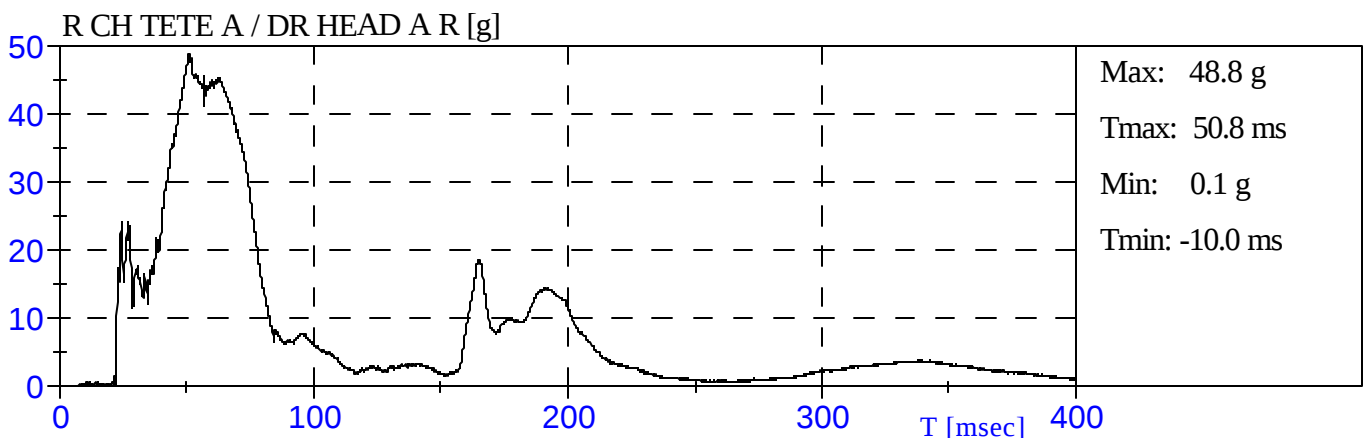
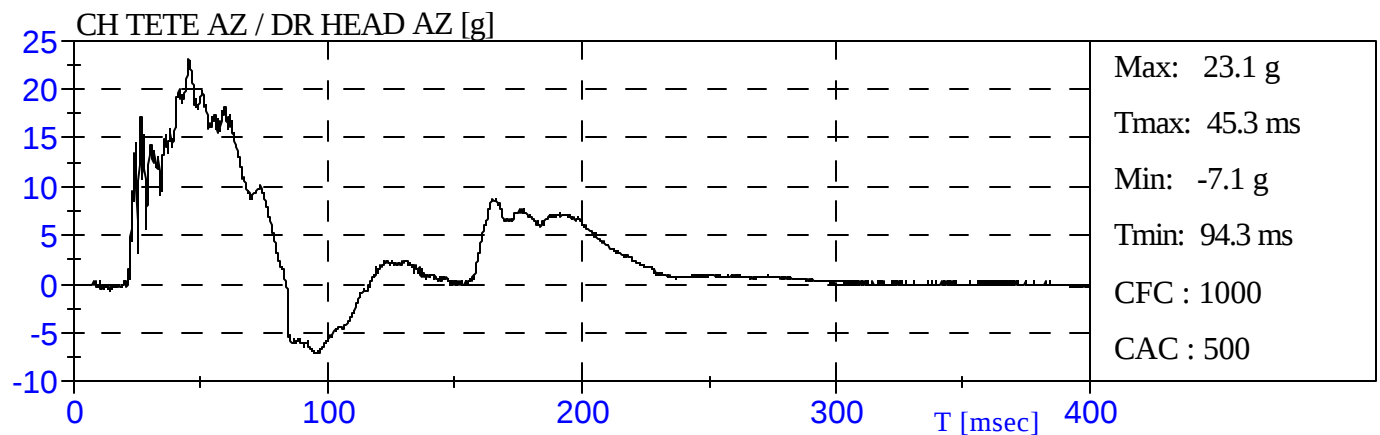
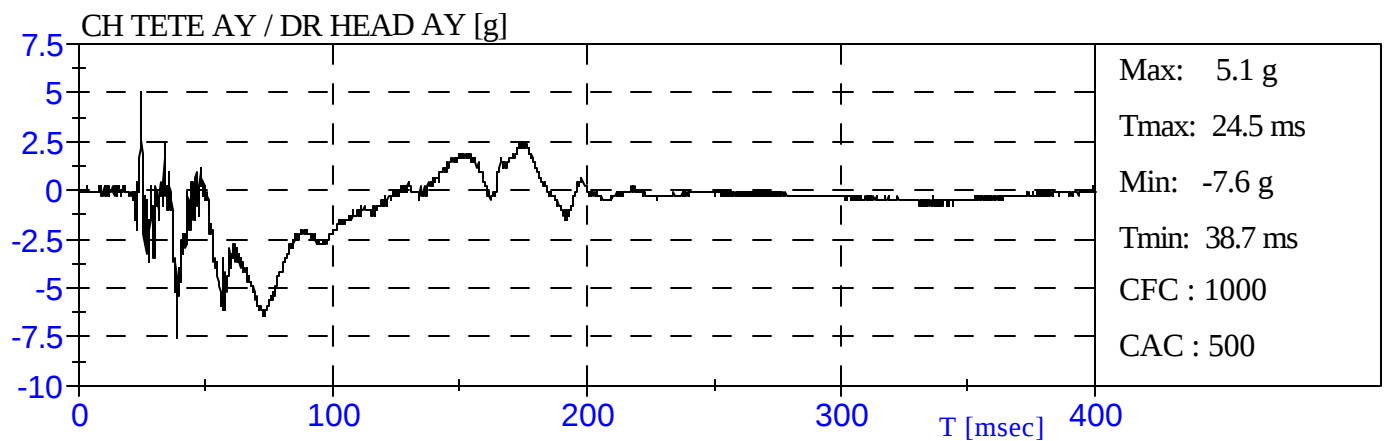
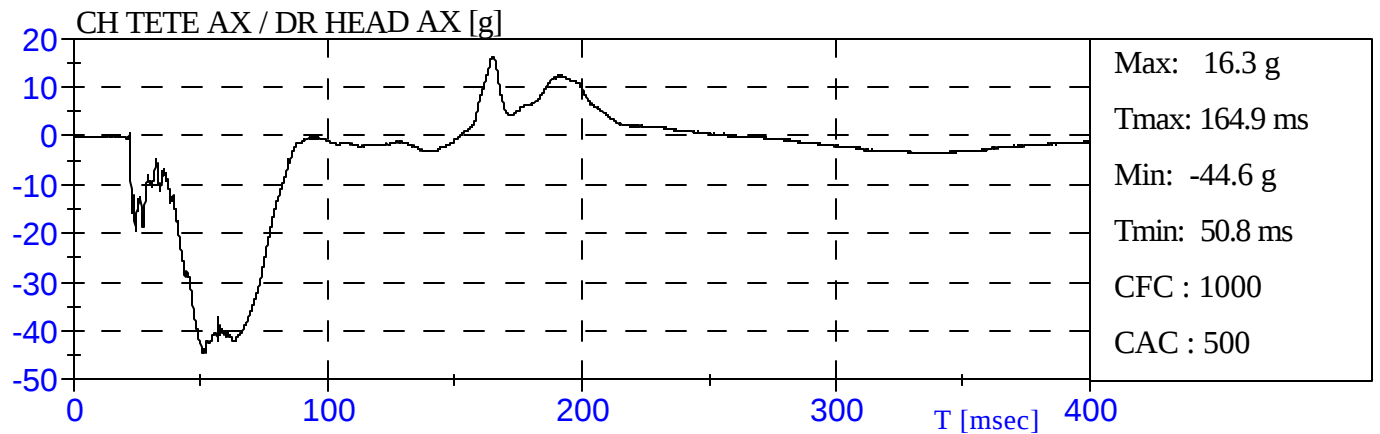
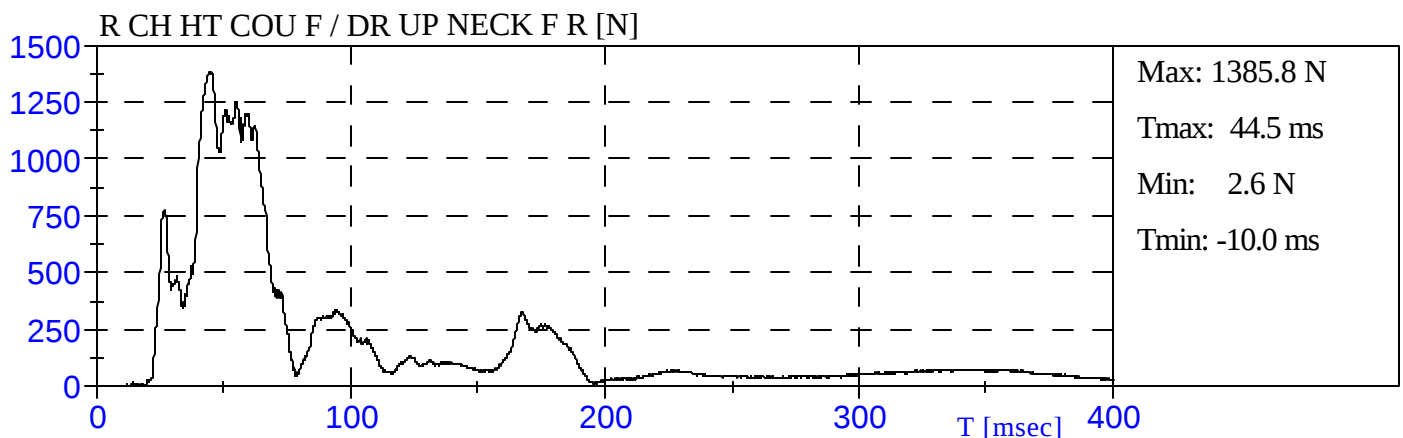
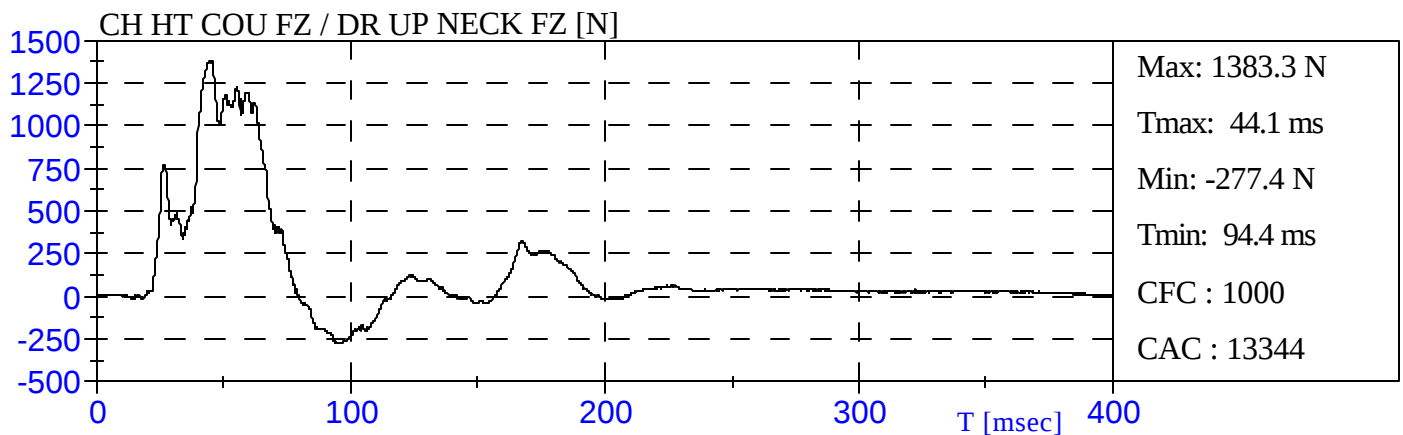
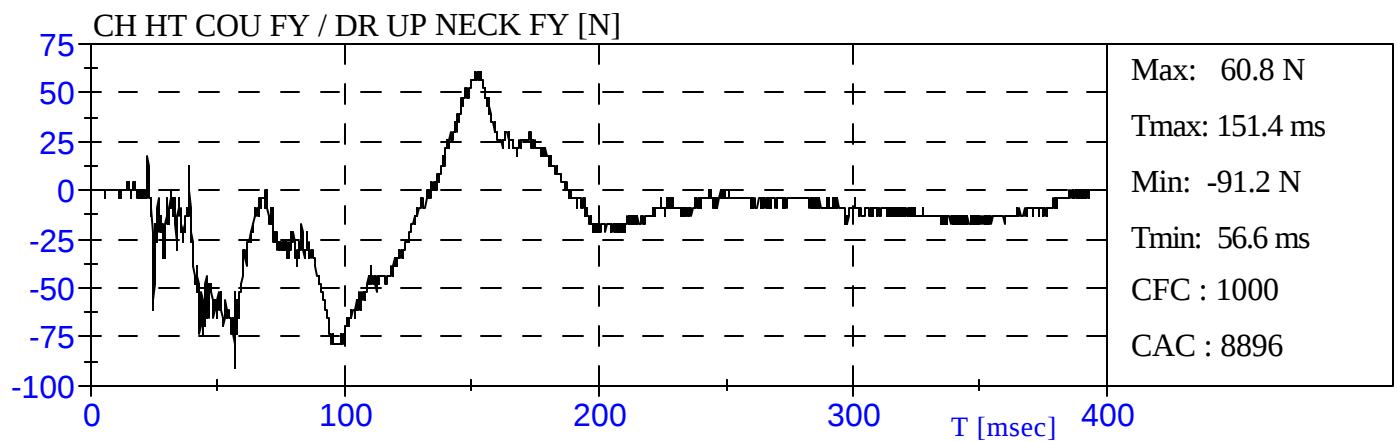
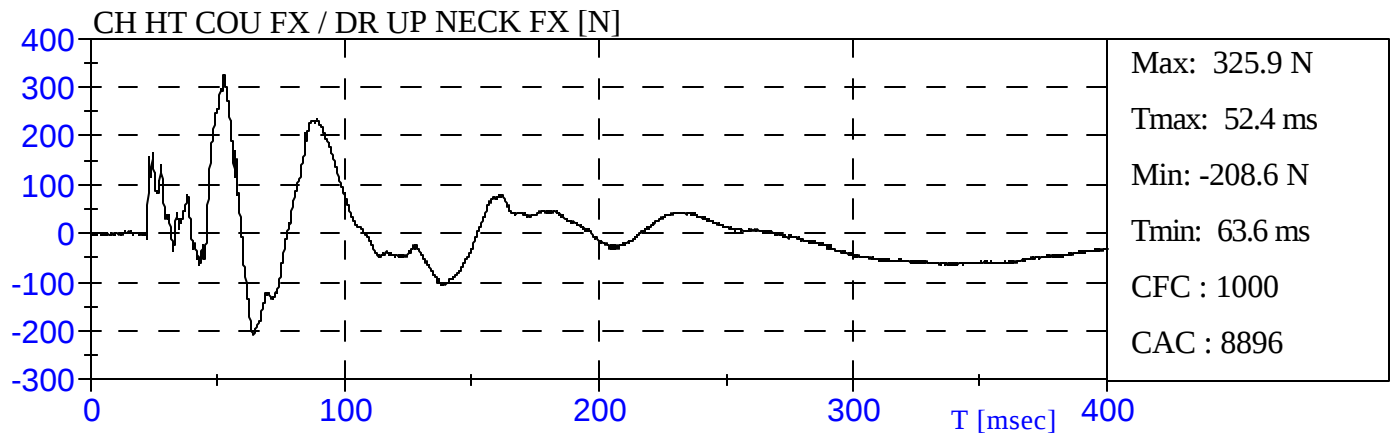
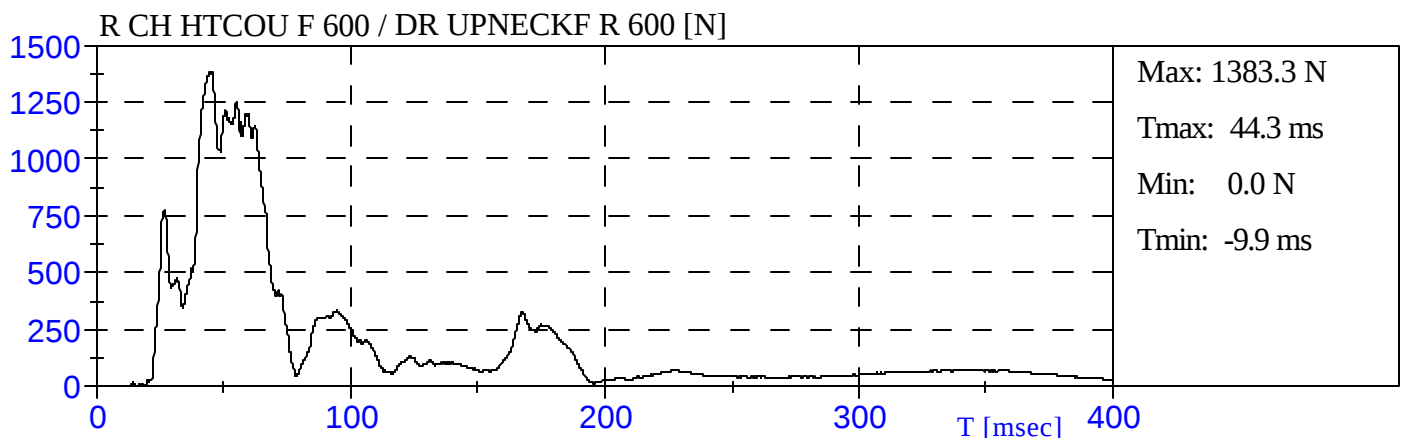
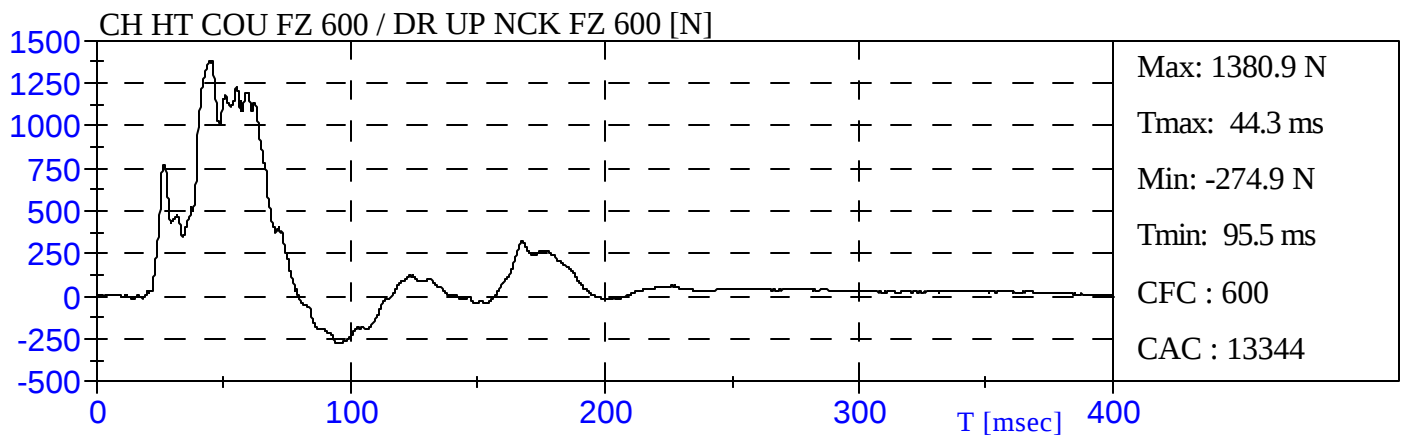
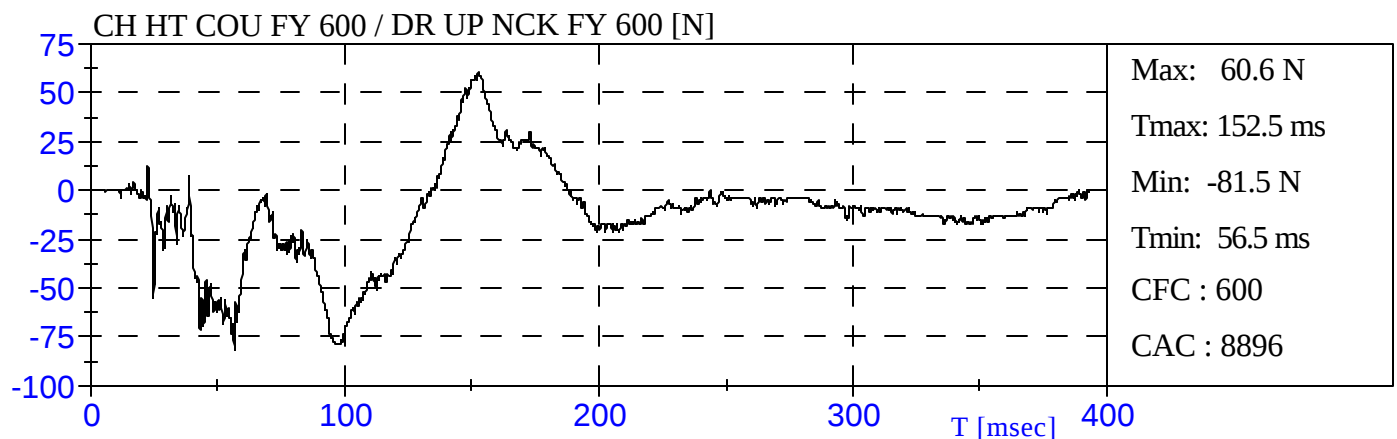
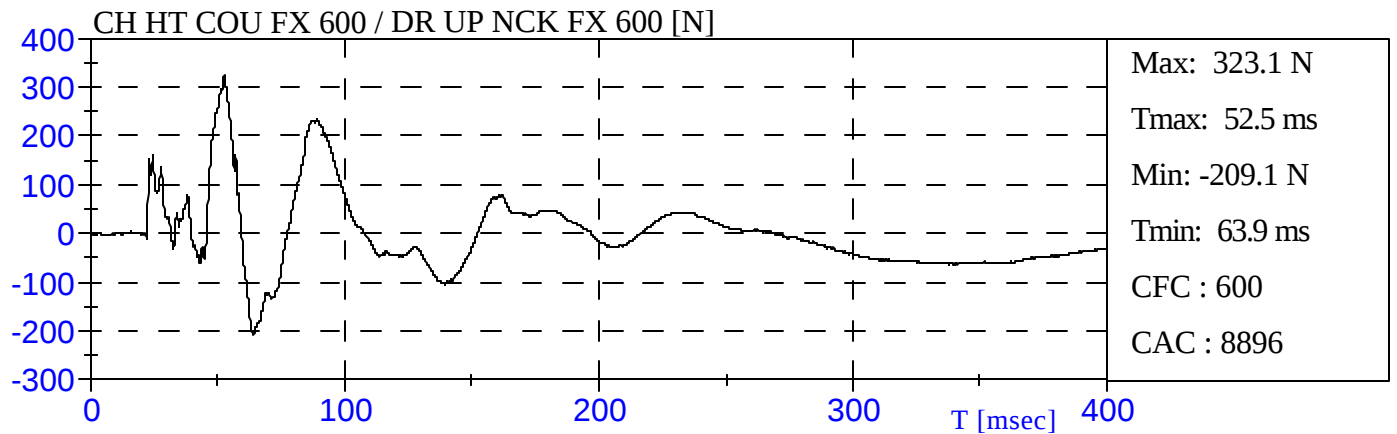
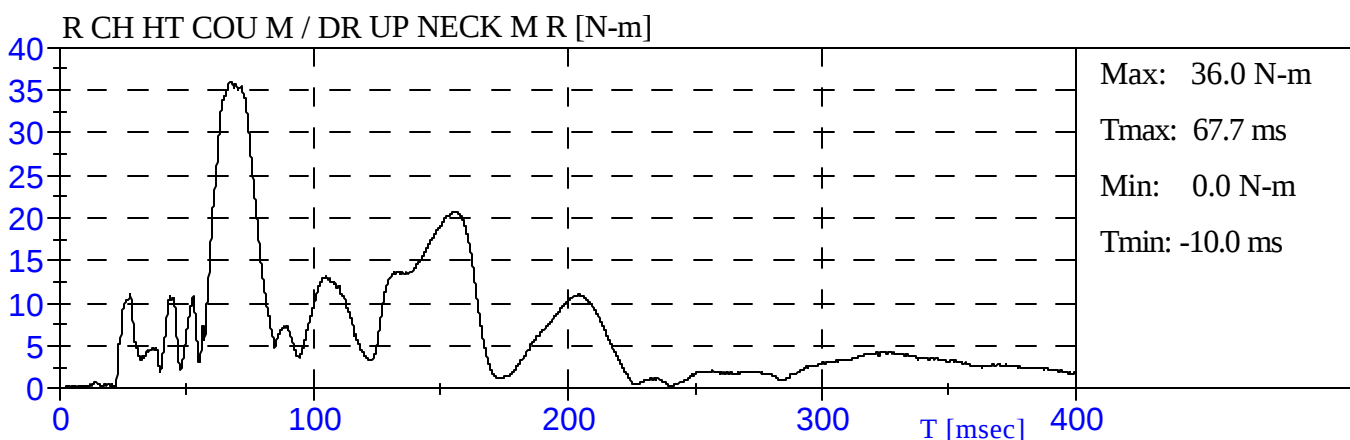
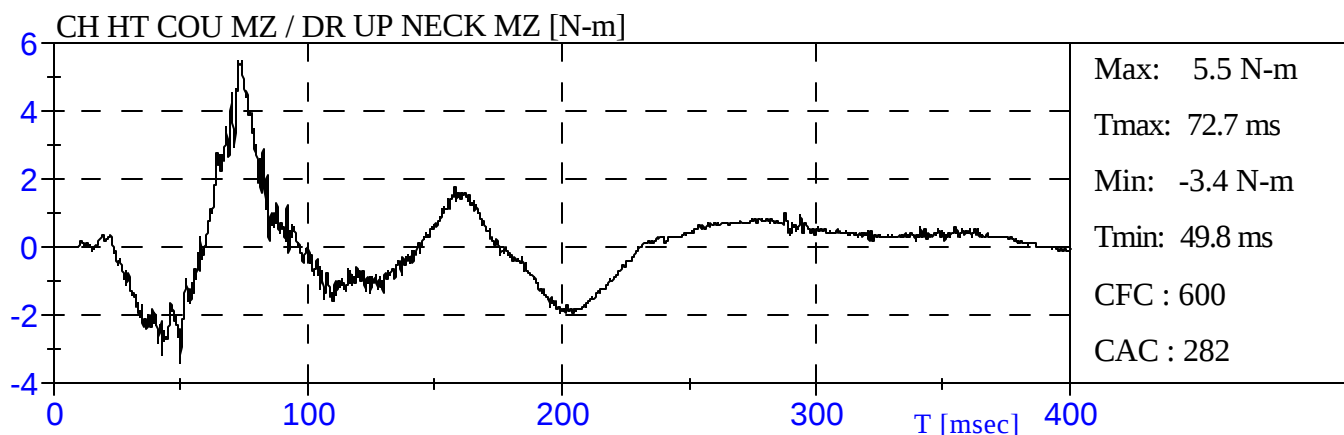
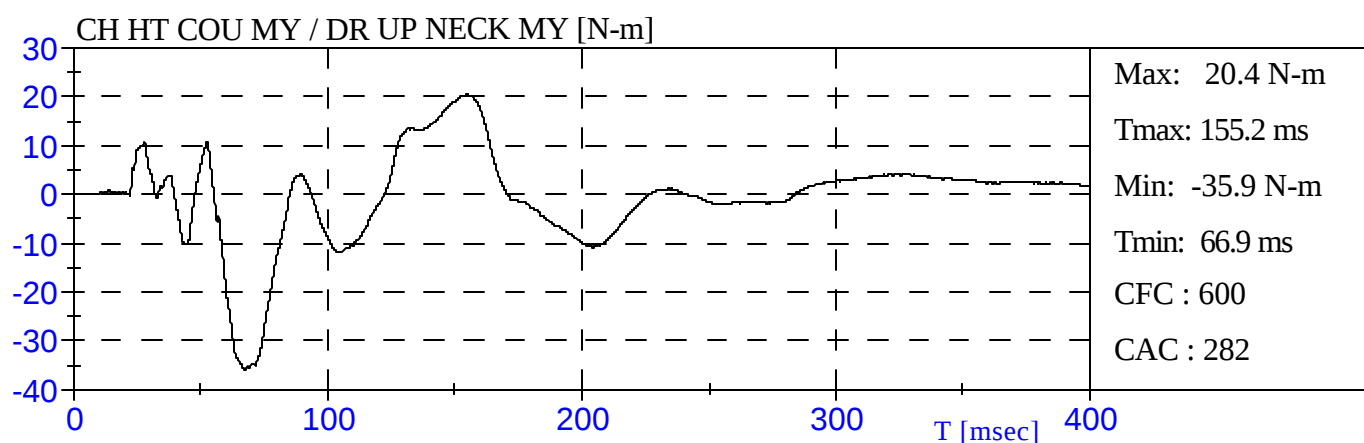
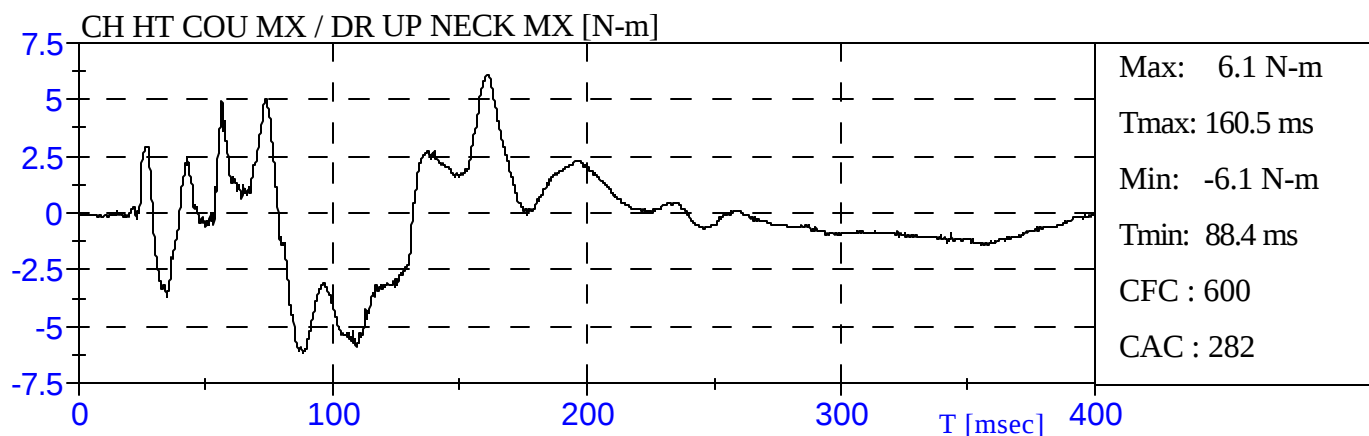


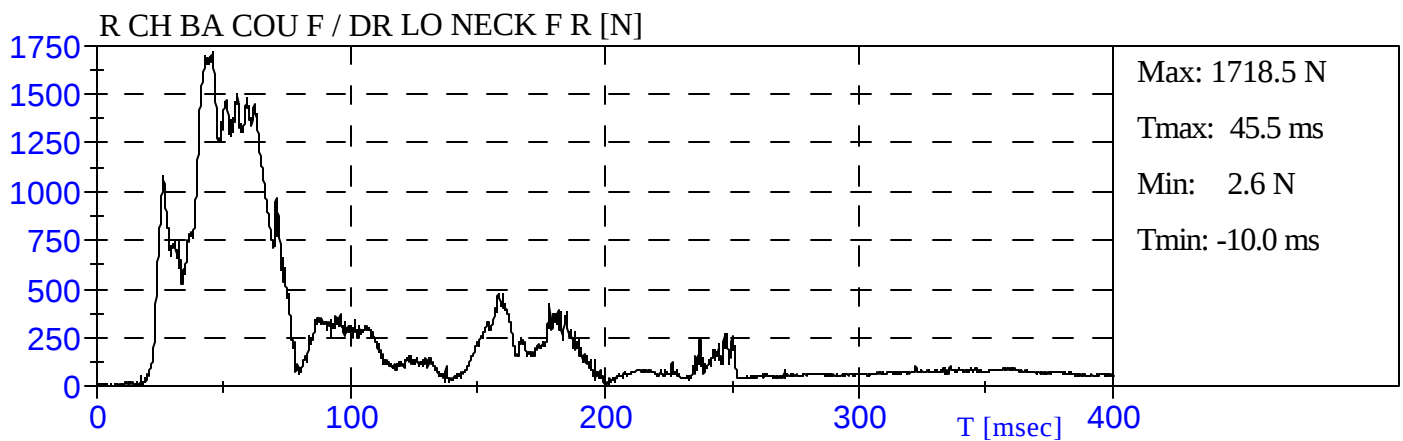
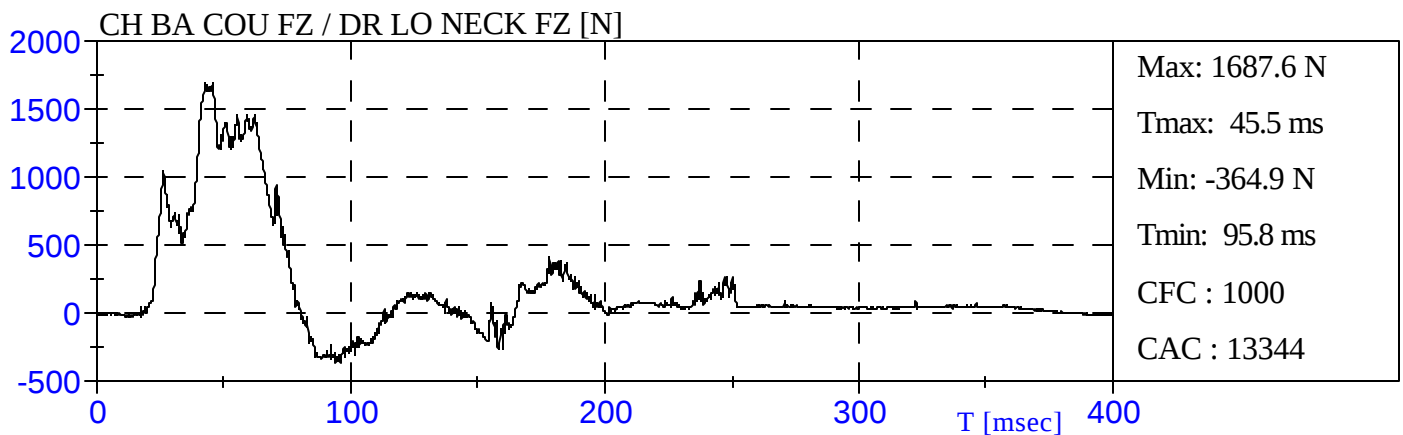
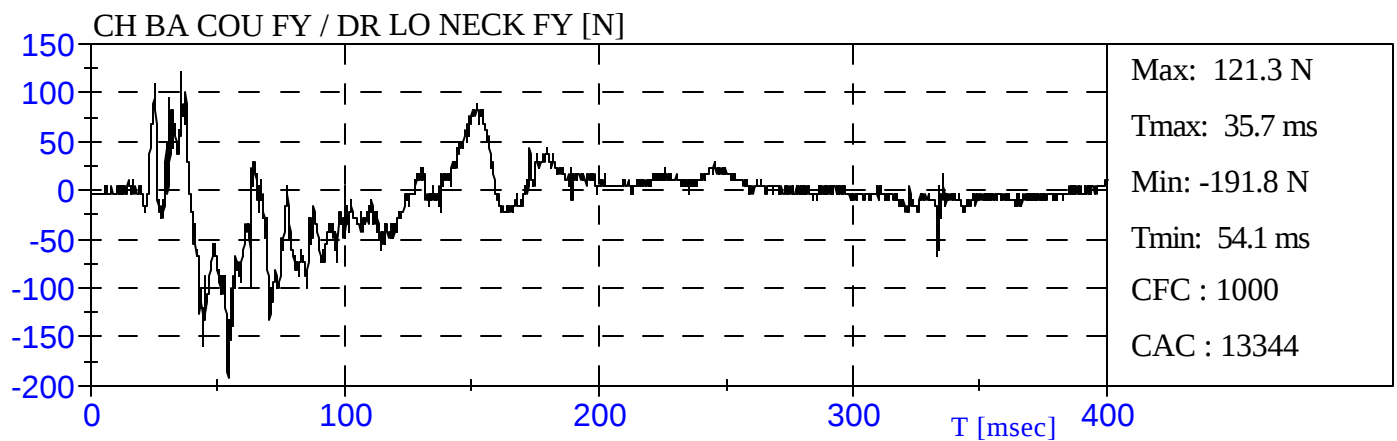
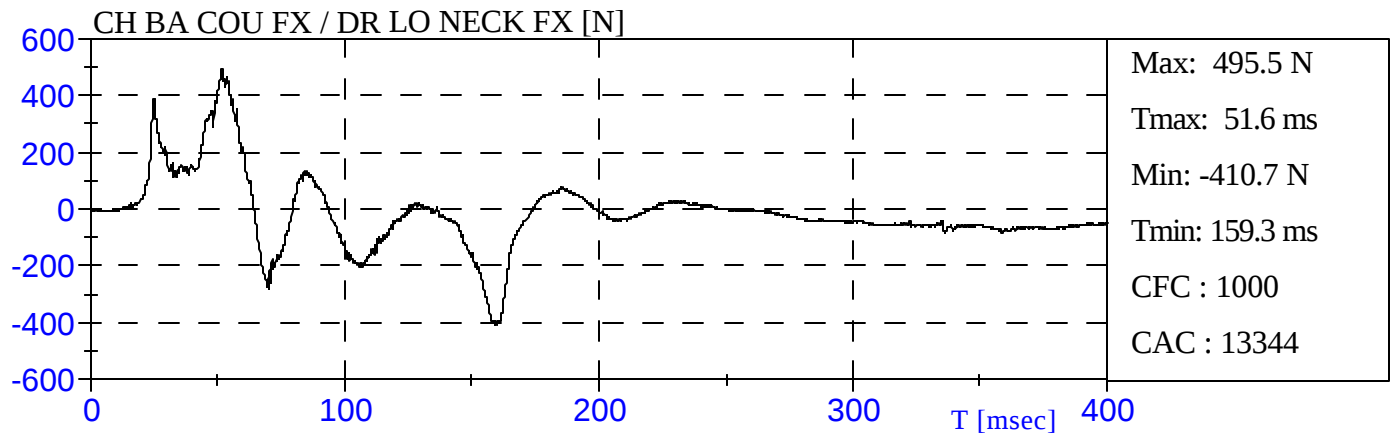
Nom du client Client Name	TRANSPORTS CANADA
Type de véhicule Type of Vehicle	VW BEETLE 2001
Numéro de TC Tc Number	TC01-010
Numéro de contrat Contract No	02-5130
Acquisition de données selon: Data Acquisition according to:	SAE J211/1 MAR 95
Date de l'essai Test date	2002-03-06
Titre du projet Project Title	RECHERCHE COLLISION FRONTALE RESEARCH FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% Femelle / Female

