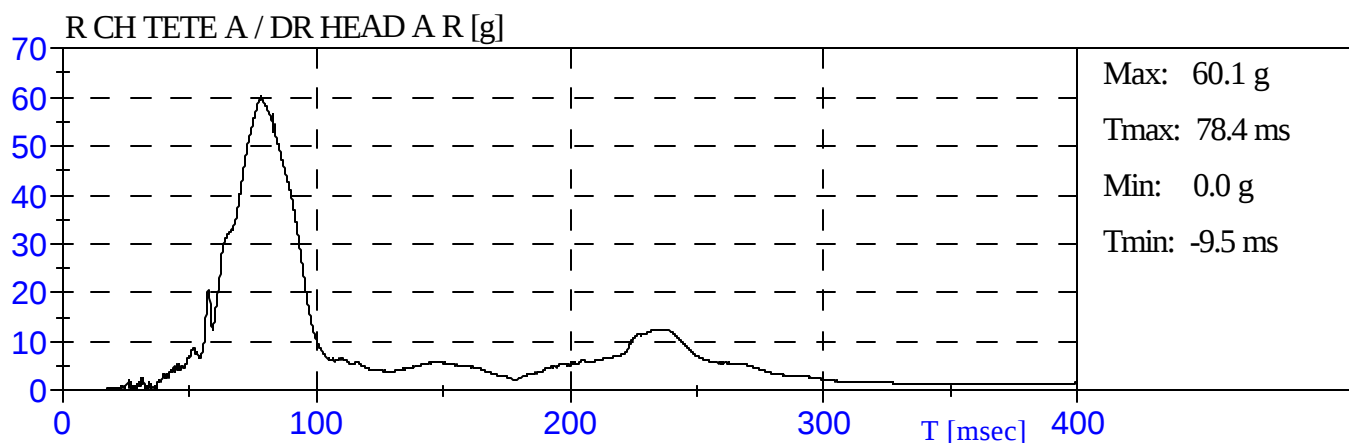
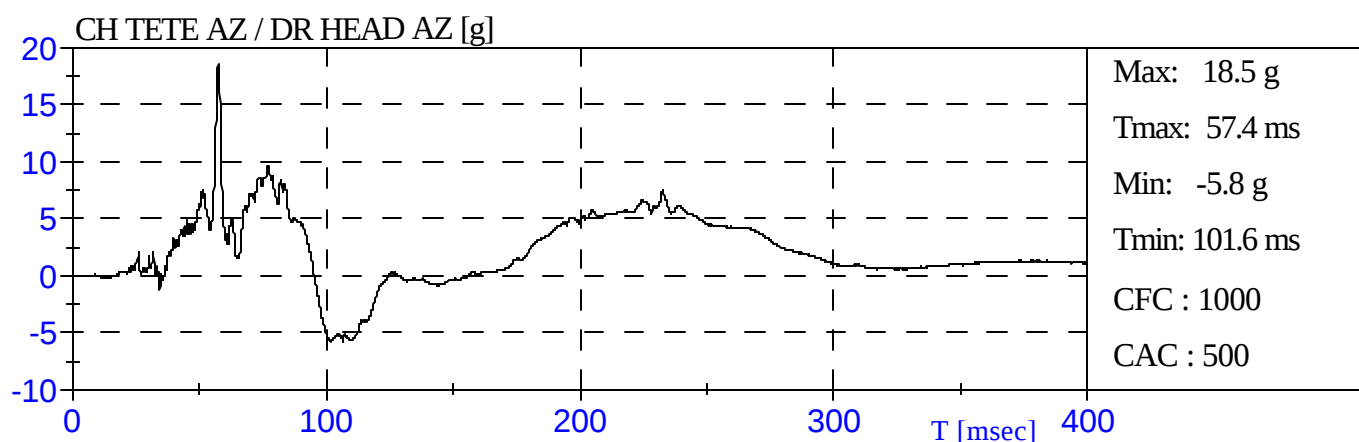
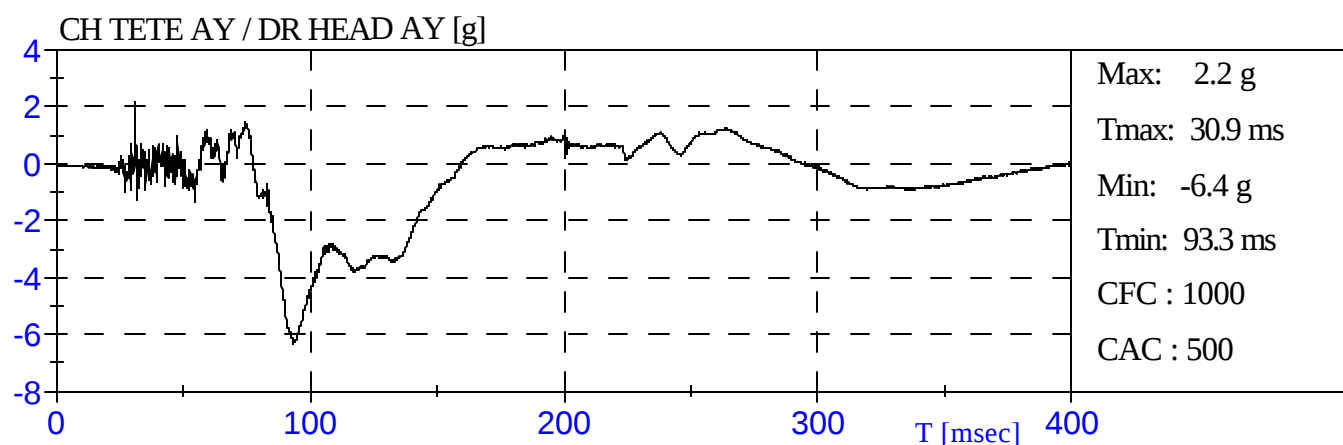
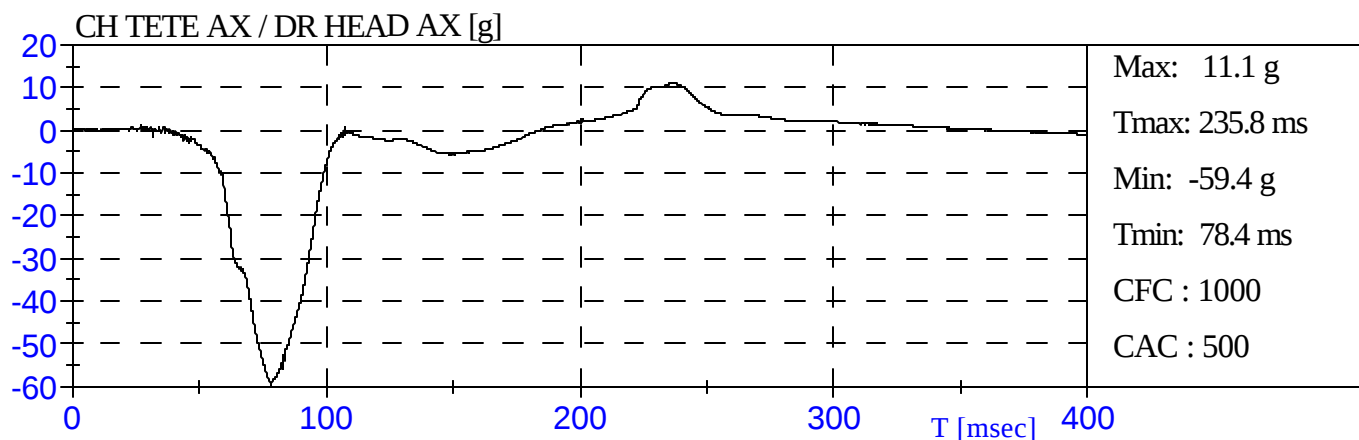
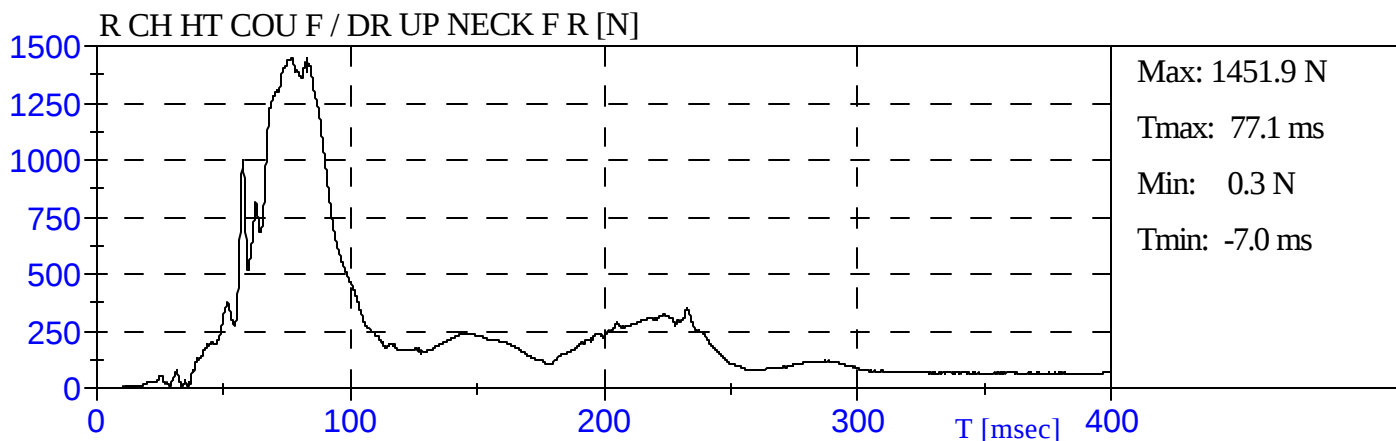
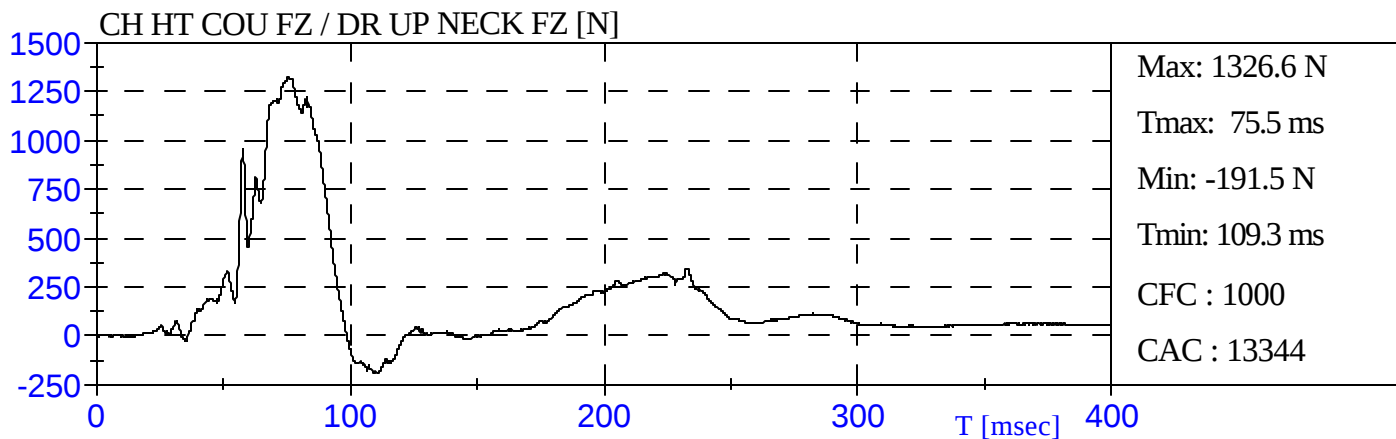
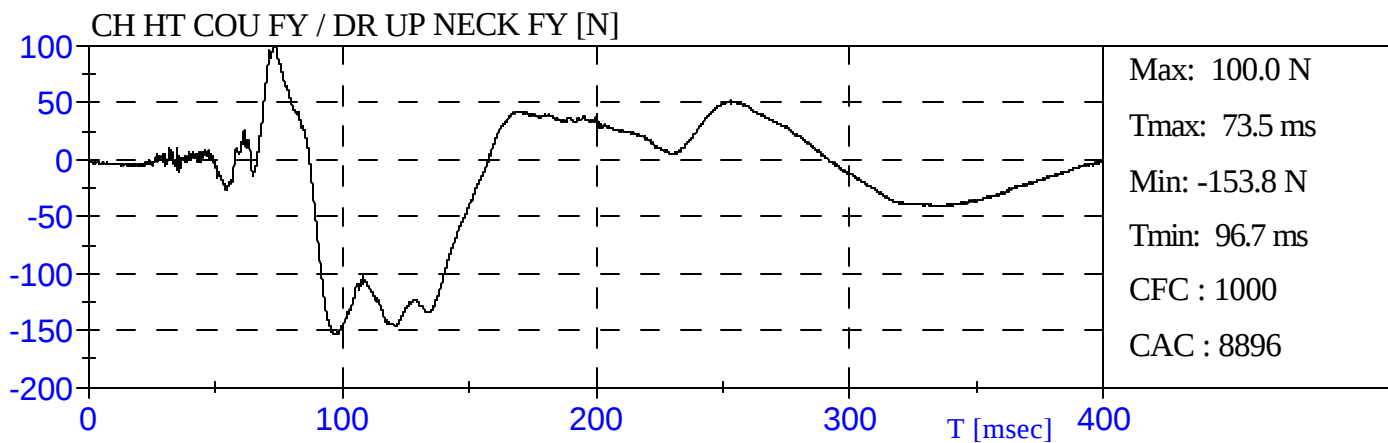
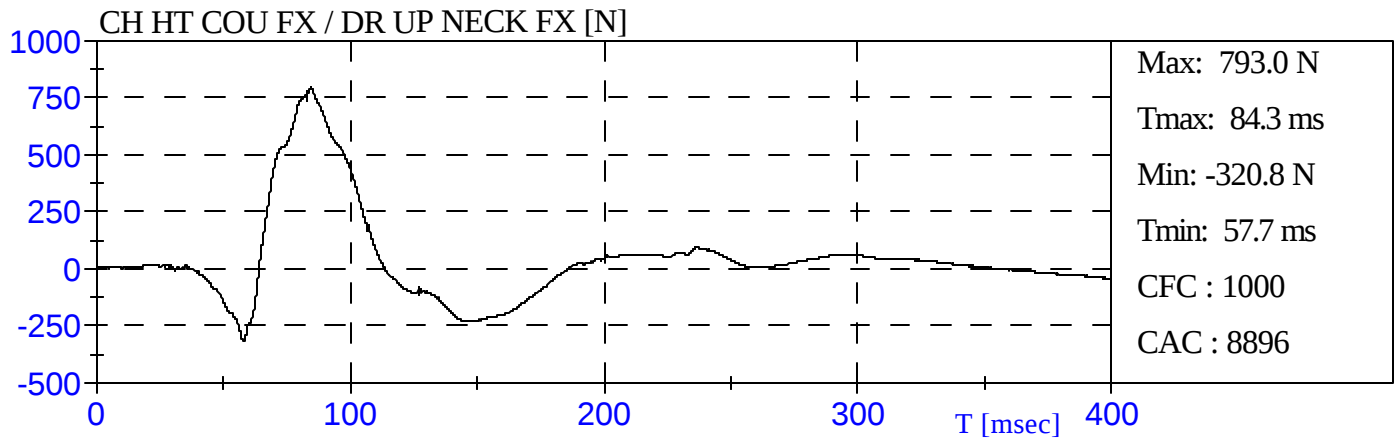
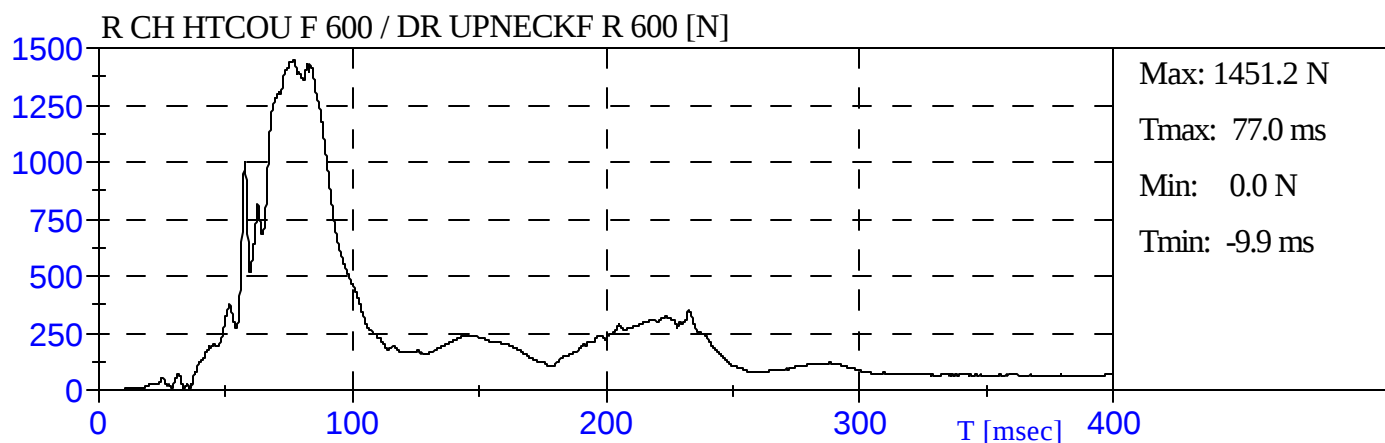
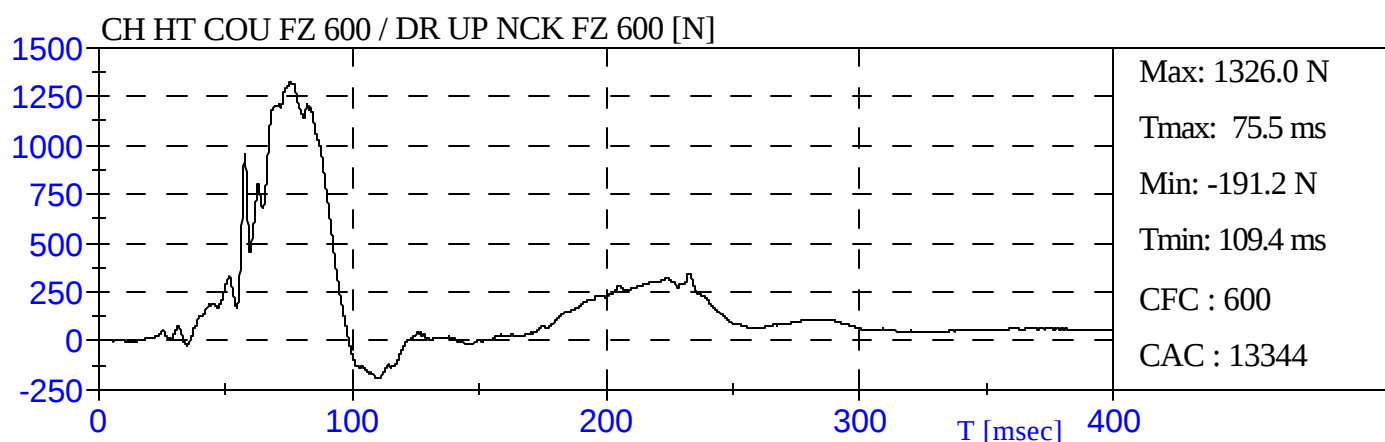
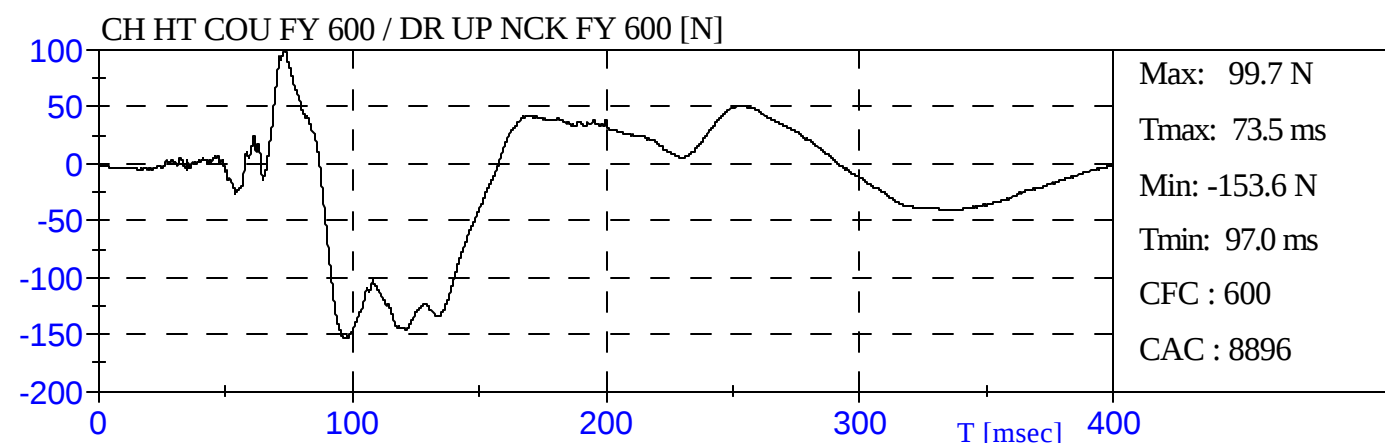
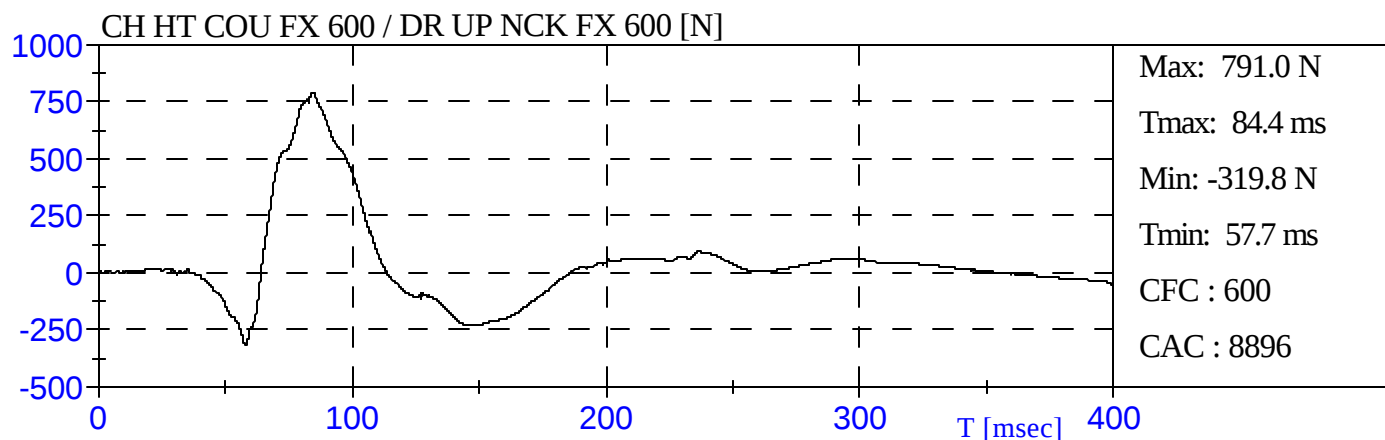
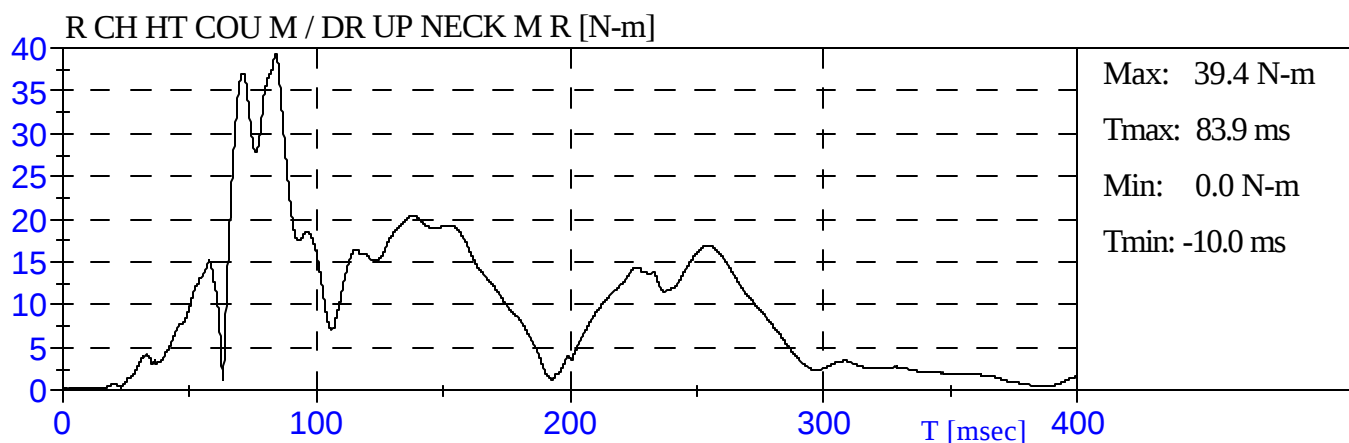
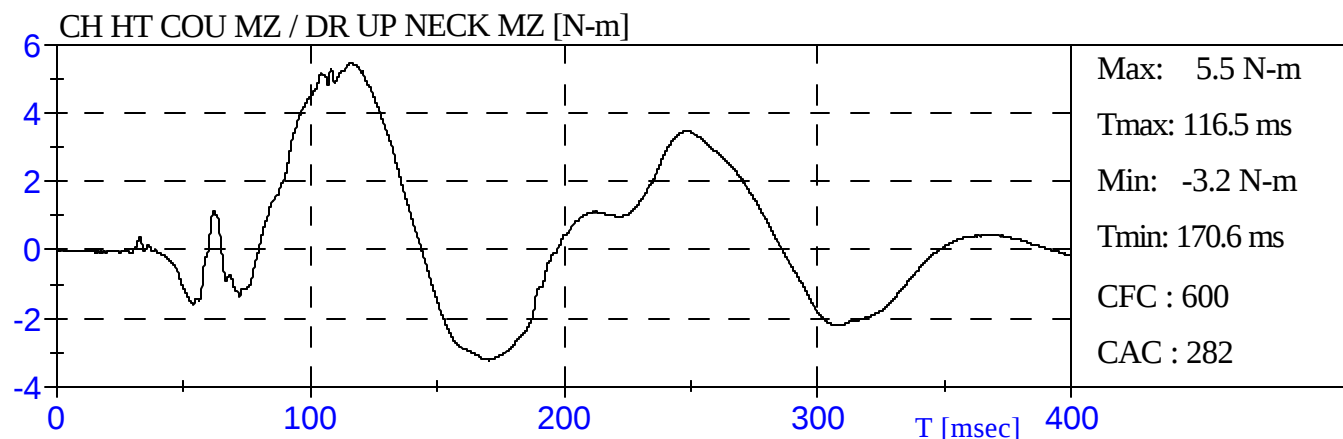
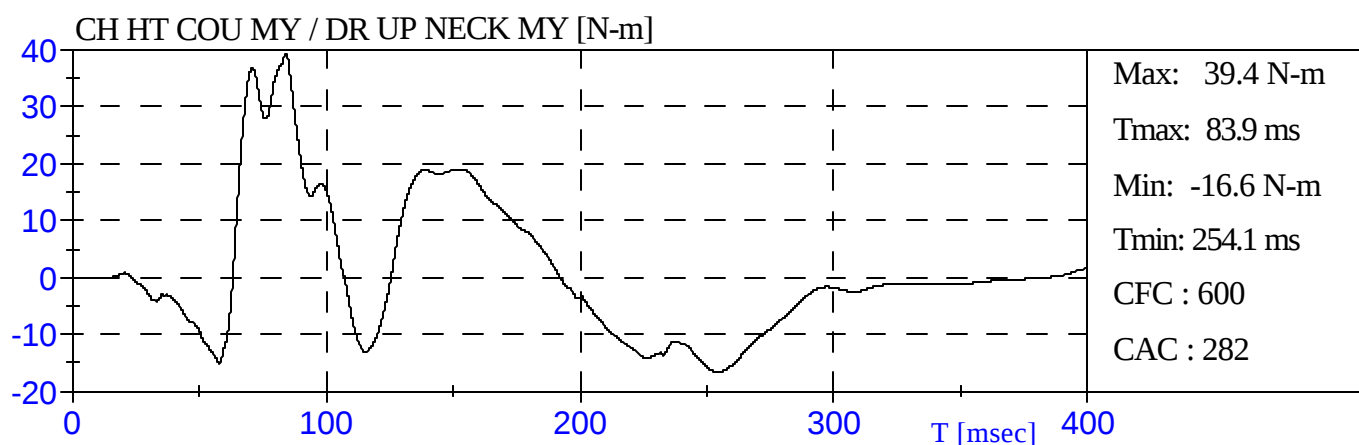
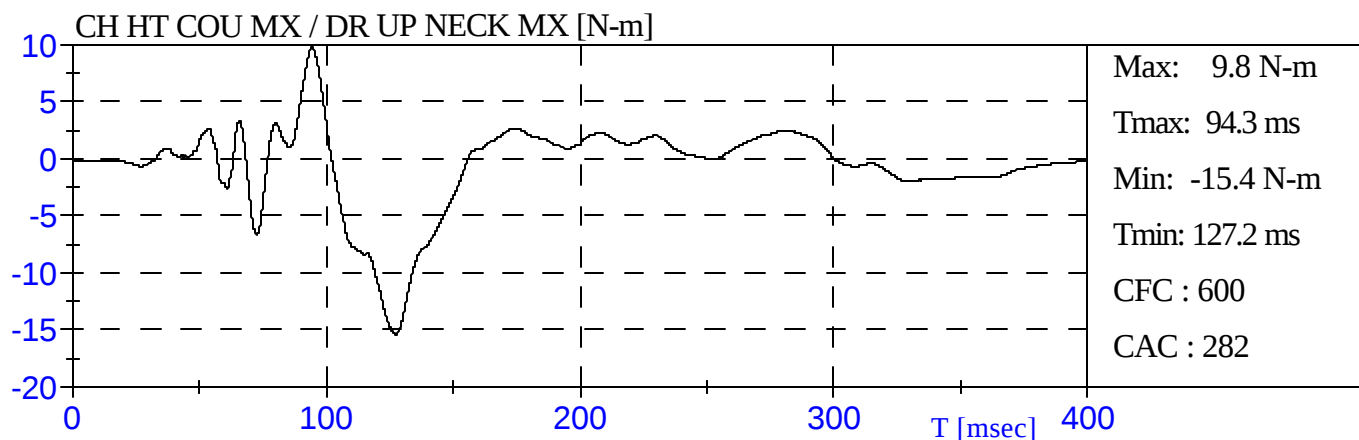


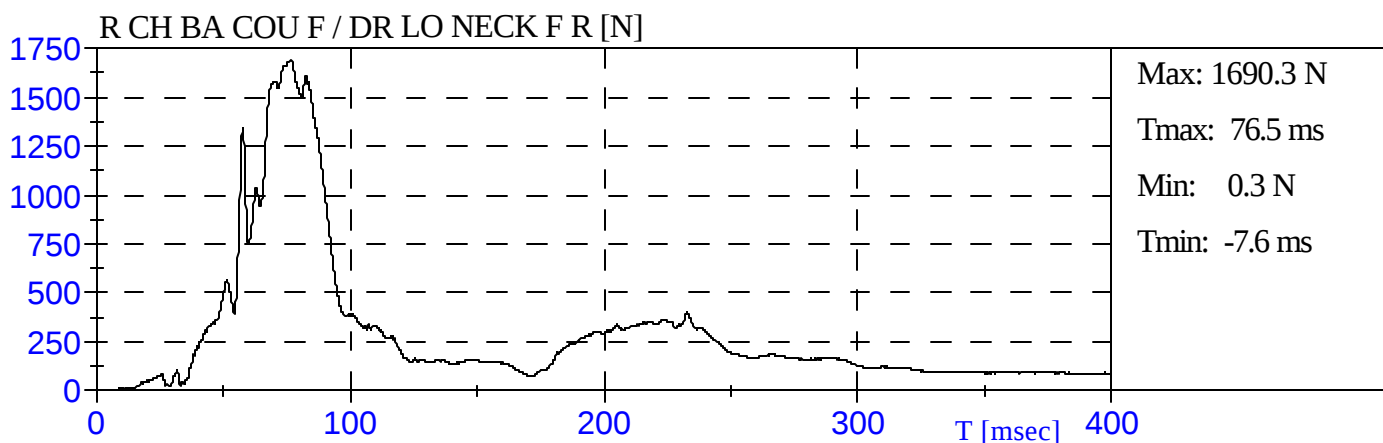
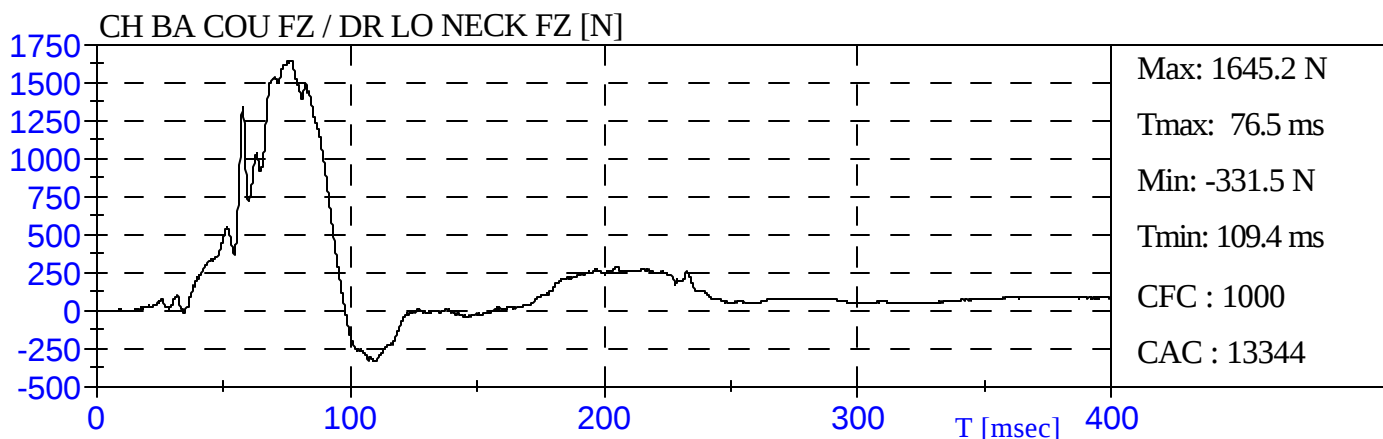
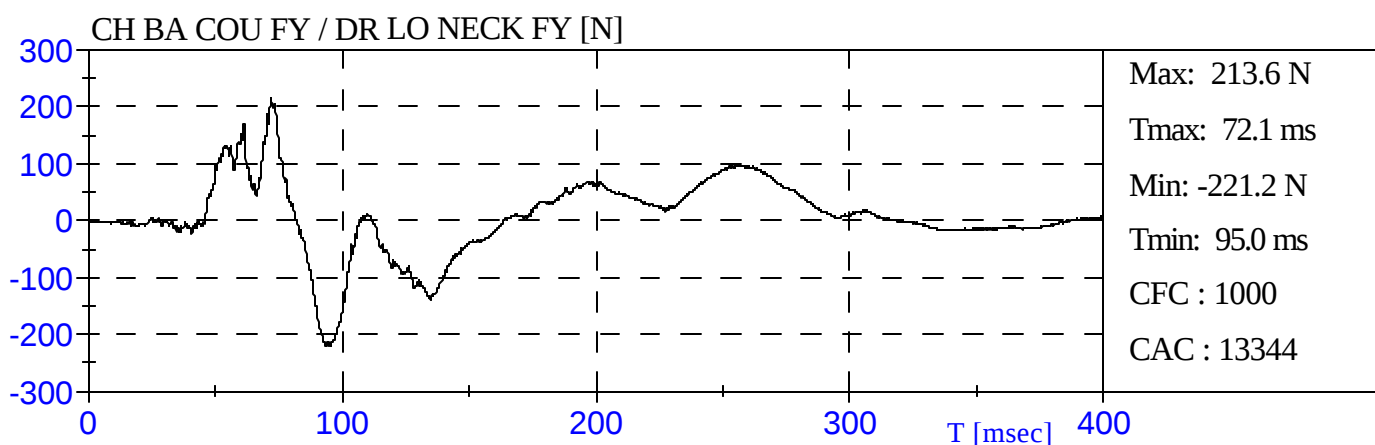
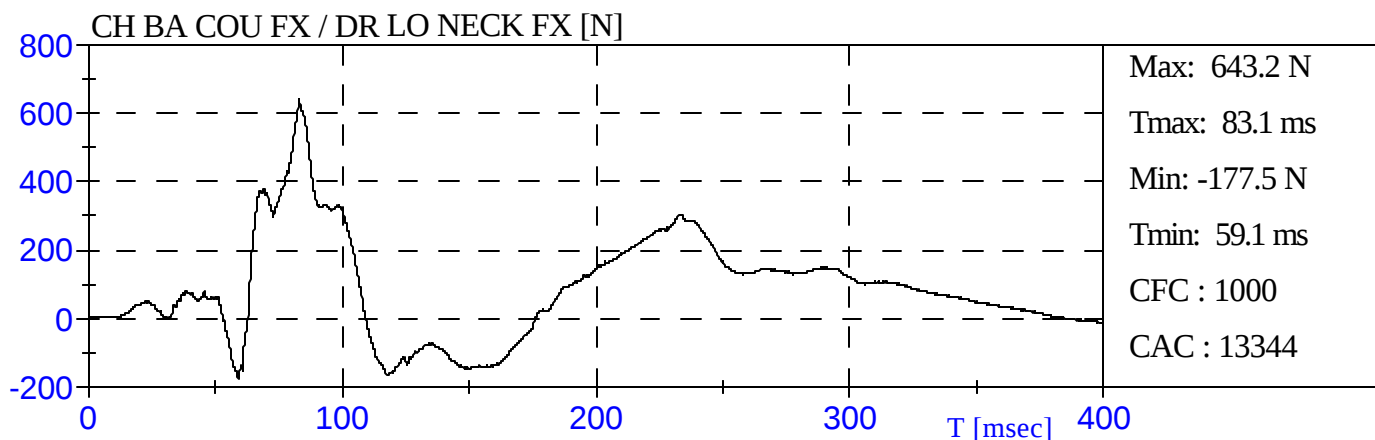
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	BUICK RENDEZ VOUS 2003
Numéro de TC Tc Number	TC03-120
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-02-25
Titre du projet Project 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
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 6Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 3Y

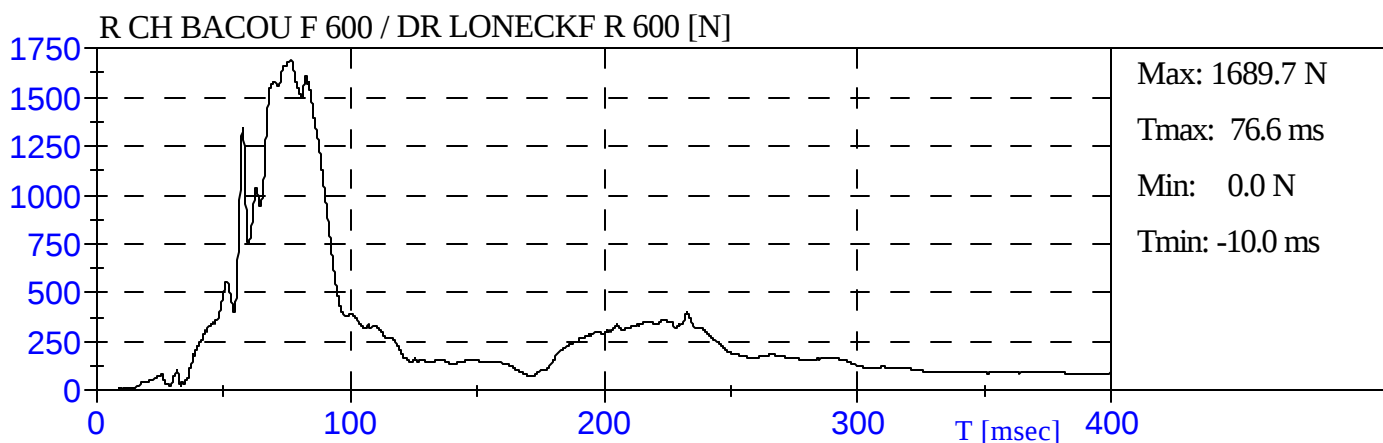
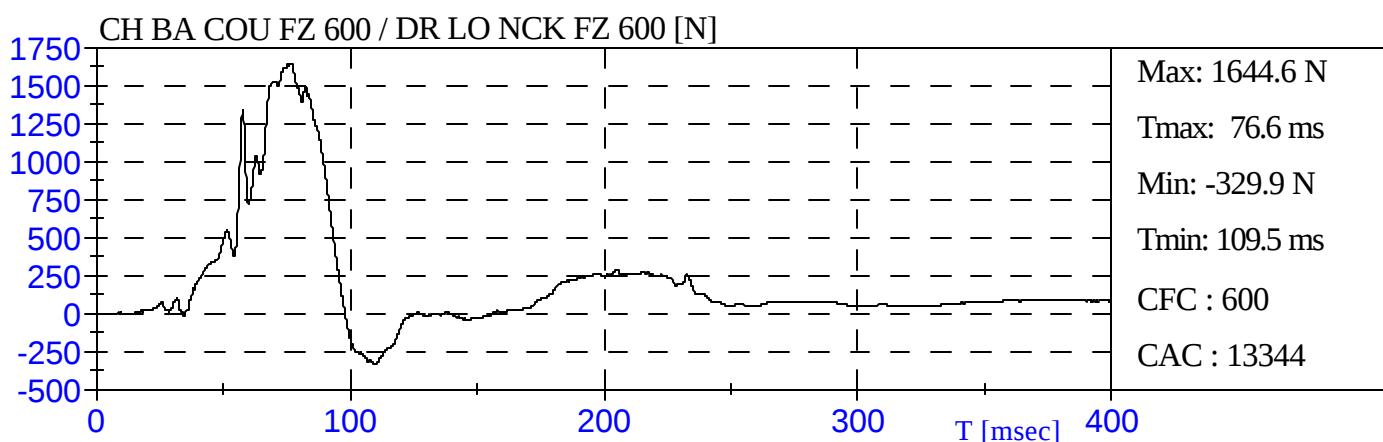
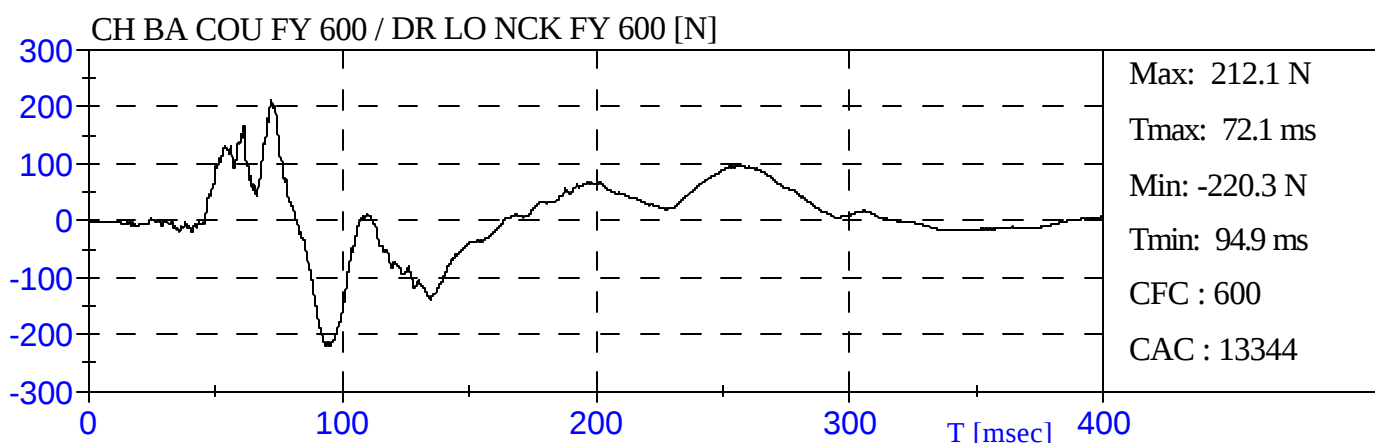
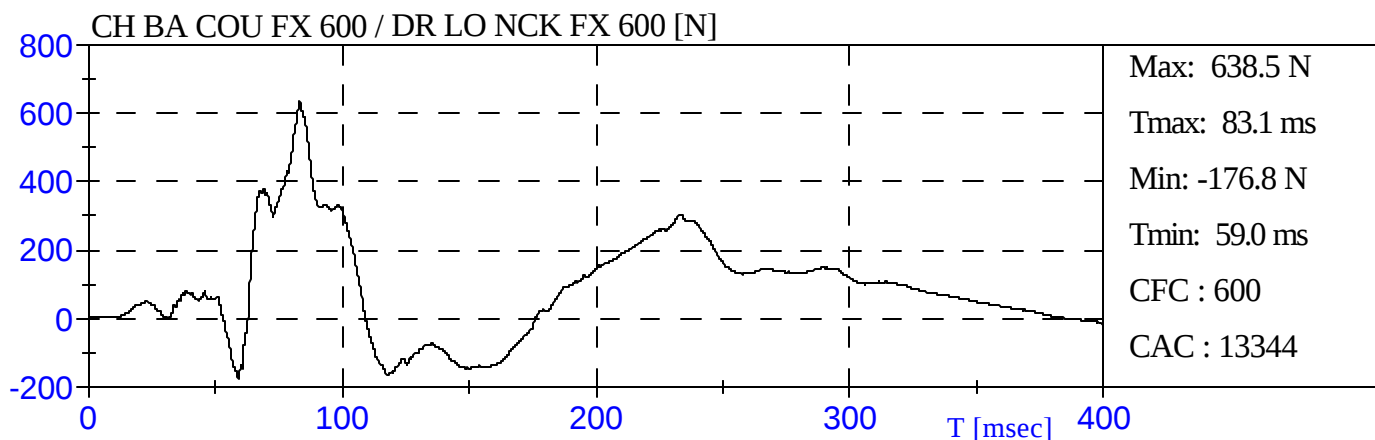


