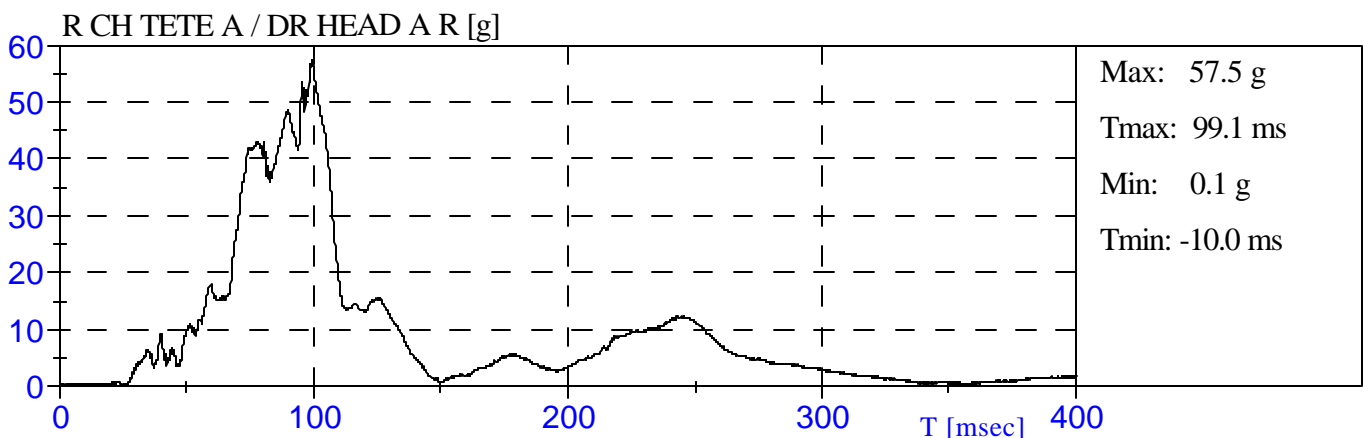
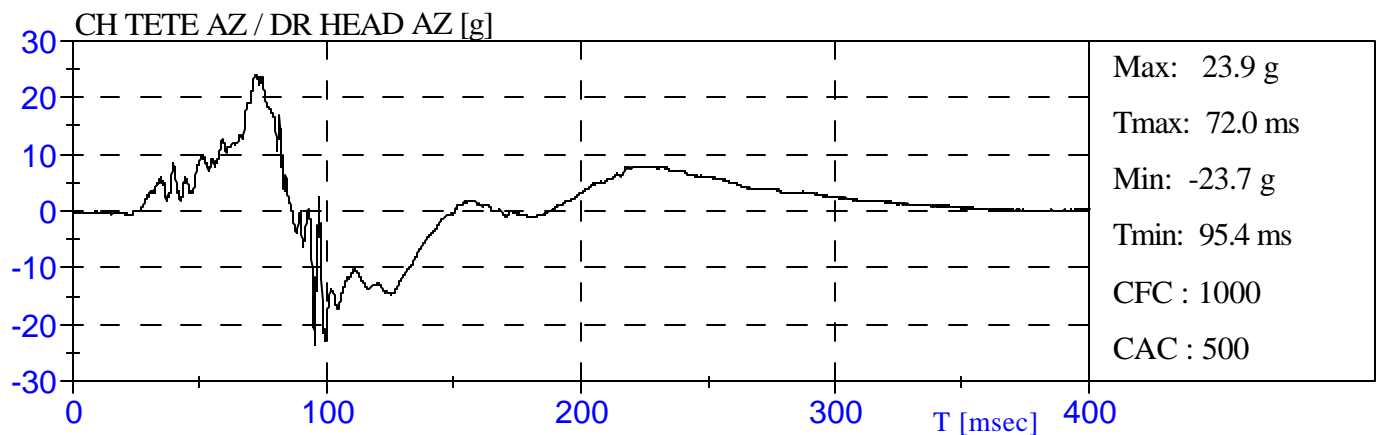
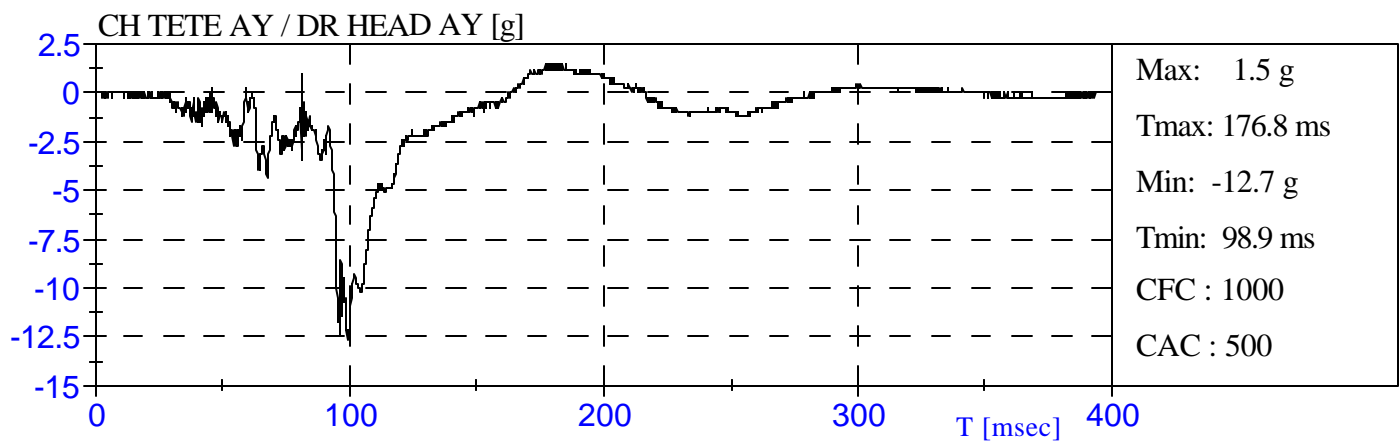
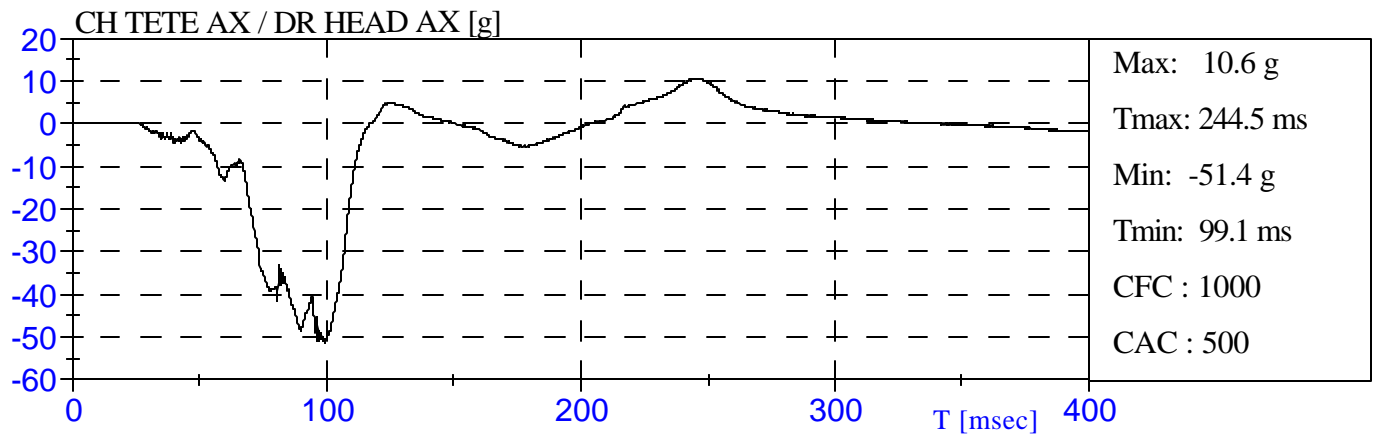
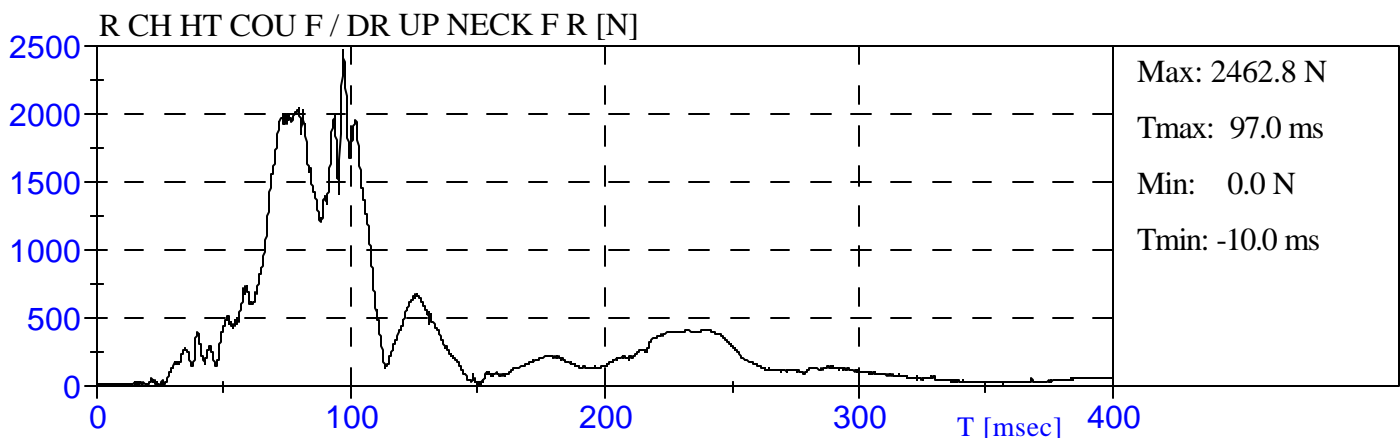
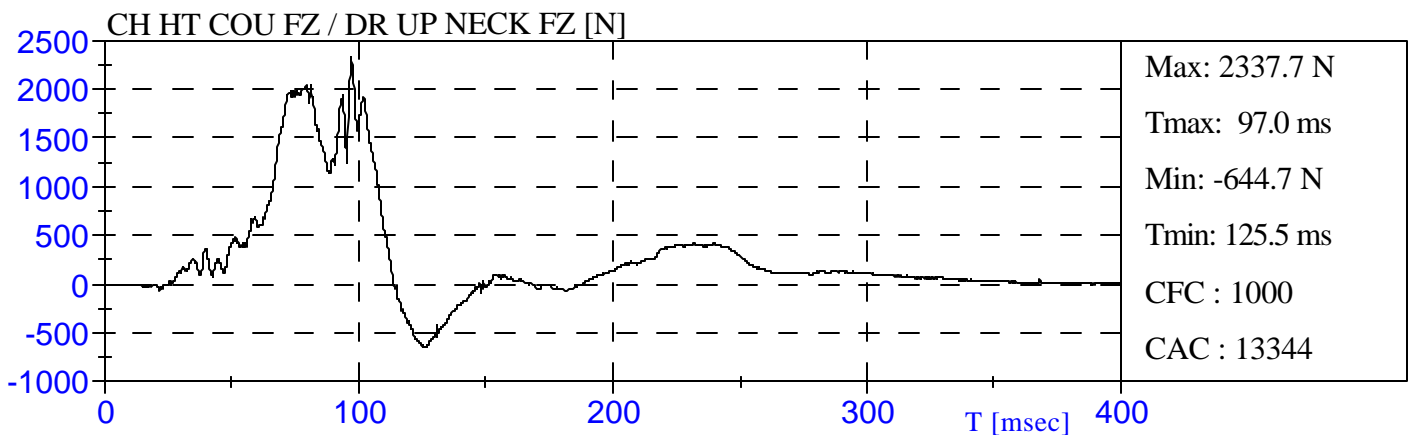
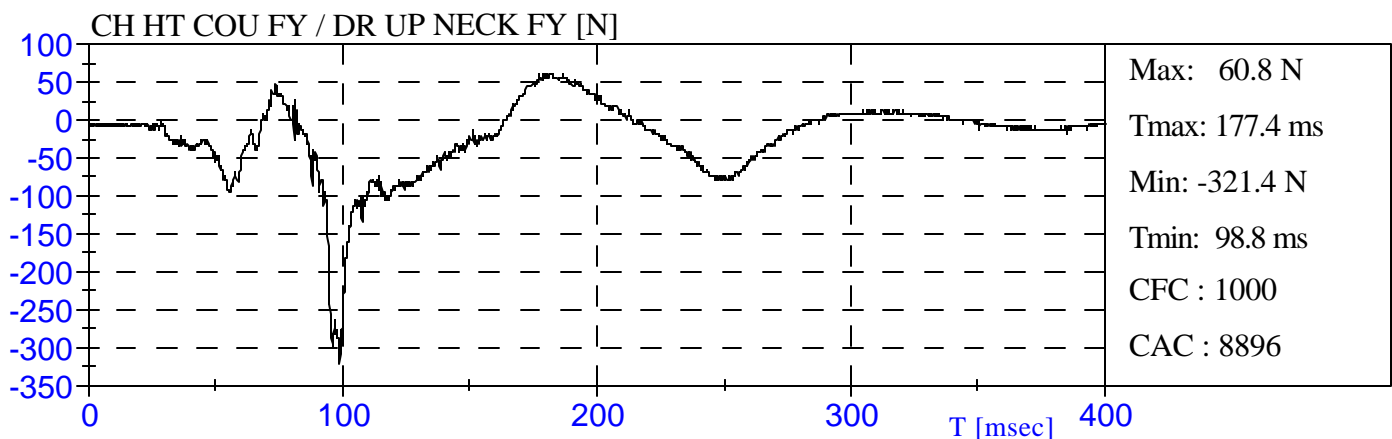
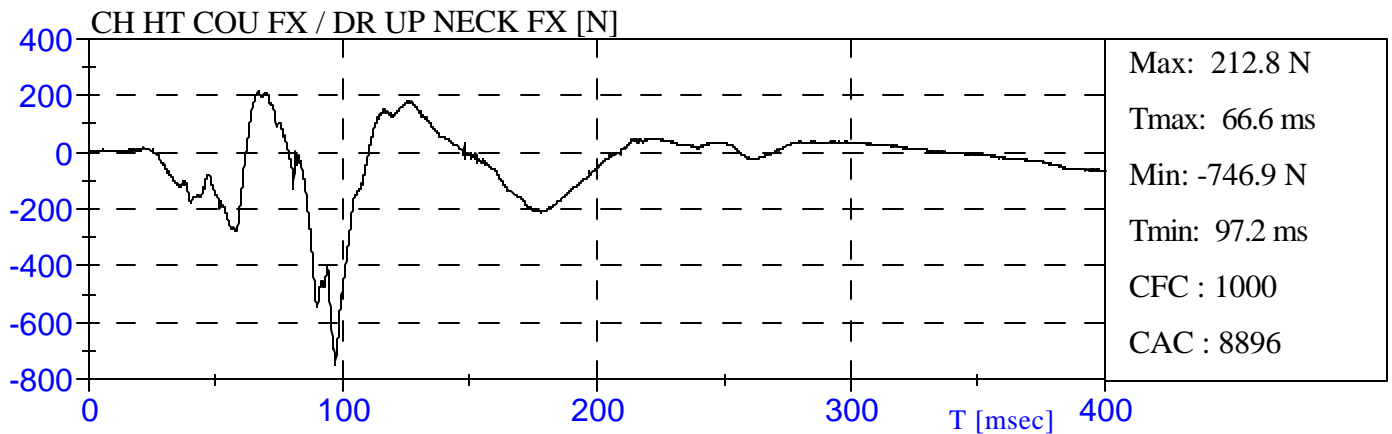
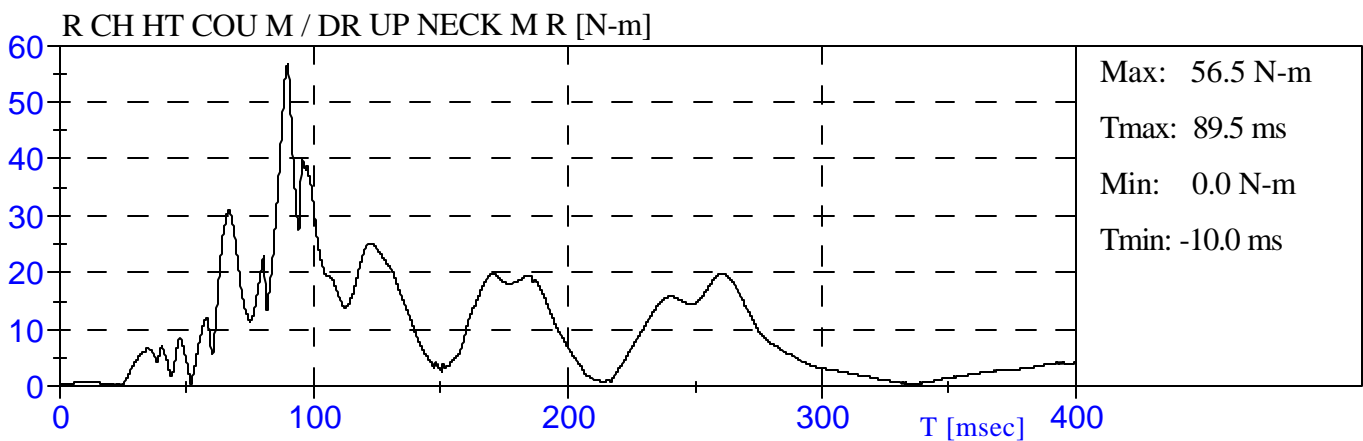
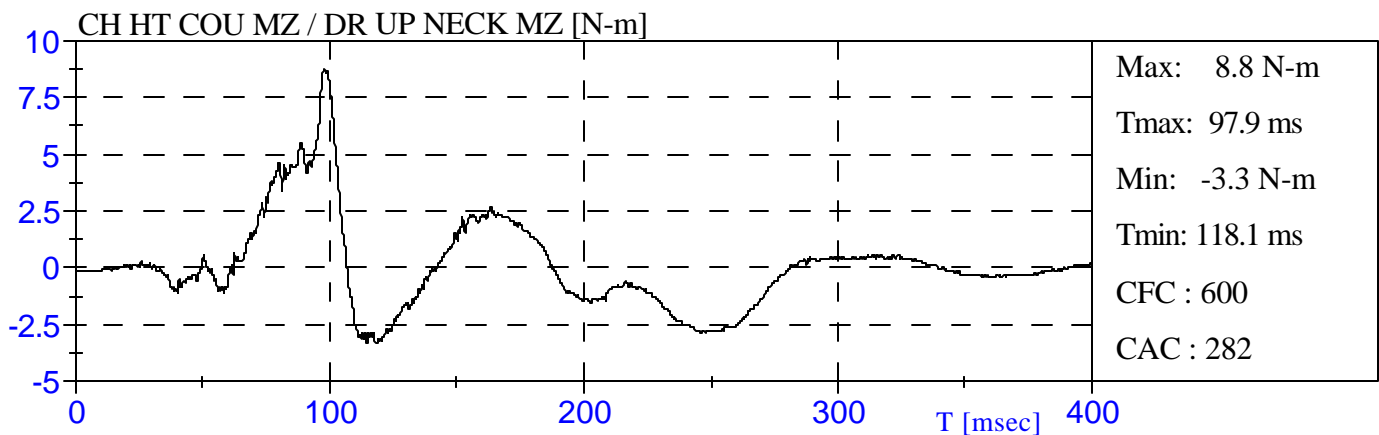
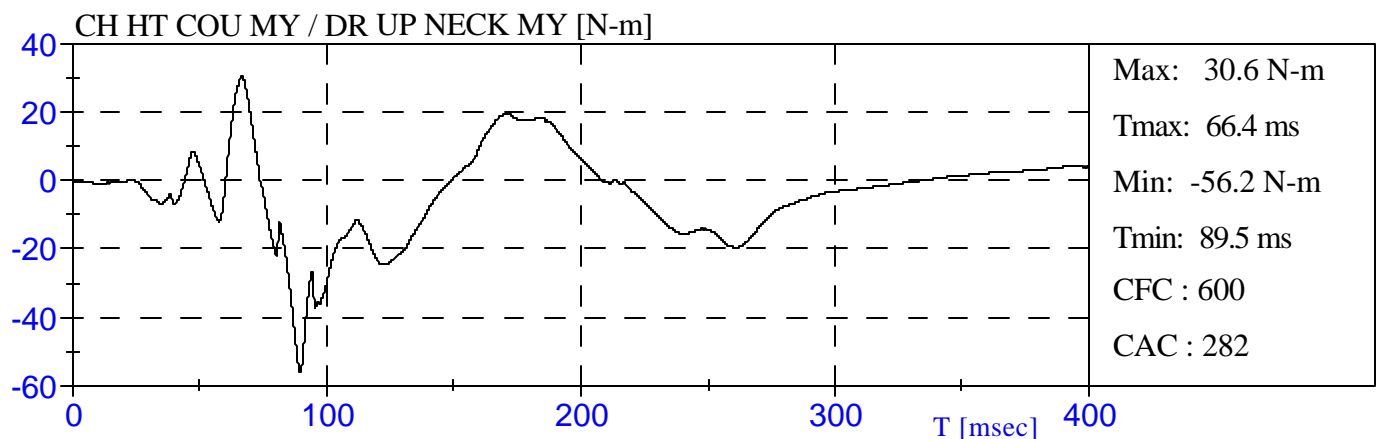
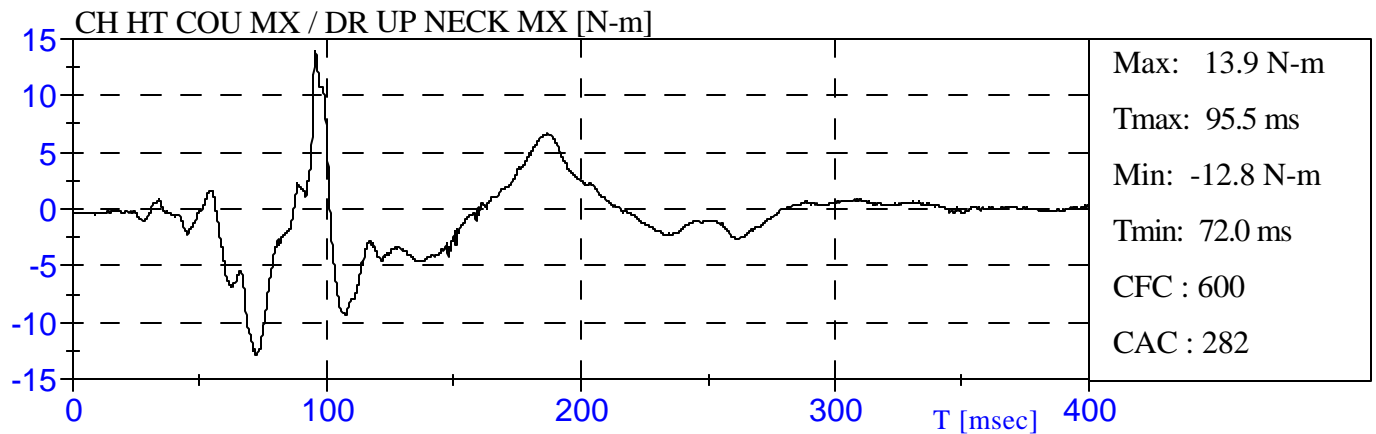
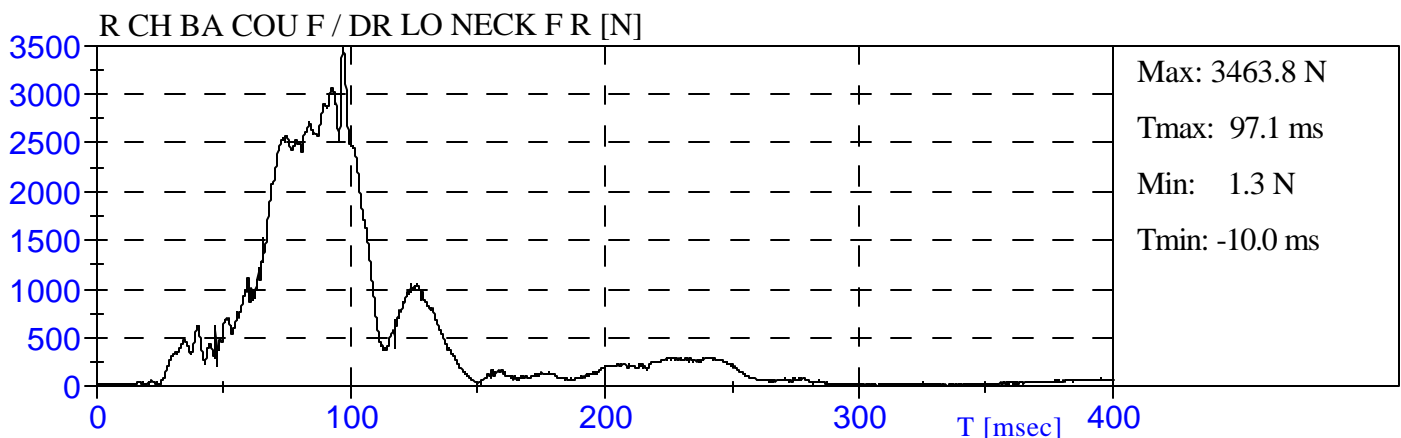
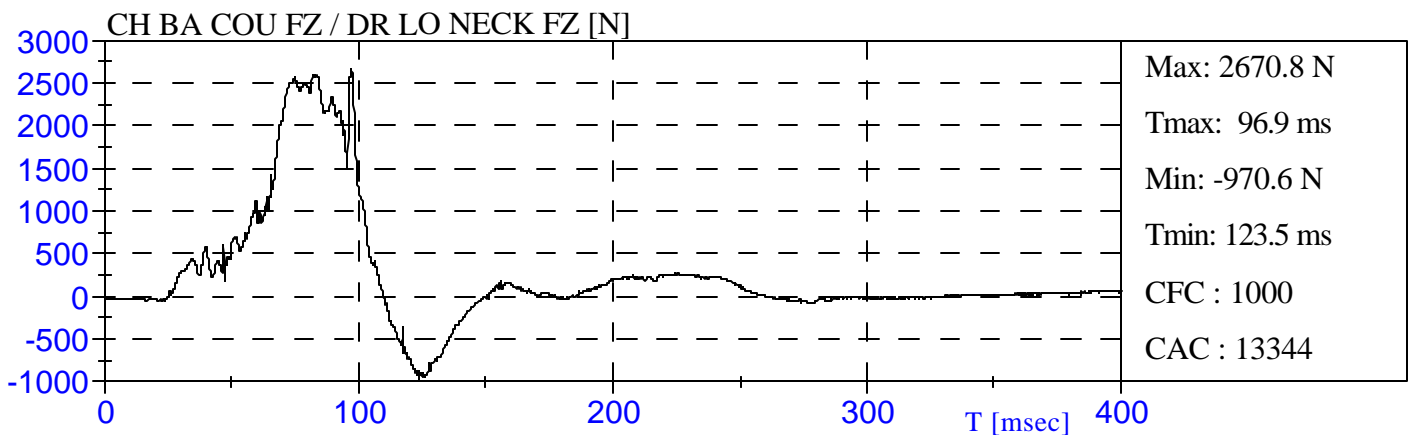
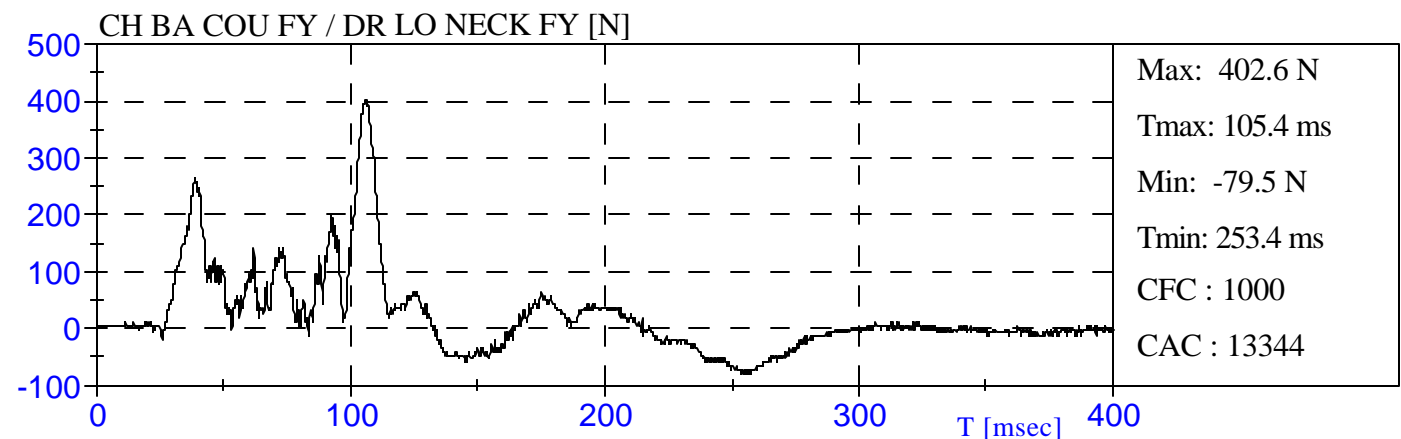
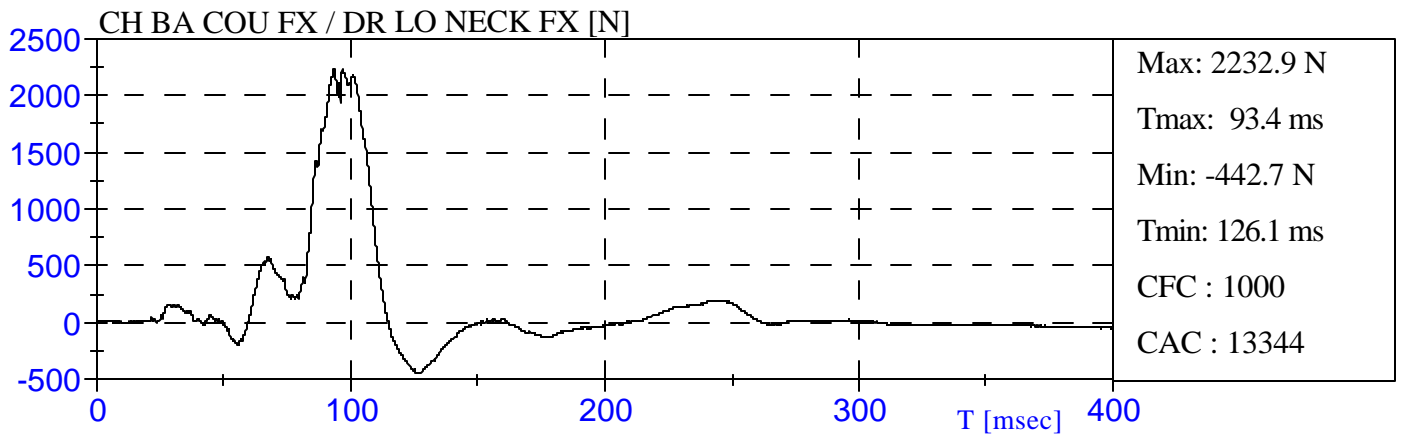


