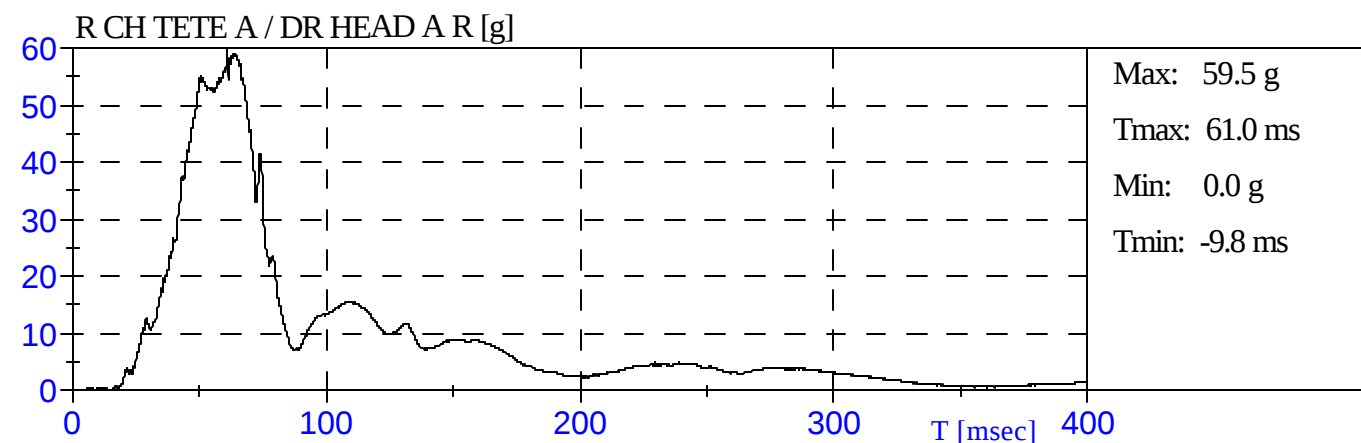
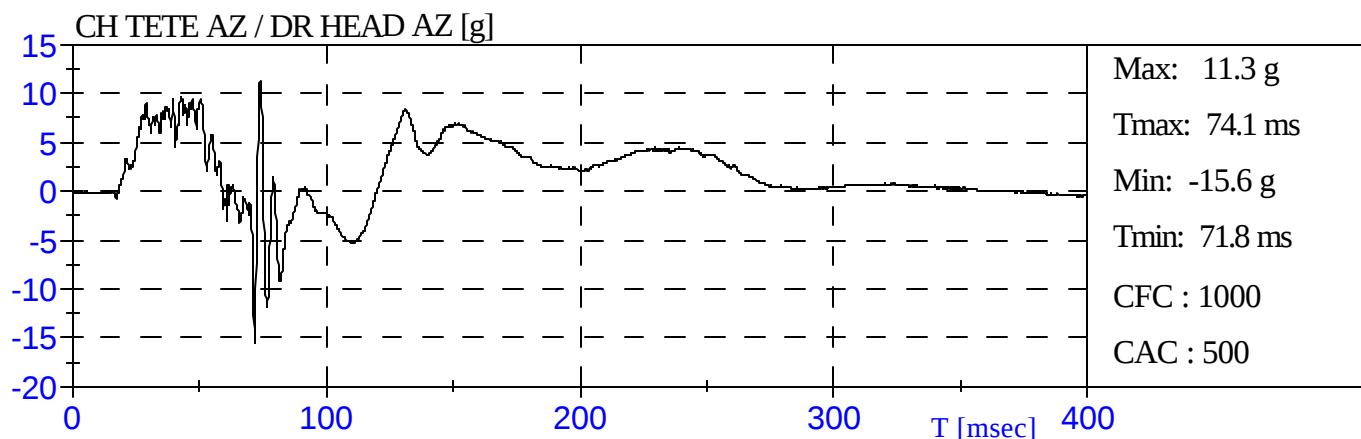
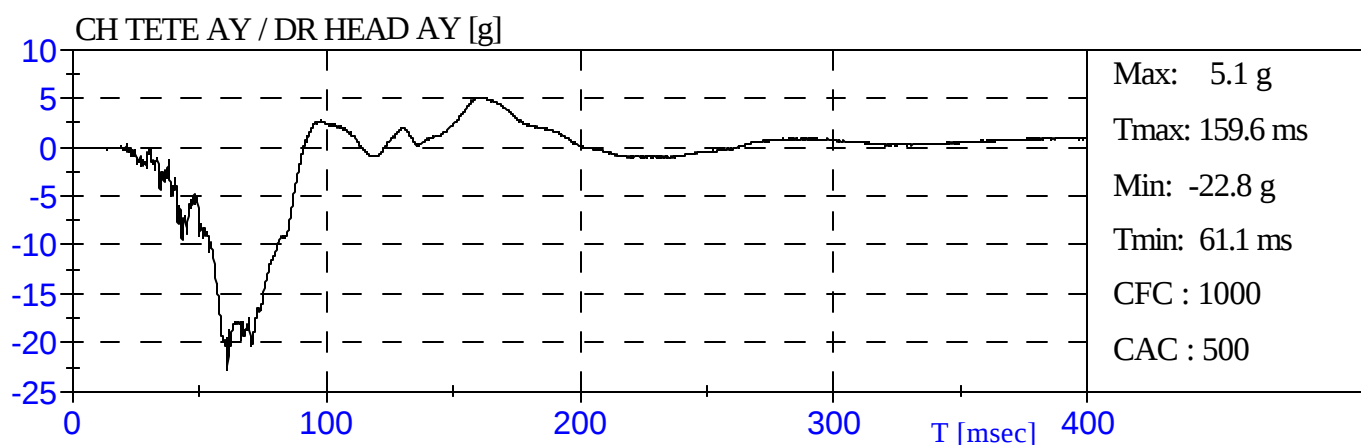
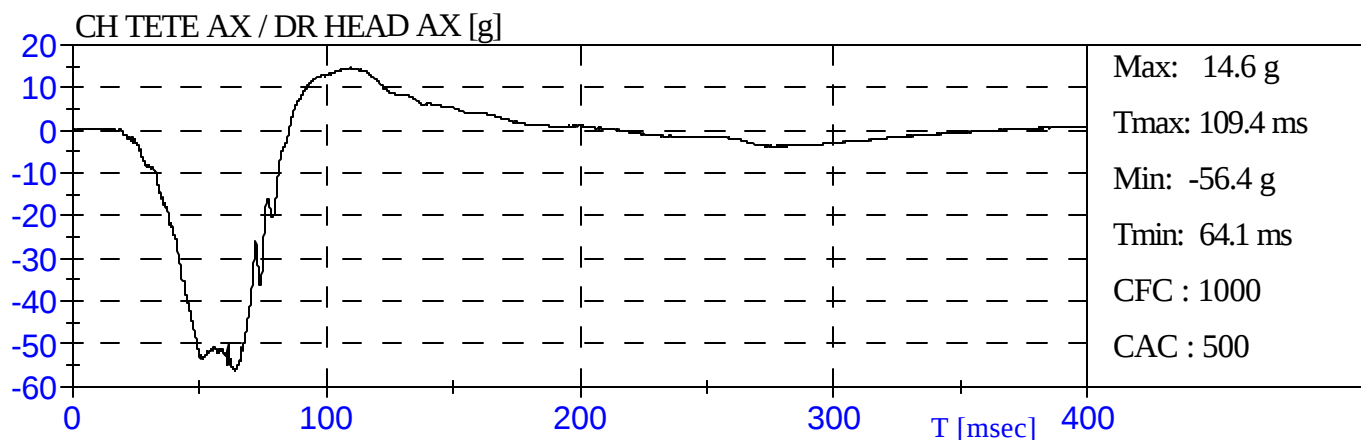
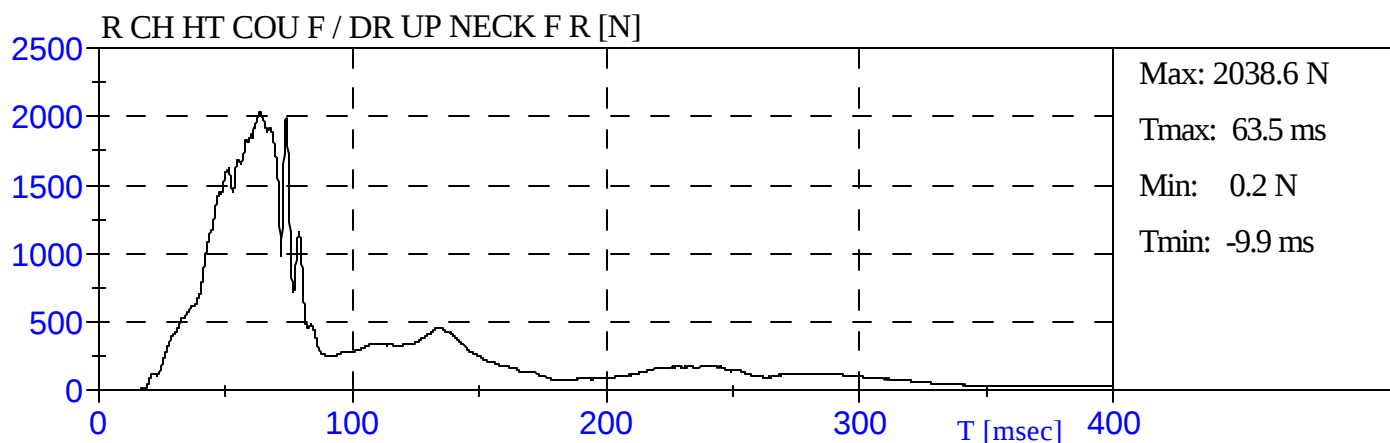
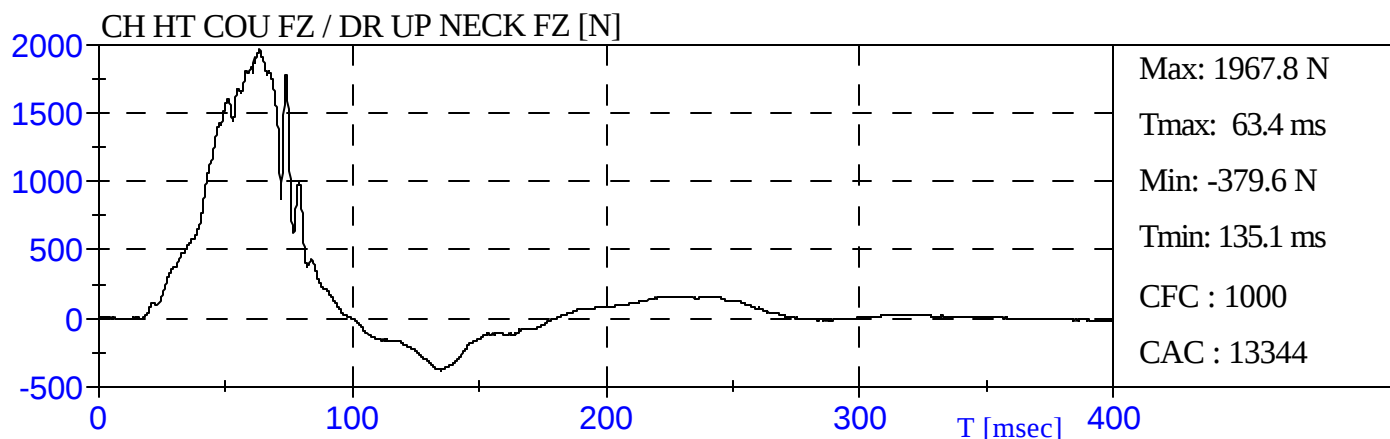
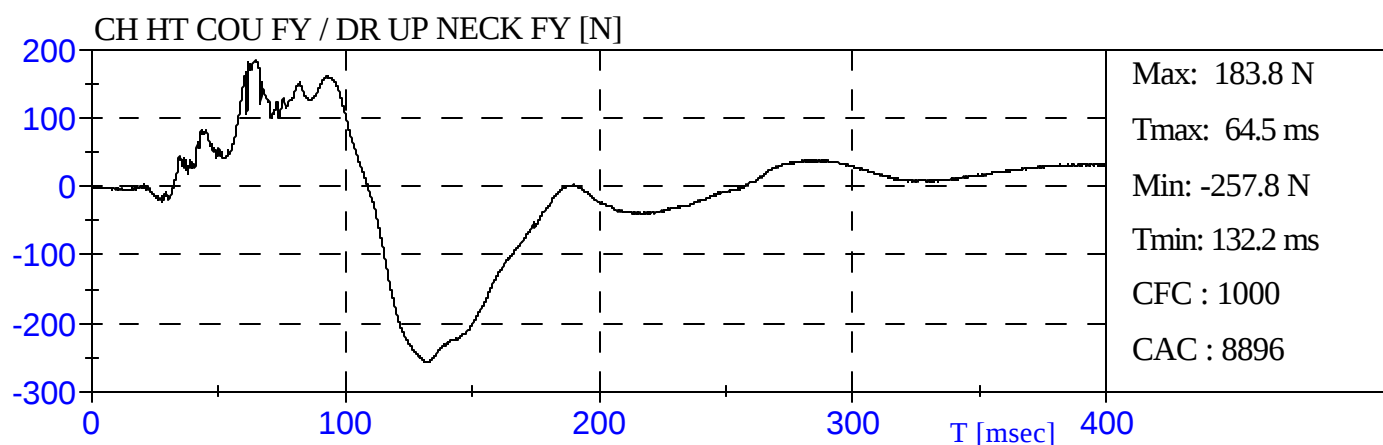
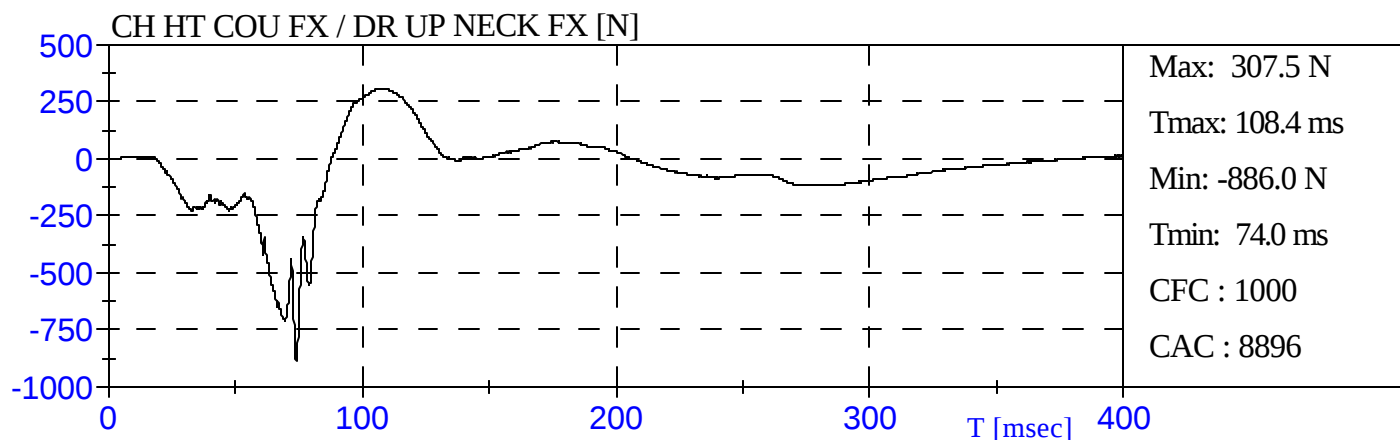
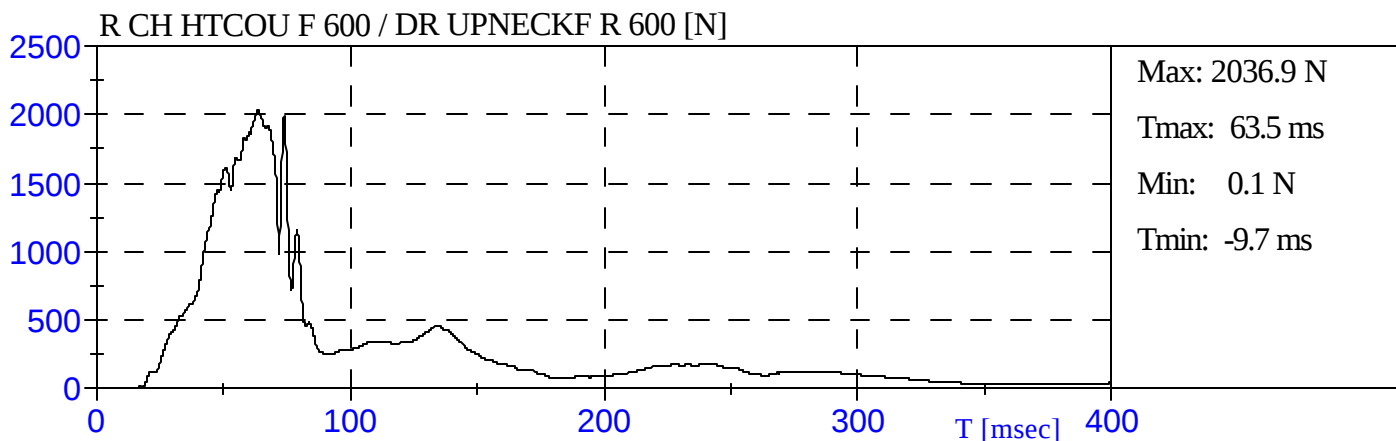
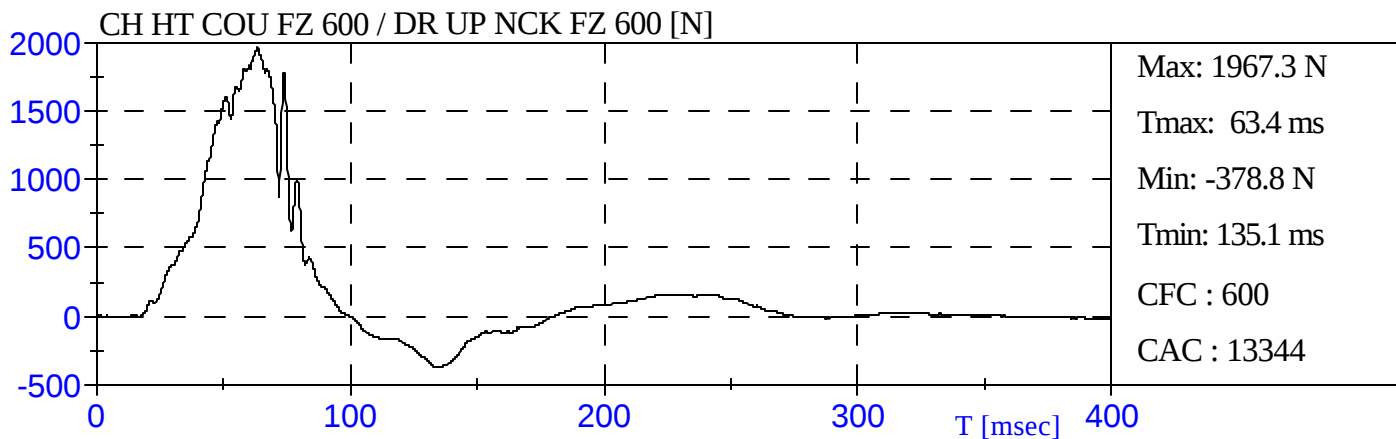
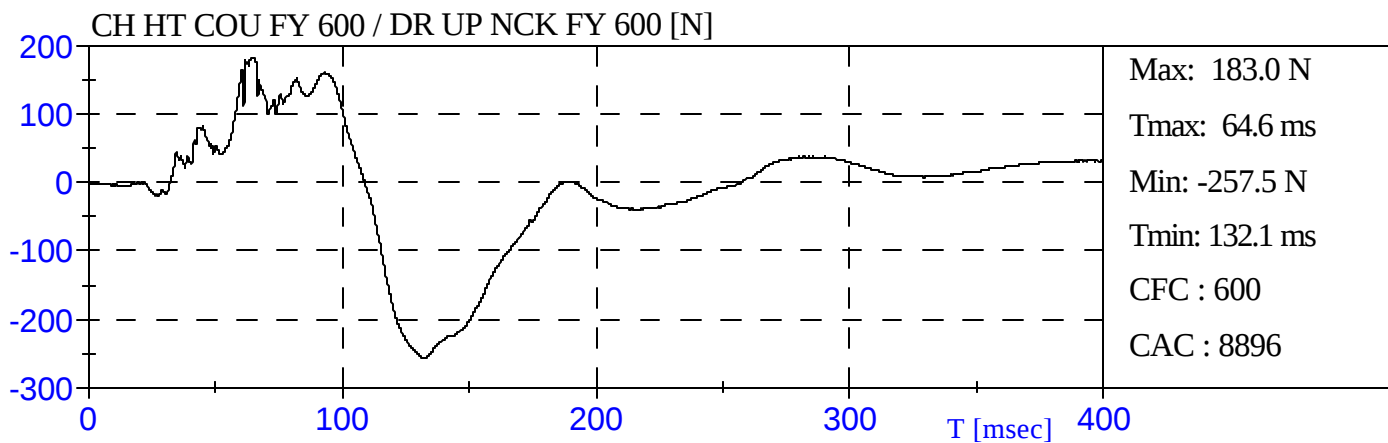
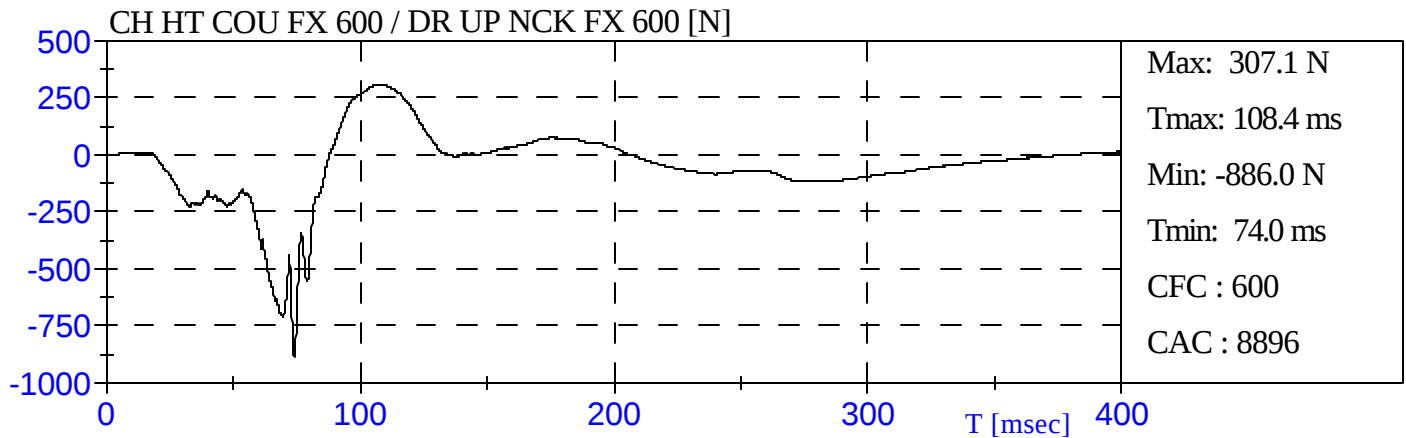
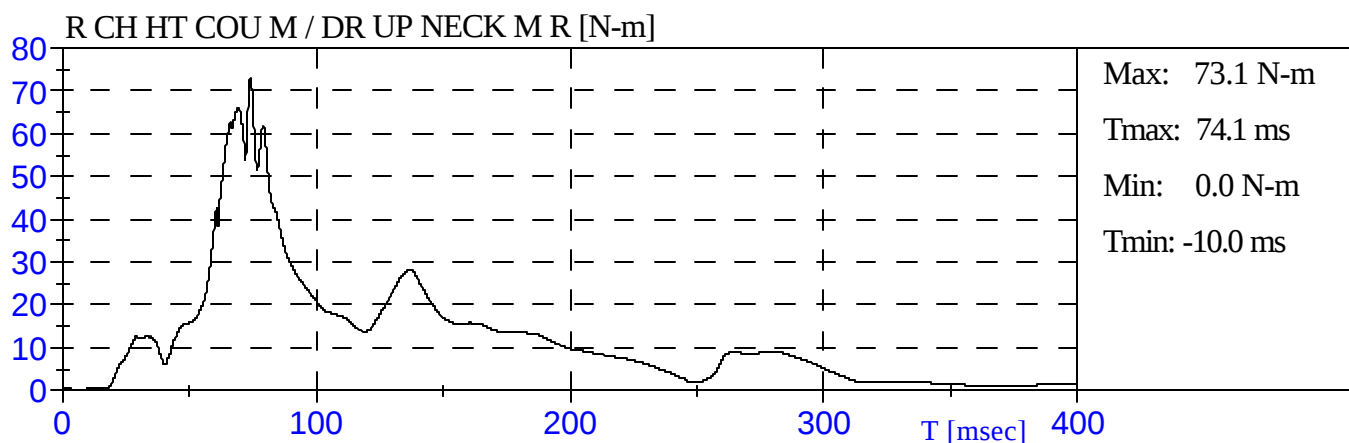
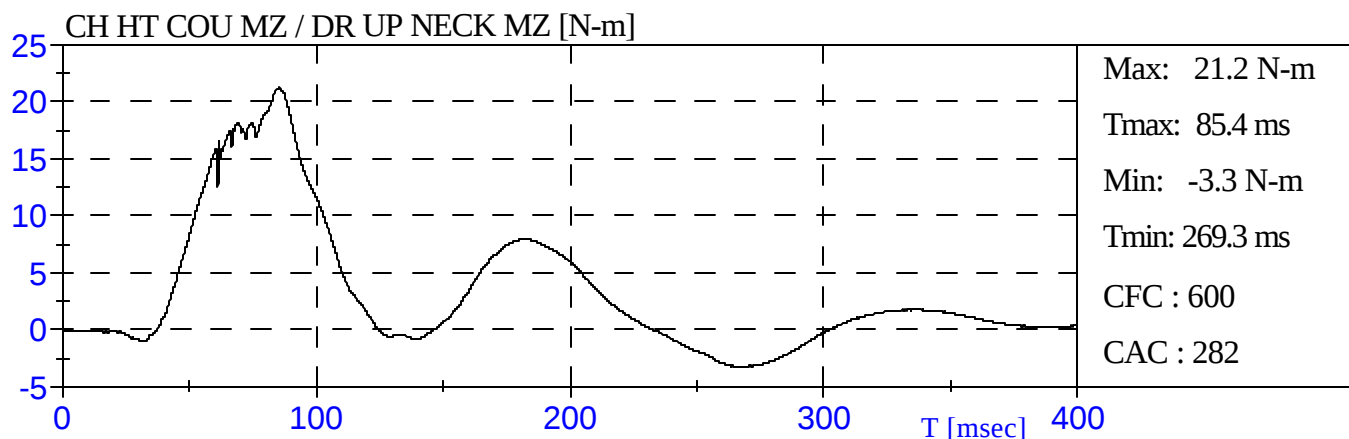
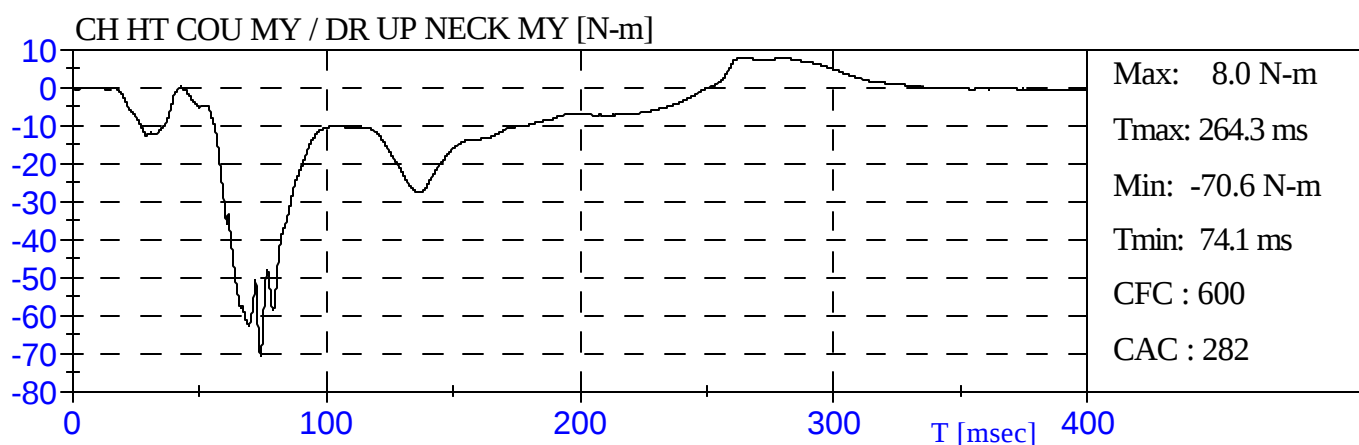
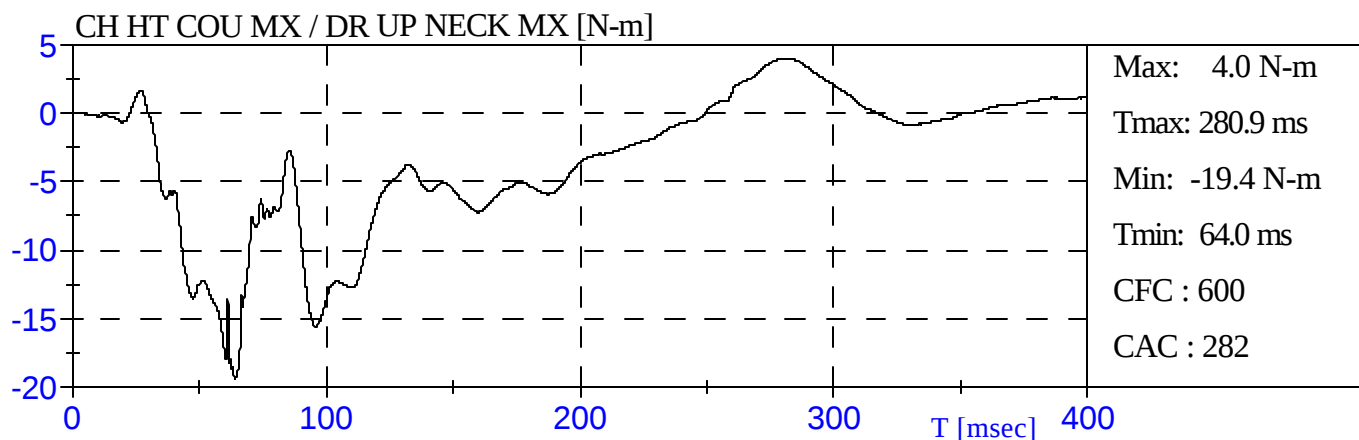


