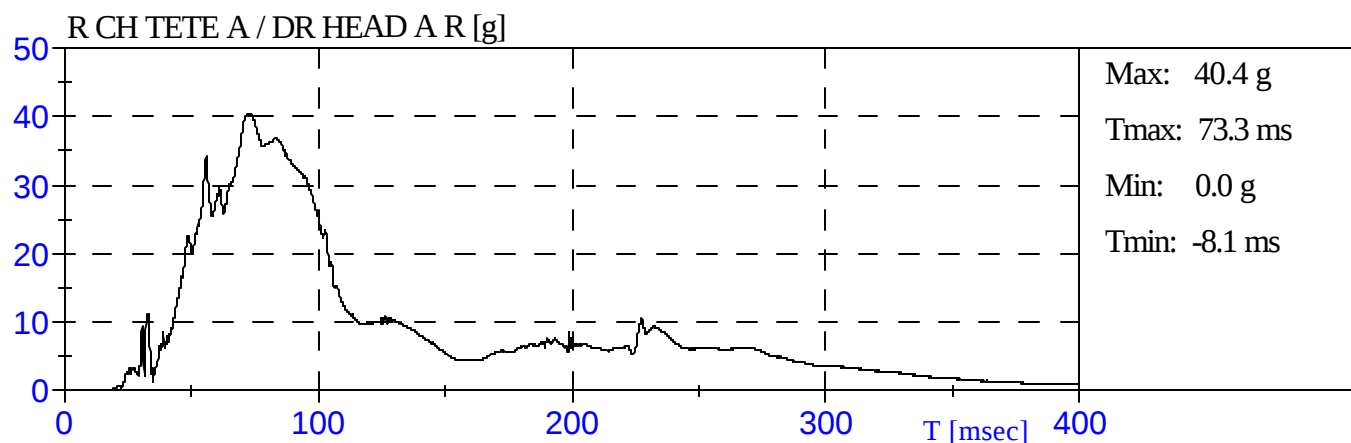
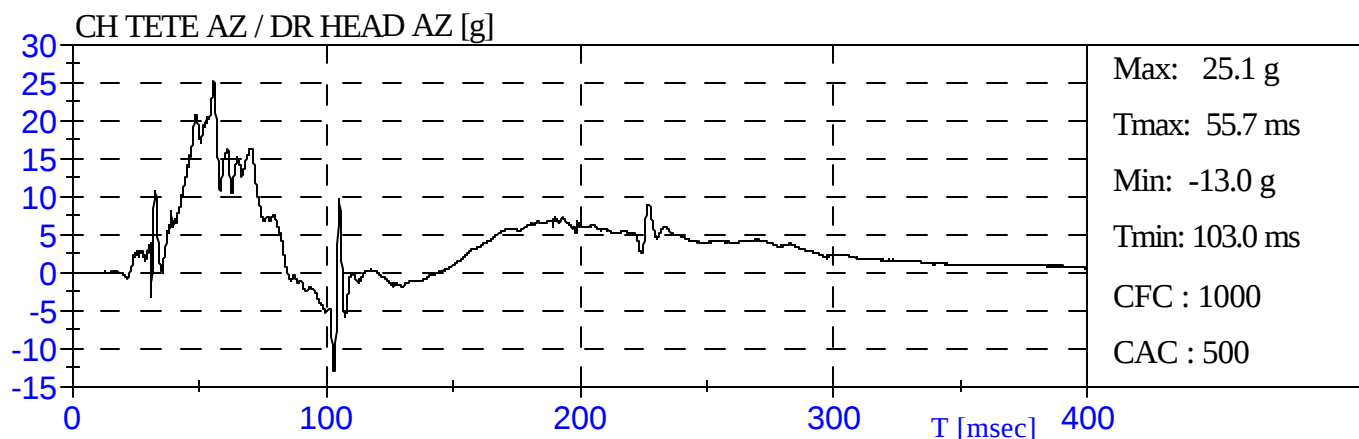
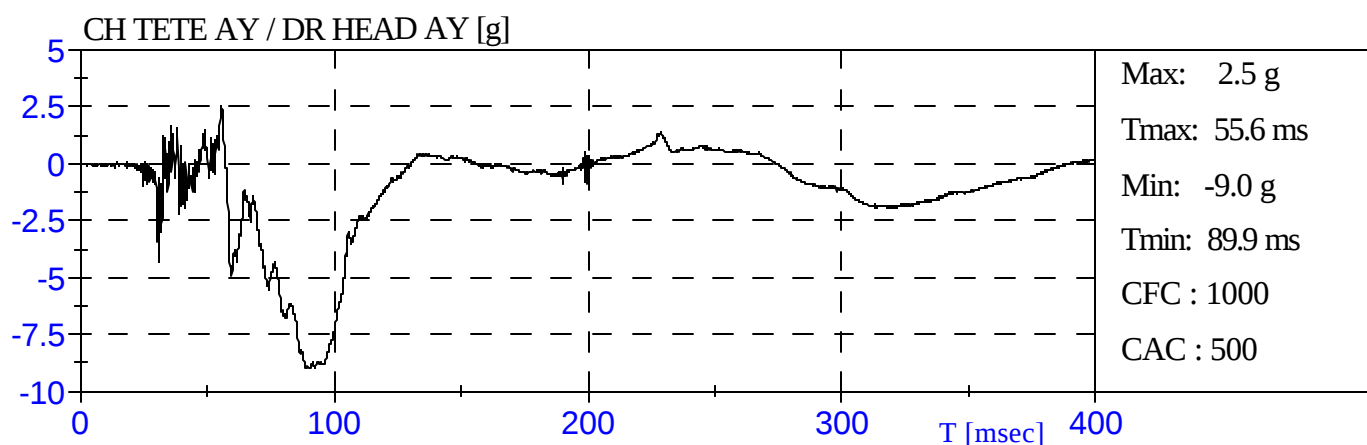
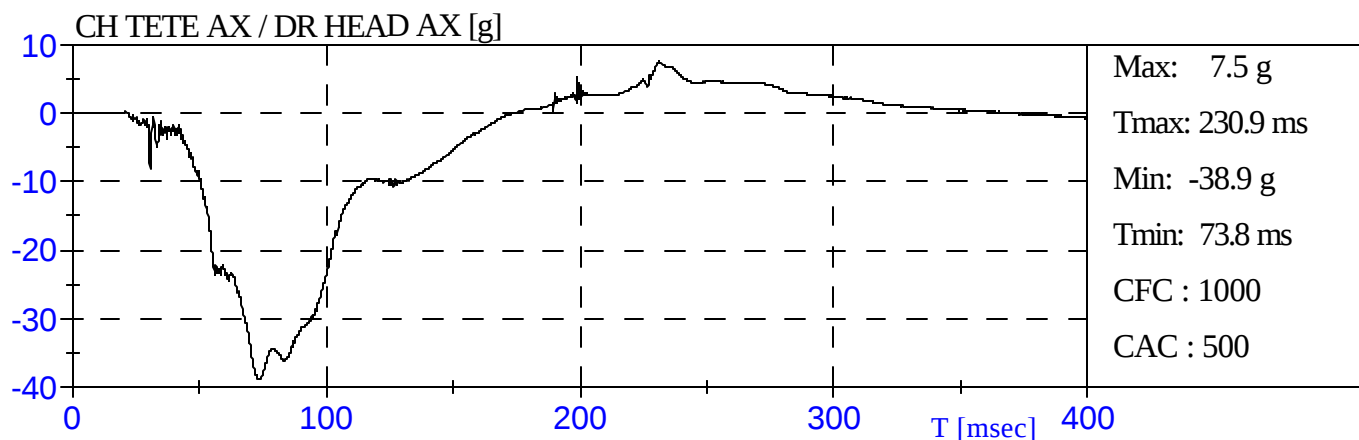
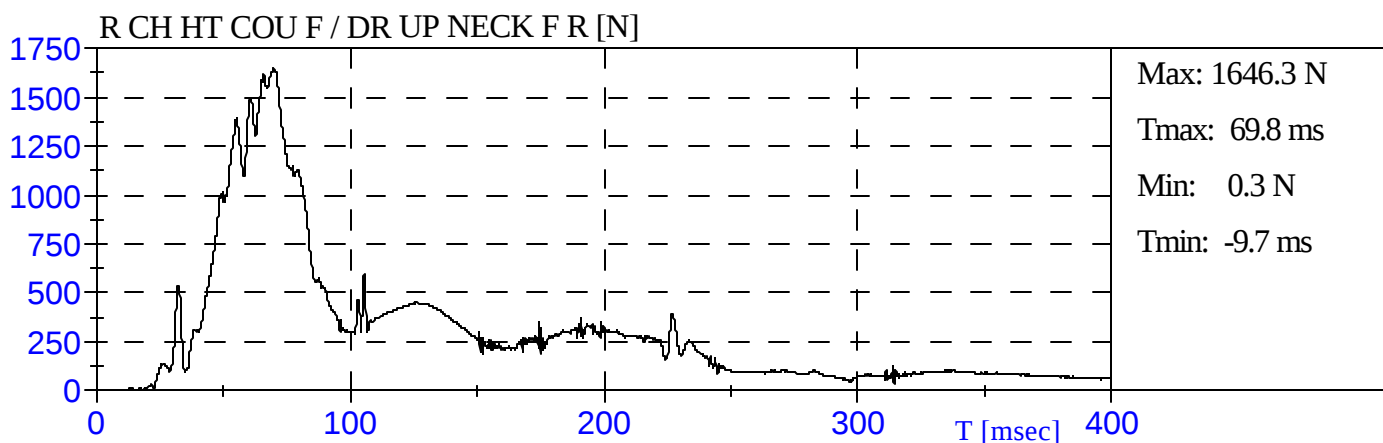
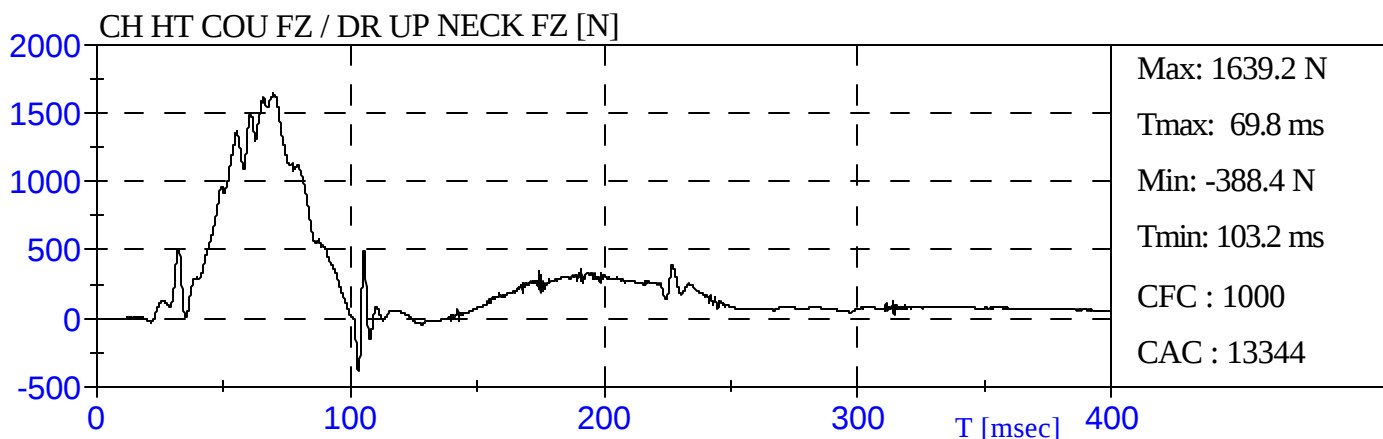
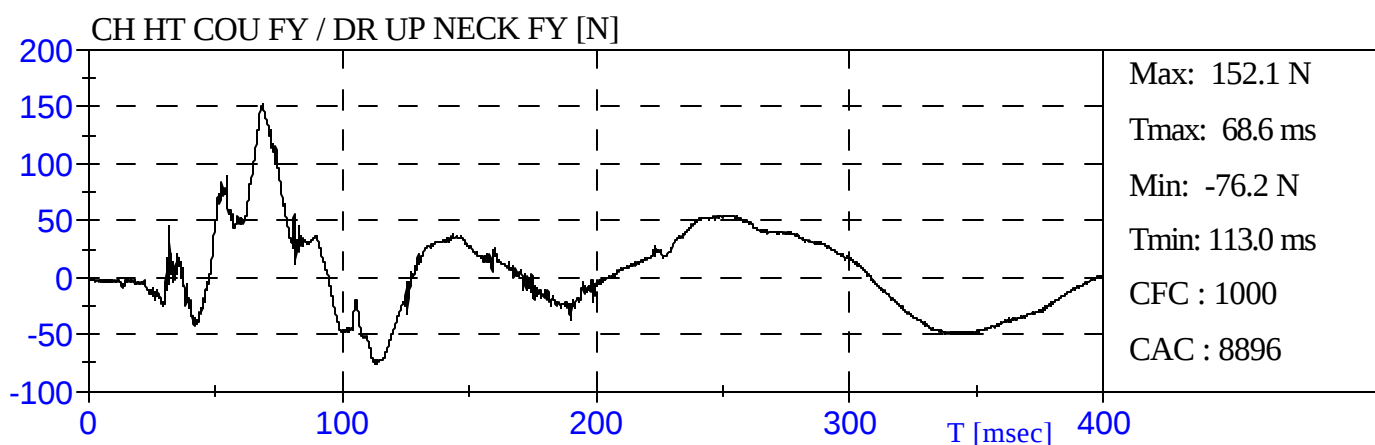
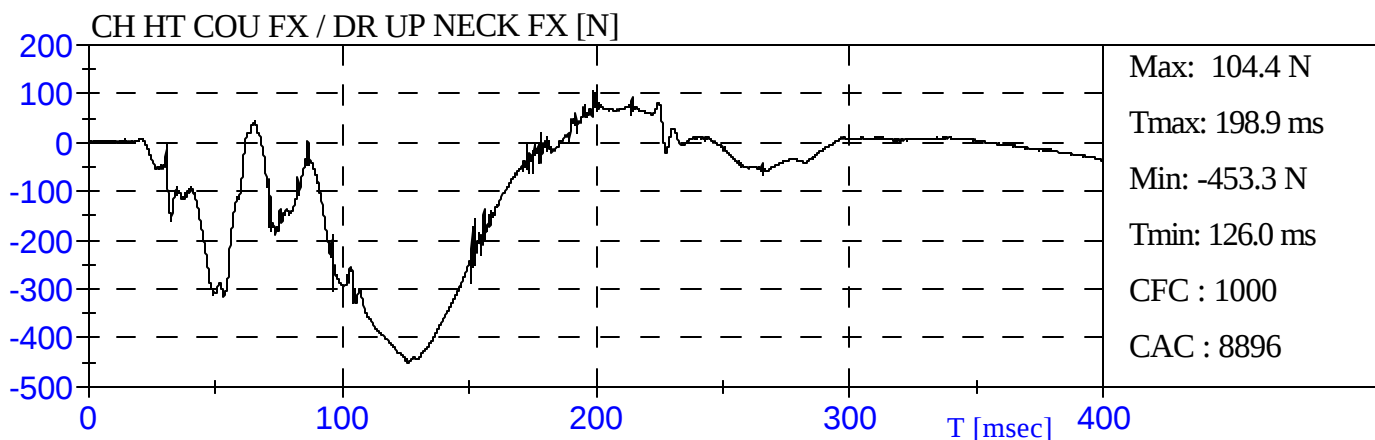
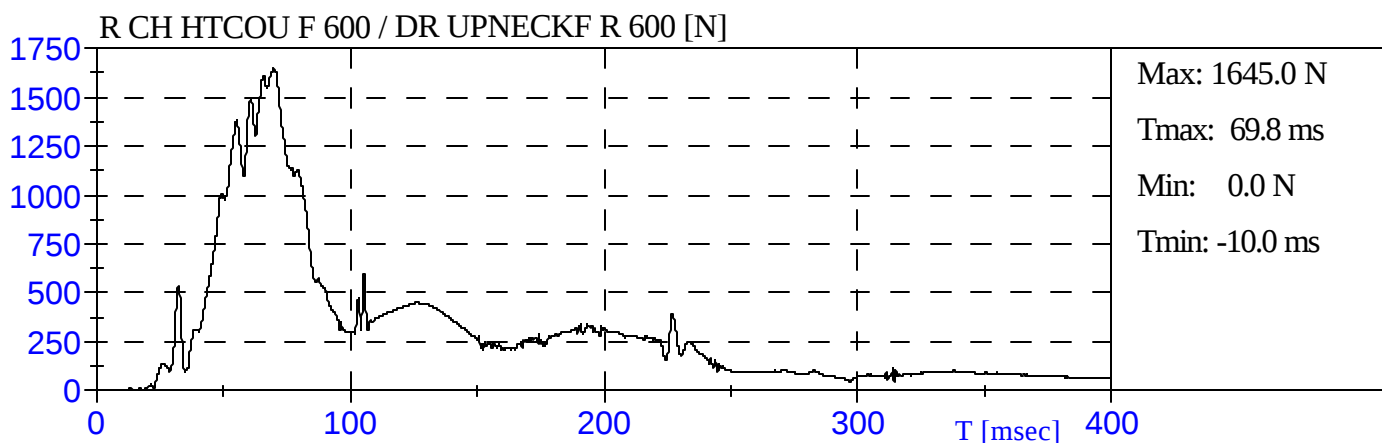
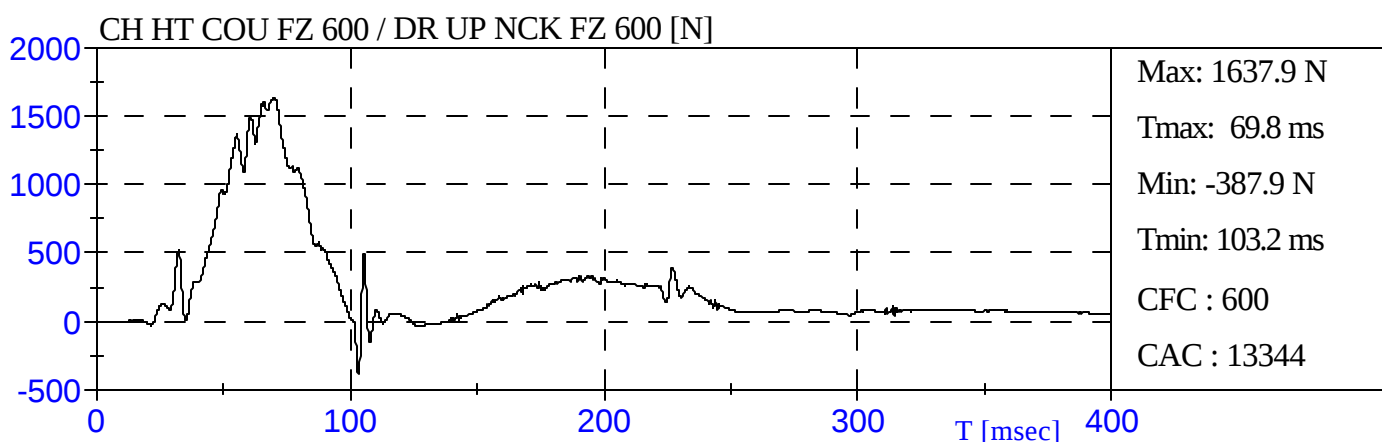
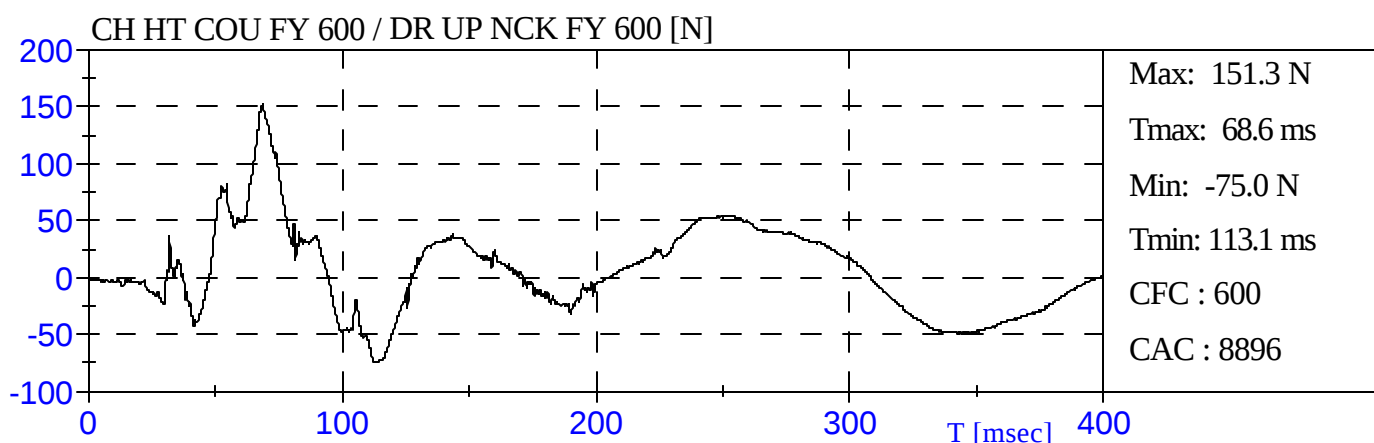
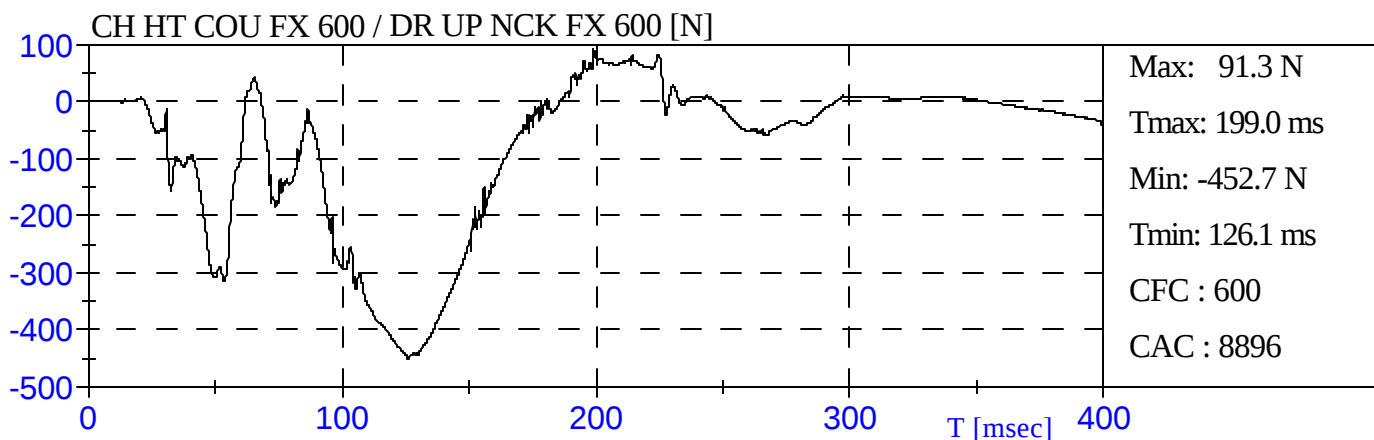
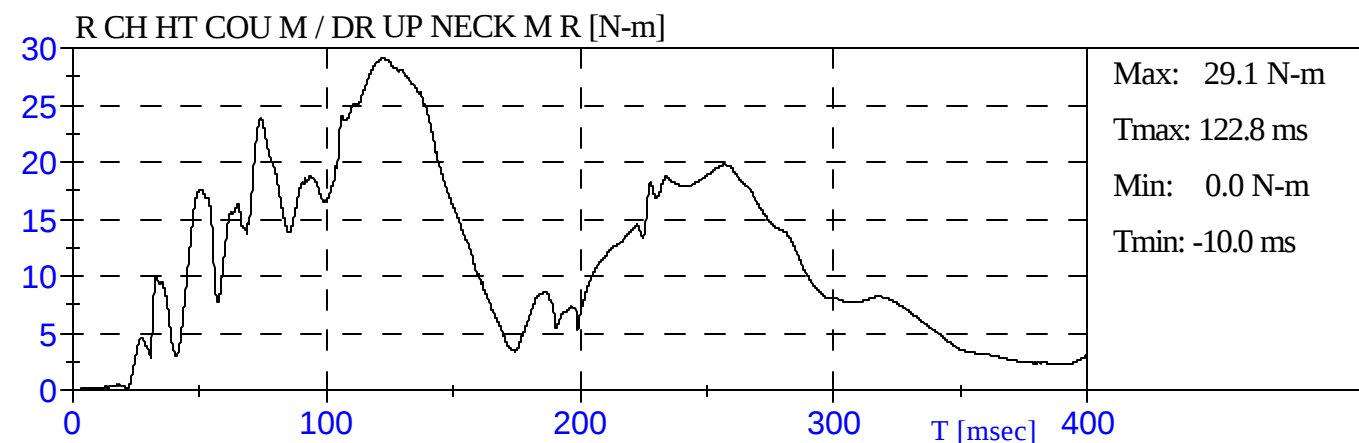
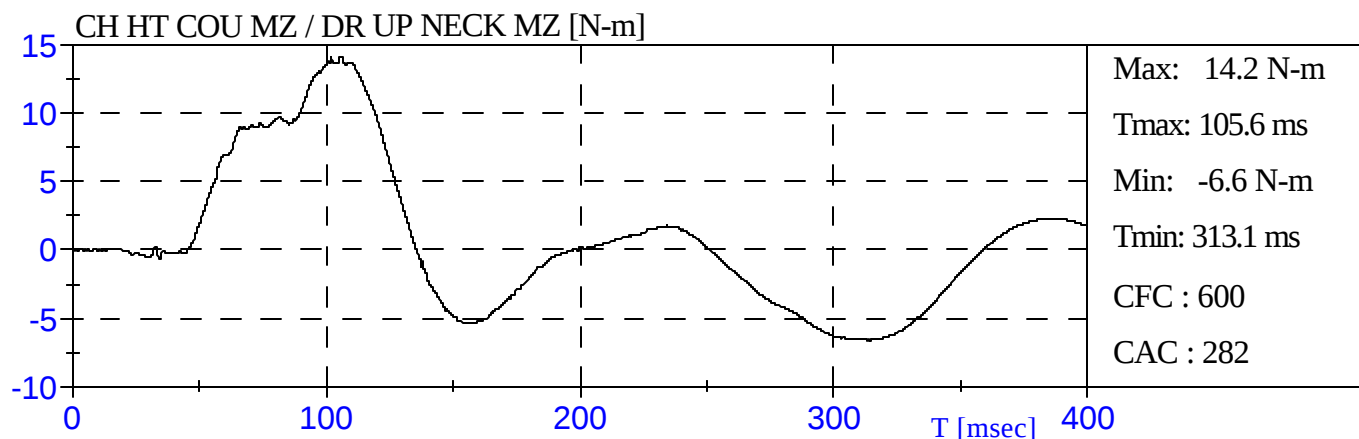
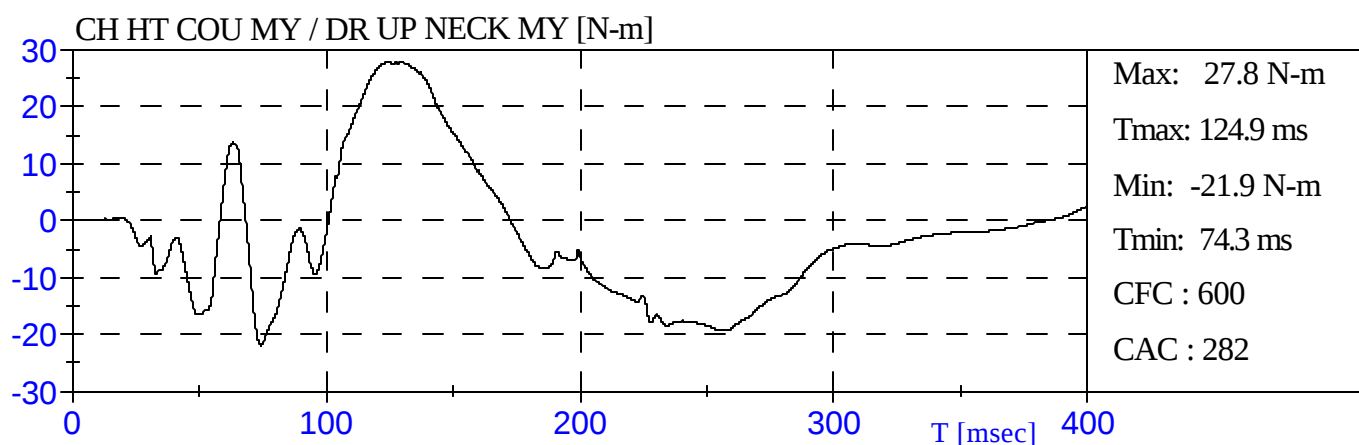
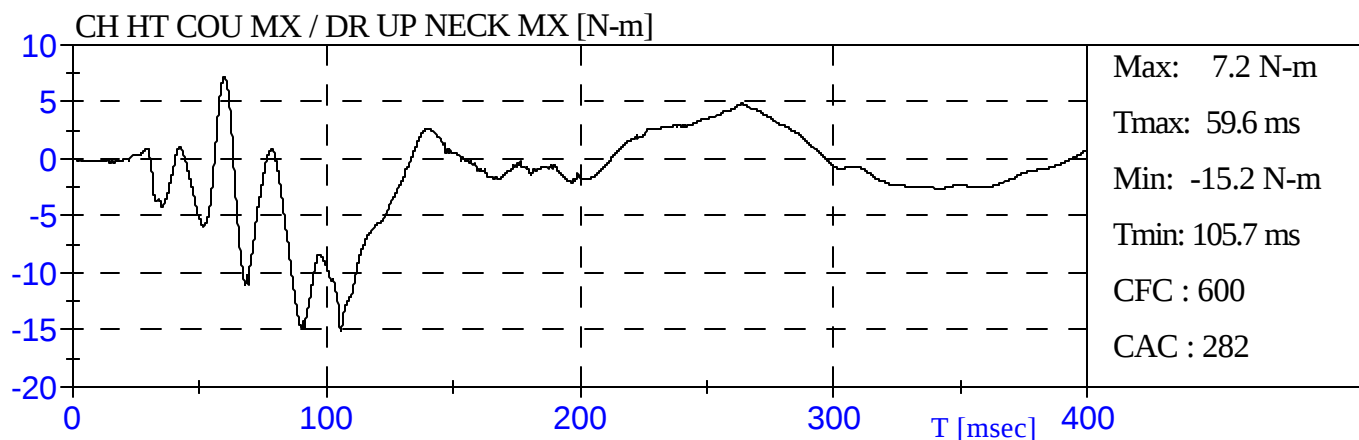


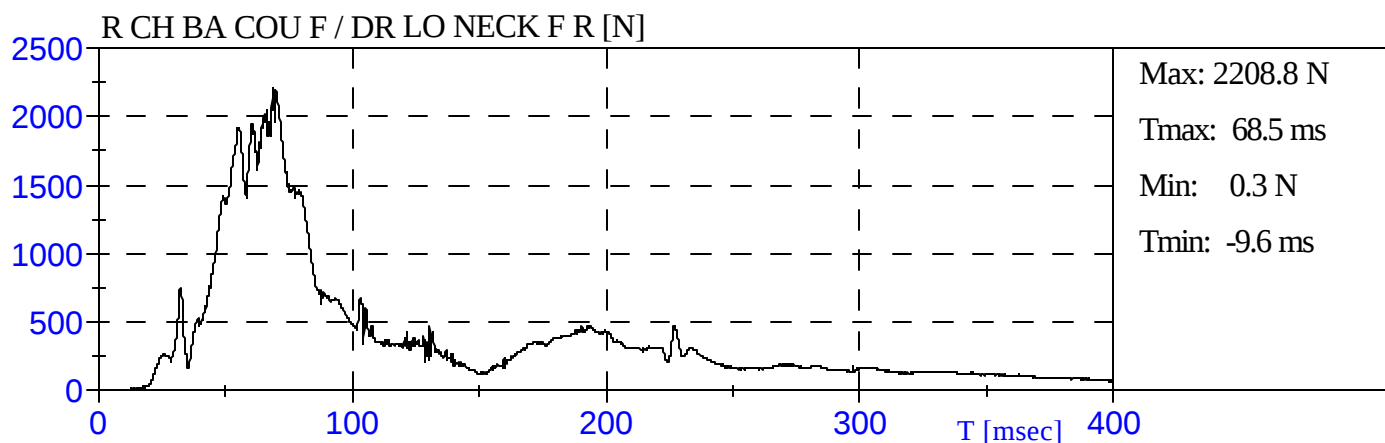
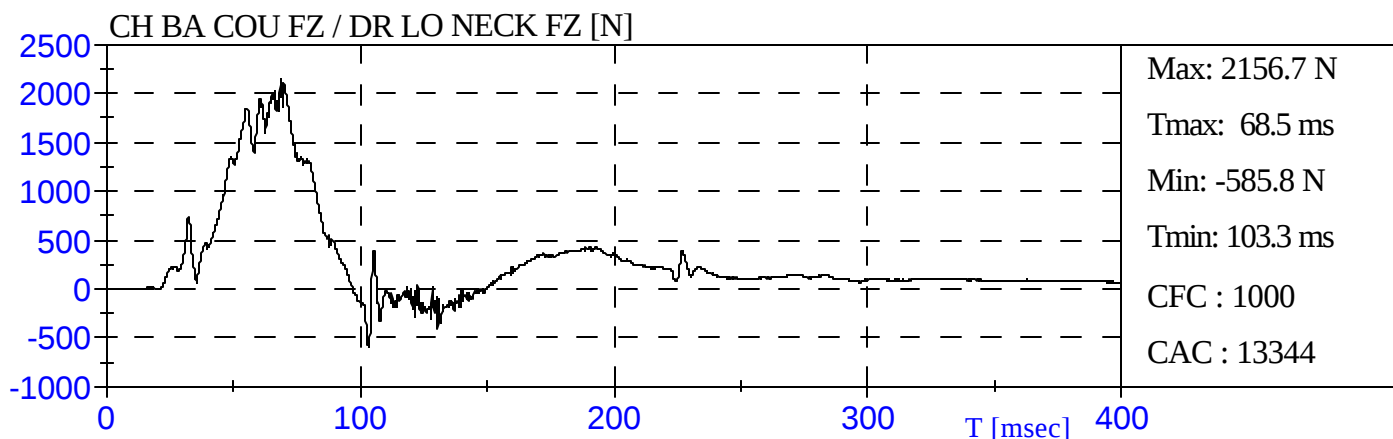
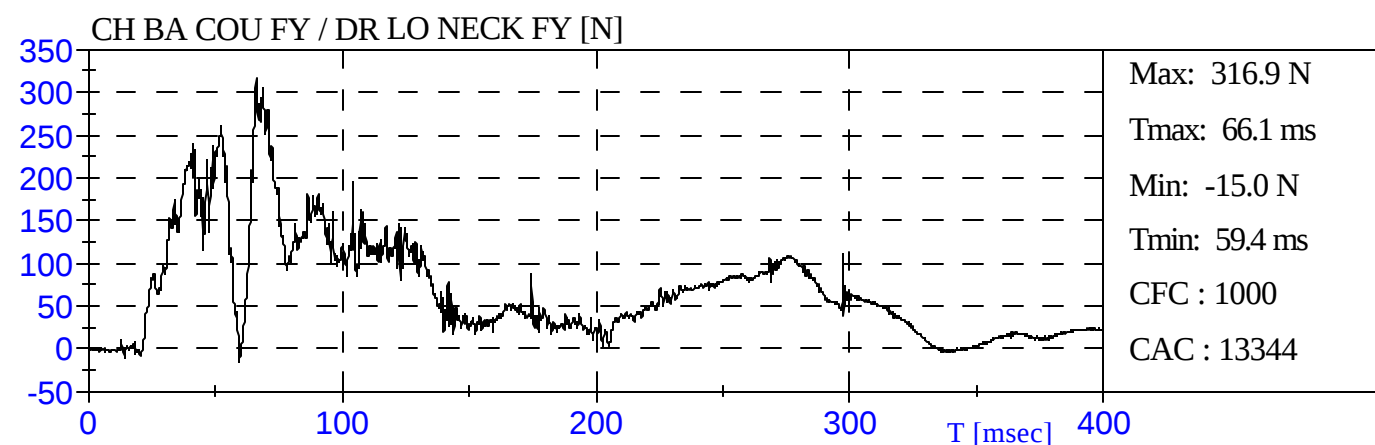
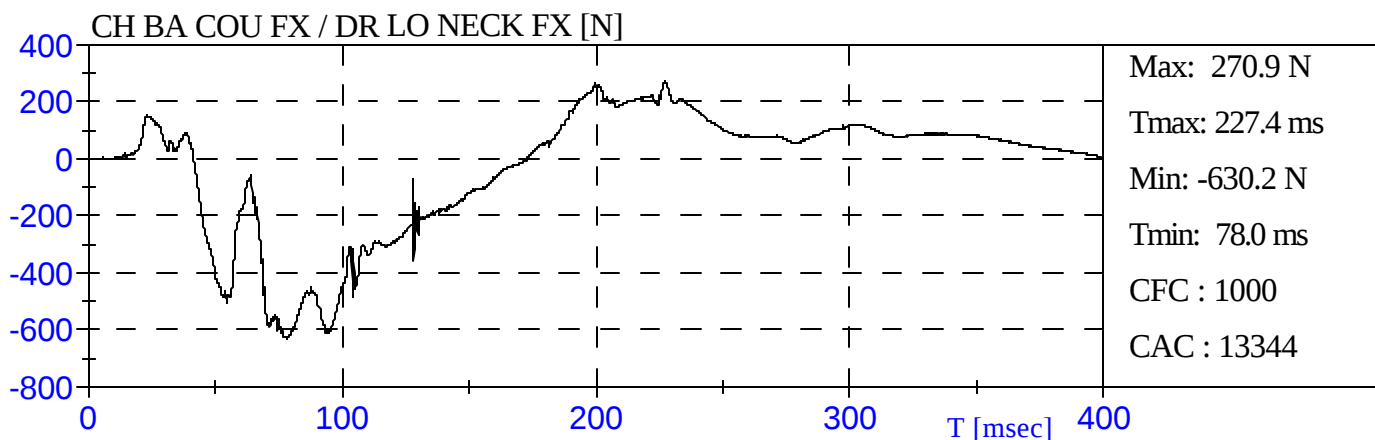
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	HYUNDAI XG350 2003
Numéro de TC Tc Number	TC03-111
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-02-26
Titre du projet Project Title	NSVAC 208 PROTECTION DE L'OCCUPANT EN COLLISION CMVSS 208 OCCUPANT CRASH PROTECTION
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M
Passager 1 (arrière gauche) Passenger 1 (rear left)	
Passager 2 (arrière droit) Passenger 2 (rear right)	

