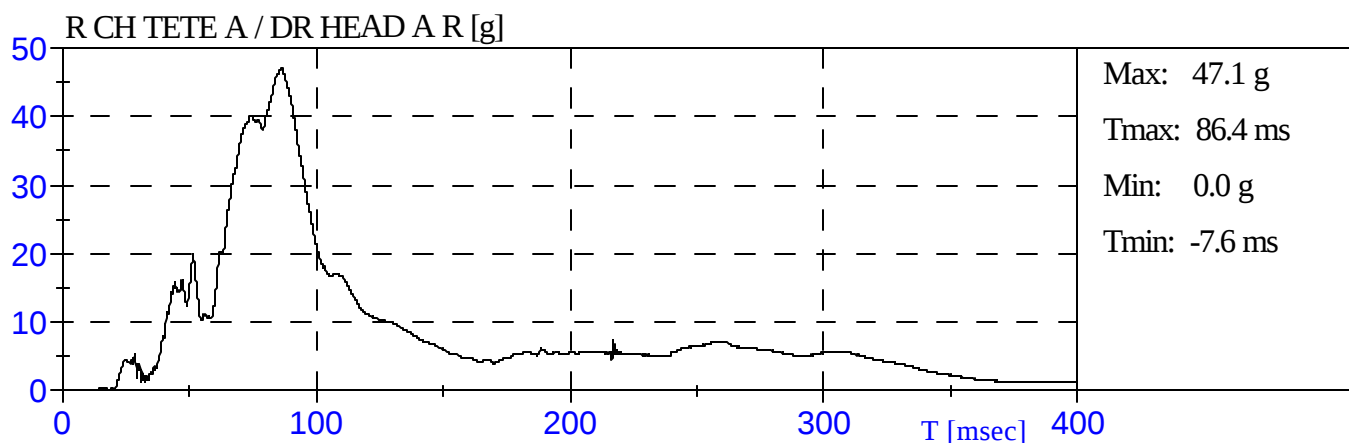
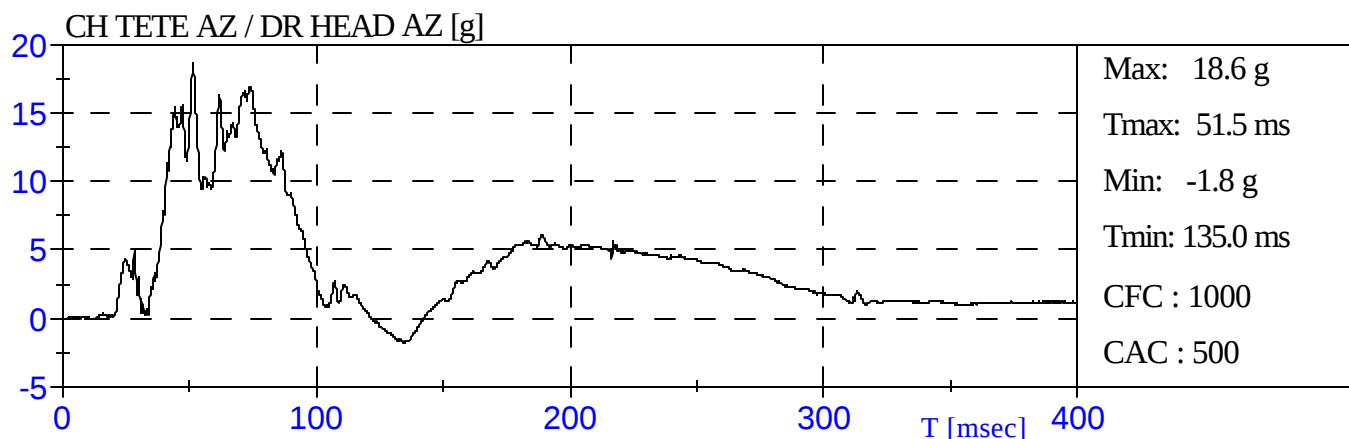
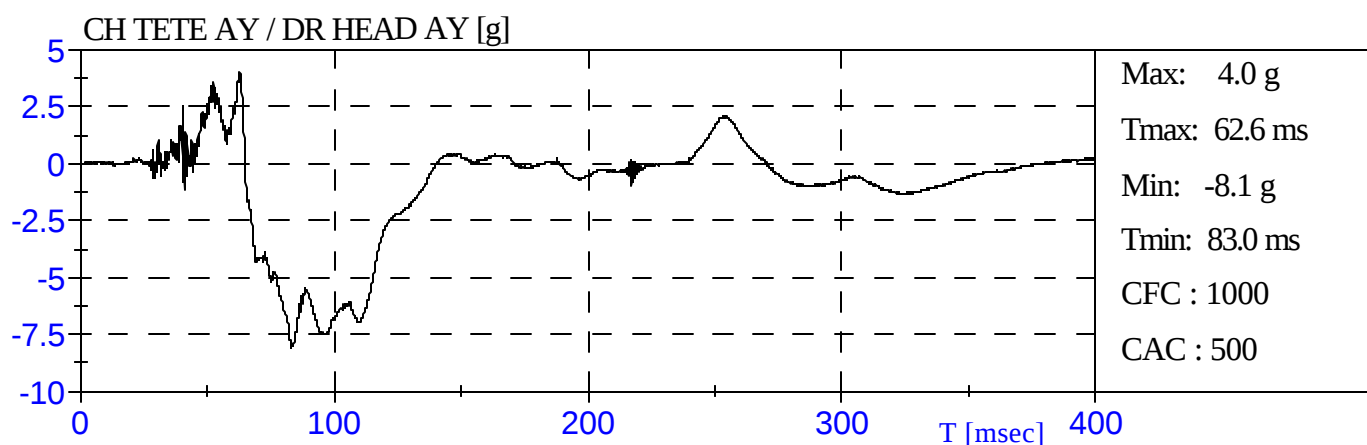
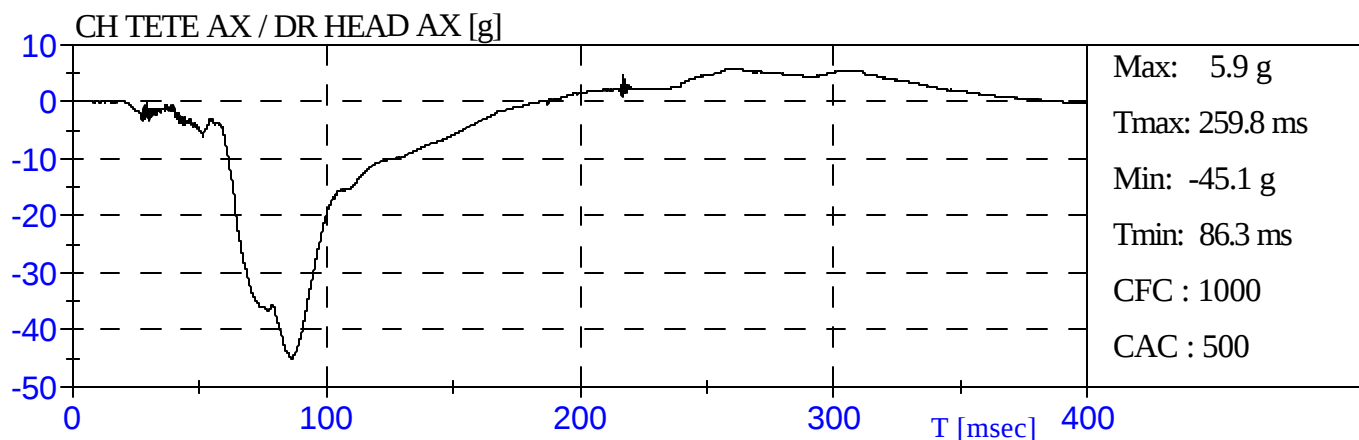
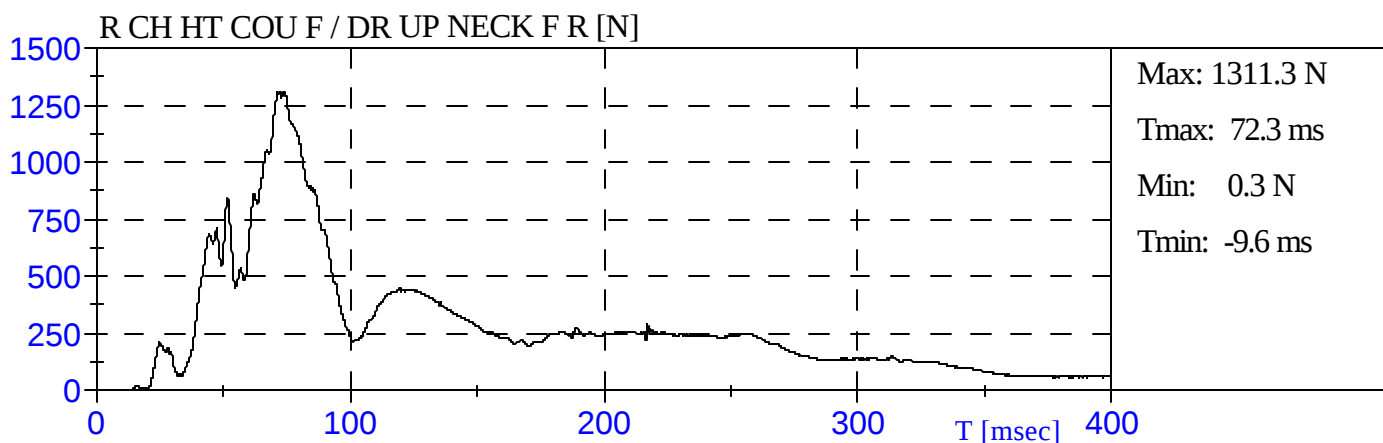
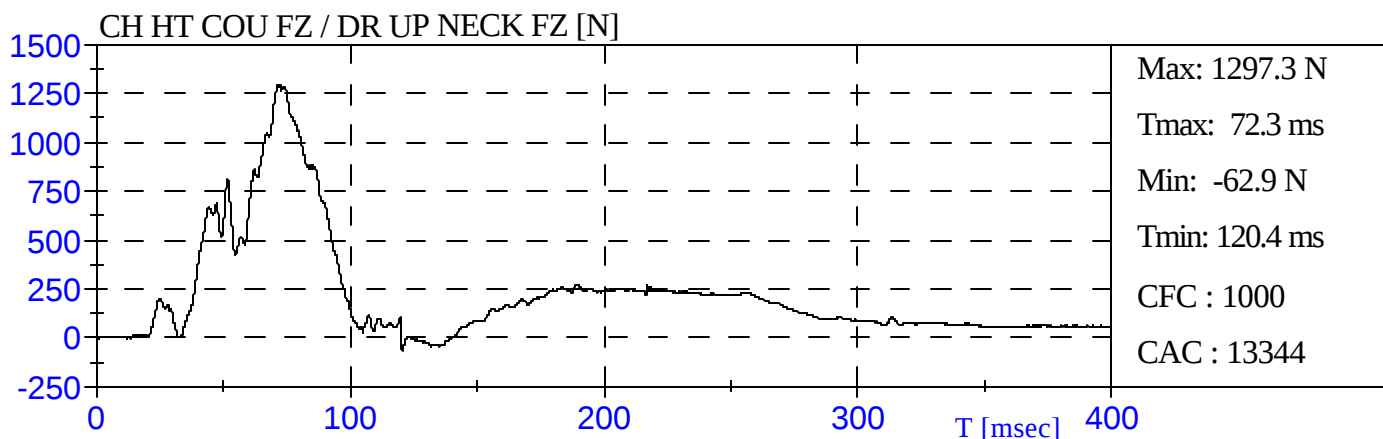
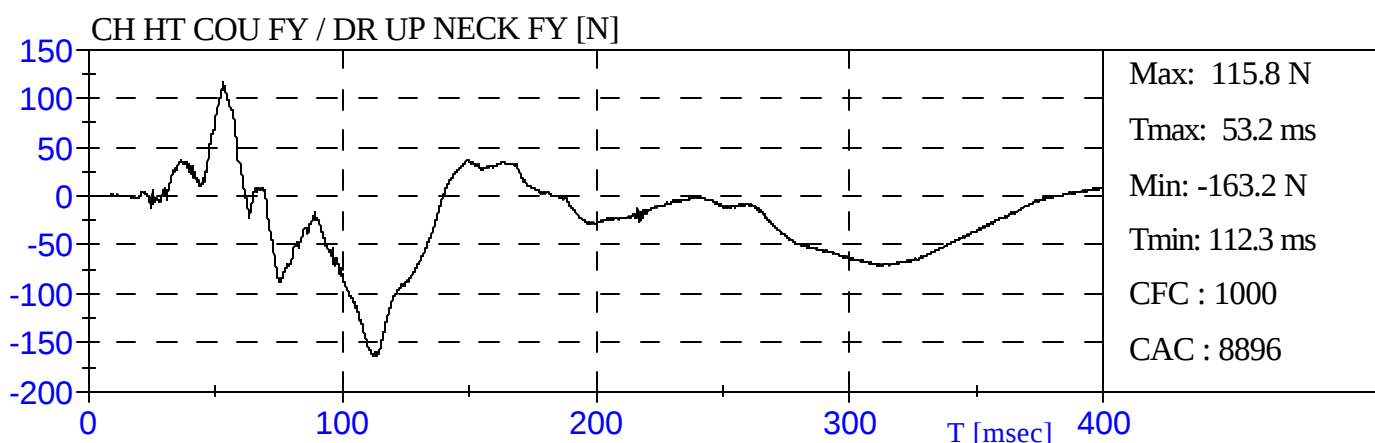
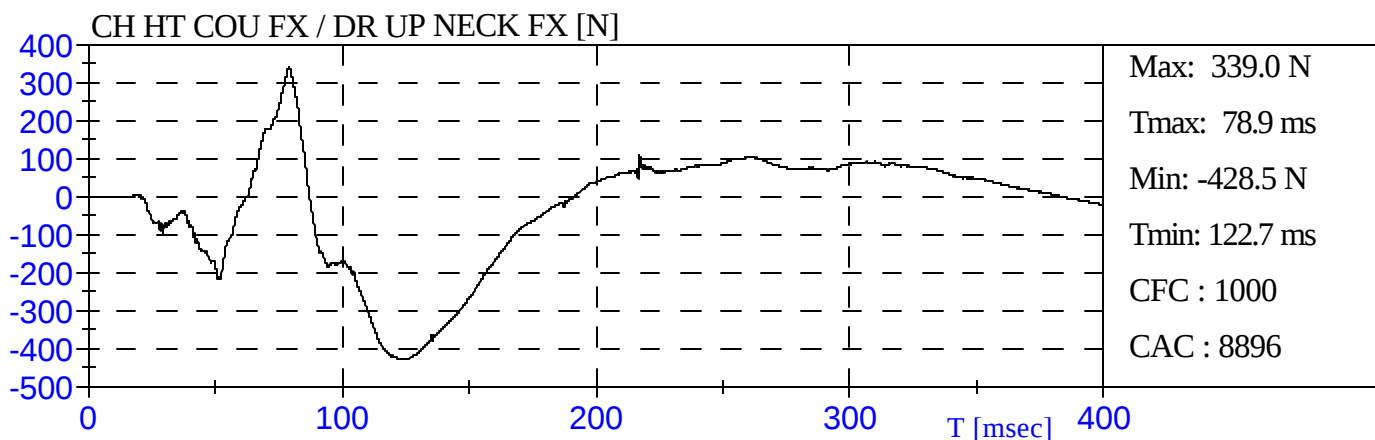
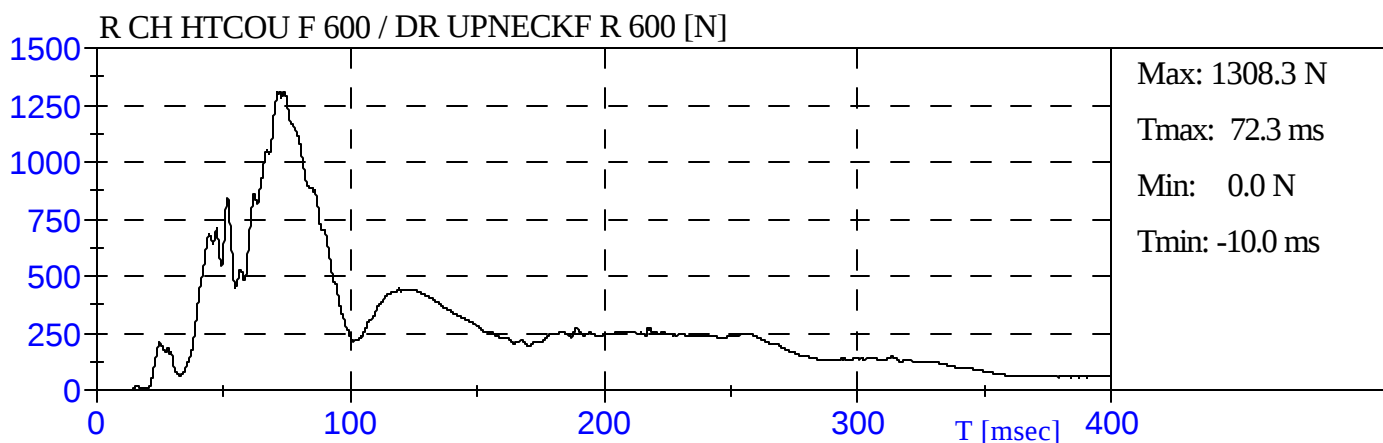
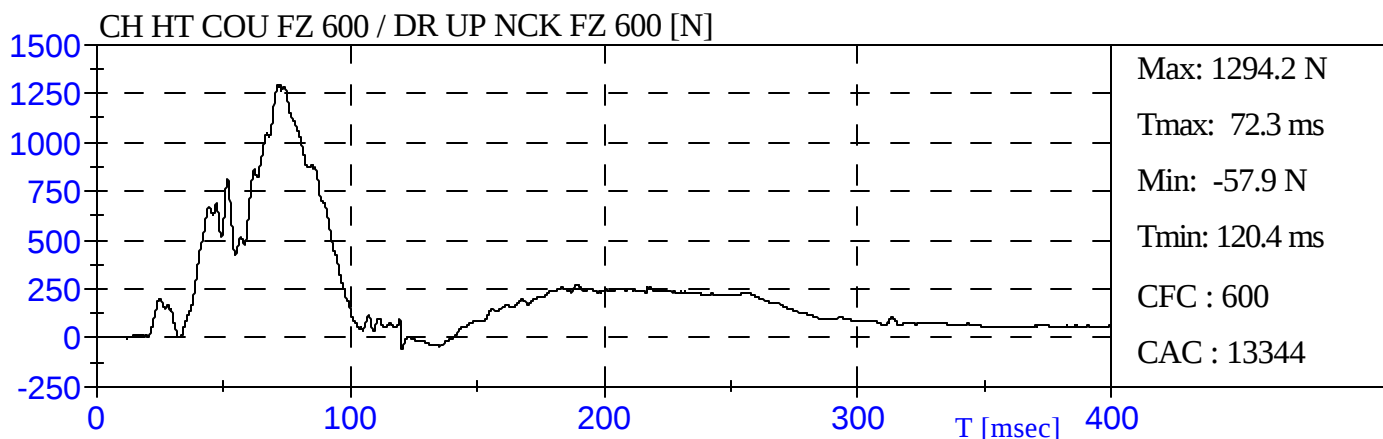
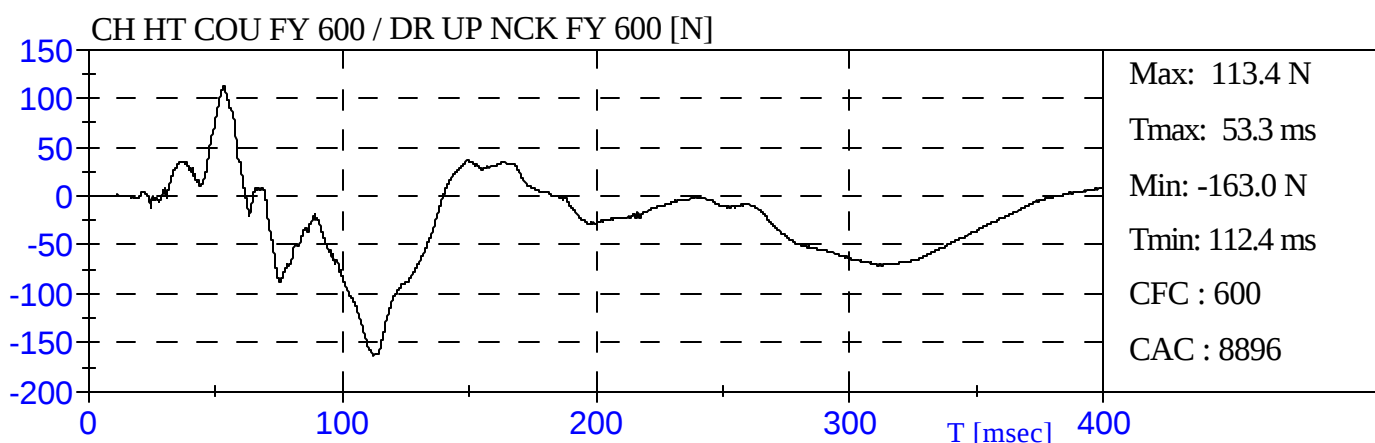
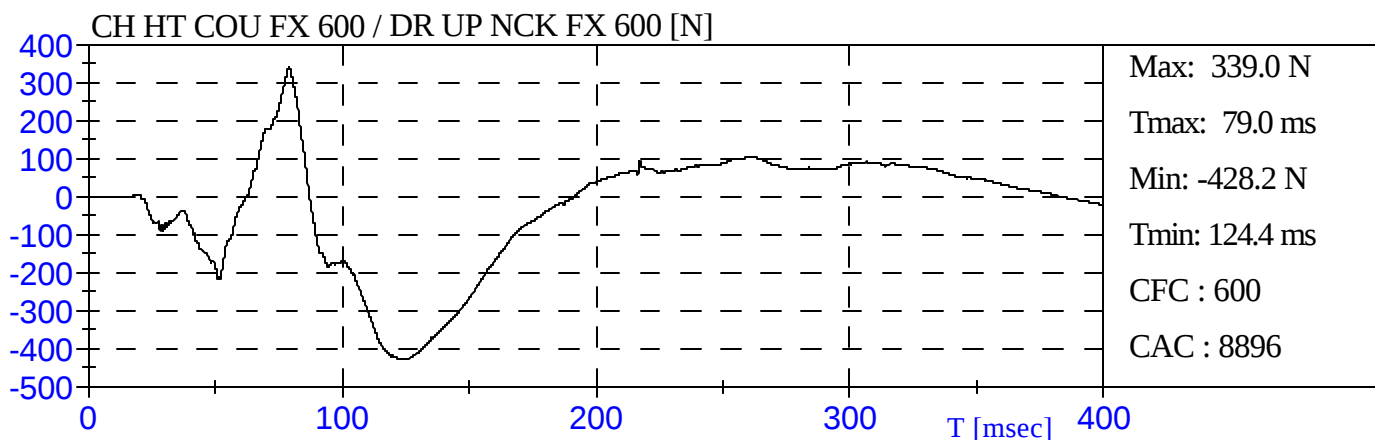
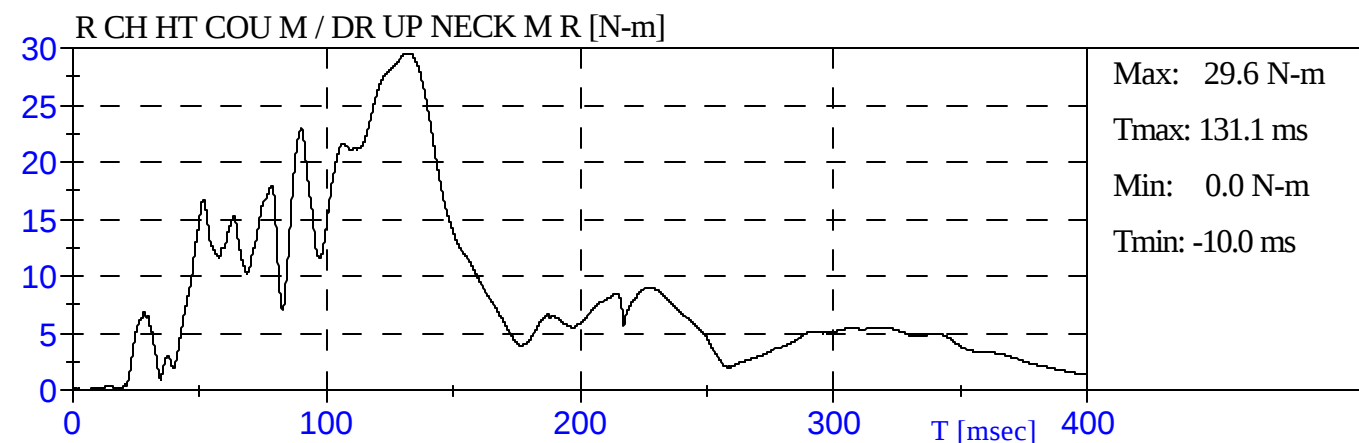
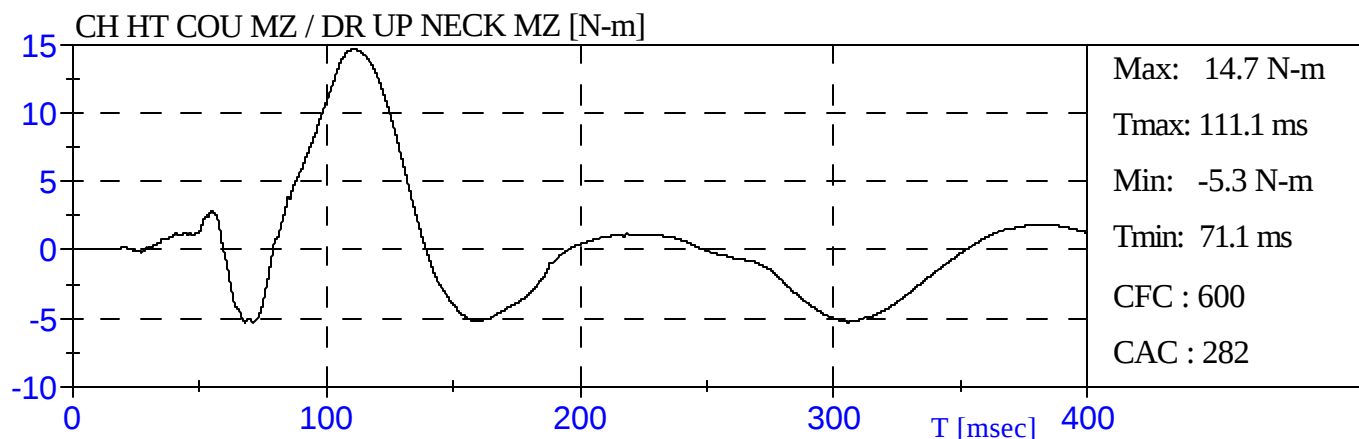
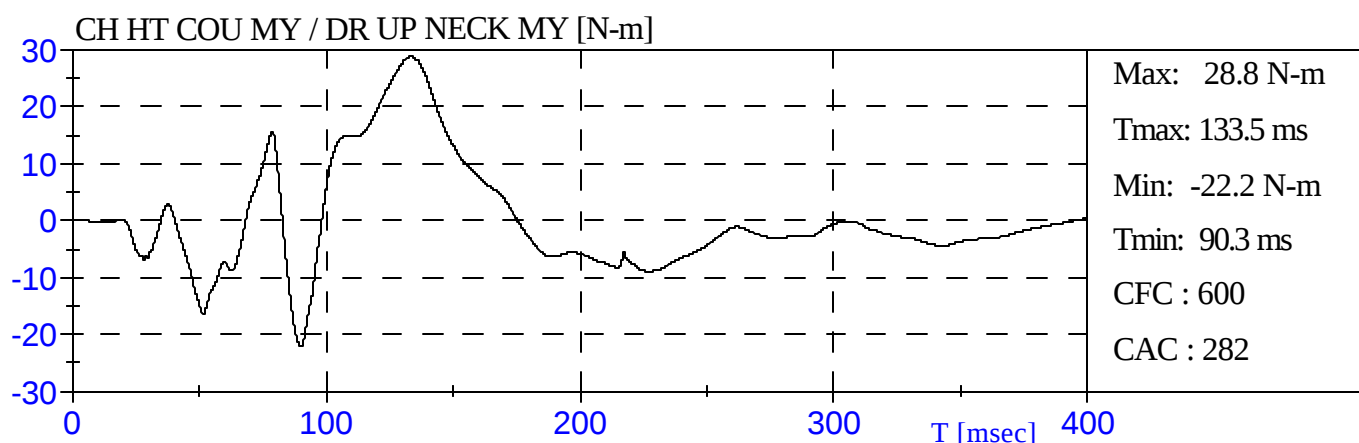
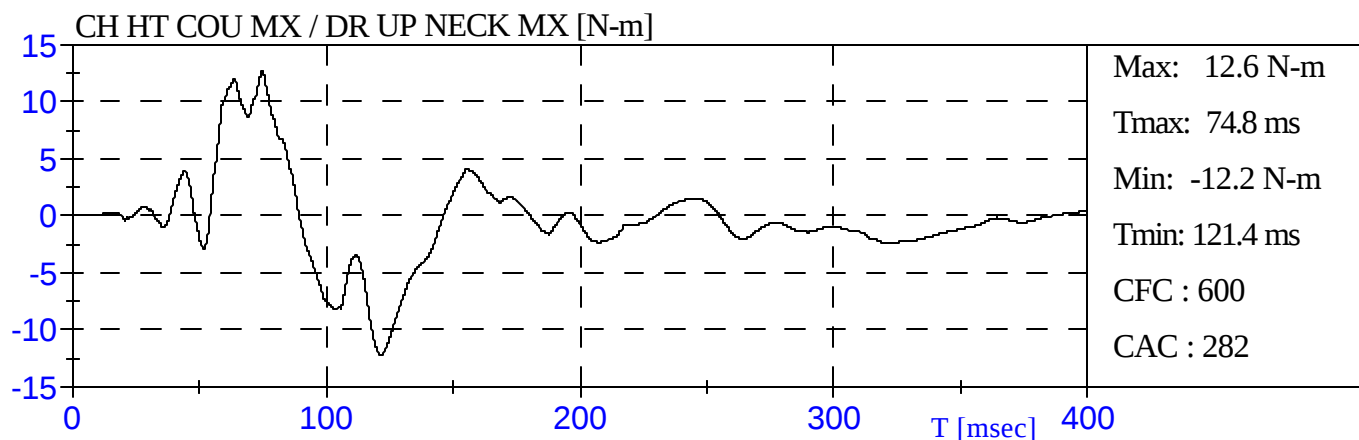


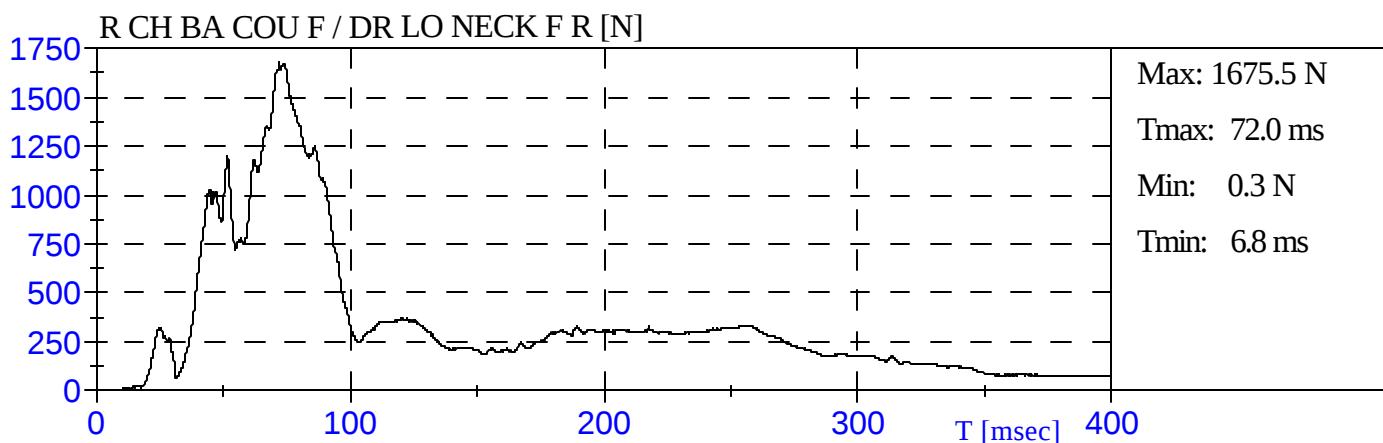
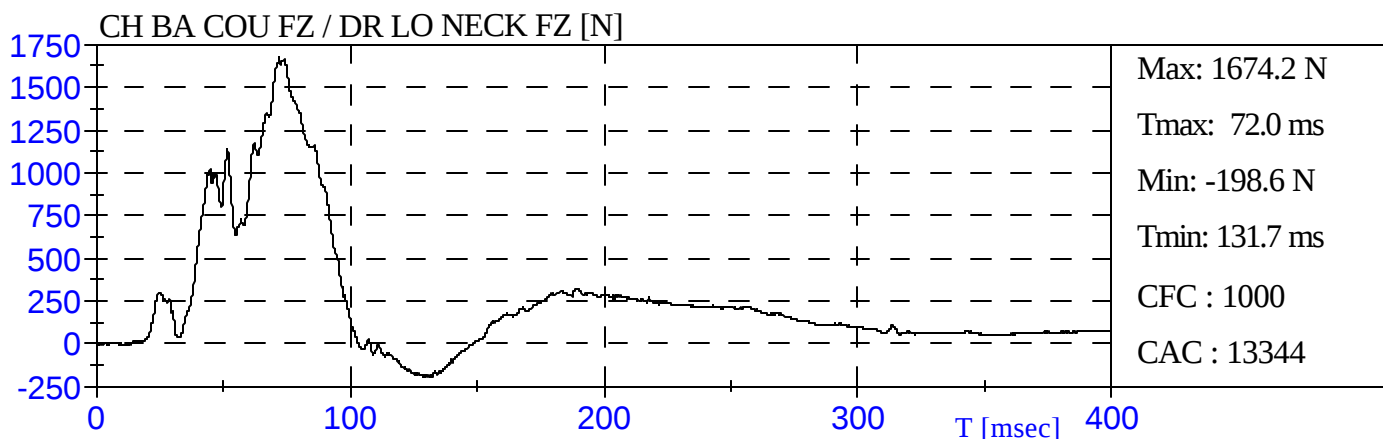
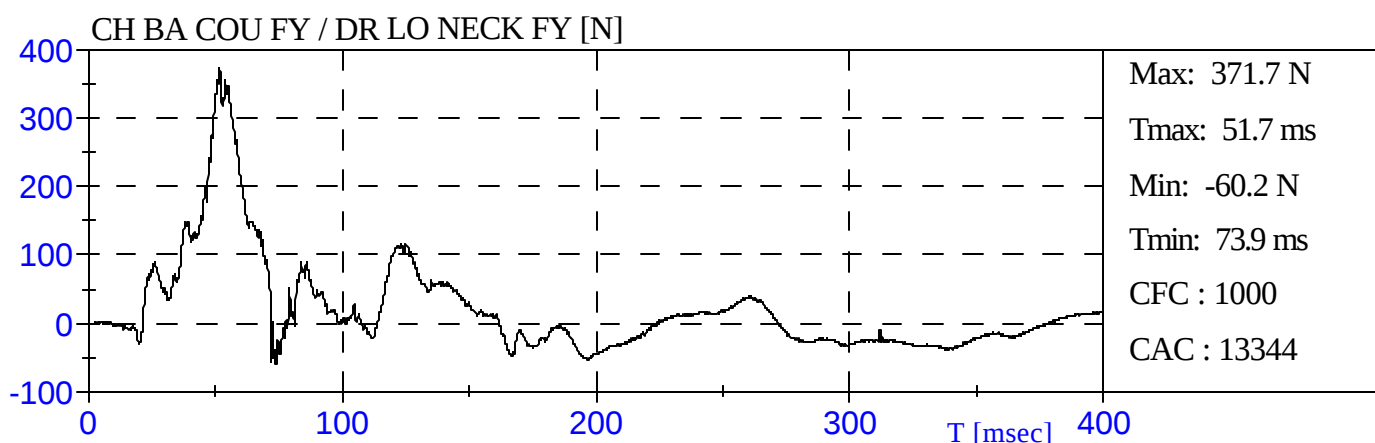
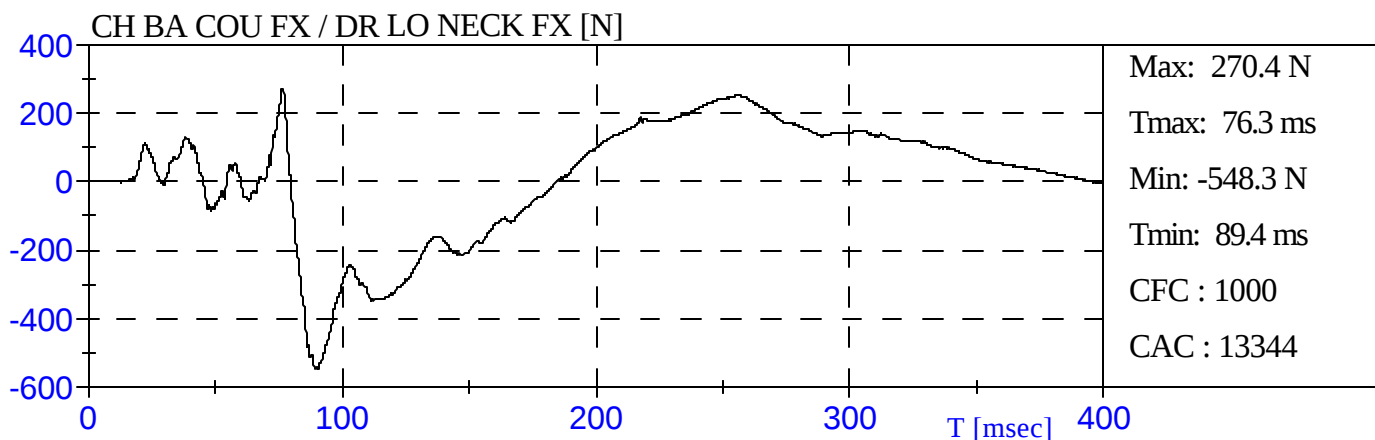
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	VOLKSWAGEN PASSAT 2003
Numéro de TC Tc Number	TC03-130
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-04-02
Titre du projet Project 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 centre) Passenger 1 (rear center)	HYBRID III 10Y