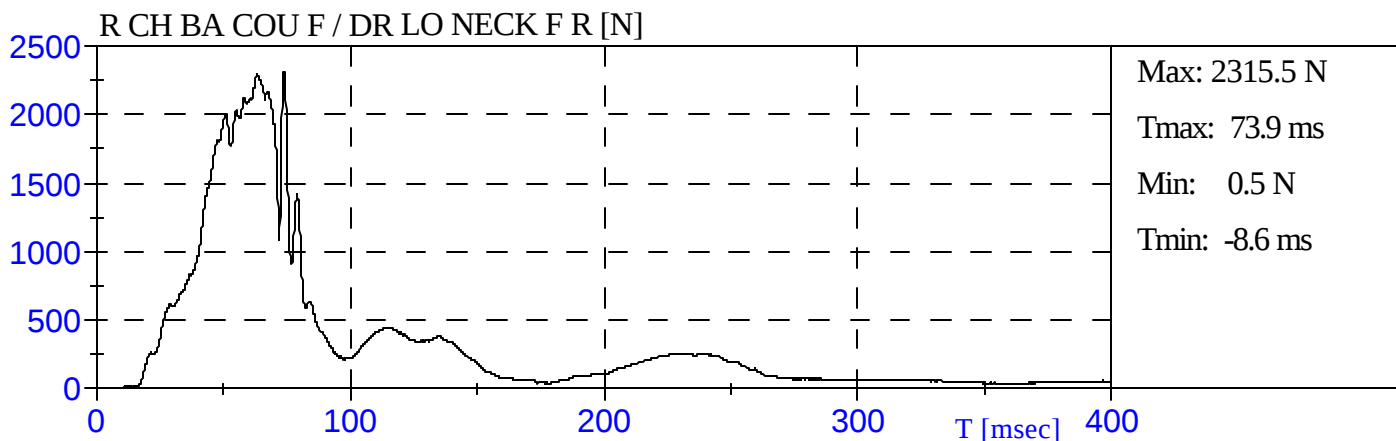
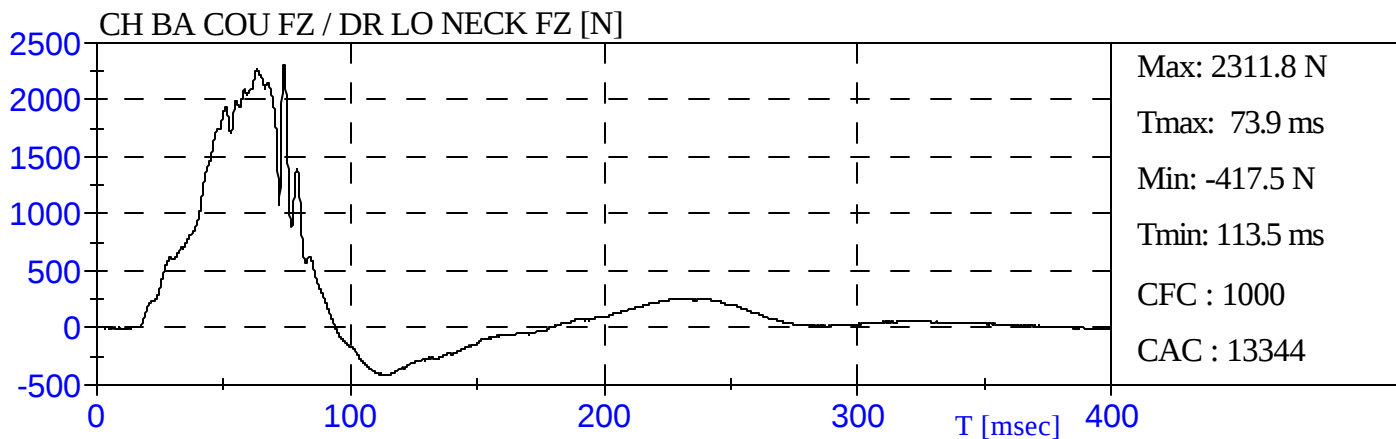
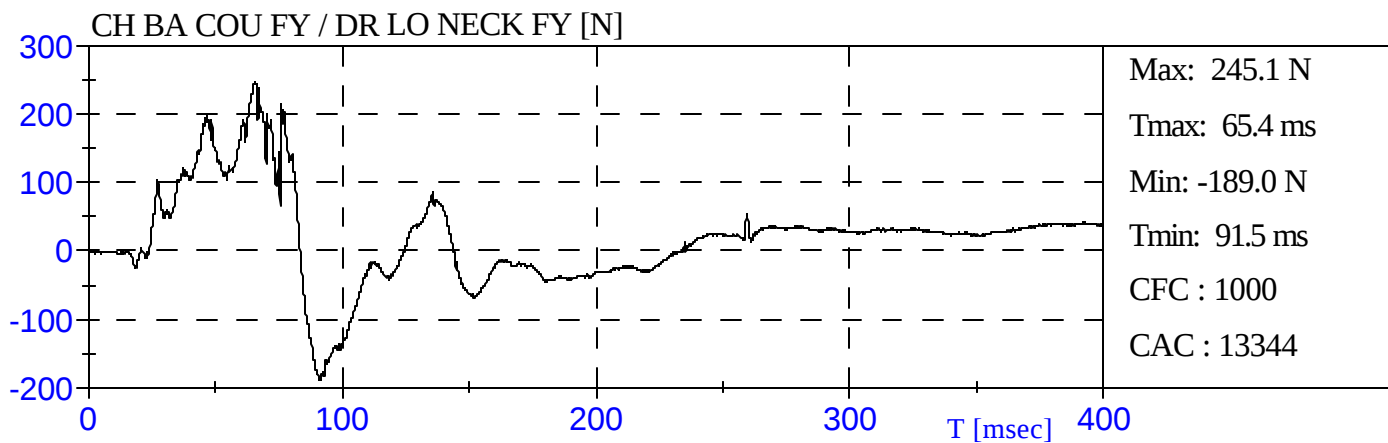
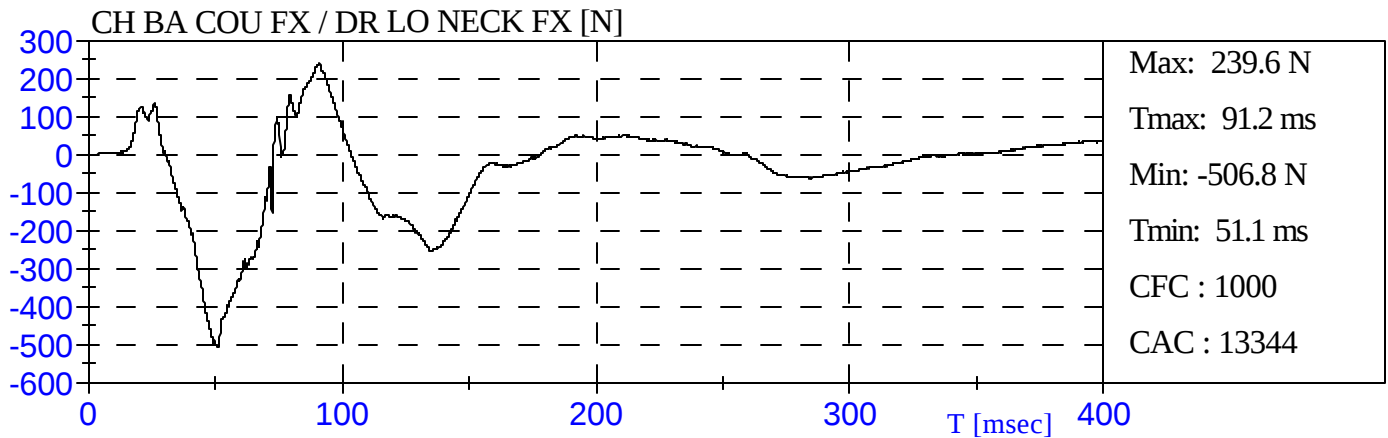
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	NISSAN MAXIMA 2002
Numéro de TC Tc Number	TC02-228
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-02-26
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% F IR
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 6Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 3Y

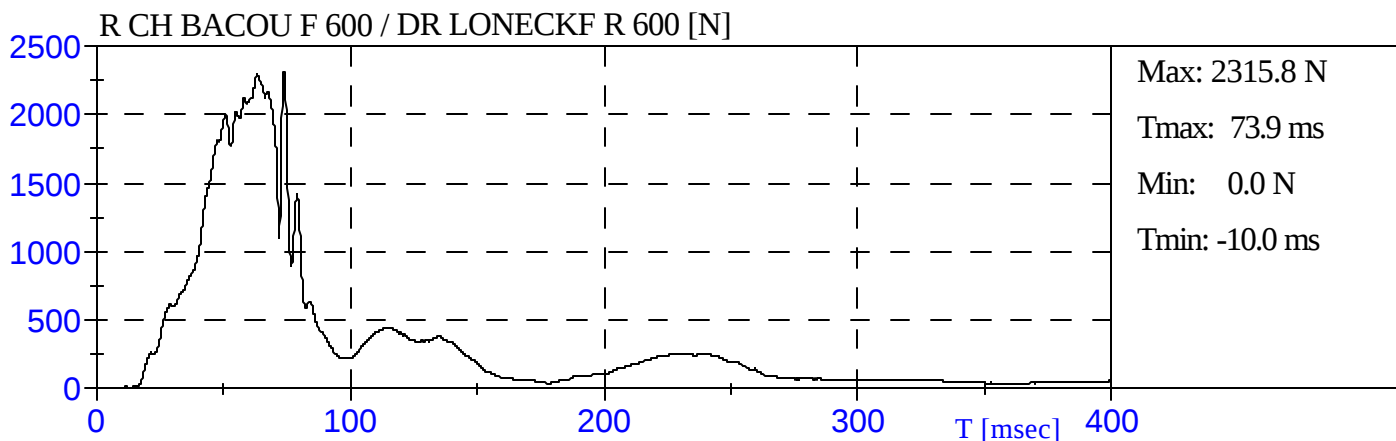
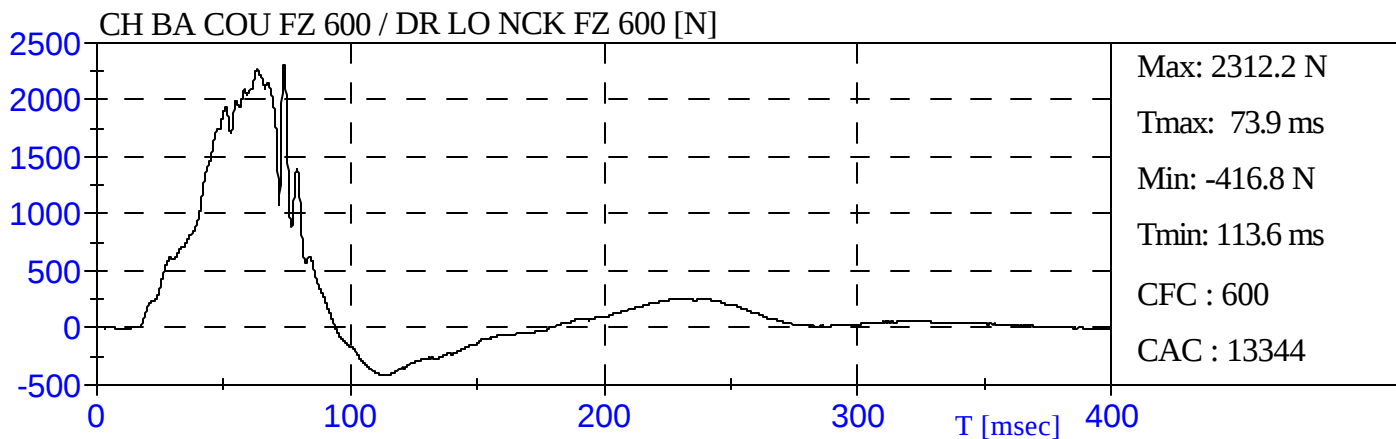
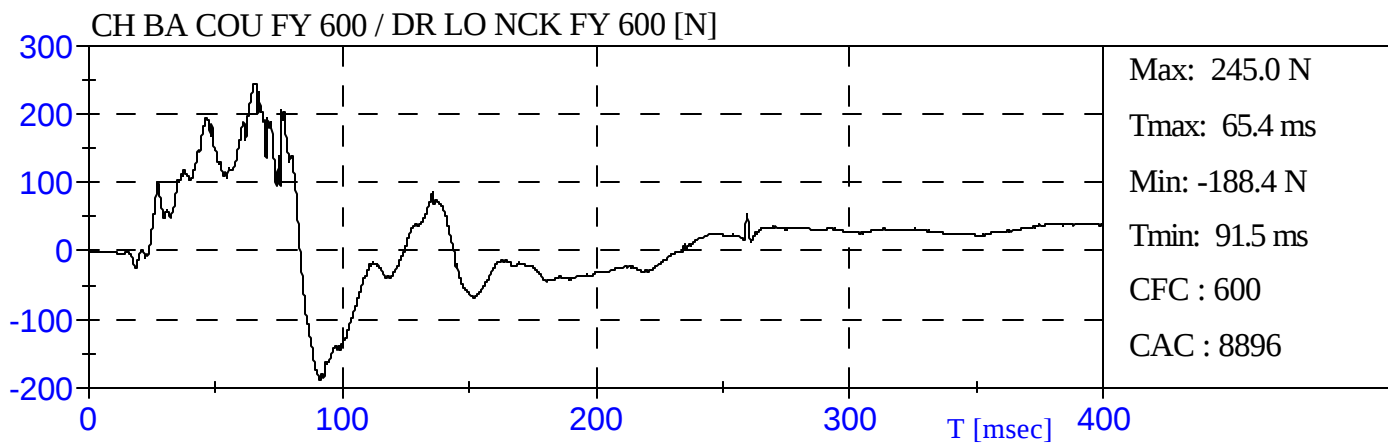
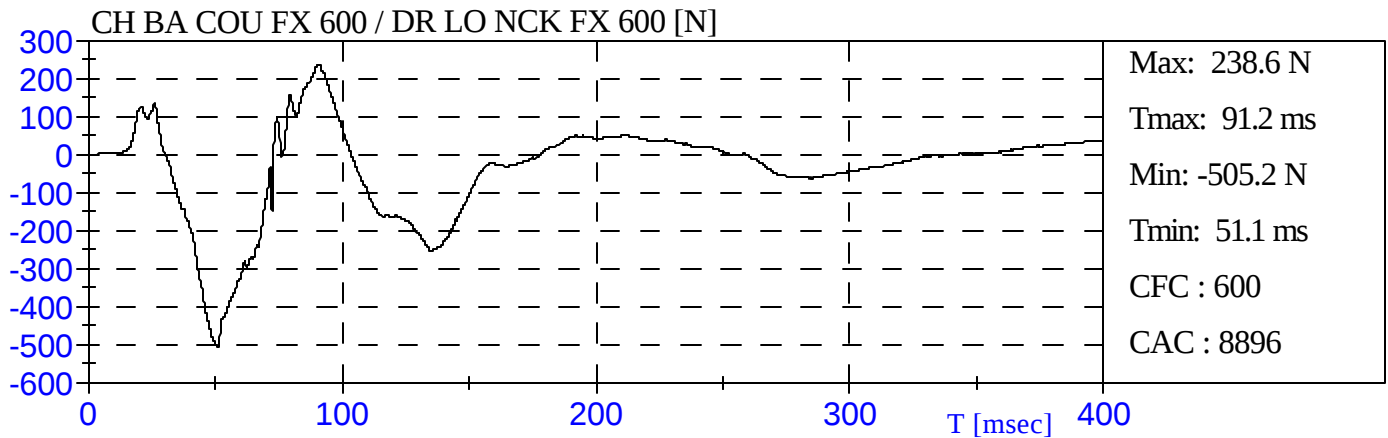


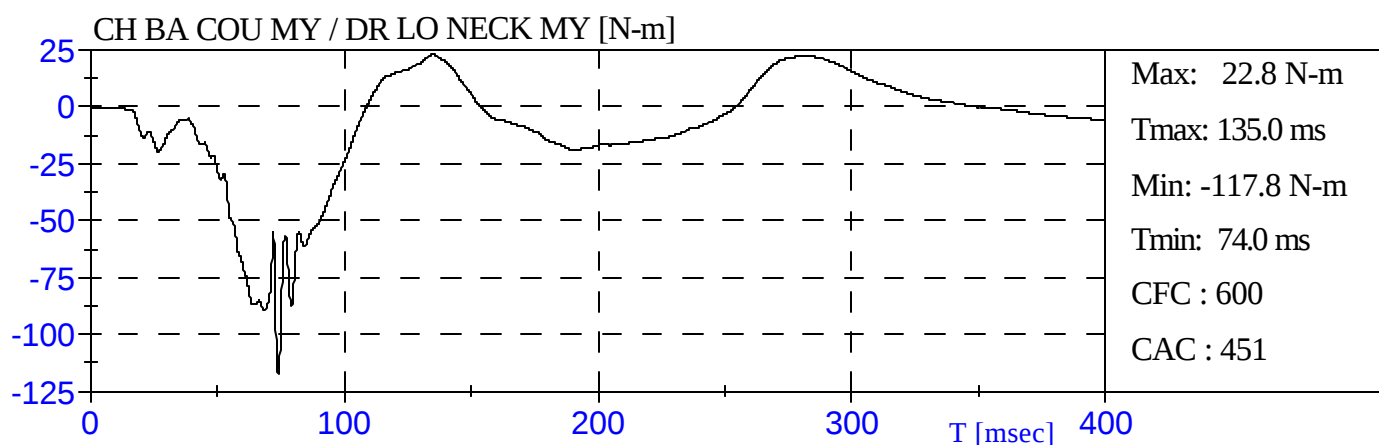
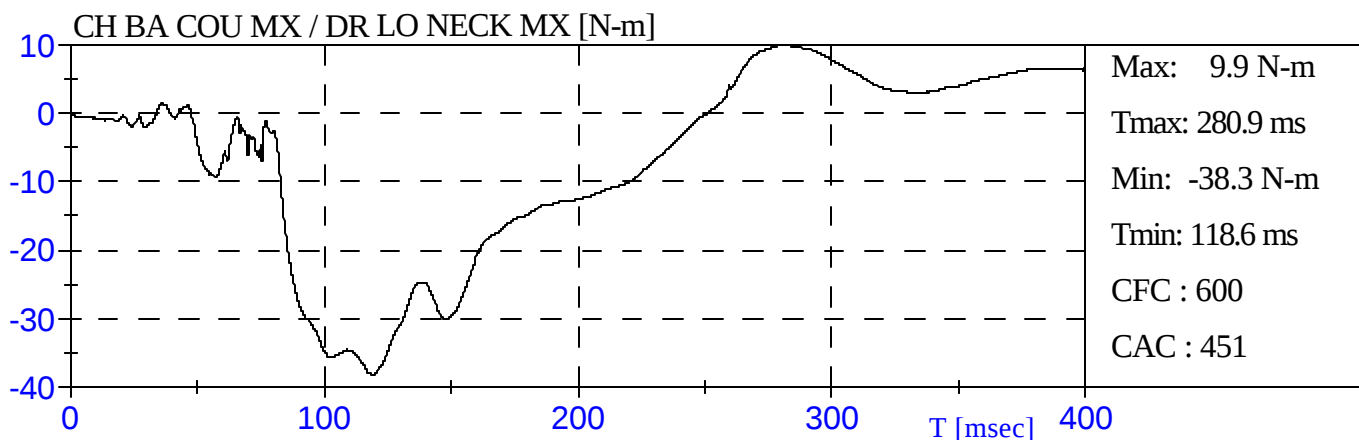


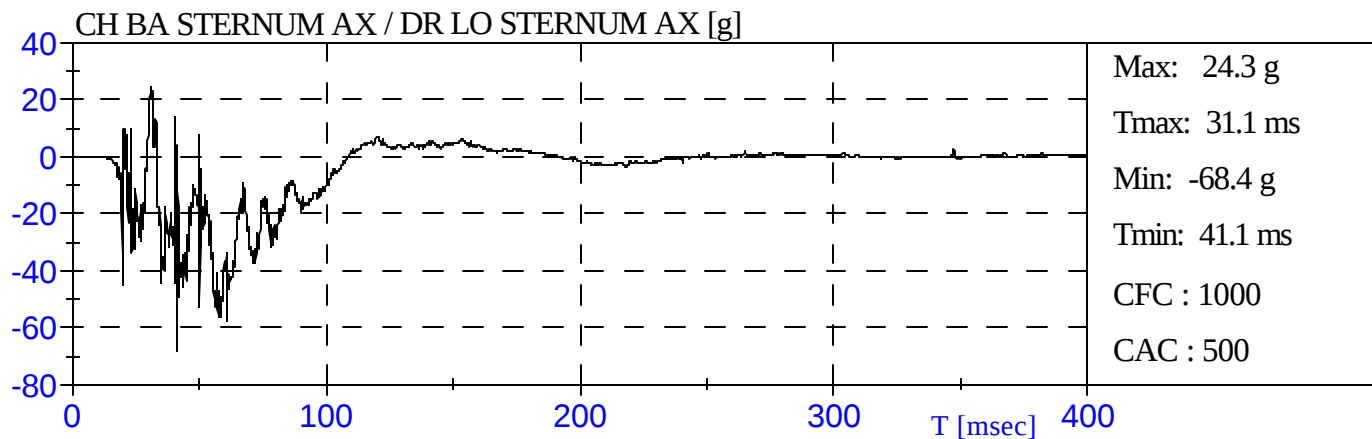
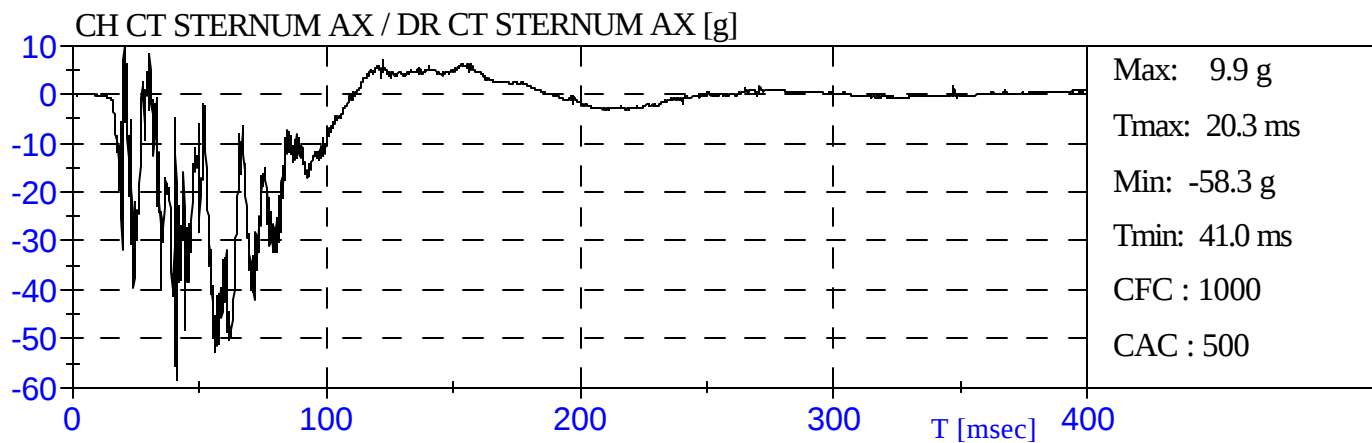
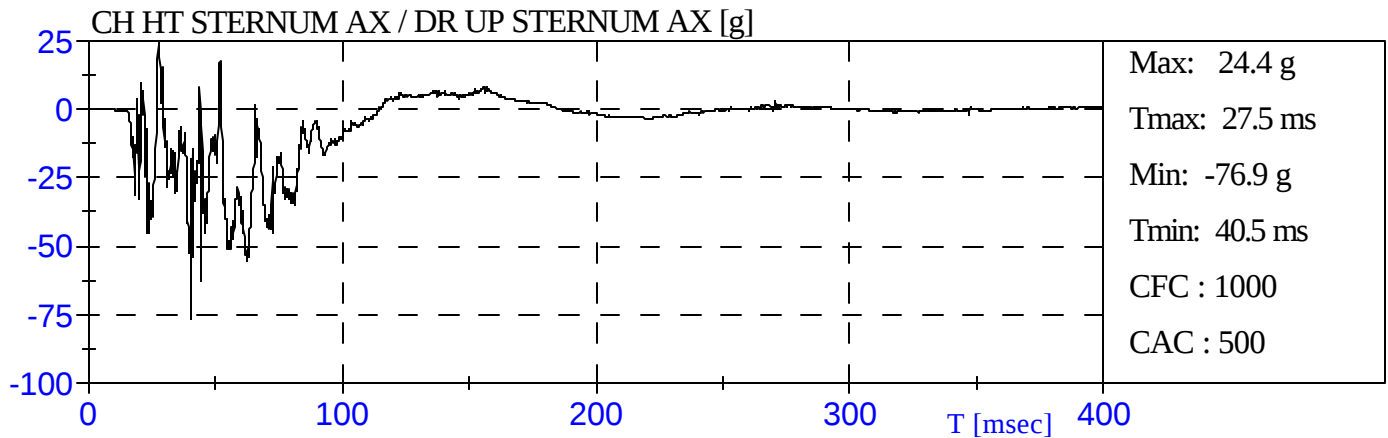


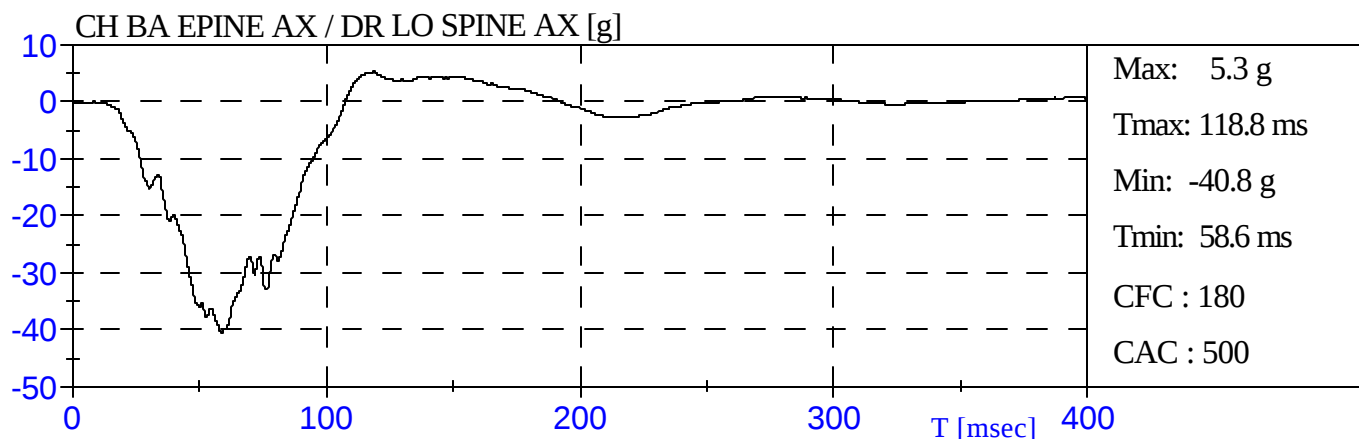
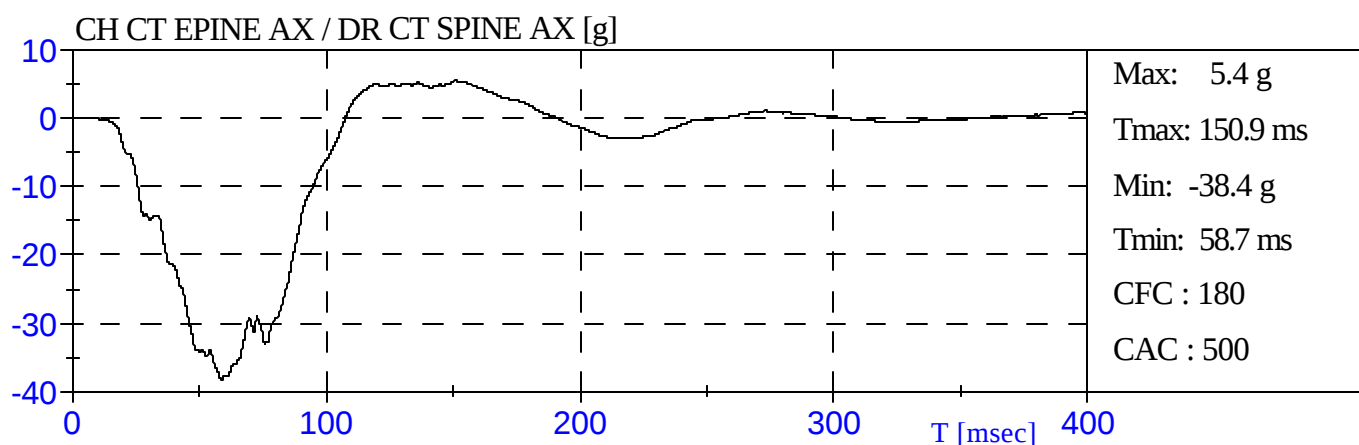
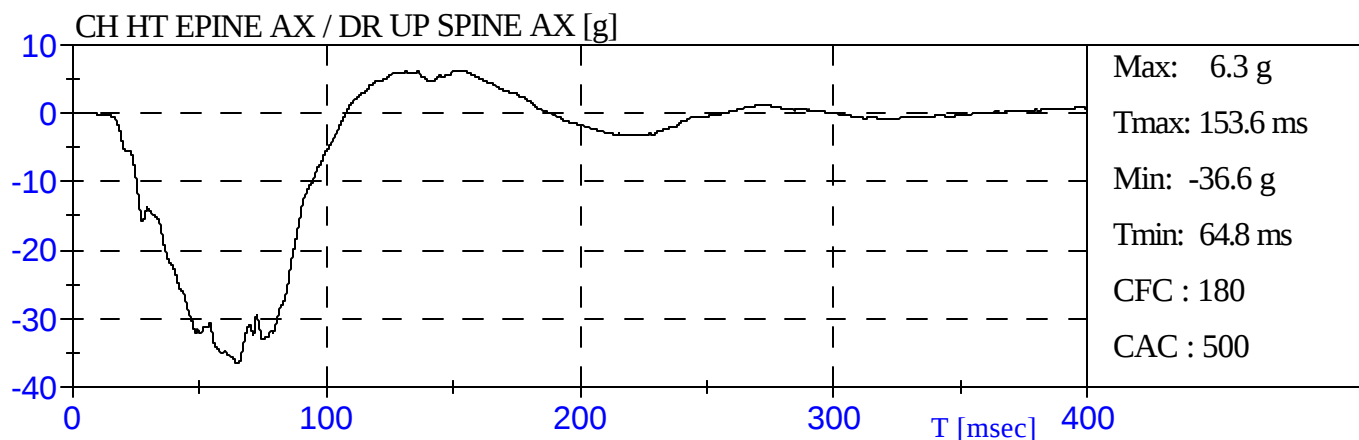