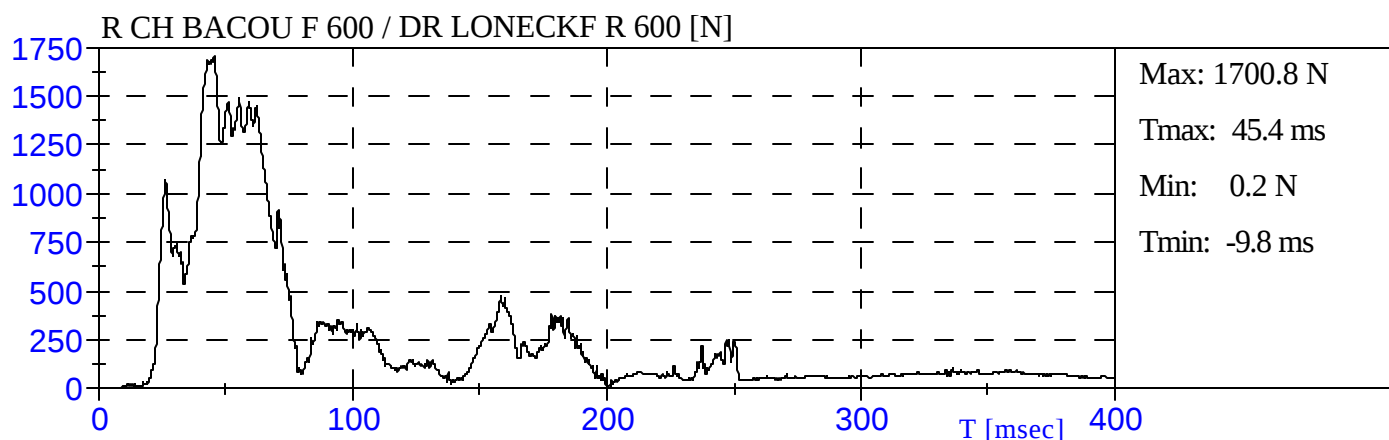
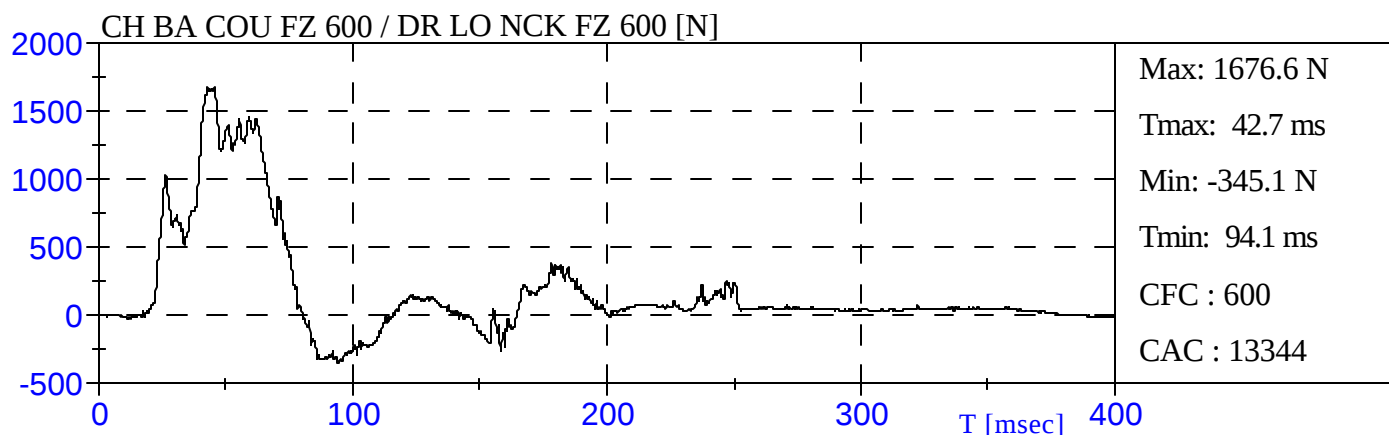
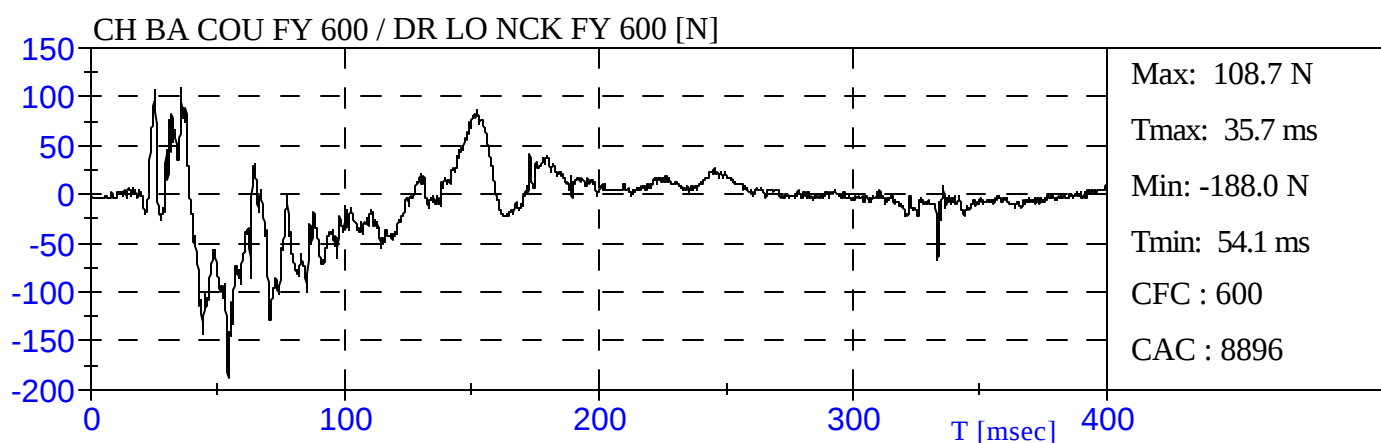
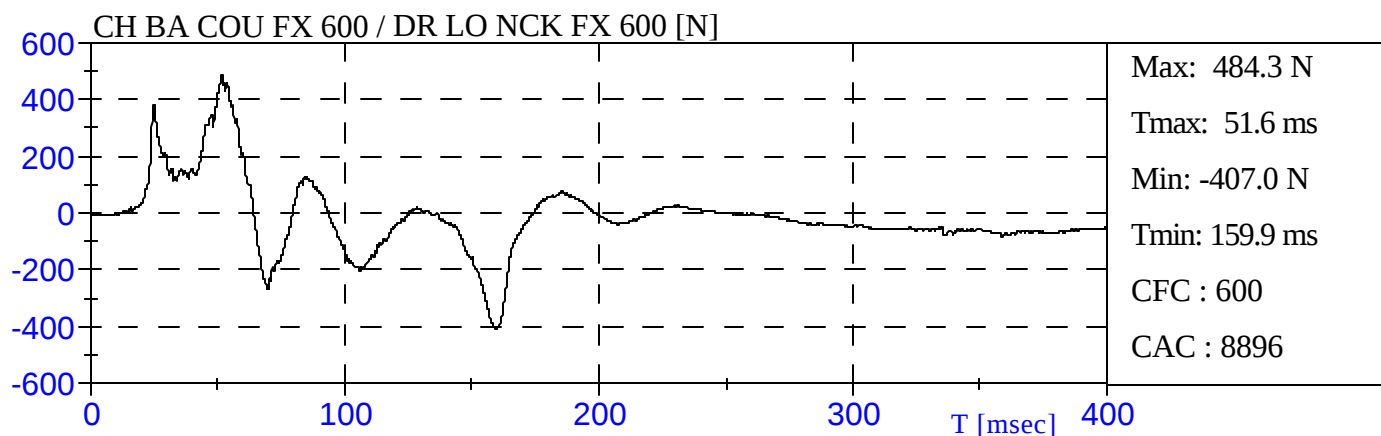


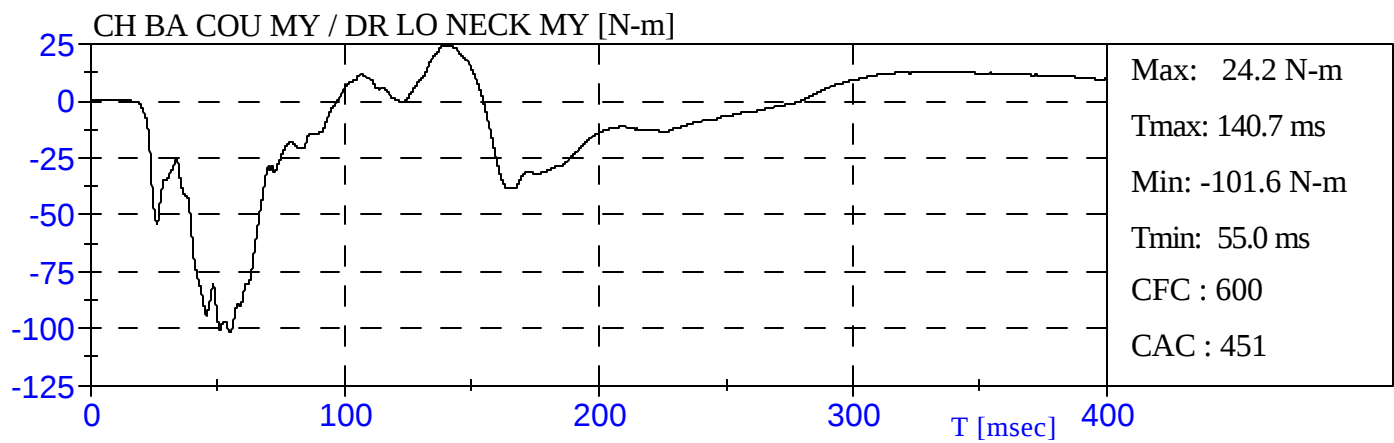
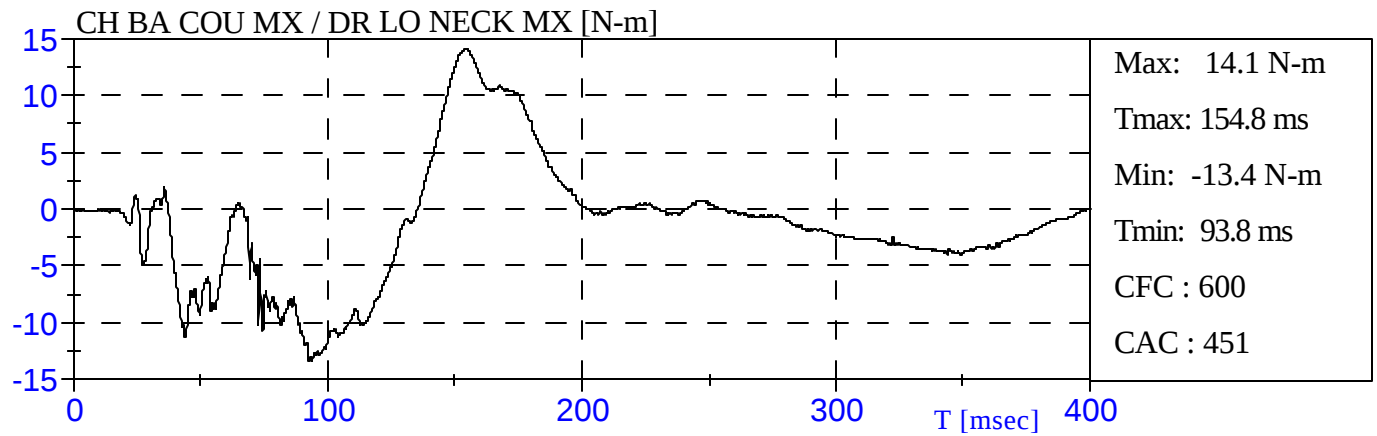


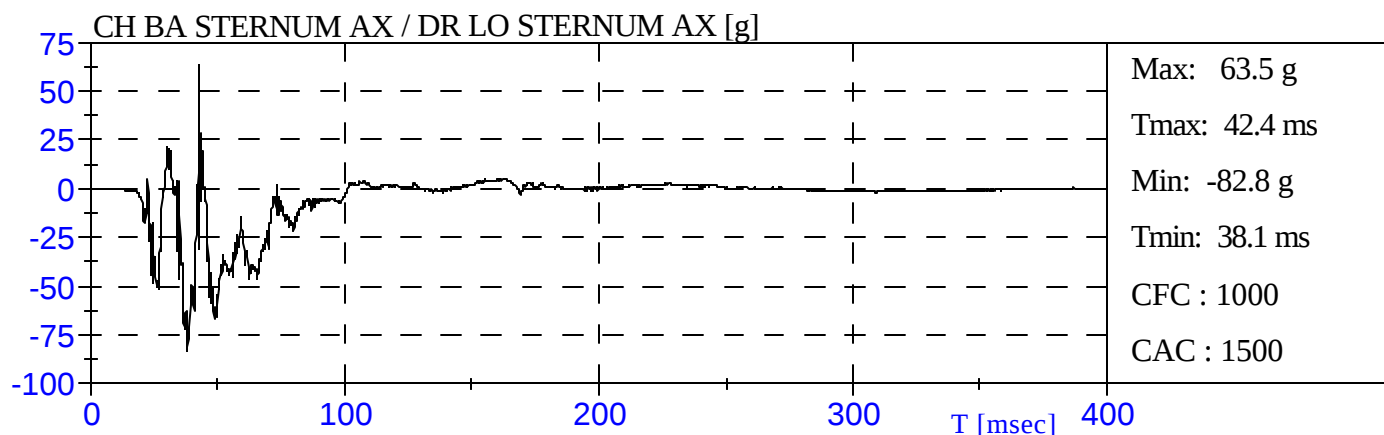
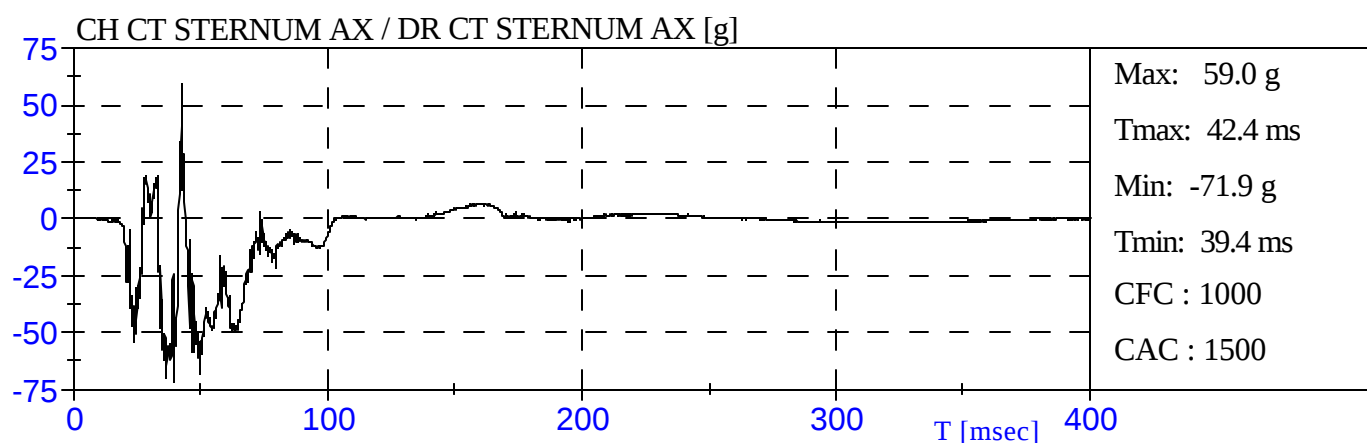
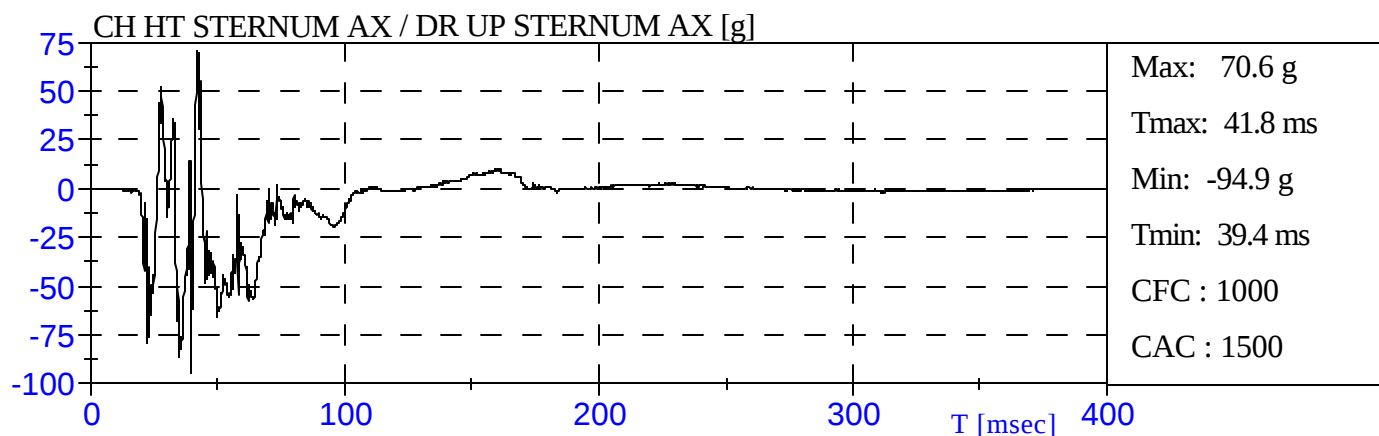


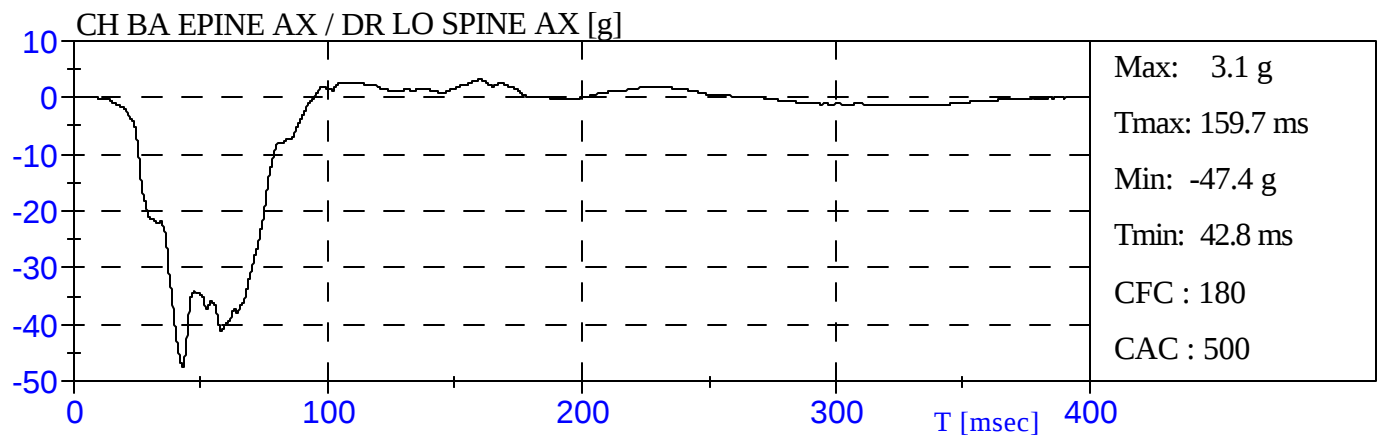
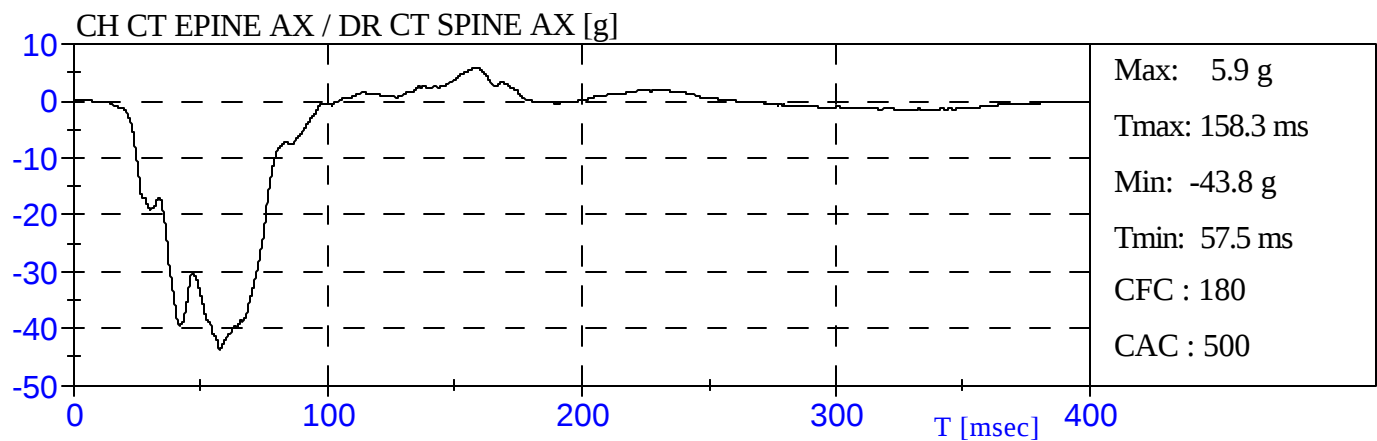
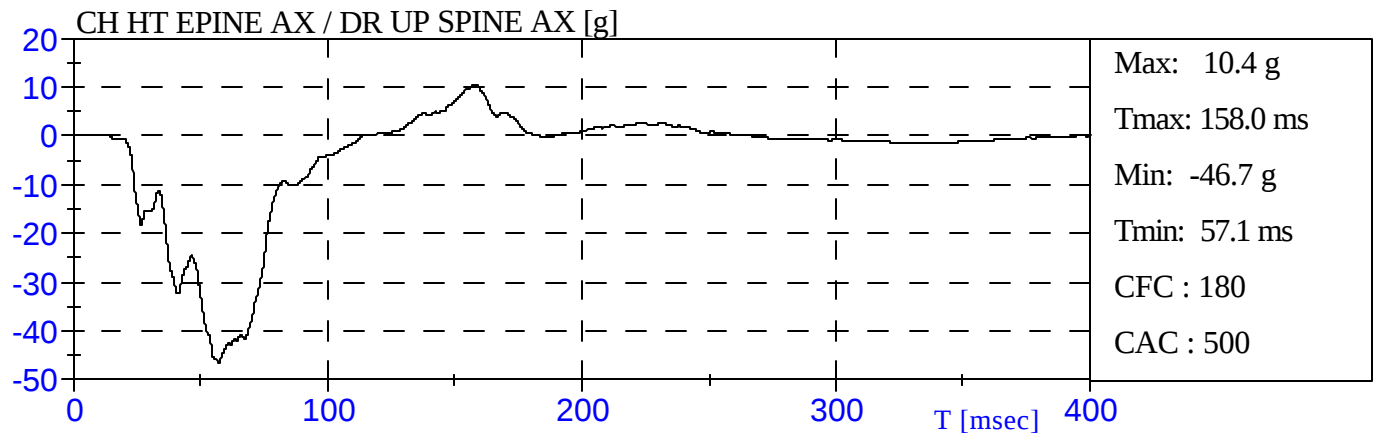


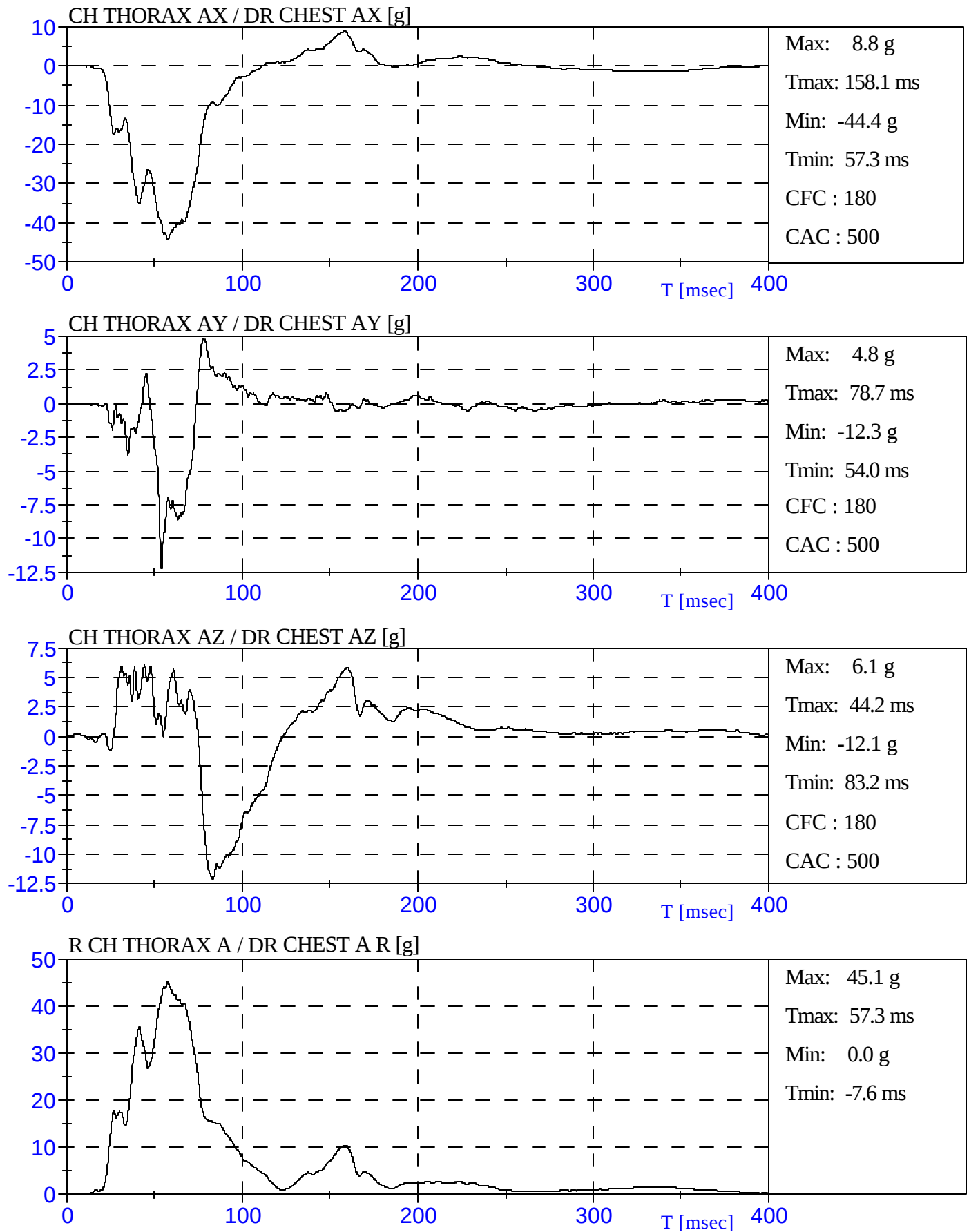


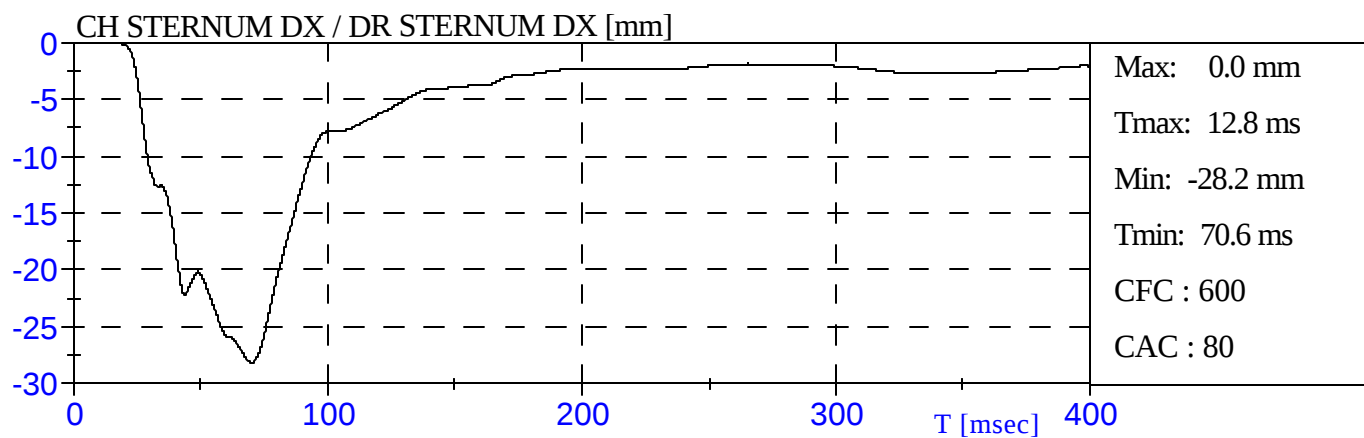


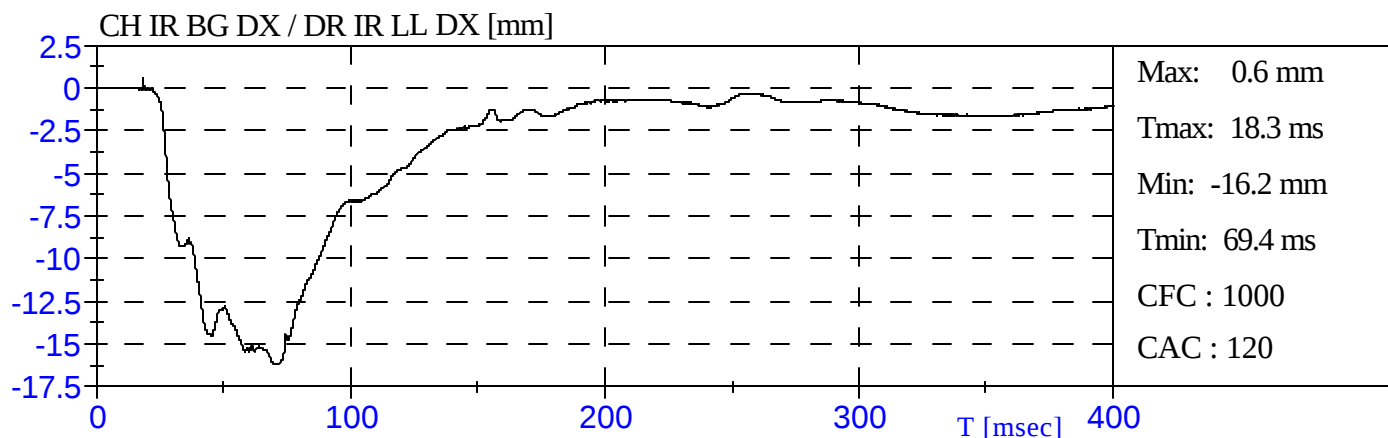
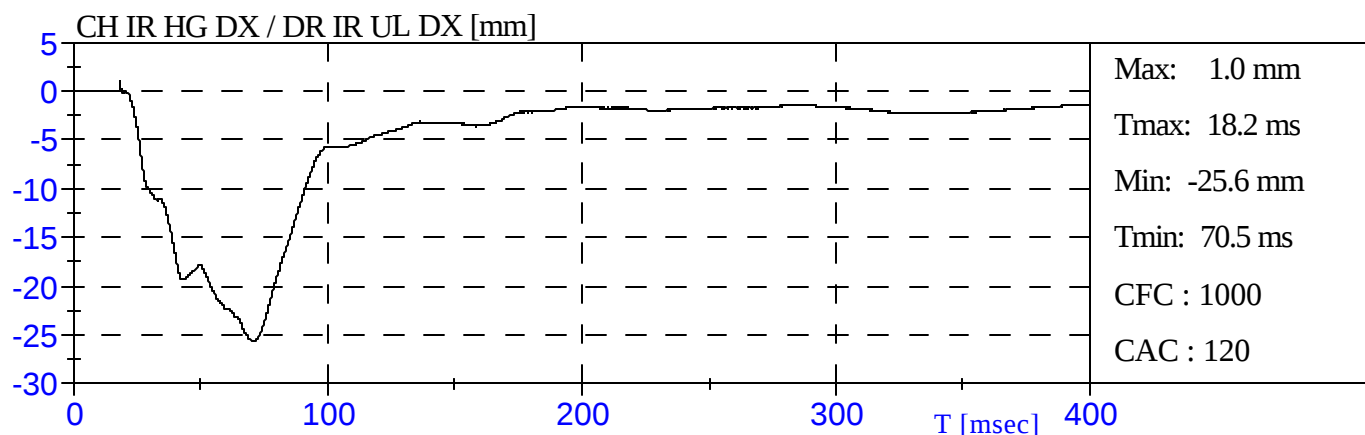
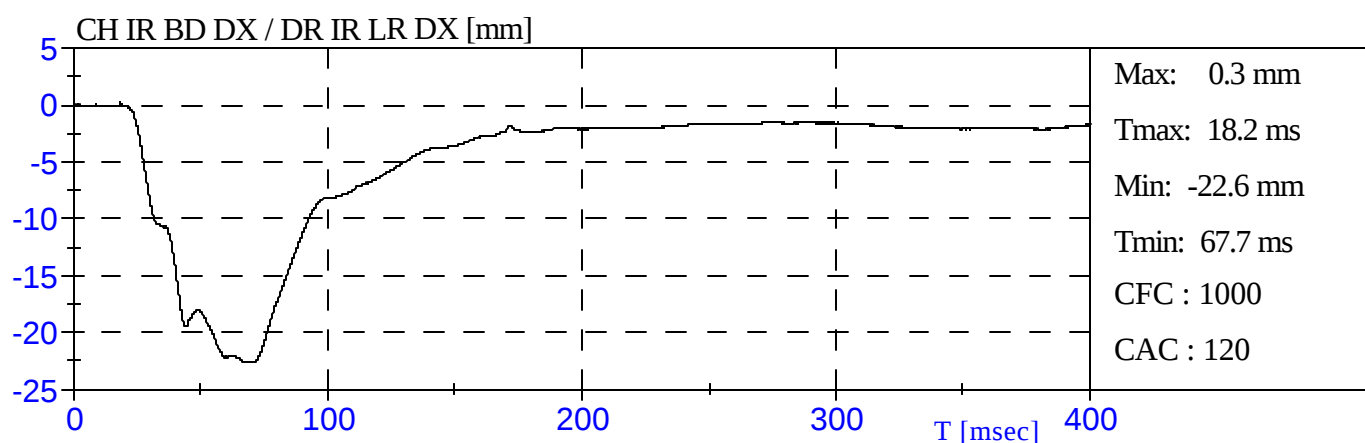
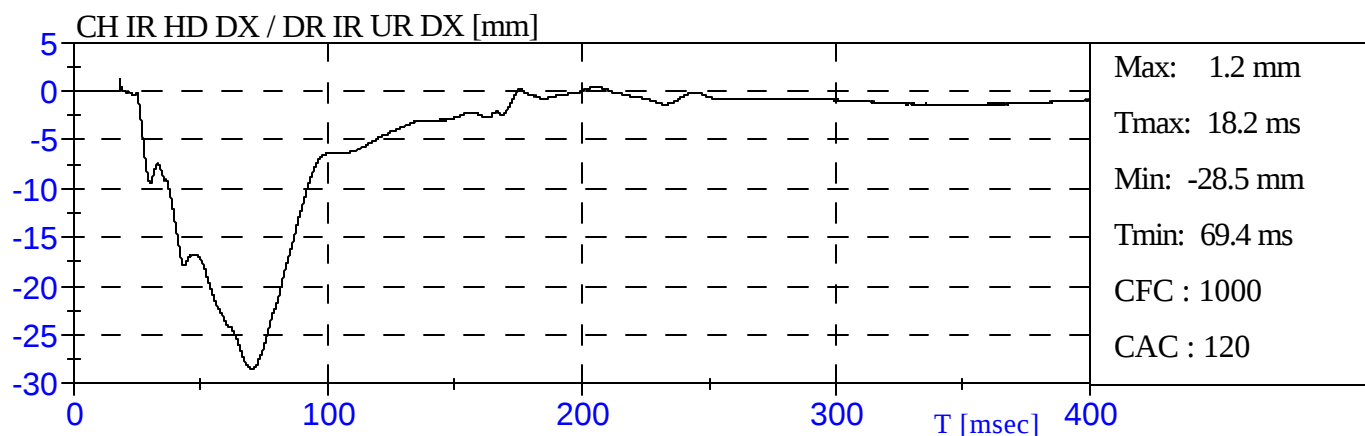