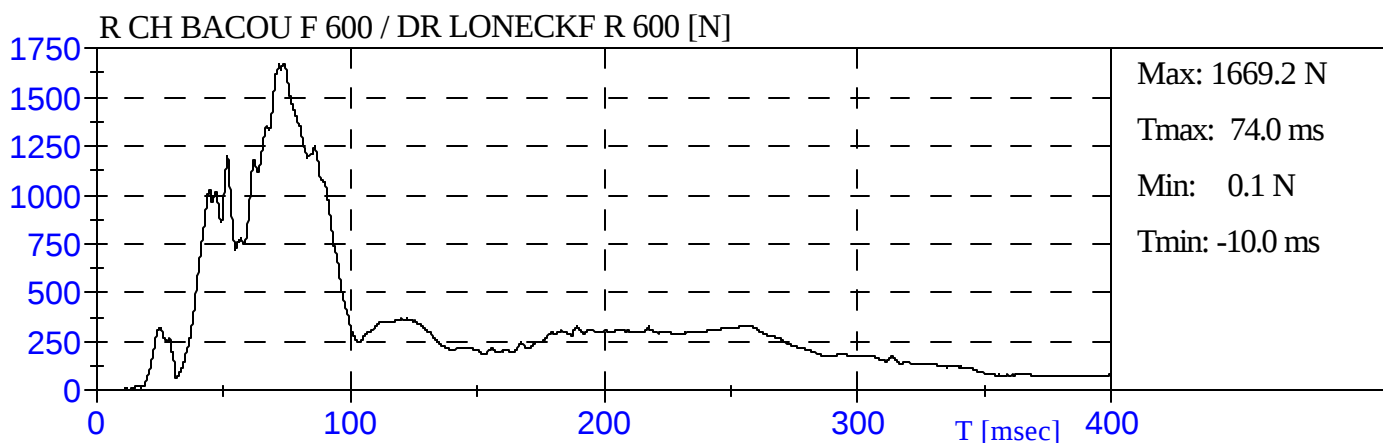
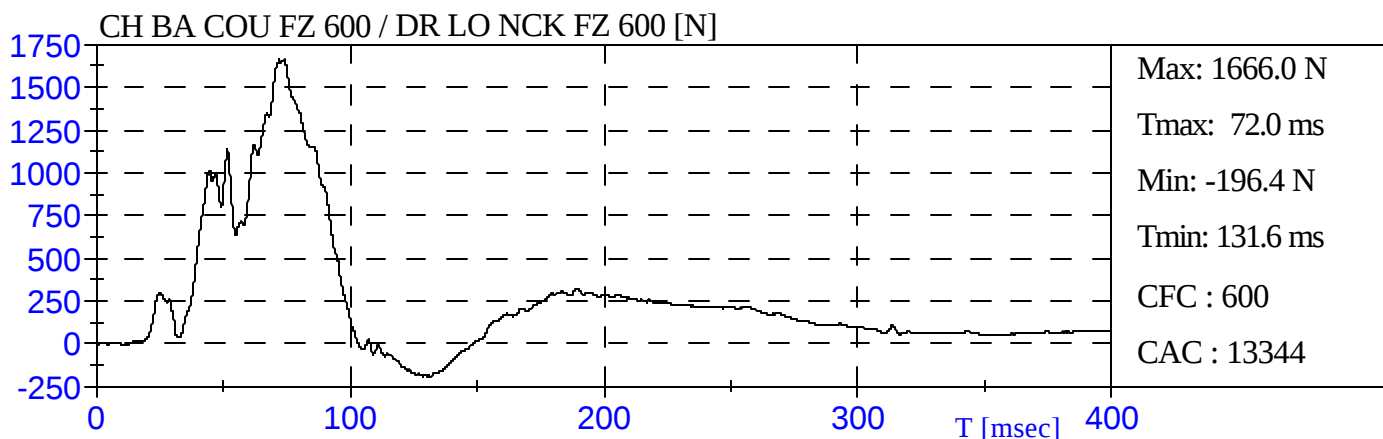
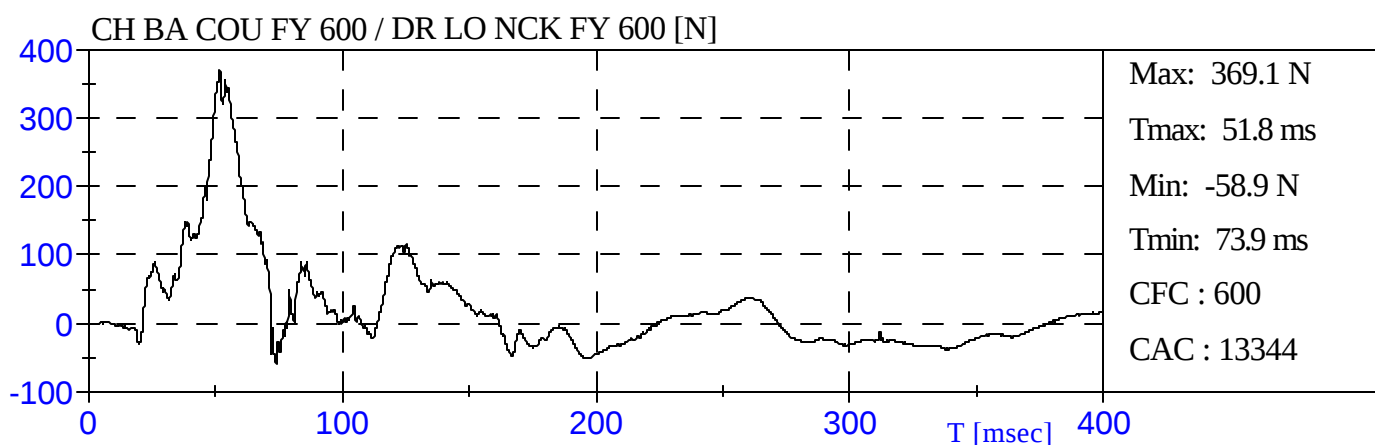
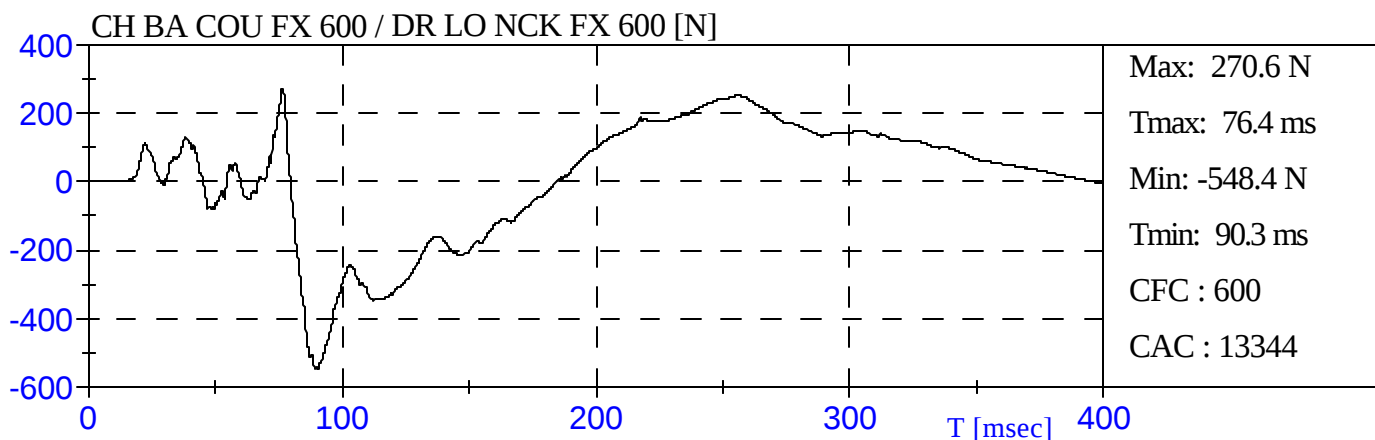


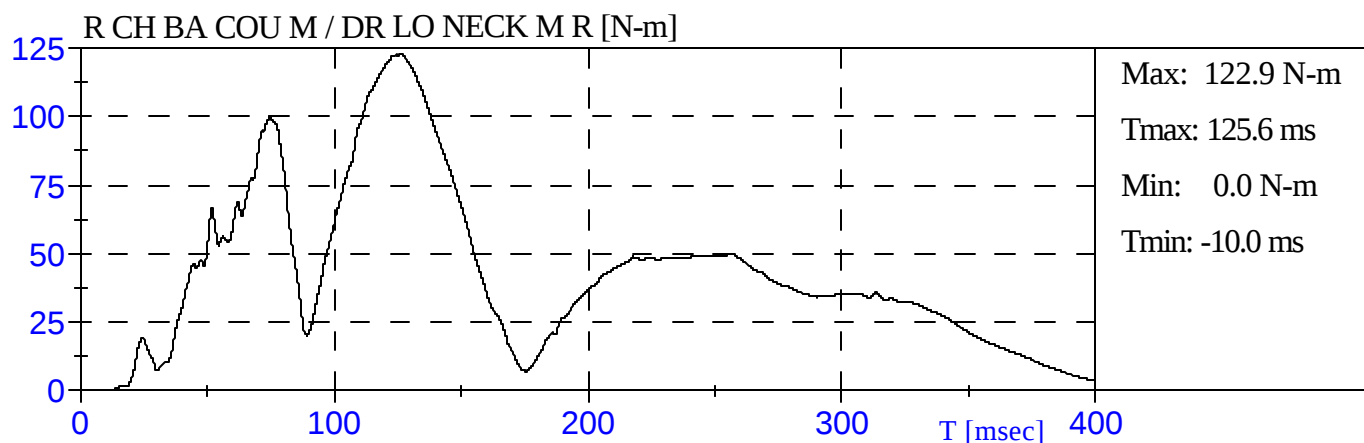
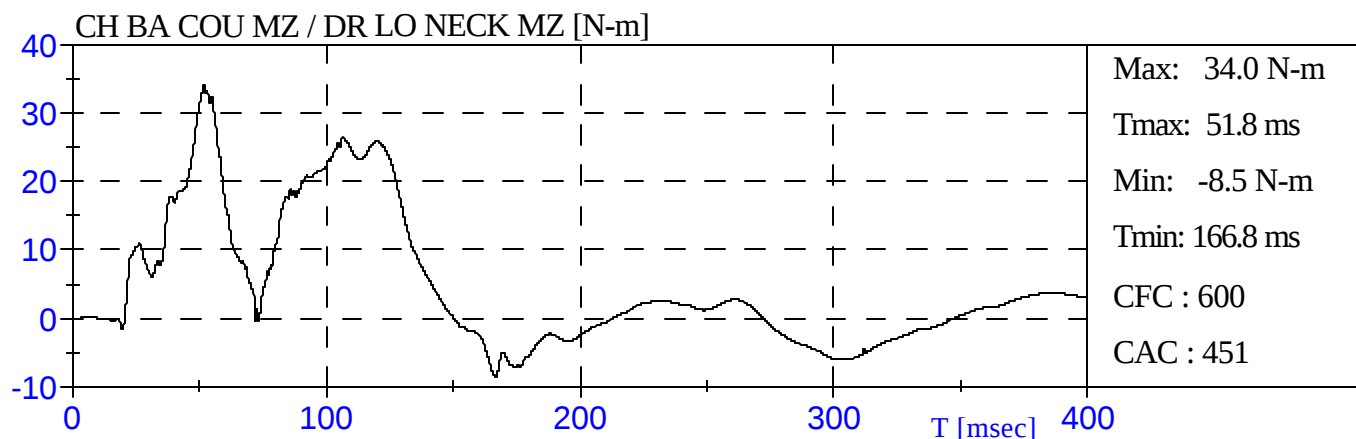
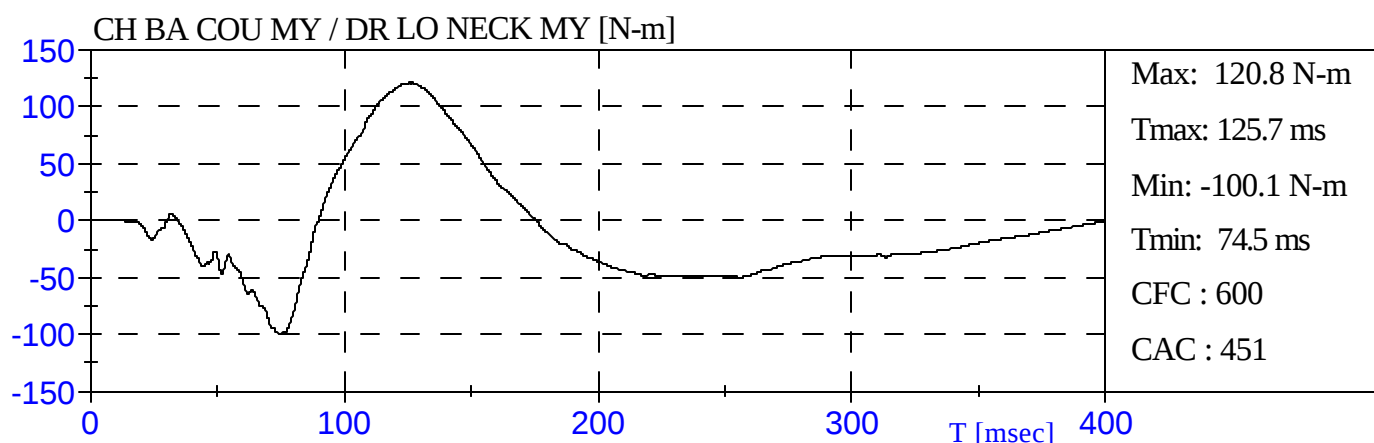
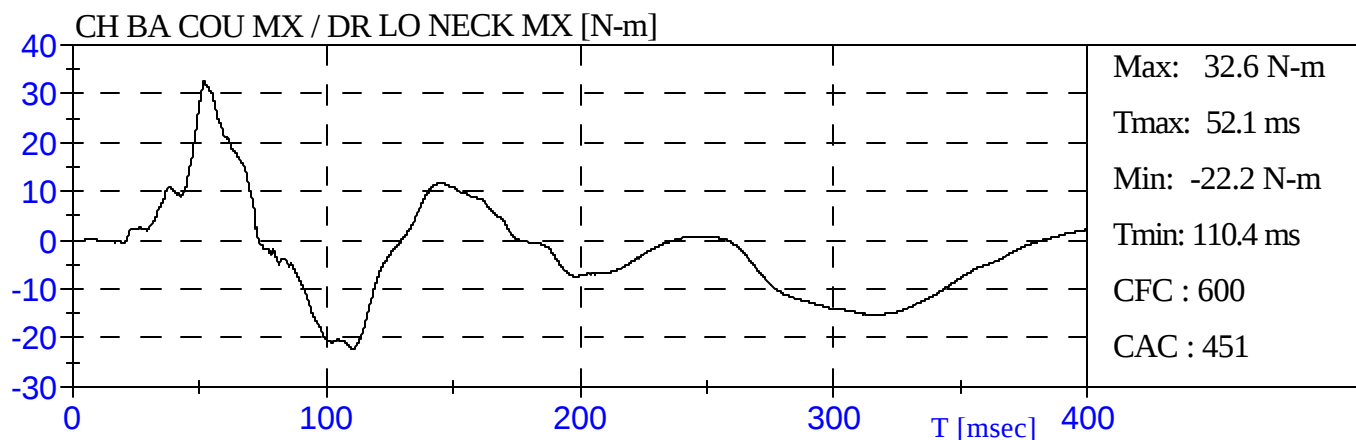


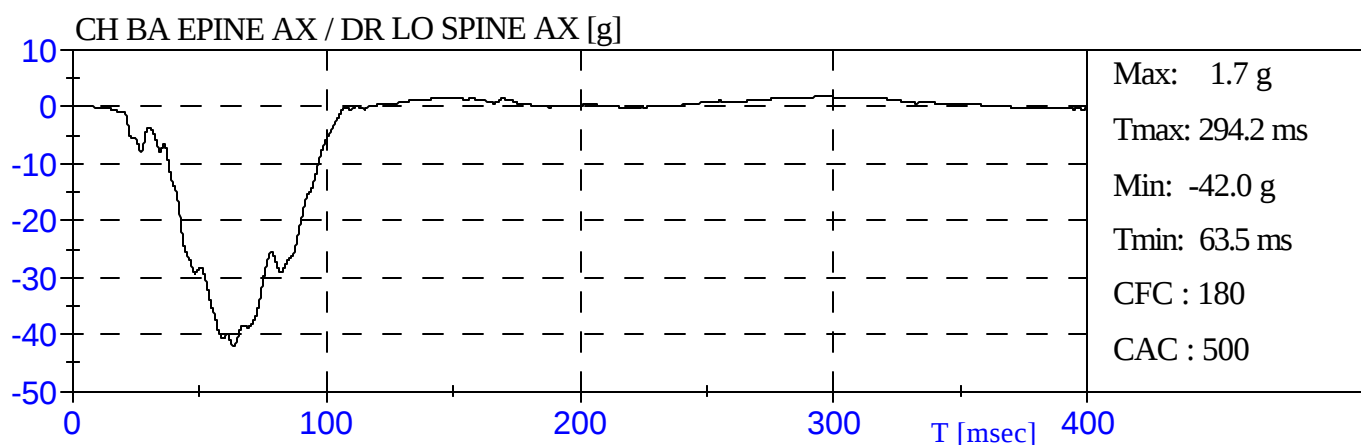
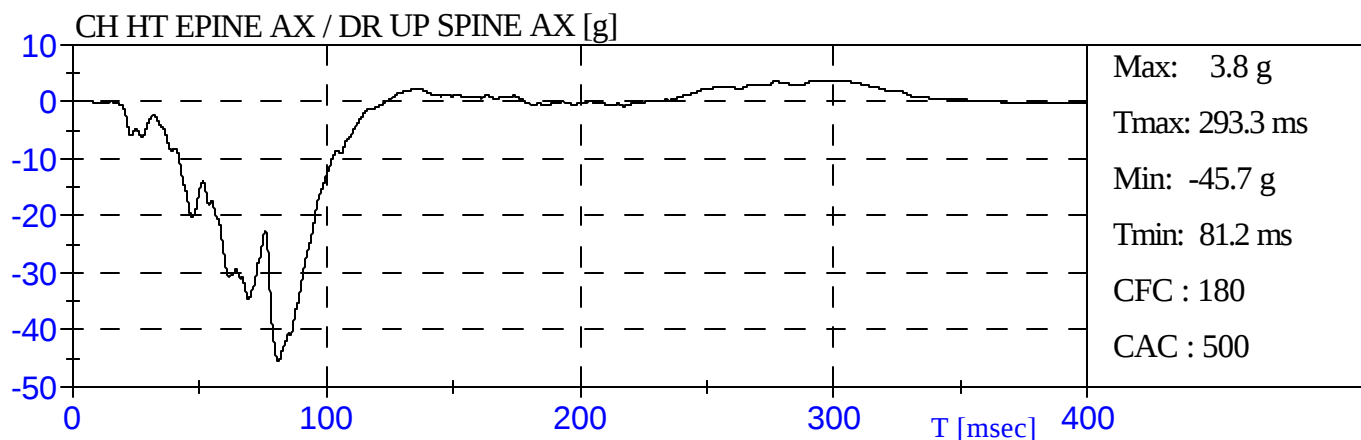


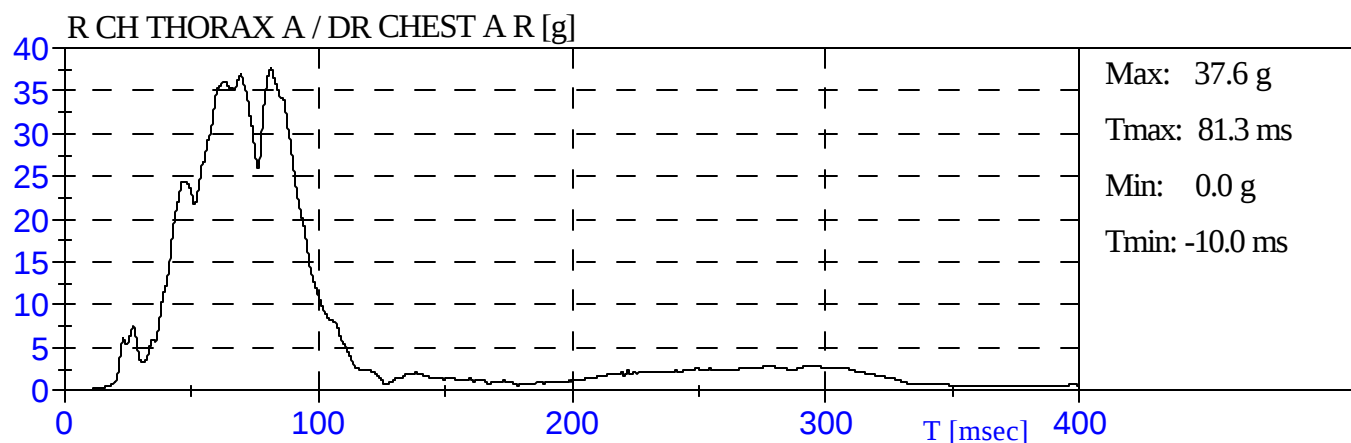
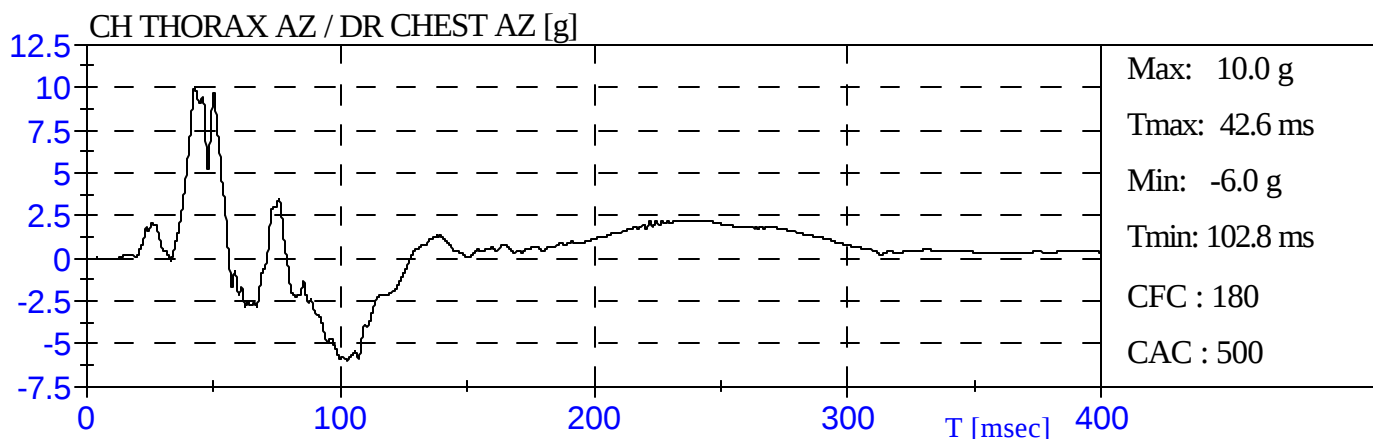
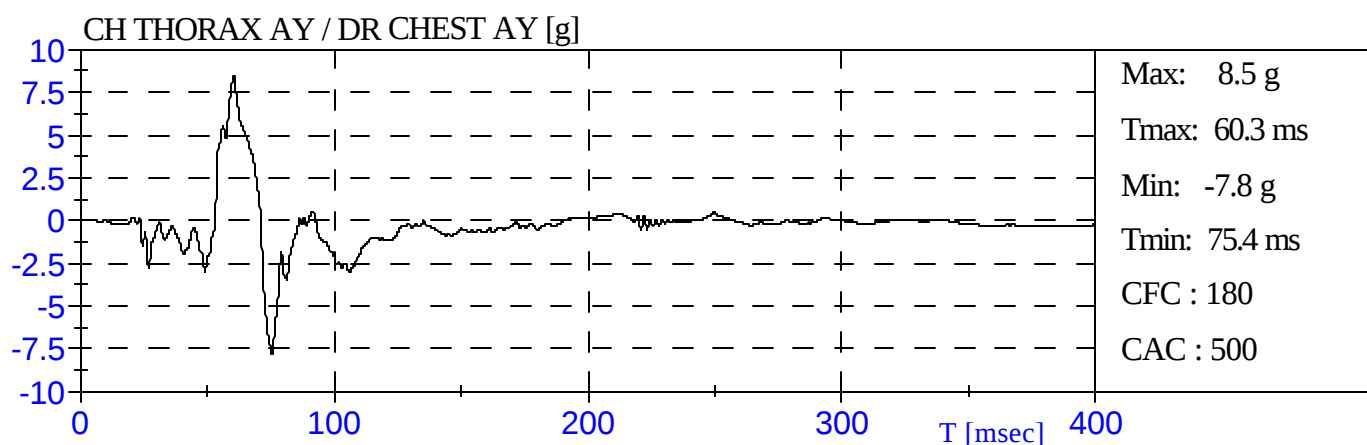
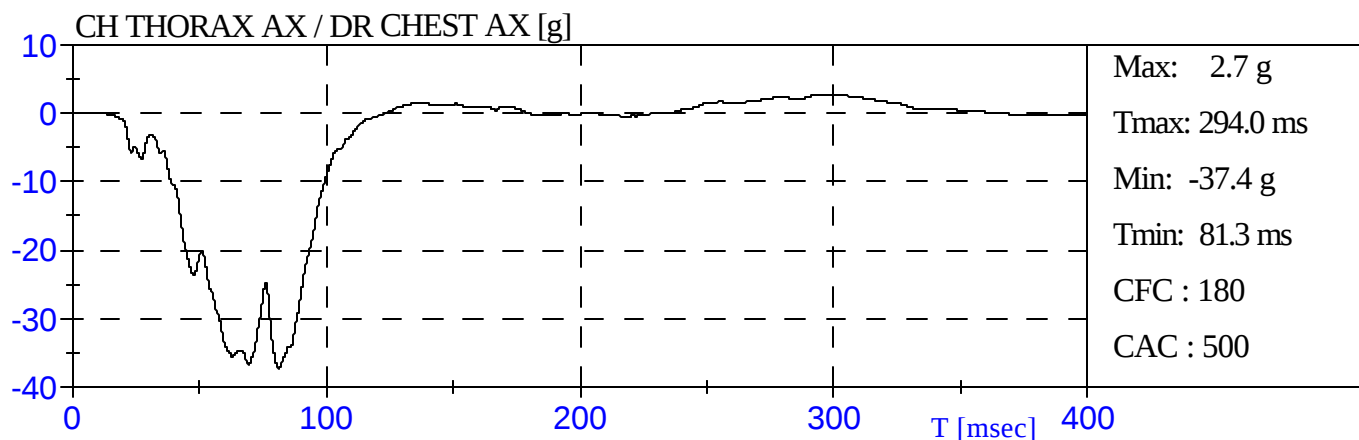


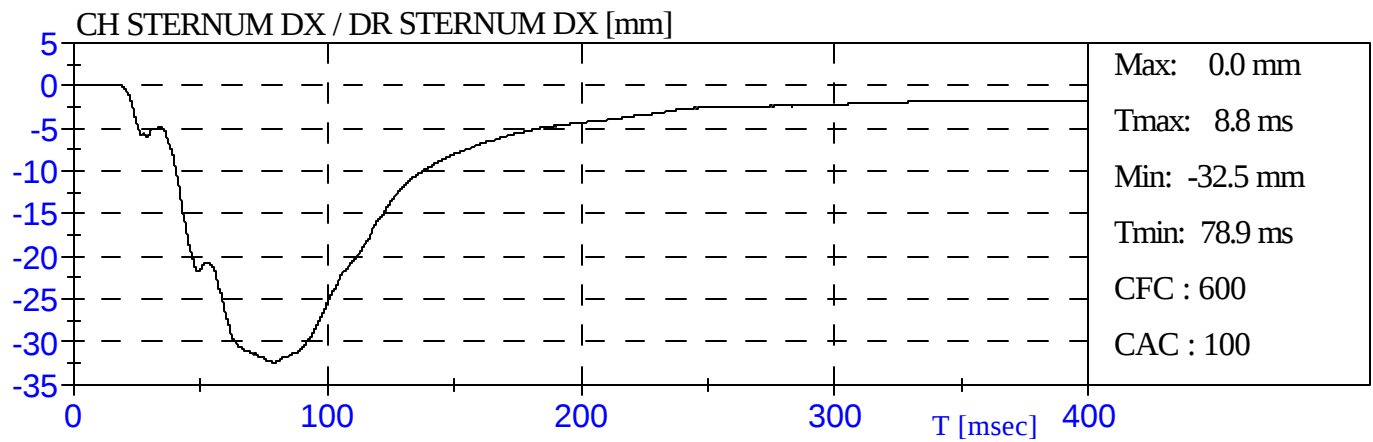


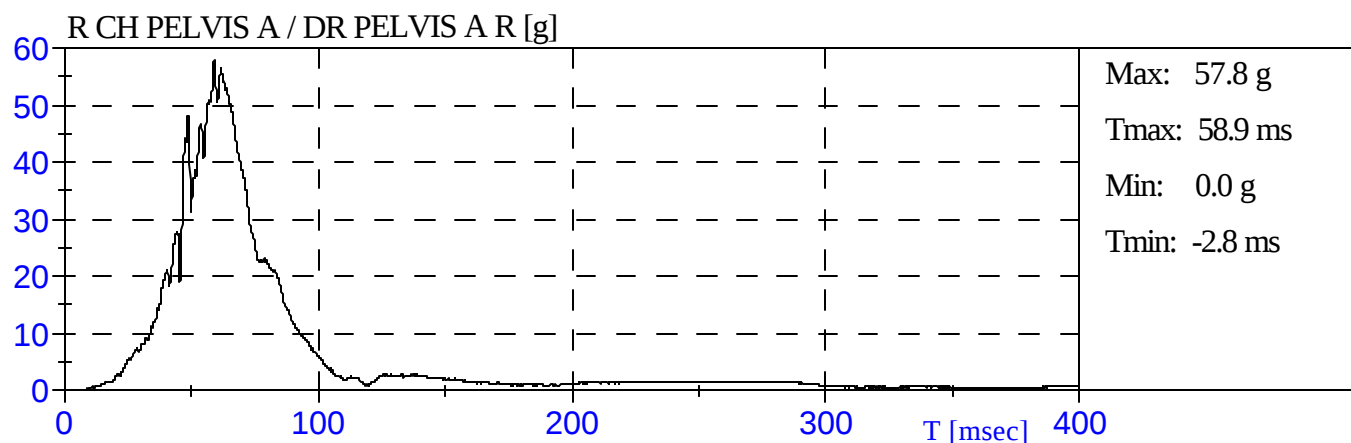
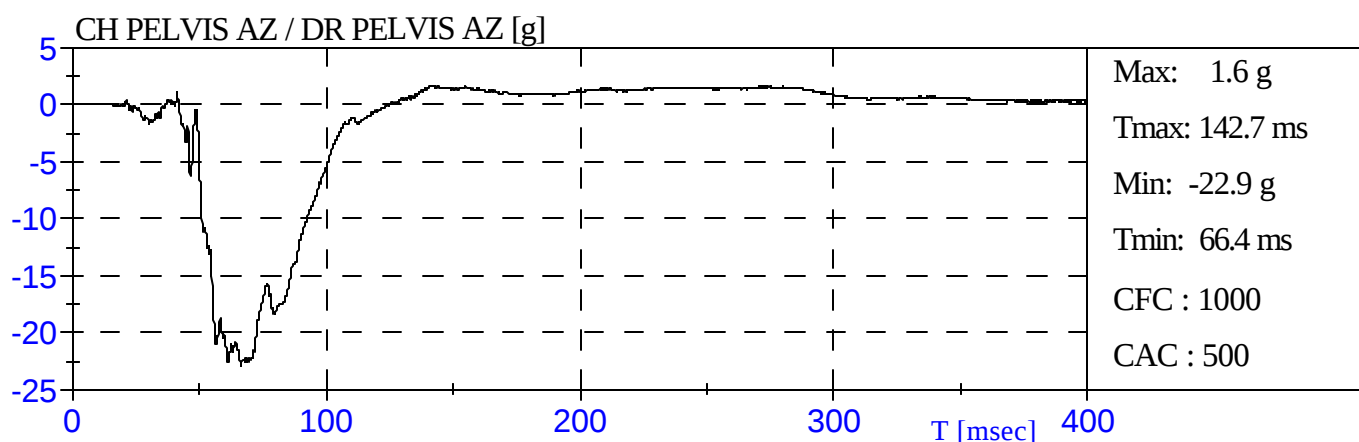
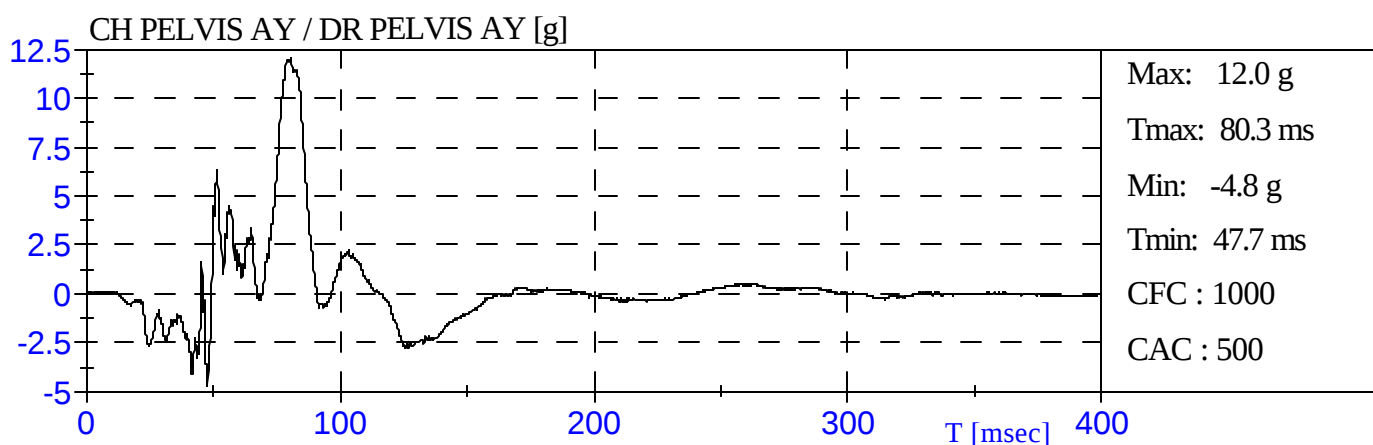
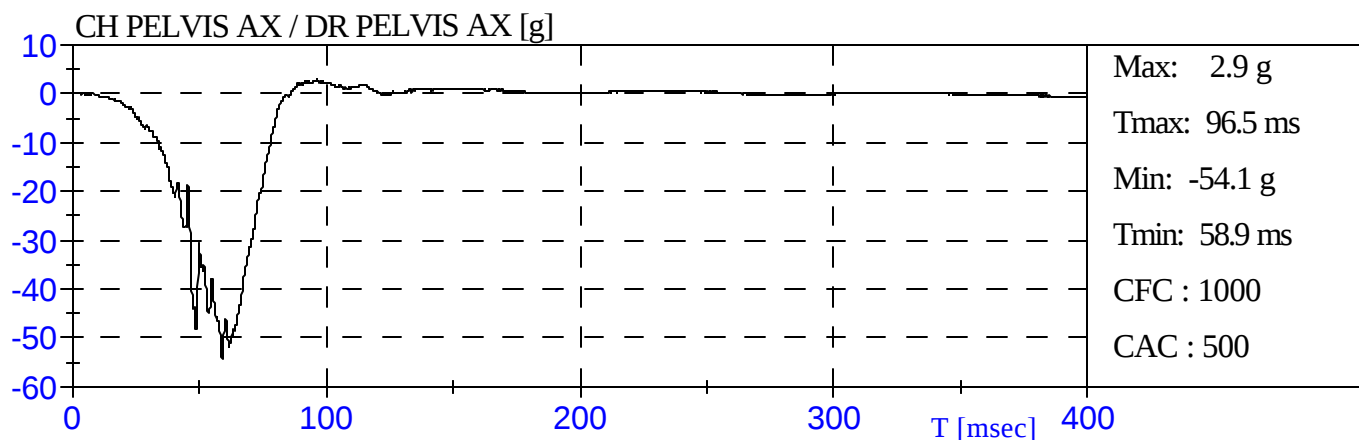


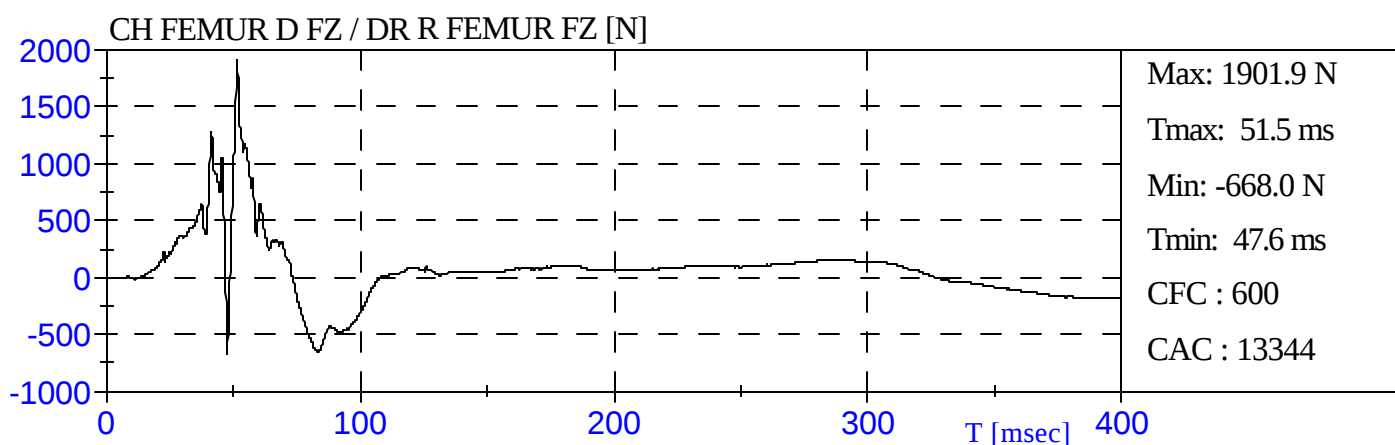
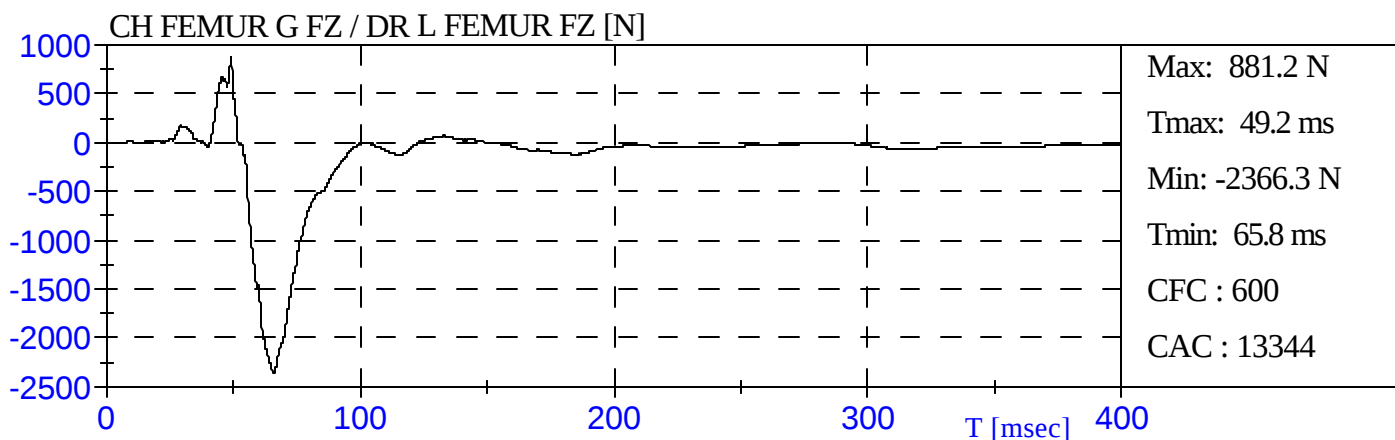


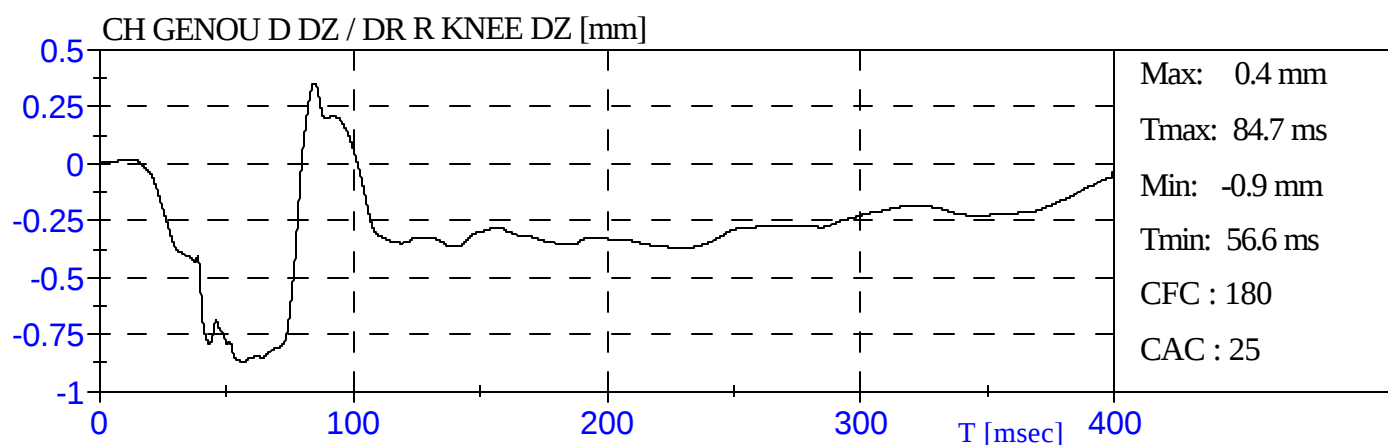
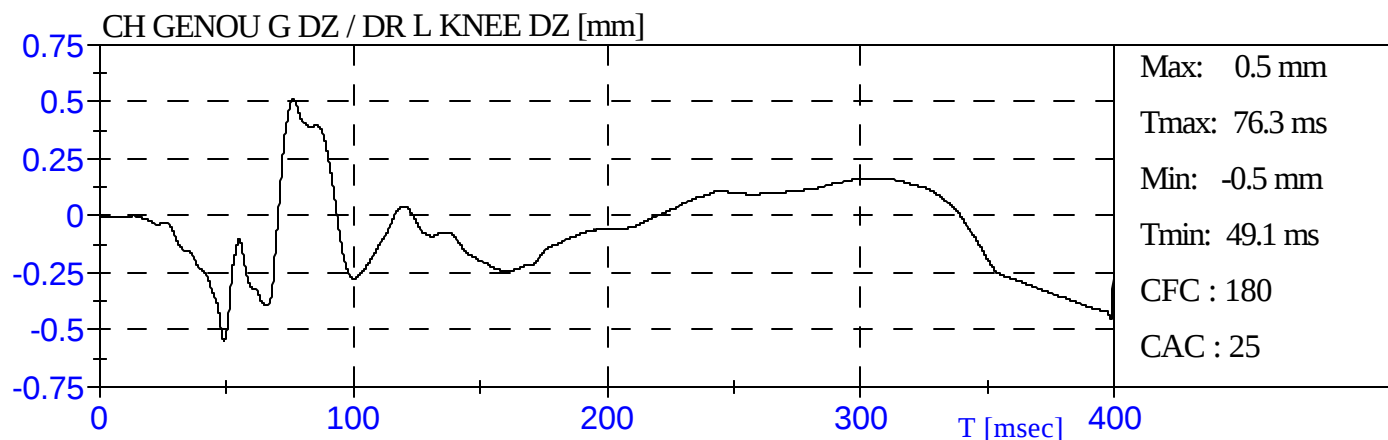