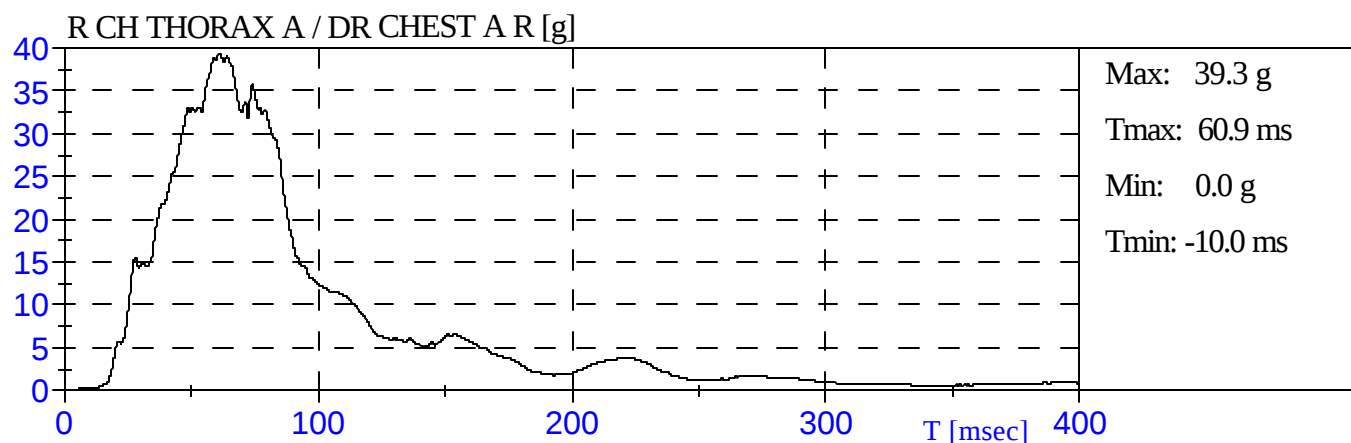
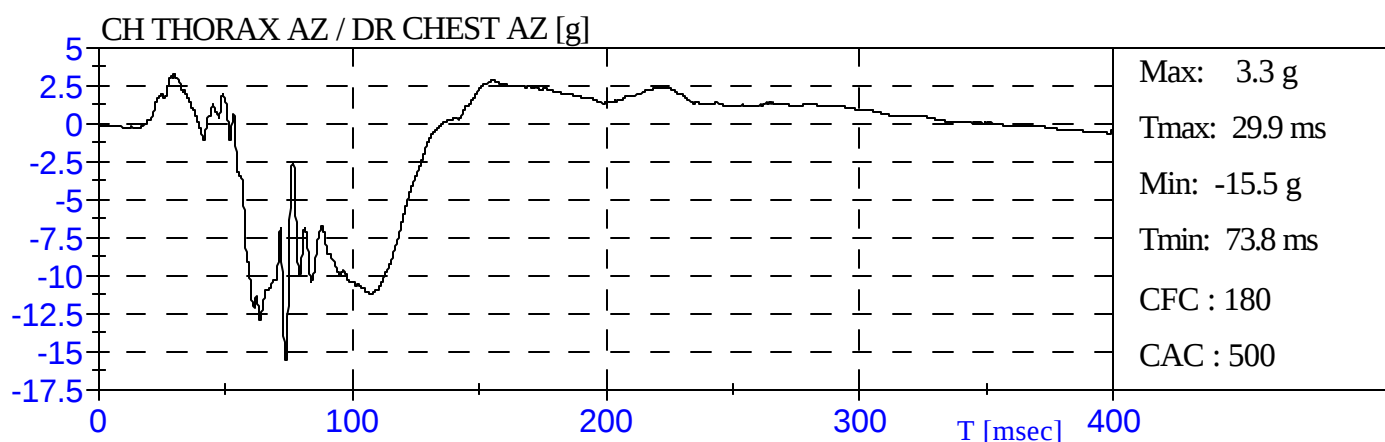
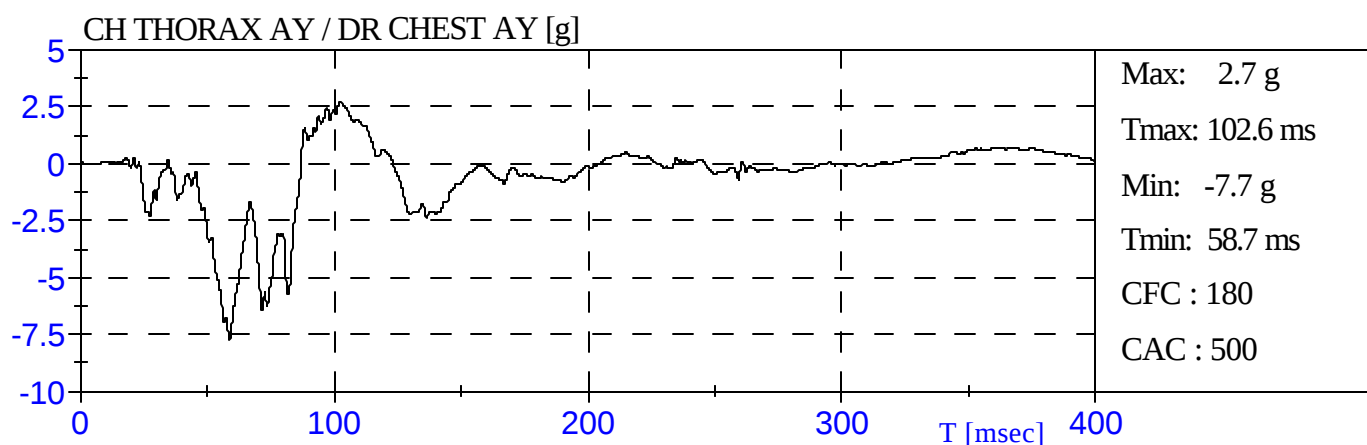
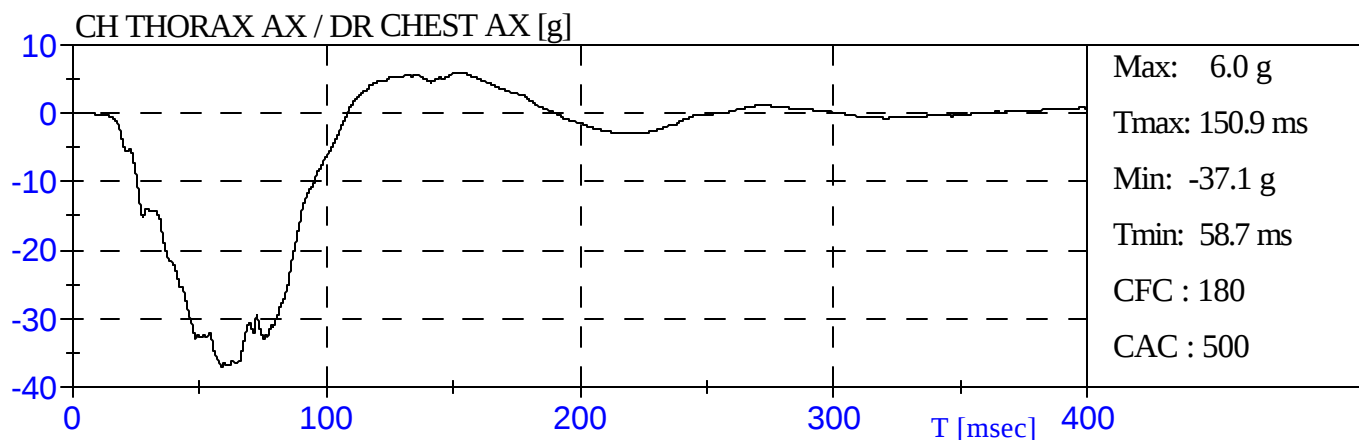


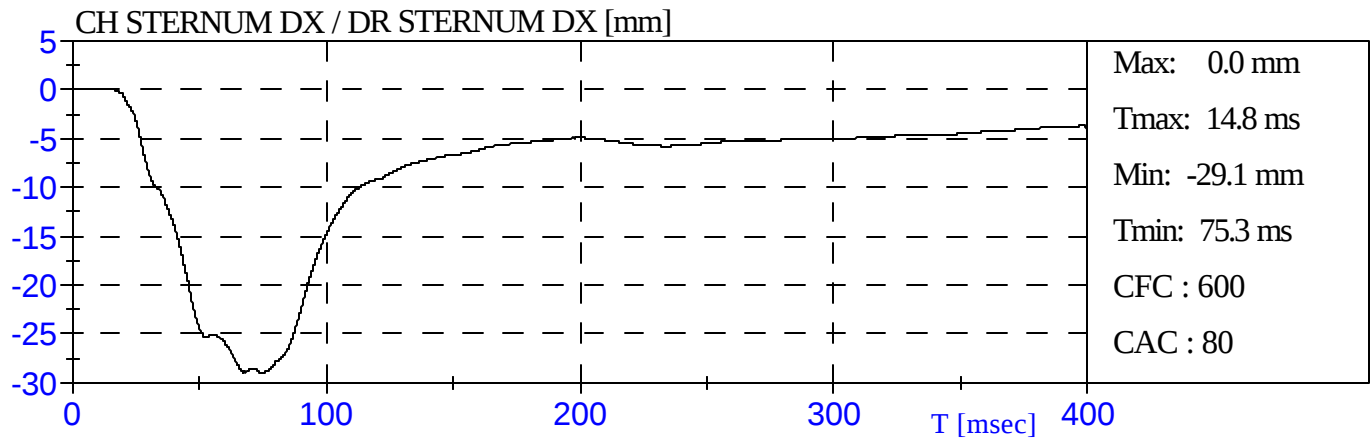


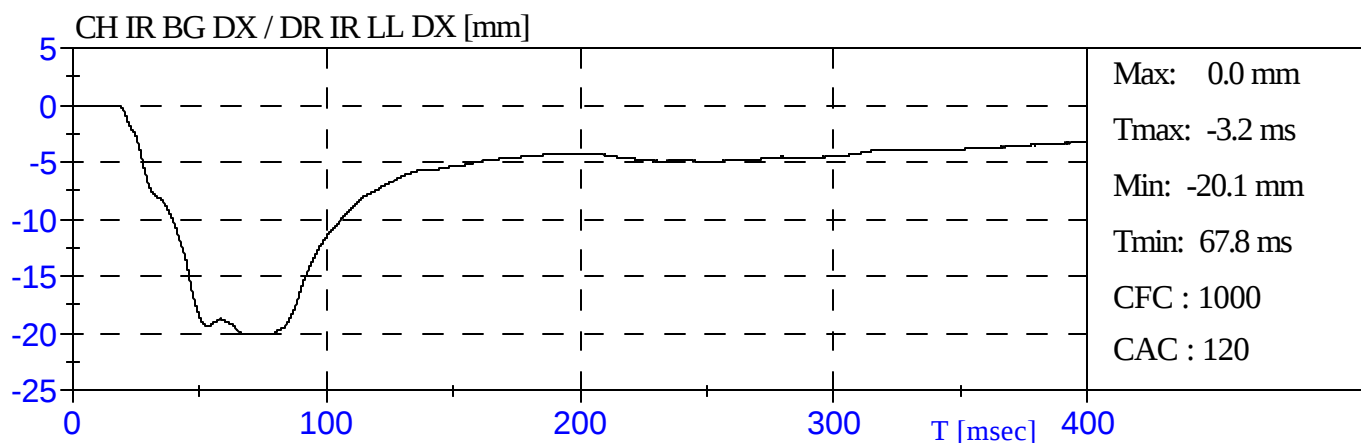
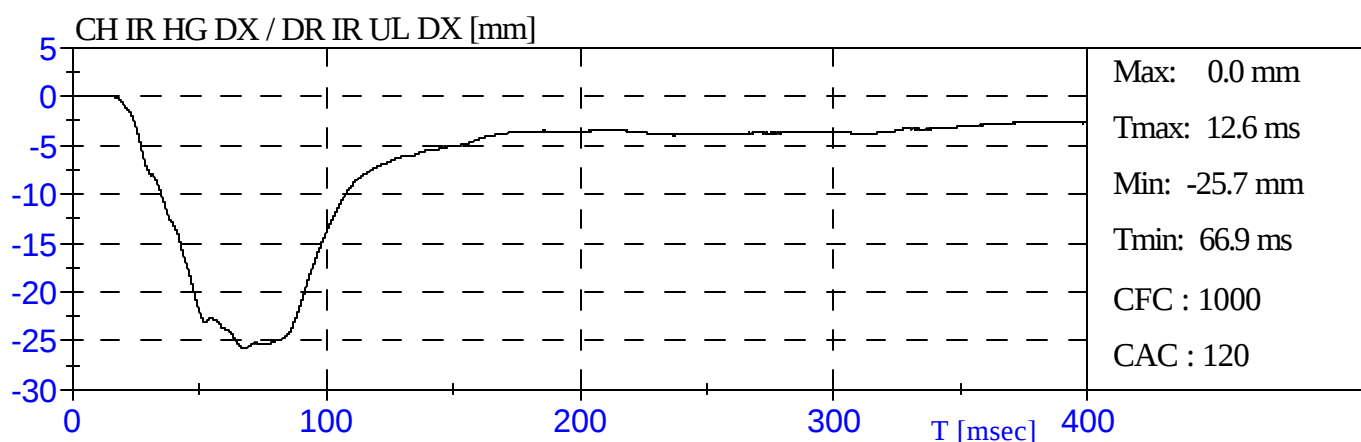
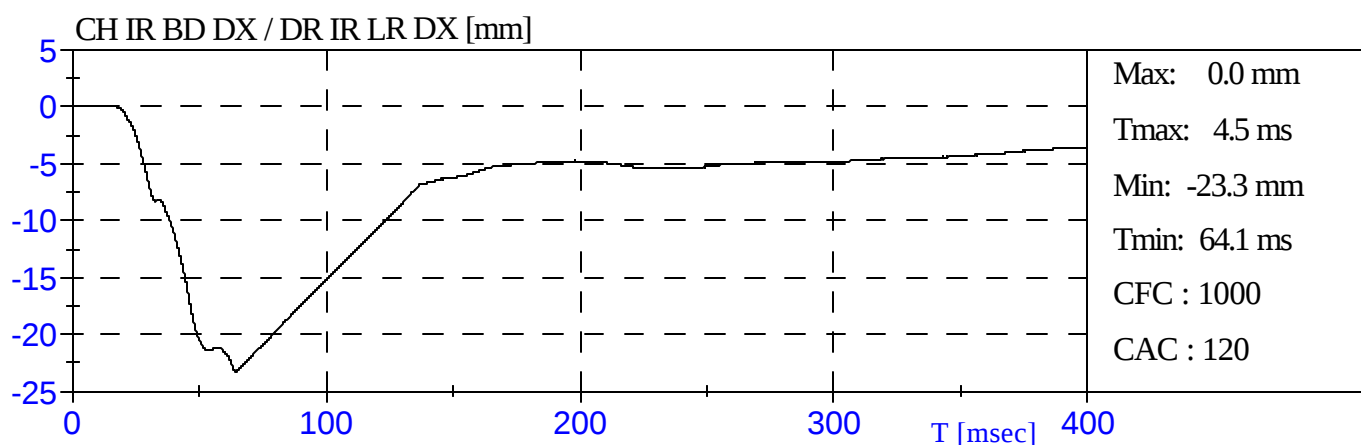
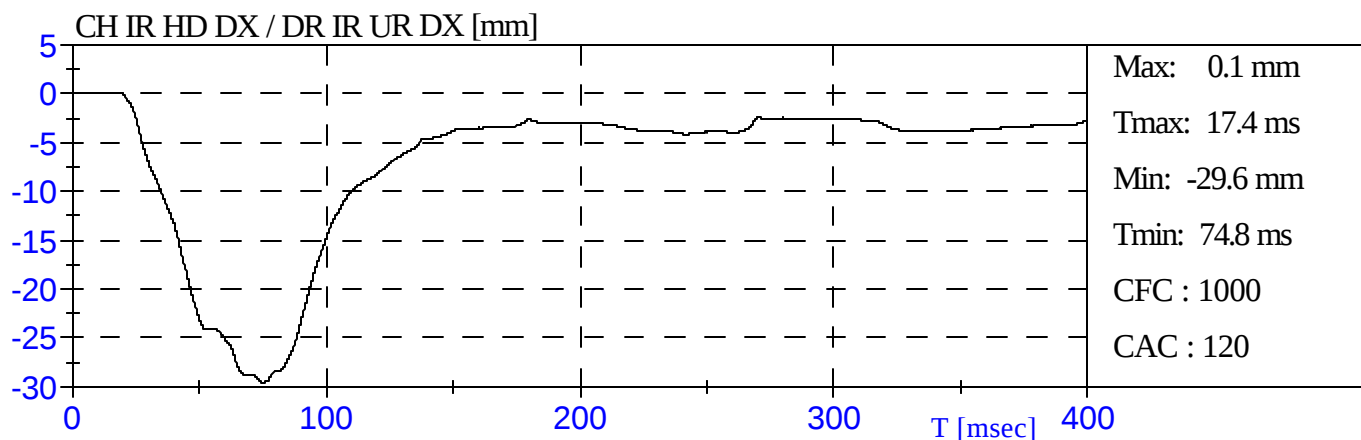


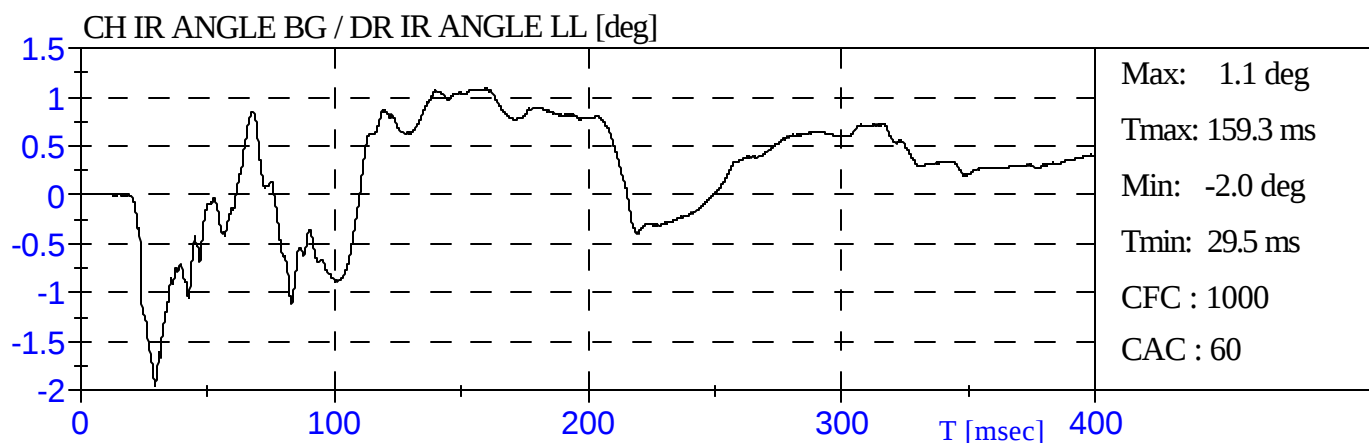
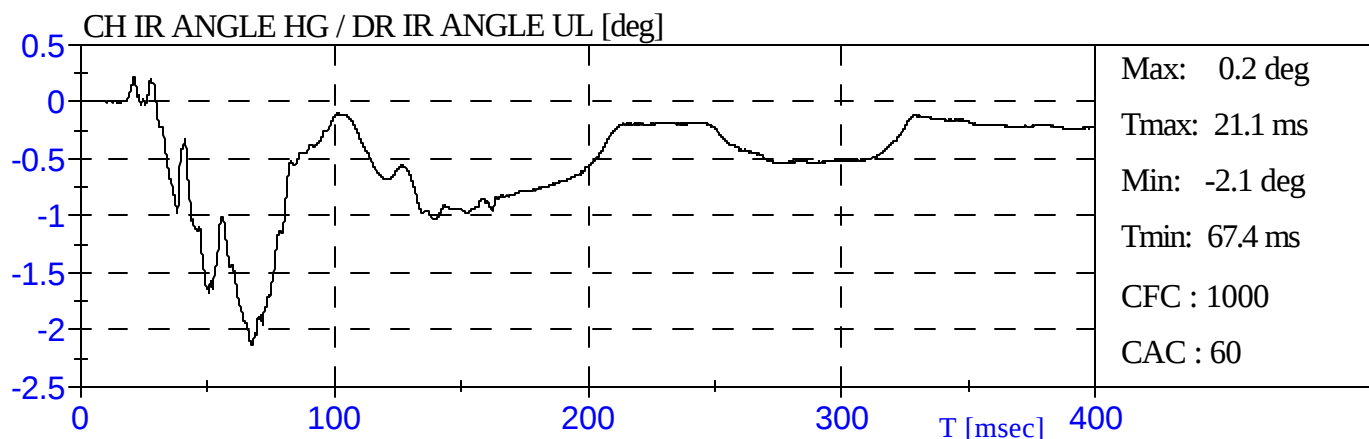
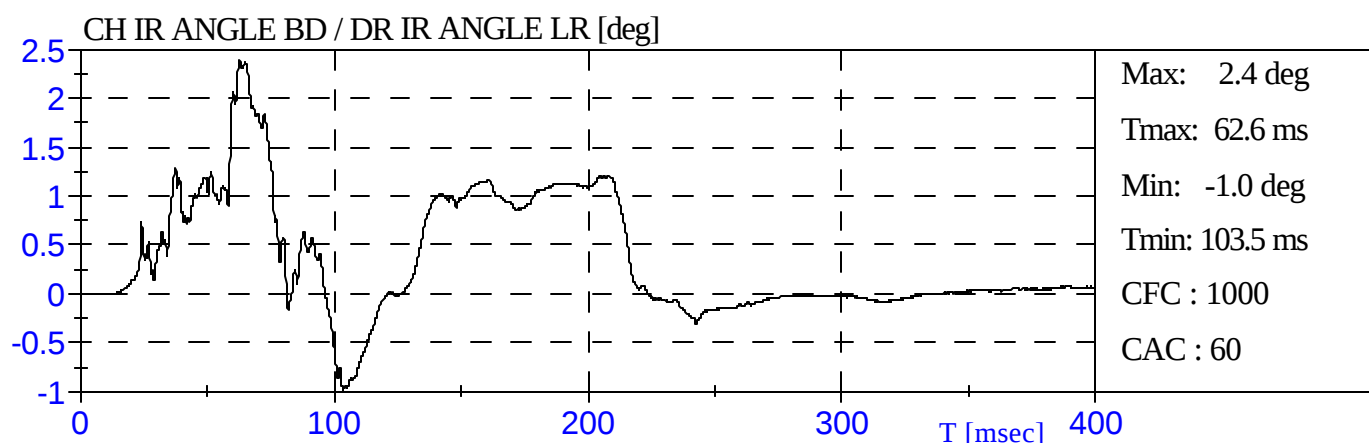
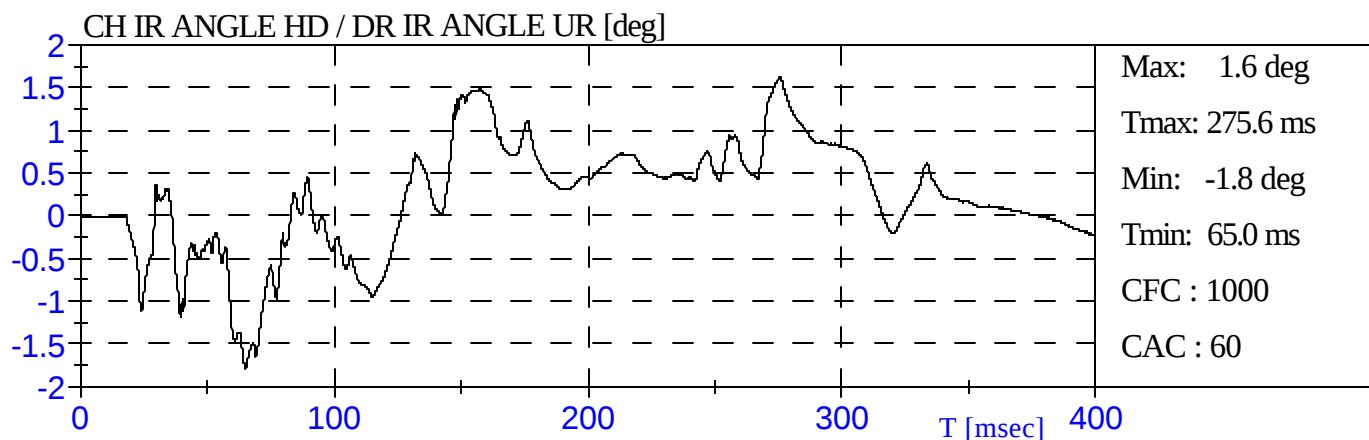


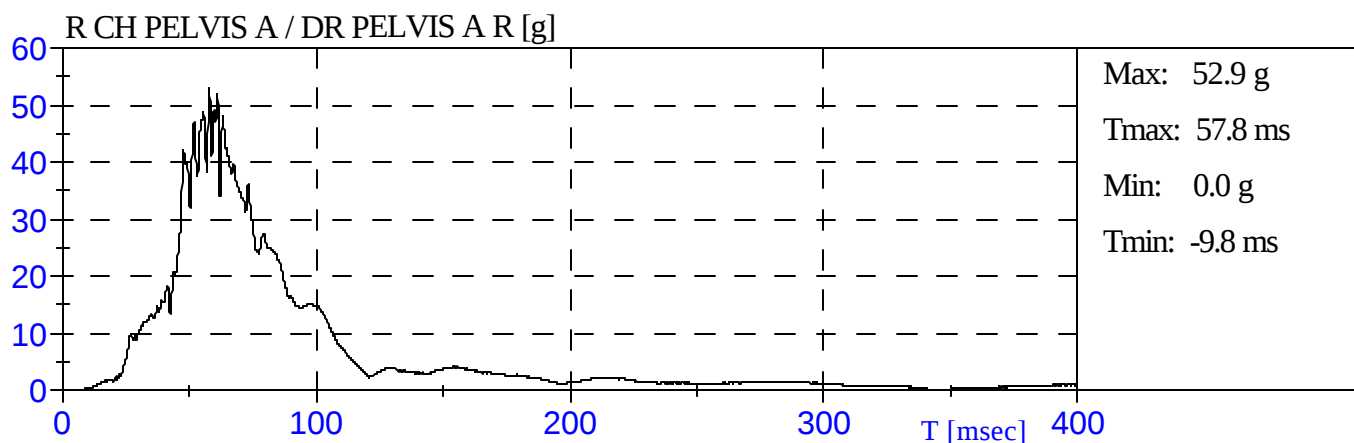
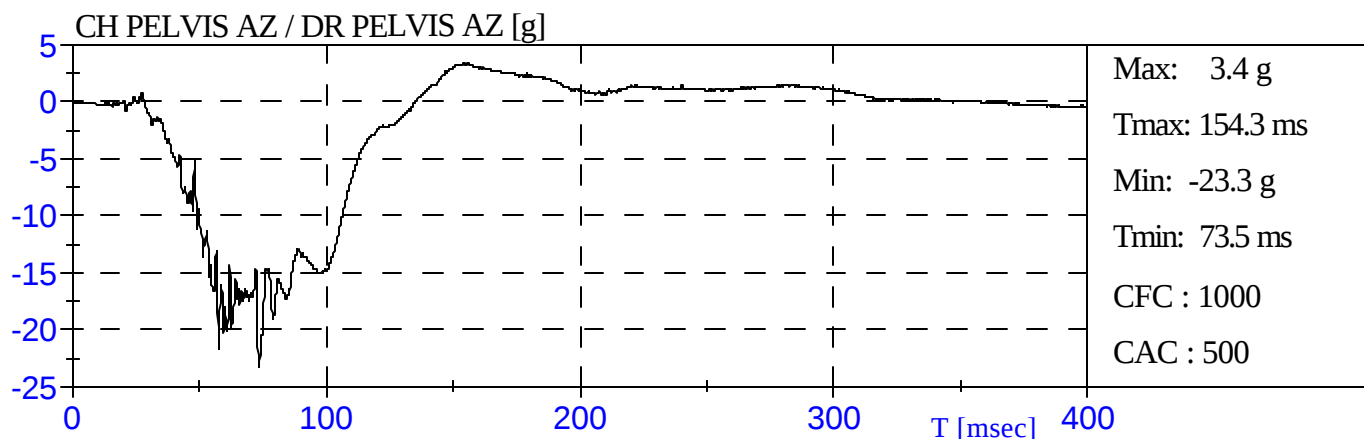
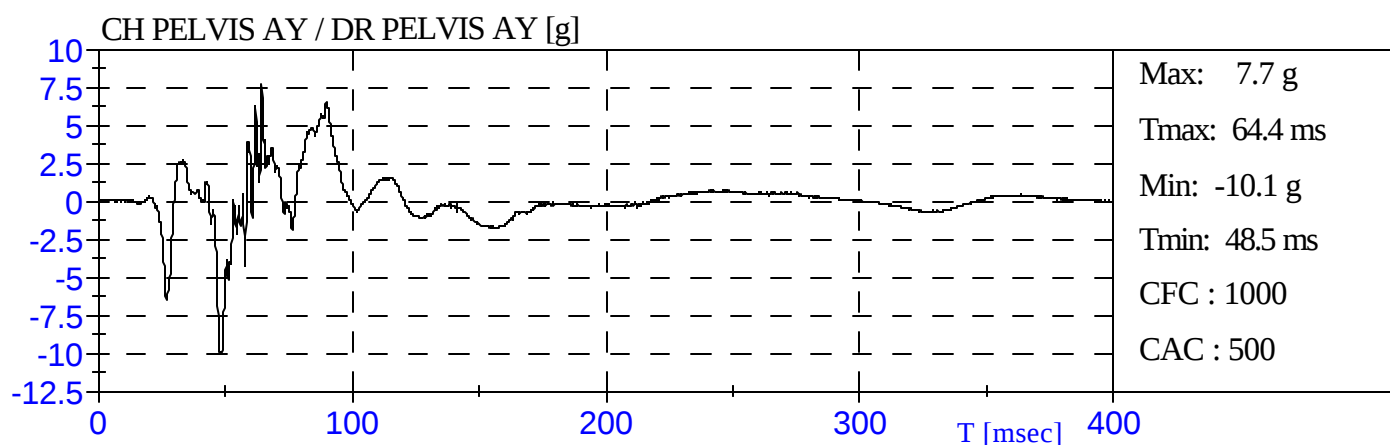
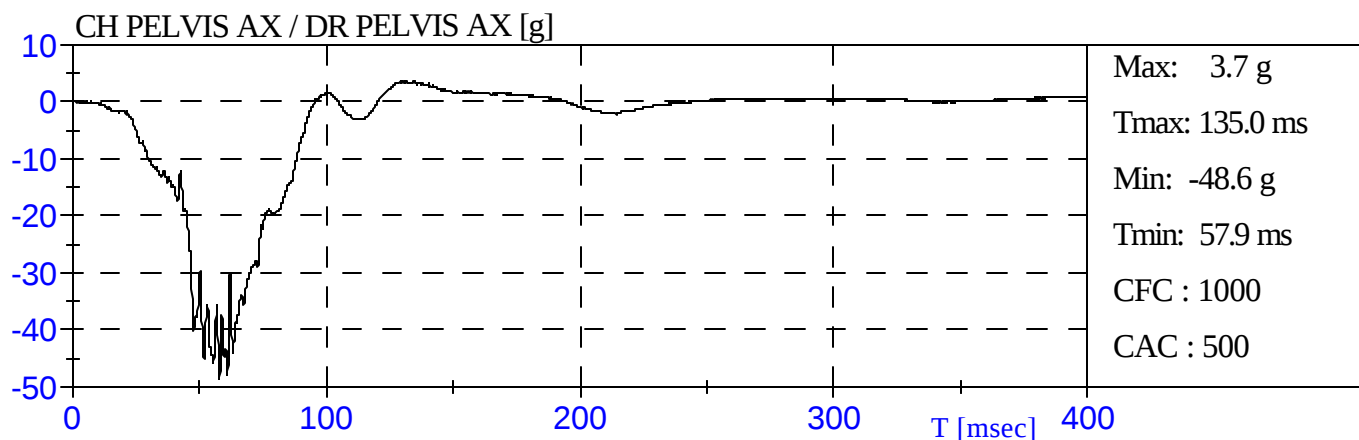


