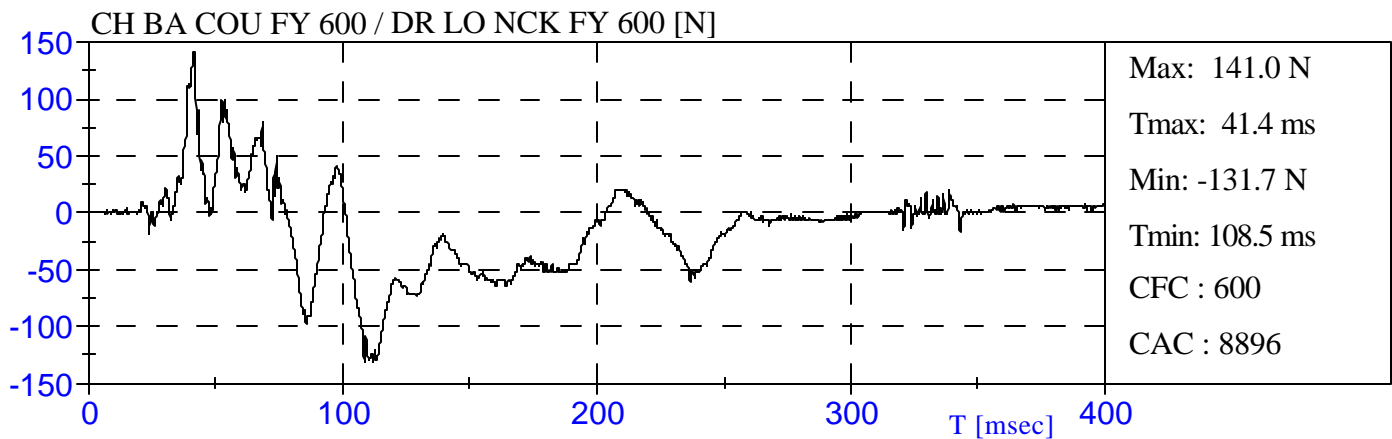
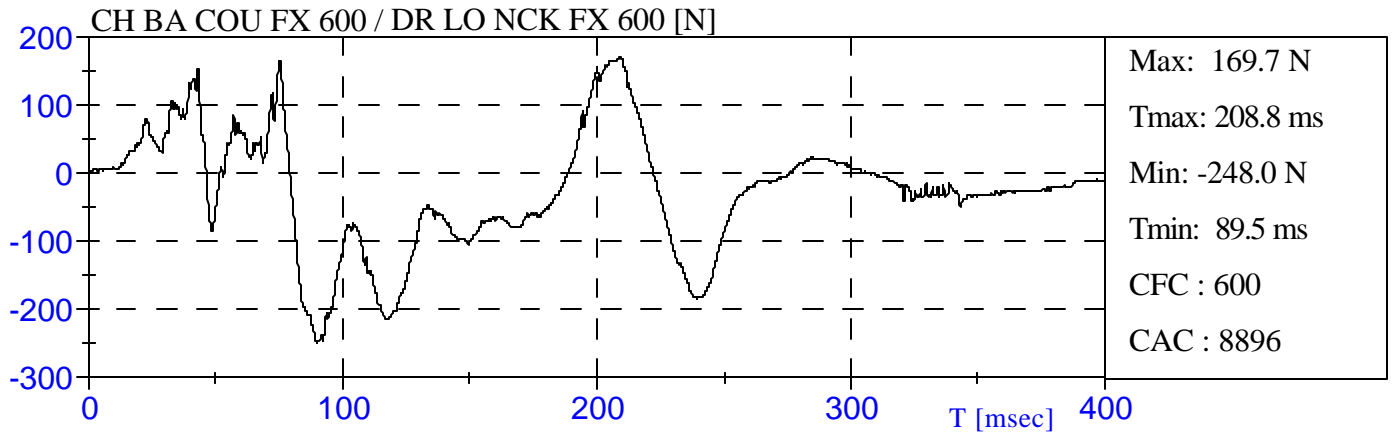


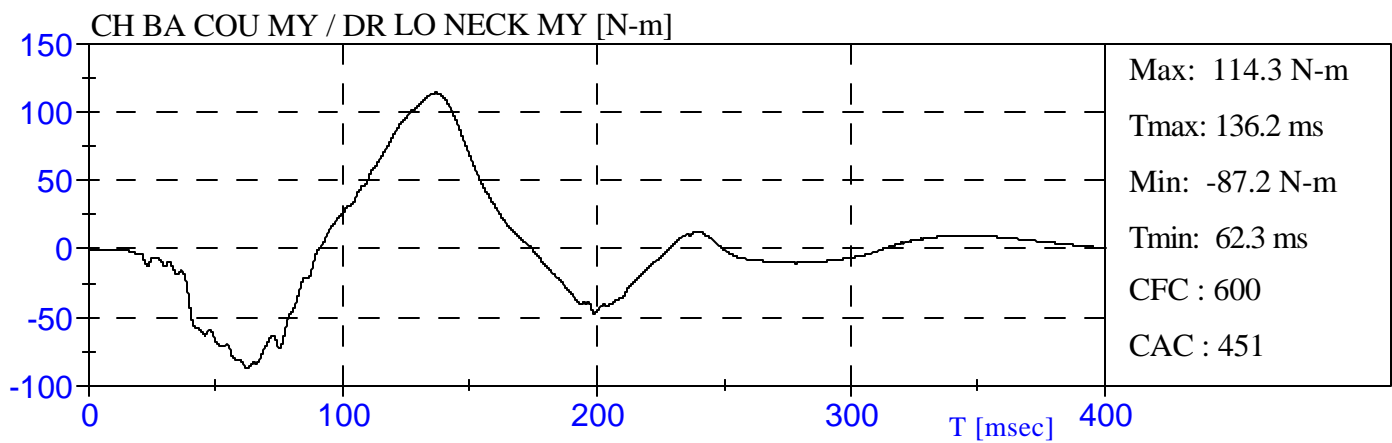
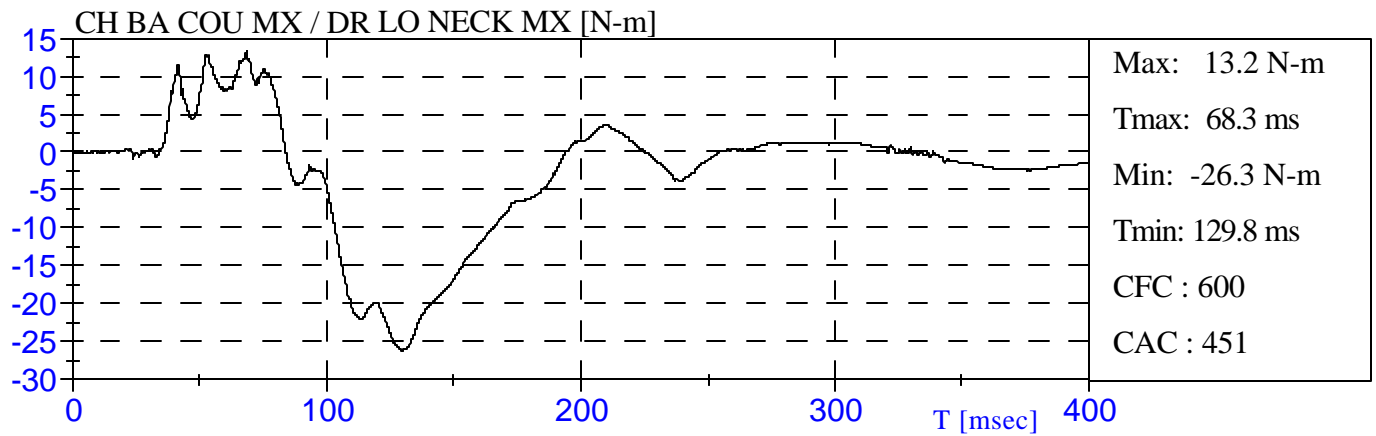


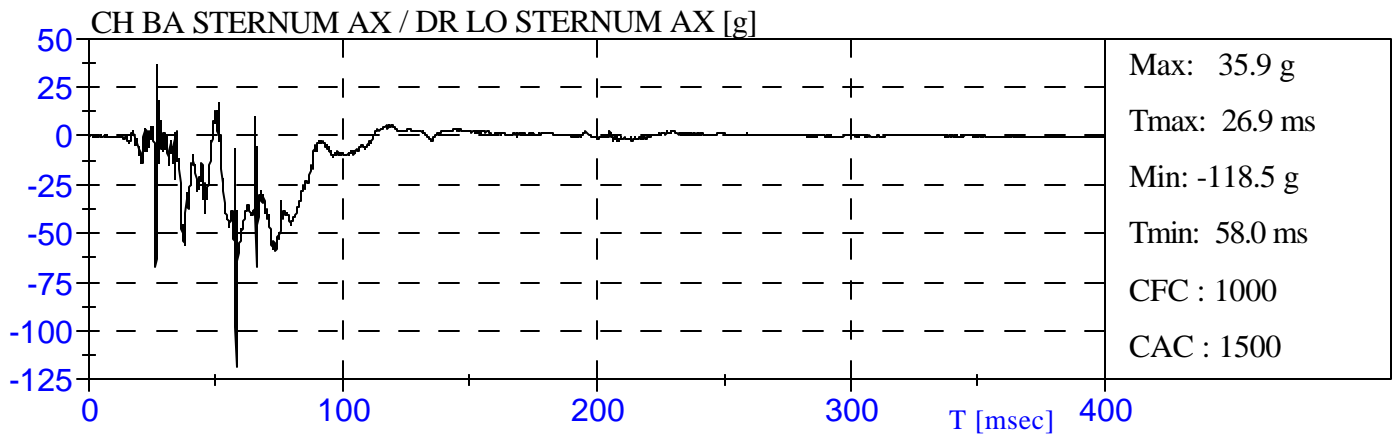
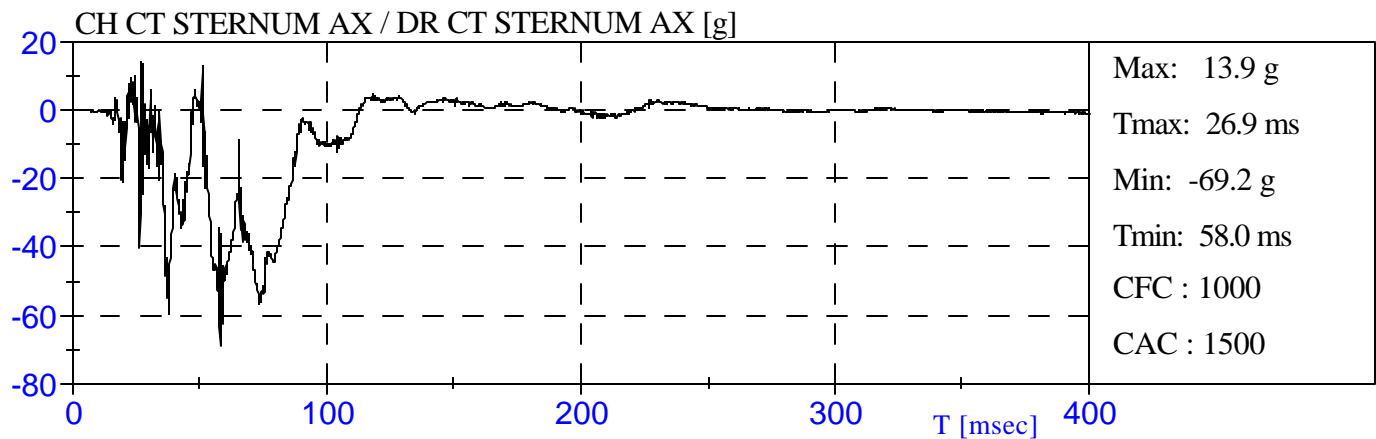
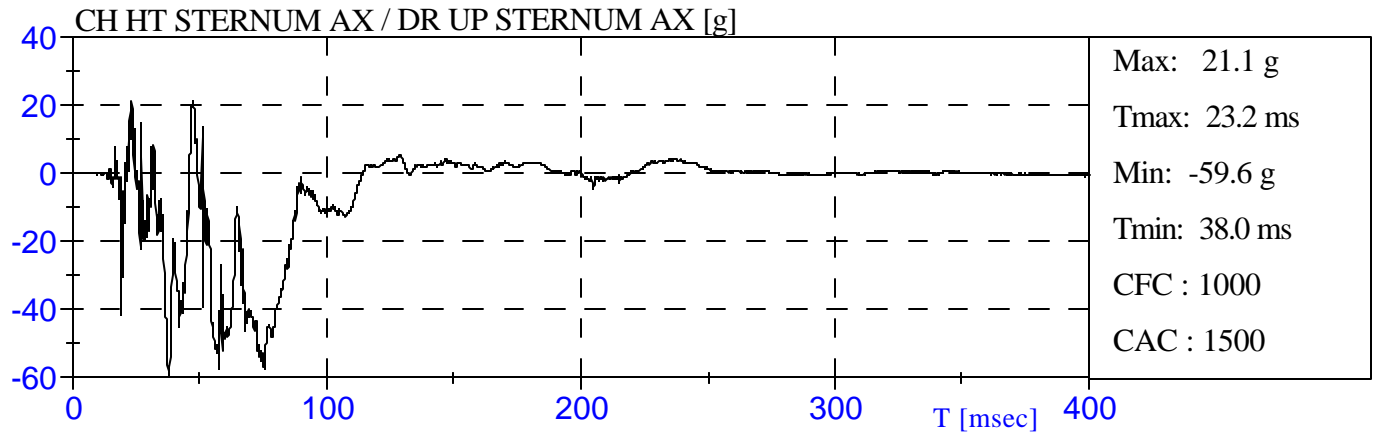


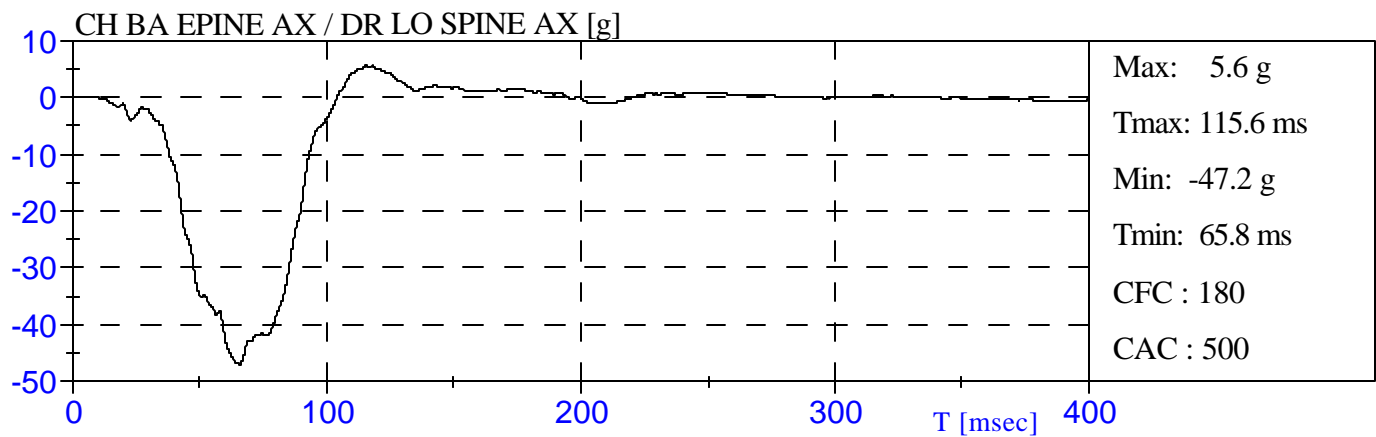
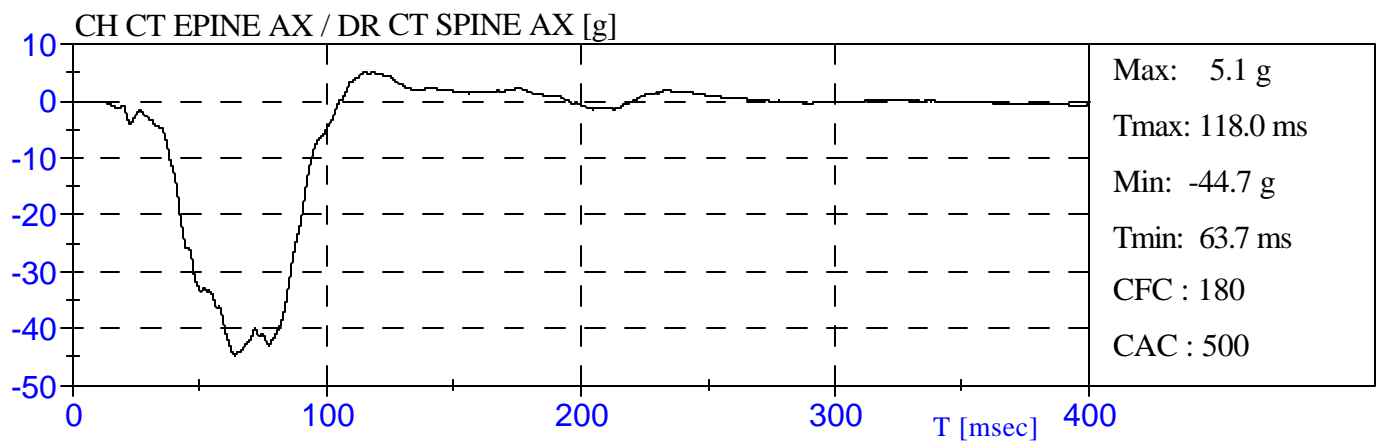
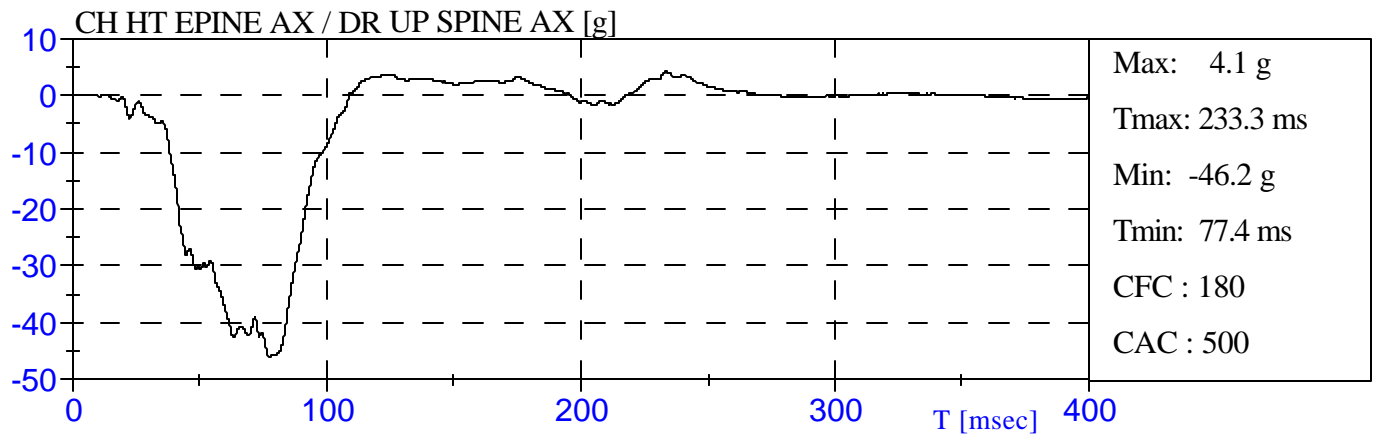


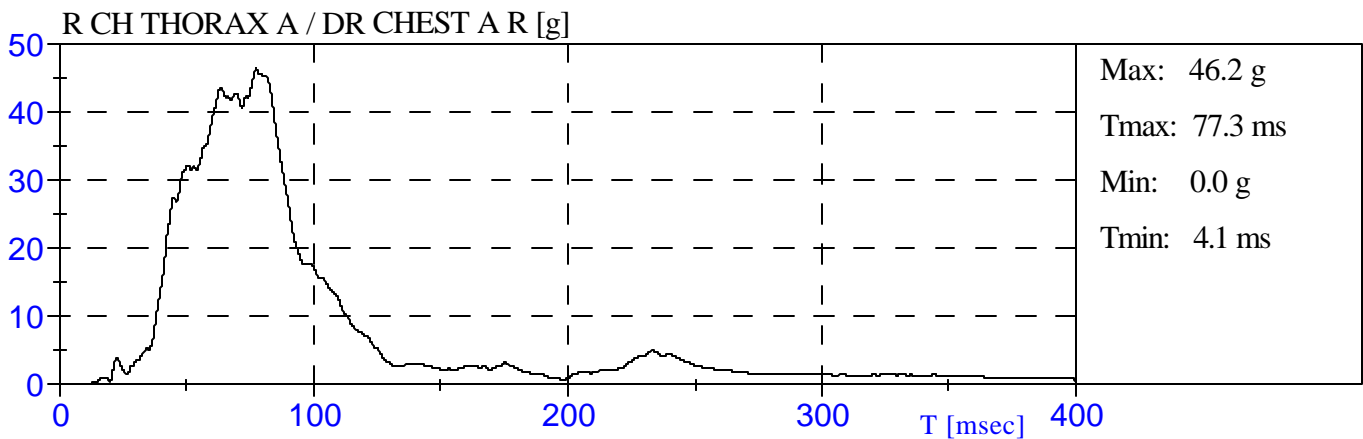
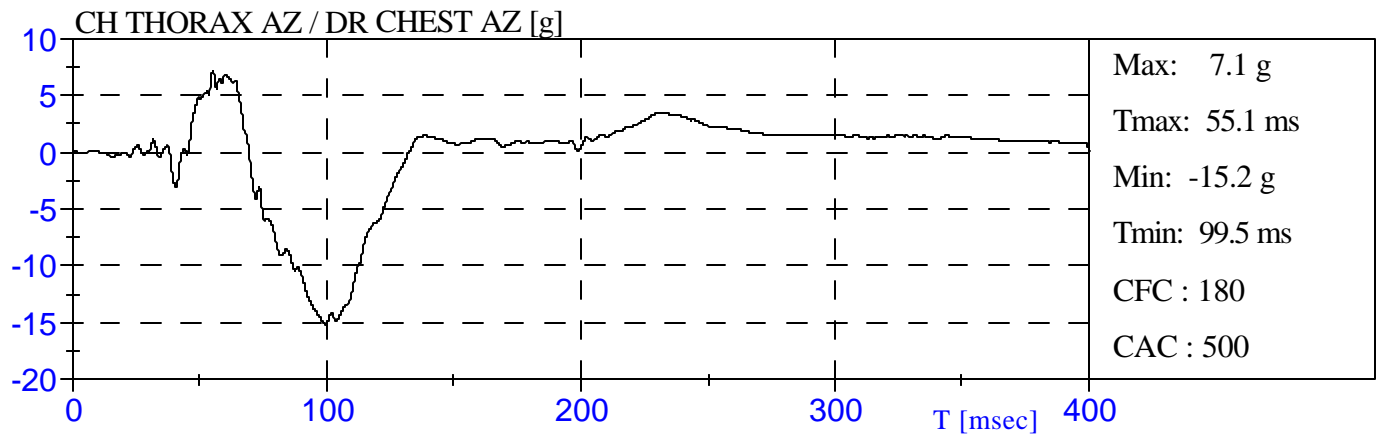
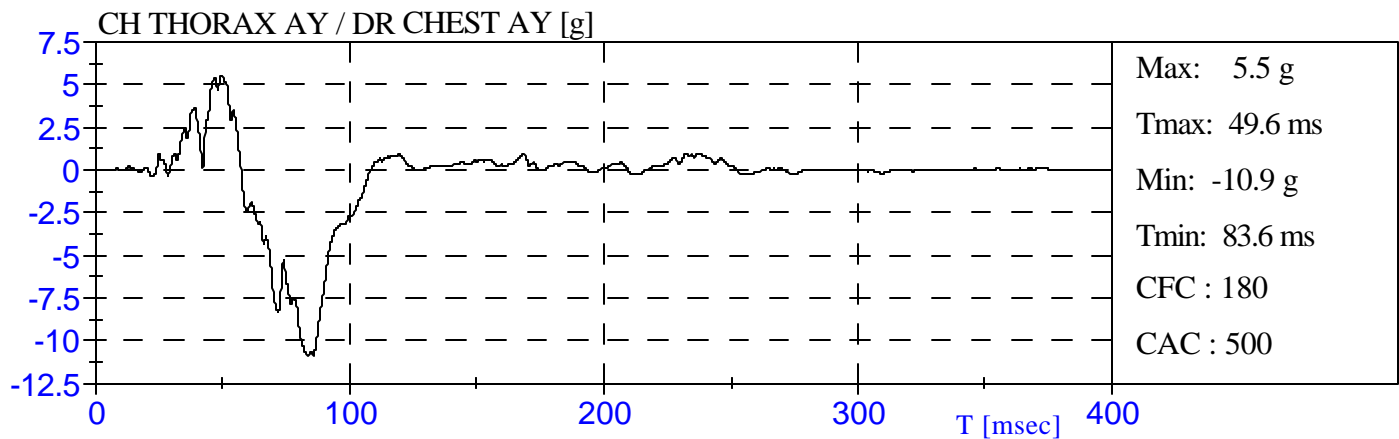
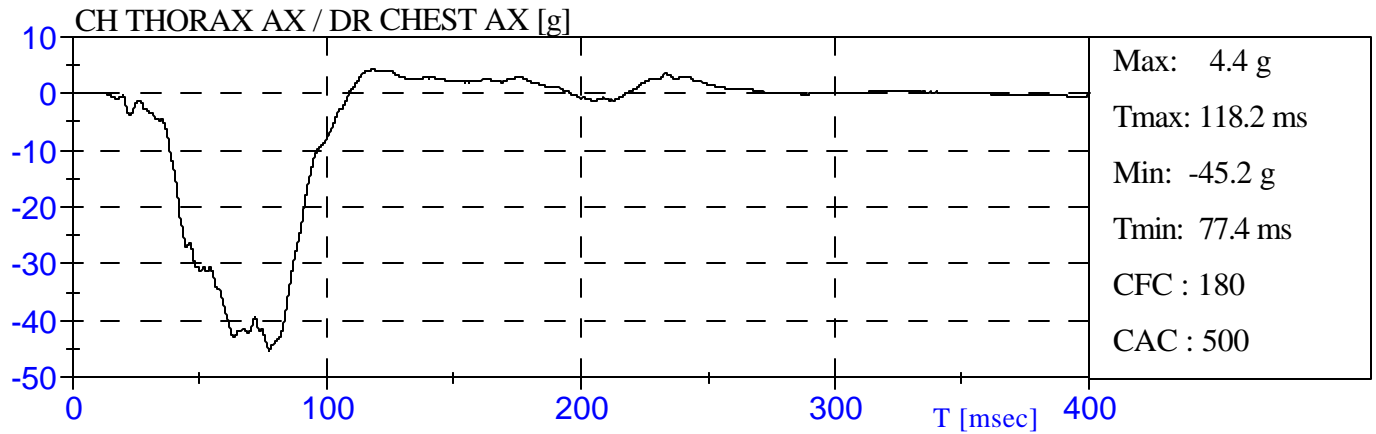


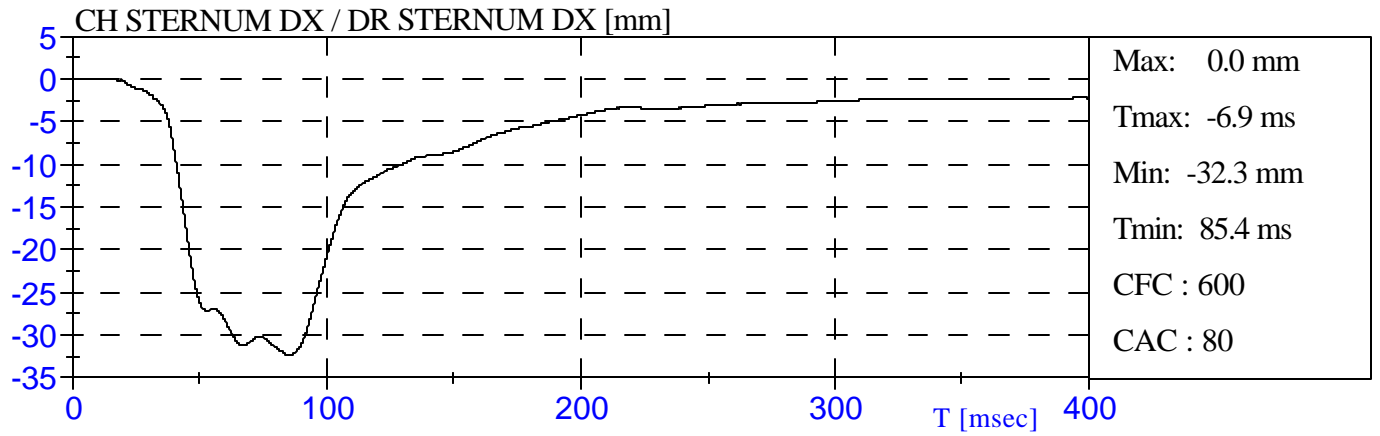


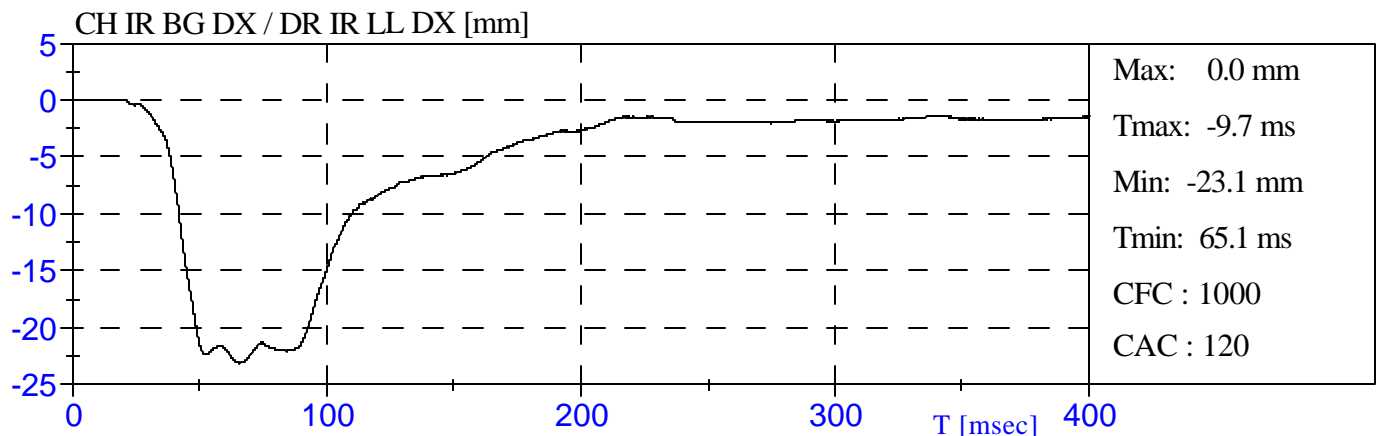
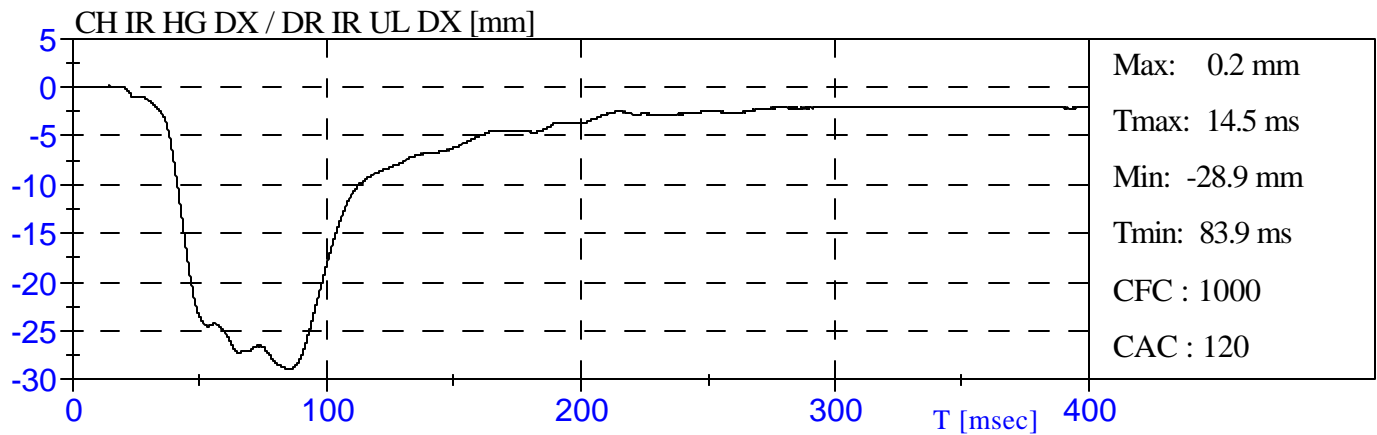
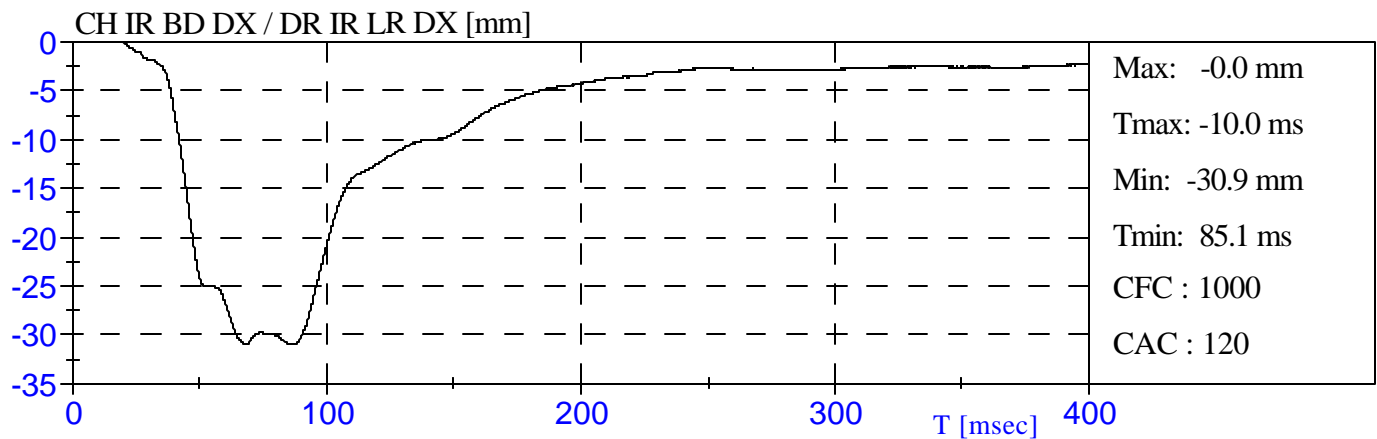
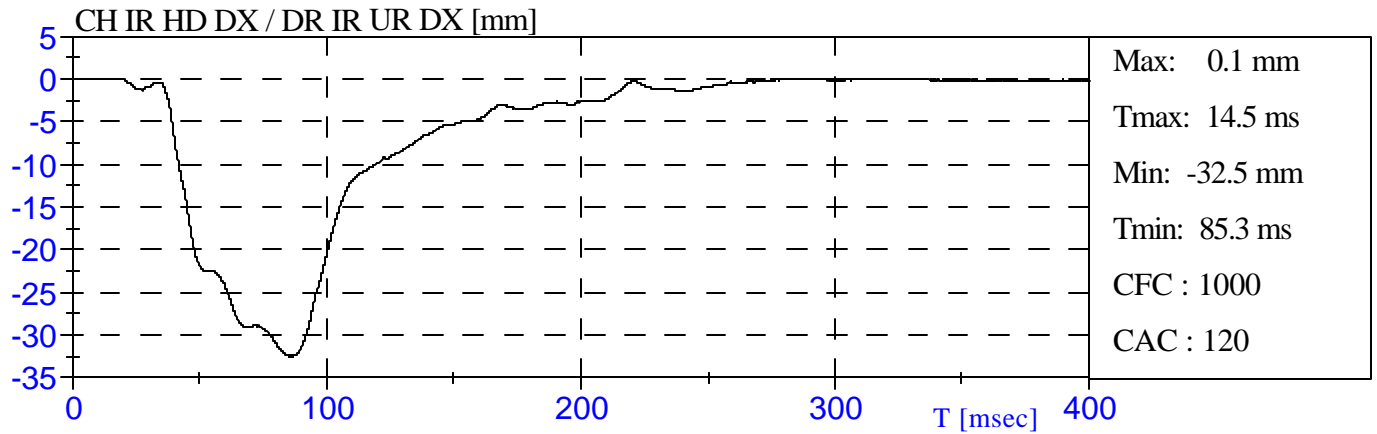


