

Nom du client
Client Name **TRANSPORTS CANADA**

Type de véhicule
Type of Vehicle **MERCEDES A170 2000**

Numéro de TC
Tc Number **TC00-004**

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 **2002-03-11**

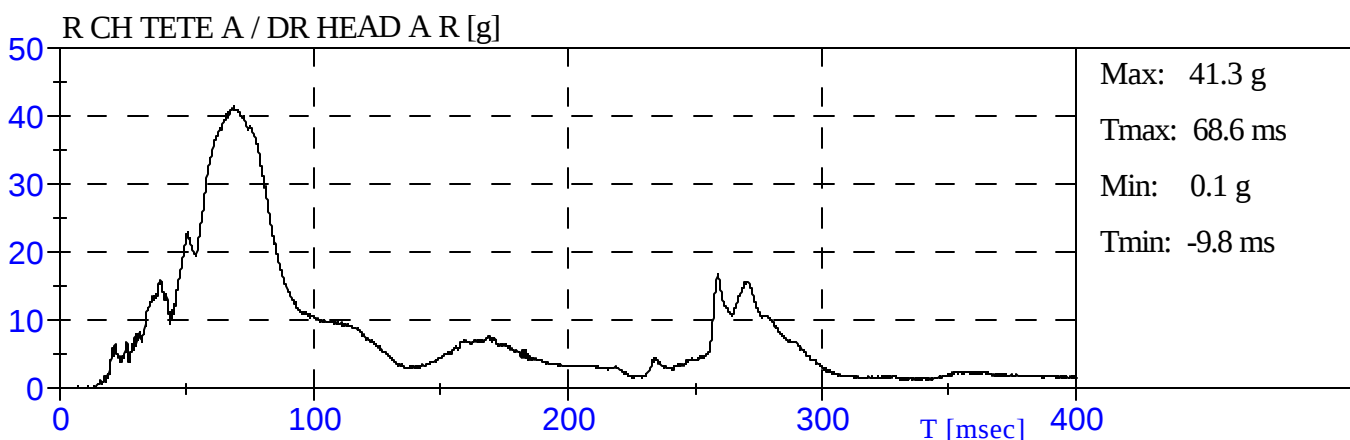
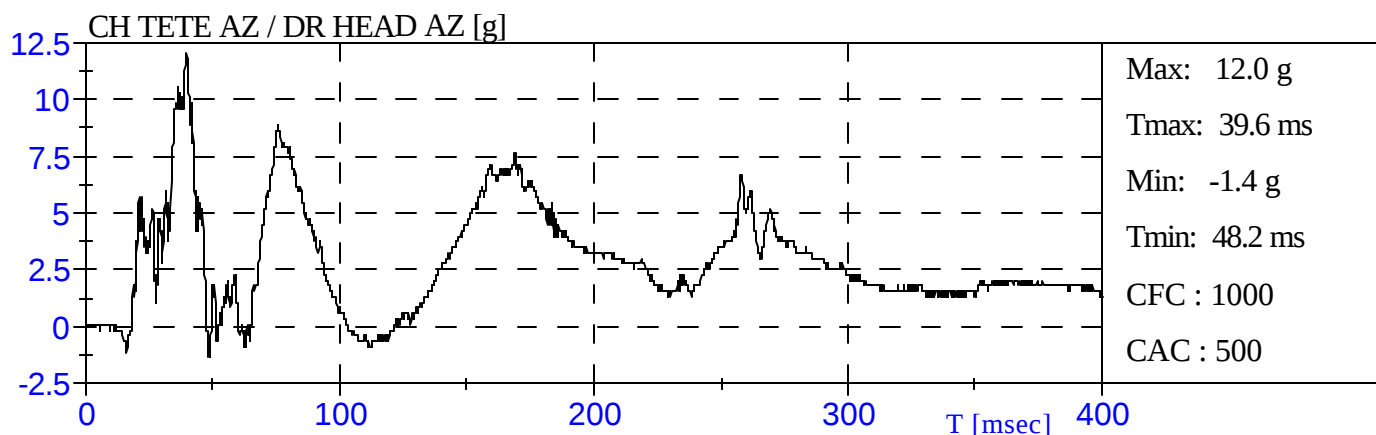
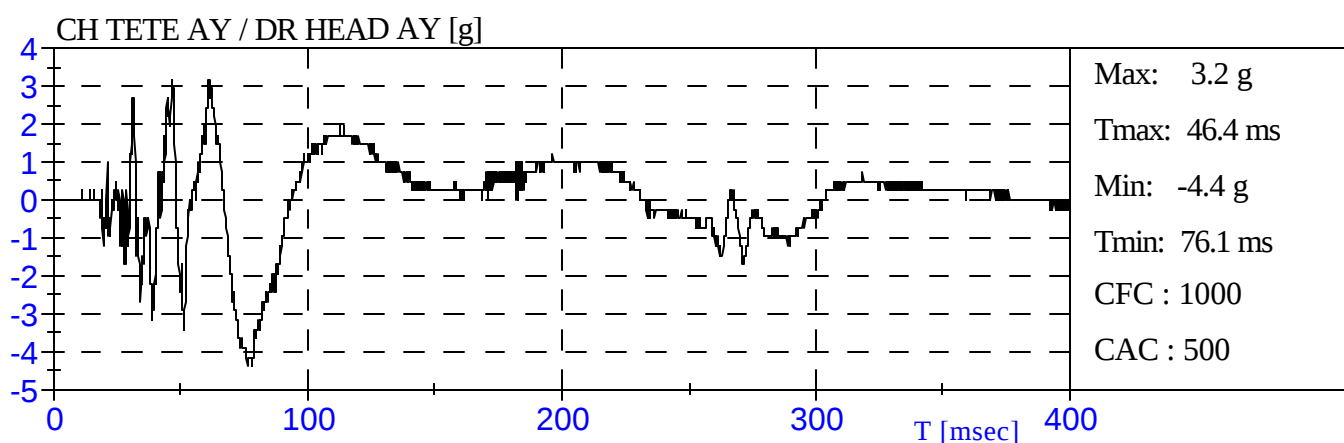
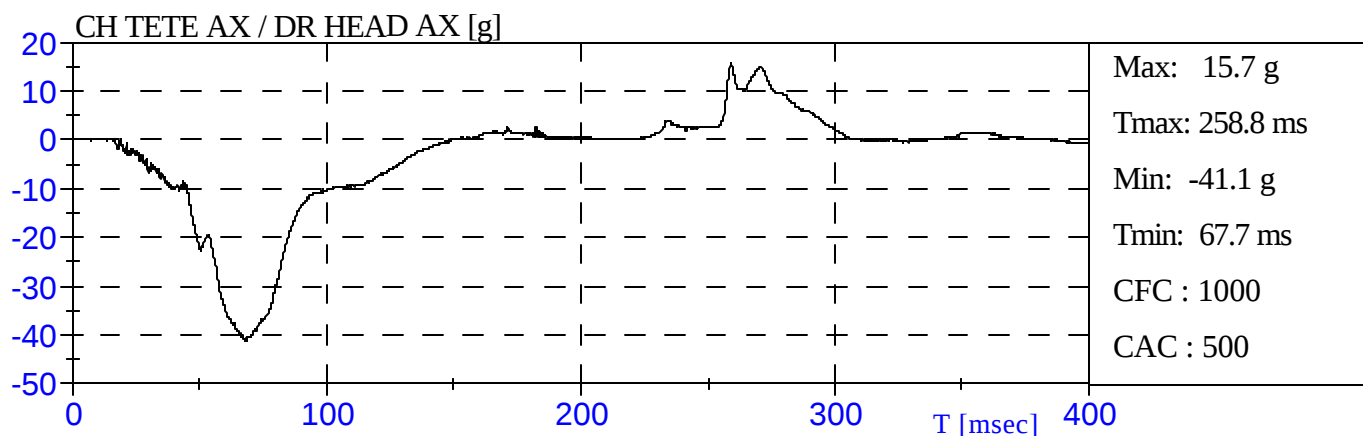
Titre du projet
RECHERCHE
COLLISION FRONTALE

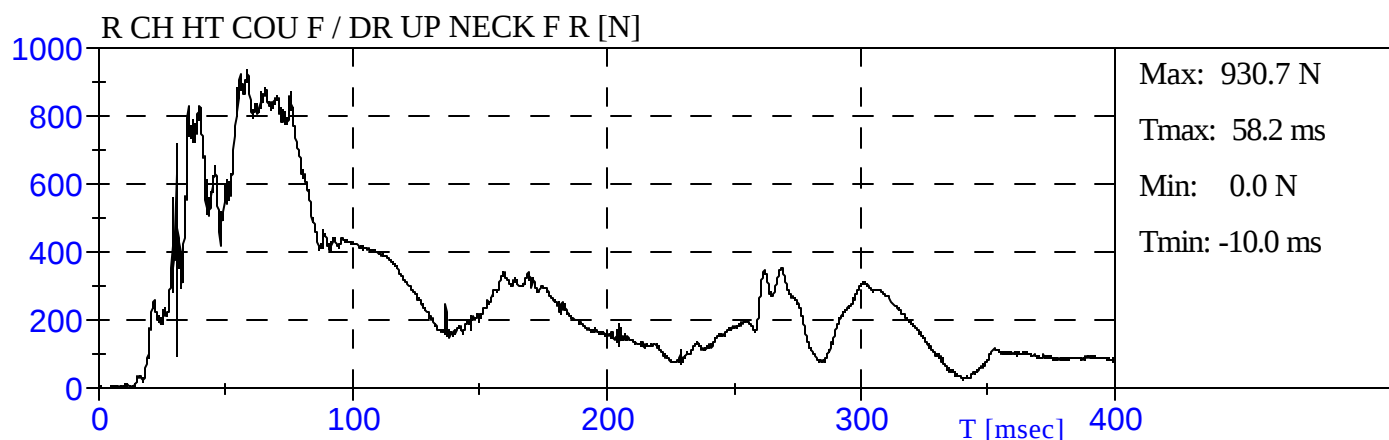
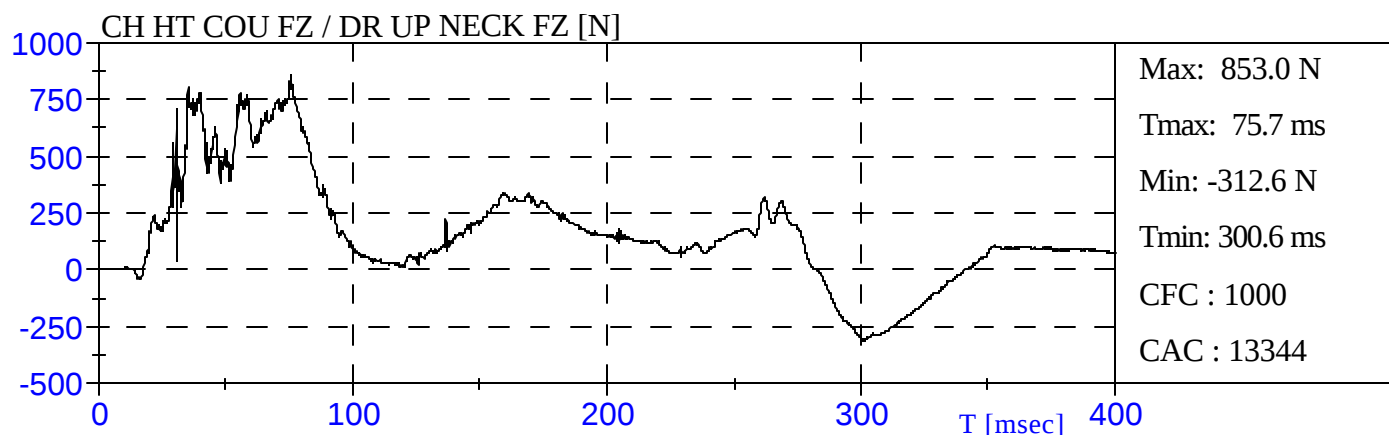
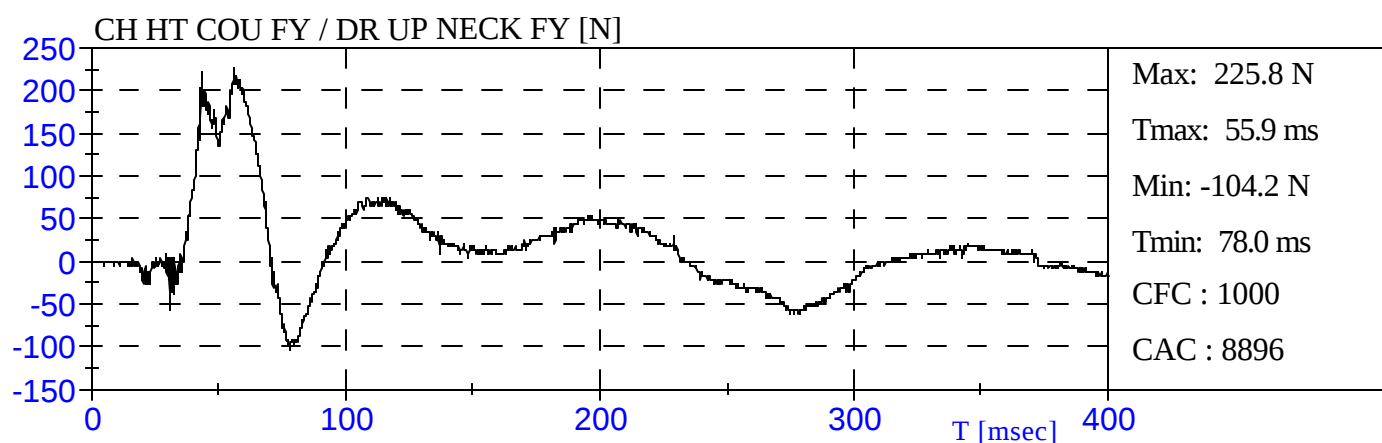
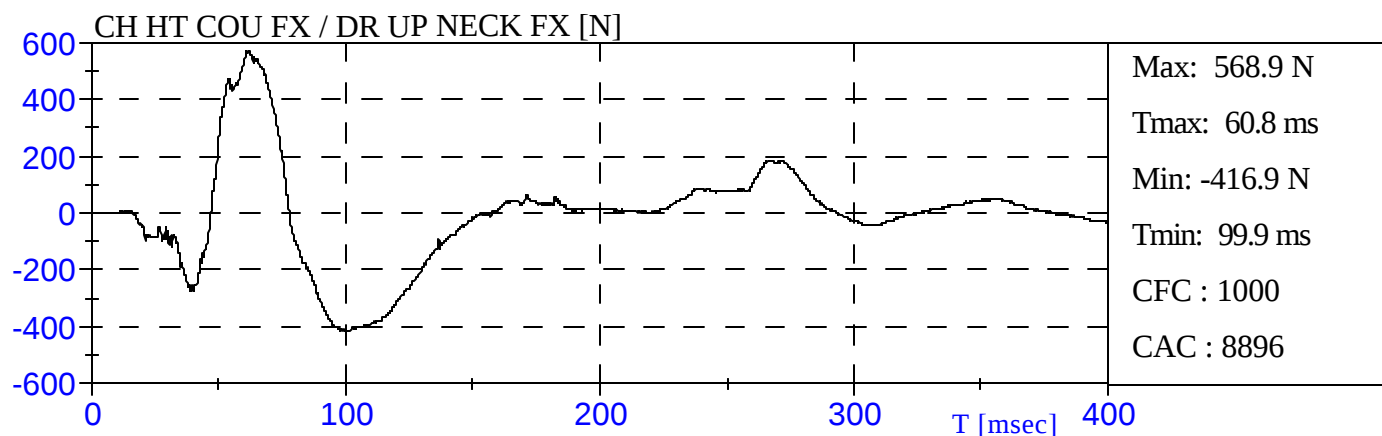
Project Title
RESEARCH
FRONTAL CRASH

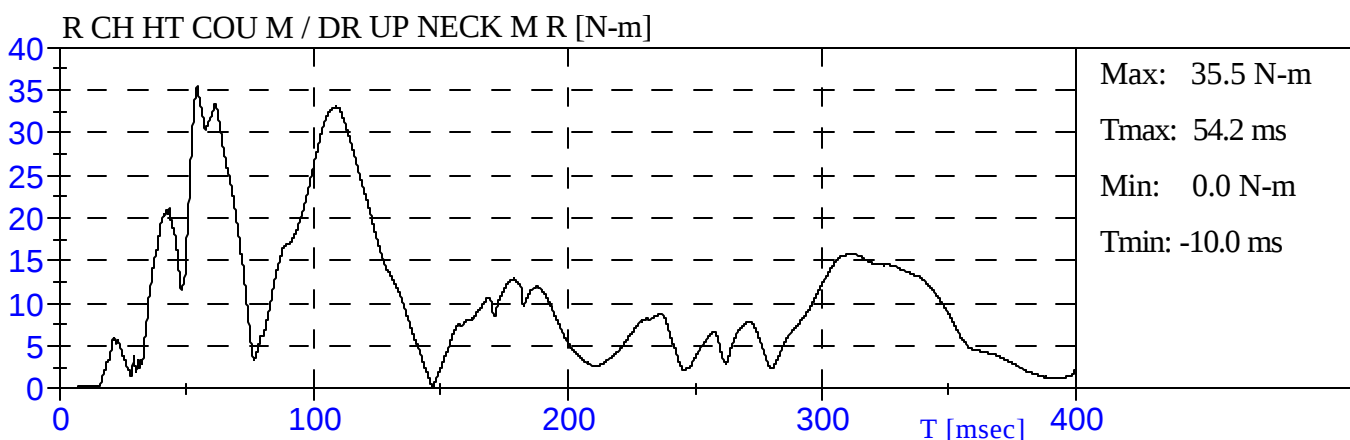
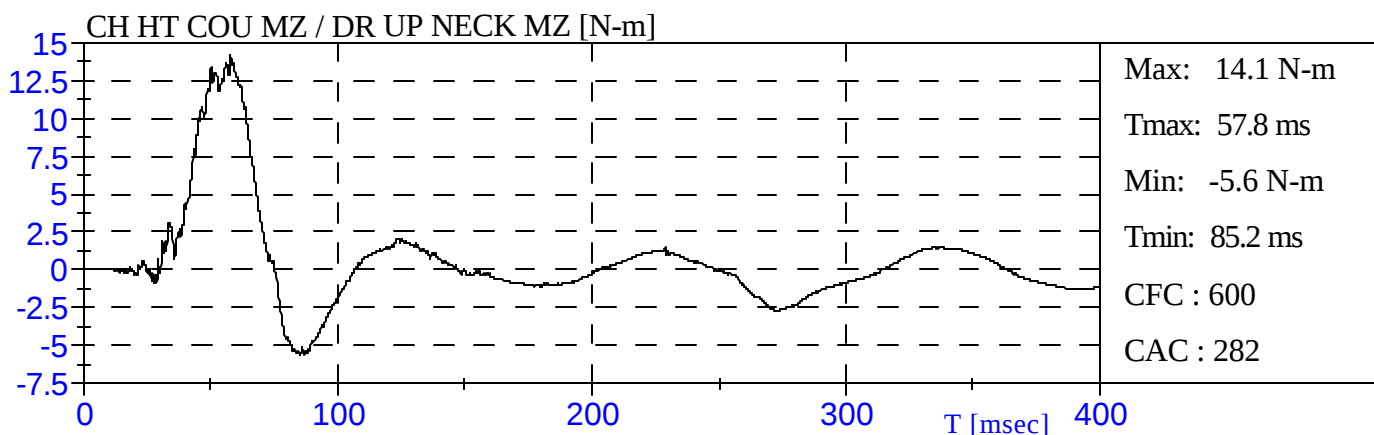
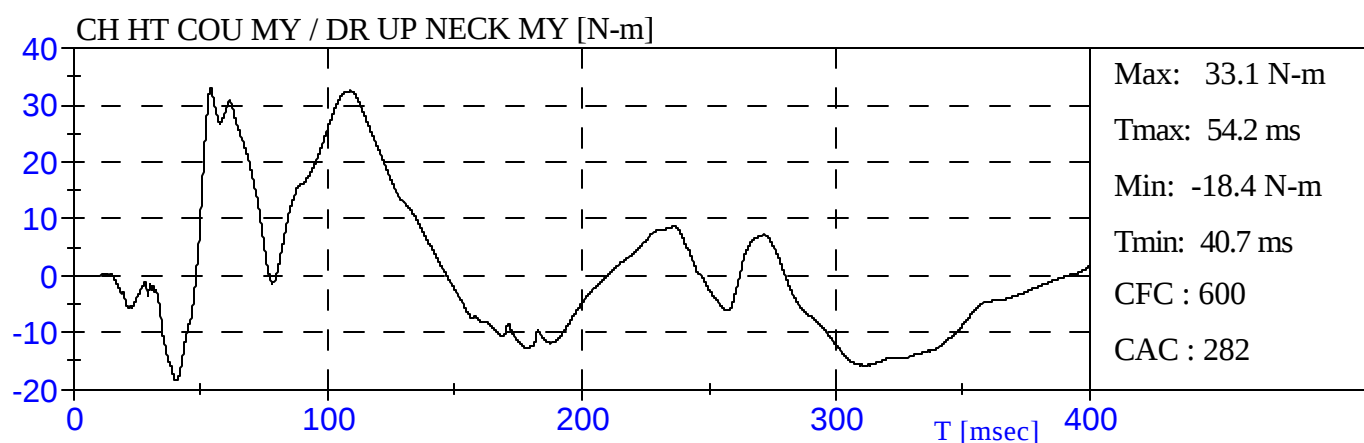
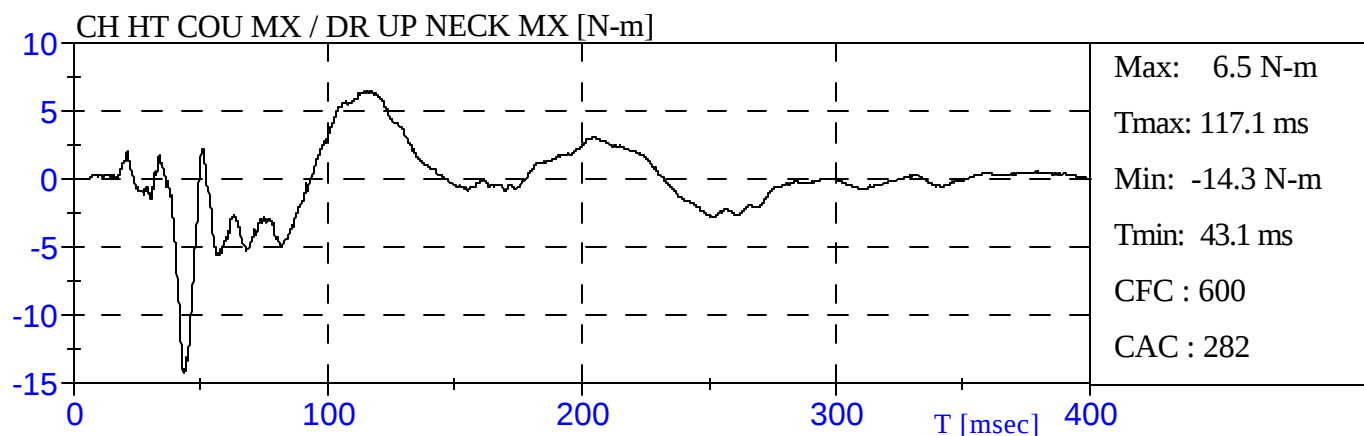
MANNEQUIN / DUMMY

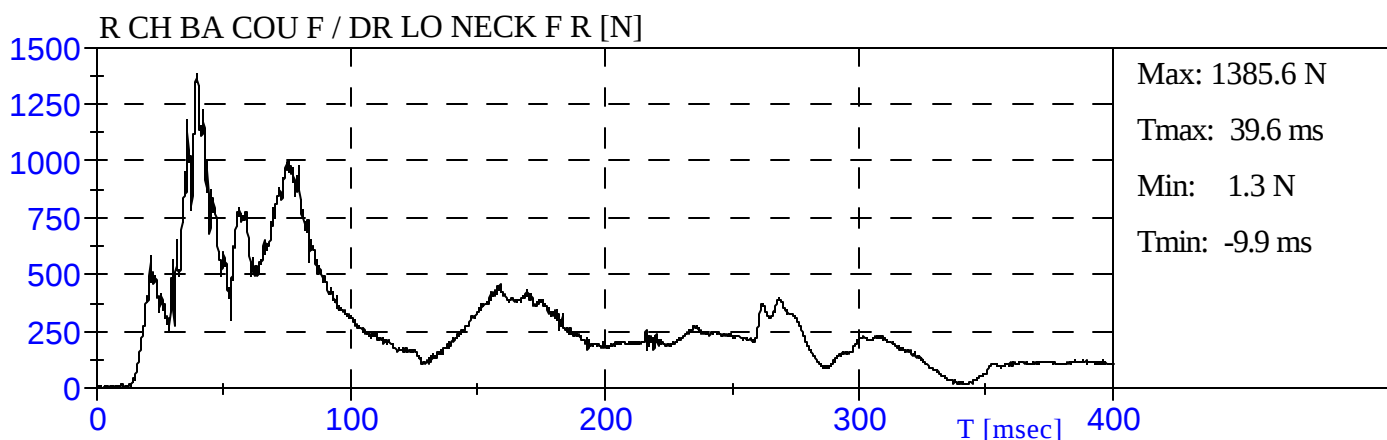
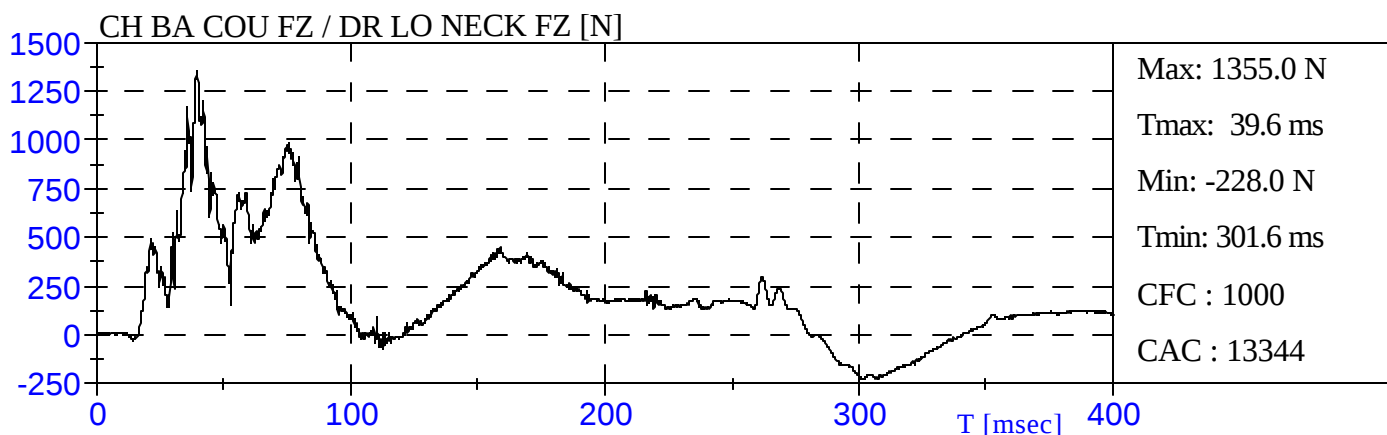
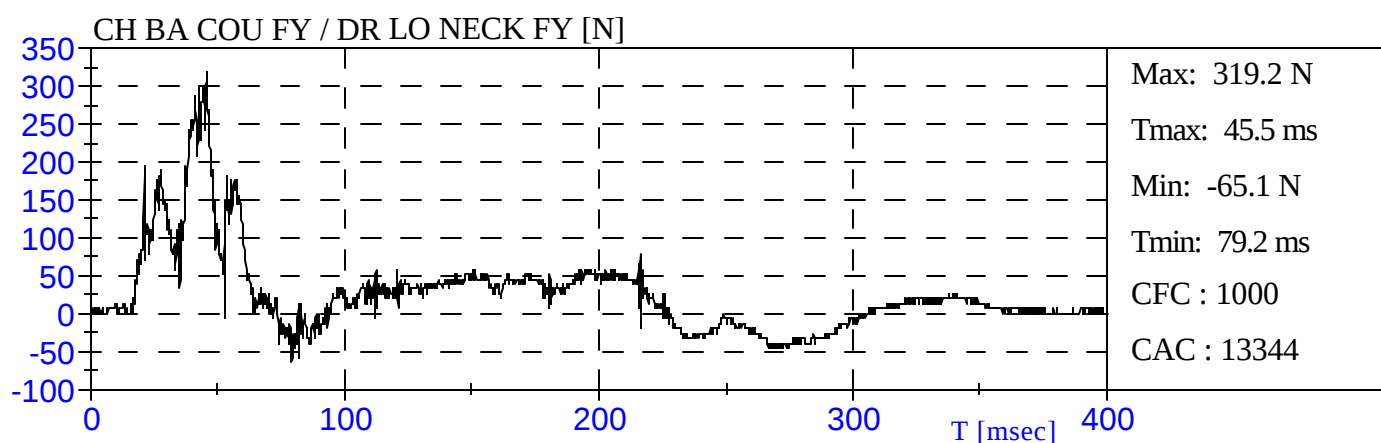
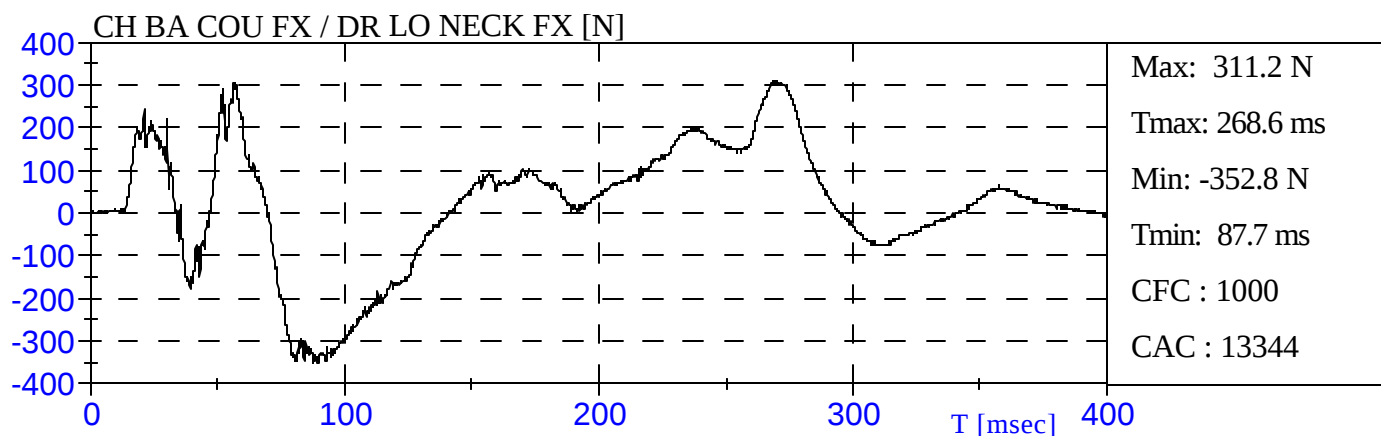
Chauffeur
Driver **HYBRID III 50% M**

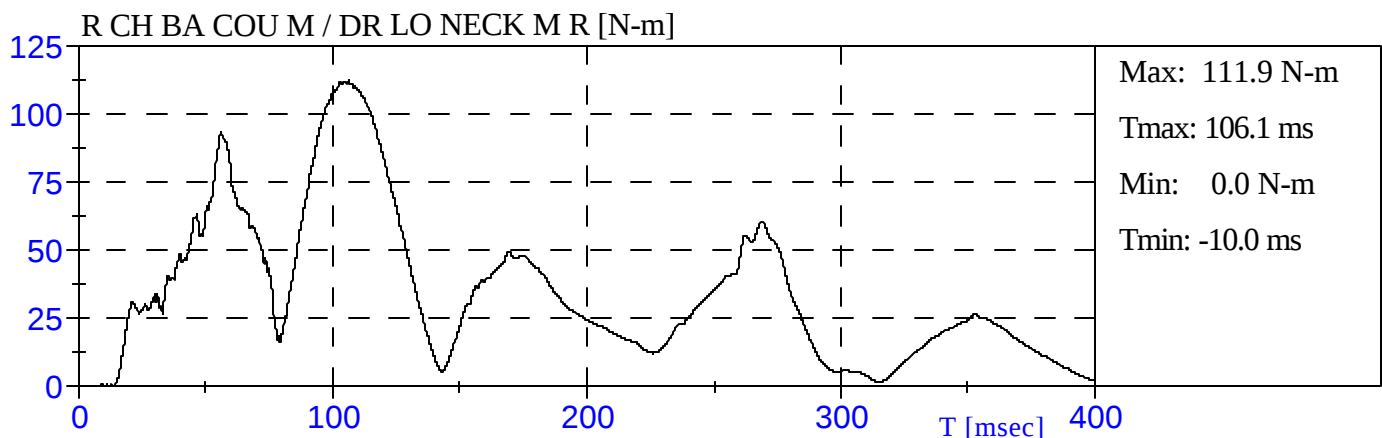
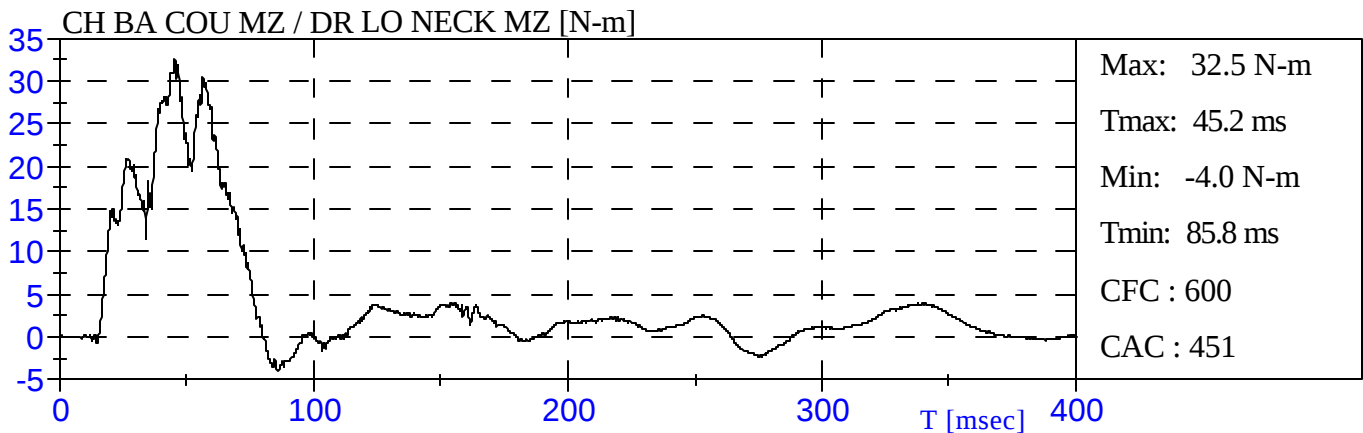
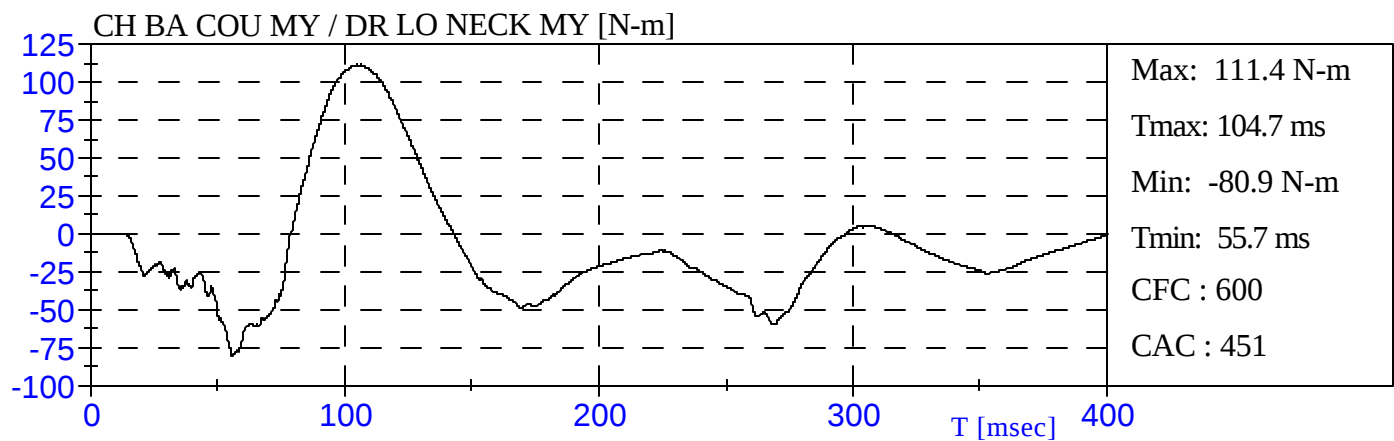
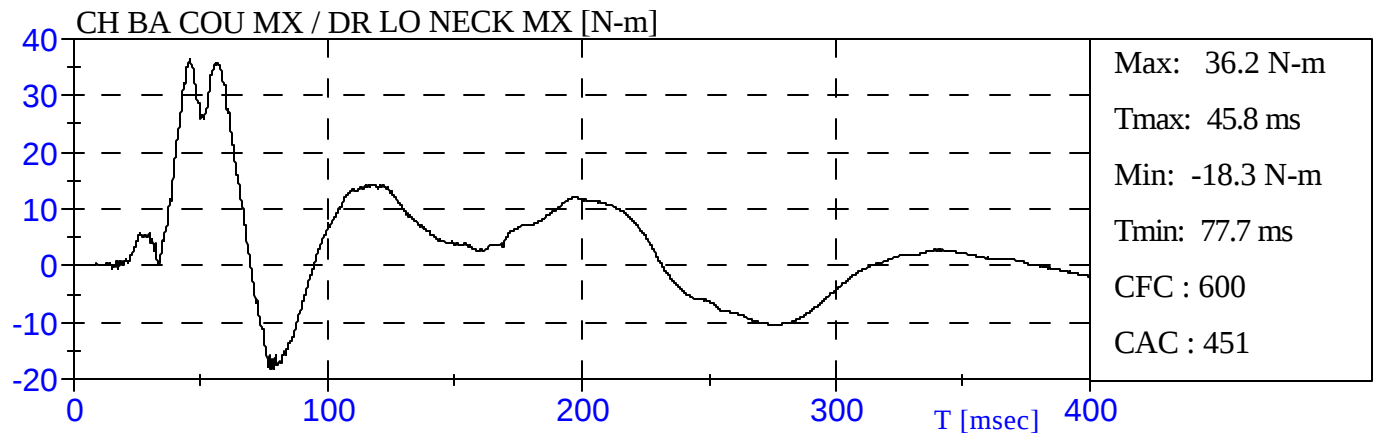
Passager
Passenger **HYBRID III 50% M**

