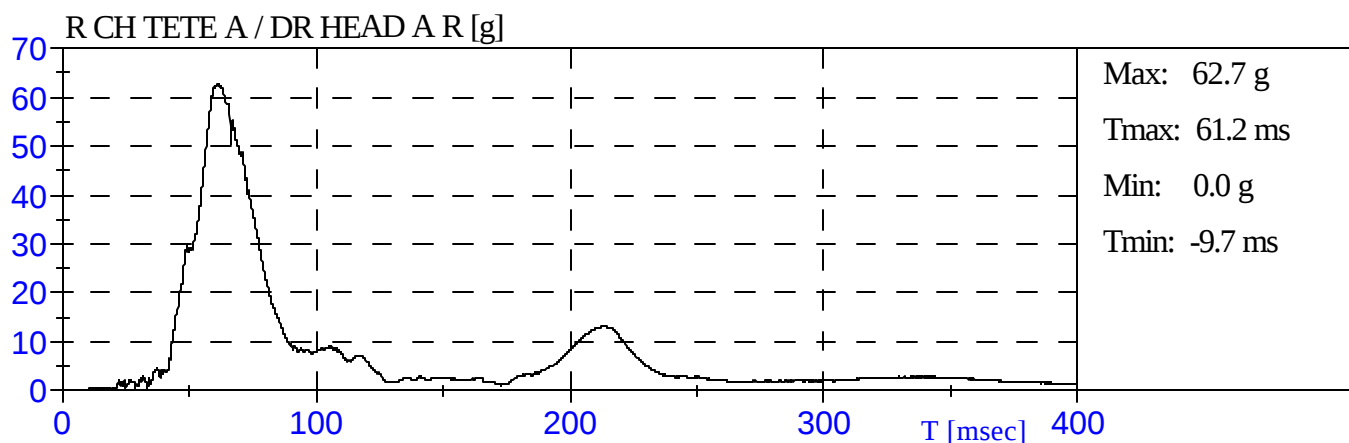
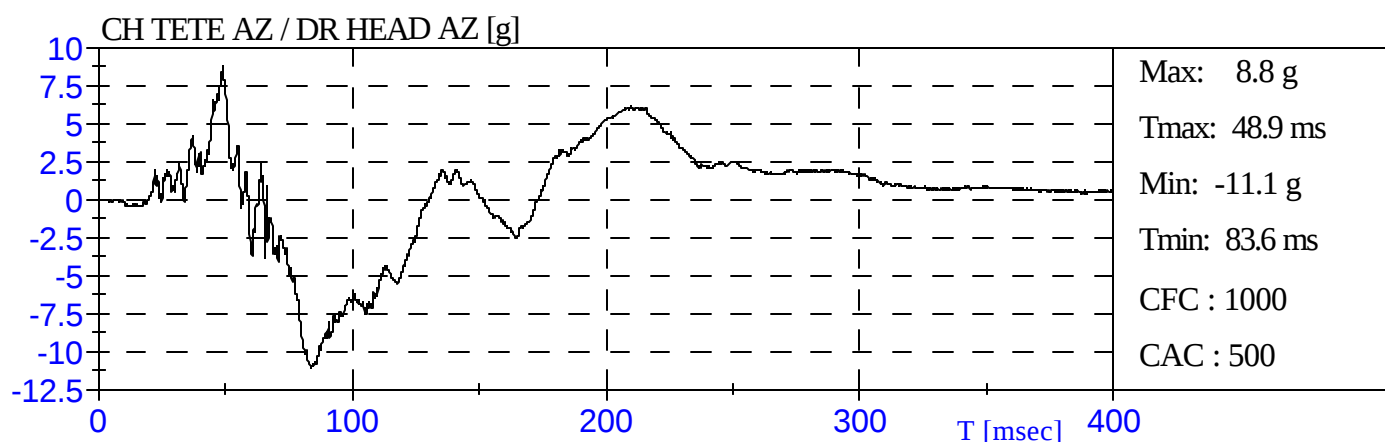
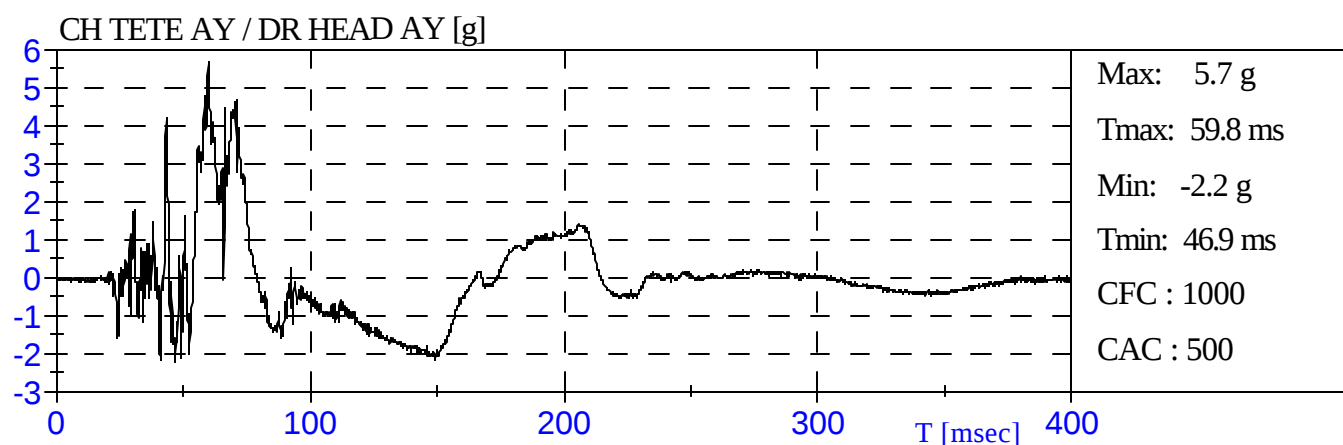
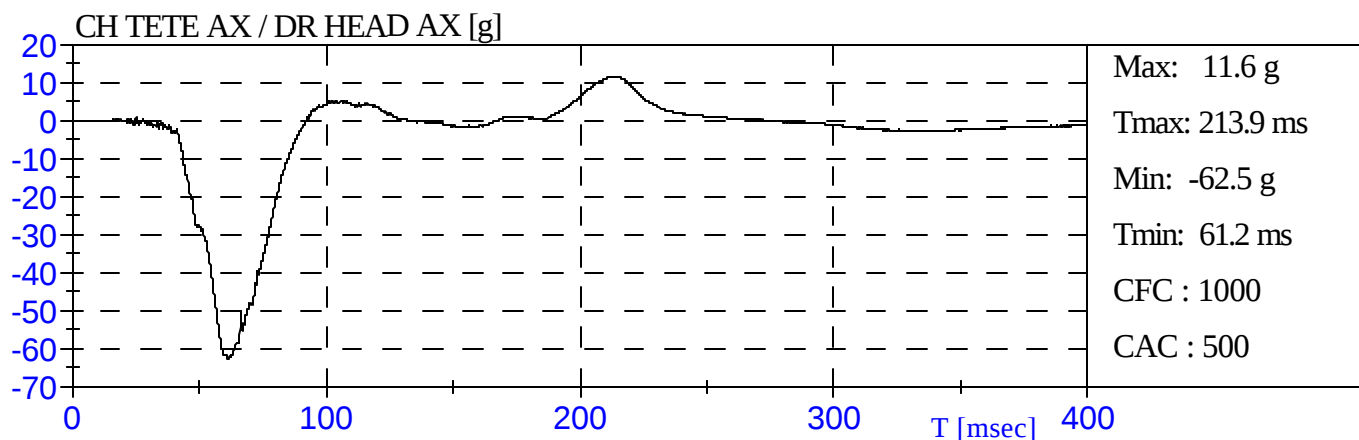
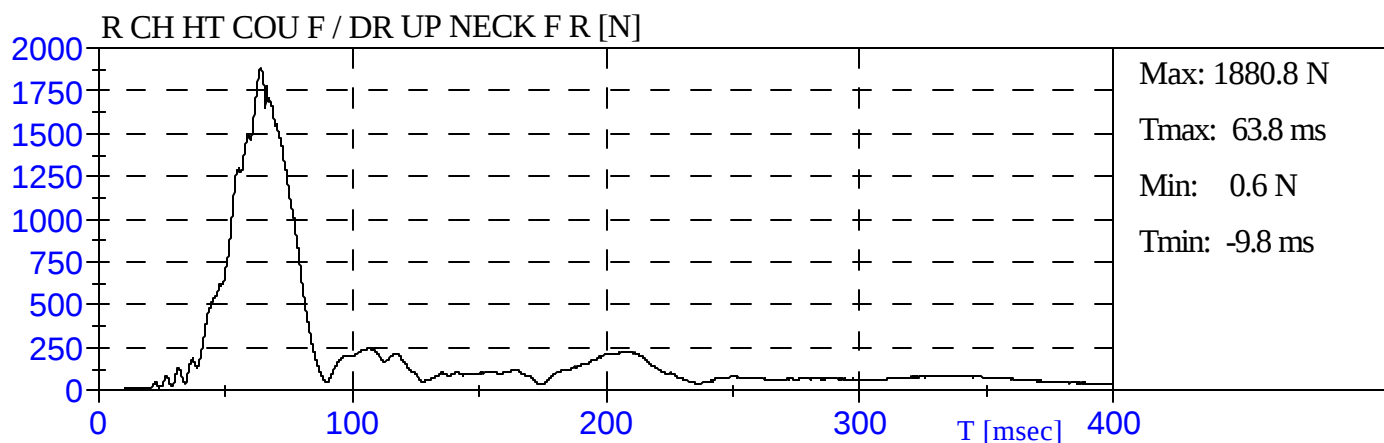
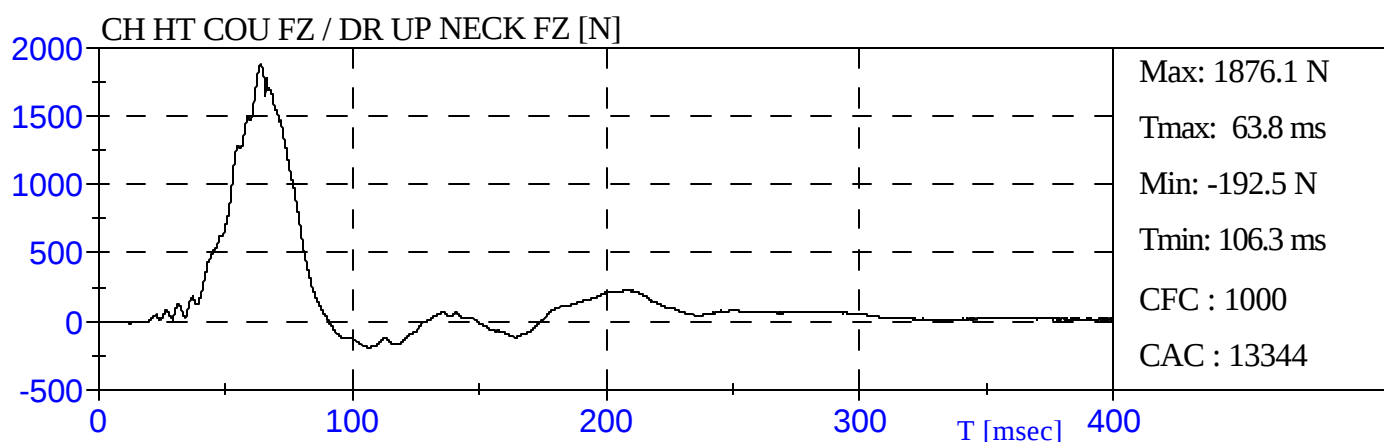
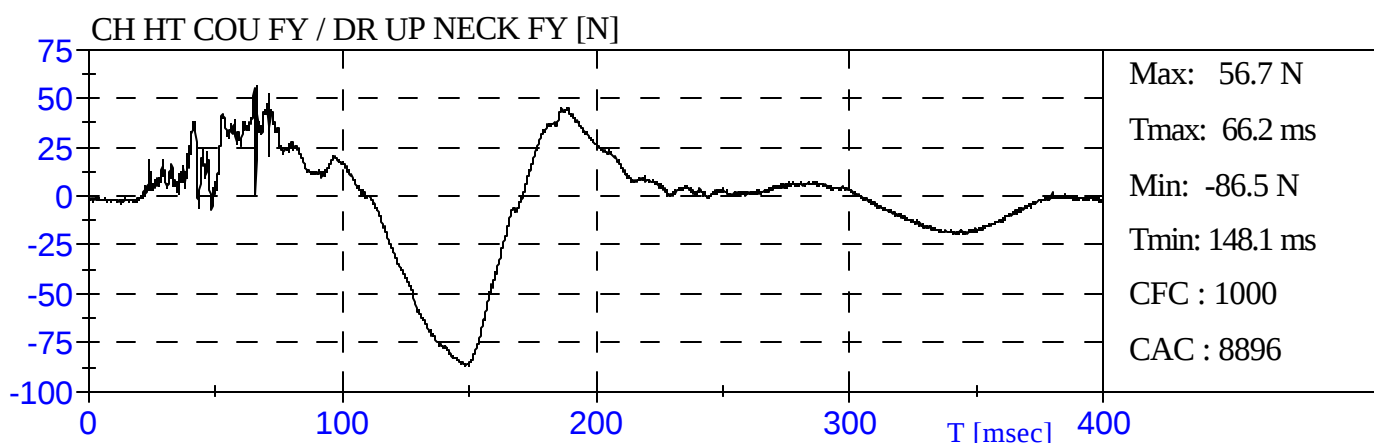
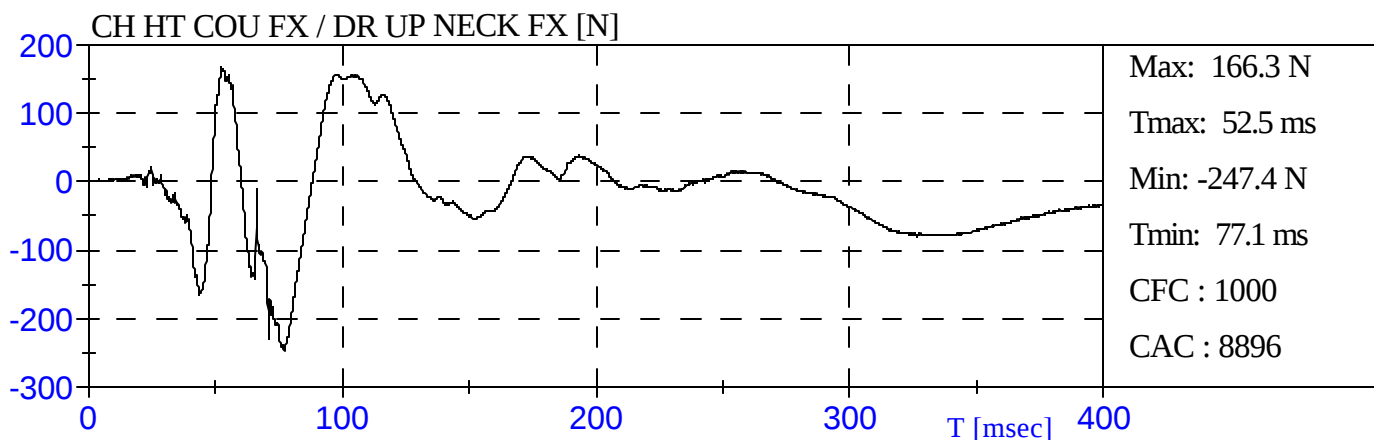
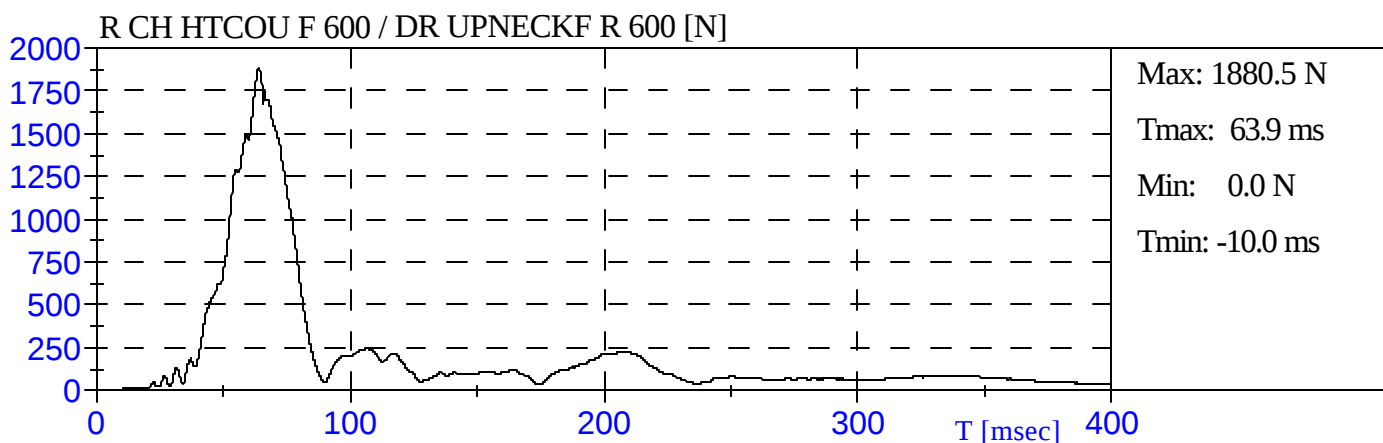
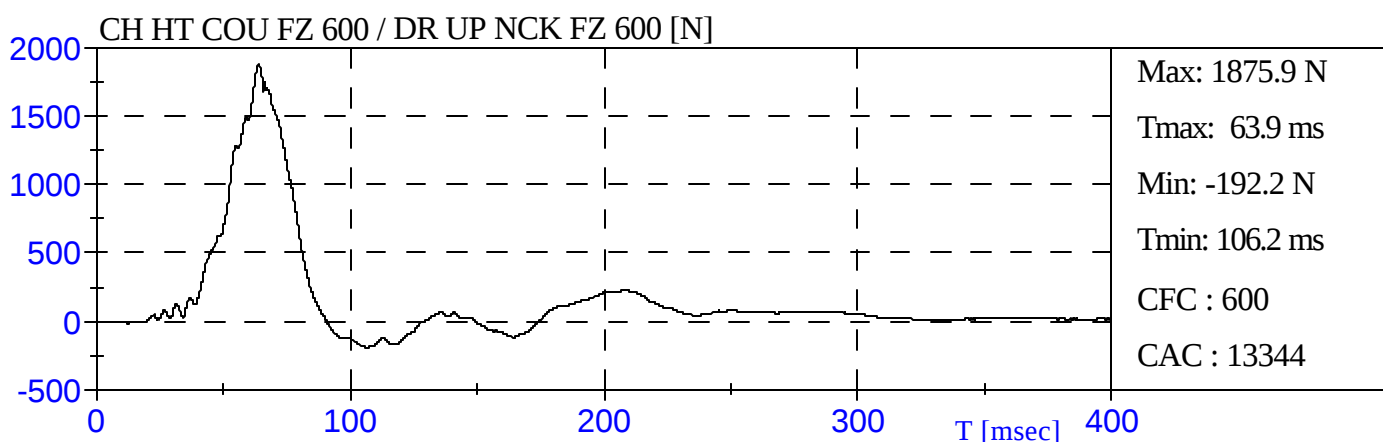
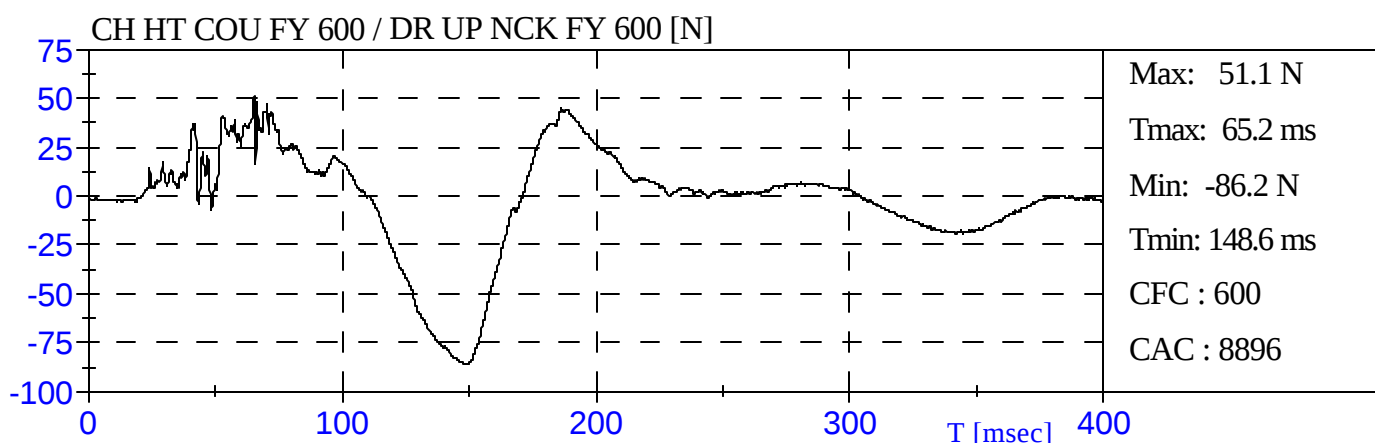
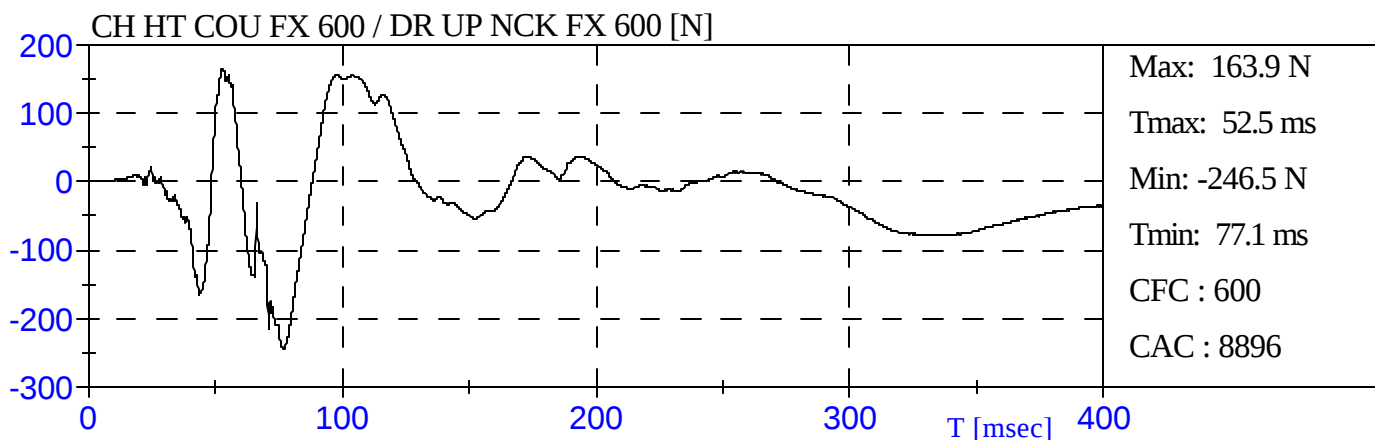
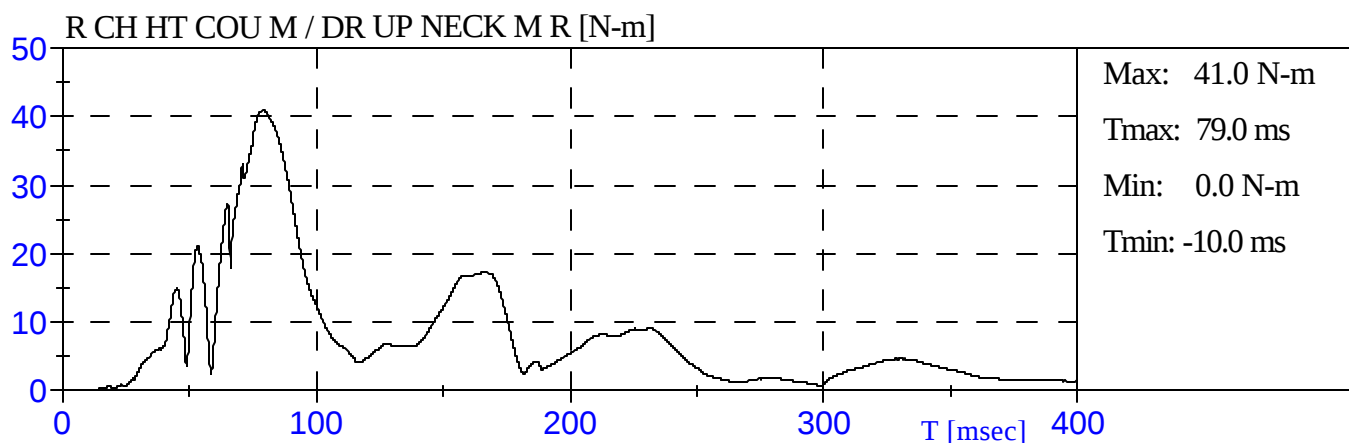
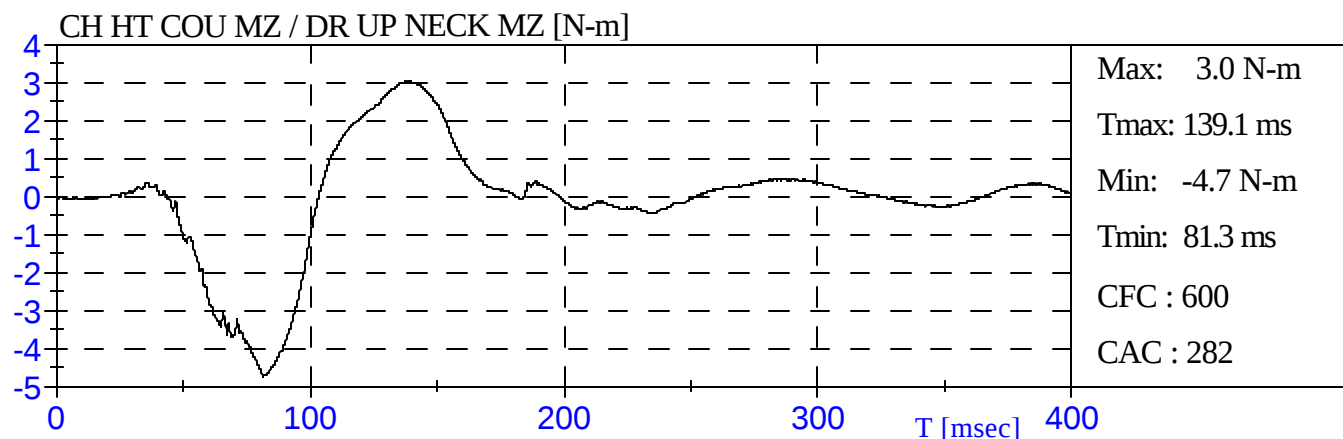
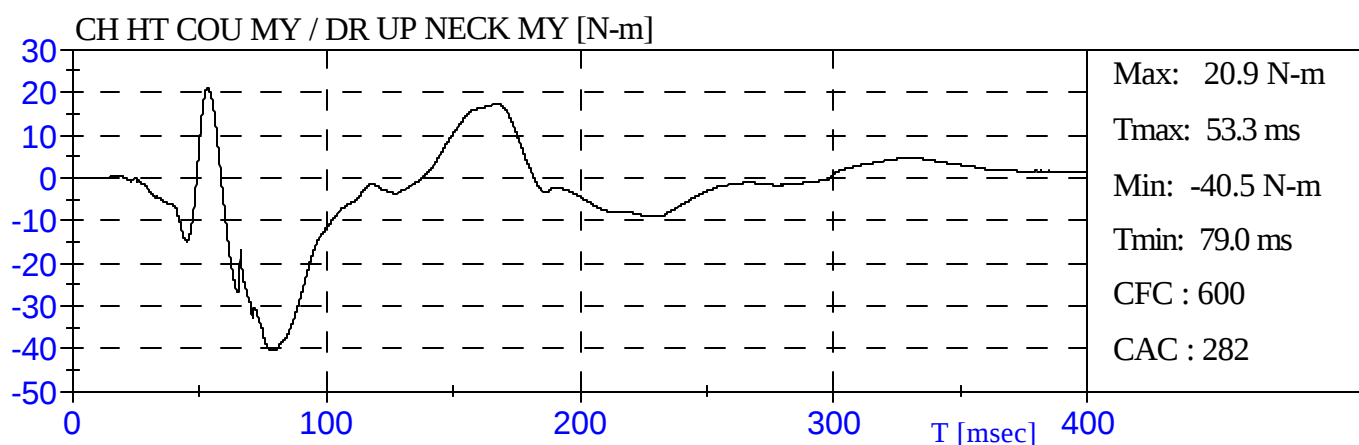
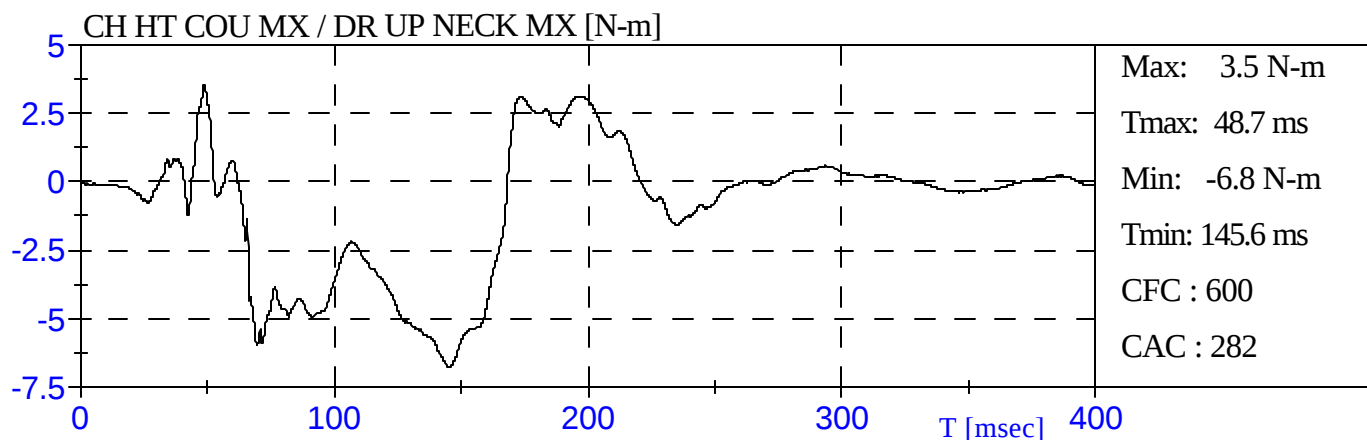


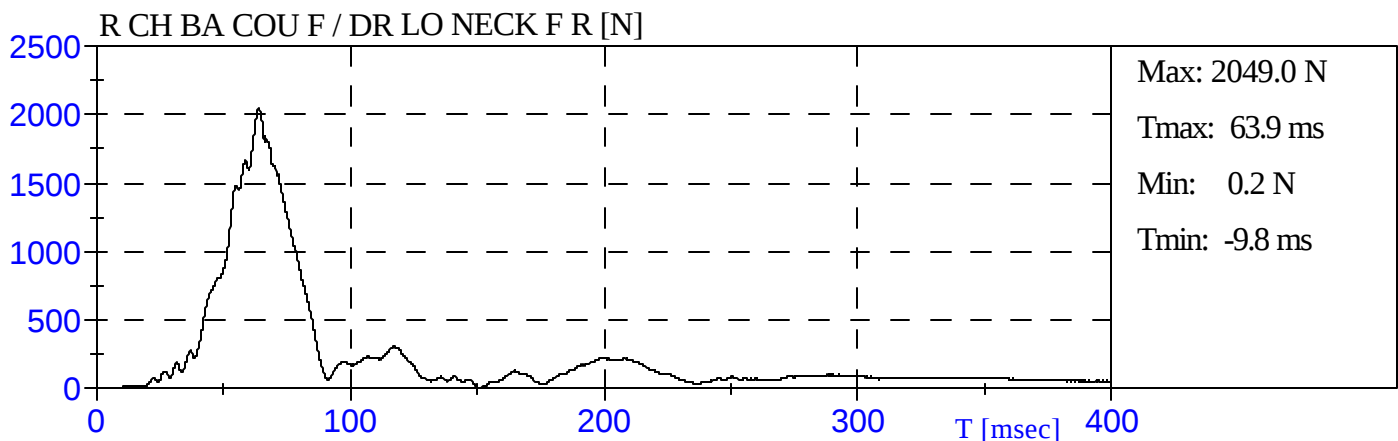
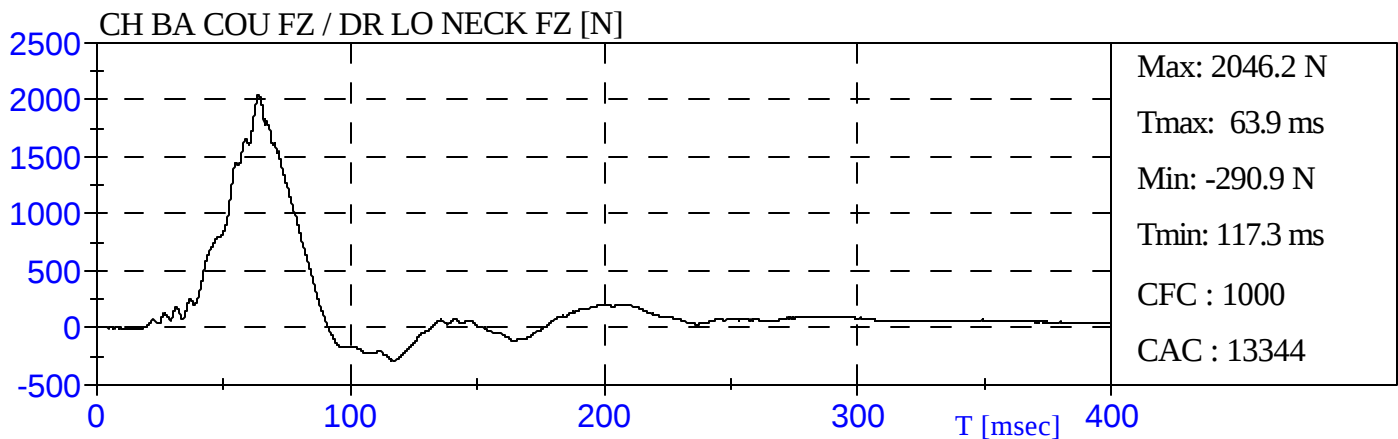
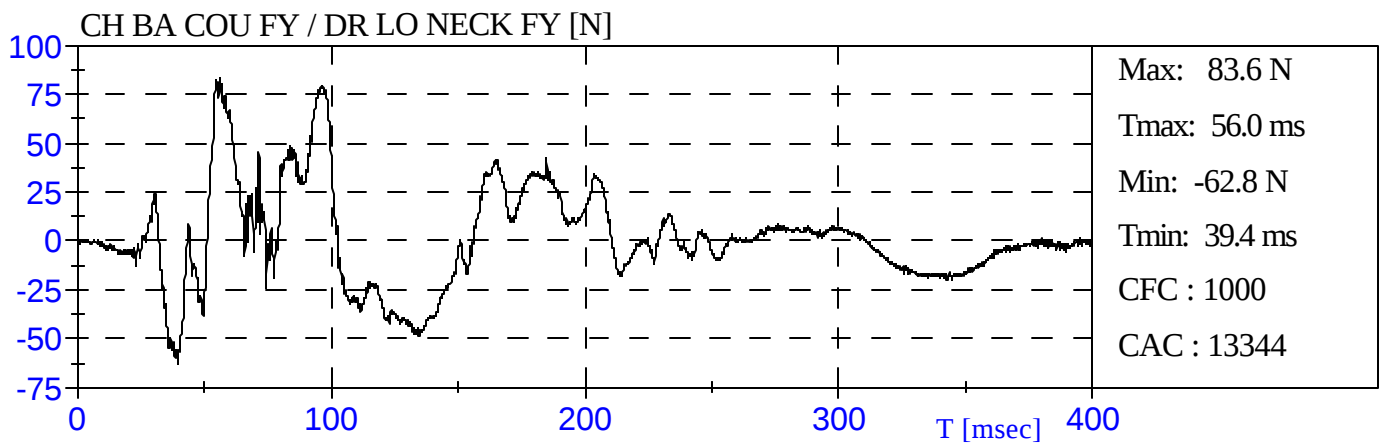
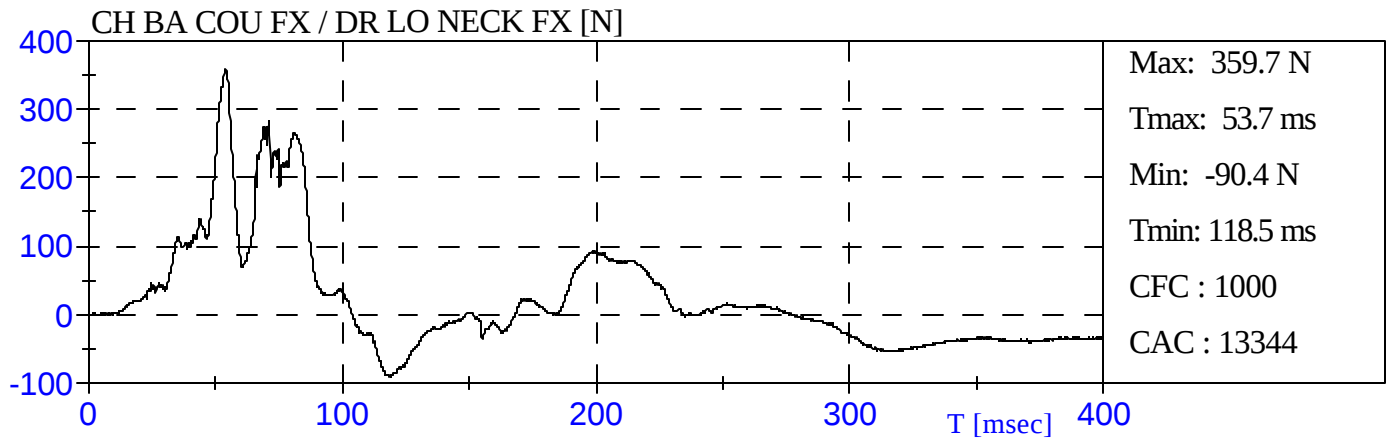
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	BUICK RENDEZ VOUS 2003
Numéro de TC Tc Number	TC03-212
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-02-21
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% F IR
Passager 1 (arrière centre) Passenger 1 (rear center)	HYBRID III 6Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 3Y

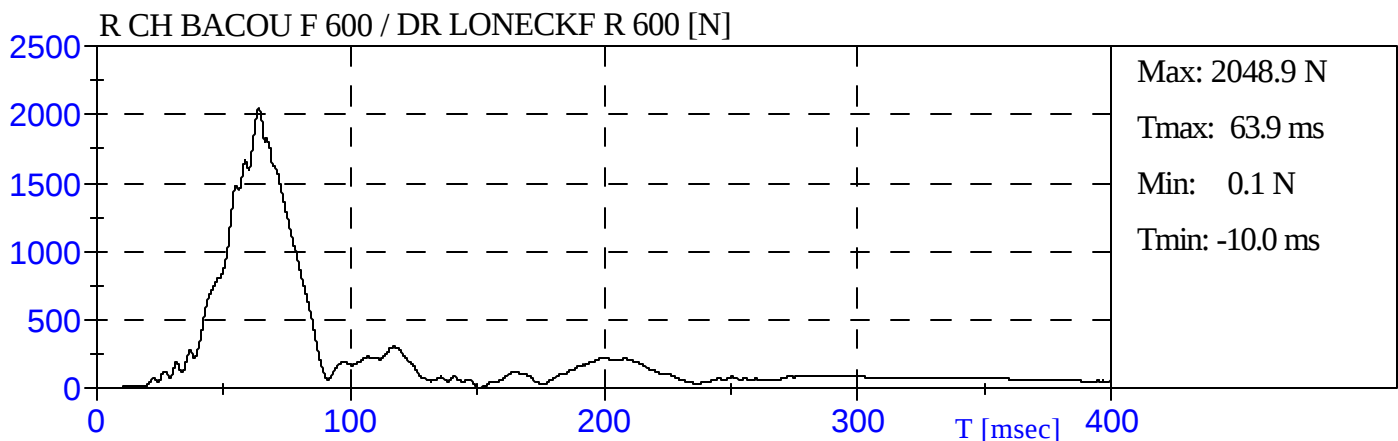
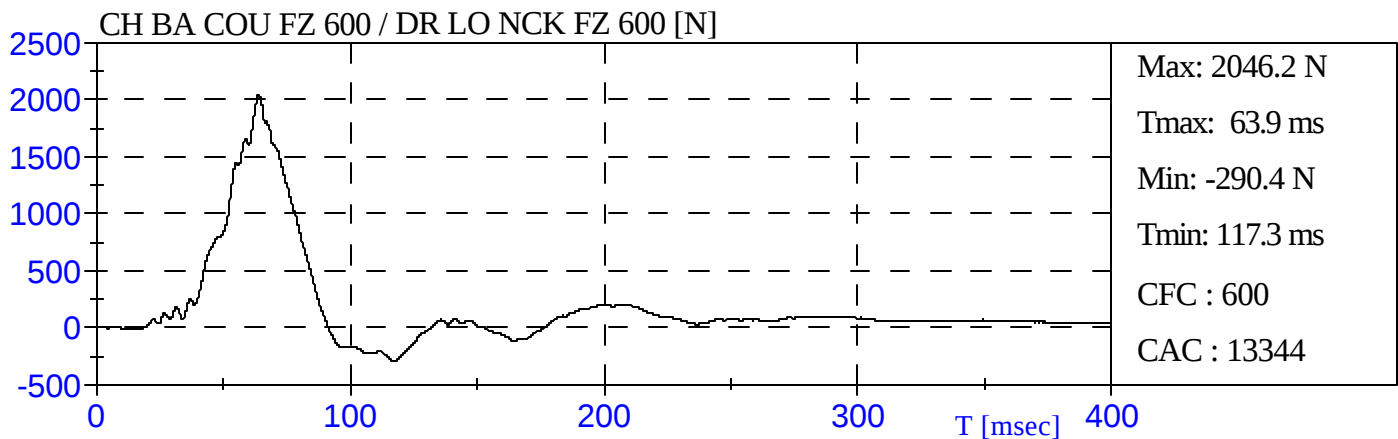
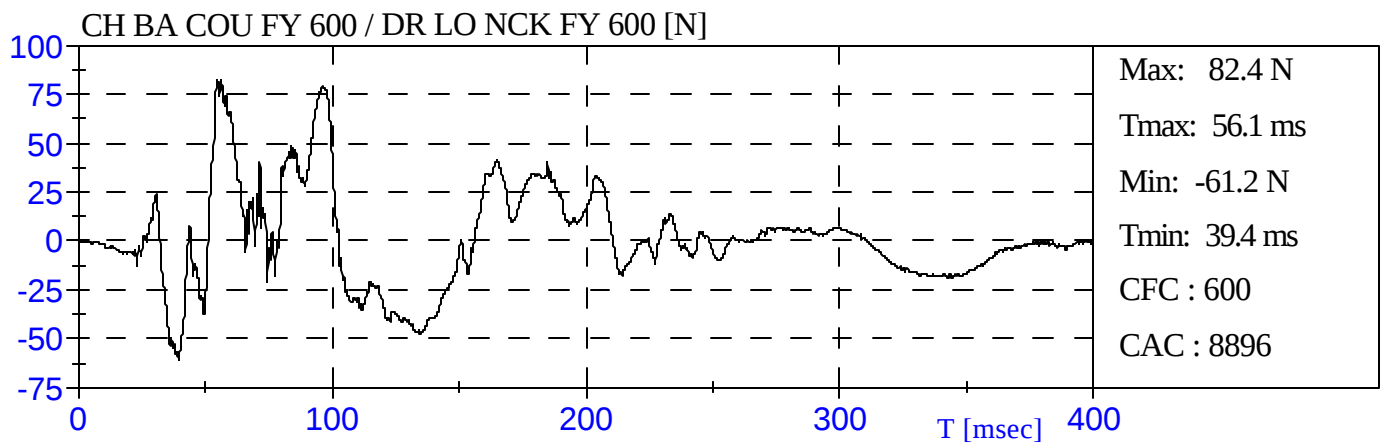
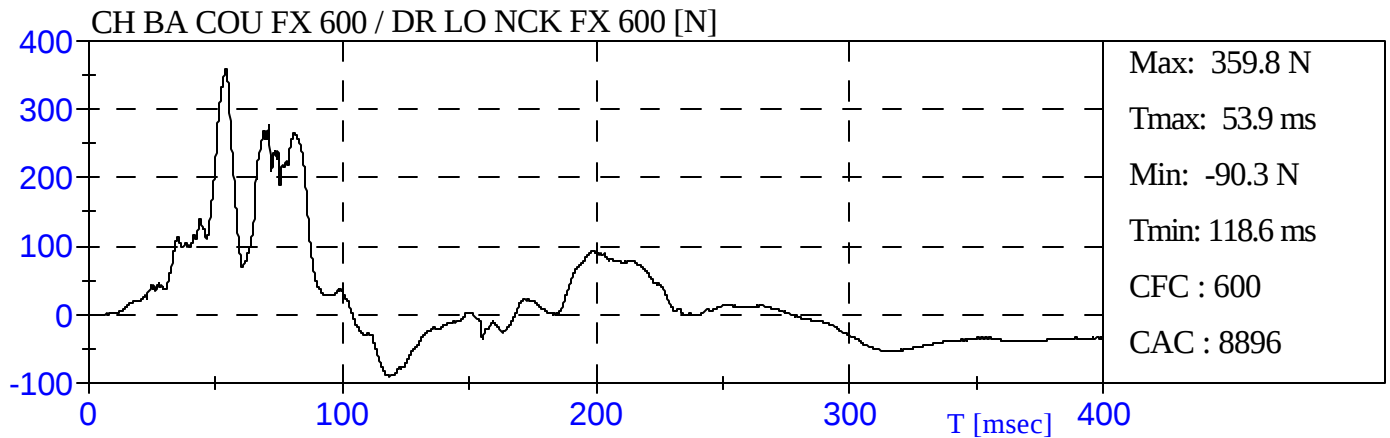


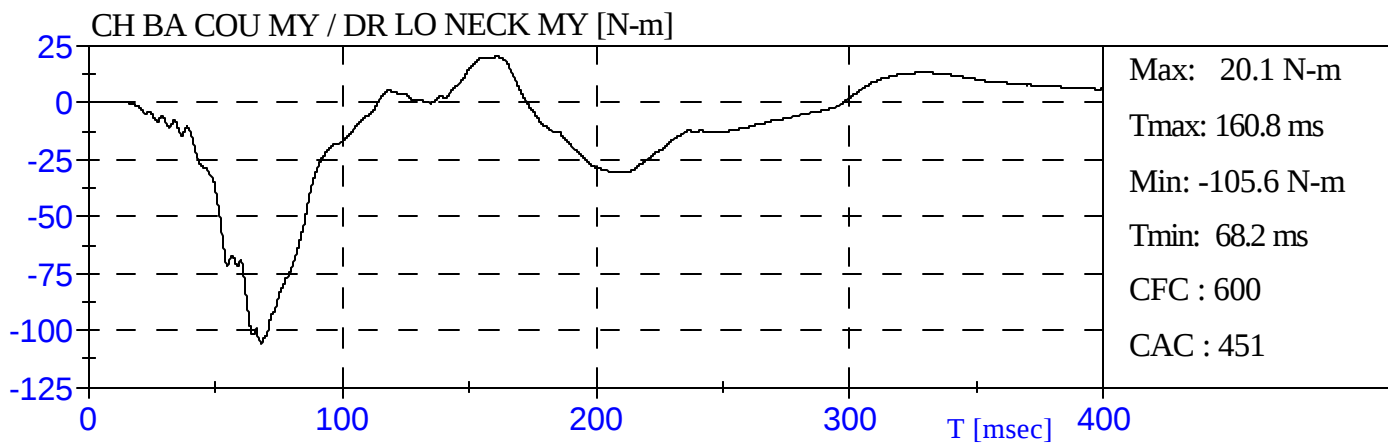
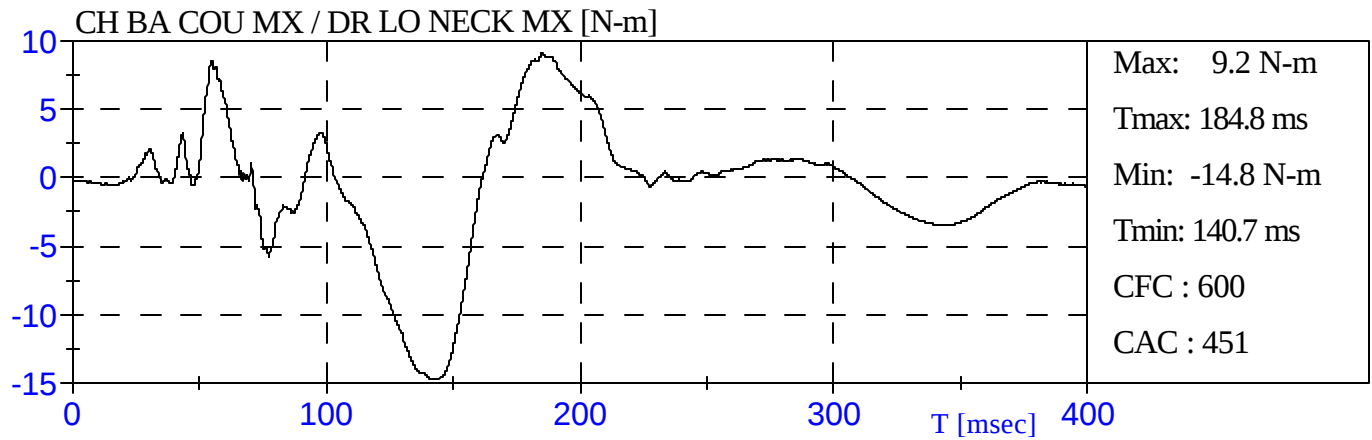