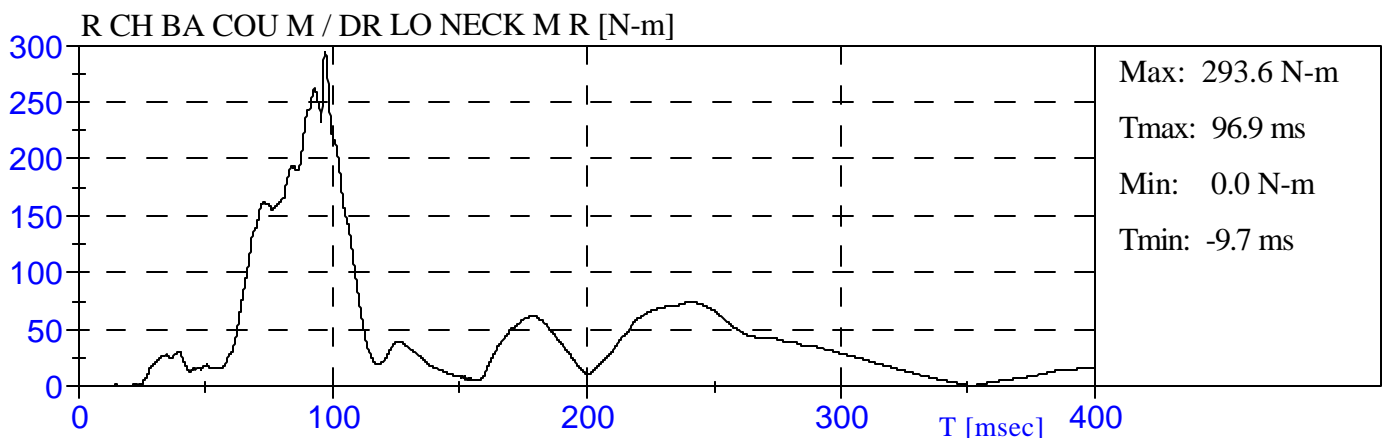
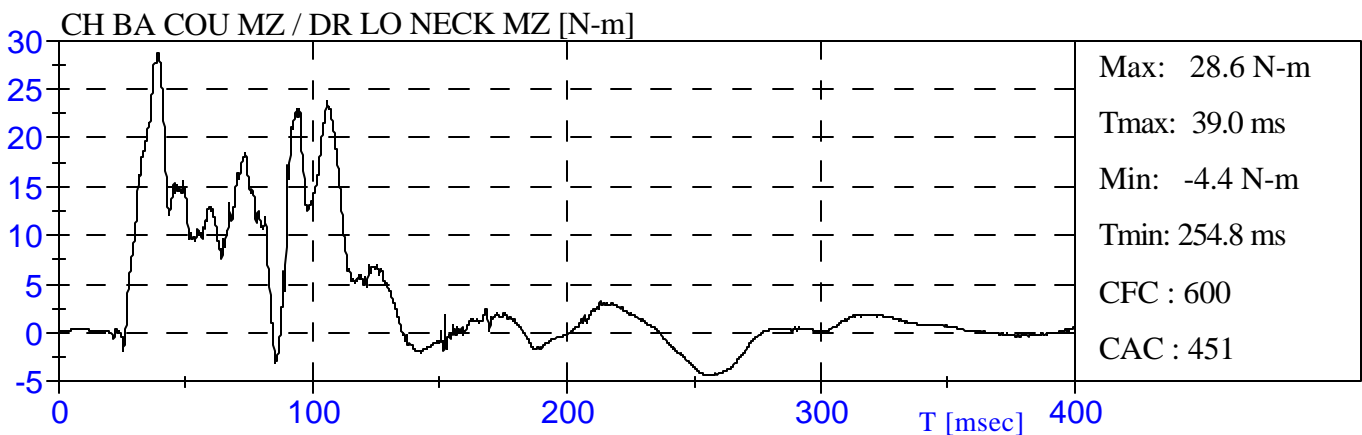
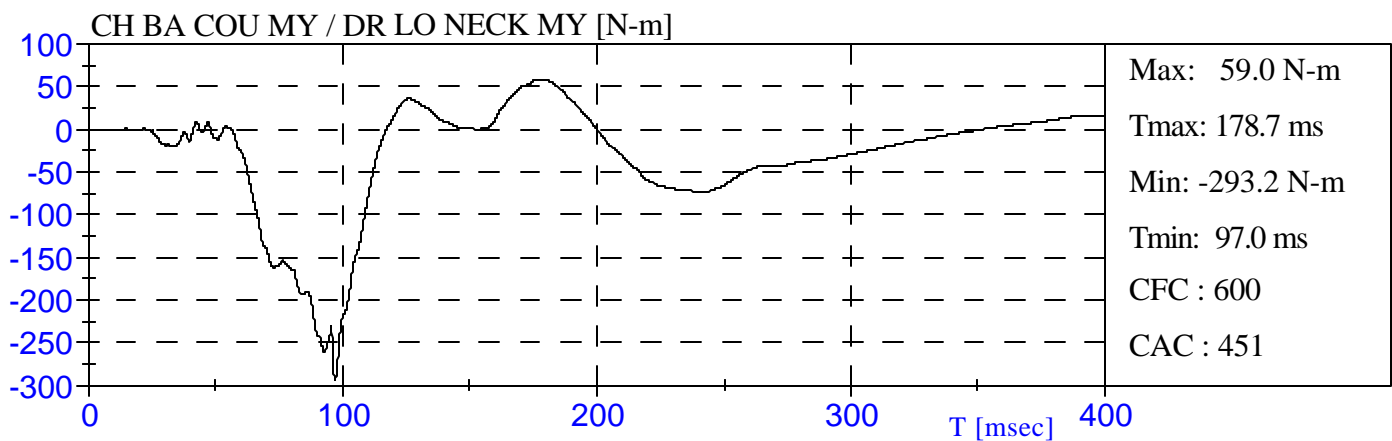
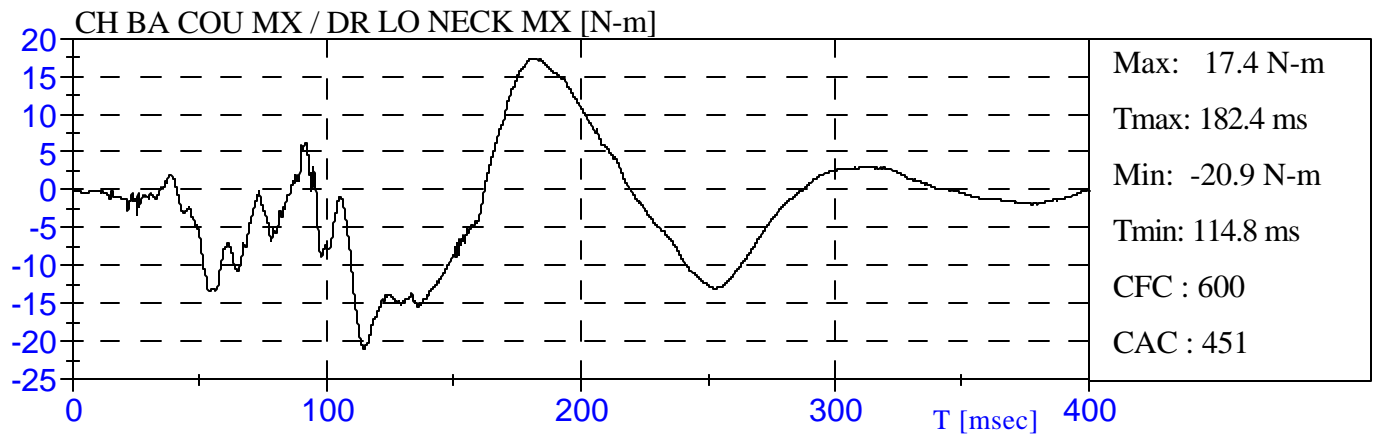
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Type de véhicule Type of Vehicle	DODGE DURANGO 2002
Numéro de TC Tc Number	TC02-135
Numéro de contrat Contract No	02-6008
Acquisition de données selon: Data Acquisition according to:	SAE J211/1 MAR 95
Date de l'essai Test date	2002-03-22
Titre du projet Project Title	NSVAC 208 PROTECTION DE L'OCCUPANT EN COLLISION CMVSS 208 OCCUPANT CRASH PROTECTION
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M

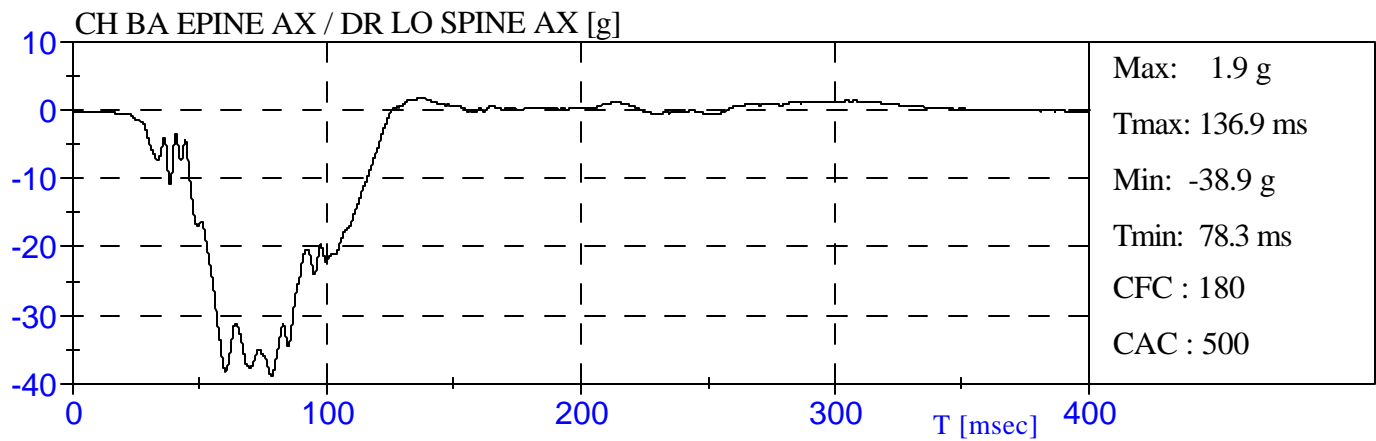
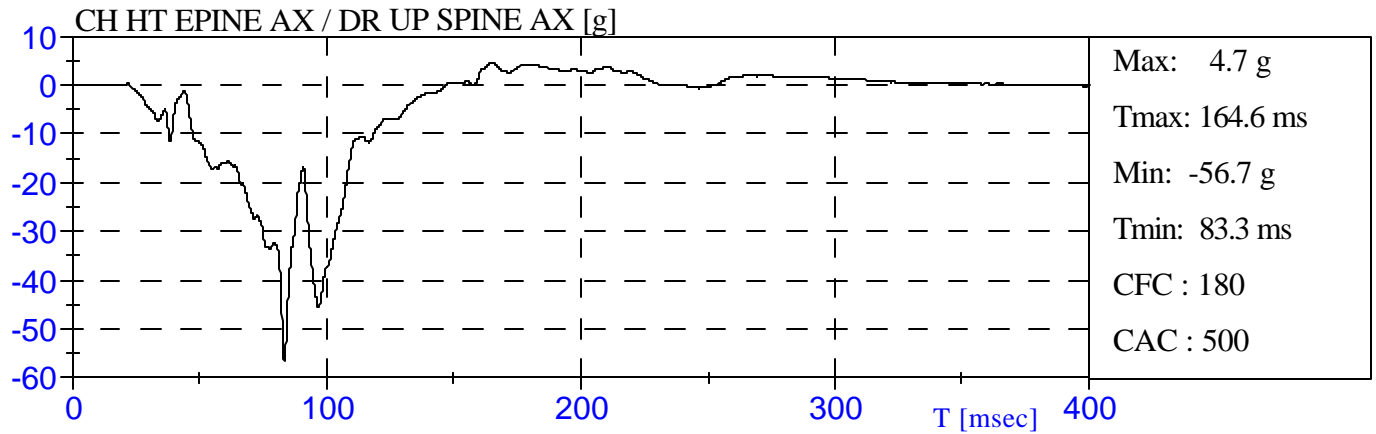


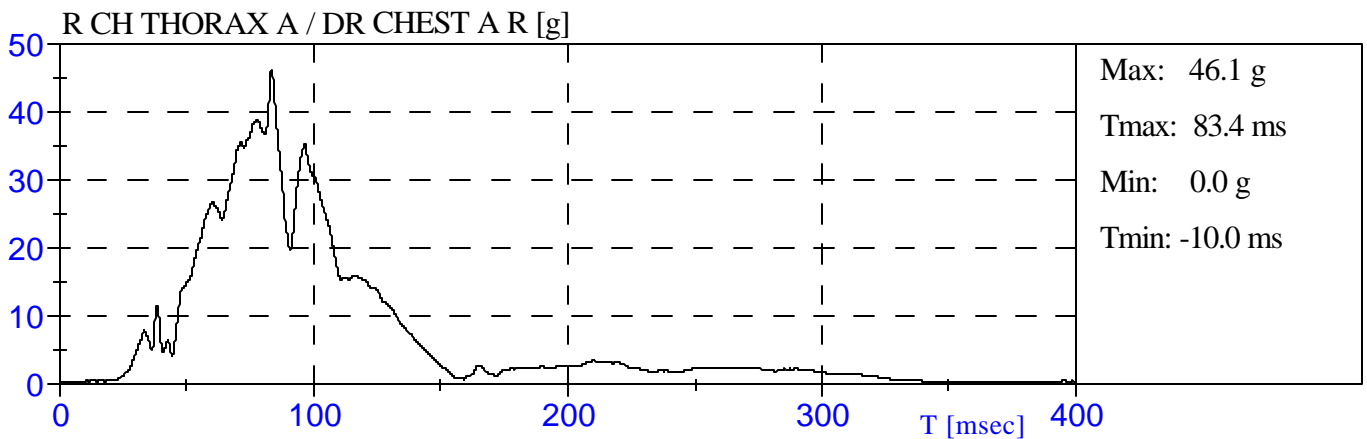
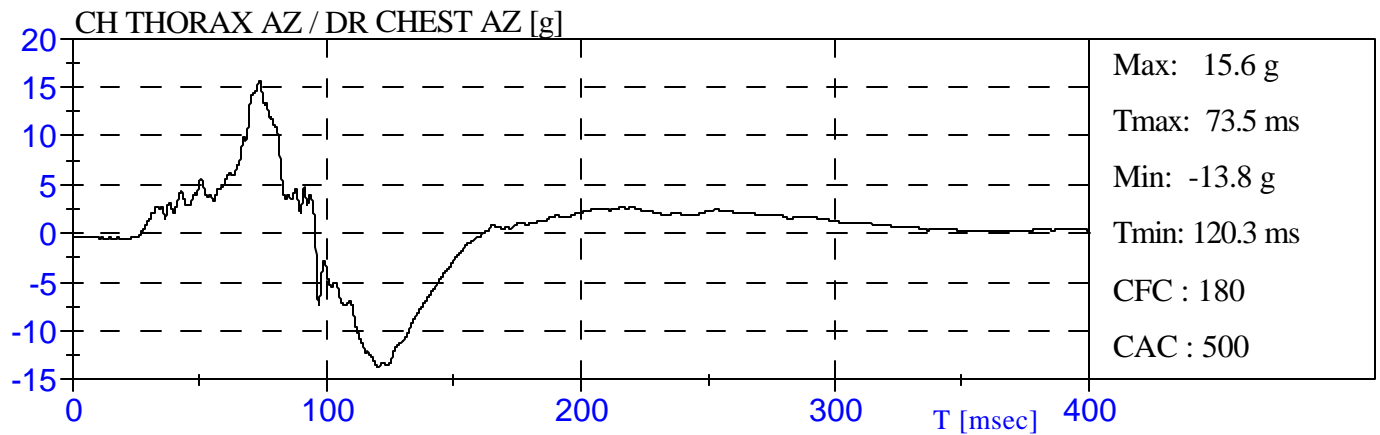
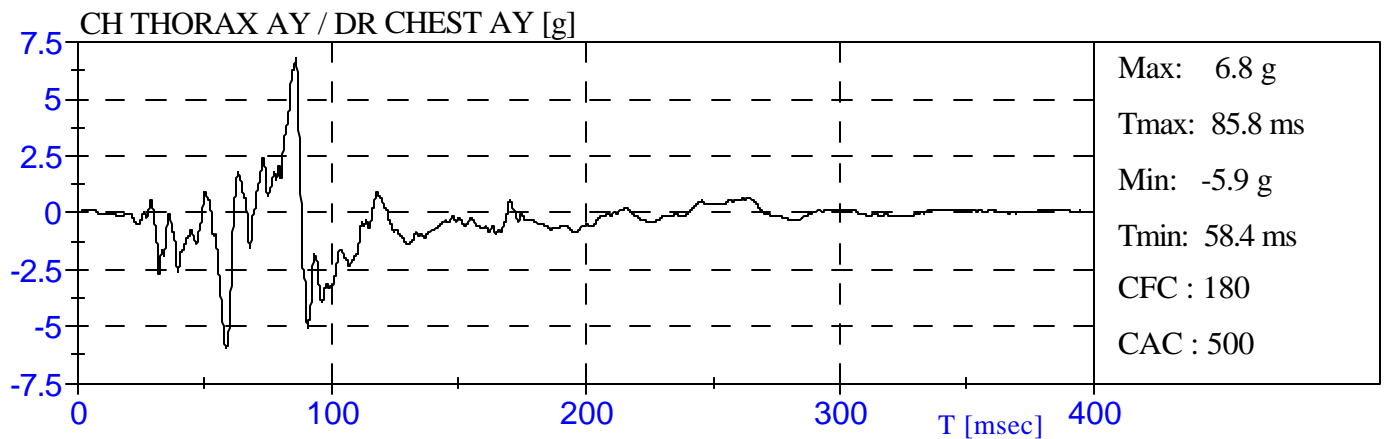
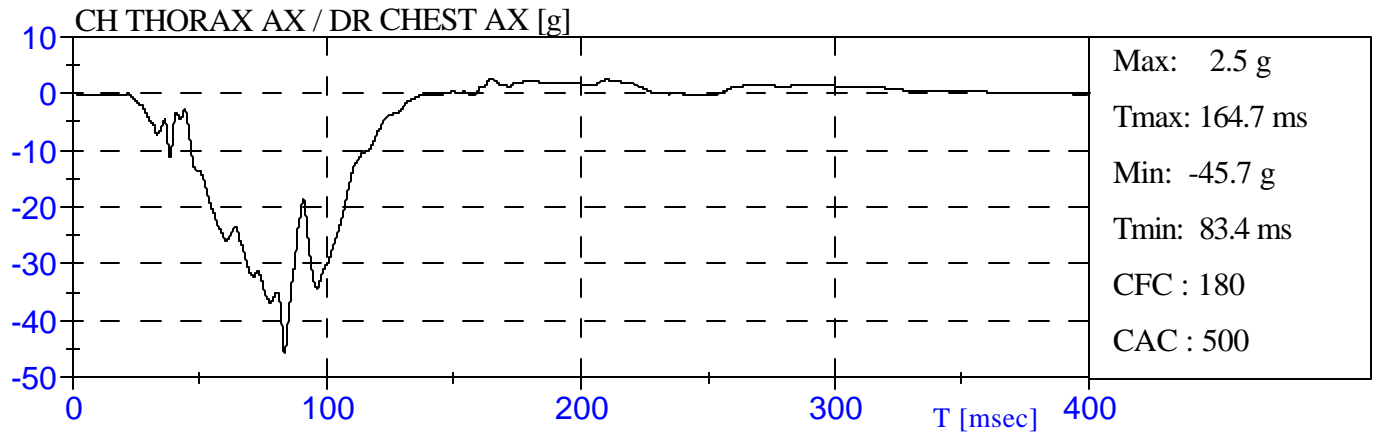


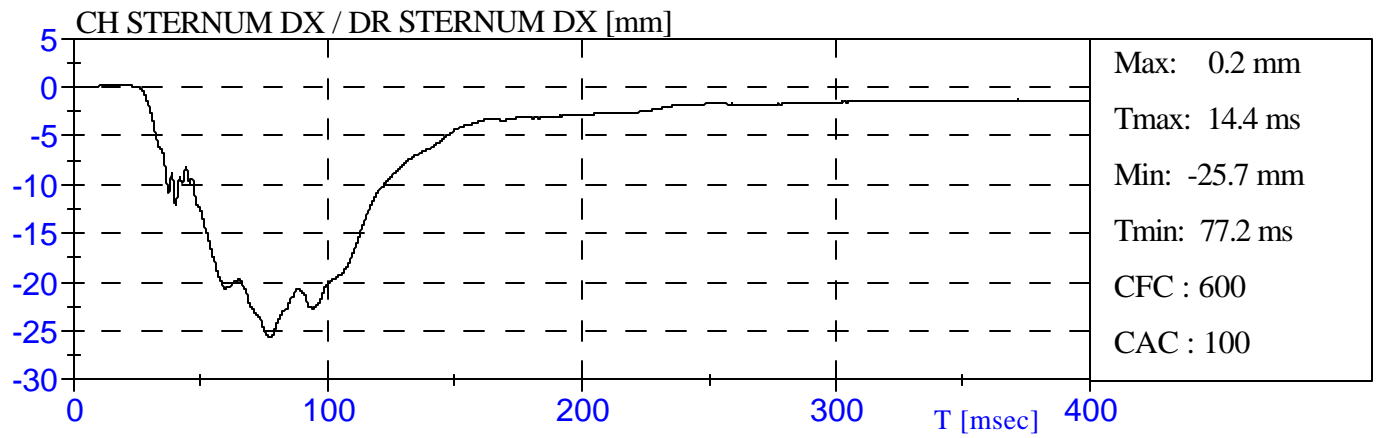


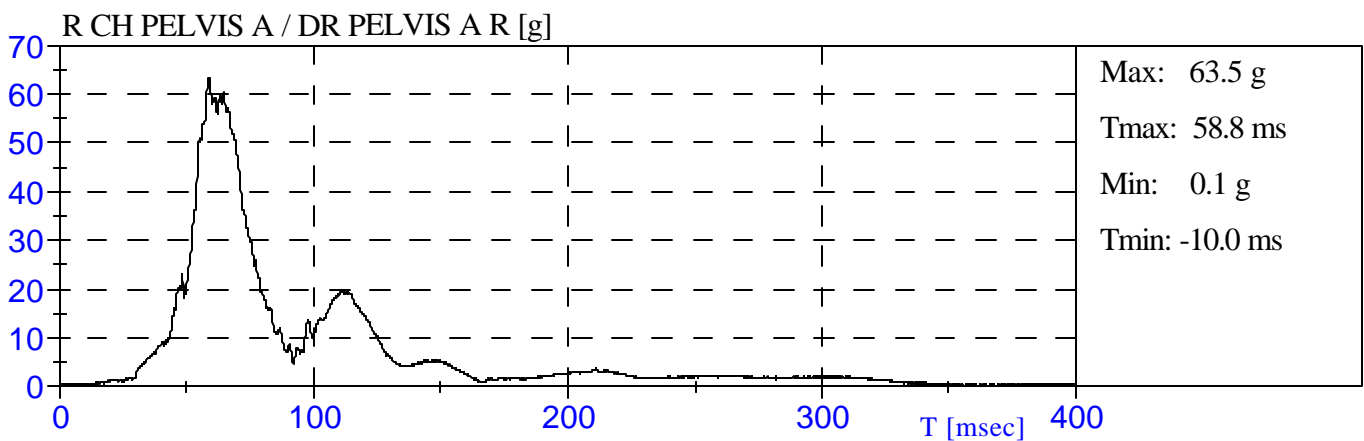
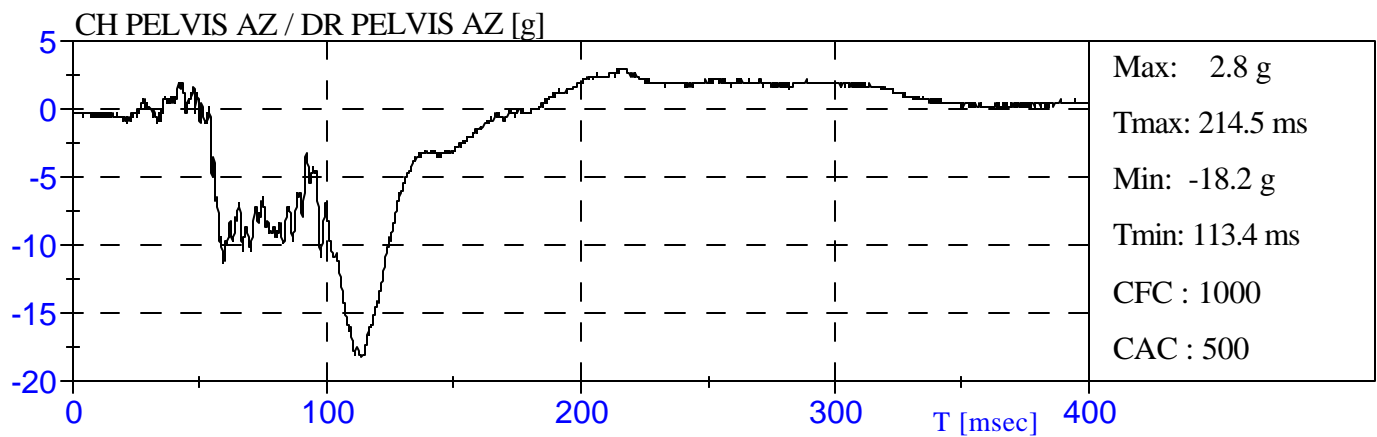
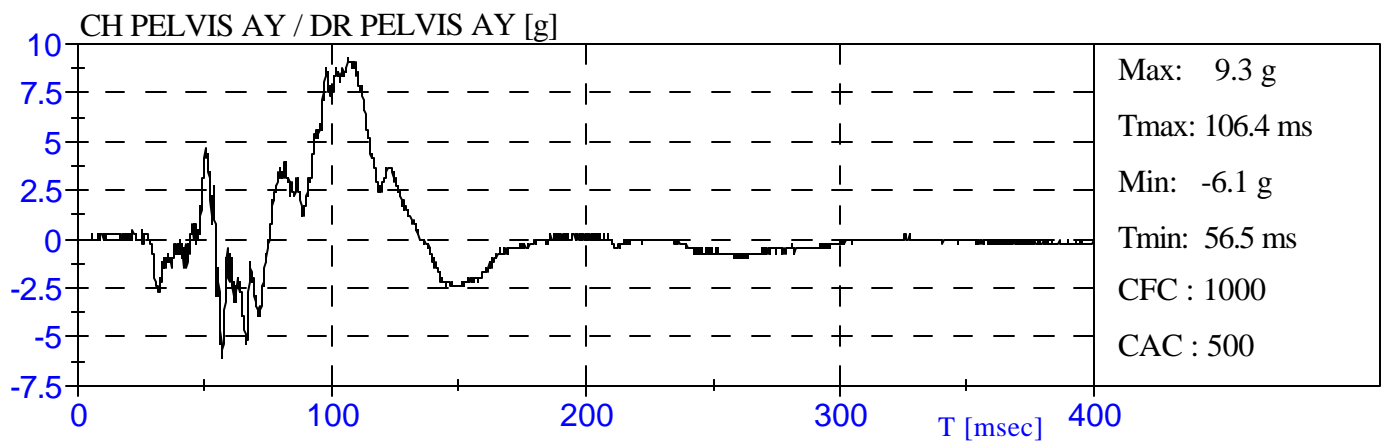
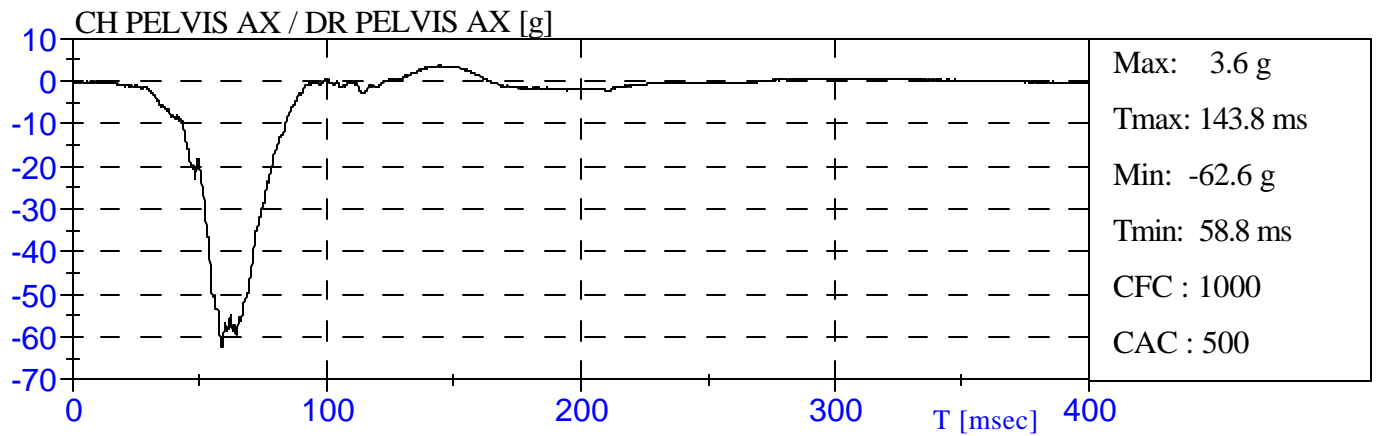


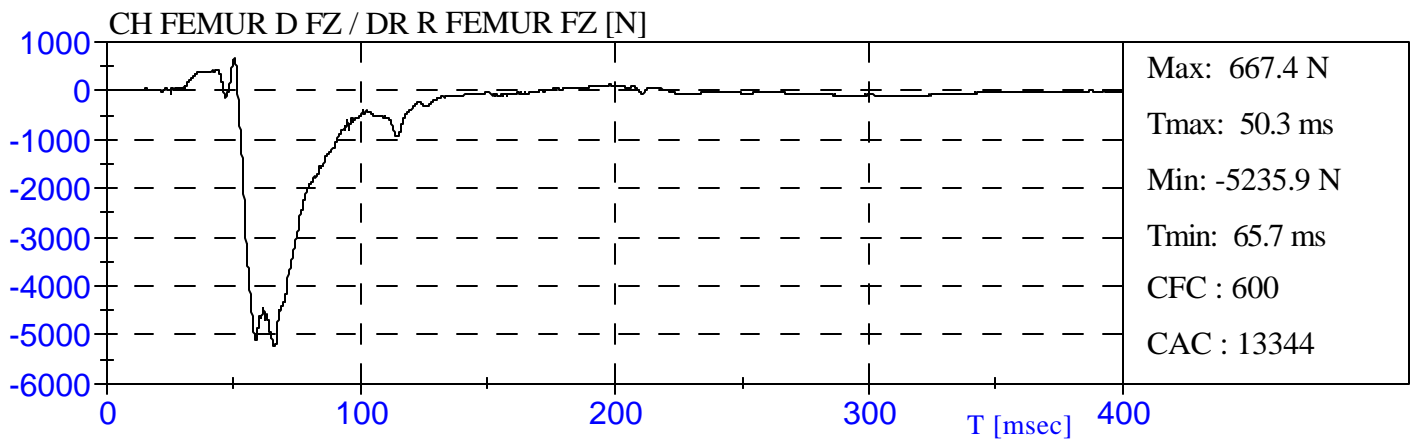
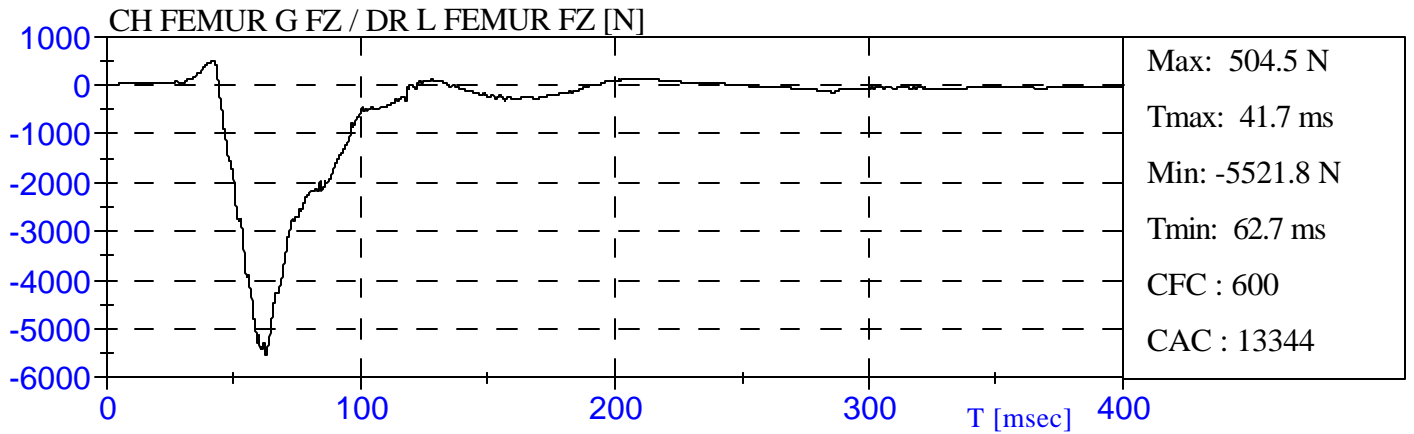


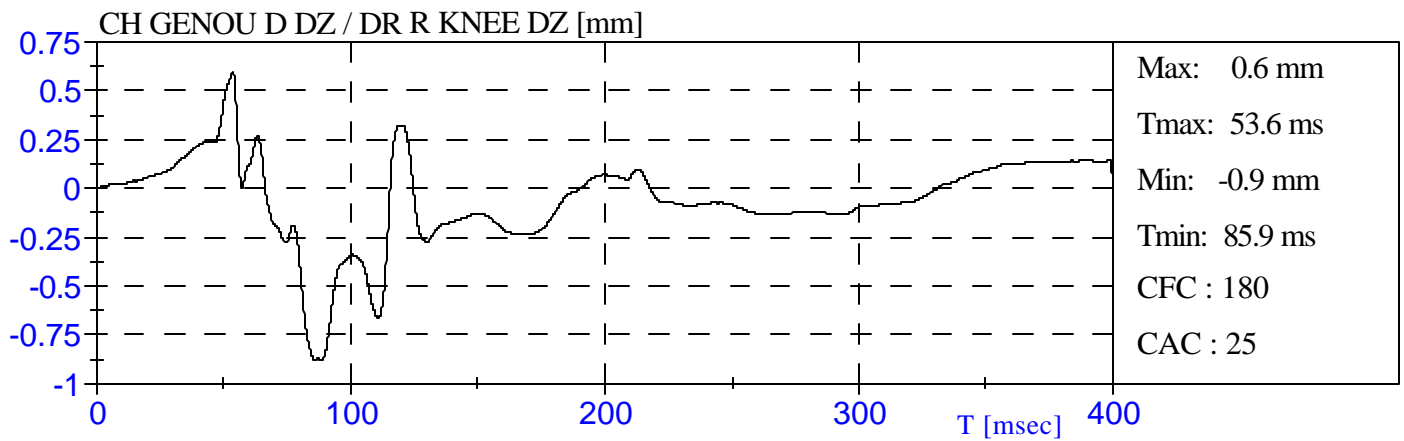
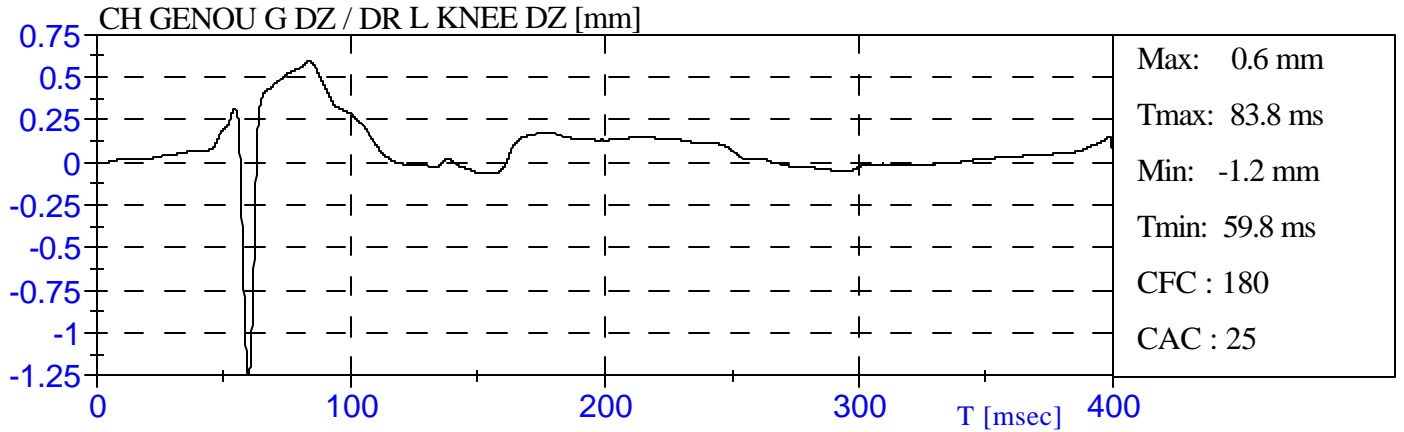