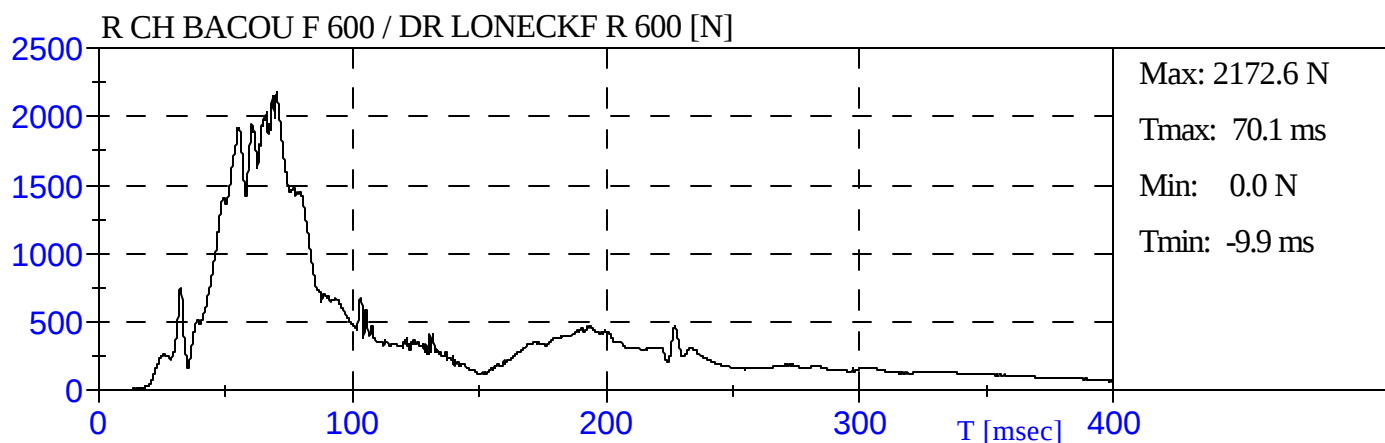
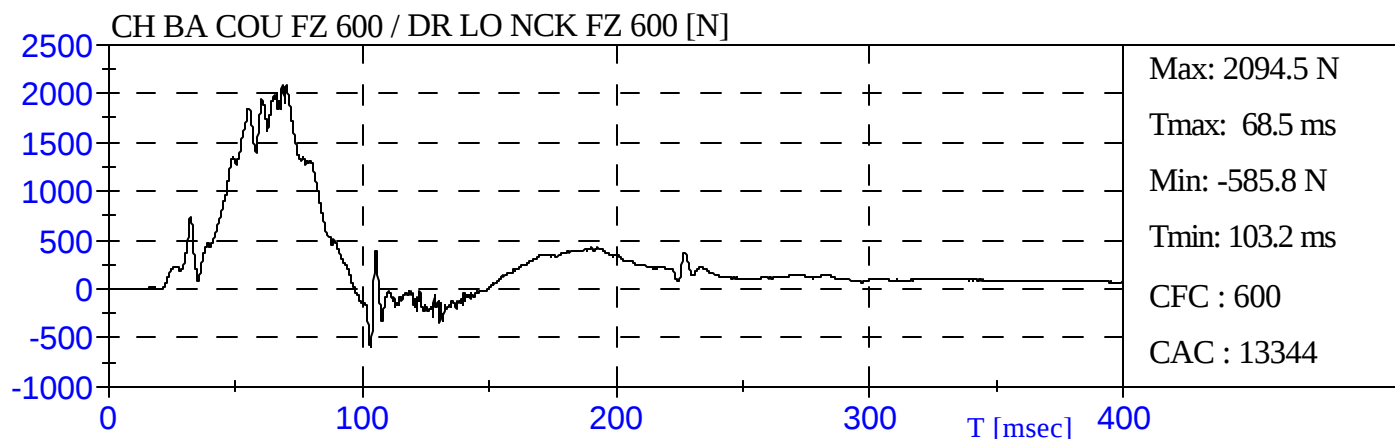
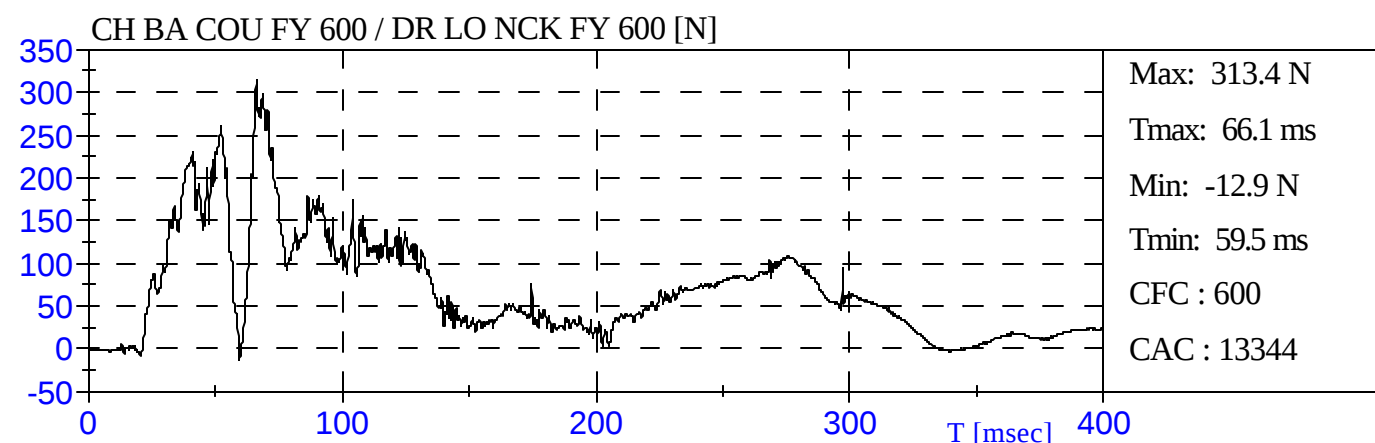
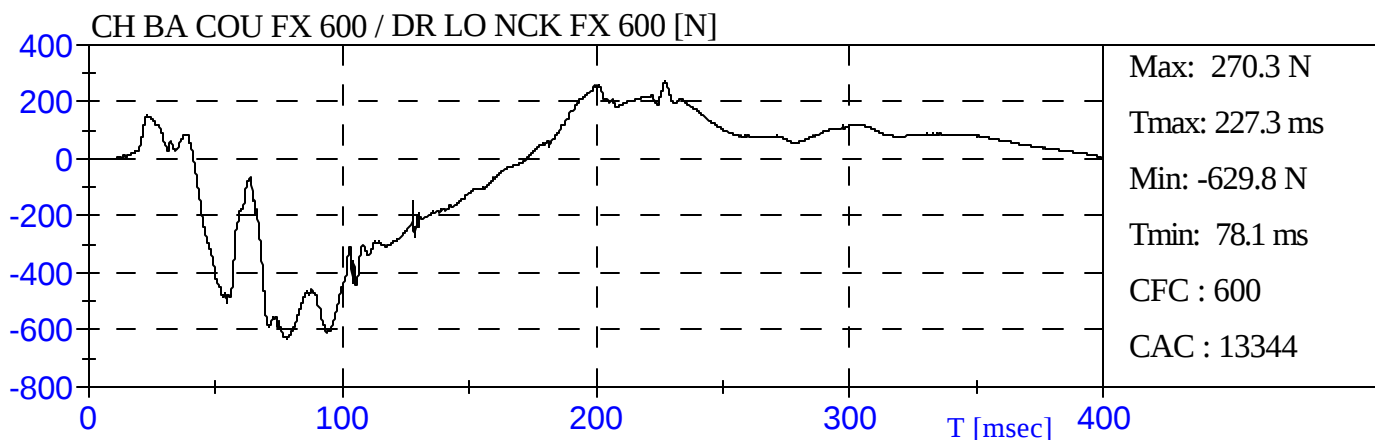


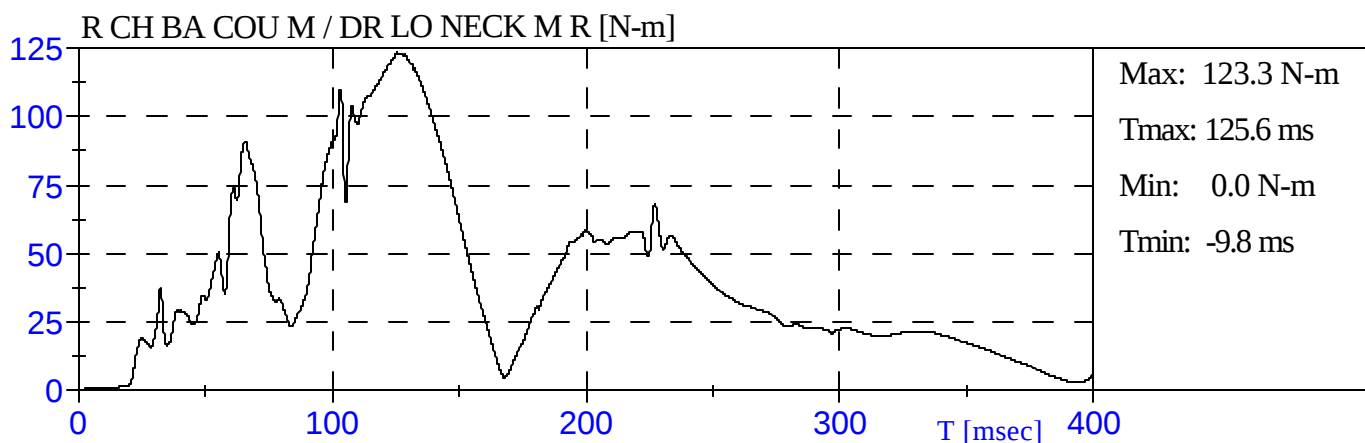
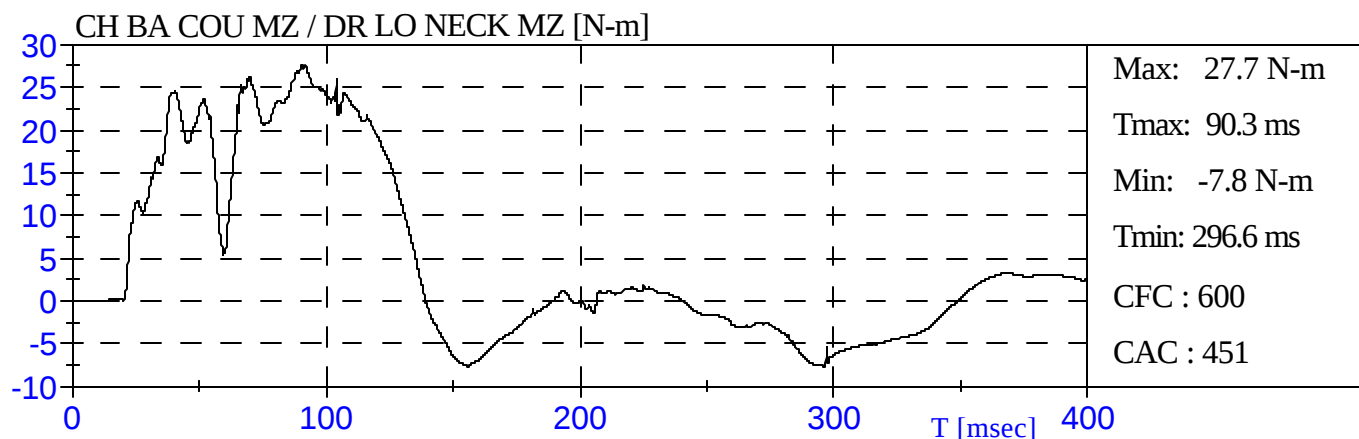
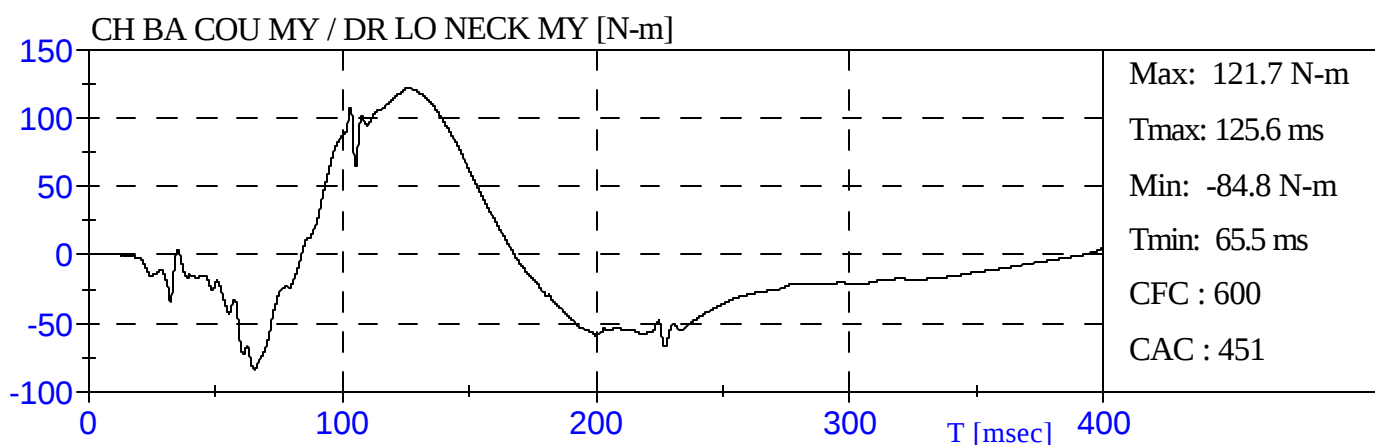
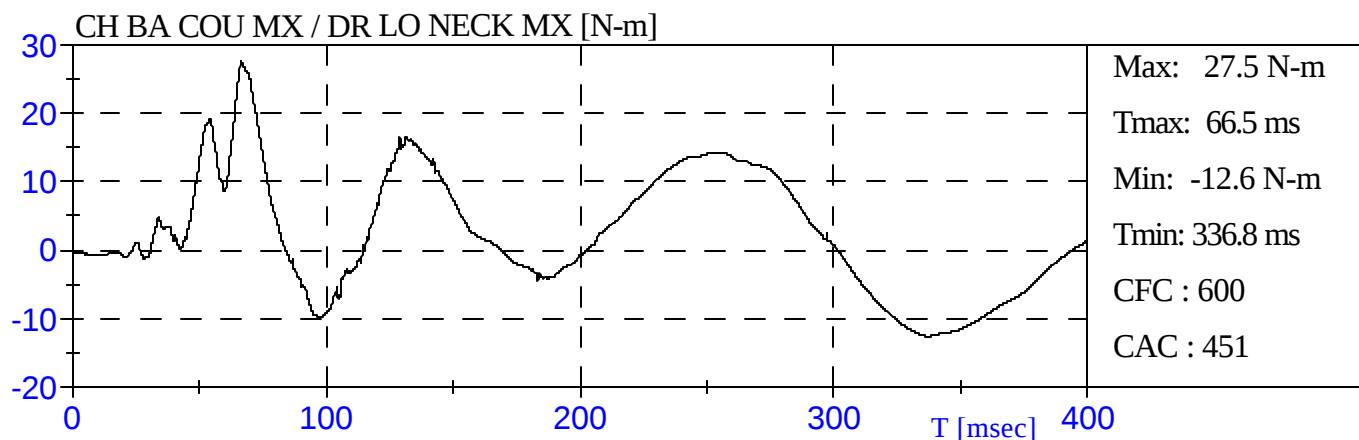


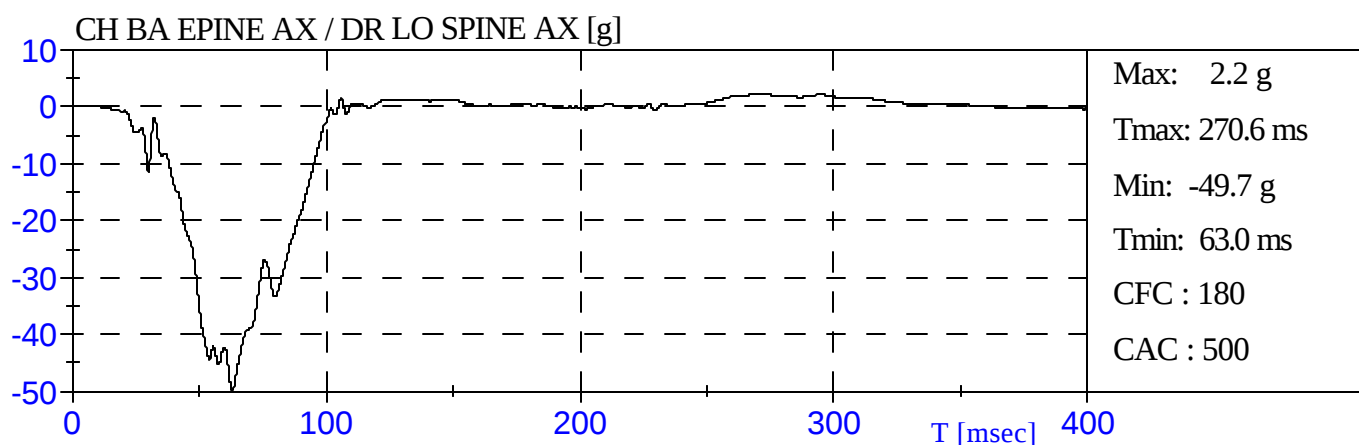
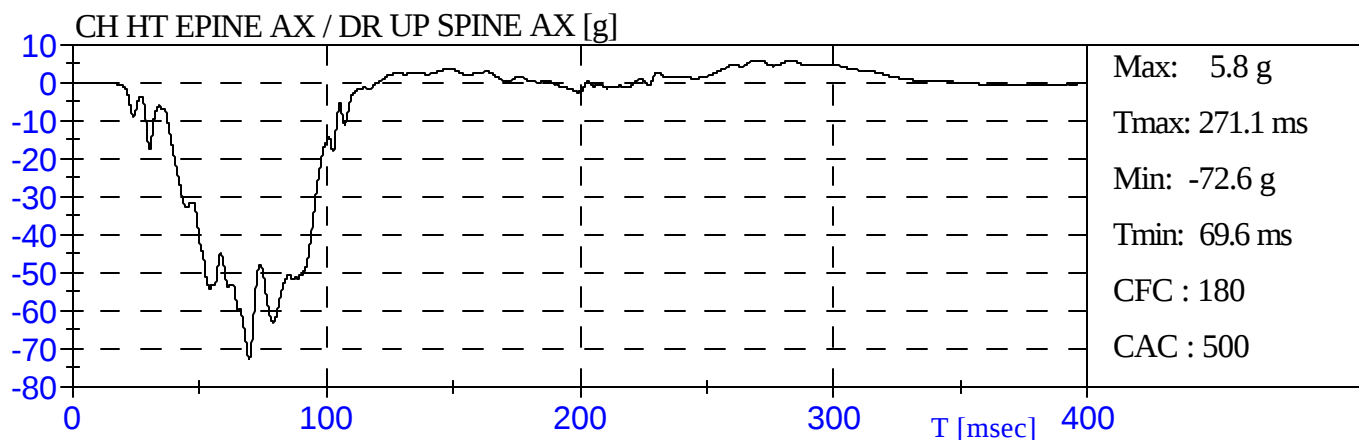


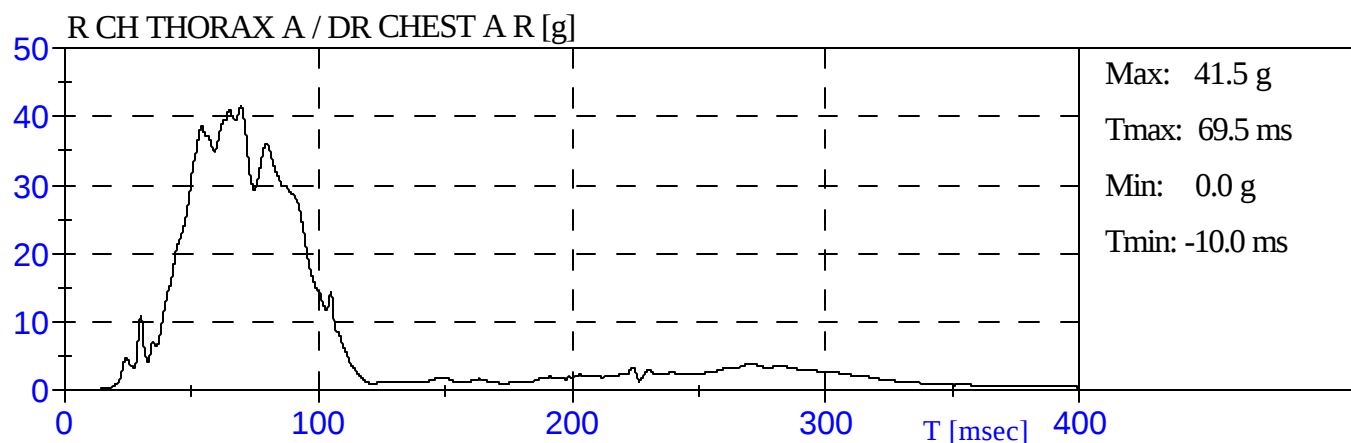
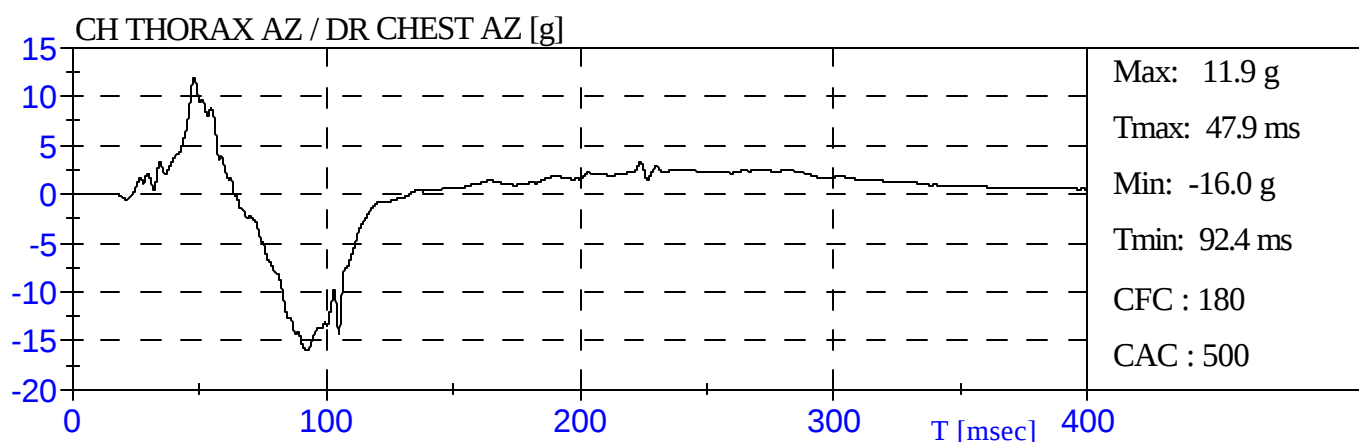
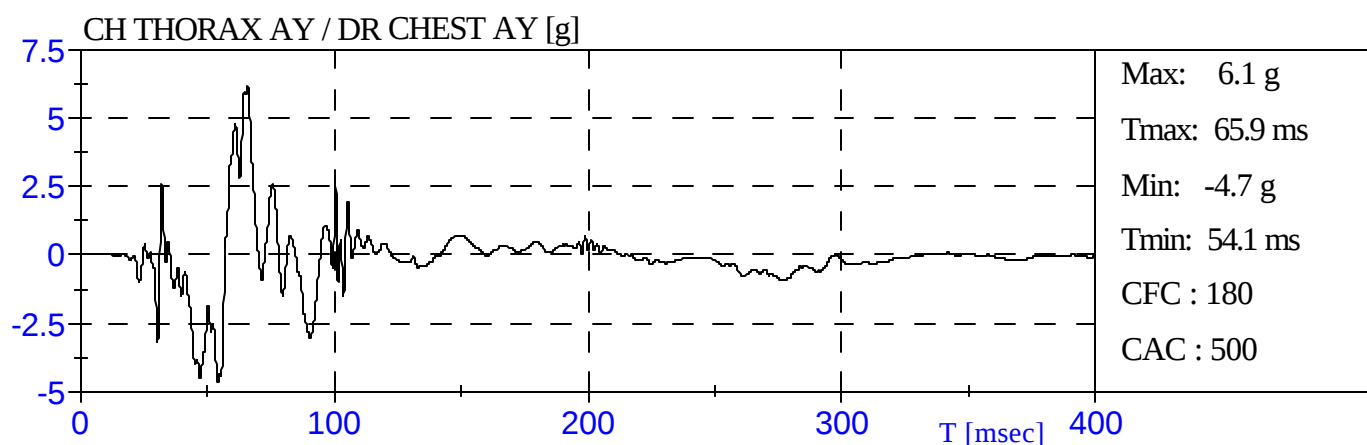
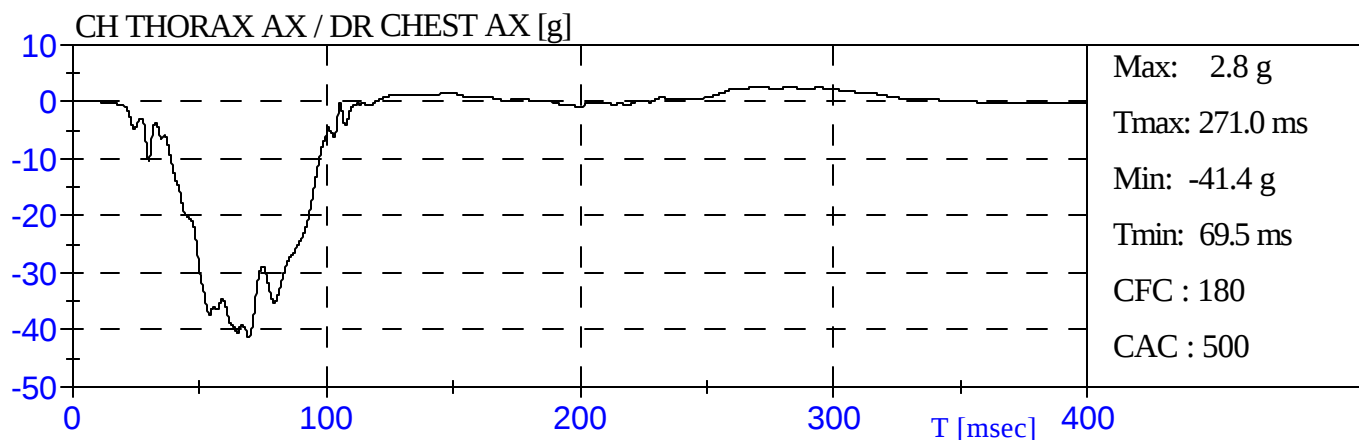


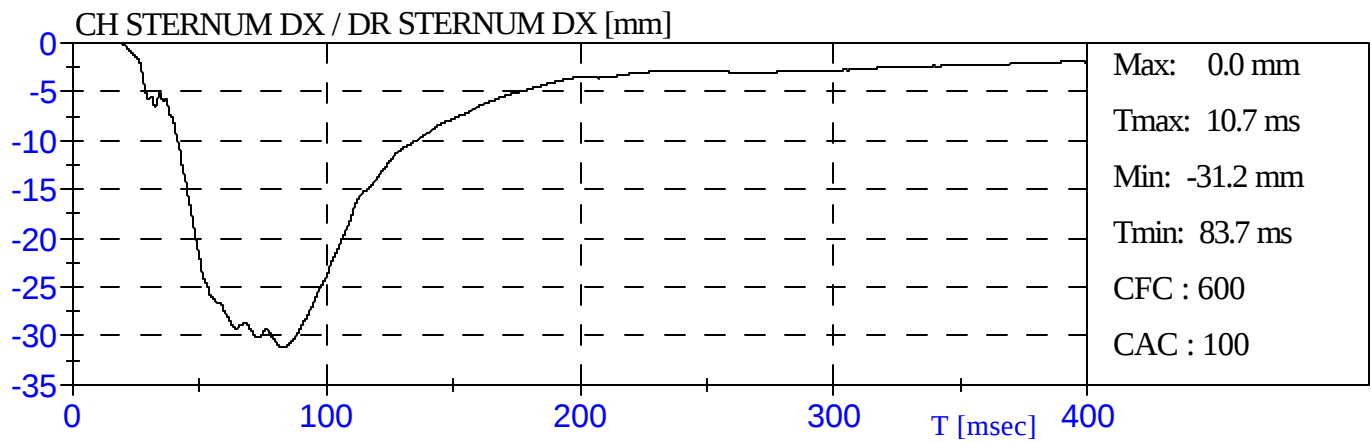


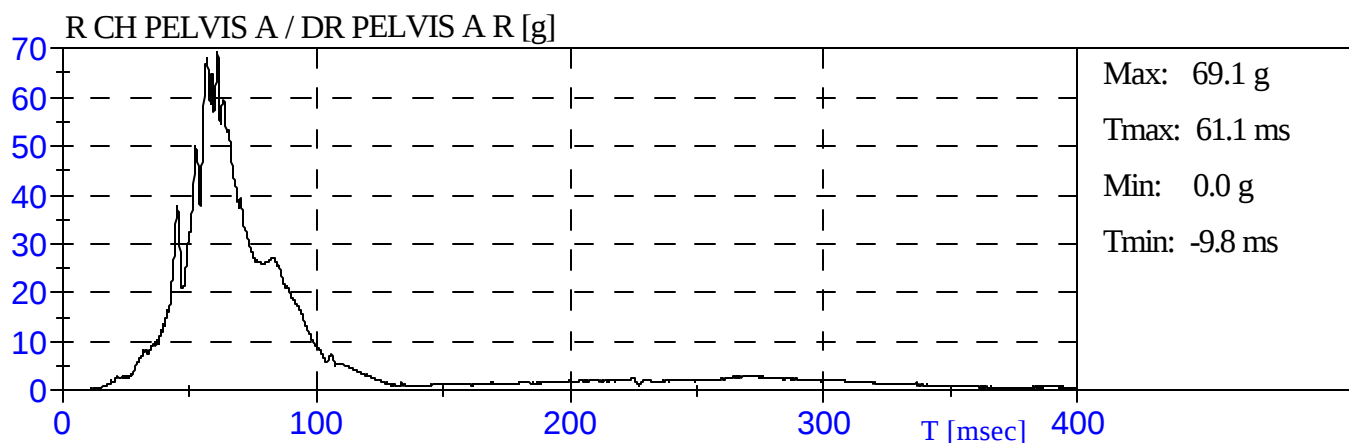
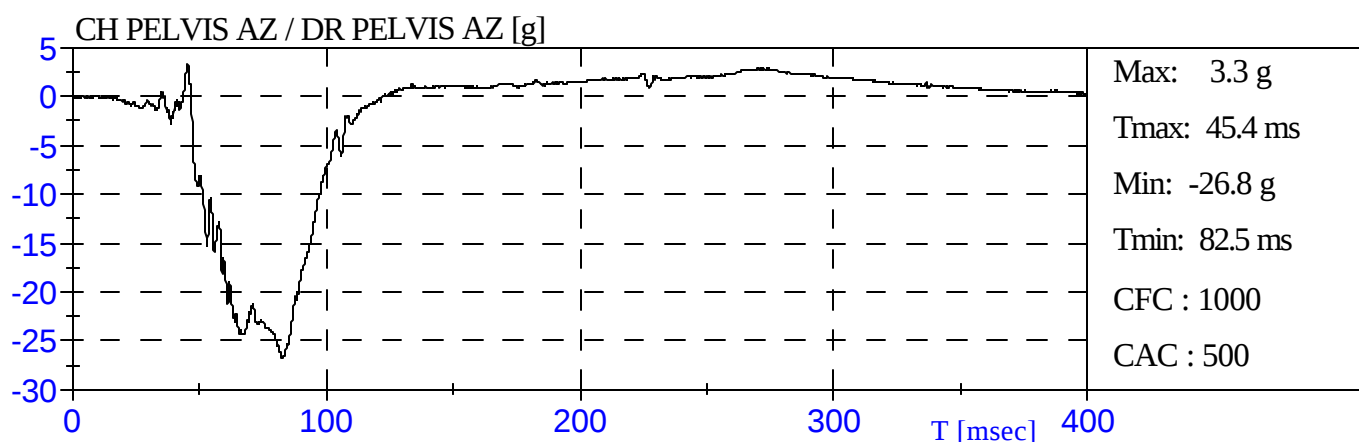
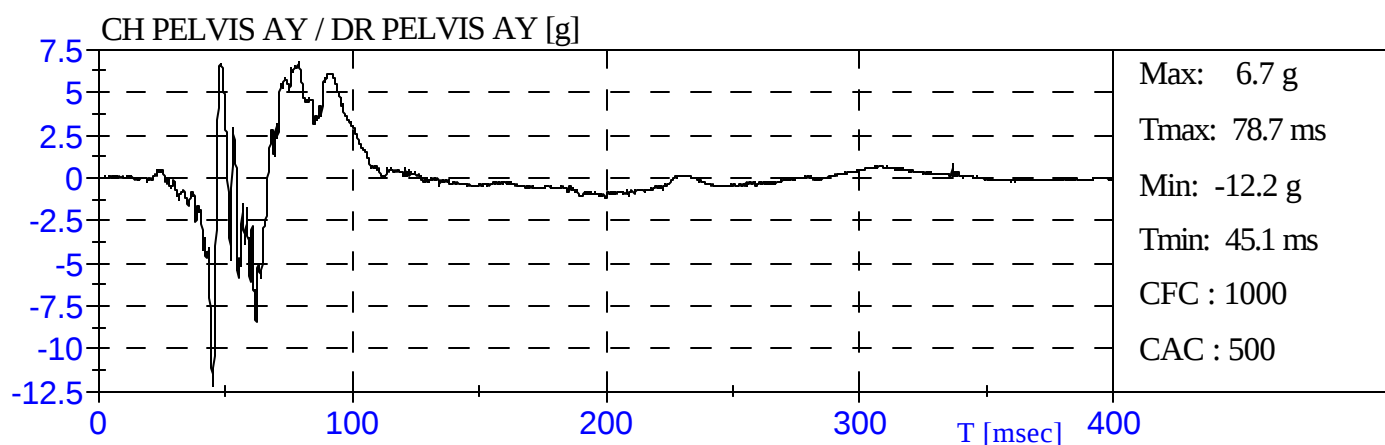
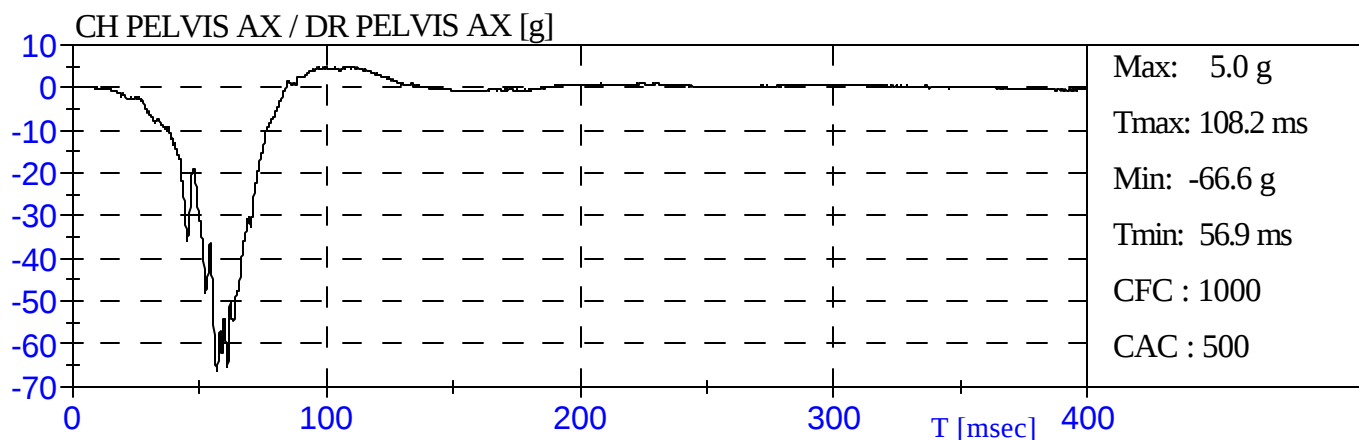