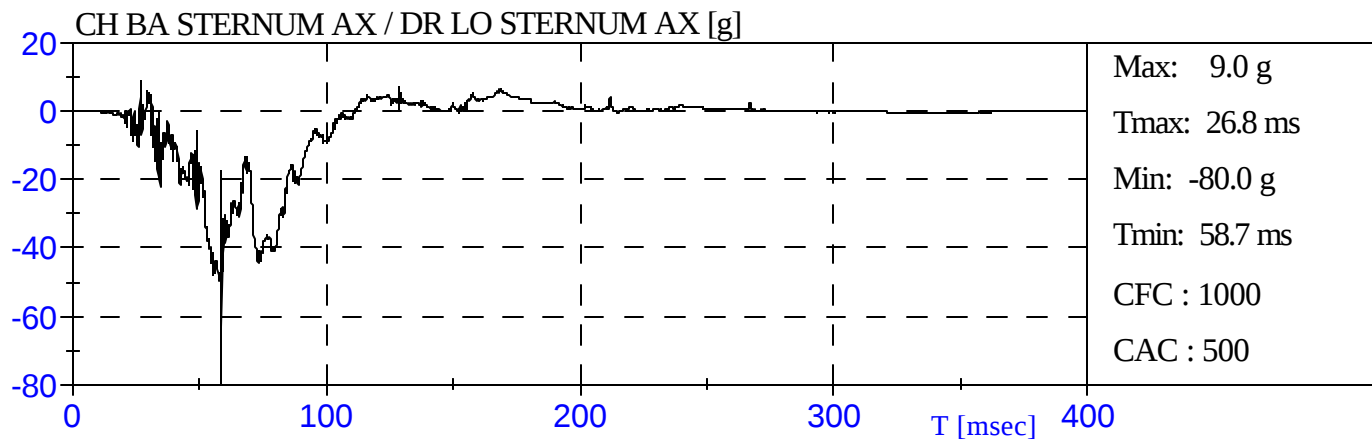
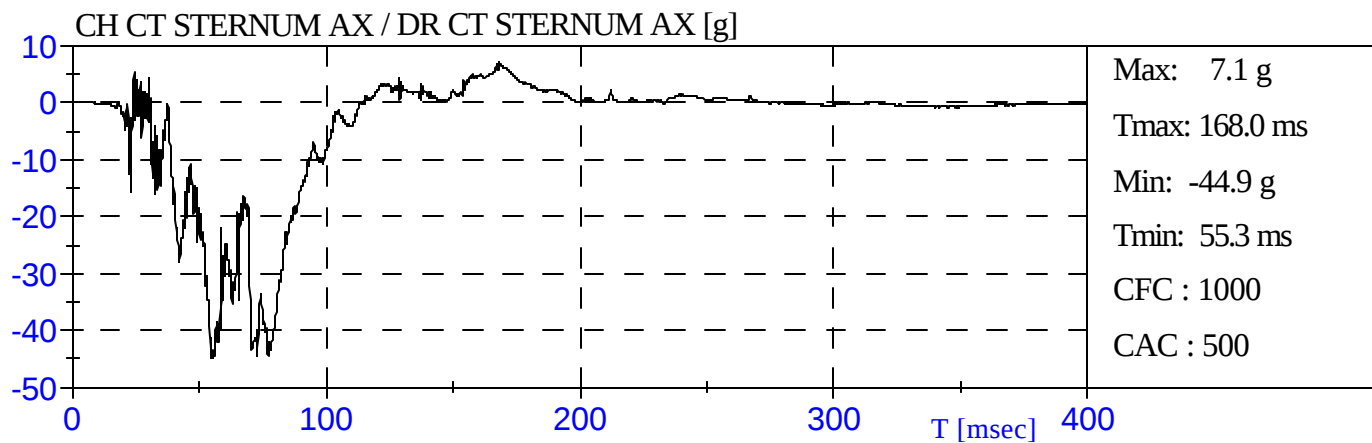
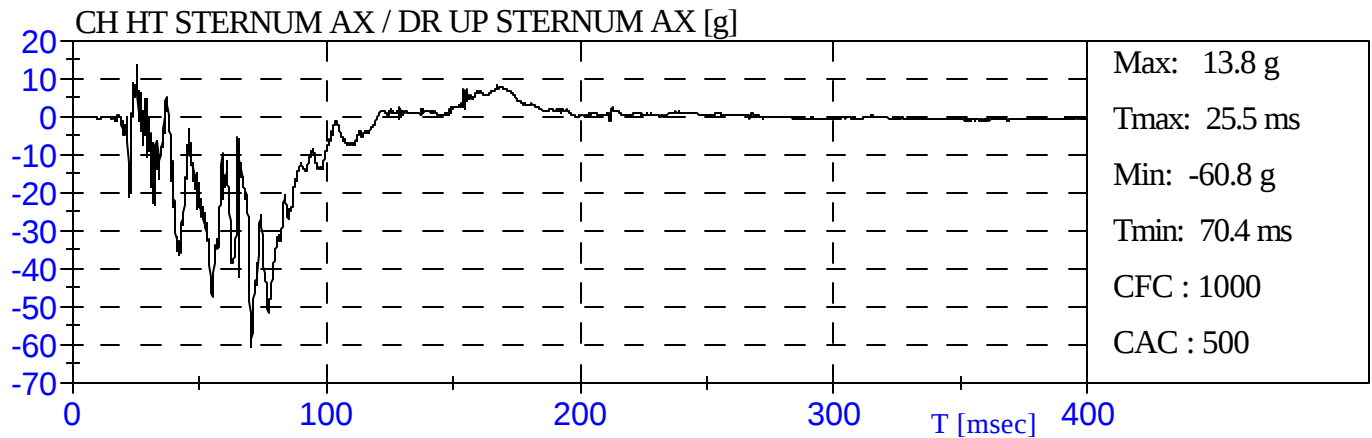


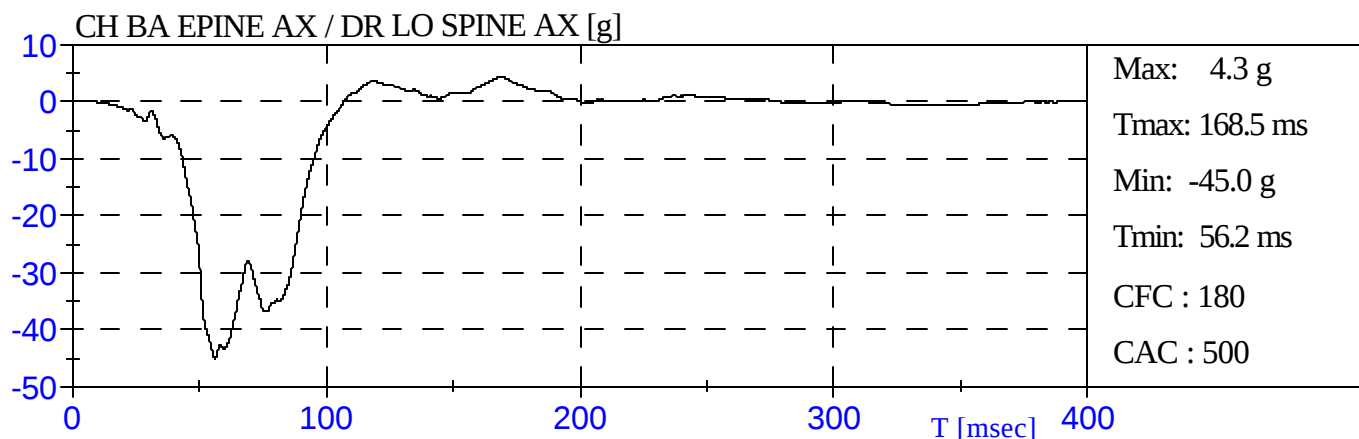
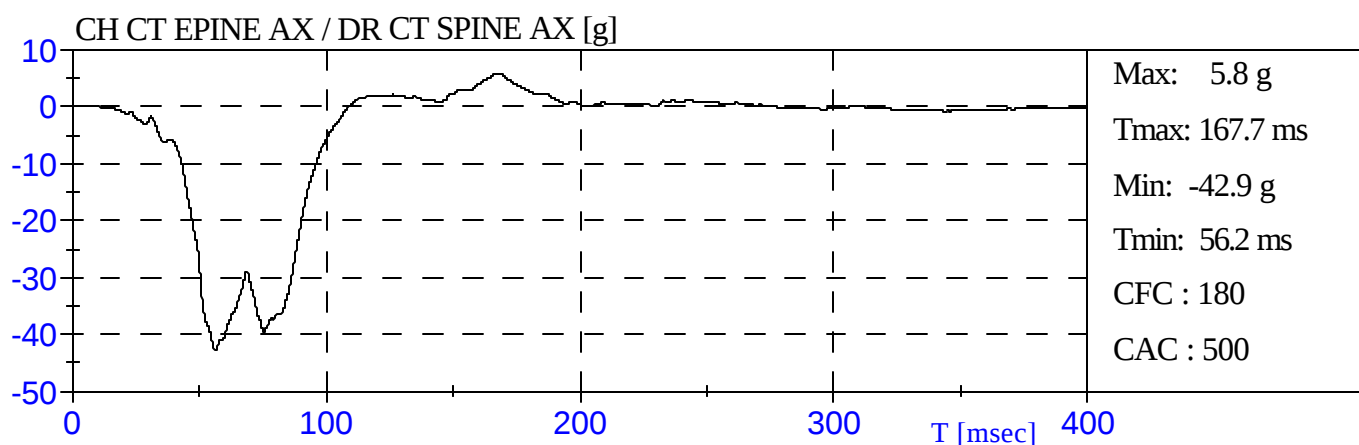
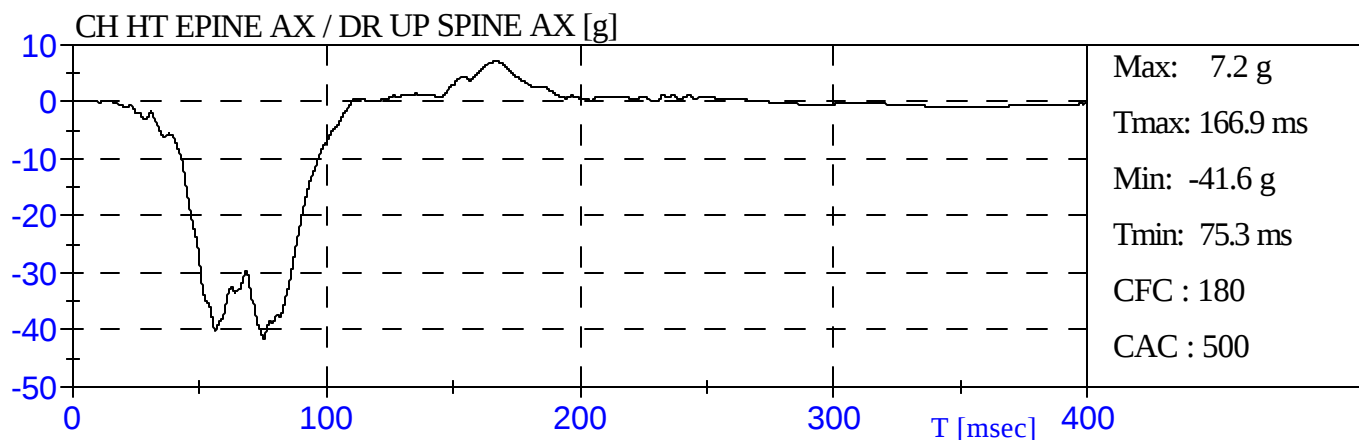


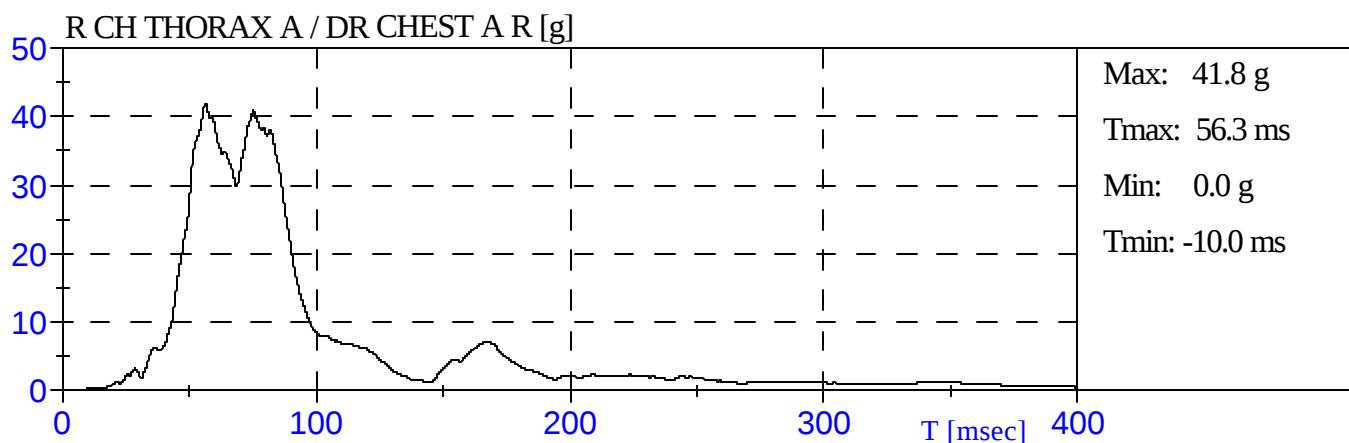
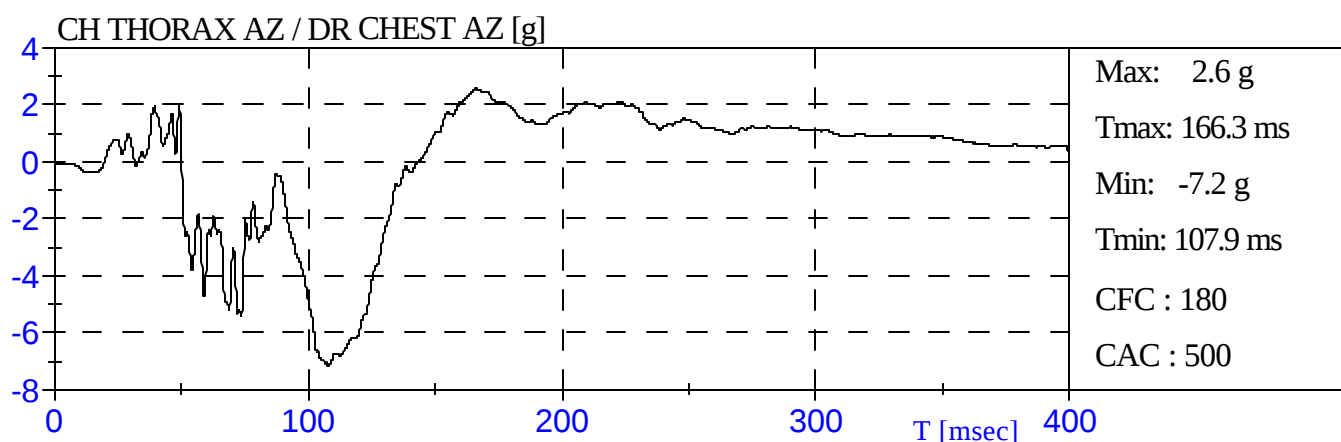
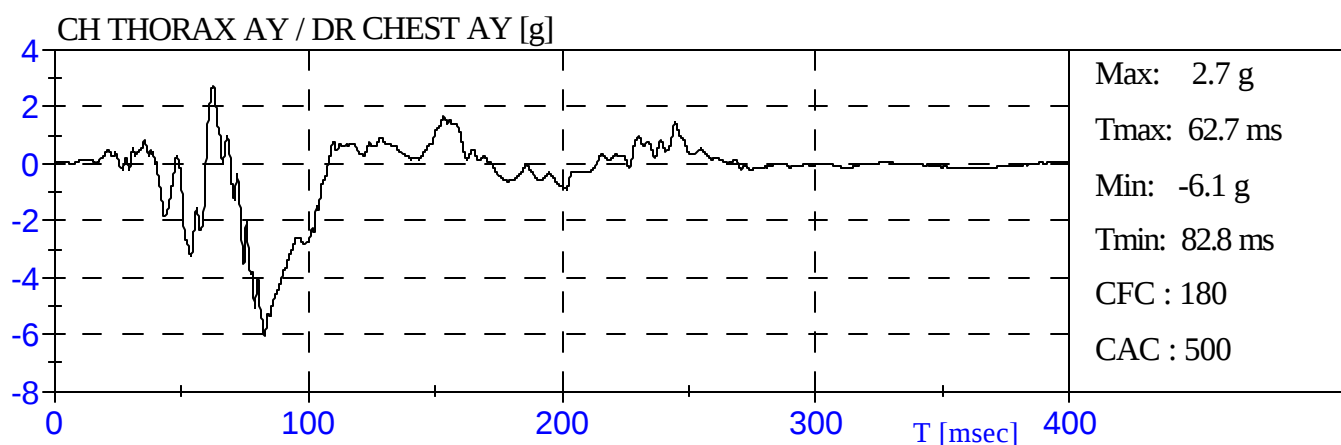
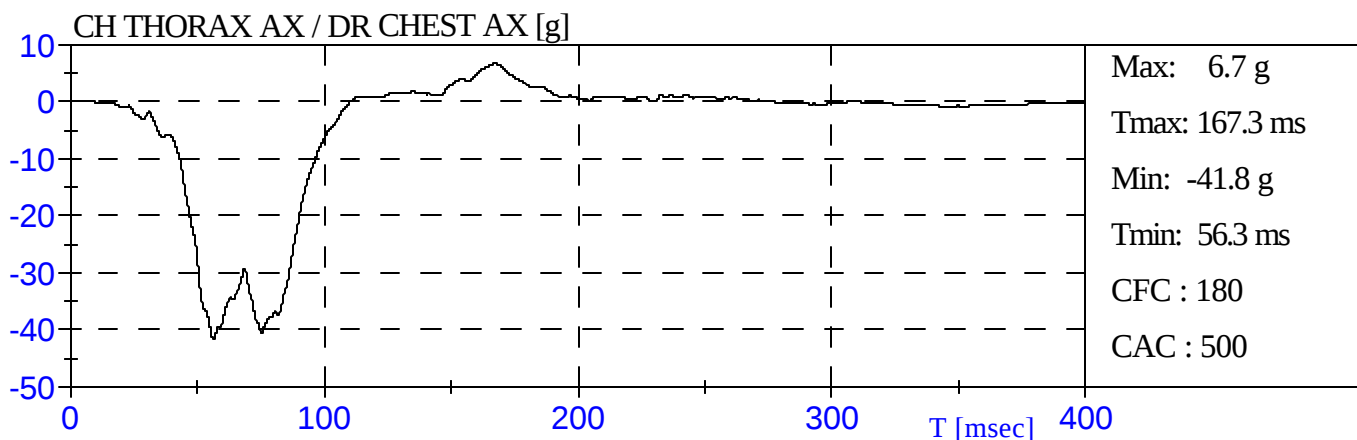


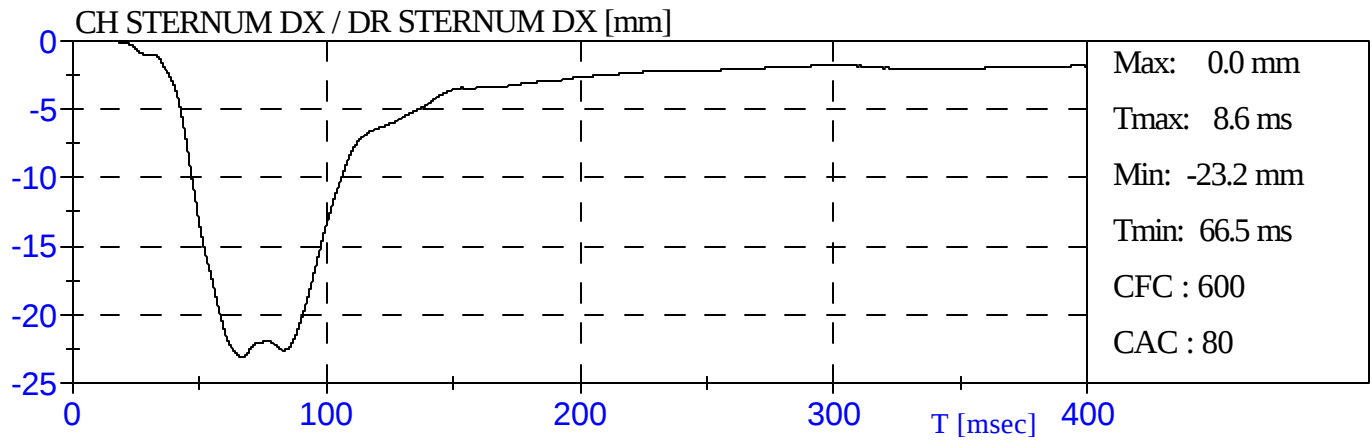


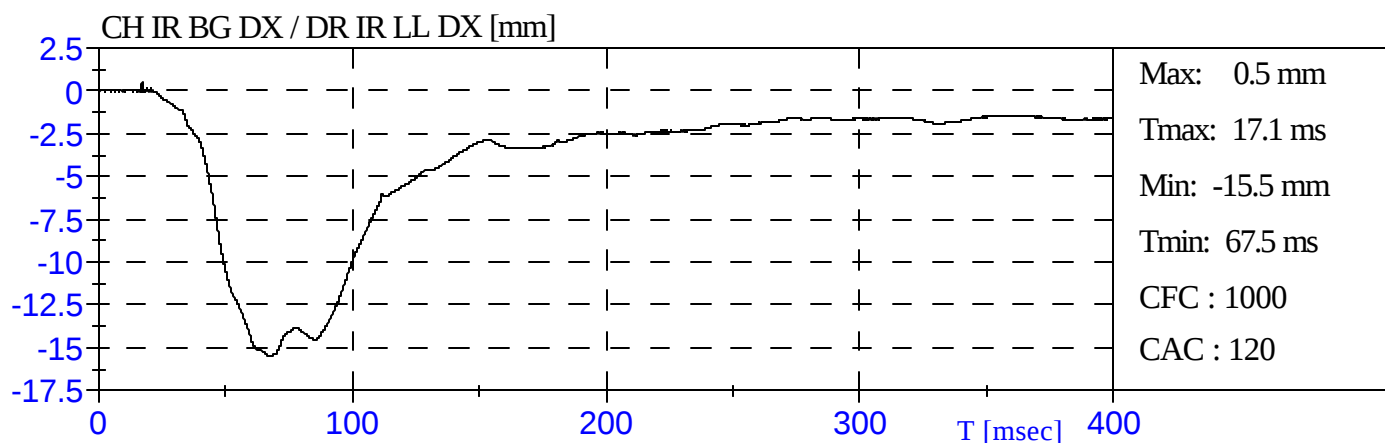
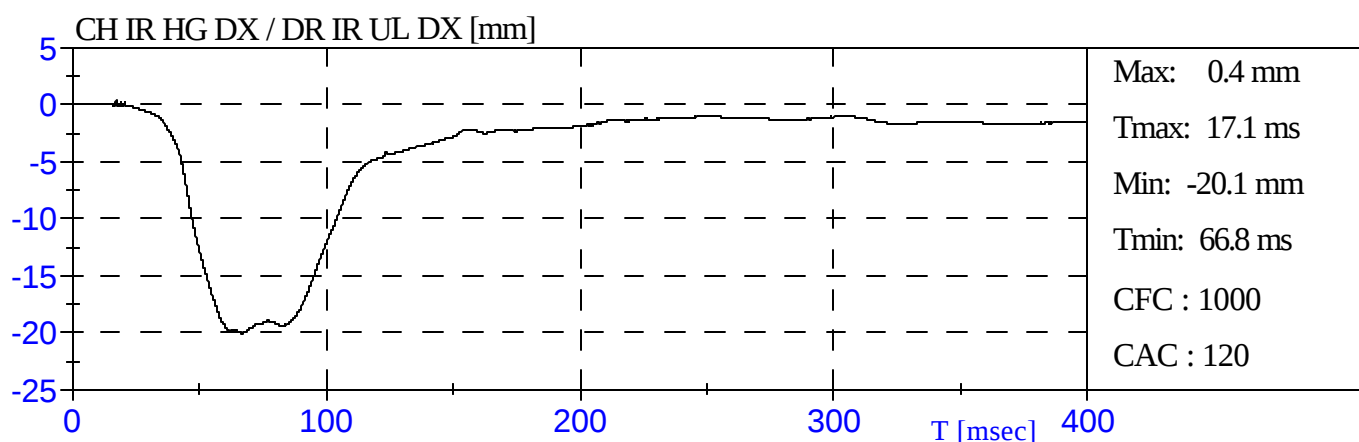
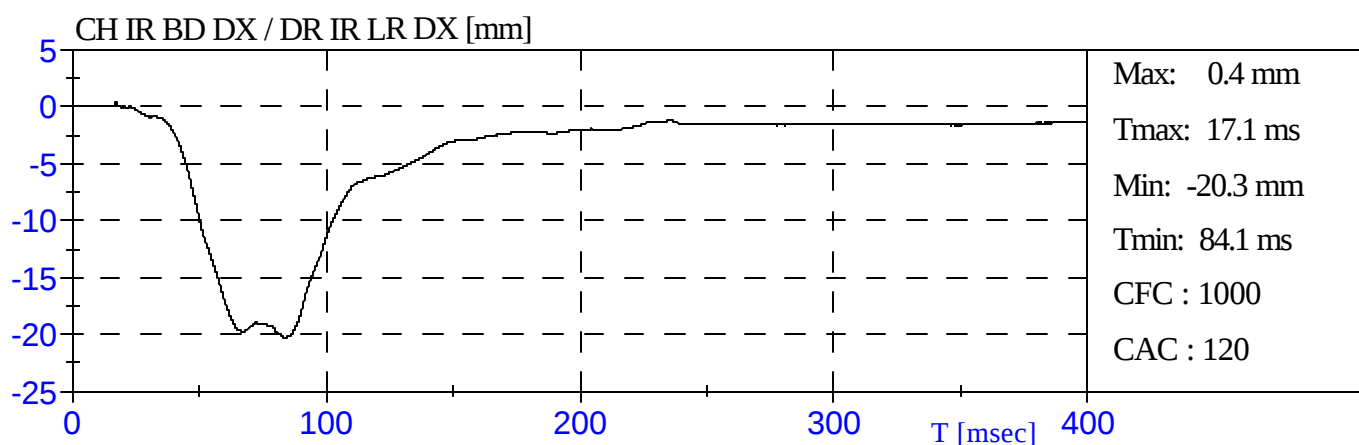
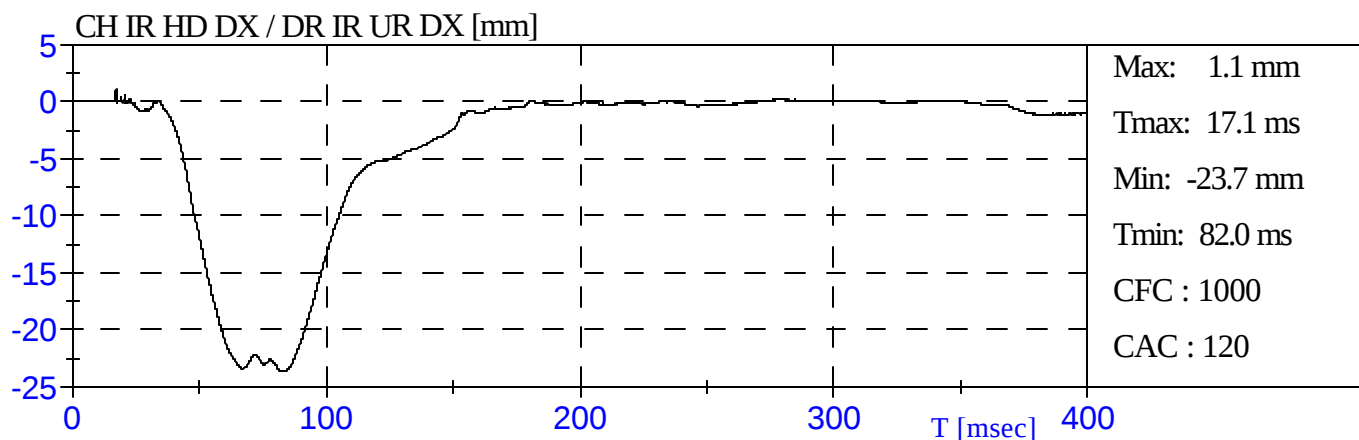


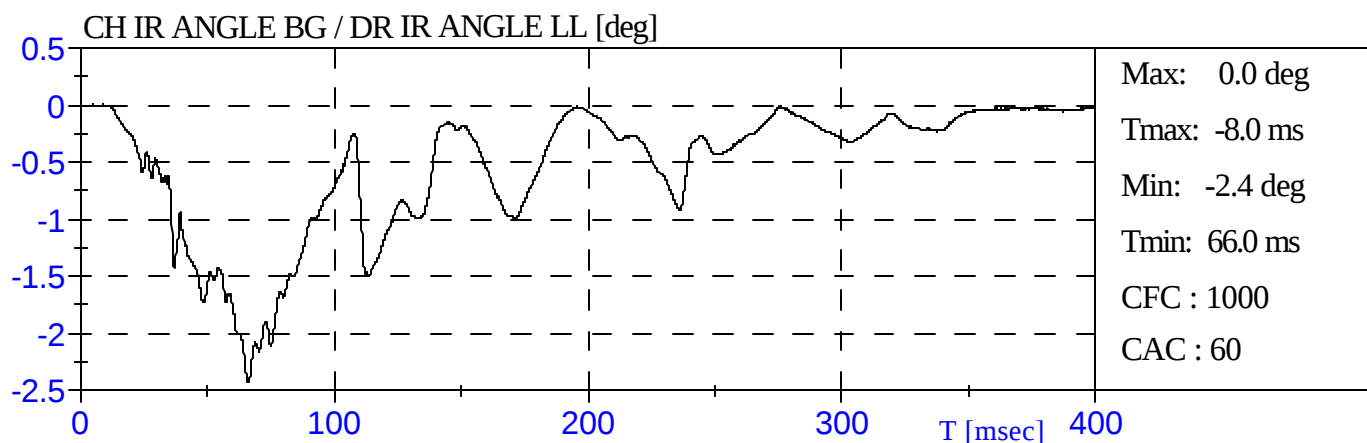
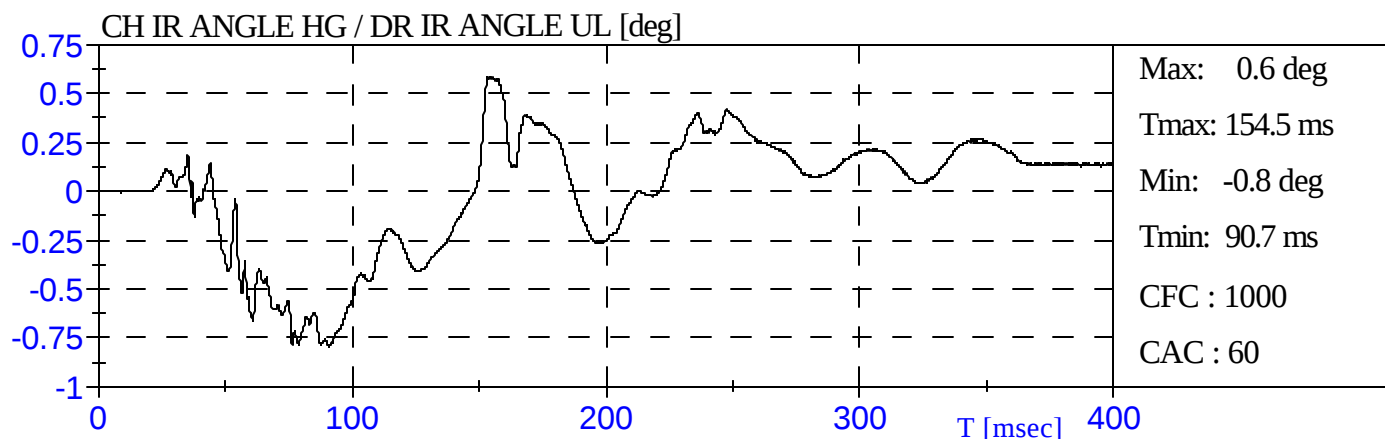
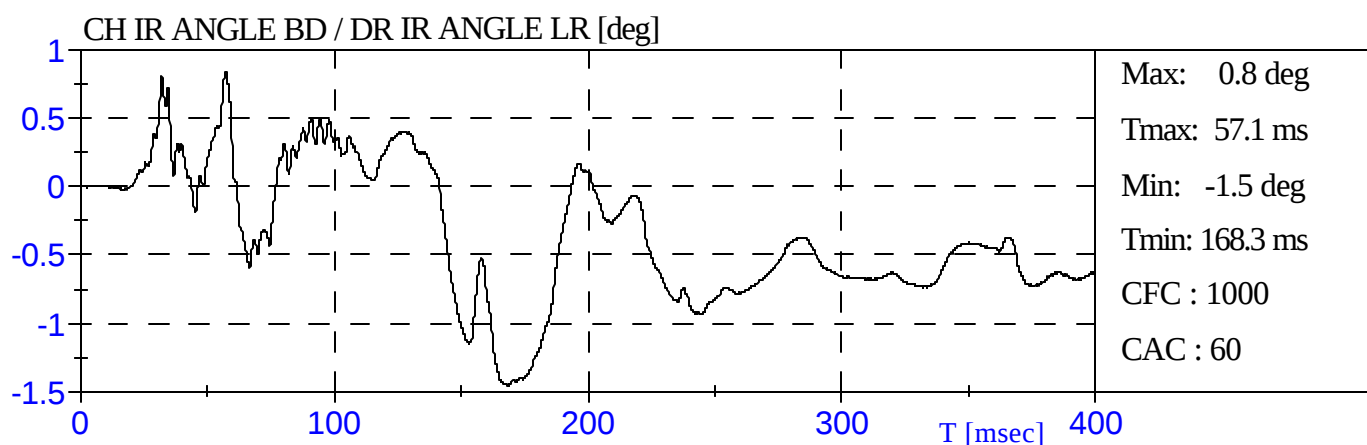
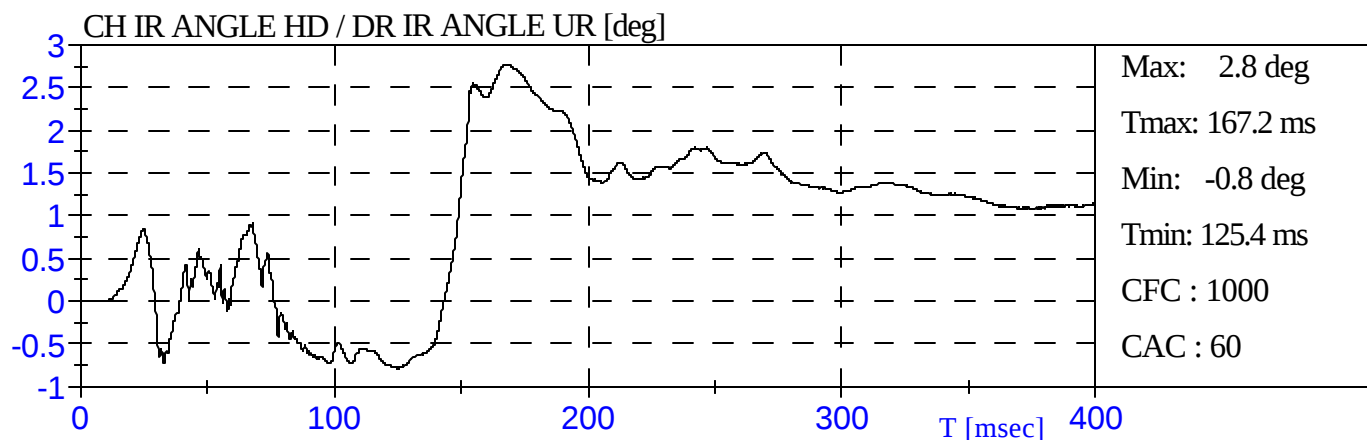


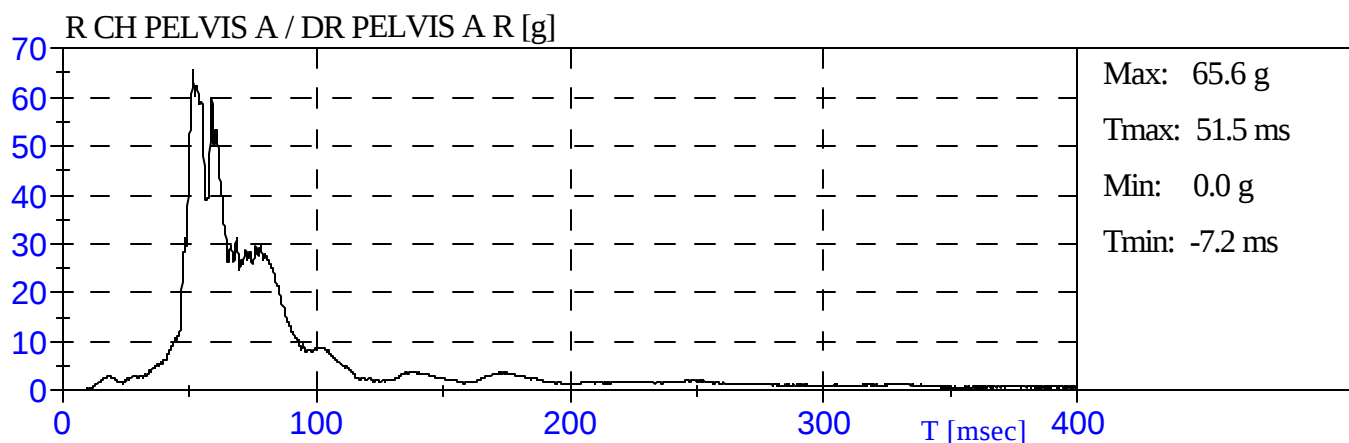
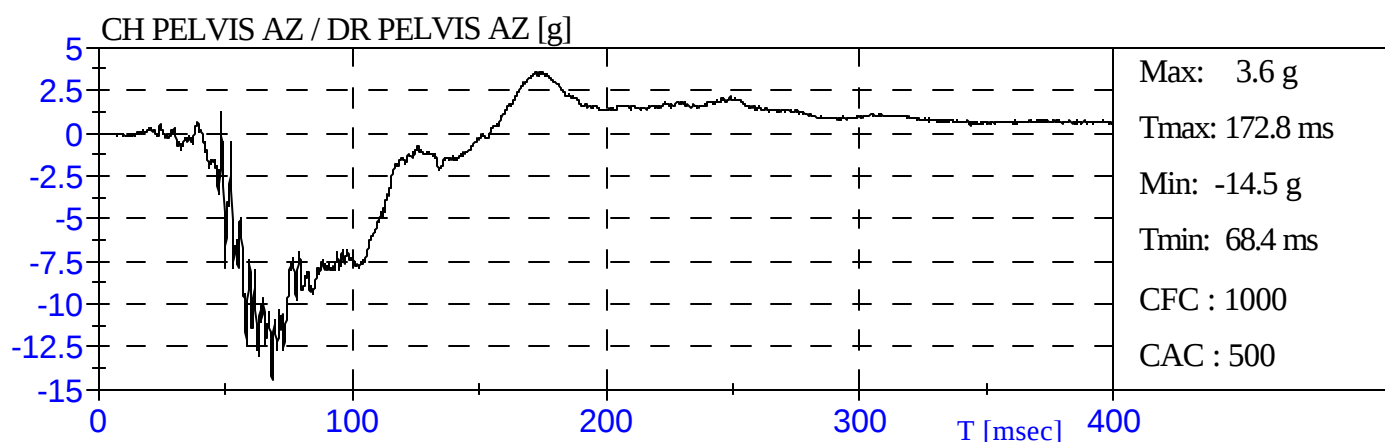
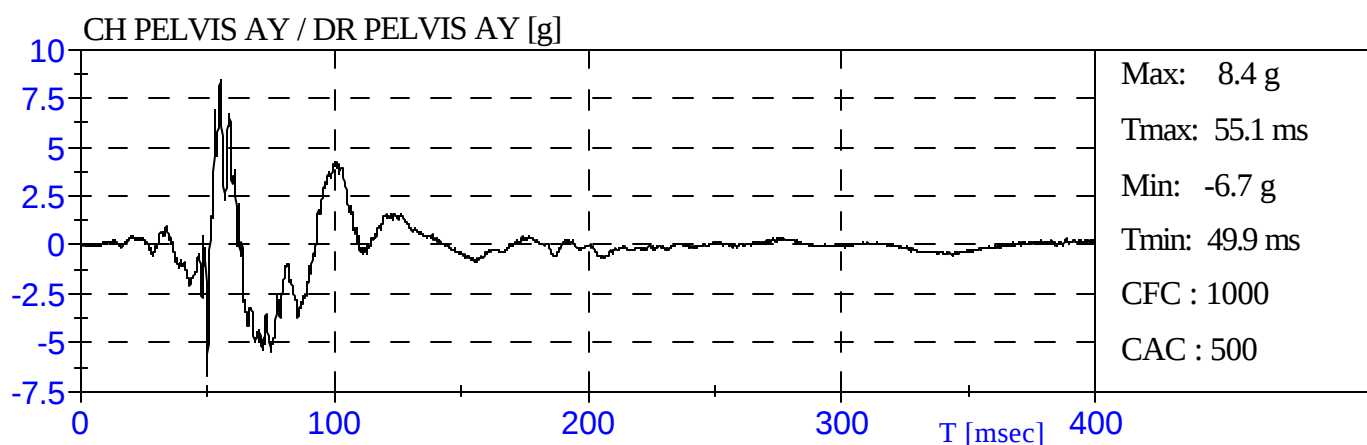
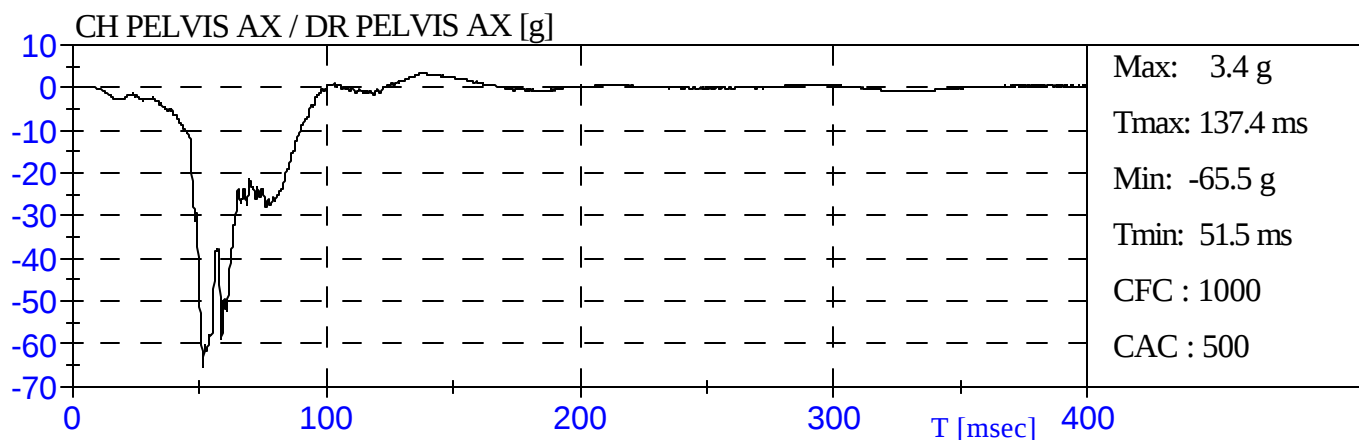


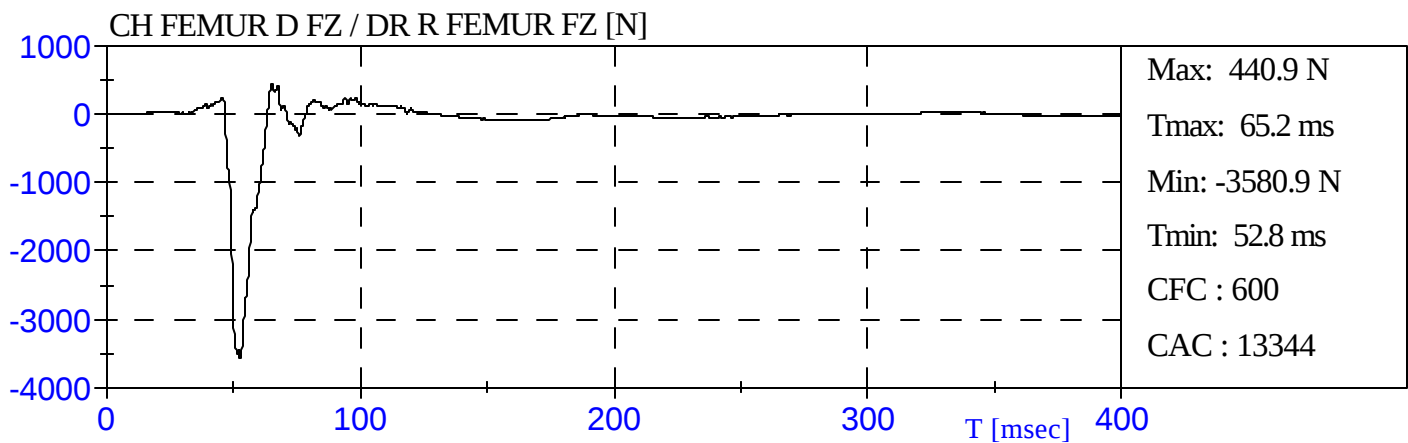
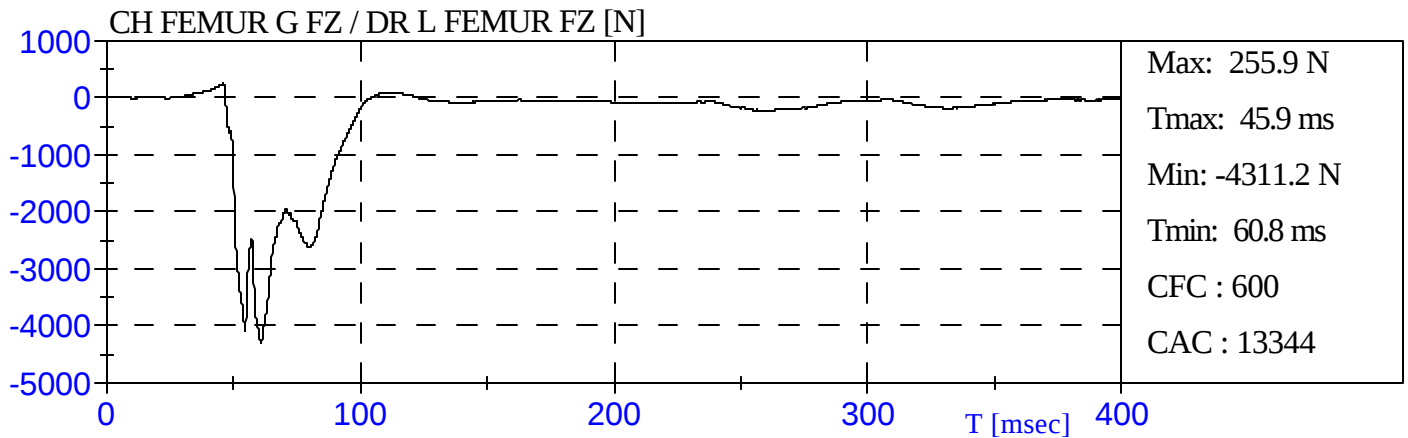