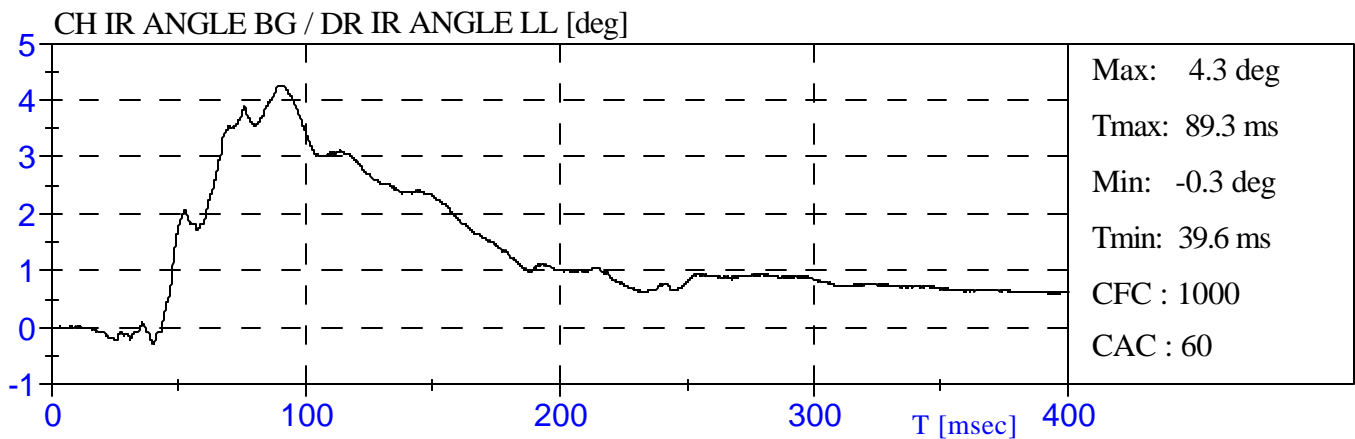
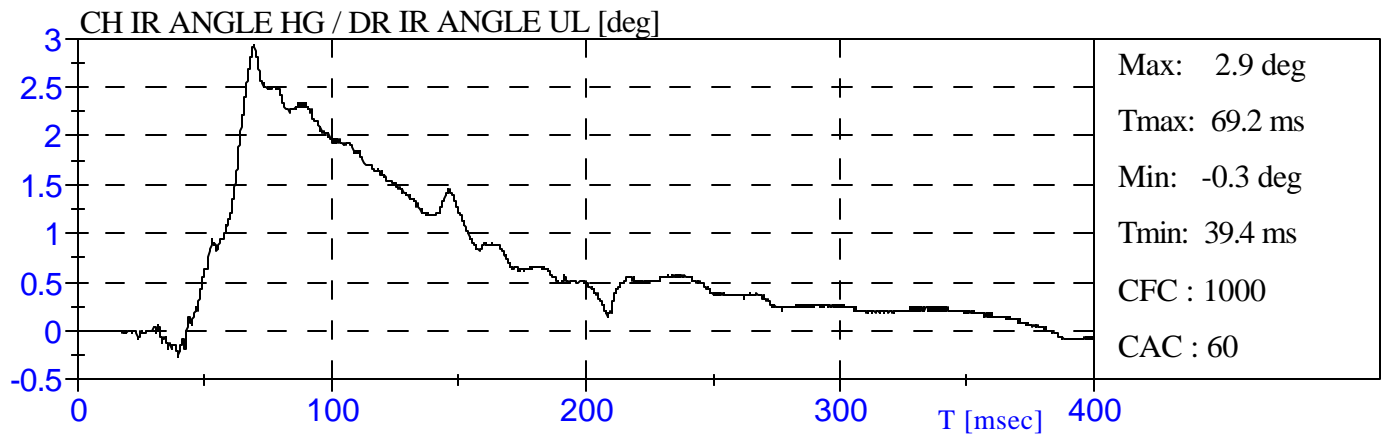
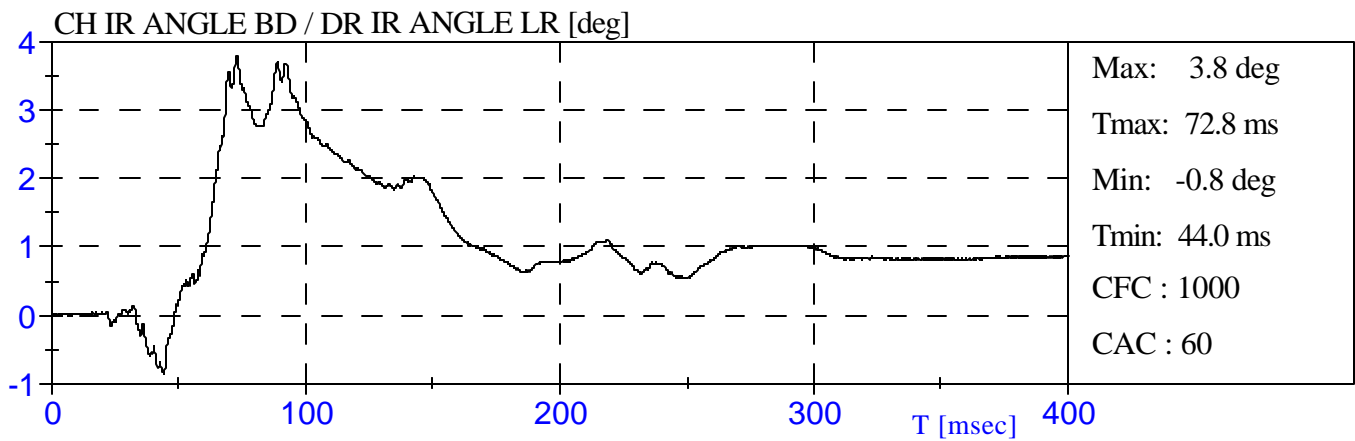
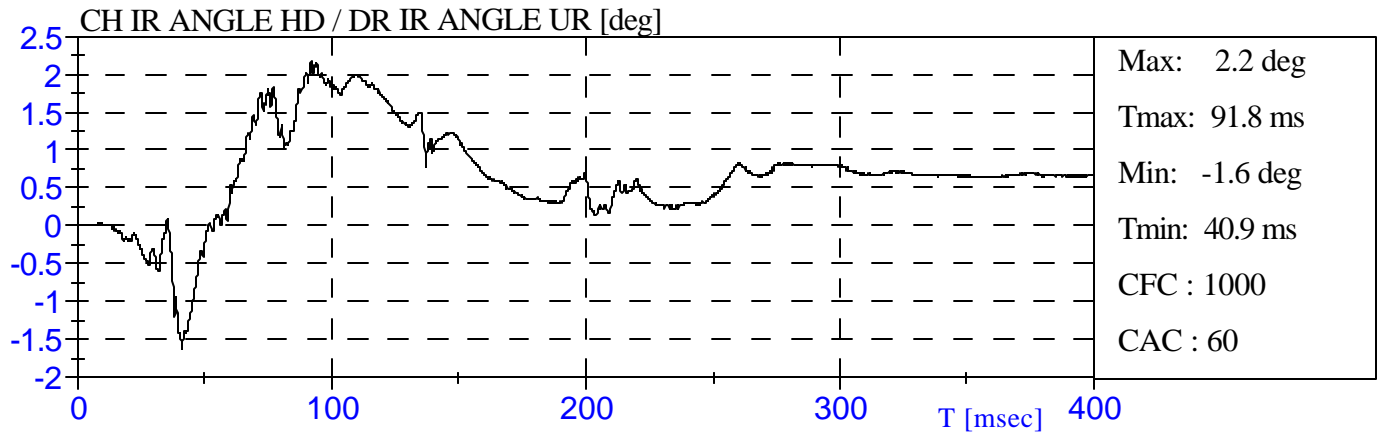


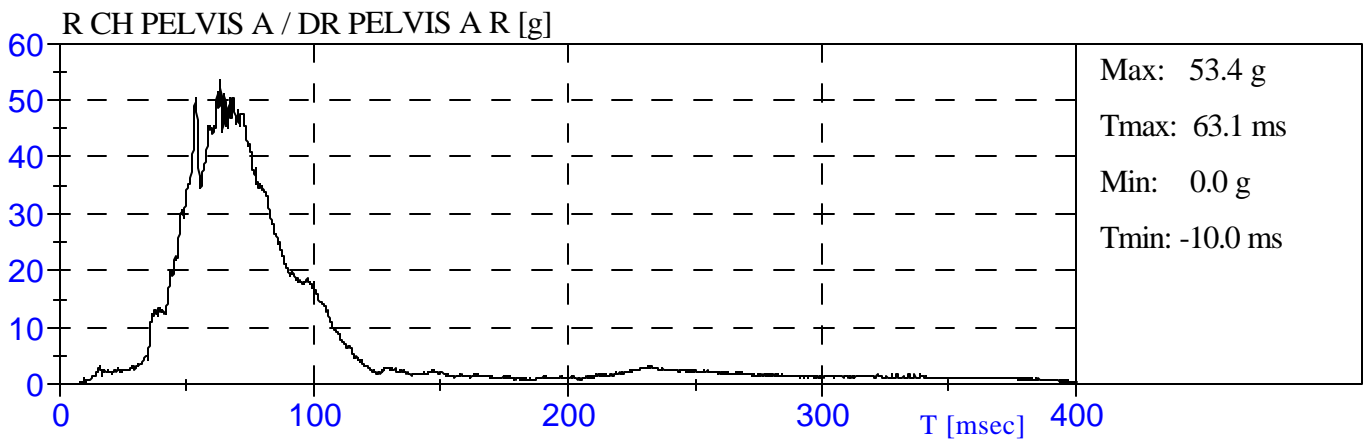
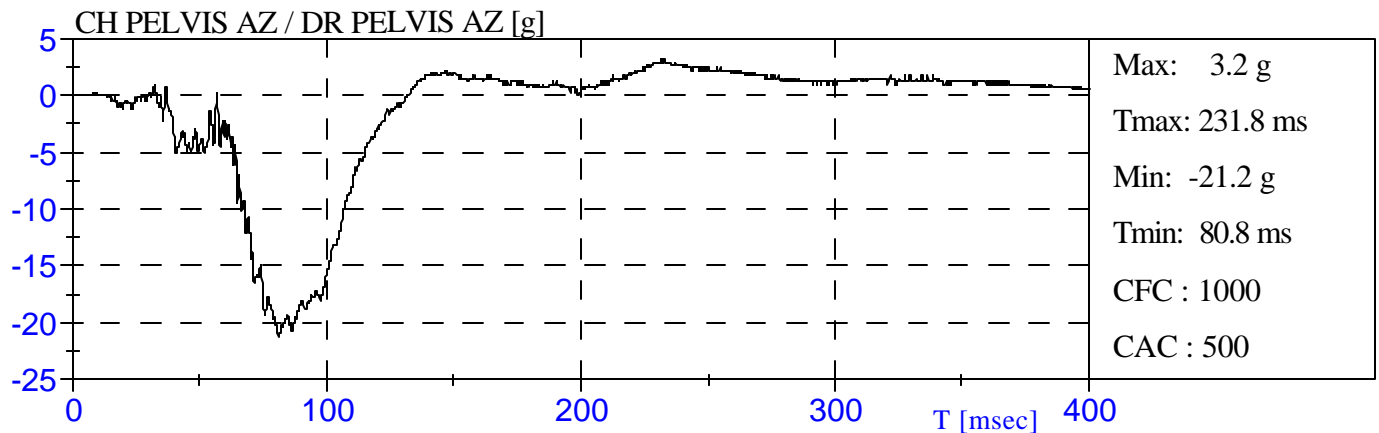
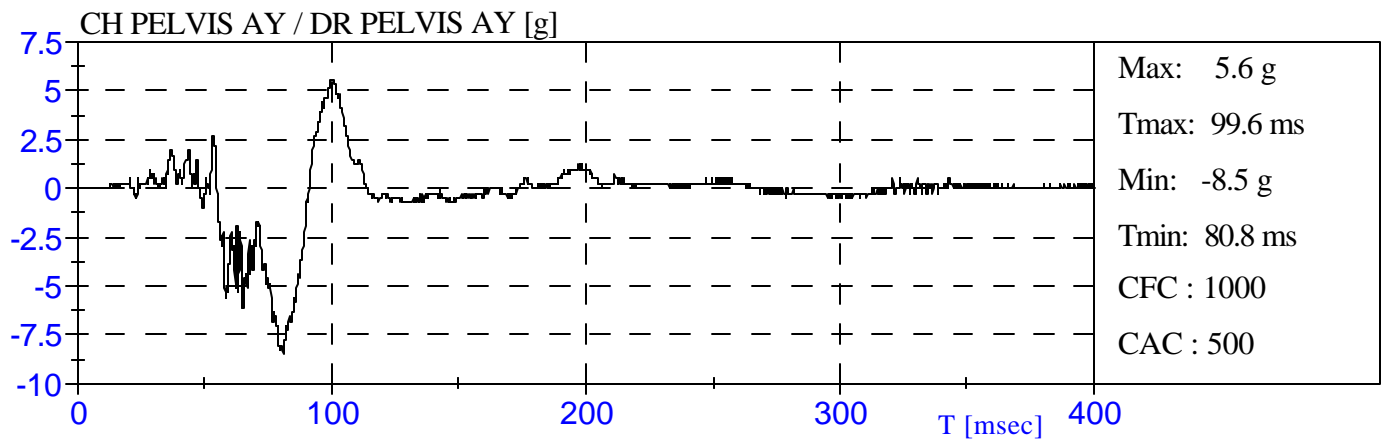
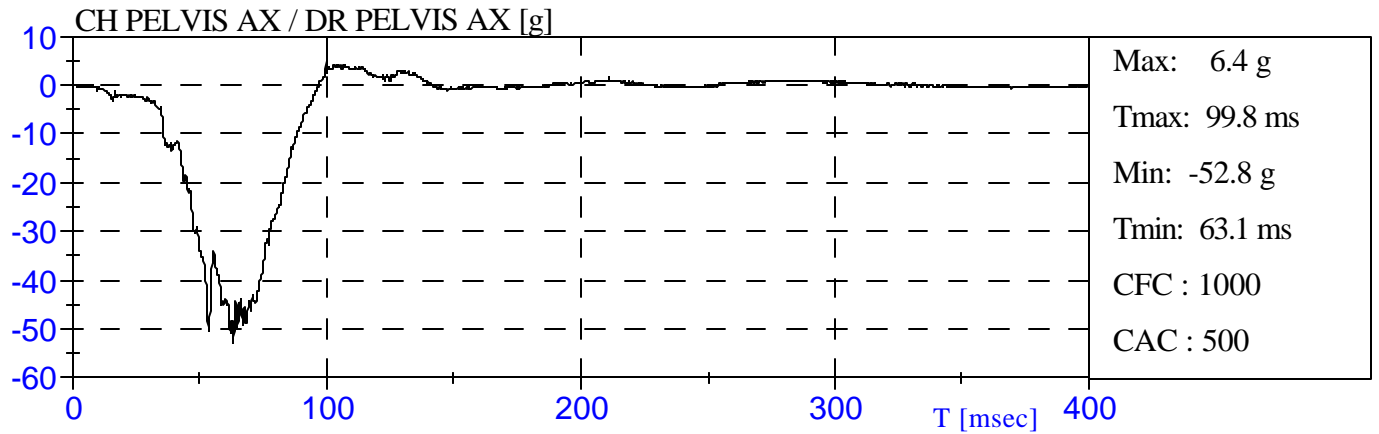


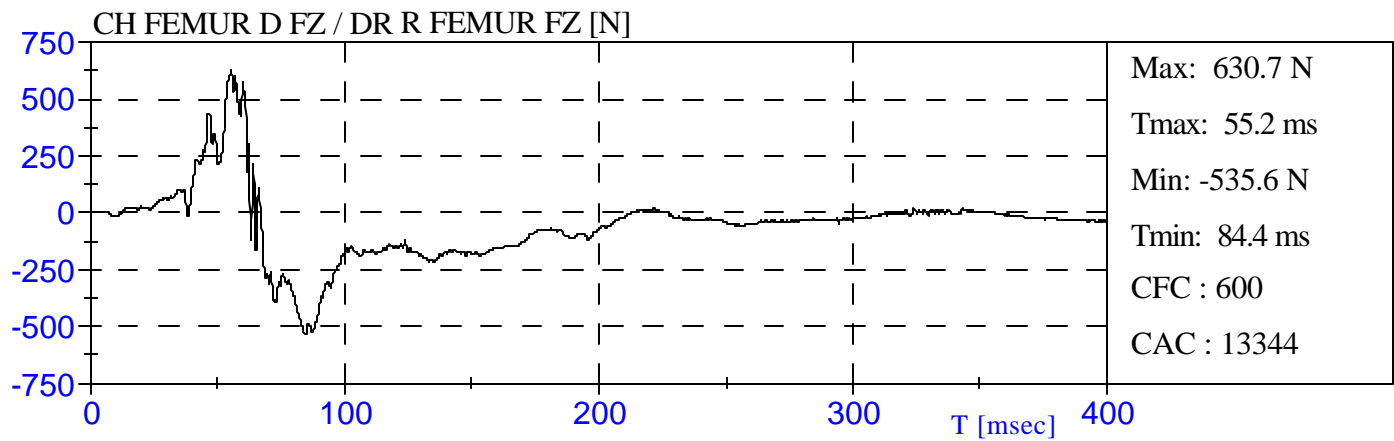
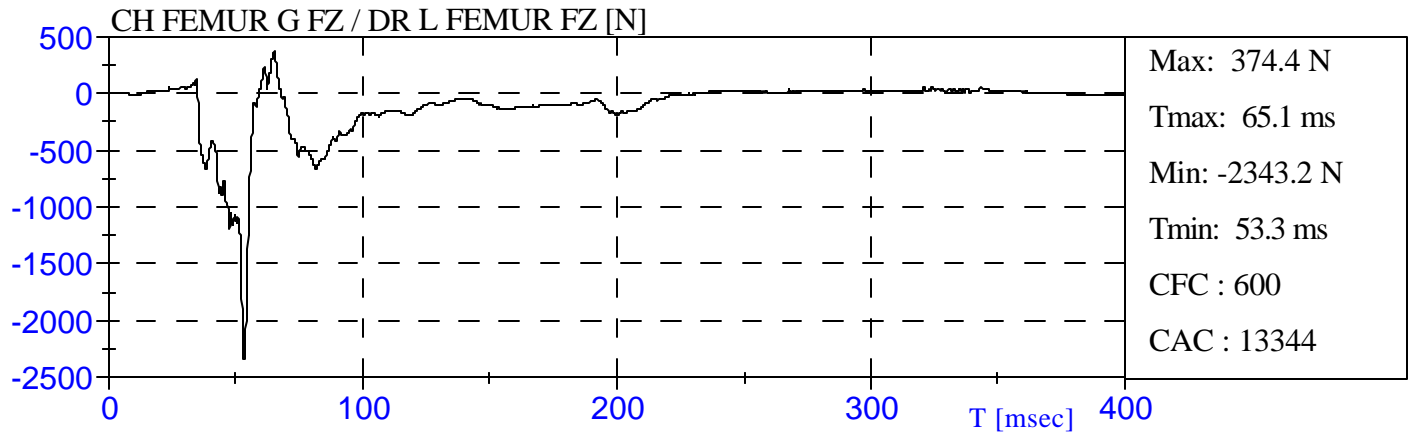


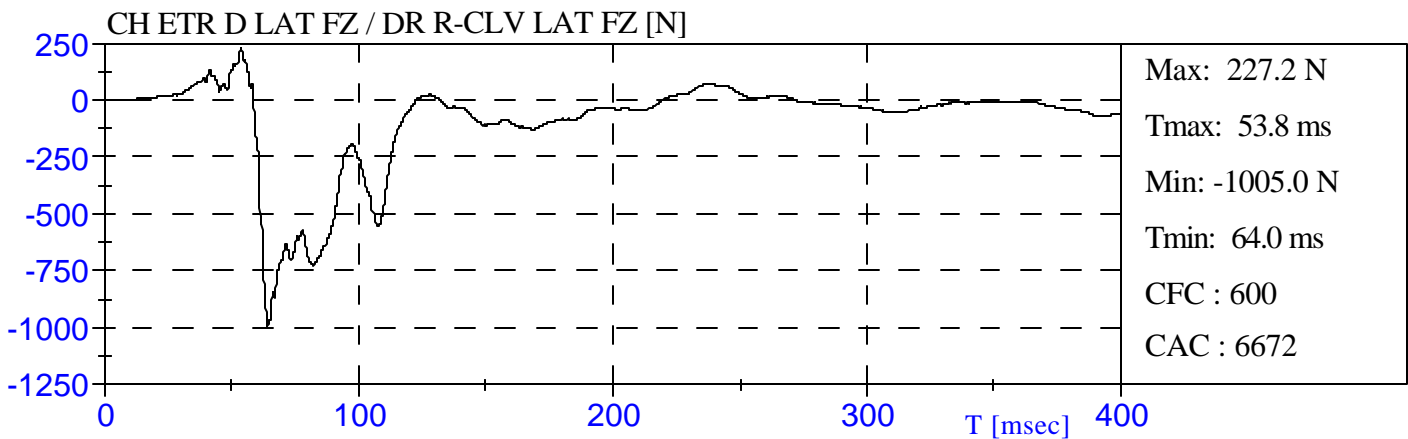
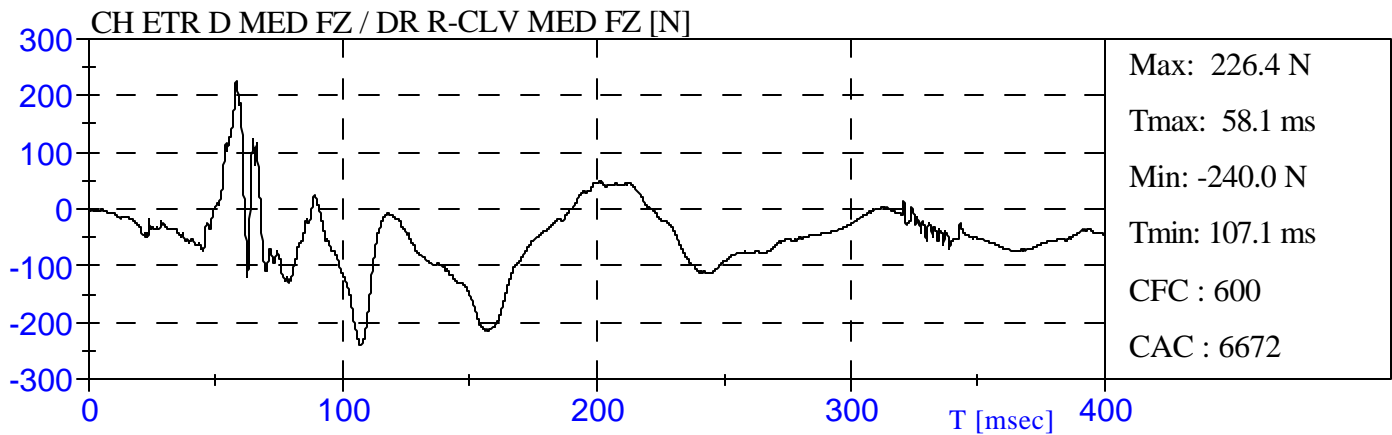
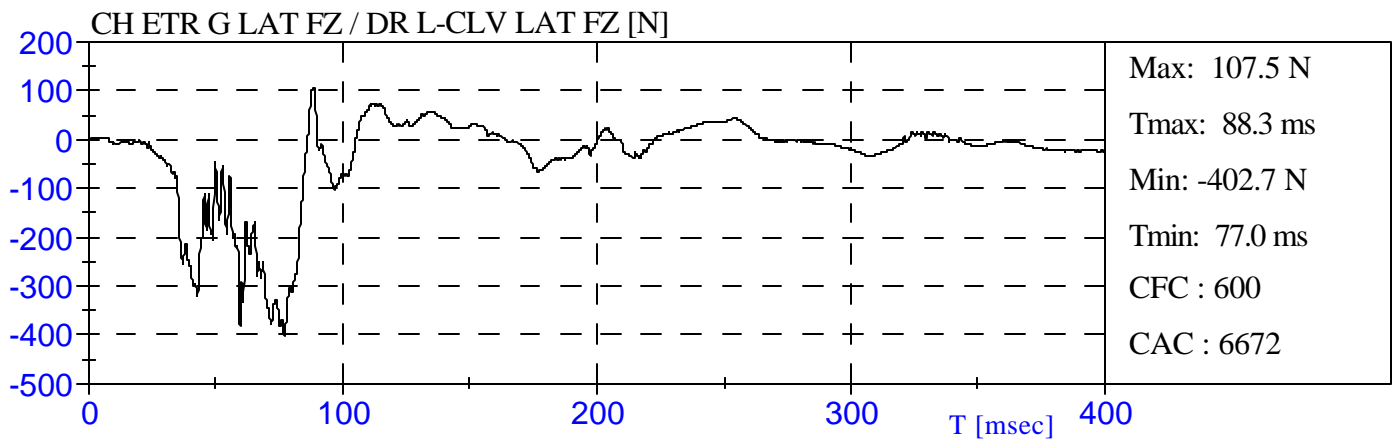
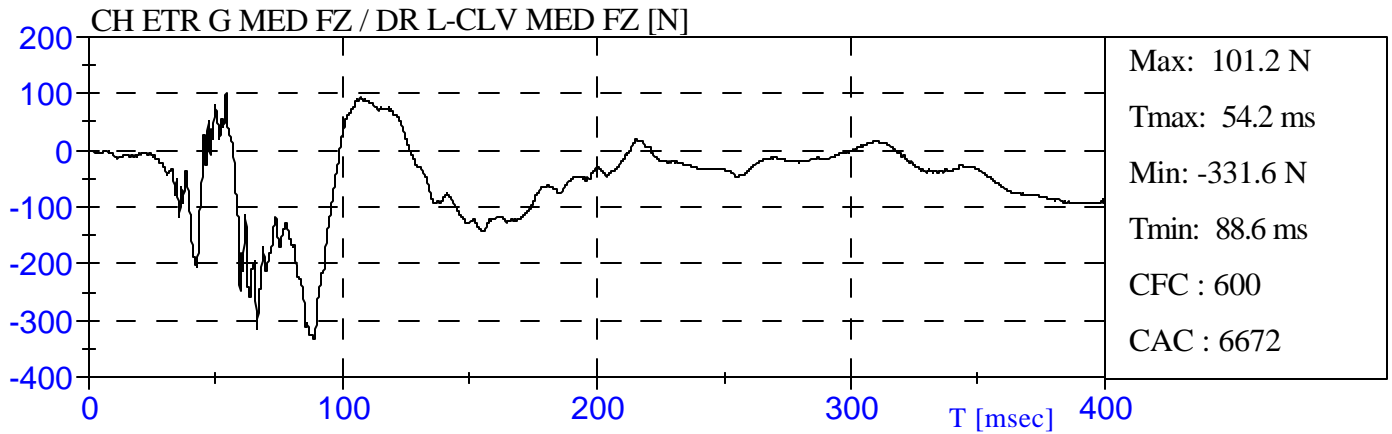


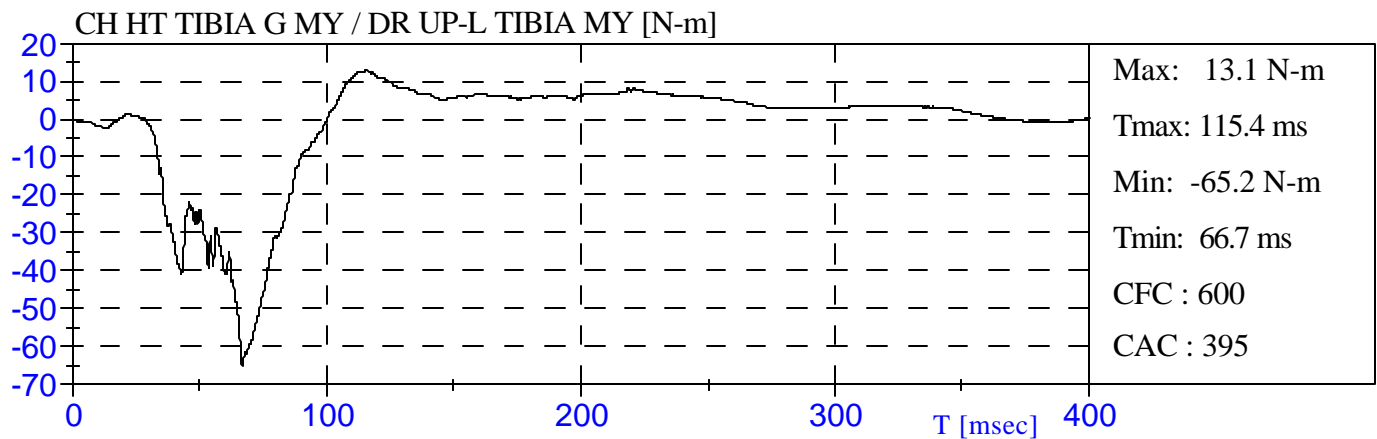
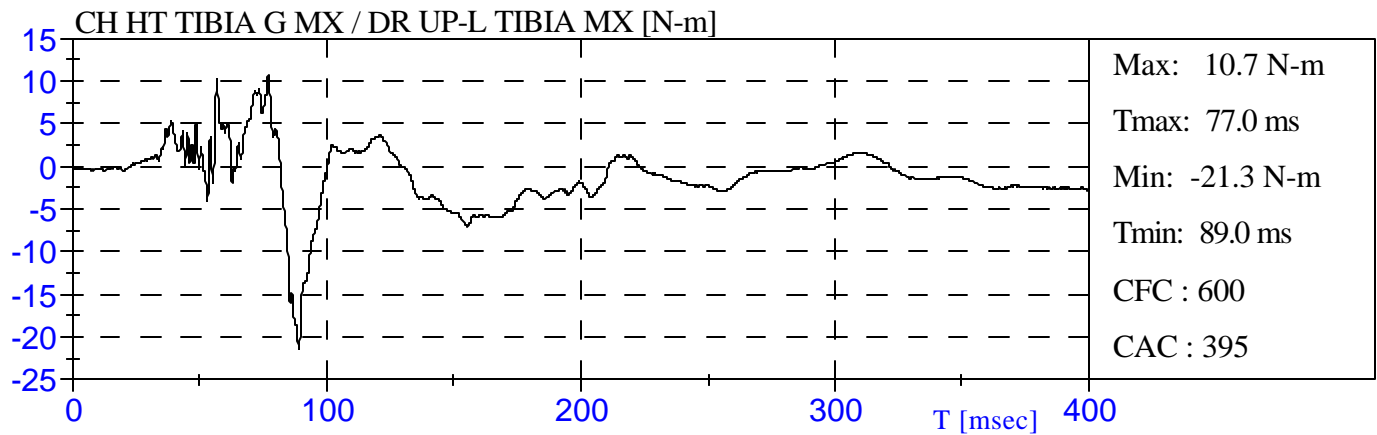
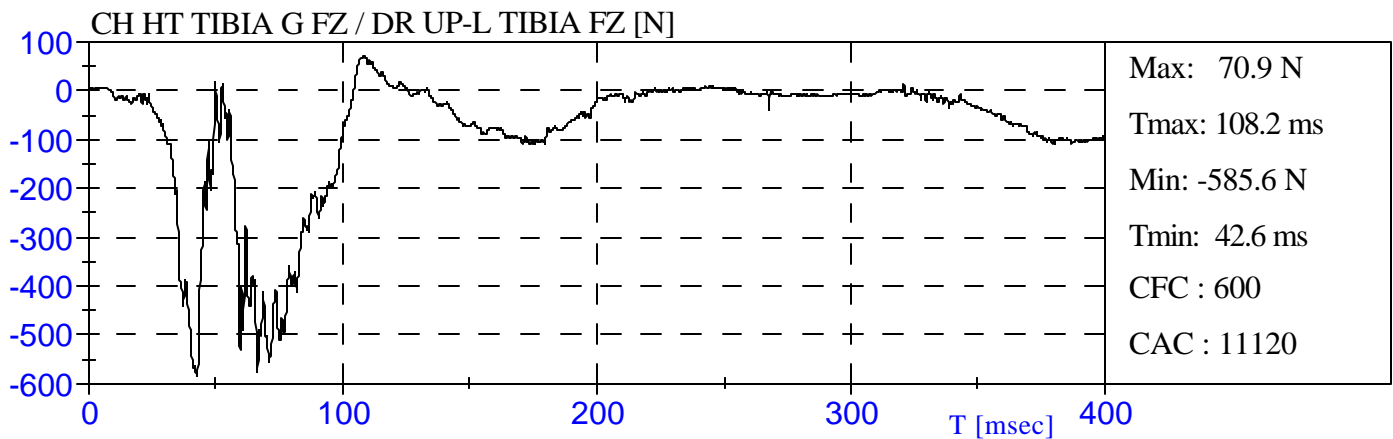
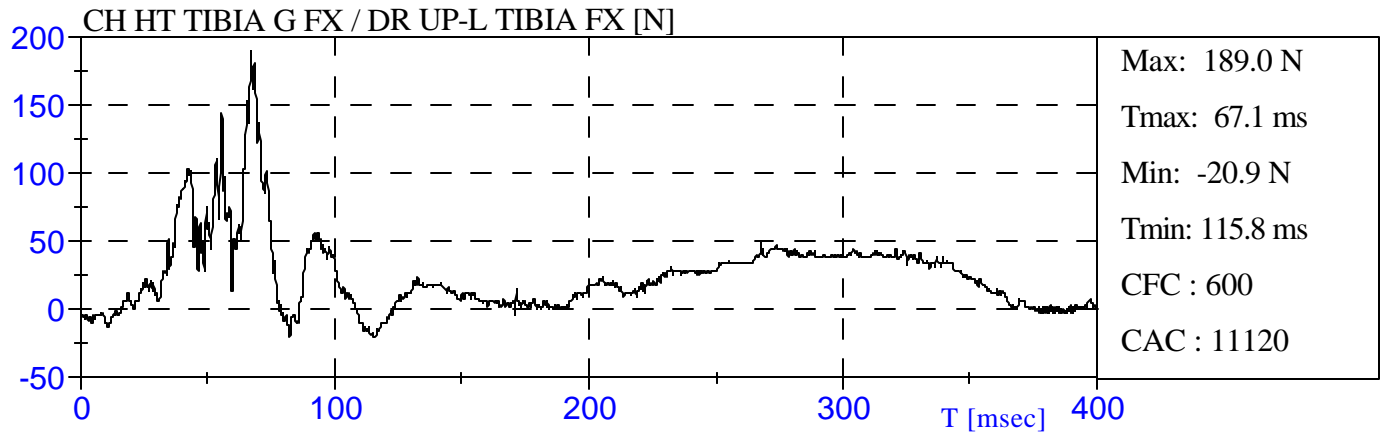