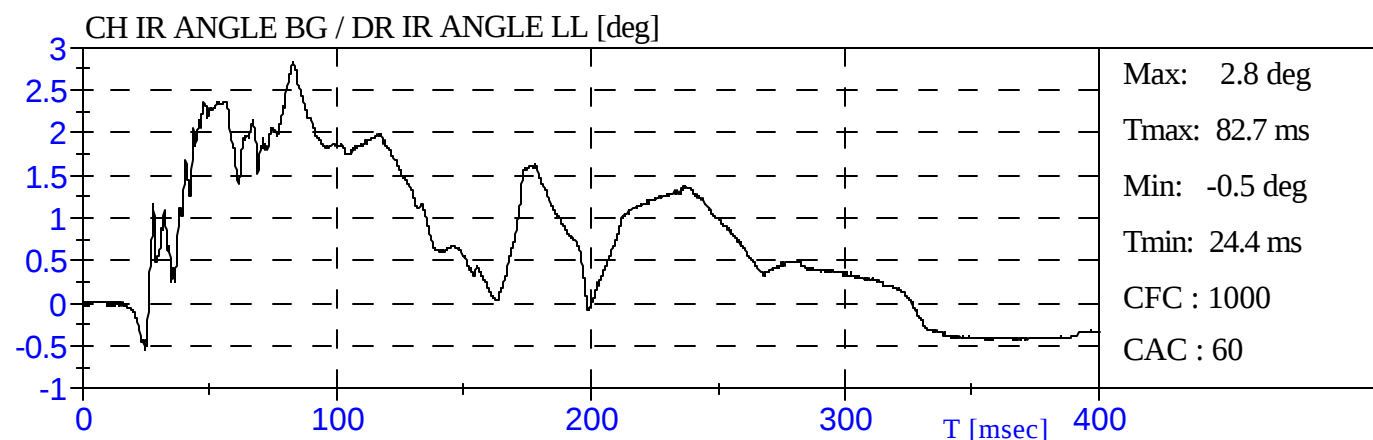
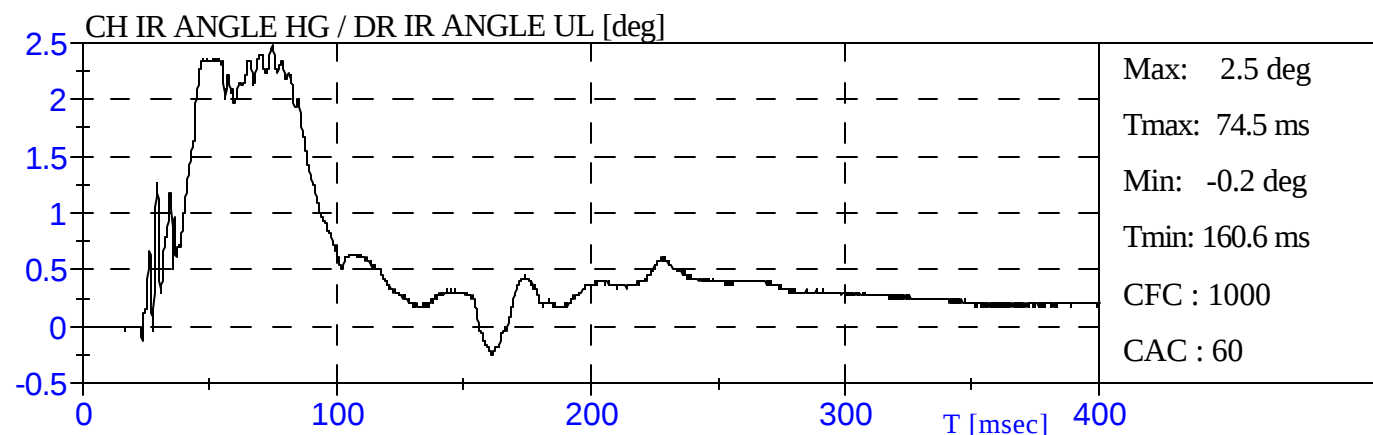
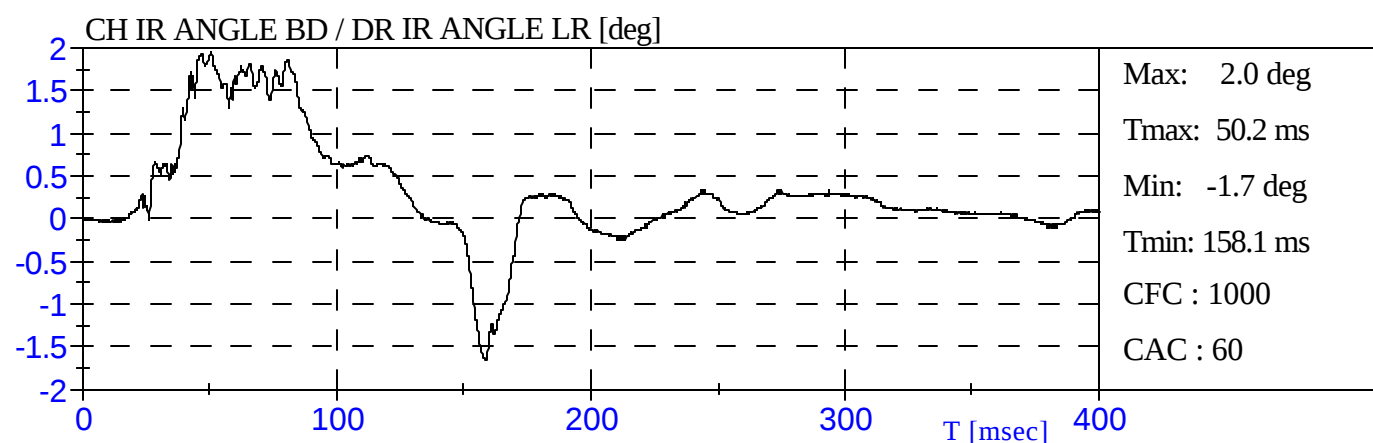
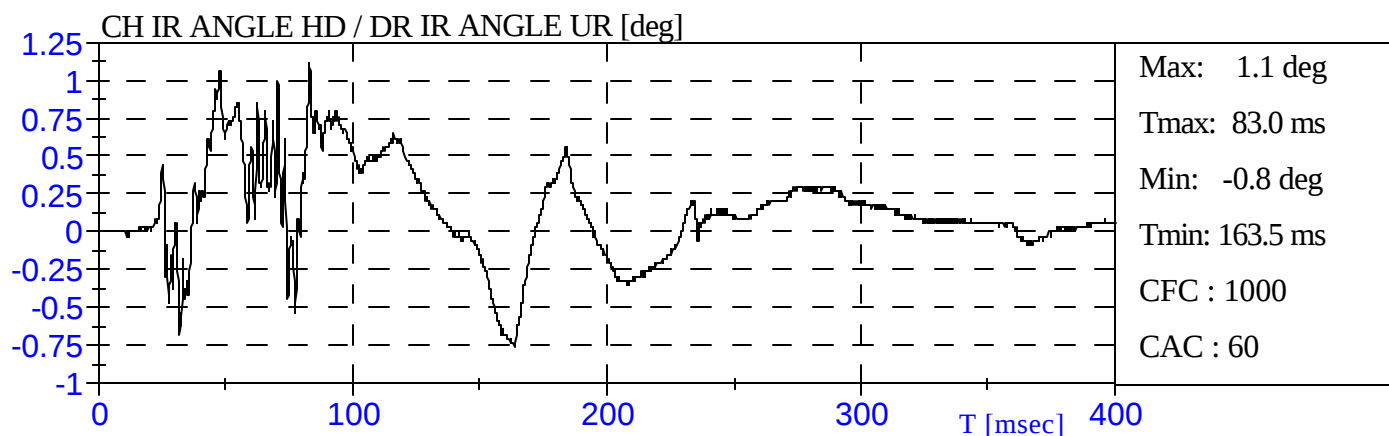


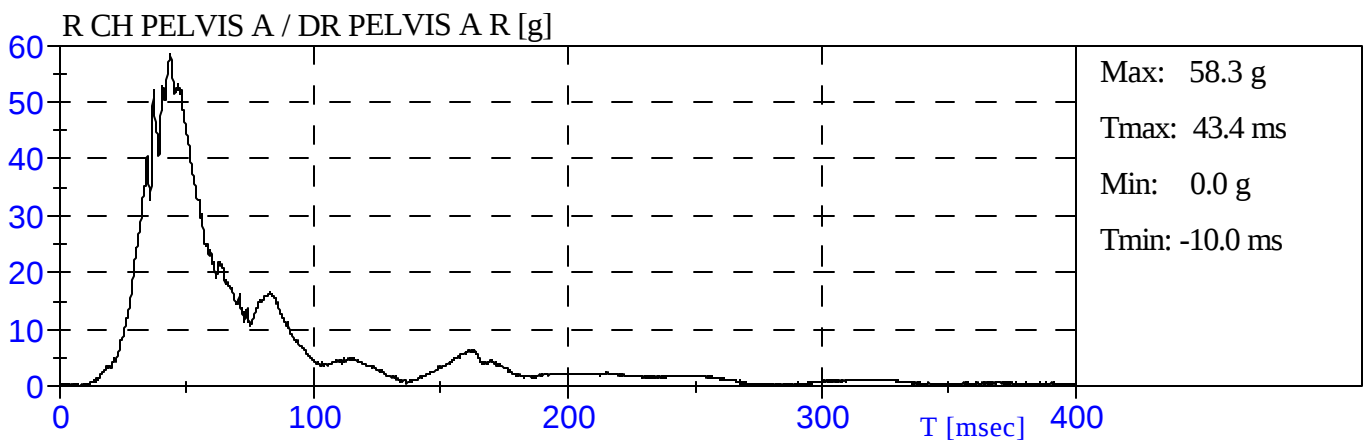
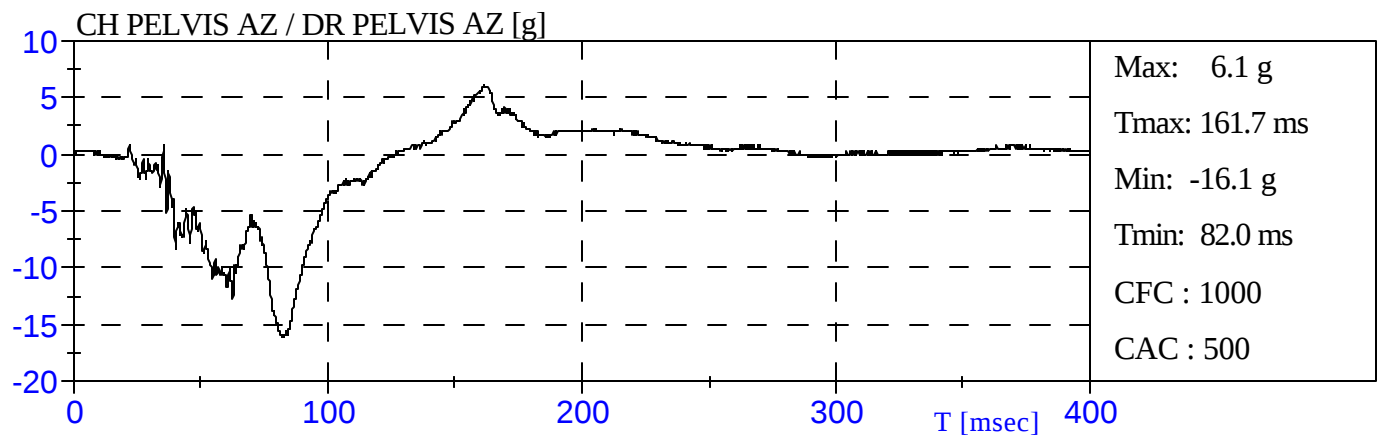
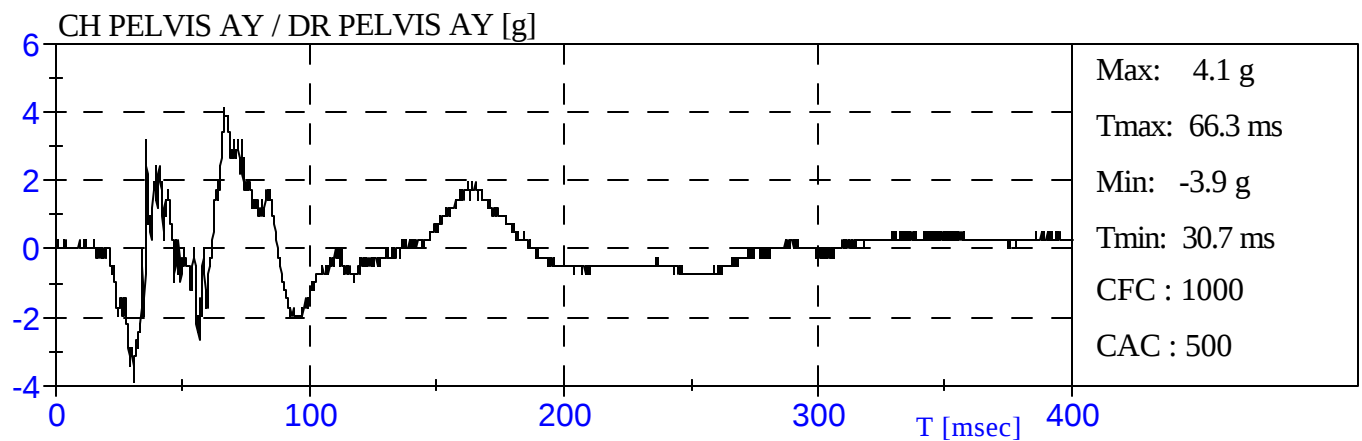
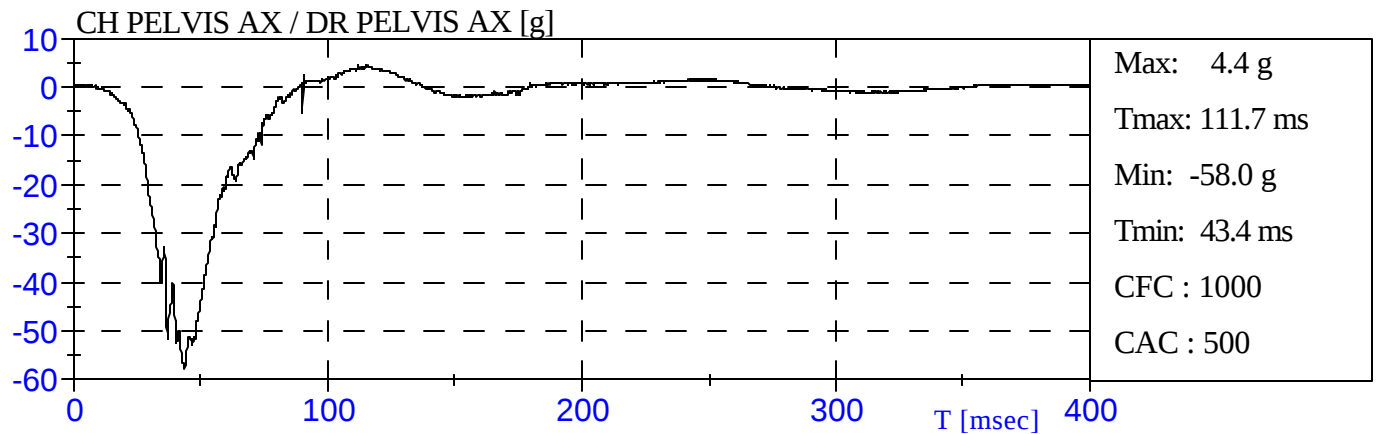


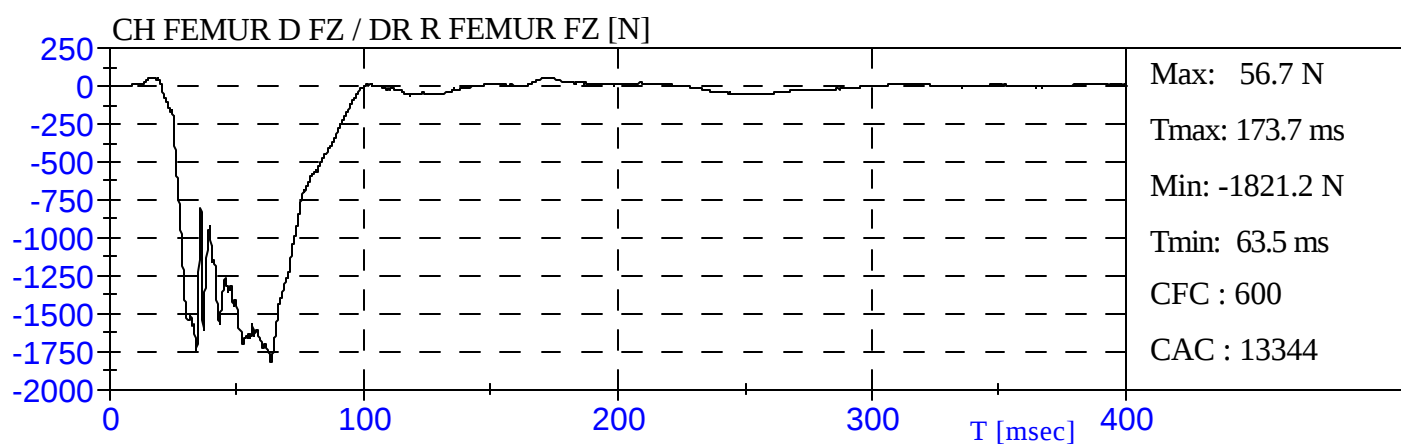
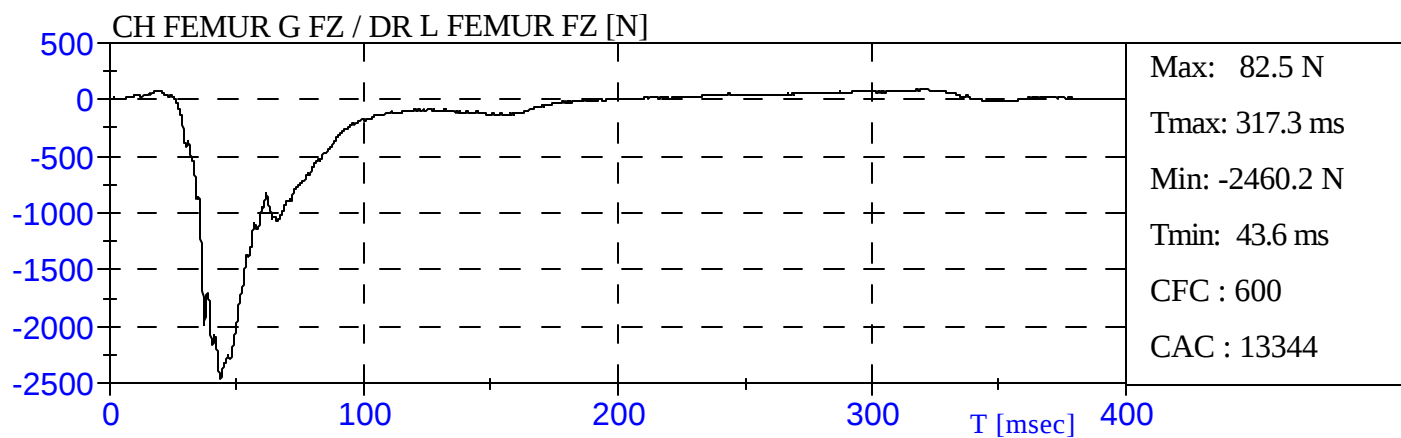


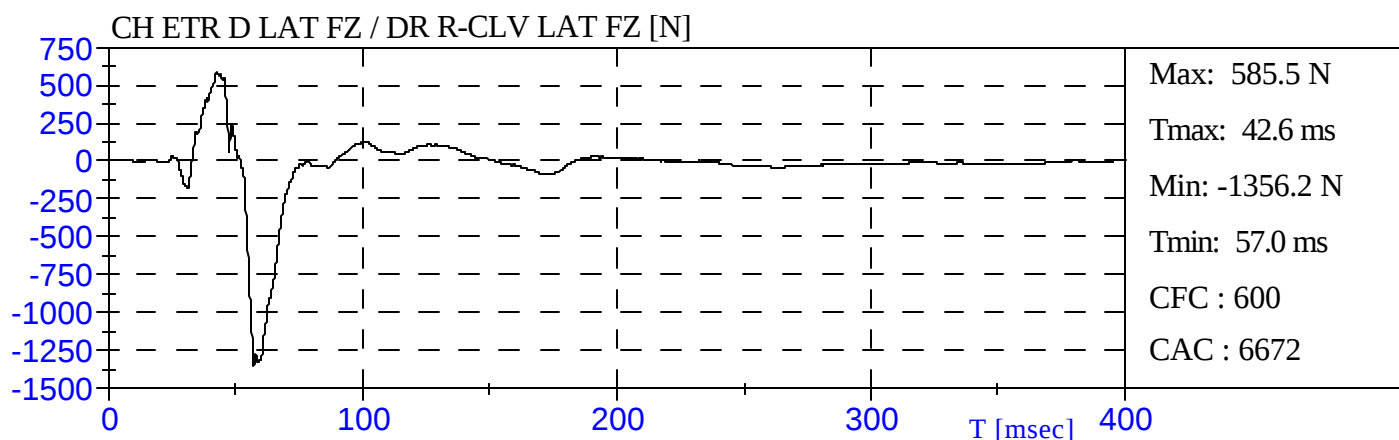
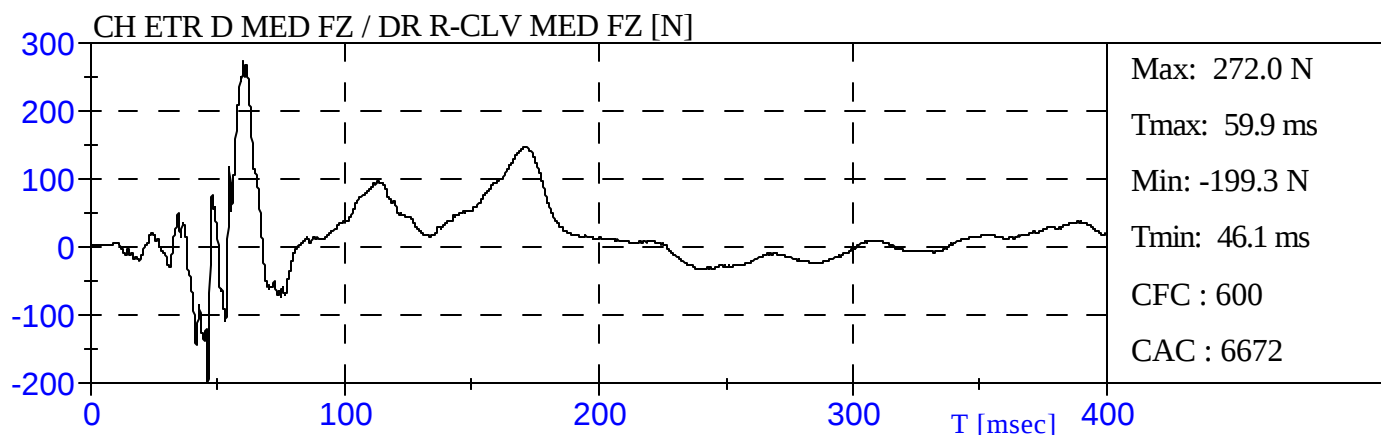
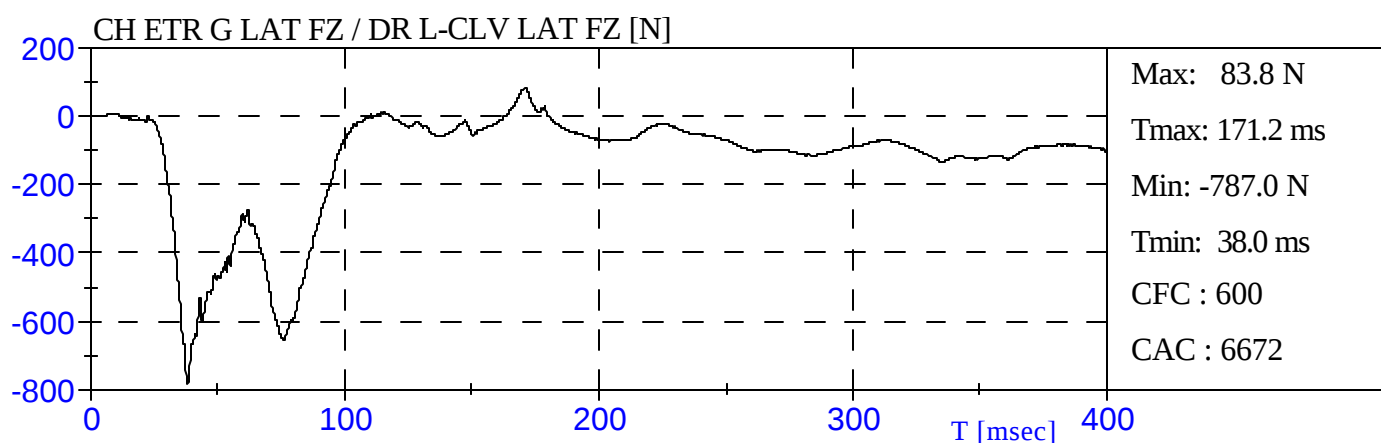
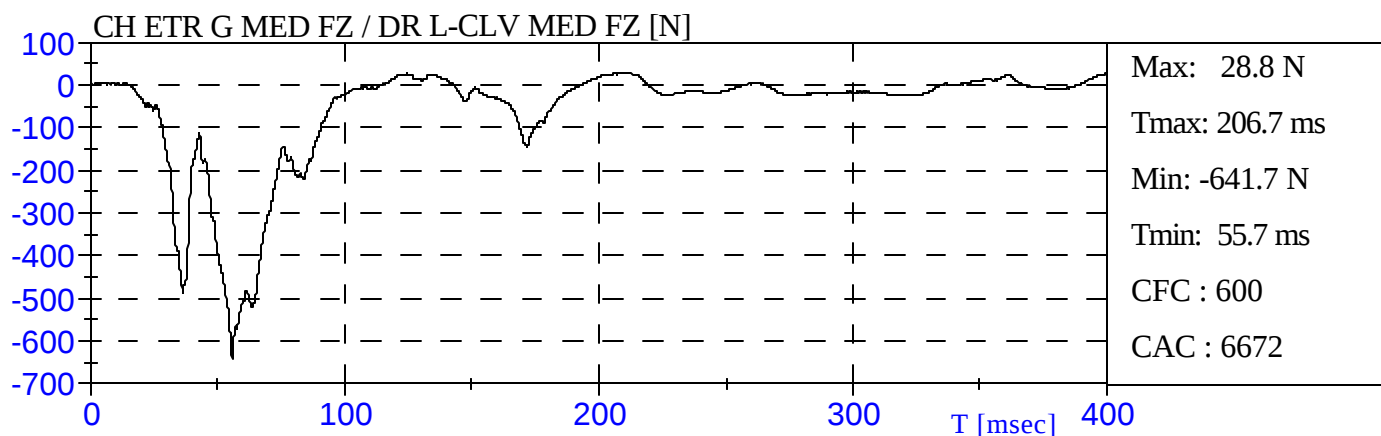


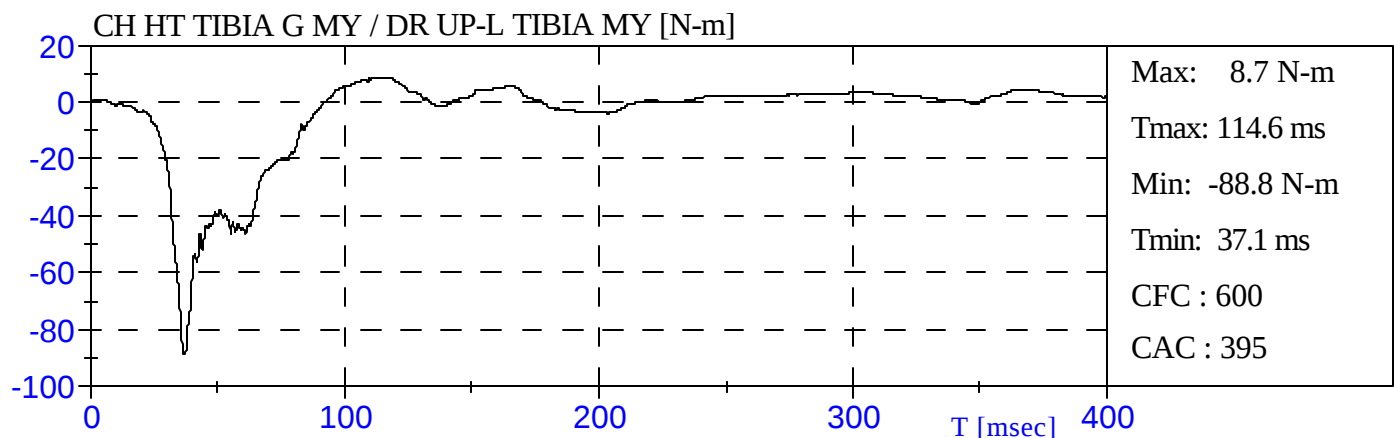
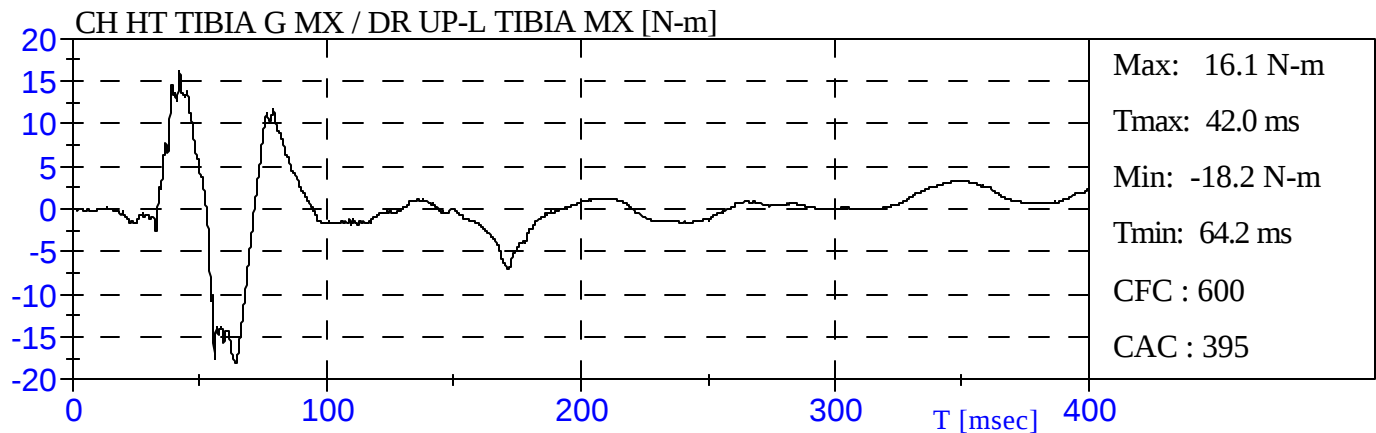
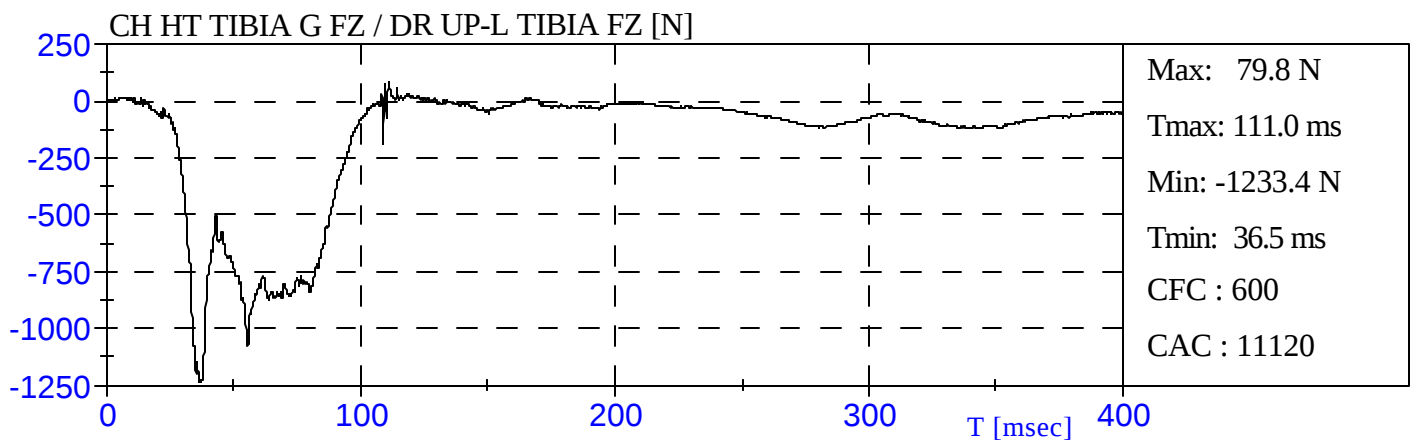
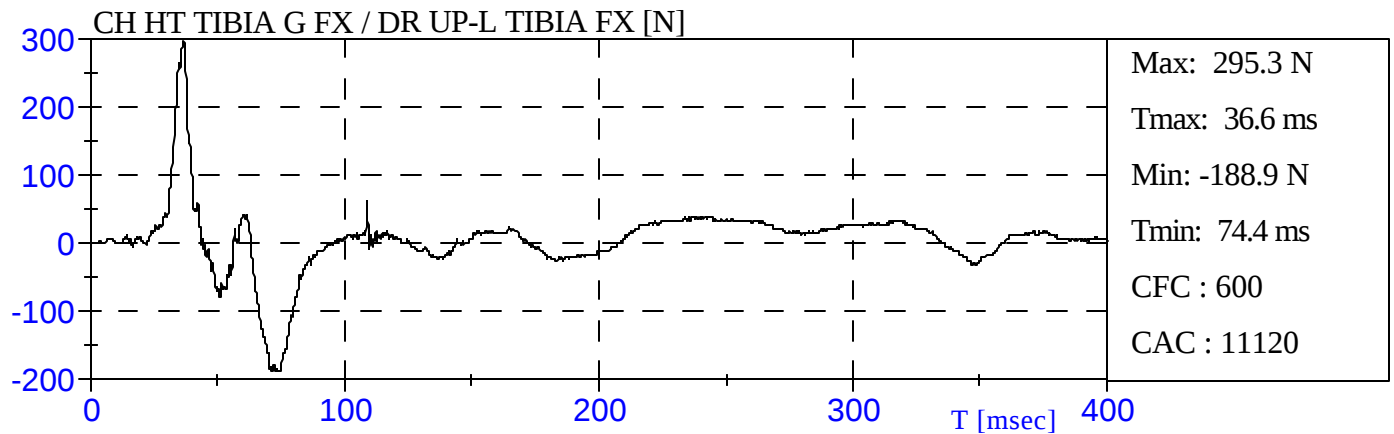


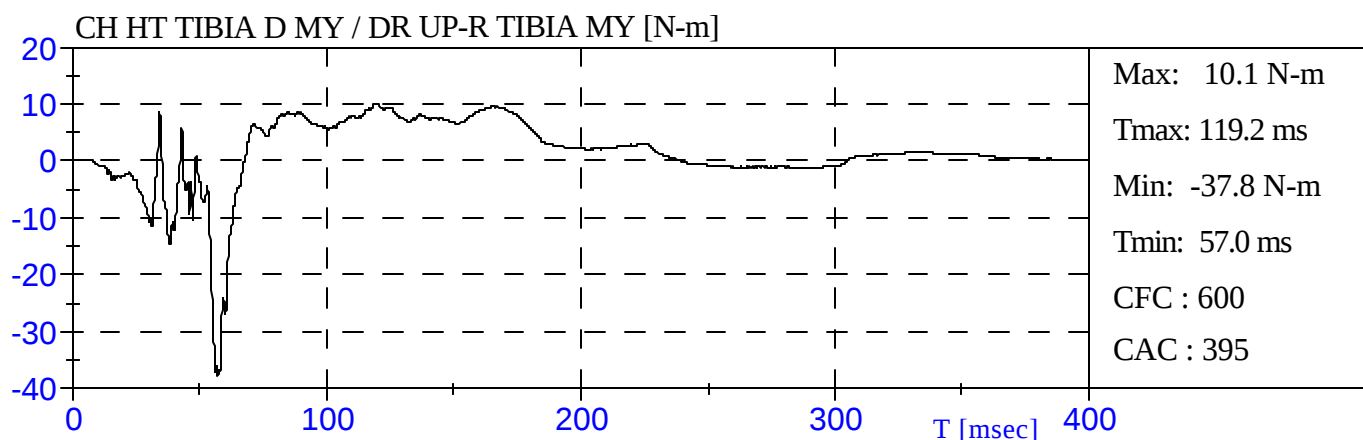
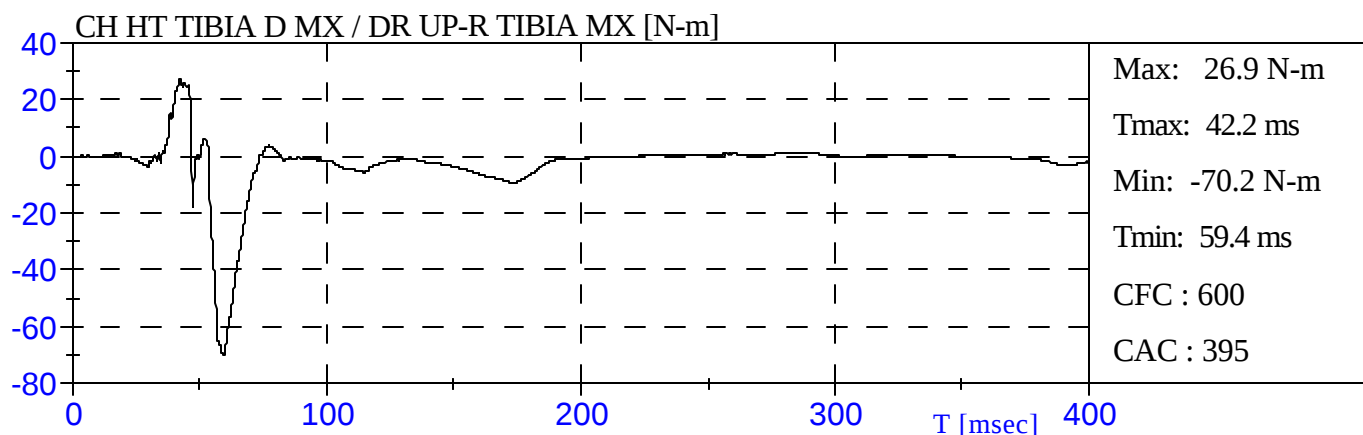
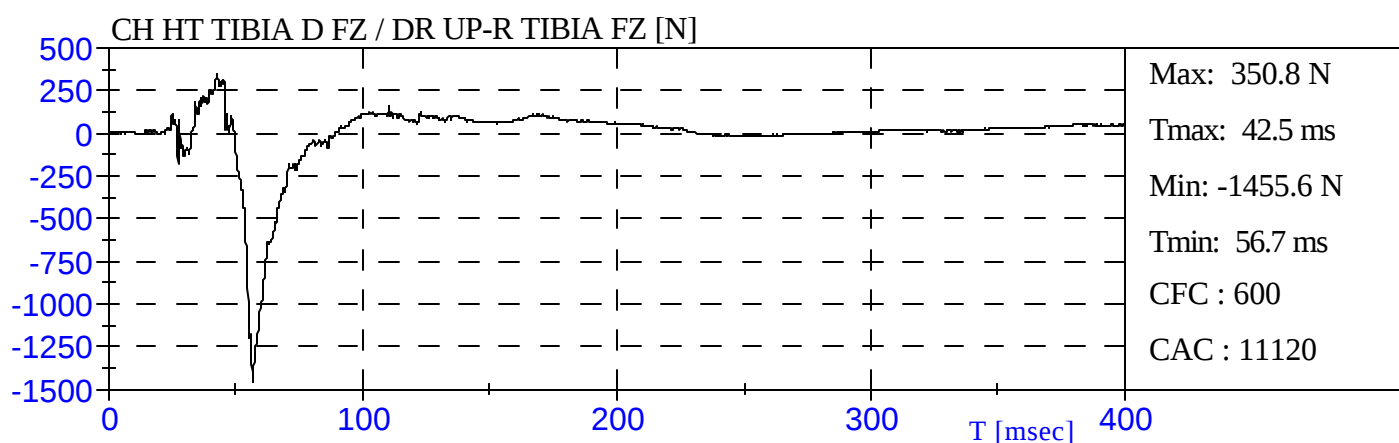
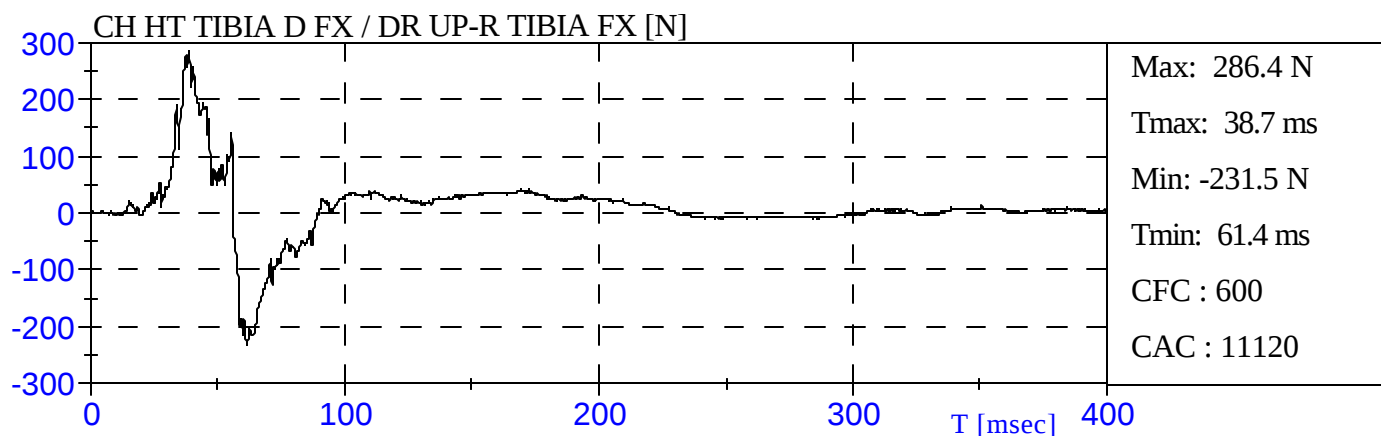