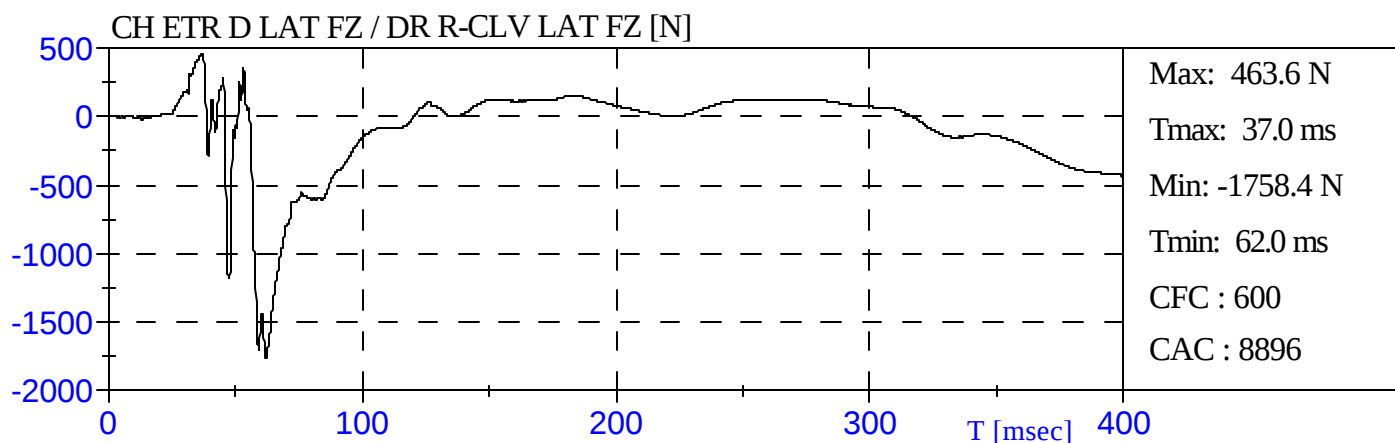
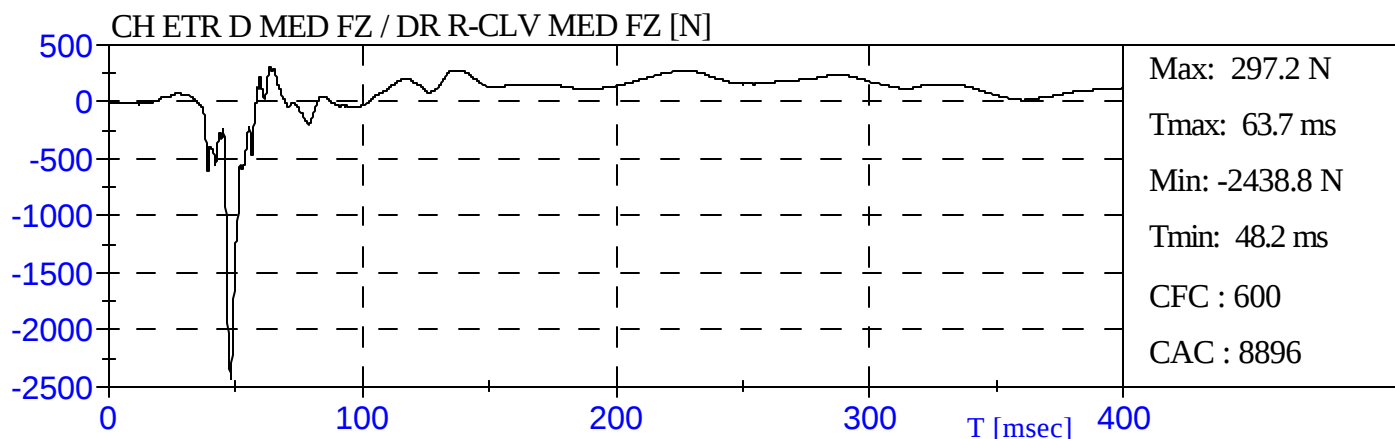
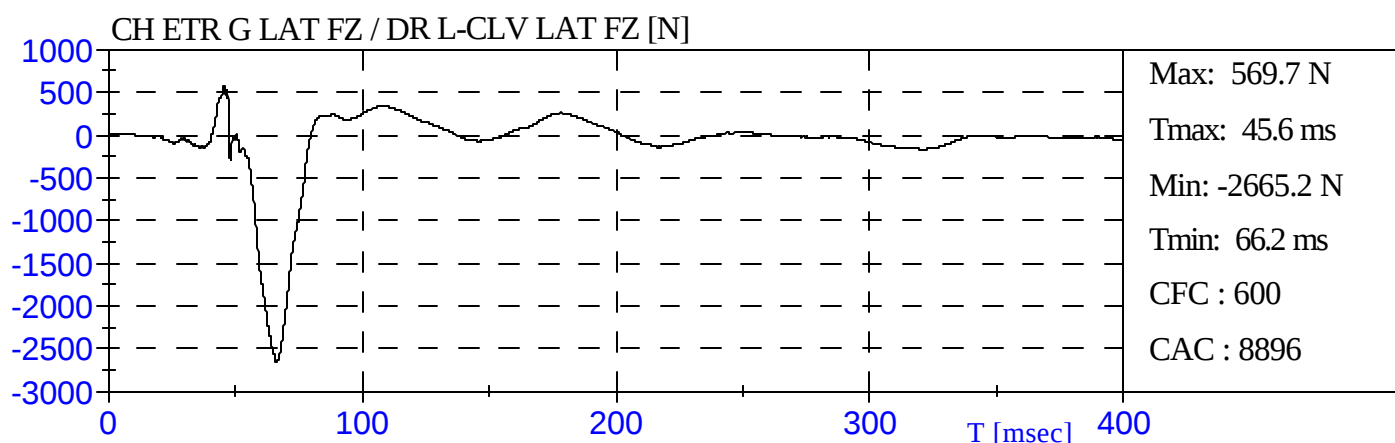
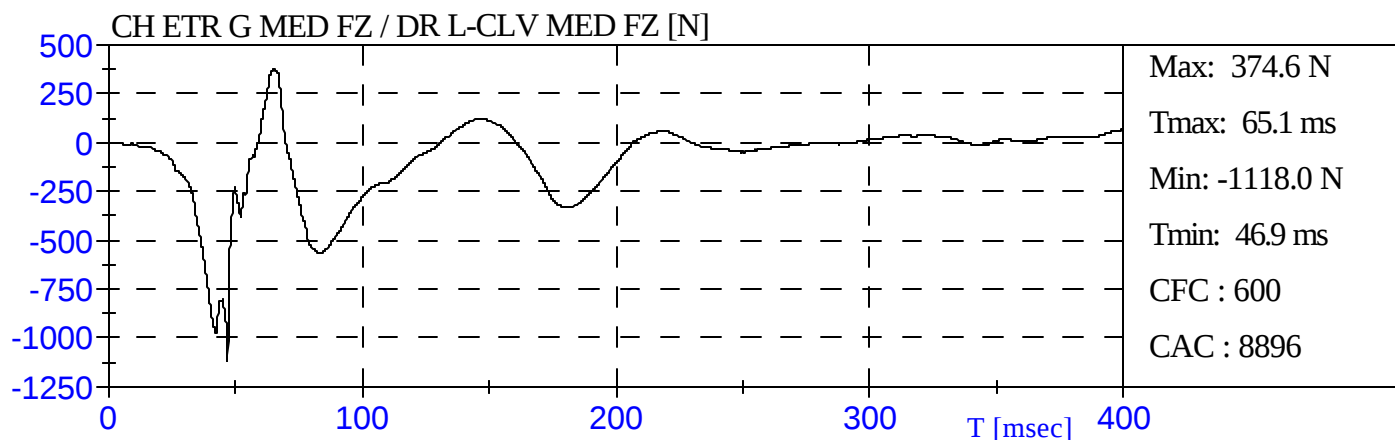


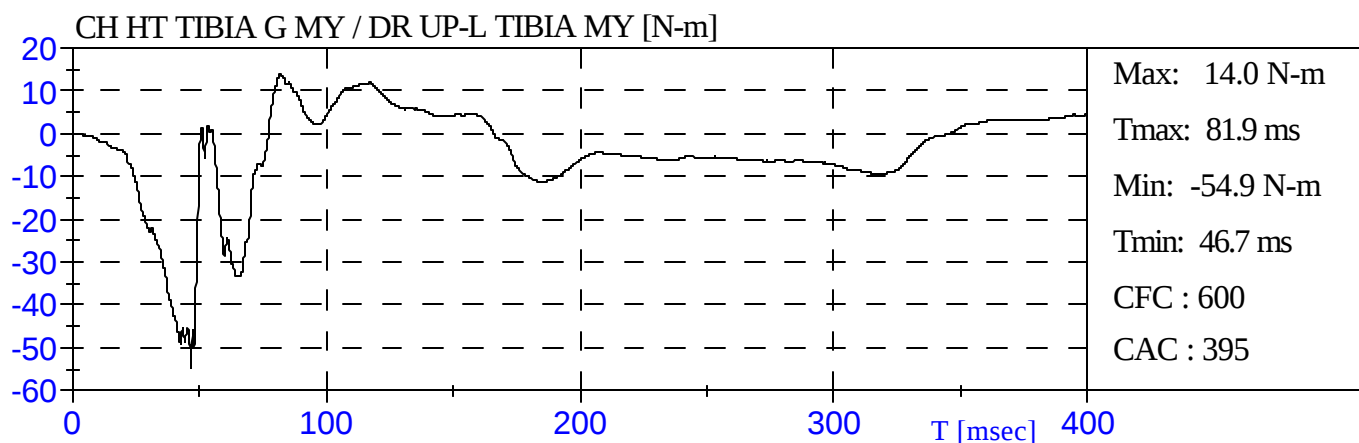
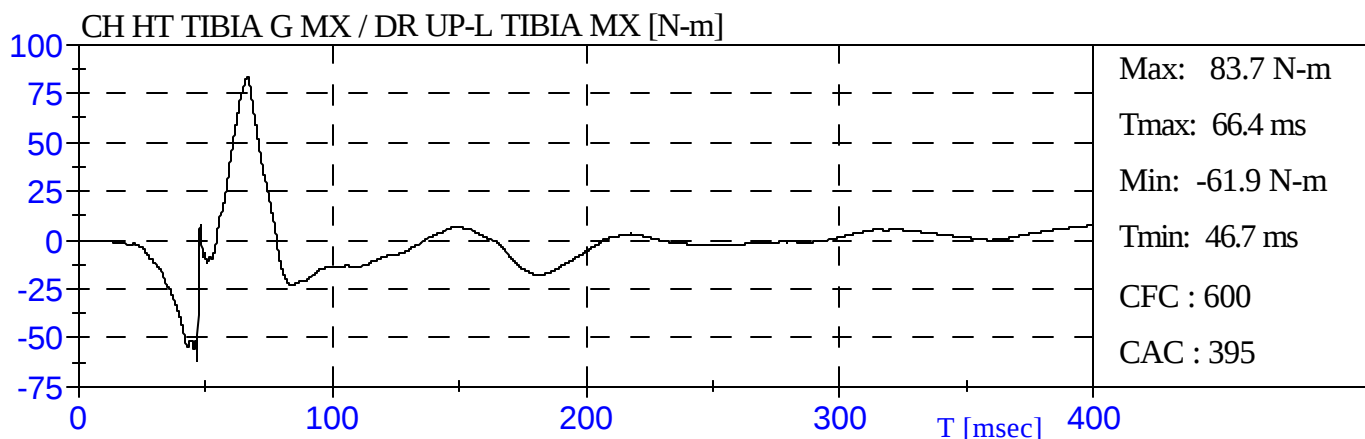
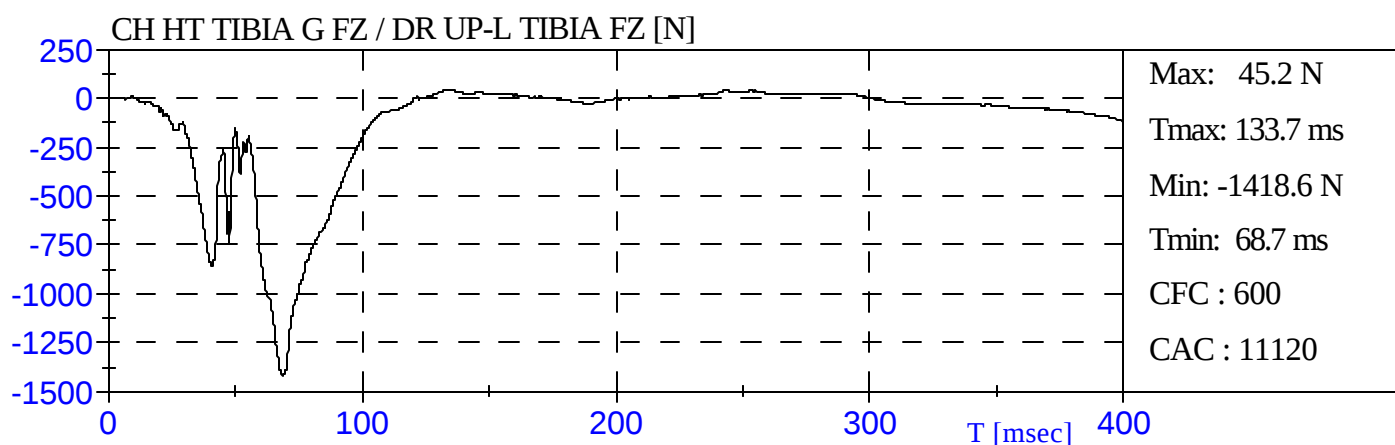
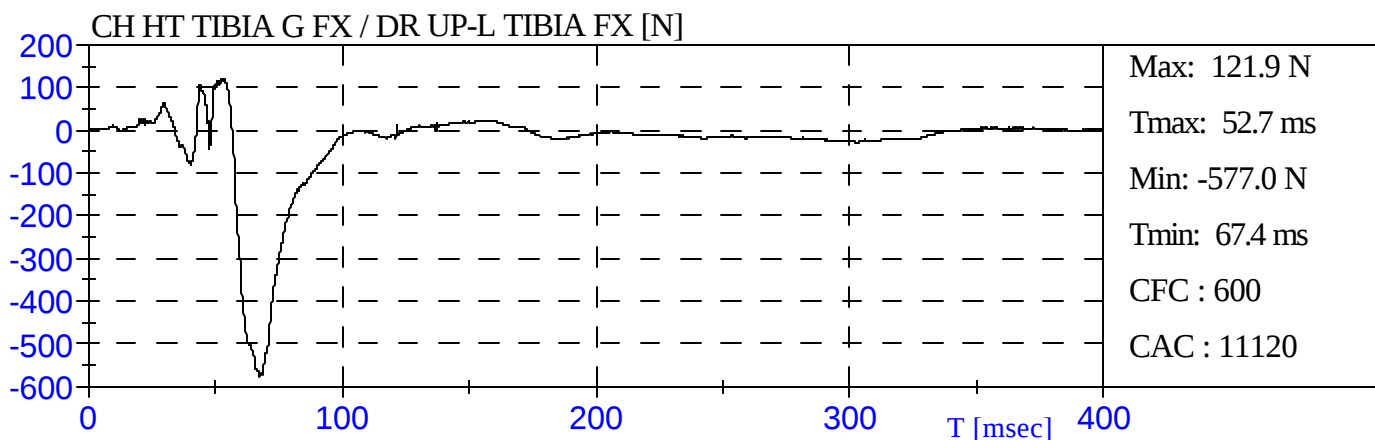


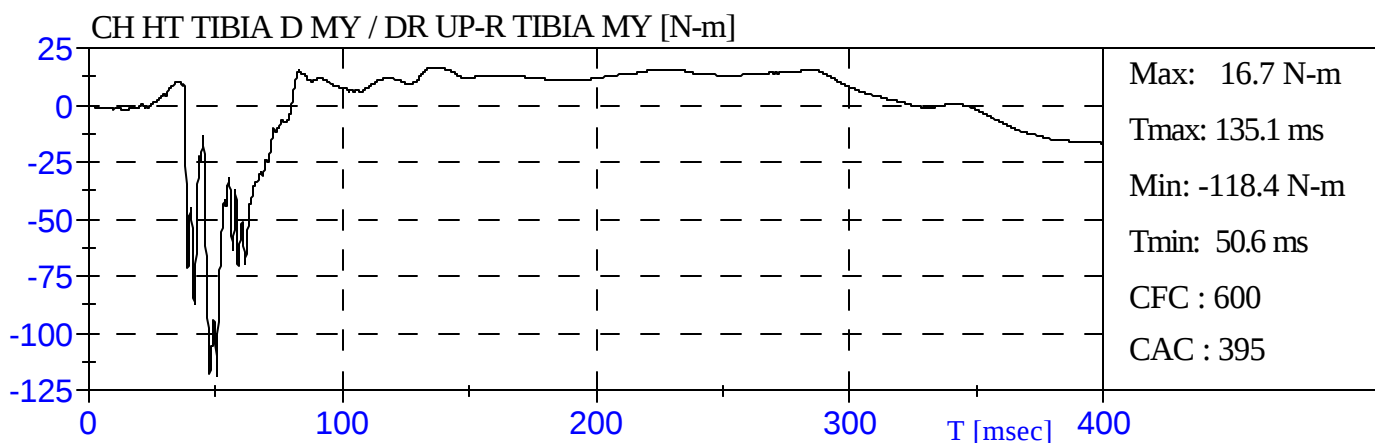
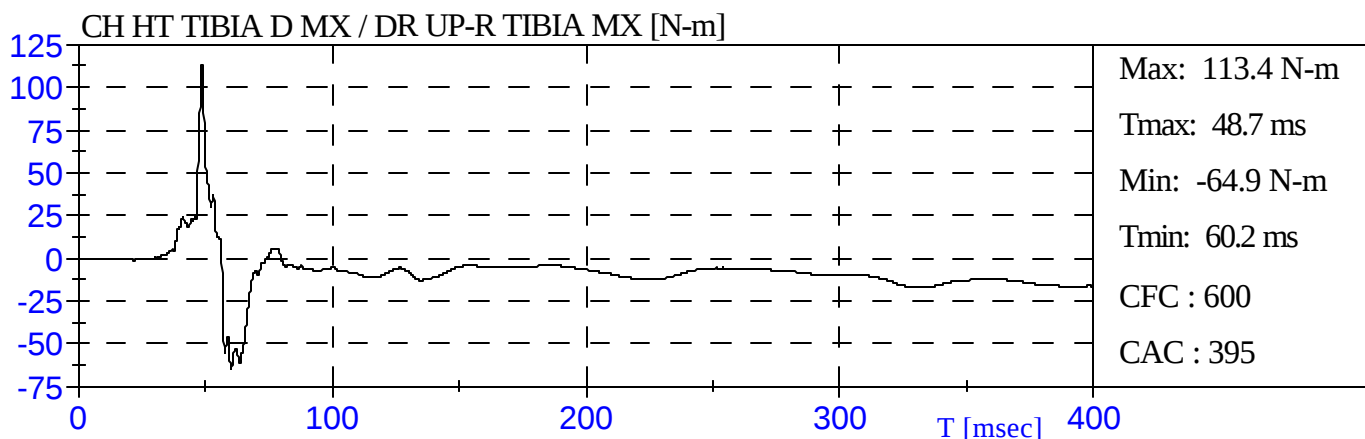
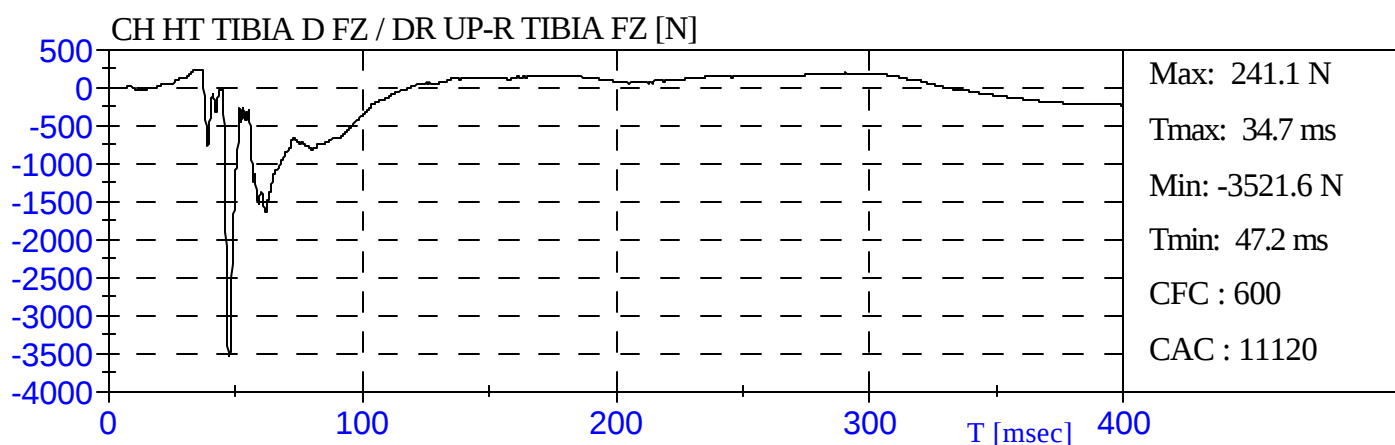
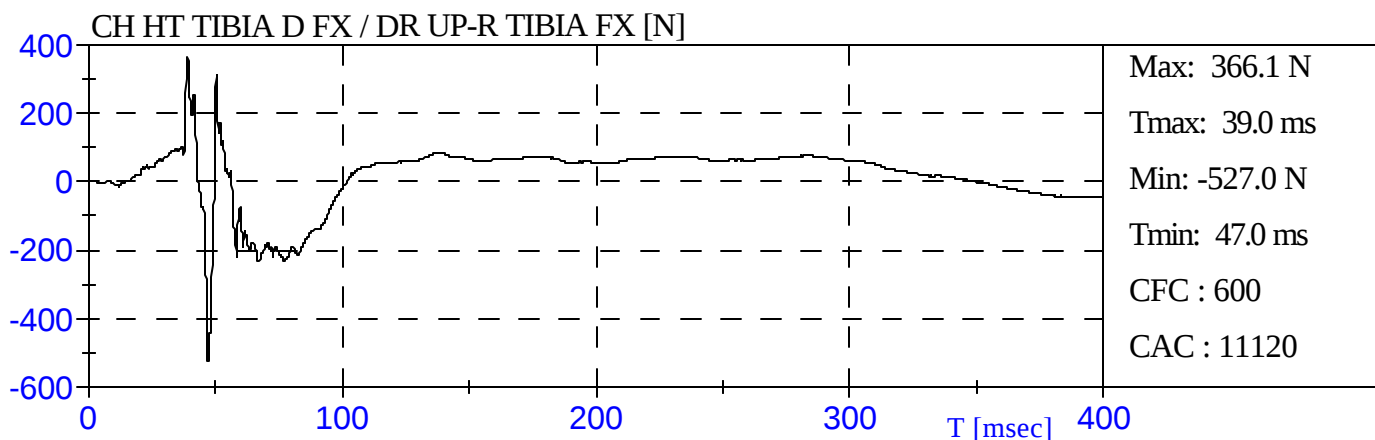


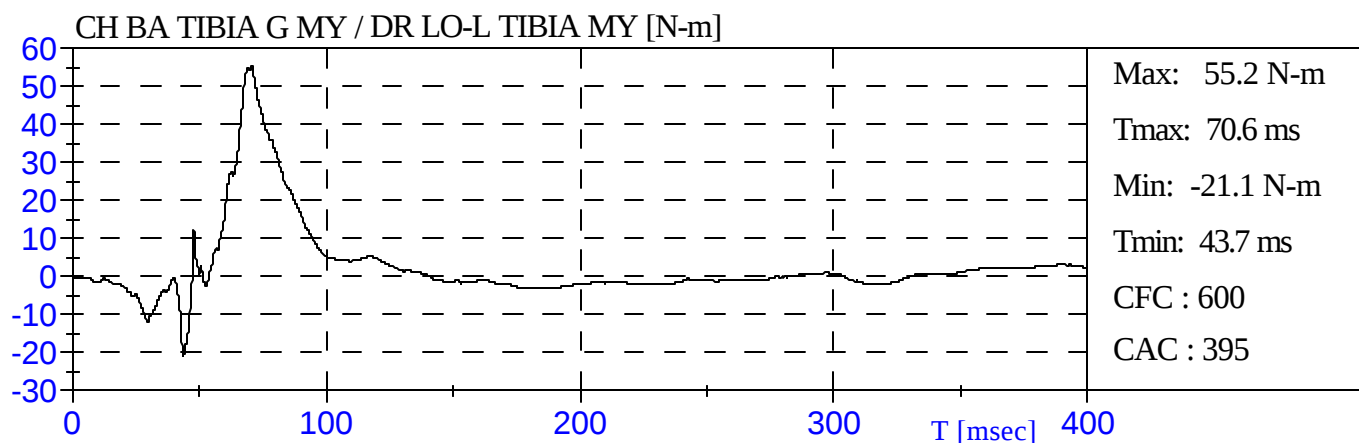
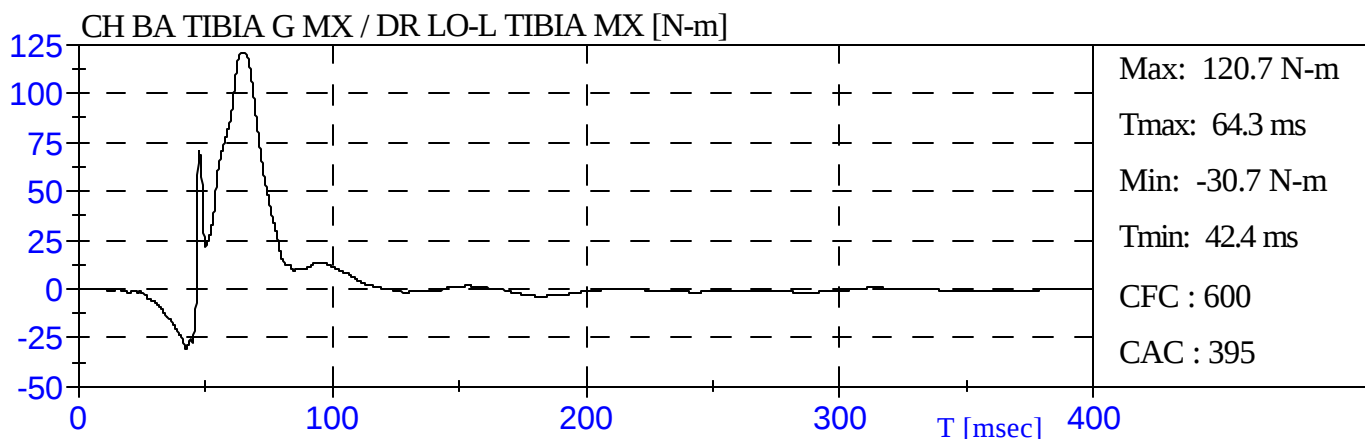
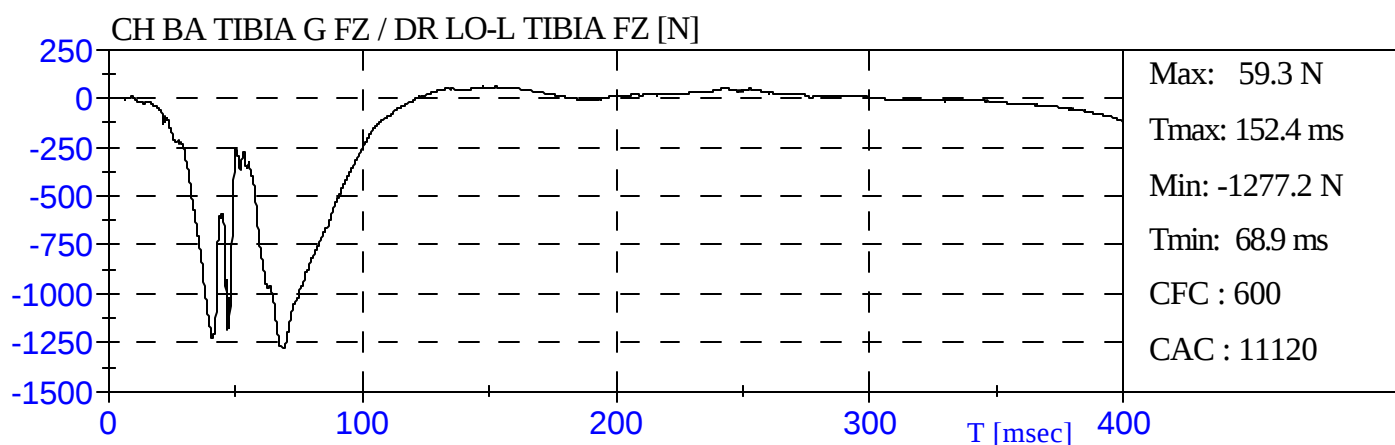
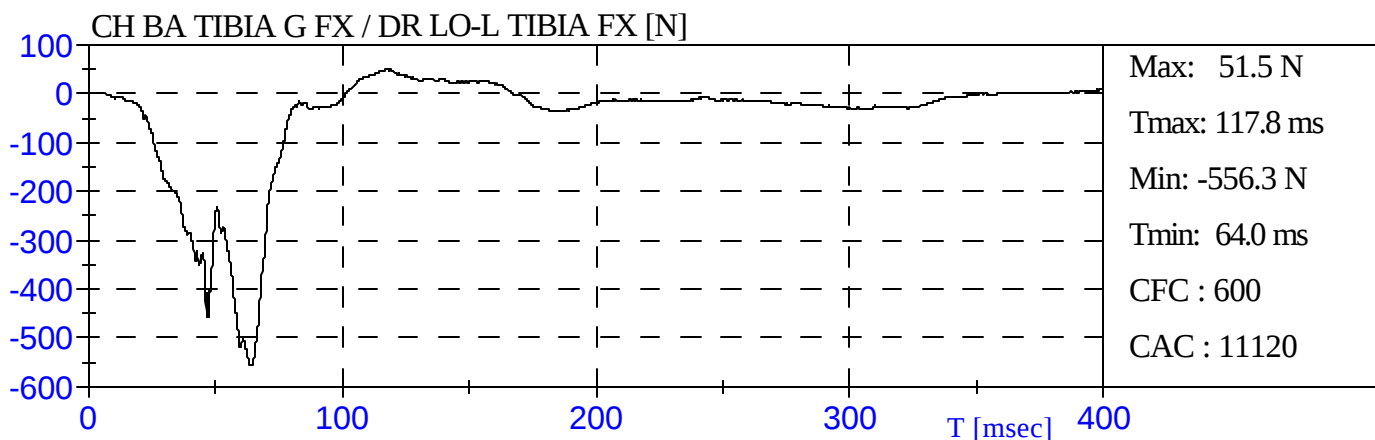


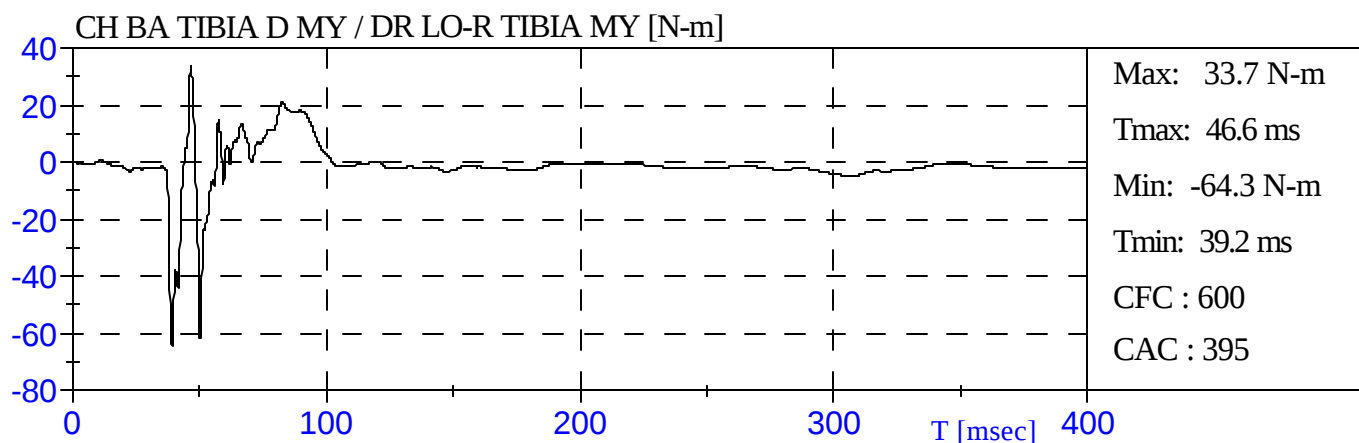
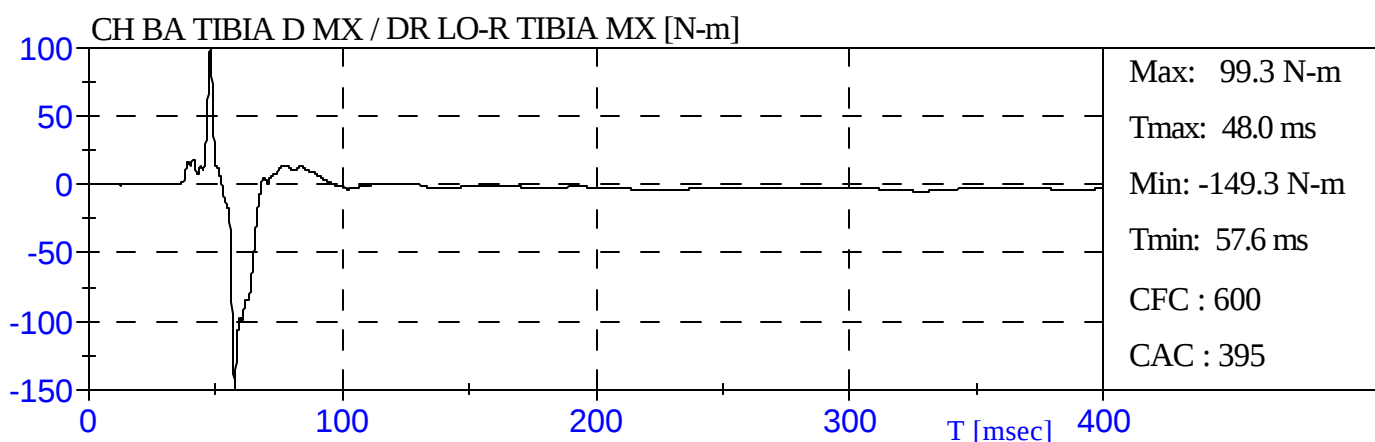
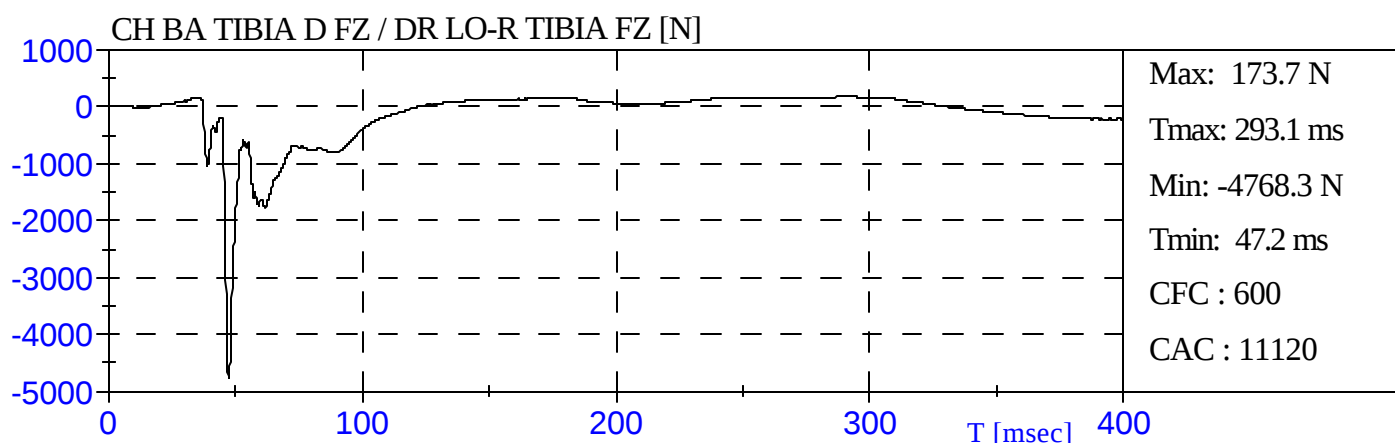
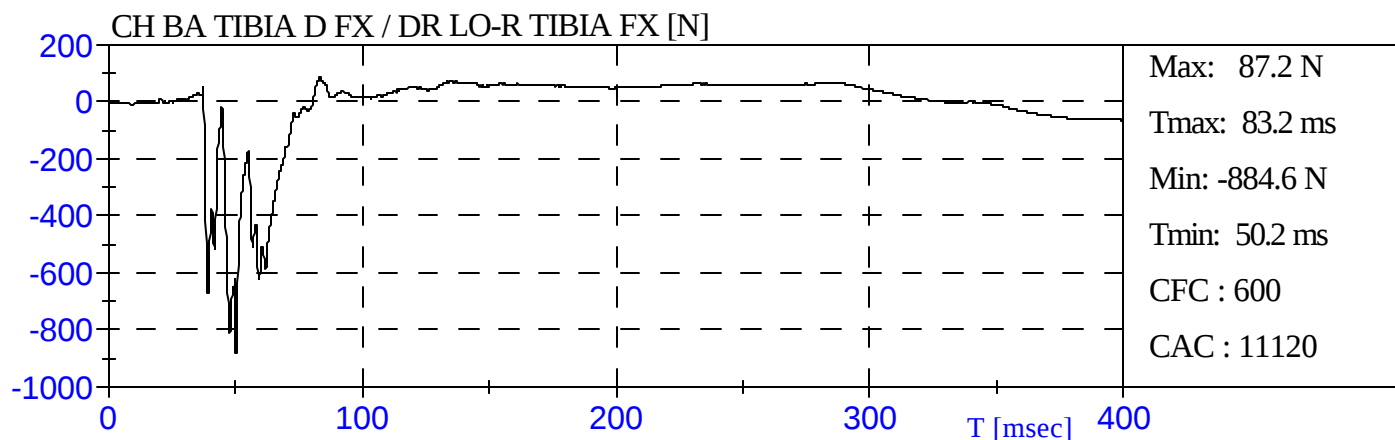


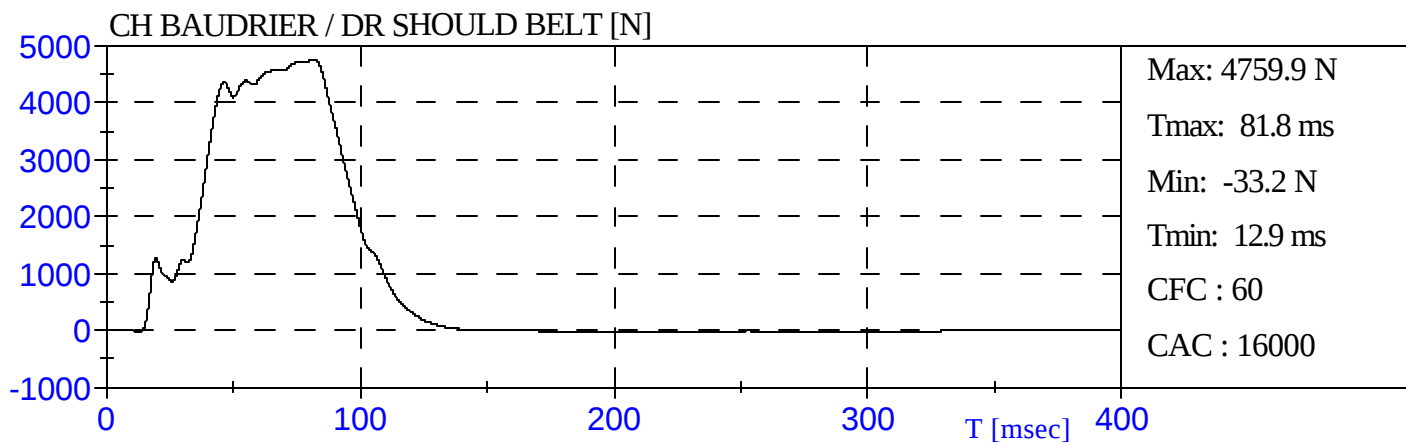
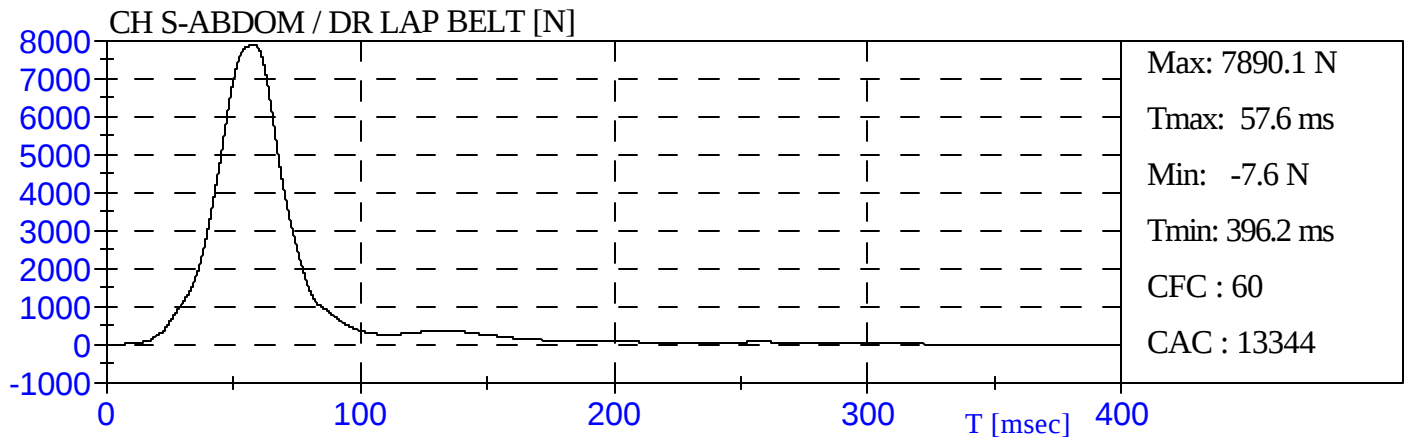