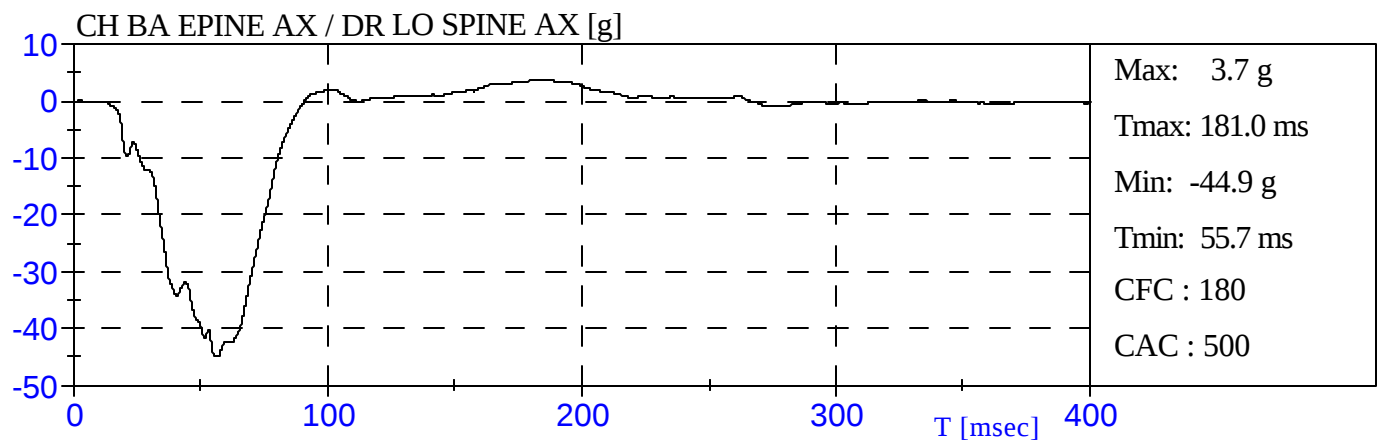
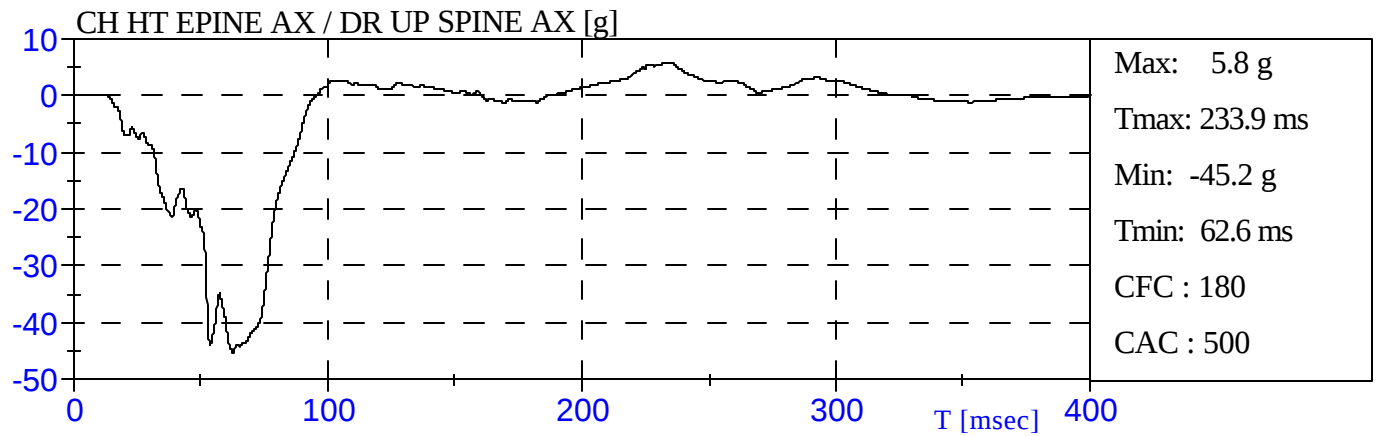


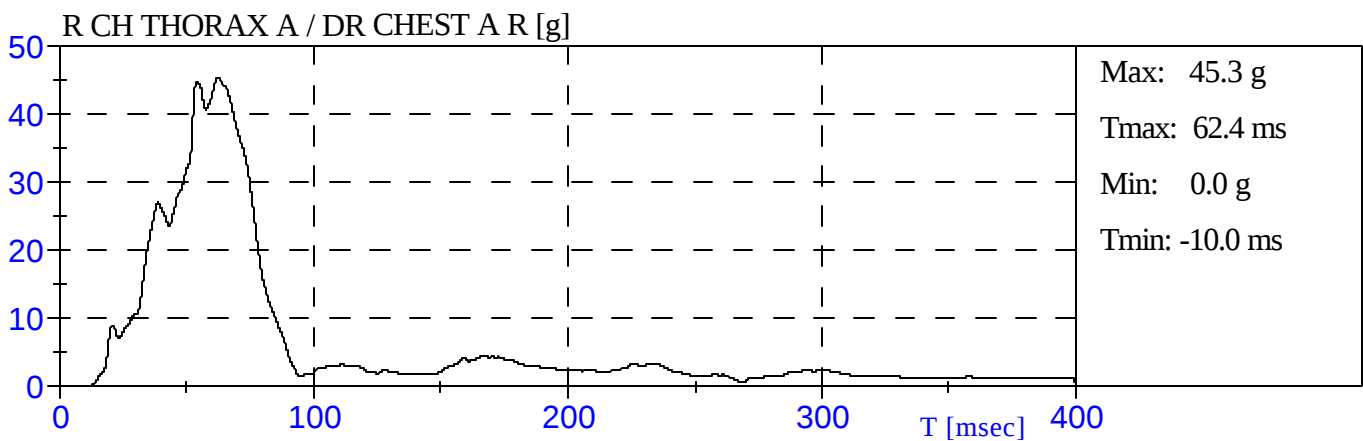
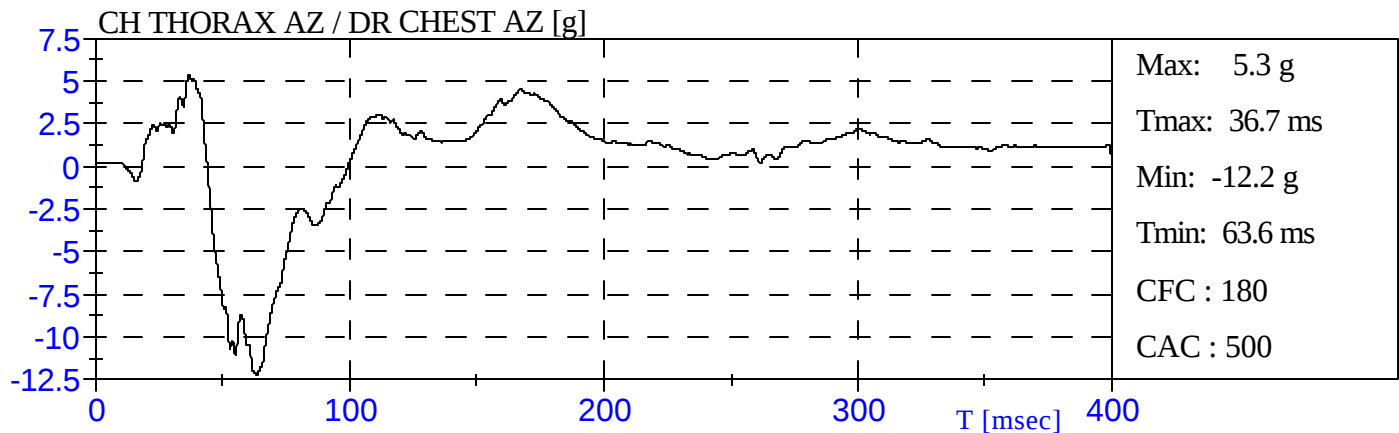
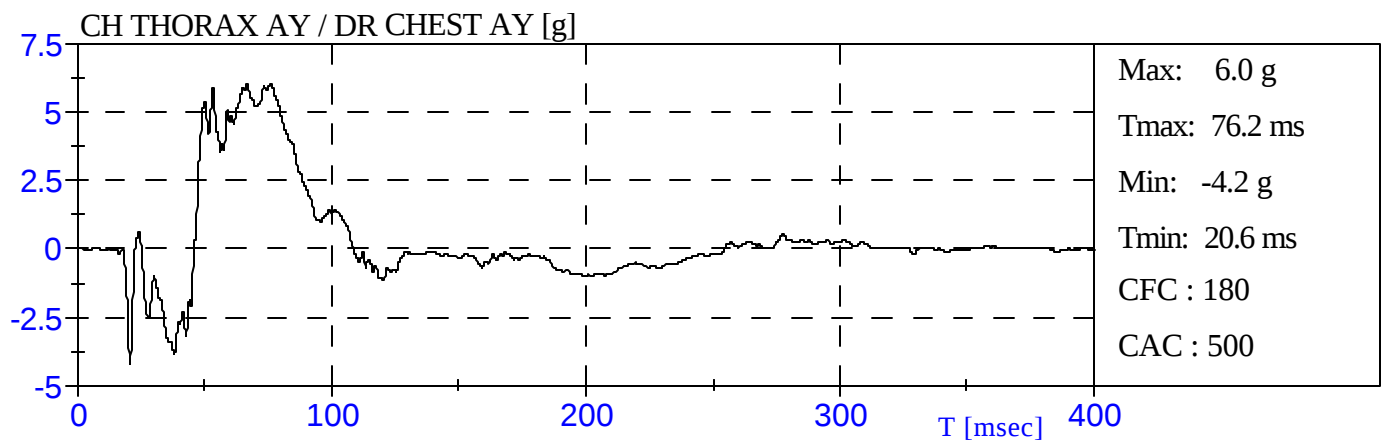
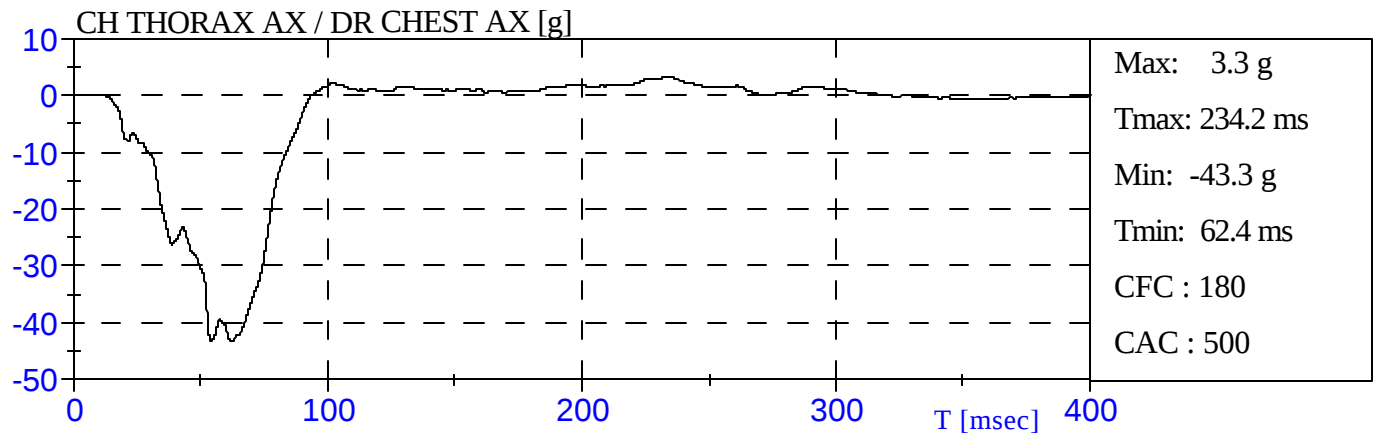


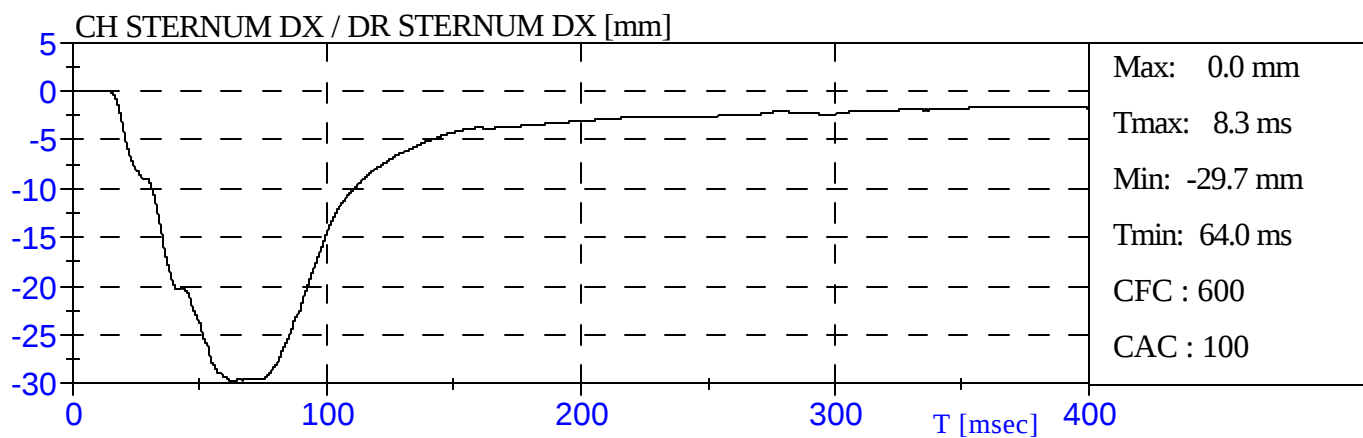


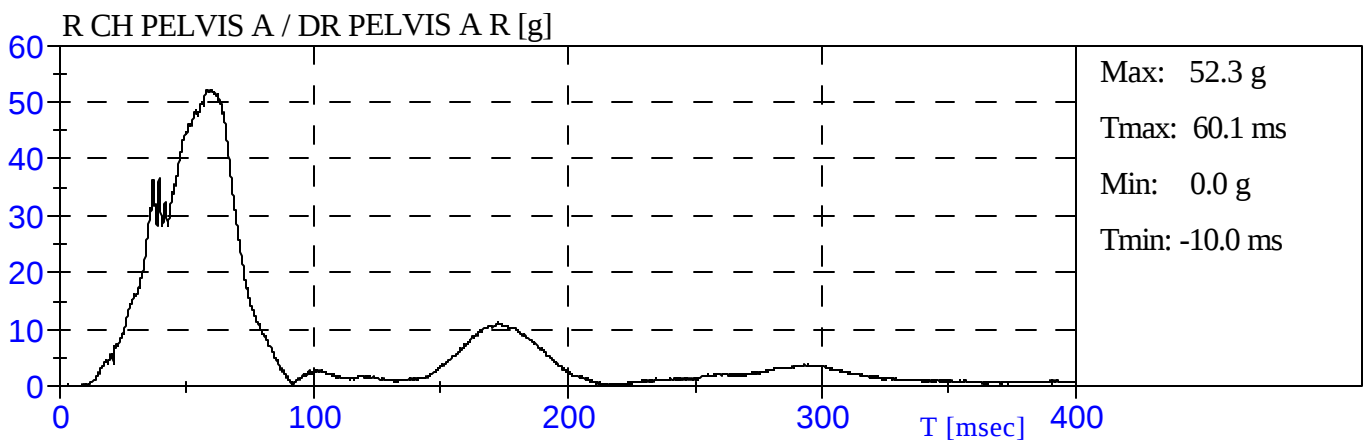
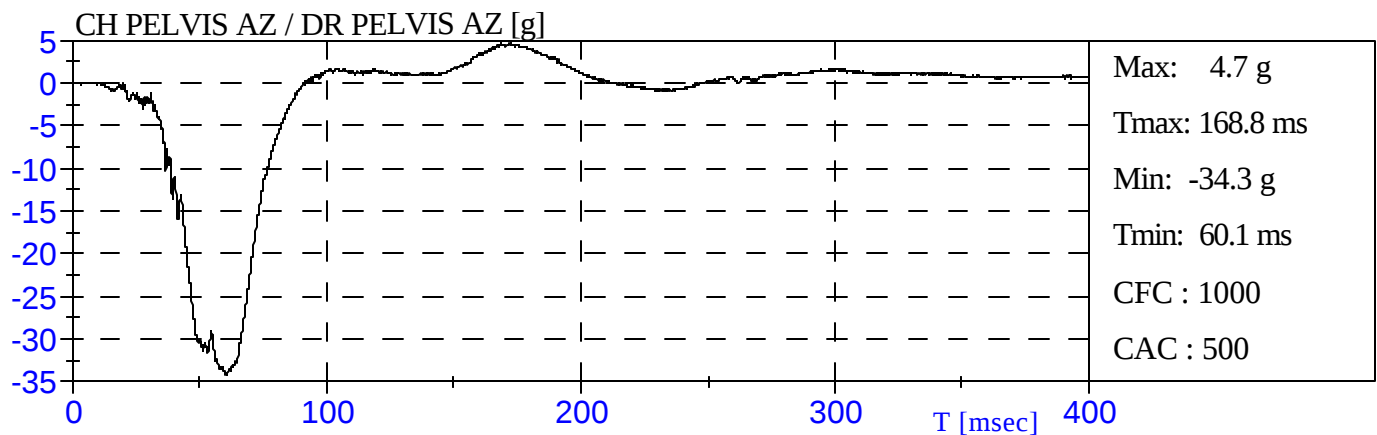
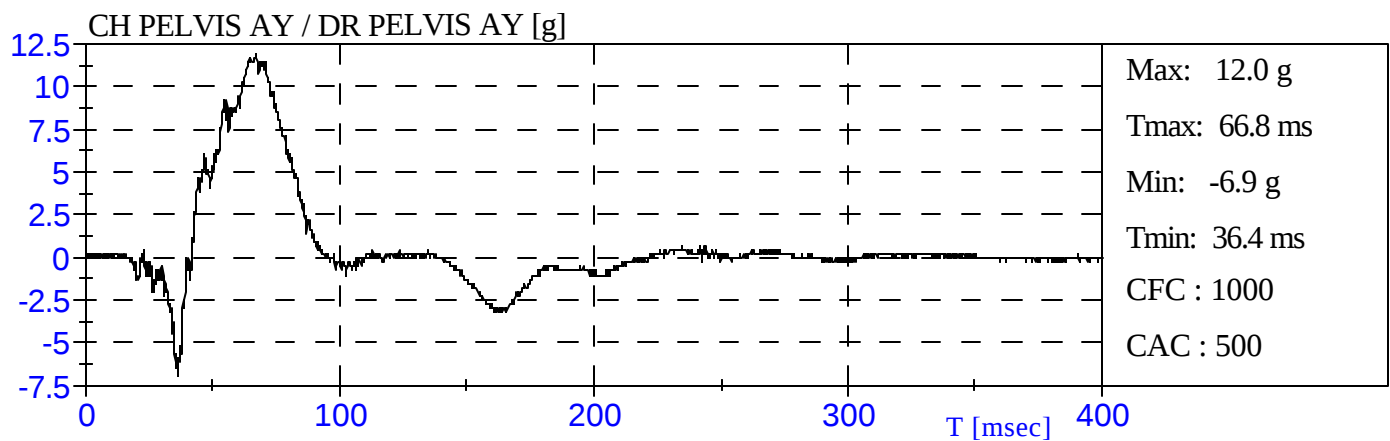
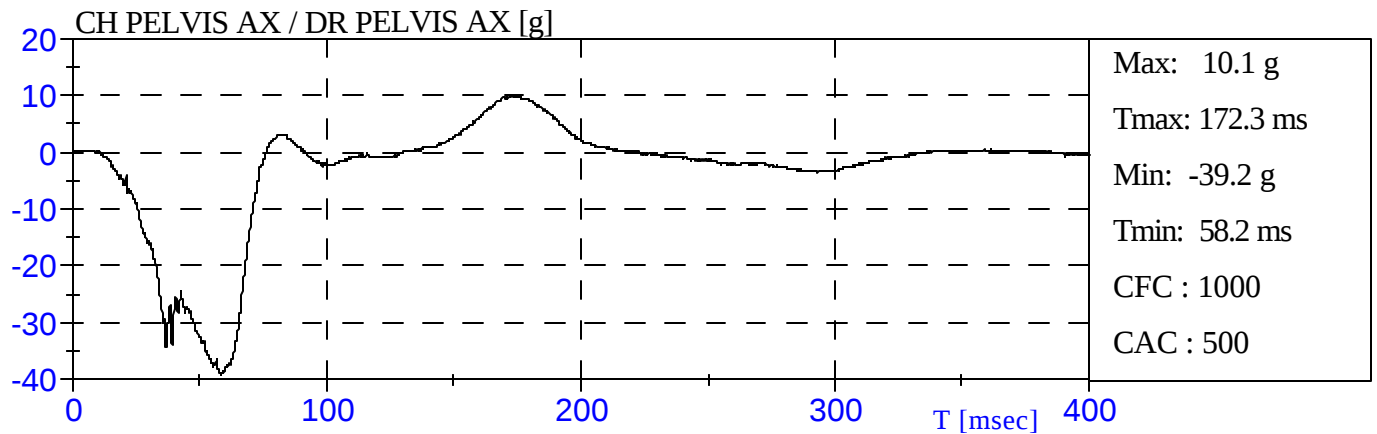


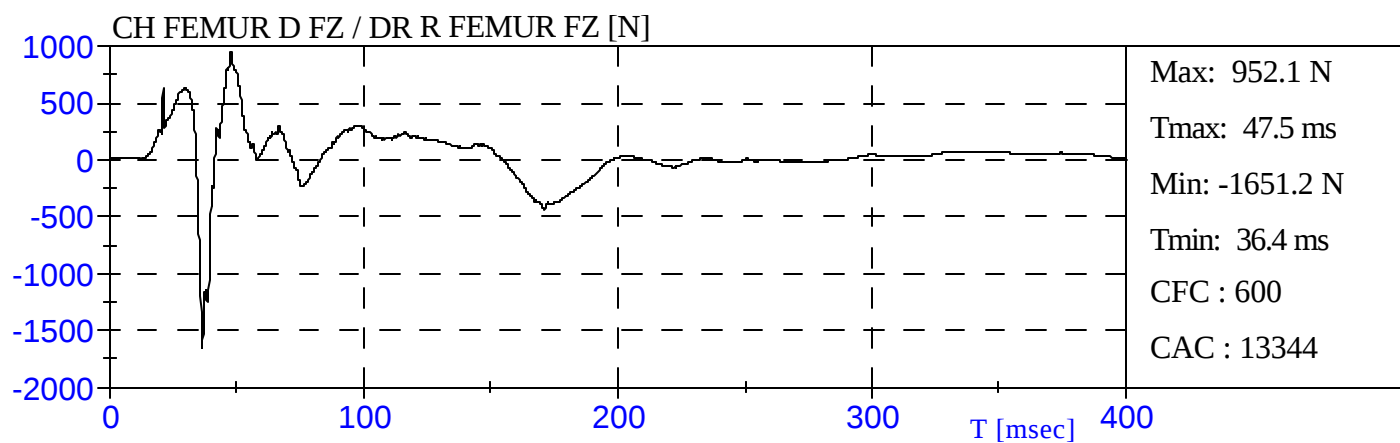
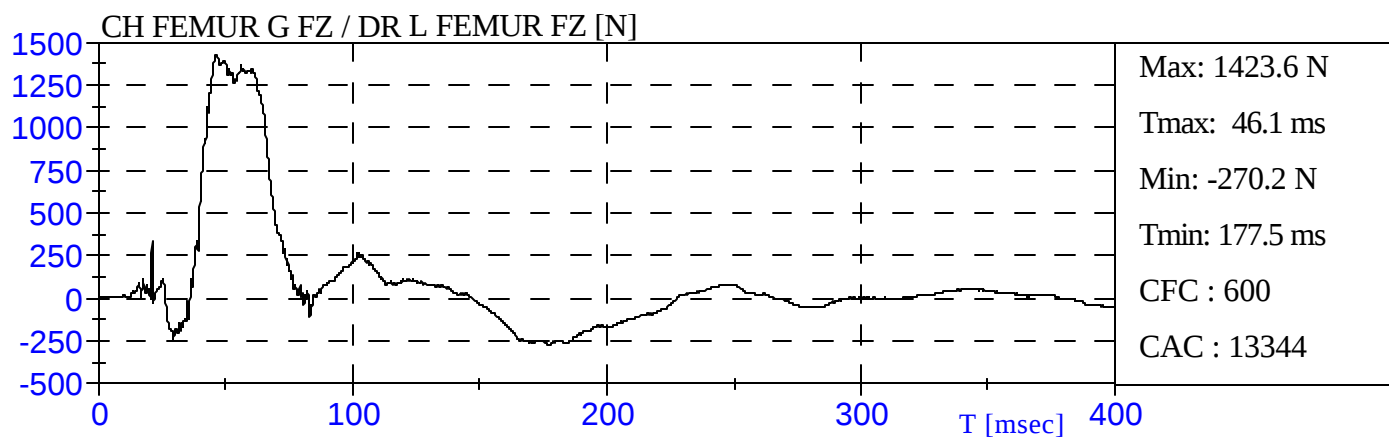


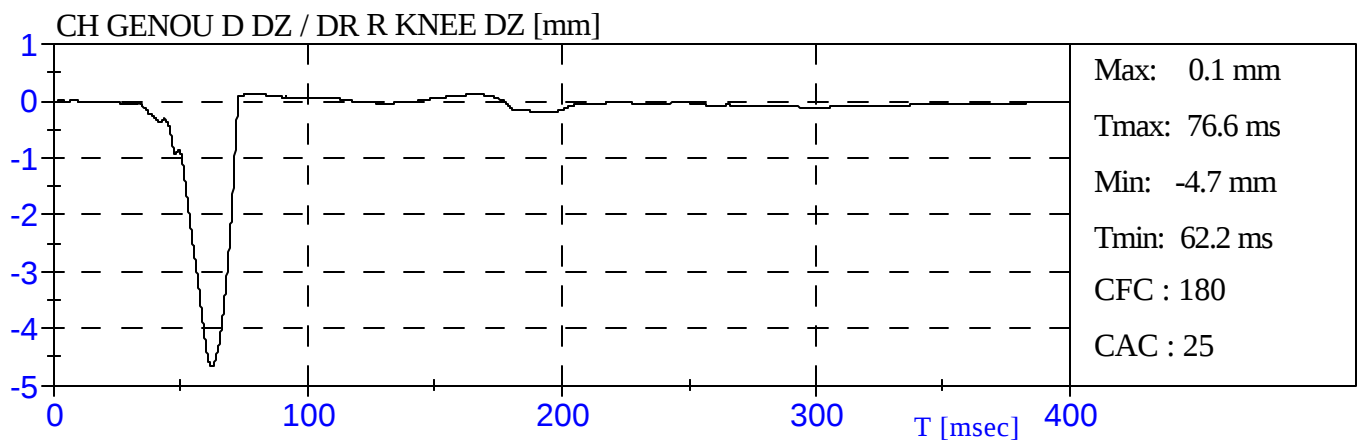
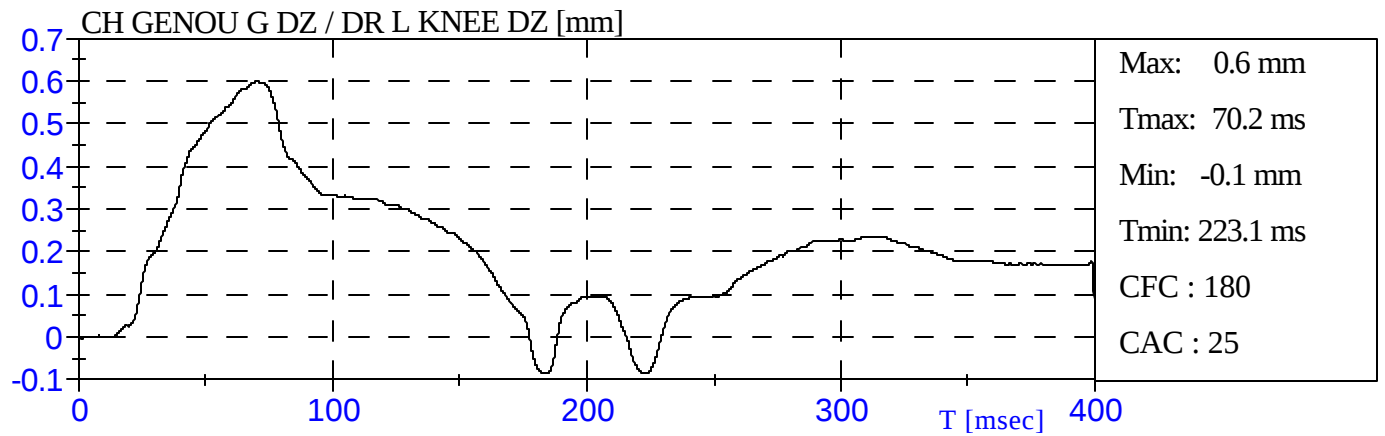


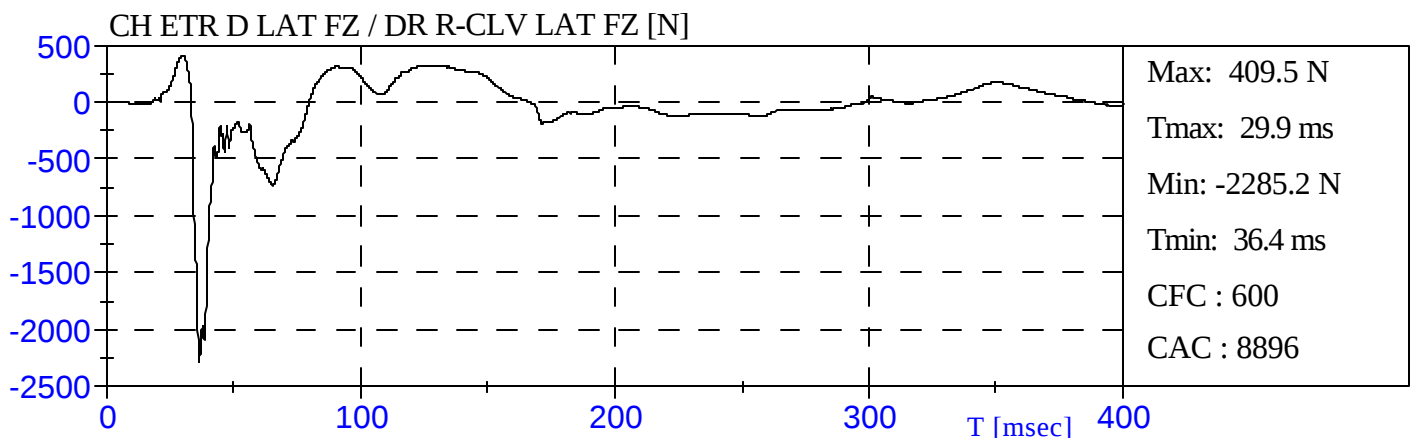
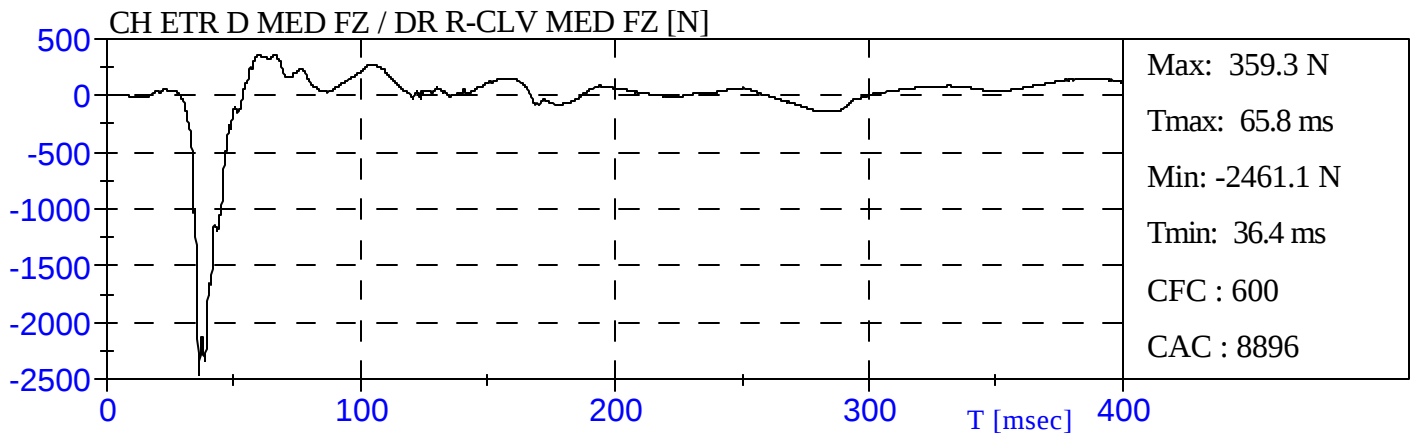
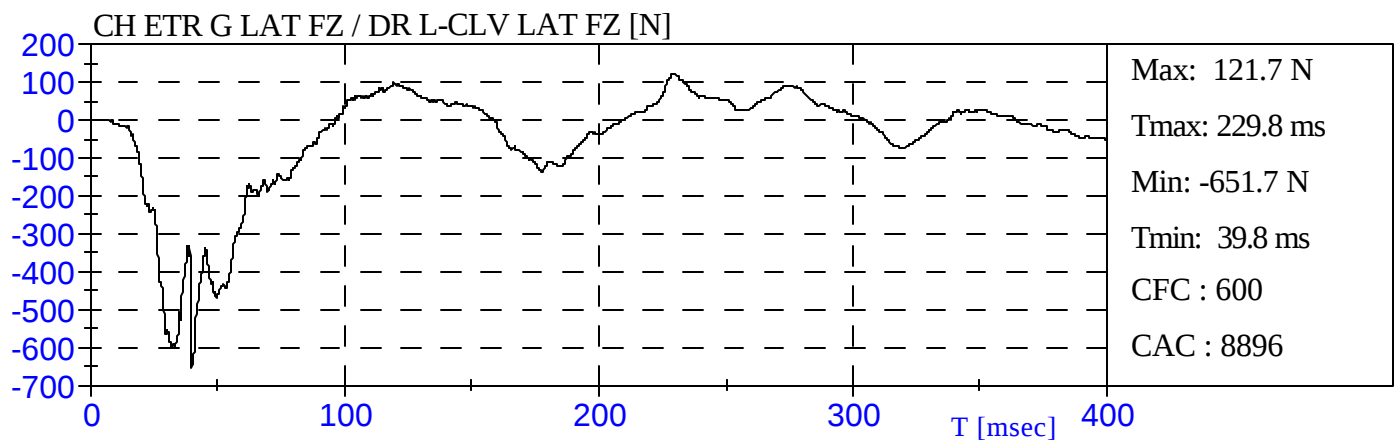
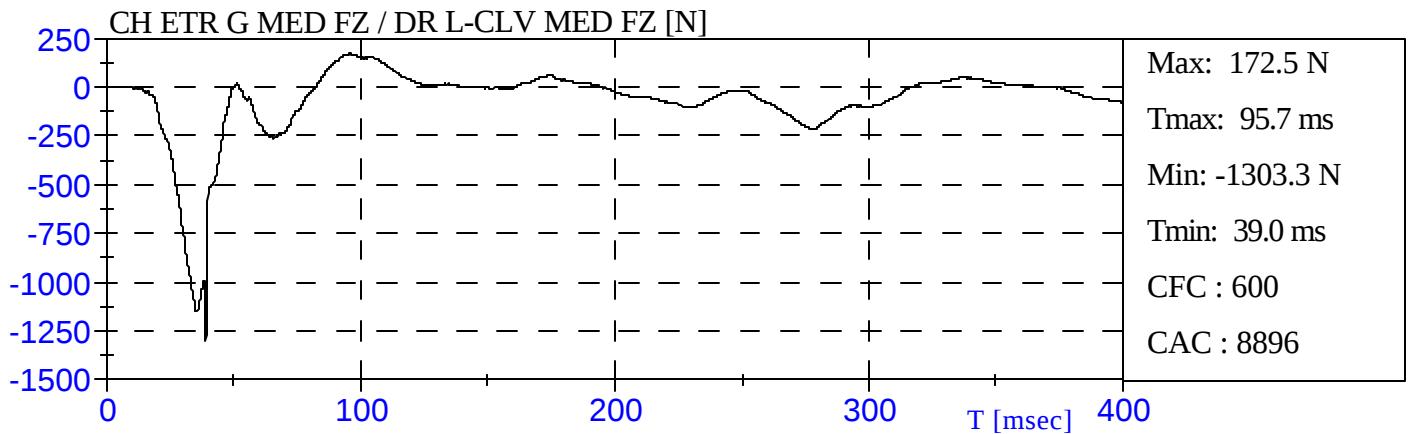