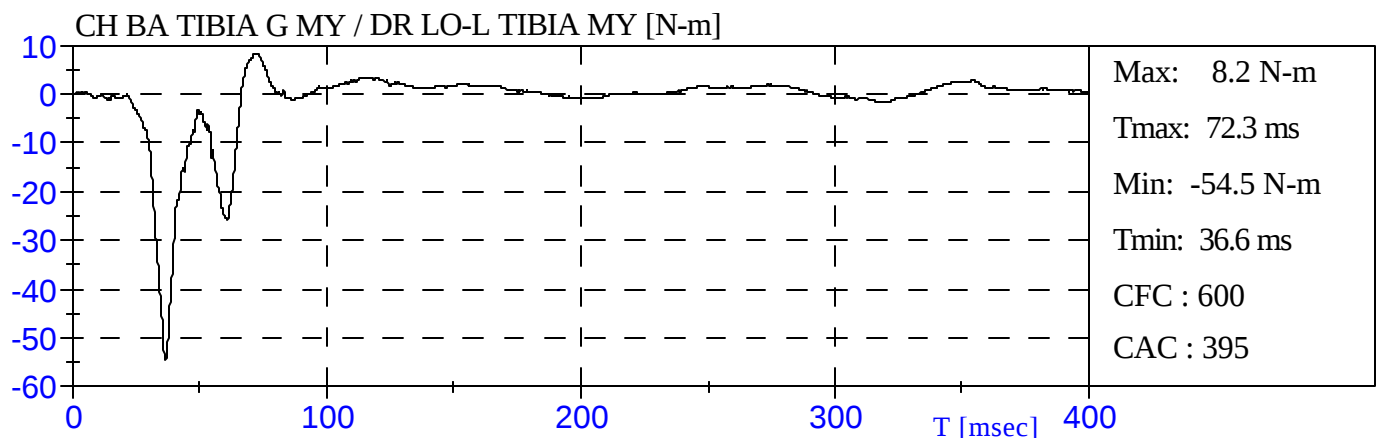
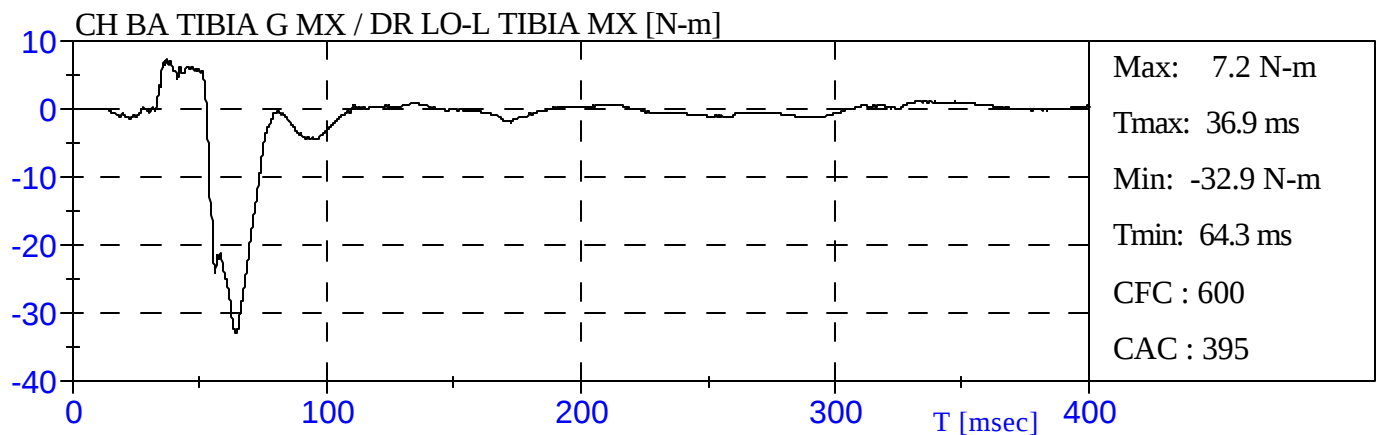
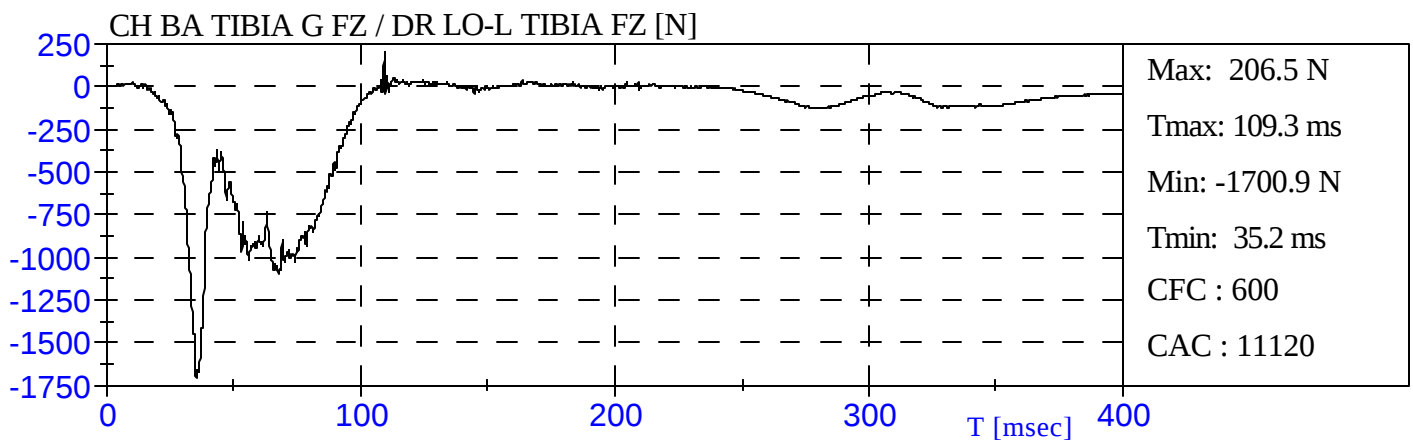
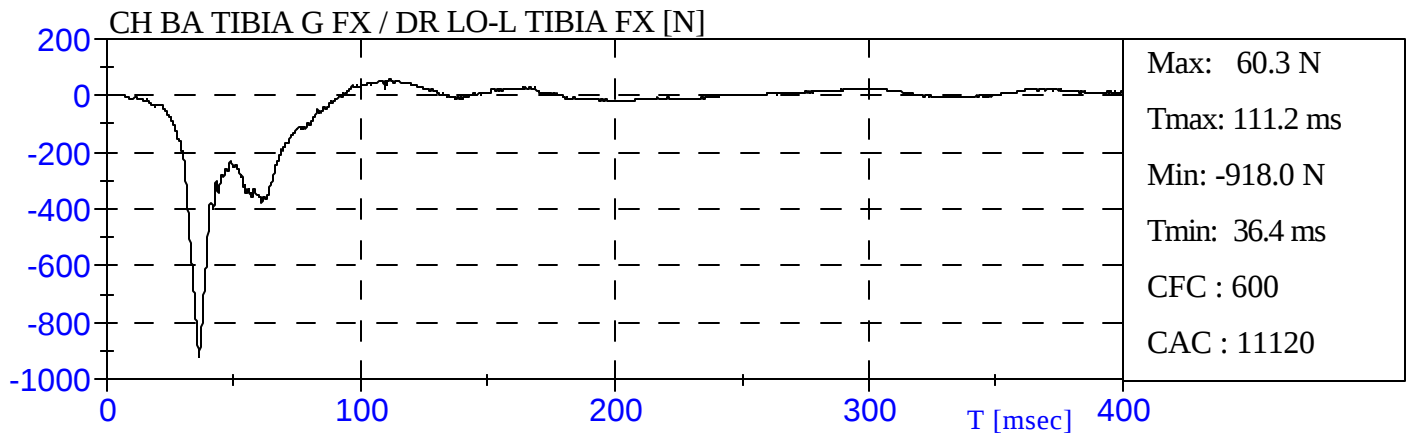


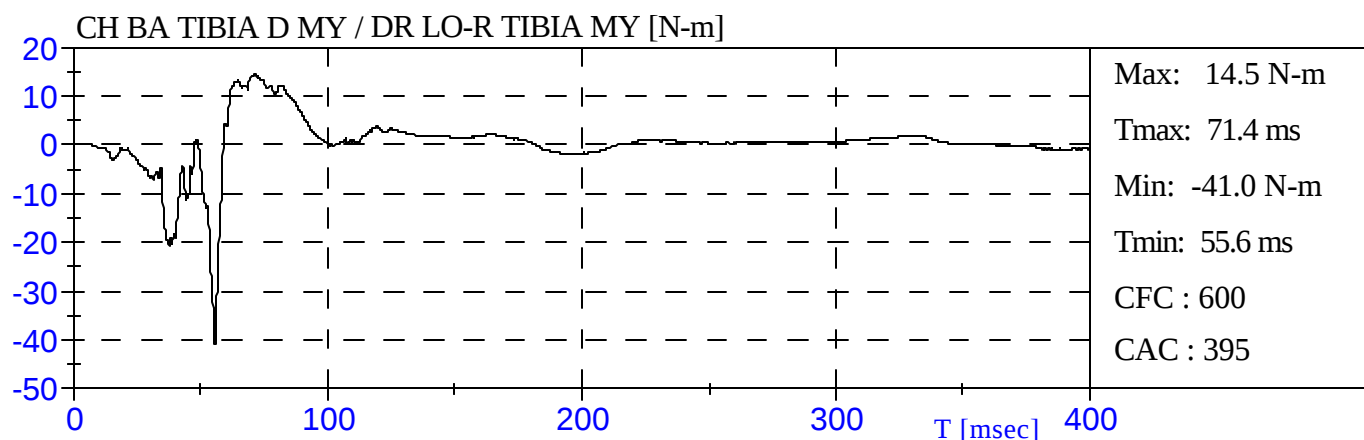
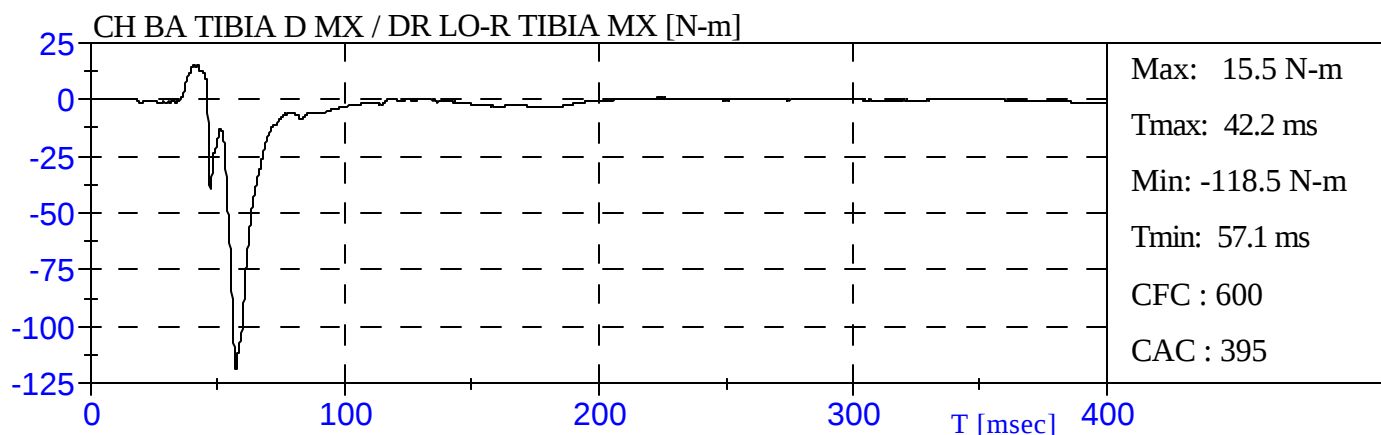
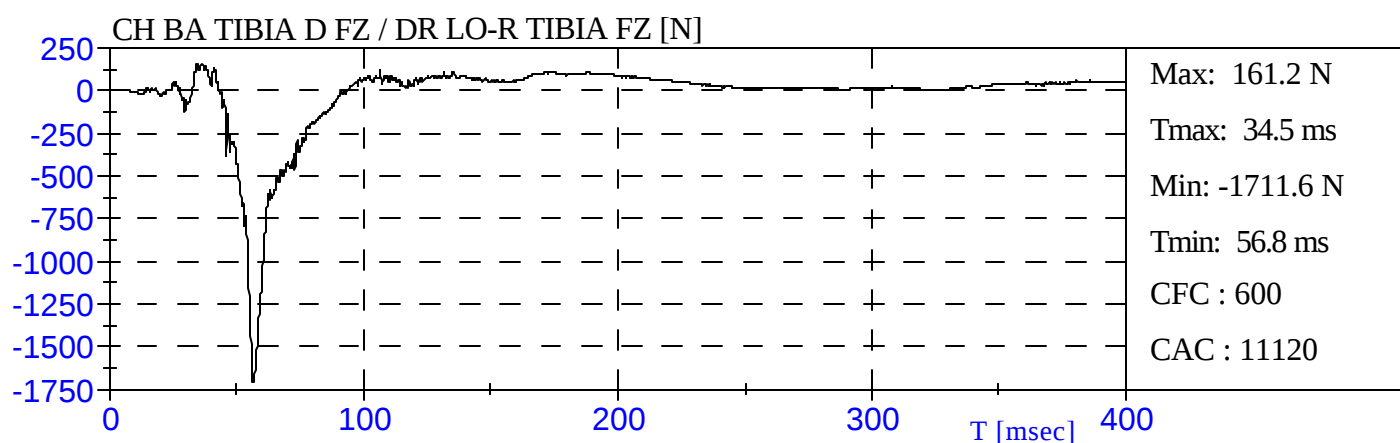
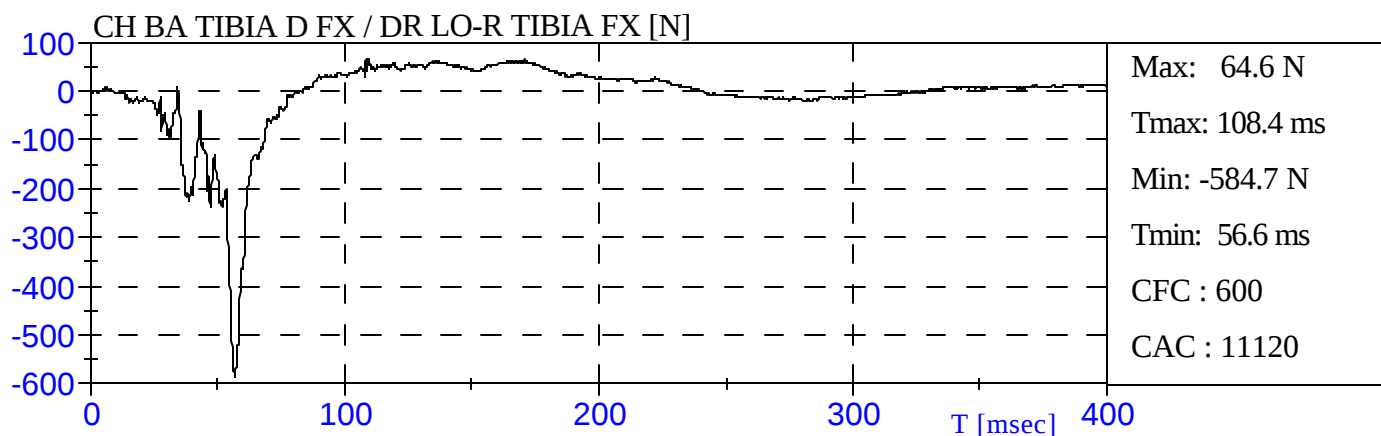


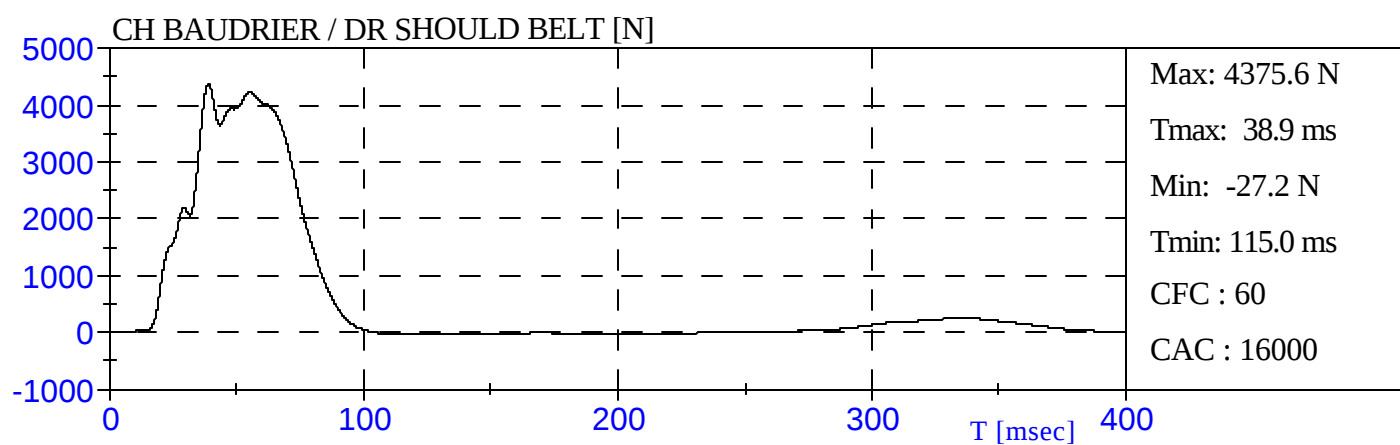
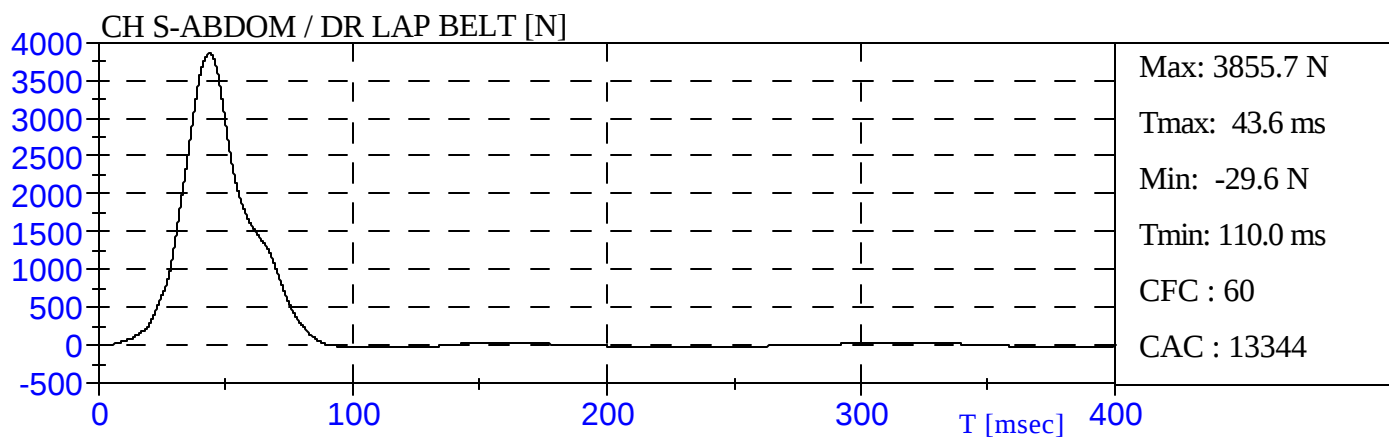


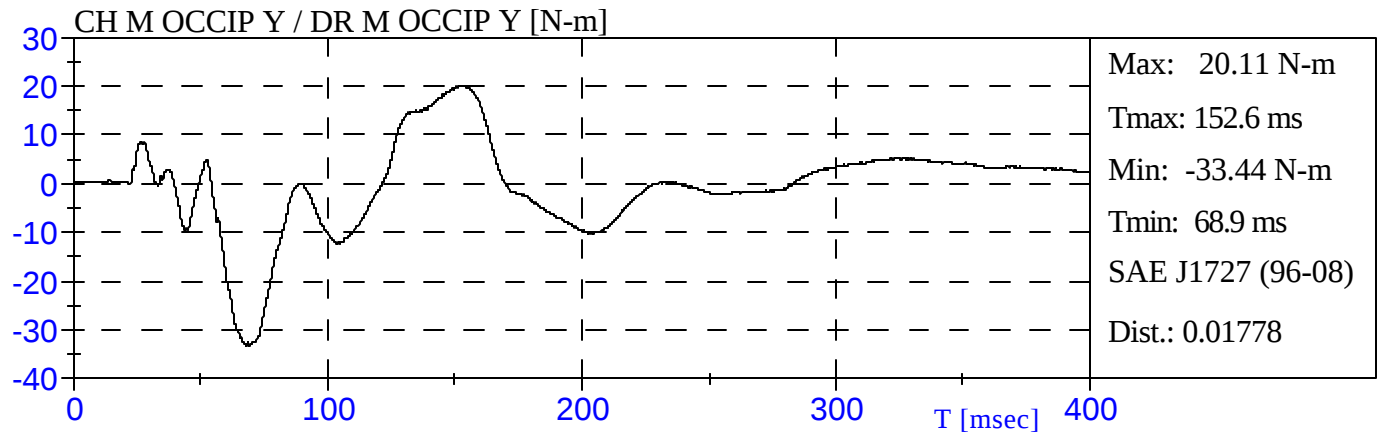


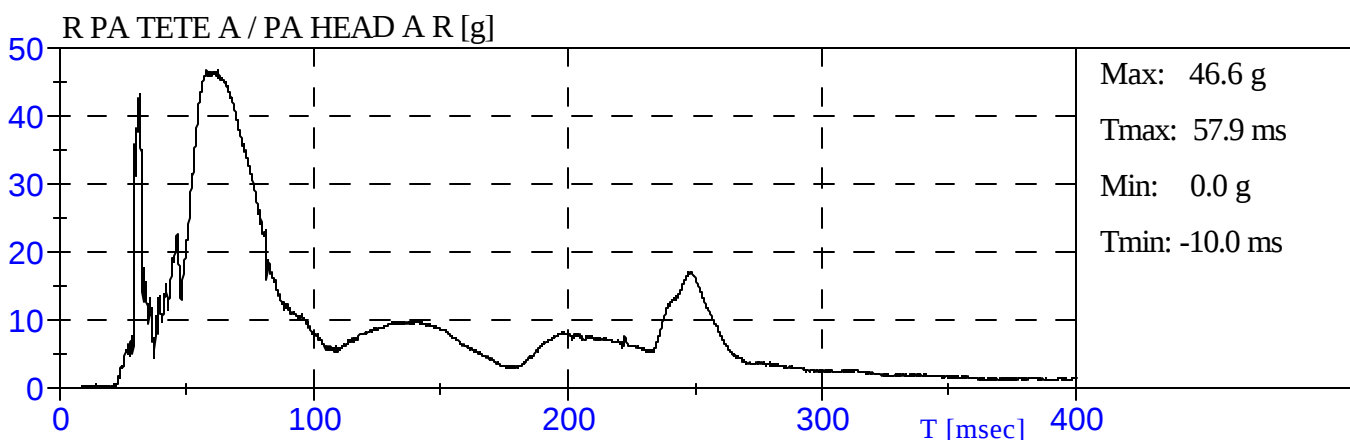
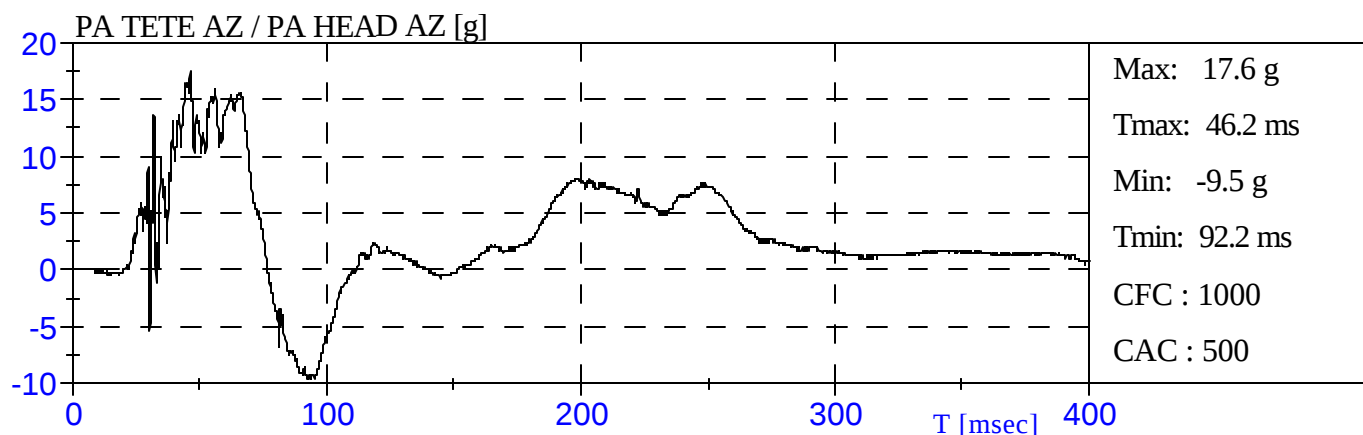
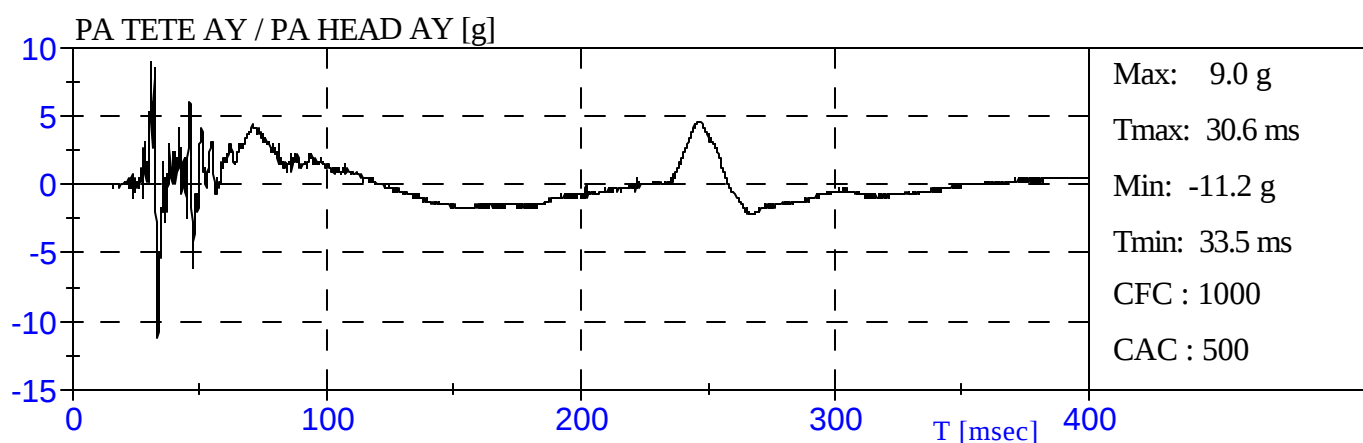
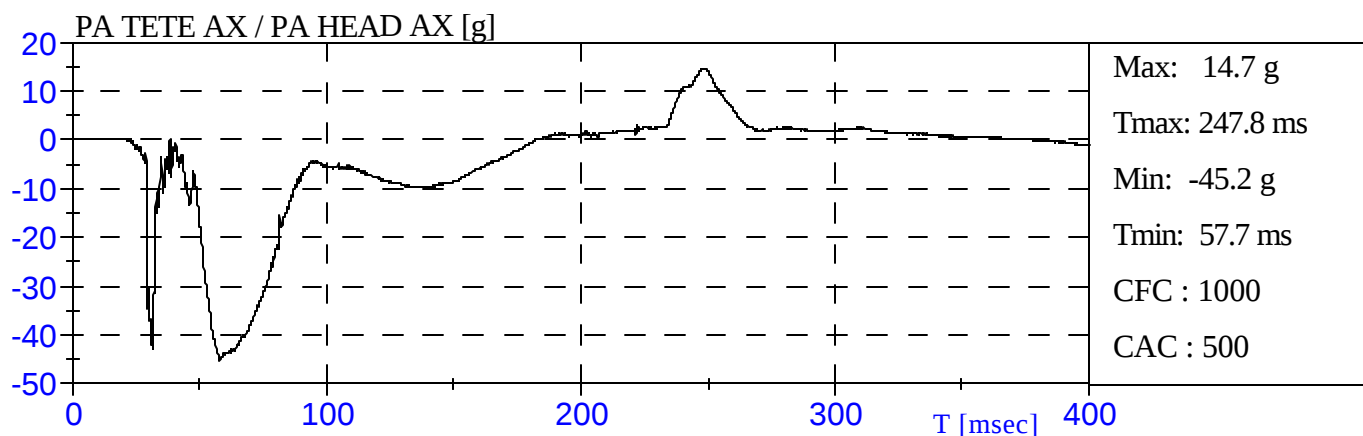


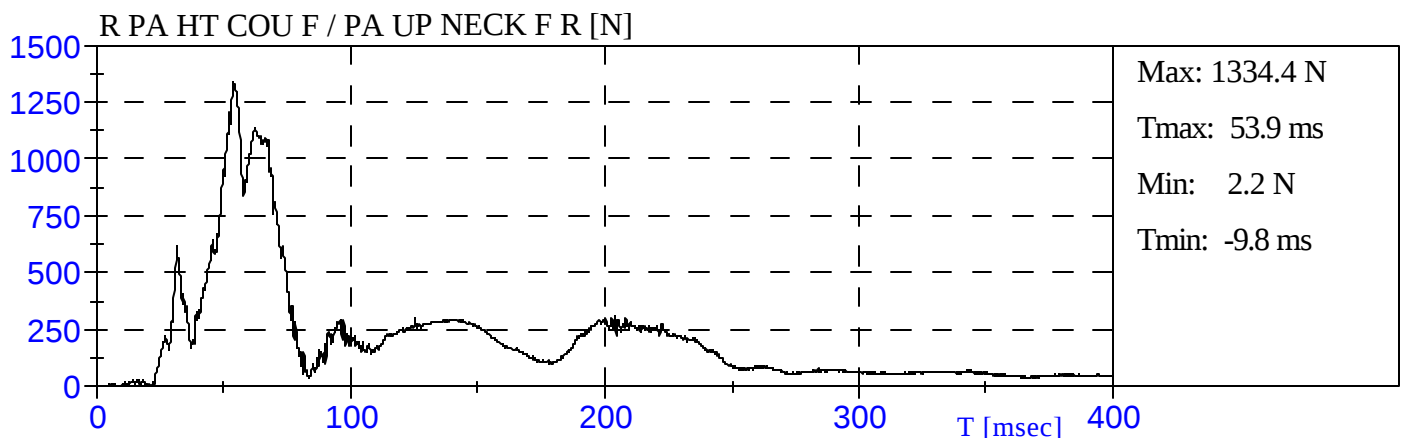
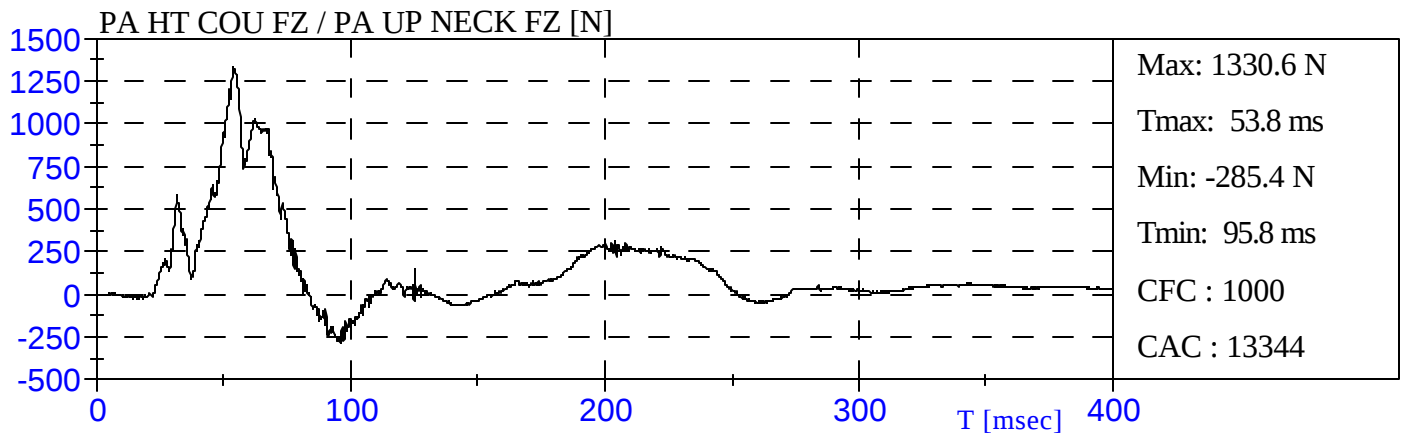
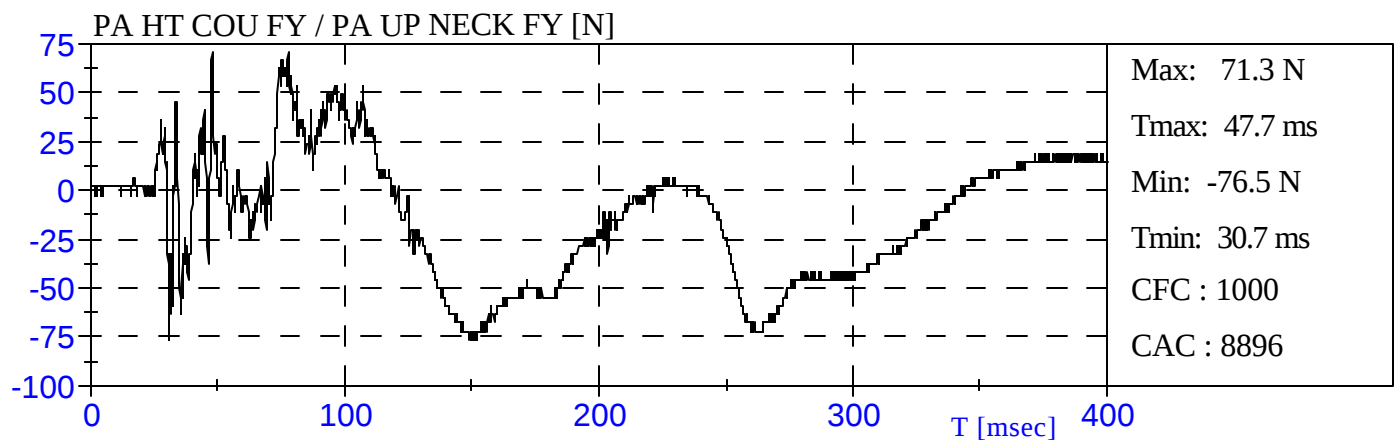
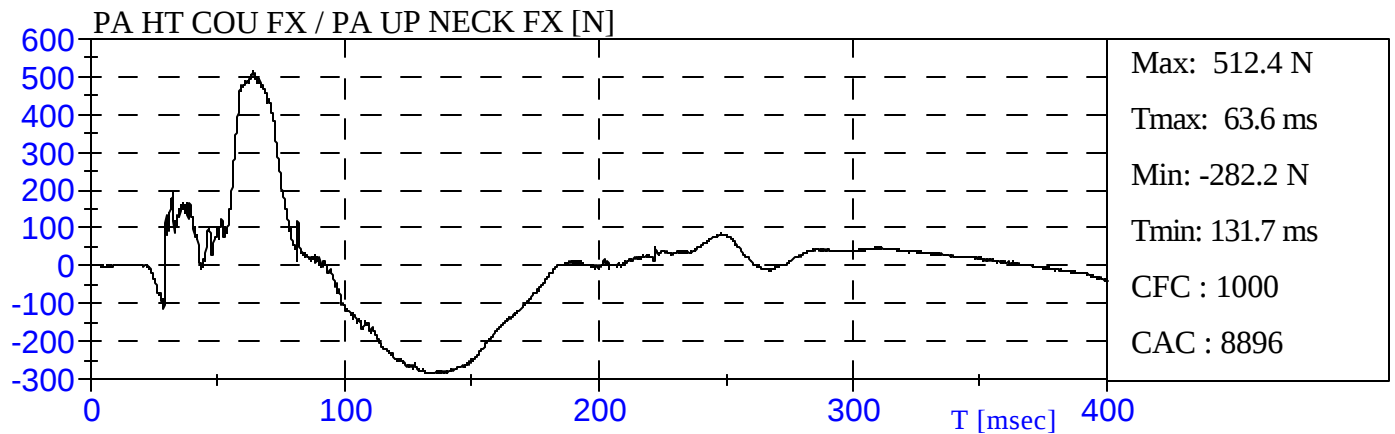