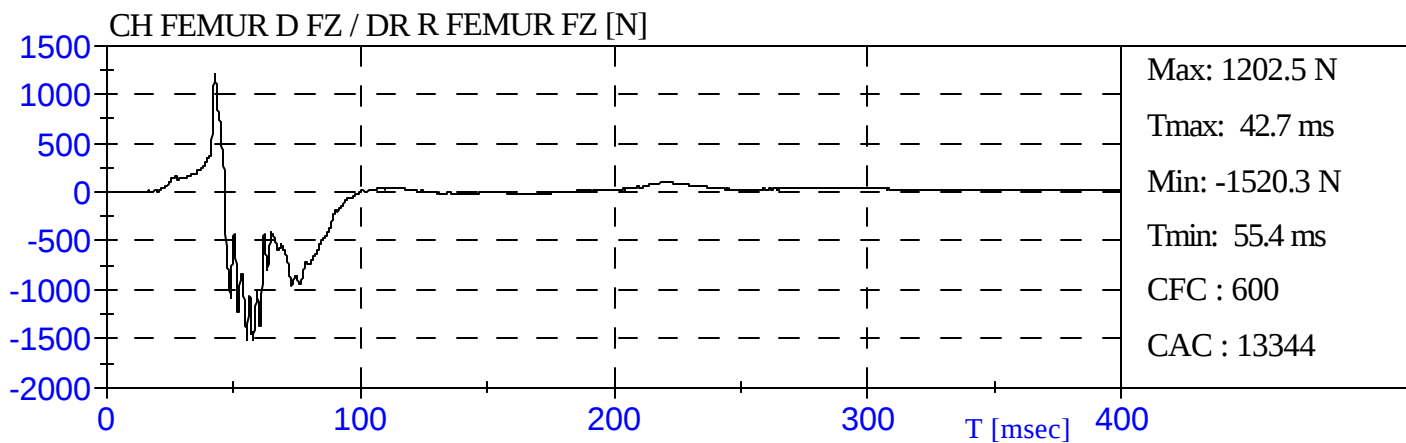
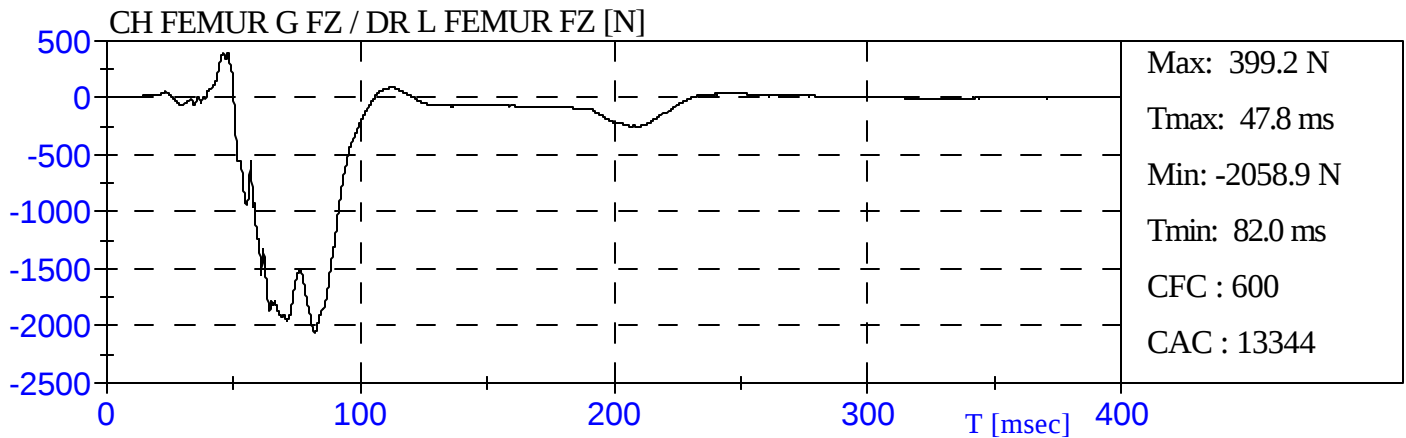


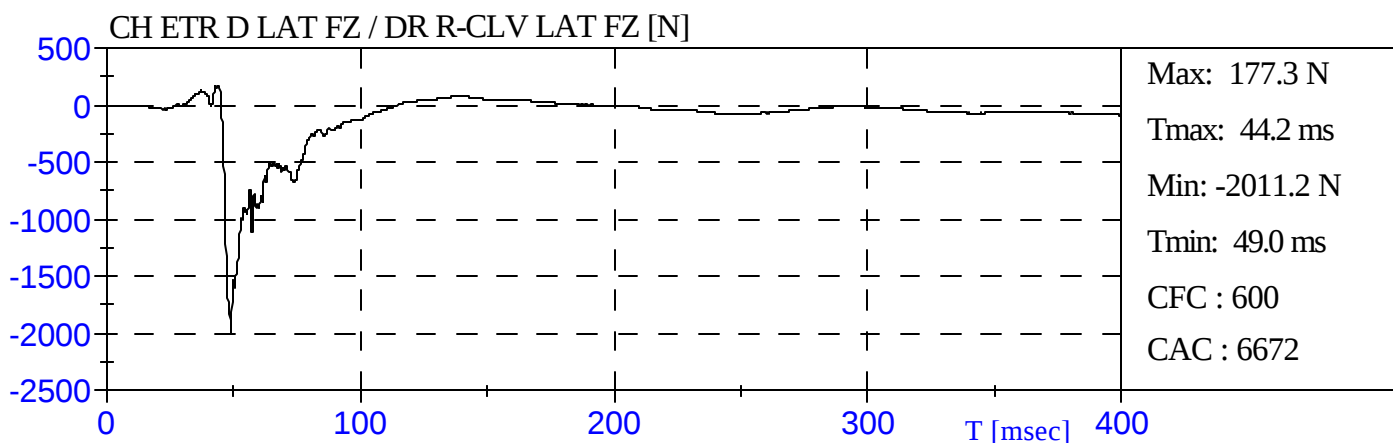
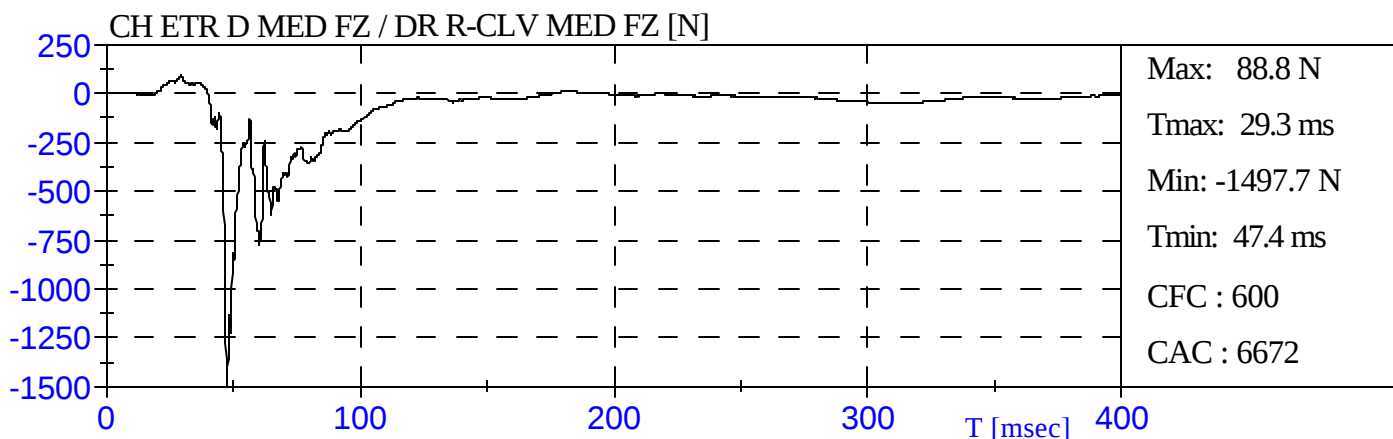
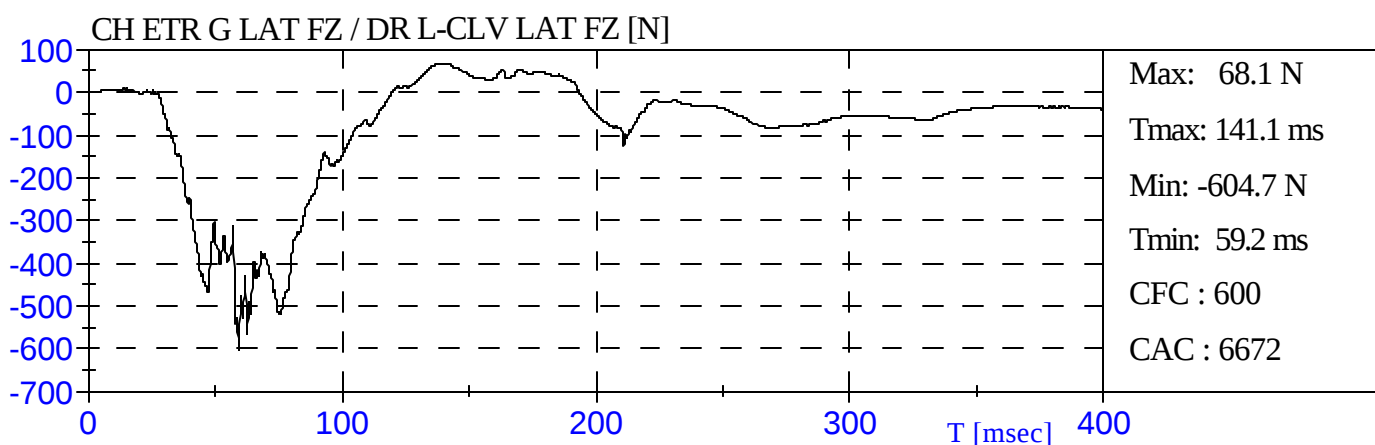
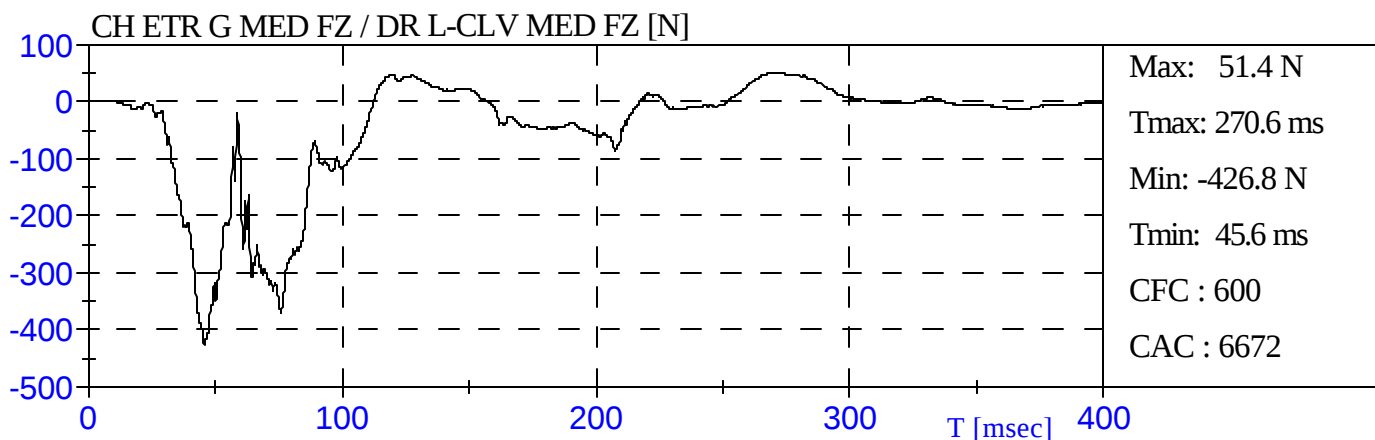


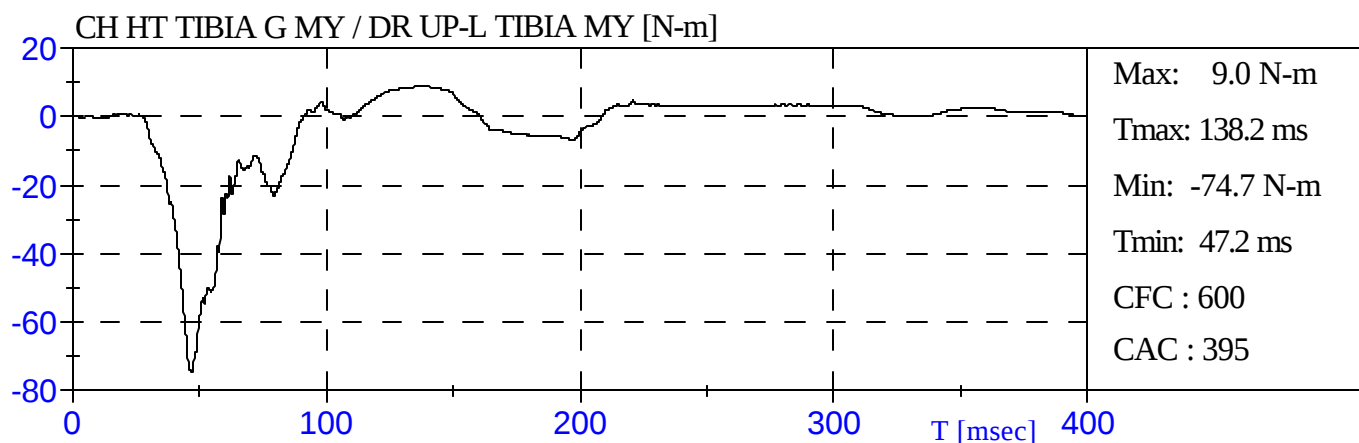
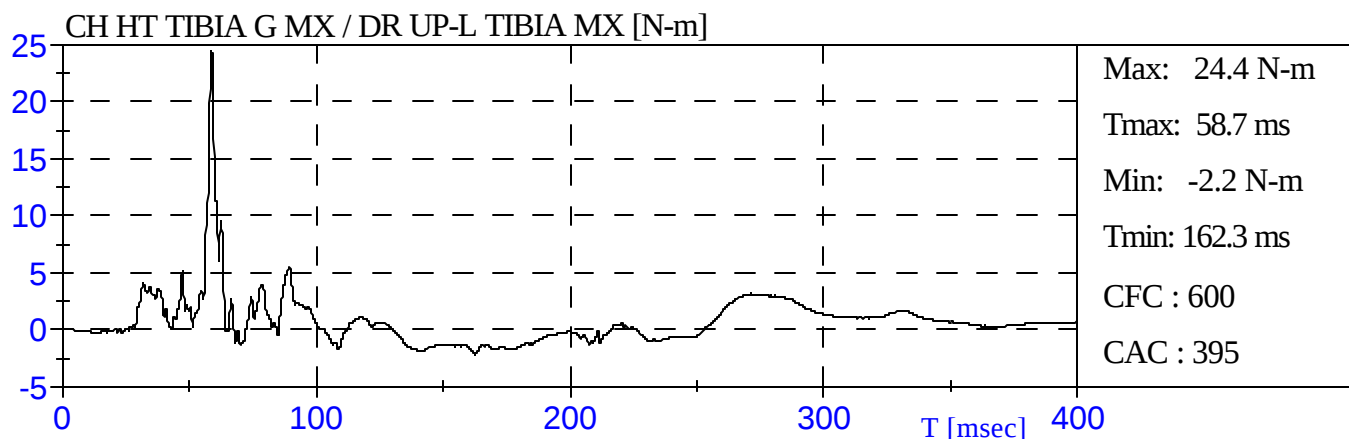
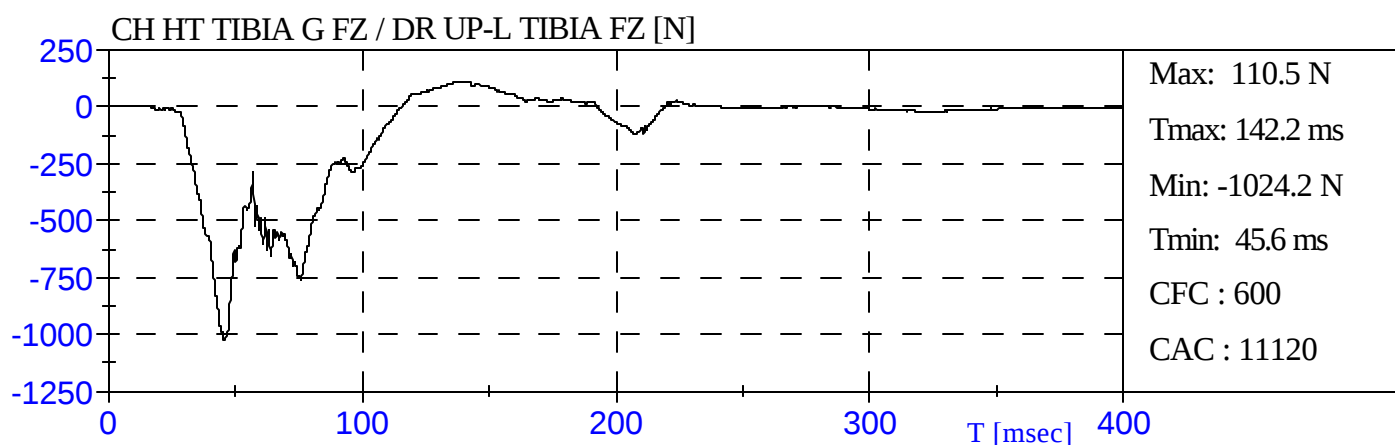
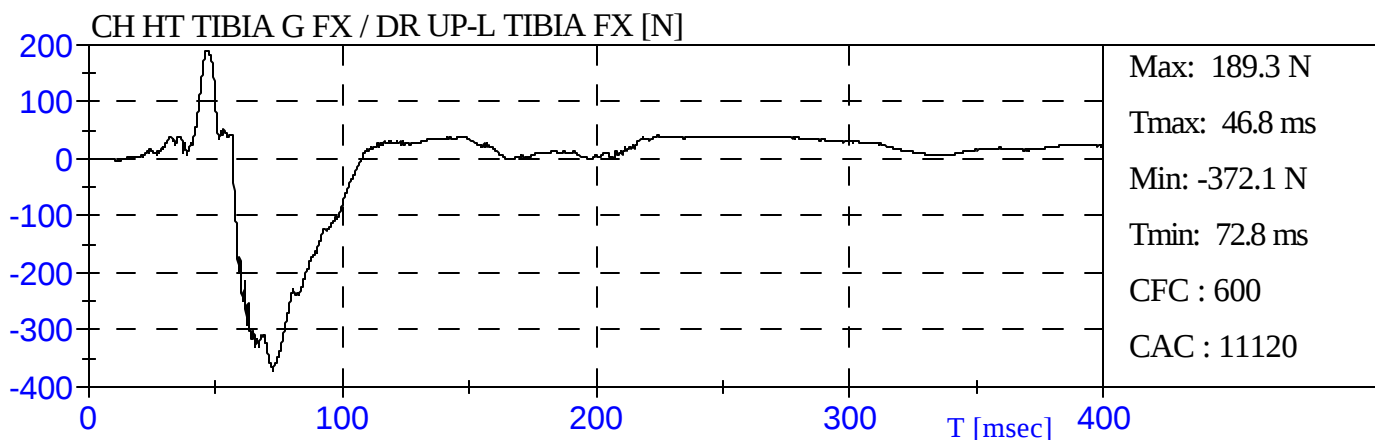


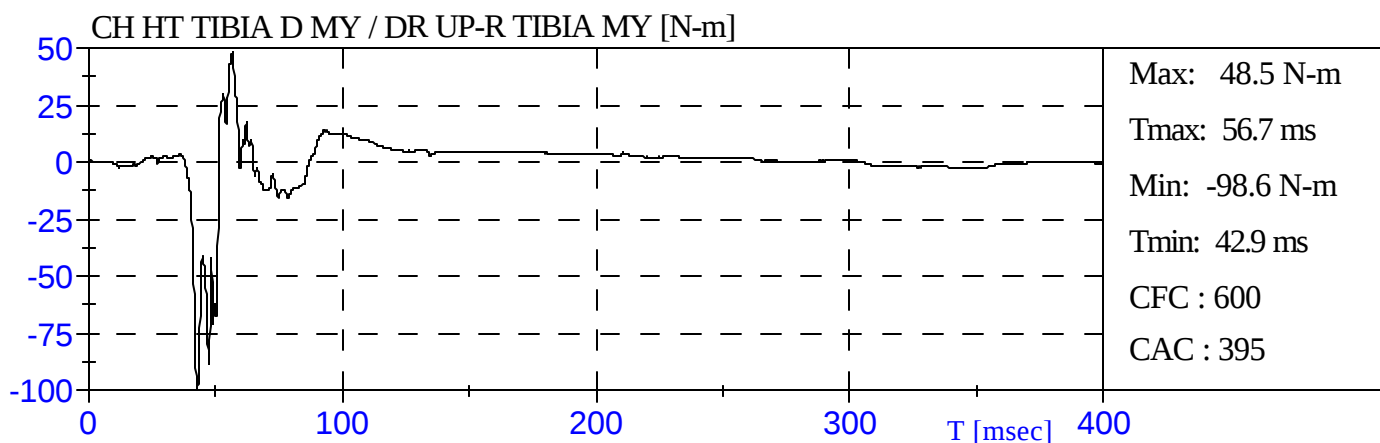
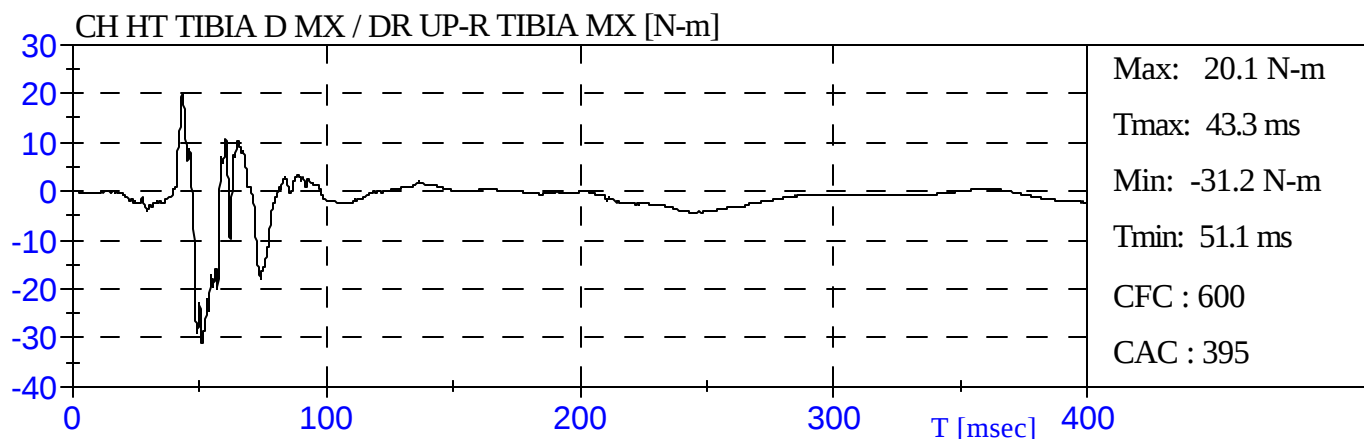
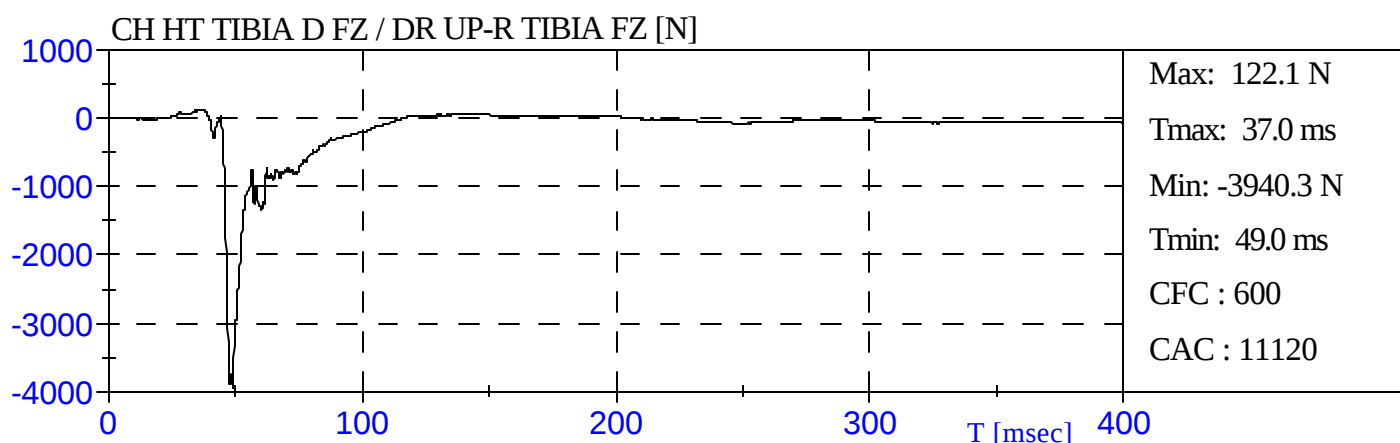
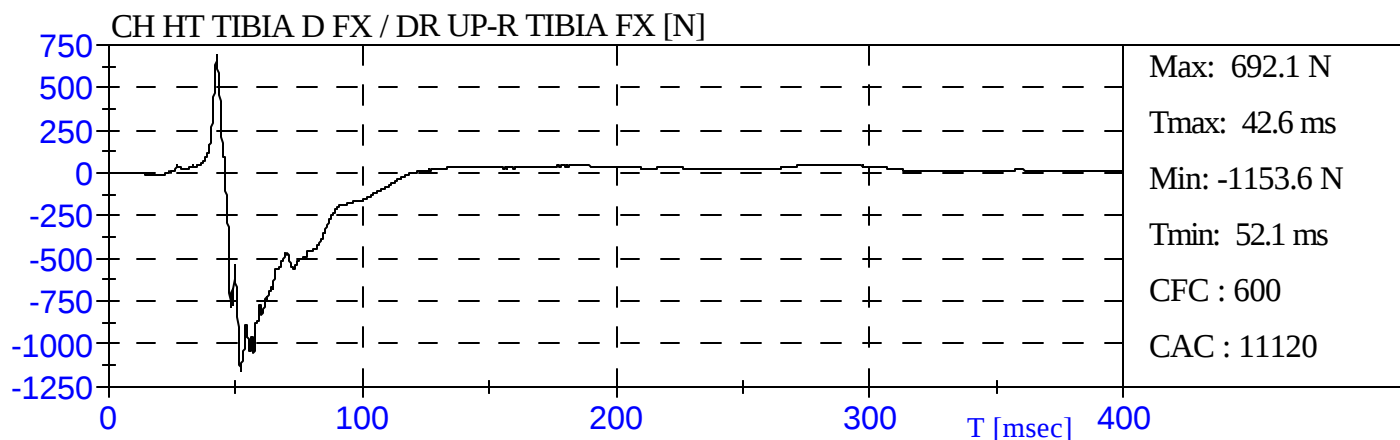


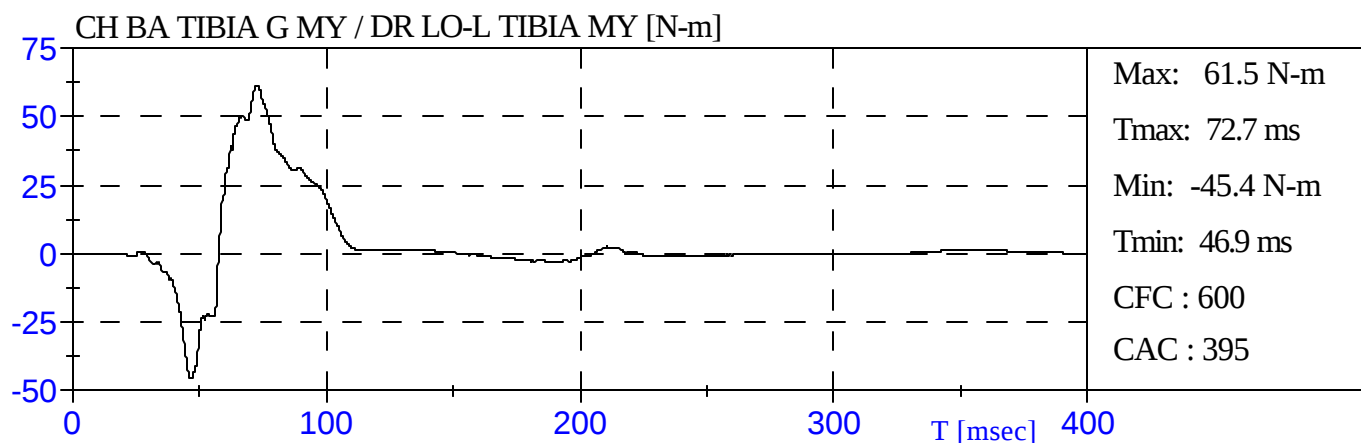
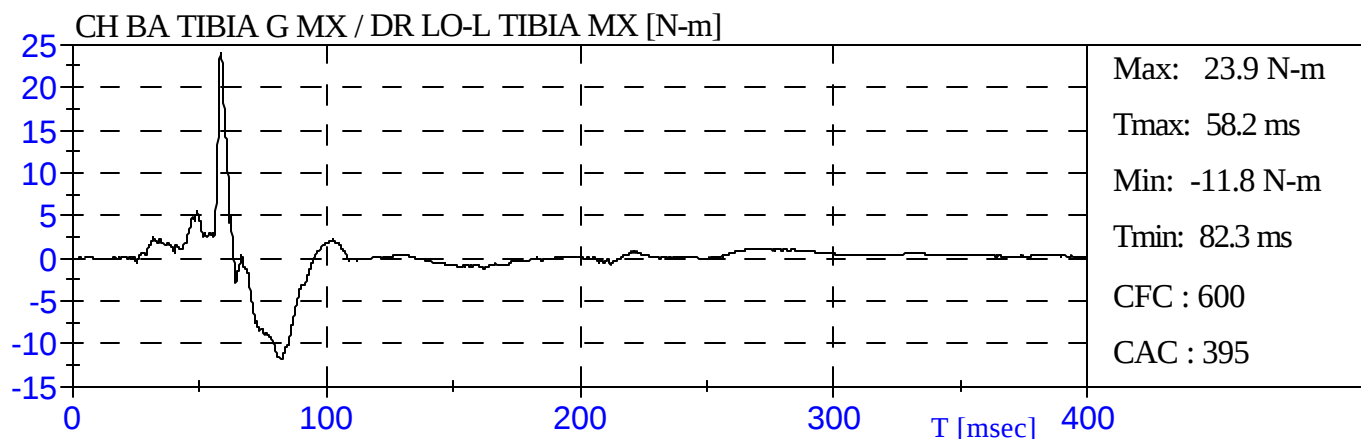
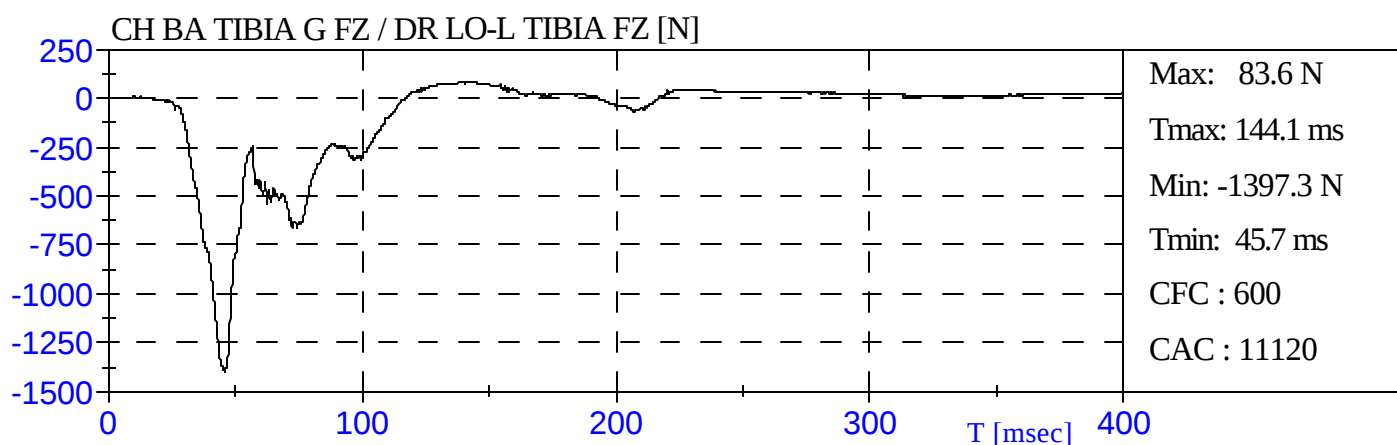
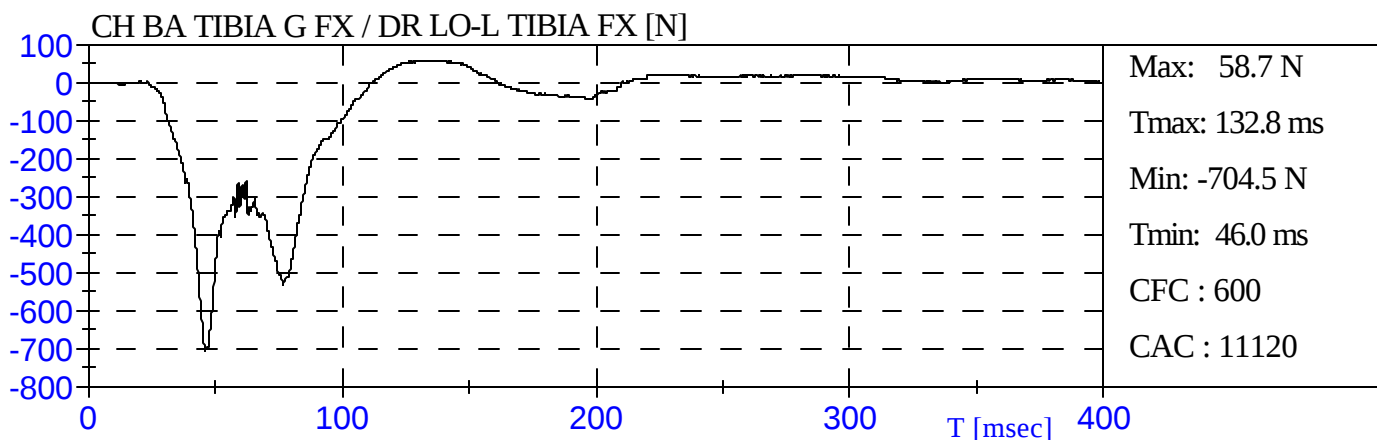


