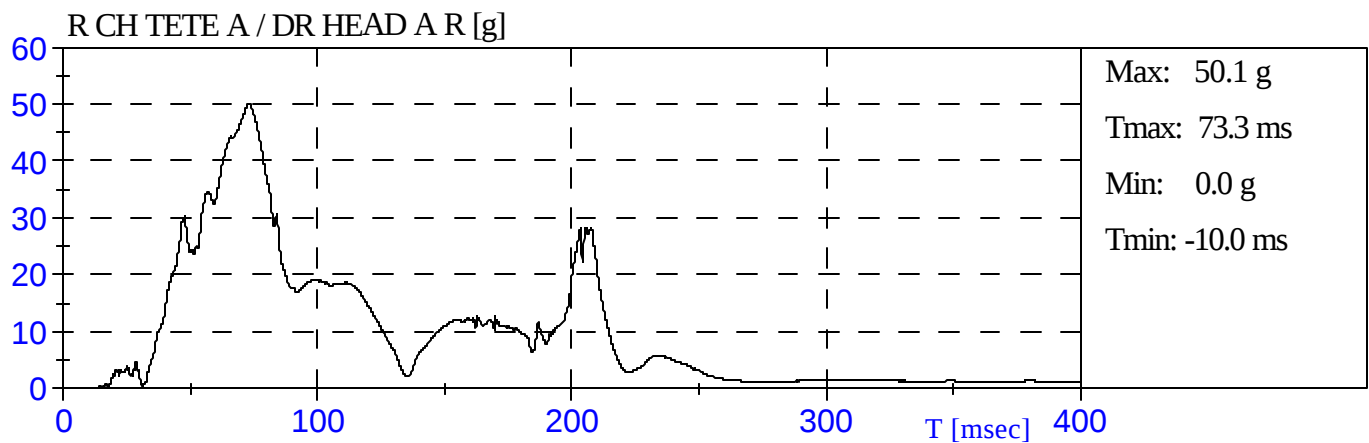
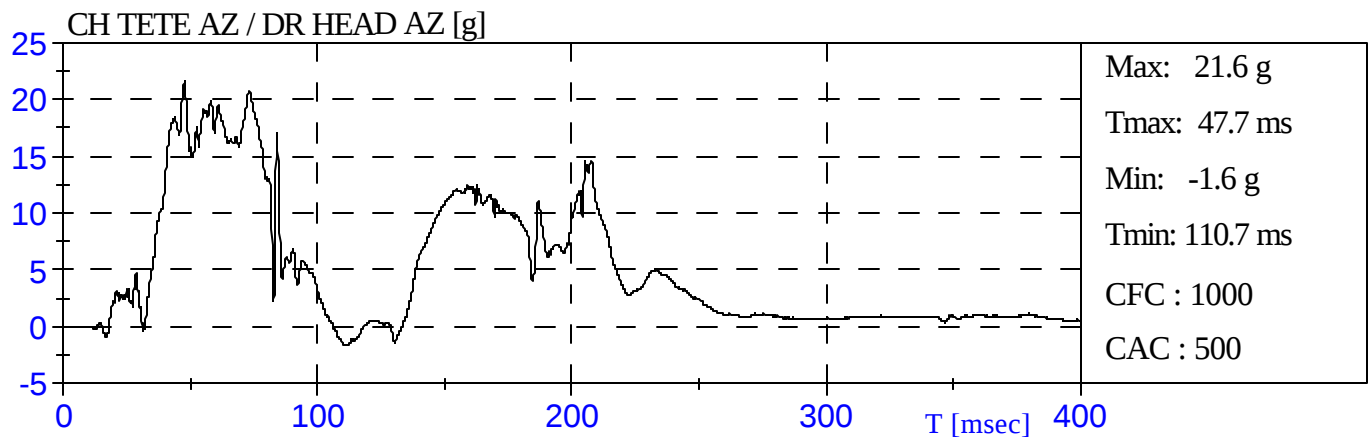
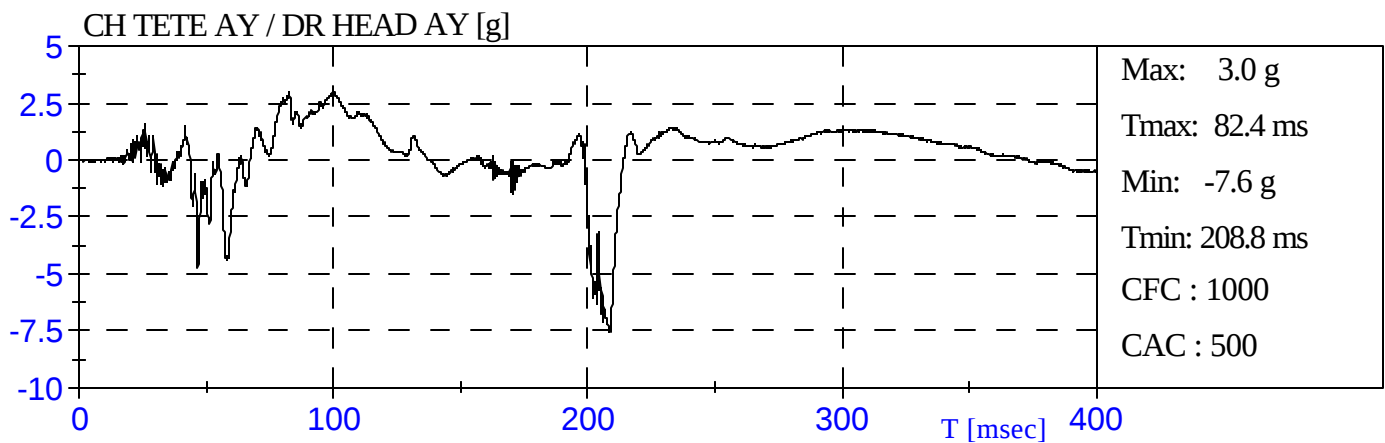
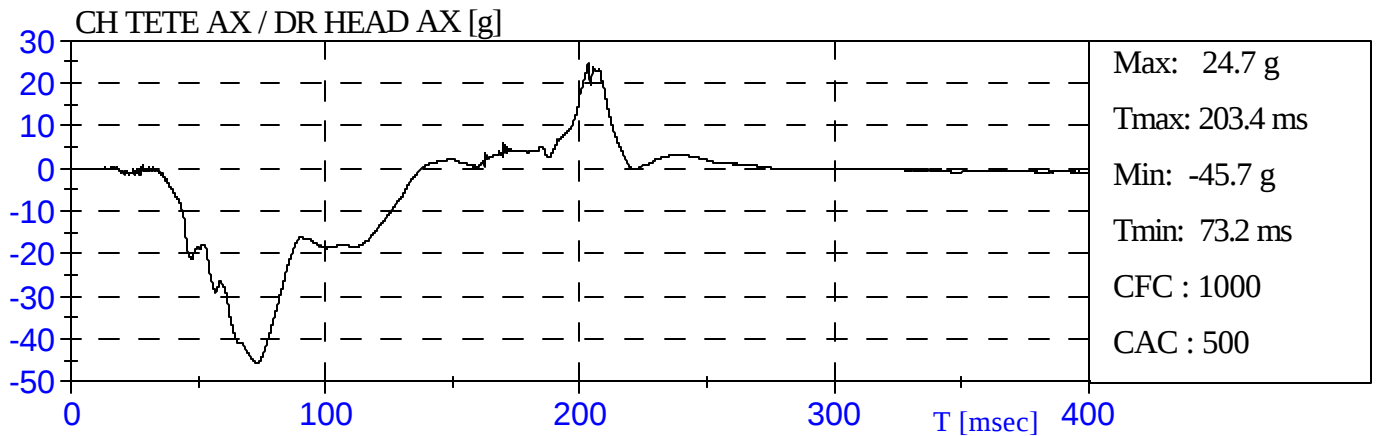
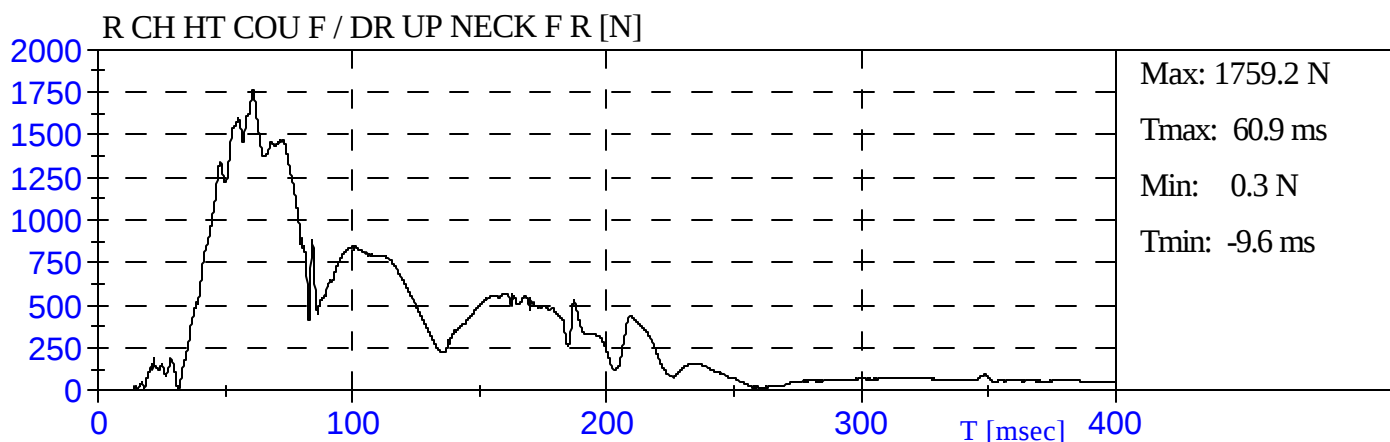
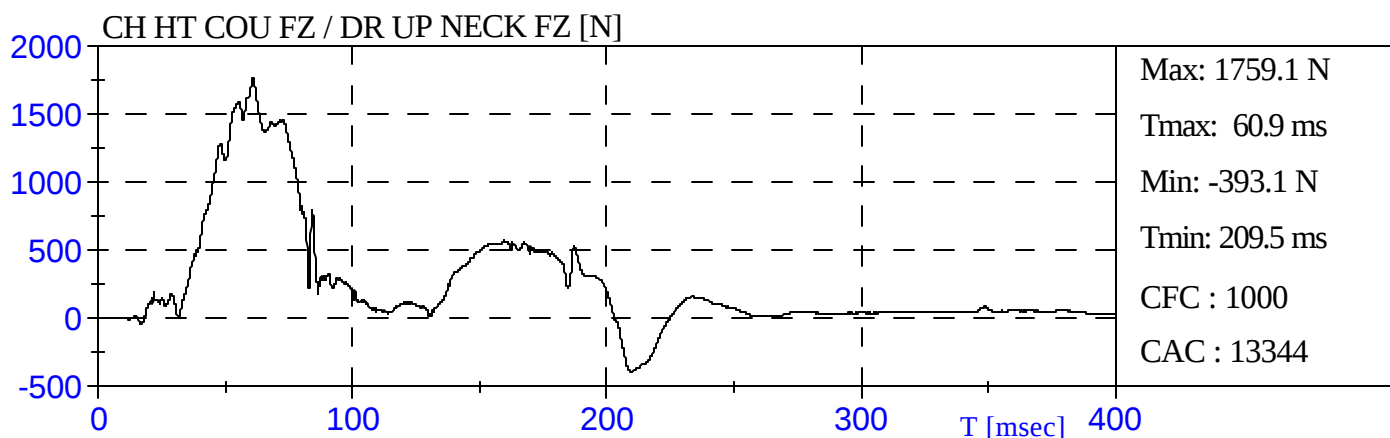
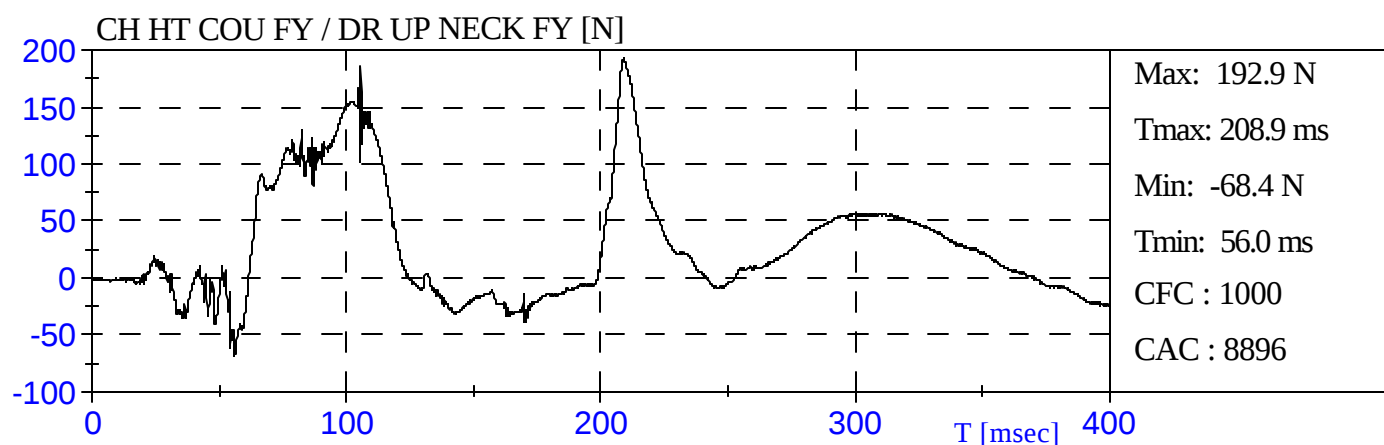
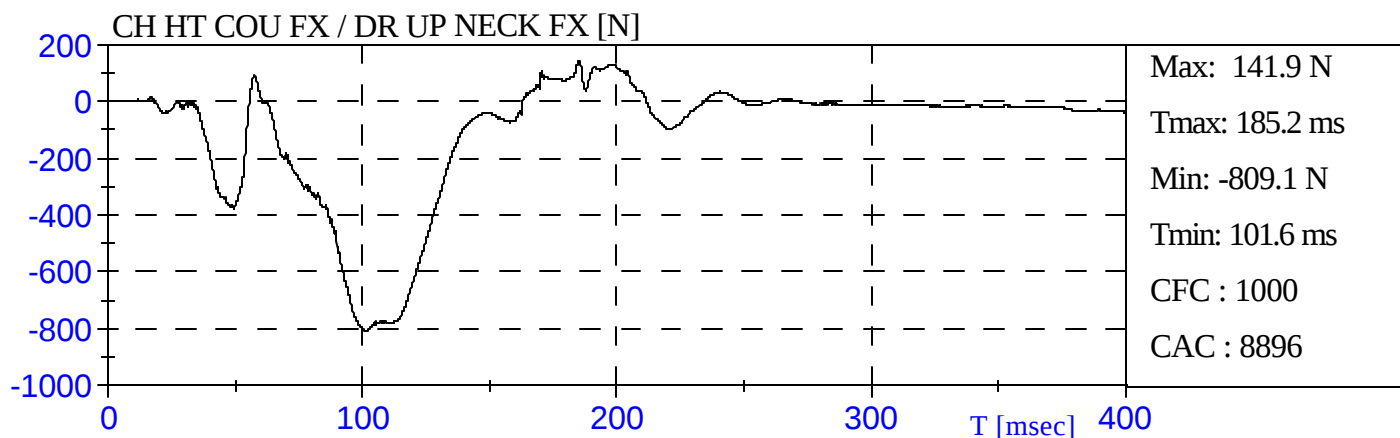
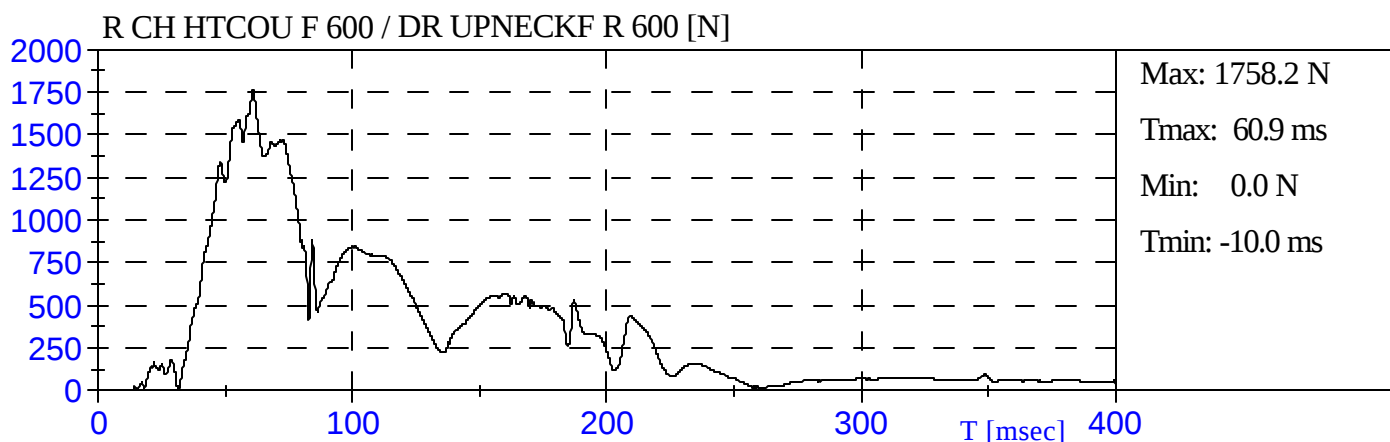
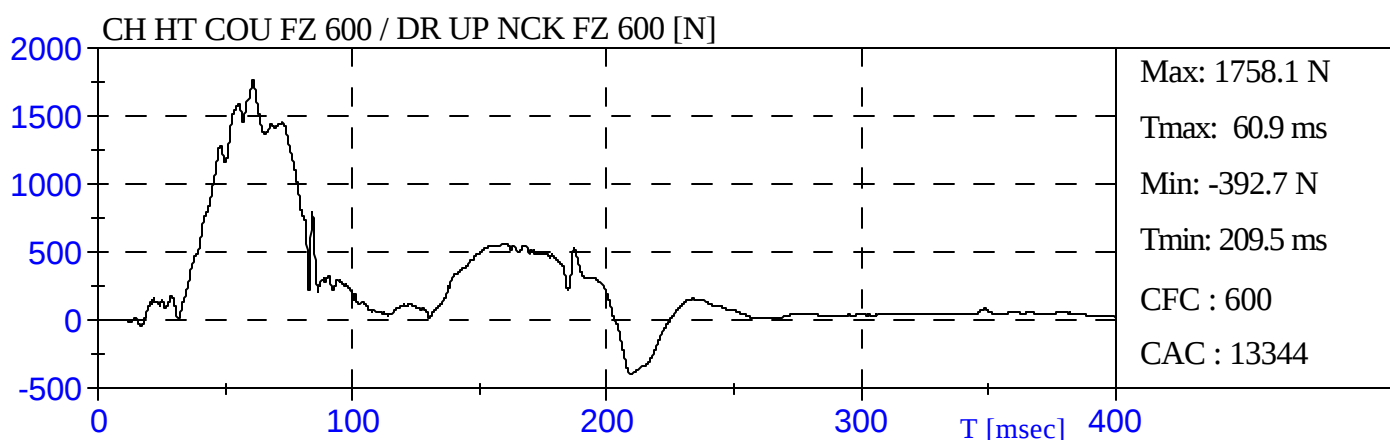
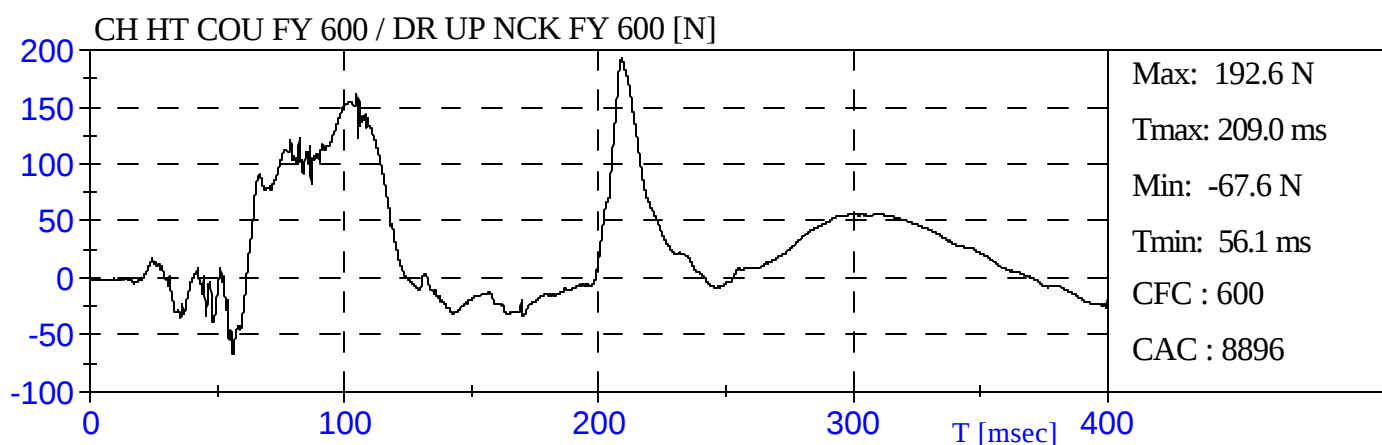
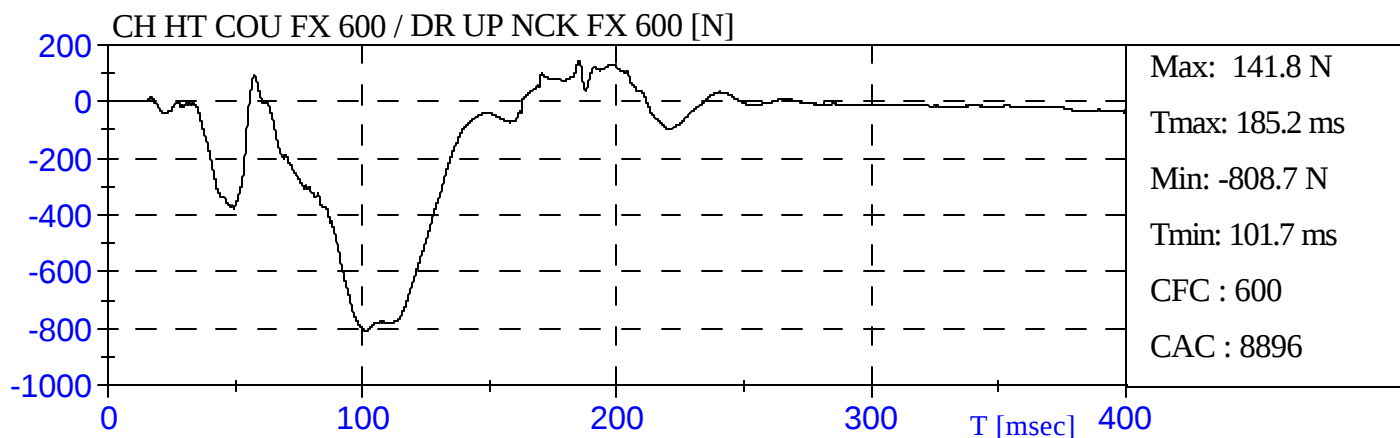
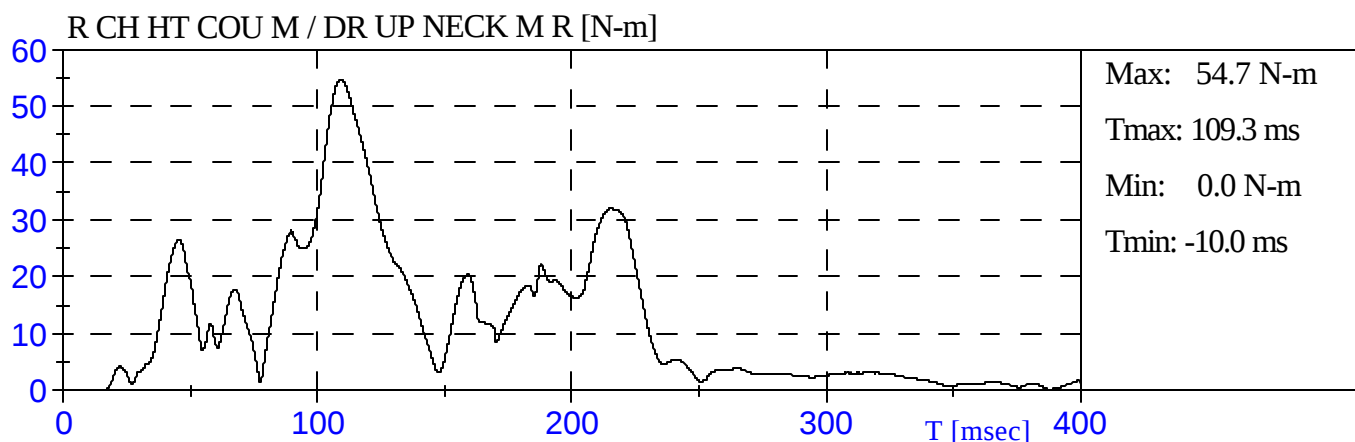
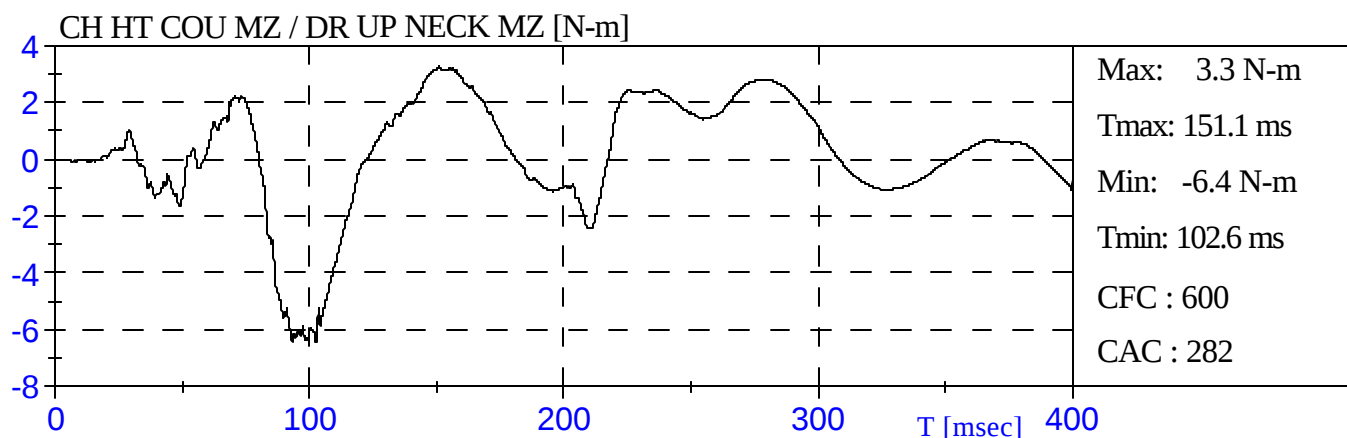
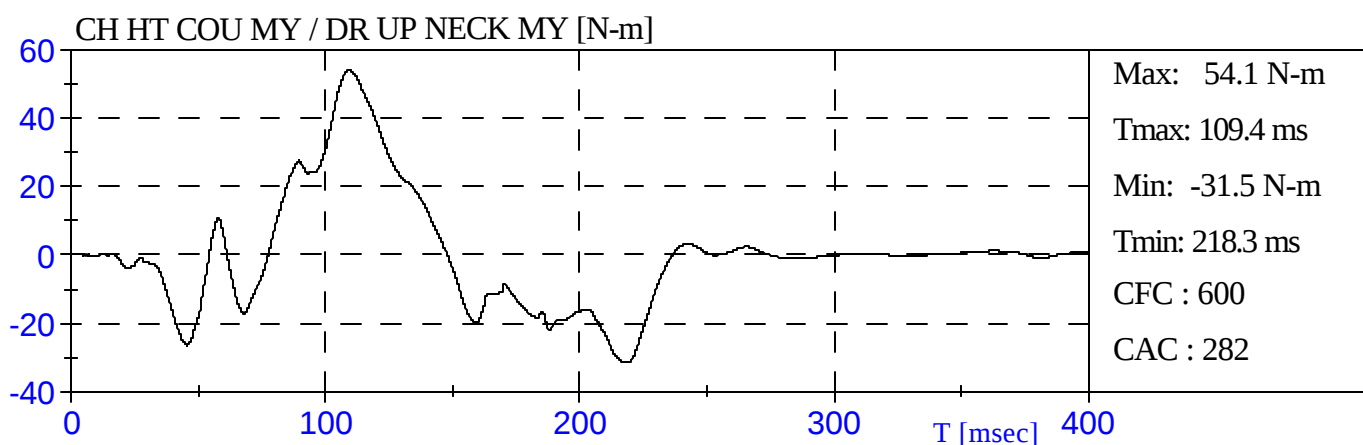
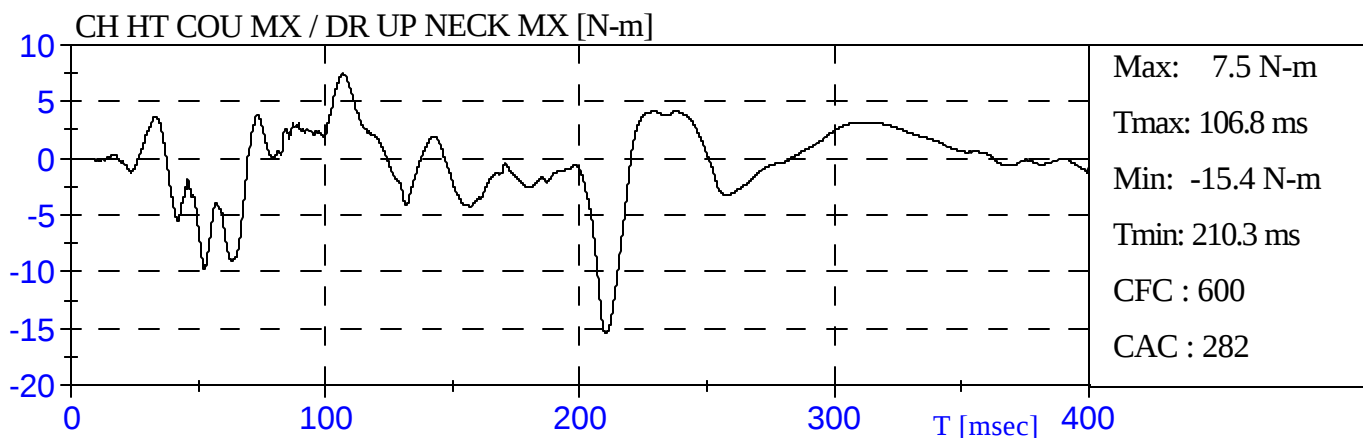


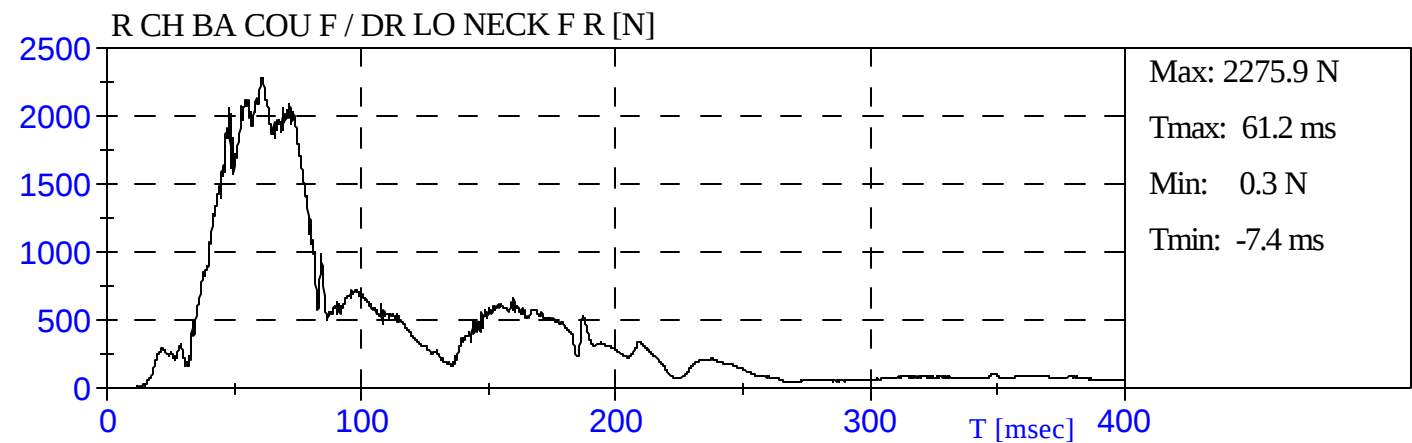
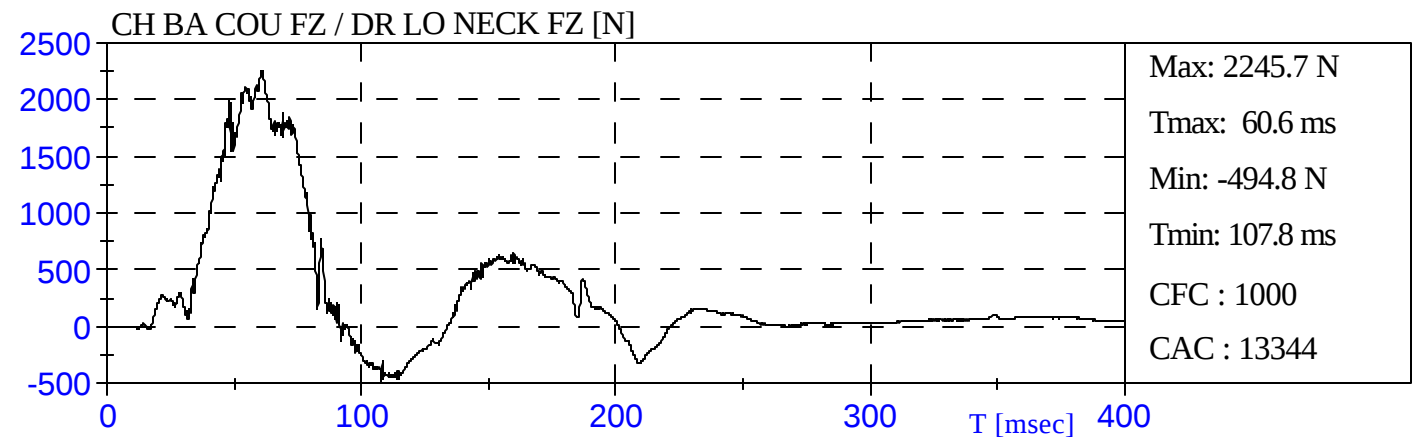
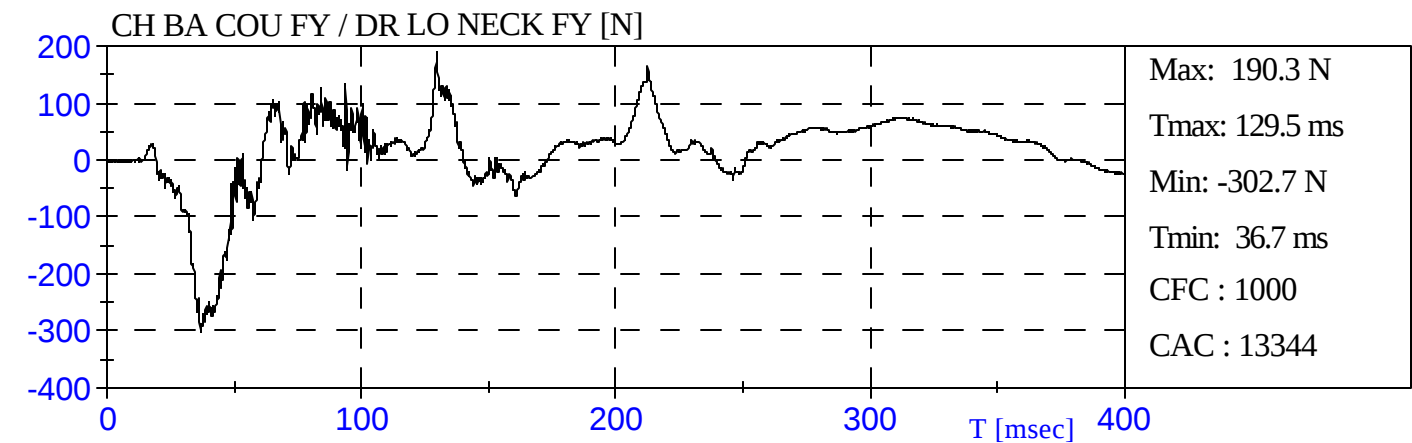
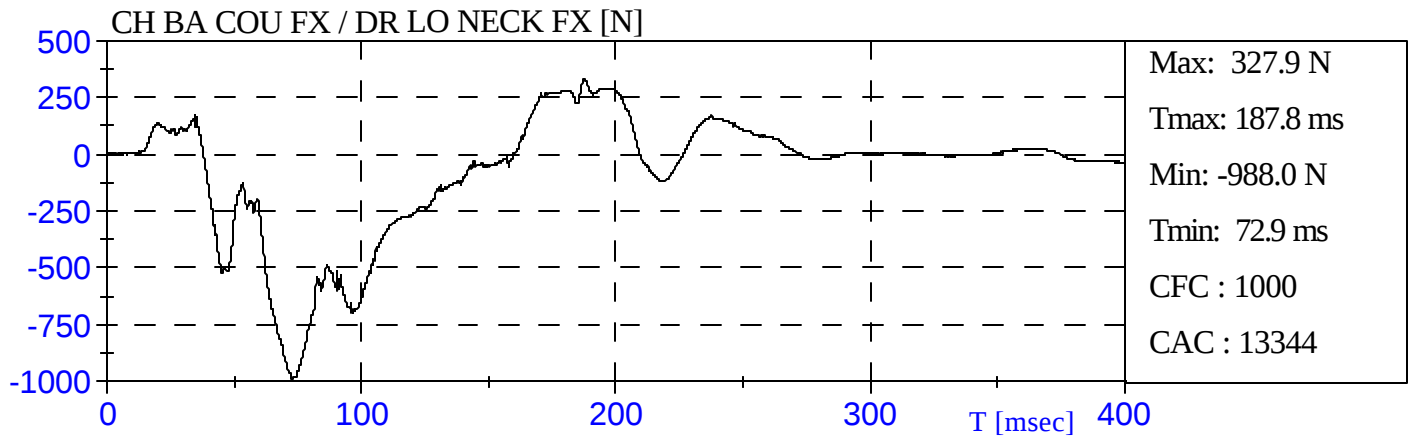
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	SUZUKI WAGON R
Numéro de TC Tc Number	TC01-003
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-03-06
Titre du projet Project Title	NSVAC 208 PROTECTION DE L'OCCUPANT EN COLLISION CMVSS 208 OCCUPANT CRASH PROTECTION
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M