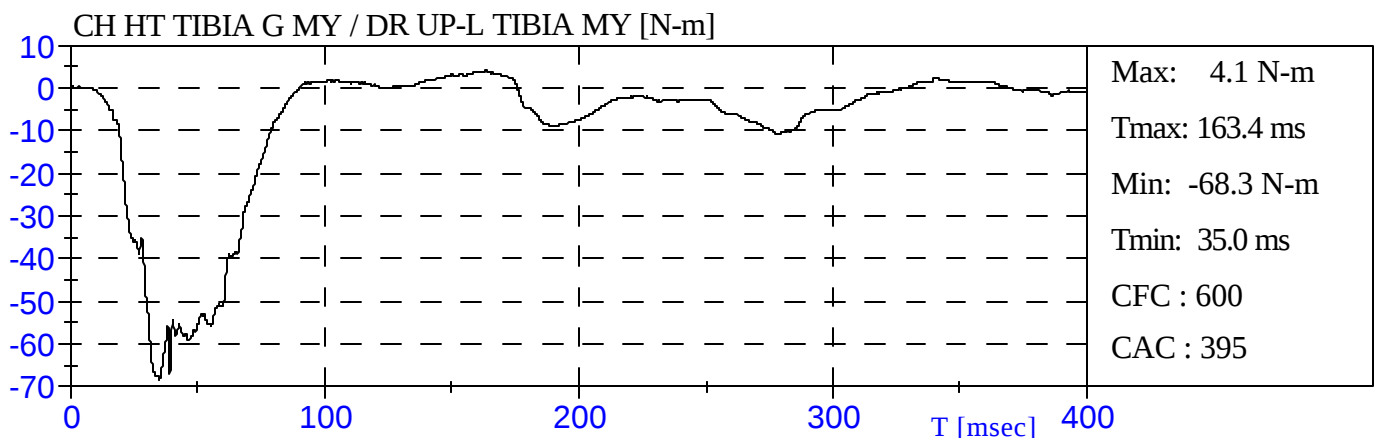
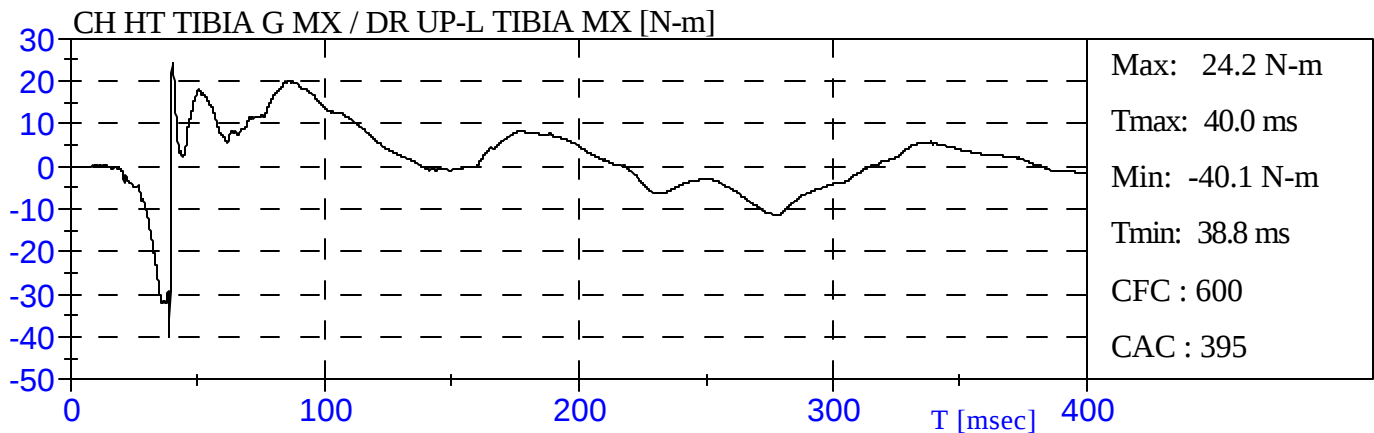
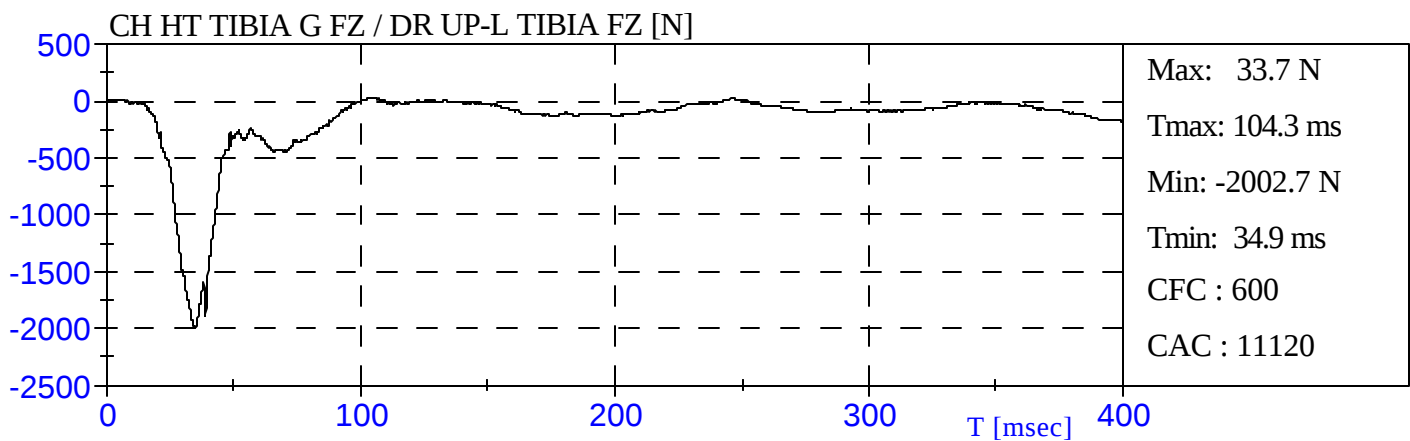
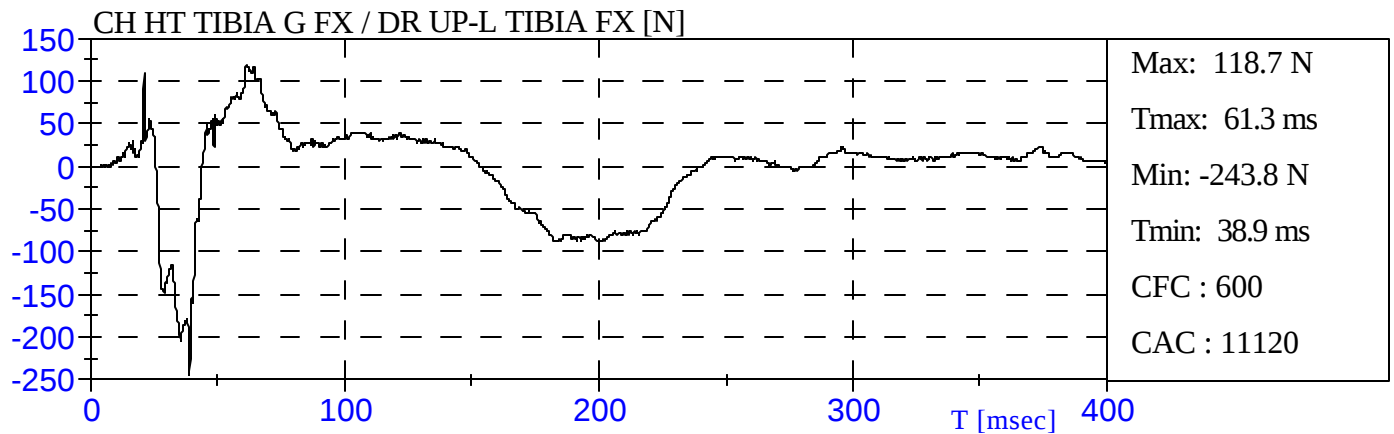


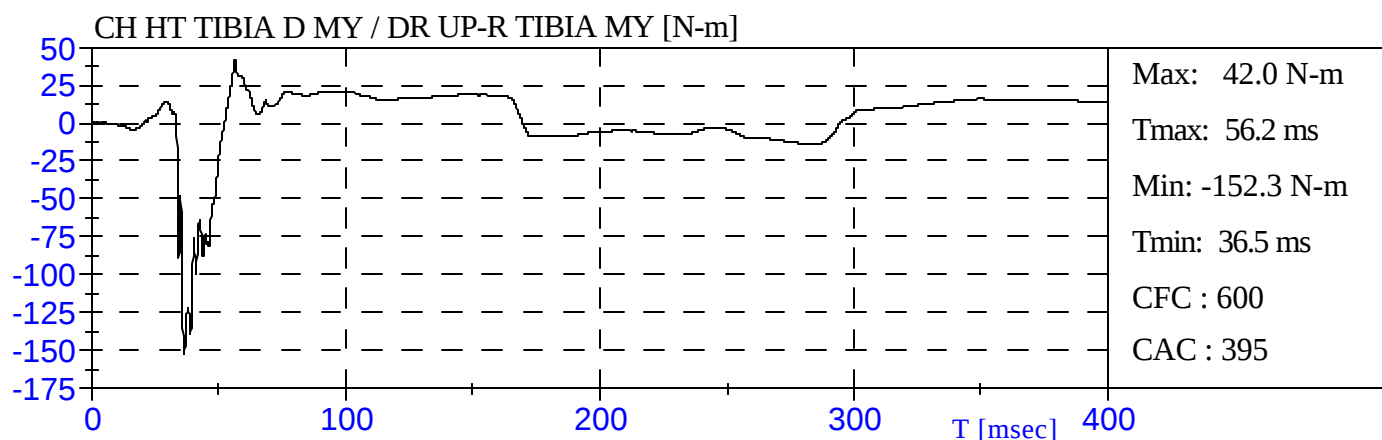
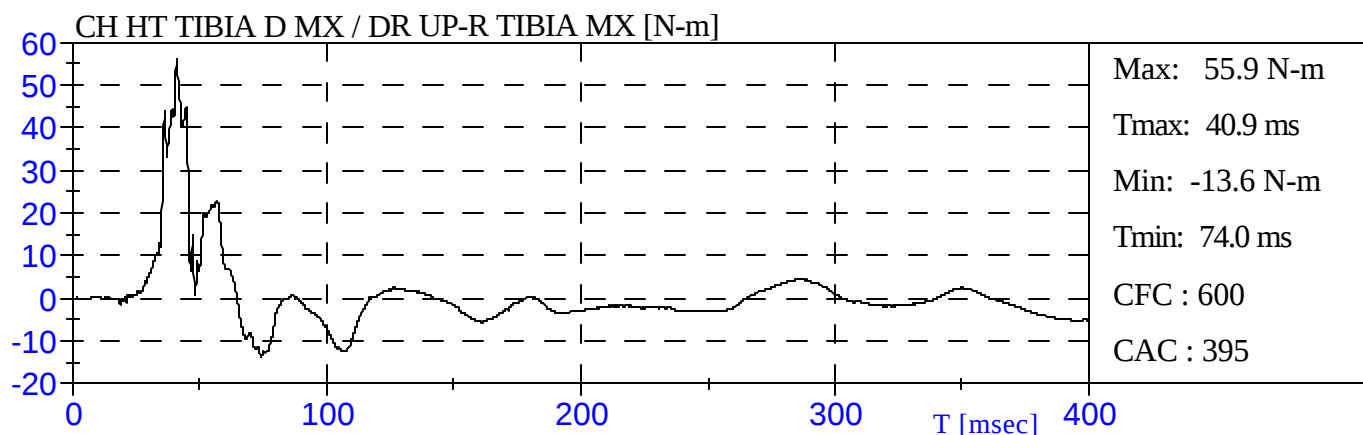
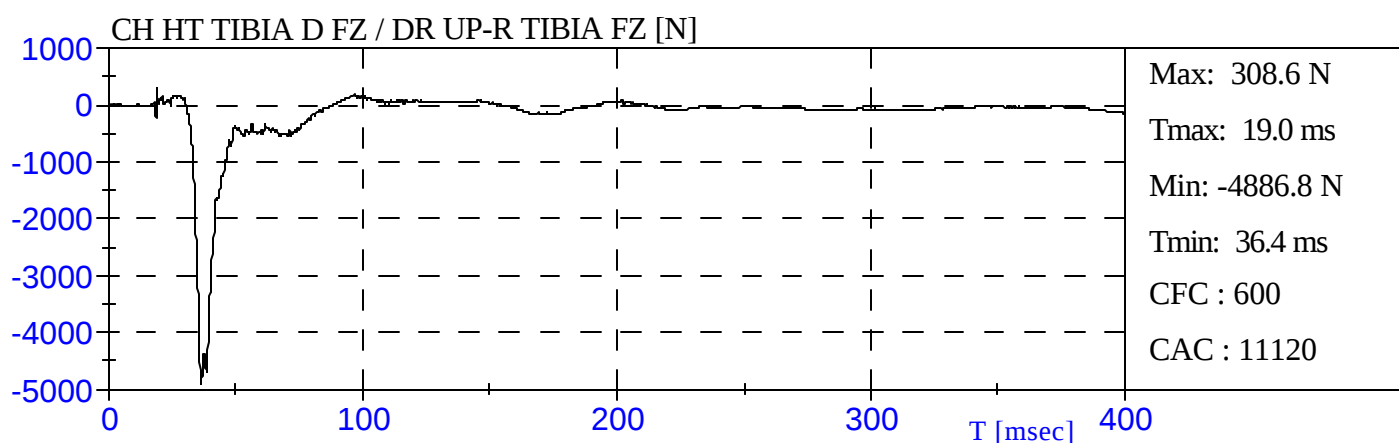
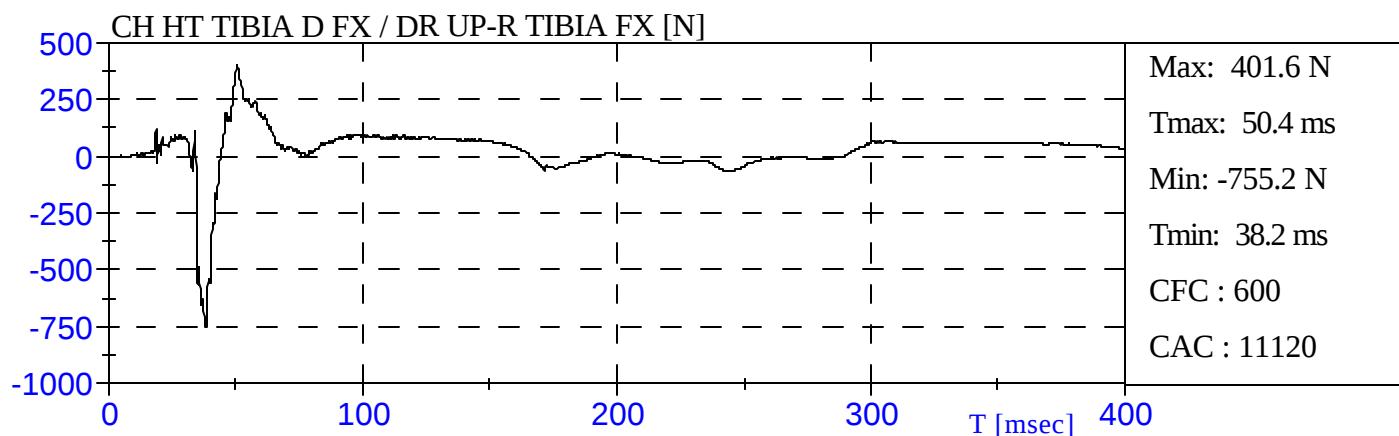


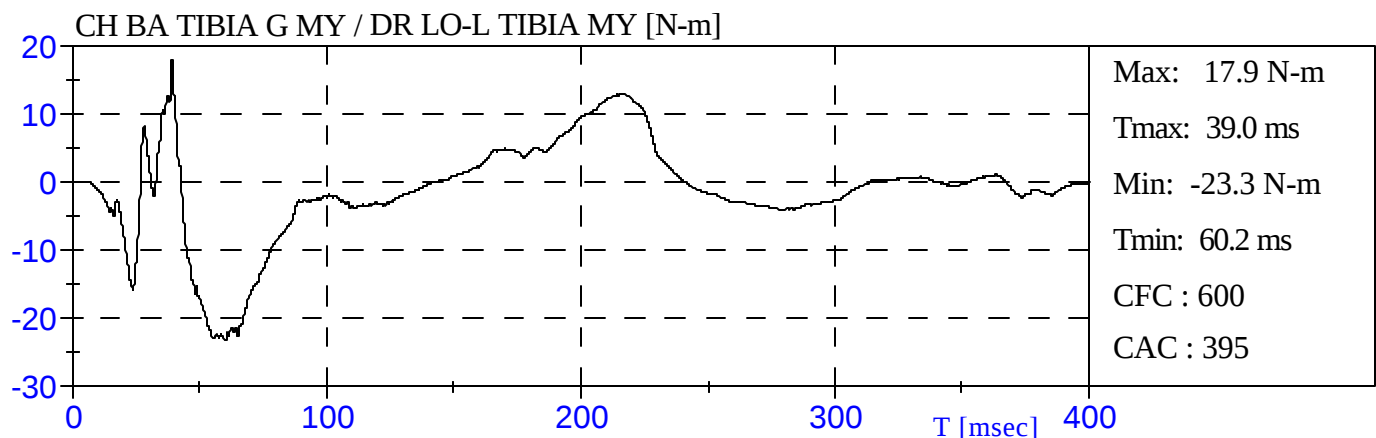
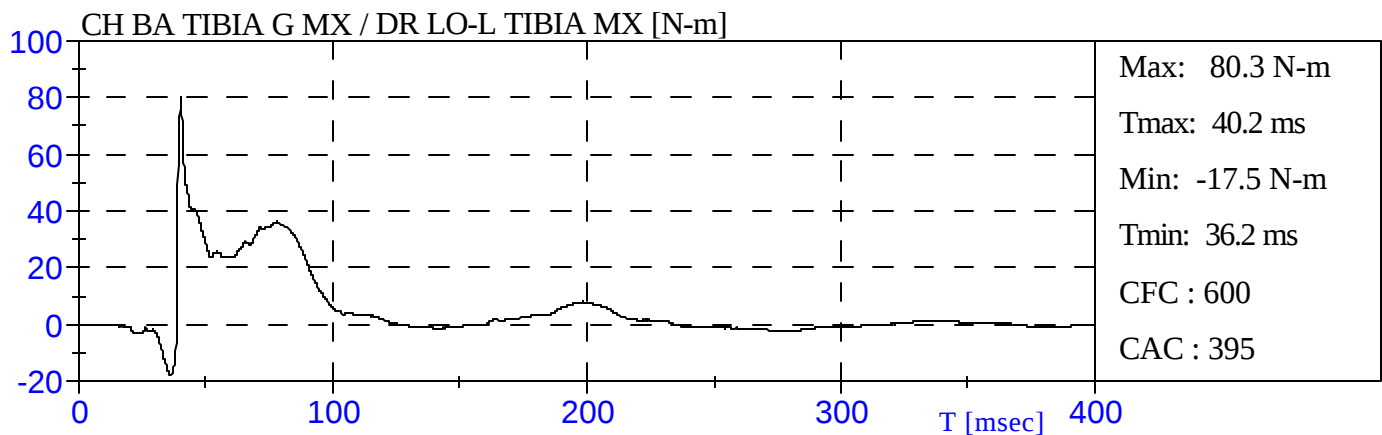
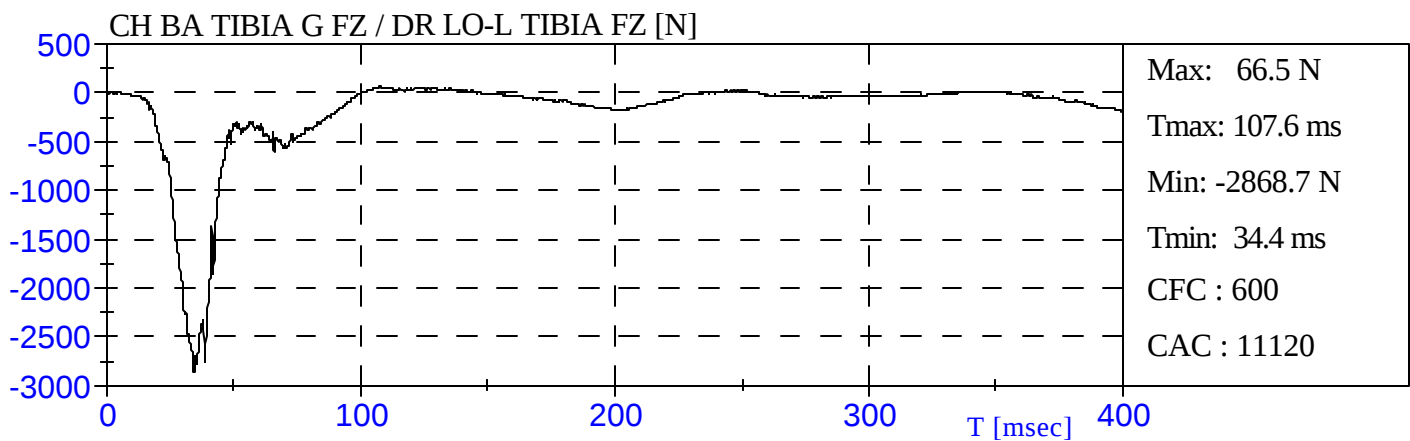
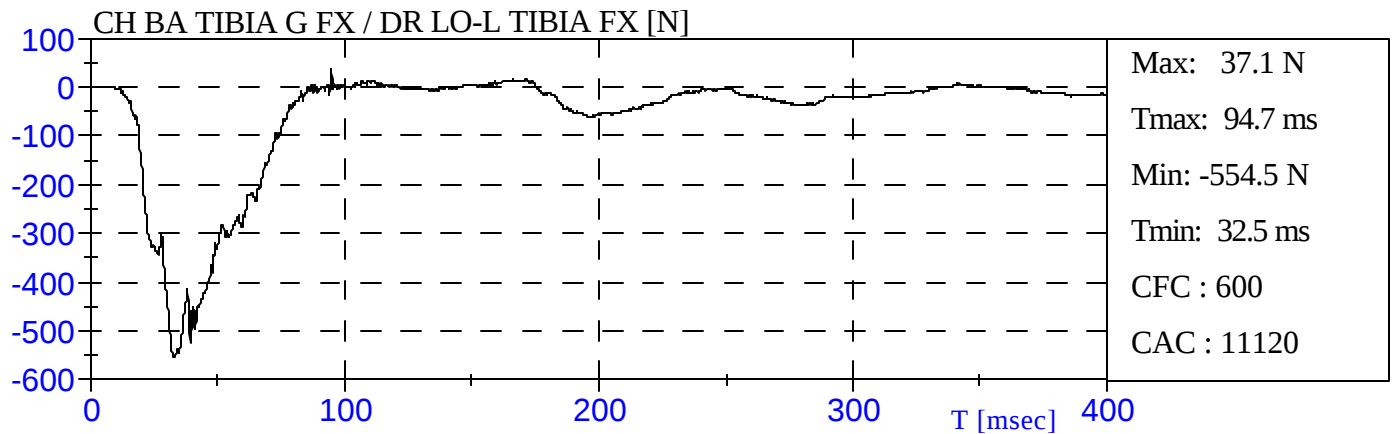


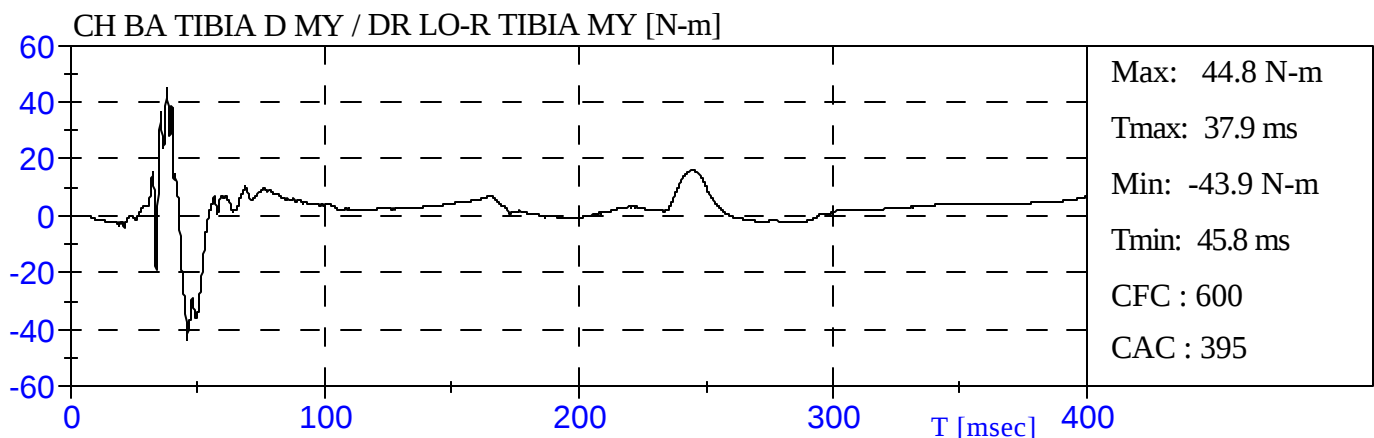
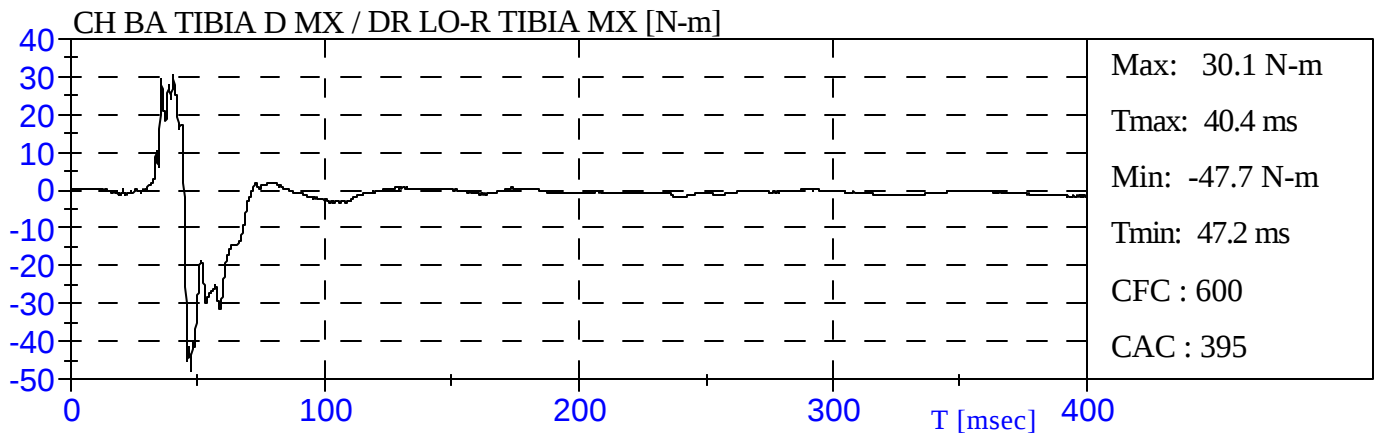
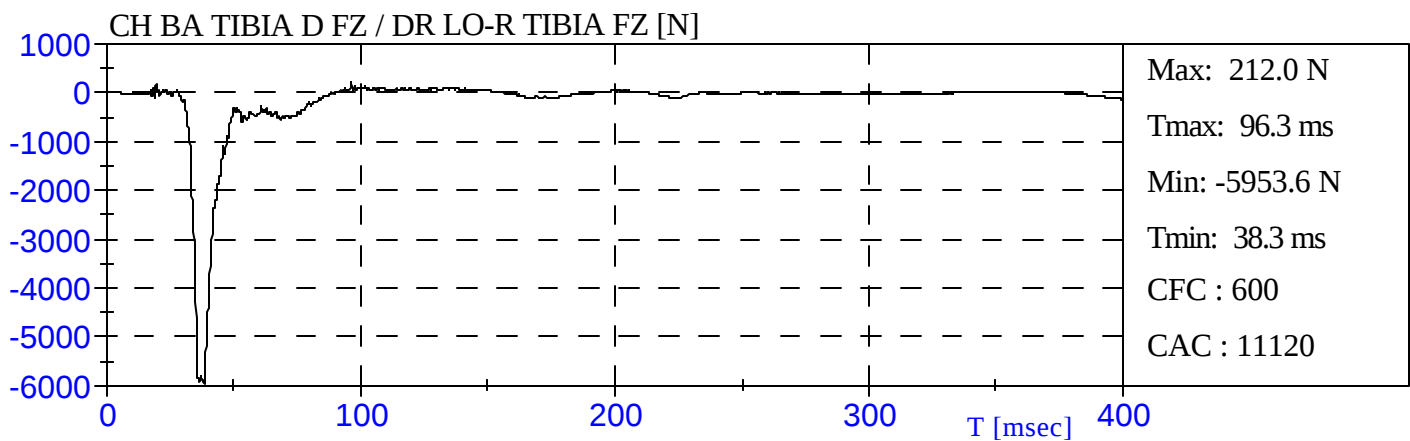
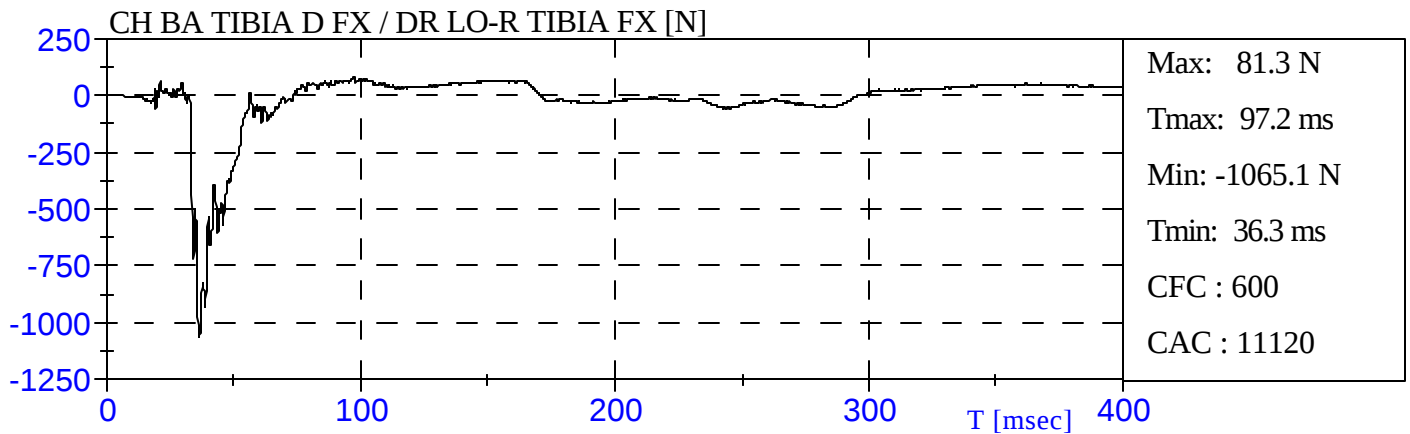