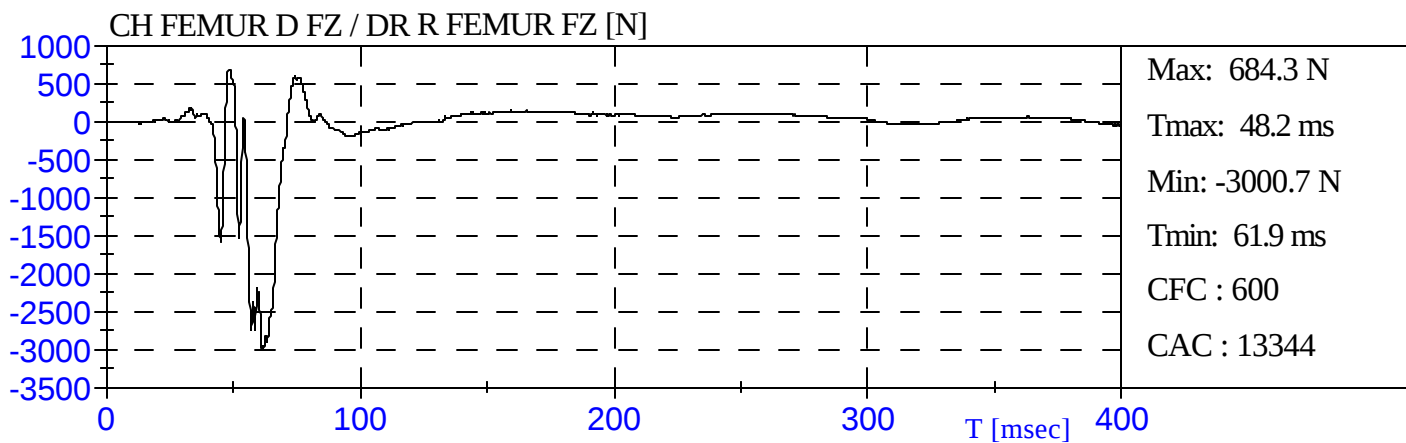
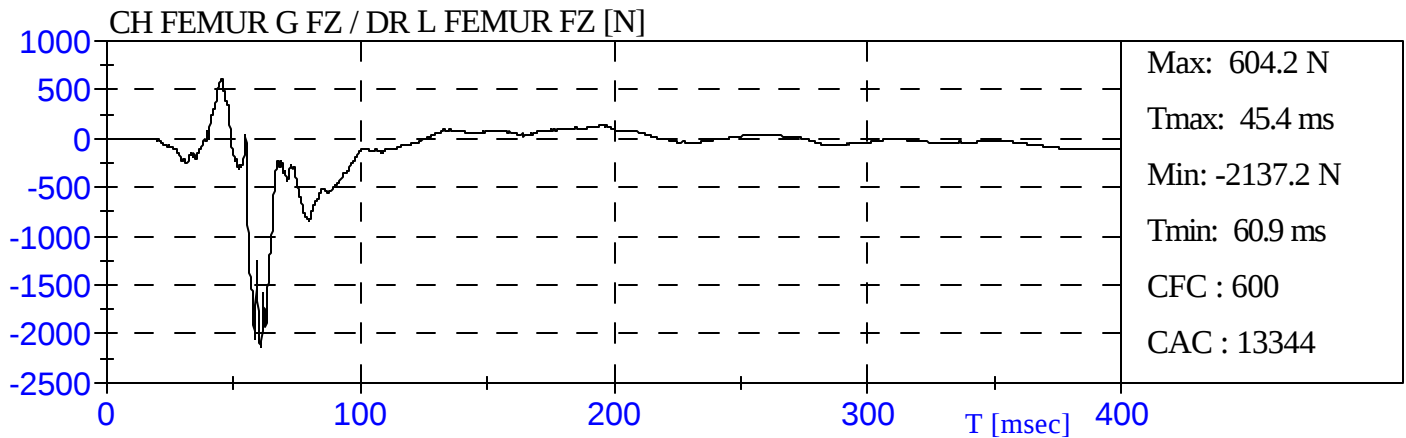


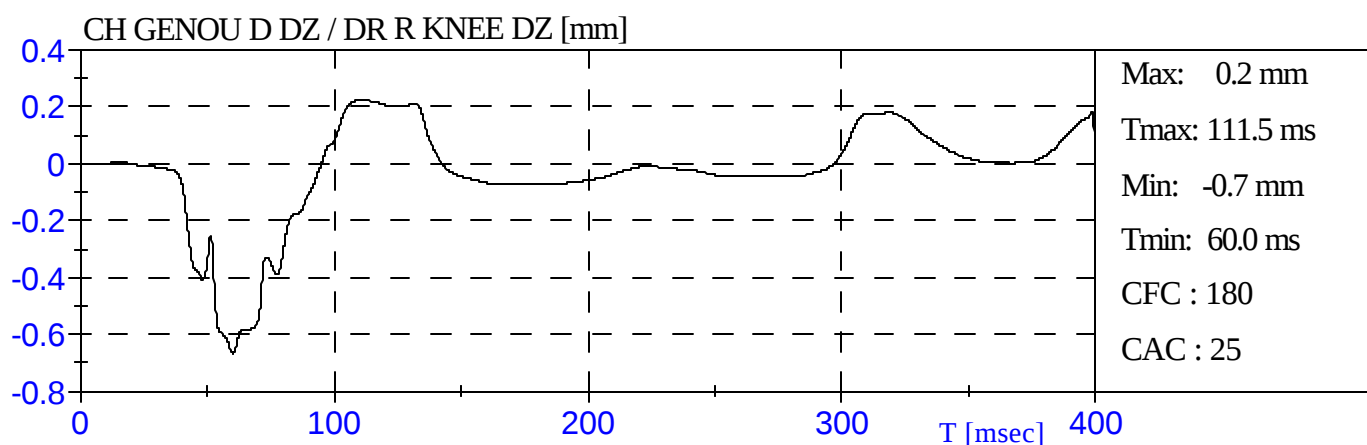
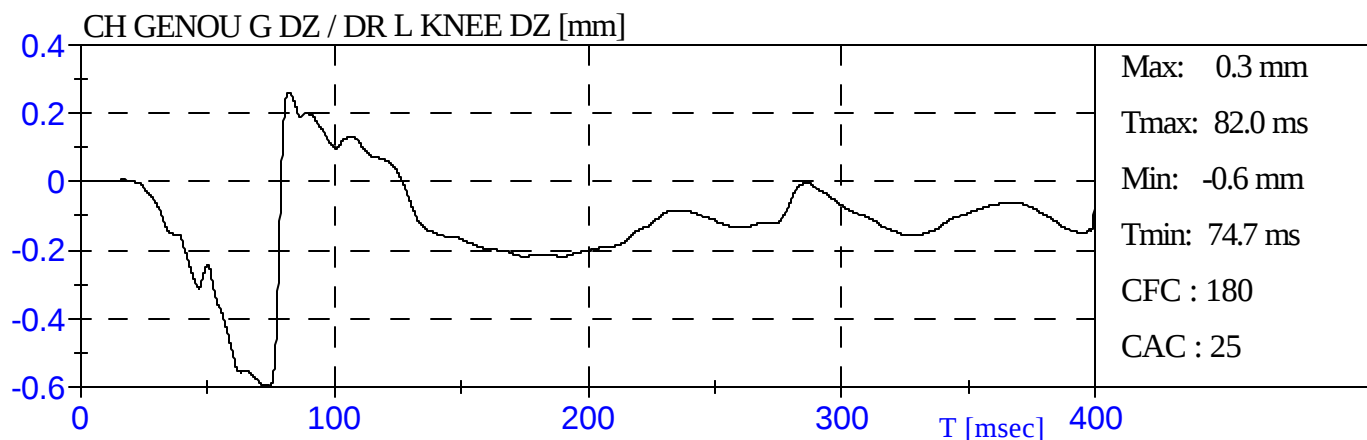


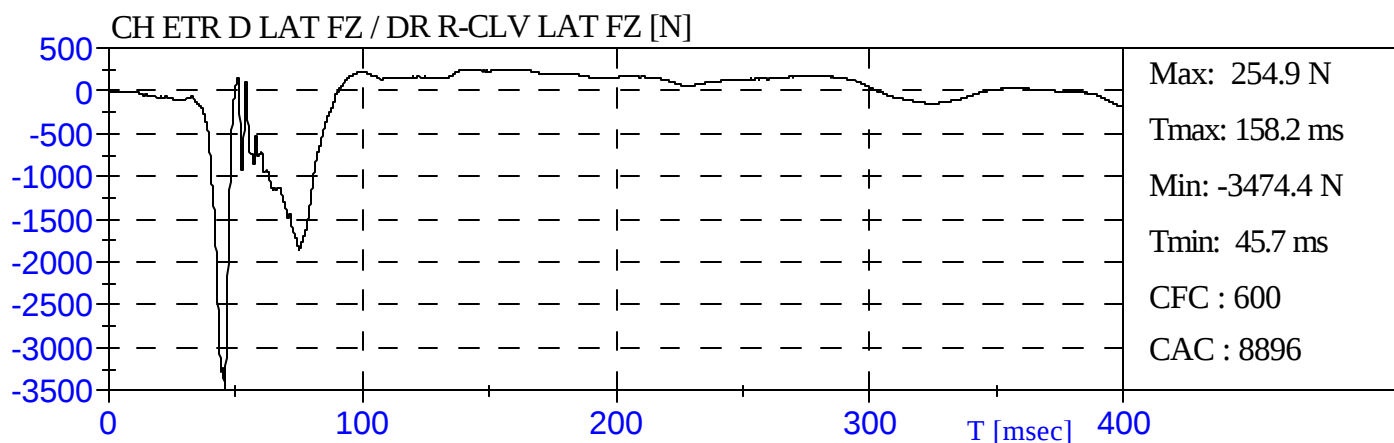
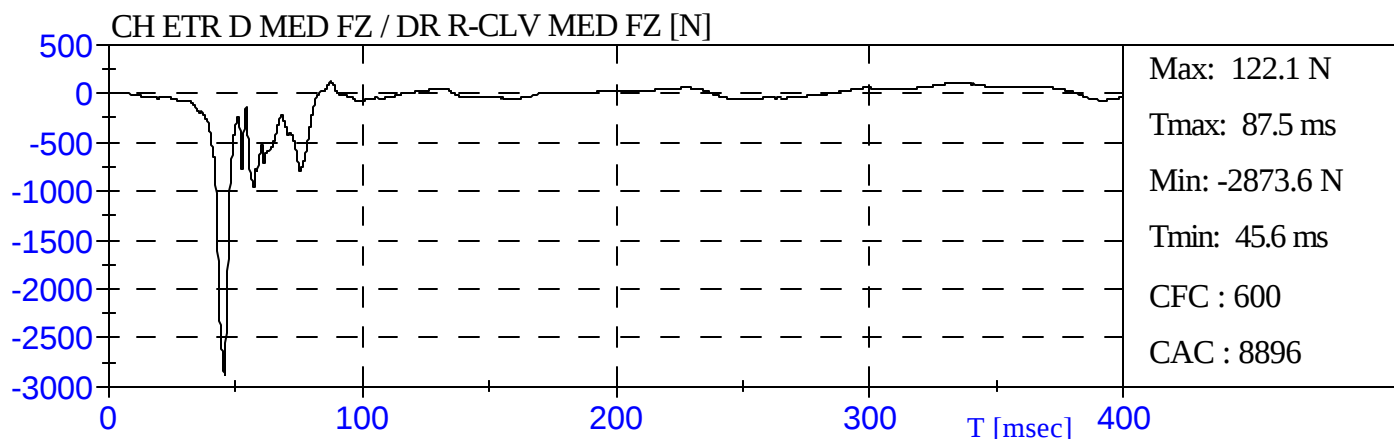
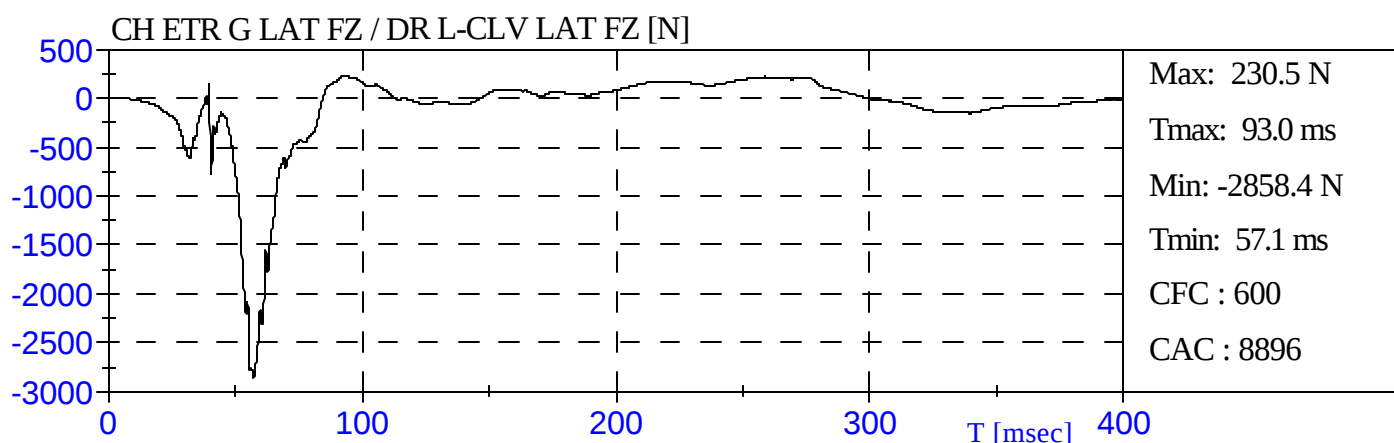
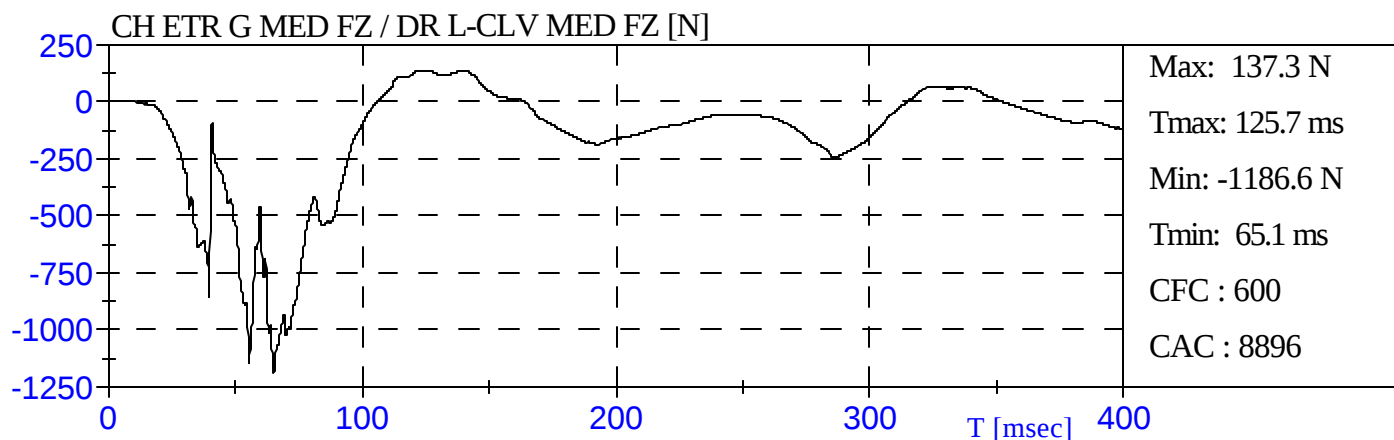


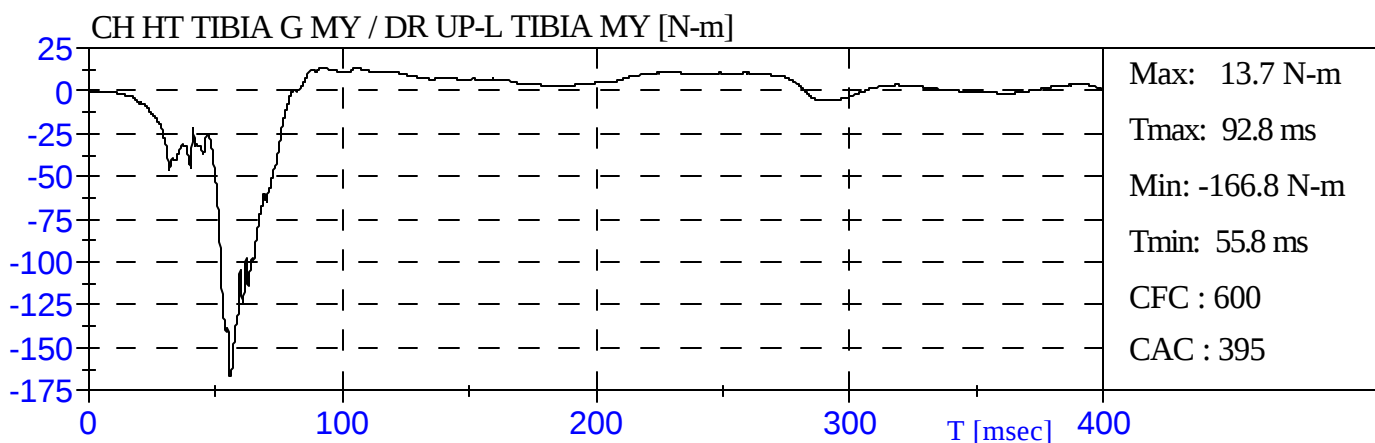
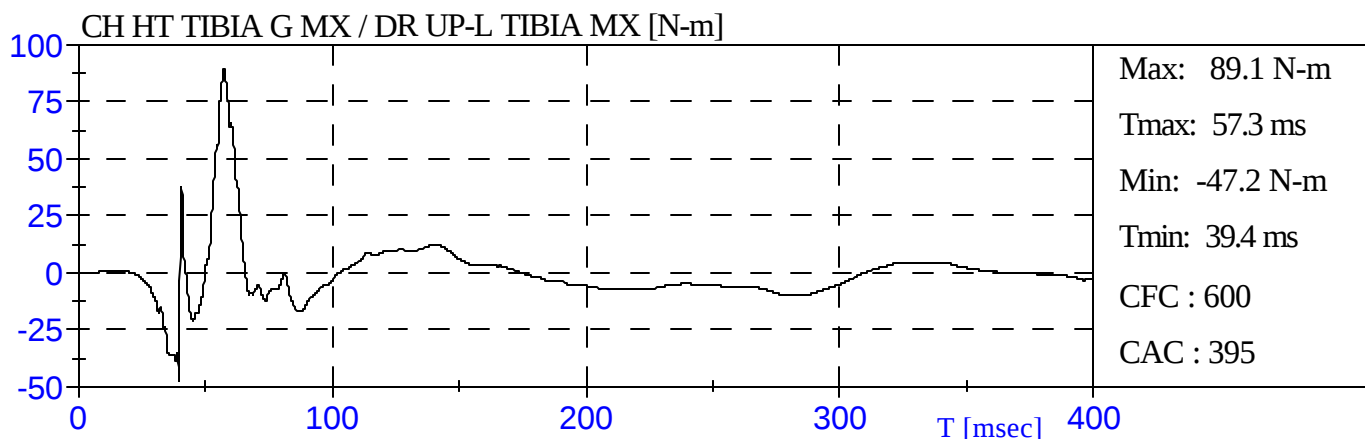
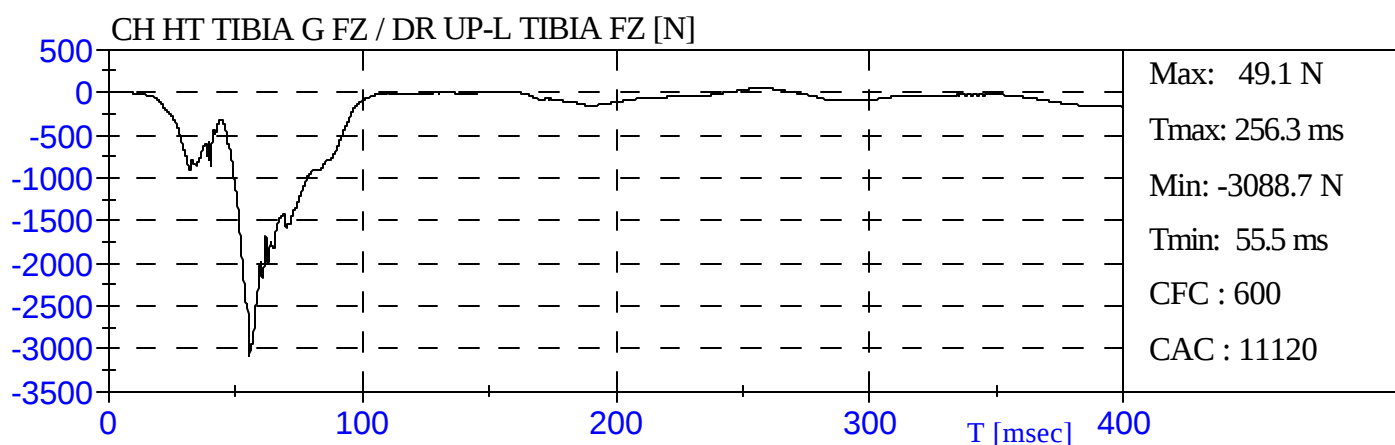
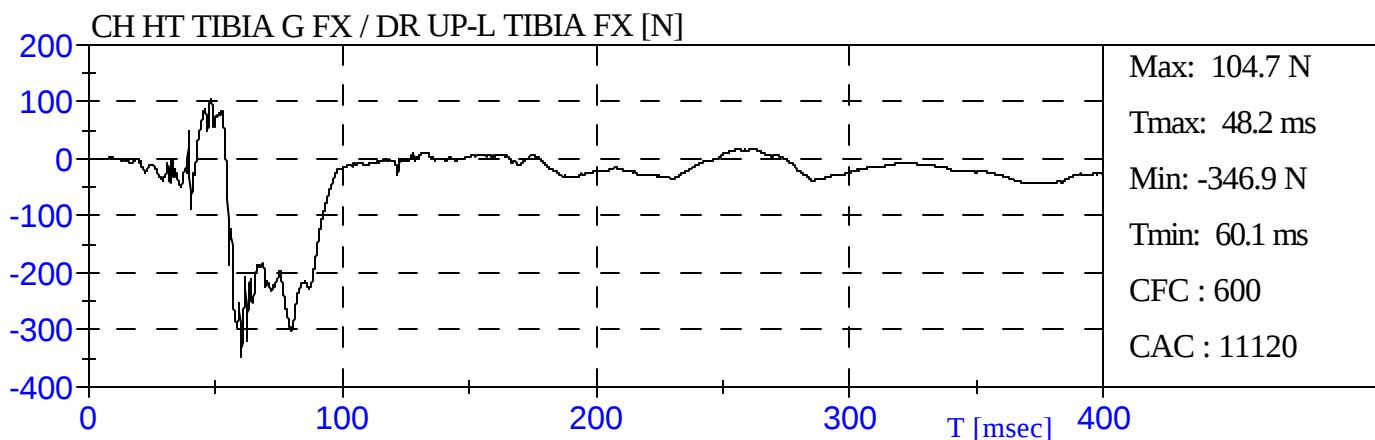


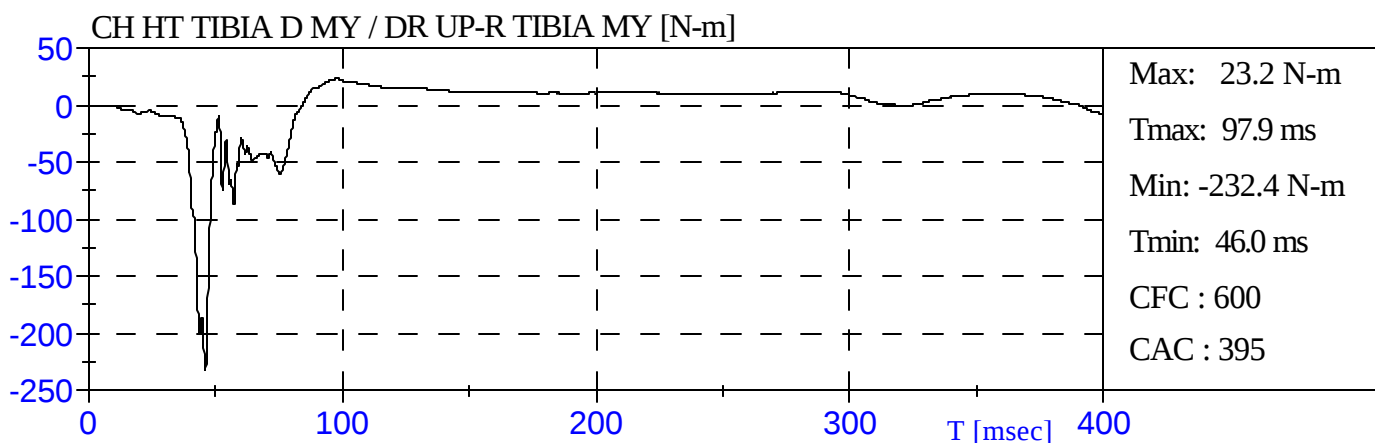
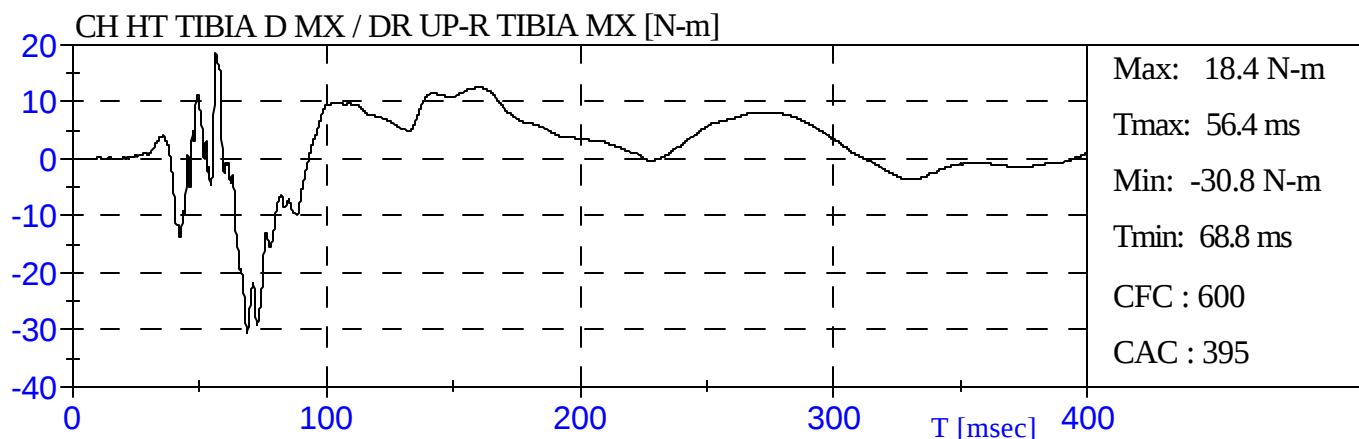
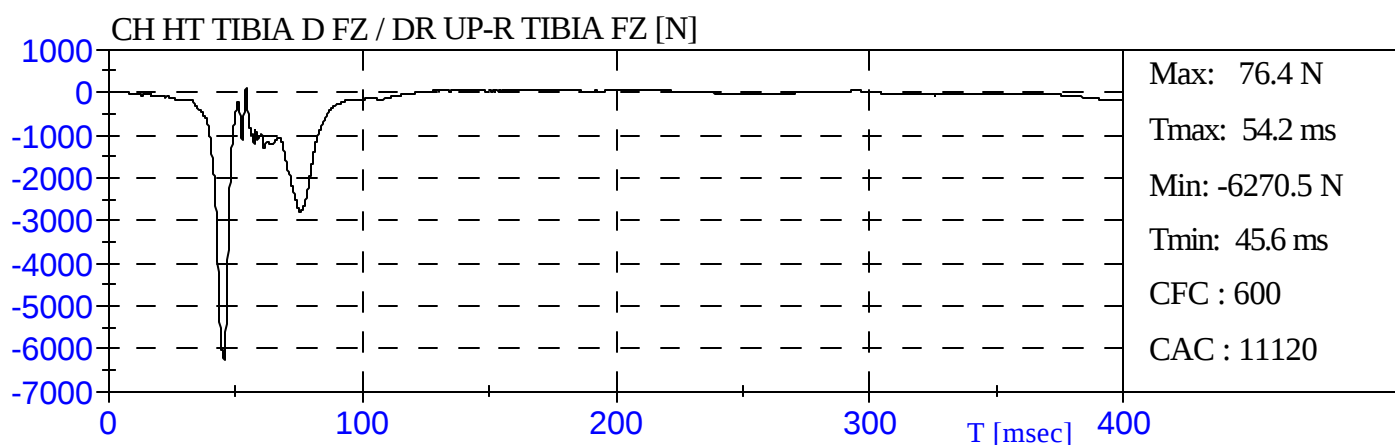
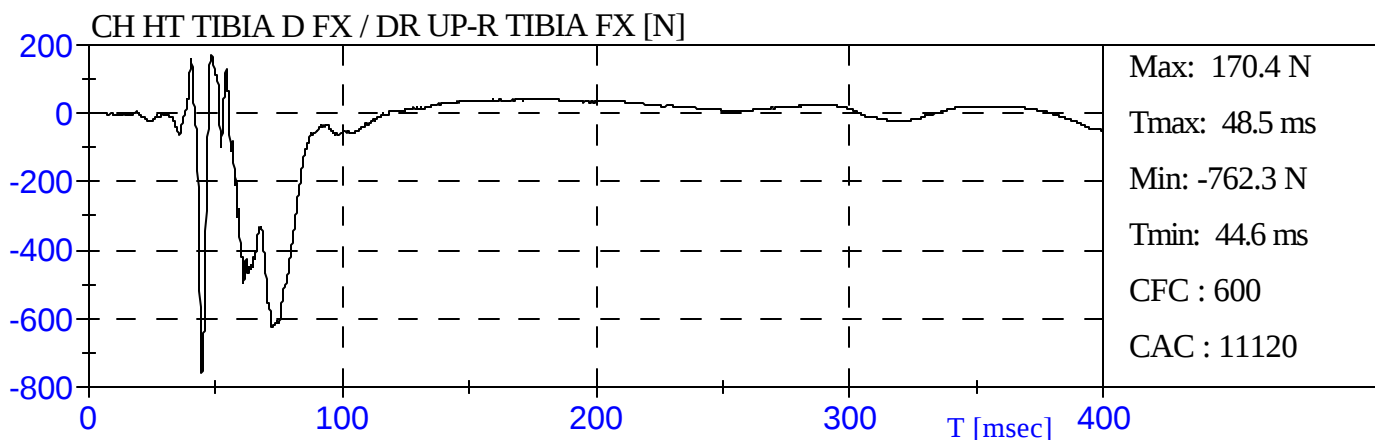


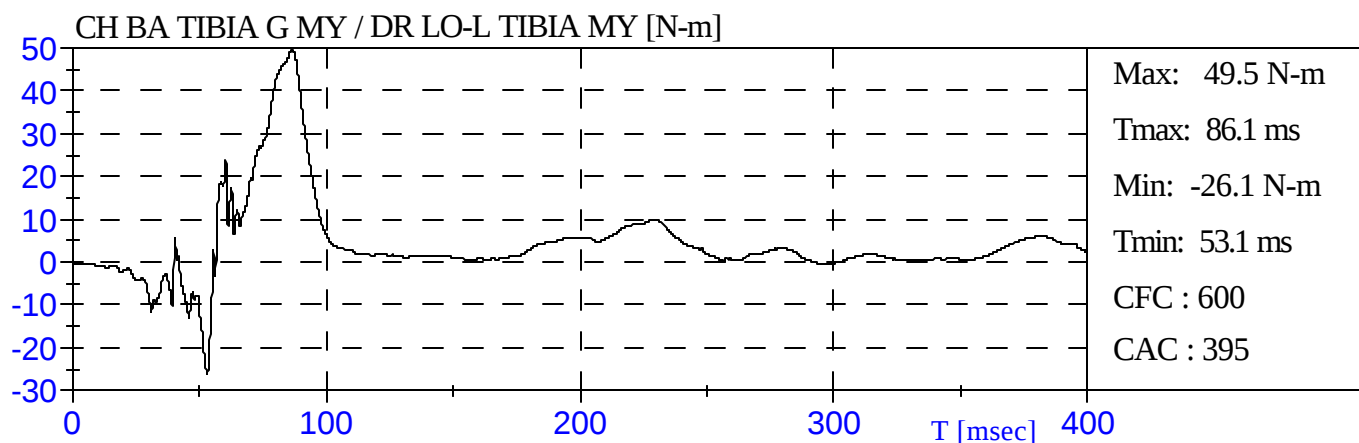
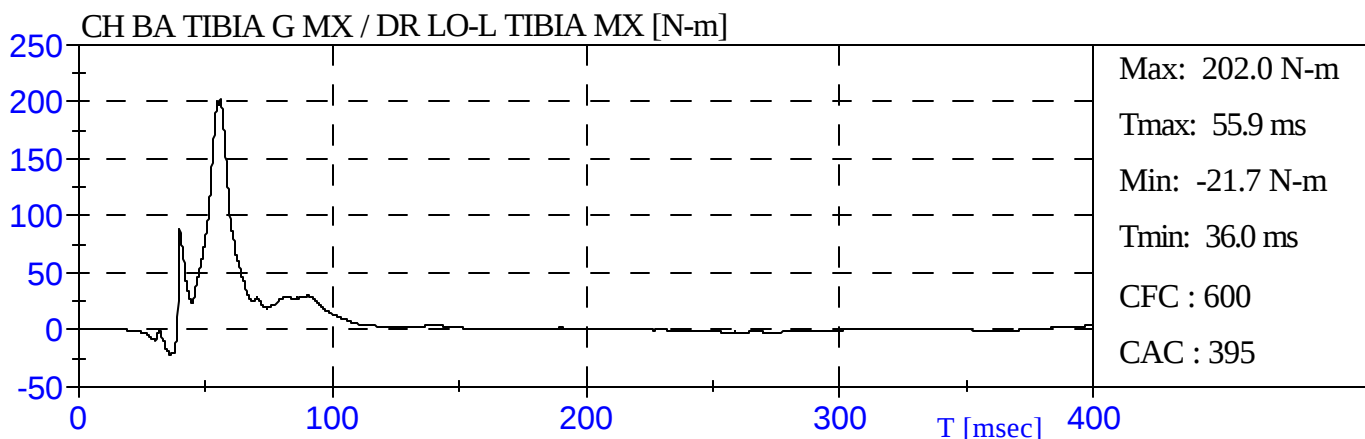
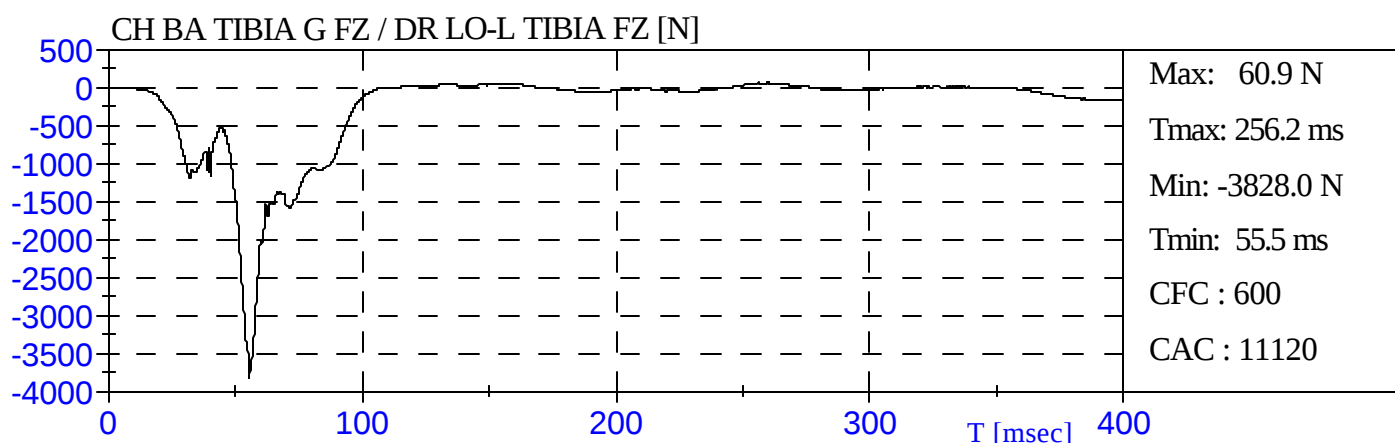
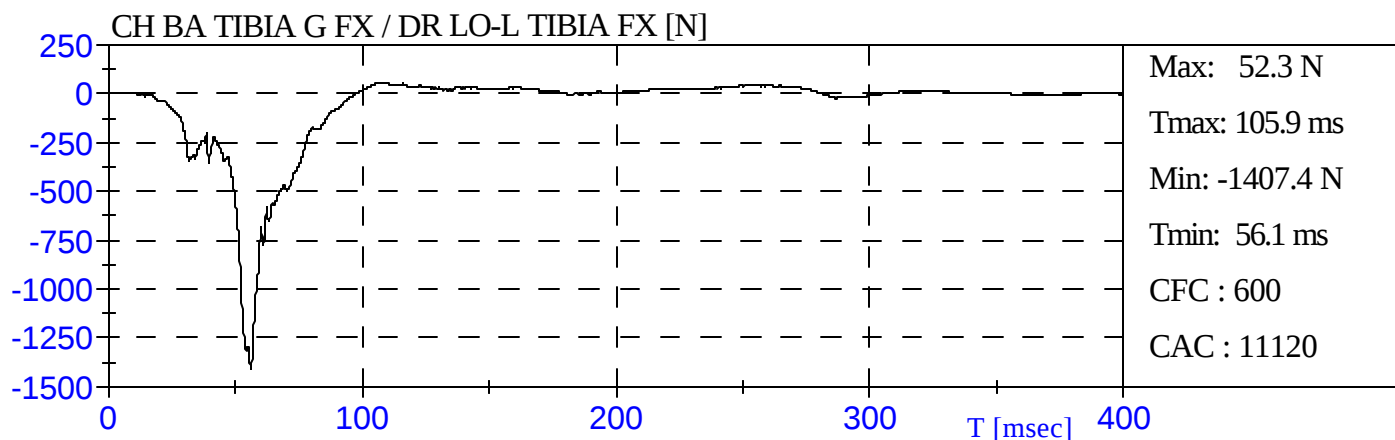