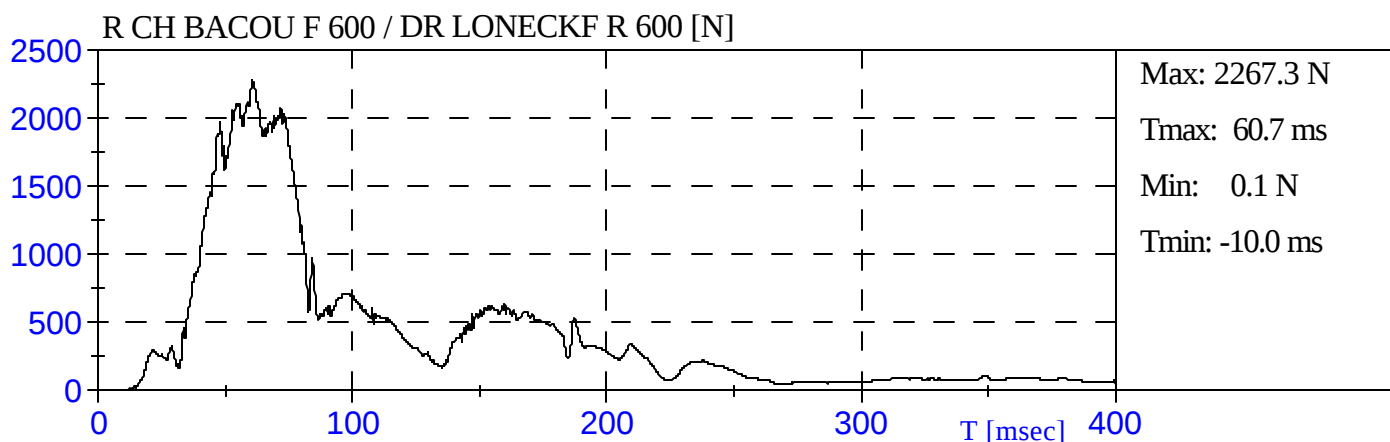
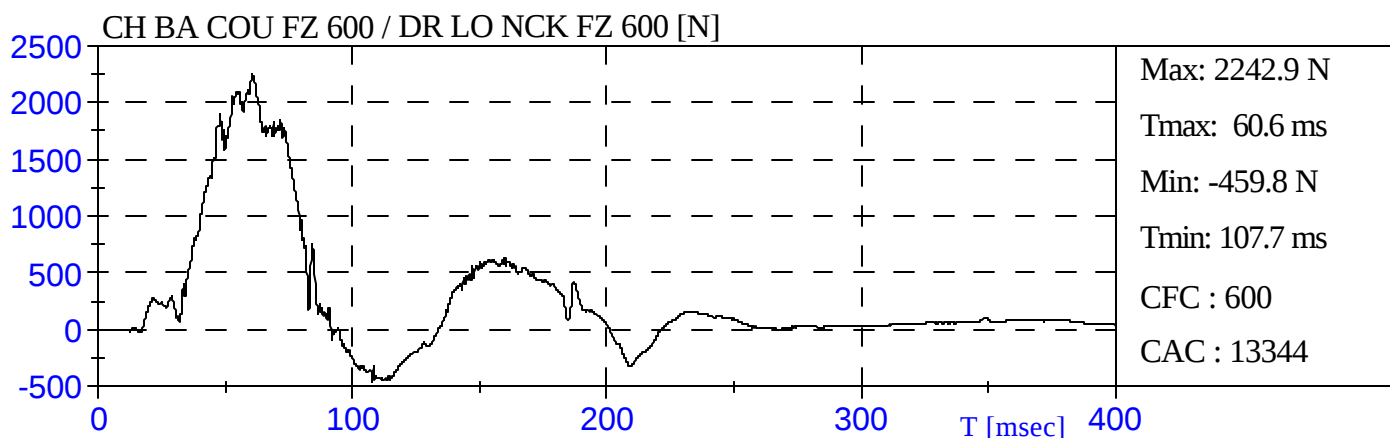
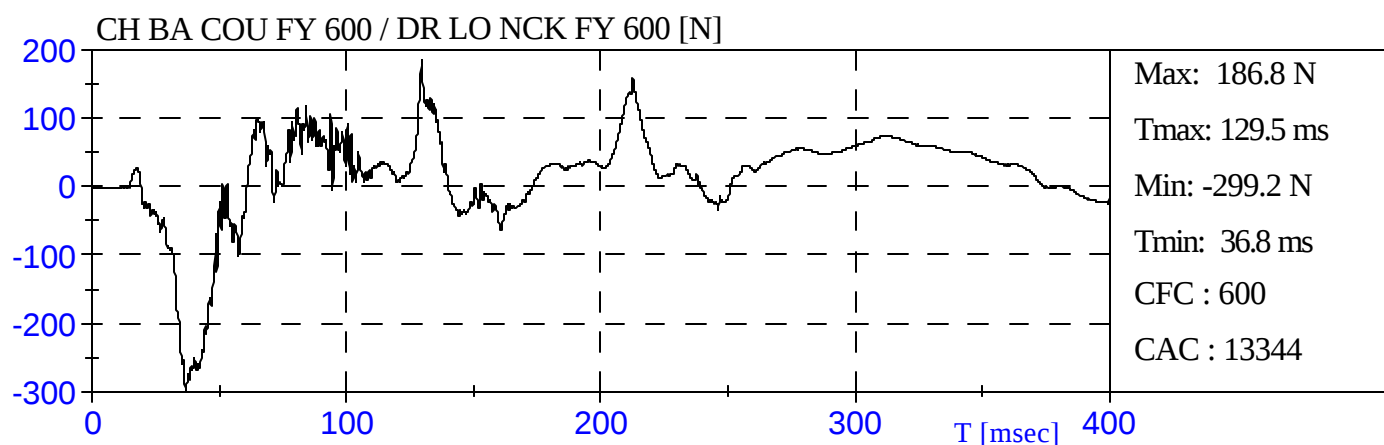
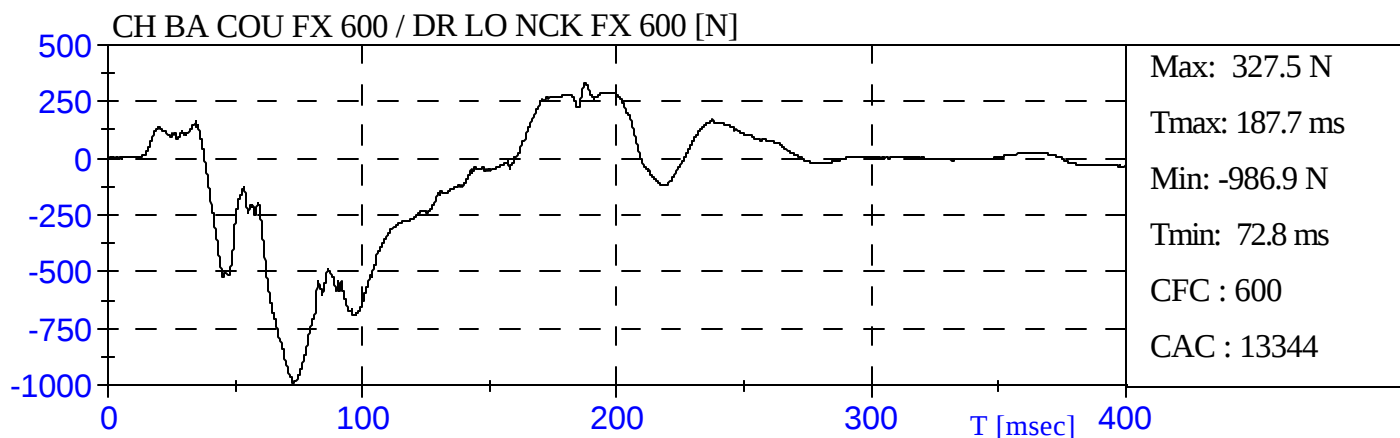


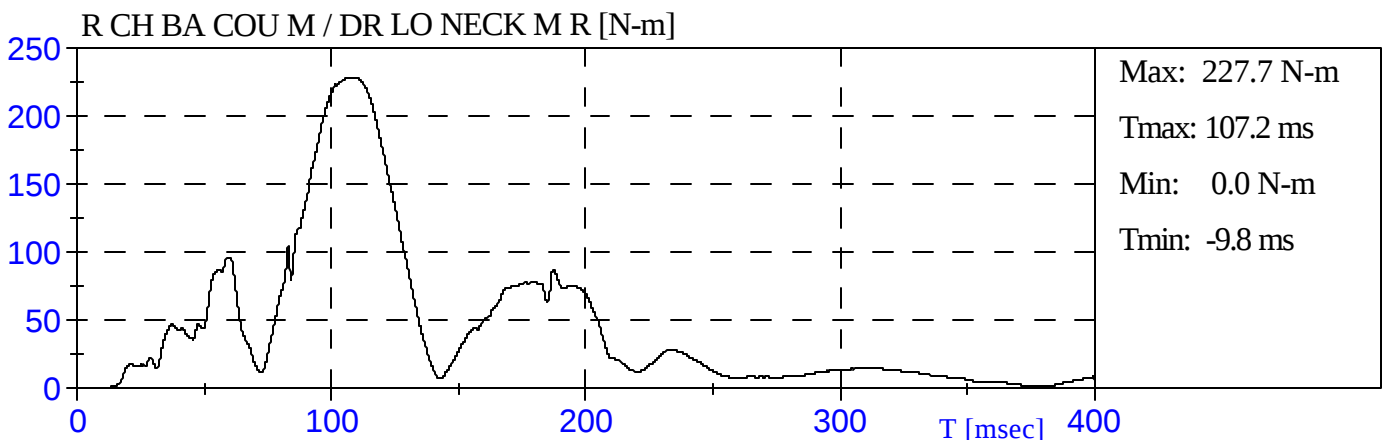
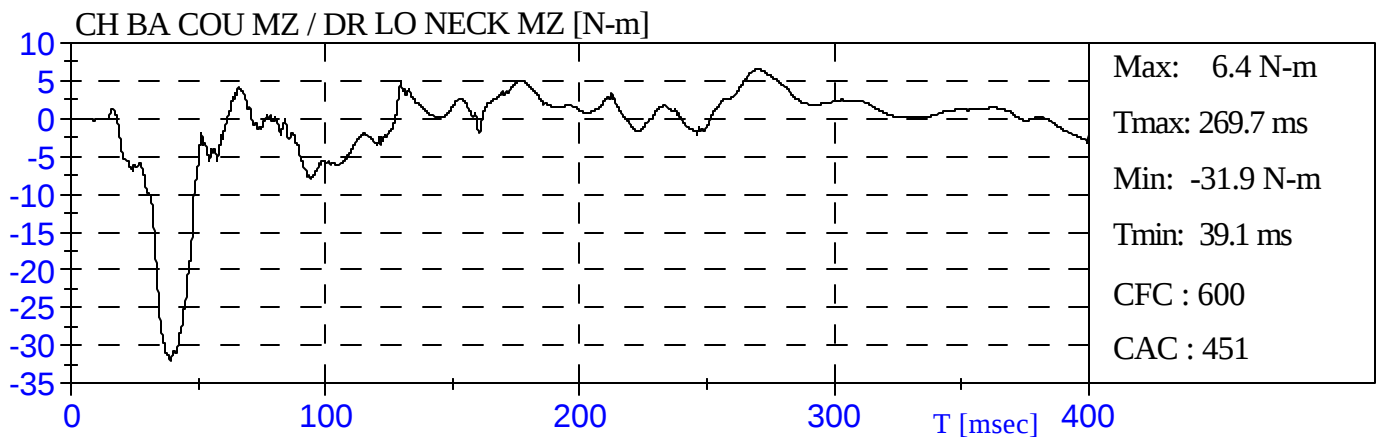
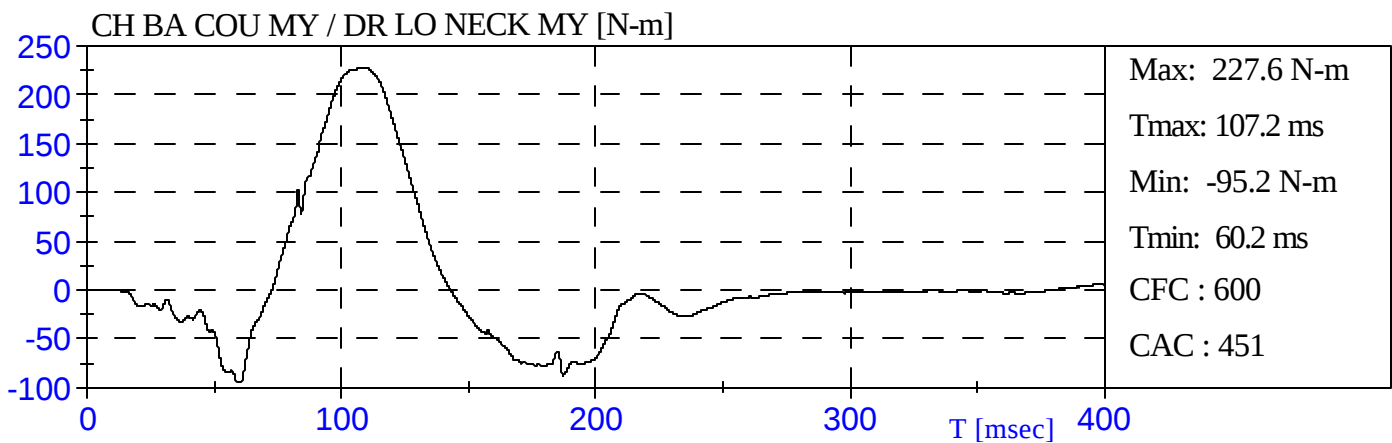
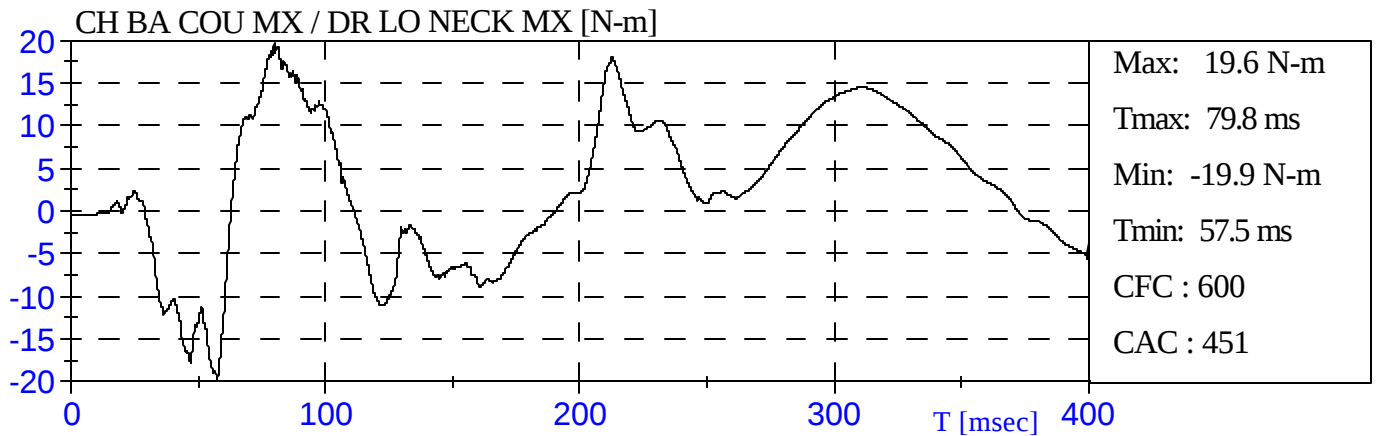


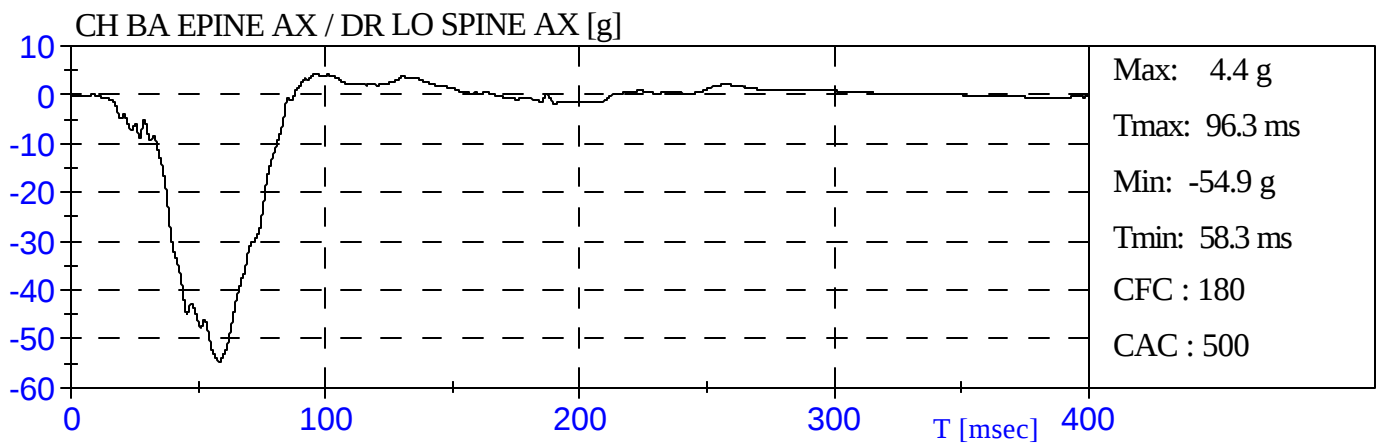
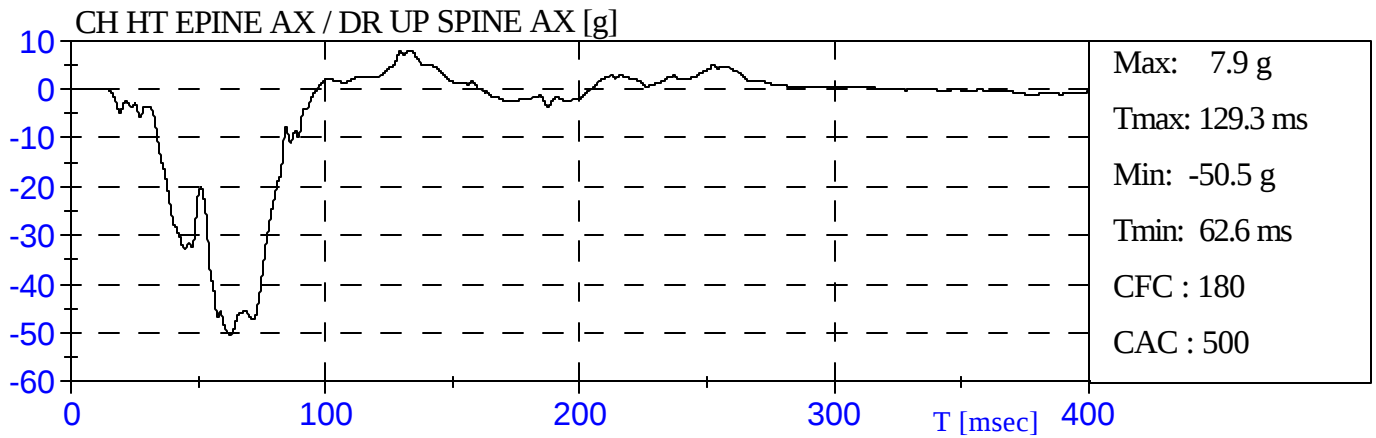


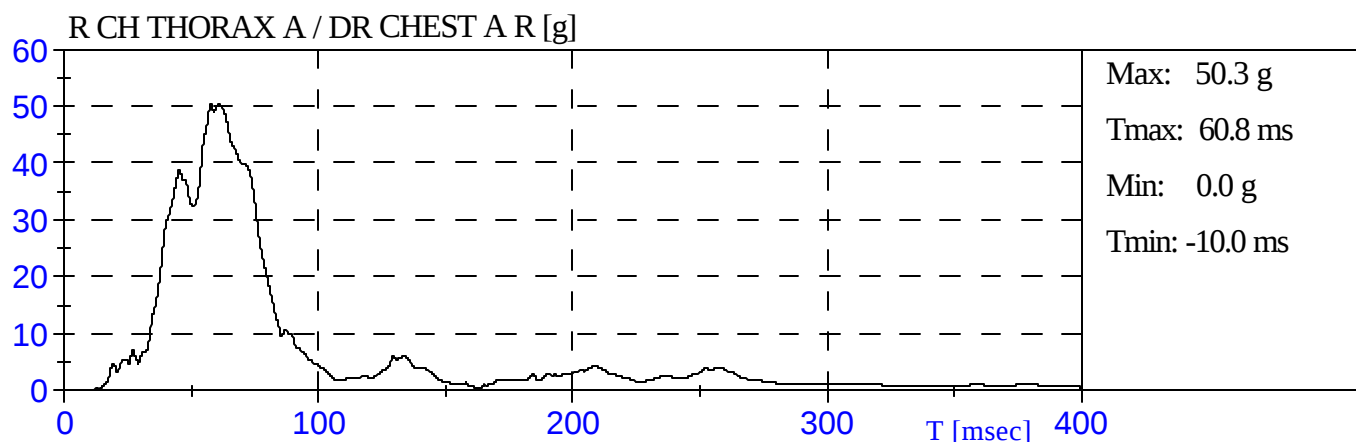
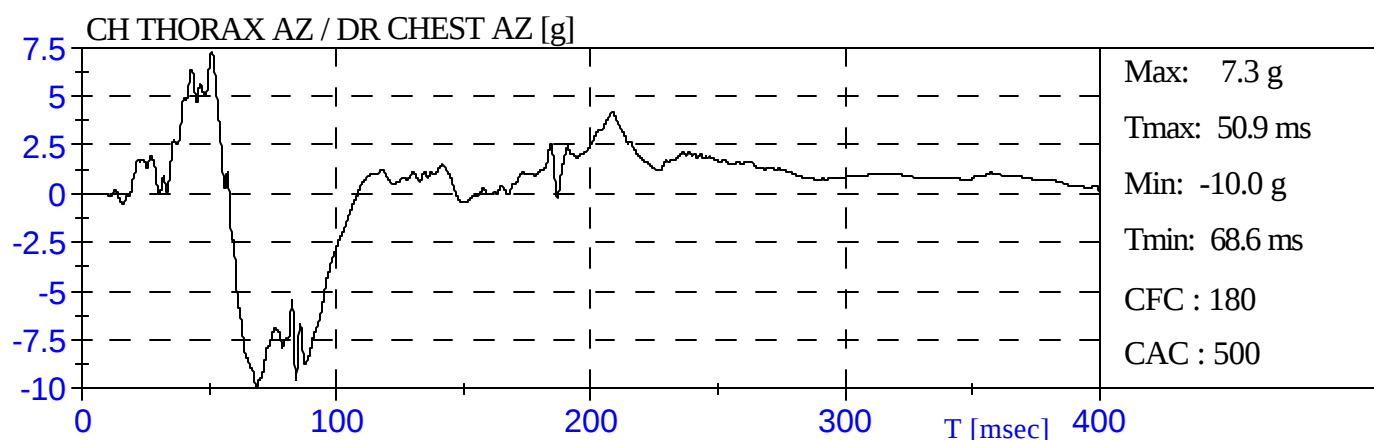
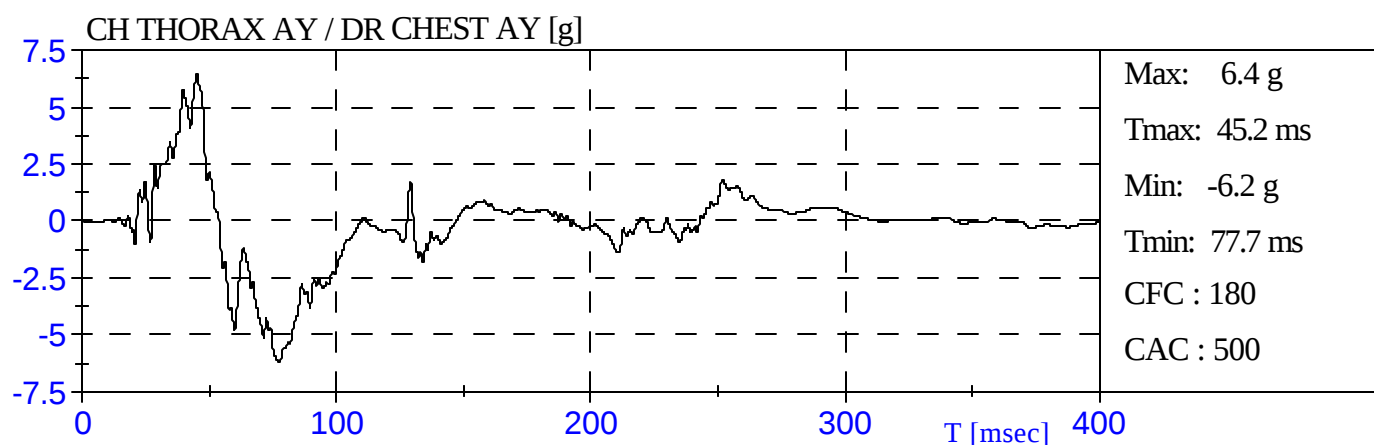
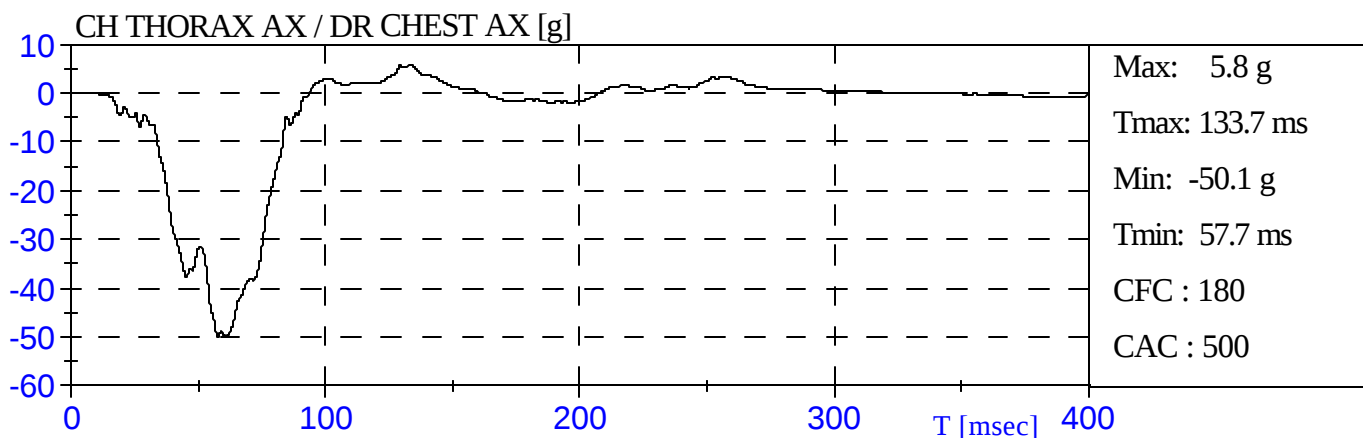


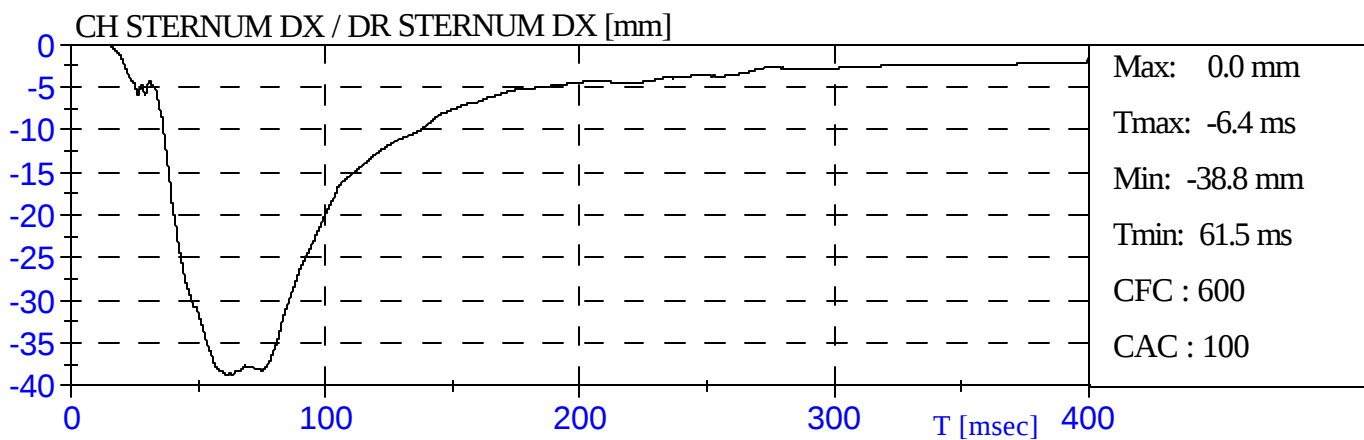


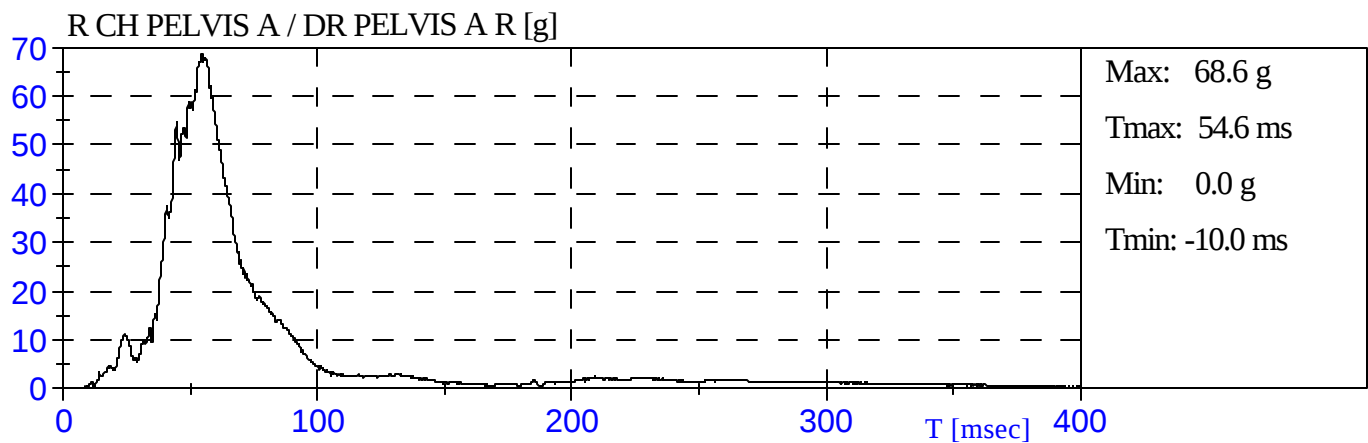
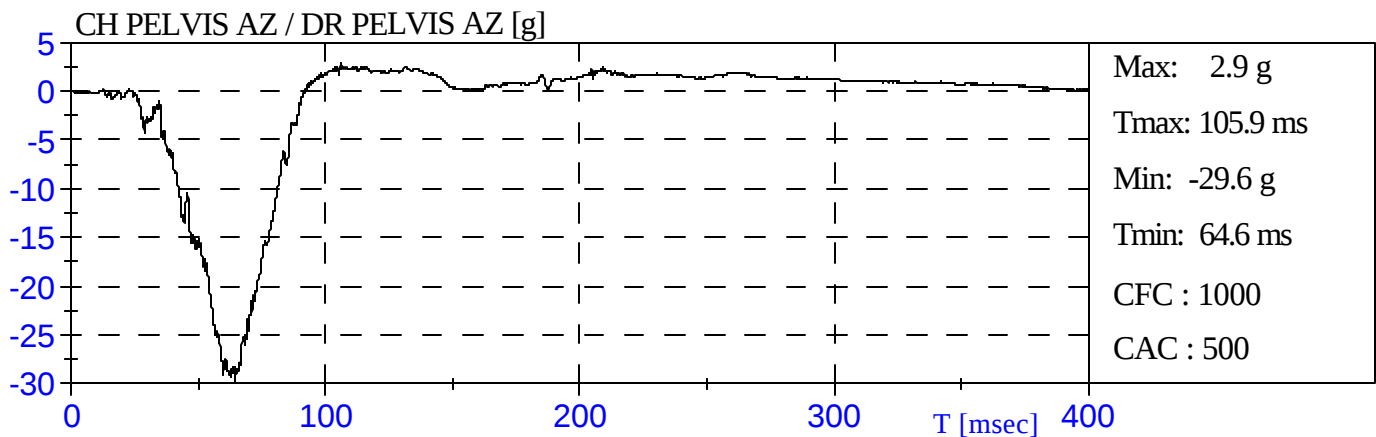
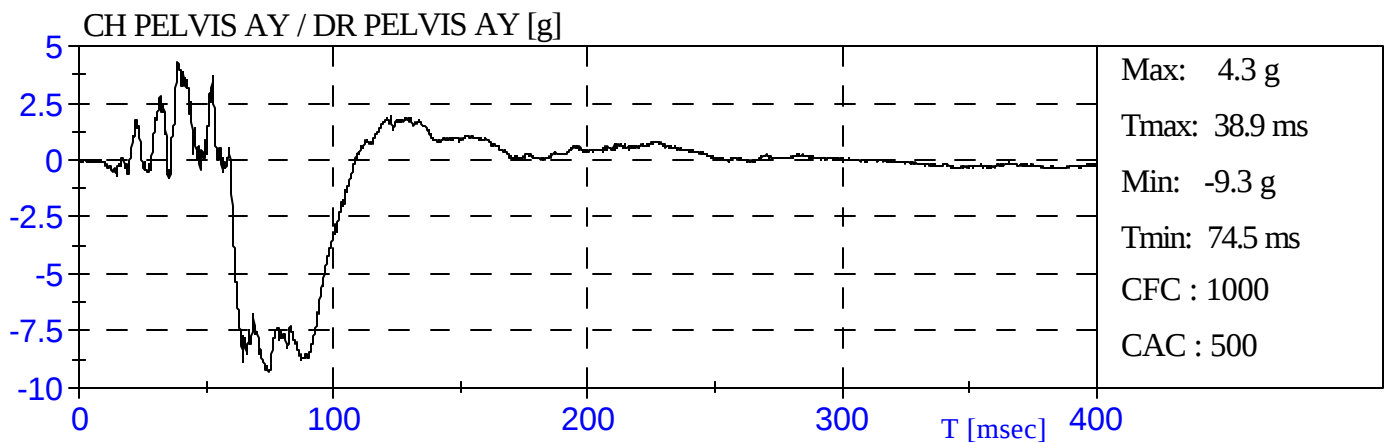
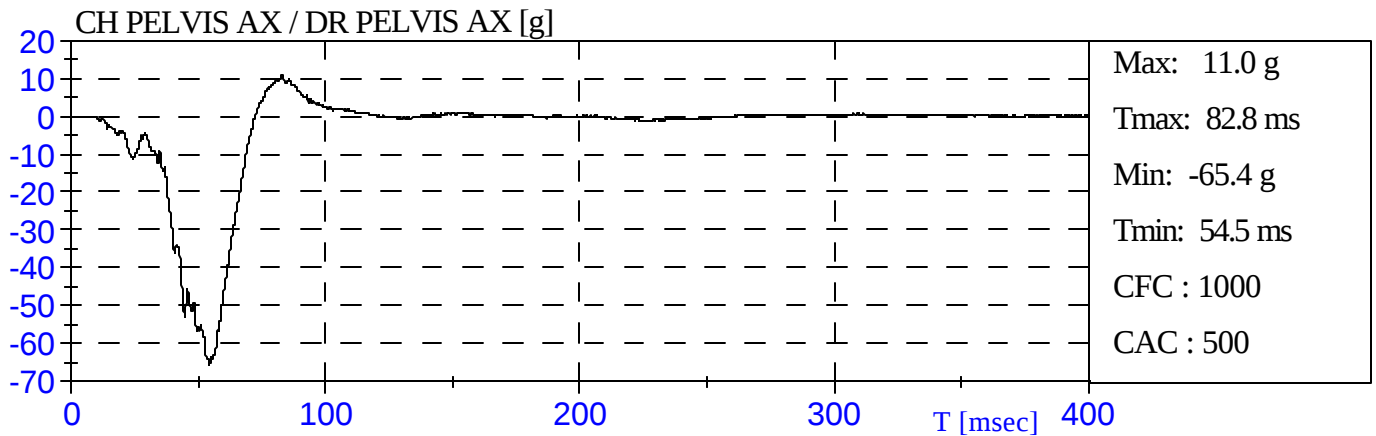