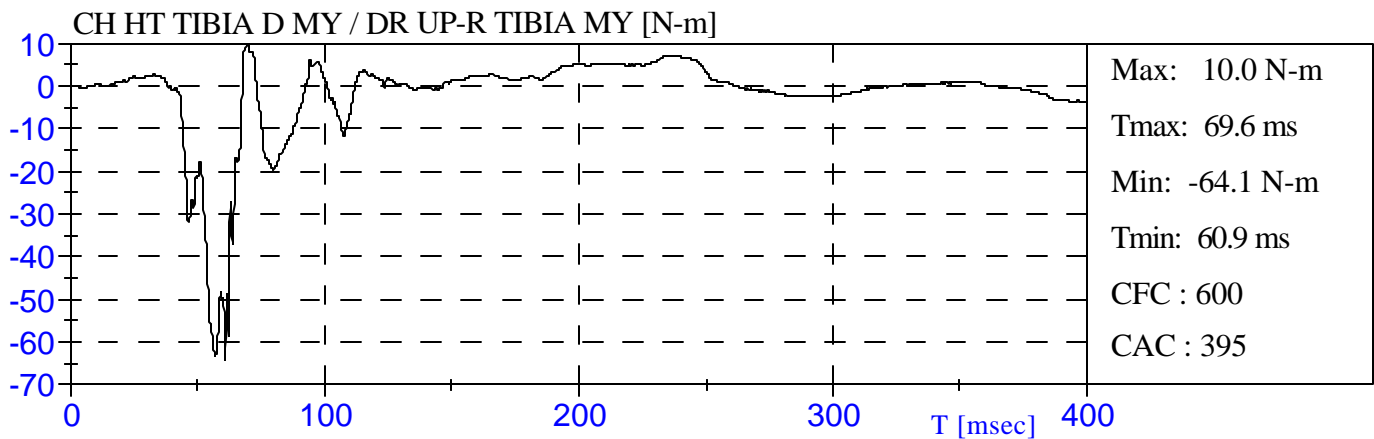
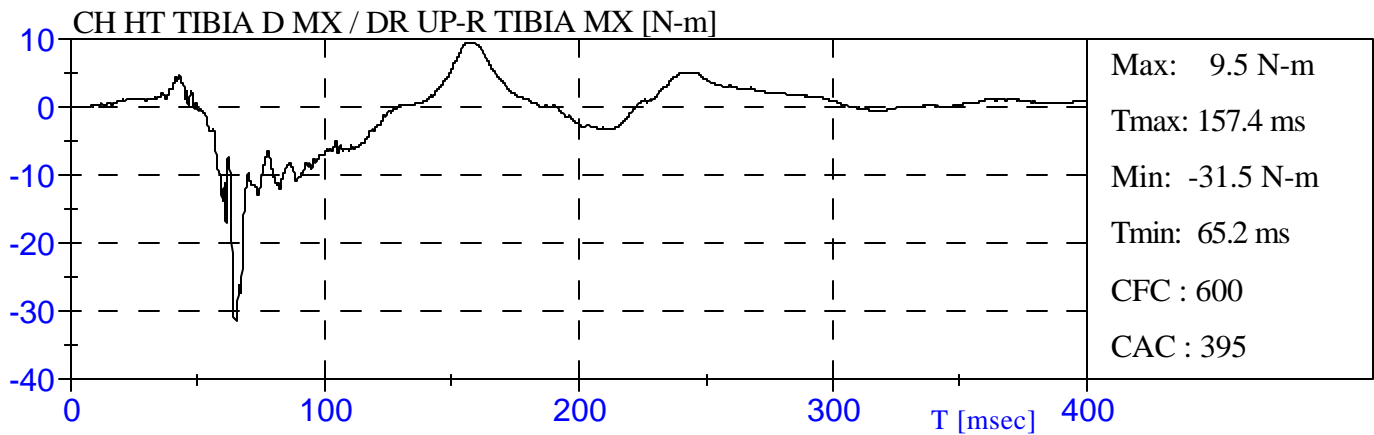
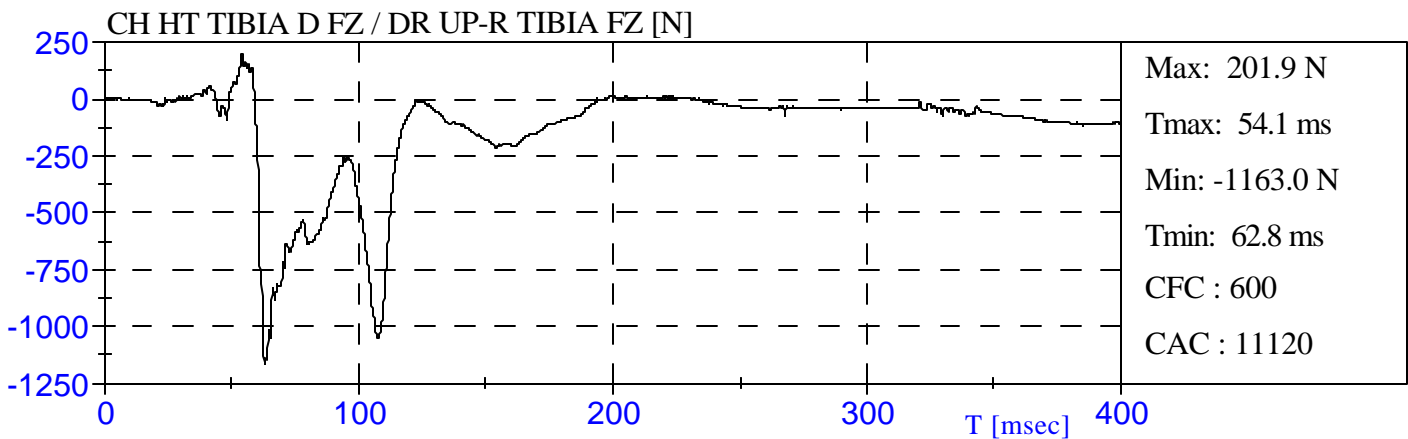
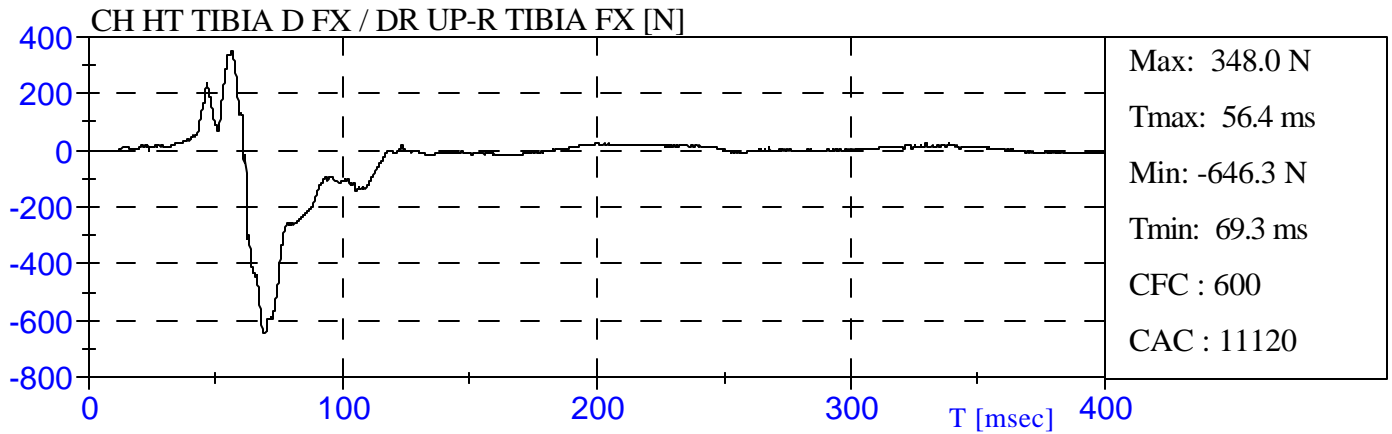


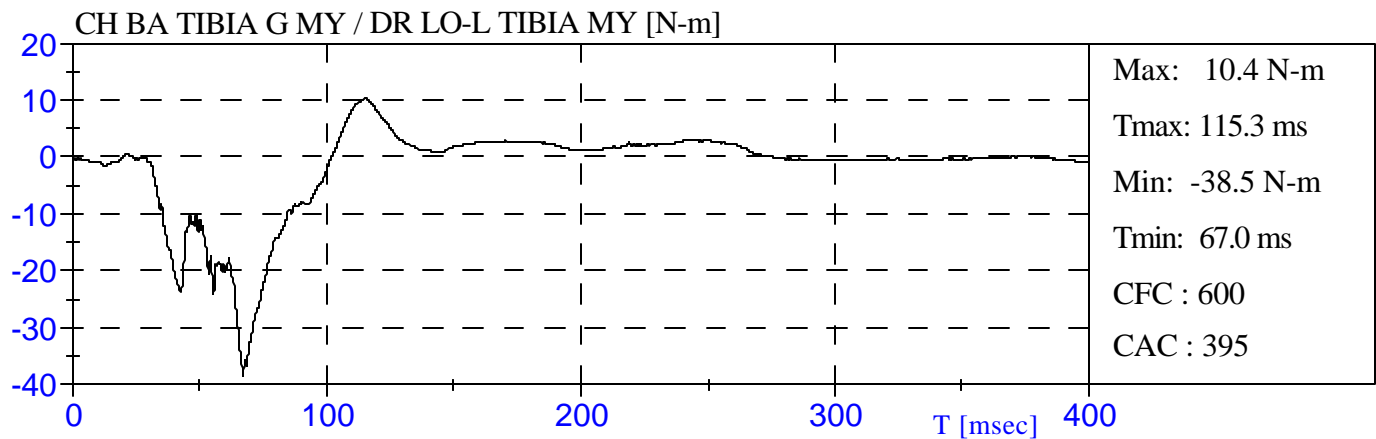
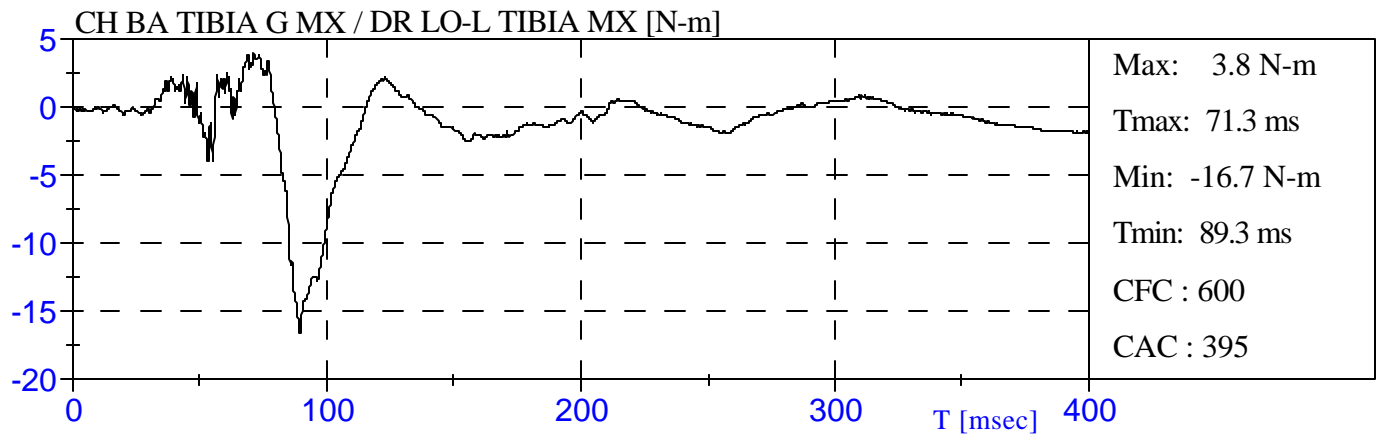
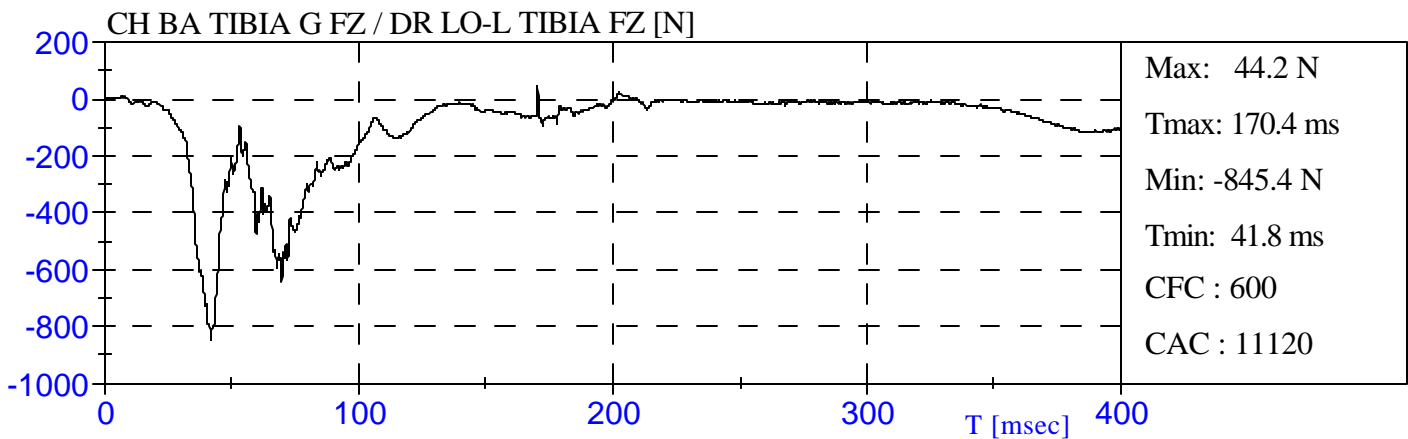
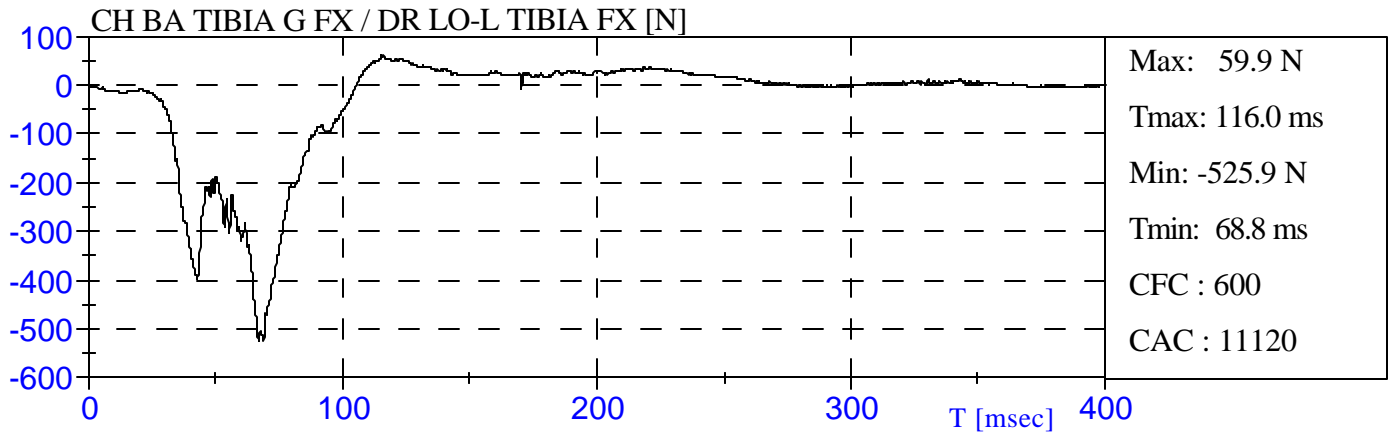


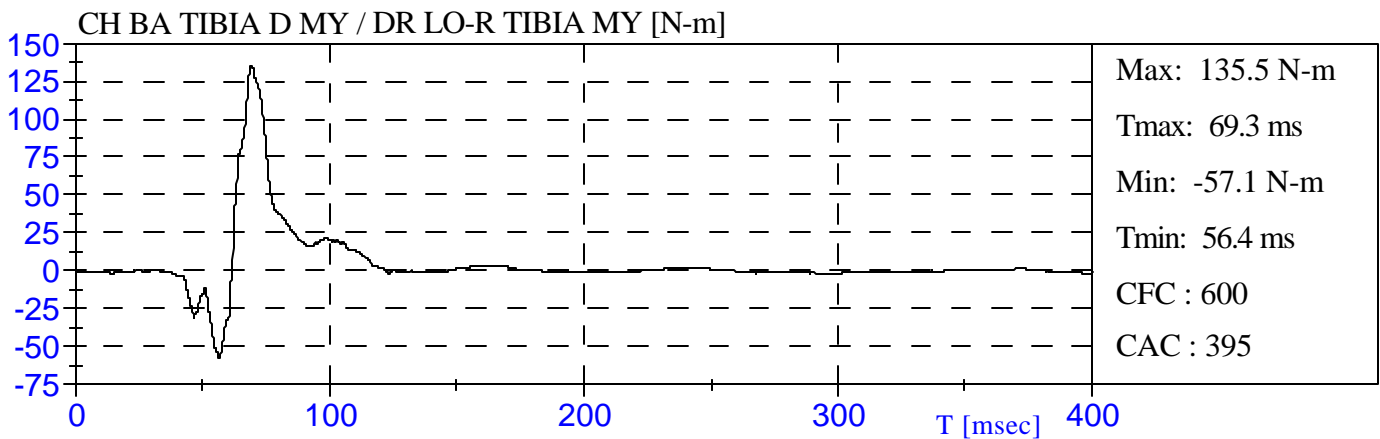
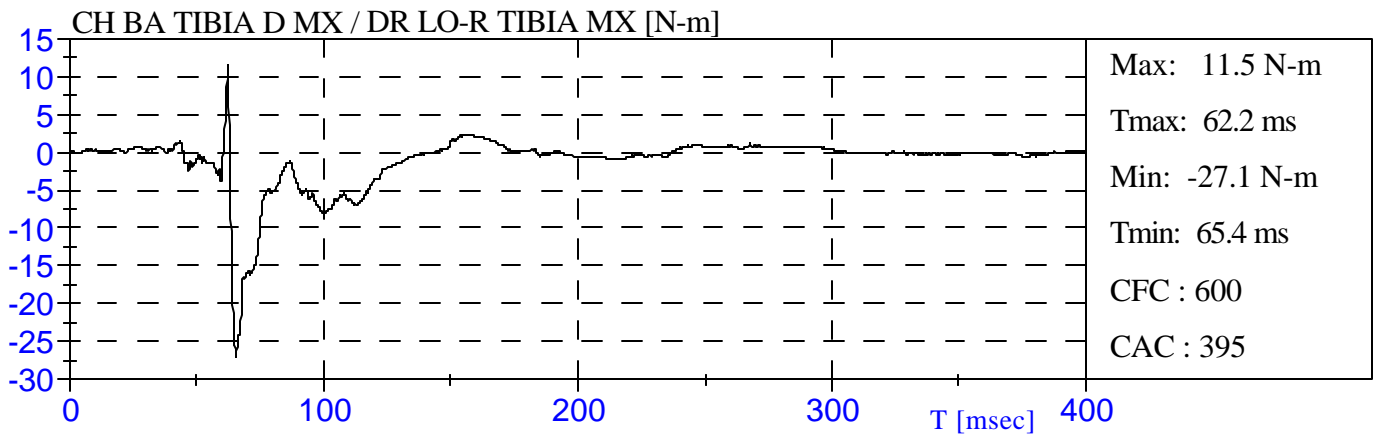
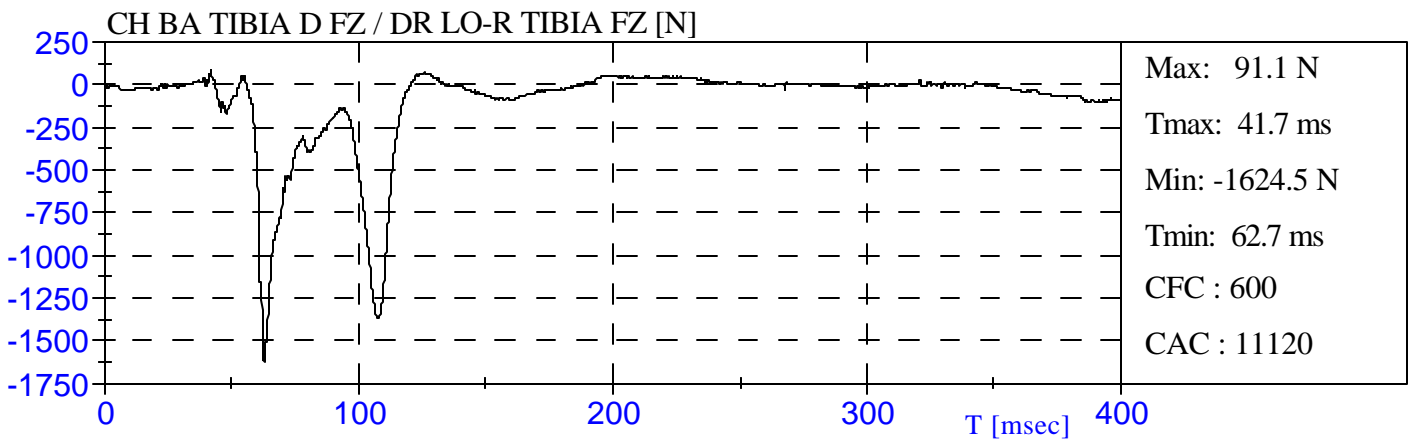
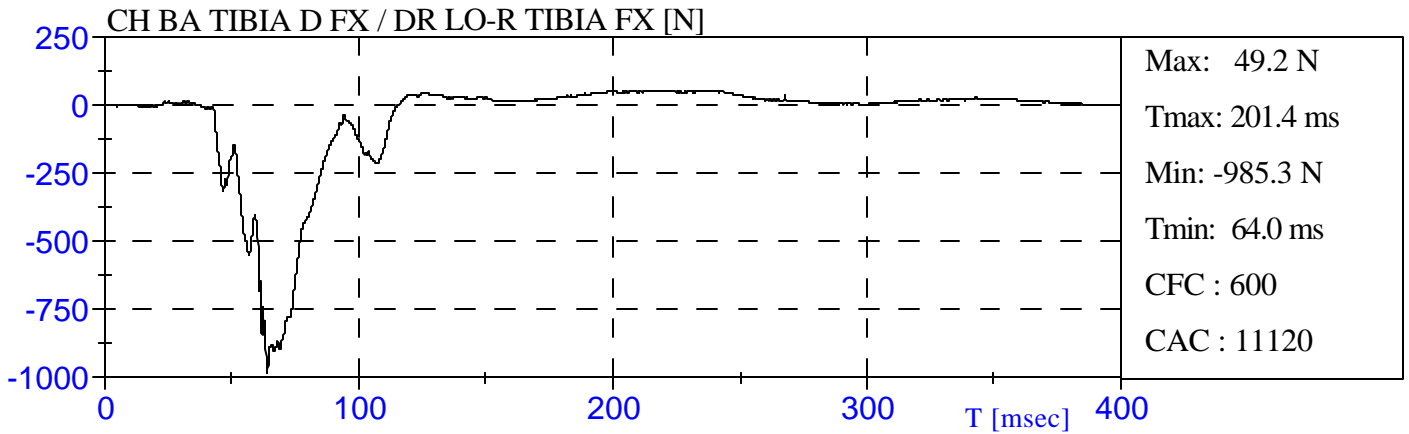


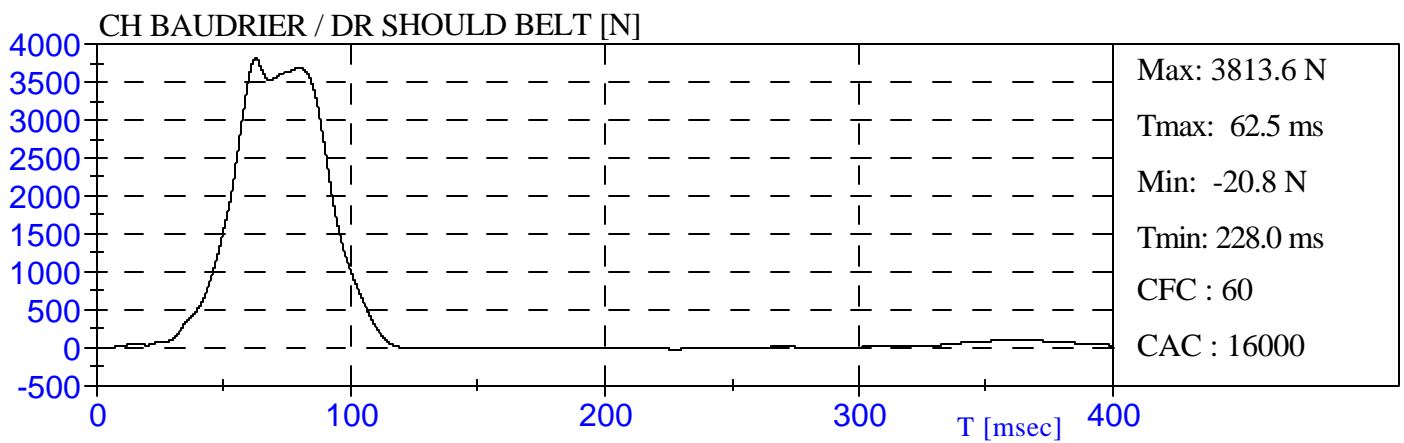
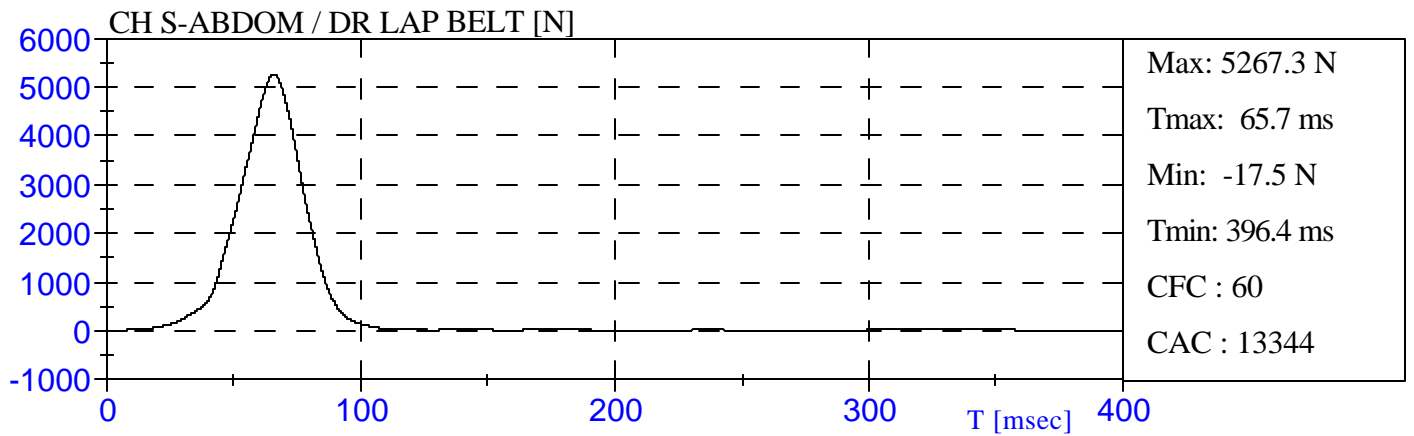


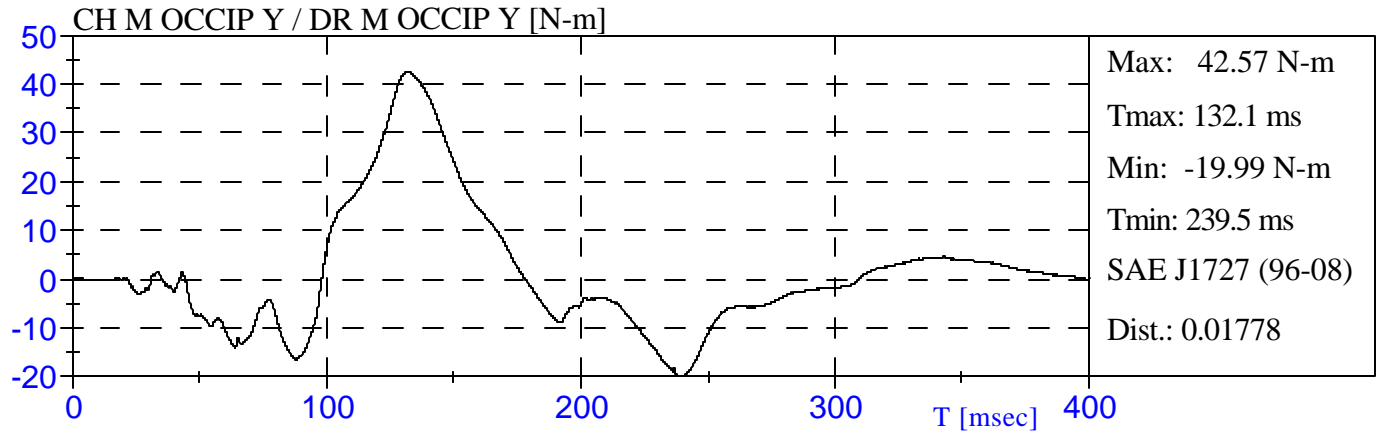


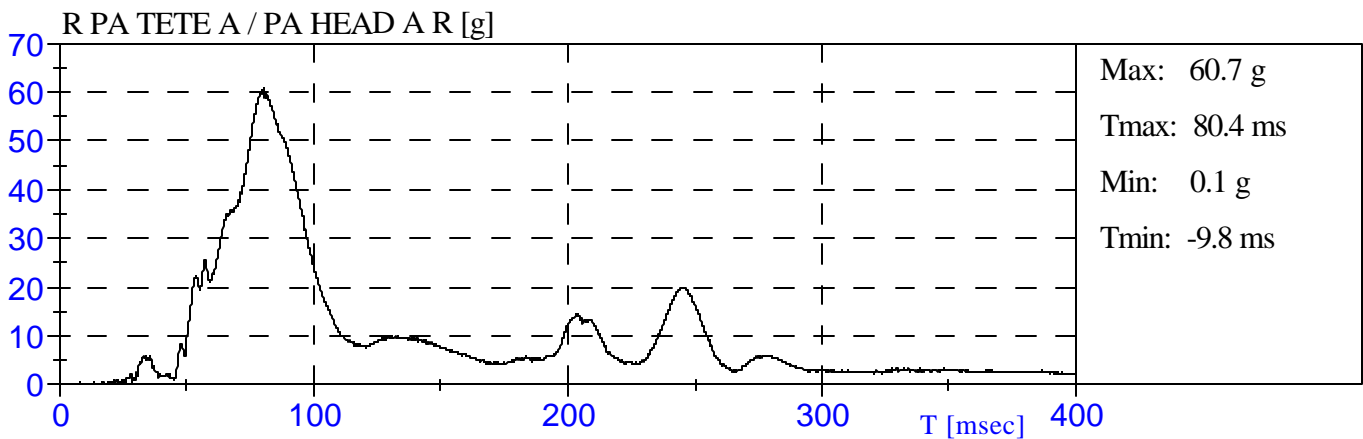
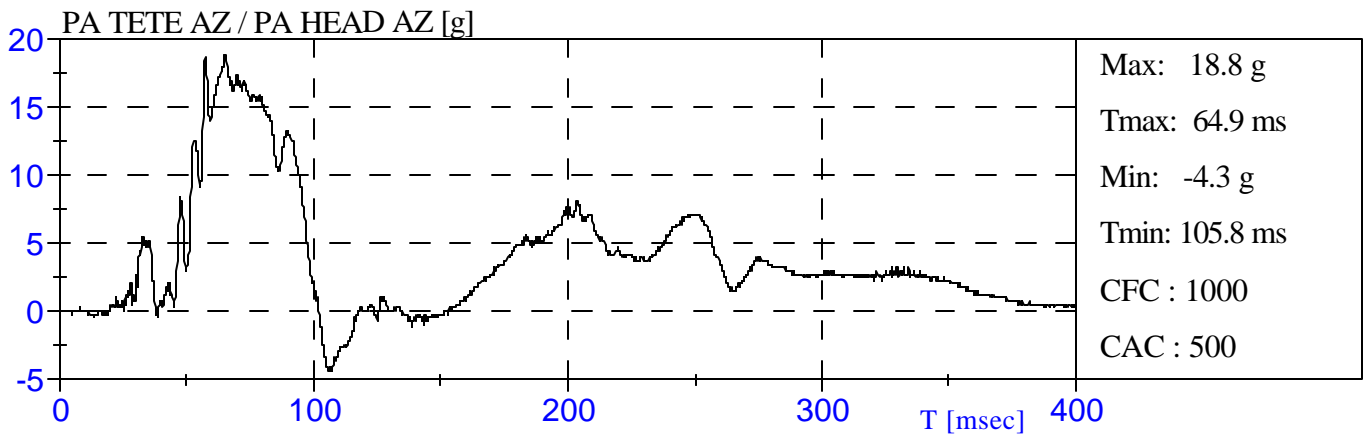
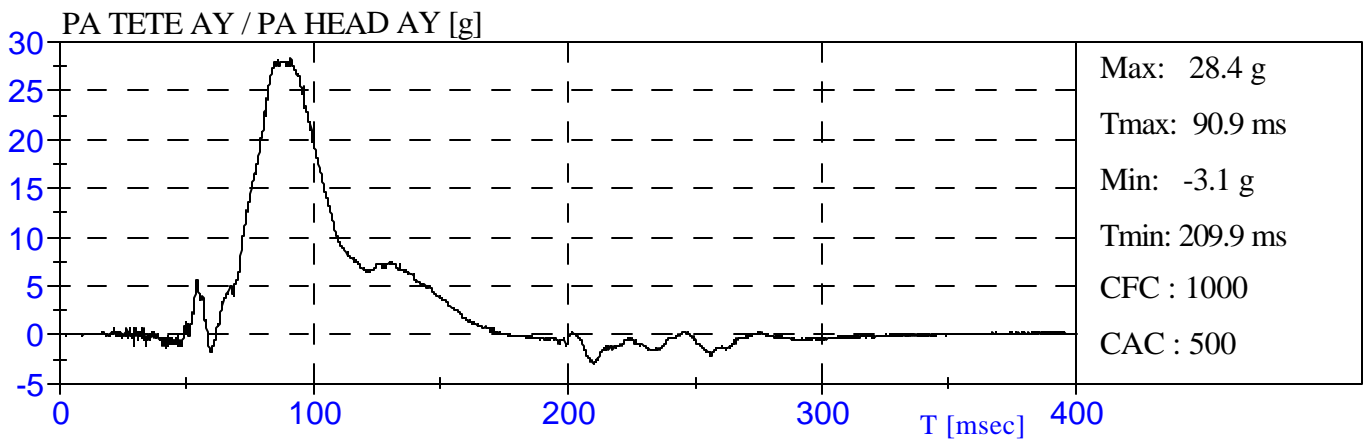
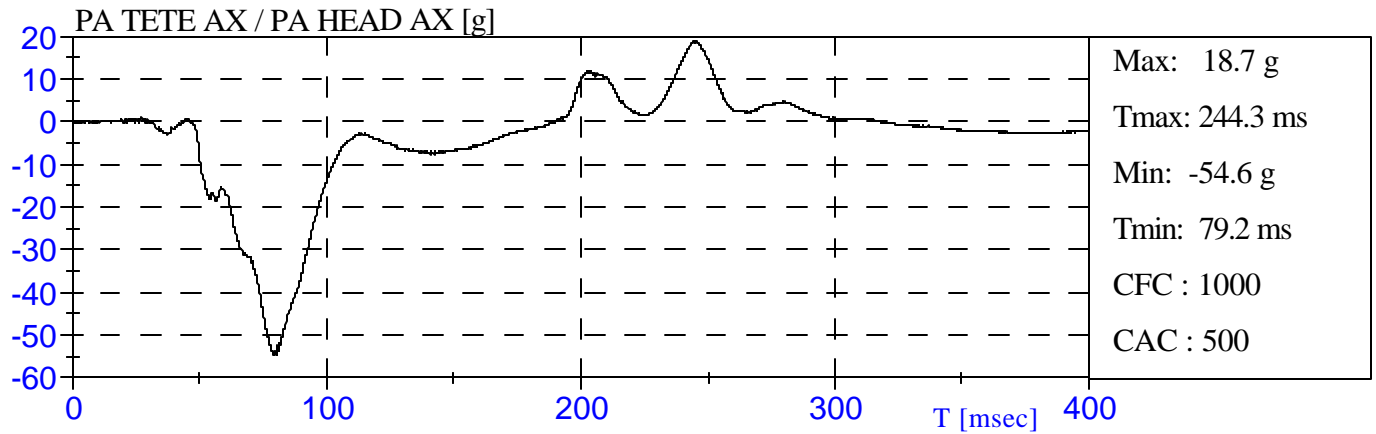