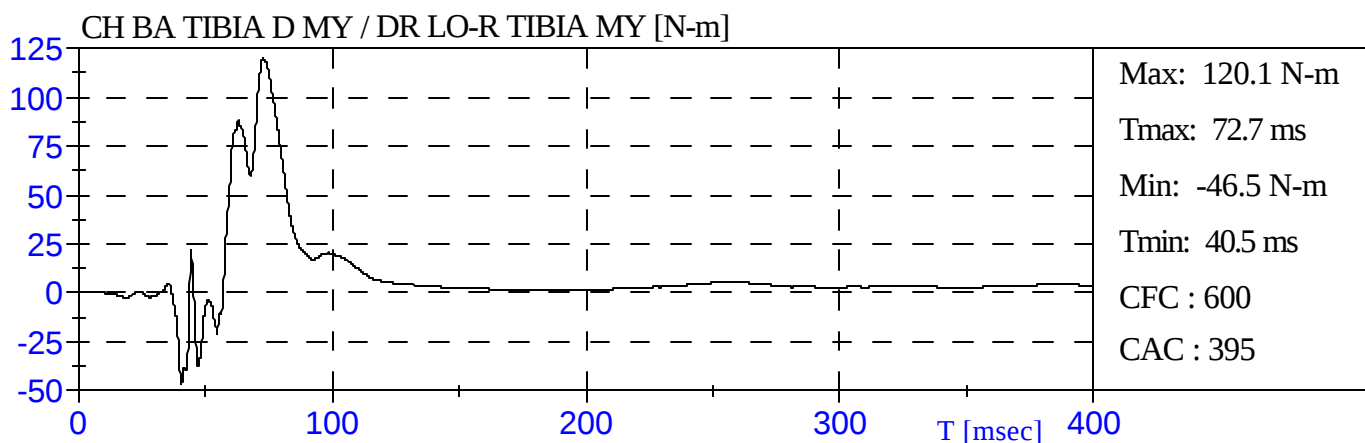
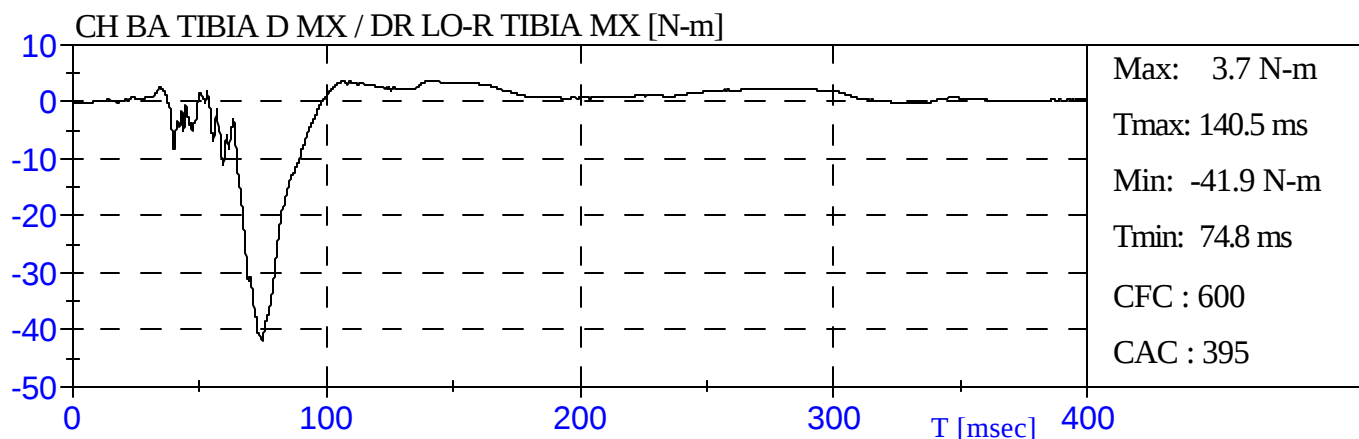
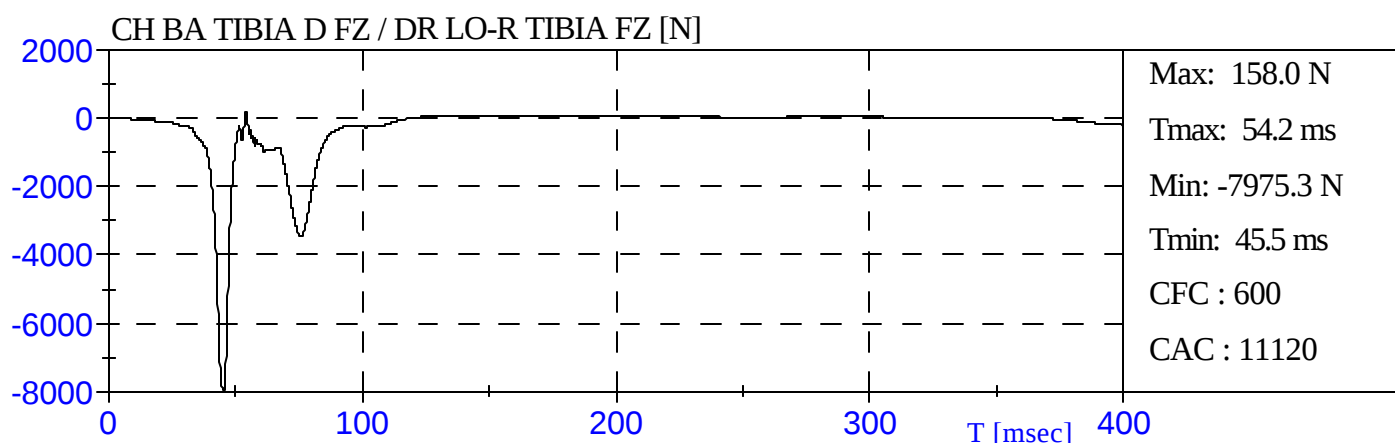
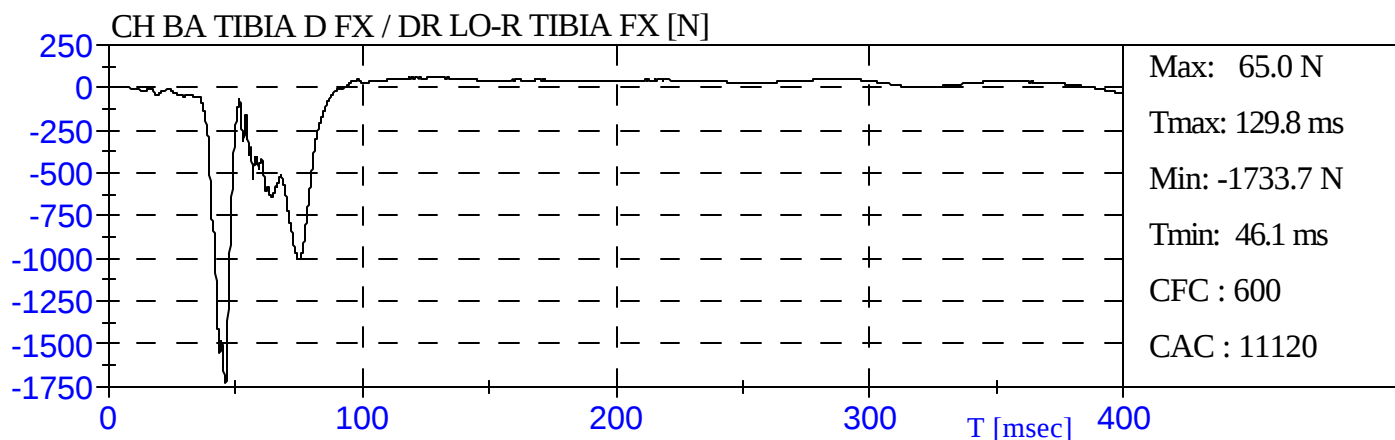


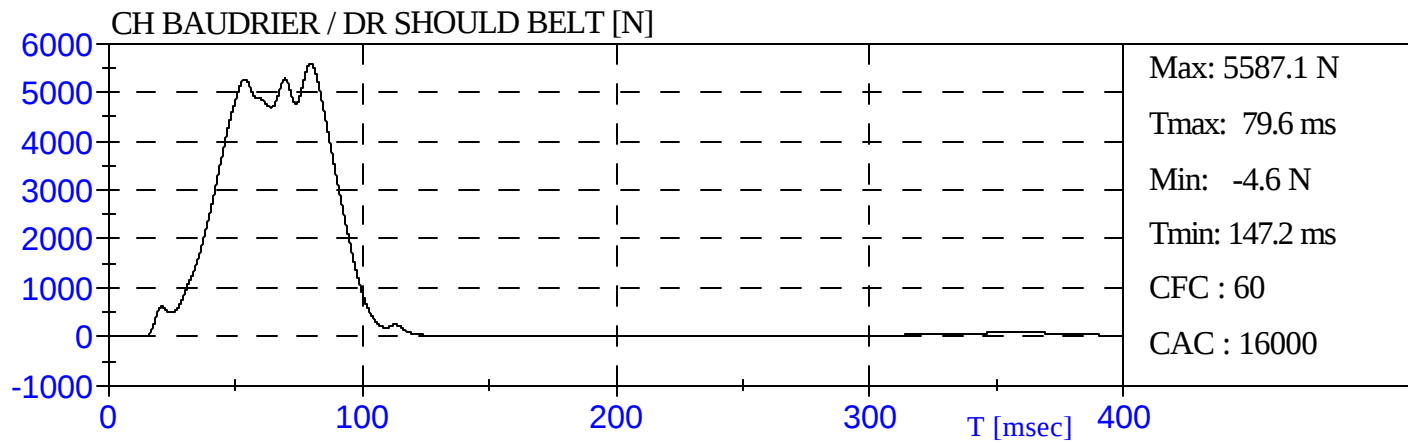
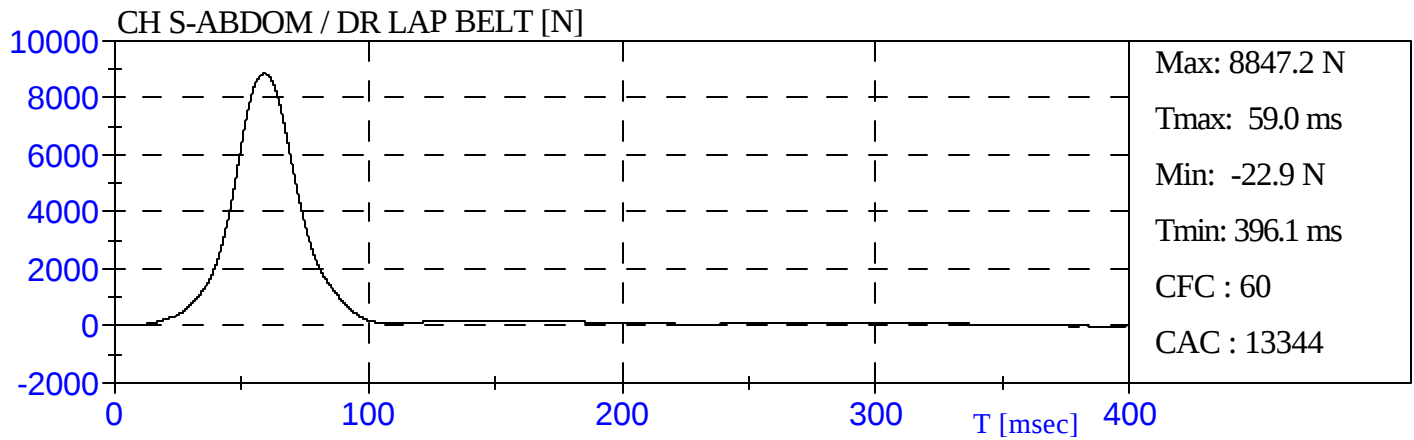


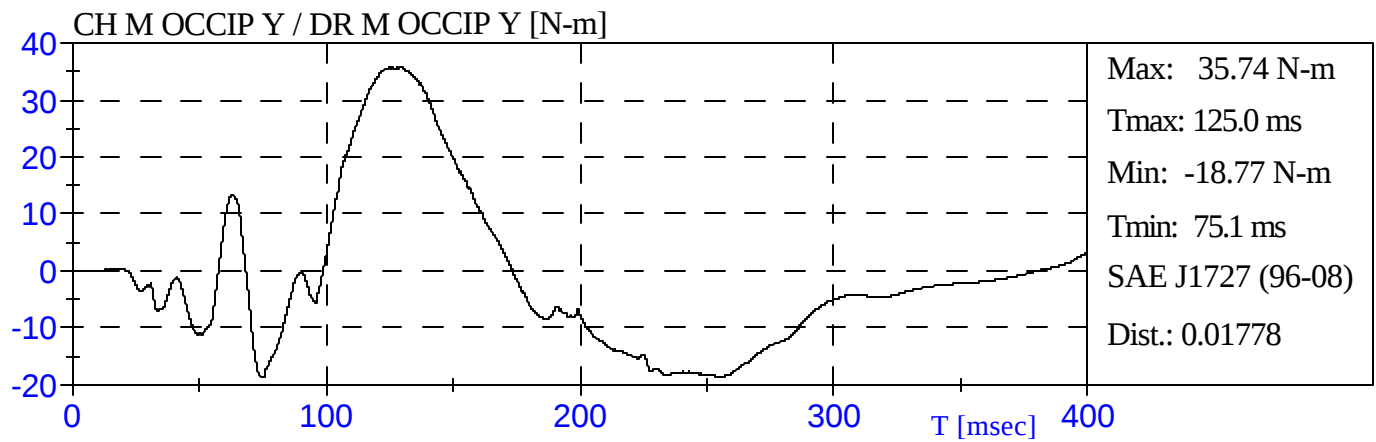


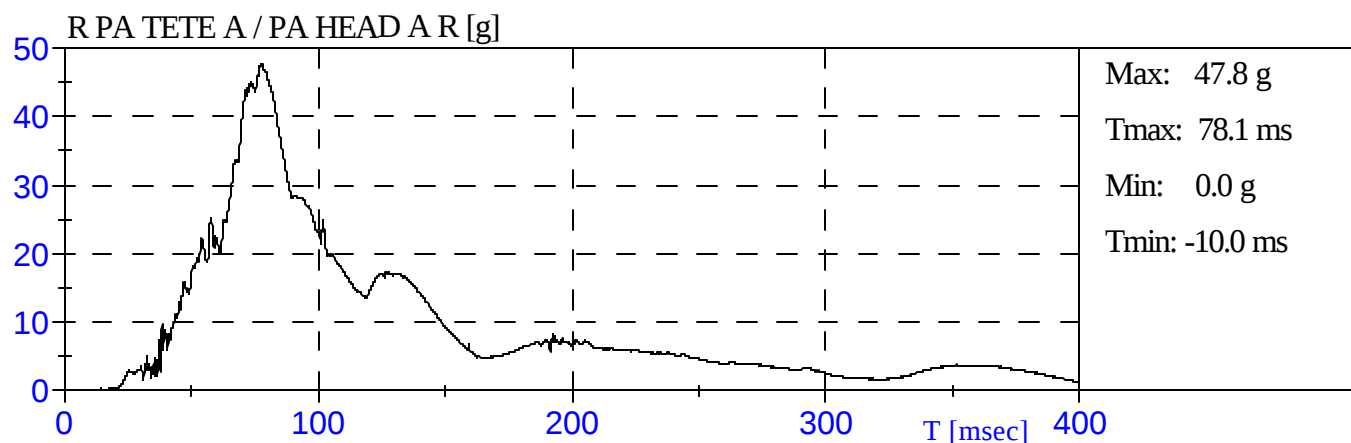
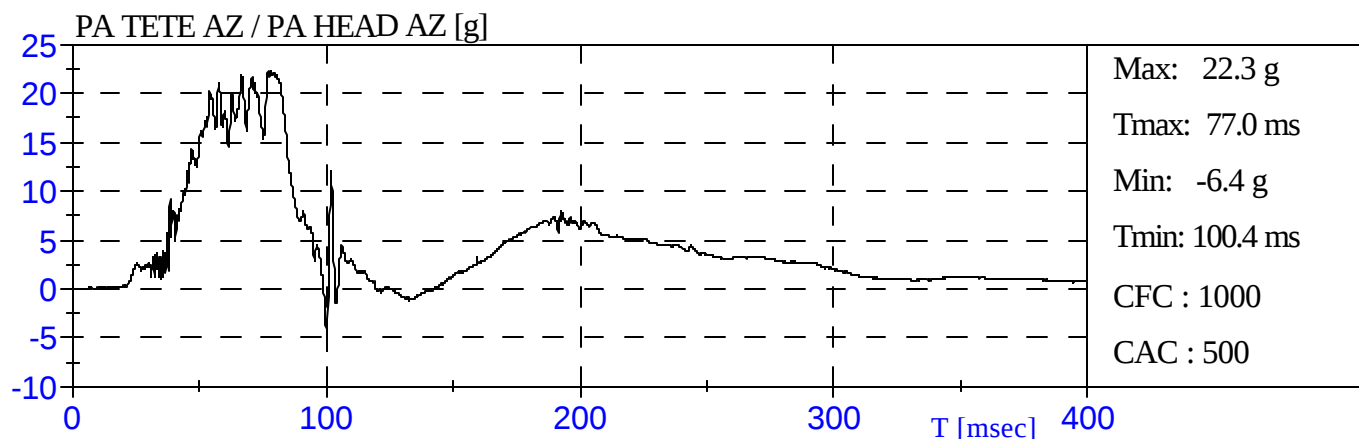
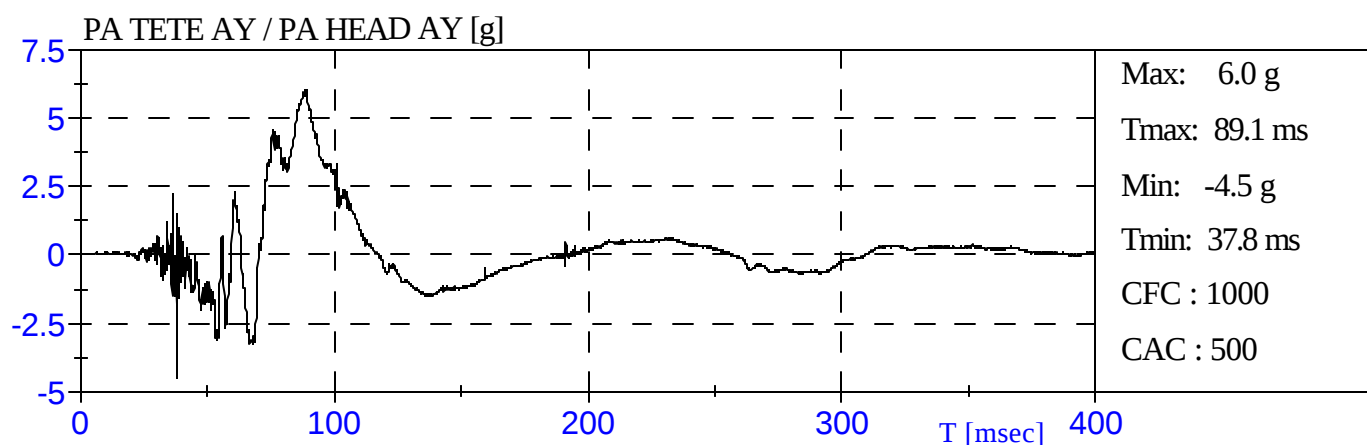
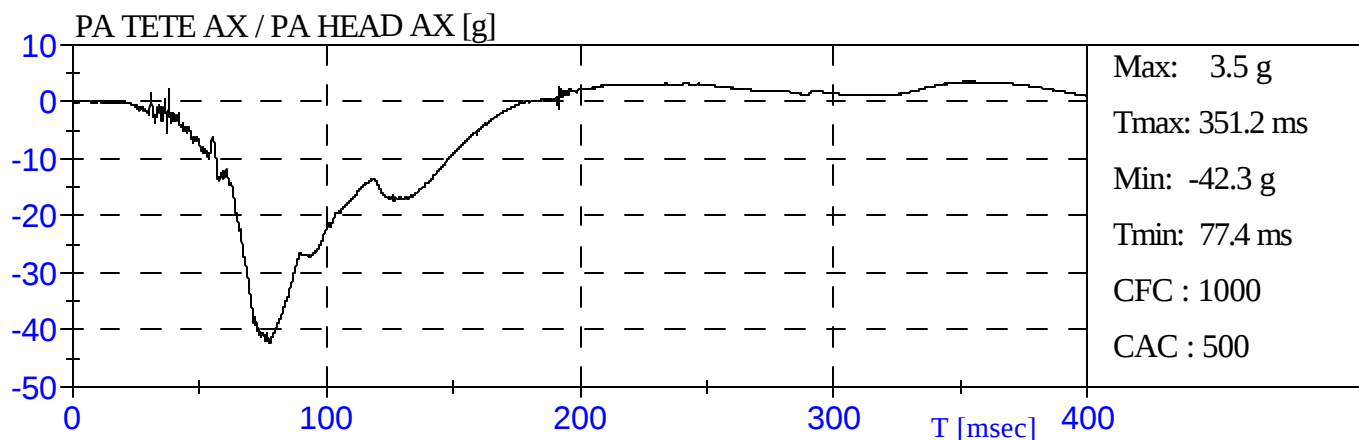


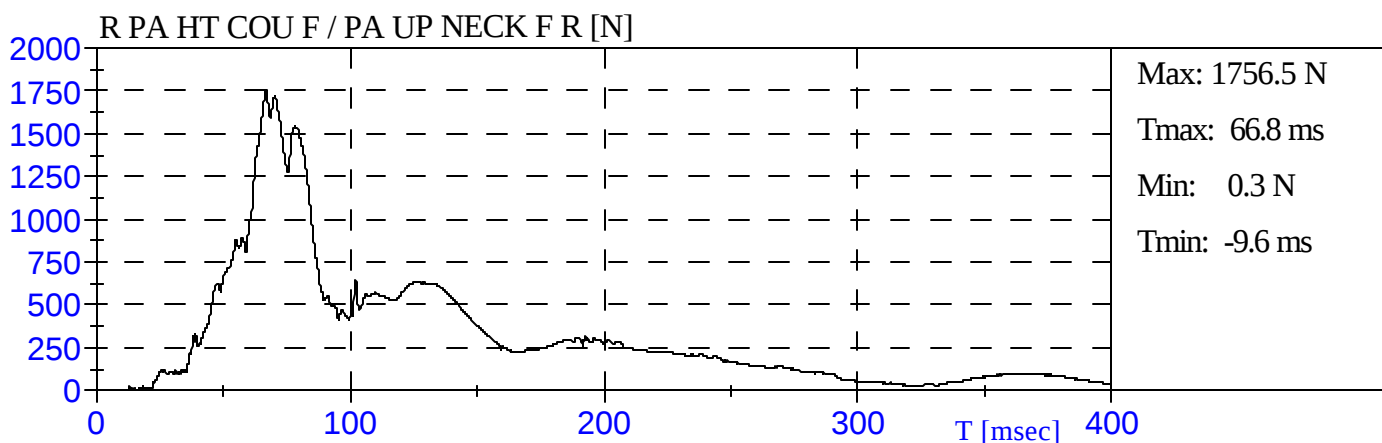
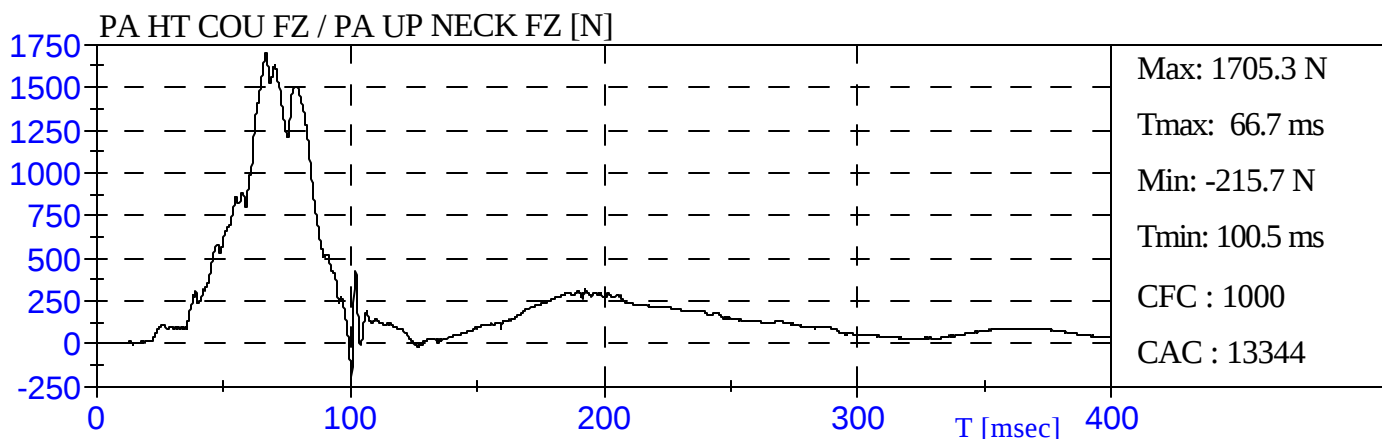
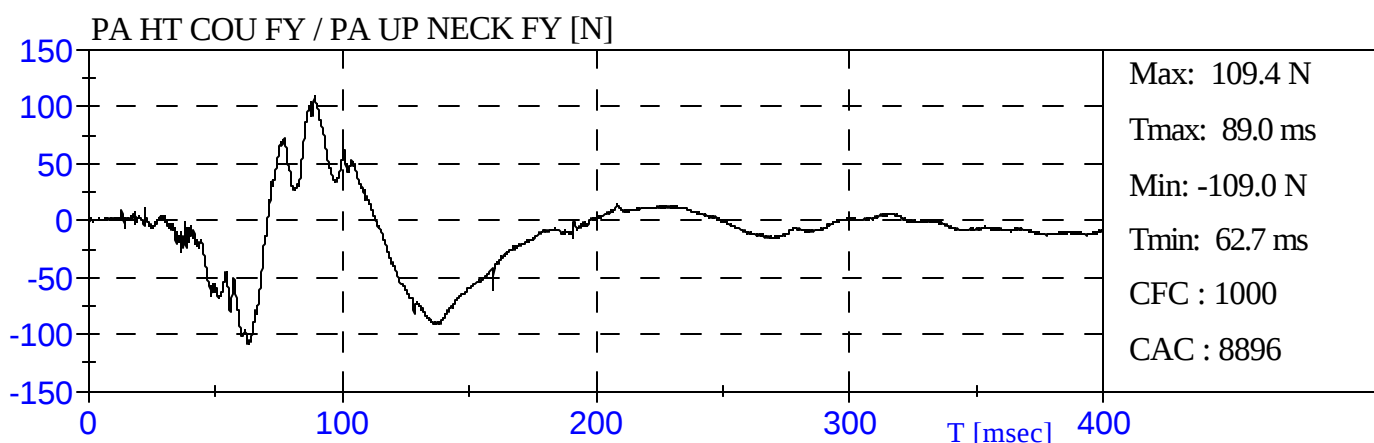
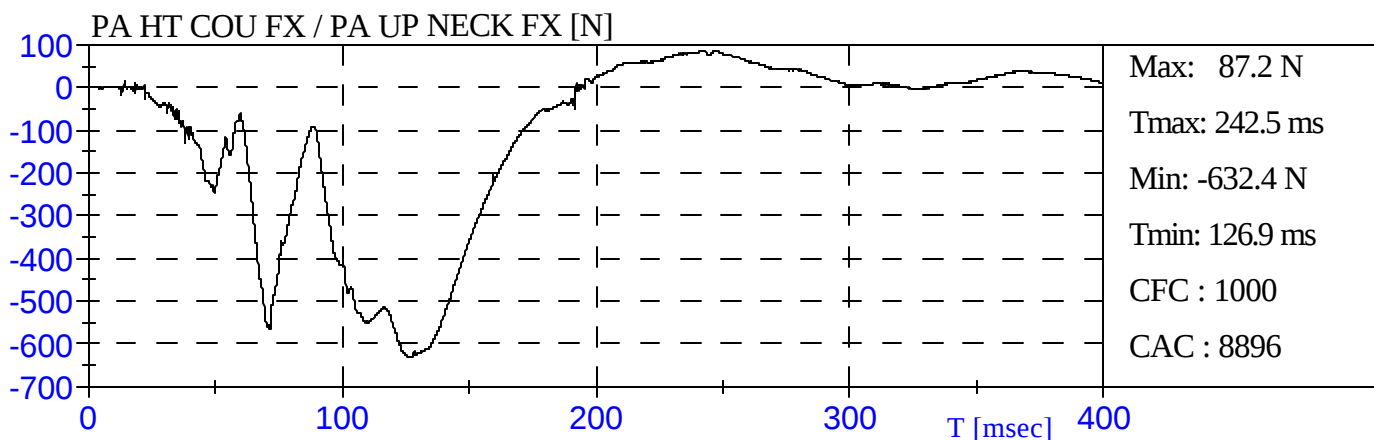


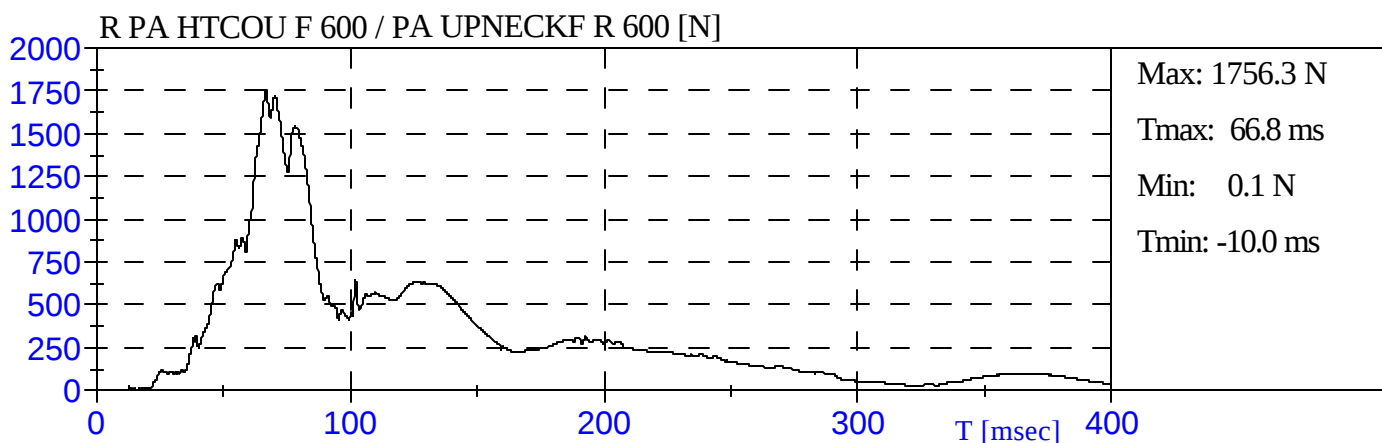
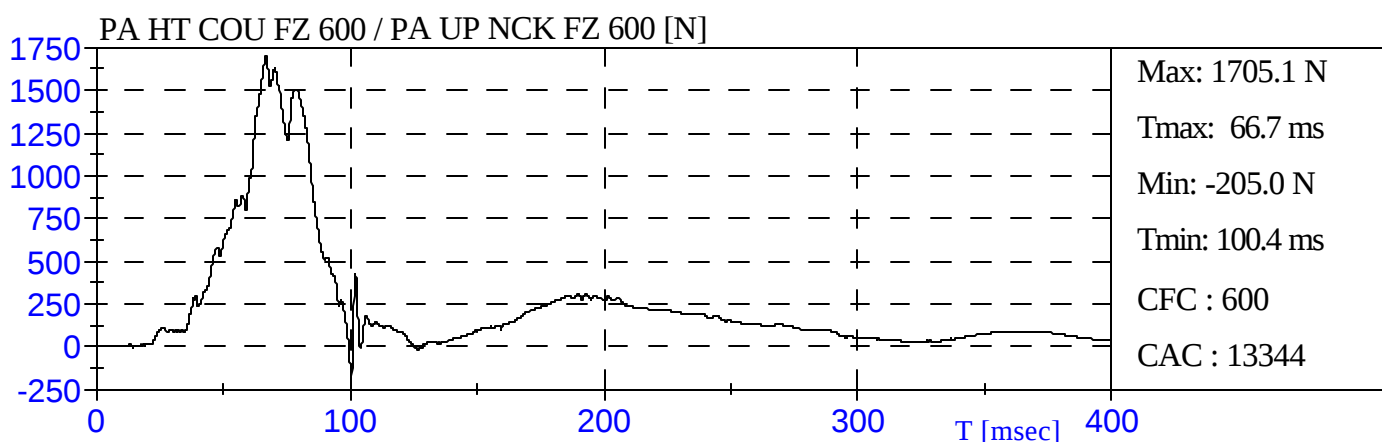
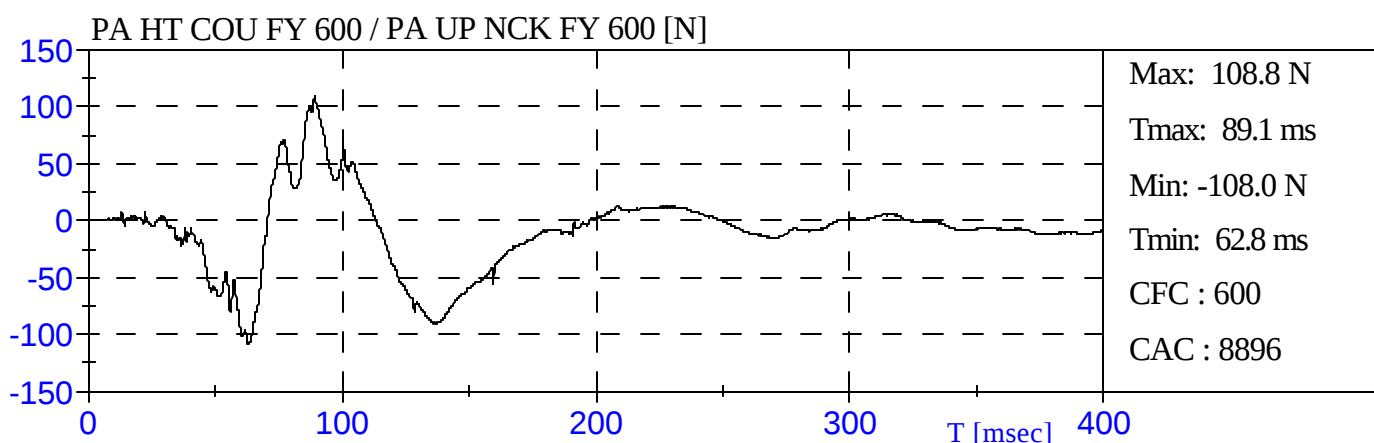
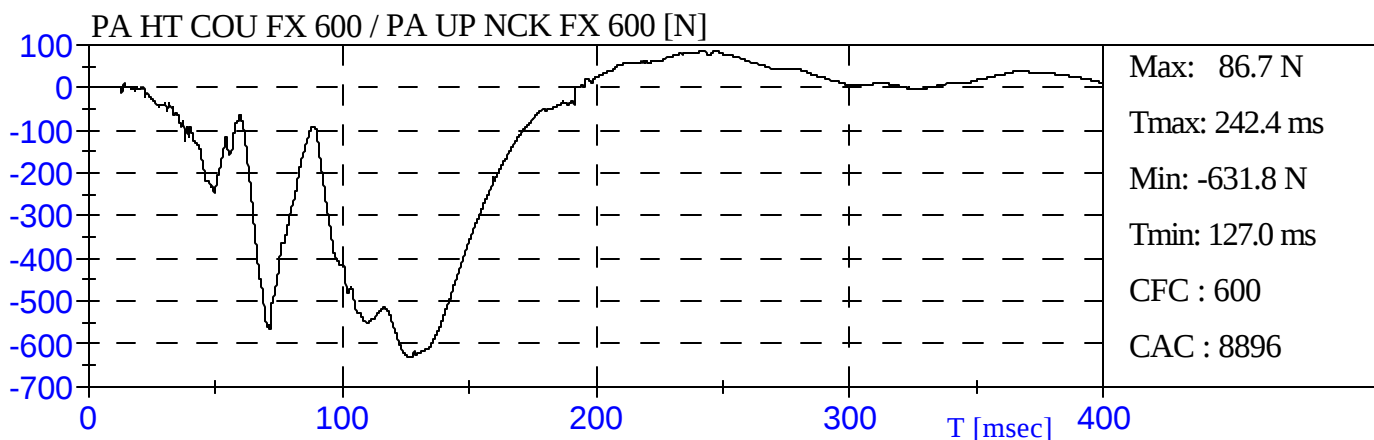