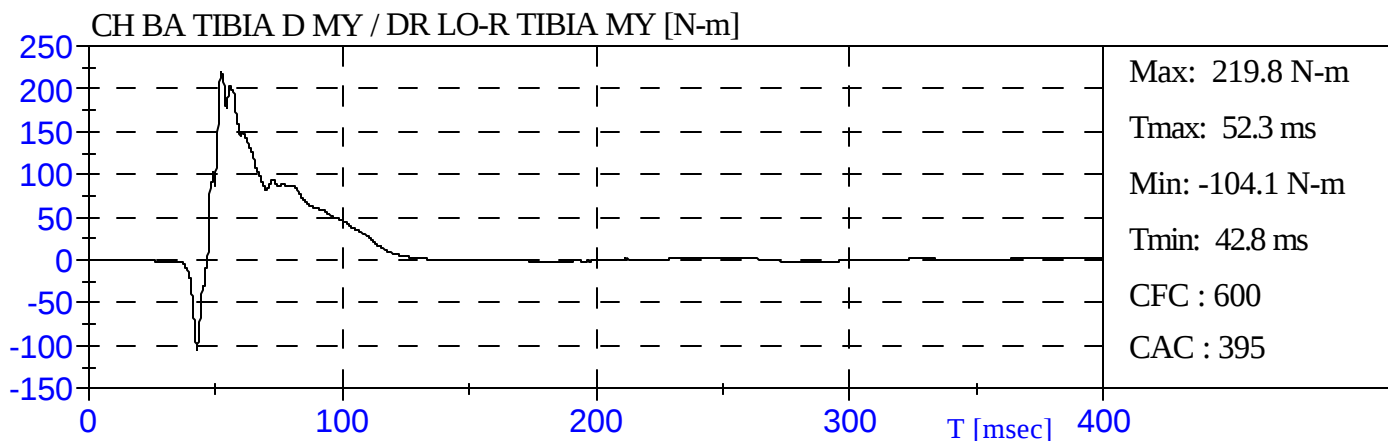
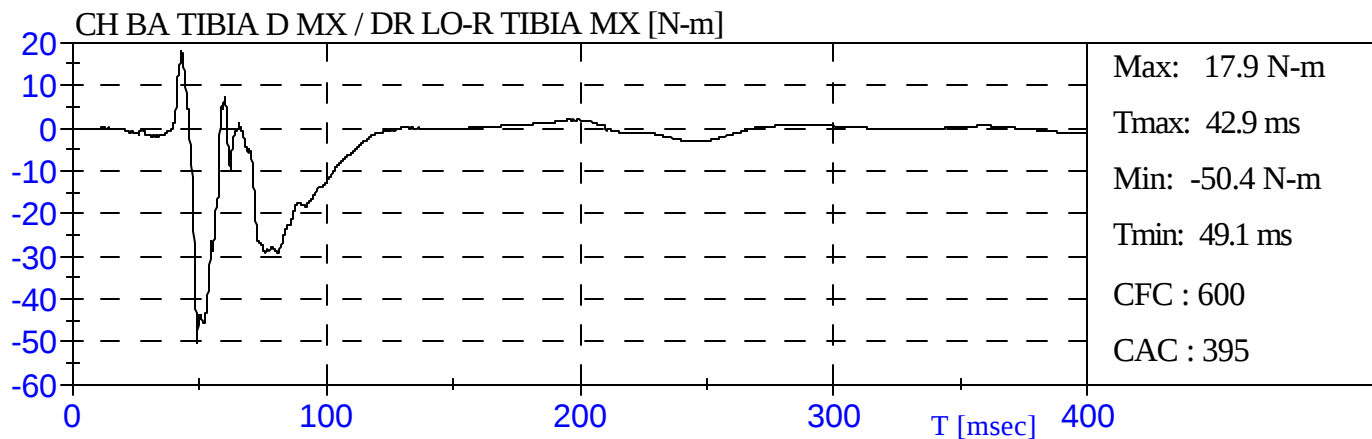
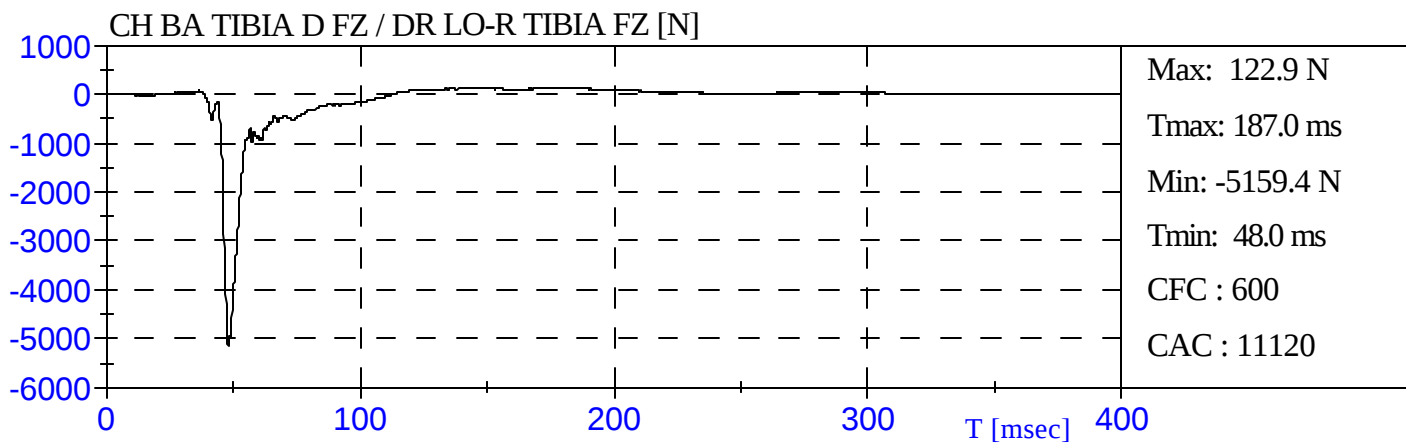
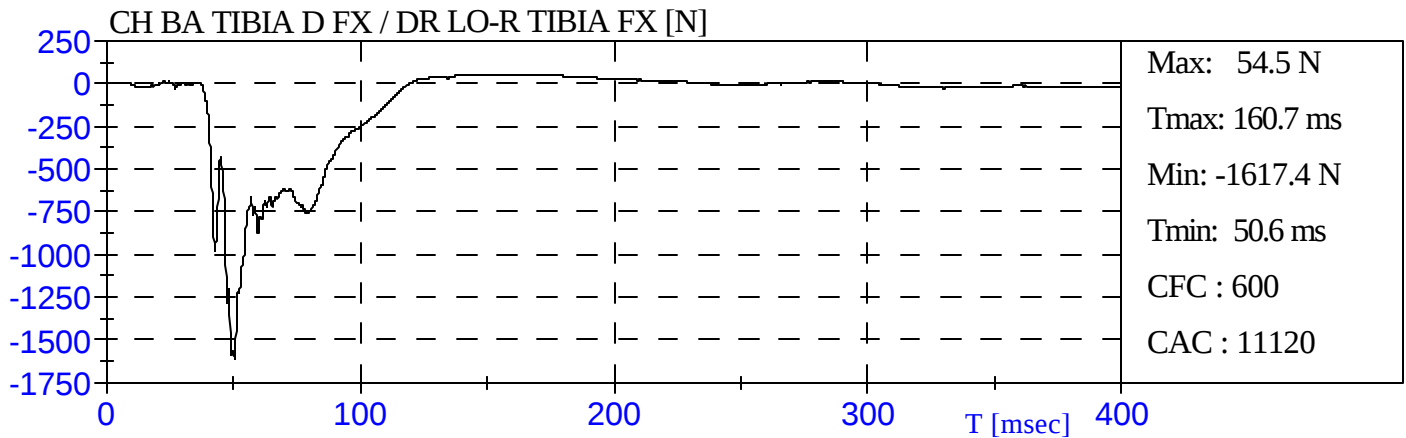


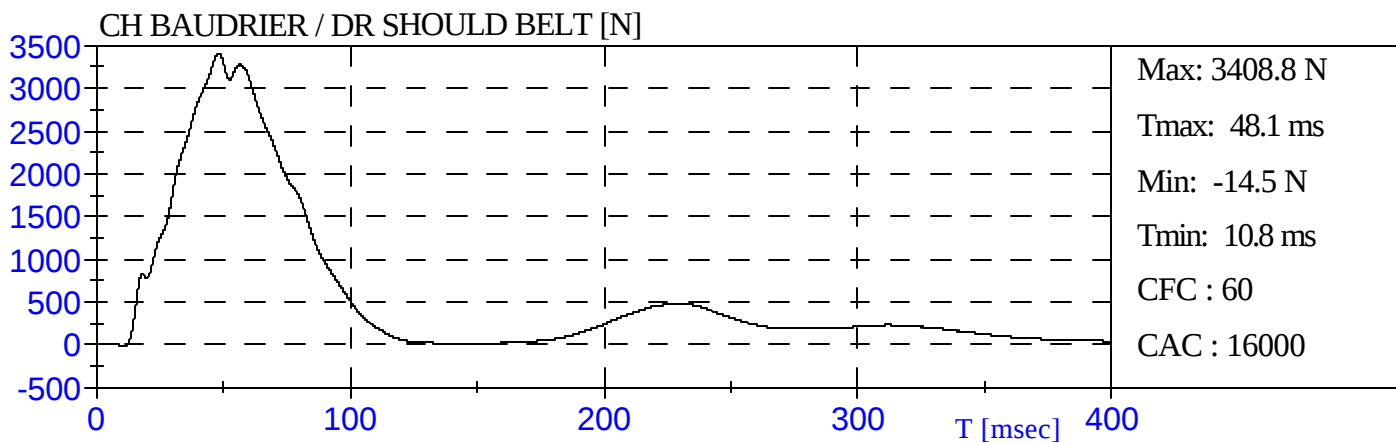
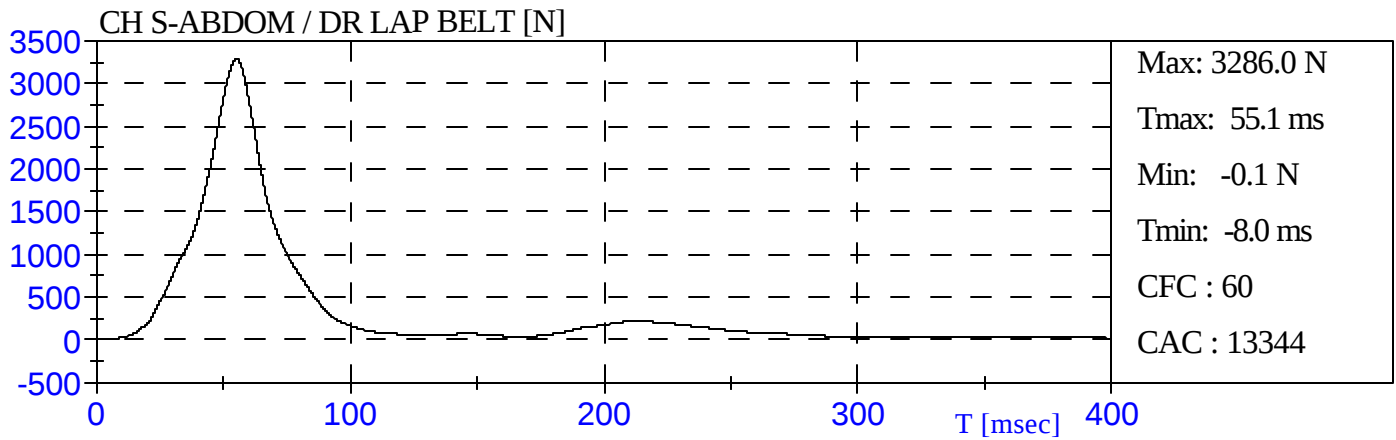


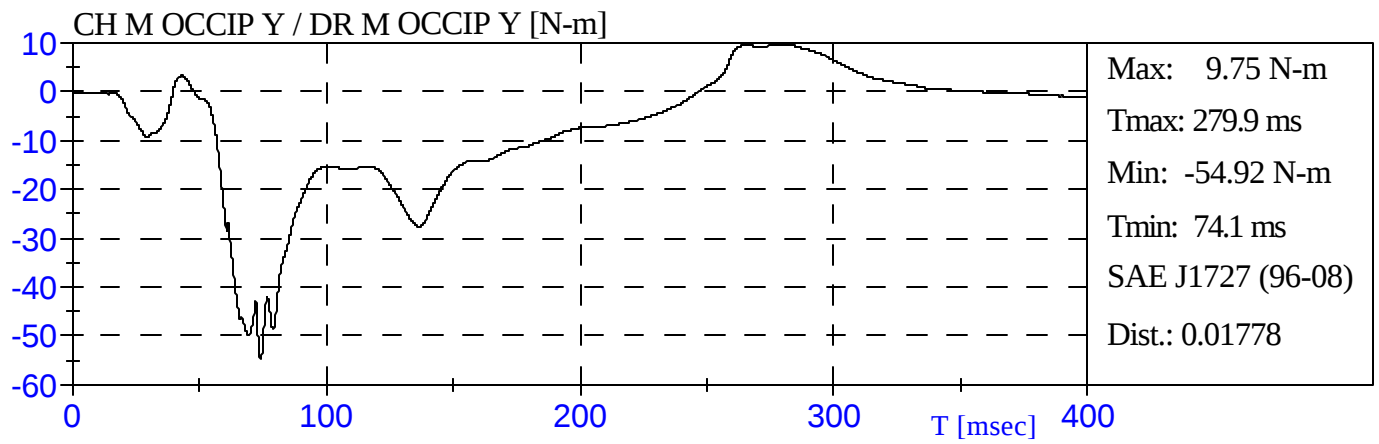


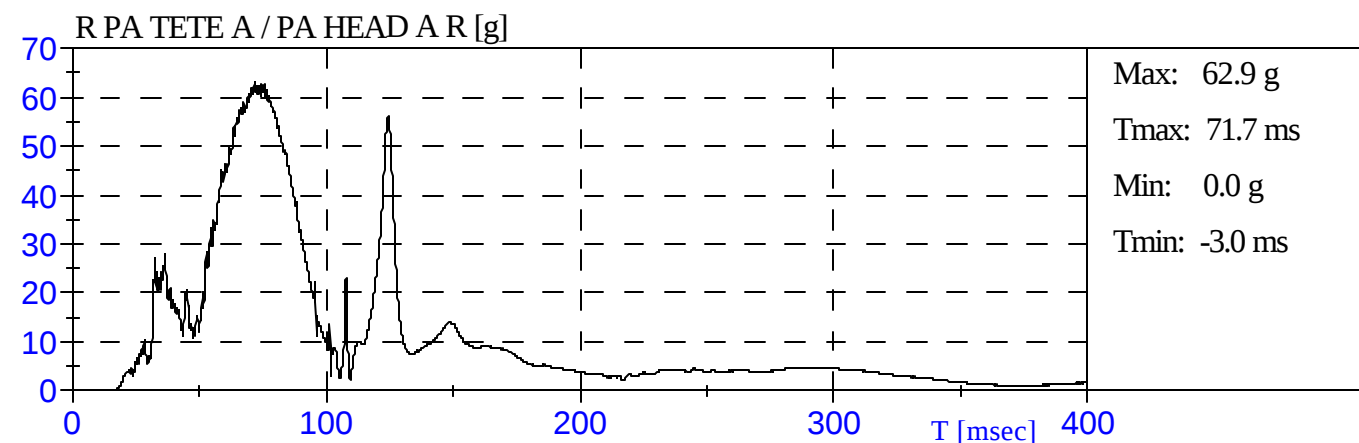
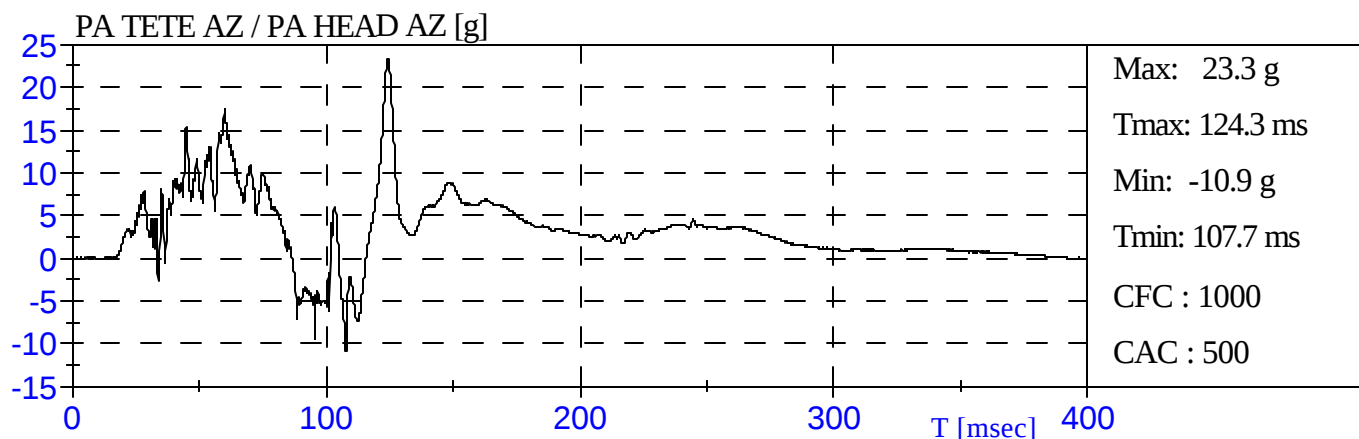
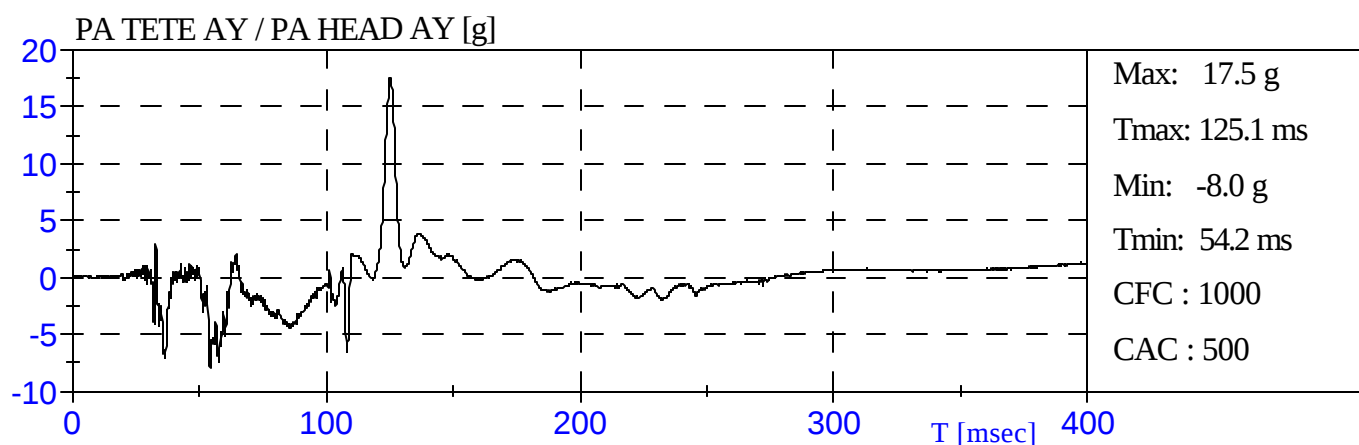
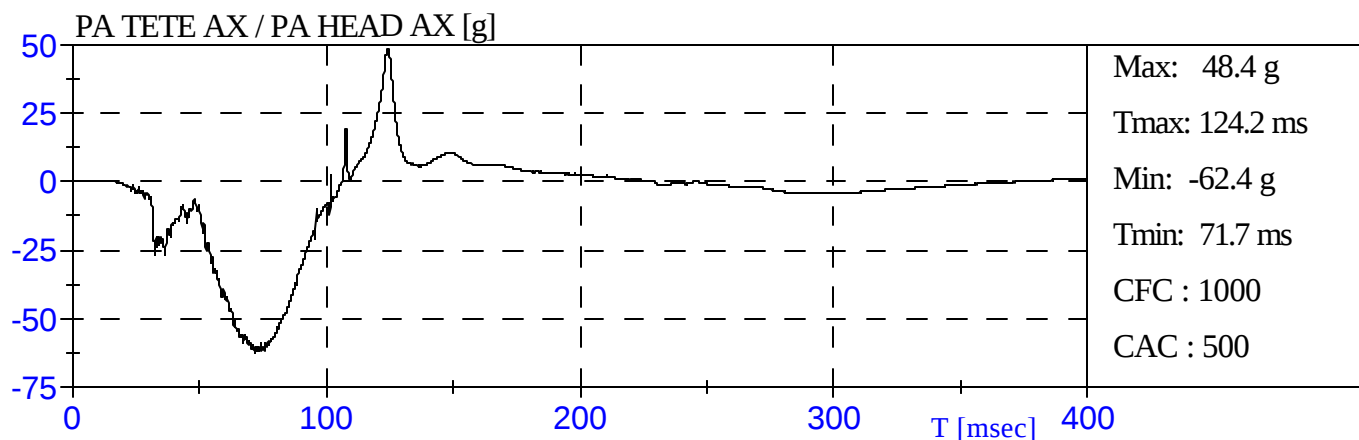


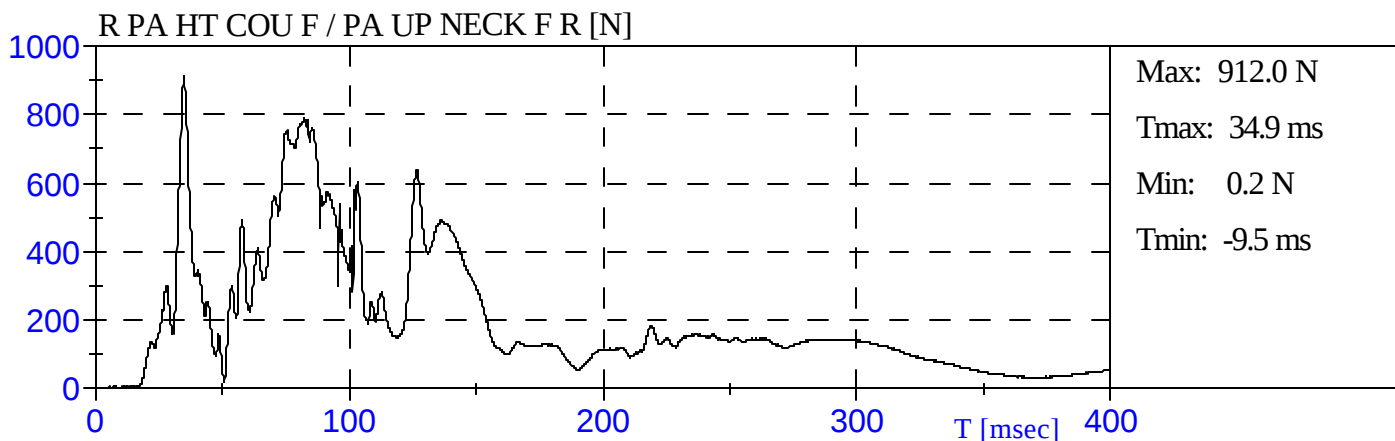
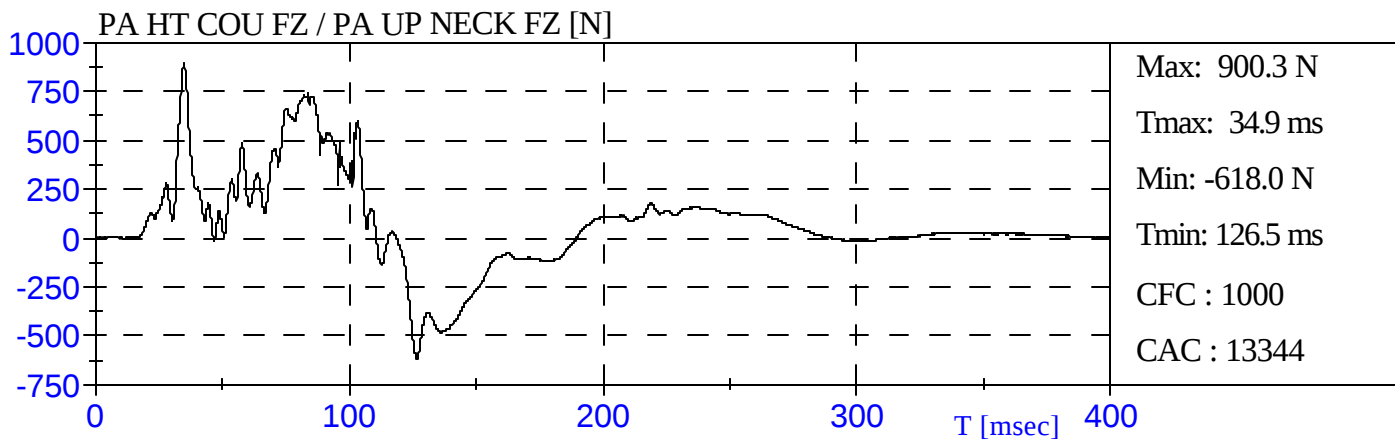
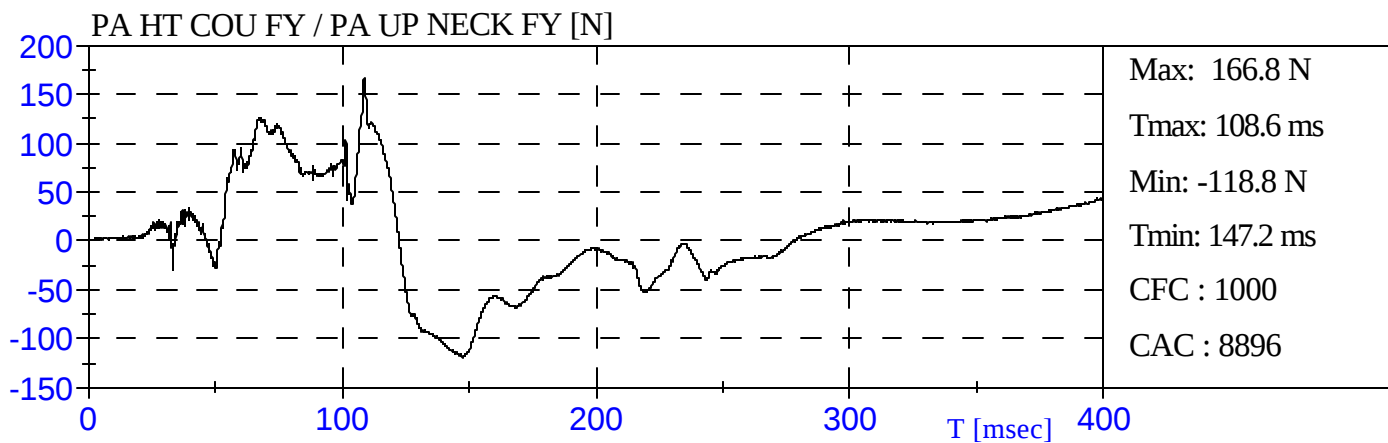
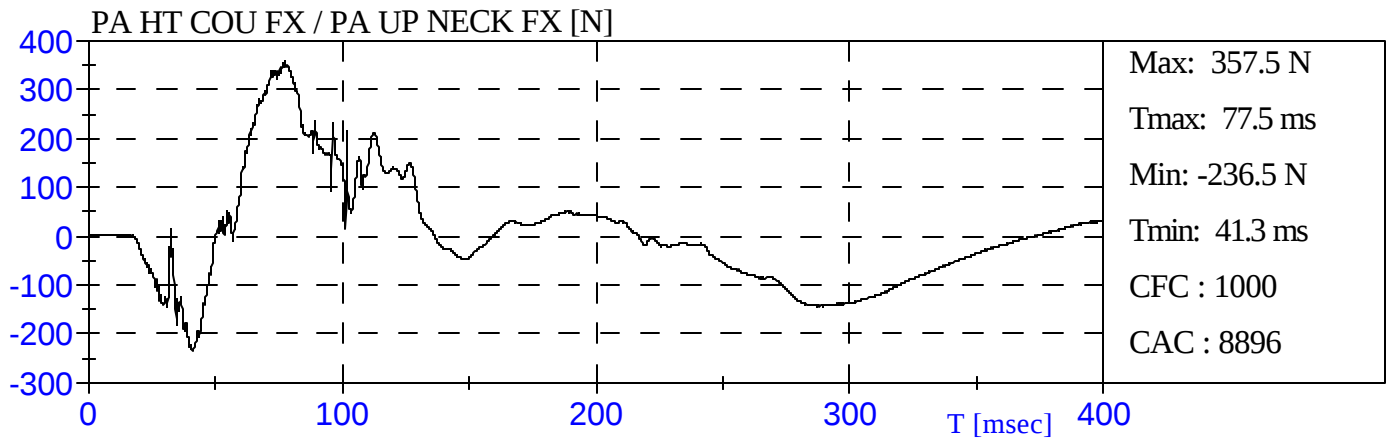