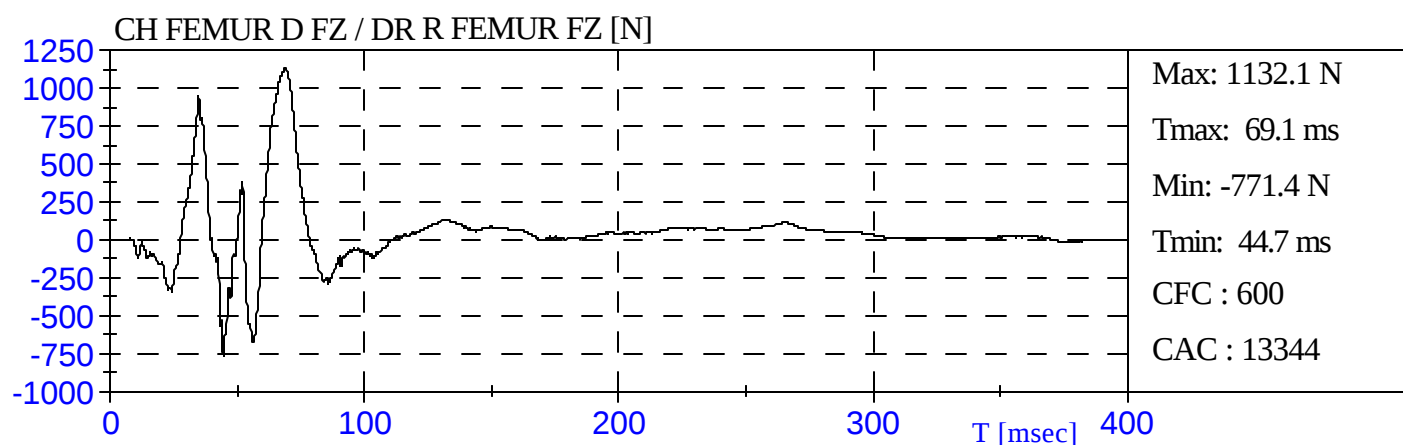
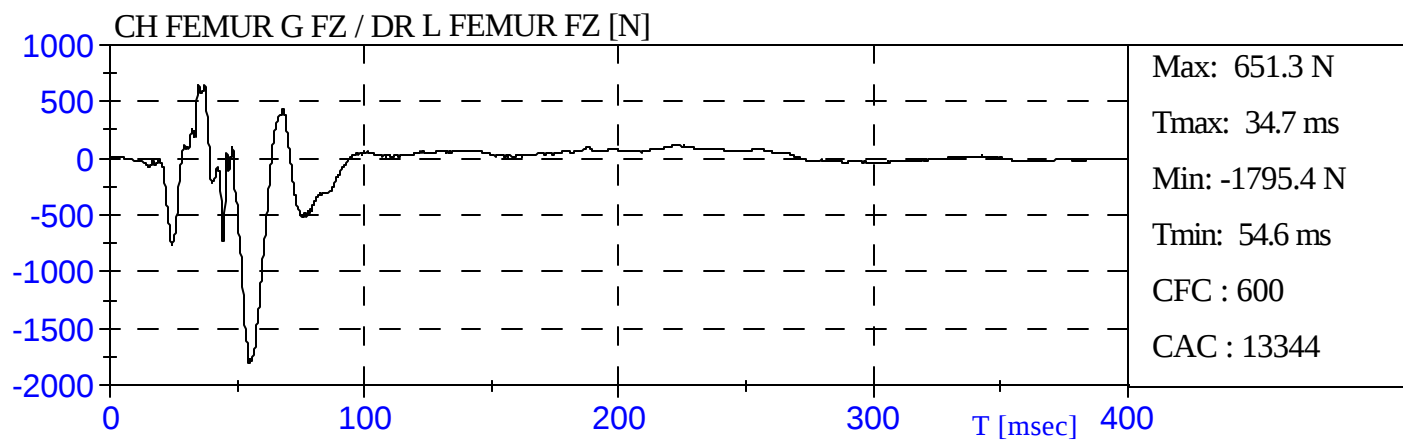


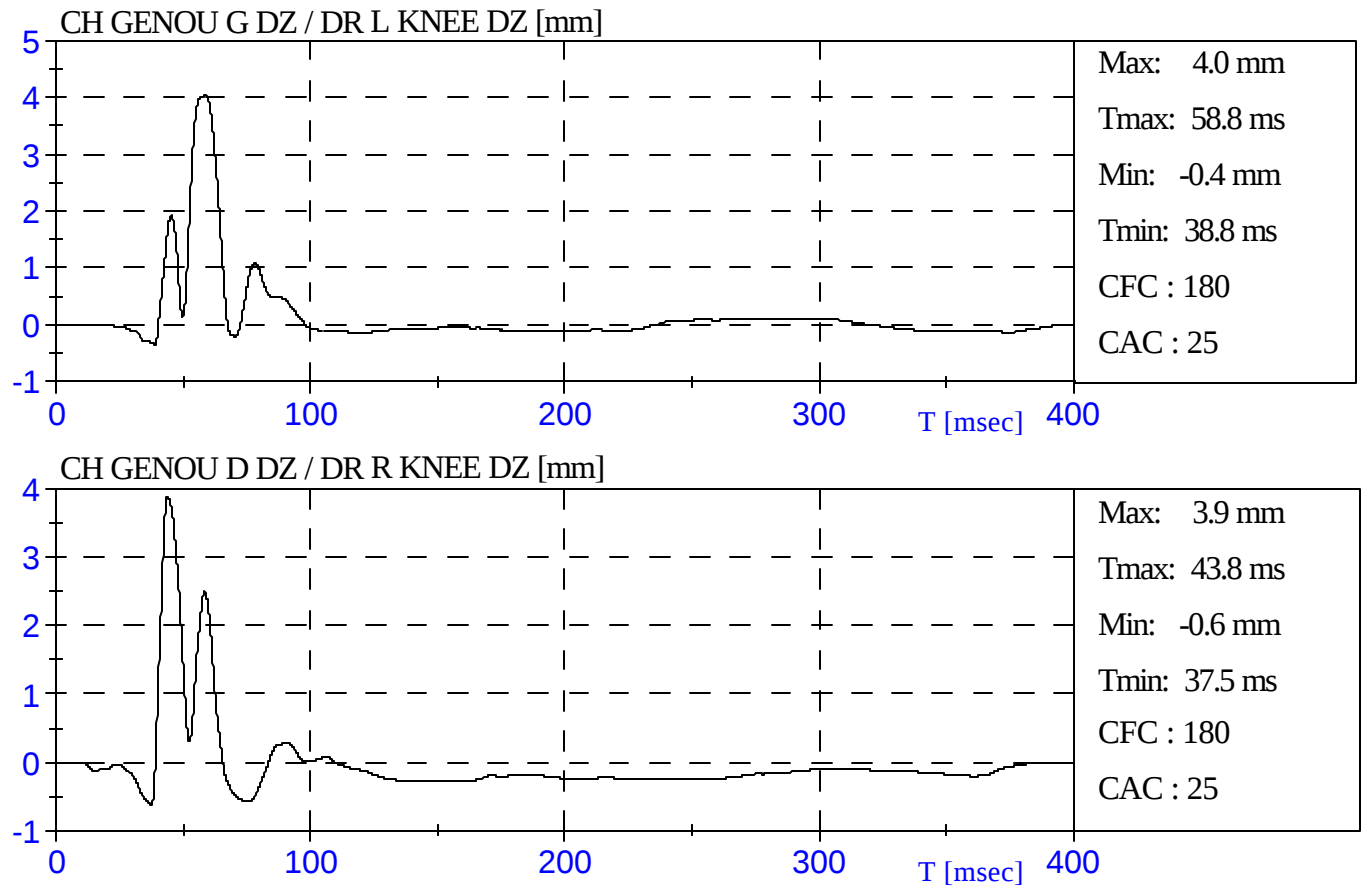


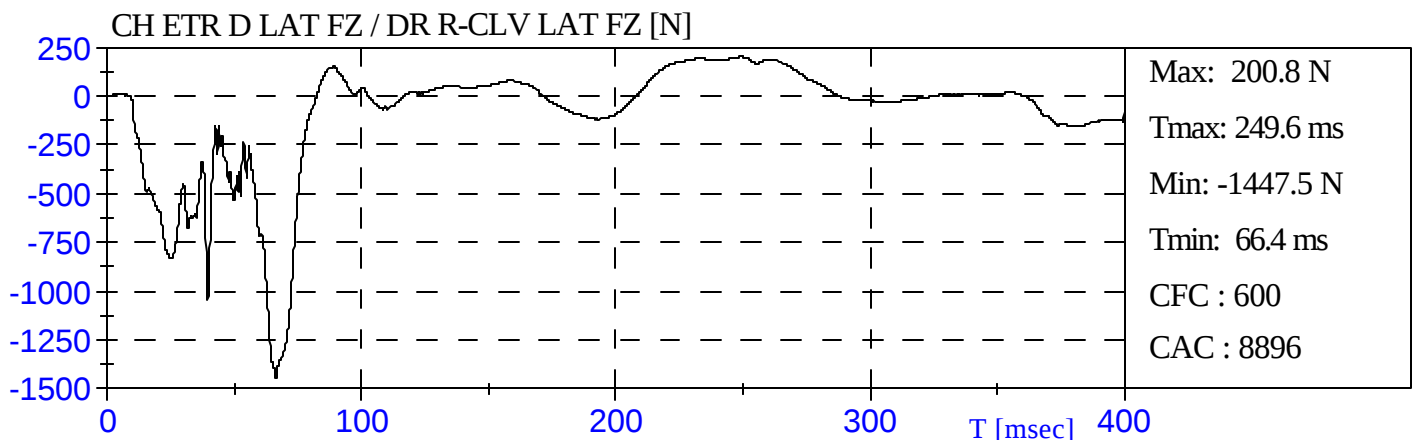
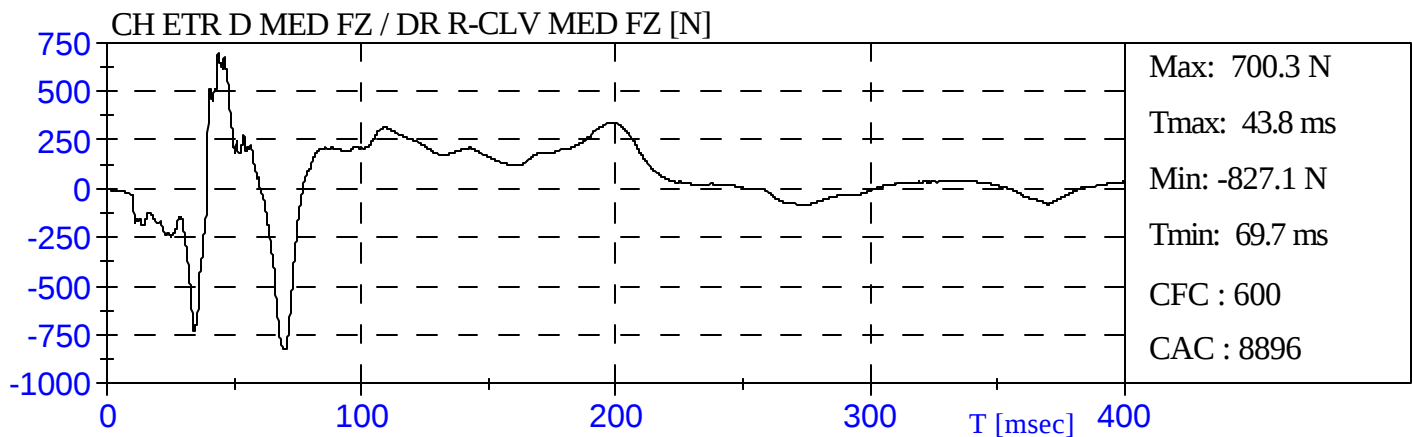
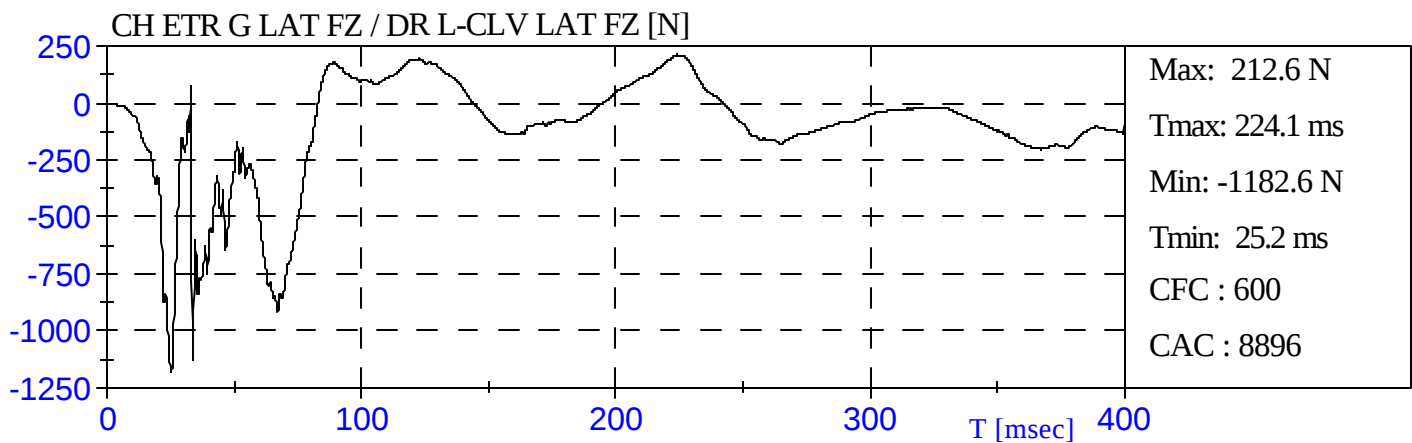
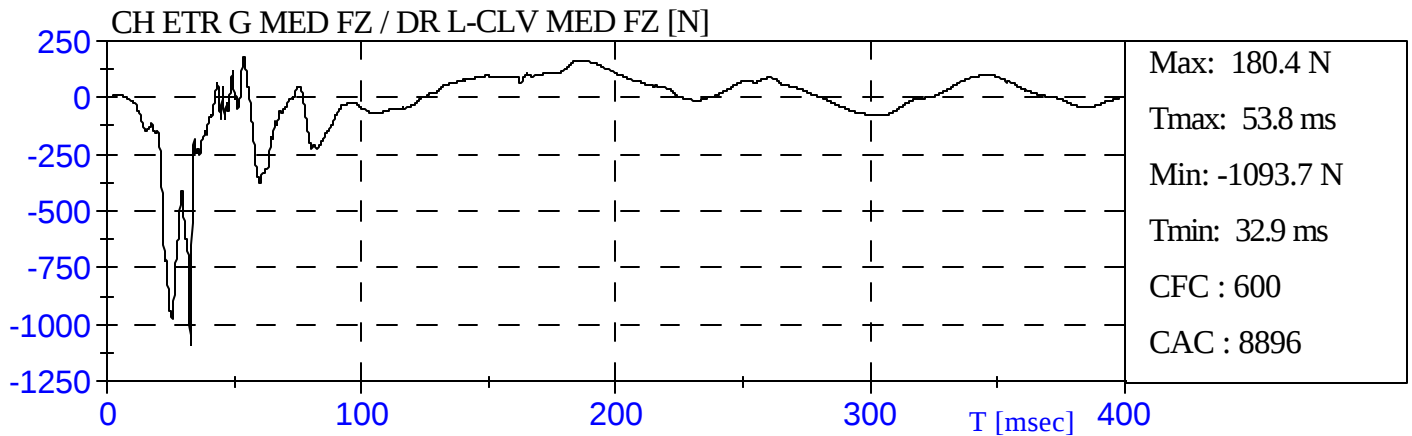


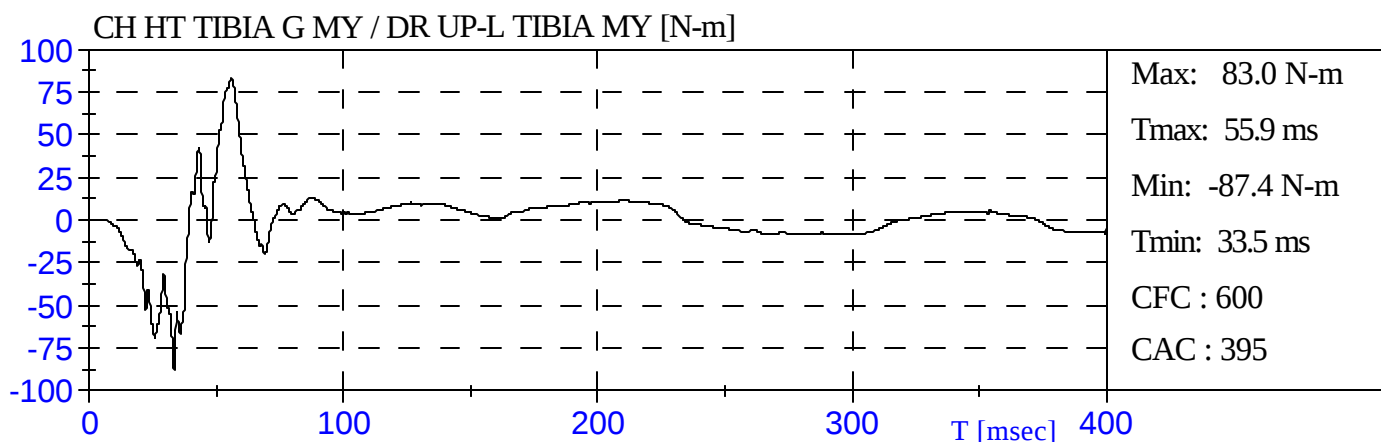
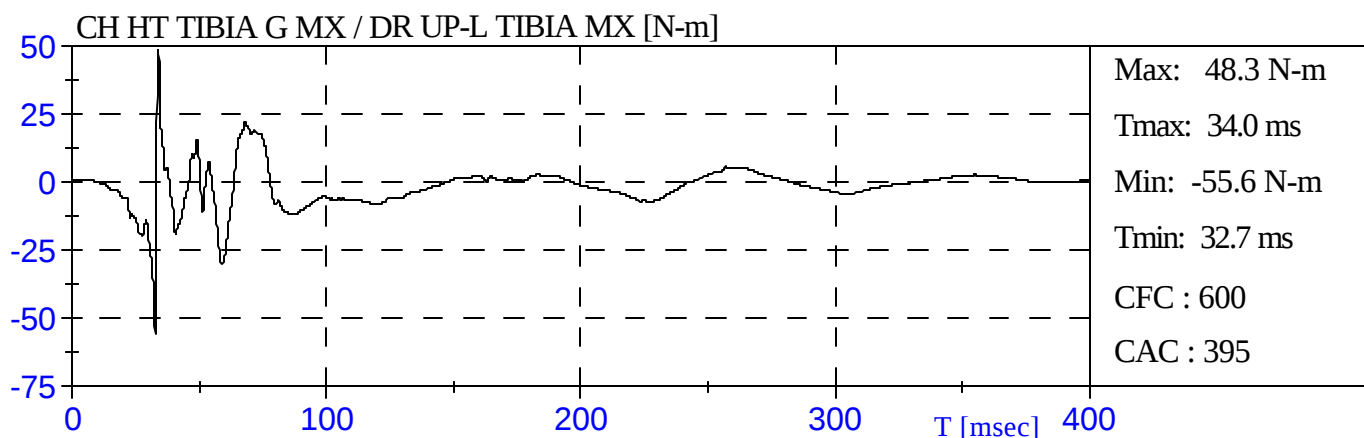
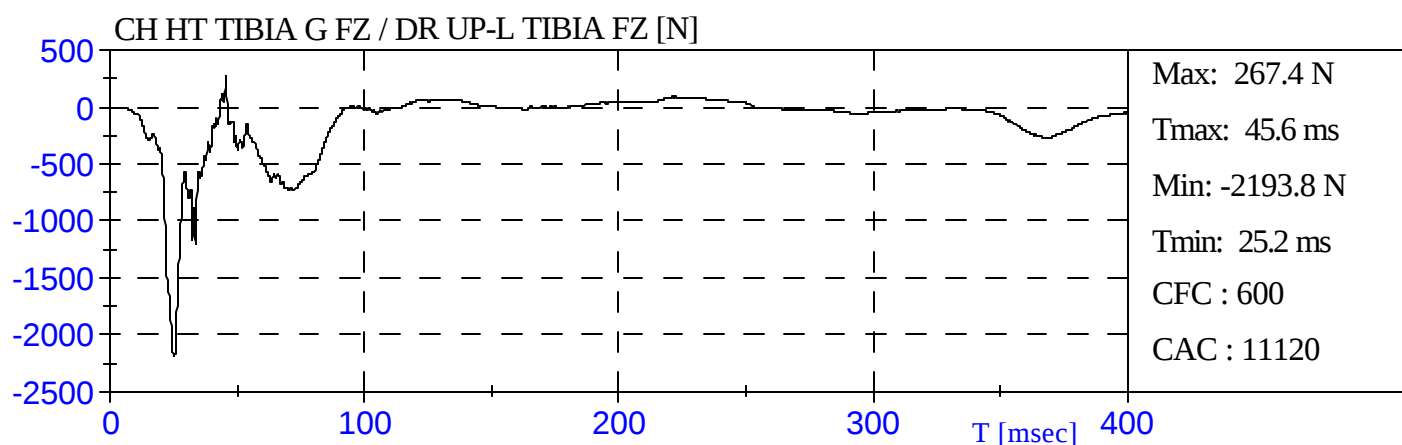
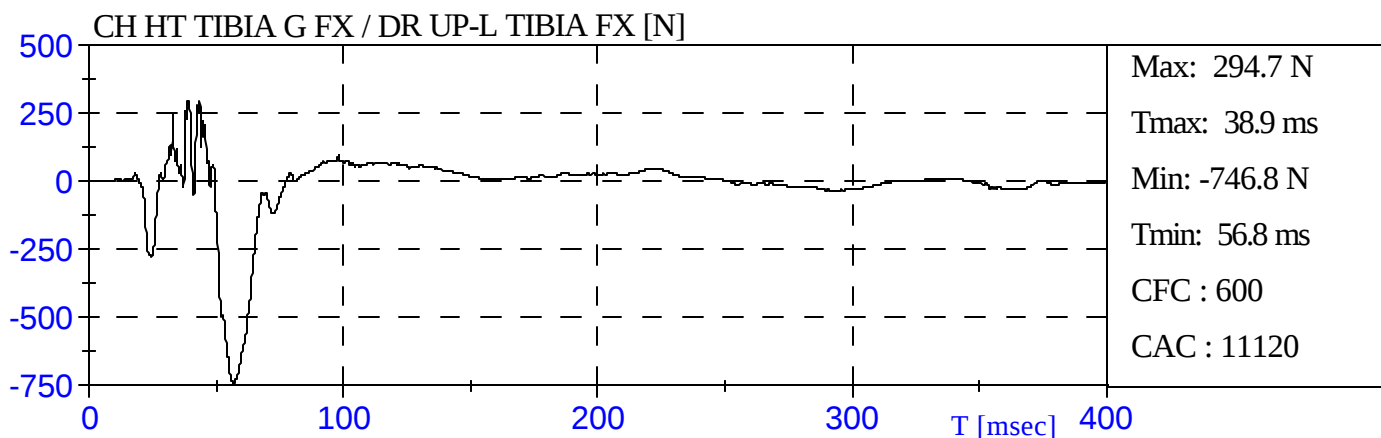


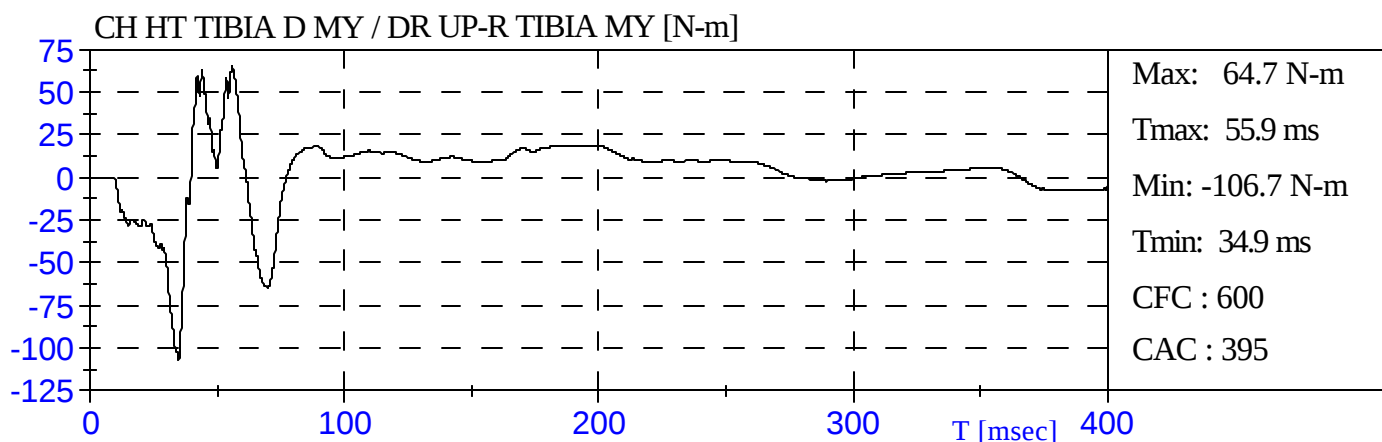
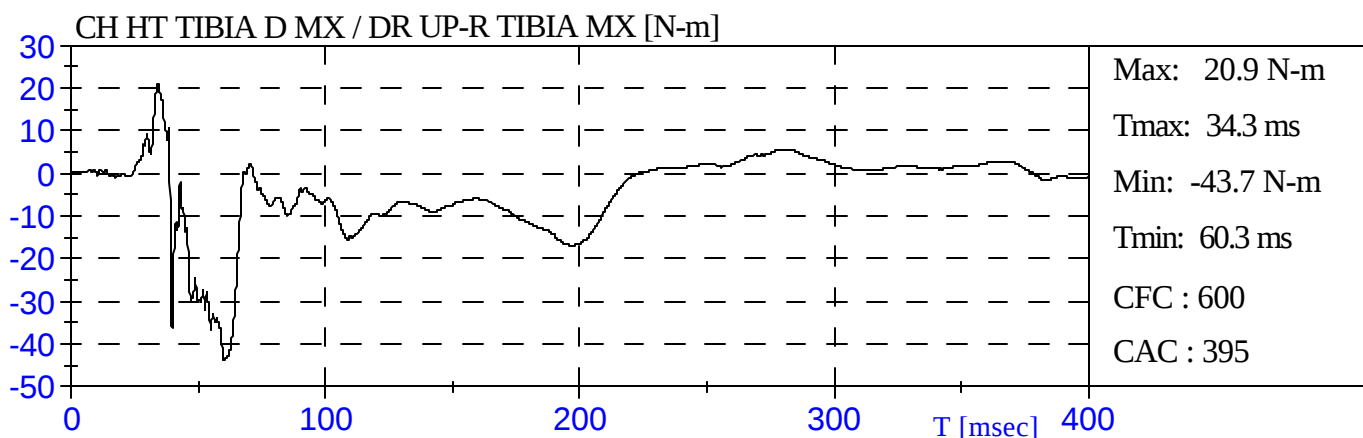
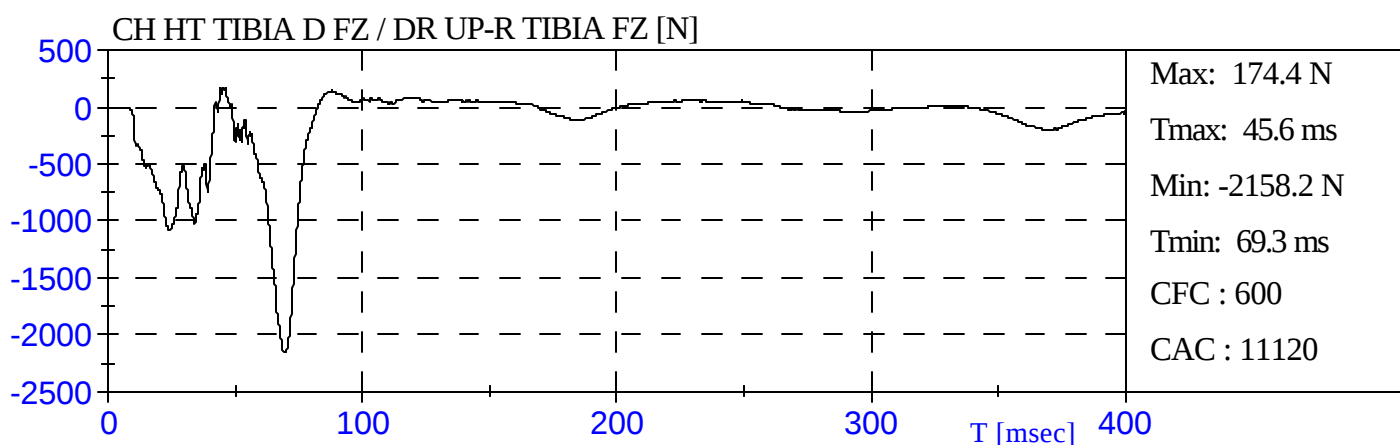
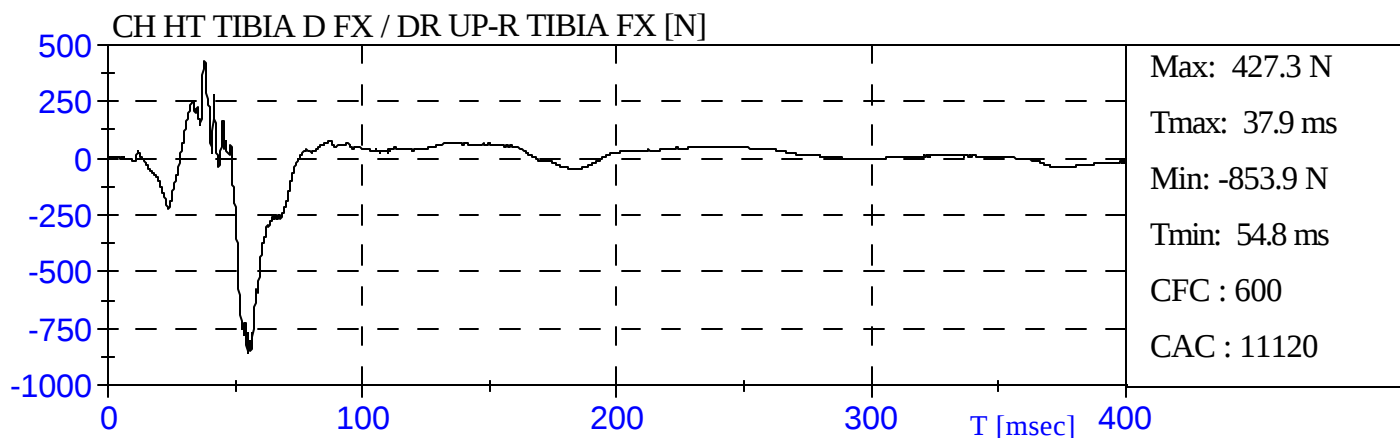


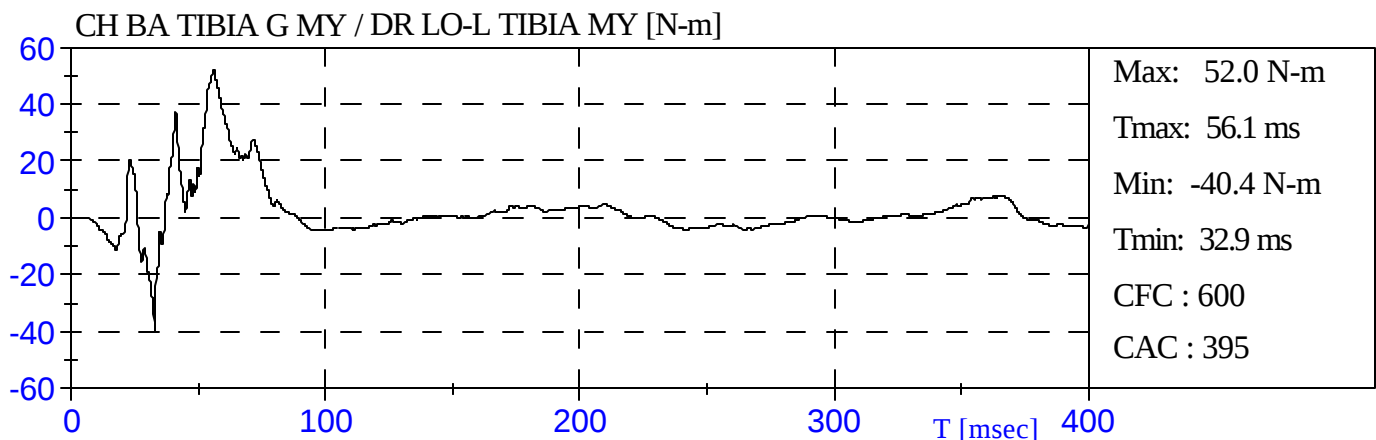
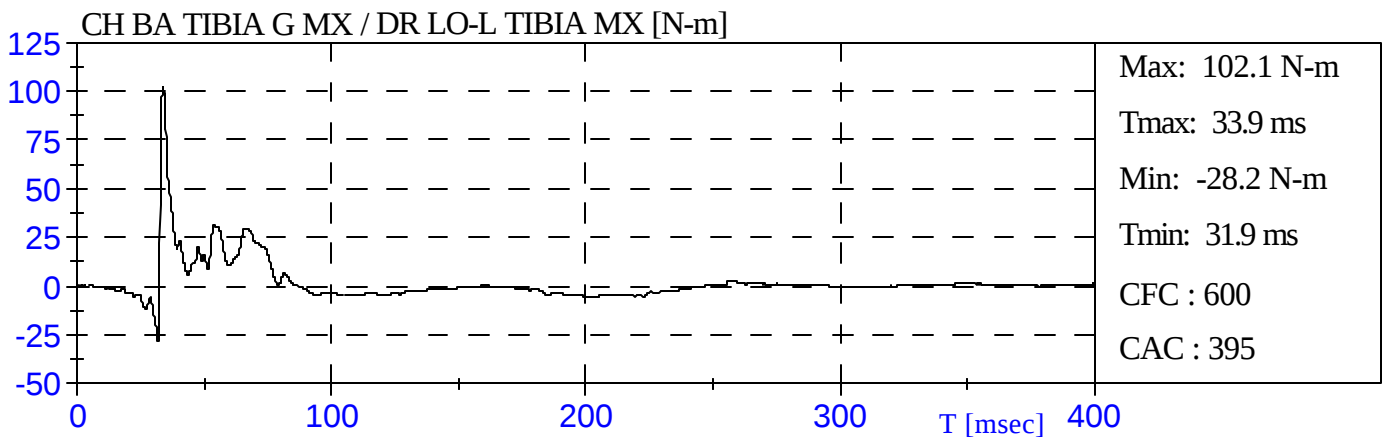
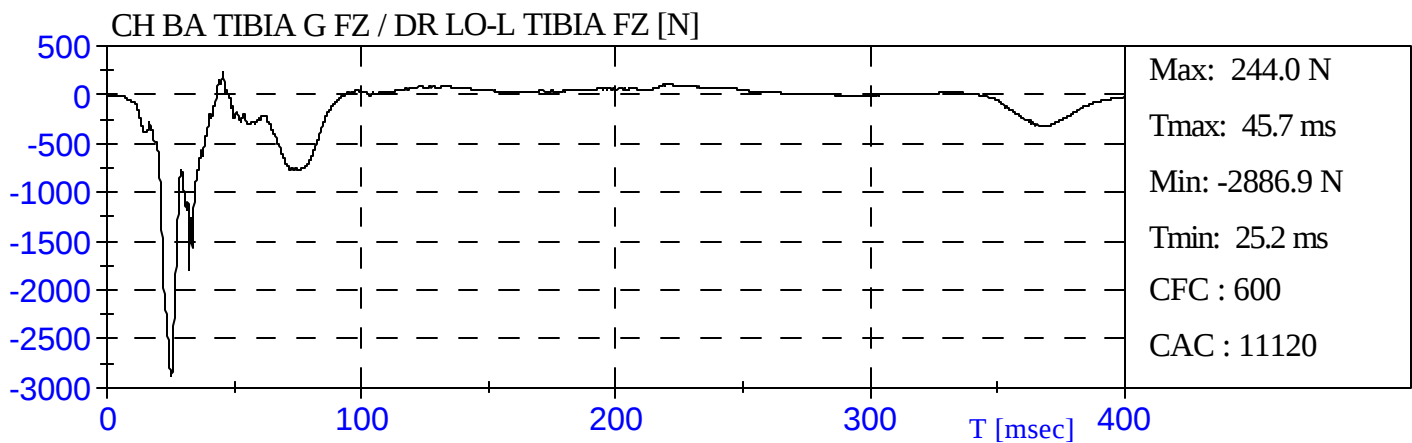
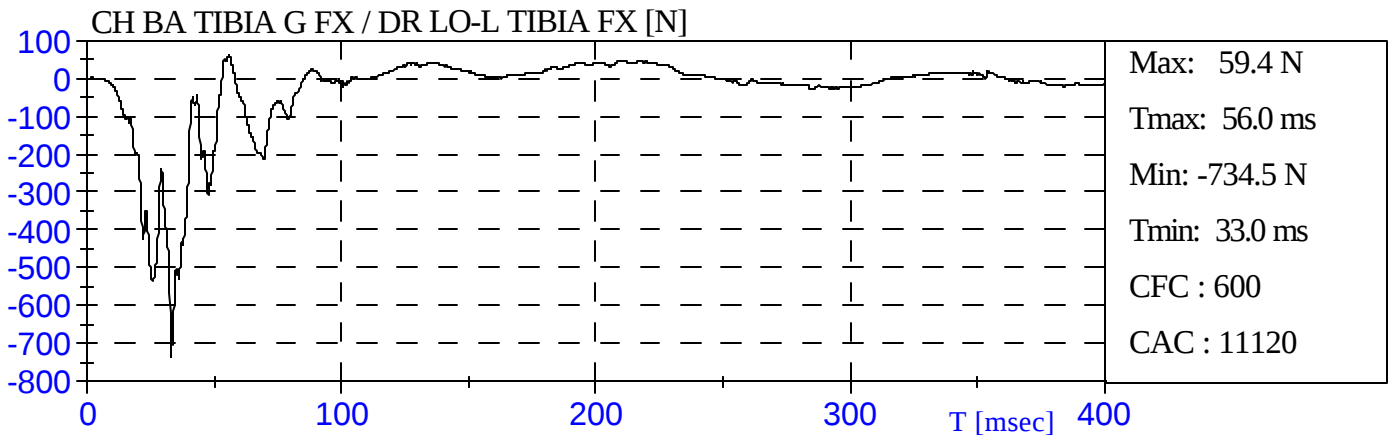


