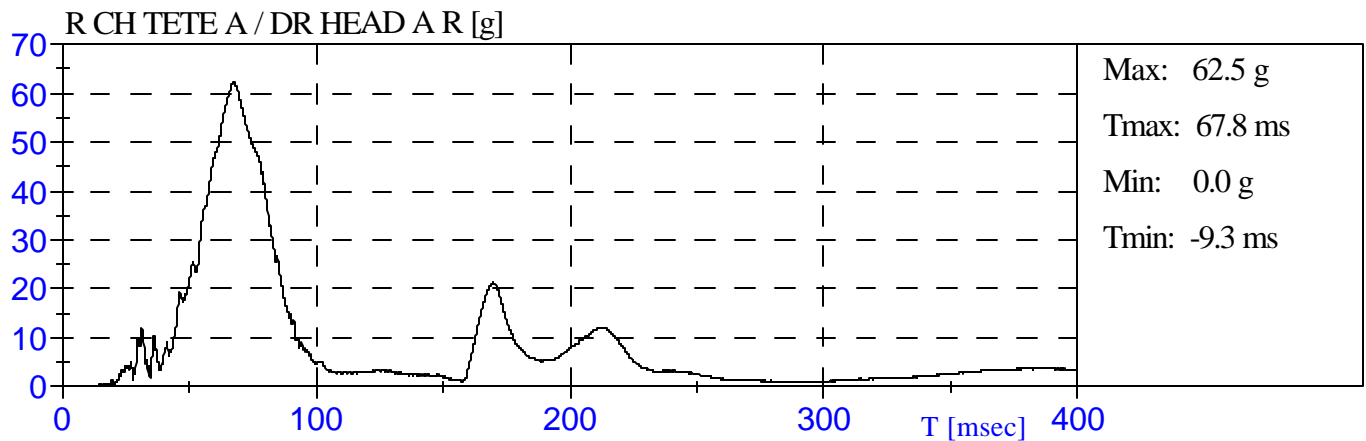
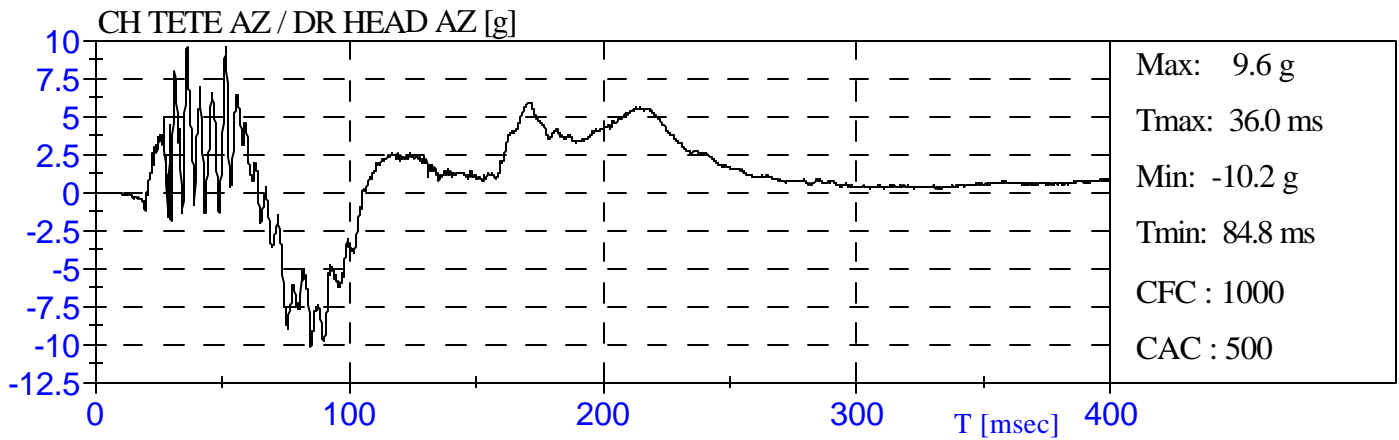
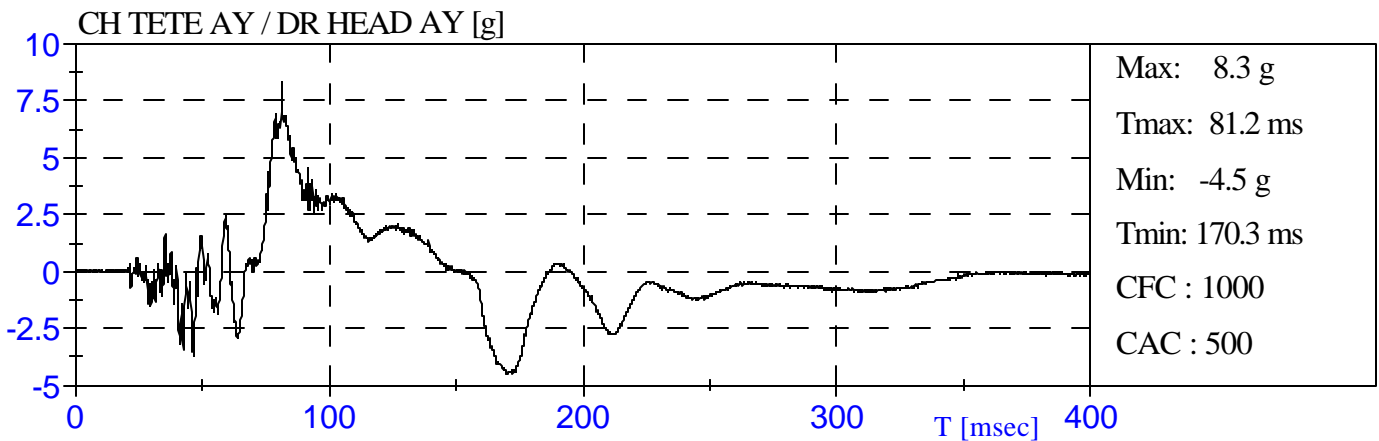
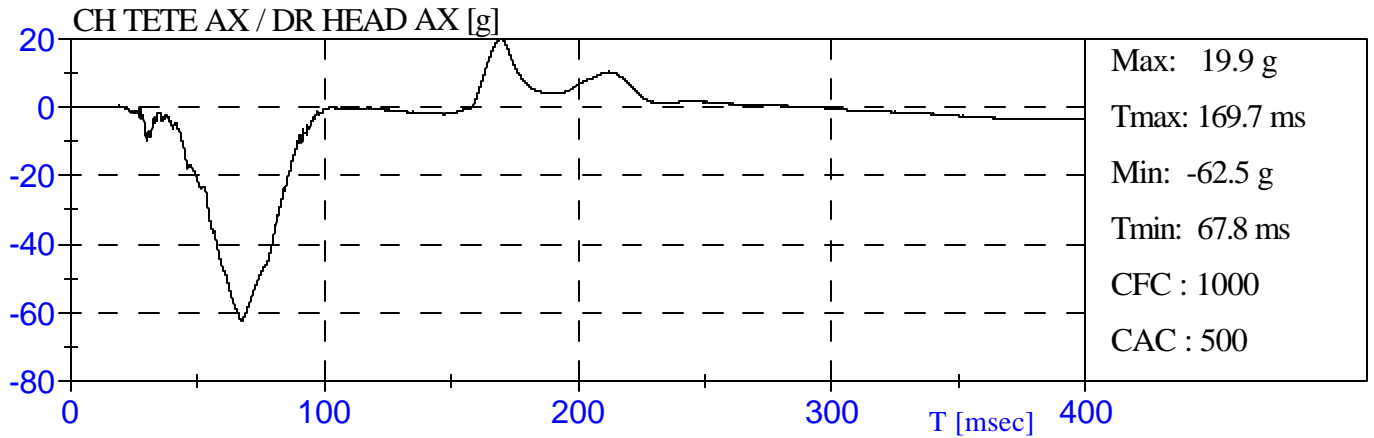
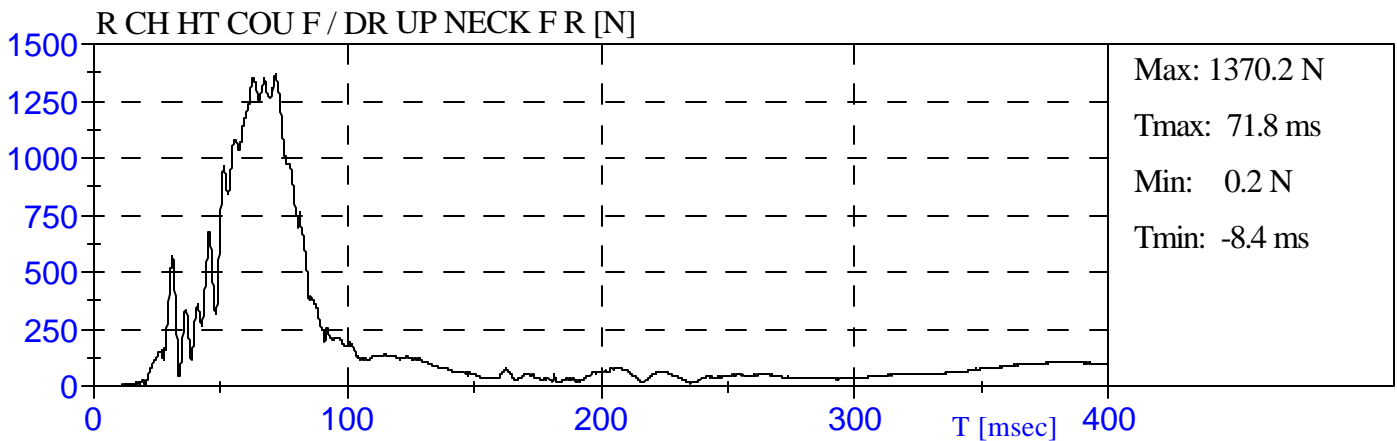
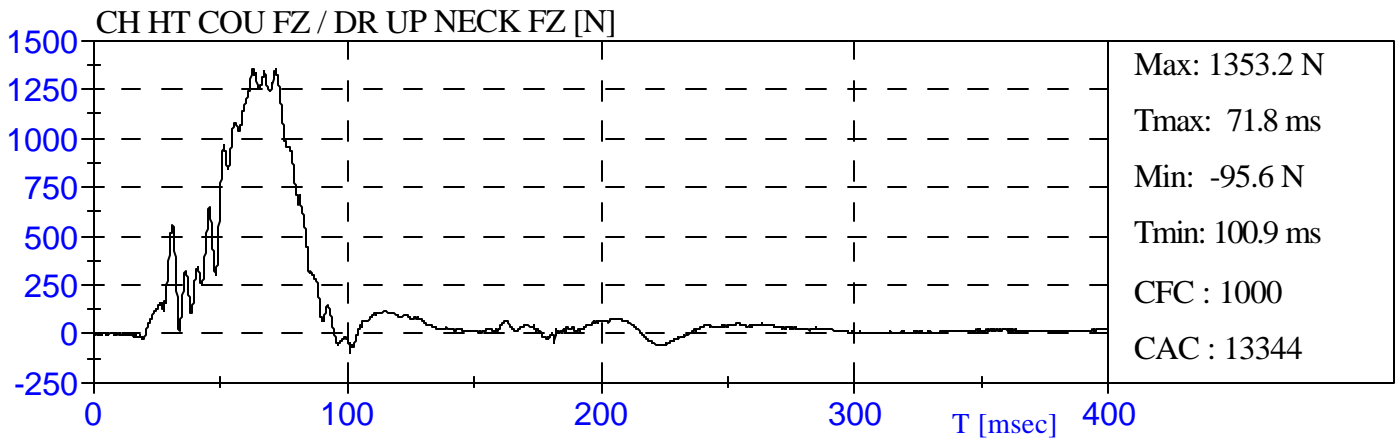
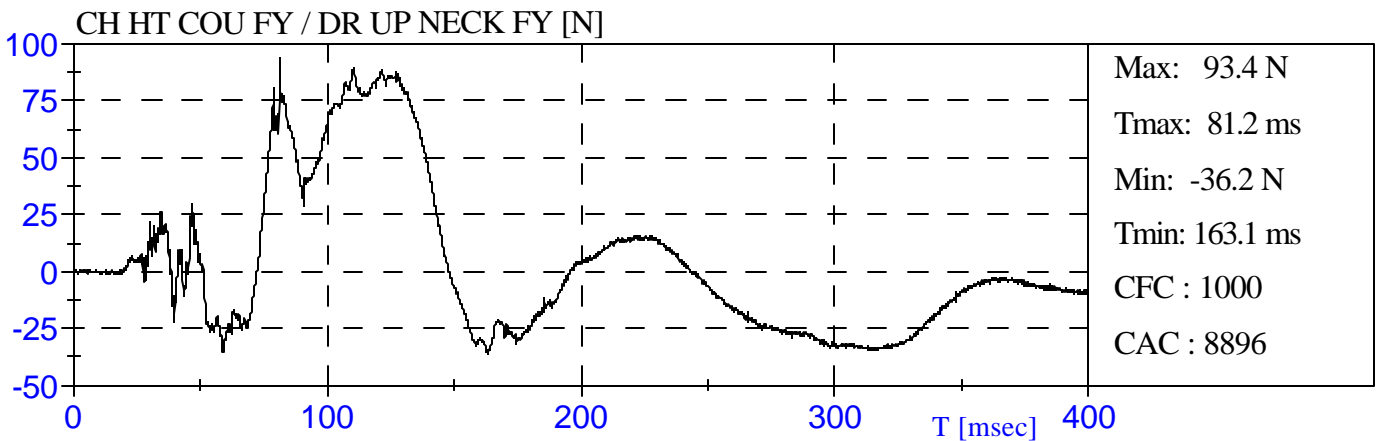
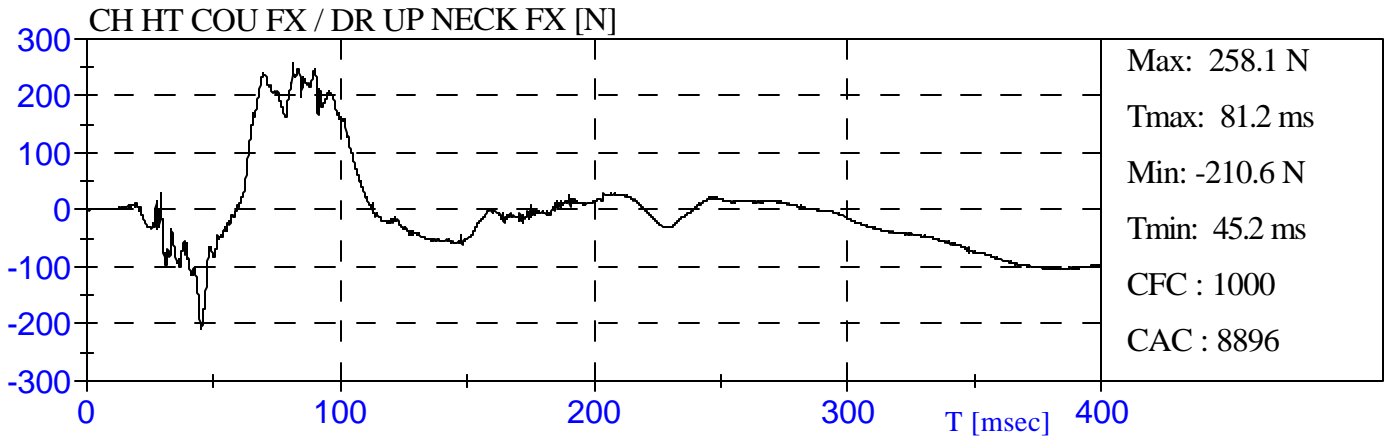
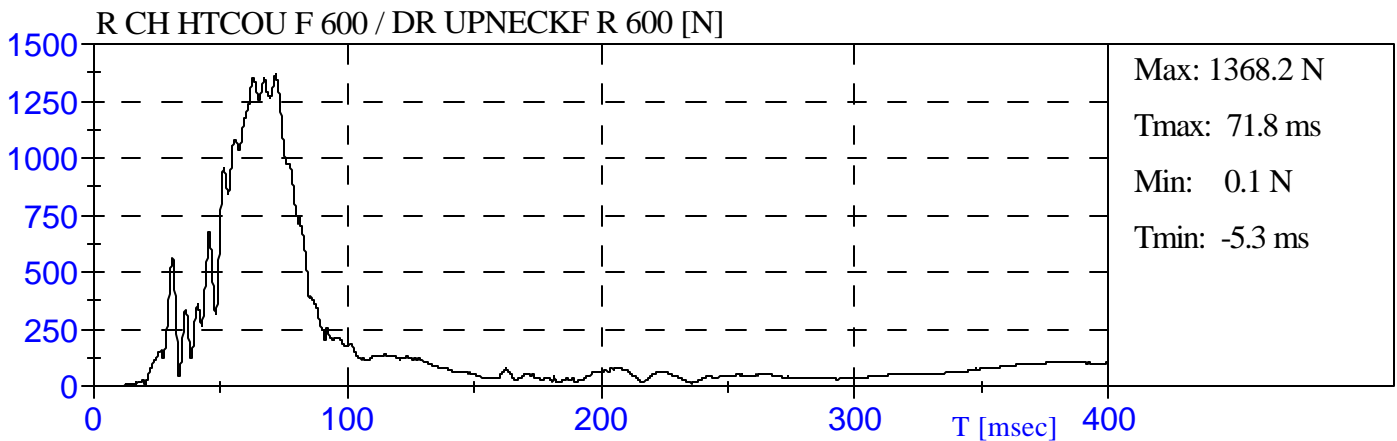
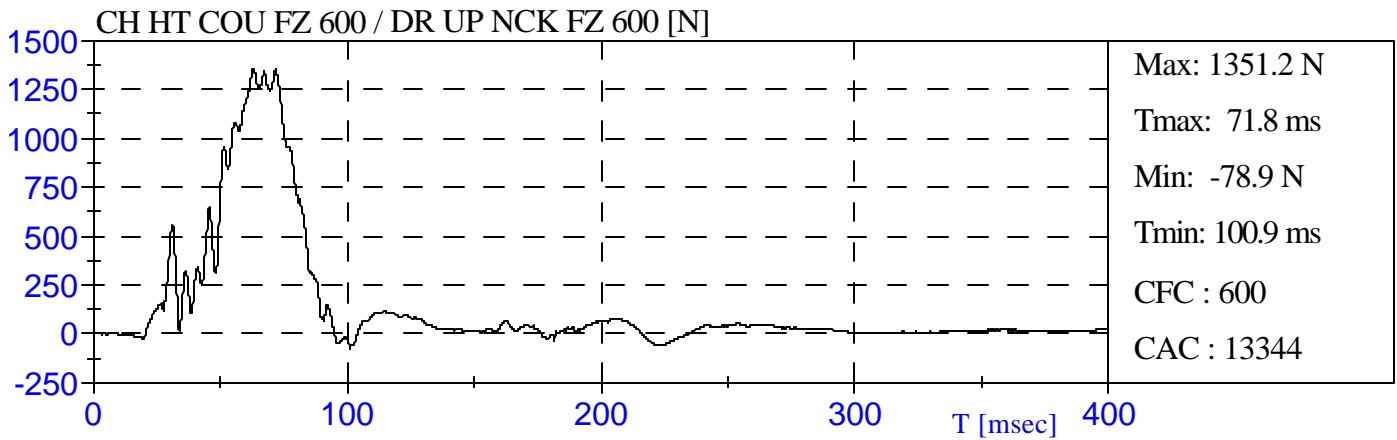
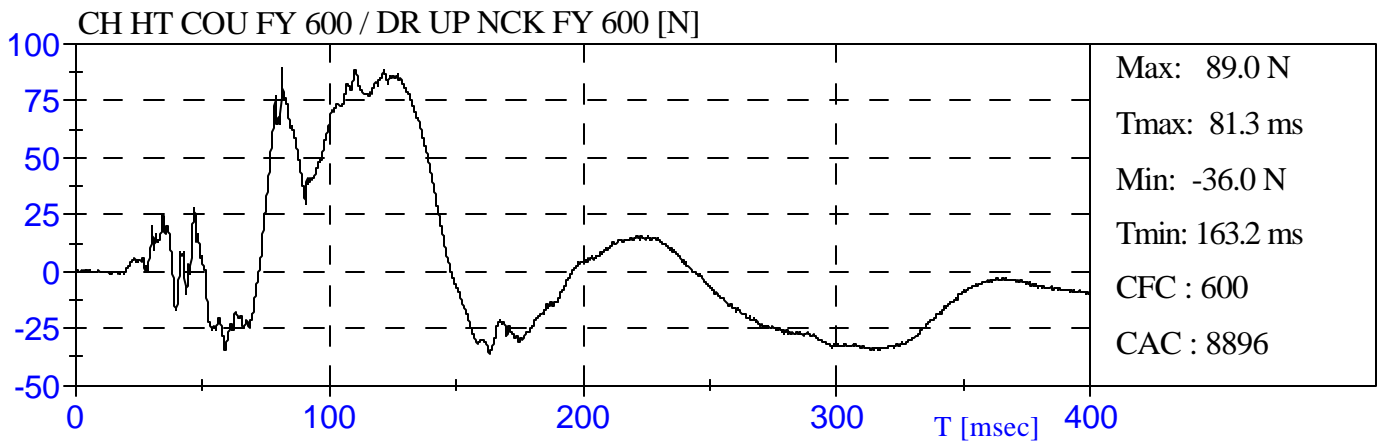
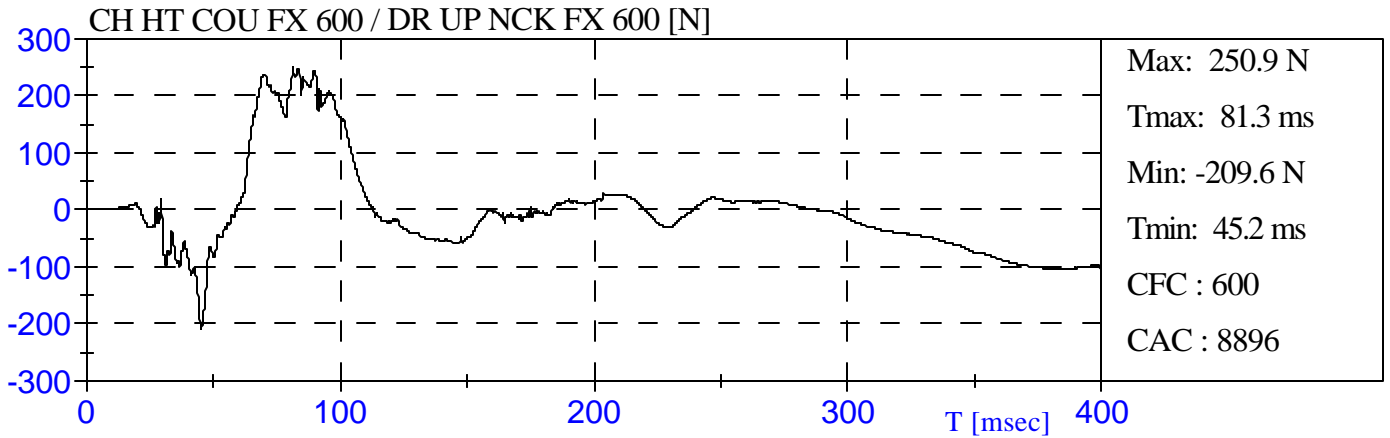
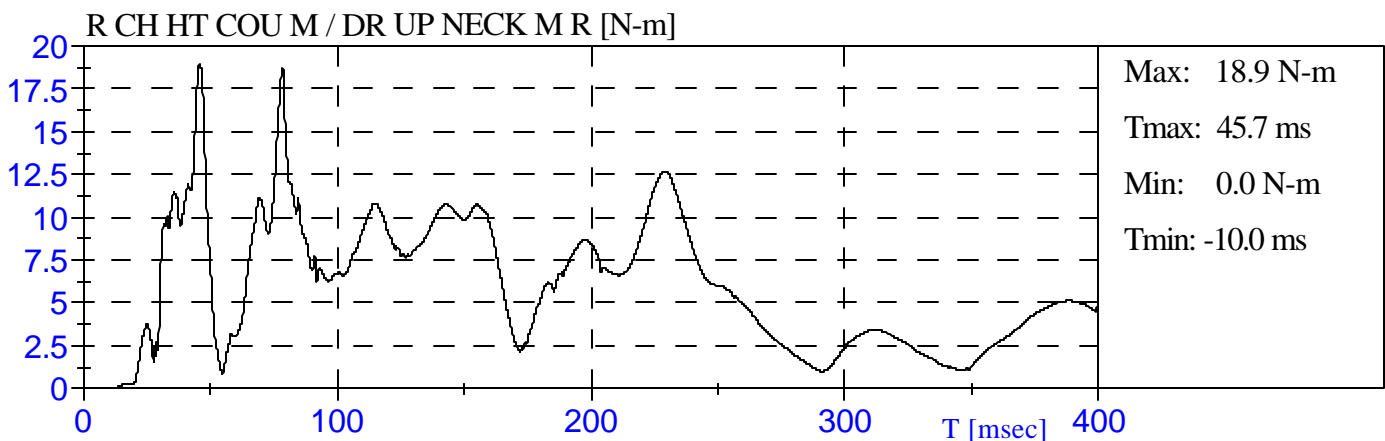
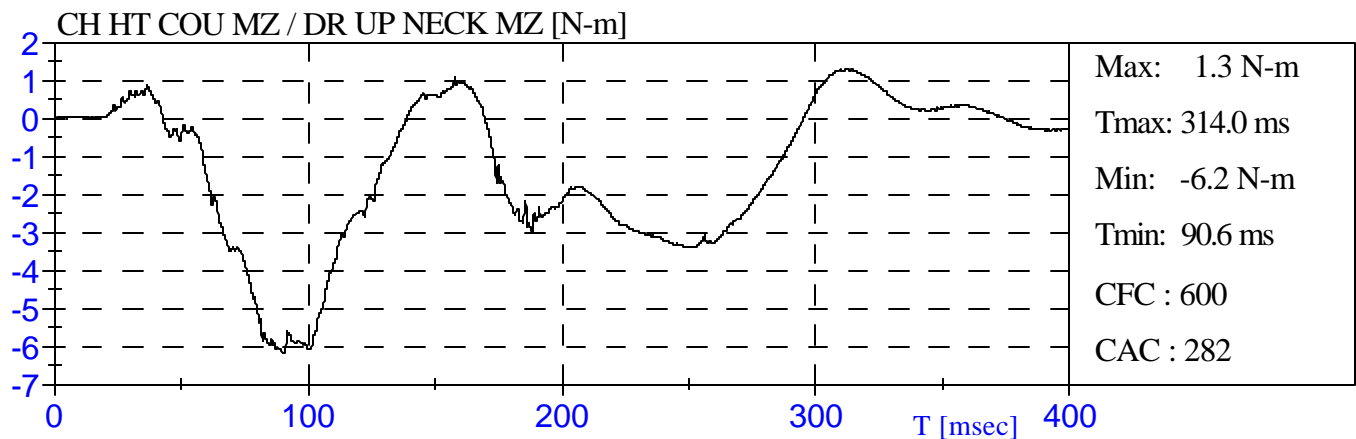
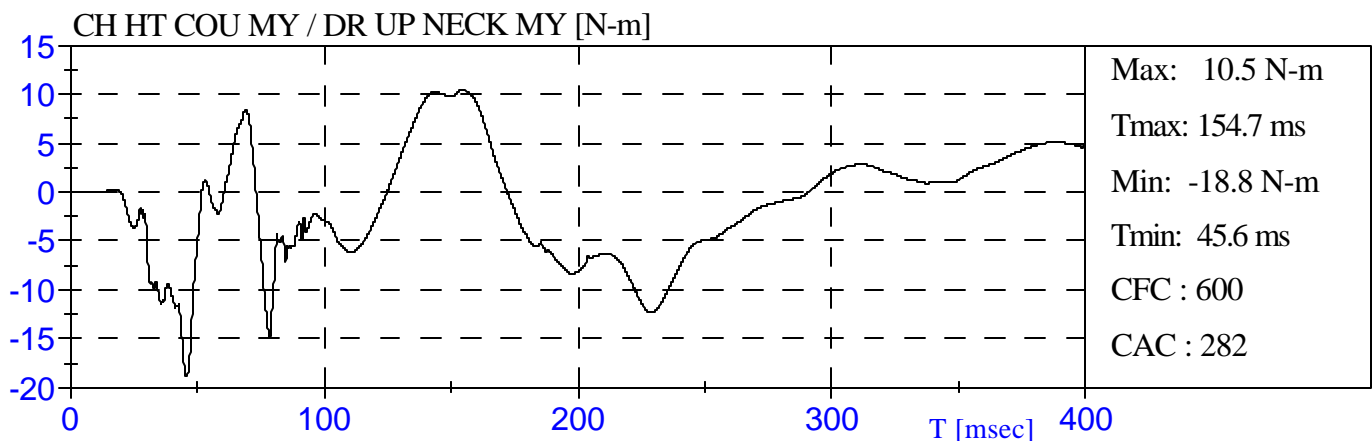
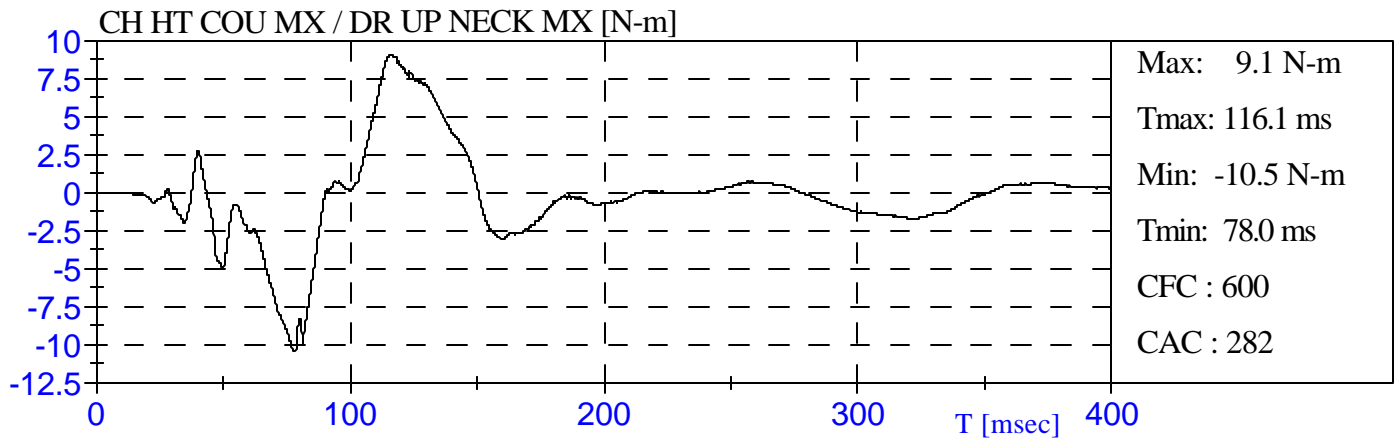


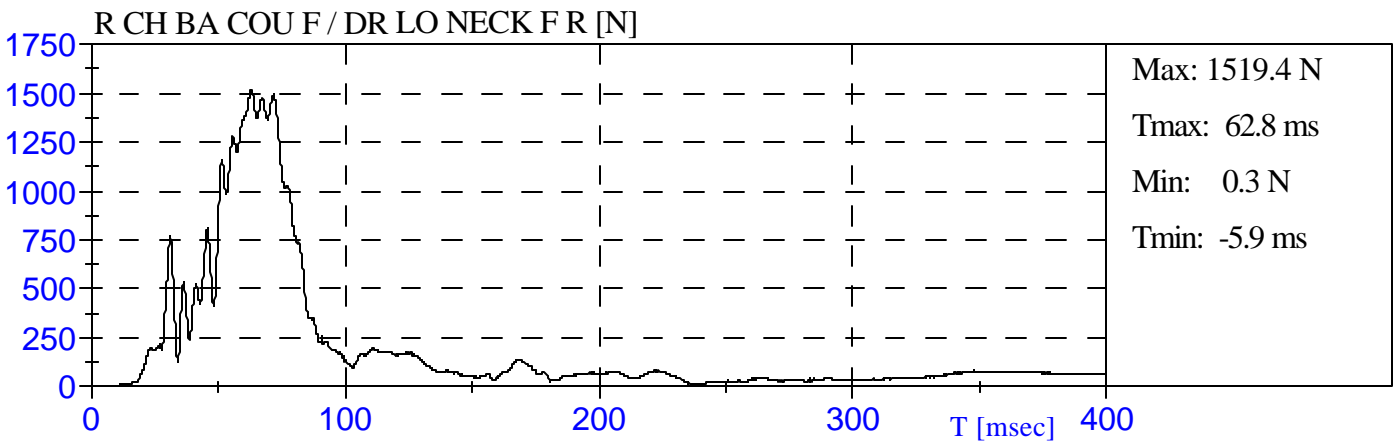
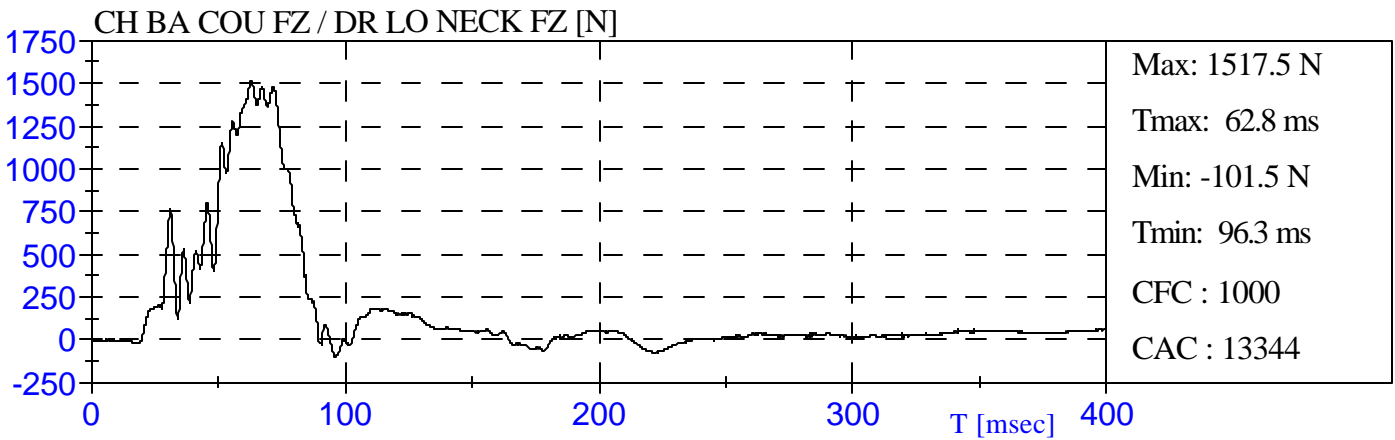
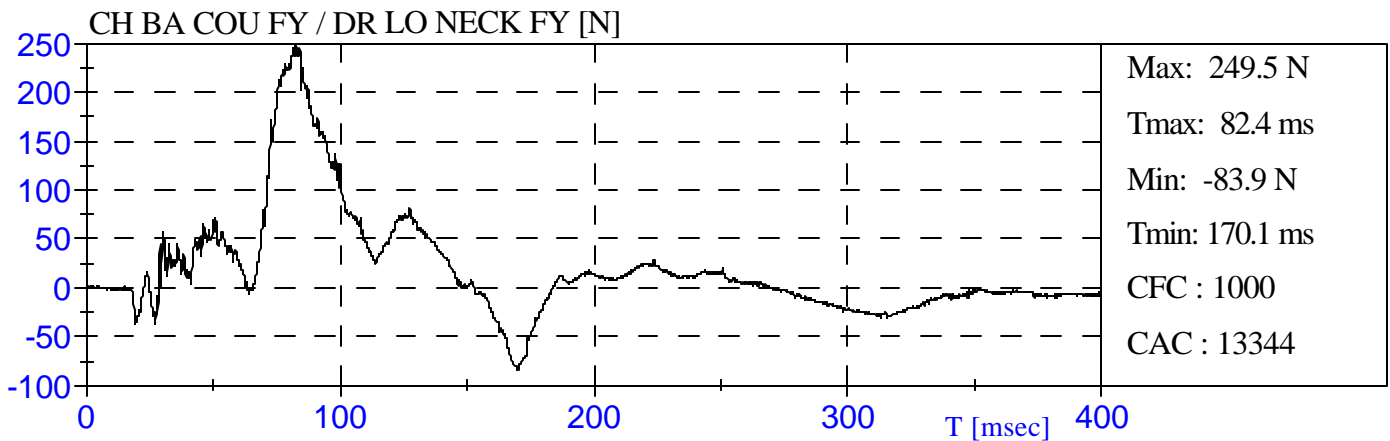
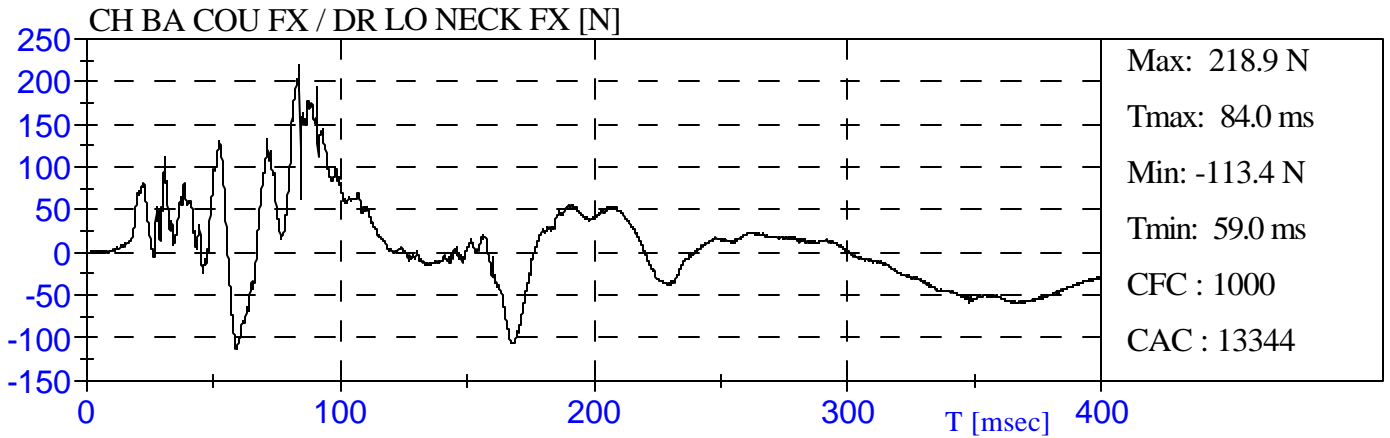
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<b>Numéro de TC</b> <b>Tc Number</b>	<b>TC03-217</b>
<b>Numéro de contrat</b> <b>Contract No</b>	<b>03-6008</b>
<b>Acquisition de données selon</b> <b>Data Acquisition according to</b>	<b>SAE J211/1 MAR 95</b>
<b>Date de l'essai</b> <b>Test date</b>	<b>2003-03-07</b>
<b>Titre du projet</b> <b>Project Title</b>	<b>COLLISION DE RECHERCHE</b> <b>COLLISION FRONTALE</b> <b>RESEARCH COLLISION TEST</b> <b>FRONTAL CRASH</b>
<b>MANNEQUIN / DUMMY</b>	
<b>Chauffeur</b> <b>Driver</b>	<b>HYBRID III 5% F IR</b>
<b>Passager</b> <b>Passenger</b>	<b>HYBRID III 5% F IR</b>
<b>Passager 1 (arrière 3e rangée)</b> <b>Passenger 1 (rear 3rd row)</b>	<b>HYBRID III 6Y</b>
<b>Passager 2 (arrière gauche)</b> <b>Passenger 2 (rear left)</b>	<b>HYBRID III 3Y</b>
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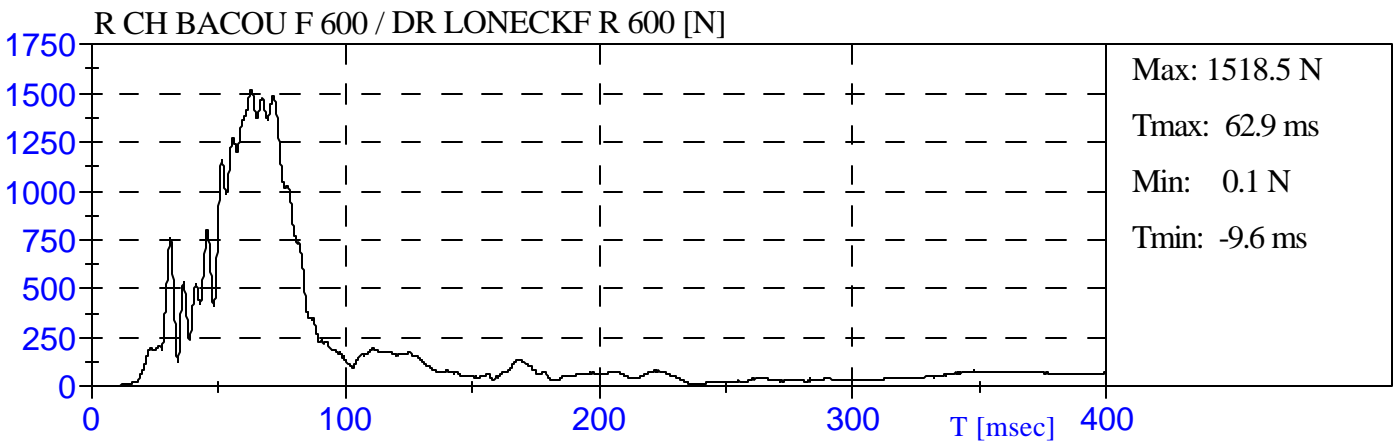
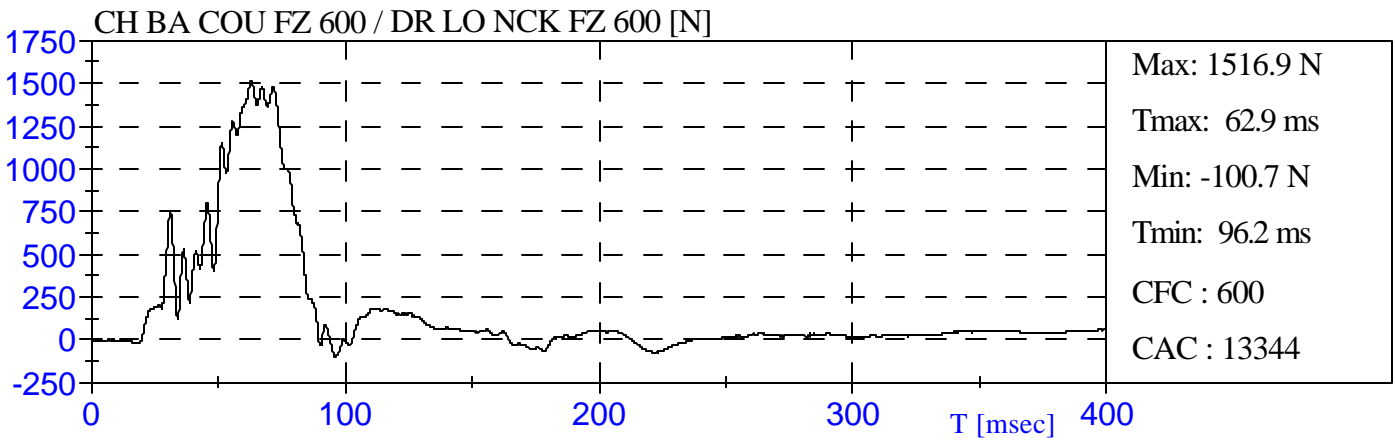
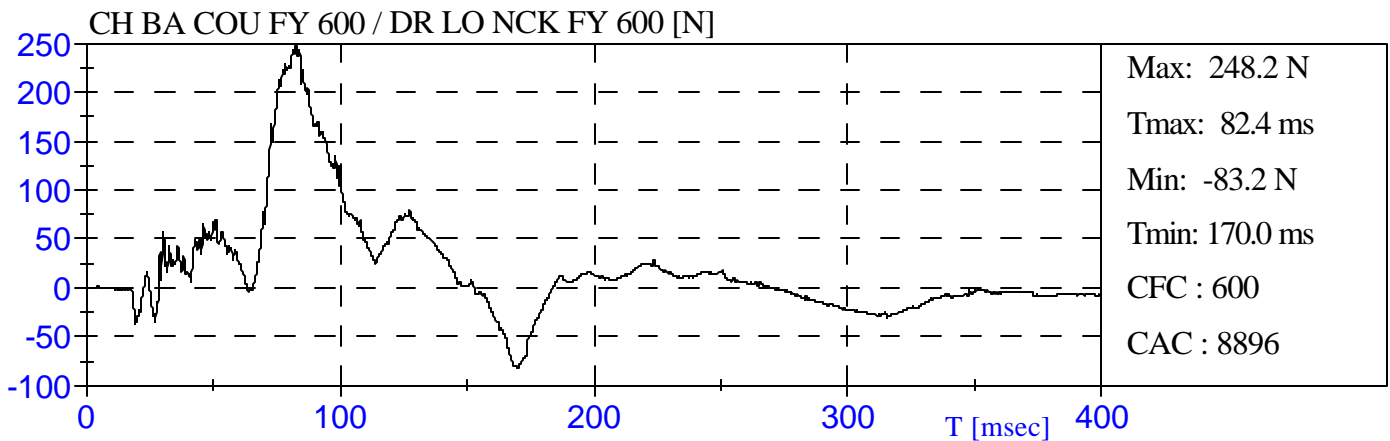
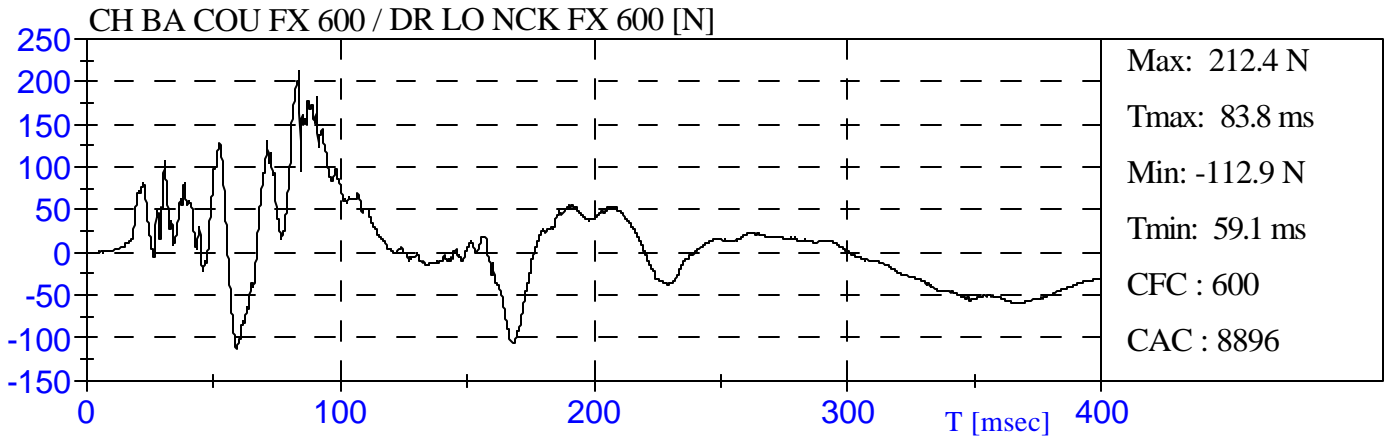


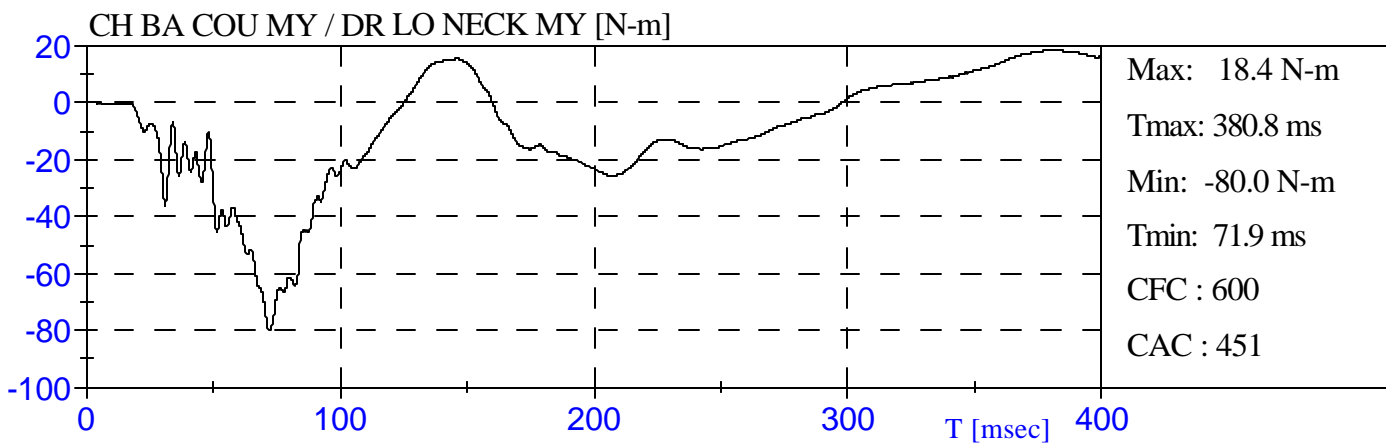
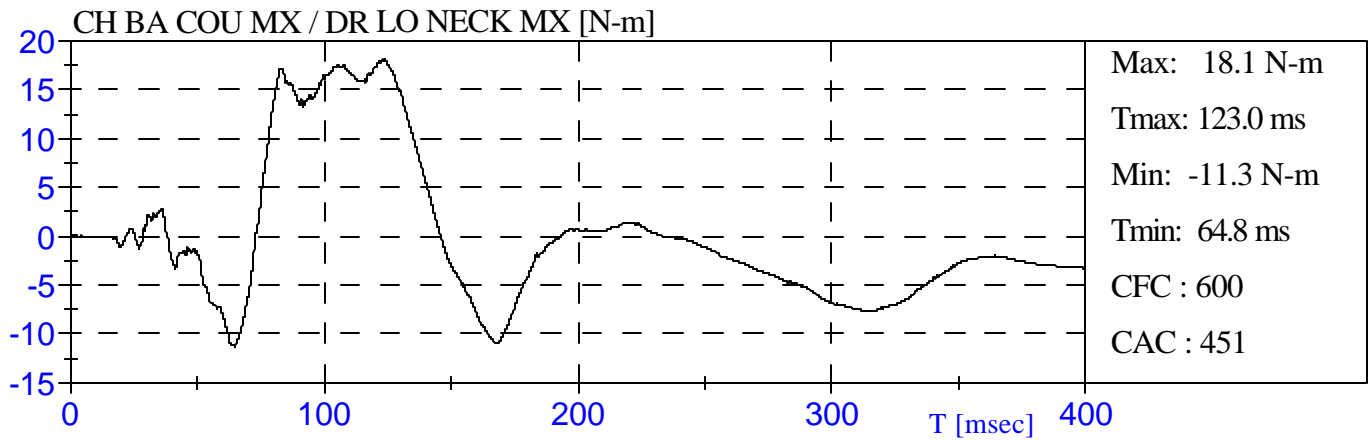


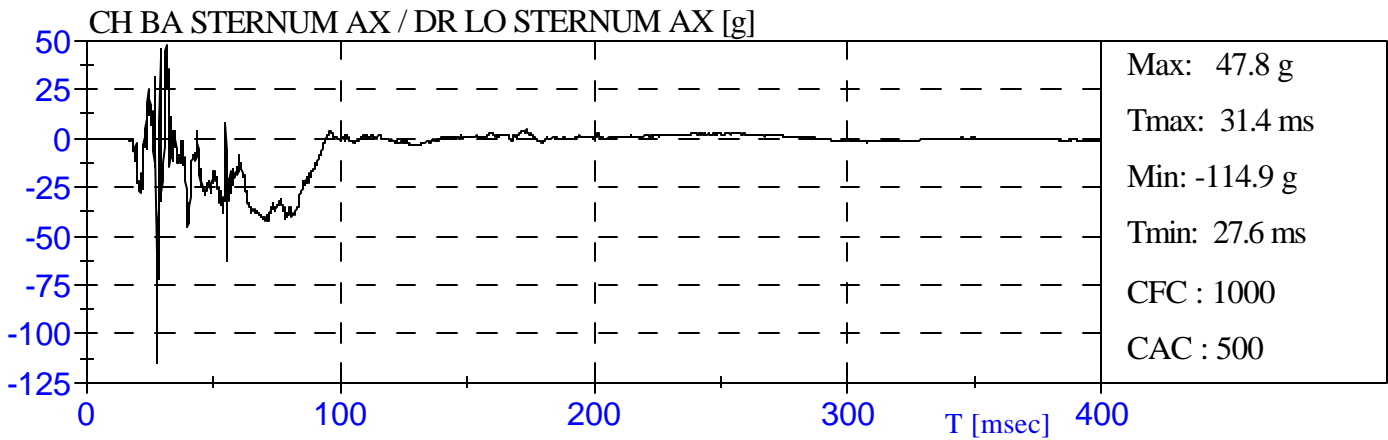
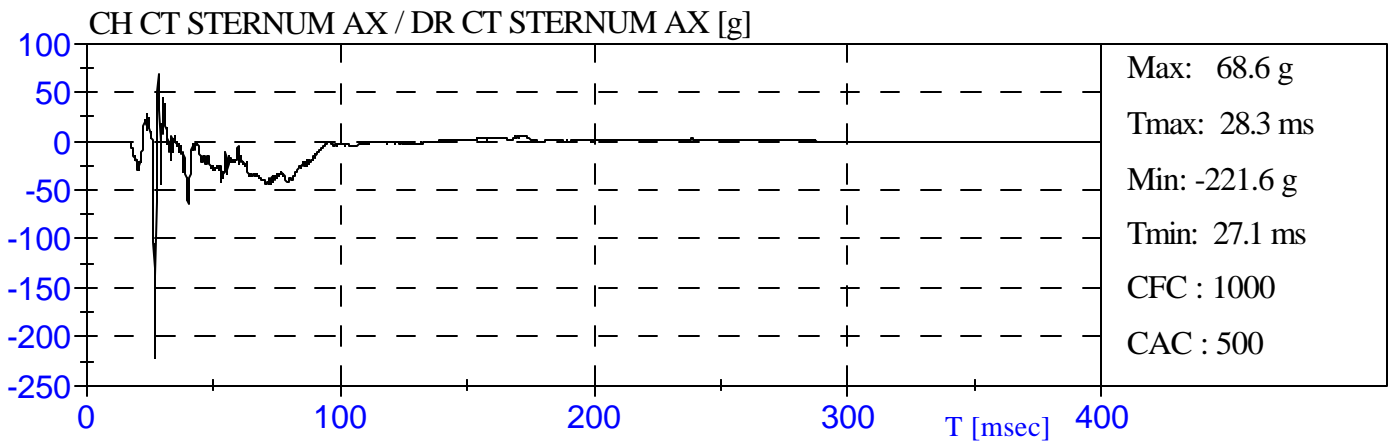
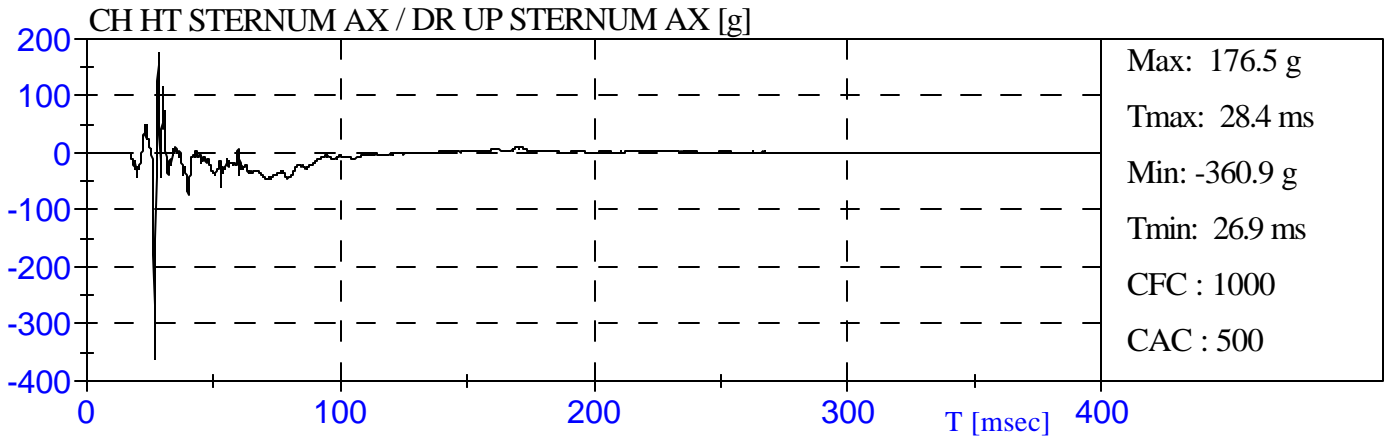