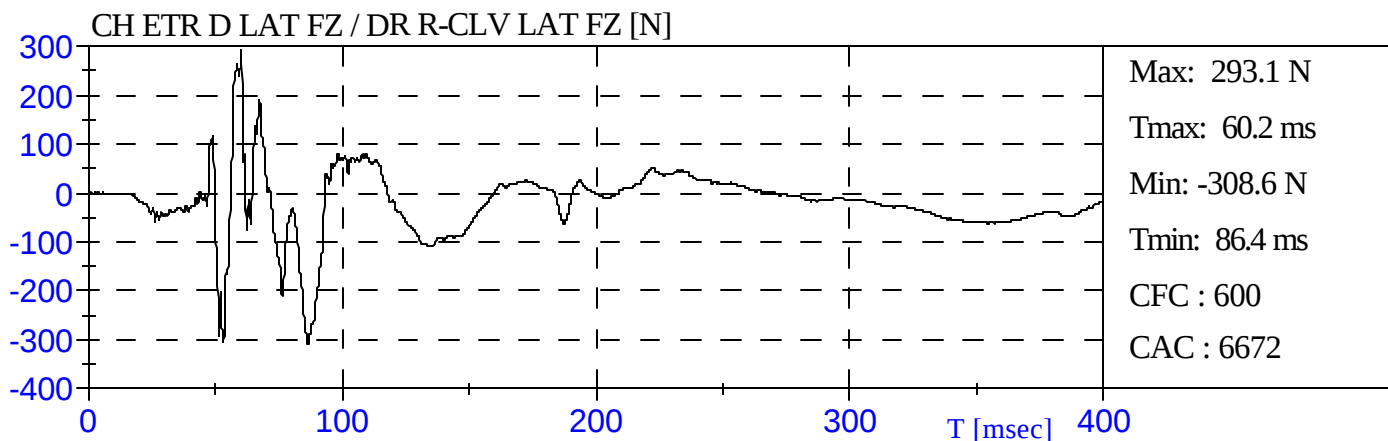
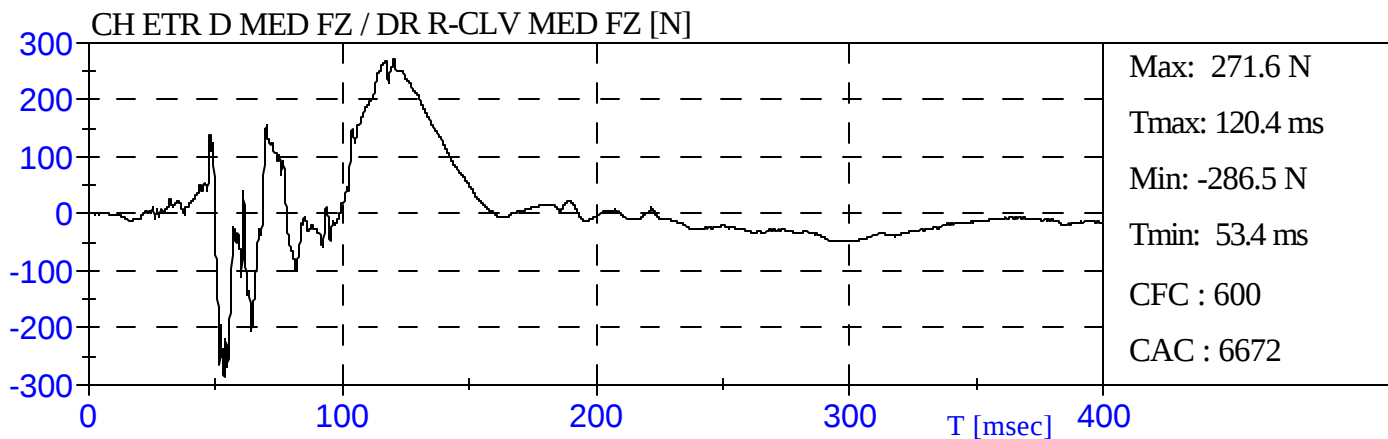
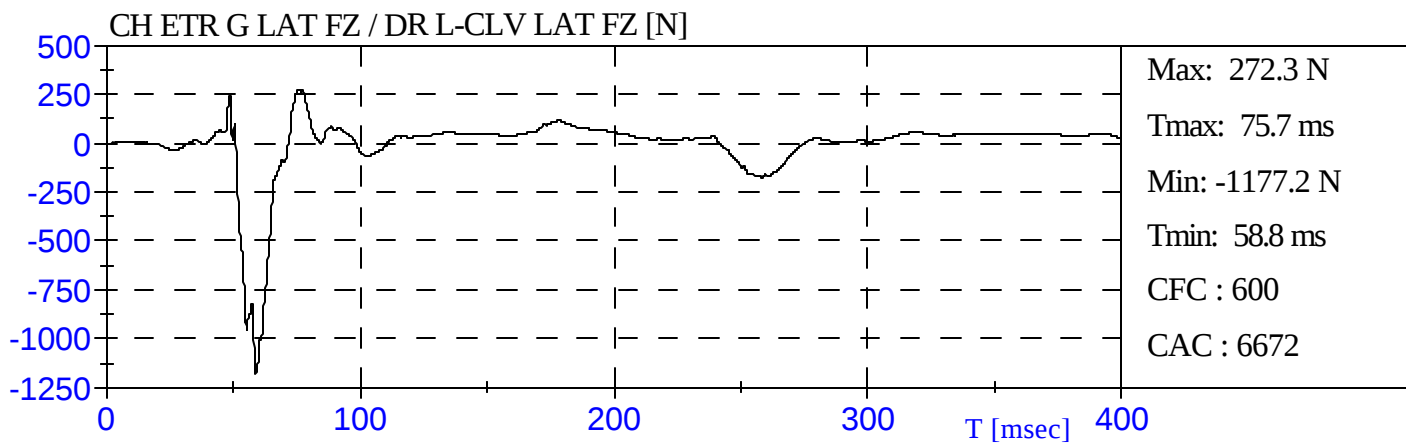
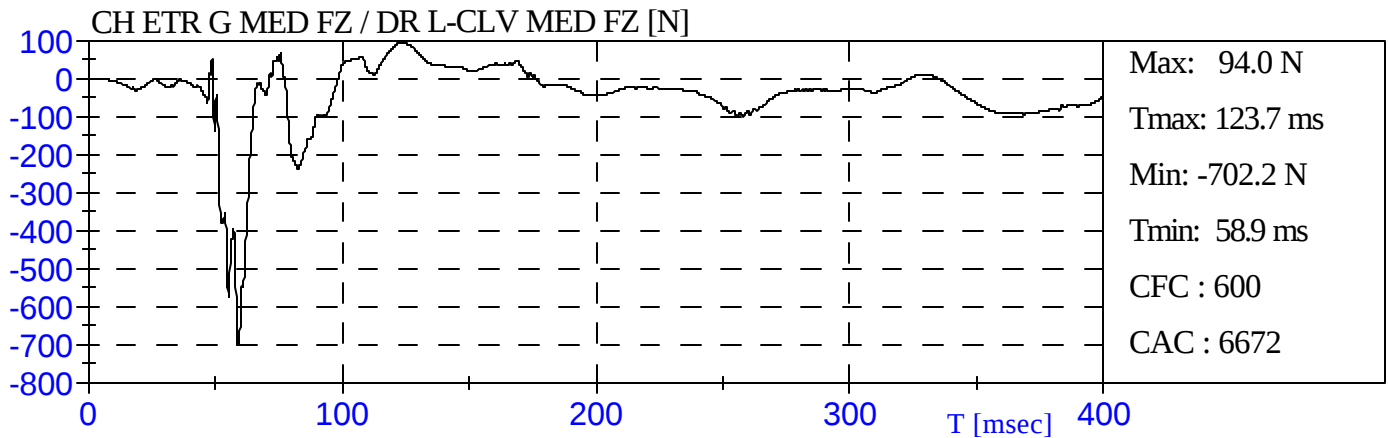


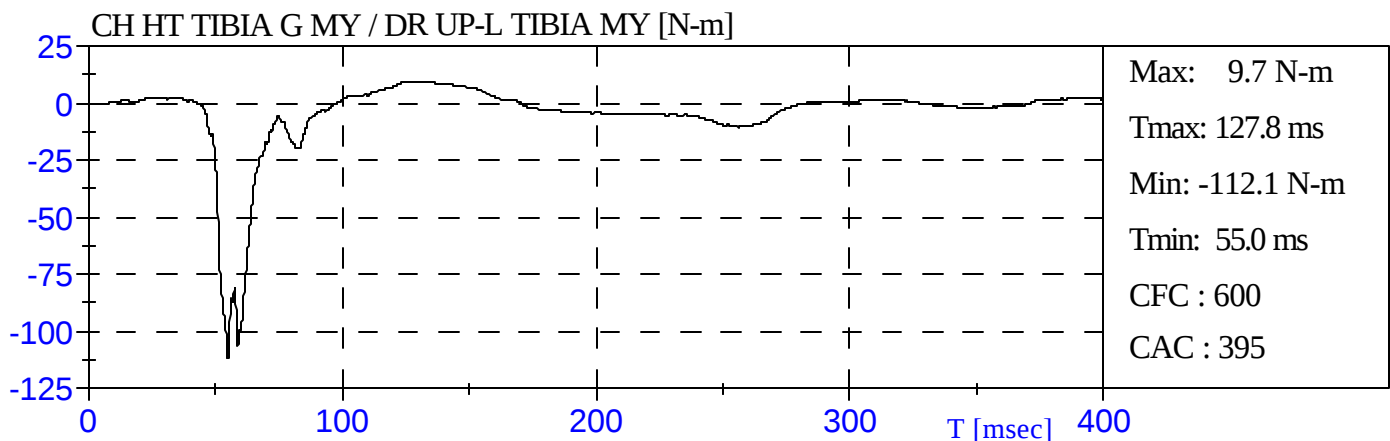
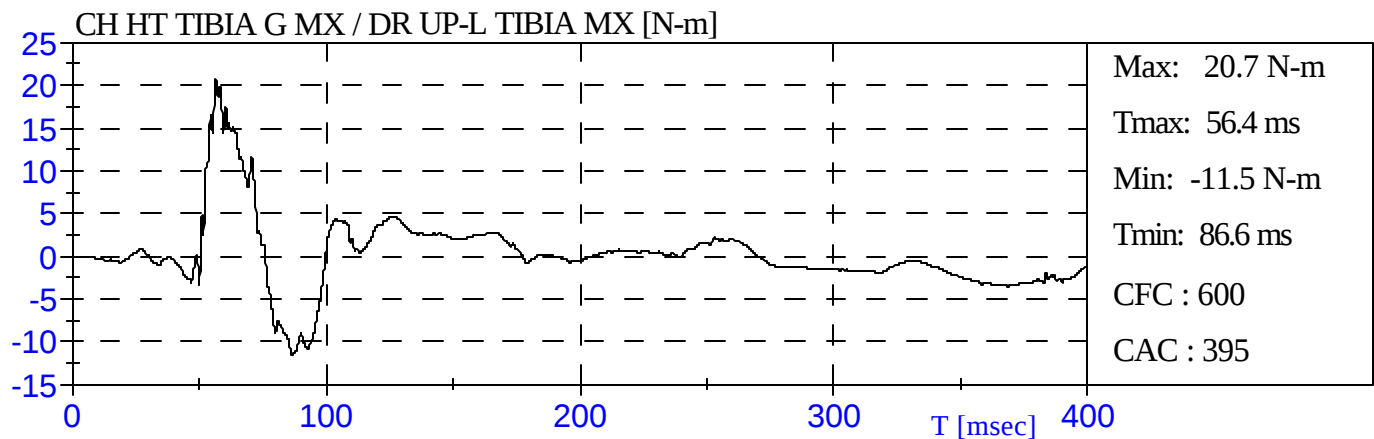
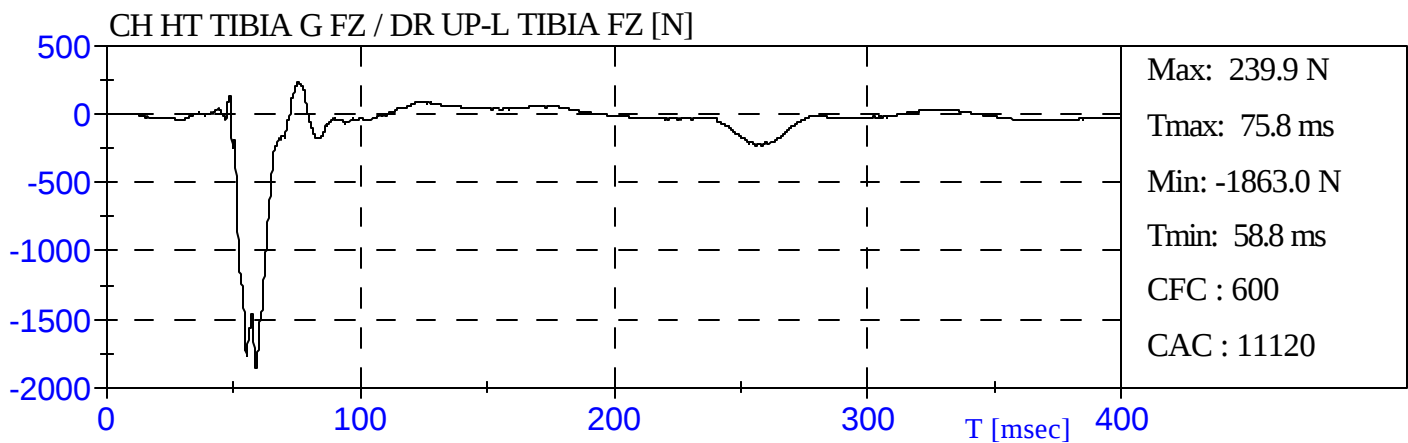
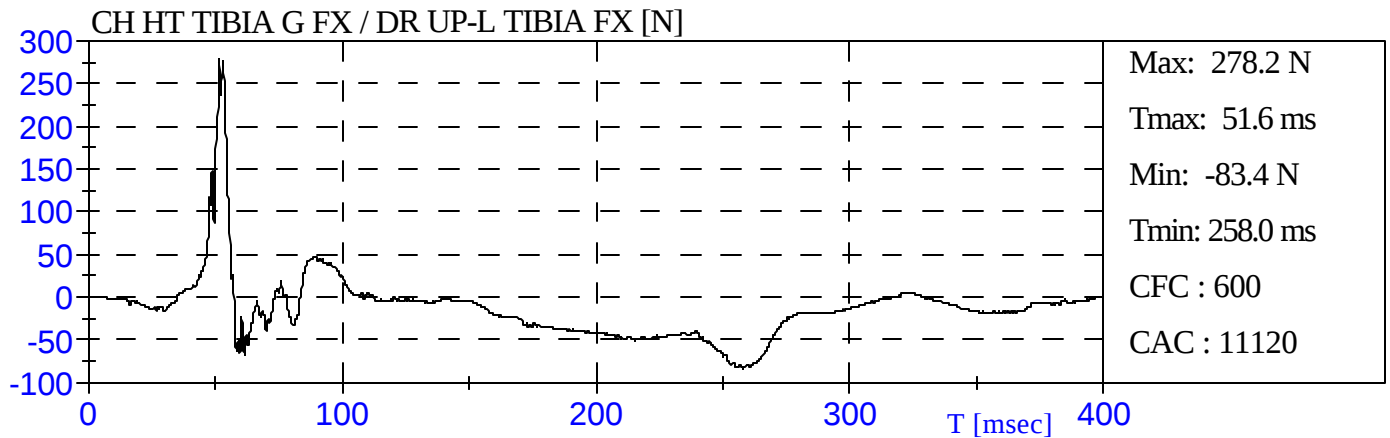


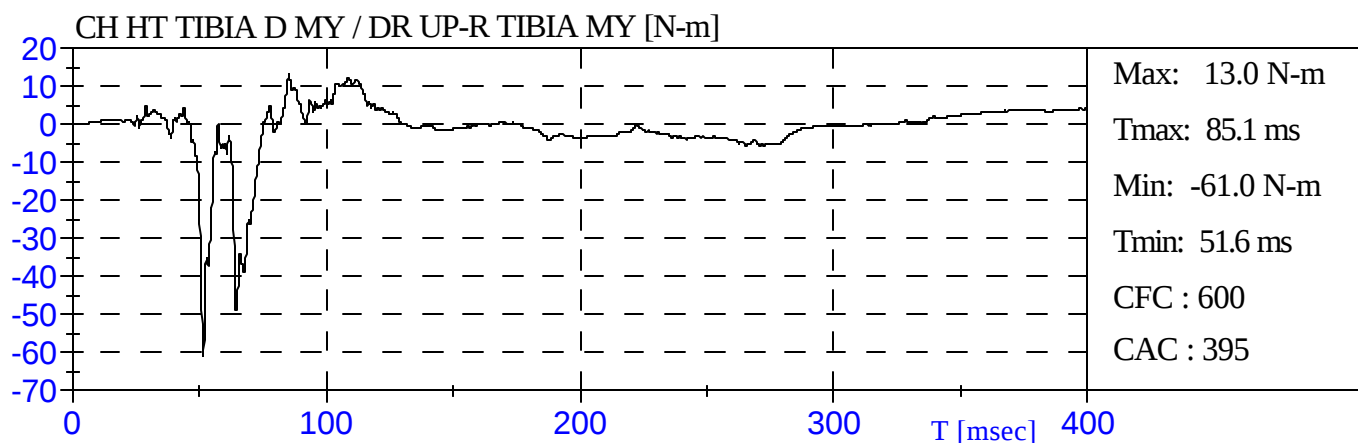
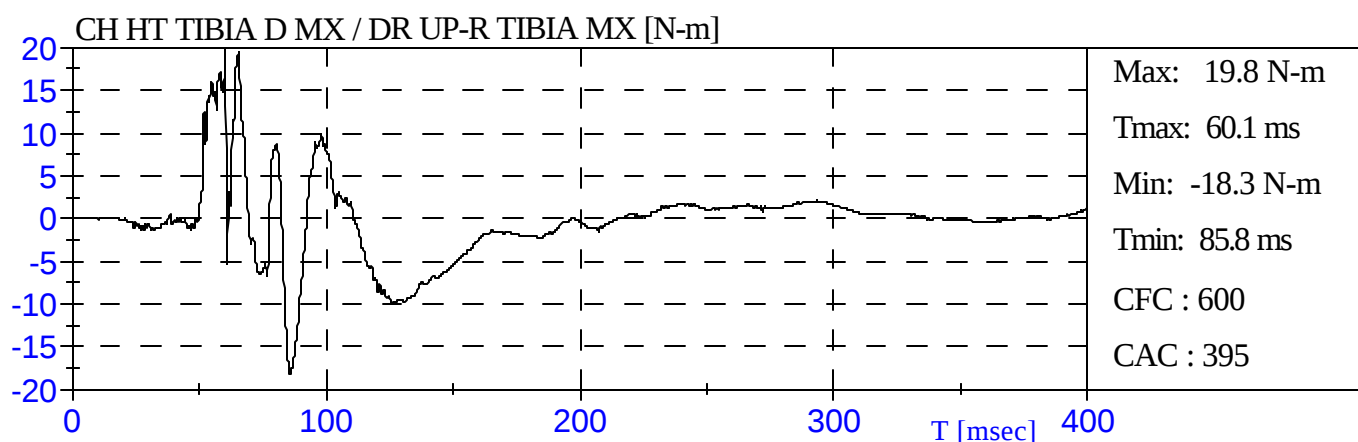
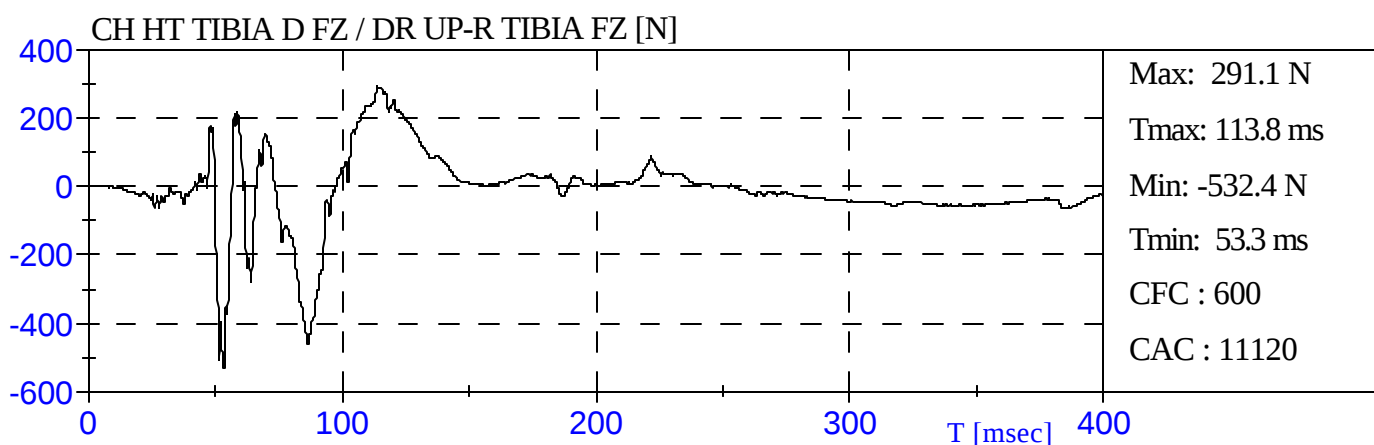
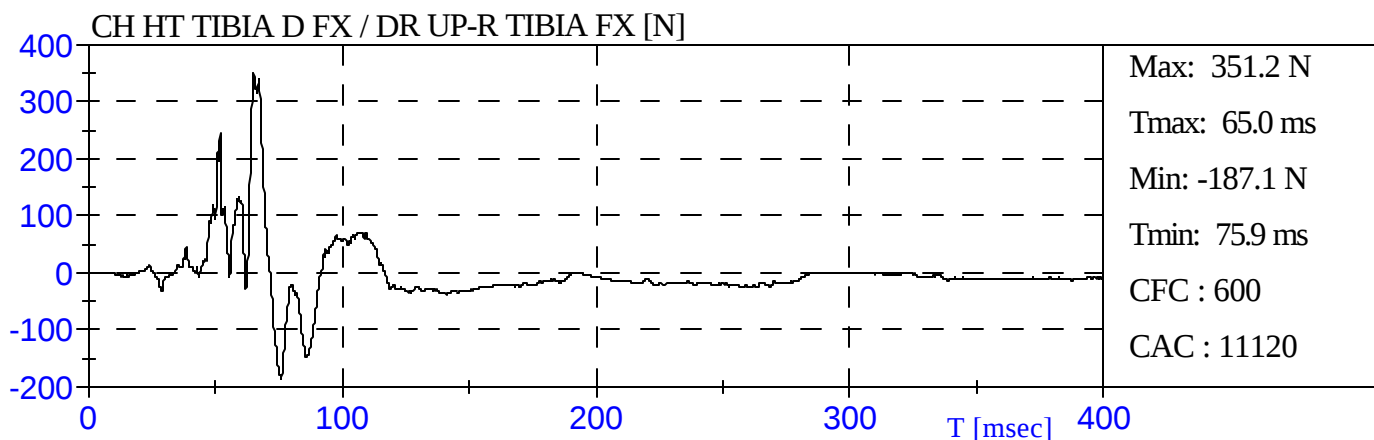


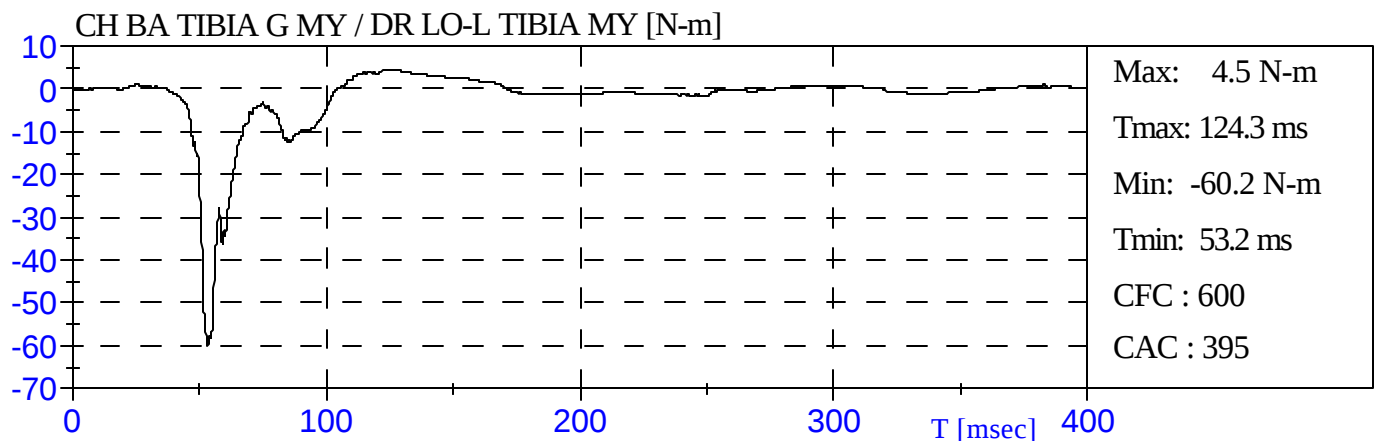
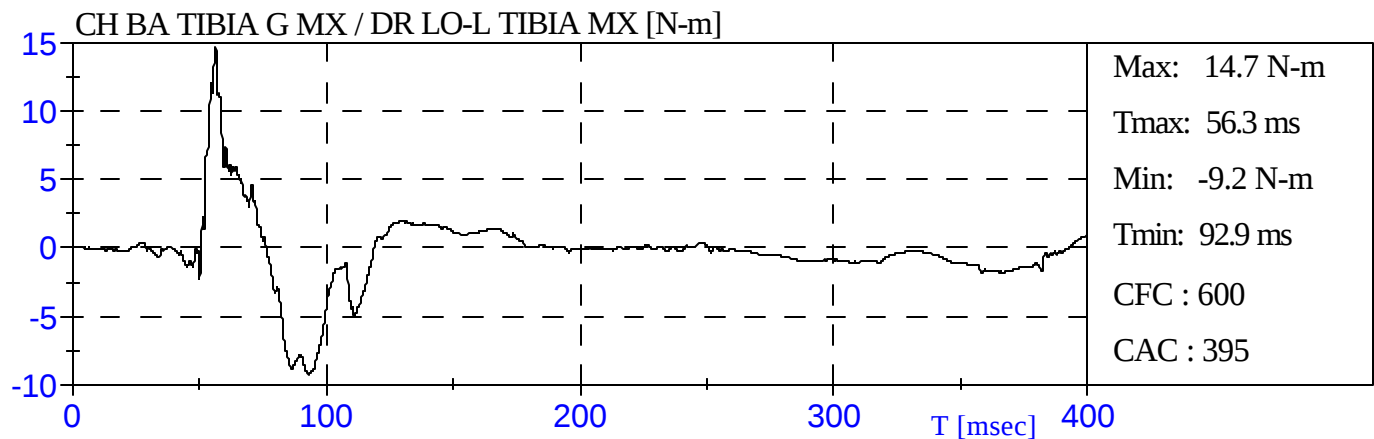
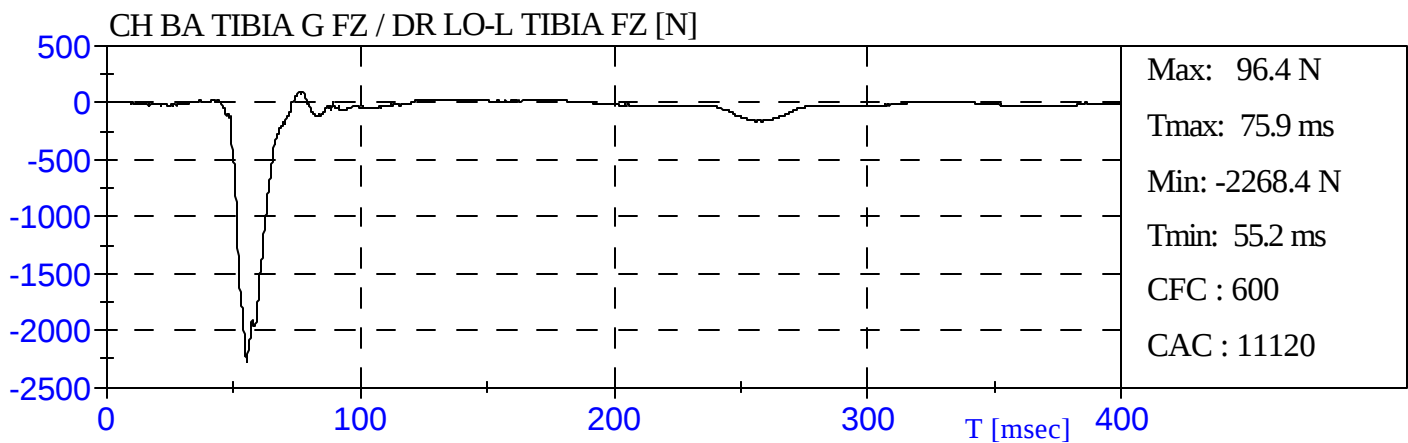
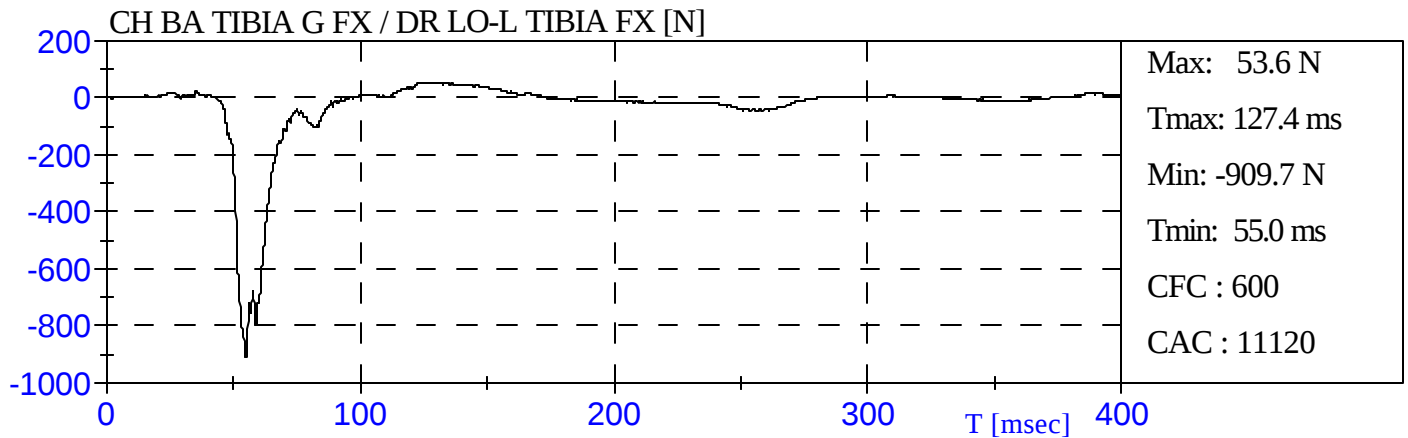


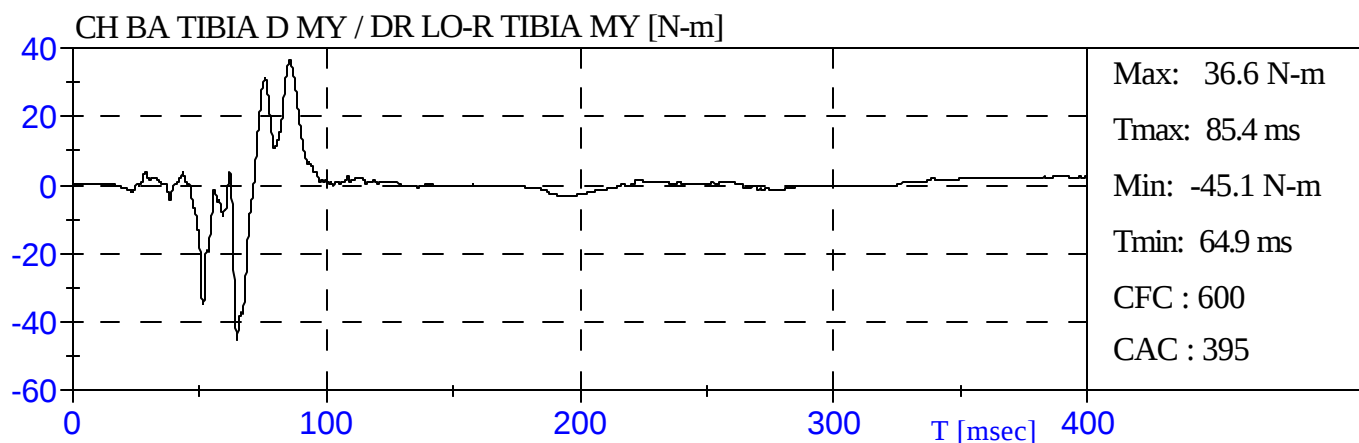
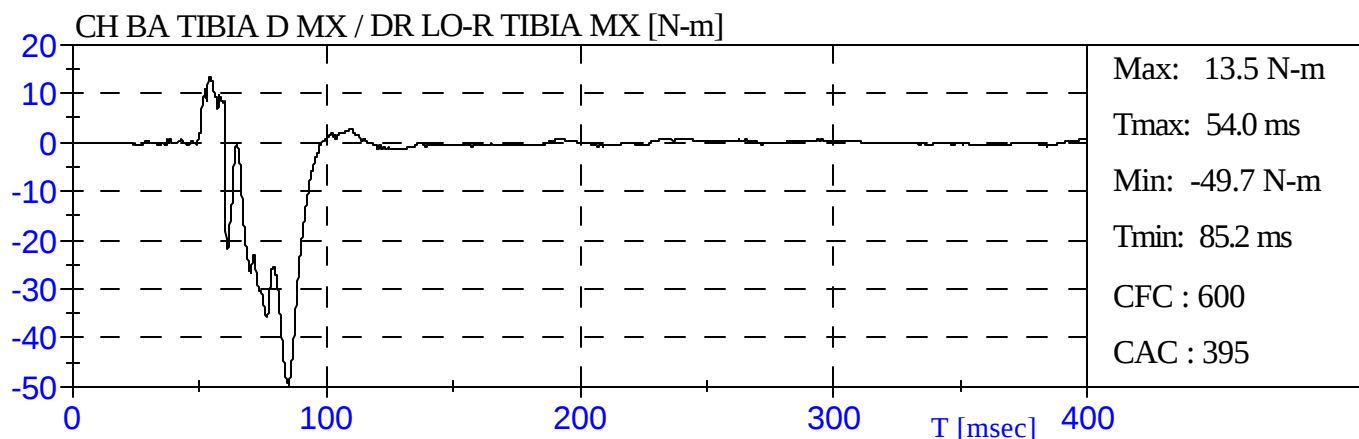
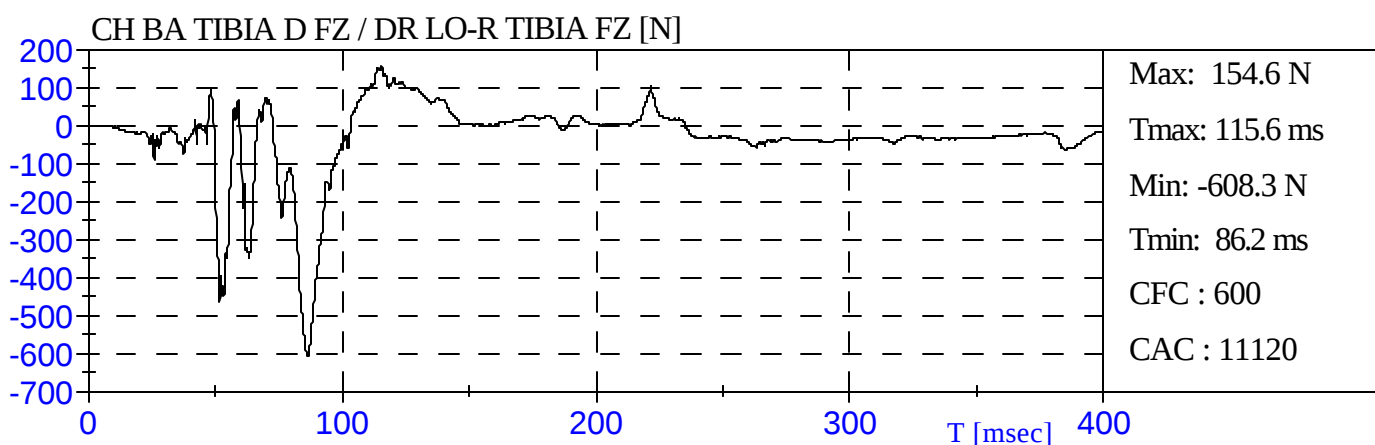
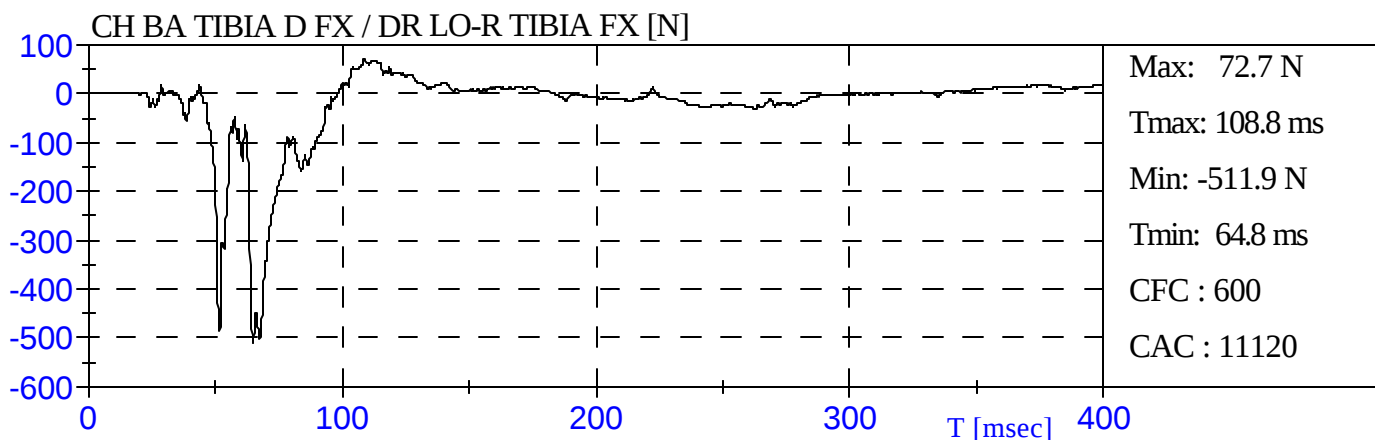


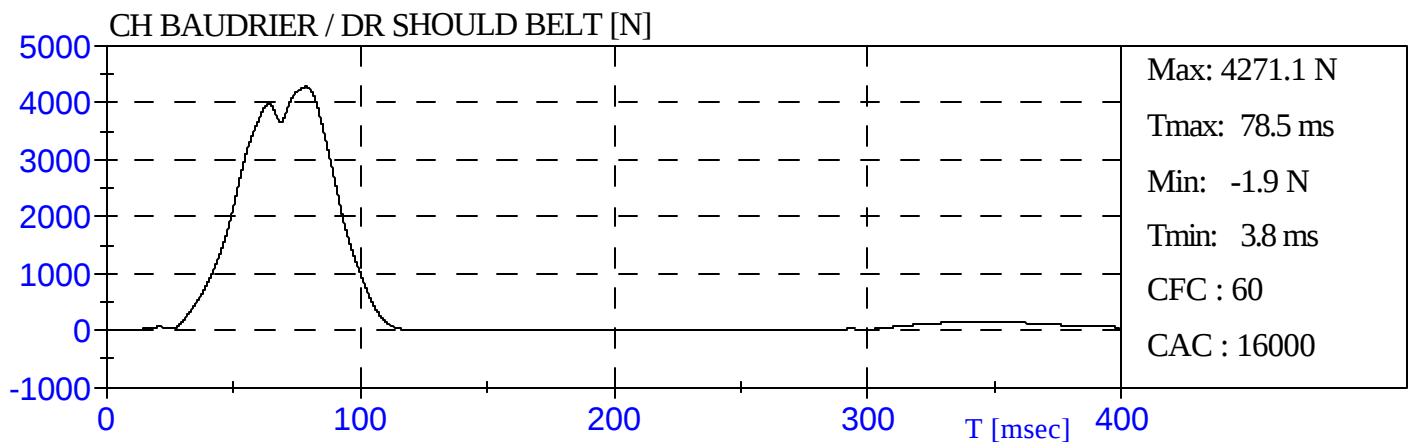
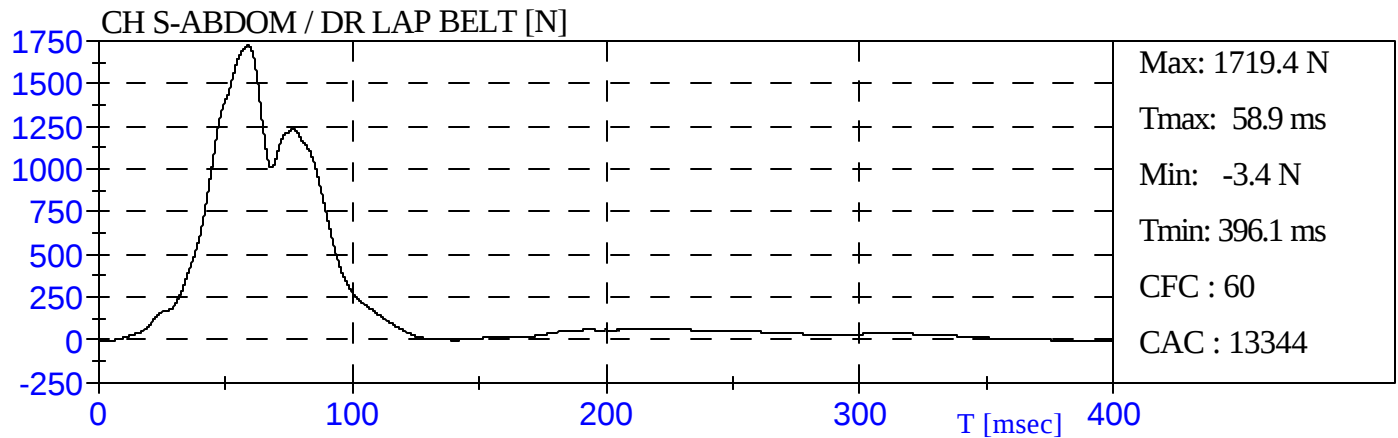


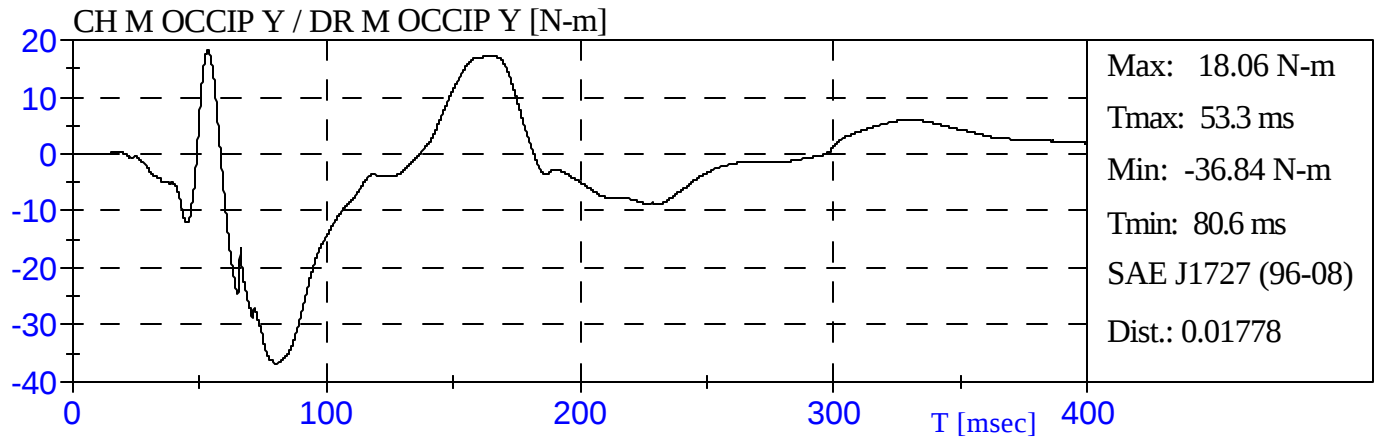


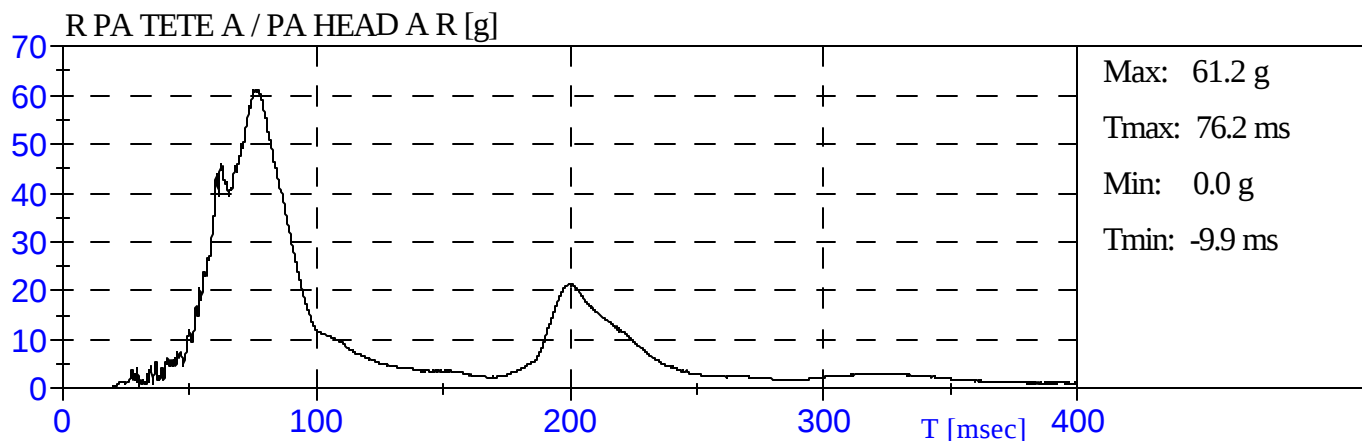
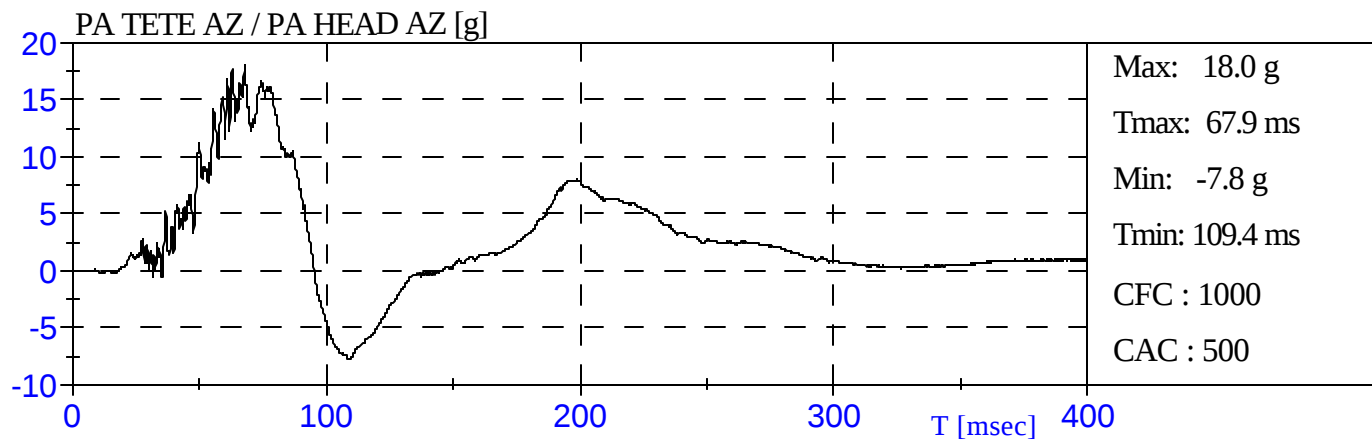
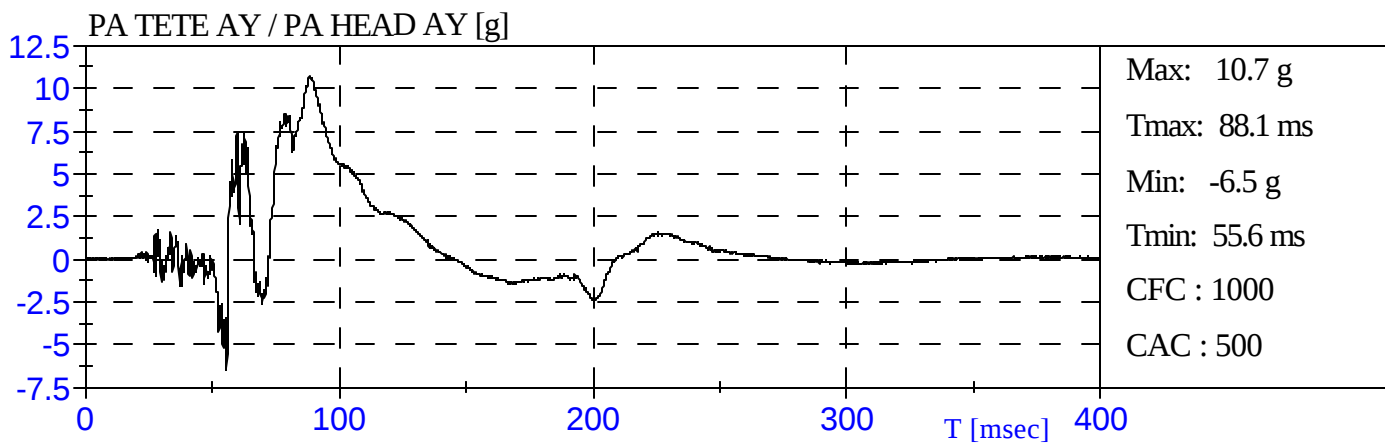
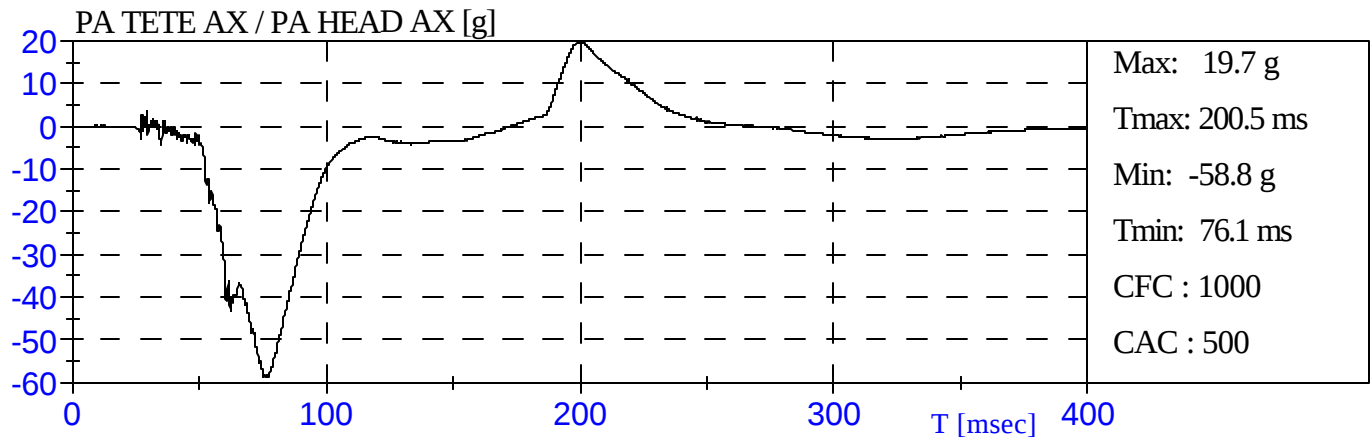