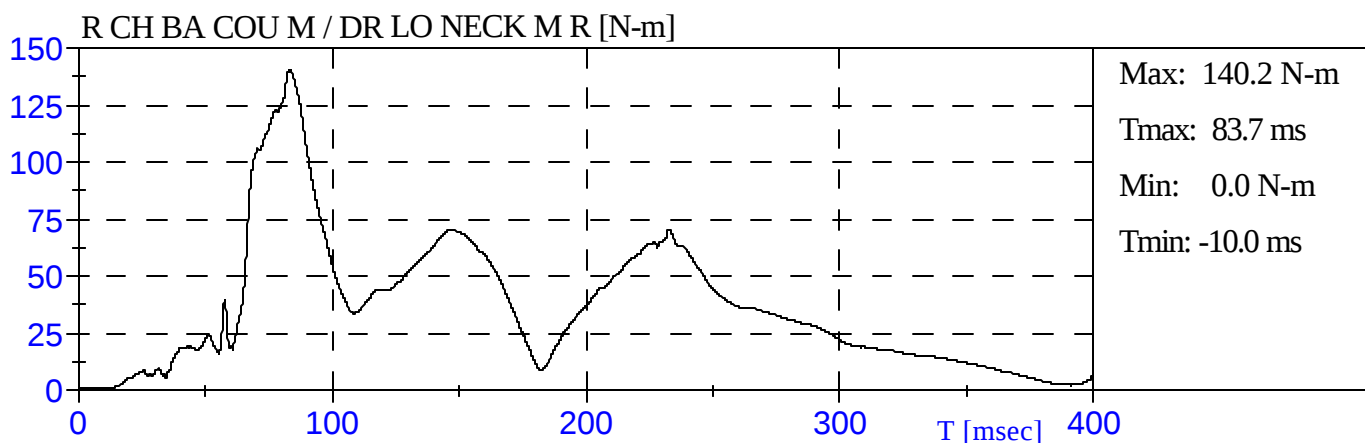
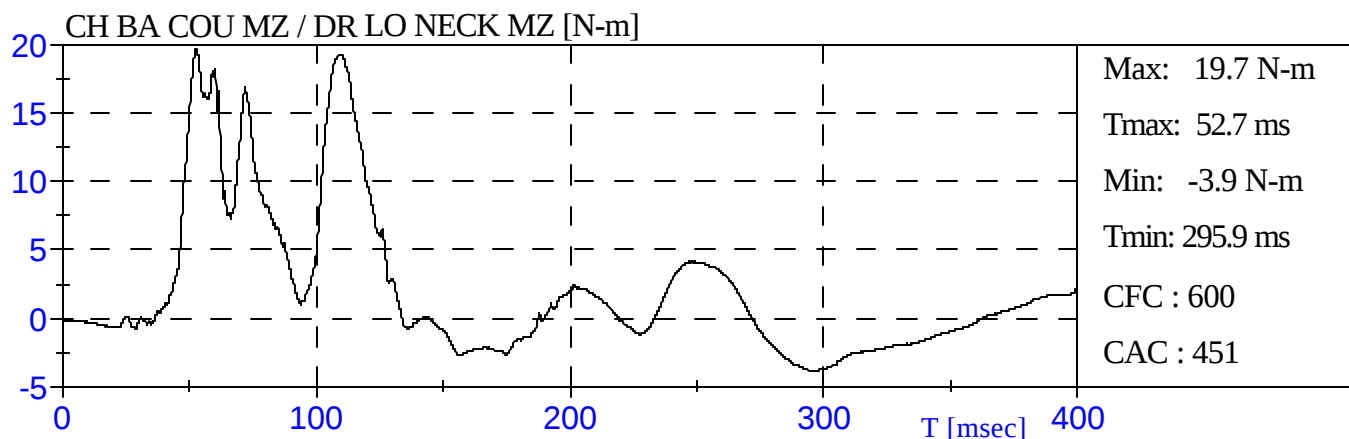
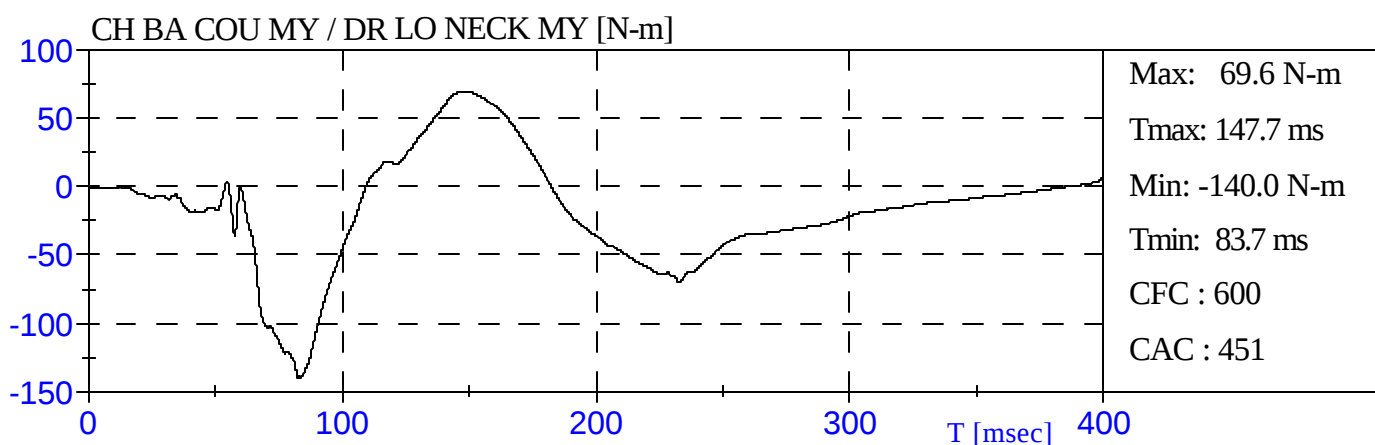
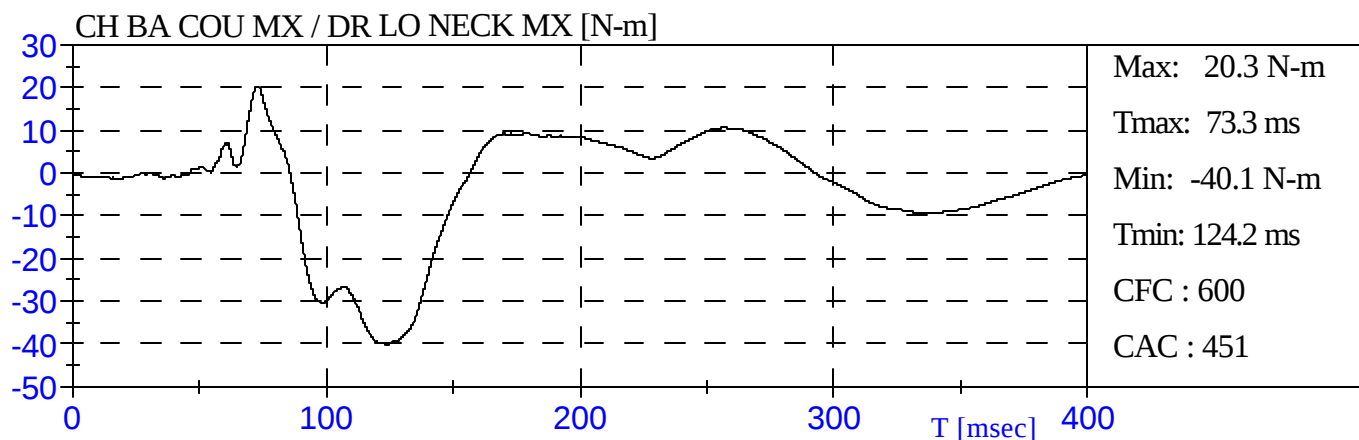


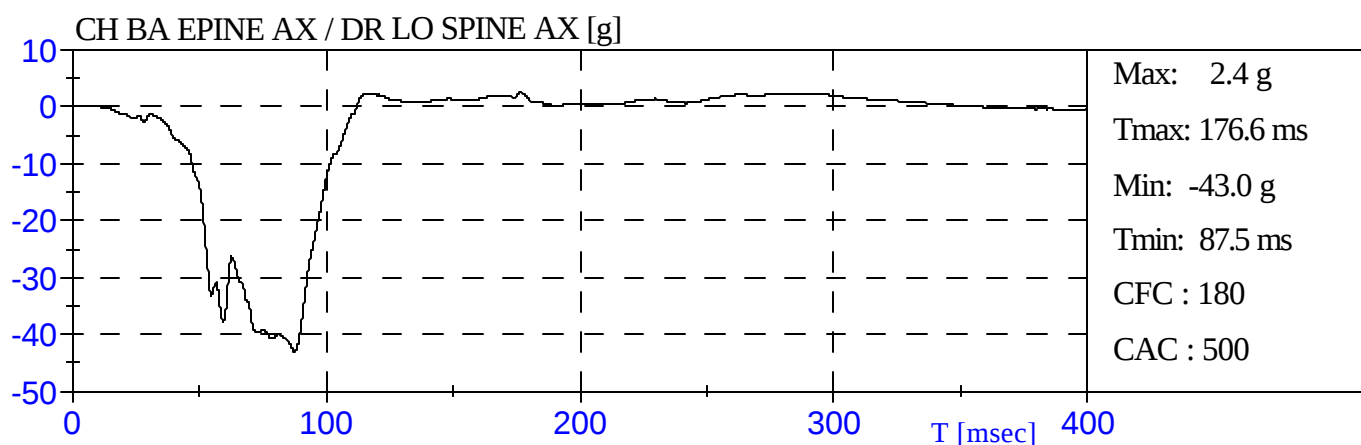
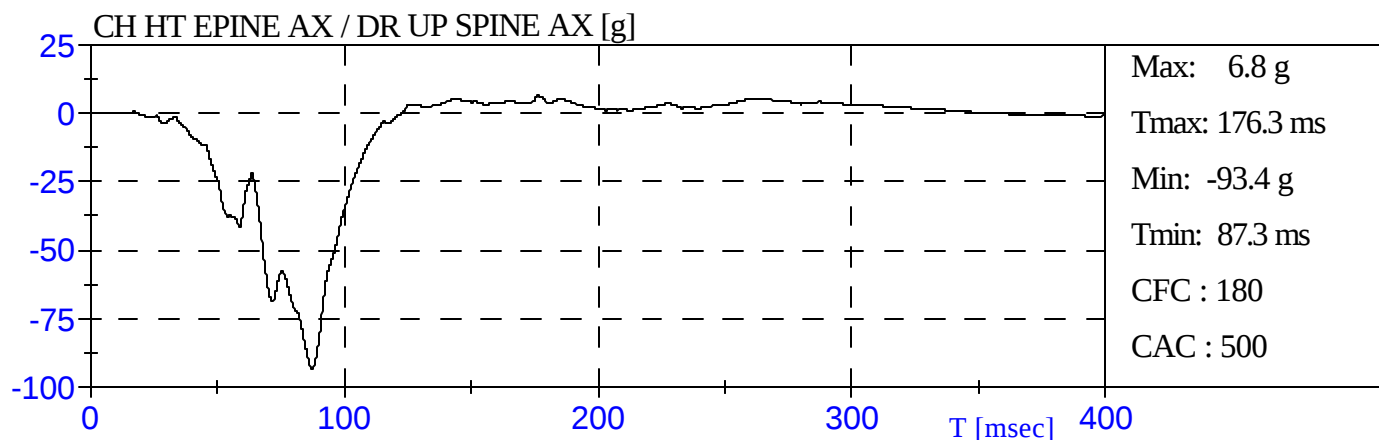


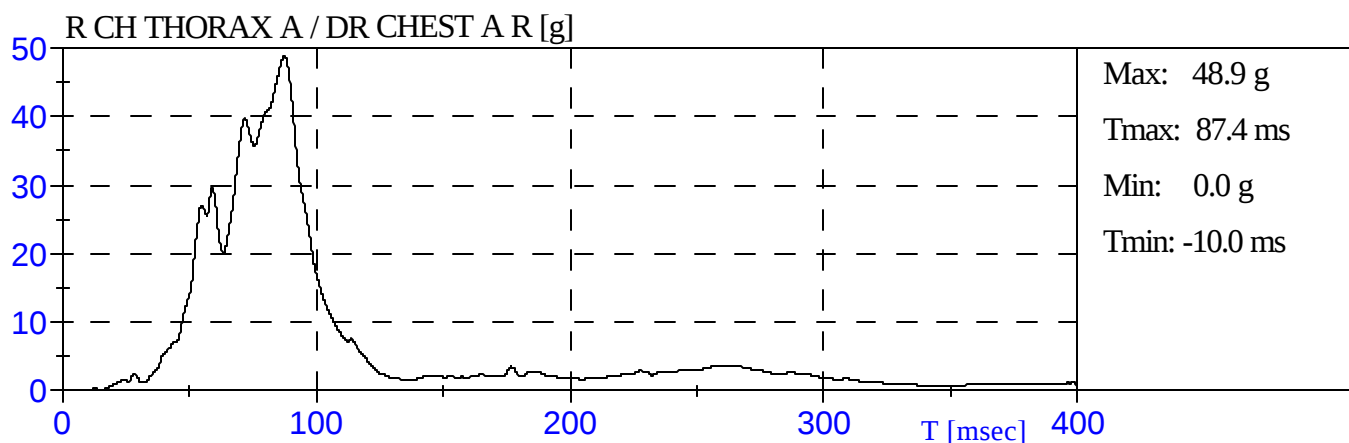
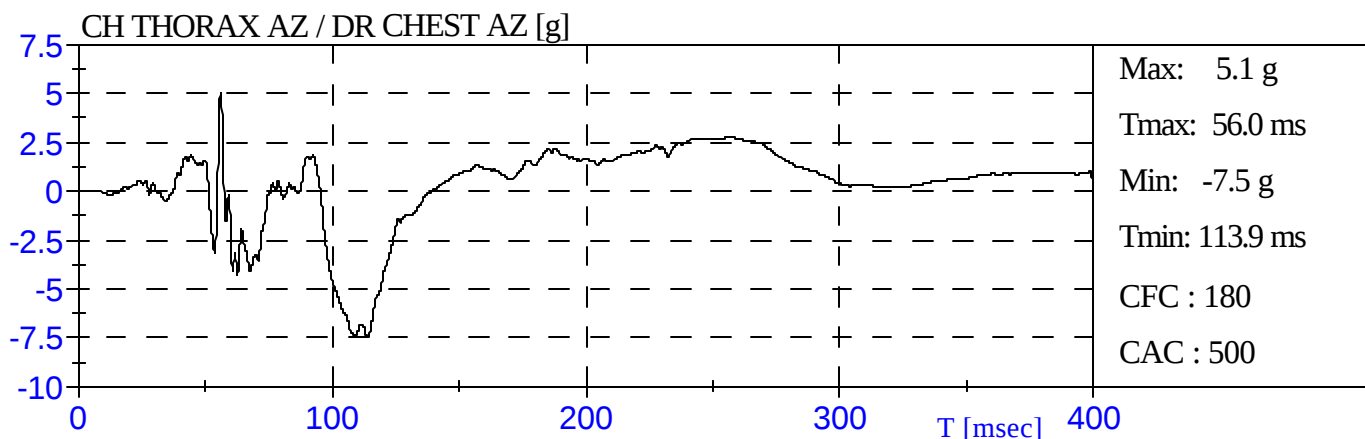
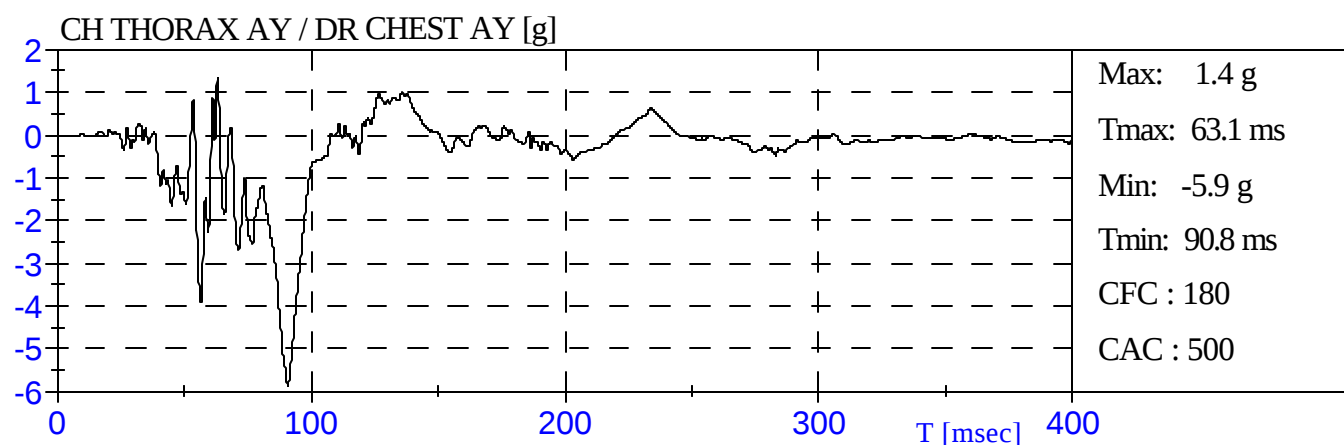
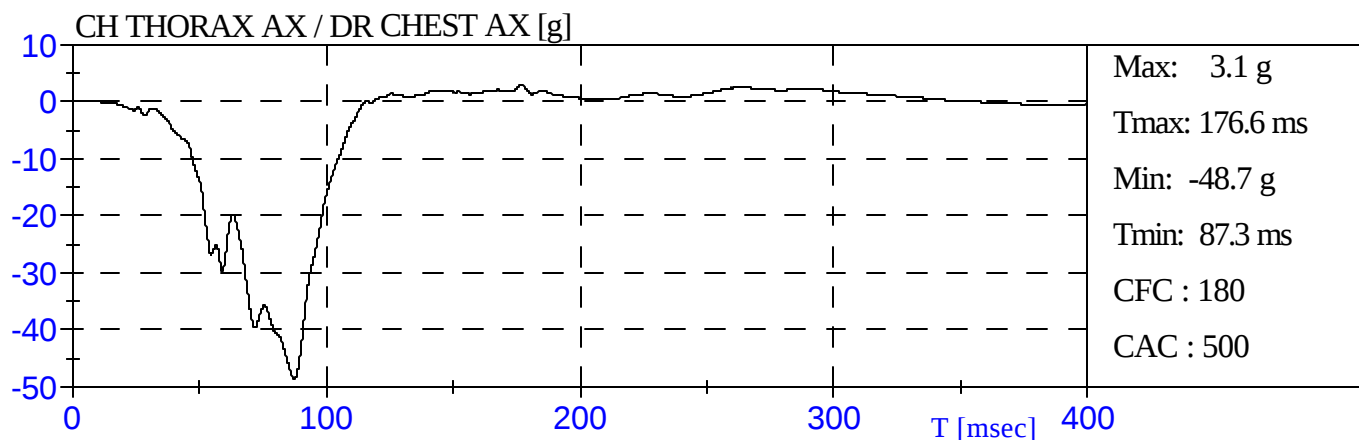


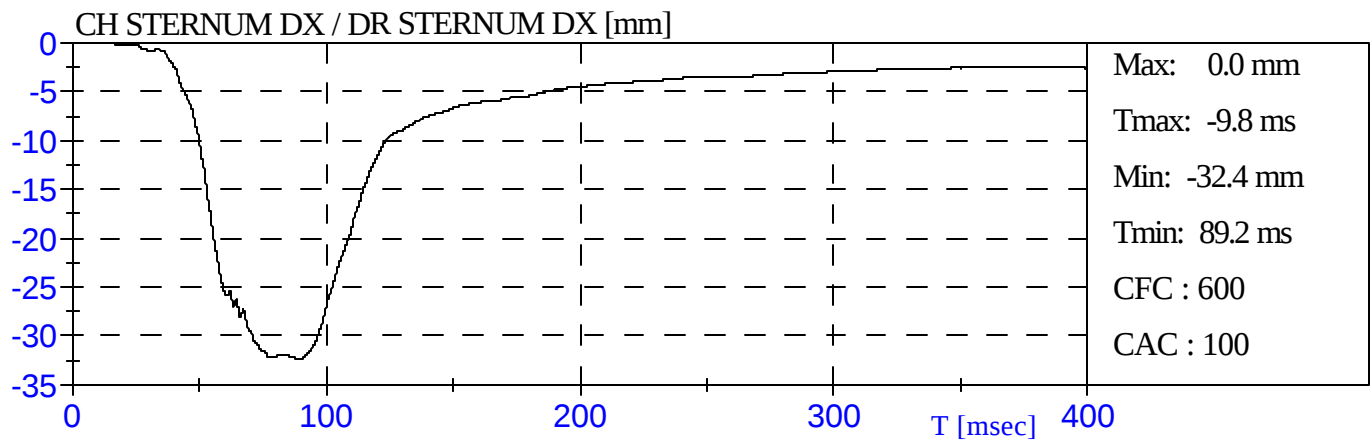


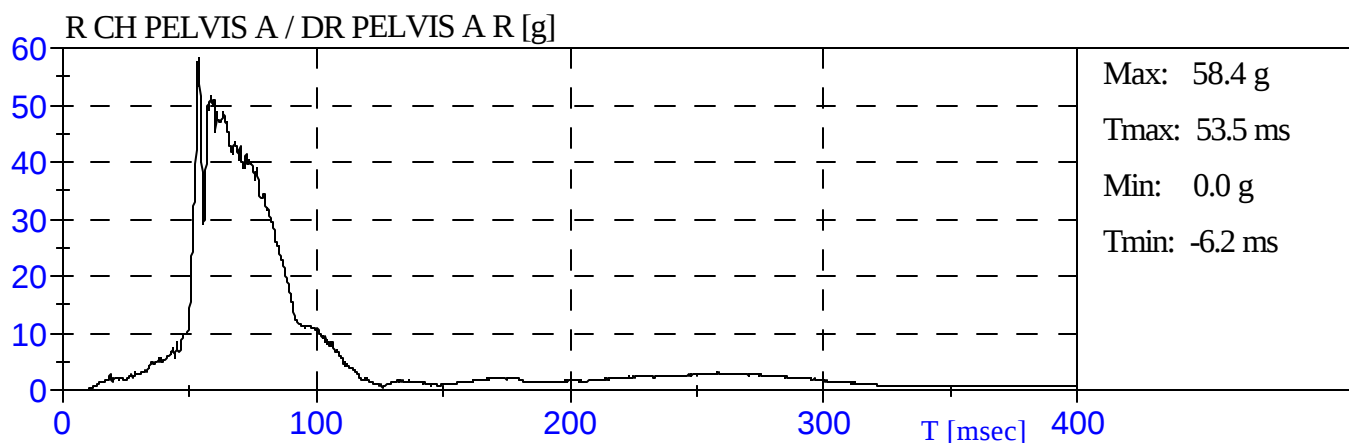
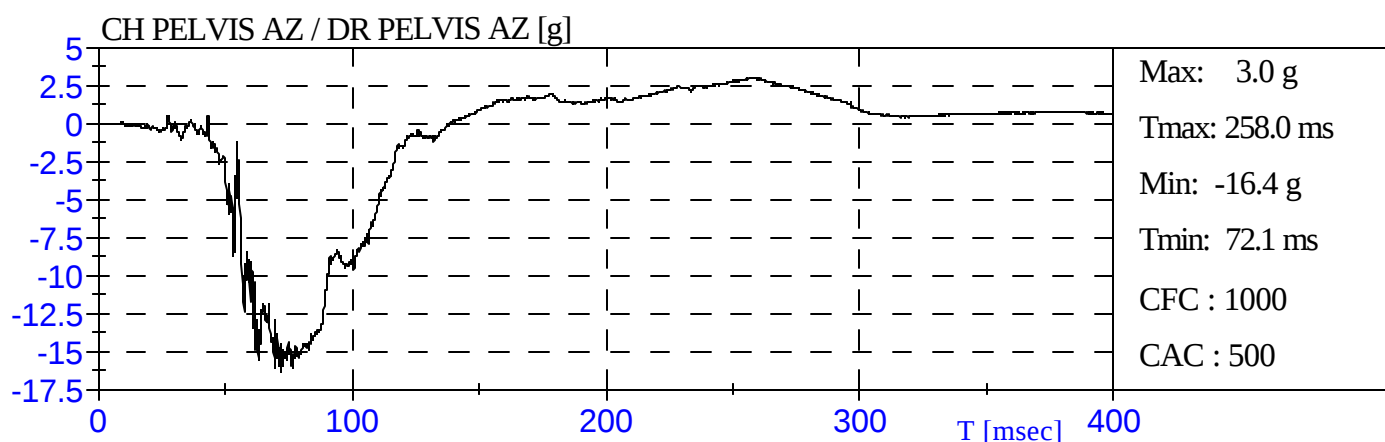
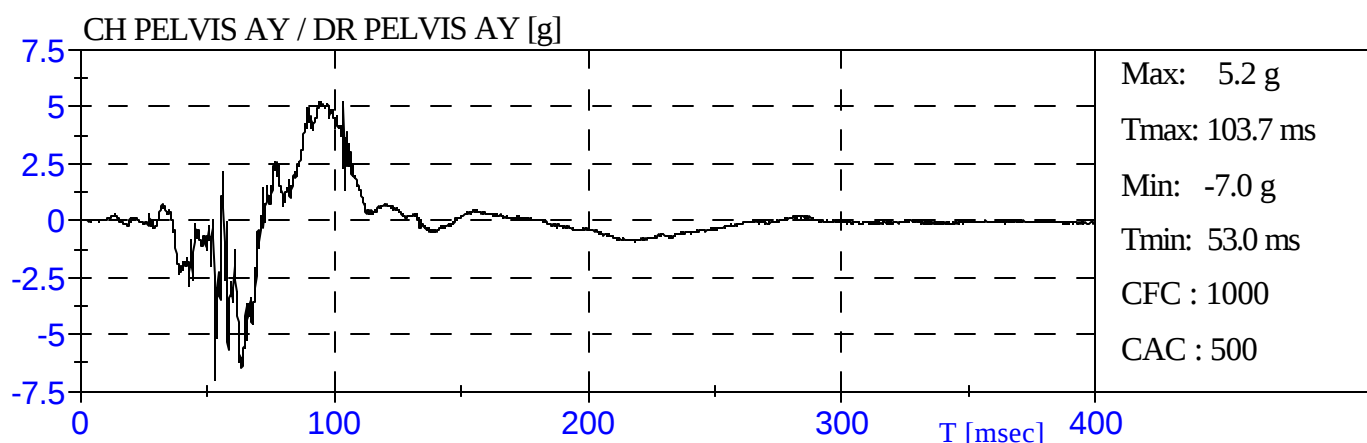
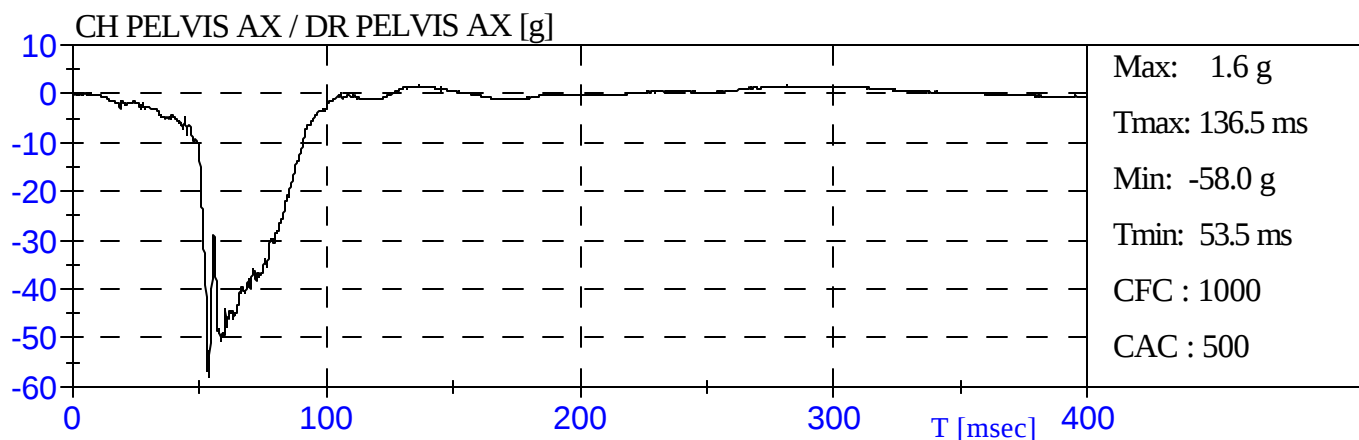


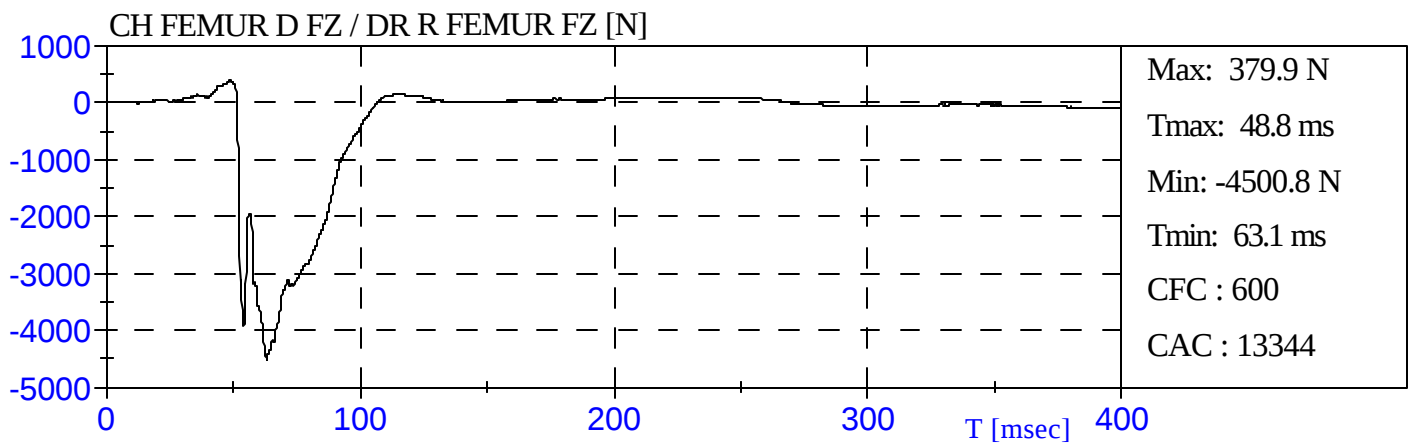
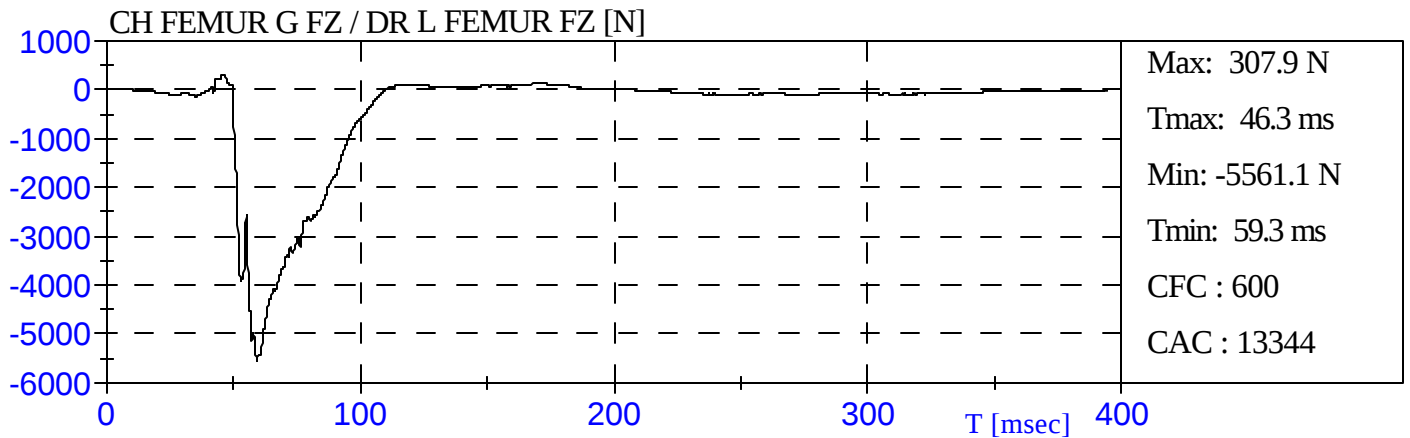


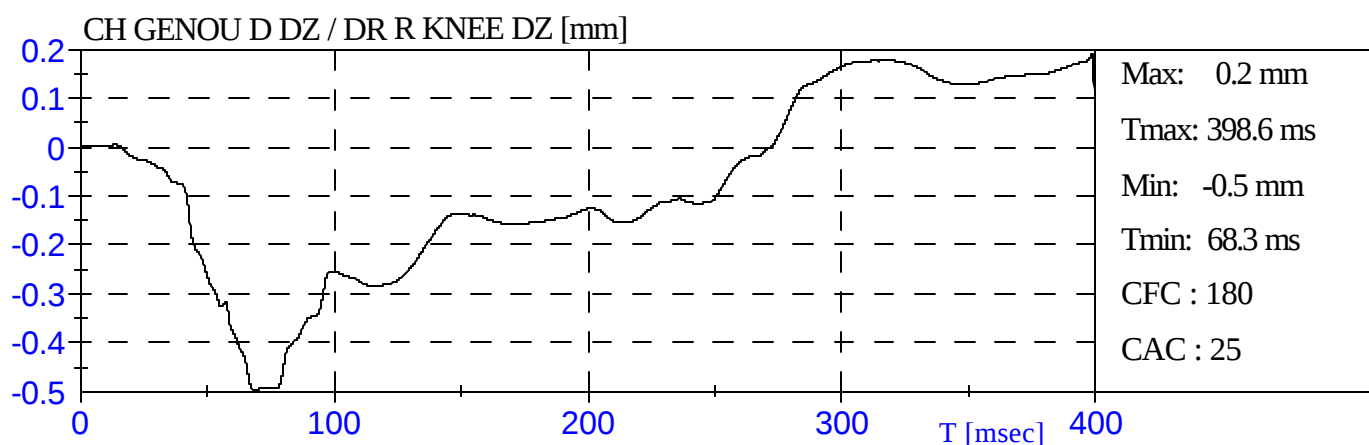
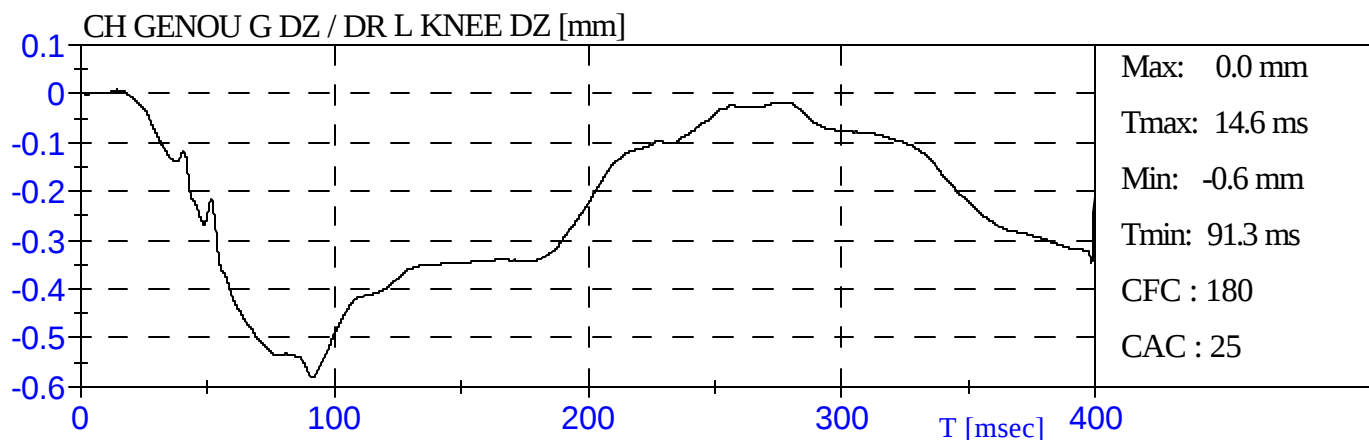


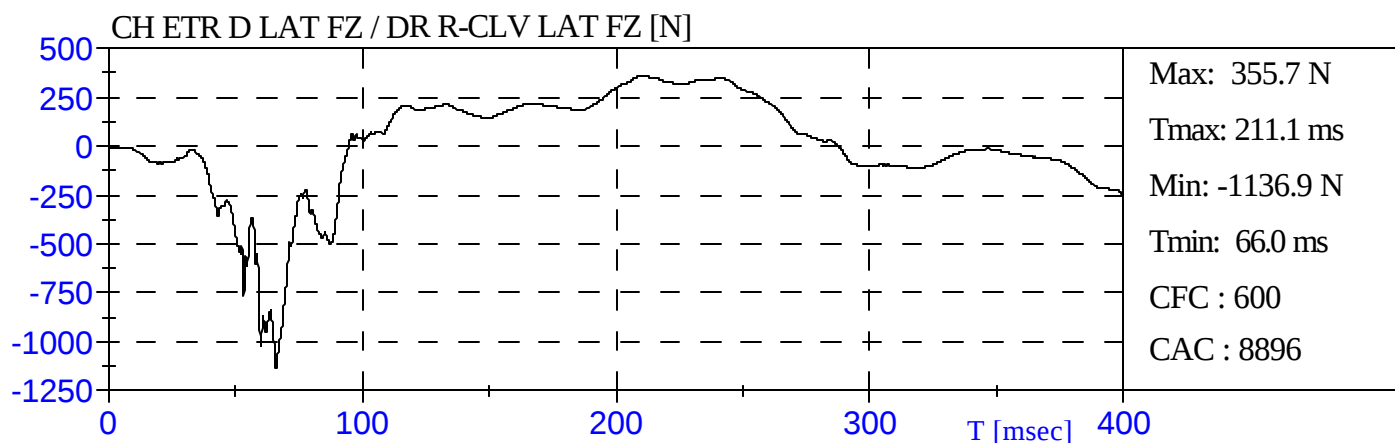
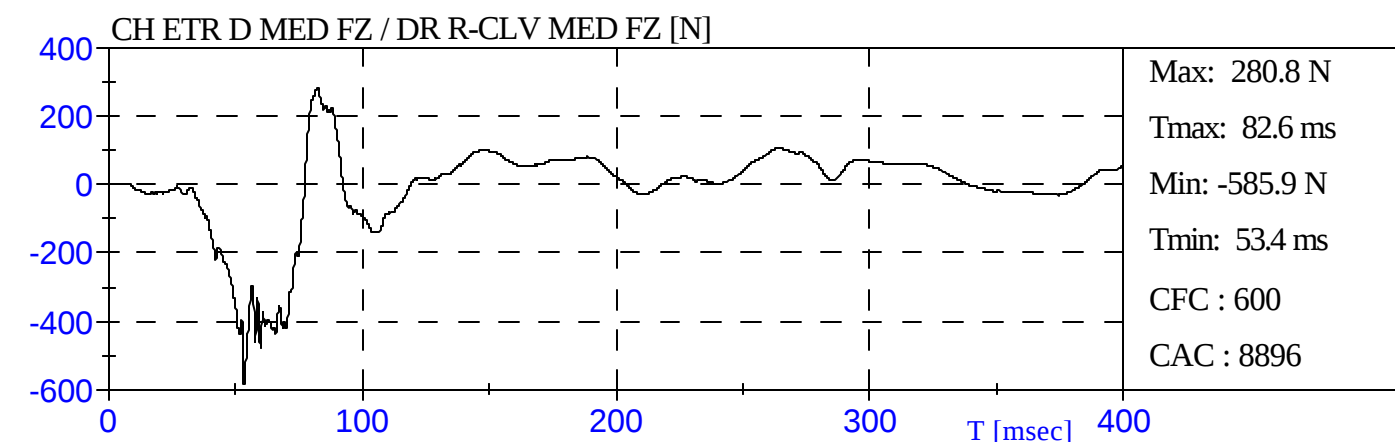
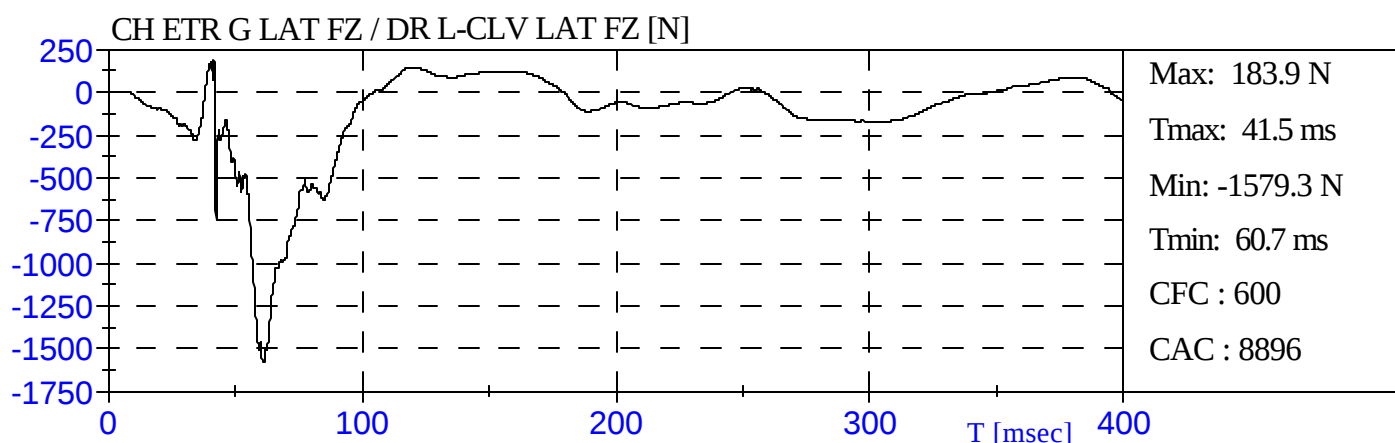
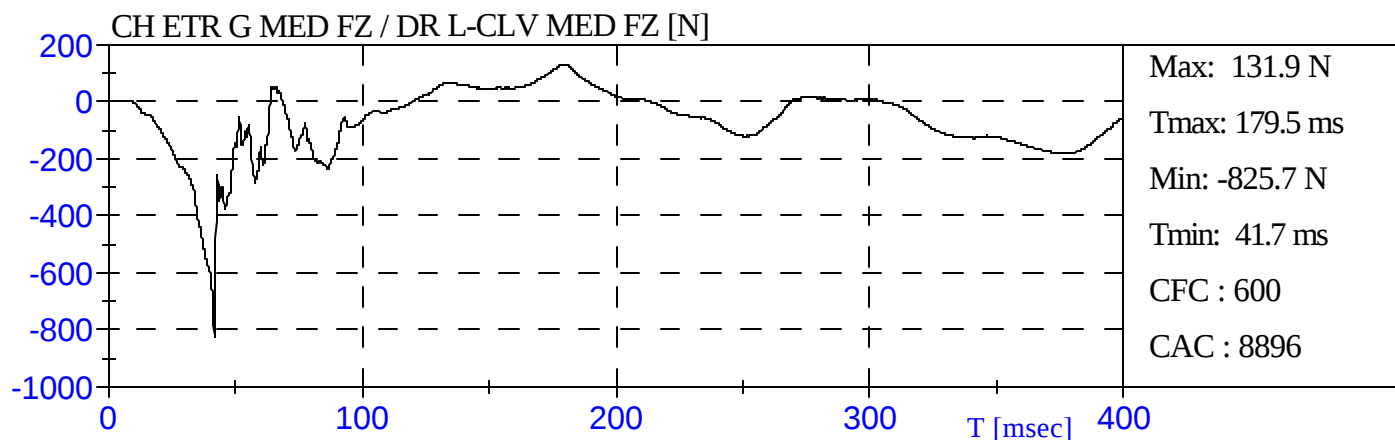


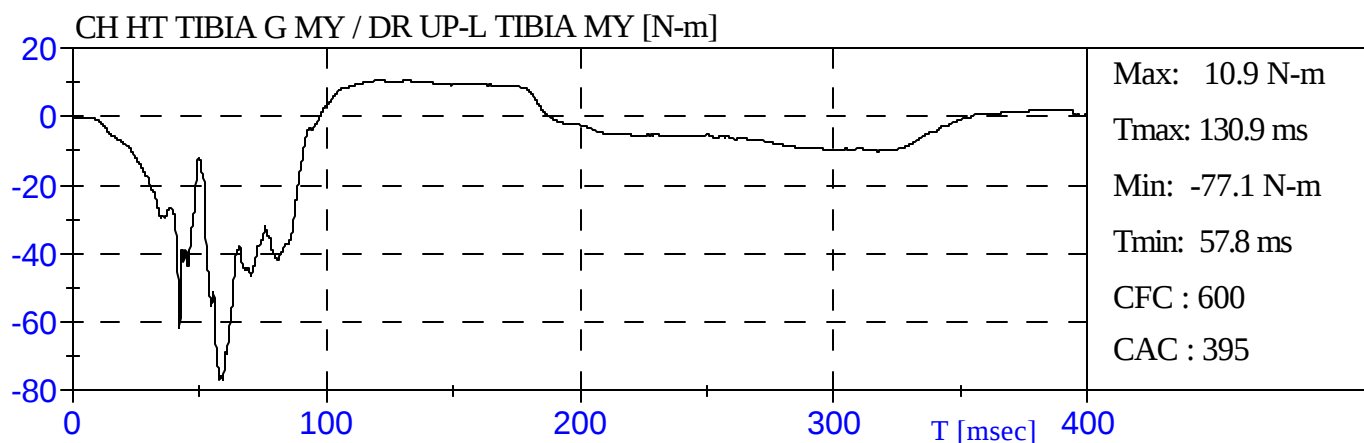
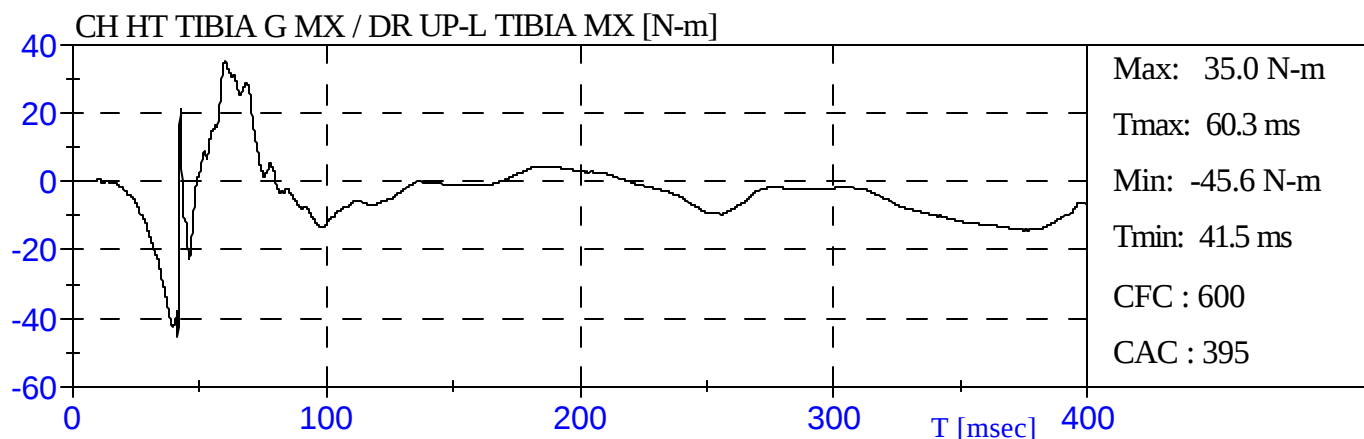
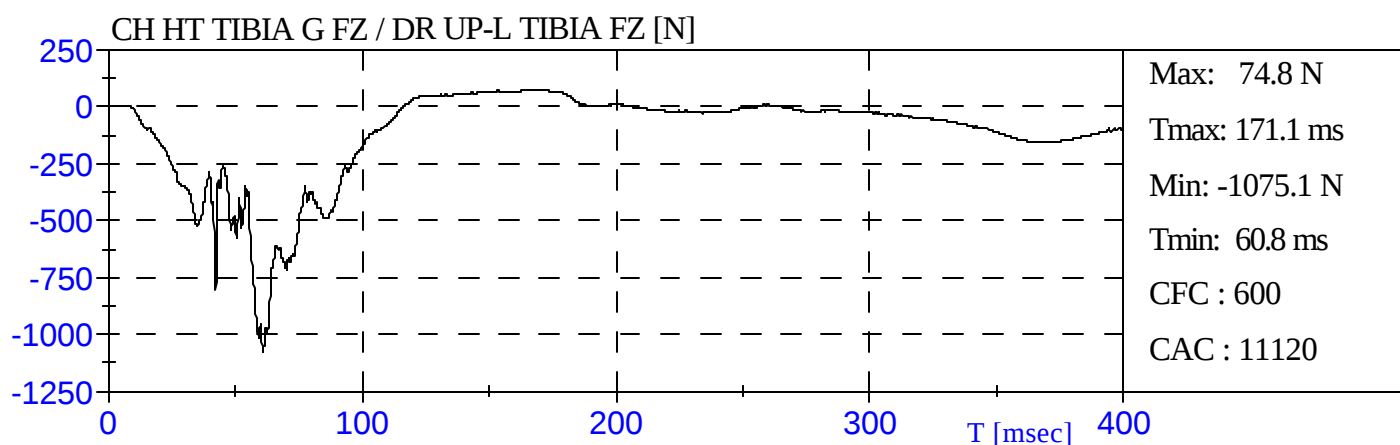
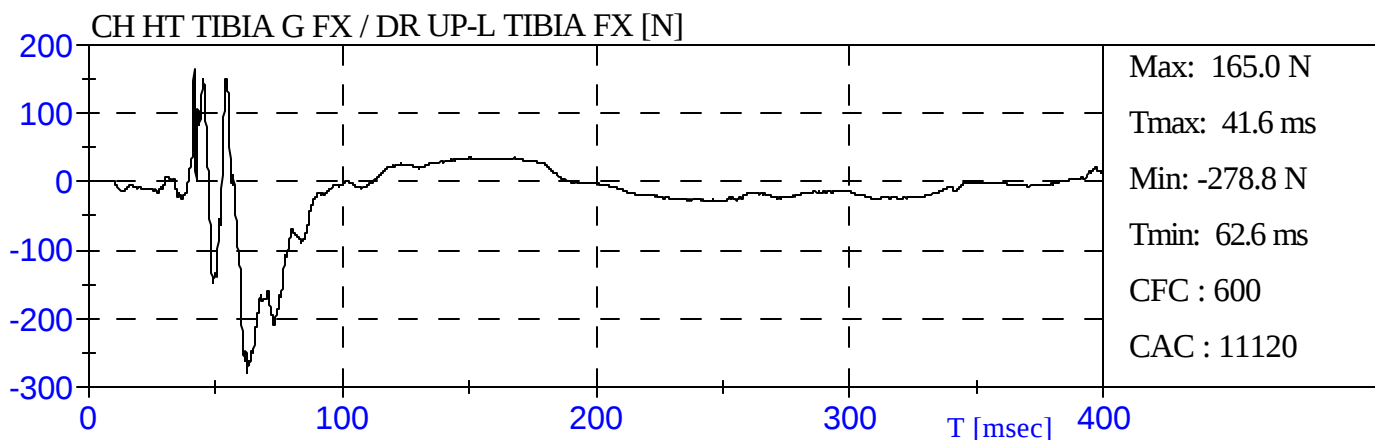