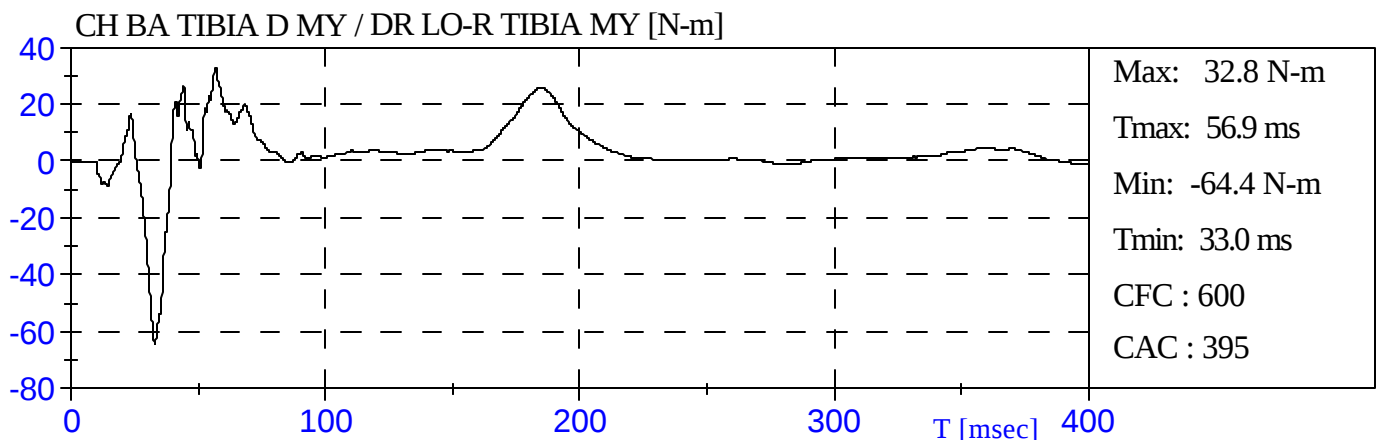
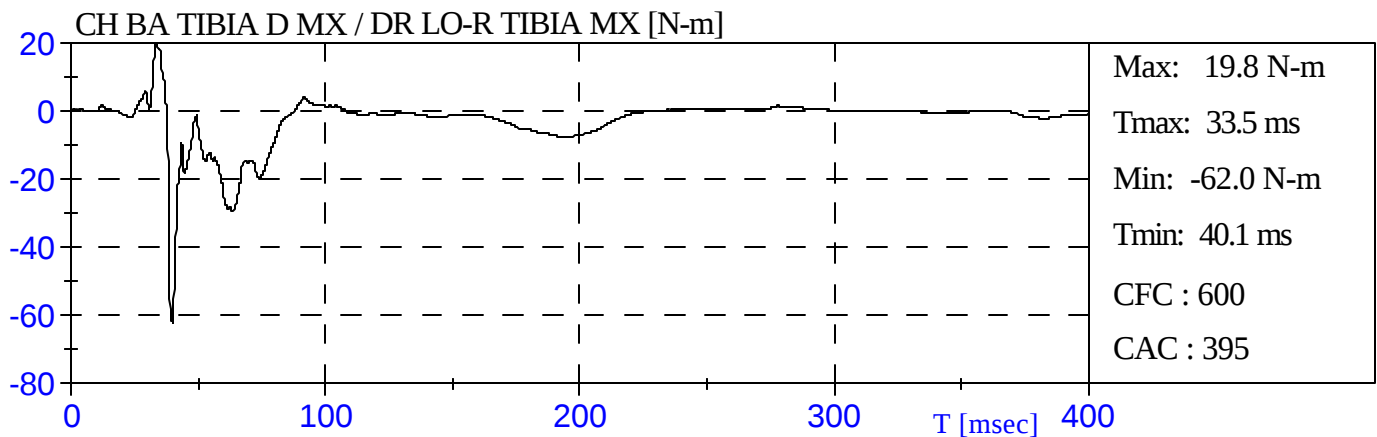
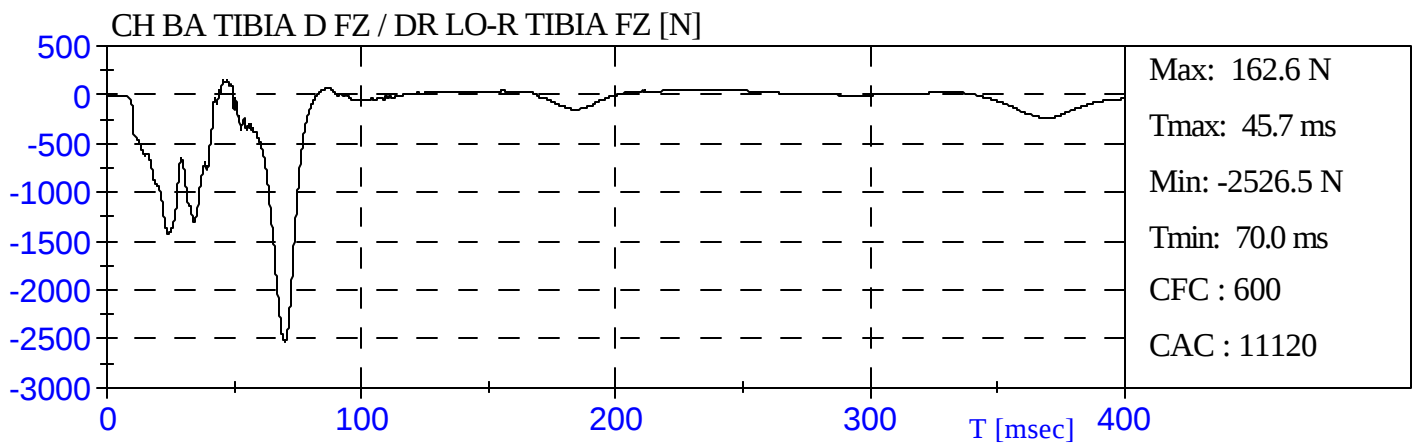
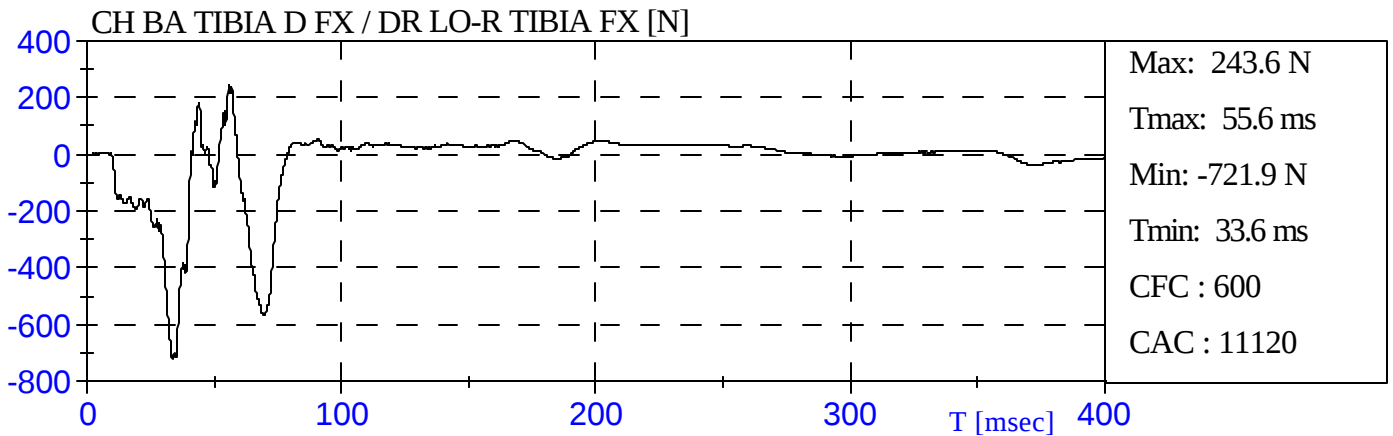


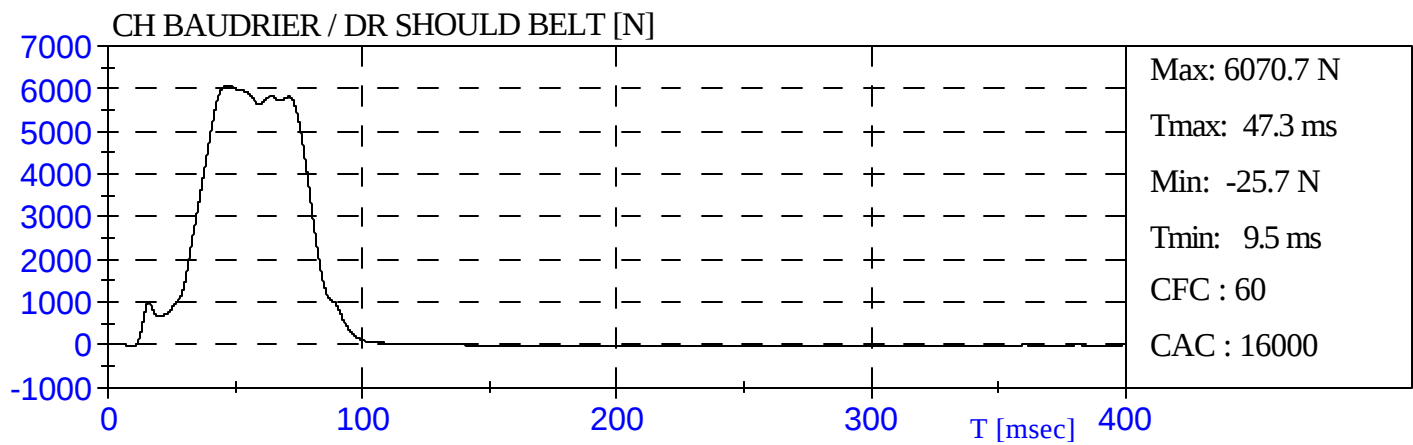
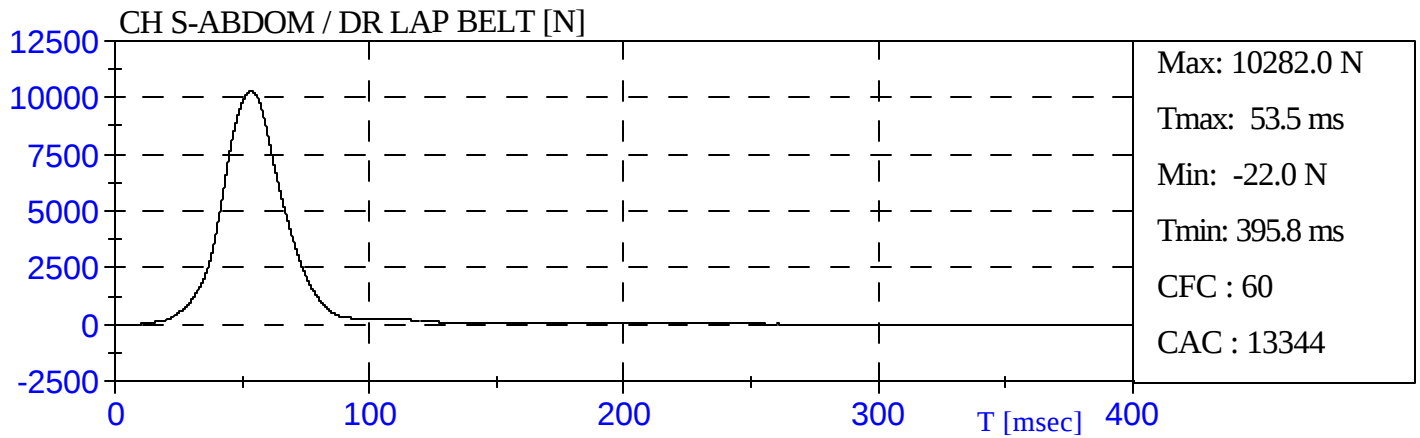


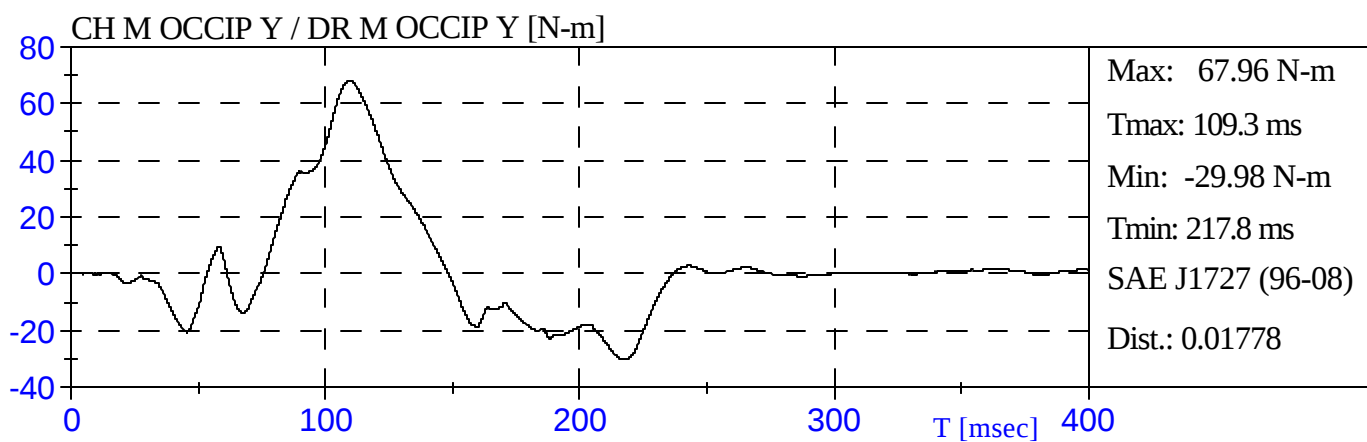


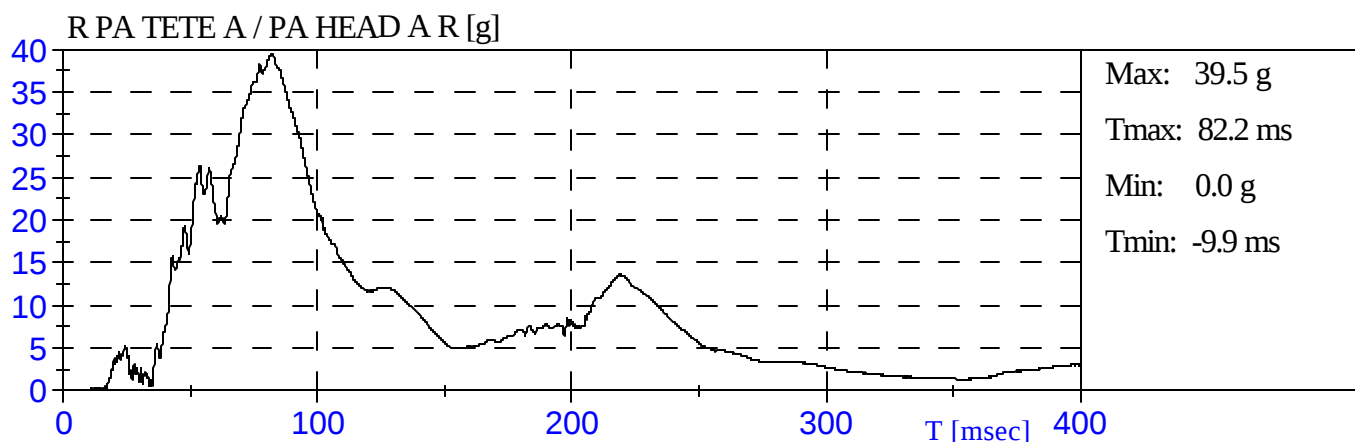
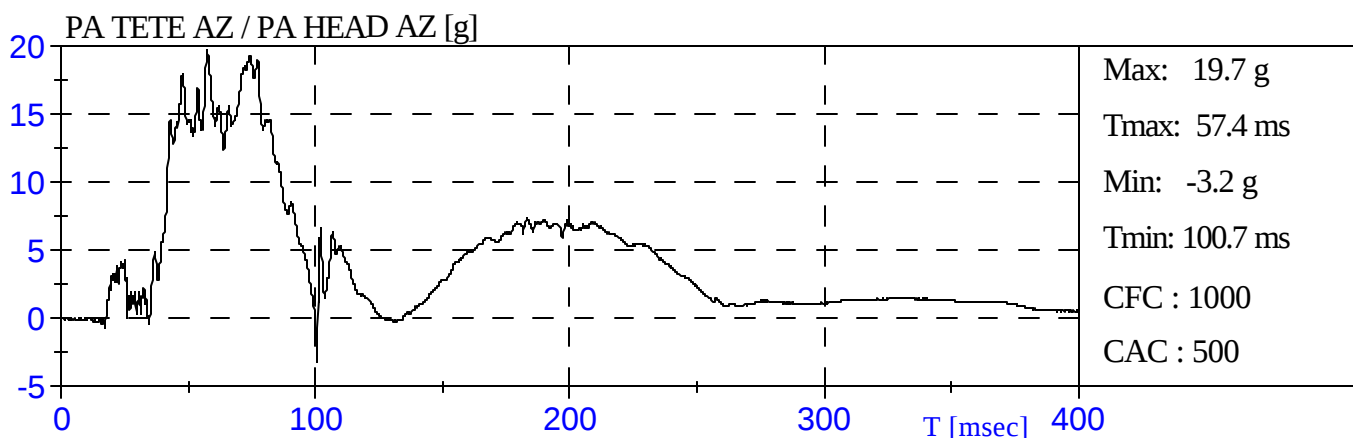
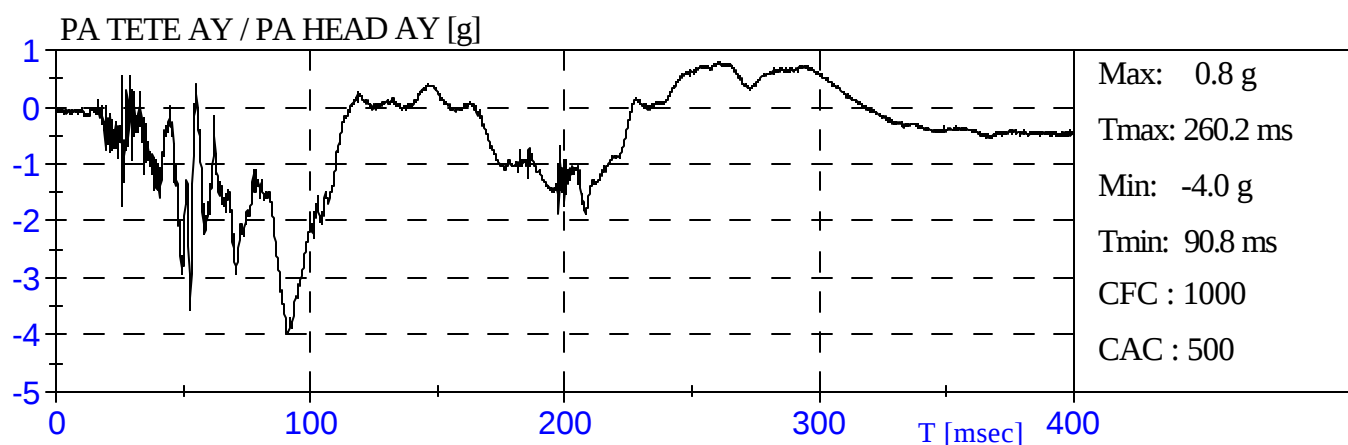
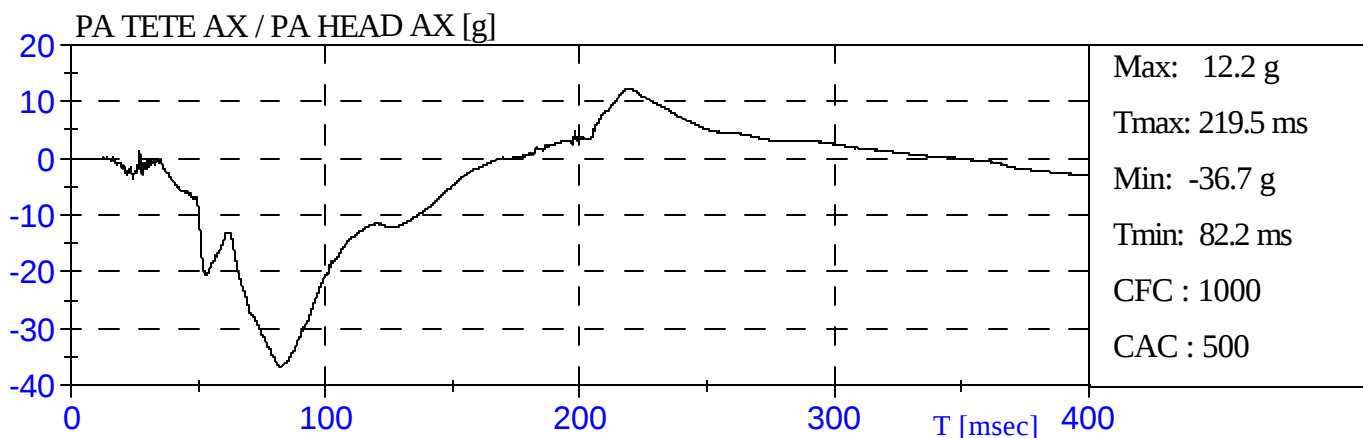


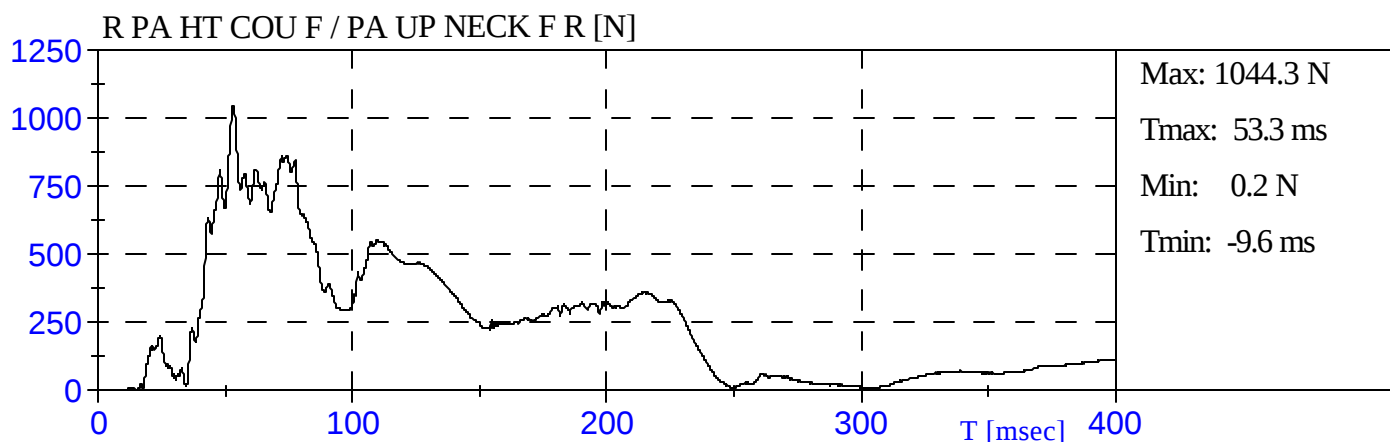
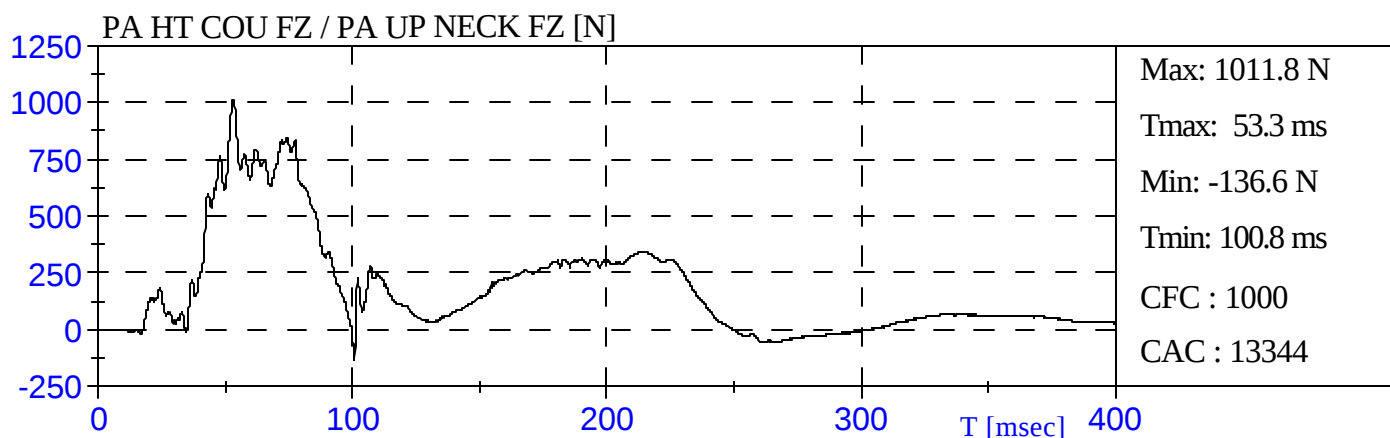
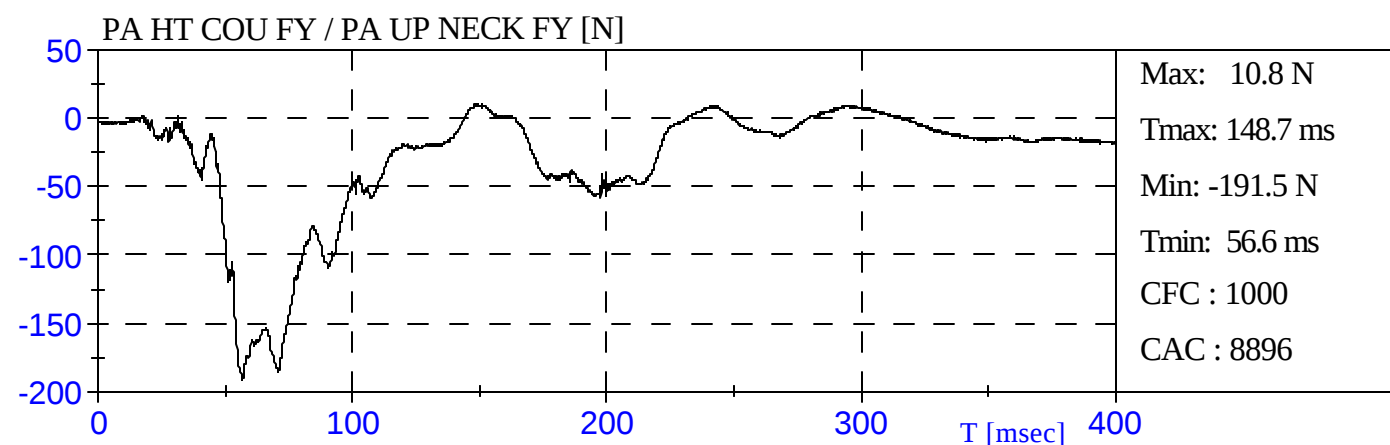
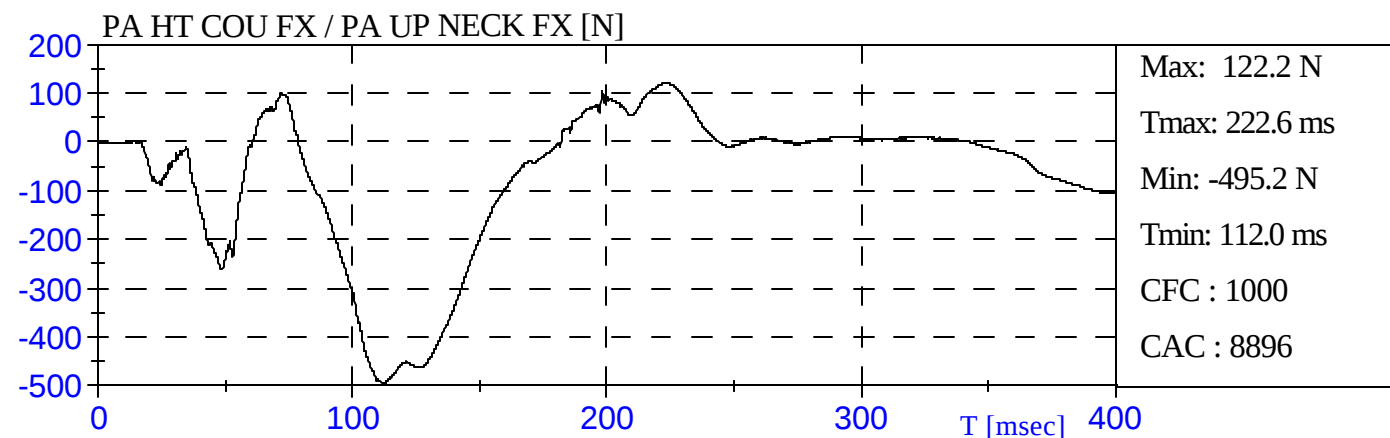


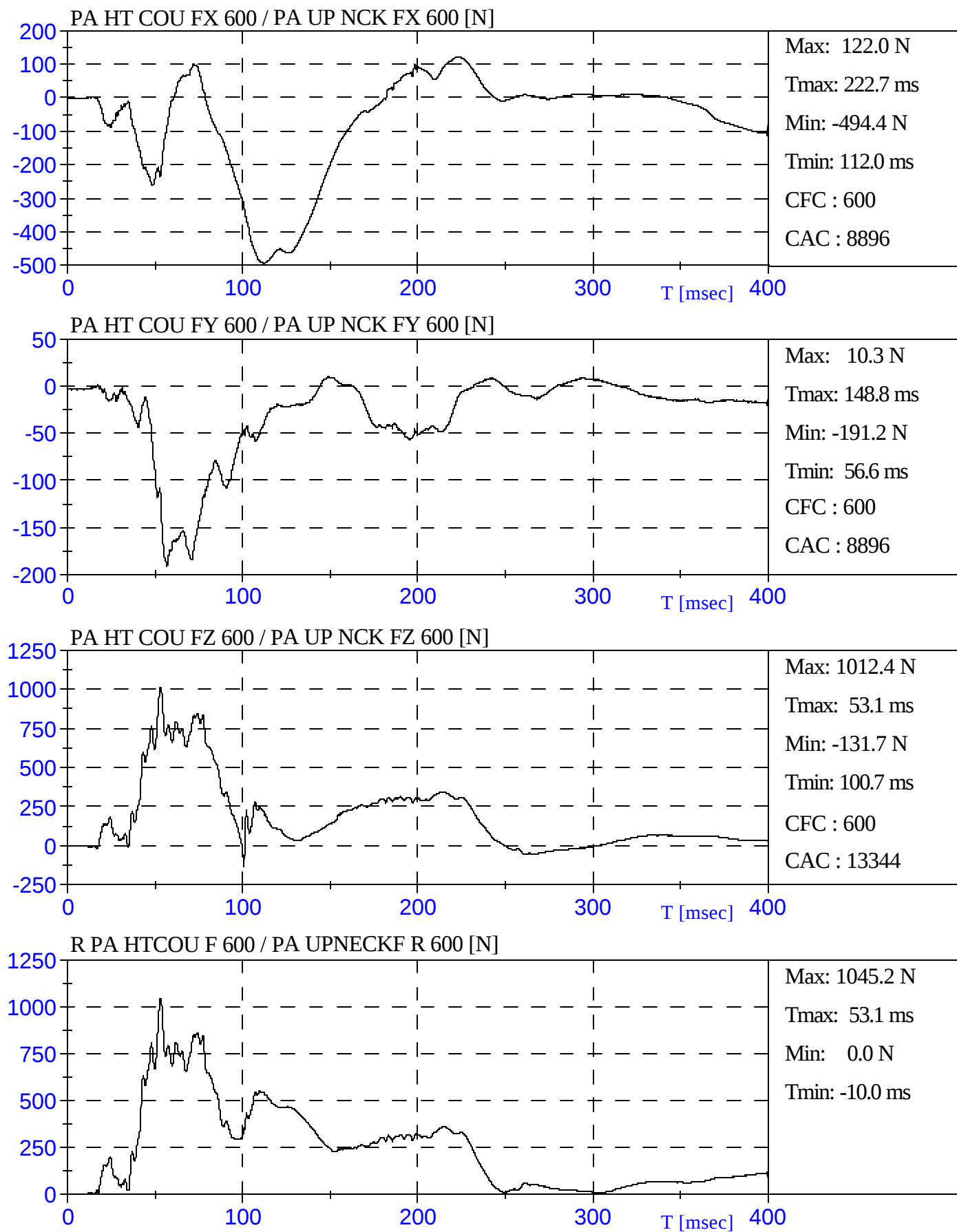


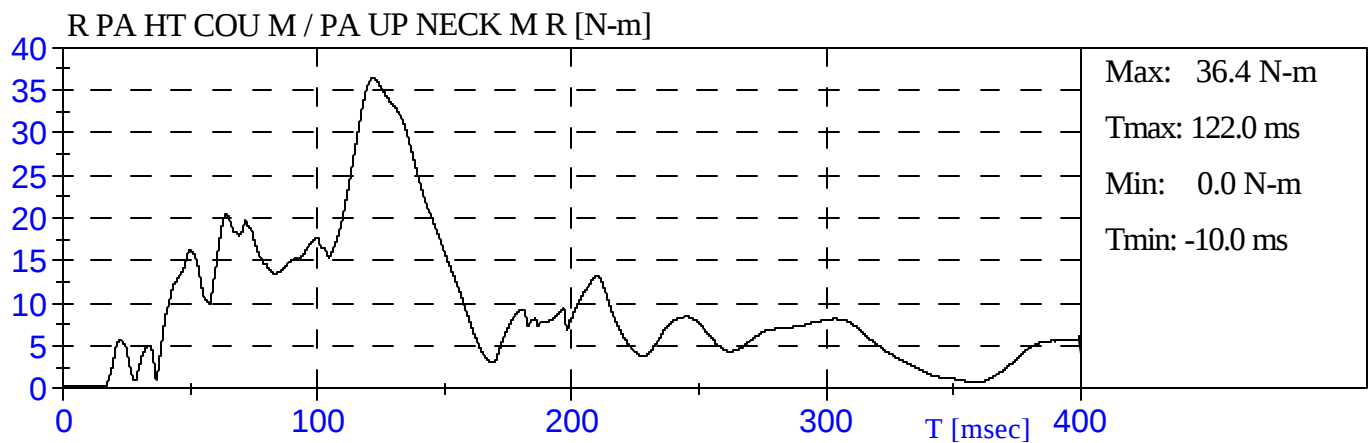
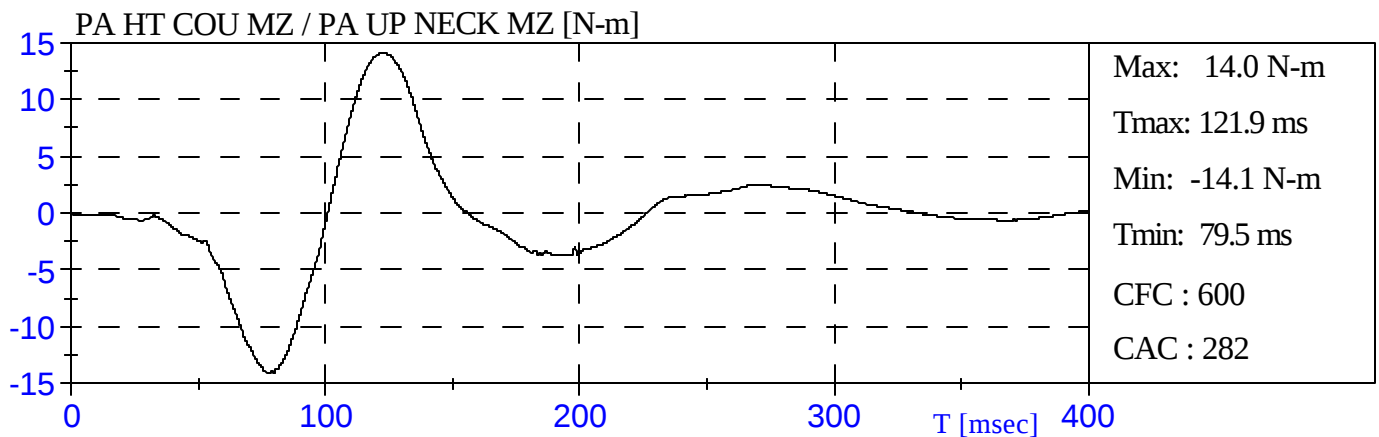
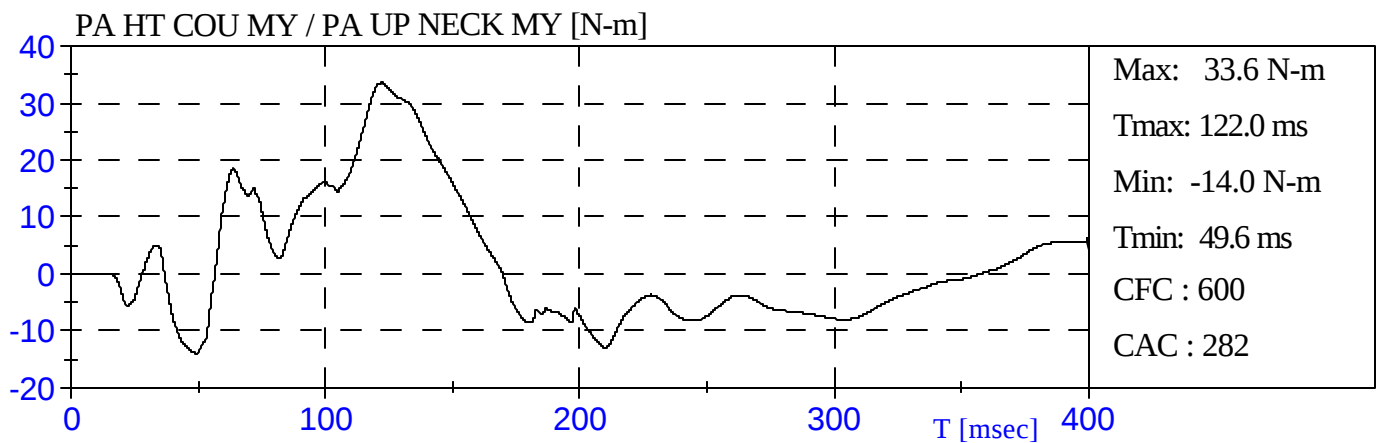
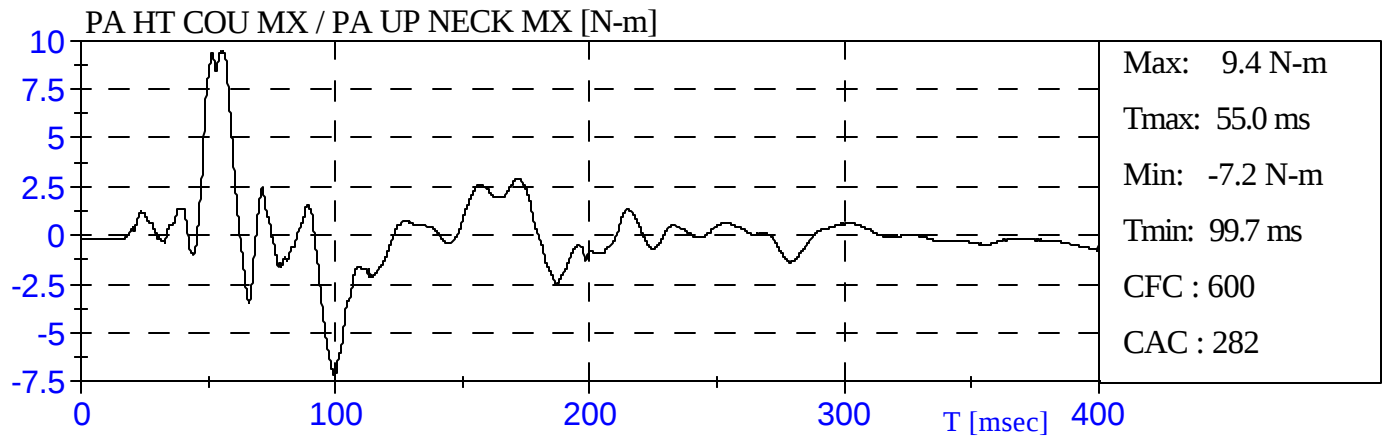