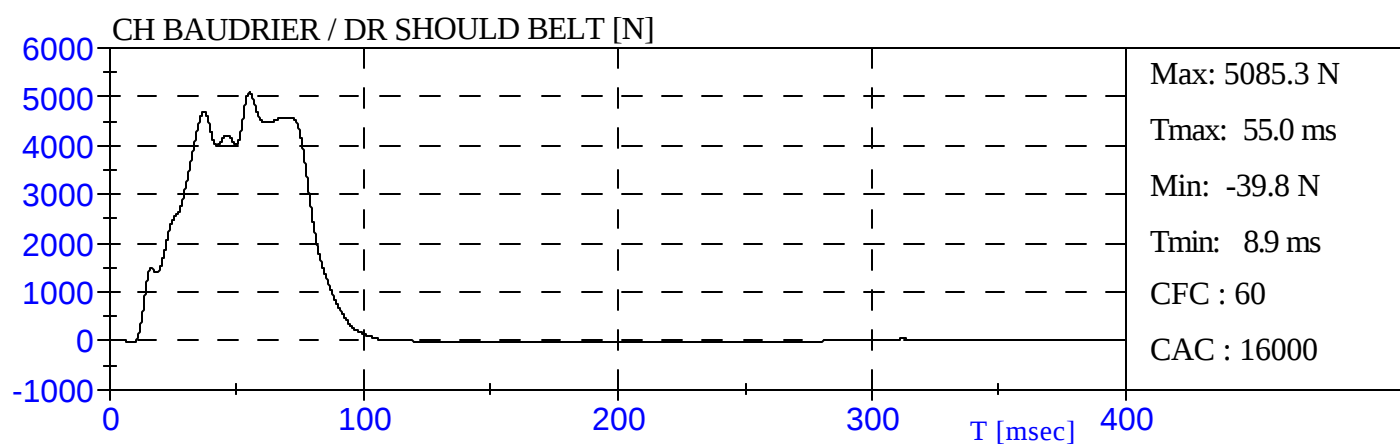
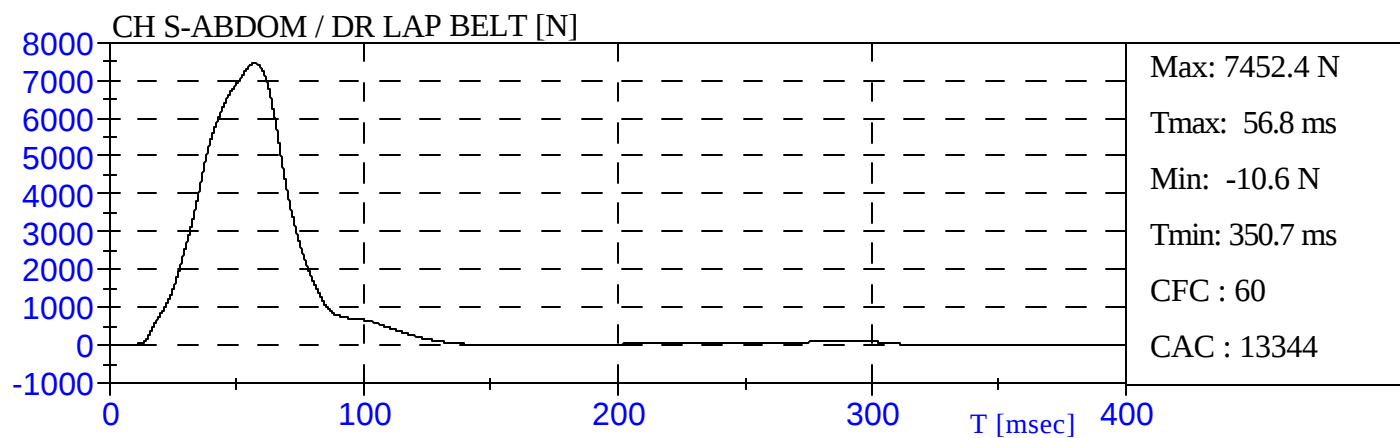


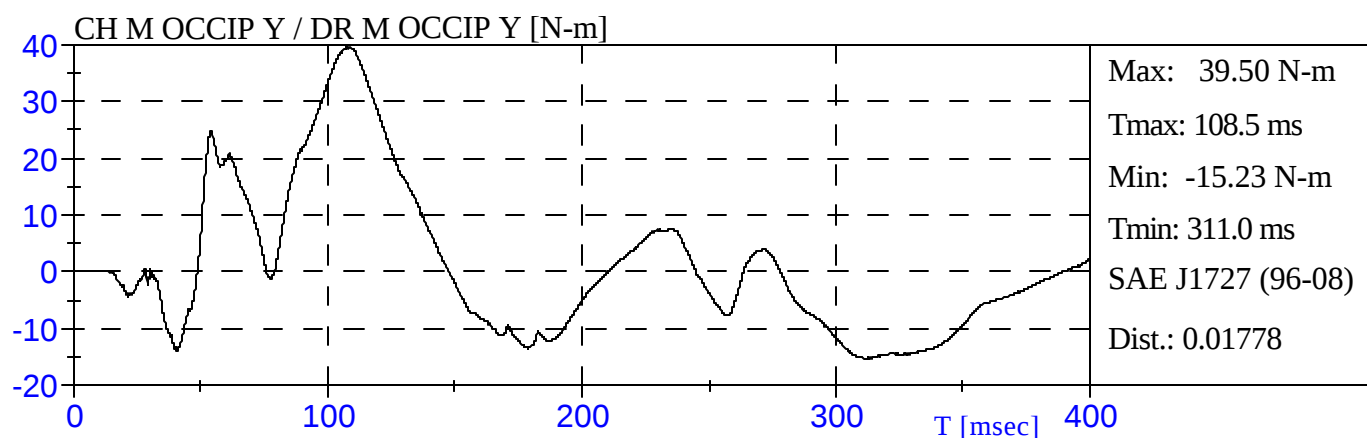


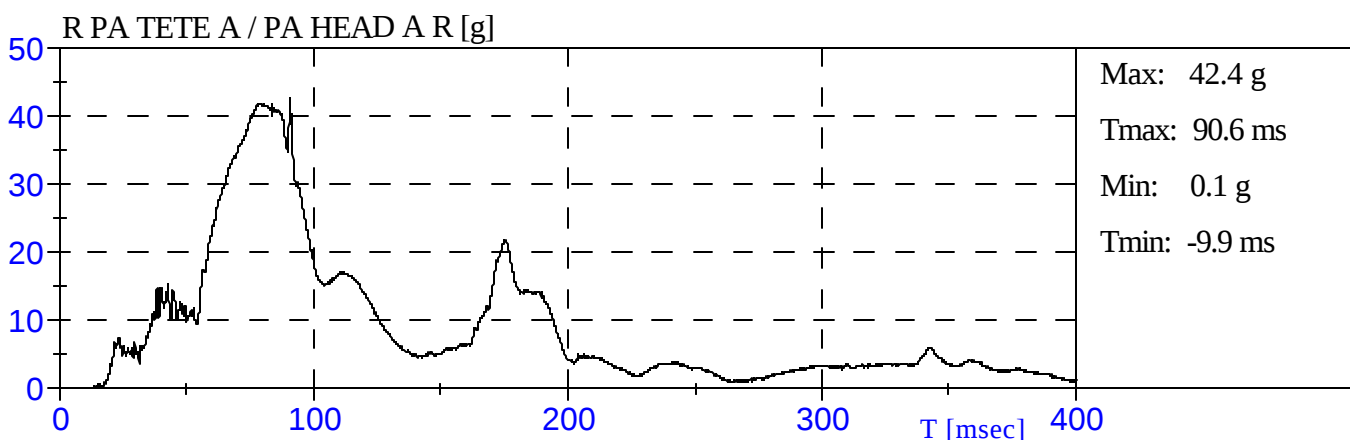
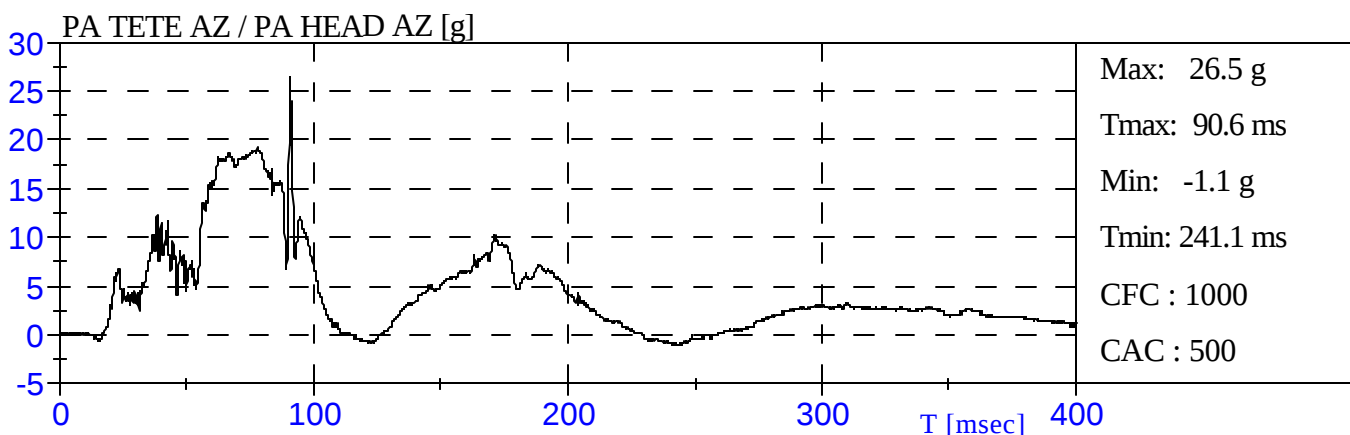
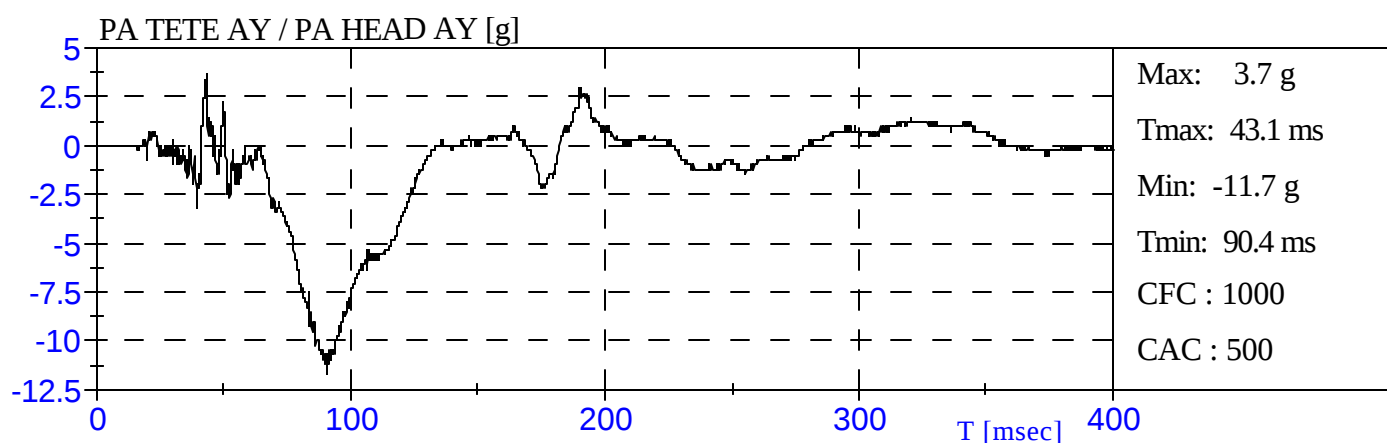
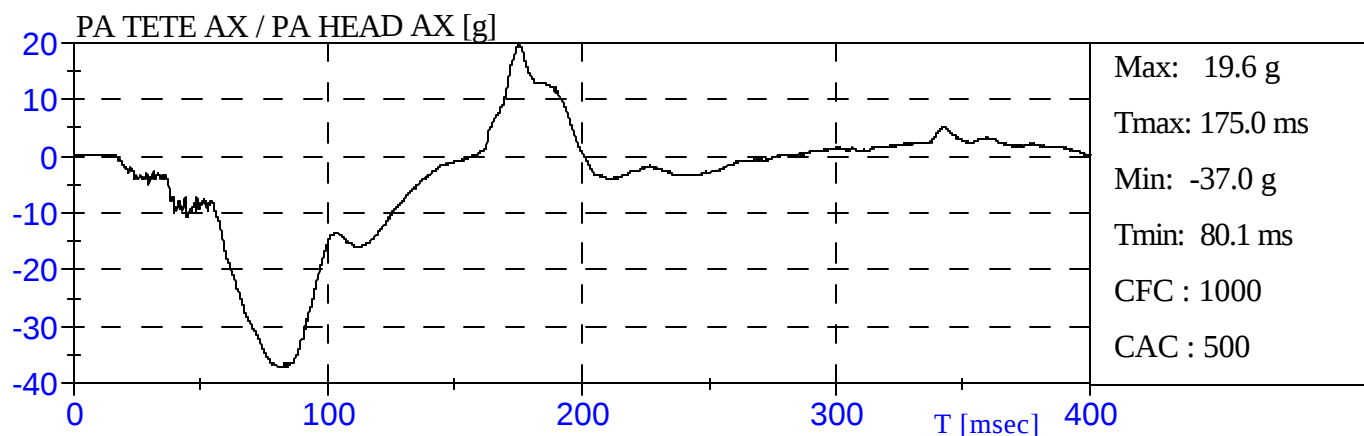


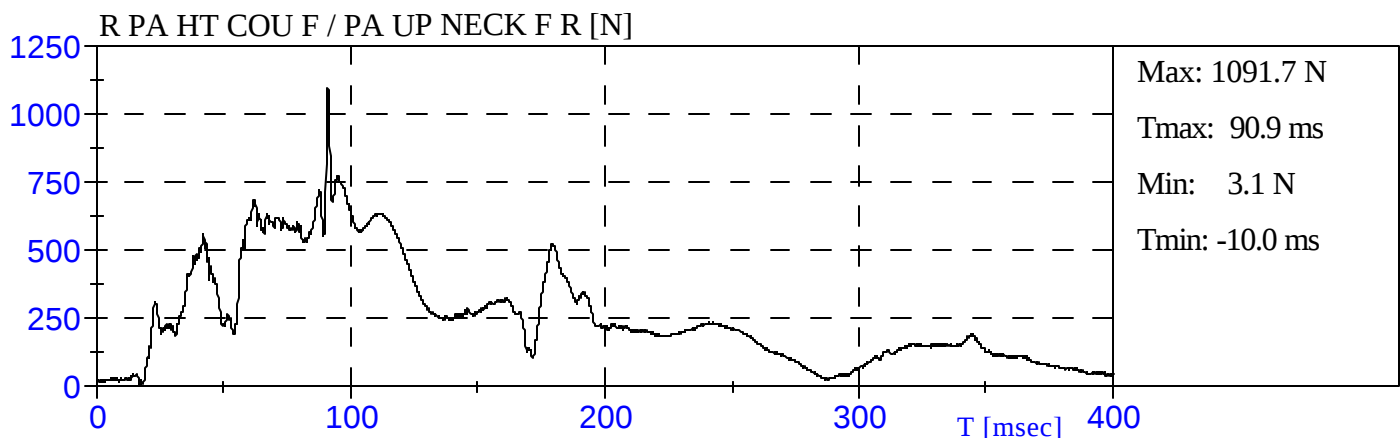
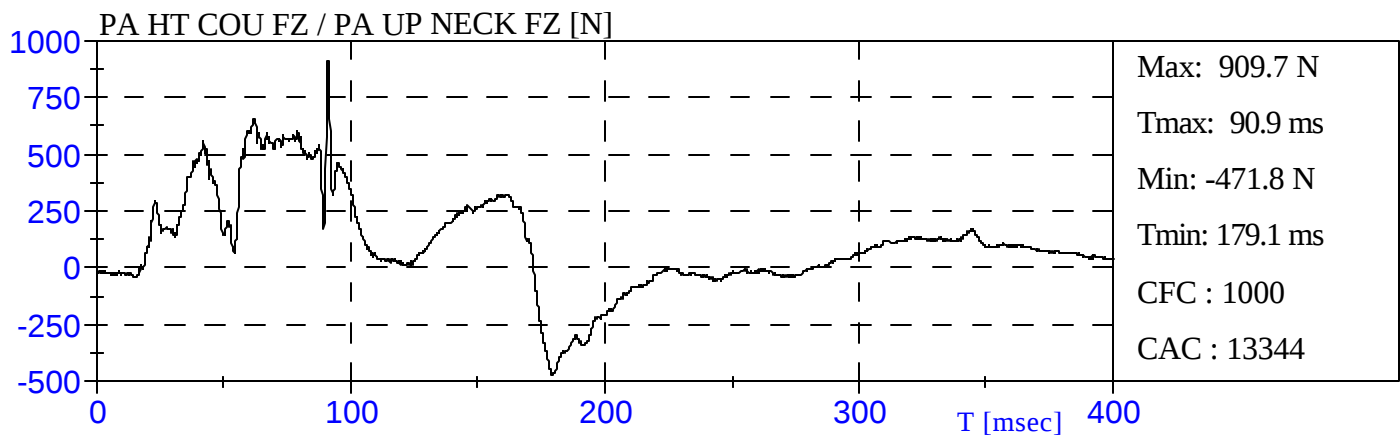
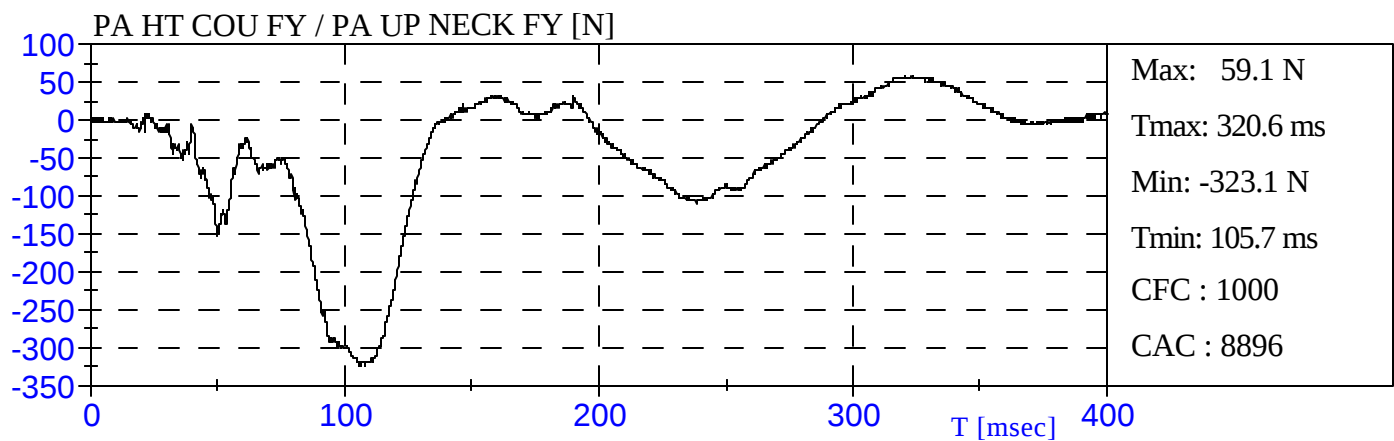
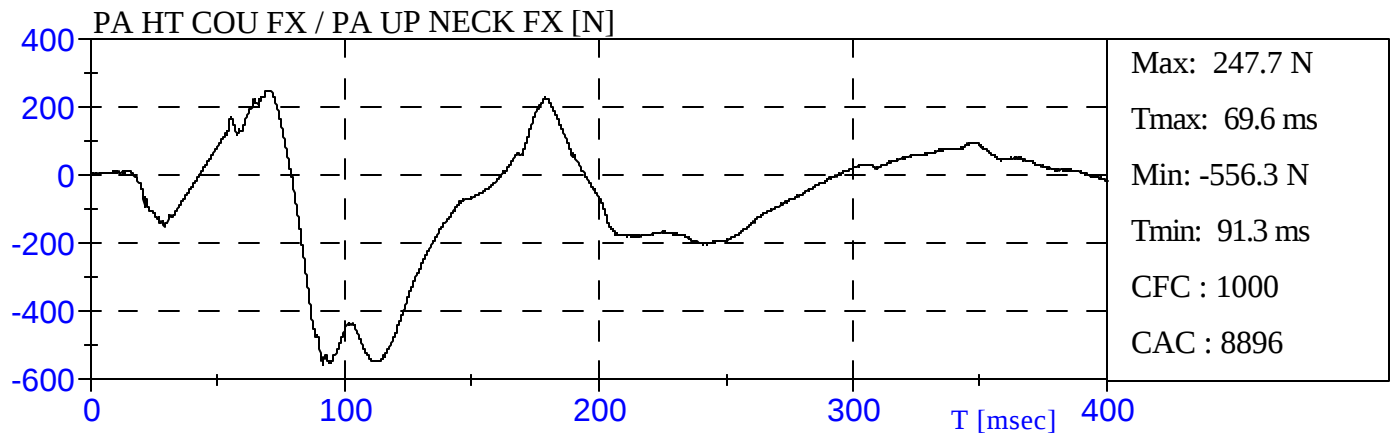


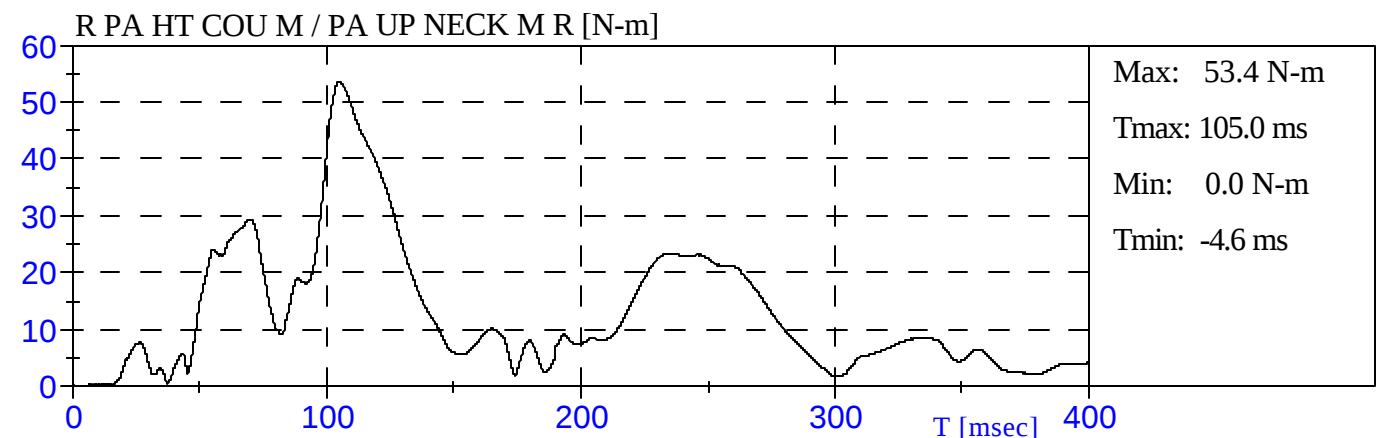
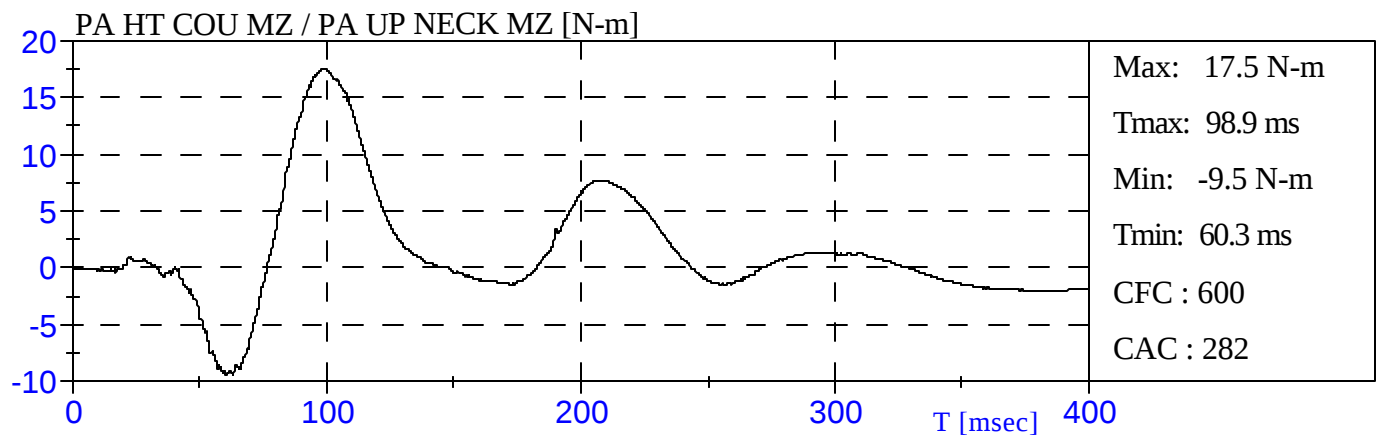
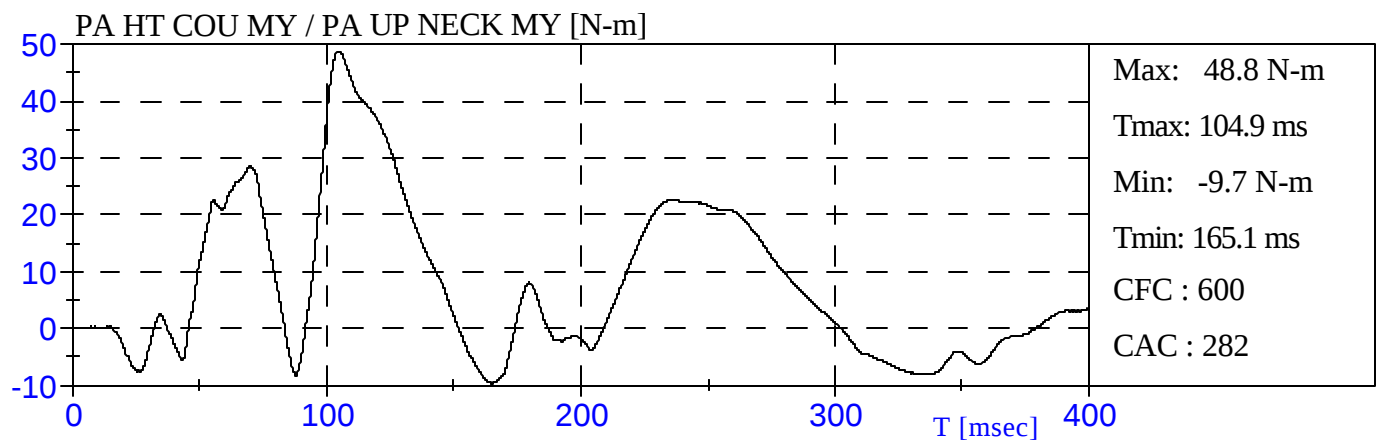
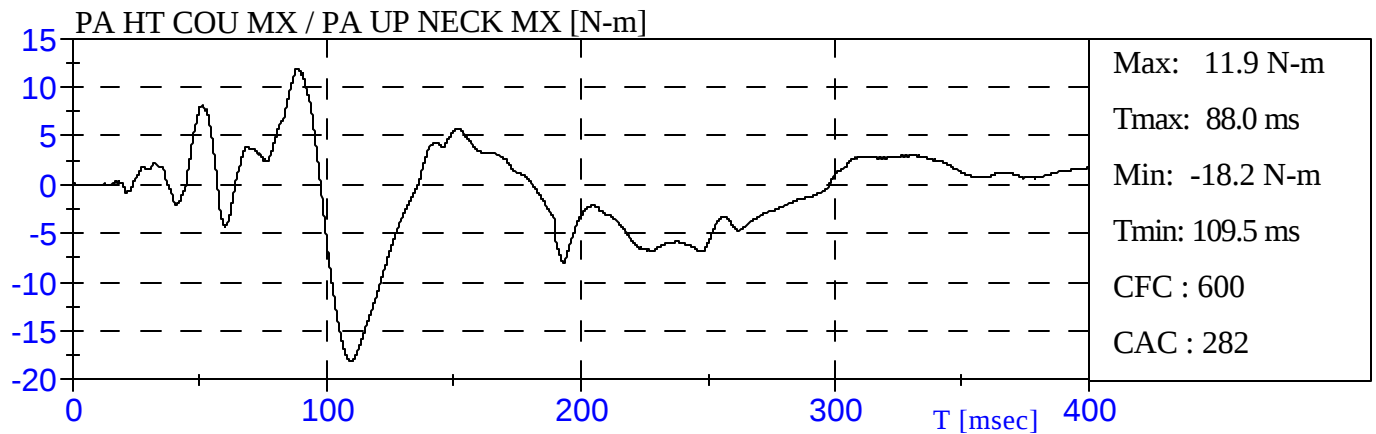


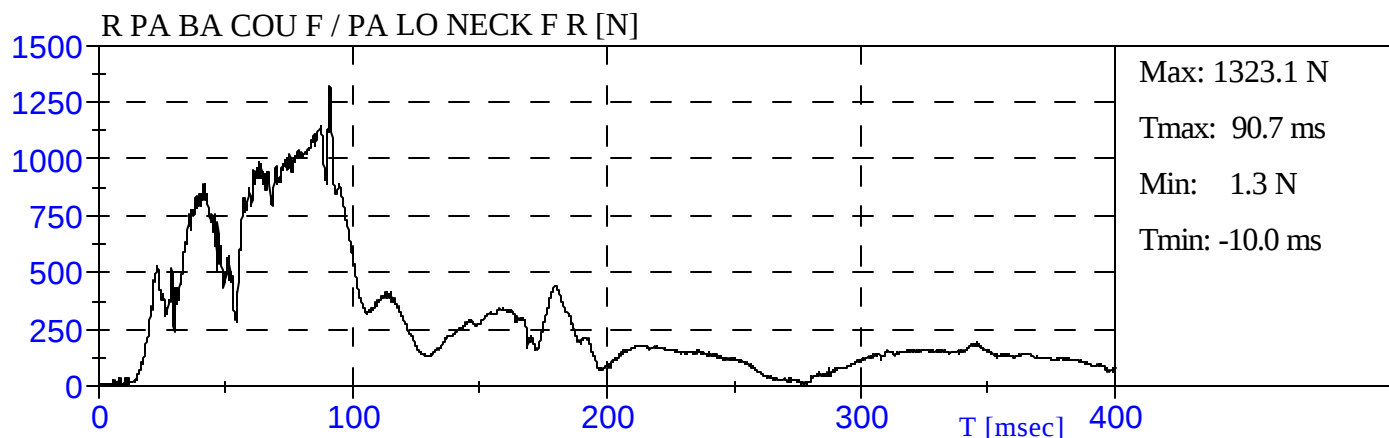
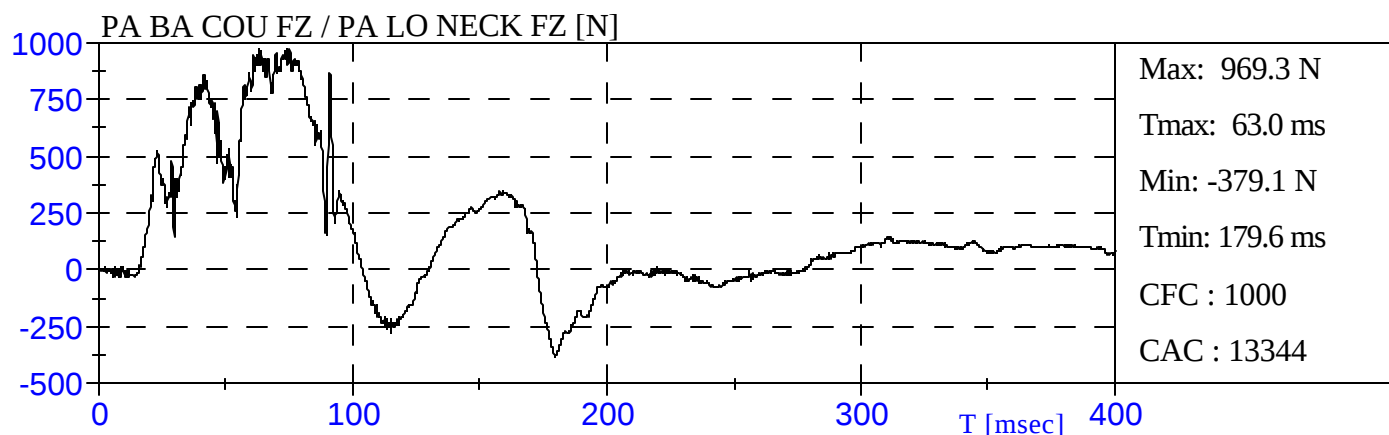
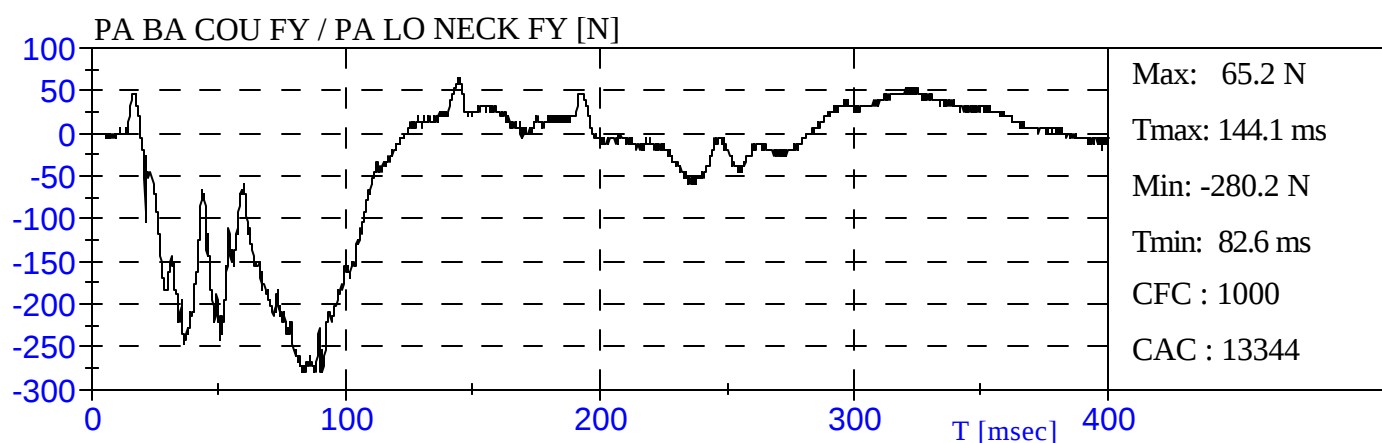
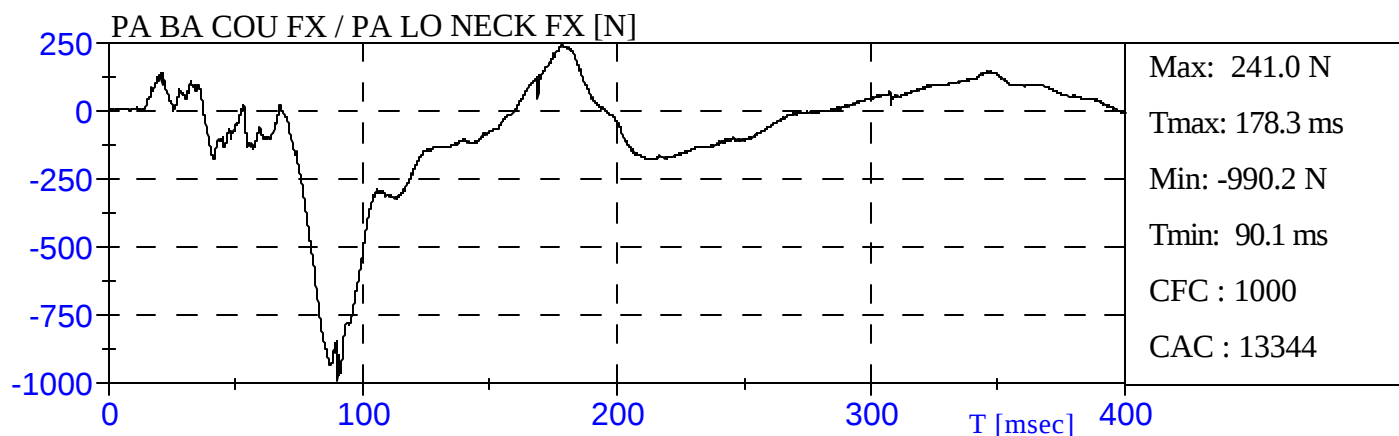