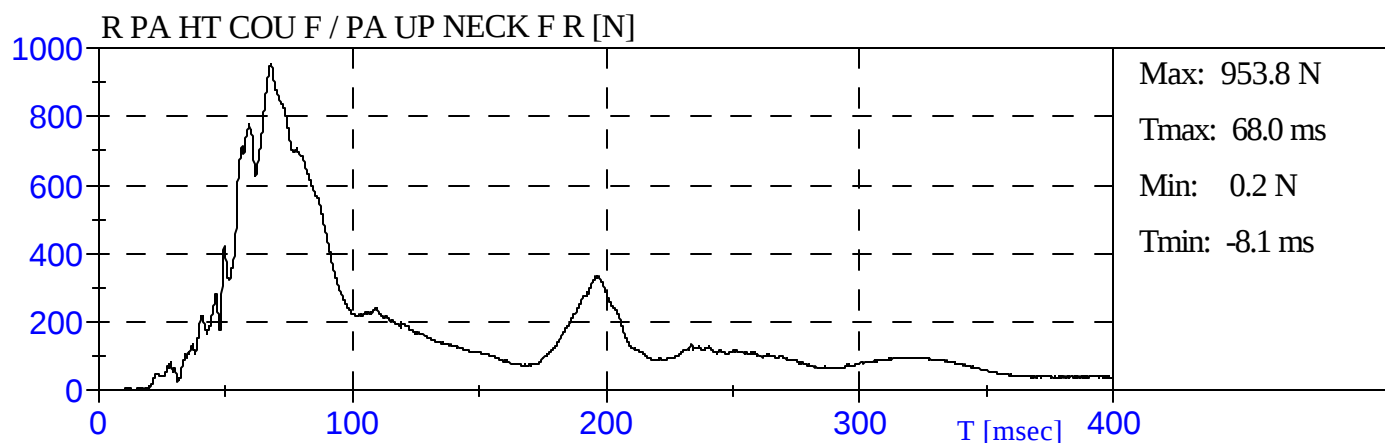
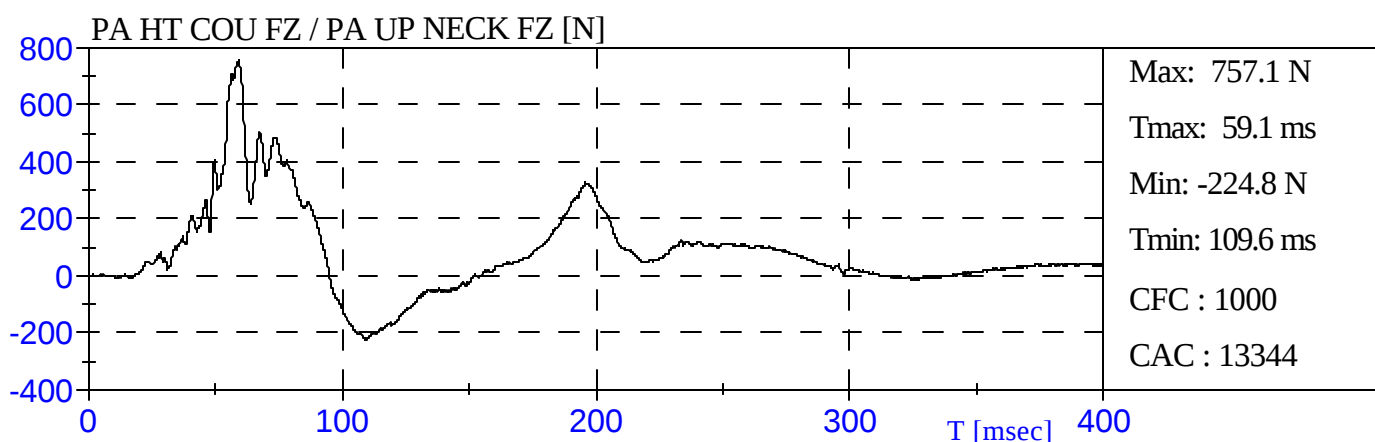
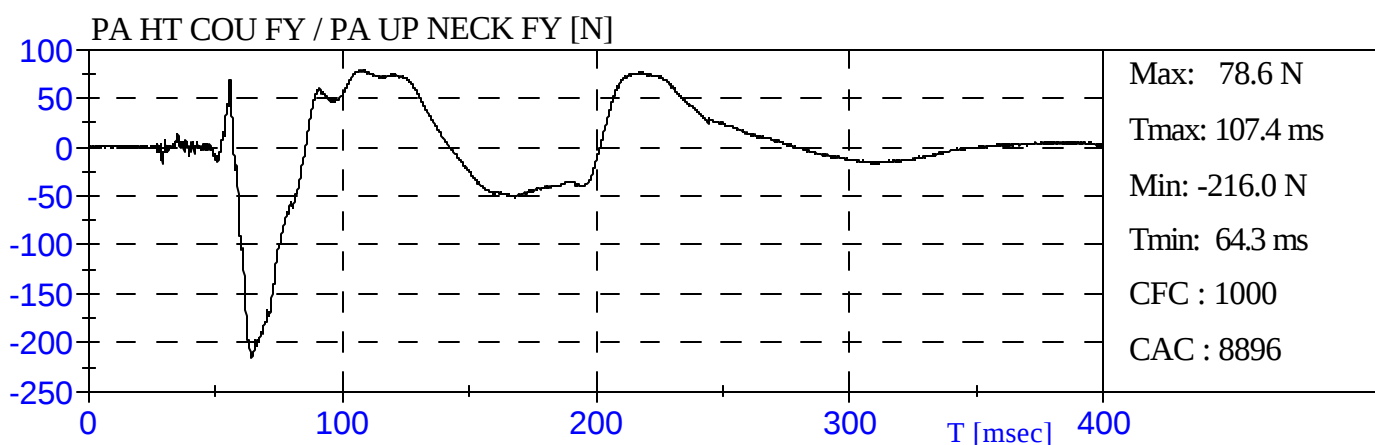
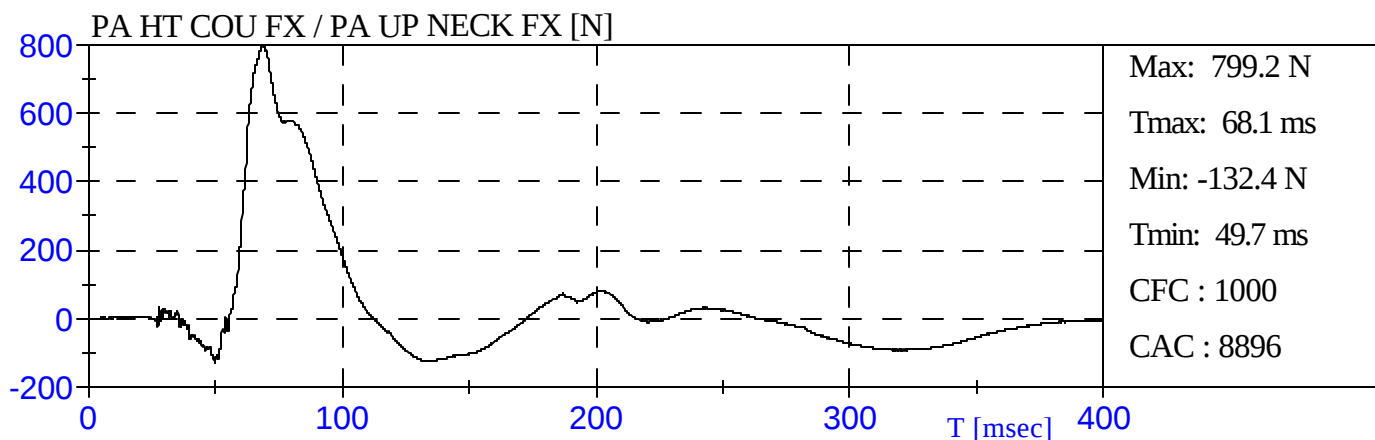


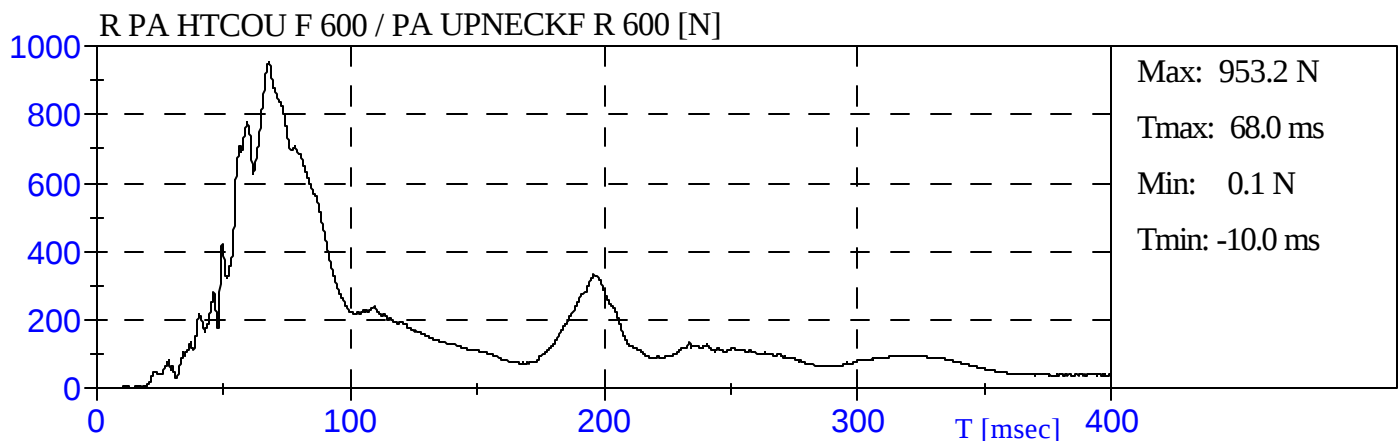
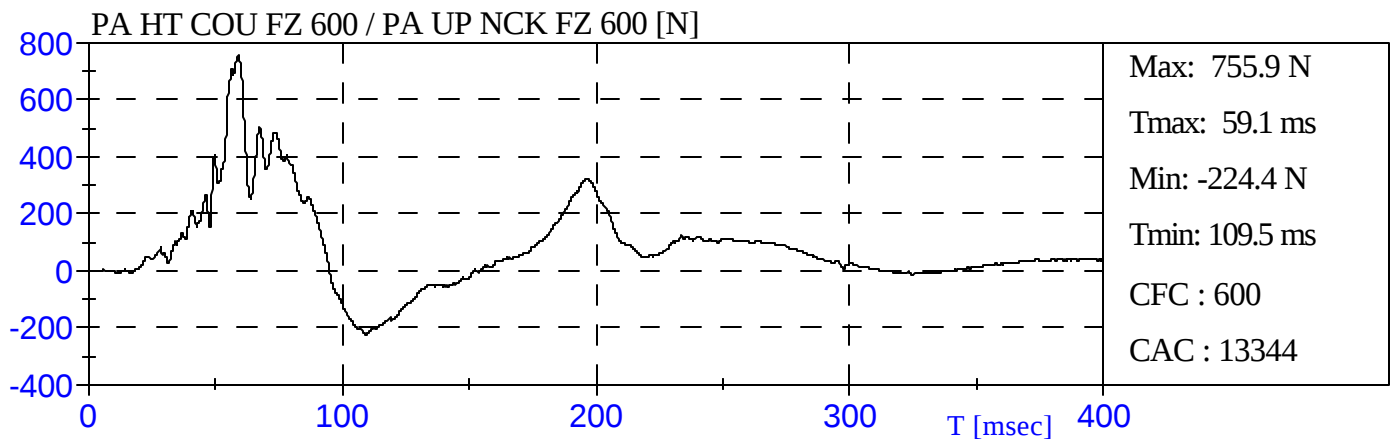
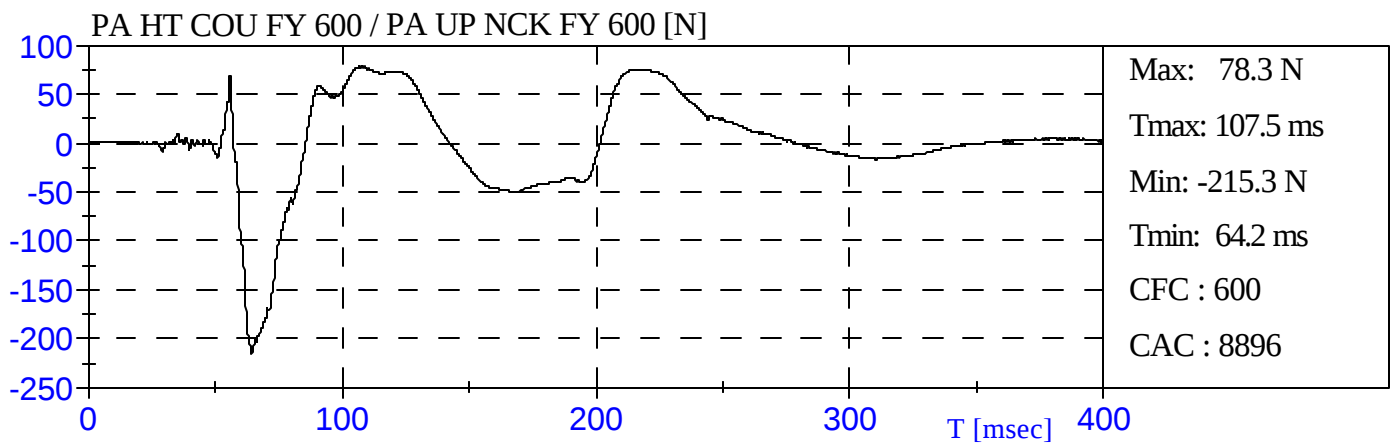
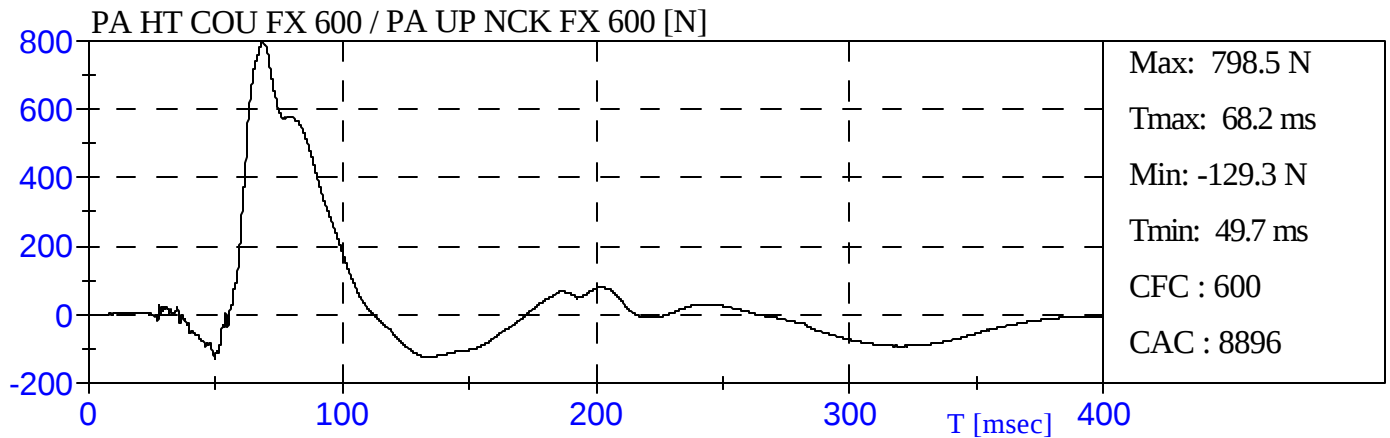


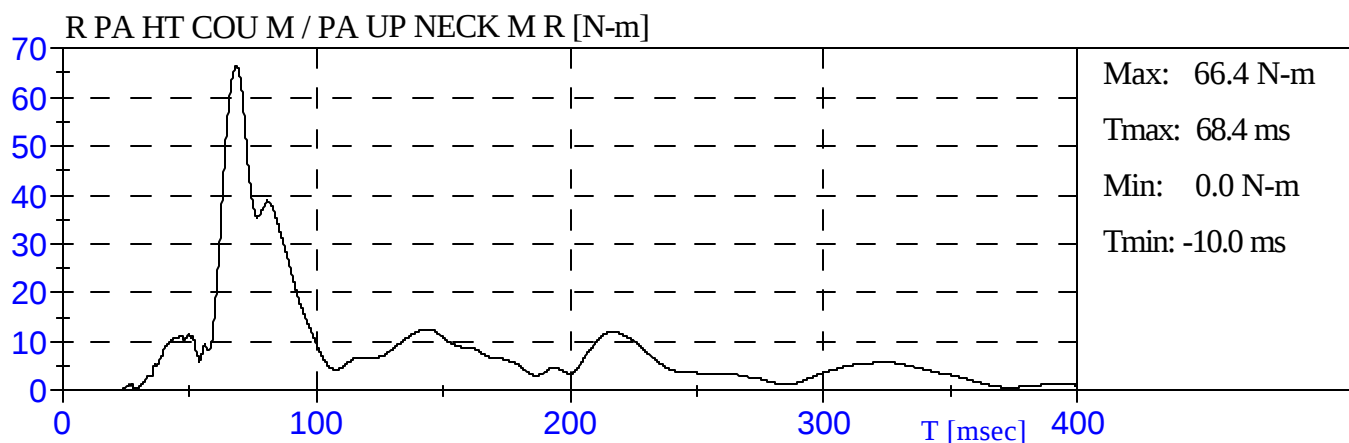
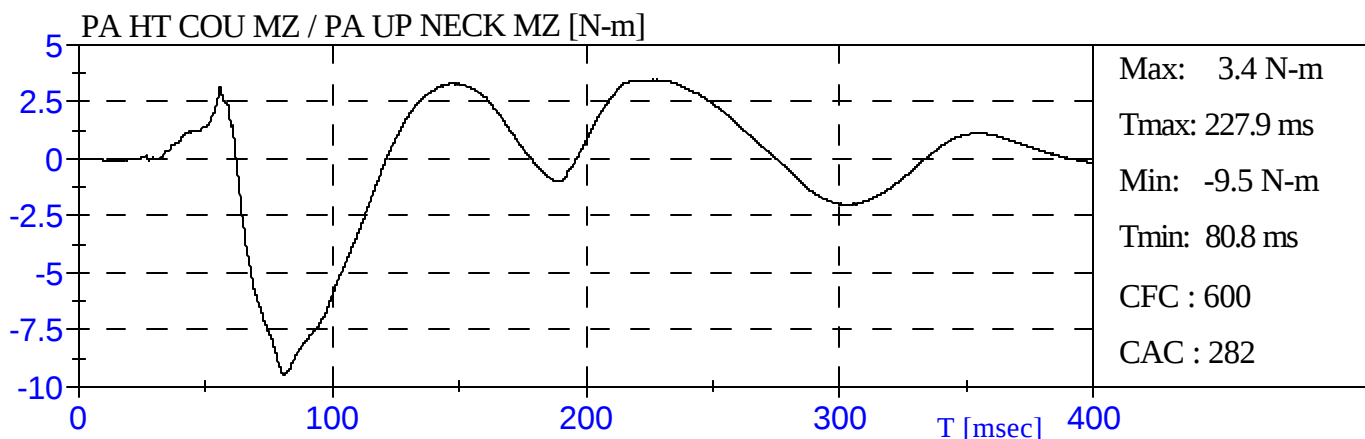
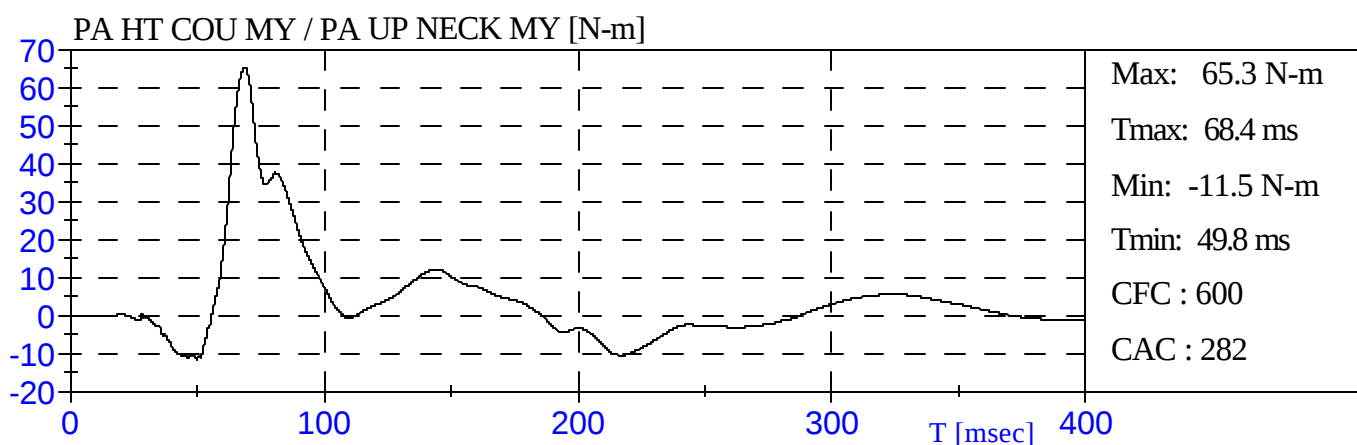
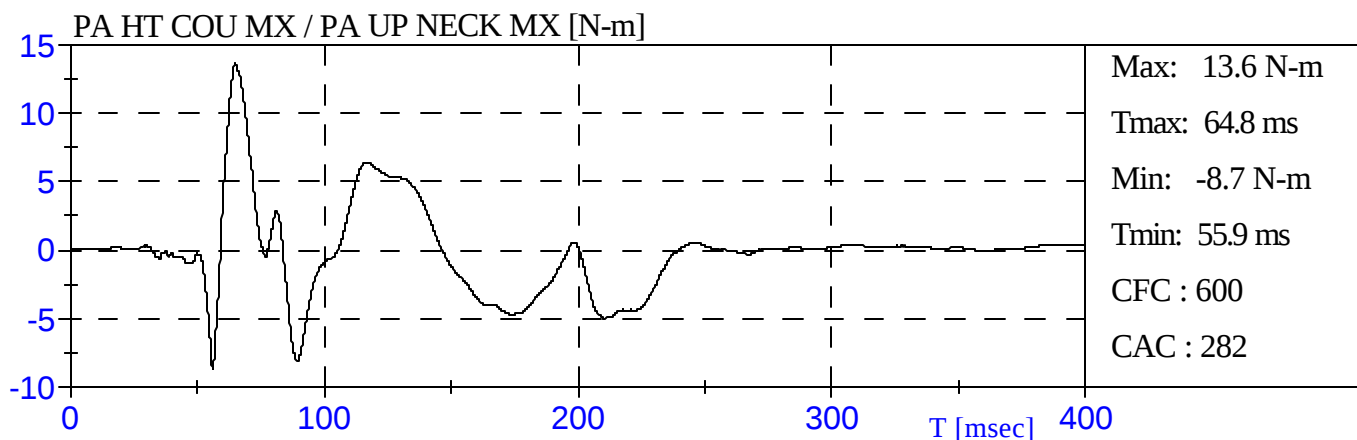


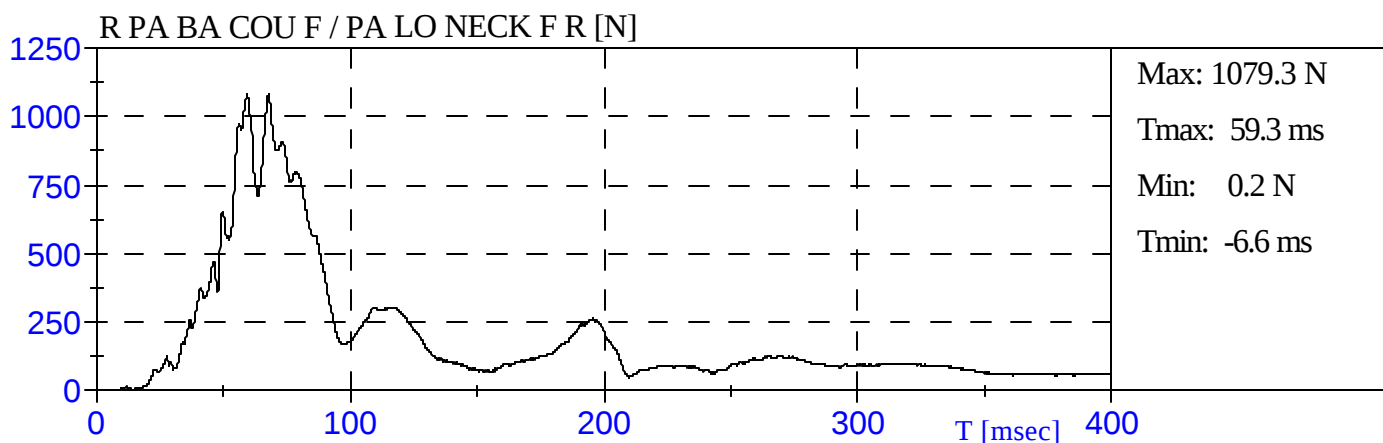
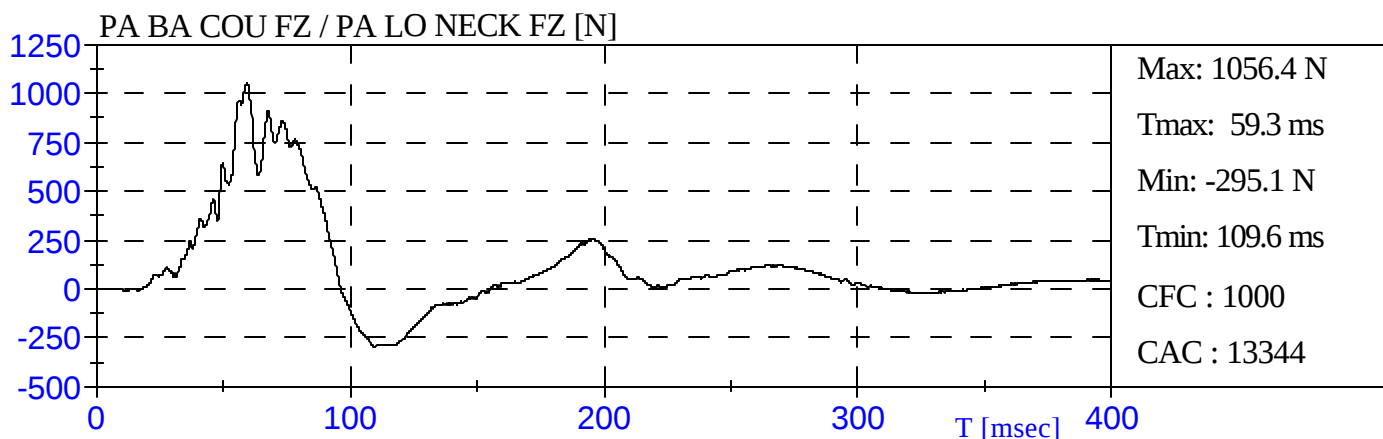
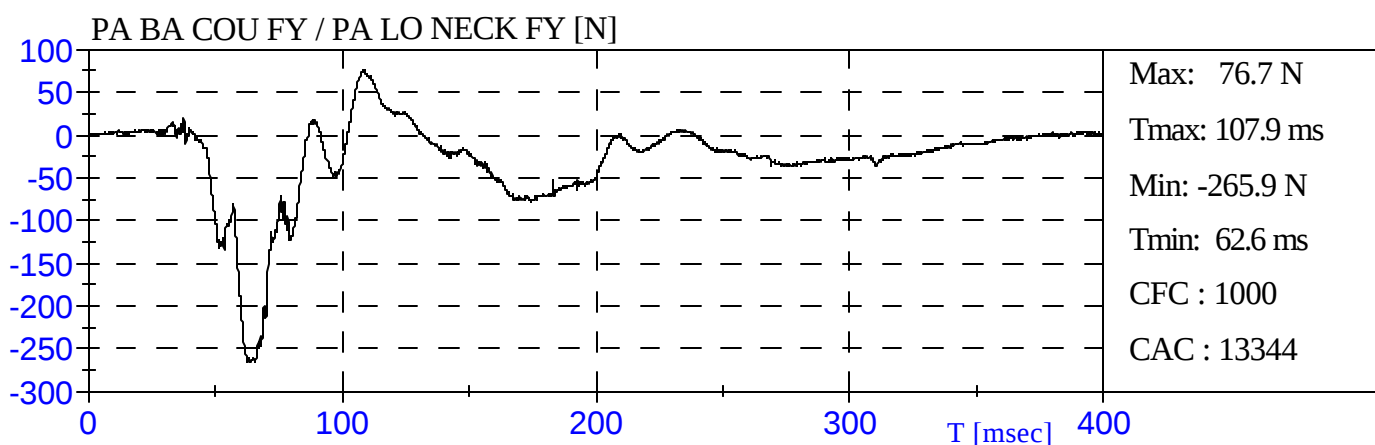
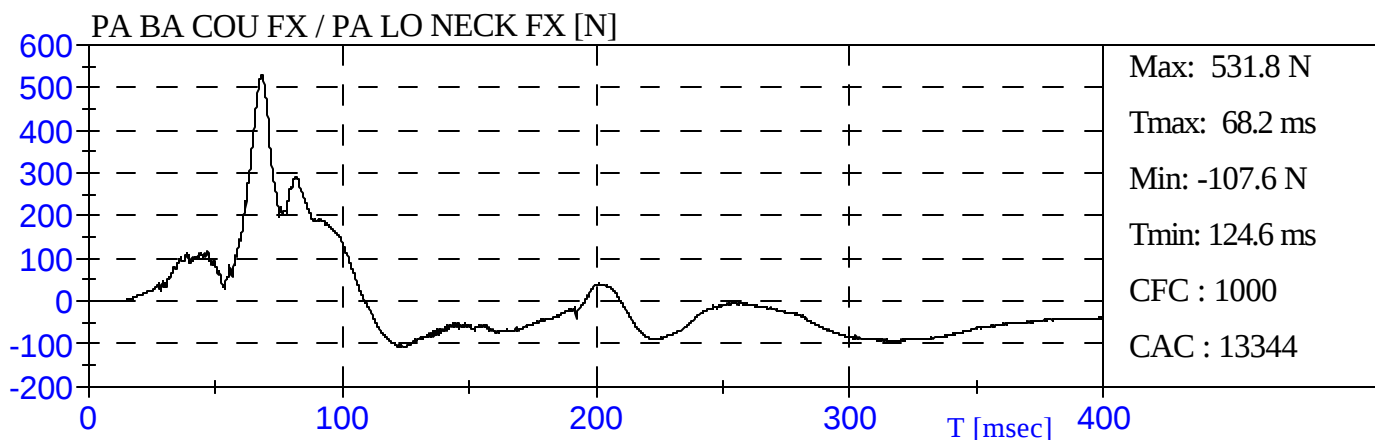


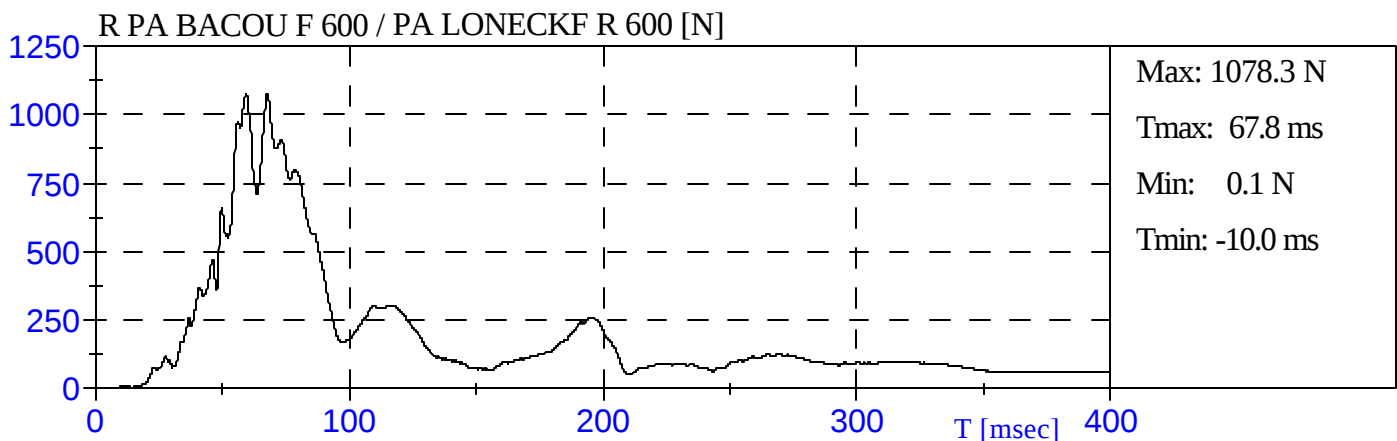
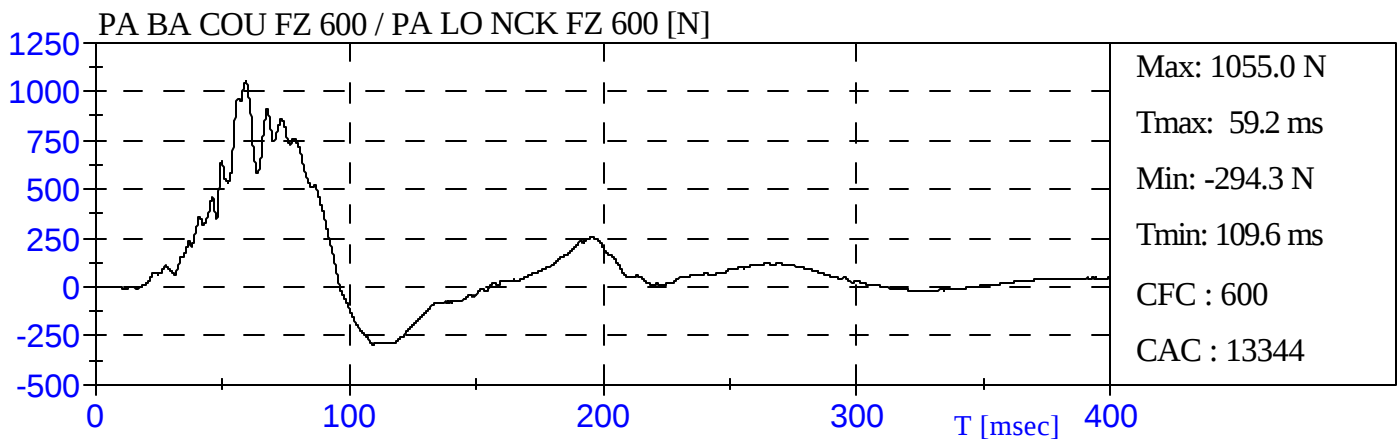
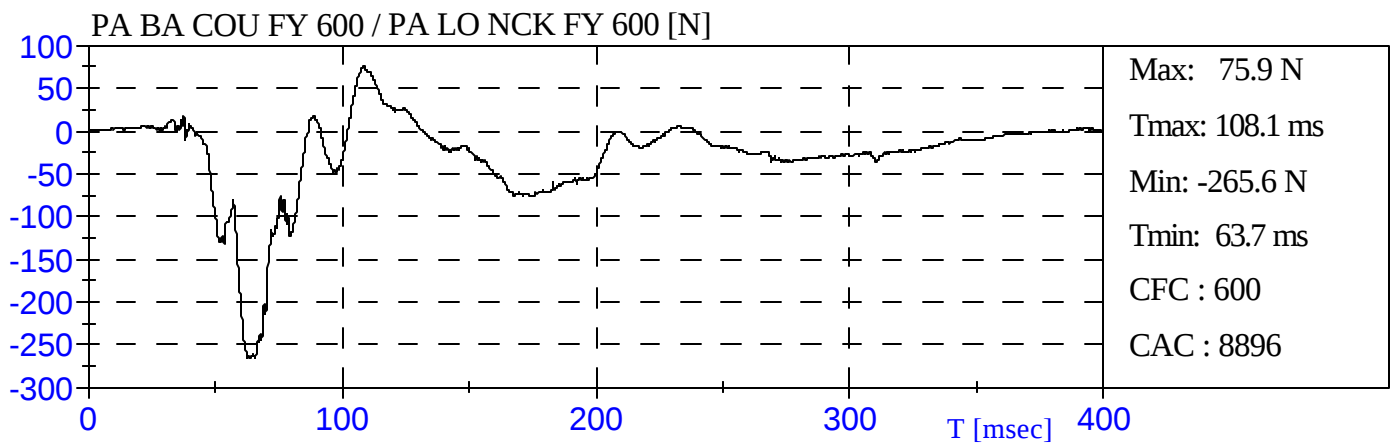
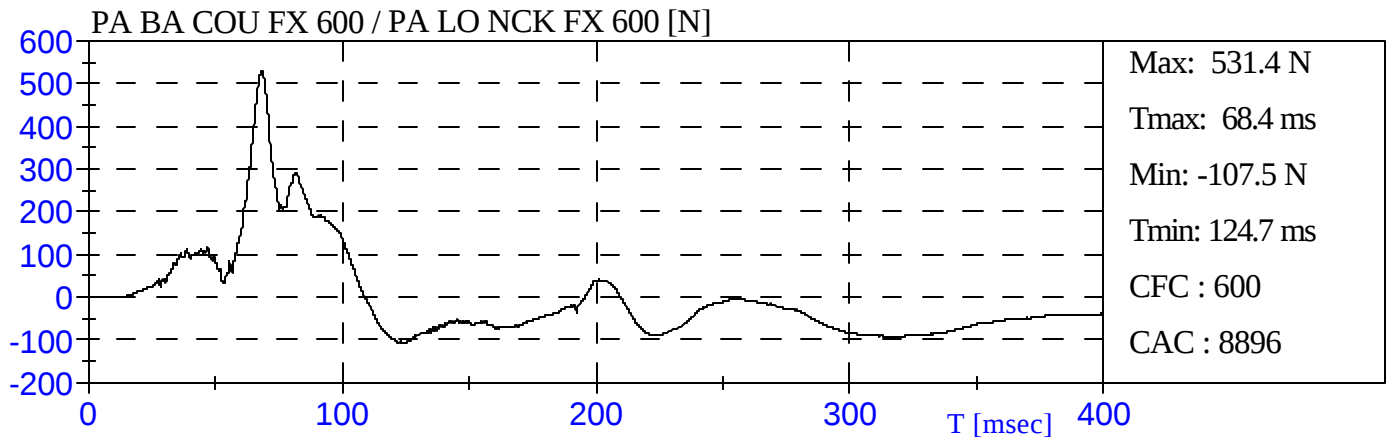


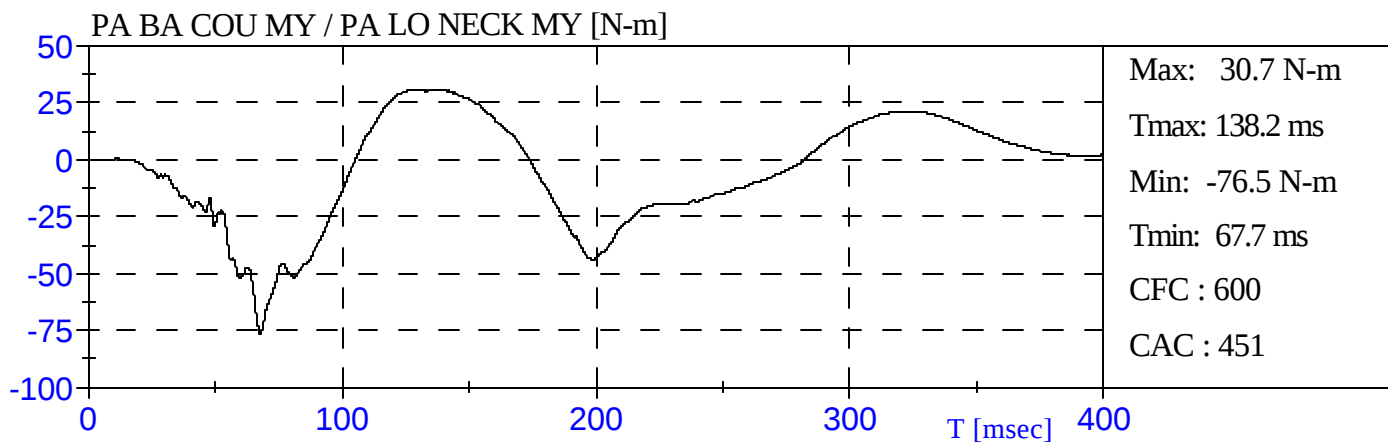
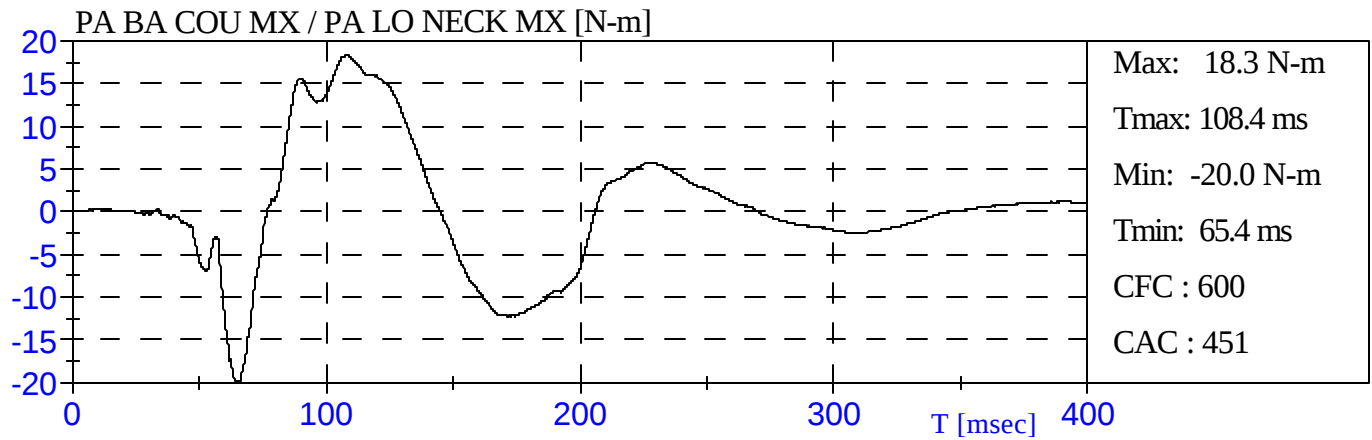


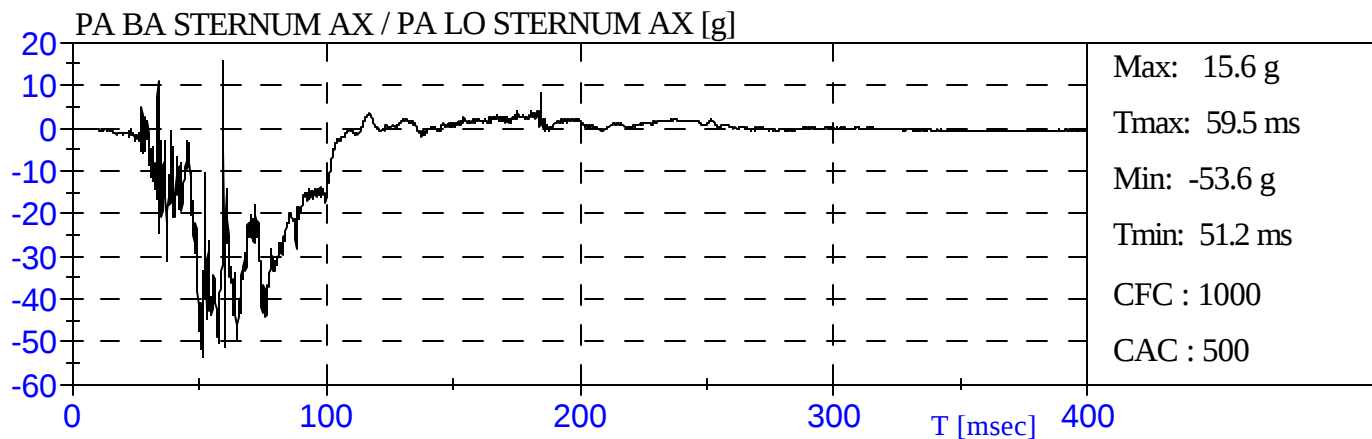
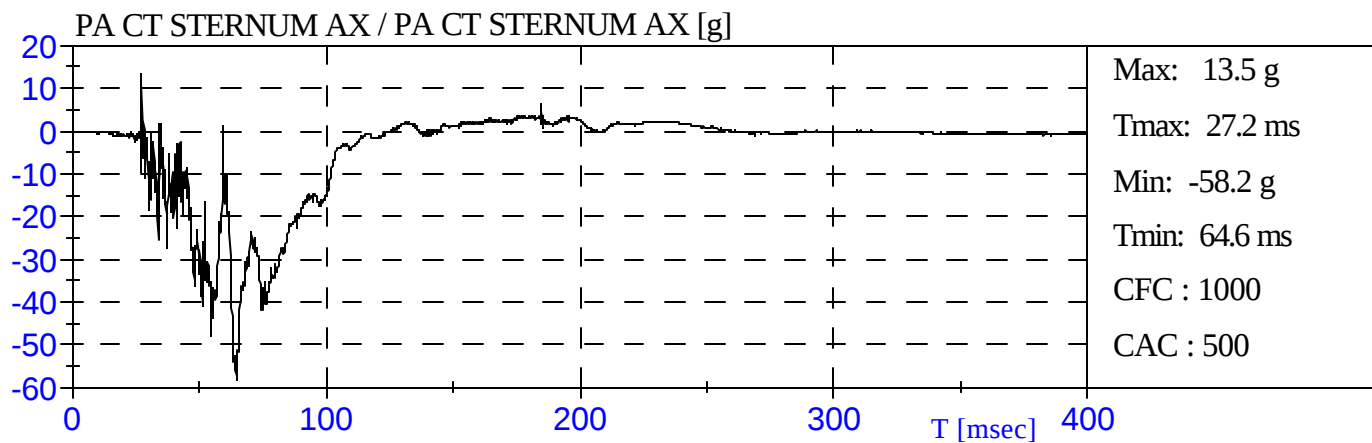
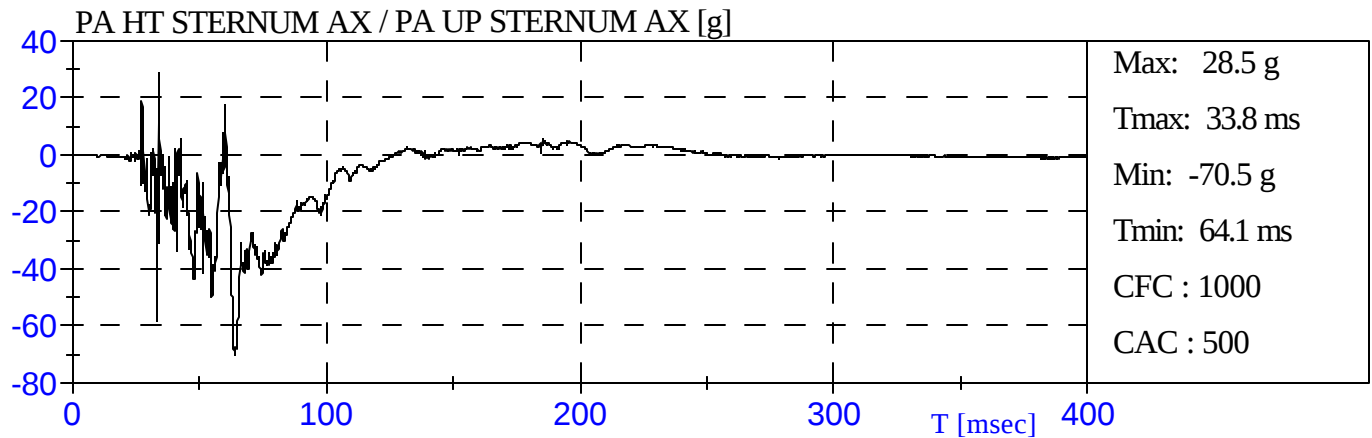


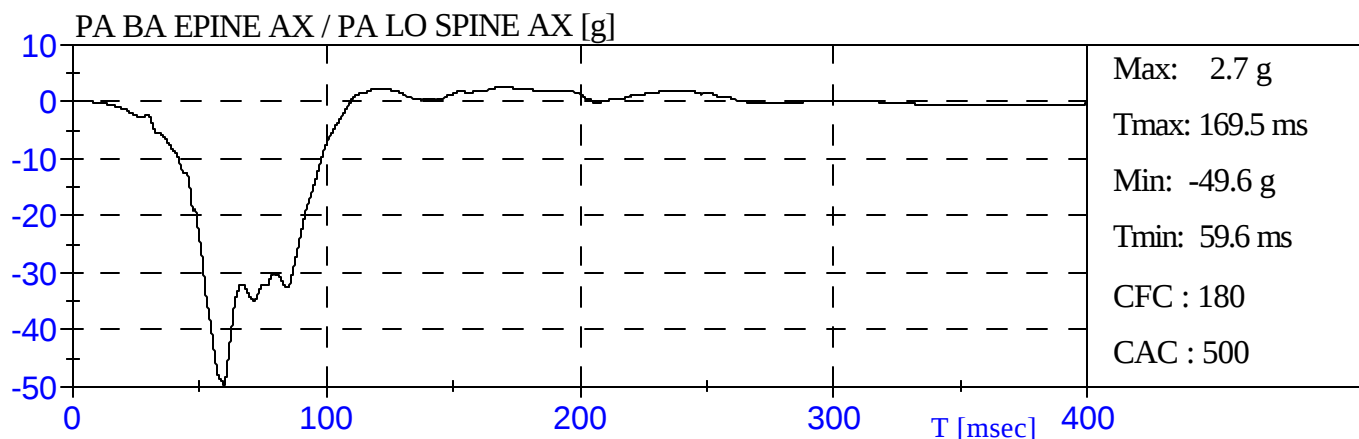
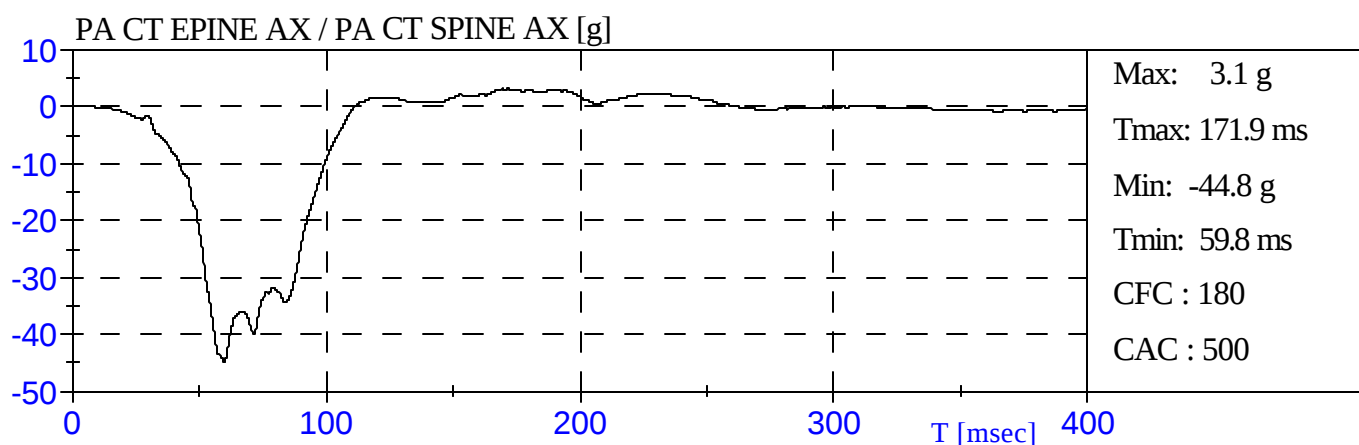
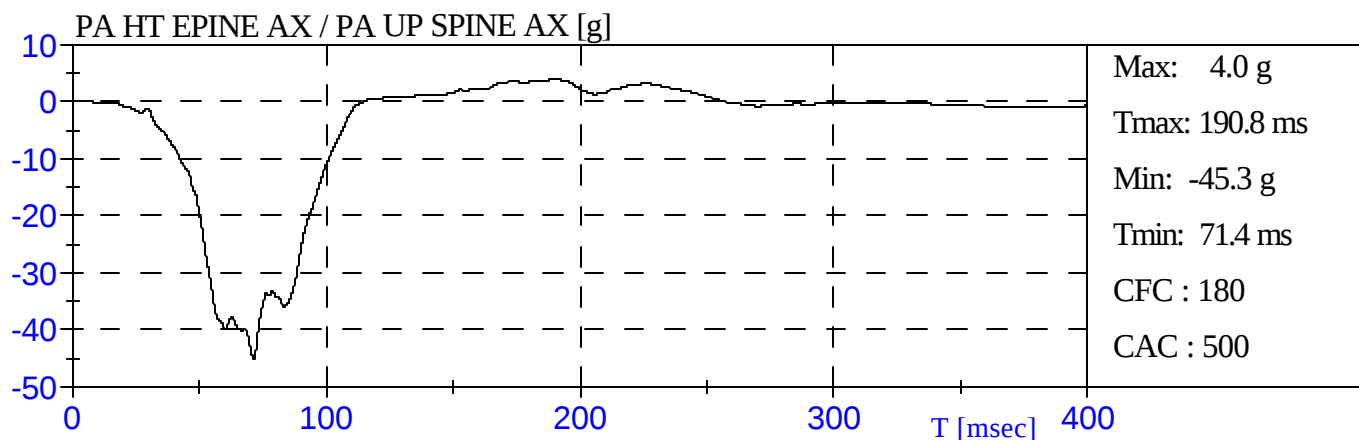