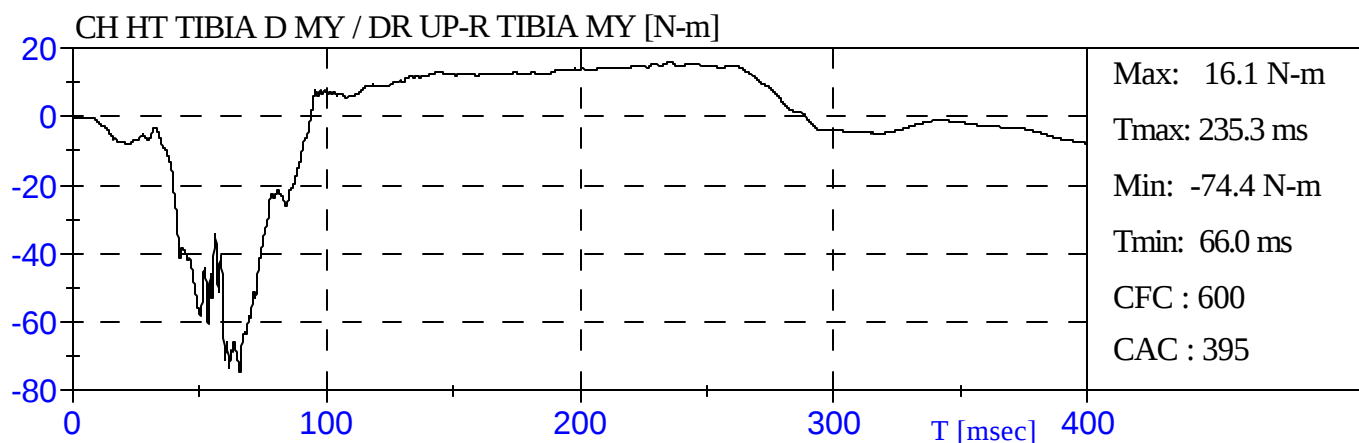
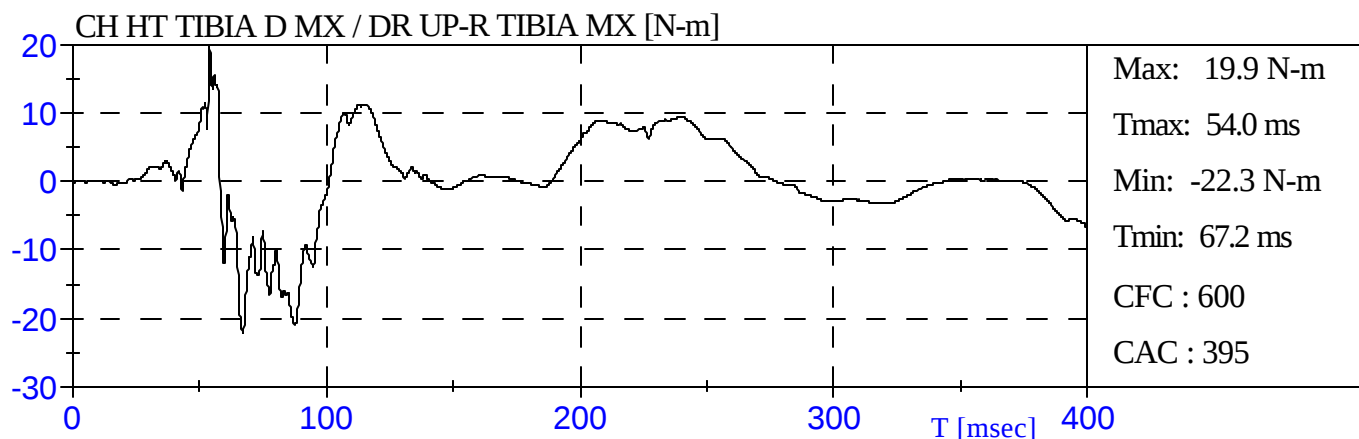
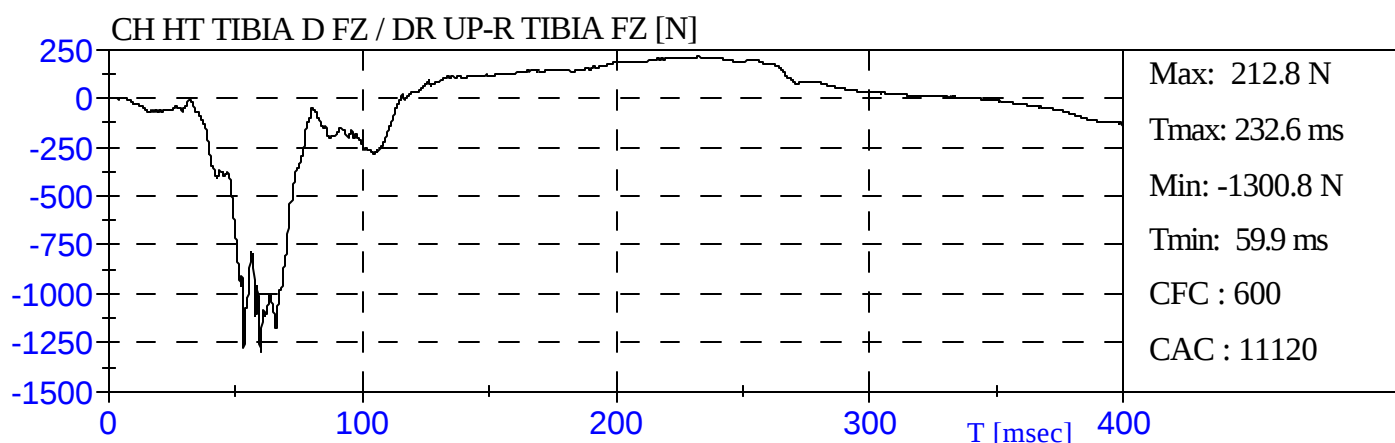
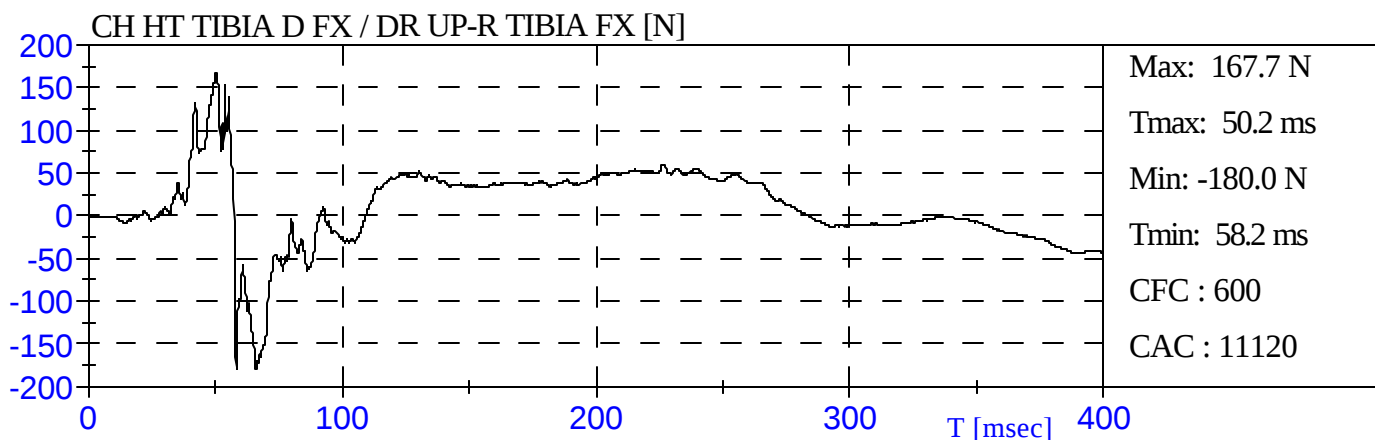


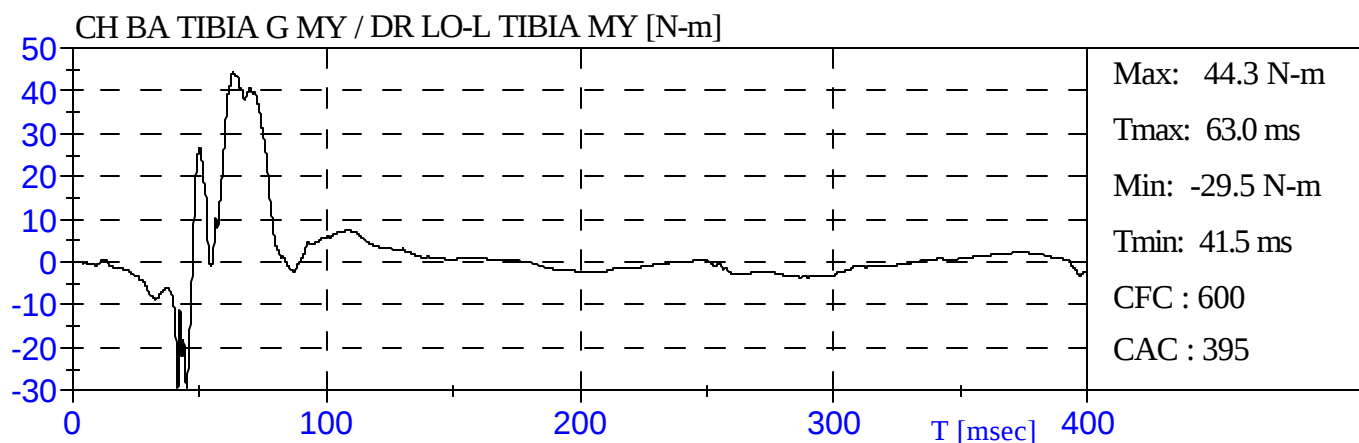
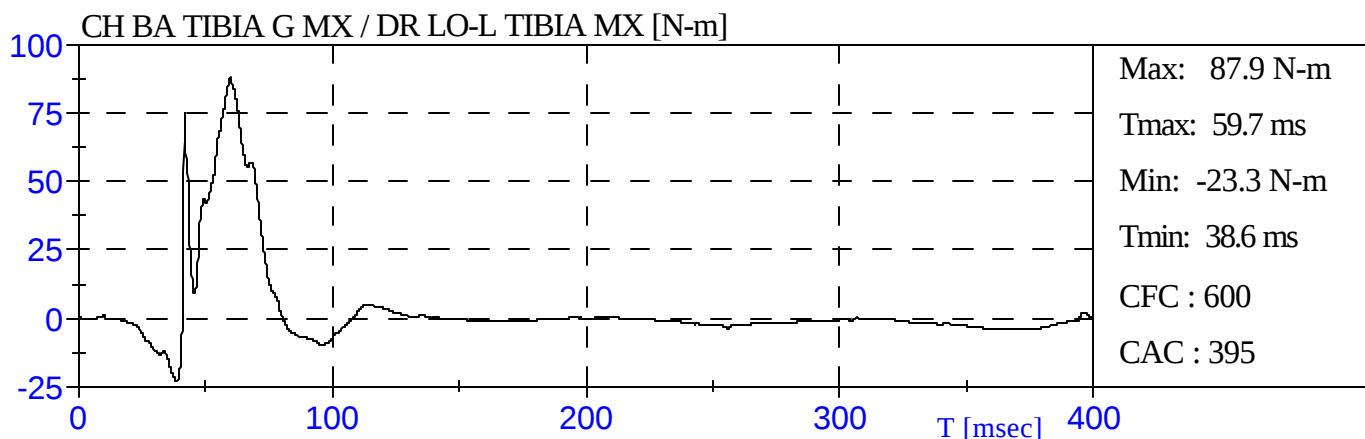
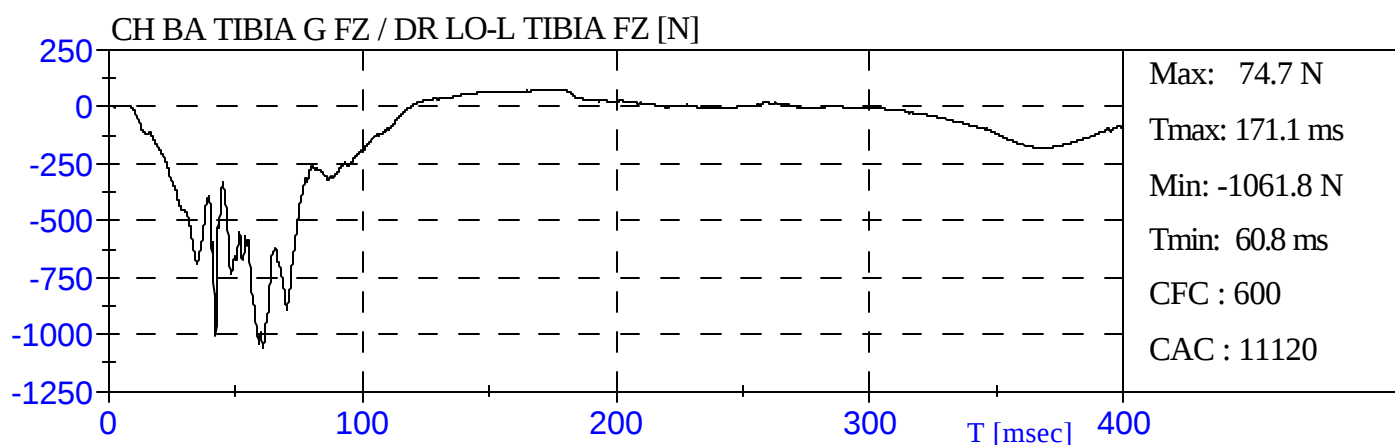
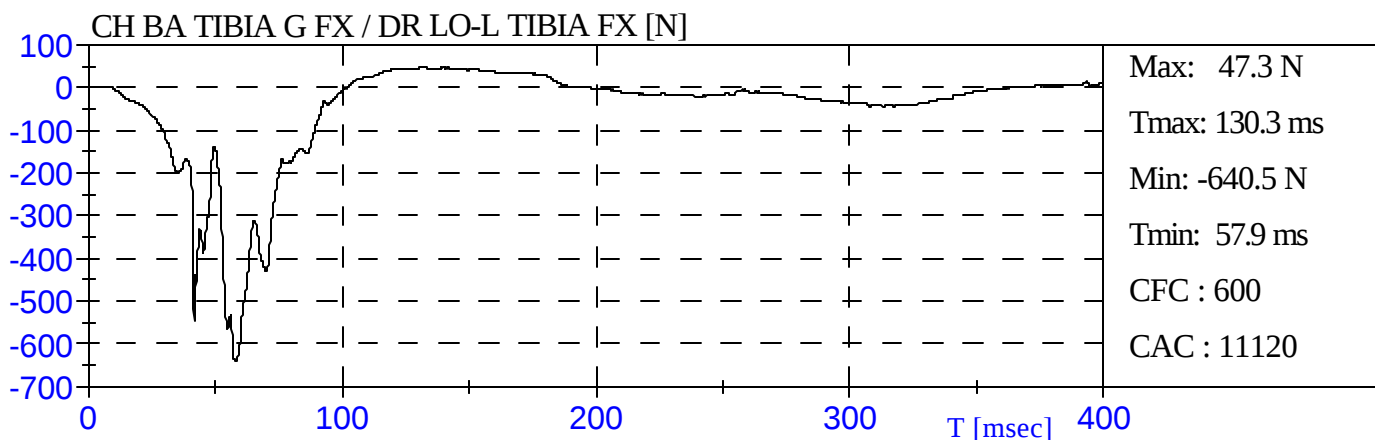


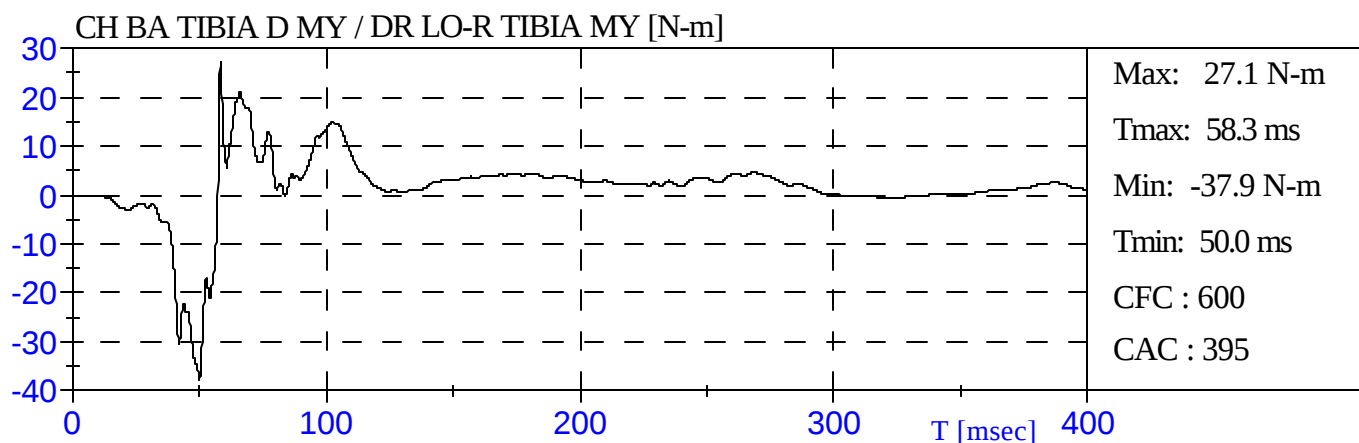
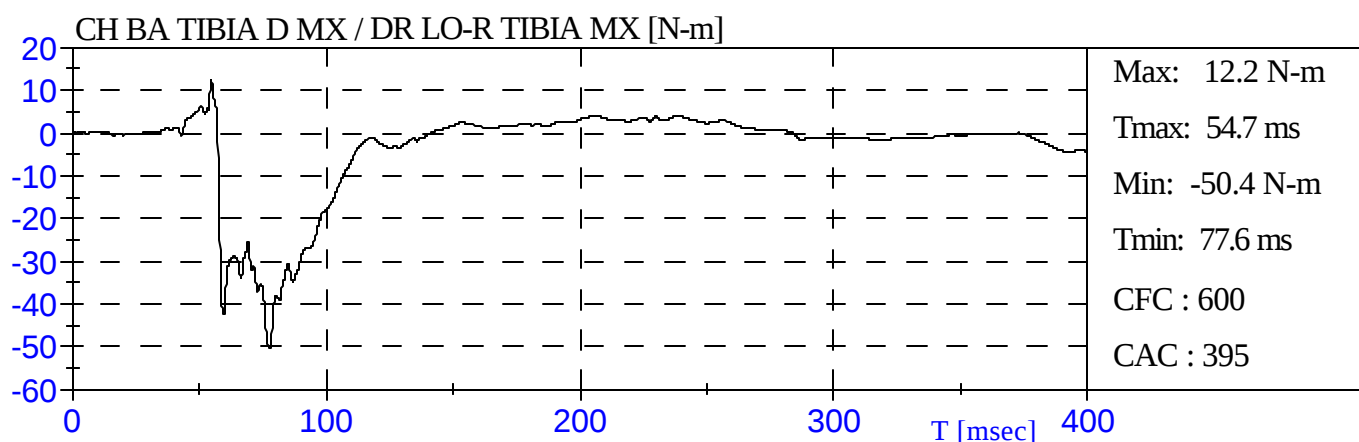
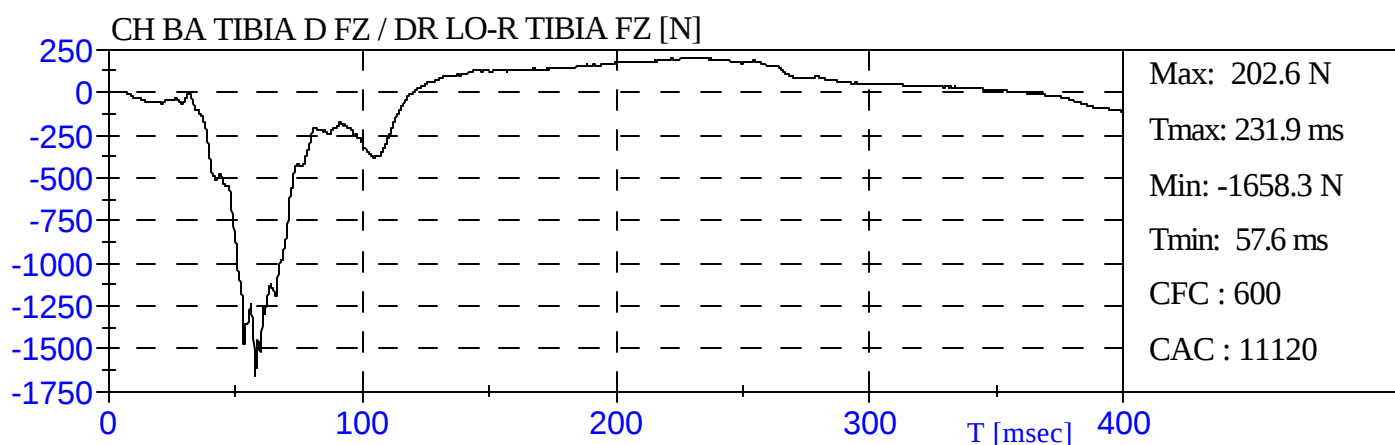
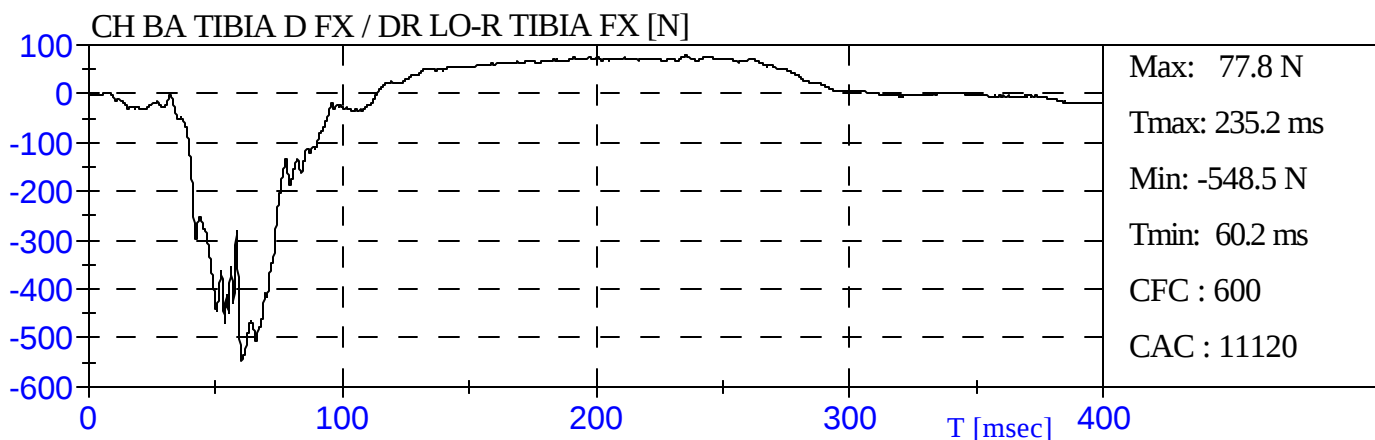


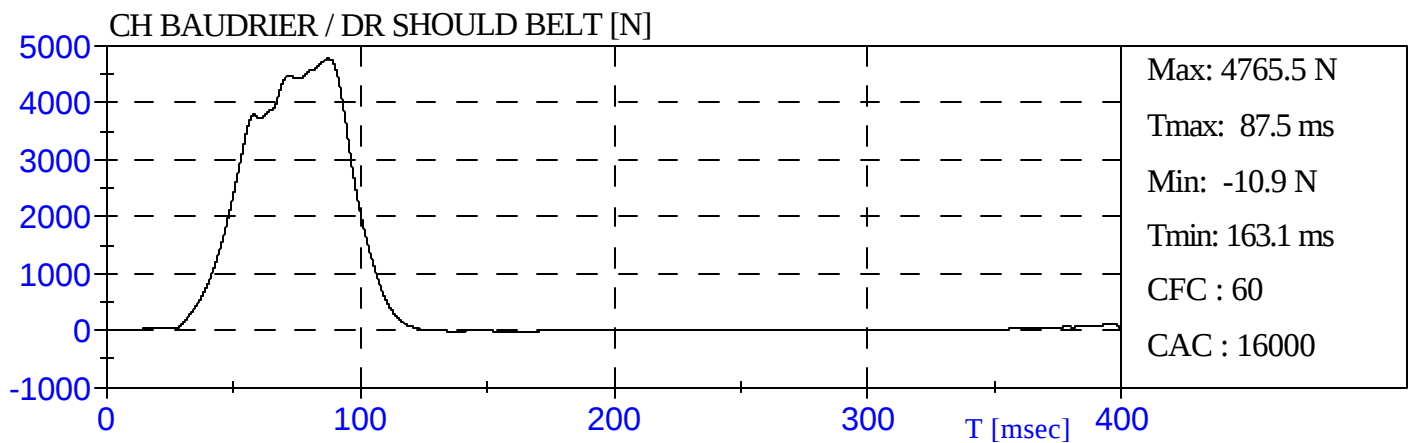
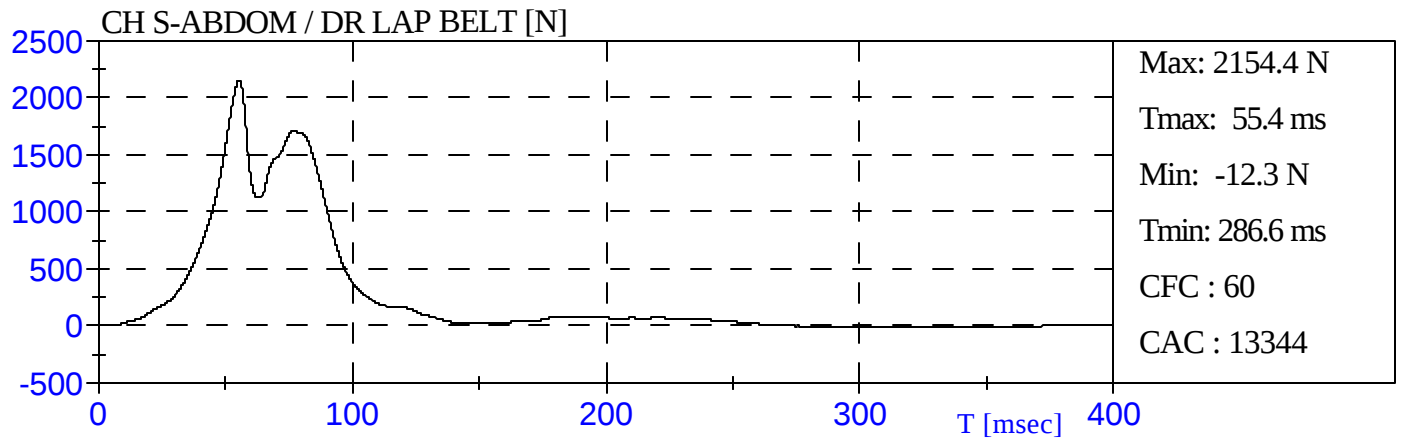


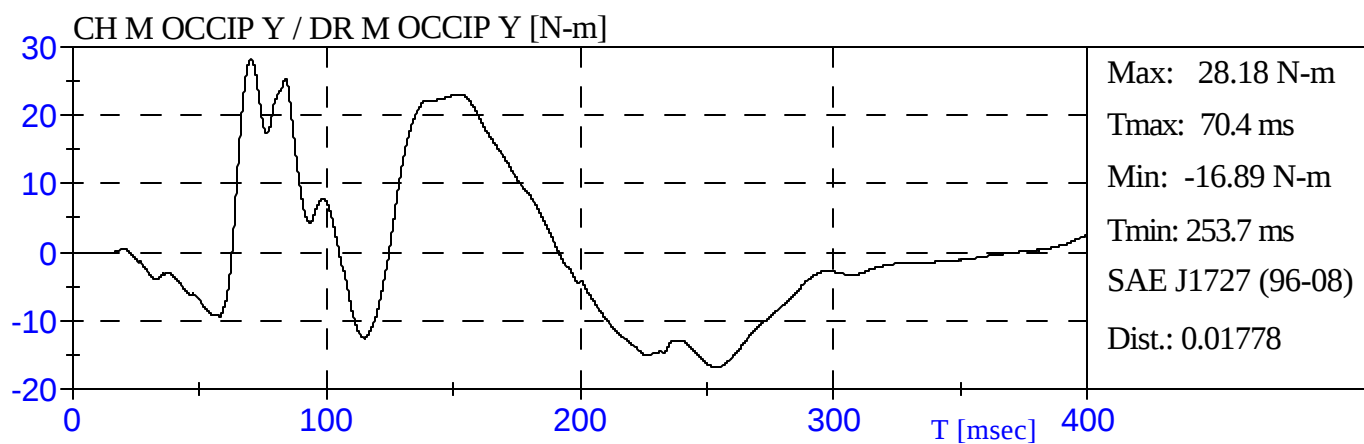


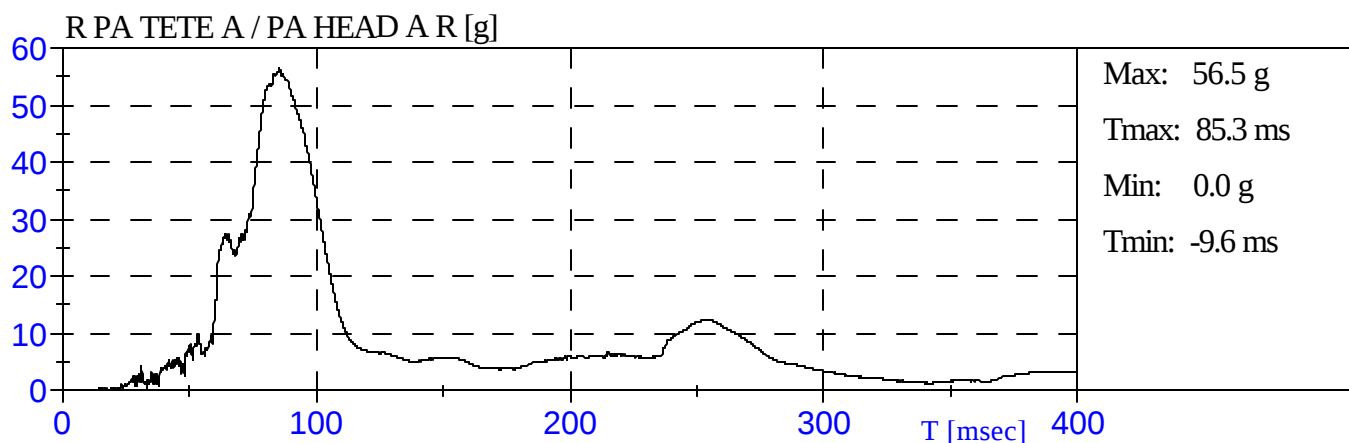
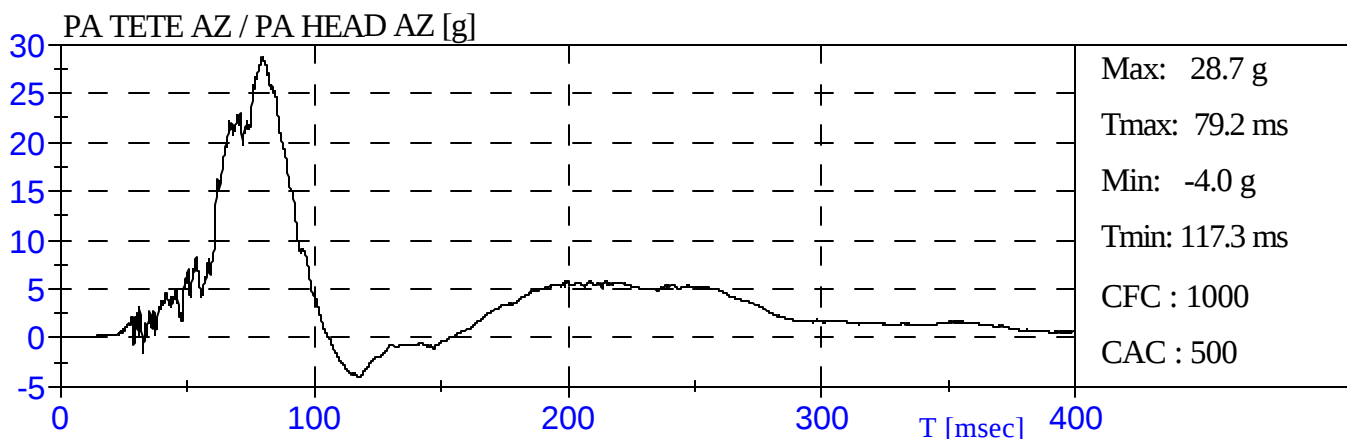
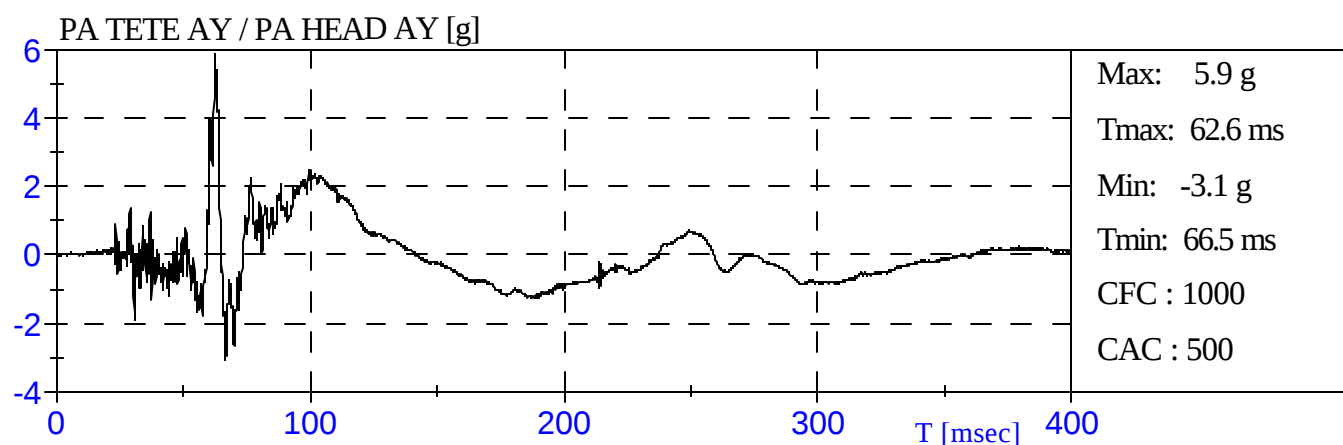
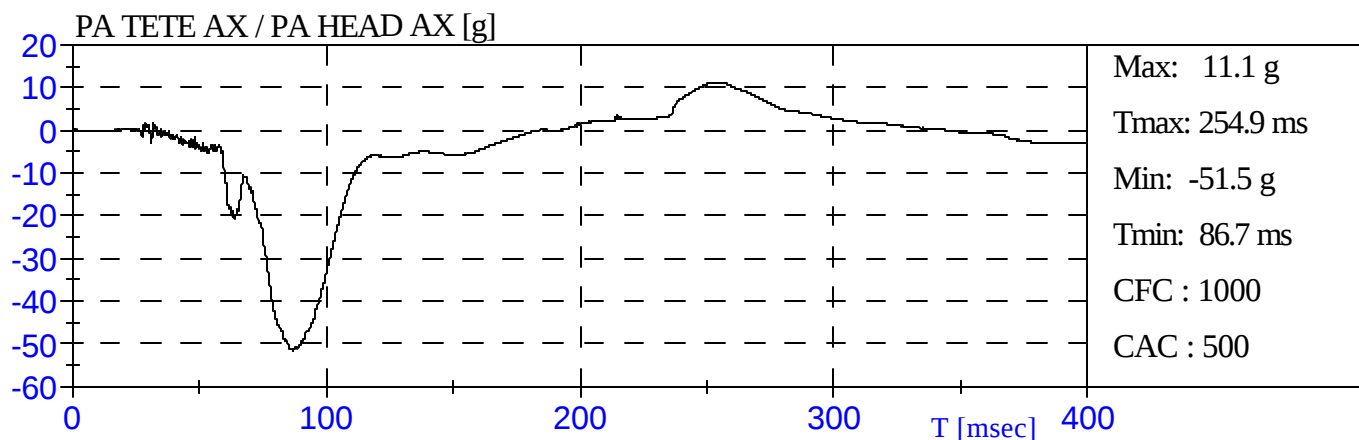


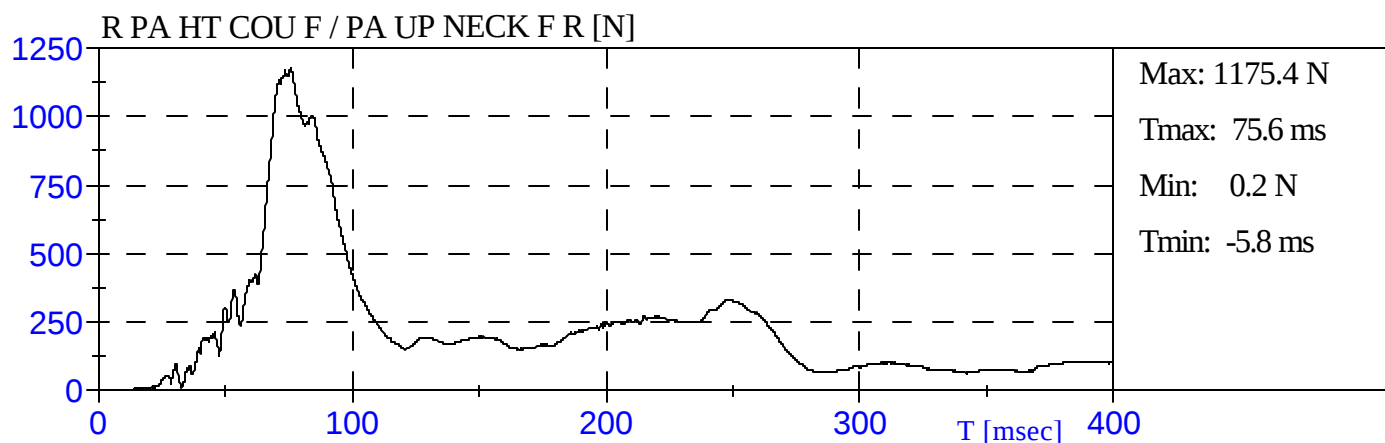
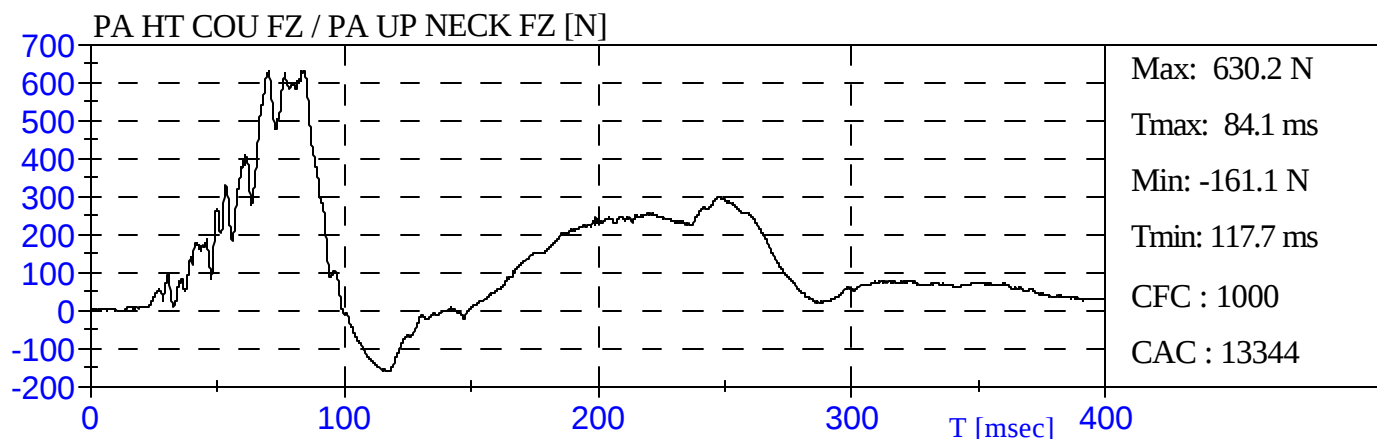
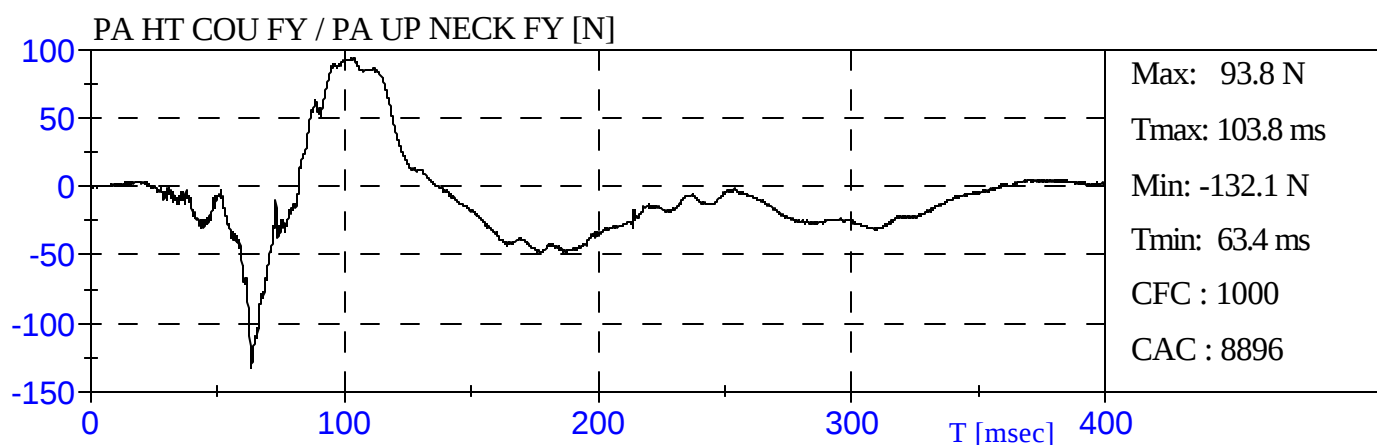
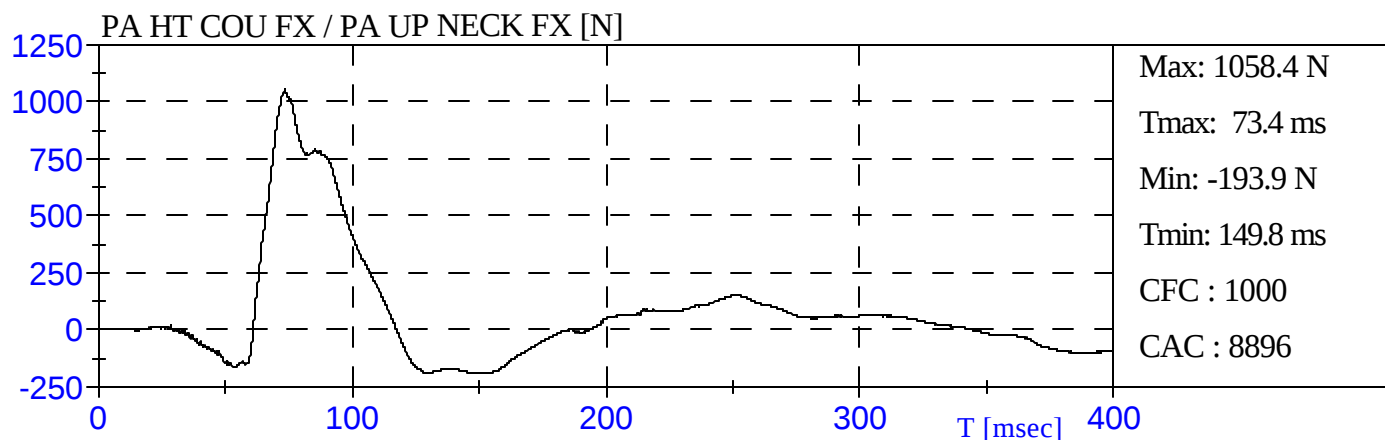