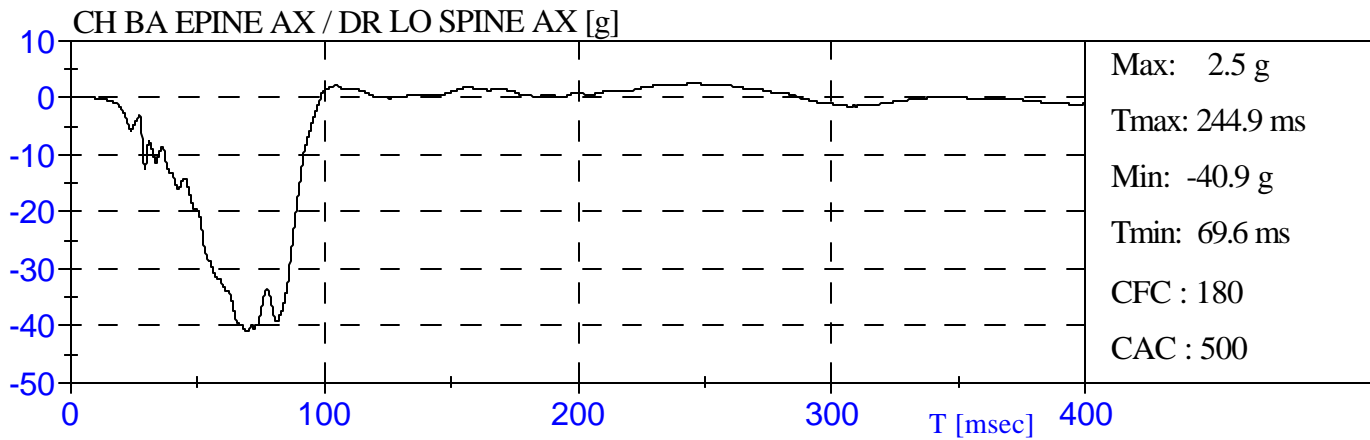
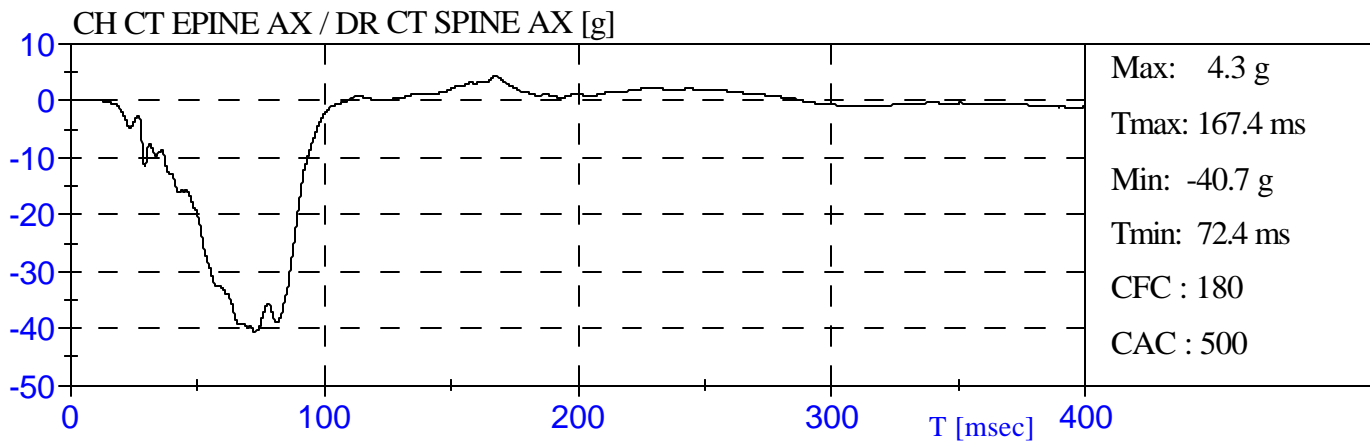
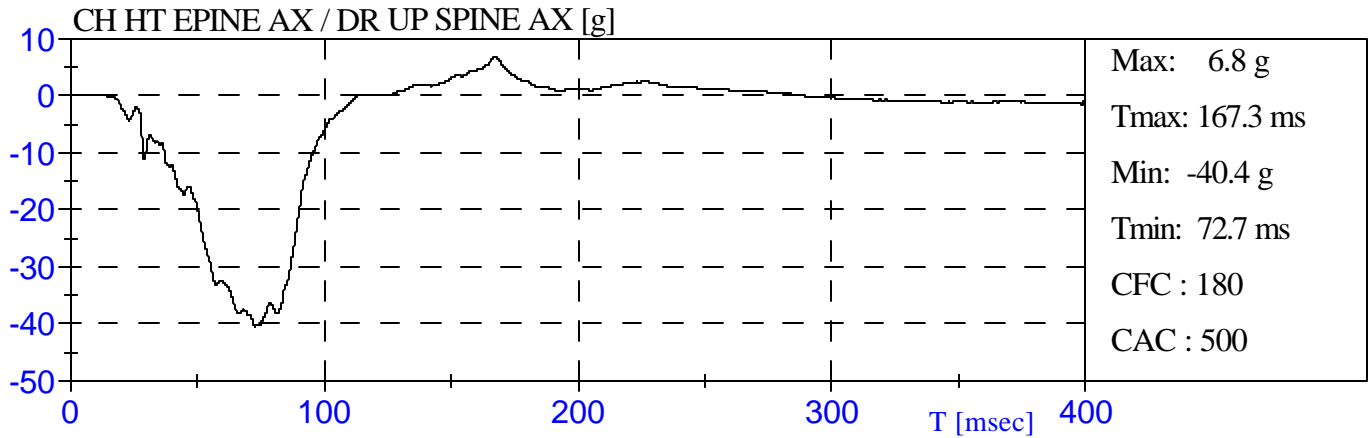


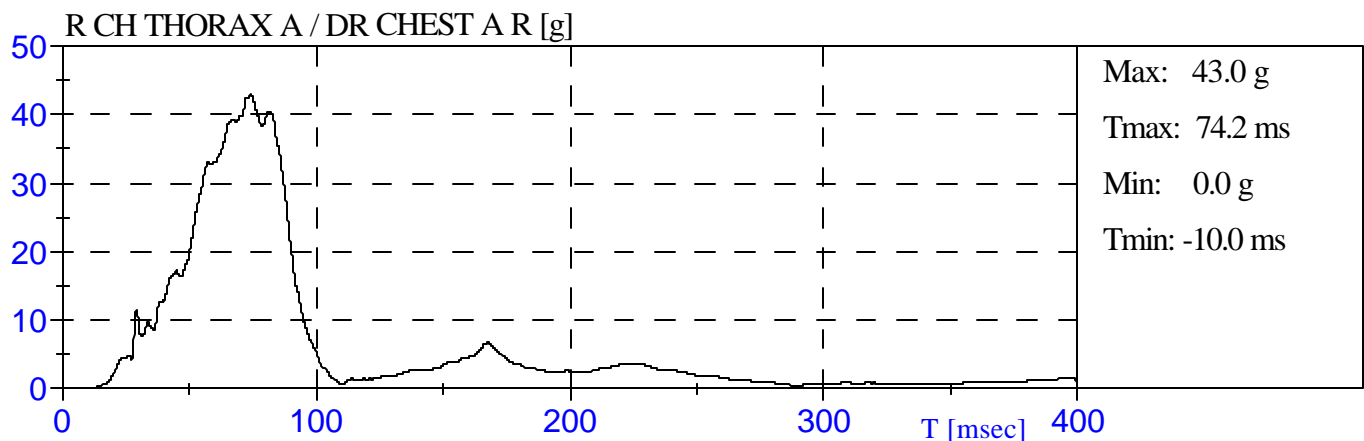
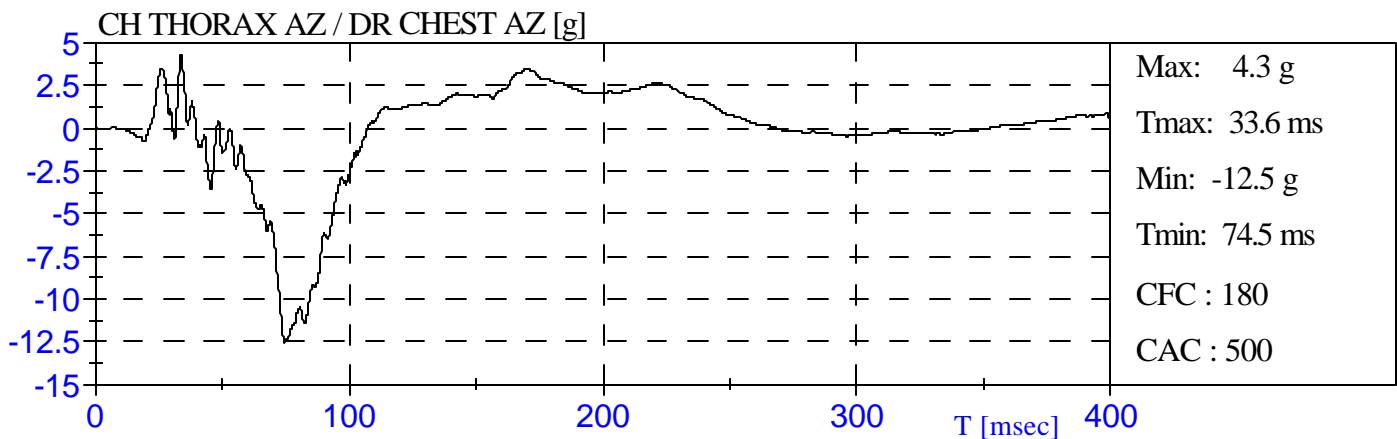
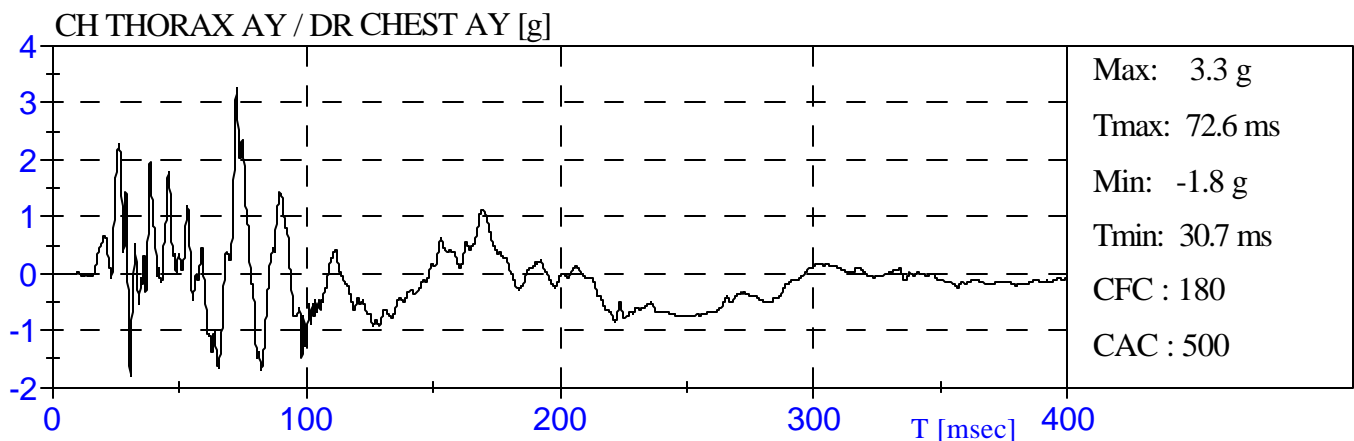
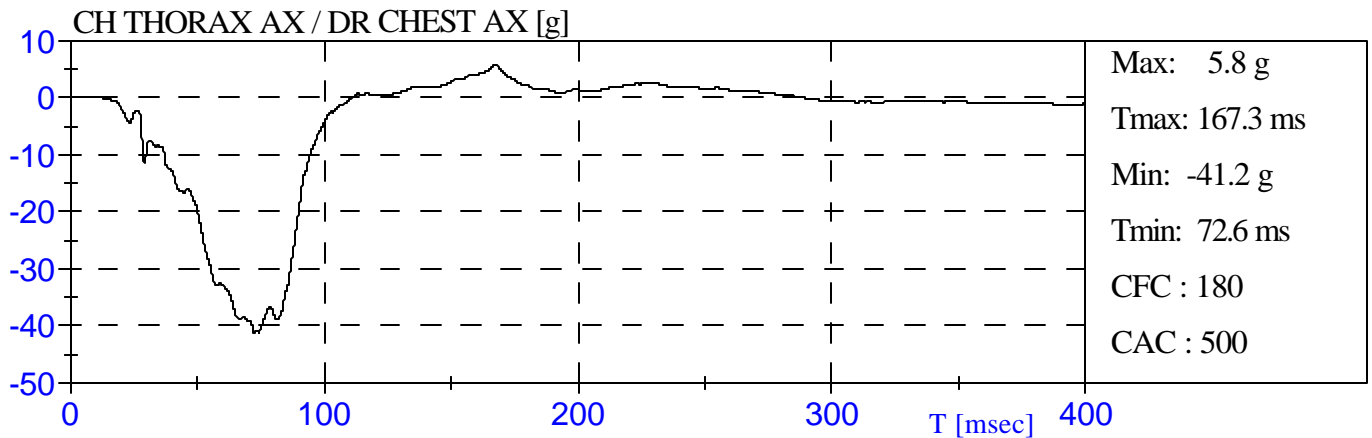


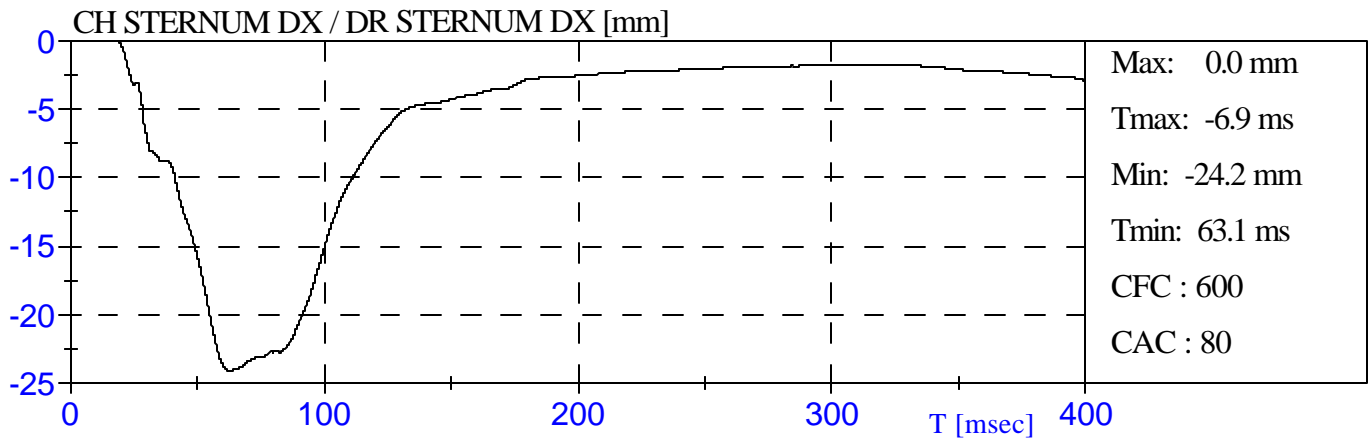


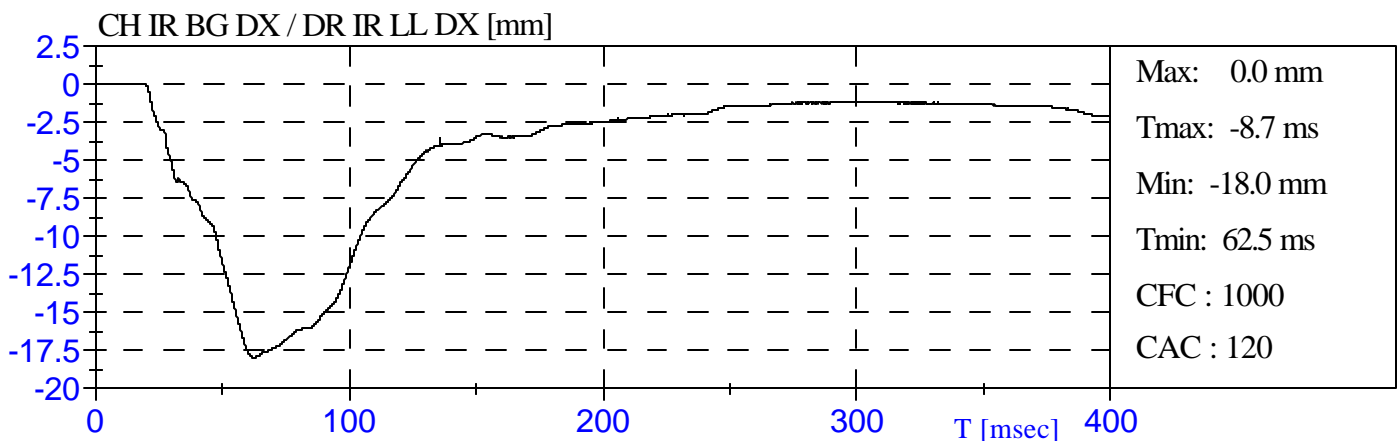
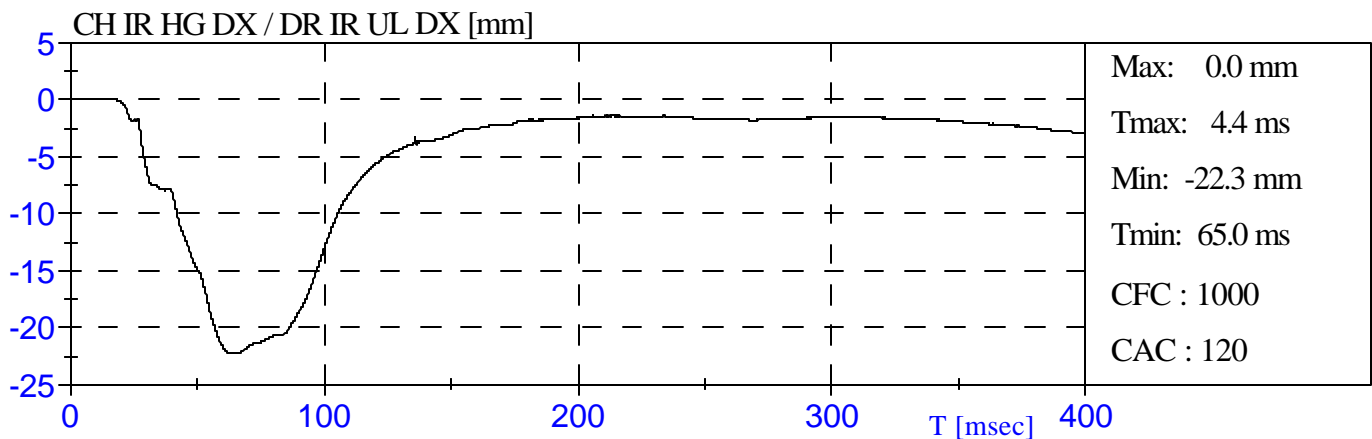
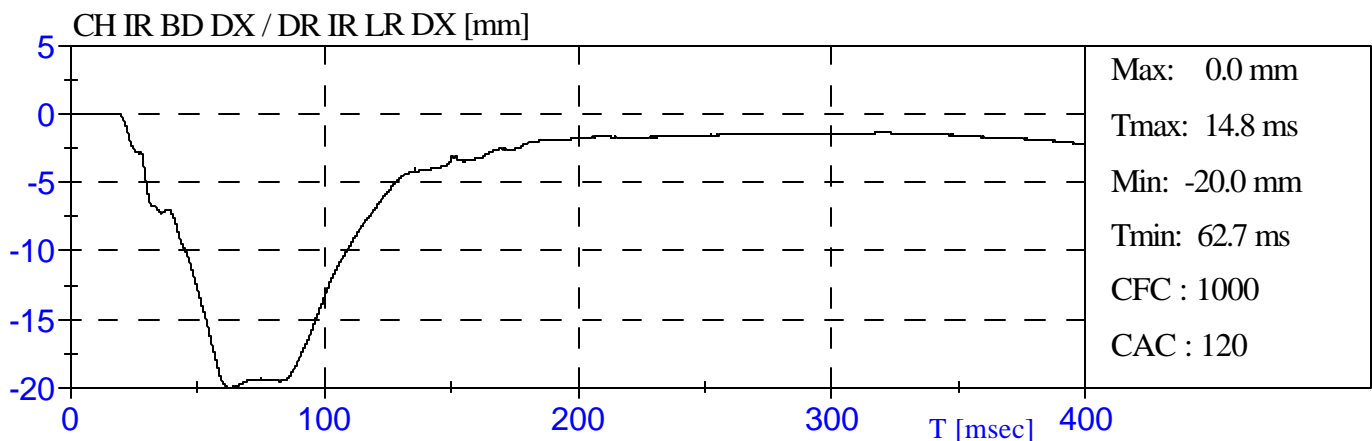
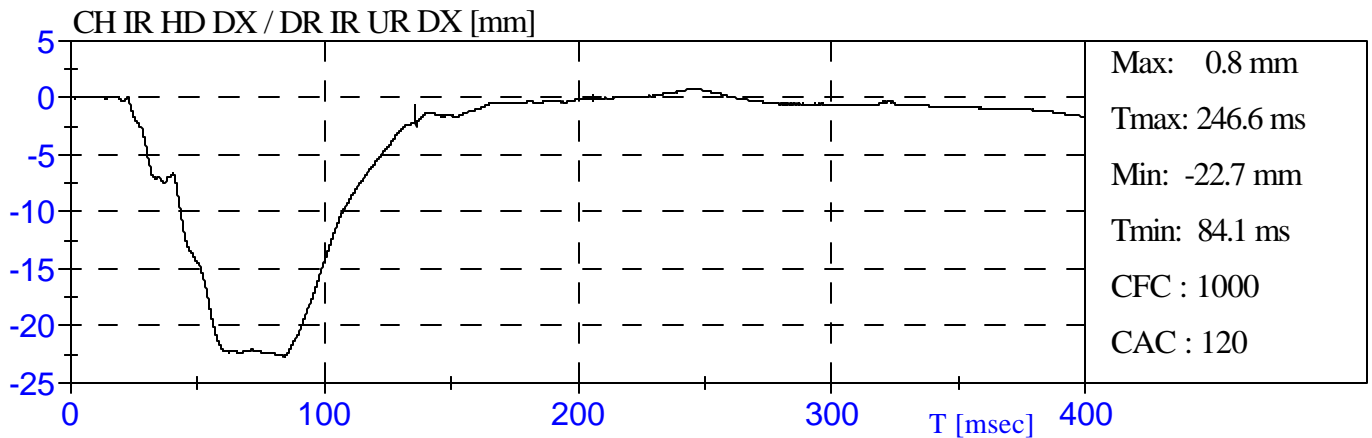


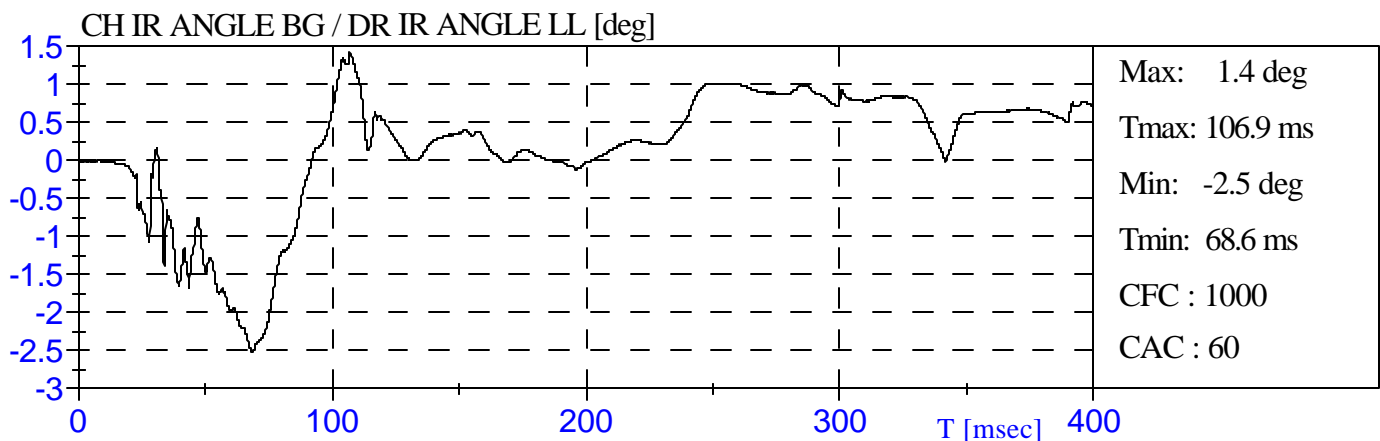
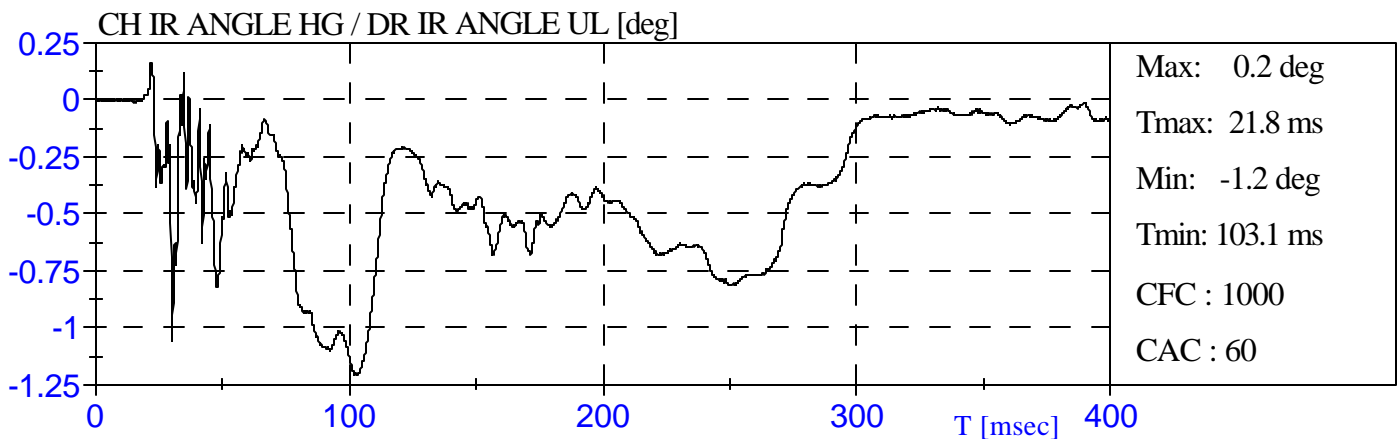
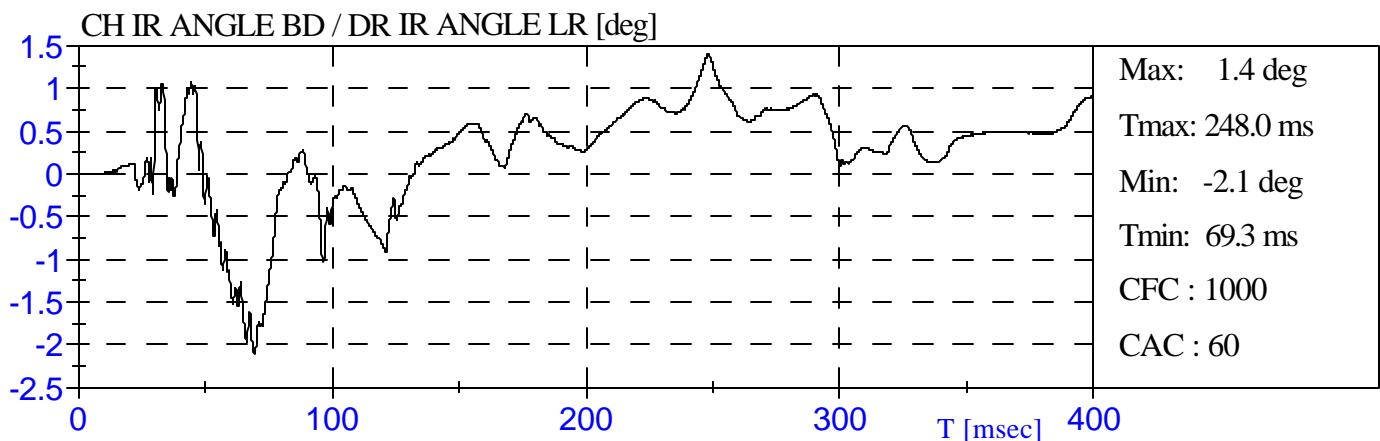
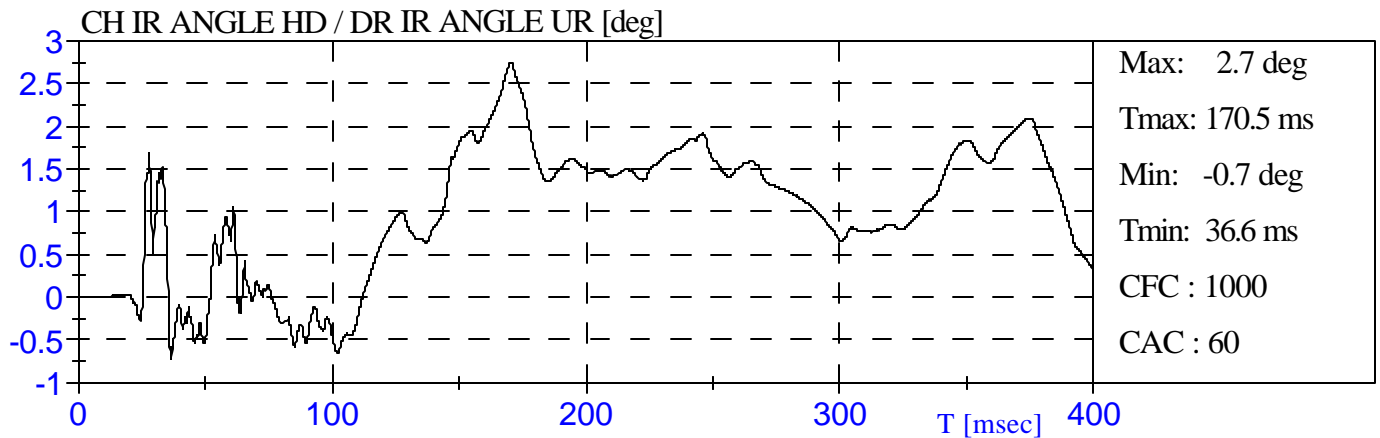


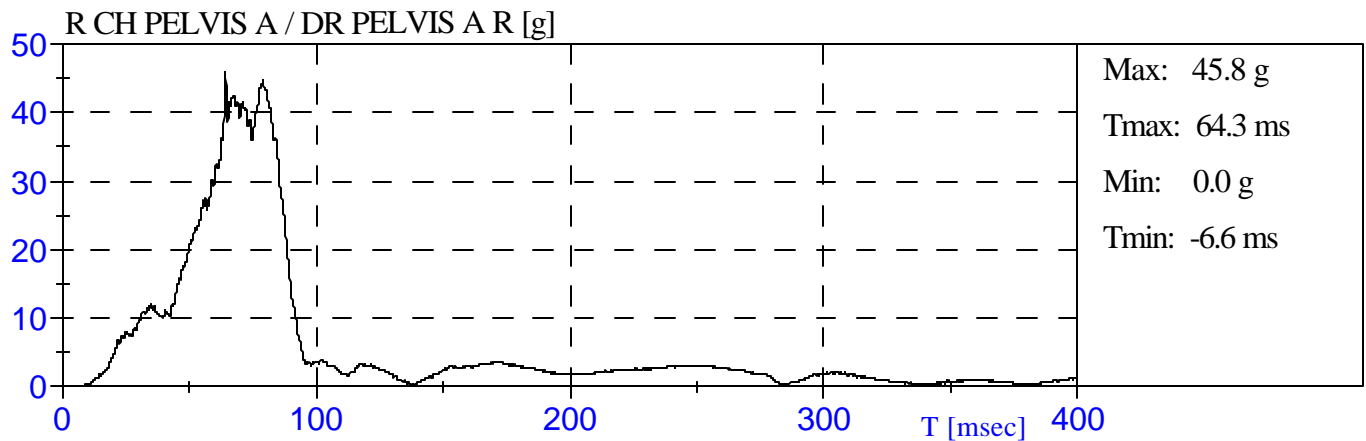
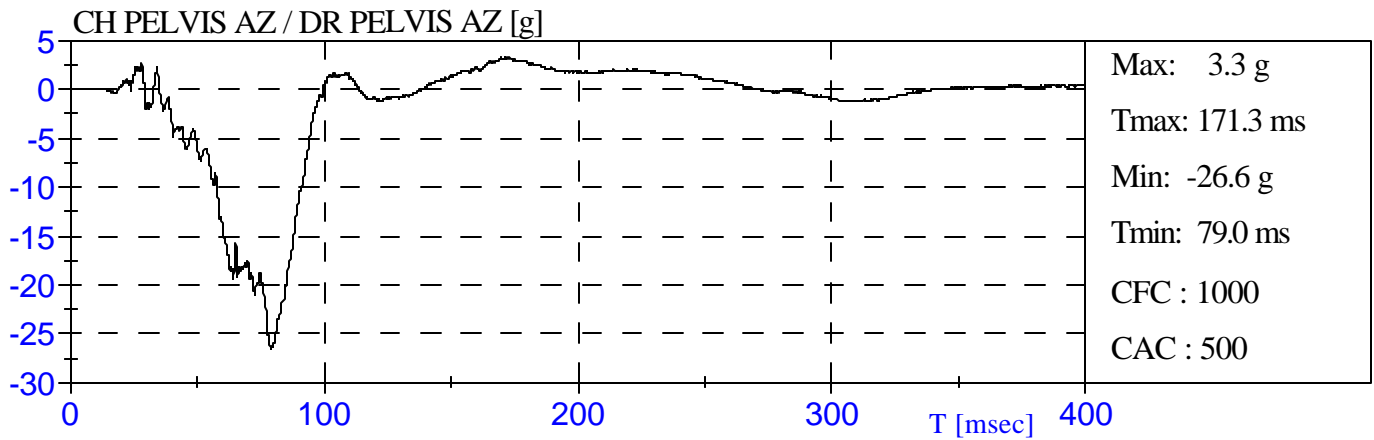
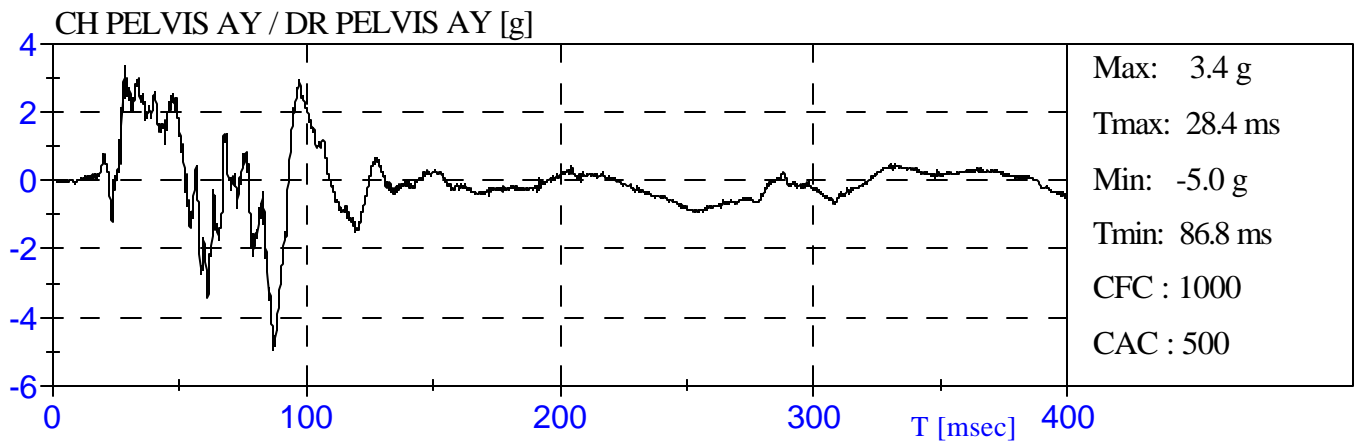
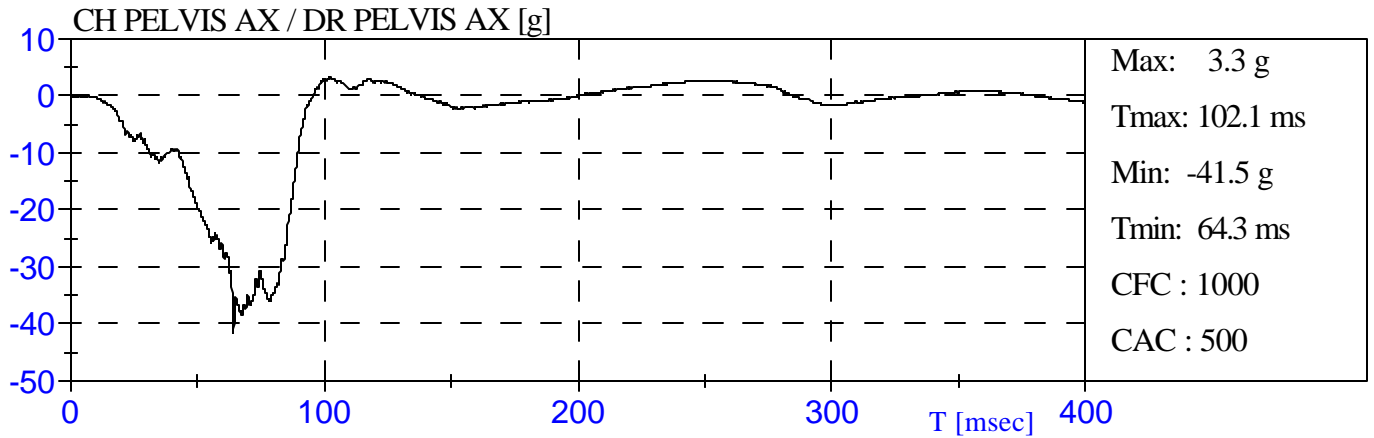


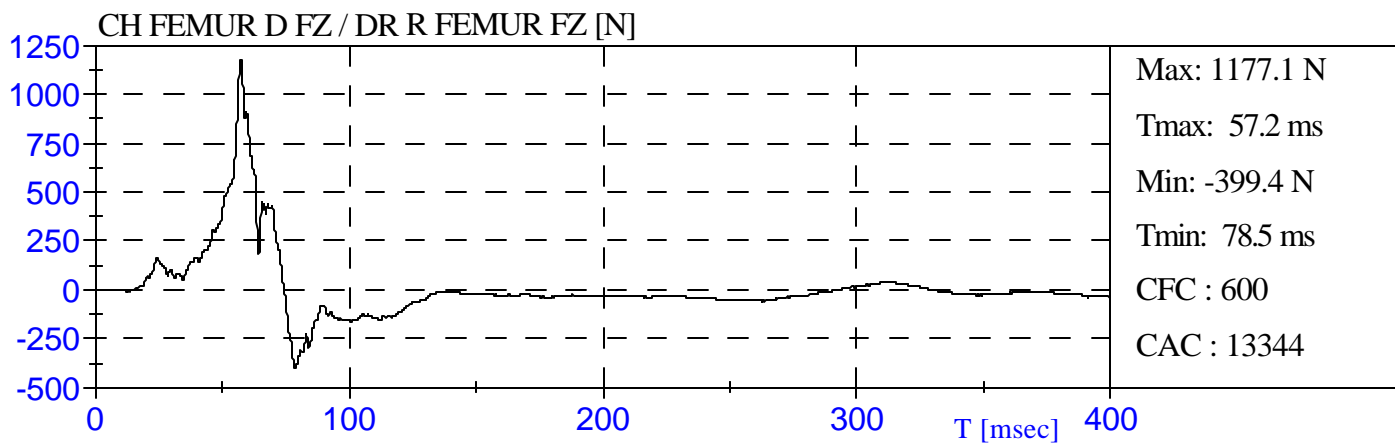
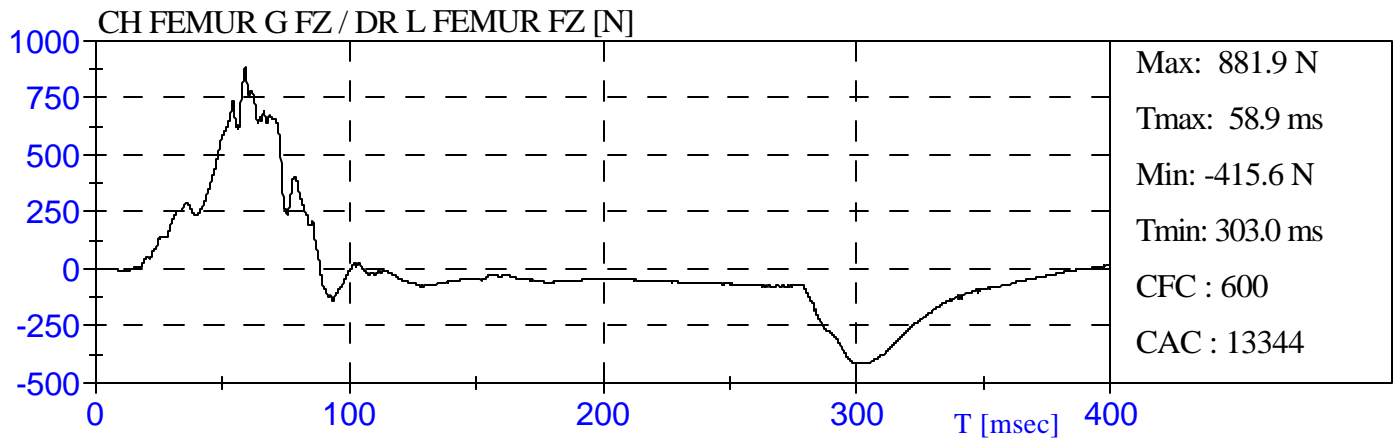


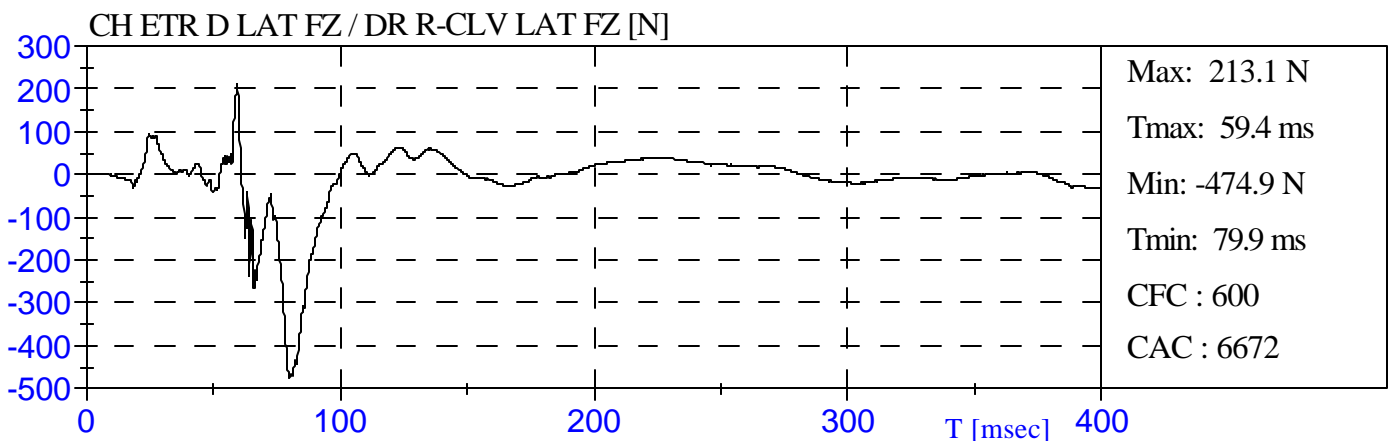
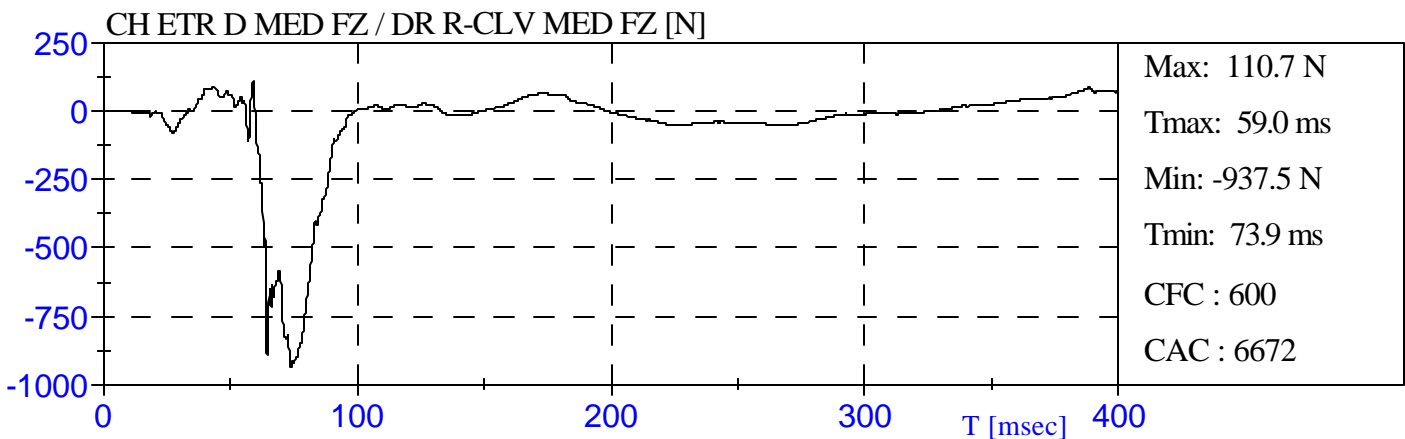
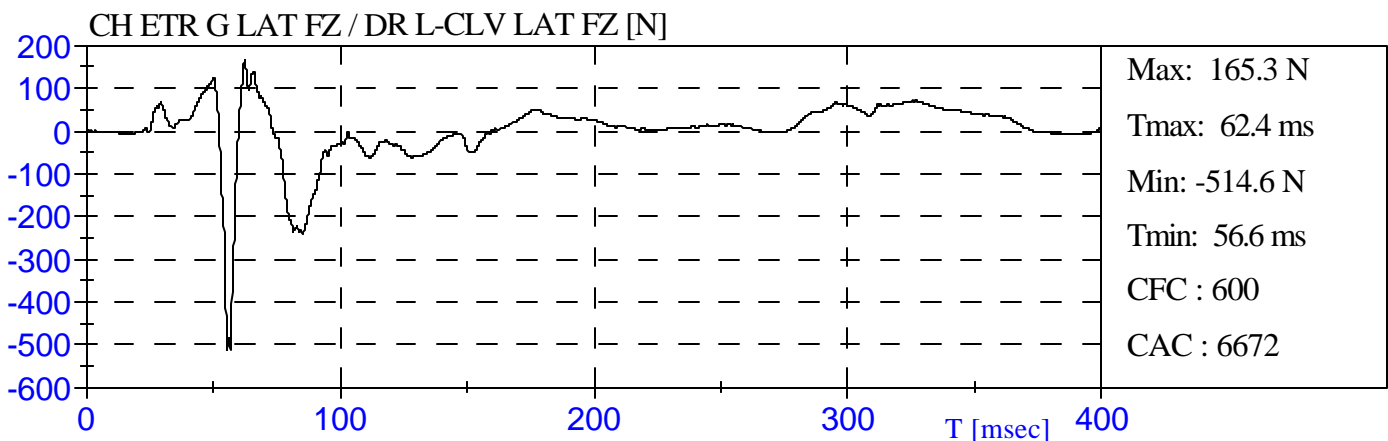
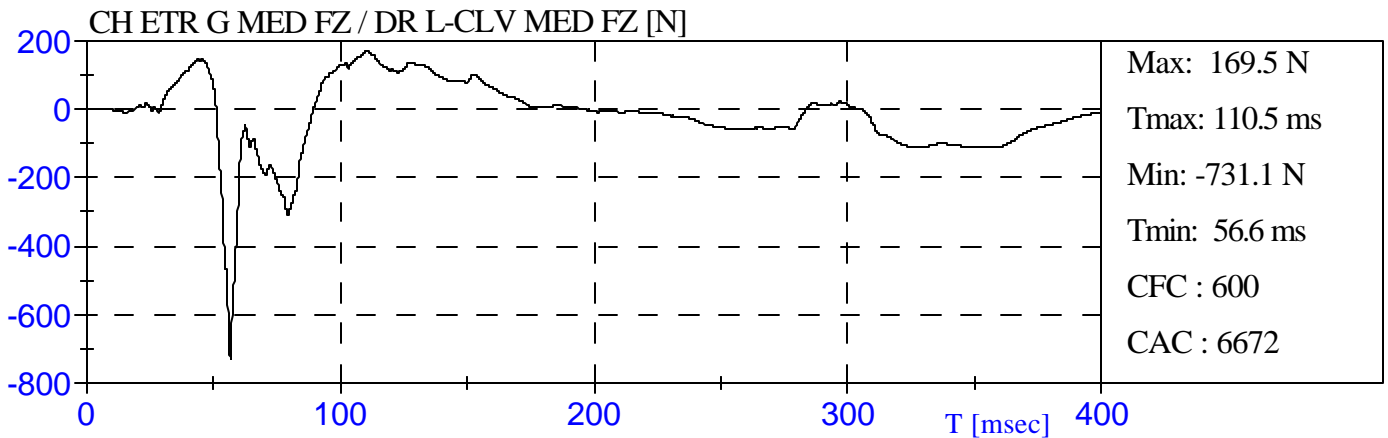


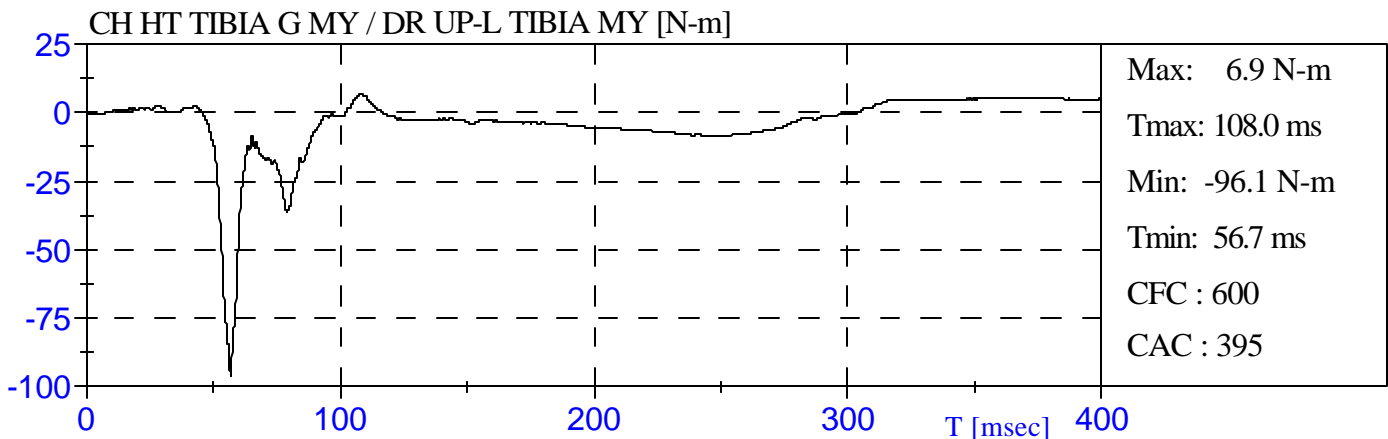
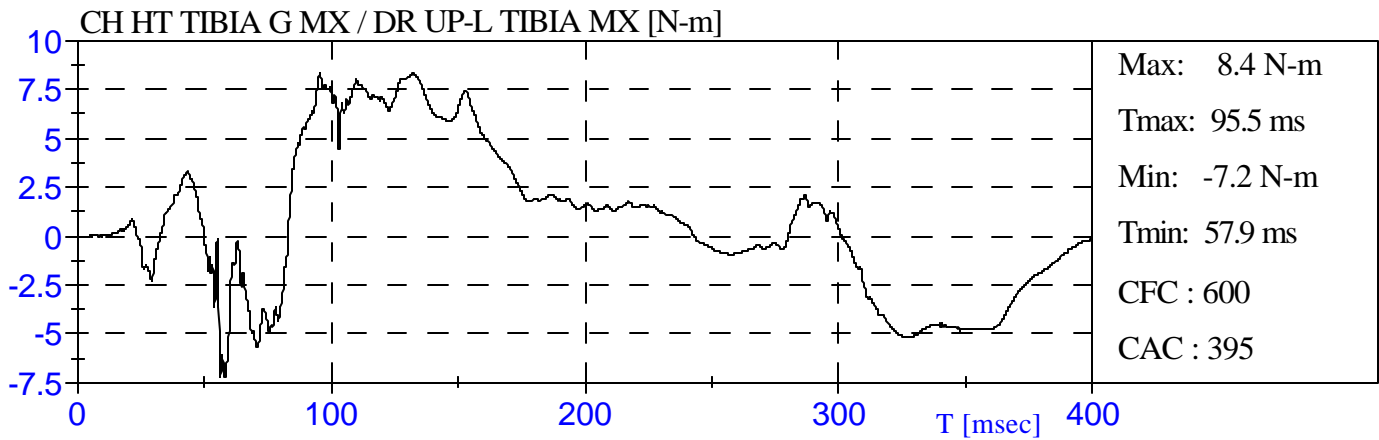
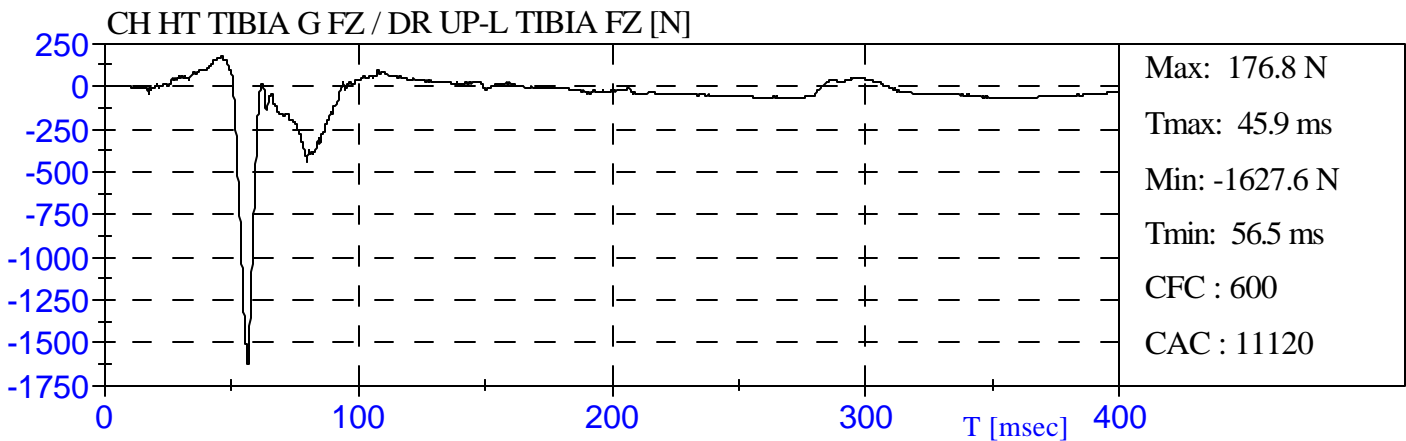
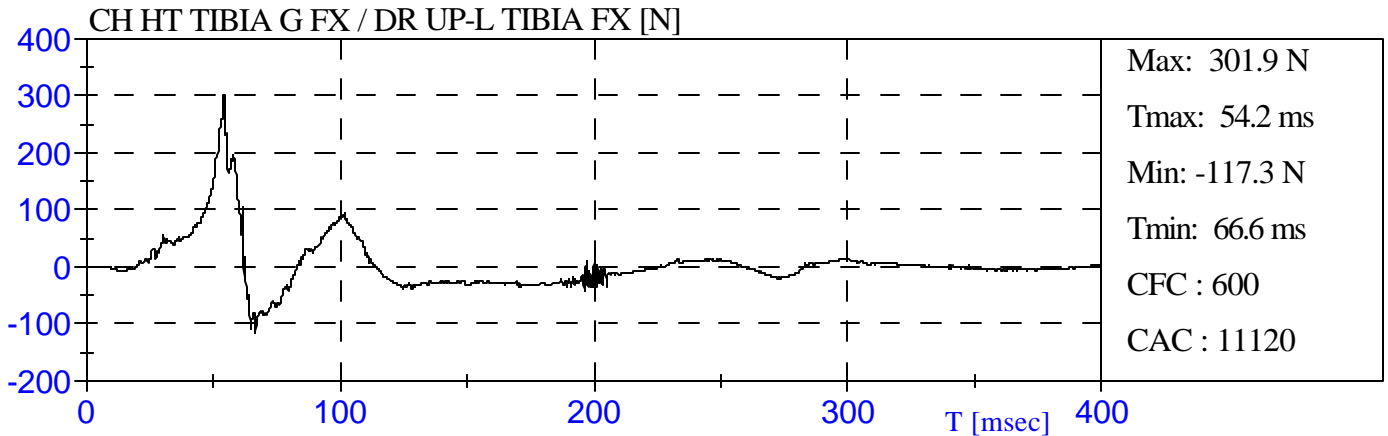