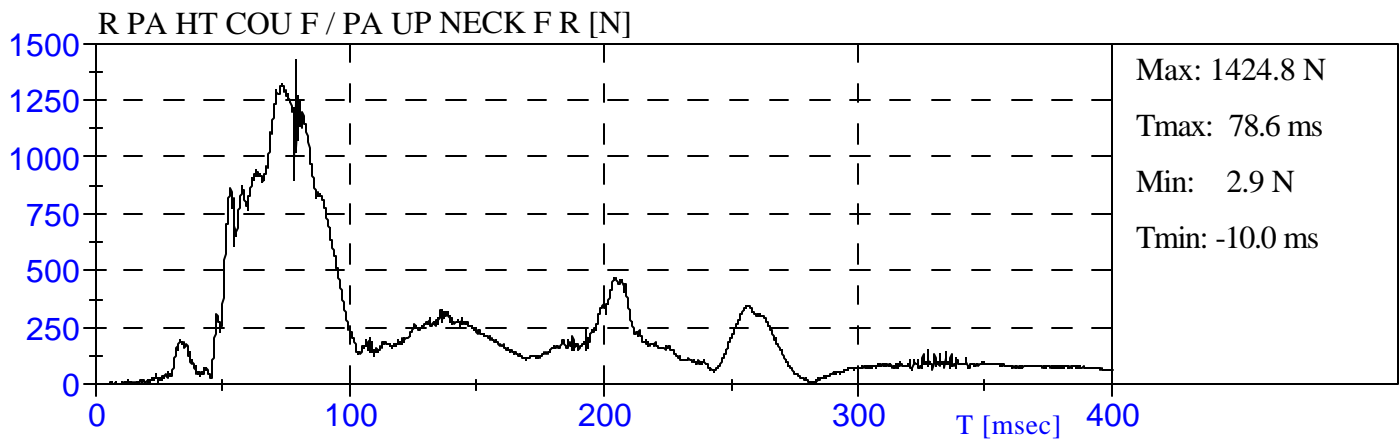
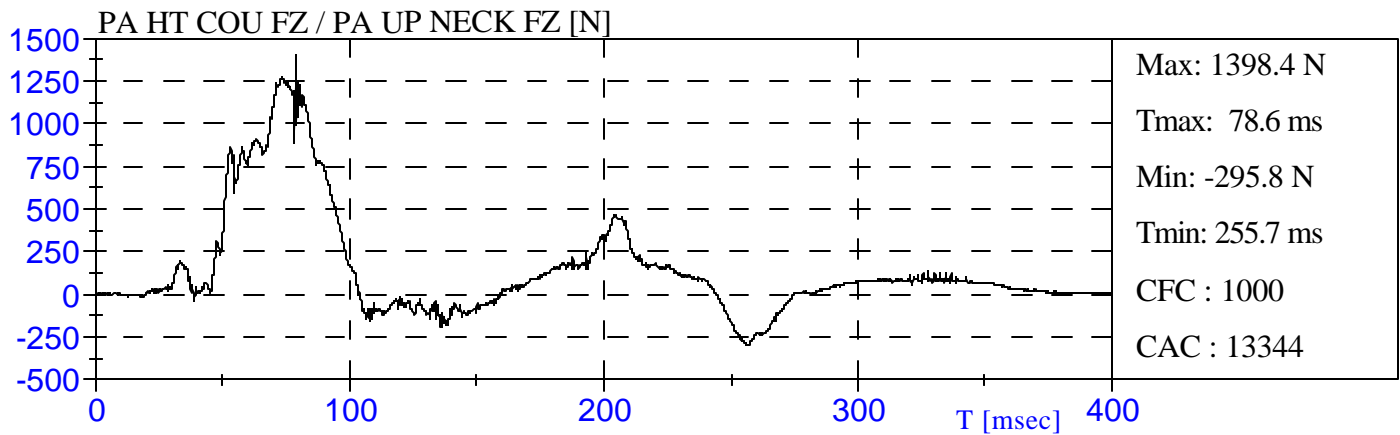
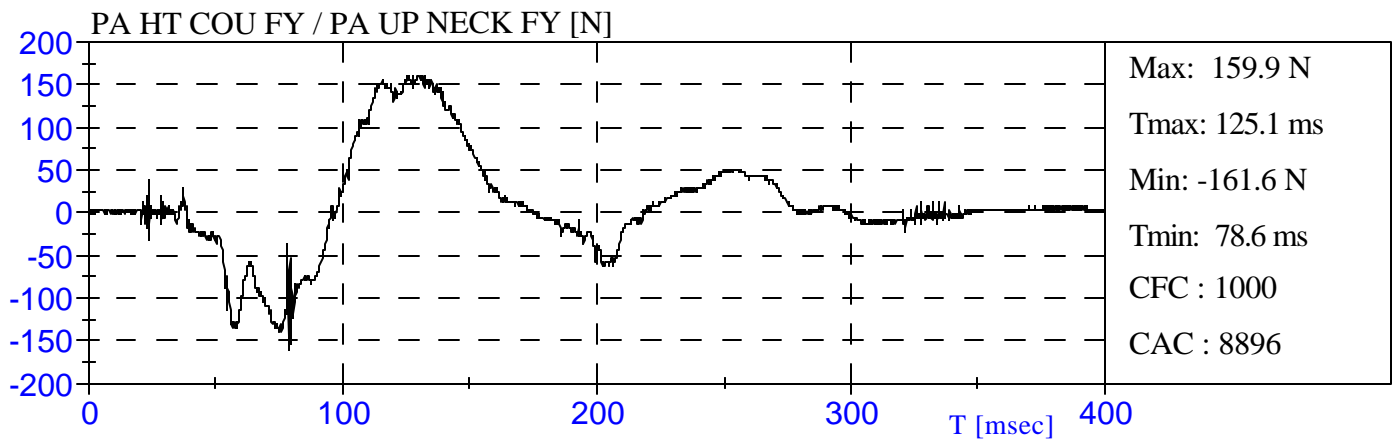
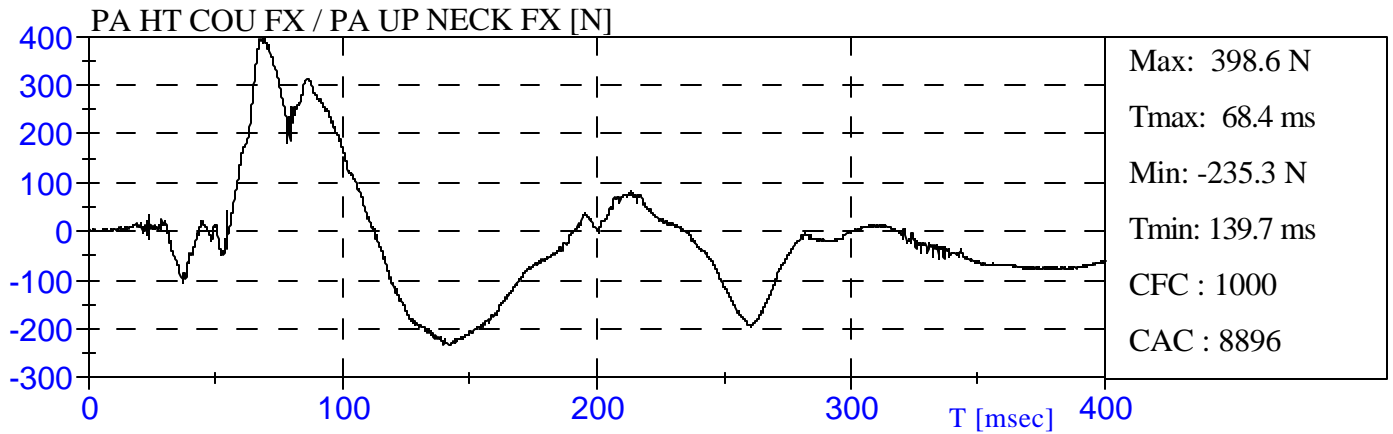


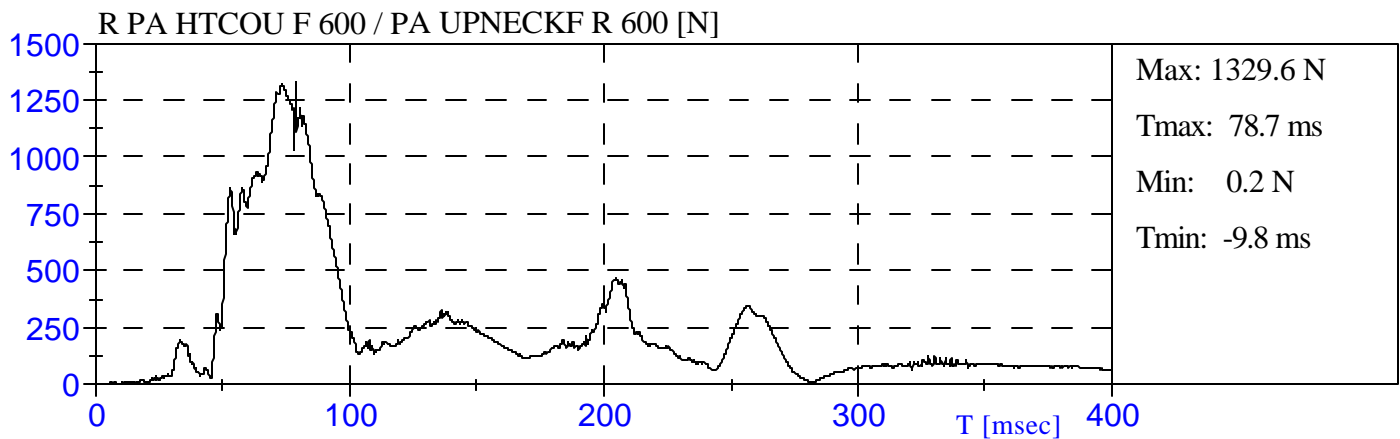
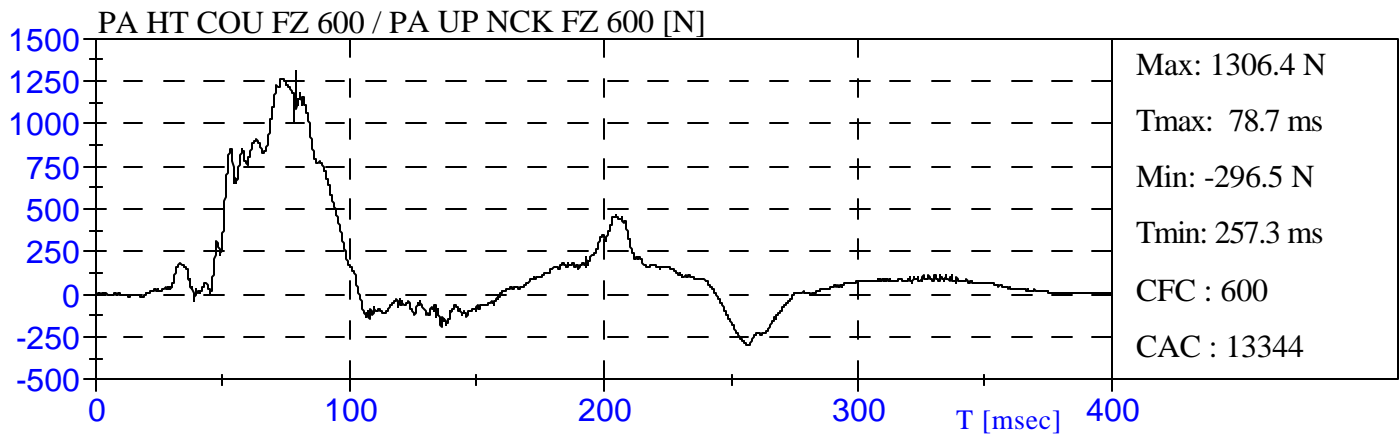
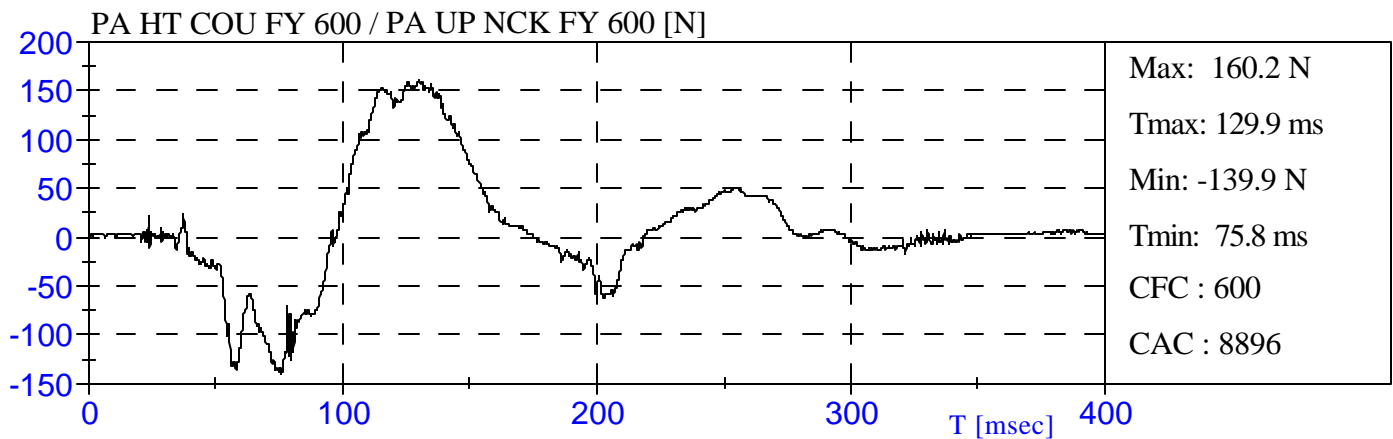
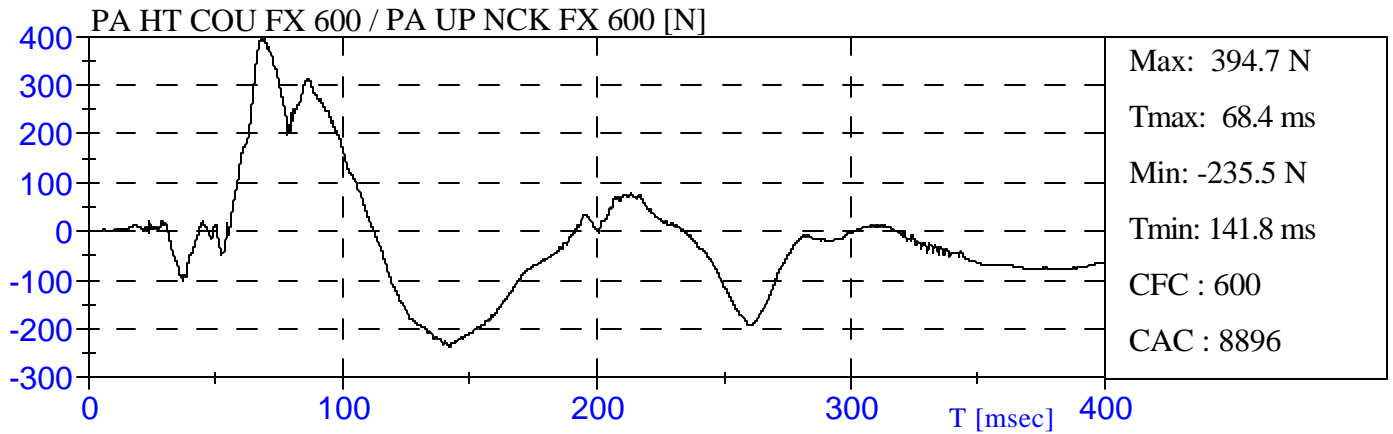


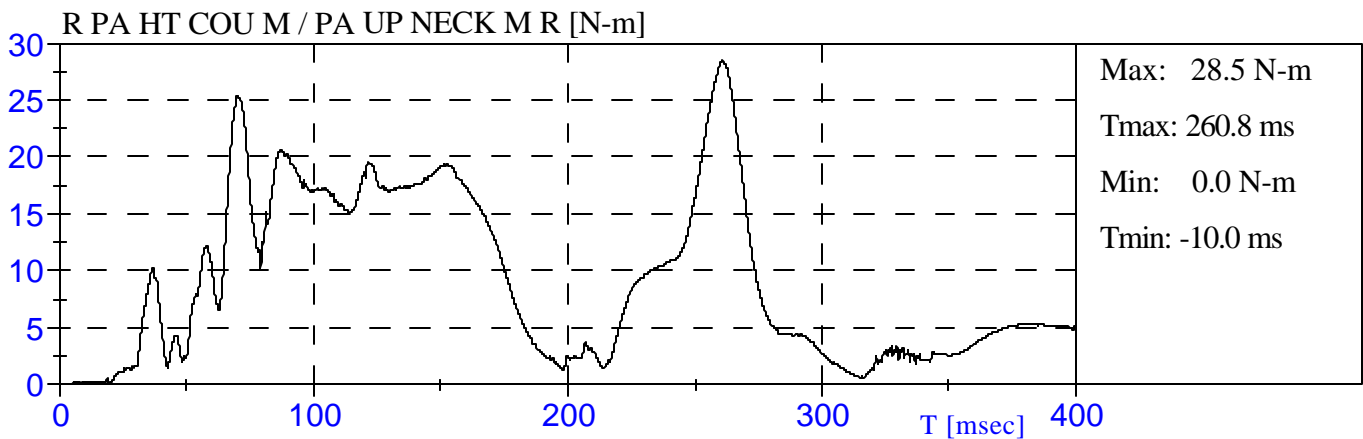
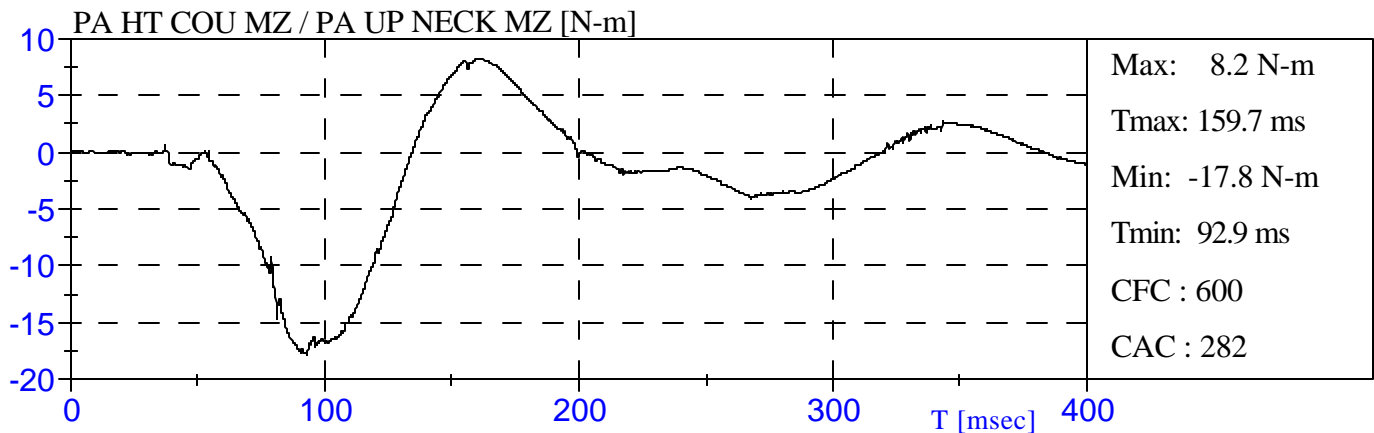
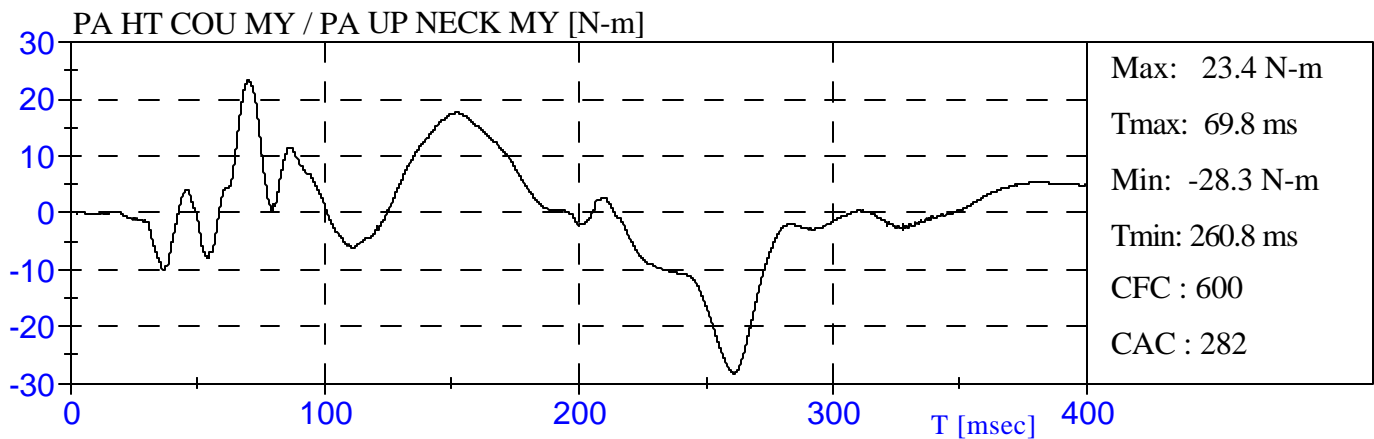
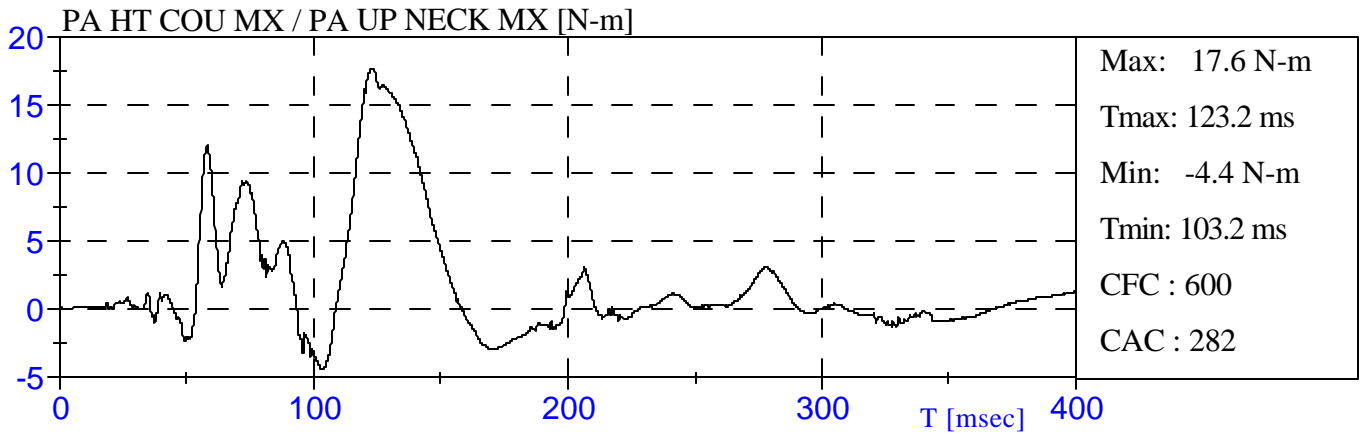


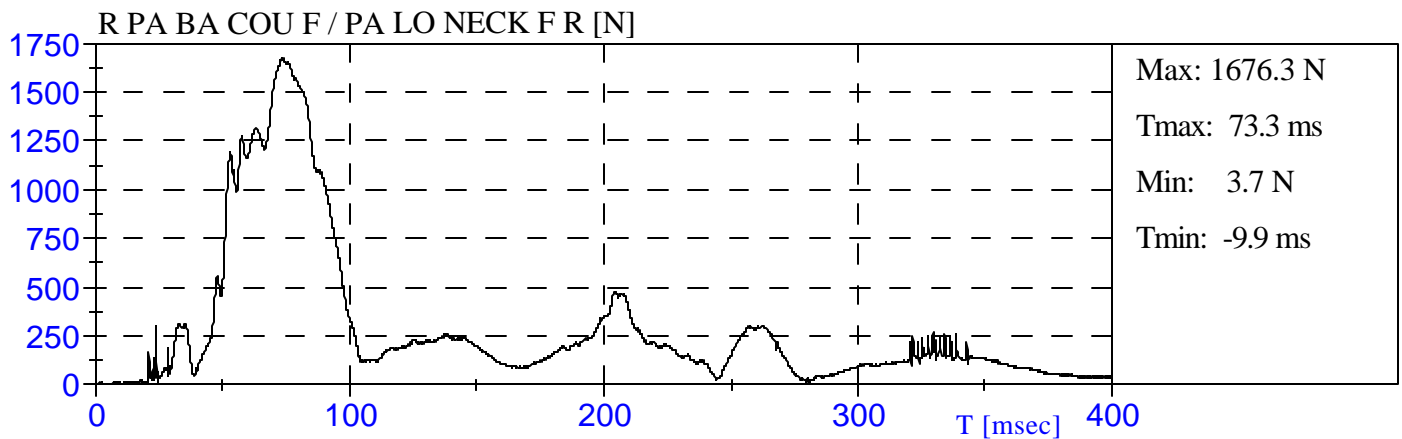
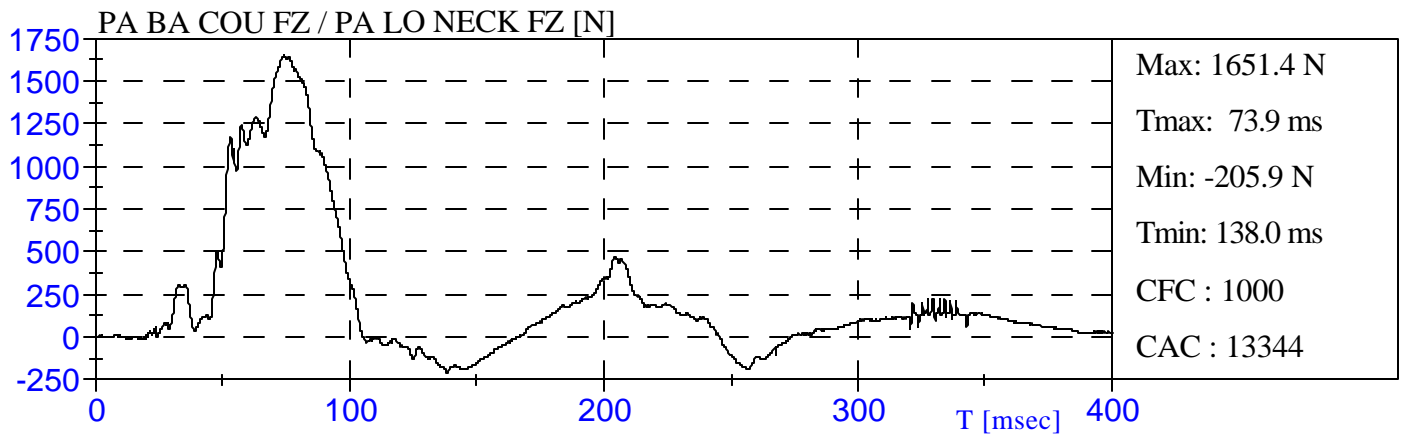
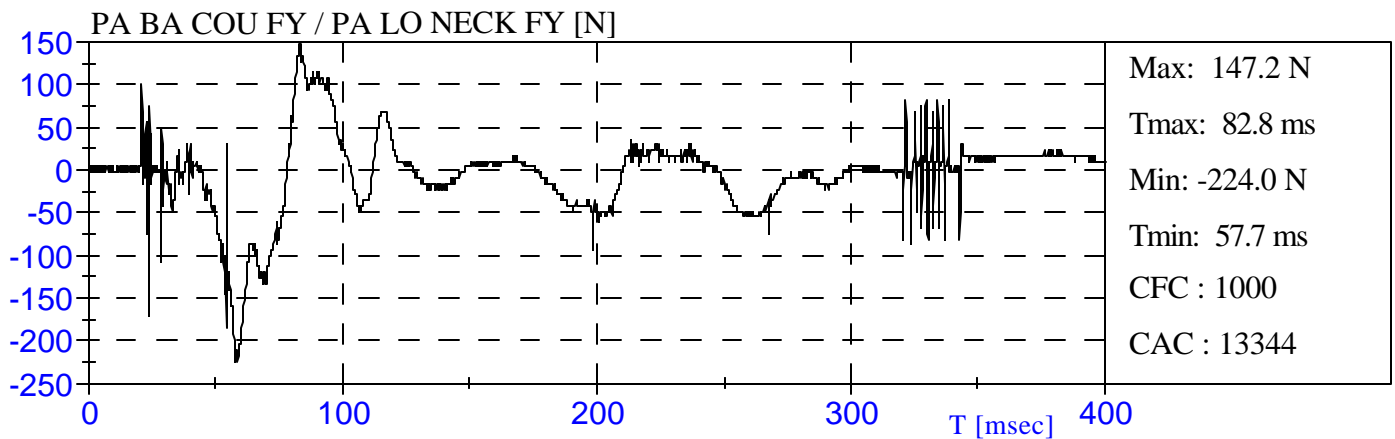
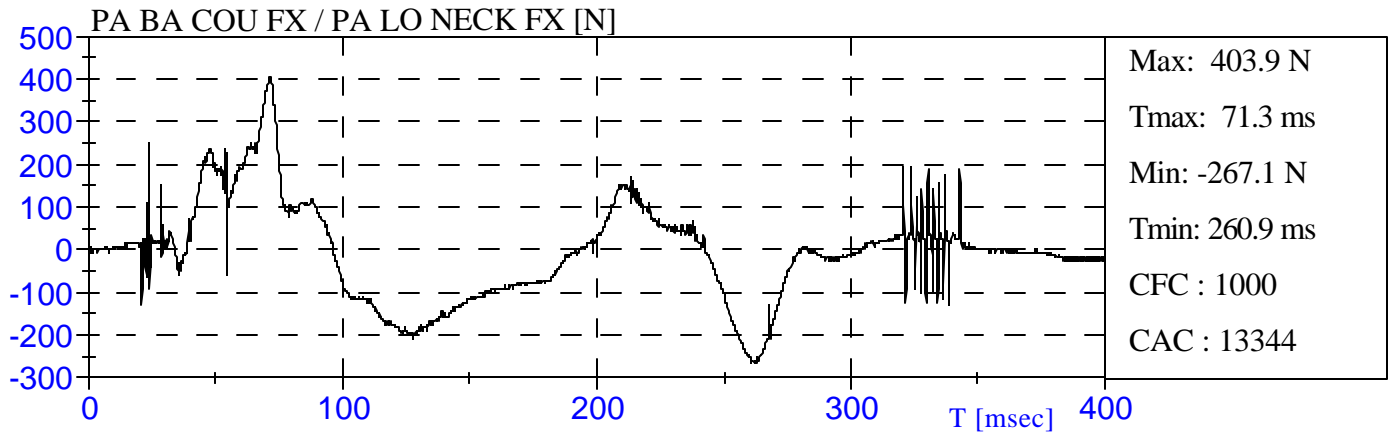