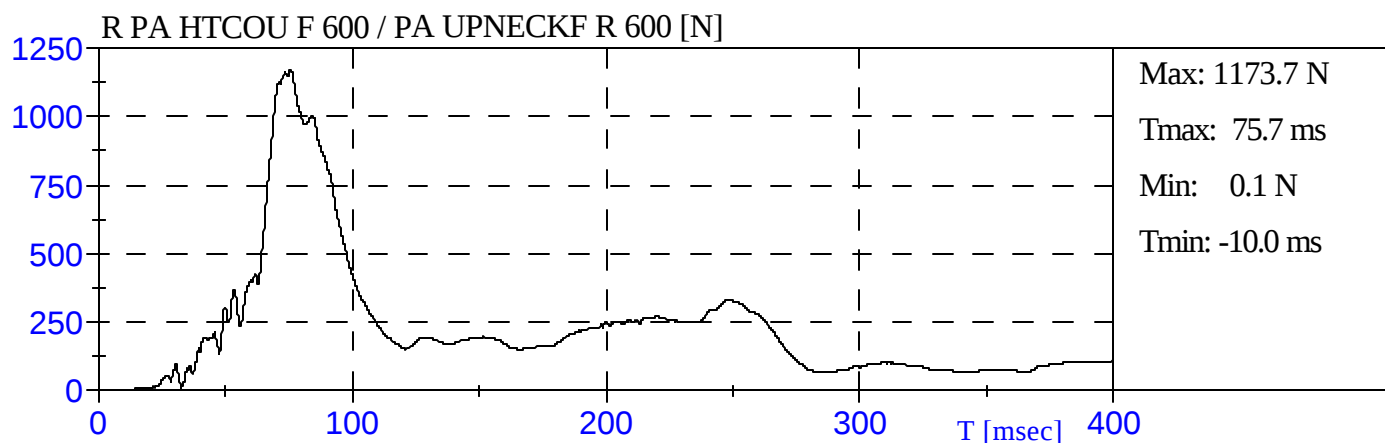
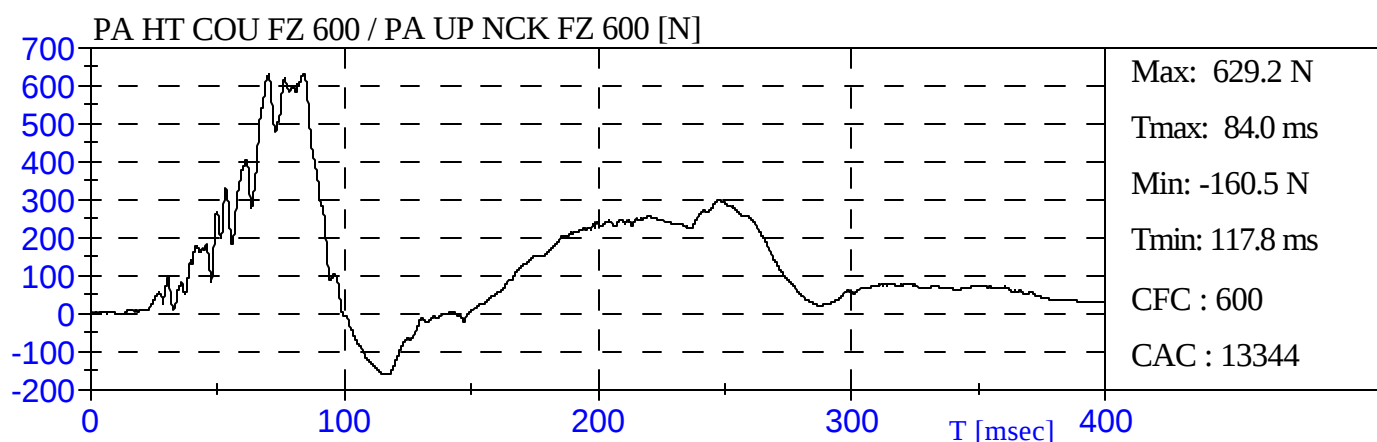
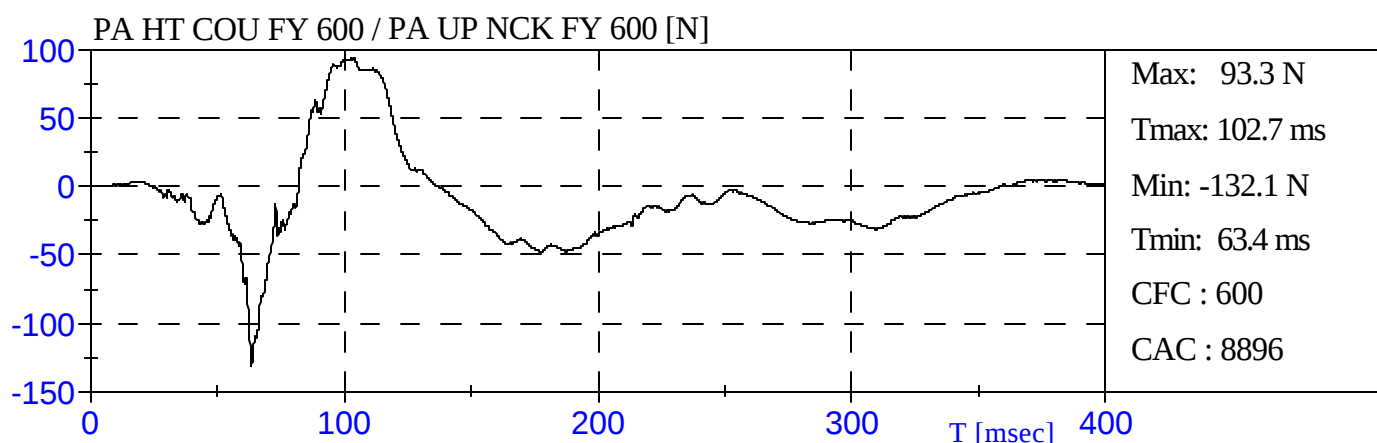
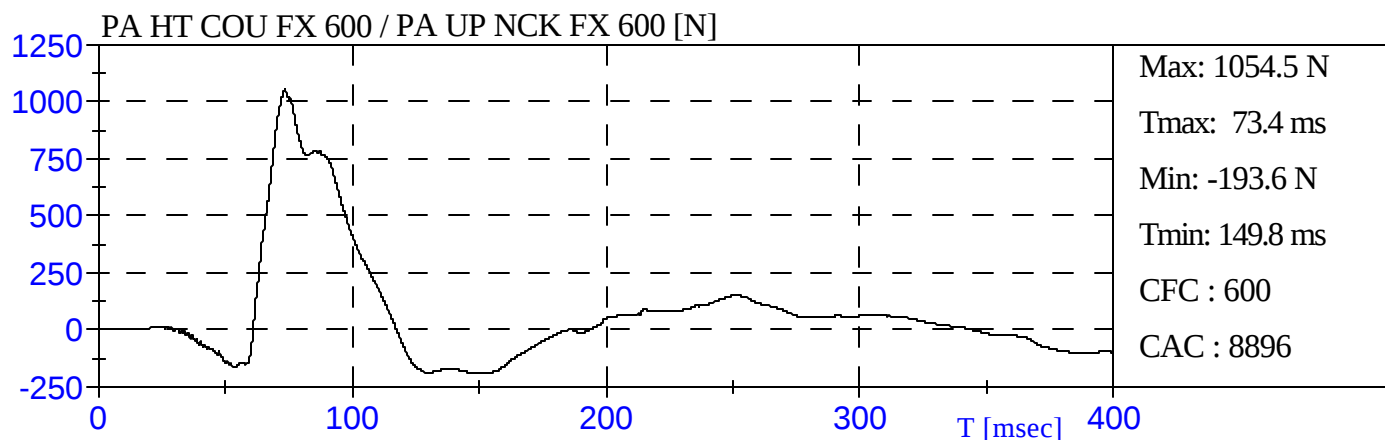


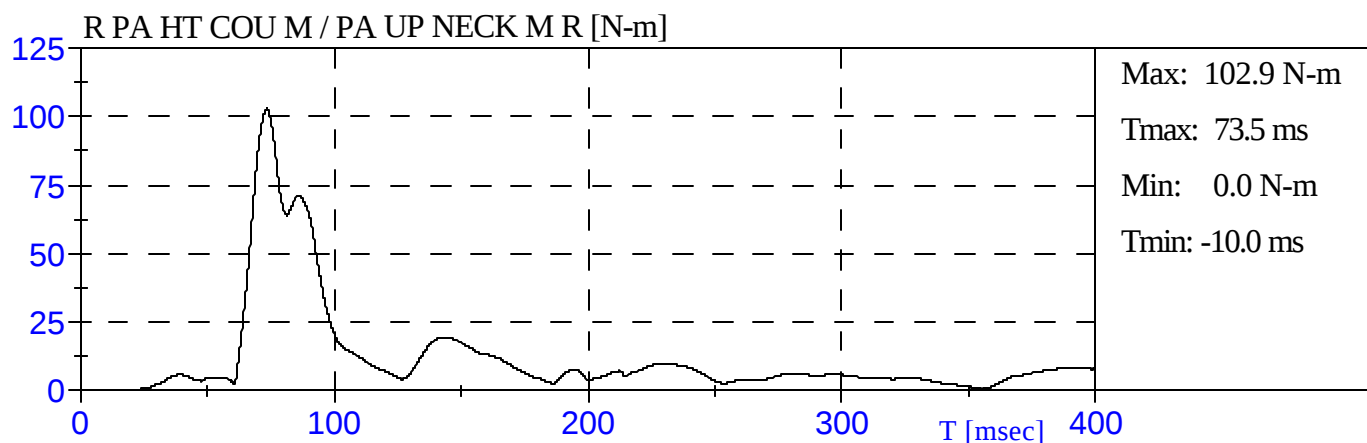
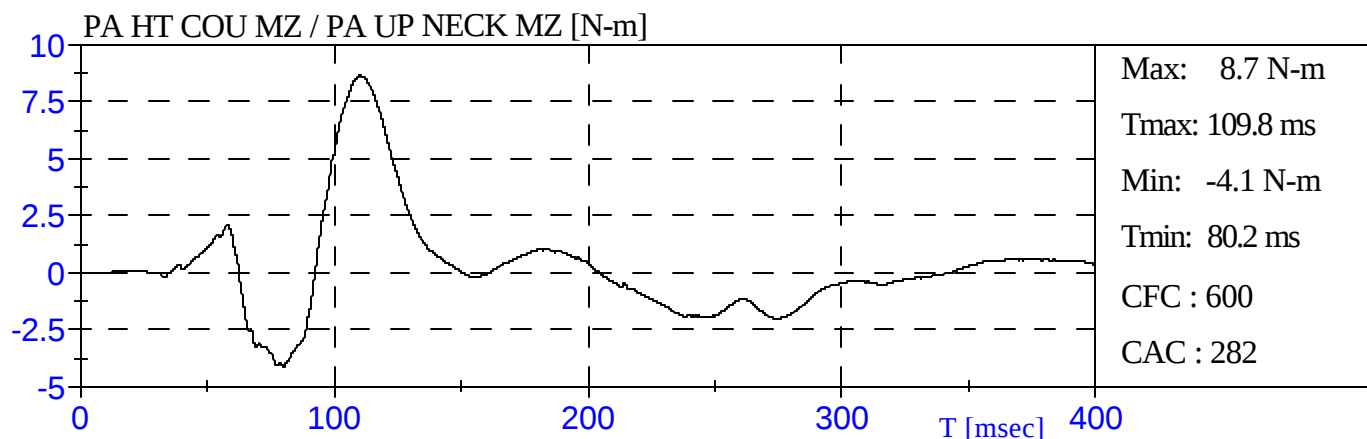
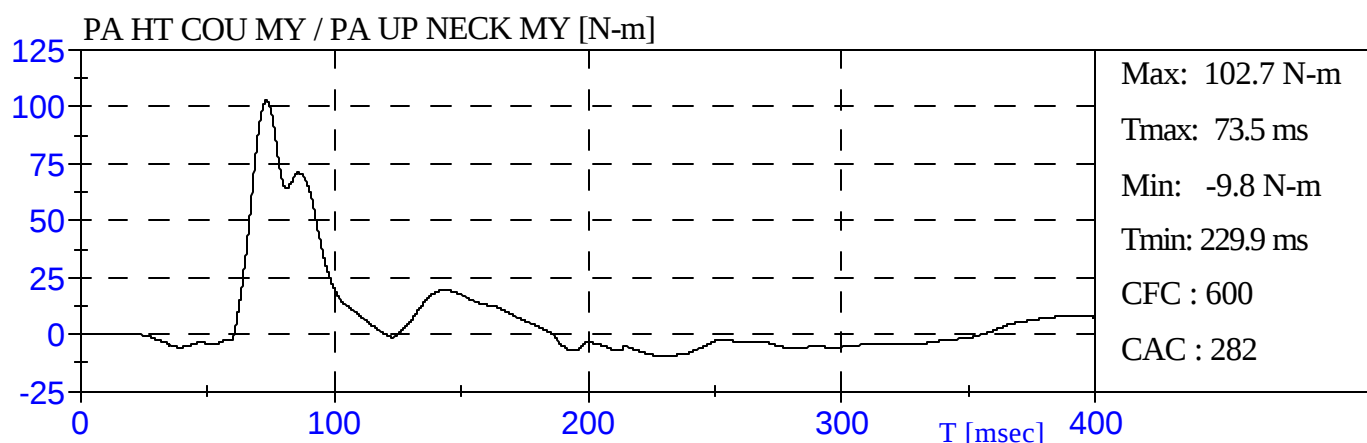
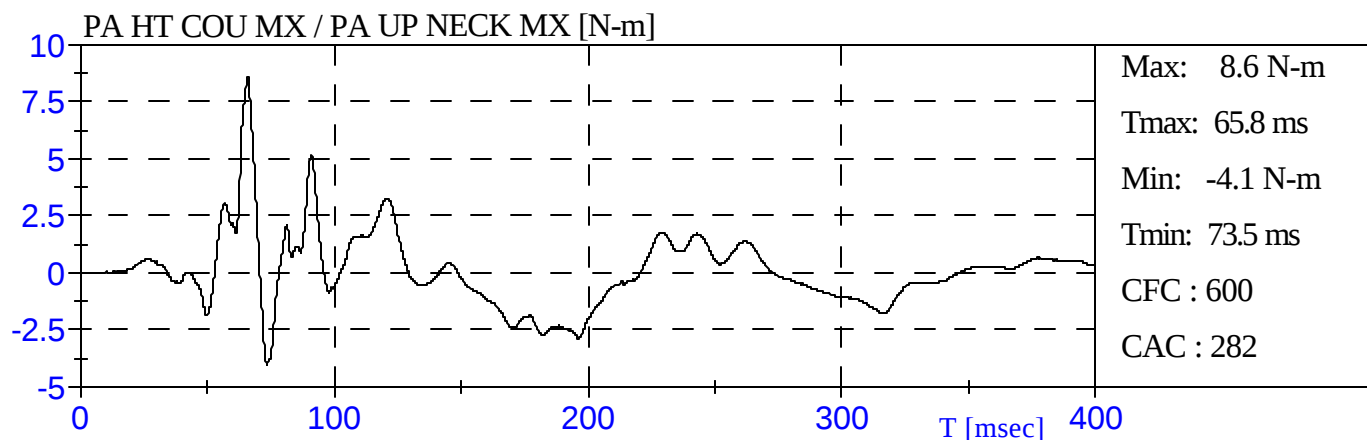


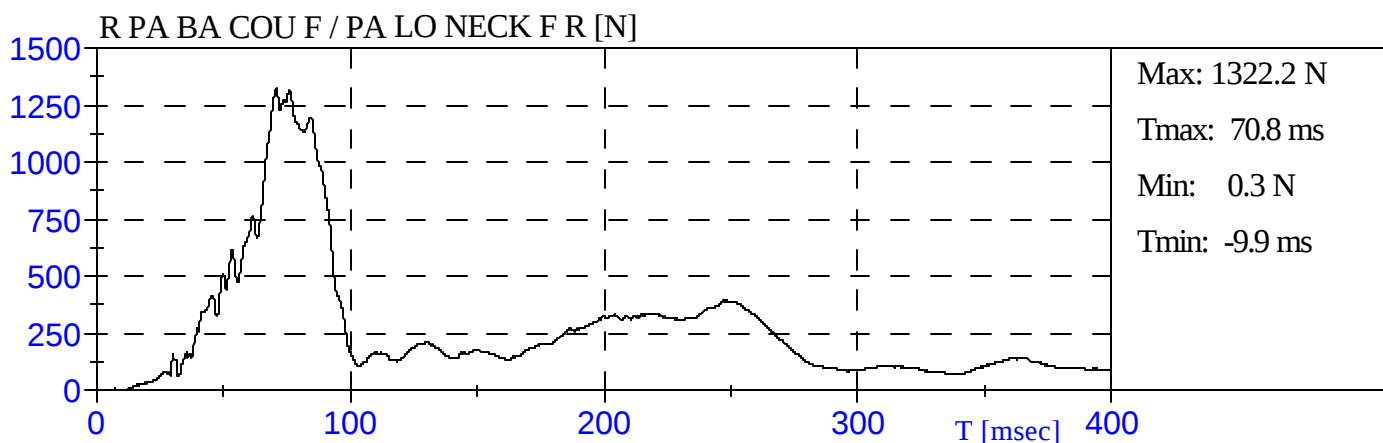
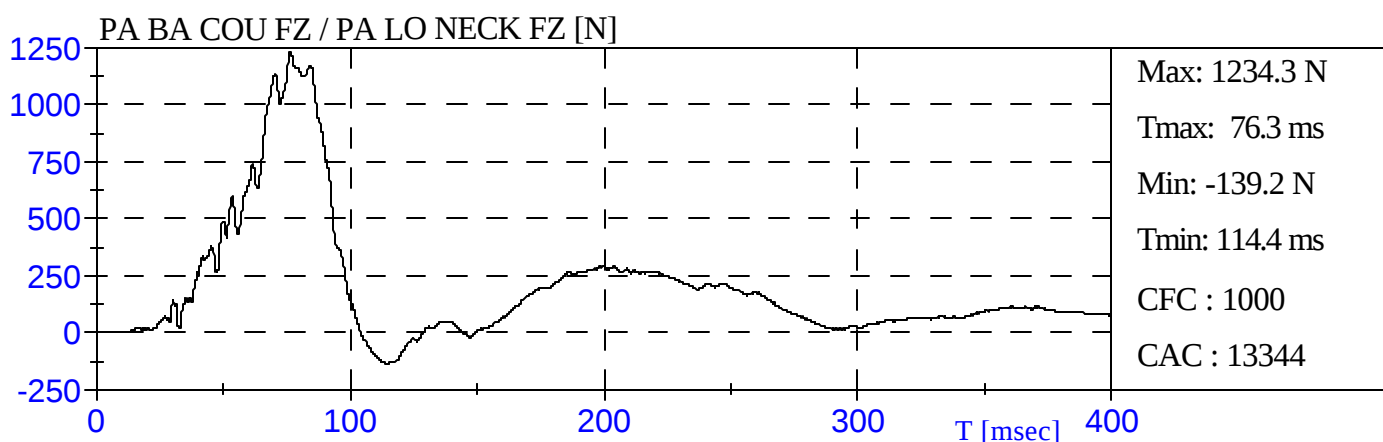
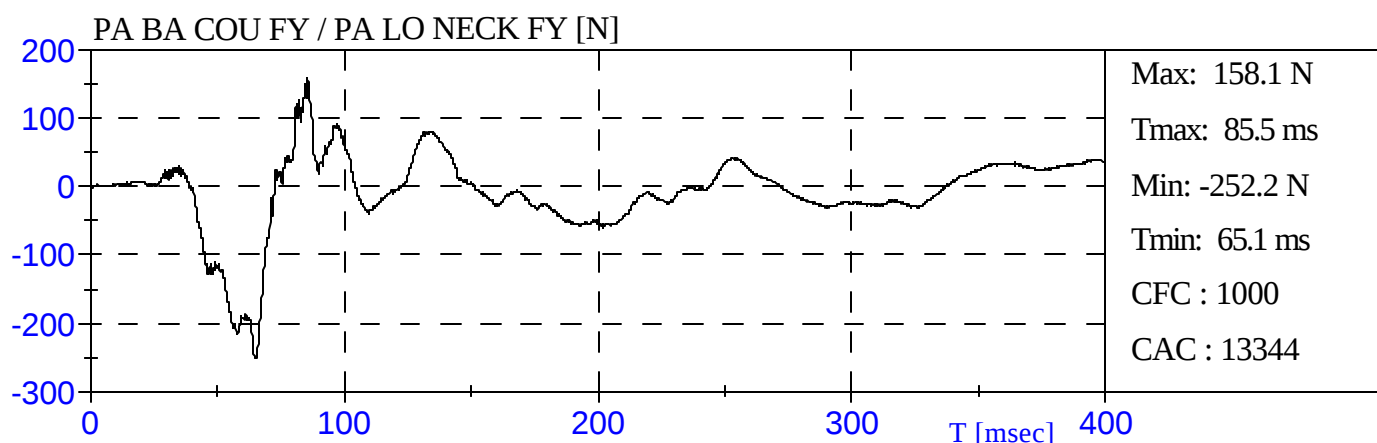
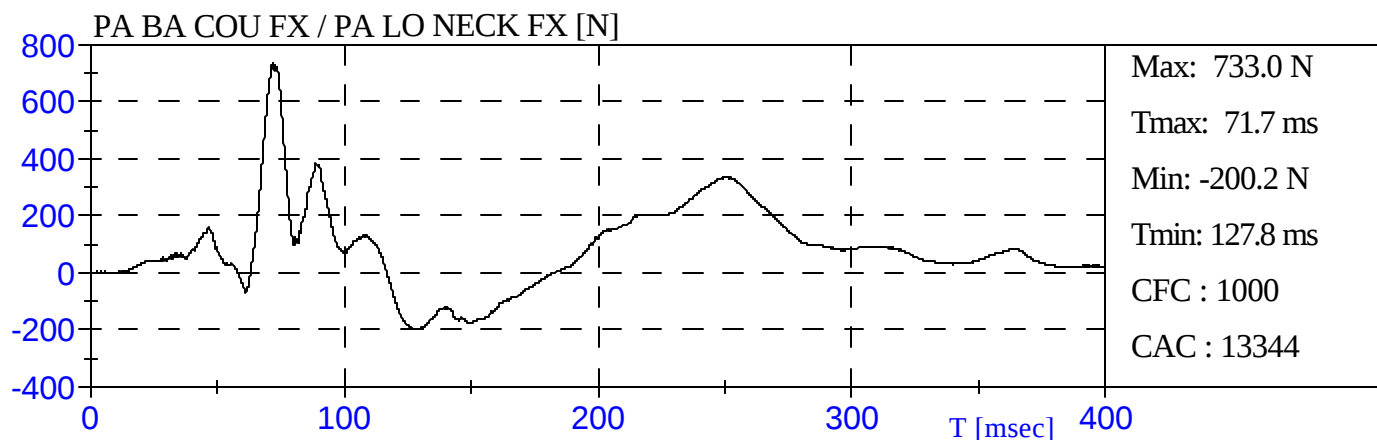


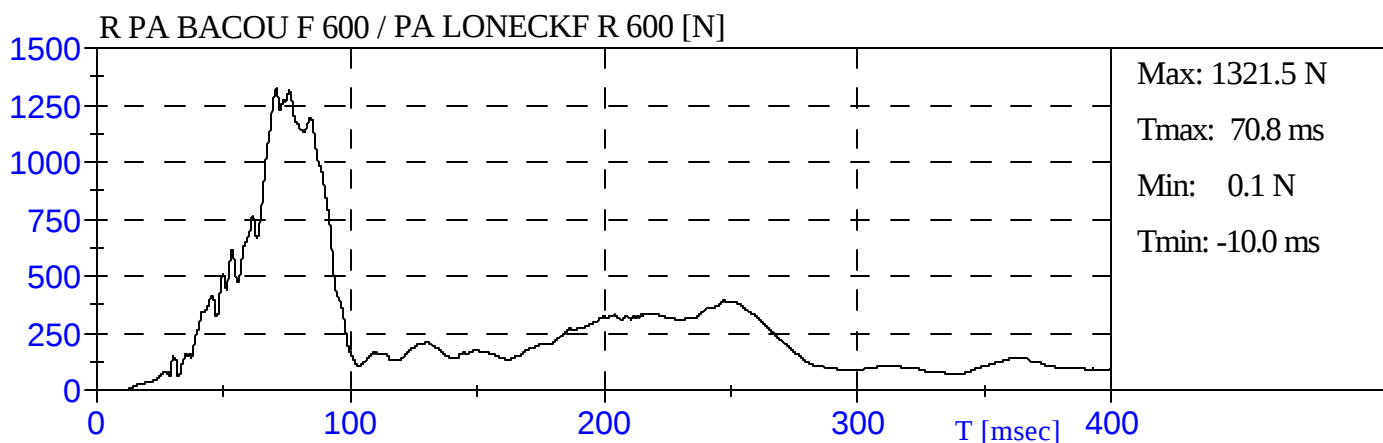
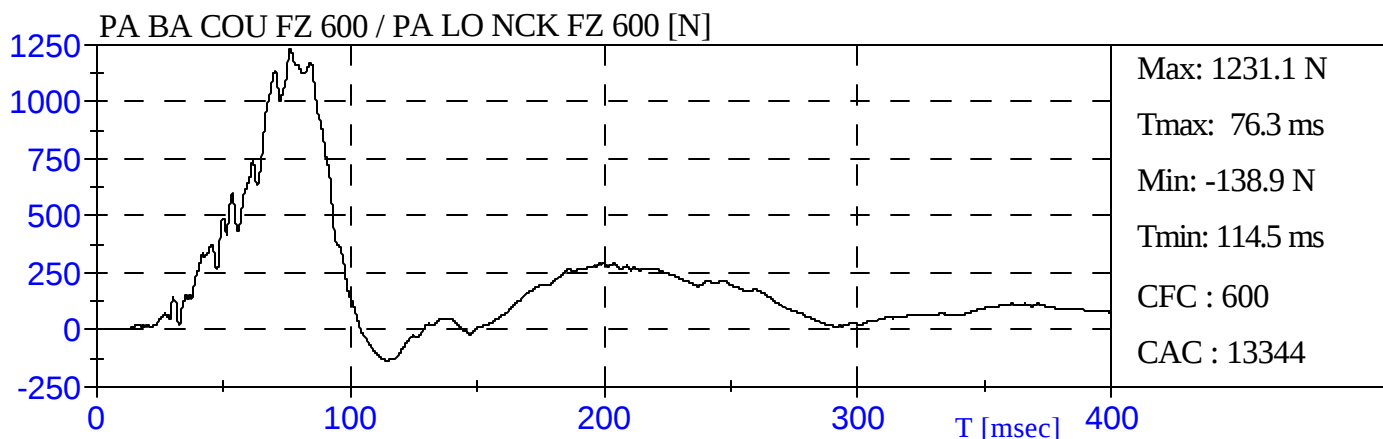
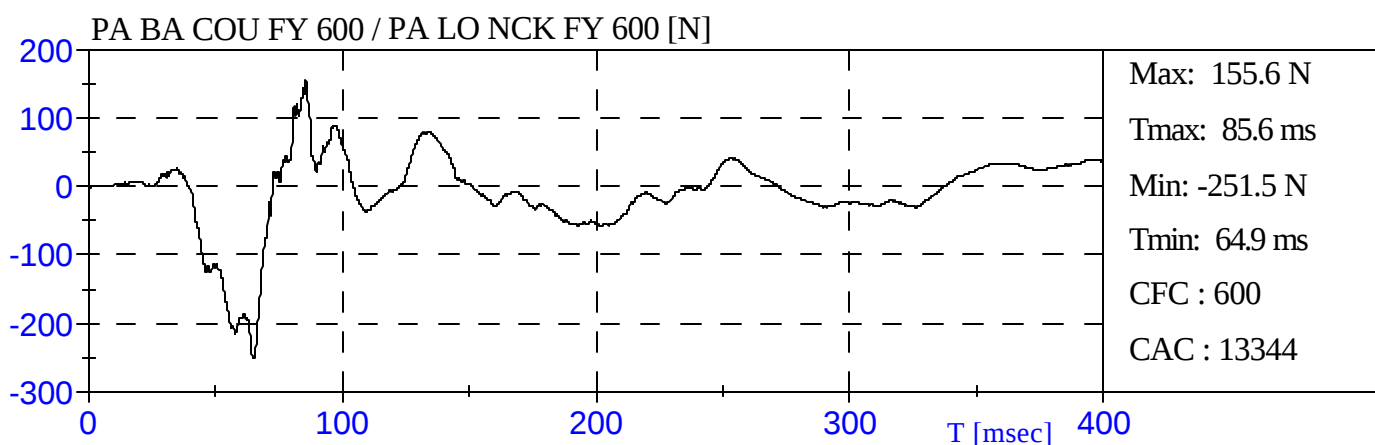
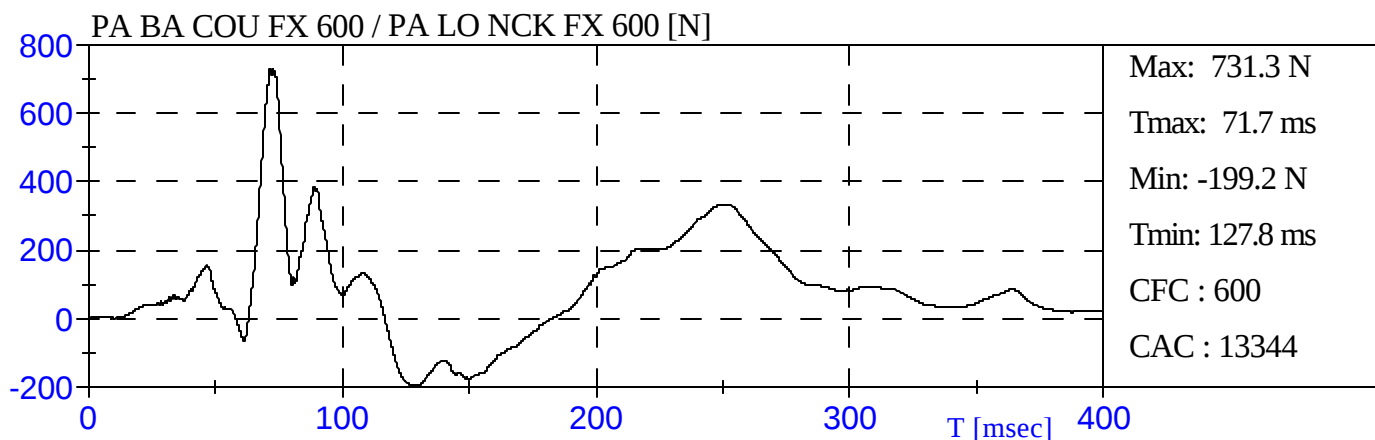


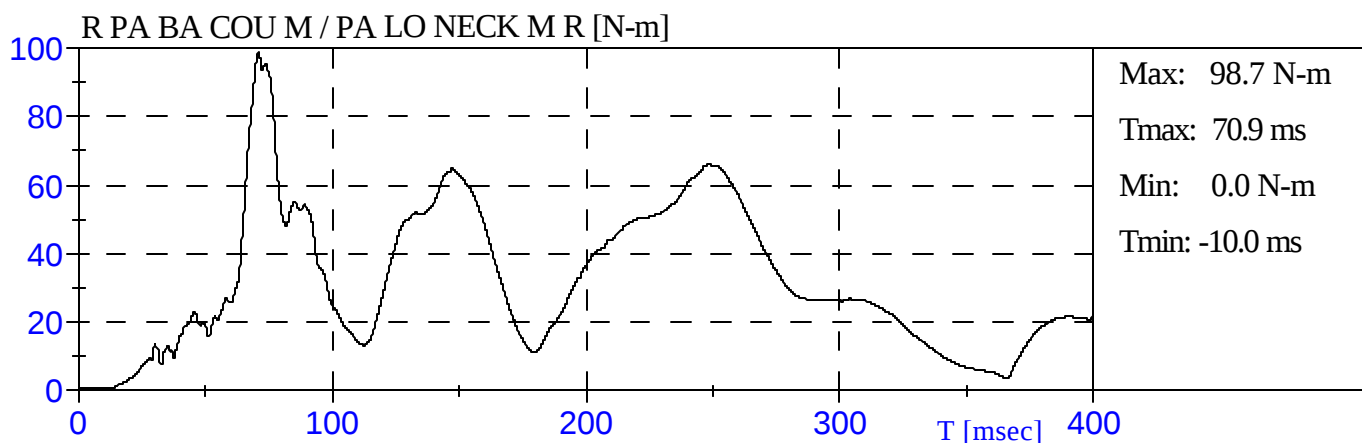
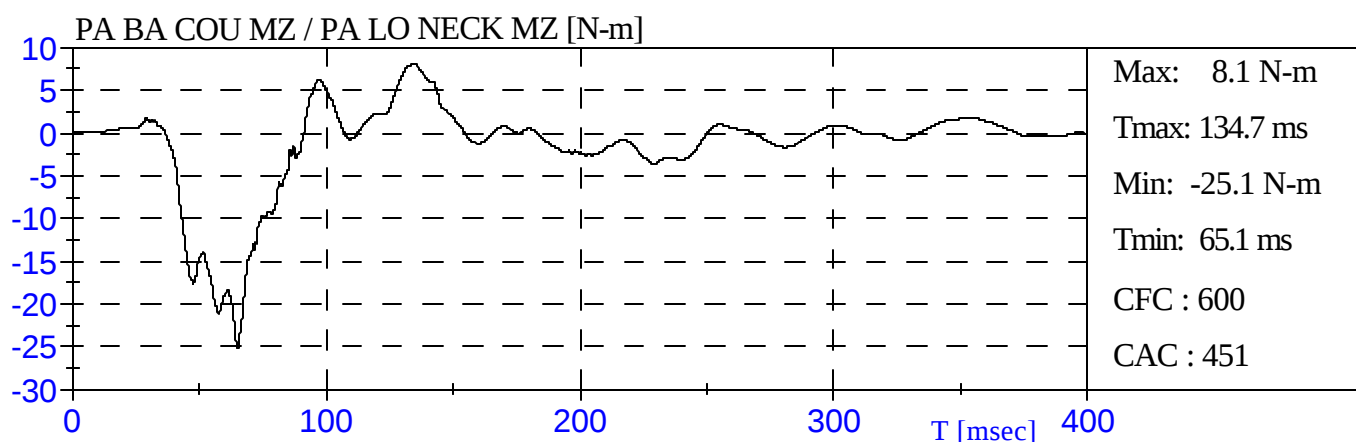
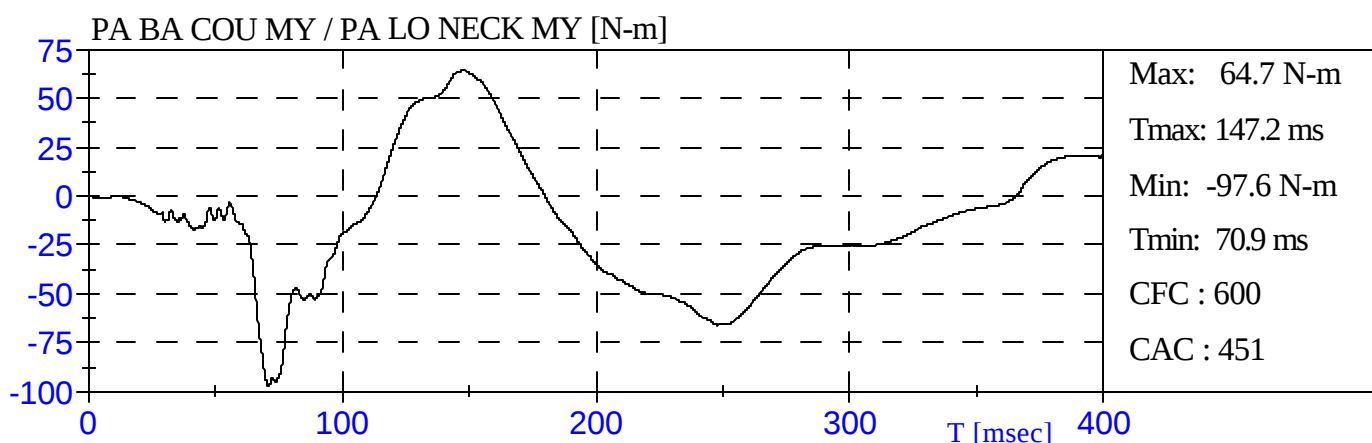
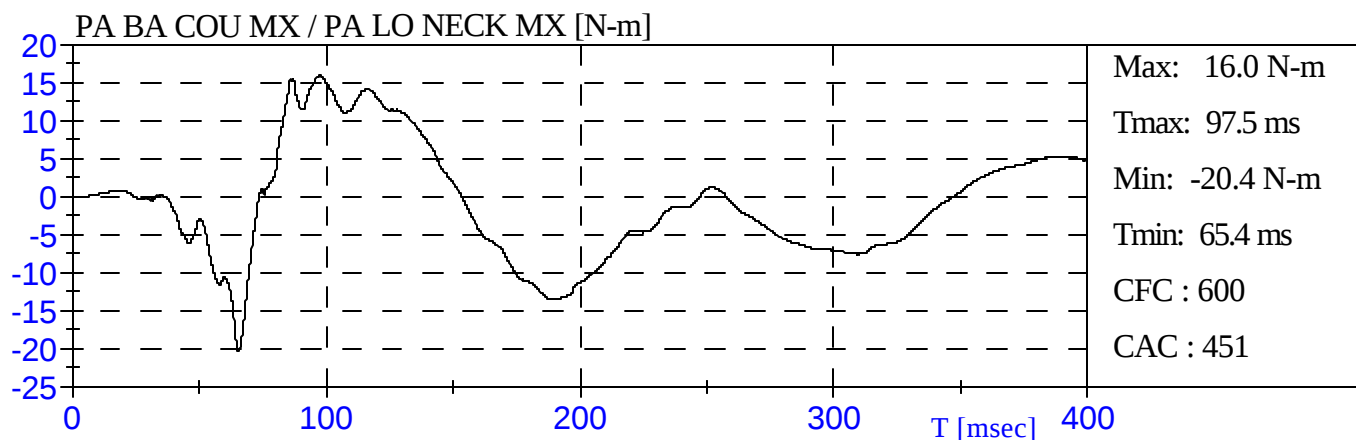


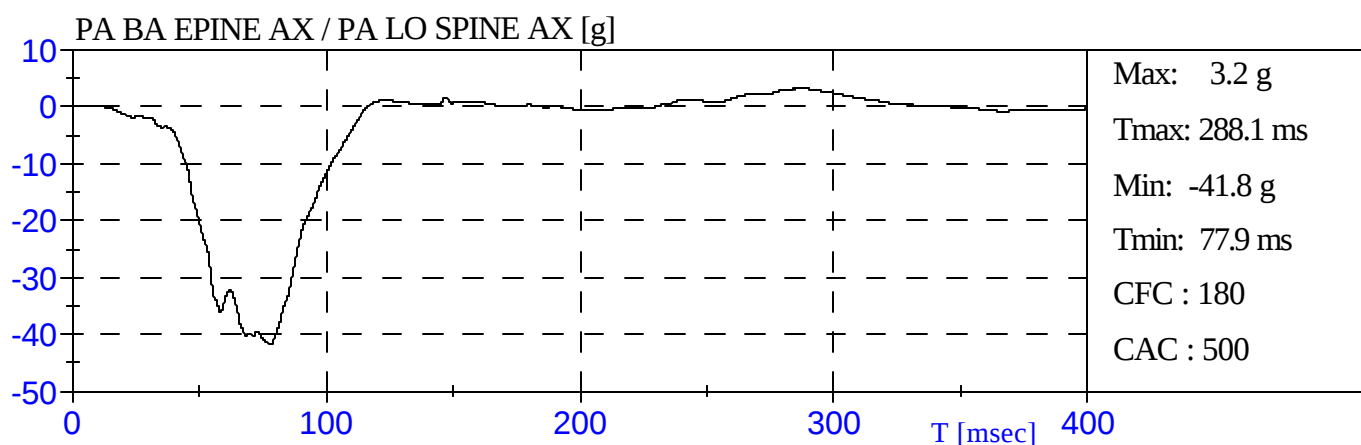
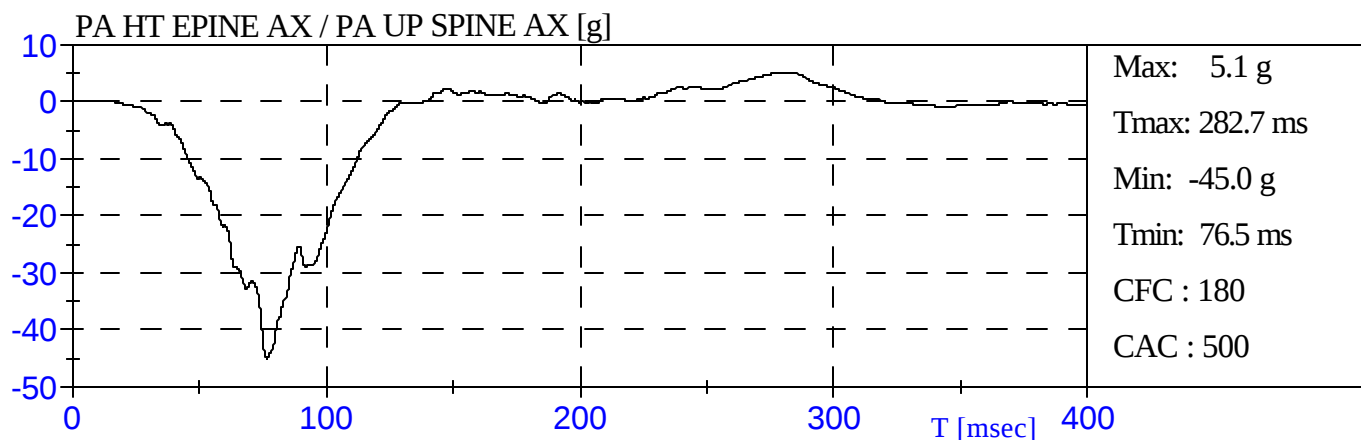


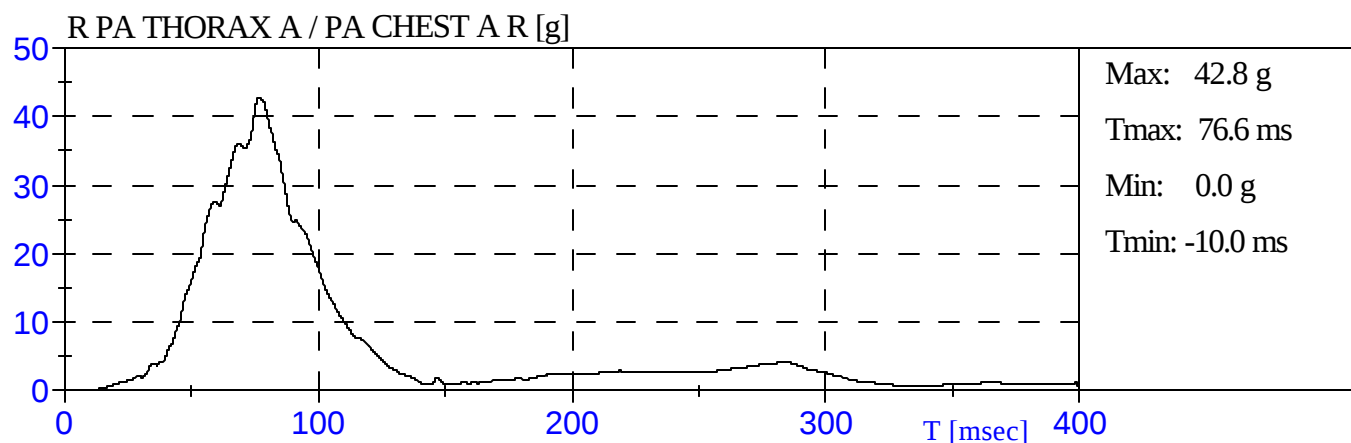
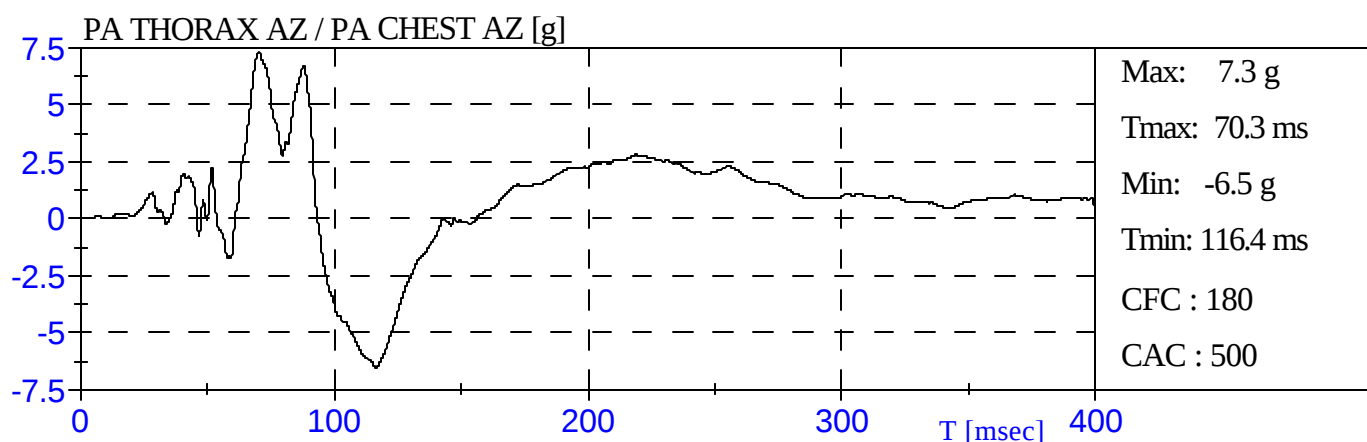
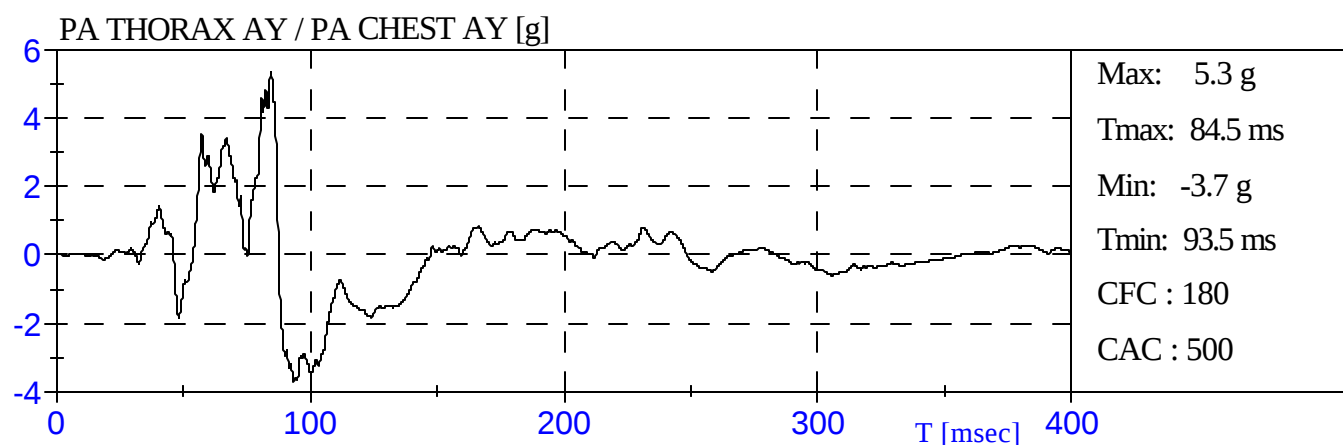
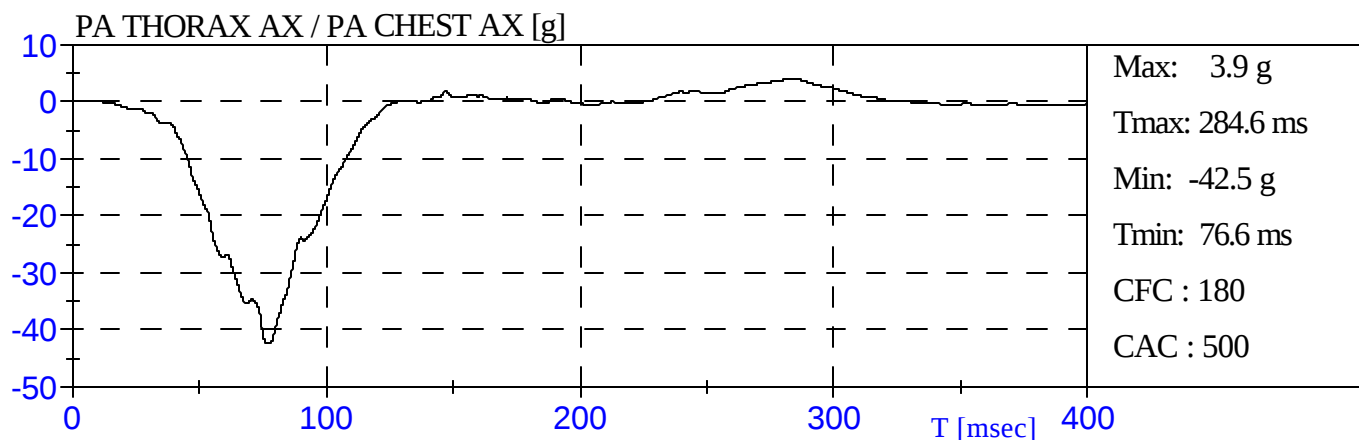