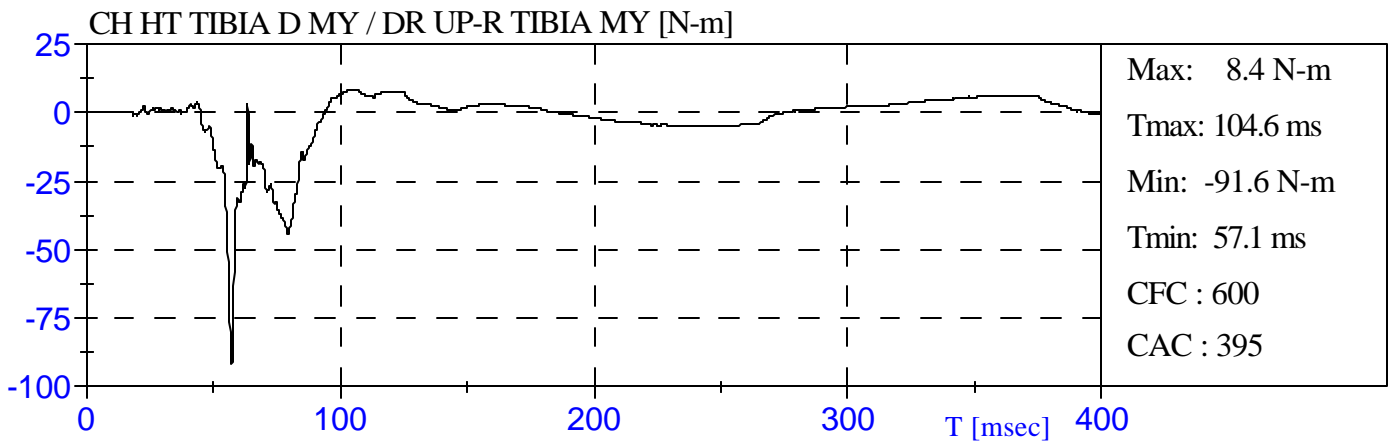
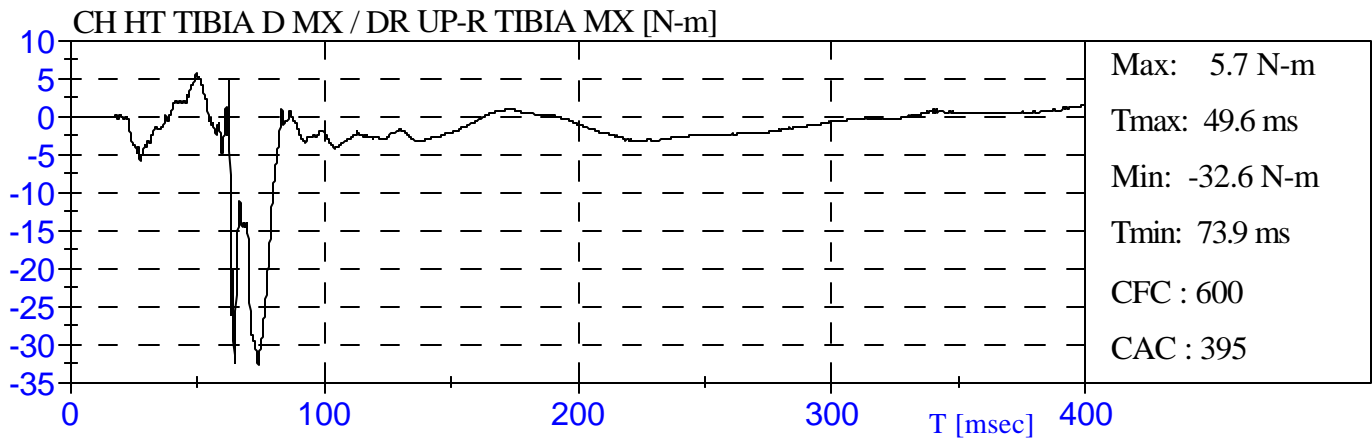
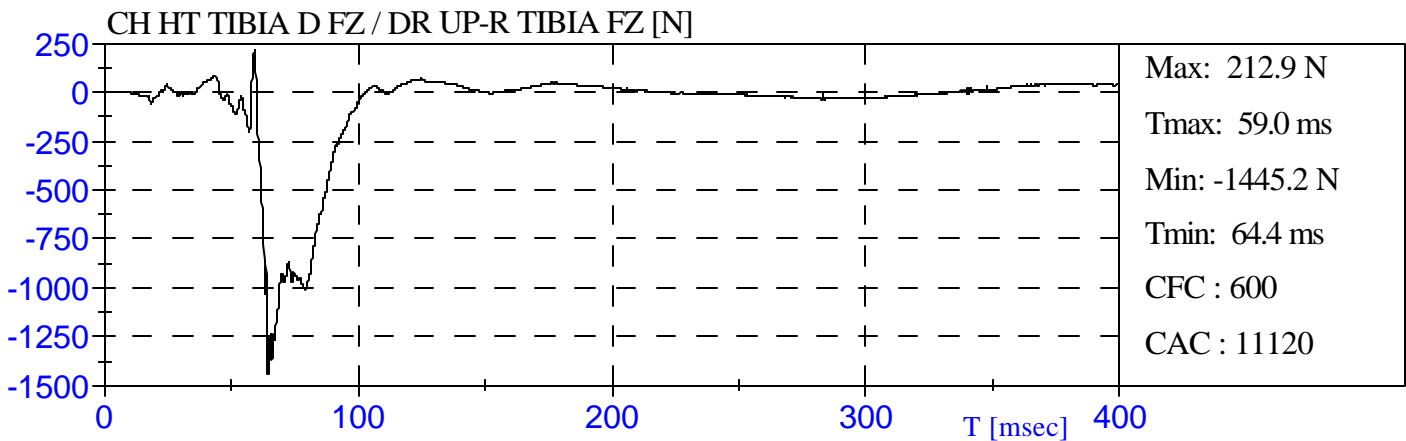
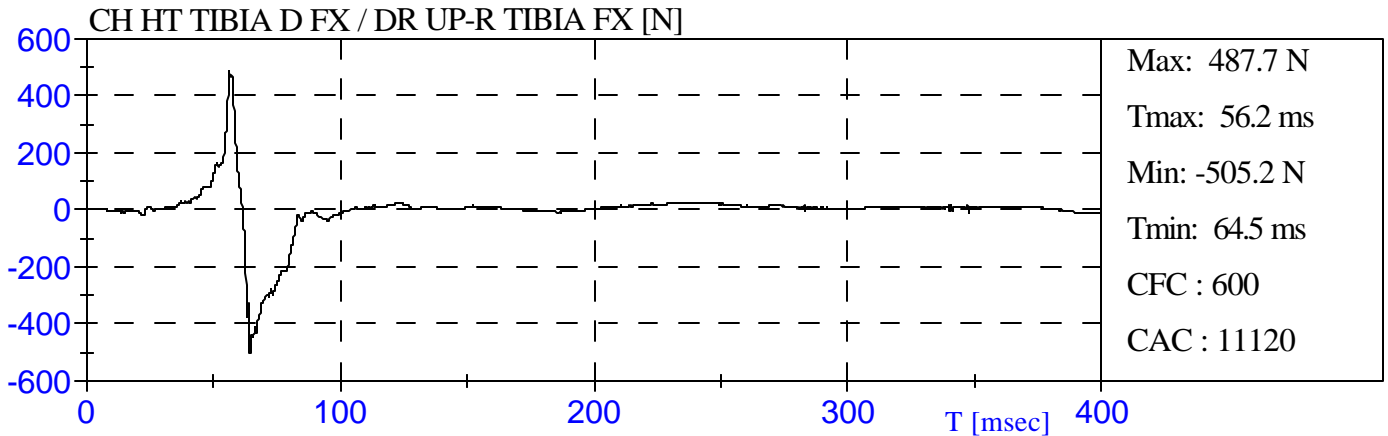


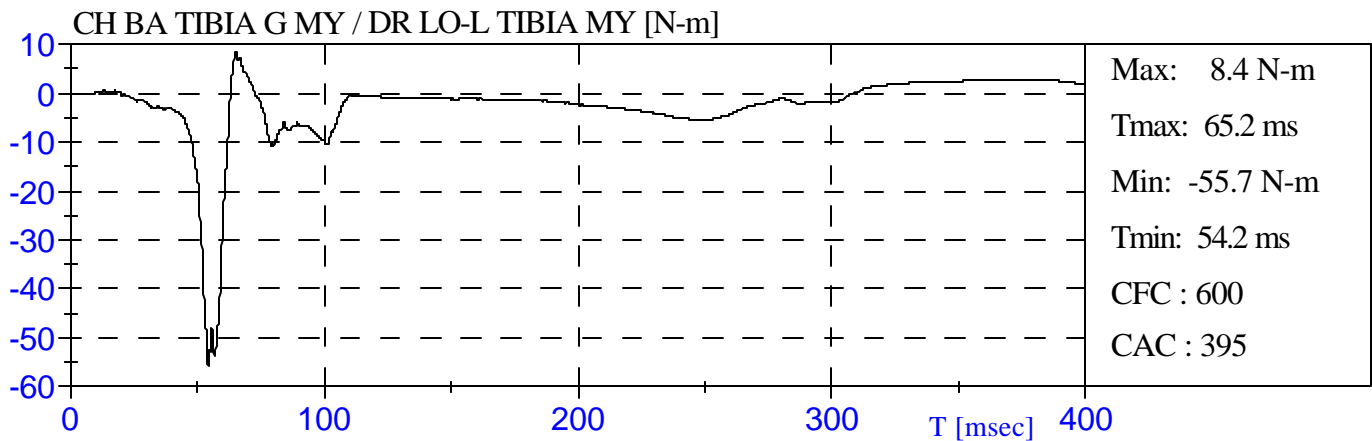
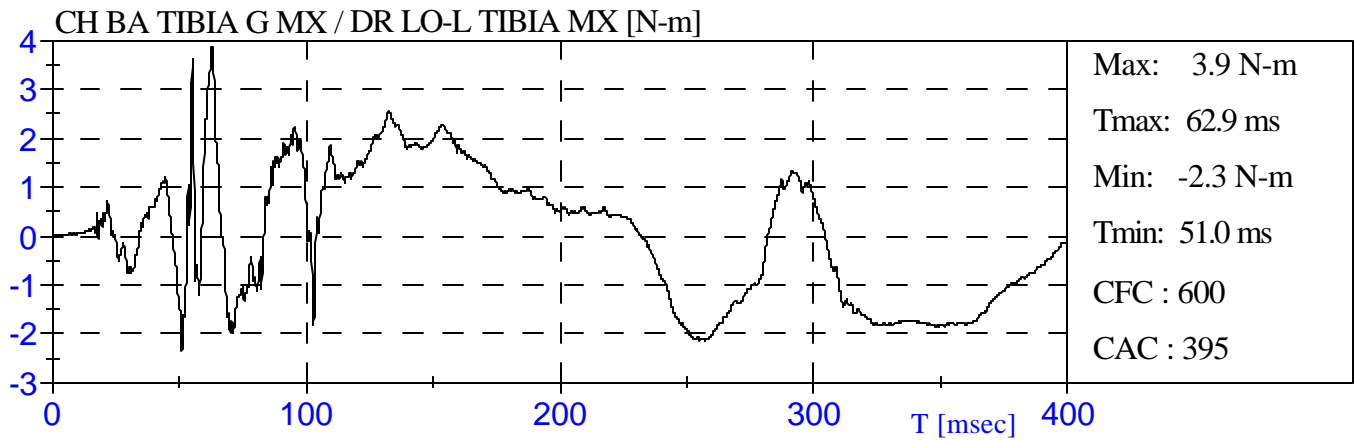
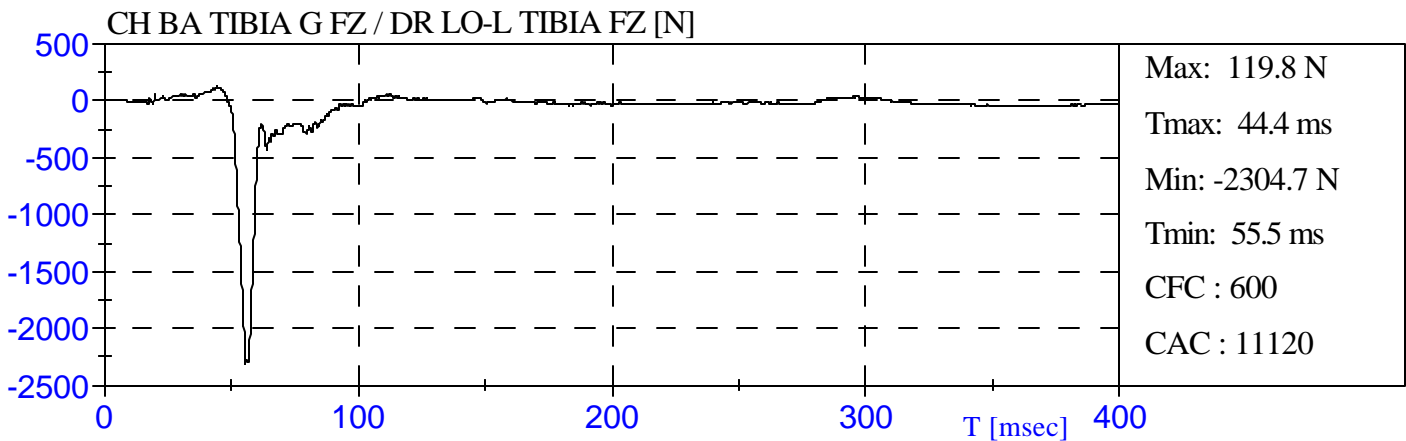
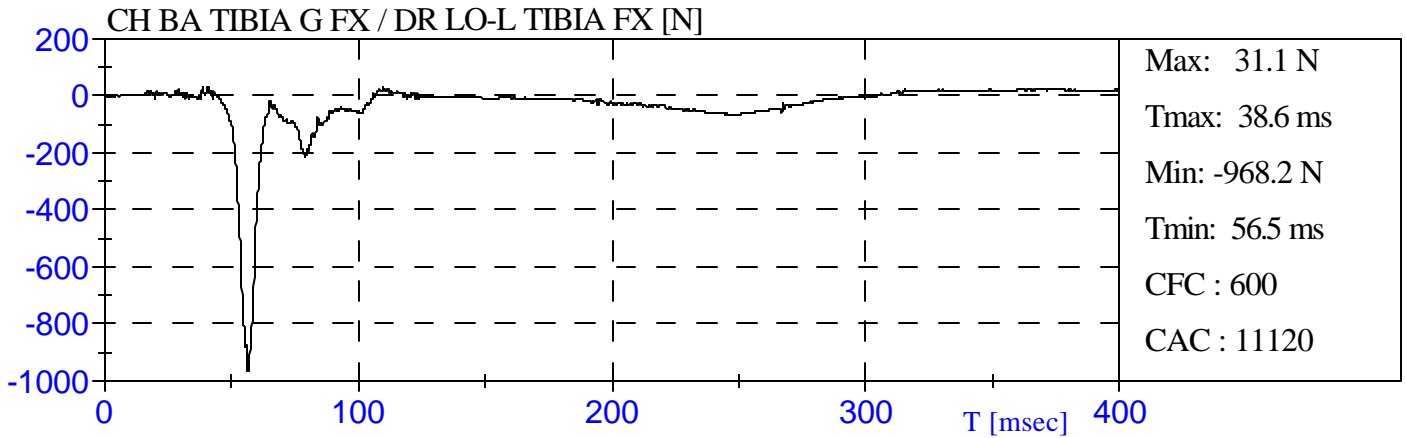


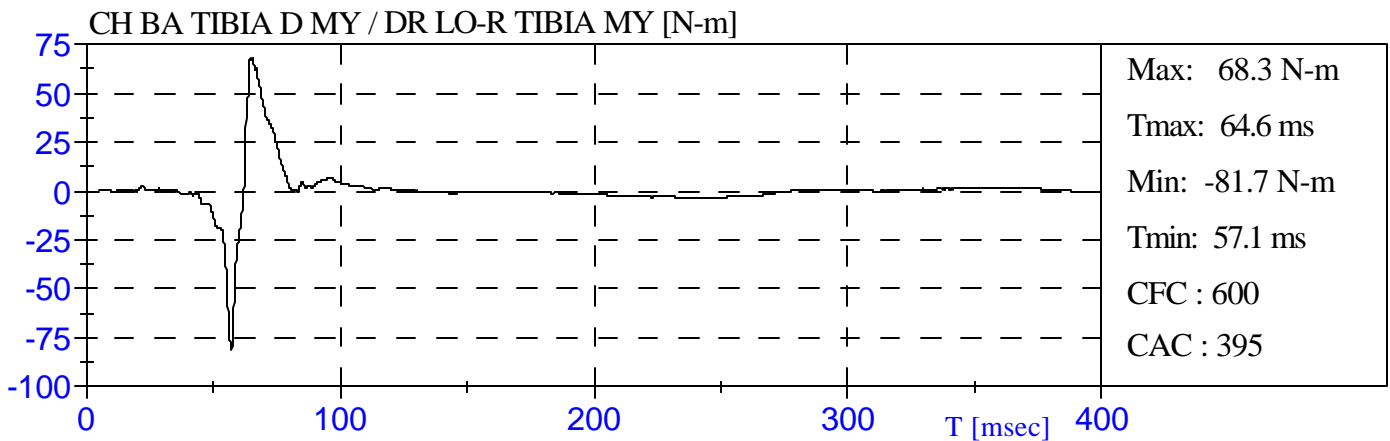
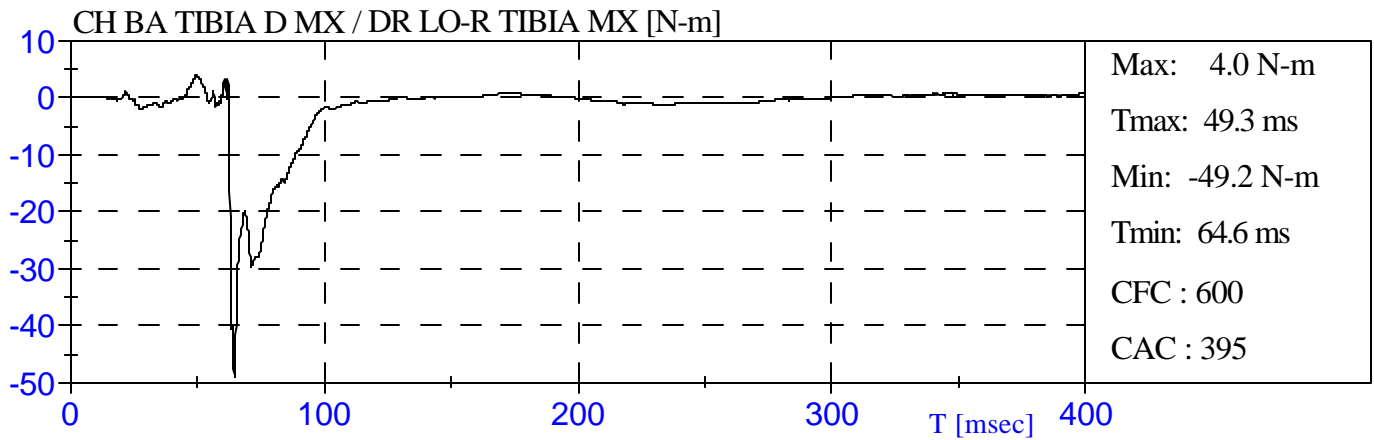
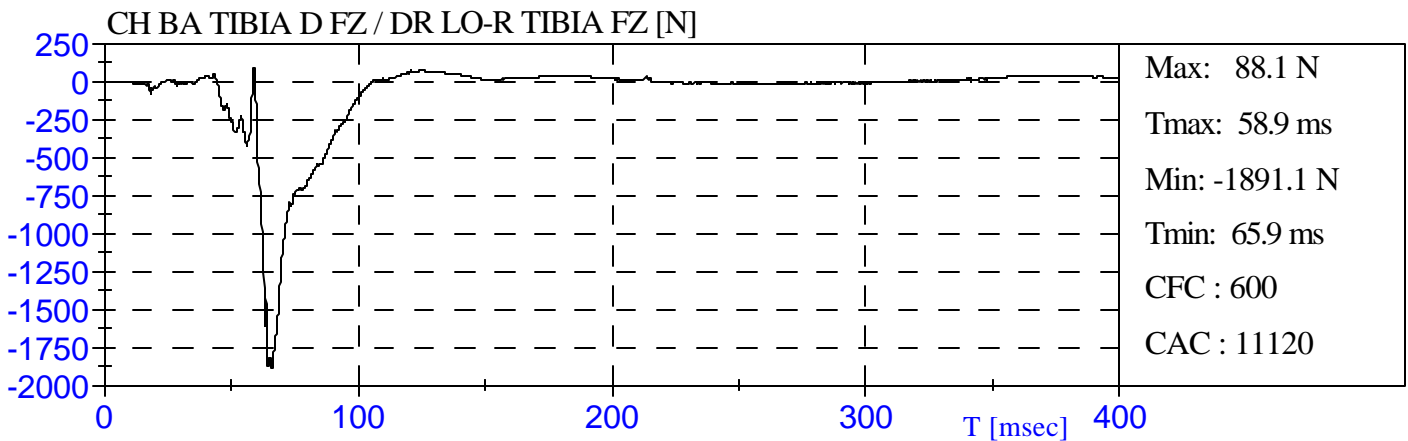
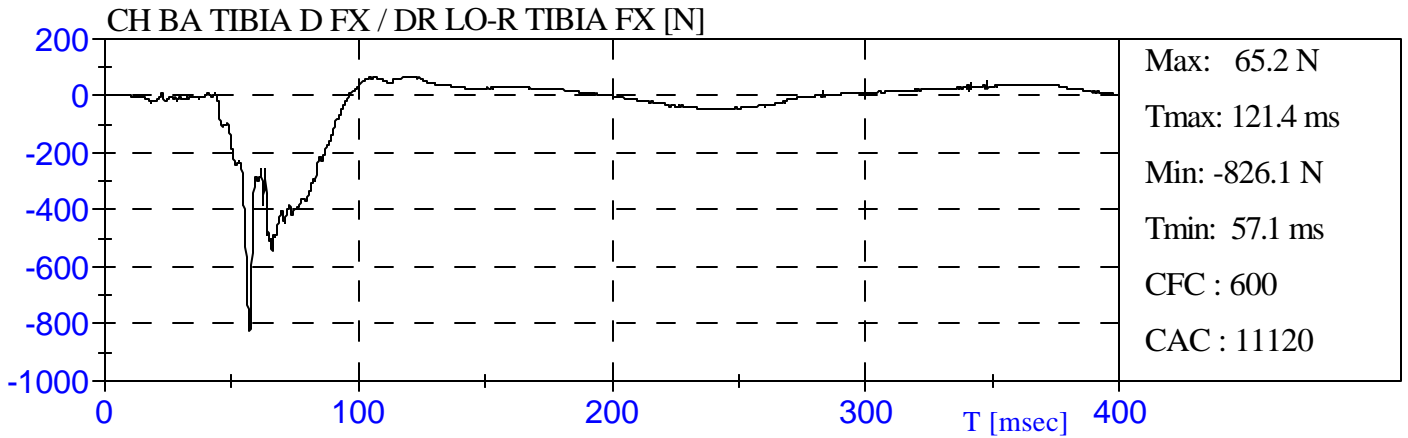


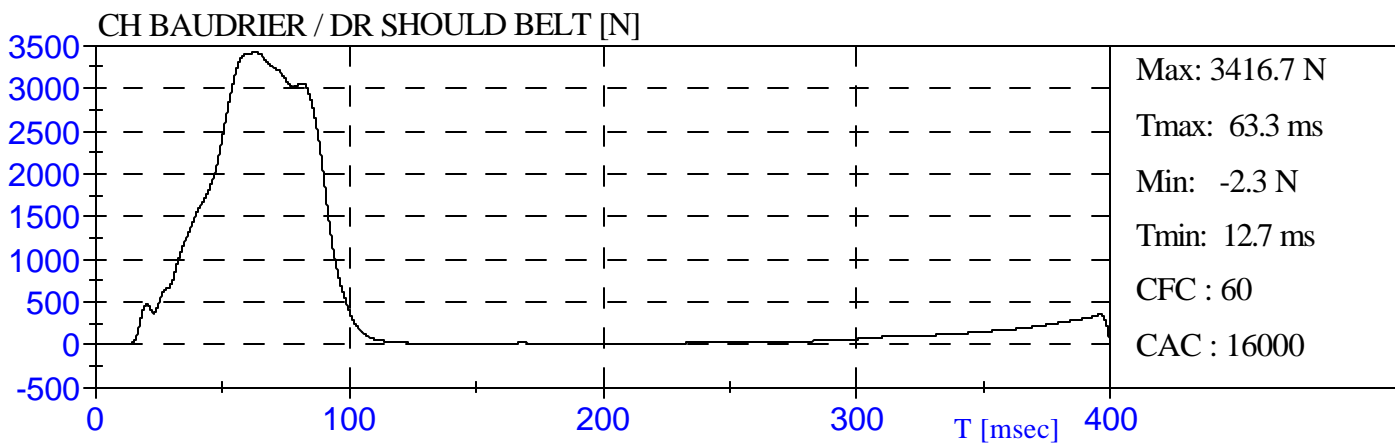
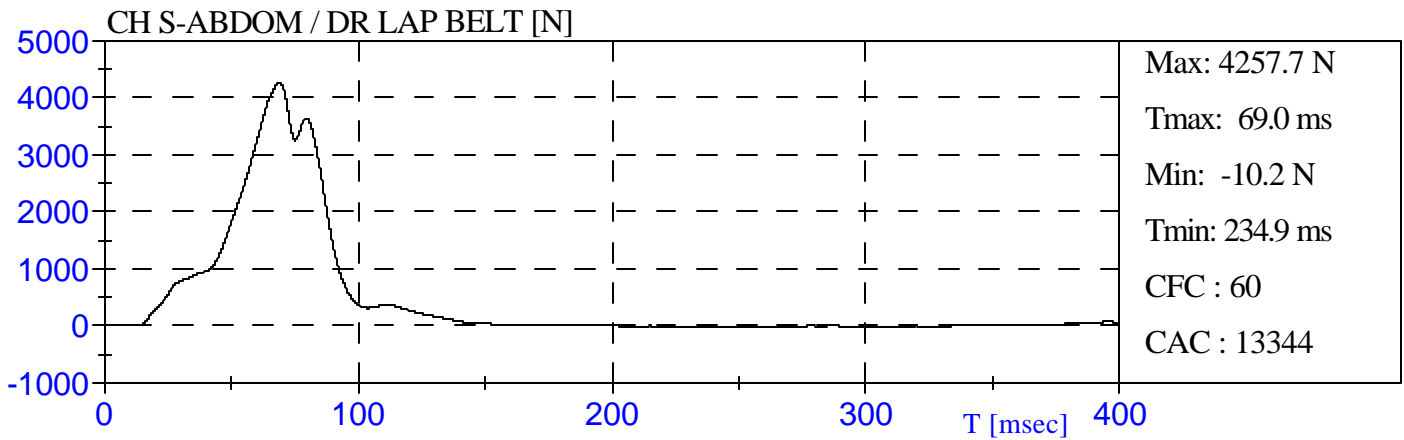


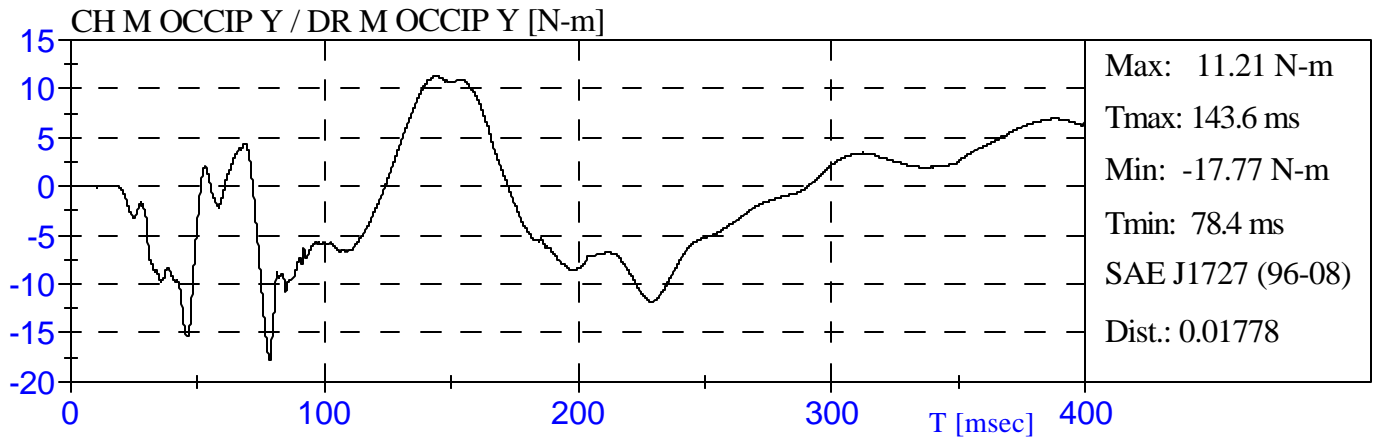


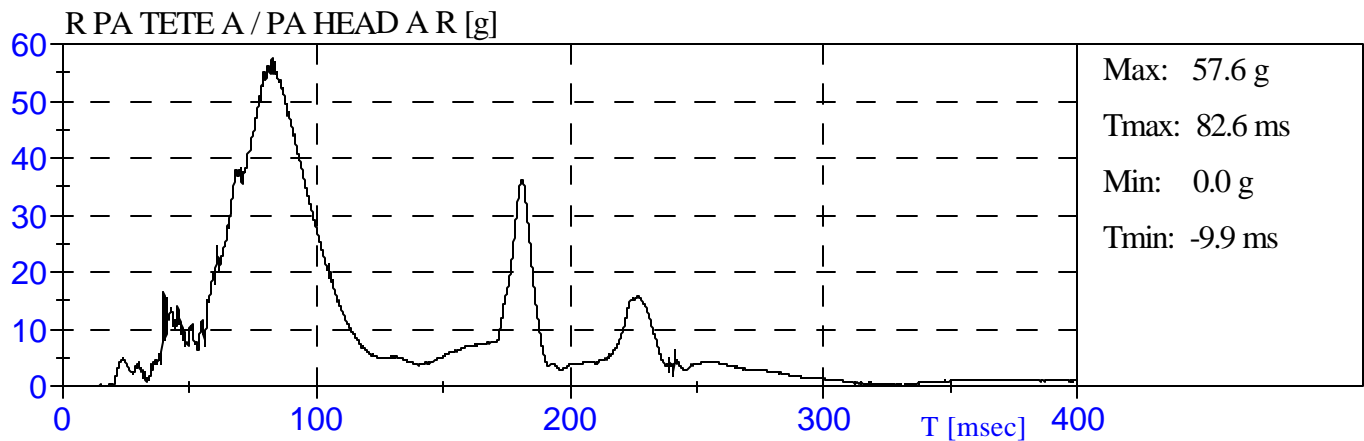
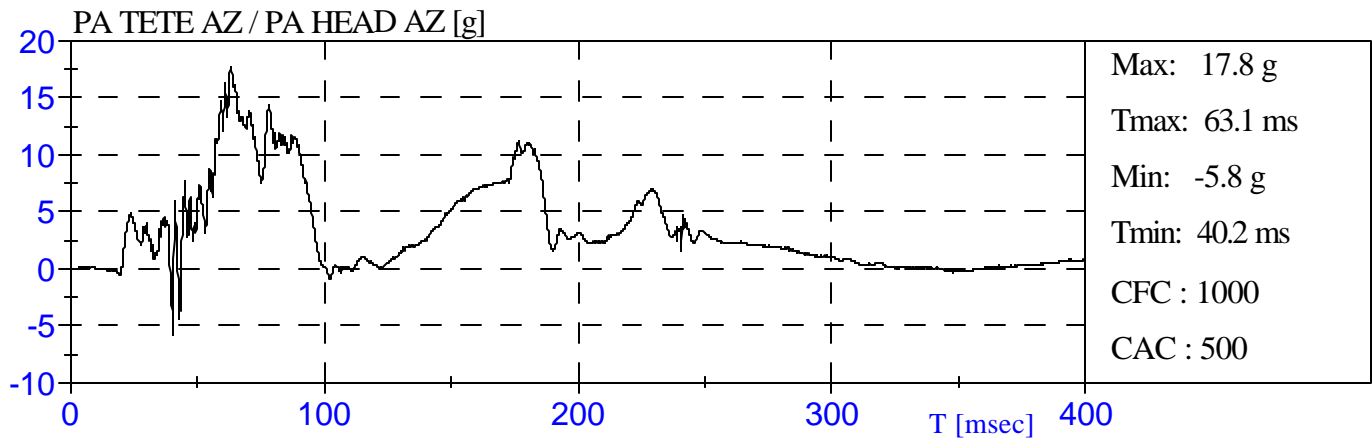
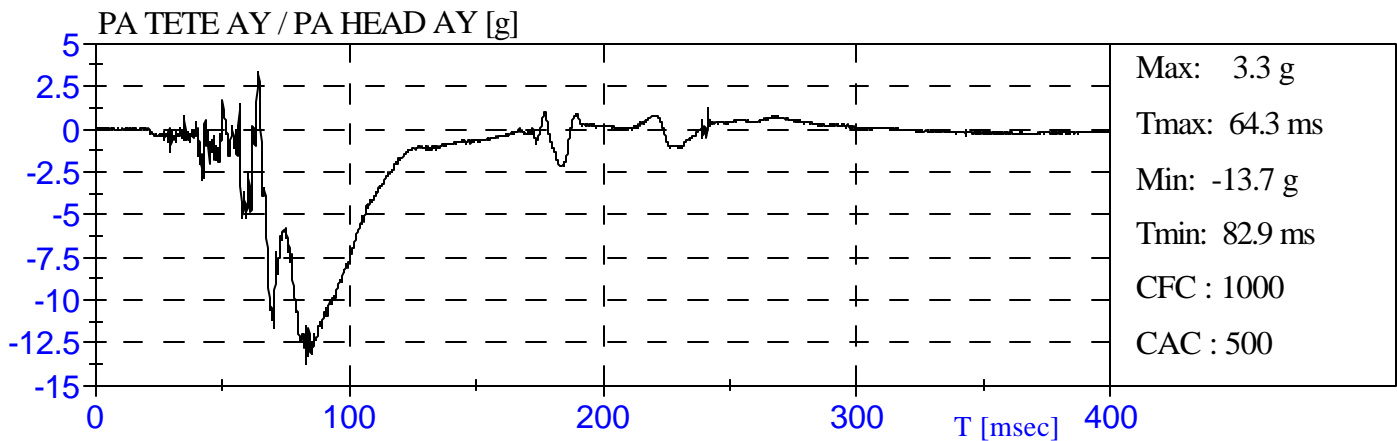
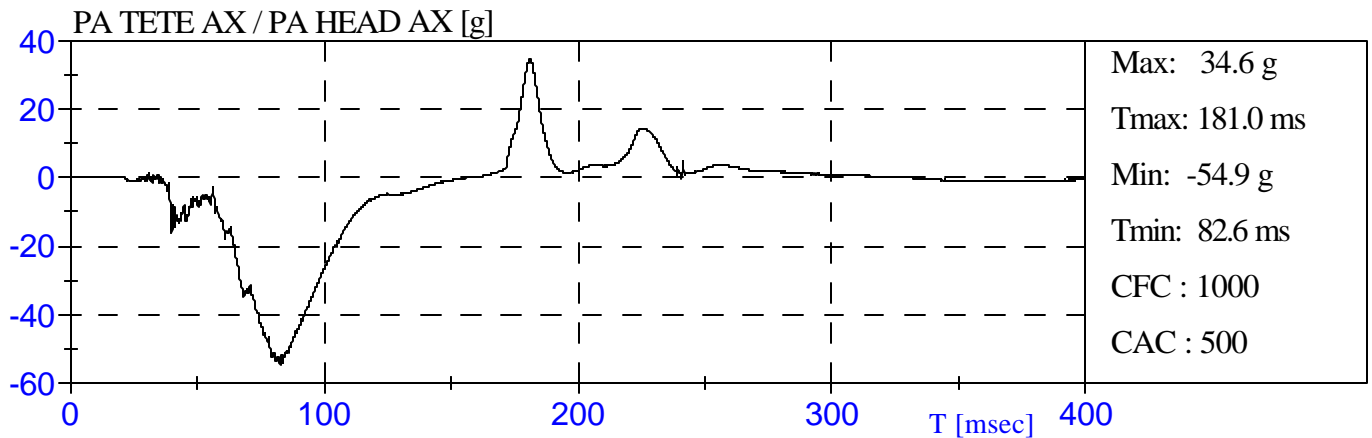


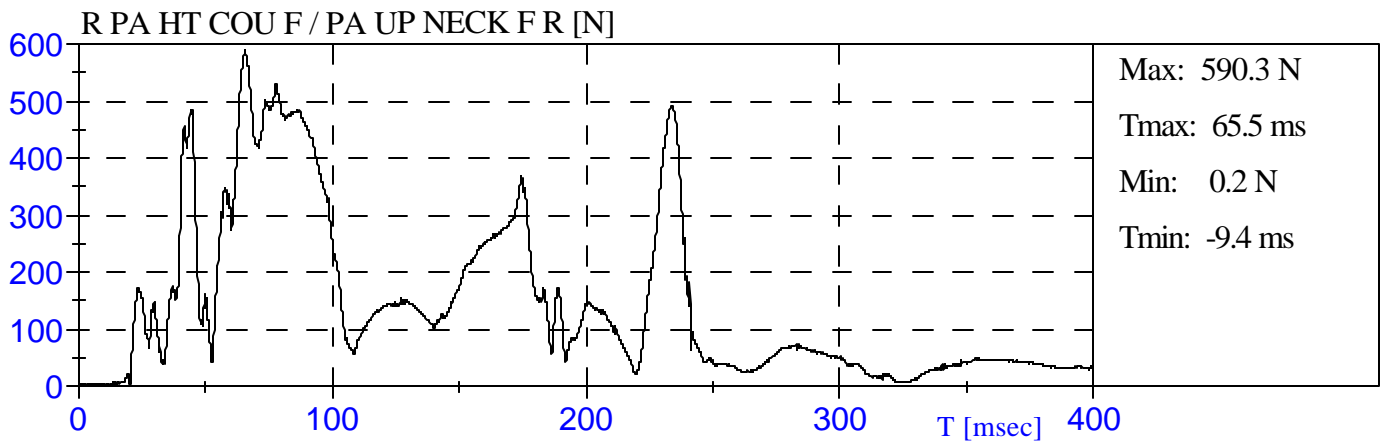
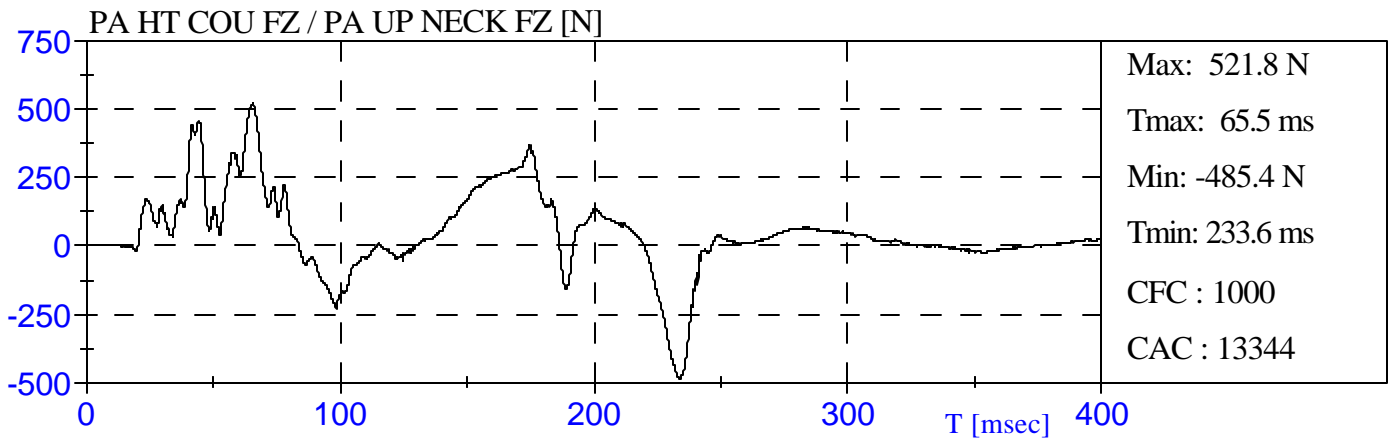
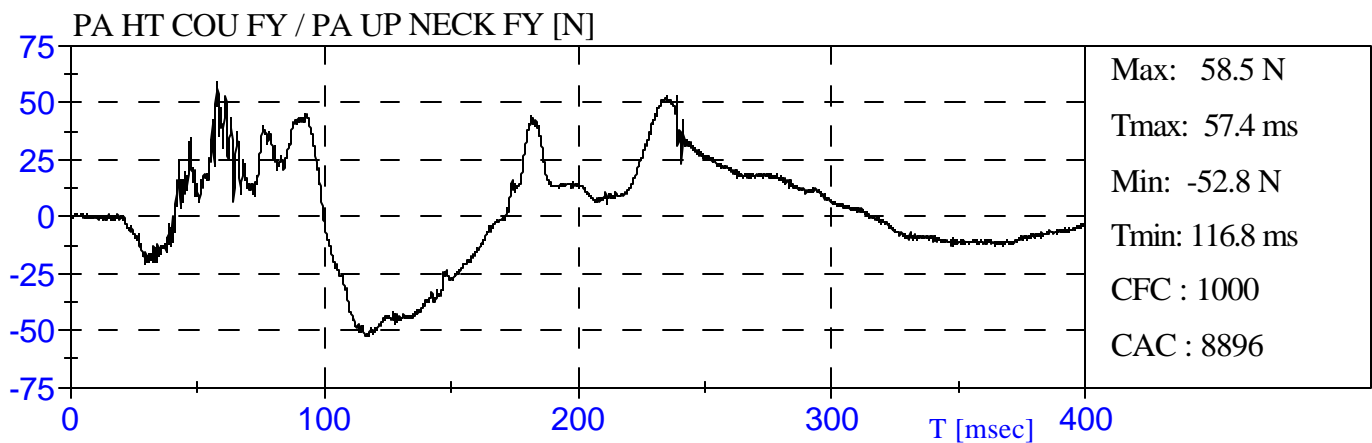
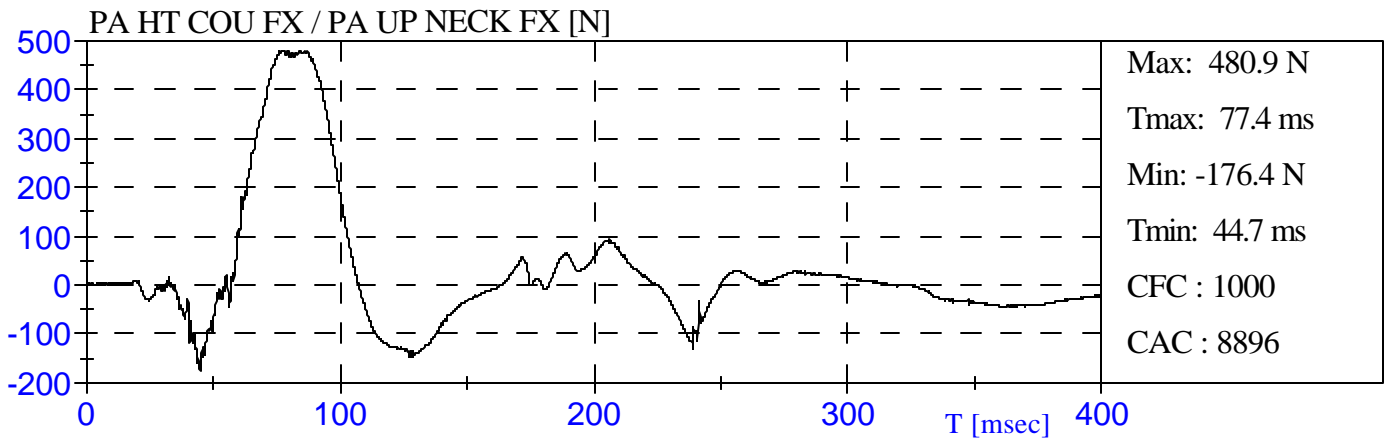


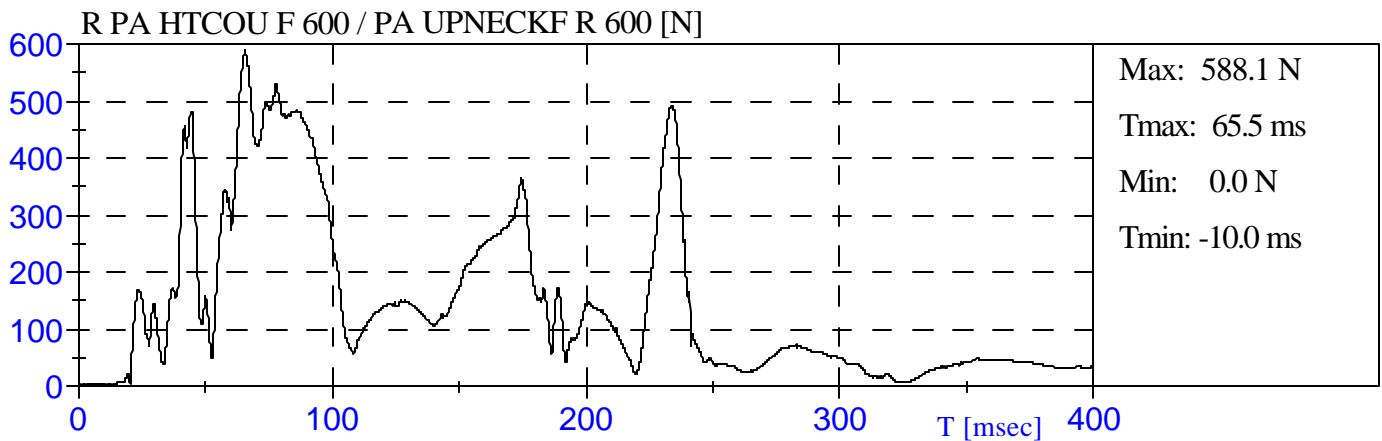
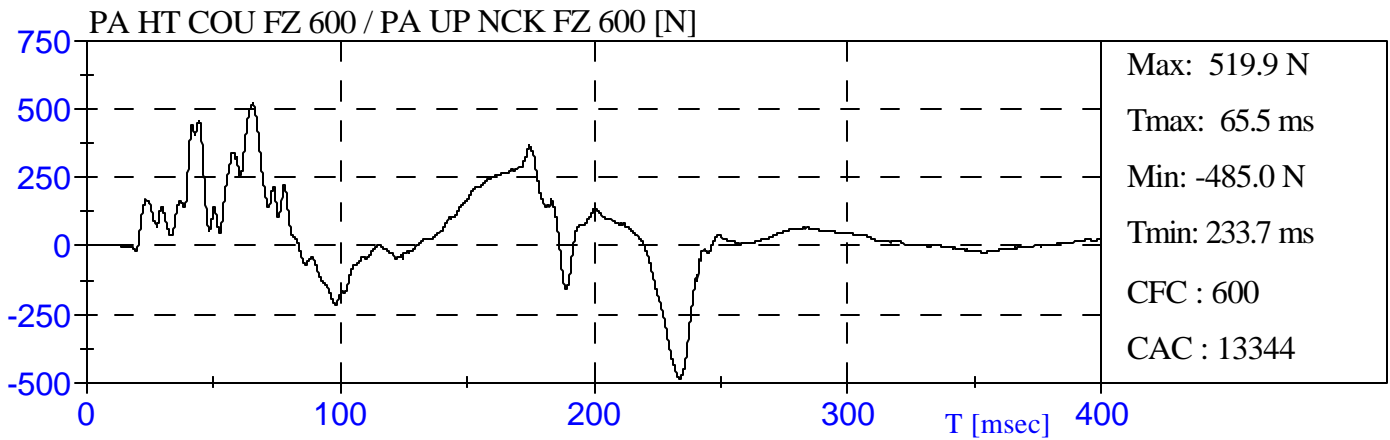
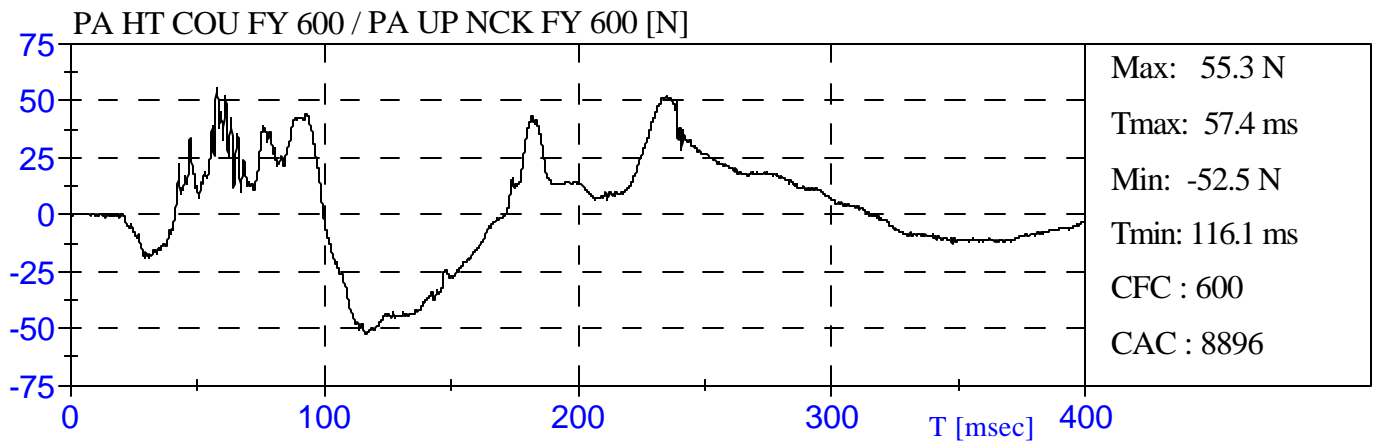
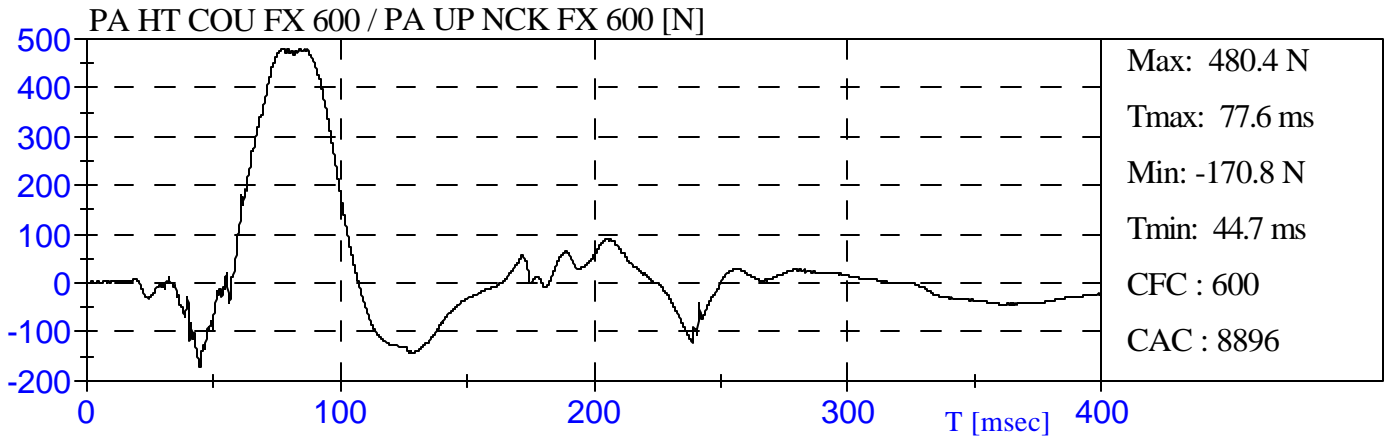