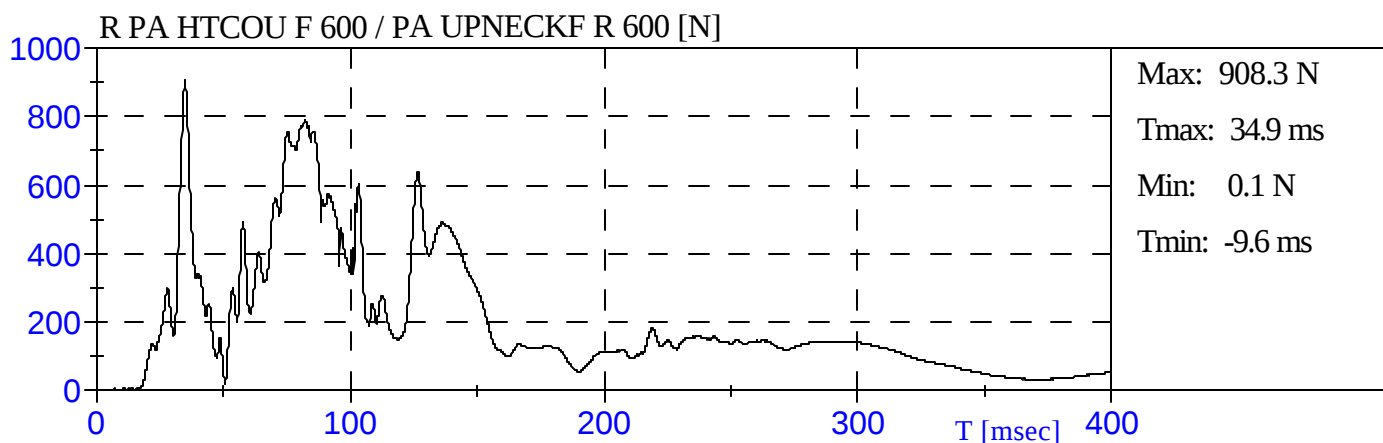
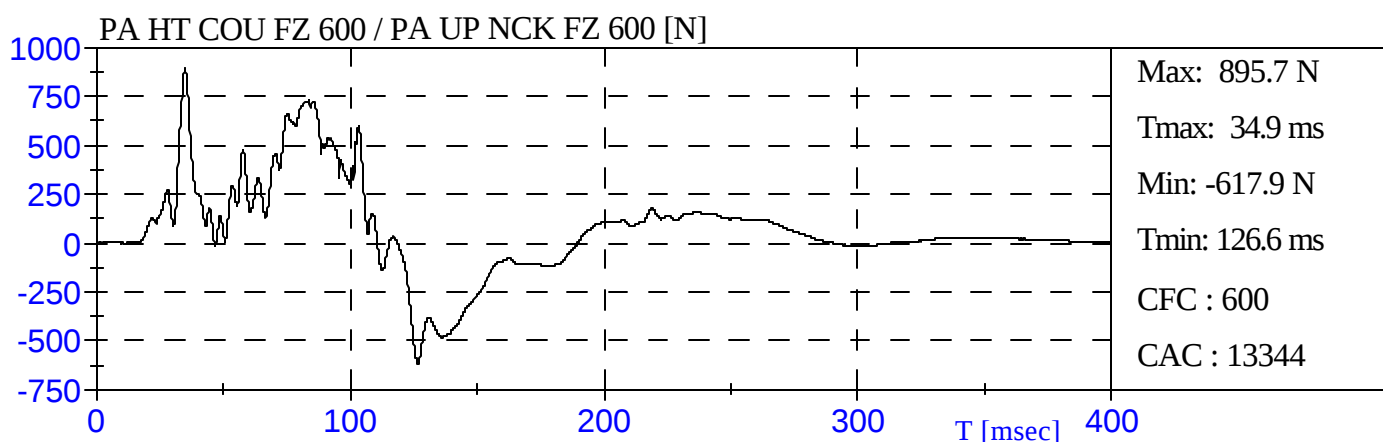
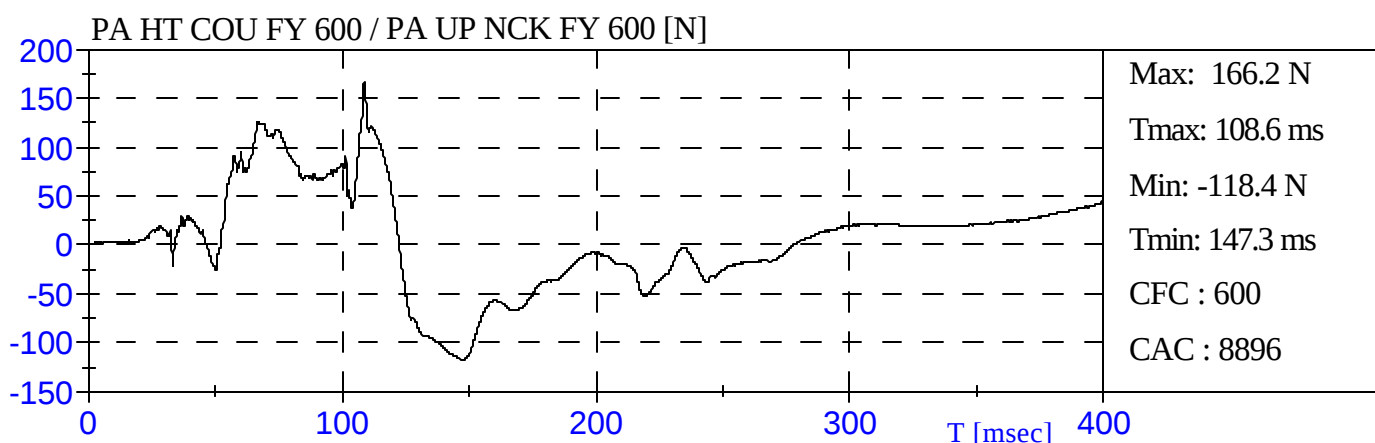
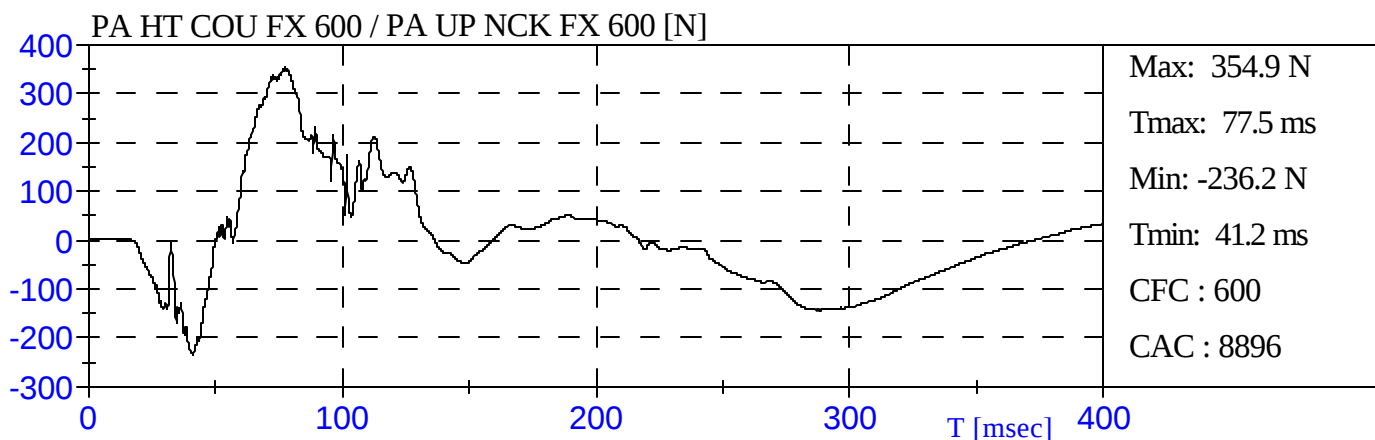


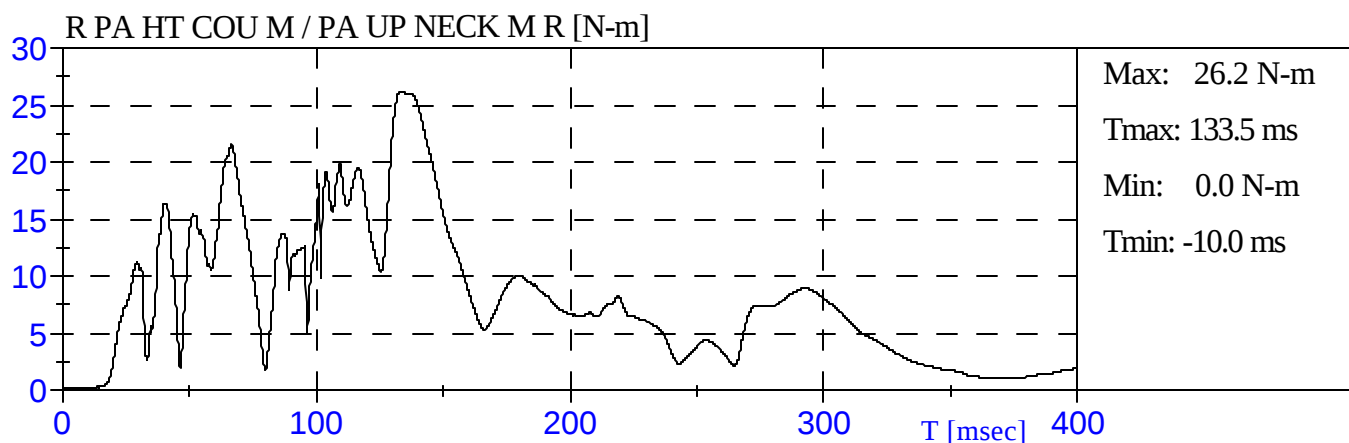
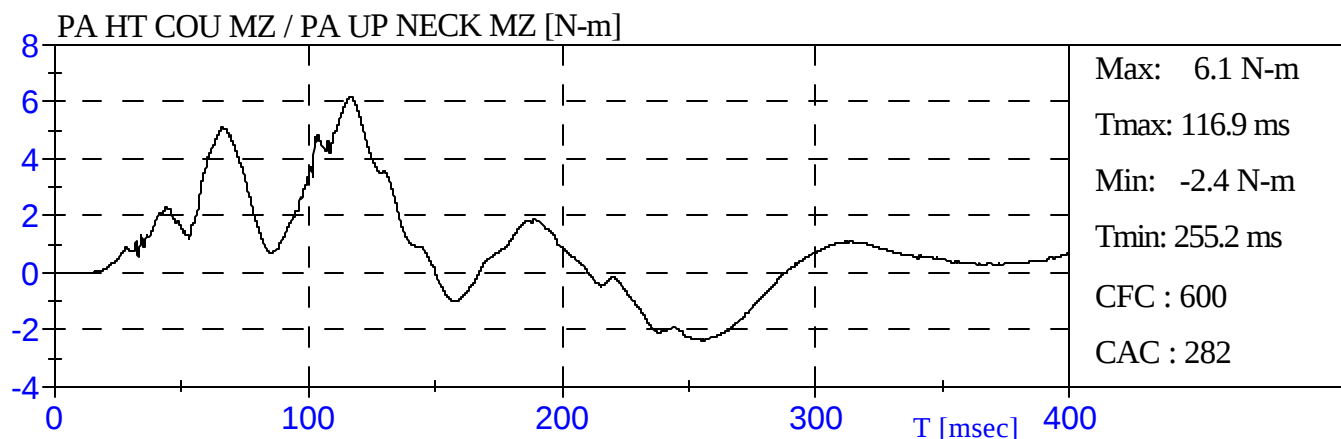
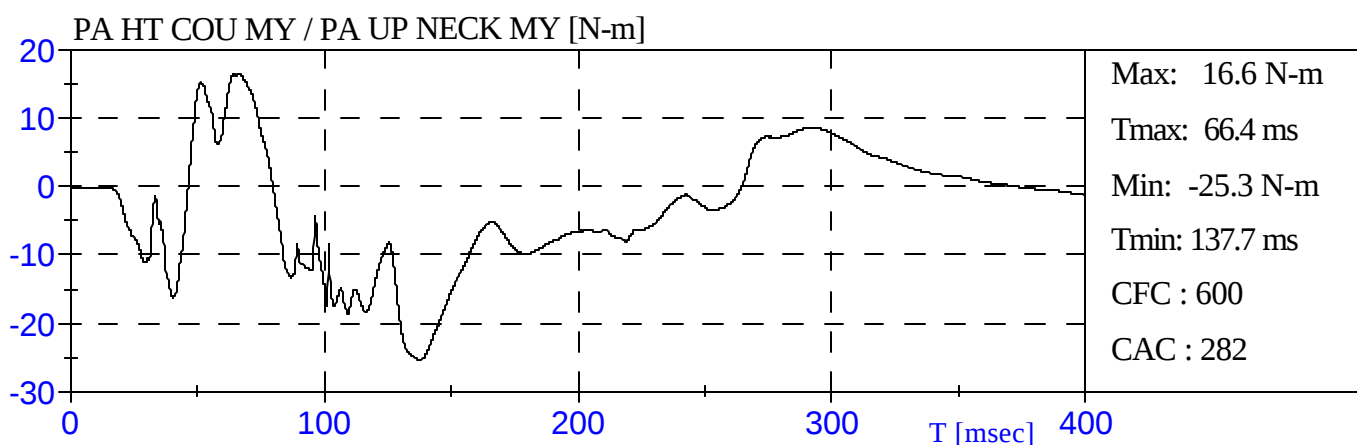
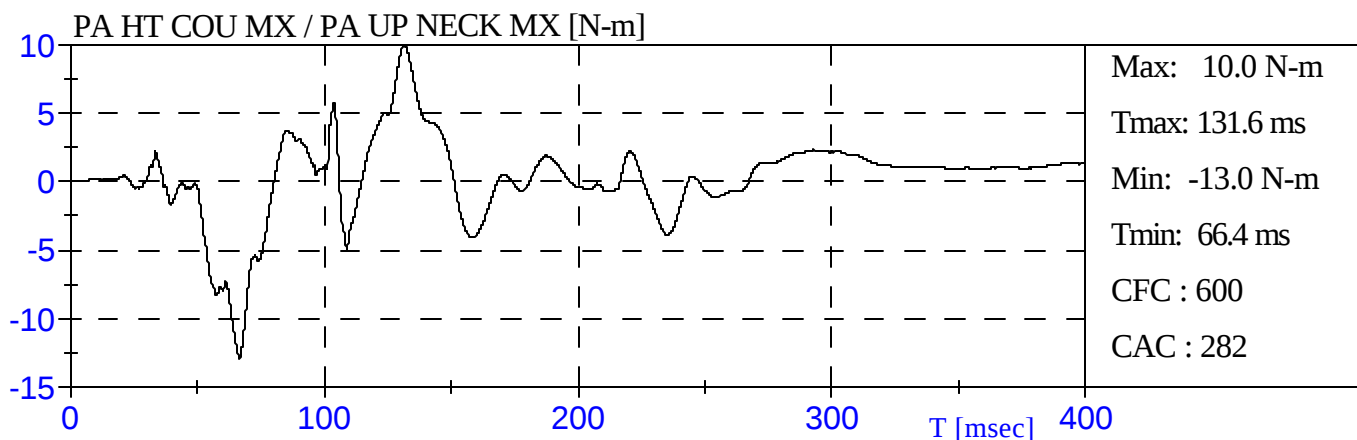


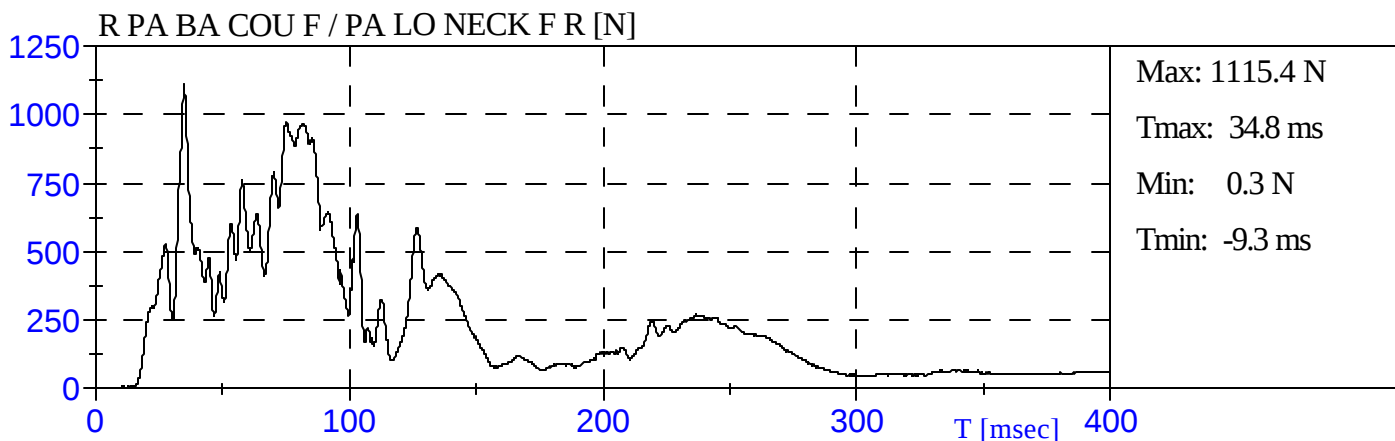
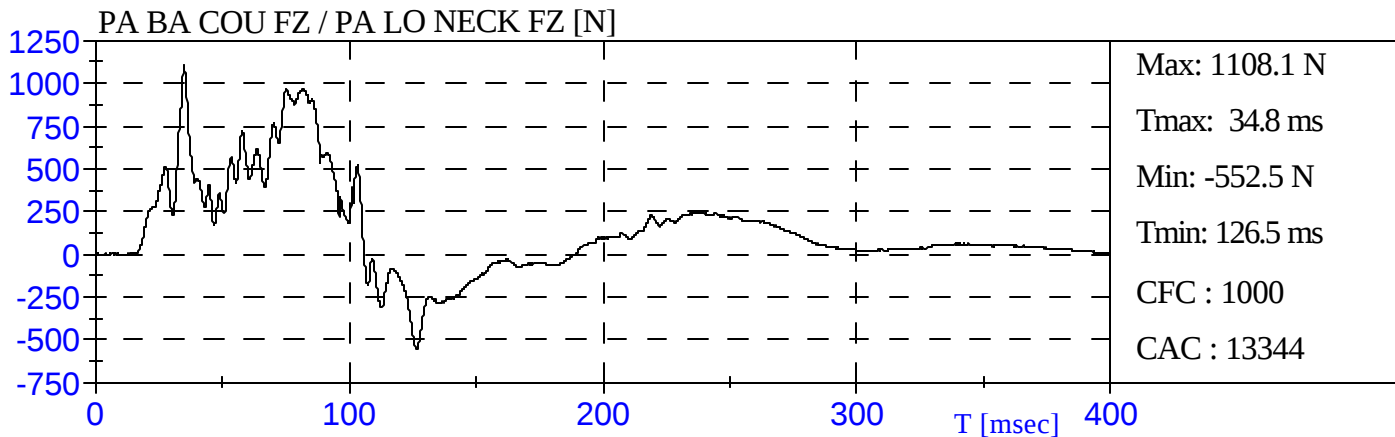
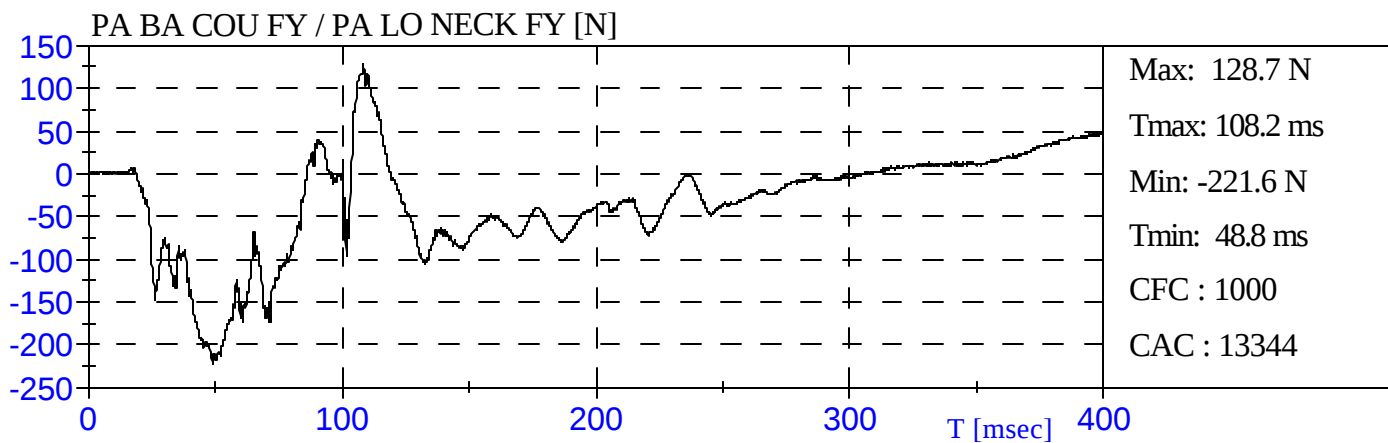
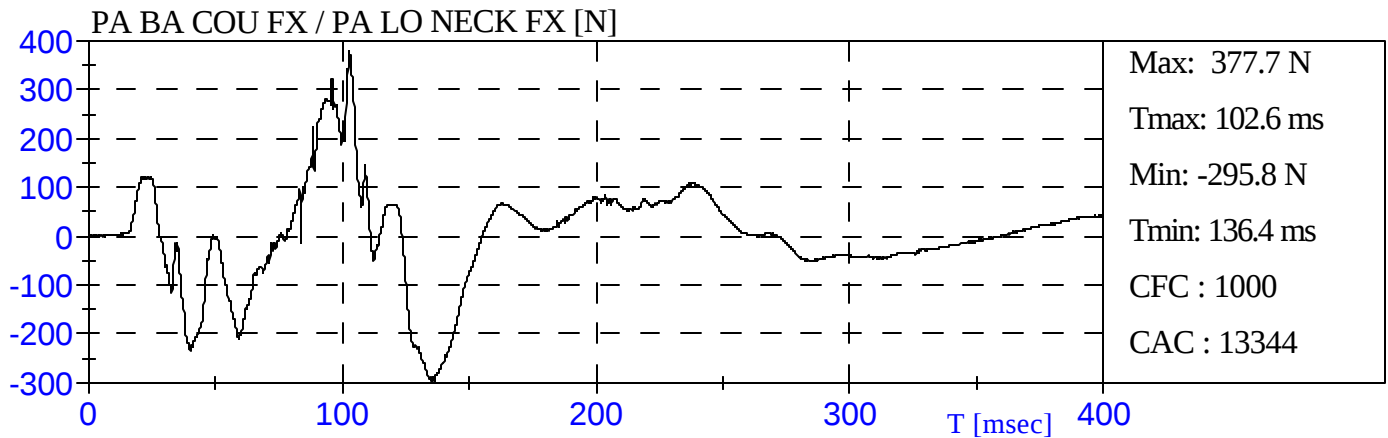


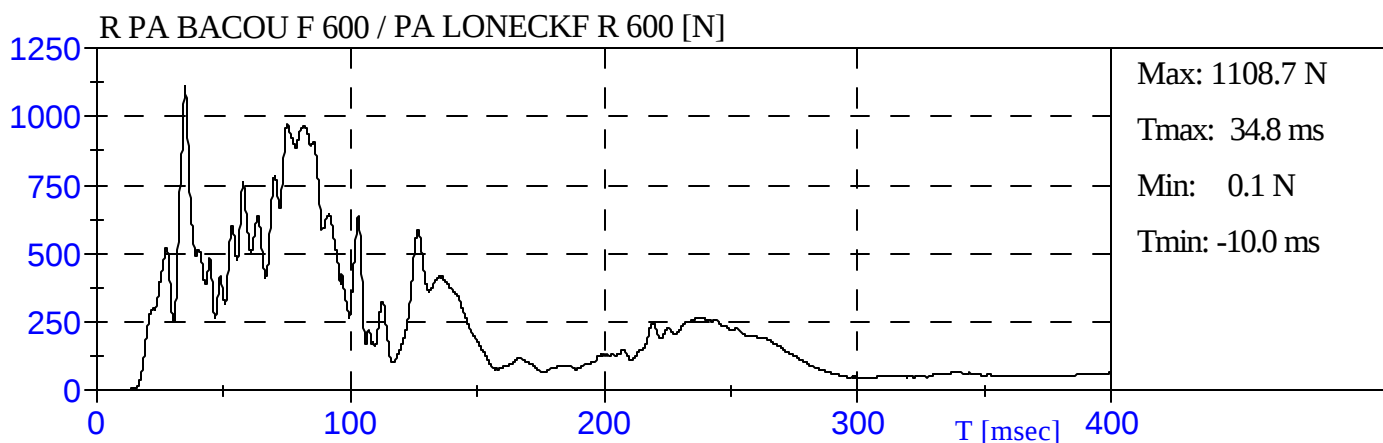
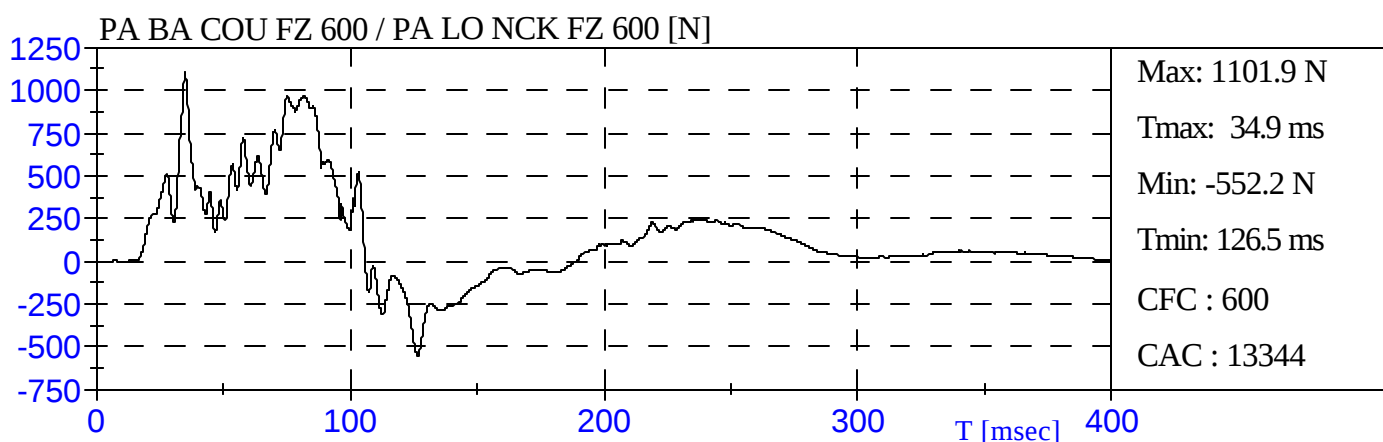
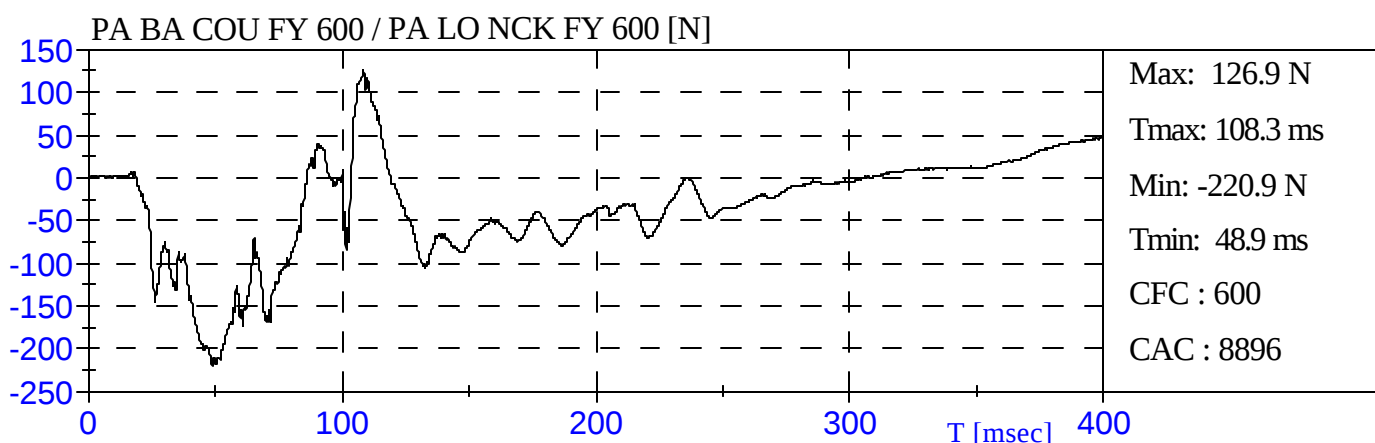
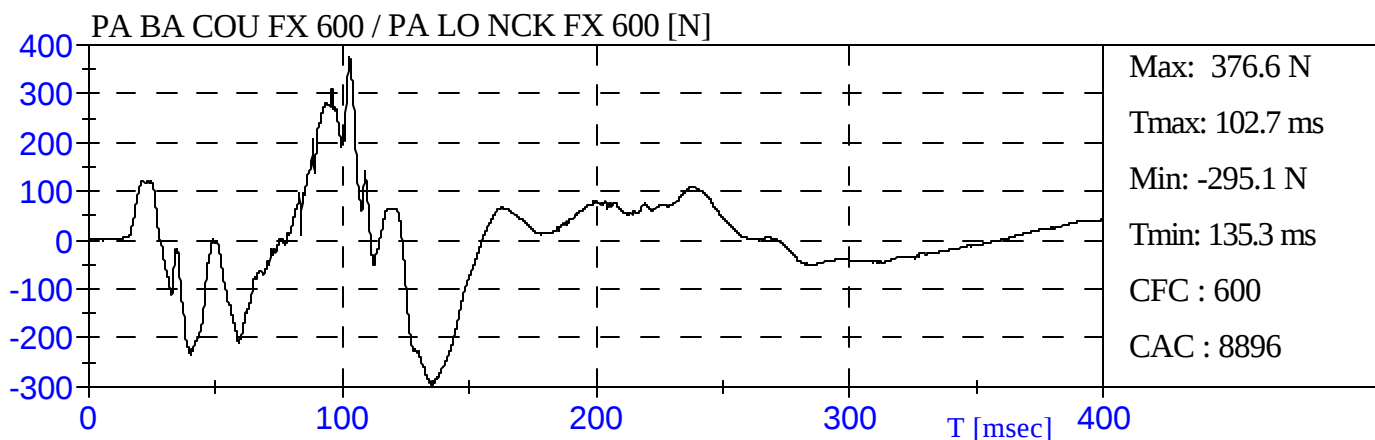