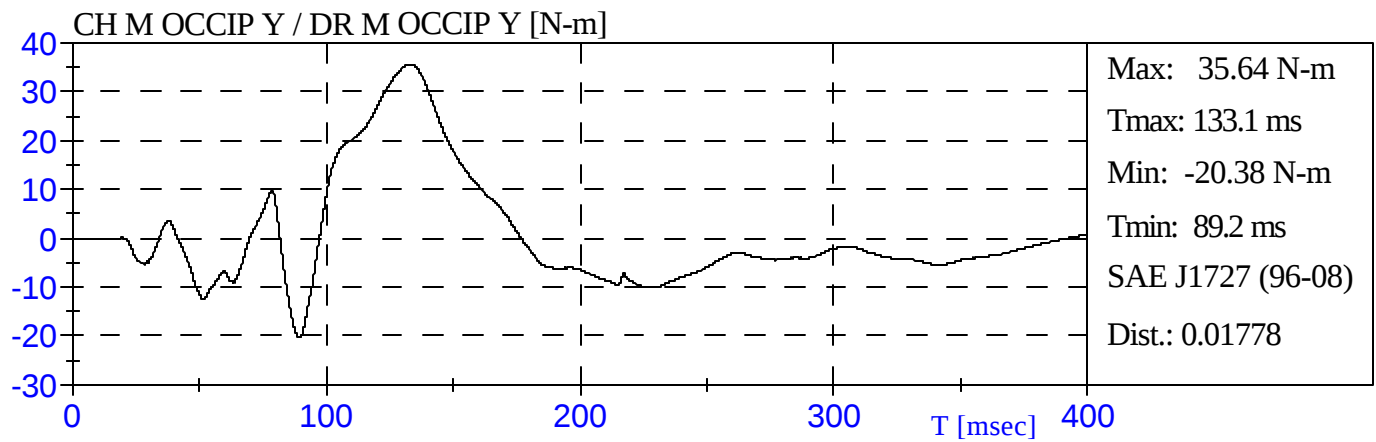


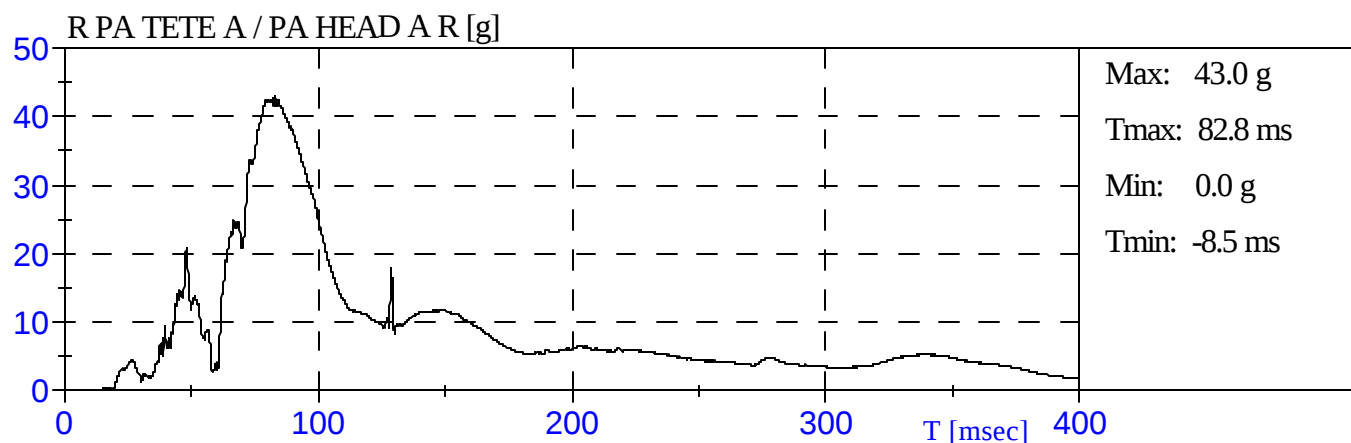
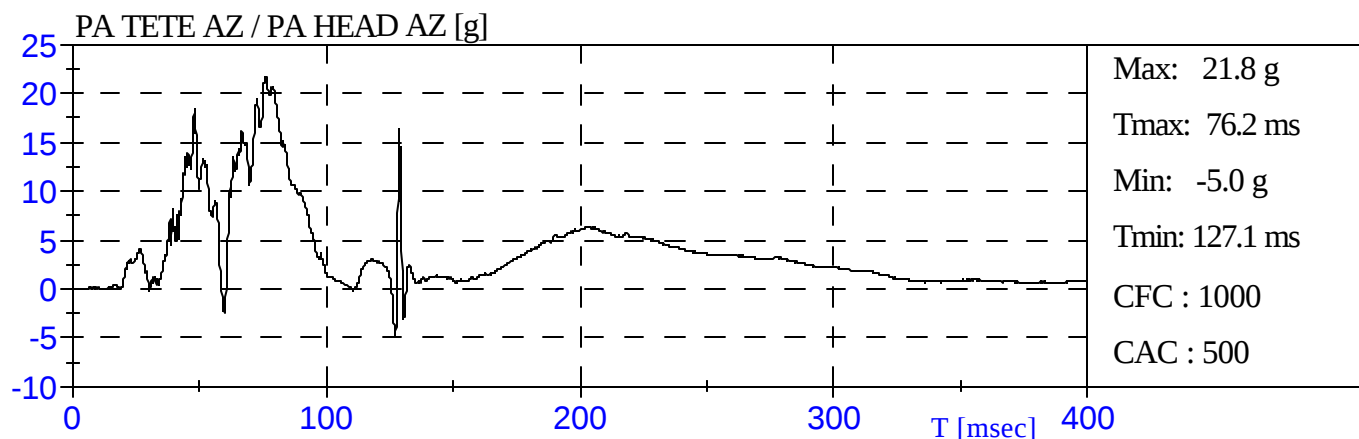
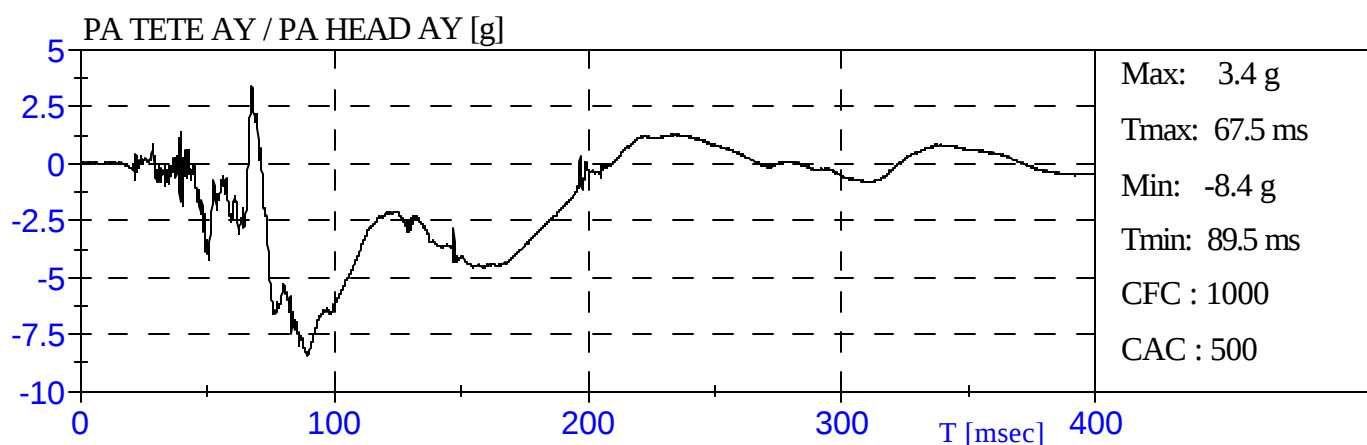
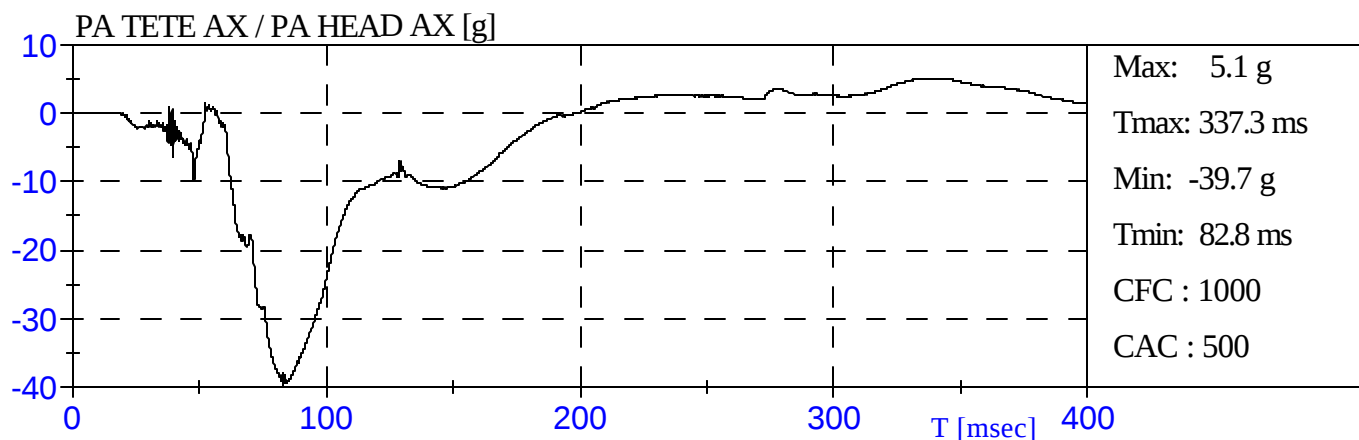


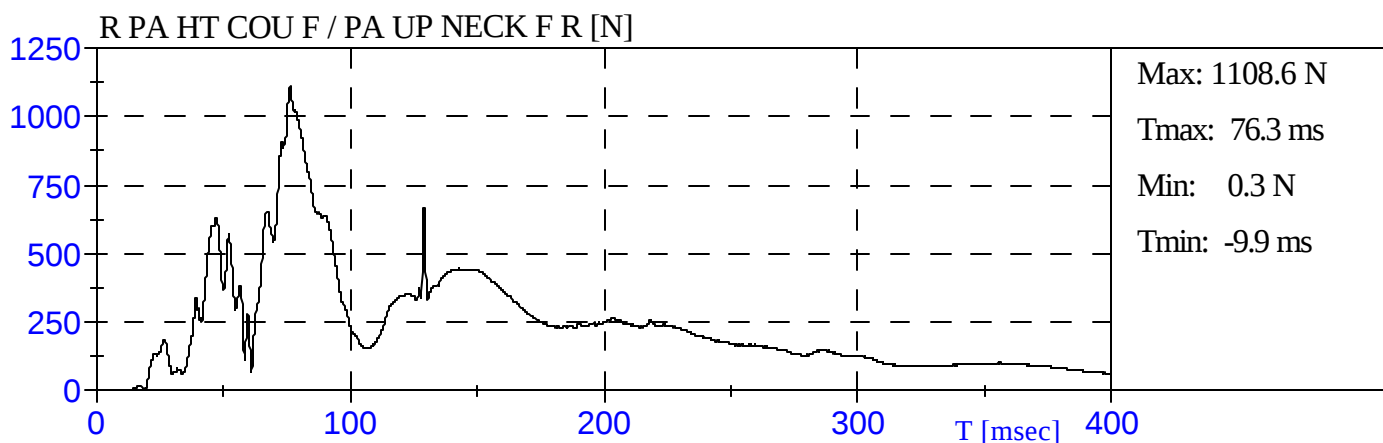
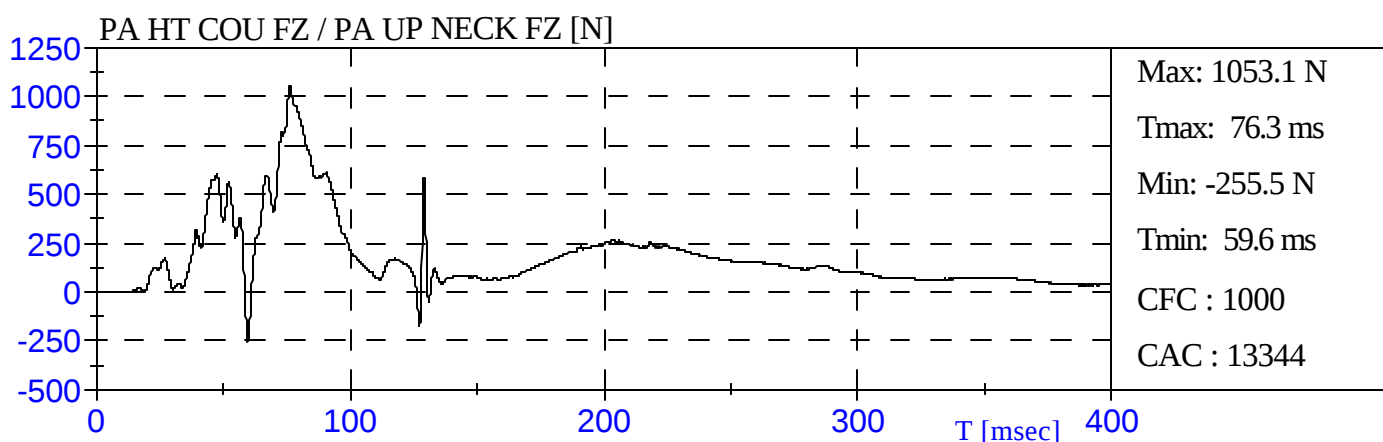
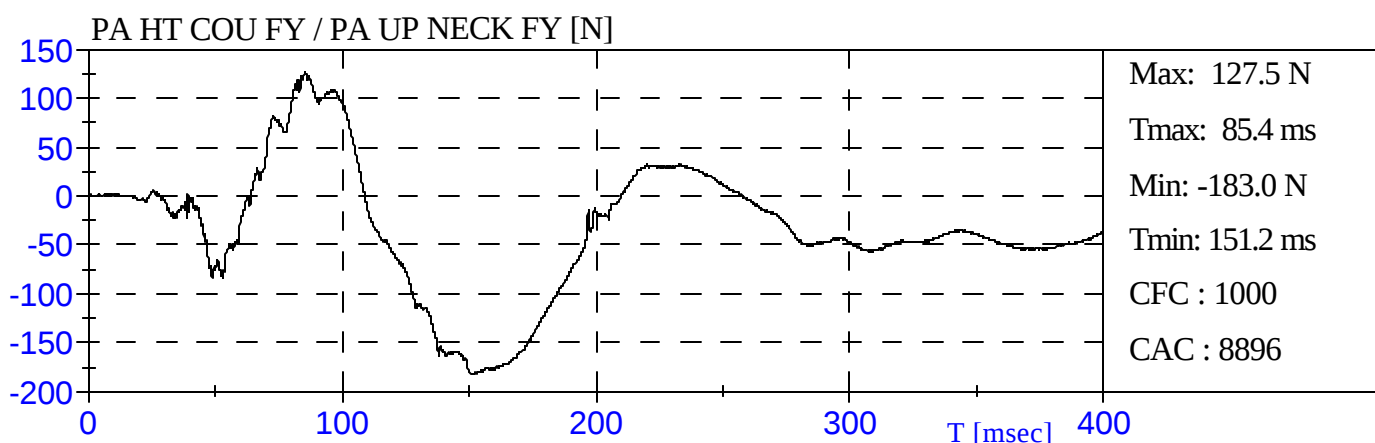
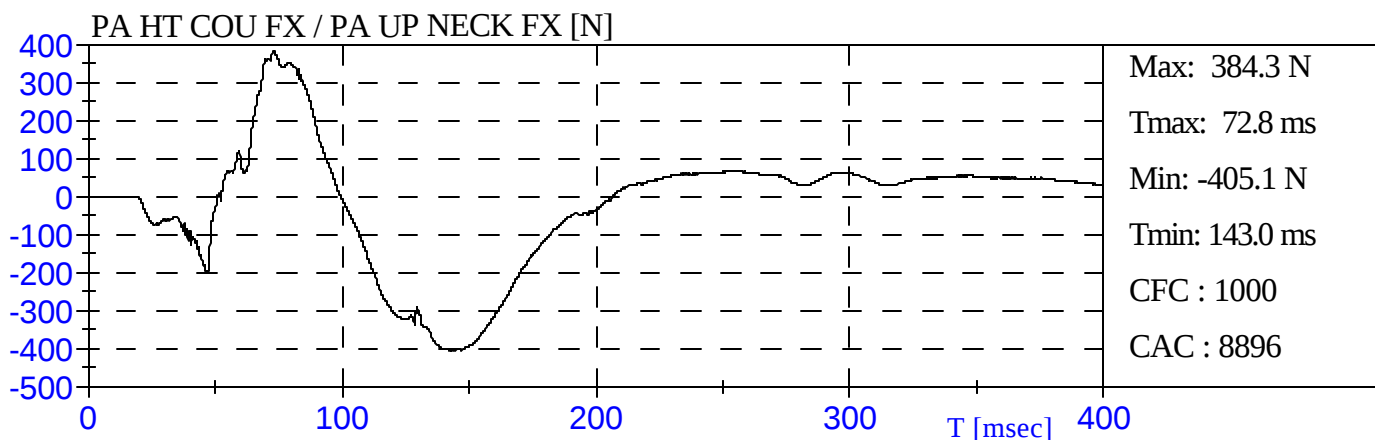


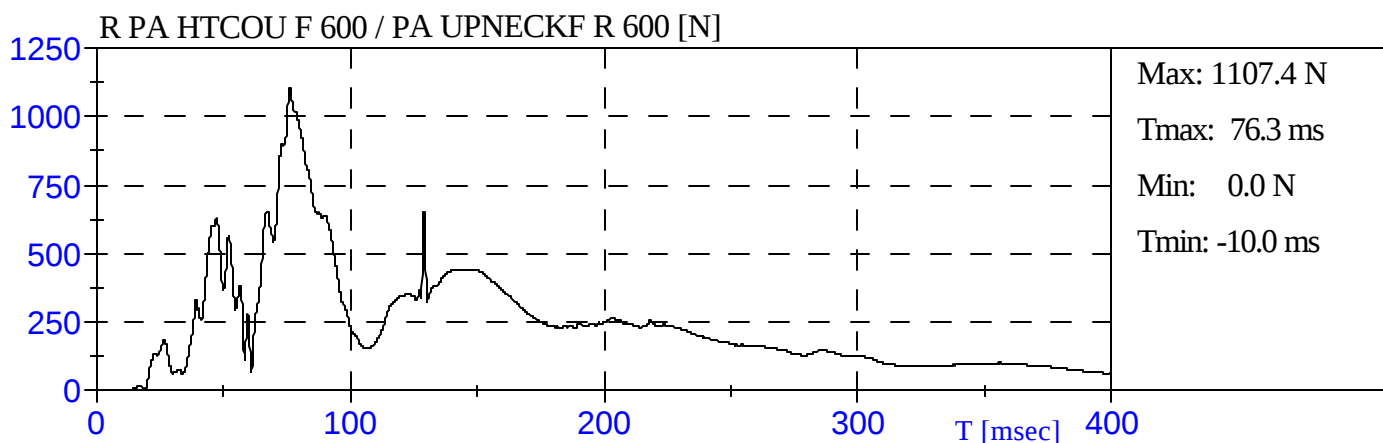
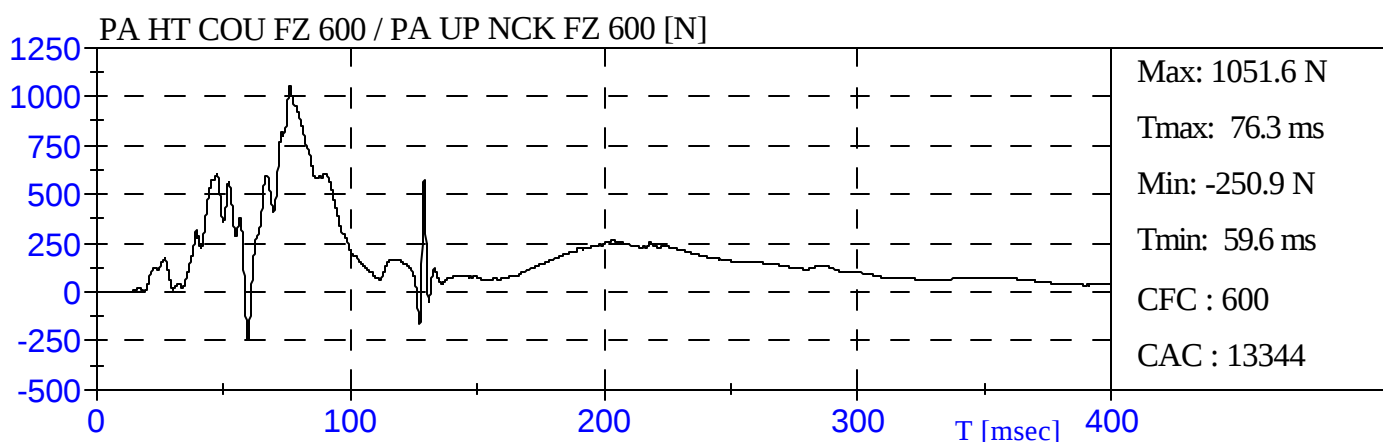
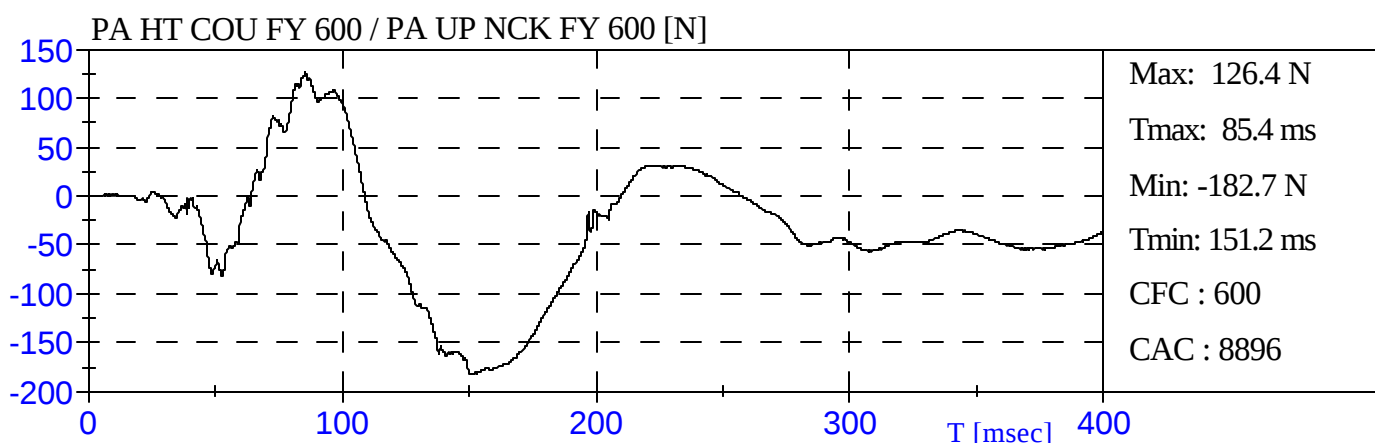
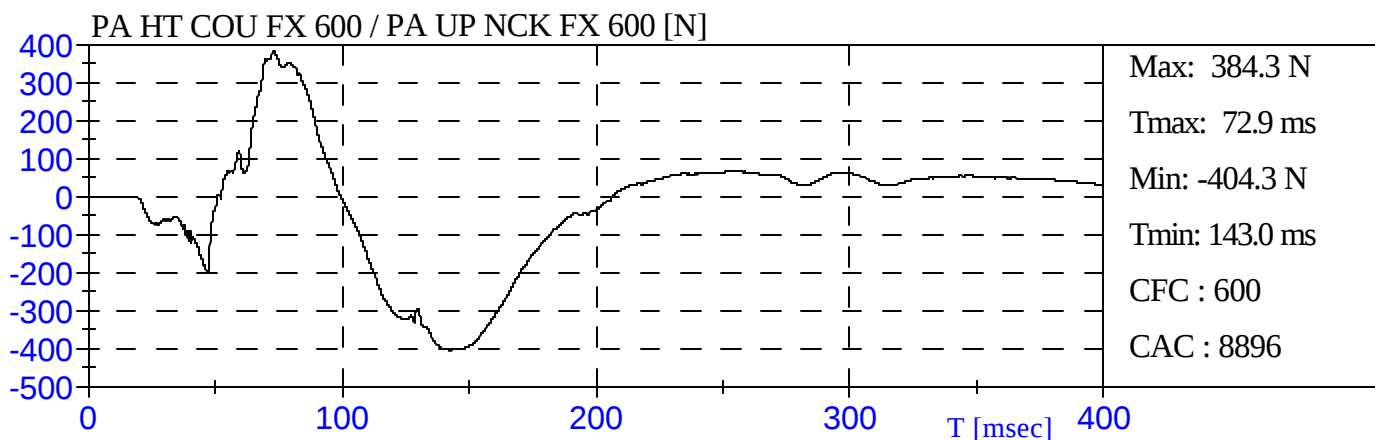


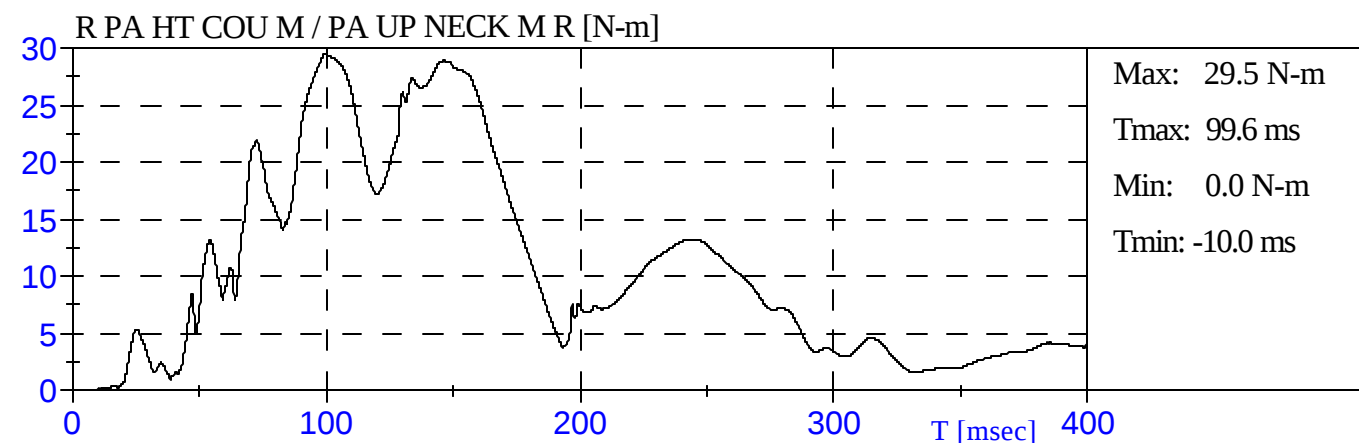
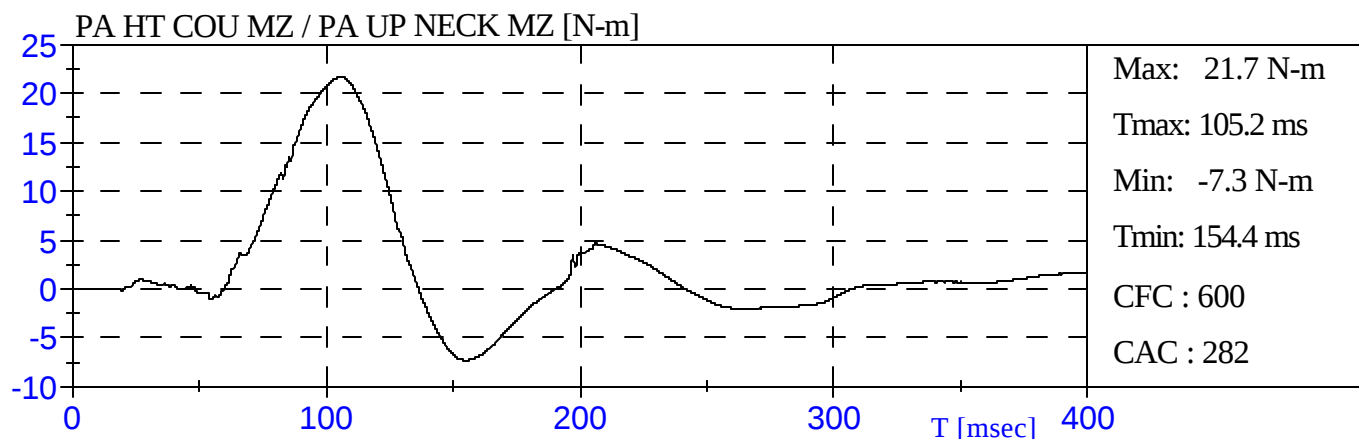
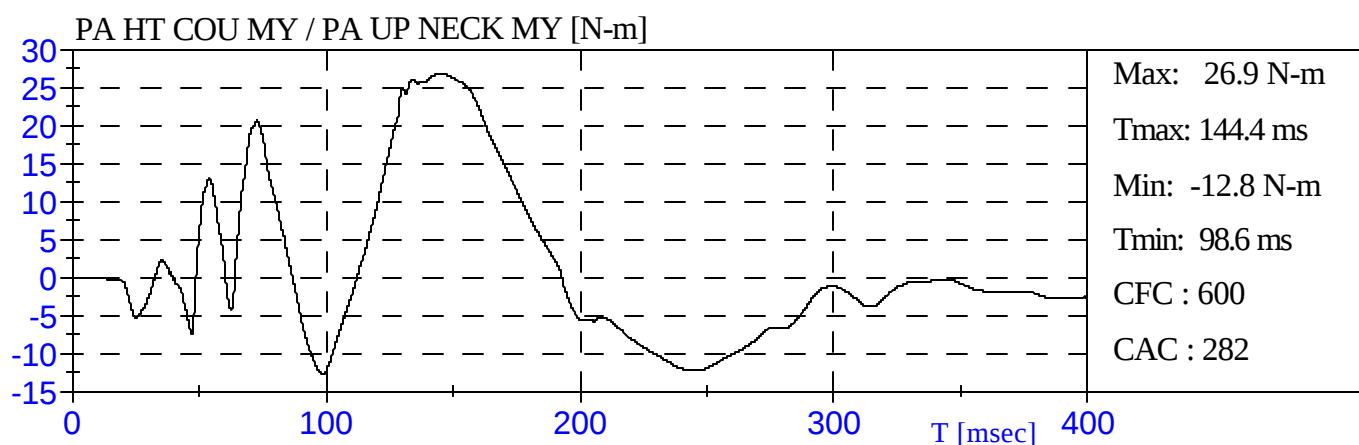
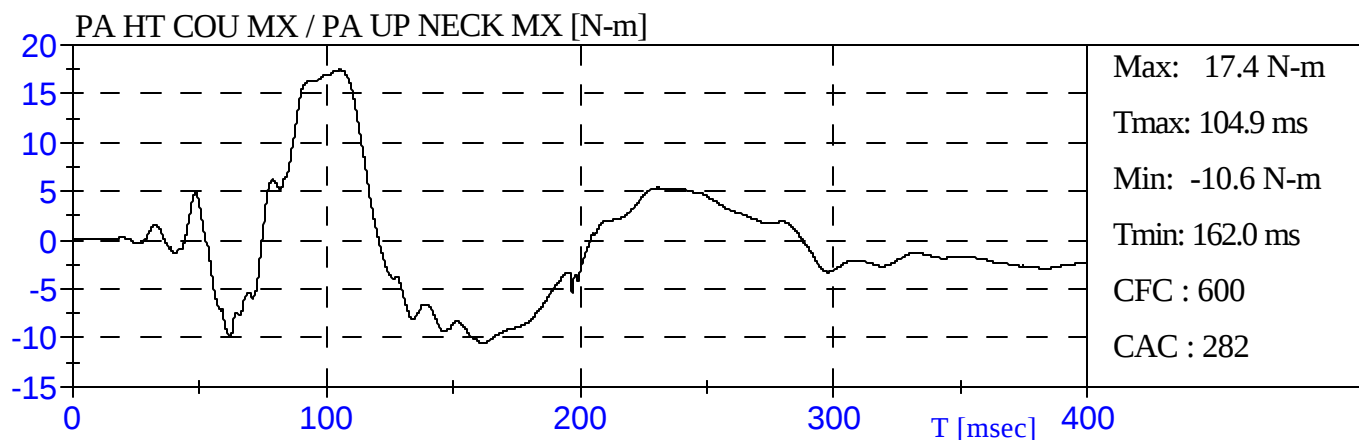


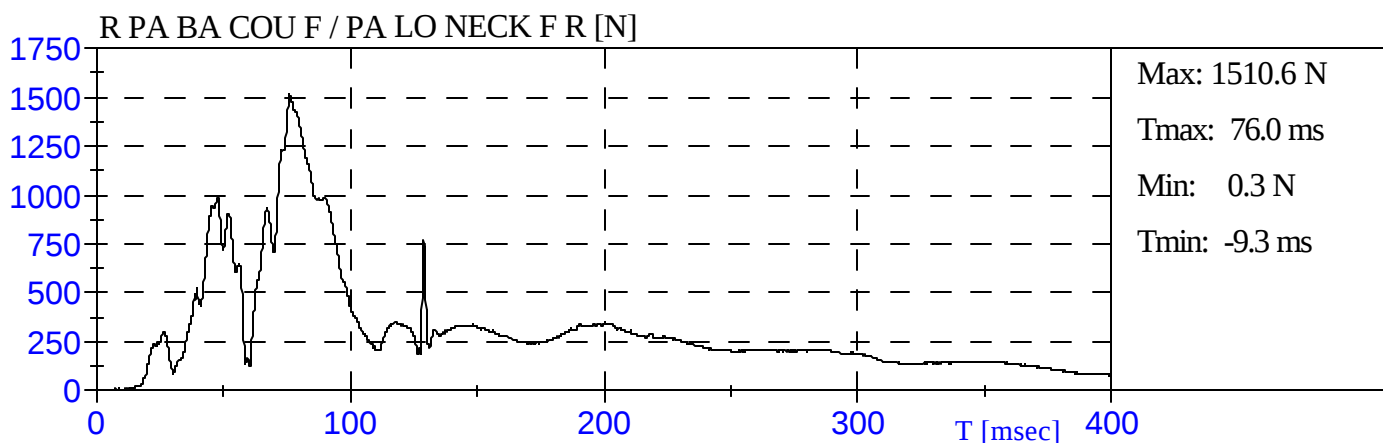
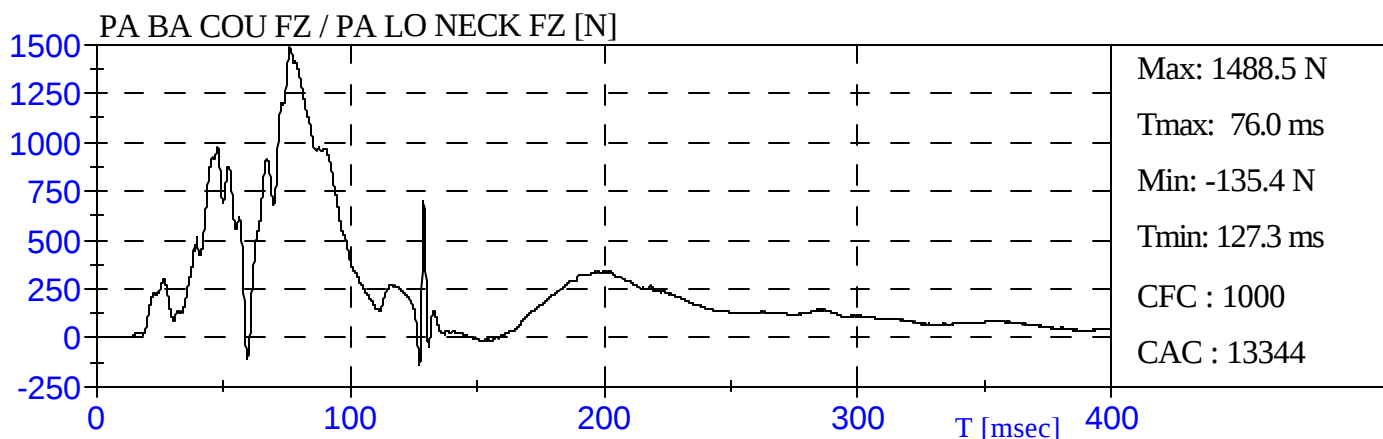
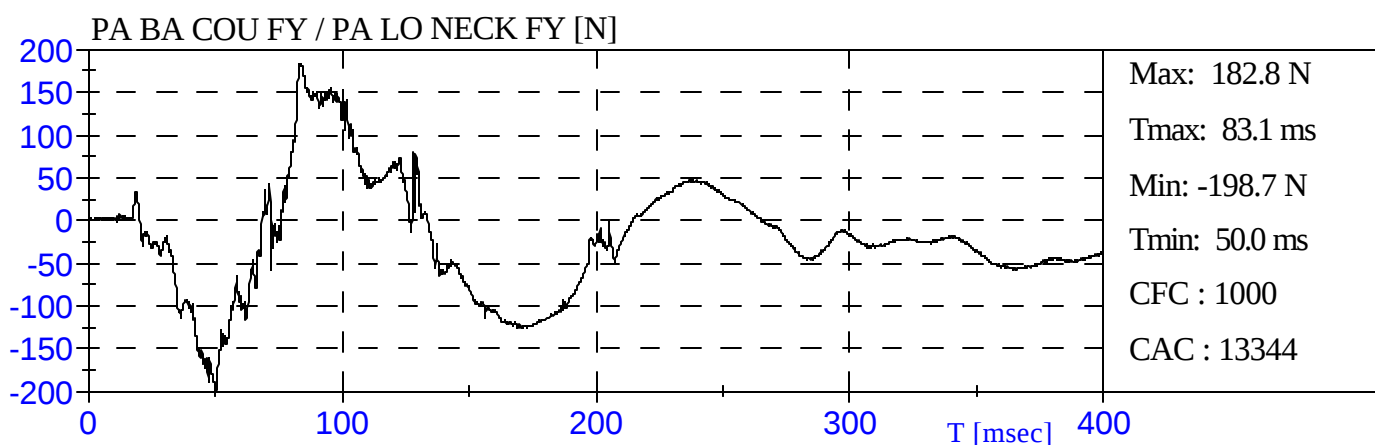
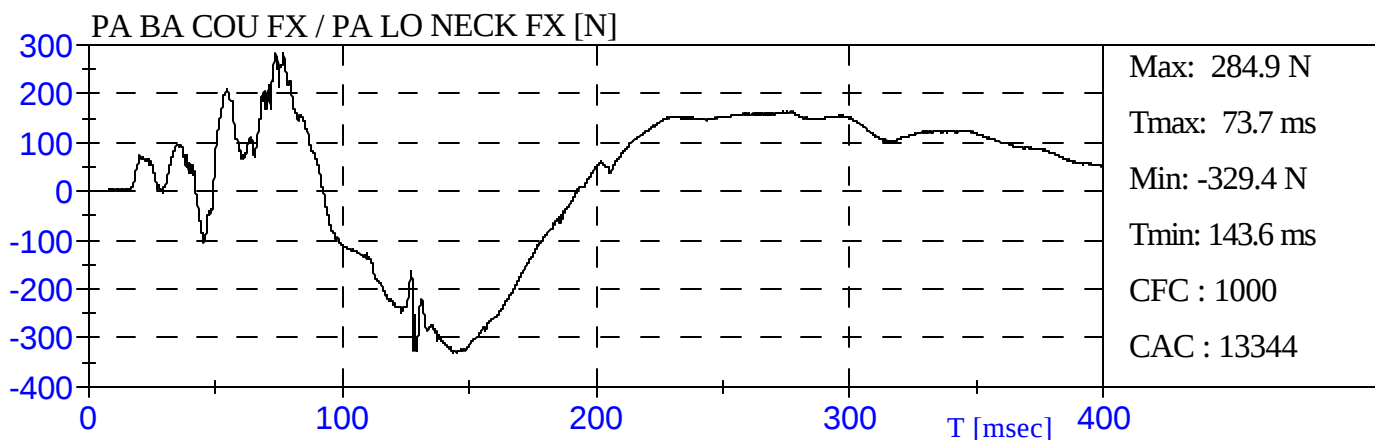


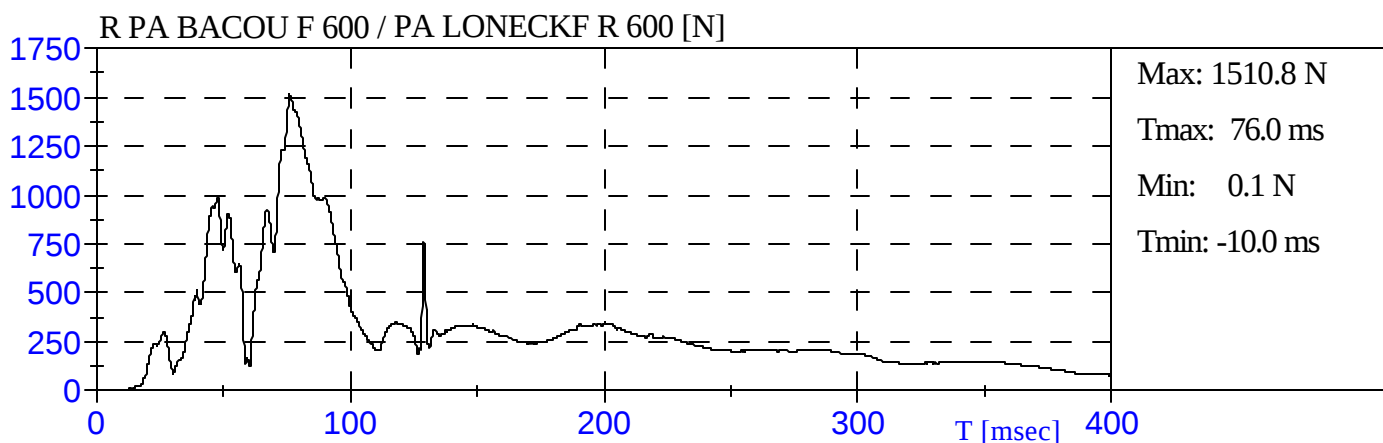
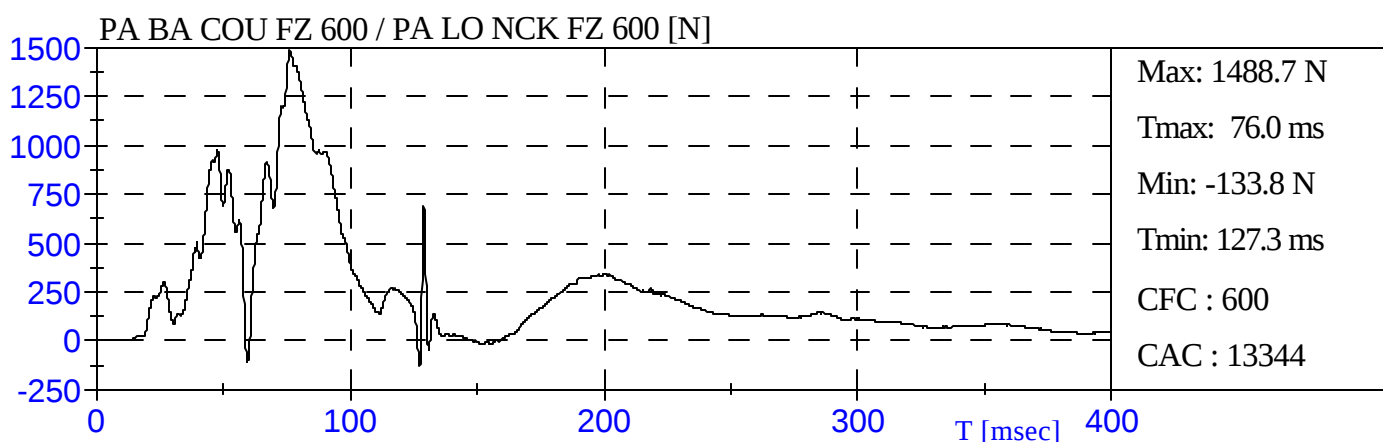
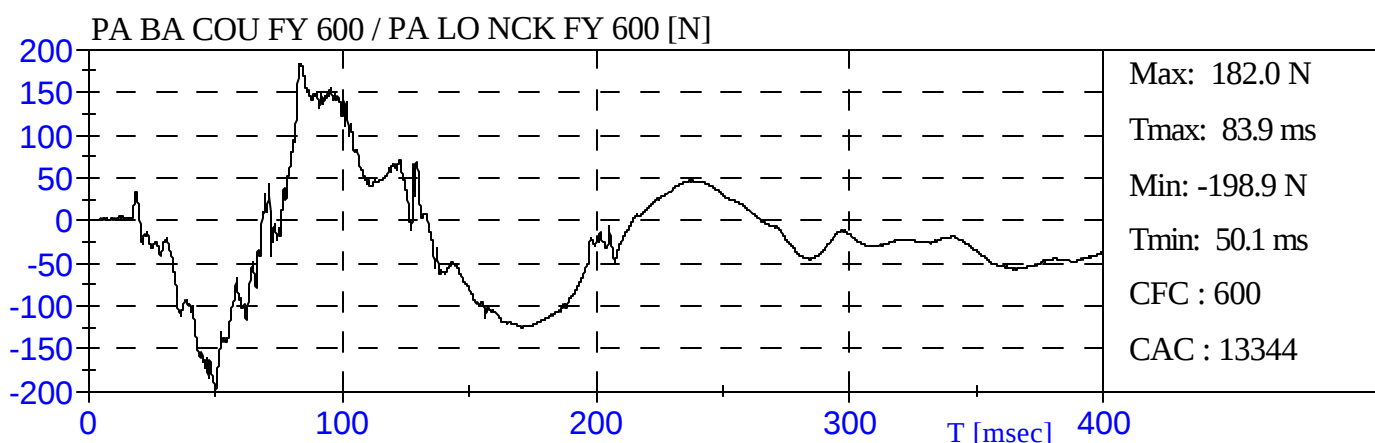
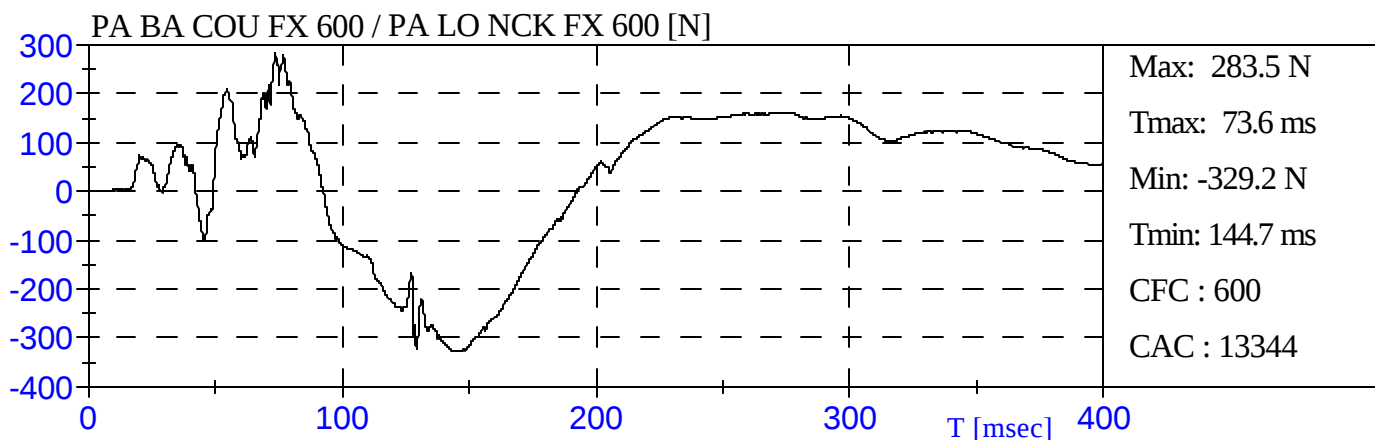