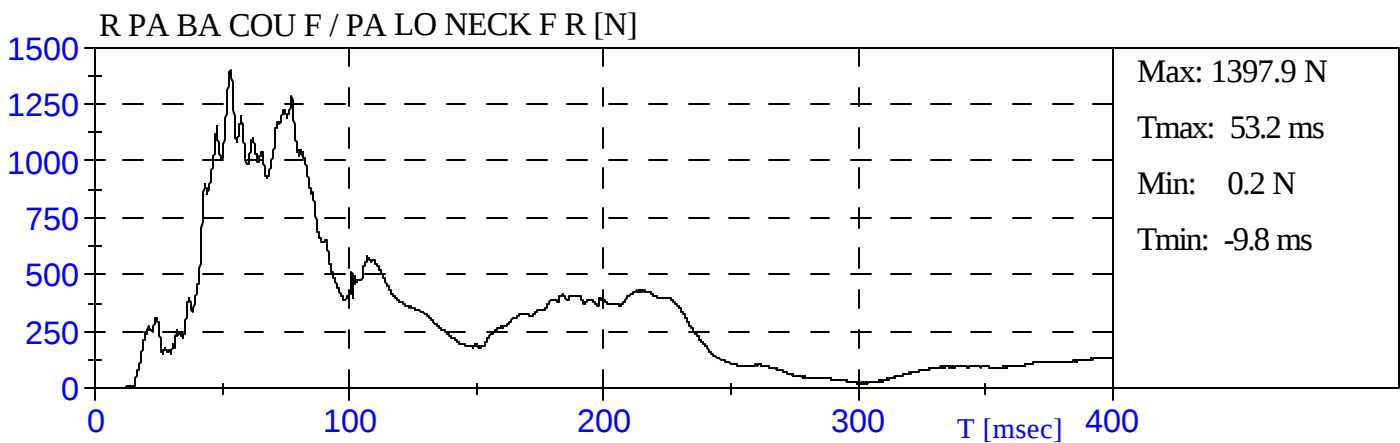
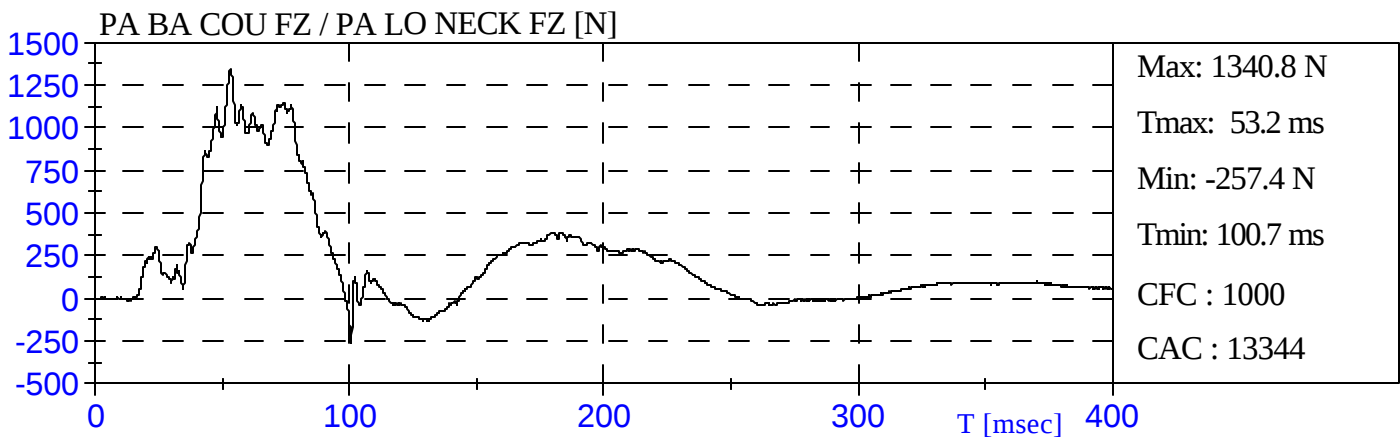
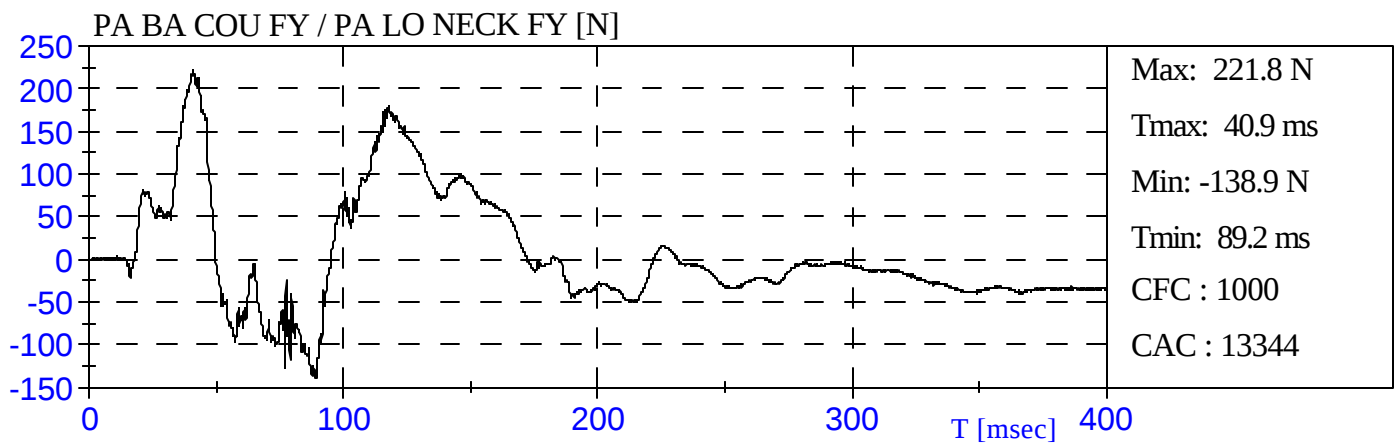
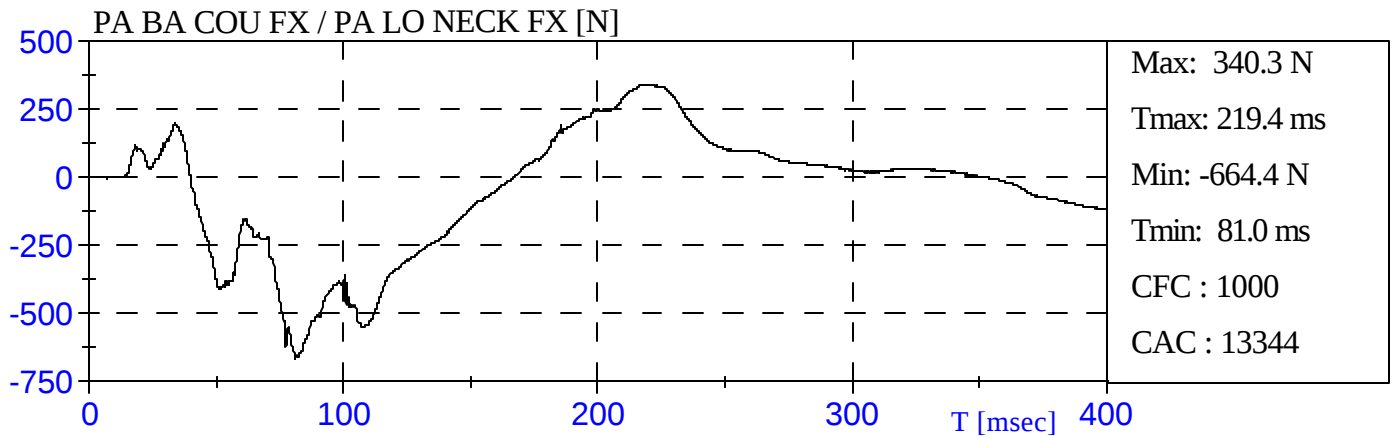


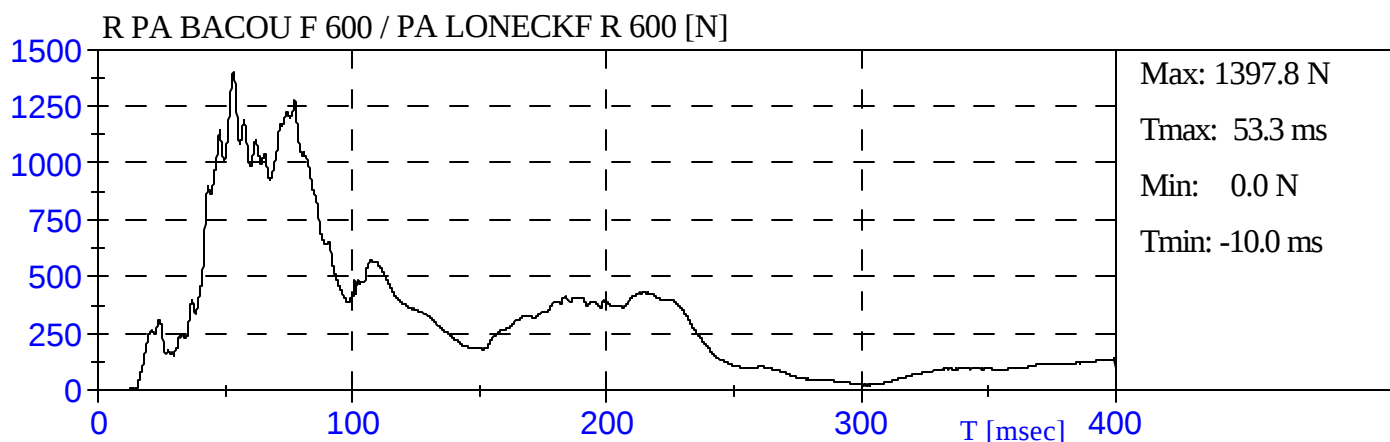
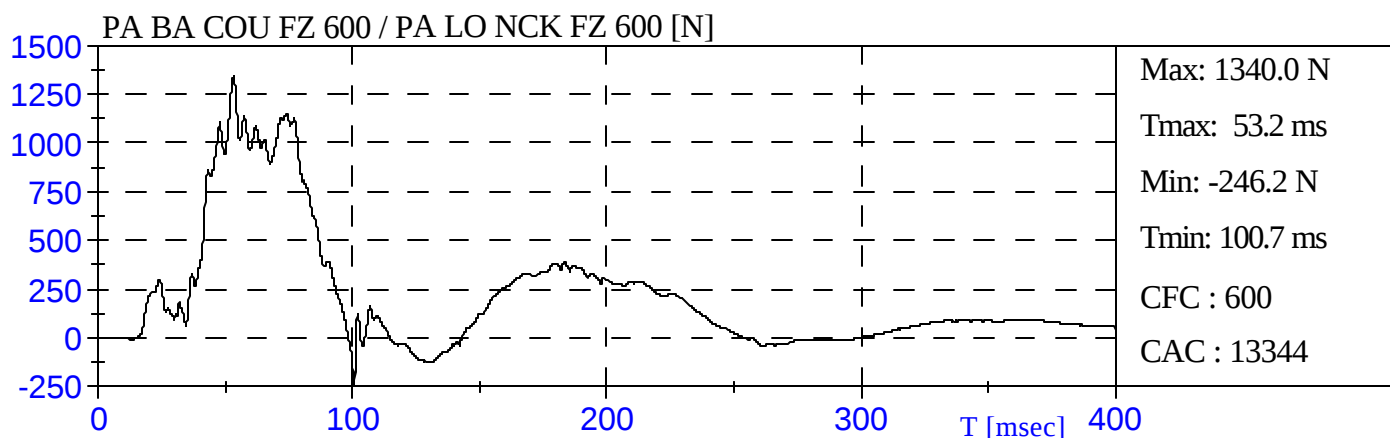
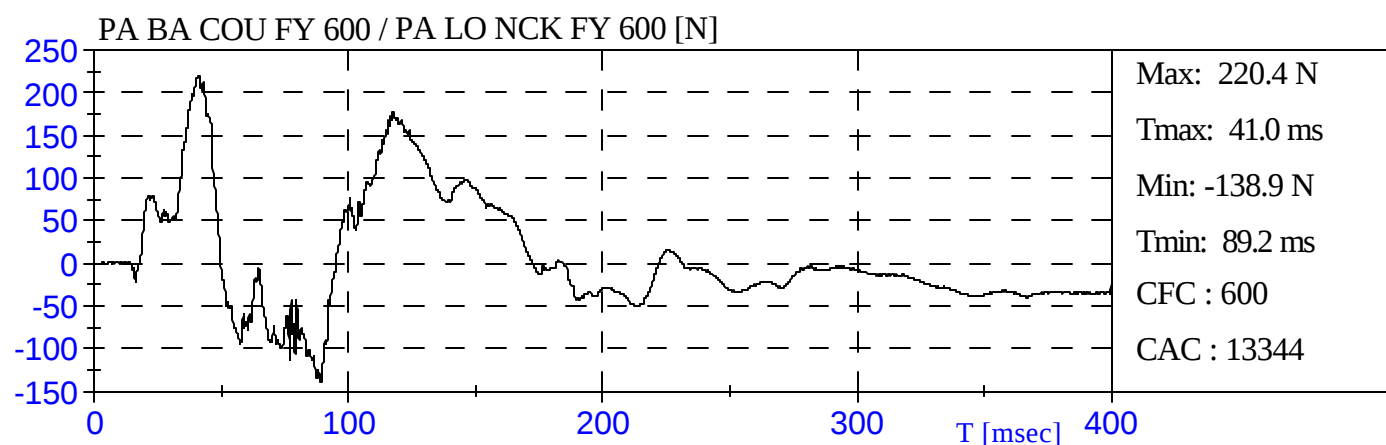
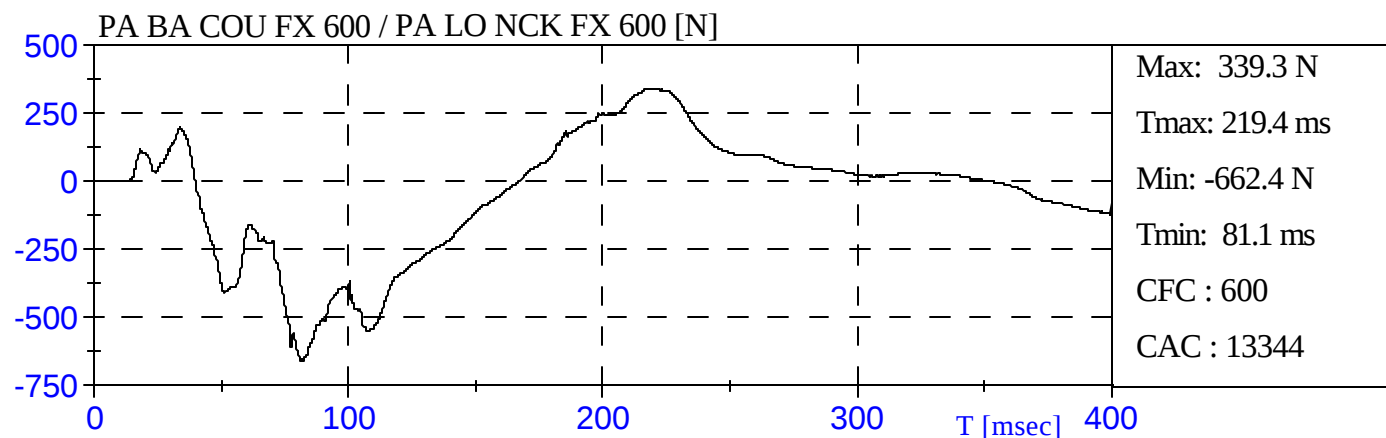


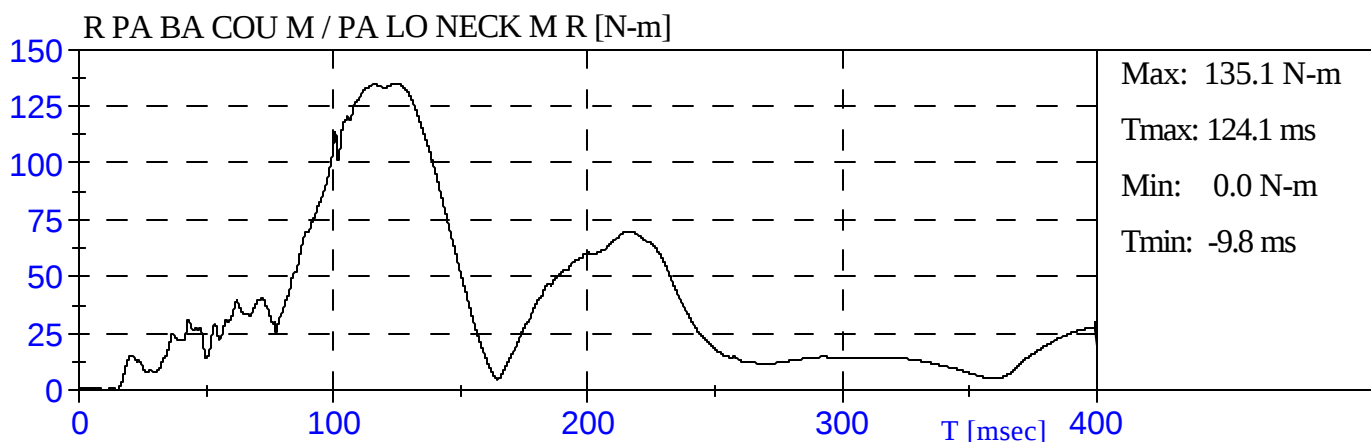
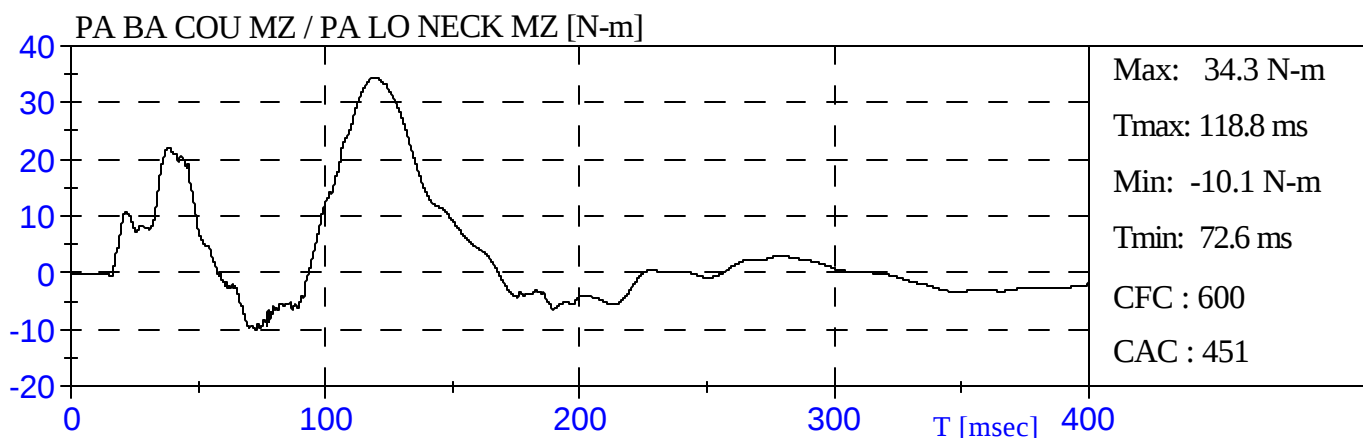
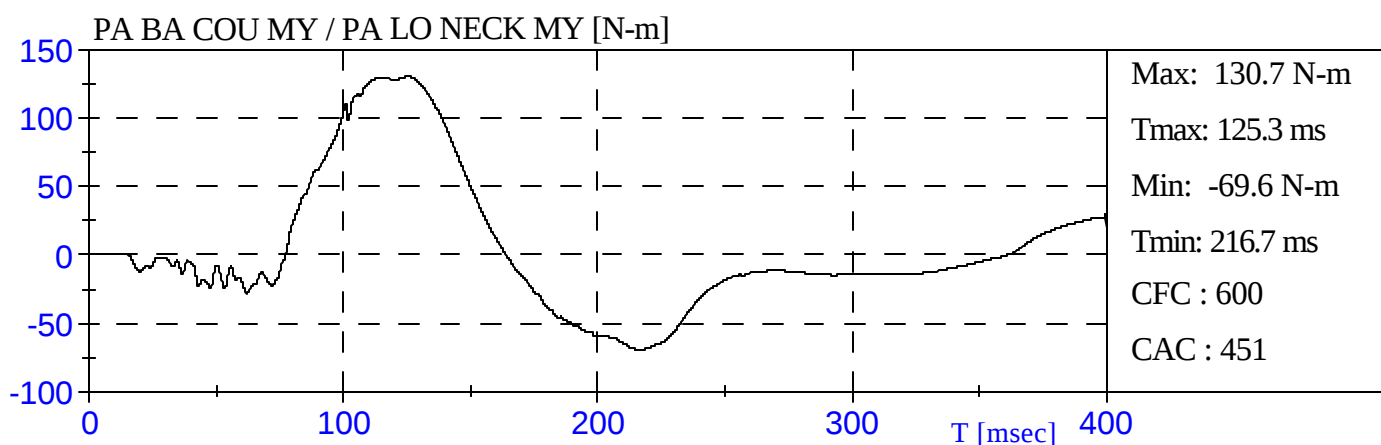
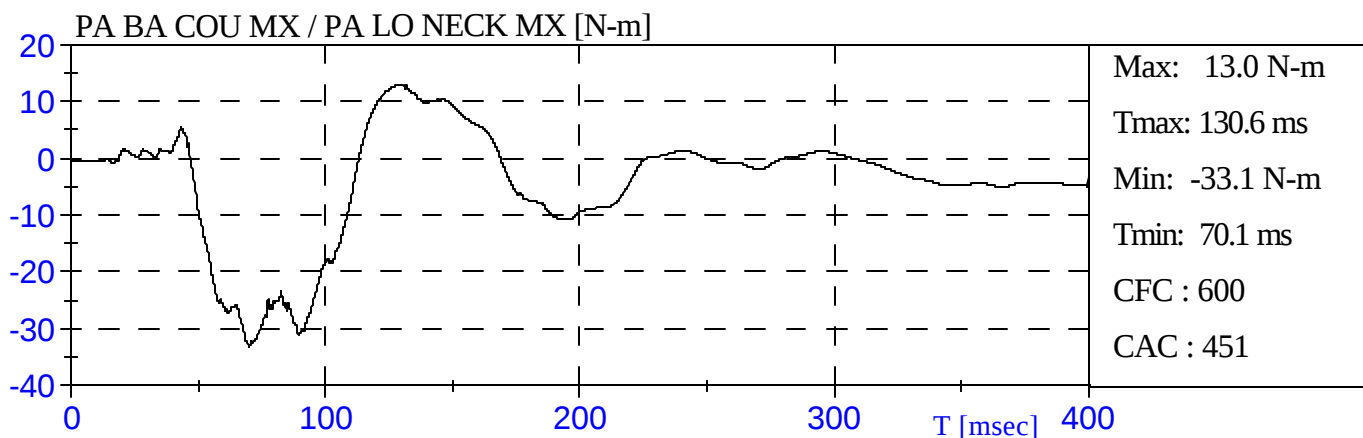


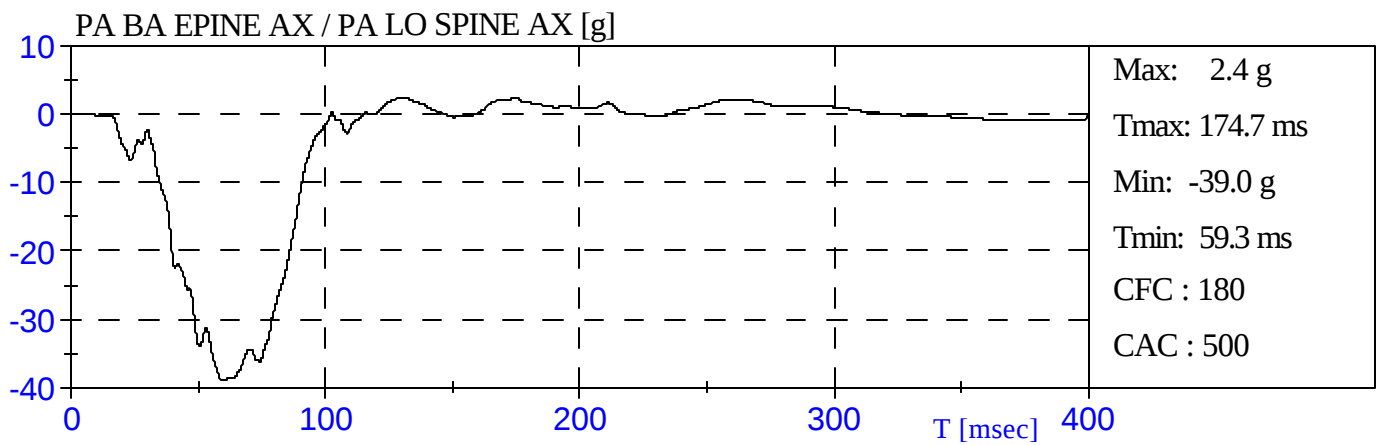
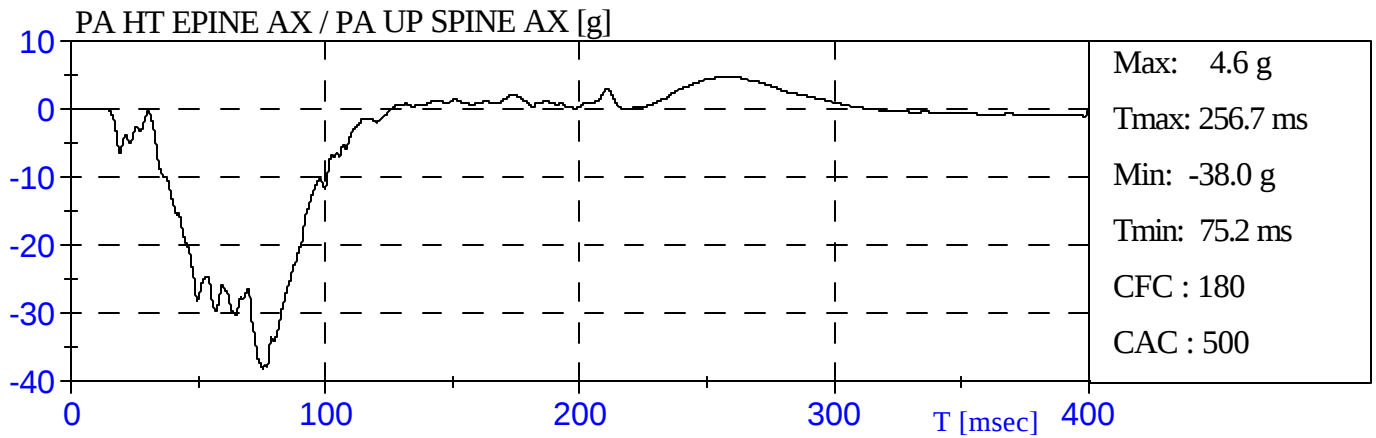


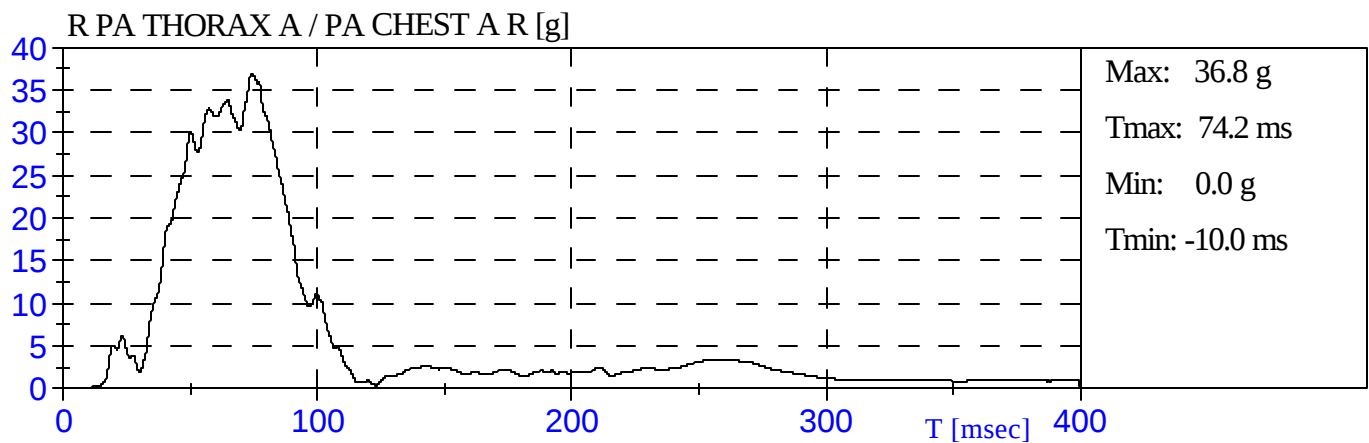
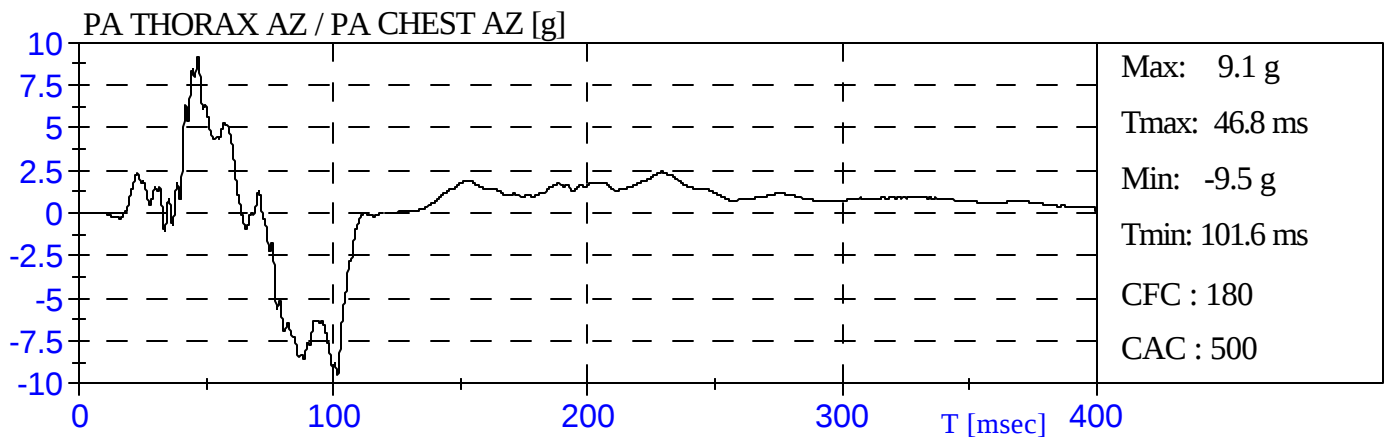
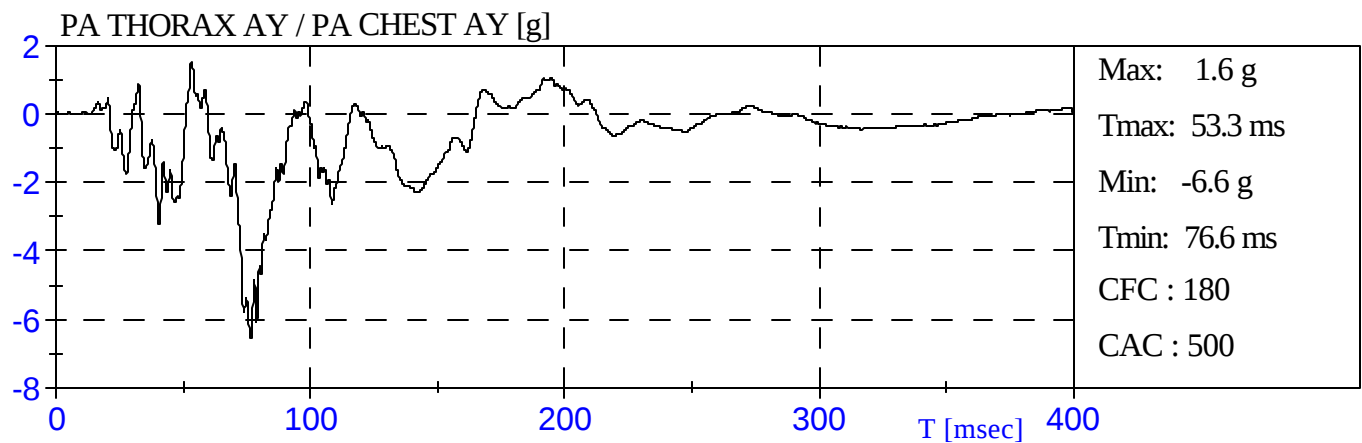
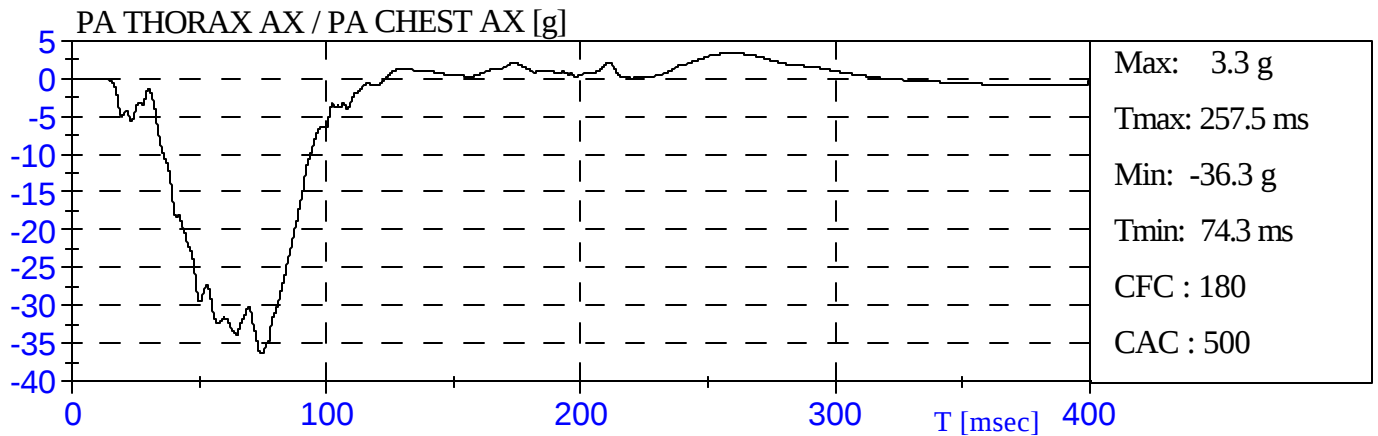