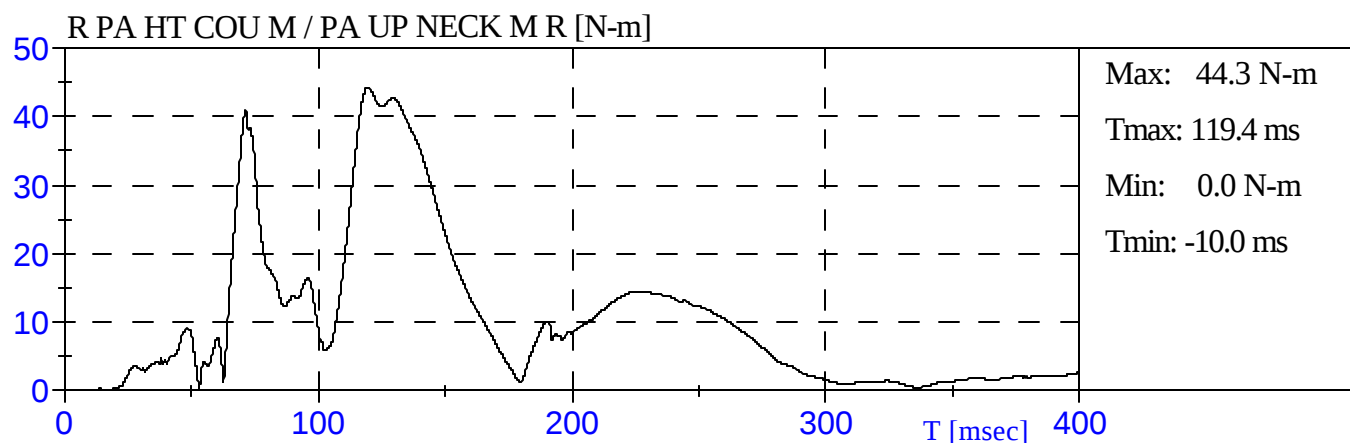
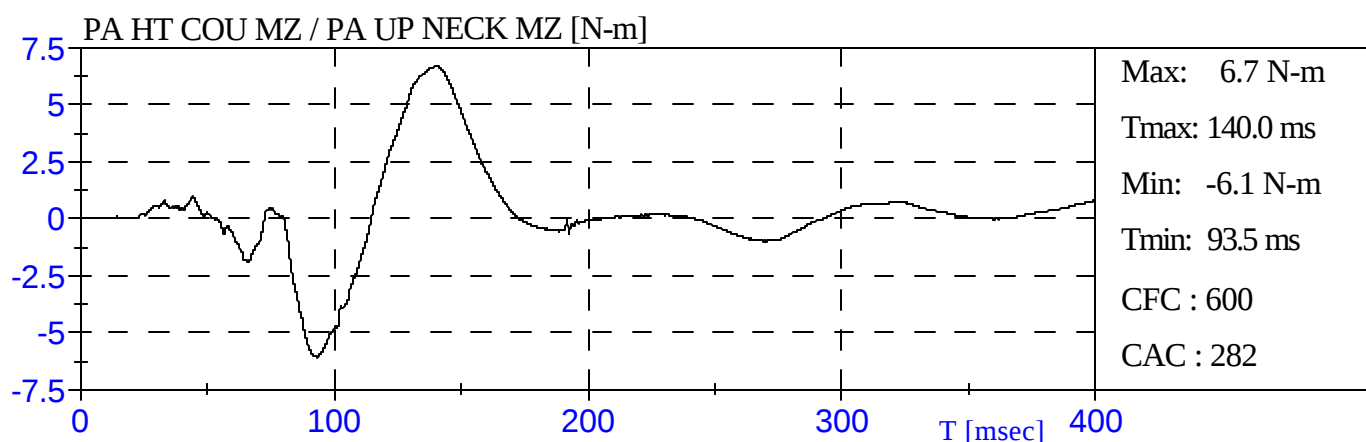
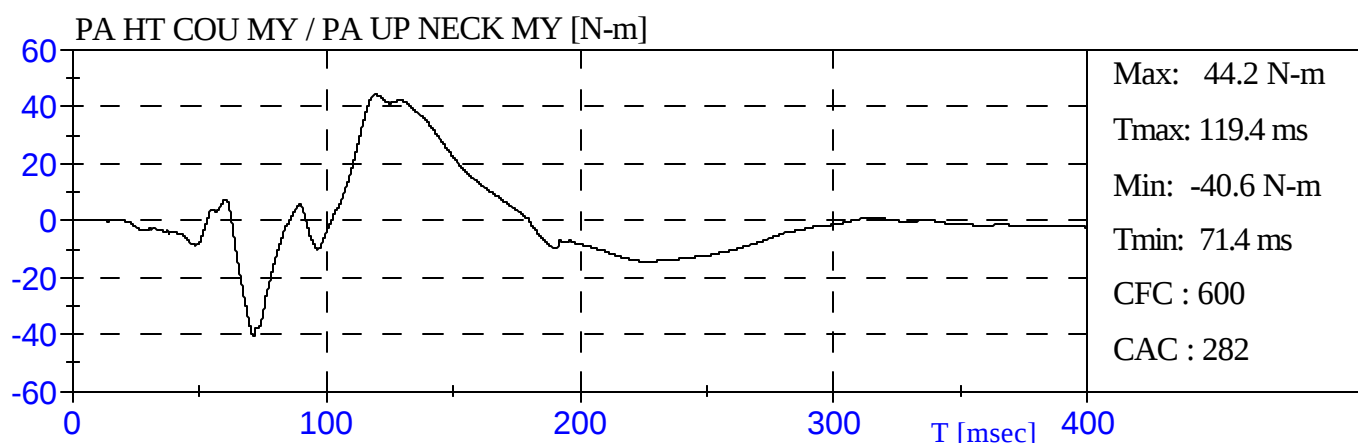
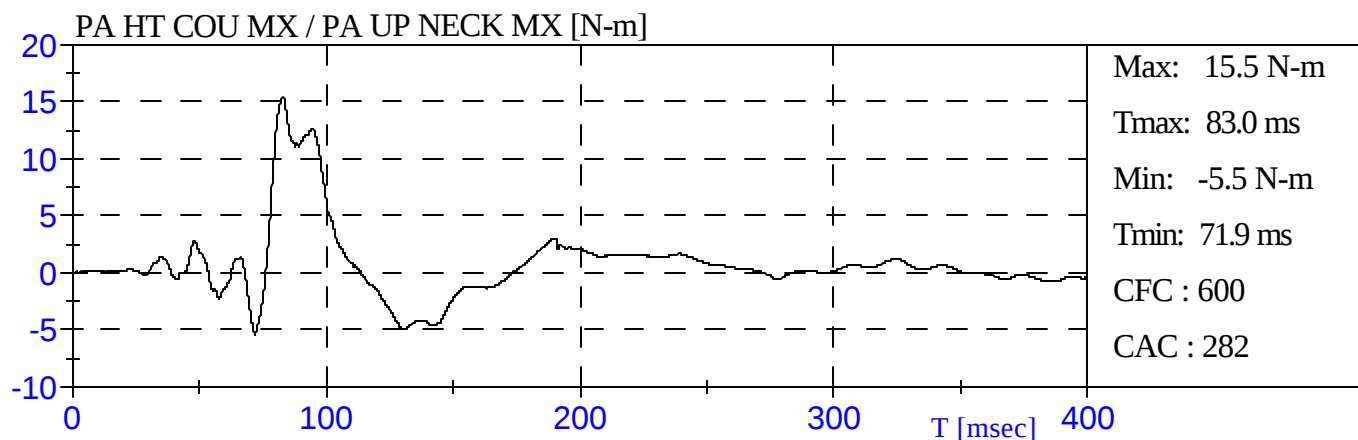


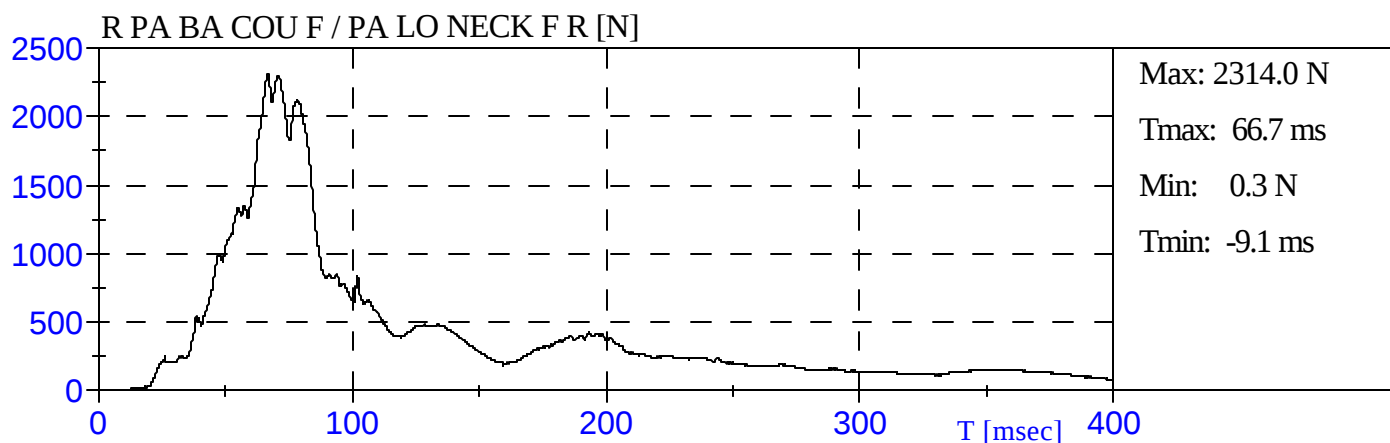
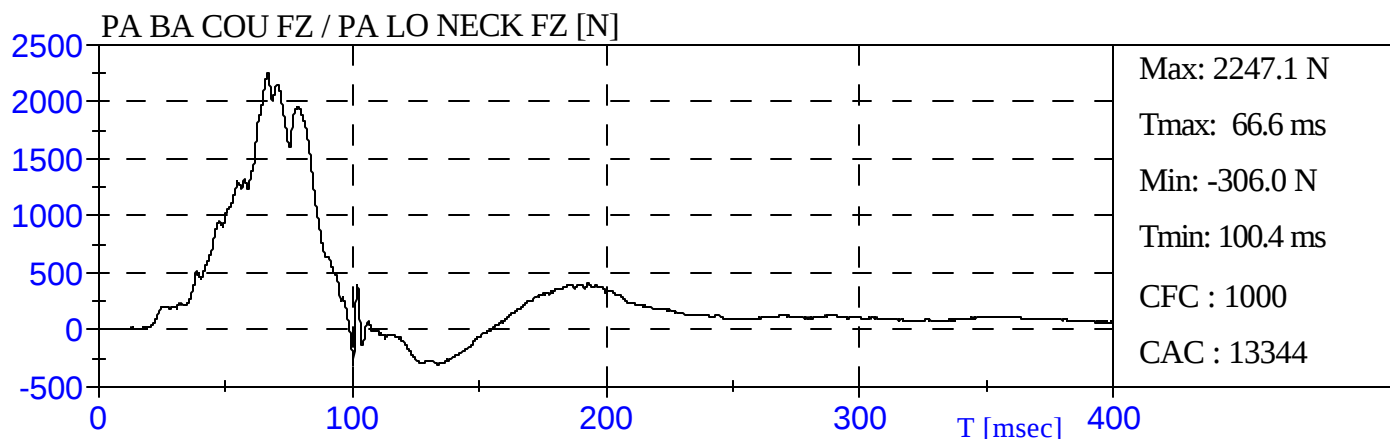
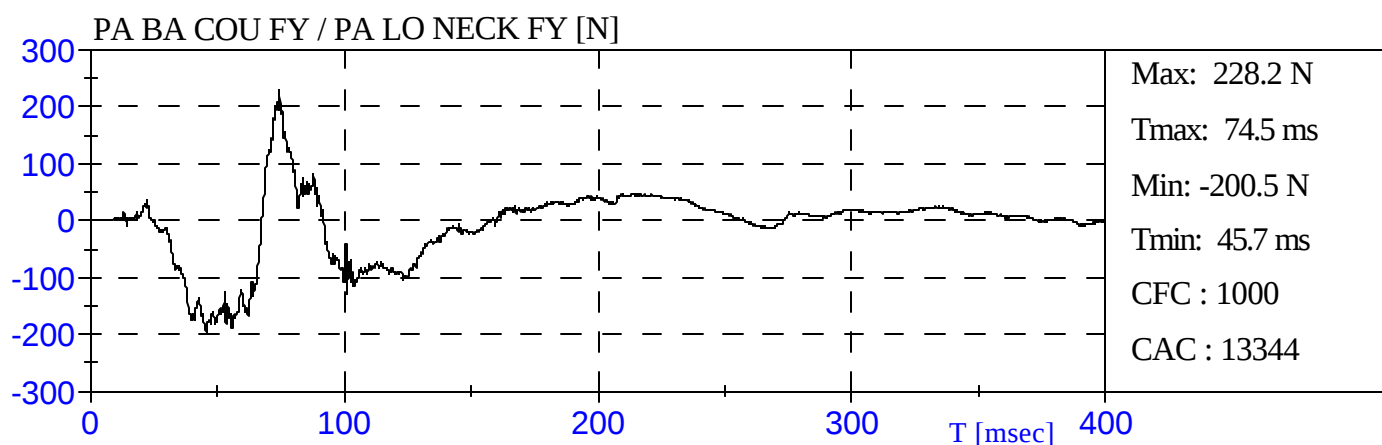
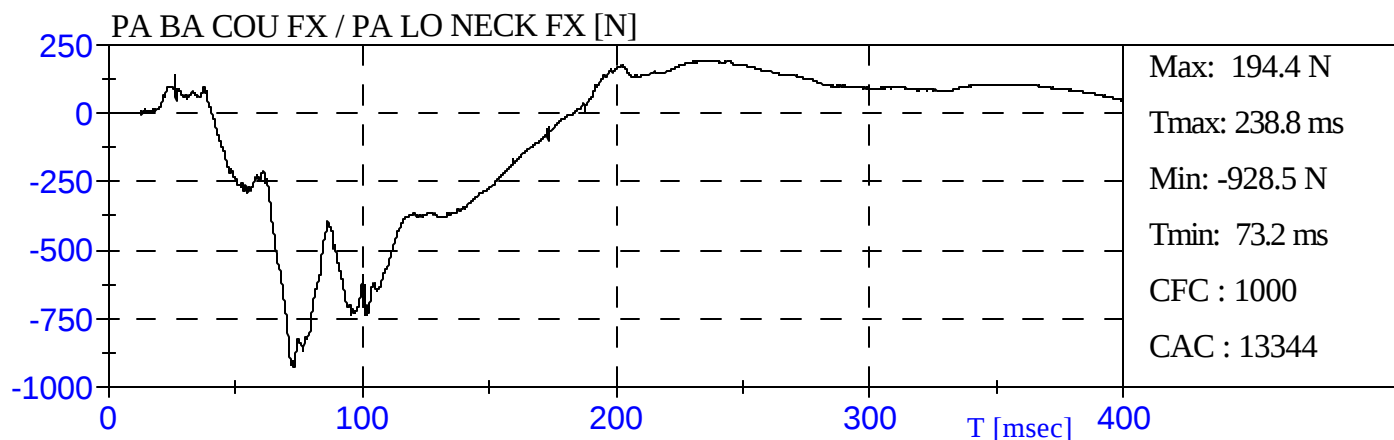


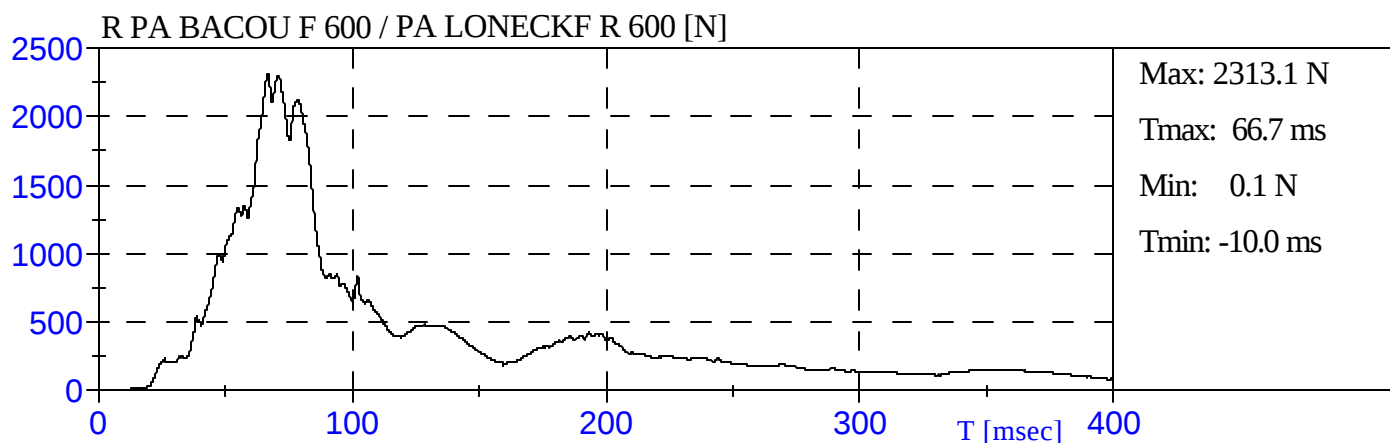
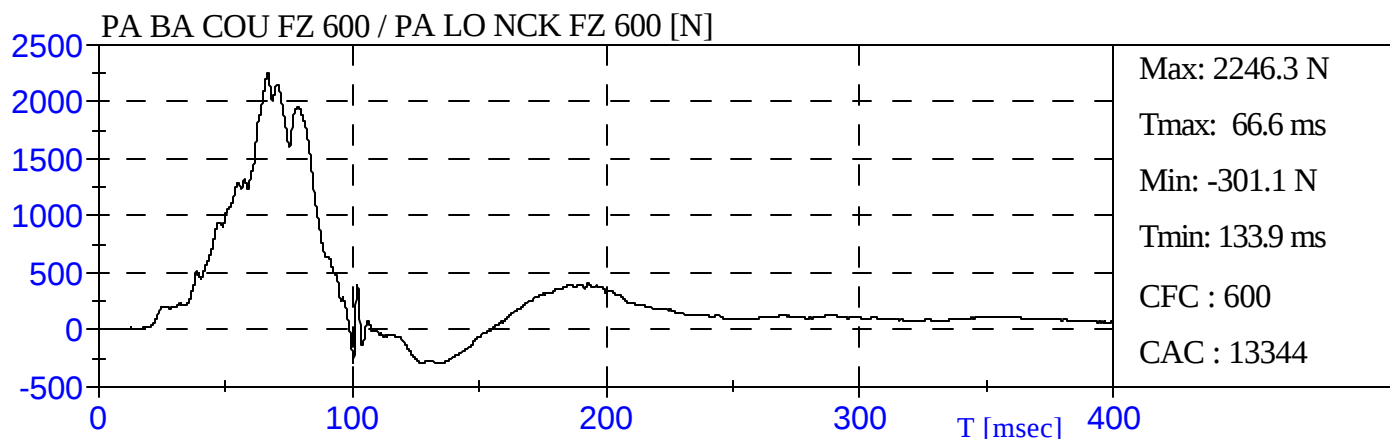
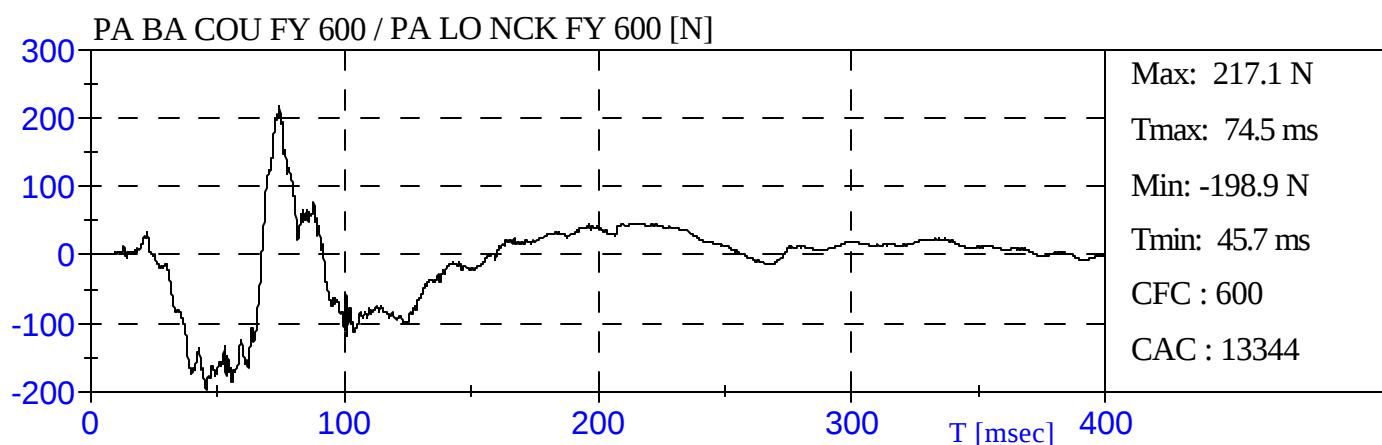
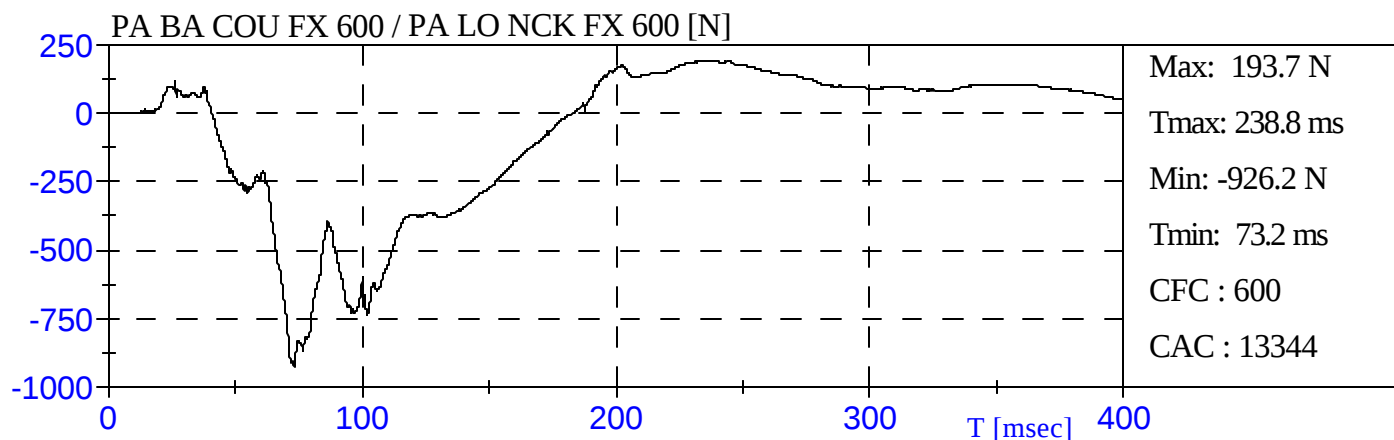


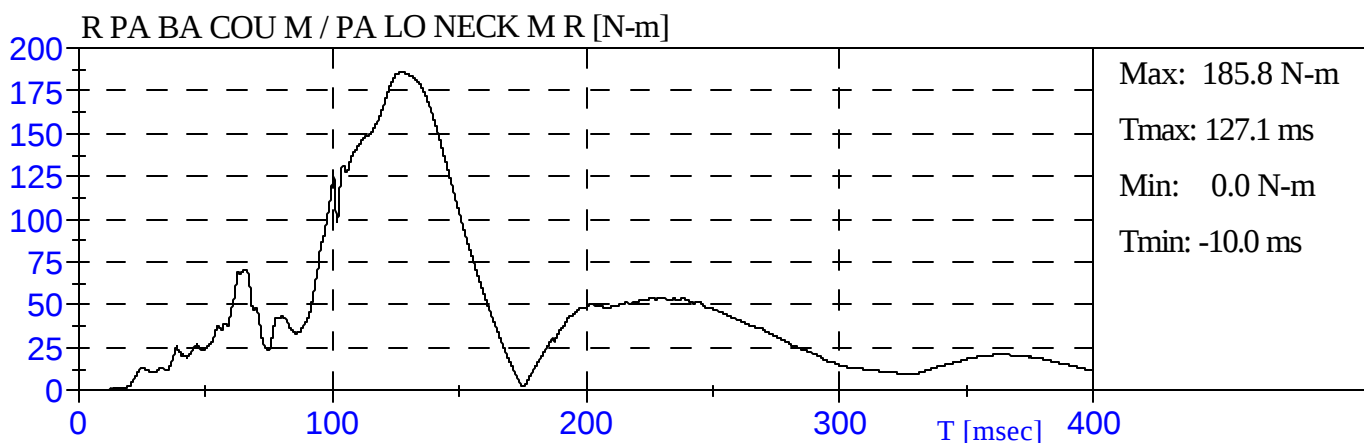
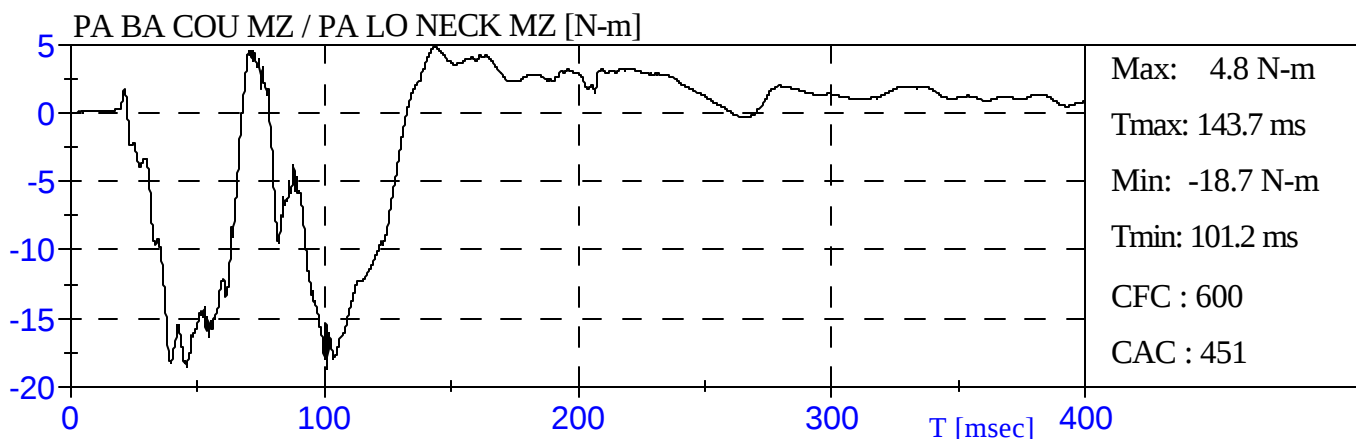
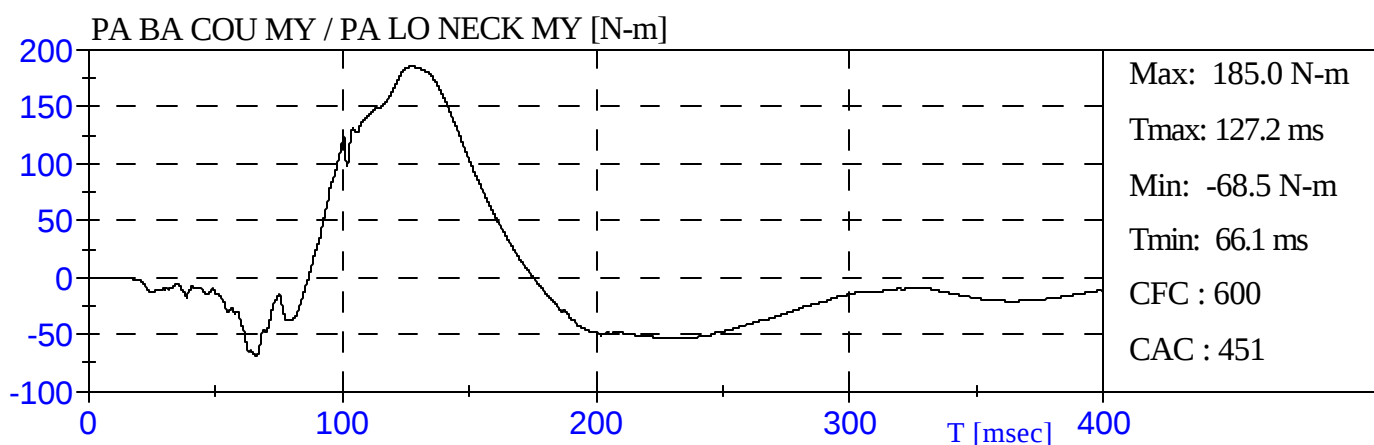
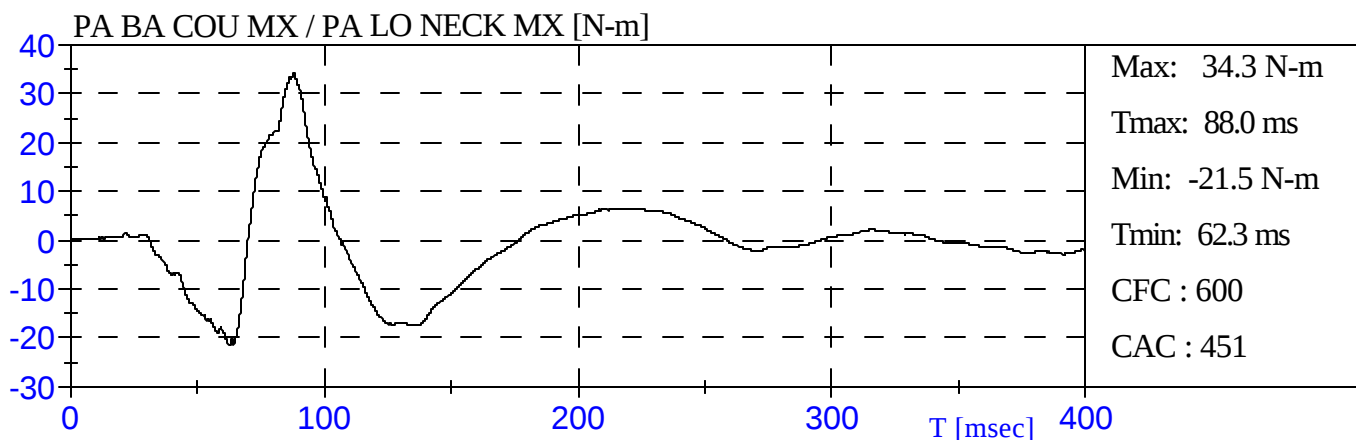


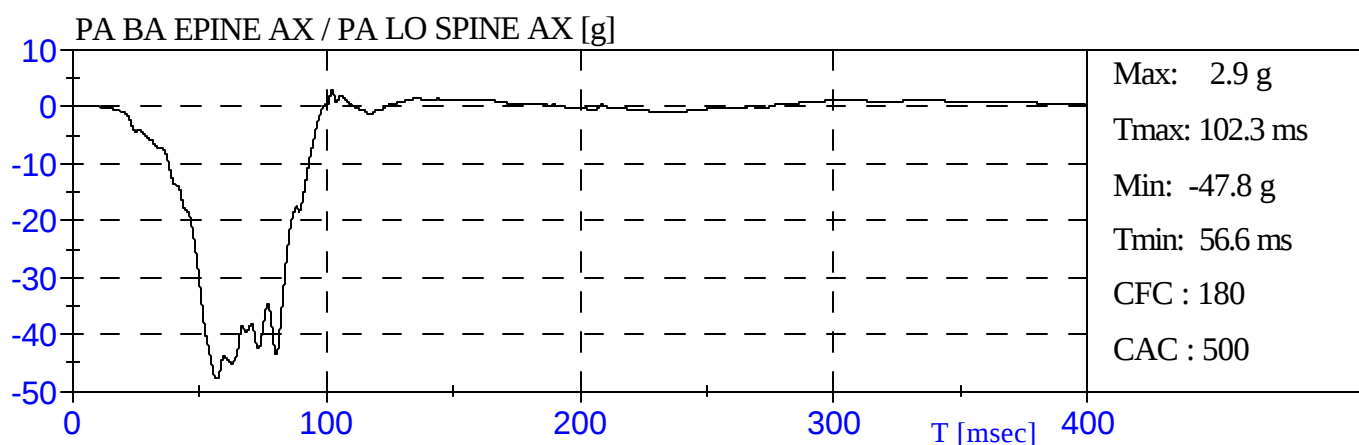
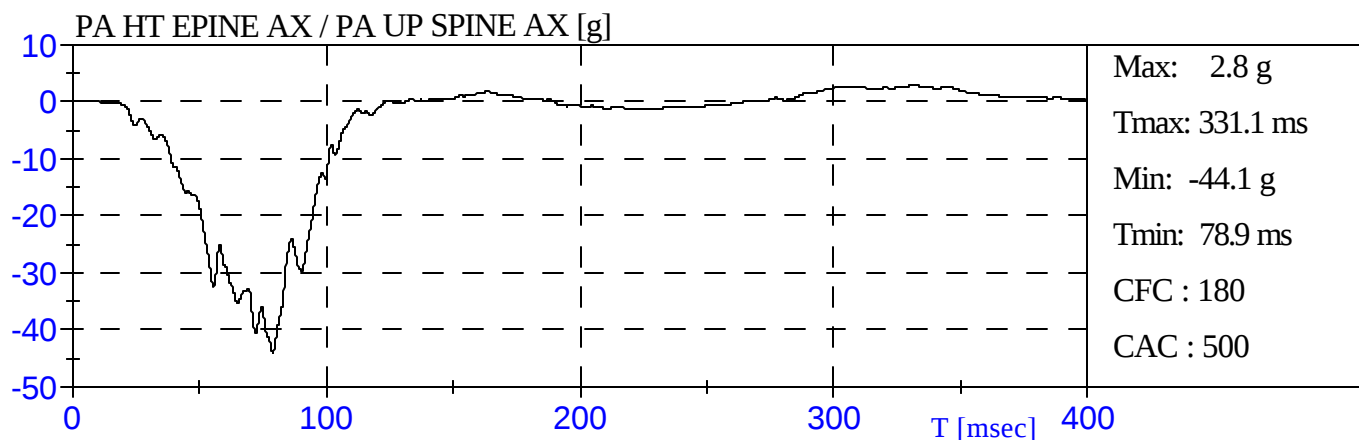


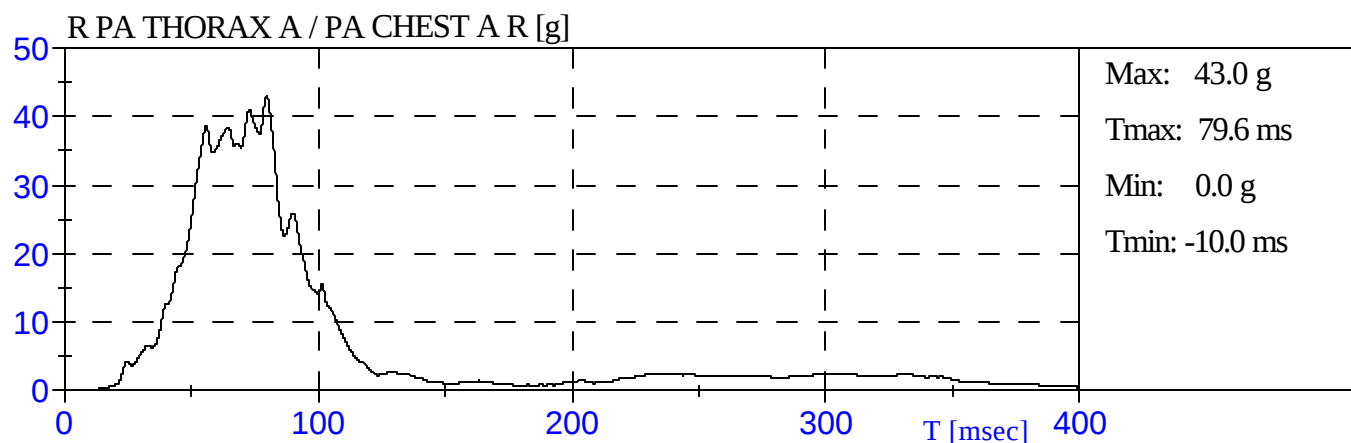
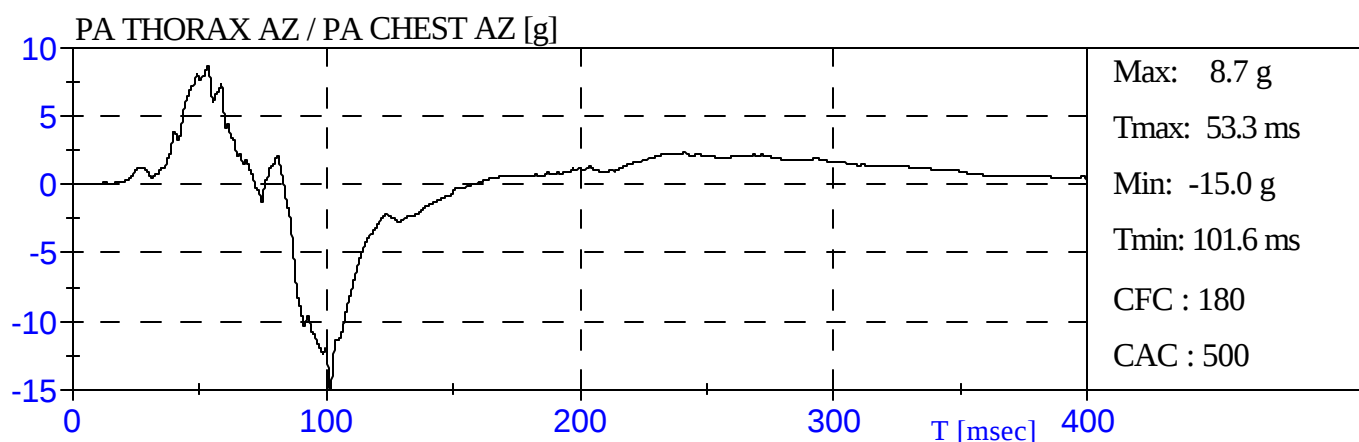
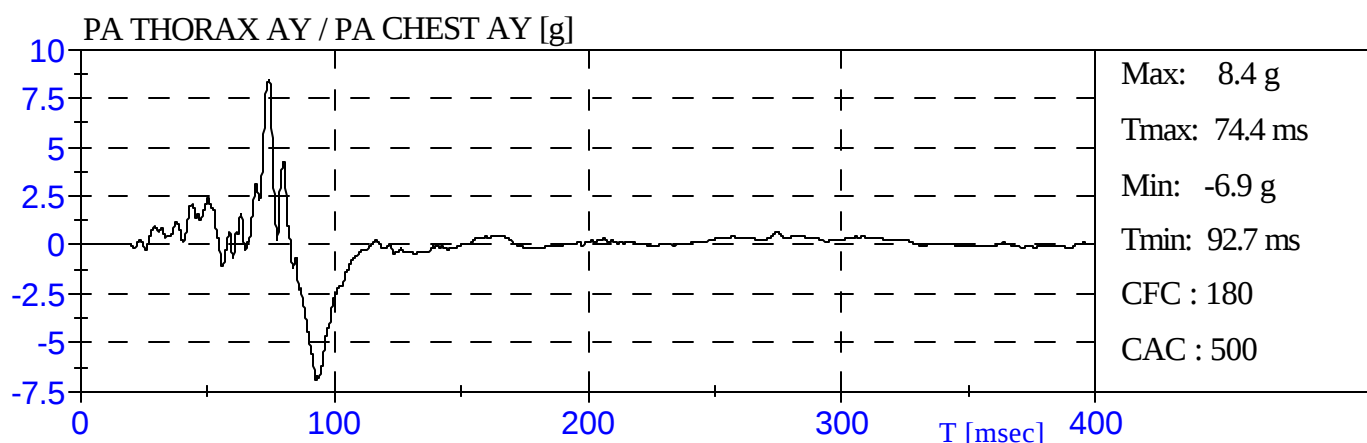
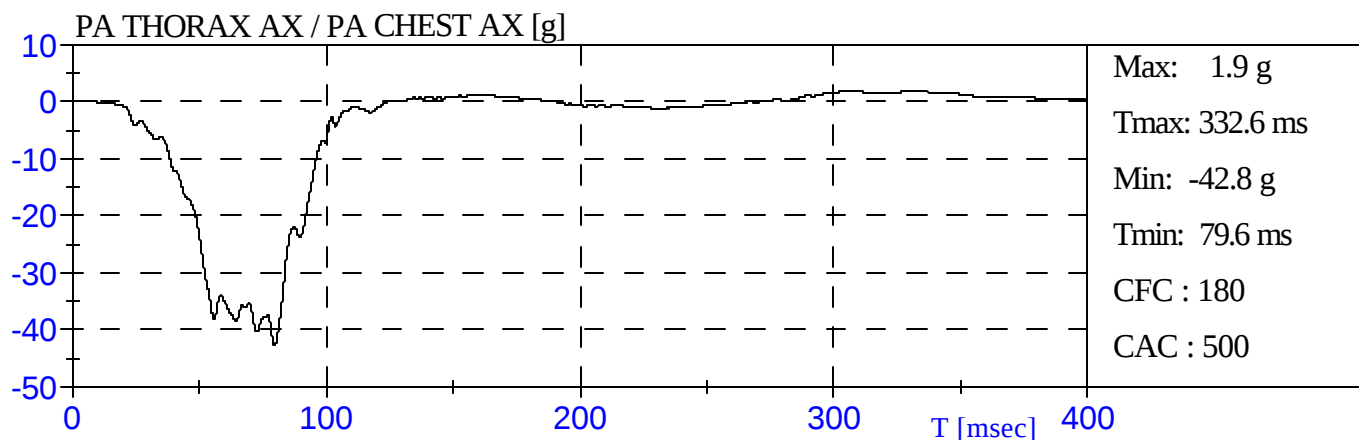