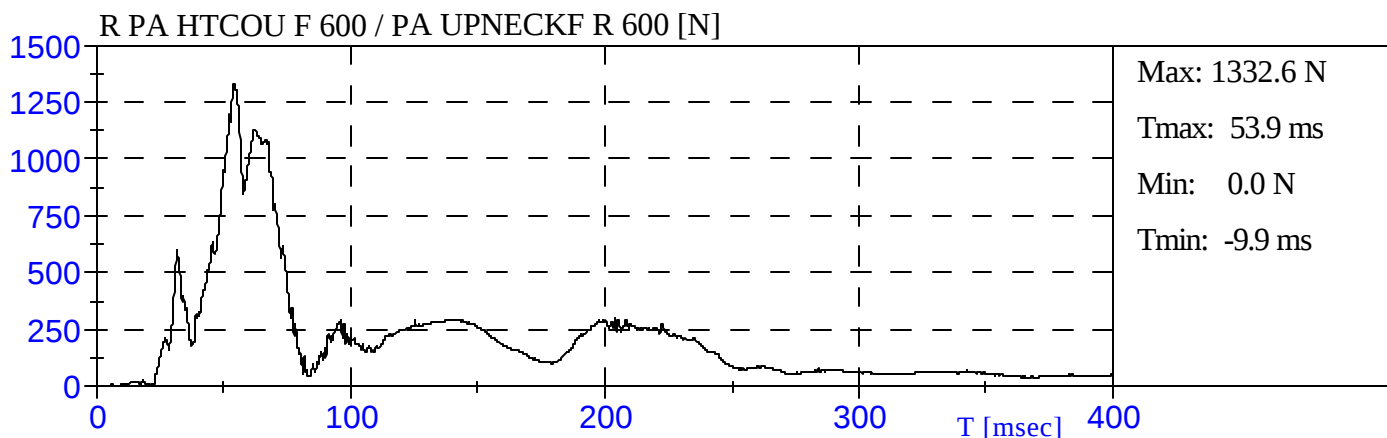
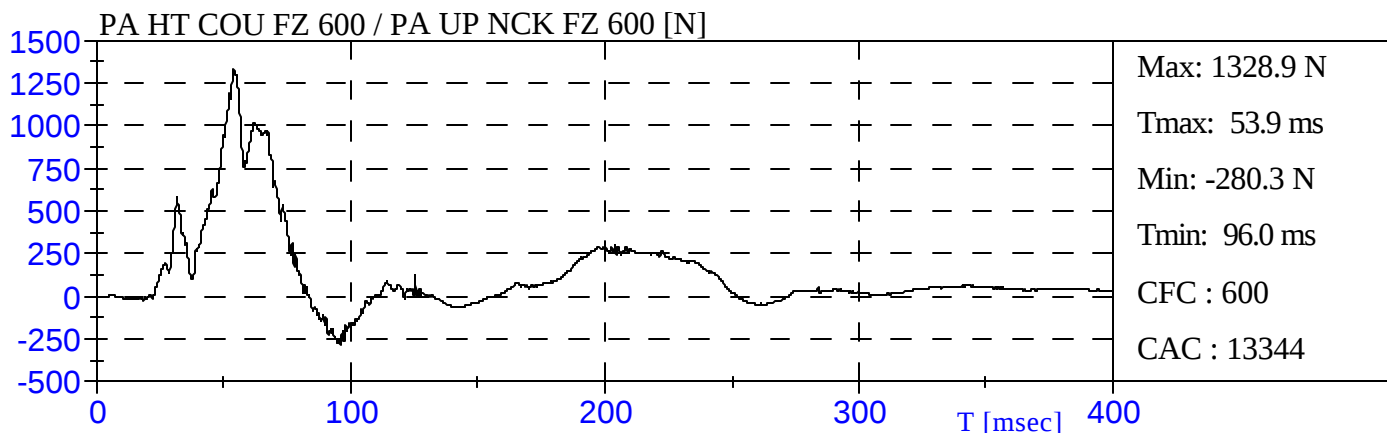
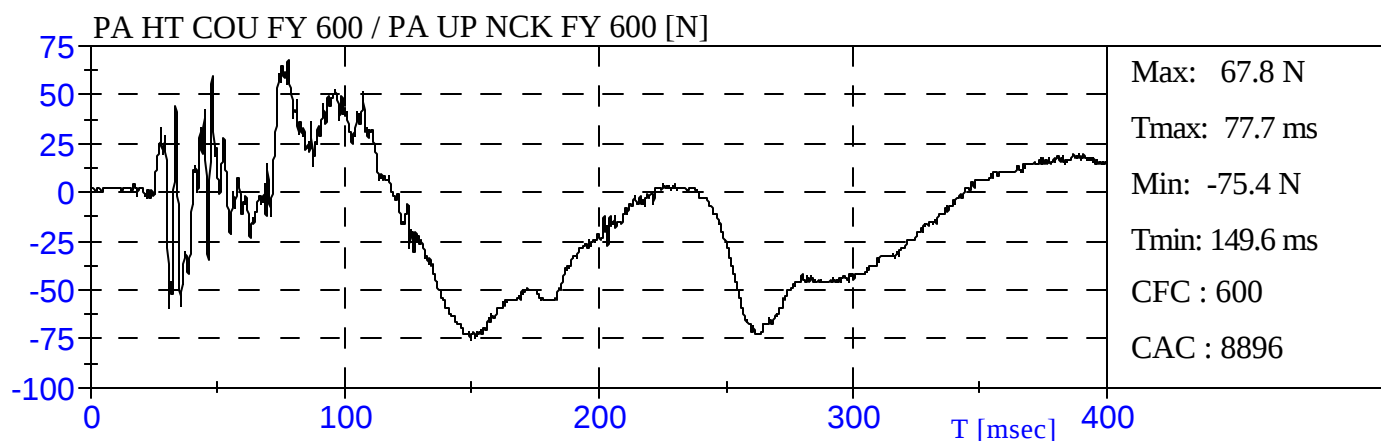
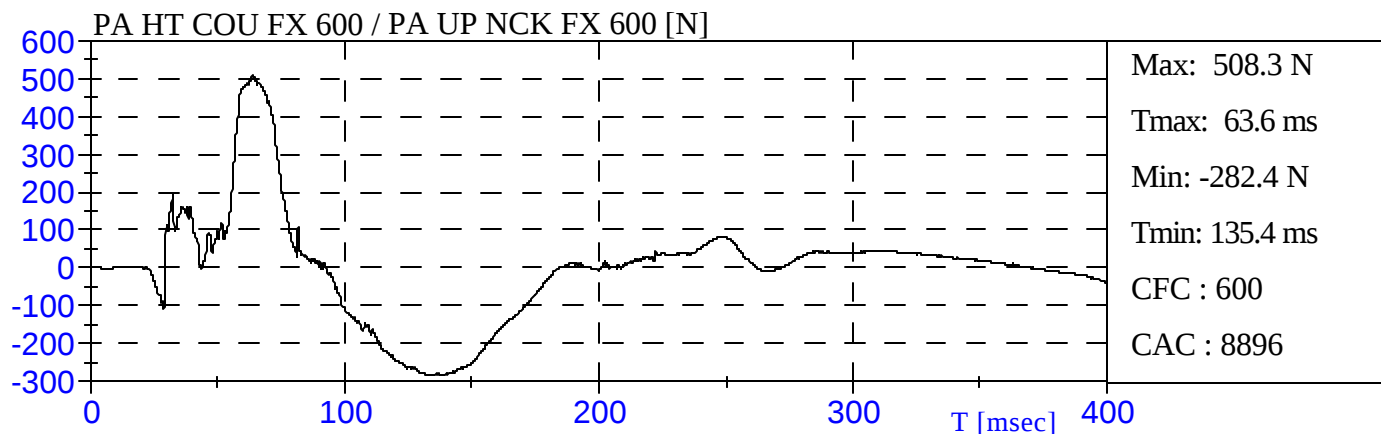


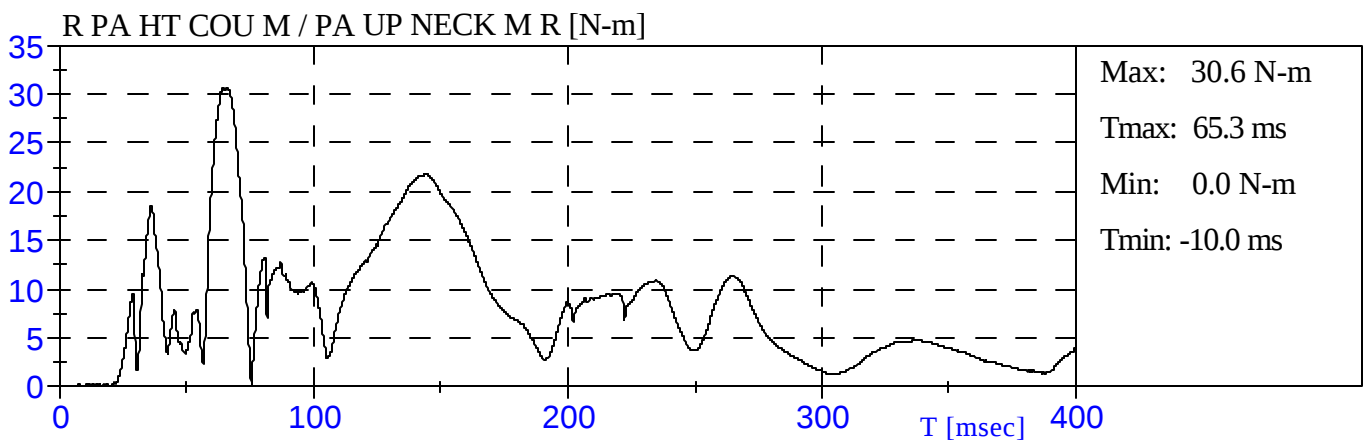
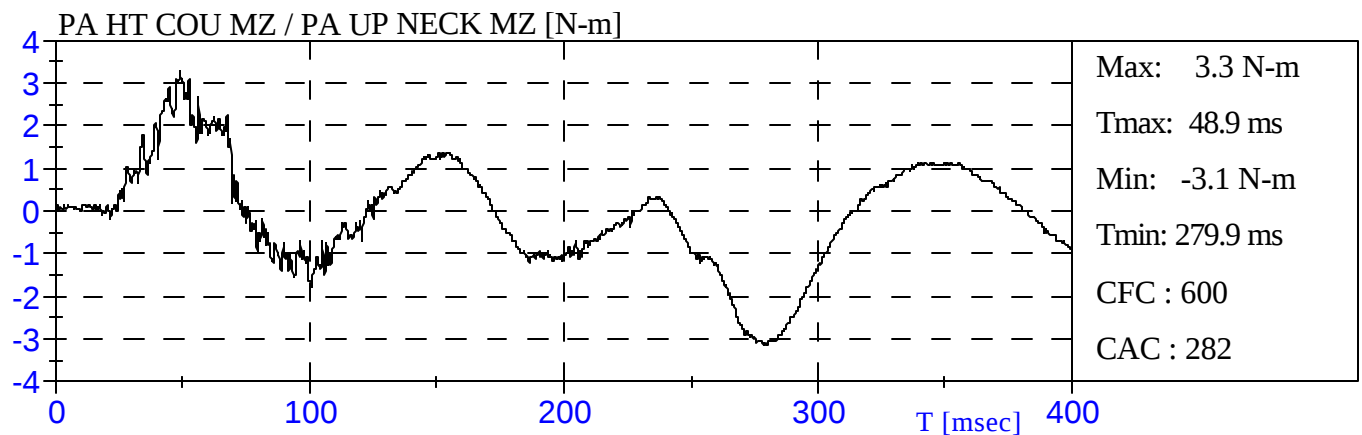
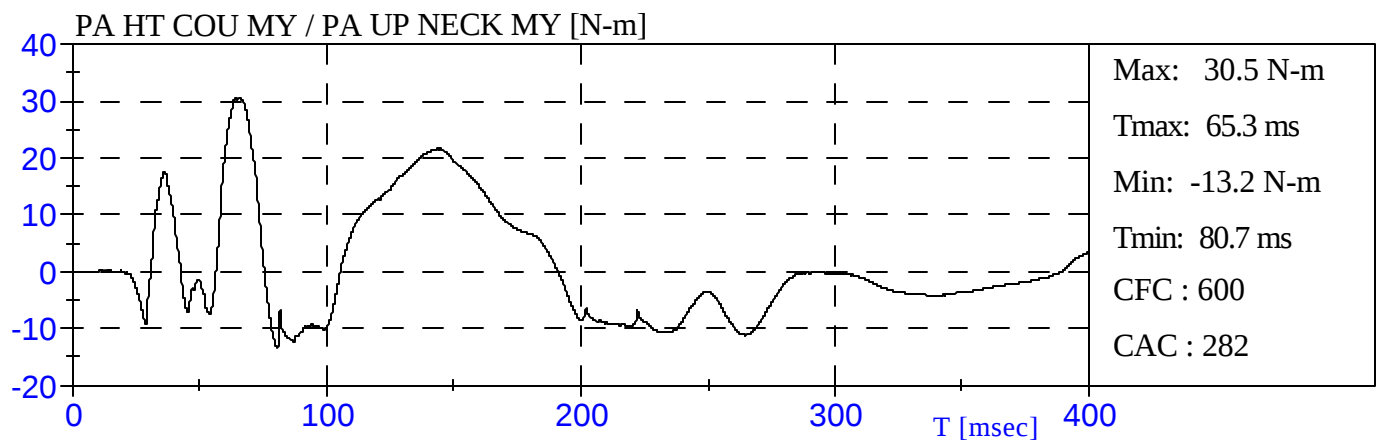
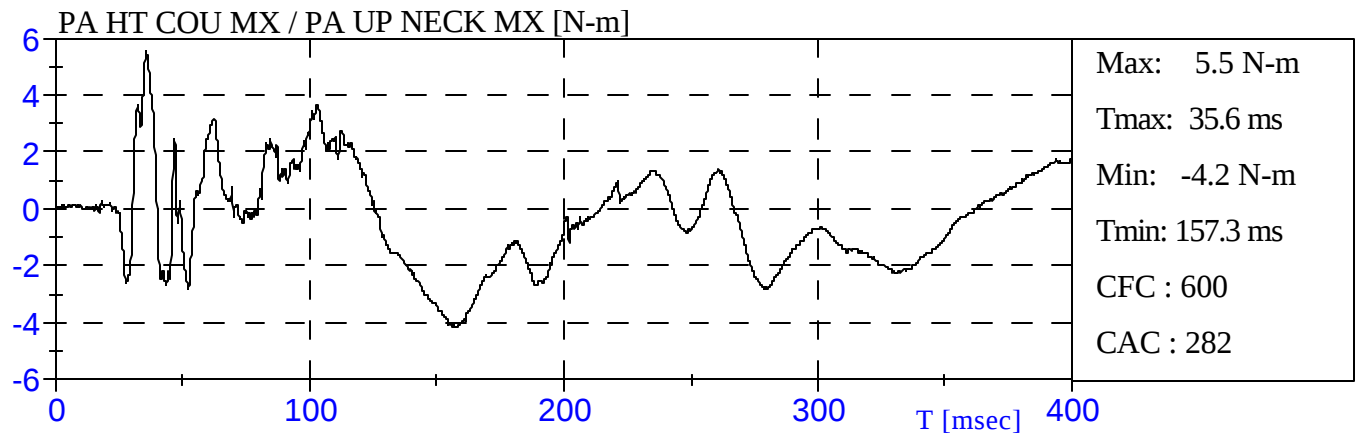


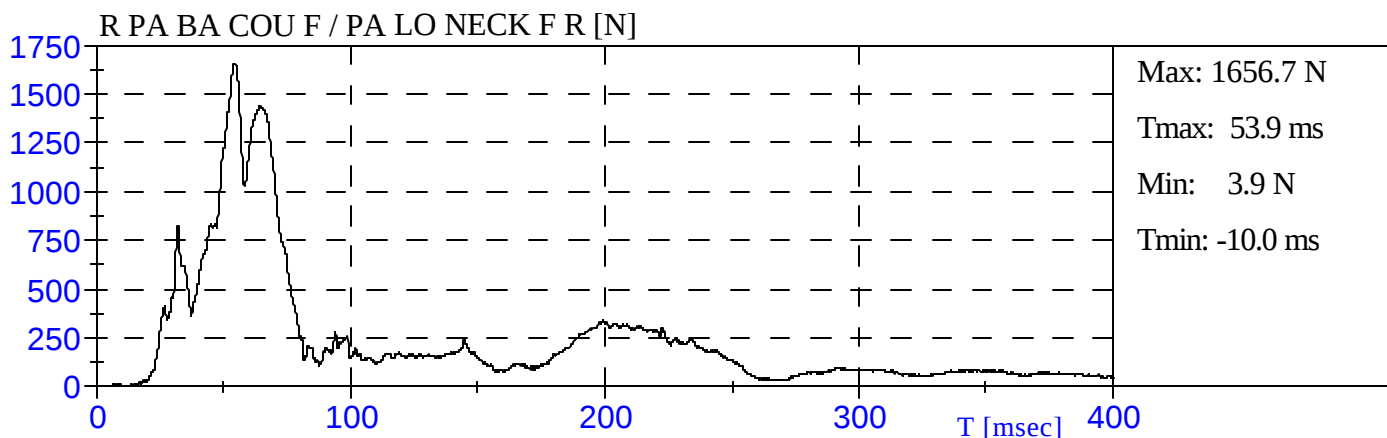
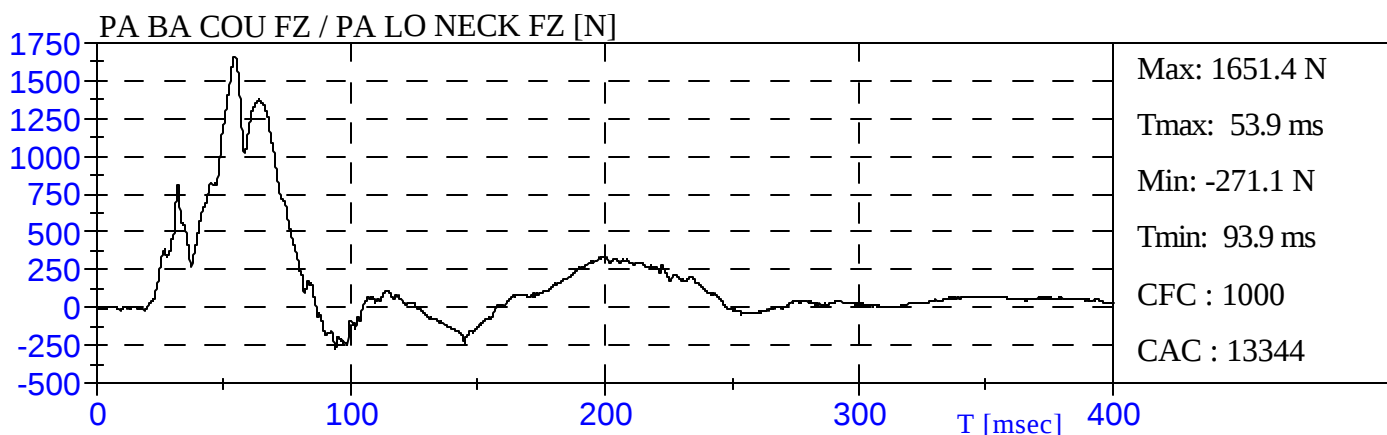
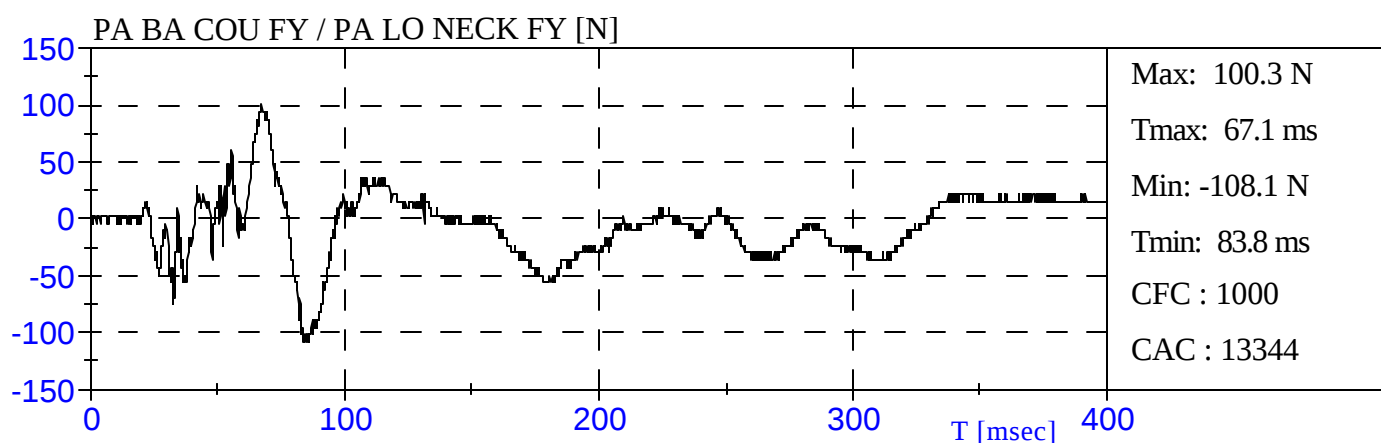
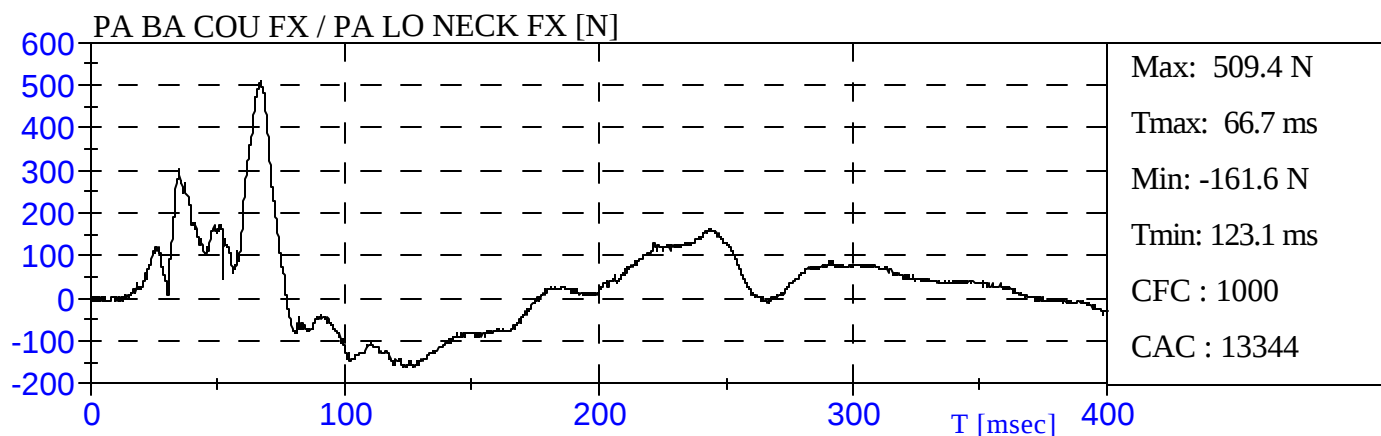


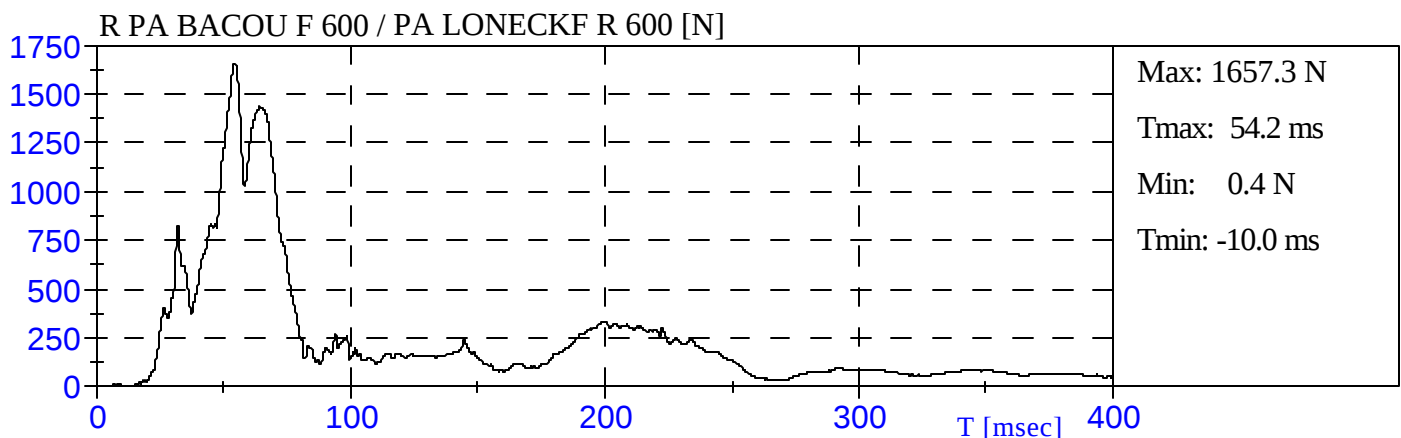
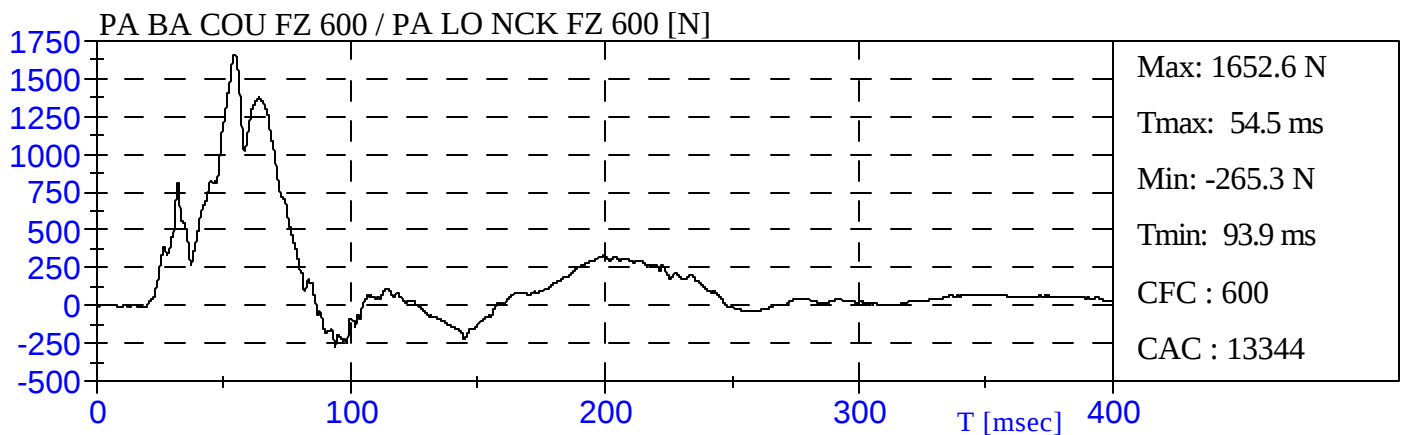
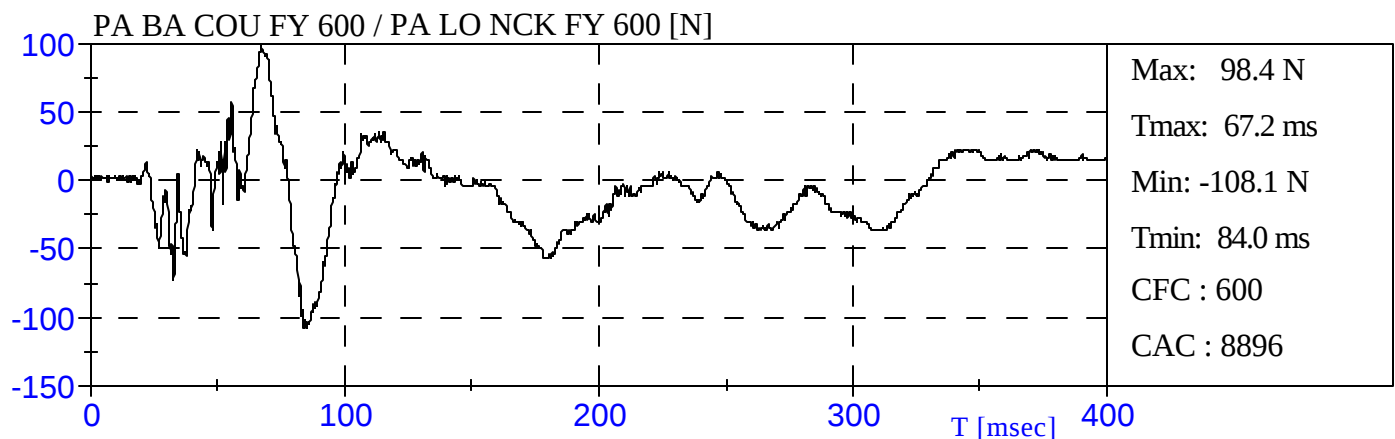
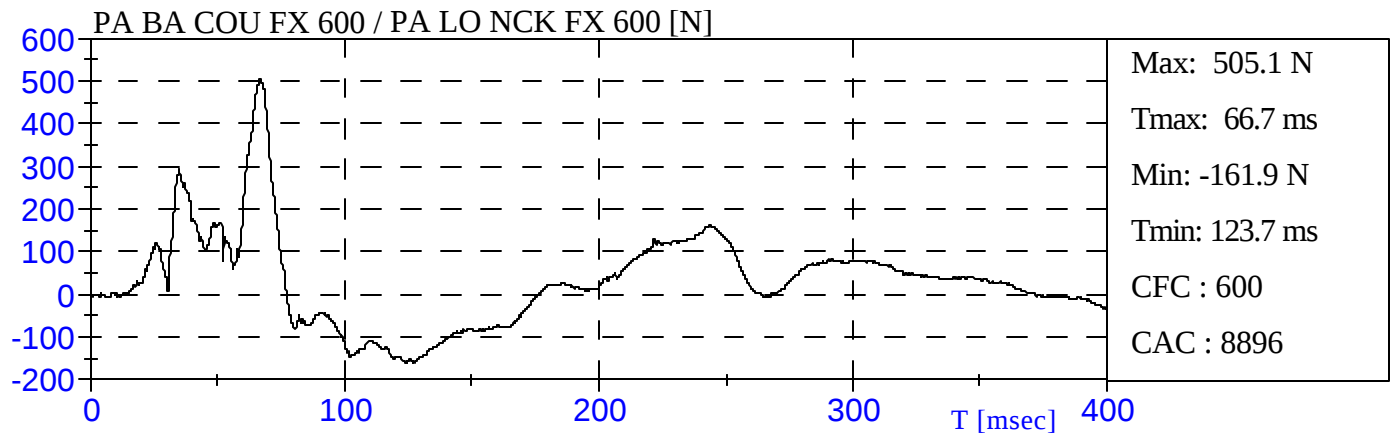


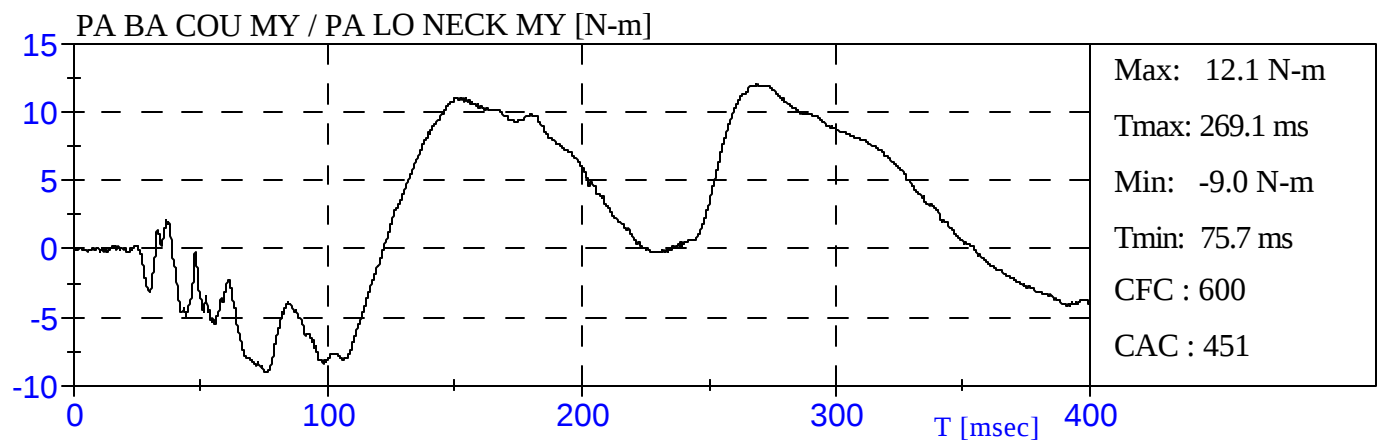
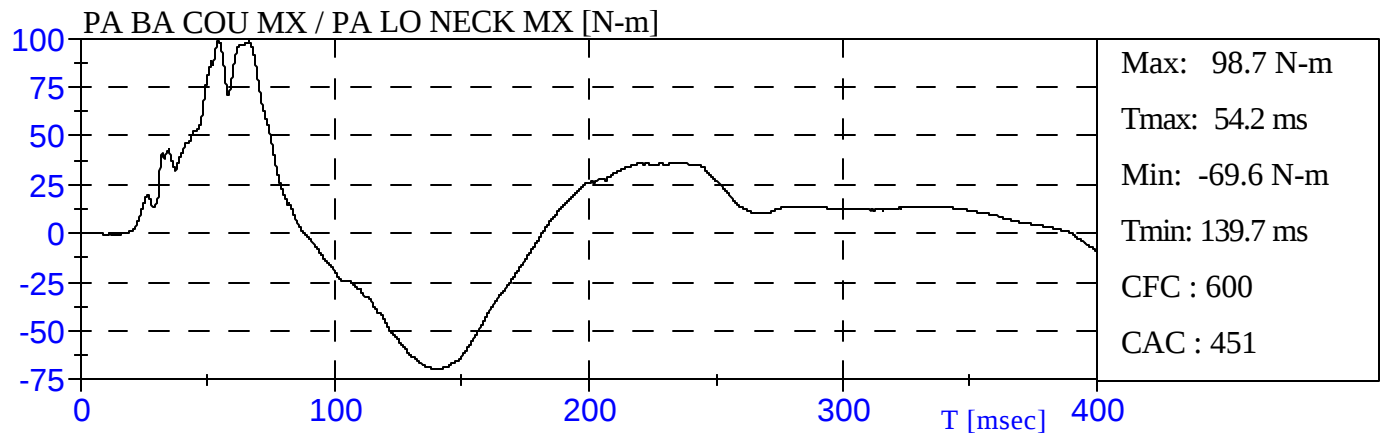


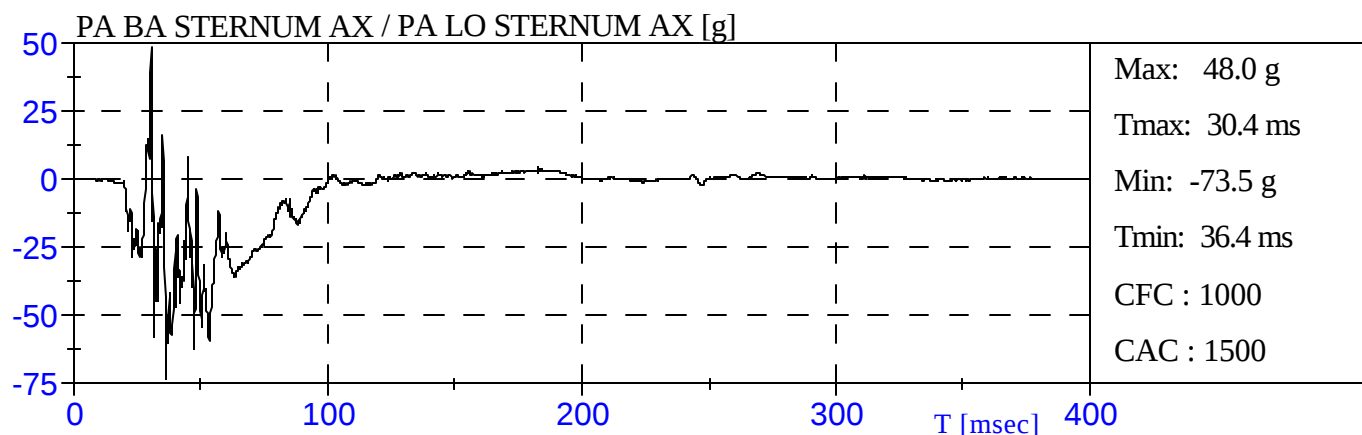
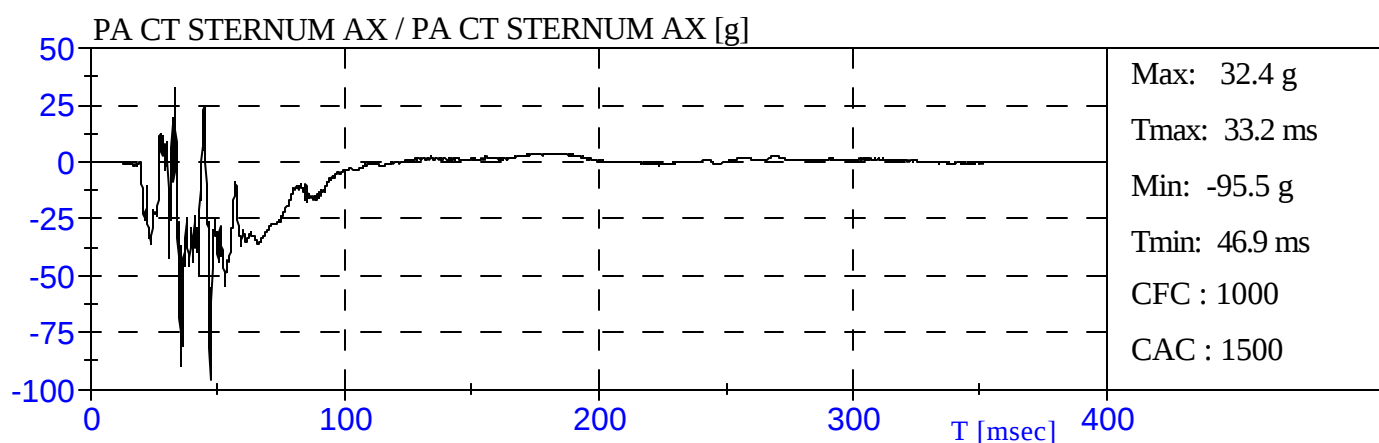
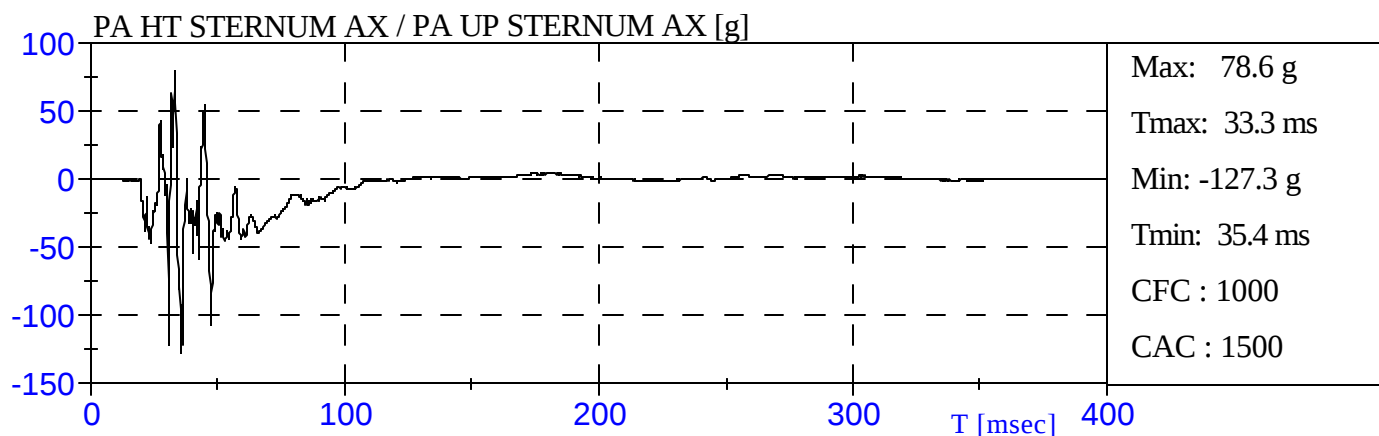