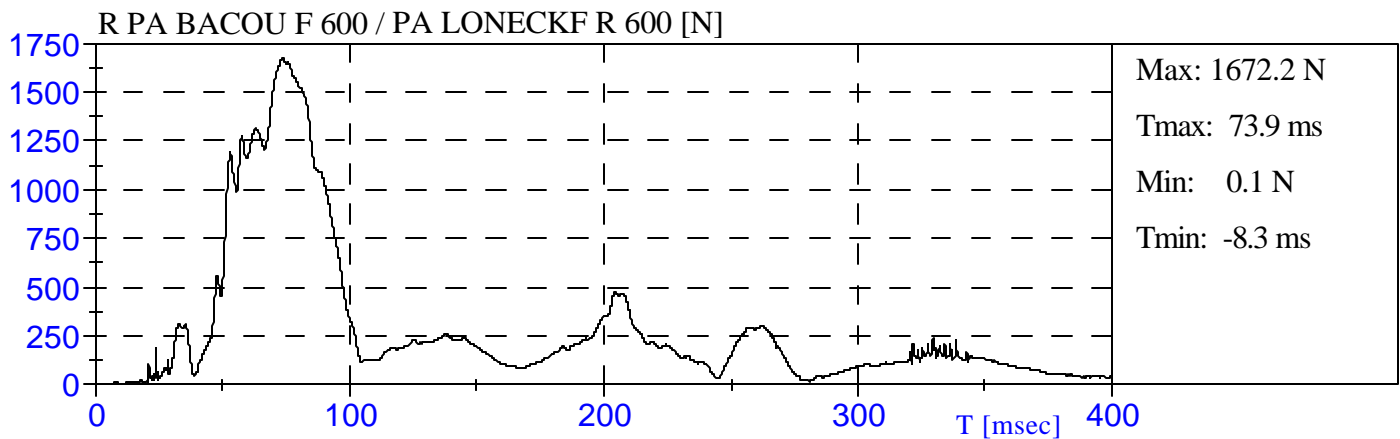
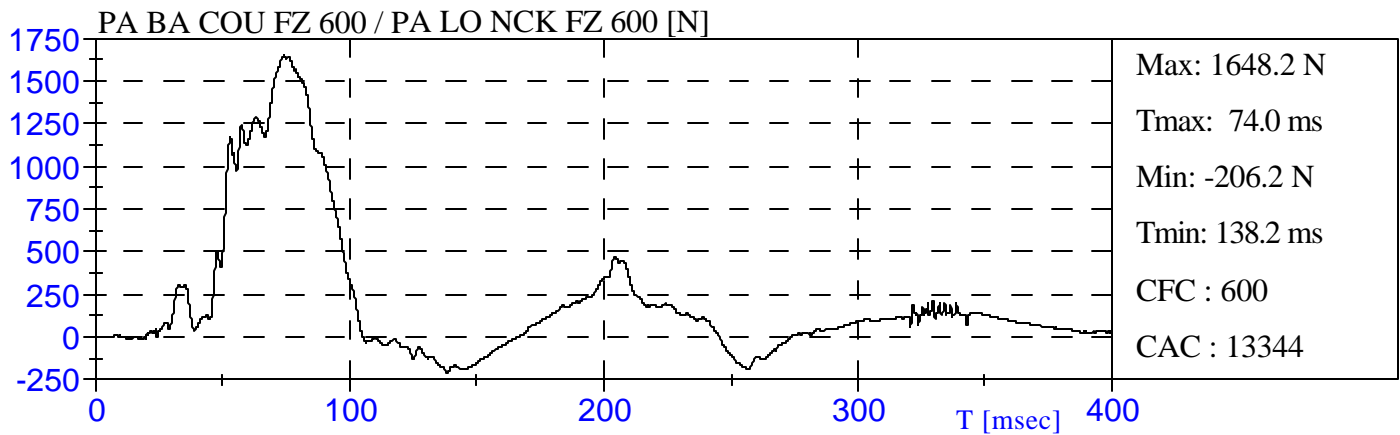
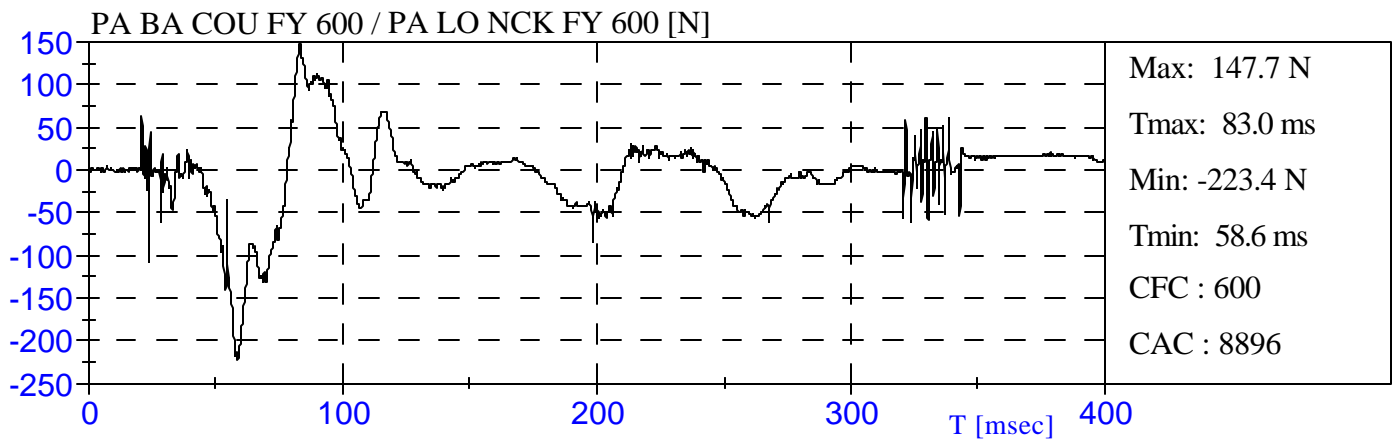
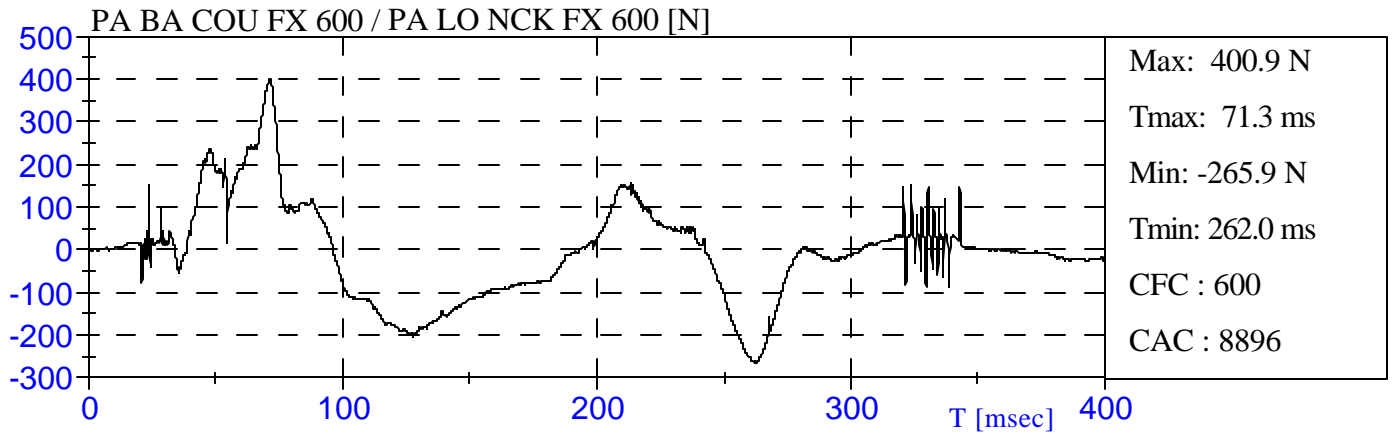


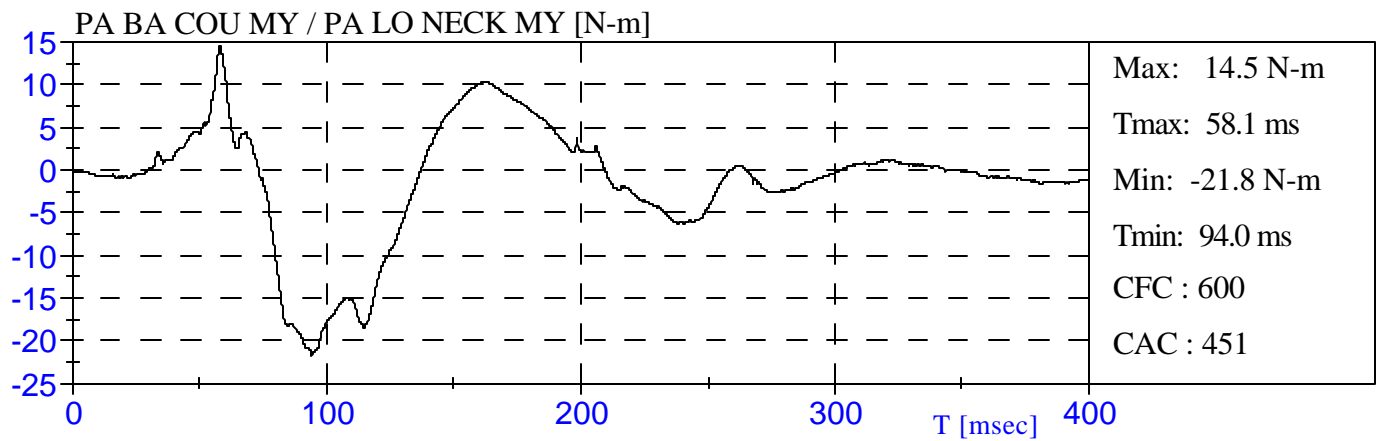
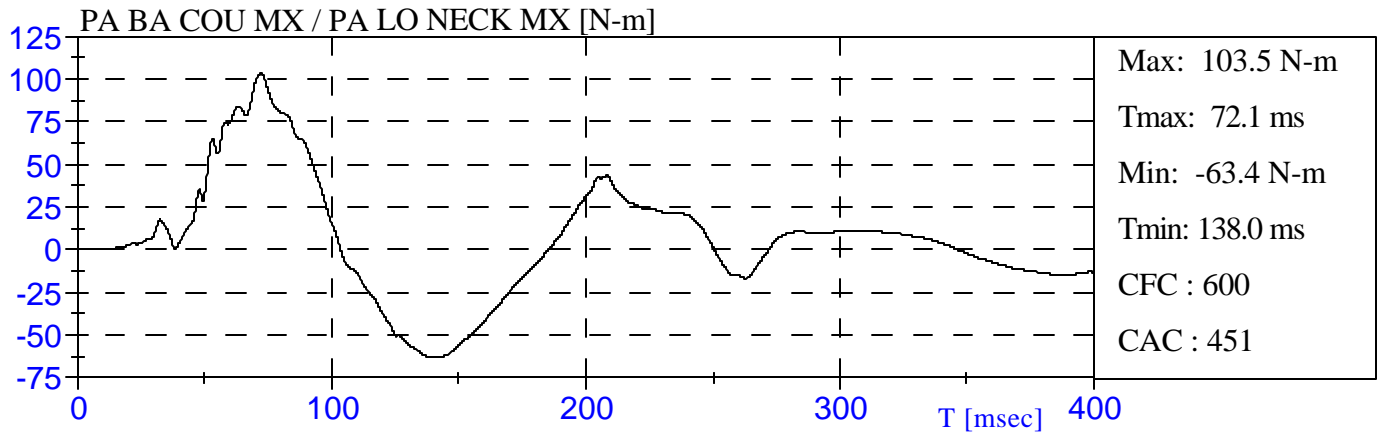


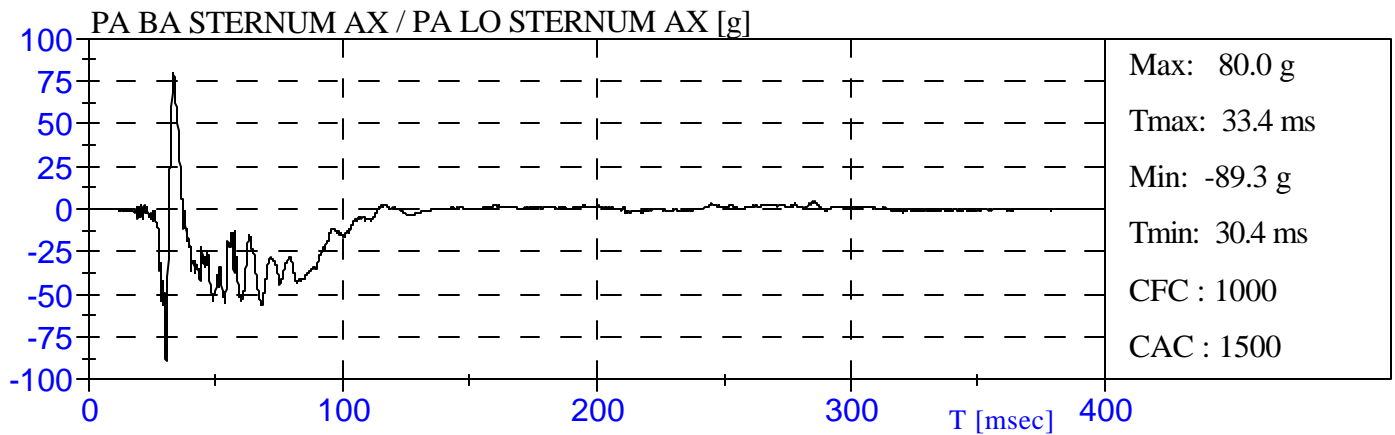
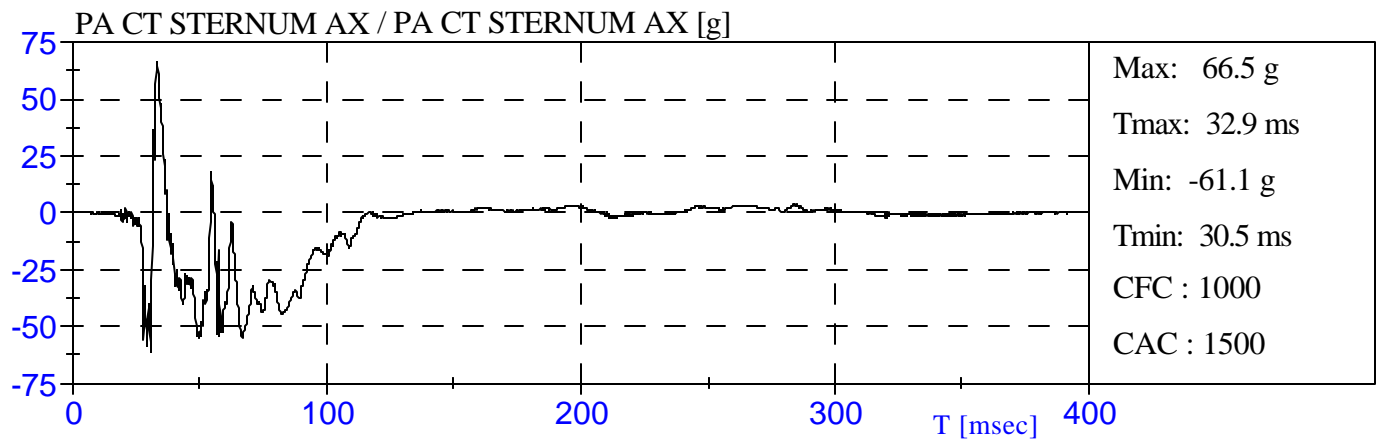
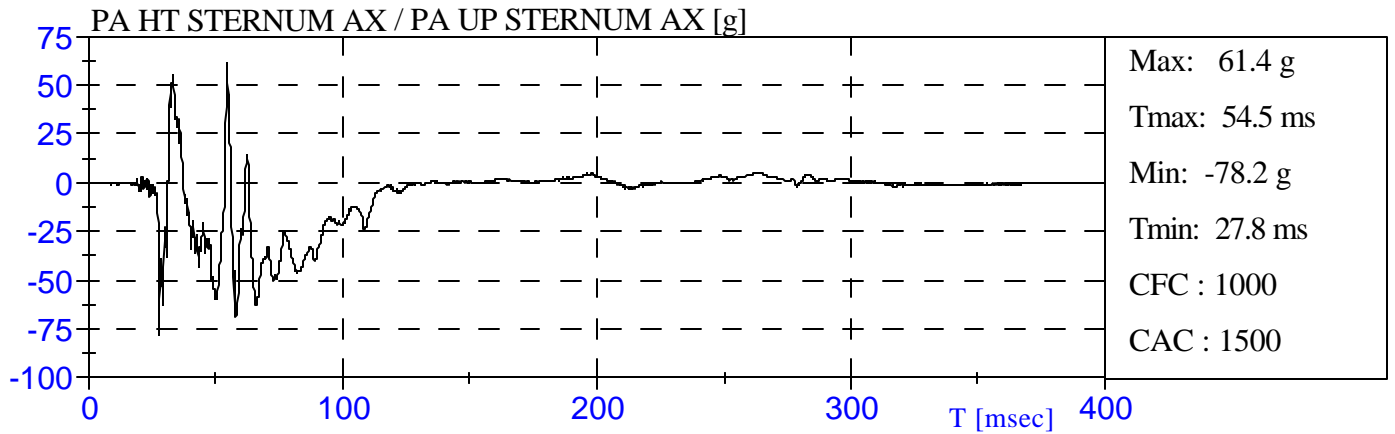


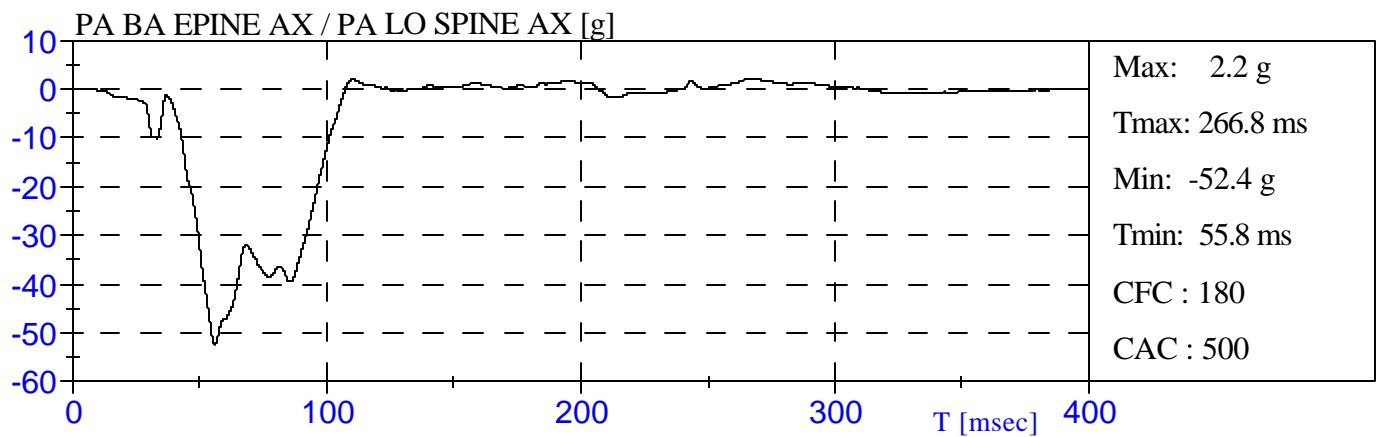
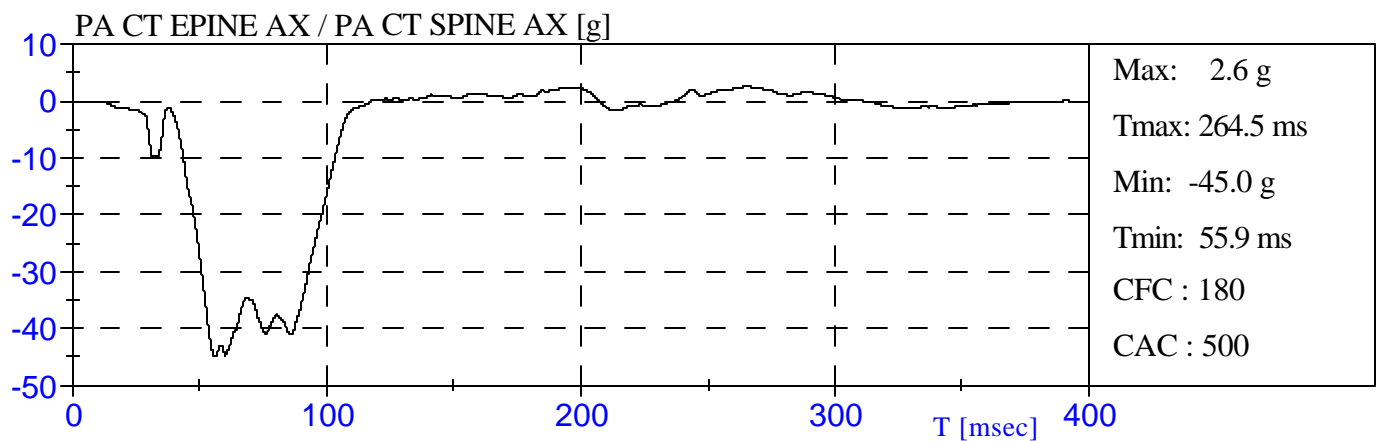
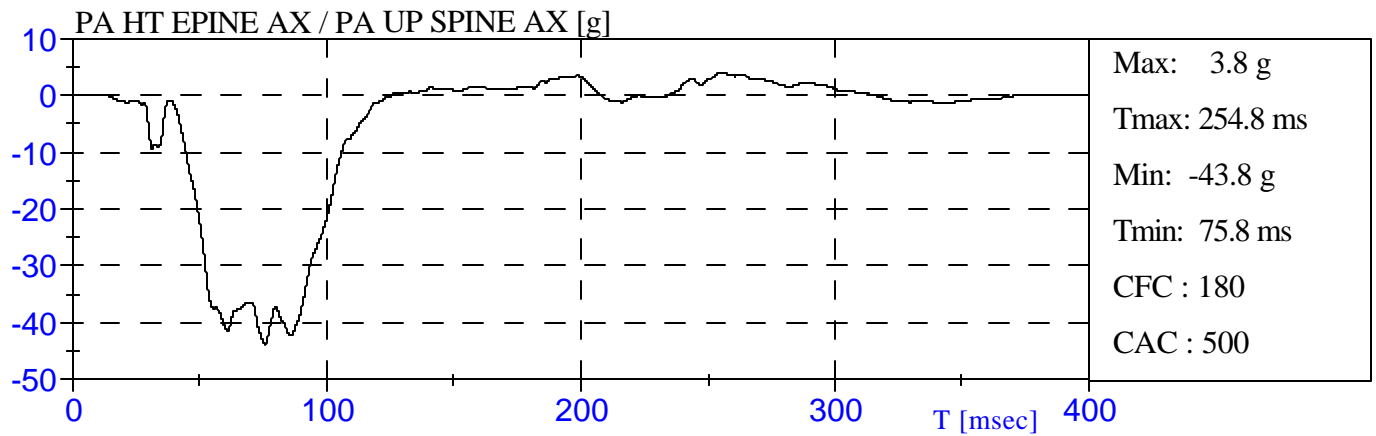


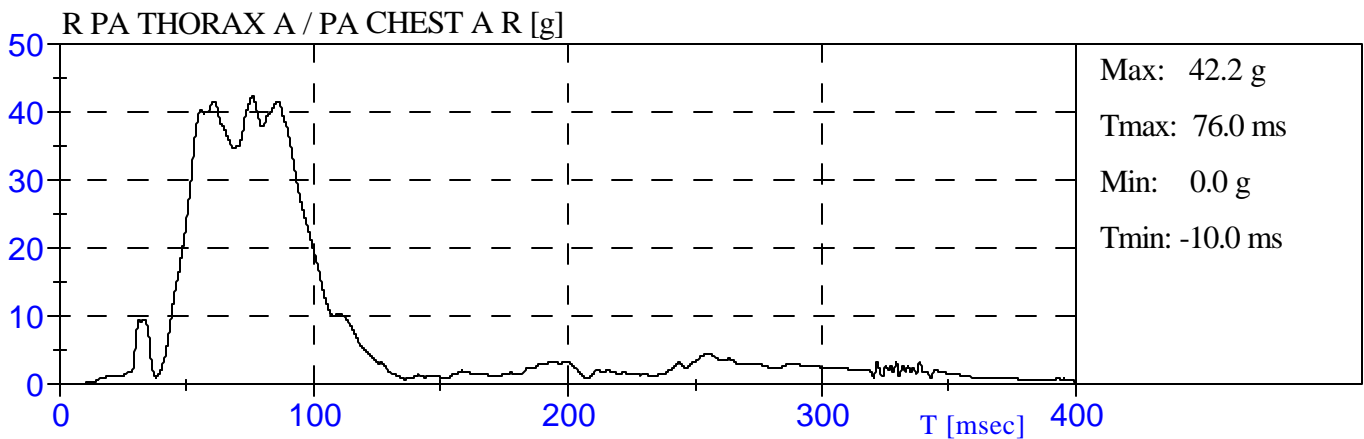
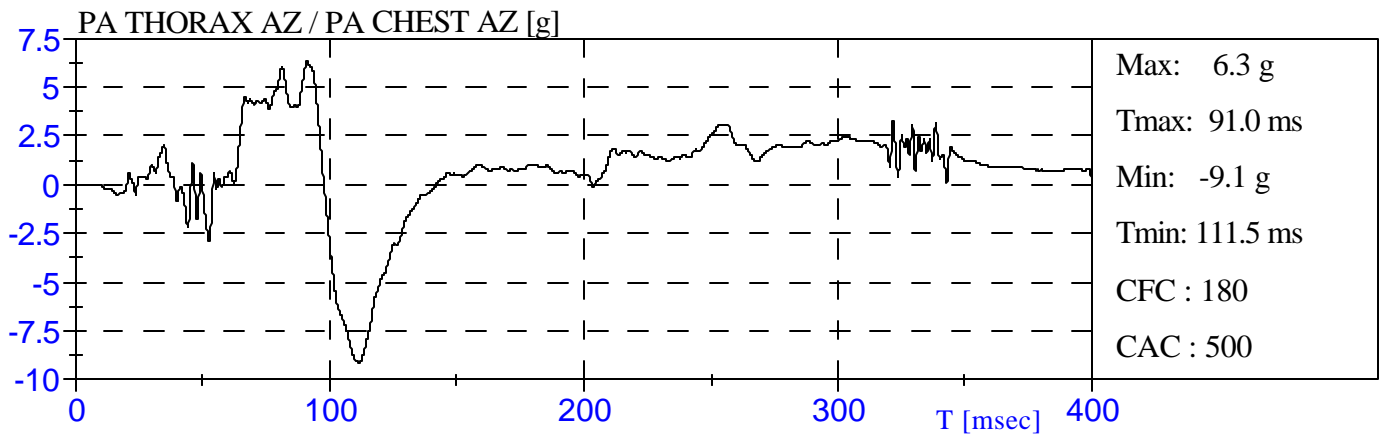
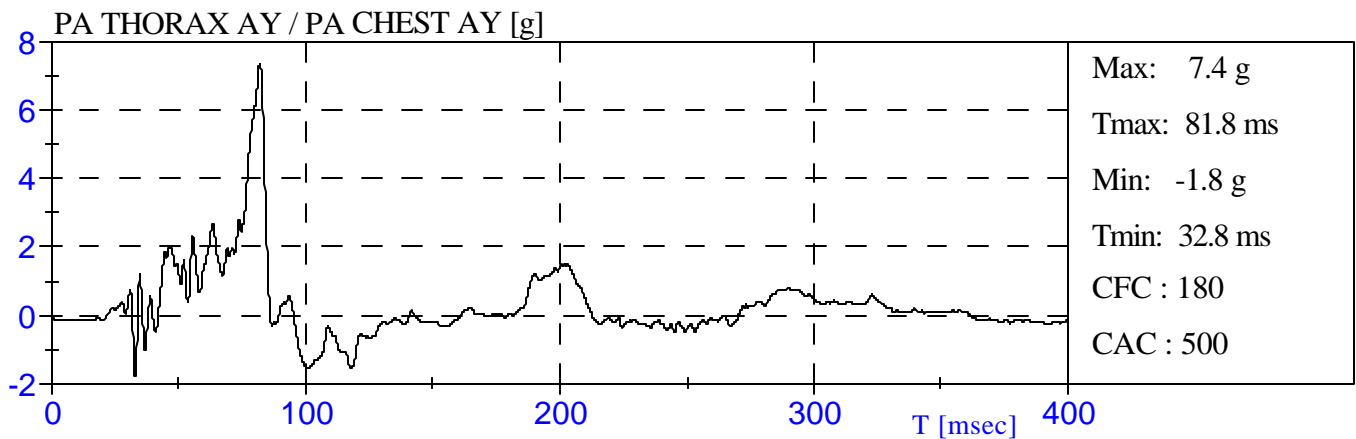
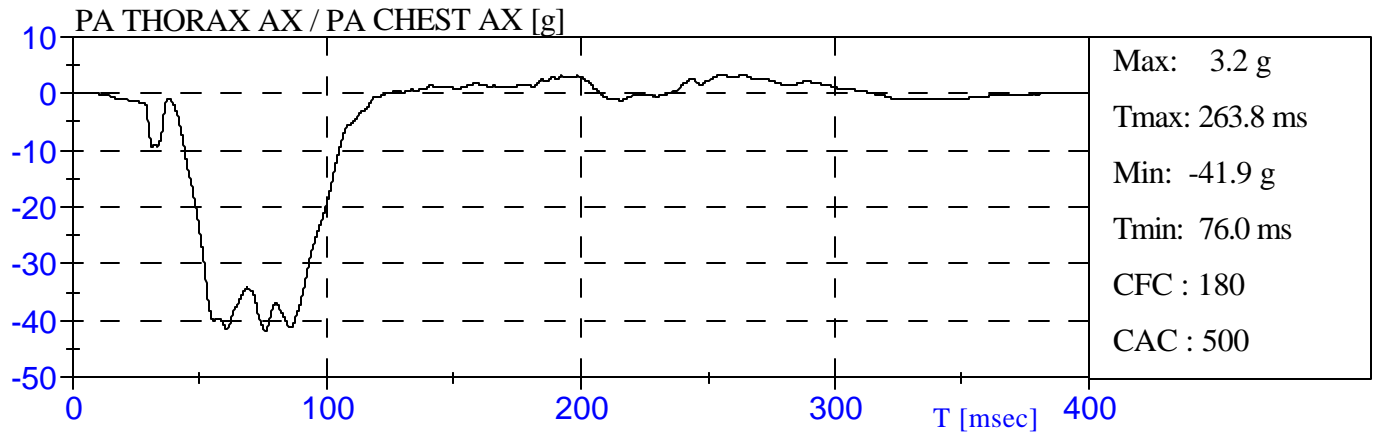


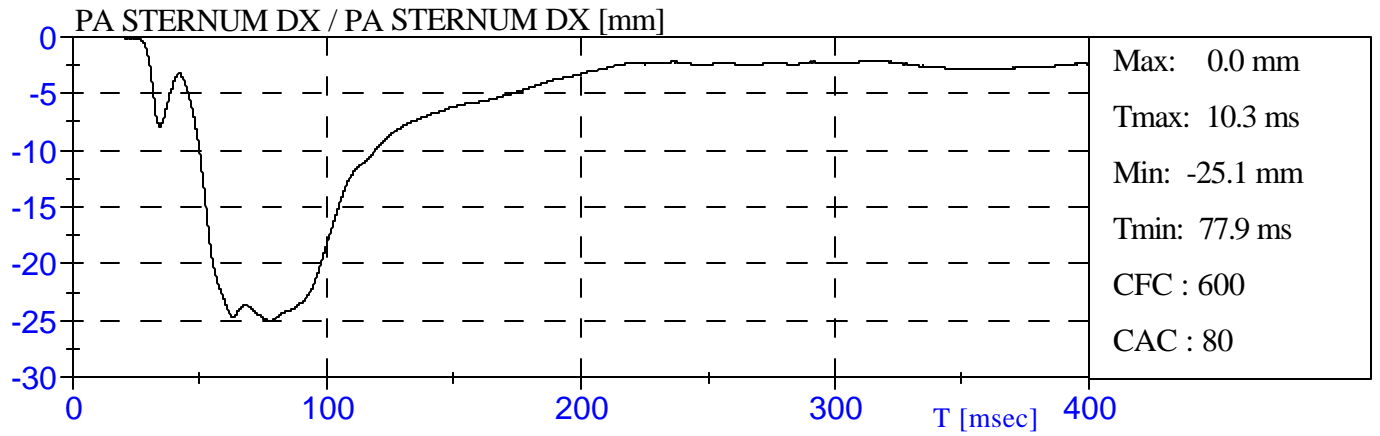


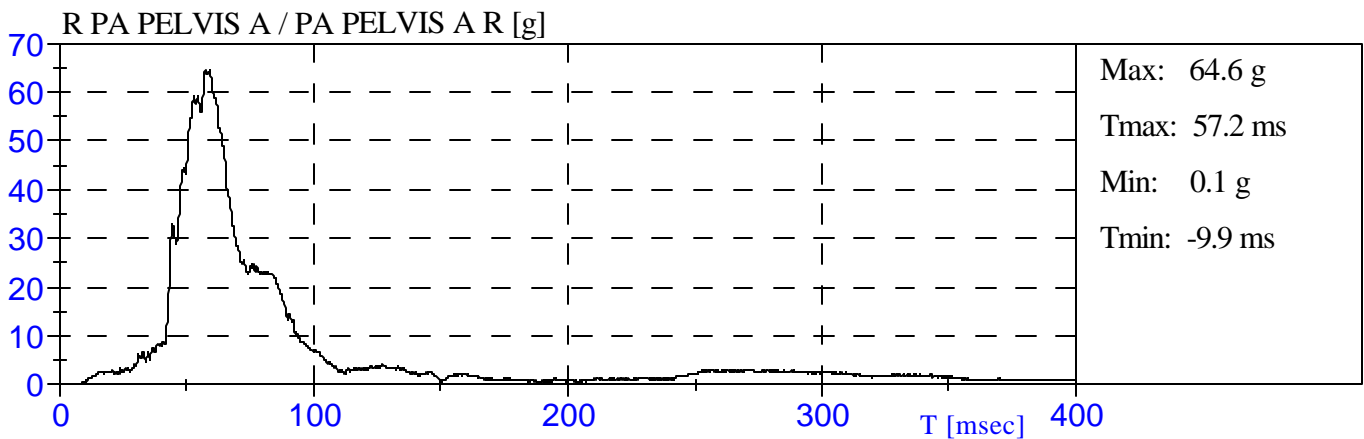
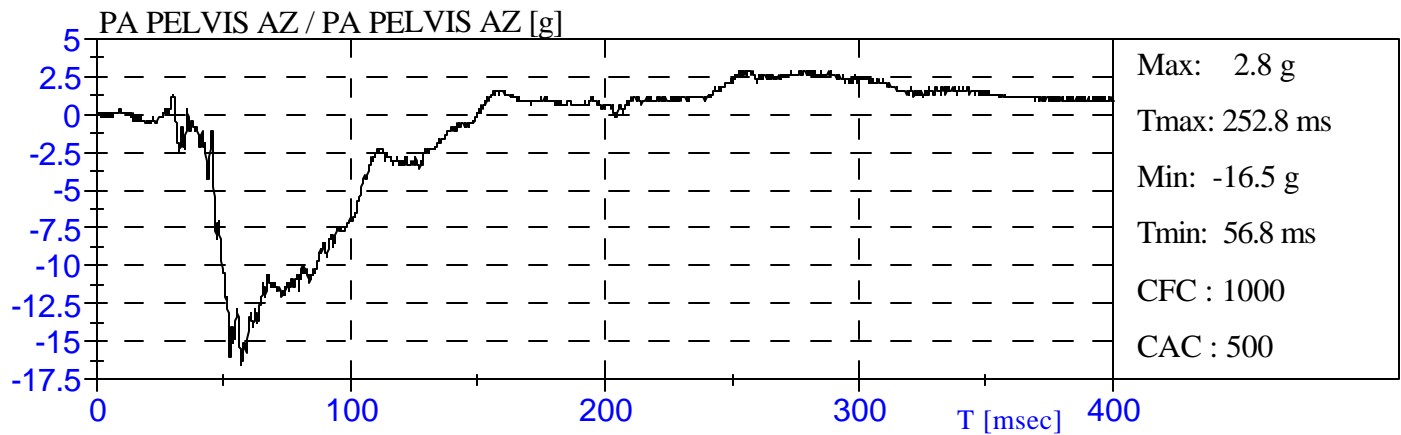
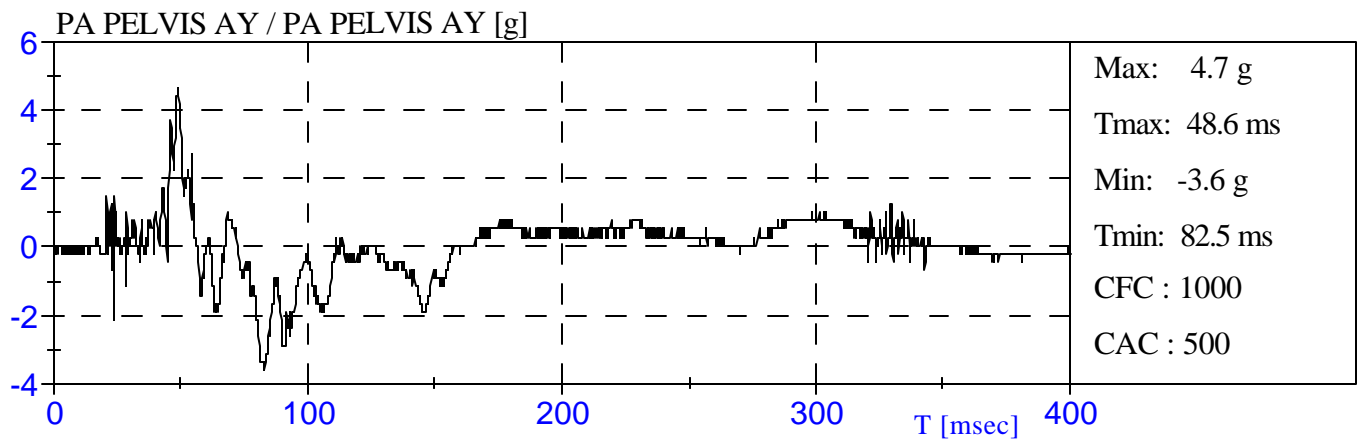
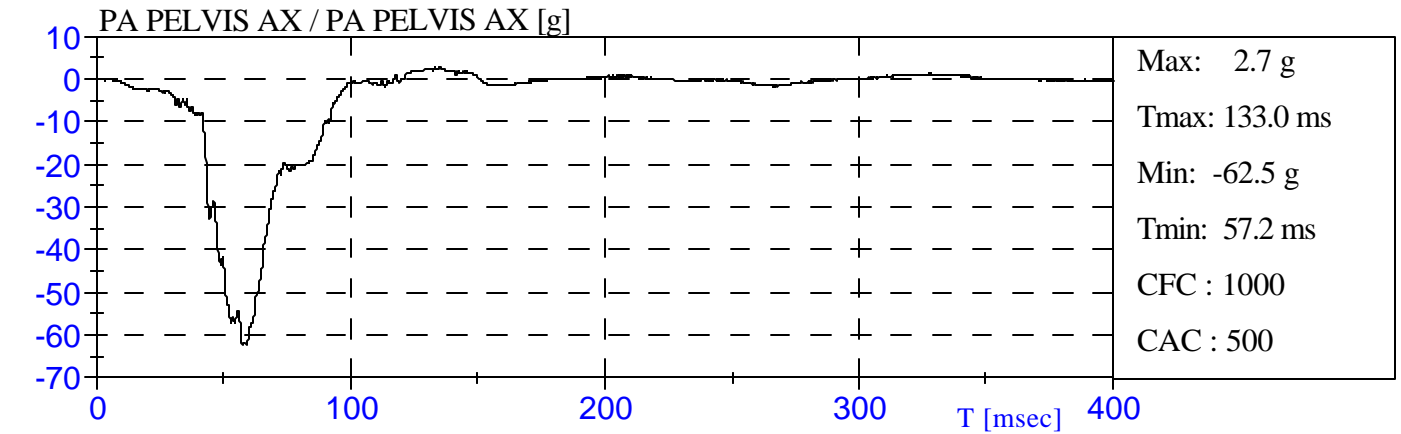