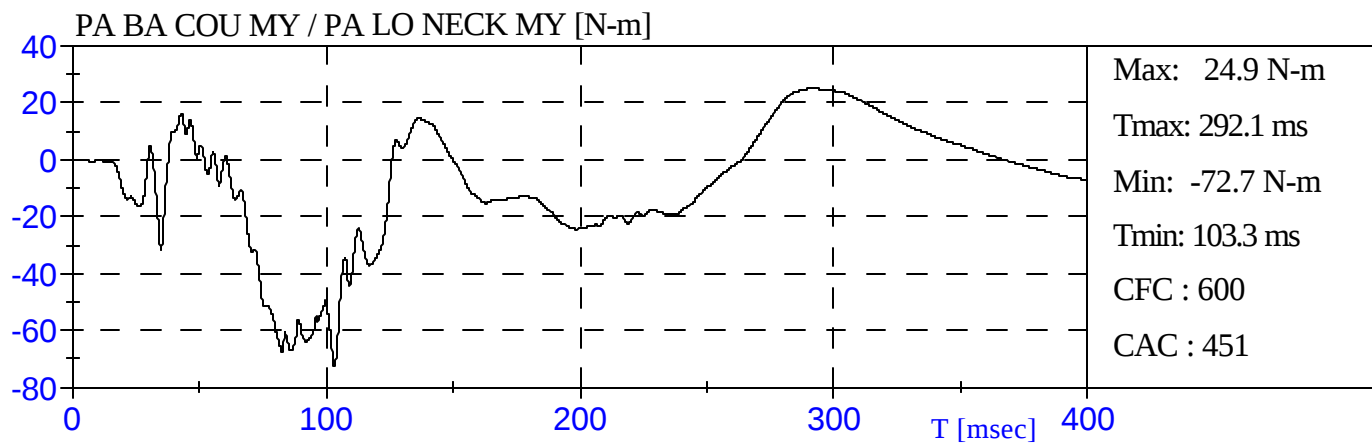
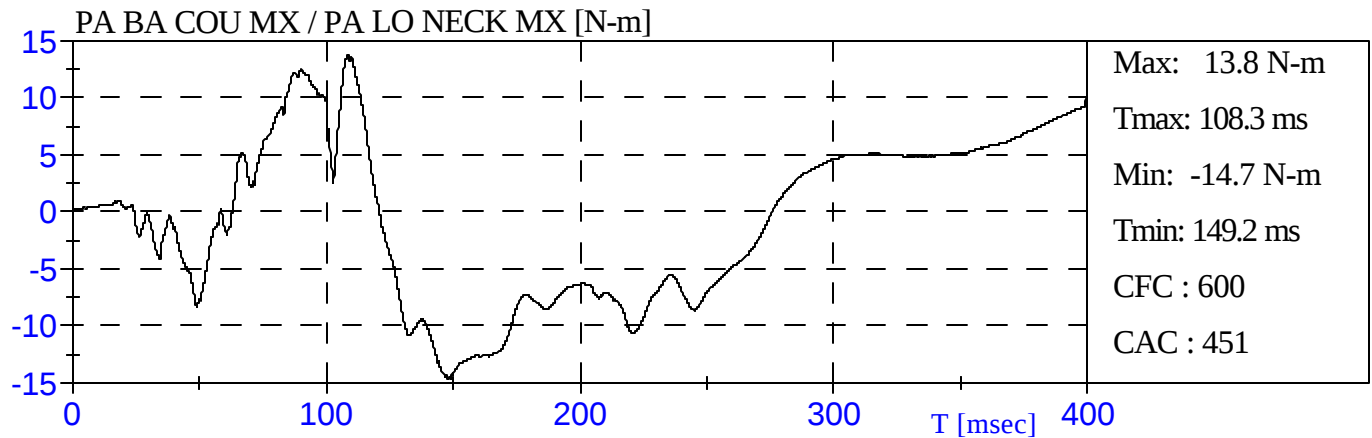


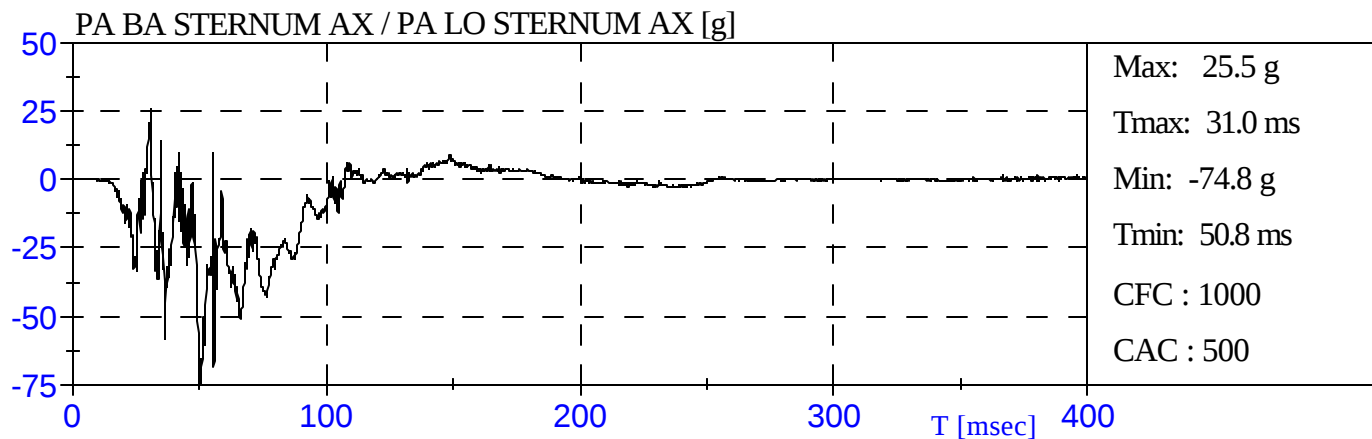
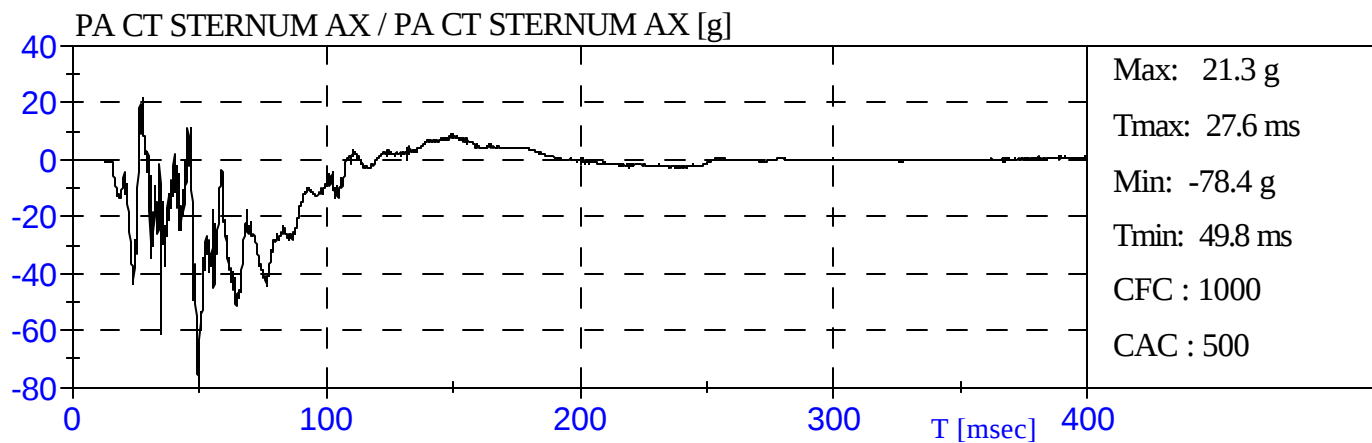
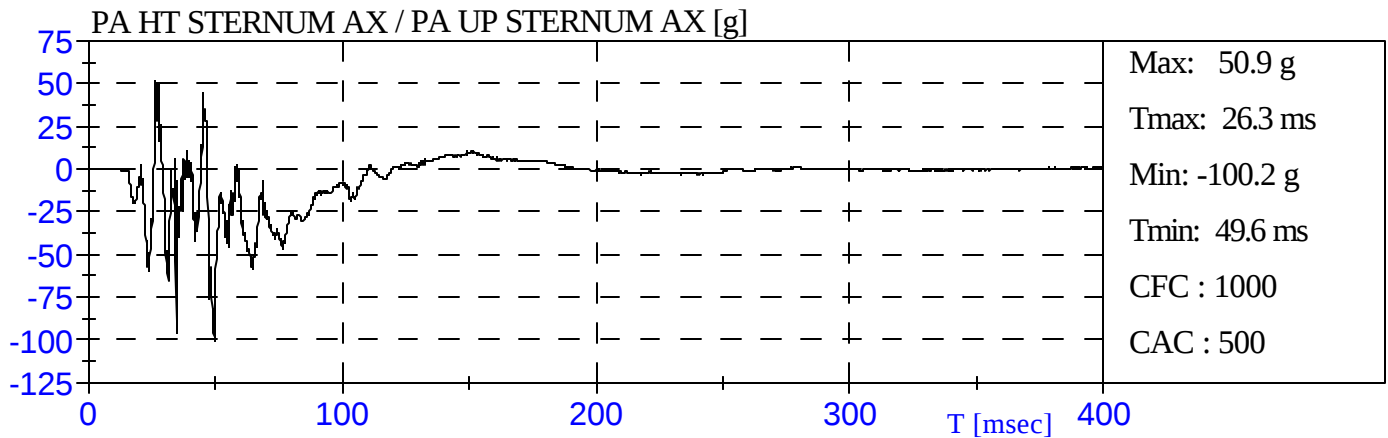


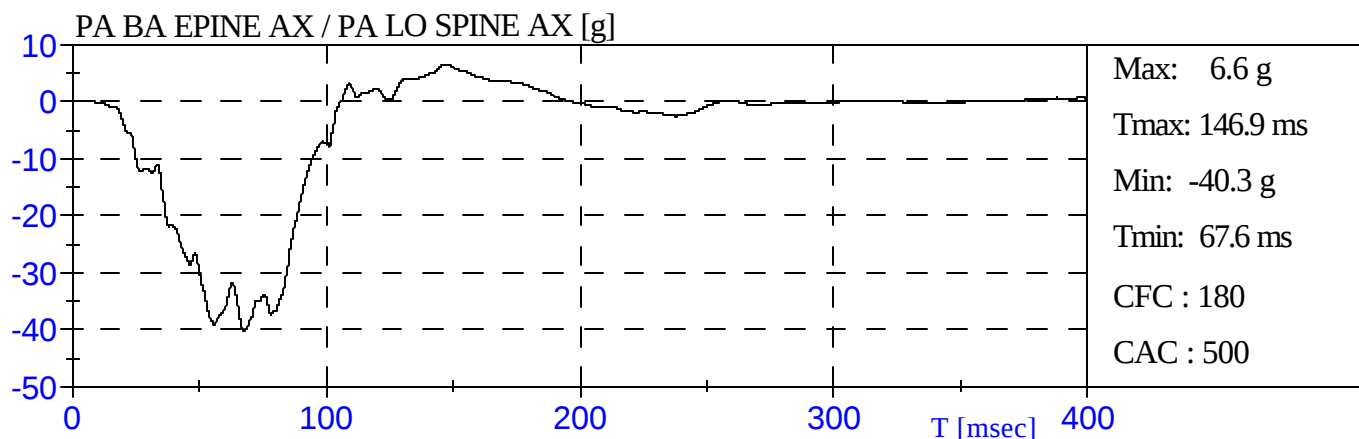
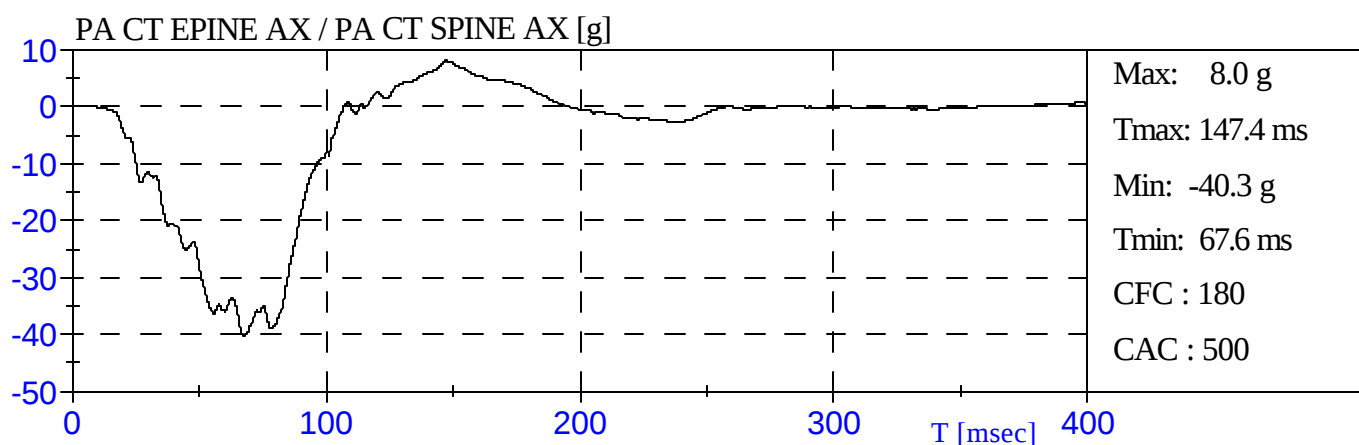
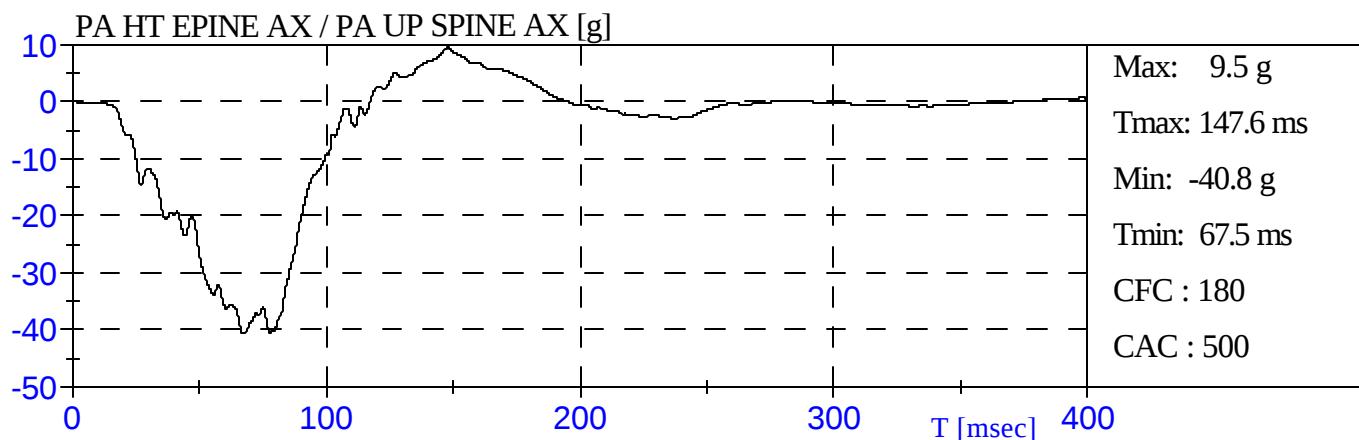


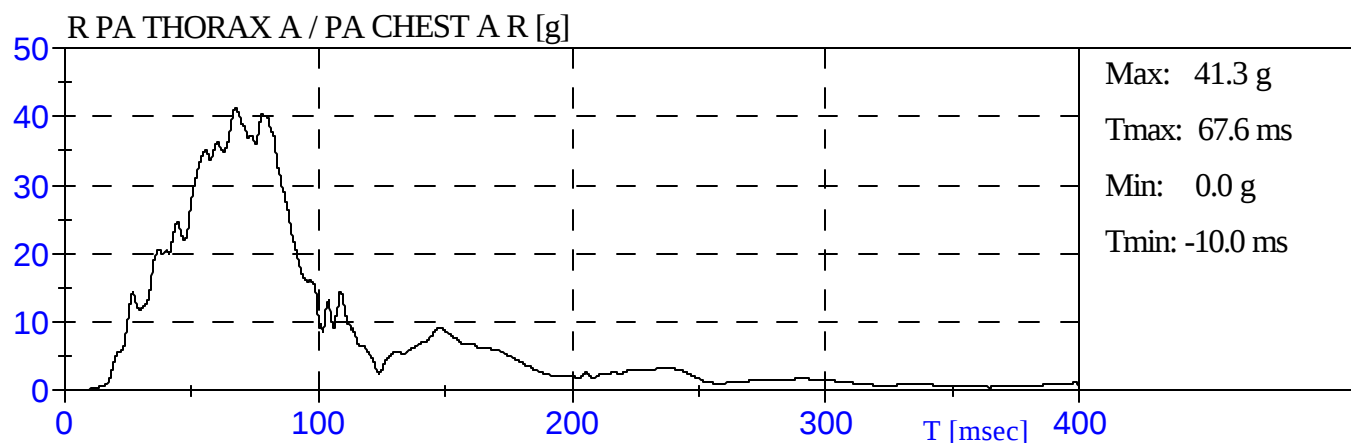
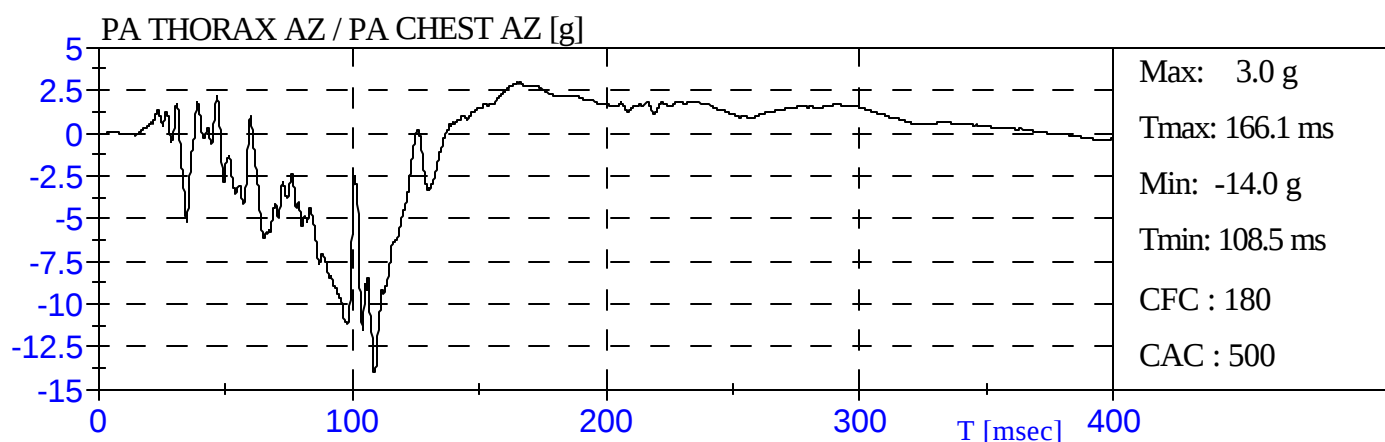
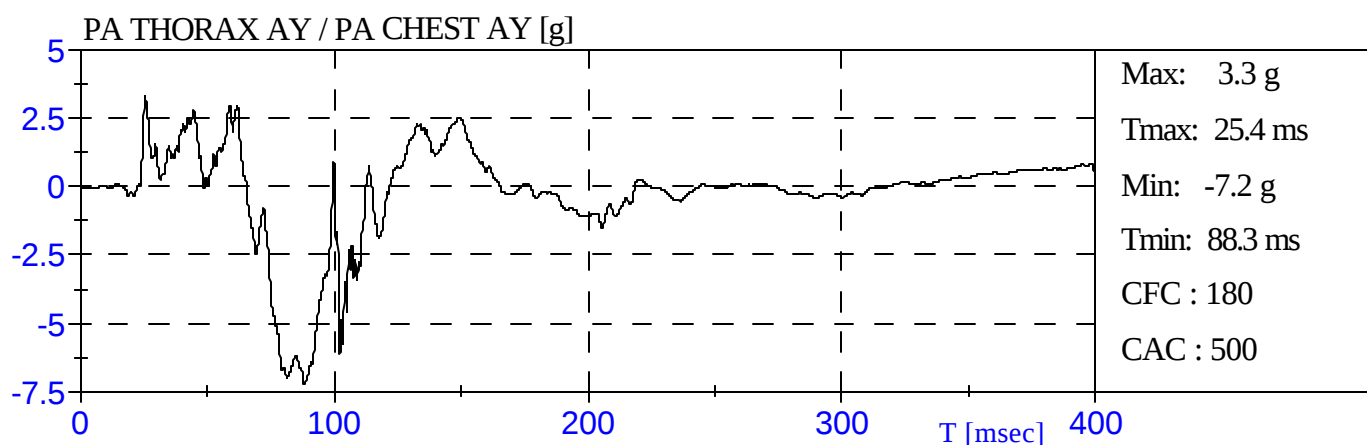
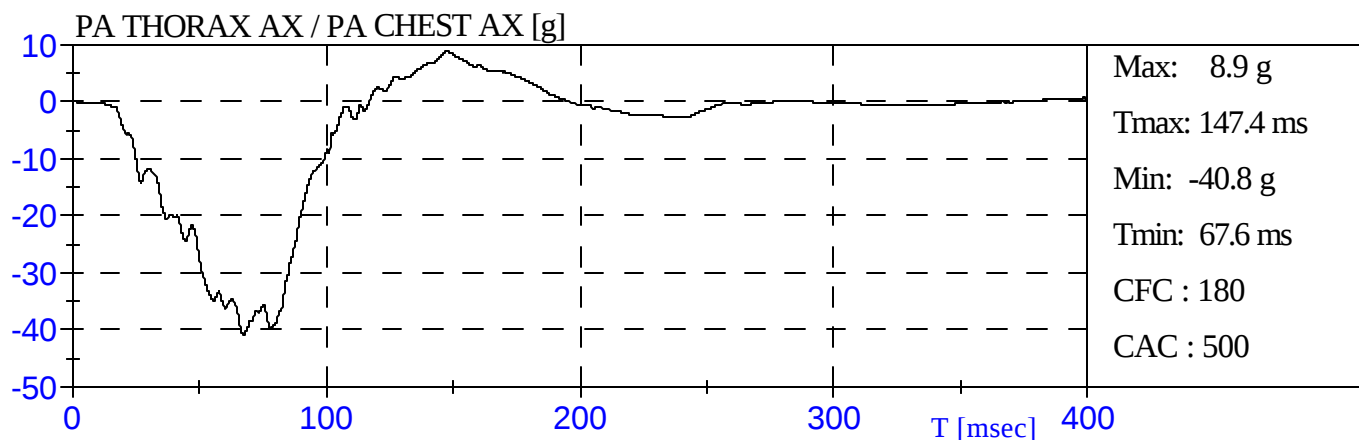


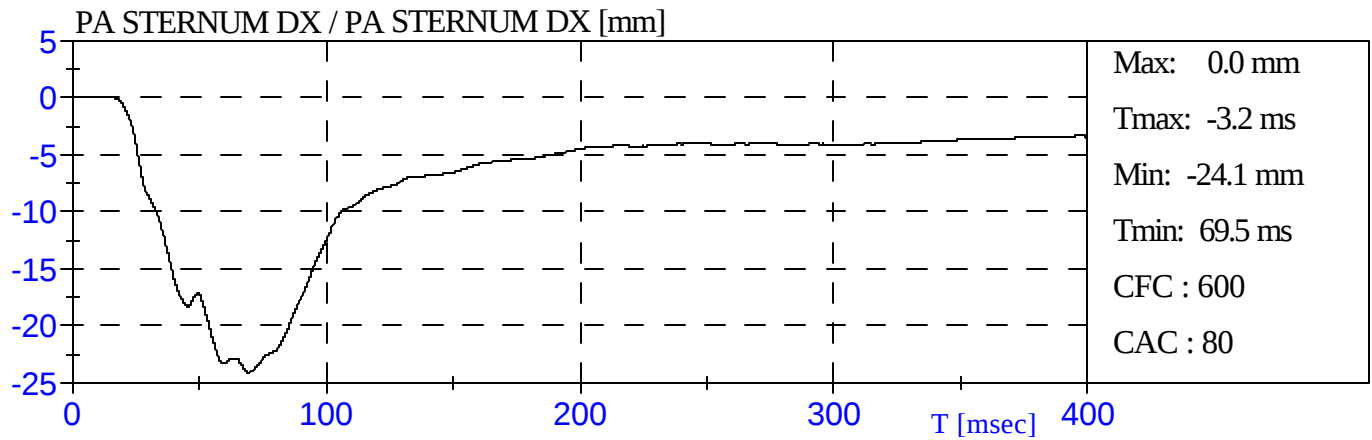


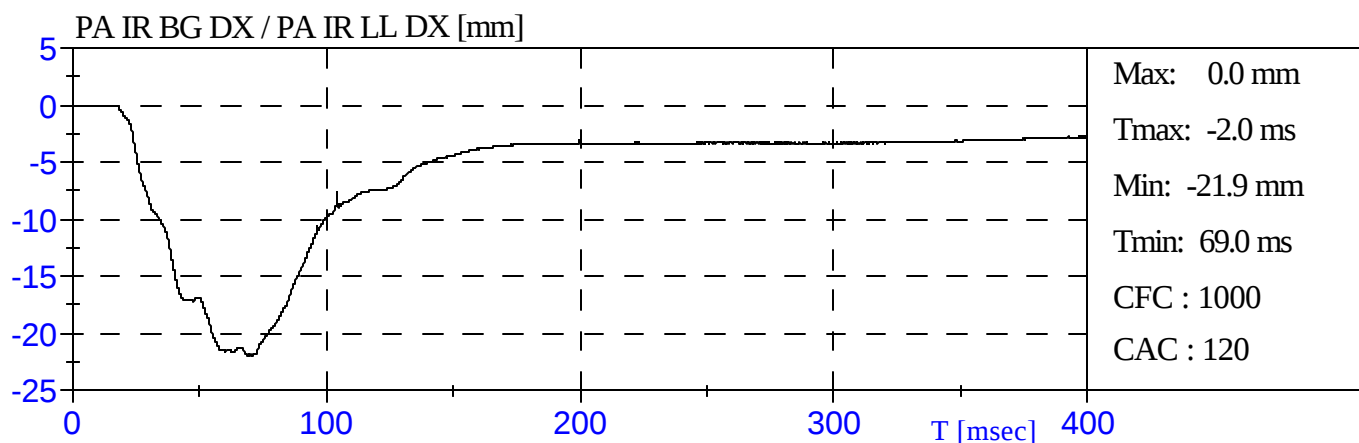
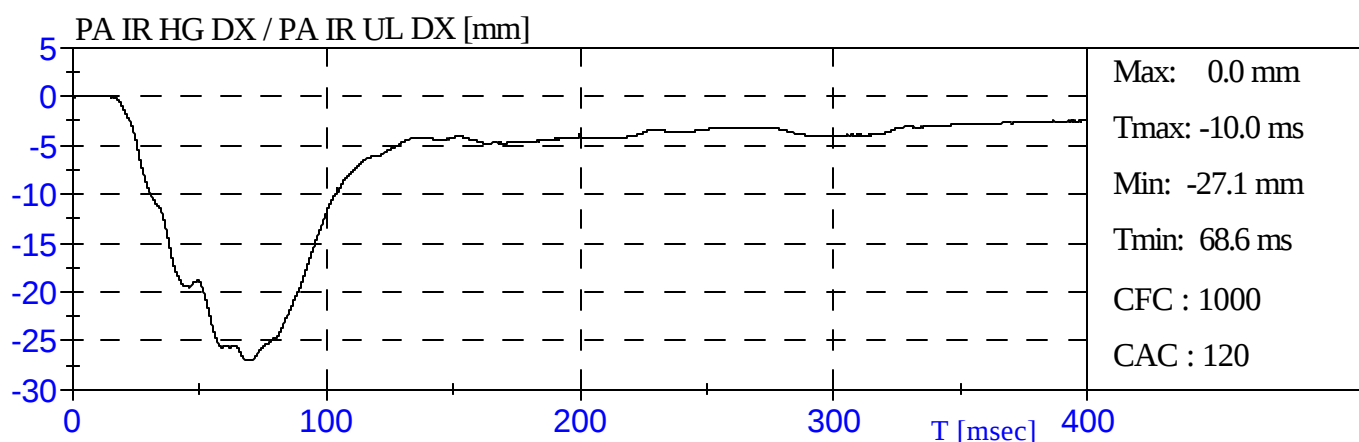
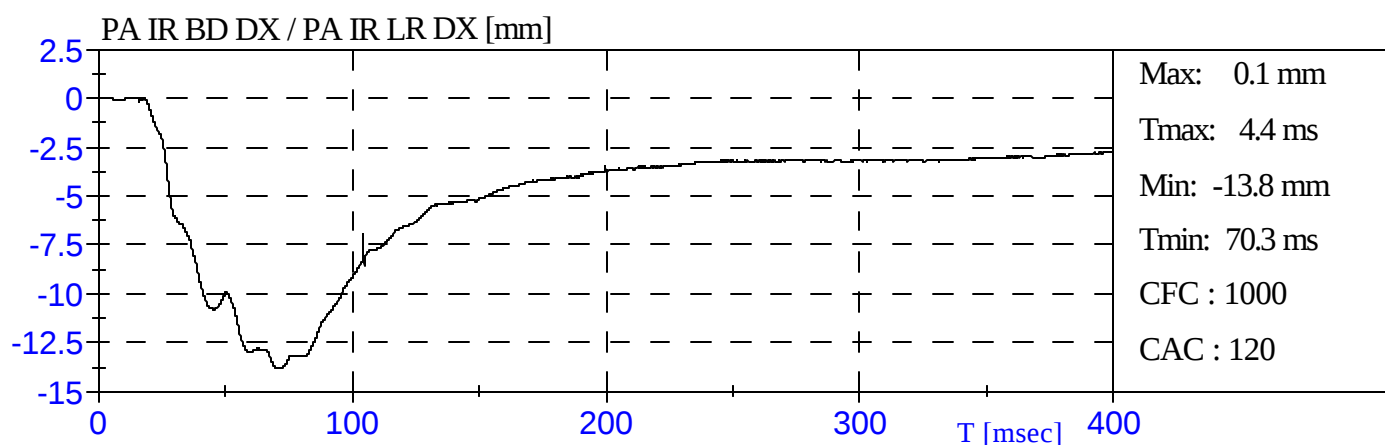
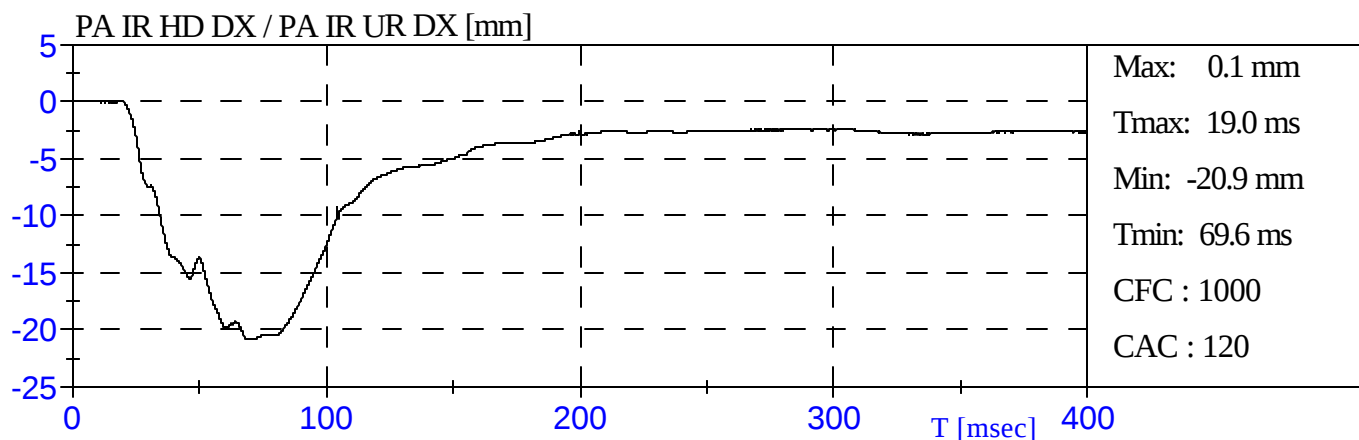