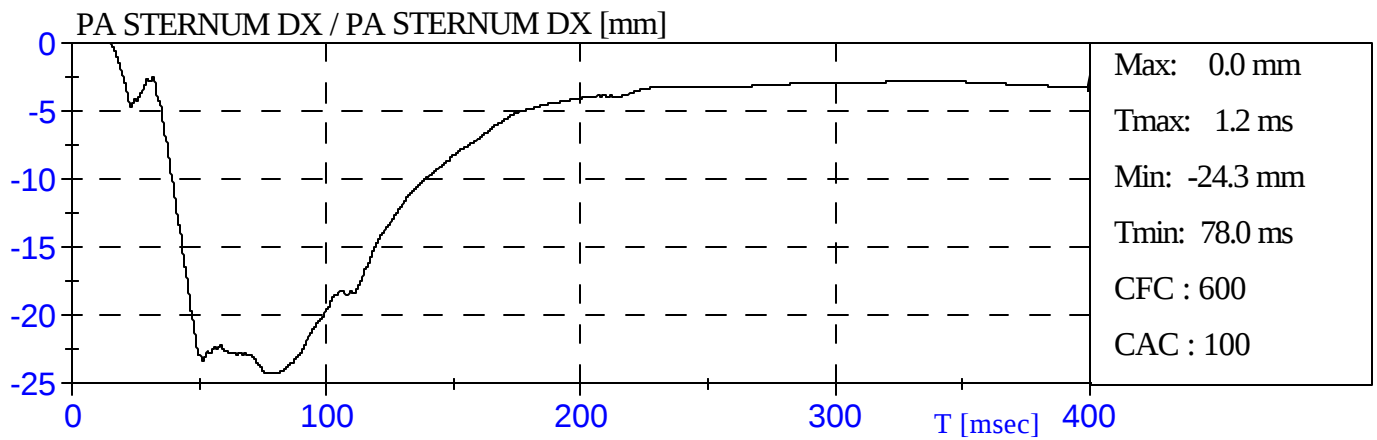


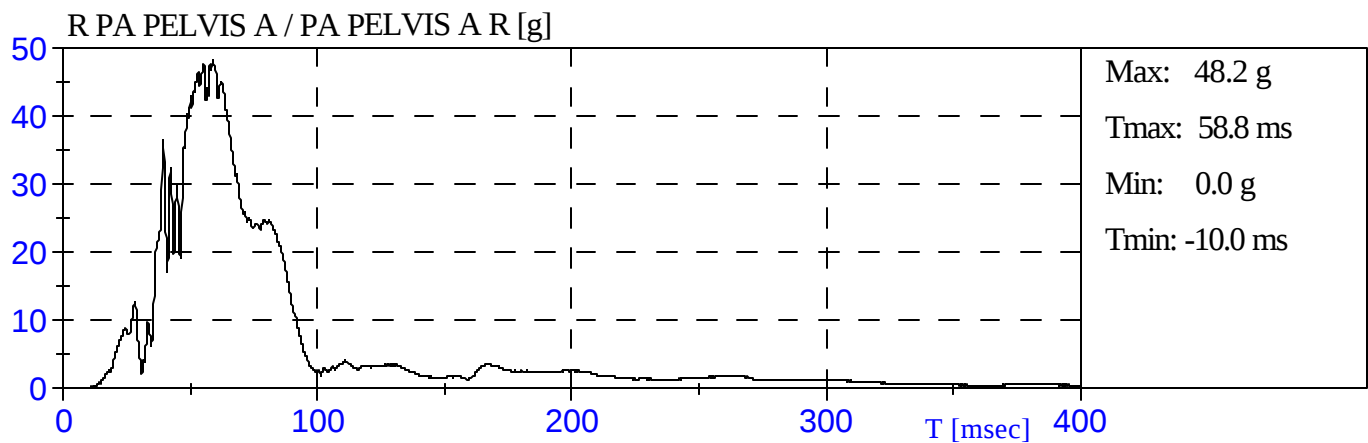
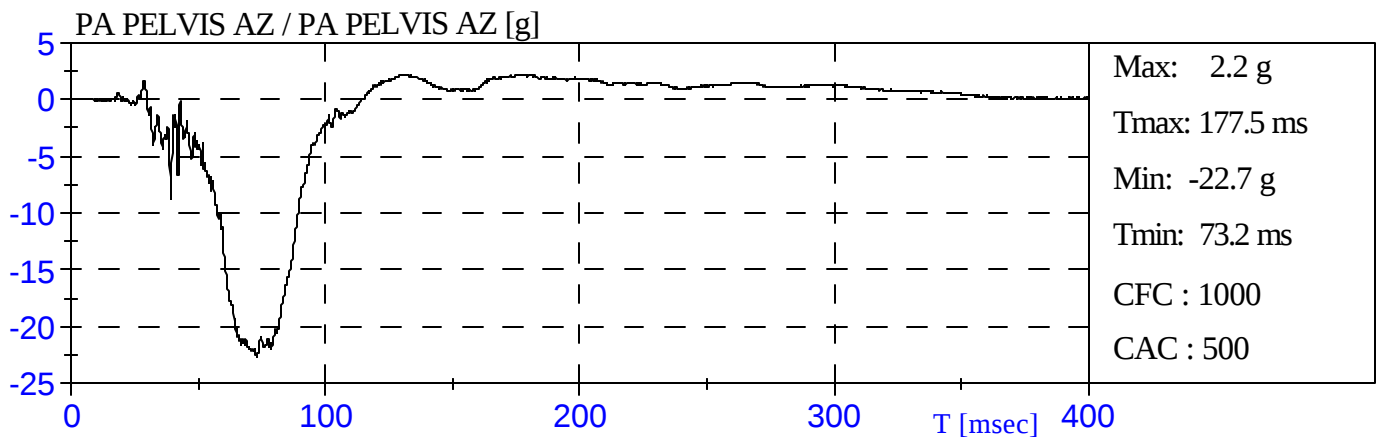
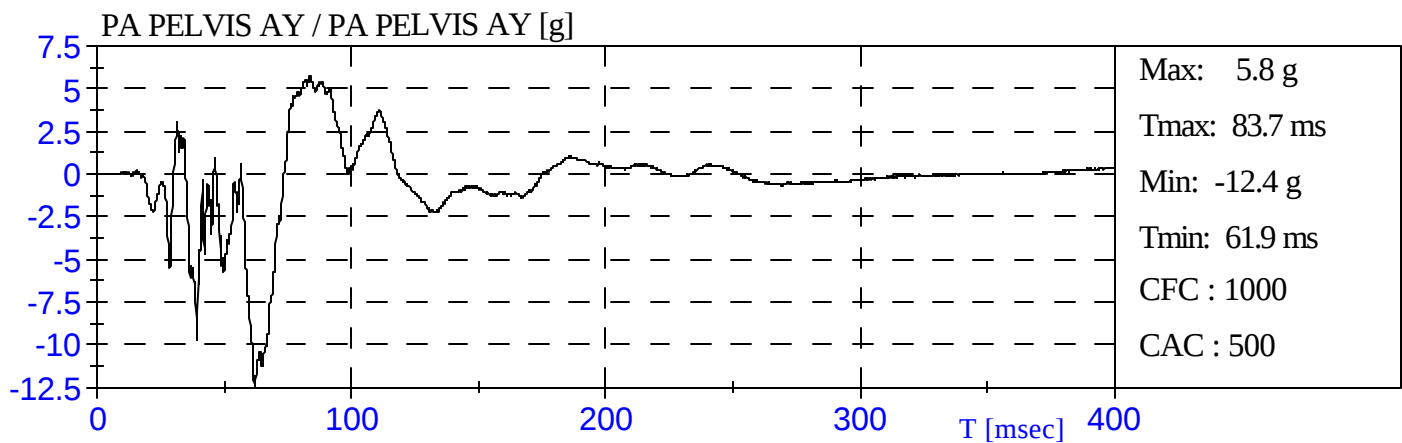
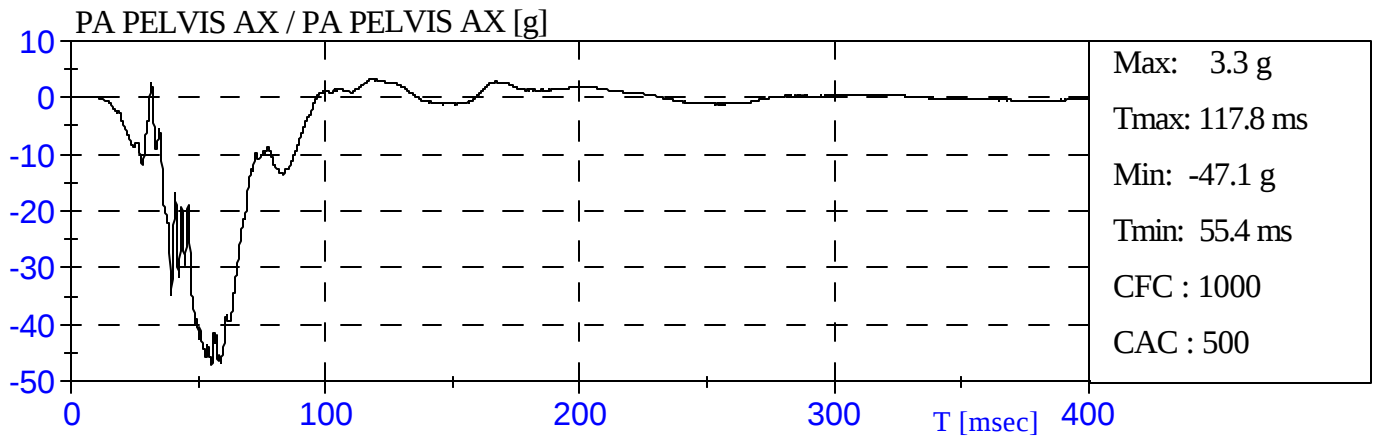


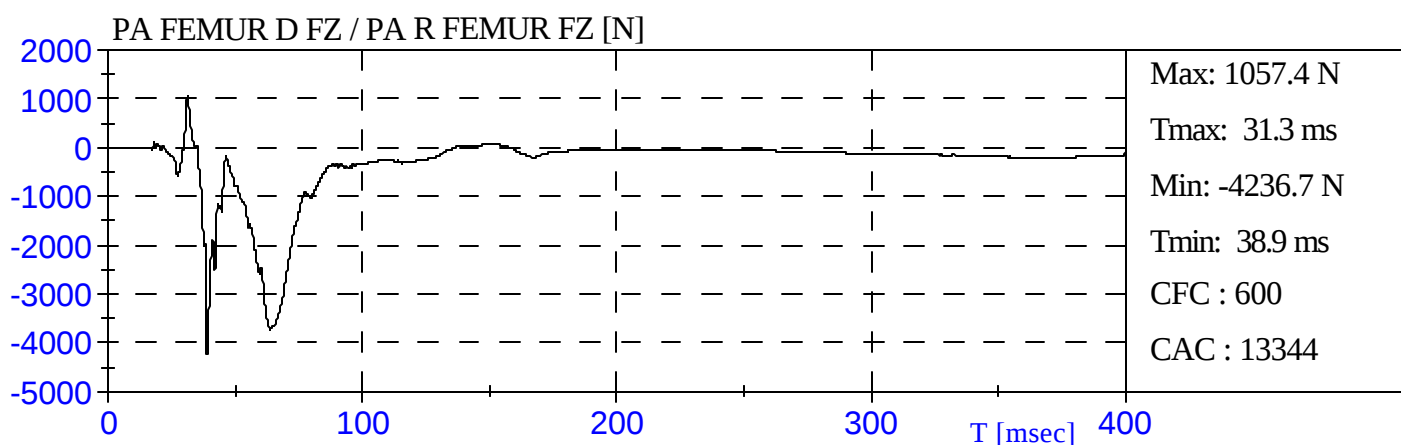
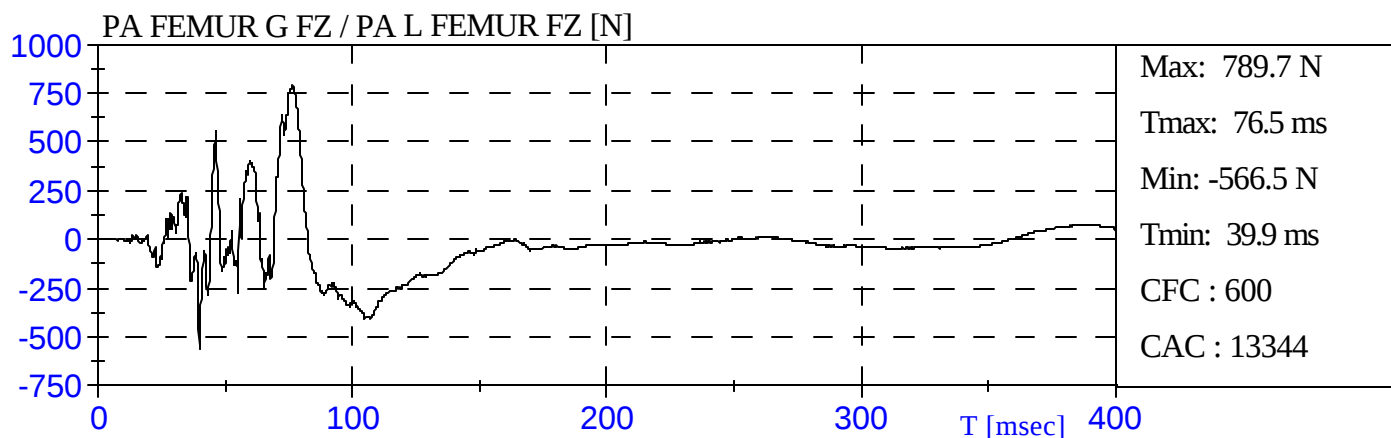


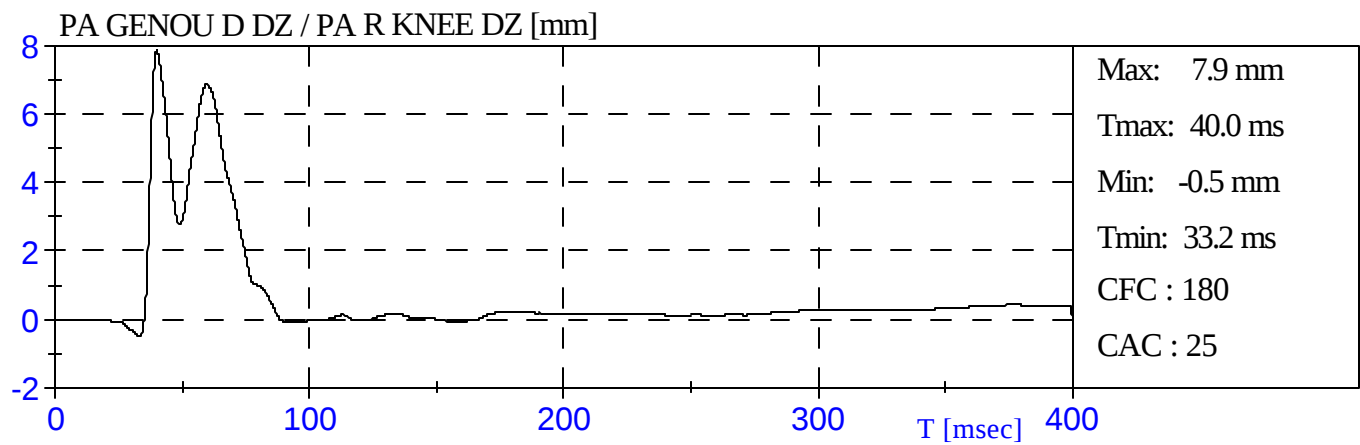
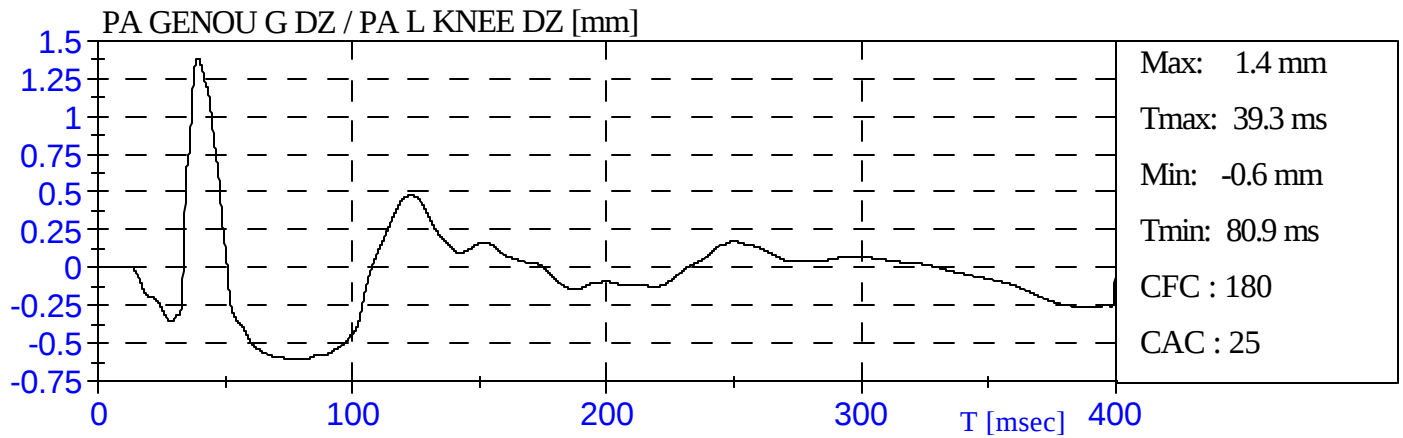


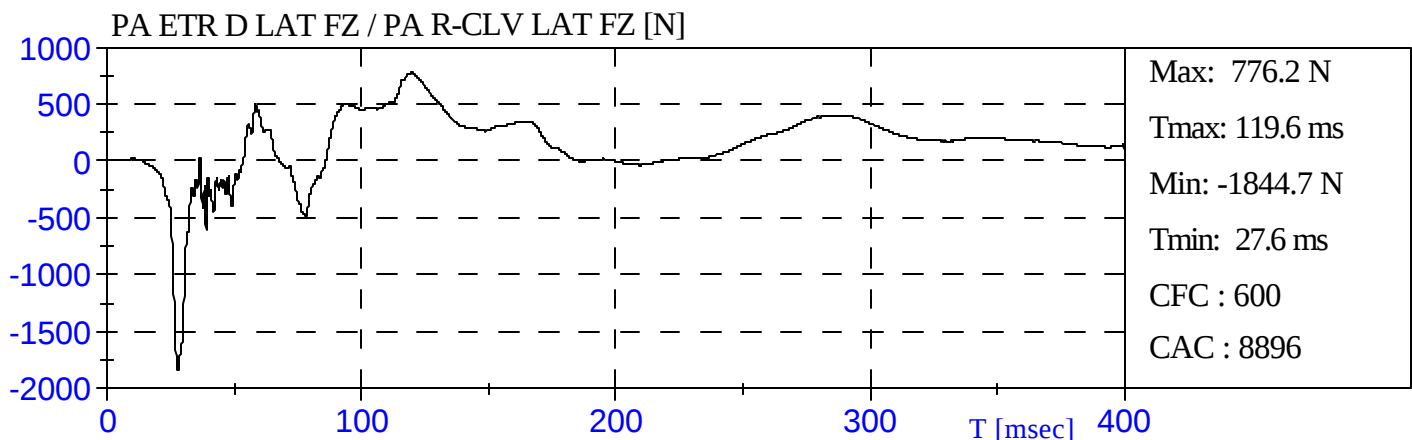
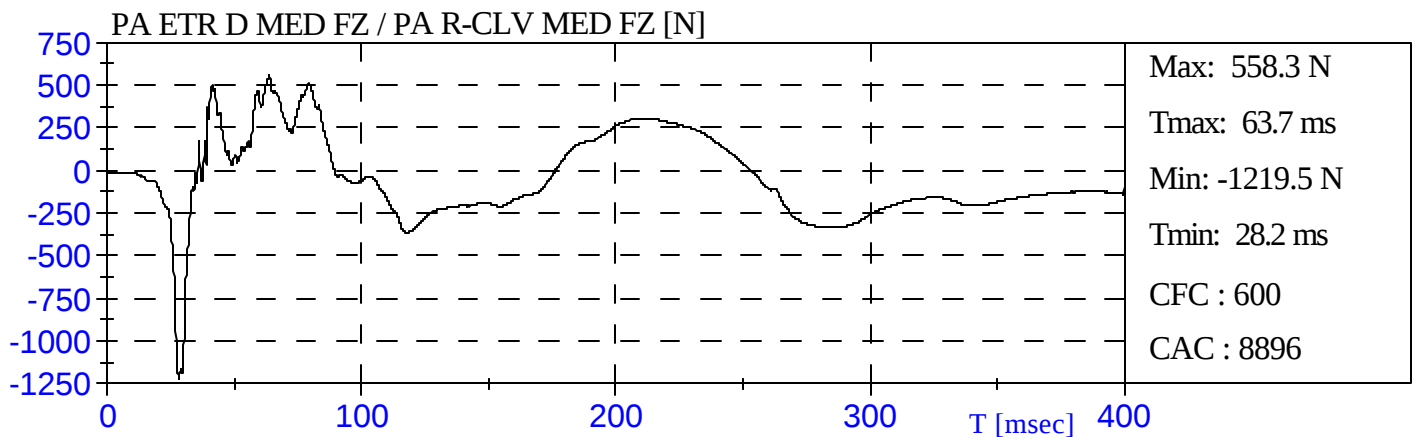
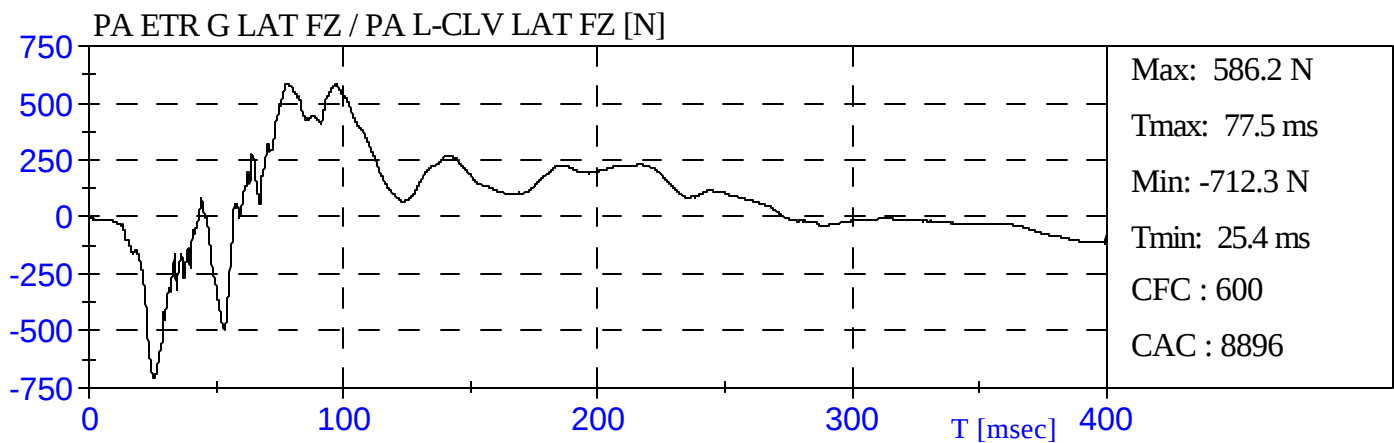
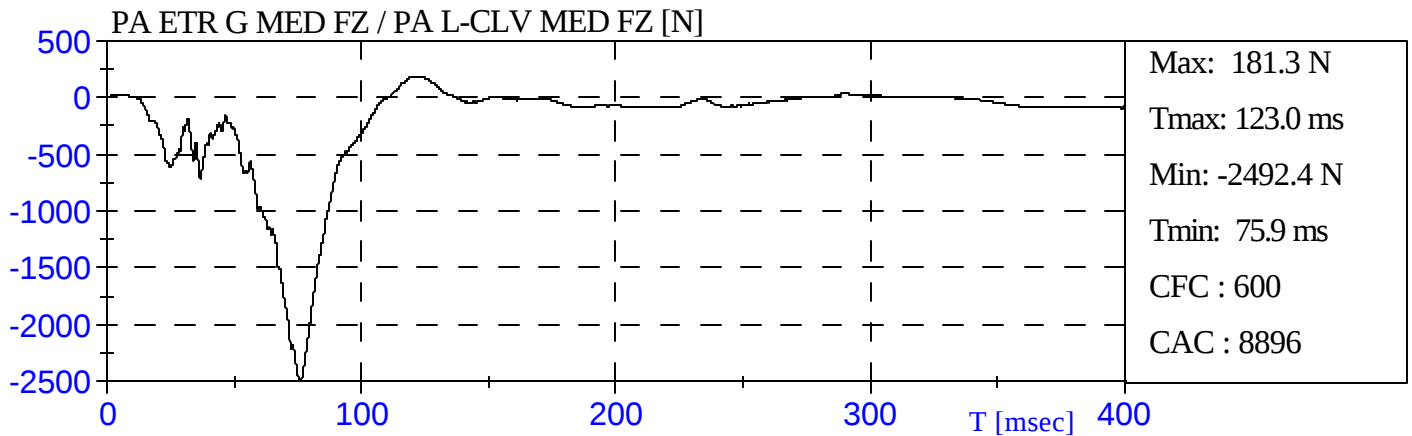


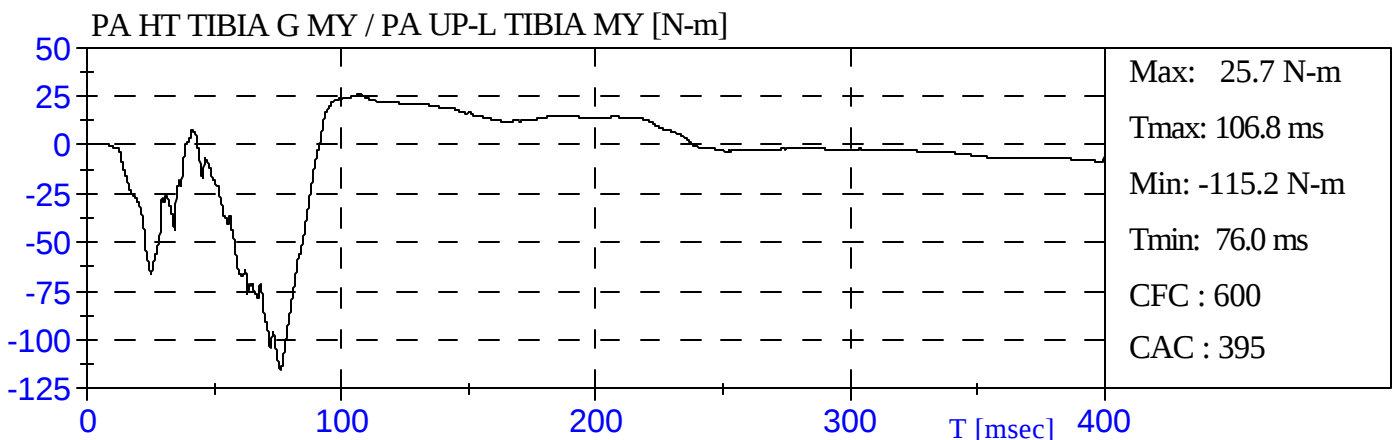
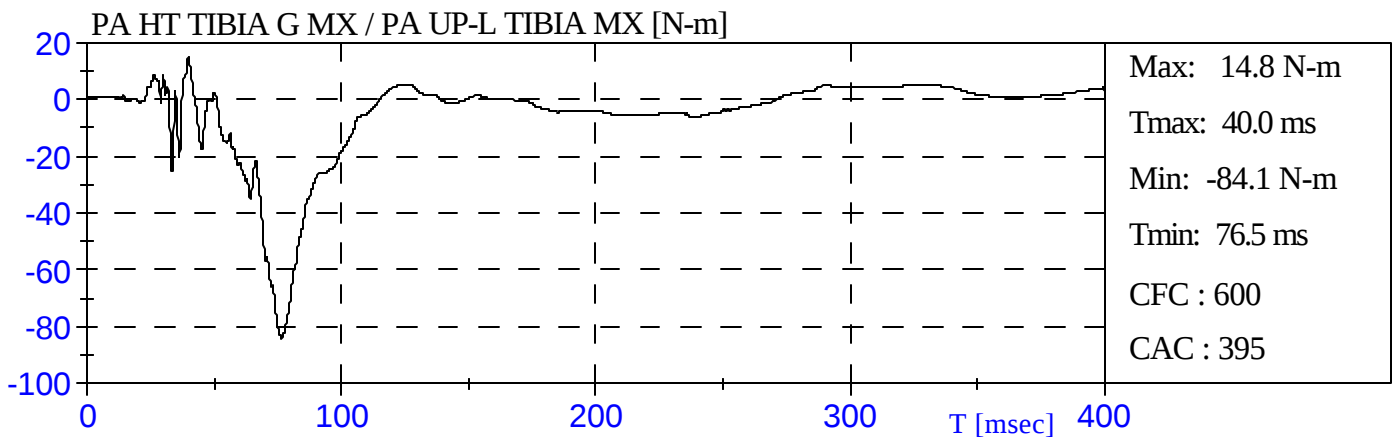
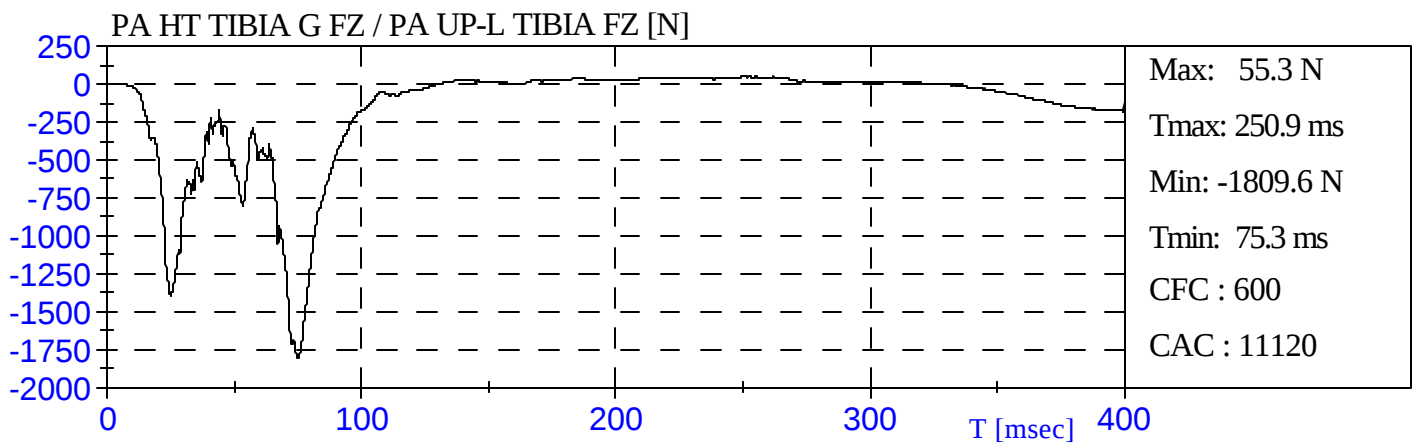
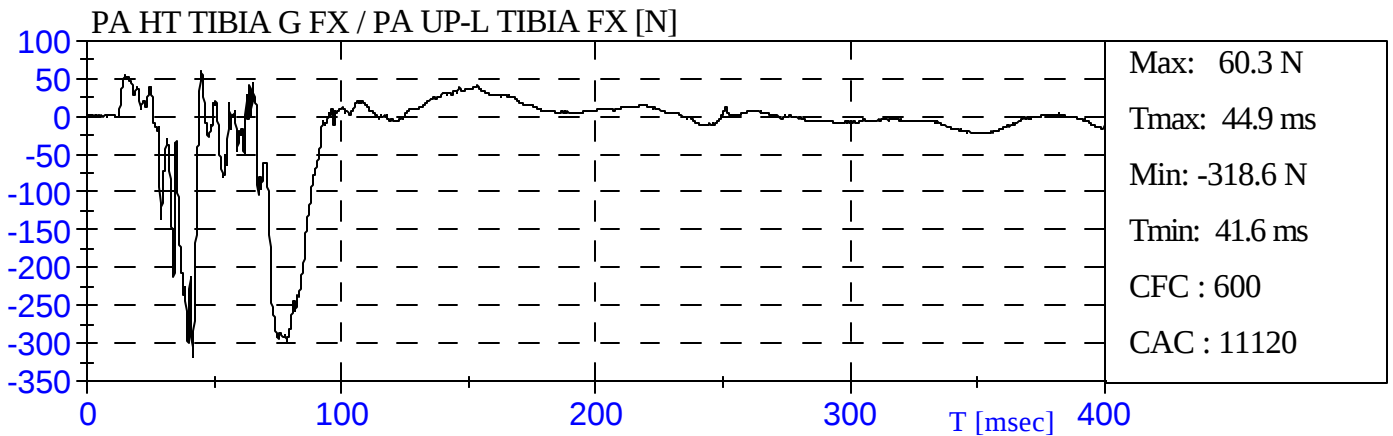


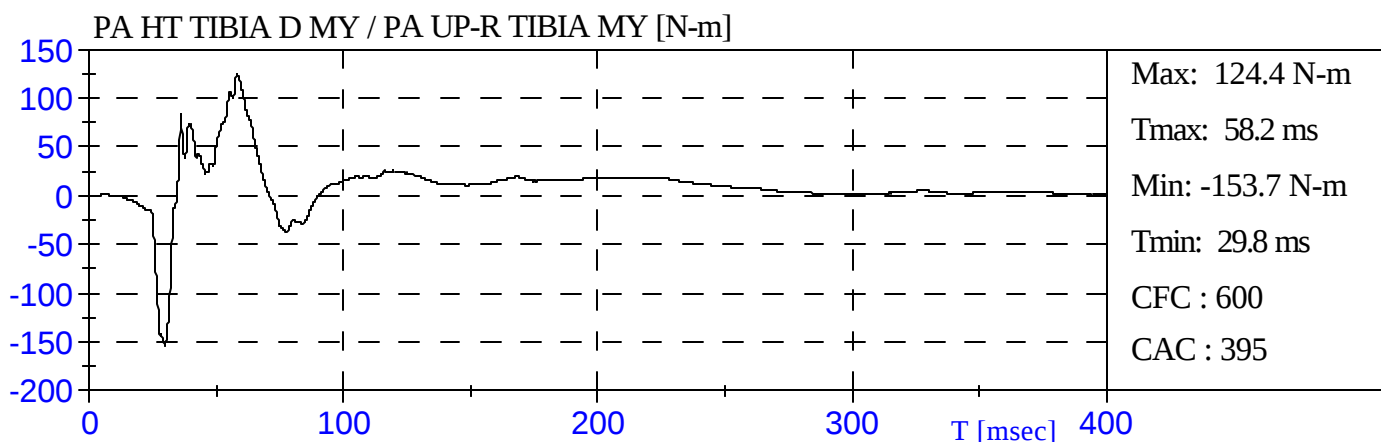
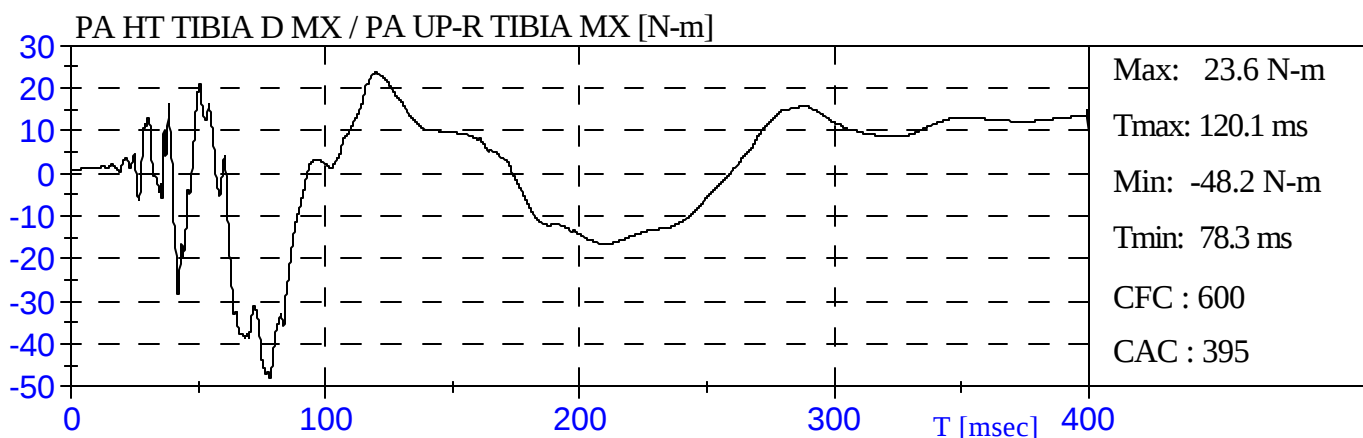
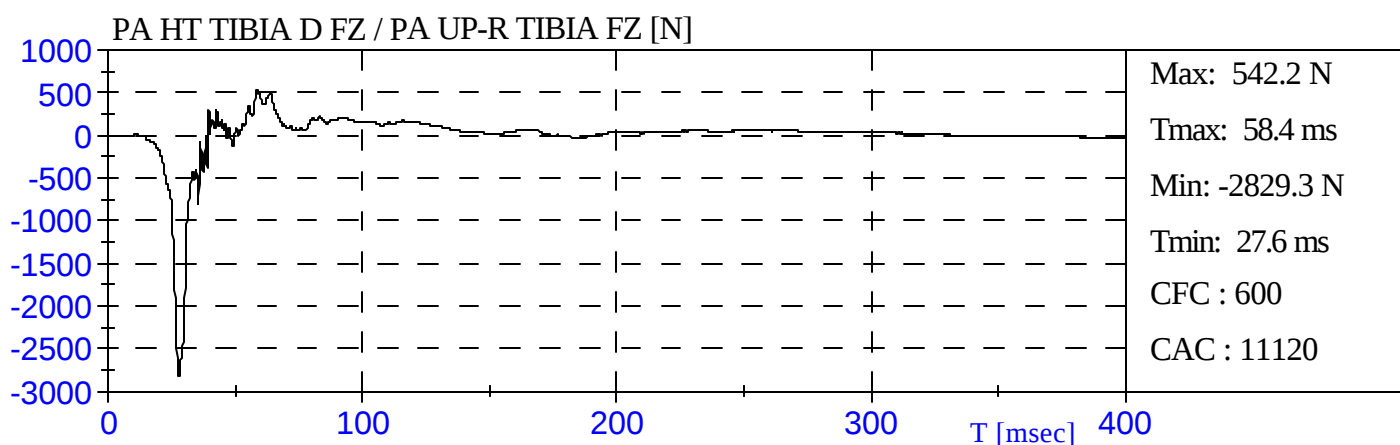
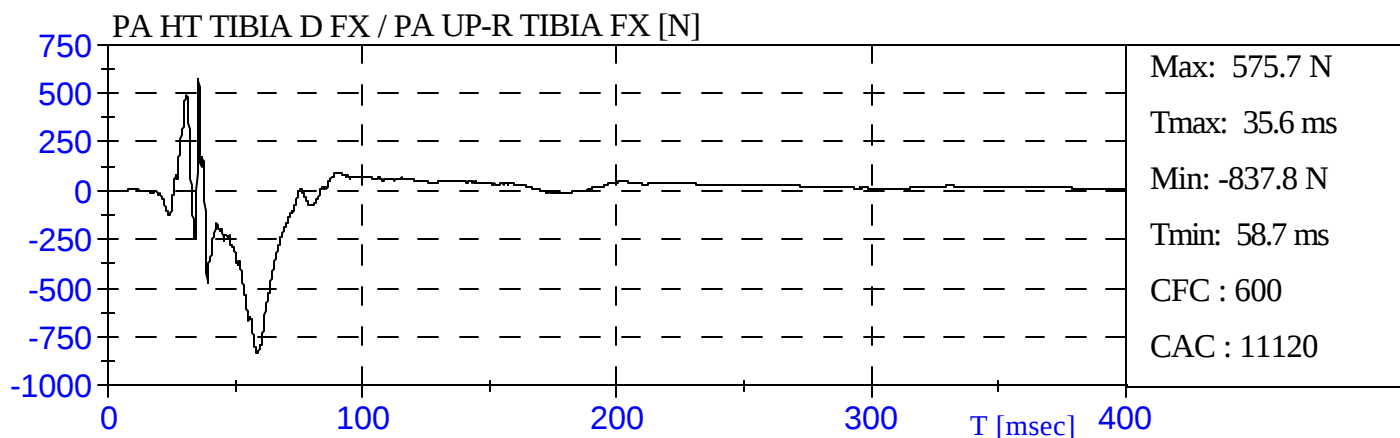