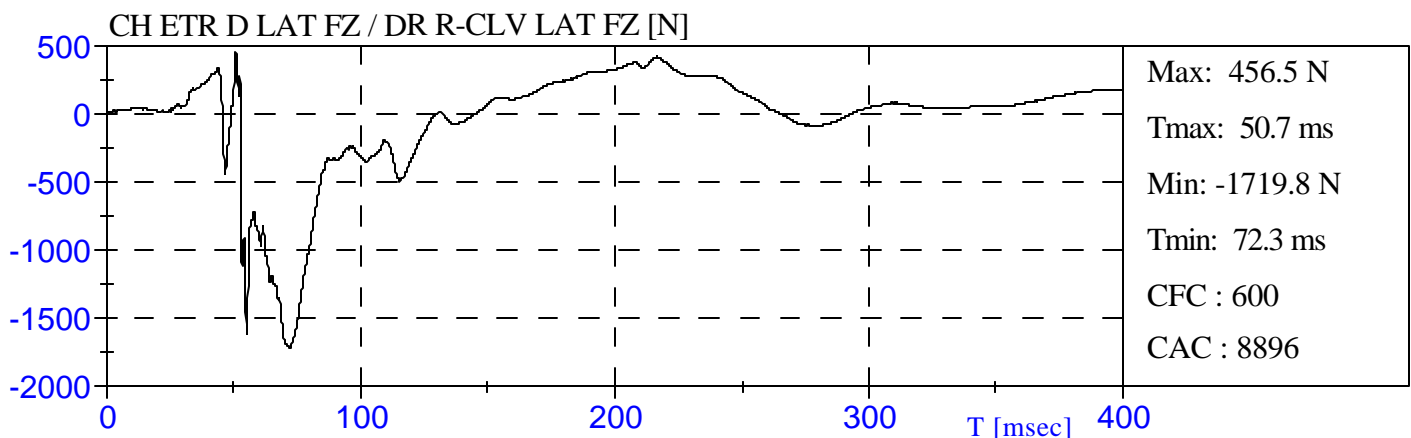
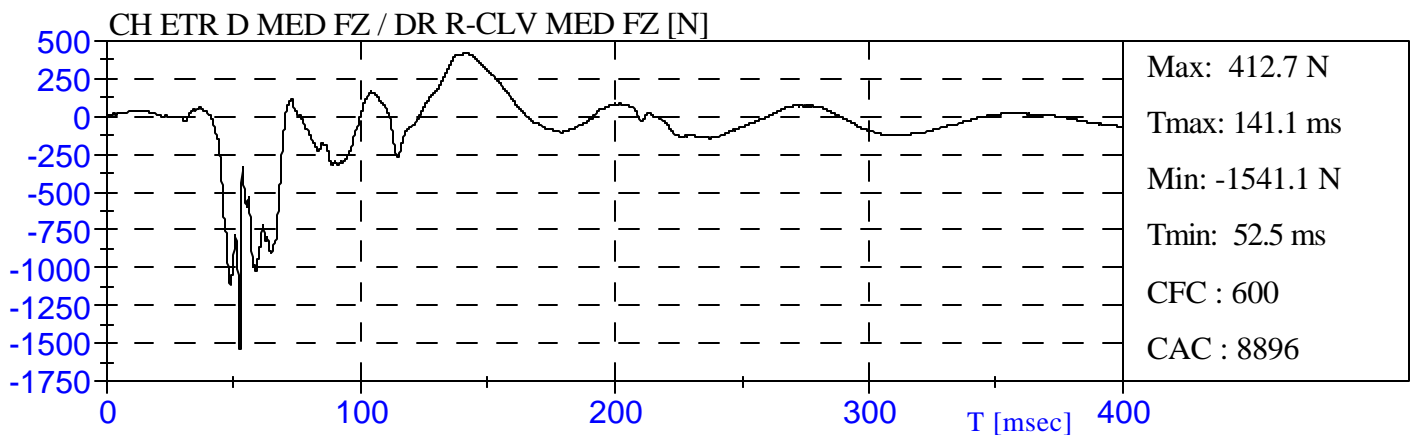
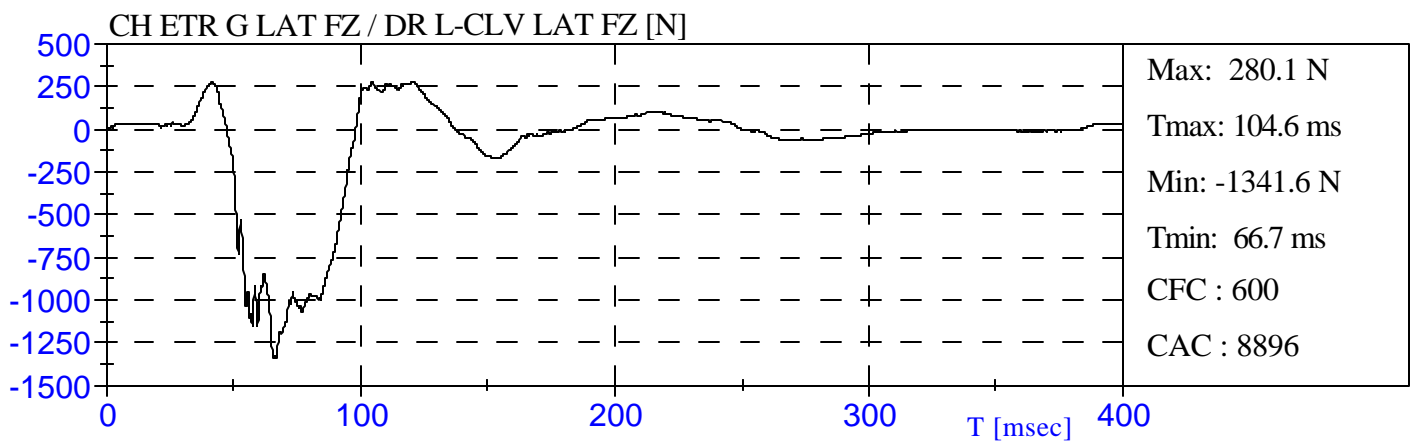
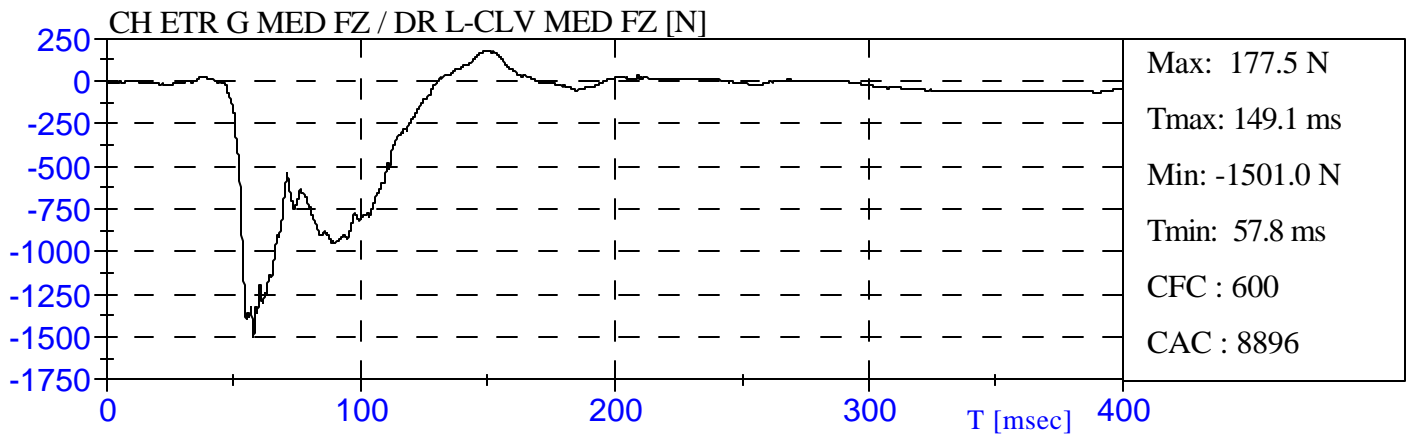


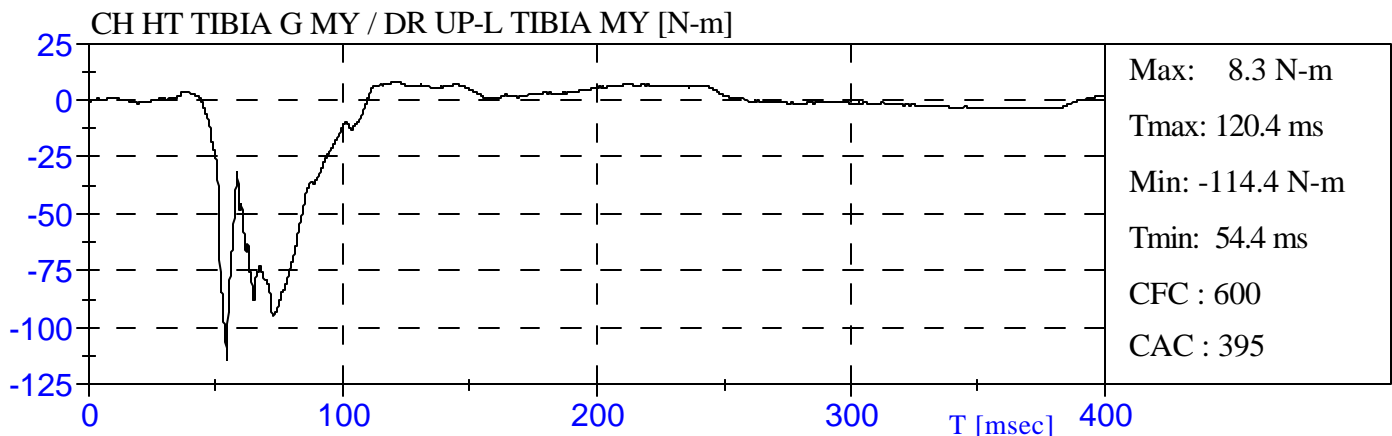
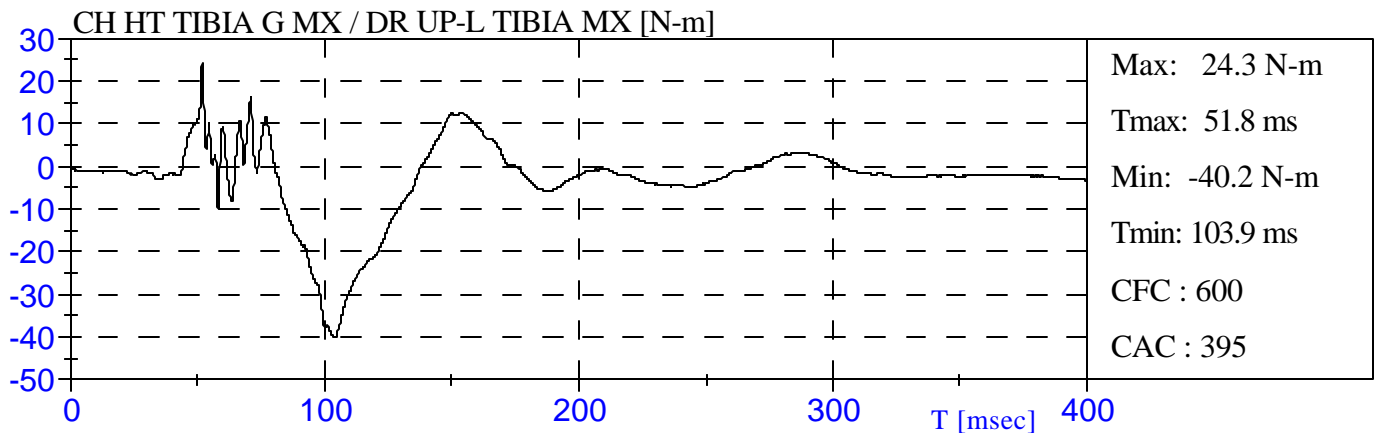
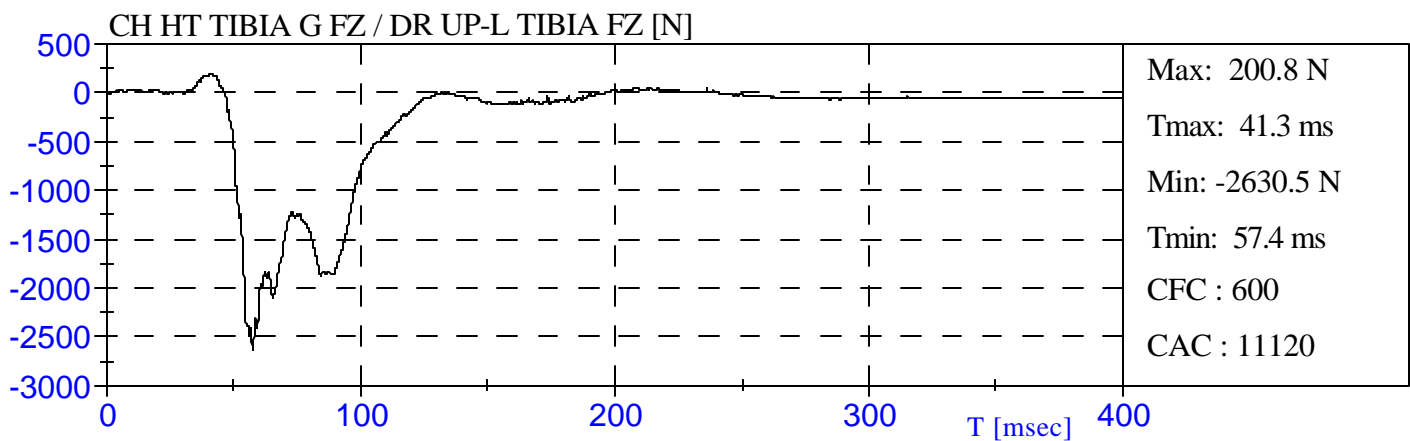
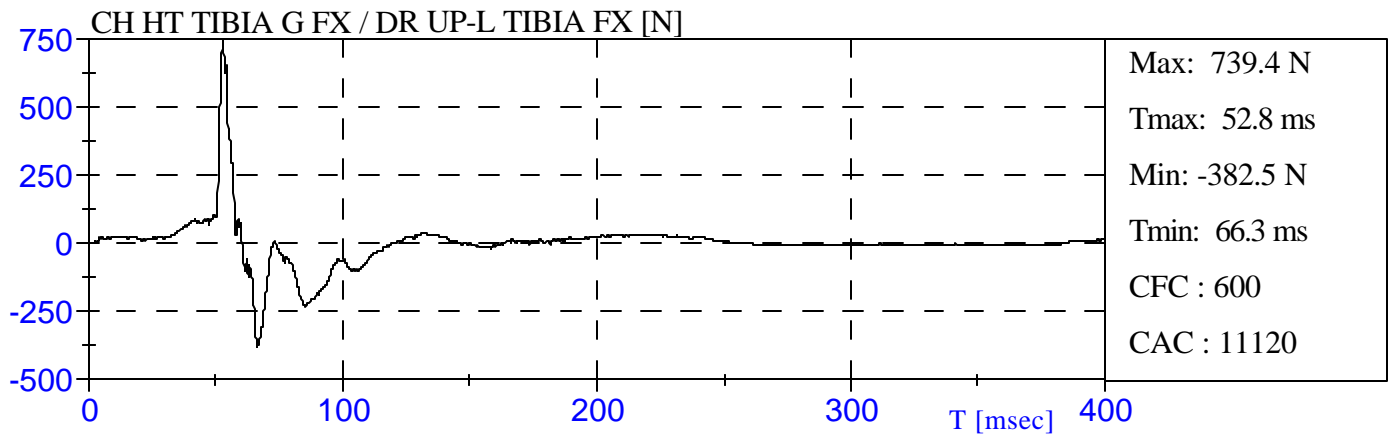


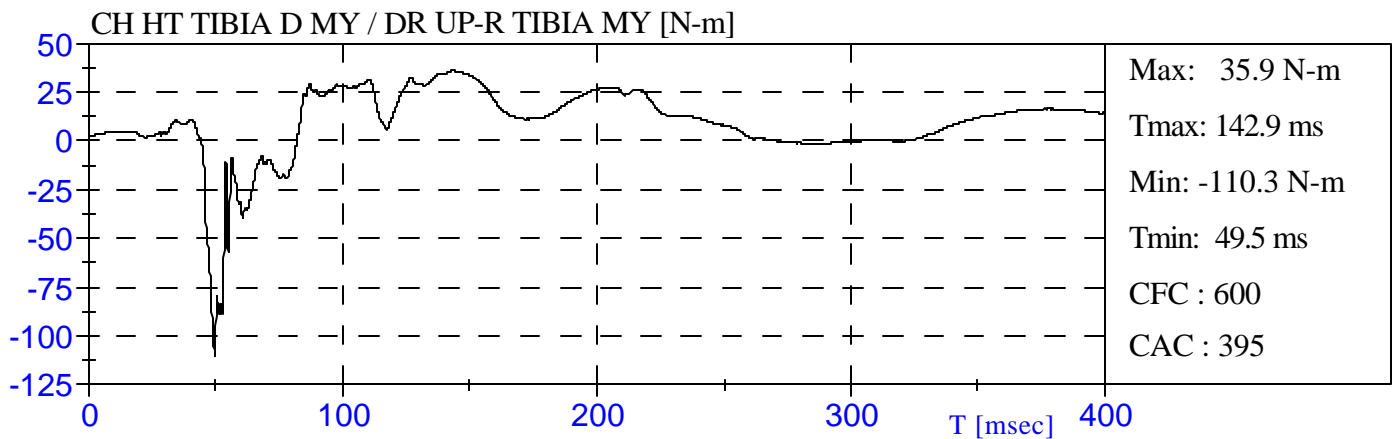
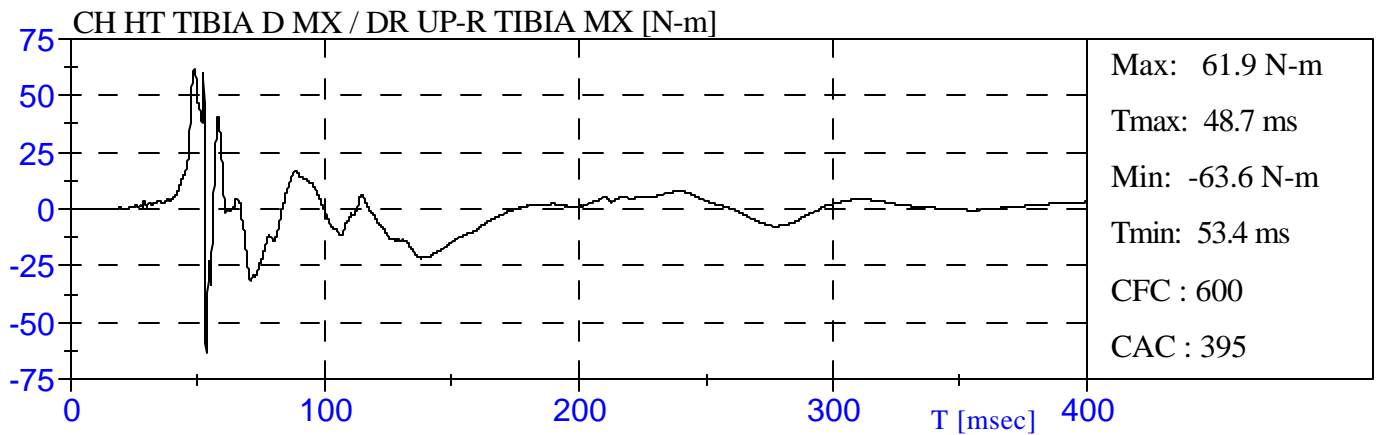
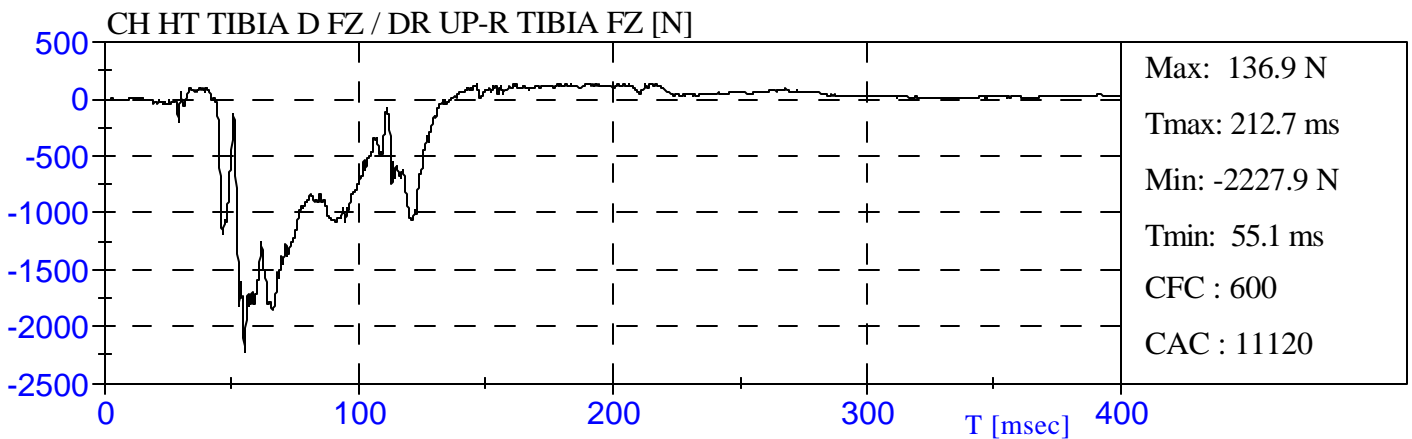
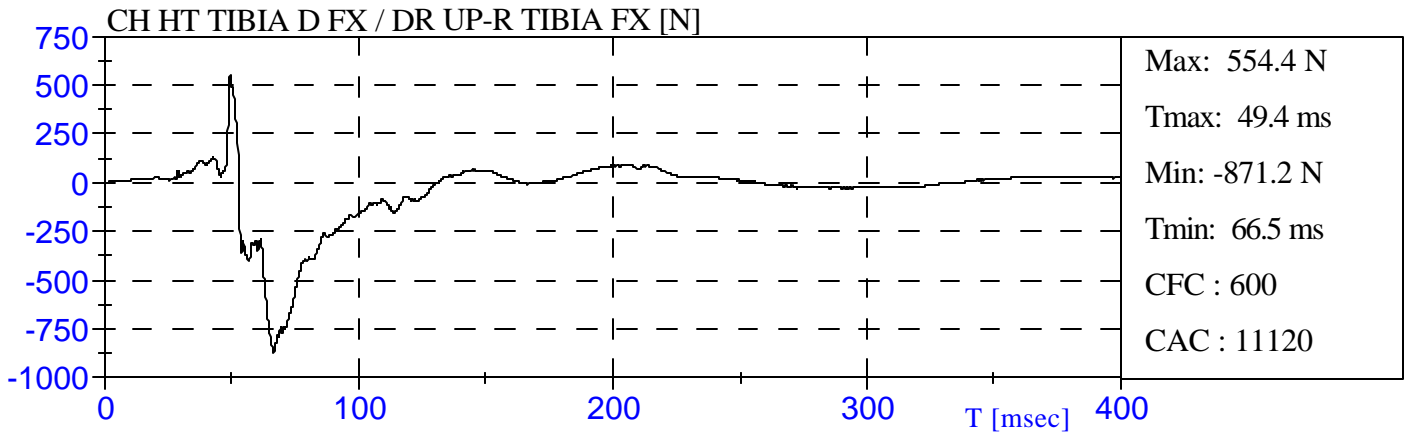


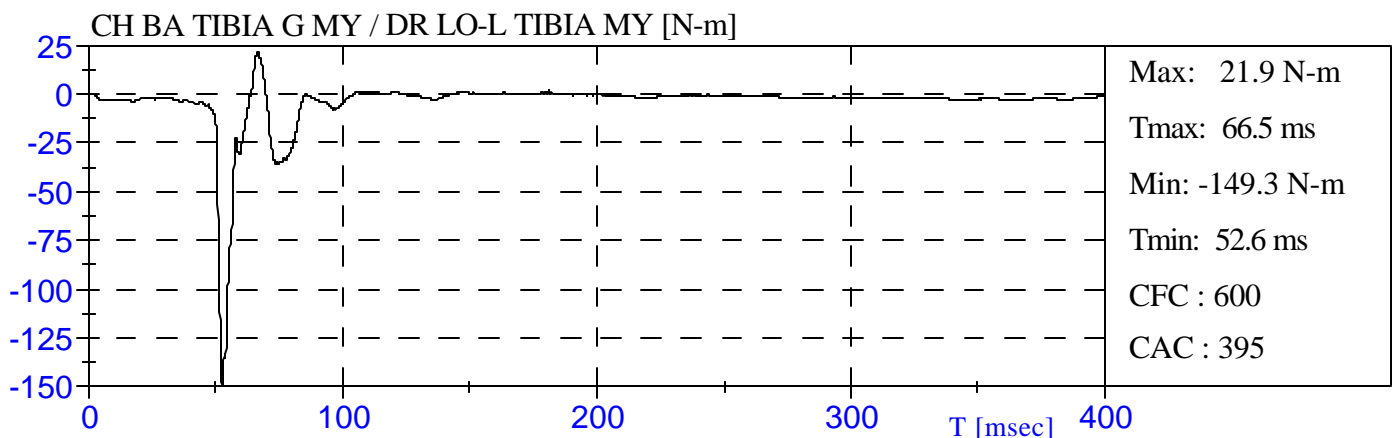
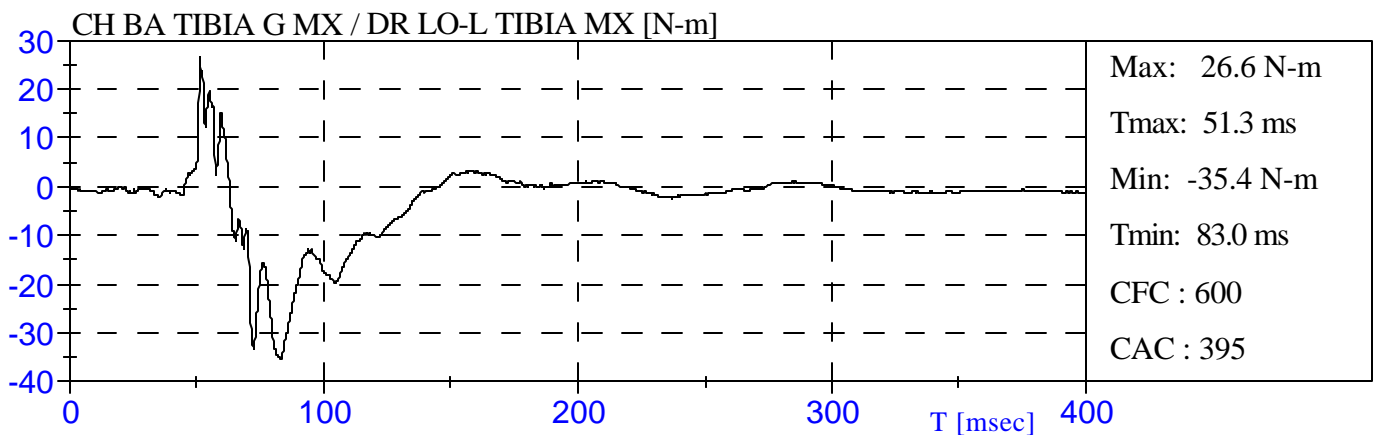
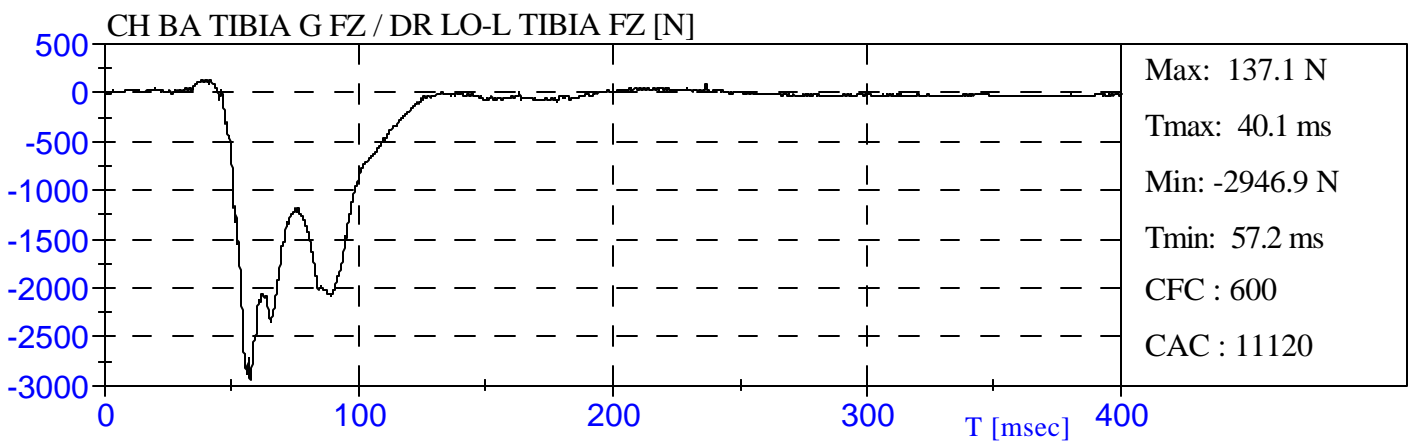
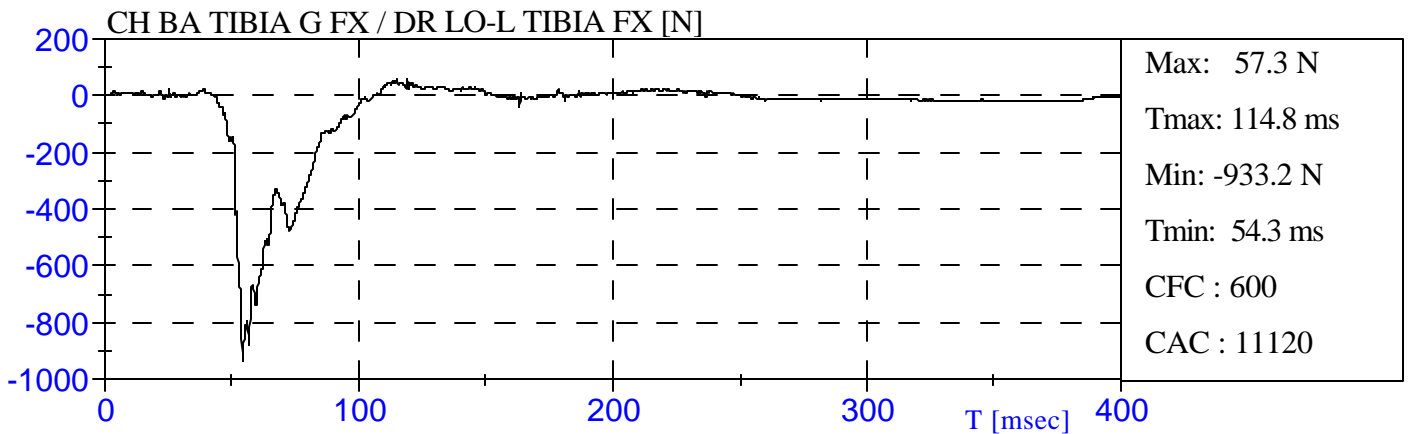


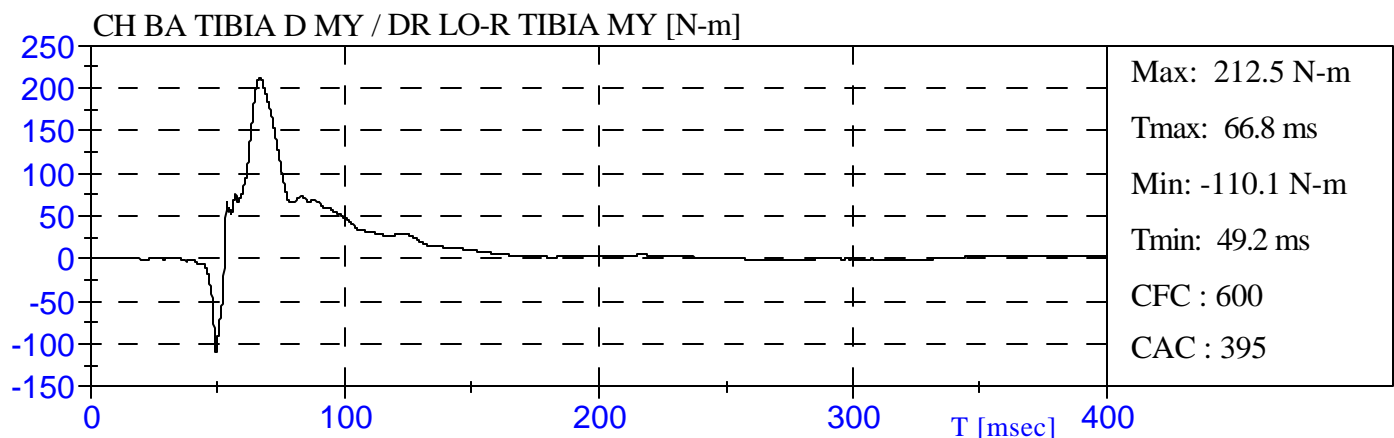
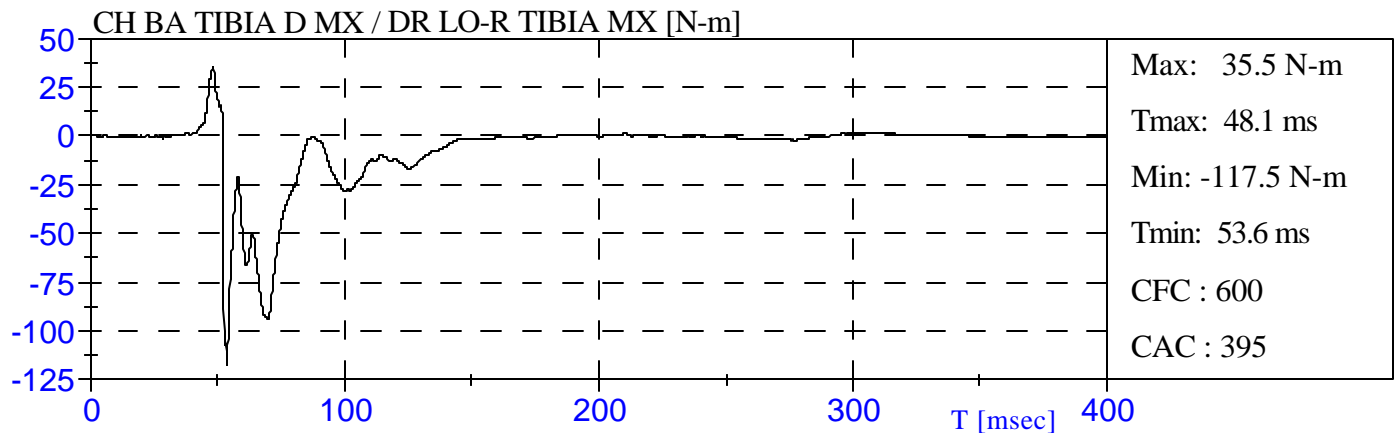
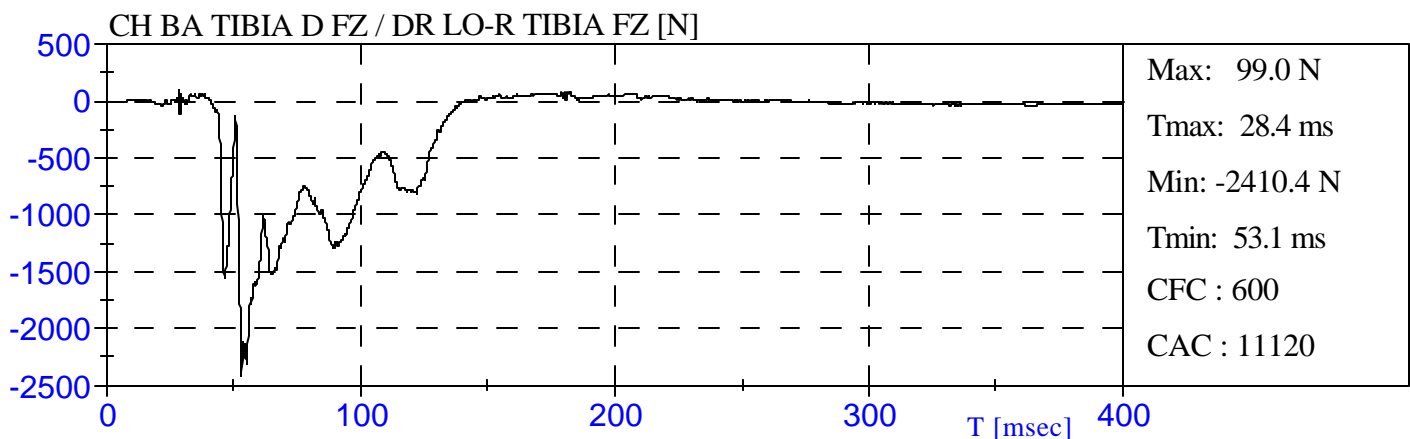
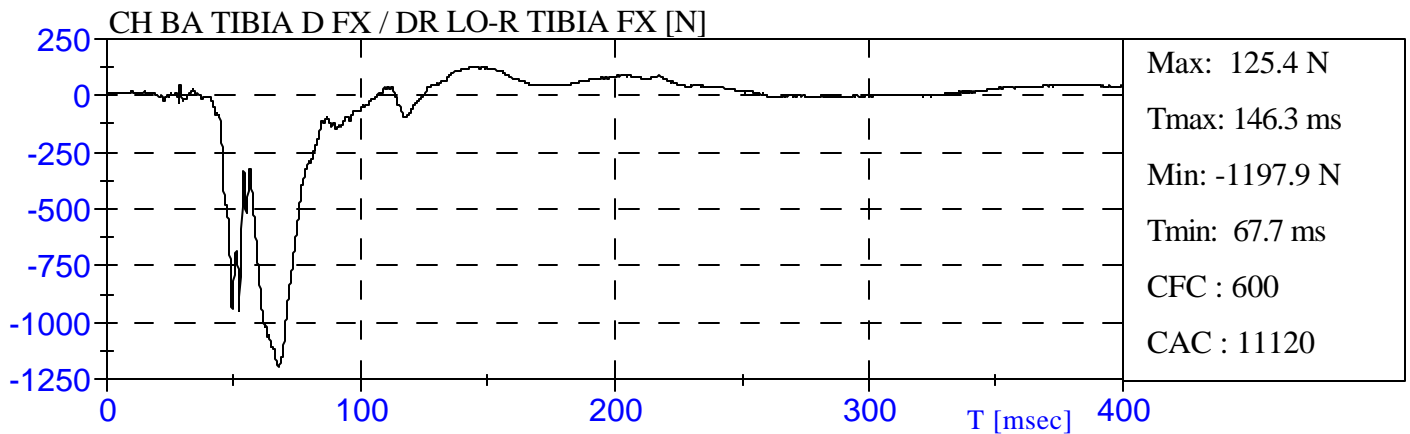