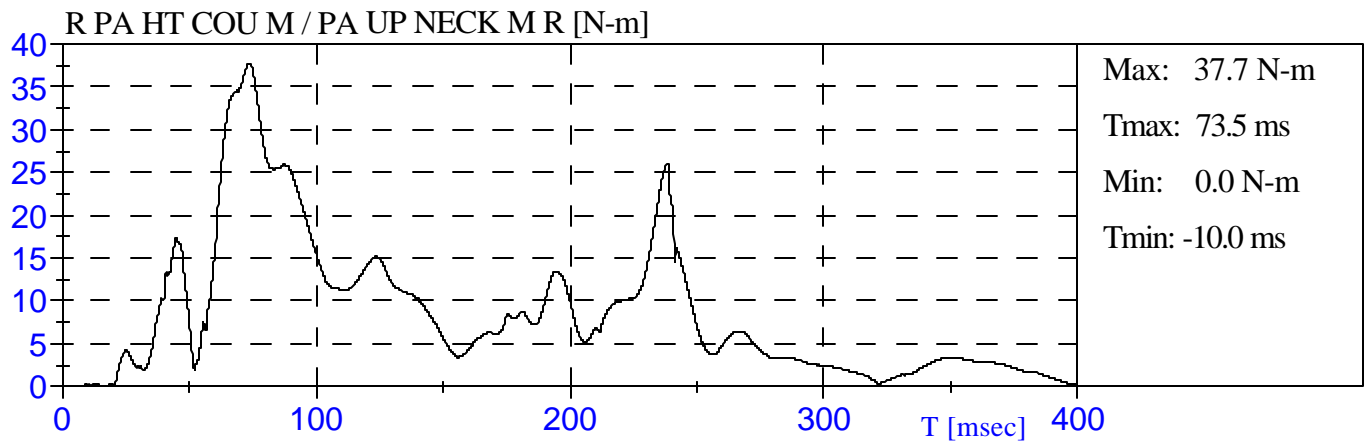
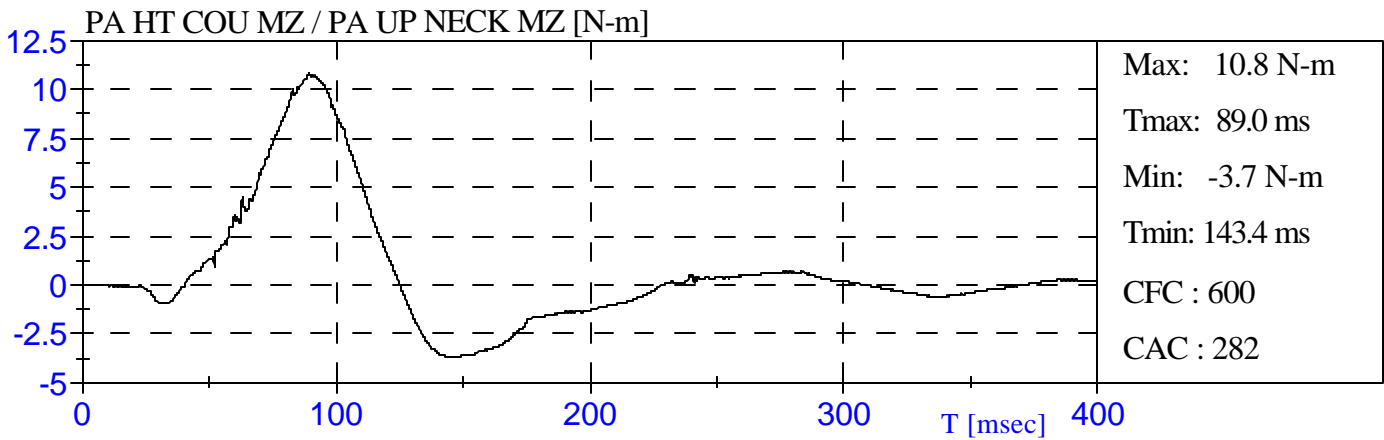
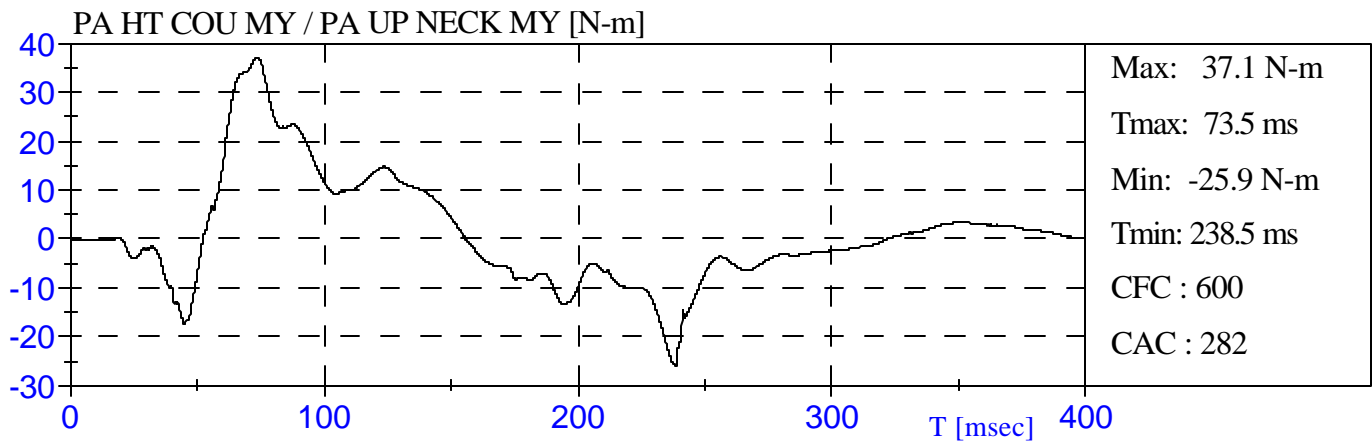
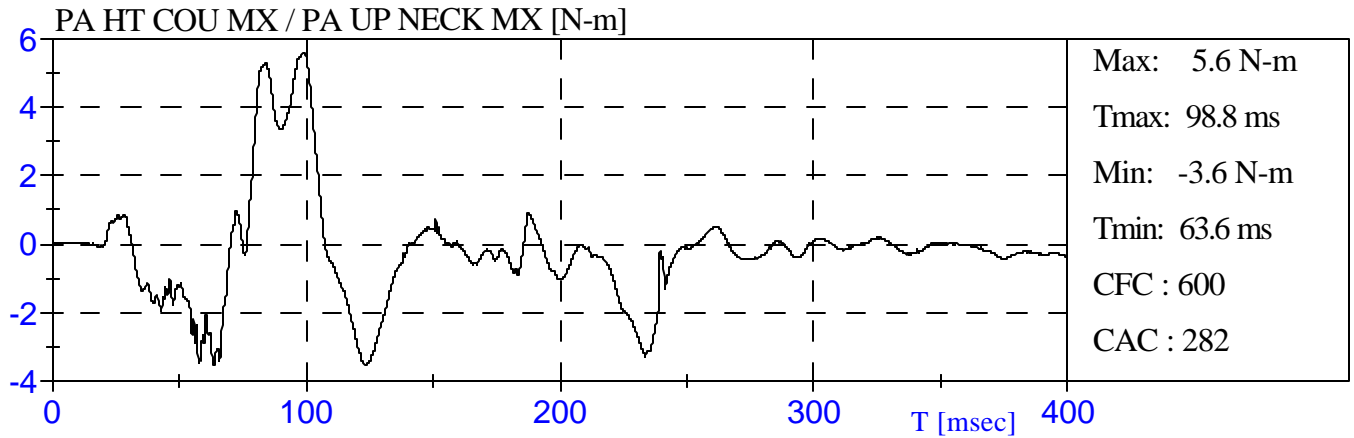


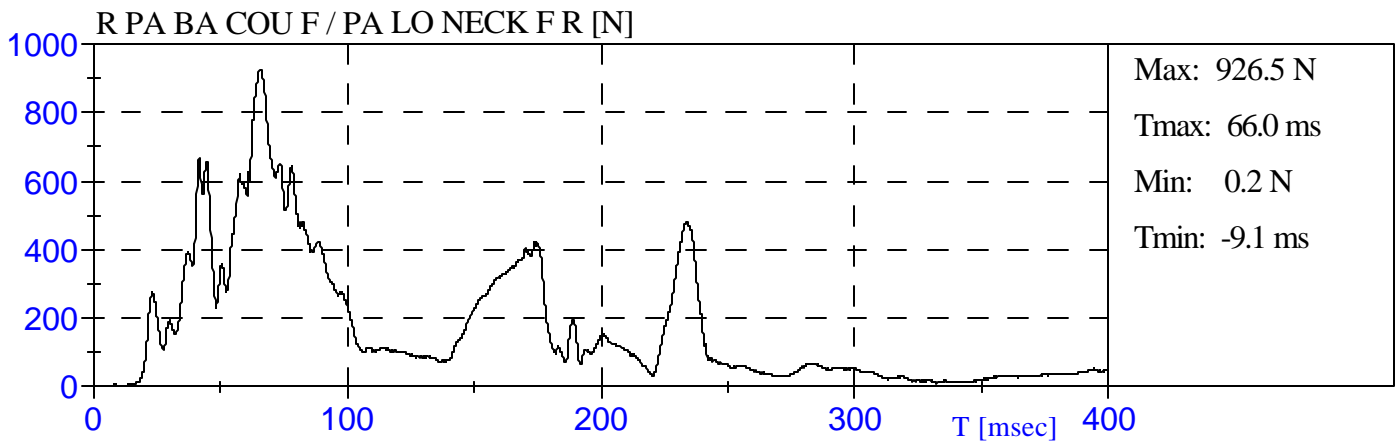
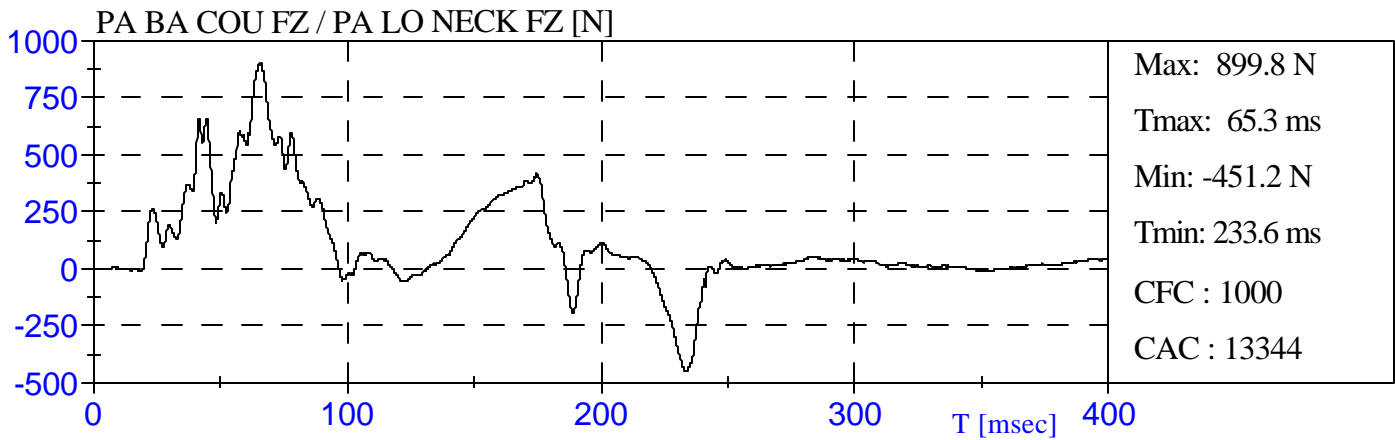
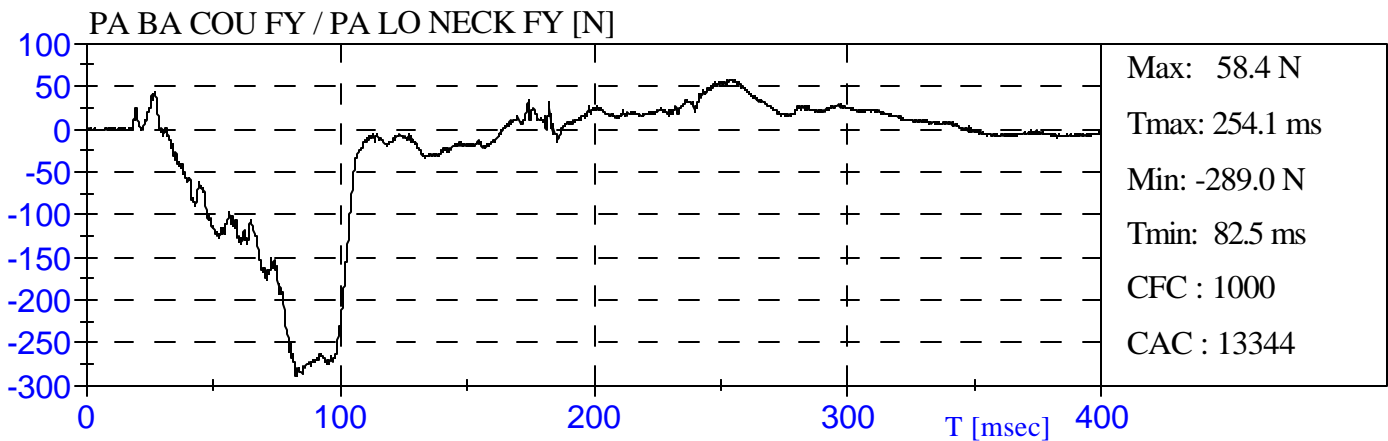
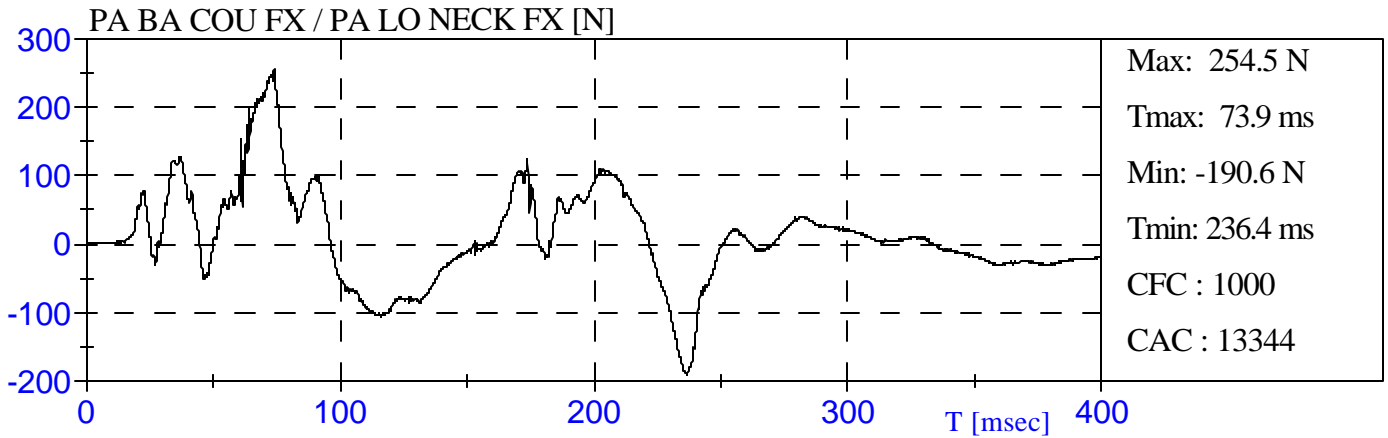


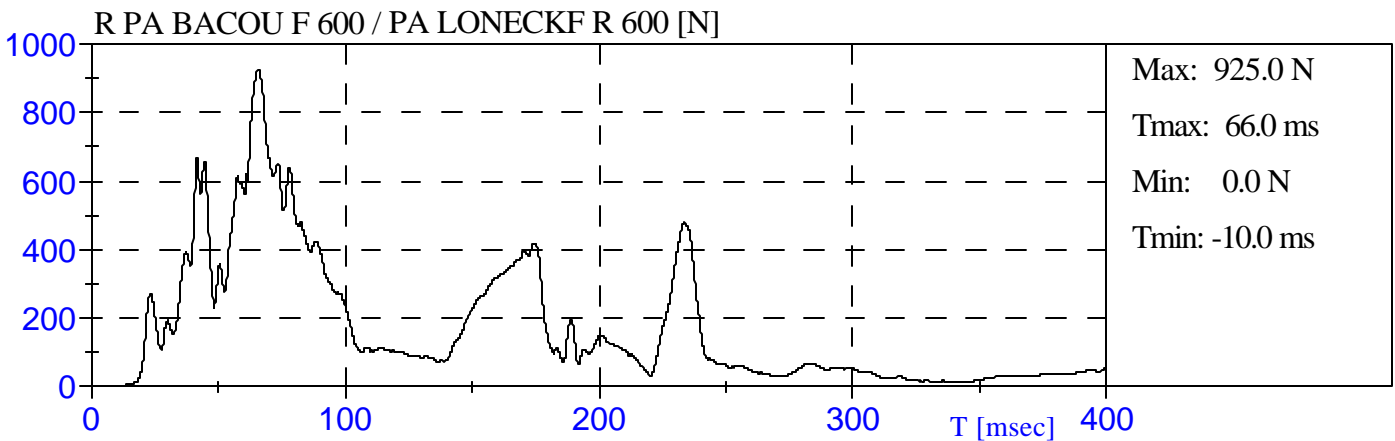
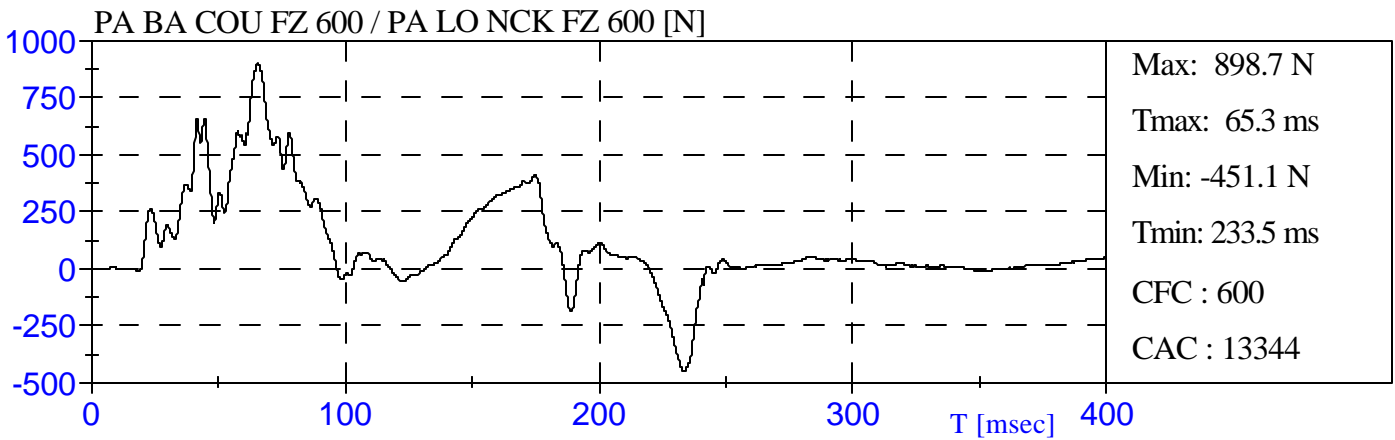
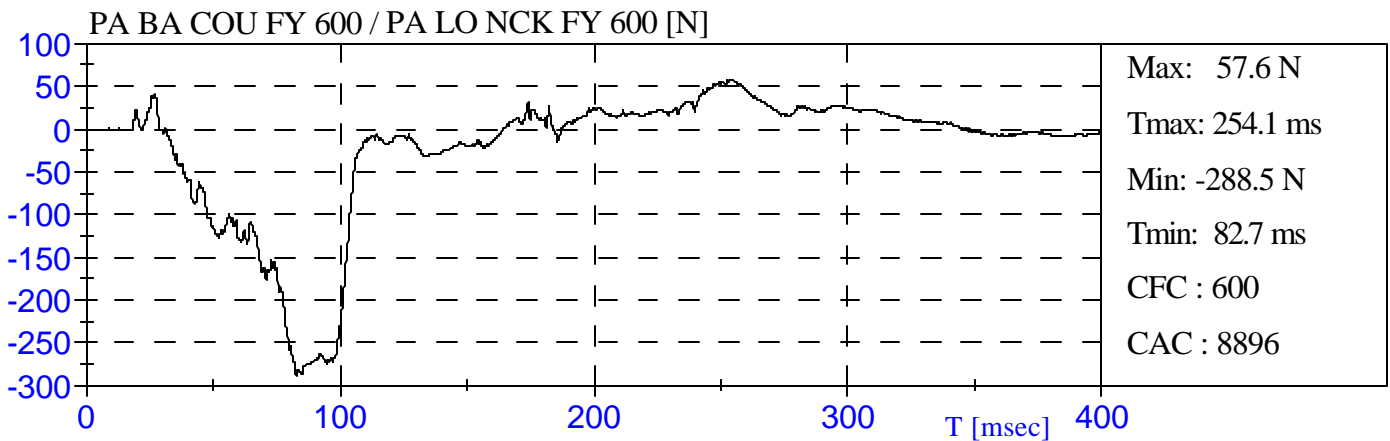
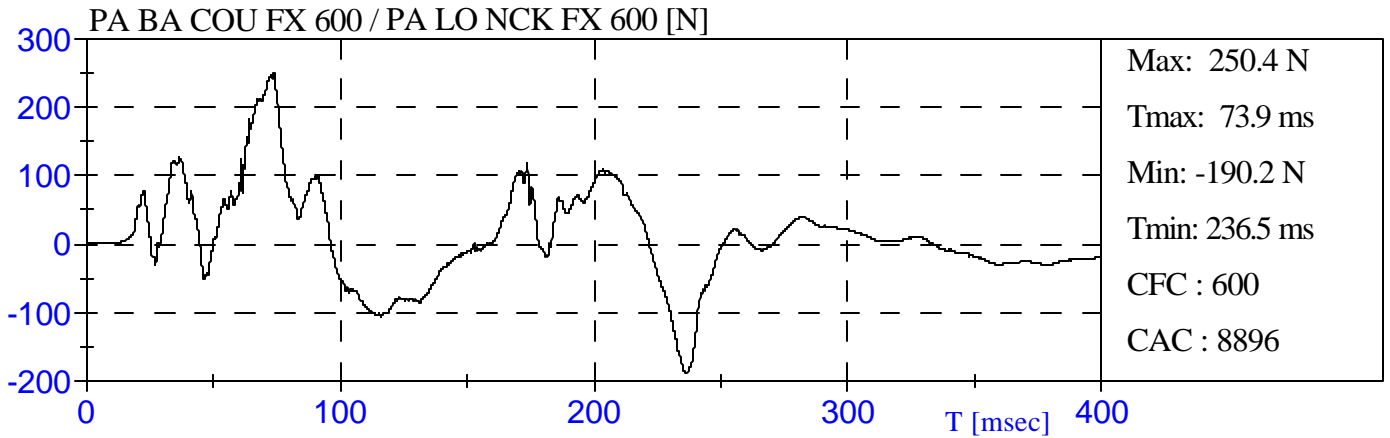


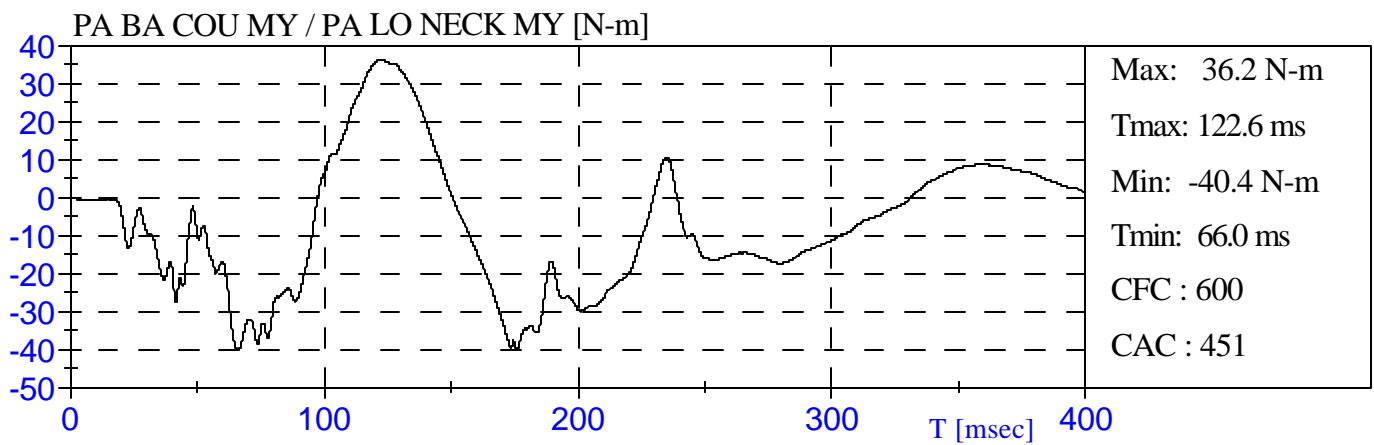
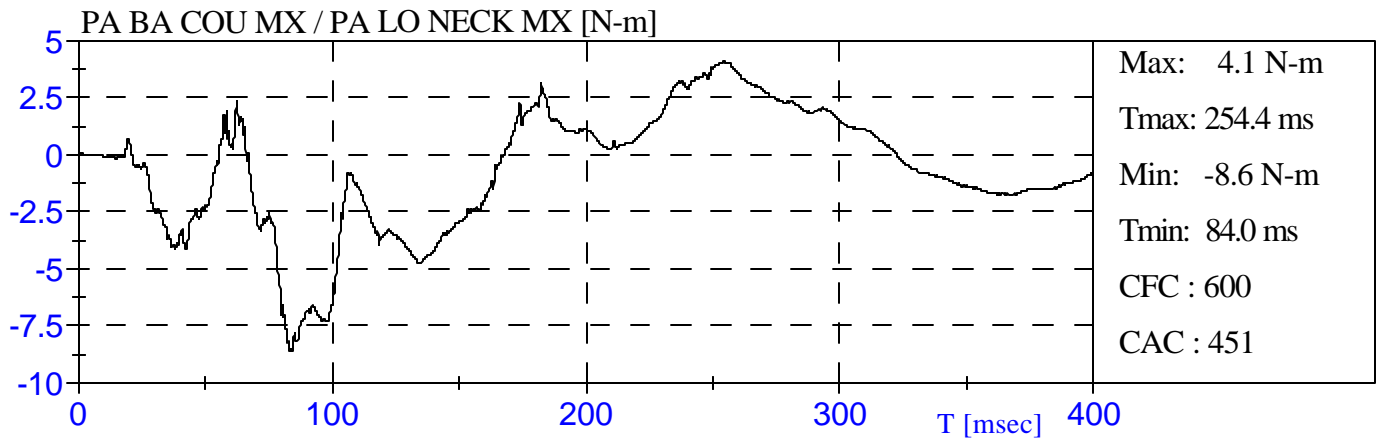


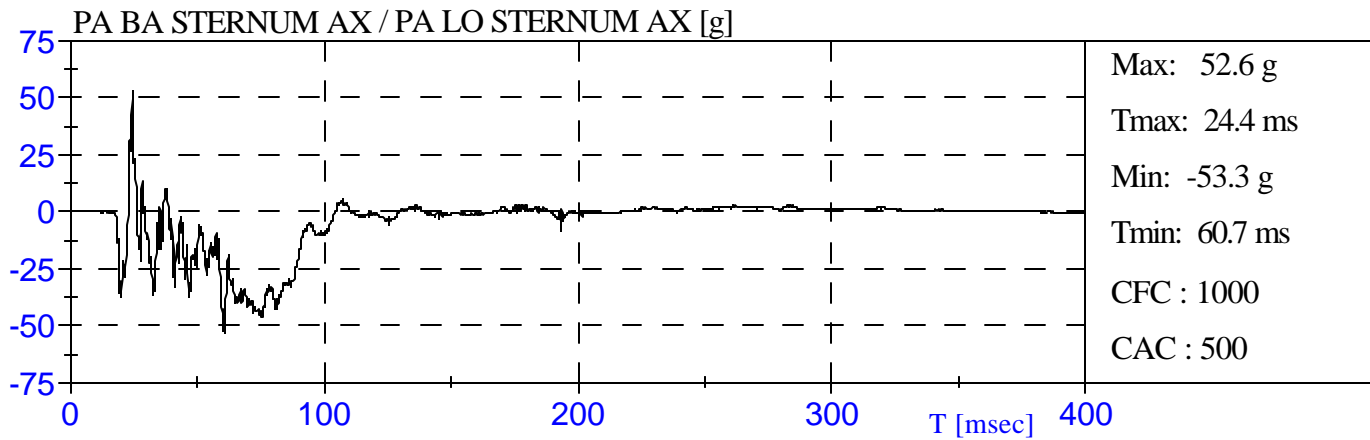
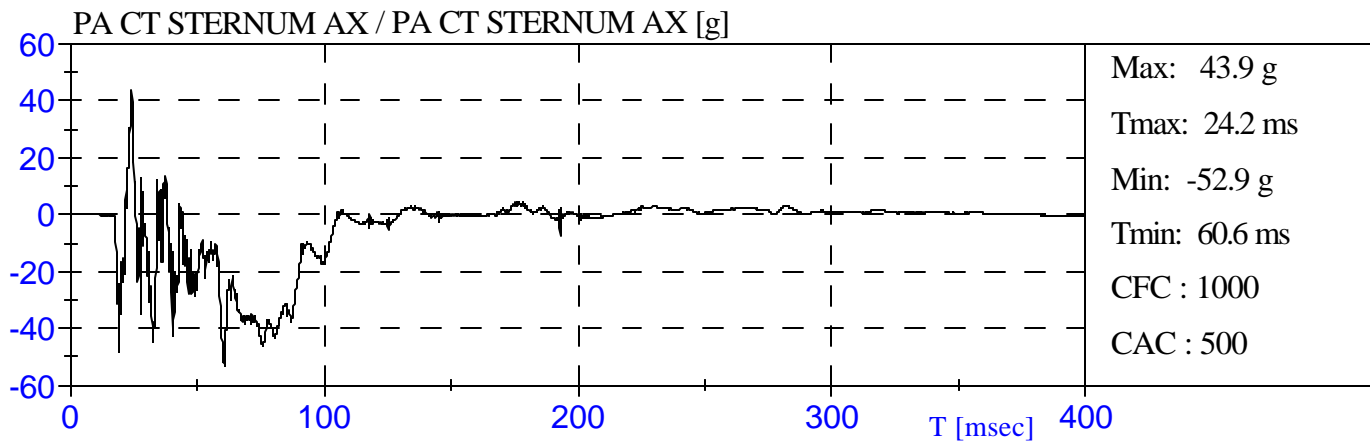
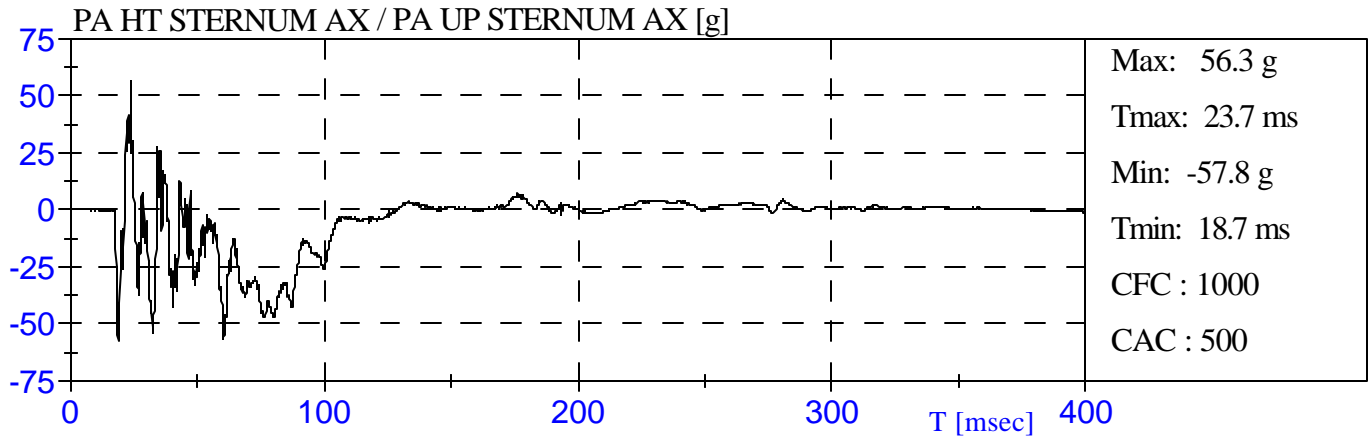


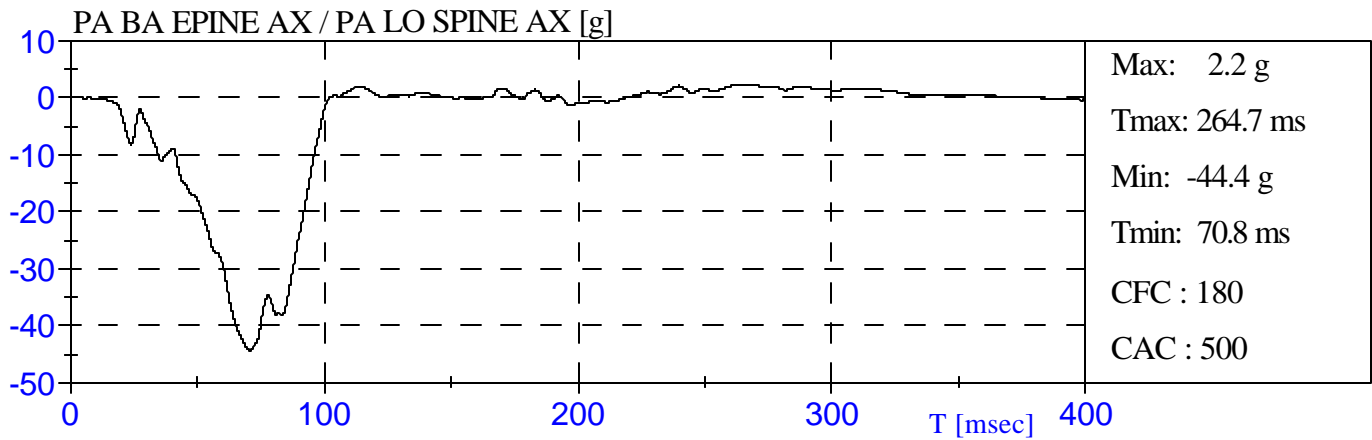
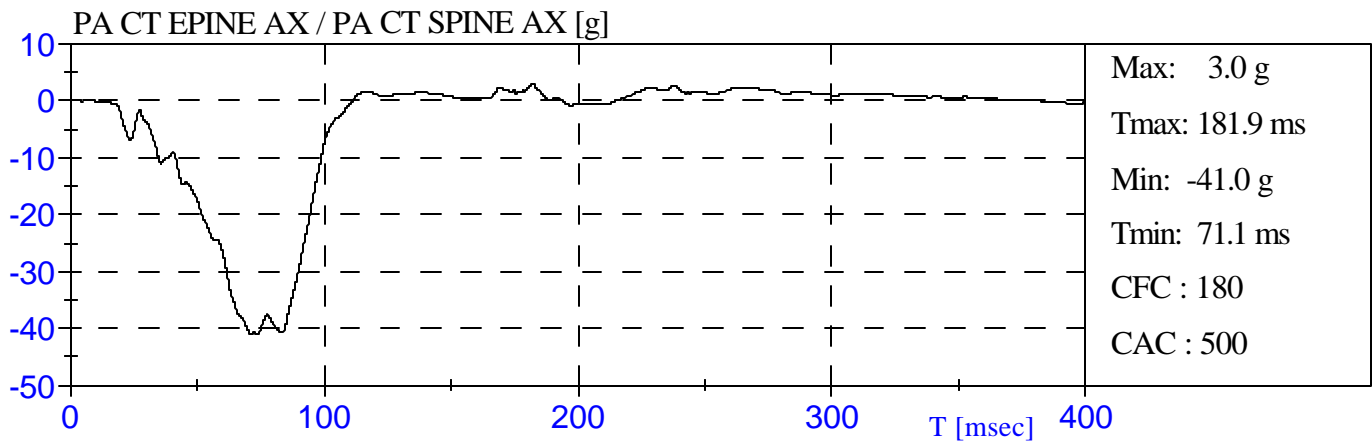
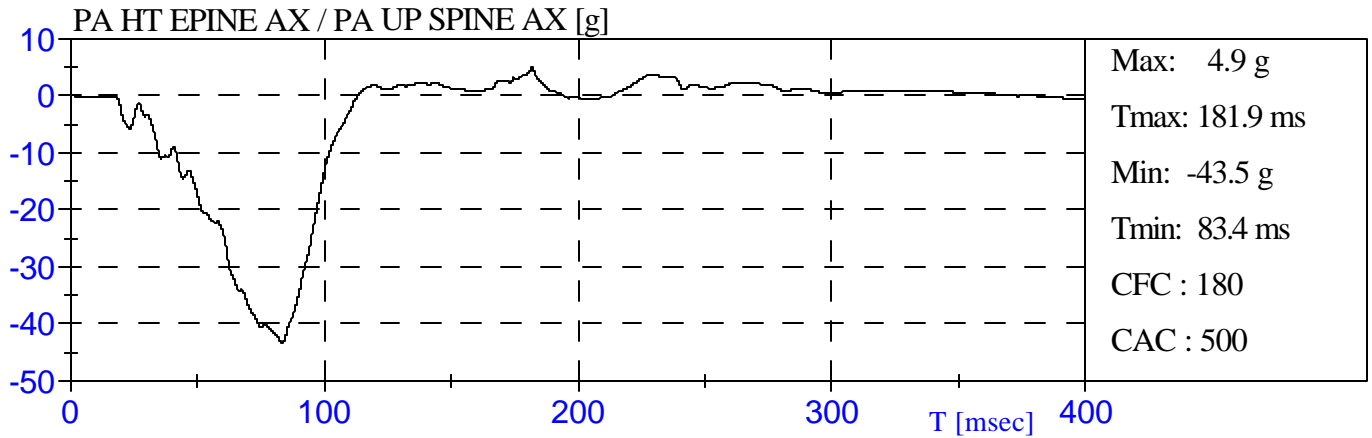


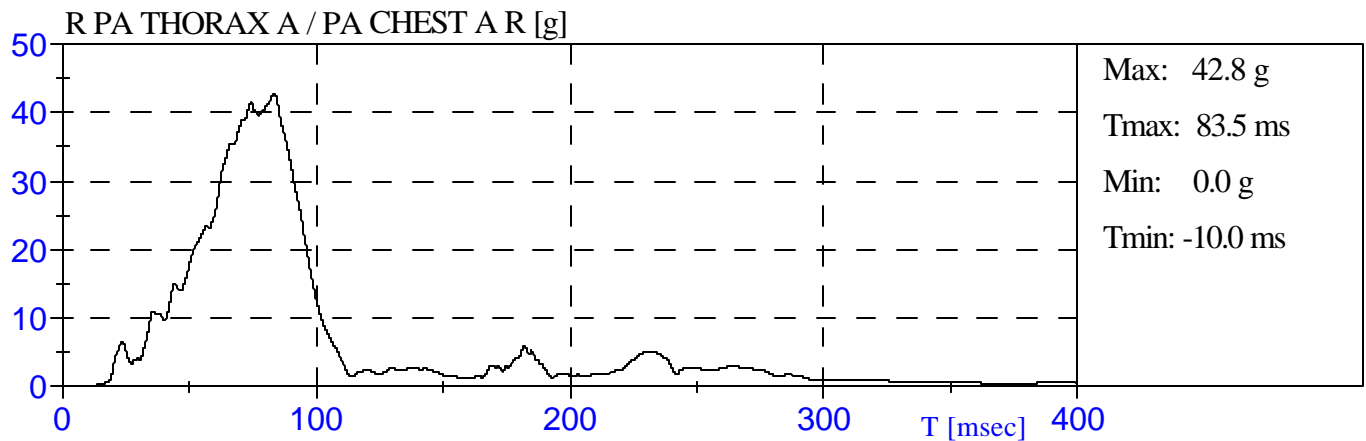
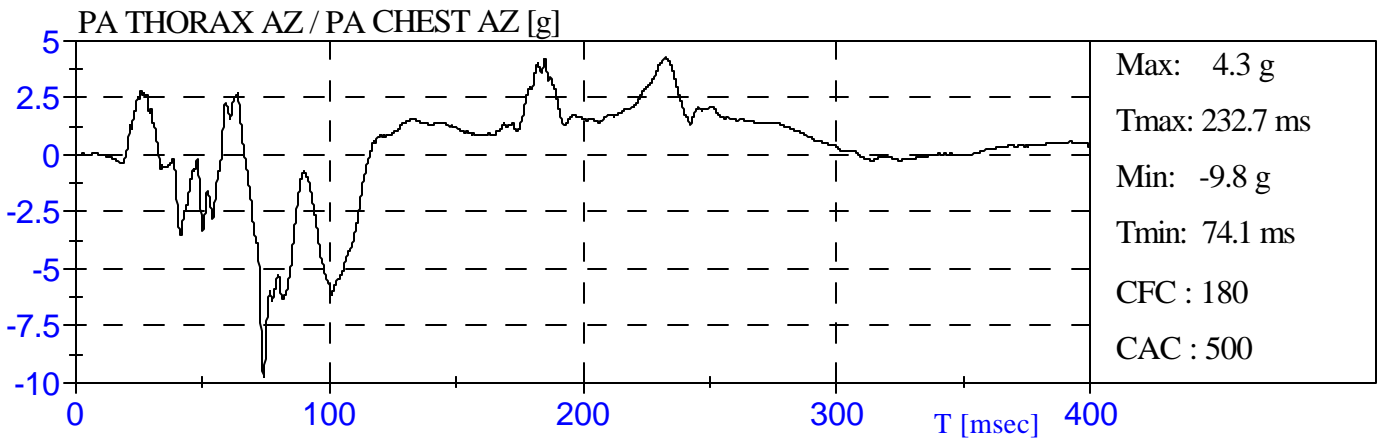
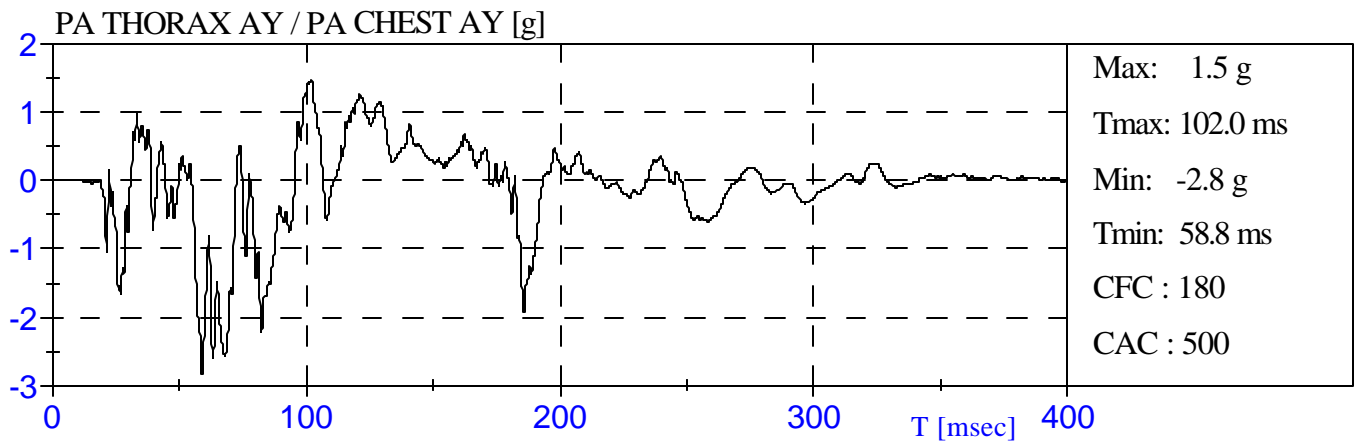
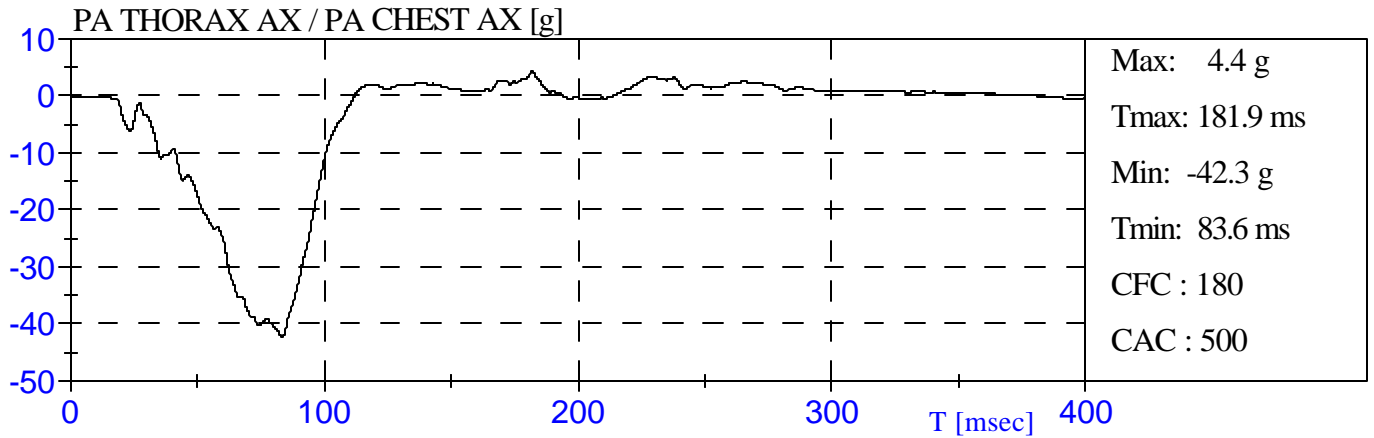


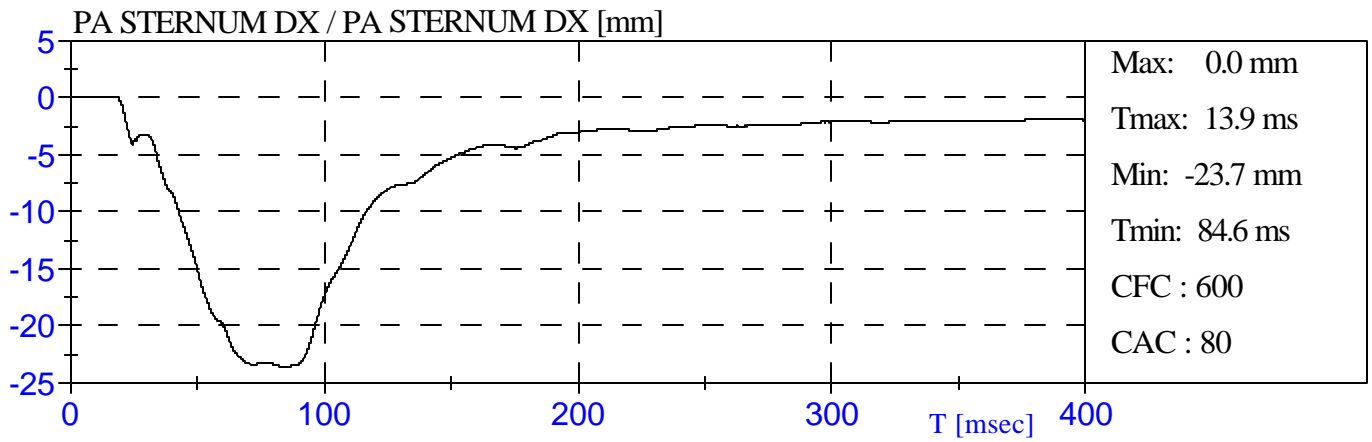


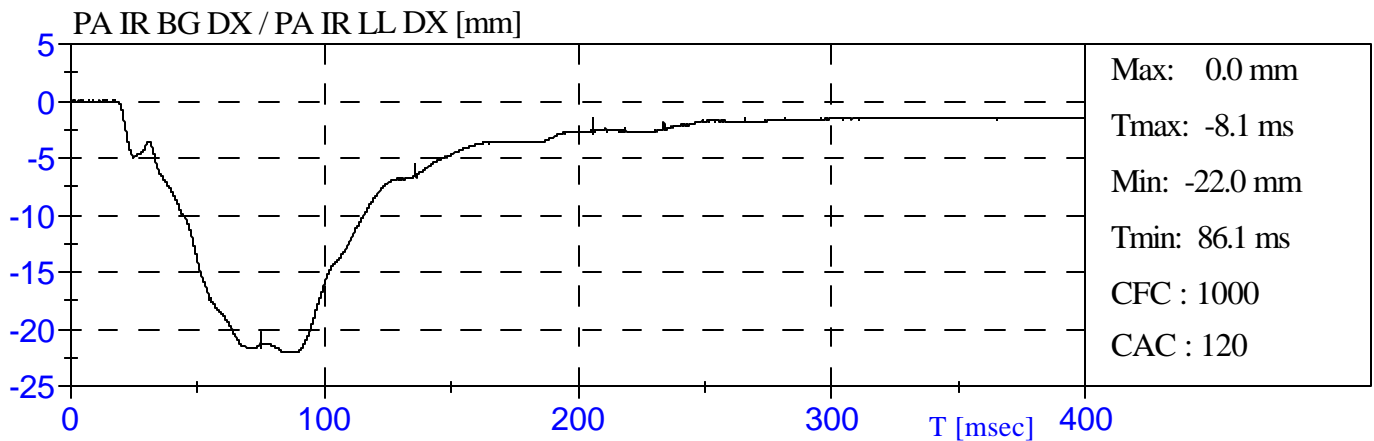
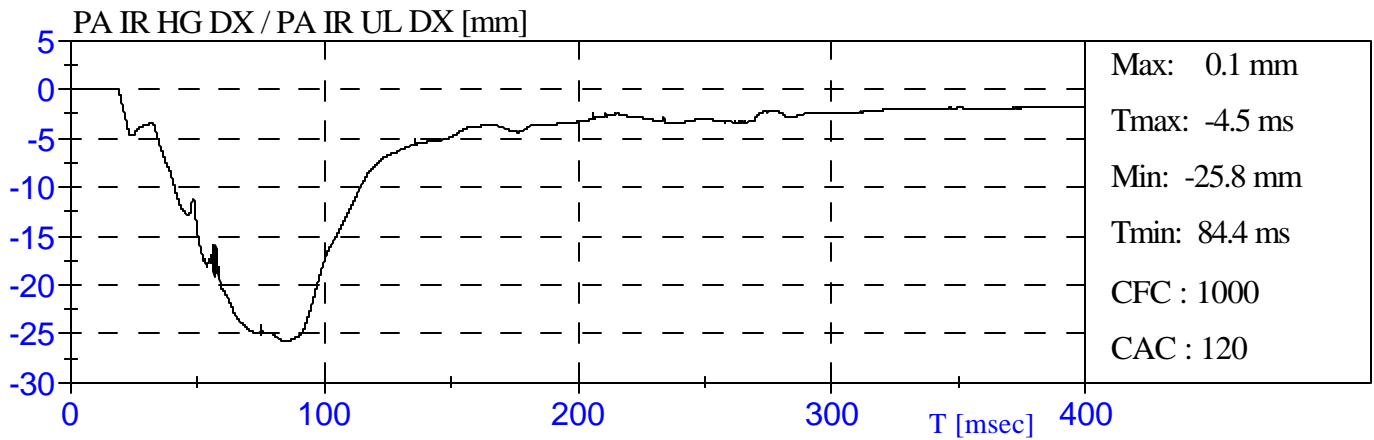
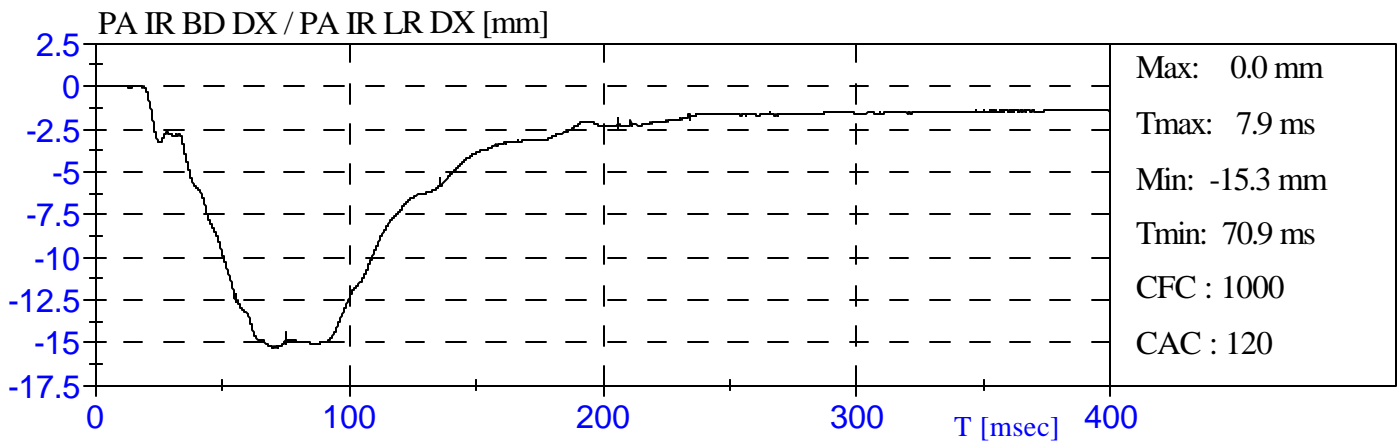
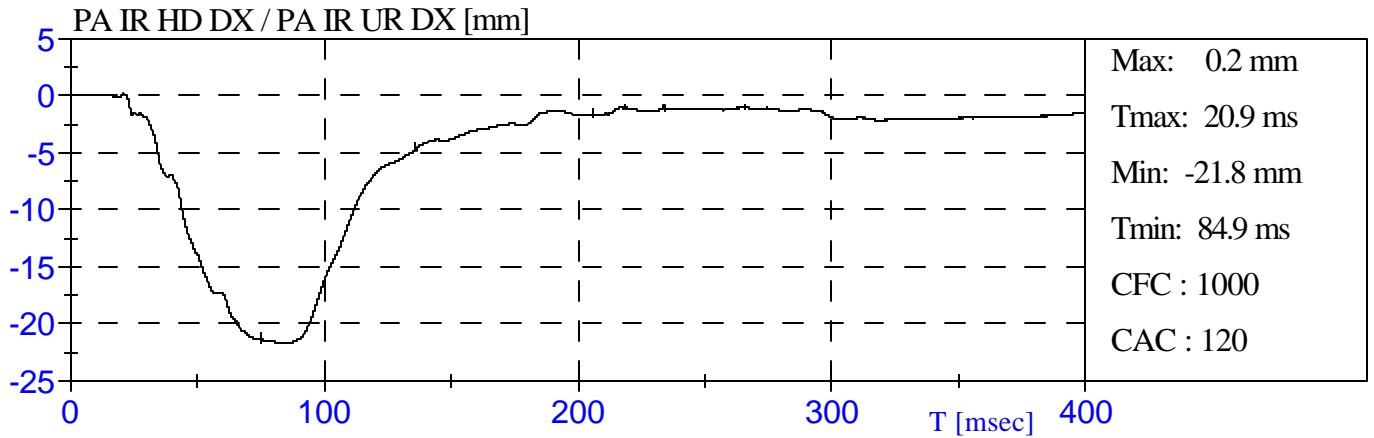