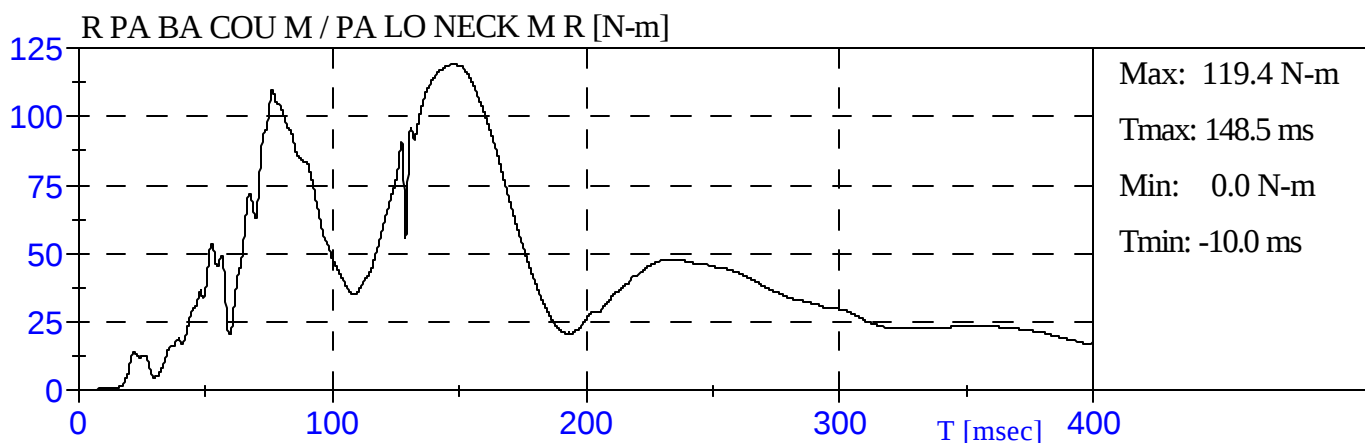
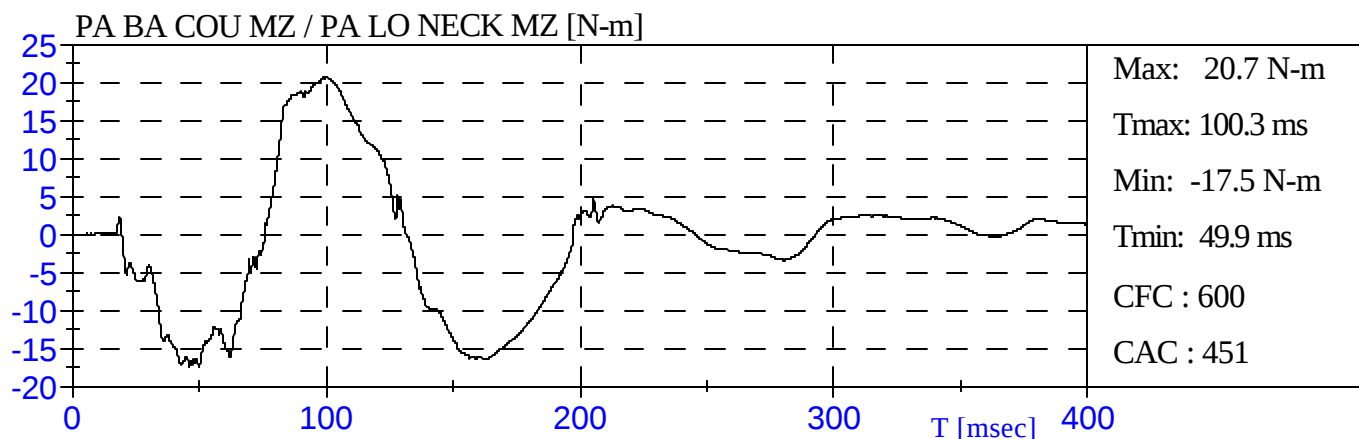
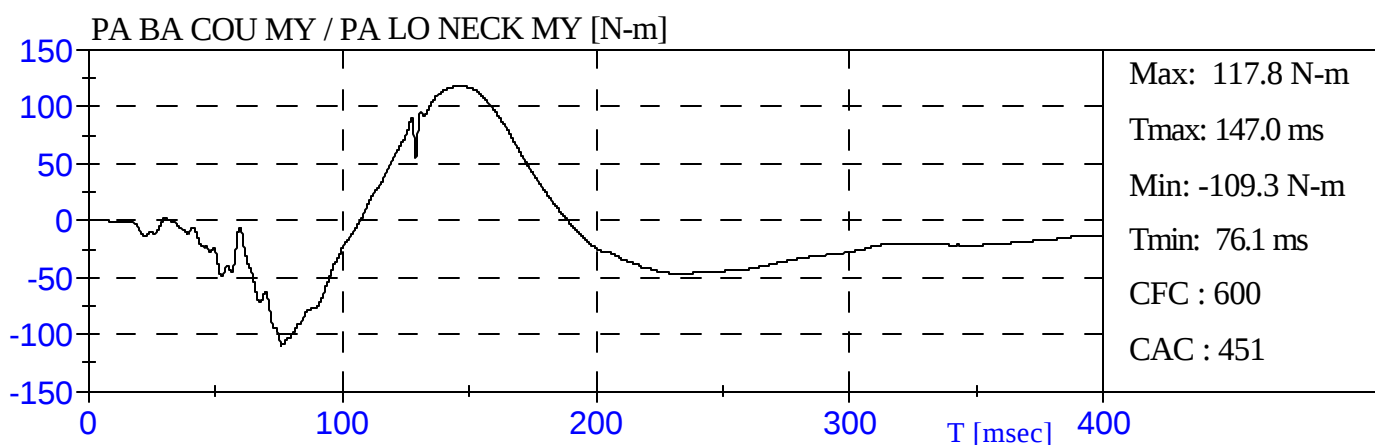
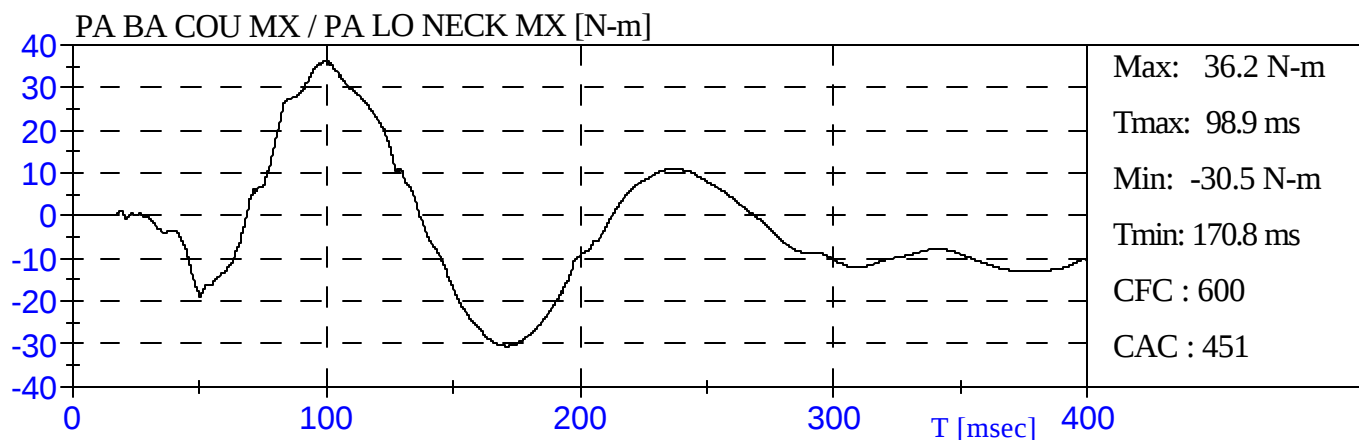


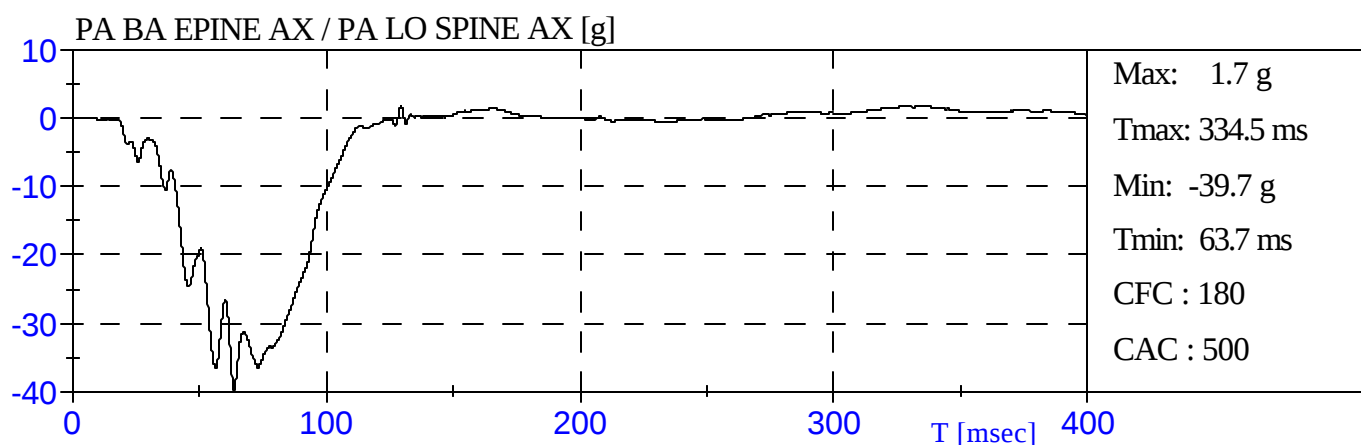
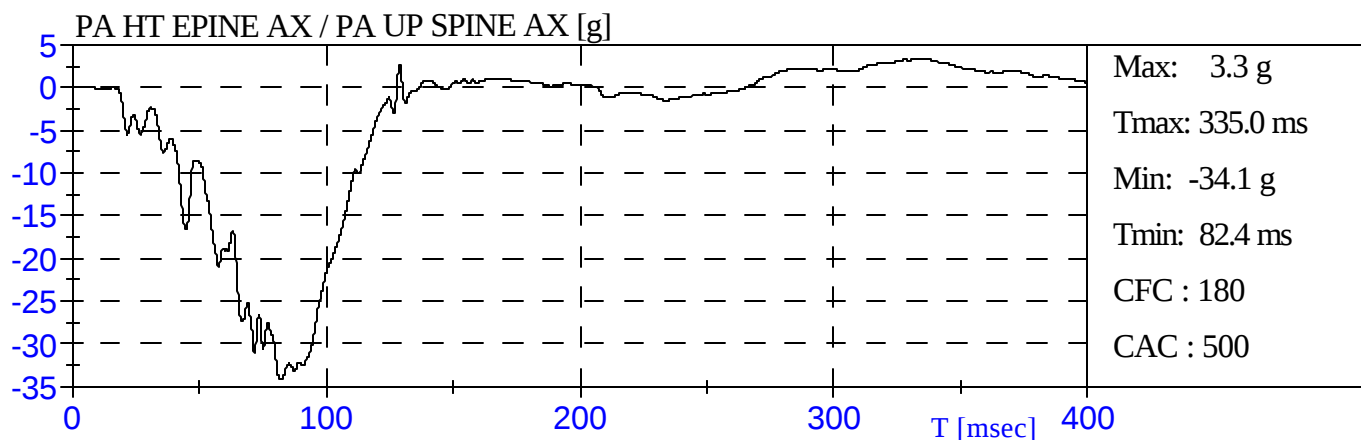


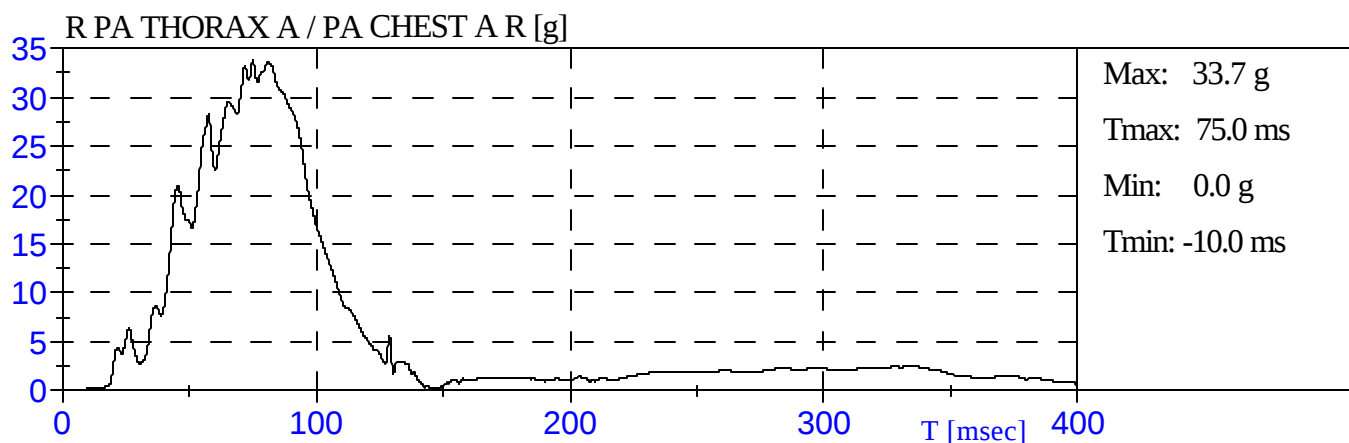
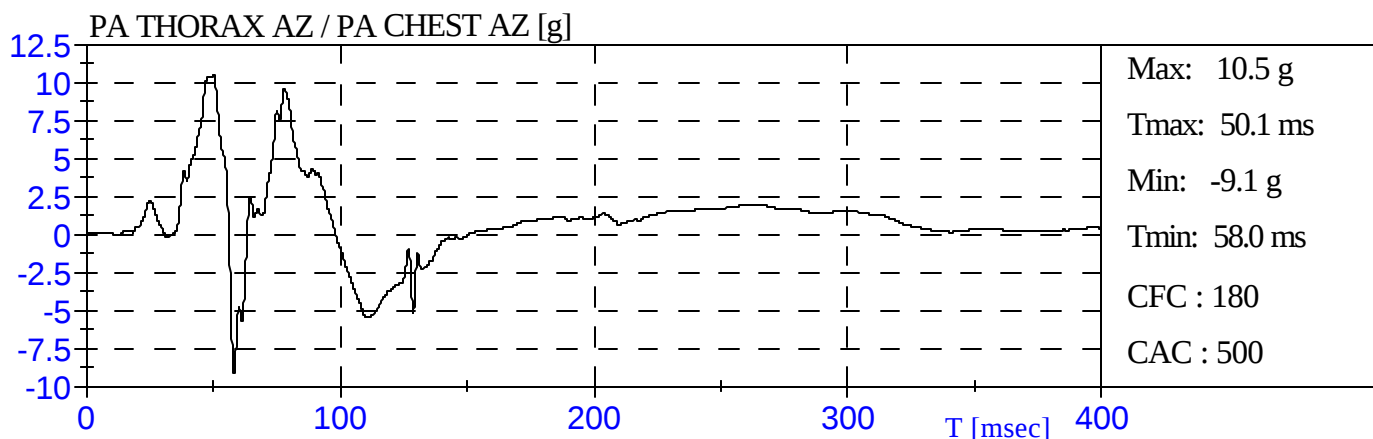
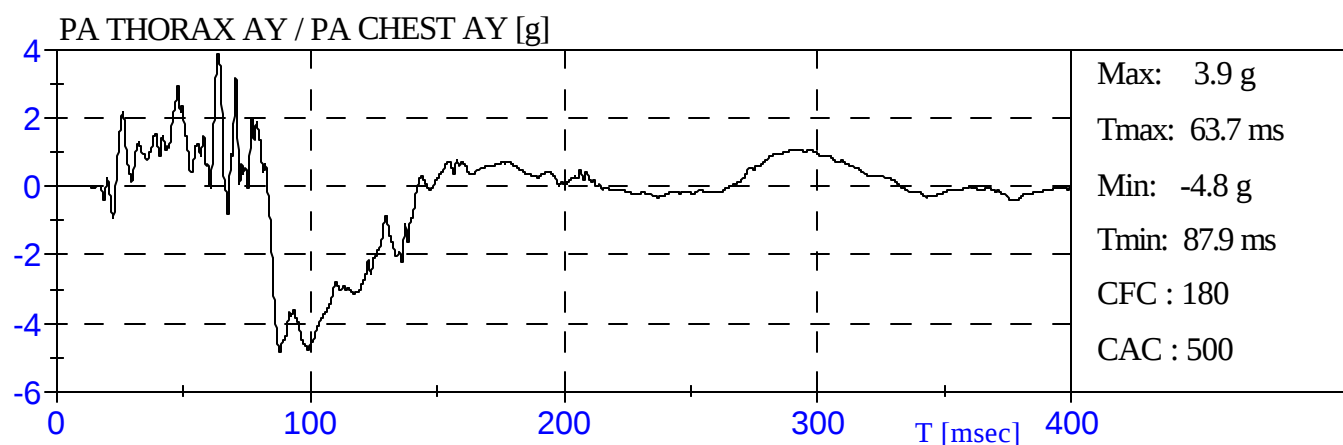
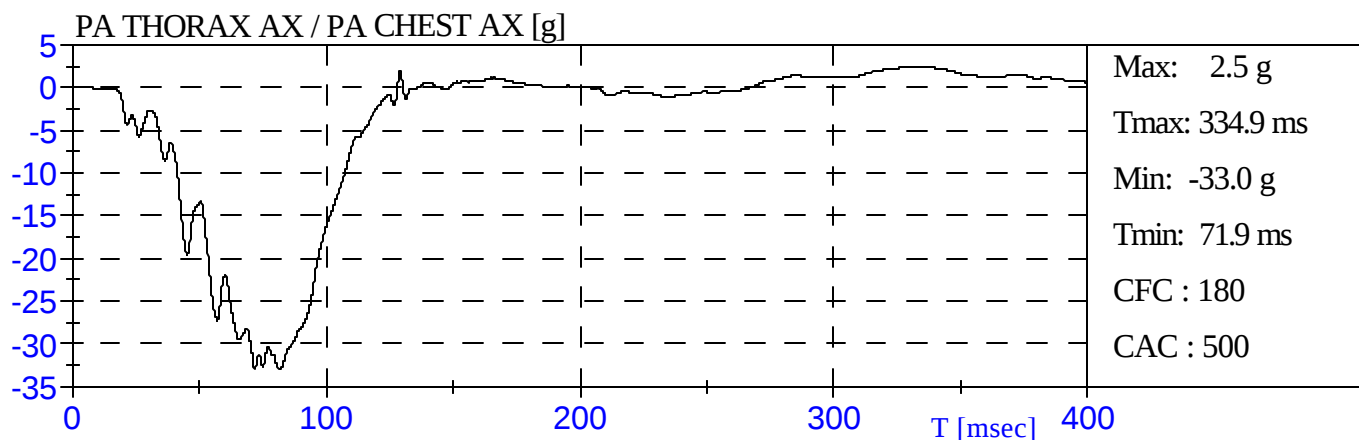


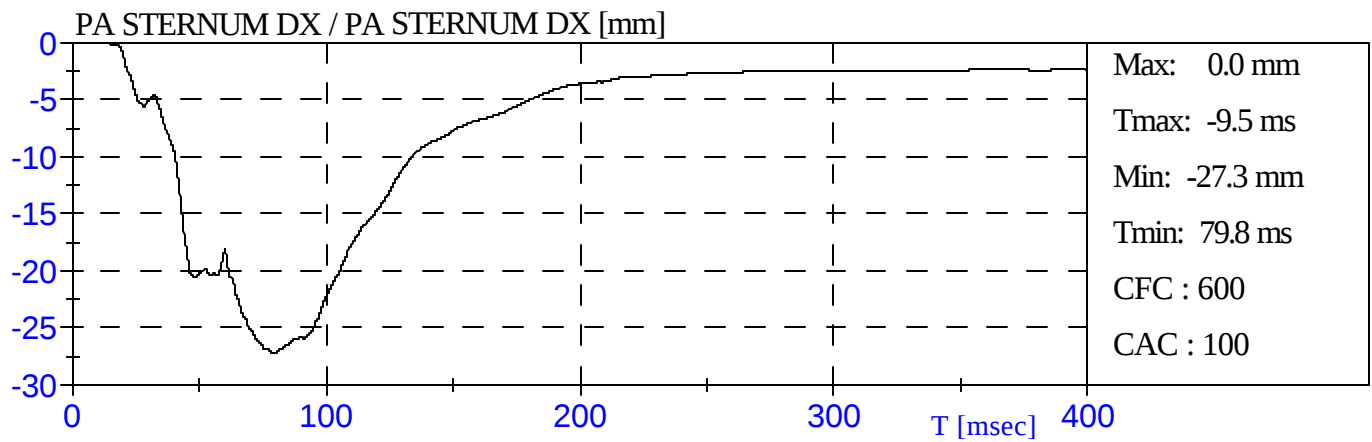


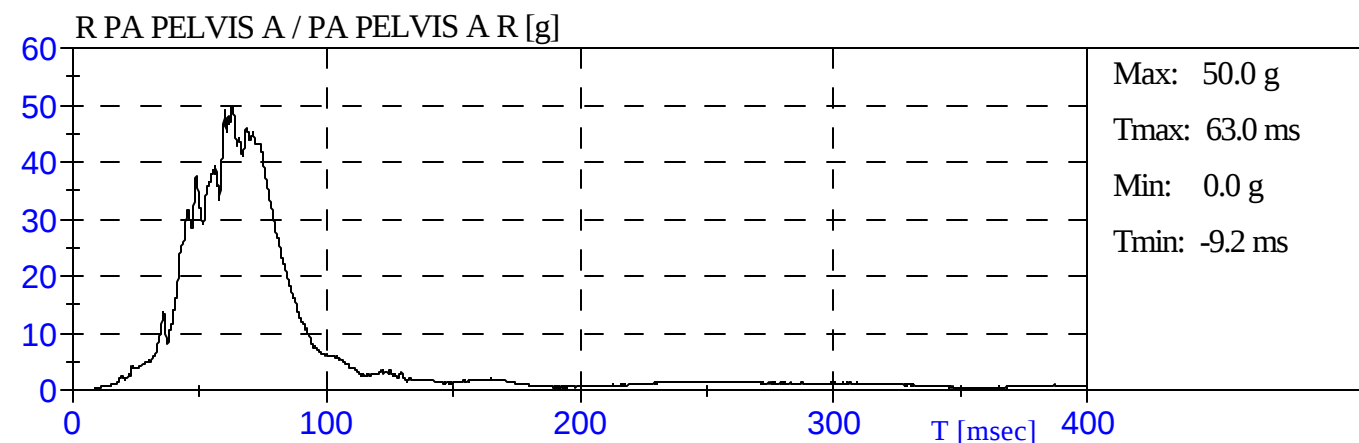
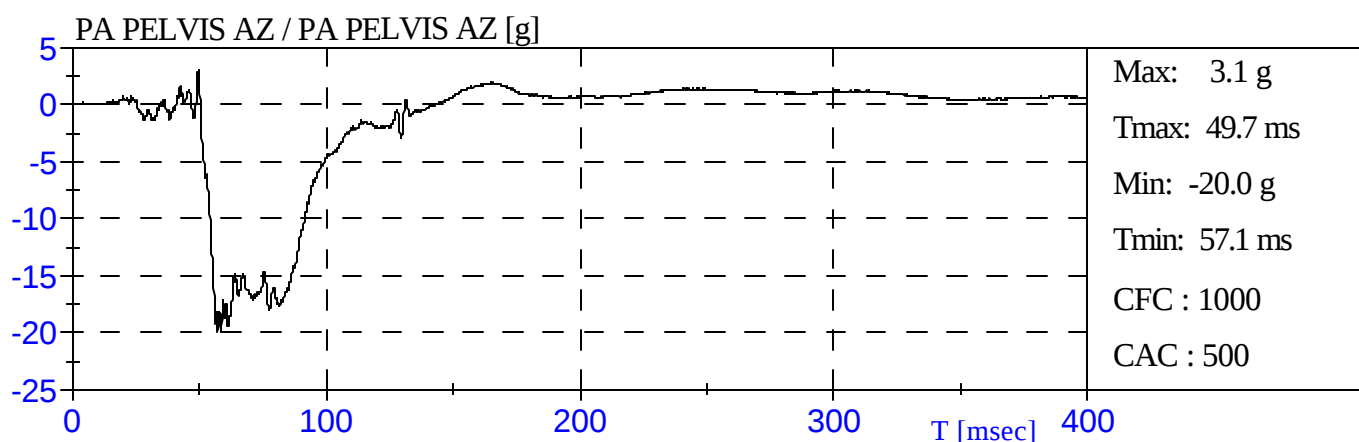
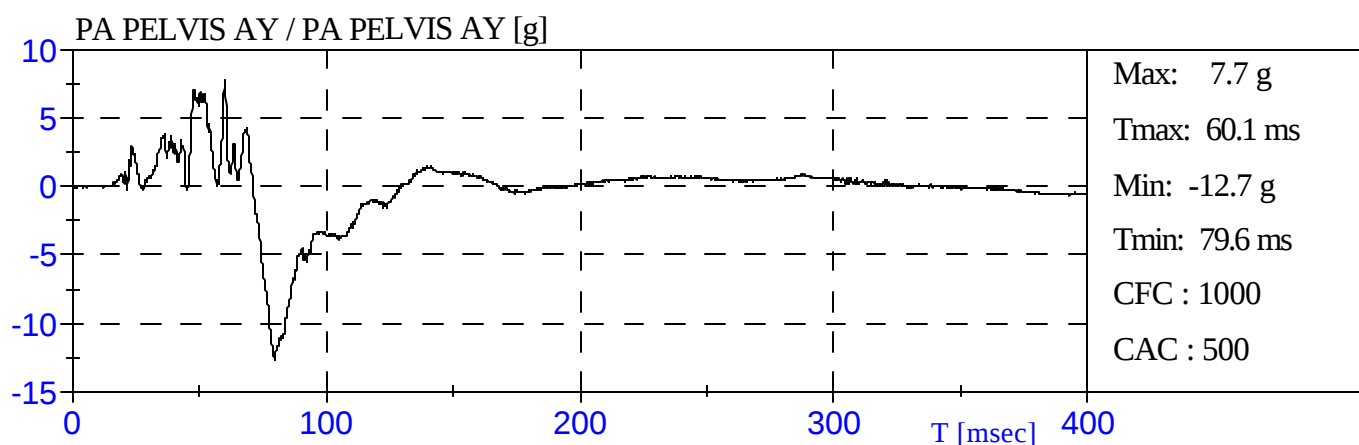
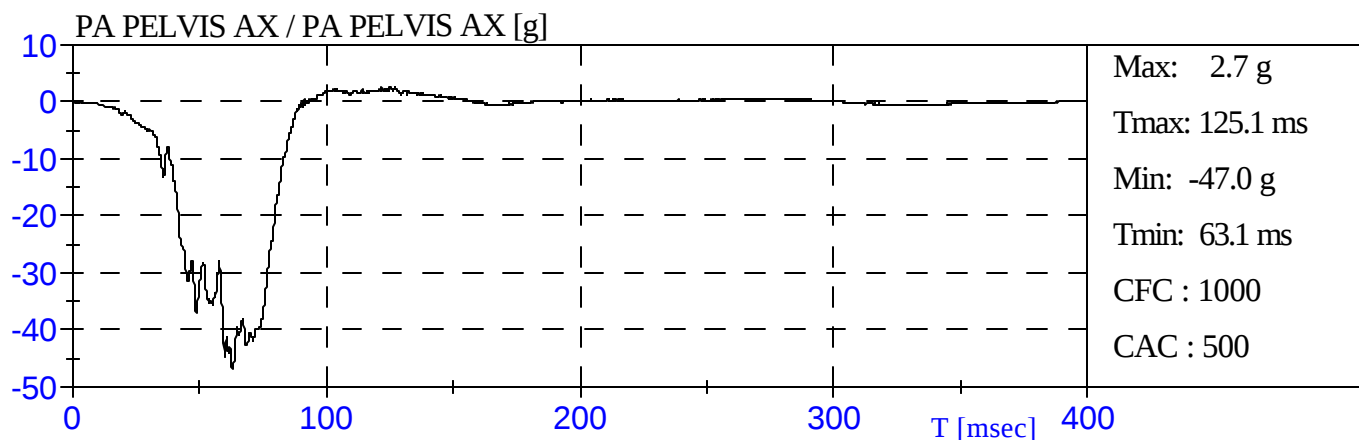


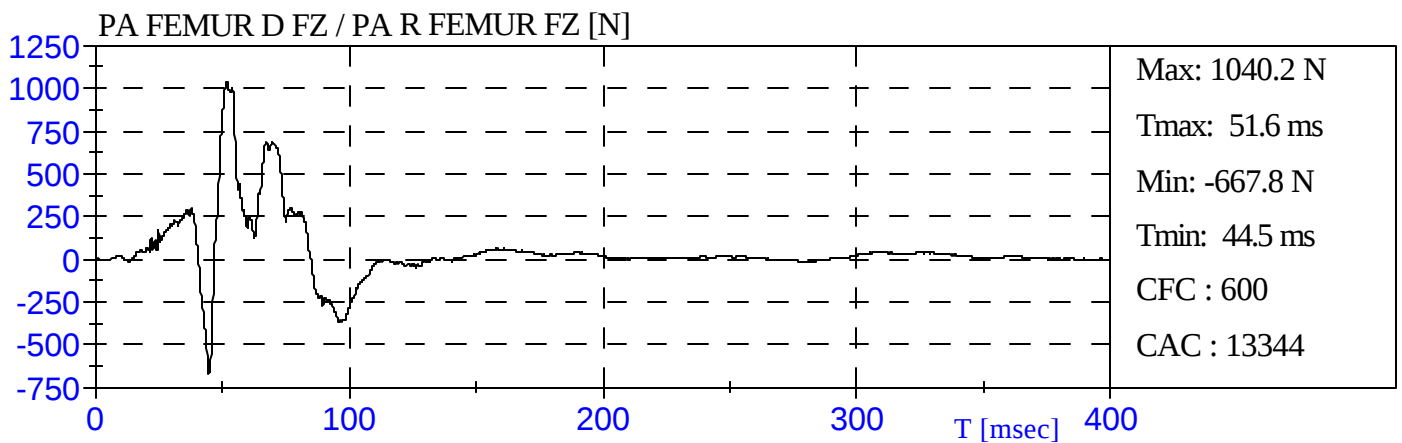
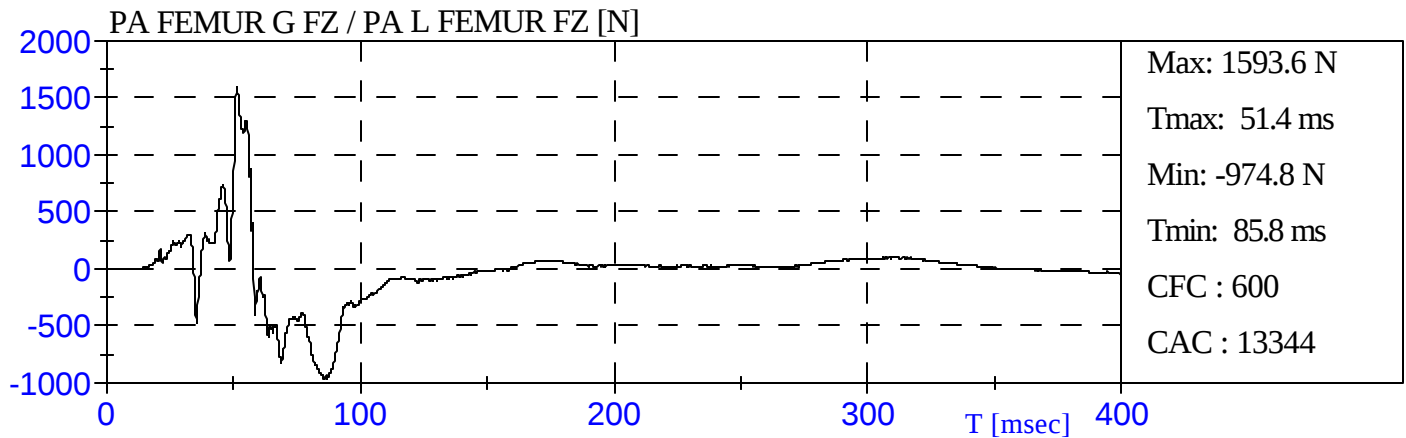


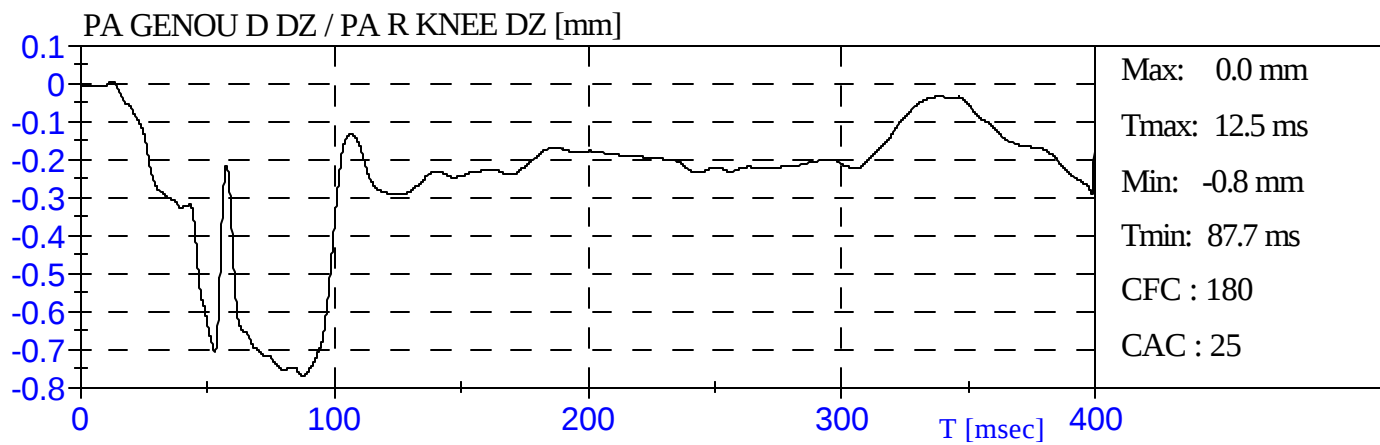
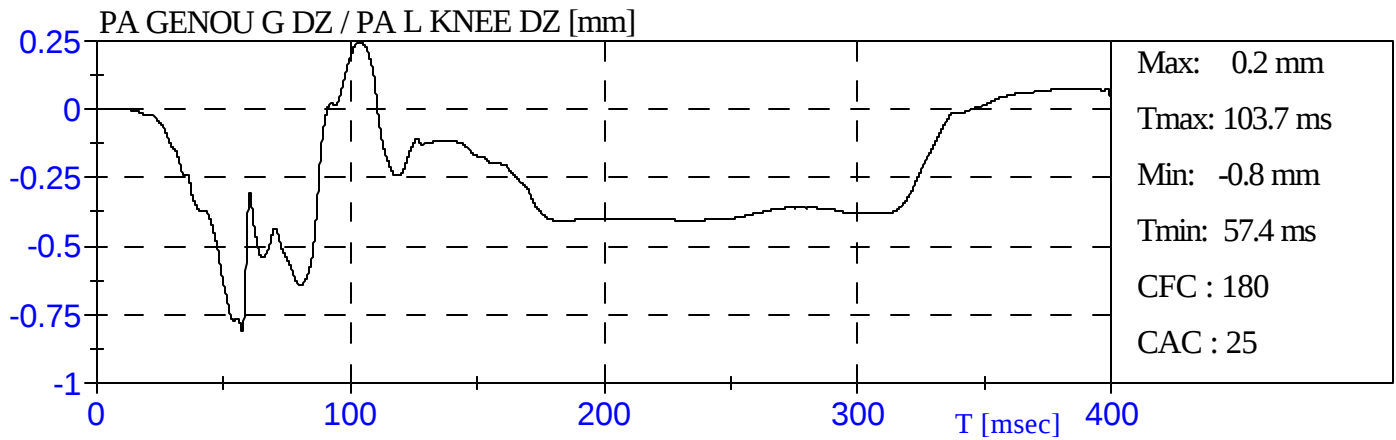