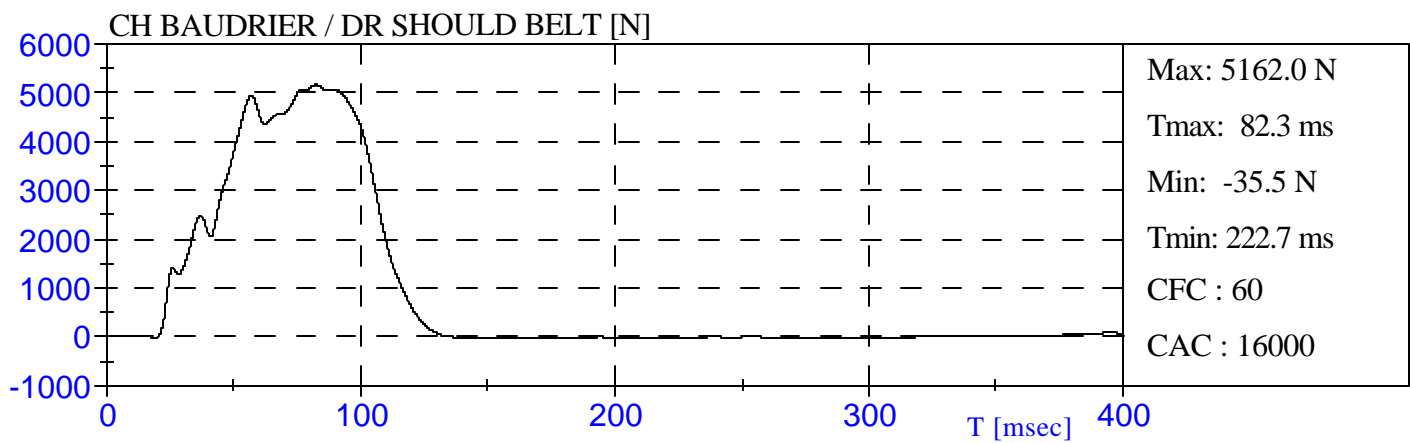
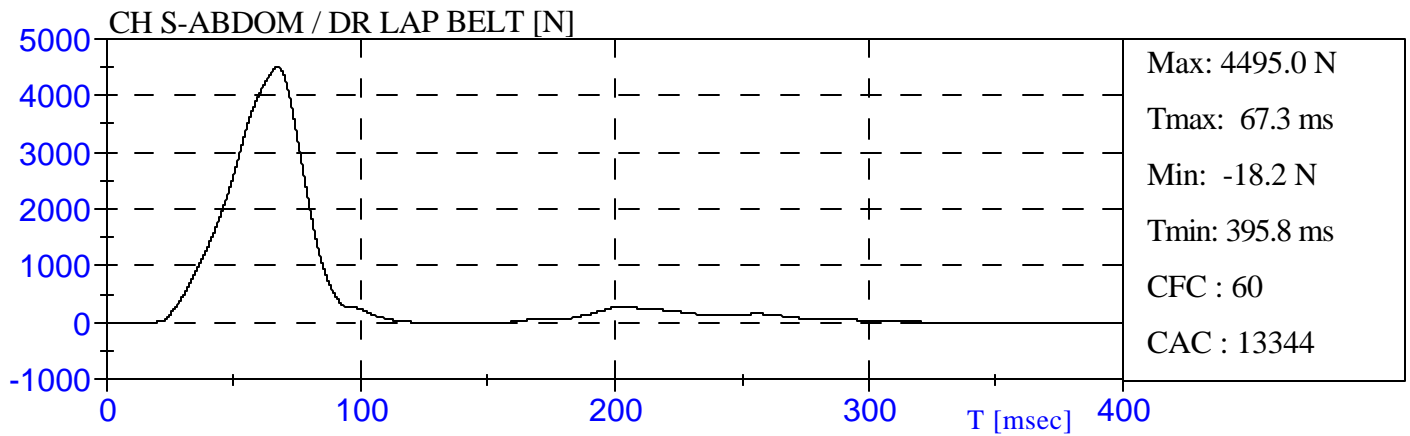


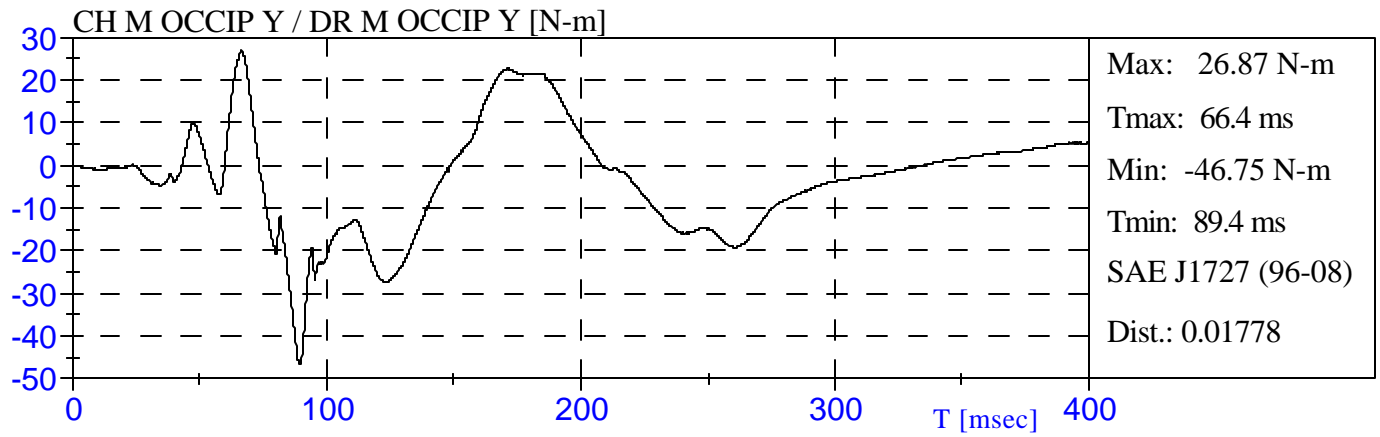


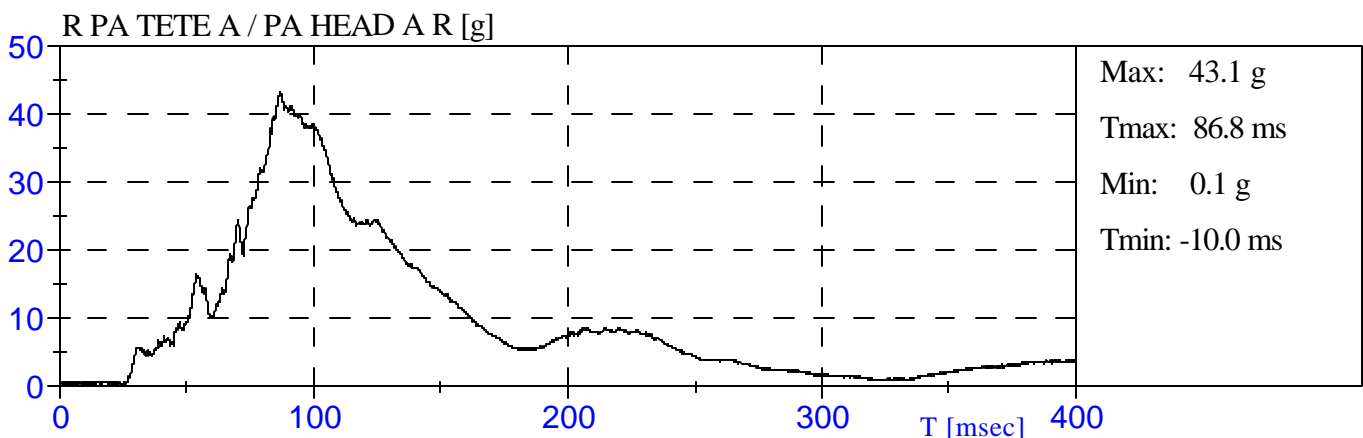
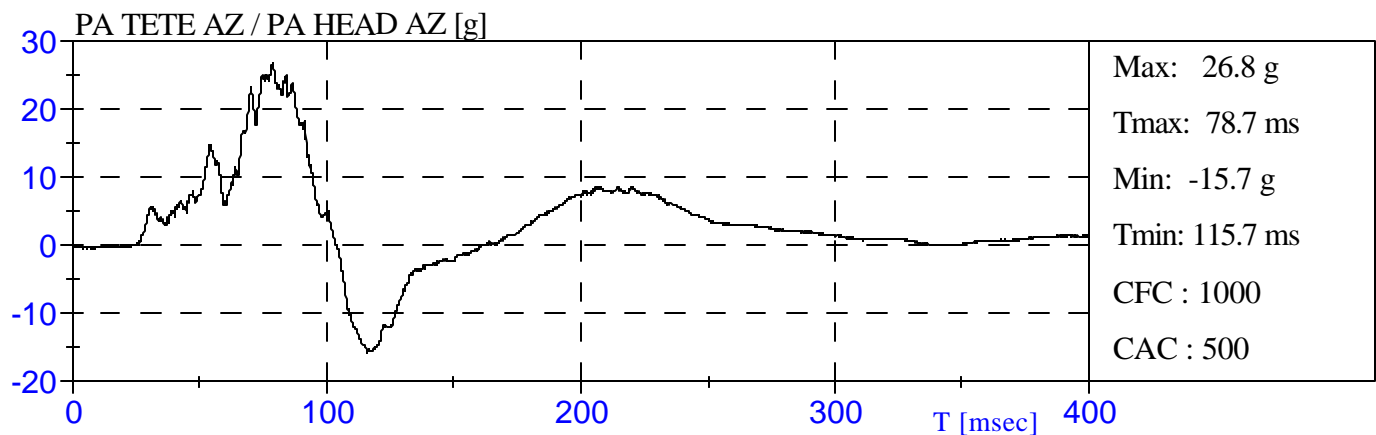
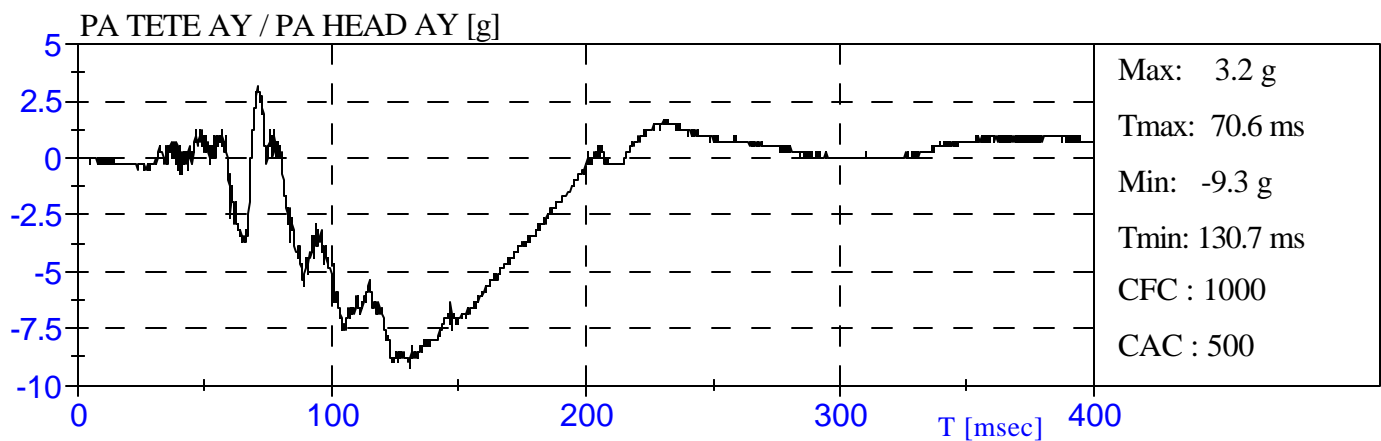
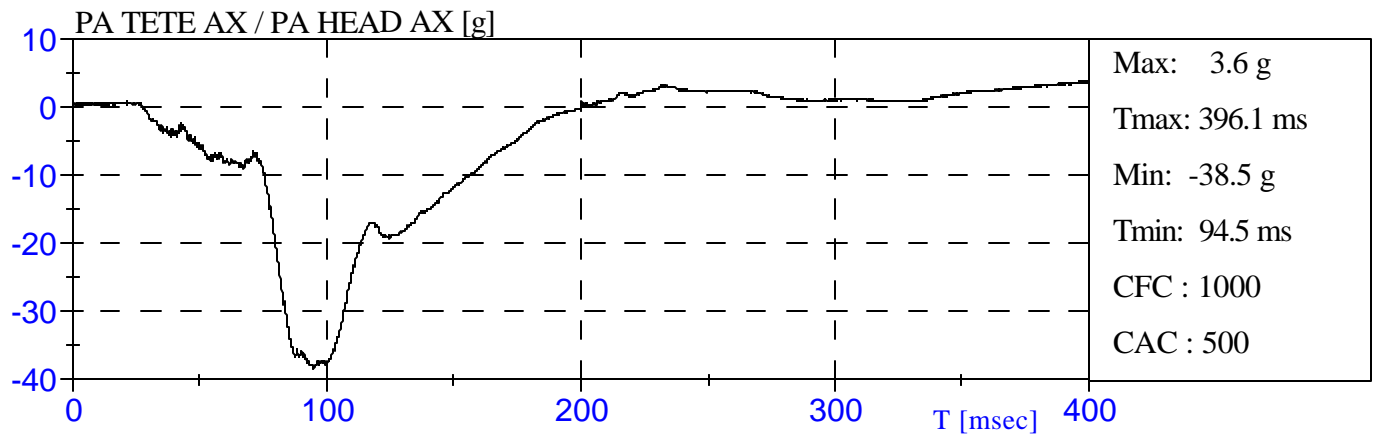


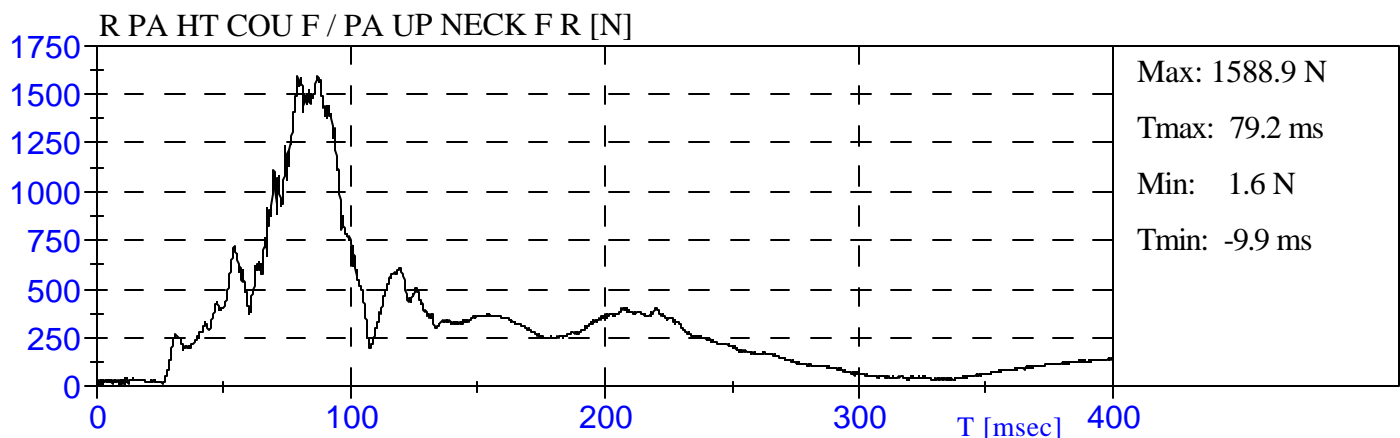
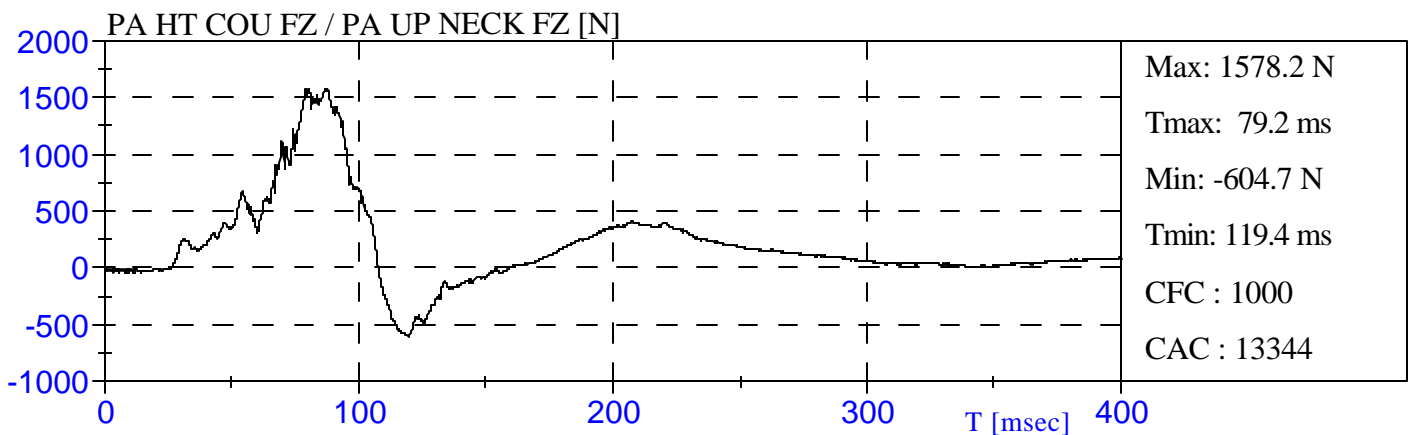
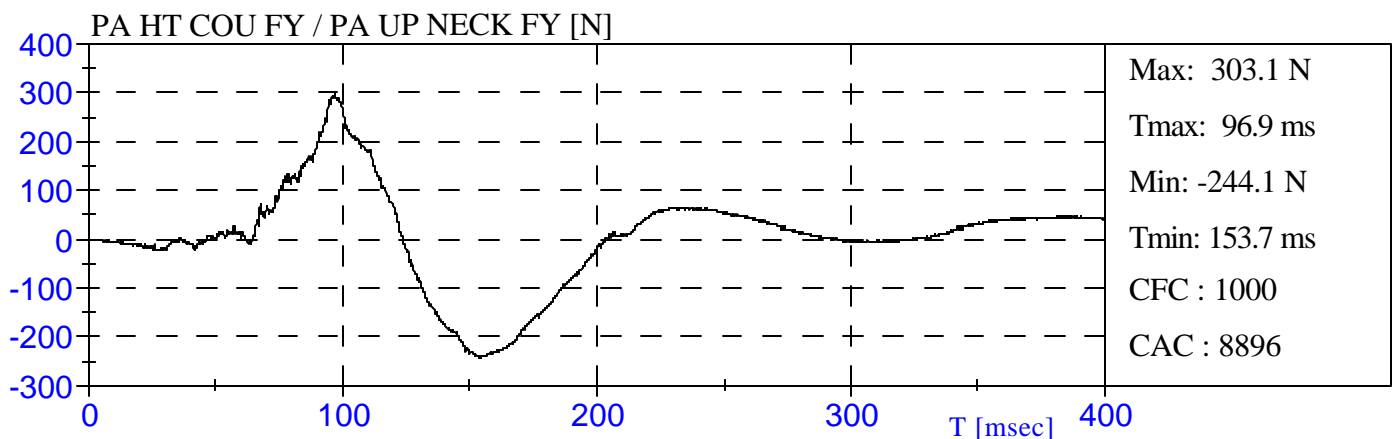
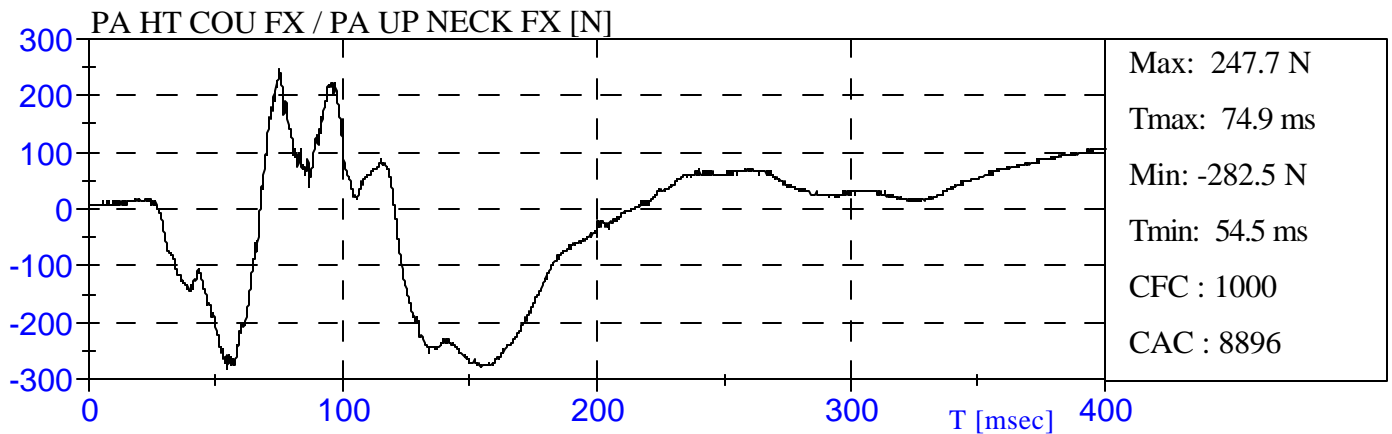


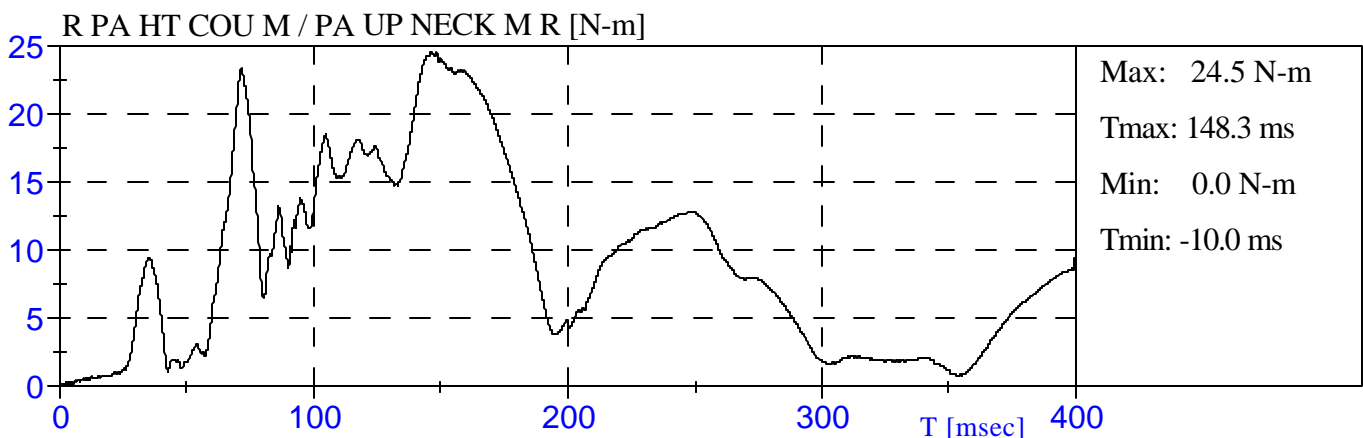
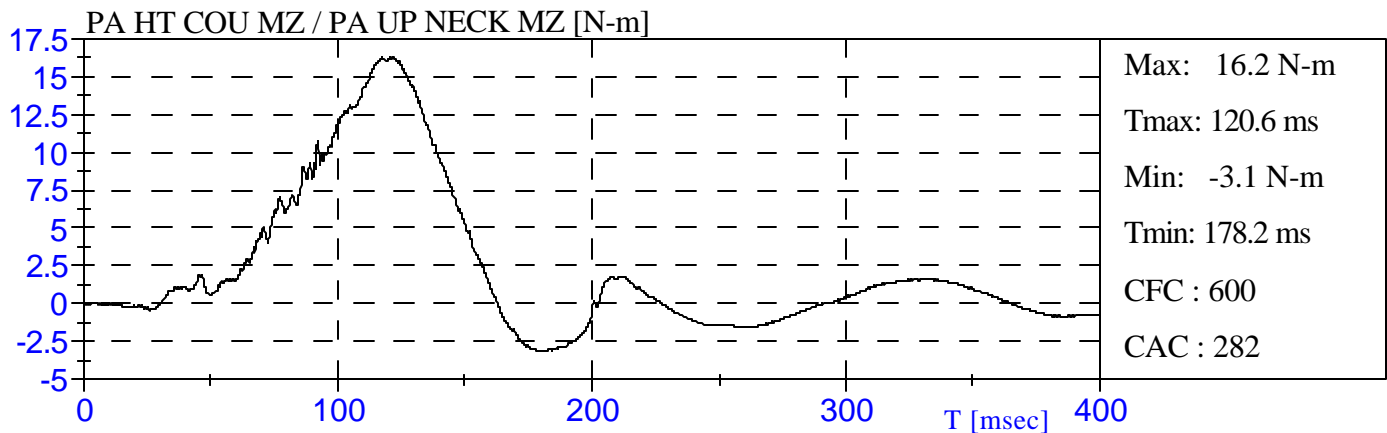
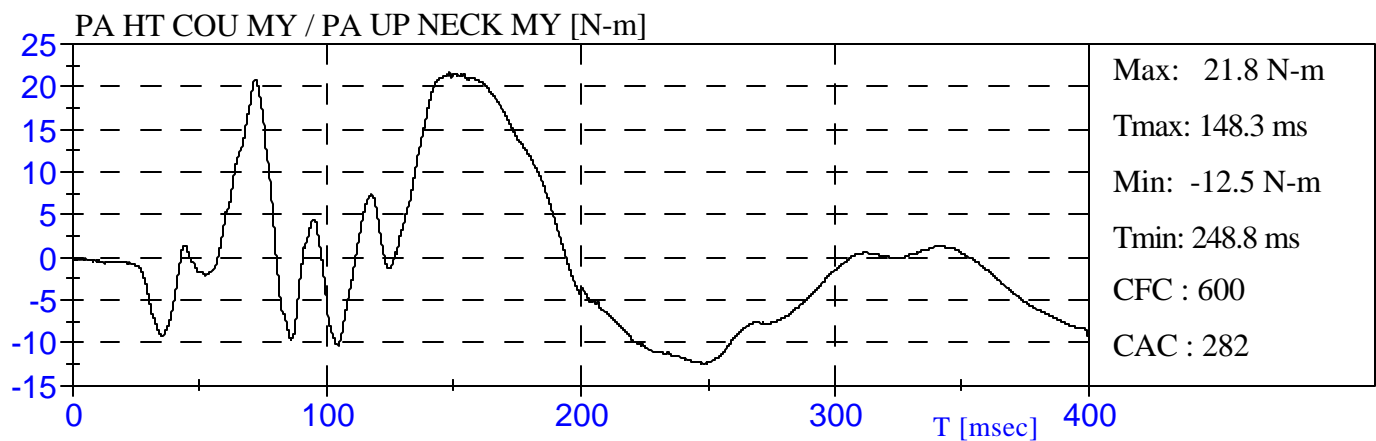
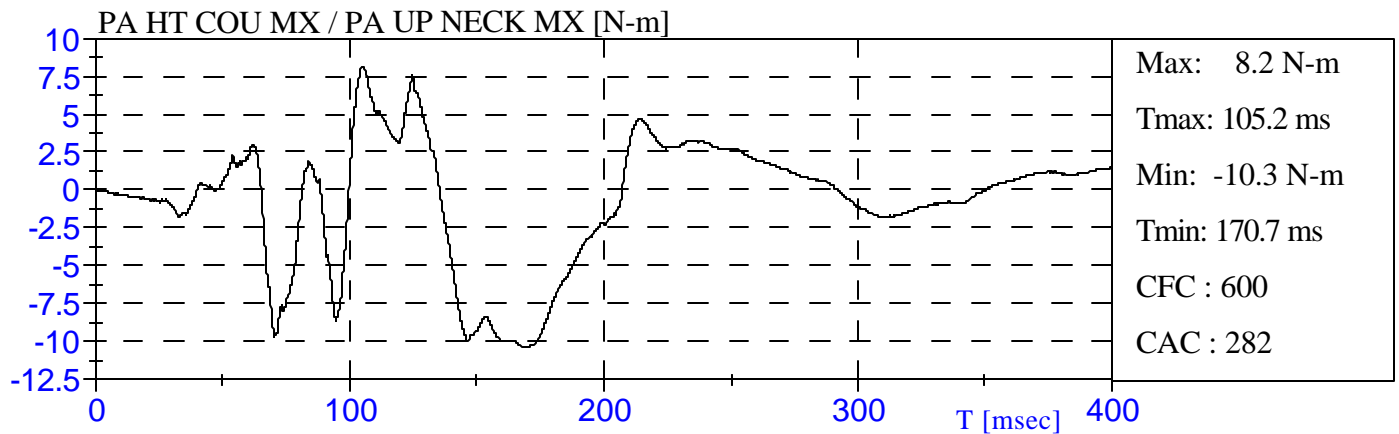