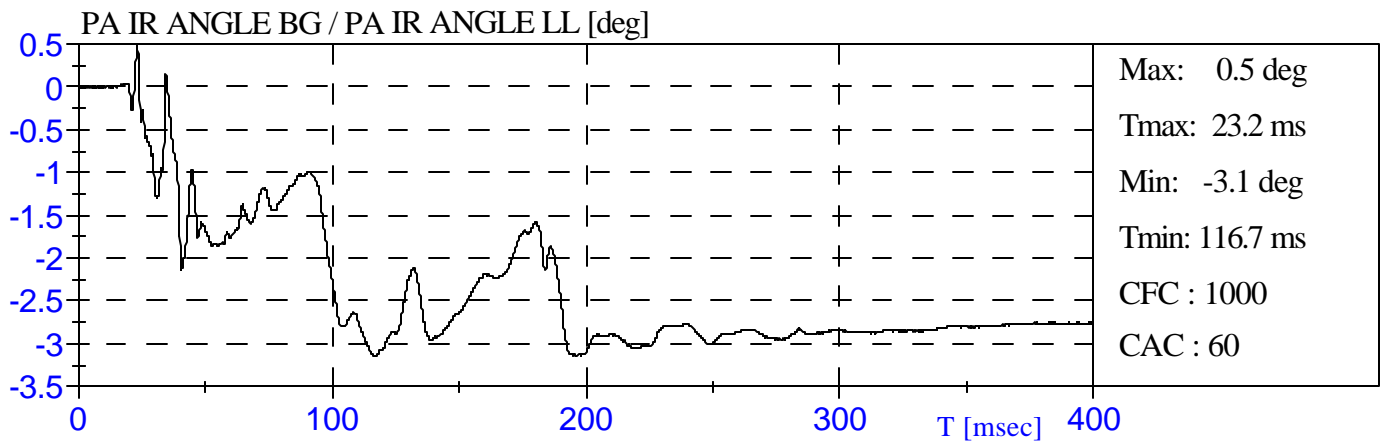
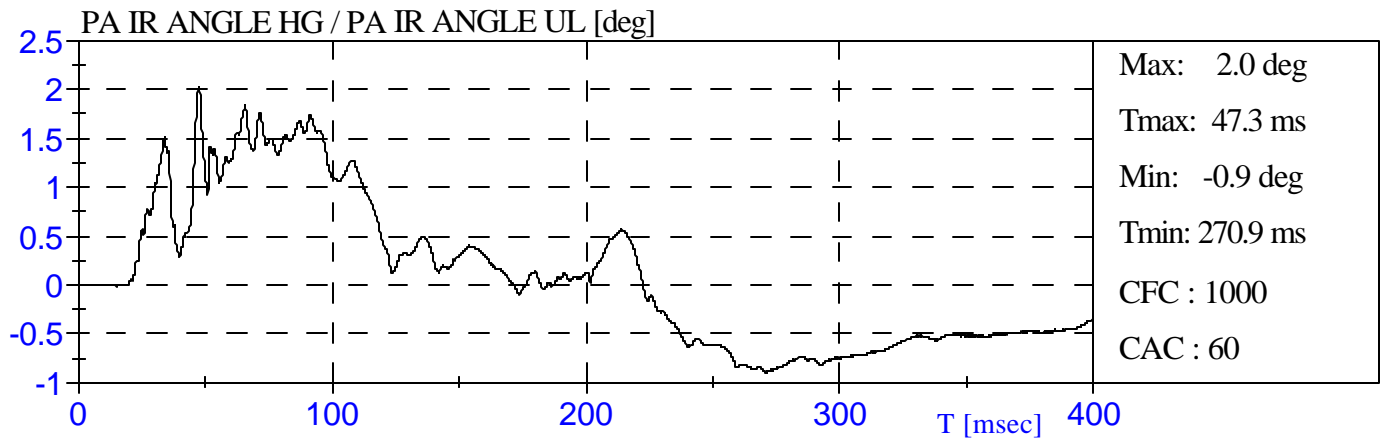
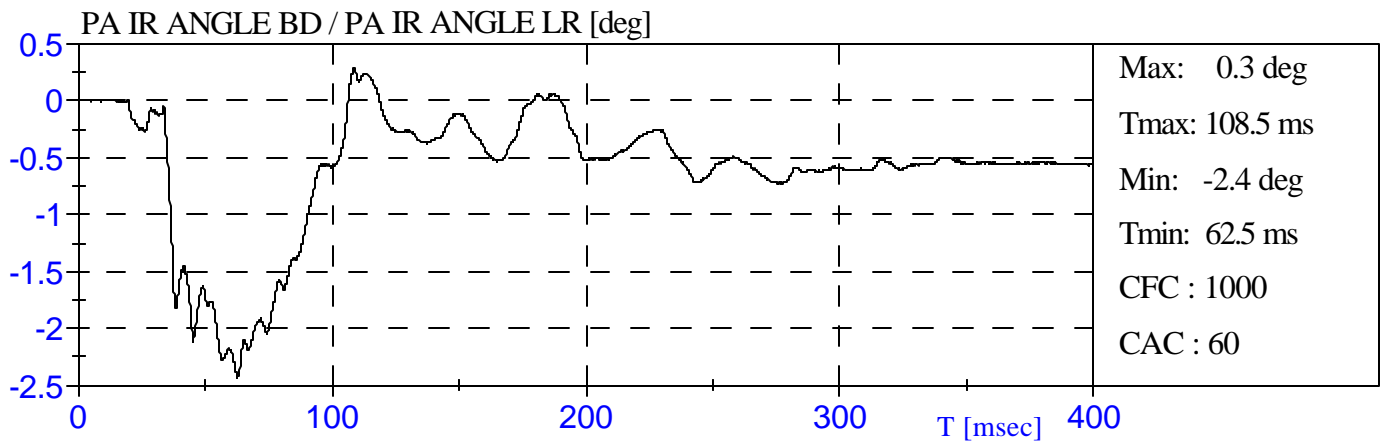
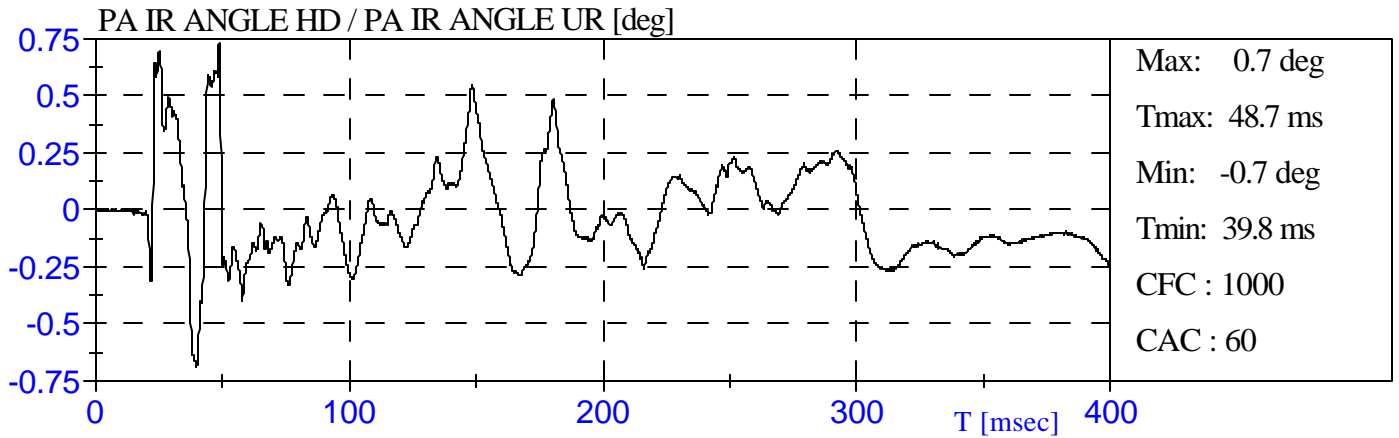


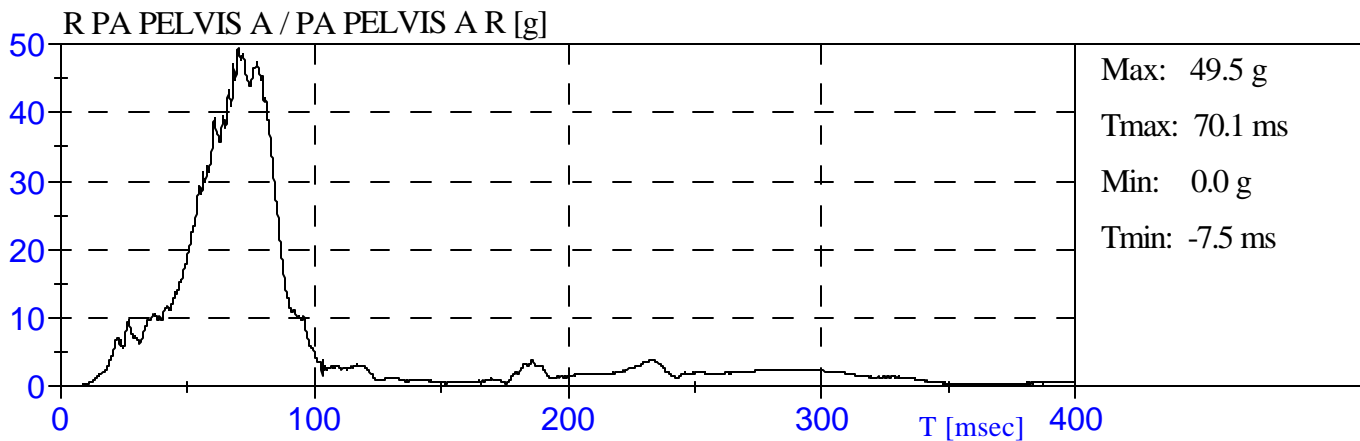
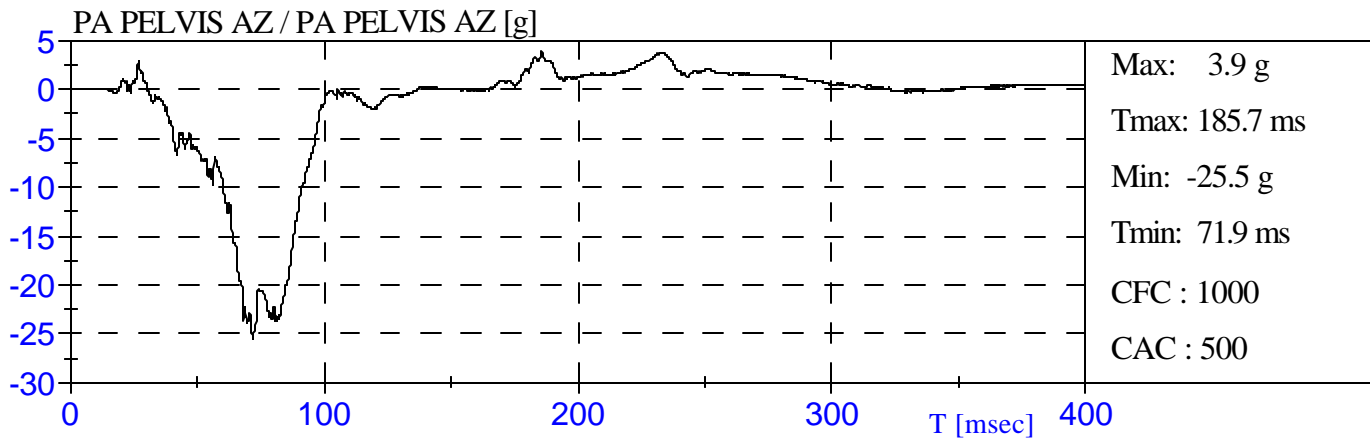
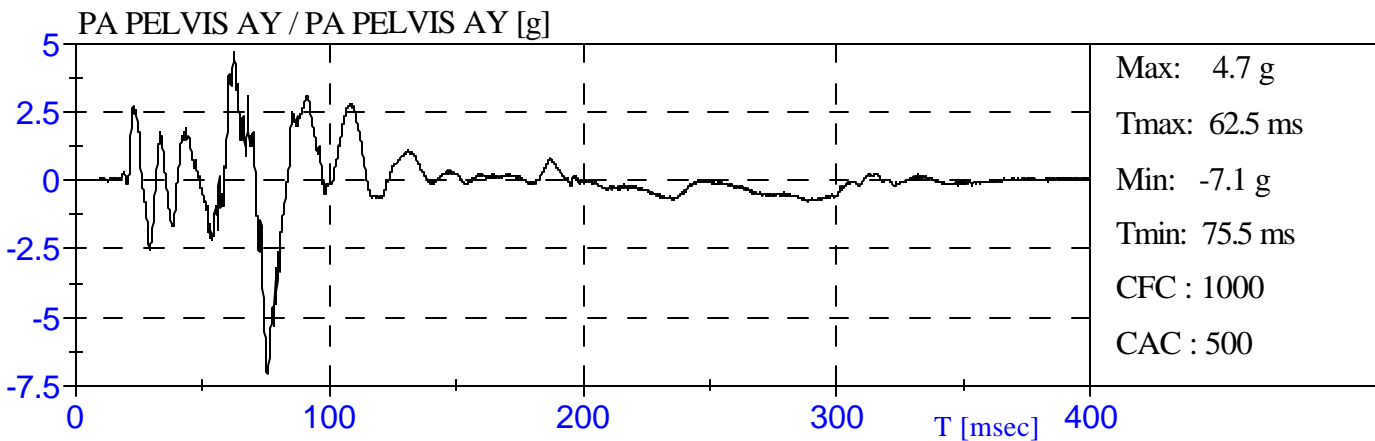
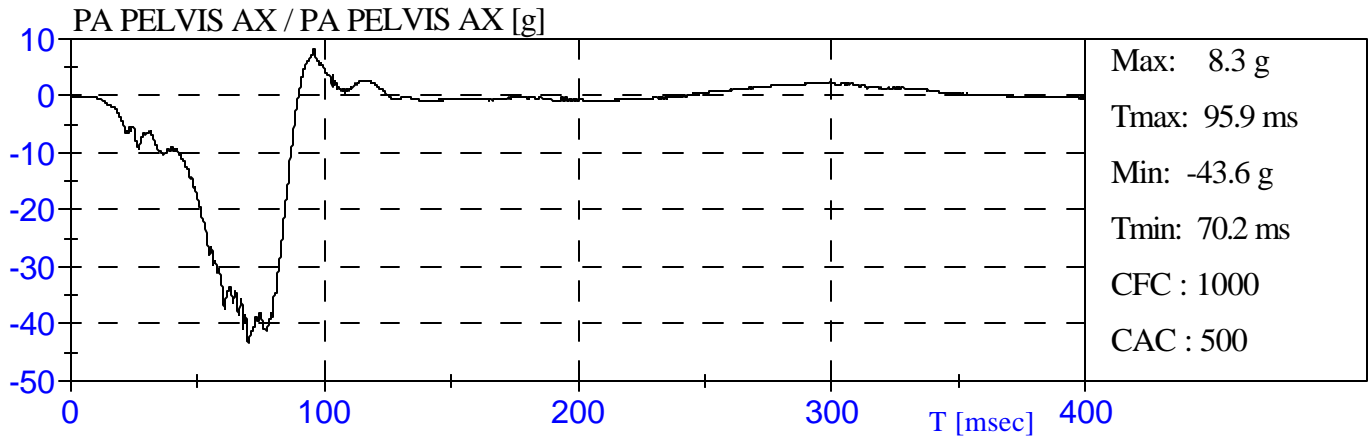


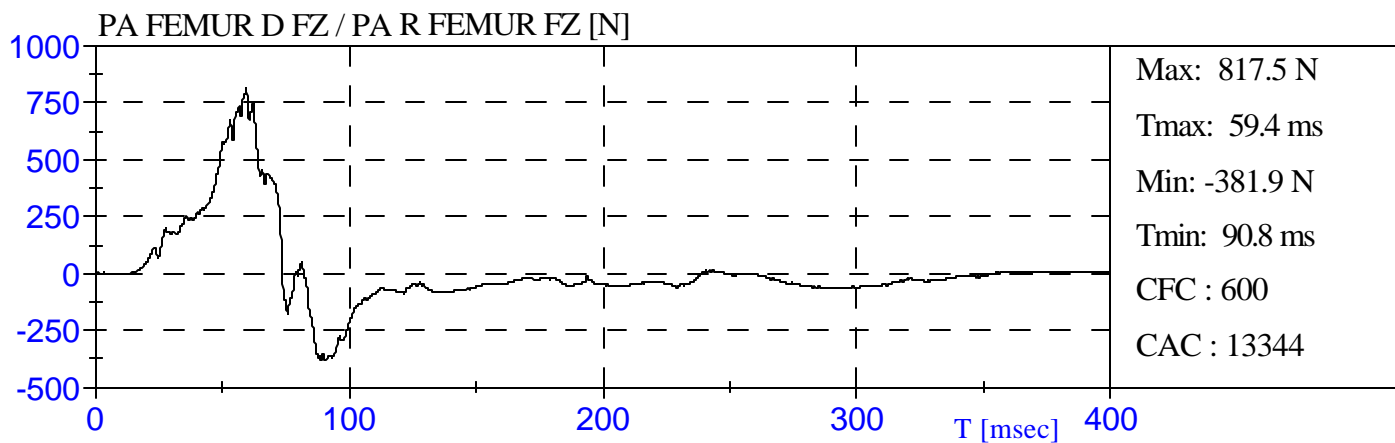
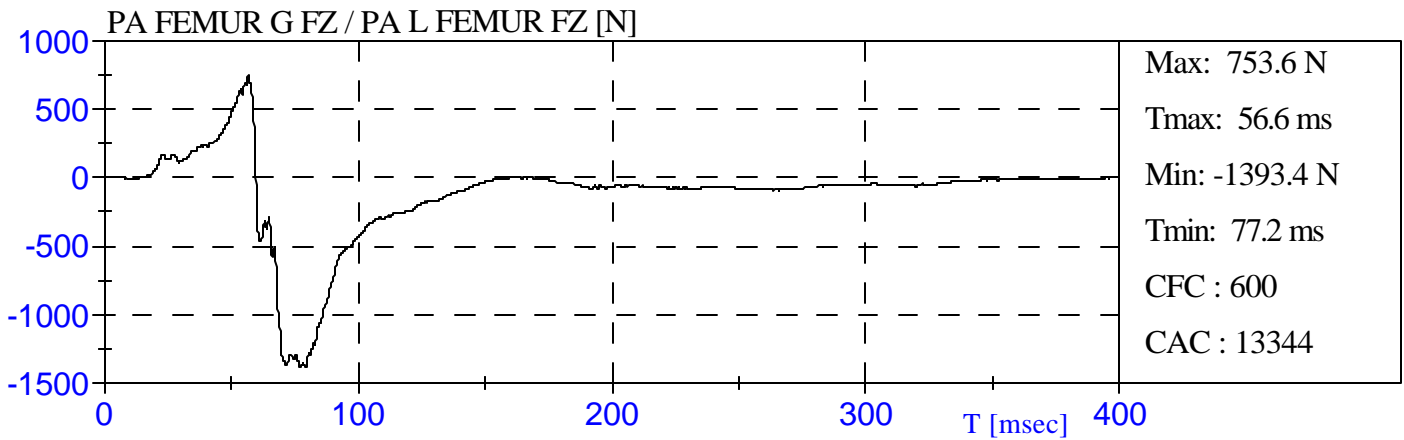


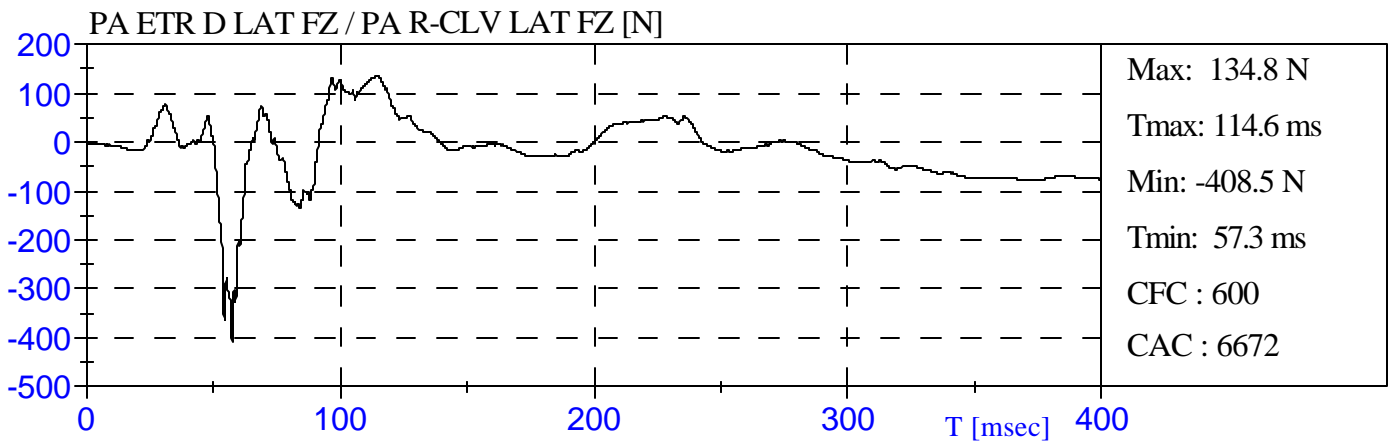
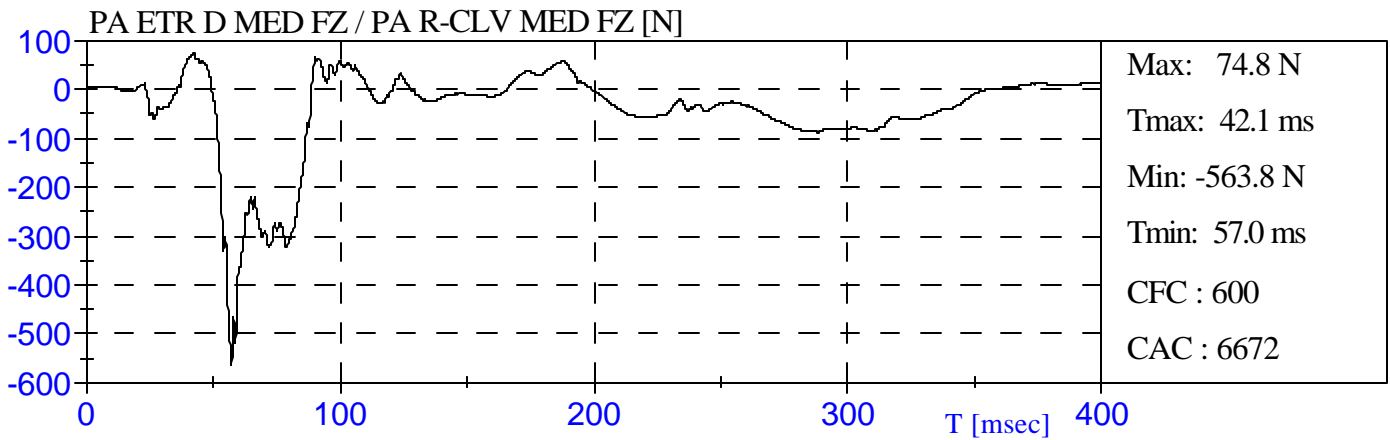
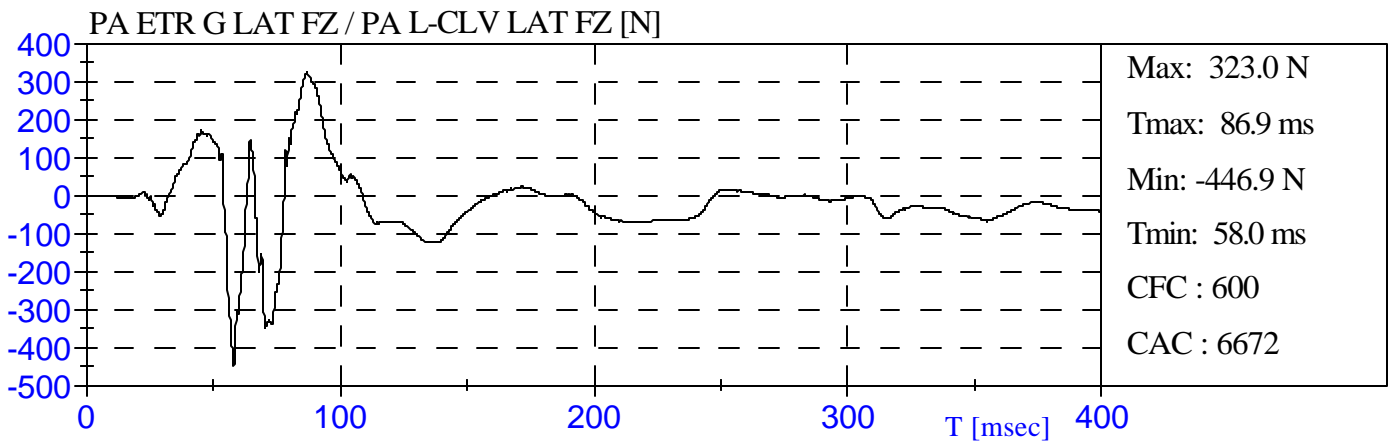
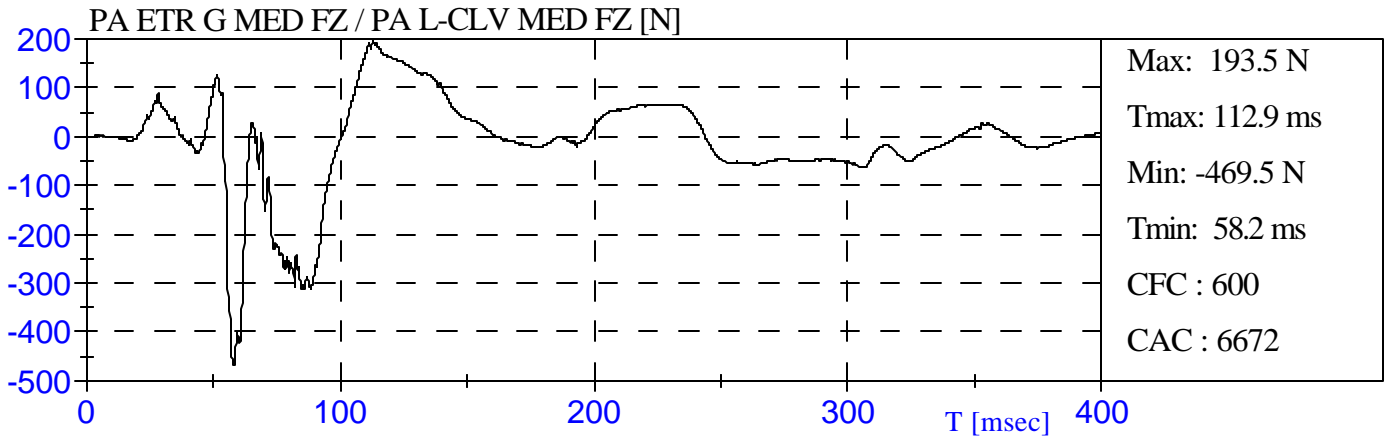


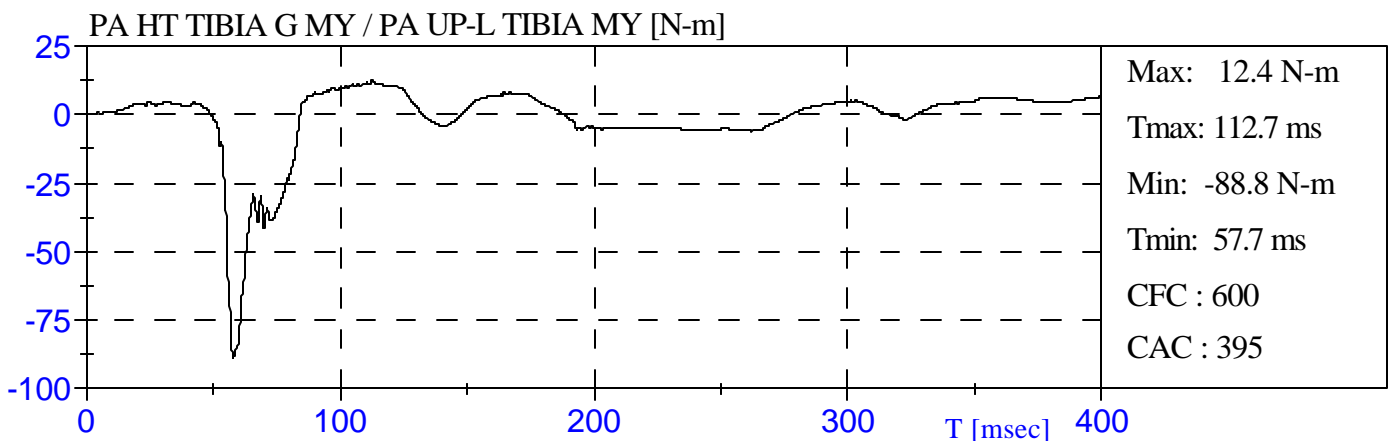
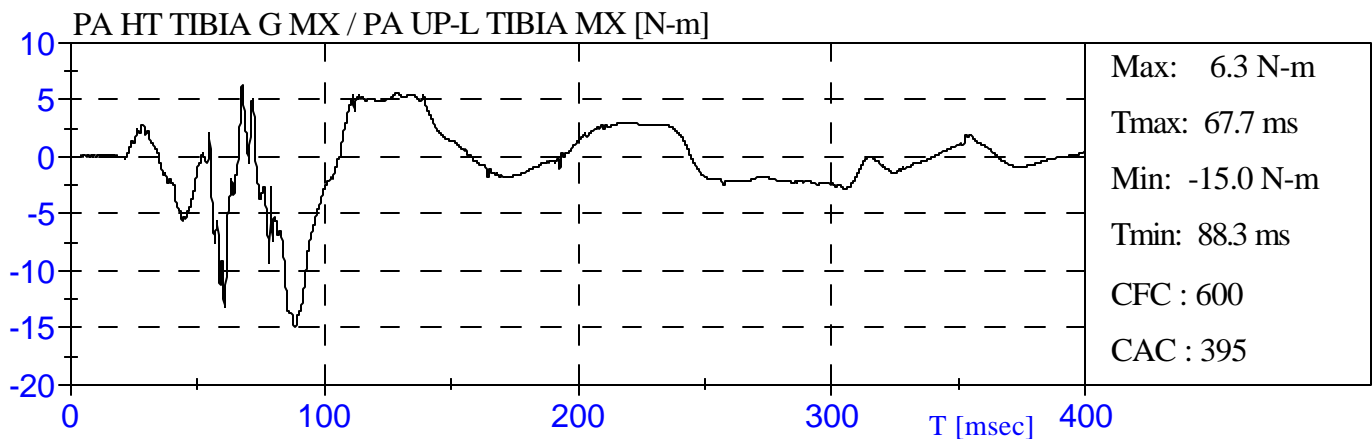
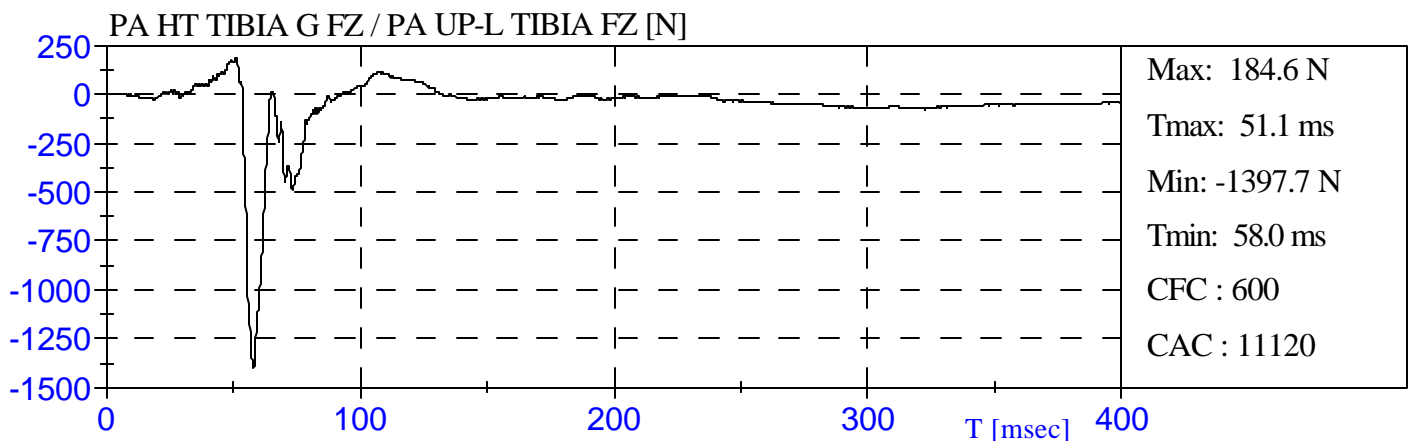
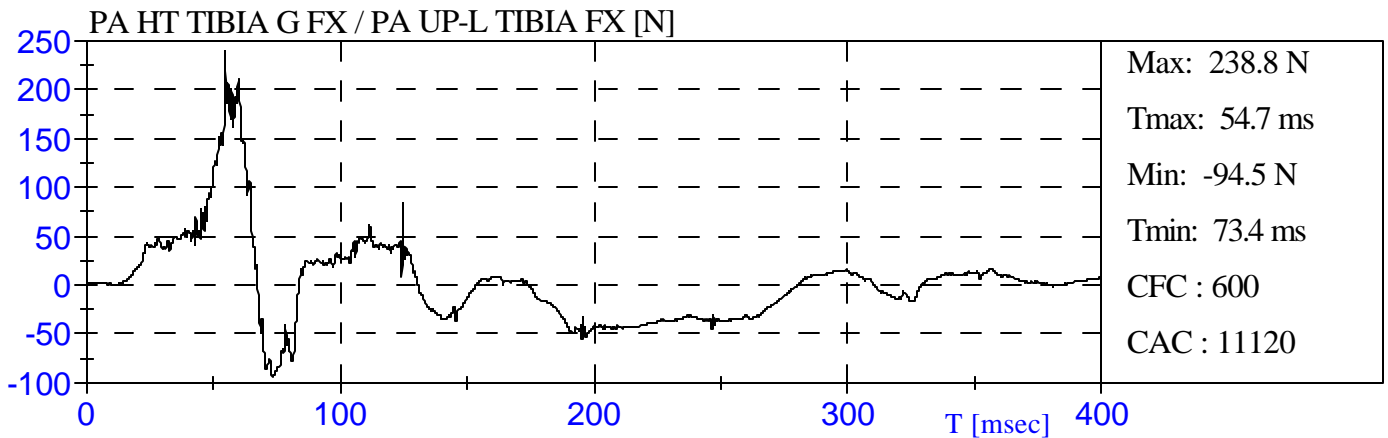


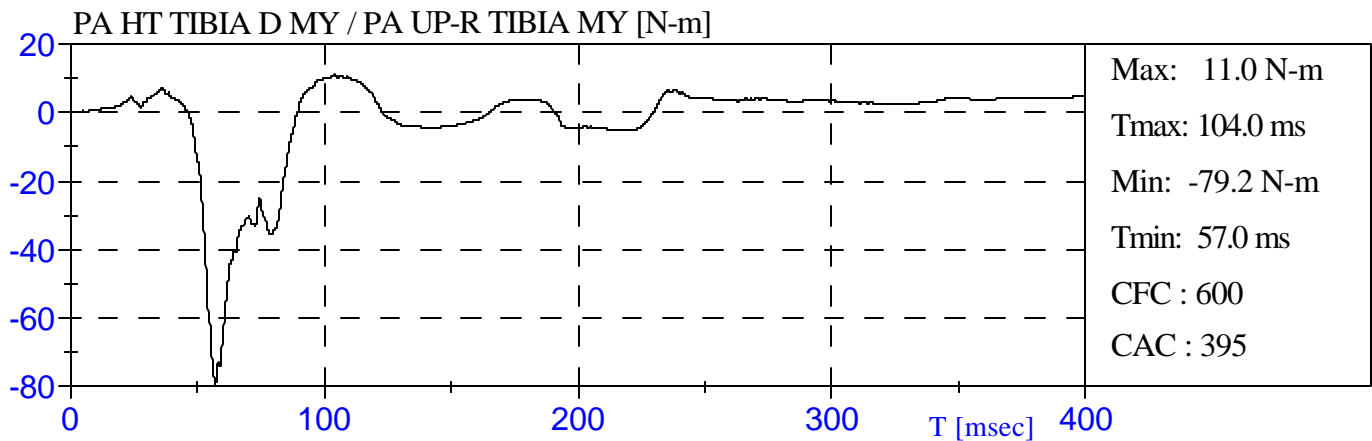
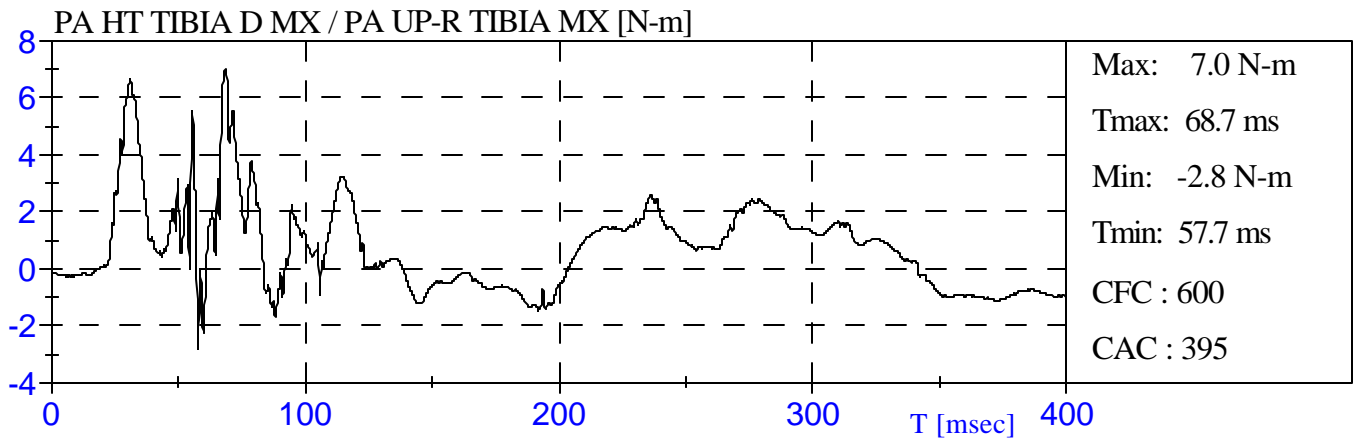
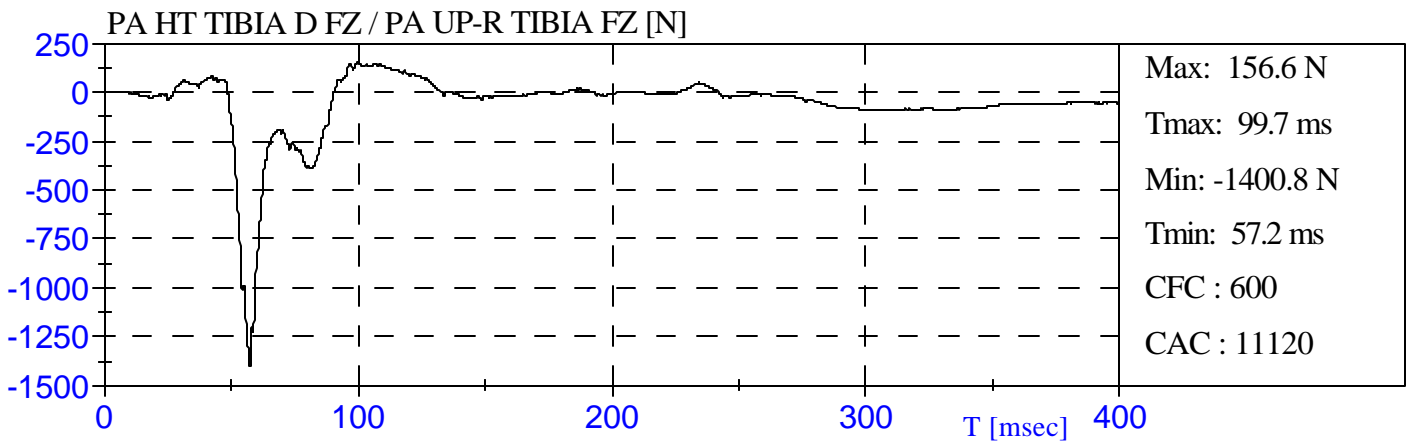
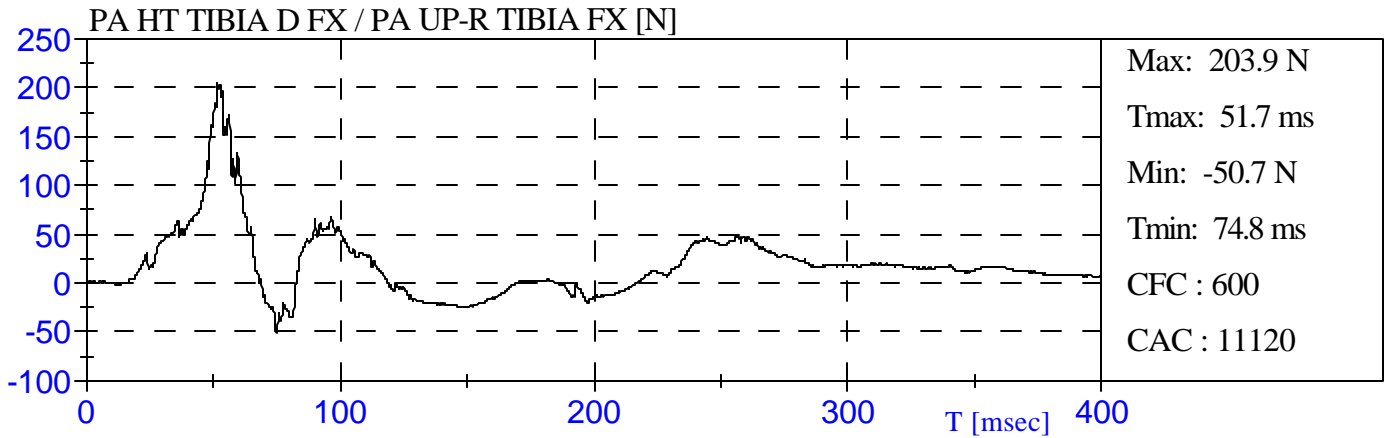


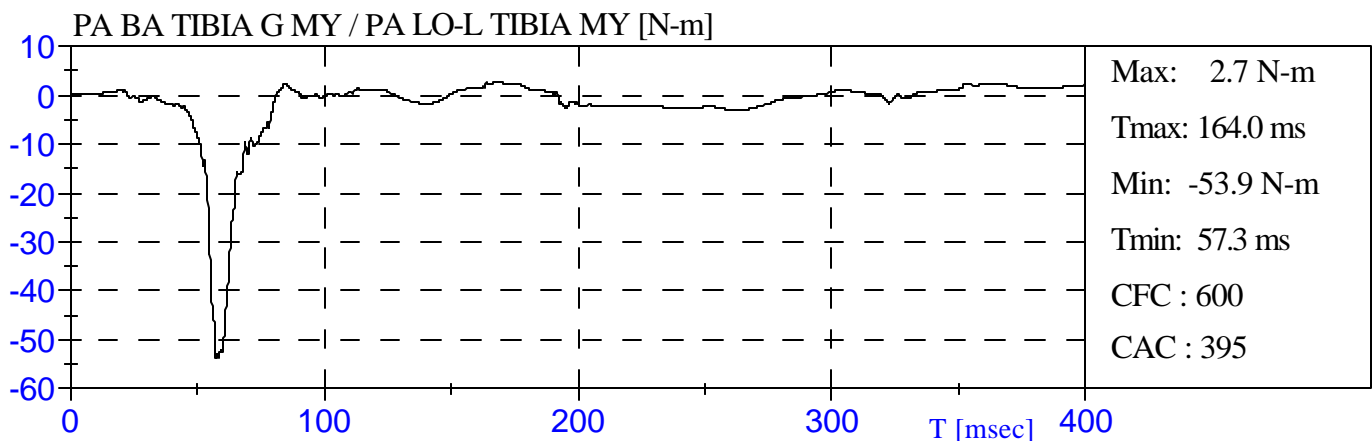
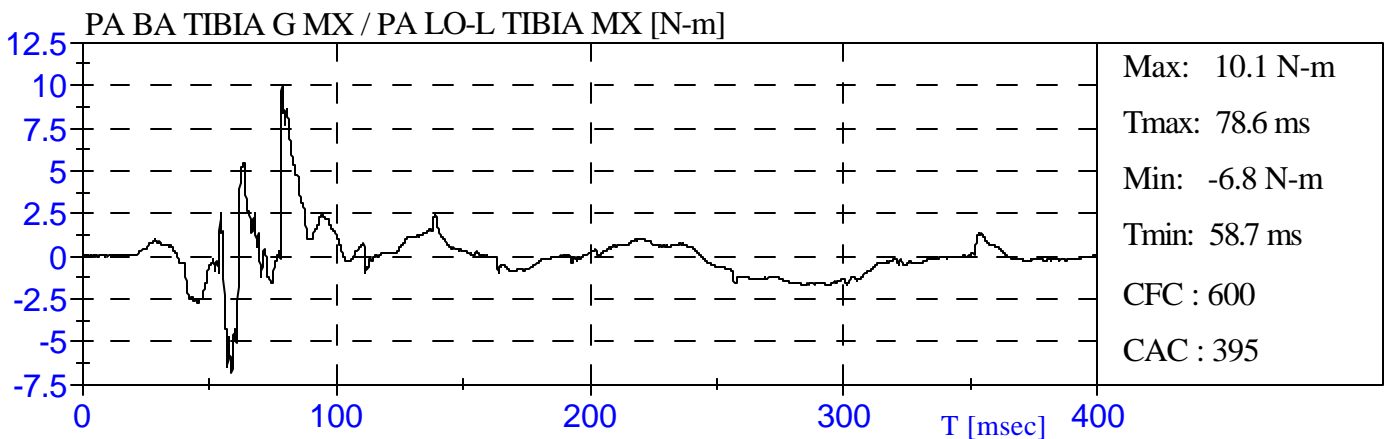
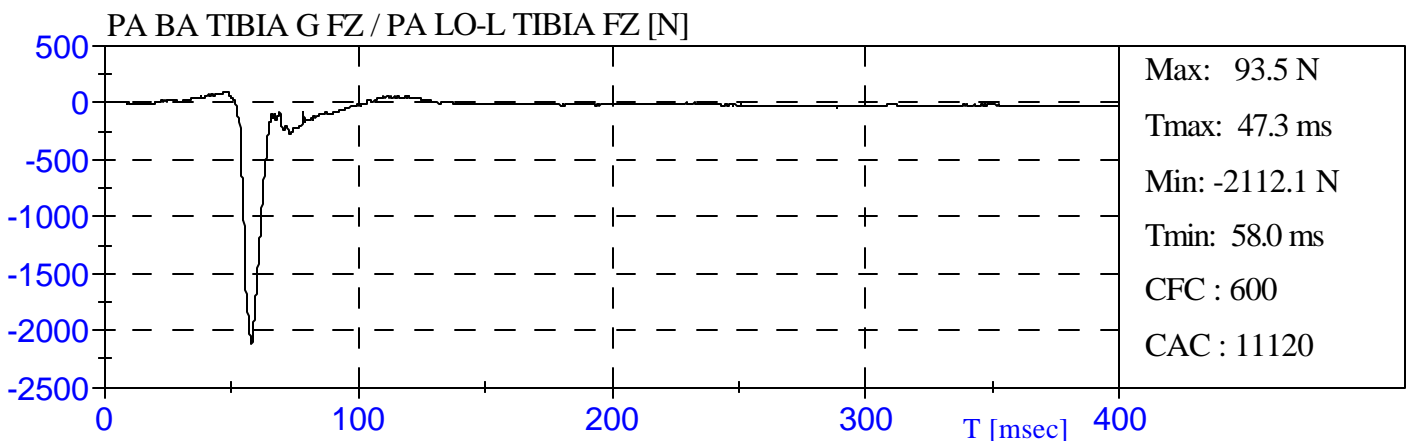
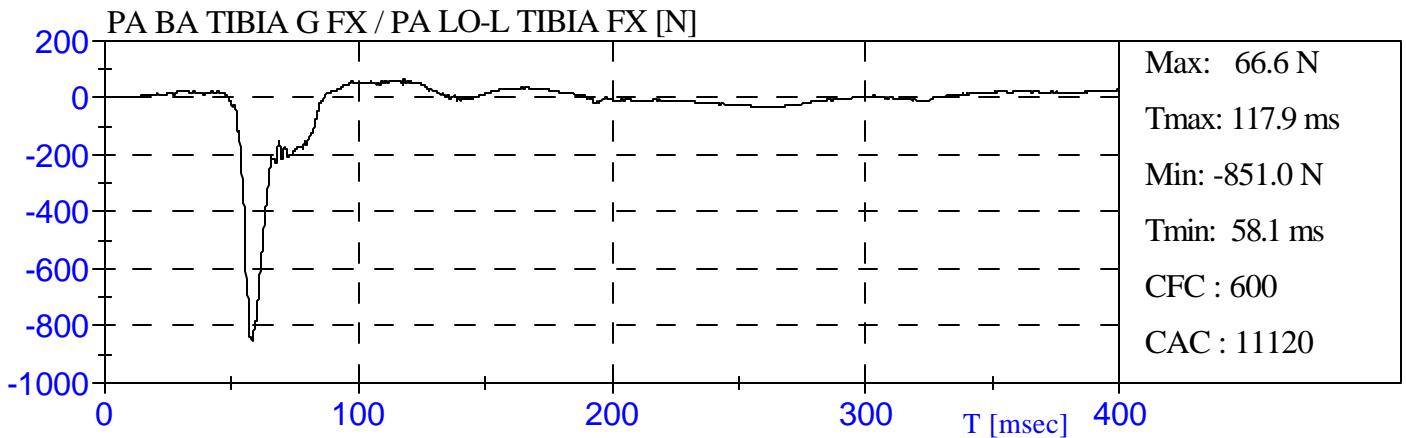


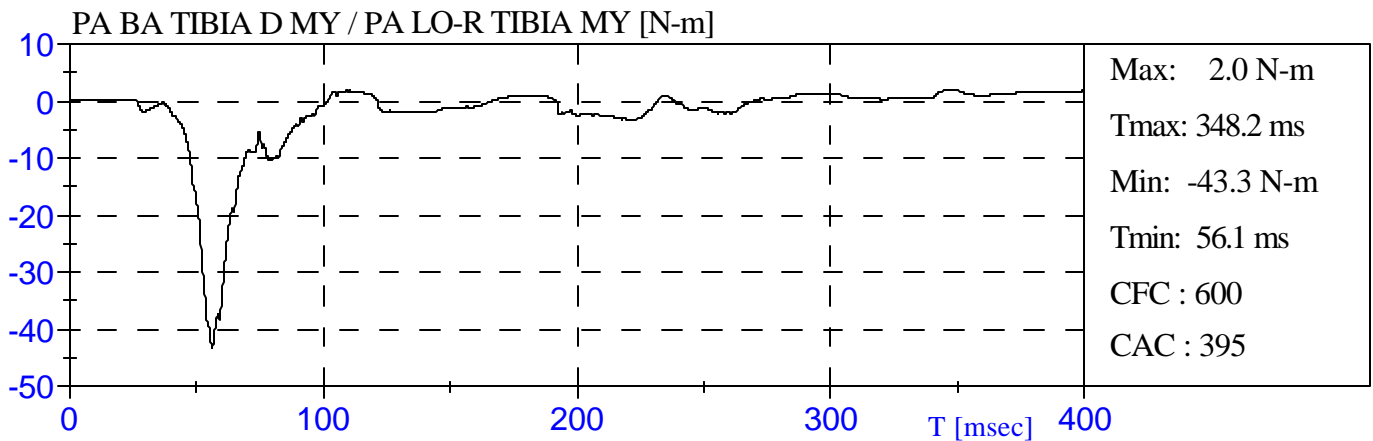
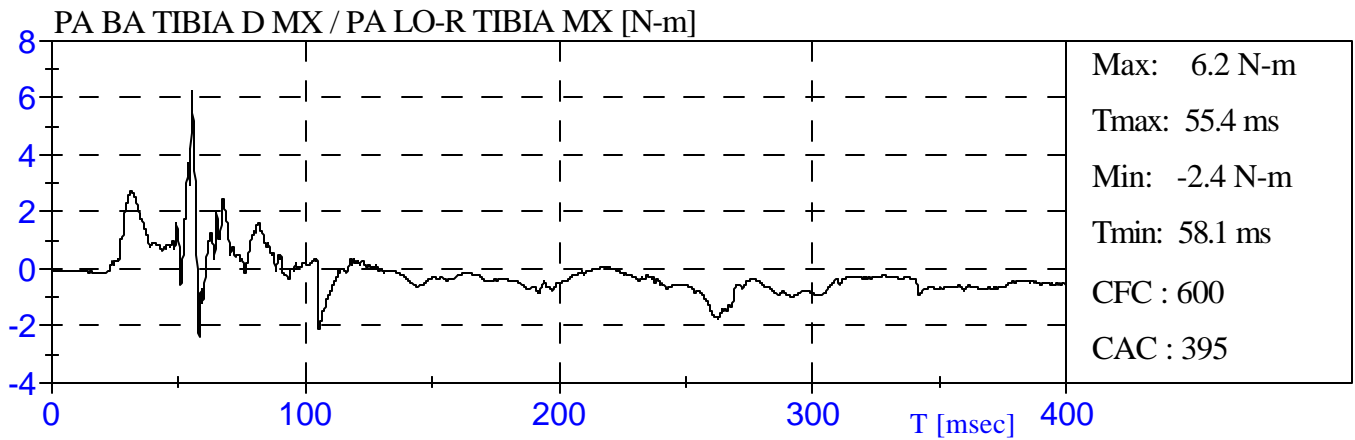
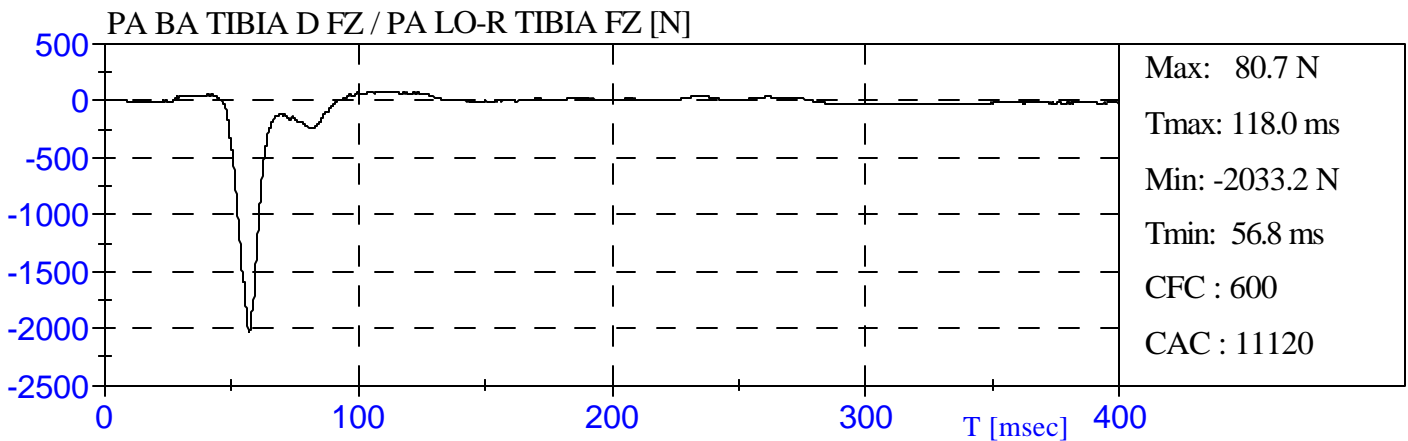
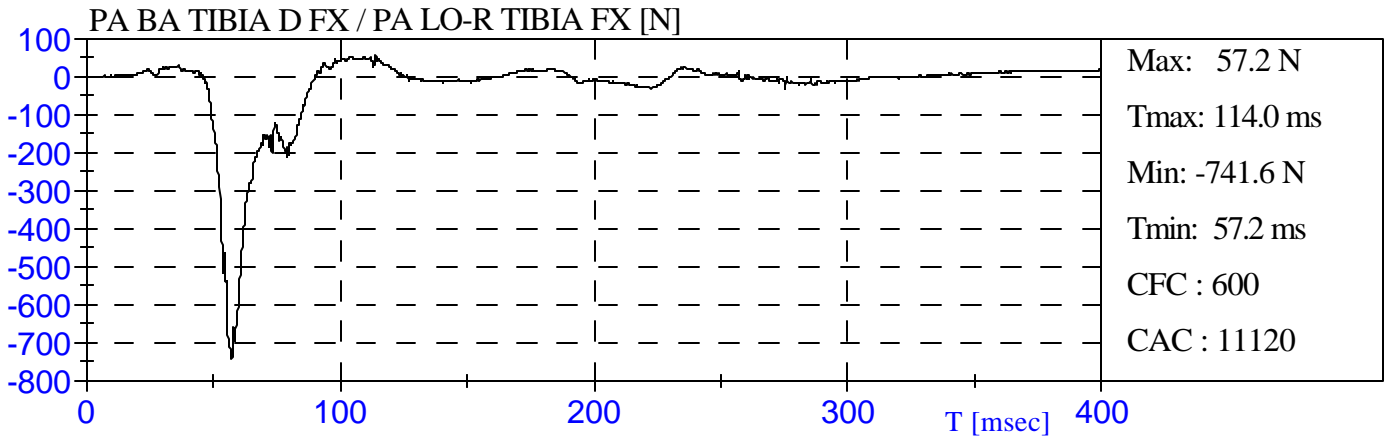