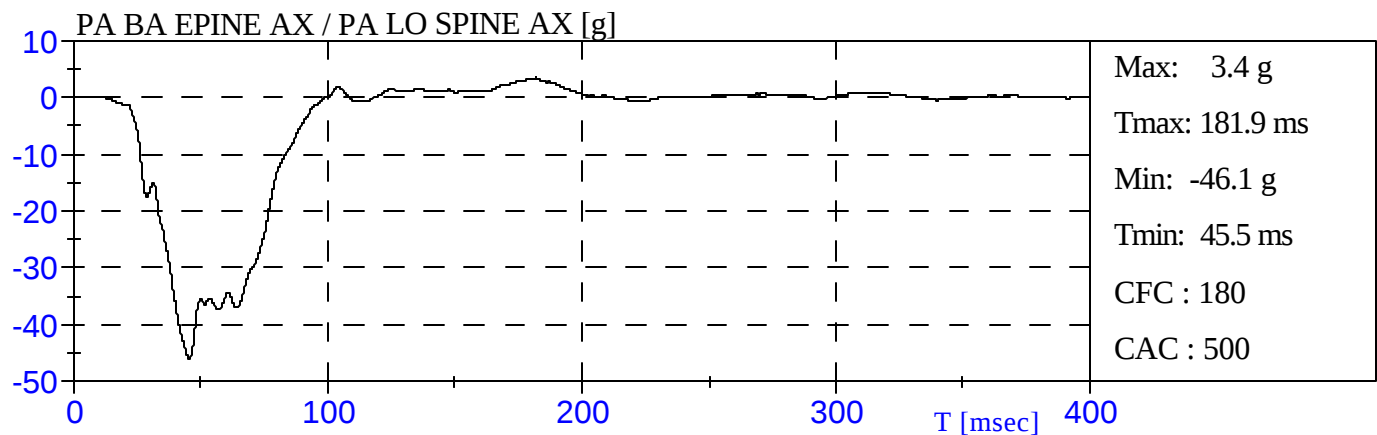
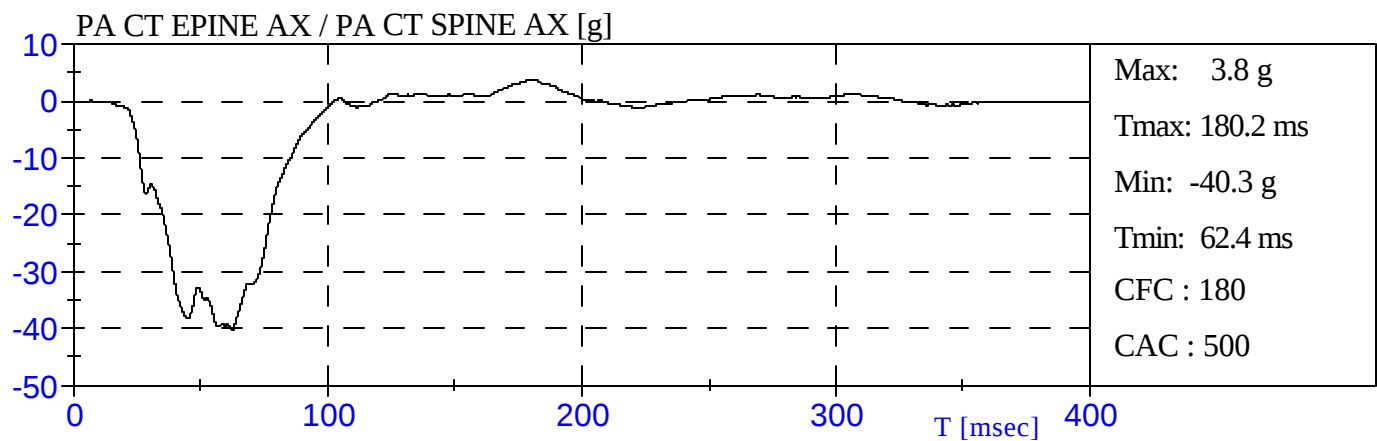
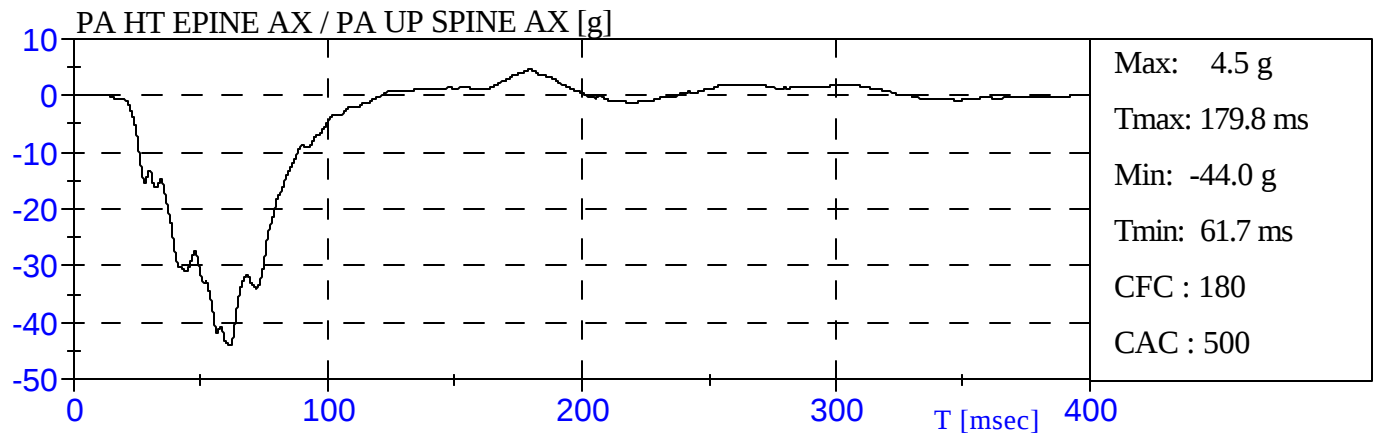


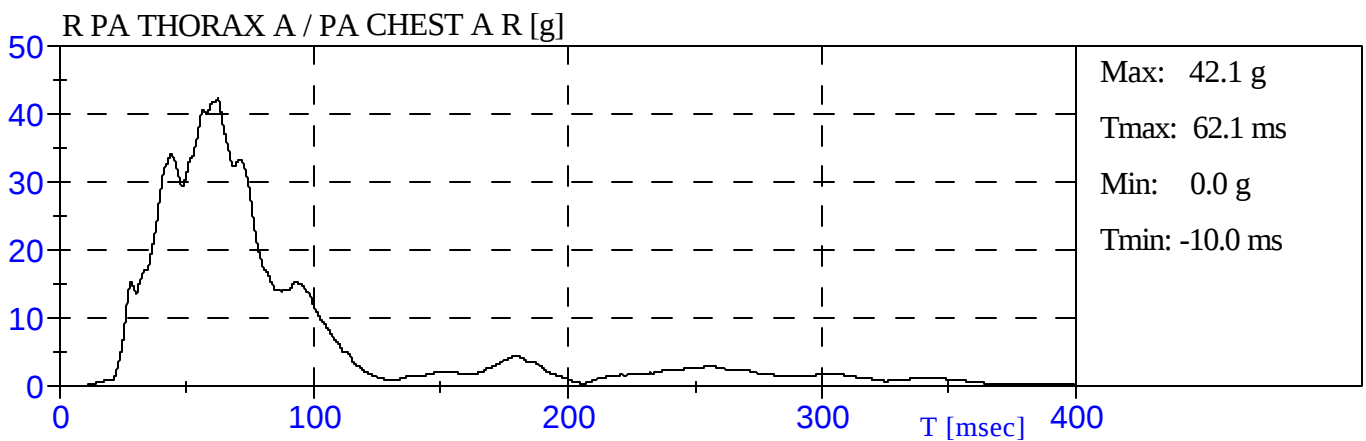
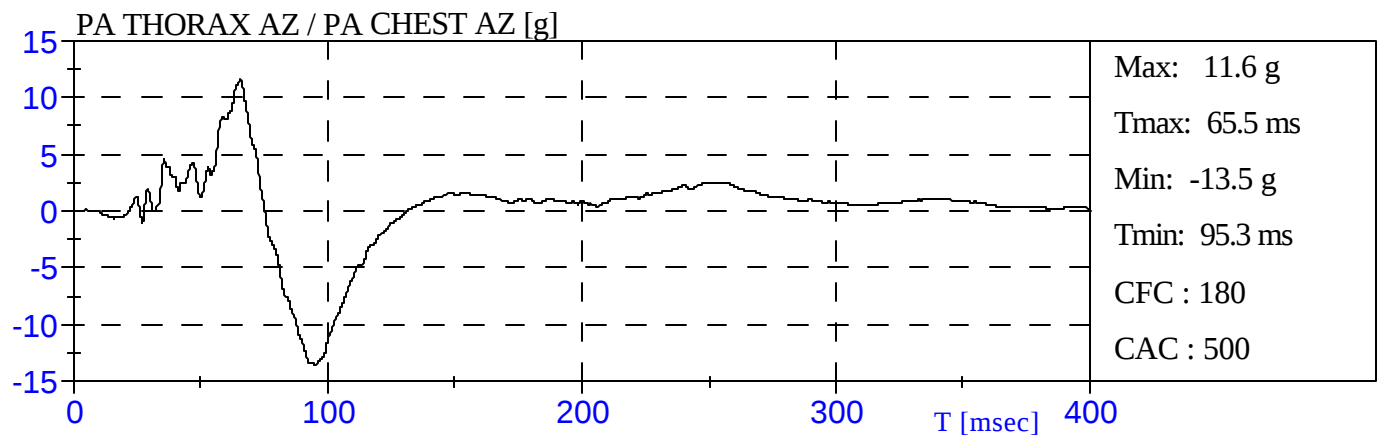
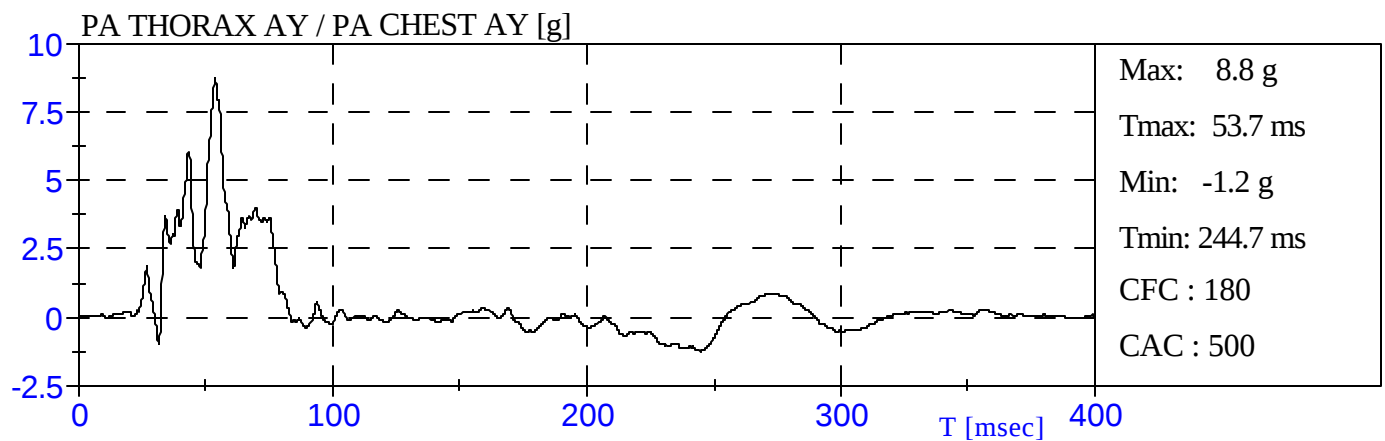
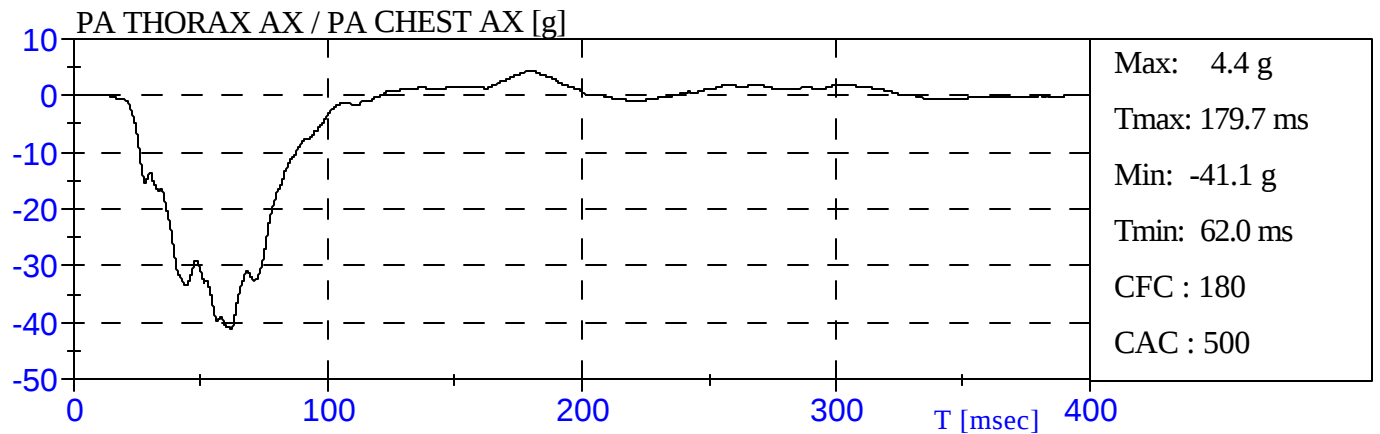


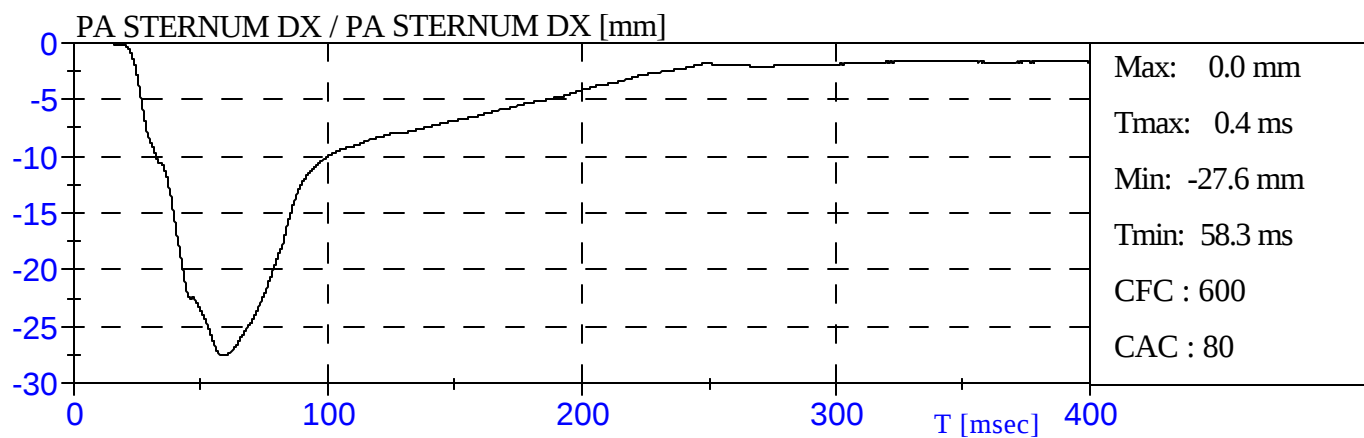


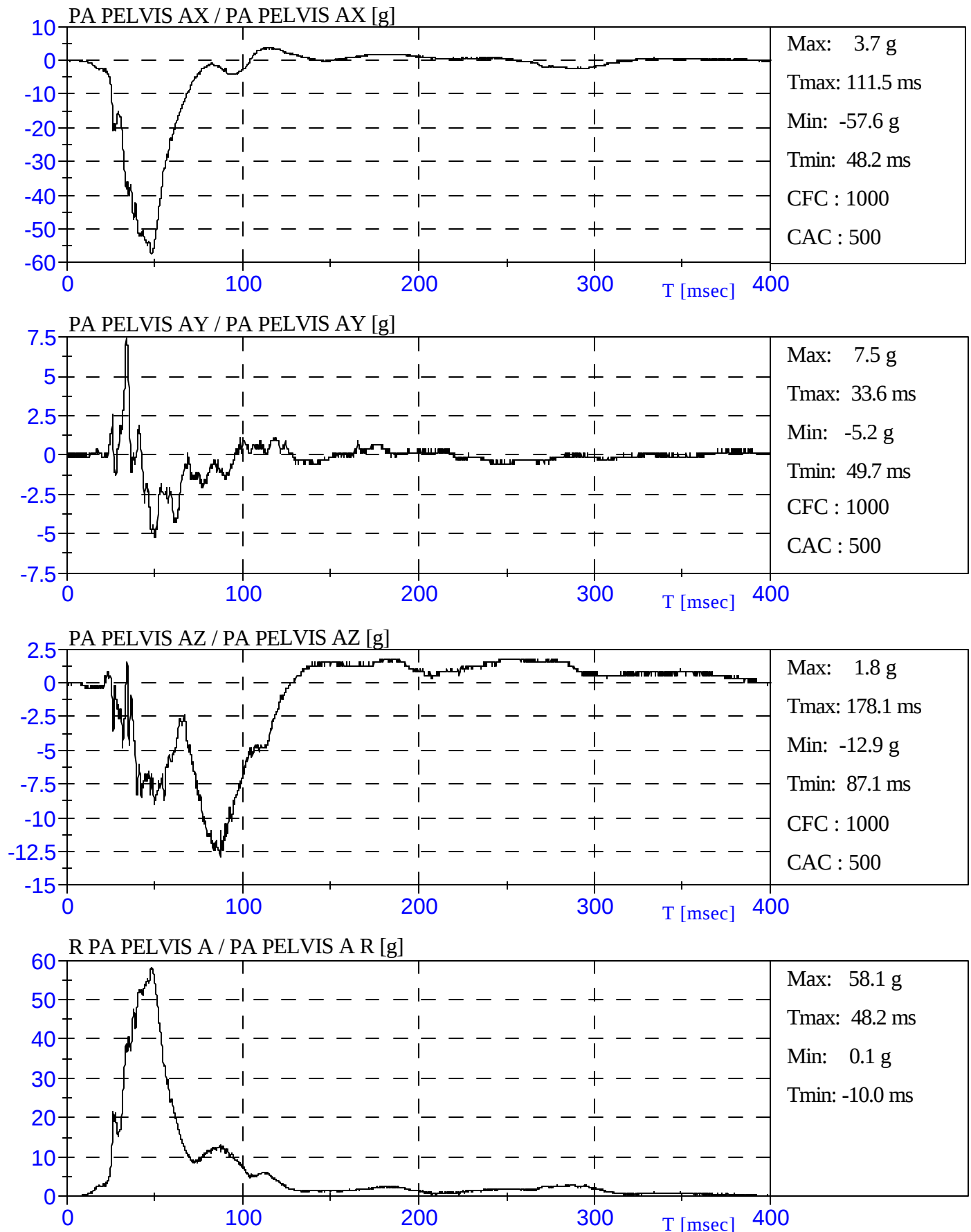


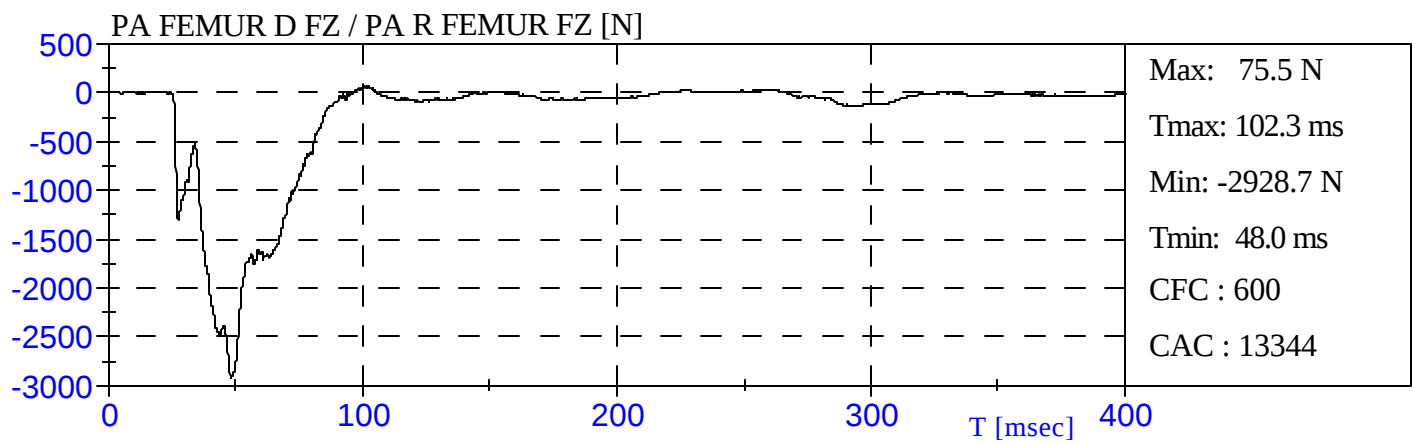
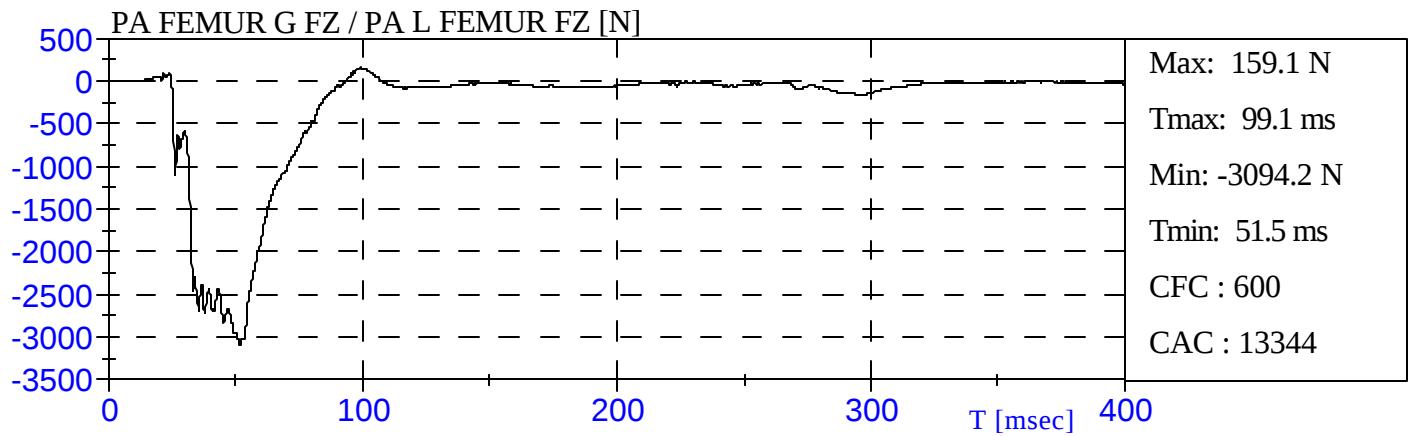


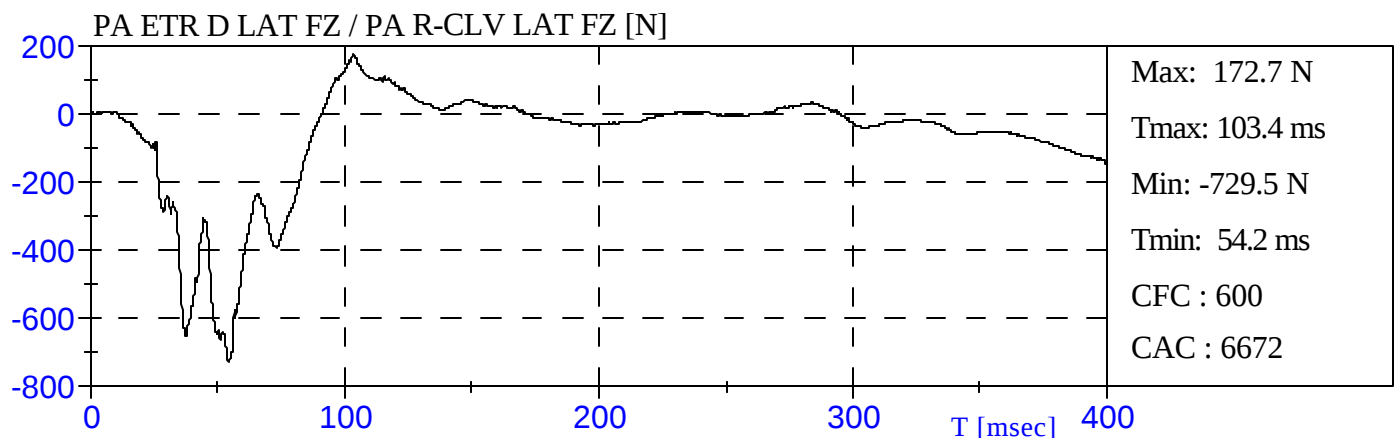
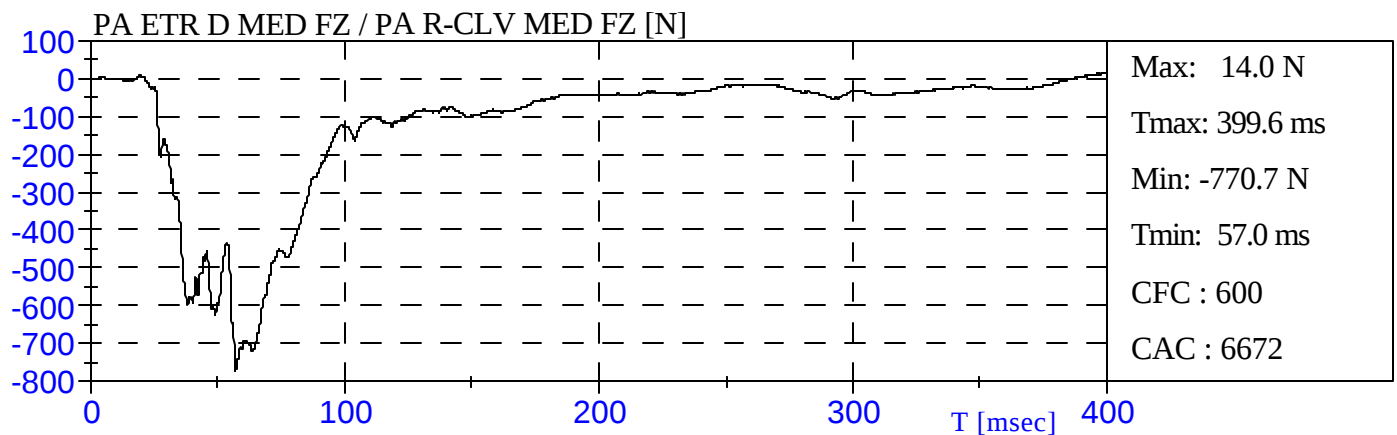
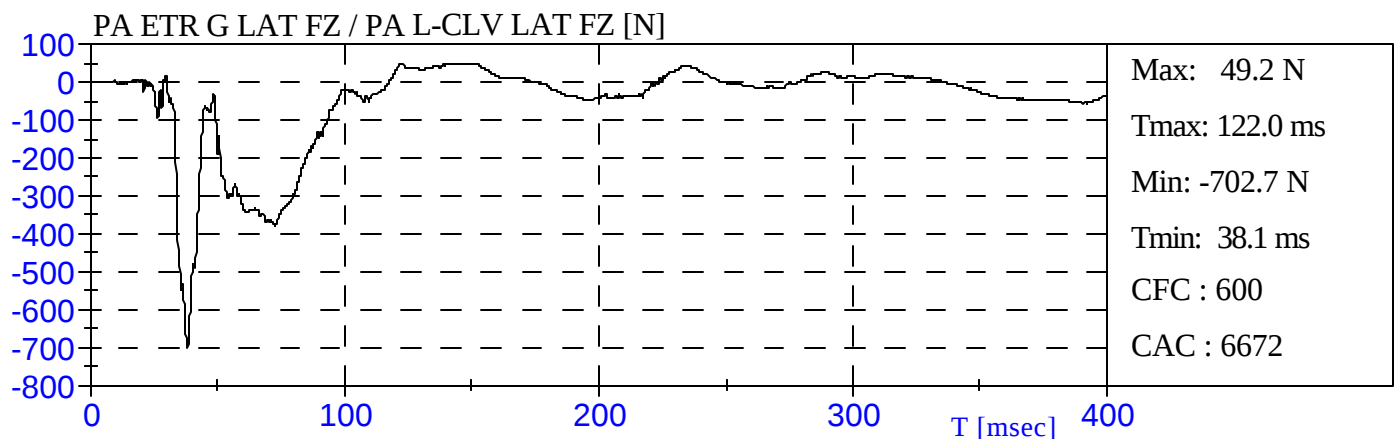
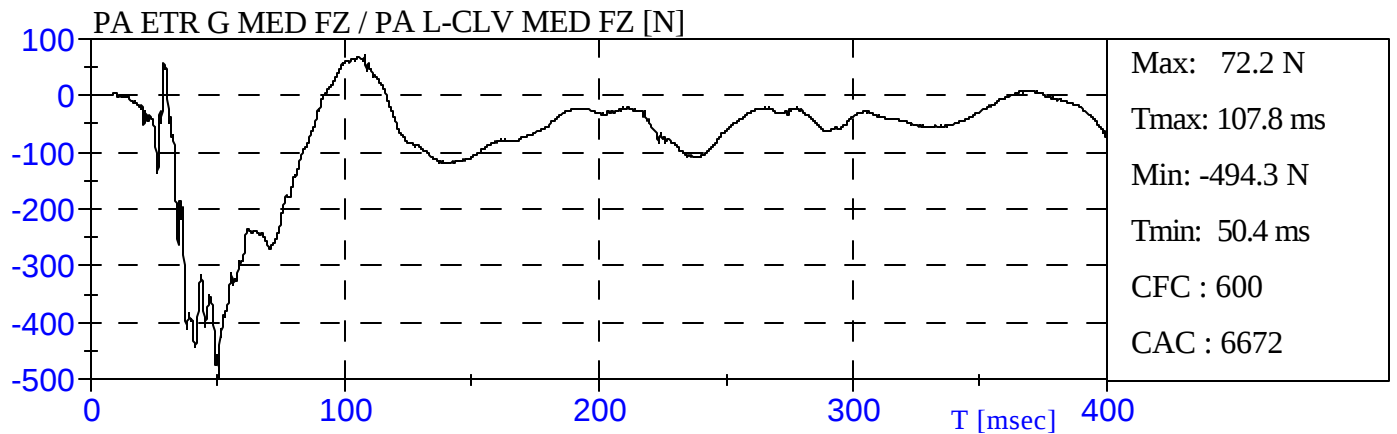


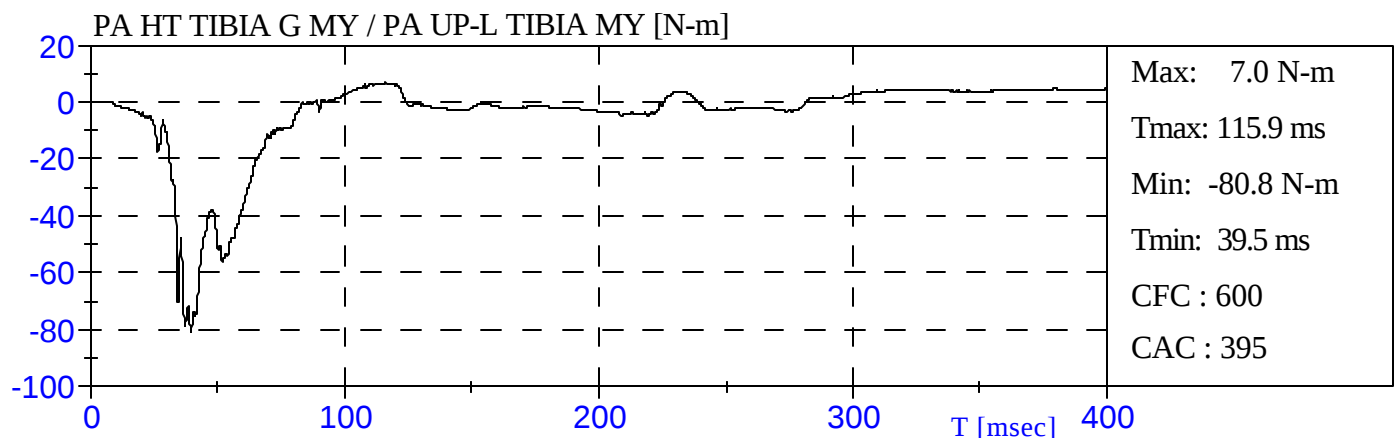
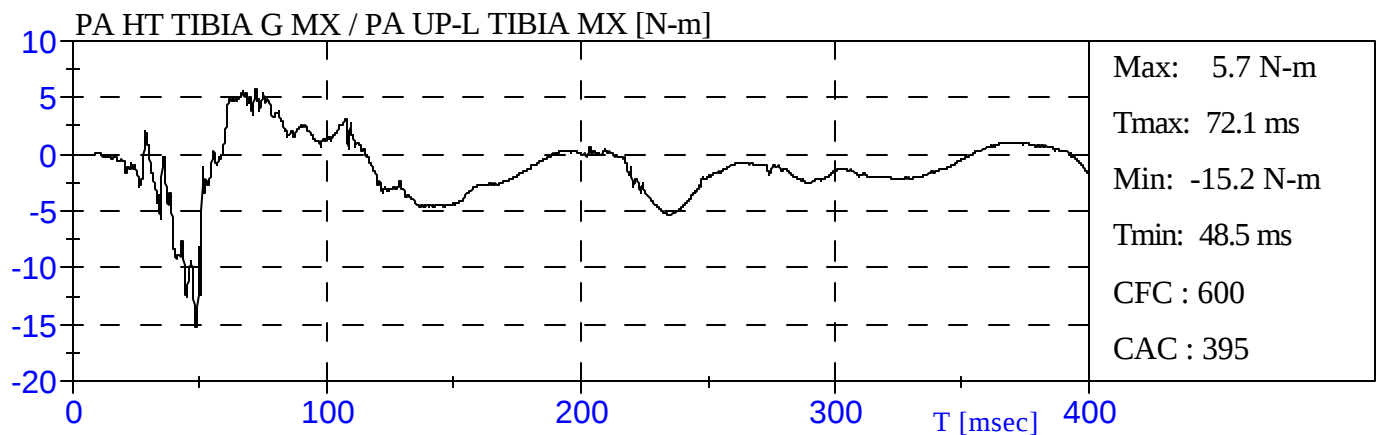
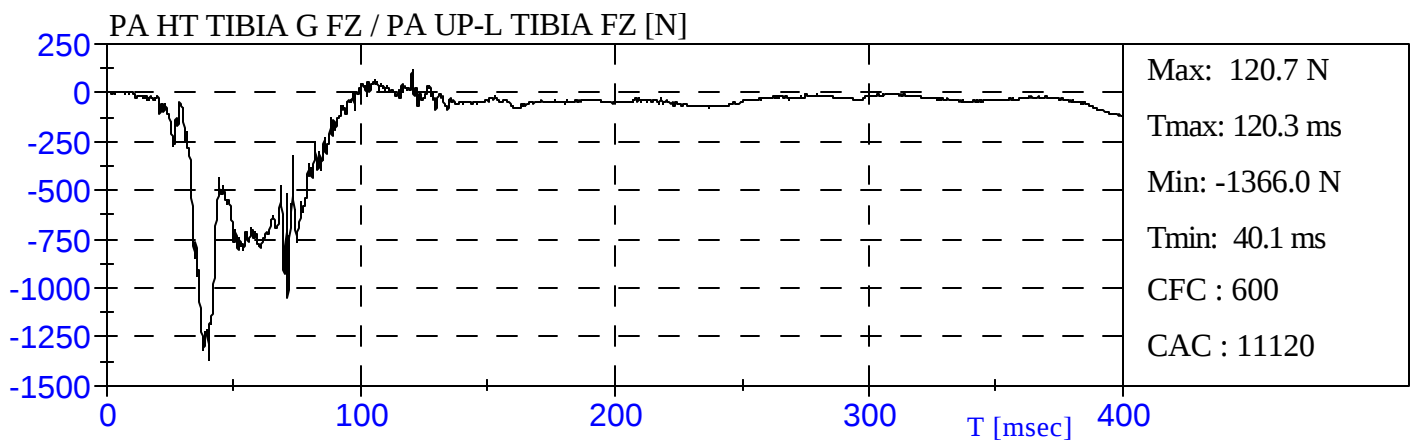
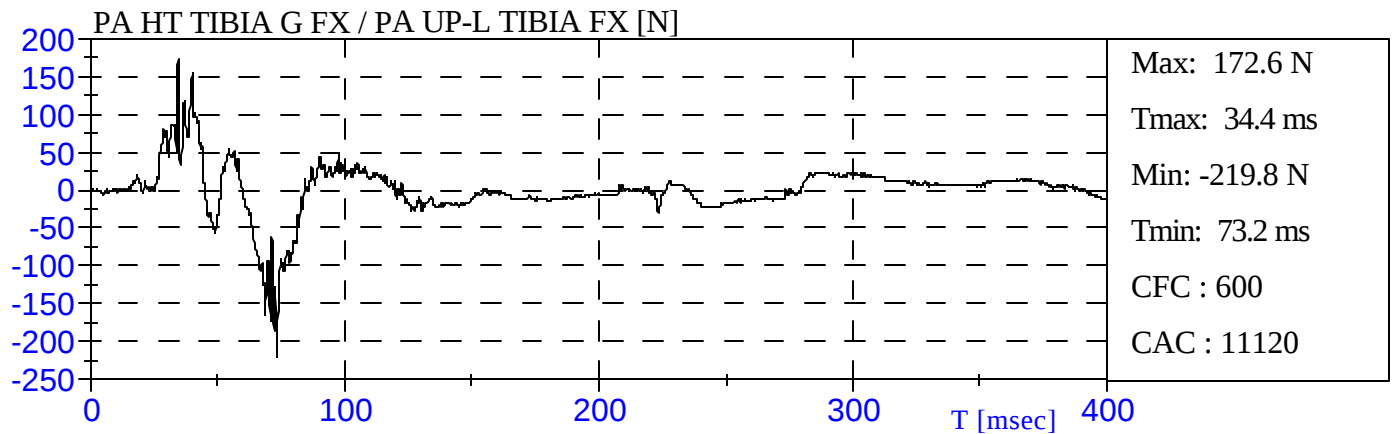