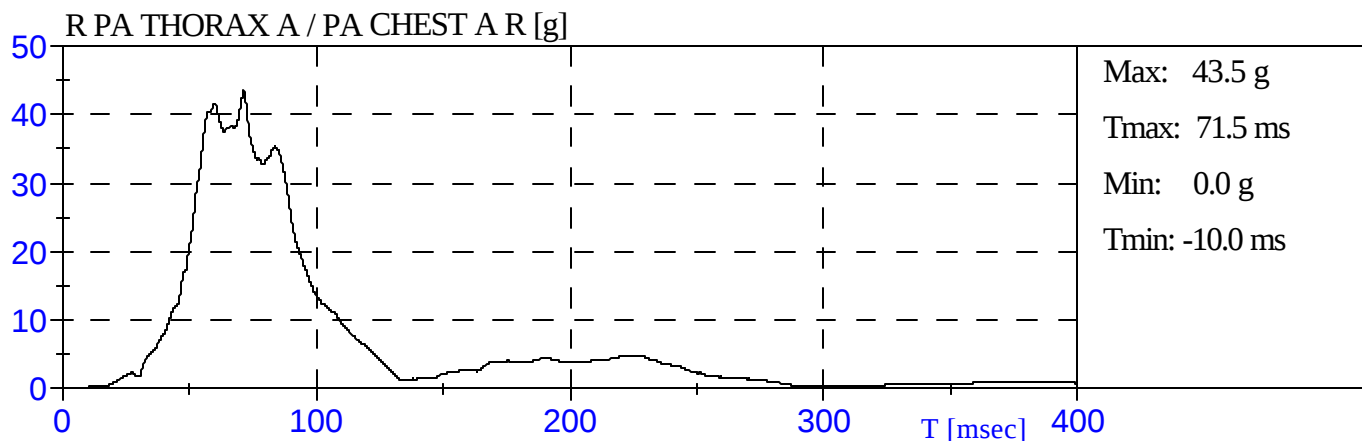
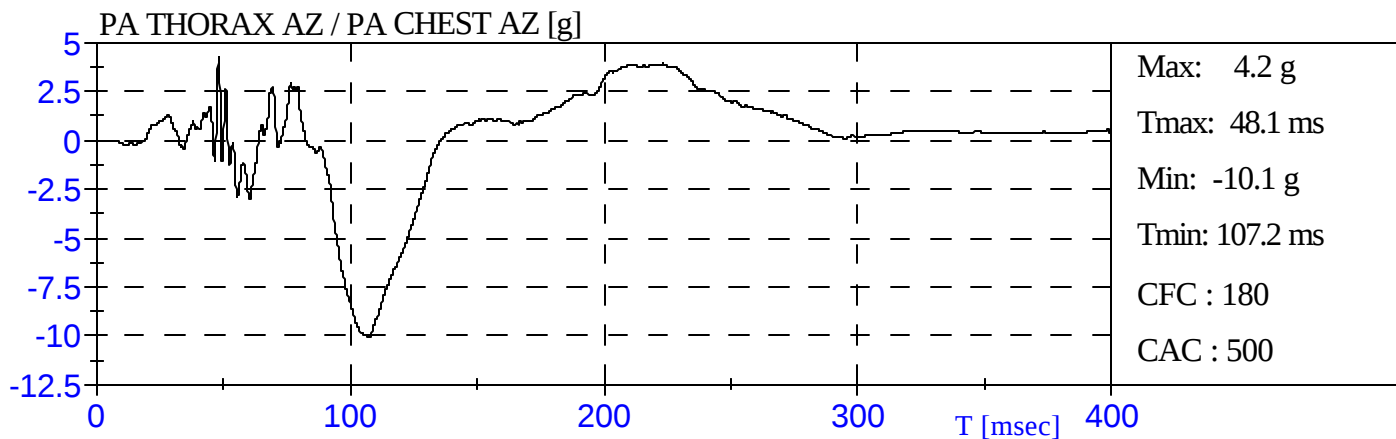
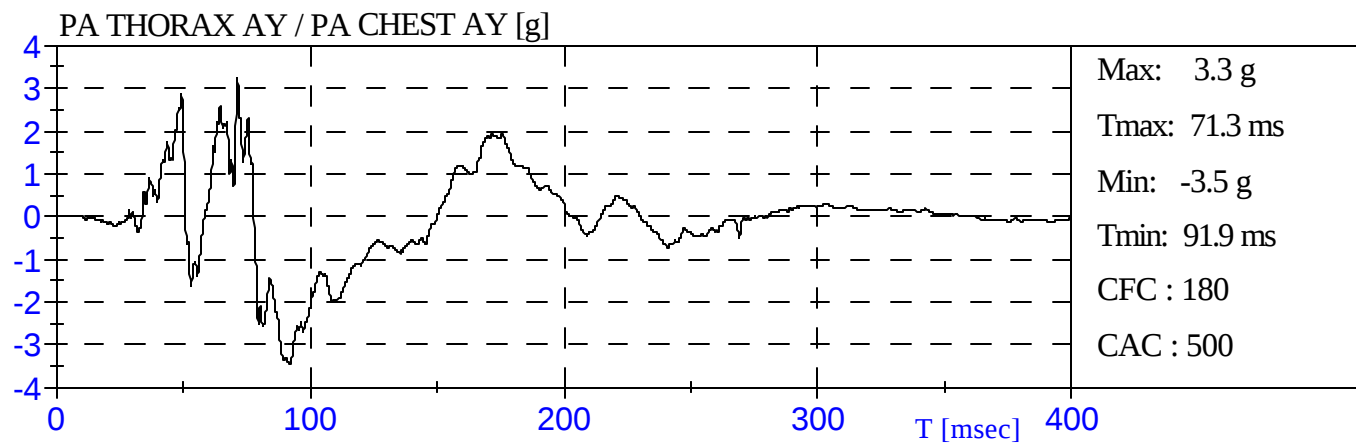
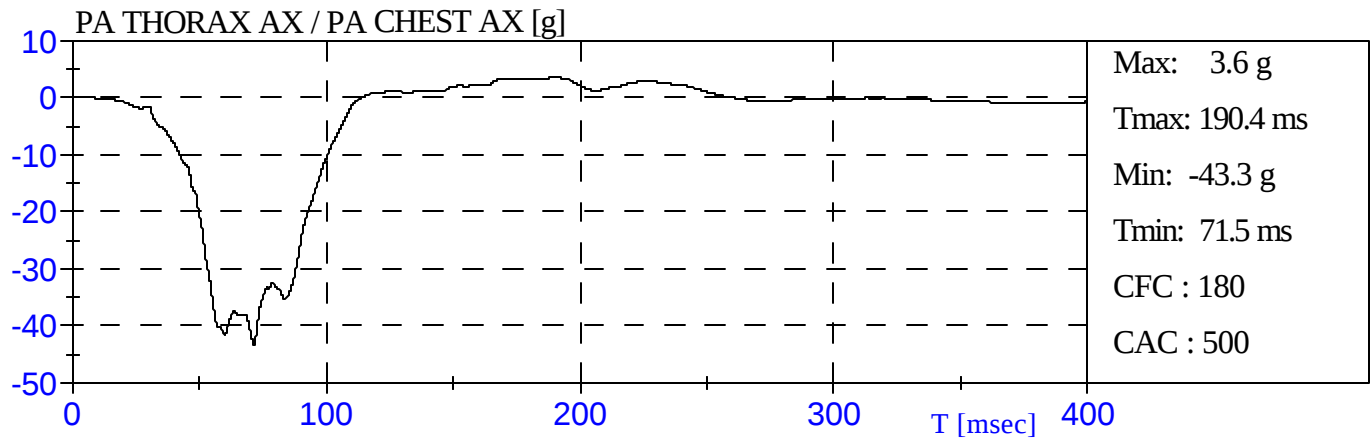


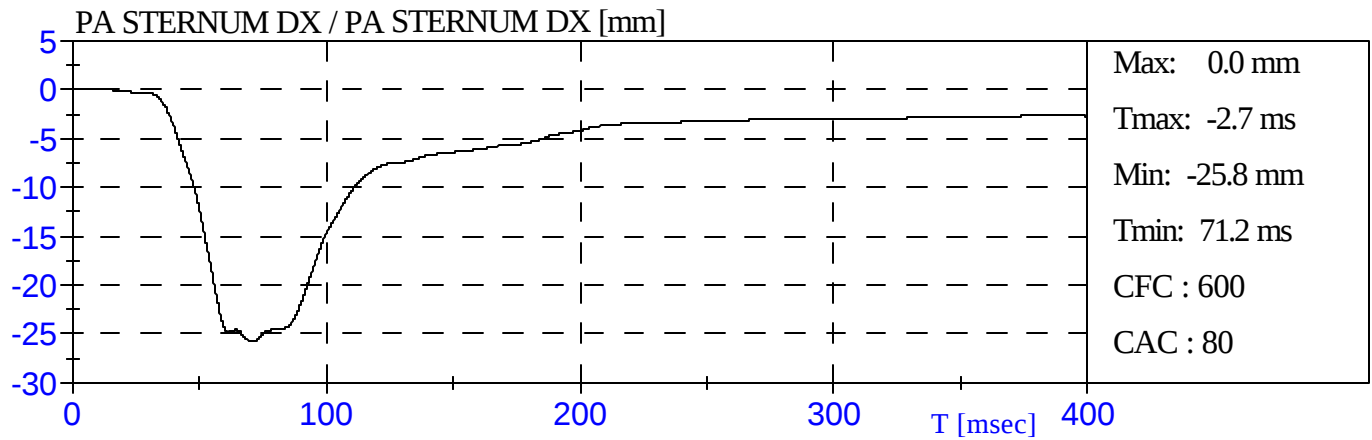


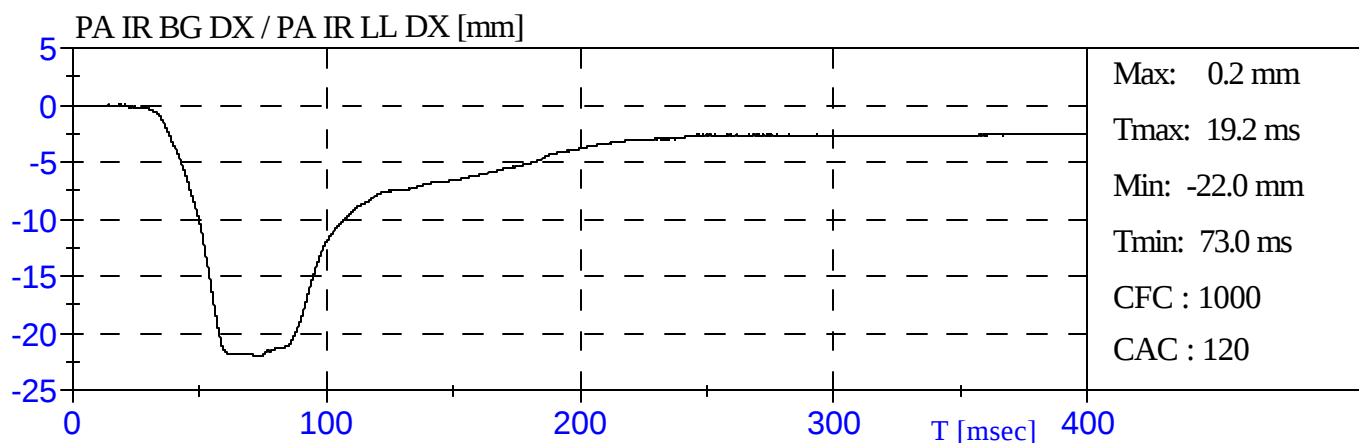
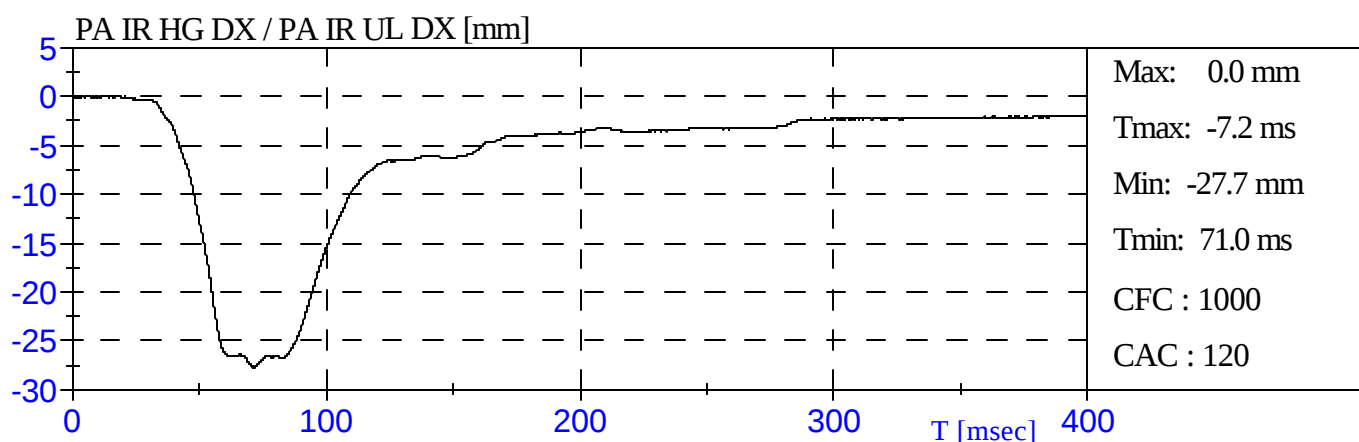
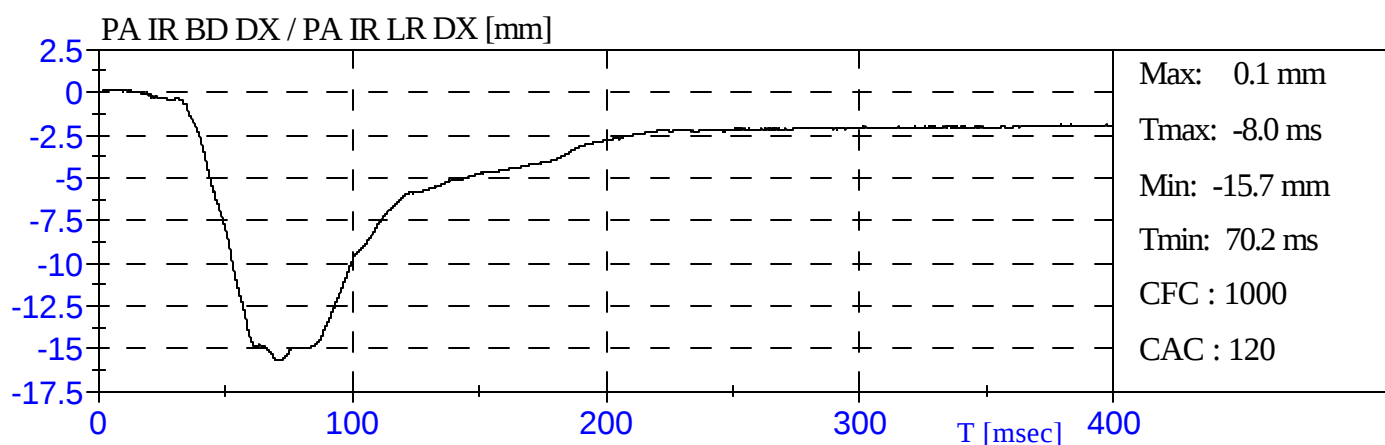
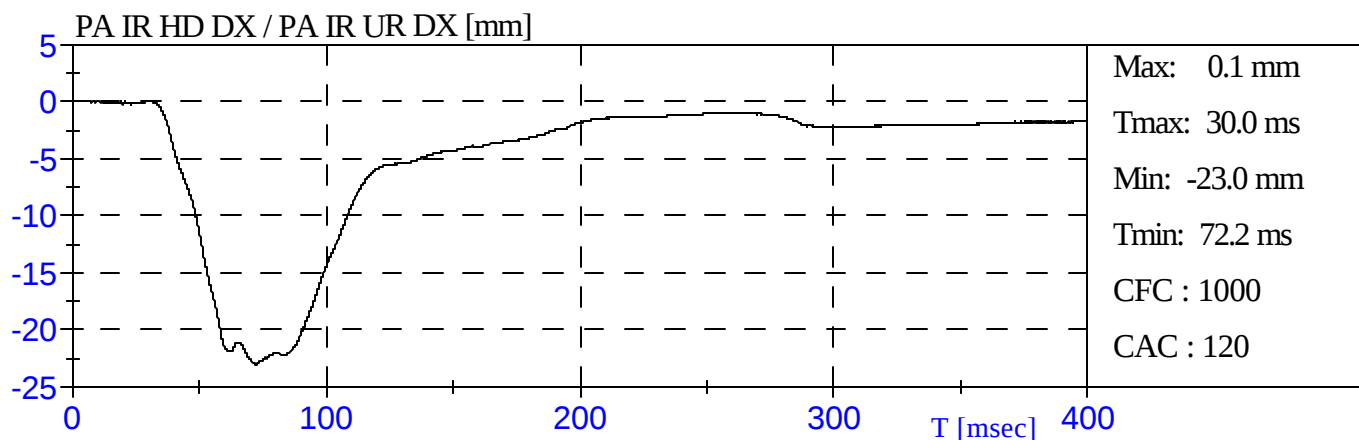


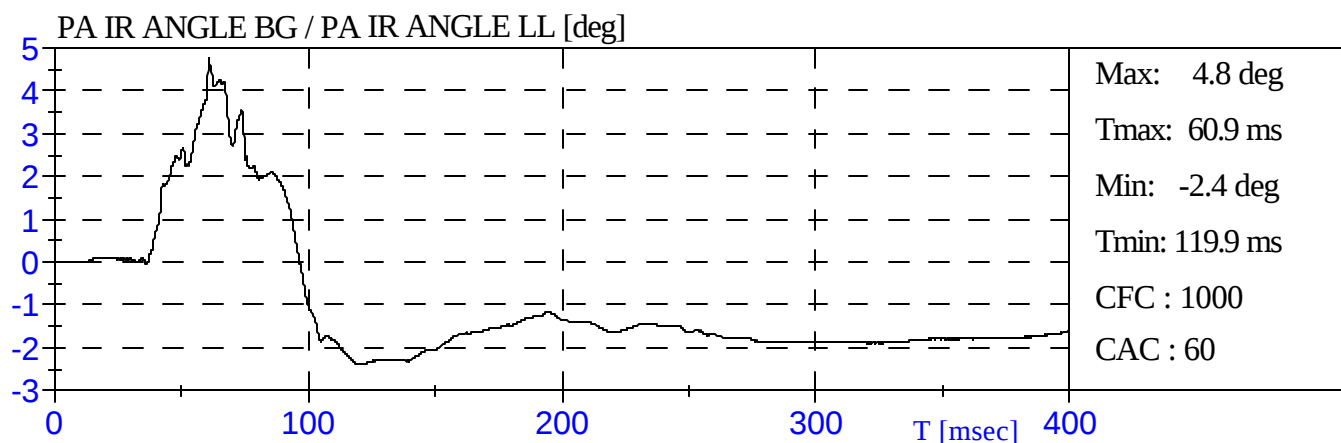
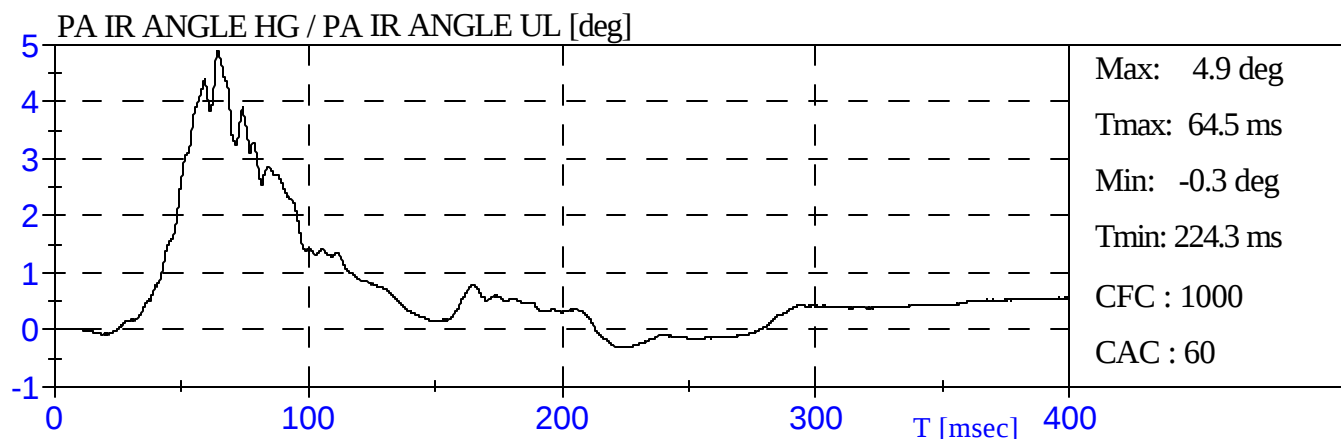
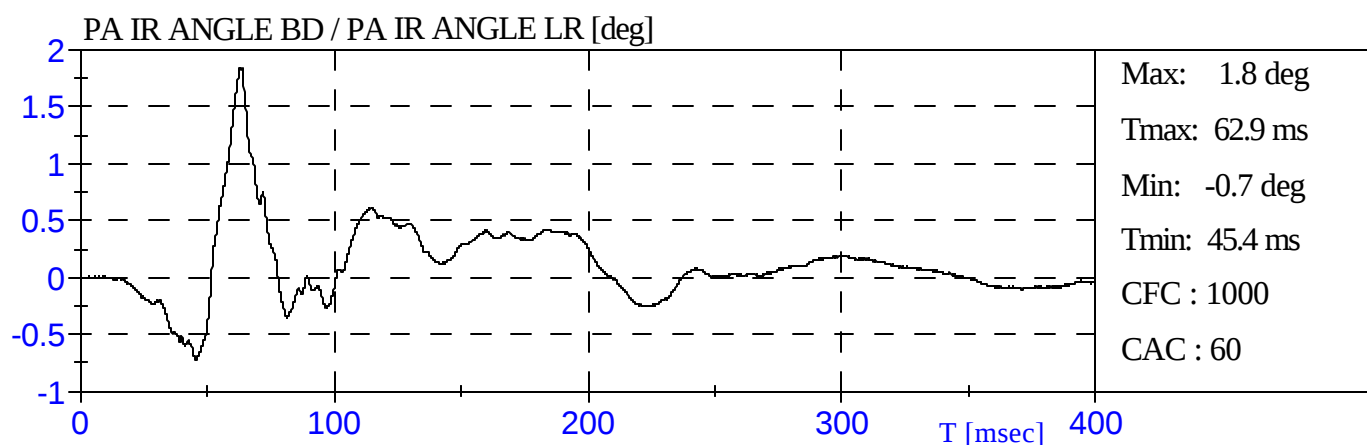
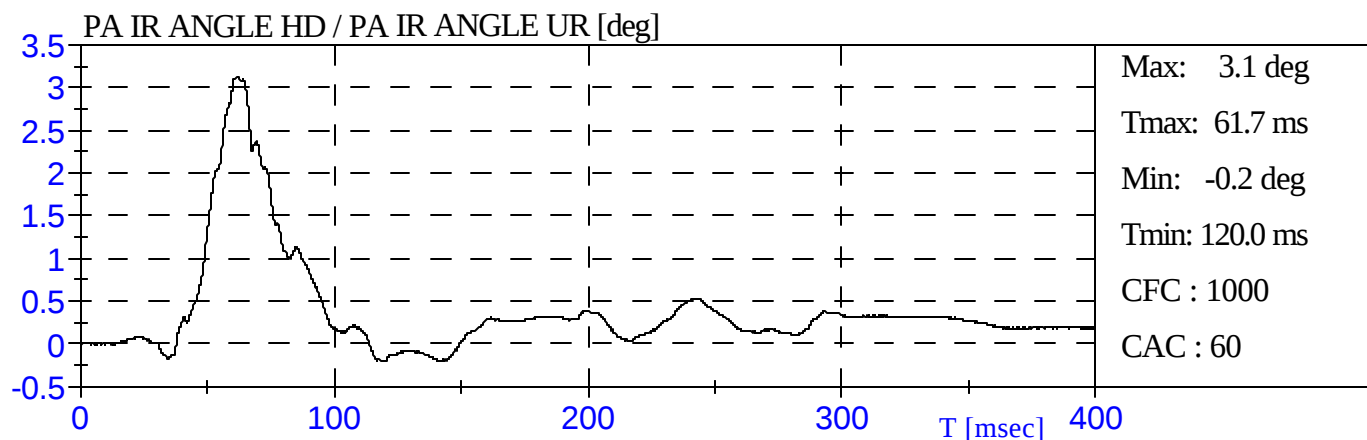


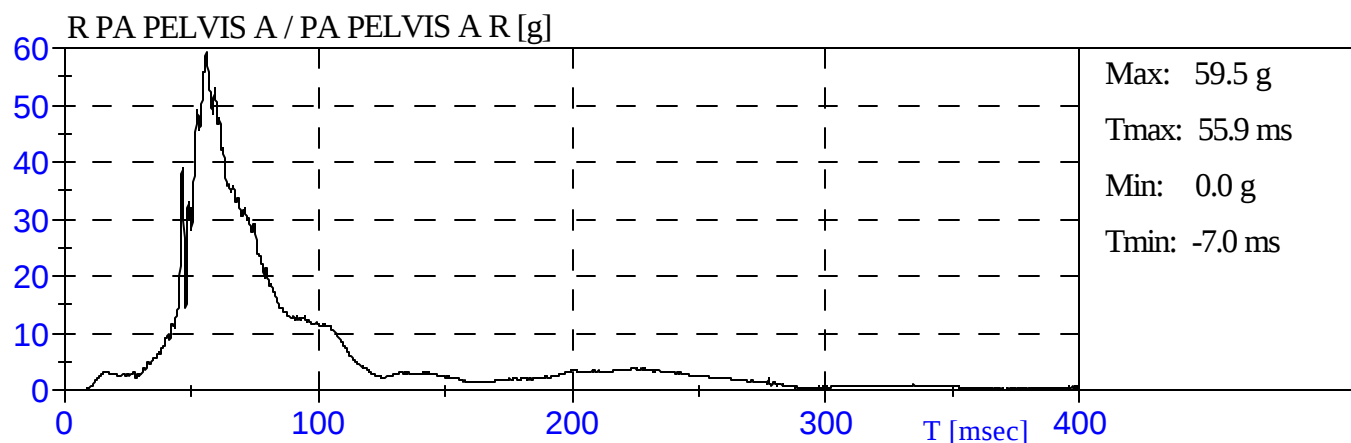
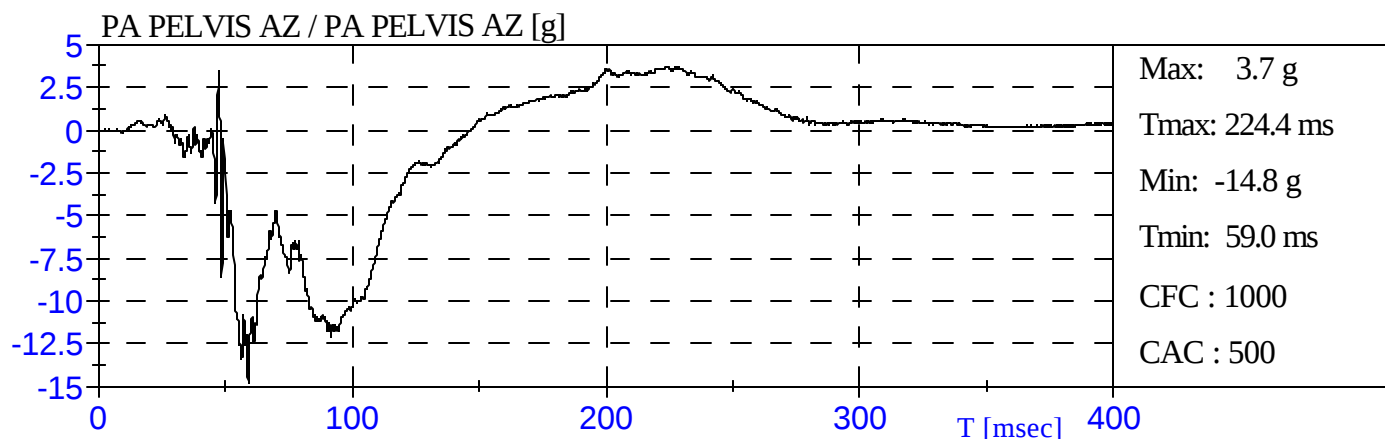
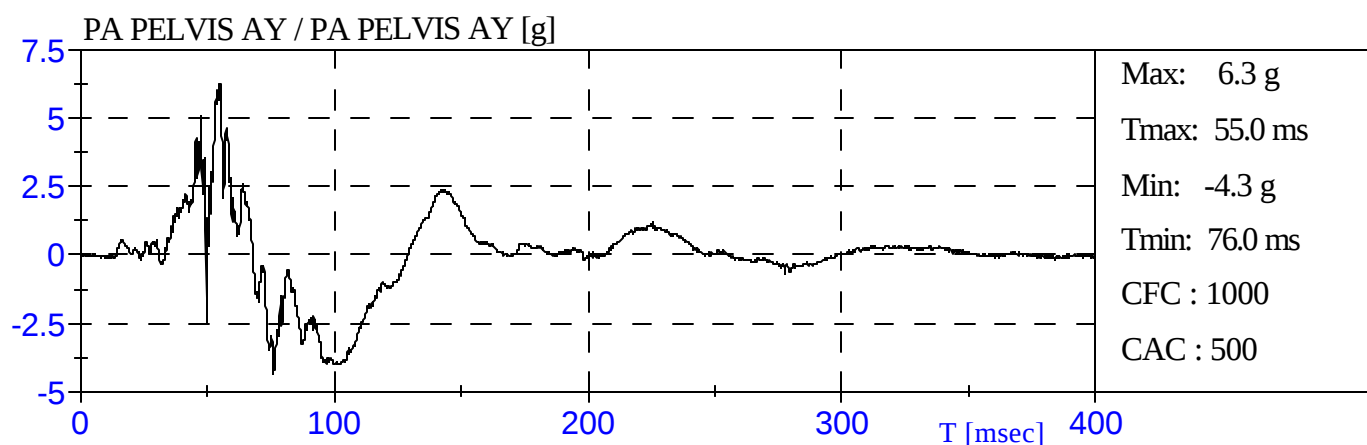
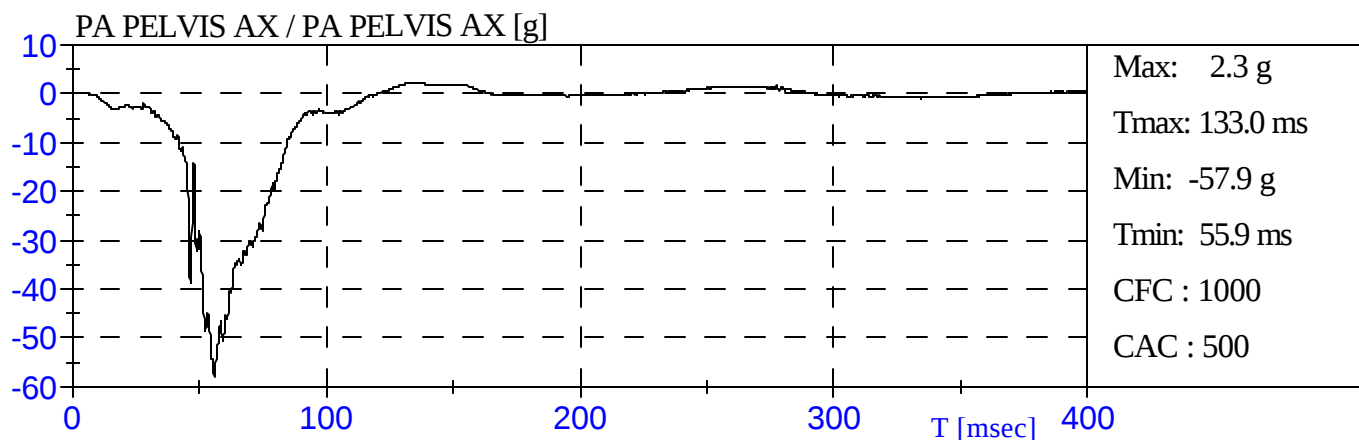


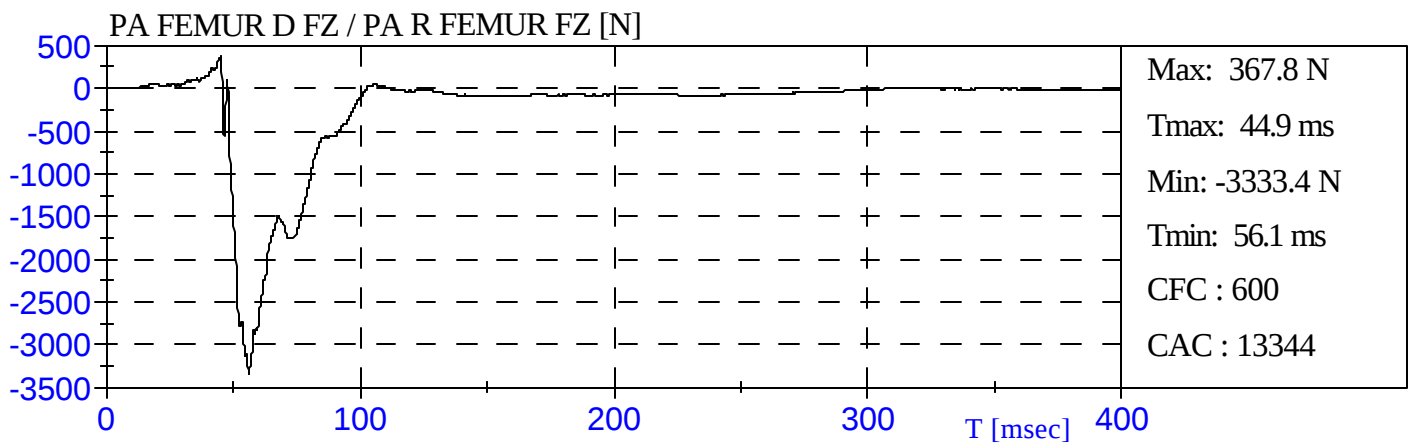
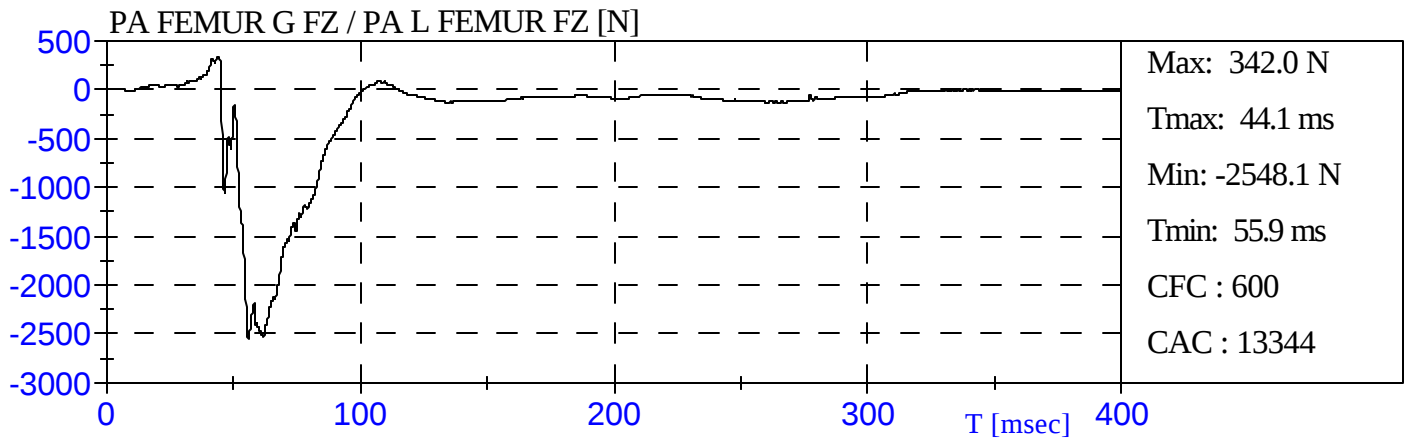


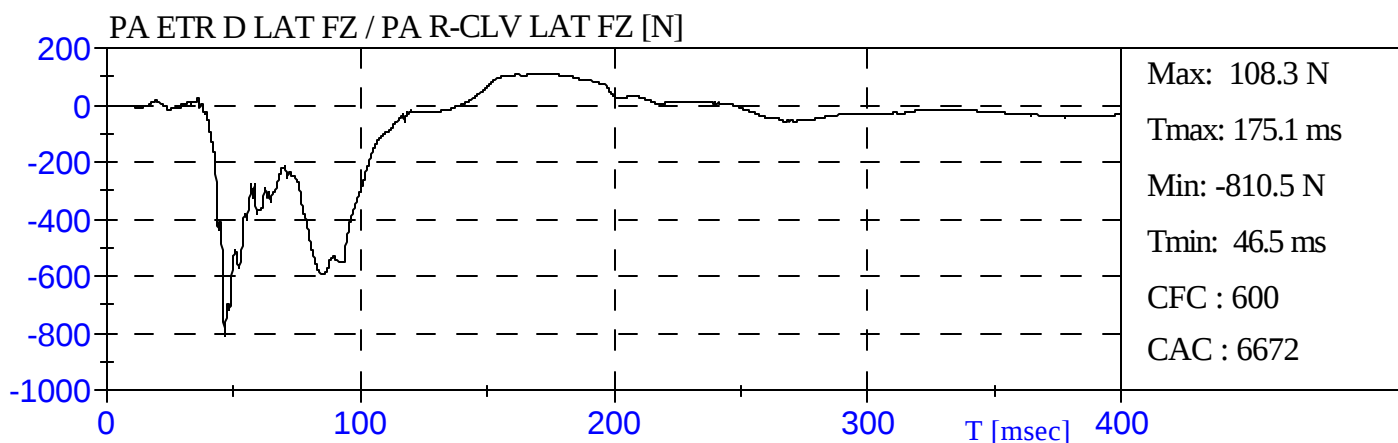
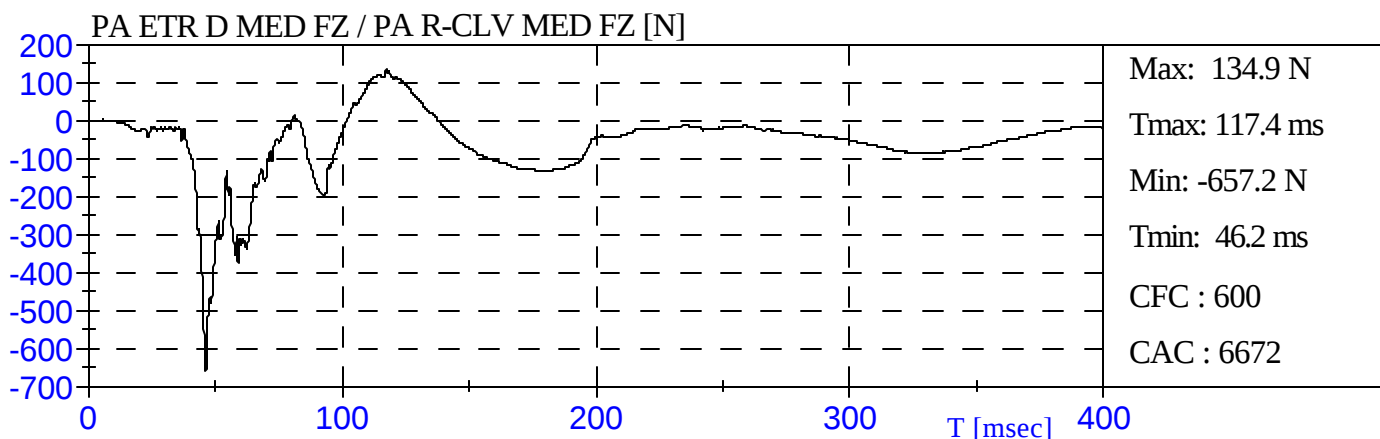
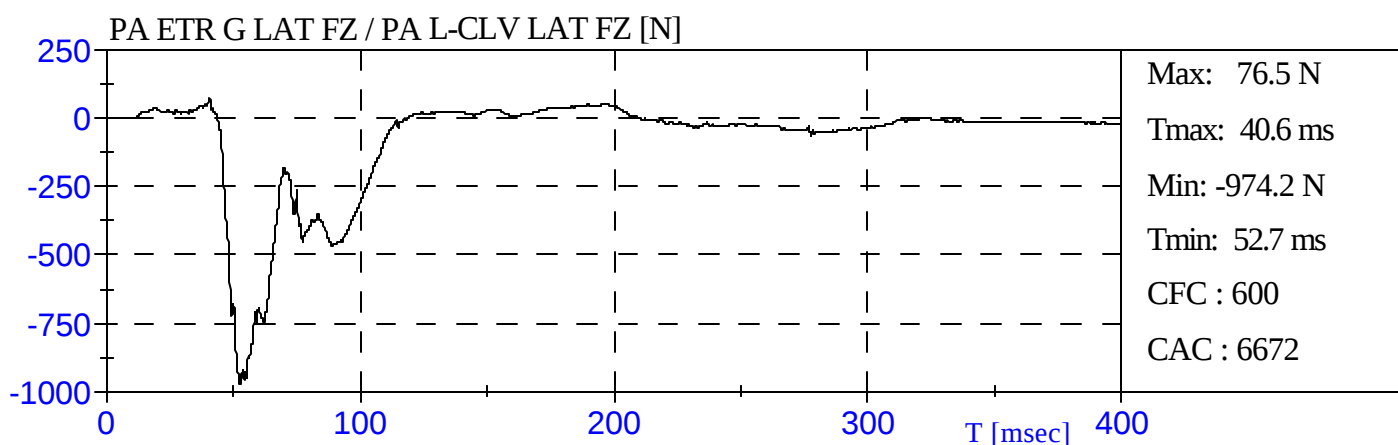
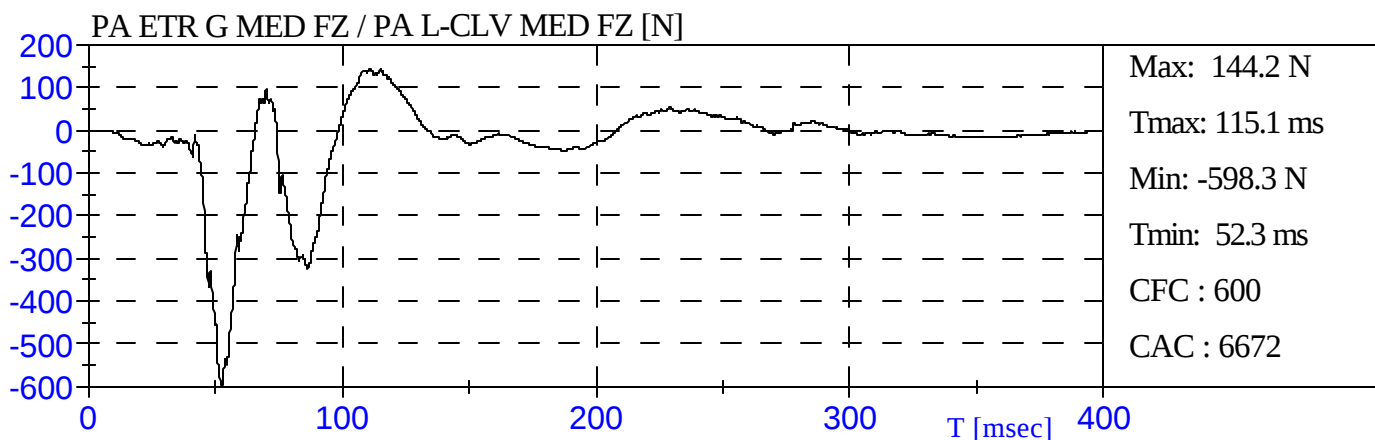


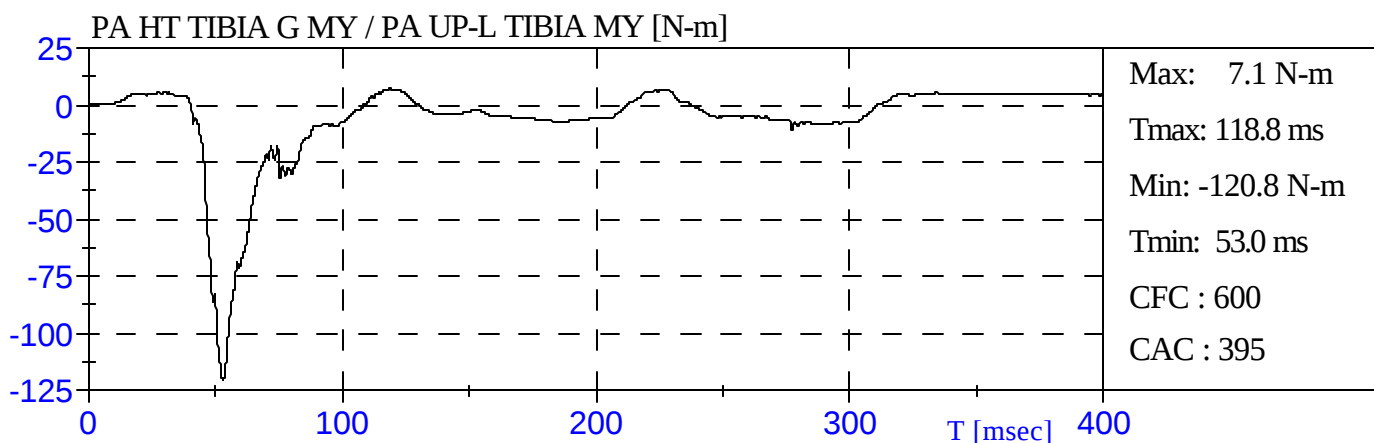
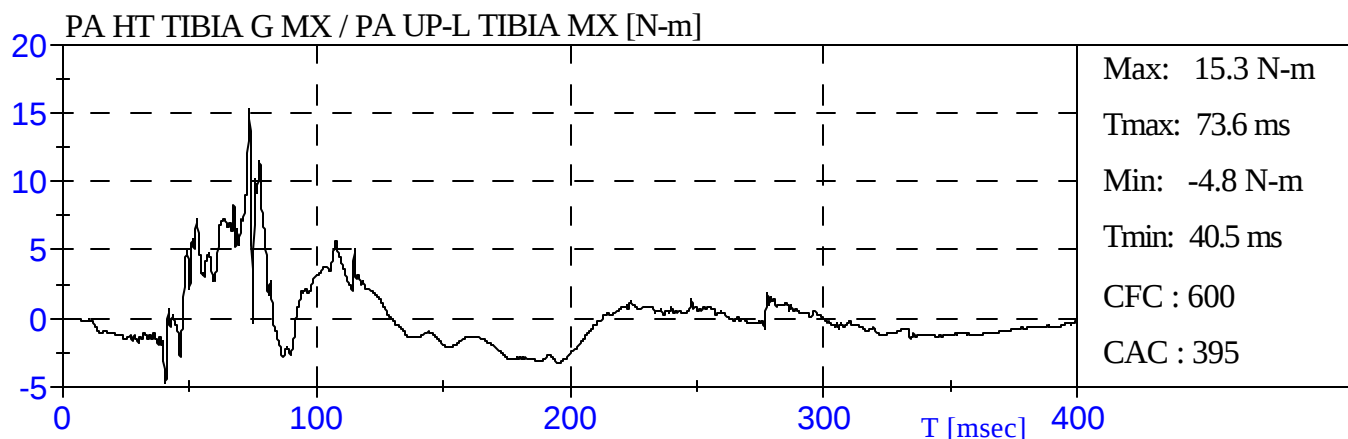
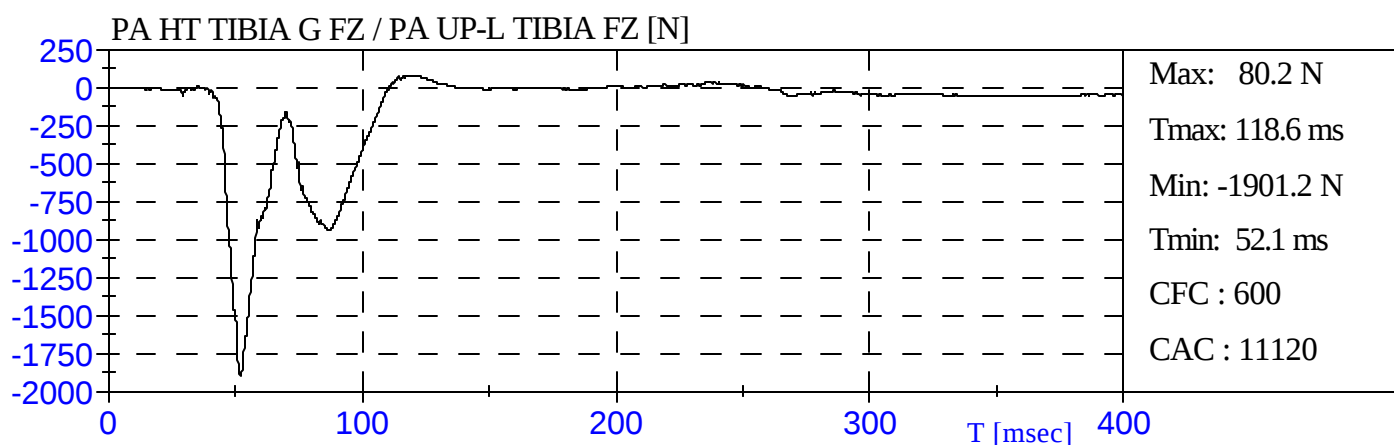
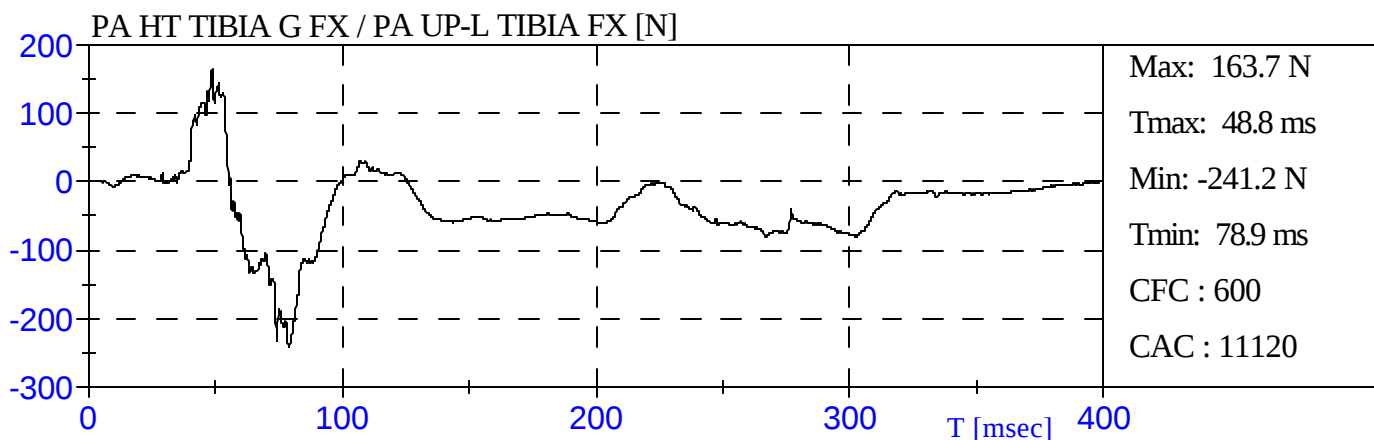