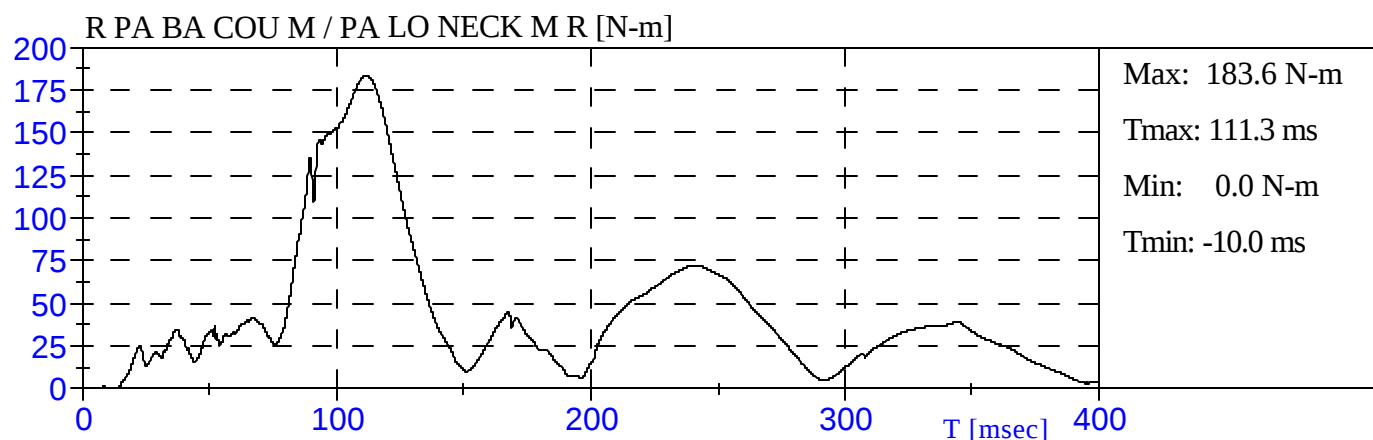
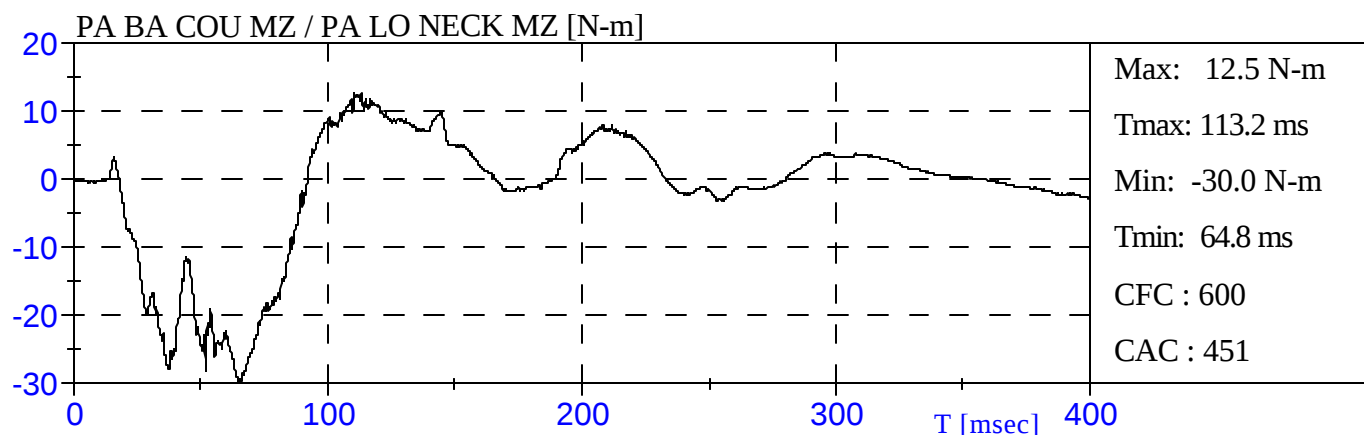
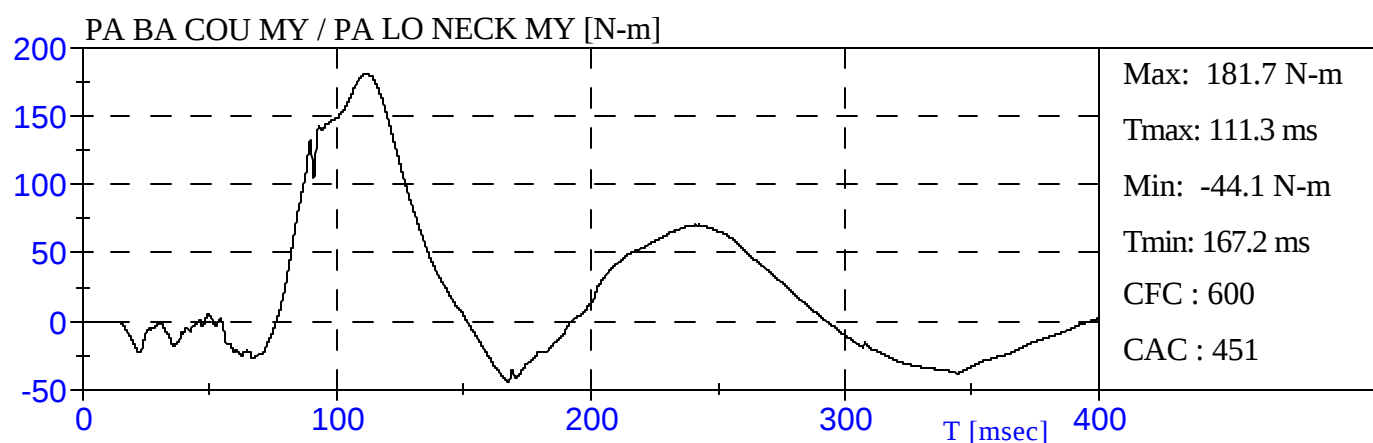
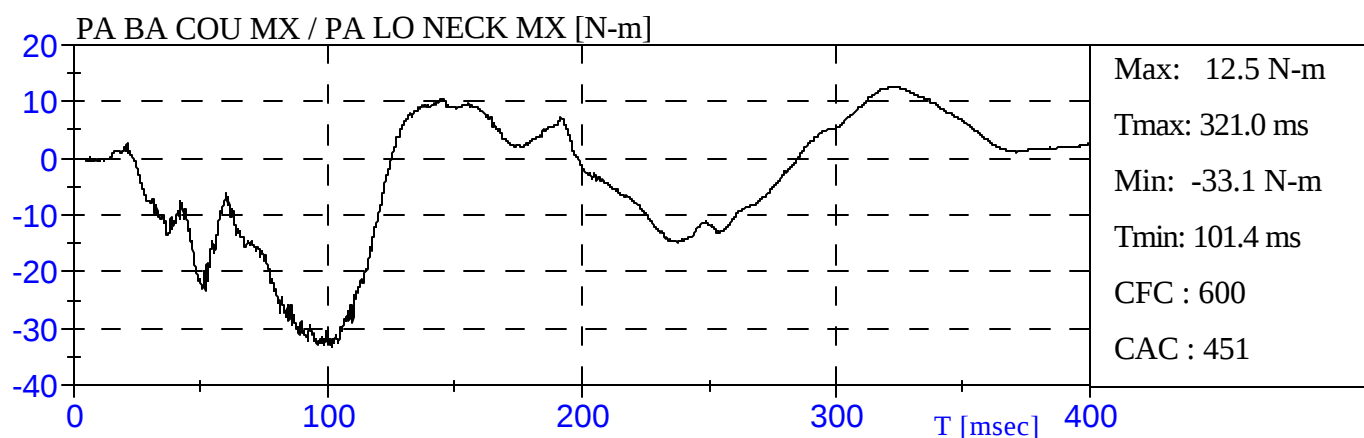


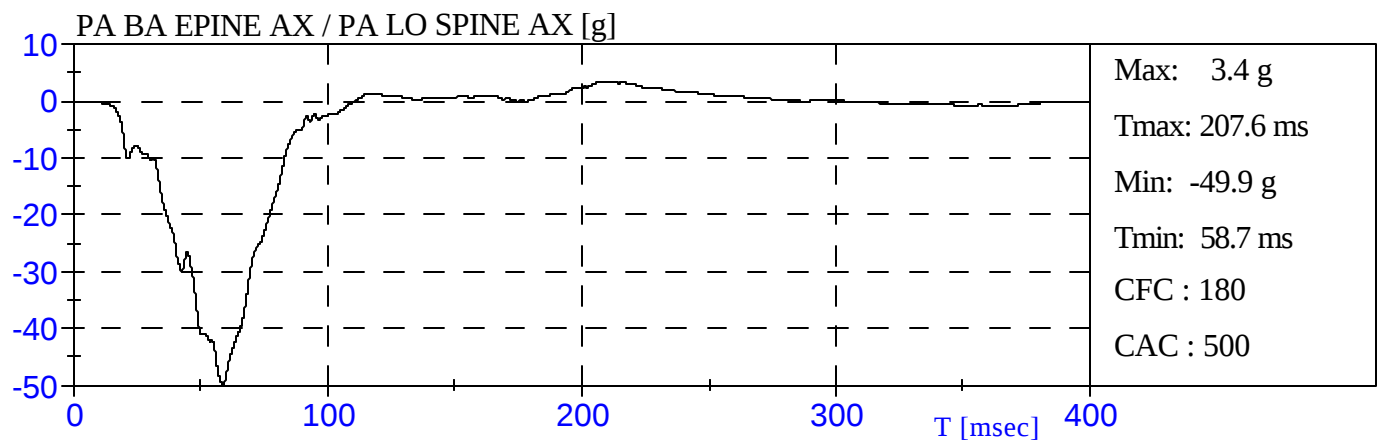
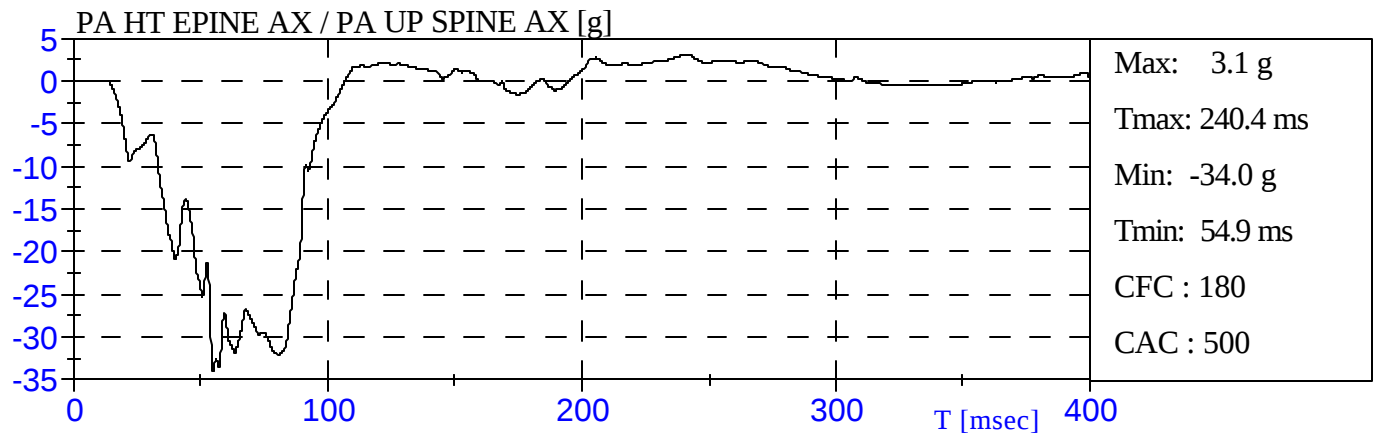


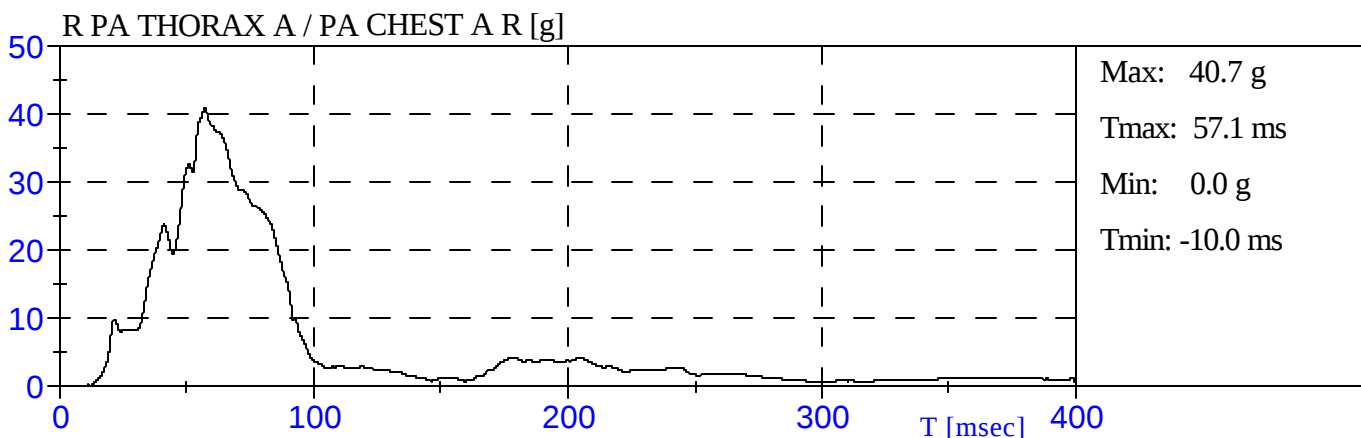
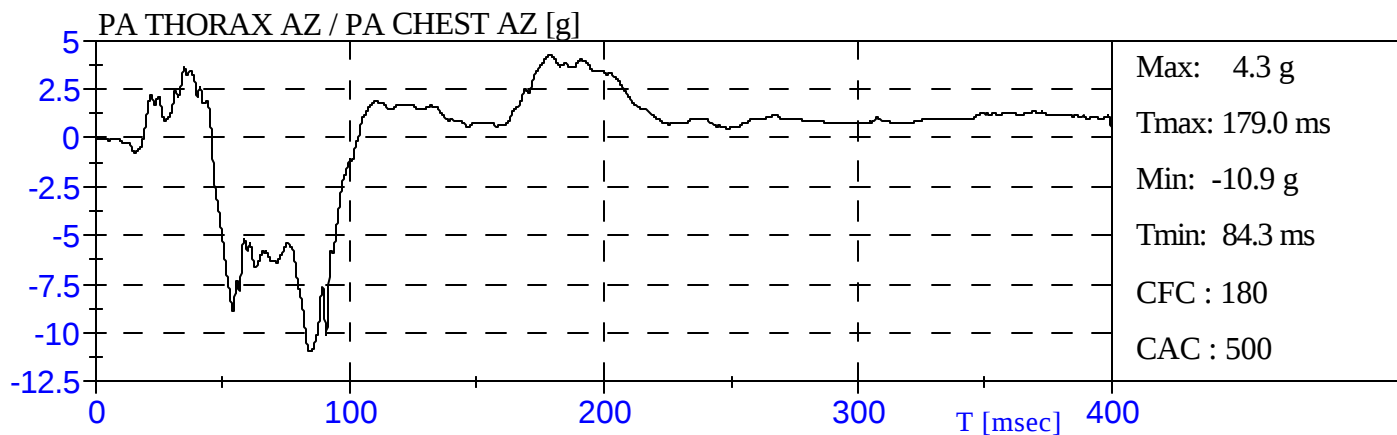
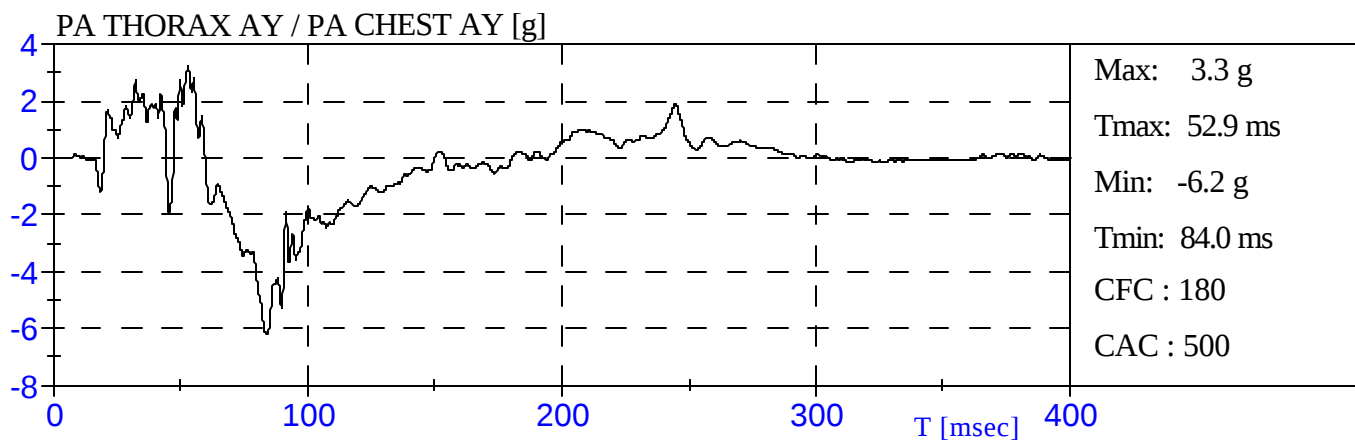
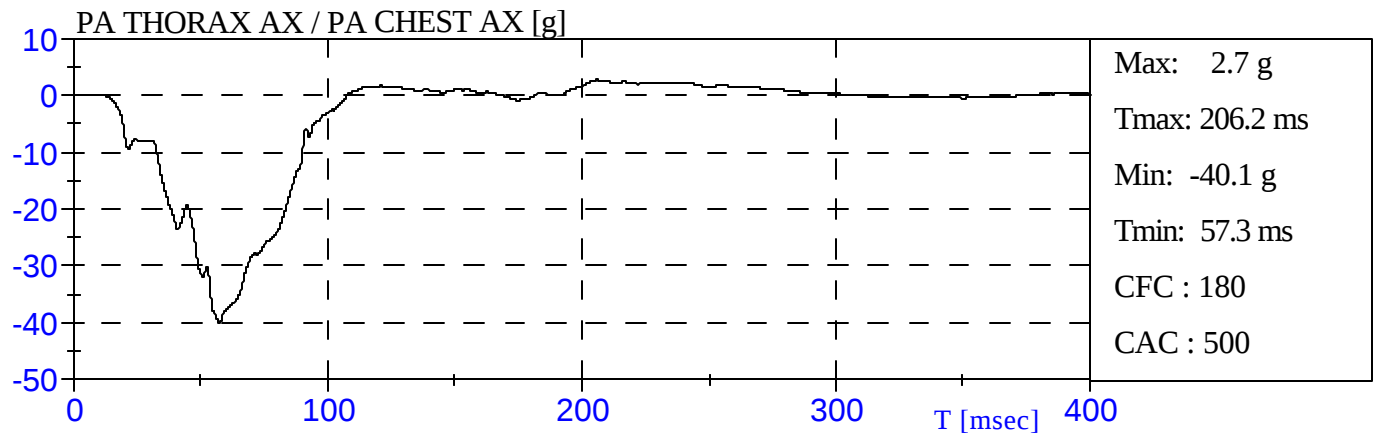


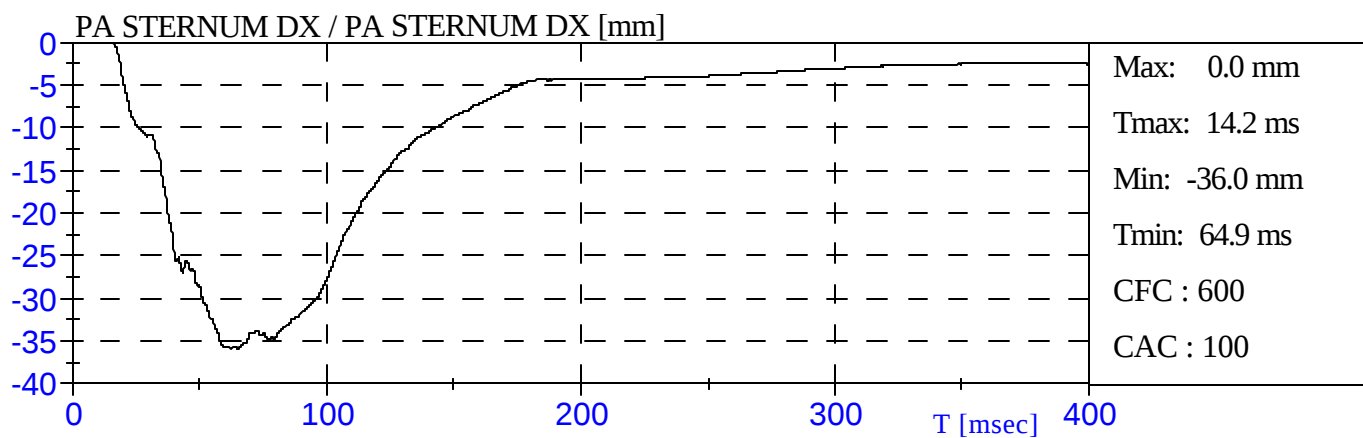


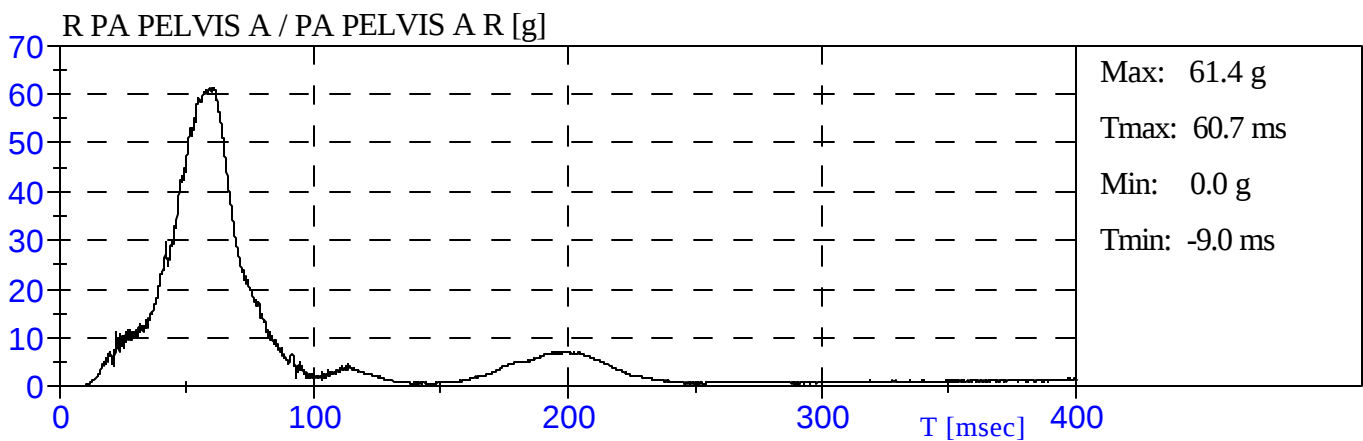
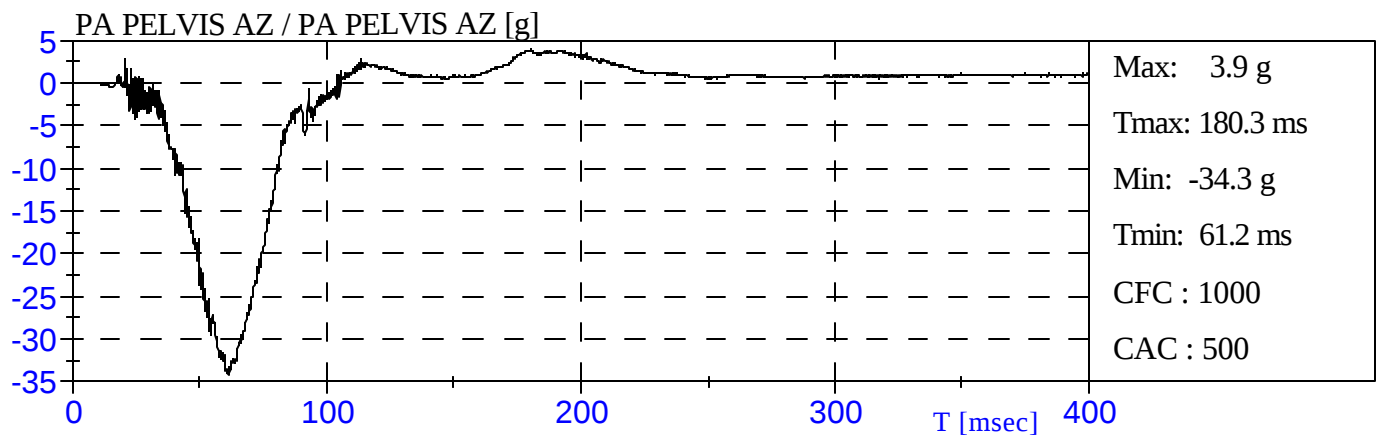
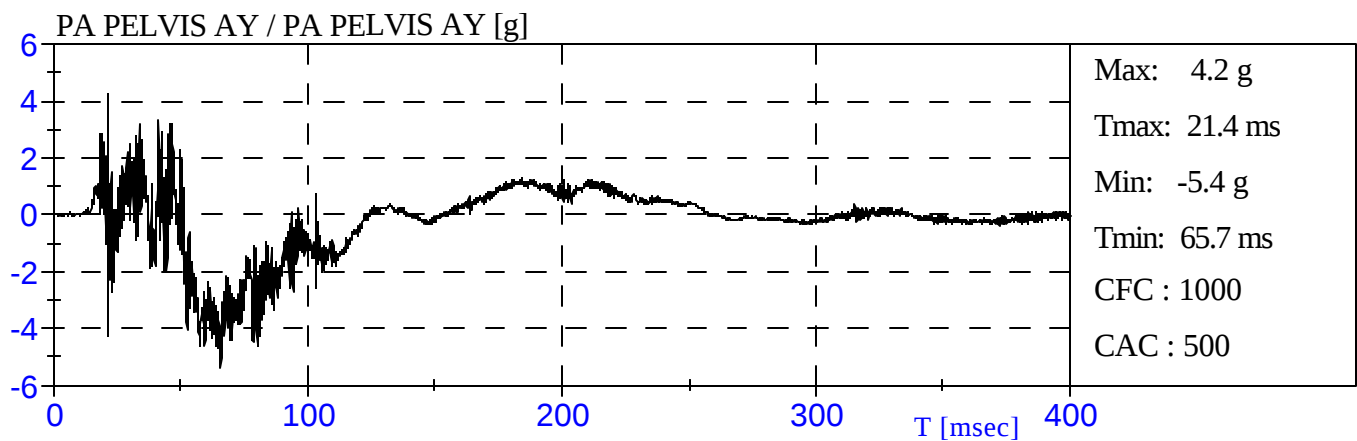
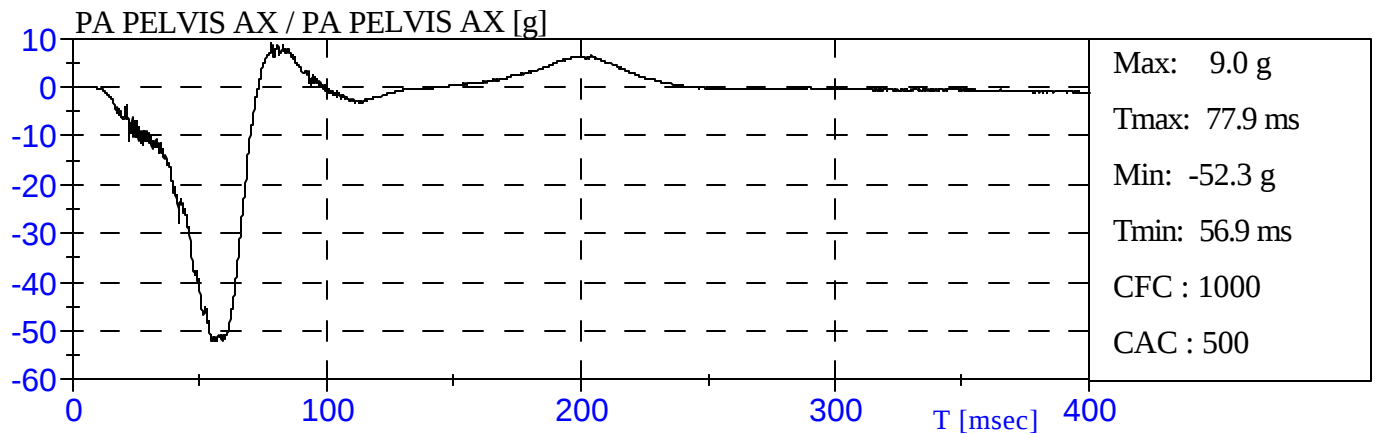


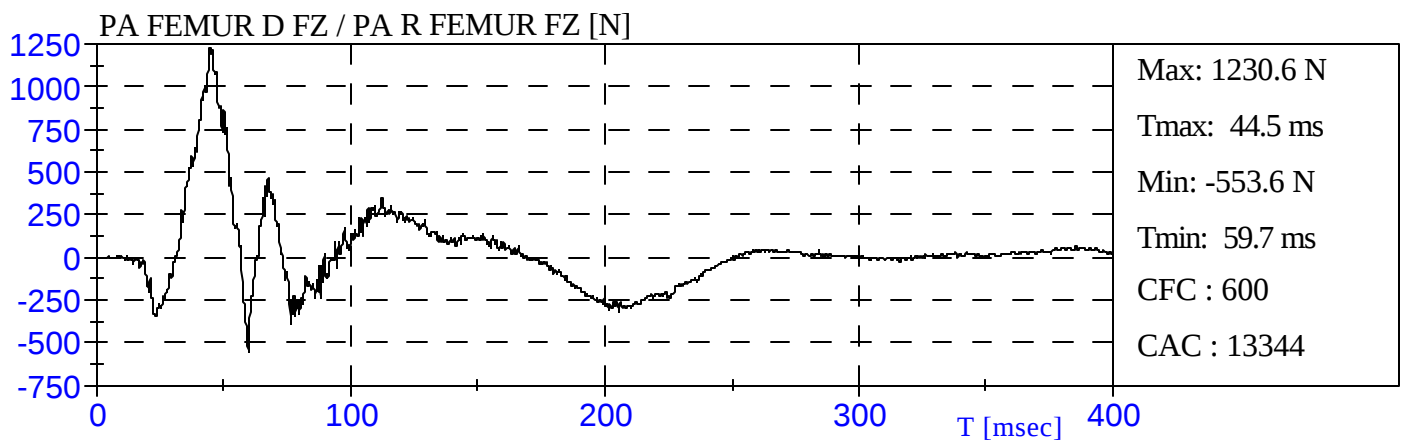
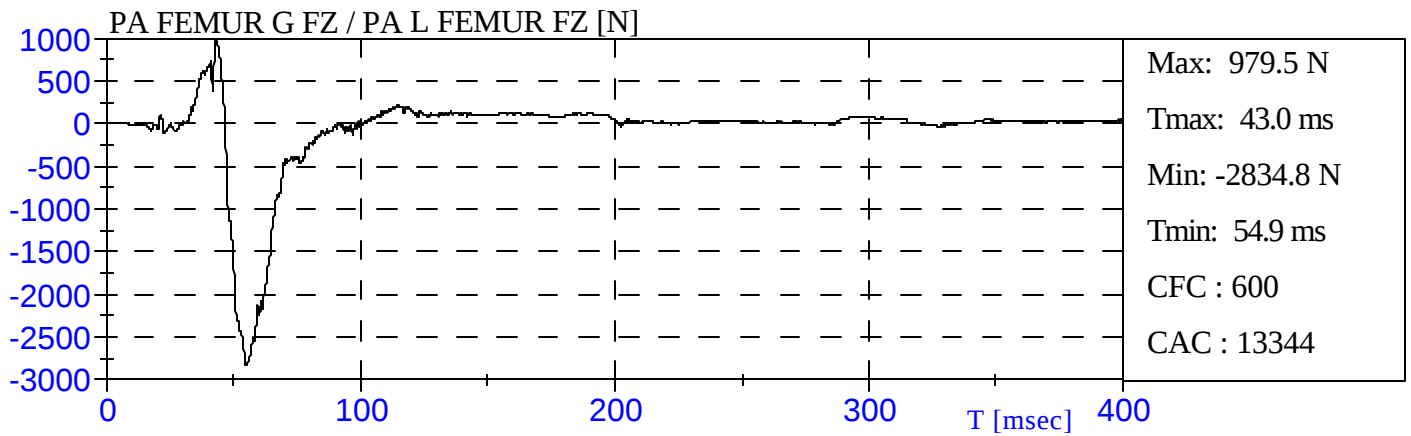


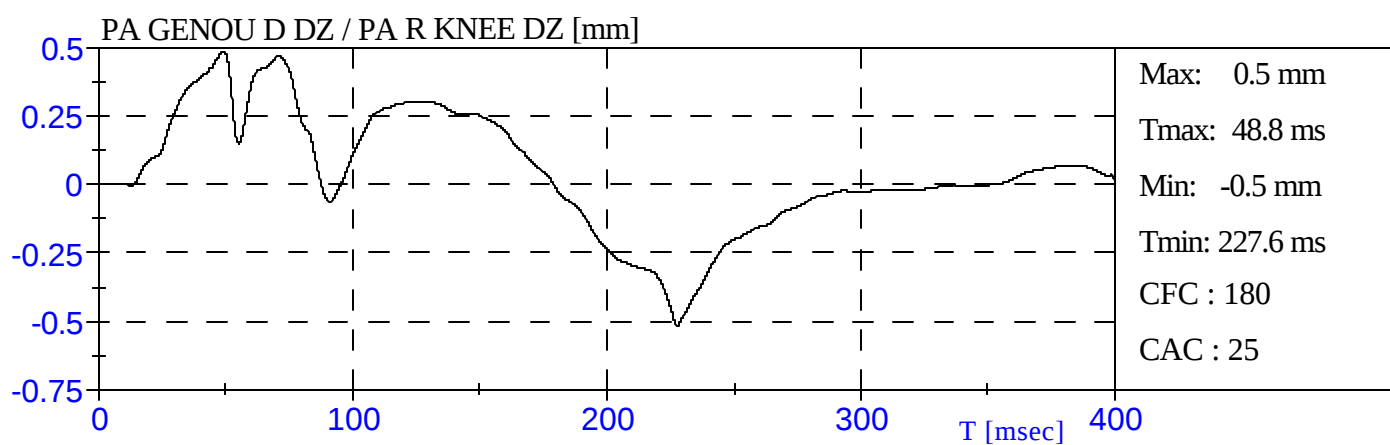
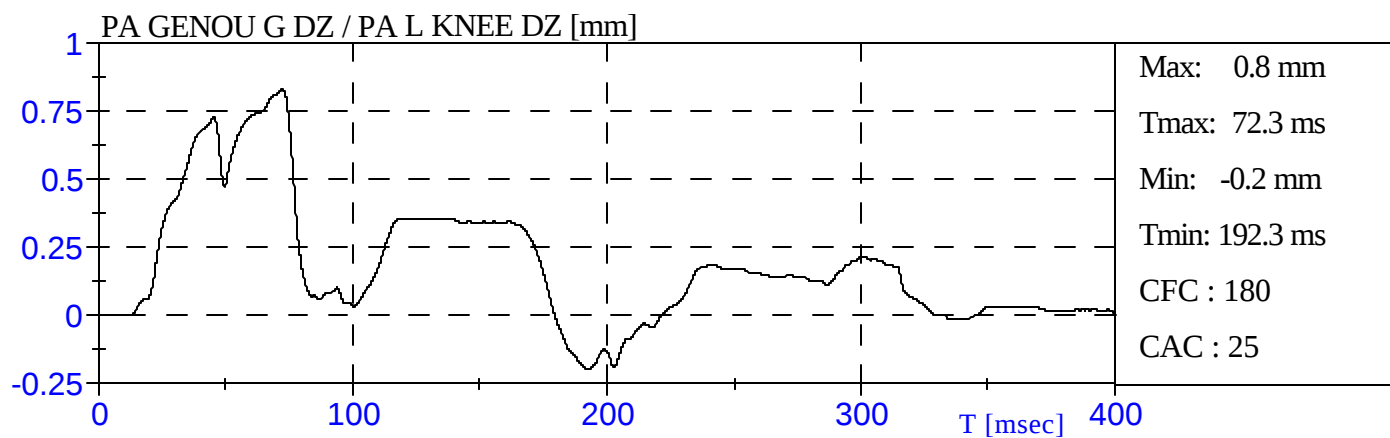