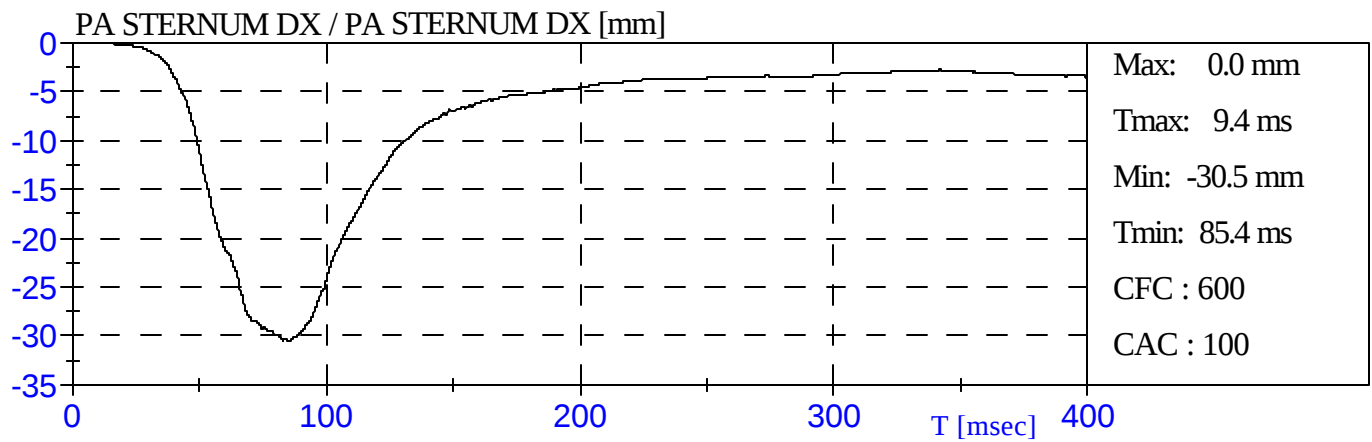


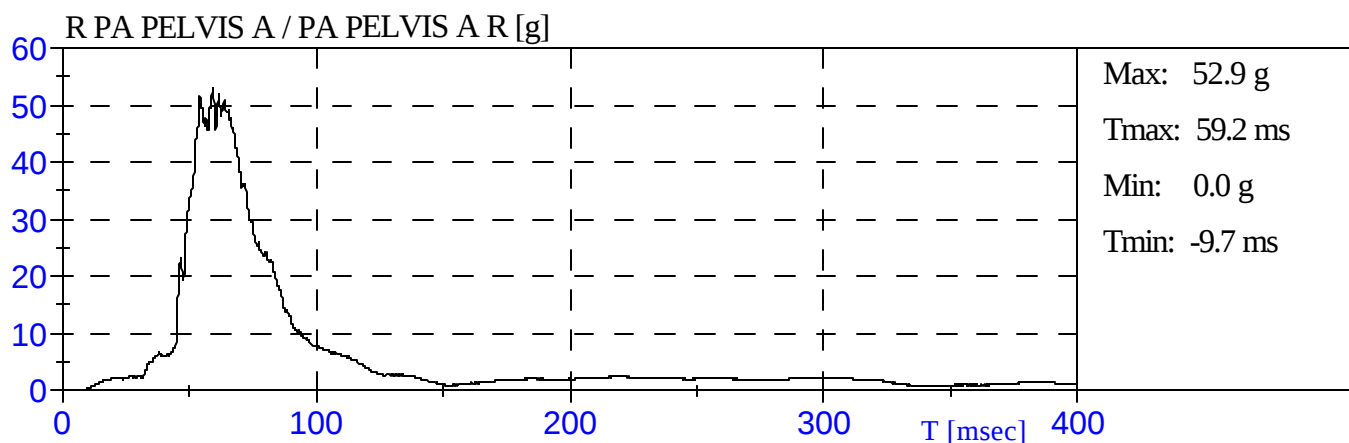
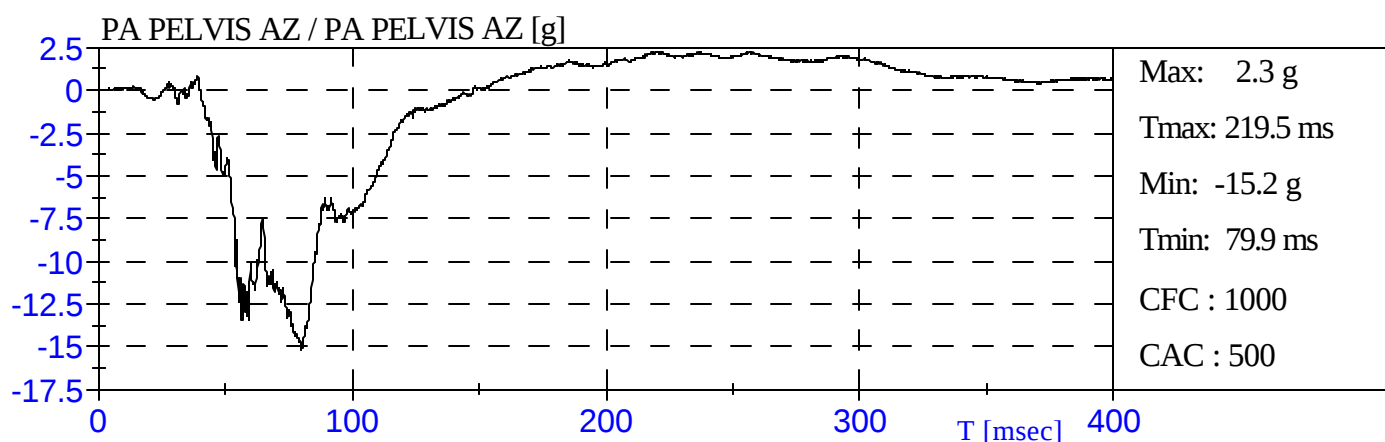
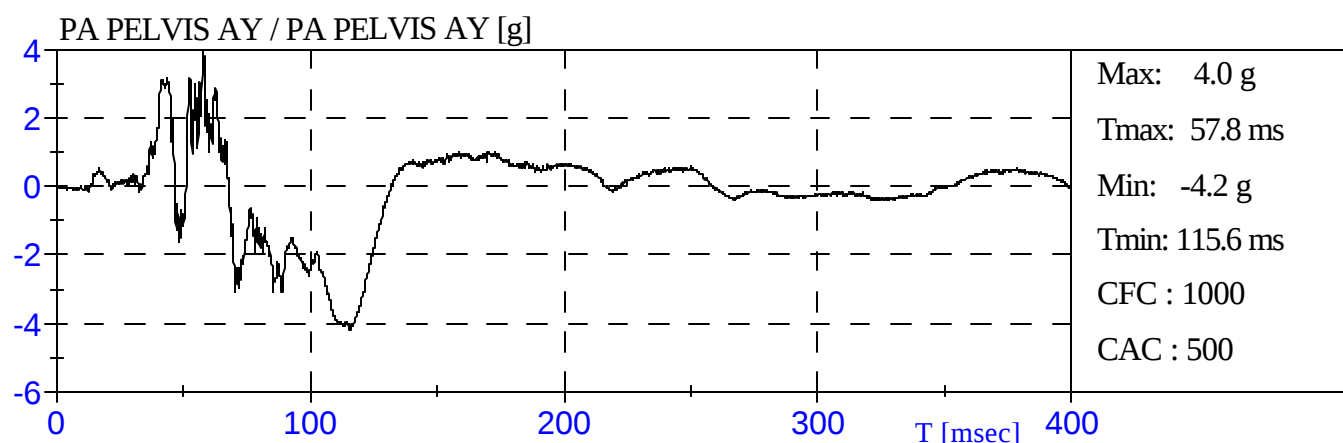
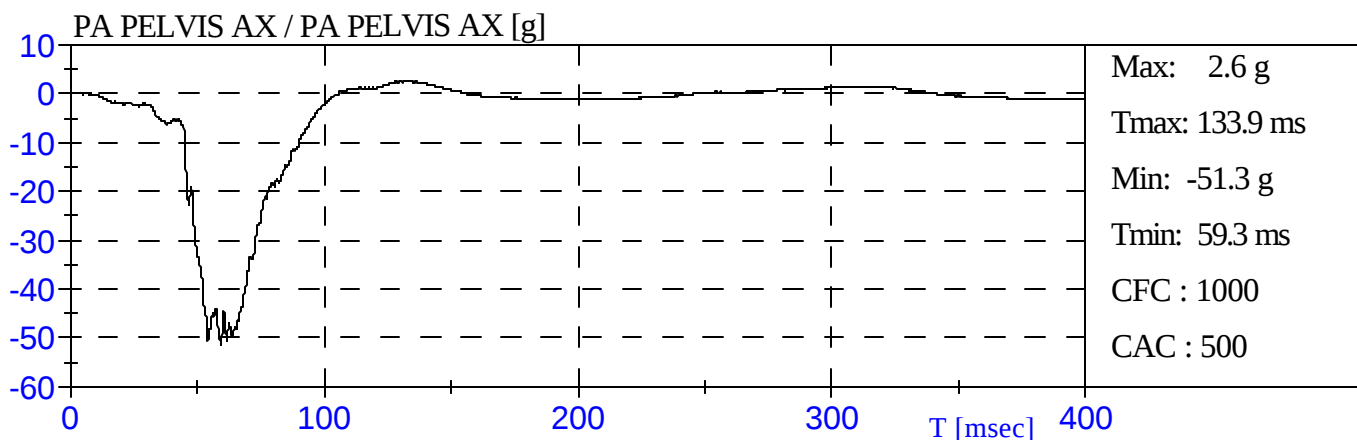


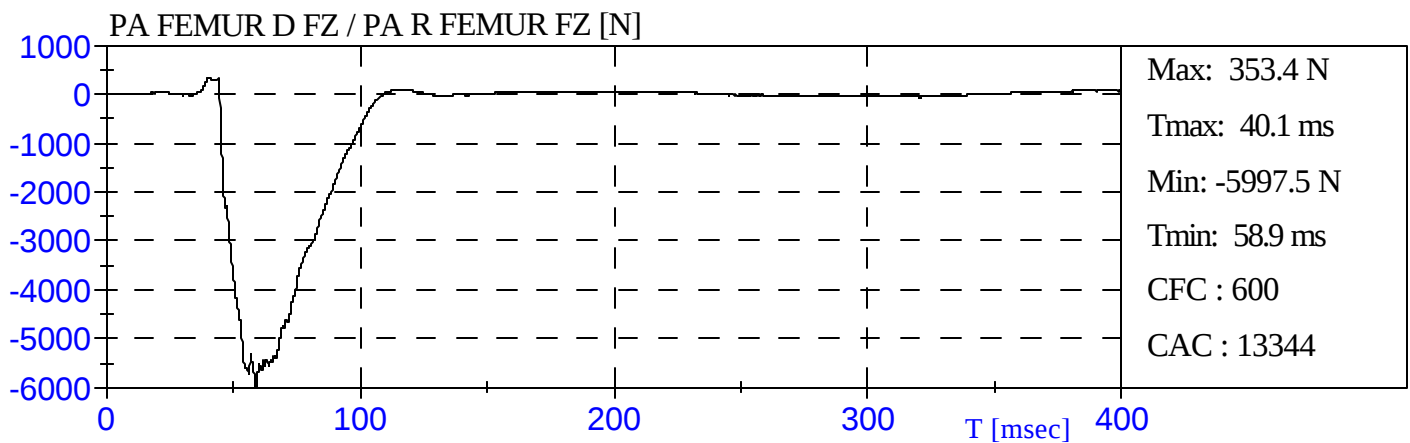
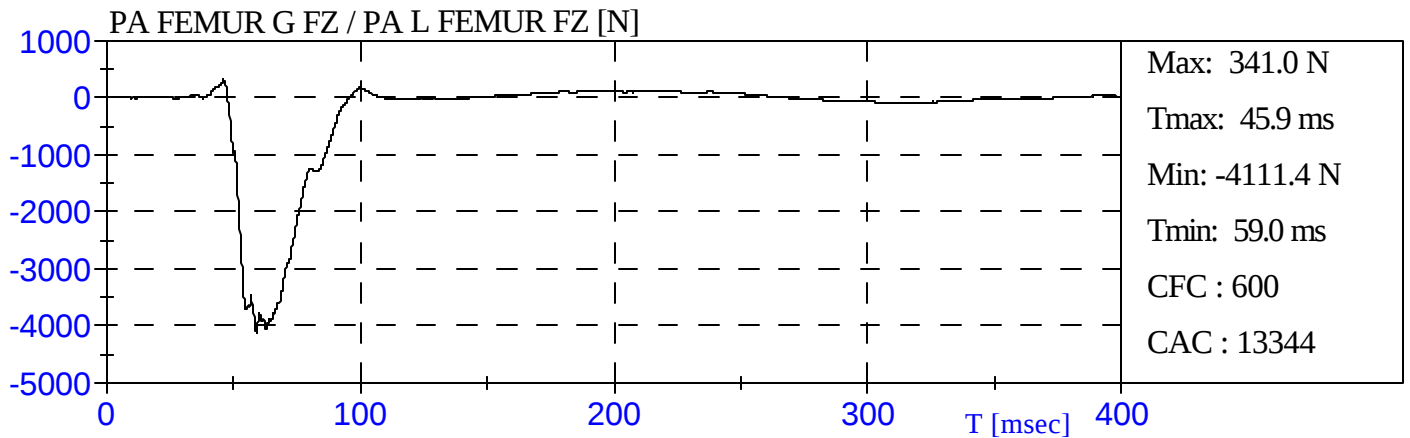


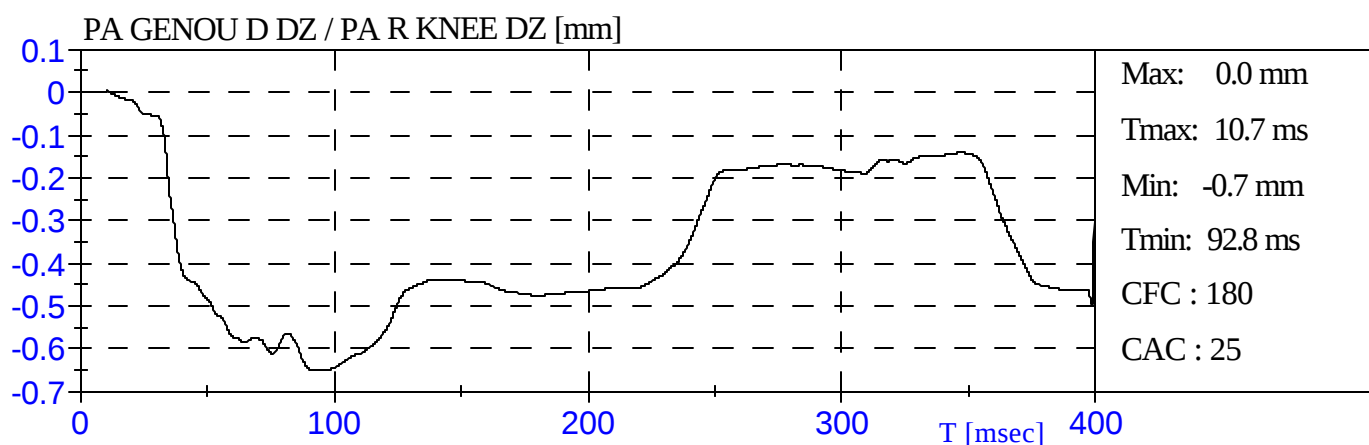
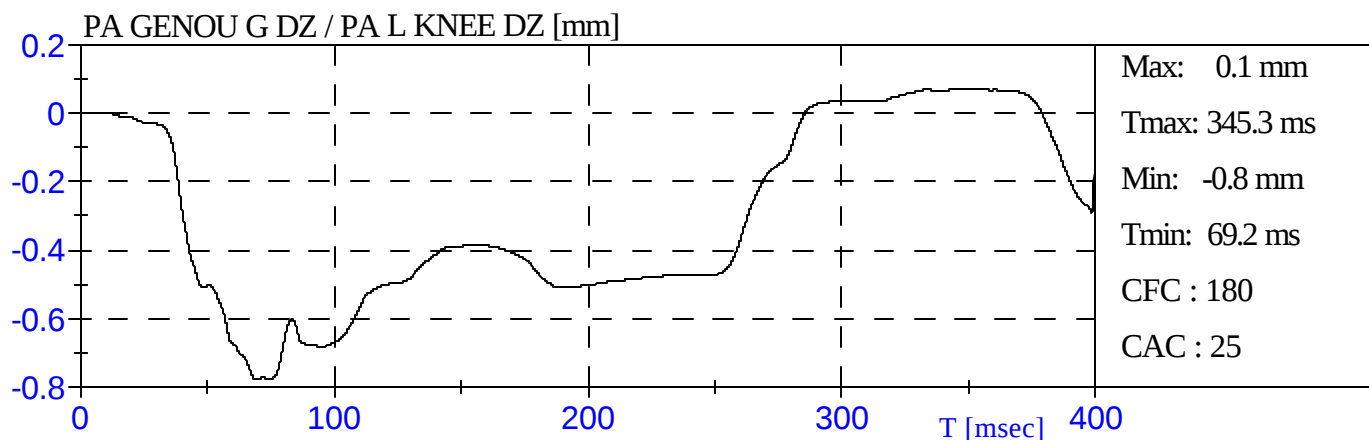


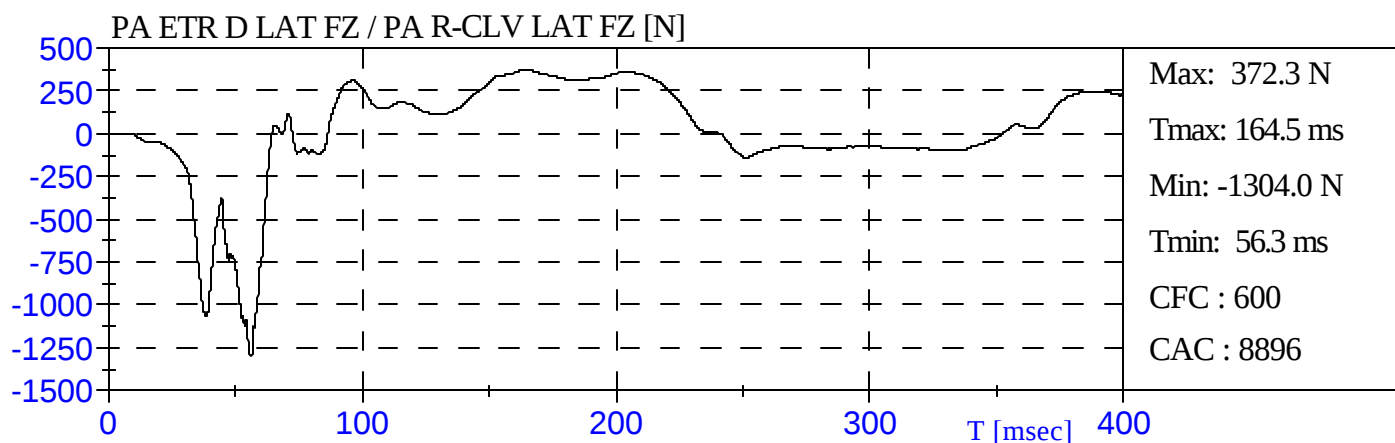
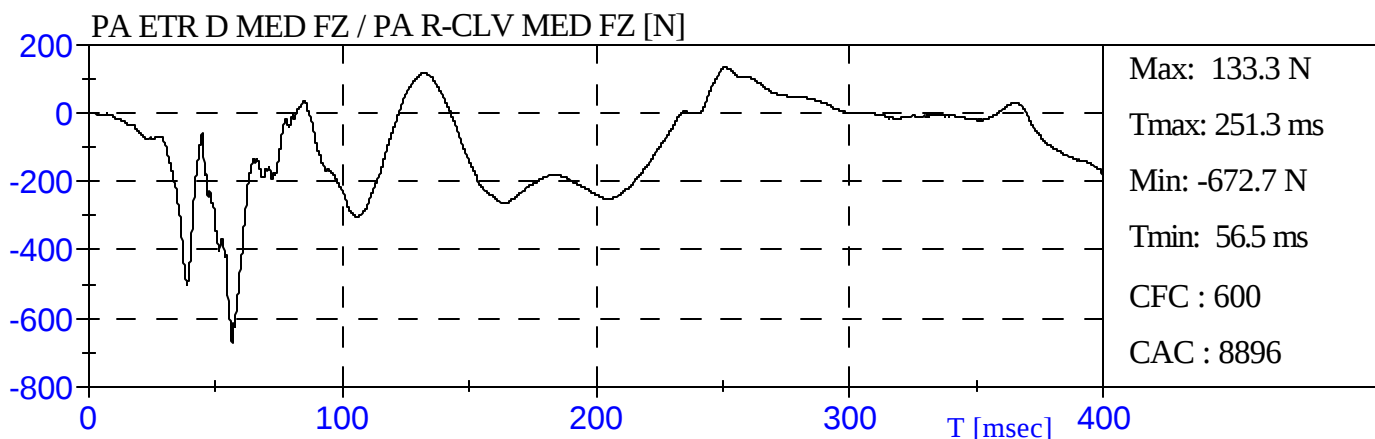
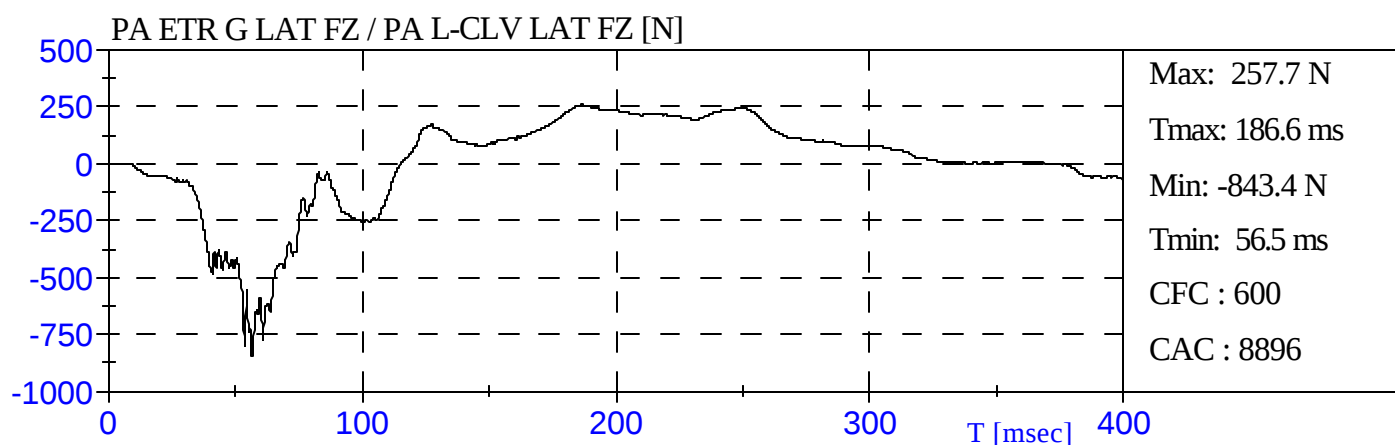
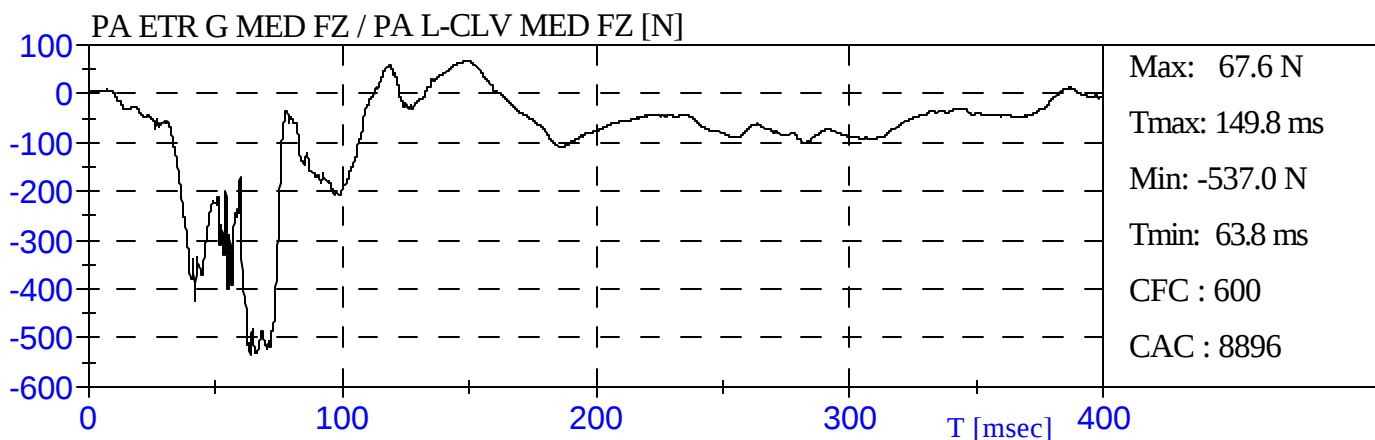


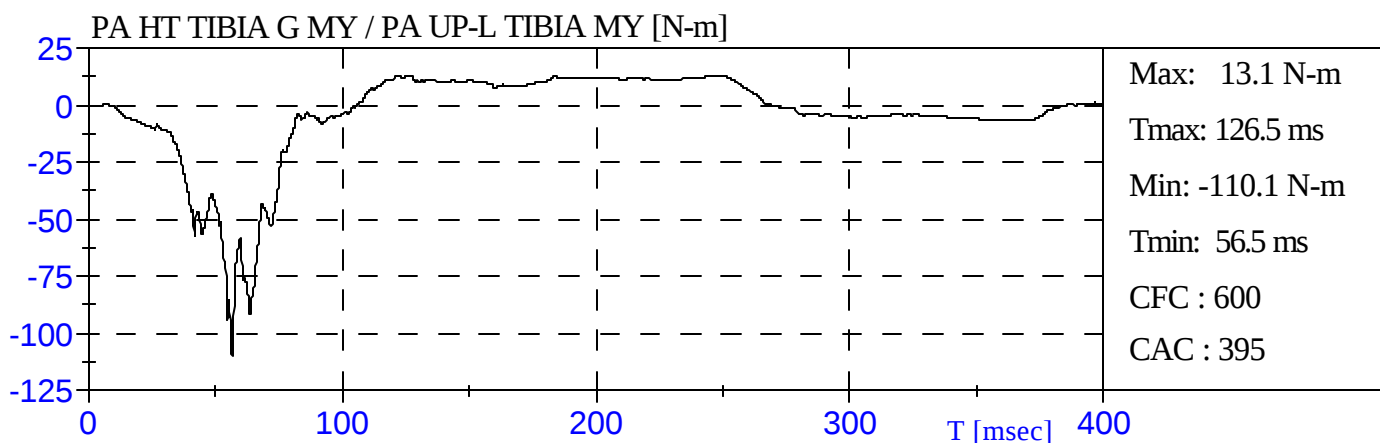
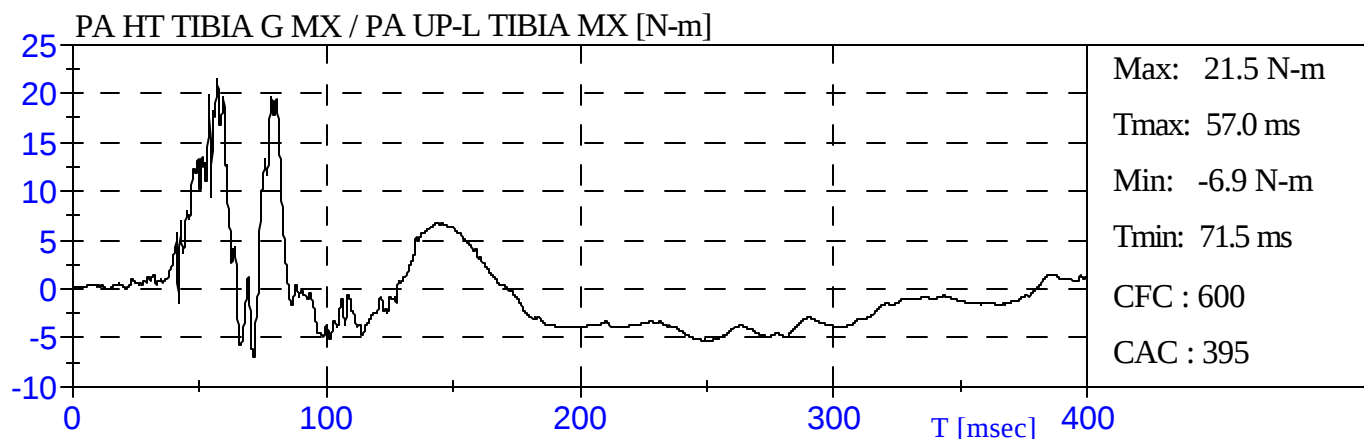
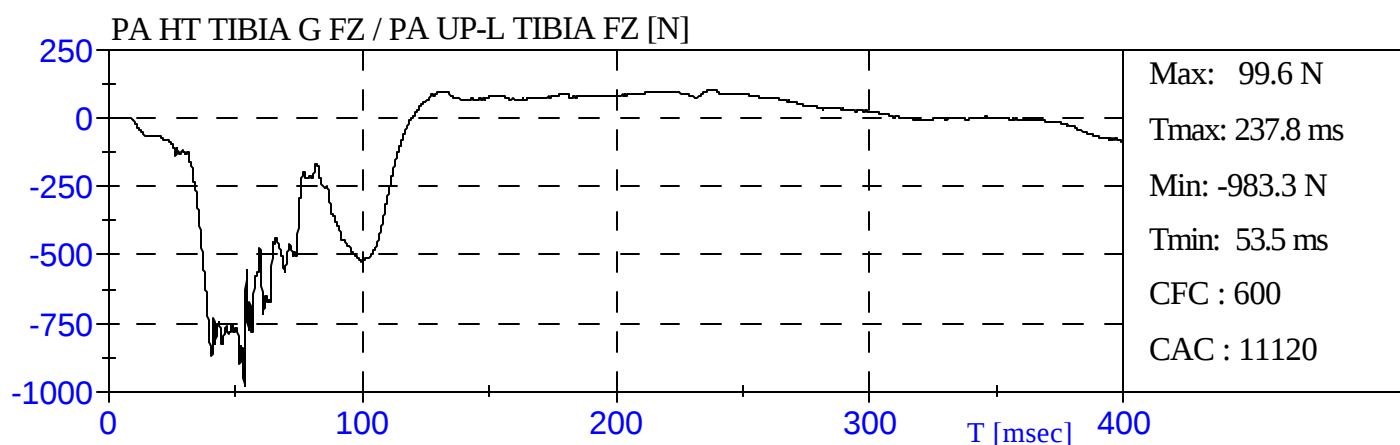
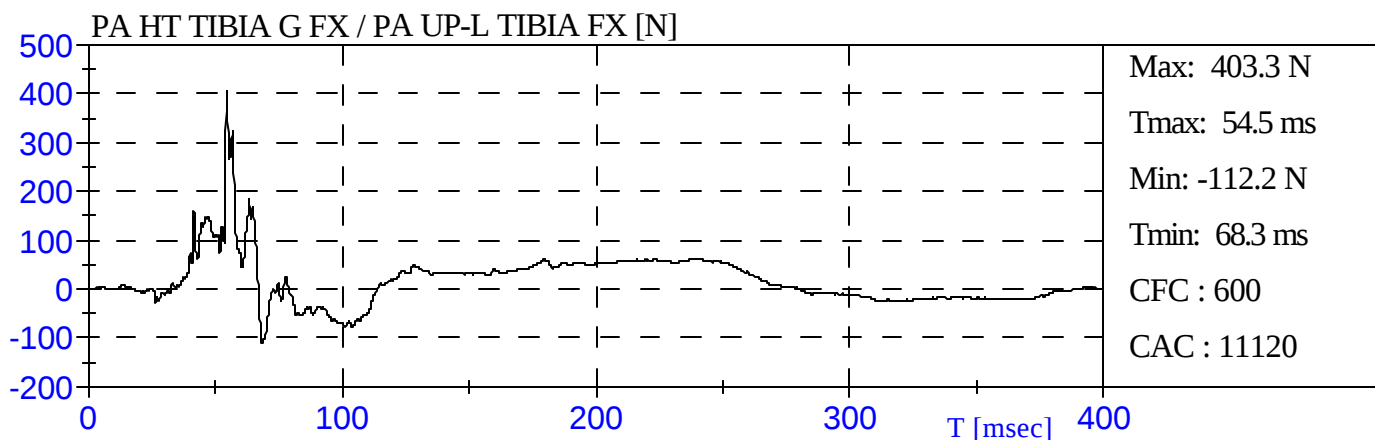


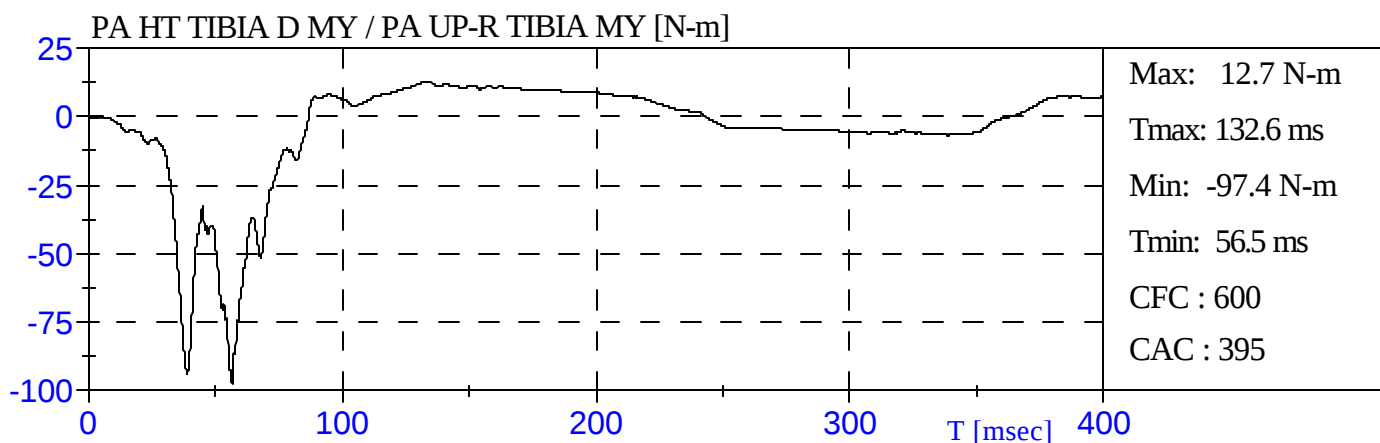
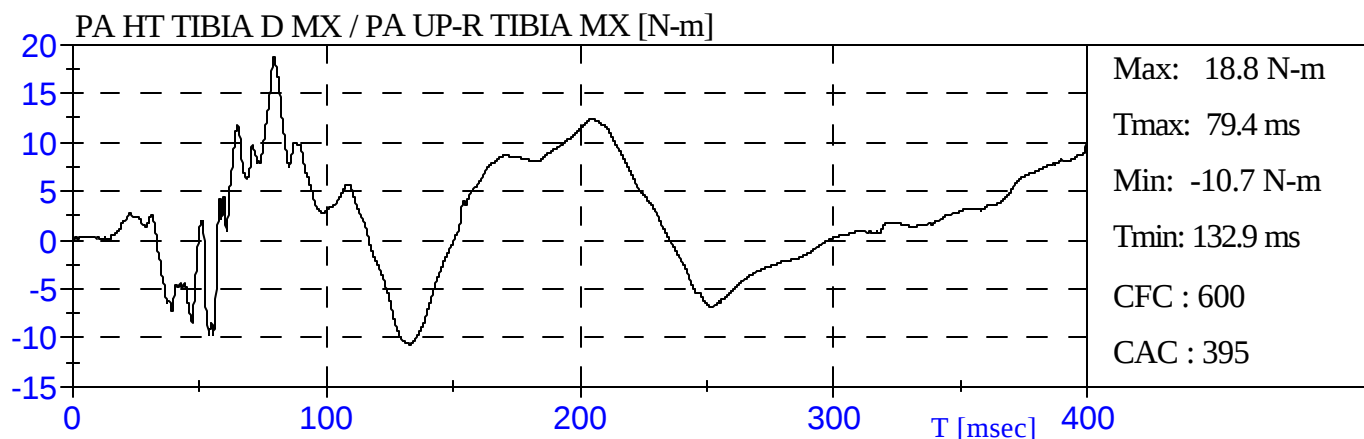
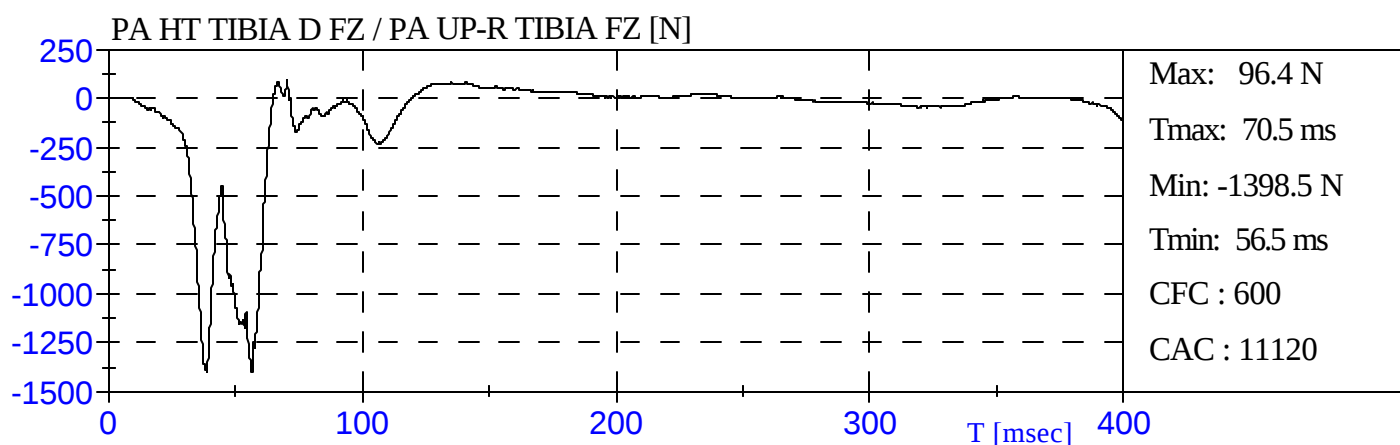
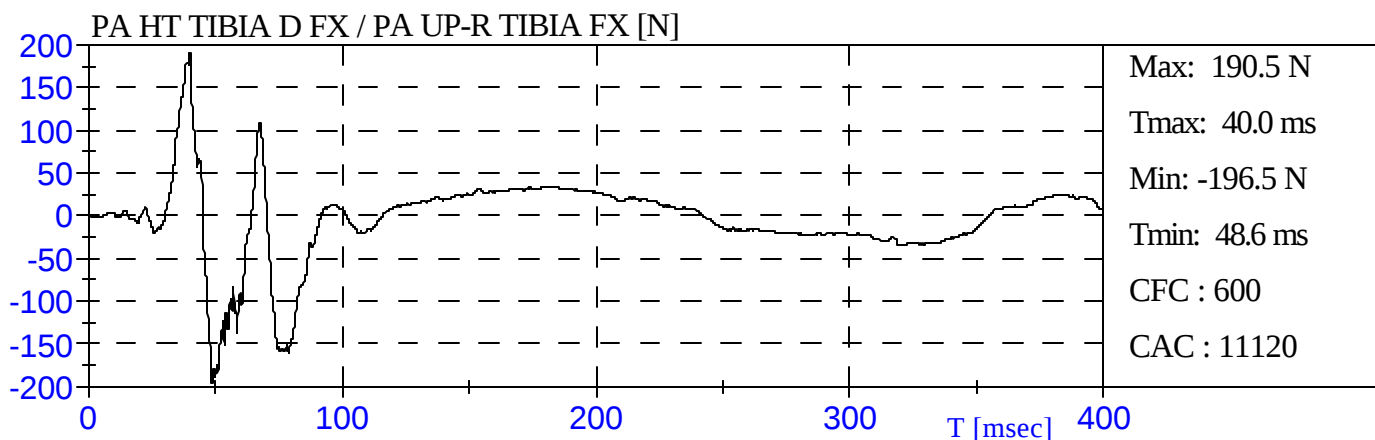