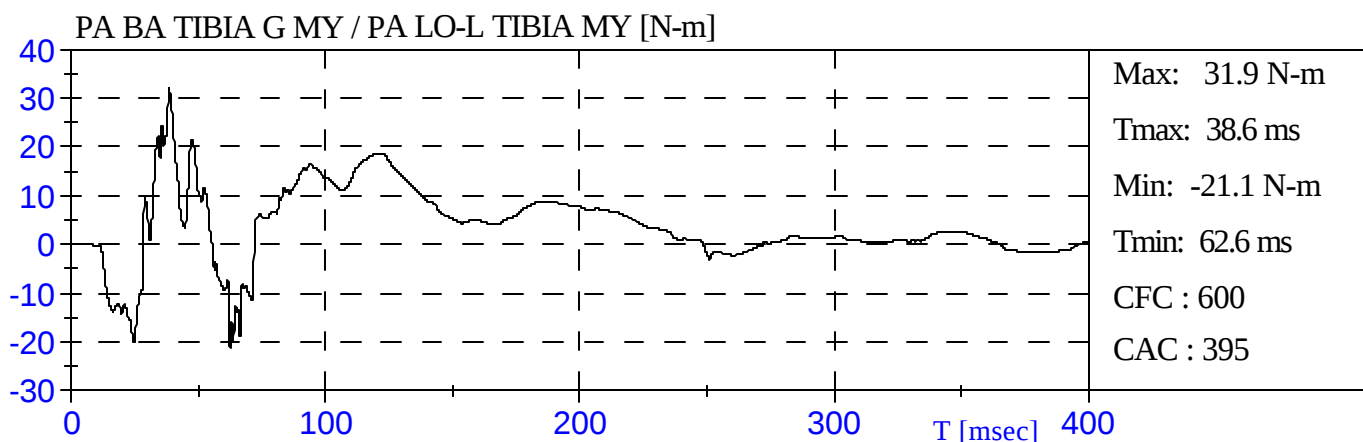
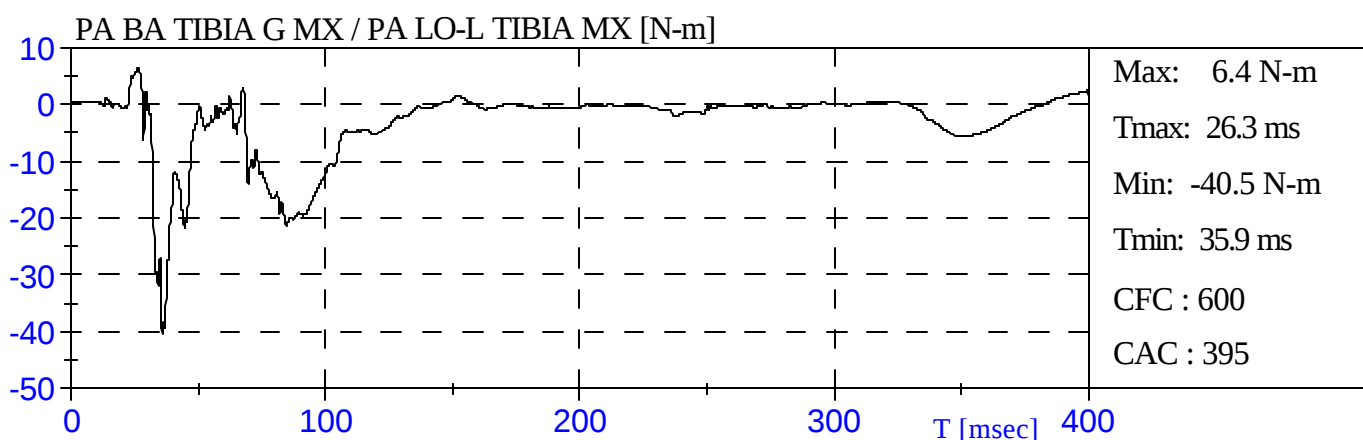
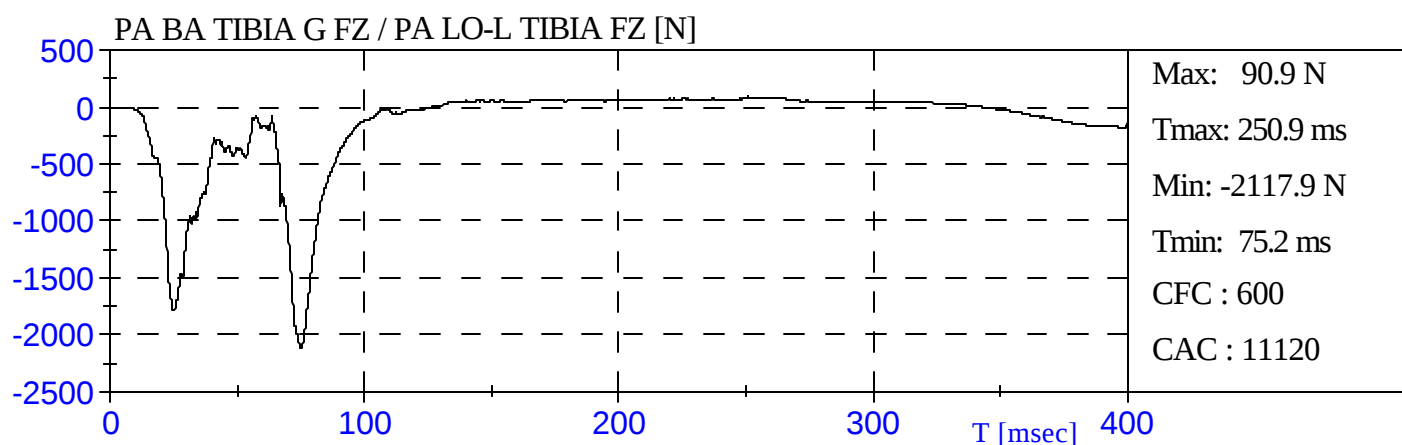
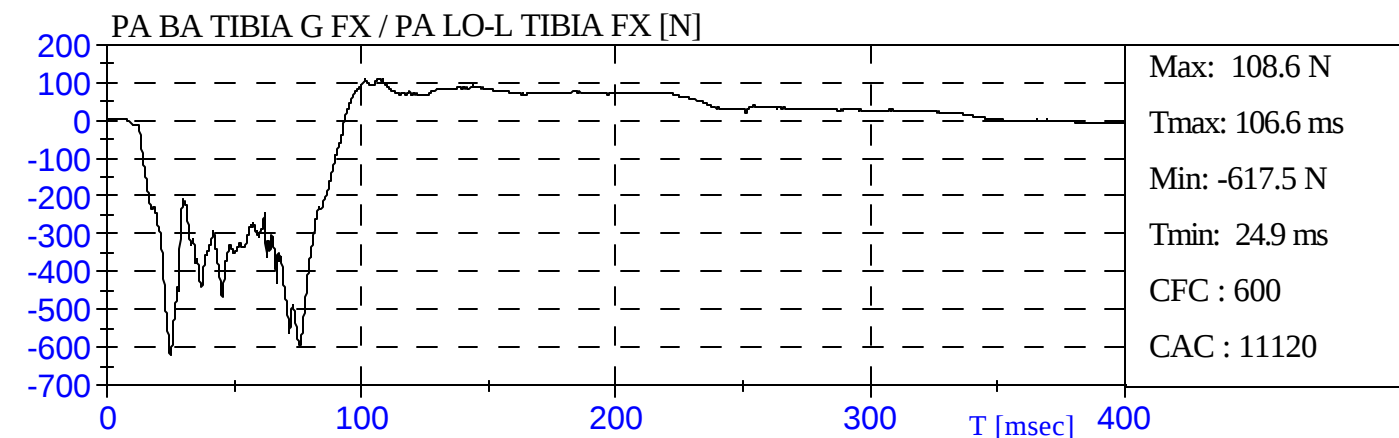


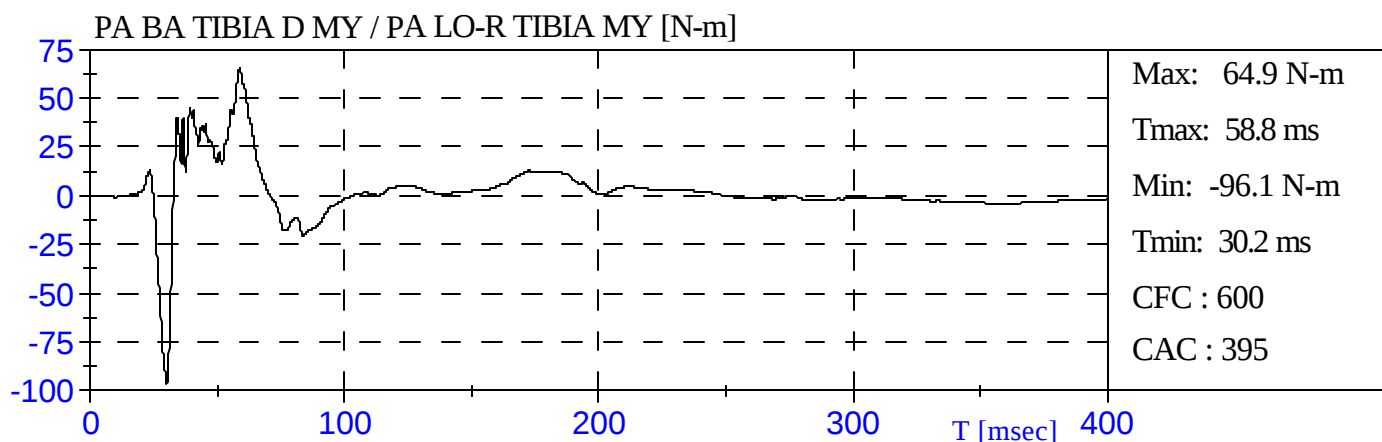
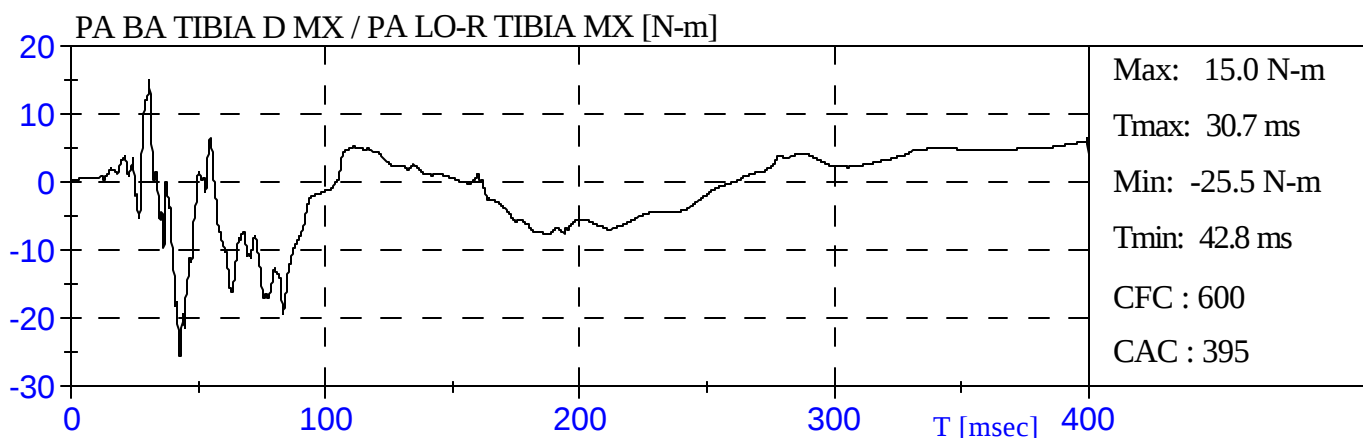
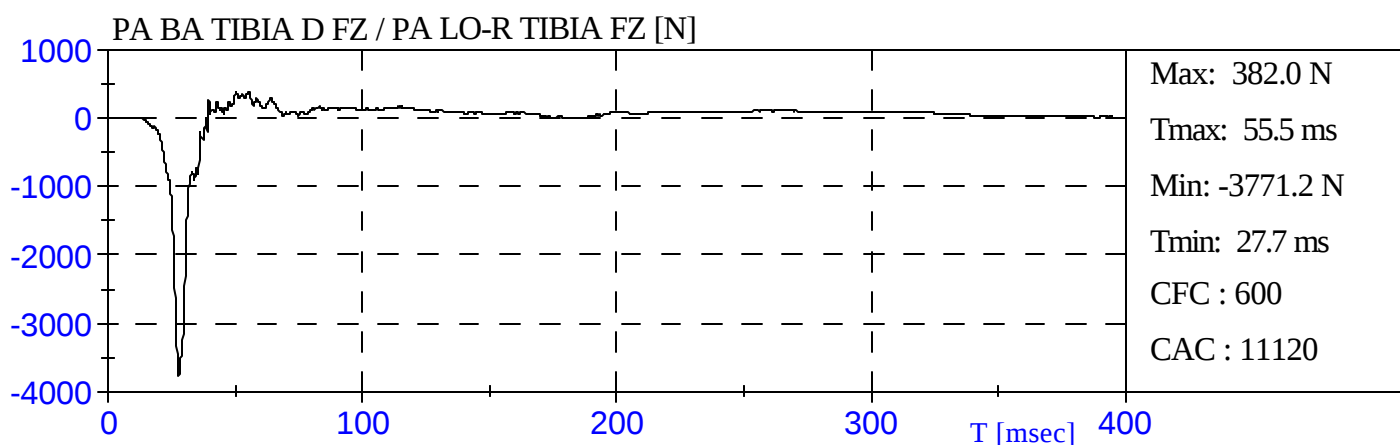
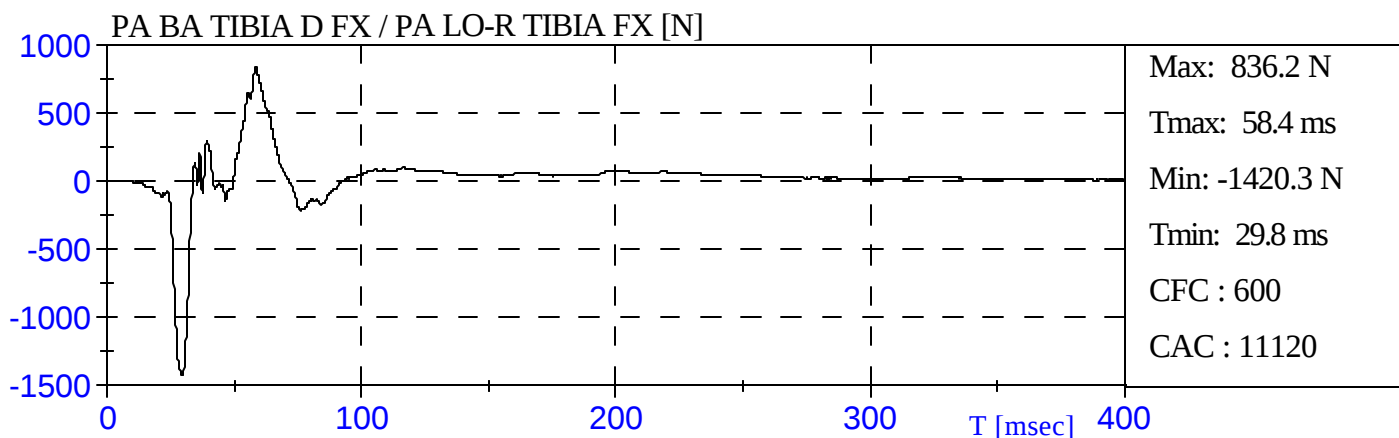


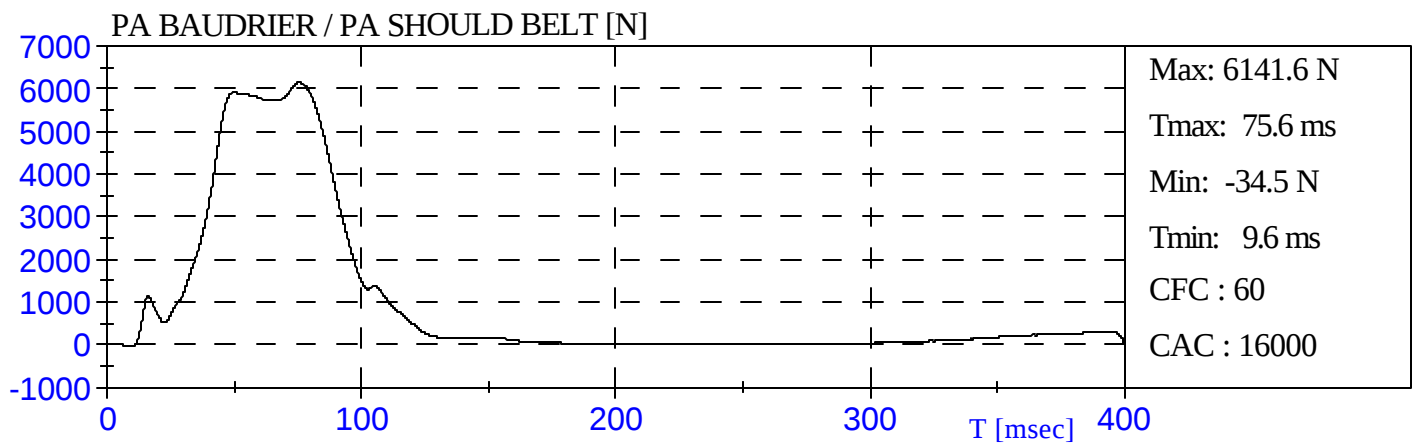
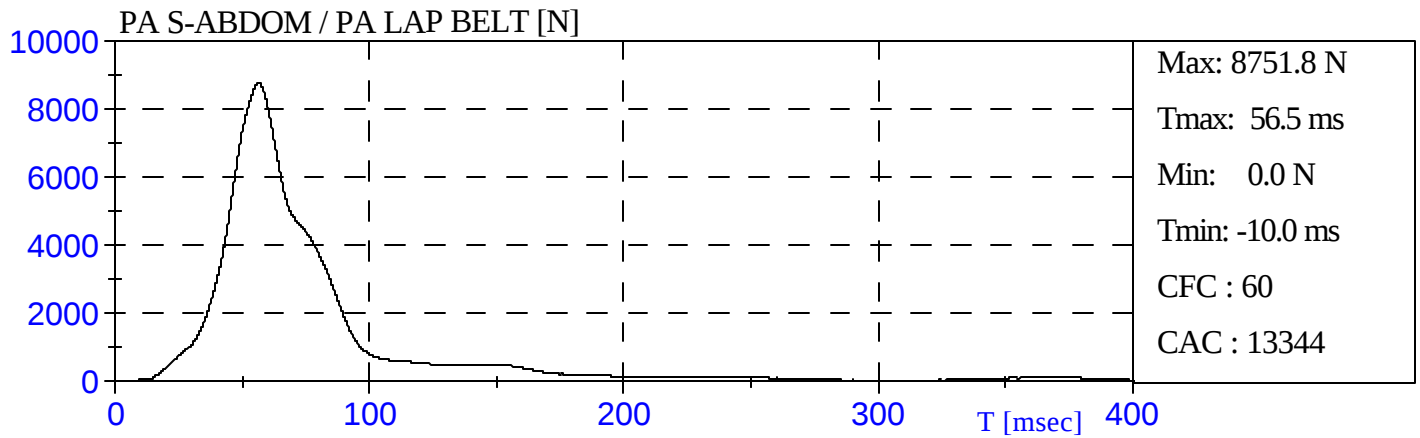


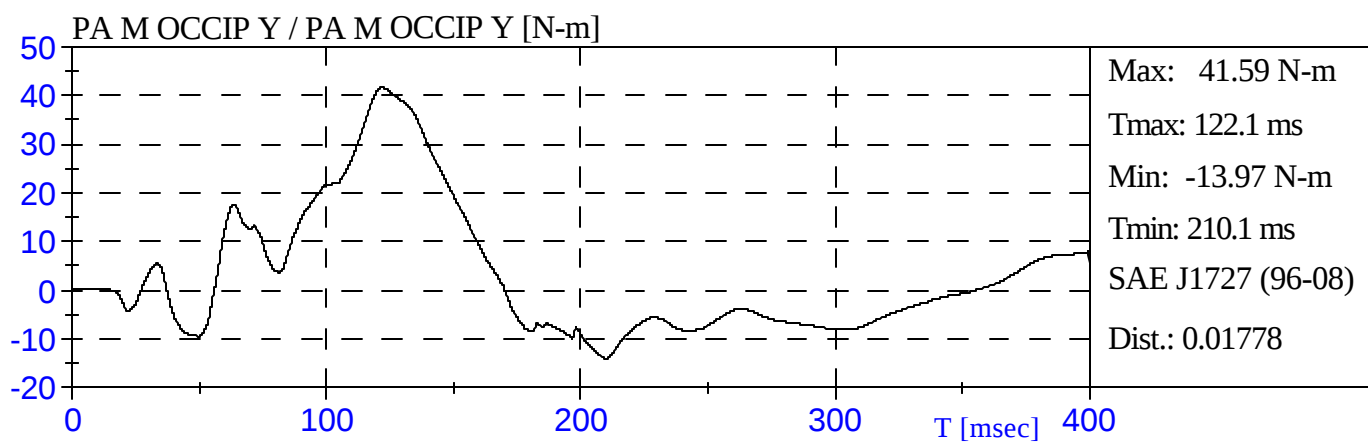


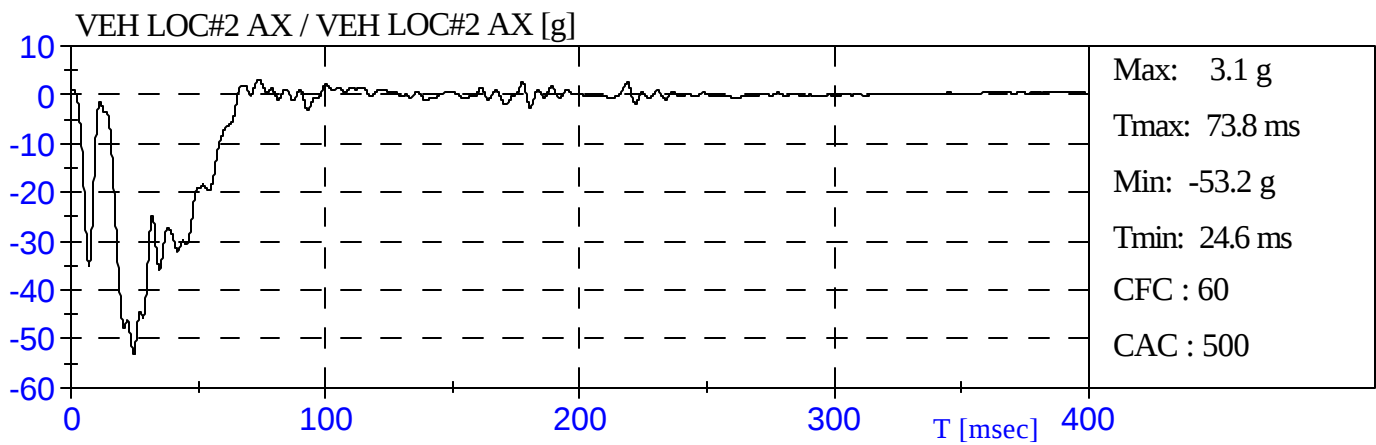
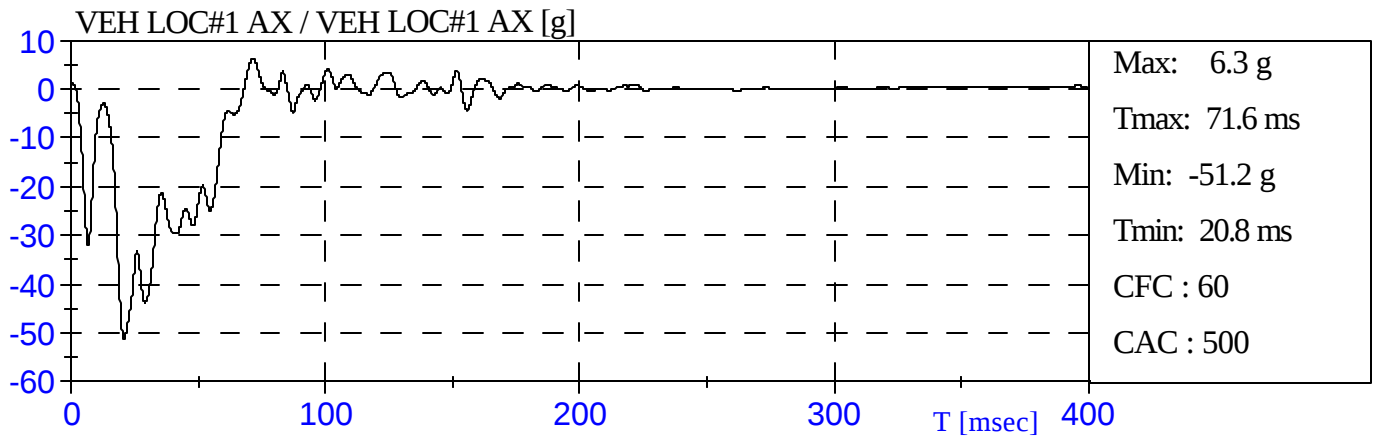


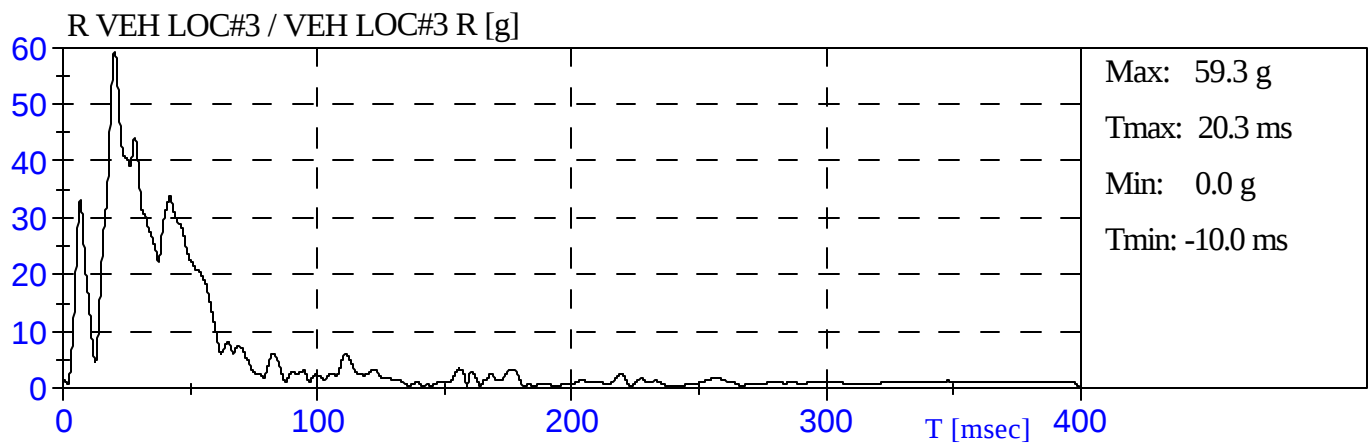
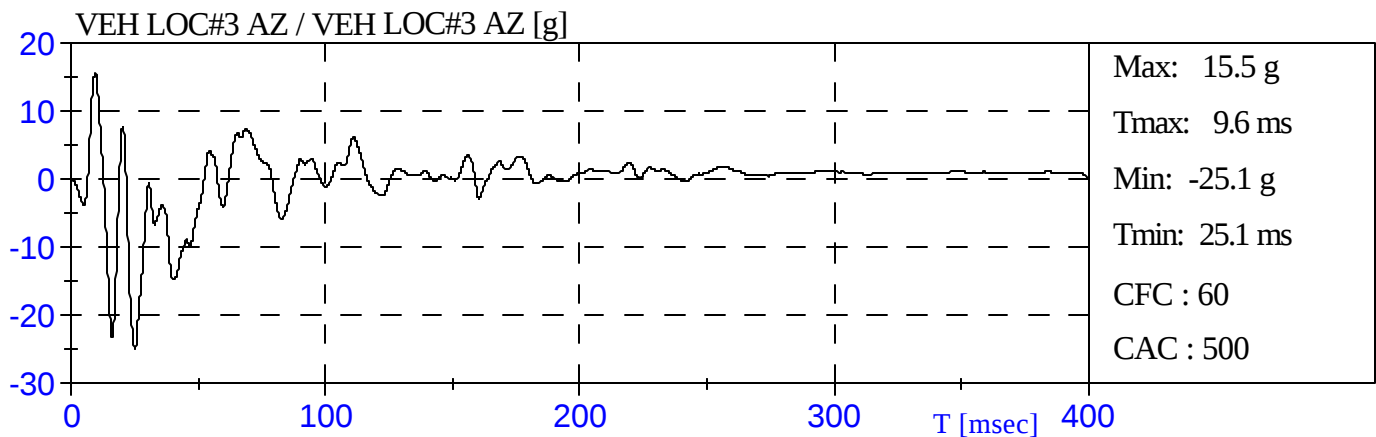
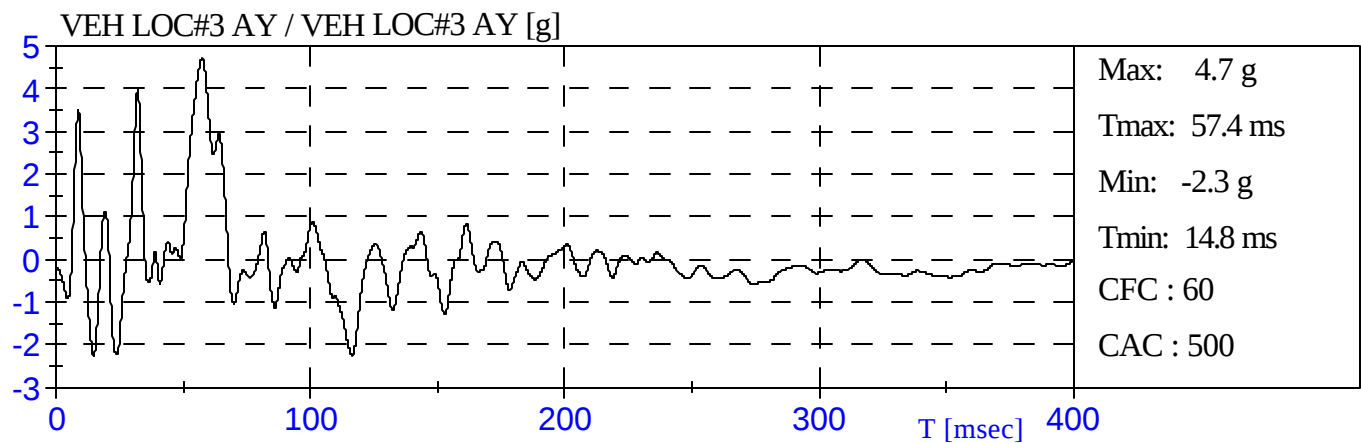
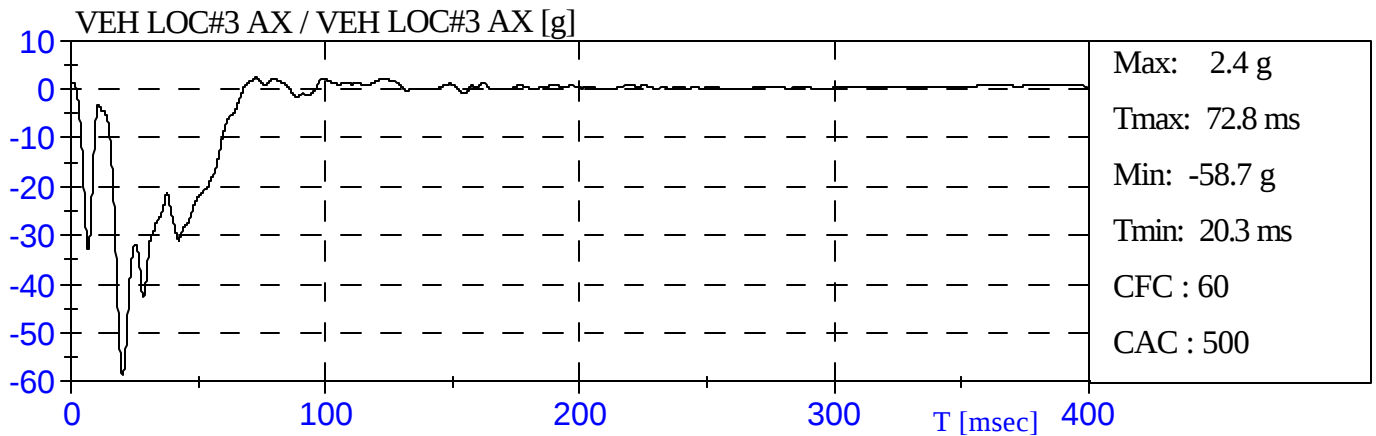


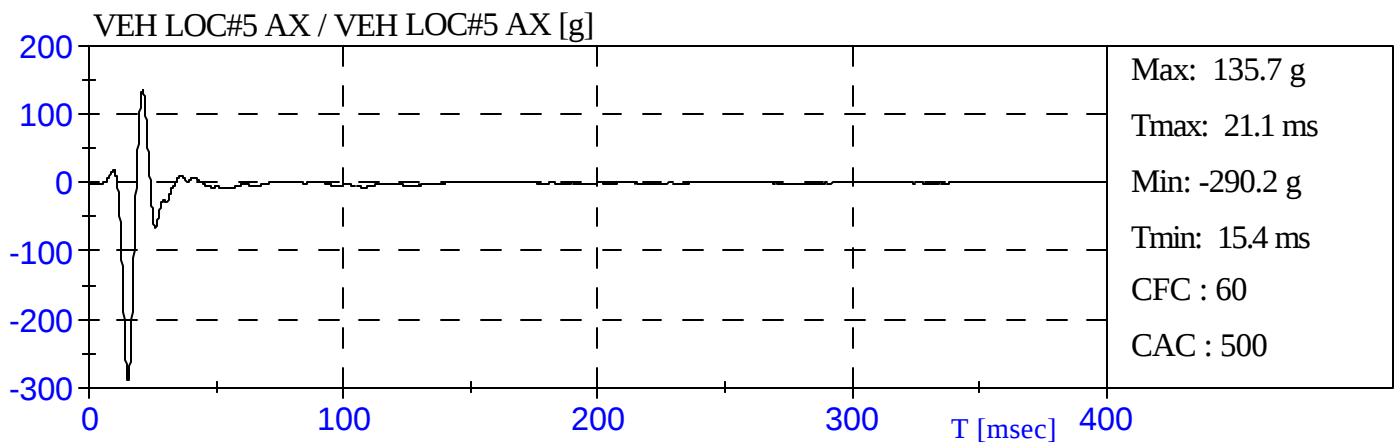
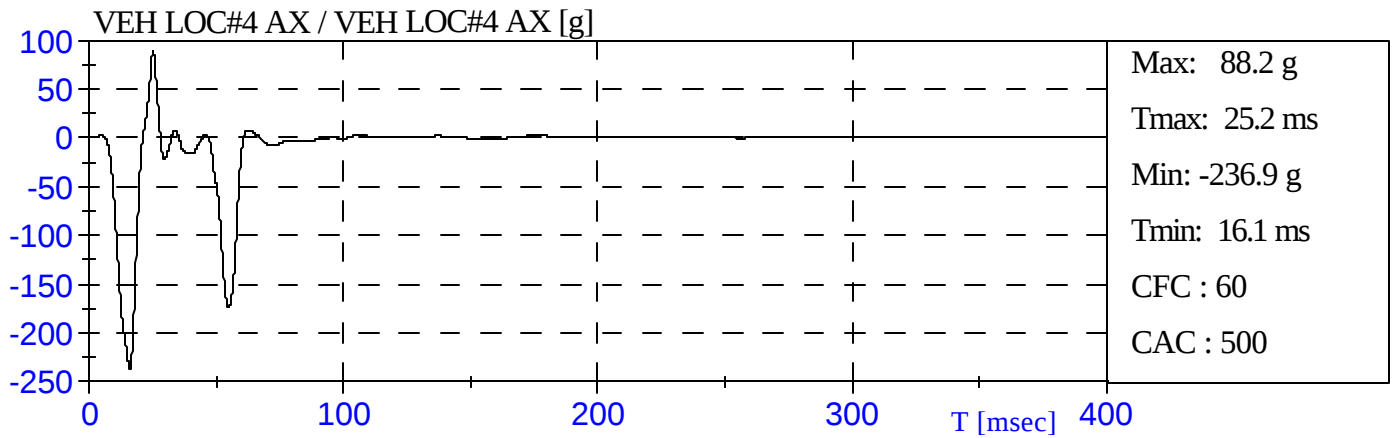