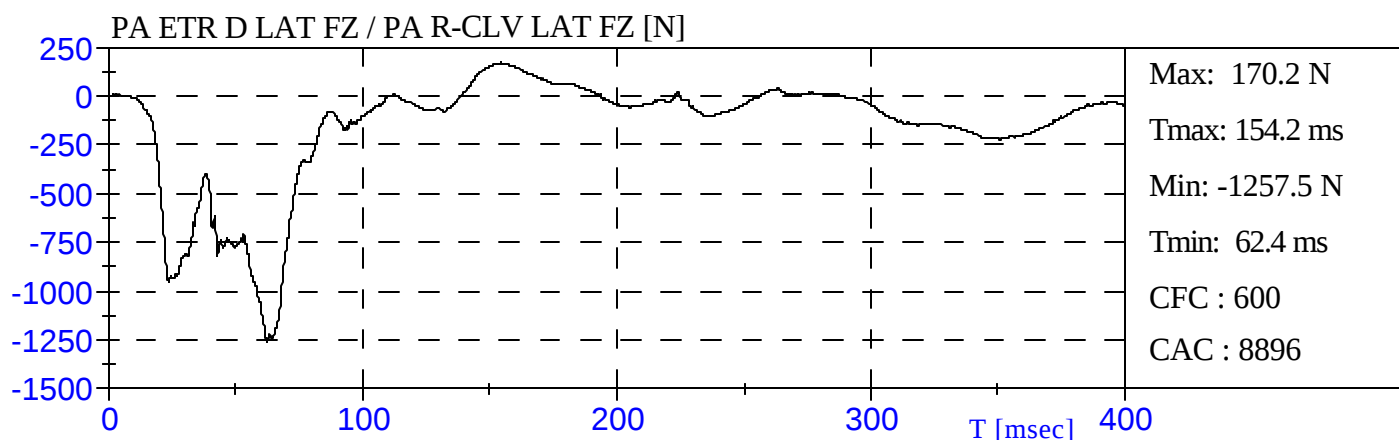
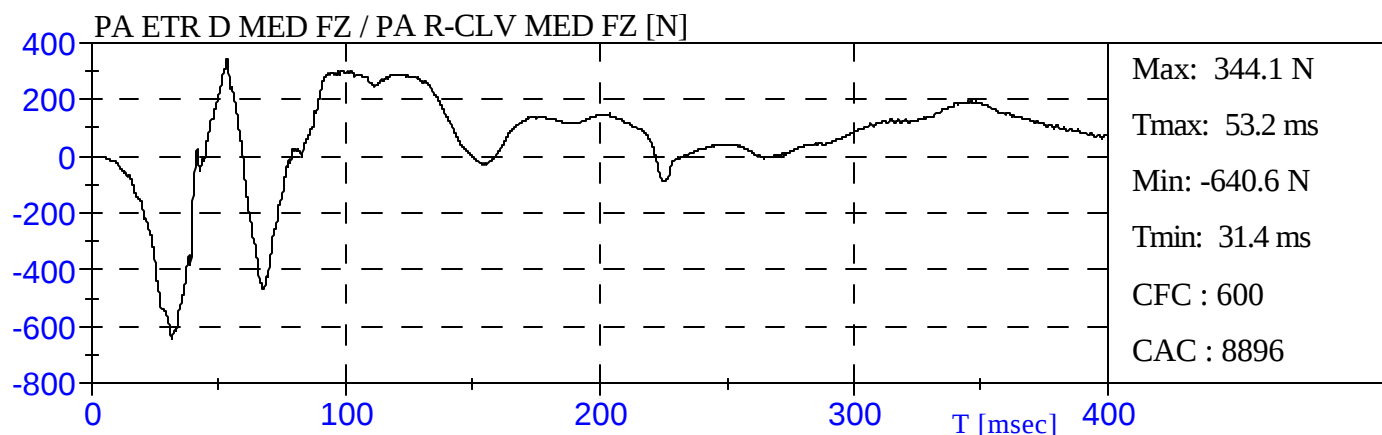
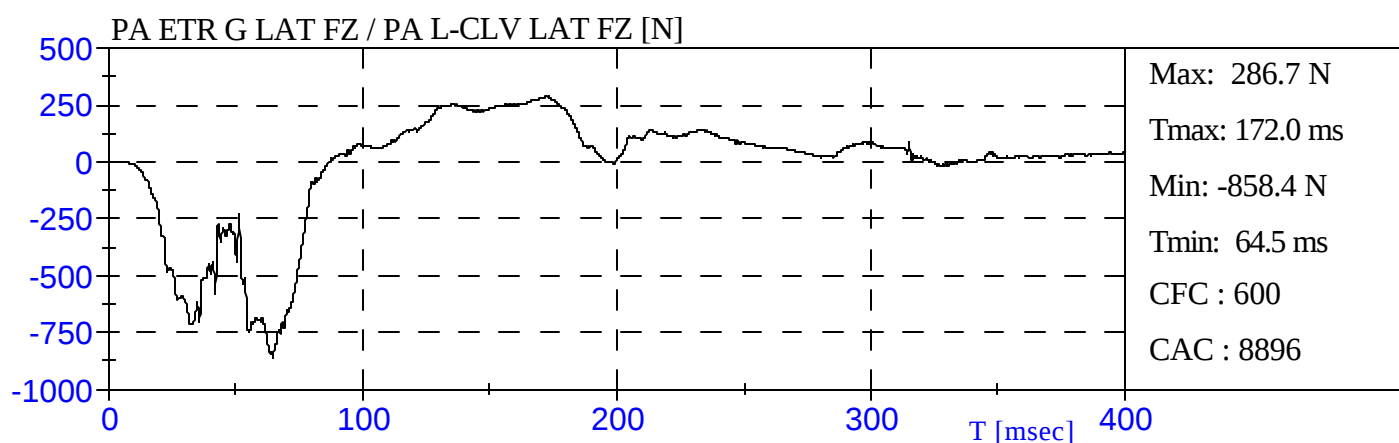
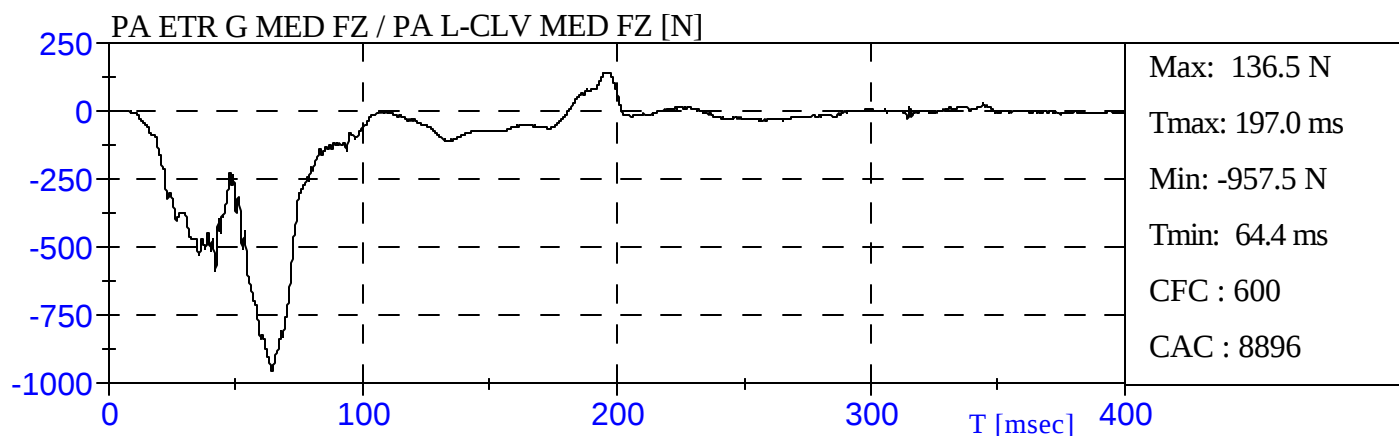


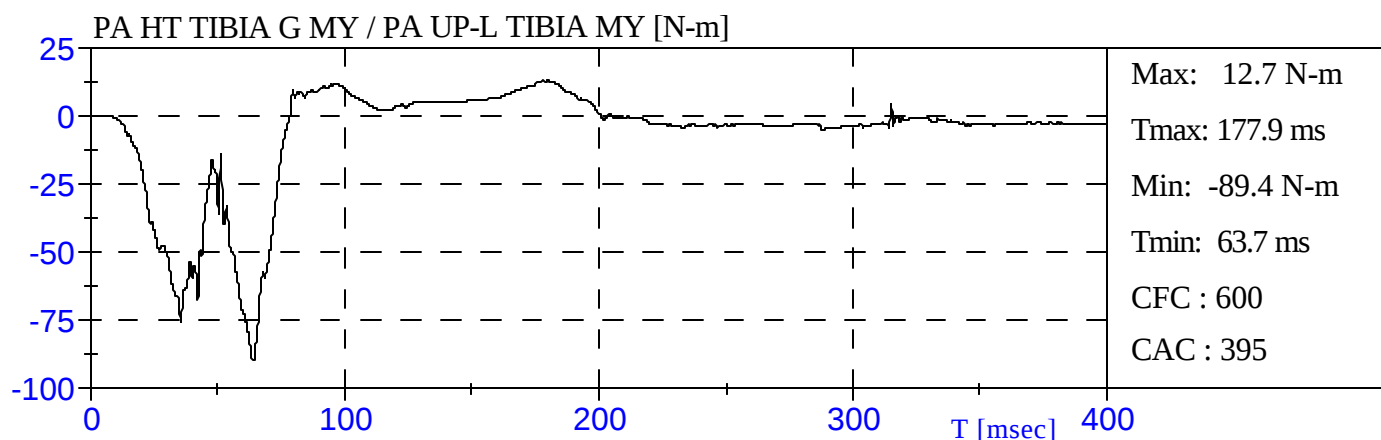
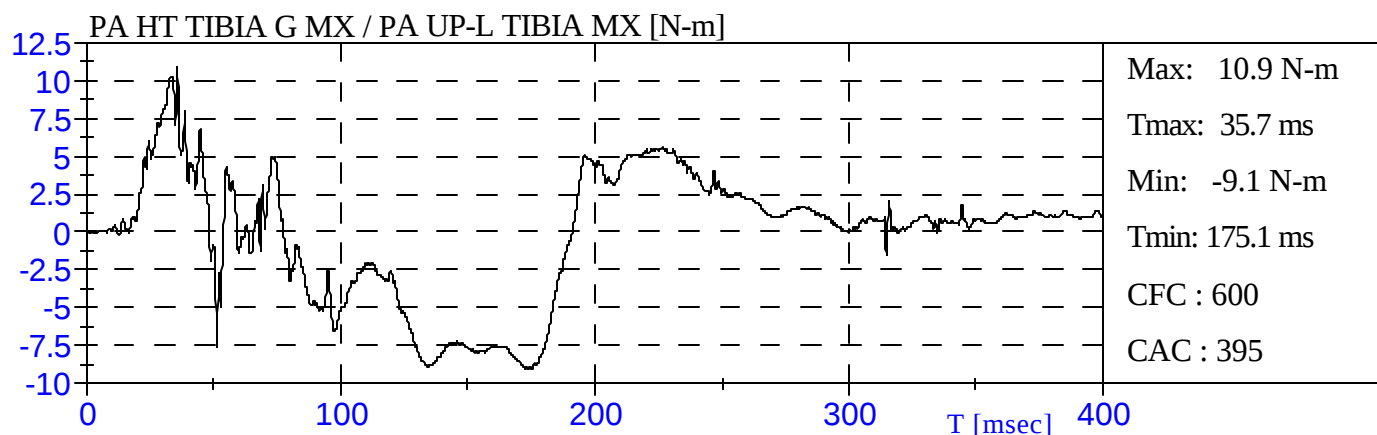
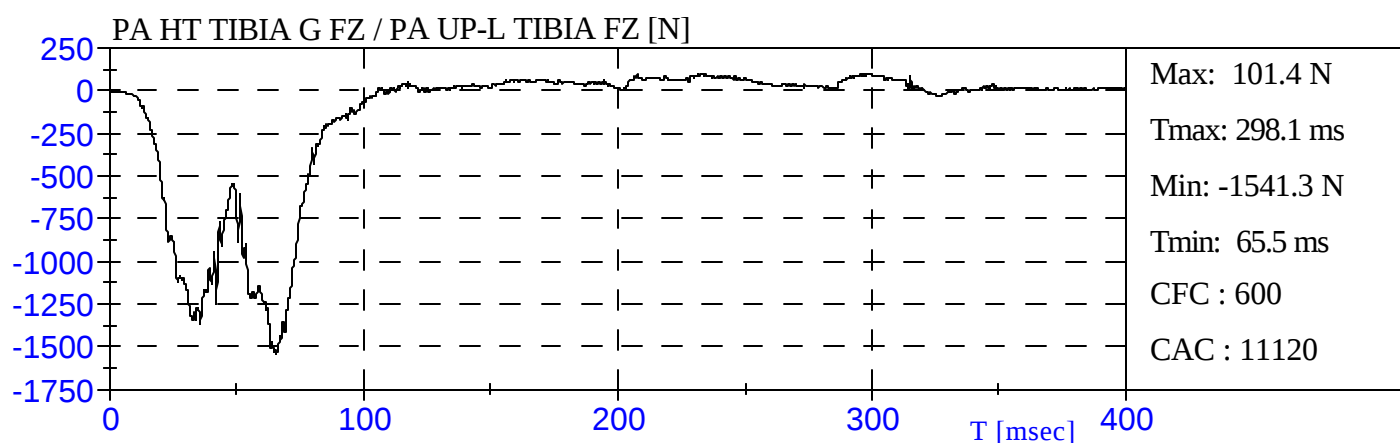
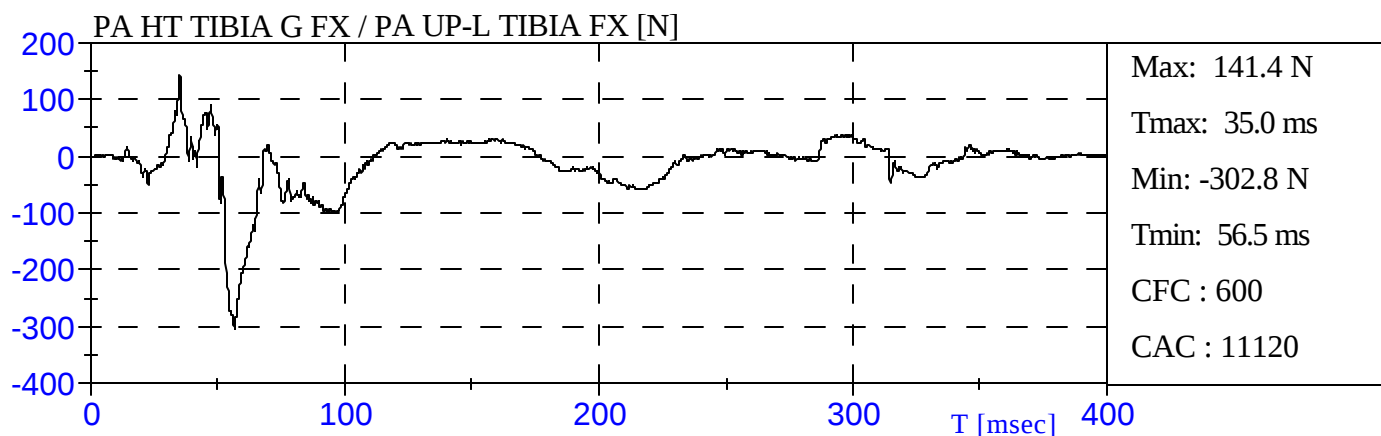


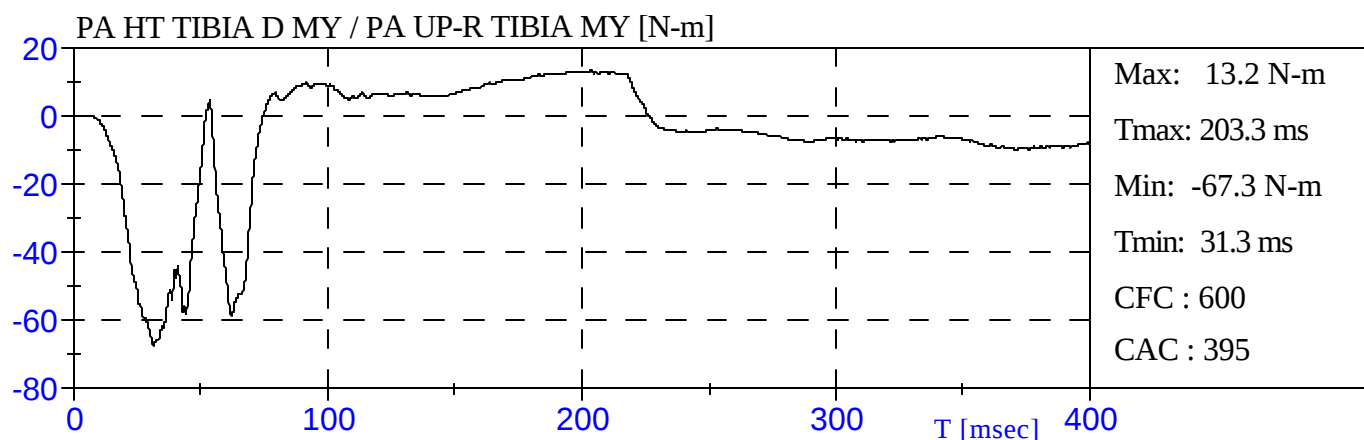
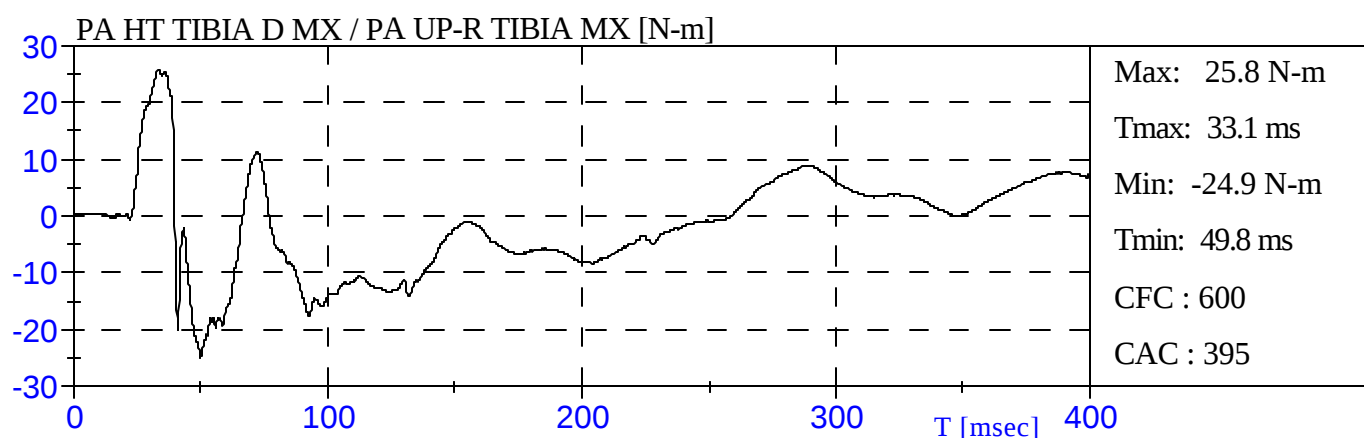
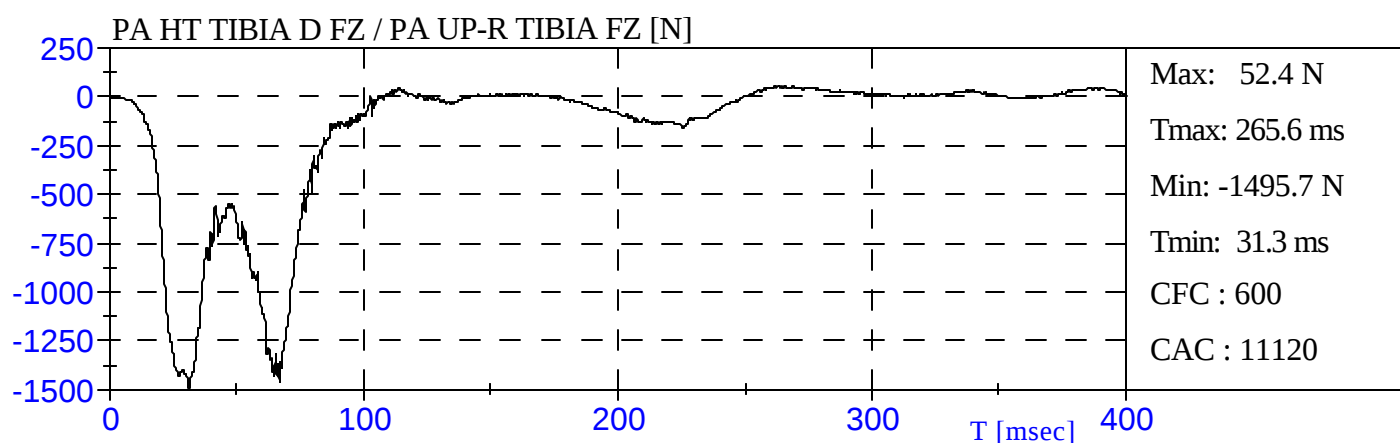
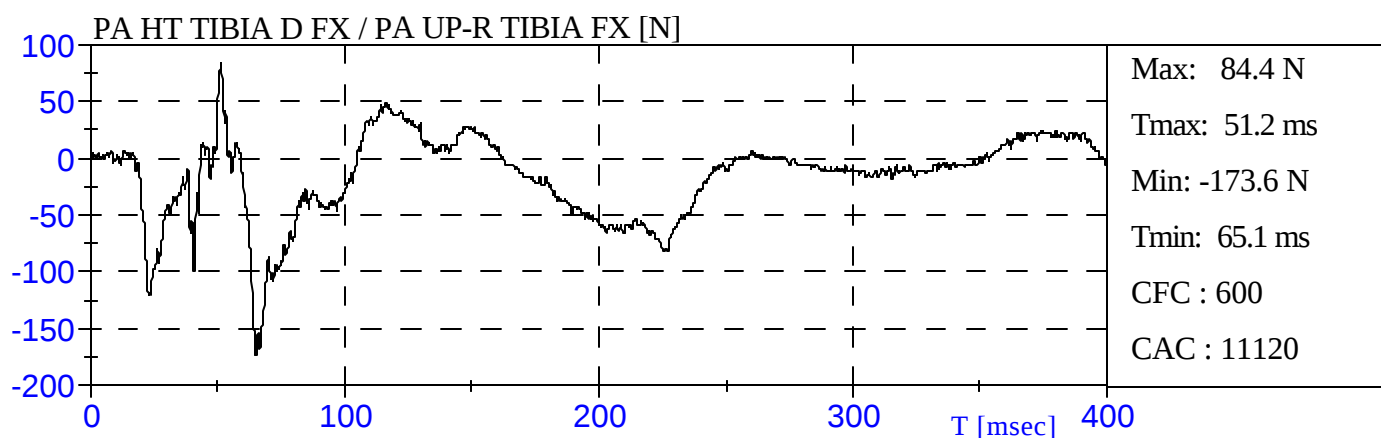


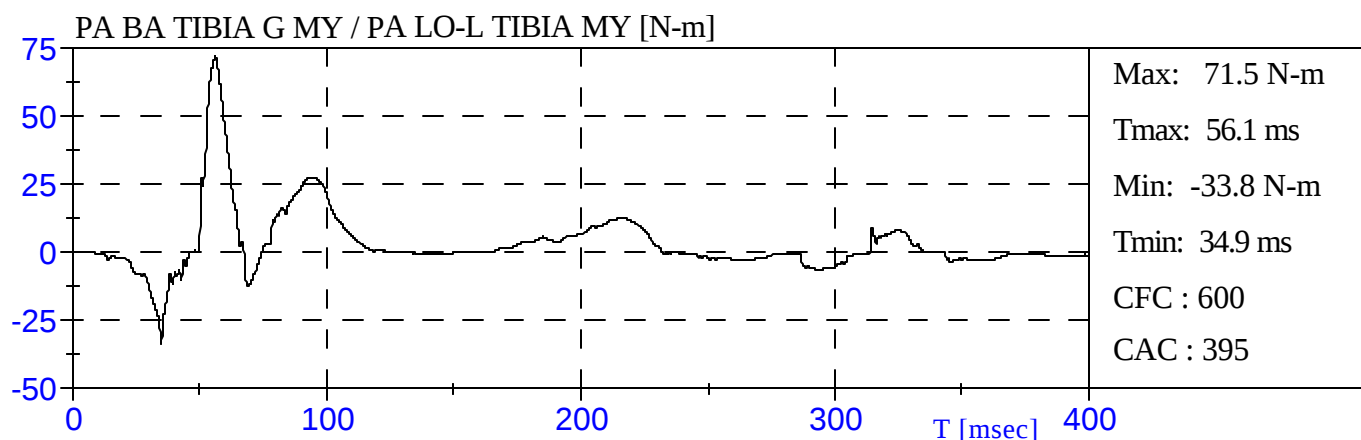
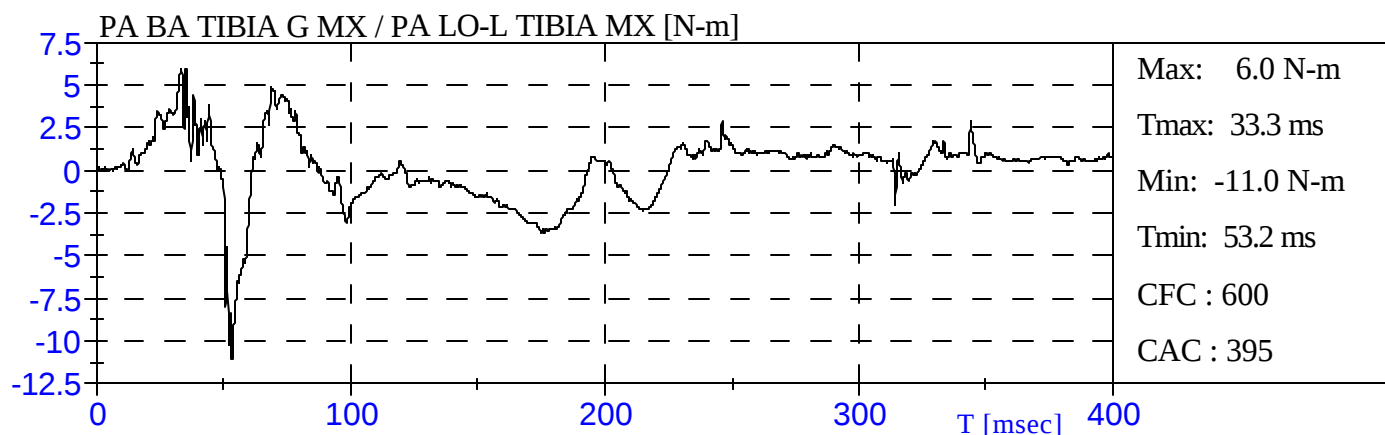
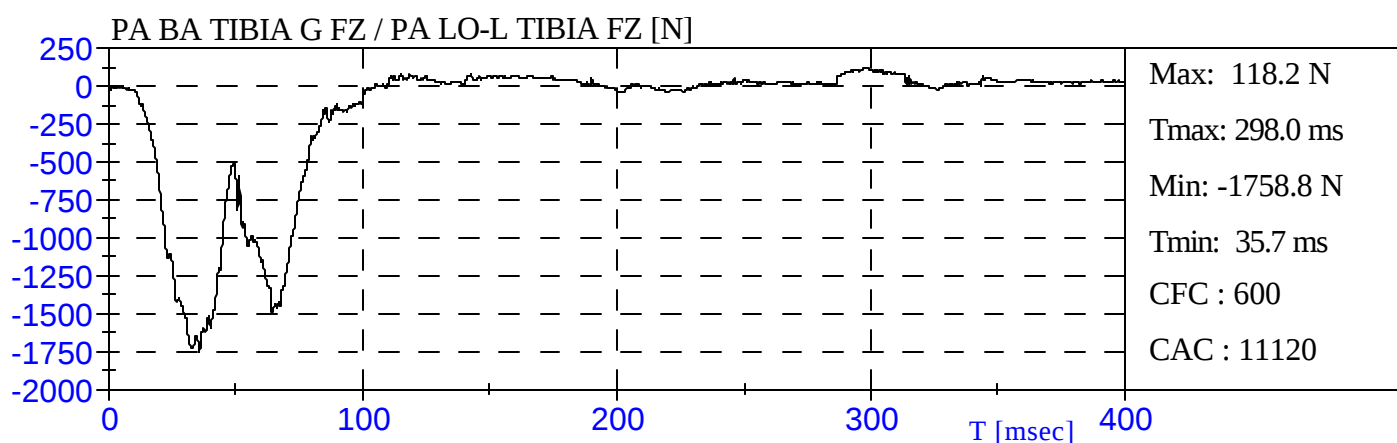
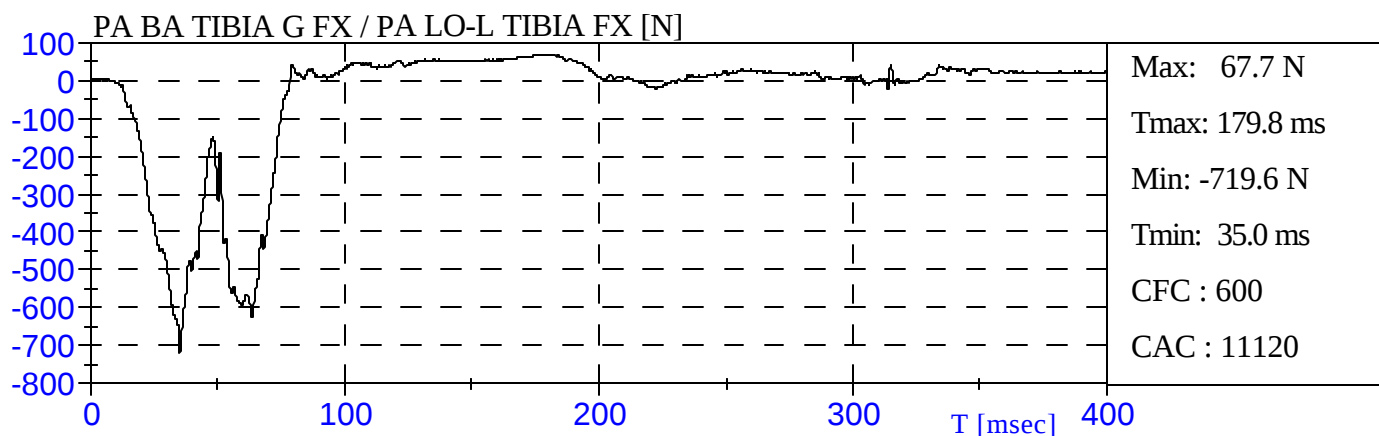


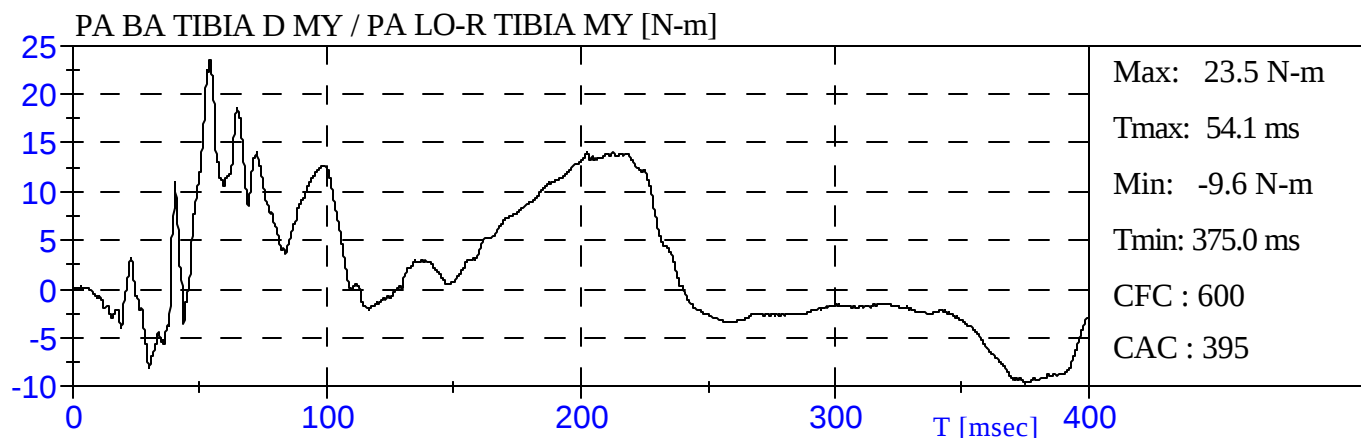
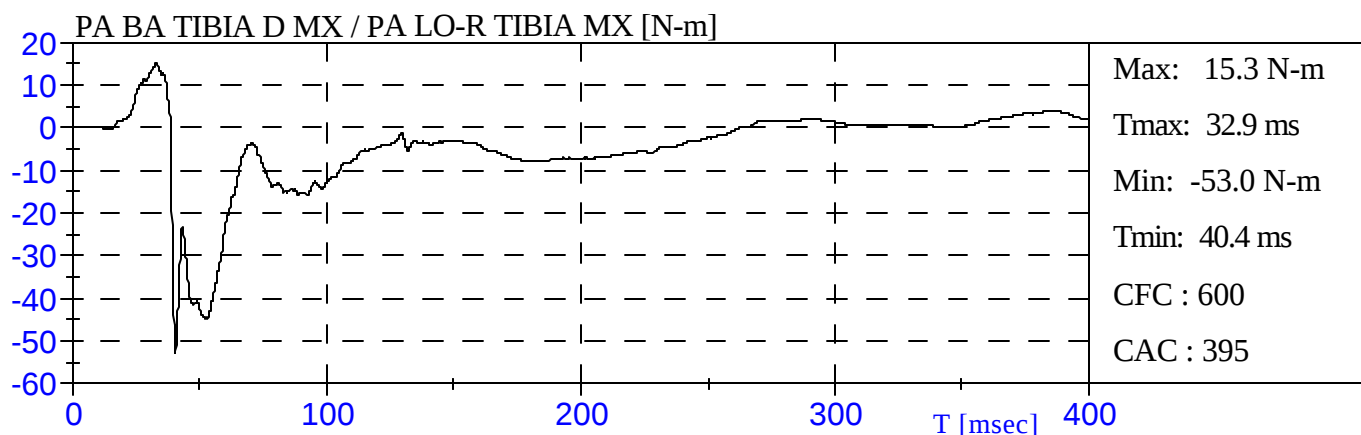
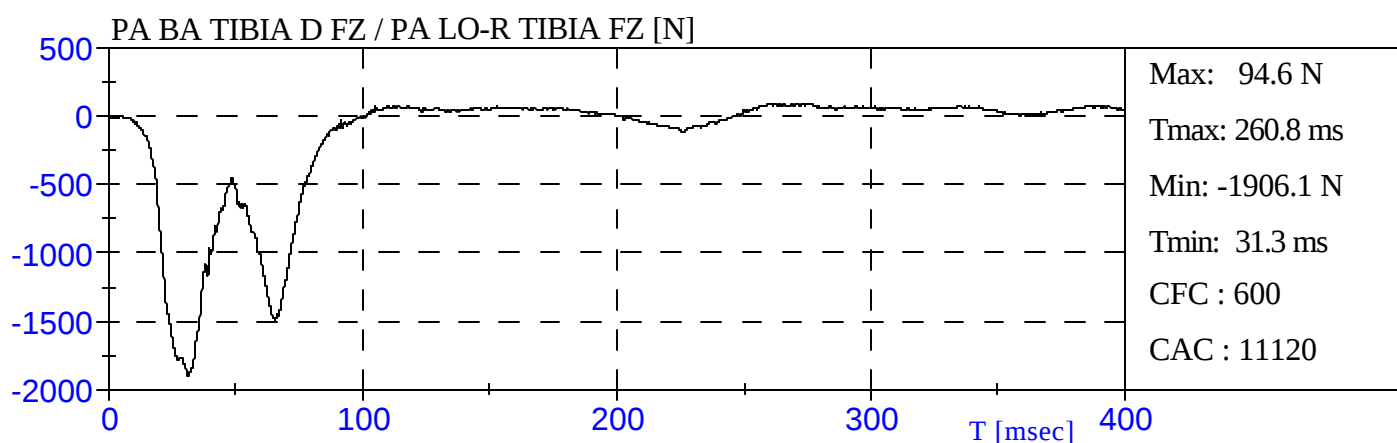
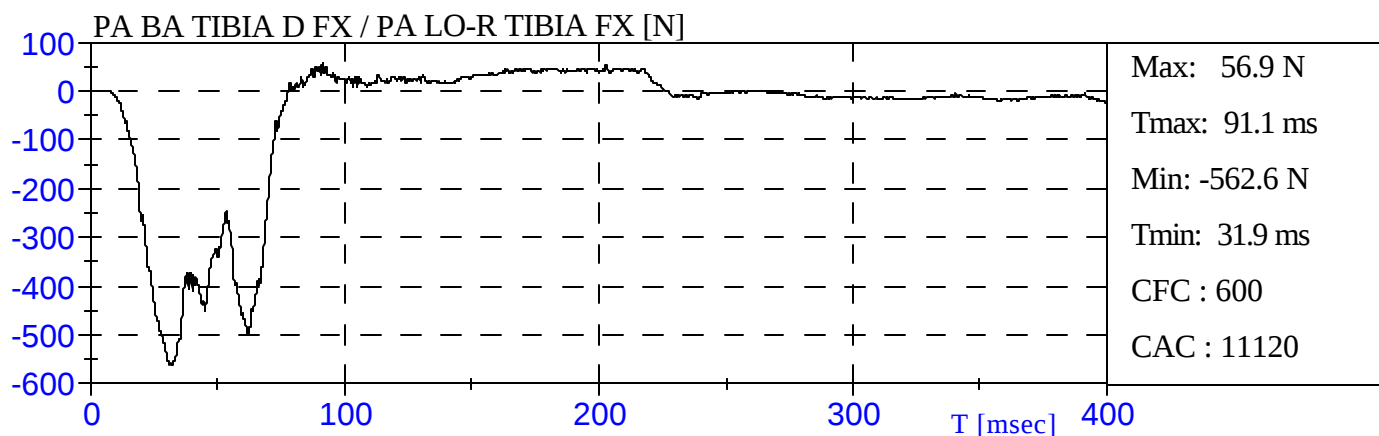