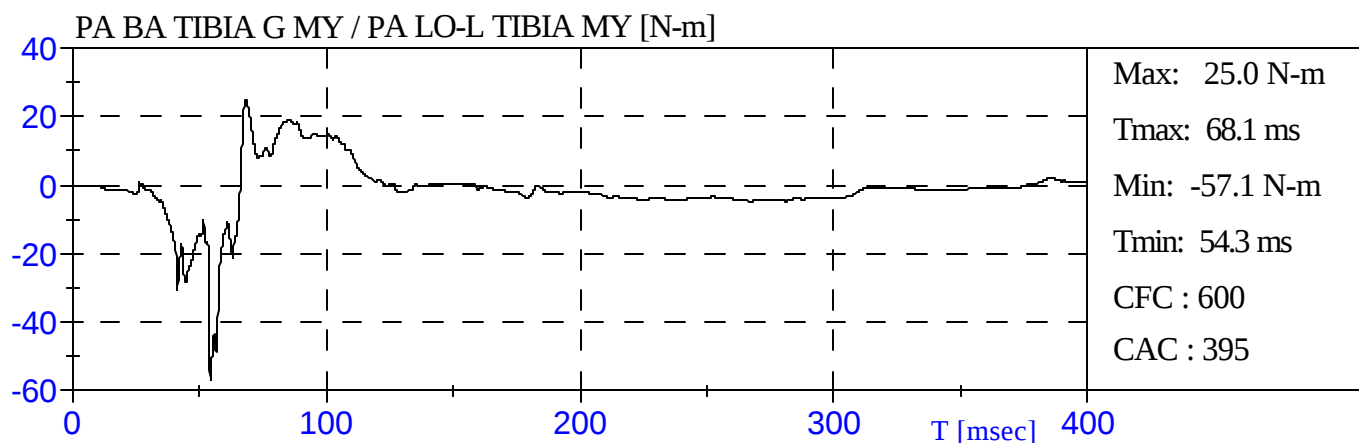
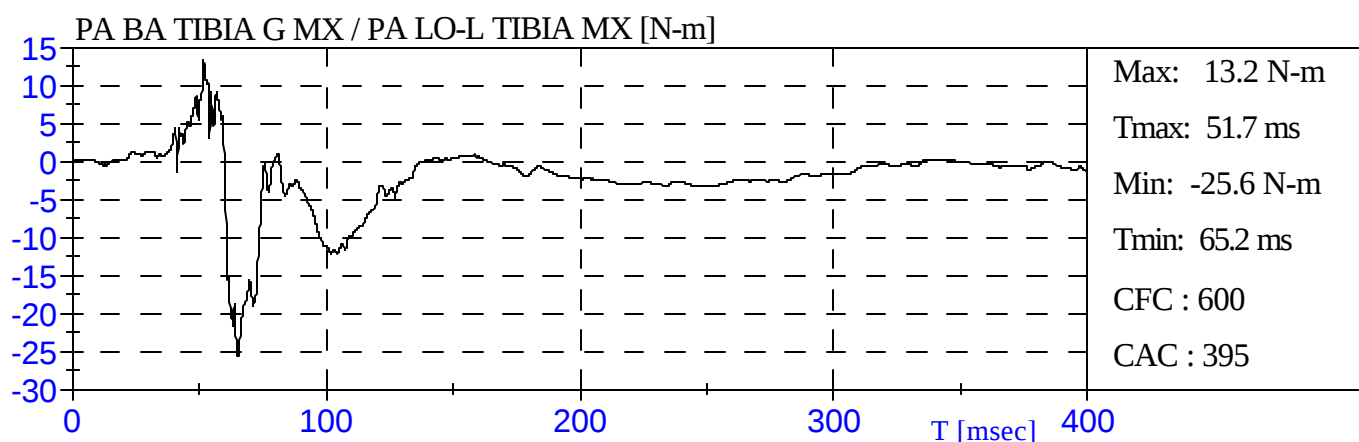
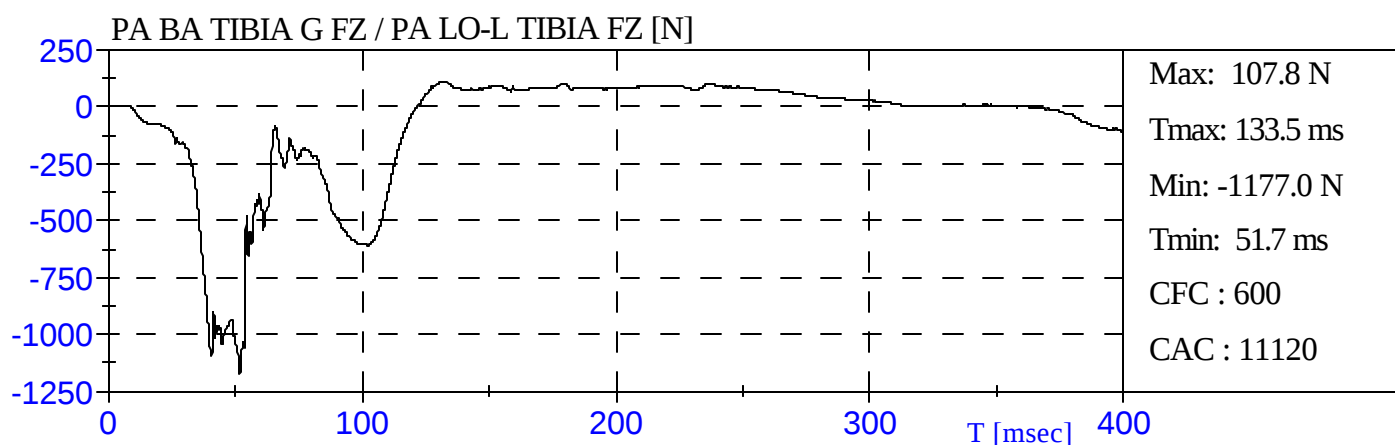
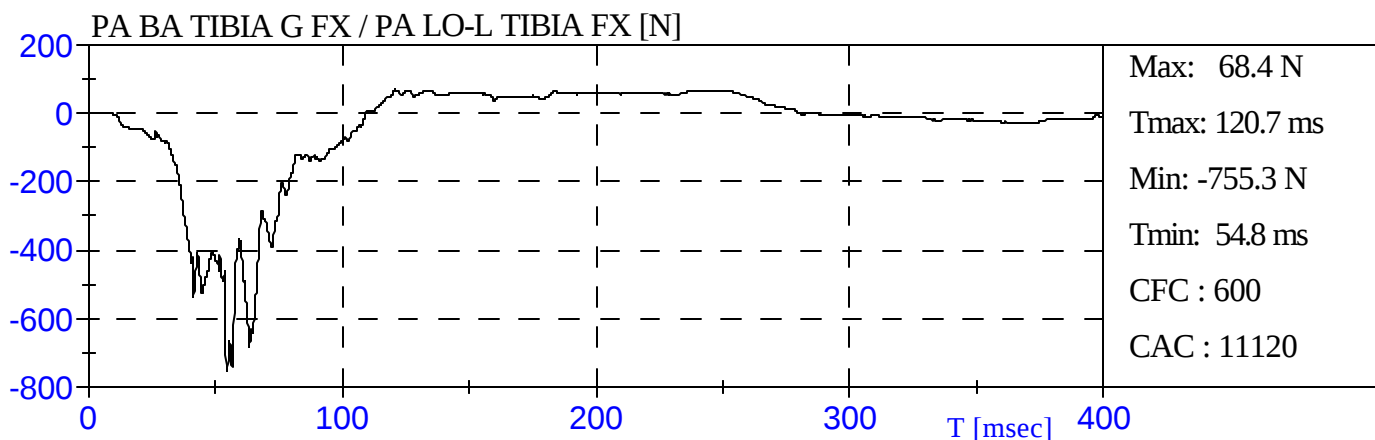


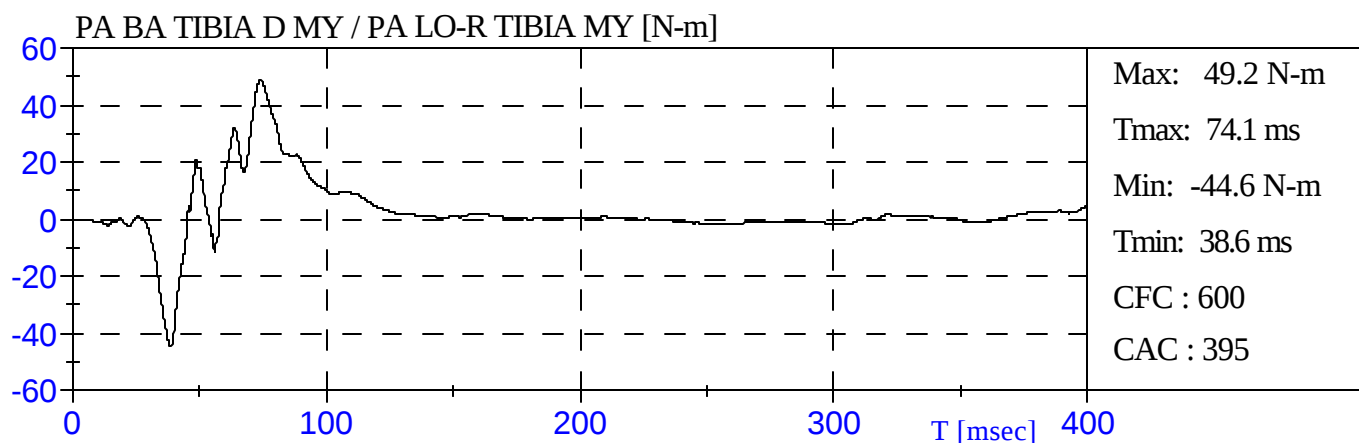
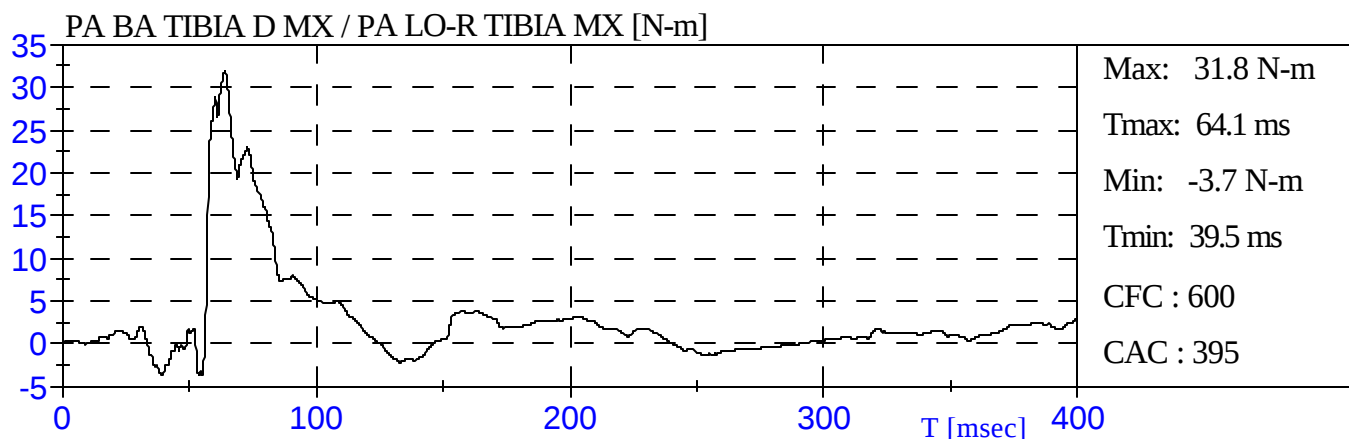
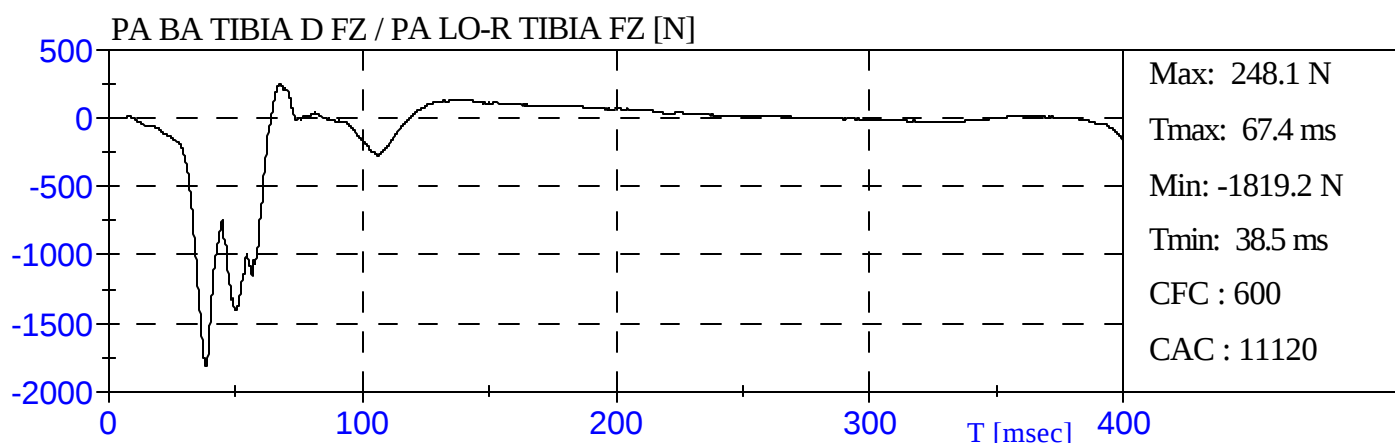
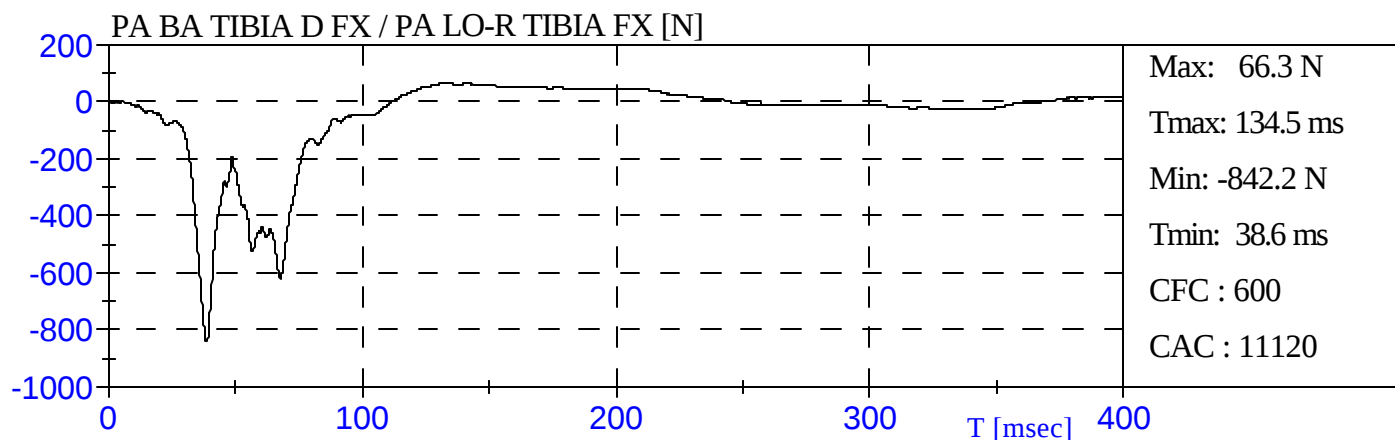


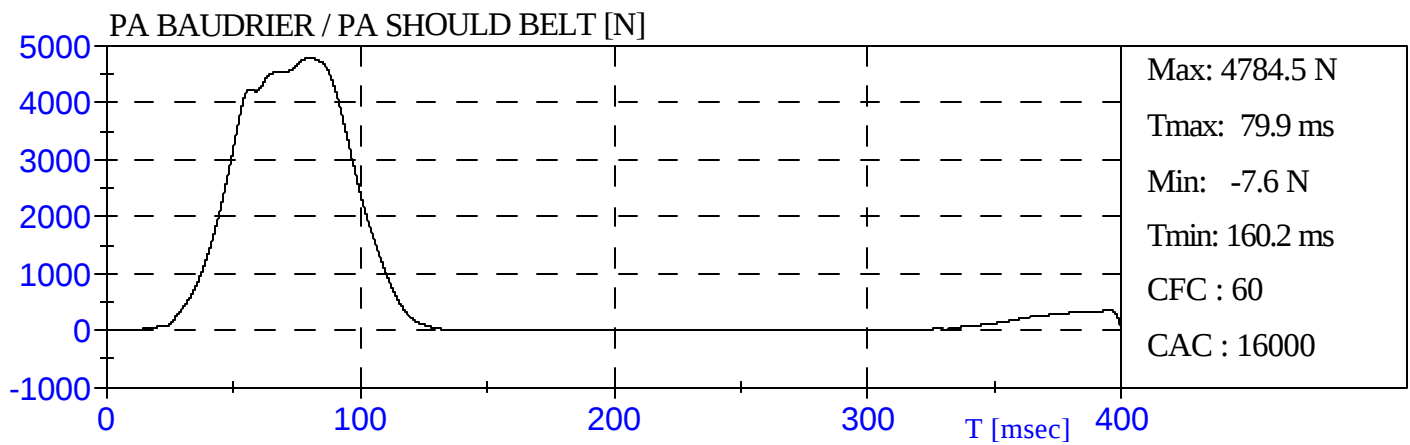
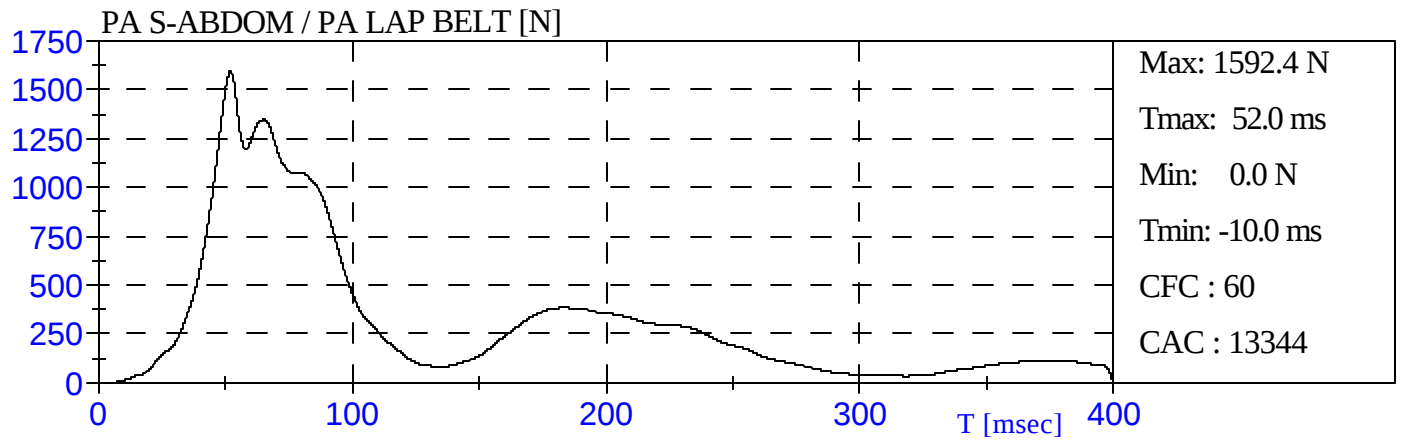


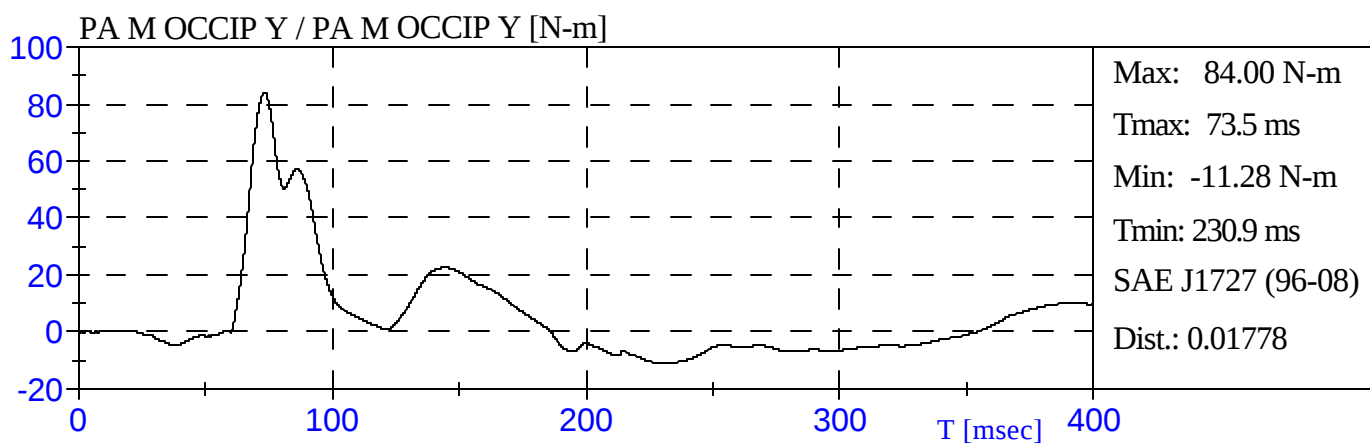


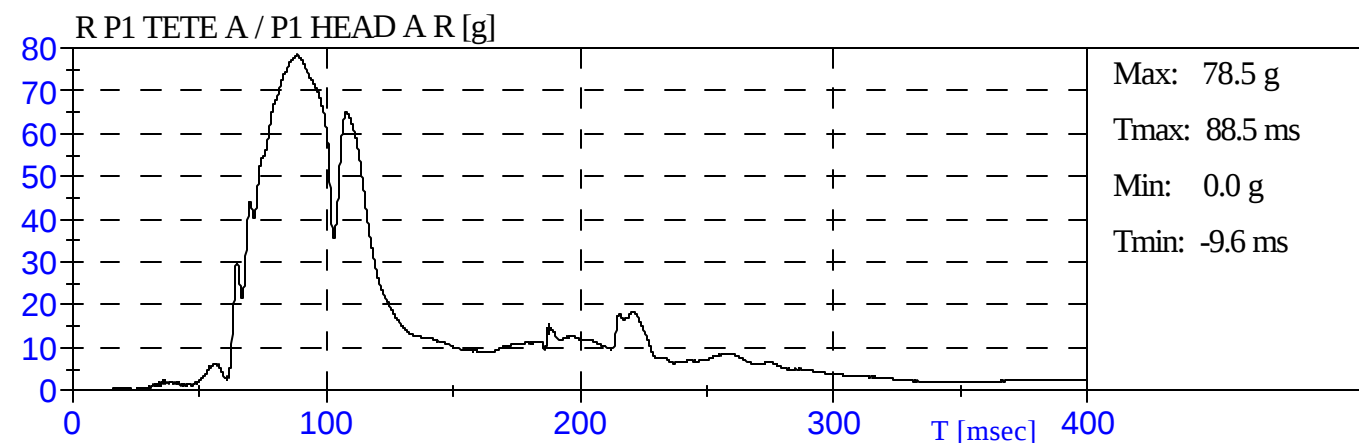
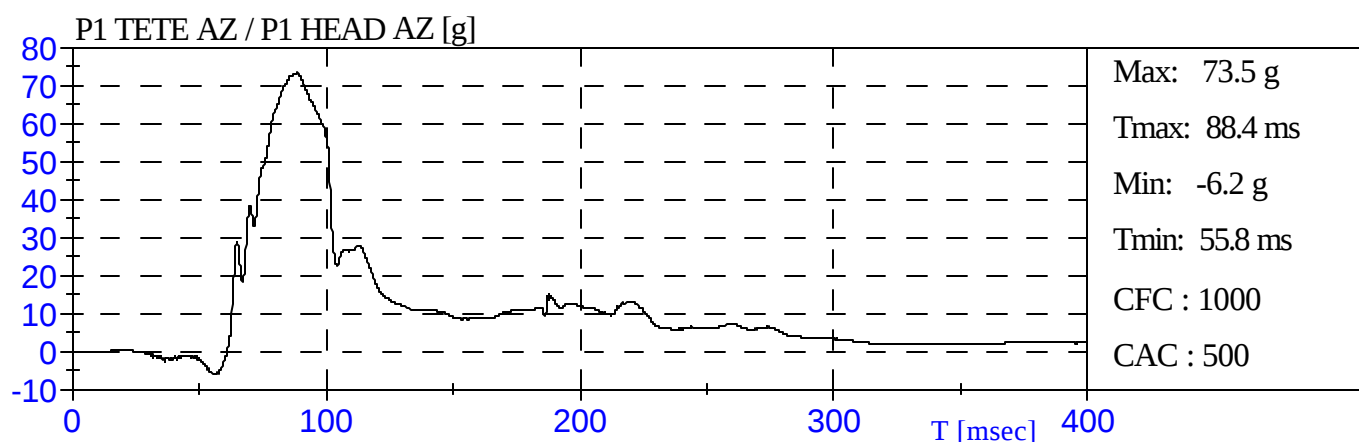
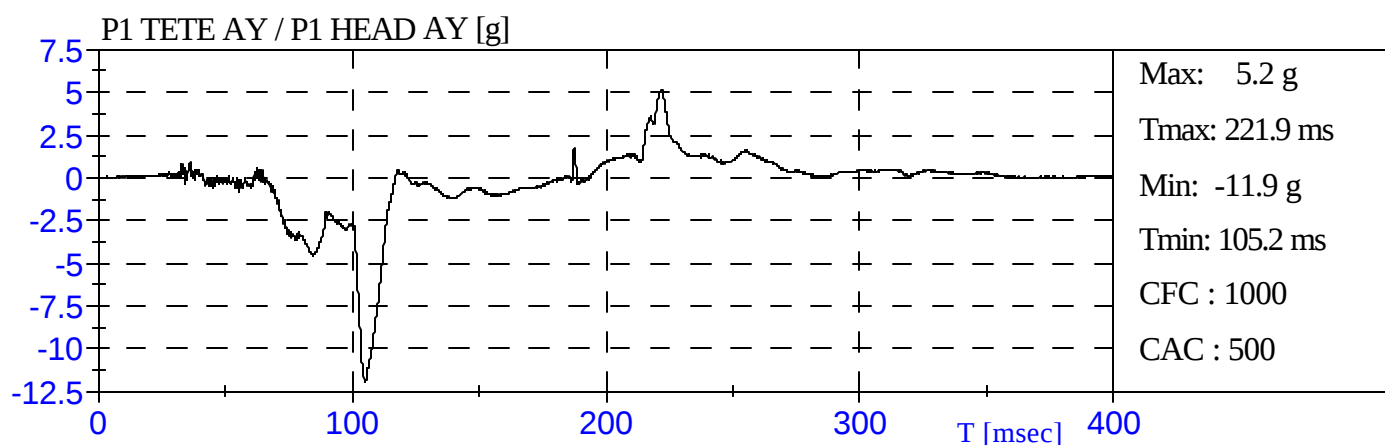
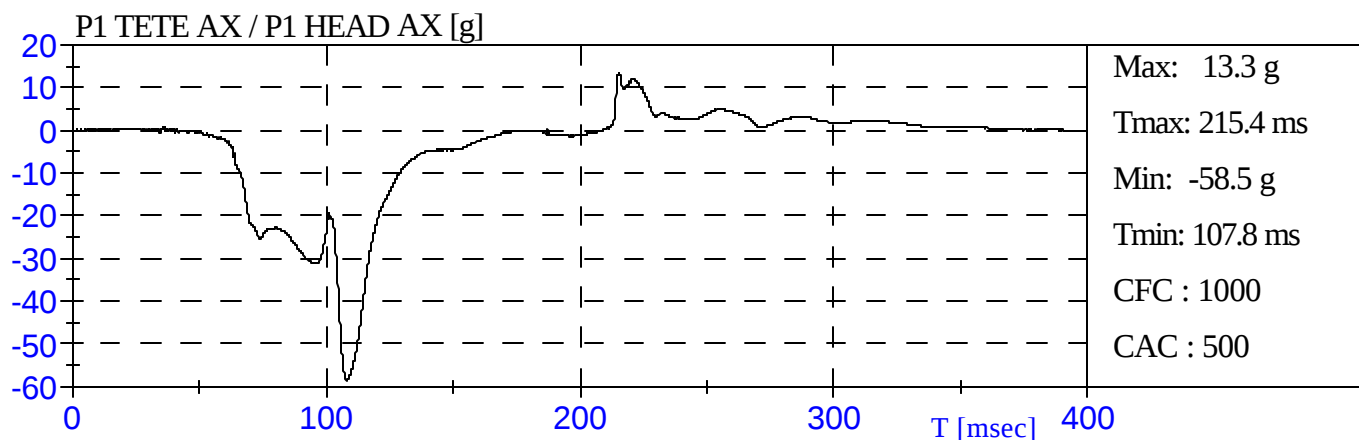


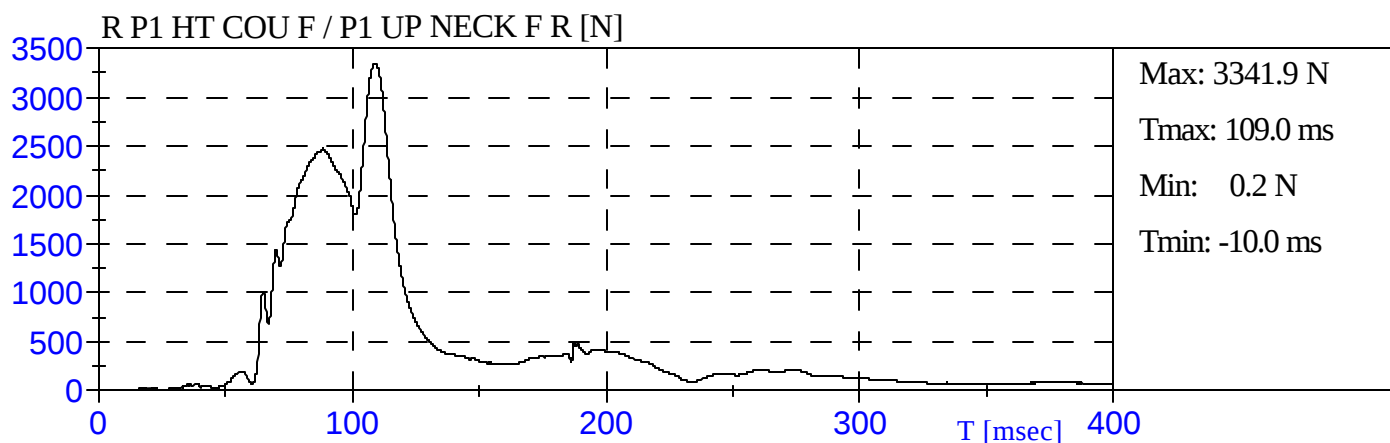
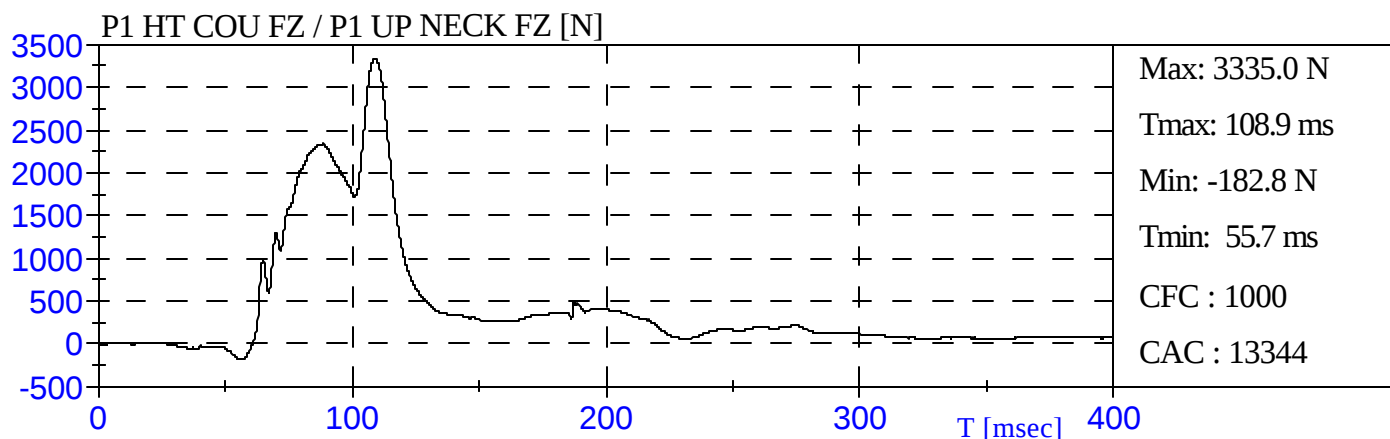
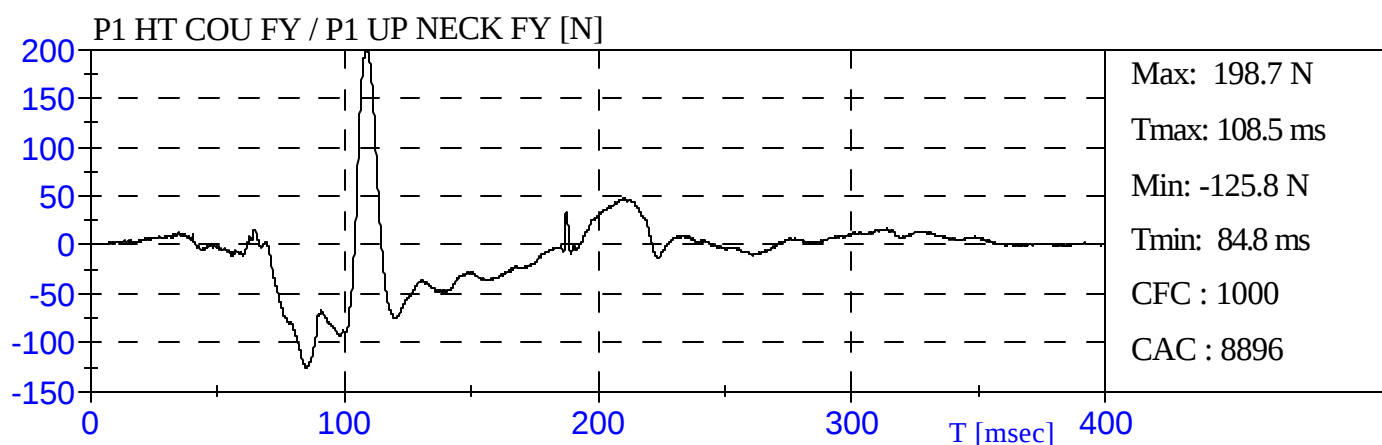
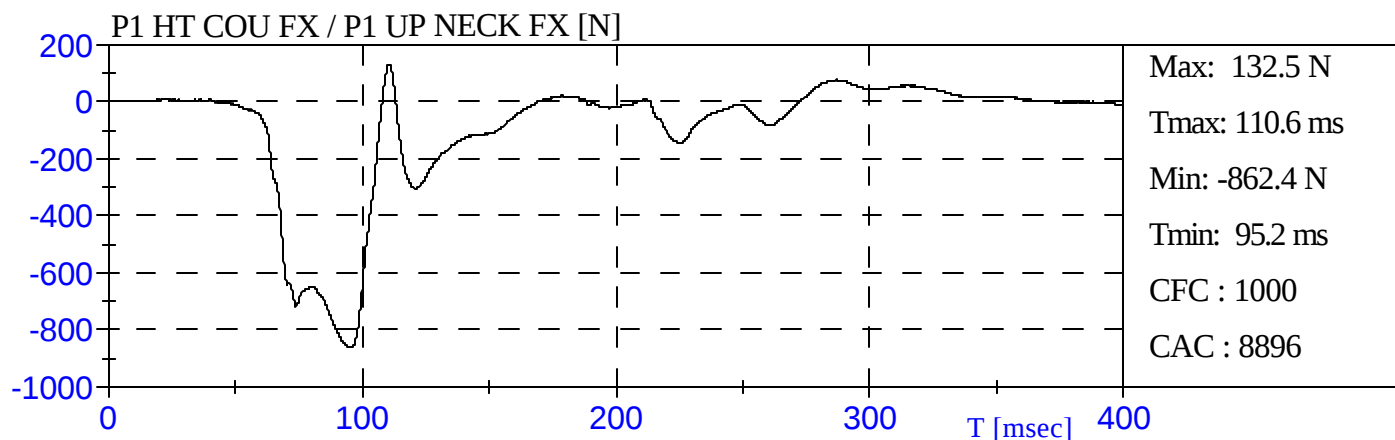


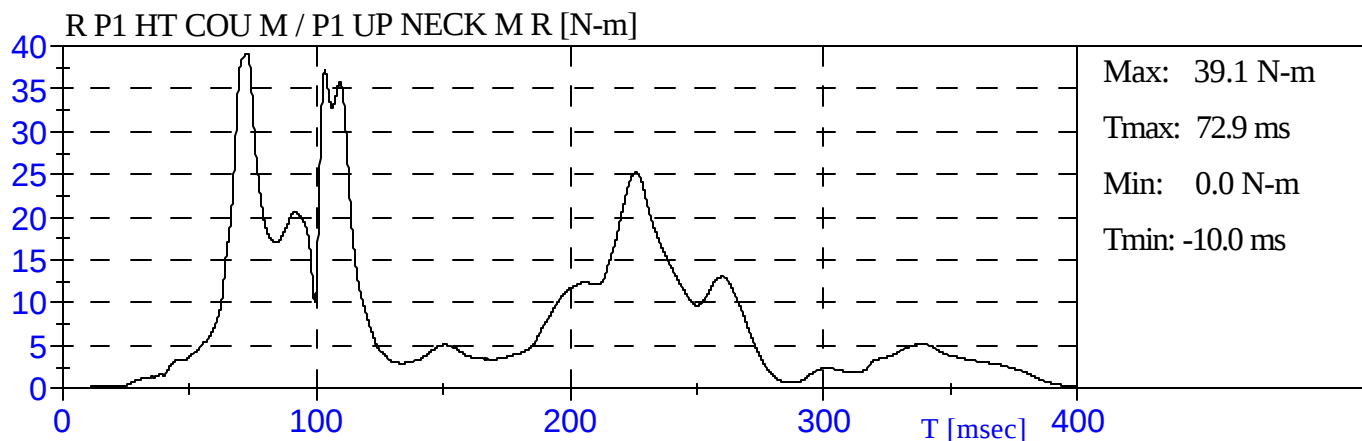
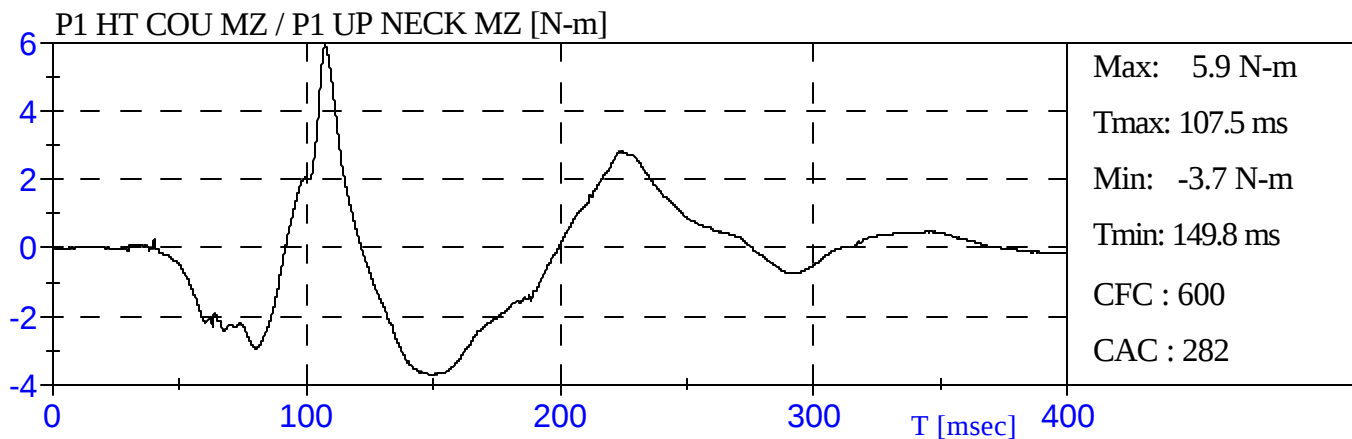
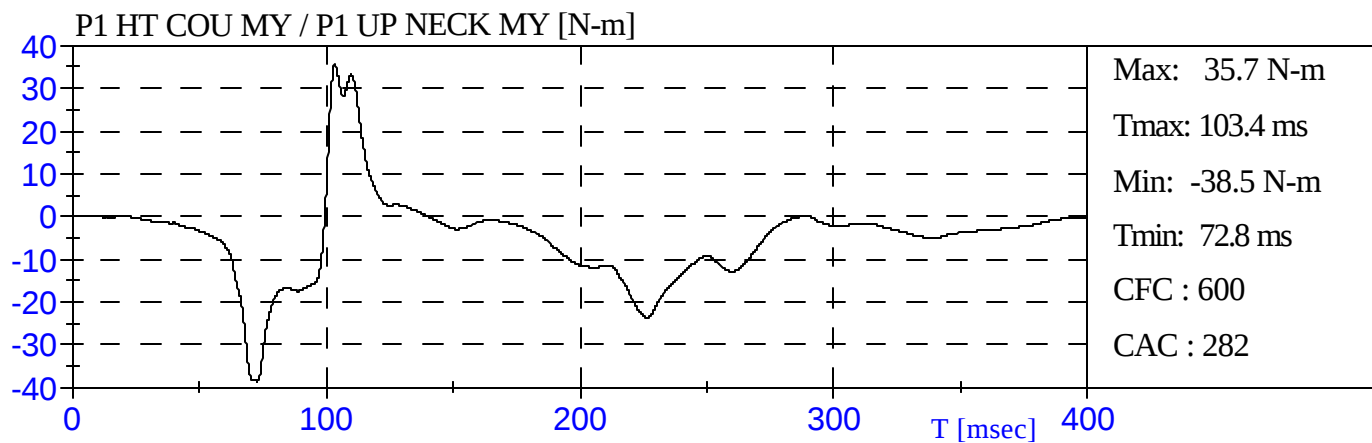
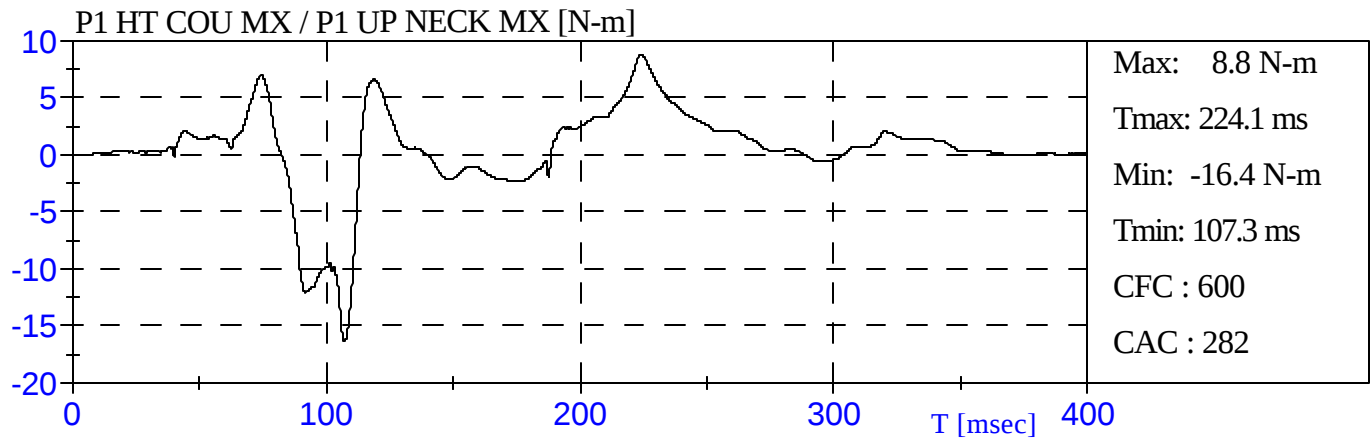