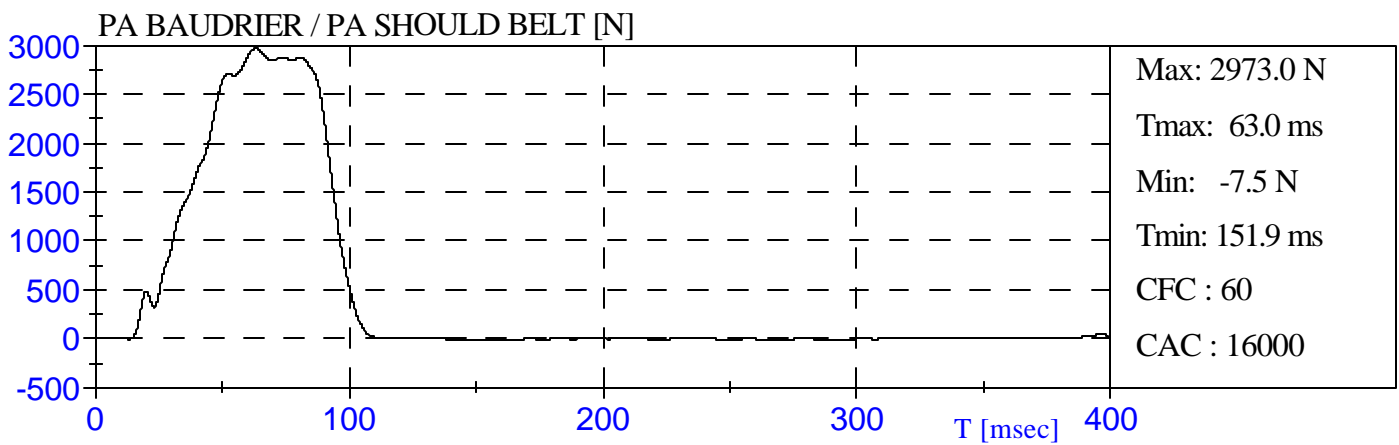
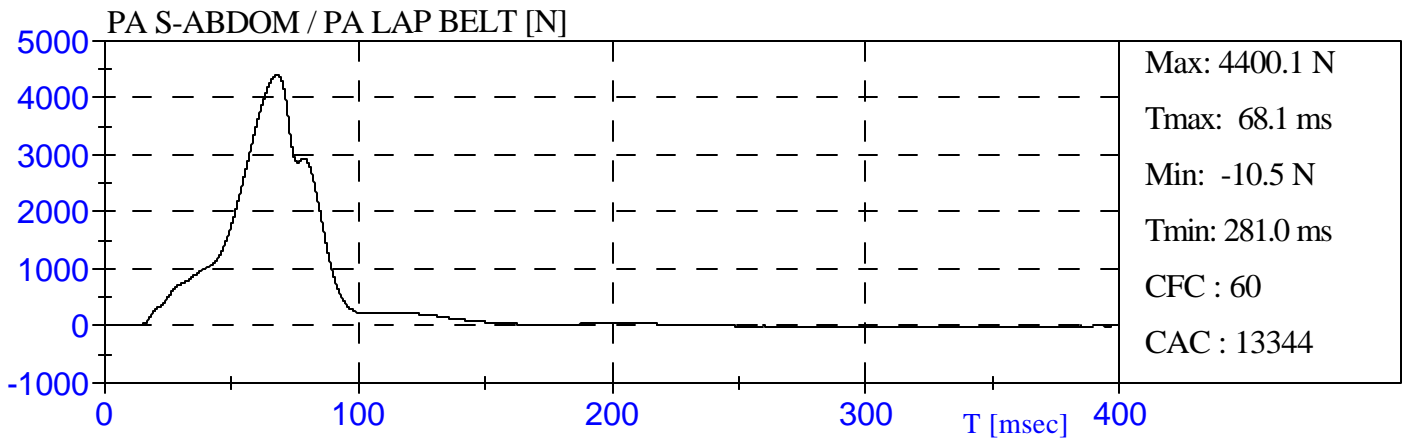


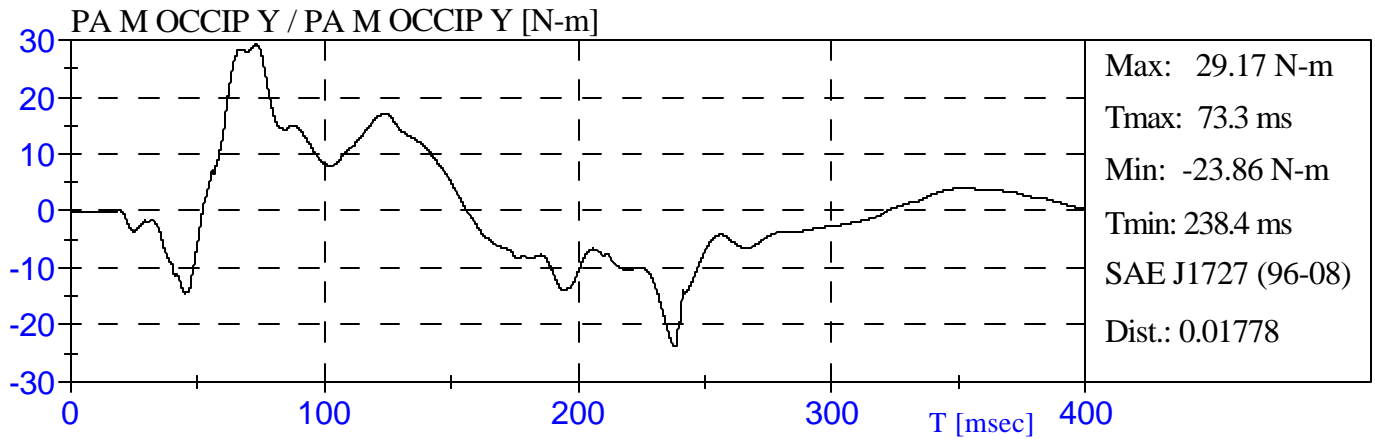


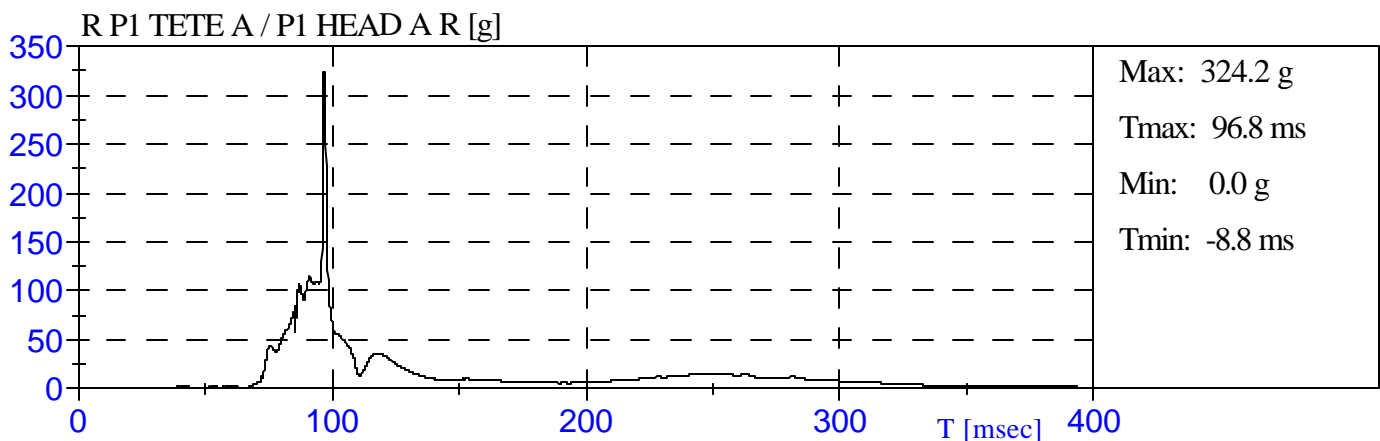
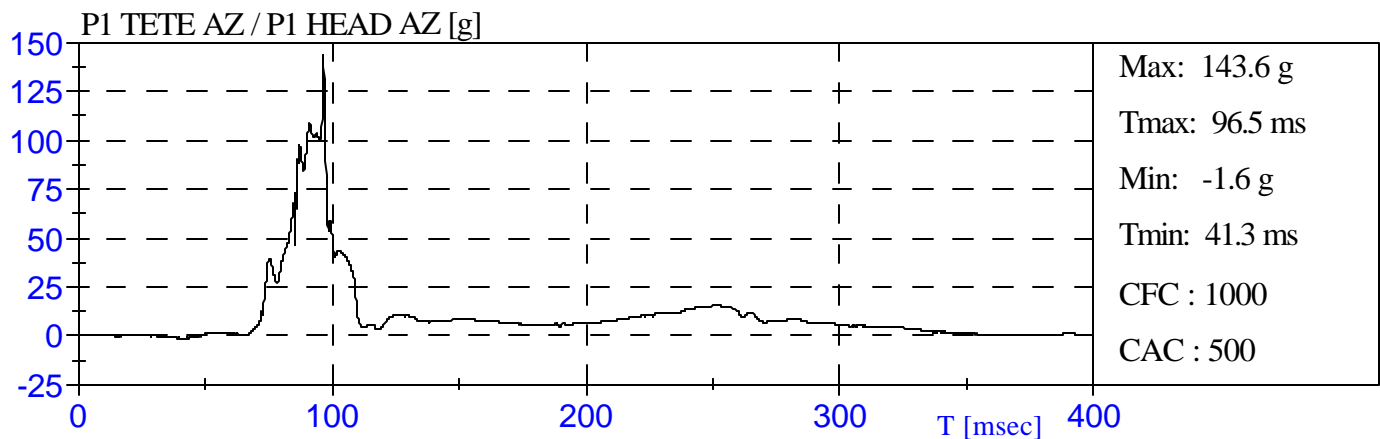
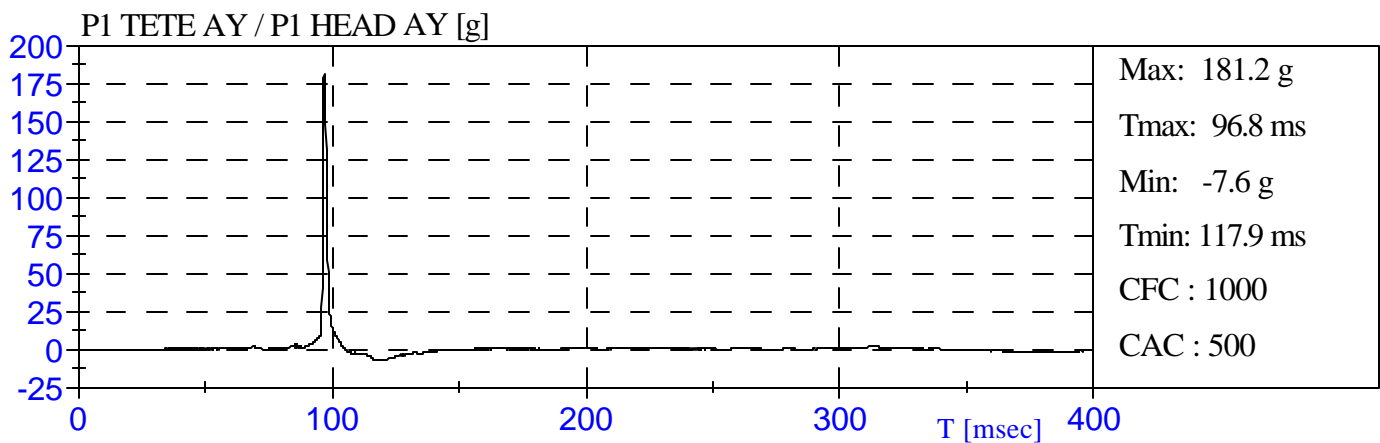
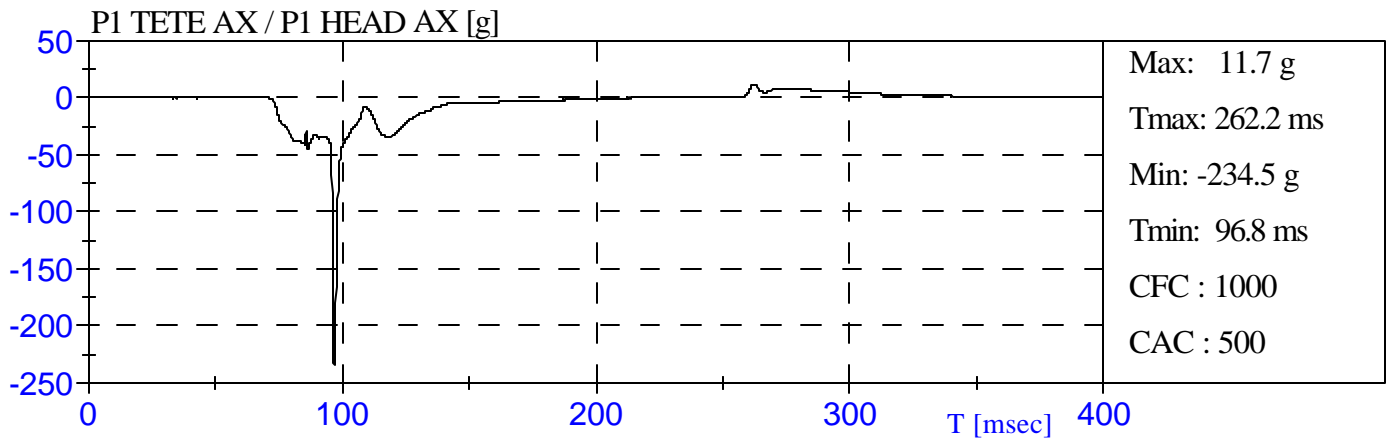


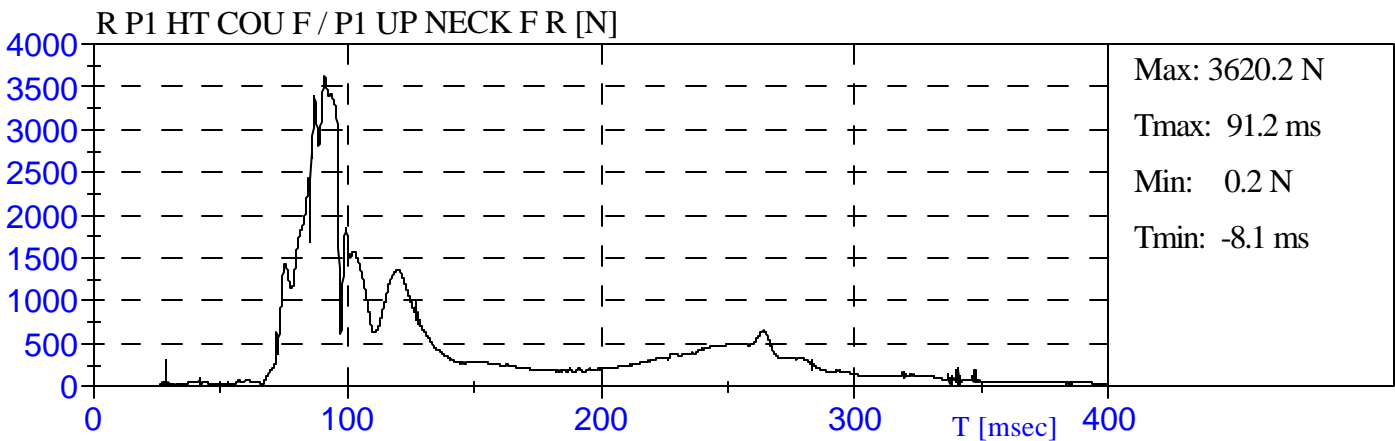
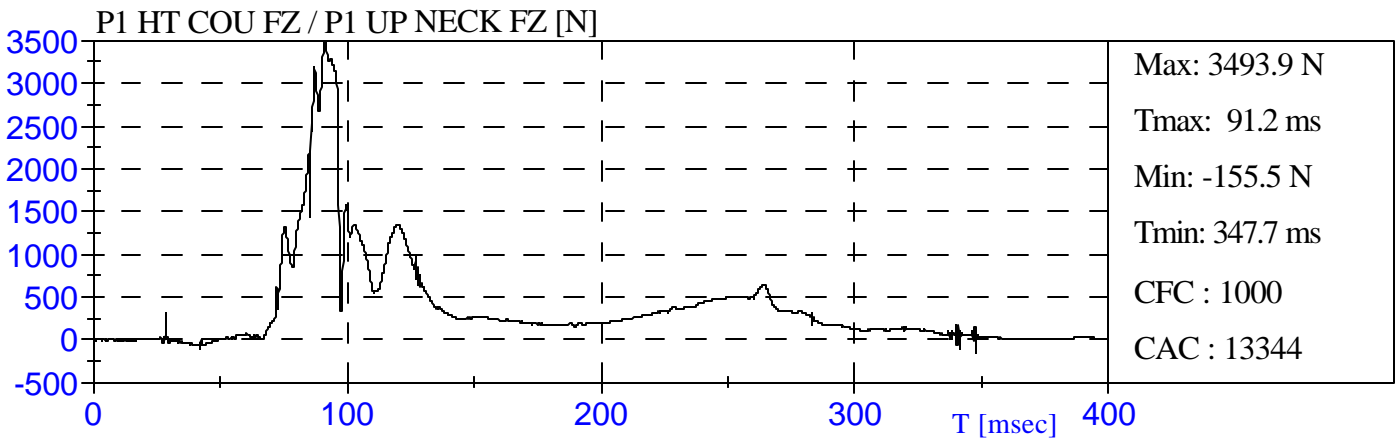
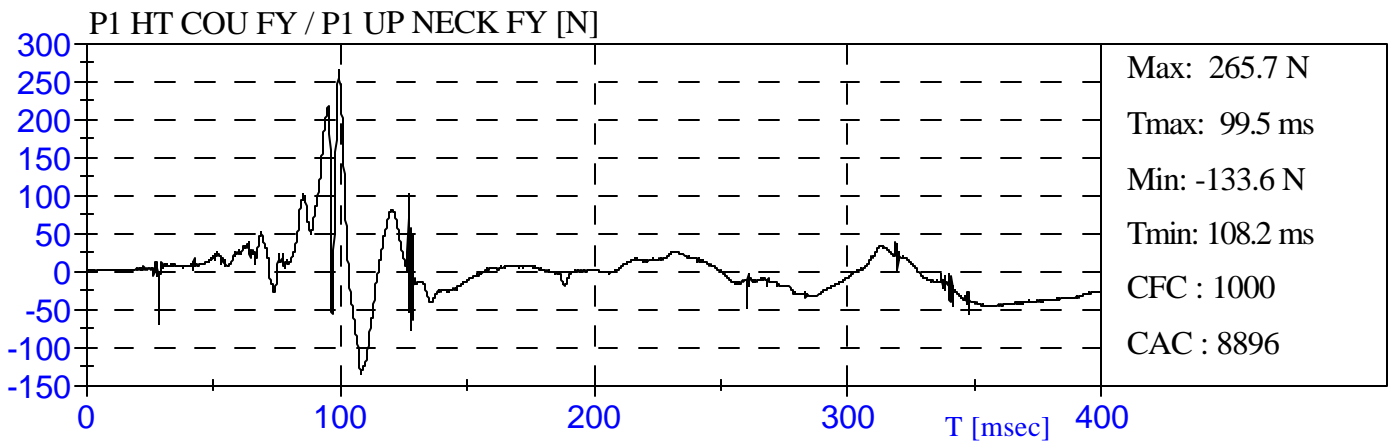
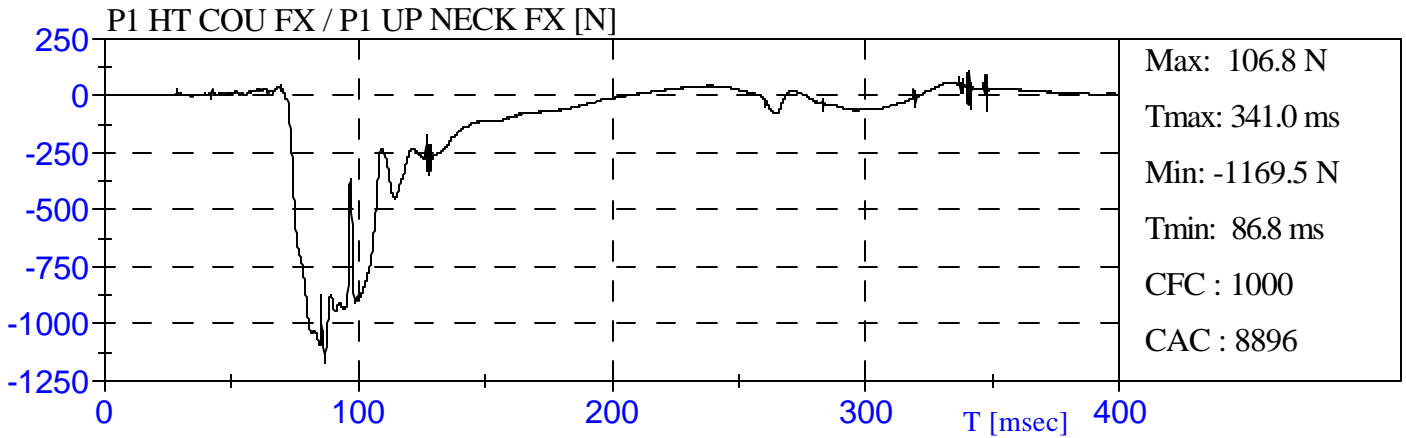


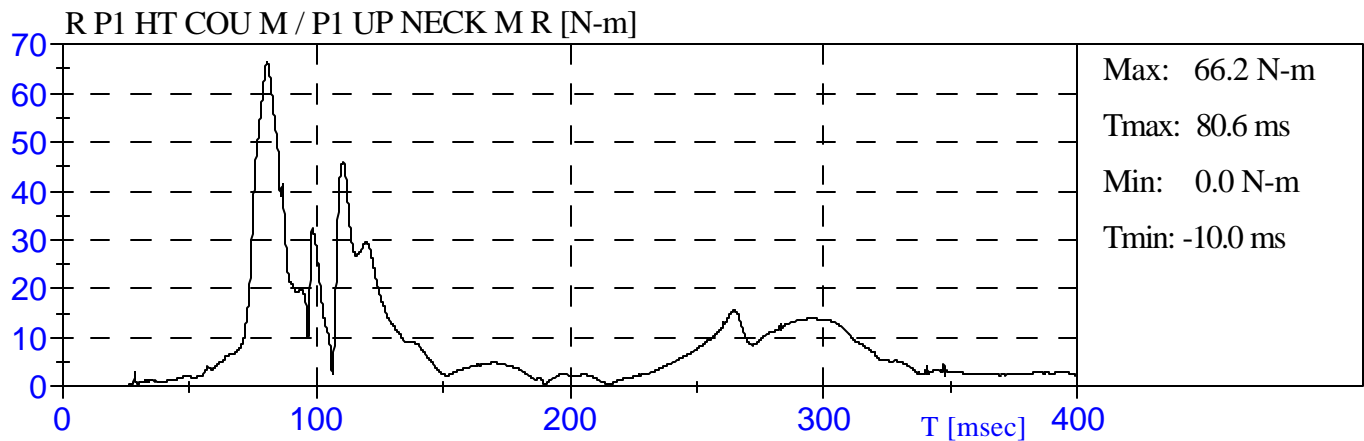
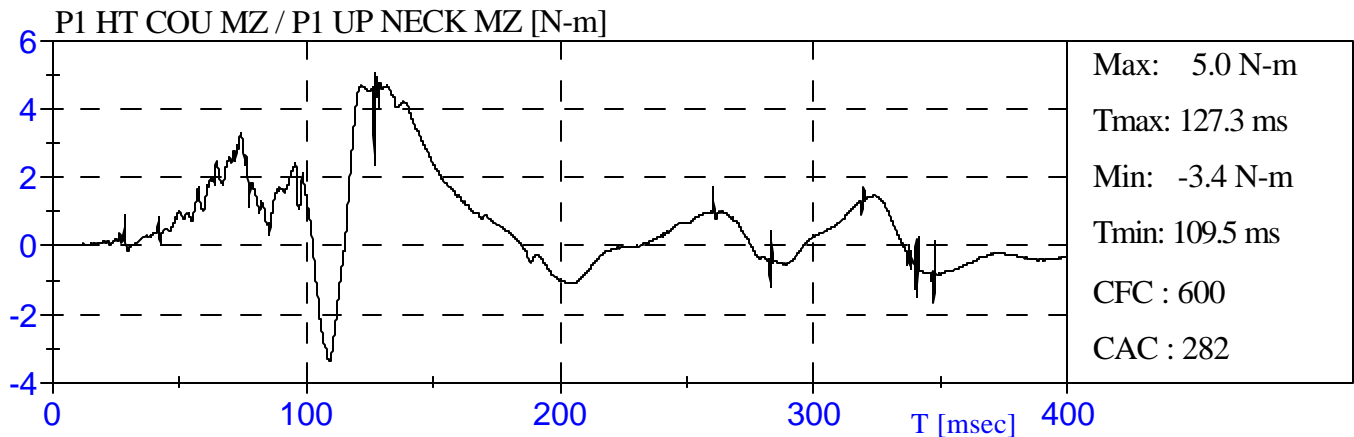
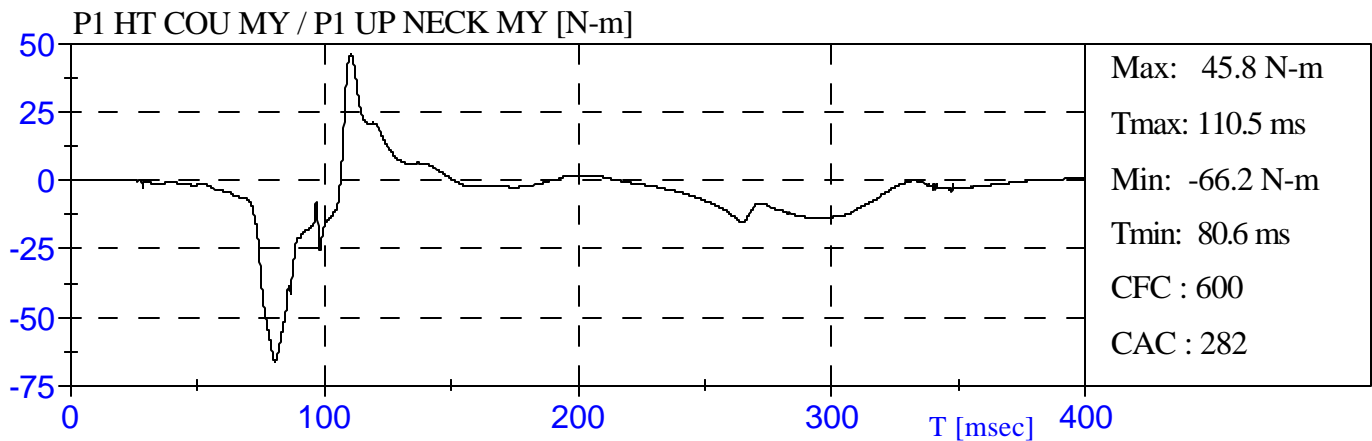
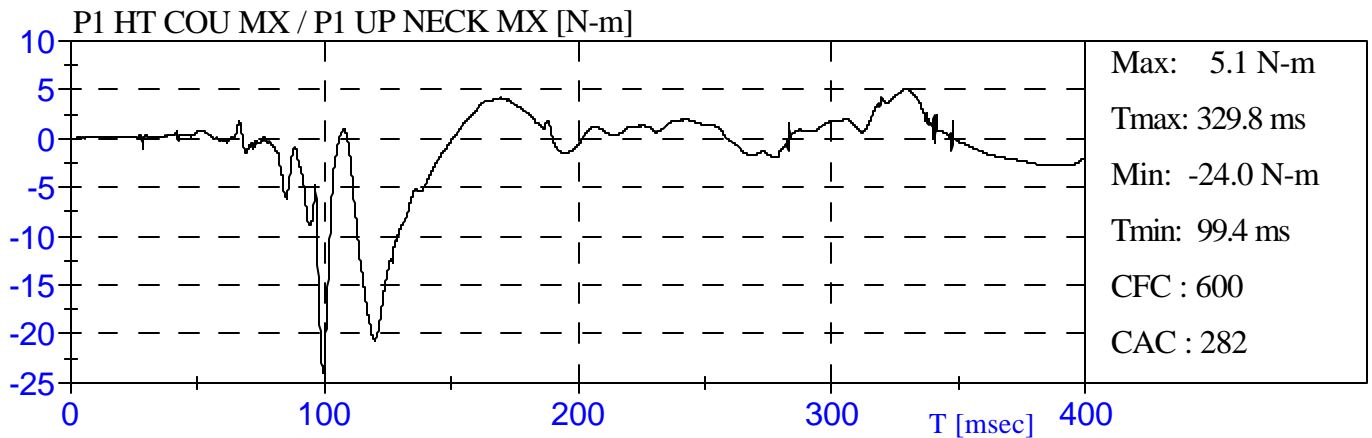


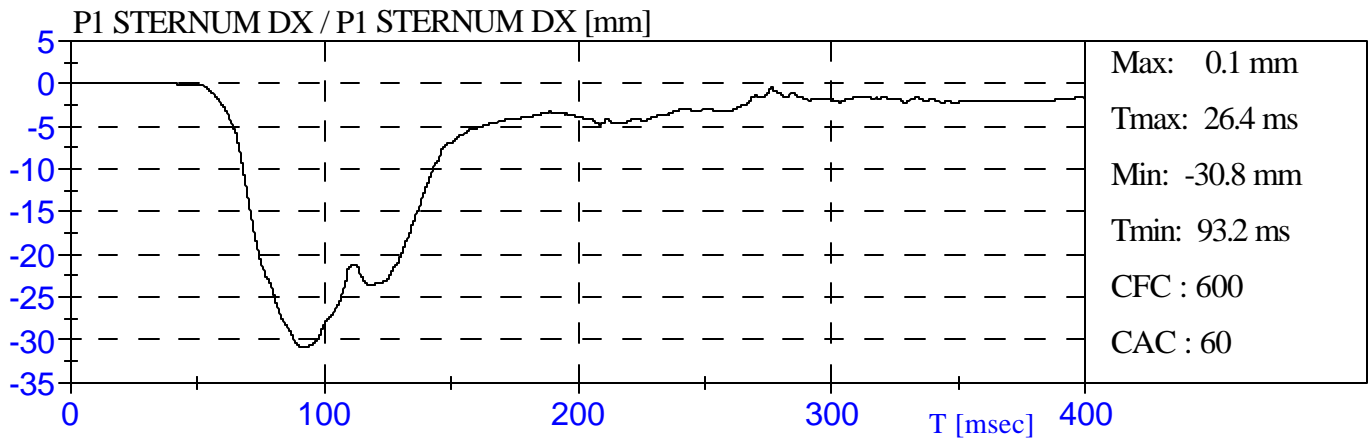


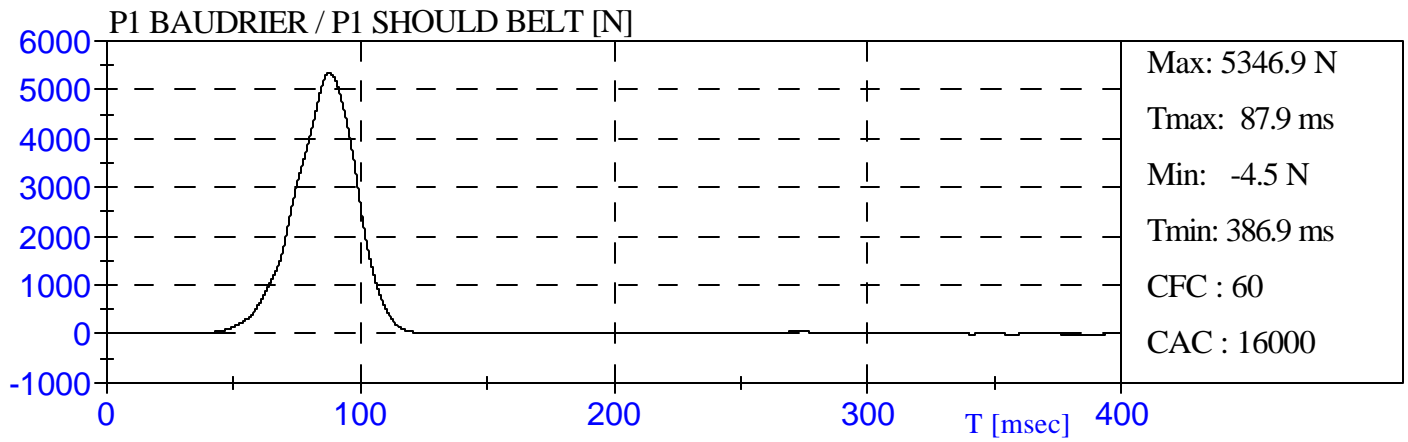


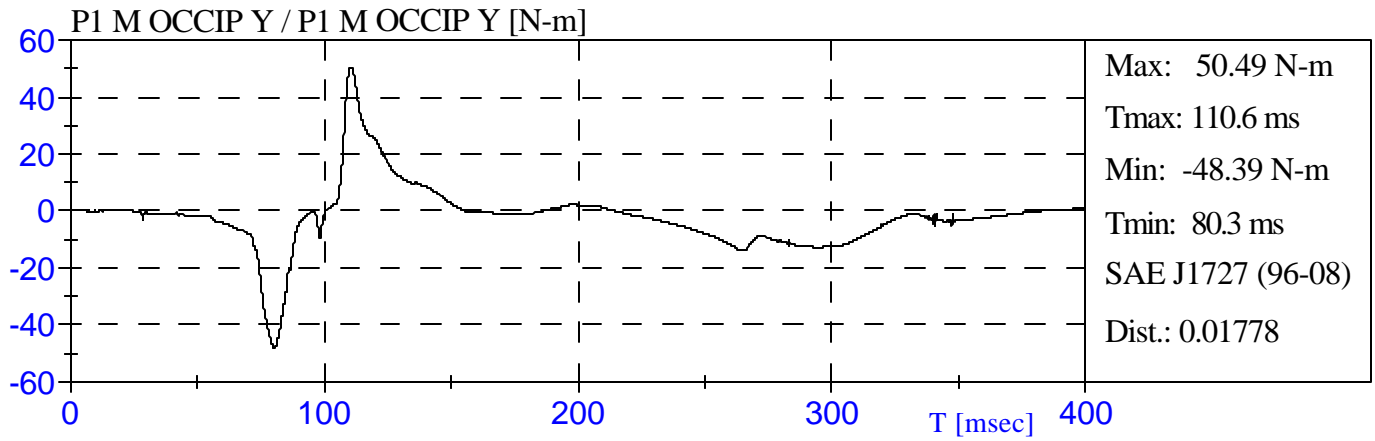


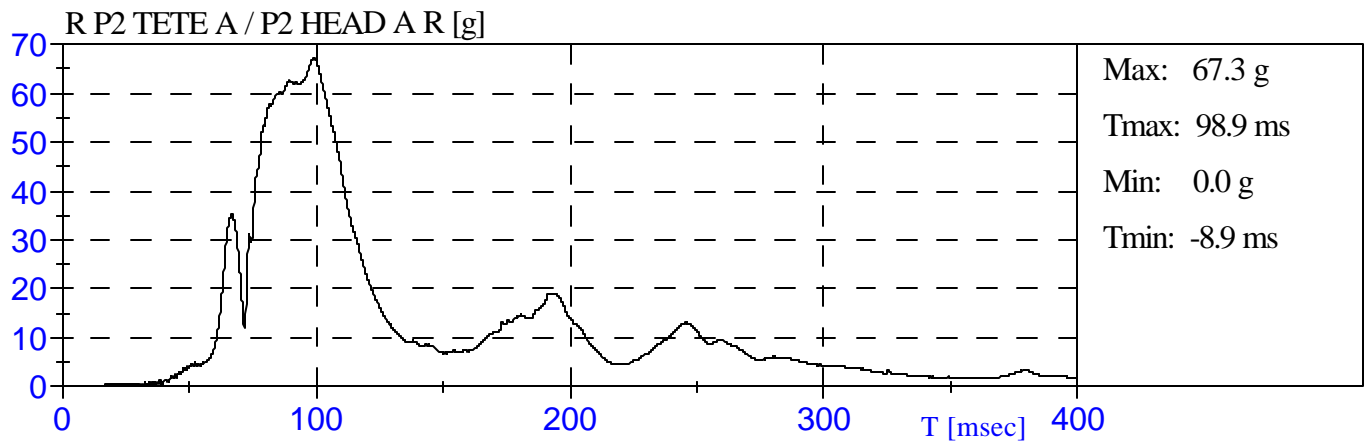
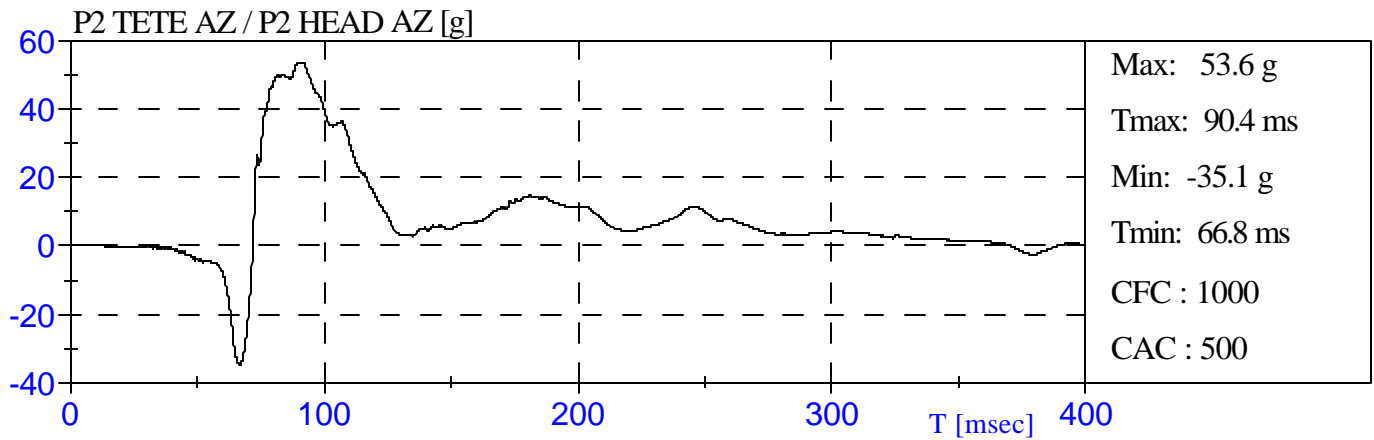
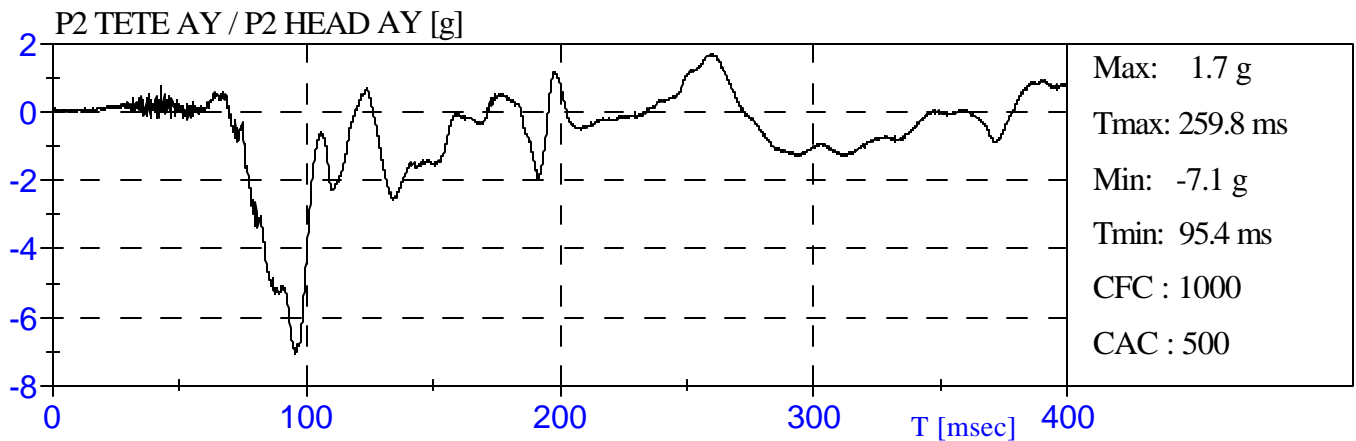
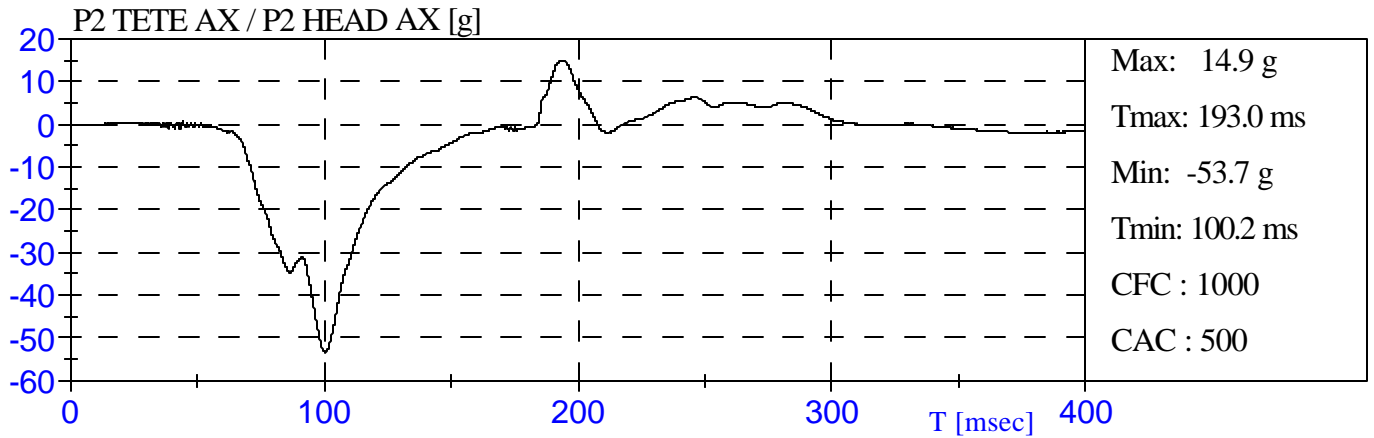


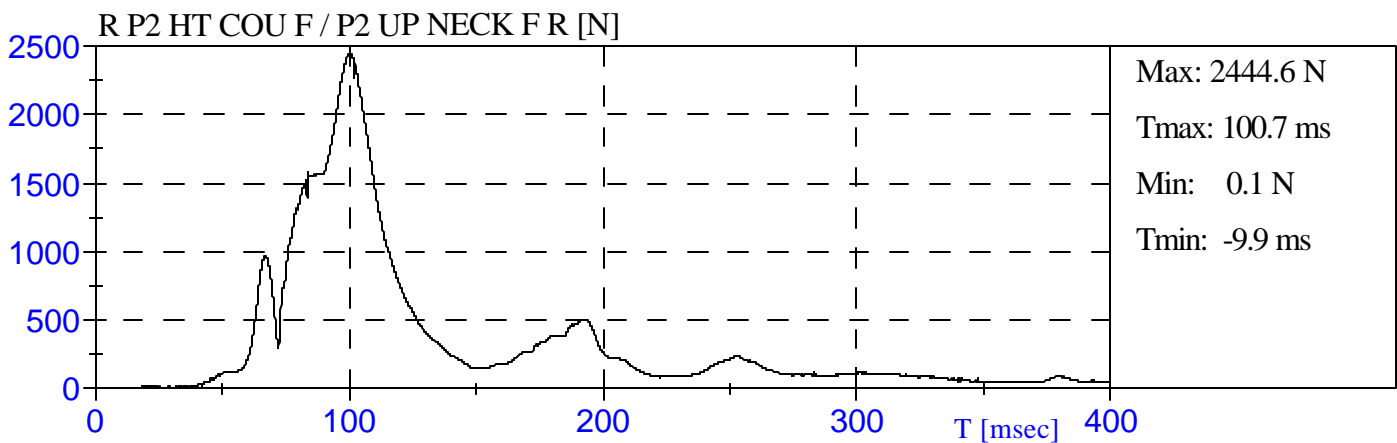
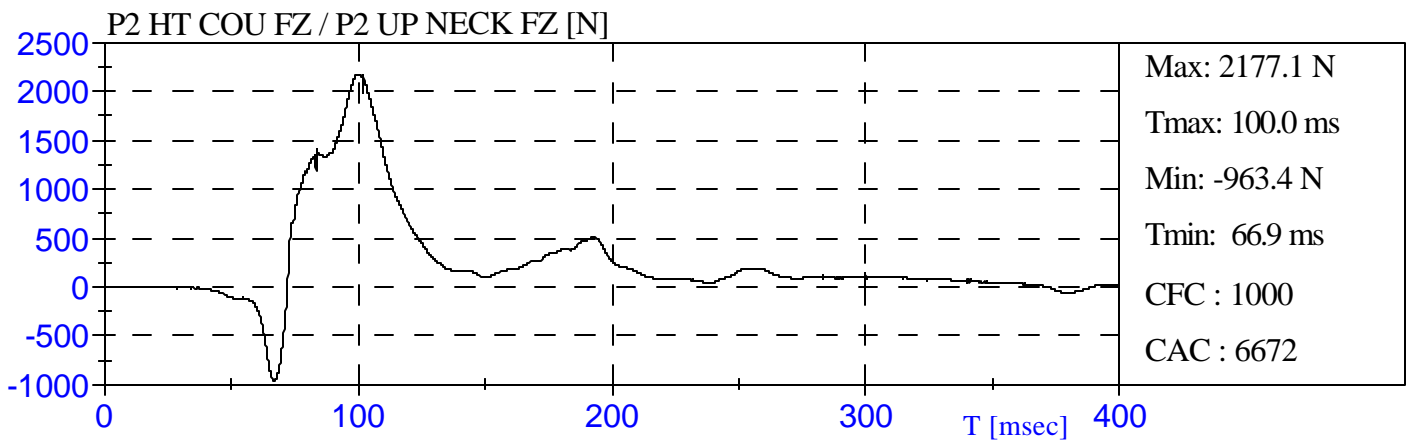
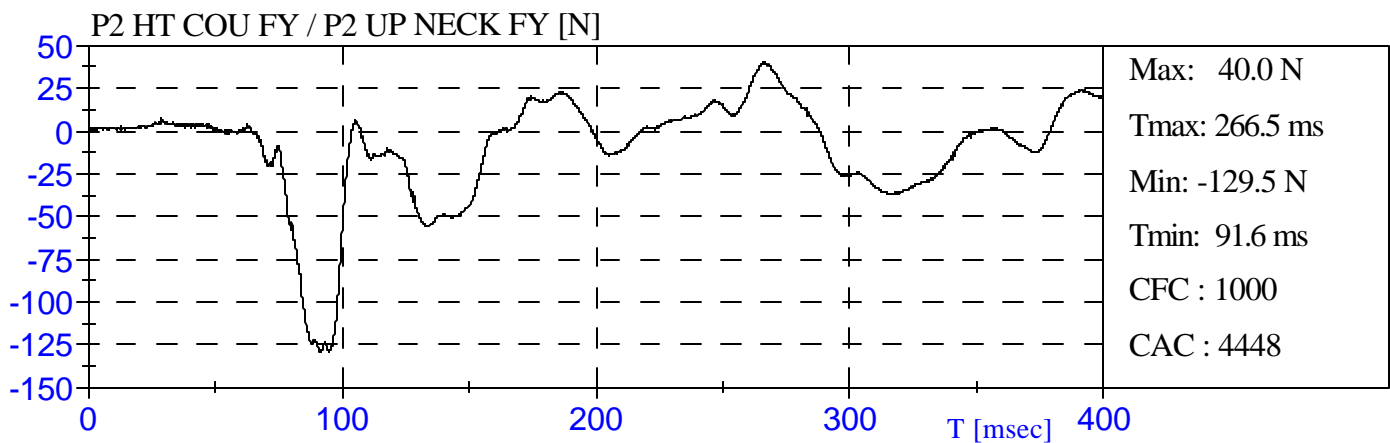
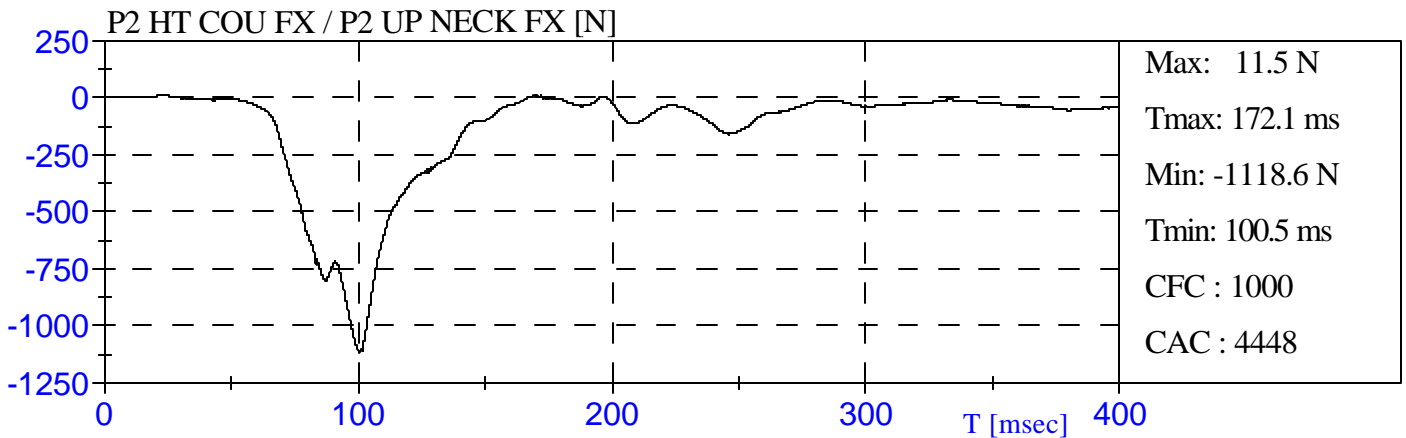


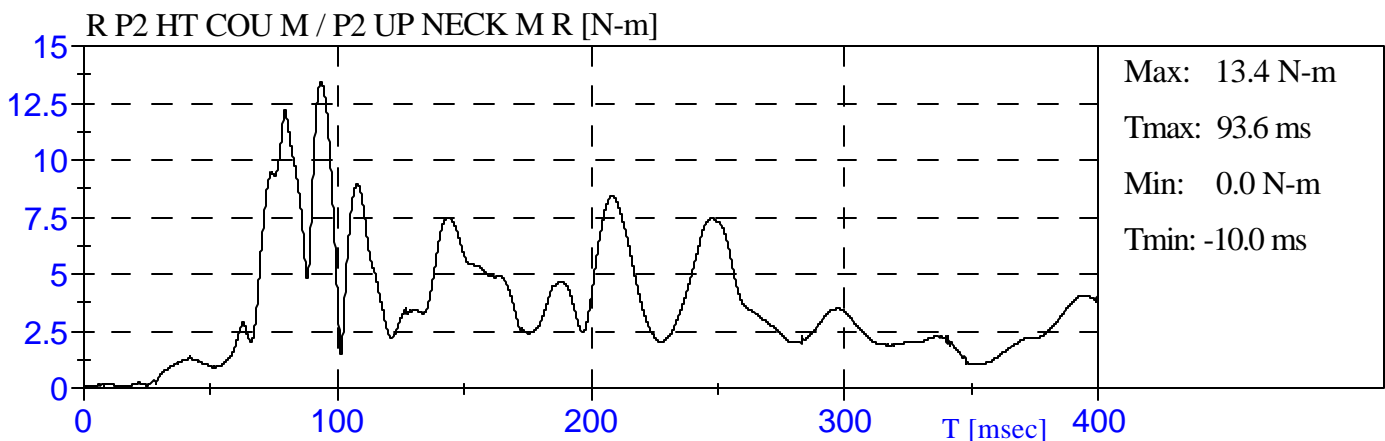
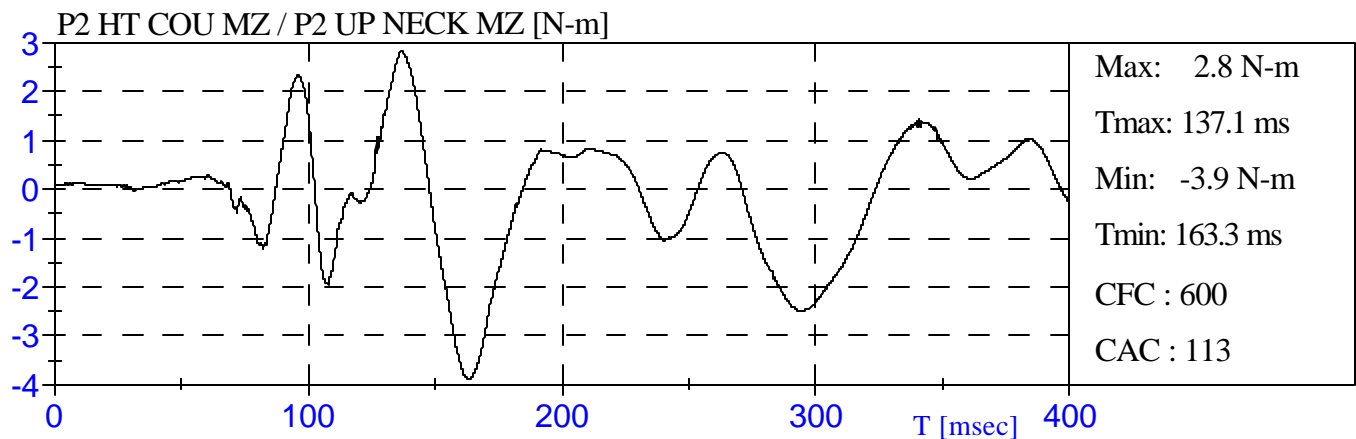
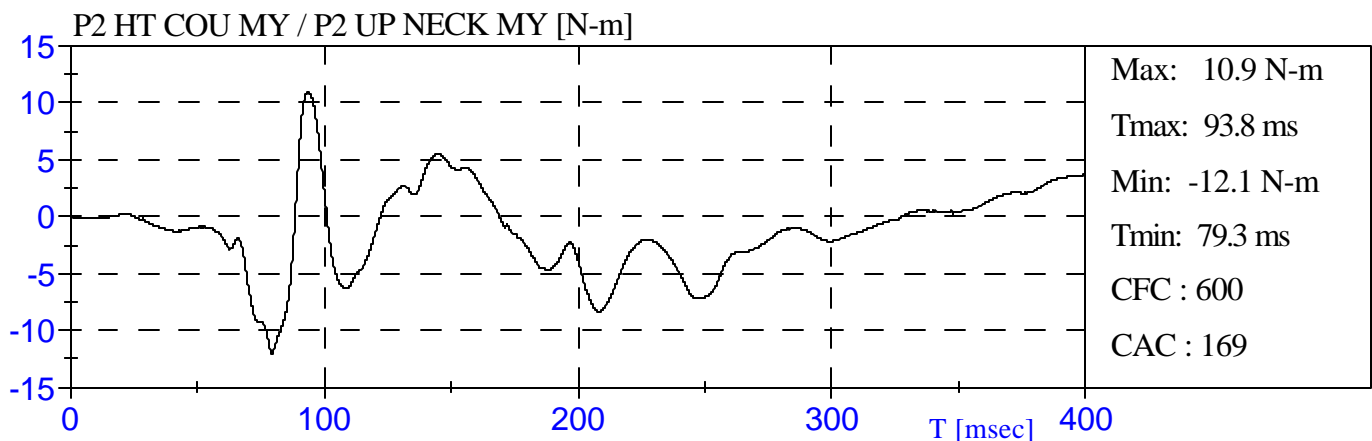
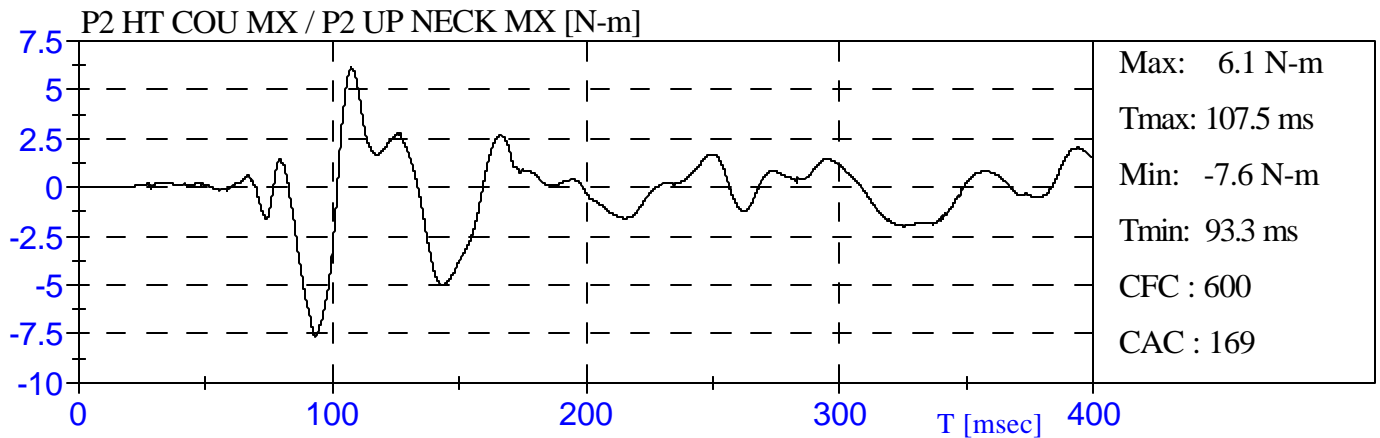