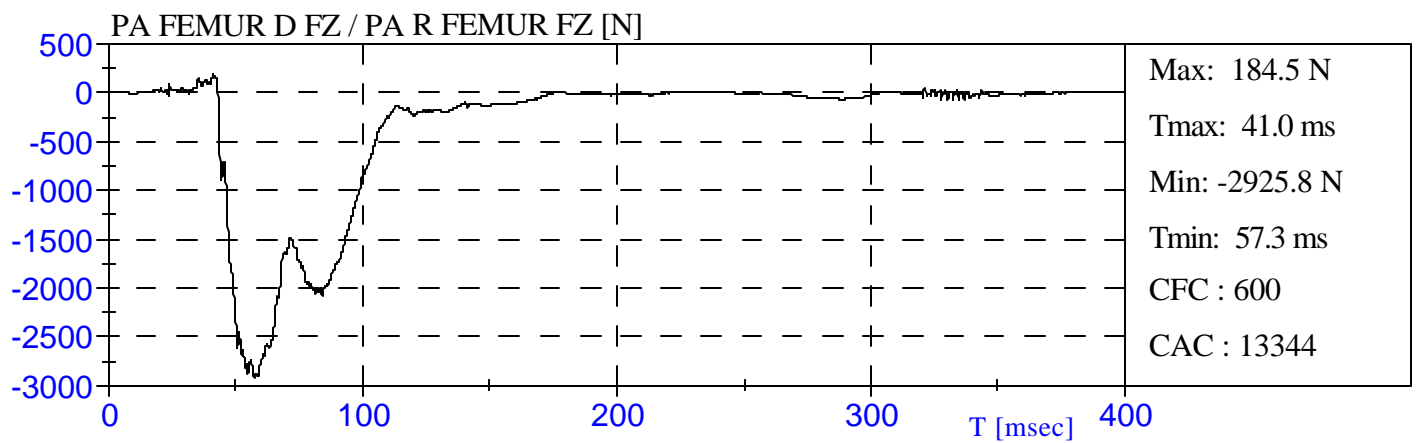
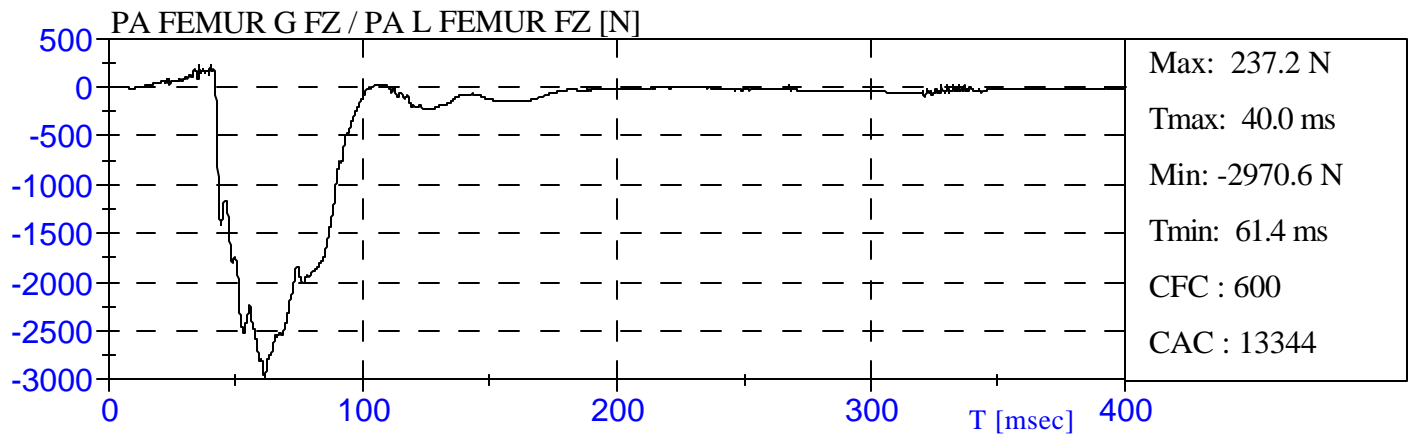


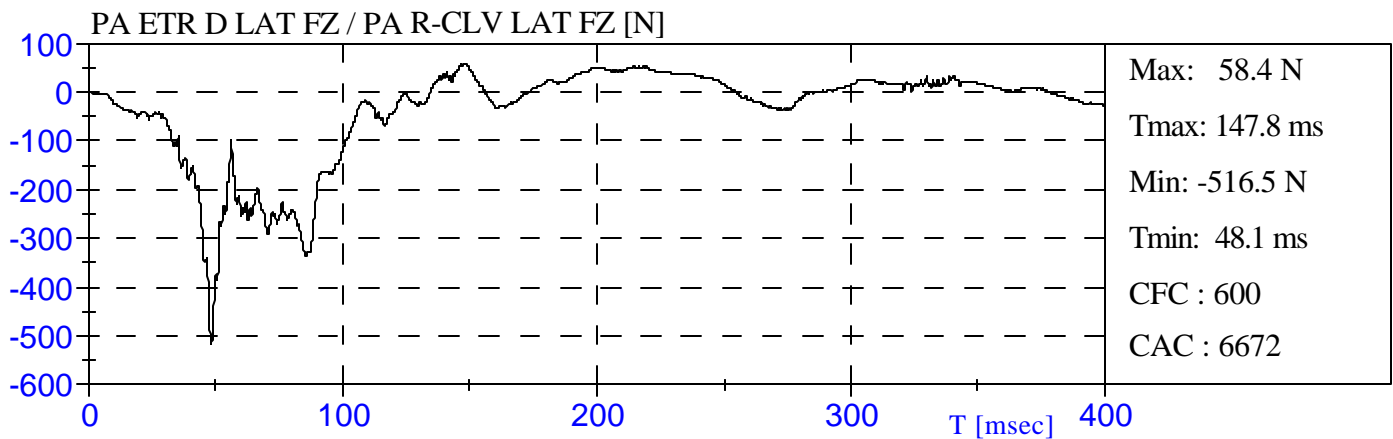
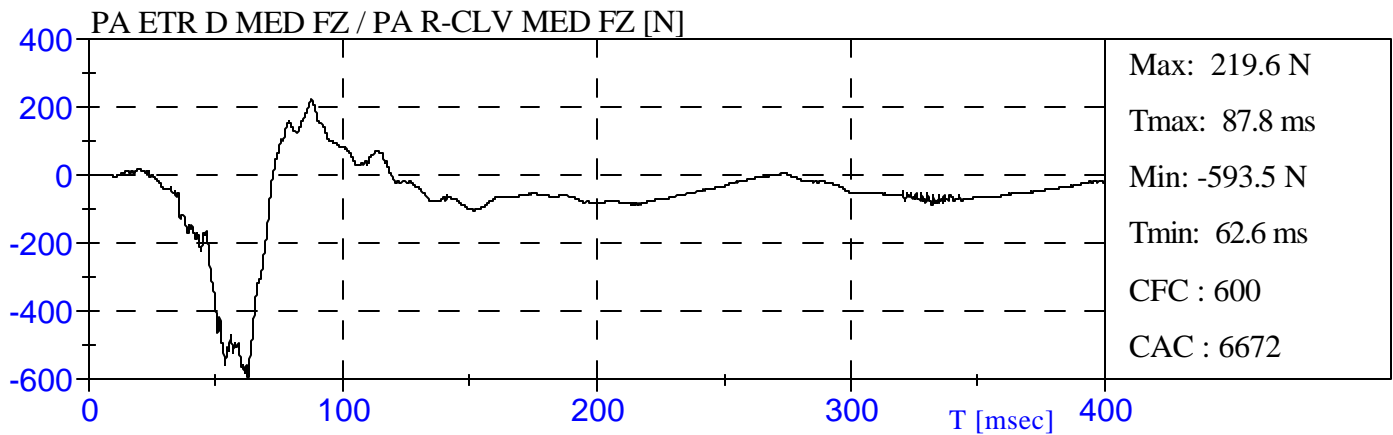
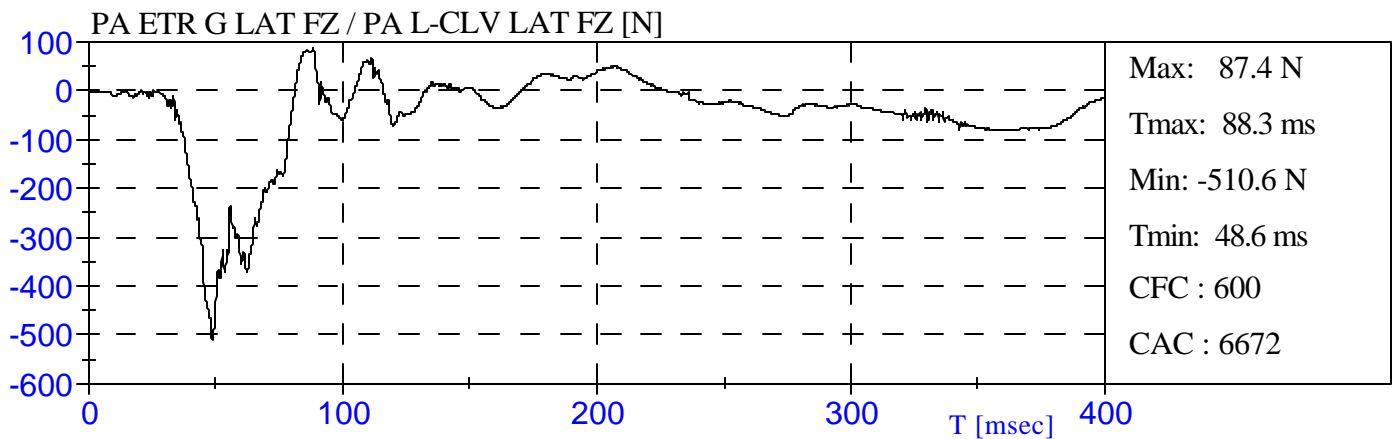
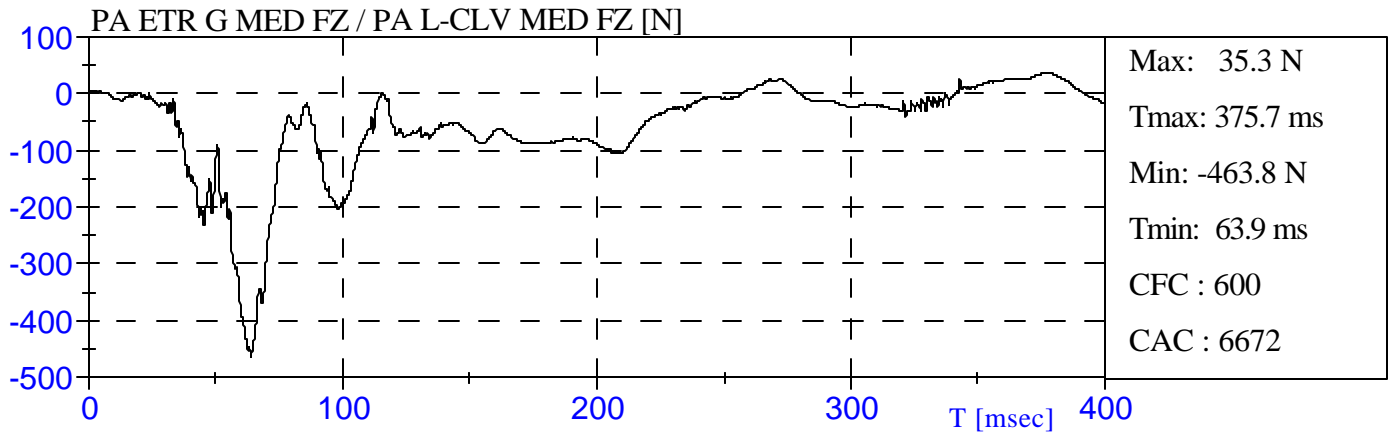


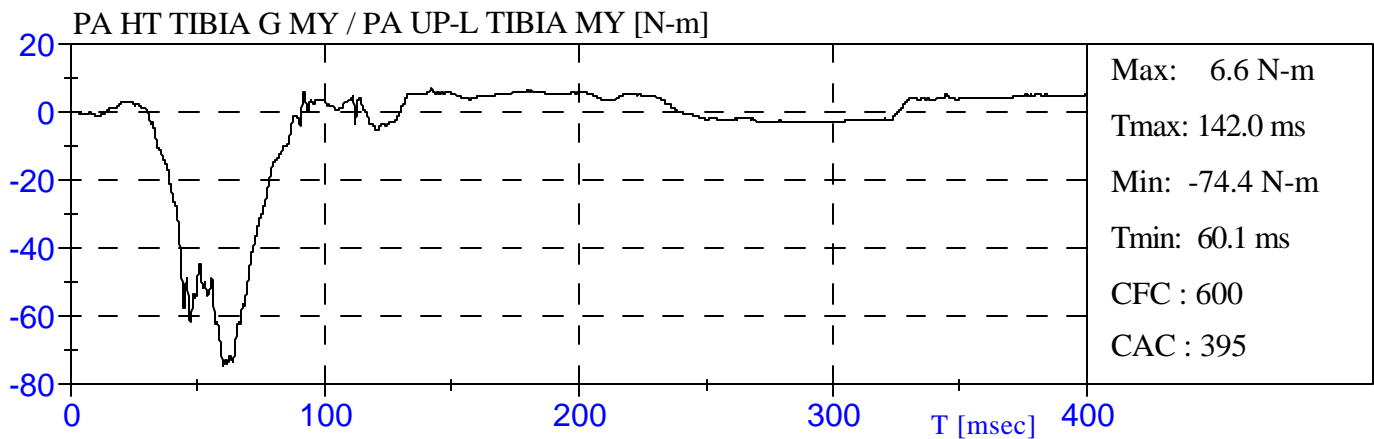
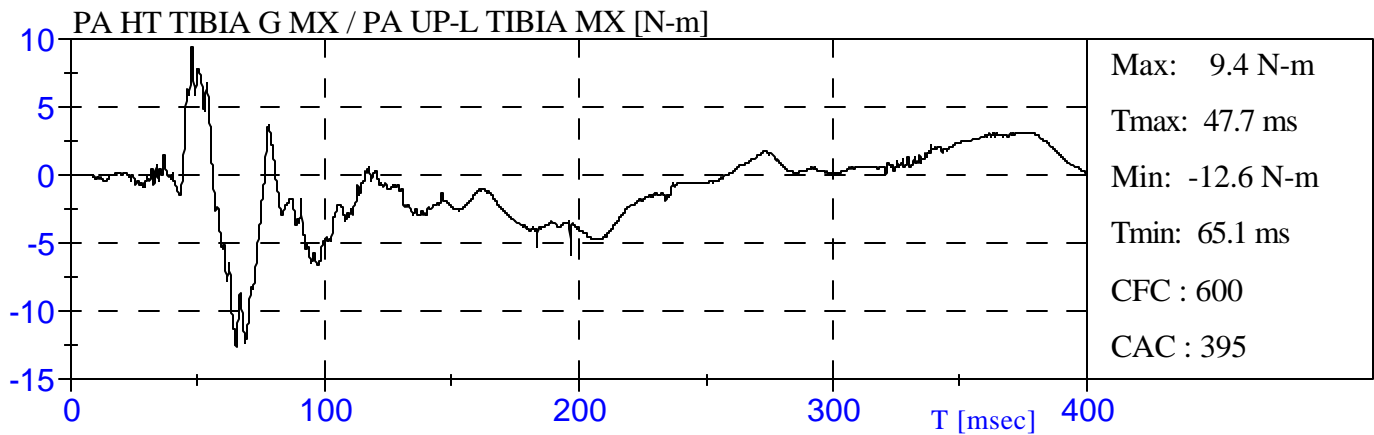
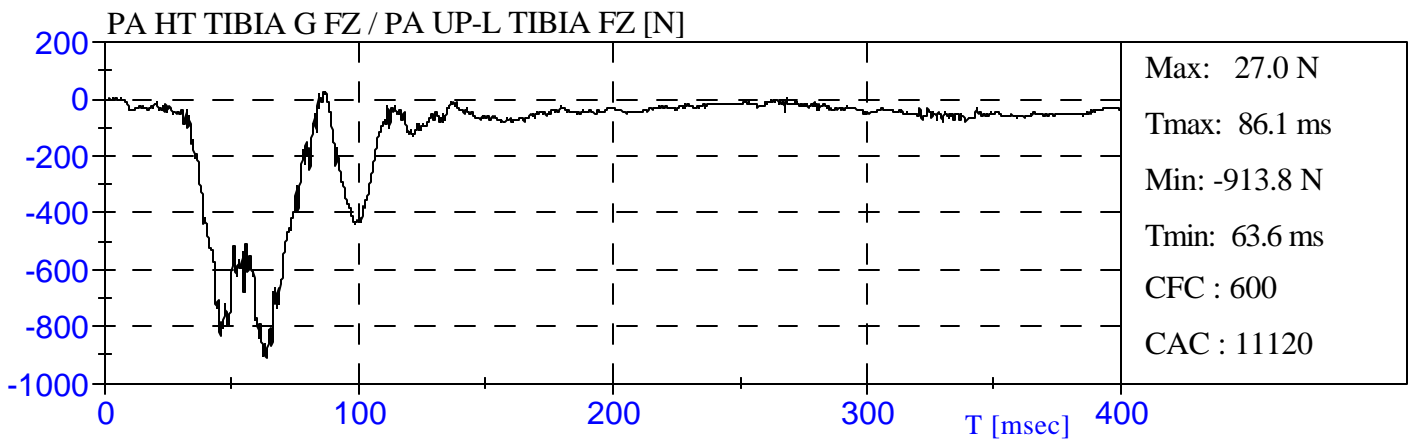
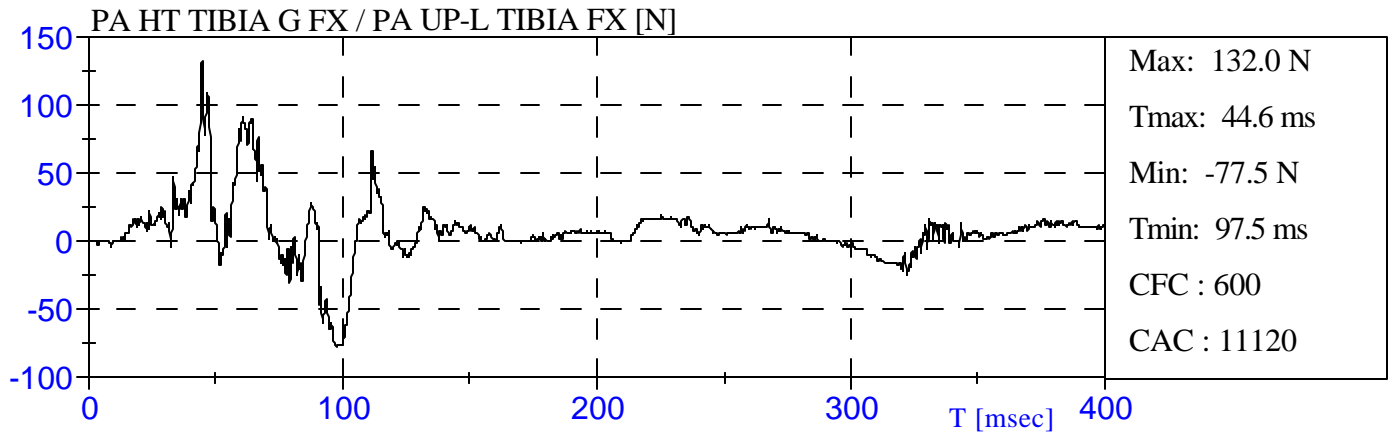


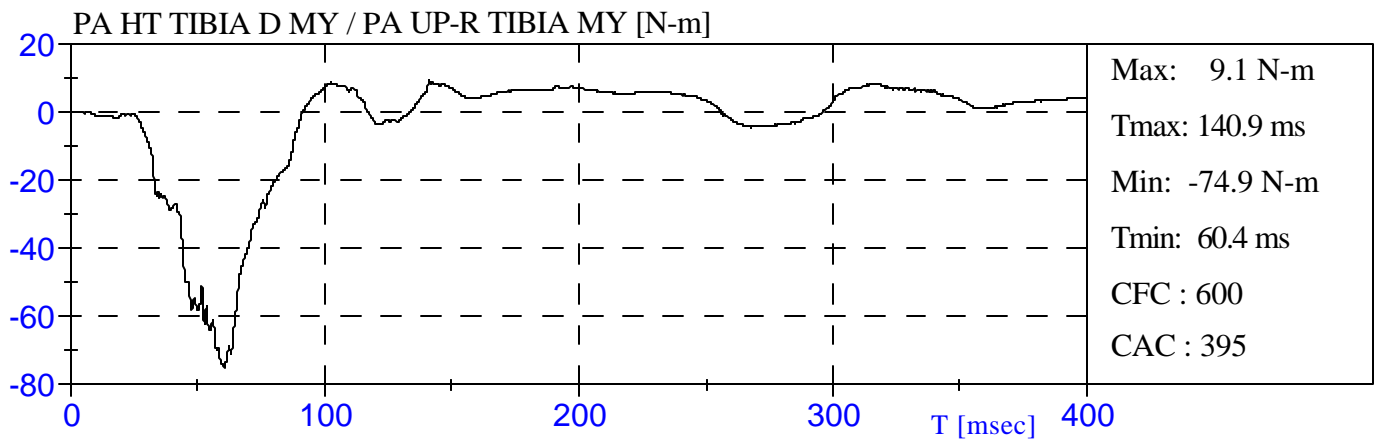
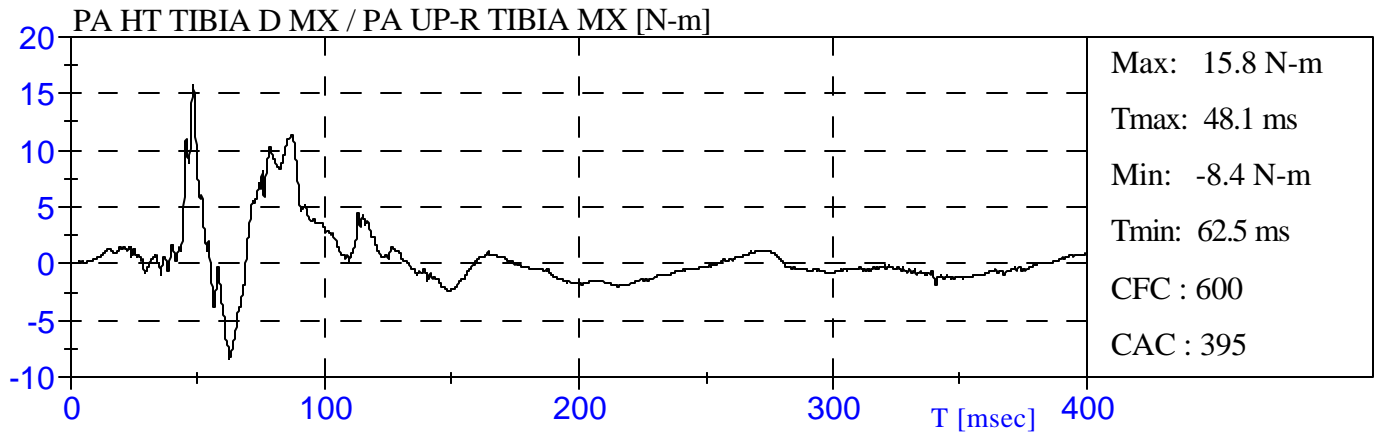
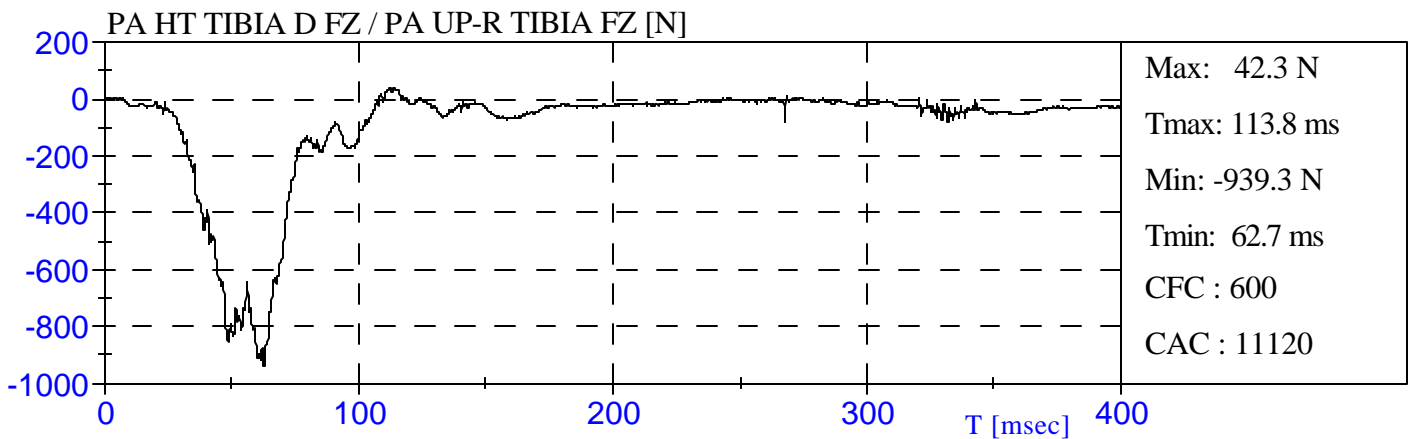
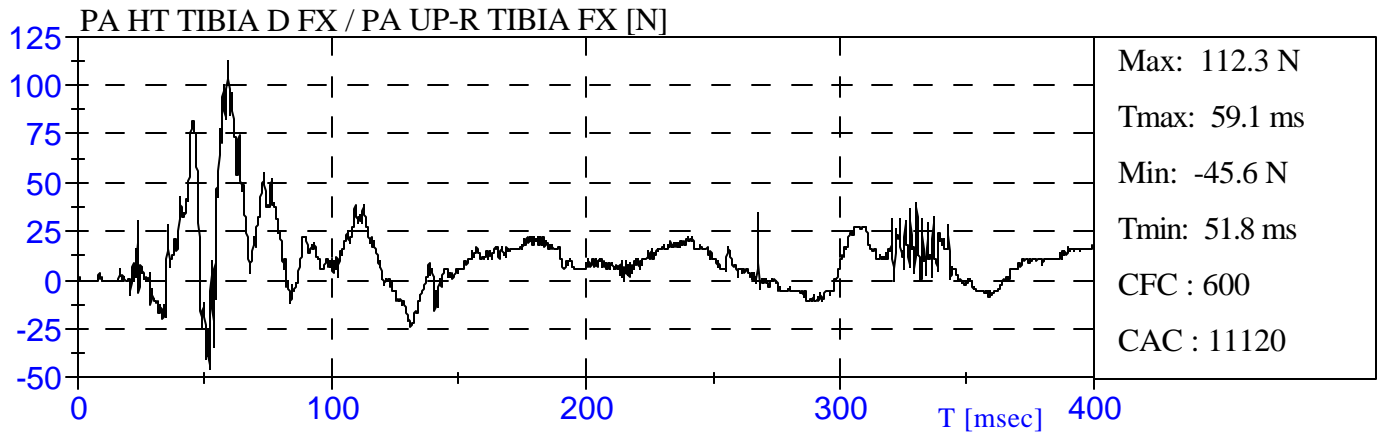