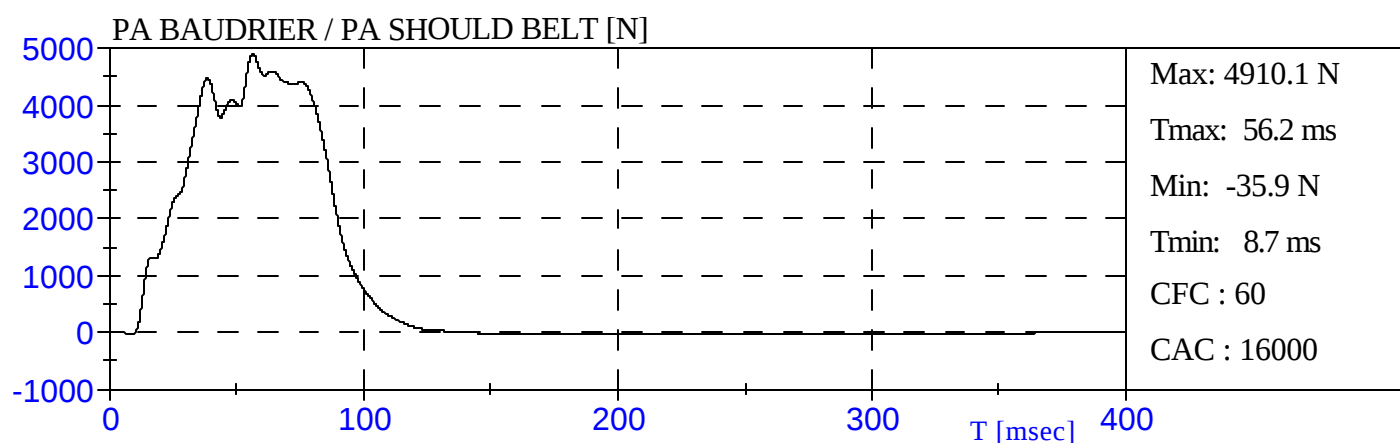
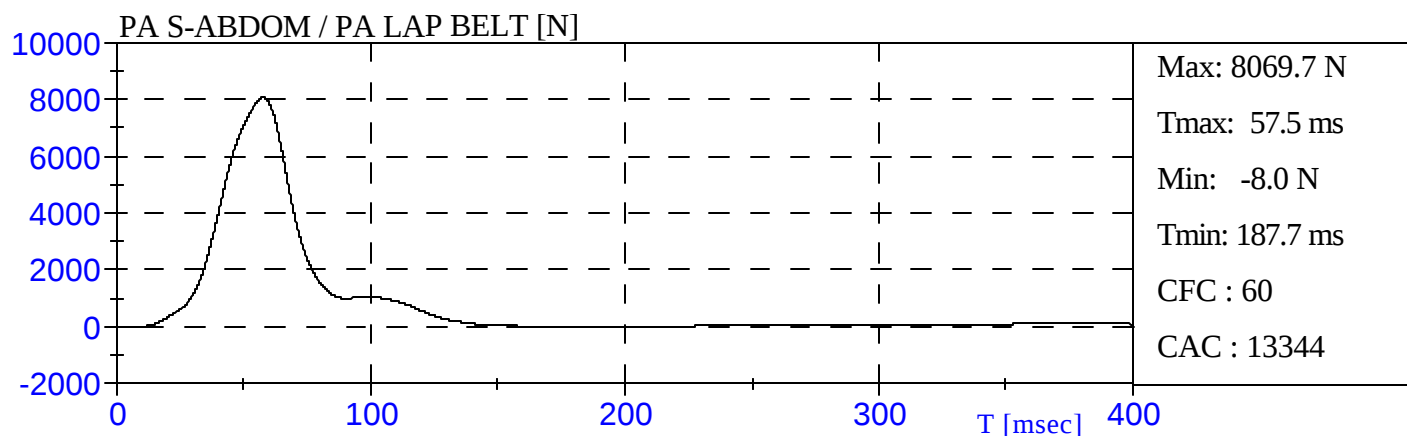


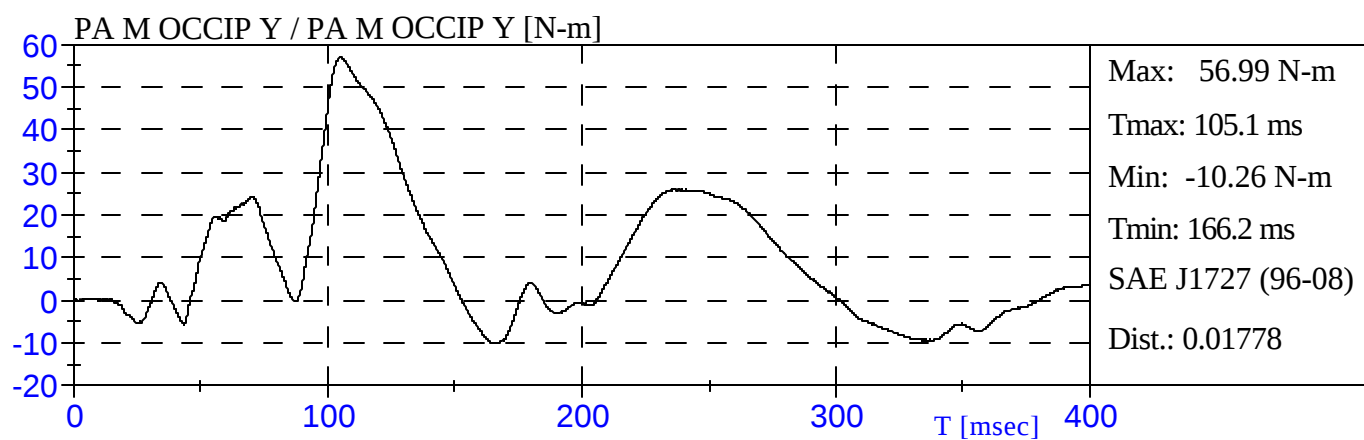


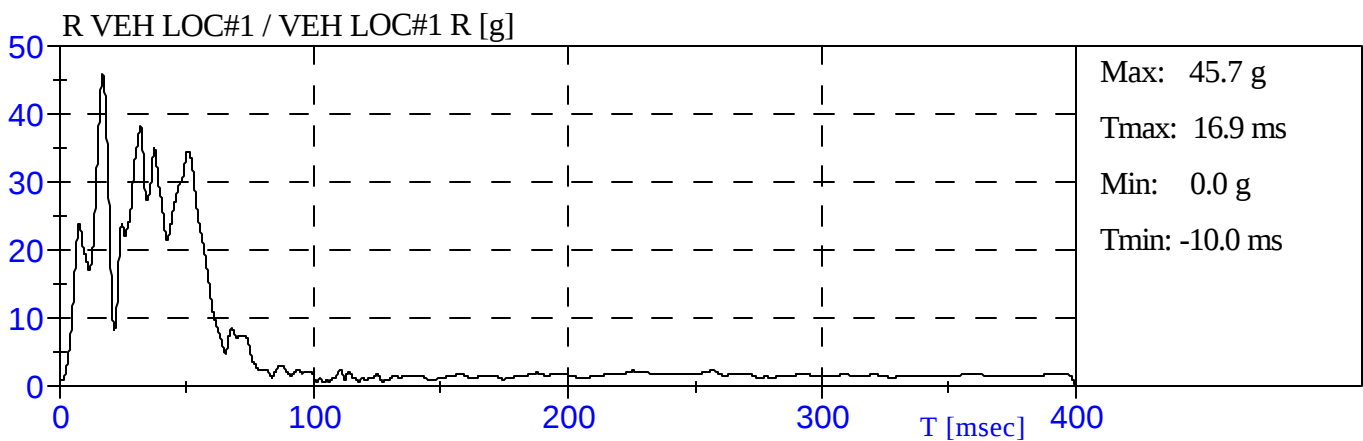
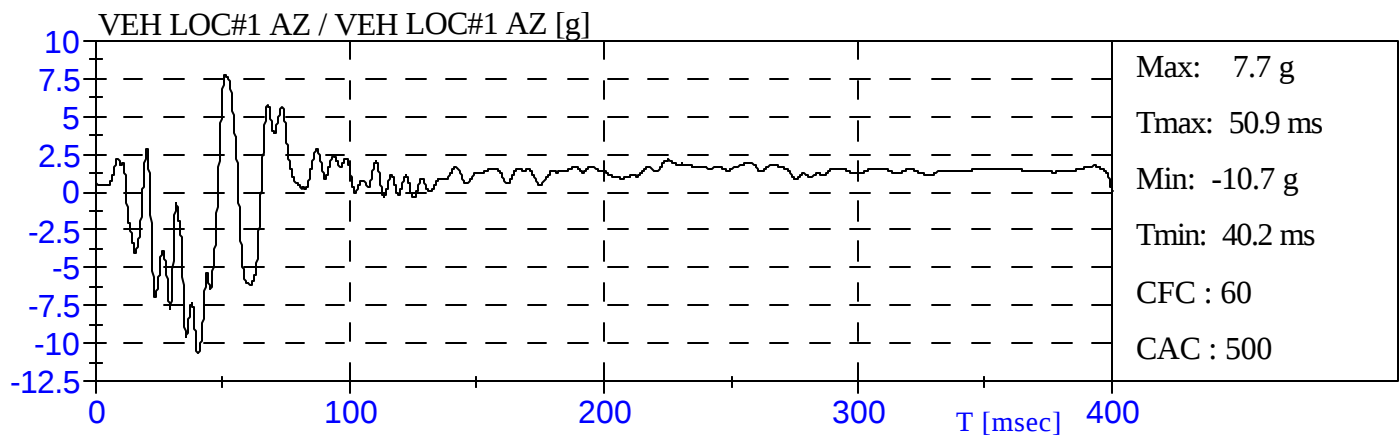
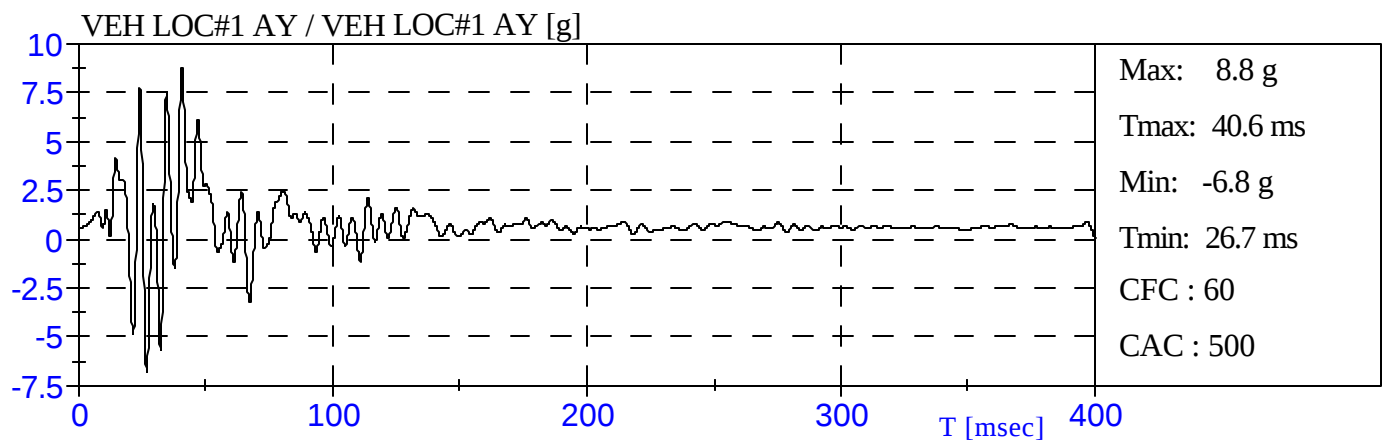
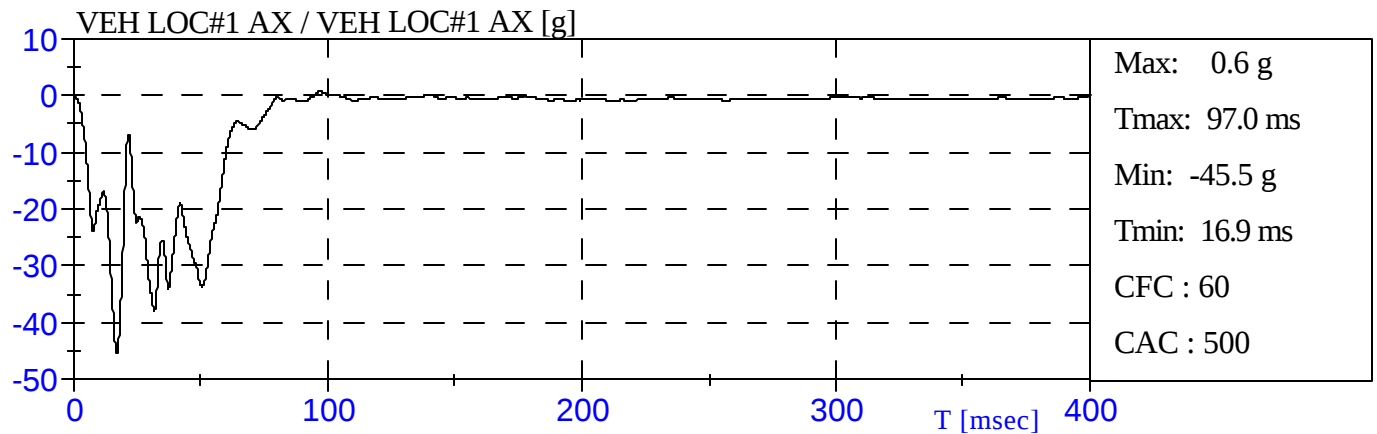


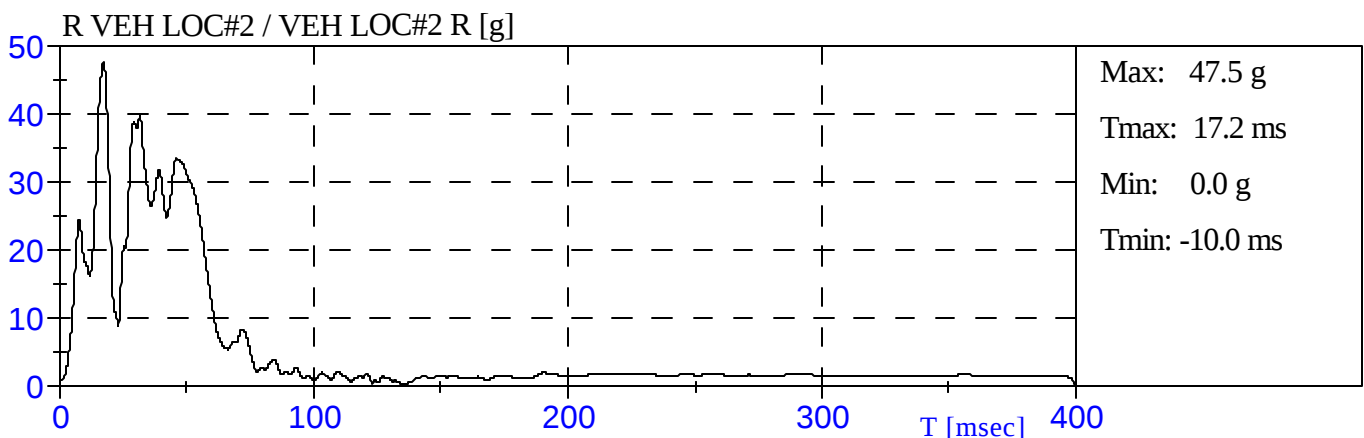
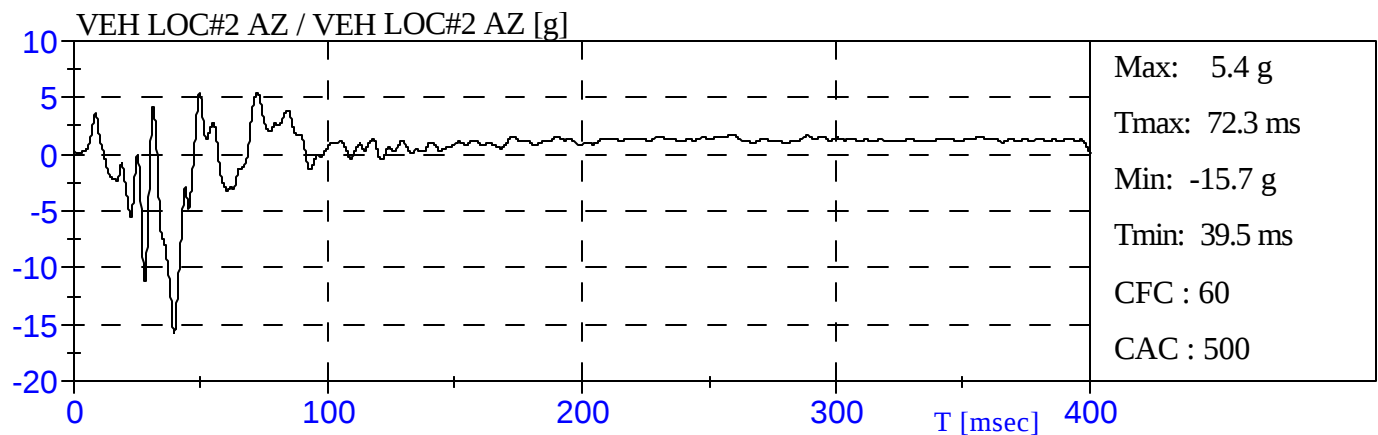
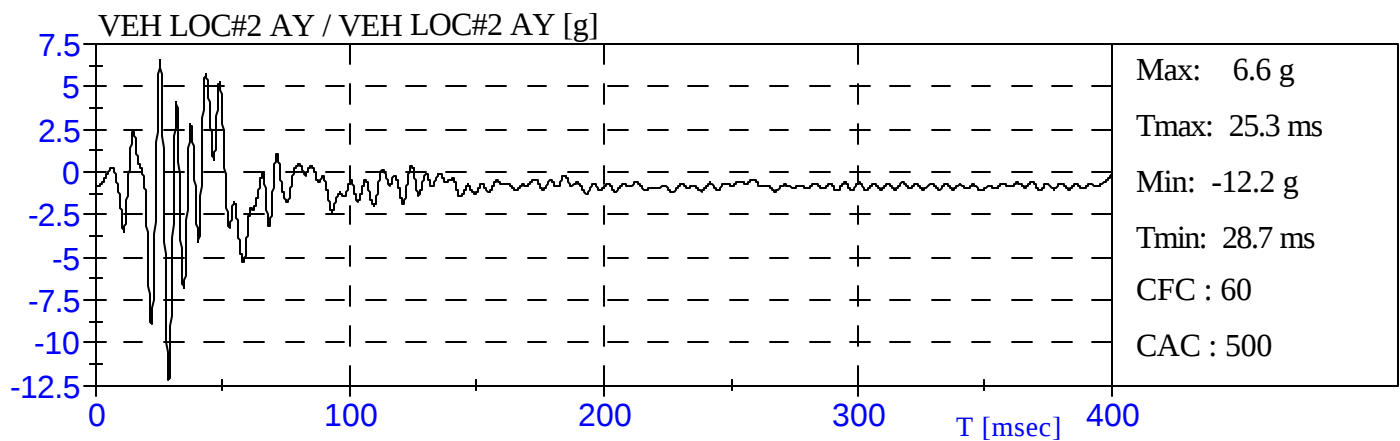
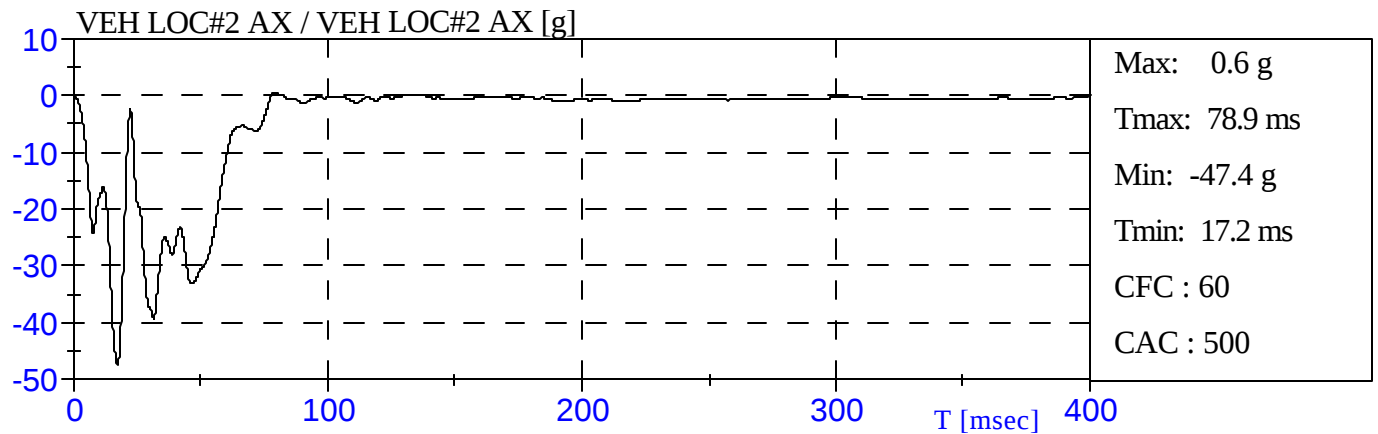


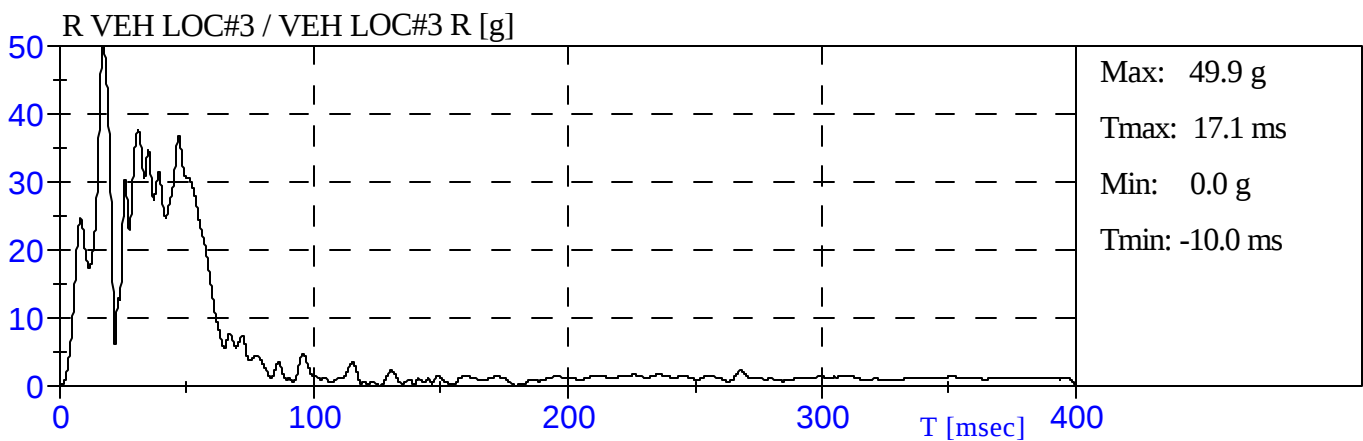
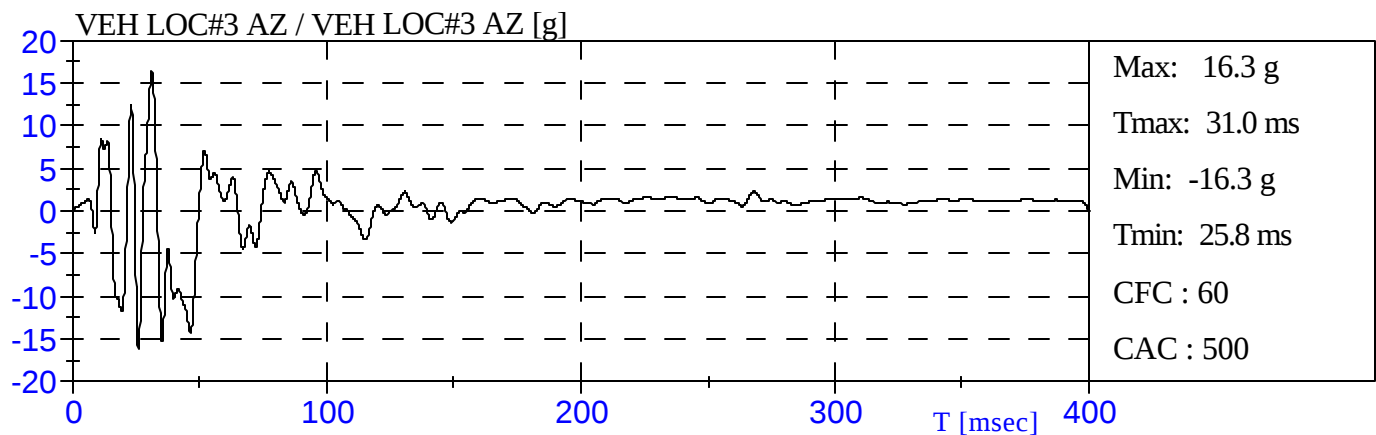
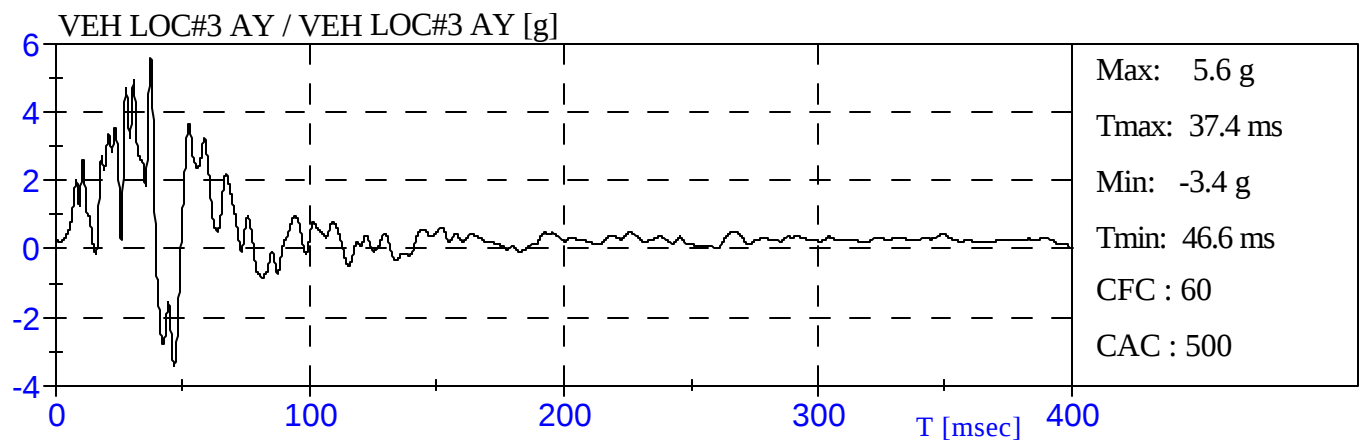
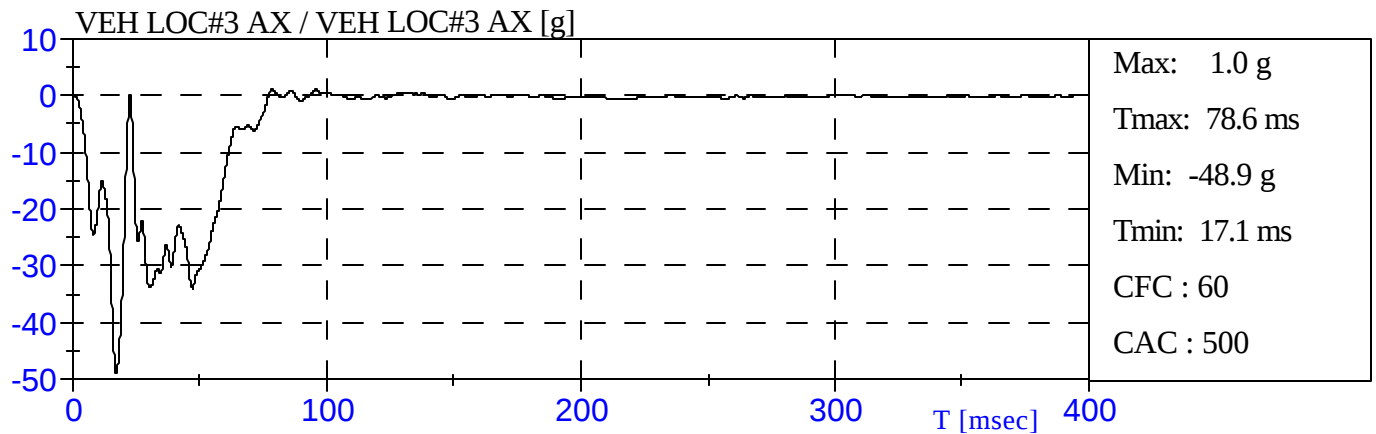


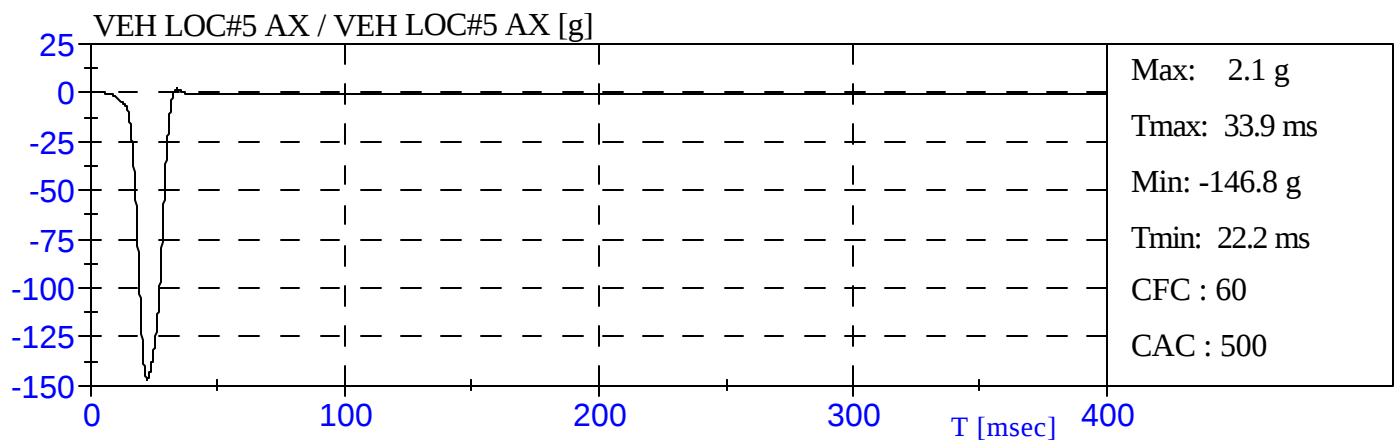
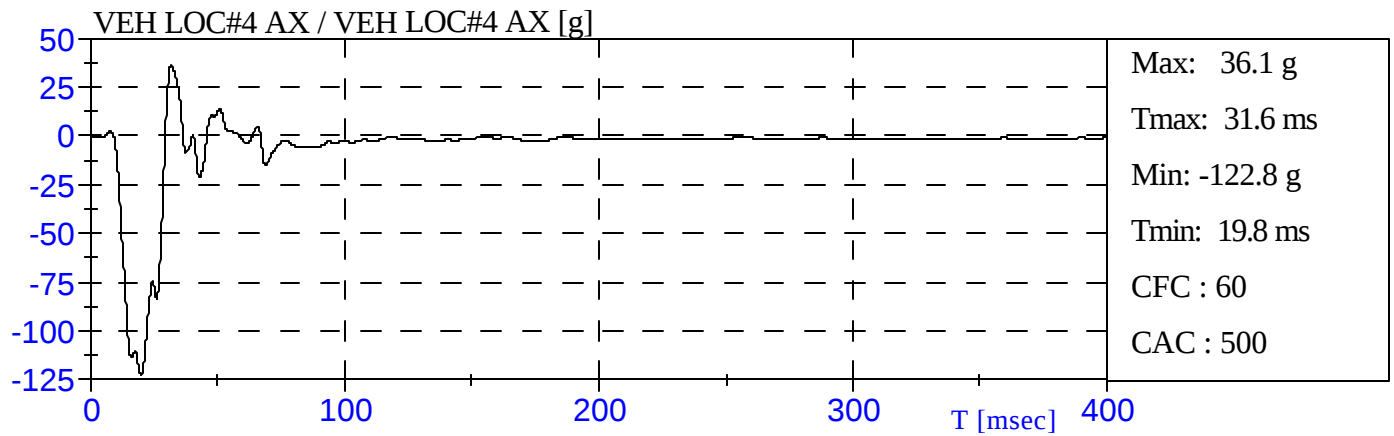