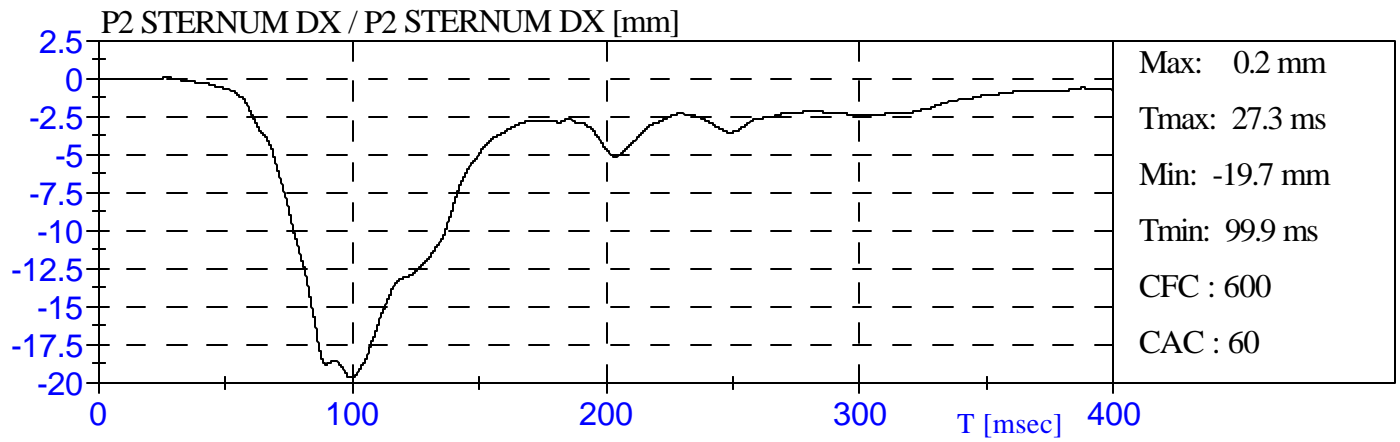


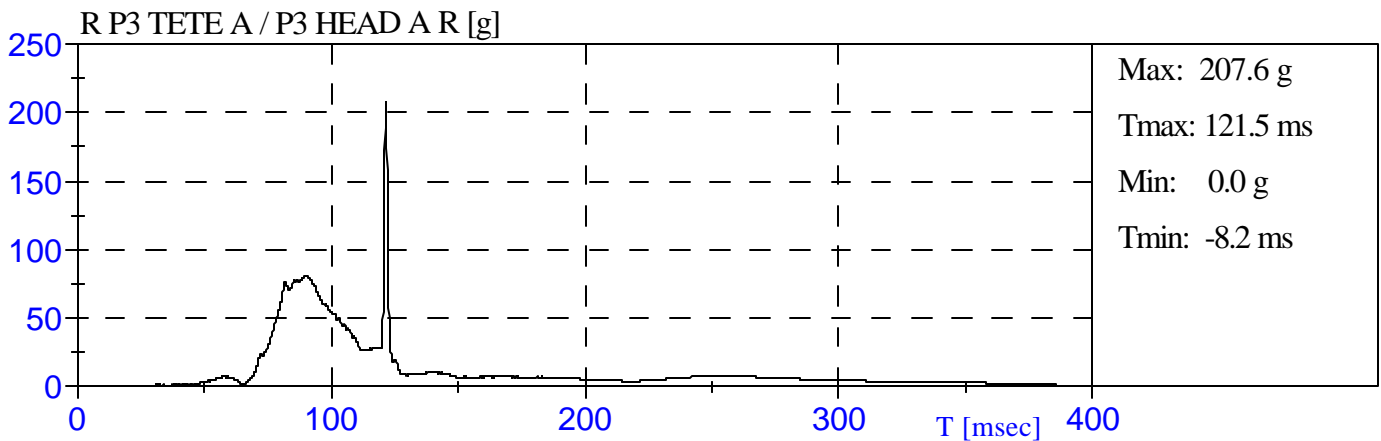
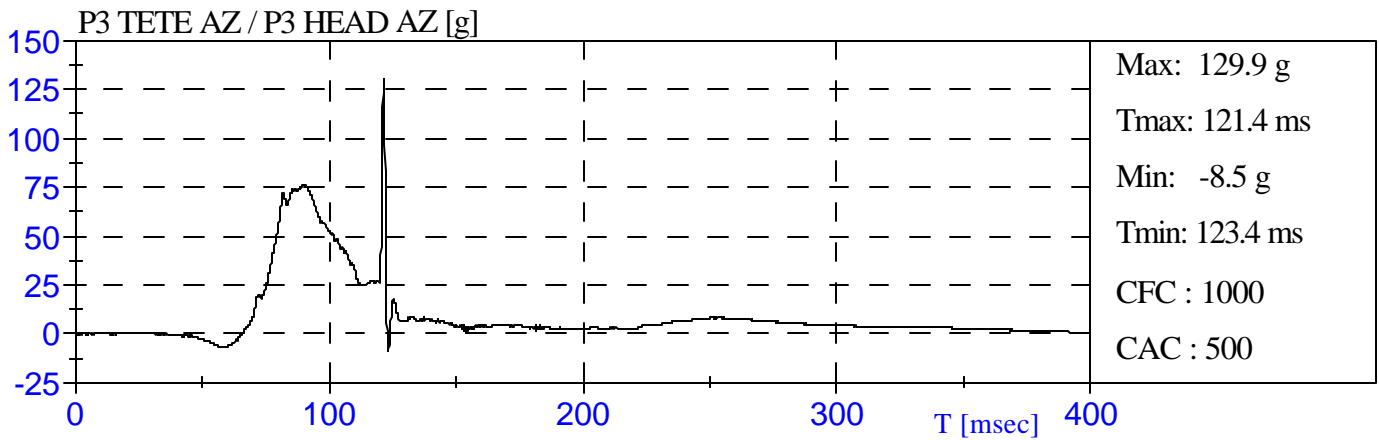
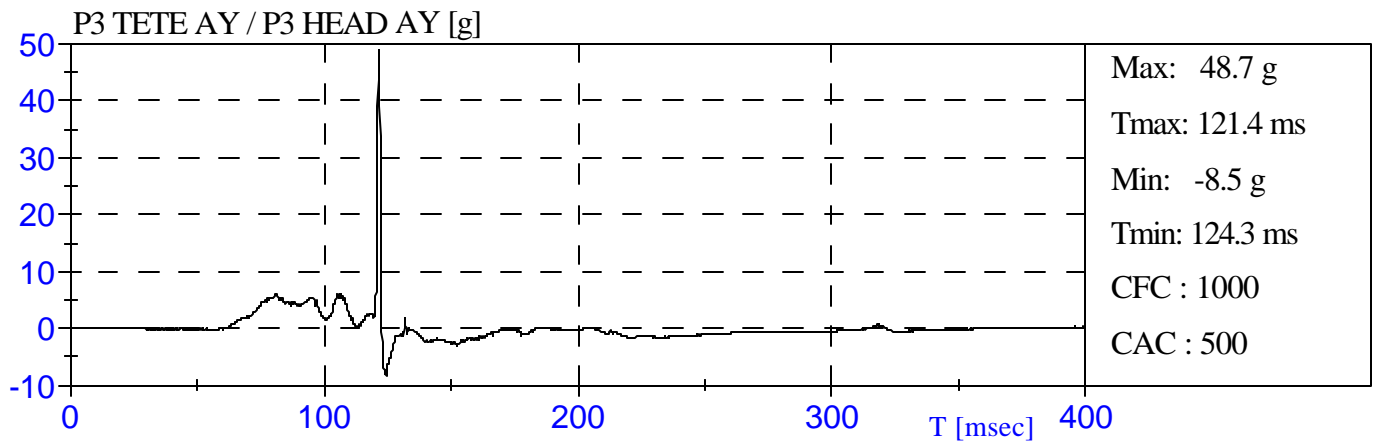
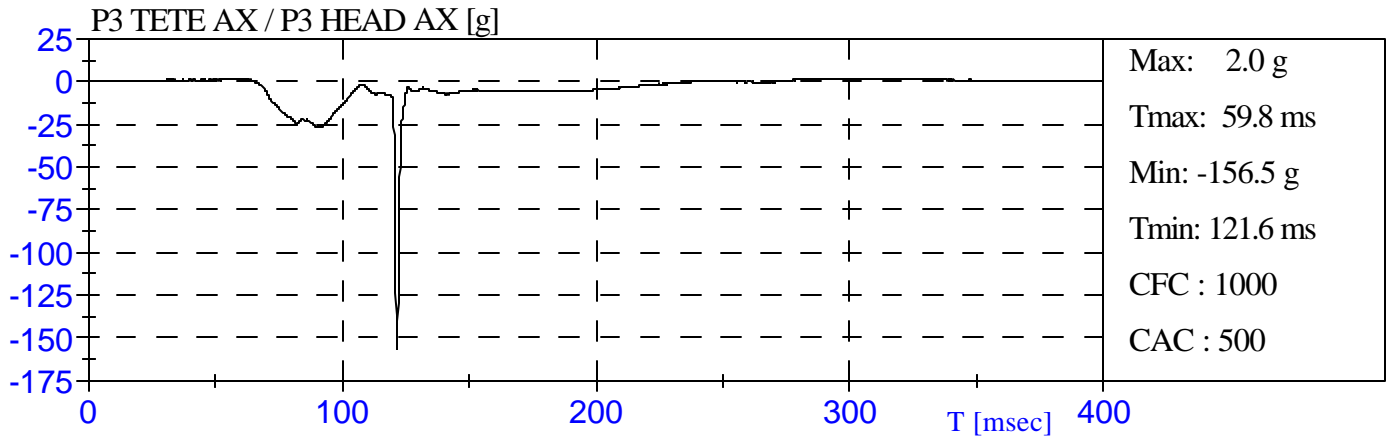


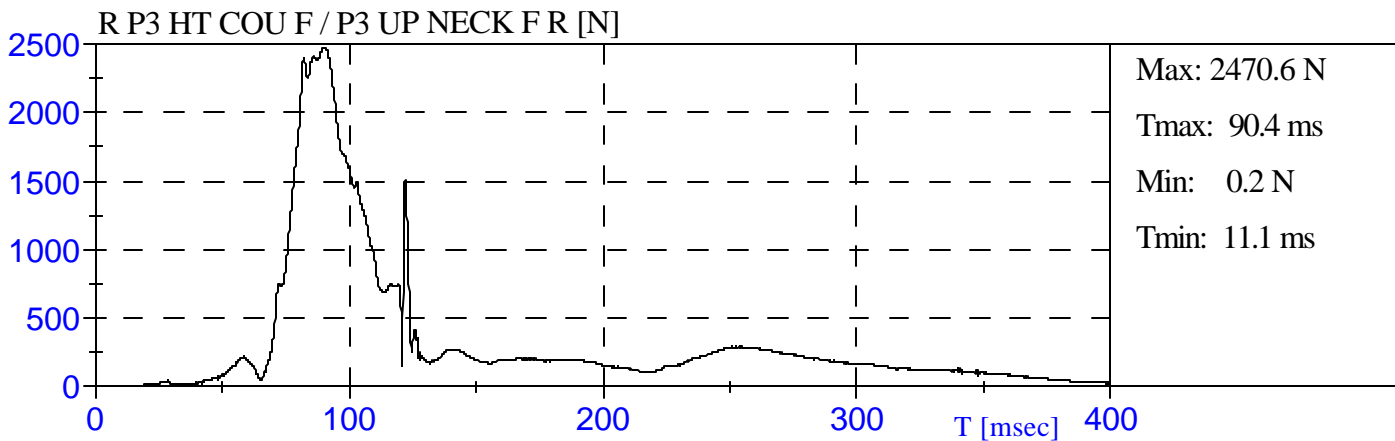
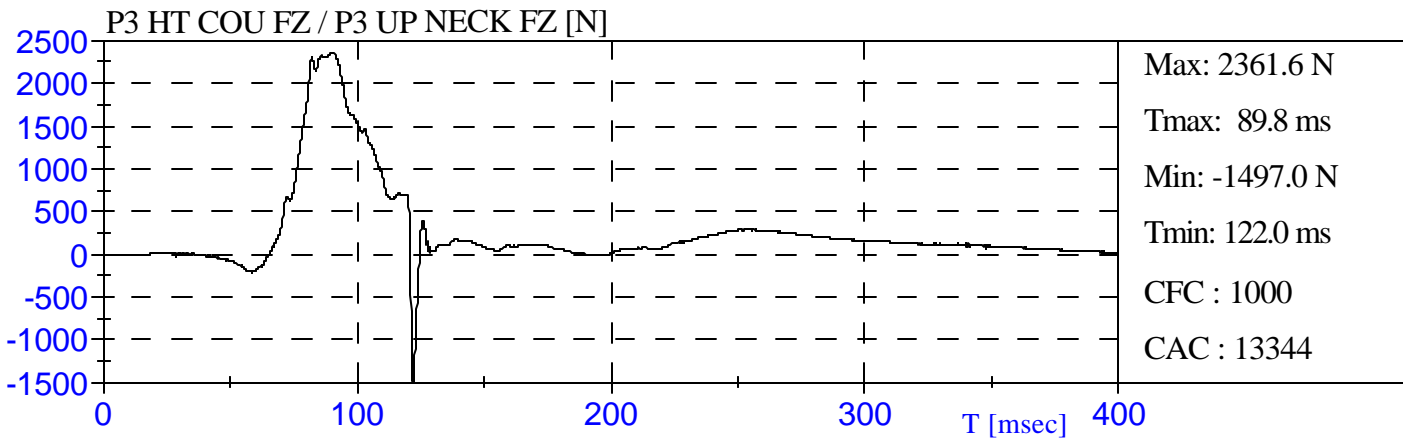
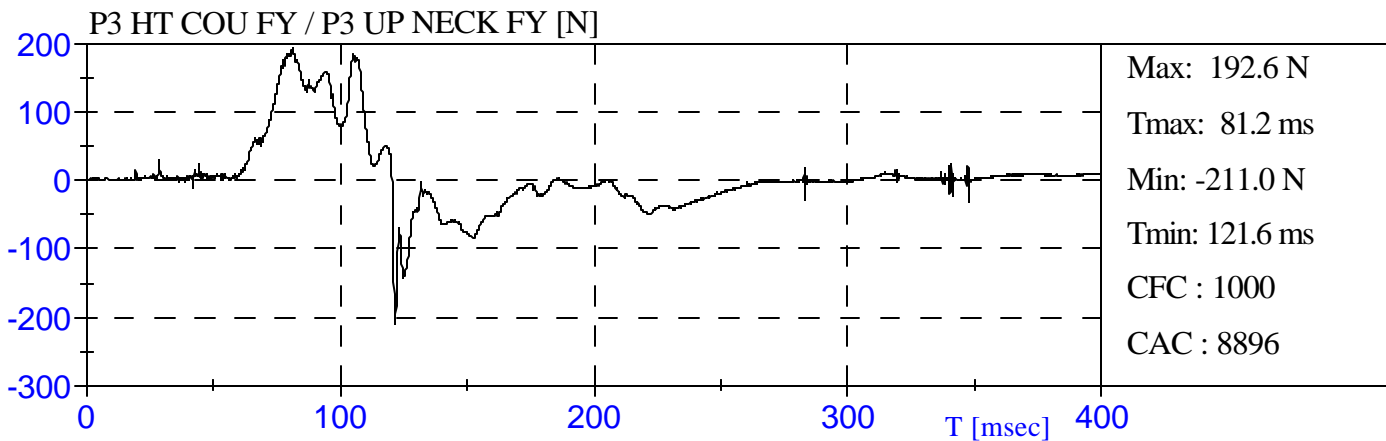
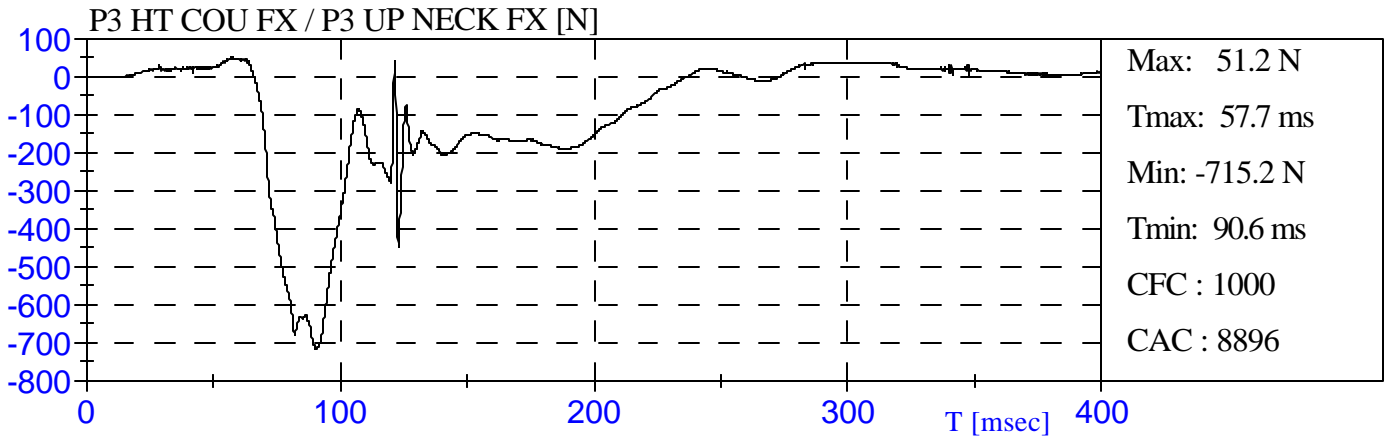


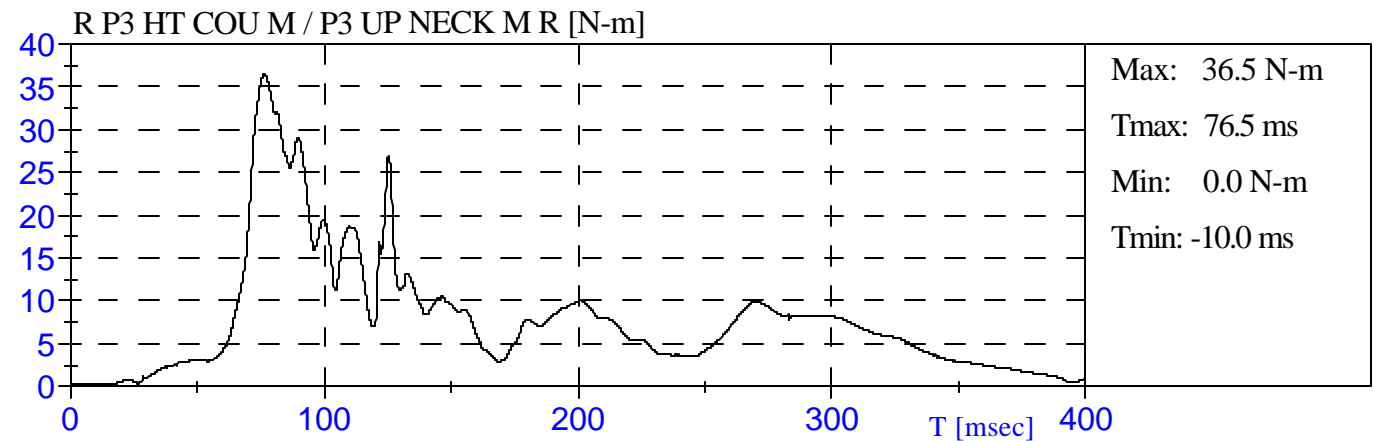
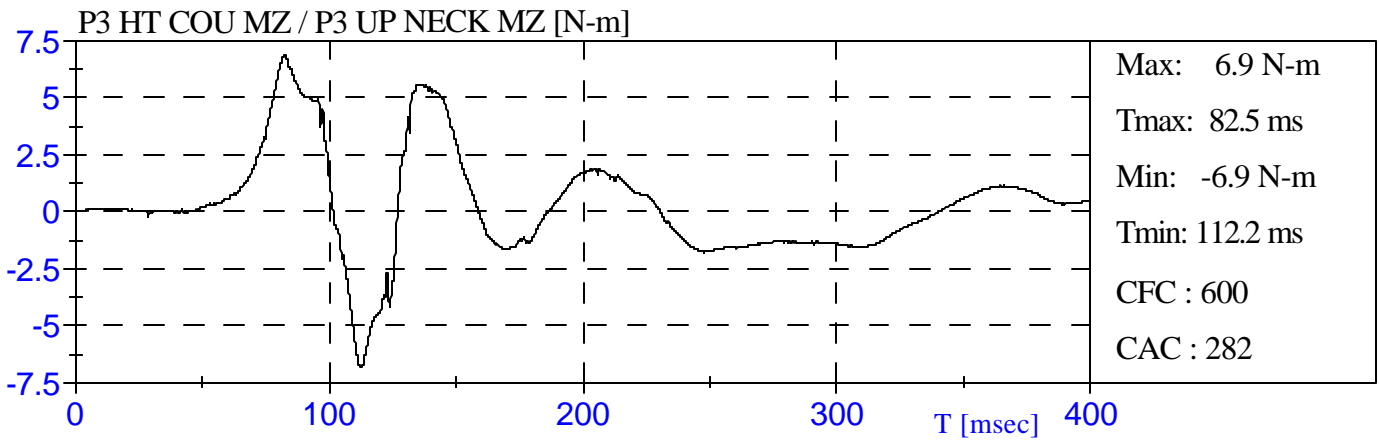
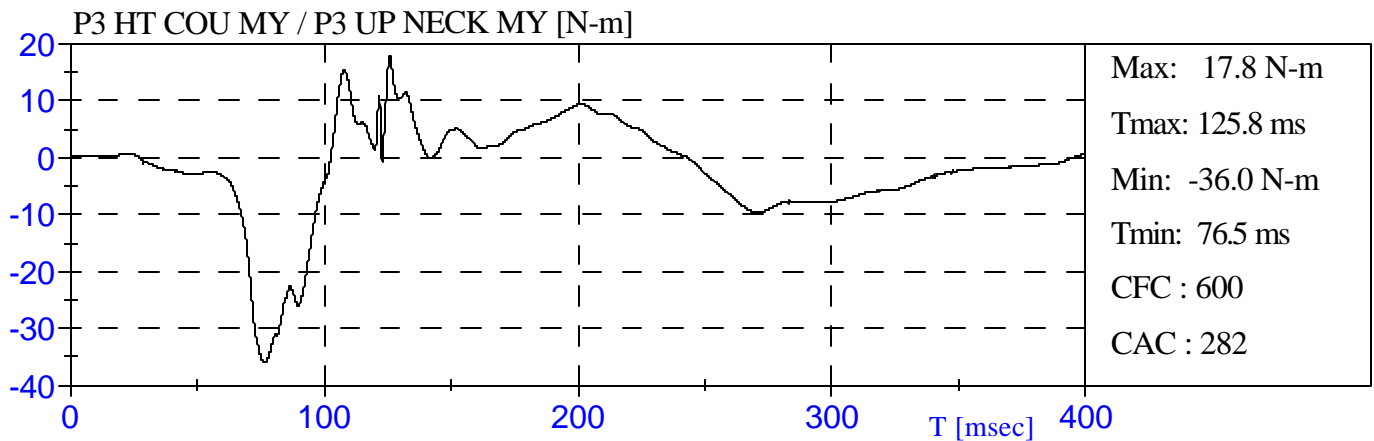
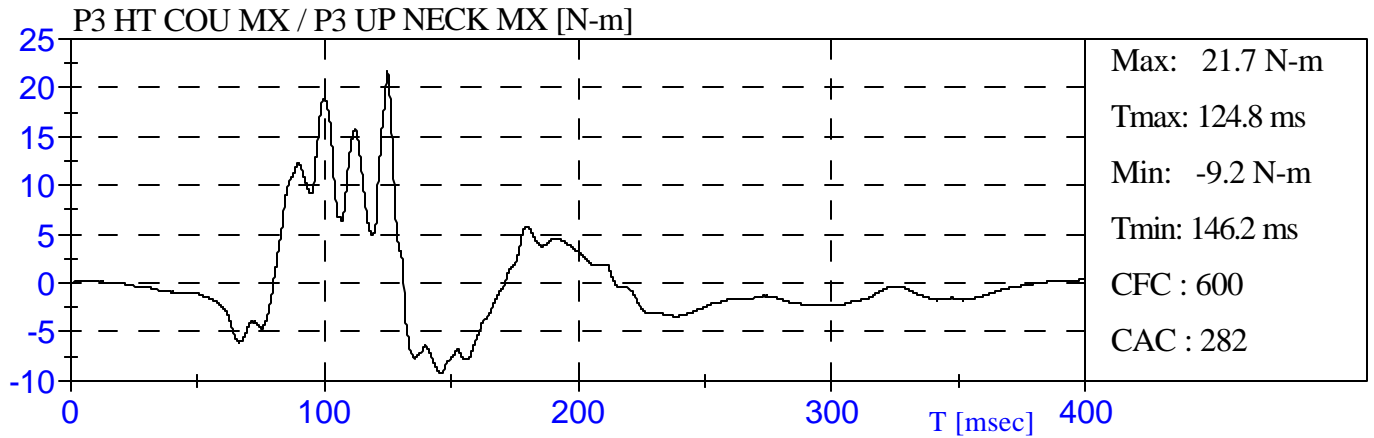


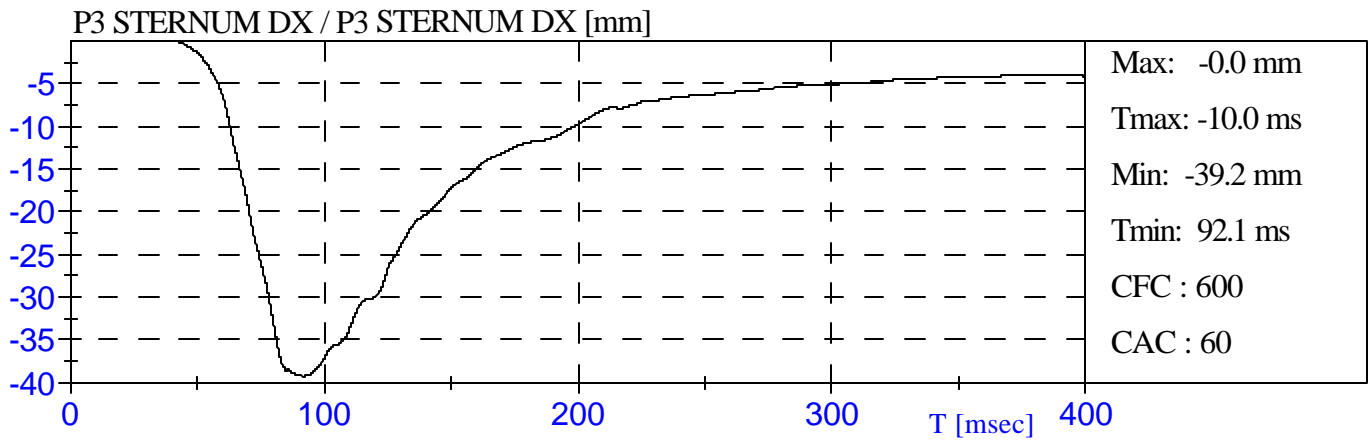


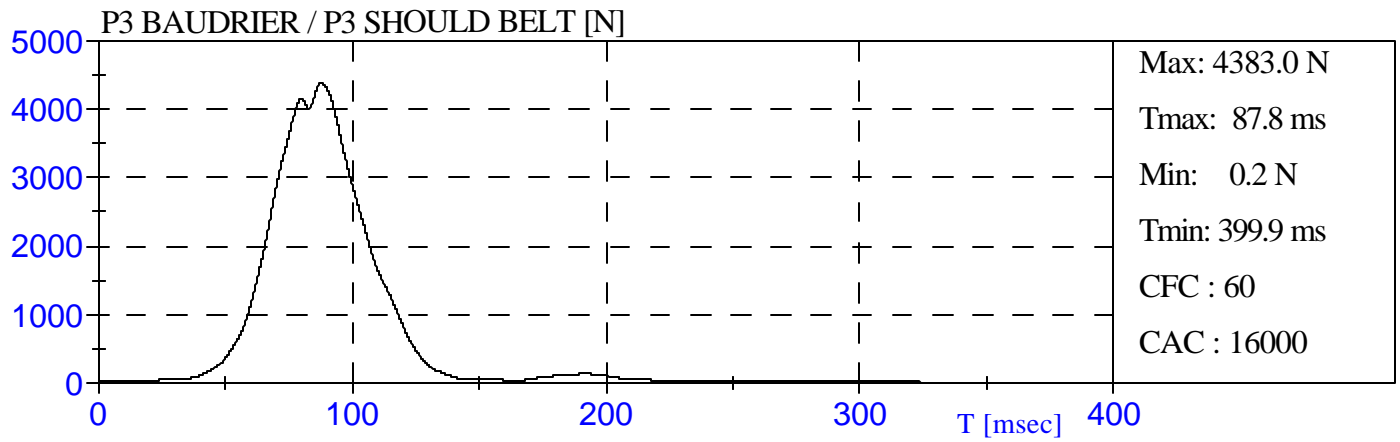


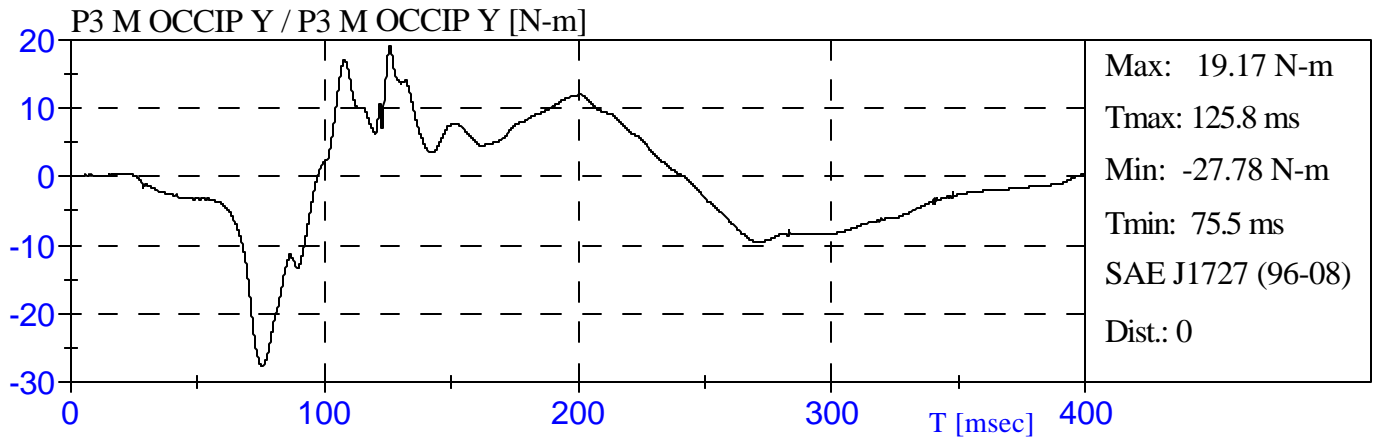


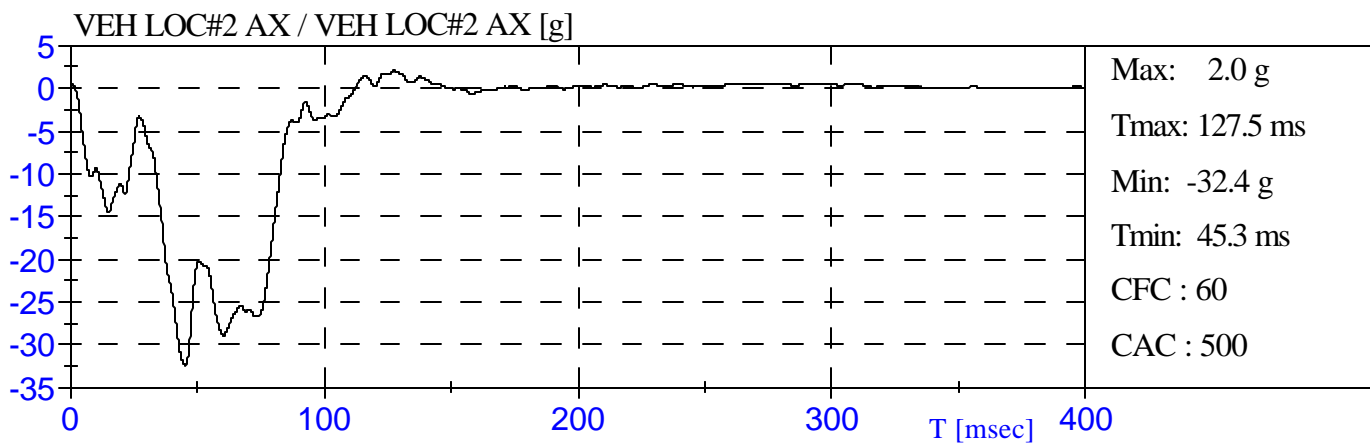
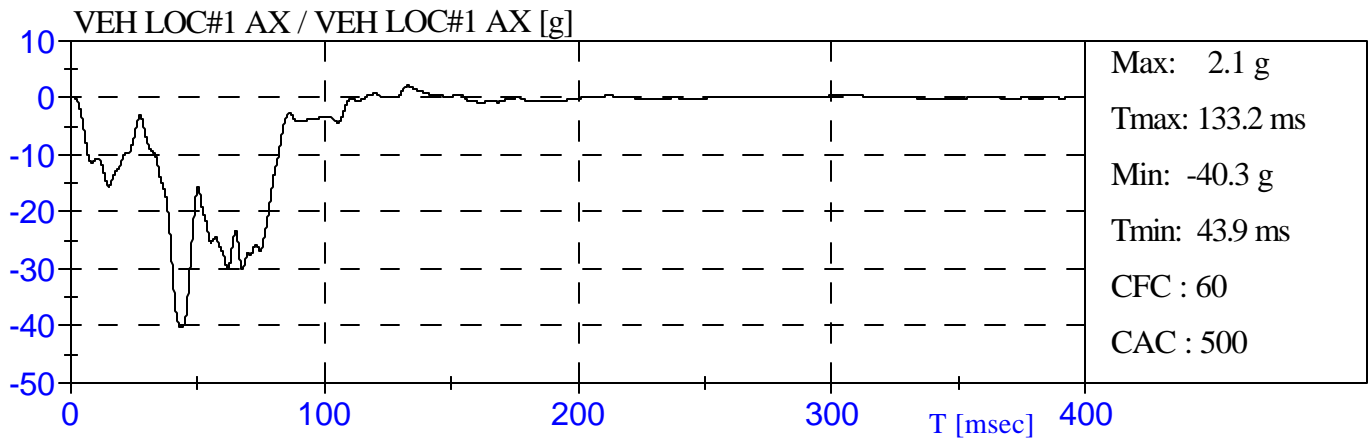


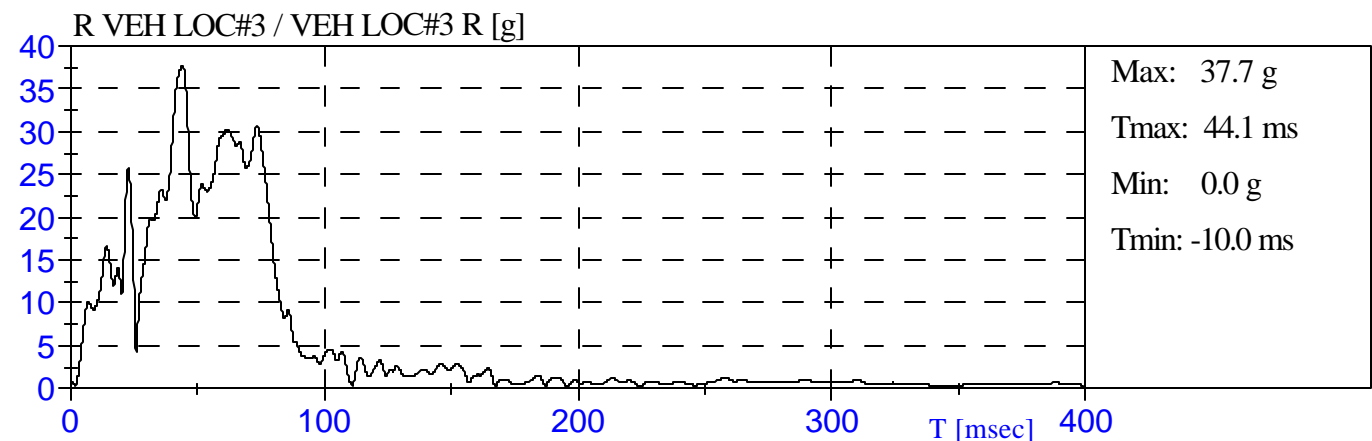
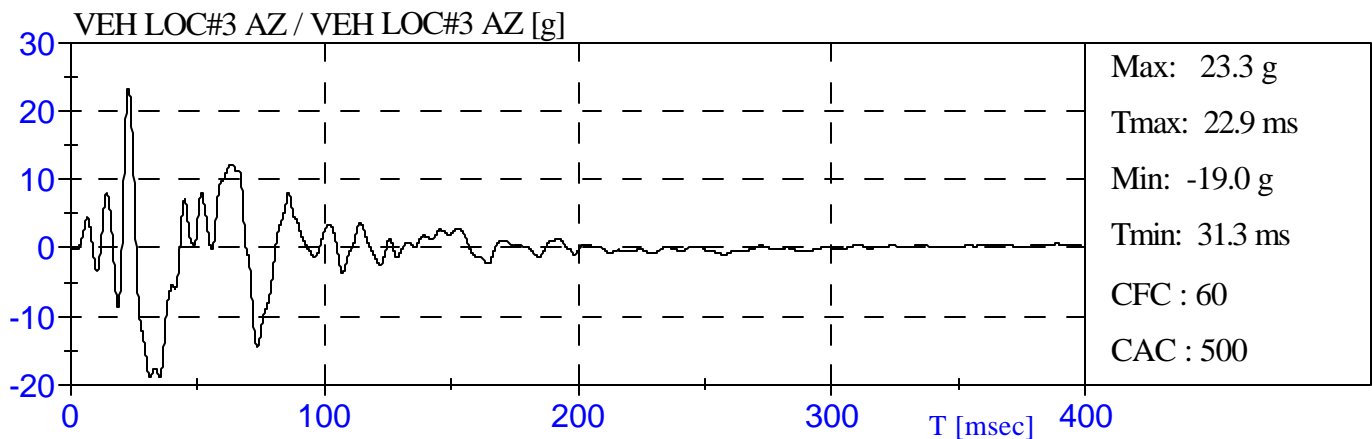
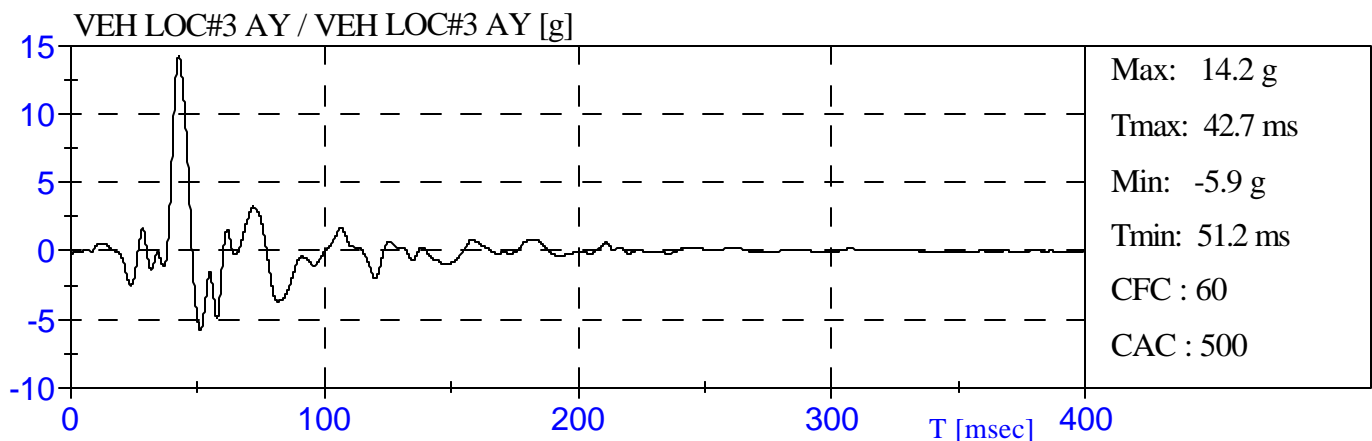
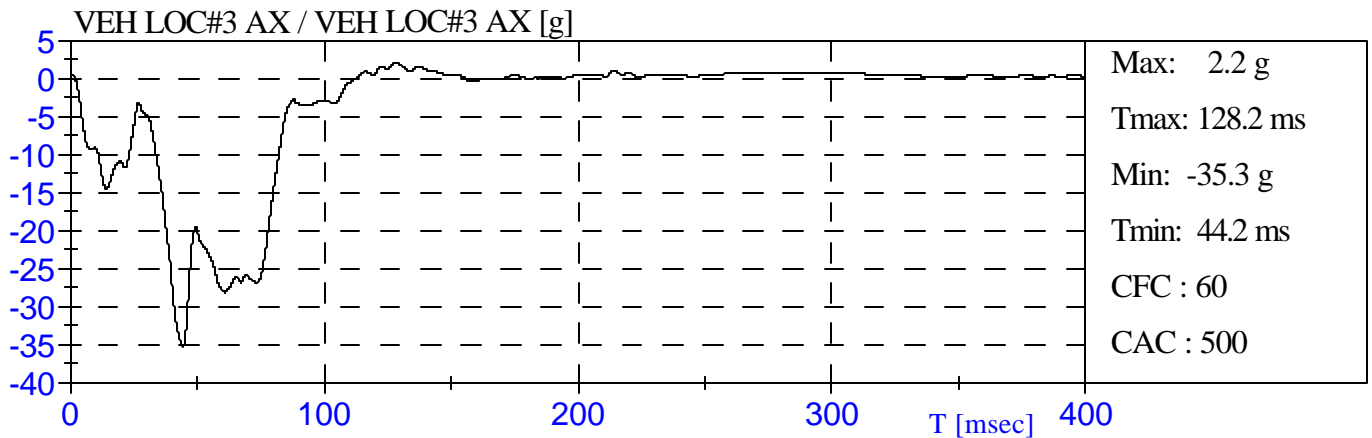


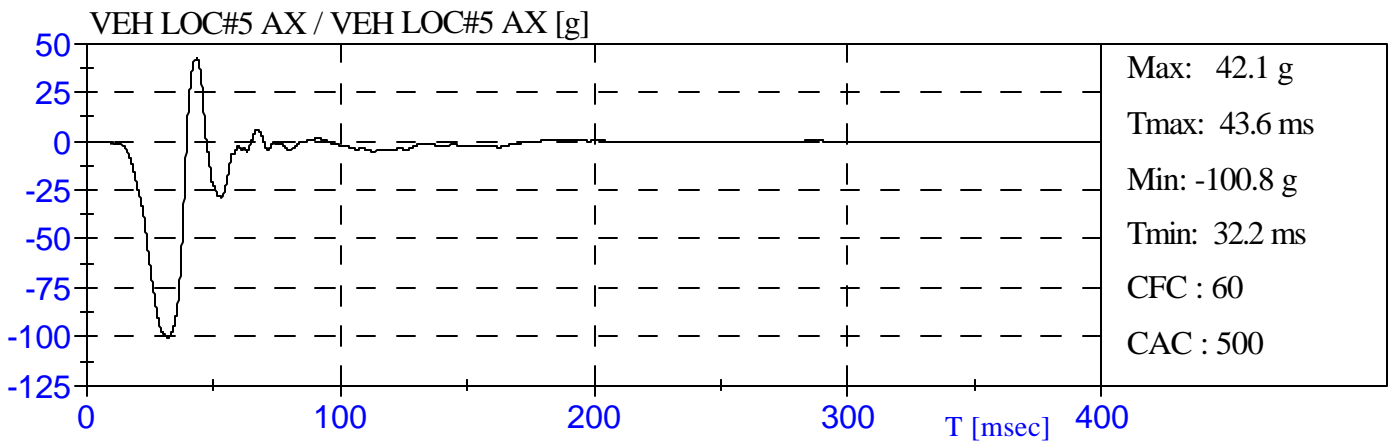
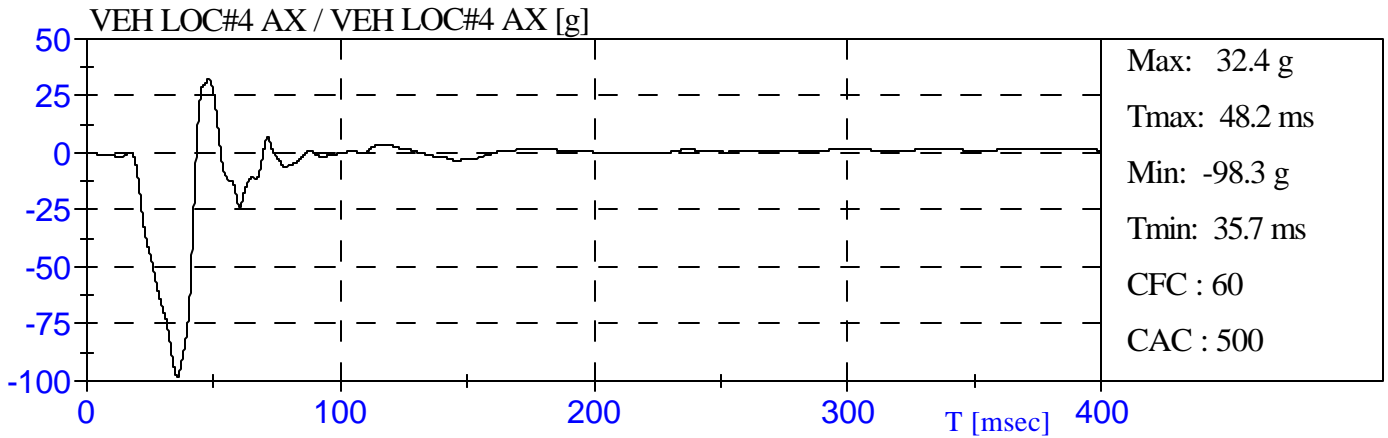


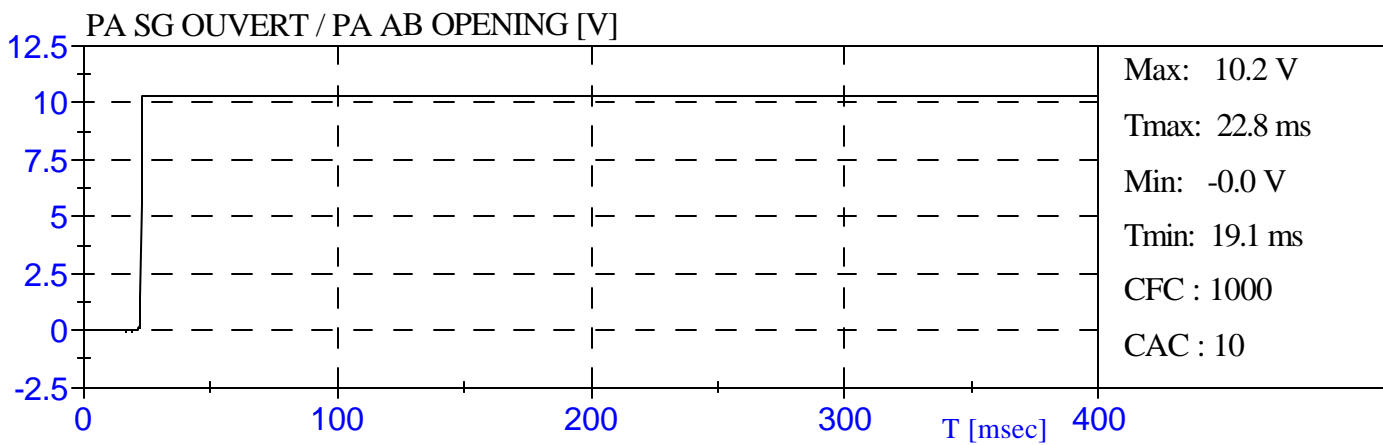
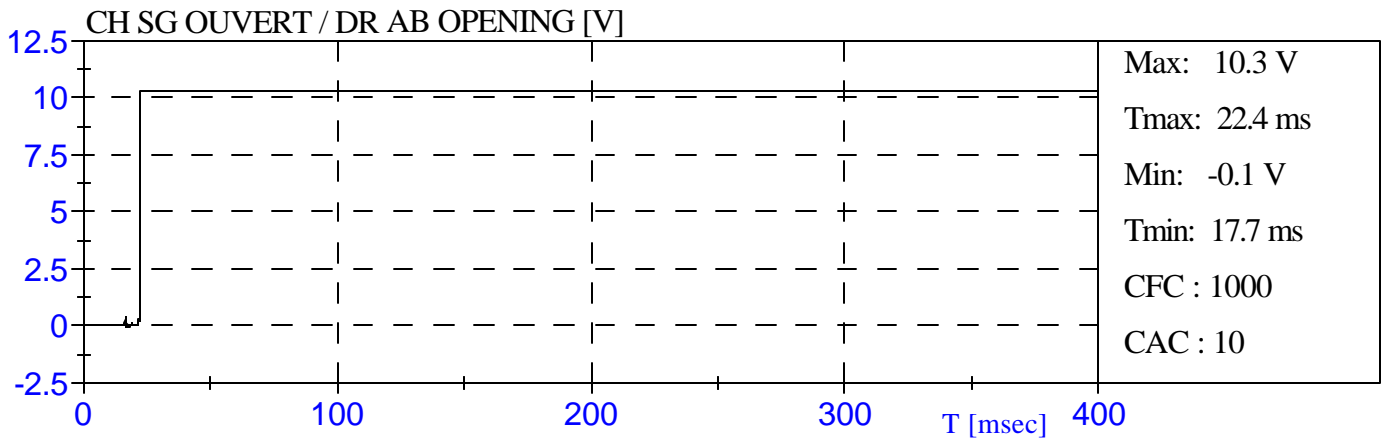