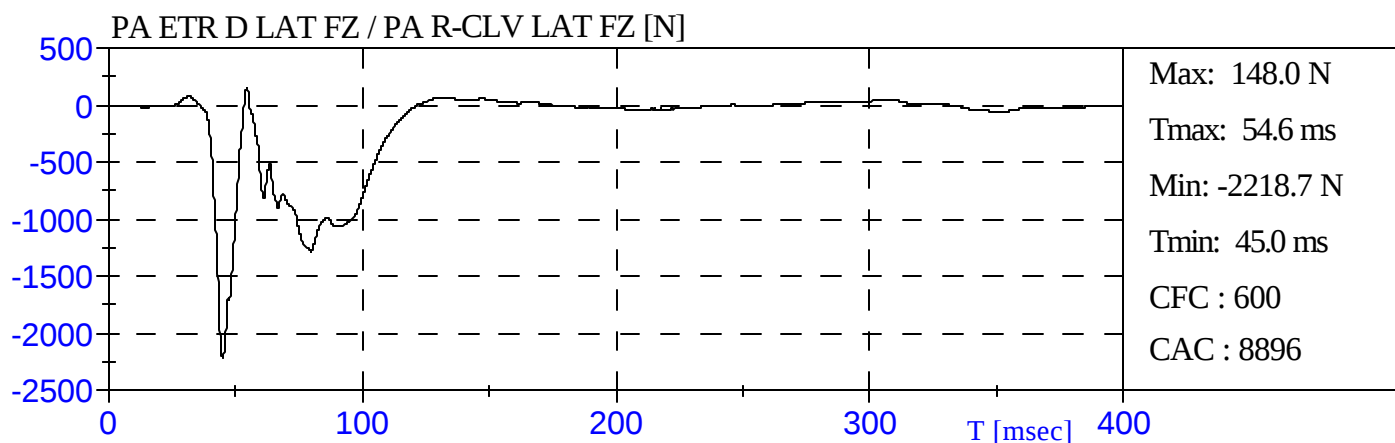
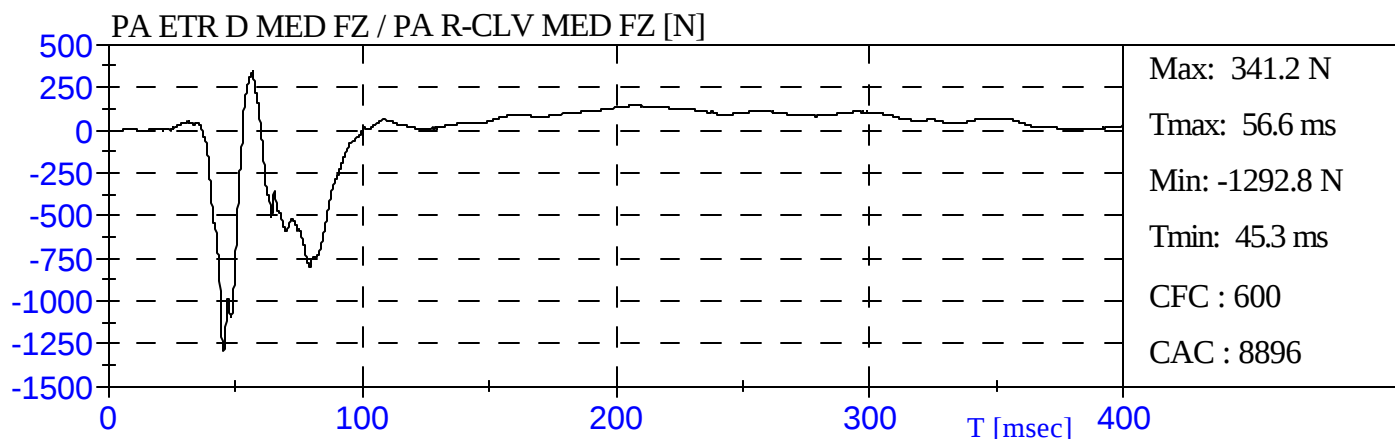
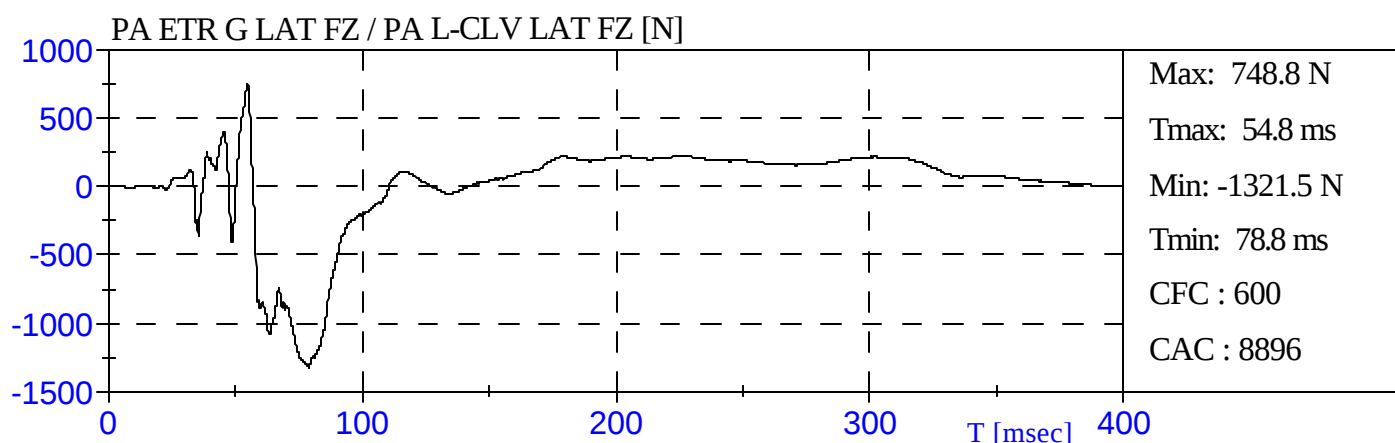
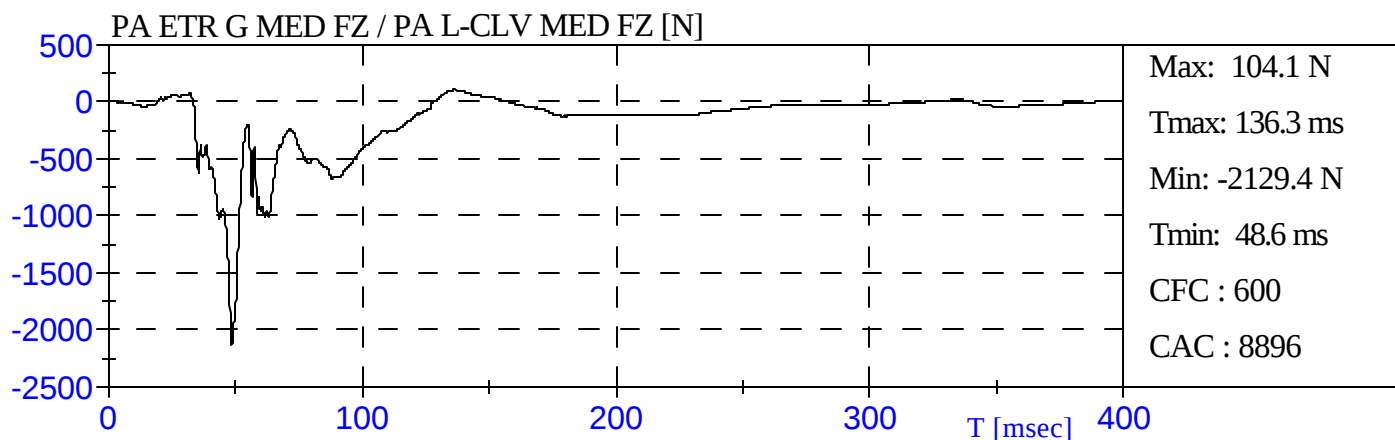


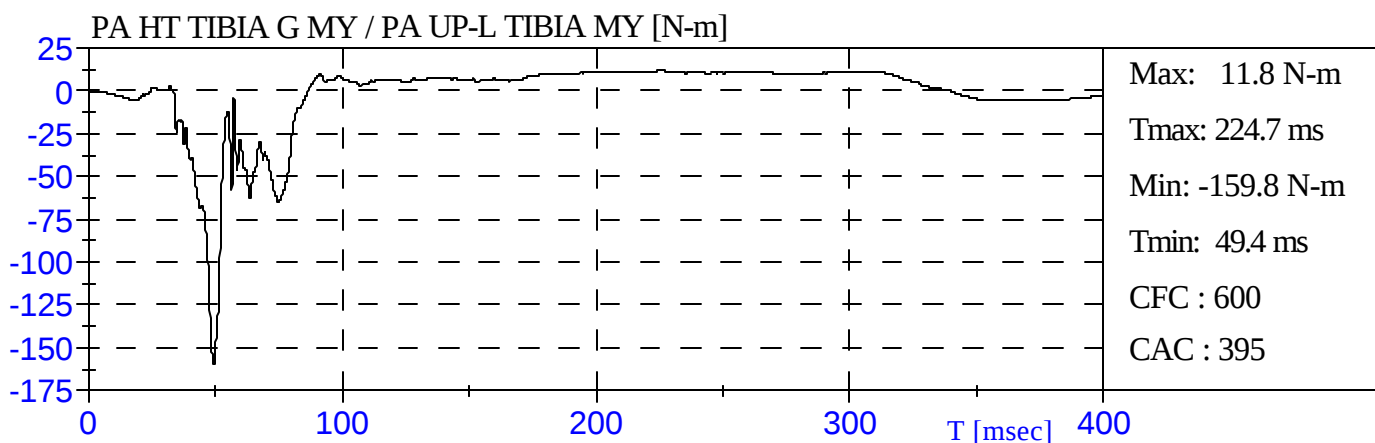
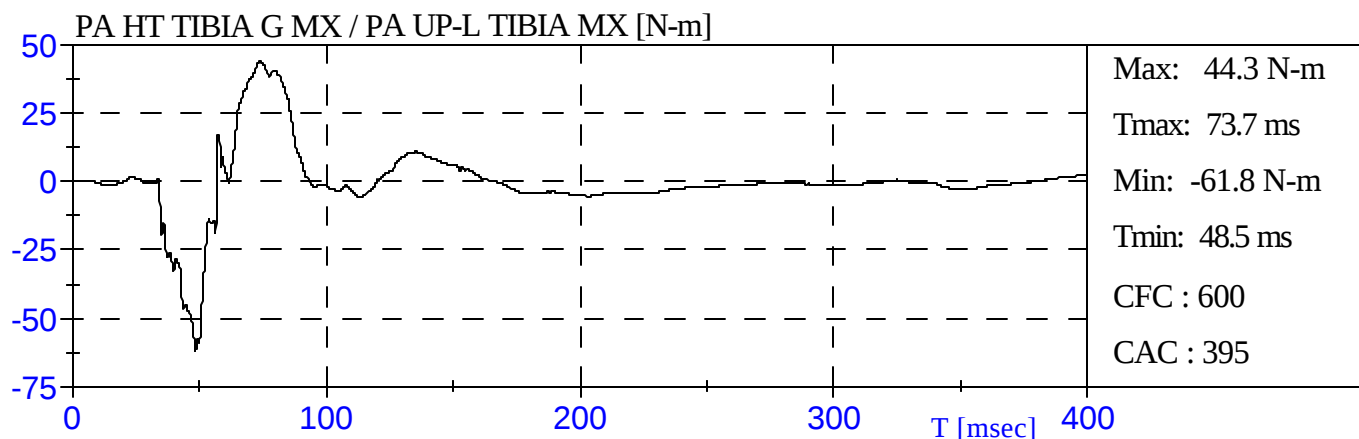
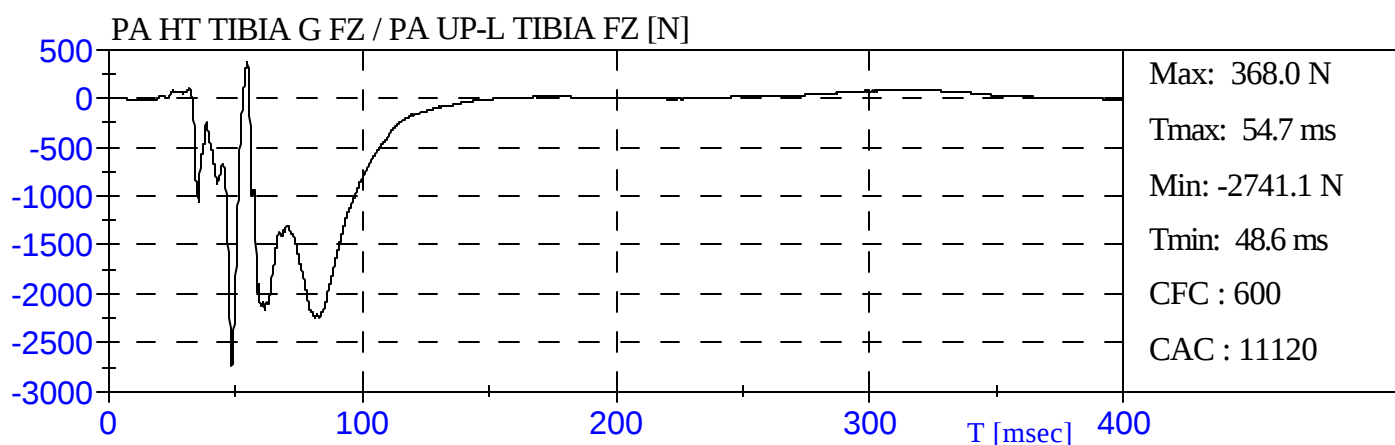
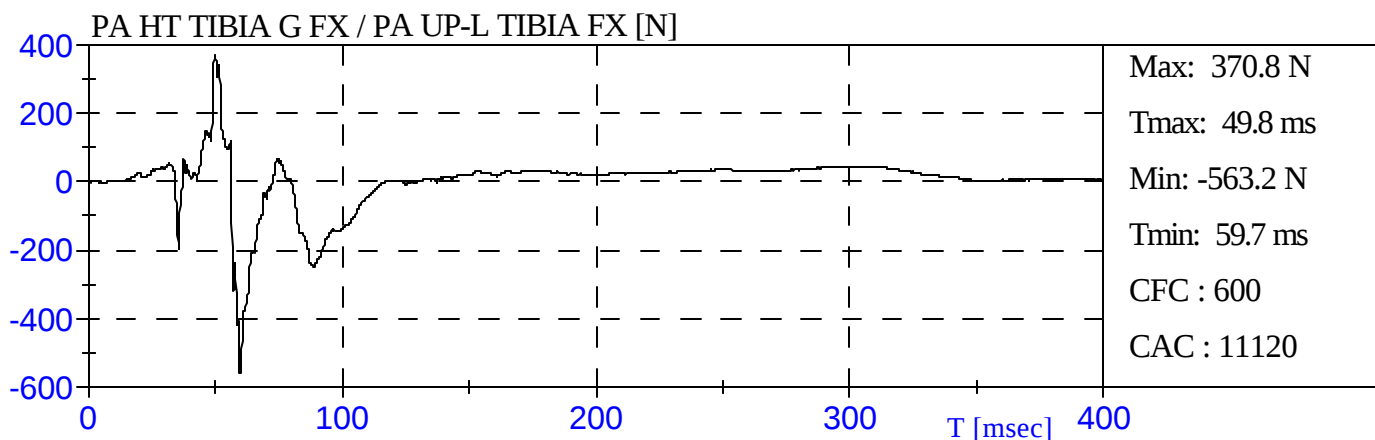


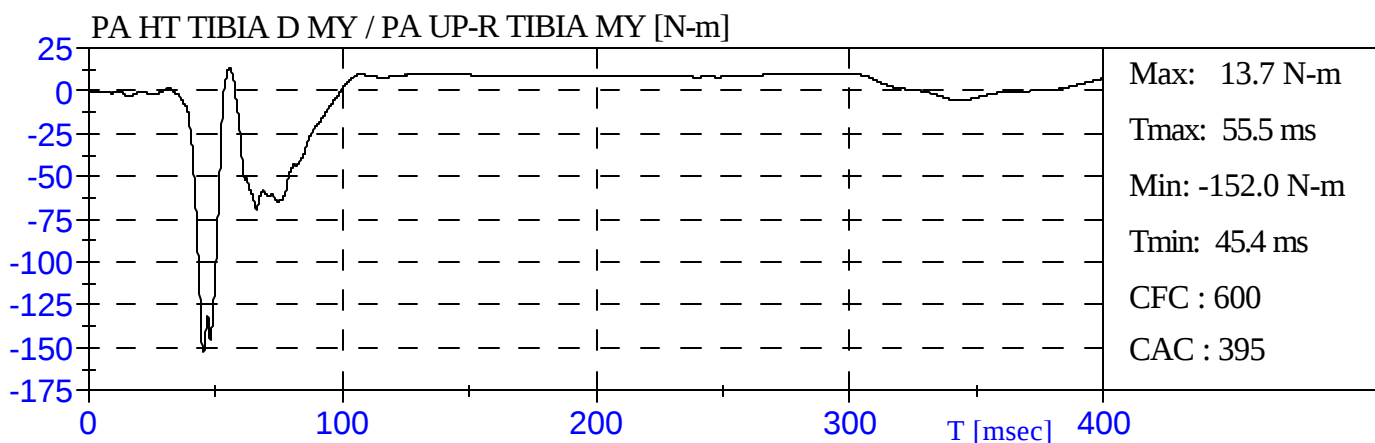
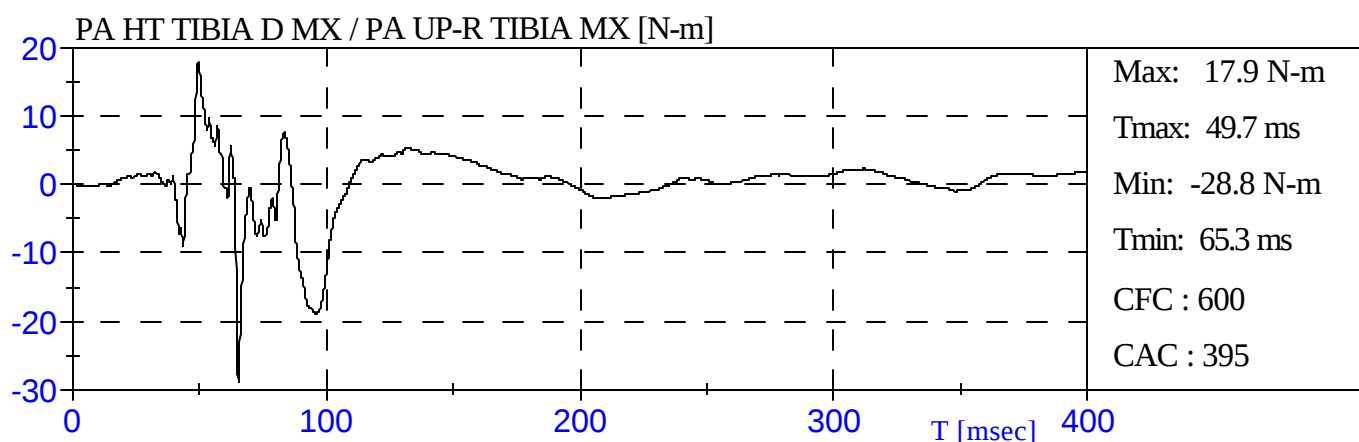
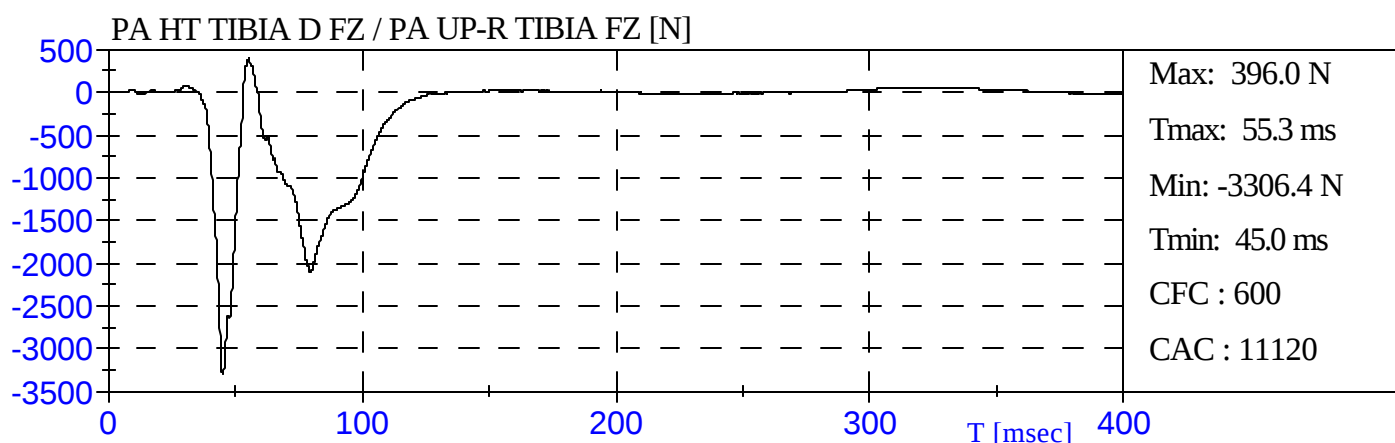
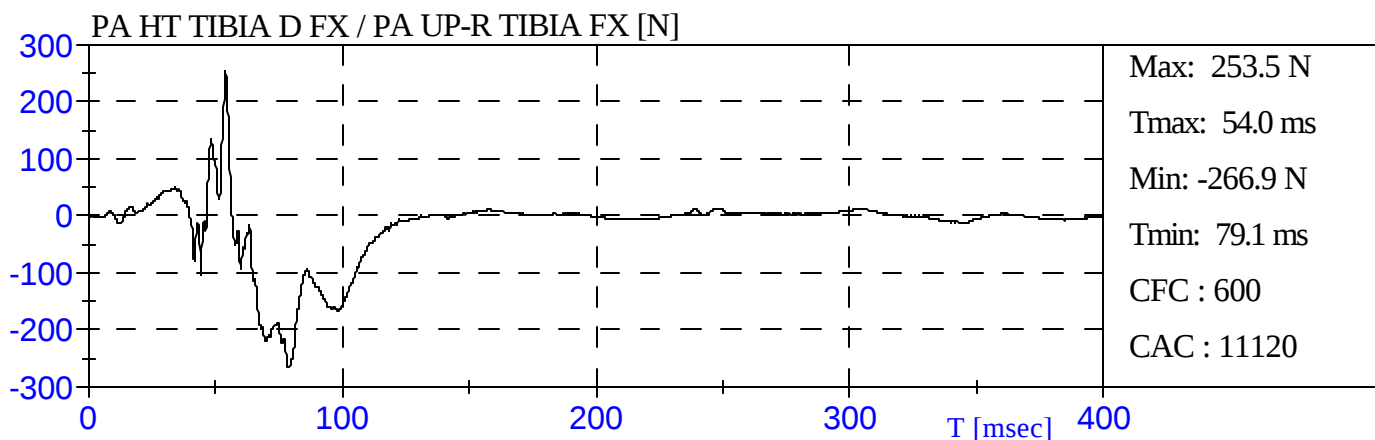


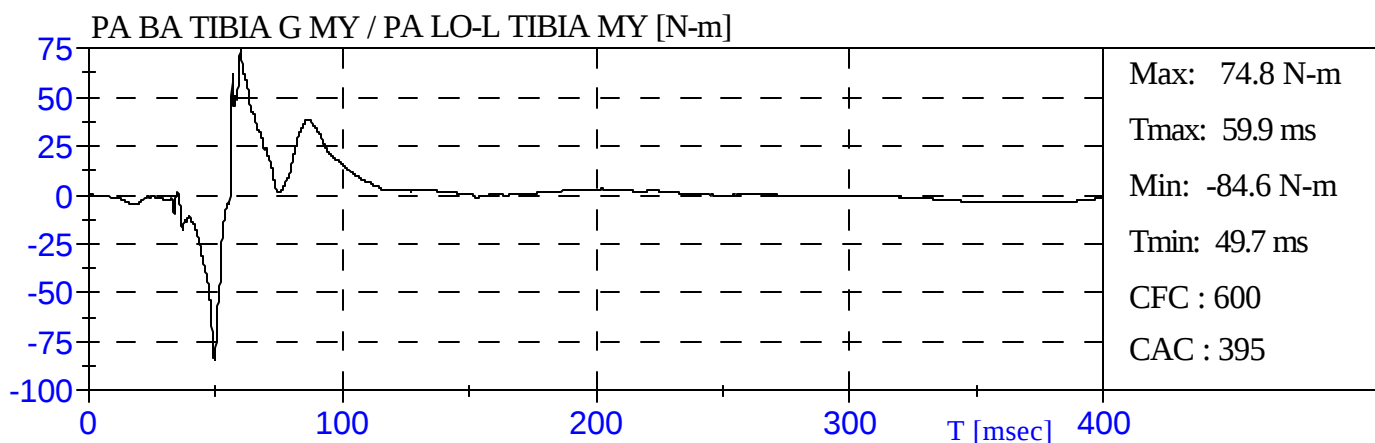
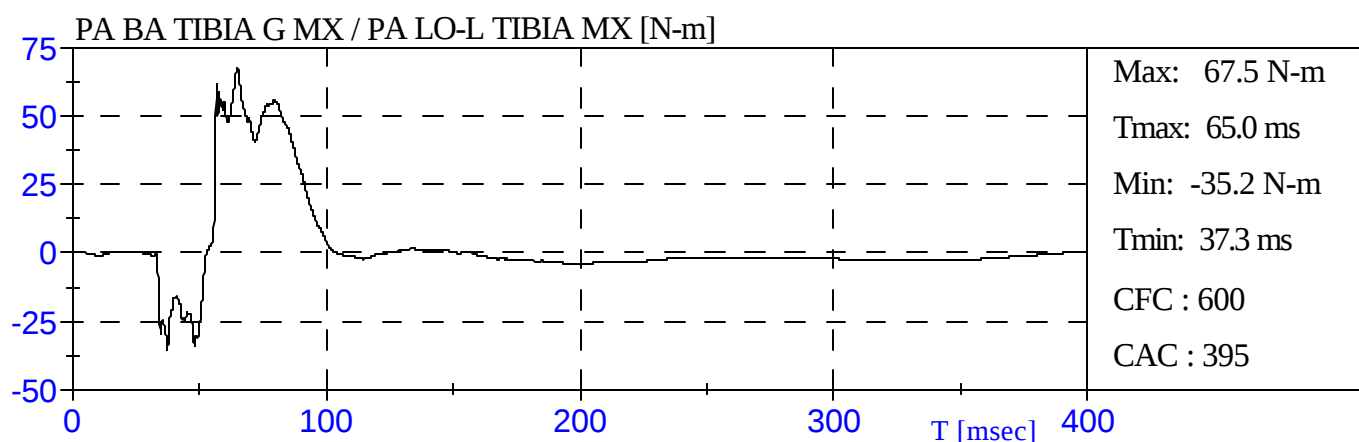
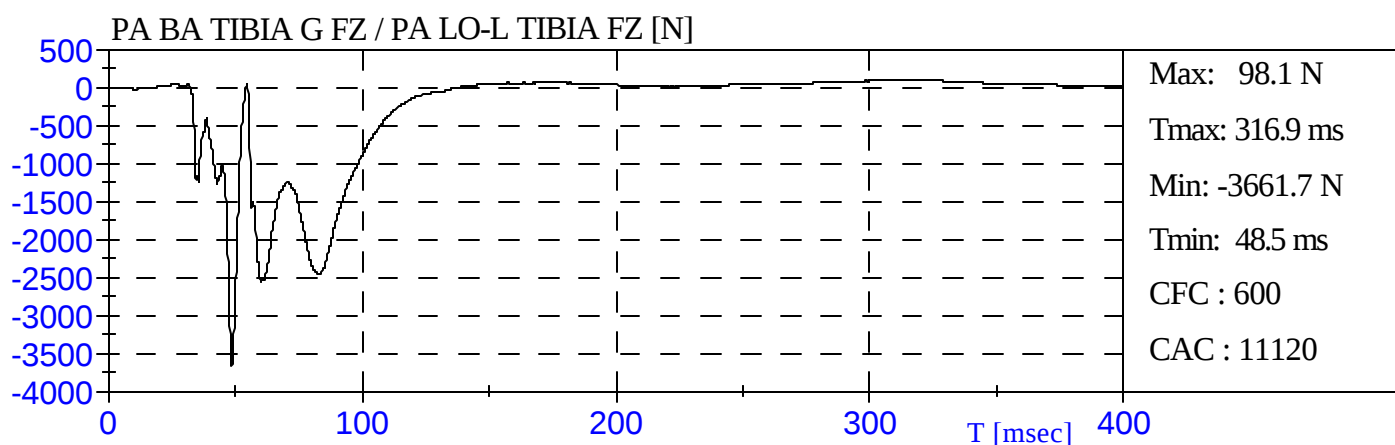
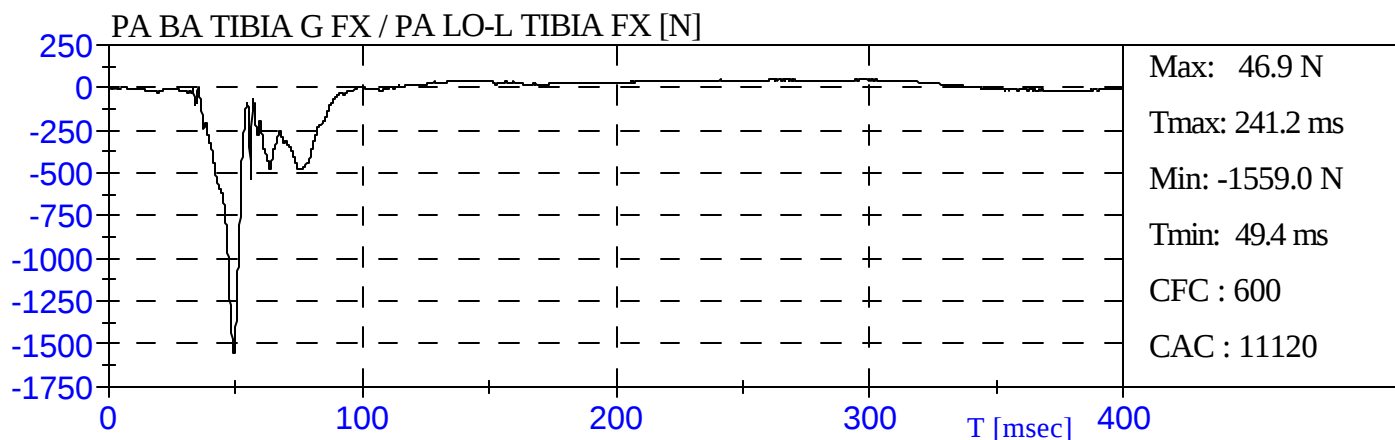


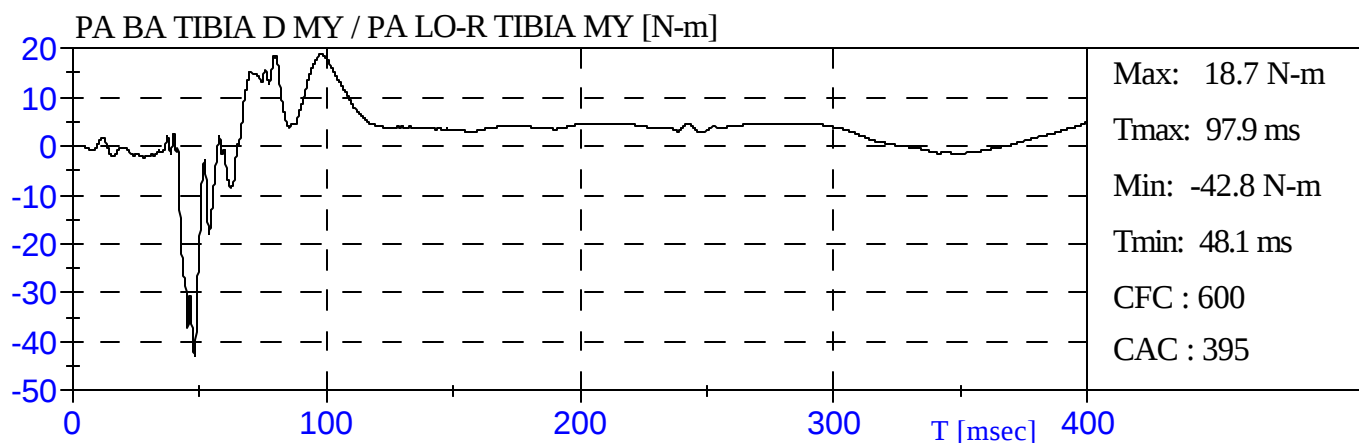
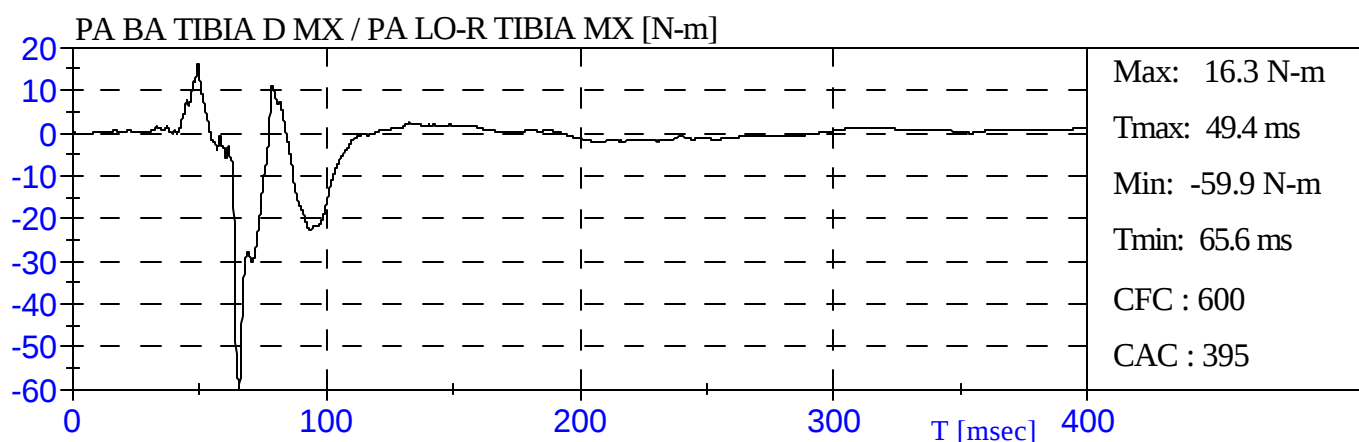
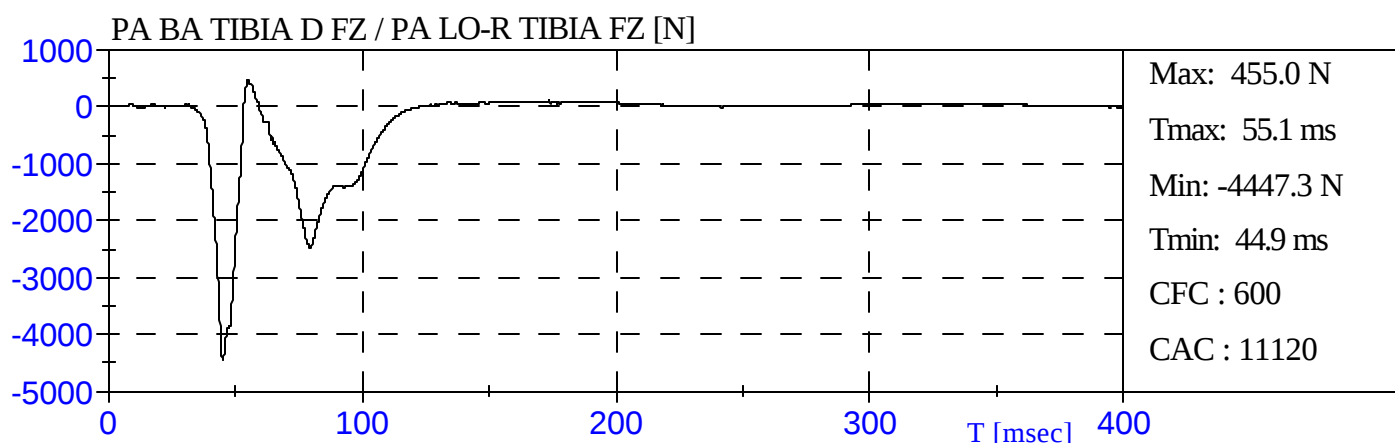
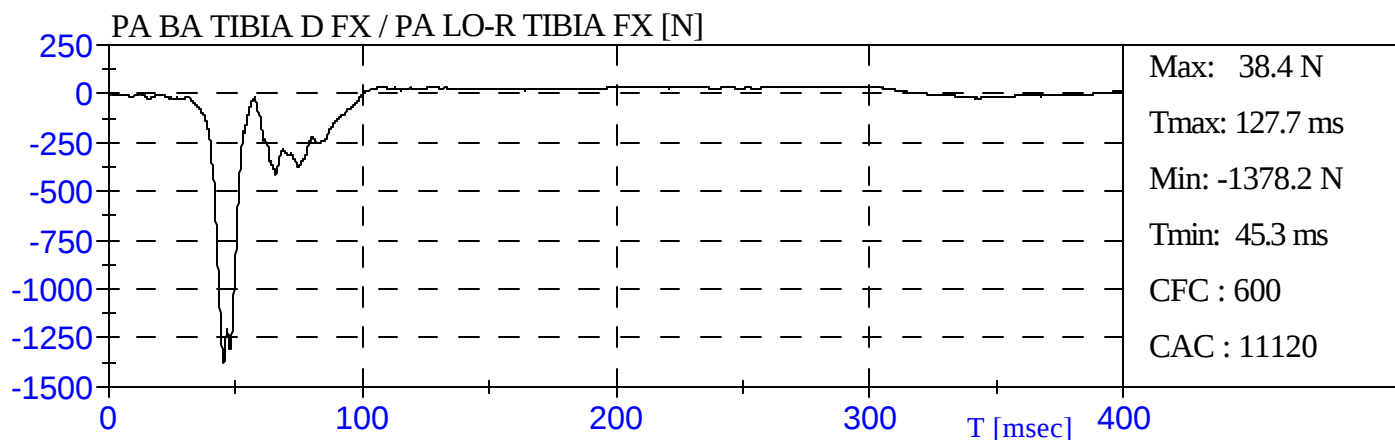


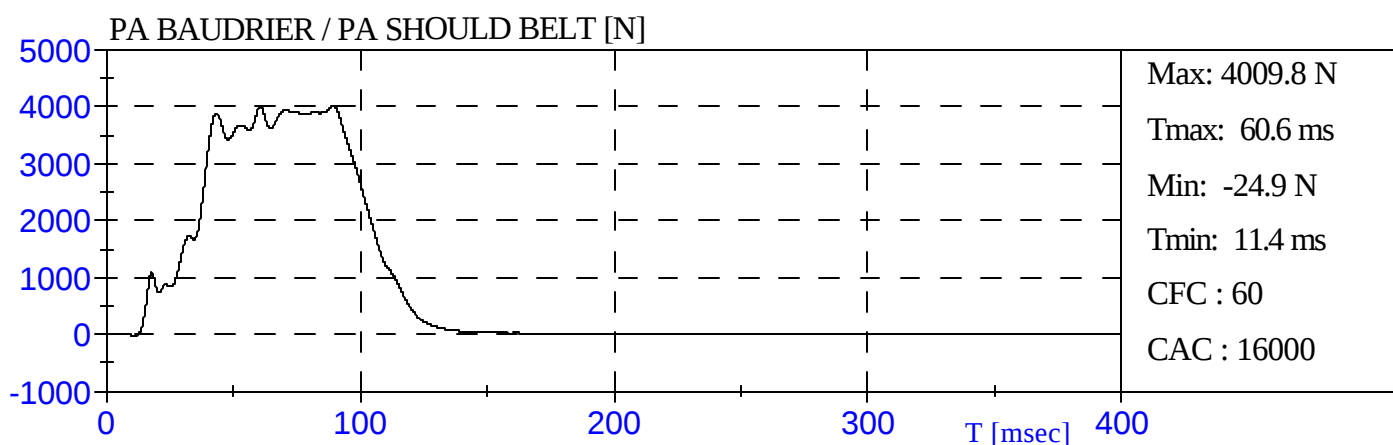
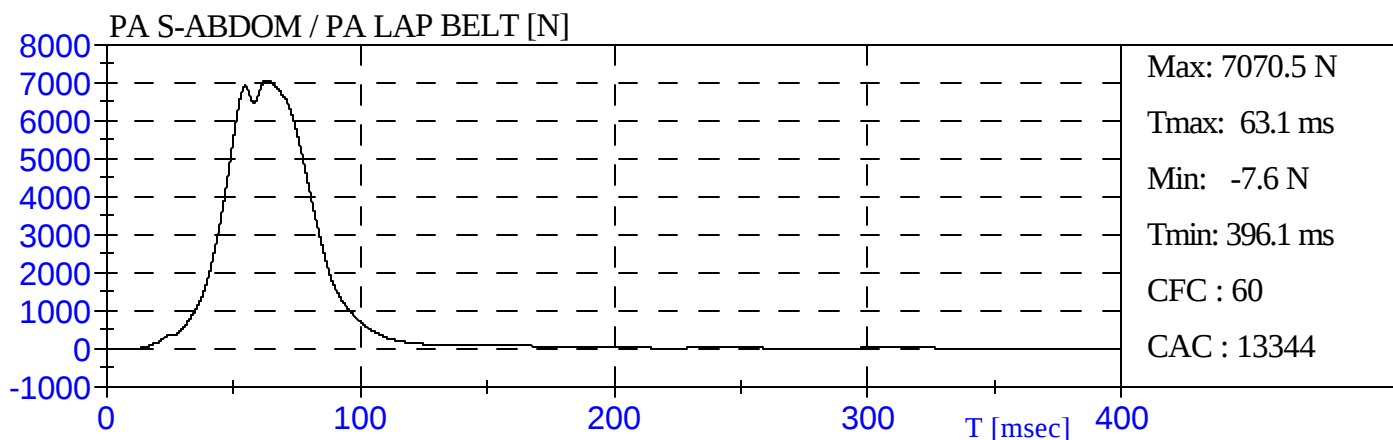