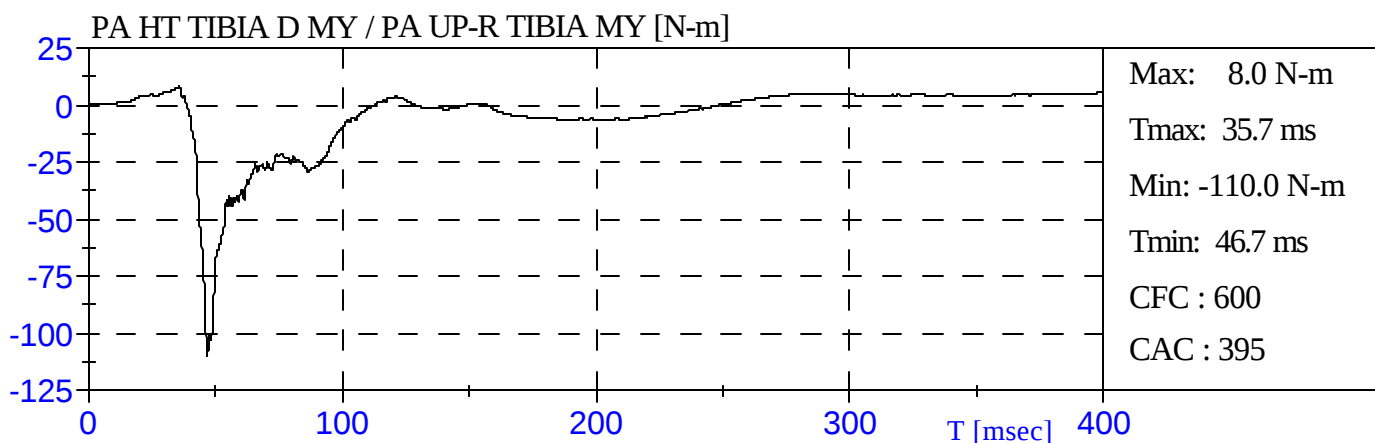
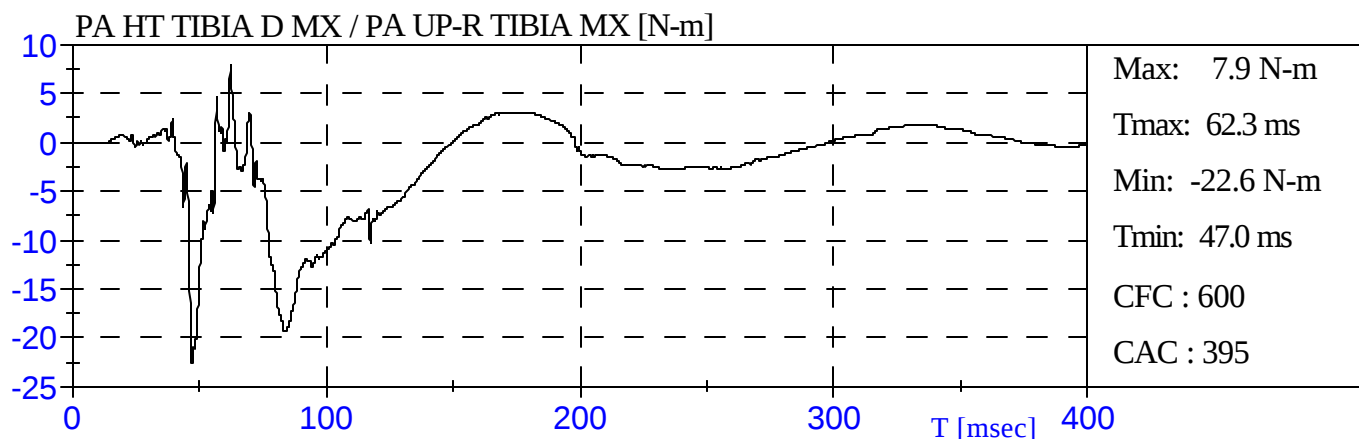
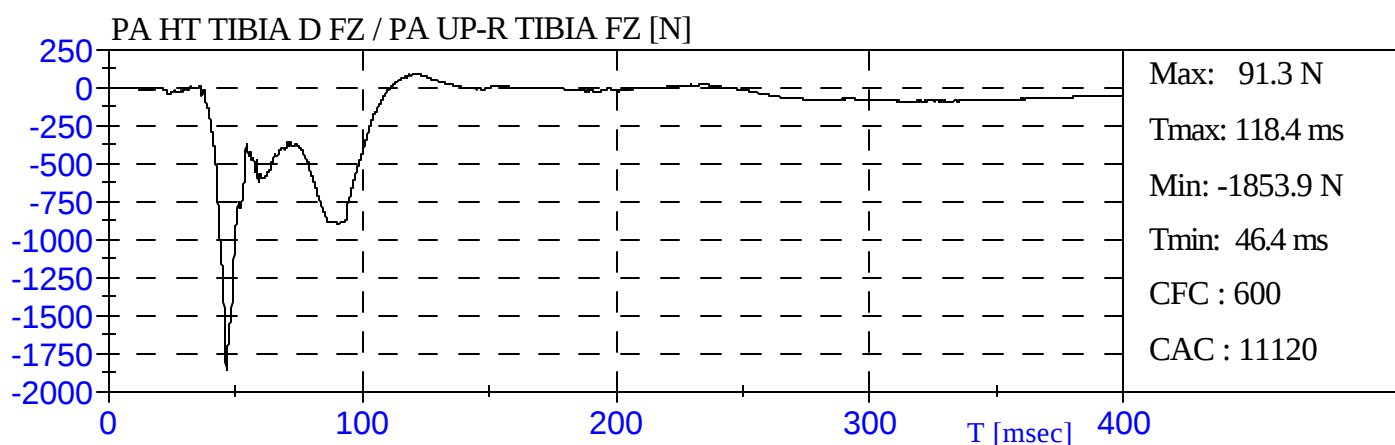
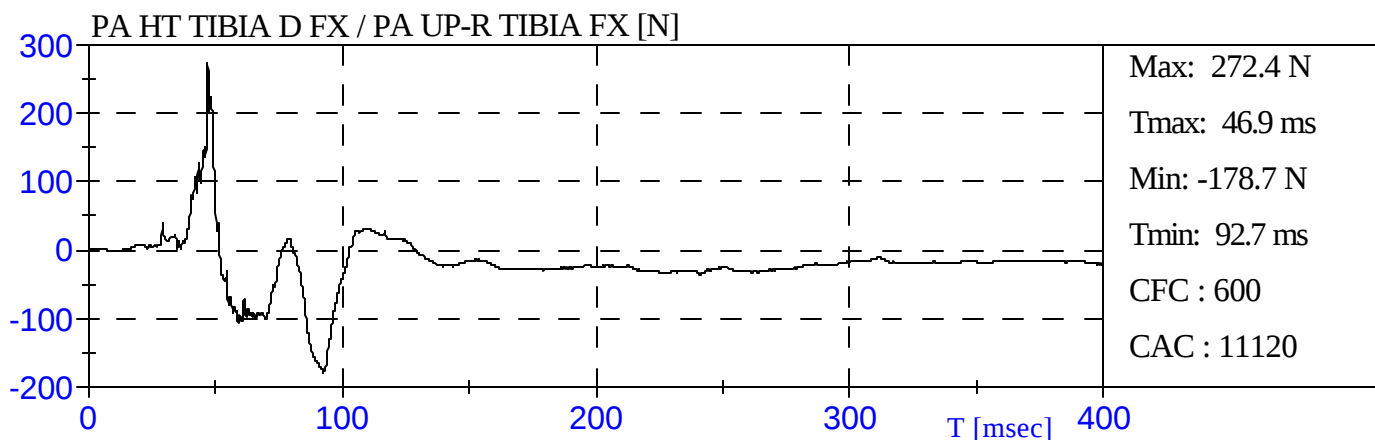


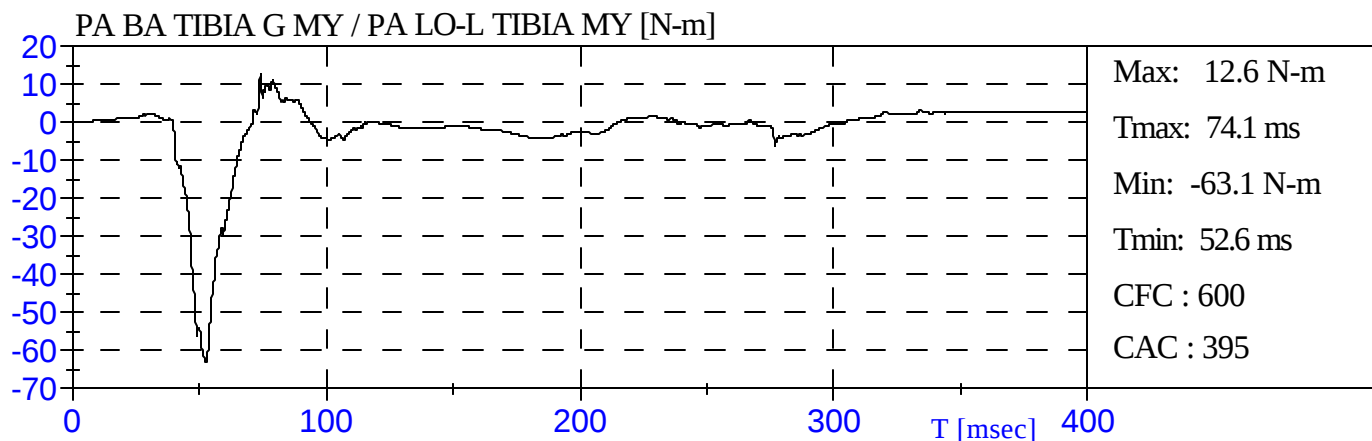
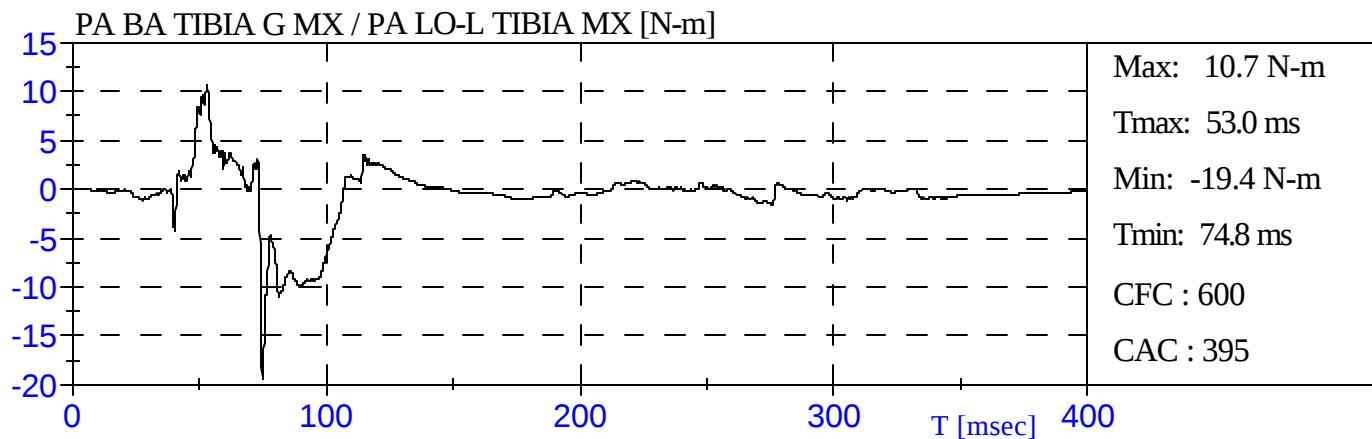
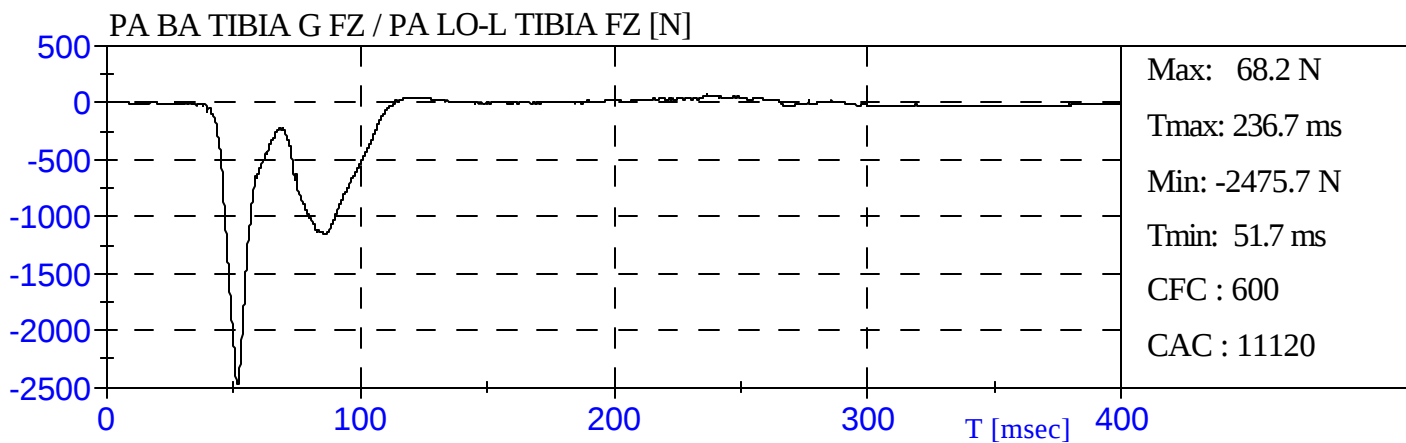
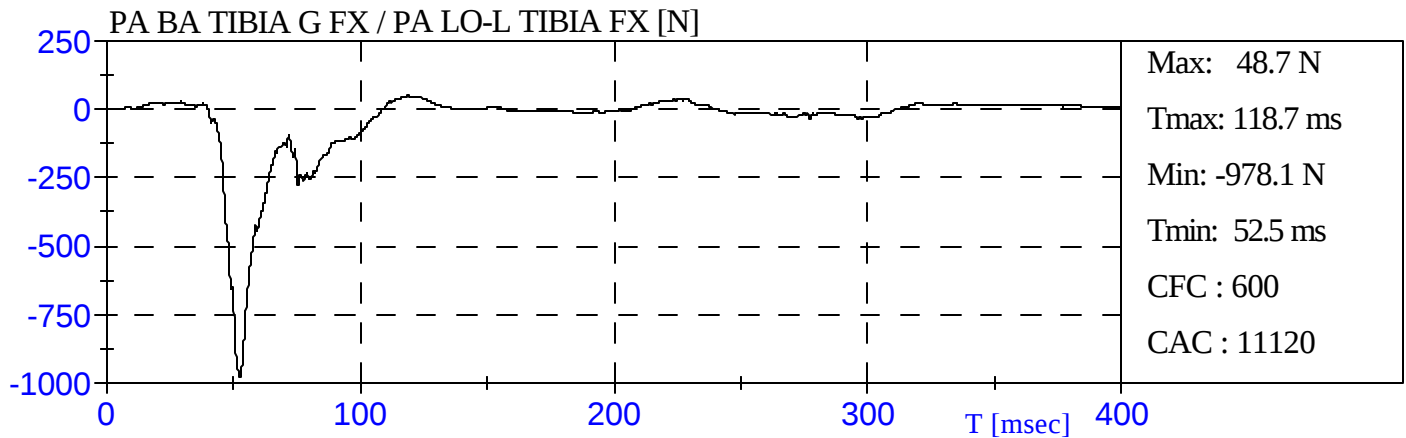


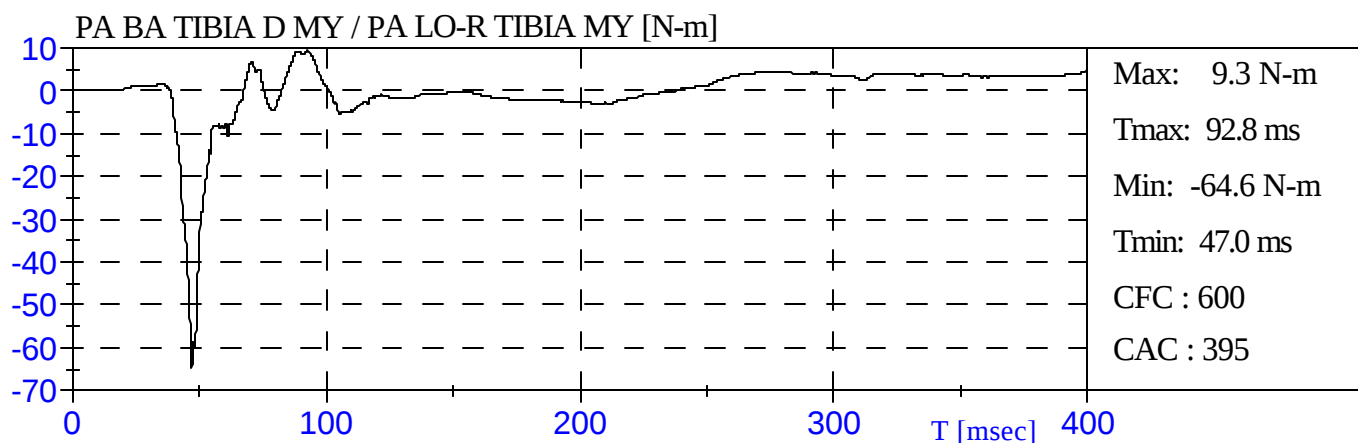
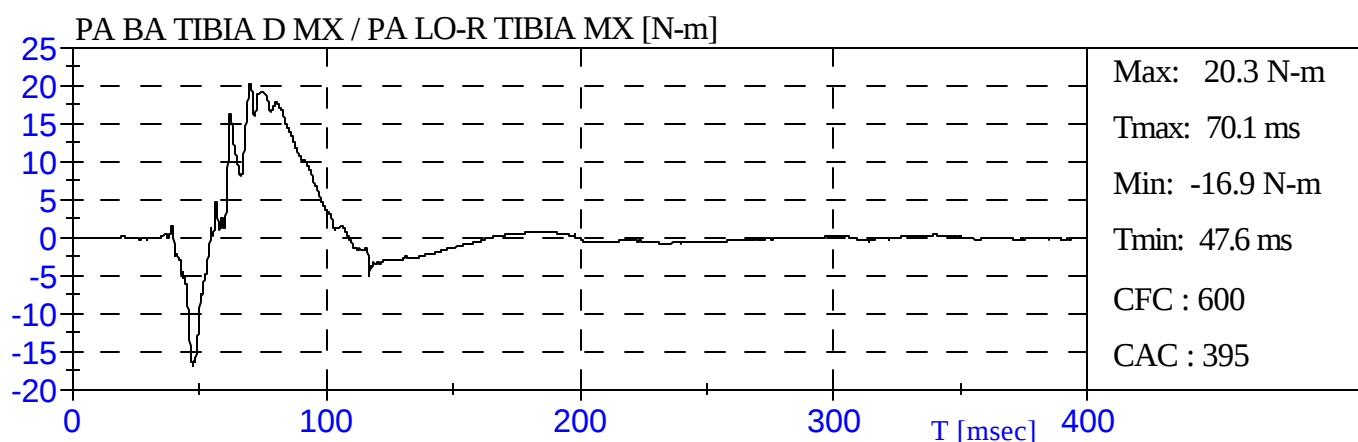
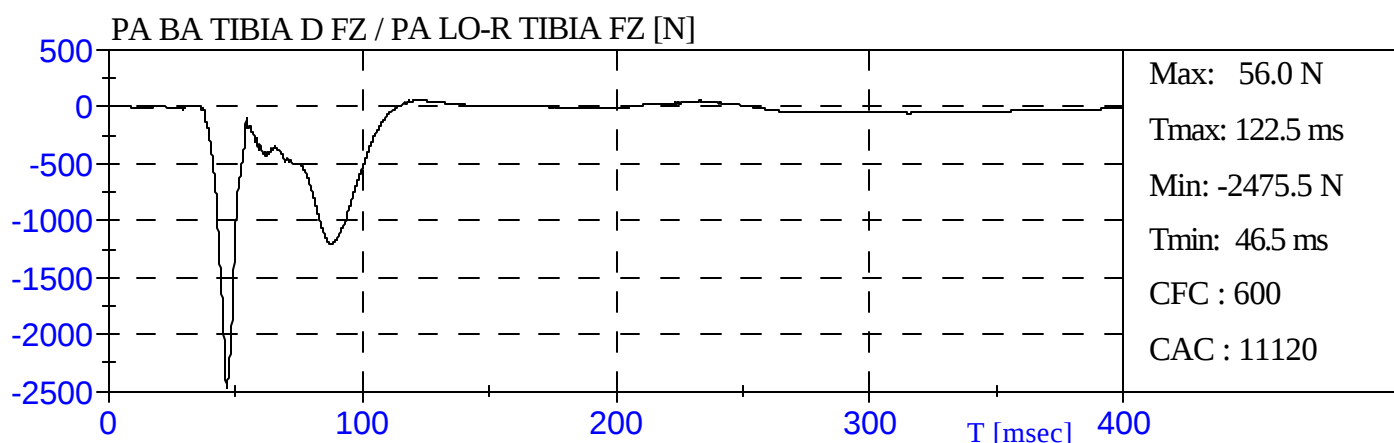
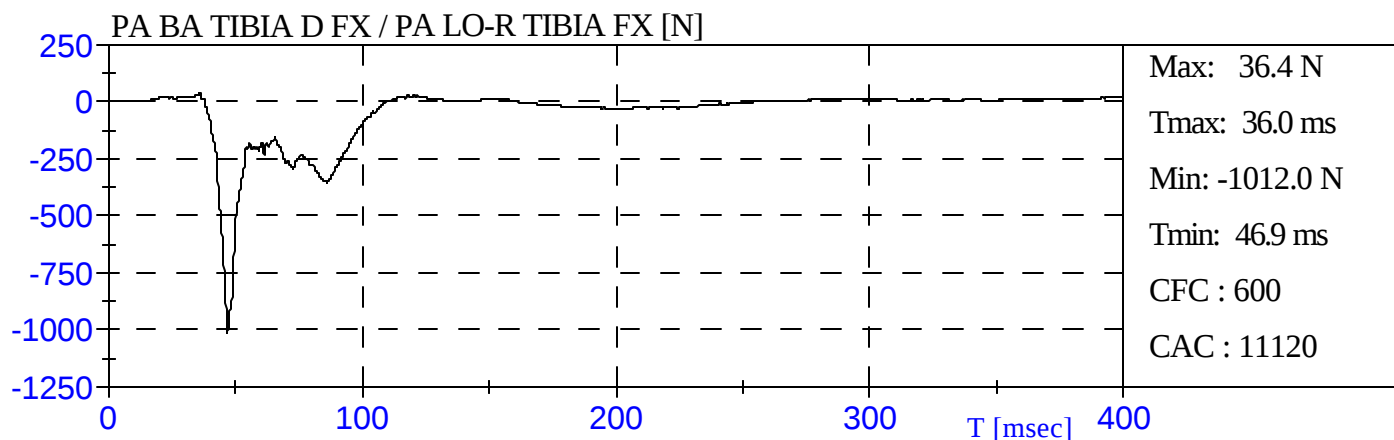


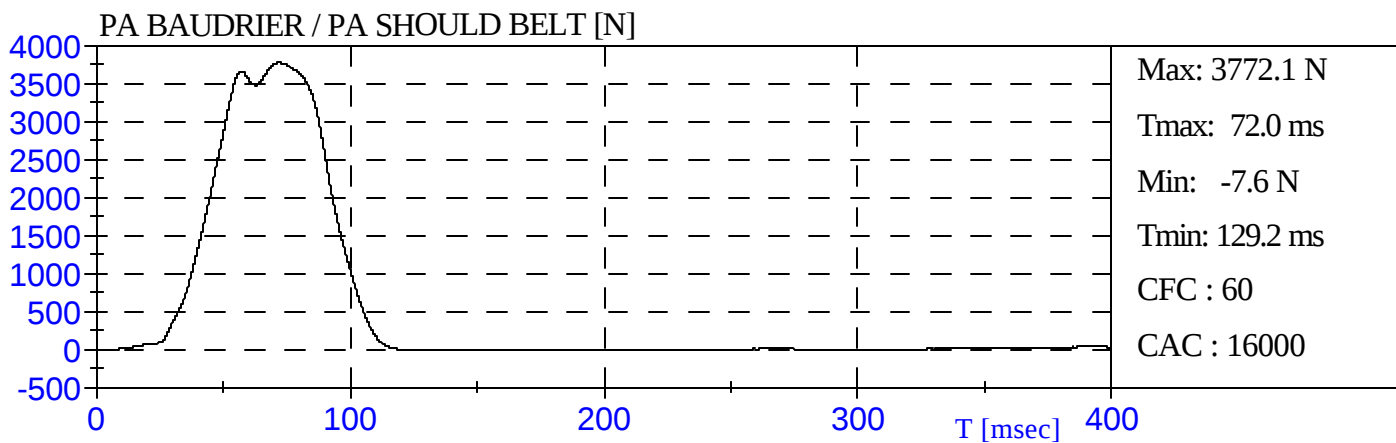
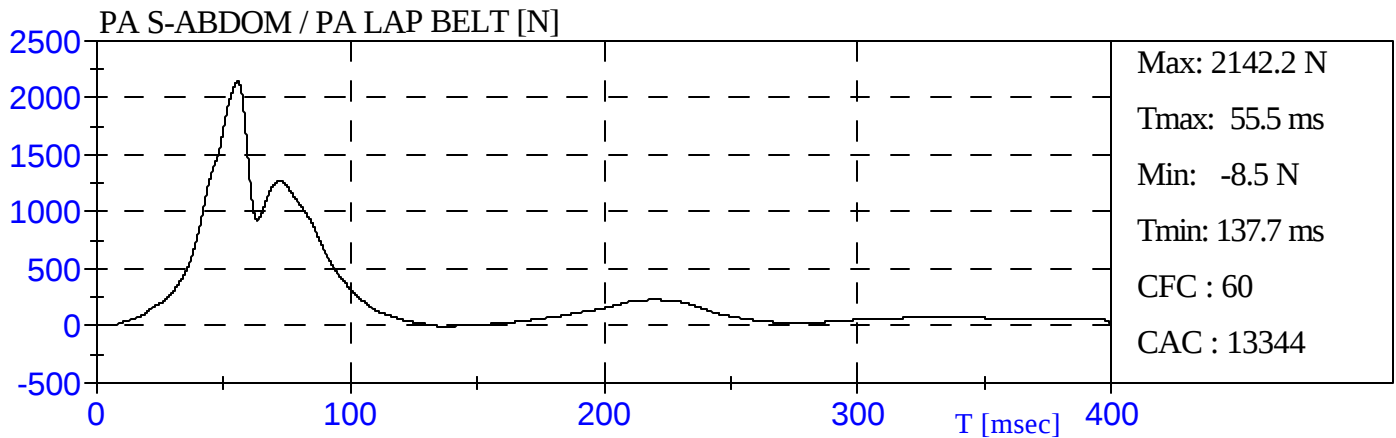


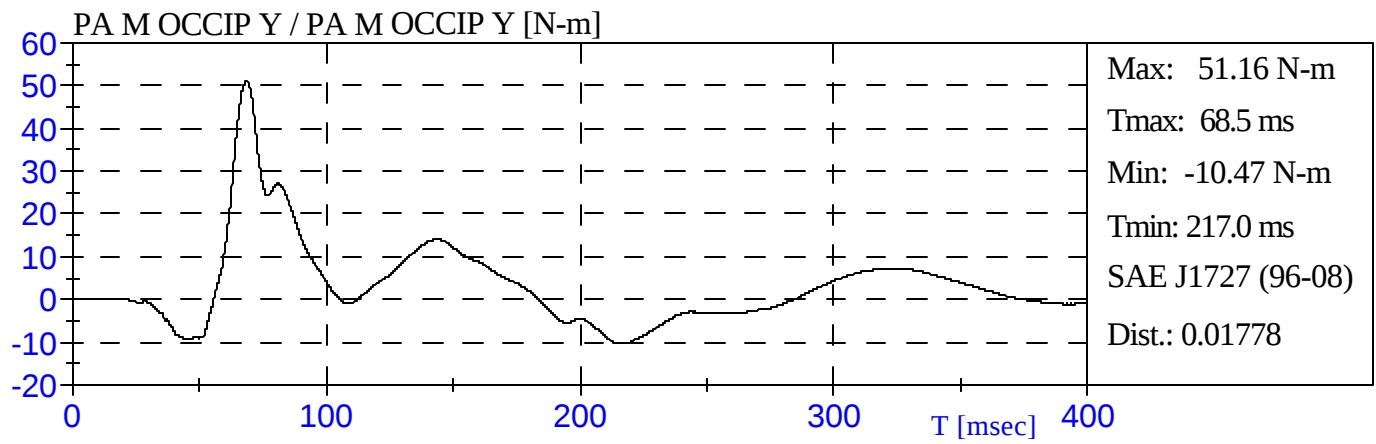


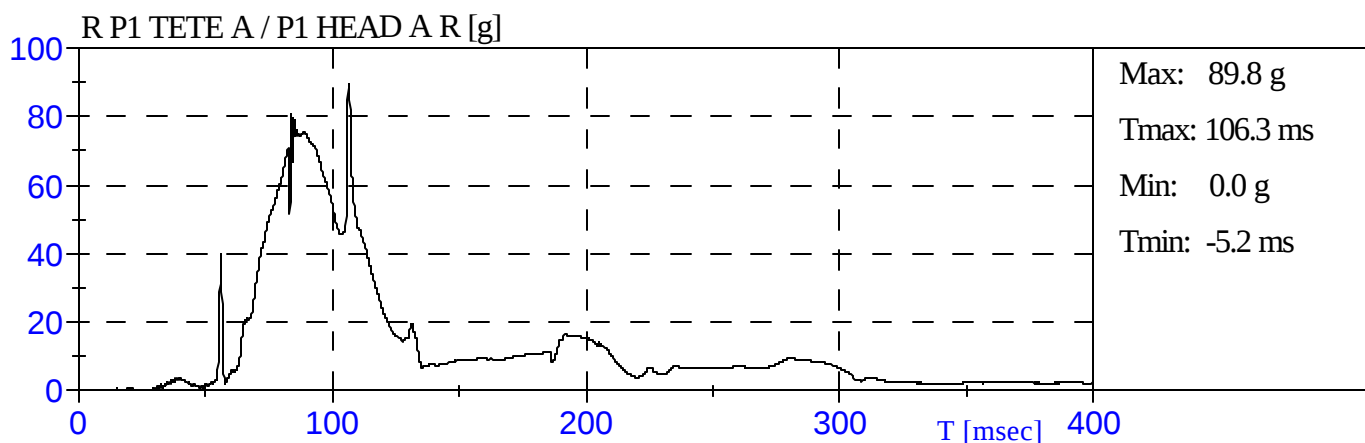
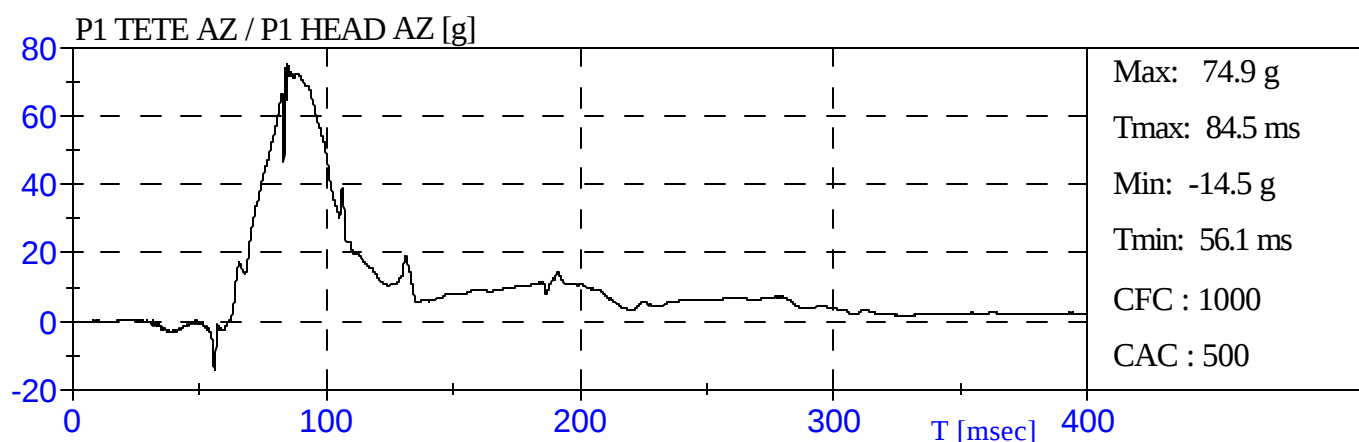
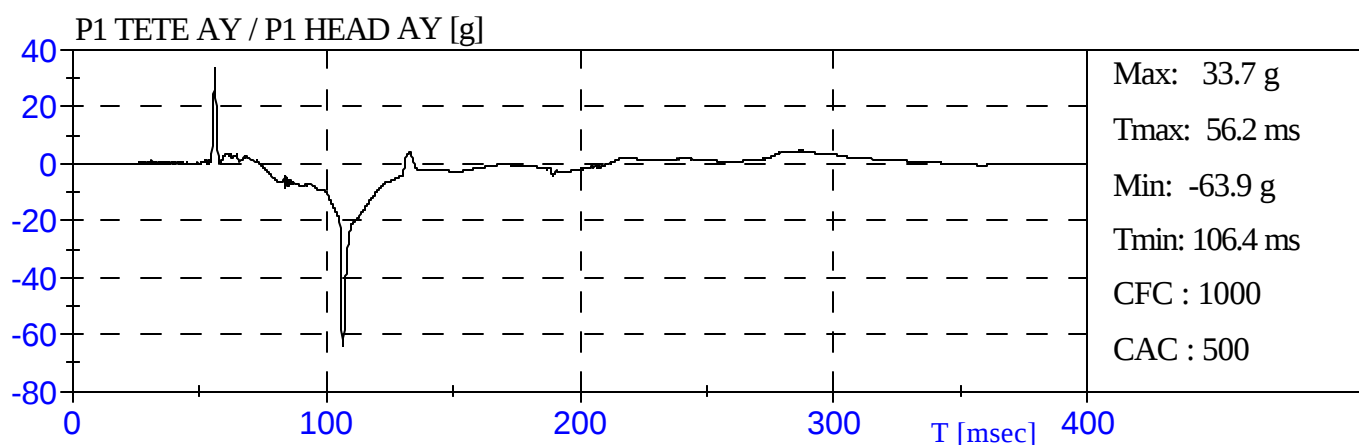
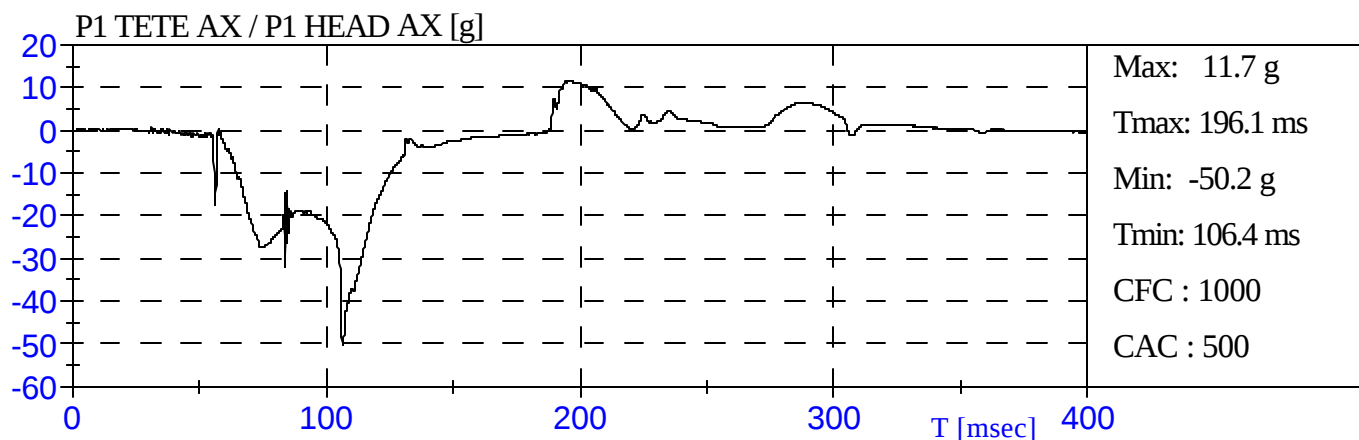


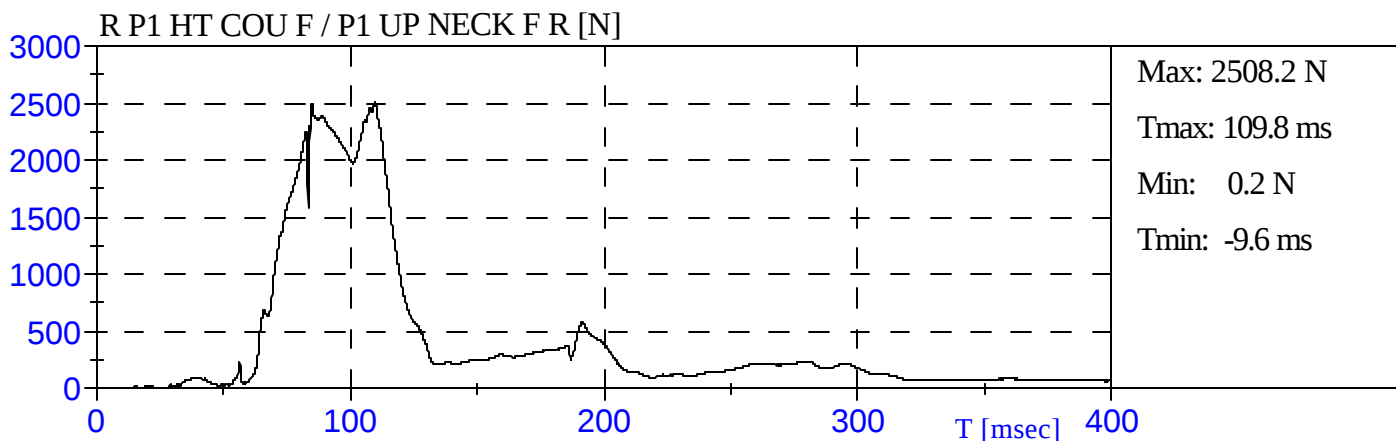
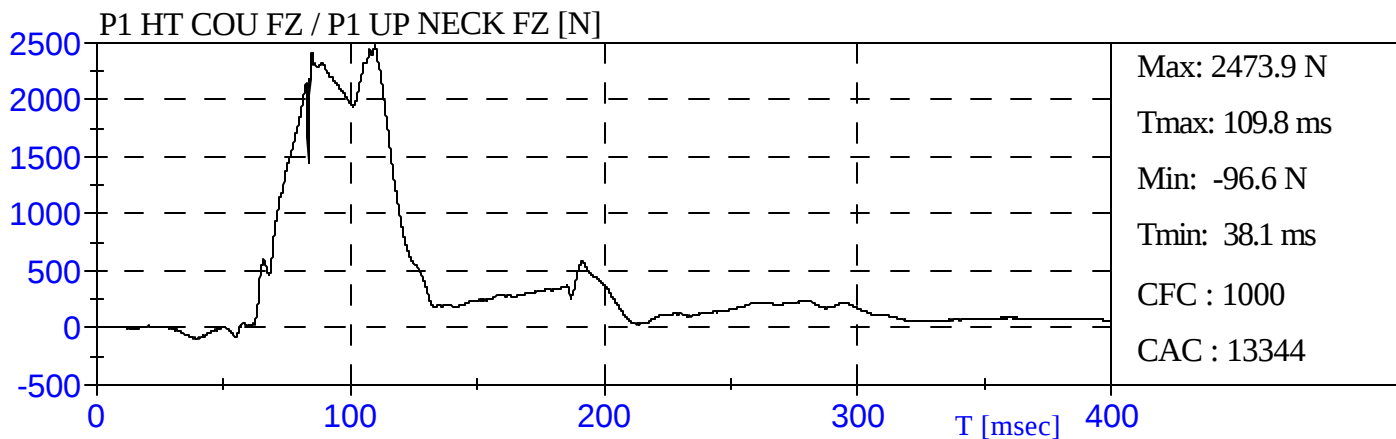
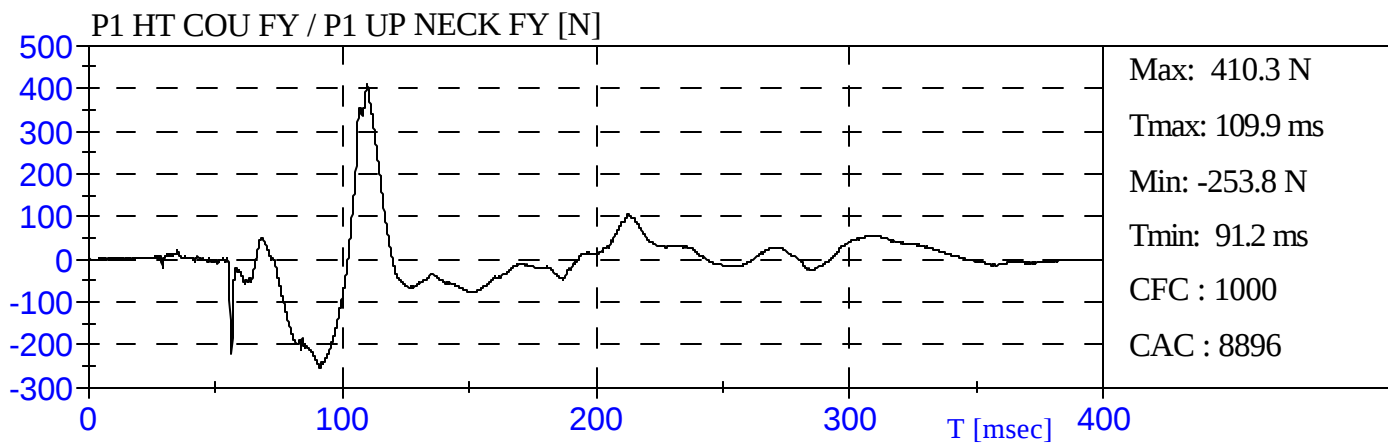
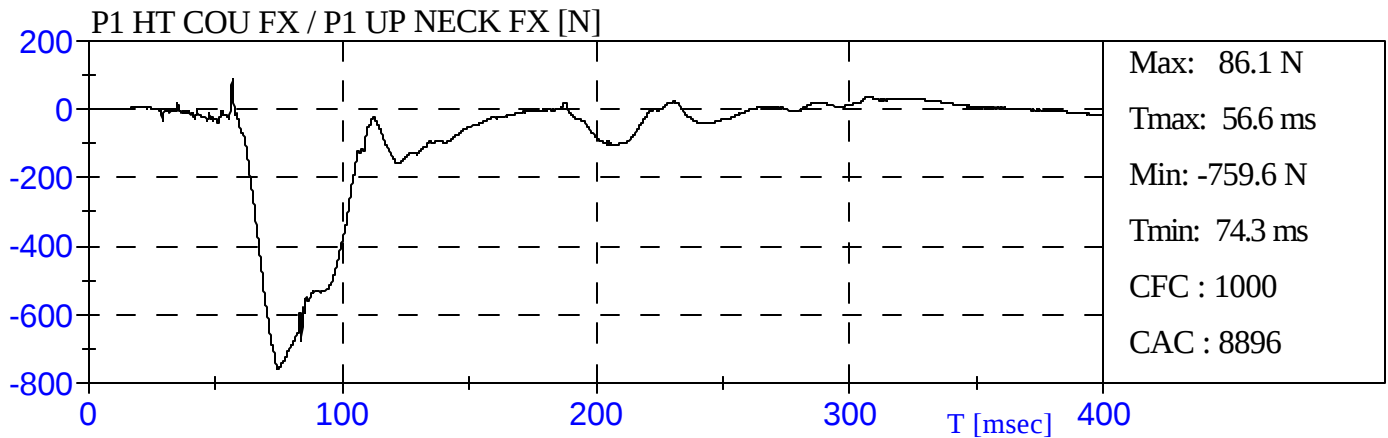


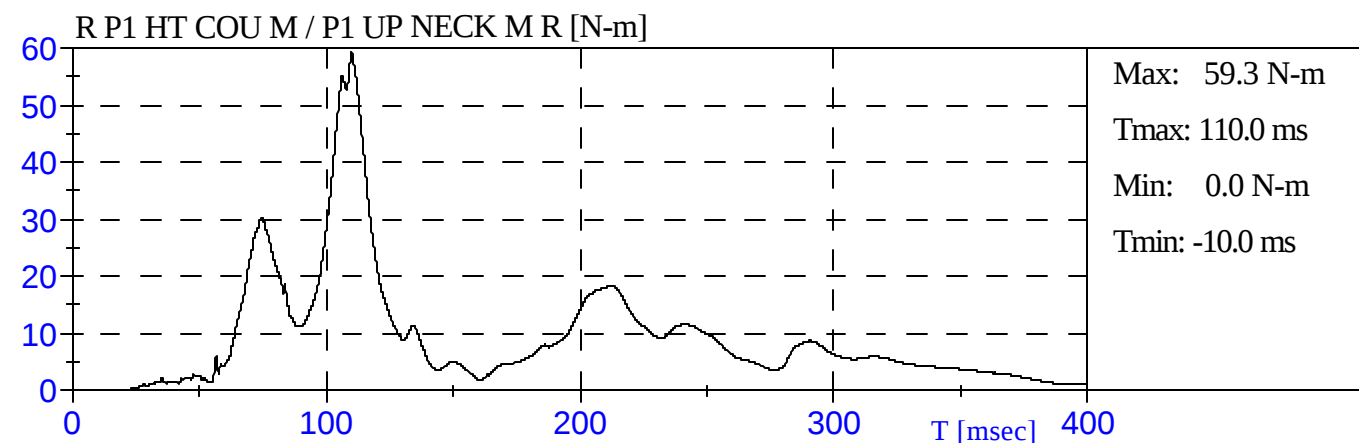
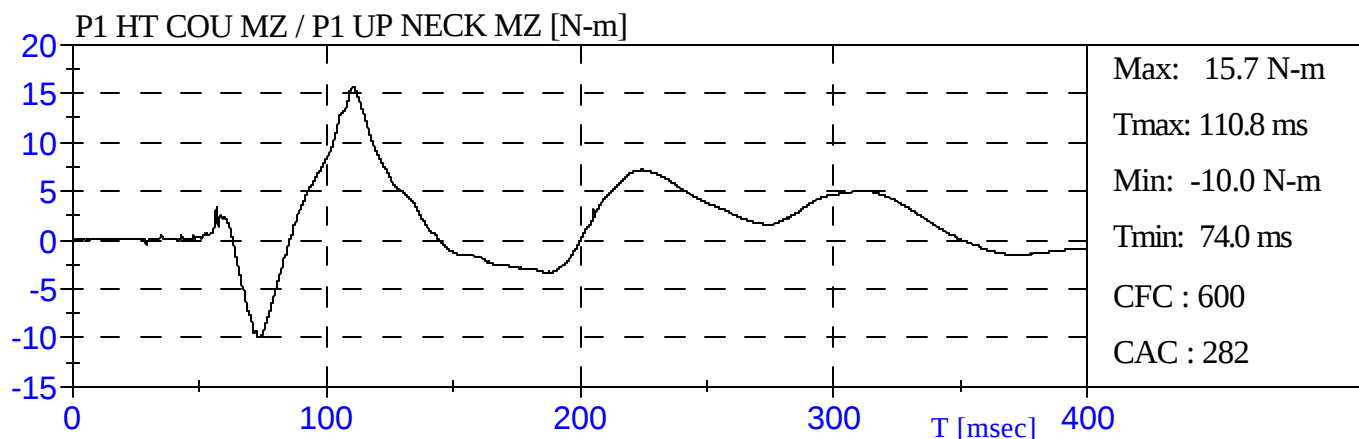
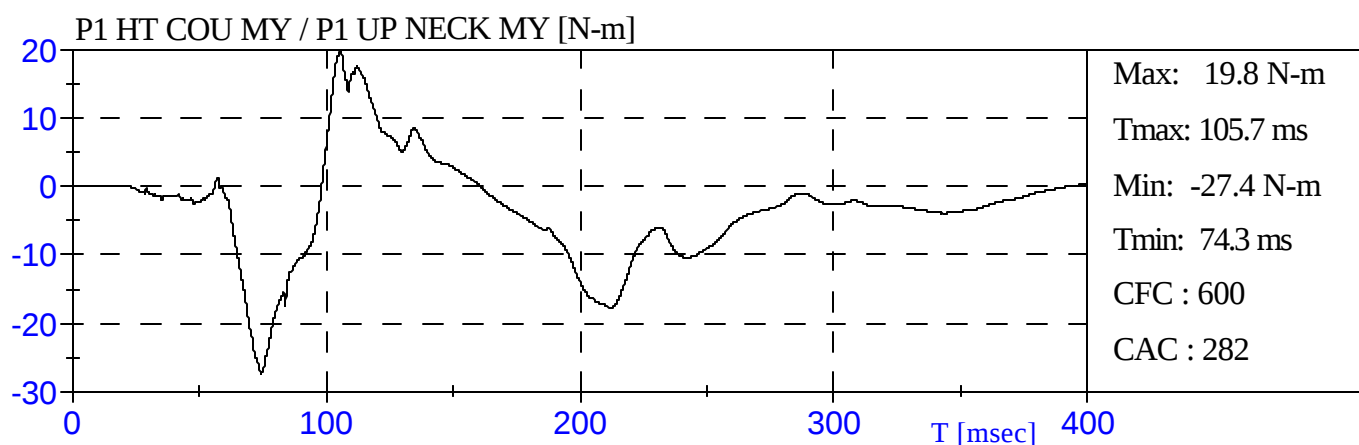
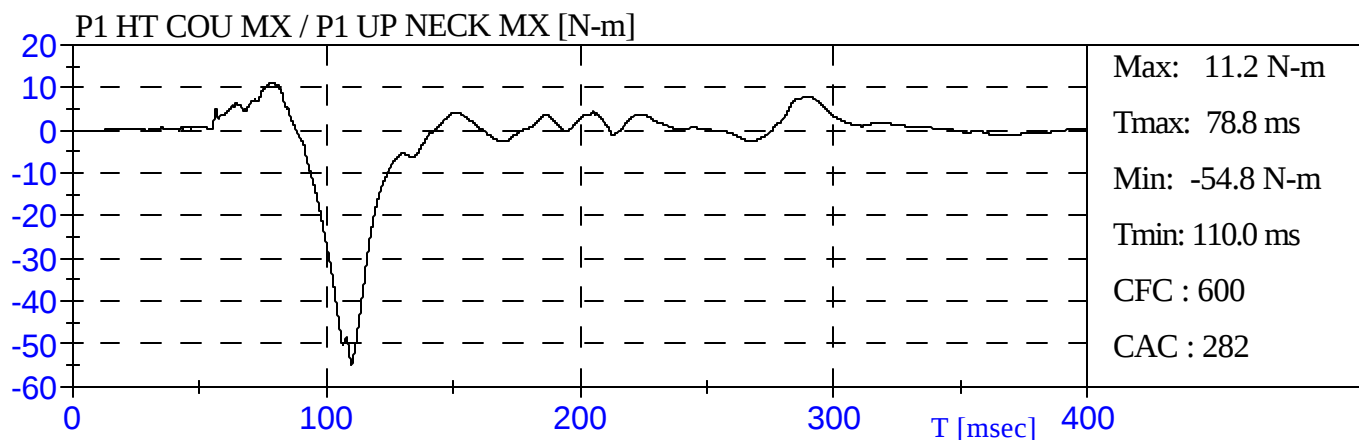