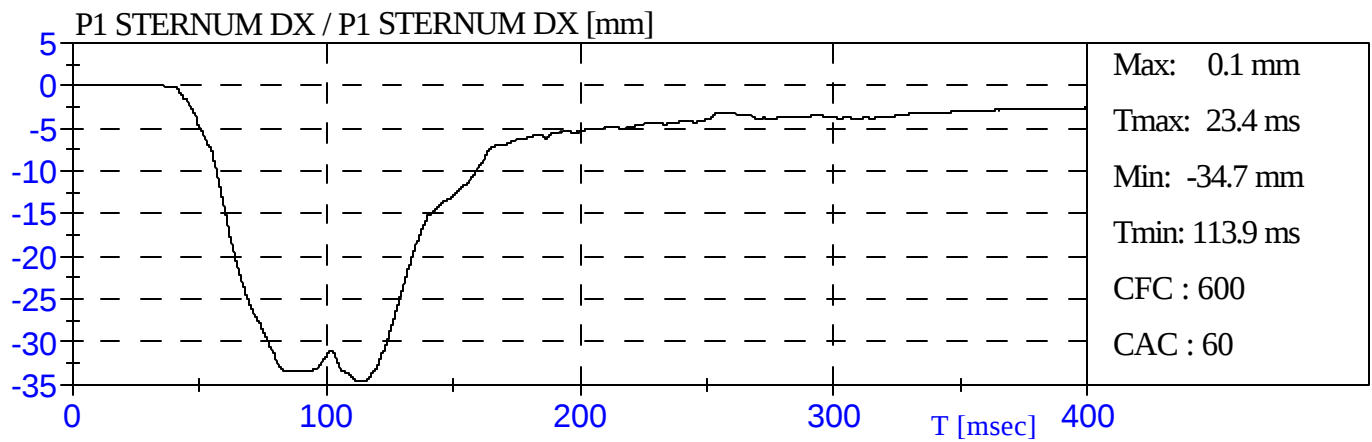


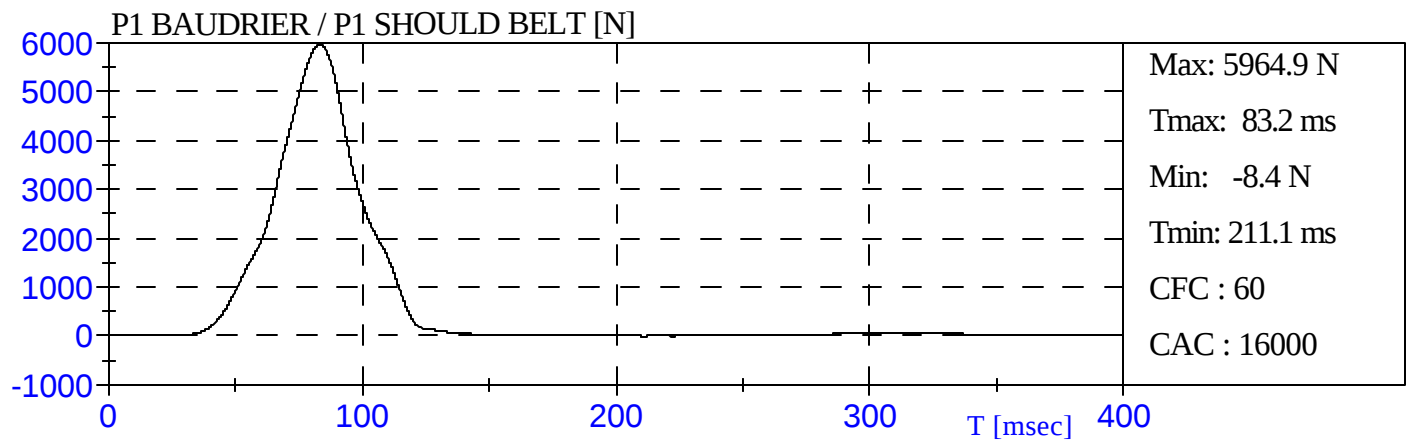


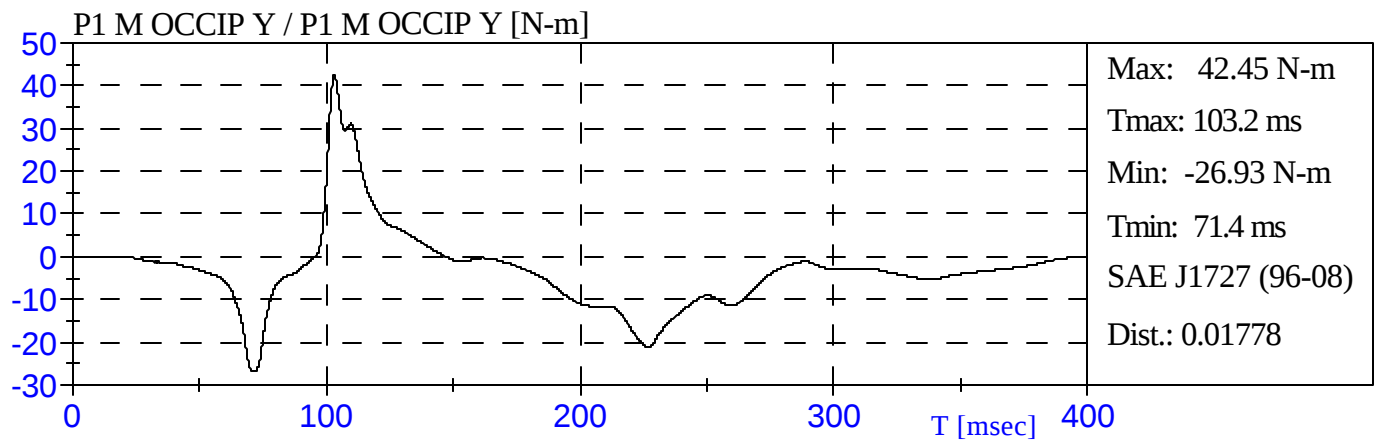


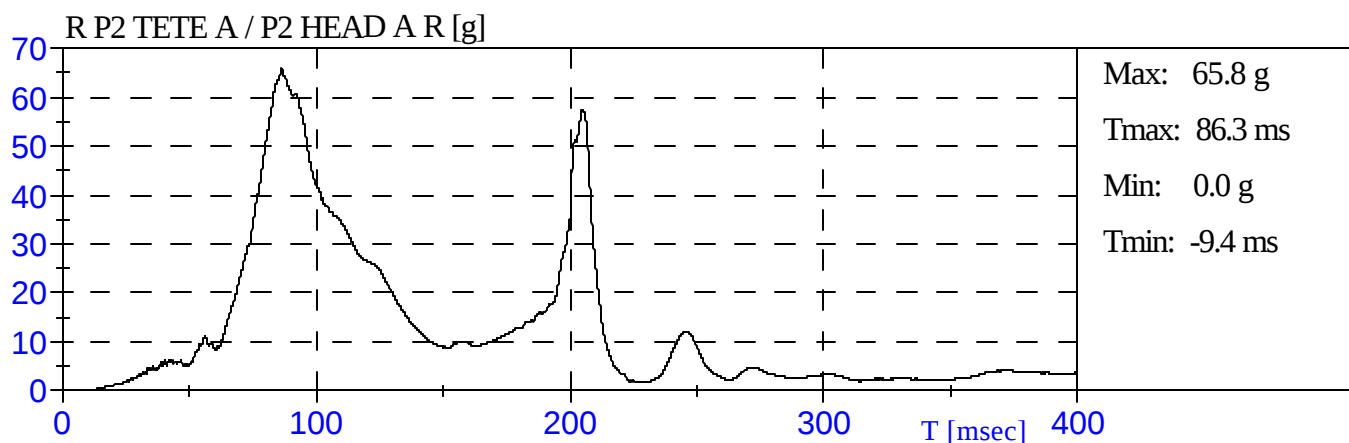
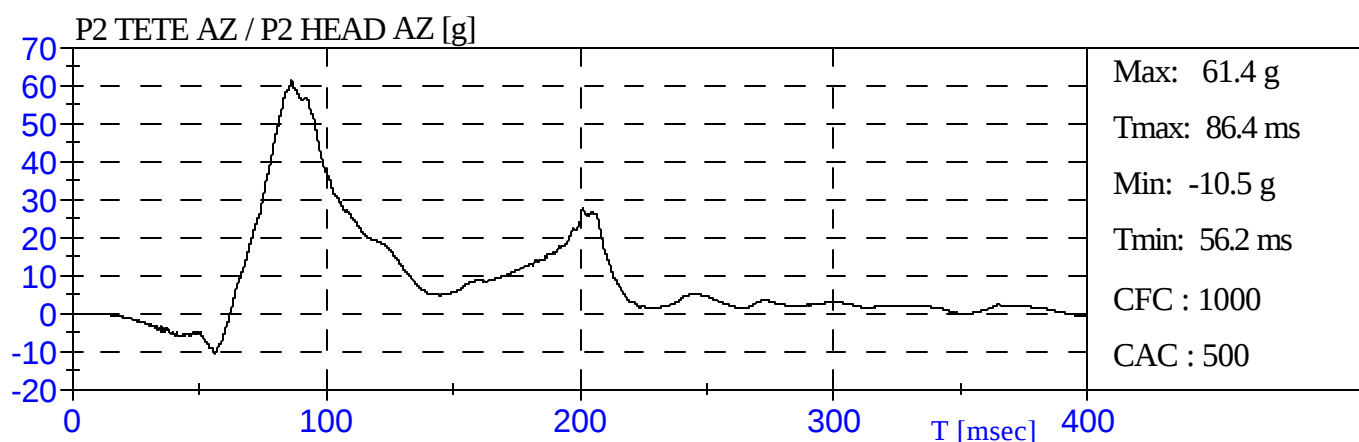
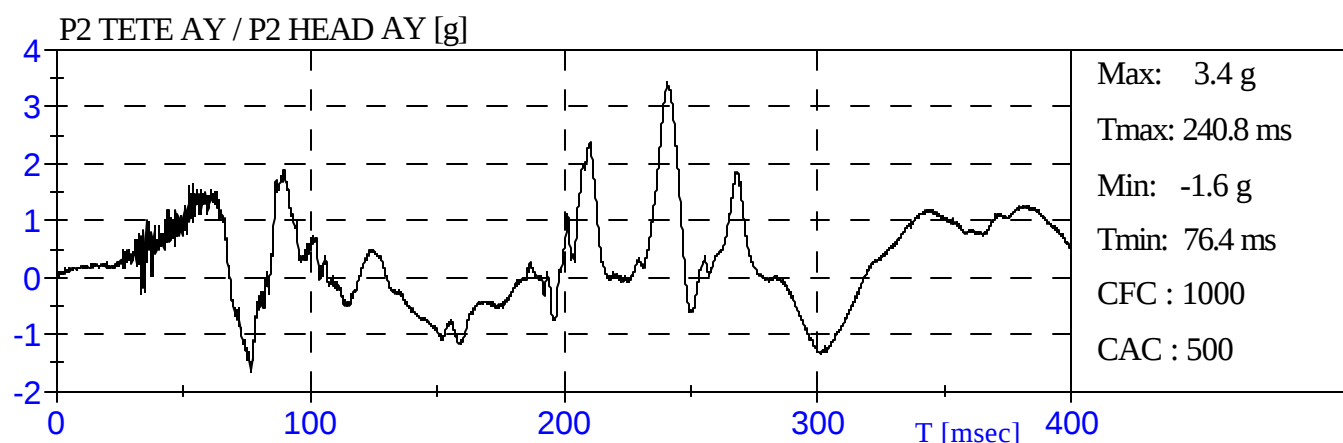
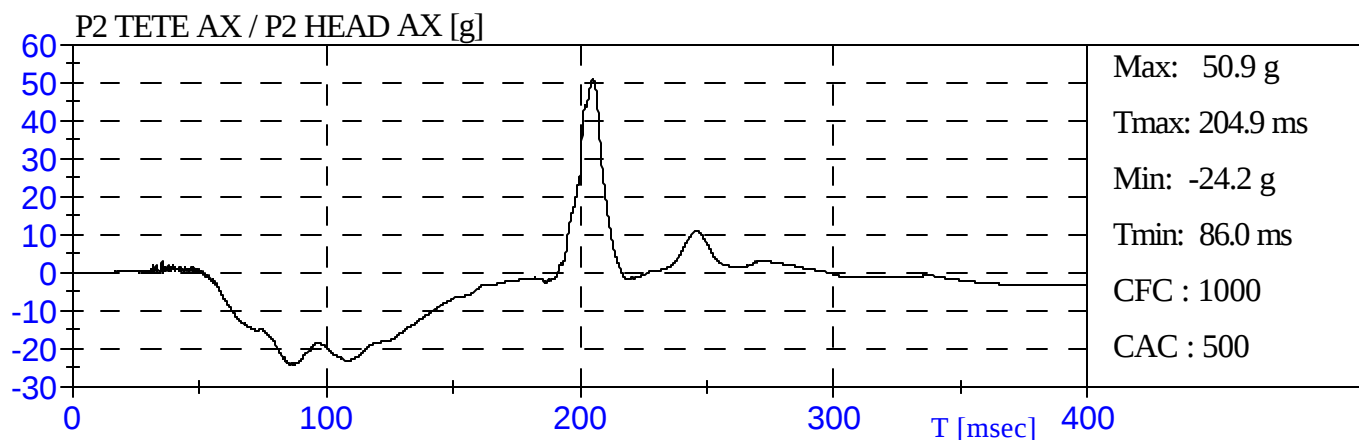


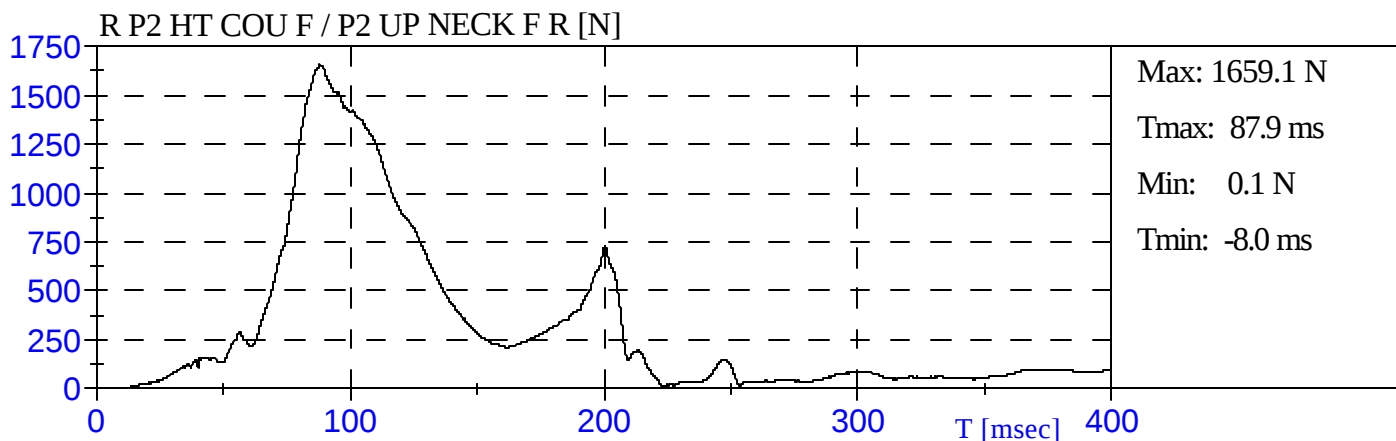
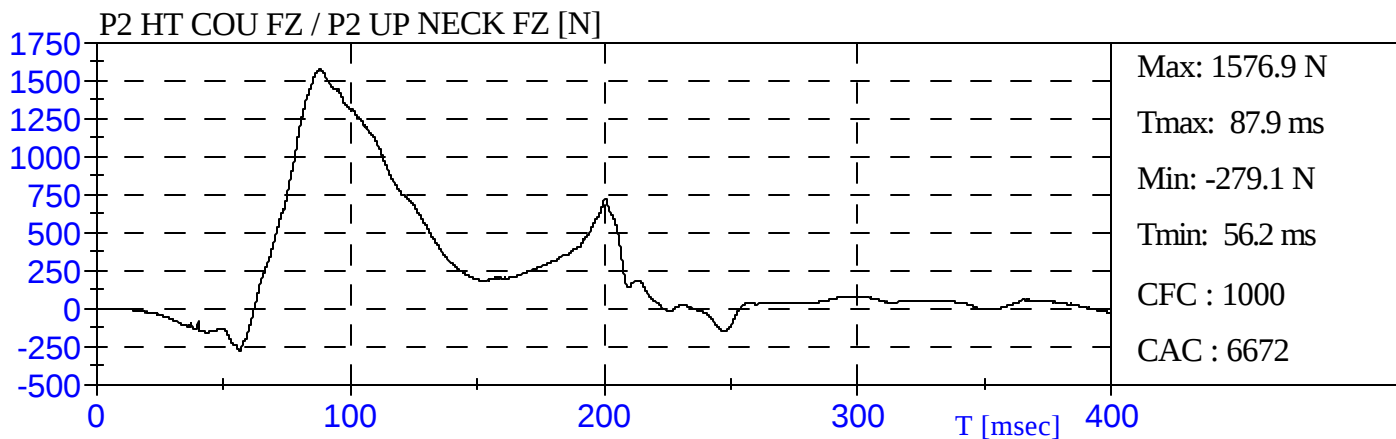
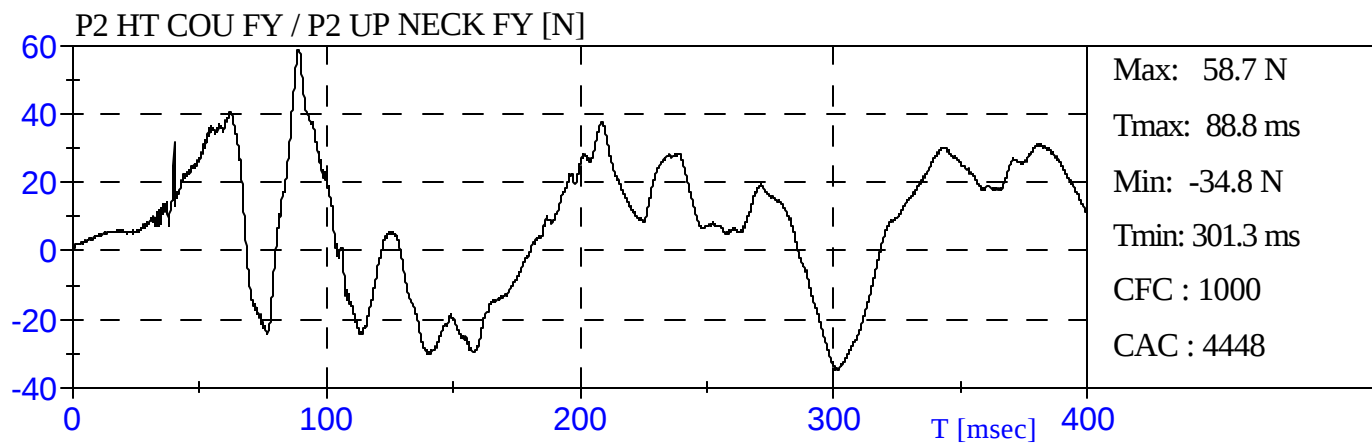
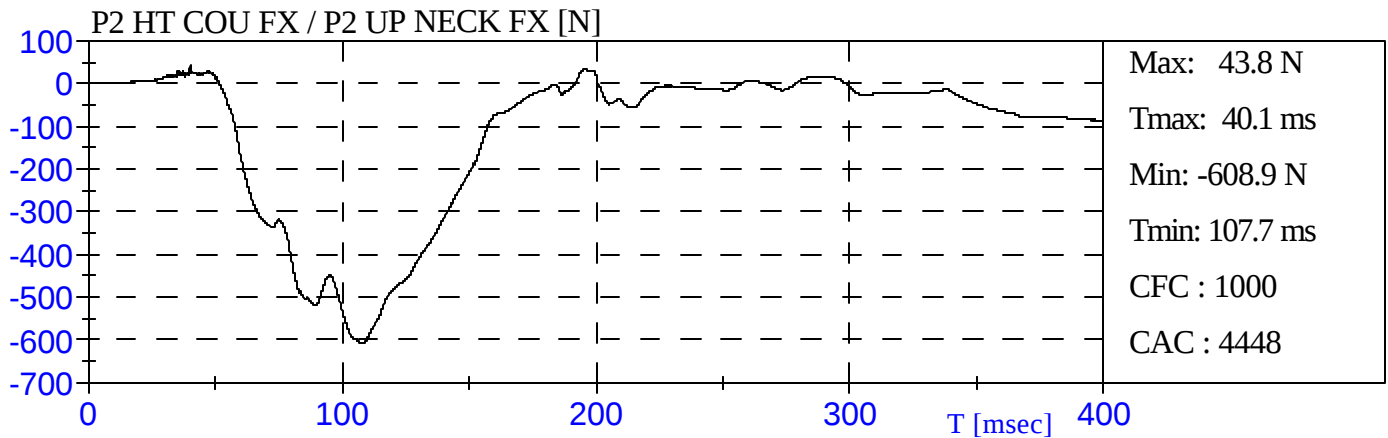


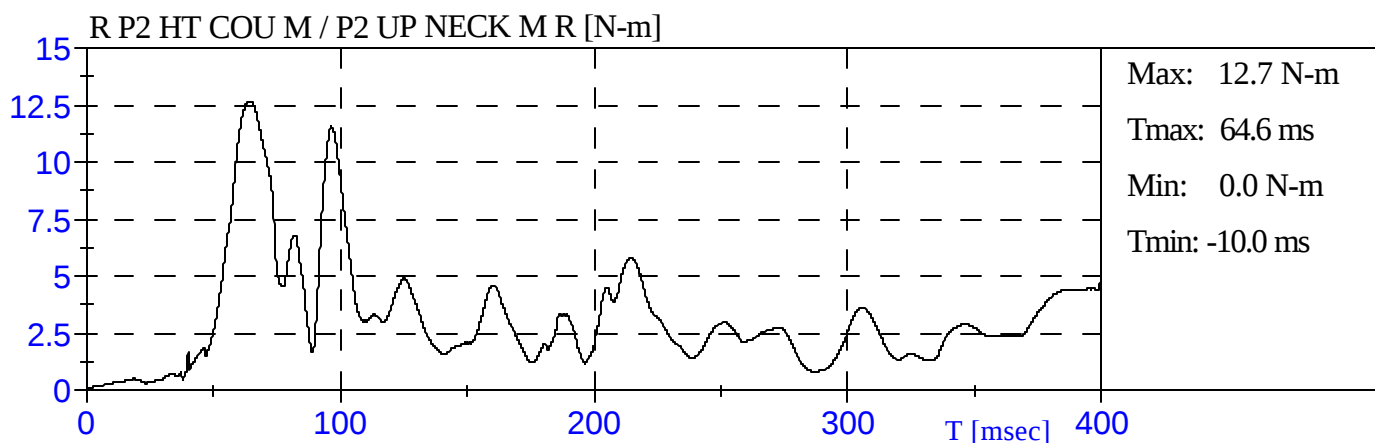
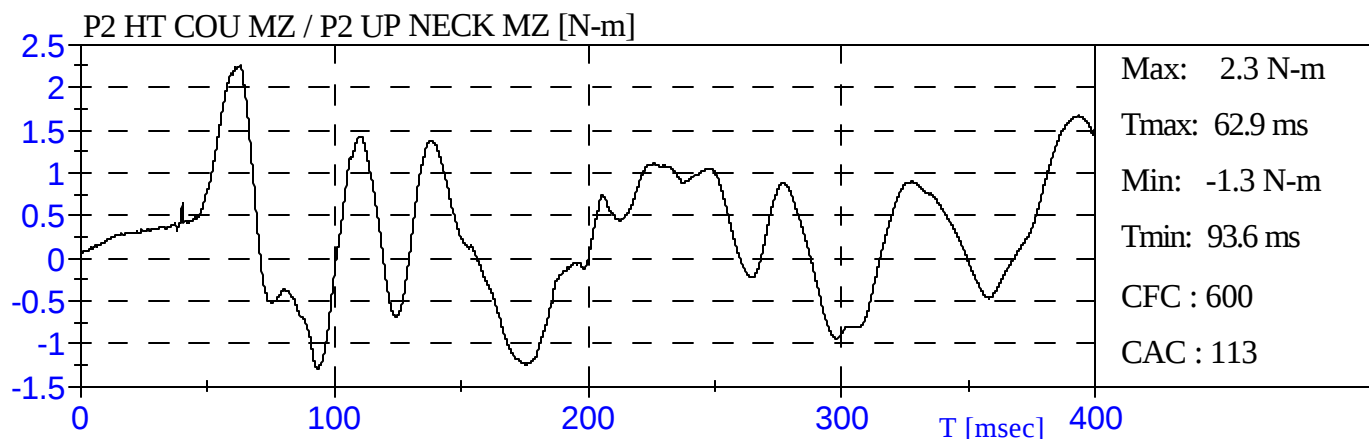
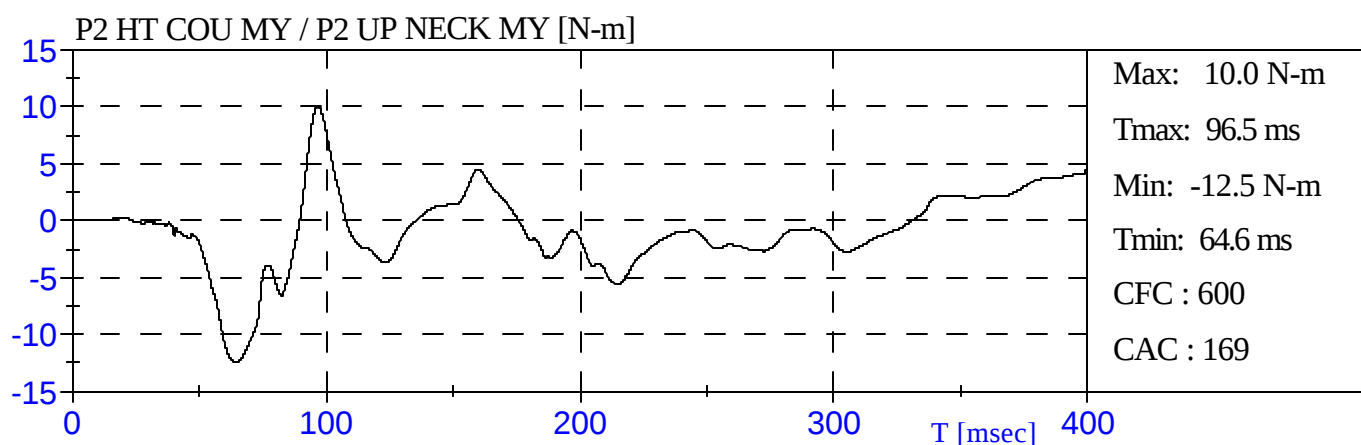
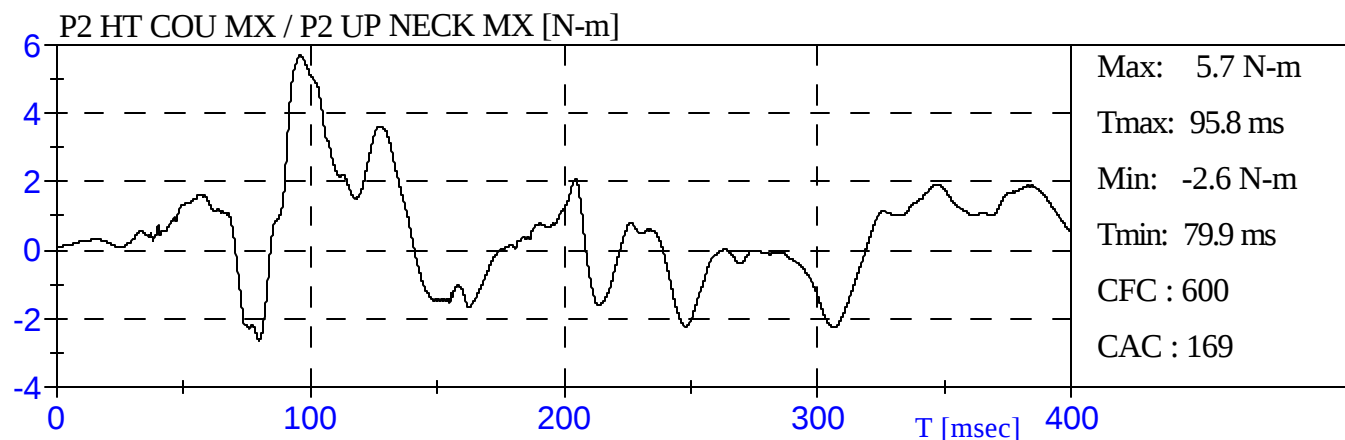


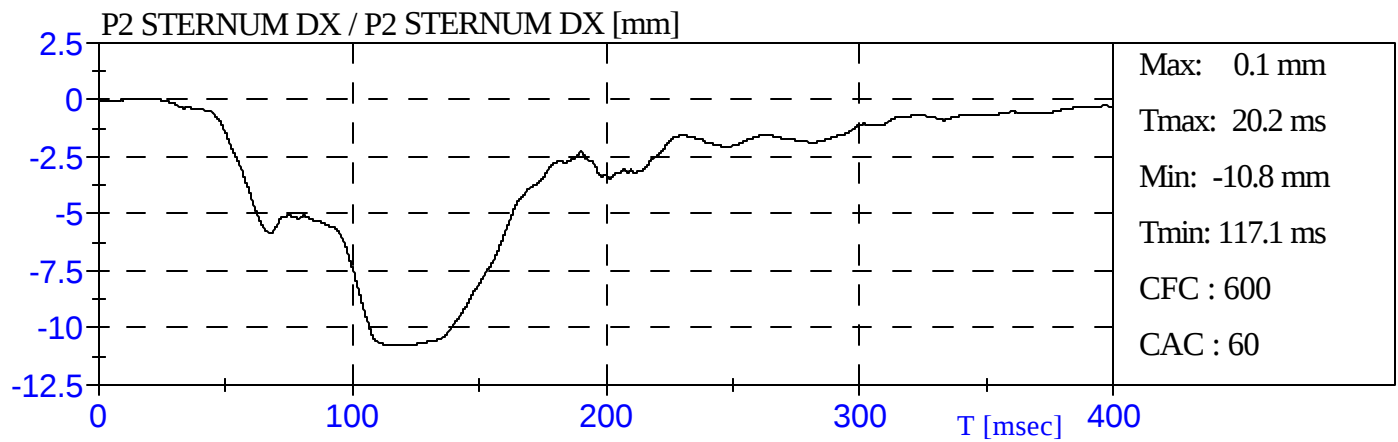


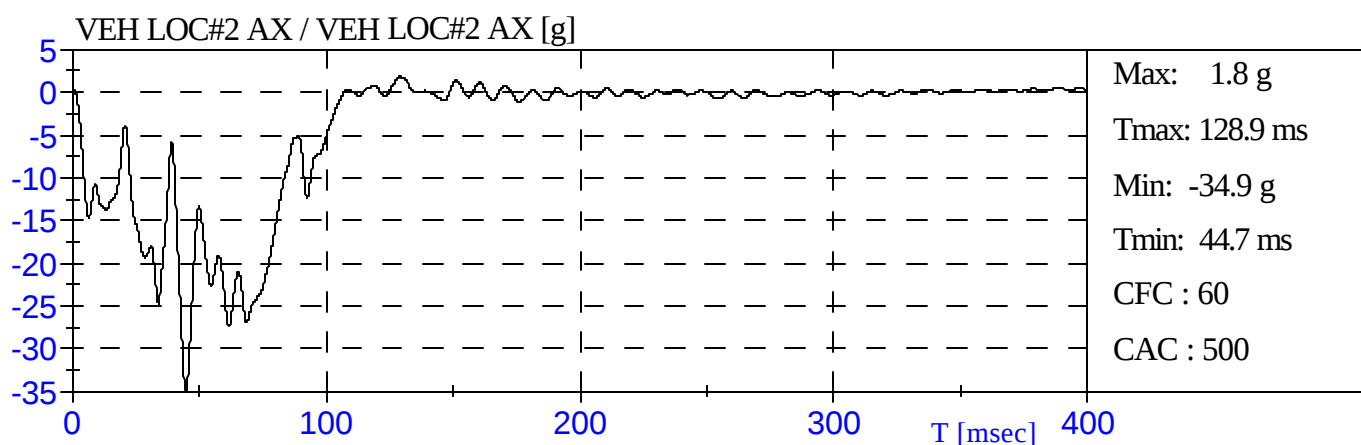
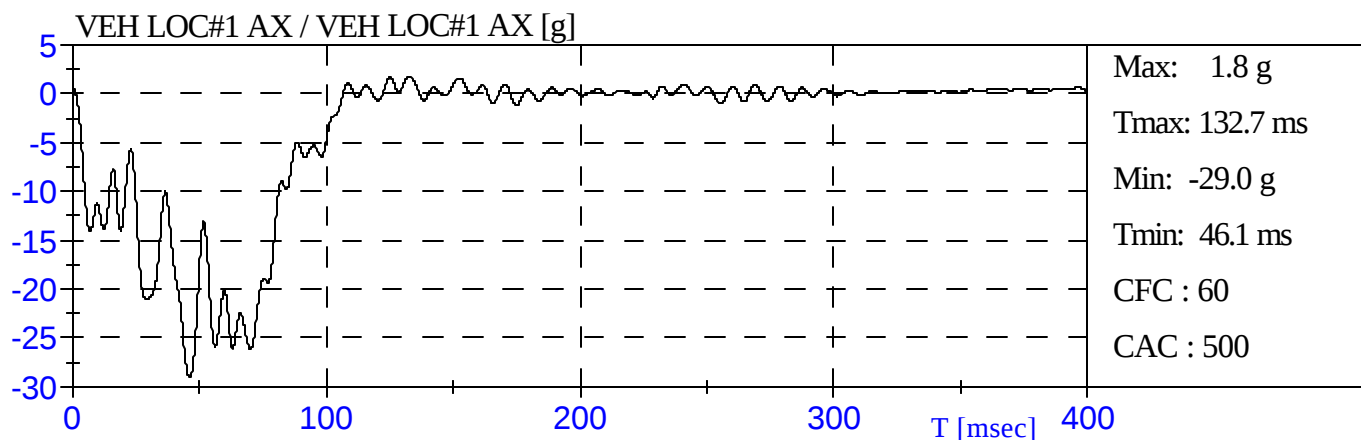


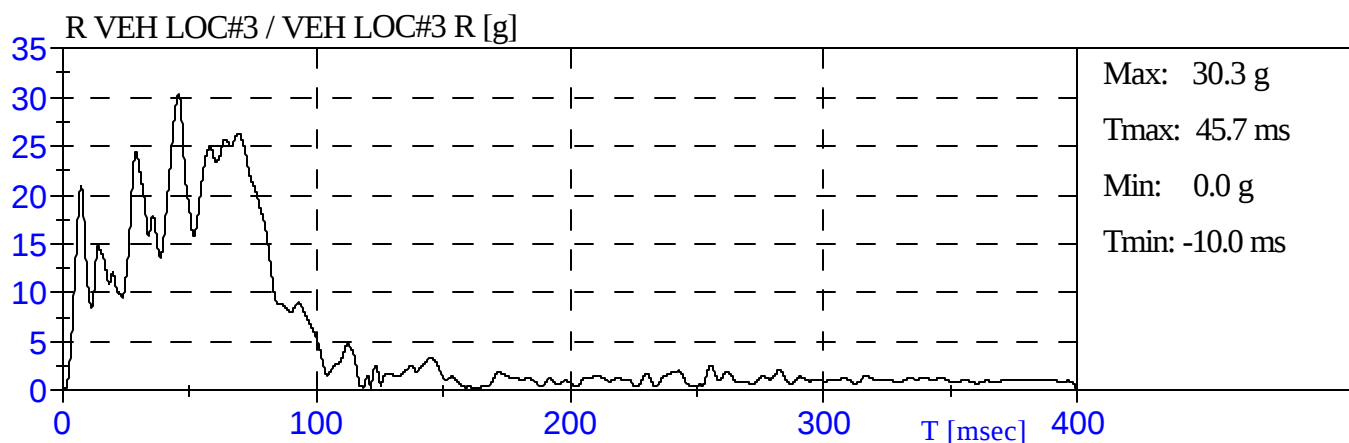
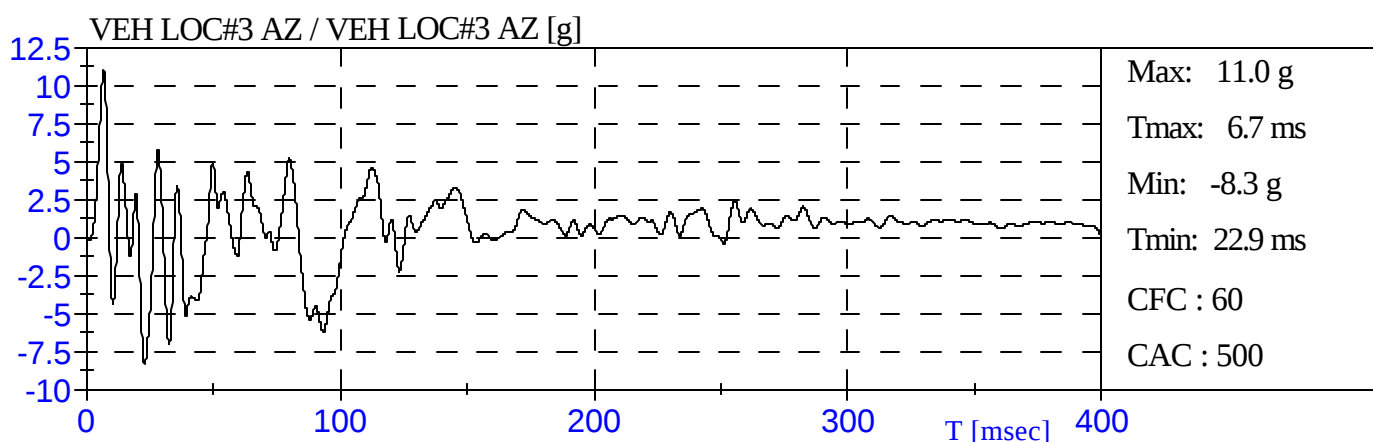
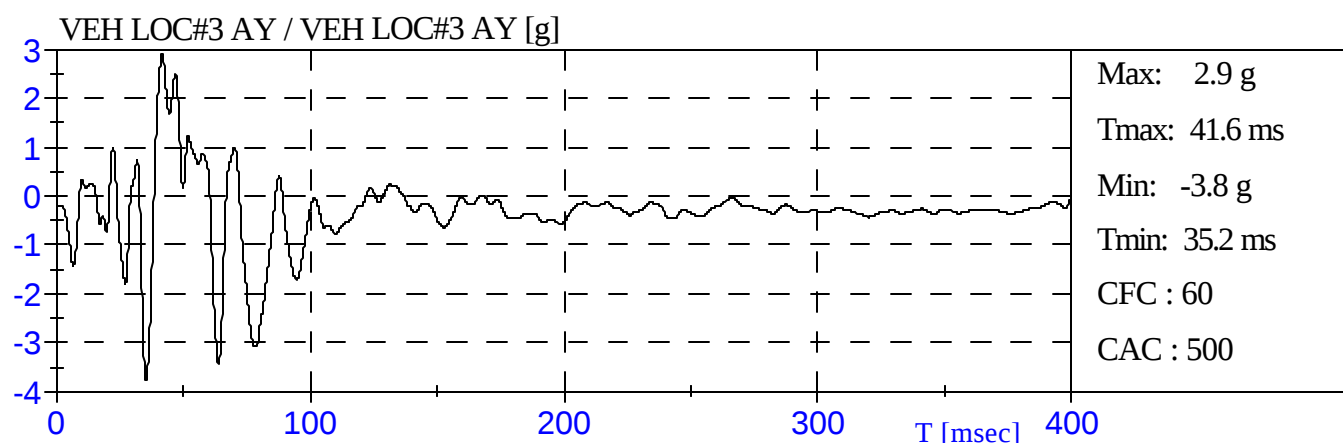
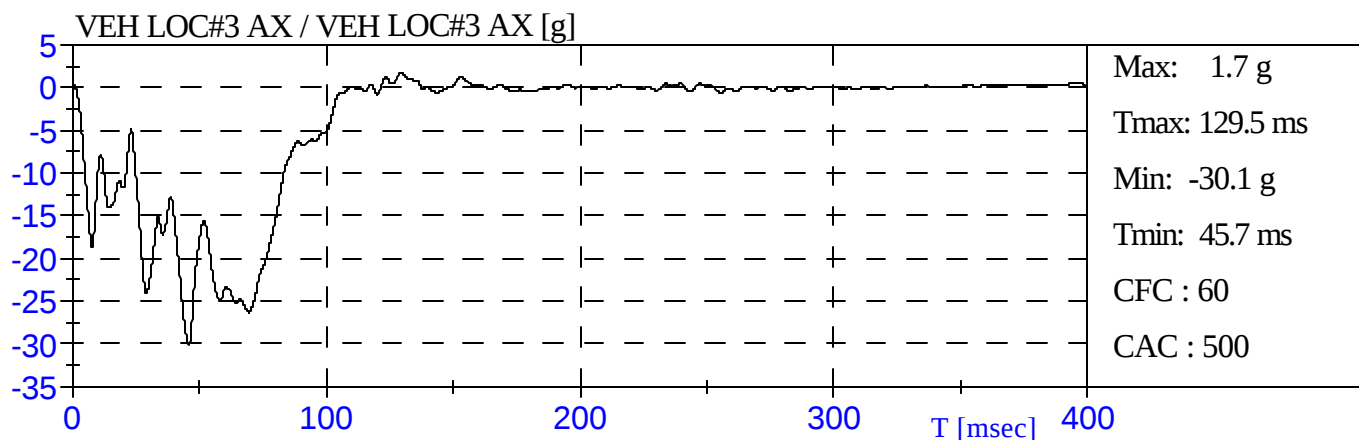


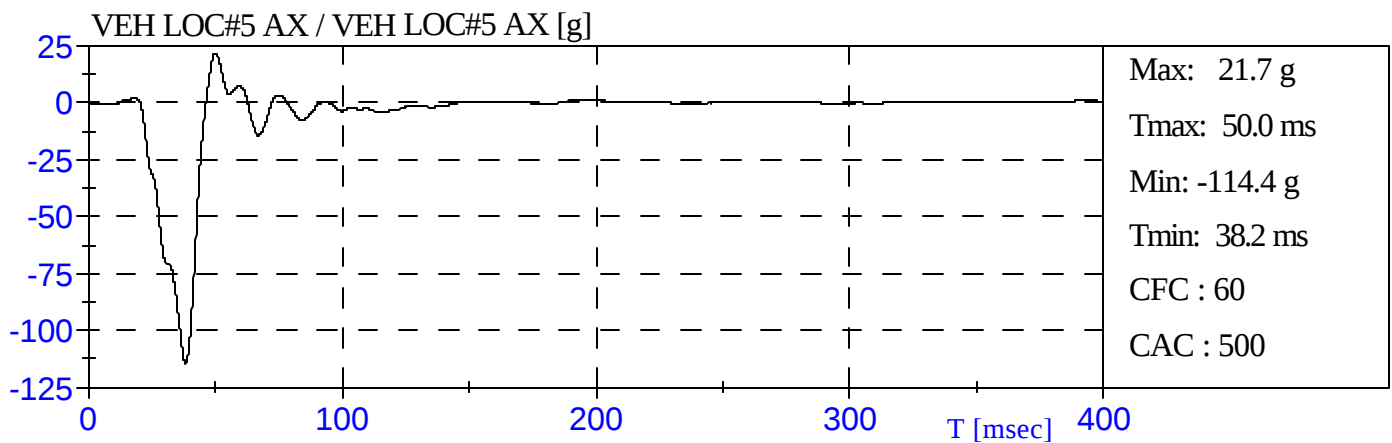
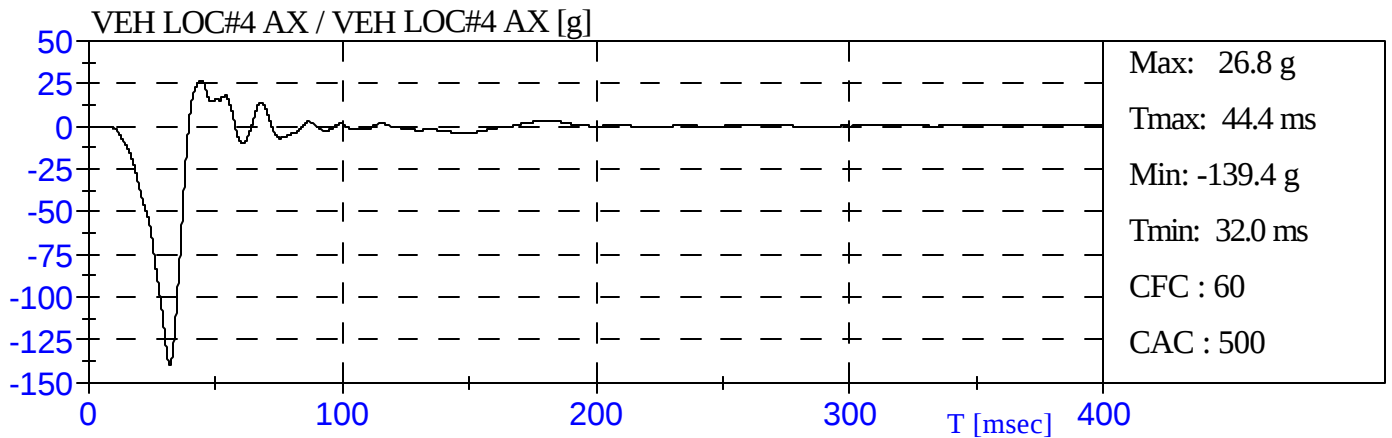


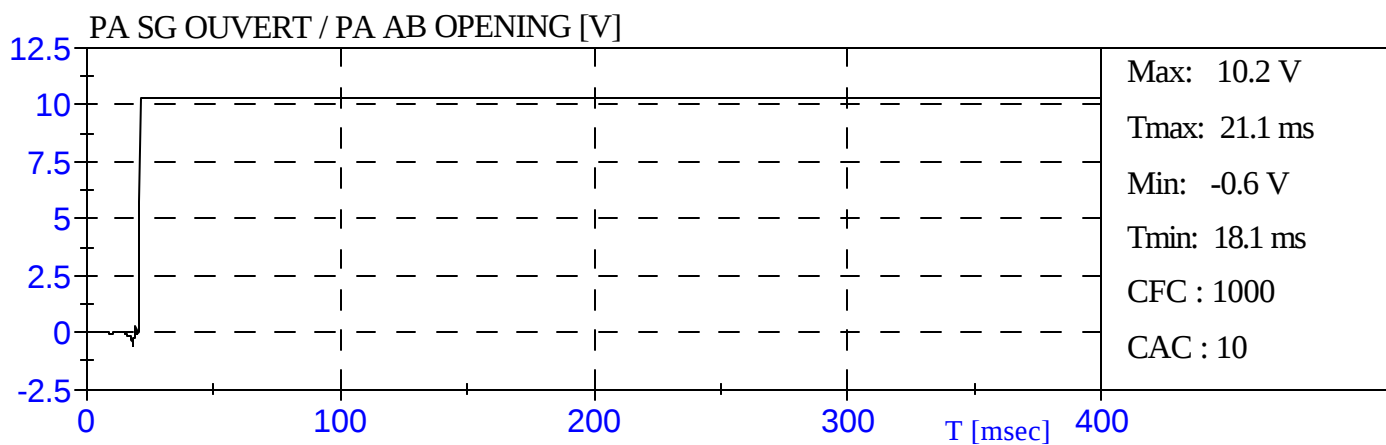
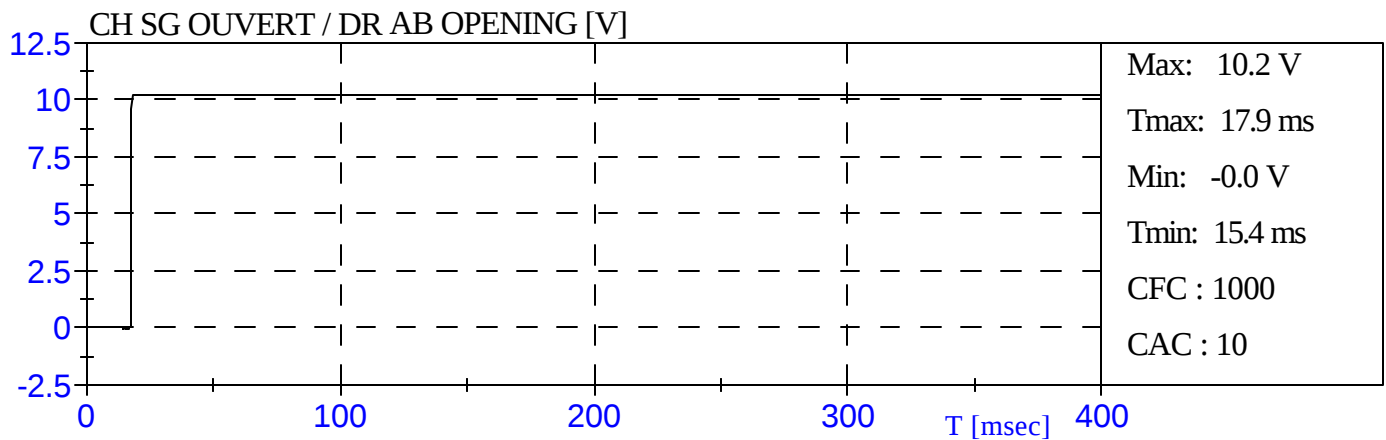


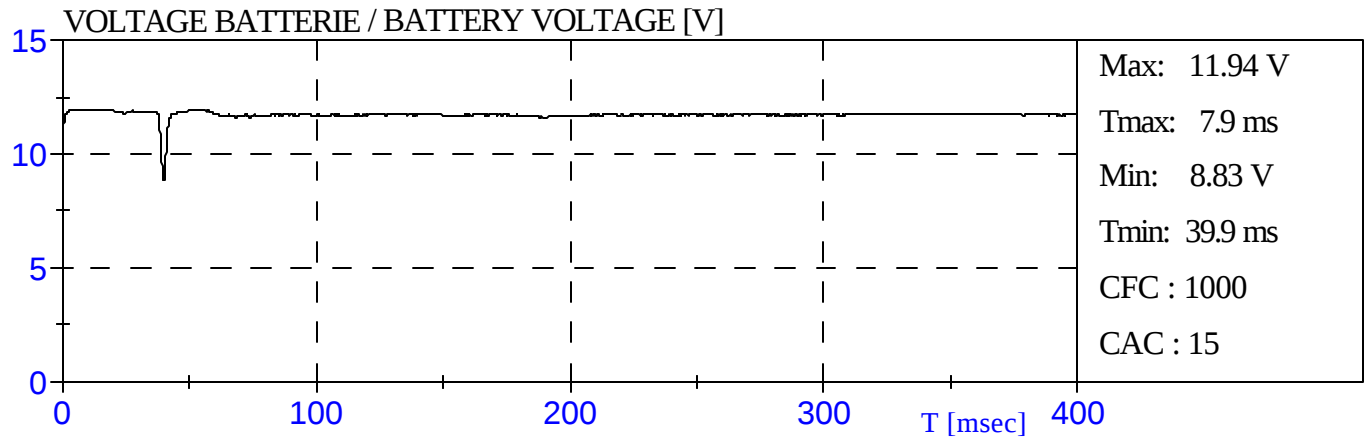


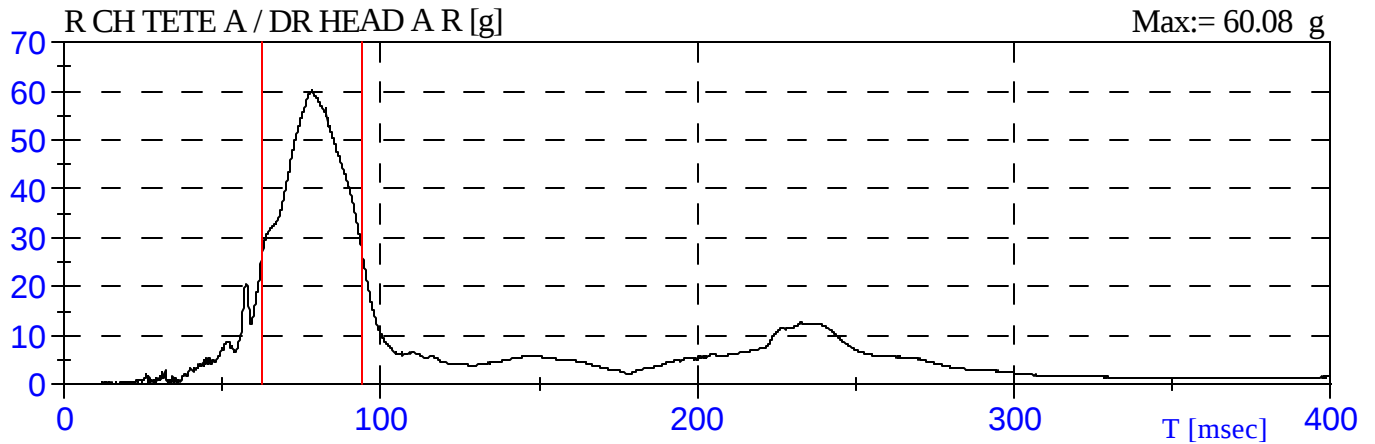










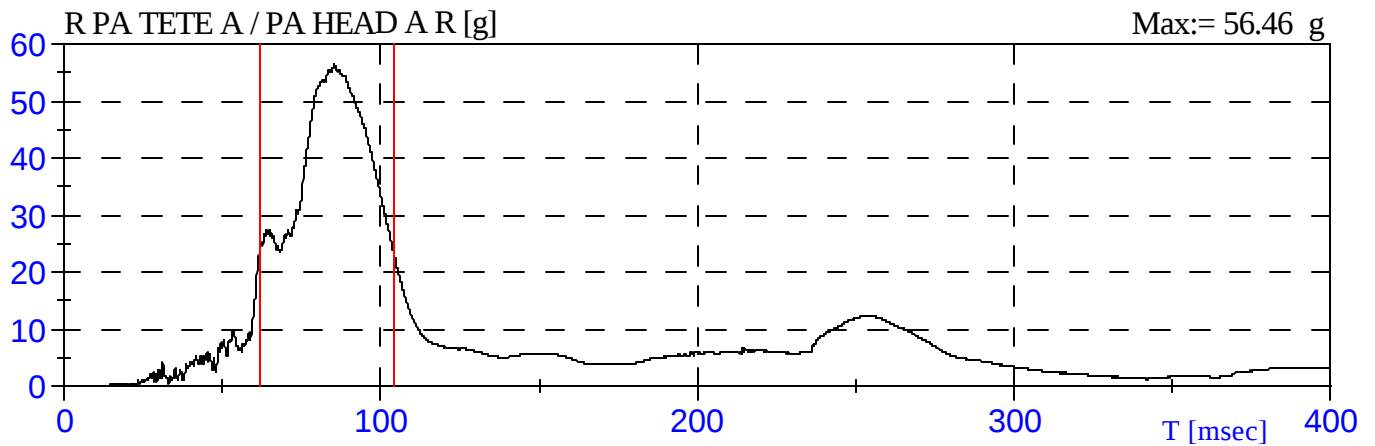


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 429	HIC(36ms):= 429	HIC(15ms):= 327
T1:= 62.7 ms	T1:= 62.7 ms	T1:= 71.8 ms
T2:= 94.1 ms	T2:= 94.1 ms	T2:= 86.8 ms