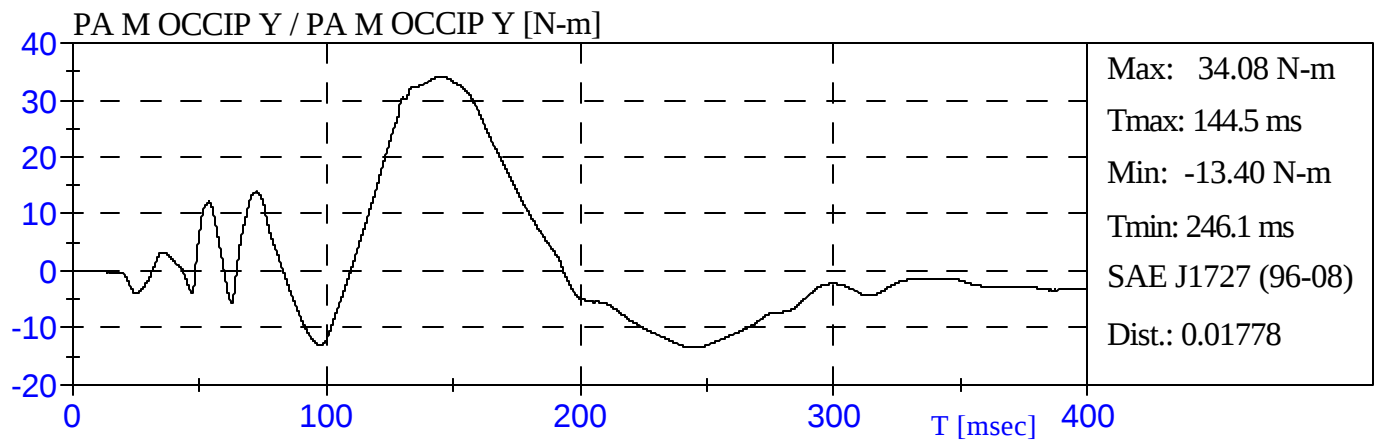


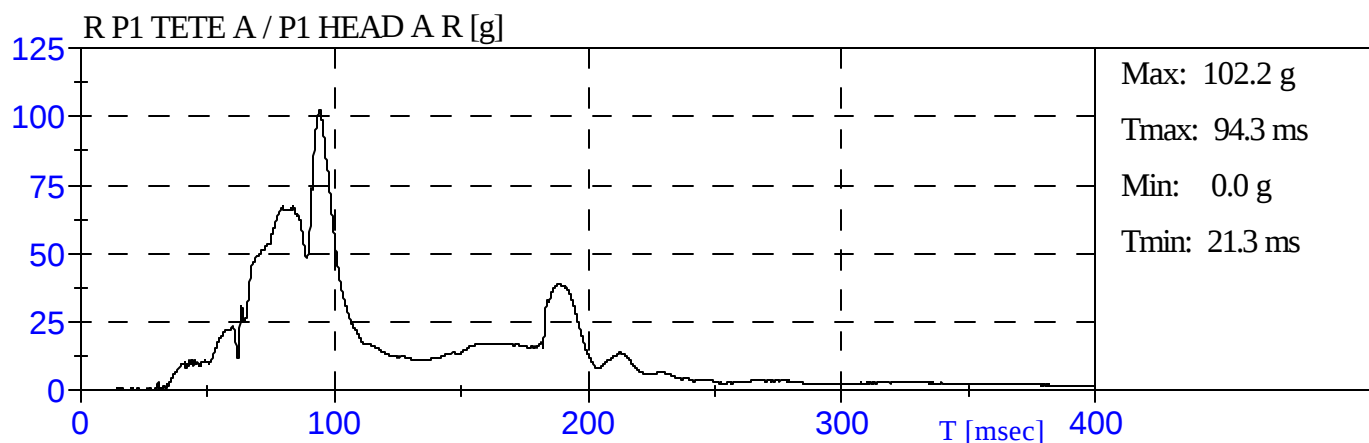
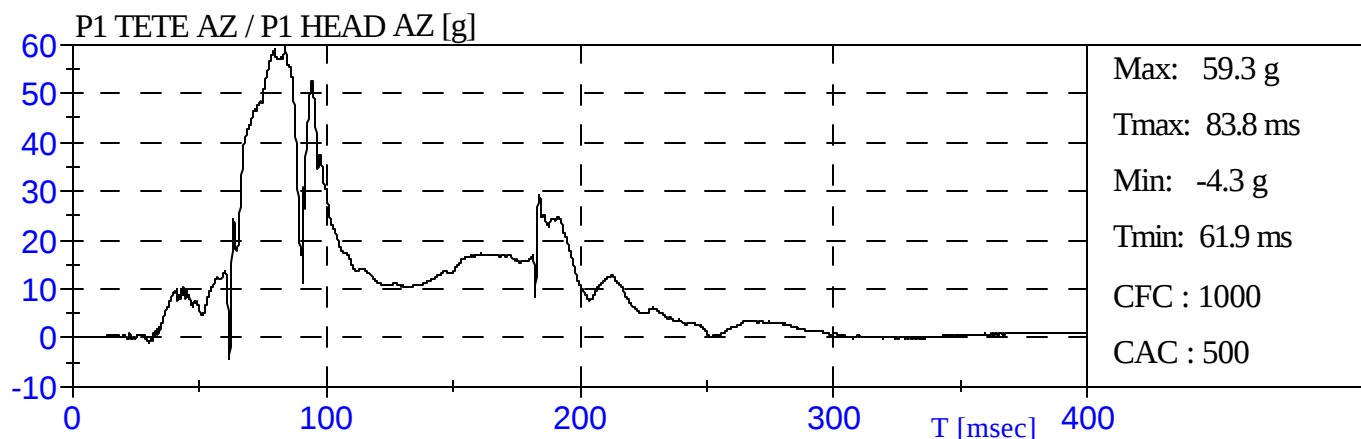
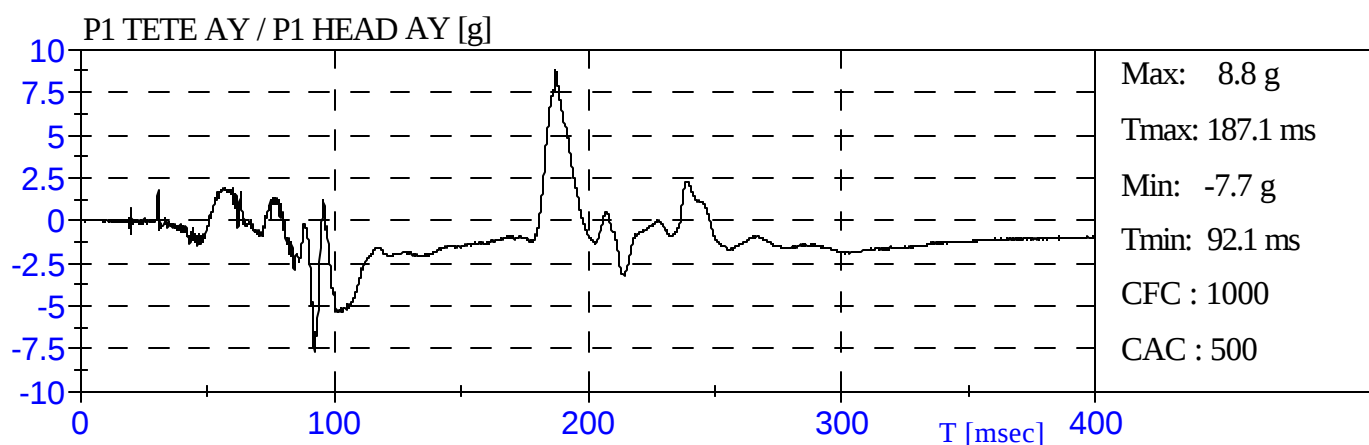
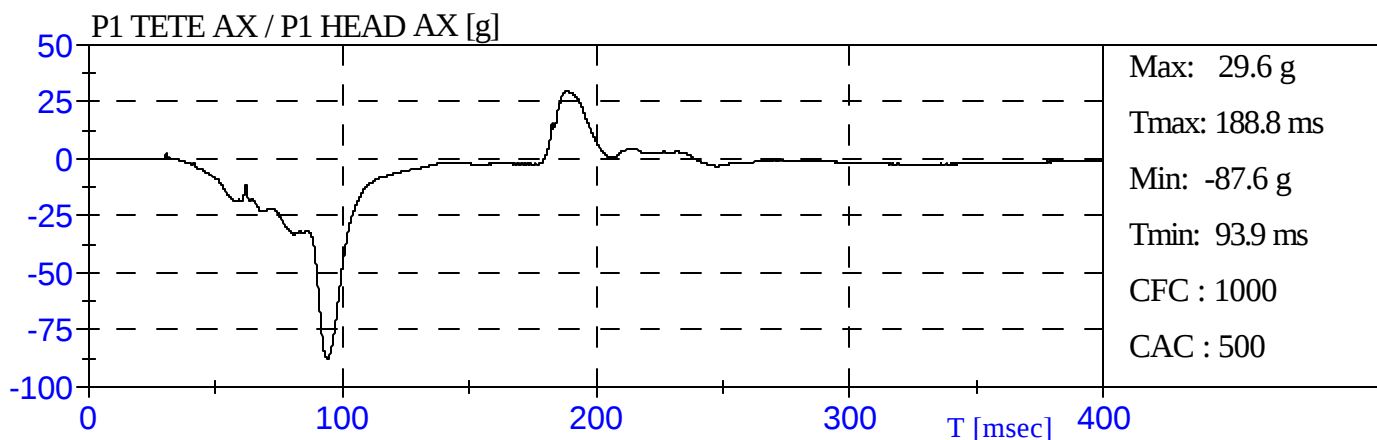


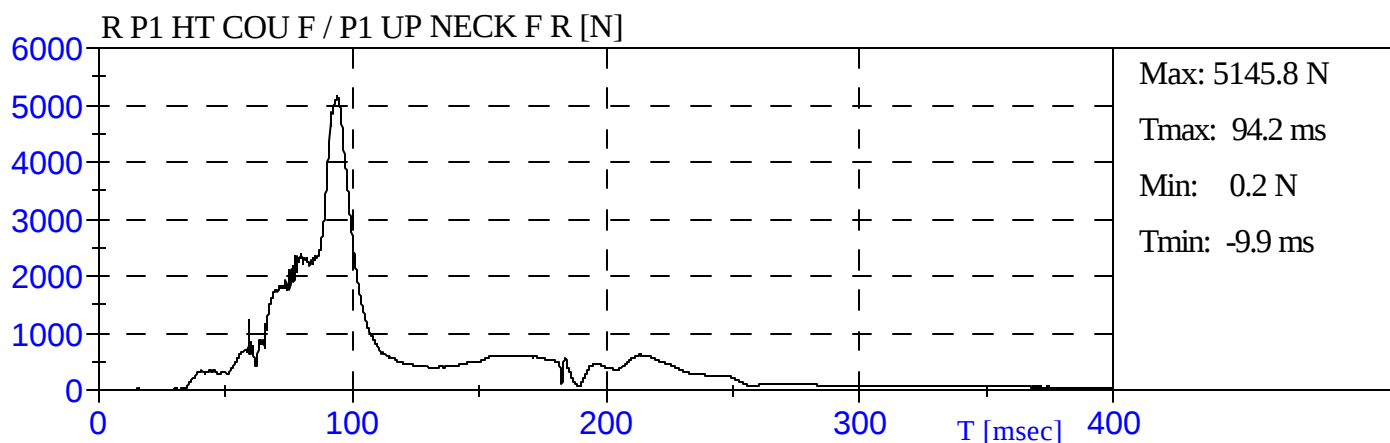
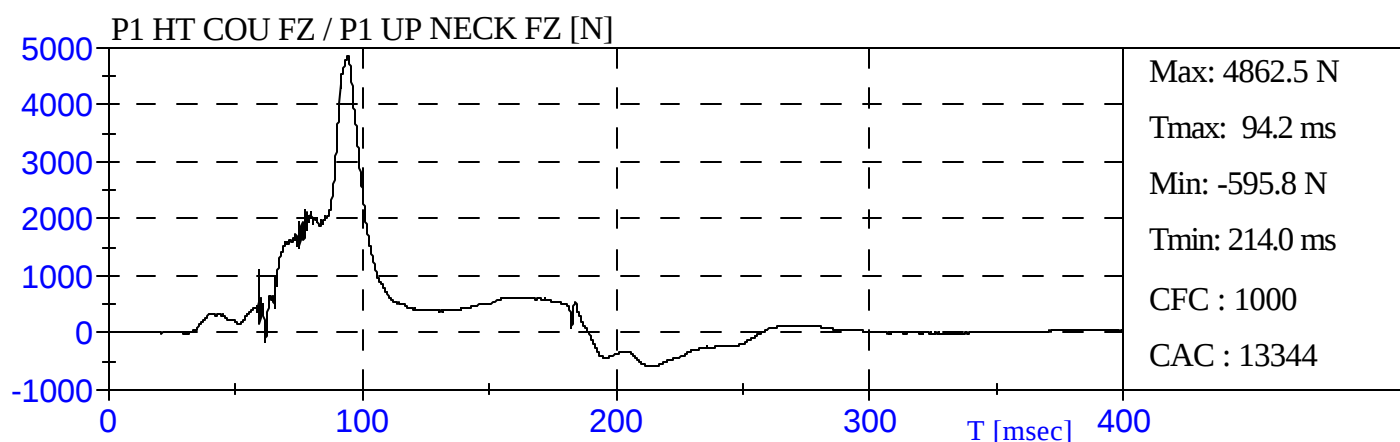
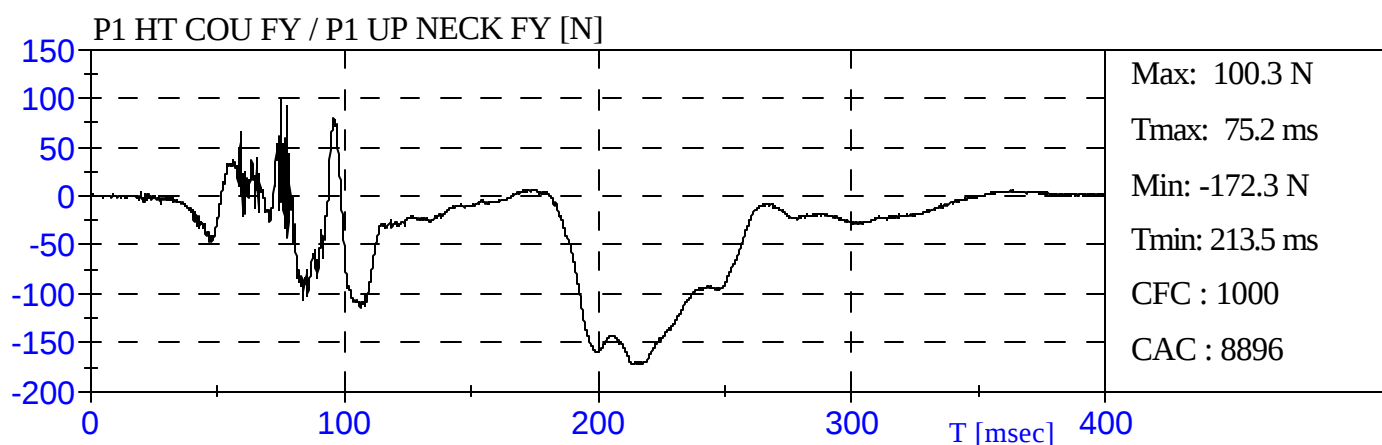
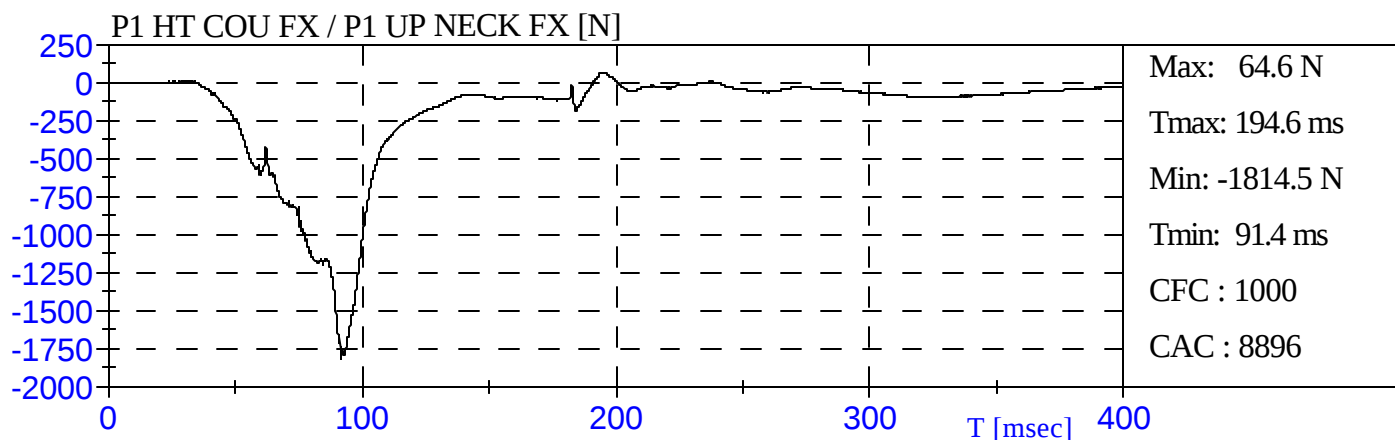


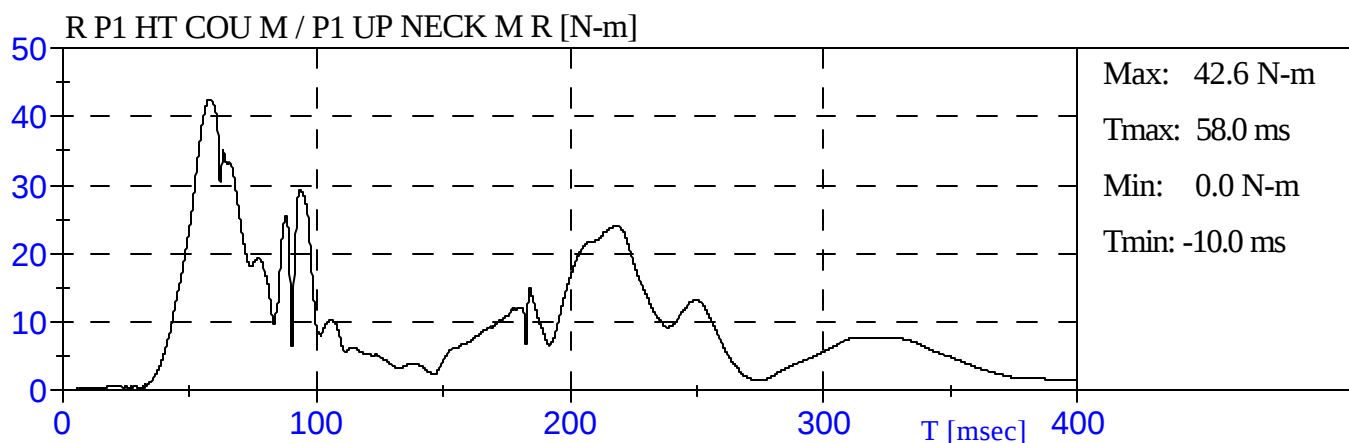
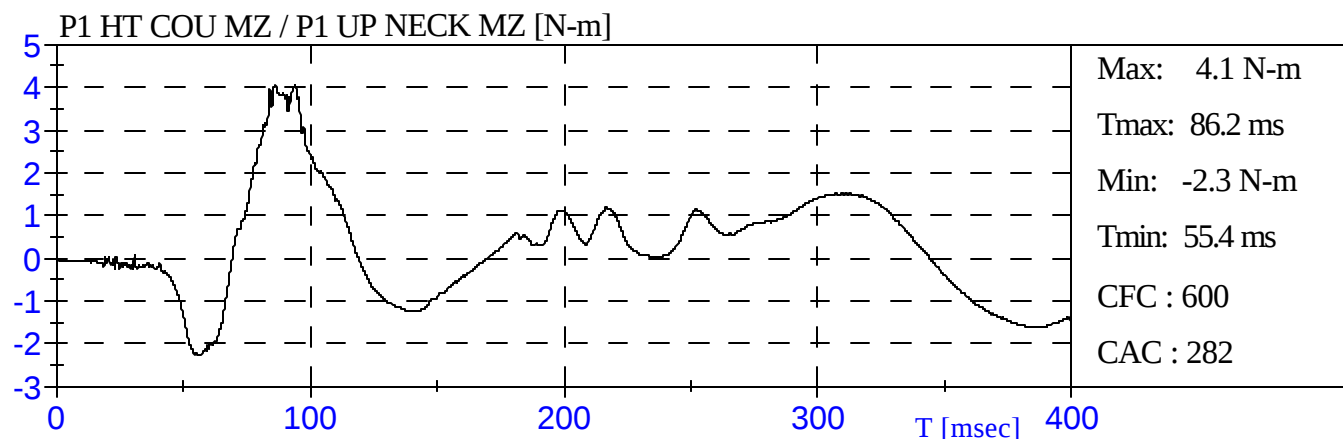
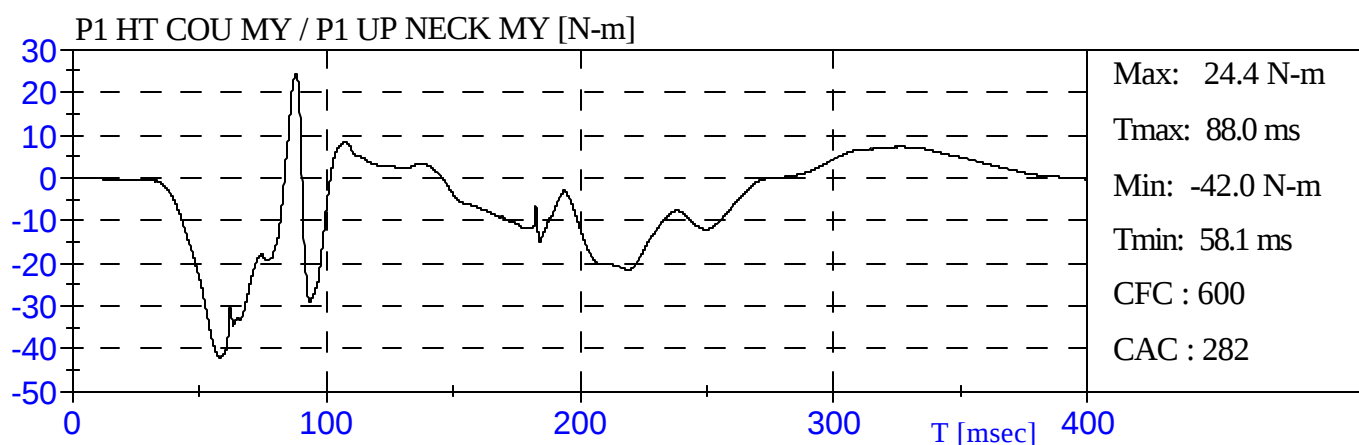
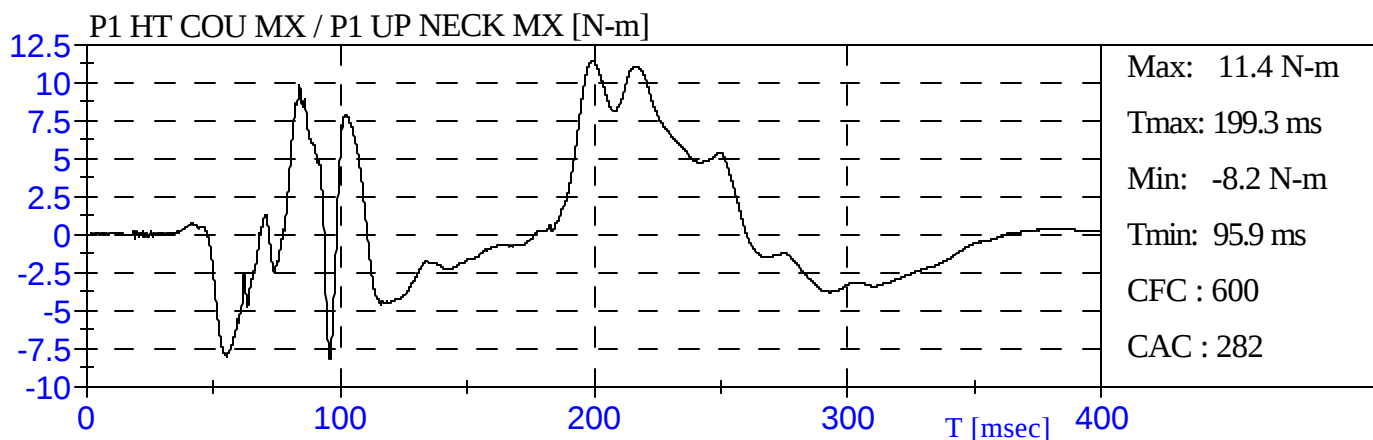


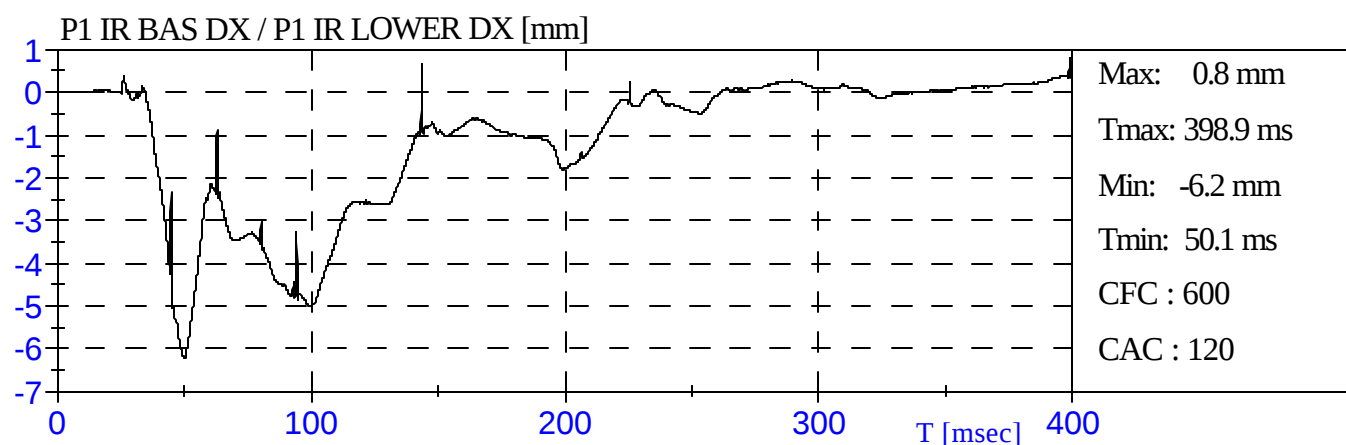
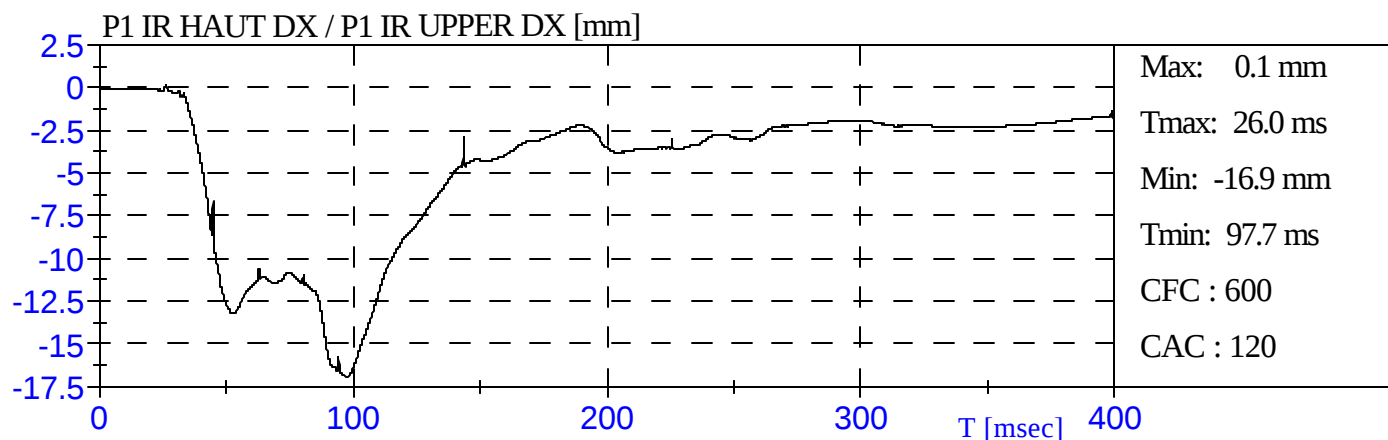


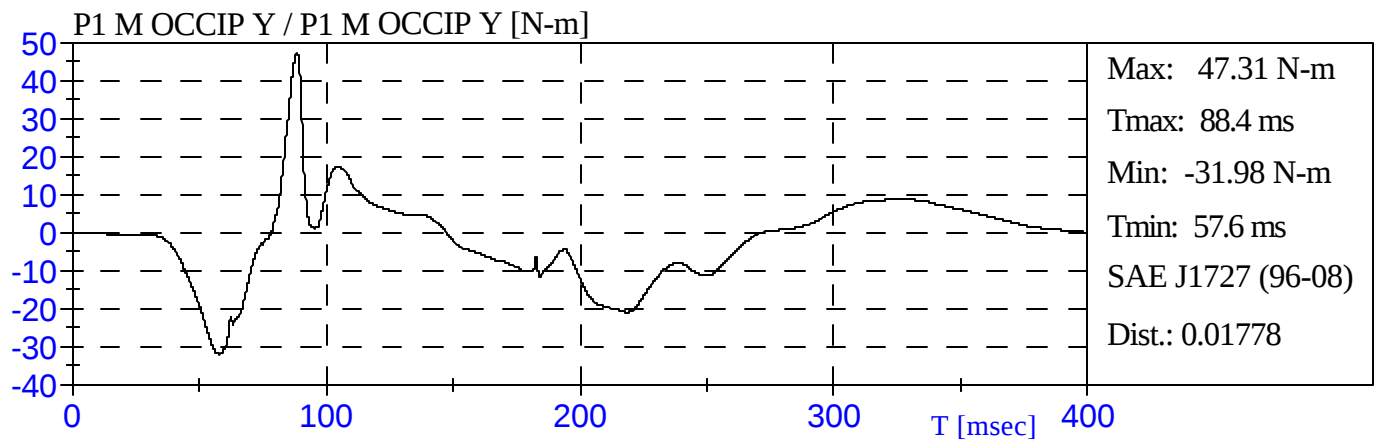


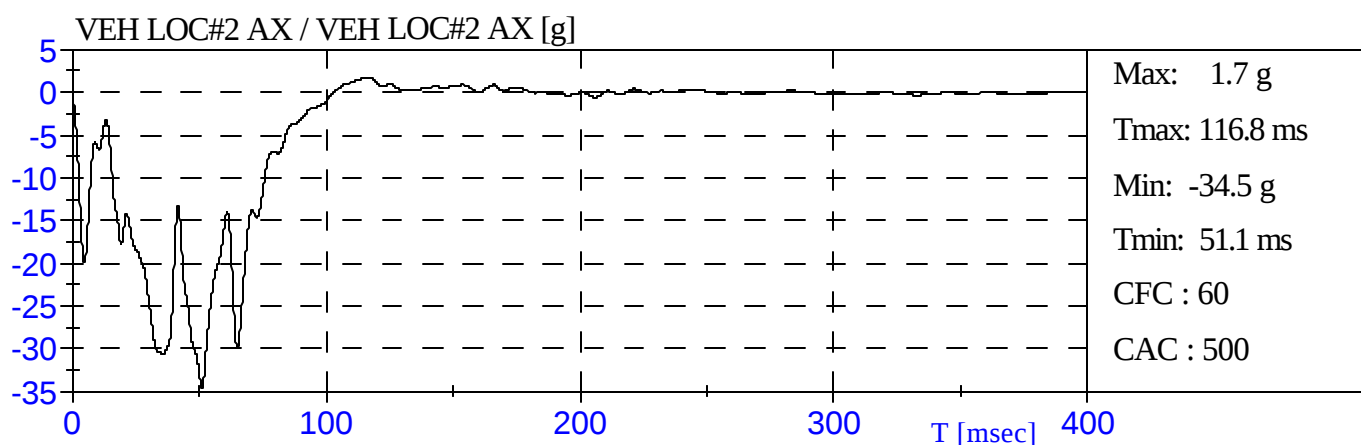
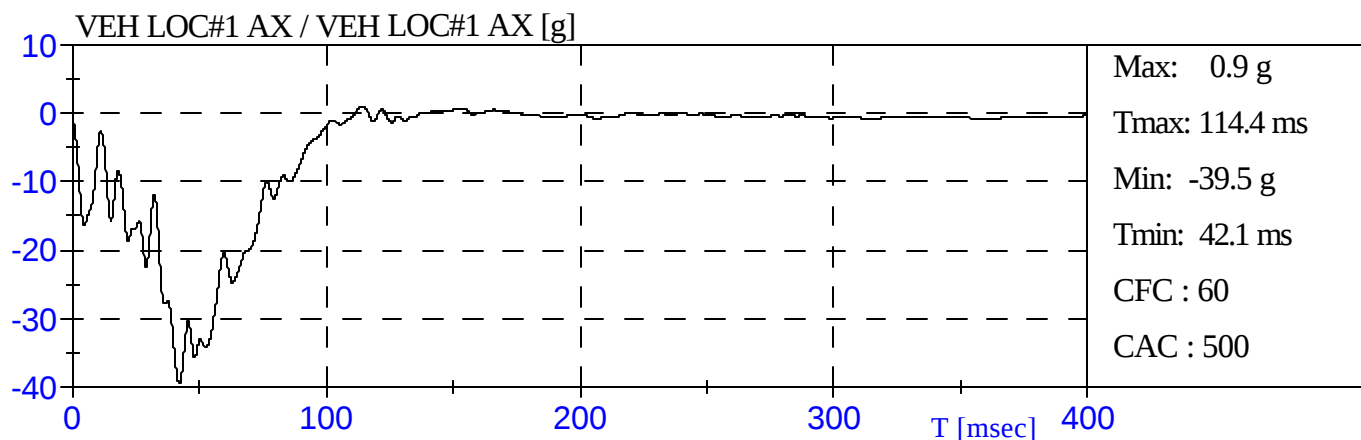


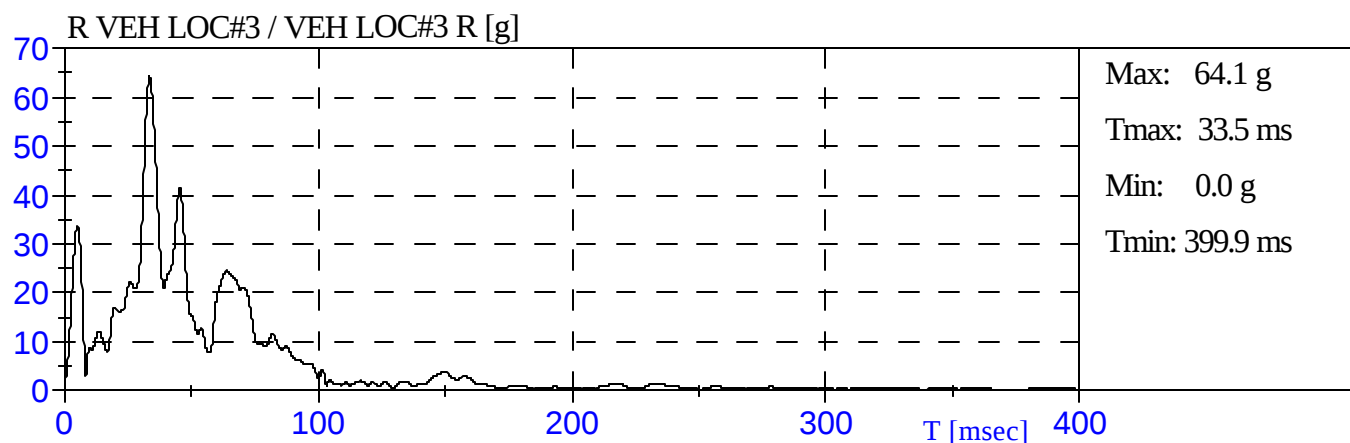
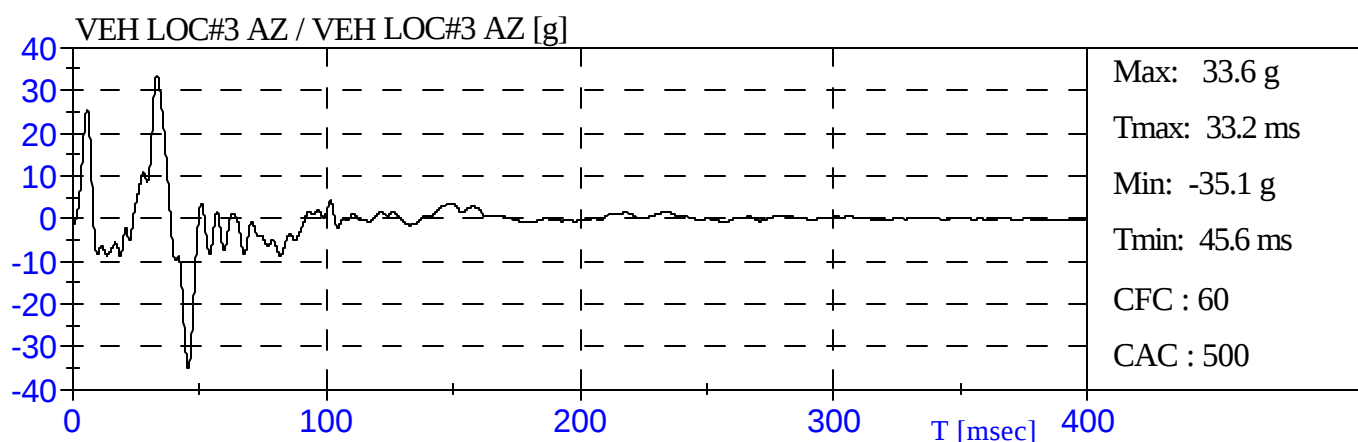
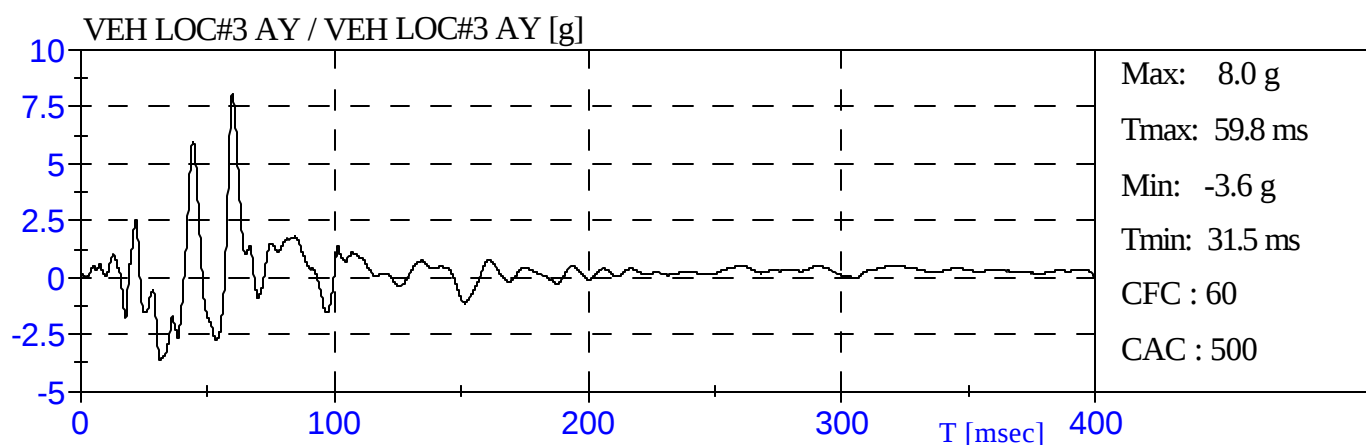
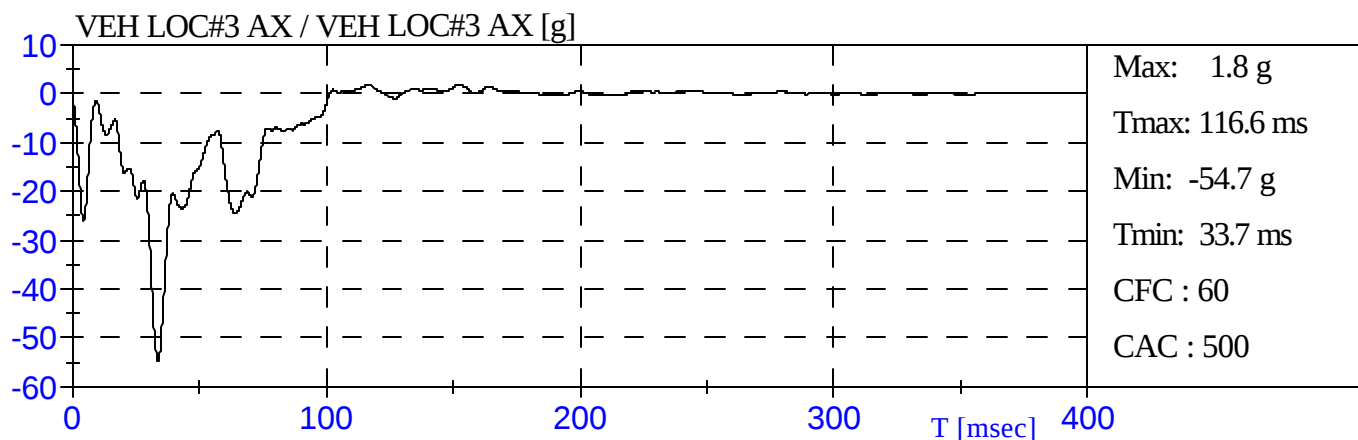


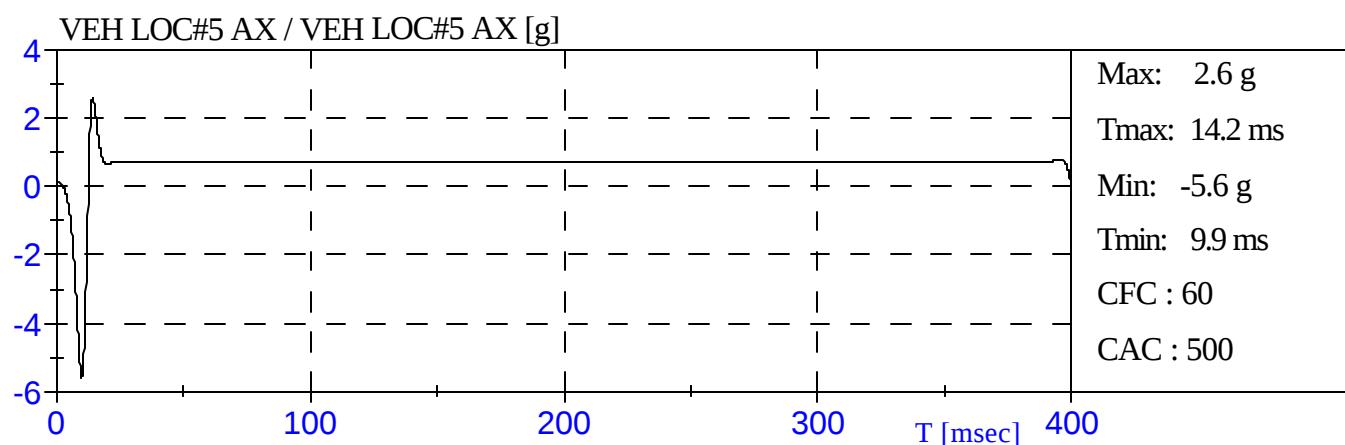
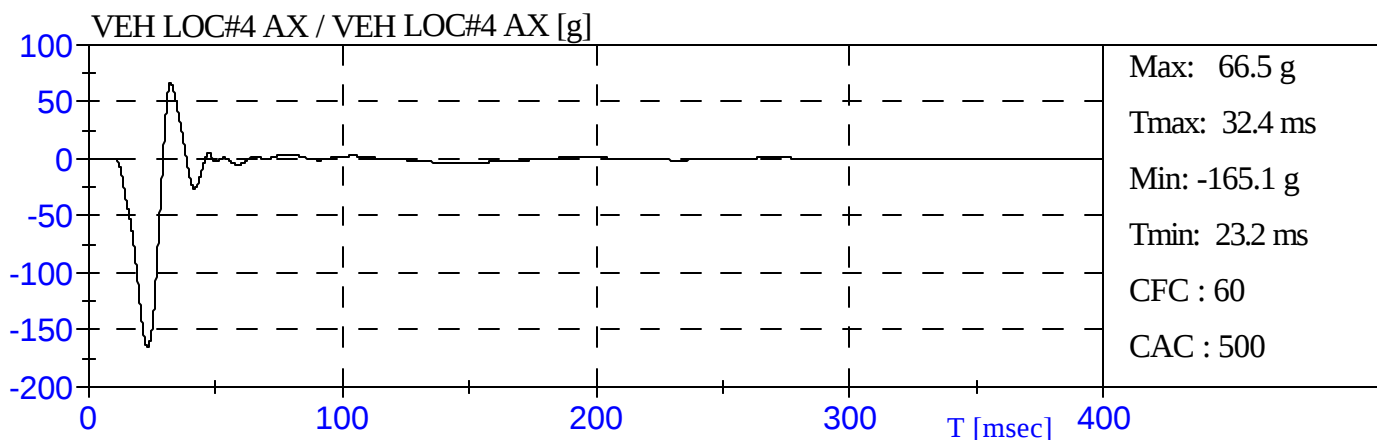