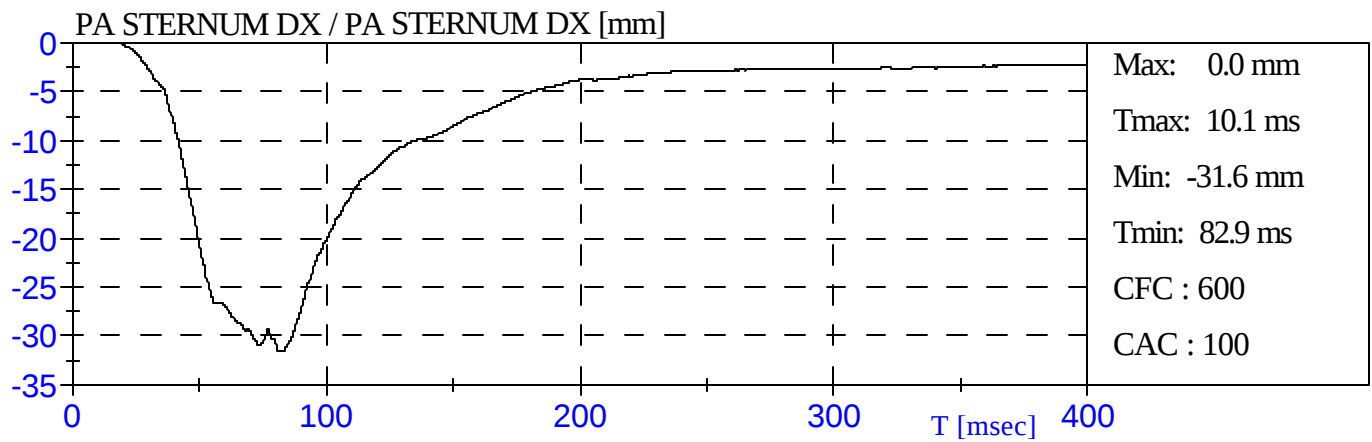


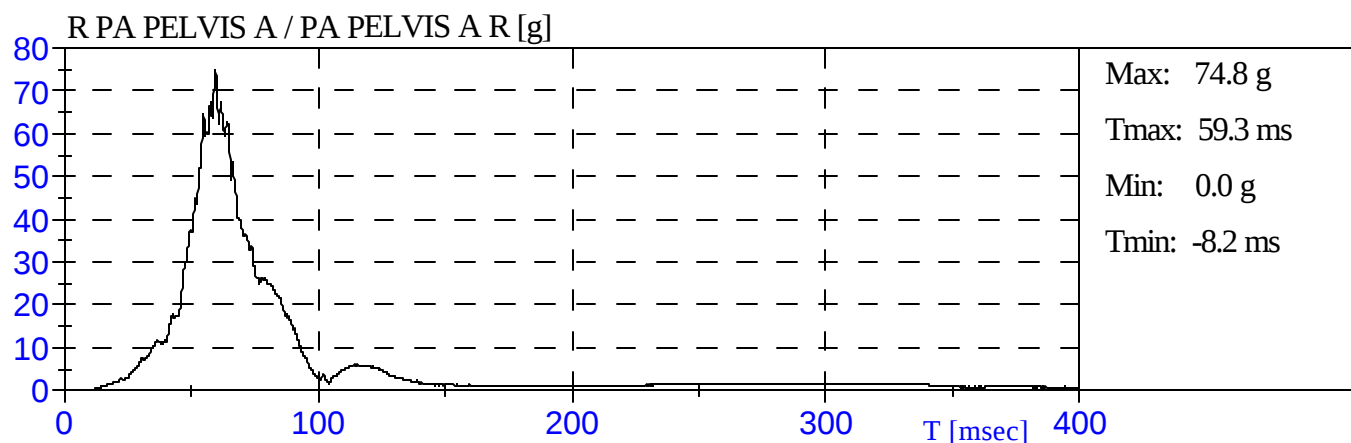
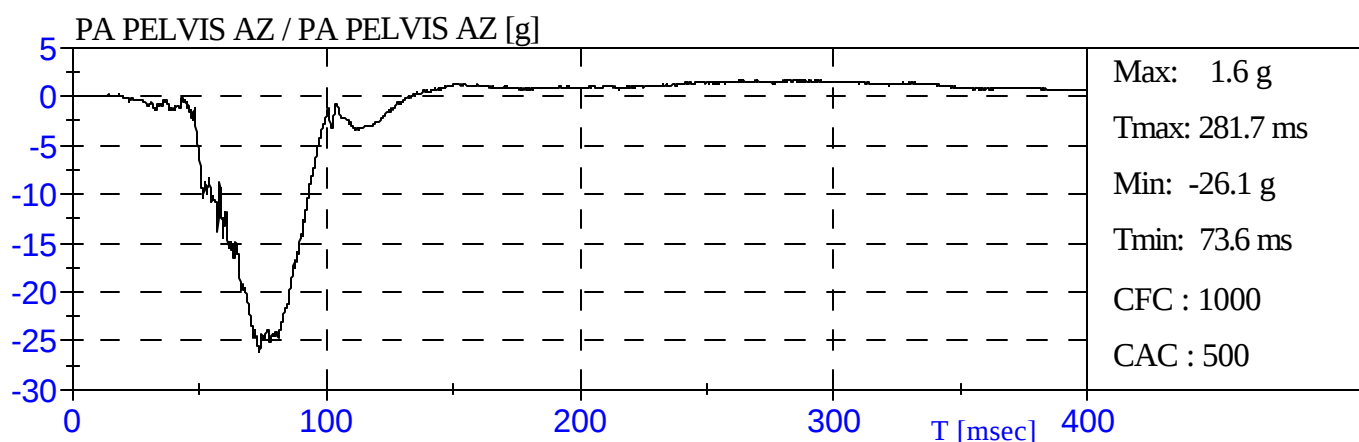
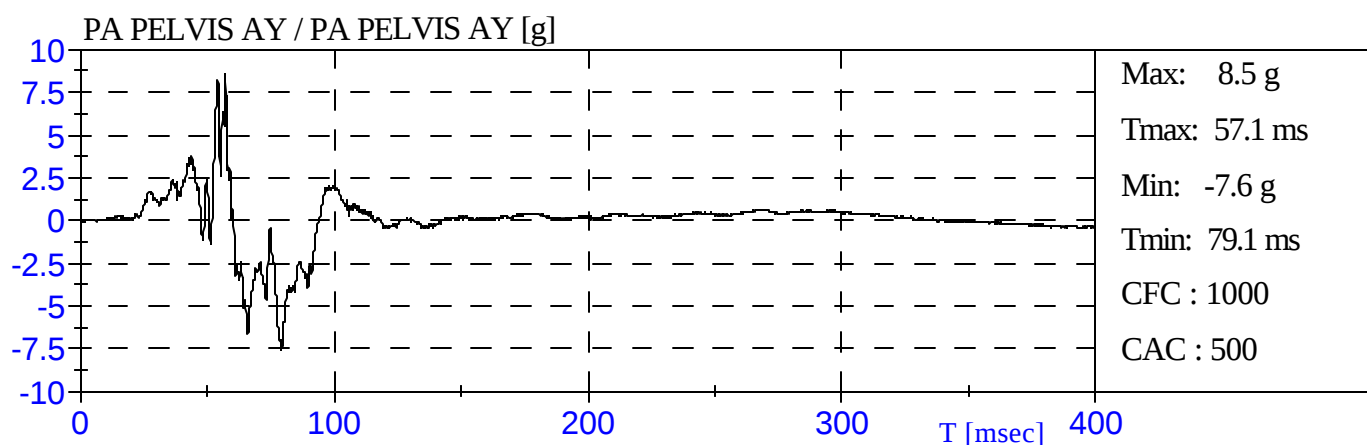
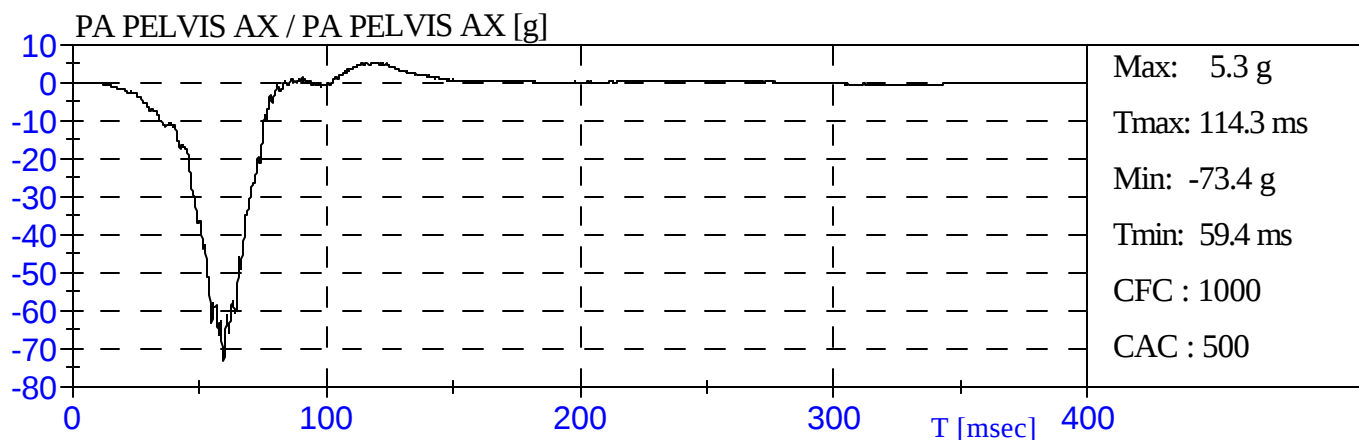


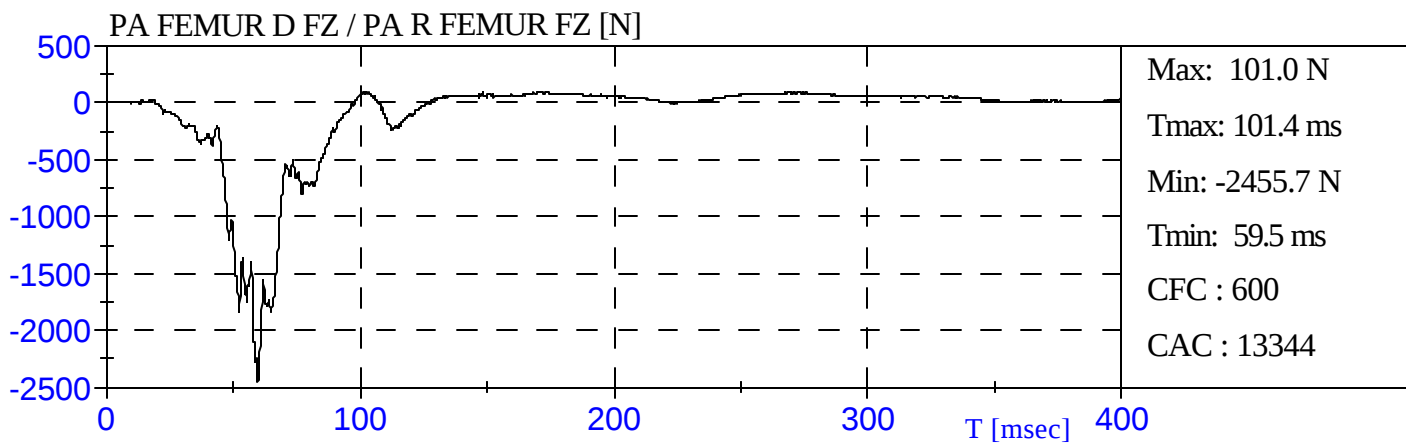
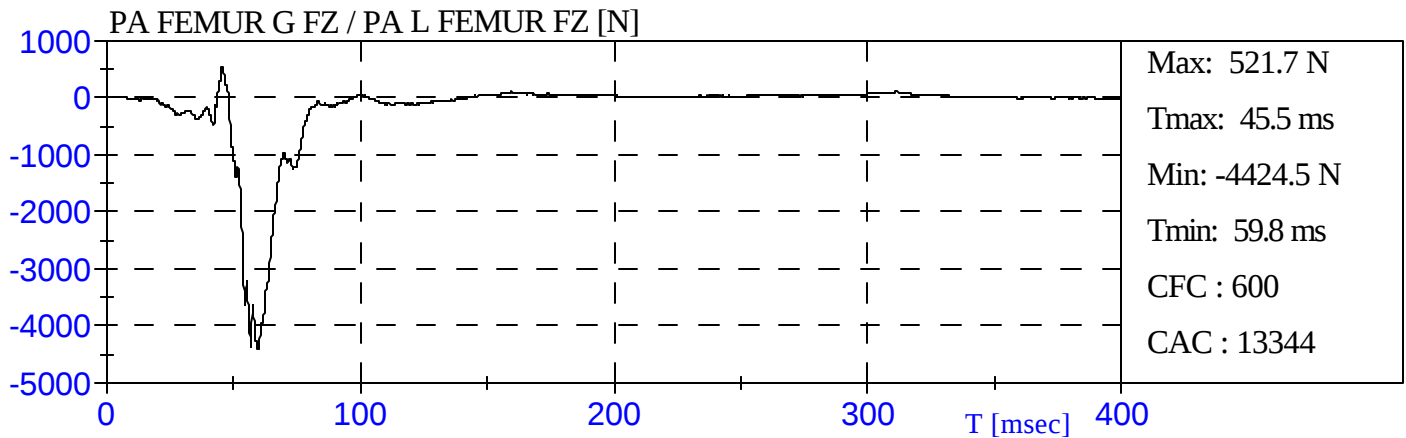


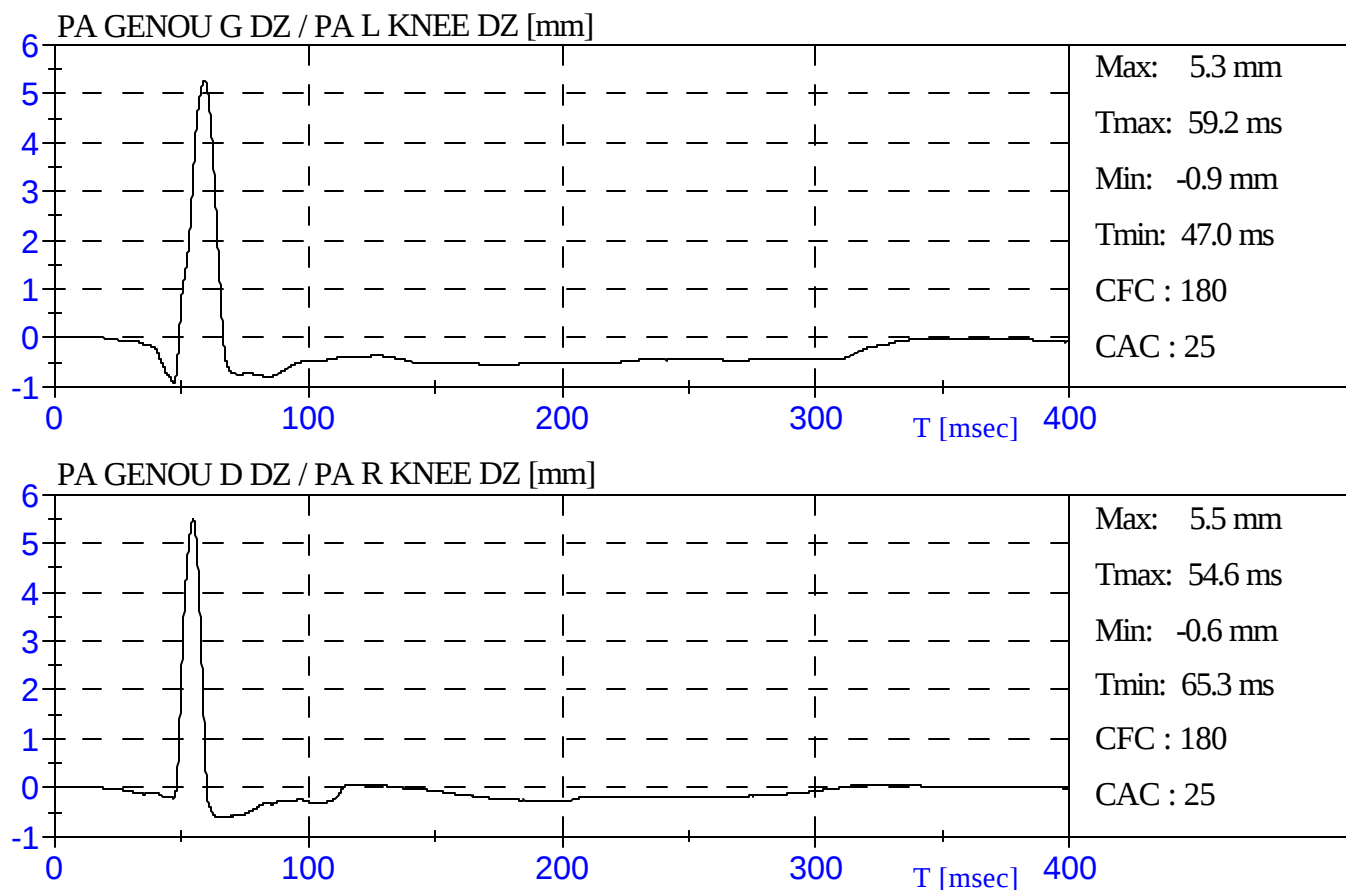


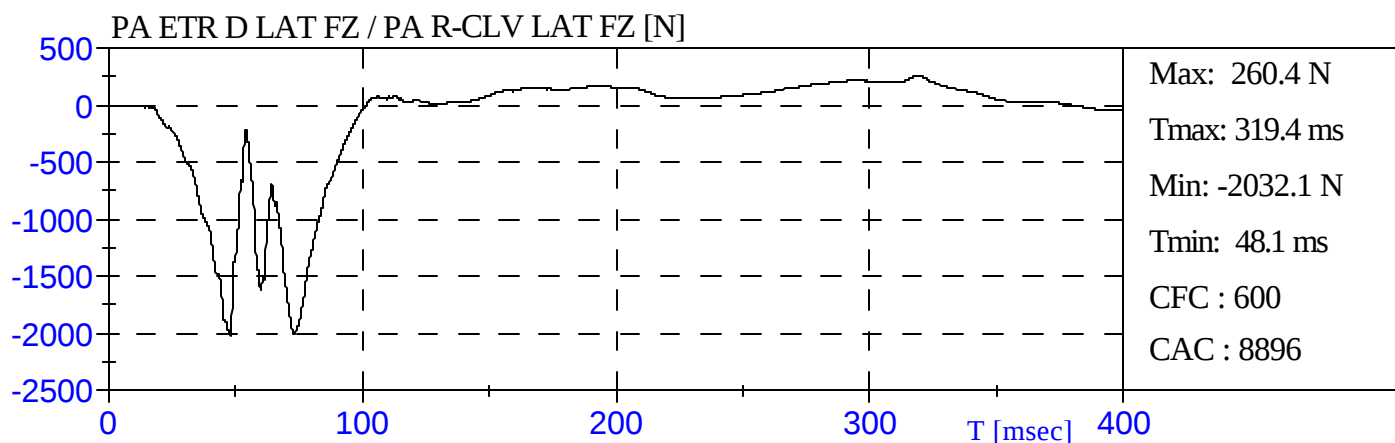
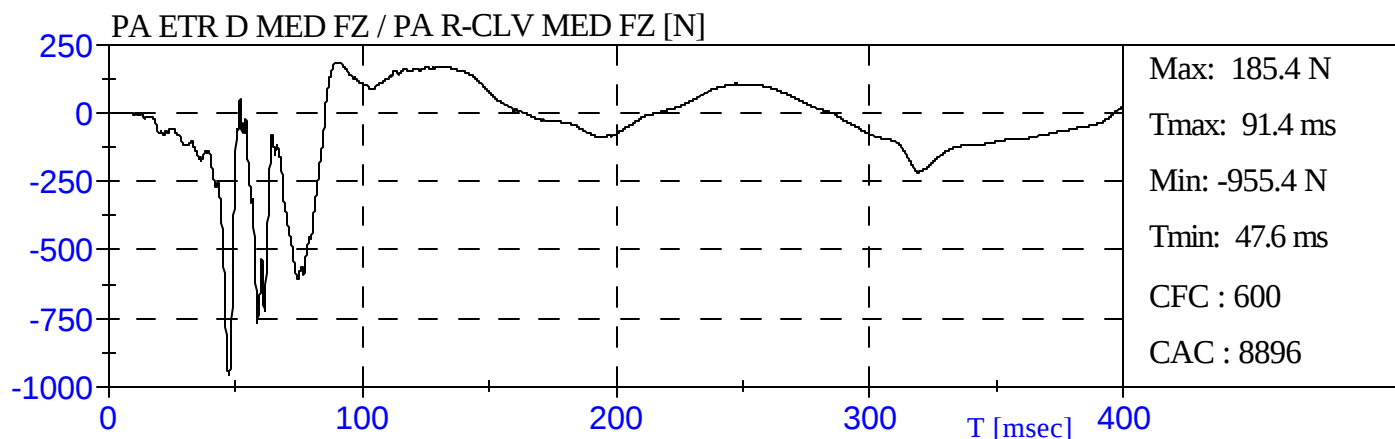
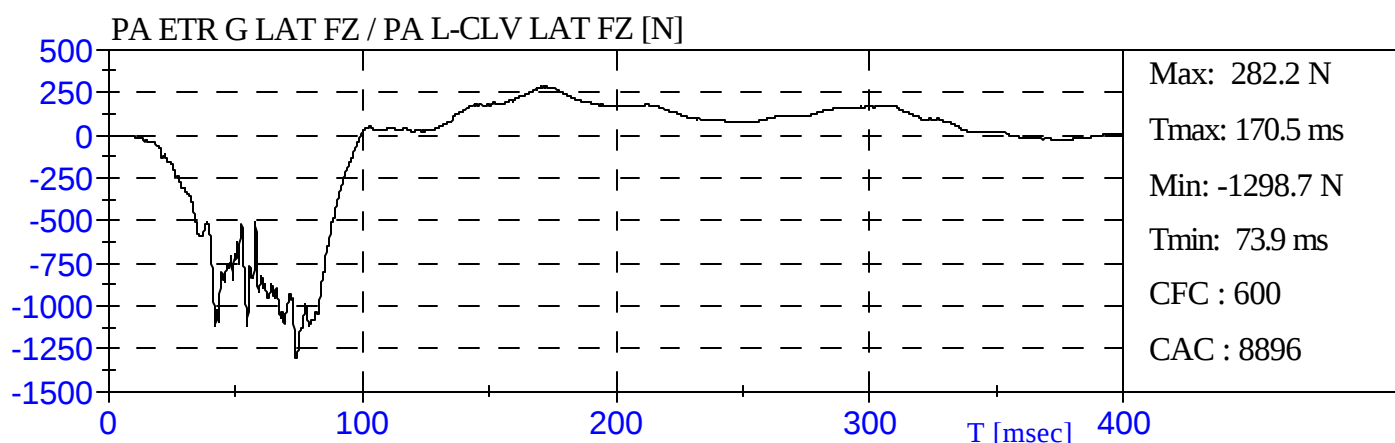
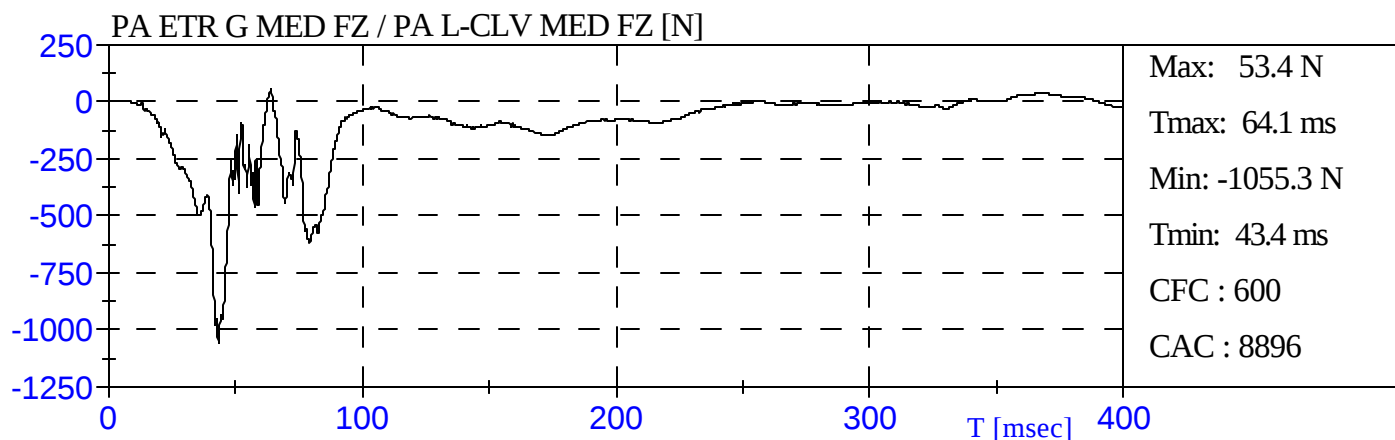


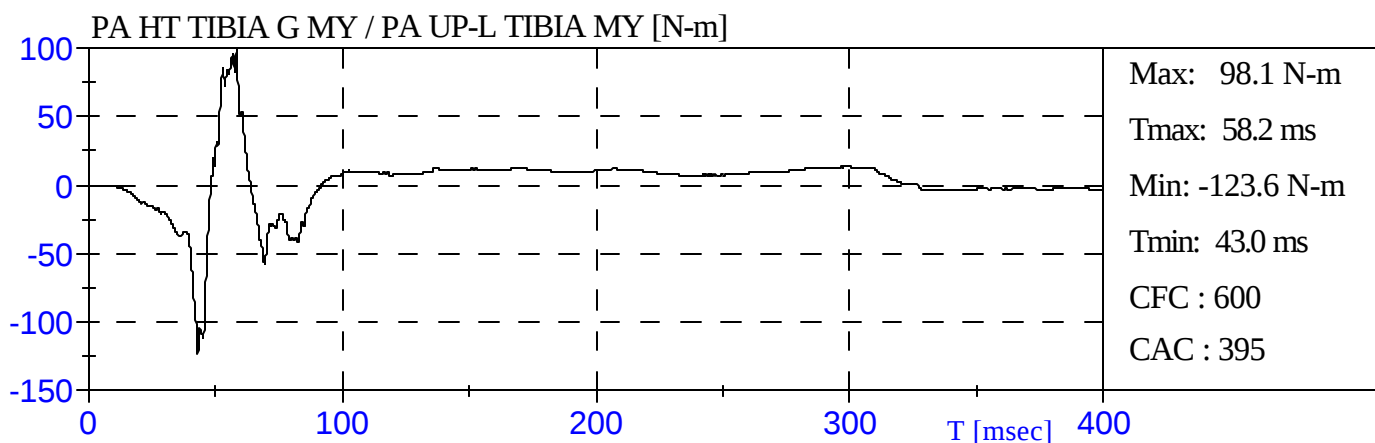
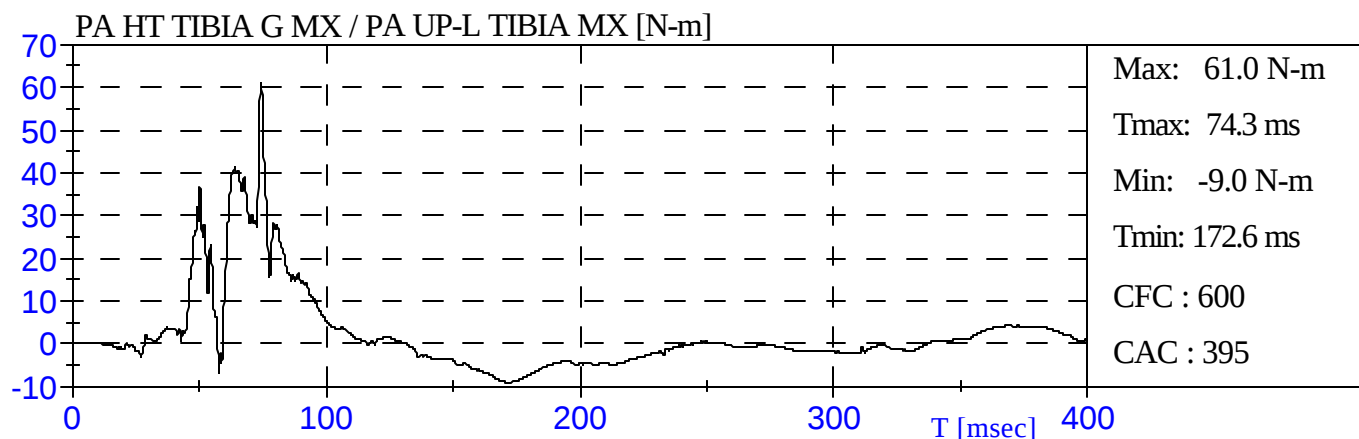
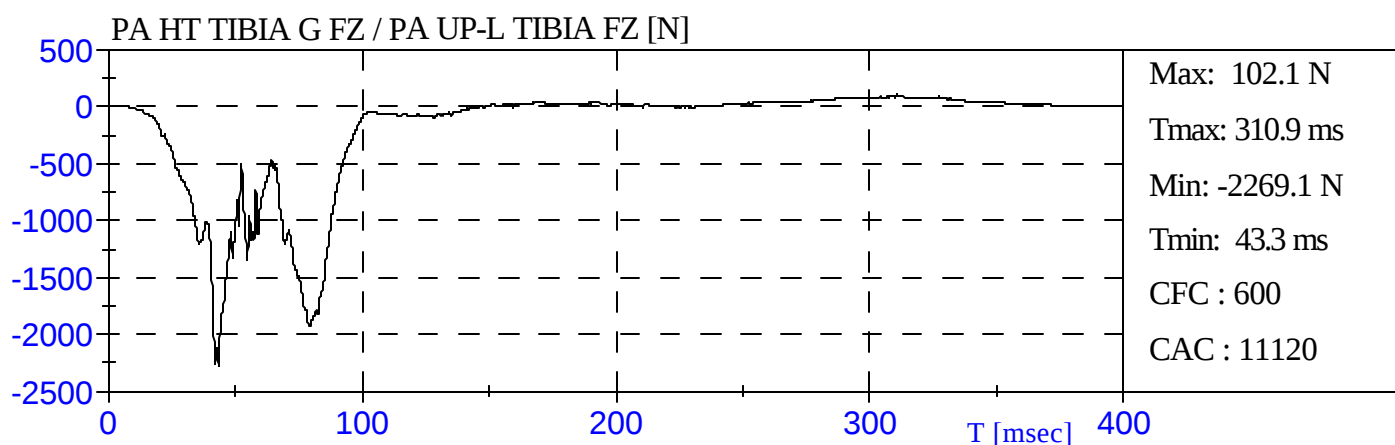
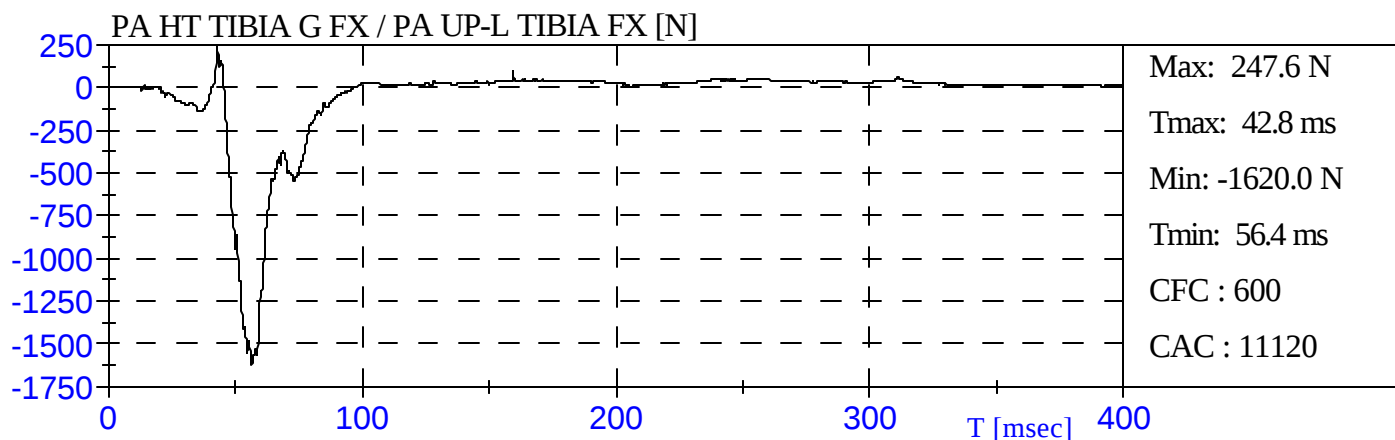


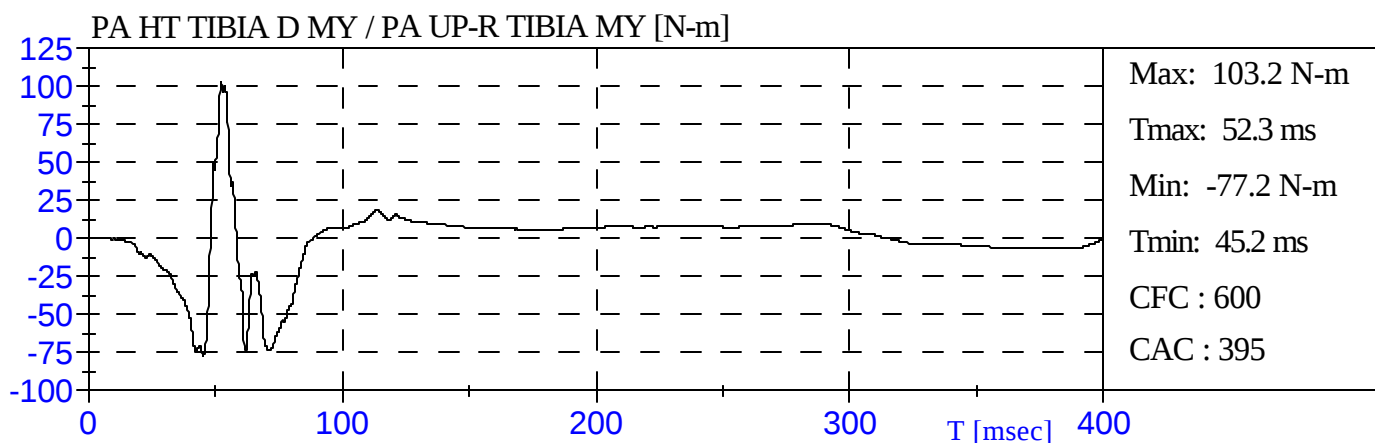
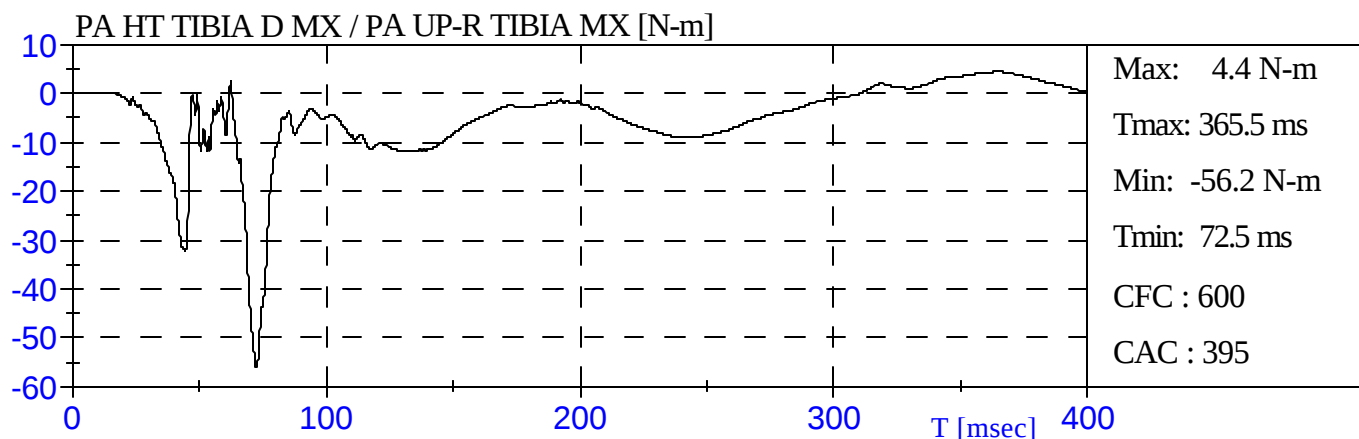
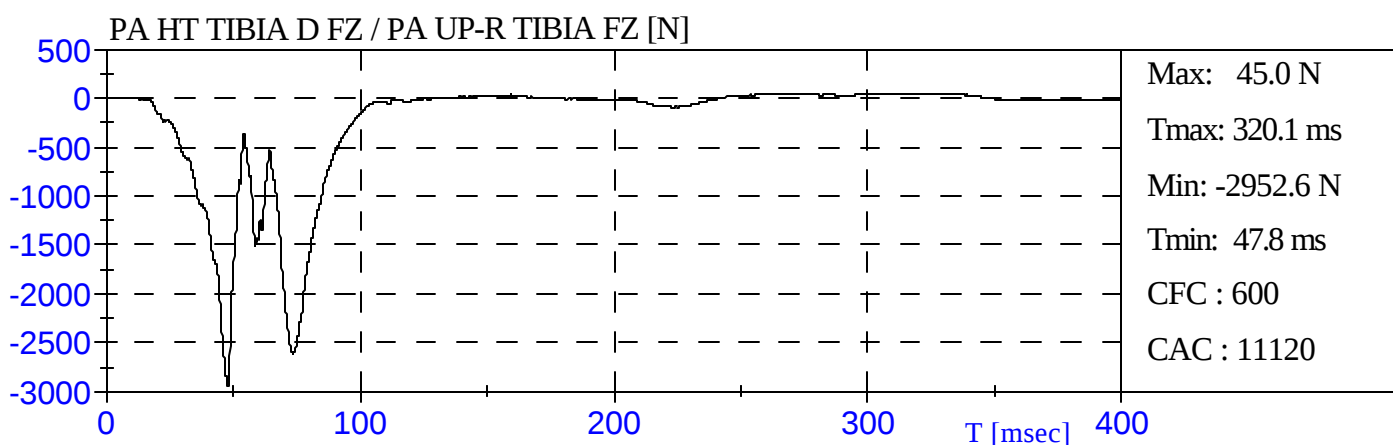
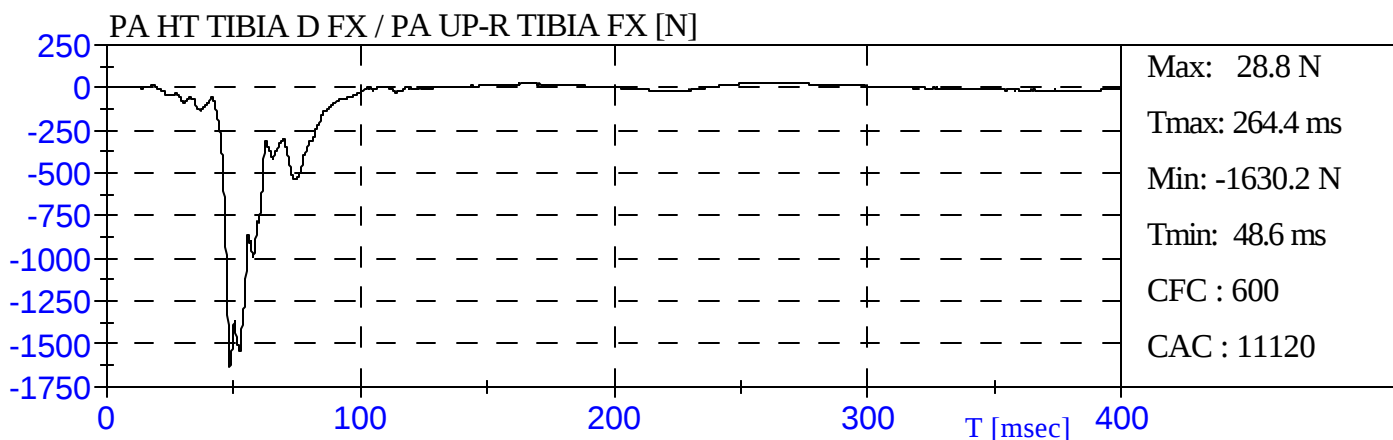