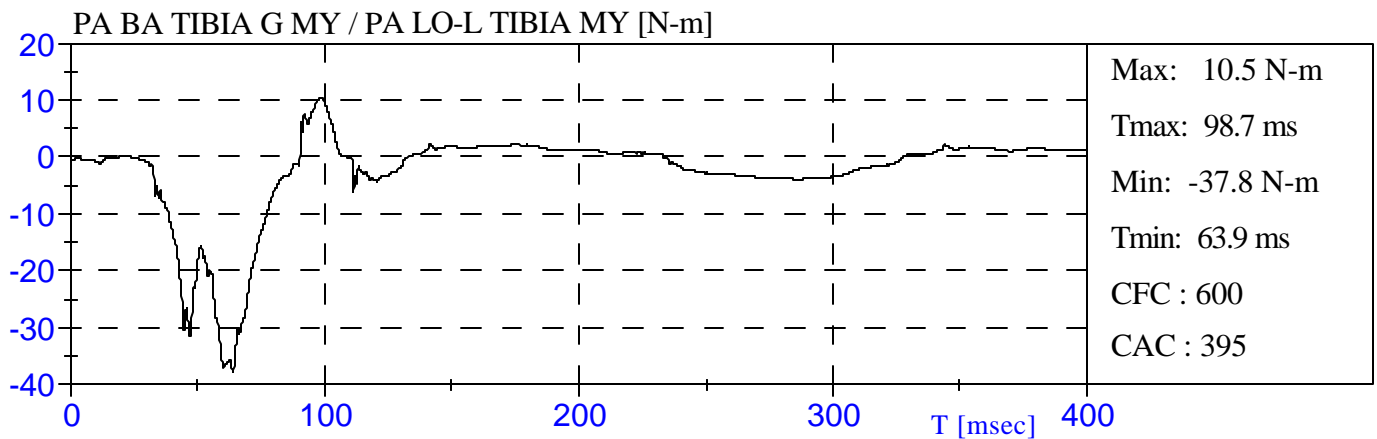
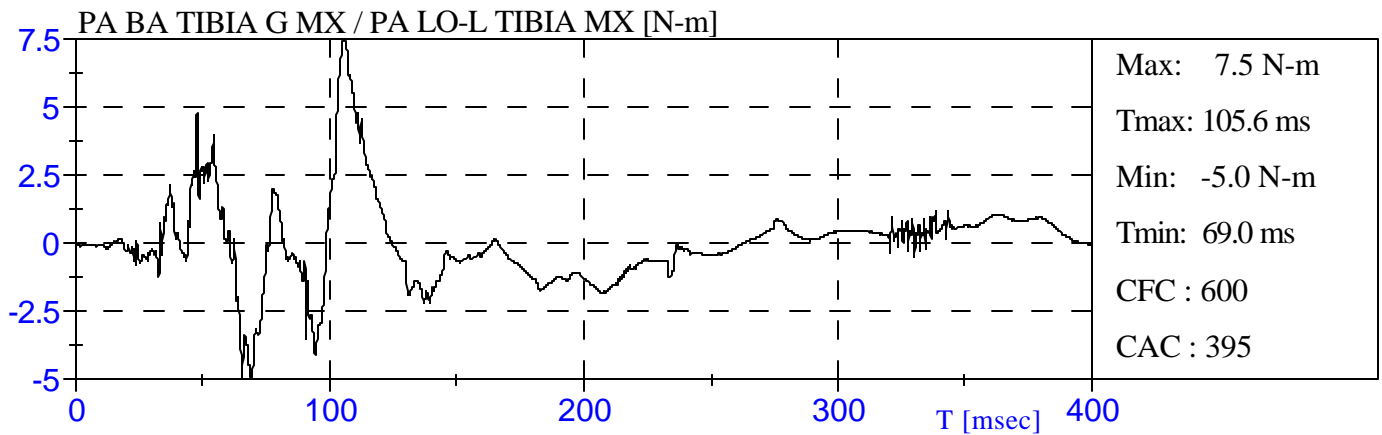
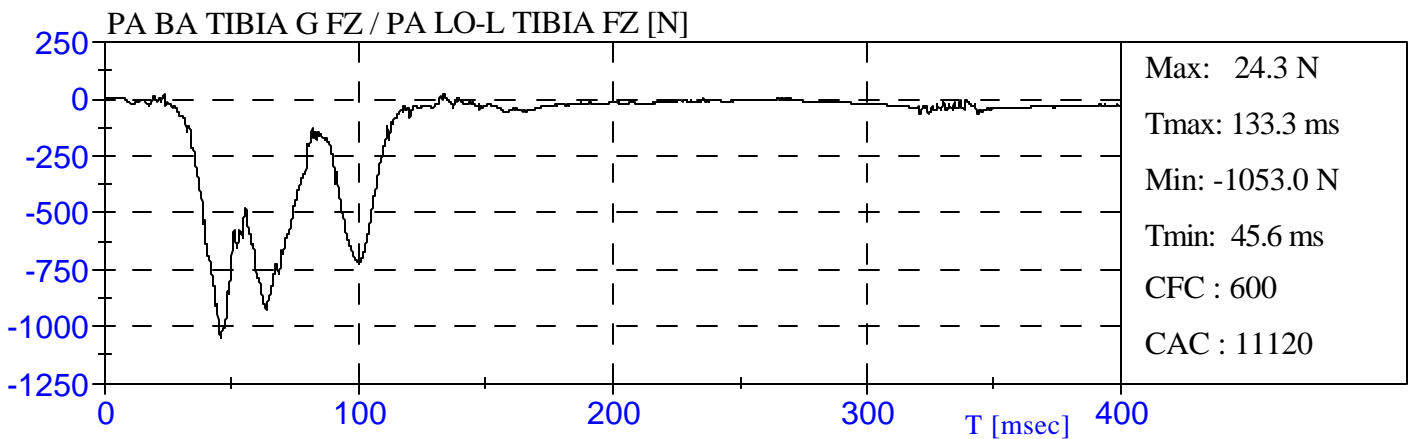
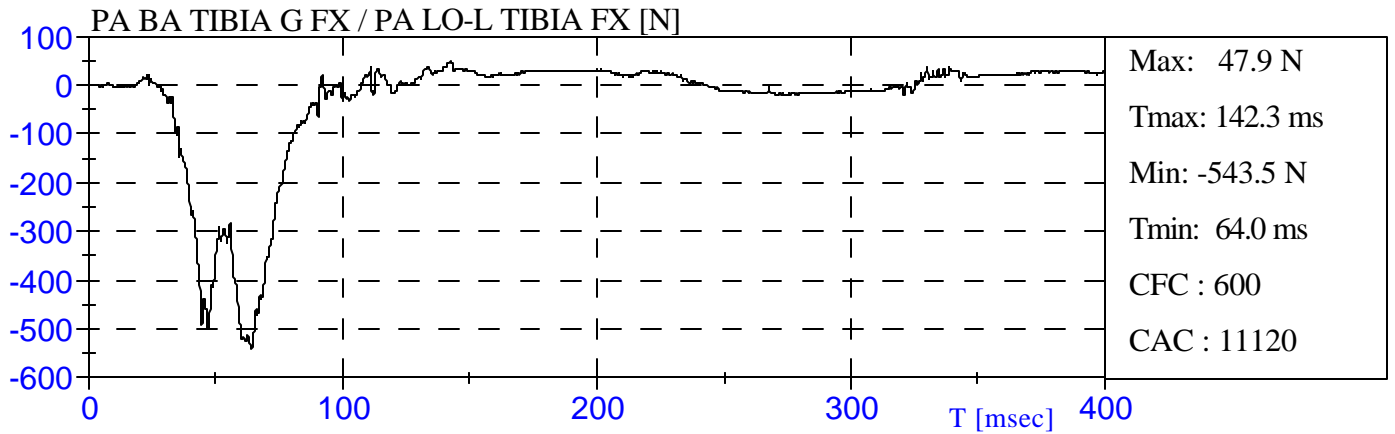


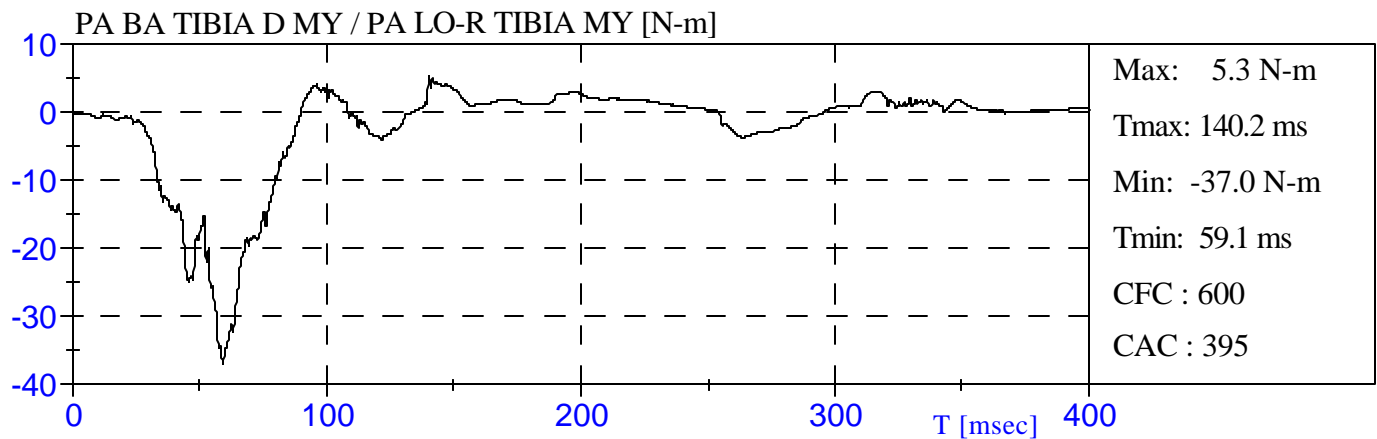
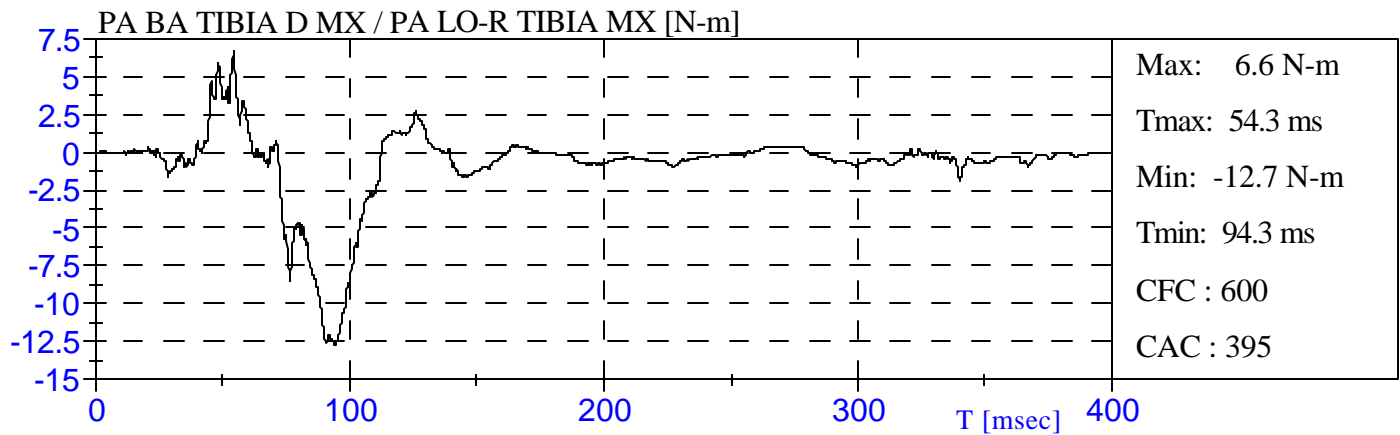
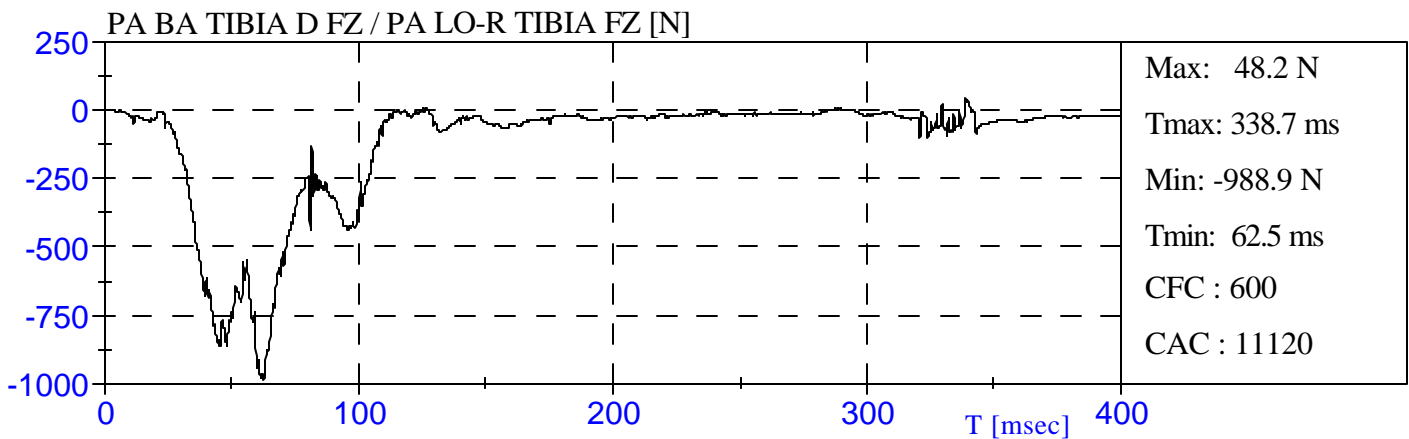
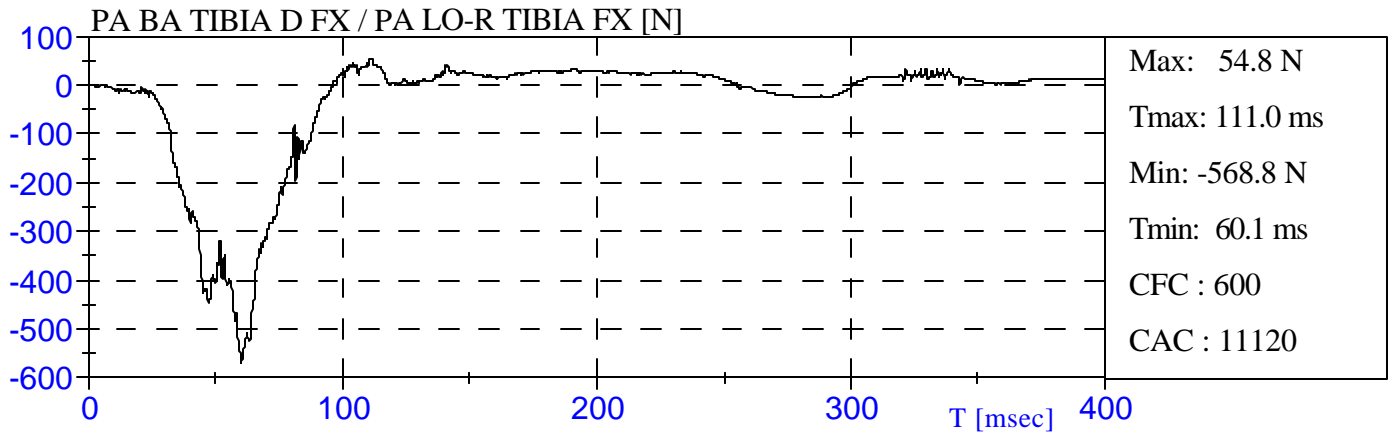


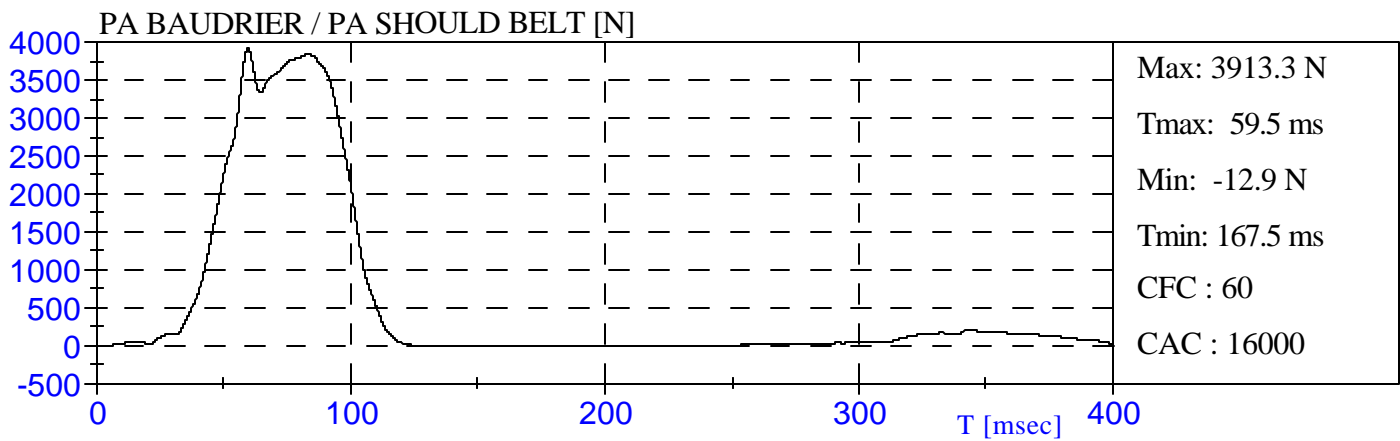
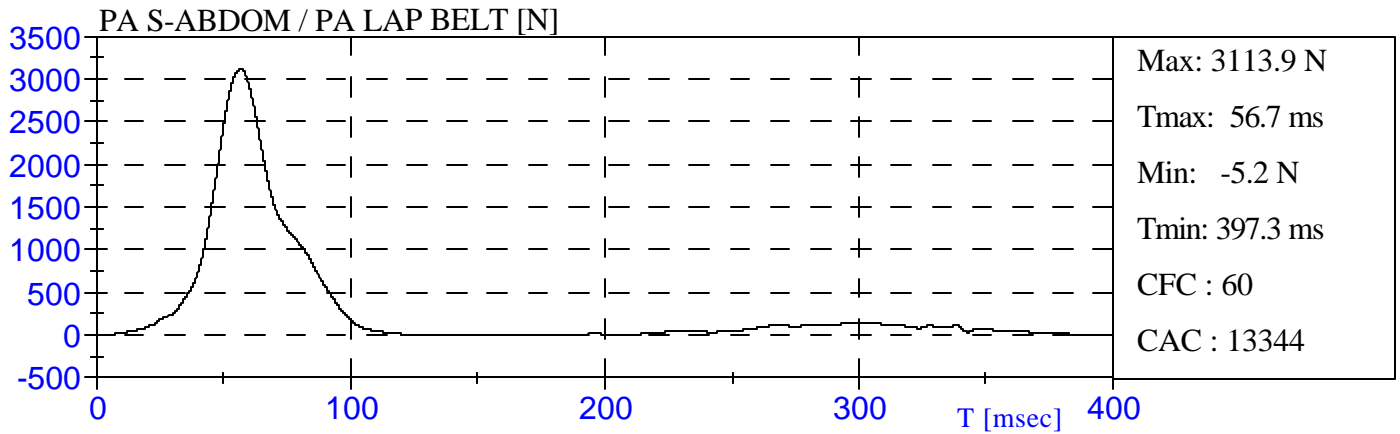


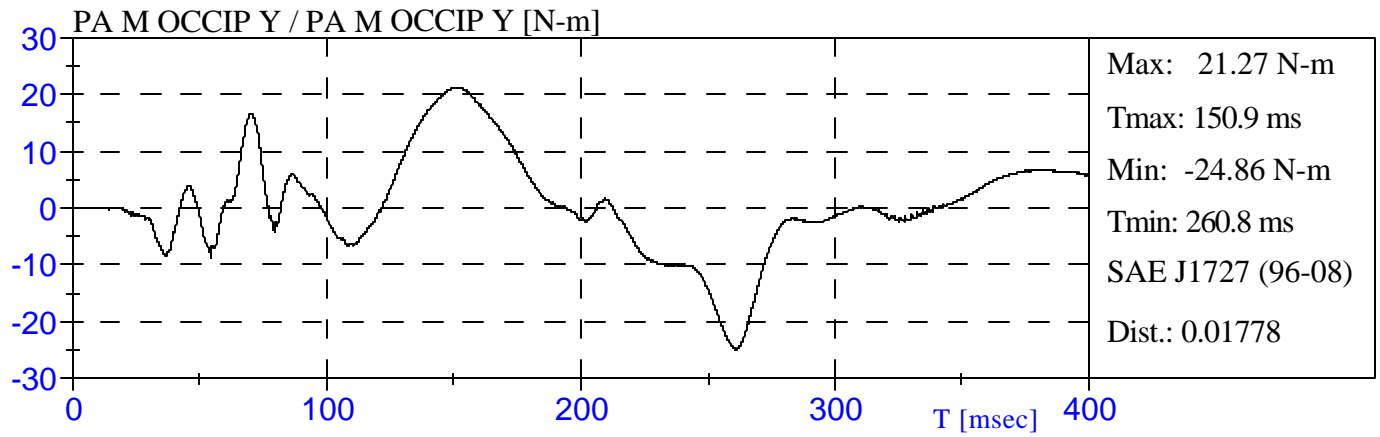


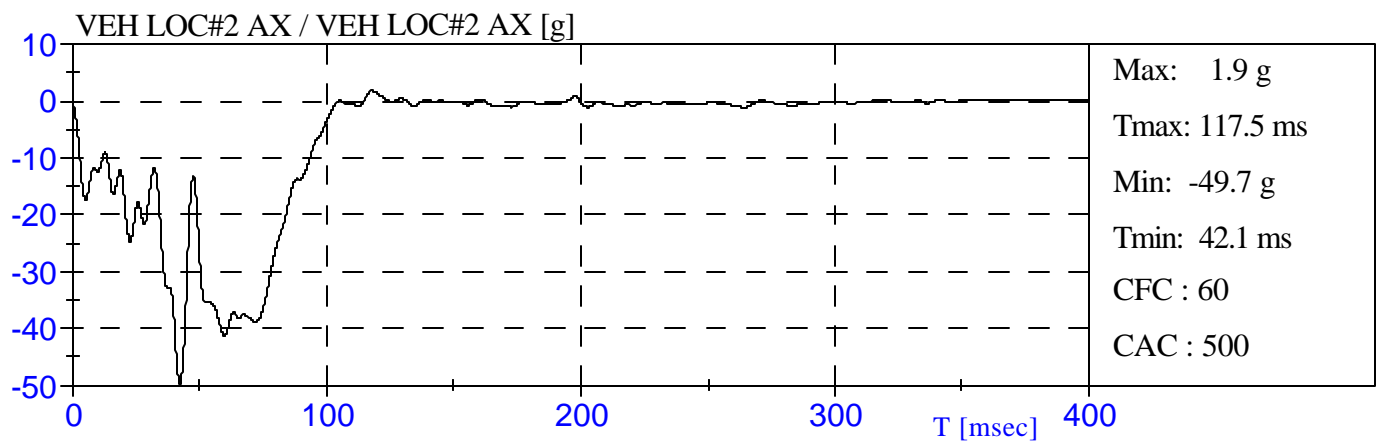
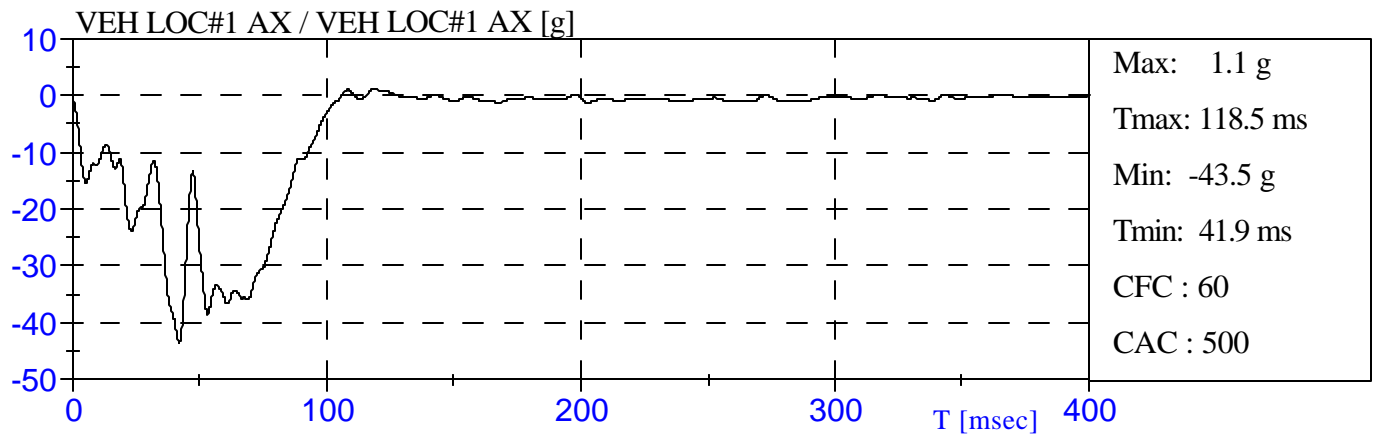


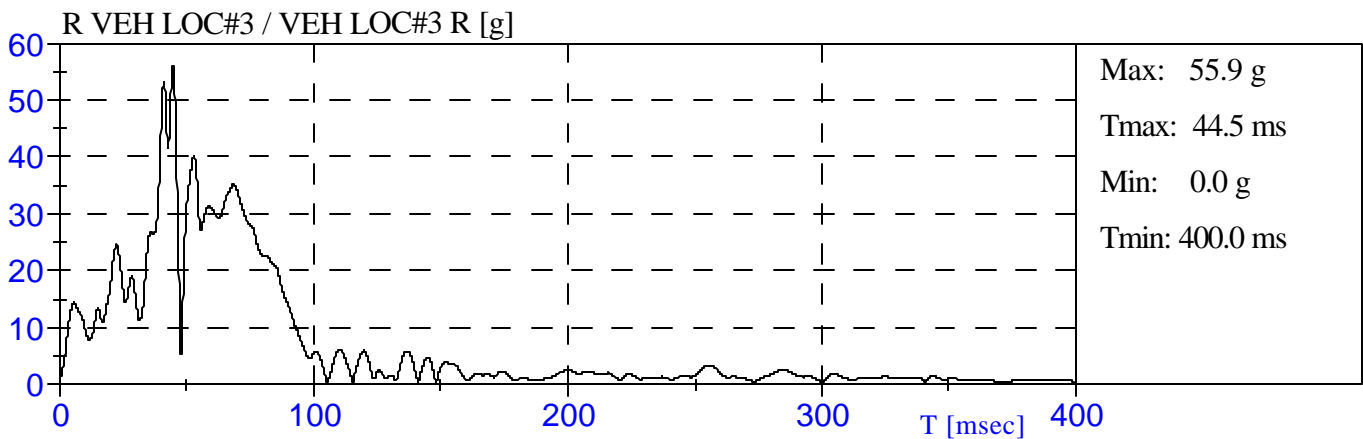
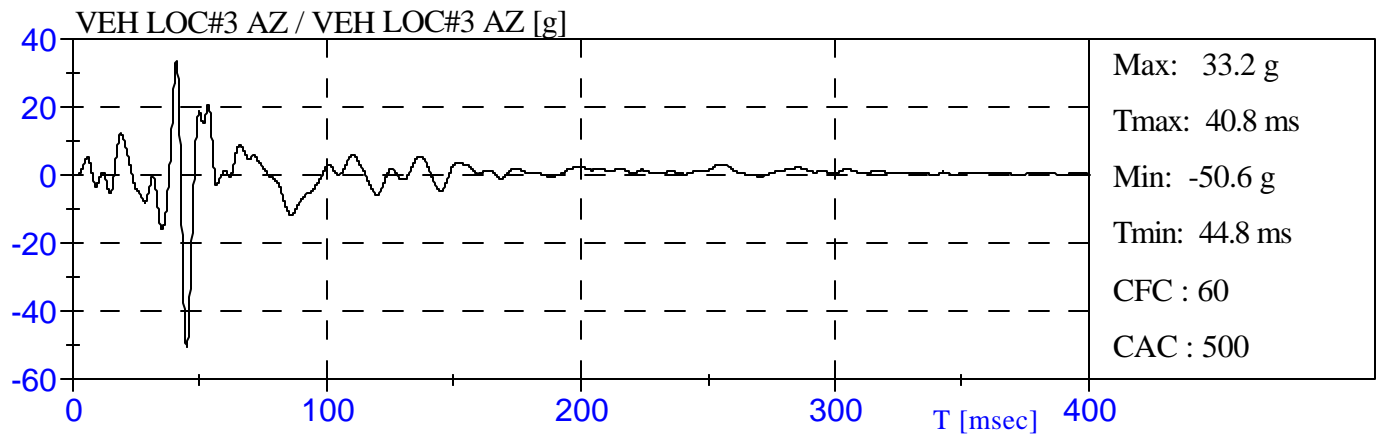
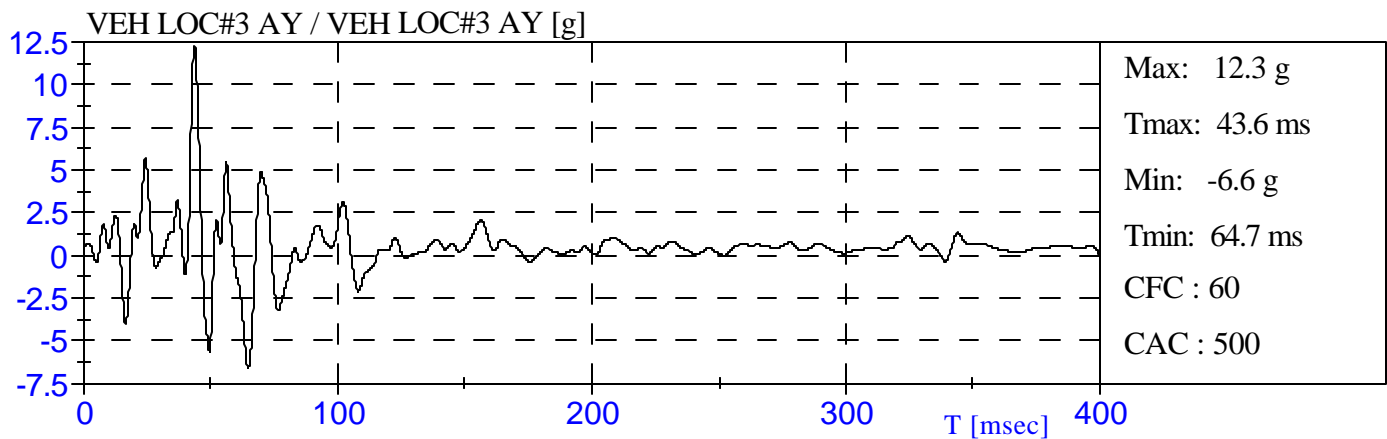
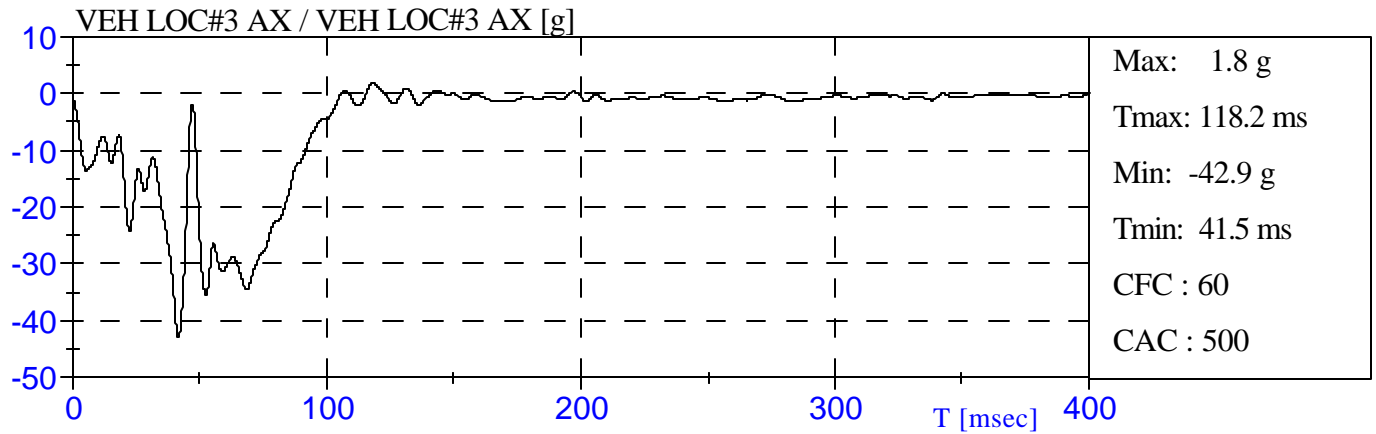


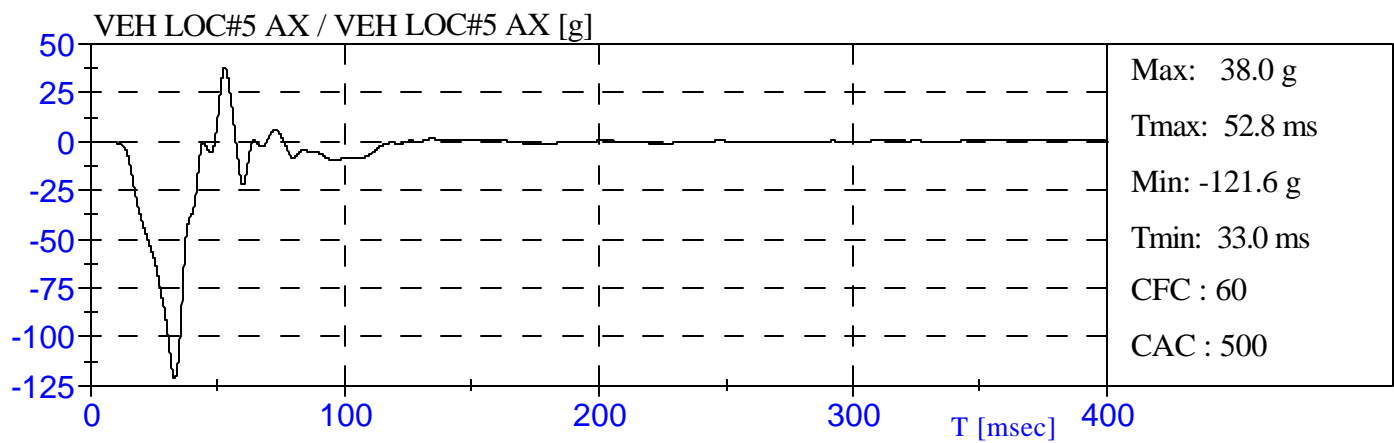
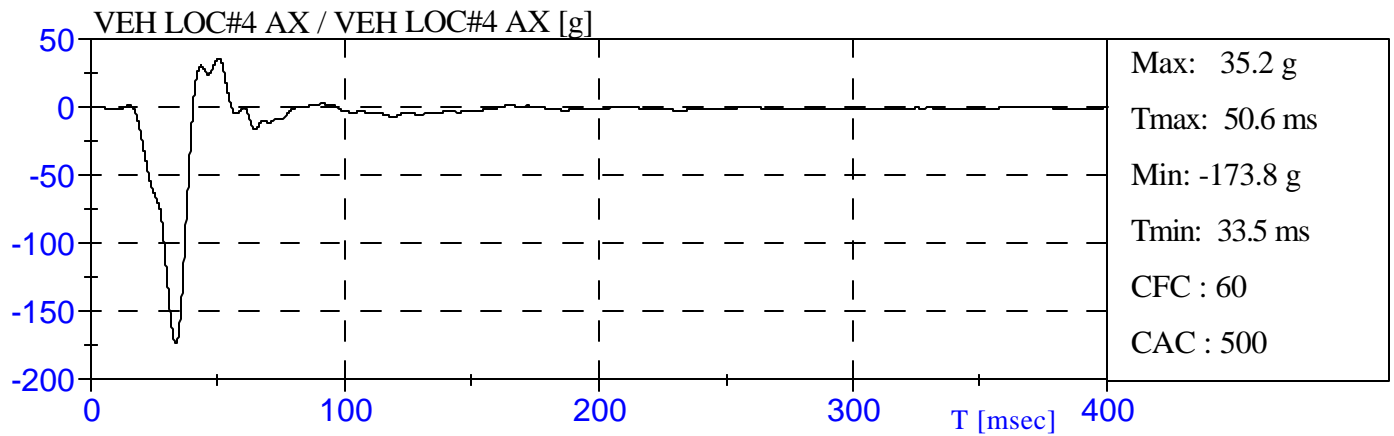