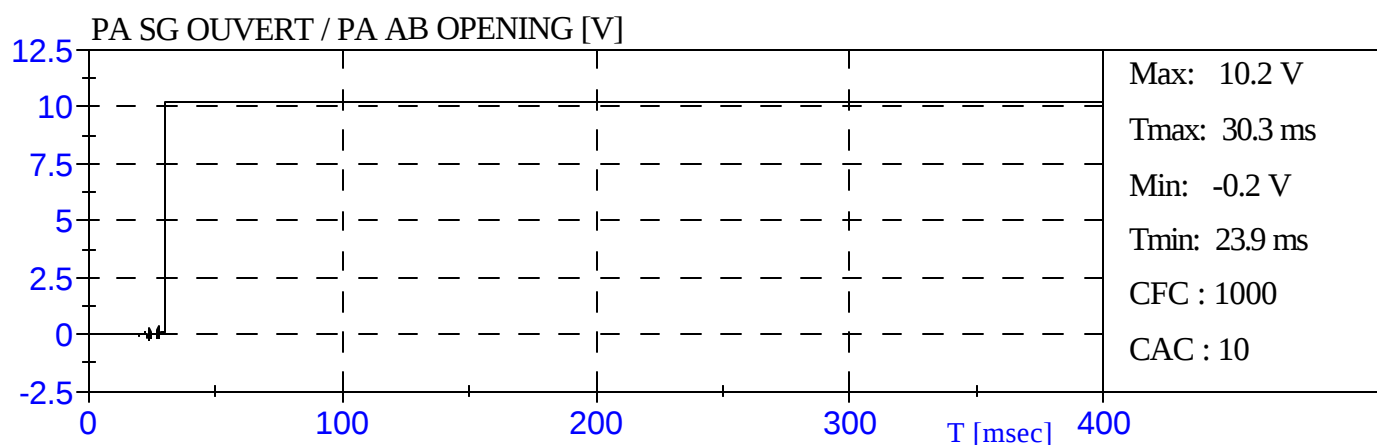
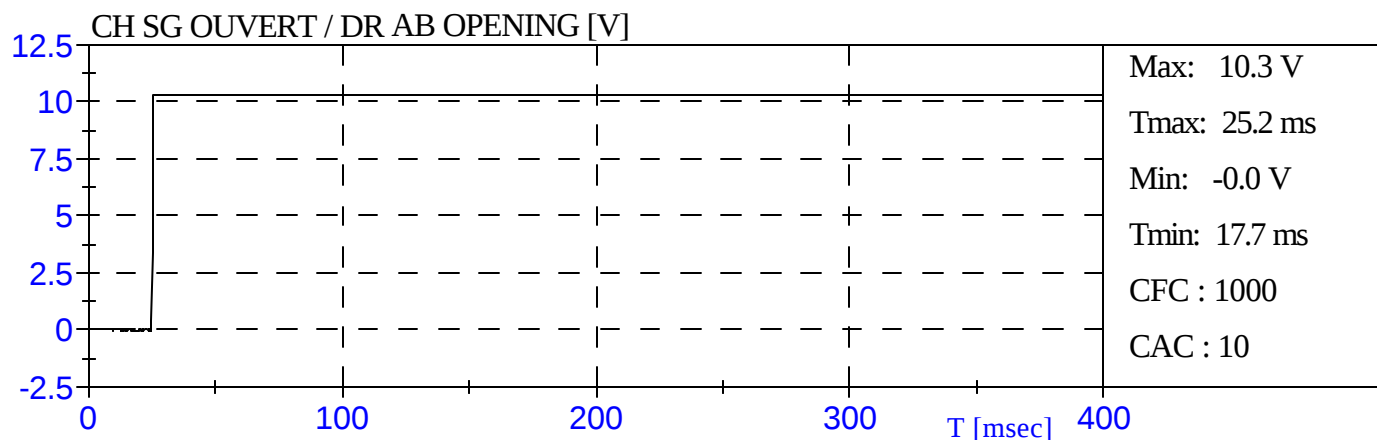


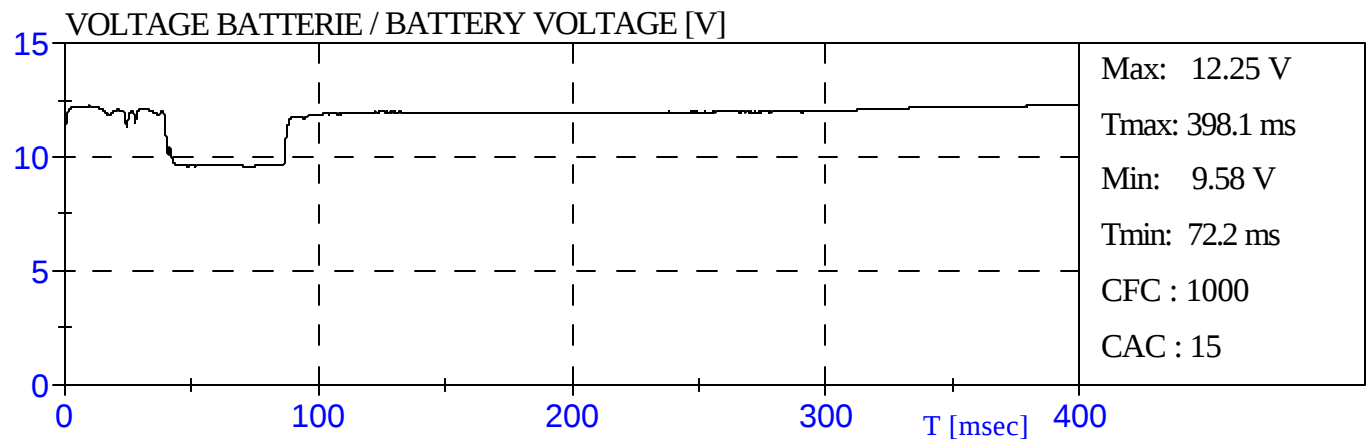


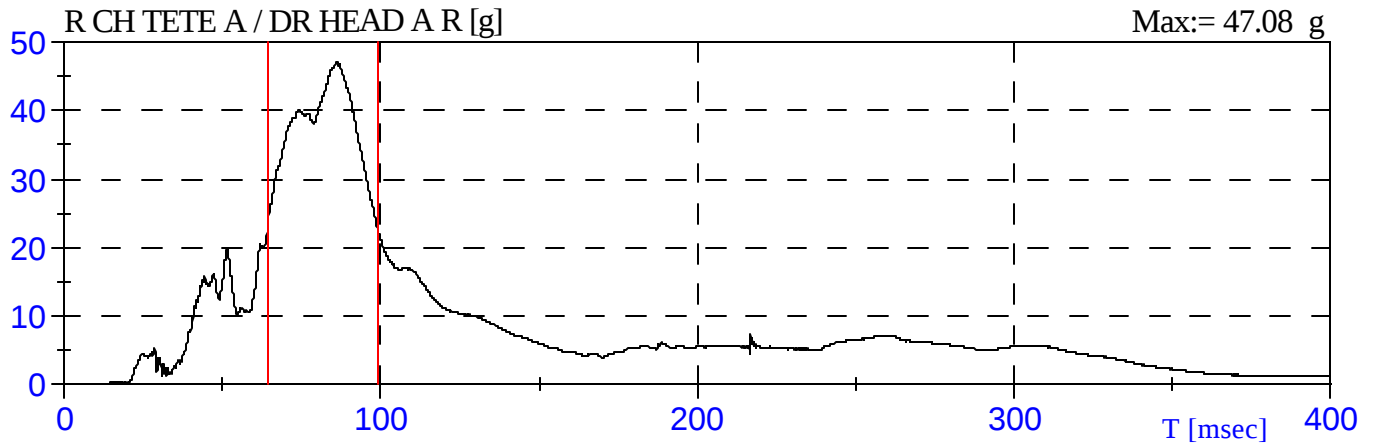










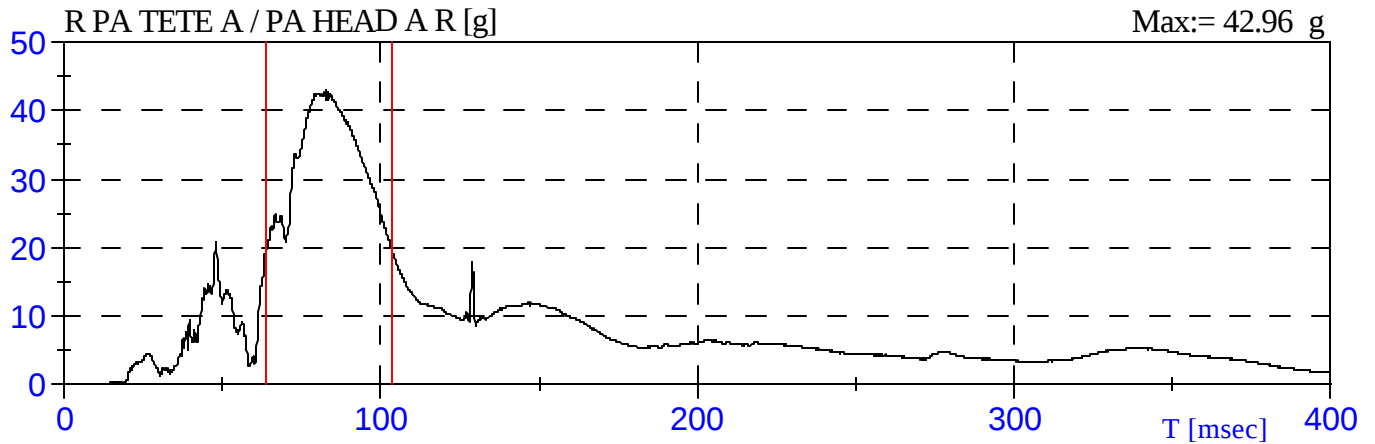


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 297	HIC(36ms):= 297	HIC(15ms):= 179
T1:= 64.1 ms	T1:= 64.1 ms	T1:= 76.4 ms
T2:= 99.3 ms	T2:= 99.3 ms	T2:= 91.4 ms

* Selon / According To: SAE J1727 96-08

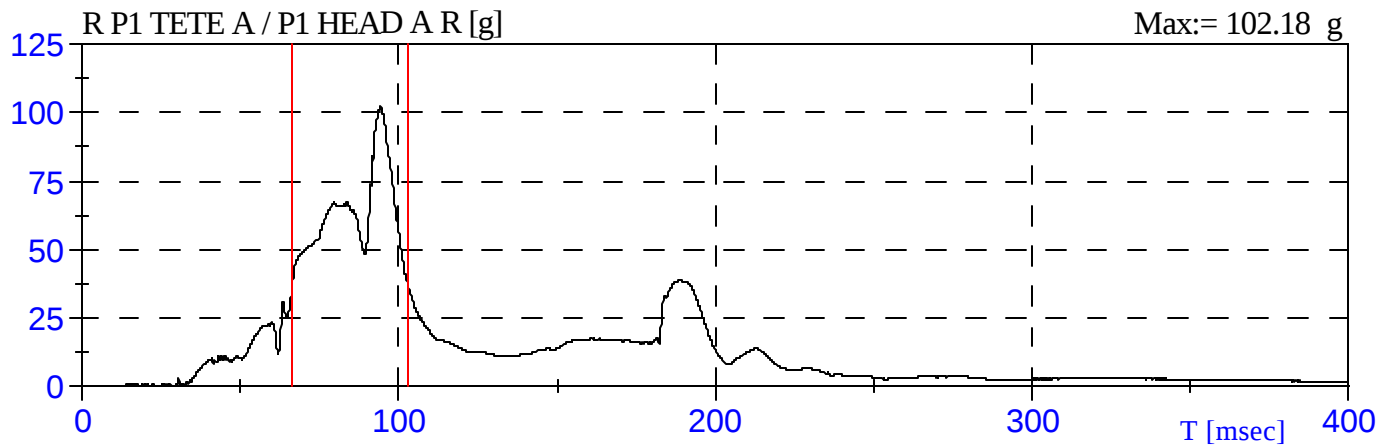


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 240	HIC(36ms):= 238	HIC(15ms):= 157
T1:= 64.0 ms	T1:= 65.3 ms	T1:= 75.9 ms
T2:= 103.5 ms	T2:= 101.3 ms	T2:= 90.9 ms

* Selon / According To: SAE J1727 96-08

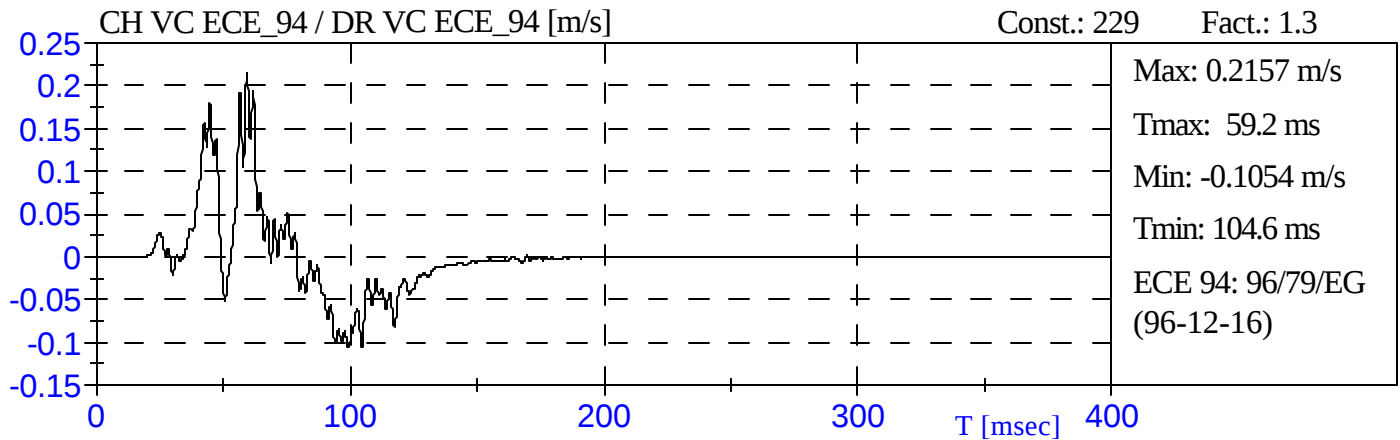
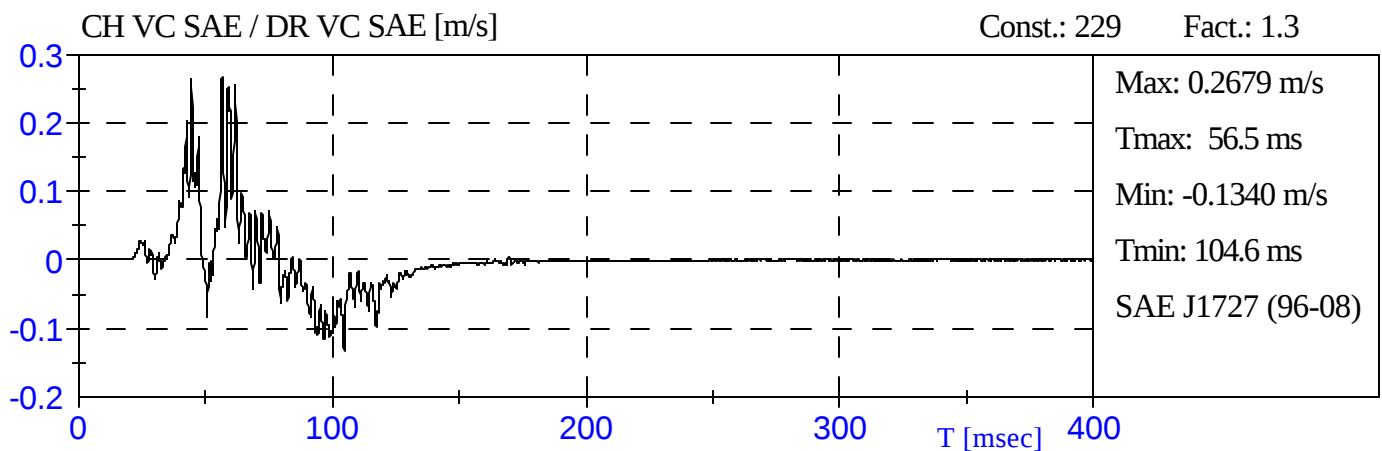
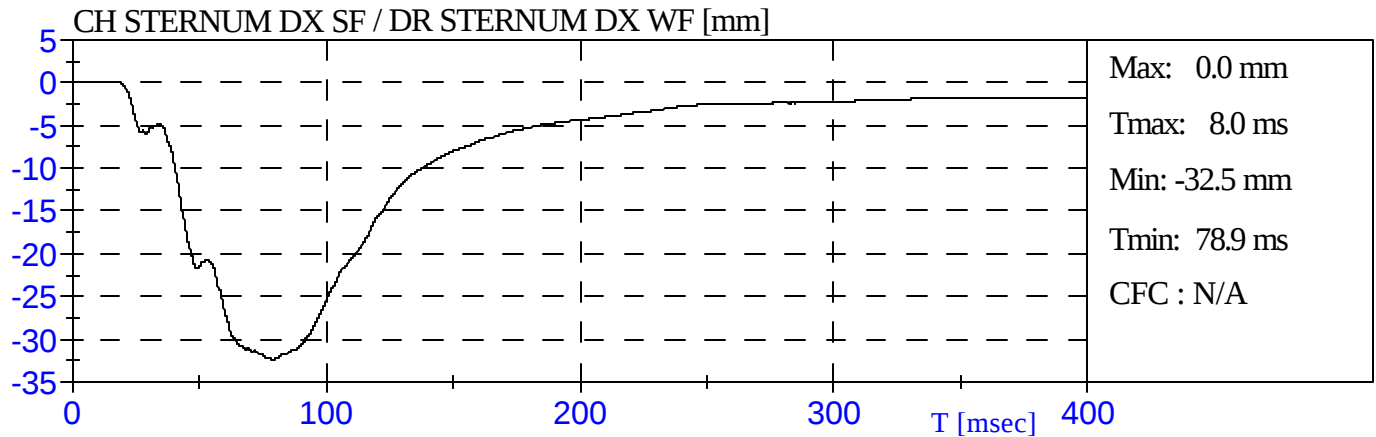


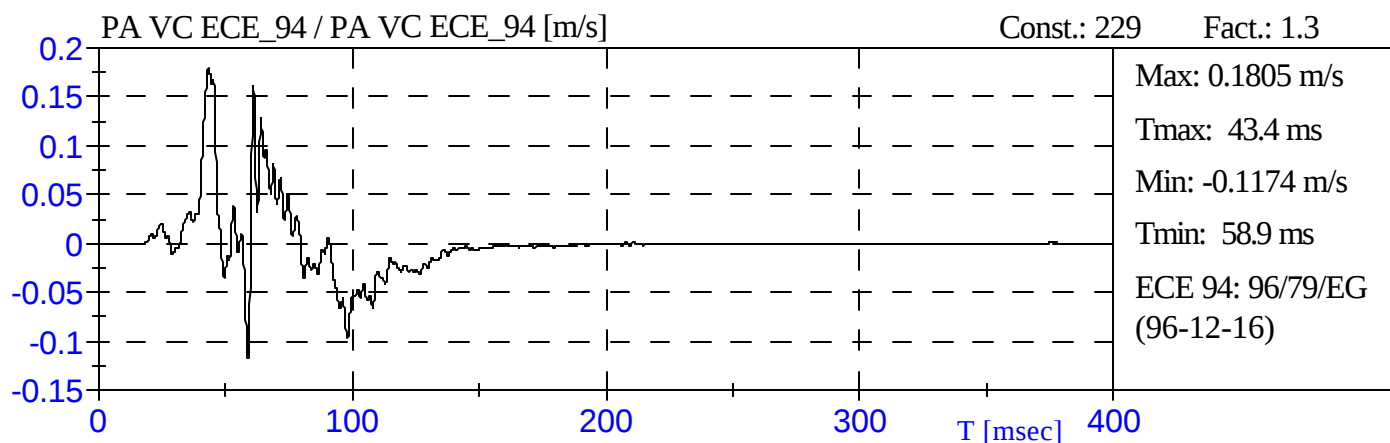
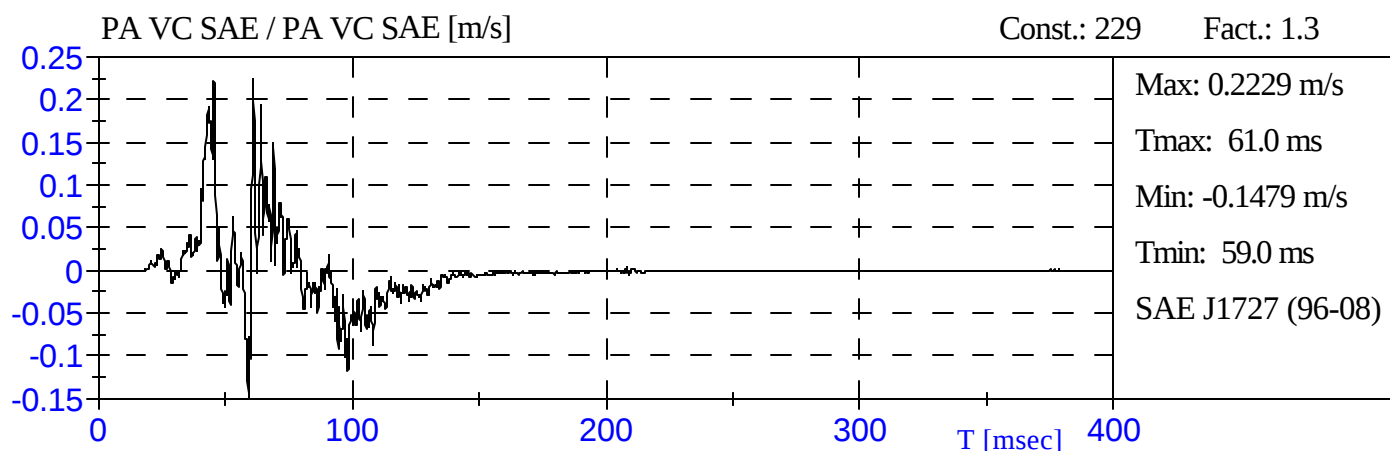
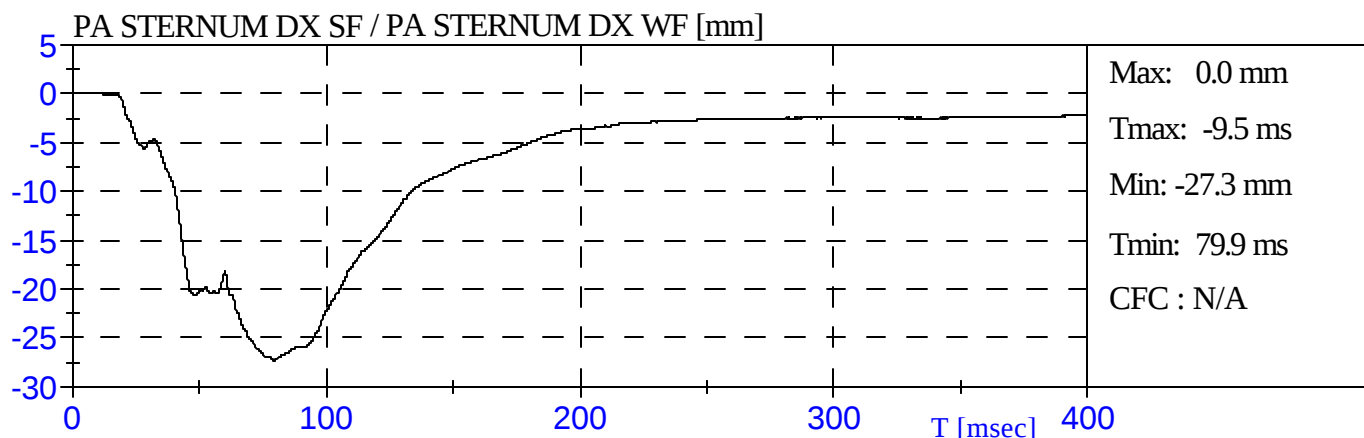
HEAD INJURY CRITERIA (HIC) *

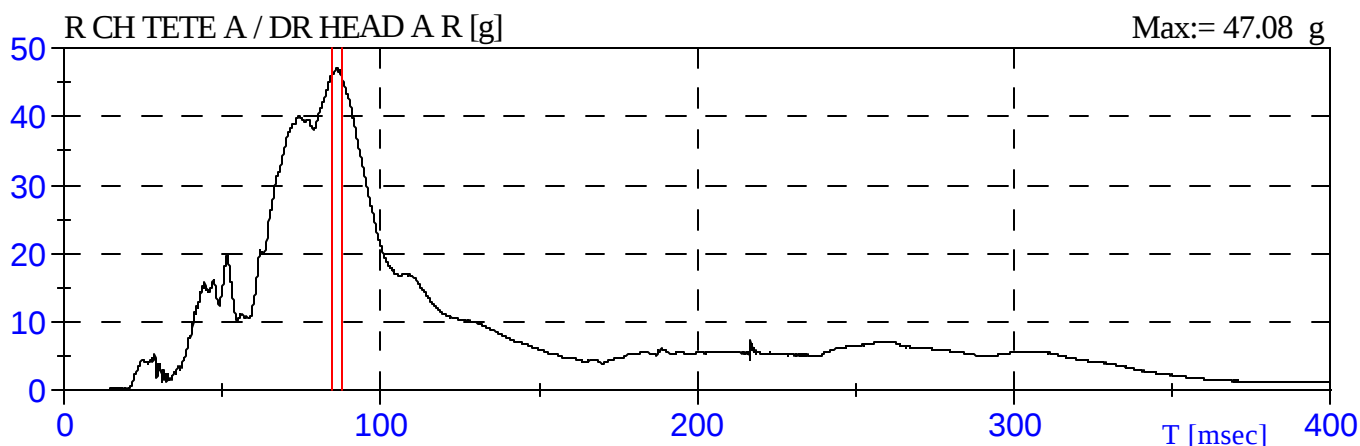
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 1157	HIC(36ms):= 1157	HIC(15ms):= 709
T1:= 66.5 ms	T1:= 66.6 ms	T1:= 83.7 ms
T2:= 102.6 ms	T2:= 102.6 ms	T2:= 98.7 ms

* Selon / According To: SAE J1727 96-08

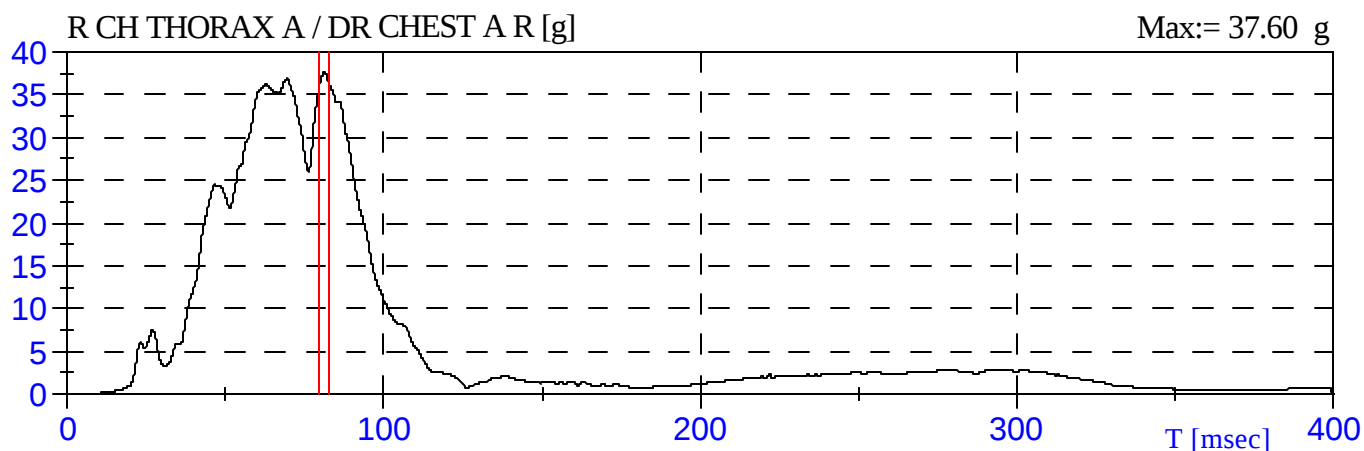






CLIP 3ms *

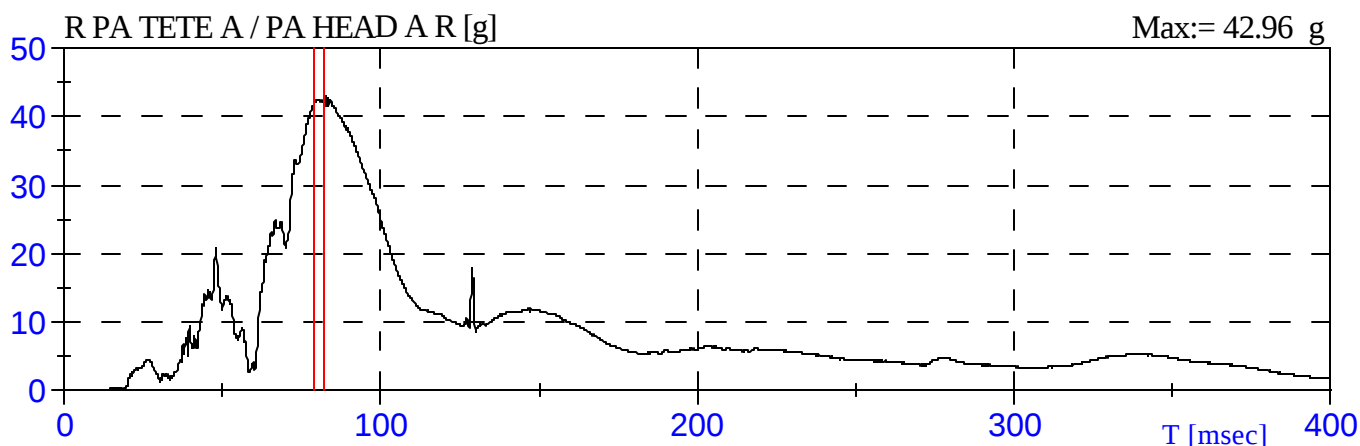
Acc. := 45.96 g	T1:= 84.5 ms	T2:= 87.5 ms
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CLIP 3ms *

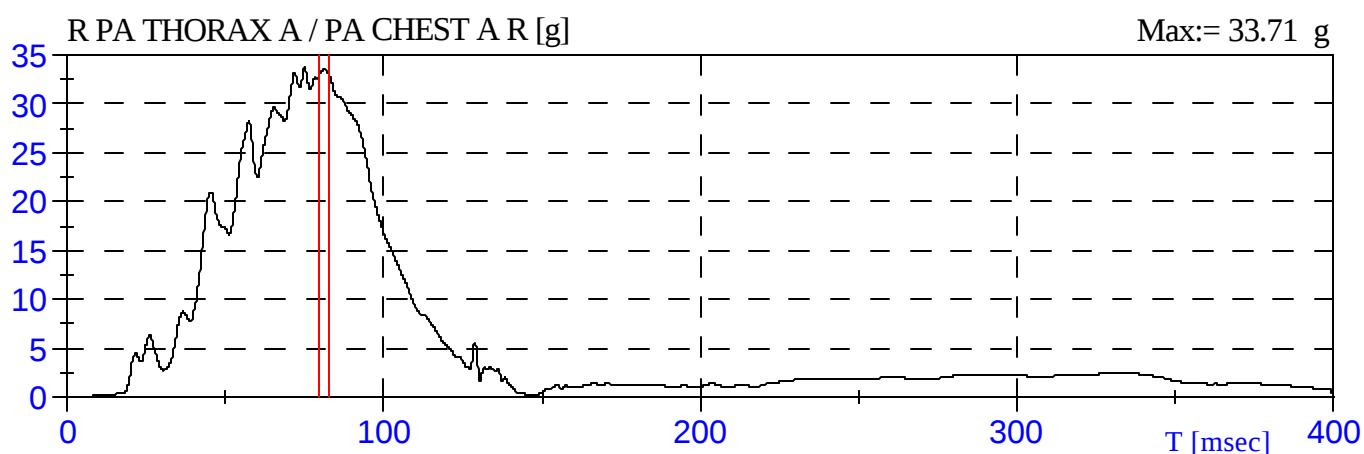
Acc. := 36.26 g	T1:= 79.9 ms	T2:= 82.9 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 42.06 g	T1:= 79.0 ms	T2:= 82.0 ms
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CLIP 3ms *

Acc. := 32.98 g	T1:= 79.8 ms	T2:= 82.8 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	0.436	0.758
BAS / LOWER	0.595	0.709

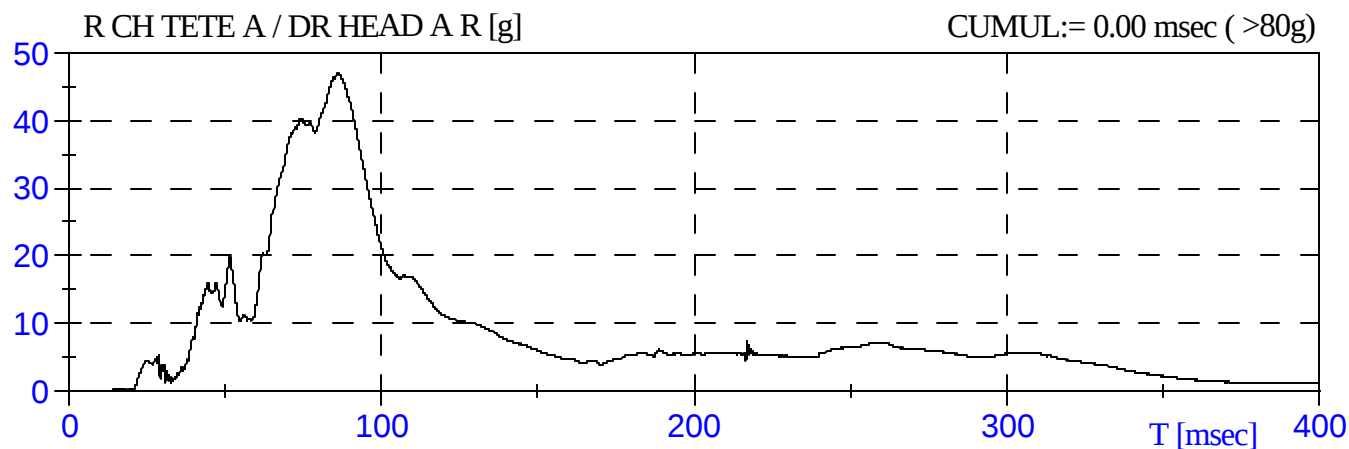
TI Passager / Passenger

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

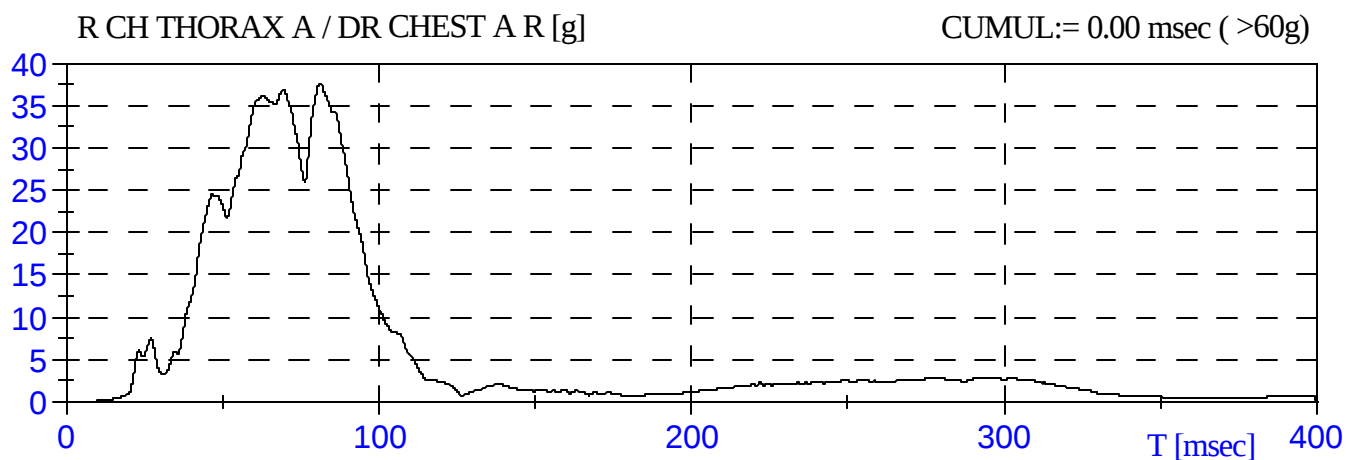
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.822	0.767
BAS / LOWER	0.485	0.303

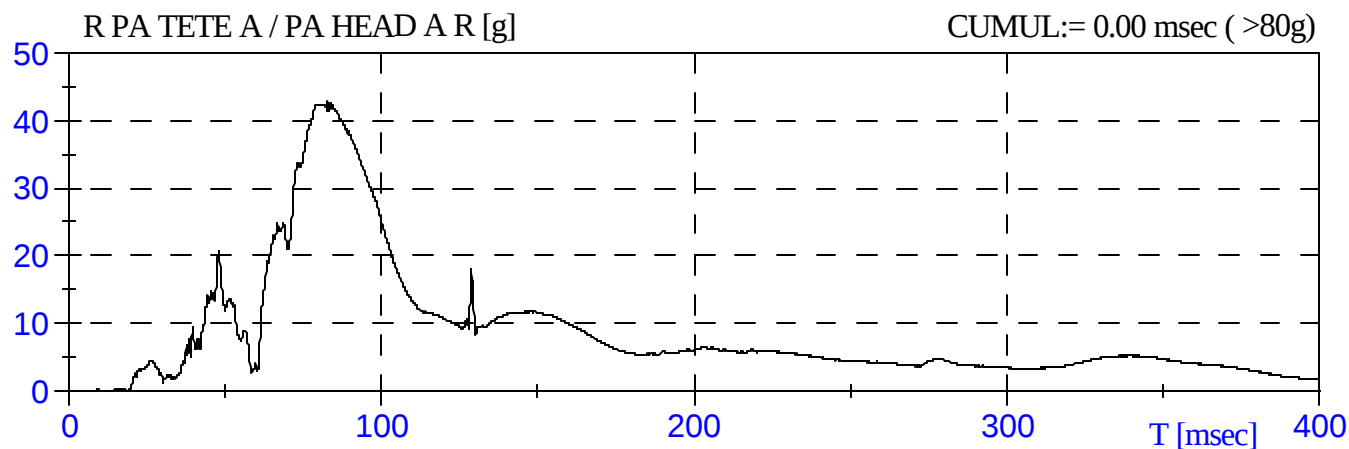
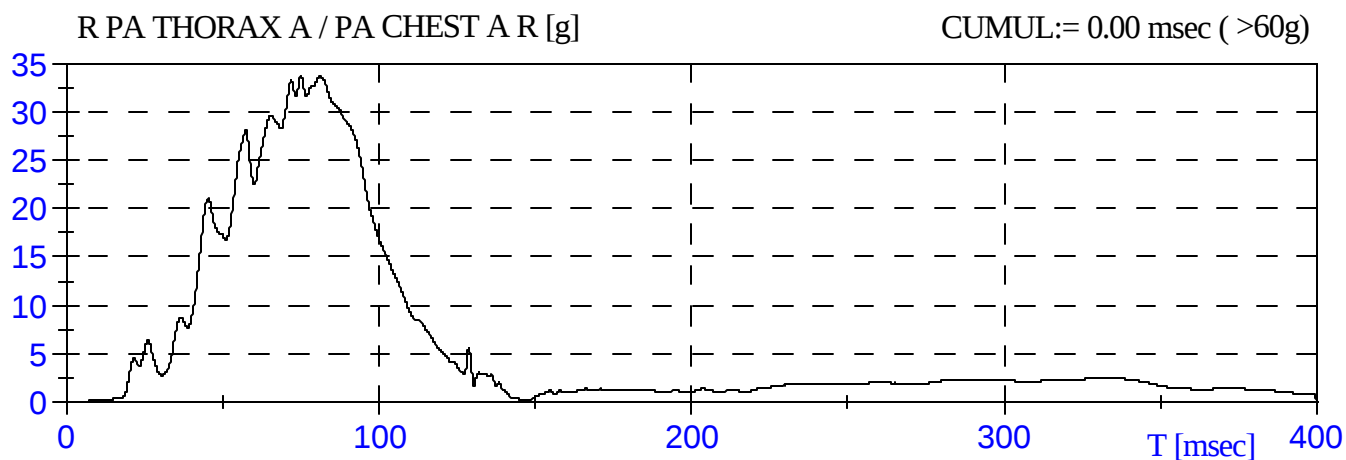
* Selon / According To: SAE J1727 AUG 96

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

$$N_{ij}^* = 0.25$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.25	0.01	0.20	0.12	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.19$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.16	0.04	0.19	0.11	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

CH ETR D LAT FZ: Transitoire réparé de 32.7 ms à 34.4 ms.

P1 IR HAUT DX: Transitoire réparé de 30.3 ms à 31.7 ms.

P1 IR BAS DX: Transitoire réparé de 30.3 ms à 31.7 ms.

VEH LOC#5 AX: N'est pas valide à partir de 13.3 ms.

DR R-CLV LAT FZ: Glitch removed from 32.7 ms to 34.4 ms.

P1 IR UPPER DX: Glitch removed from 30.3 ms to 31.7 ms.

P1 IR LOWER DX: Glitch removed from 30.3 ms to 31.7 ms.

VEH LOC#5 AX: Is not valid from 13.3 ms.