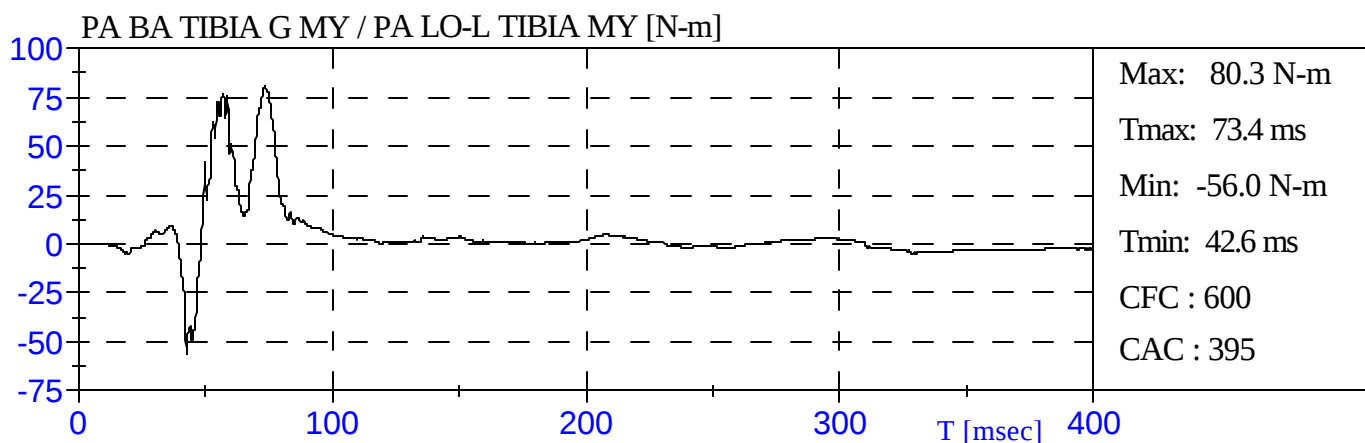
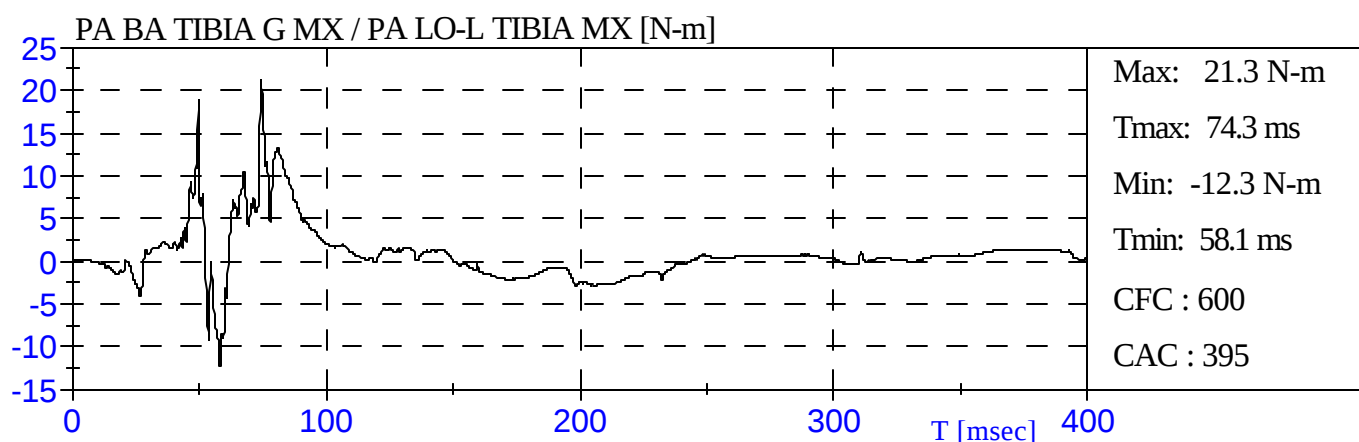
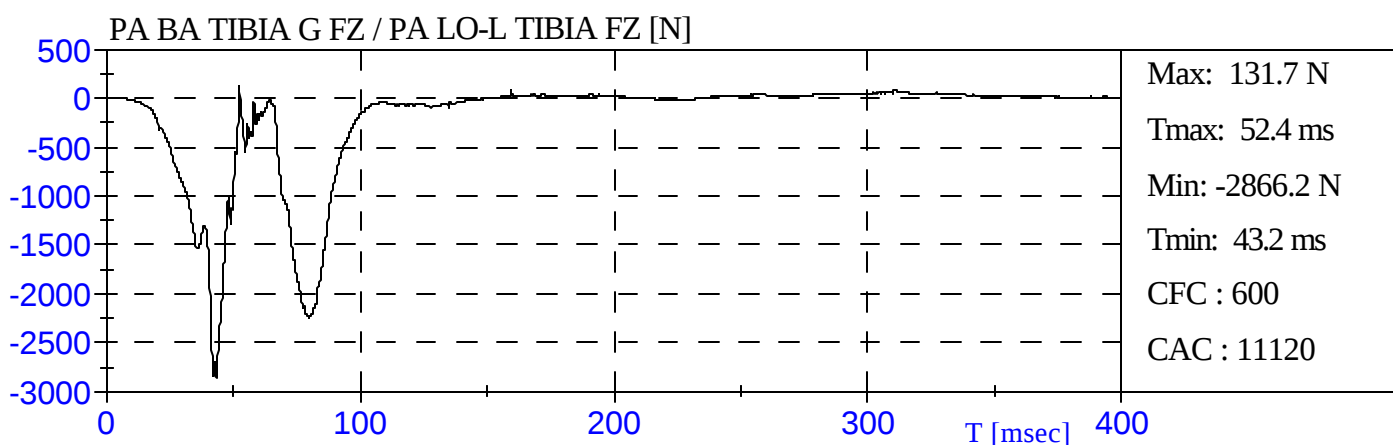
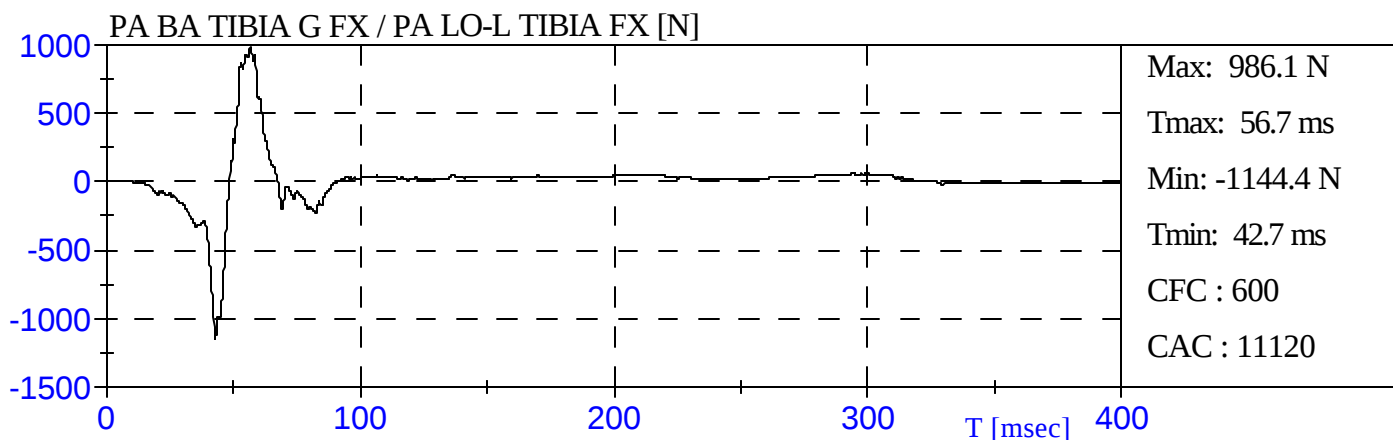


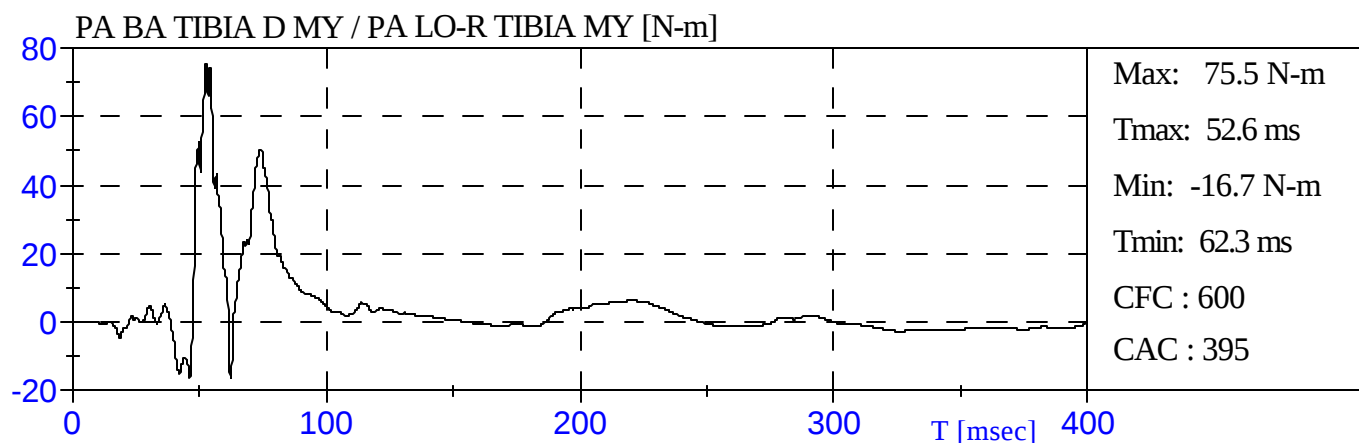
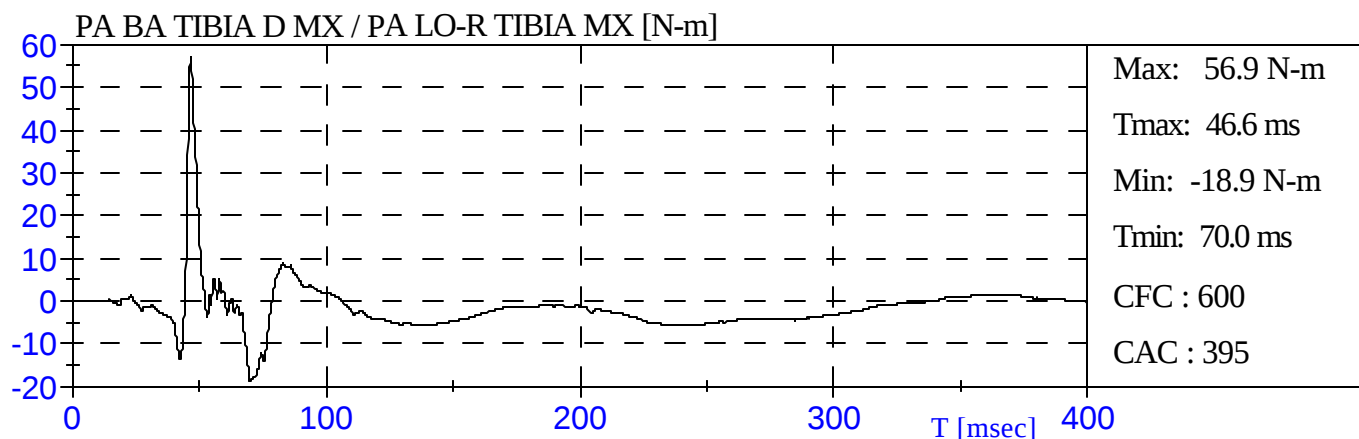
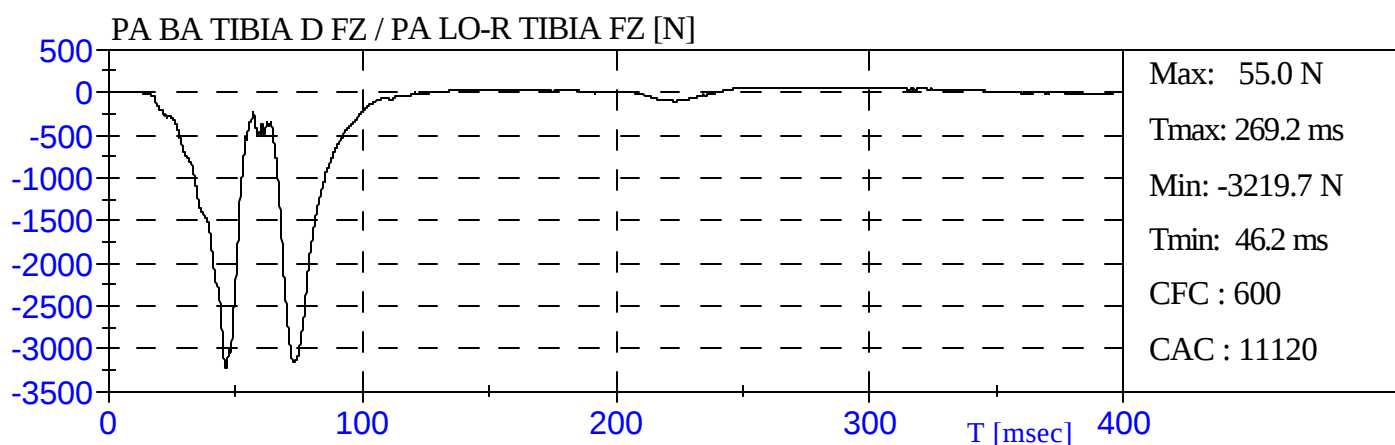
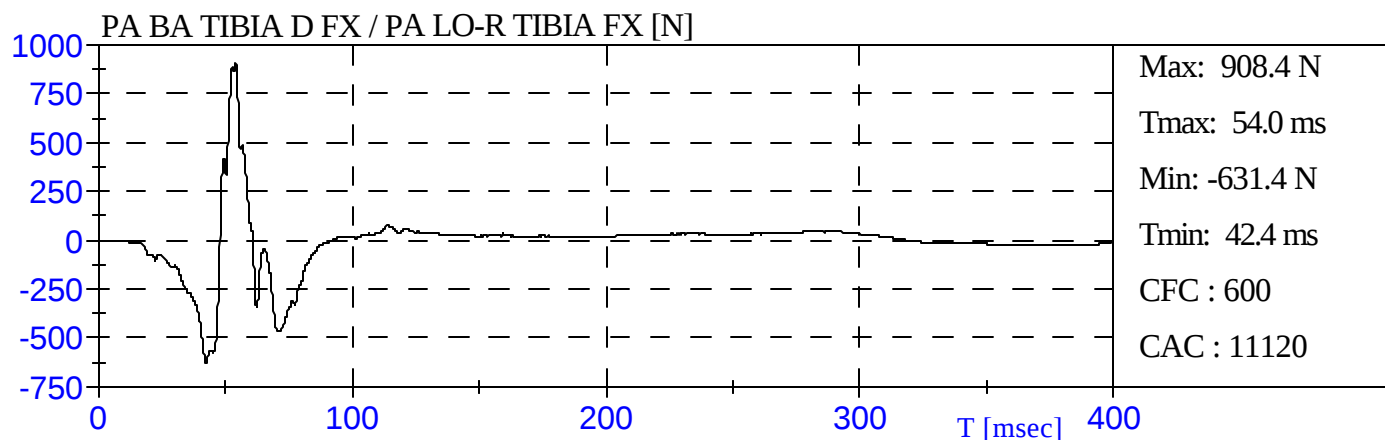


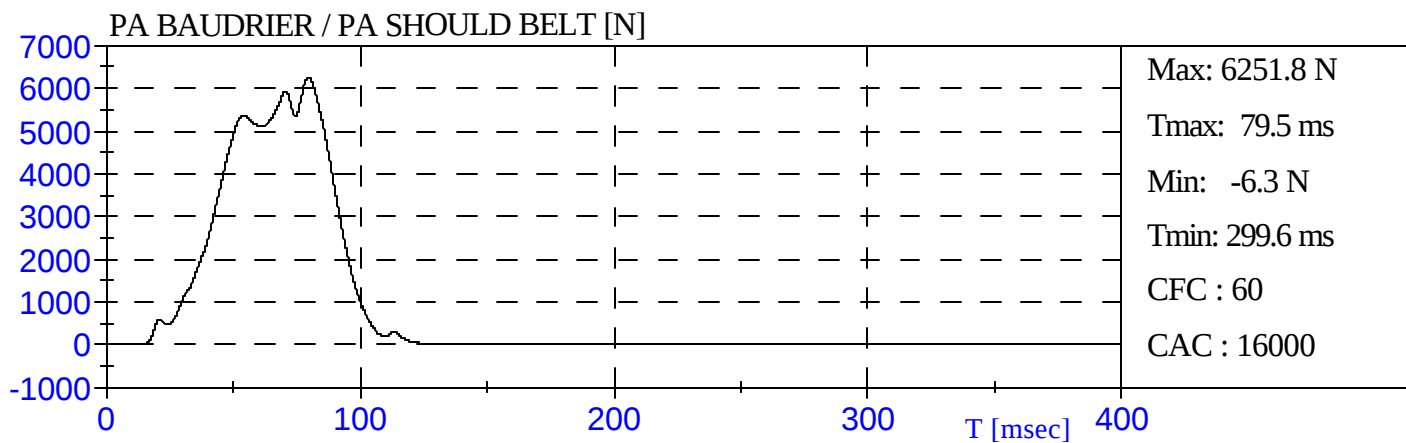
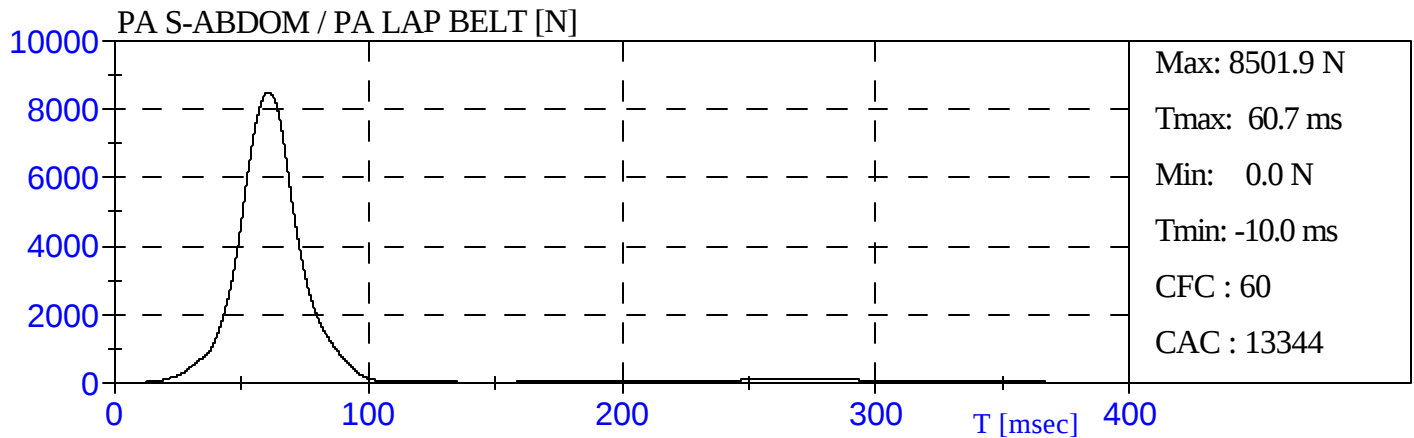


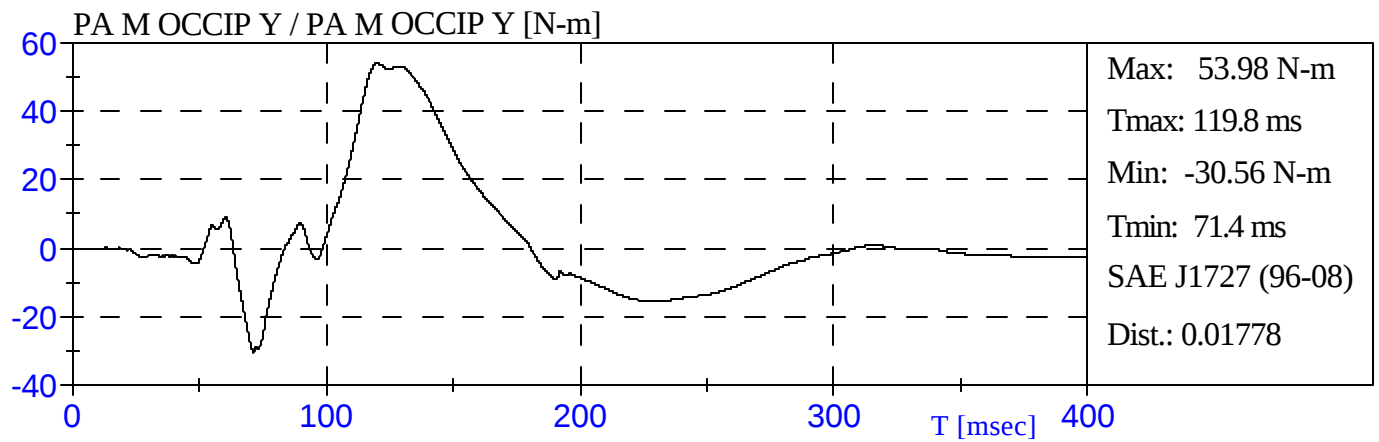


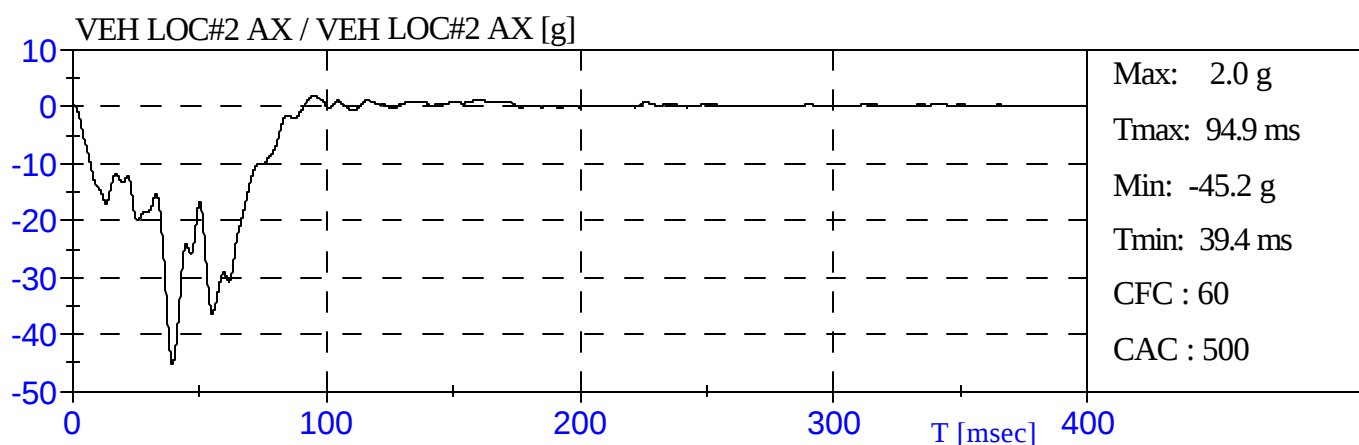
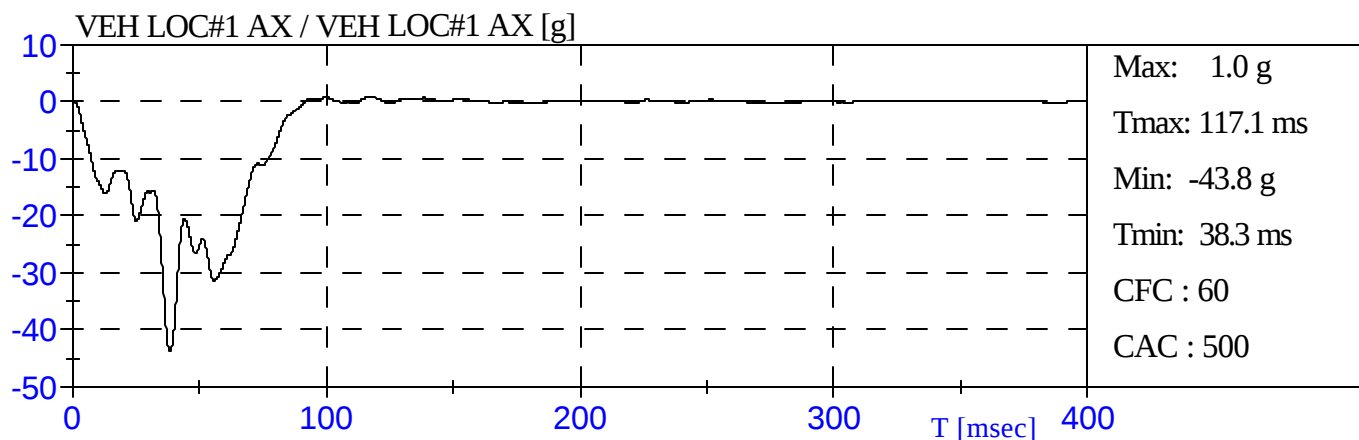


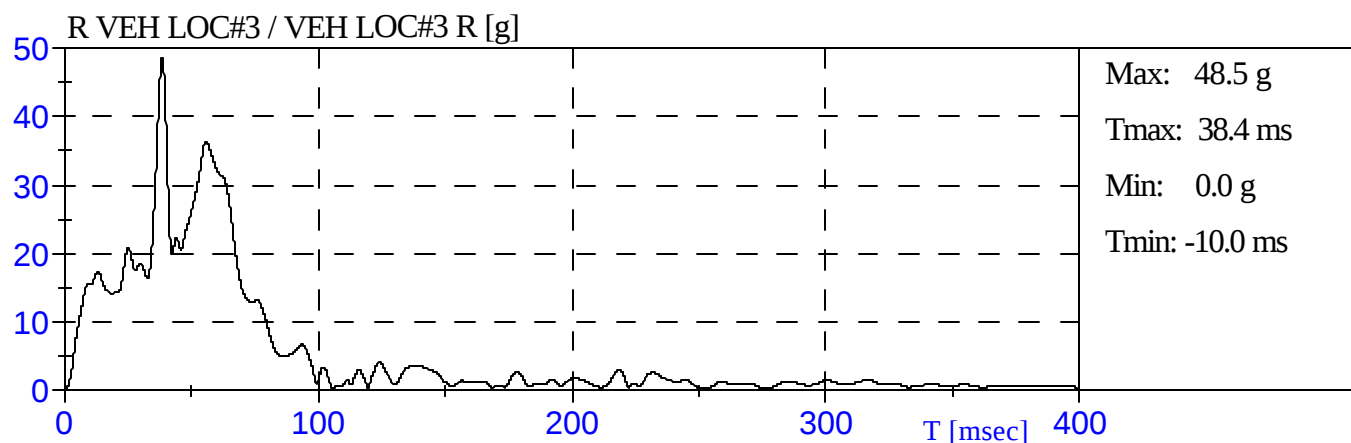
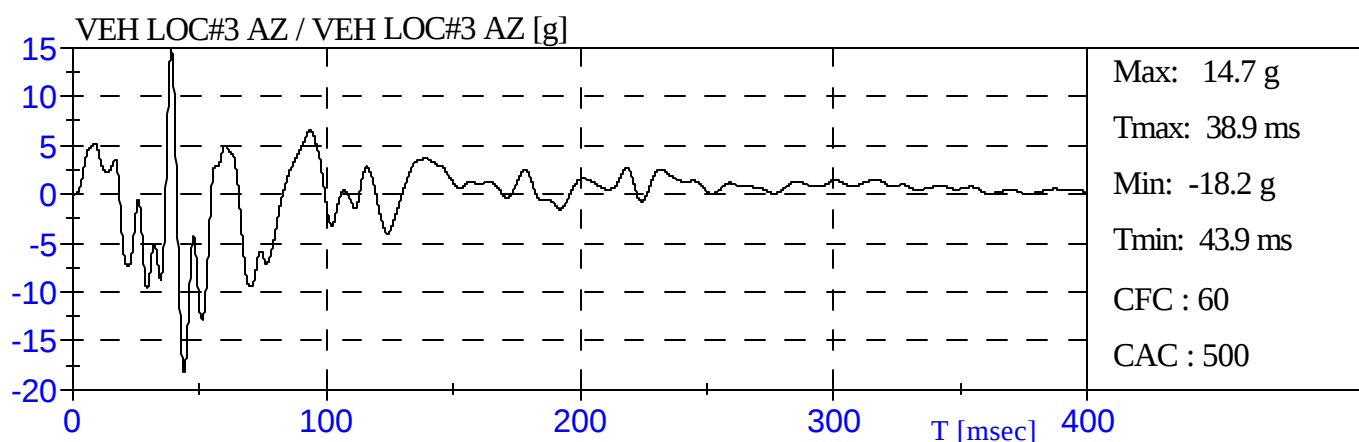
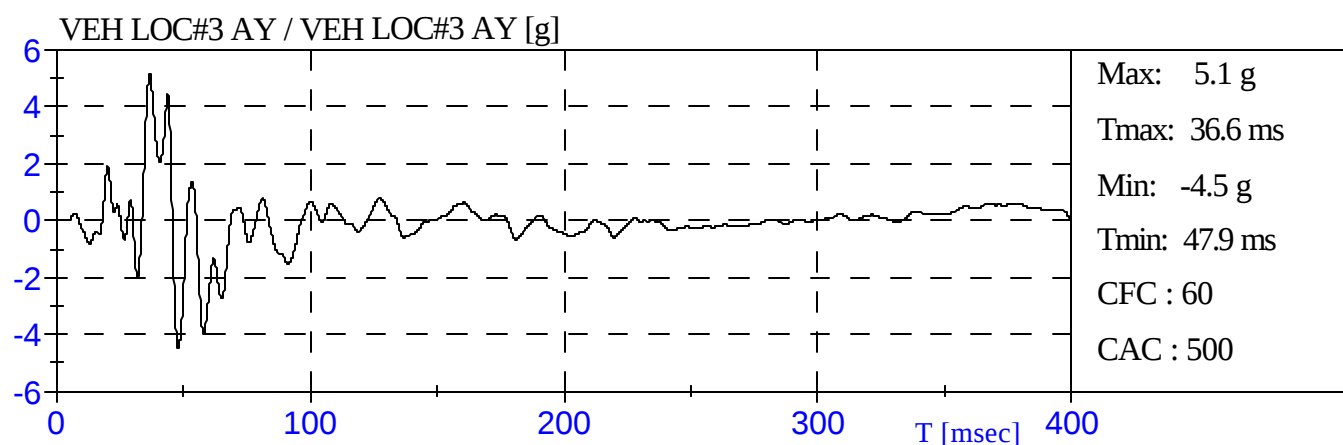
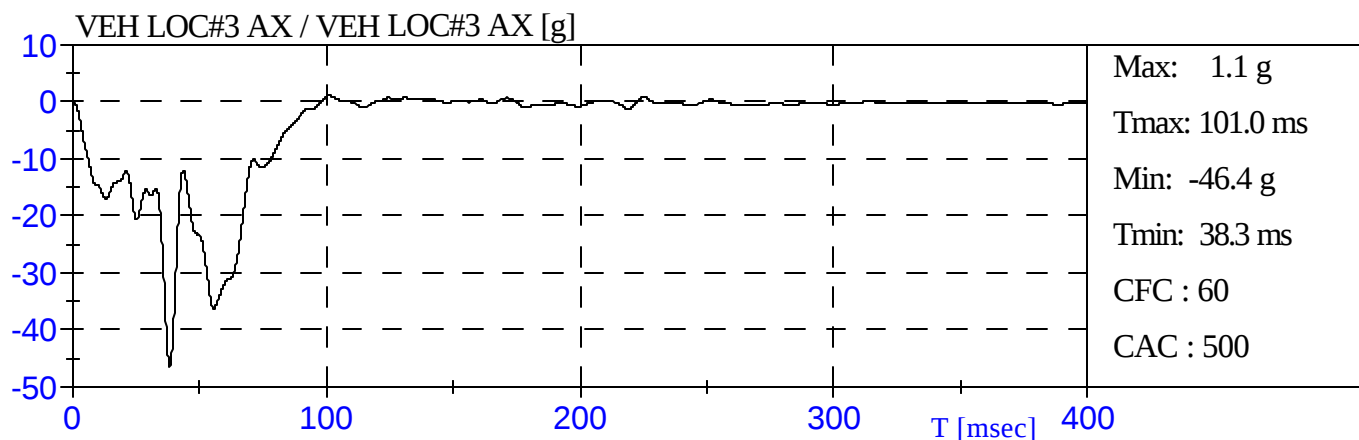


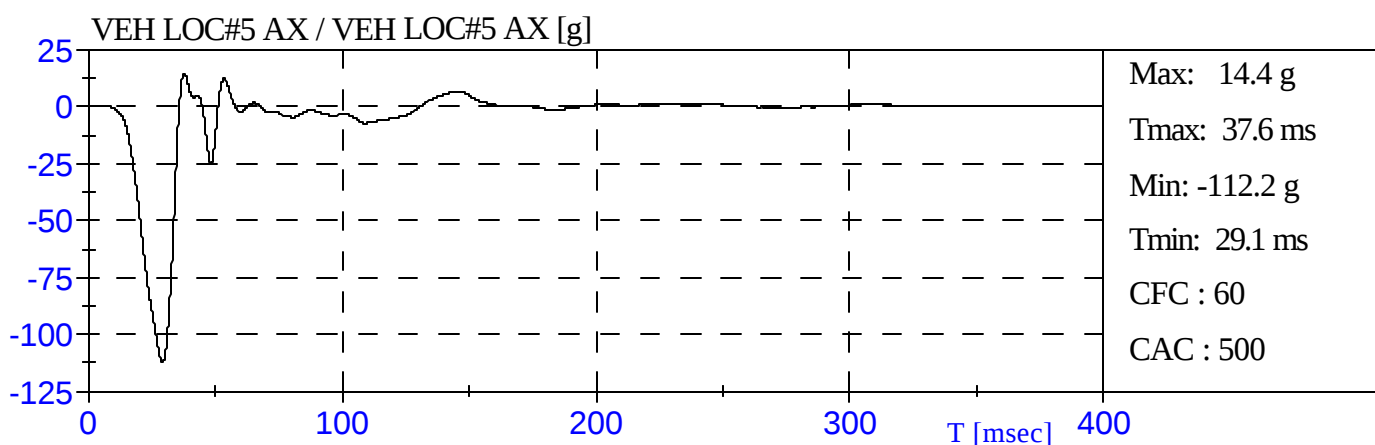
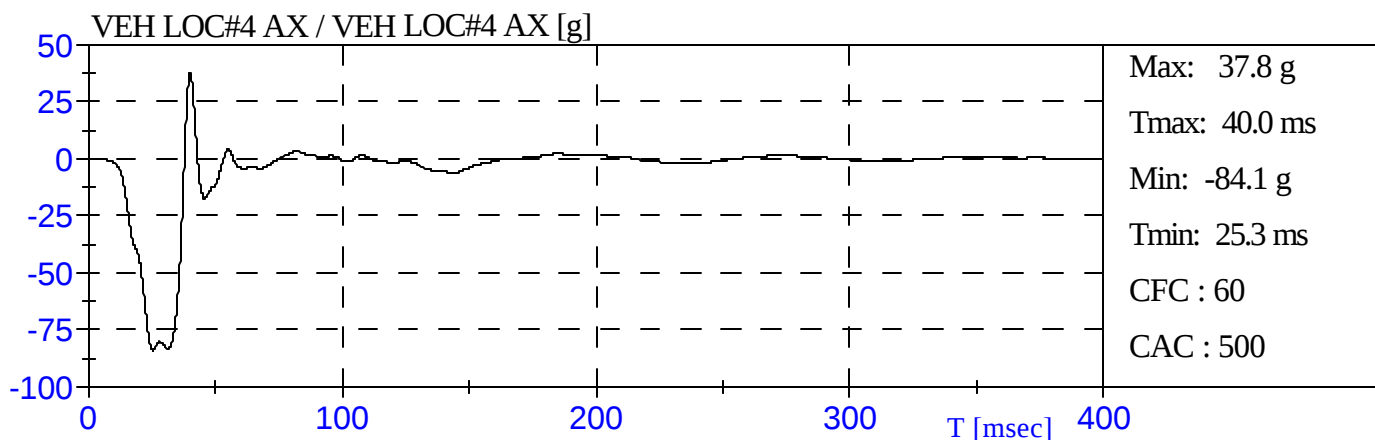