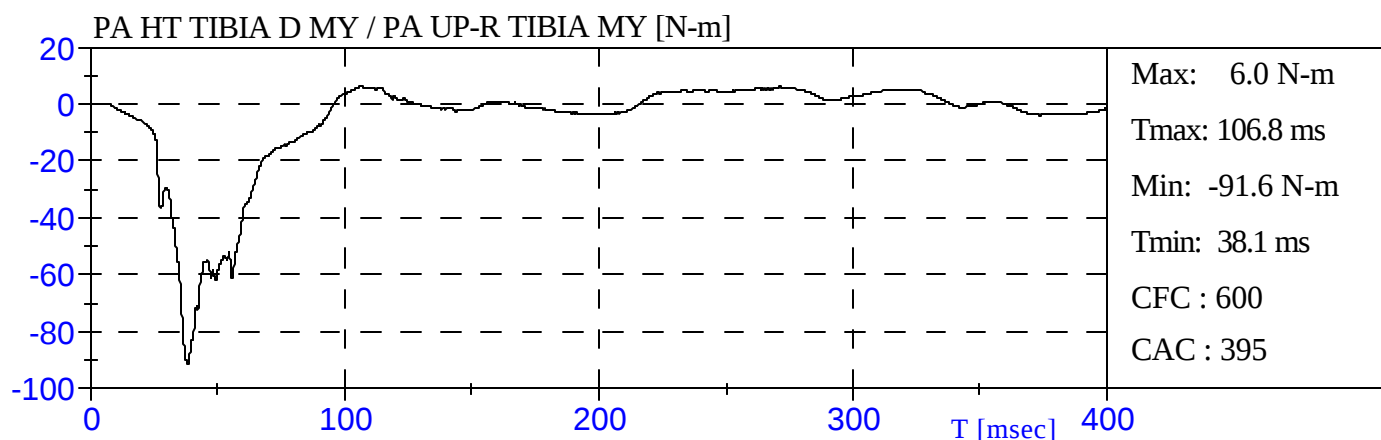
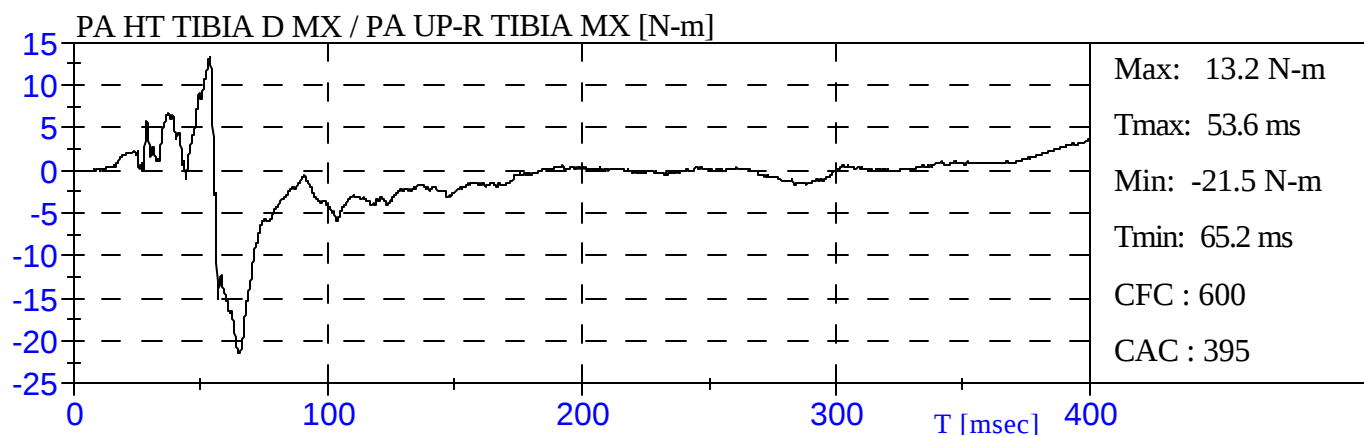
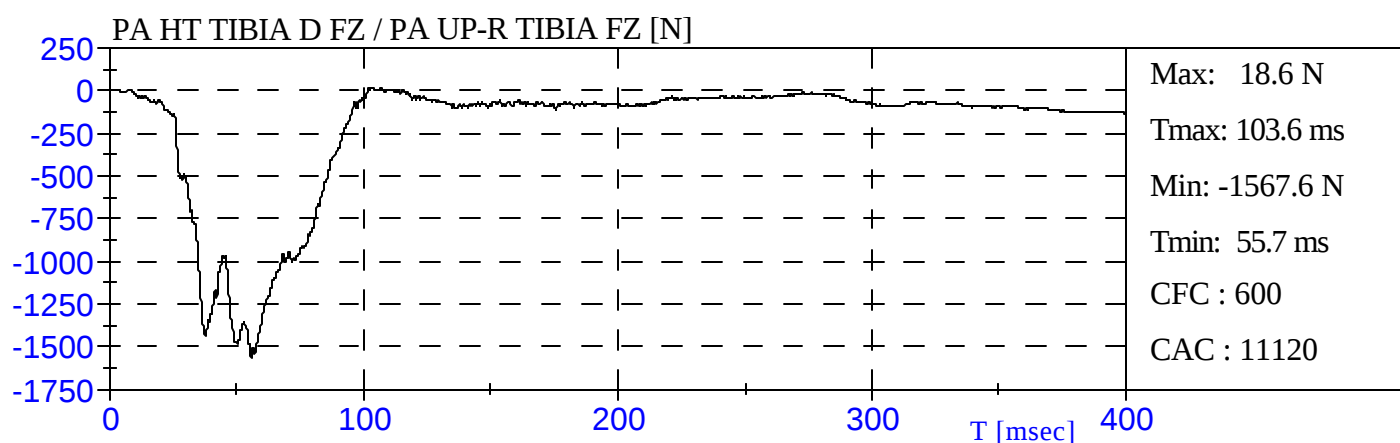
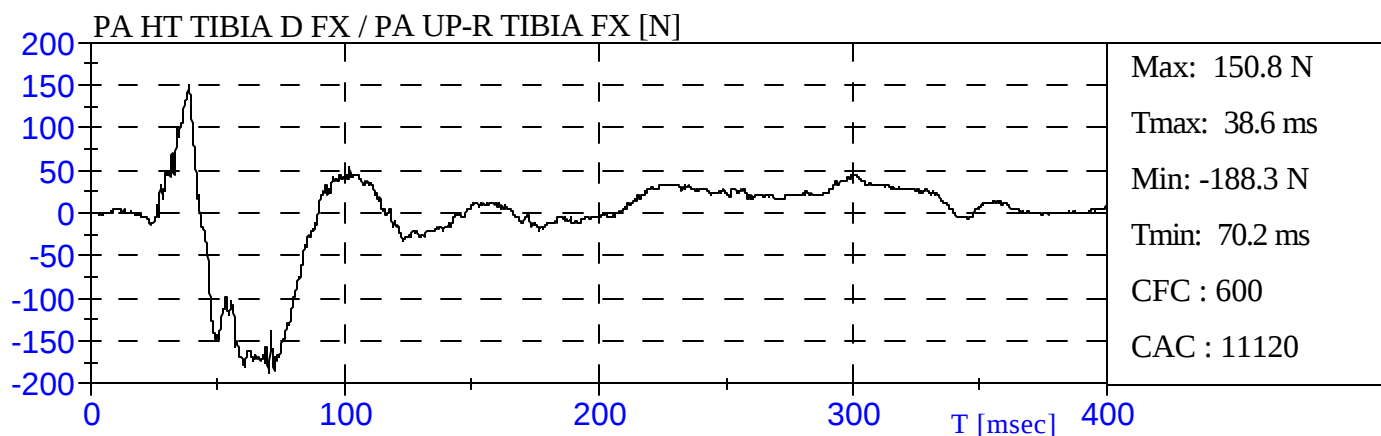


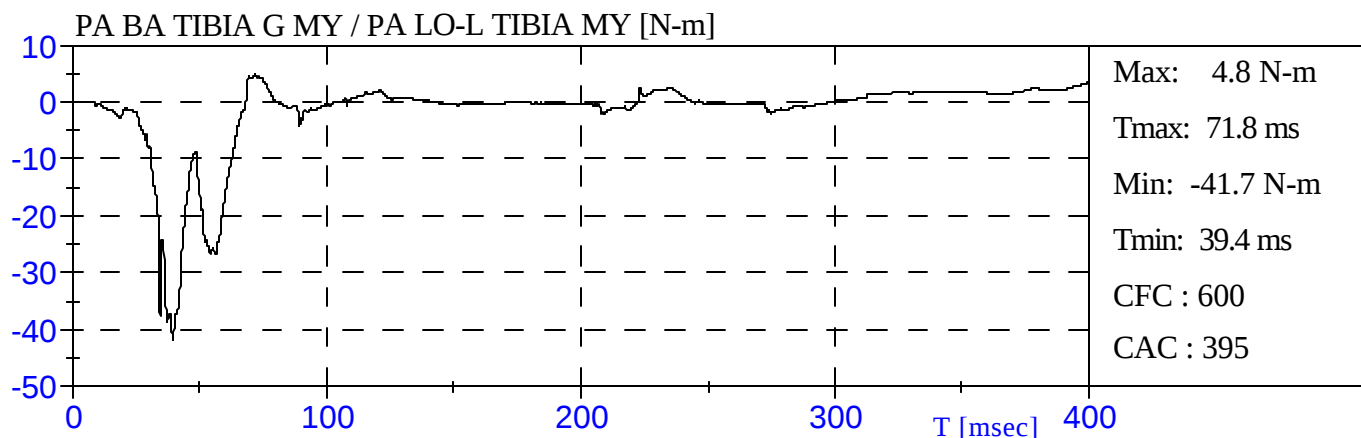
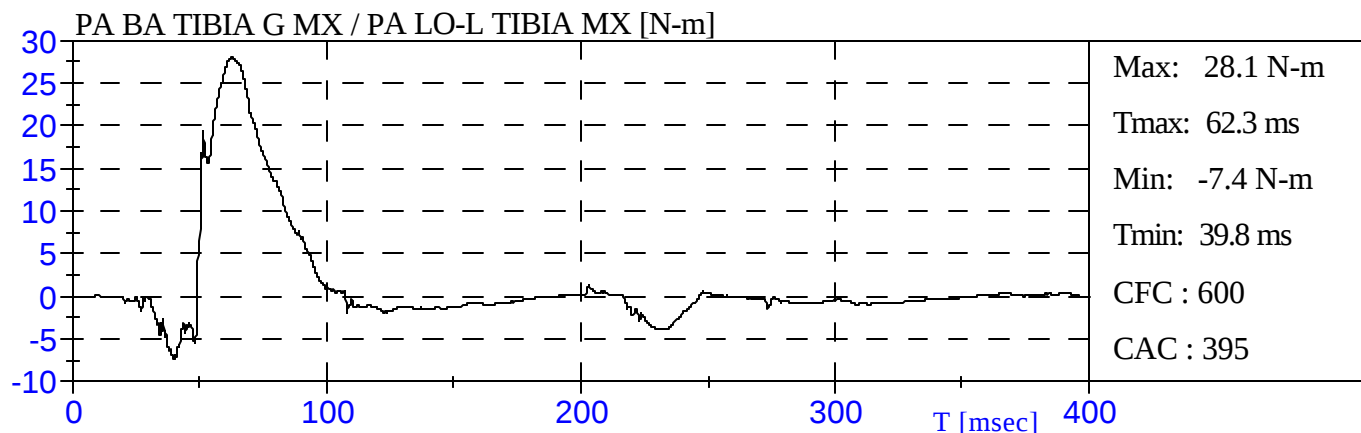
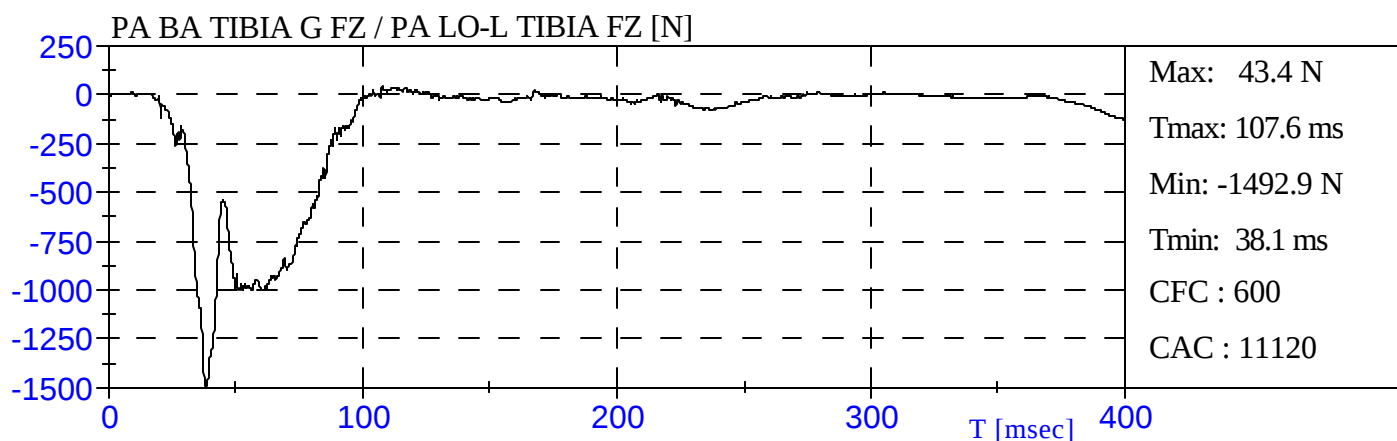
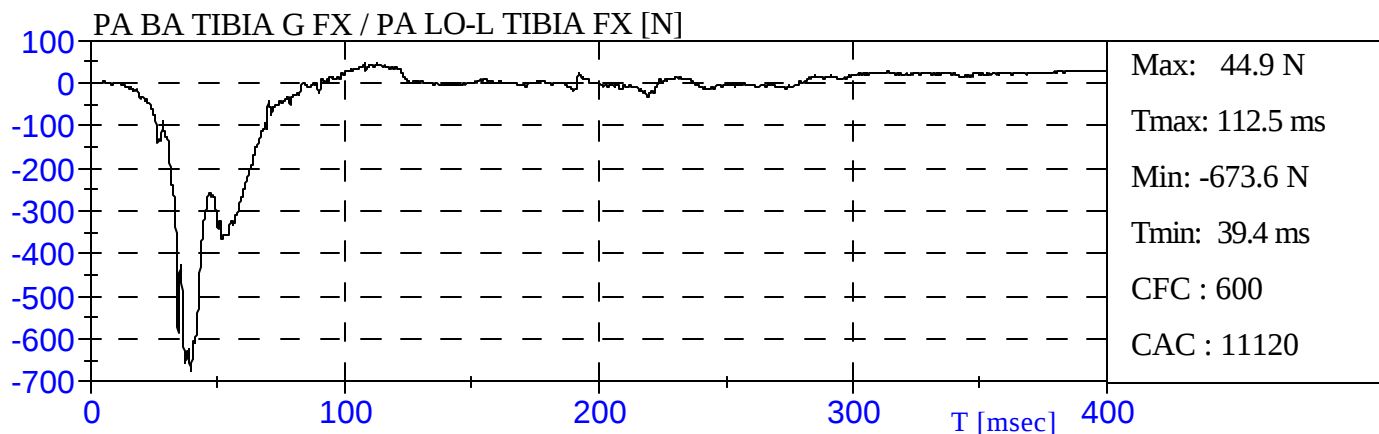


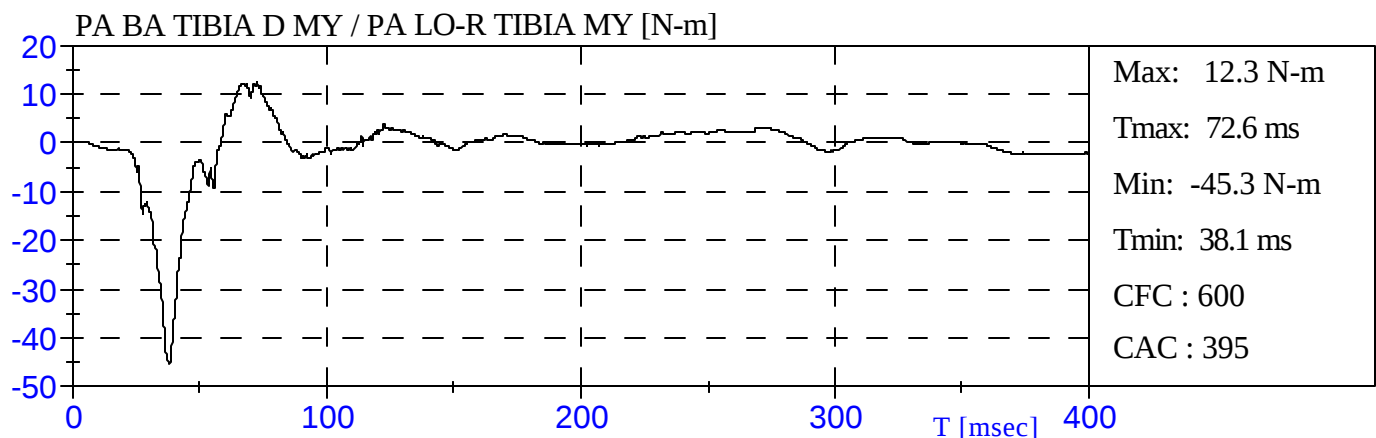
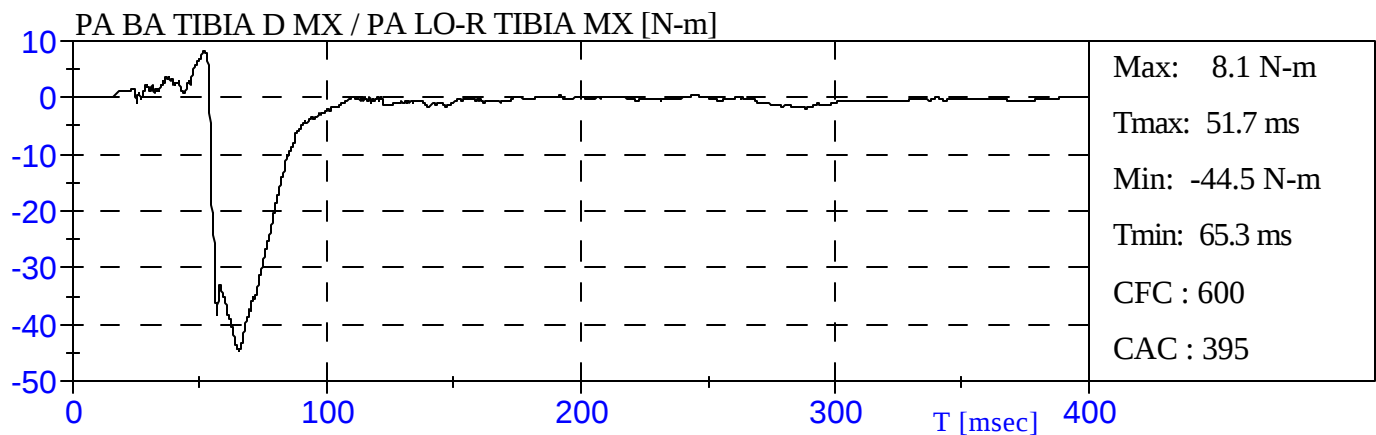
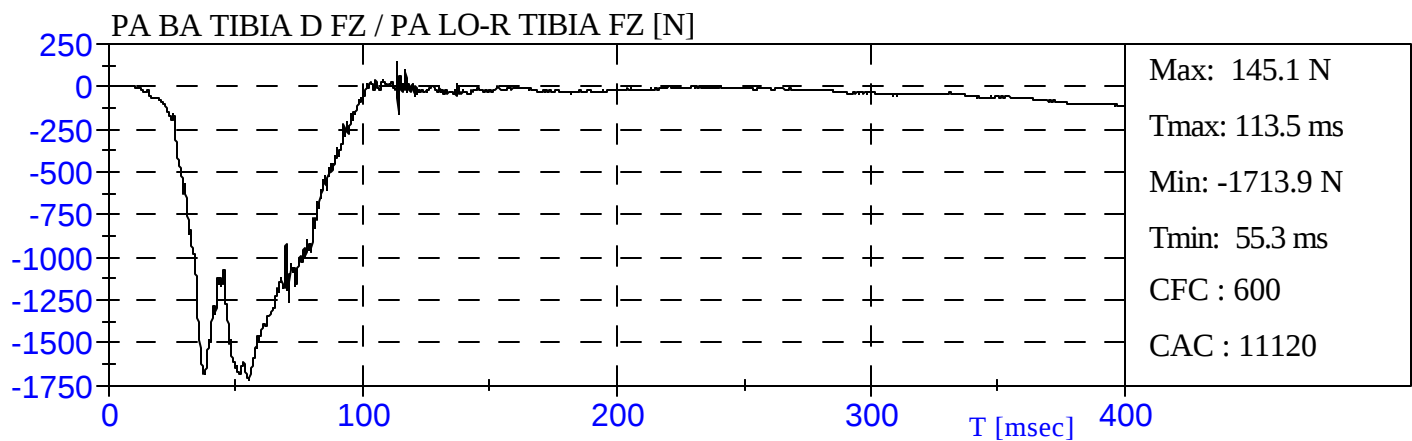
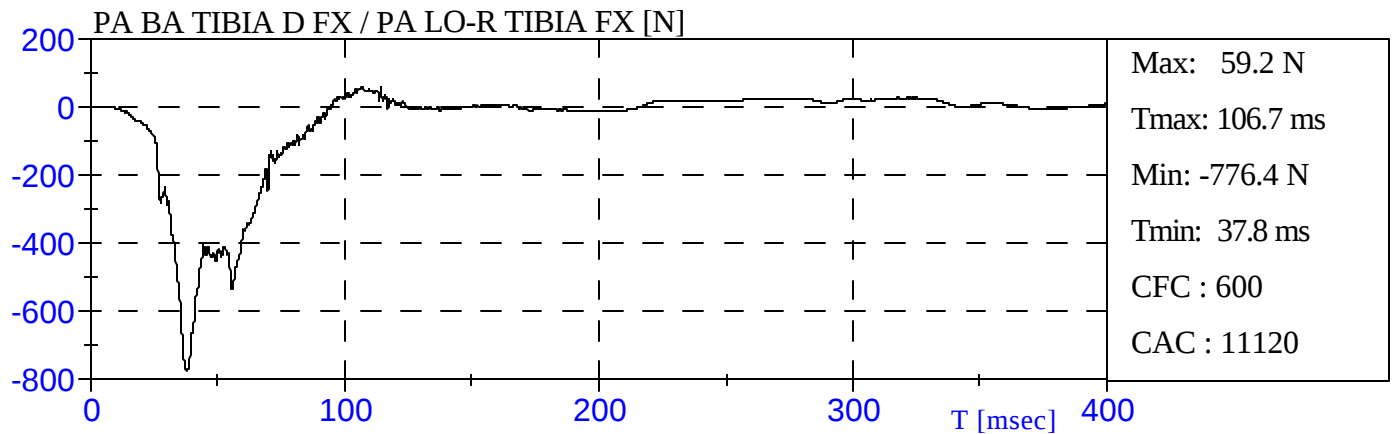


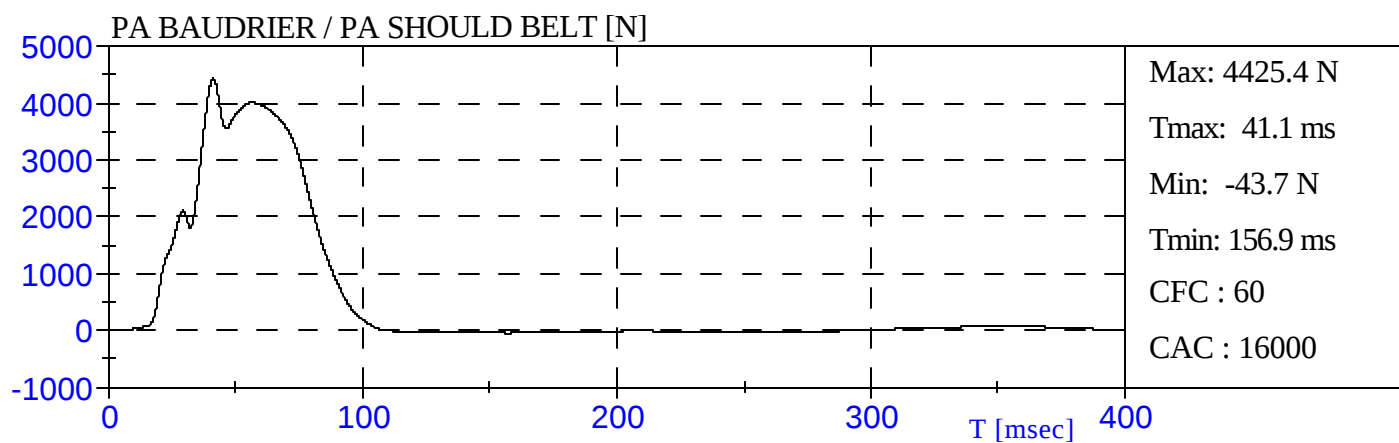
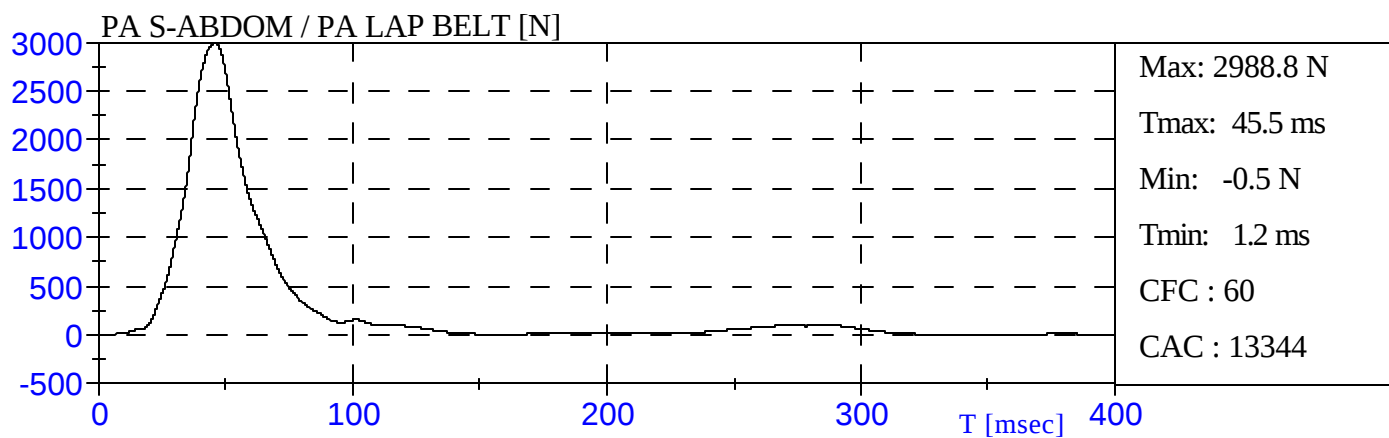


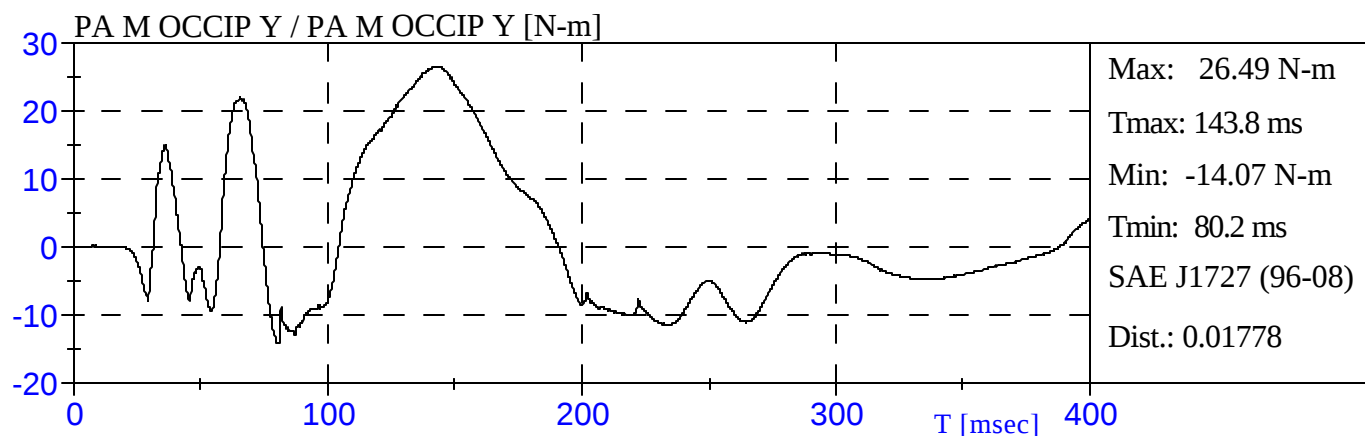


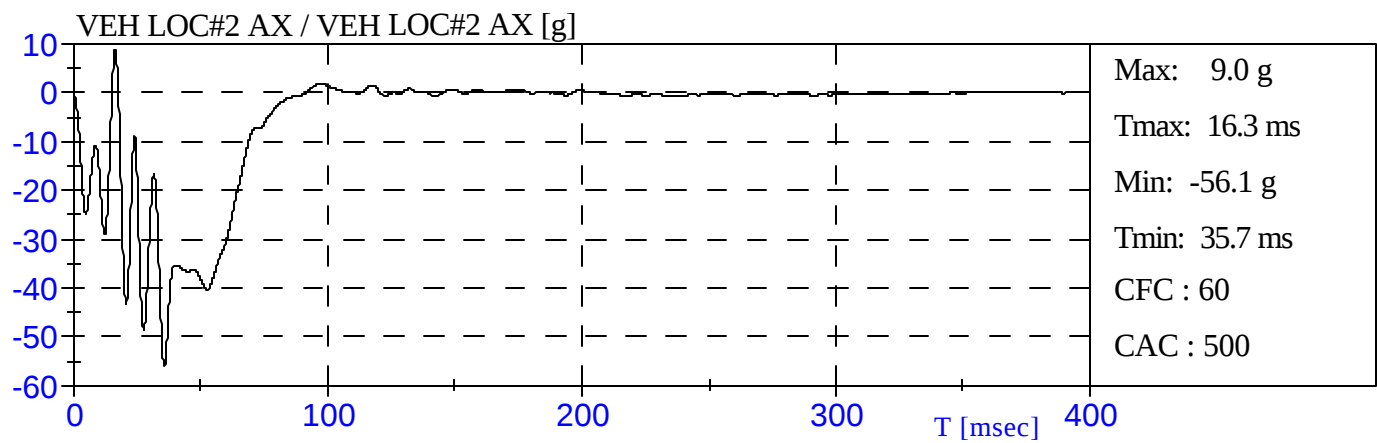
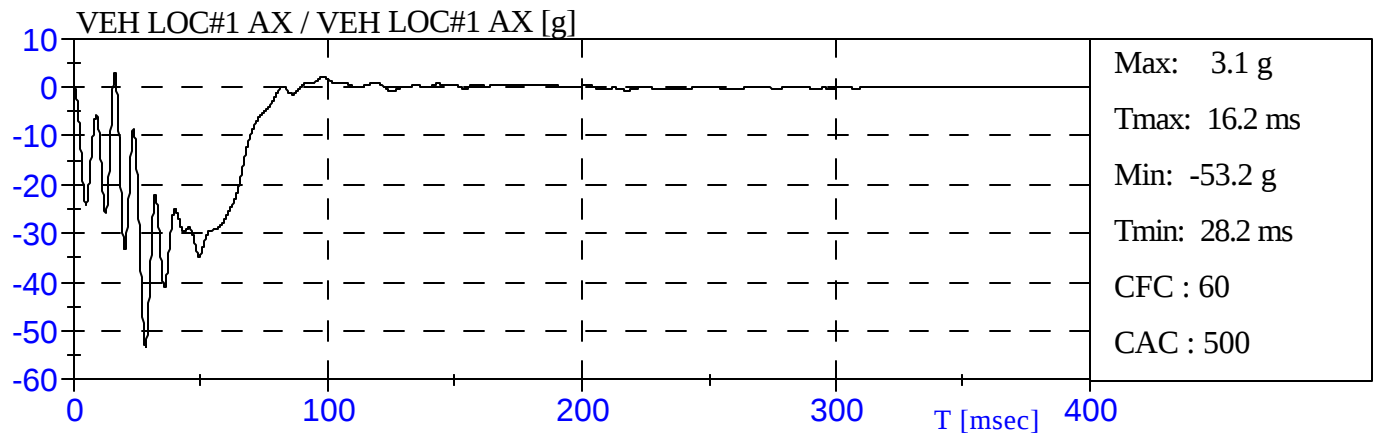


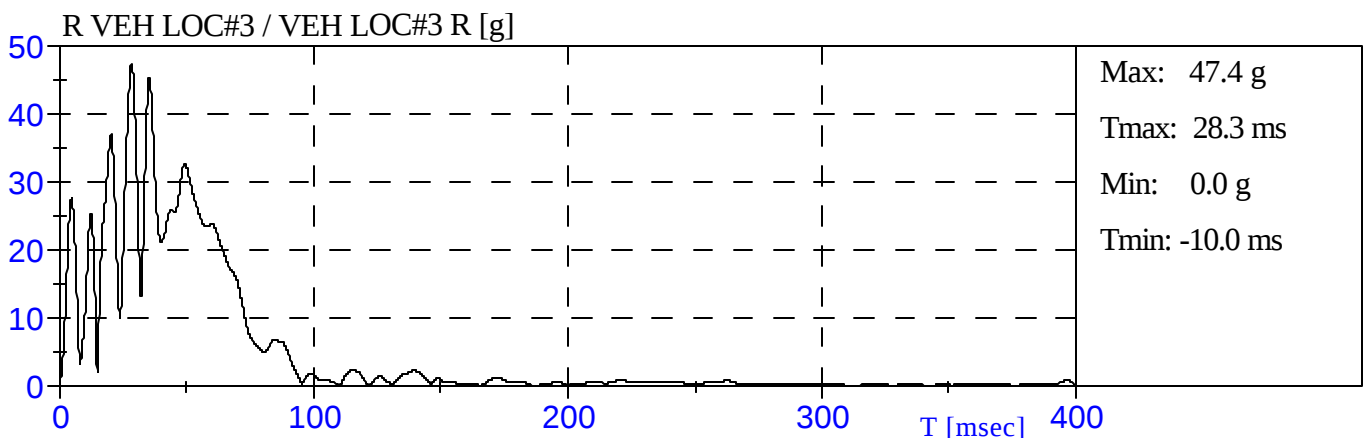
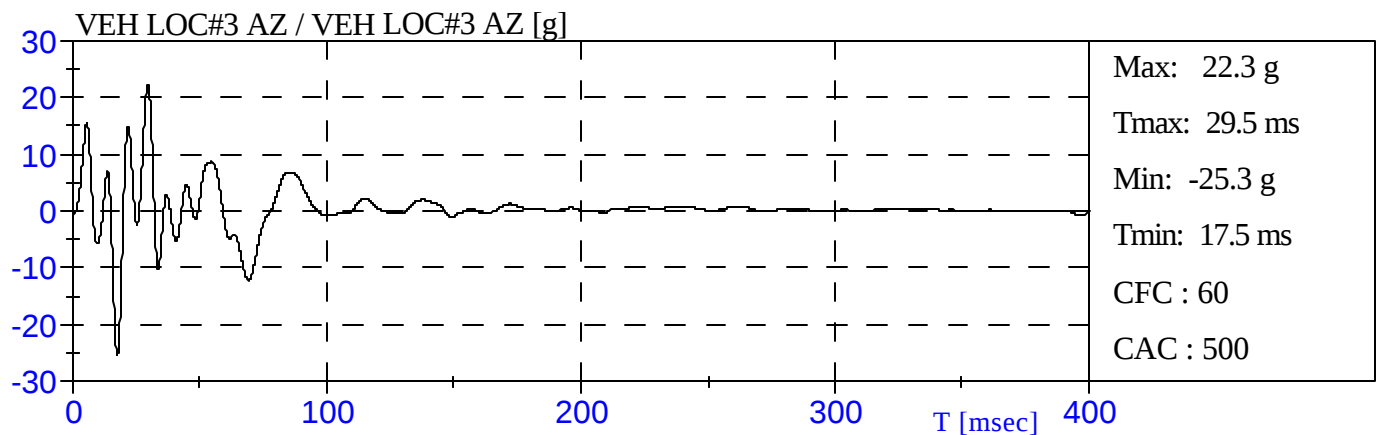
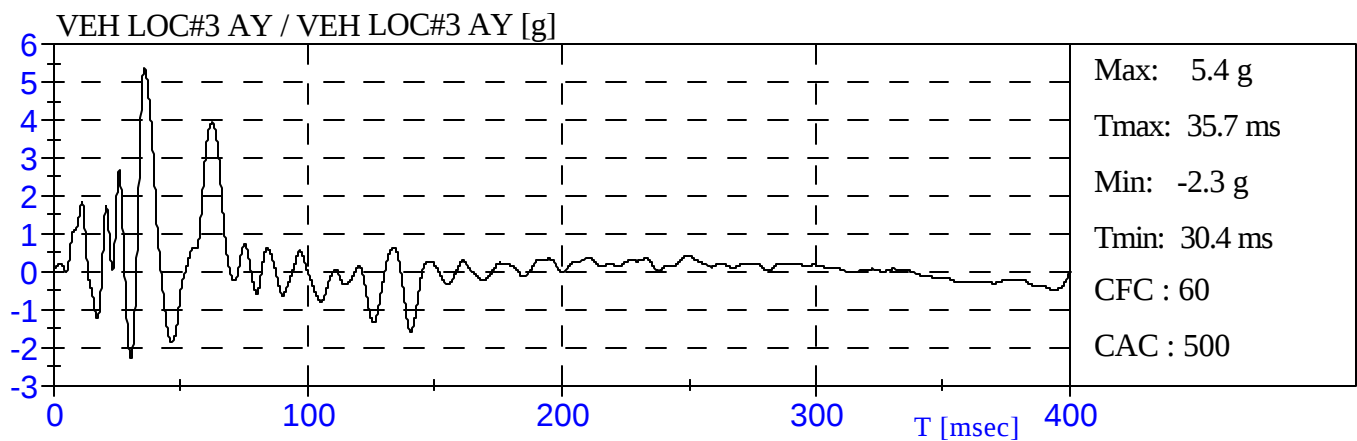
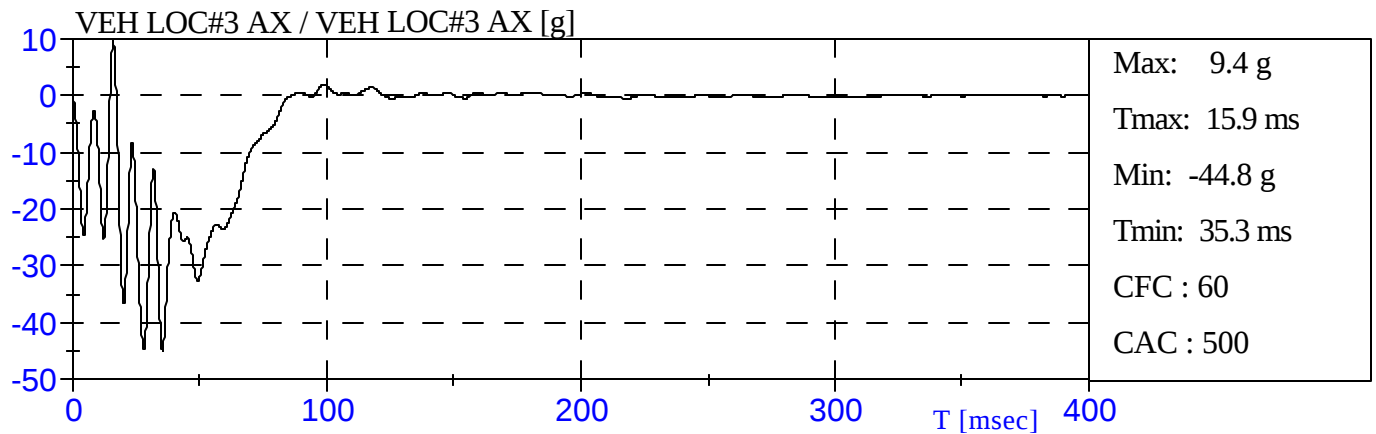