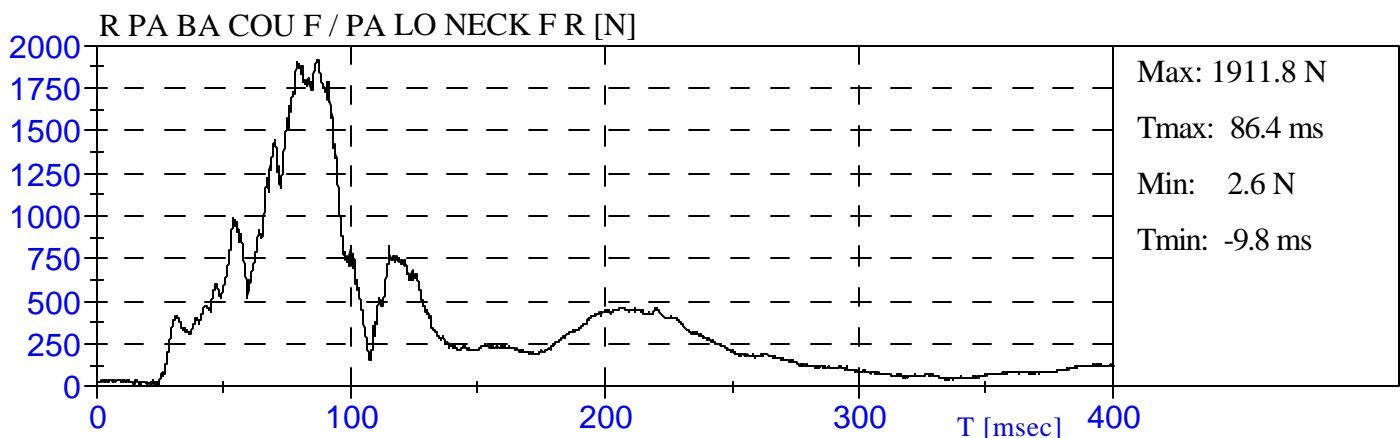
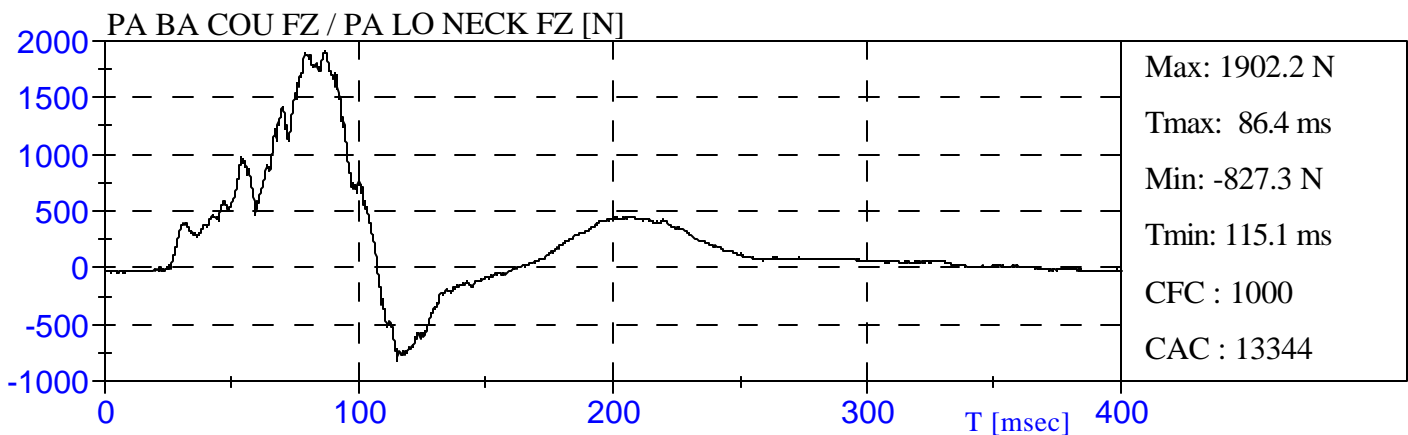
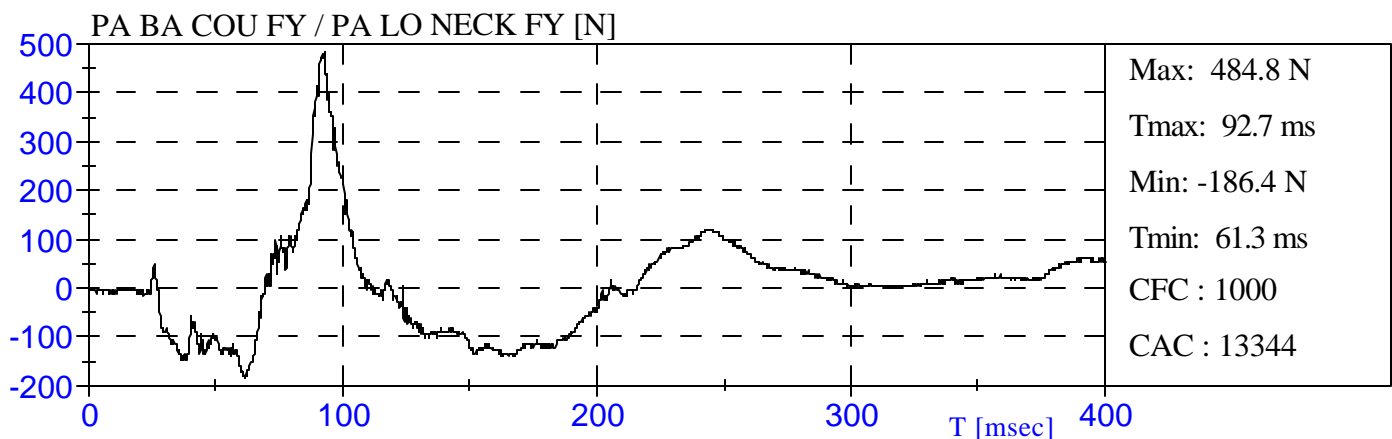
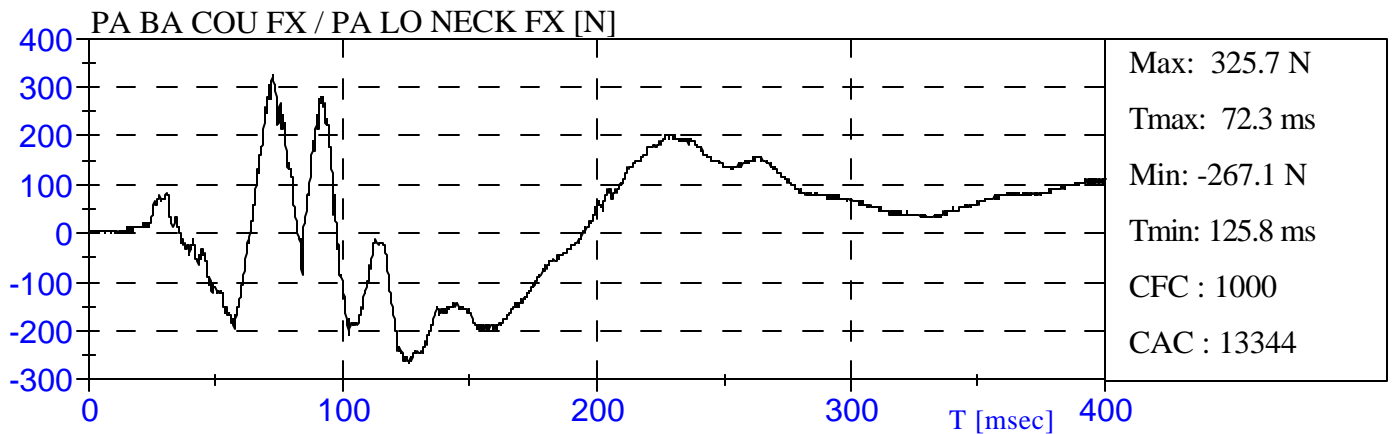


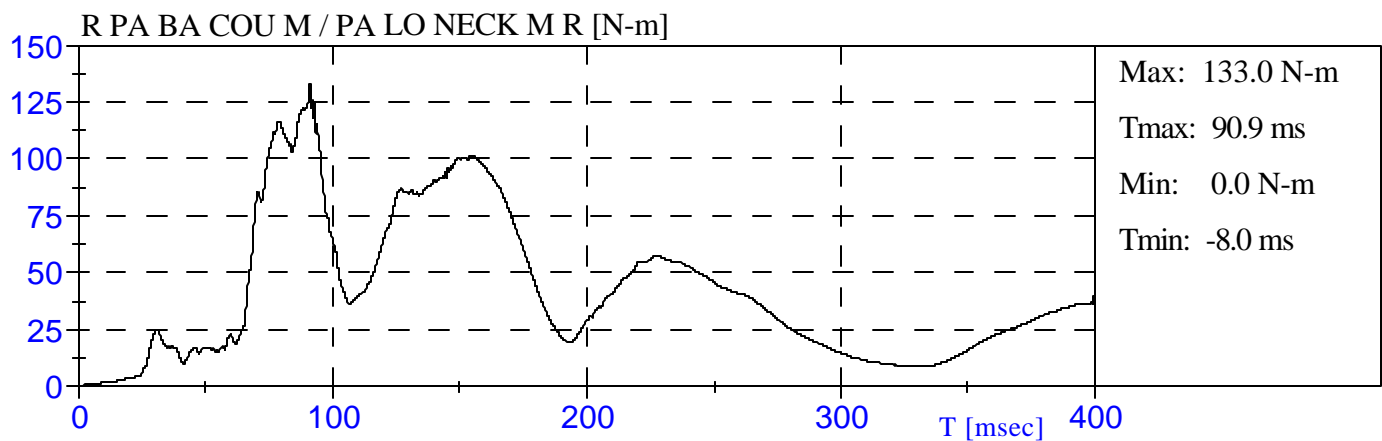
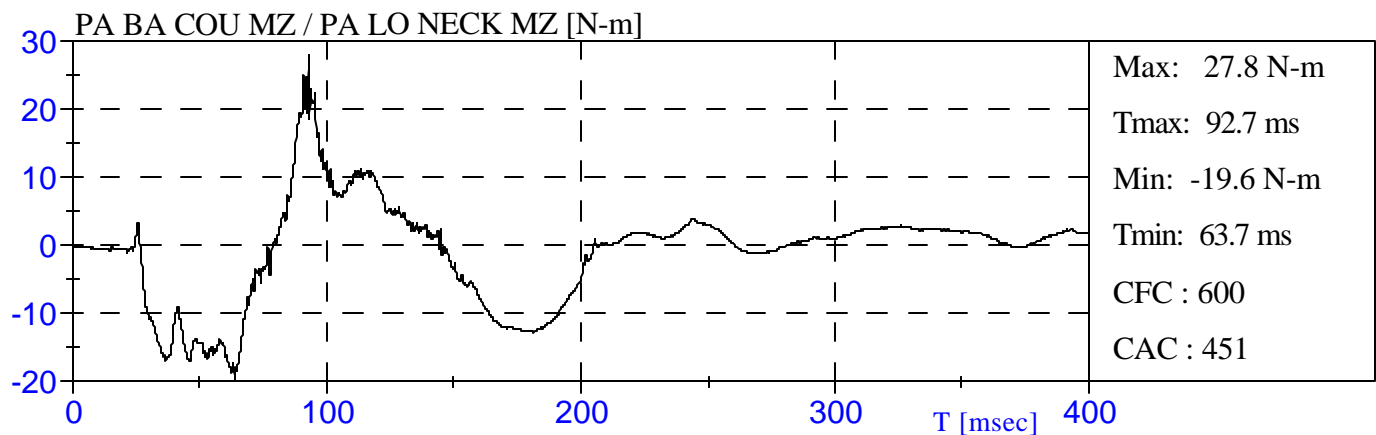
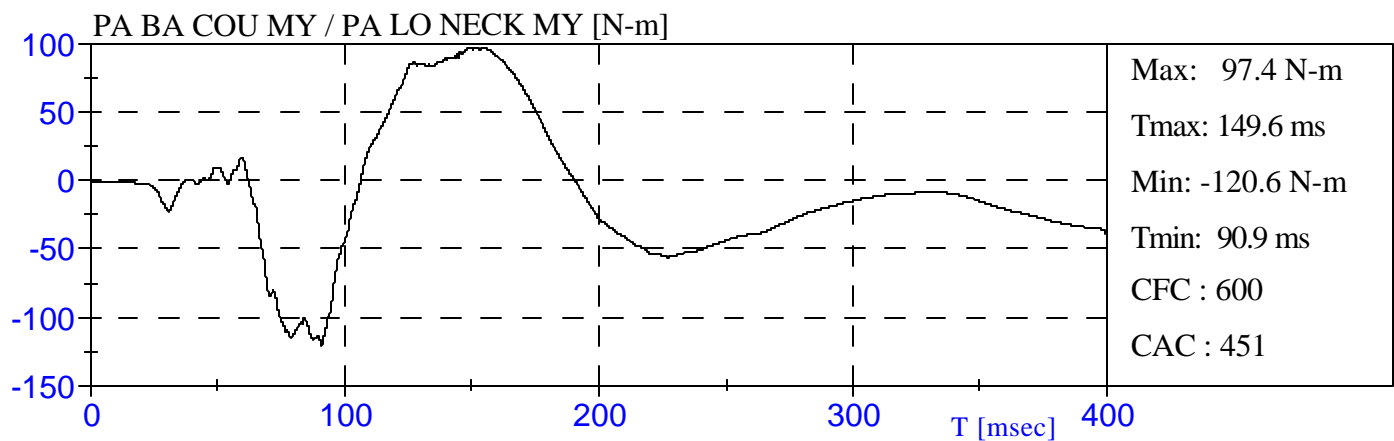
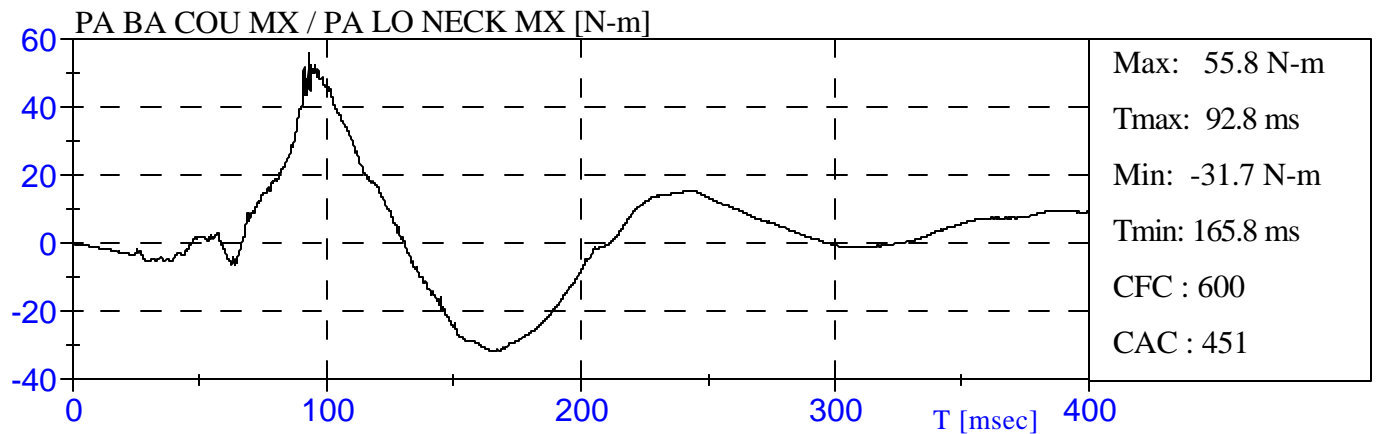


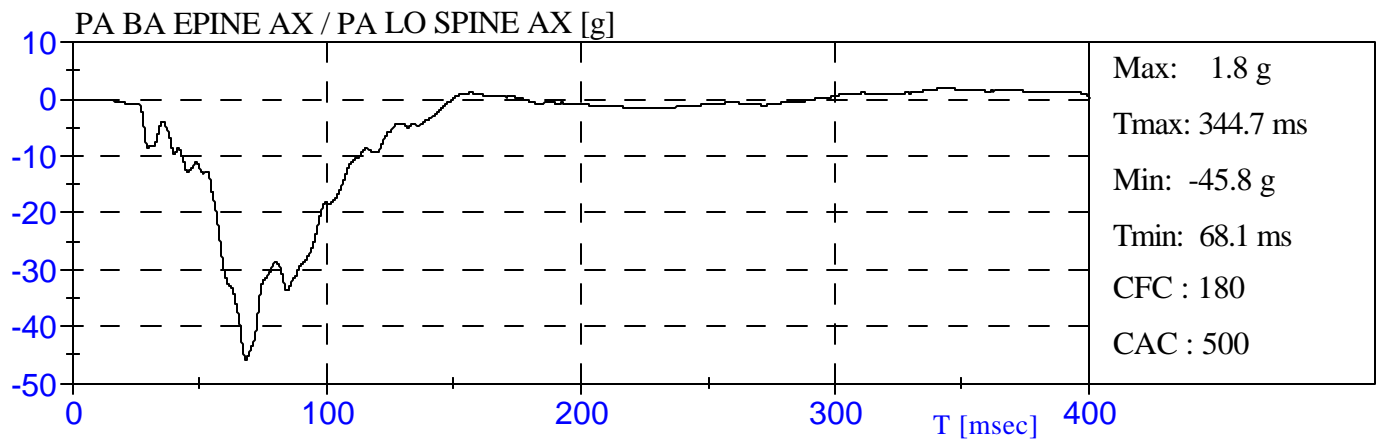
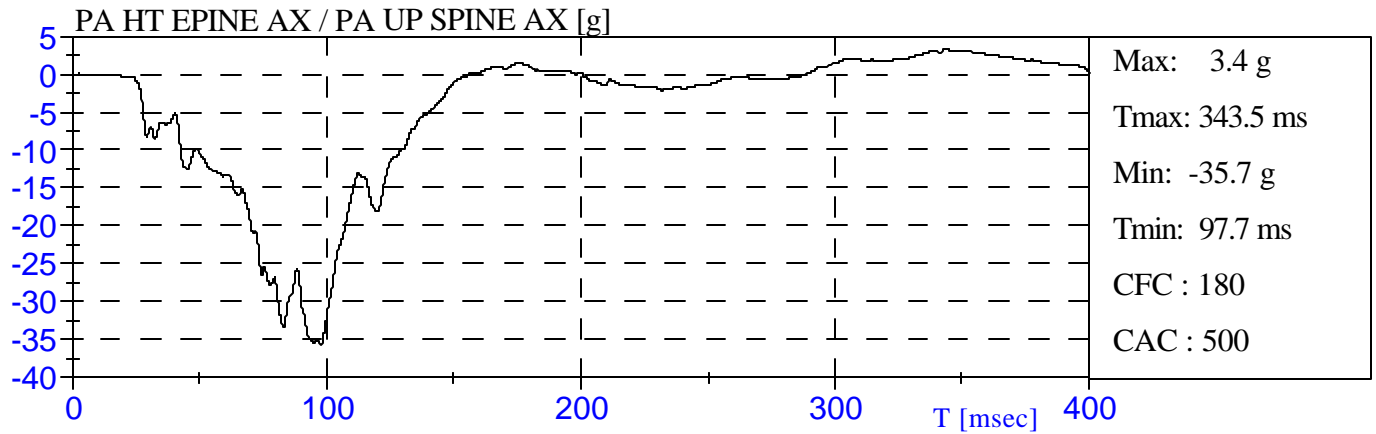


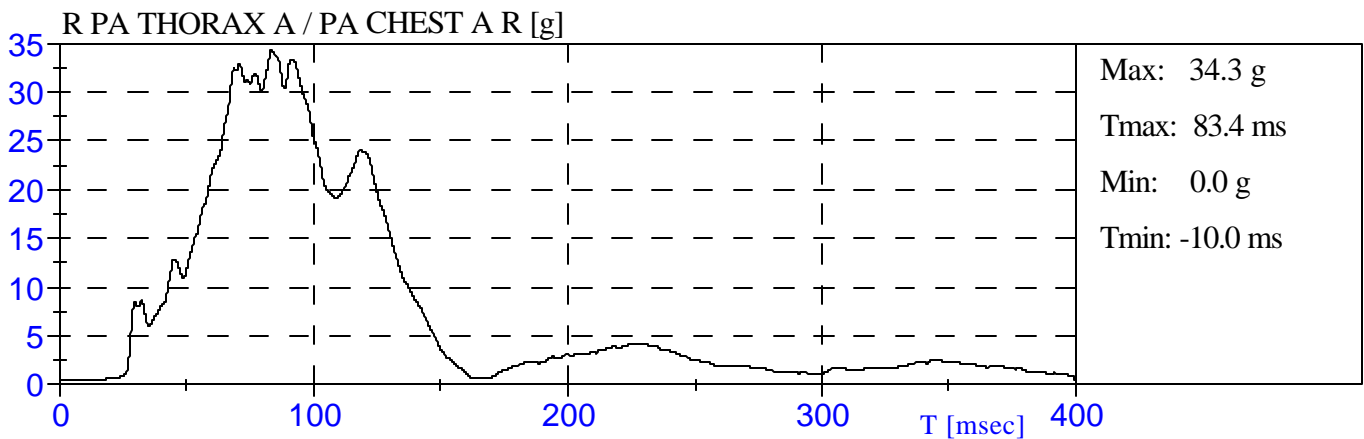
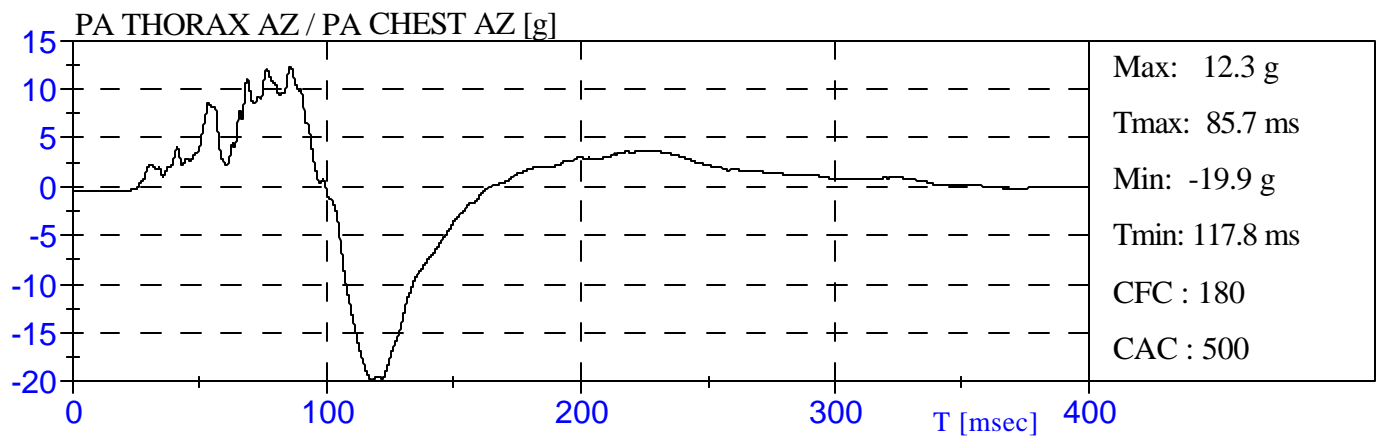
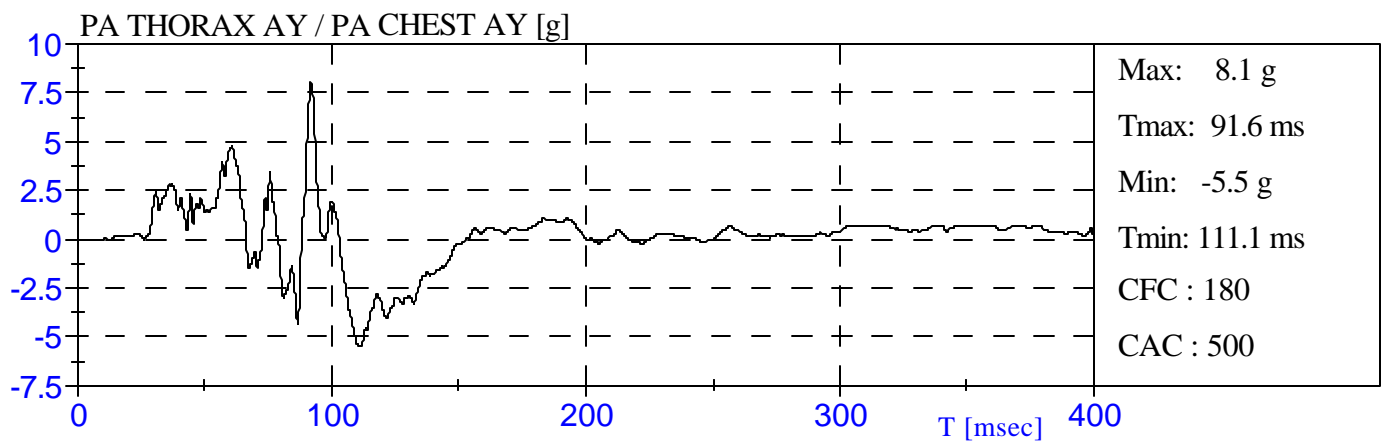
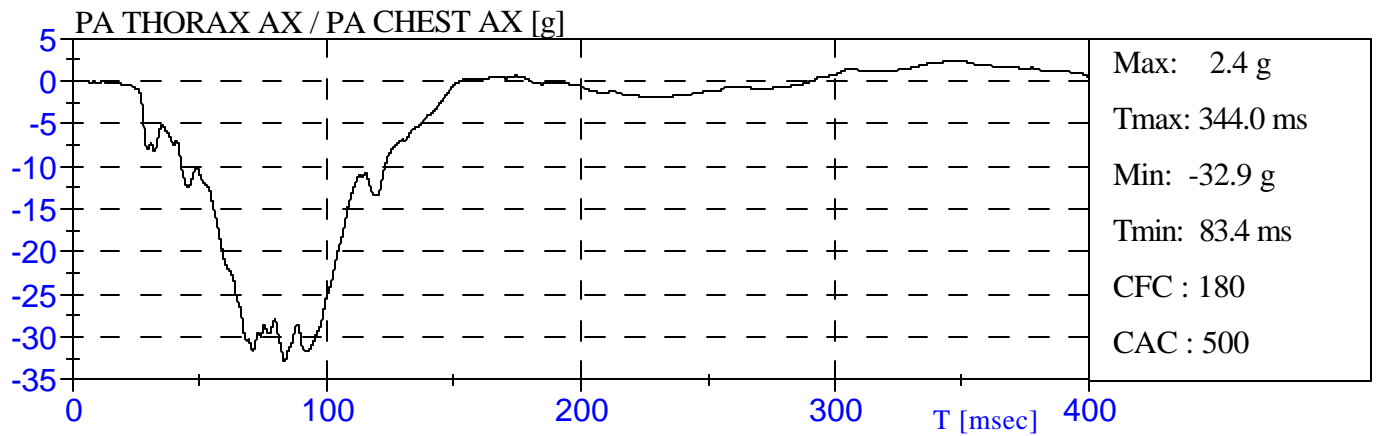


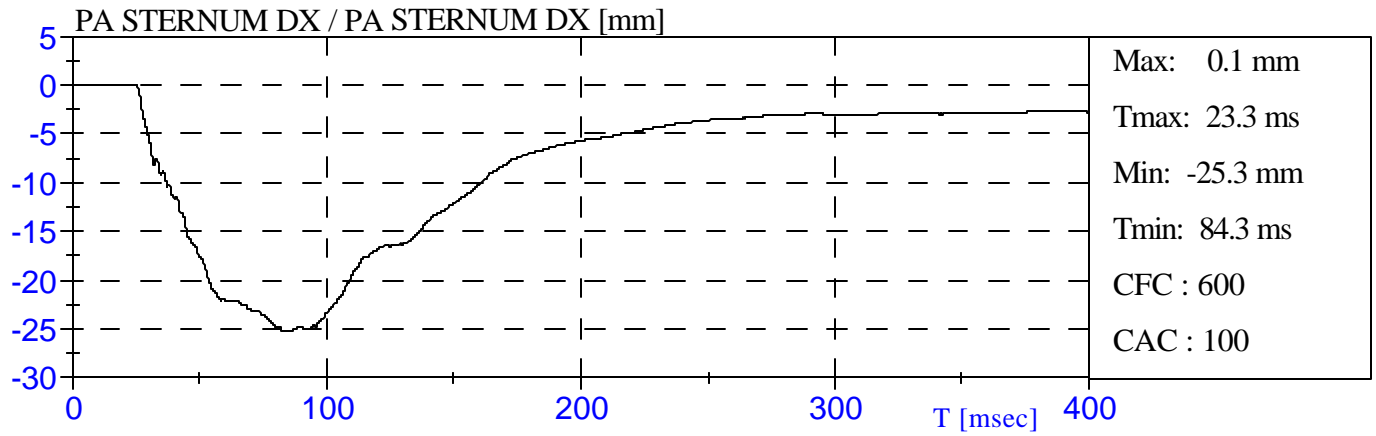


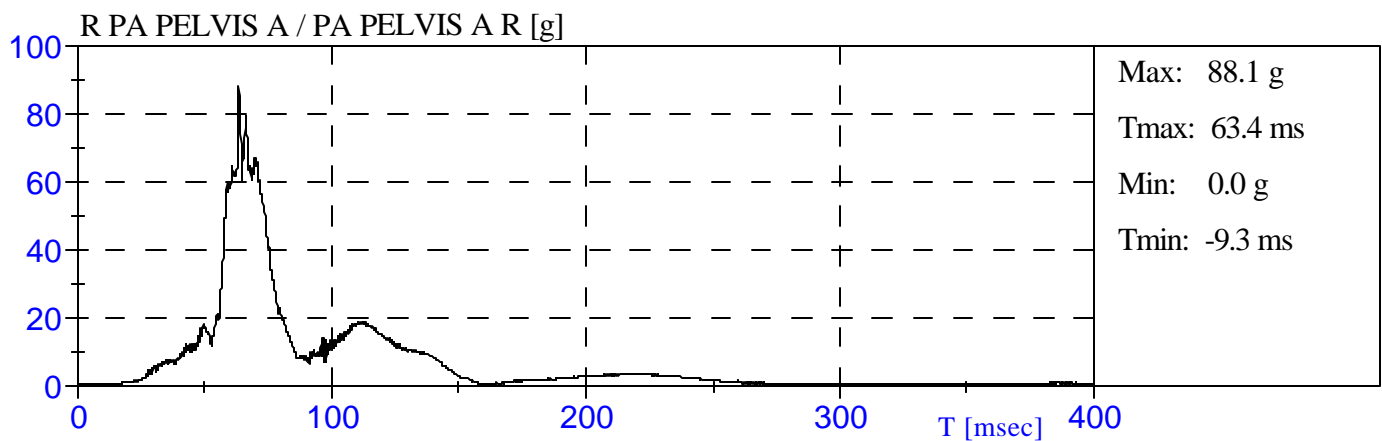
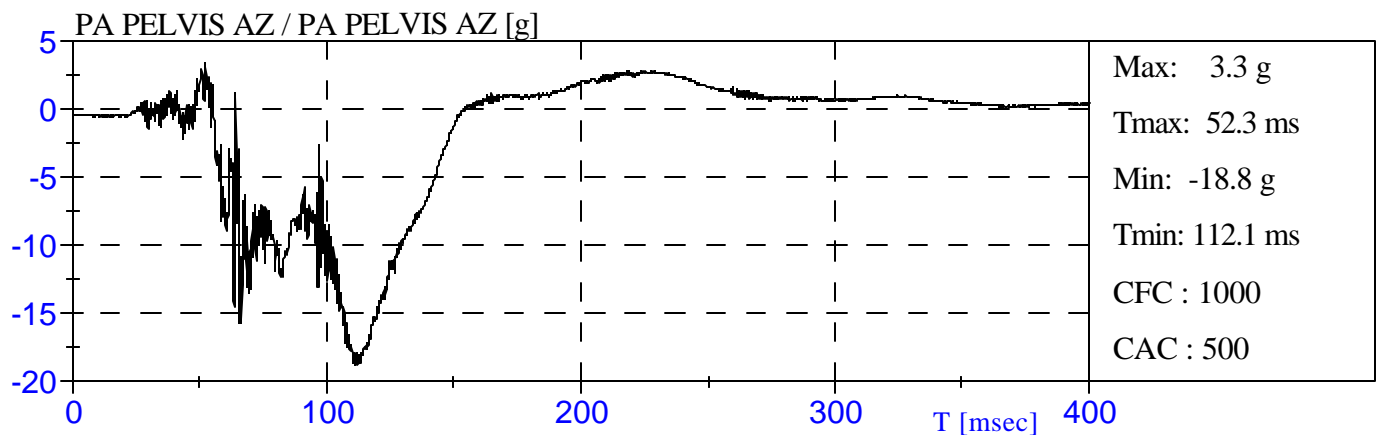
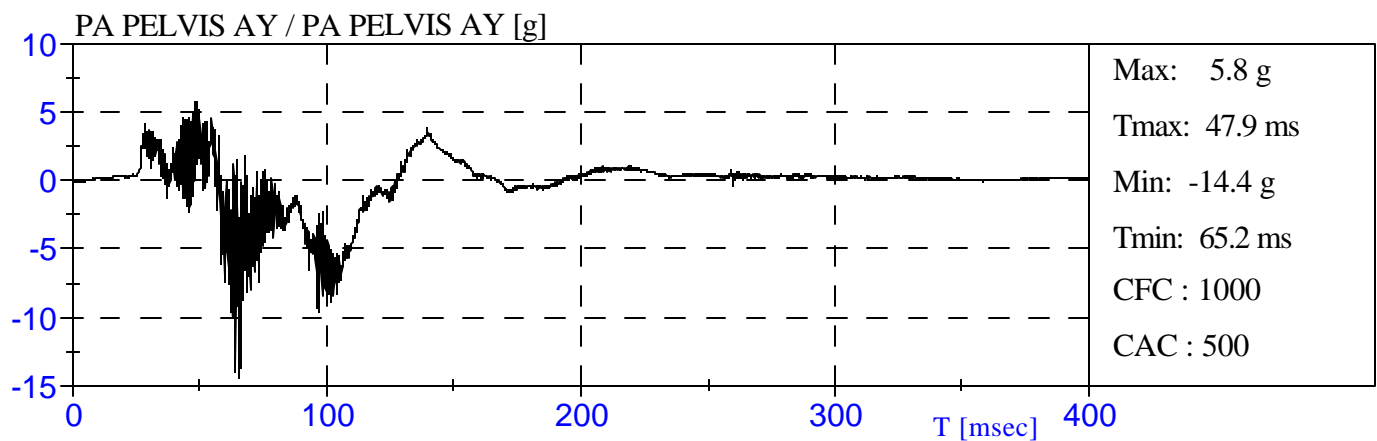
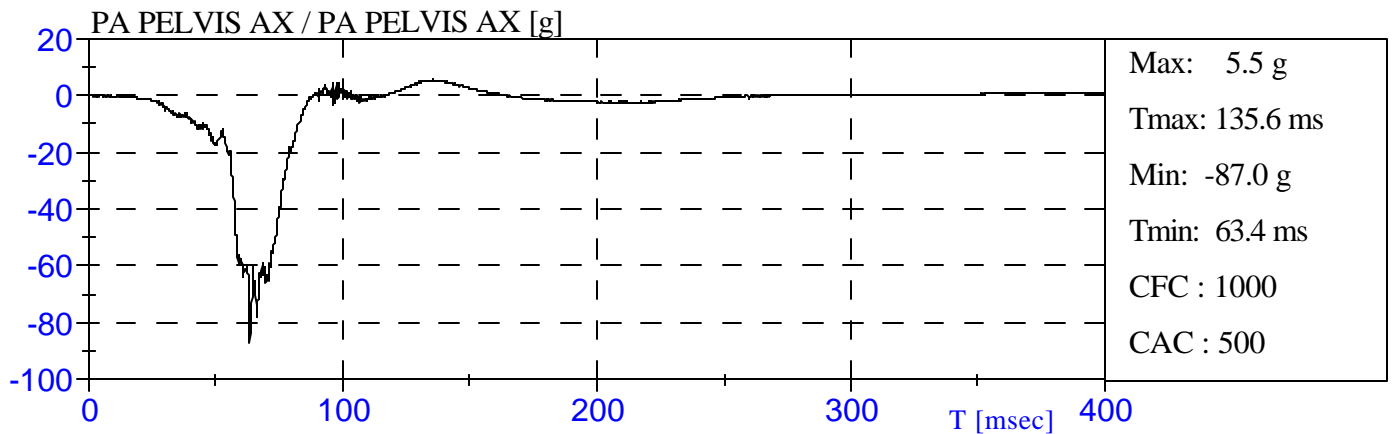