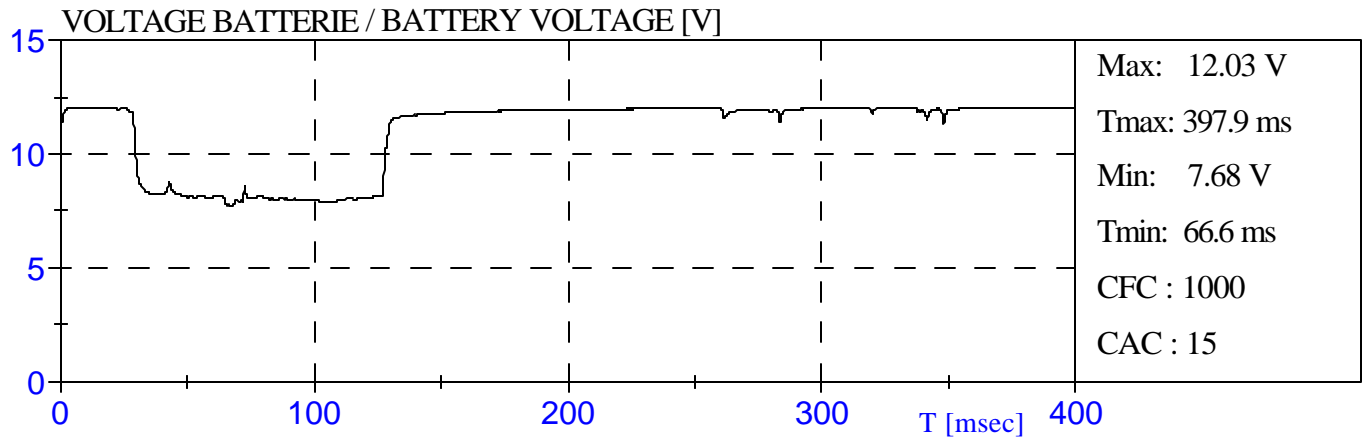


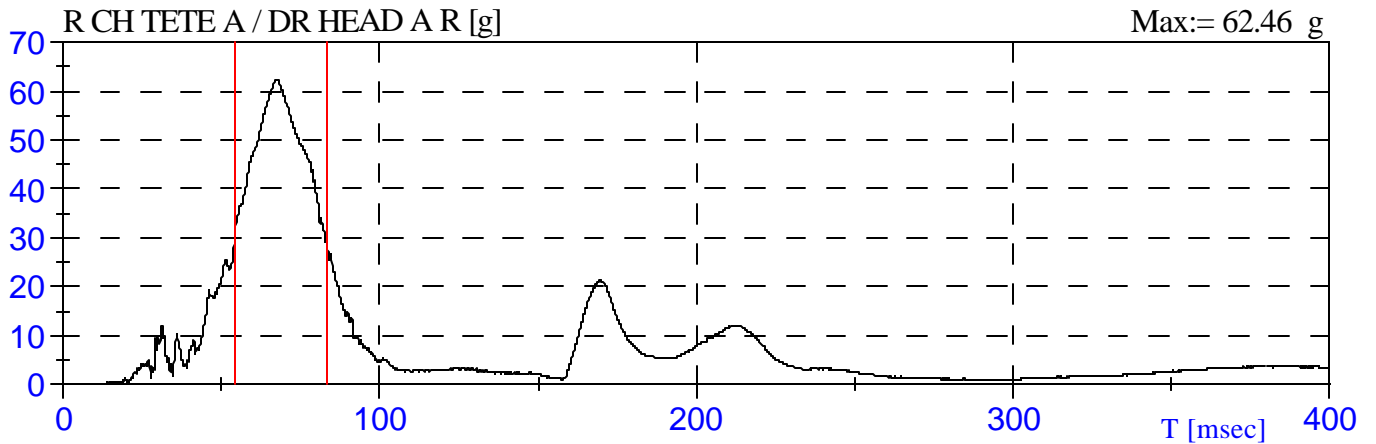








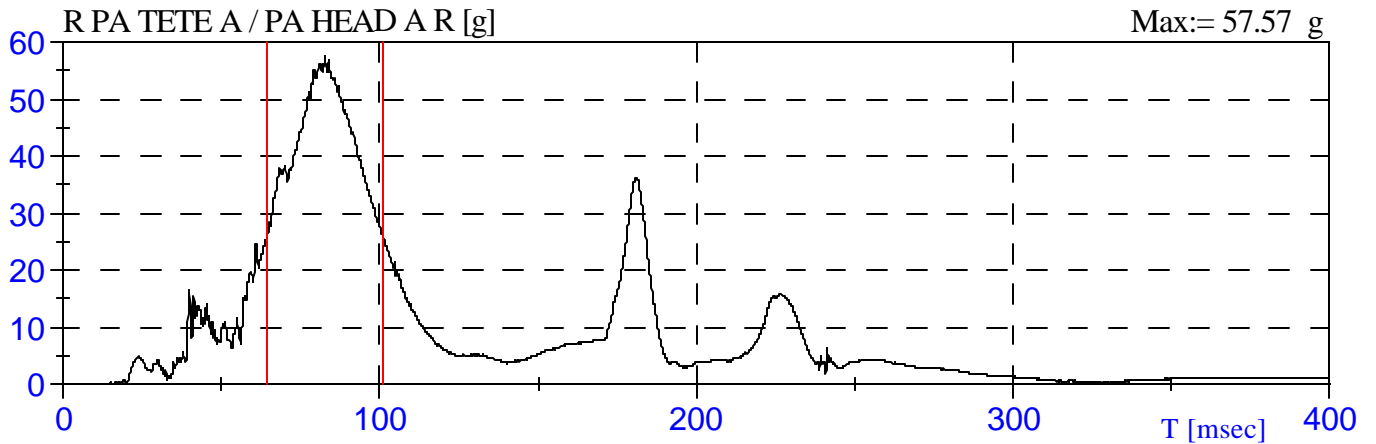




**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

HIC:= 467	HIC(36ms):= 467	HIC(15ms):= 348
T1:= 54.0 ms	T1:= 54.0 ms	T1:= 60.8 ms
T2:= 83.2 ms	T2:= 83.2 ms	T2:= 75.8 ms

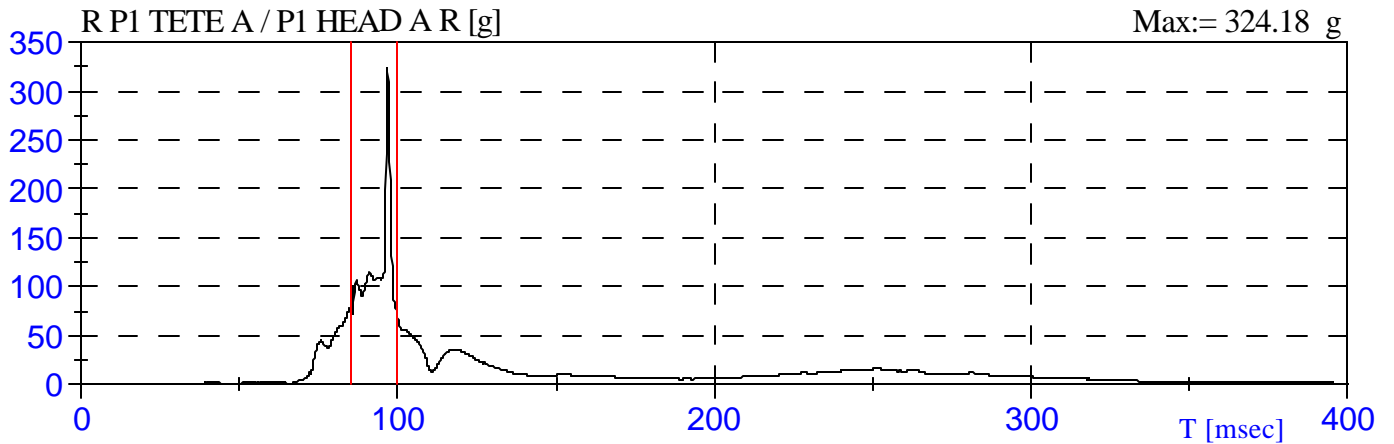
\* Selon / According To: SAE J1727 96-08



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

HIC:= 433	HIC(36ms):= 433	HIC(15ms):= 292
T1:= 64.4 ms	T1:= 64.6 ms	T1:= 75.6 ms
T2:= 101.3 ms	T2:= 100.6 ms	T2:= 90.6 ms

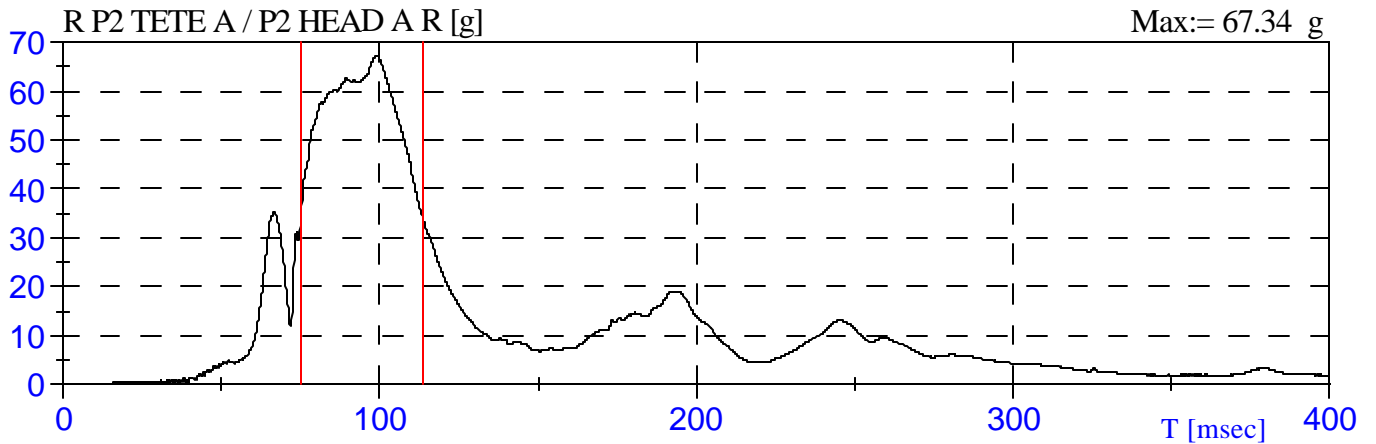
\* Selon / According To: SAE J1727 96-08



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

HIC:= 2397	HIC(36ms):= 2397	HIC(15ms):= 2397
T1:= 85.4 ms	T1:= 85.4 ms	T1:= 85.4 ms
T2:= 99.6 ms	T2:= 99.6 ms	T2:= 99.6 ms

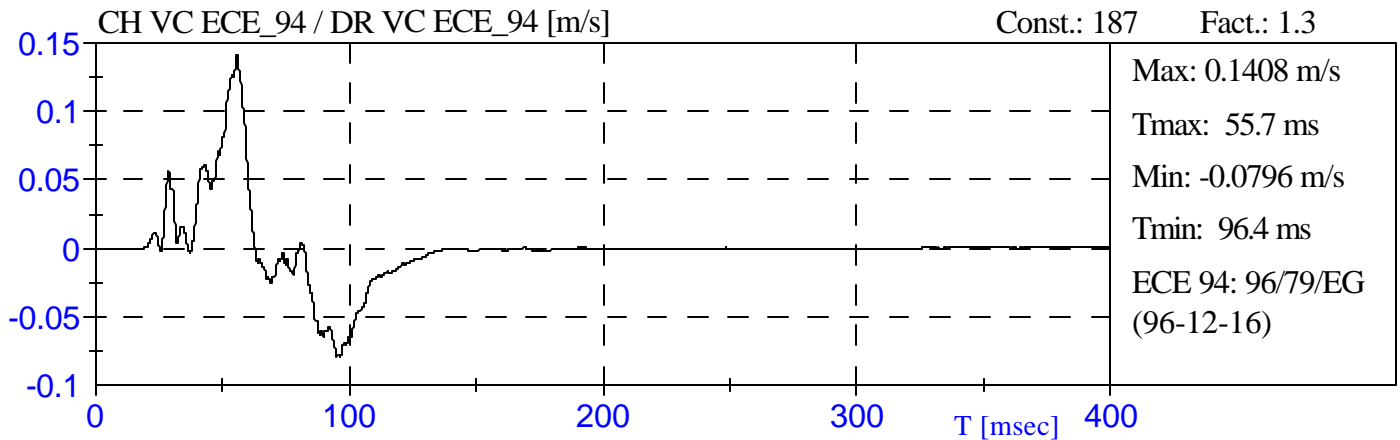
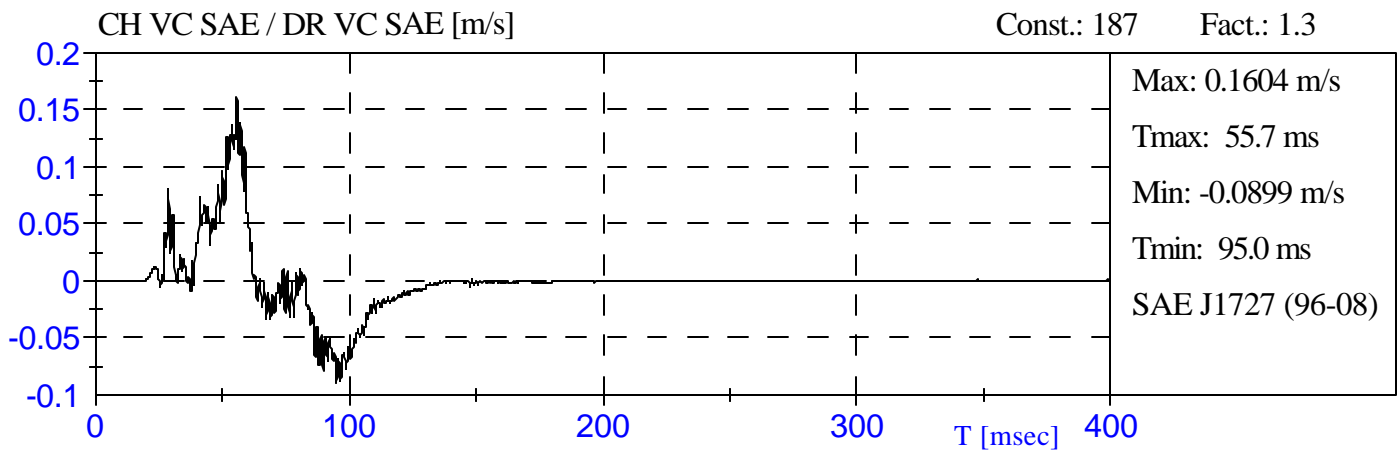
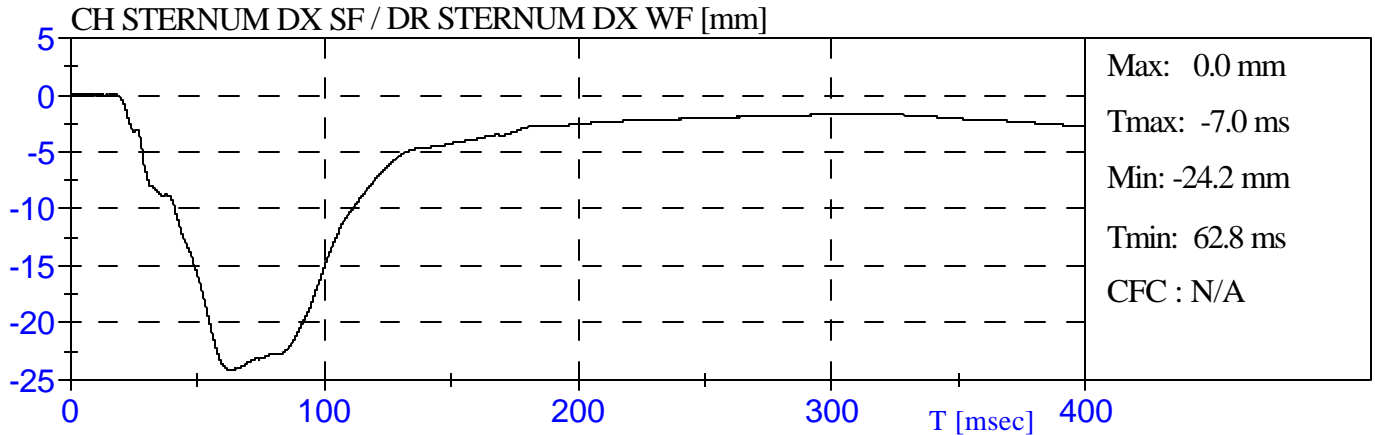
\* Selon / According To: SAE J1727 96-08

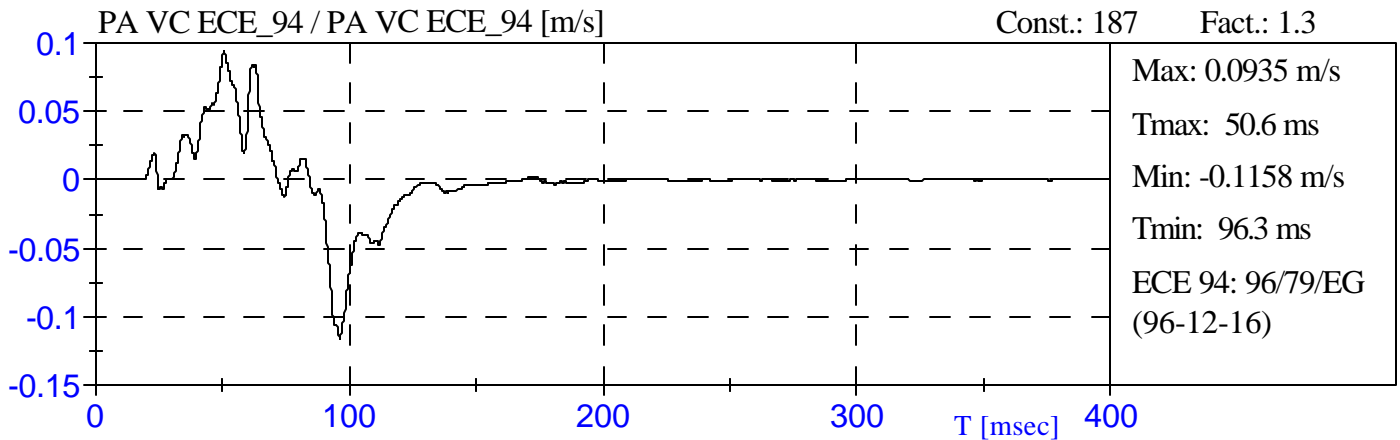
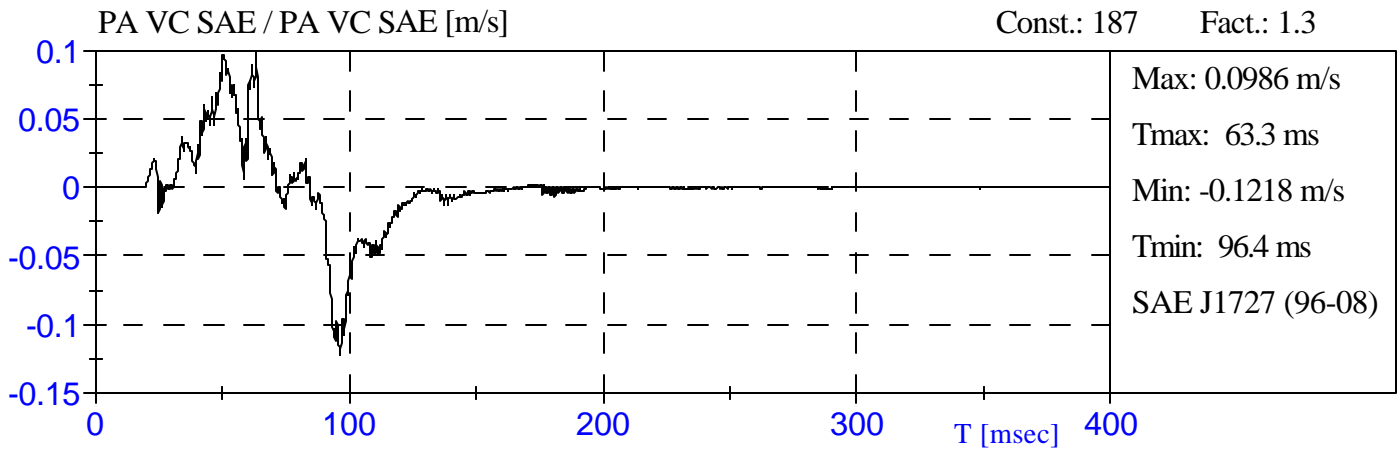
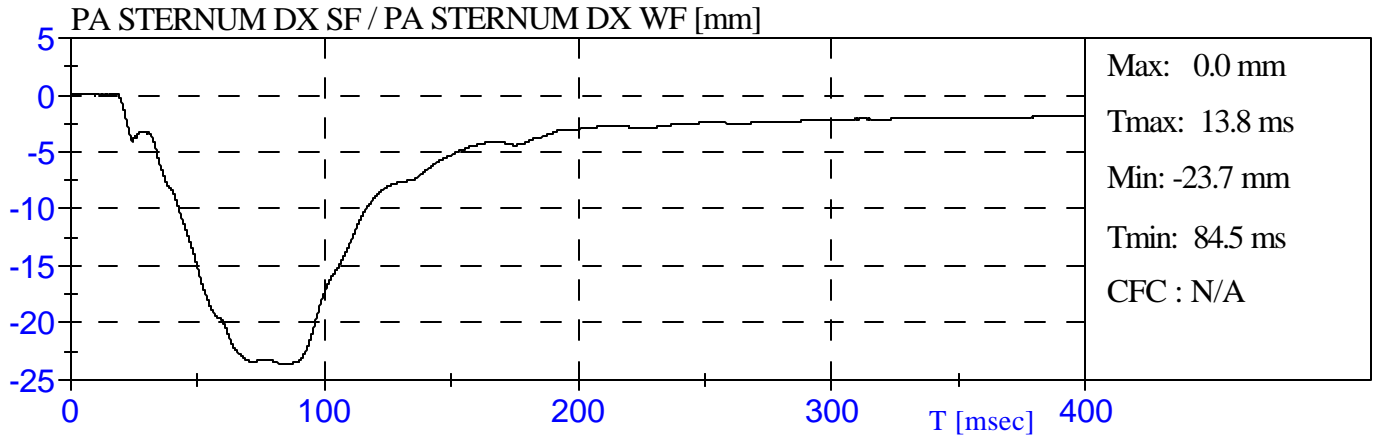


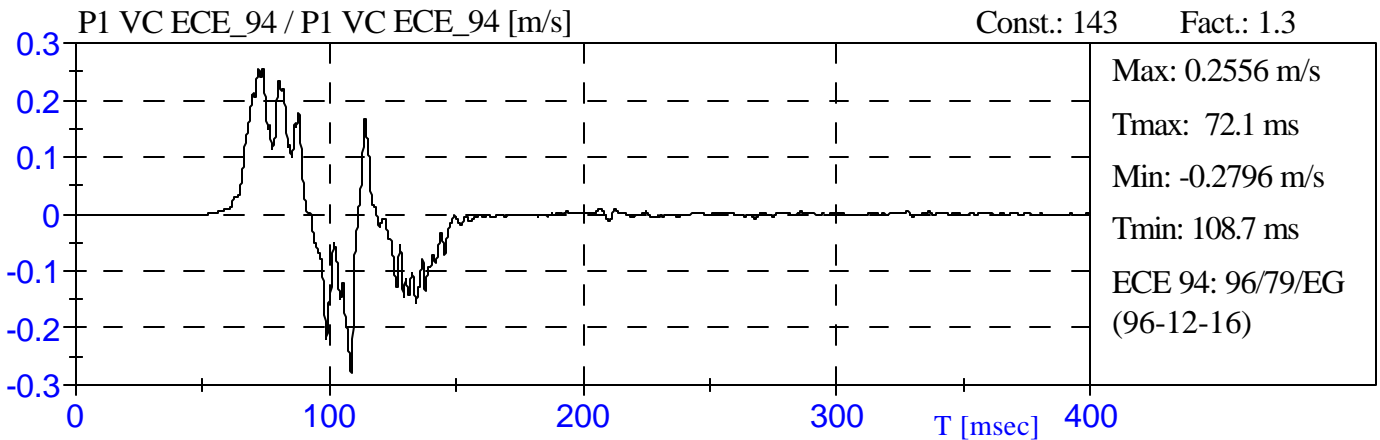
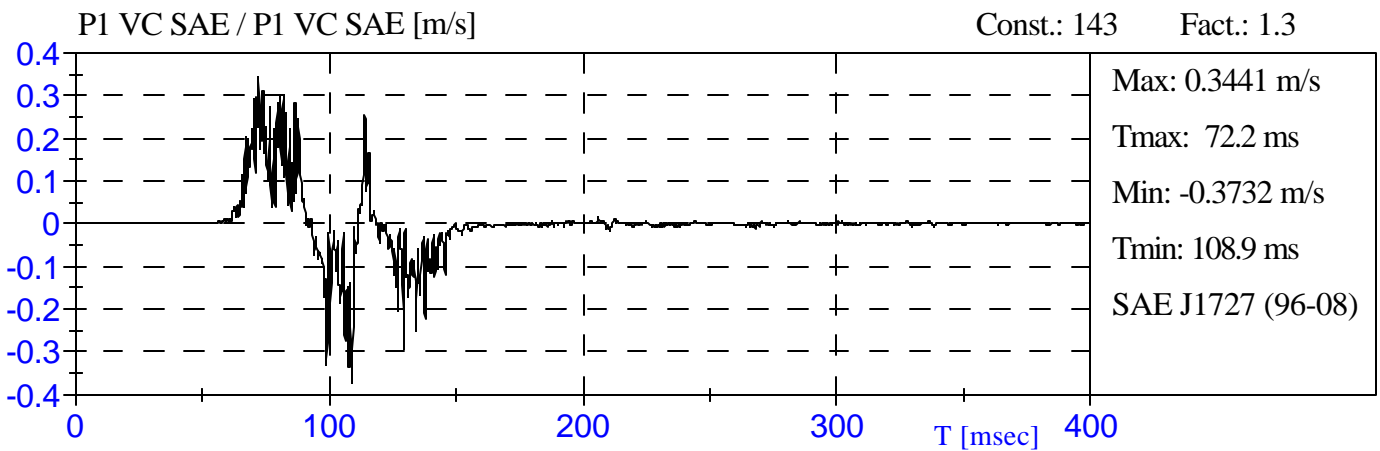
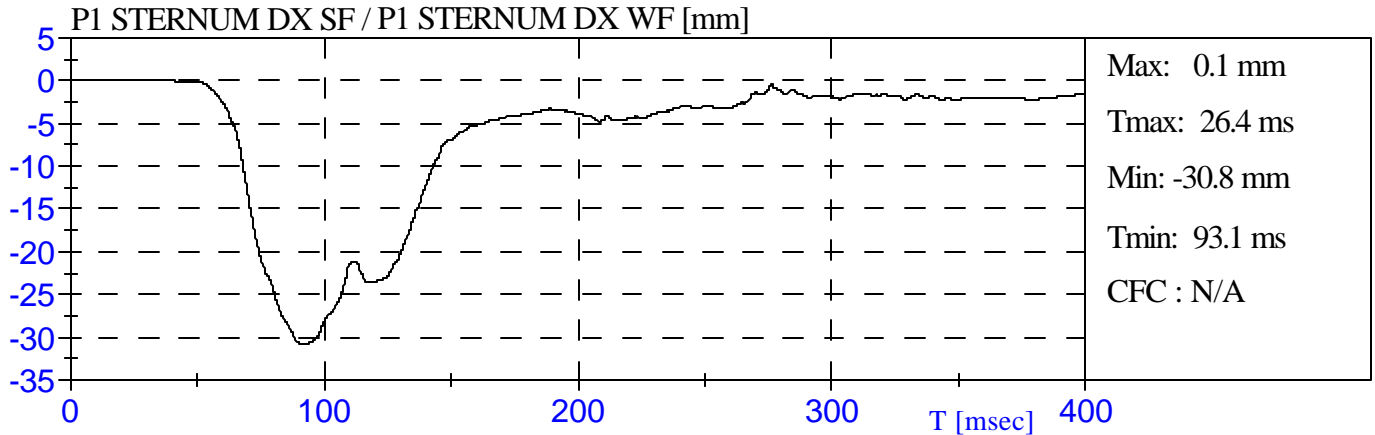
**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

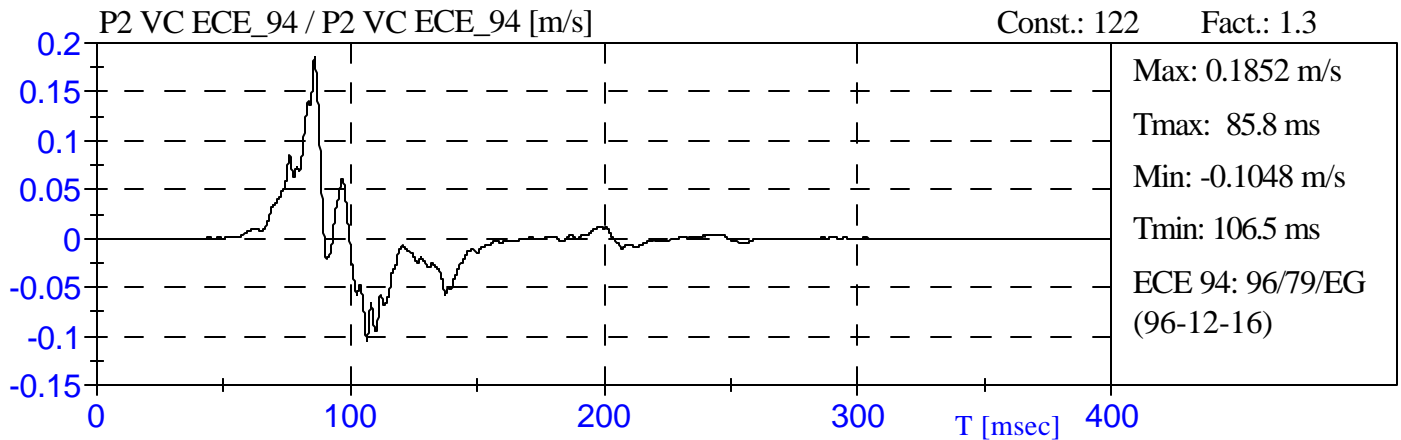
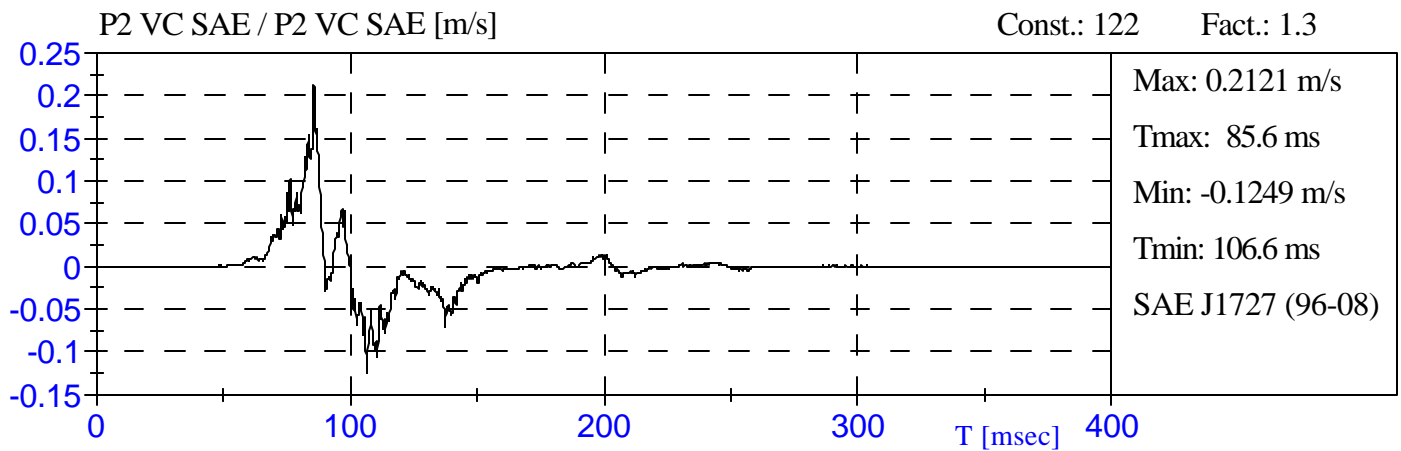
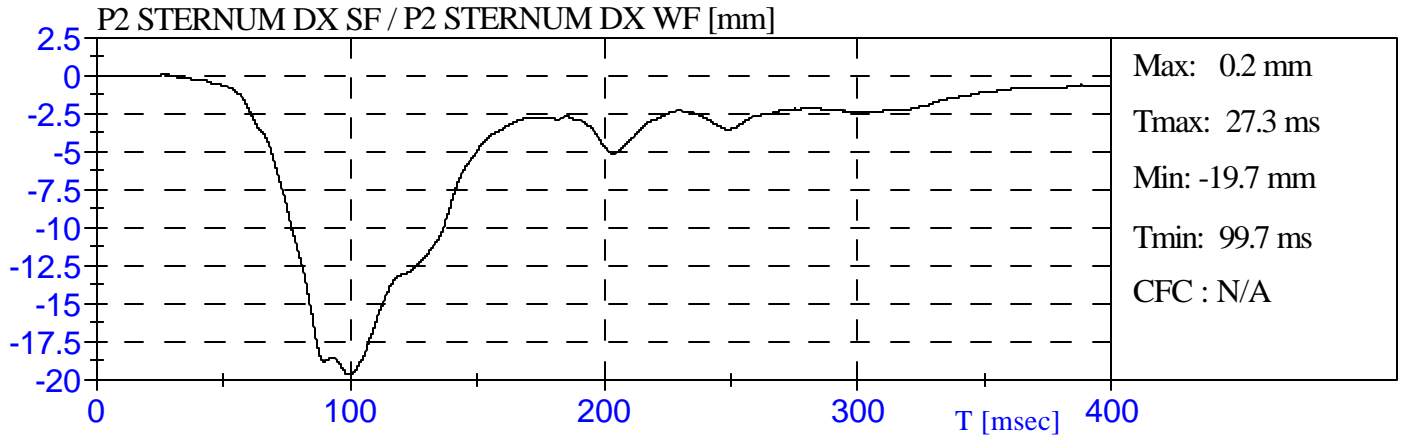
HIC:= 907	HIC(36ms):= 901	HIC(15ms):= 482
T1:= 75.1 ms	T1:= 75.7 ms	T1:= 87.8 ms
T2:= 113.8 ms	T2:= 111.7 ms	T2:= 102.8 ms

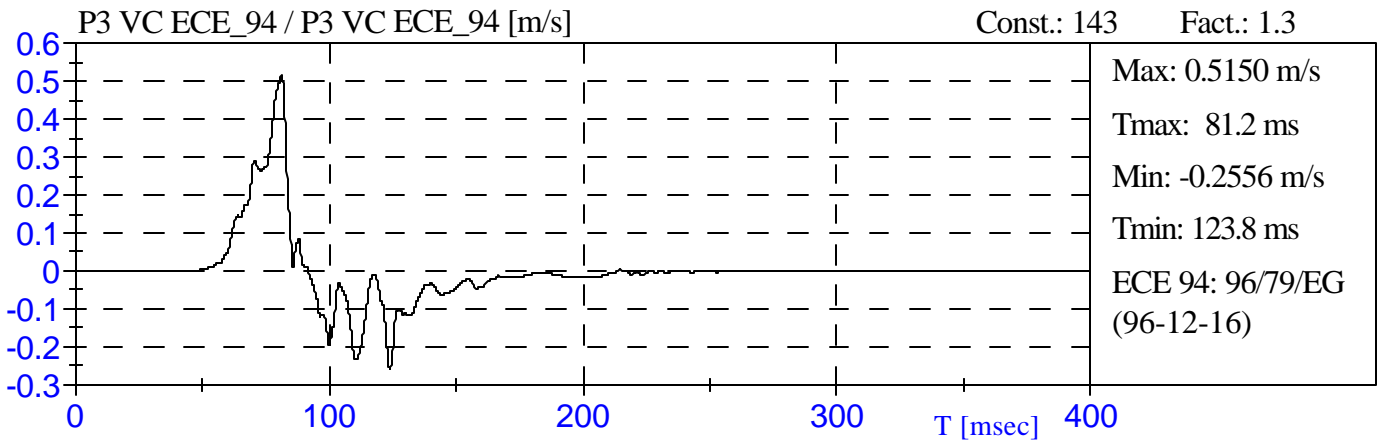
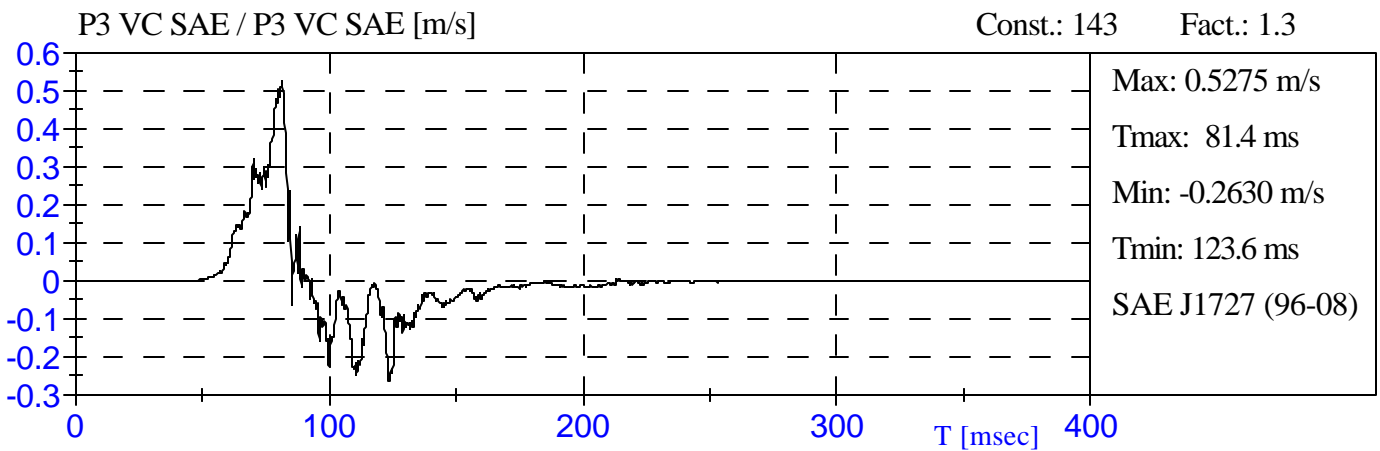
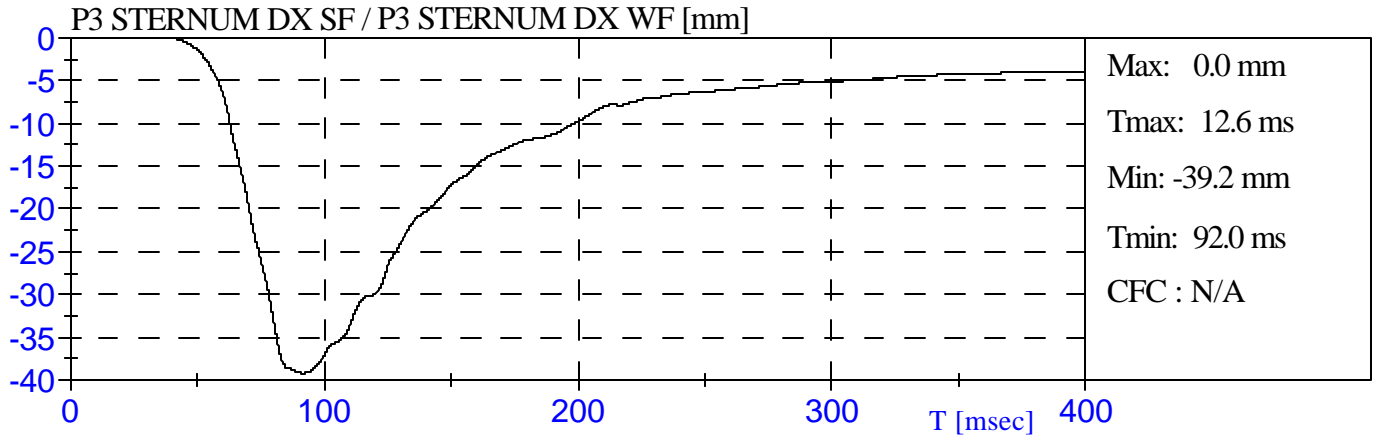
\* Selon / According To: SAE J1727 96-08

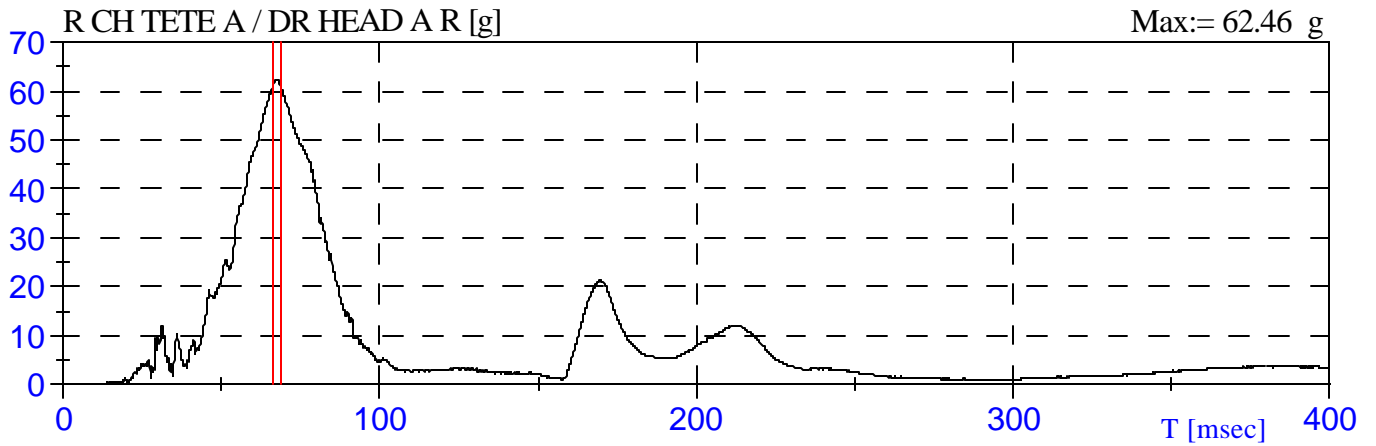






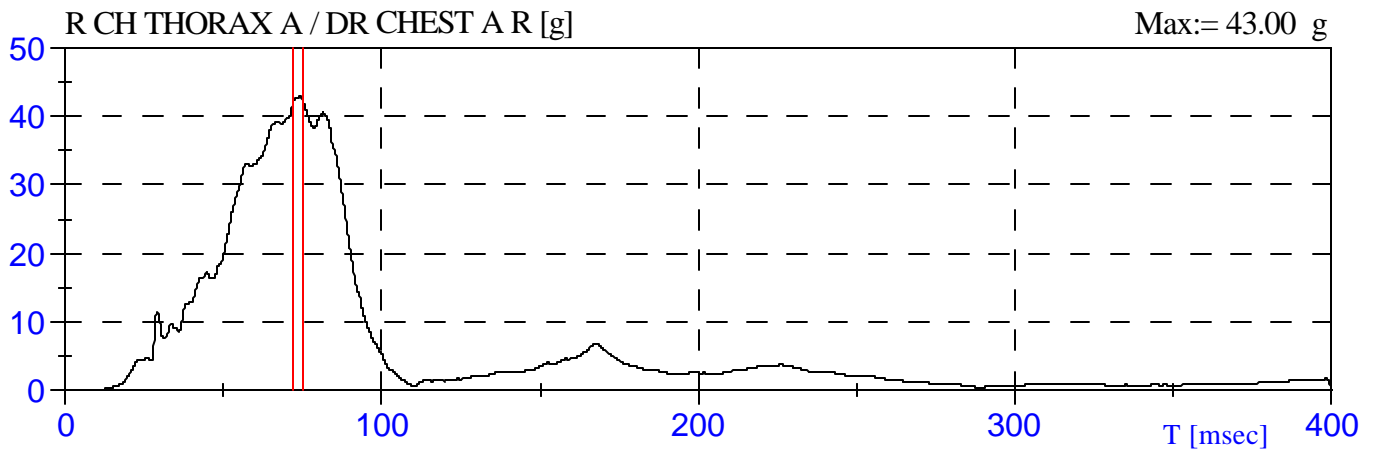






CLIP 3ms \*

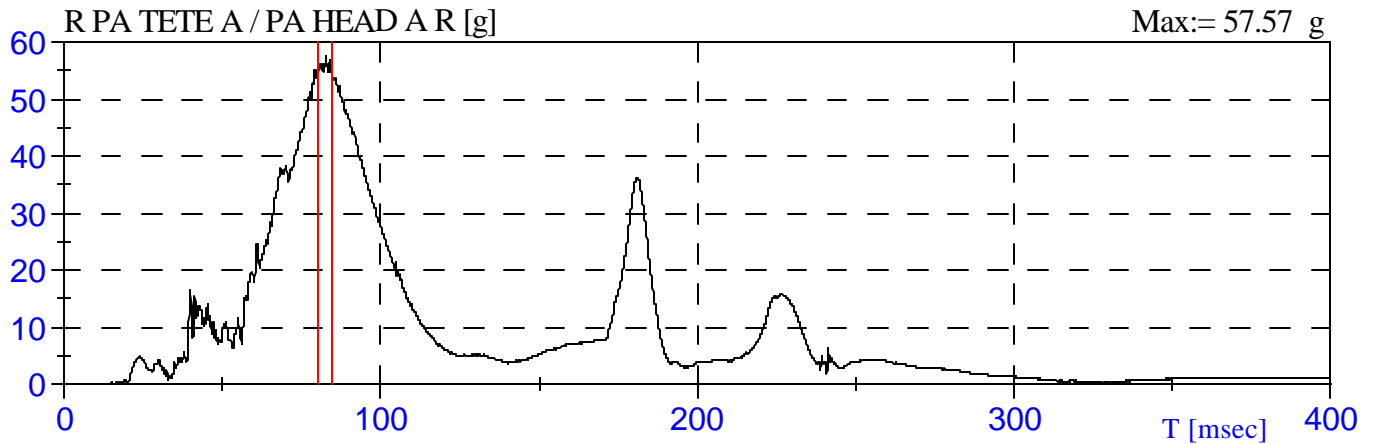
Acc. := 60.53 g	T1:= 66.0 ms	T2:= 69.0 ms
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CLIP 3ms \*

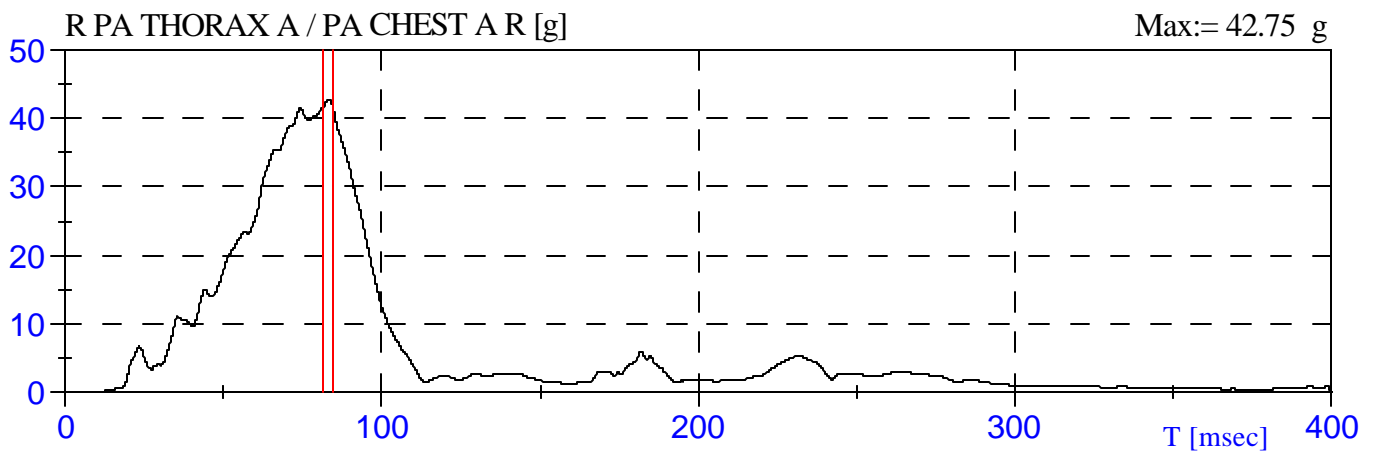
Acc. := 42.15 g	T1:= 72.2 ms	T2:= 75.2 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



### CLIP 3ms \*

Acc. := 54.70 g	T1:= 80.3 ms	T2:= 84.4 ms
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### CLIP 3ms \*

Acc. := 41.62 g	T1:= 81.7 ms	T2:= 84.7 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA \*  
TIBIA INDEX \*

TI Chauffeur / Driver

Mc := 115 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	<b>0.907</b>	<b>0.806</b>
BAS / LOWER	<b>0.569</b>	<b>0.813</b>

TI Passager / Passenger

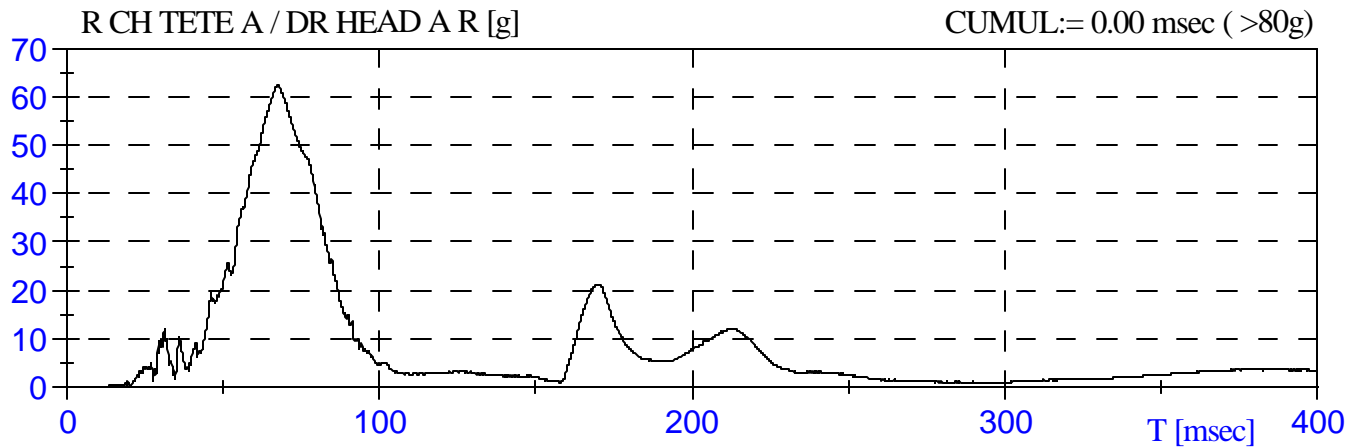
Mc := 115 N-m

Fc := 22.9 kN

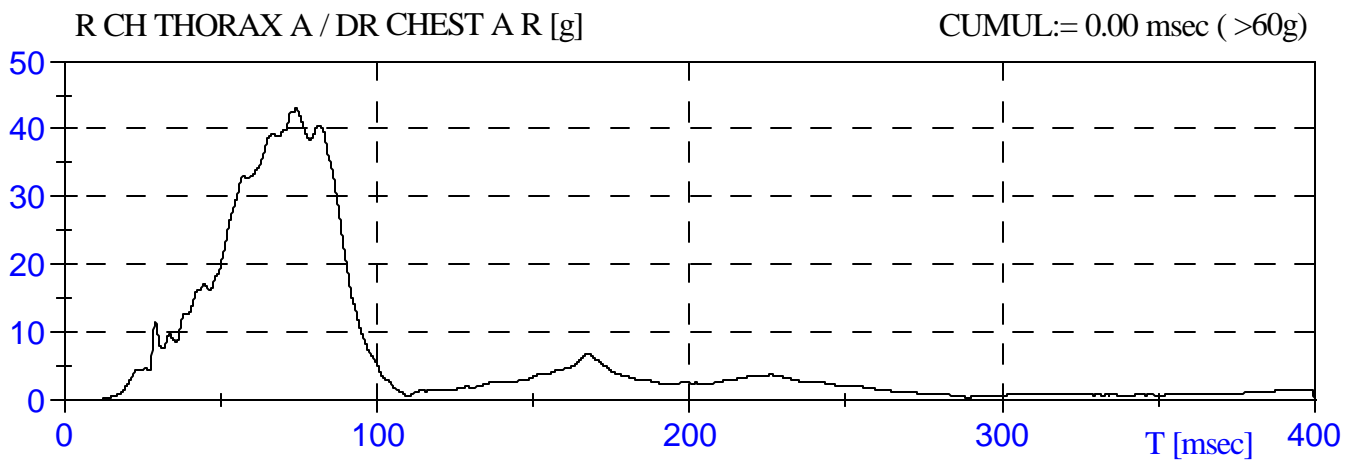
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	<b>0.834</b>	<b>0.749</b>
BAS / LOWER	<b>0.561</b>	<b>0.463</b>

\* Selon / According To: SAE J1727 AUG 96

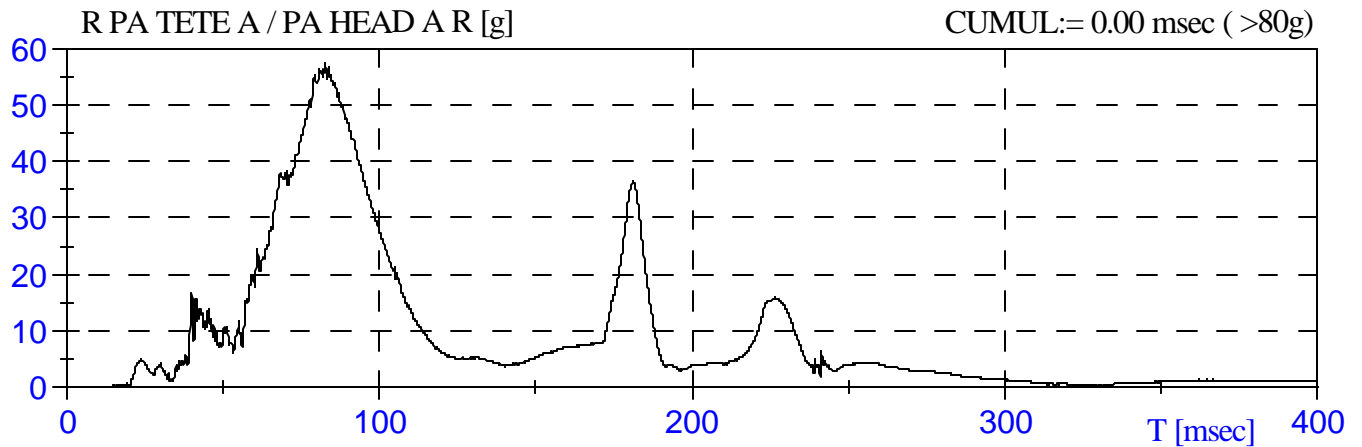
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



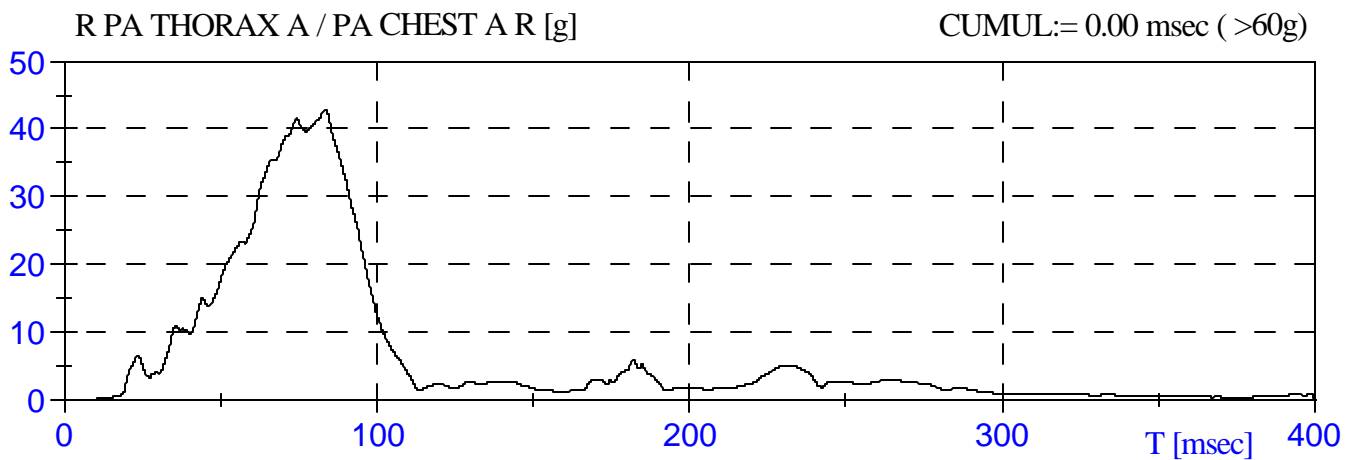
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



### Chauffeur / Driver

$$N_{ij}^* = 0.48$$

Valeurs critiques  
Criticals Values

N te	N ce	N tf	N cf	Tc 4287
				Cc 3880
0.48	0.18	0.34	0.01	Fc 155
				Ec 67

### Passager / Passenger

$$N_{ij}^* = 0.44$$

Valeurs critiques  
Criticals Values

N te	N ce	N tf	N cf	Tc 4287
				Cc 3880
0.32	0.44	0.30	0.12	Fc 155
				Ec 67

\* Selon / According To: Federal Register 5/2000