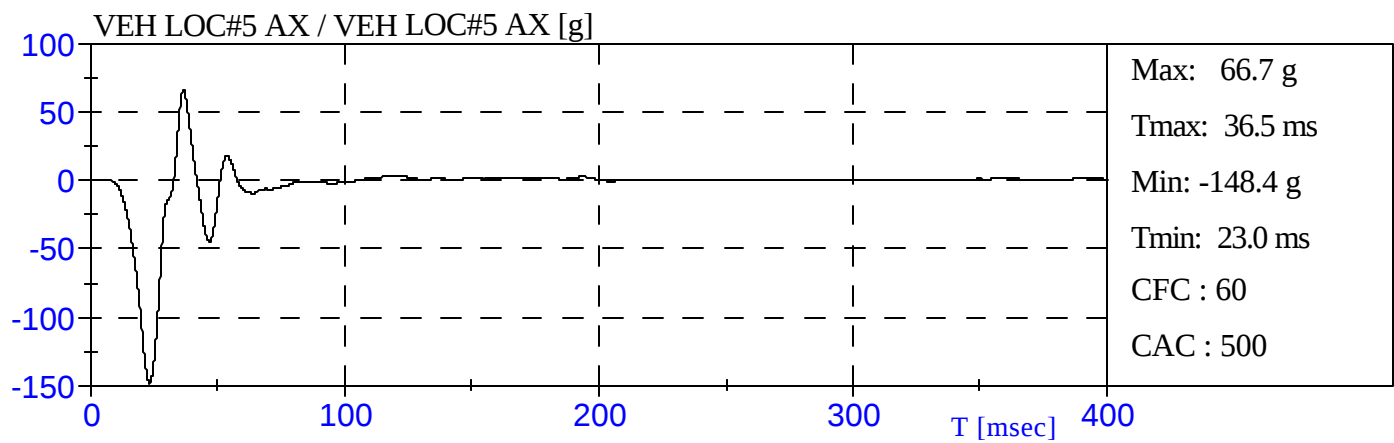
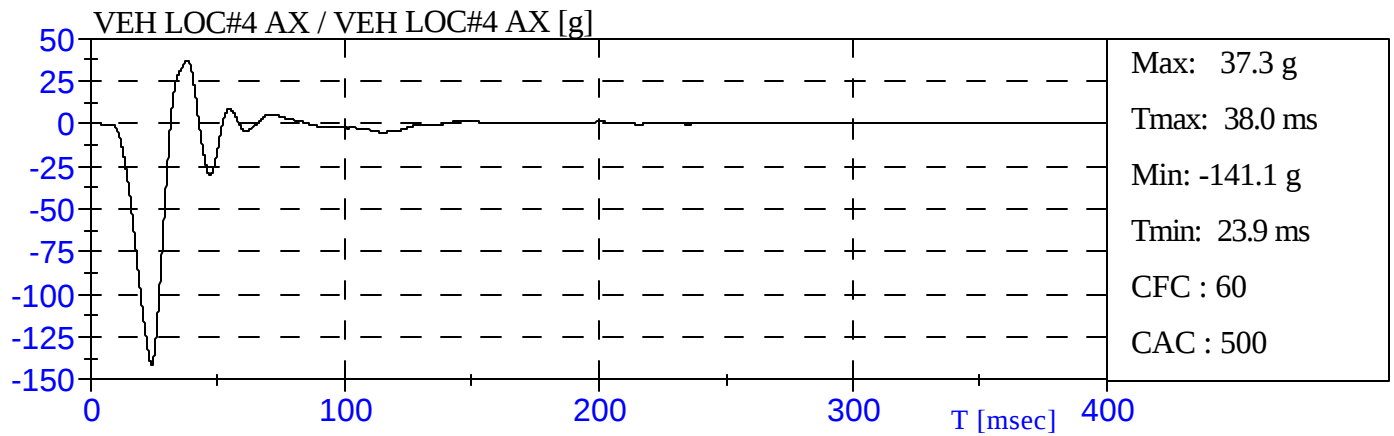


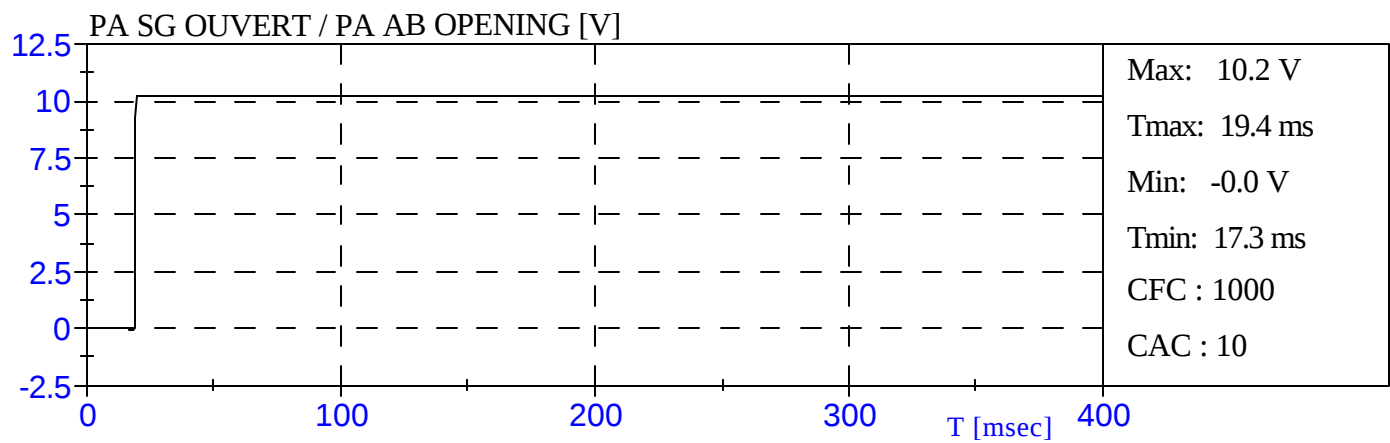
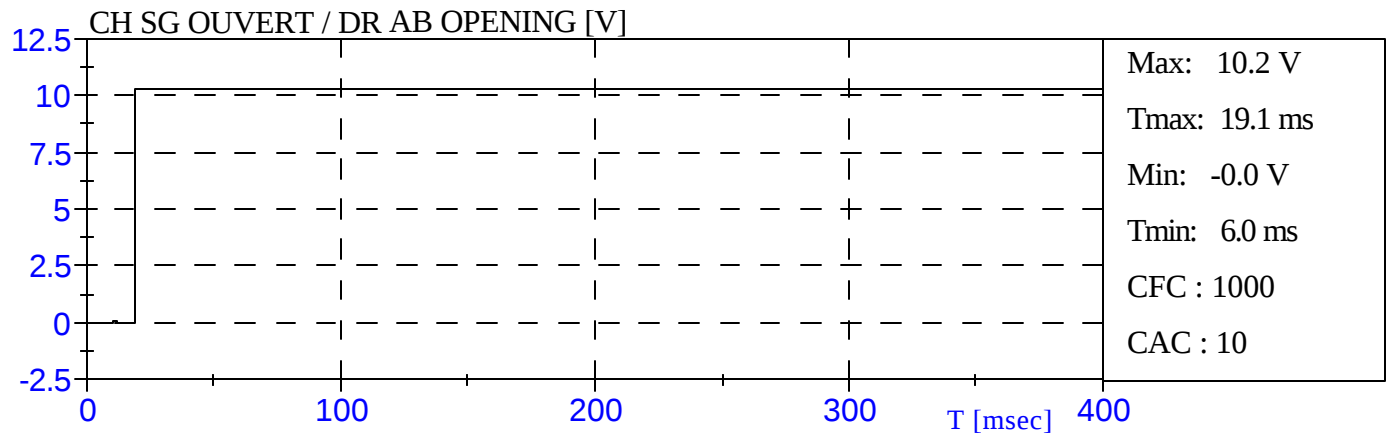


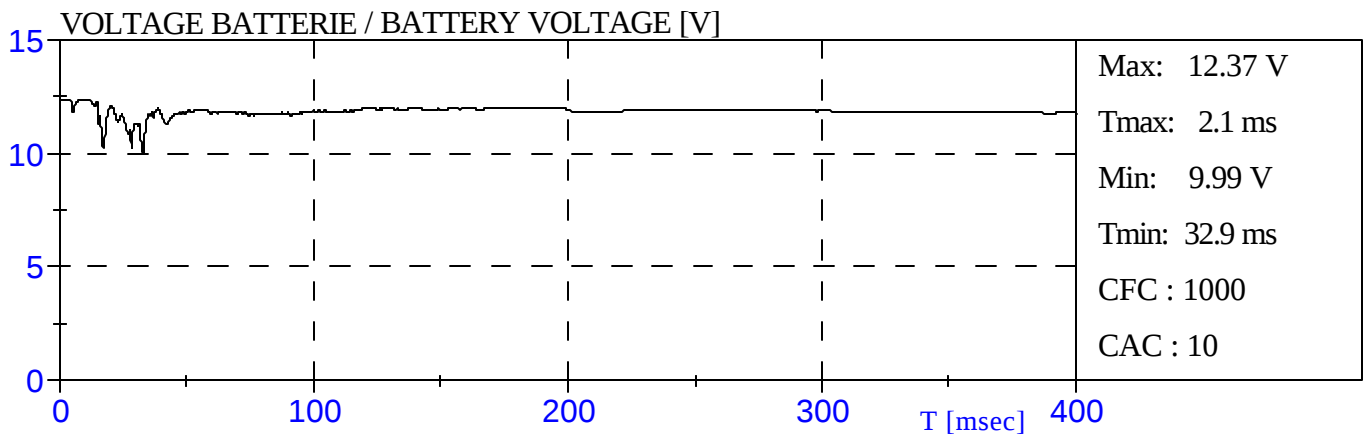


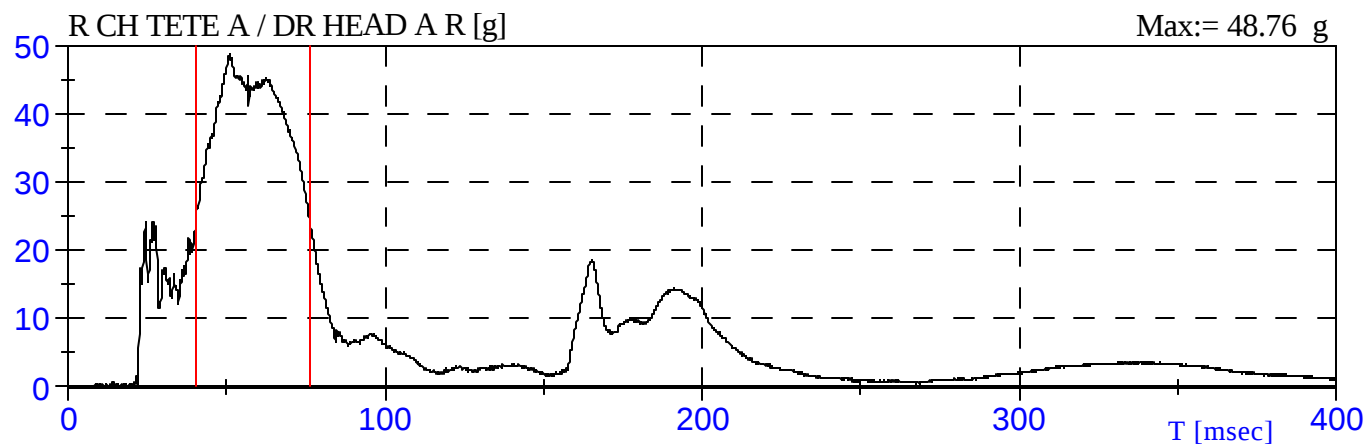










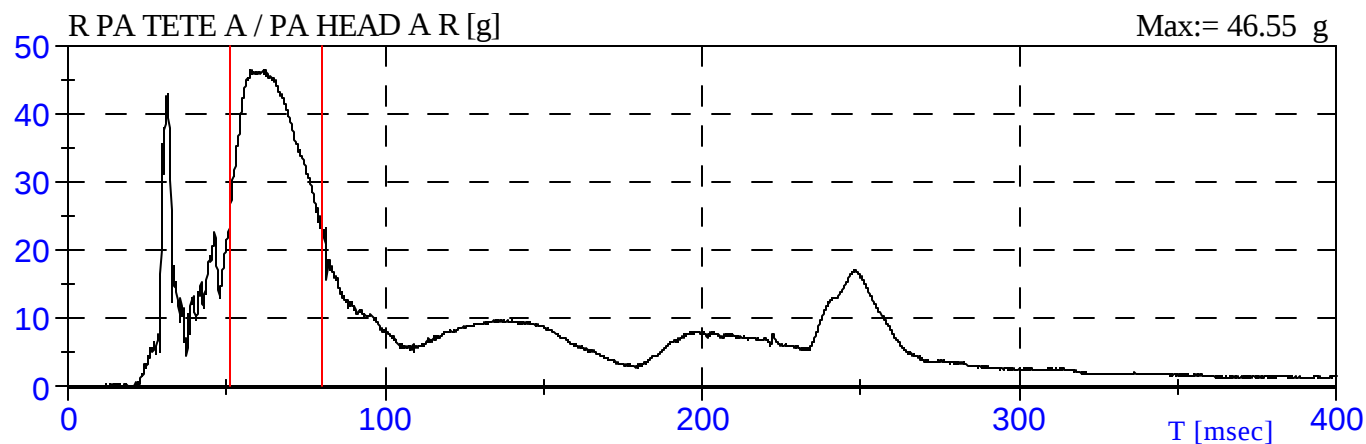


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 358	HIC(36ms):= 358	HIC(15ms):= 205
T1:= 40.1 ms	T1:= 40.2 ms	T1:= 48.7 ms
T2:= 76.4 ms	T2:= 76.2 ms	T2:= 63.7 ms

* Selon / According To: SAE J1727 96-08

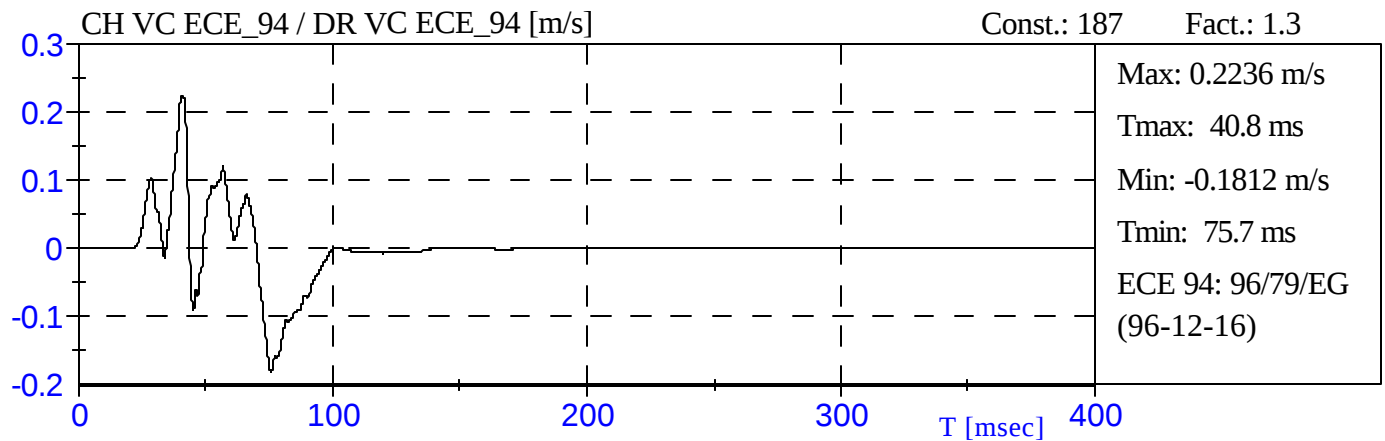
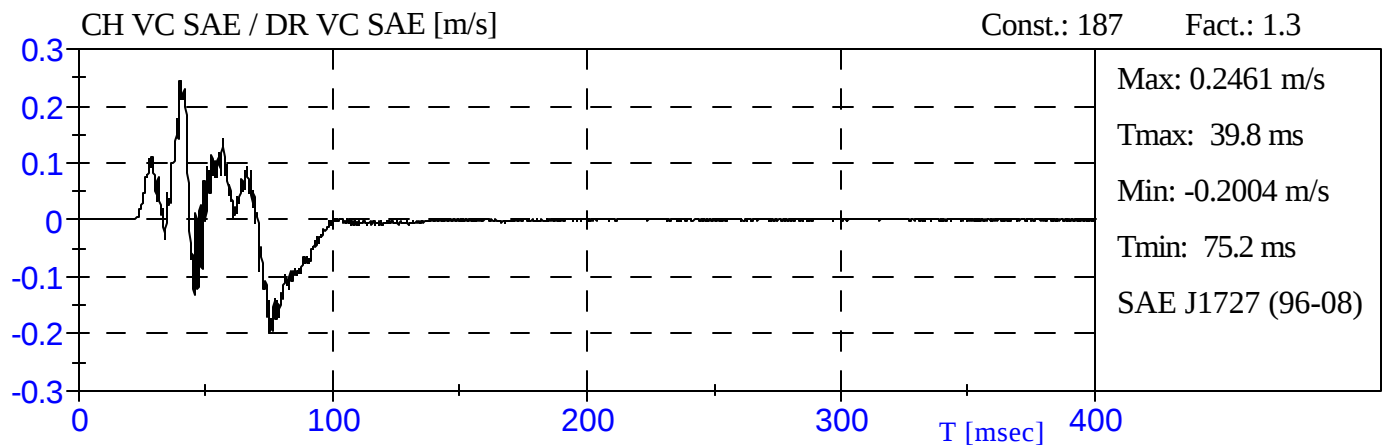
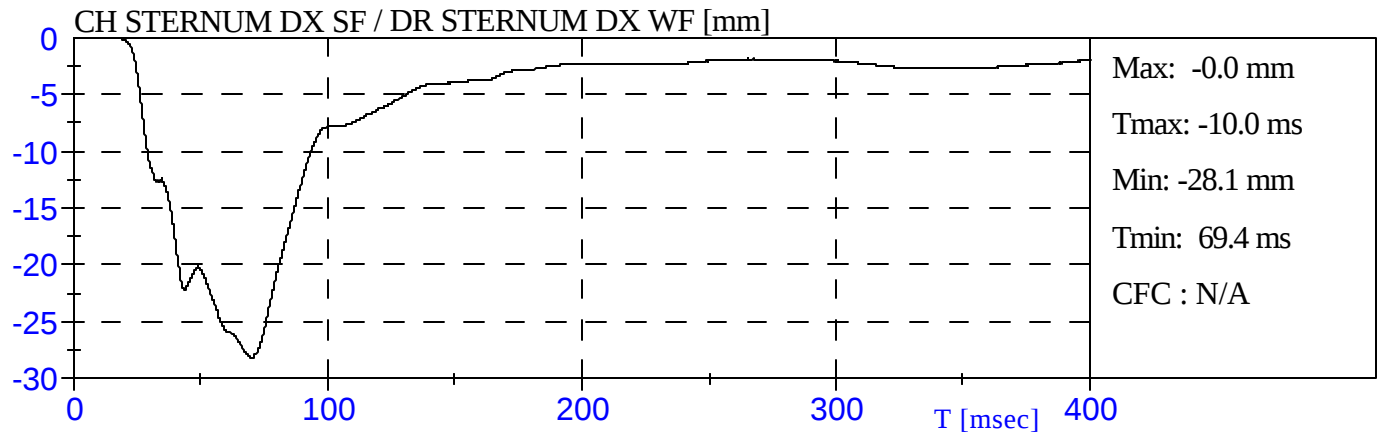


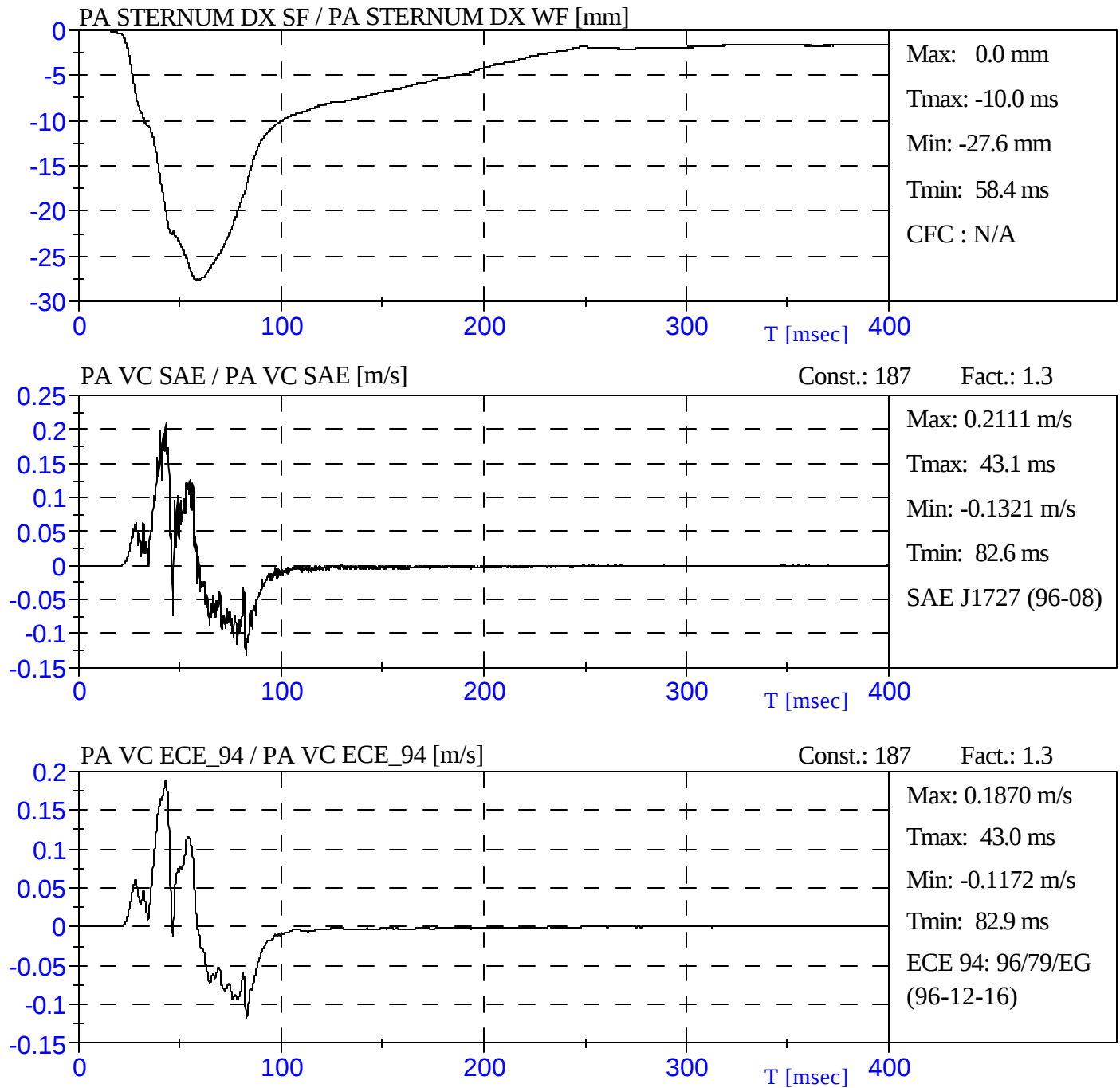
HEAD INJURY CRITERIA (HIC) *

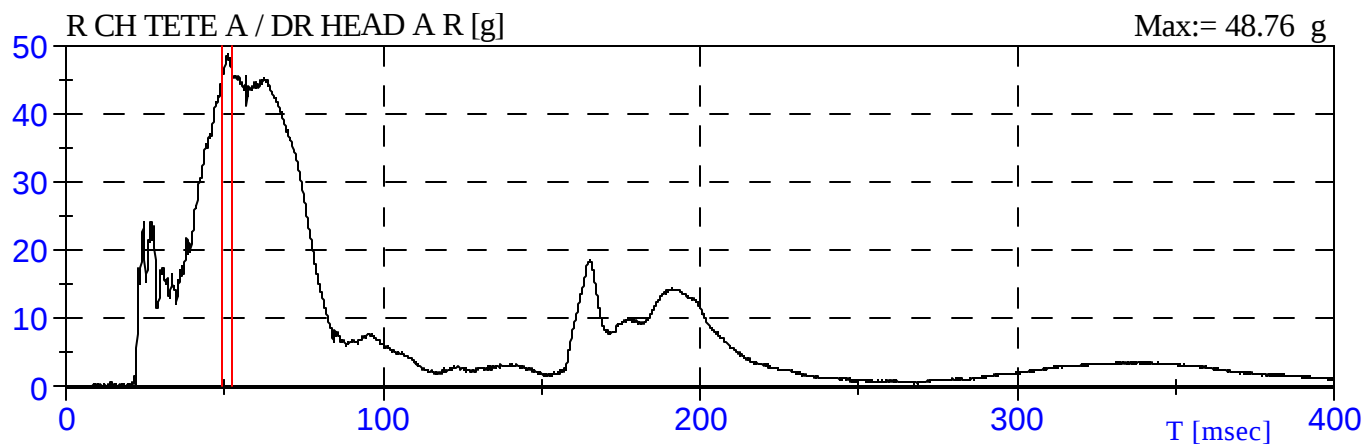
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 267	HIC(36ms):= 267	HIC(15ms):= 199
T1:= 50.7 ms	T1:= 50.7 ms	T1:= 54.4 ms
T2:= 79.9 ms	T2:= 79.9 ms	T2:= 69.4 ms

* Selon / According To: SAE J1727 96-08

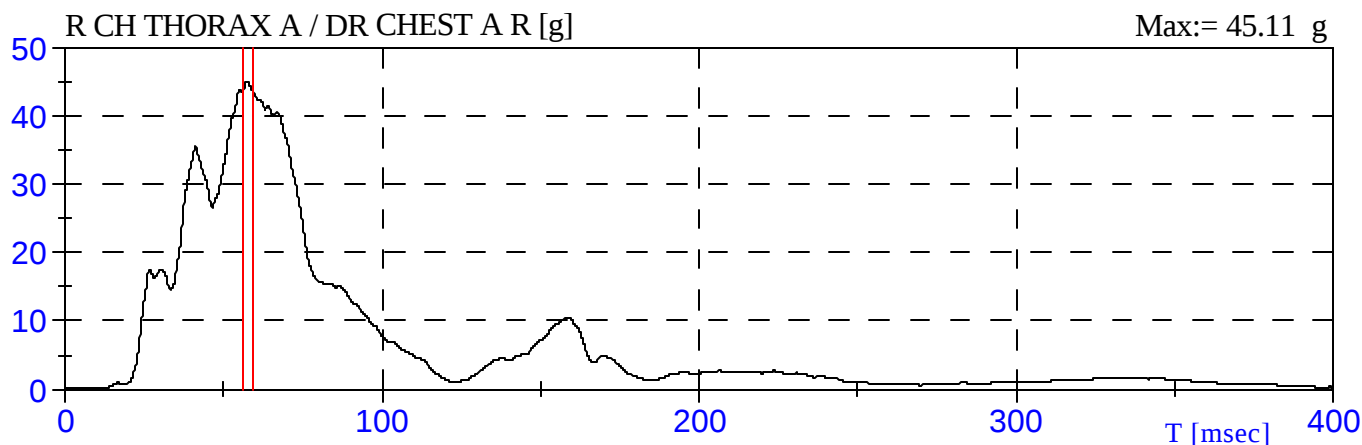






CLIP 3ms *

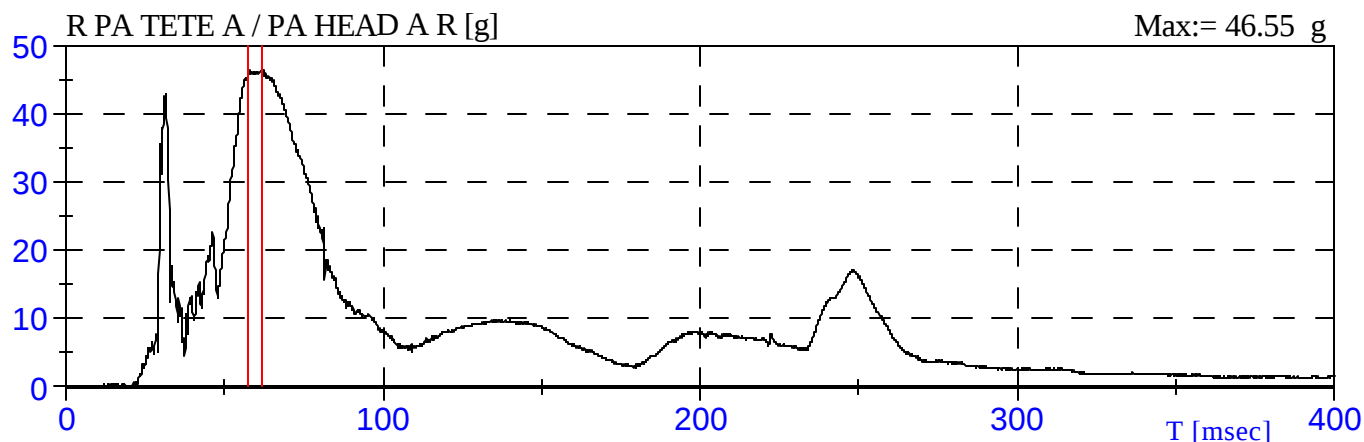
Acc. := 45.92 g	T1:= 49.4 ms	T2:= 52.4 ms
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CLIP 3ms *

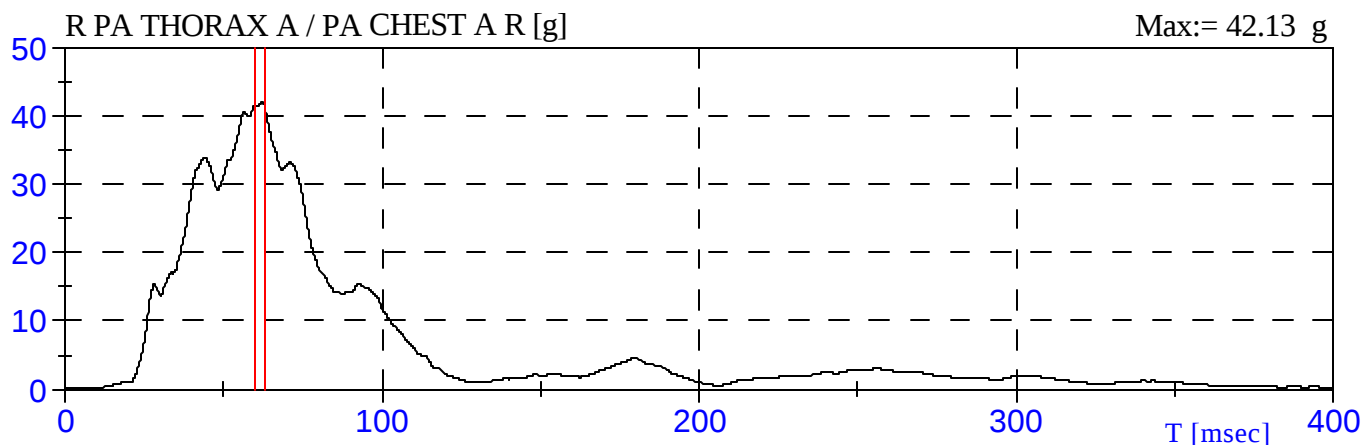
Acc. := 43.70 g	T1:= 56.1 ms	T2:= 59.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 45.84 g	T1:= 57.2 ms	T2:= 61.8 ms
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CLIP 3ms *

Acc. := 41.59 g	T1:= 59.8 ms	T2:= 62.8 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	0.829	0.716
BAS / LOWER	0.548	1.120

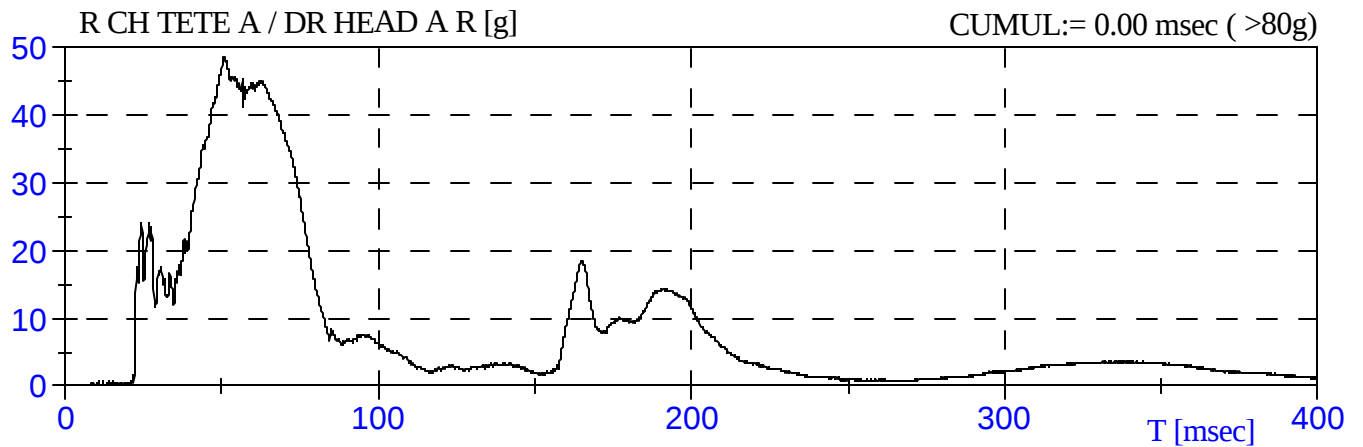
TI Passager / Passenger

 $M_c := 115 \text{ N-m}$
 $F_c := 22.9 \text{ kN}$

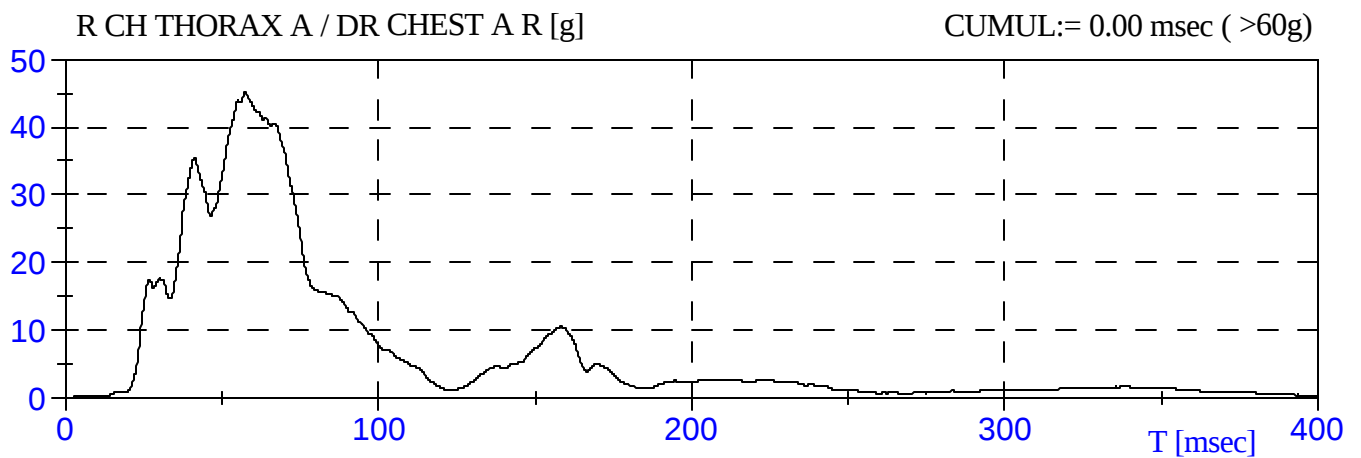
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.759	0.860
BAS / LOWER	0.429	0.468

* Selon / According To: SAE J1727 AUG 96

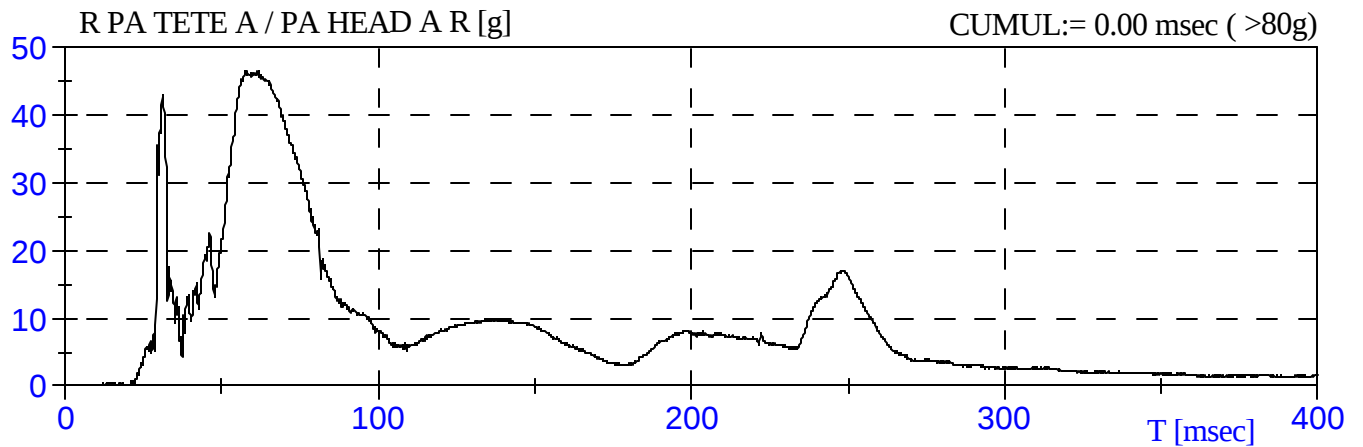
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



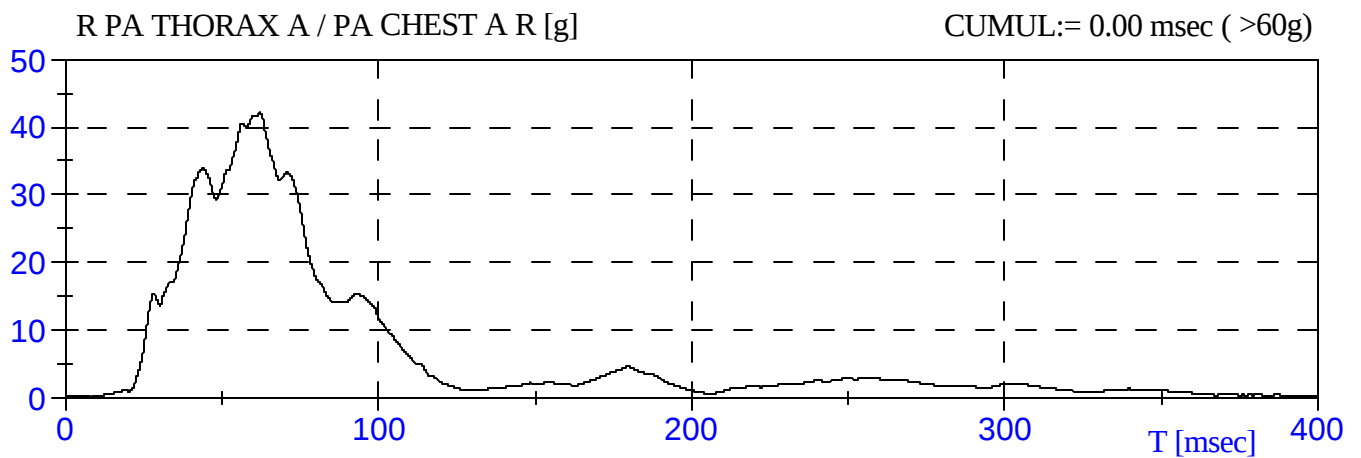
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.67$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	4287
				C _c	3880
0.67	0.24	0.30	0.14	F _c	155
				E _c	67

Passager / Passenger

$$N_{ij}^* = 0.45$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	4287
				C _c	3880
0.45	0.22	0.37	0.19	F _c	155
				E _c	67

* Selon / According To: Federal Register 5/2000