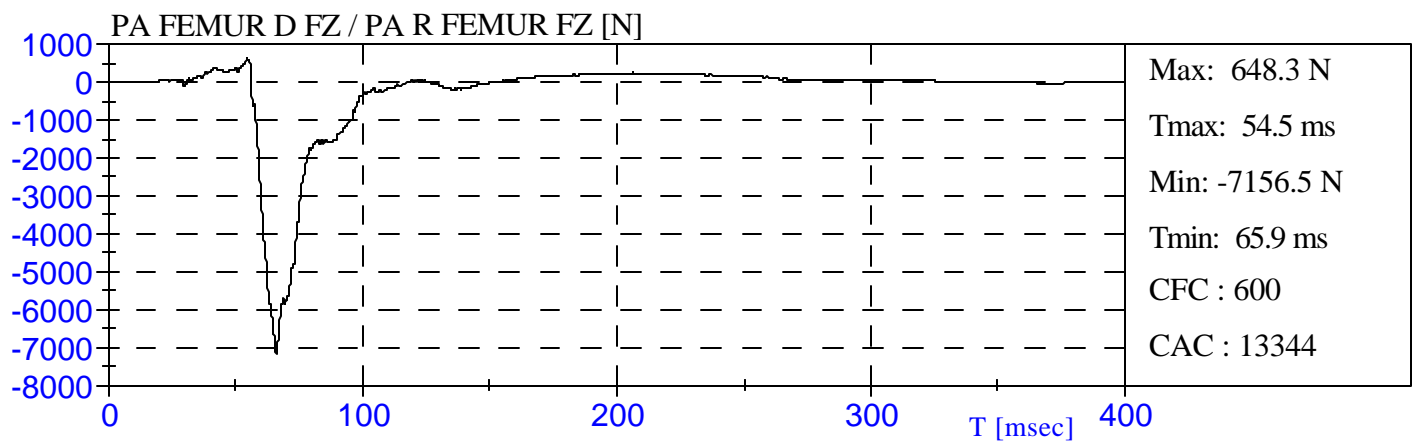
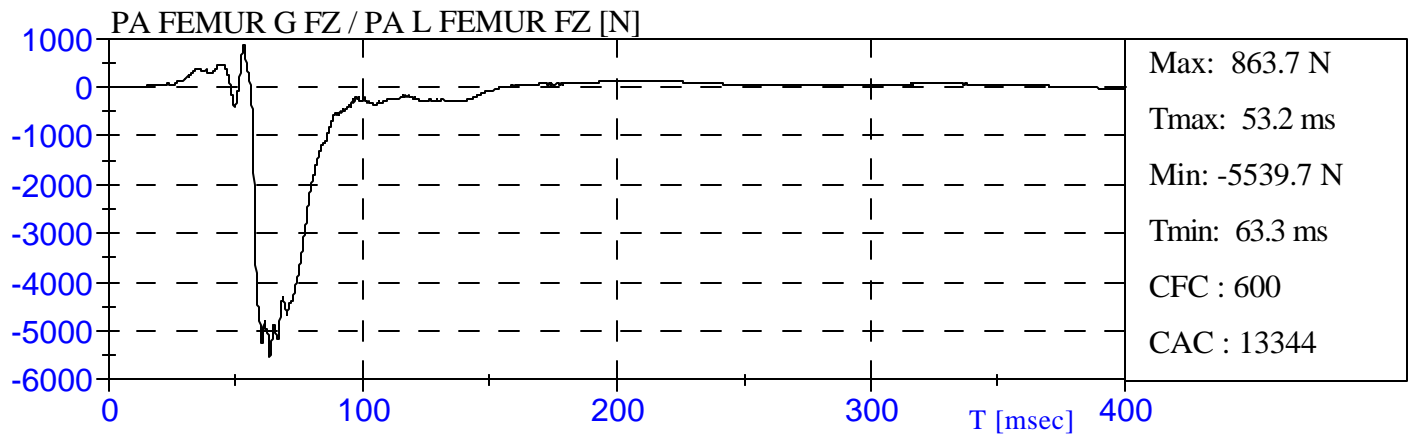


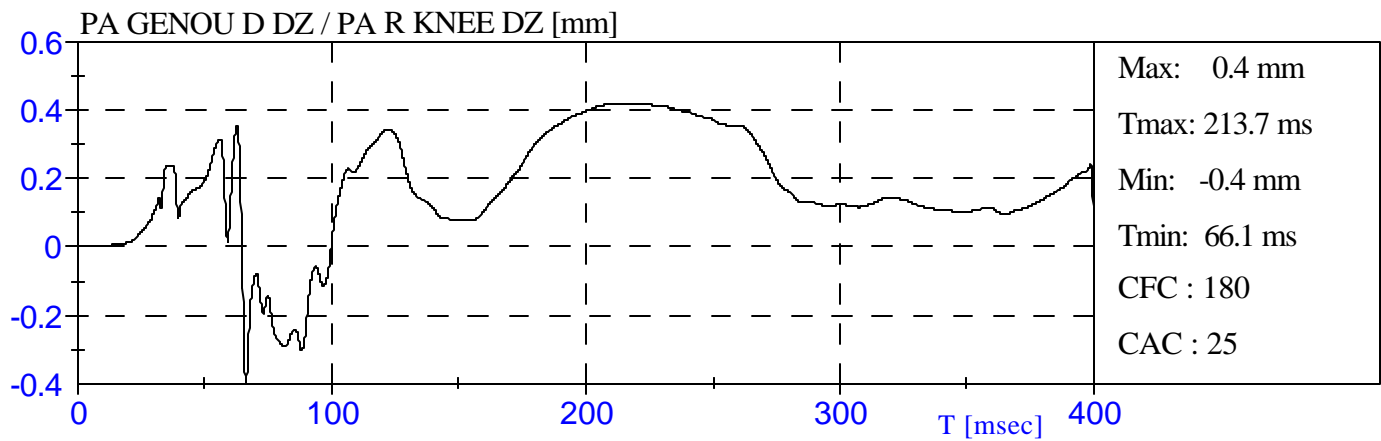
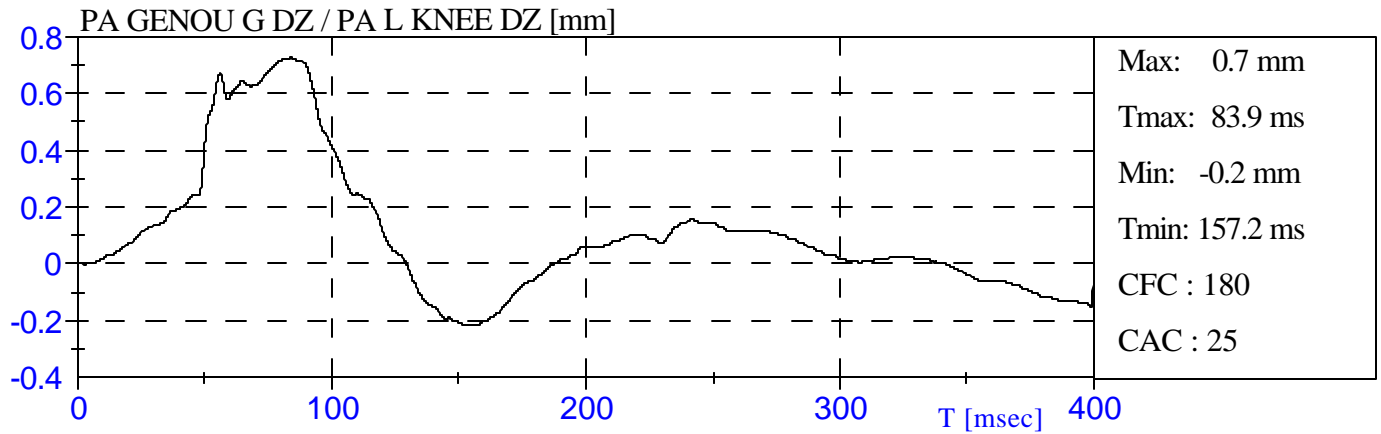


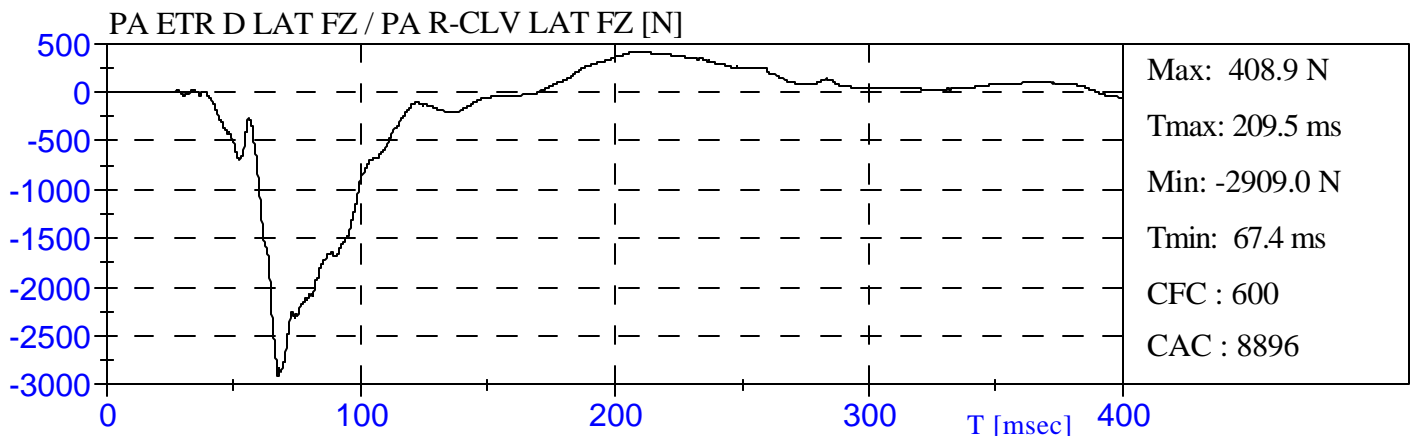
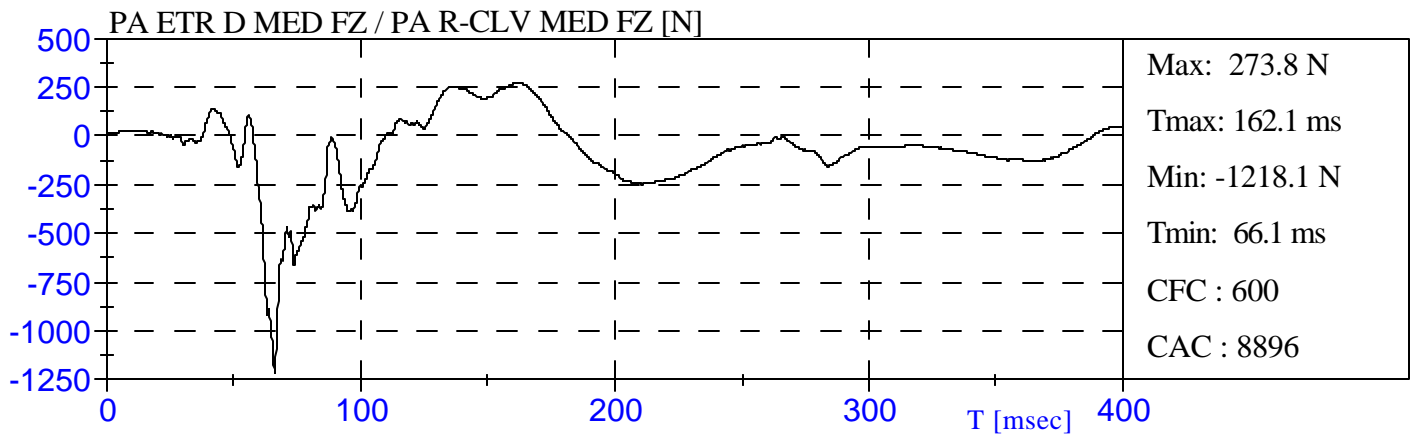
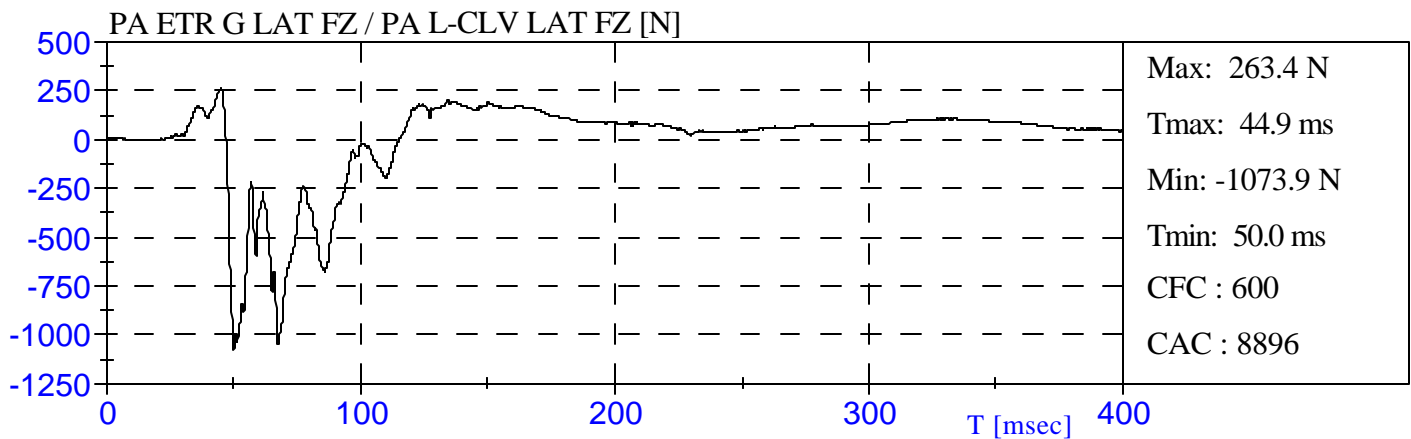
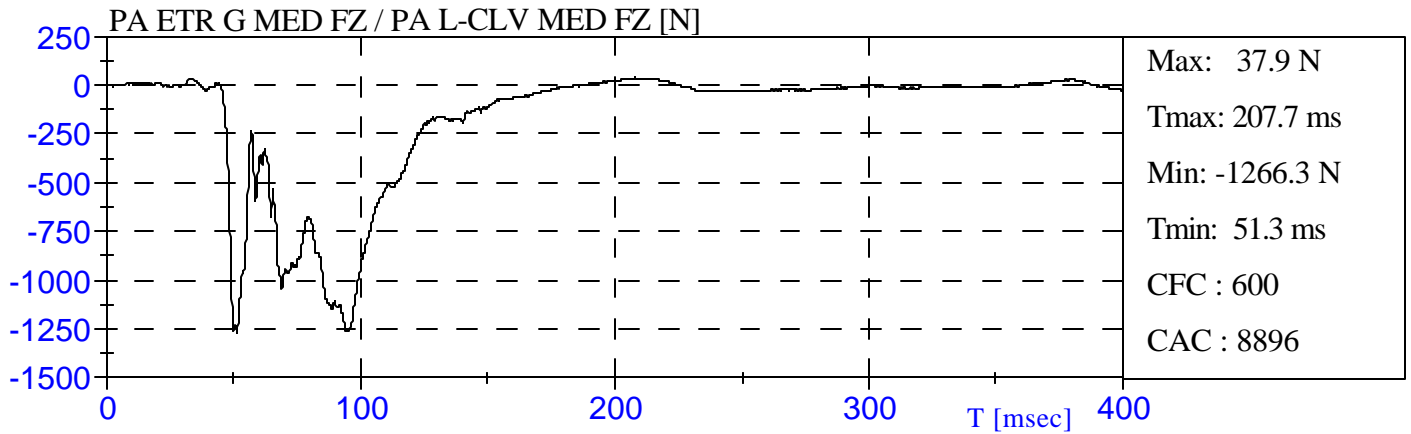


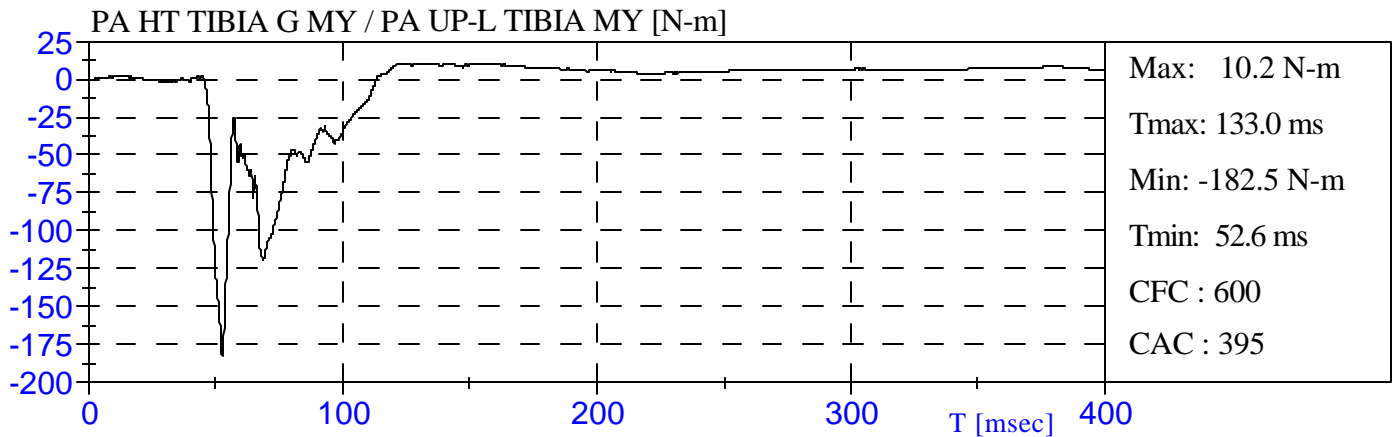
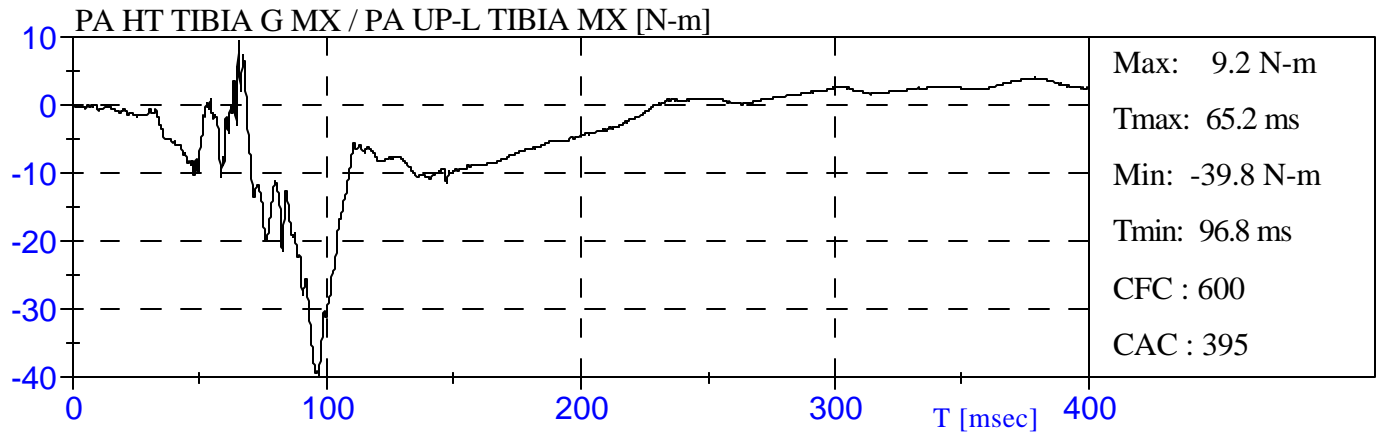
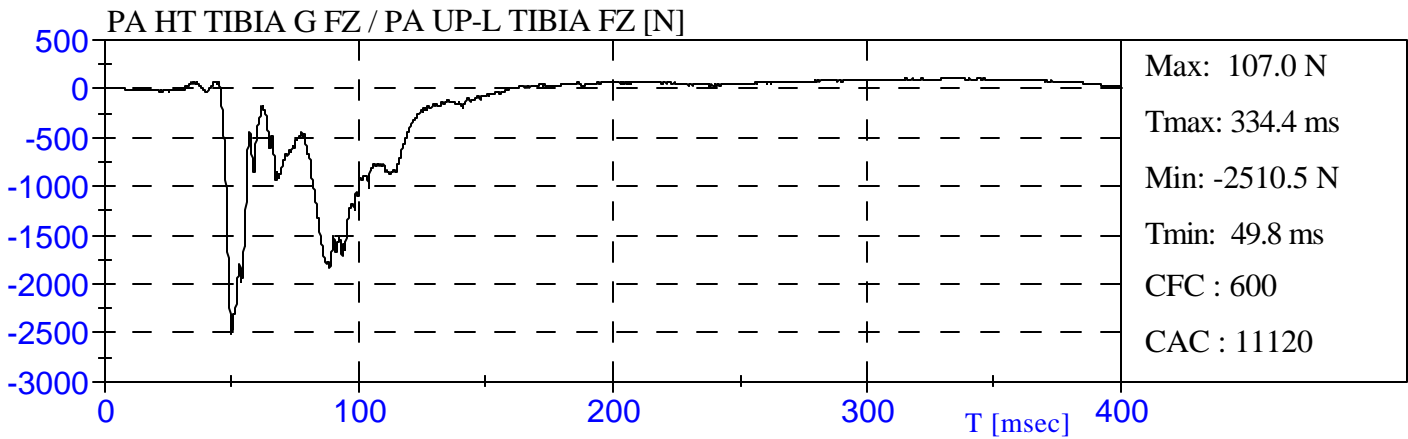
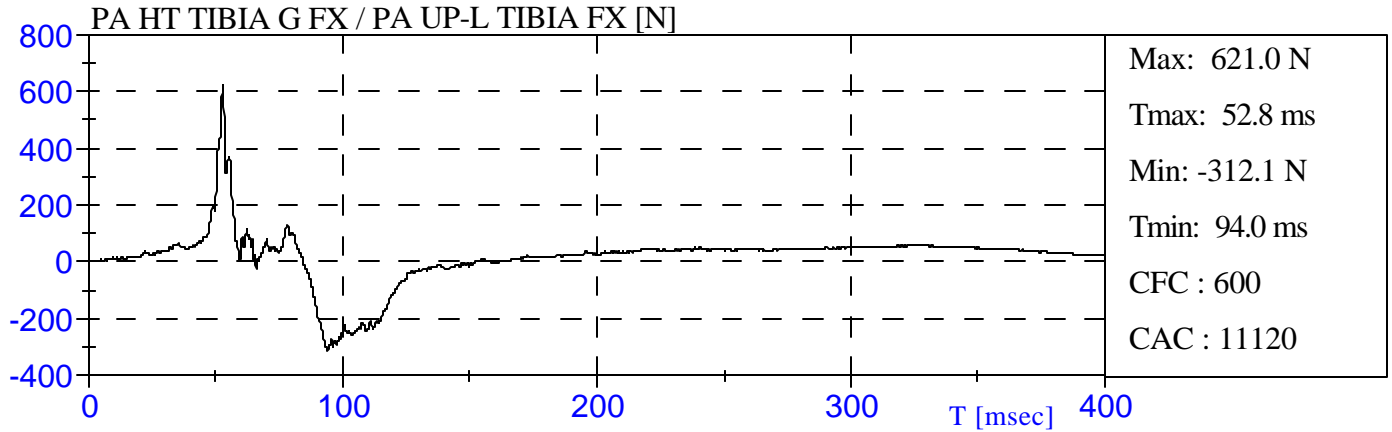


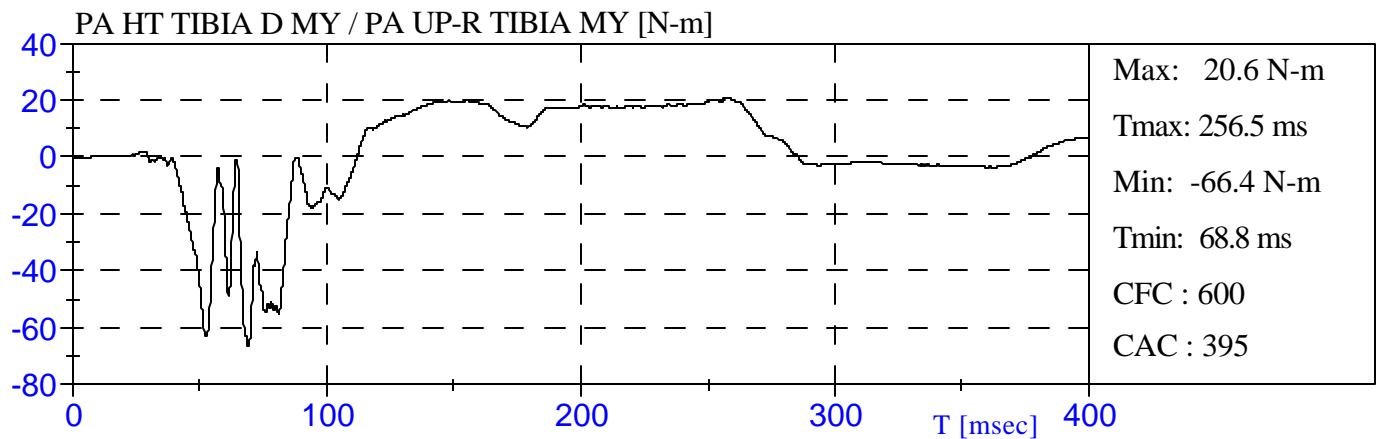
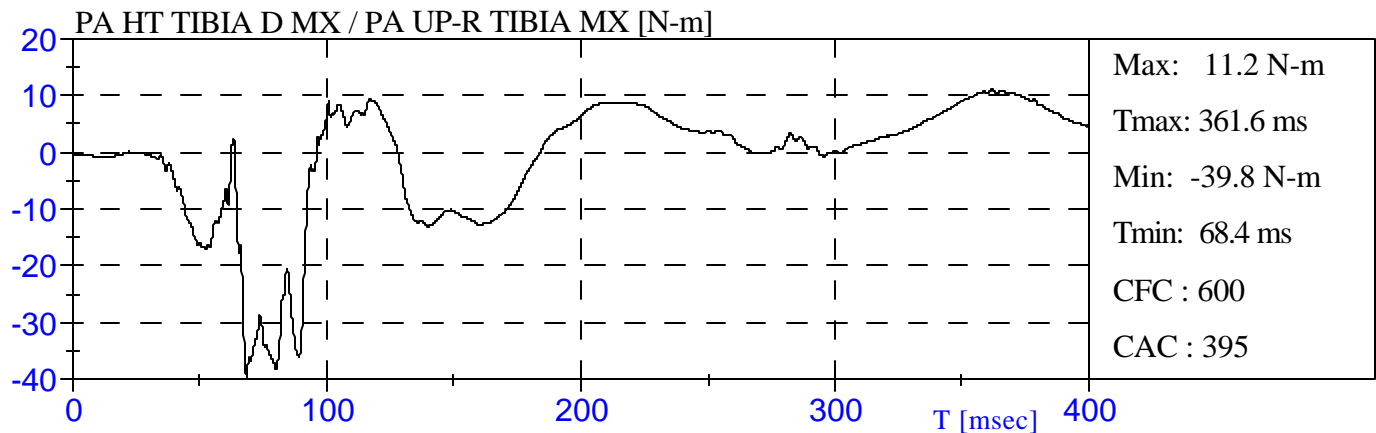
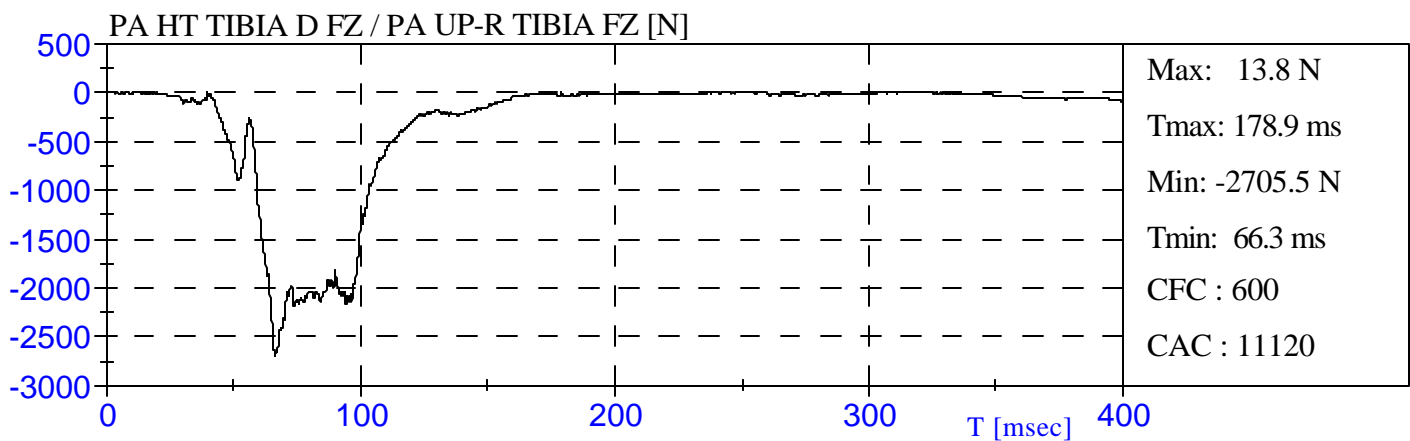
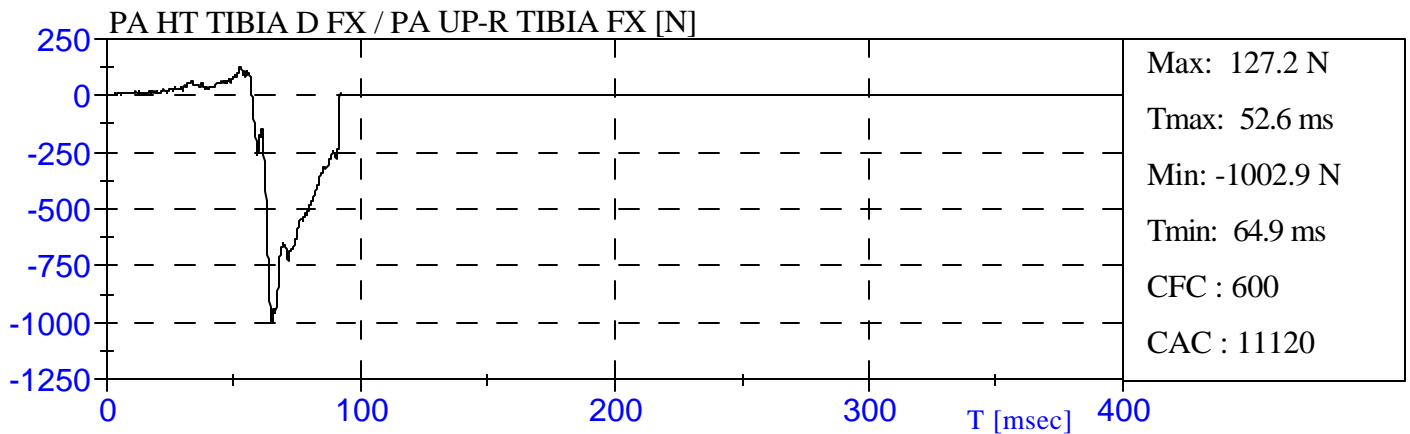


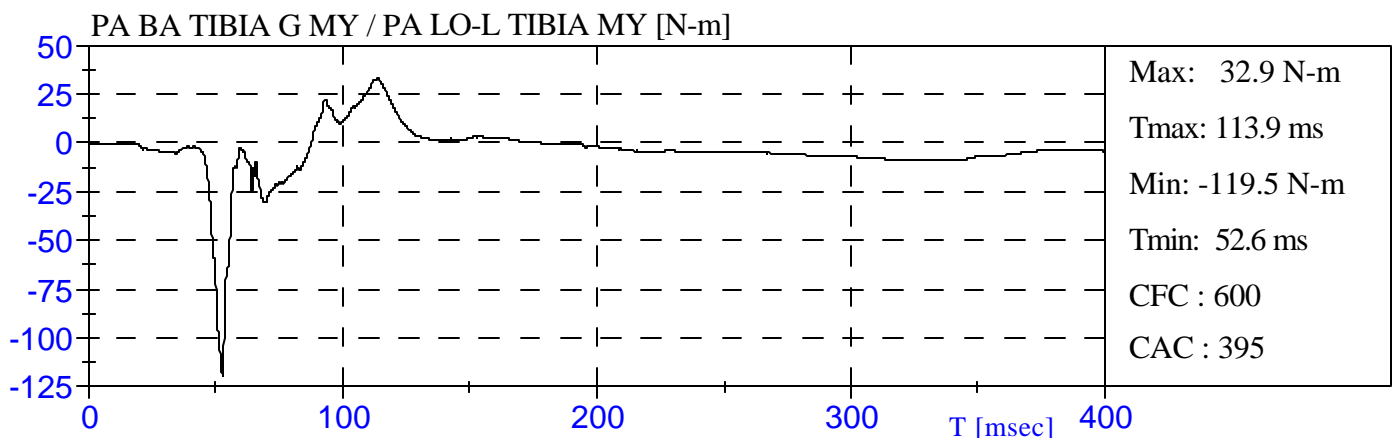
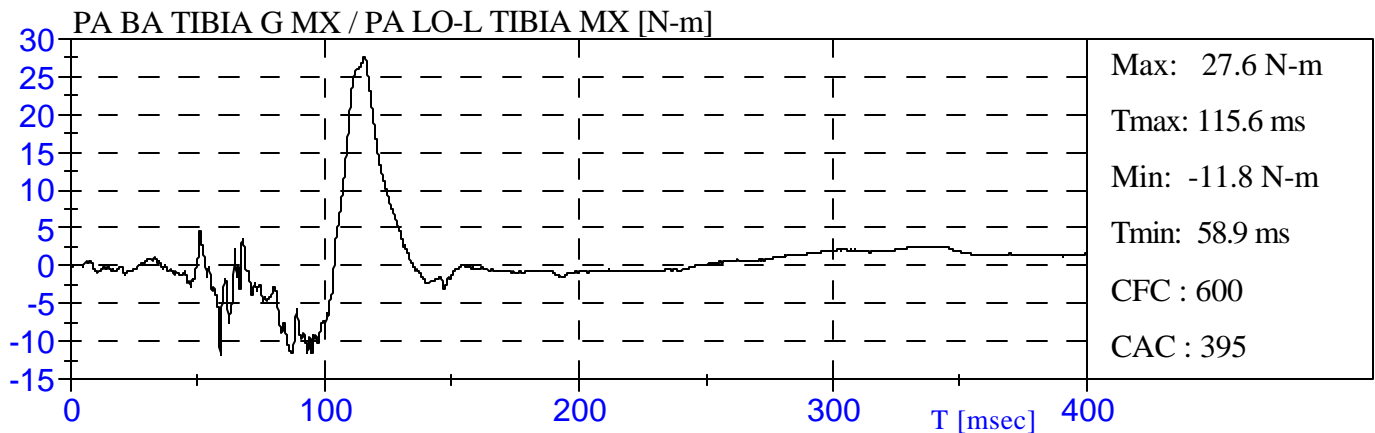
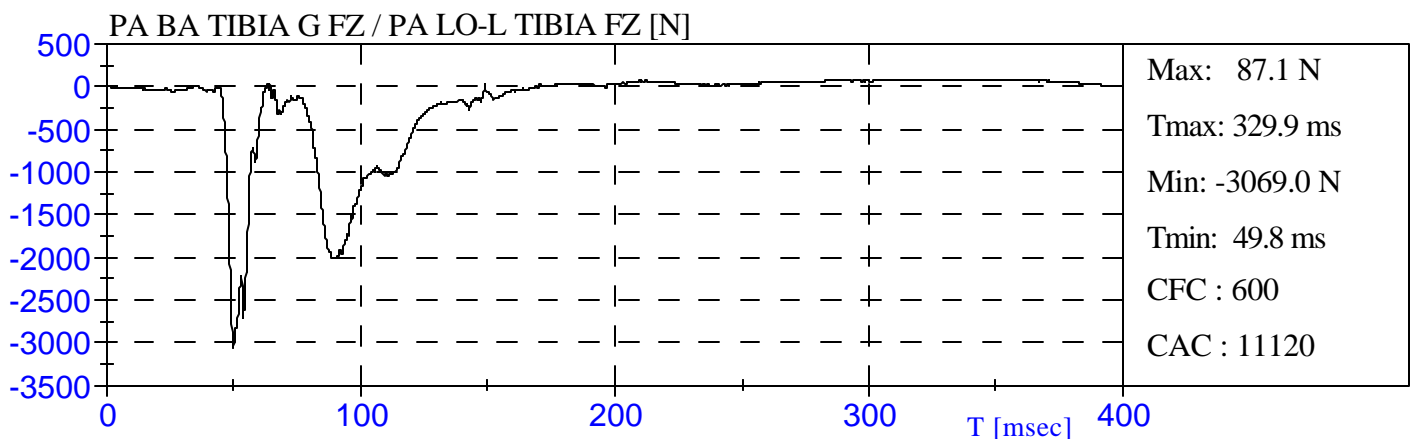
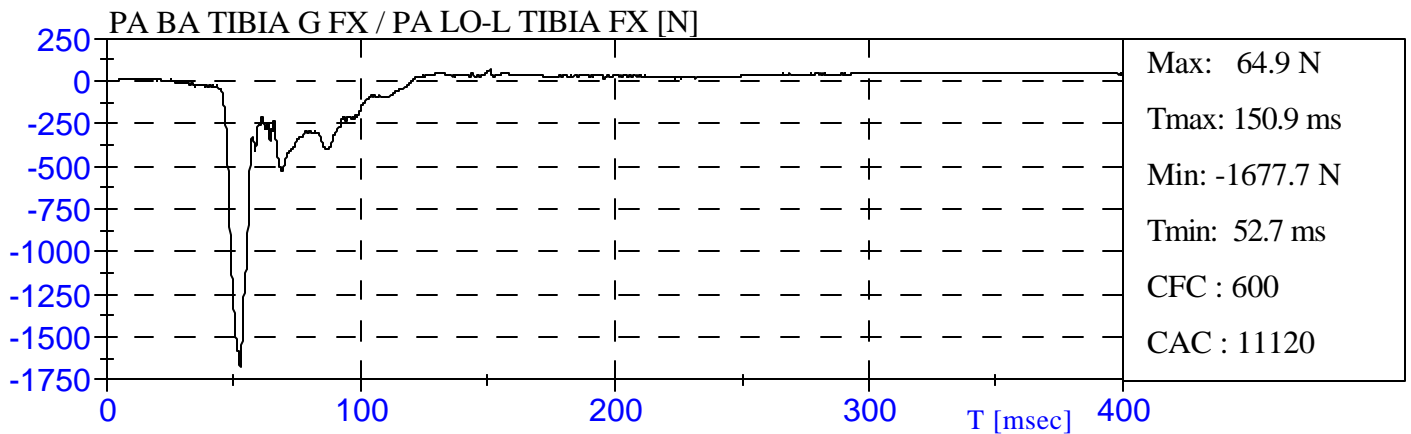