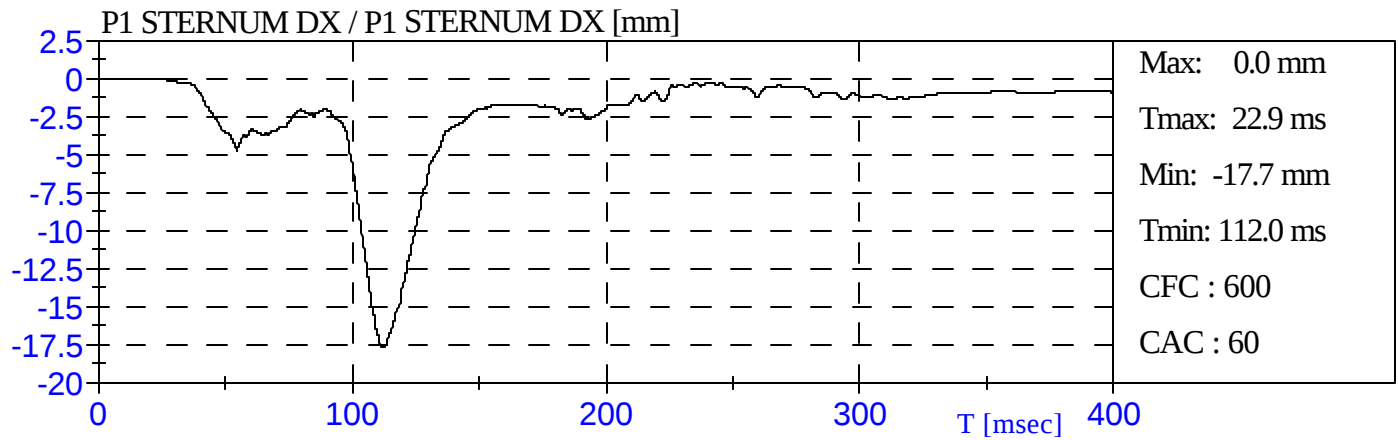


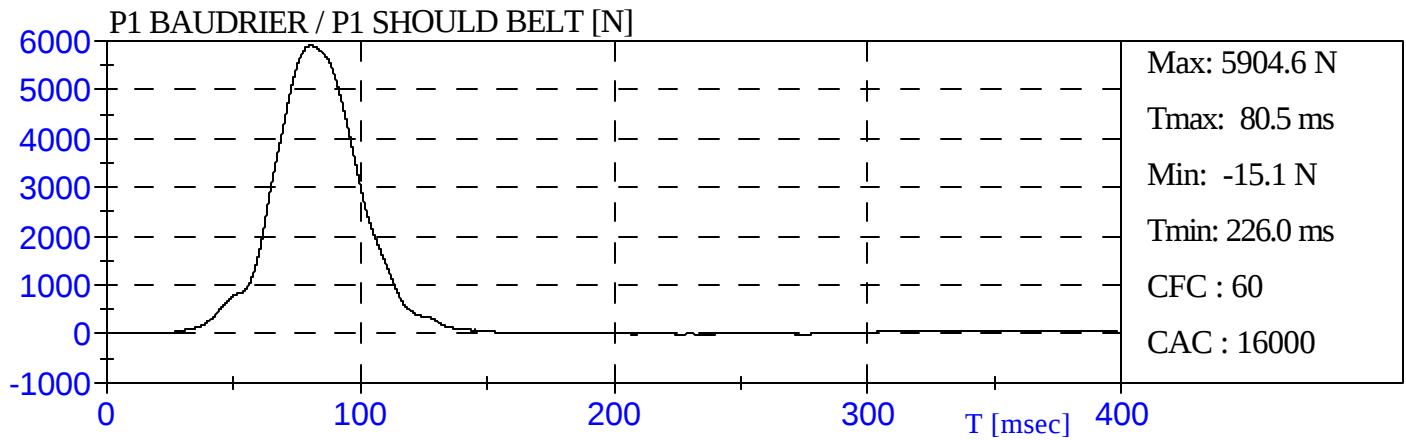


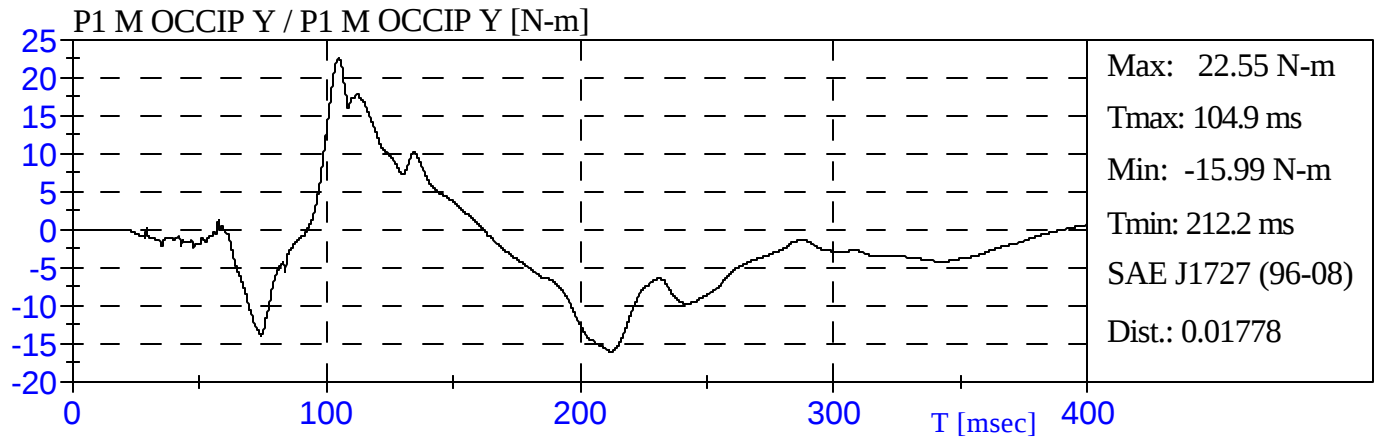


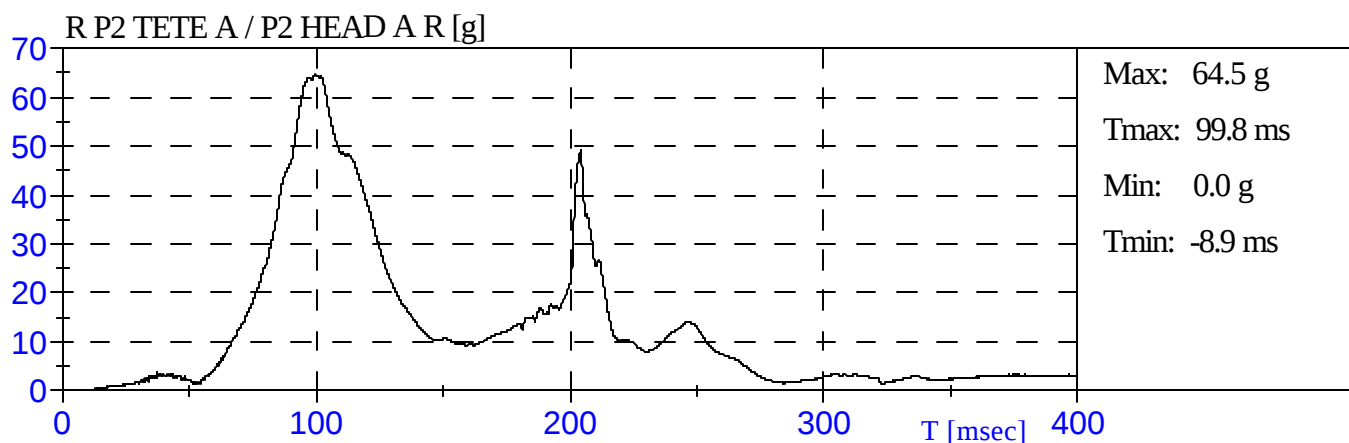
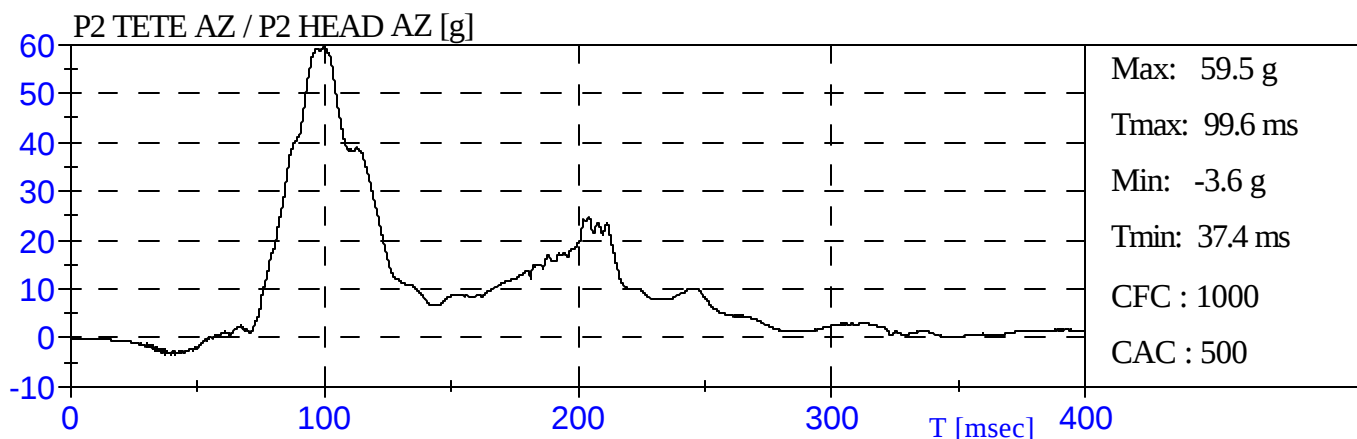
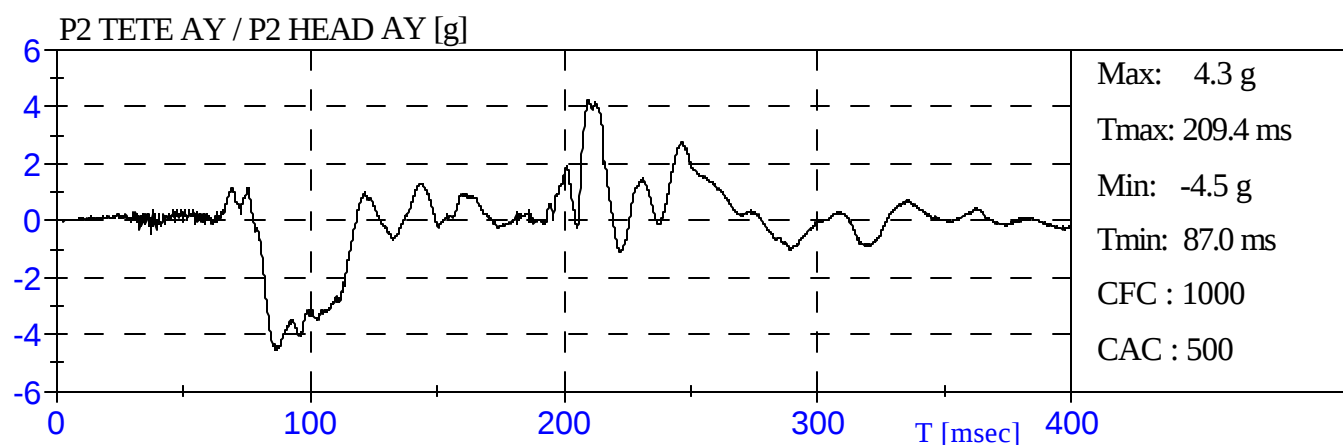
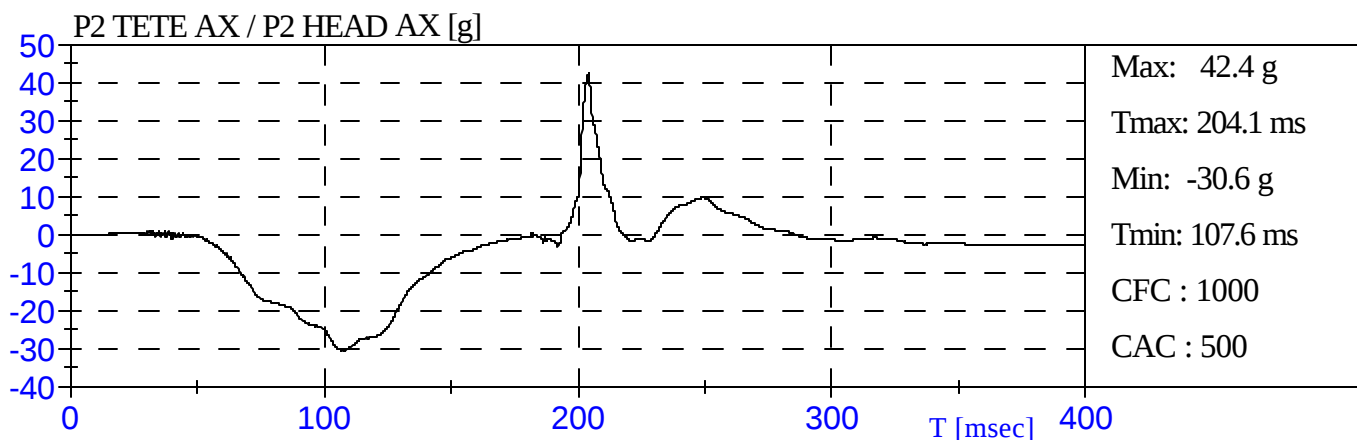


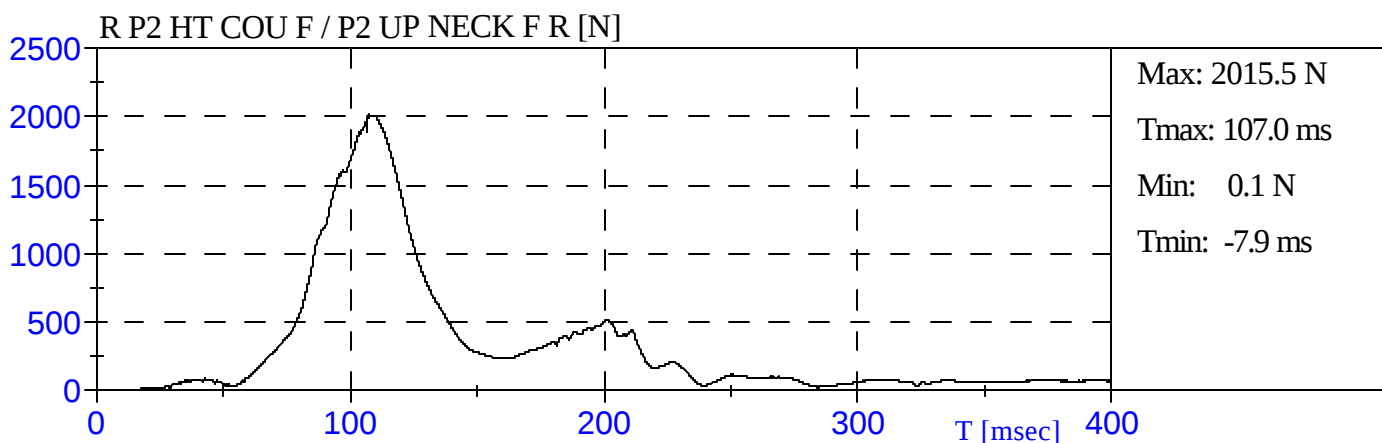
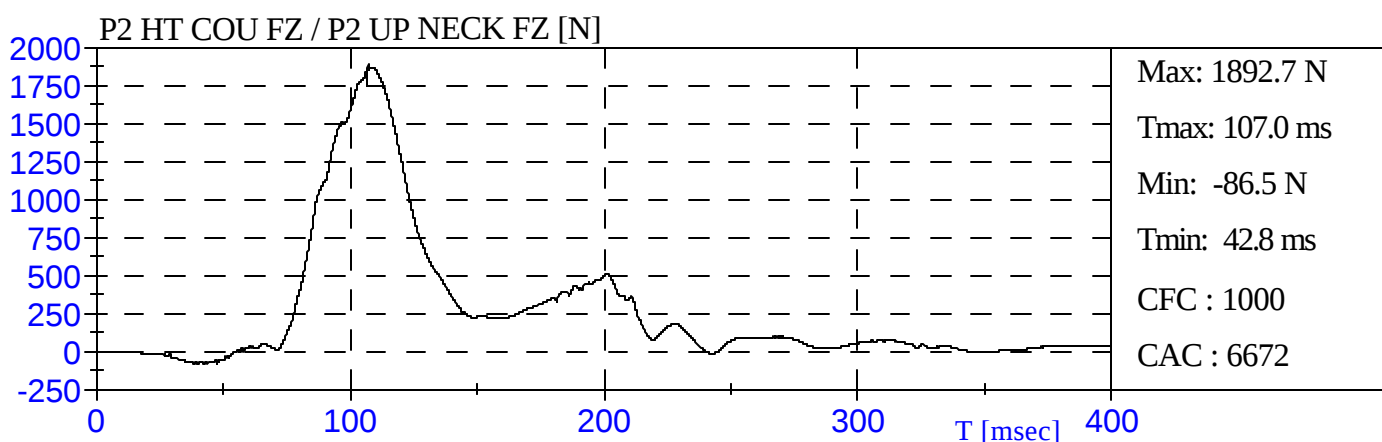
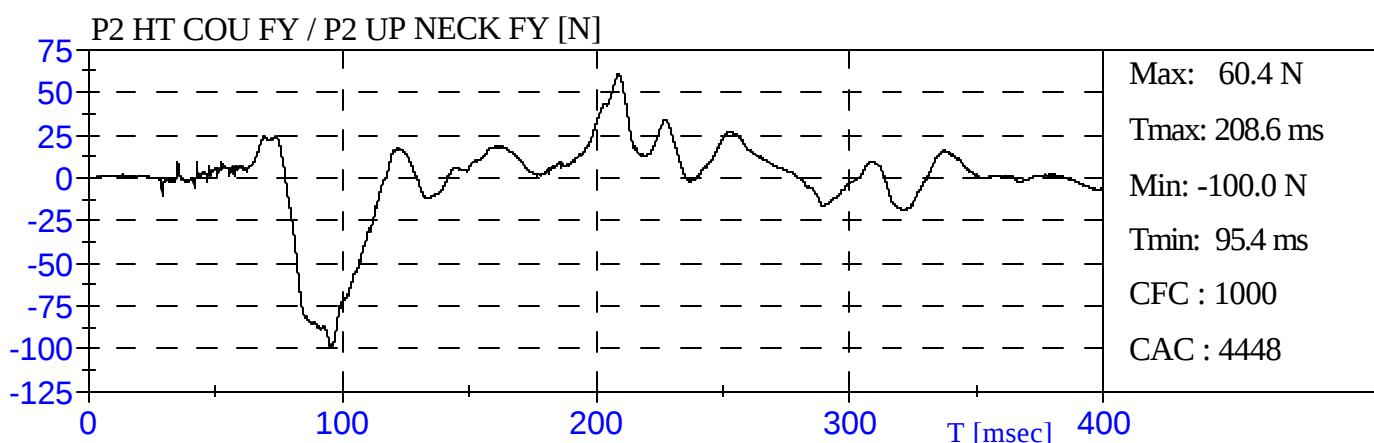
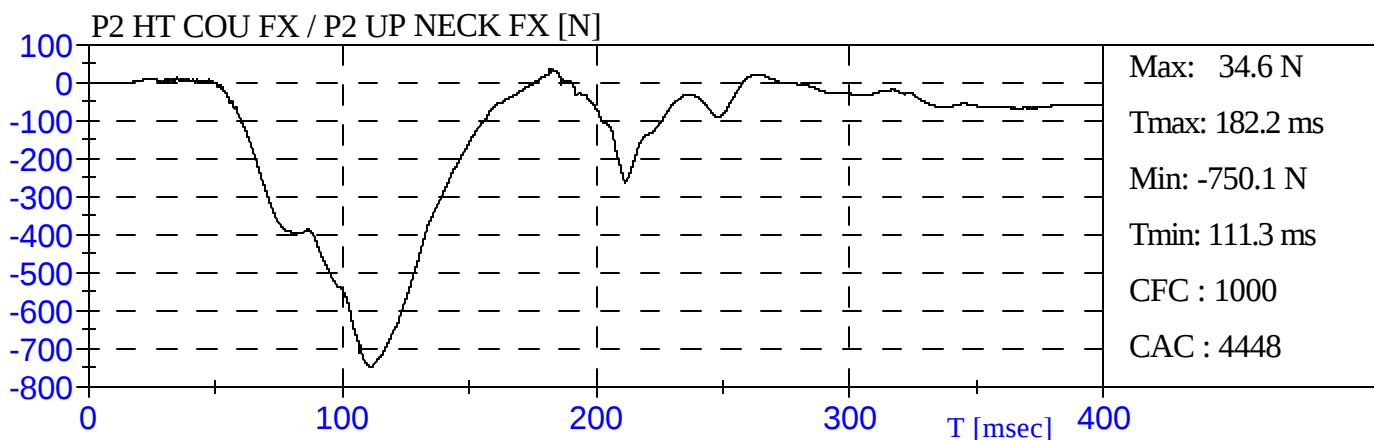


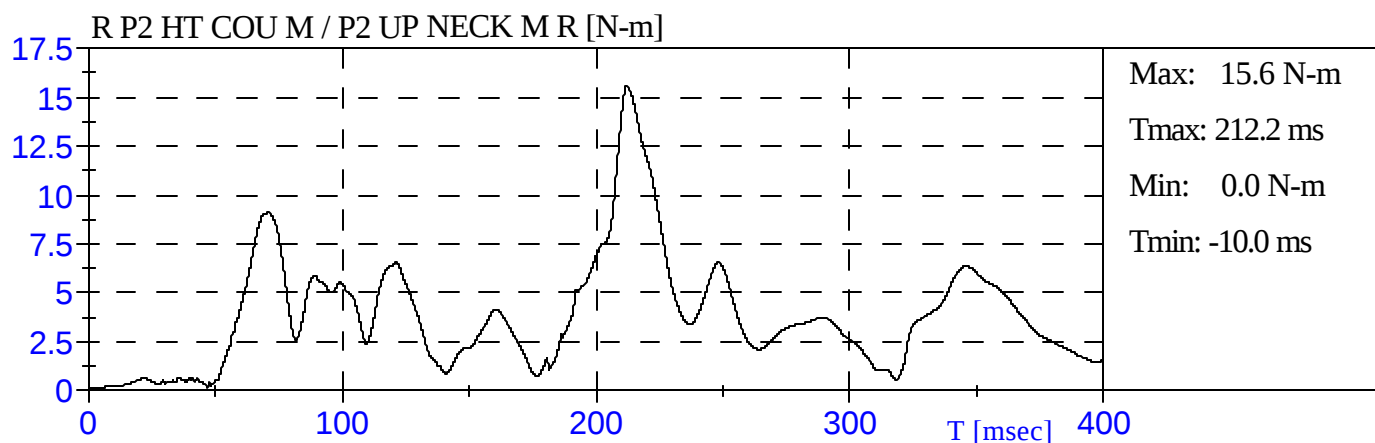
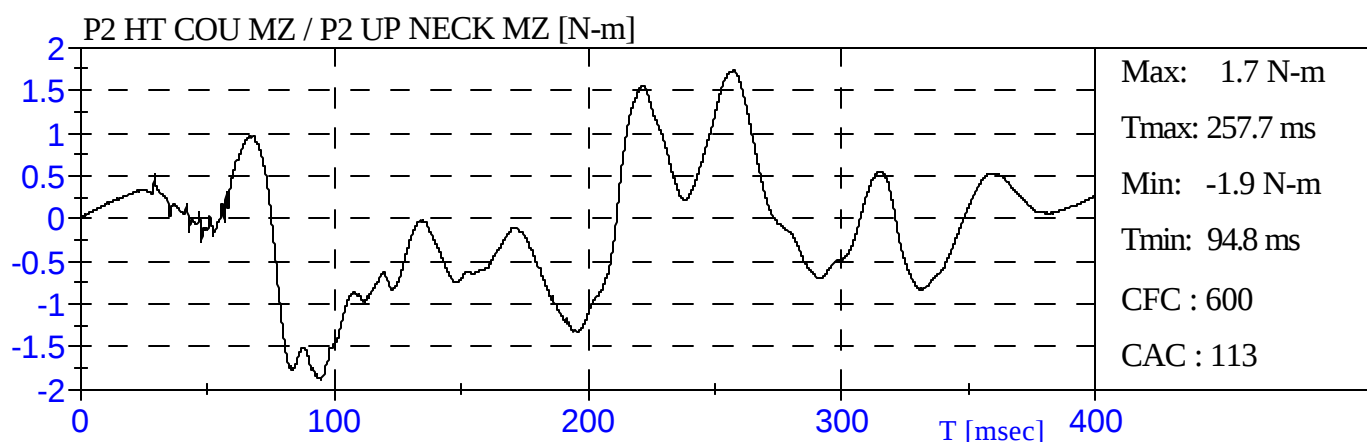
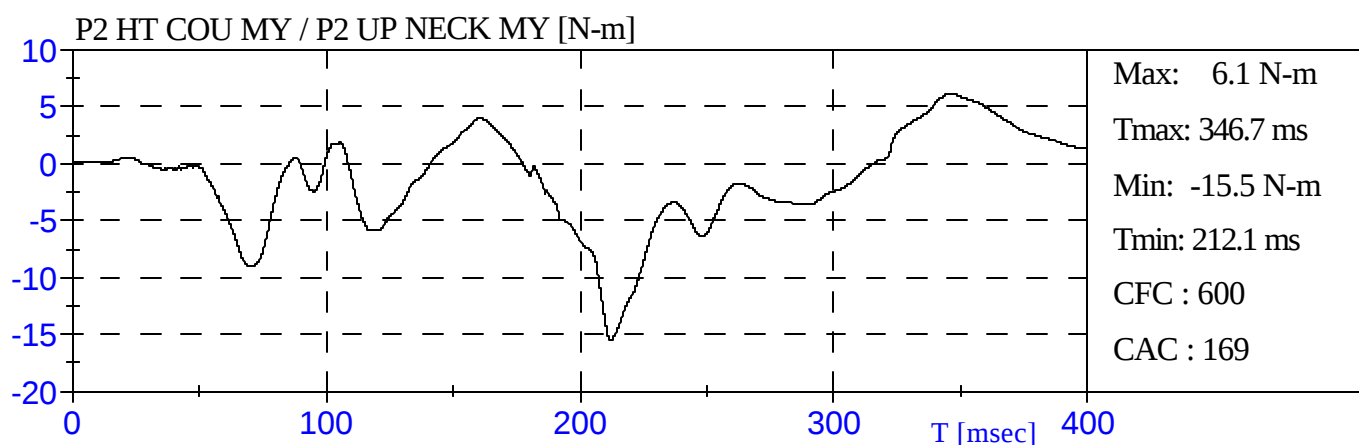
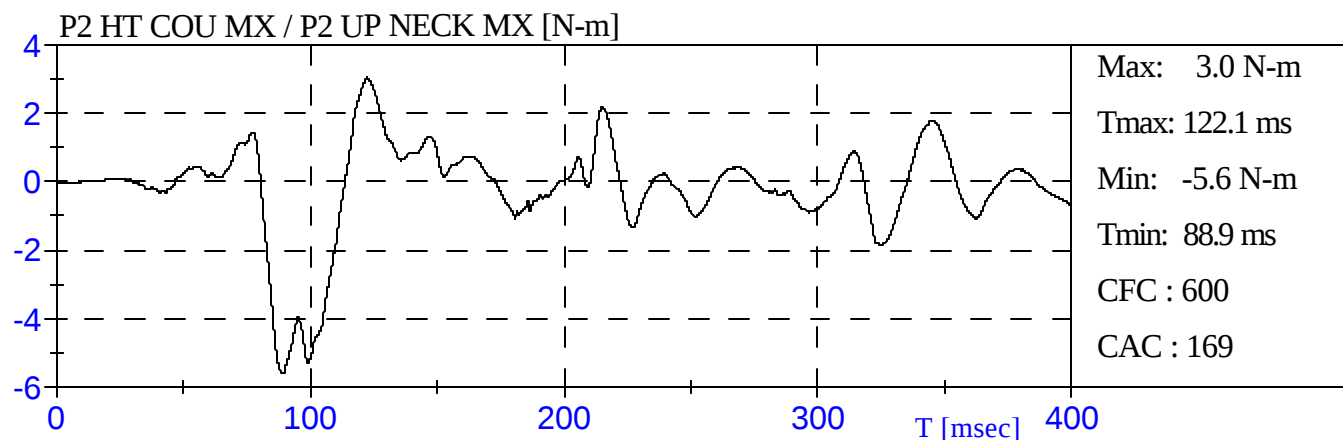


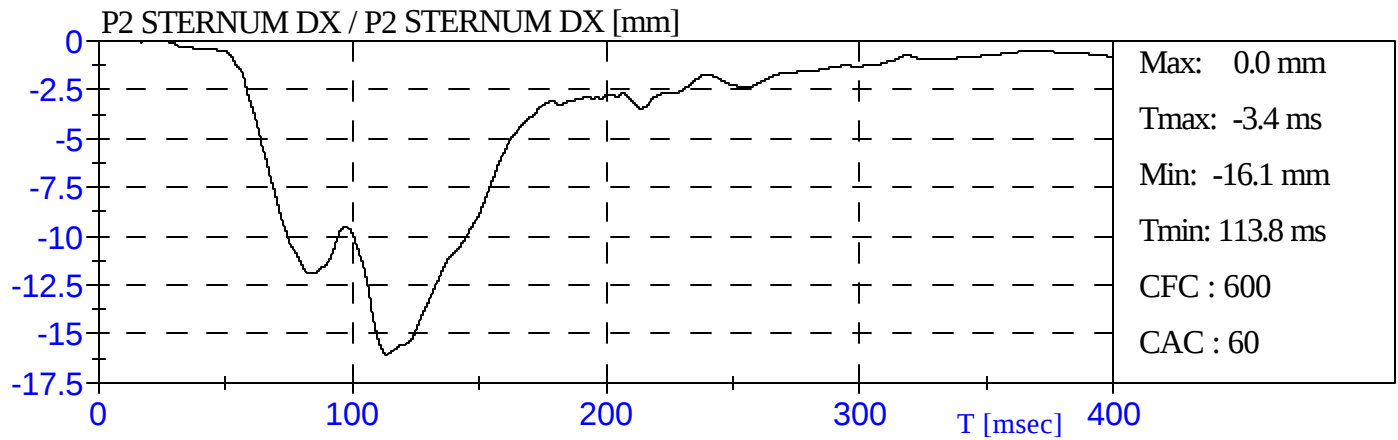


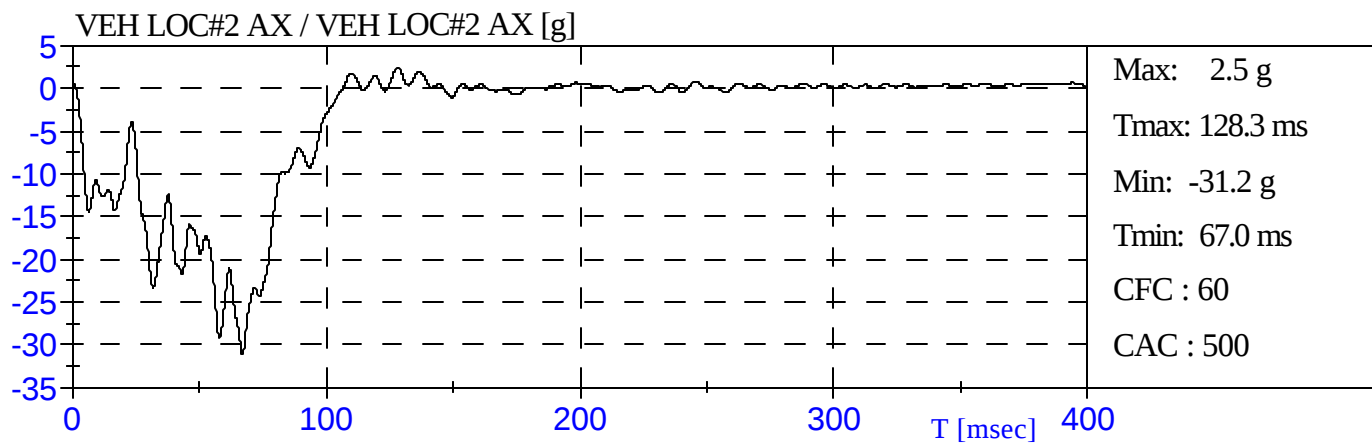
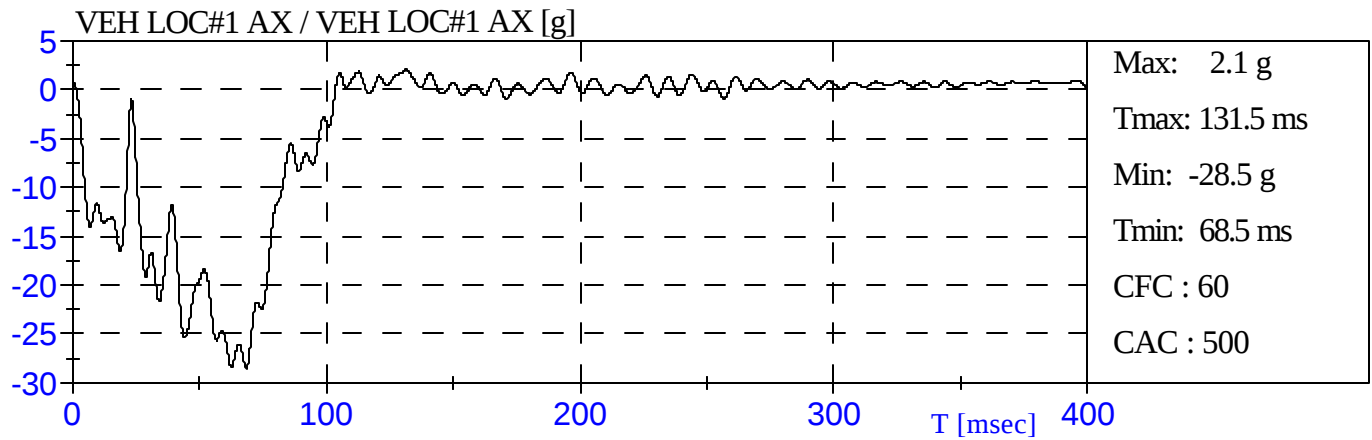


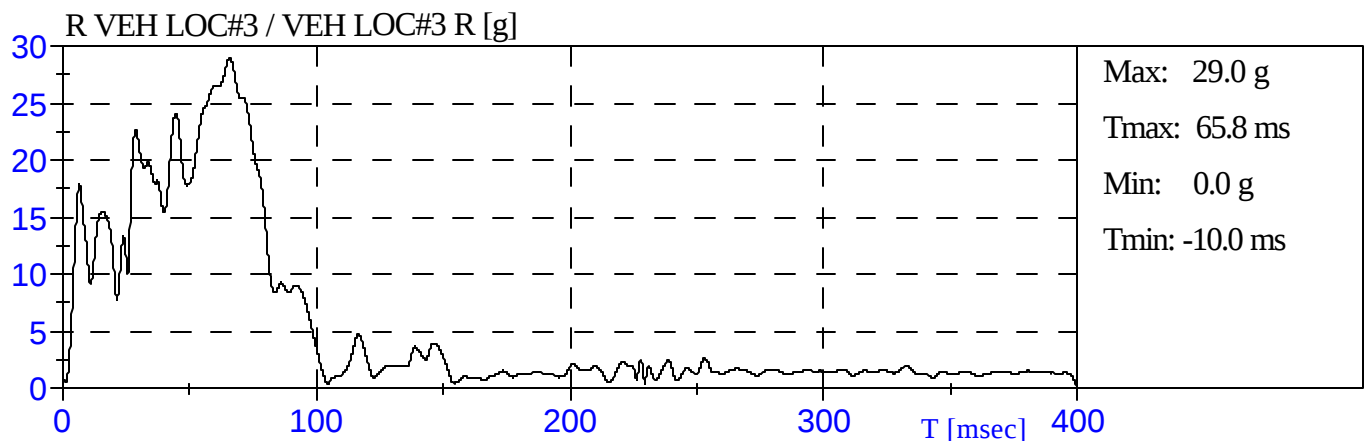
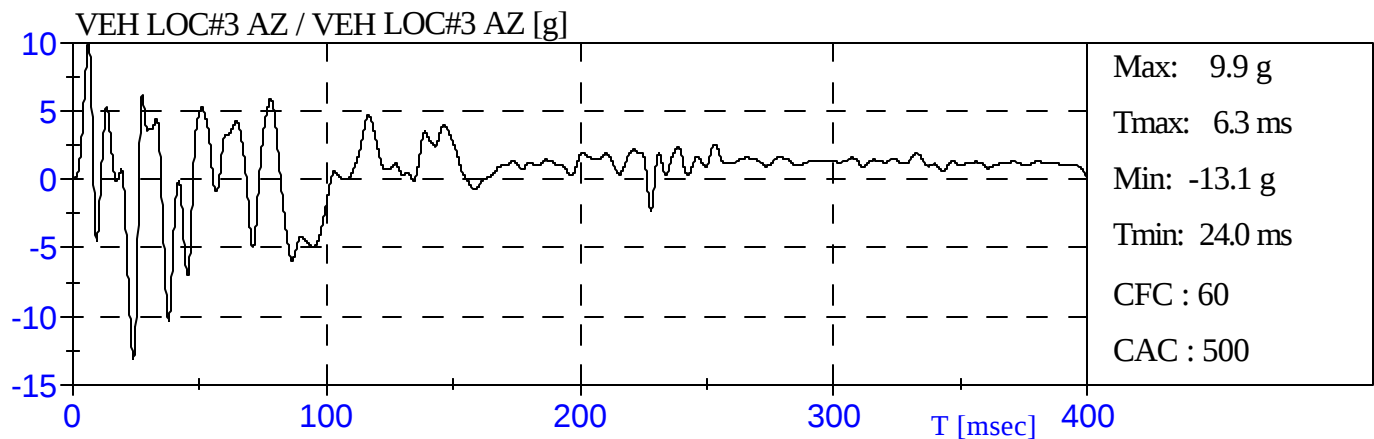
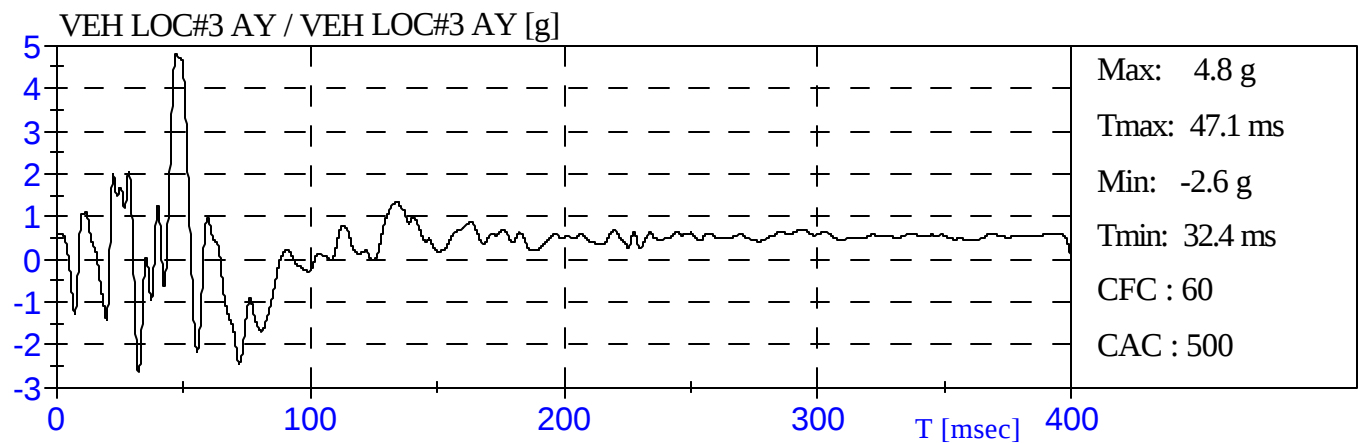
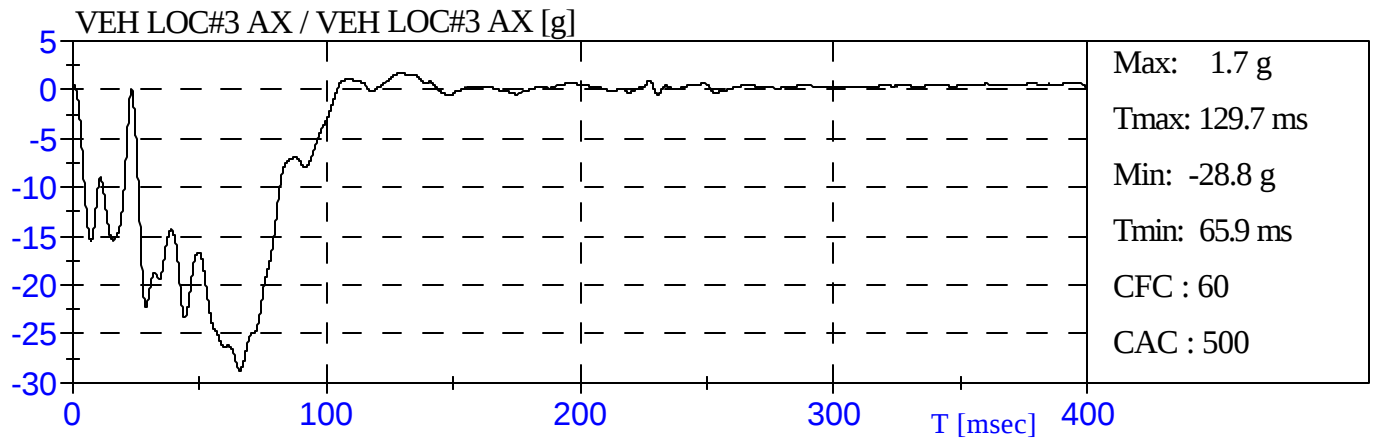


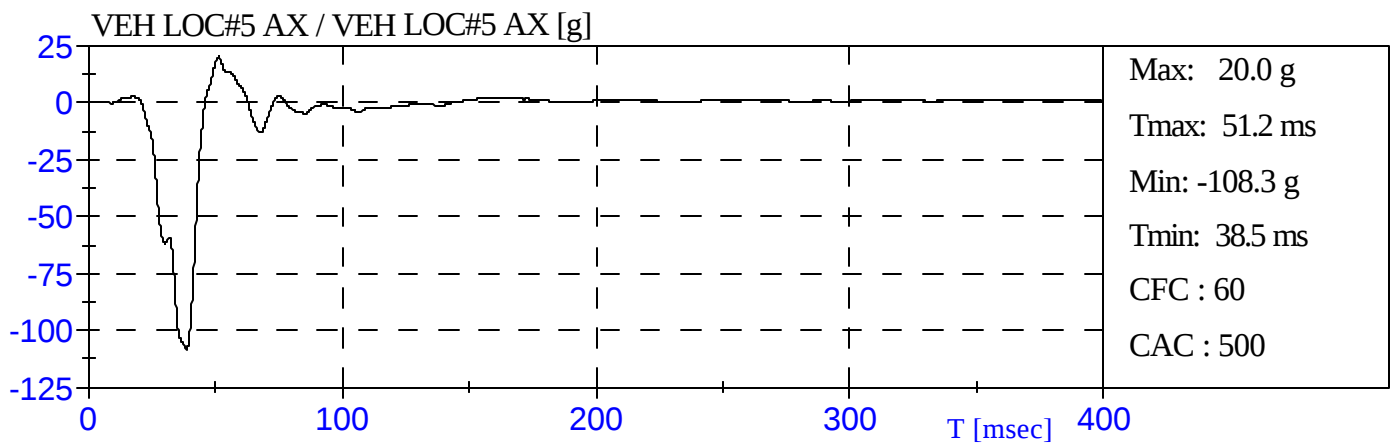
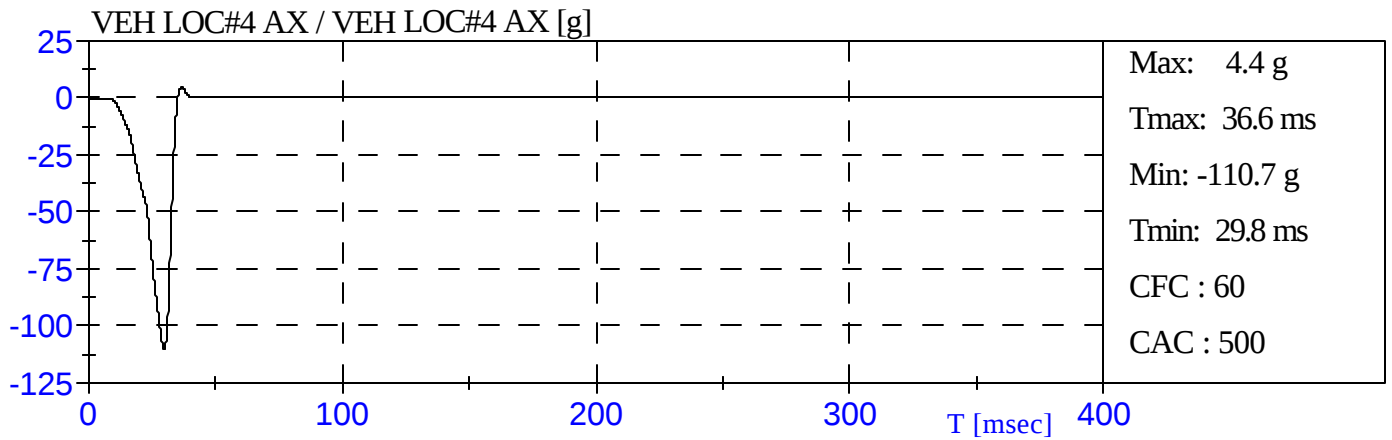