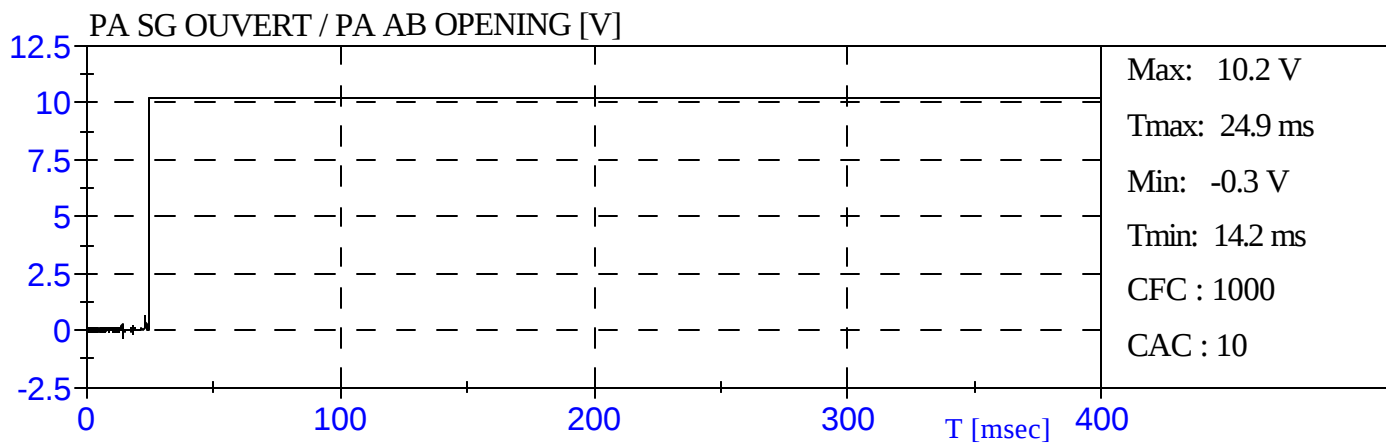
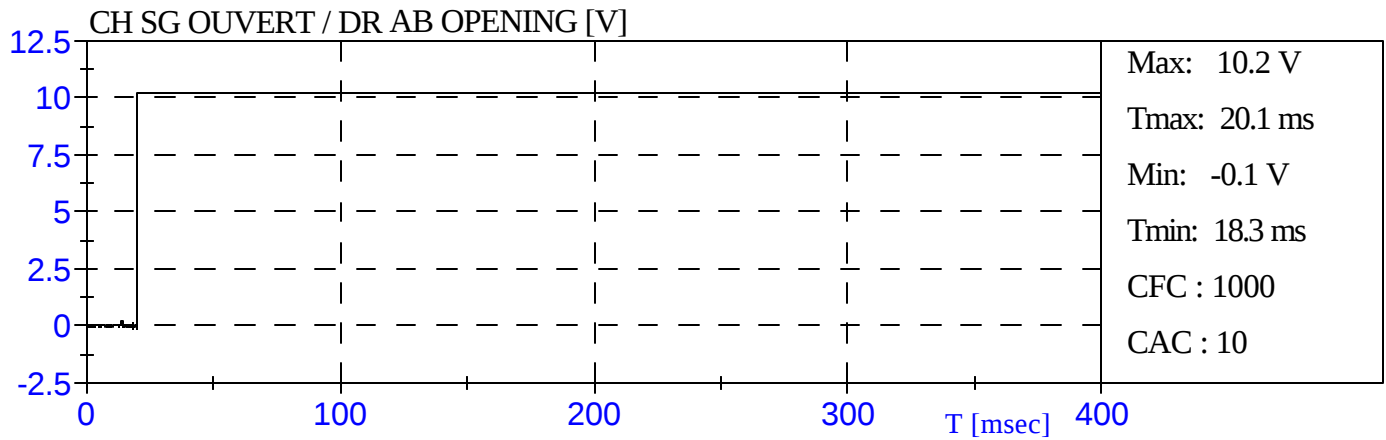


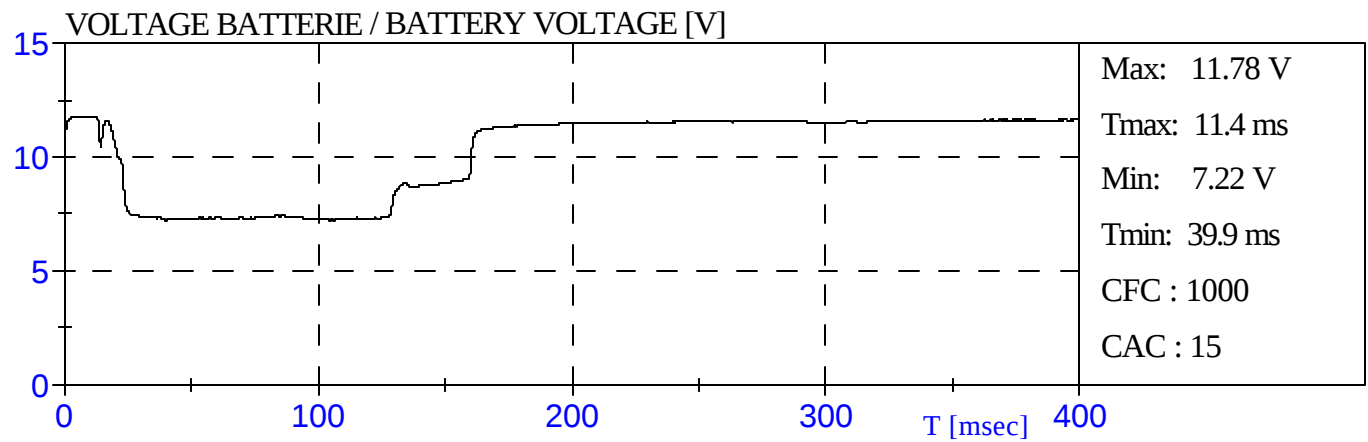


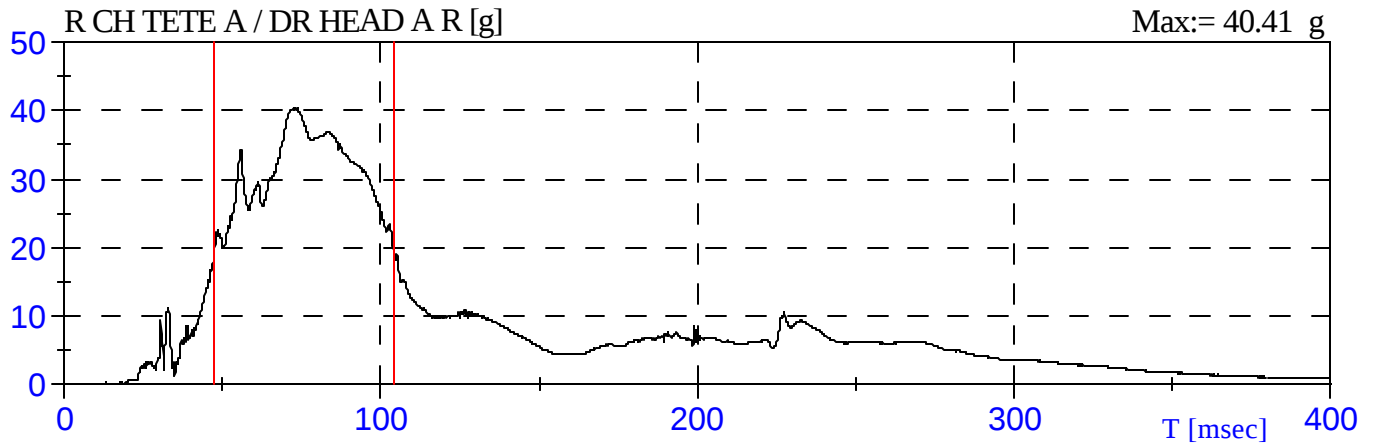










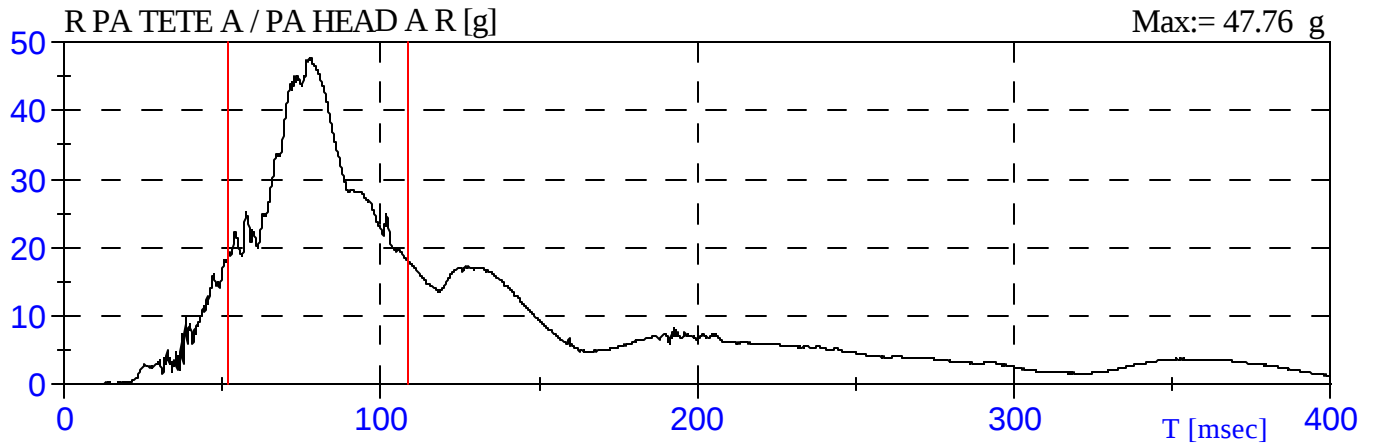


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 303	HIC(36ms):= 248	HIC(15ms):= 131
T1:= 47.3 ms	T1:= 63.2 ms	T1:= 69.5 ms
T2:= 104.0 ms	T2:= 99.2 ms	T2:= 84.5 ms

* Selon / According To: SAE J1727 96-08

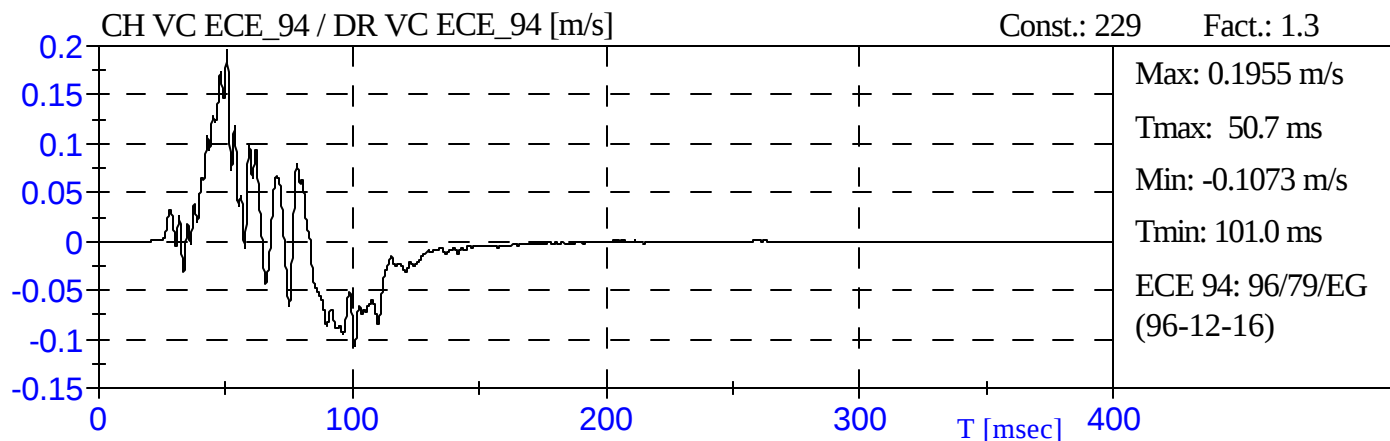
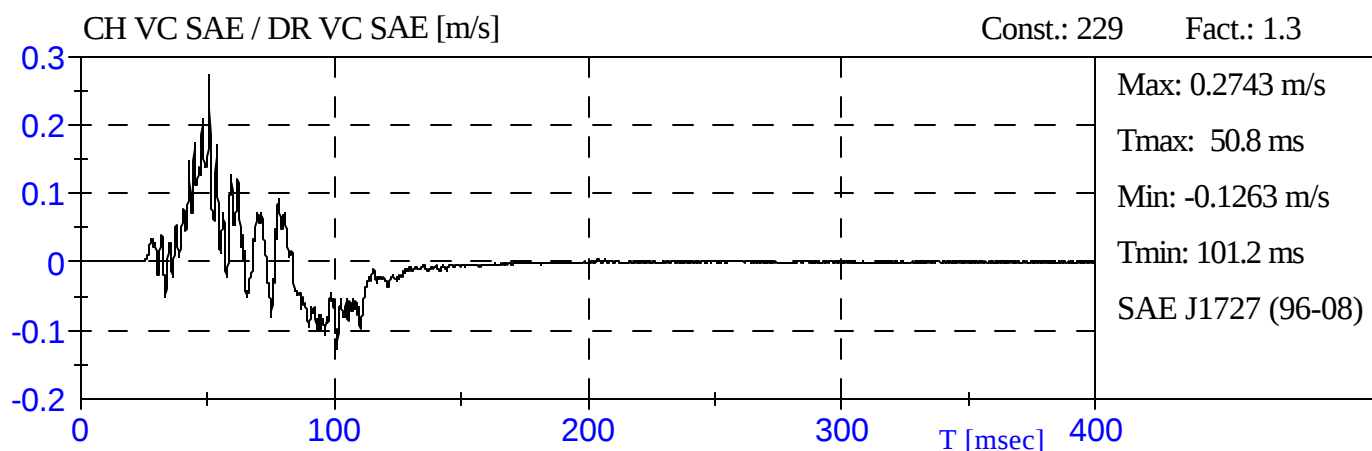
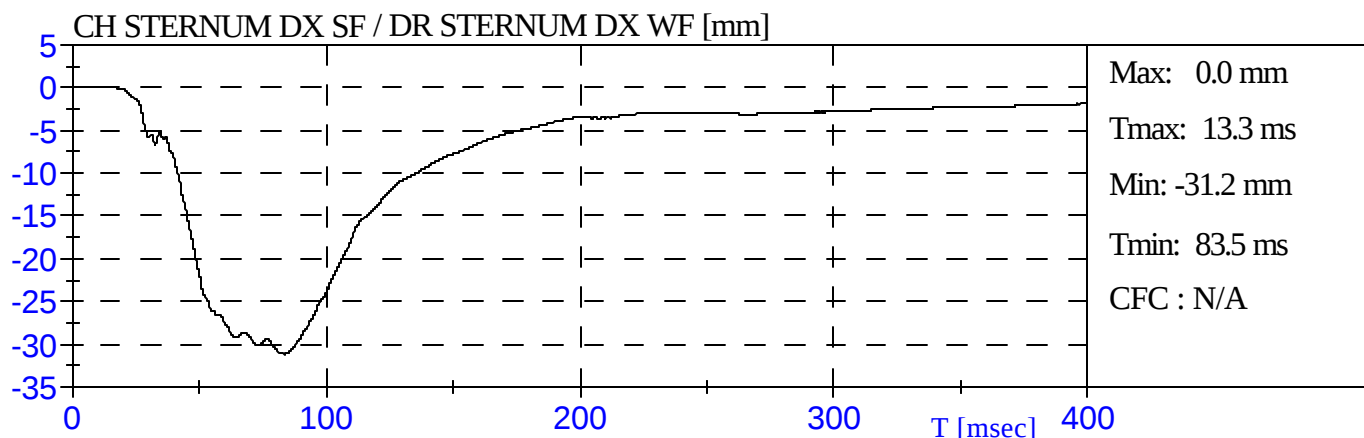


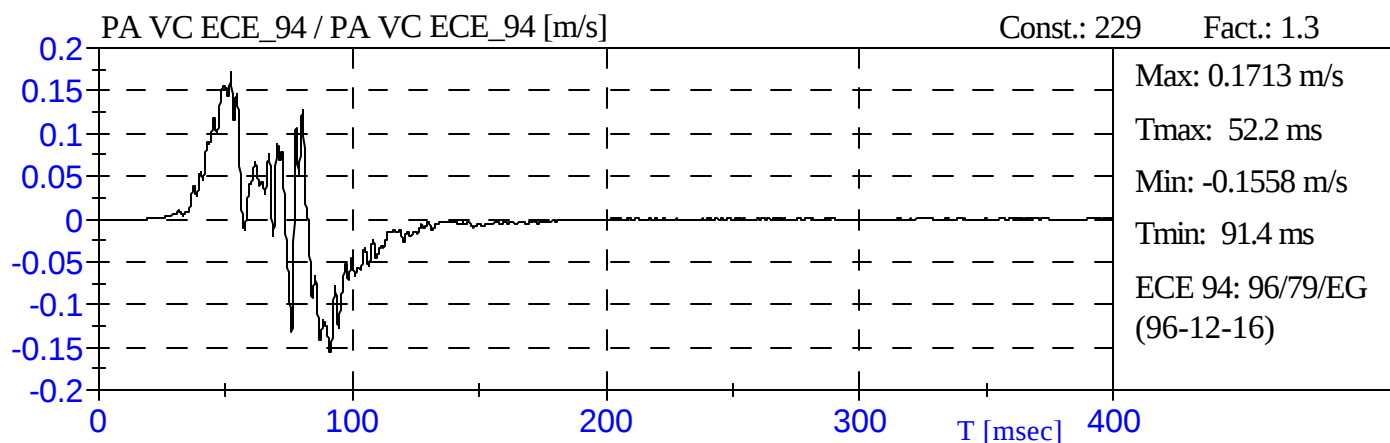
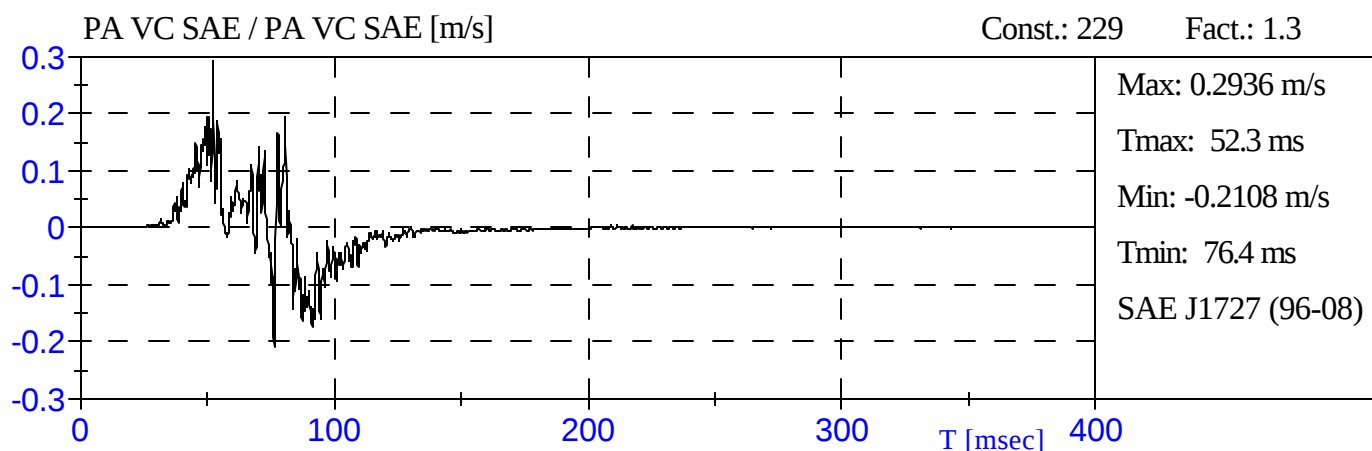
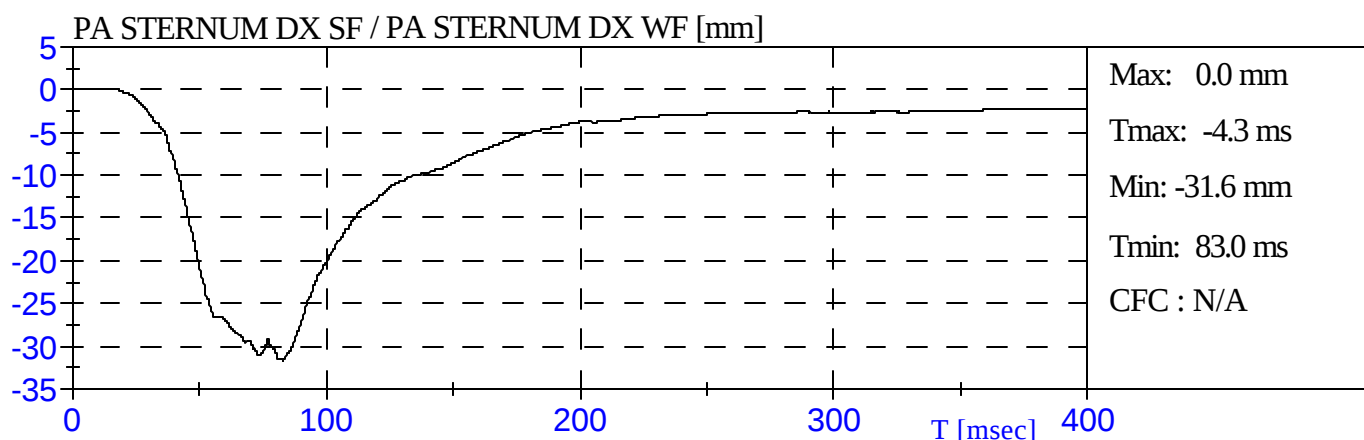
HEAD INJURY CRITERIA (HIC) *

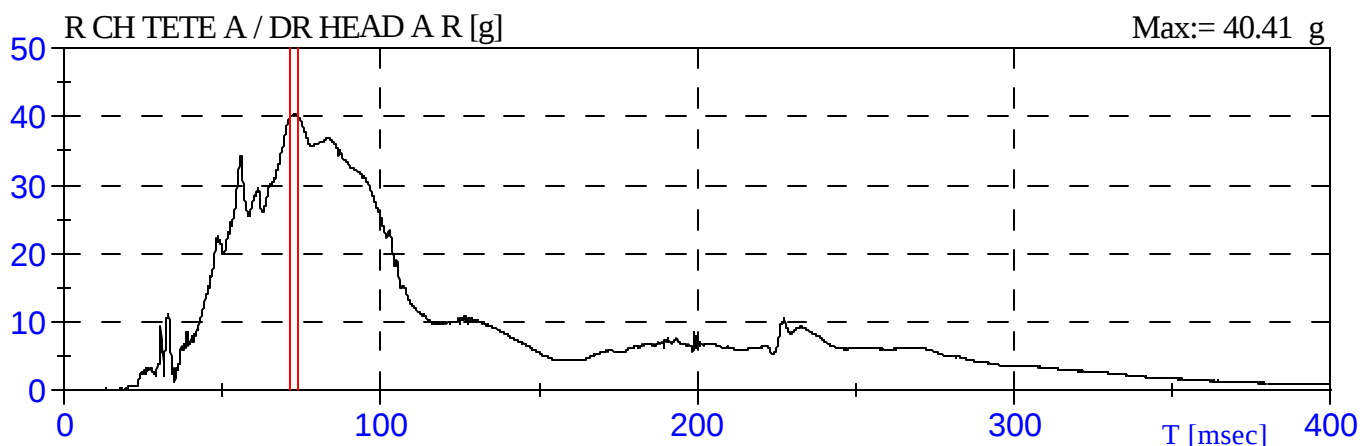
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 286	HIC(36ms):= 271	HIC(15ms):= 192
T1:= 51.7 ms	T1:= 62.6 ms	T1:= 69.5 ms
T2:= 108.4 ms	T2:= 98.6 ms	T2:= 84.5 ms

* Selon / According To: SAE J1727 96-08

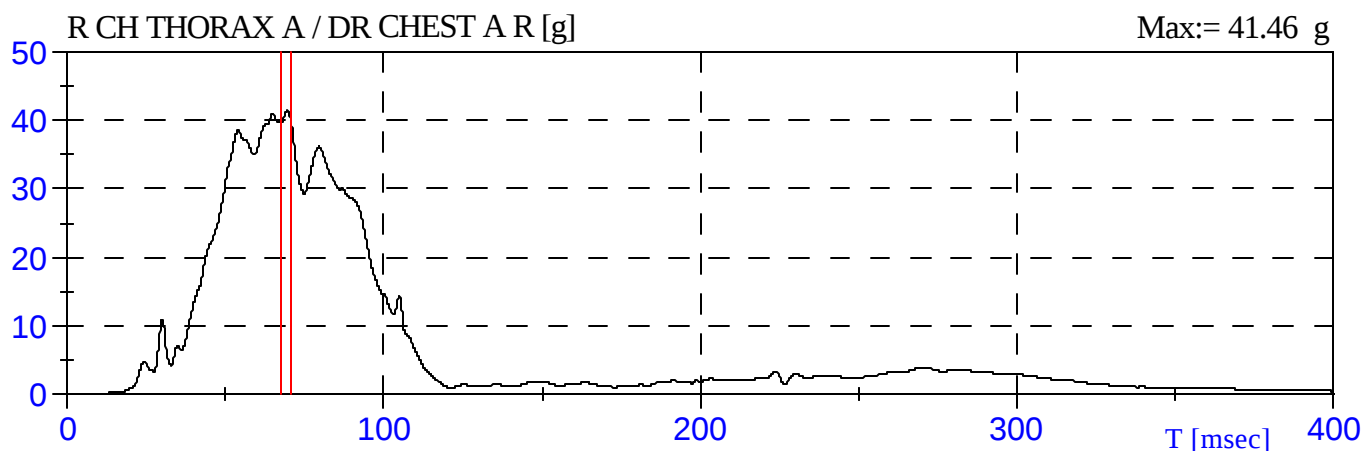






CLIP 3ms *

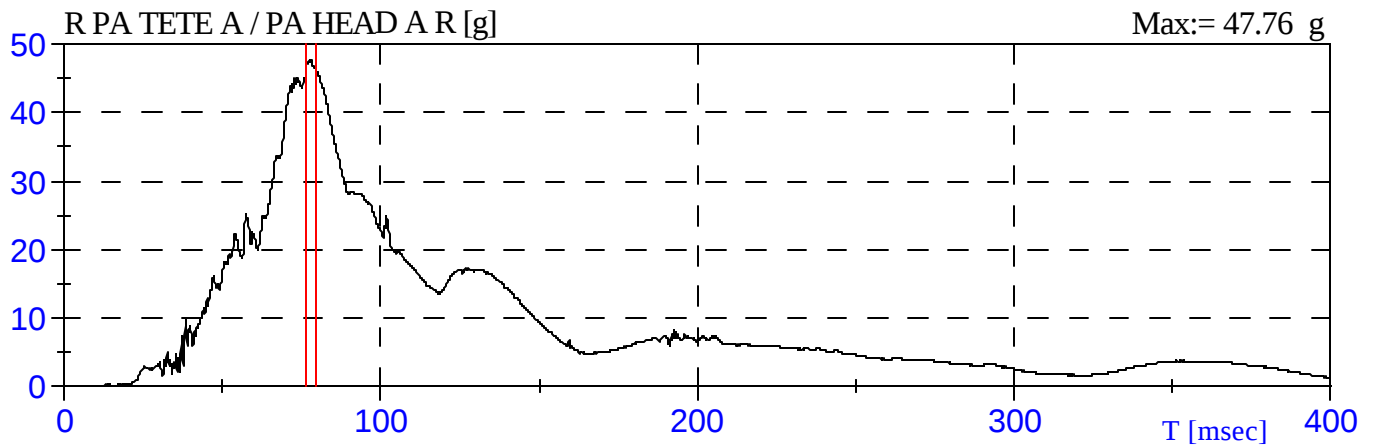
Acc. := 39.75 g	T1:= 71.1 ms	T2:= 74.1 ms
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CLIP 3ms *

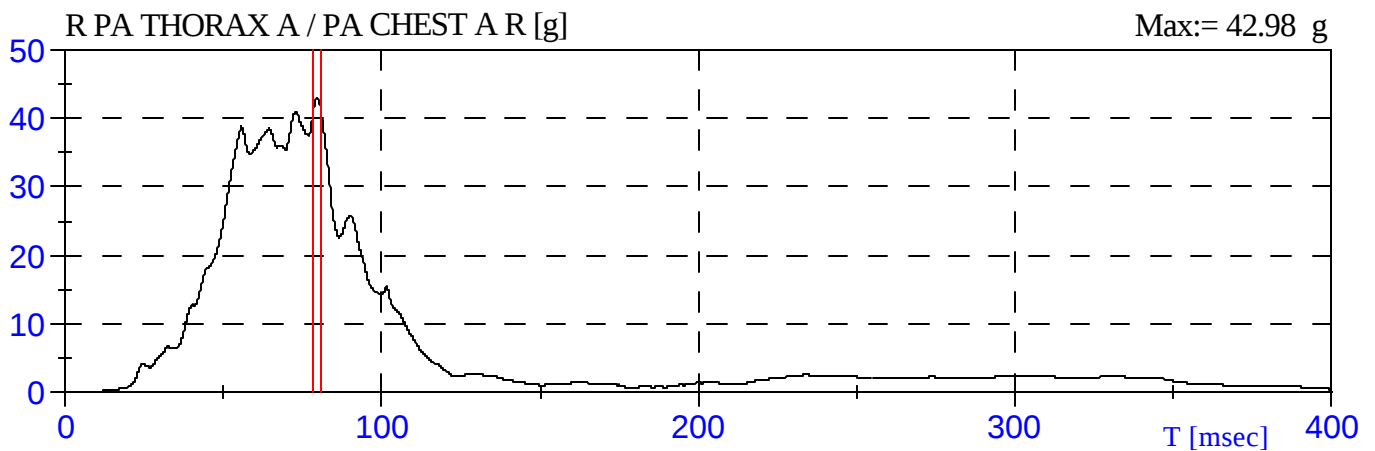
Acc. := 39.72 g	T1:= 67.8 ms	T2:= 70.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 46.33 g	T1:= 76.5 ms	T2:= 79.5 ms
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CLIP 3ms *

Acc. := 39.92 g	T1:= 78.1 ms	T2:= 81.1 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	0.898	1.199
BAS / LOWER	1.001	0.642

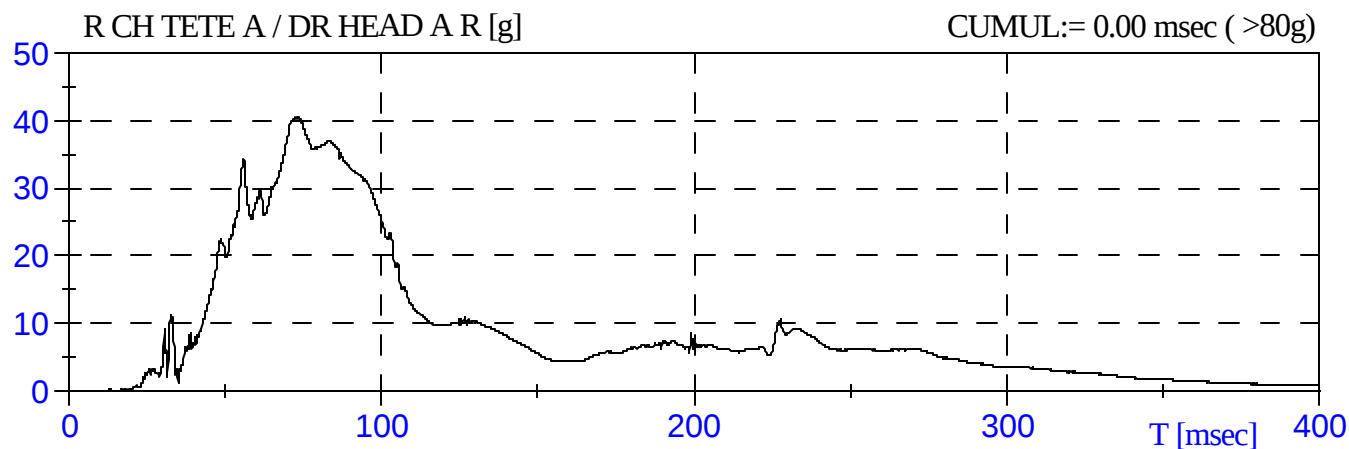
TI Passager / Passenger

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

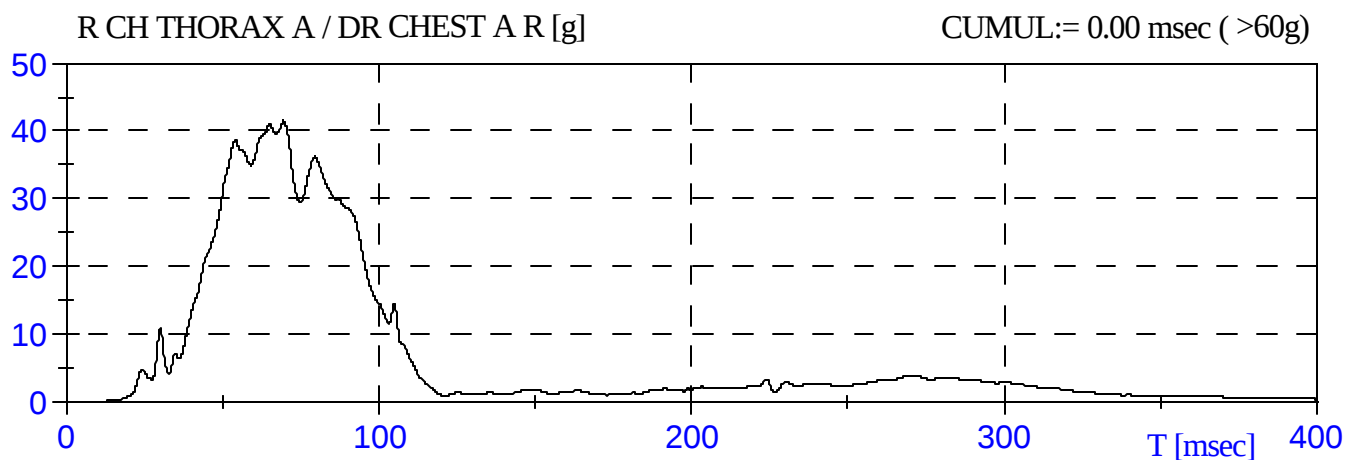
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.610	0.483
BAS / LOWER	0.410	0.364

* Selon / According To: SAE J1727 AUG 96

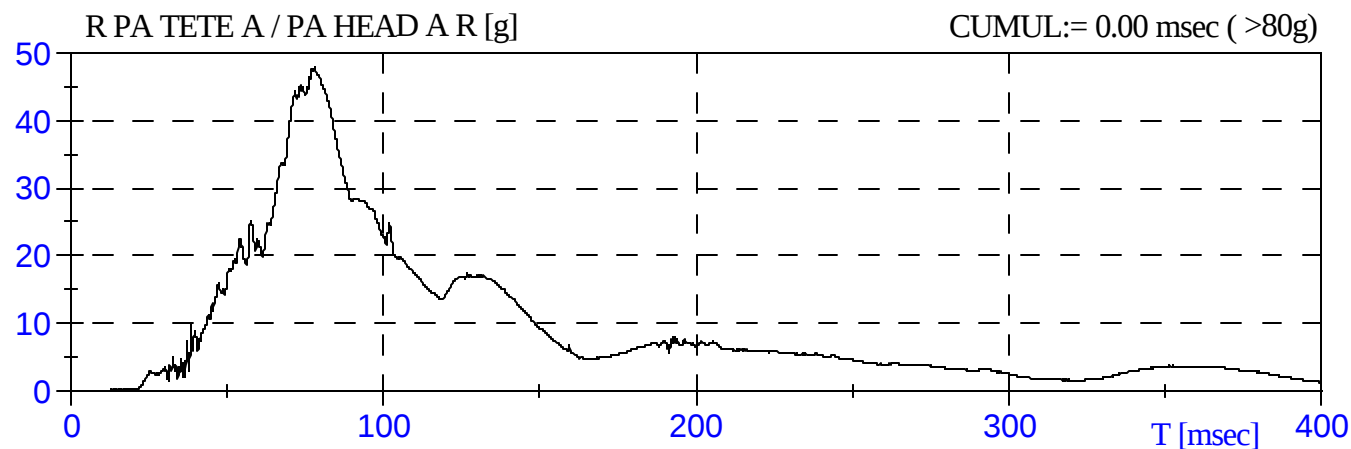
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



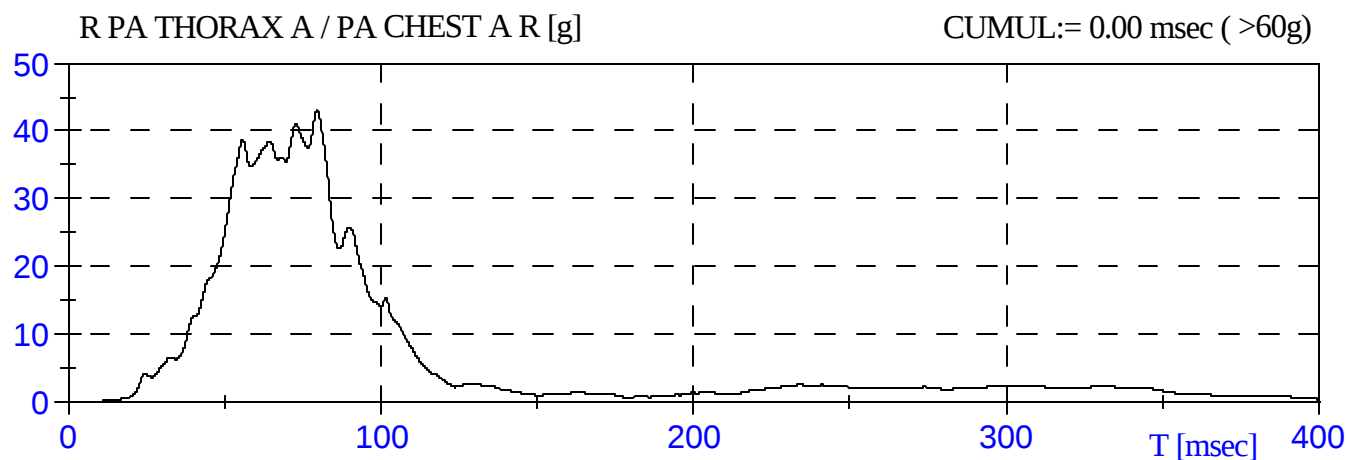
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.33$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.33	0.01	0.27	0.12	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.46$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.46	0.00	0.21	0.17	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000