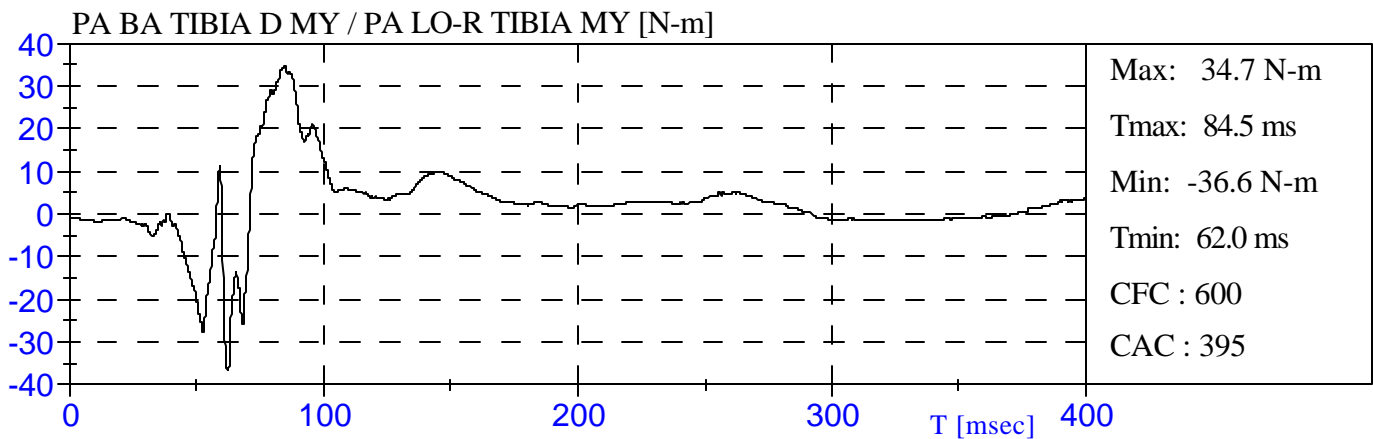
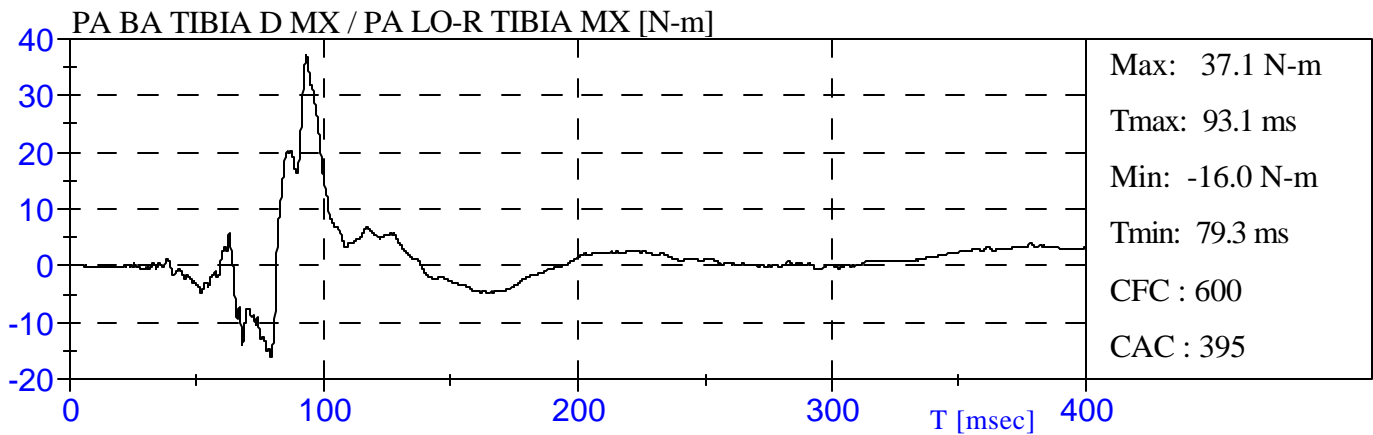
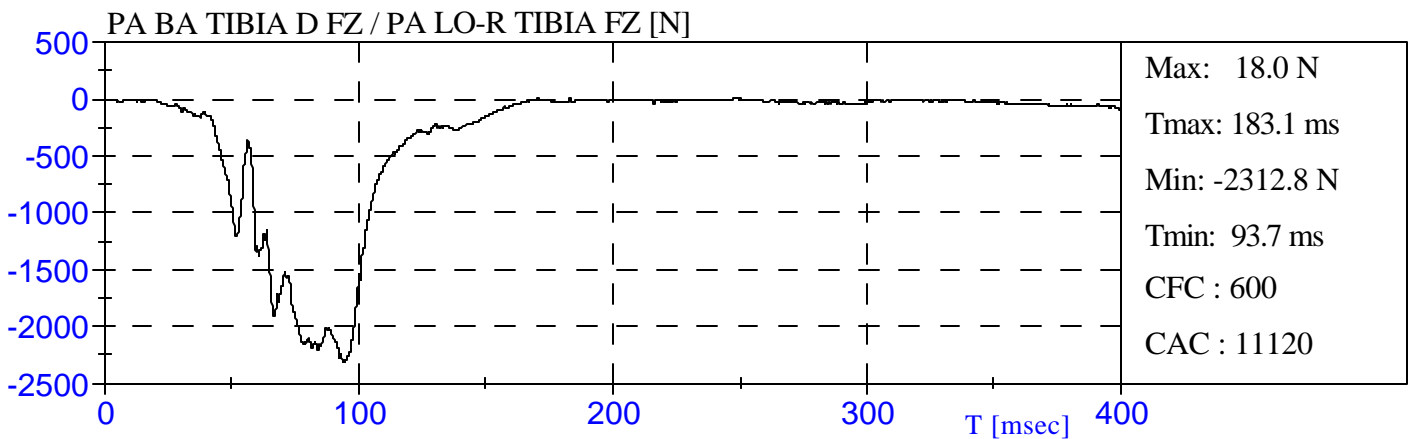
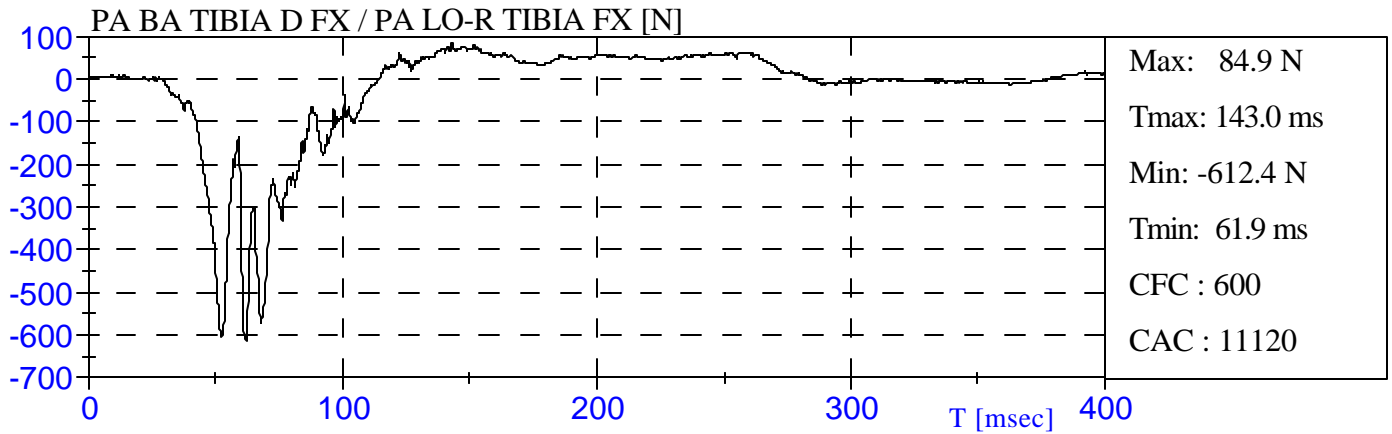


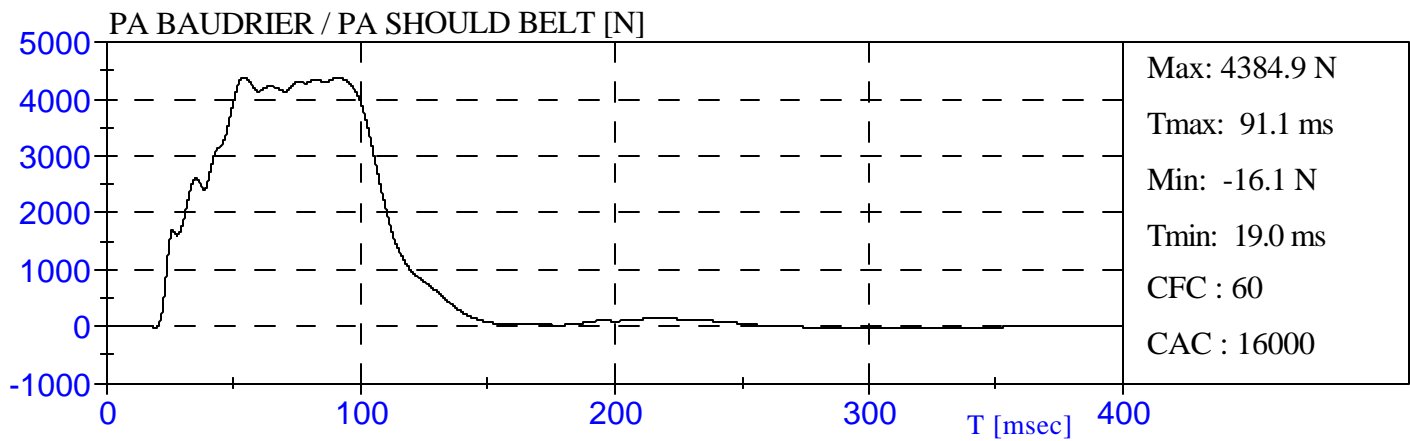
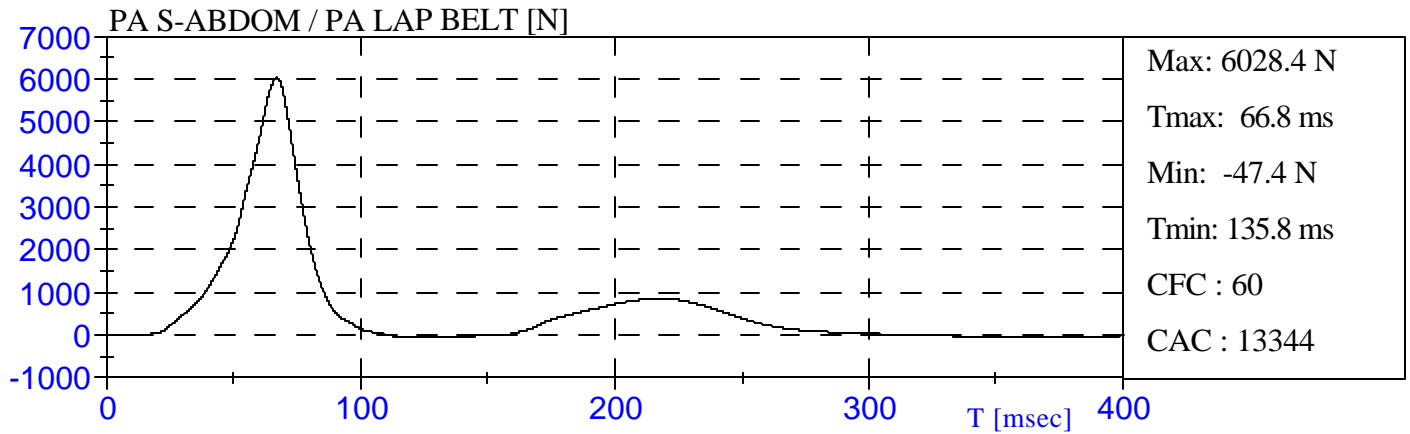


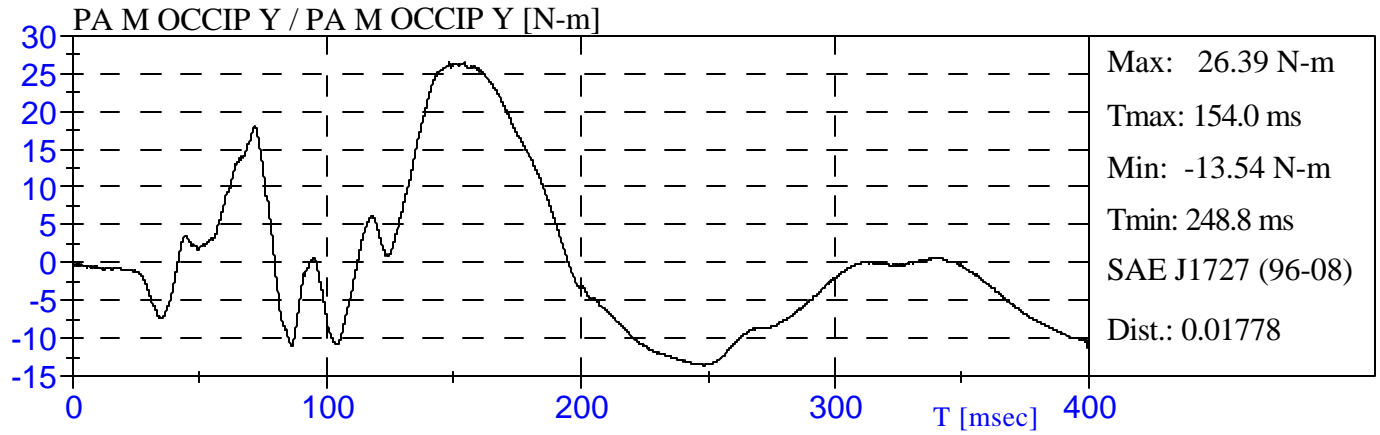


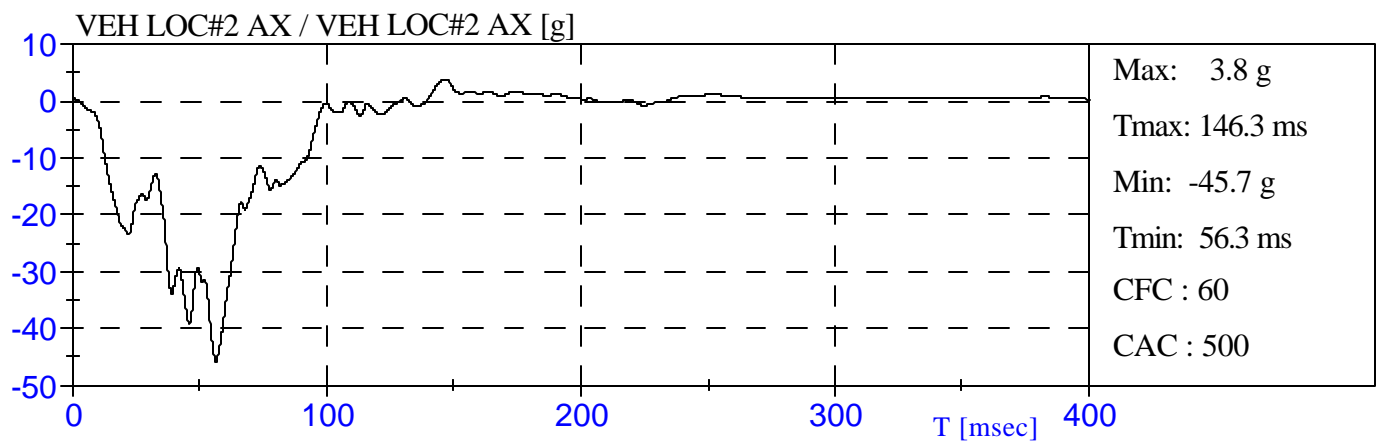
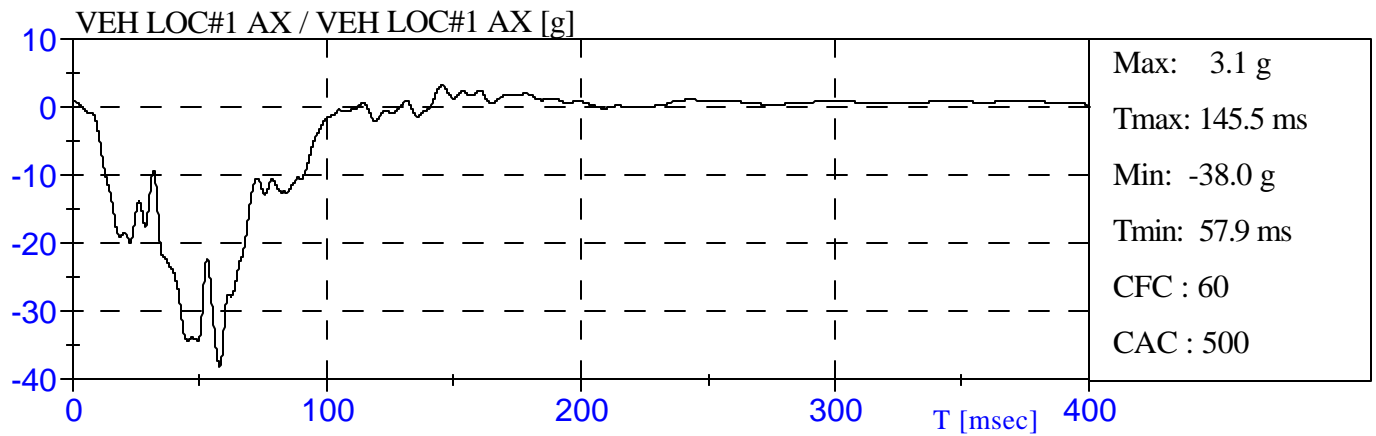


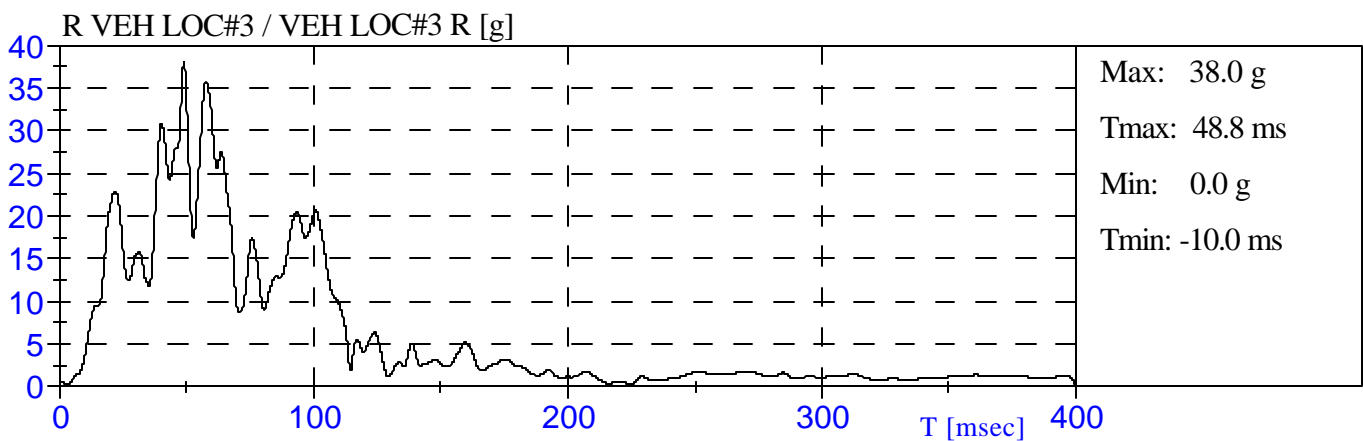
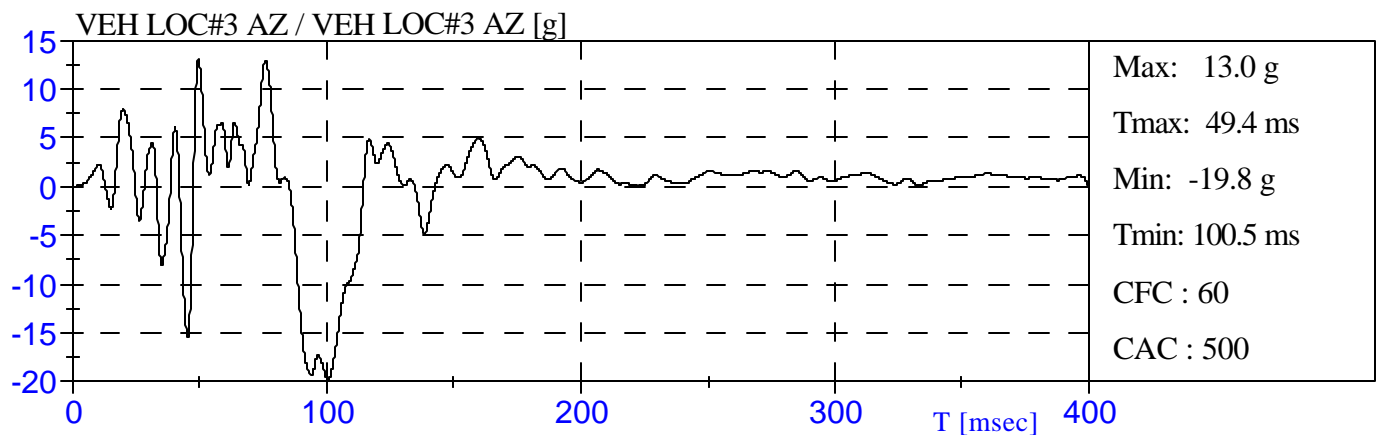
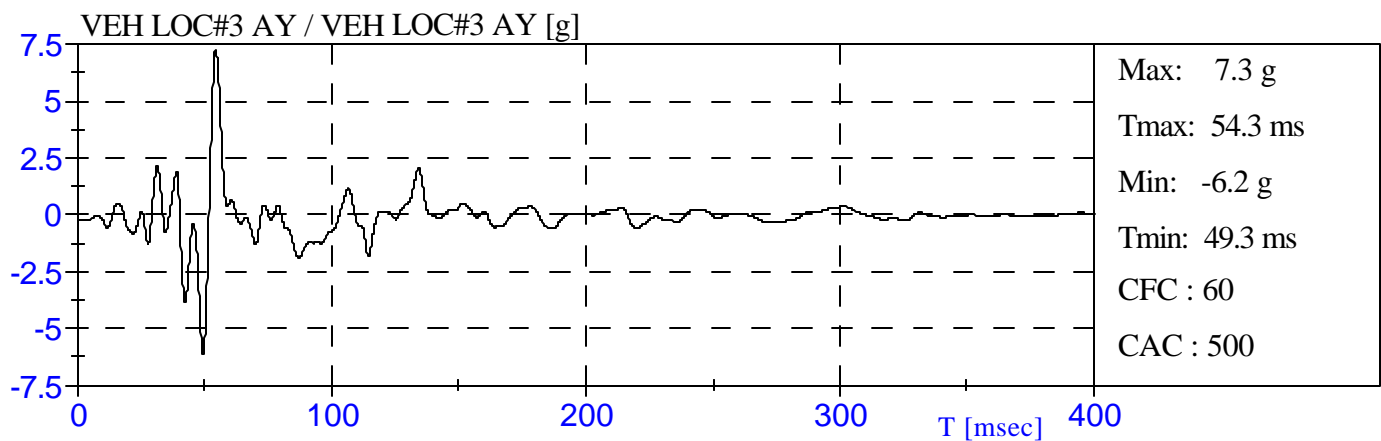
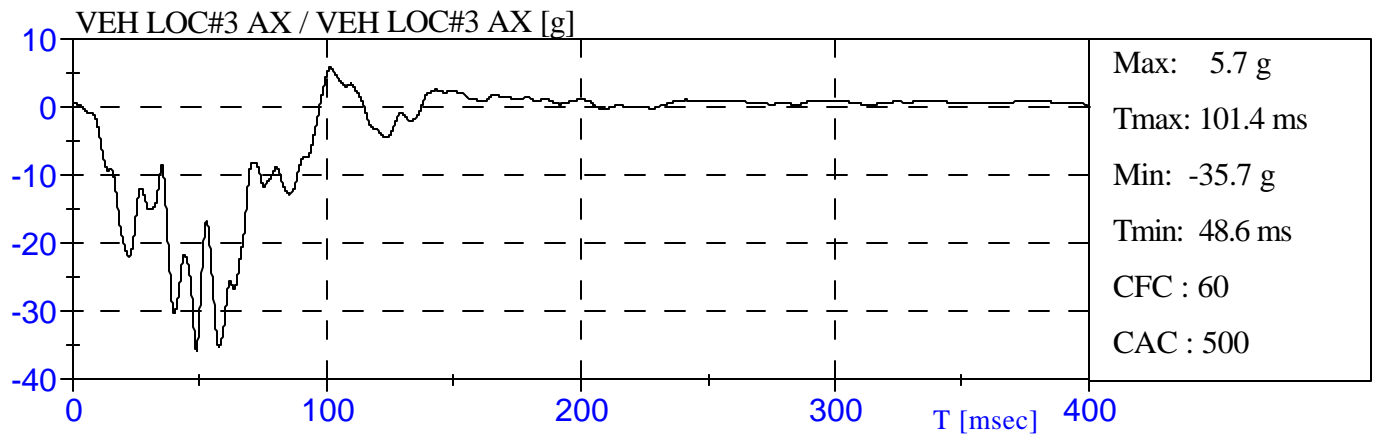


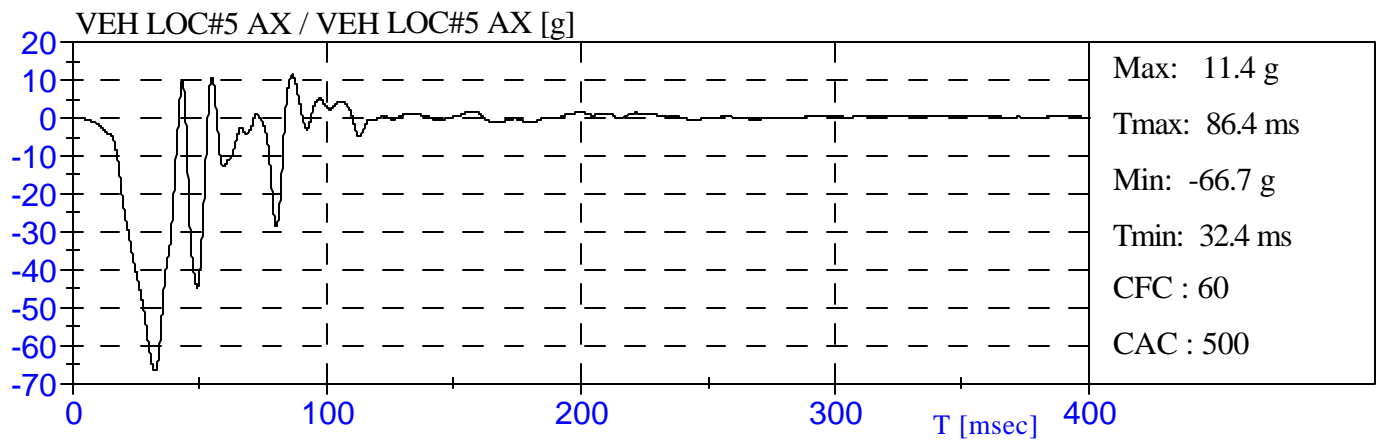
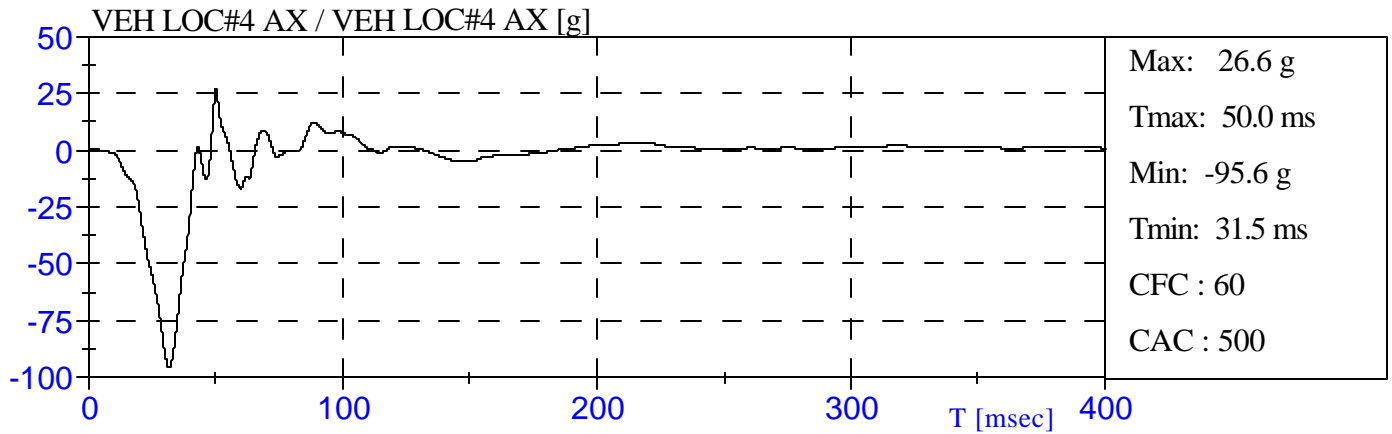


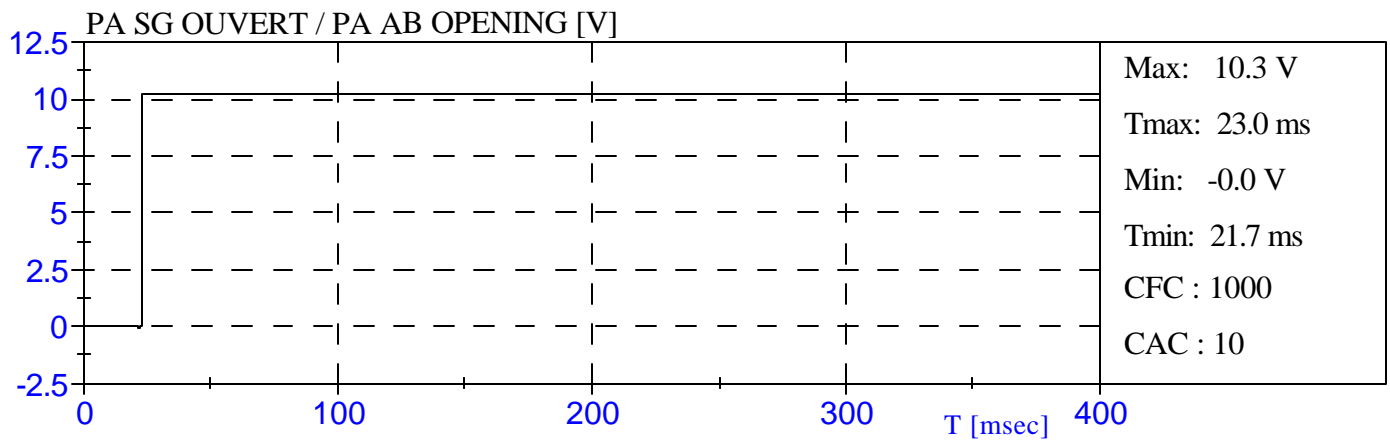
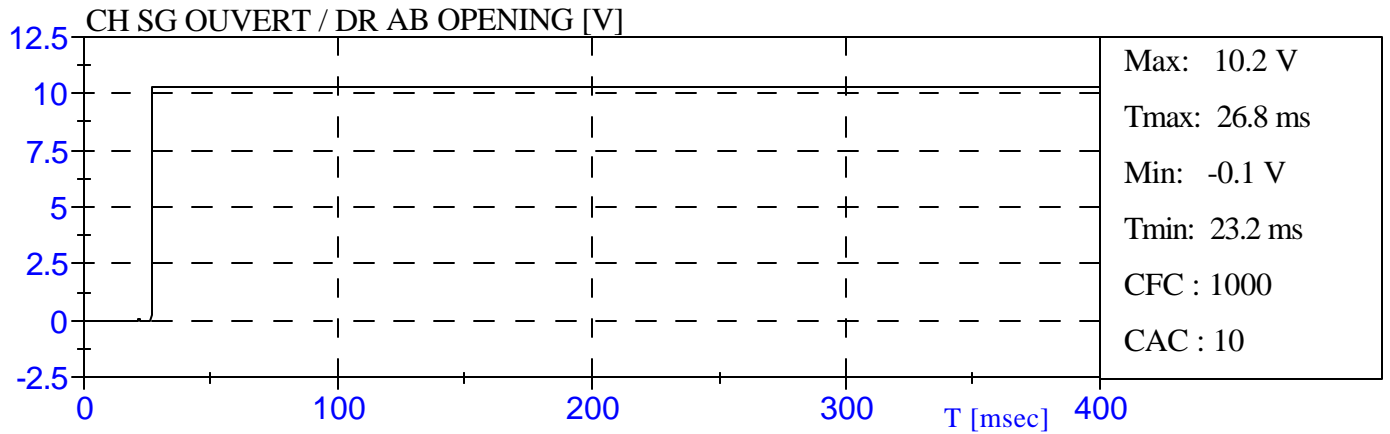