* Selon / According To: SAE J1727 96-08

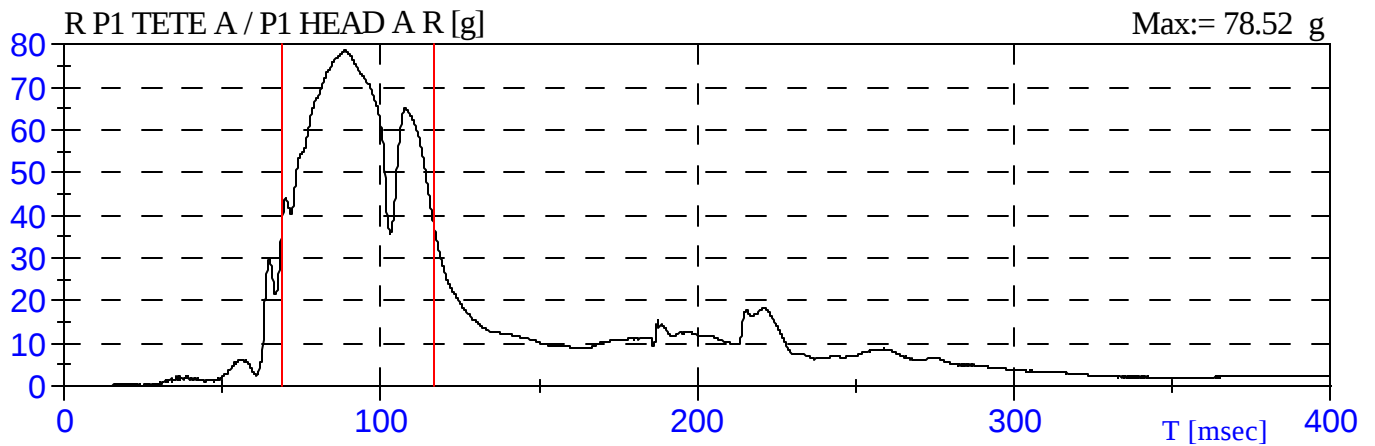


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 419	HIC(36ms):= 415	HIC(15ms):= 307
T1:= 61.8 ms	T1:= 69.5 ms	T1:= 78.4 ms
T2:= 103.9 ms	T2:= 103.0 ms	T2:= 93.4 ms

* Selon / According To: SAE J1727 96-08

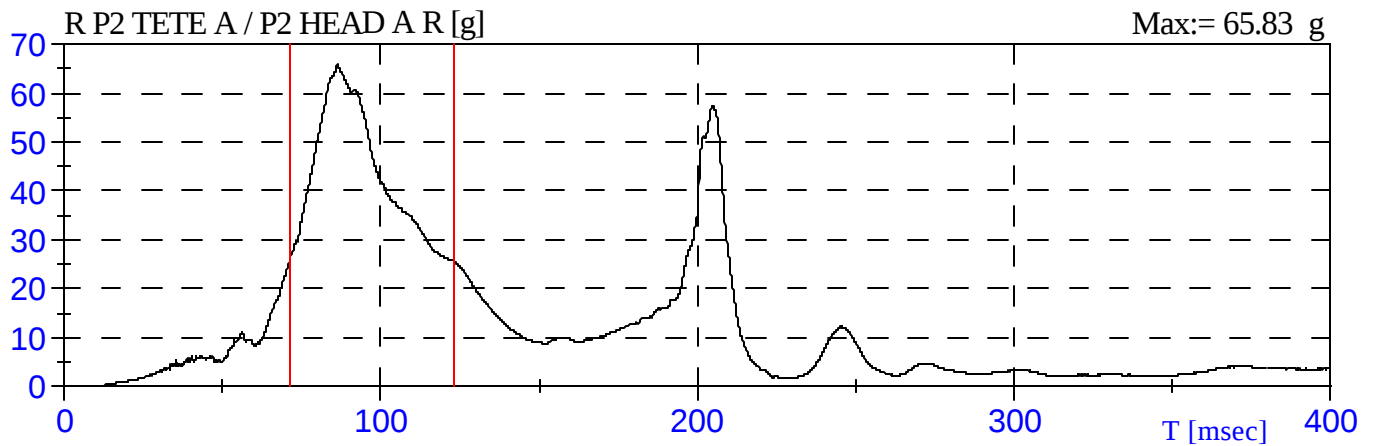


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 1402	HIC(36ms):= 1260	HIC(15ms):= 730
T1:= 68.8 ms	T1:= 76.5 ms	T1:= 81.5 ms
T2:= 117.0 ms	T2:= 112.5 ms	T2:= 96.5 ms

* Selon / According To: SAE J1727 96-08

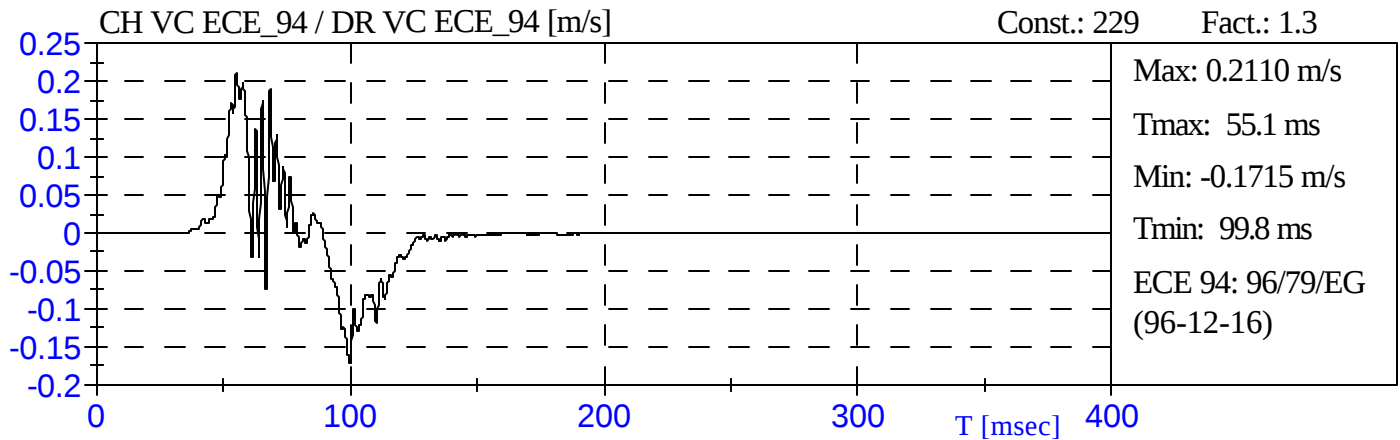
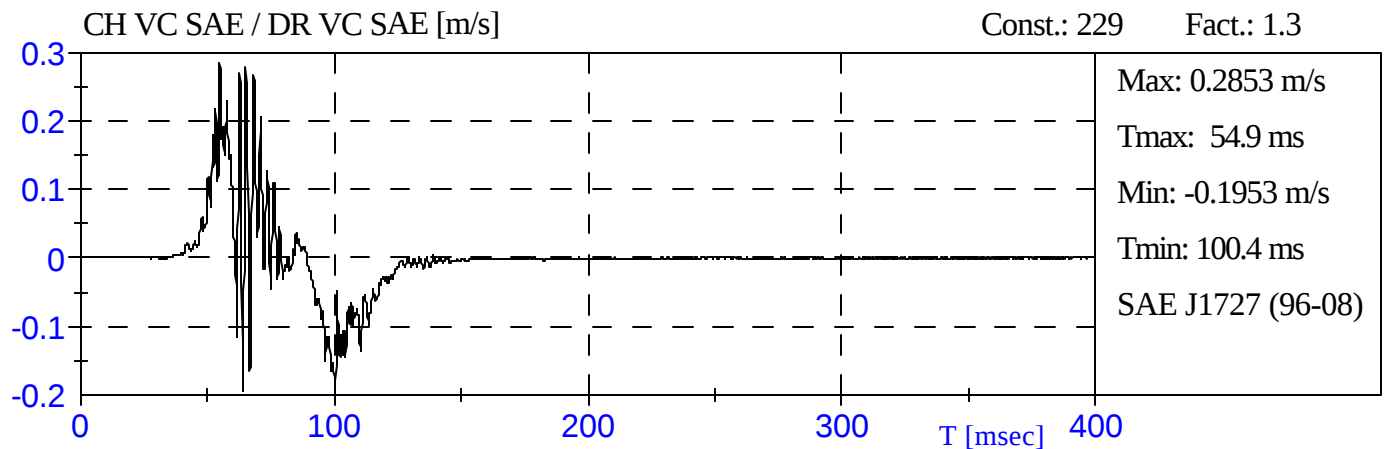
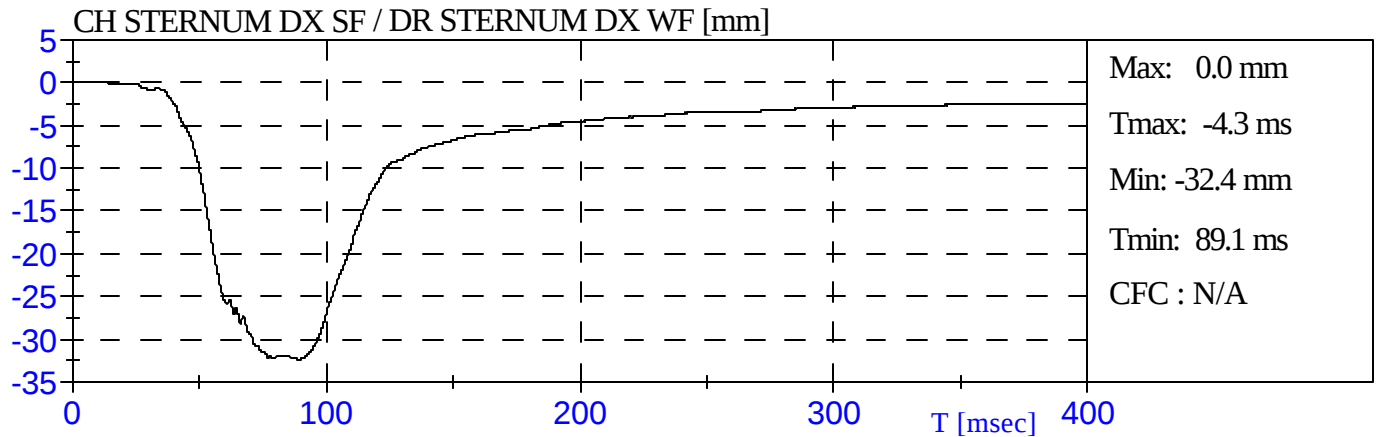


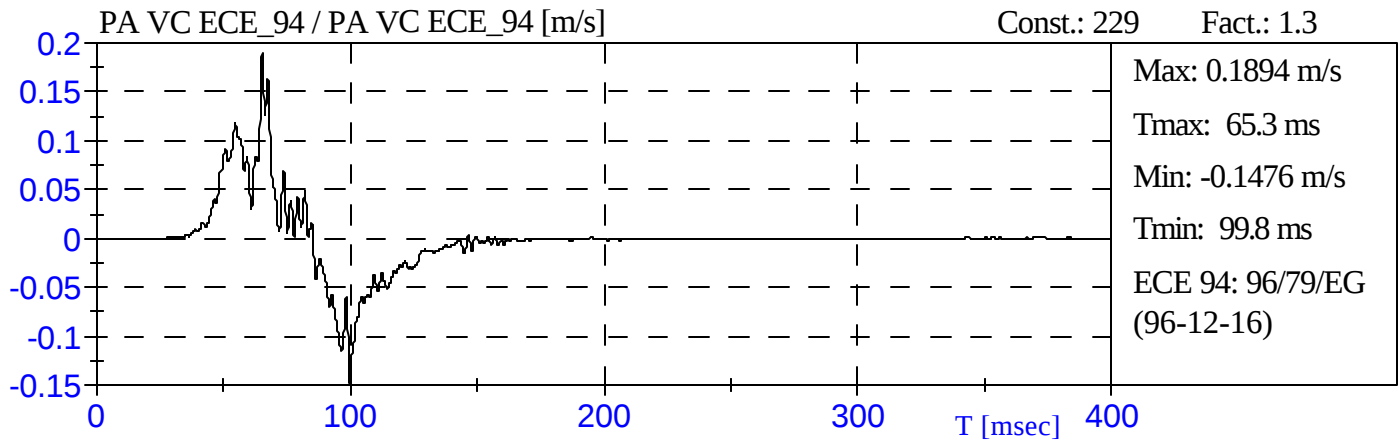
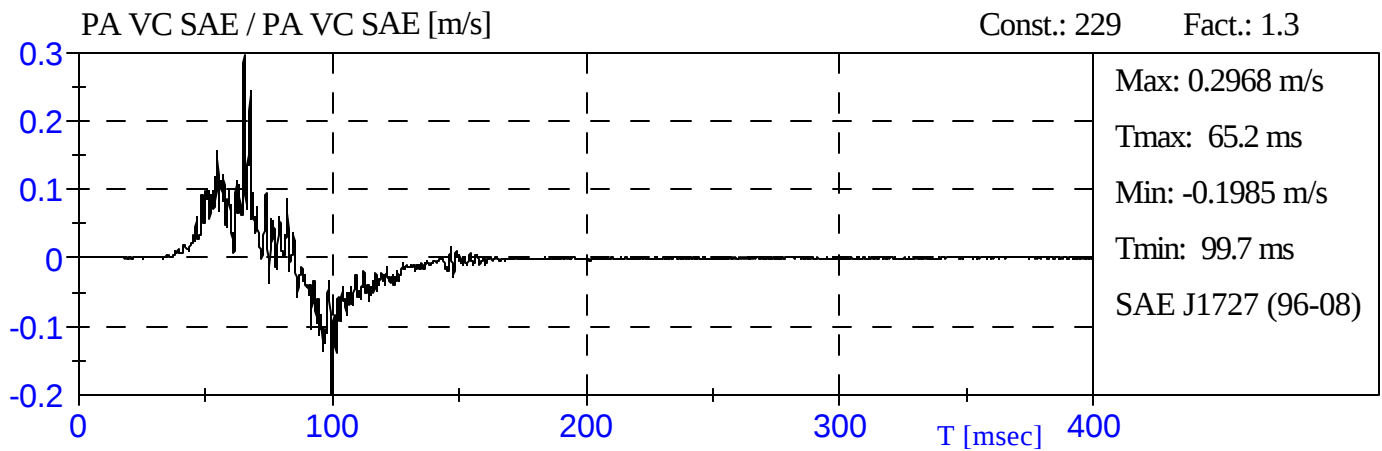
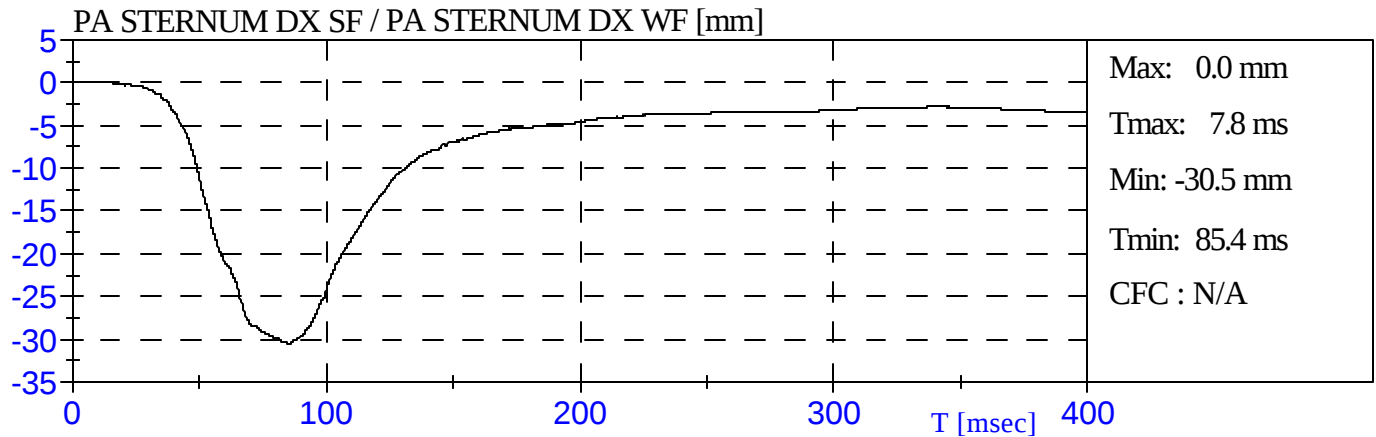
HEAD INJURY CRITERIA (HIC) *

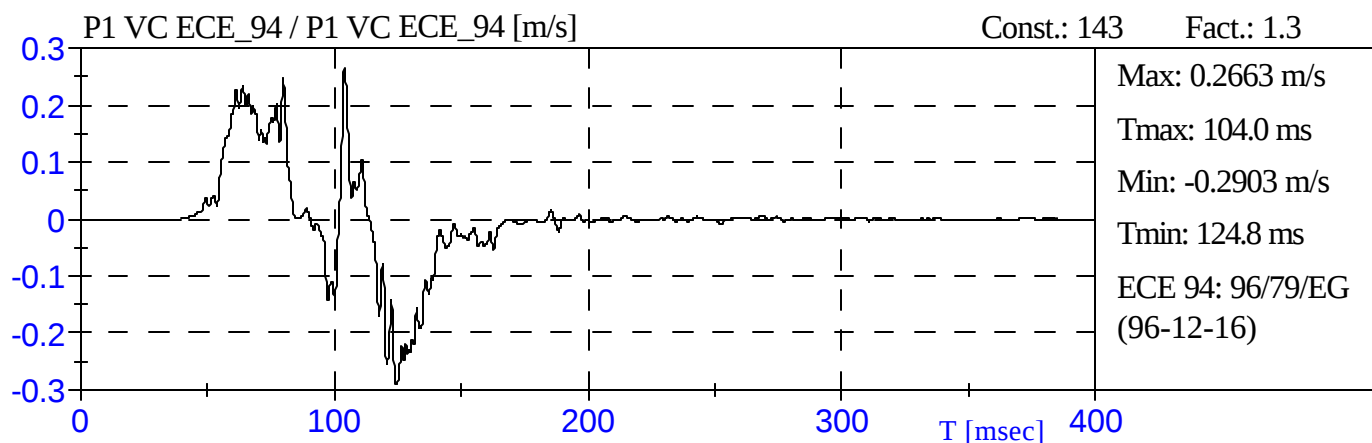
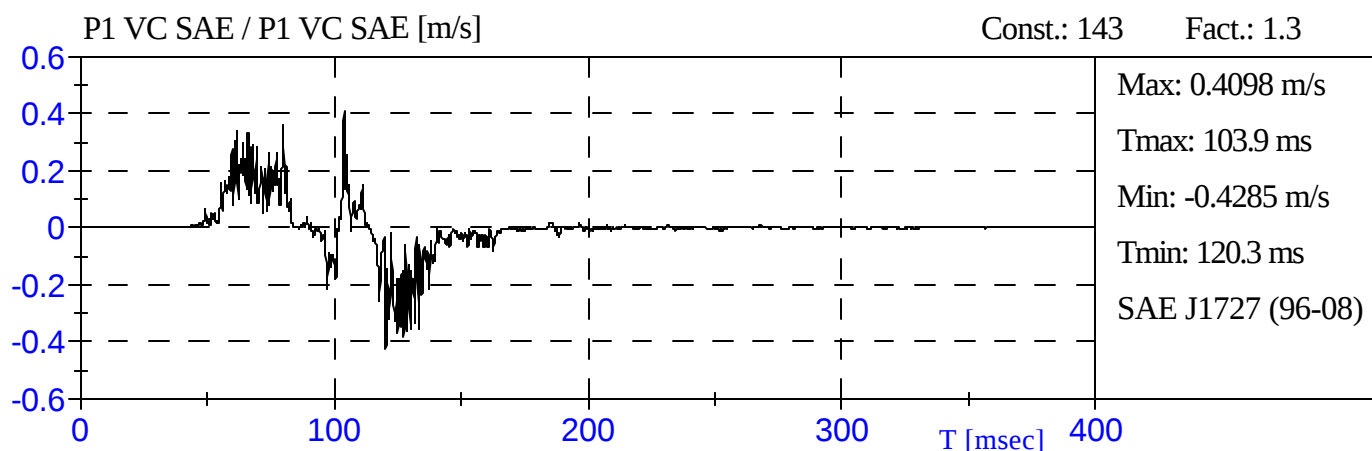
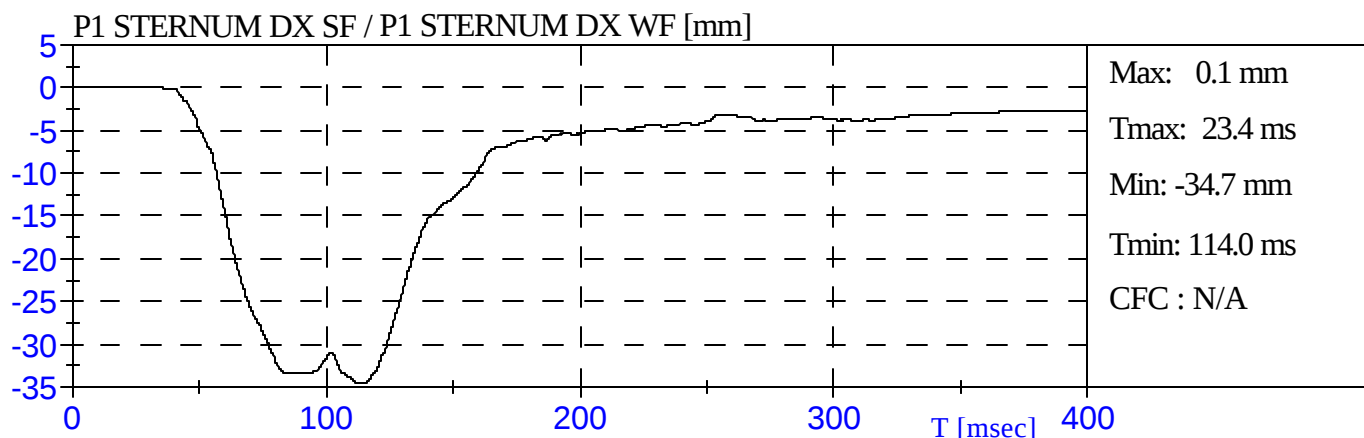
CRITÈRE DE BLESSURE DE LA TÊTE

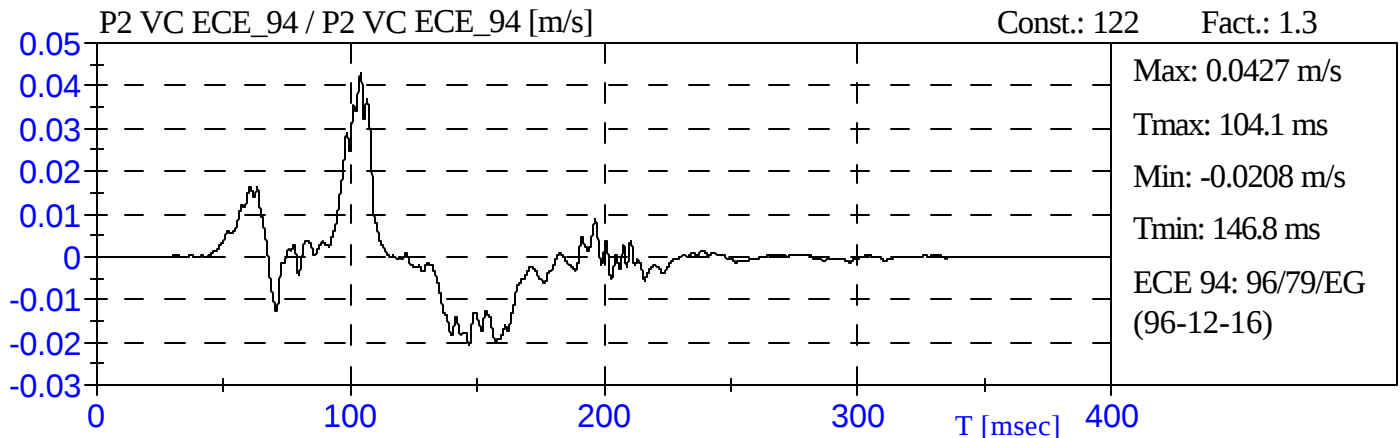
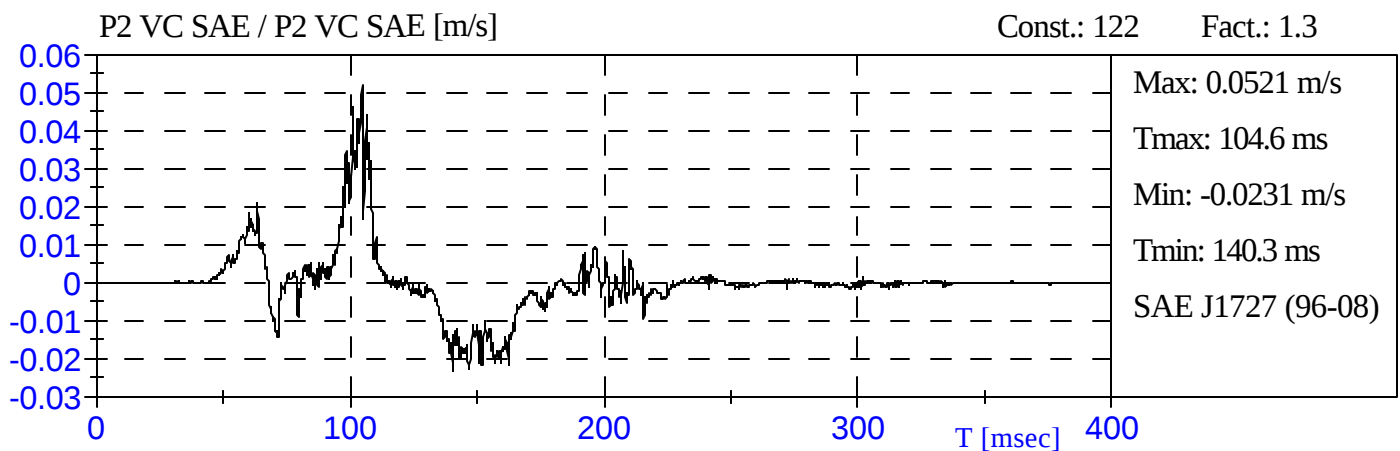
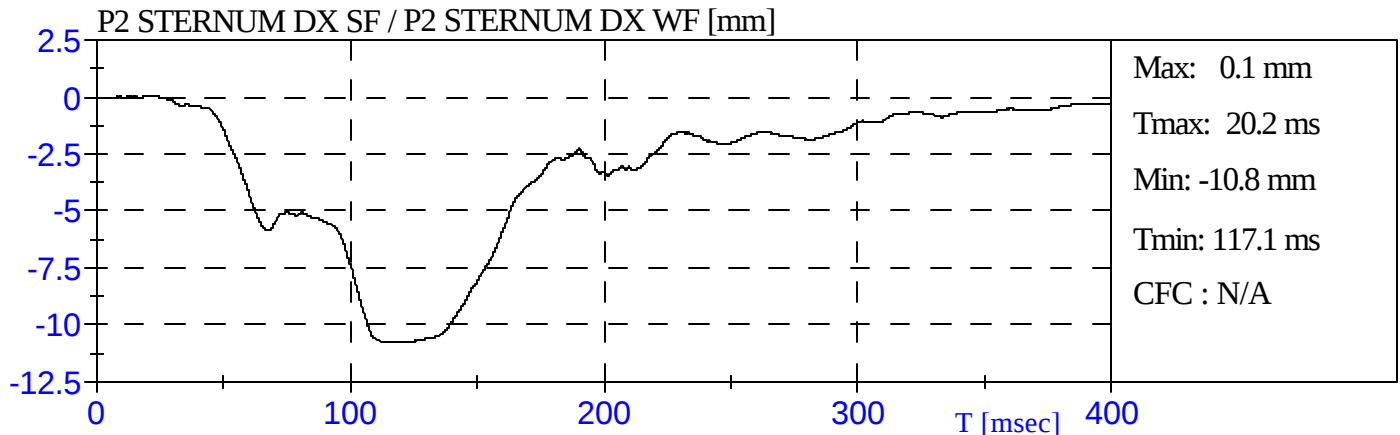
HIC:= 617	HIC(36ms):= 600	HIC(15ms):= 424
T1:= 71.1 ms	T1:= 74.8 ms	T1:= 80.7 ms
T2:= 123.3 ms	T2:= 110.8 ms	T2:= 95.7 ms

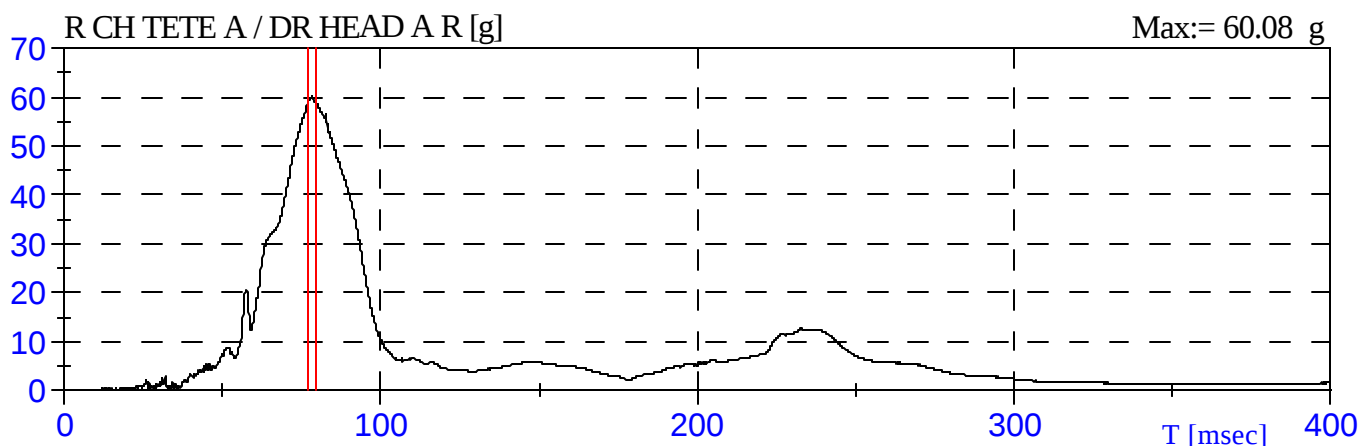
* Selon / According To: SAE J1727 96-08





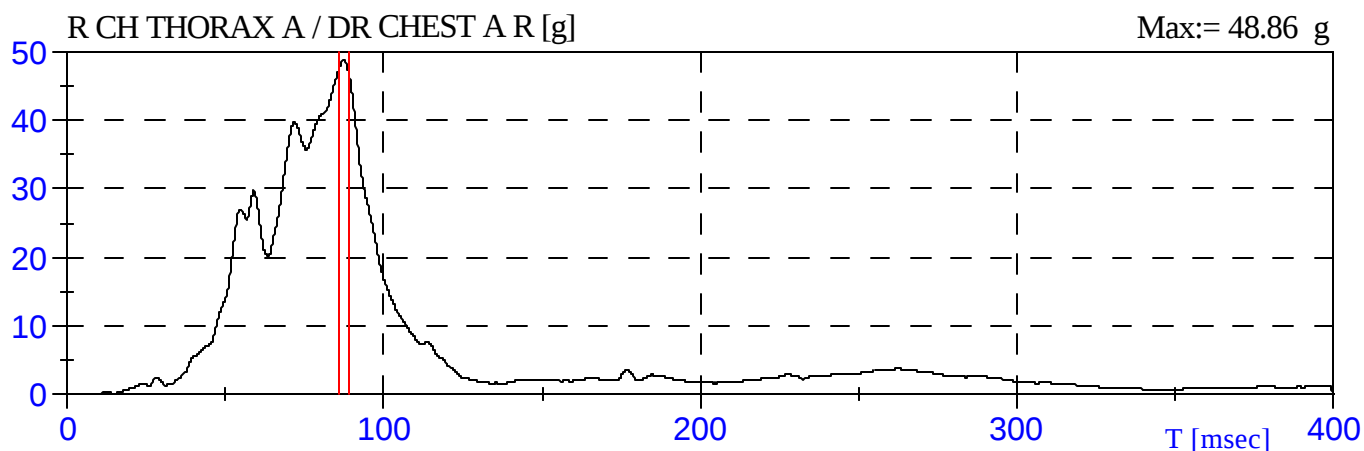






CLIP 3ms *

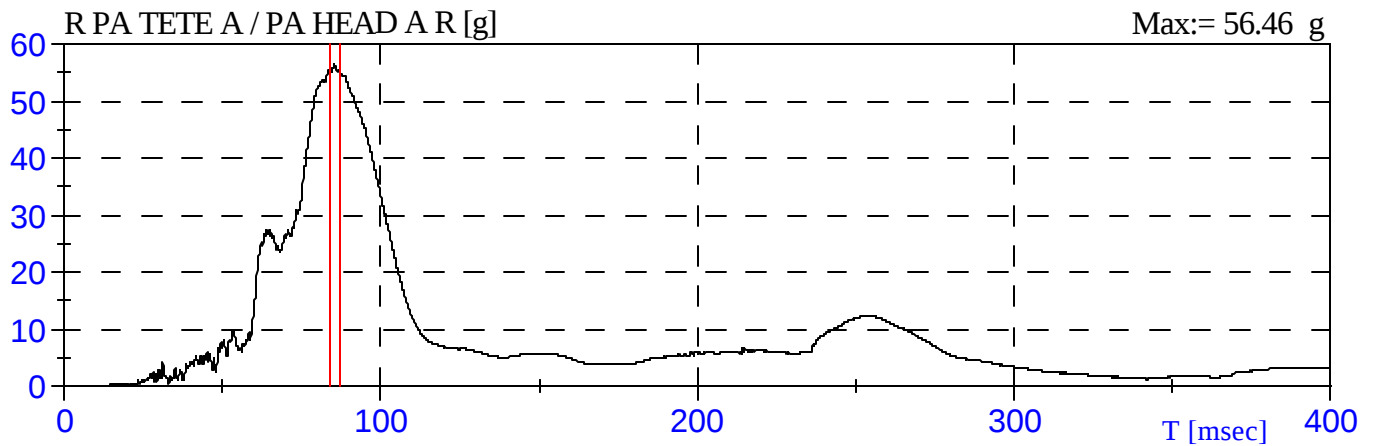
Acc. := 58.55 g	T1:= 76.8 ms	T2:= 79.8 ms
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CLIP 3ms *

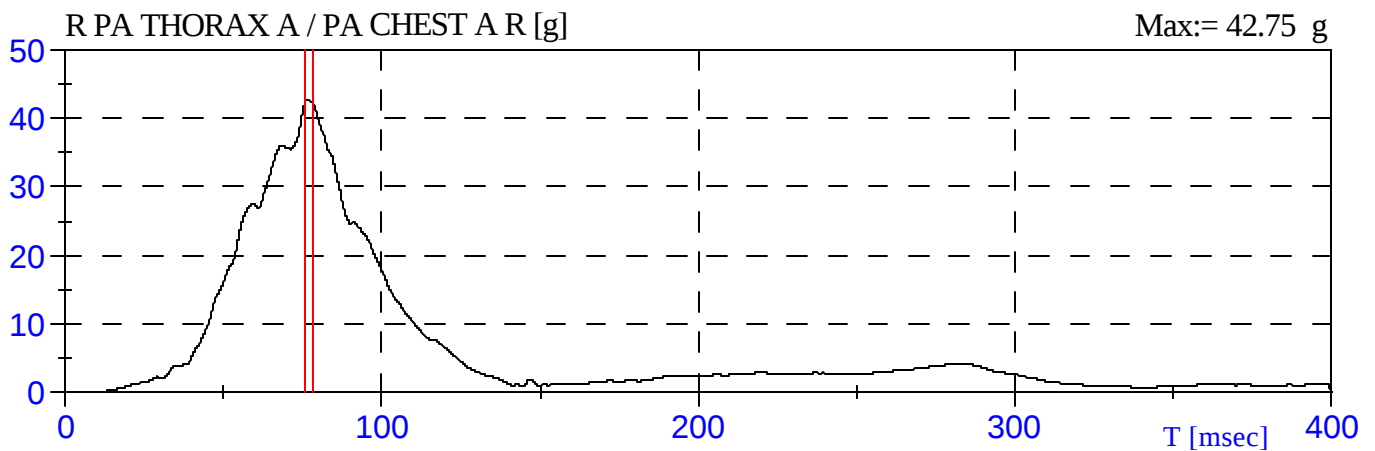
Acc. := 47.35 g	T1:= 85.8 ms	T2:= 88.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 55.06 g	T1:= 84.1 ms	T2:= 87.1 ms
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CLIP 3ms *

Acc. := 42.02 g	T1:= 75.6 ms	T2:= 78.6 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	0.402	0.375
BAS / LOWER	0.444	0.243

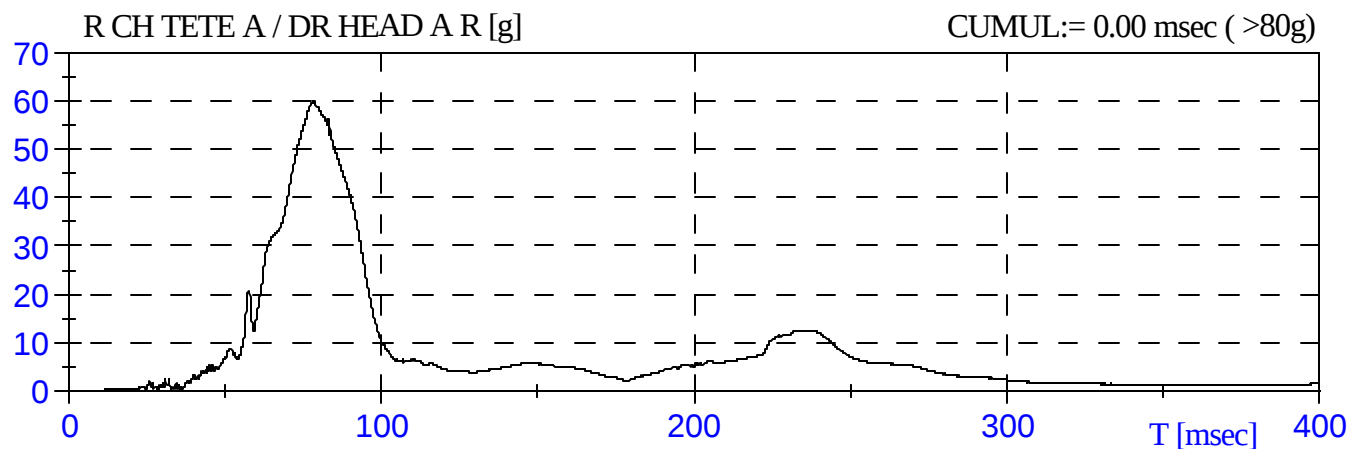
TI Passenger / Passenger

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

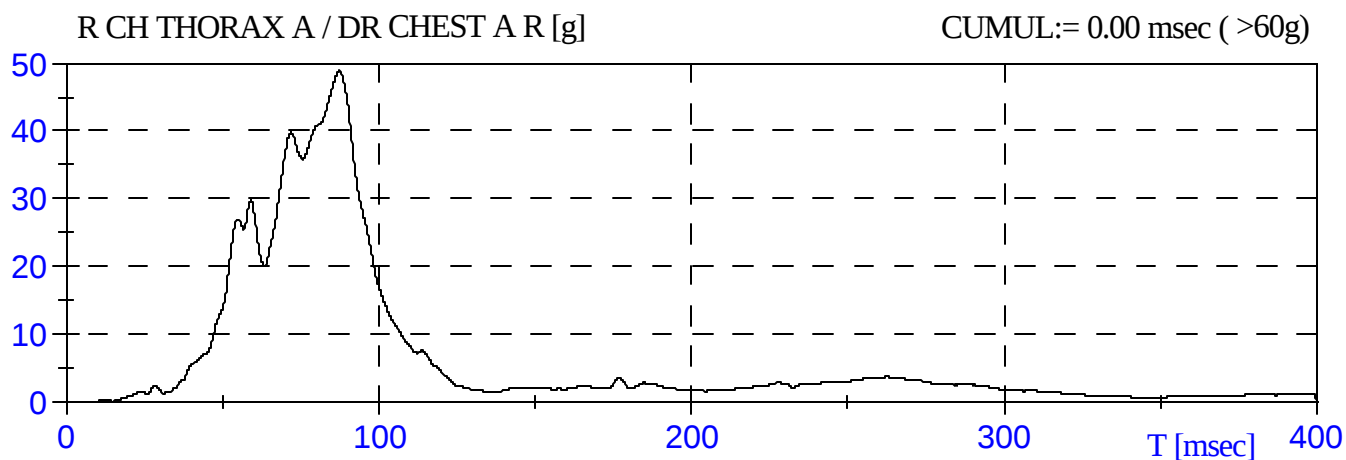
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.519	0.472
BAS / LOWER	0.269	0.249

* Selon / According To: SAE J1727 AUG 96

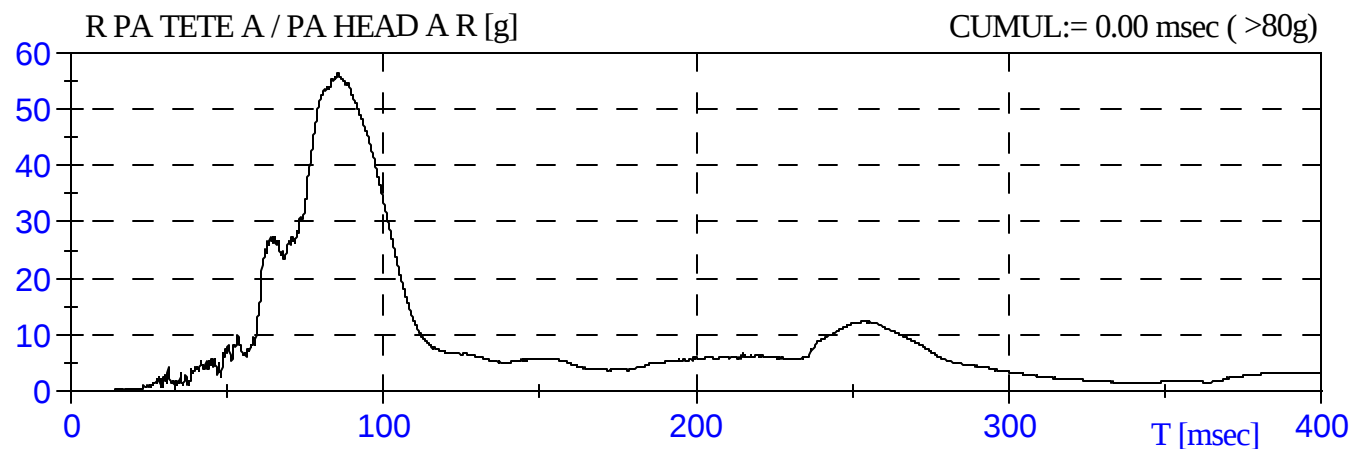
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



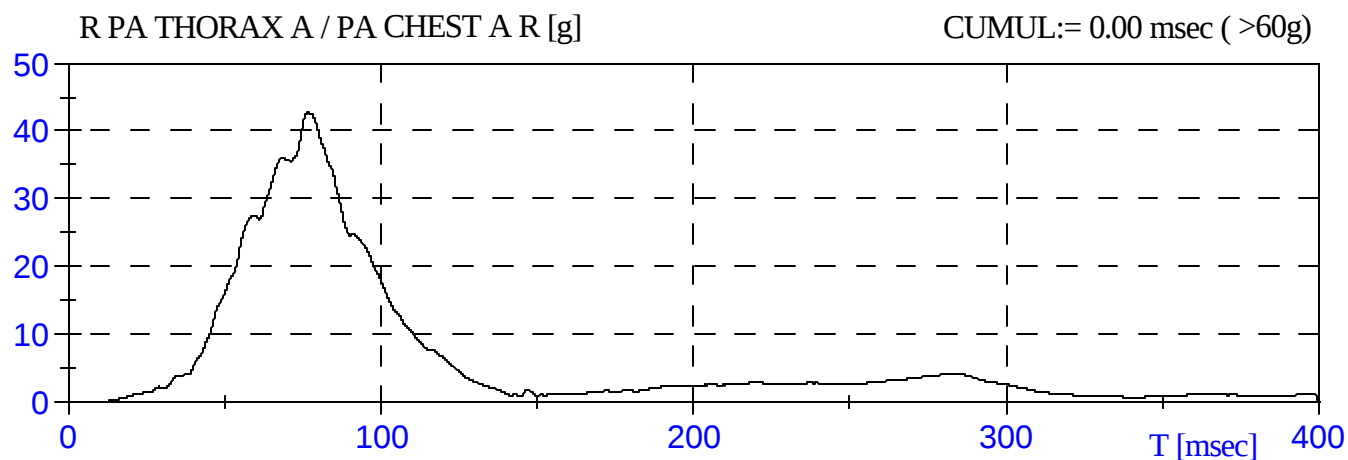
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.27$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.21	0.12	0.27	0.08	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.34$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.12	0.00	0.34	0.07	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000