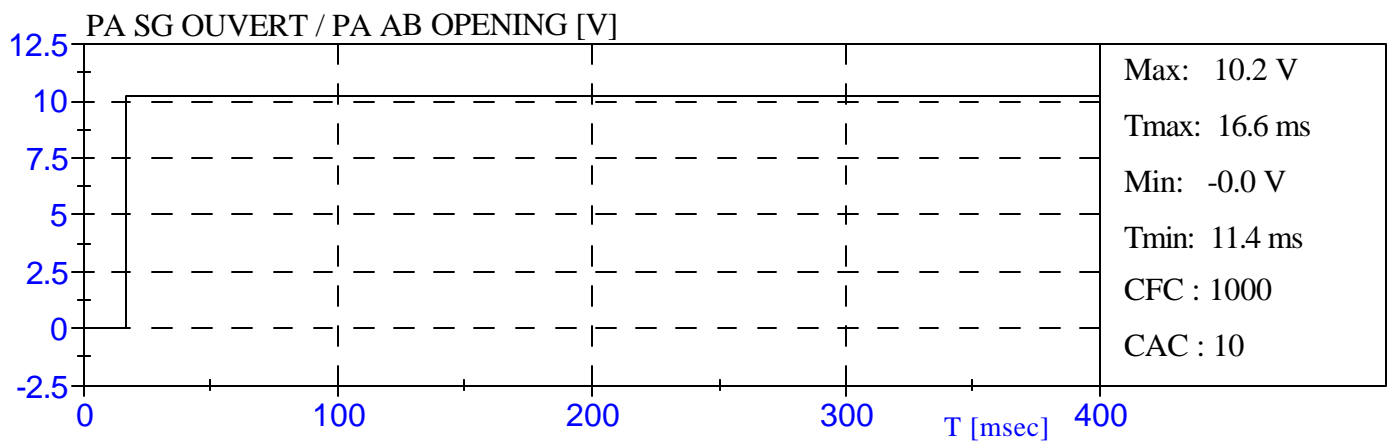
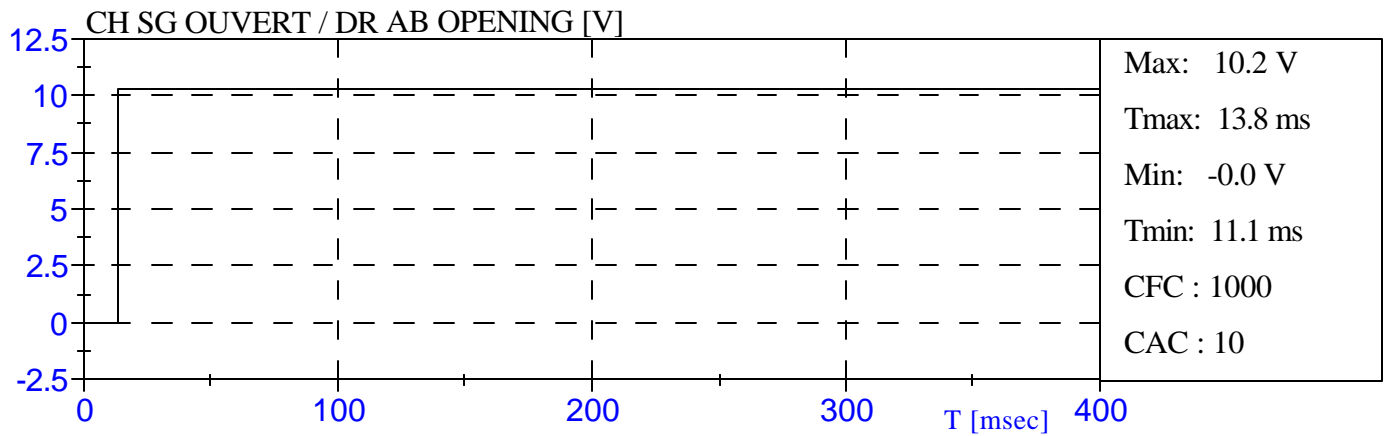


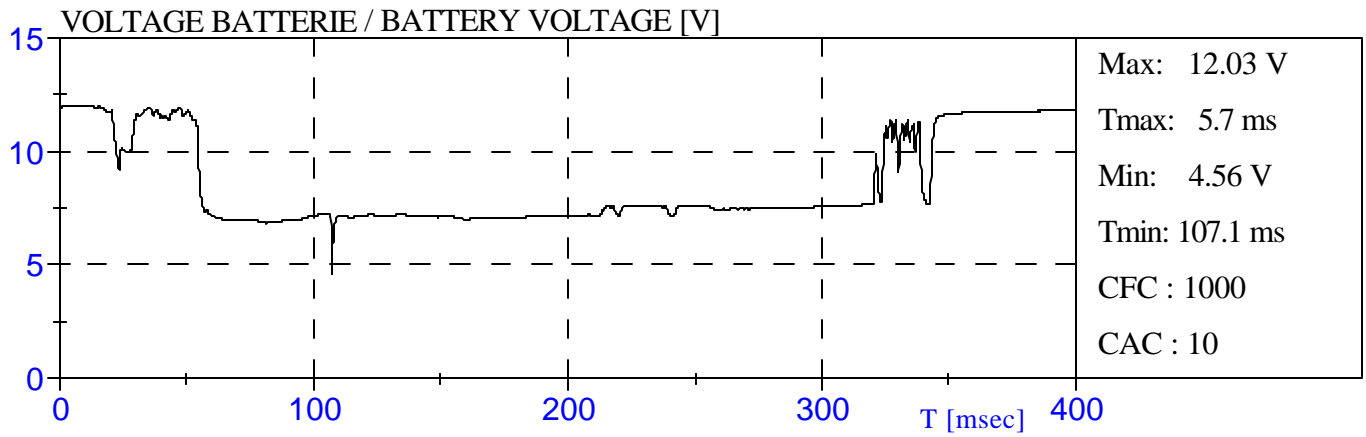


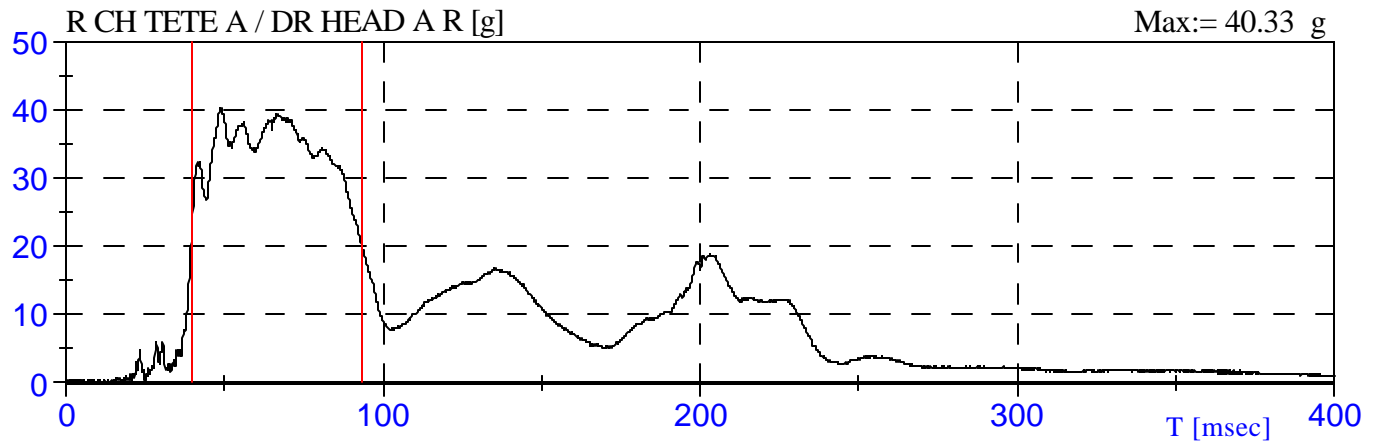








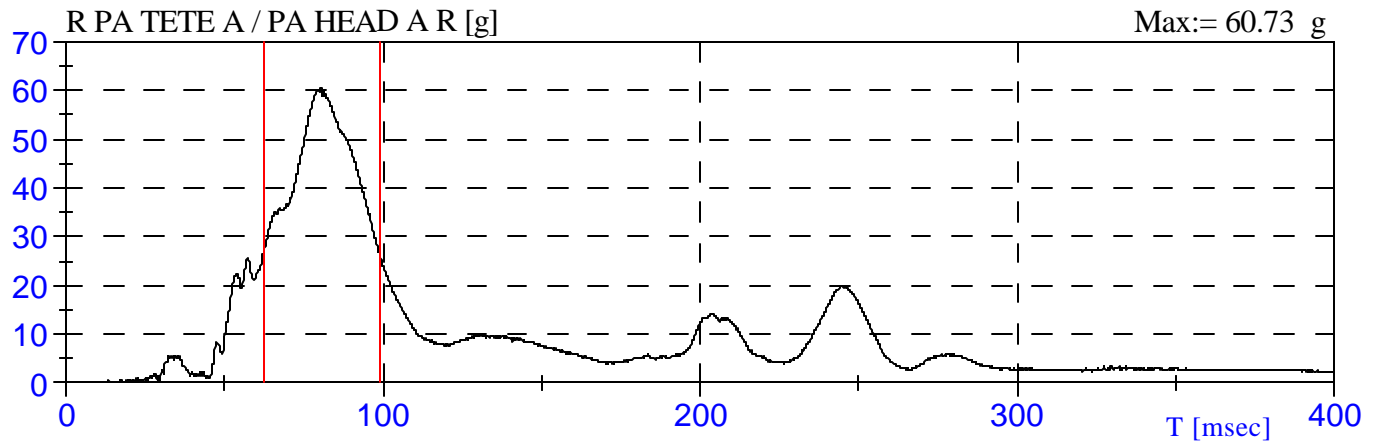




HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 360	HIC(36ms):= 289	HIC(15ms):= 130
T1:= 39.4 ms	T1:= 46.0 ms	T1:= 60.7 ms
T2:= 93.1 ms	T2:= 82.0 ms	T2:= 75.7 ms

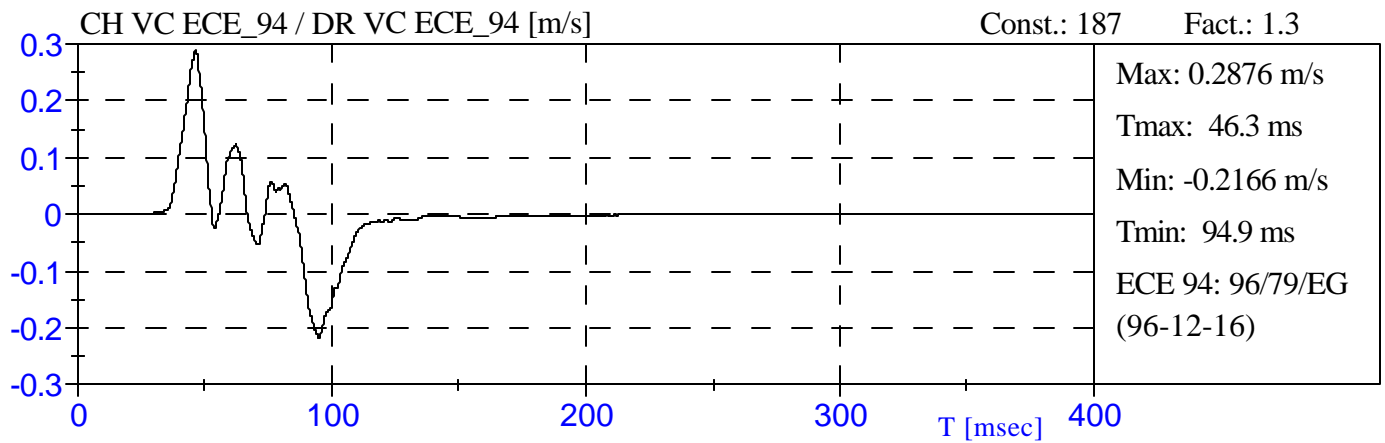
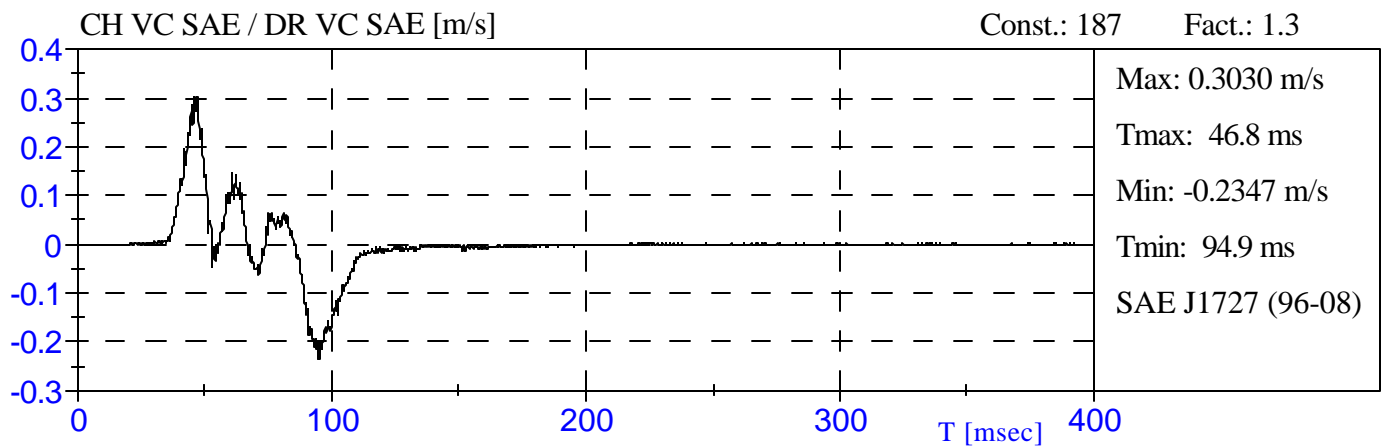
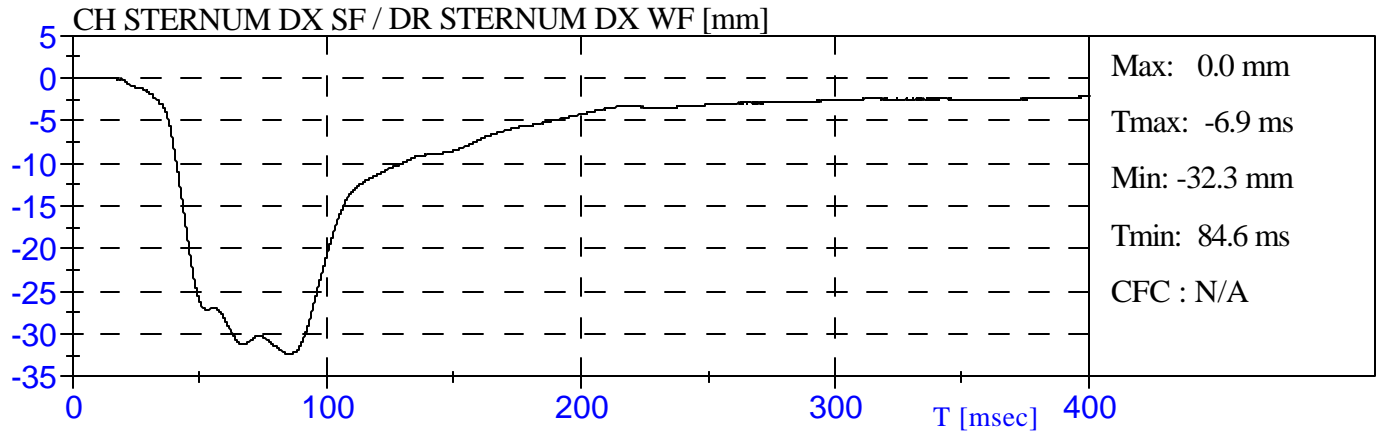
* Selon / According To: SAE J1727 96-08

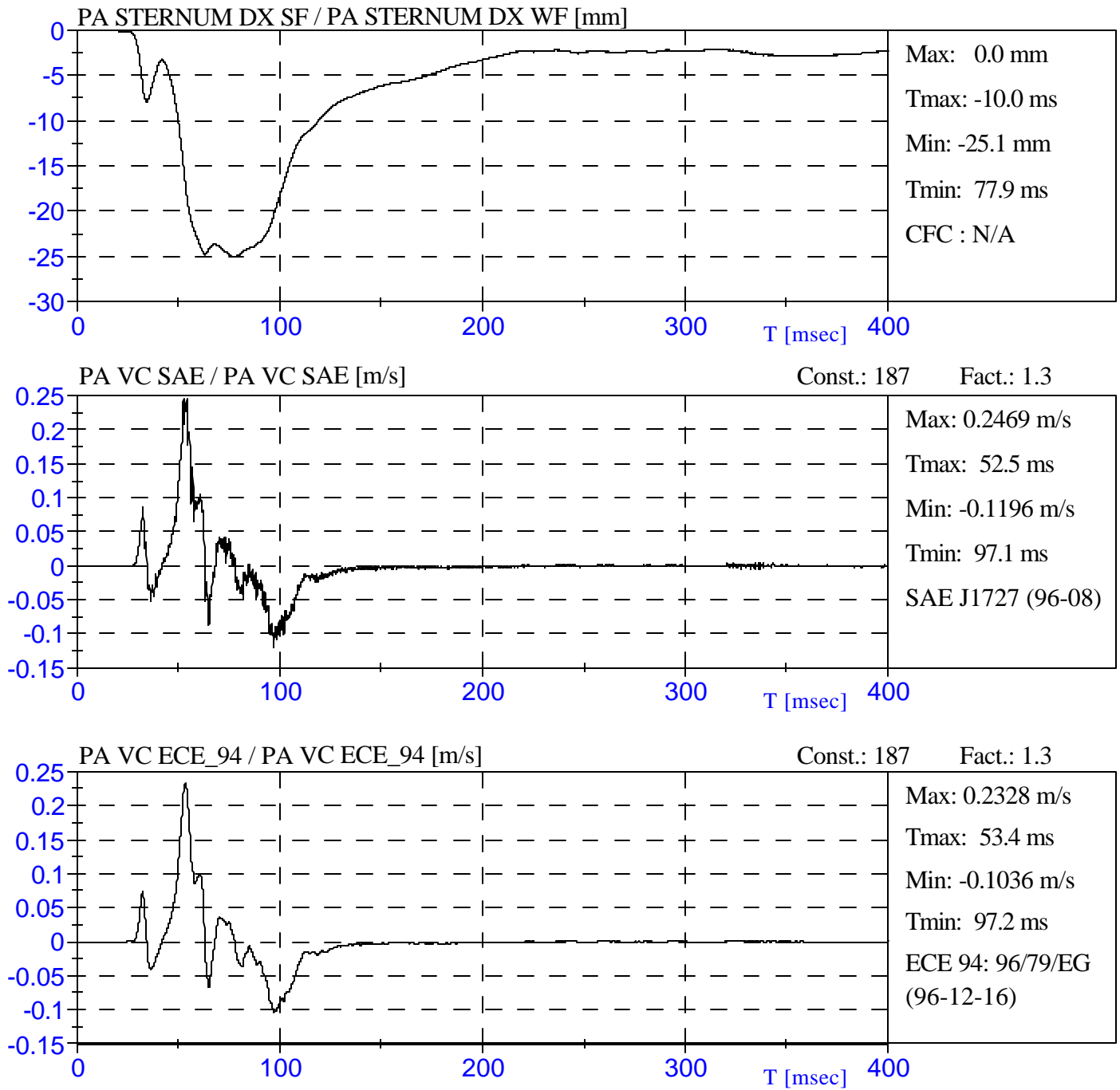


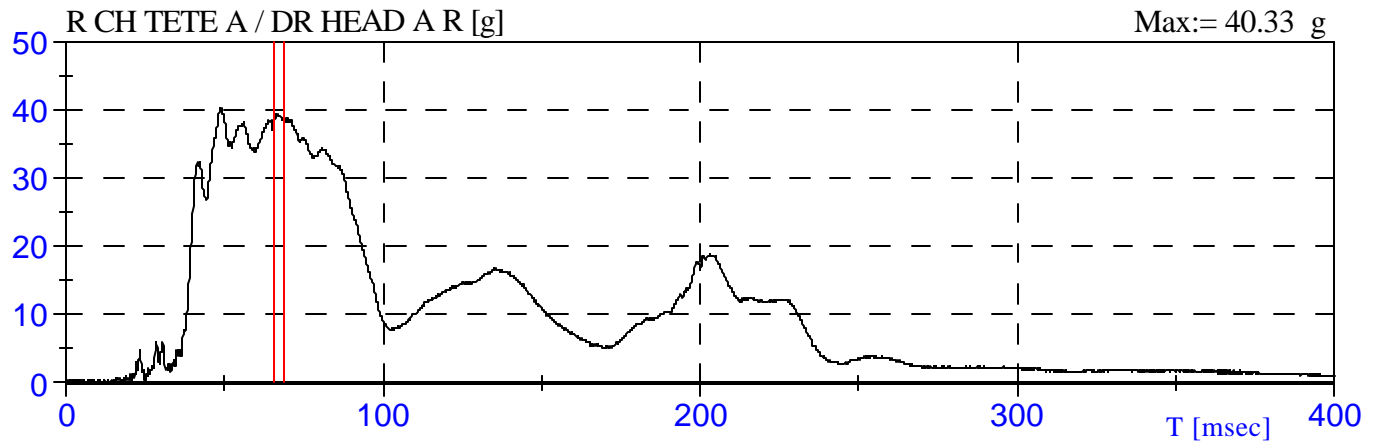
HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 482	HIC(36ms):= 482	HIC(15ms):= 337
T1:= 62.3 ms	T1:= 62.4 ms	T1:= 74.5 ms
T2:= 98.8 ms	T2:= 98.4 ms	T2:= 89.5 ms

* Selon / According To: SAE J1727 96-08

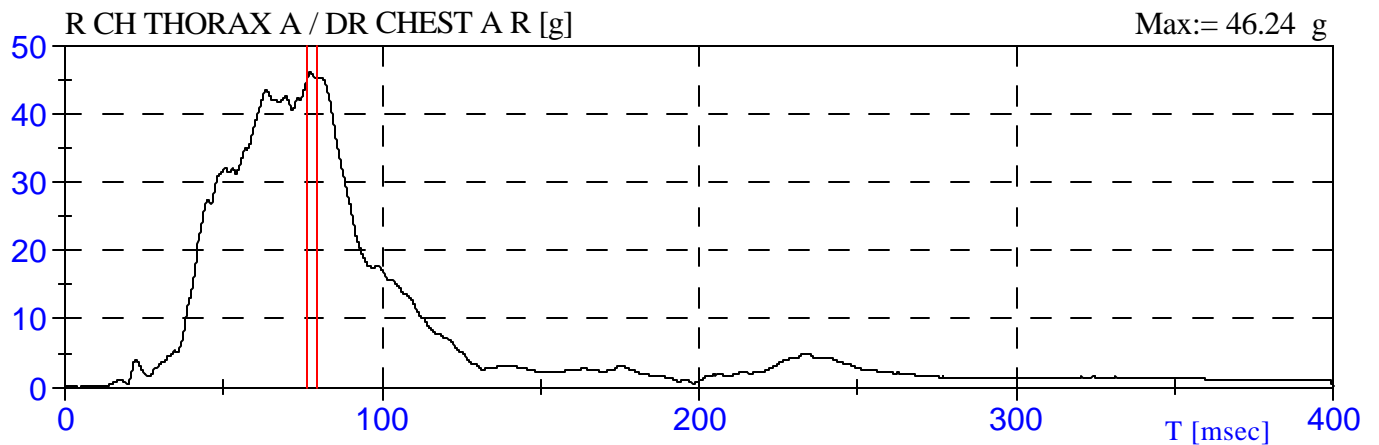






CLIP 3ms *

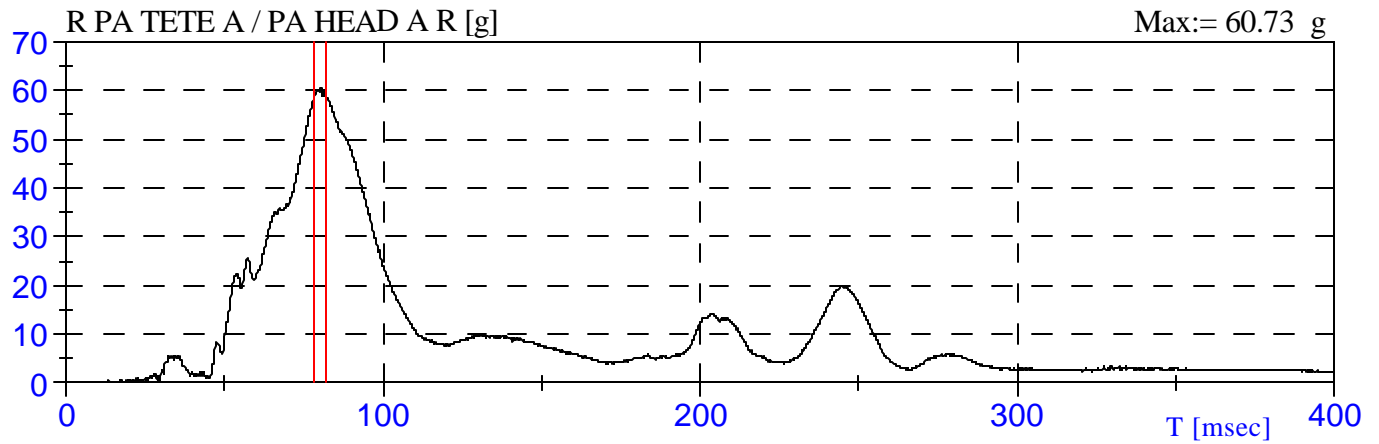
Acc. := 38.60 g	T1:= 65.5 ms	T2:= 68.6 ms
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CLIP 3ms *

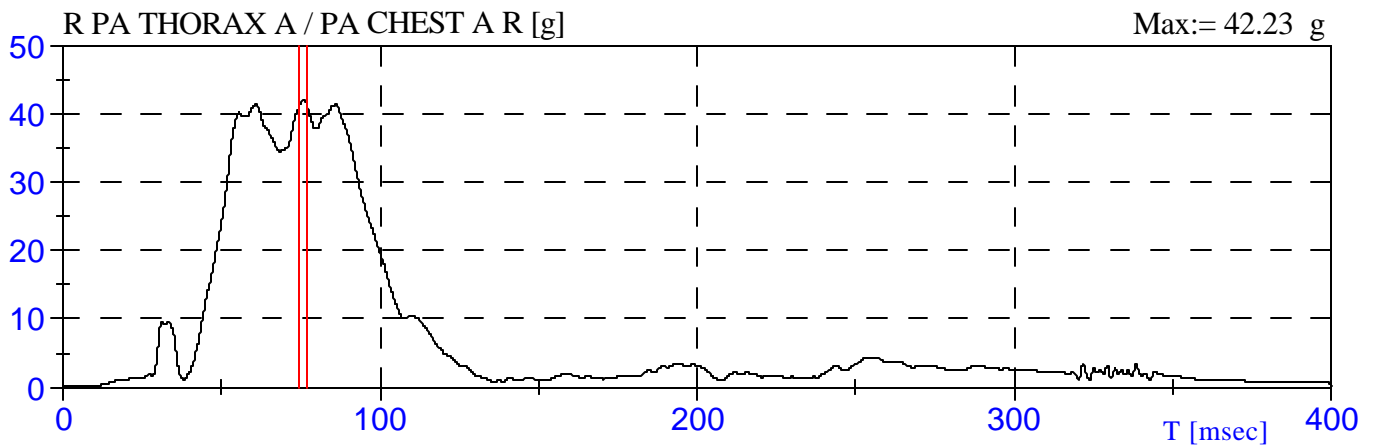
Acc. := 45.37 g	T1:= 76.5 ms	T2:= 79.7 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 58.75 g	T1:= 78.4 ms	T2:= 81.7 ms
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CLIP 3ms *

Acc. := 40.80 g	T1:= 74.2 ms	T2:= 77.2 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 115 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.590	0.601
BAS / LOWER	0.358	1.220

TI Passager / Passenger

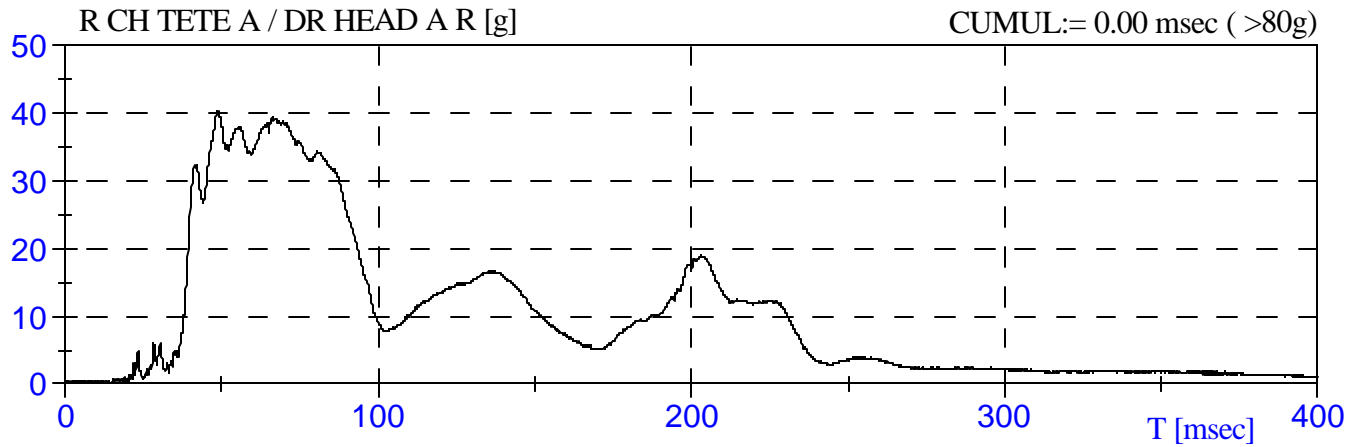
Mc := 115 N-m

Fc := 22.9 kN

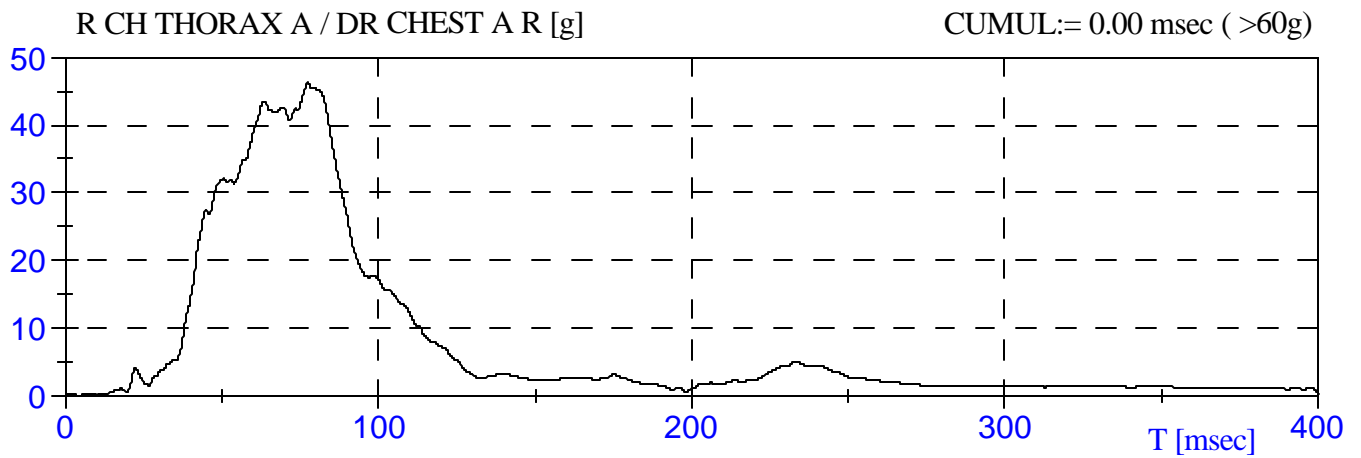
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.686	0.692
BAS / LOWER	0.369	0.356

* Selon / According To: SAE J1727 AUG 96

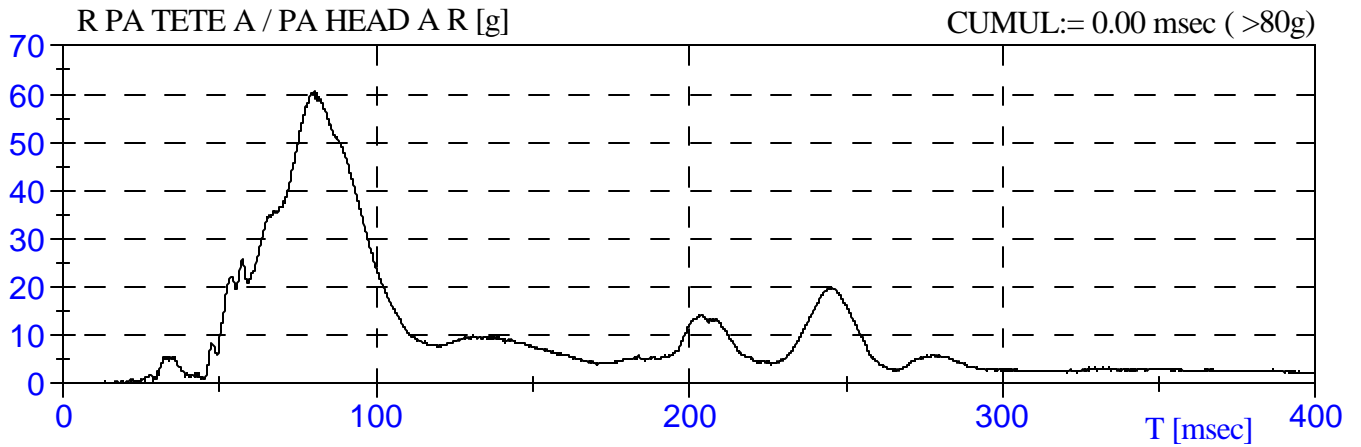
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



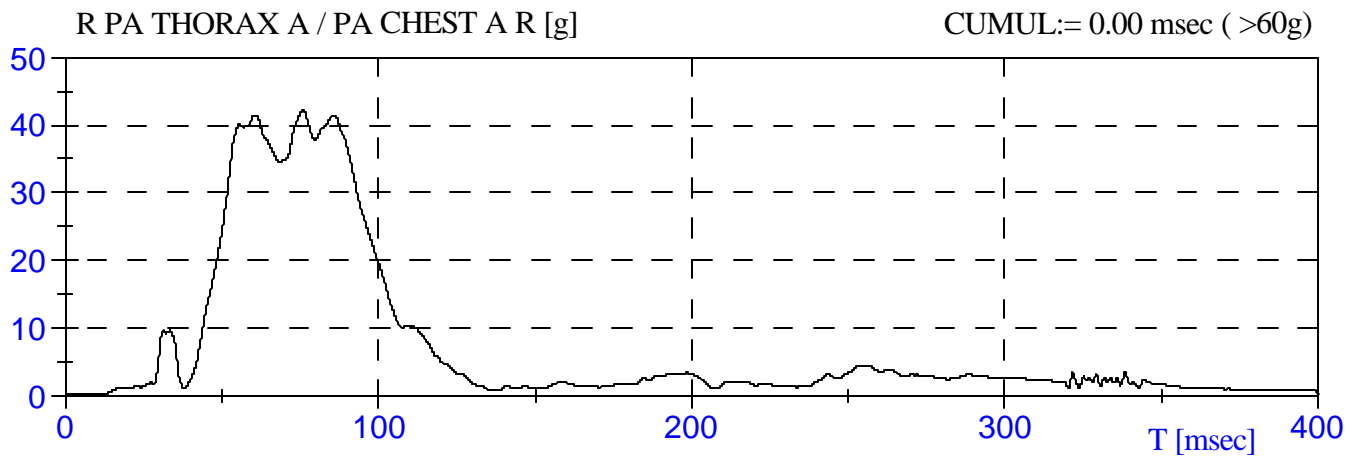
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.51$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	4287
0.51	0.37	0.23	0.29	C _c	3880
				F _c	155
				E _c	67

Passager / Passenger

$$N_{ij}^* = 0.43$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	4287
0.37	0.43	0.39	0.16	C _c	3880
				F _c	155
				E _c	67

* Selon / According To: Federal Register 5/2000