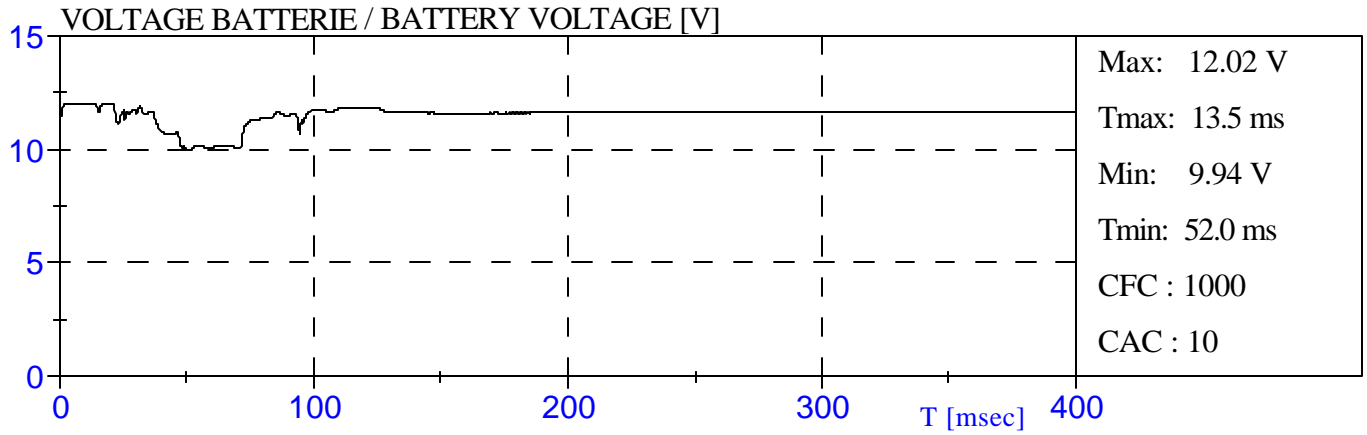


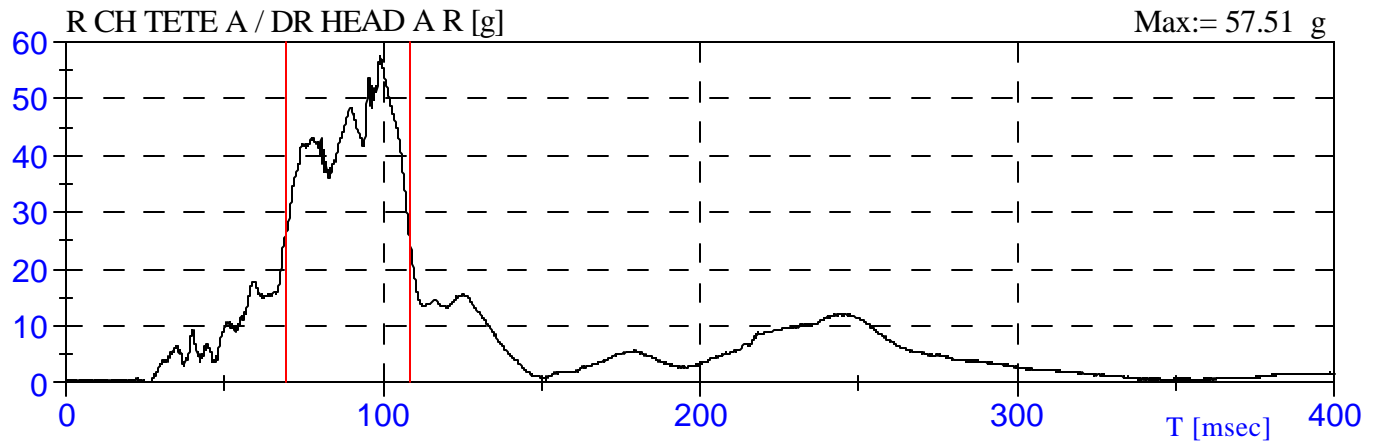








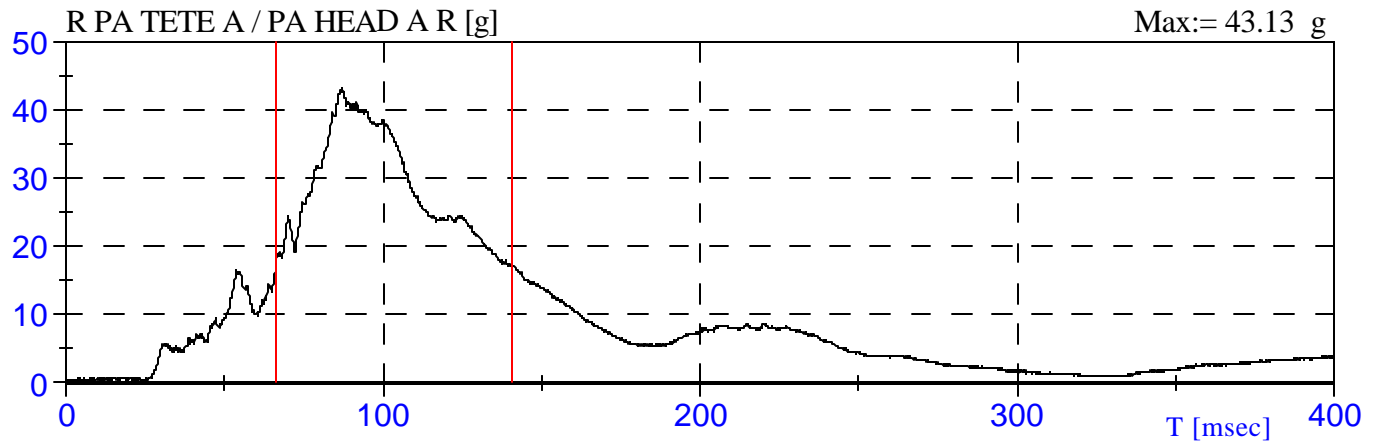




HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 472	HIC(36ms):= 466	HIC(15ms):= 254
T1:= 69.0 ms	T1:= 71.0 ms	T1:= 88.4 ms
T2:= 108.2 ms	T2:= 107.0 ms	T2:= 103.4 ms

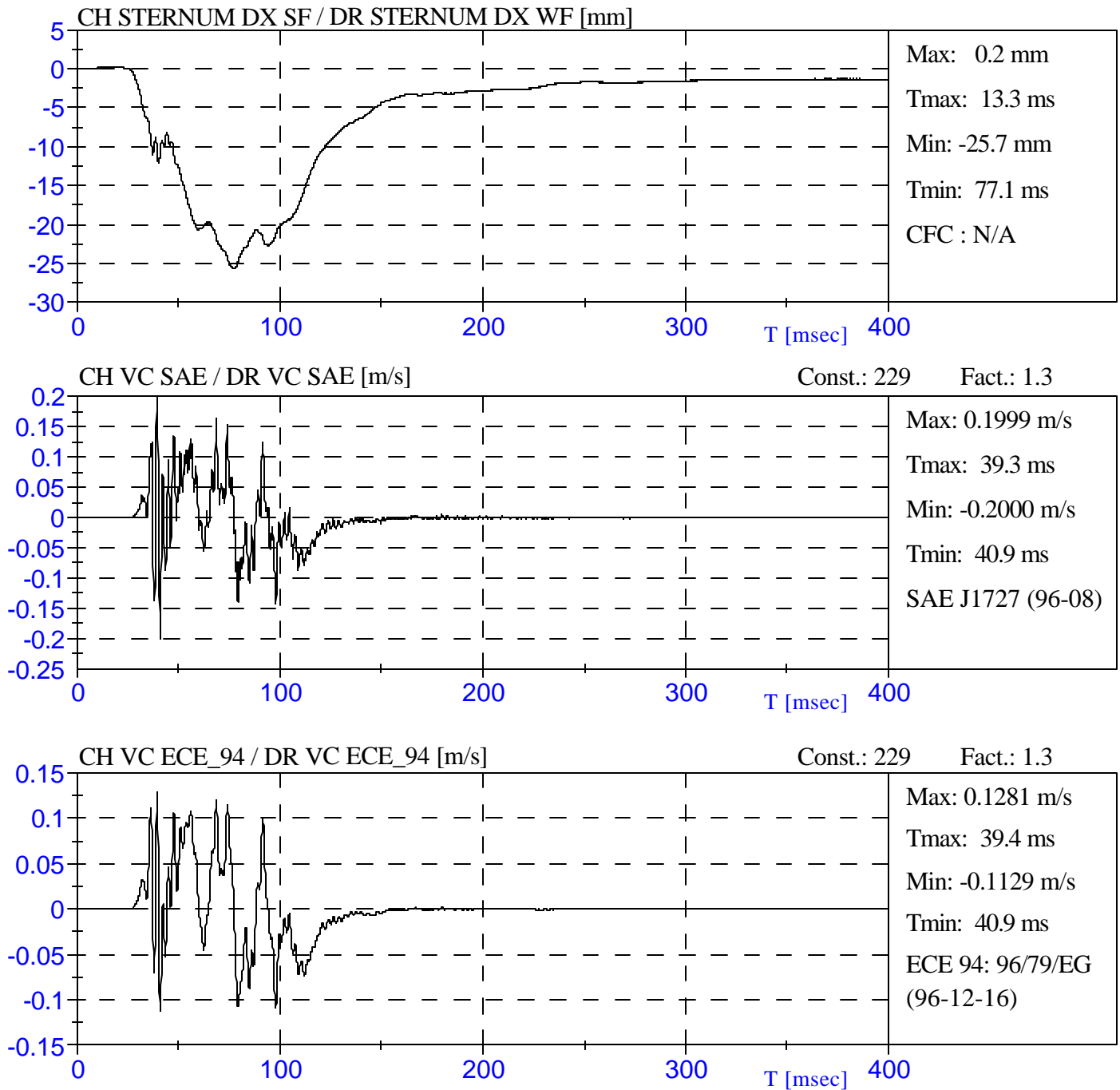
* Selon / According To: SAE J1727 96-08

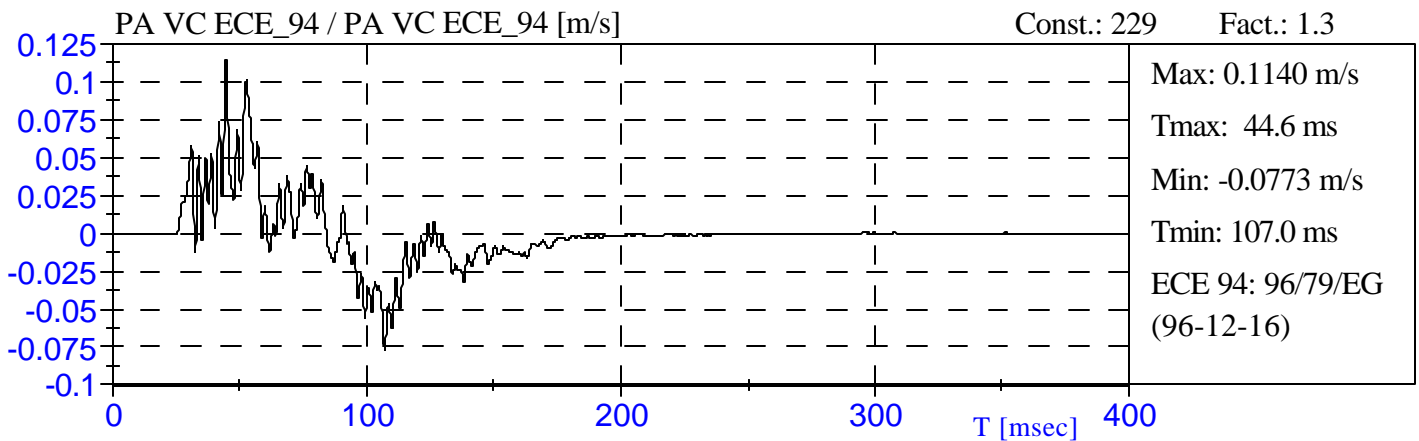
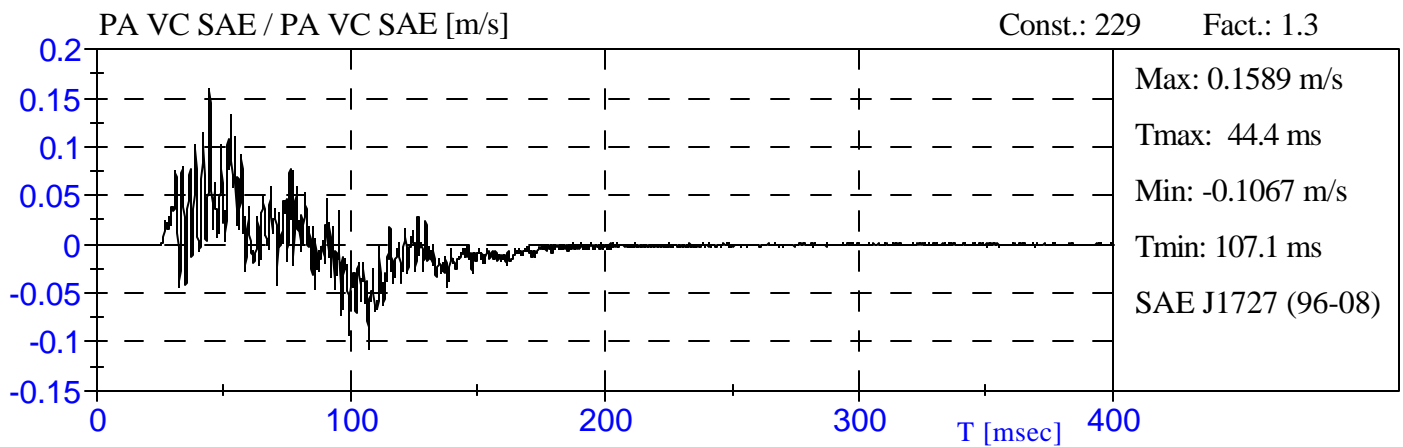
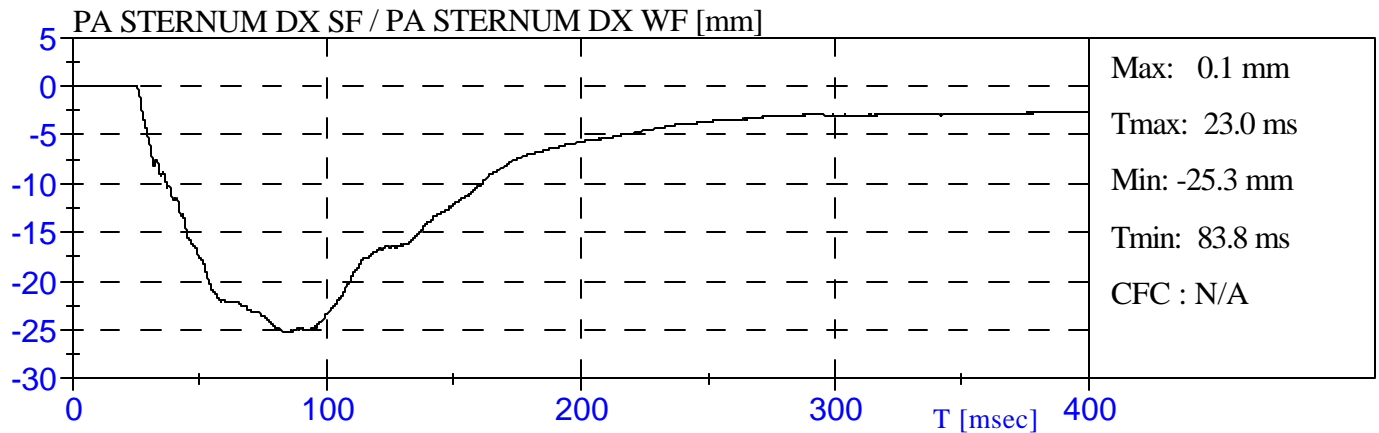


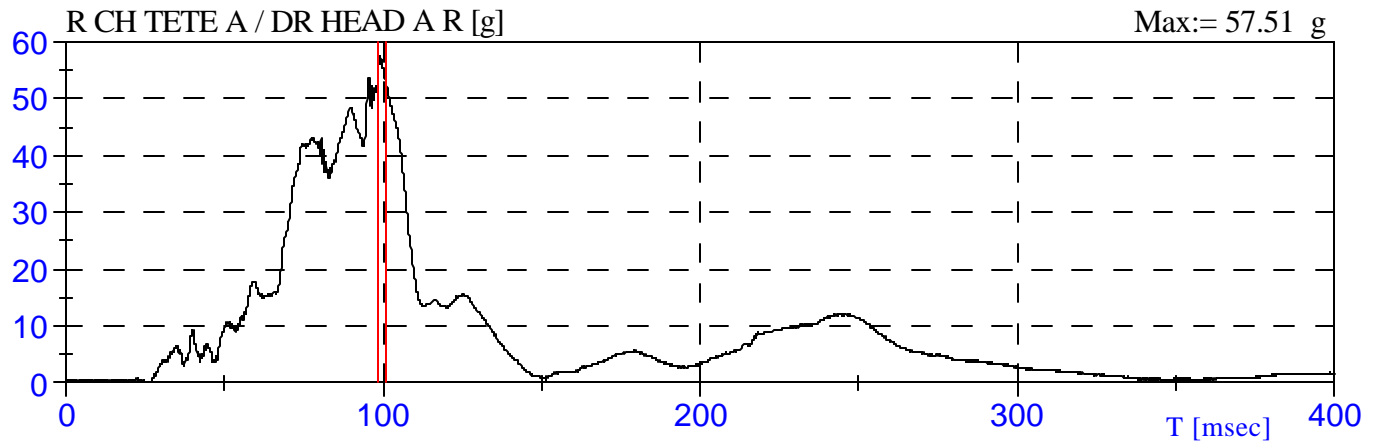
HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 327	HIC(36ms):= 274	HIC(15ms):= 152
T1:= 66.0 ms	T1:= 75.5 ms	T1:= 83.4 ms
T2:= 140.8 ms	T2:= 111.5 ms	T2:= 98.4 ms

* Selon / According To: SAE J1727 96-08

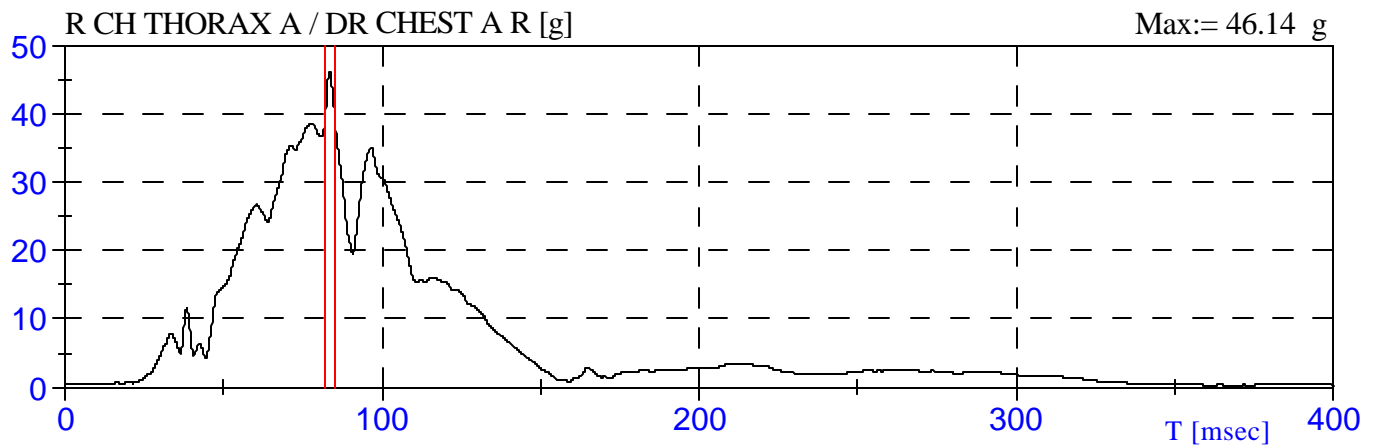






CLIP 3ms *

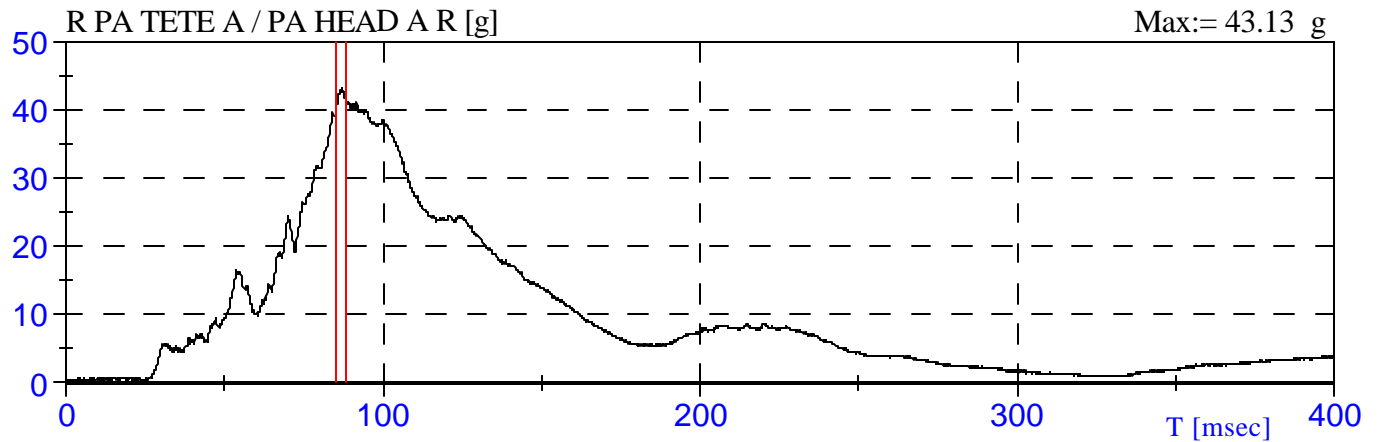
Acc. := 52.42 g	T1:= 98.0 ms	T2:= 101.0 ms
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CLIP 3ms *

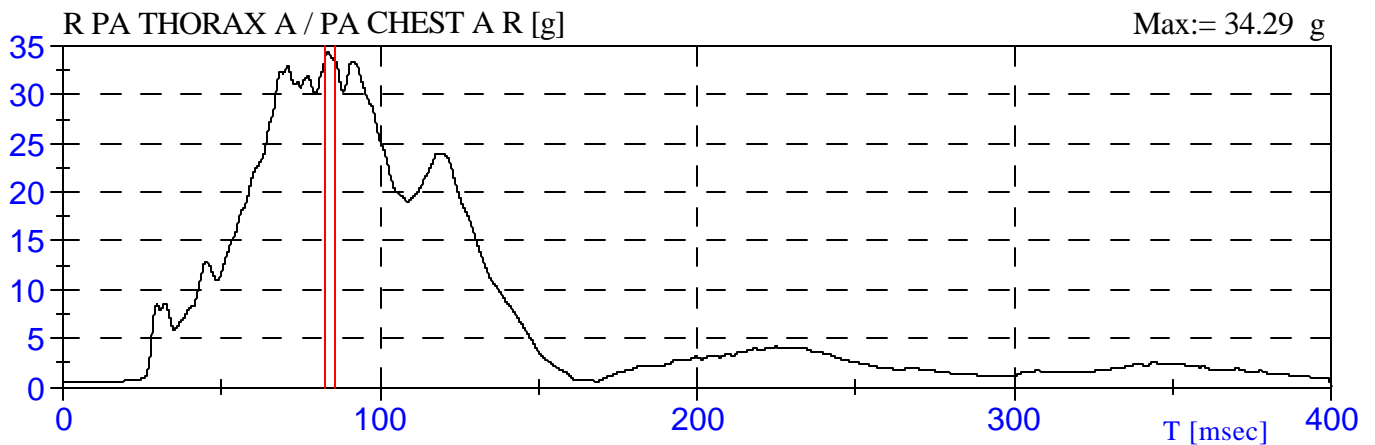
Acc. := 39.55 g	T1:= 82.0 ms	T2:= 85.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 40.74 g	T1:= 85.3 ms	T2:= 88.3 ms
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CLIP 3ms *

Acc. := 33.55 g	T1:= 82.5 ms	T2:= 85.5 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

 $Mc := 225 \text{ N-m}$
 $Fc := 35.9 \text{ kN}$

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.570	0.562
BAS / LOWER	0.713	1.056

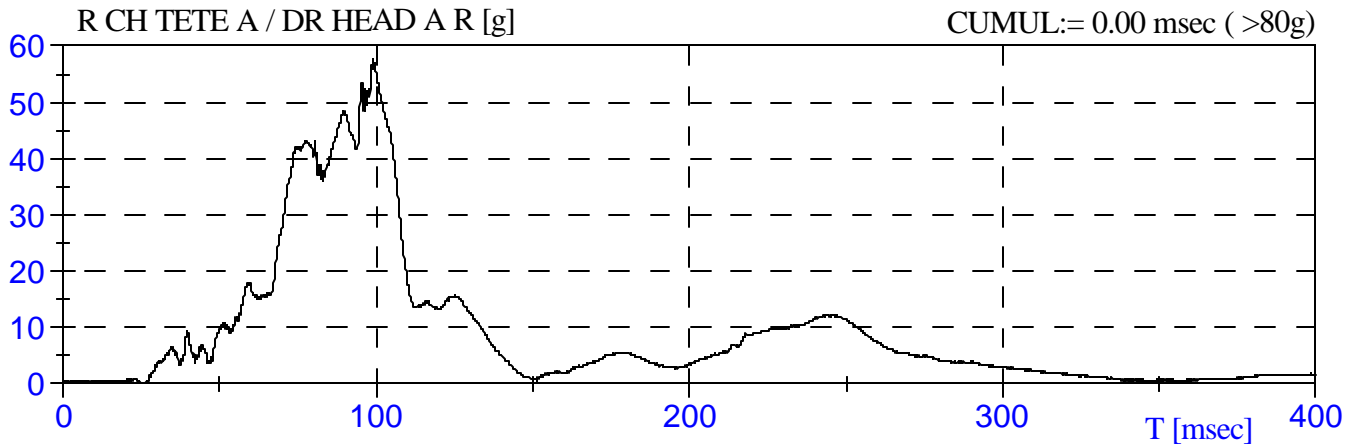
TI Passager / Passenger

 $Mc := 225 \text{ N-m}$
 $Fc := 35.9 \text{ kN}$

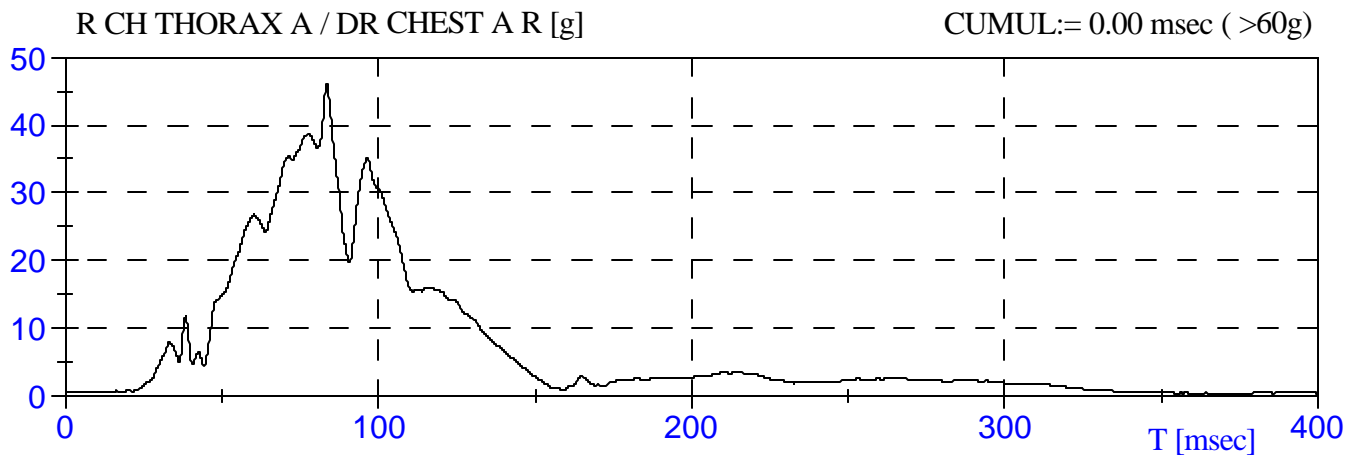
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.864	0.409
BAS / LOWER	0.595	0.246

* Selon / According To: SAE J1727 AUG 96

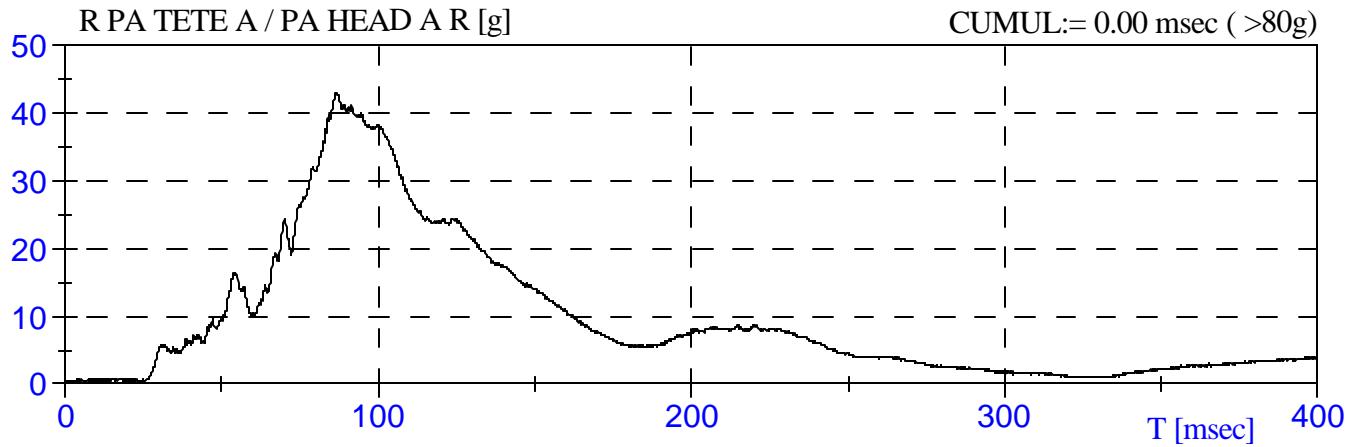
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



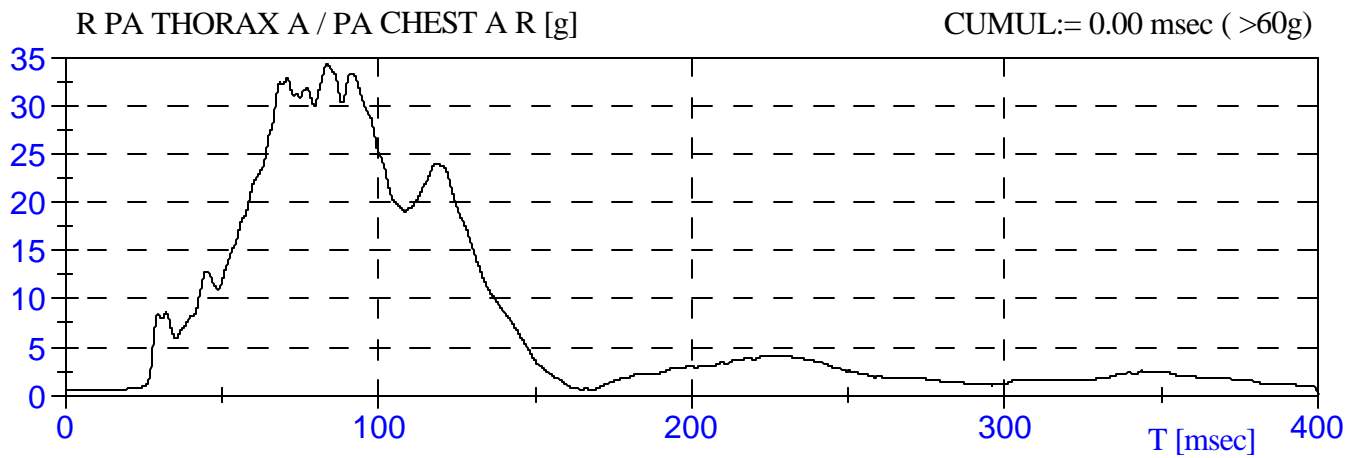
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.53$$

Valeurs critiques
Criticals Values

N_{te}	N_{ce}	N_{tf}	N_{cf}	Tc	6806
0.53	0.30	0.31	0.08	Cc	6160
				Fc	310
				Ec	135

Passager / Passenger

$$N_{ij}^* = 0.31$$

Valeurs critiques
Criticals Values

N_{te}	N_{ce}	N_{tf}	N_{cf}	Tc	6806
0.31	0.07	0.24	0.11	Cc	6160
				Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA HT TIBIA D FX: N'est pas valide à partir de 91.5 ms.
PA UP-R TIBIA FX: Is not valid from 91.5 ms.