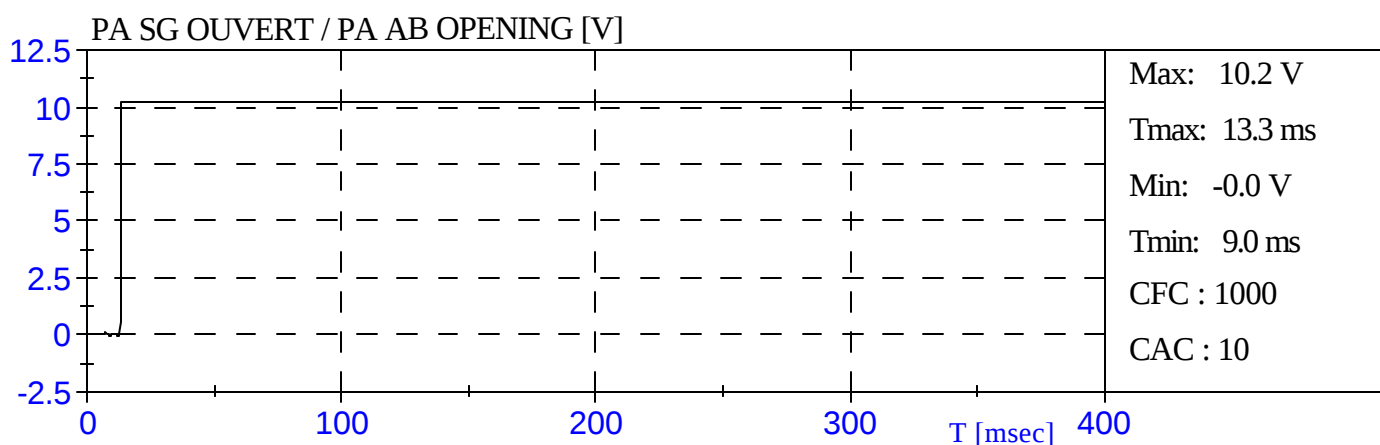
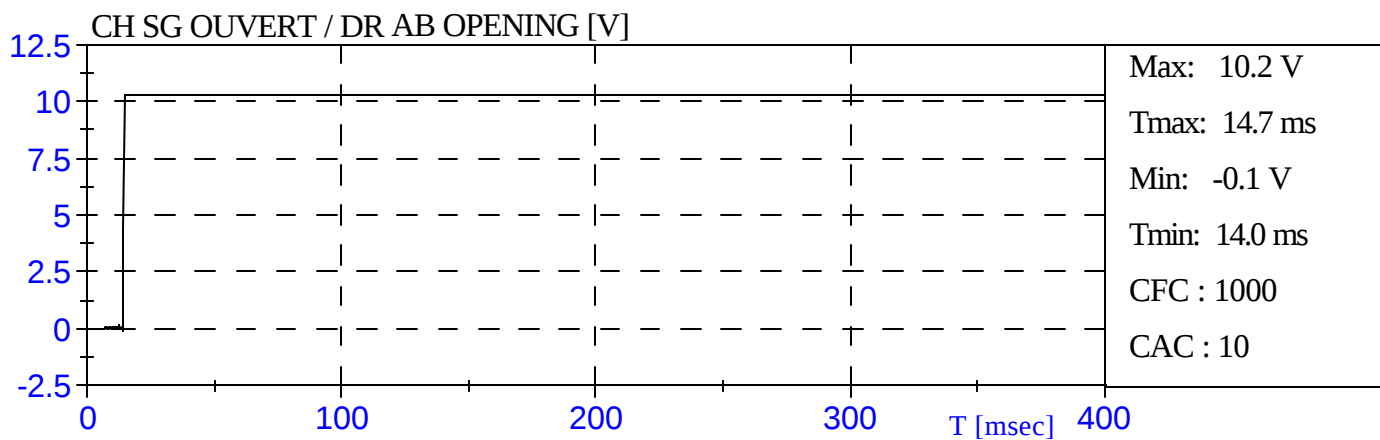


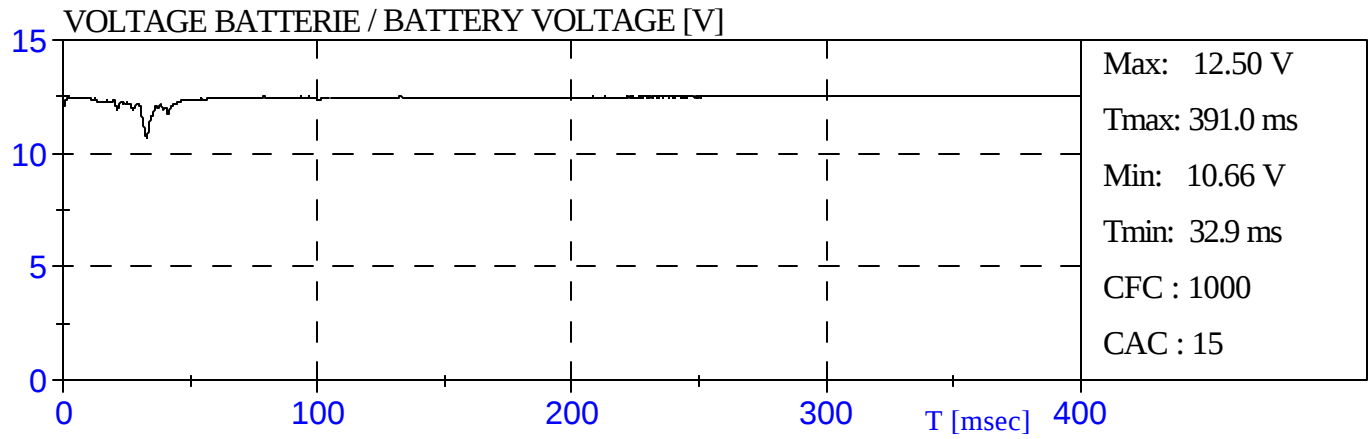


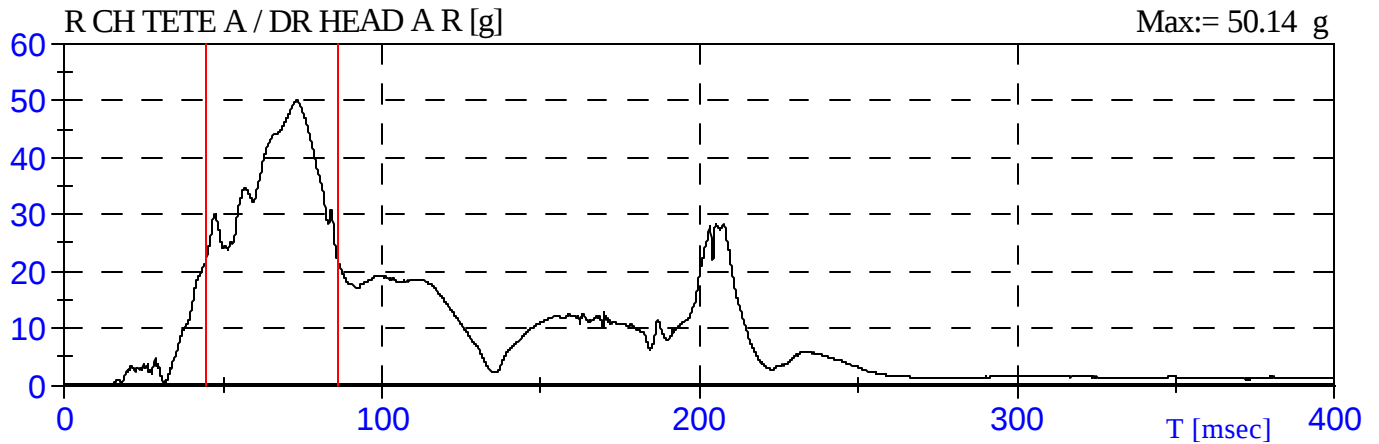










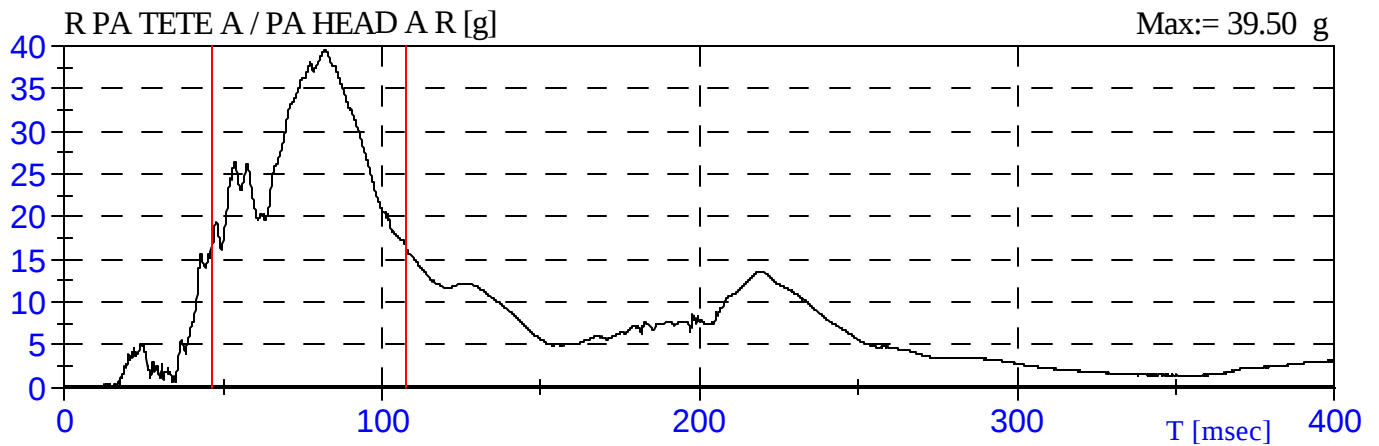


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 326	HIC(36ms):= 314	HIC(15ms):= 215
T1:= 44.5 ms	T1:= 48.8 ms	T1:= 63.4 ms
T2:= 86.2 ms	T2:= 84.8 ms	T2:= 78.4 ms

* Selon / According To: SAE J1727 96-08

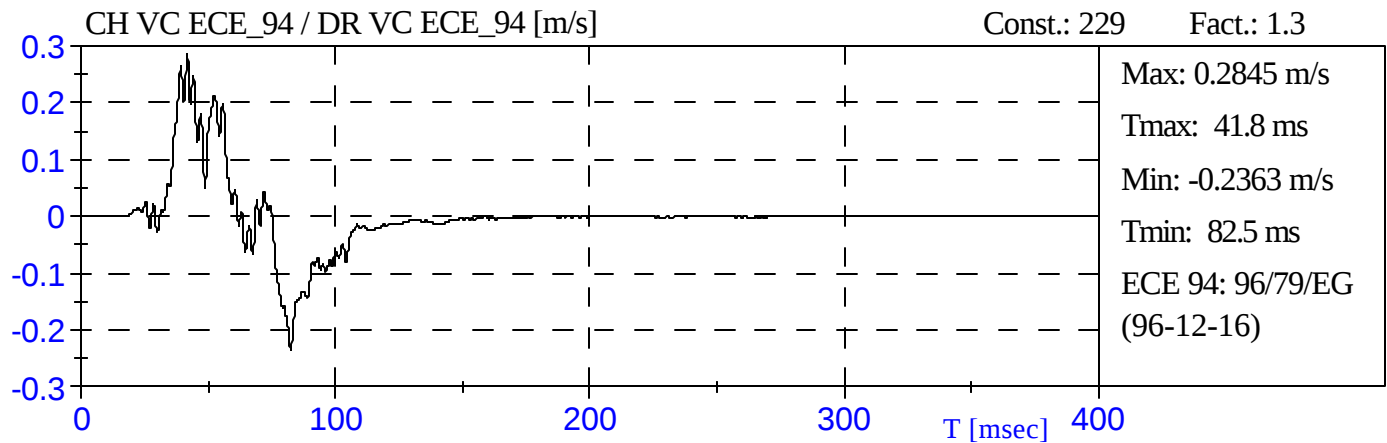
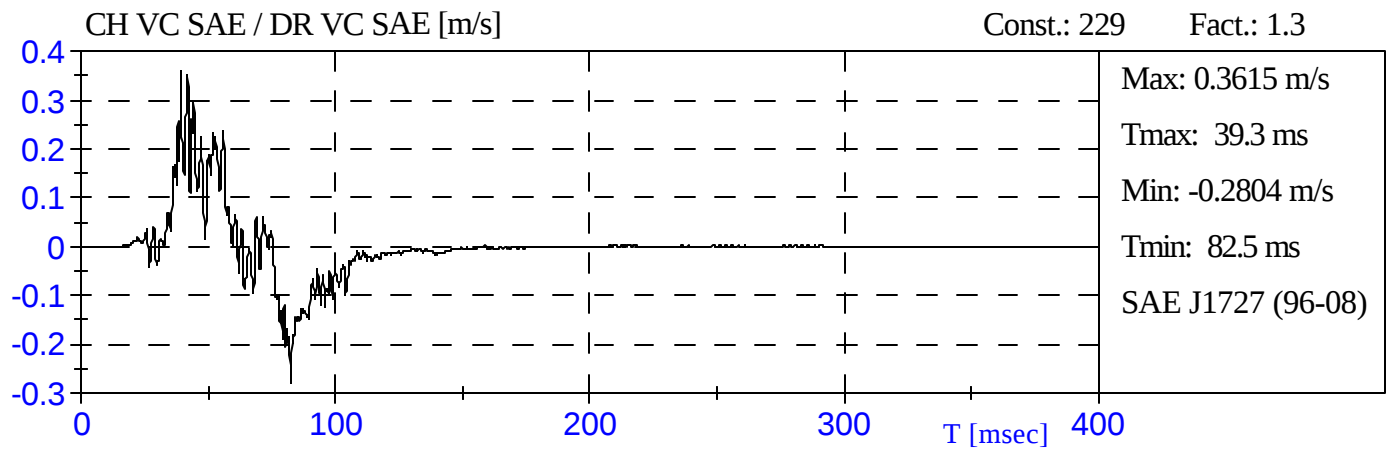
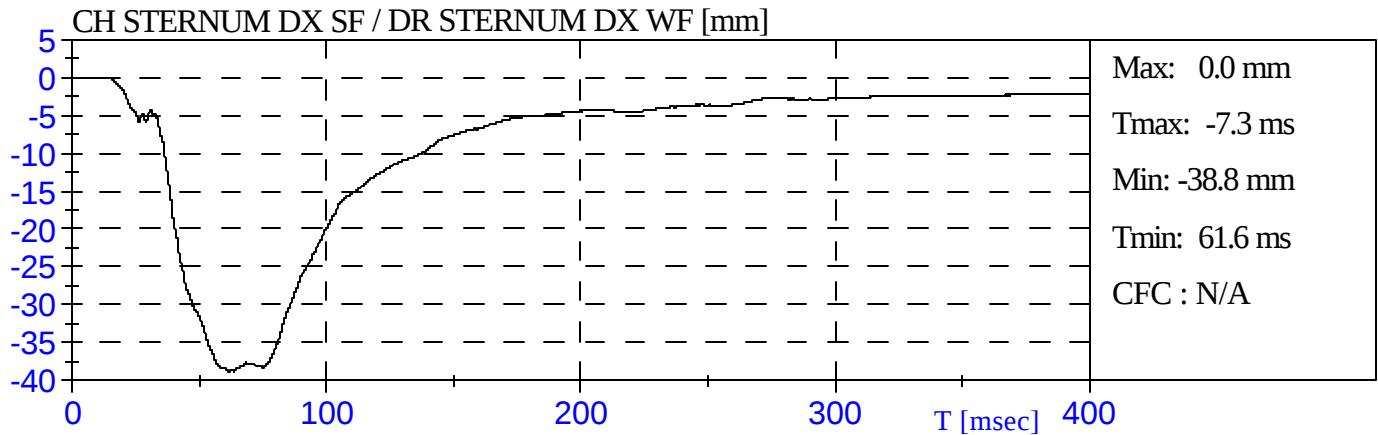


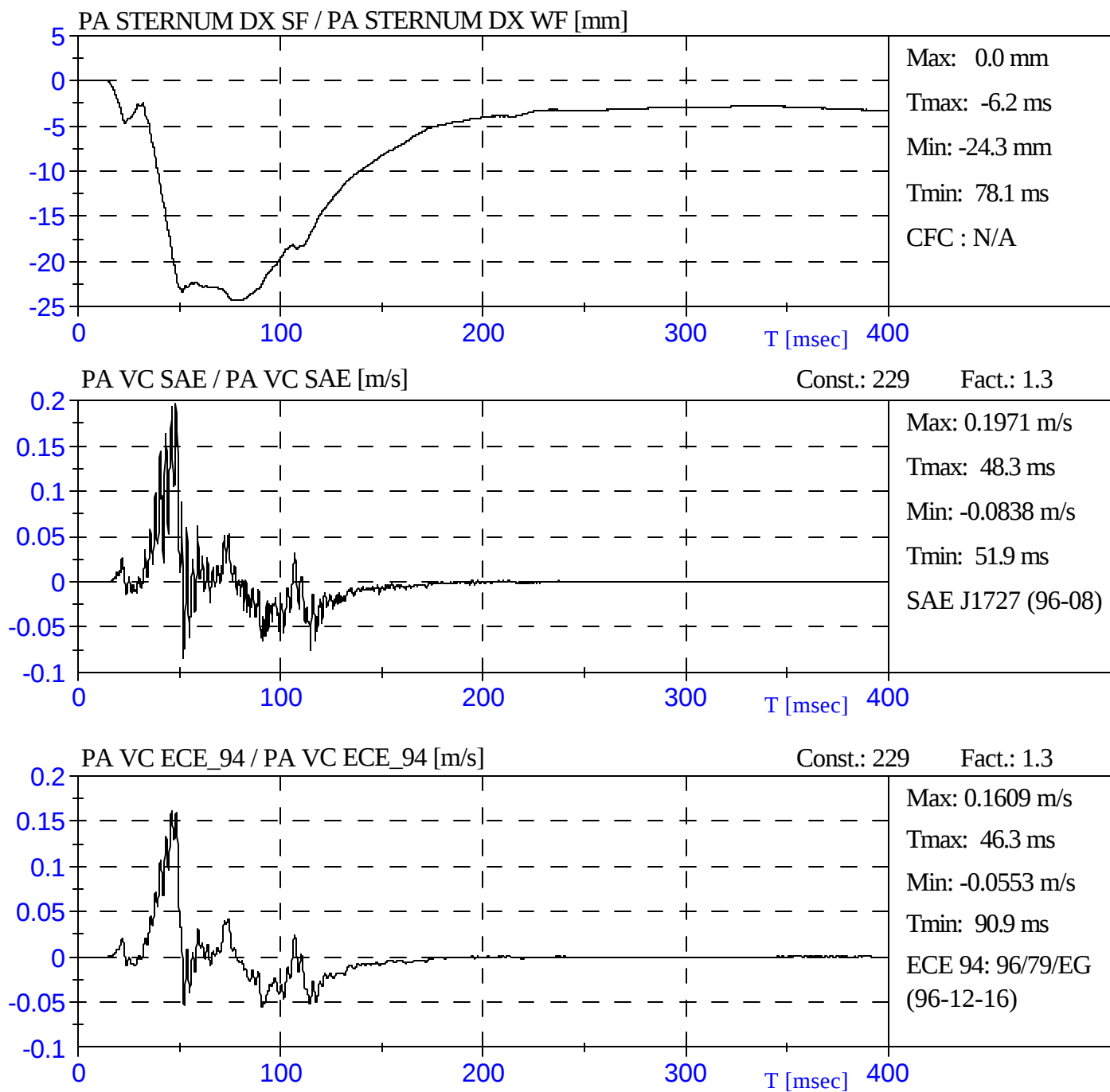
HEAD INJURY CRITERIA (HIC) *

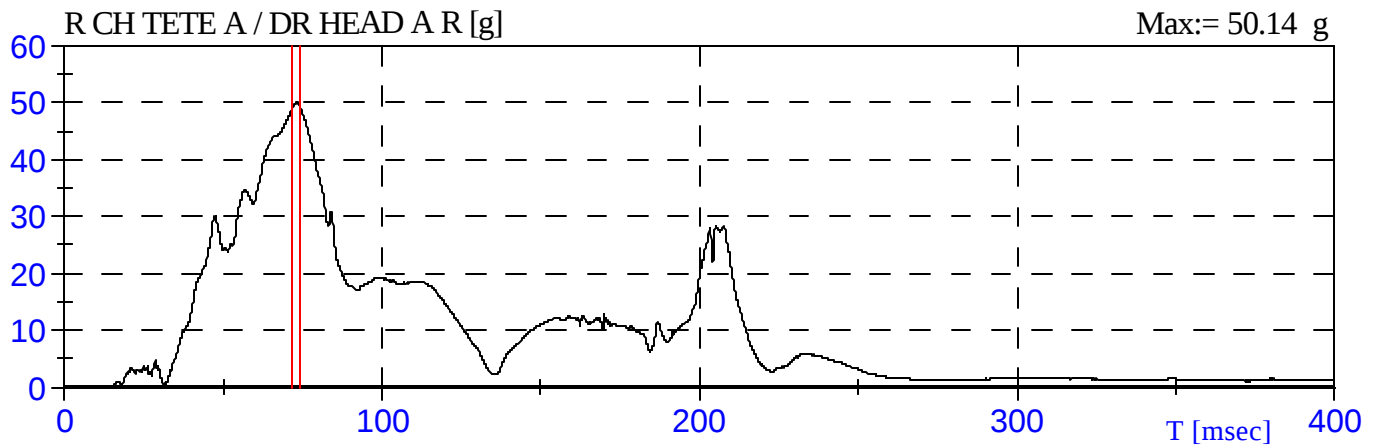
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 238	HIC(36ms):= 208	HIC(15ms):= 127
T1:= 46.2 ms	T1:= 64.1 ms	T1:= 73.2 ms
T2:= 107.6 ms	T2:= 100.1 ms	T2:= 88.2 ms

* Selon / According To: SAE J1727 96-08

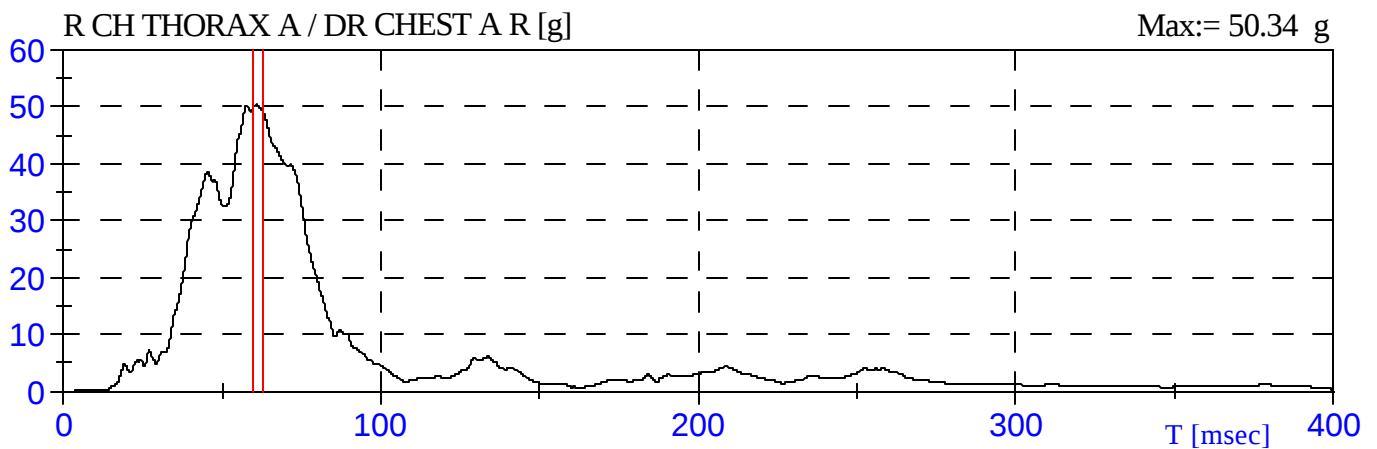






CLIP 3ms *

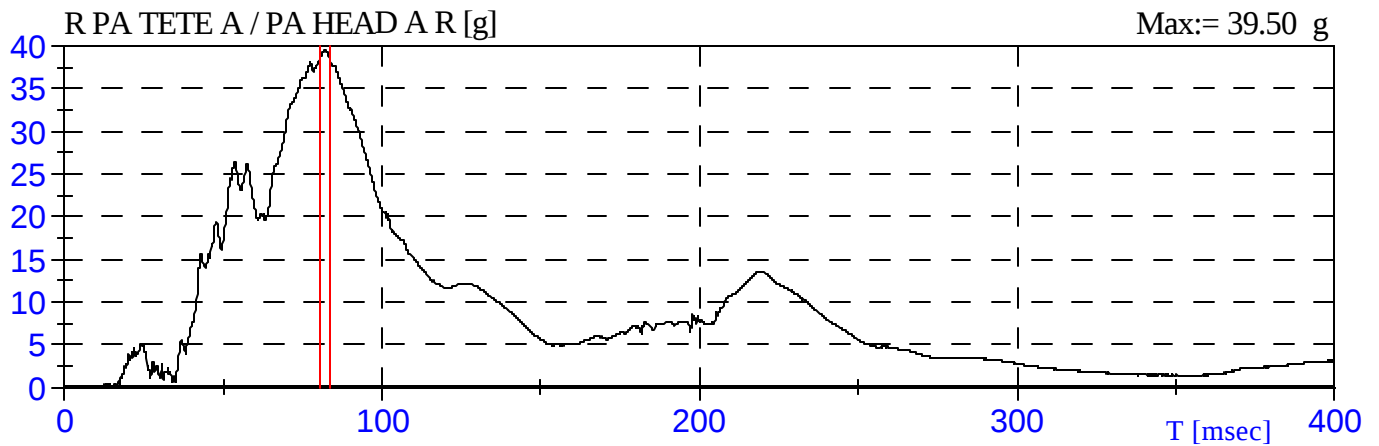
Acc. := 48.75 g	T1:= 71.5 ms	T2:= 74.5 ms
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CLIP 3ms *

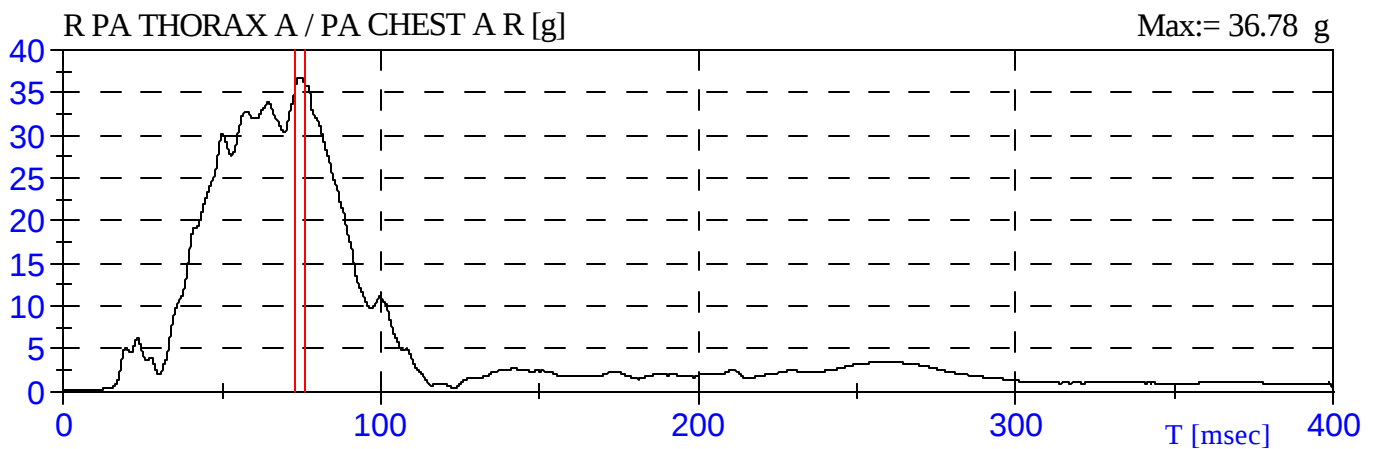
Acc. := 49.46 g	T1:= 59.6 ms	T2:= 62.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 38.56 g	T1:= 80.4 ms	T2:= 83.4 ms
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CLIP 3ms *

Acc. := 35.87 g	T1:= 73.2 ms	T2:= 76.2 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	0.453	0.508
BAS / LOWER	0.499	0.331

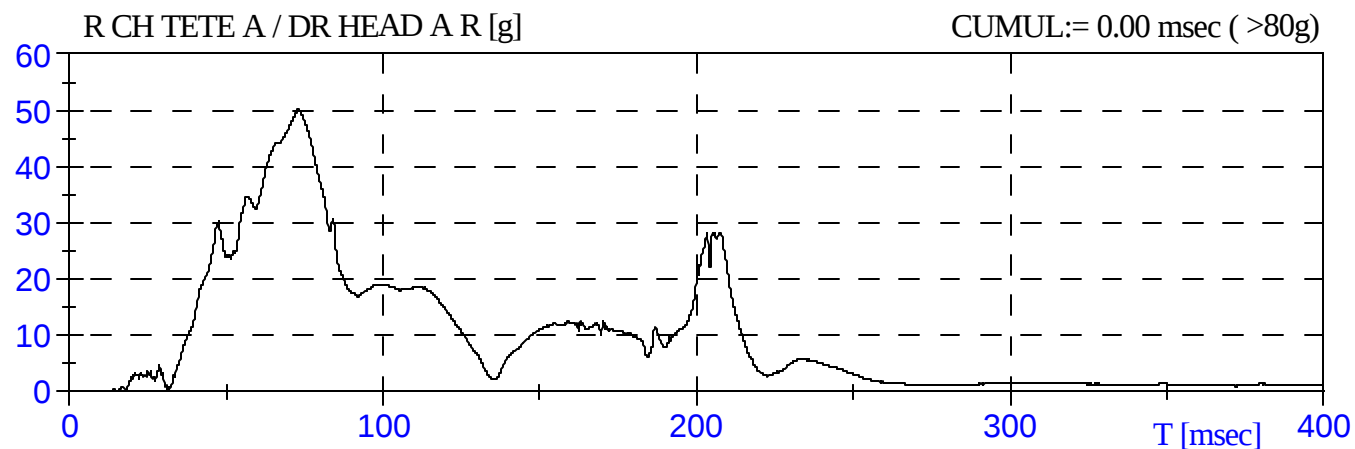
TI Passager / Passenger

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

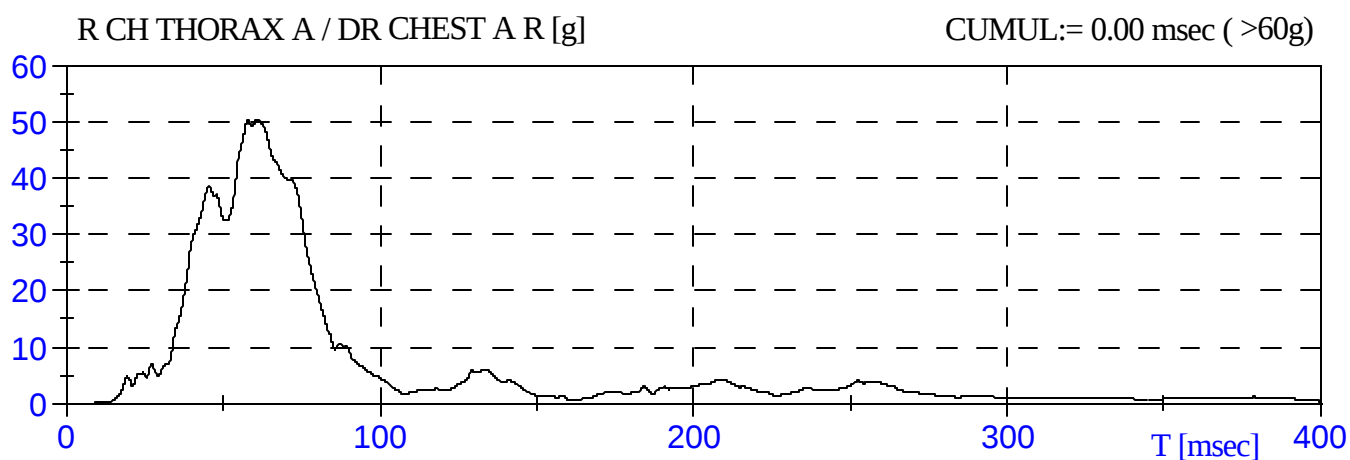
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.681	0.748
BAS / LOWER	0.231	0.502

* Selon / According To: SAE J1727 AUG 96

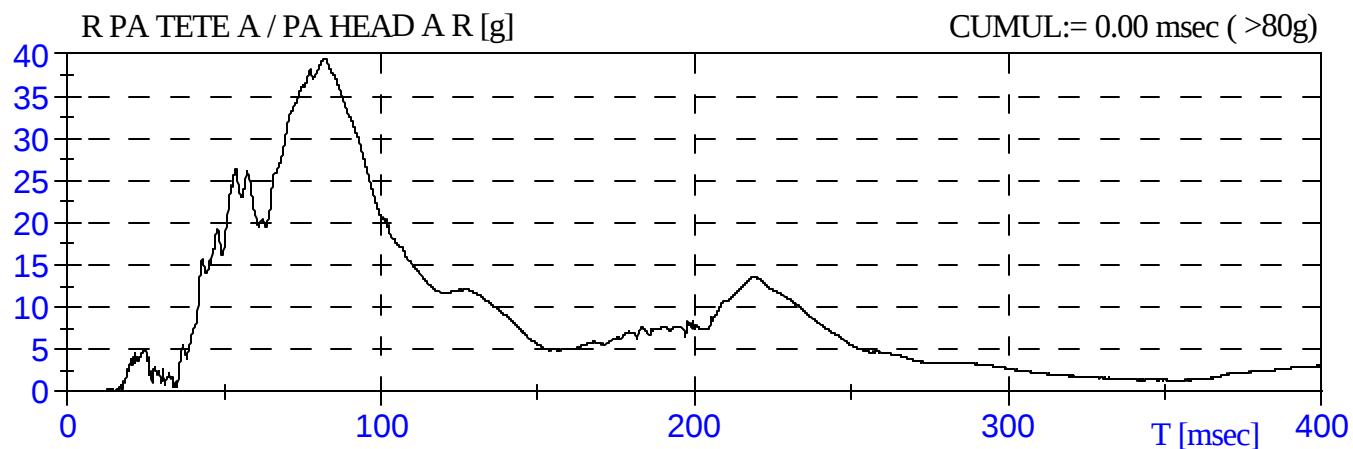
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



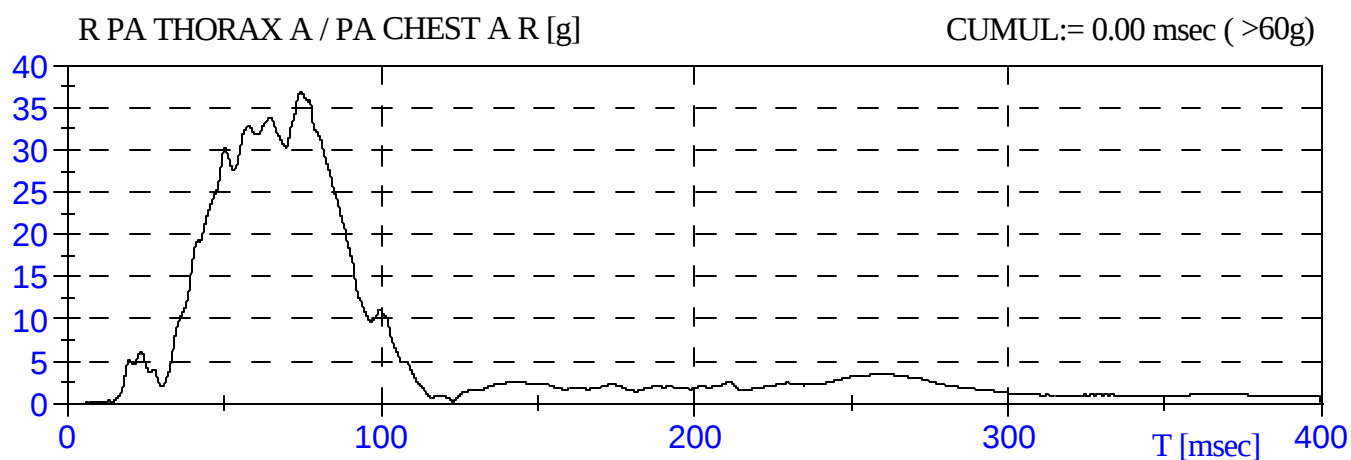
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.32$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.32	0.27	0.27	0.00	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.20$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.20	0.06	0.17	0.09	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000