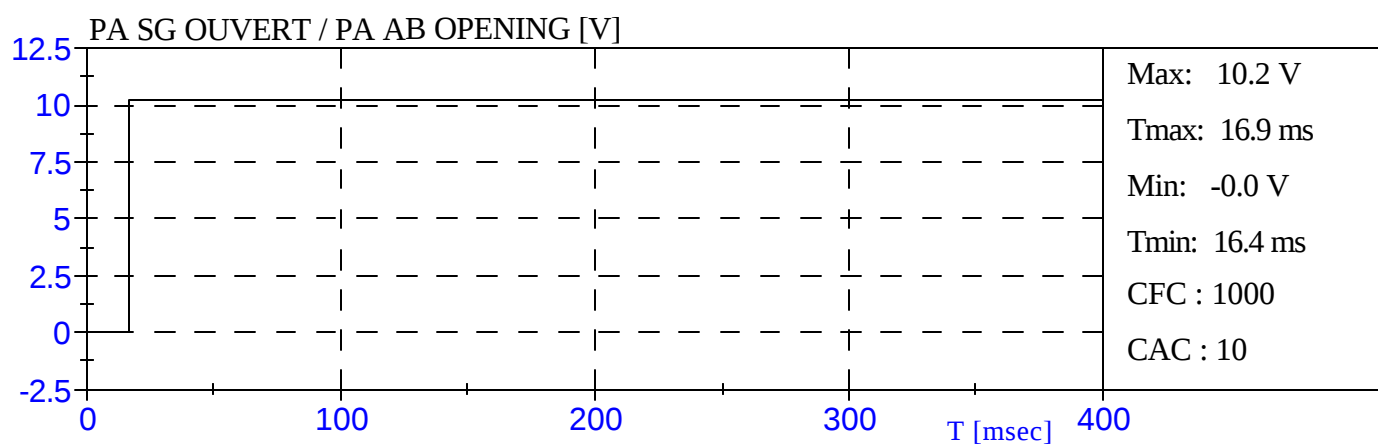
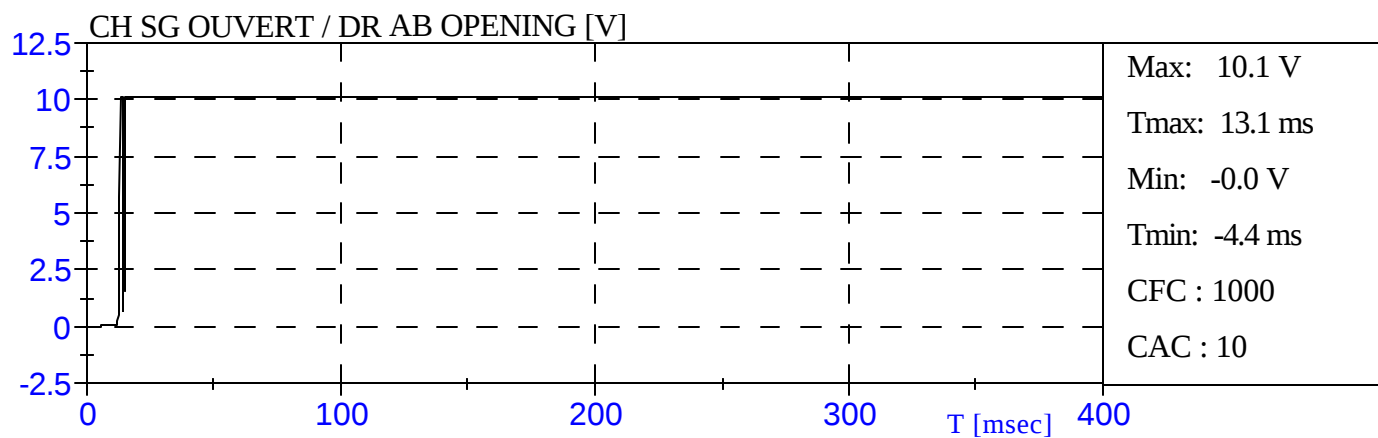


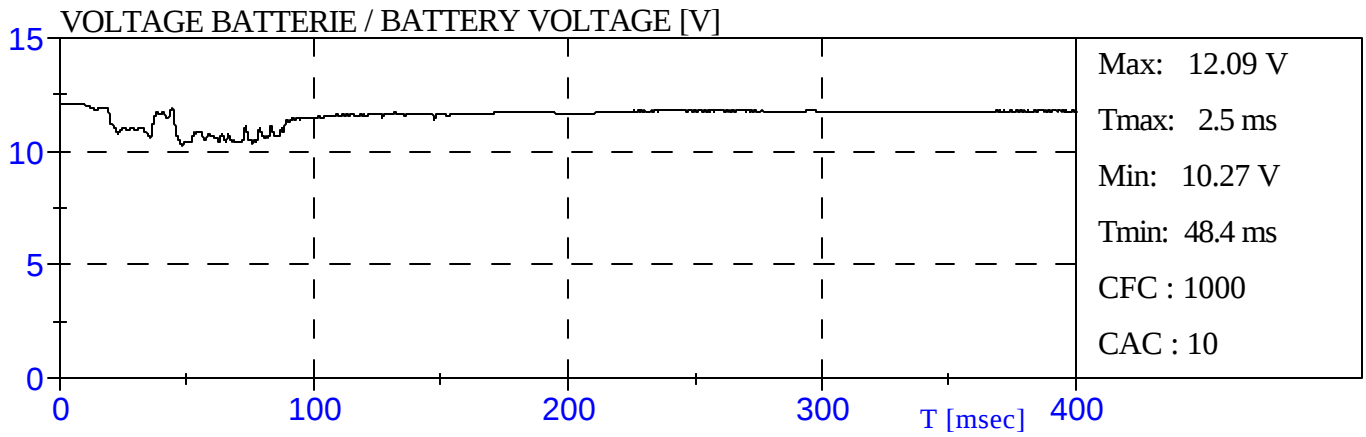


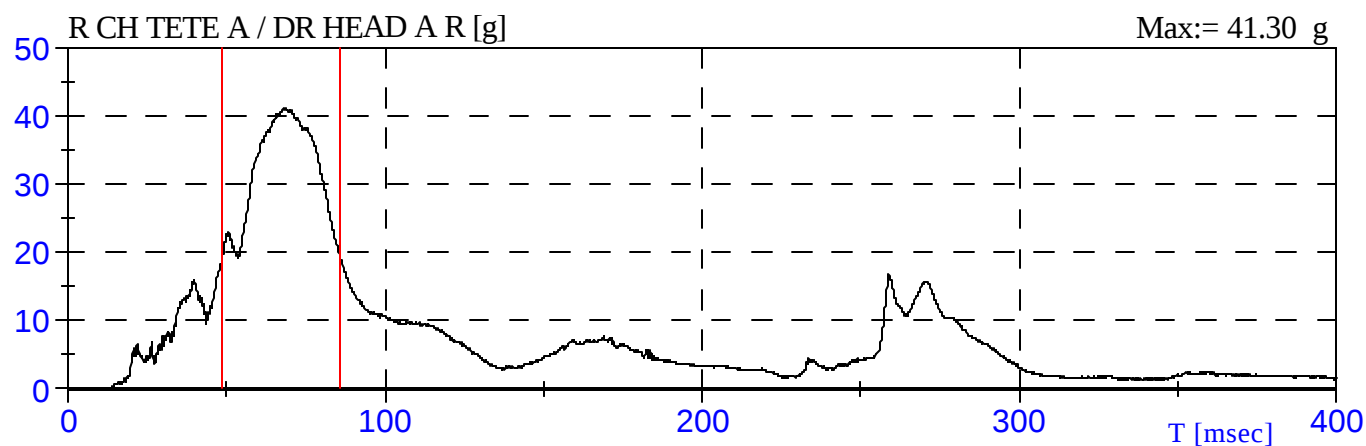










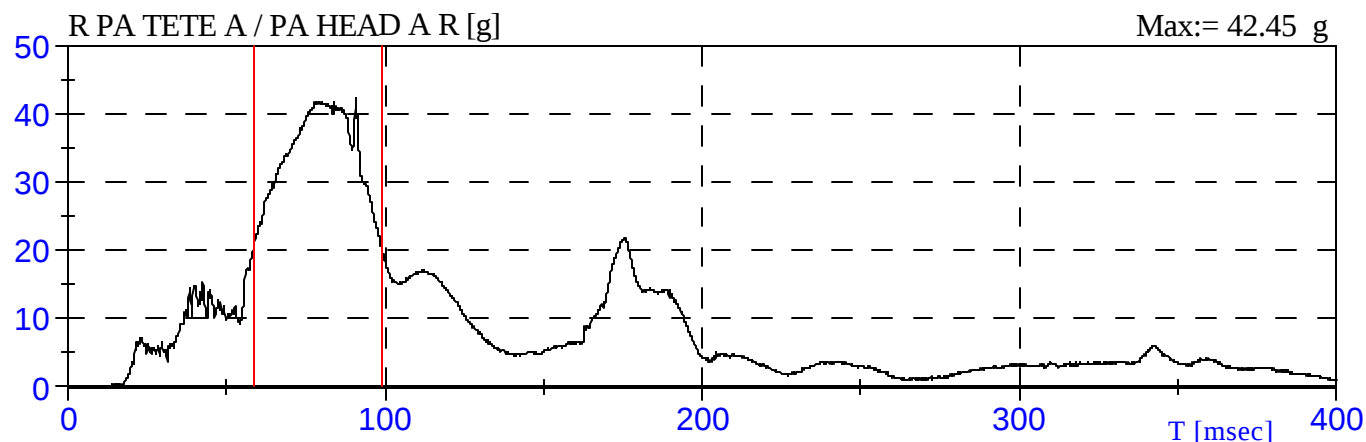


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 215	HIC(36ms):= 214	HIC(15ms):= 145
T1:= 48.4 ms	T1:= 49.1 ms	T1:= 61.8 ms
T2:= 85.9 ms	T2:= 85.1 ms	T2:= 76.8 ms

* Selon / According To: SAE J1727 96-08

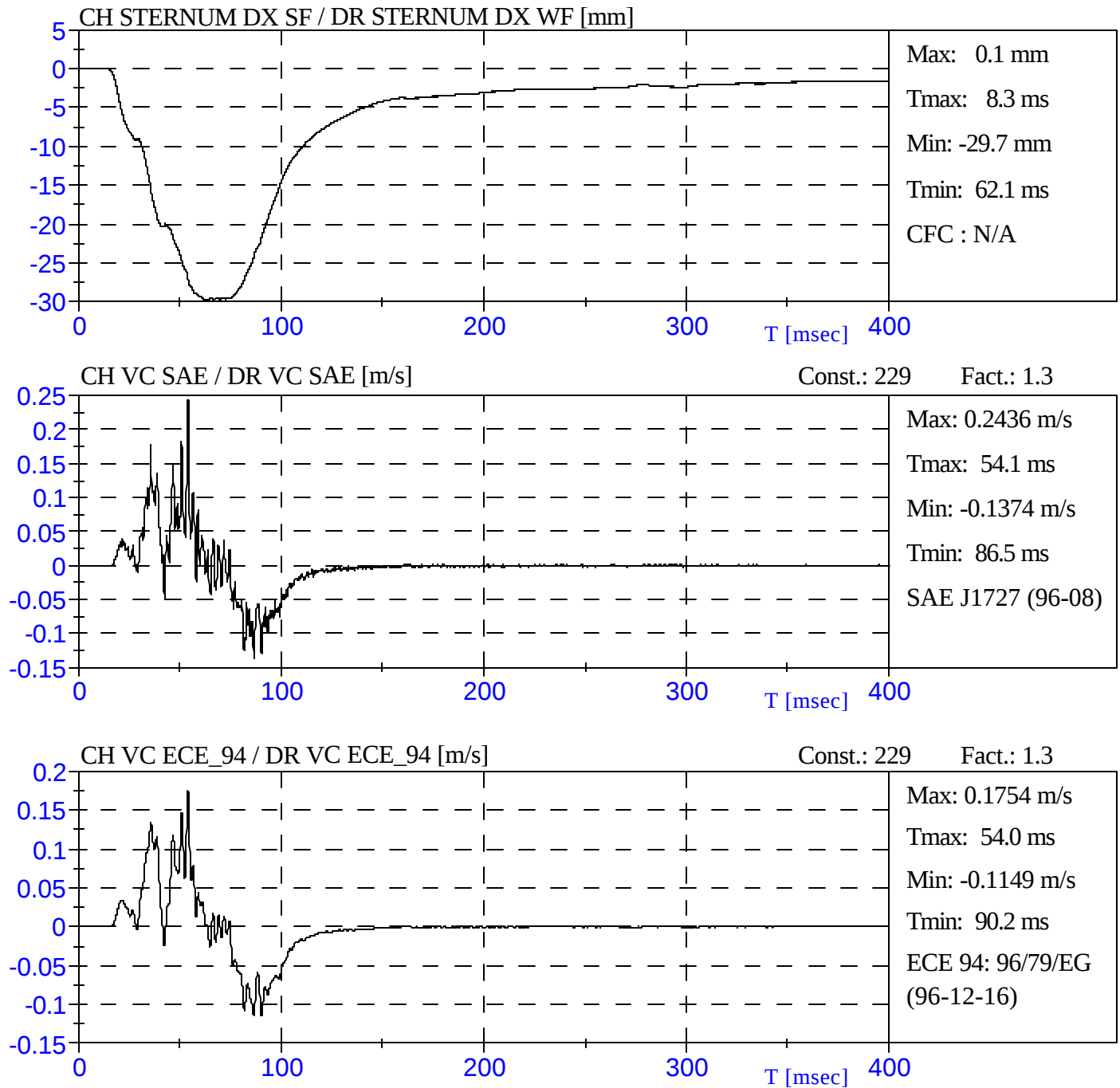


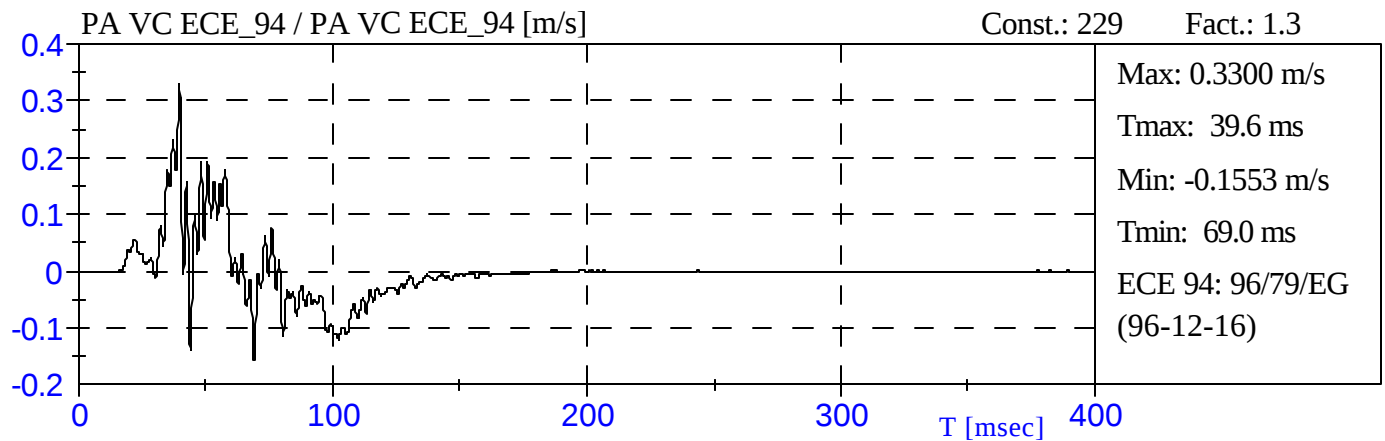
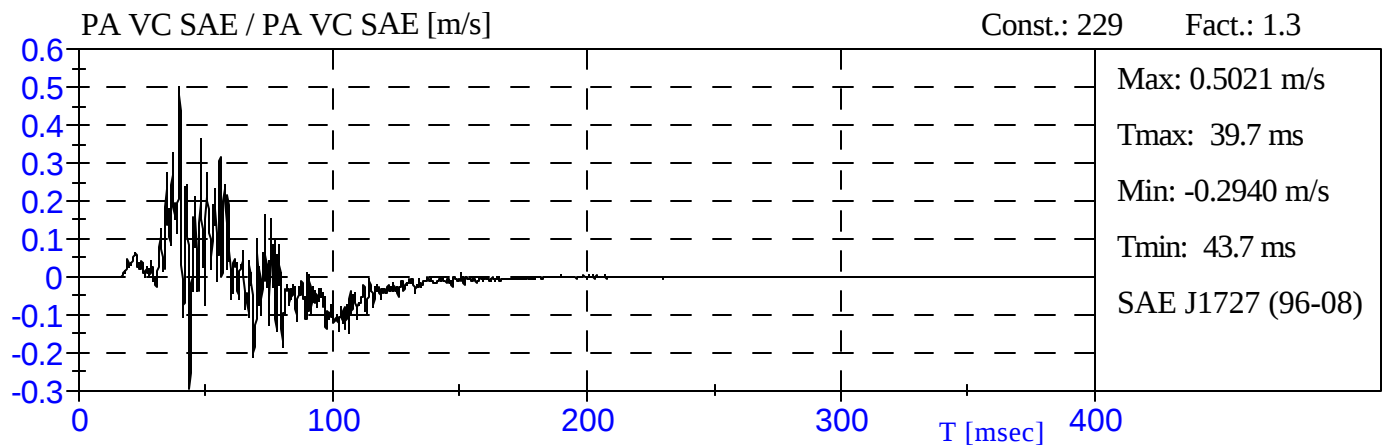
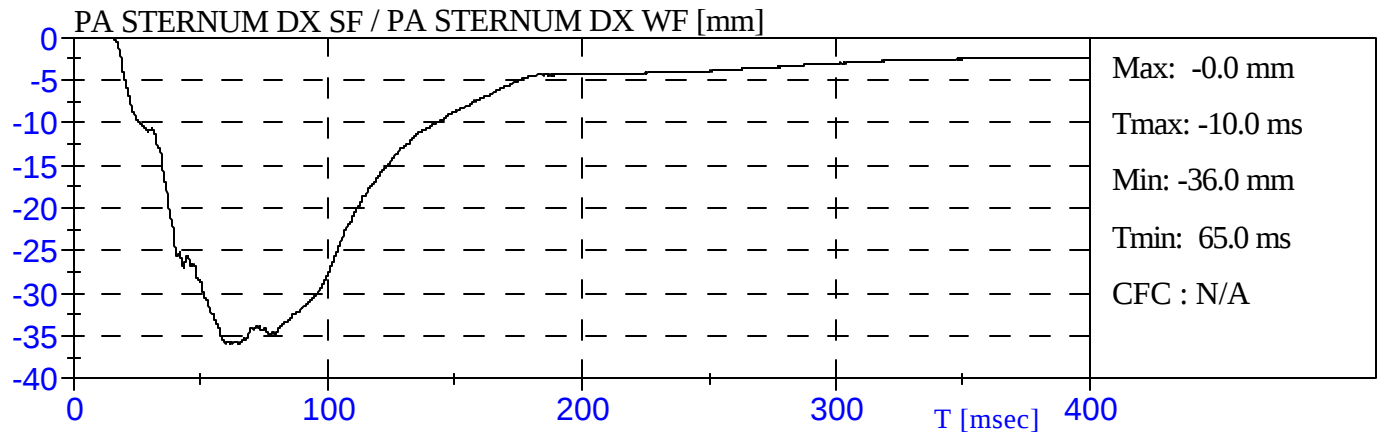
HEAD INJURY CRITERIA (HIC) *

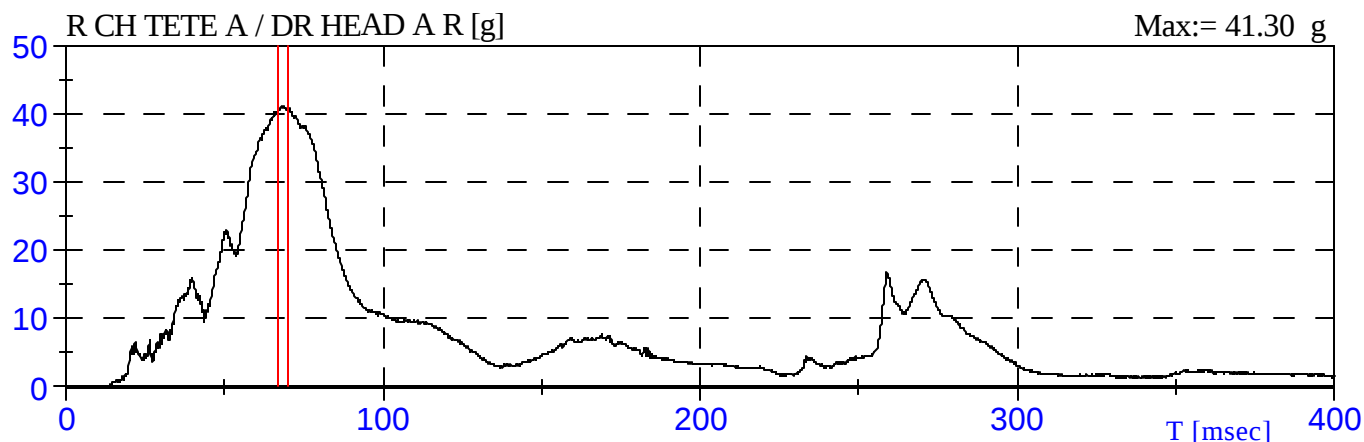
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 275	HIC(36ms):= 272	HIC(15ms):= 157
T1:= 58.4 ms	T1:= 60.9 ms	T1:= 73.4 ms
T2:= 98.7 ms	T2:= 96.9 ms	T2:= 88.4 ms

* Selon / According To: SAE J1727 96-08

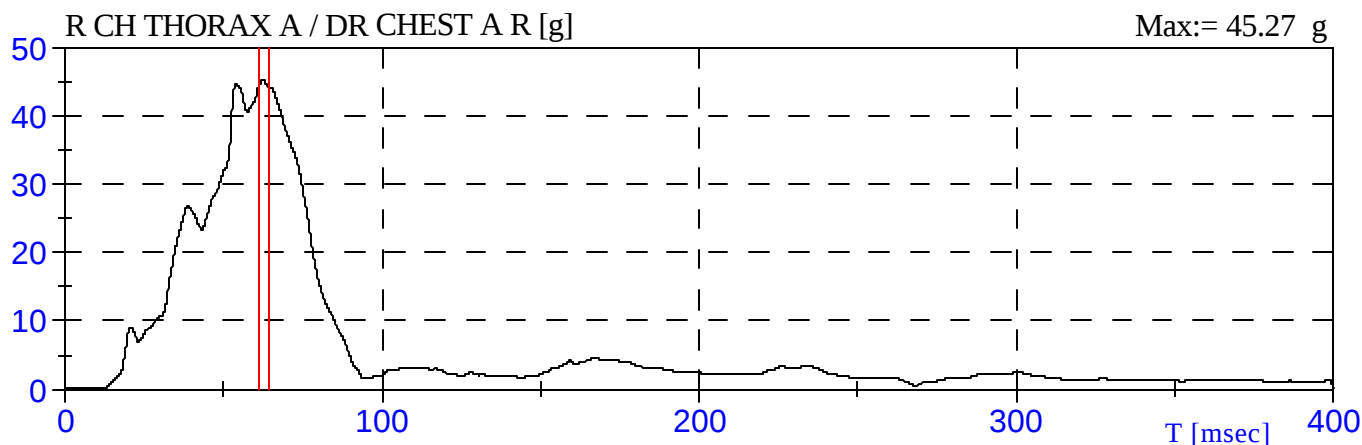






CLIP 3ms *

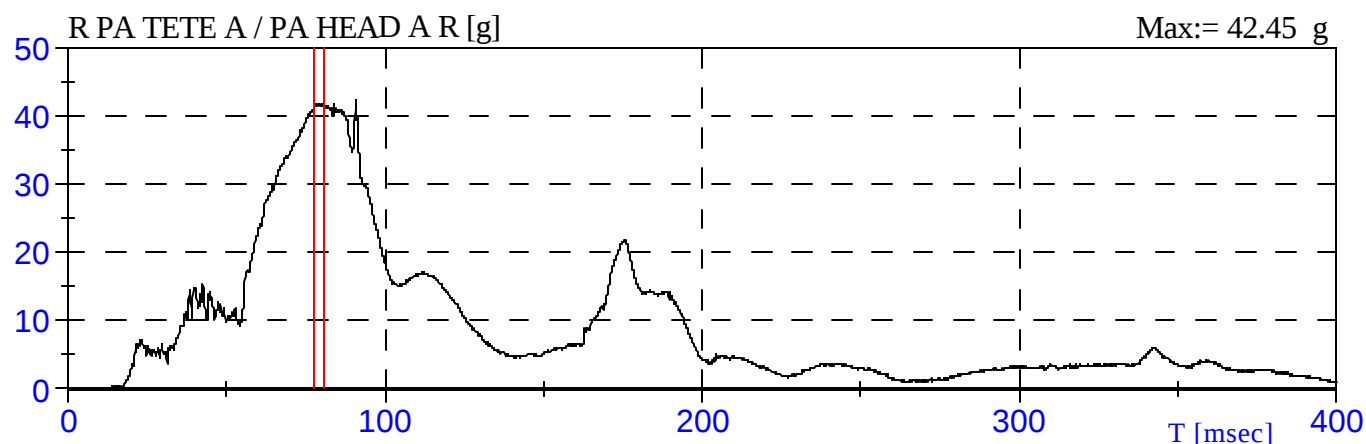
Acc. := 40.68 g	T1:= 66.8 ms	T2:= 70.1 ms
-----------------	--------------	--------------



CLIP 3ms *

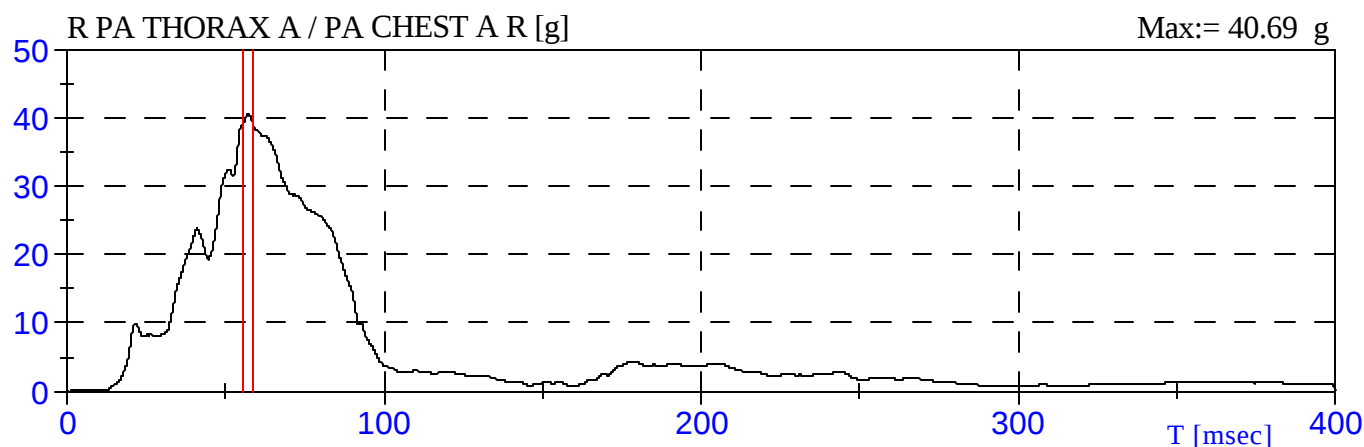
Acc. := 44.27 g	T1:= 61.0 ms	T2:= 64.0 ms
-----------------	--------------	--------------

* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 41.43 g	T1:= 77.6 ms	T2:= 80.7 ms
-----------------	--------------	--------------



CLIP 3ms *

Acc. := 39.24 g	T1:= 55.5 ms	T2:= 58.5 ms
-----------------	--------------	--------------

* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

 $M_c := 225 \text{ N-m}$
 $F_c := 35.9 \text{ kN}$

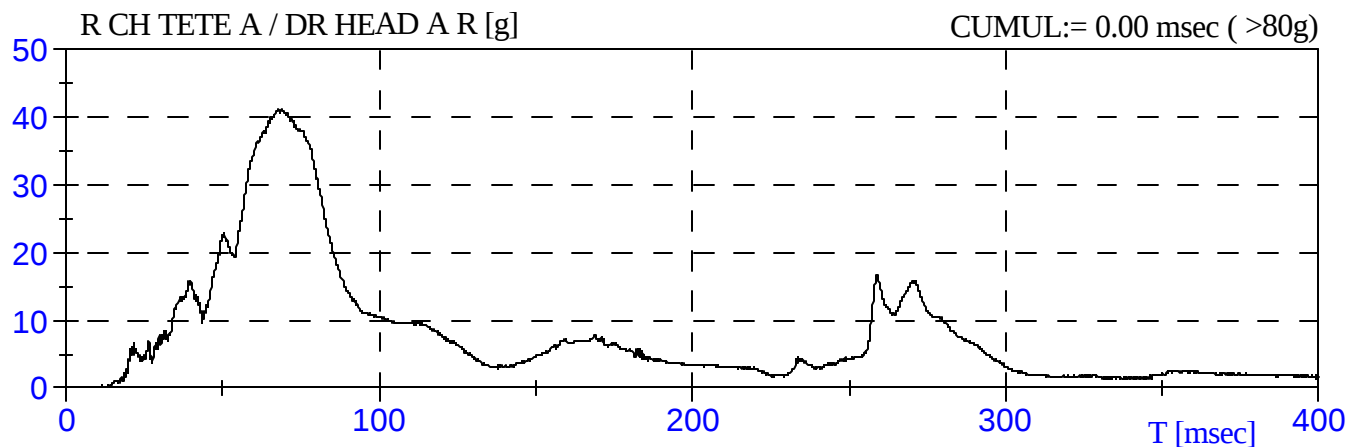
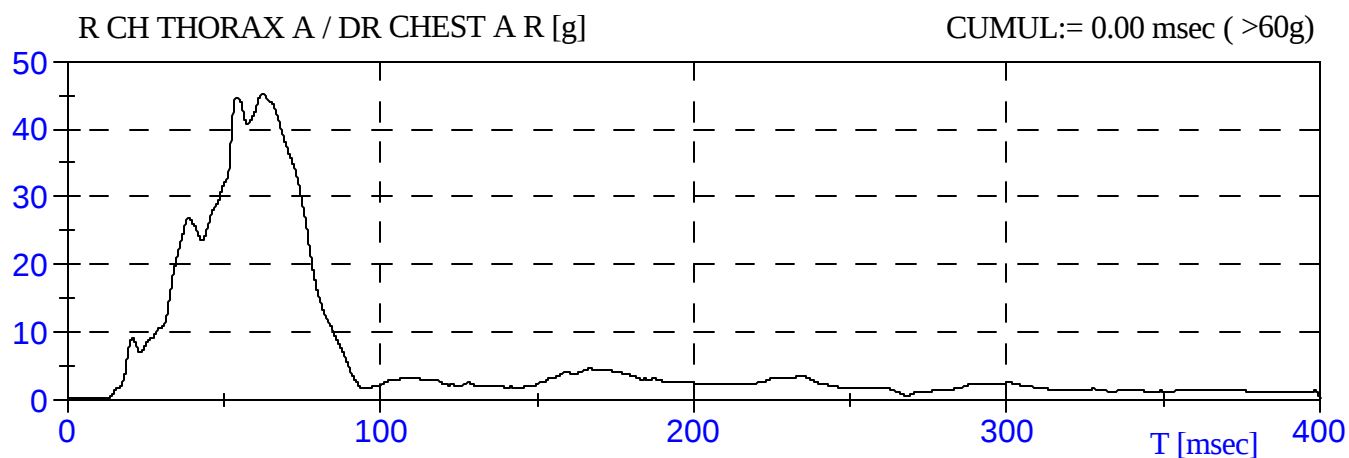
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.398	0.838
BAS / LOWER	0.415	0.388

TI Passager / Passenger

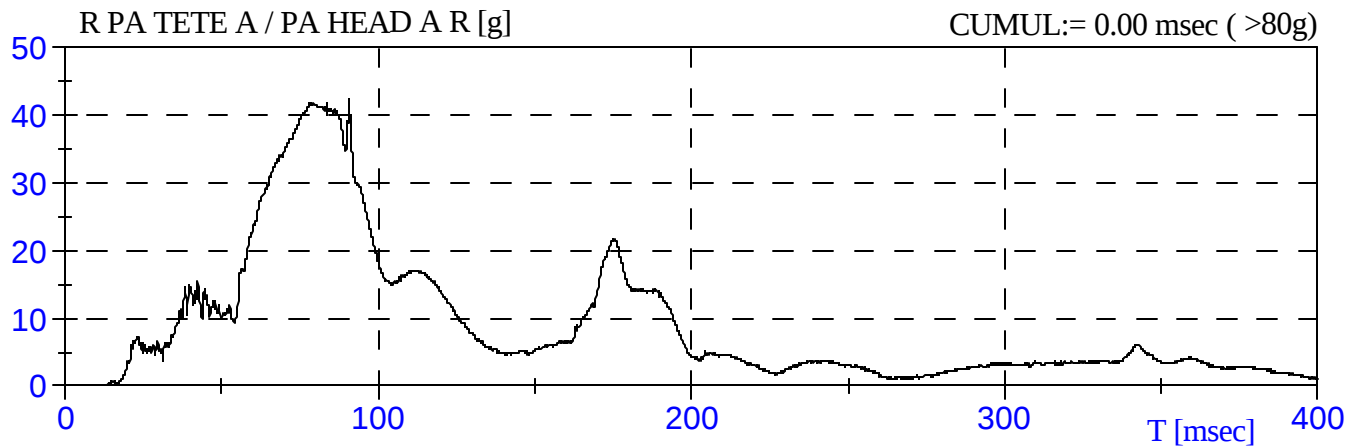
 $M_c := 225 \text{ N-m}$
 $F_c := 35.9 \text{ kN}$

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.439	0.358
BAS / LOWER	0.347	0.269

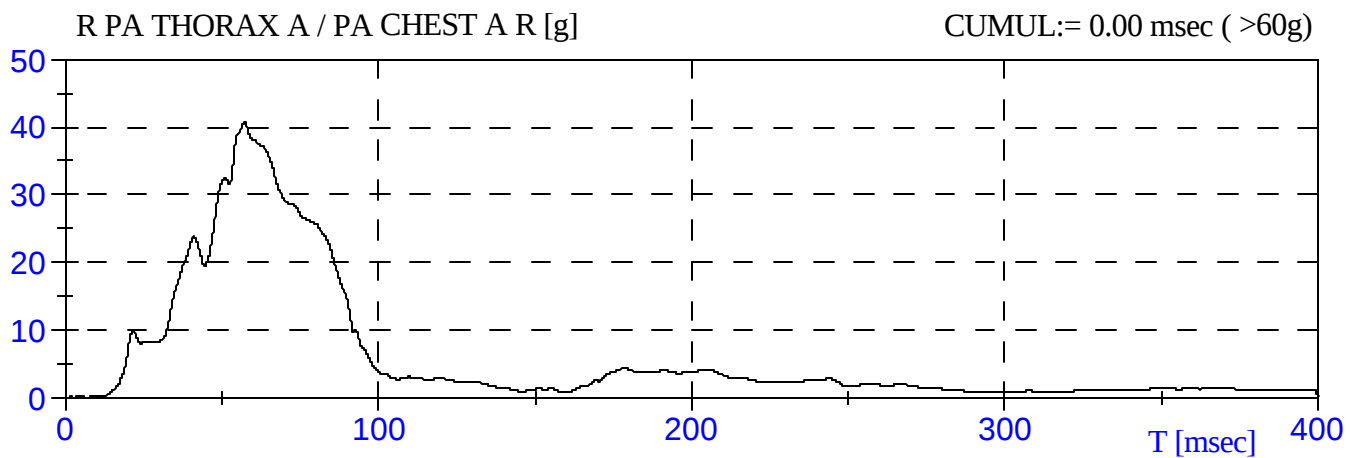
* Selon / According To: SAE J1727 AUG 96

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

$$N_{ij}^* = 0.22$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	6806
				Cc	6160
0.22	0.16	0.19	0.01	Fc	310
				Ec	135

Passager / Passenger

$$N_{ij}^* = 0.21$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	6806
				Cc	6160
0.12	0.08	0.21	0.09	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA HT COU FX: Transitoire réparé de 32.0 ms à 53.5 ms.

VEH LOC#5 AX: N'est pas valid à partir de 30.9 ms.

PA UP NECK FX: Glitch removed from 32.0 ms to 53.5 ms.

VEH LOC#5 AX: Is not valid from 30.9 ms.