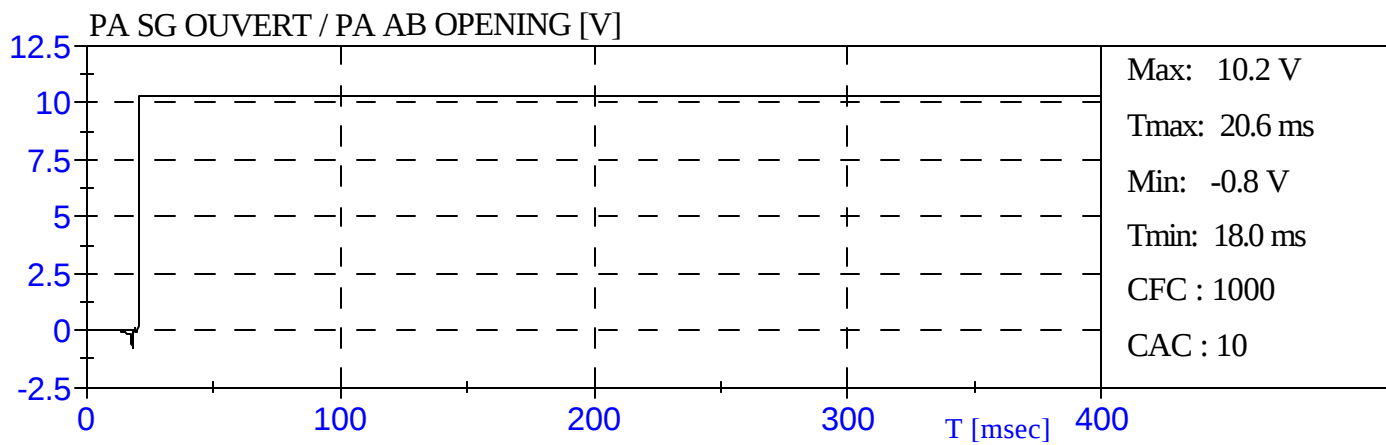
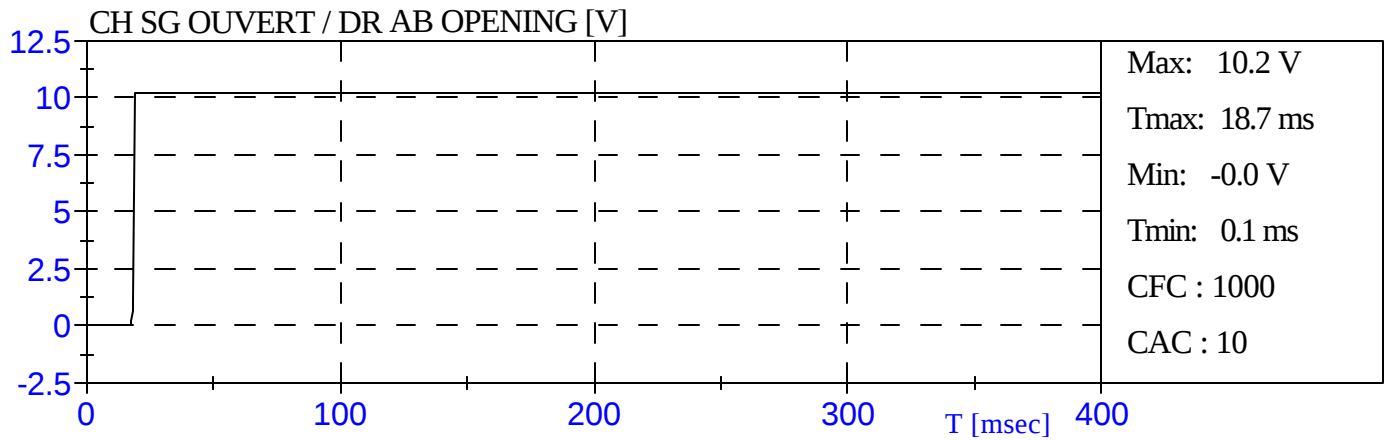


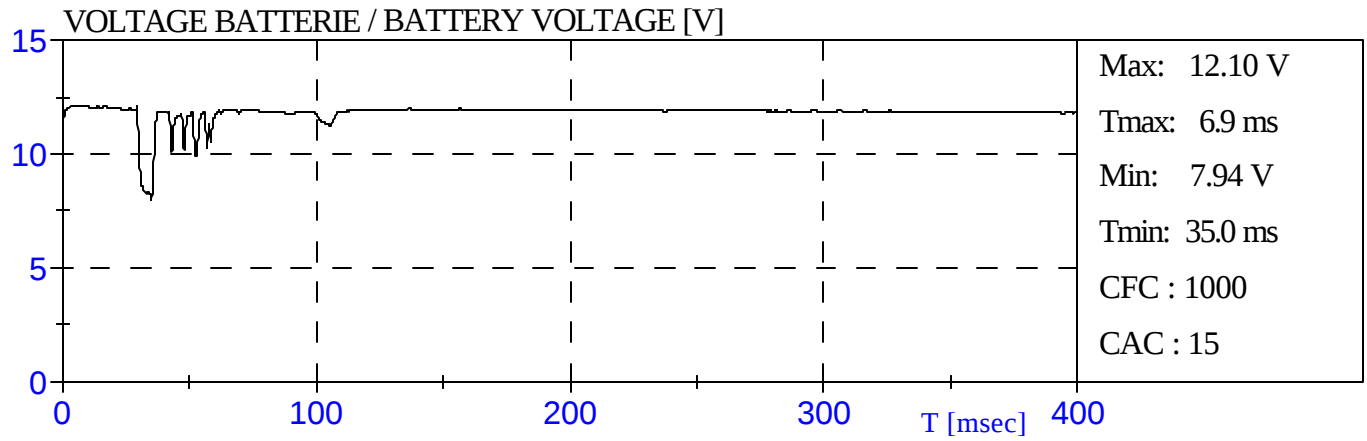


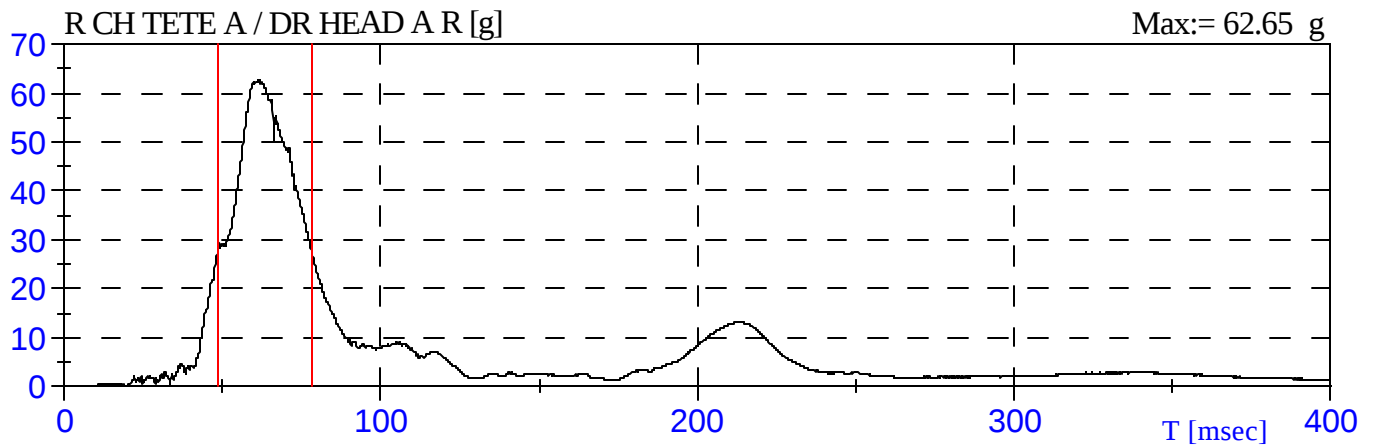










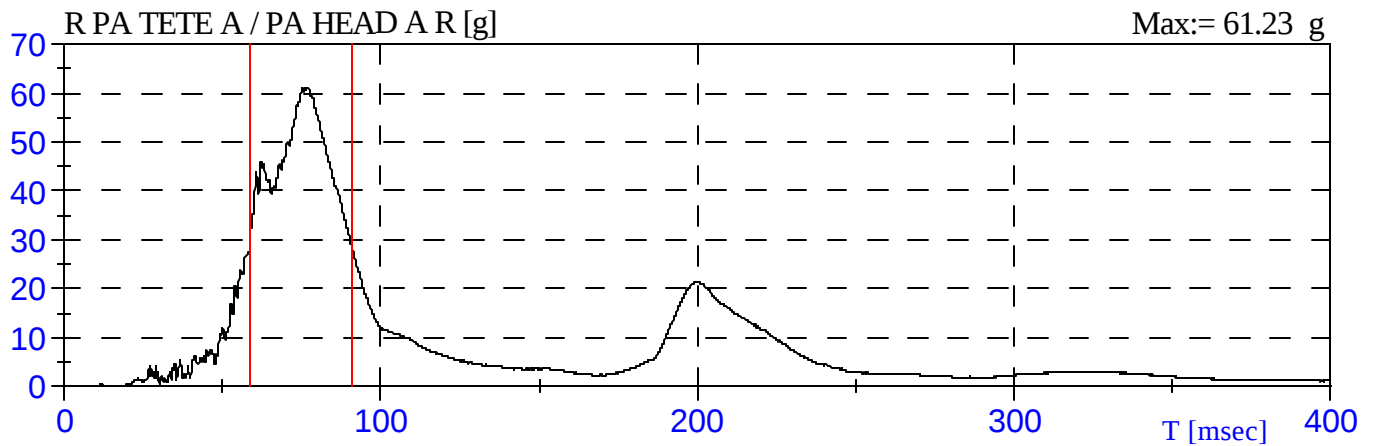


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 427	HIC(36ms):= 427	HIC(15ms):= 358
T1:= 48.4 ms	T1:= 48.4 ms	T1:= 56.2 ms
T2:= 78.2 ms	T2:= 78.2 ms	T2:= 71.2 ms

* Selon / According To: SAE J1727 96-08

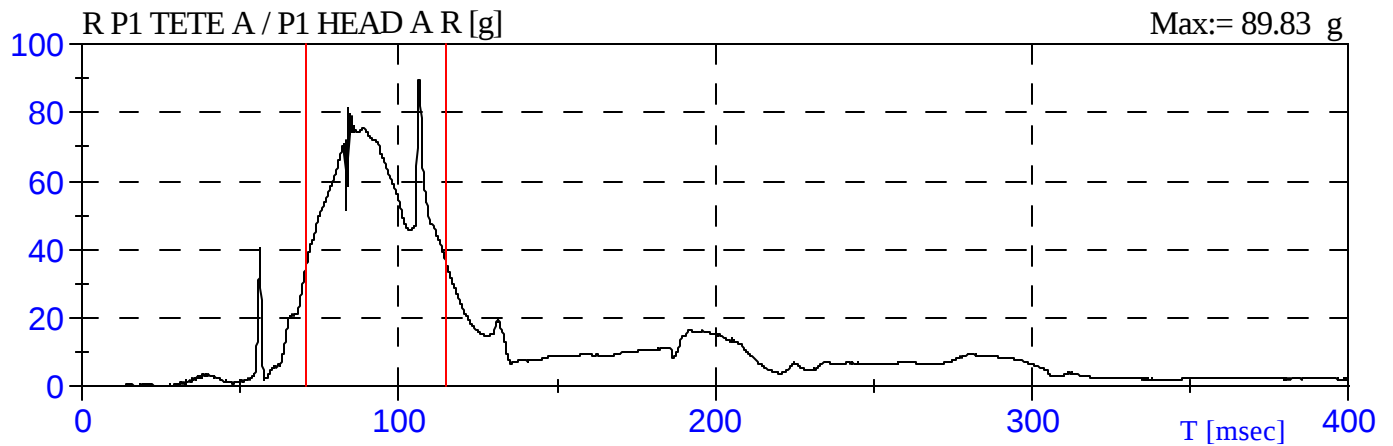


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 475	HIC(36ms):= 475	HIC(15ms):= 325
T1:= 58.6 ms	T1:= 58.6 ms	T1:= 68.9 ms
T2:= 91.1 ms	T2:= 91.1 ms	T2:= 83.9 ms

* Selon / According To: SAE J1727 96-08

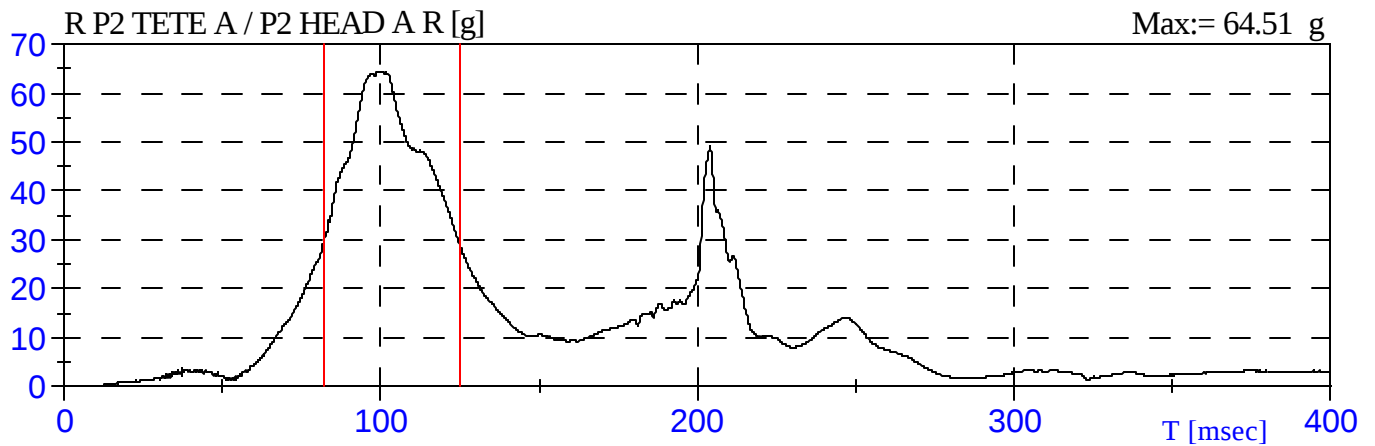


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 1181	HIC(36ms):= 1124	HIC(15ms):= 649
T1:= 70.8 ms	T1:= 74.1 ms	T1:= 80.8 ms
T2:= 115.2 ms	T2:= 110.1 ms	T2:= 95.8 ms

* Selon / According To: SAE J1727 96-08



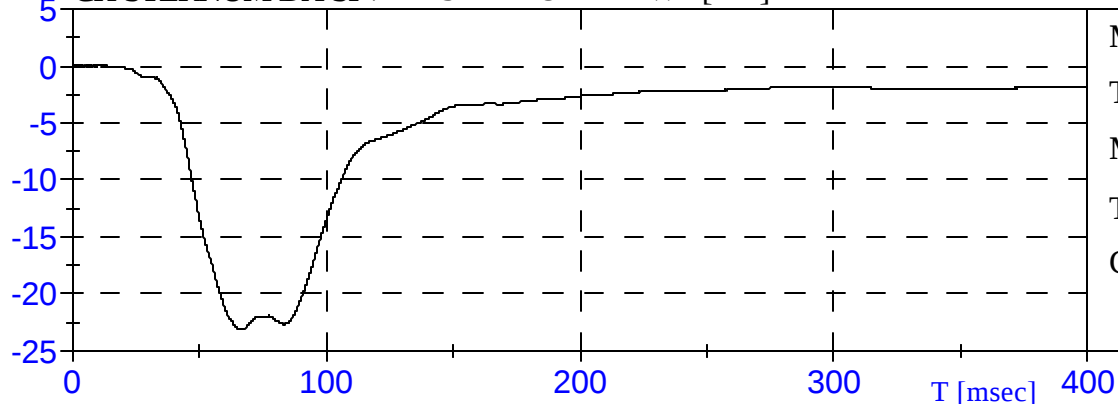
HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 714	HIC(36ms):= 697	HIC(15ms):= 432
T1:= 81.9 ms	T1:= 84.8 ms	T1:= 92.0 ms
T2:= 124.8 ms	T2:= 120.8 ms	T2:= 107.0 ms

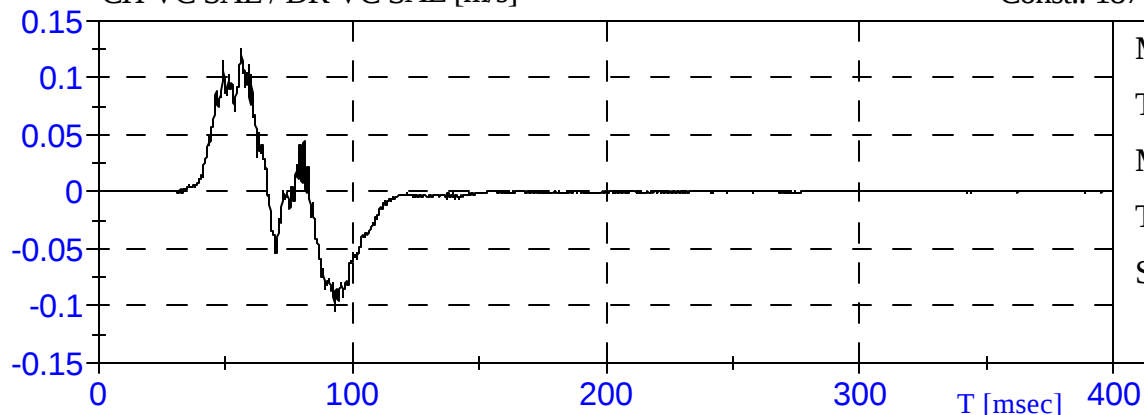
* Selon / According To: SAE J1727 96-08

CH STERNUM DX SF / DR STERNUM DX WF [mm]



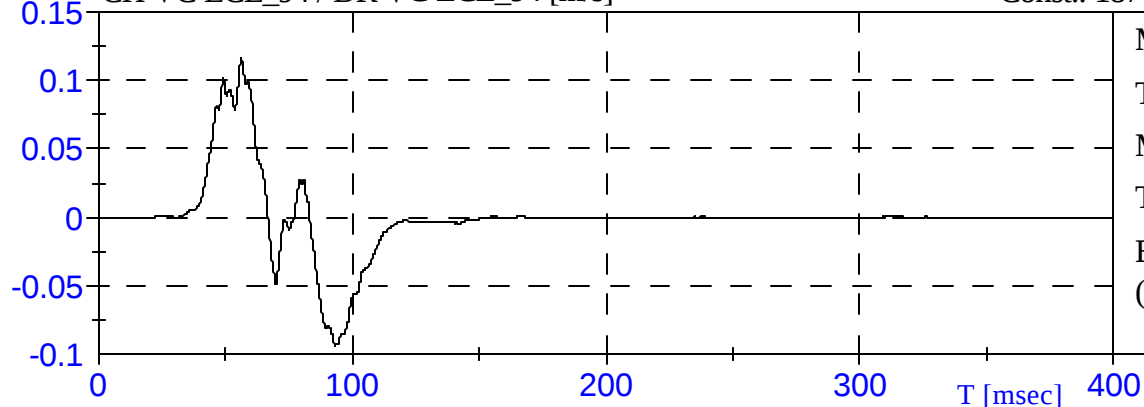
CH VC SAE / DR VC SAE [m/s]

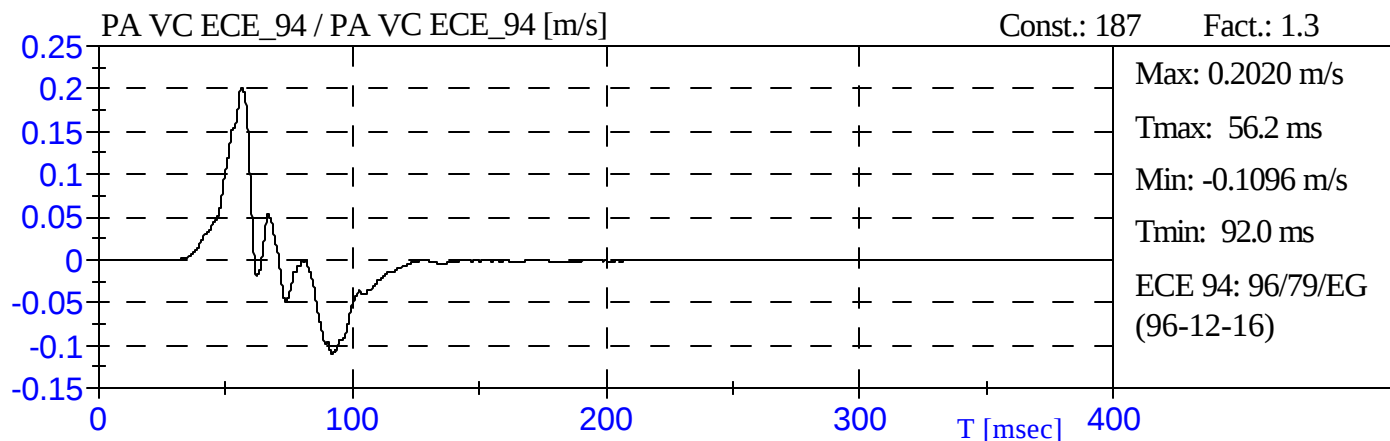
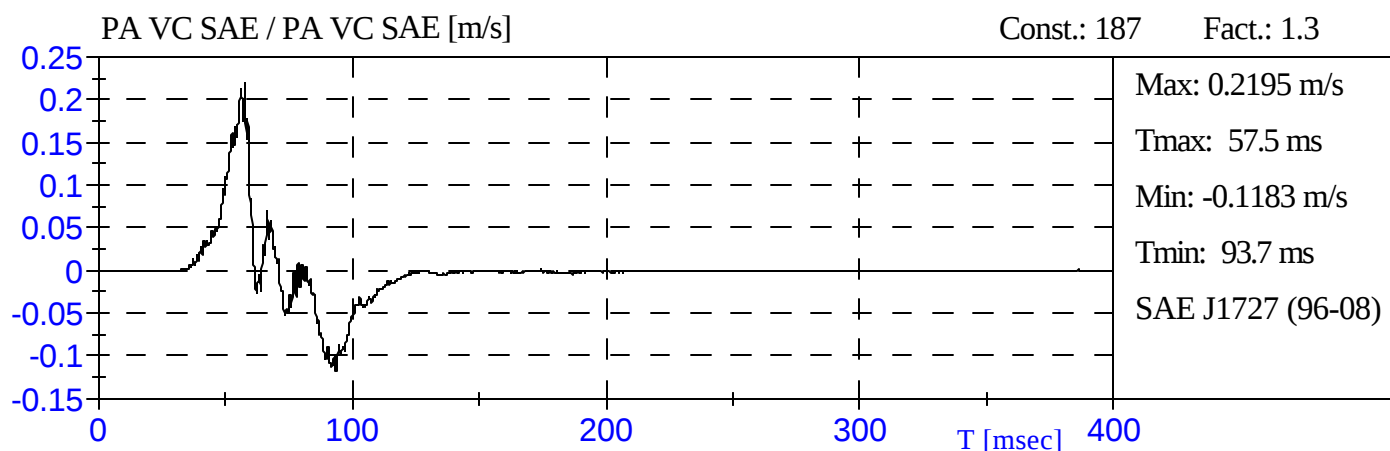
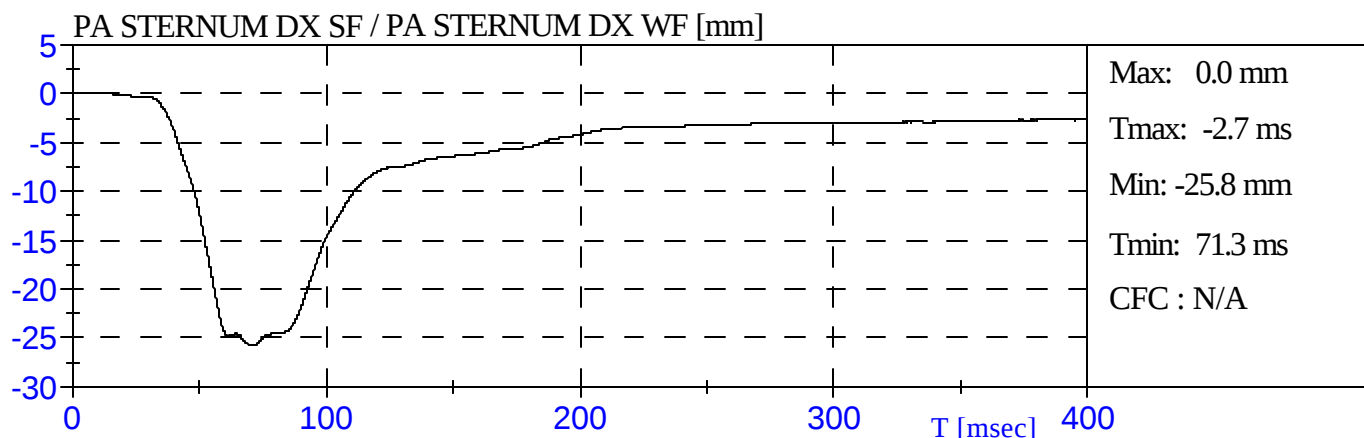
Const.: 187 Fact.: 1.3

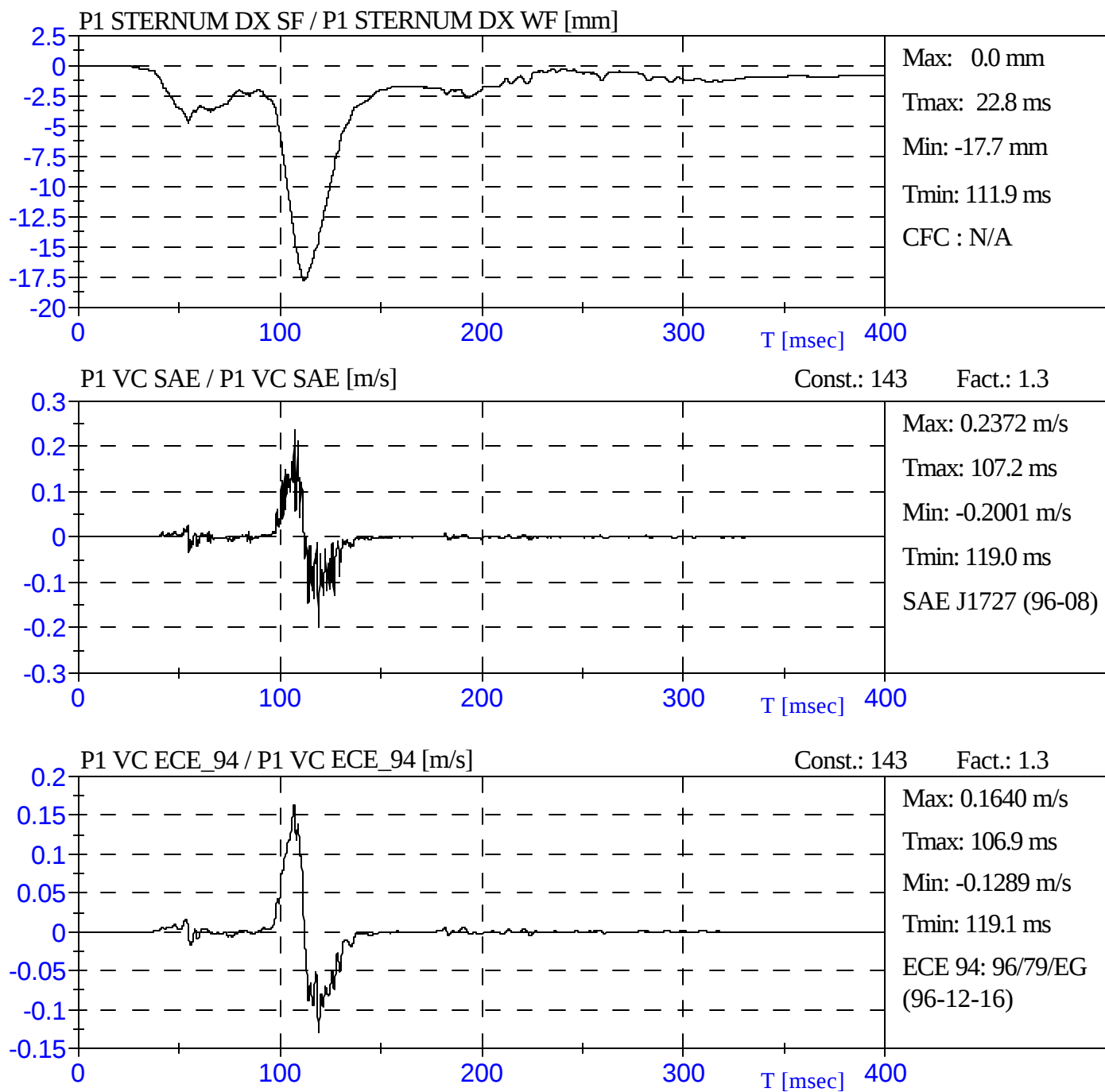


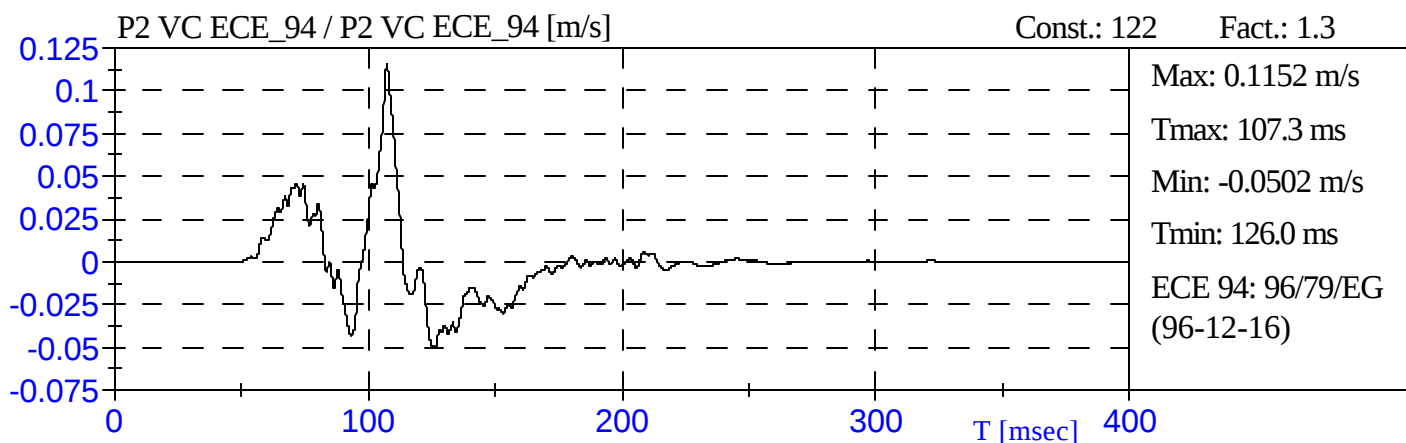
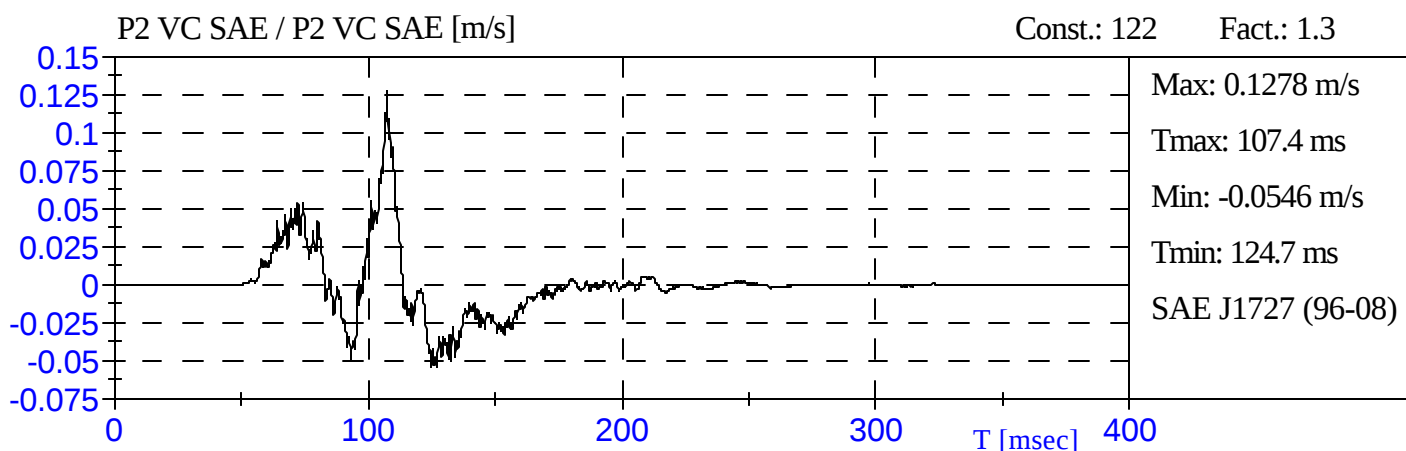
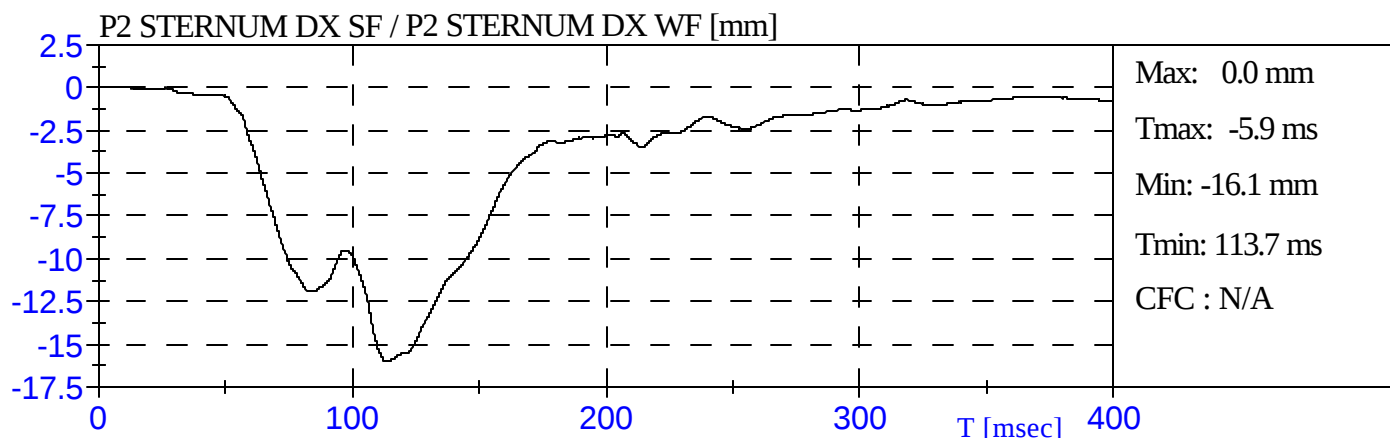
CH VC ECE_94 / DR VC ECE_94 [m/s]

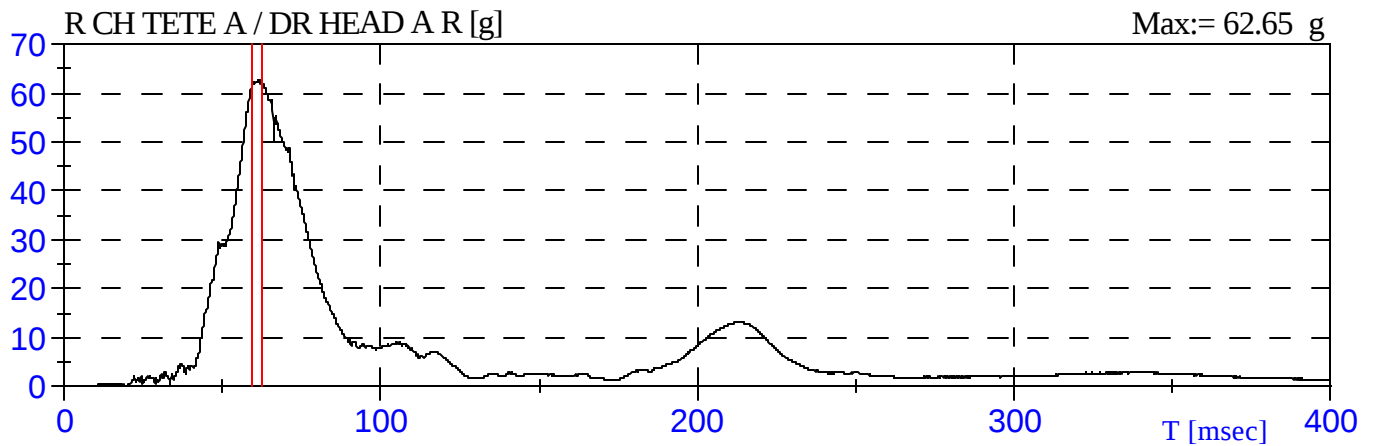
Const.: 187 Fact.: 1.3





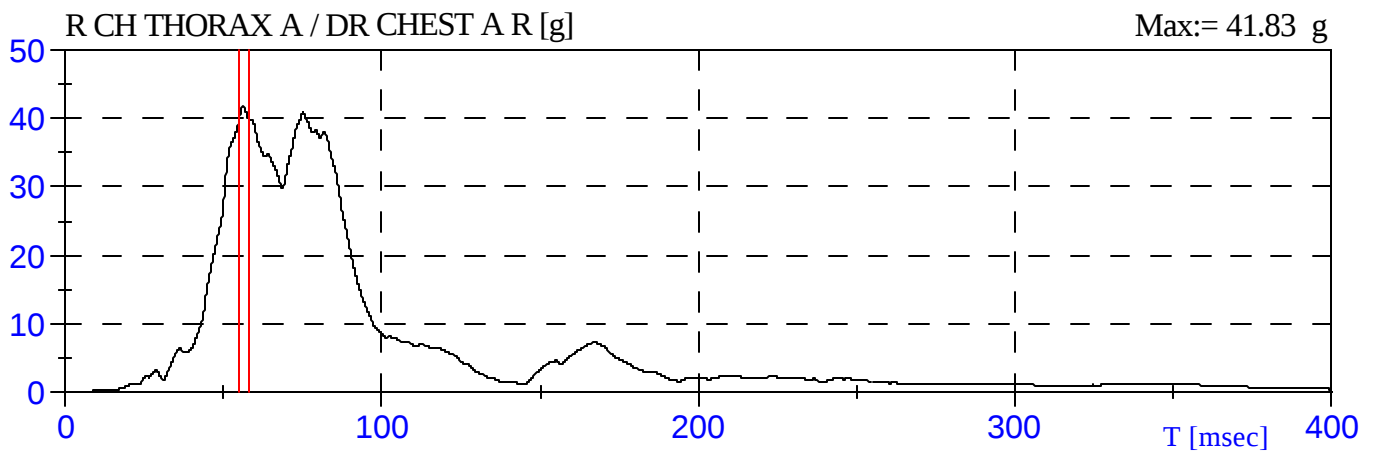






CLIP 3ms *

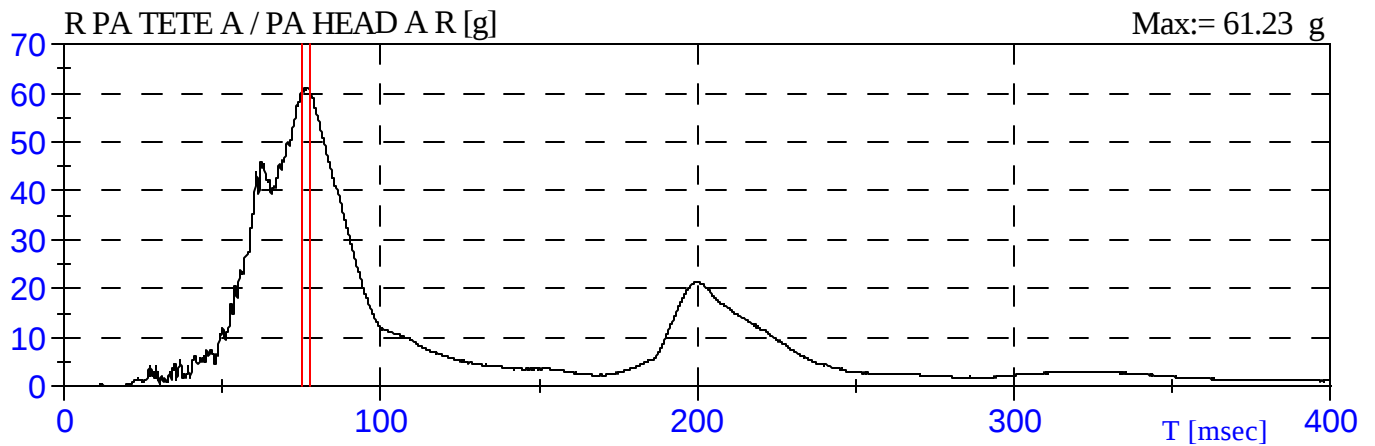
Acc. := 61.92 g	T1:= 59.6 ms	T2:= 62.7 ms
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CLIP 3ms *

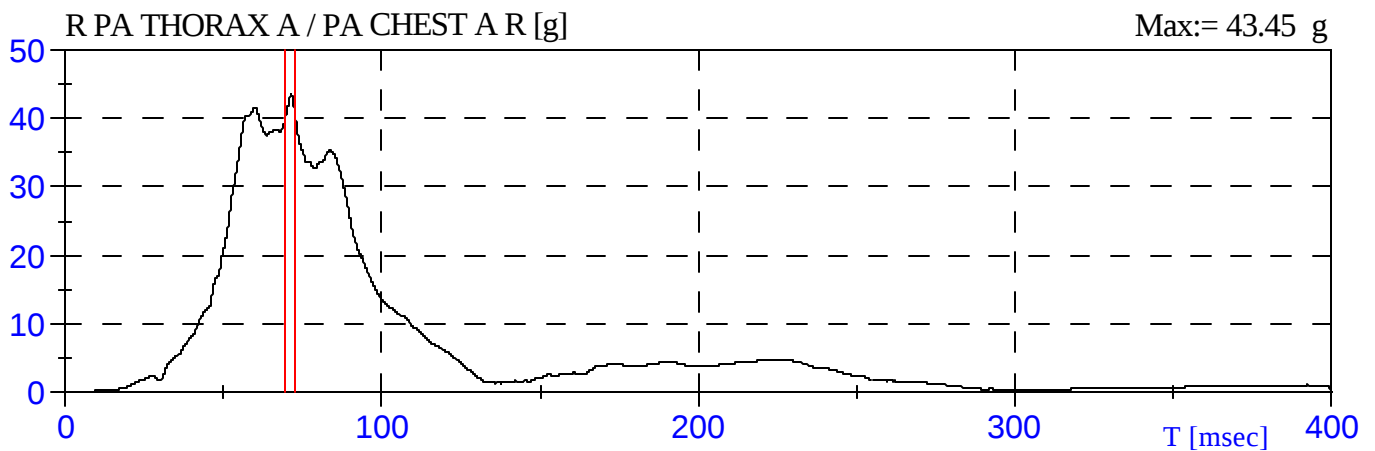
Acc. := 39.92 g	T1:= 55.0 ms	T2:= 58.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 59.96 g	T1:= 74.9 ms	T2:= 77.9 ms
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CLIP 3ms *

Acc. := 40.43 g	T1:= 69.7 ms	T2:= 72.7 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

 $Mc := 115 \text{ N-m}$
 $Fc := 22.9 \text{ kN}$

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.059	0.559
BAS / LOWER	0.609	0.561

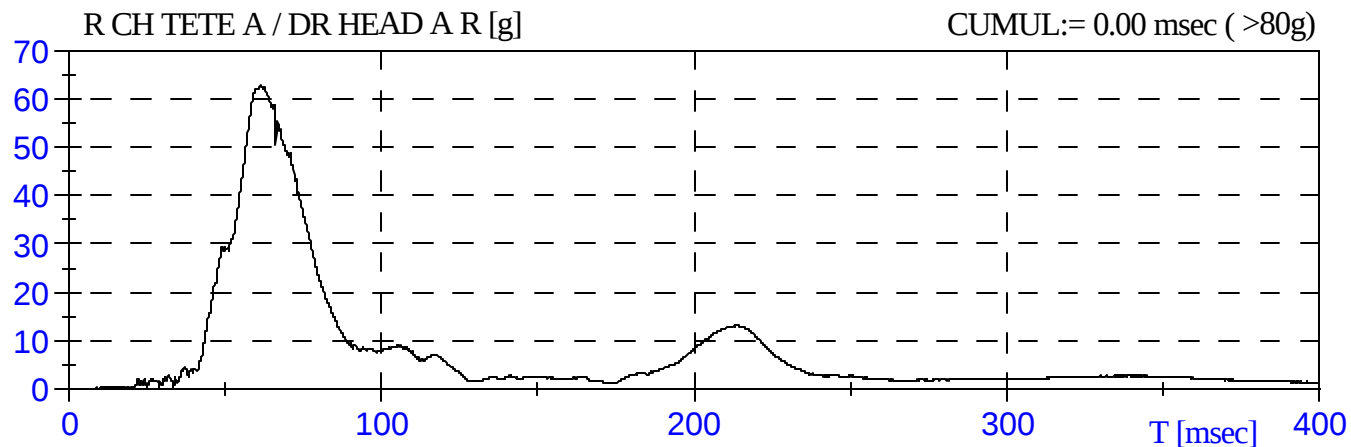
TI Passenger / Passenger

 $Mc := 115 \text{ N-m}$
 $Fc := 22.9 \text{ kN}$

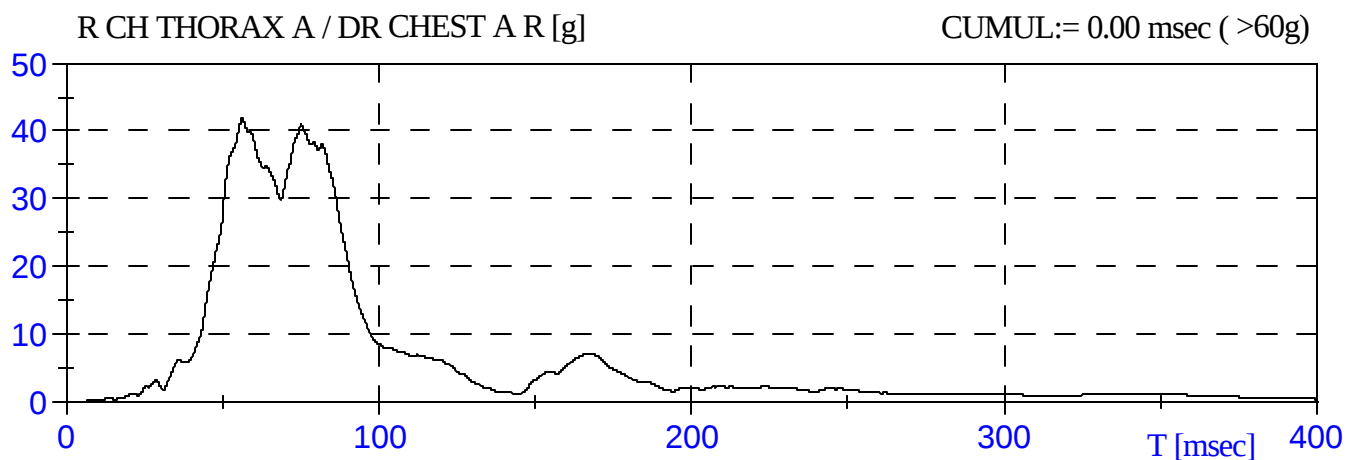
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.131	1.053
BAS / LOWER	0.658	0.684

* Selon / According To: SAE J1727 AUG 96

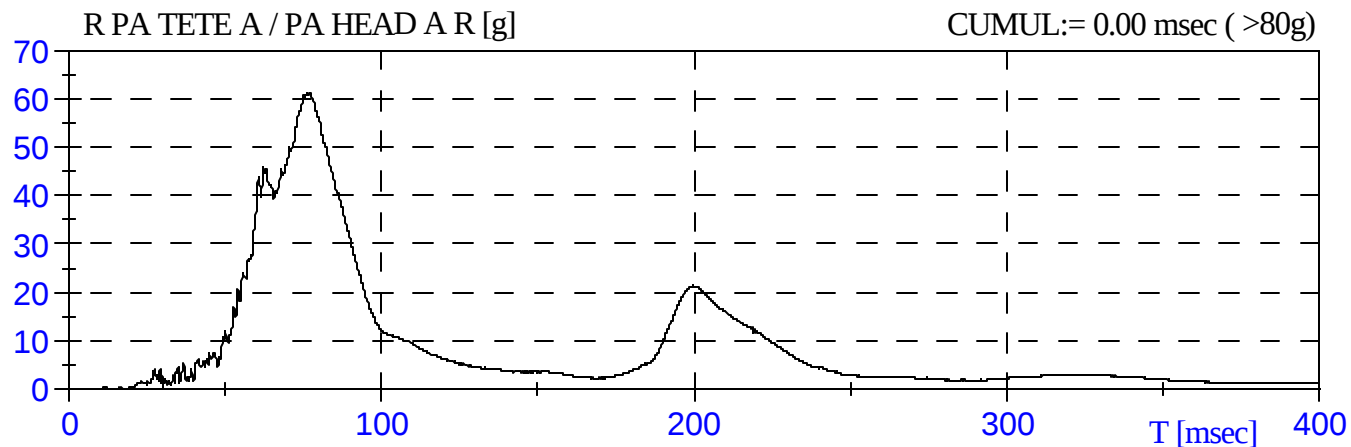
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



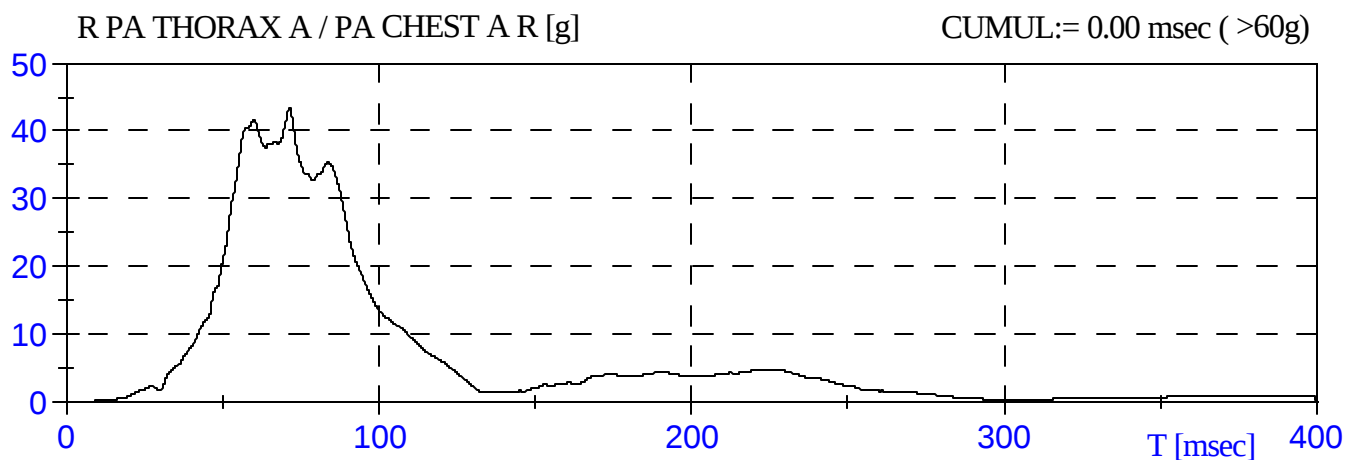
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.79$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.79	0.40	0.40	0.14	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 1.43$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.90	0.09	1.43	0.00	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

VEH LOC#4 AX: N'est pas valid à partir de 32.1 ms.
PA IR HD,BD,HG,BG: Transitoire réparé de 168.0 ms à 177.0 ms.

VEH LOC#4 AX: Is not valid from 32.1 ms.
PA IR UR,LR,UL,LL: Glitch removed from 168.0 ms to 177.0 ms.