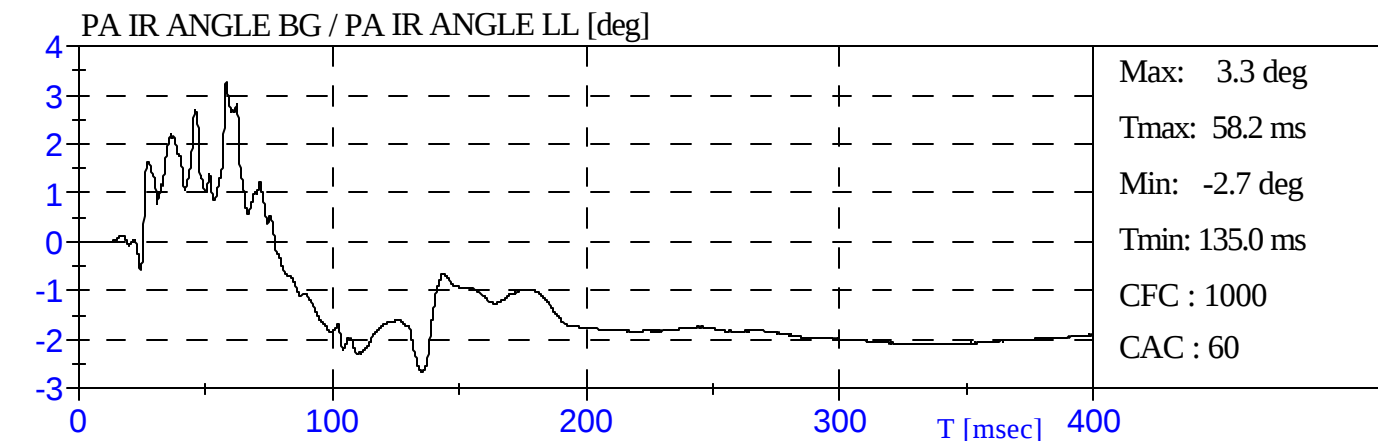
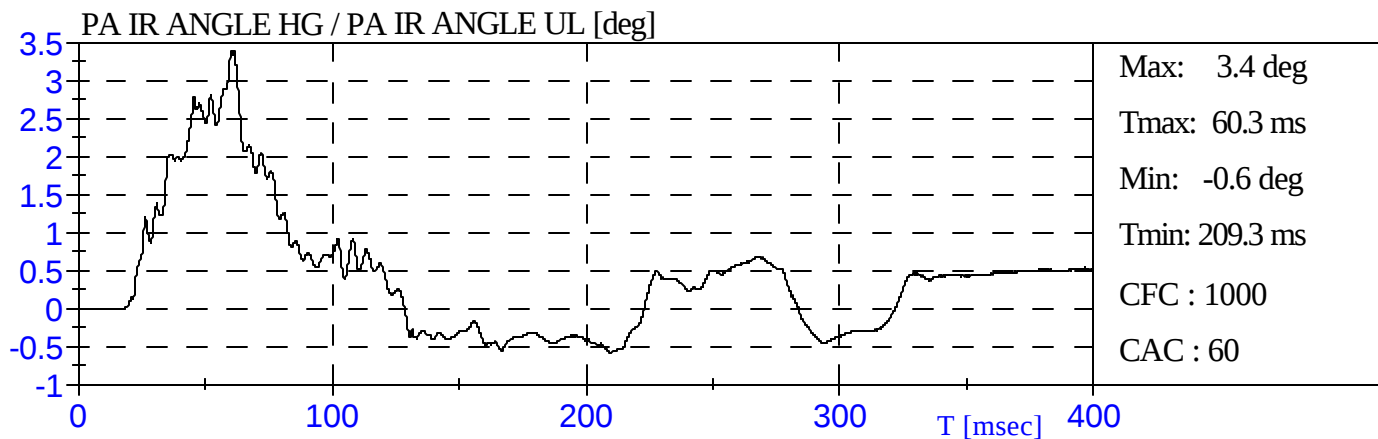
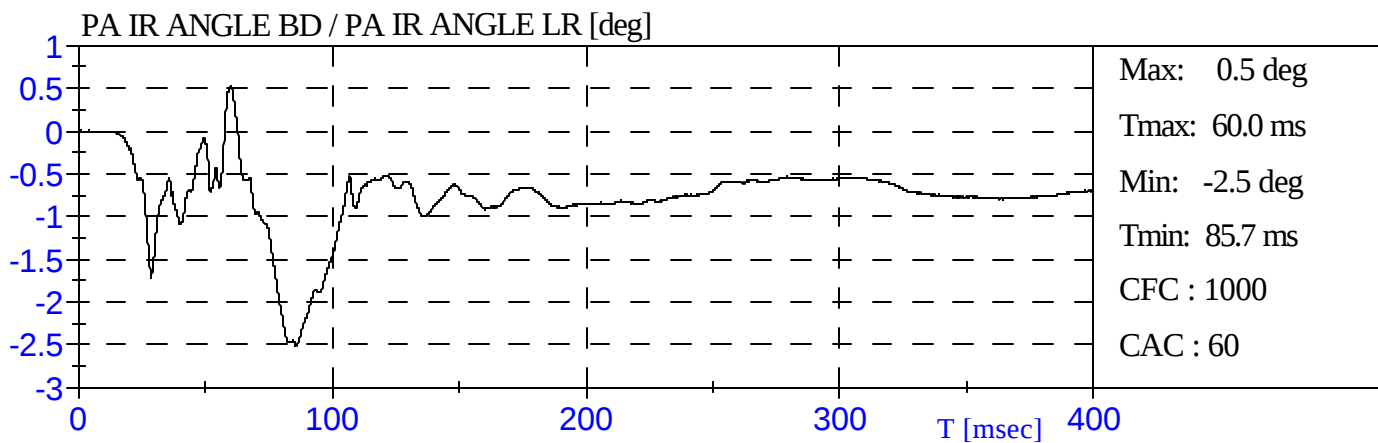
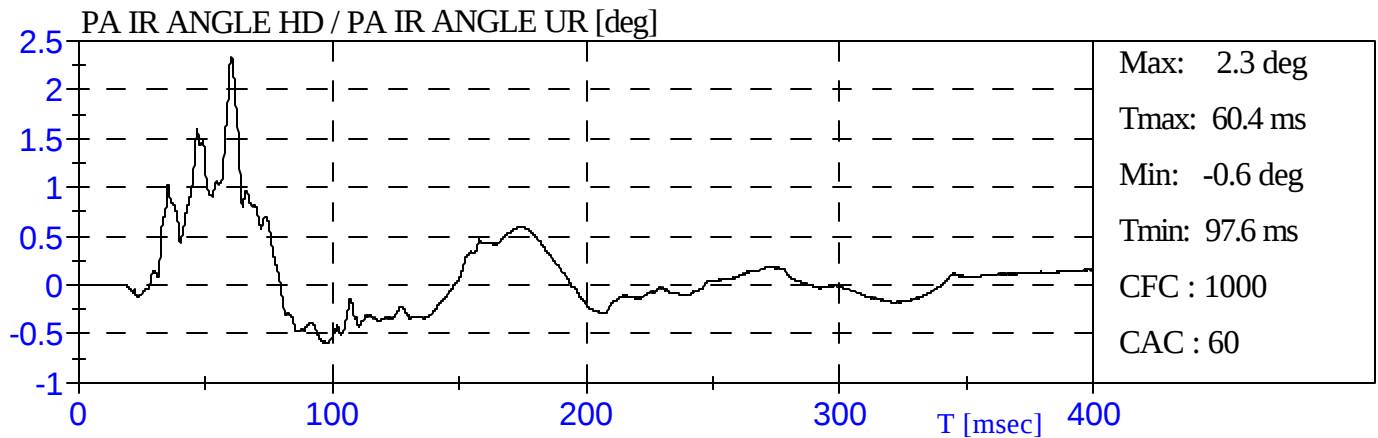


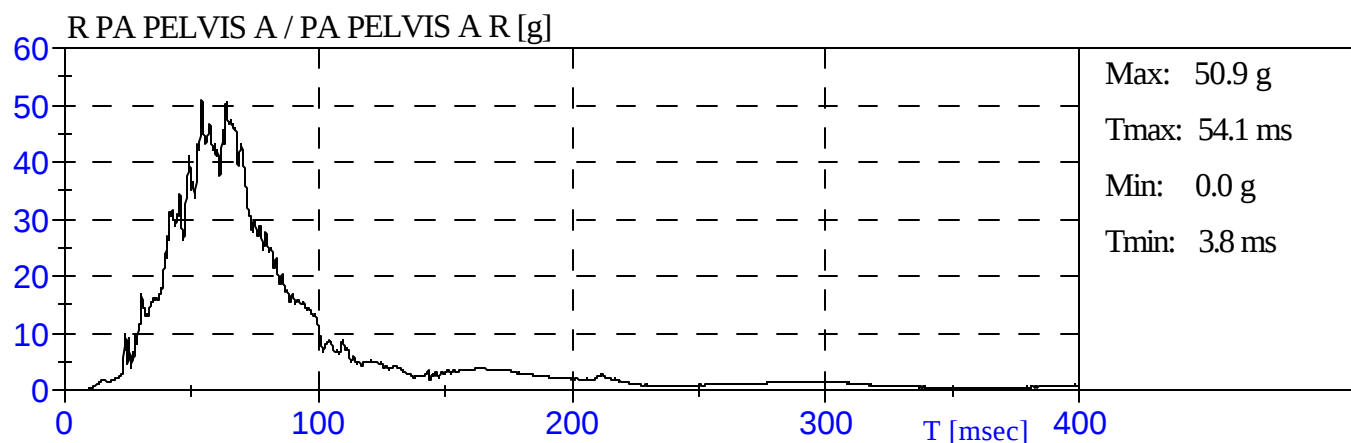
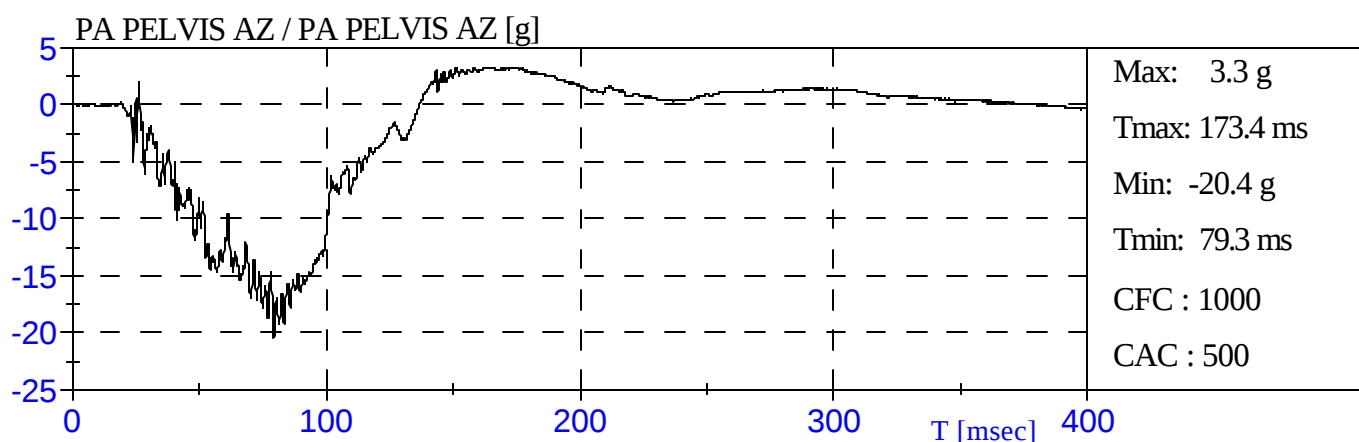
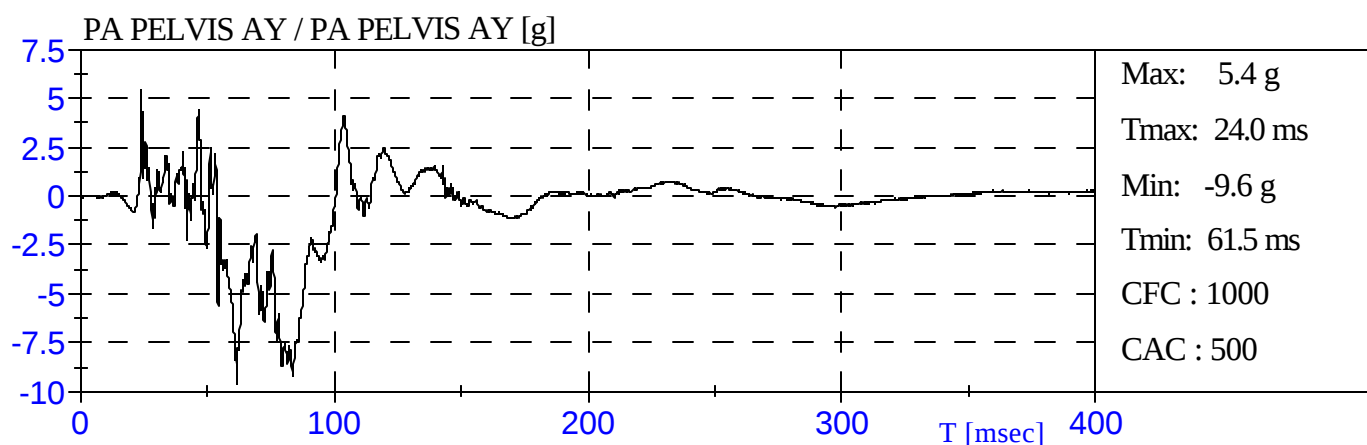
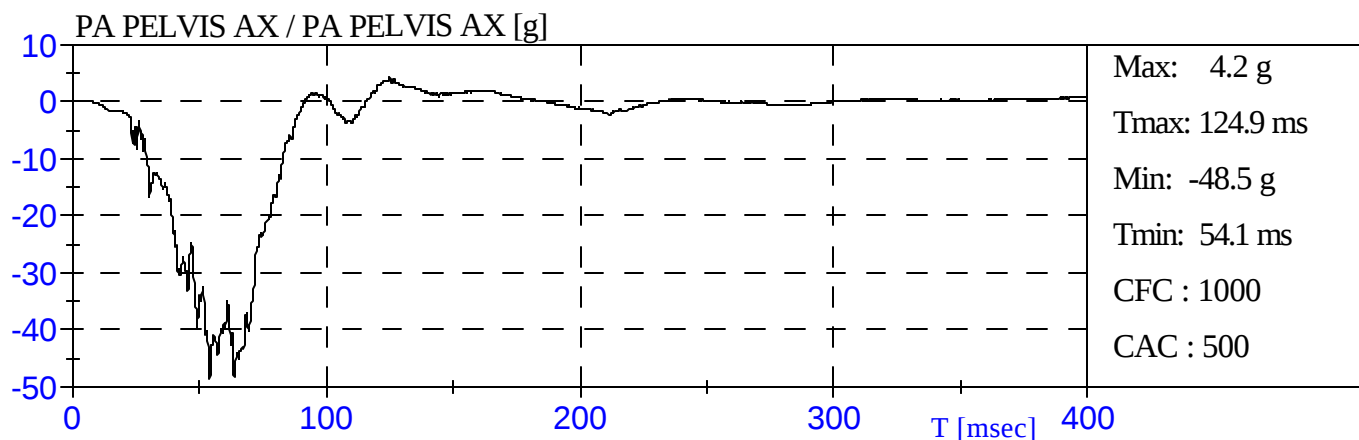


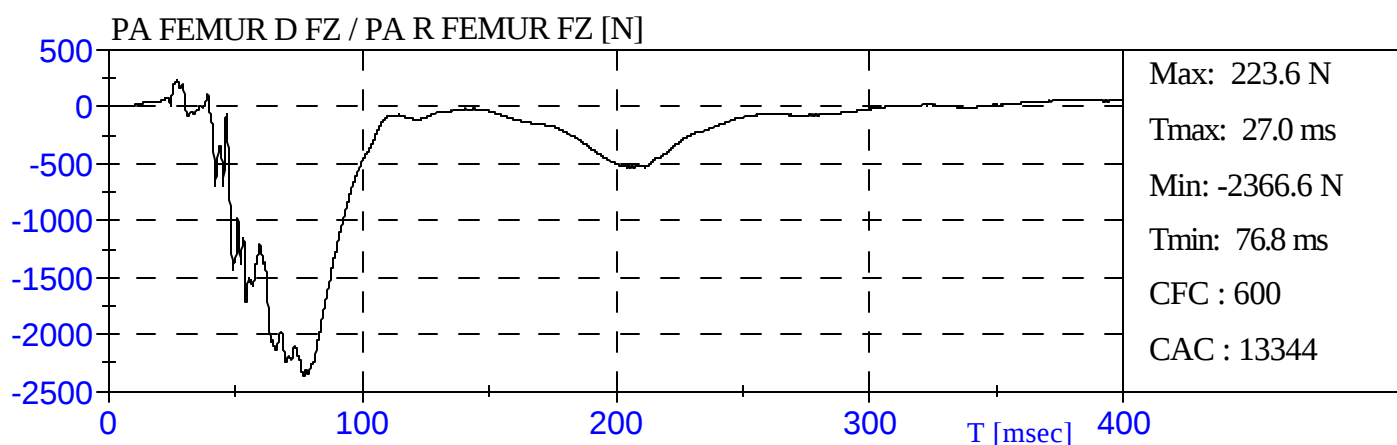
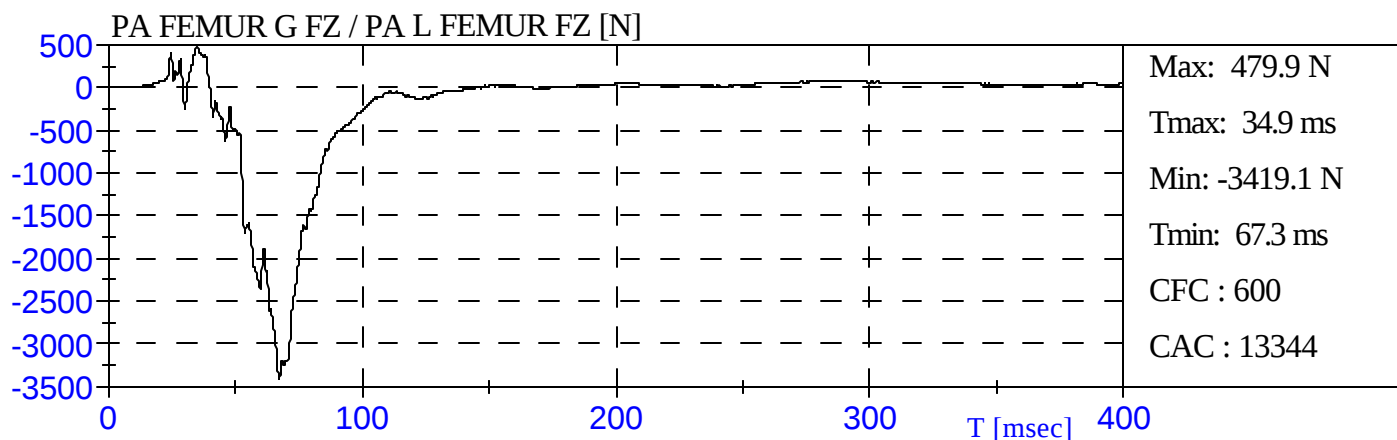


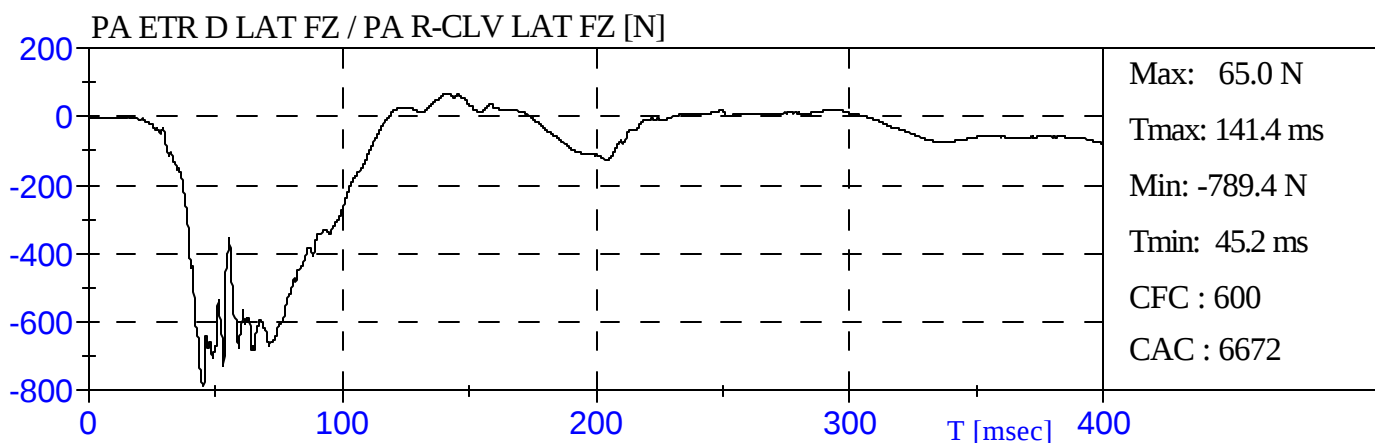
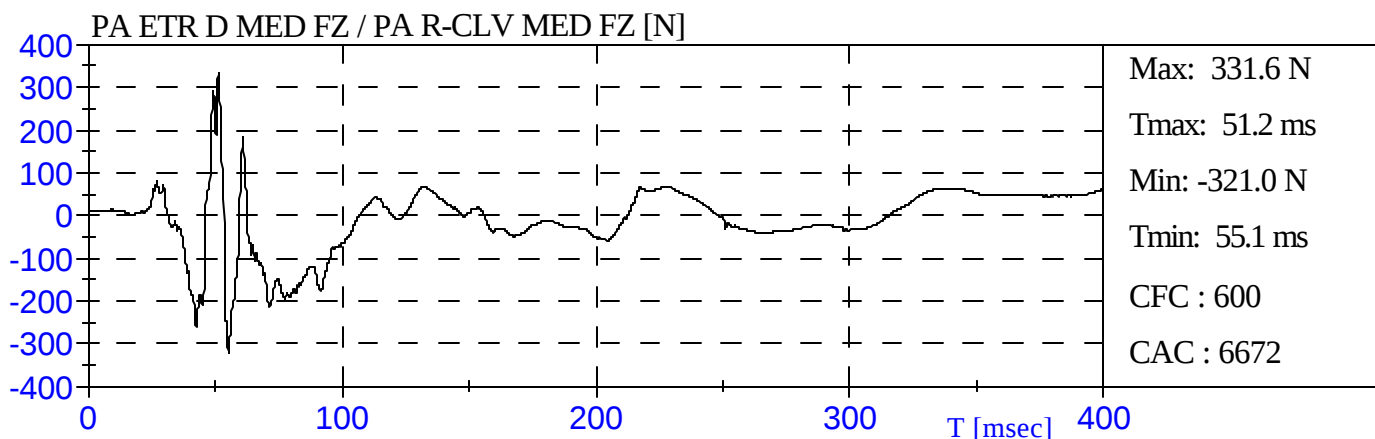
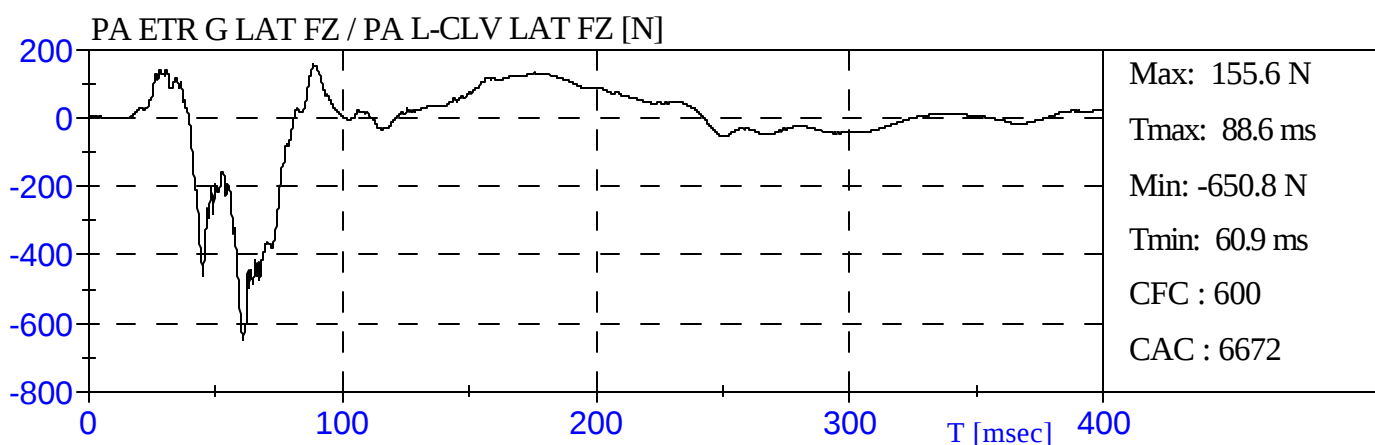
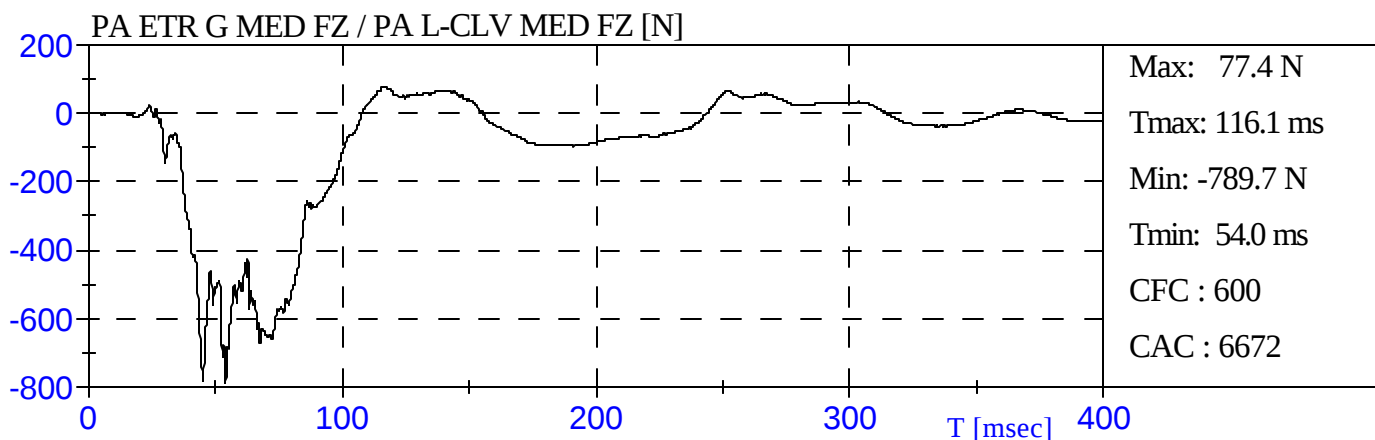


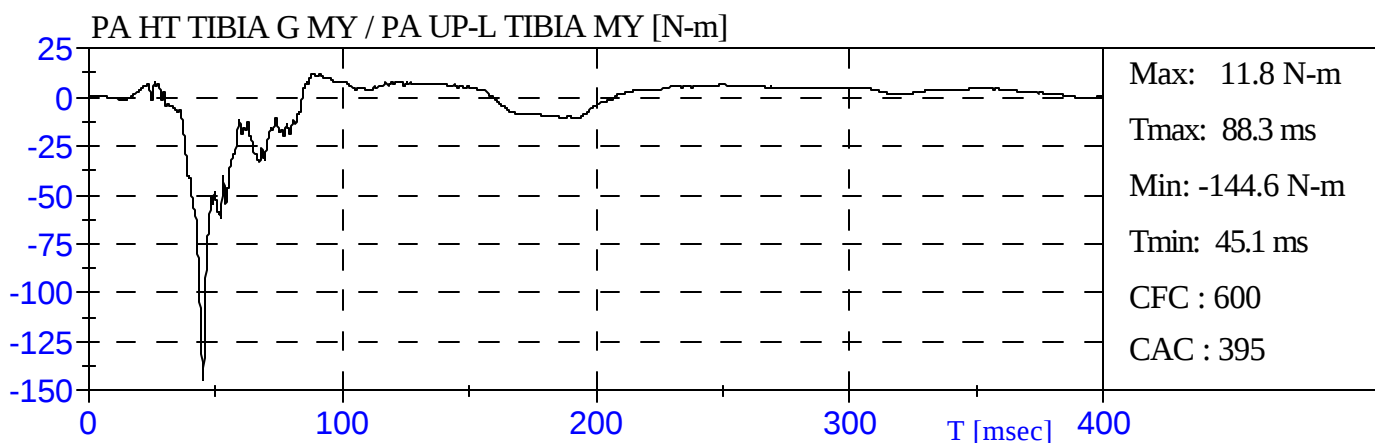
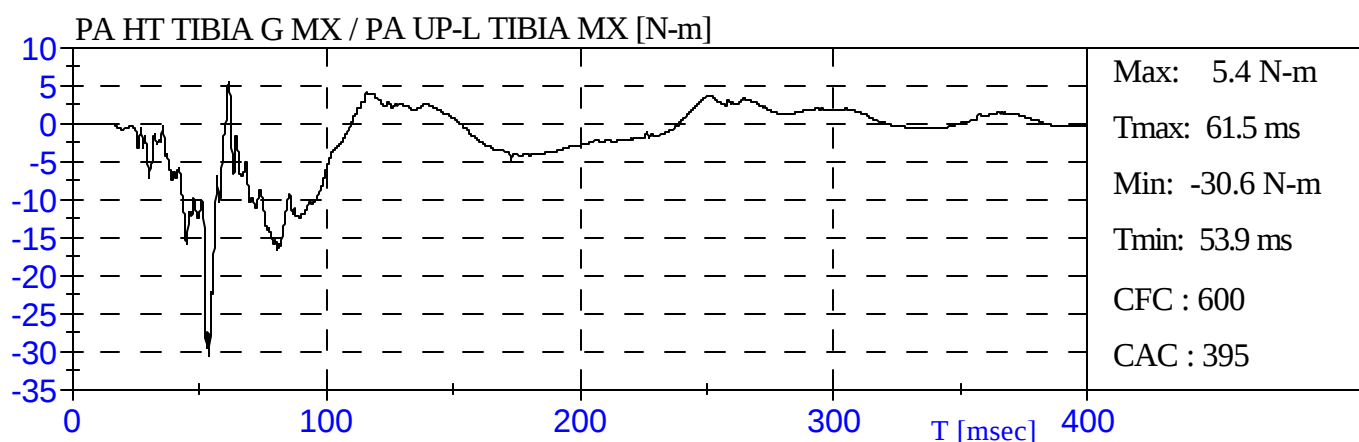
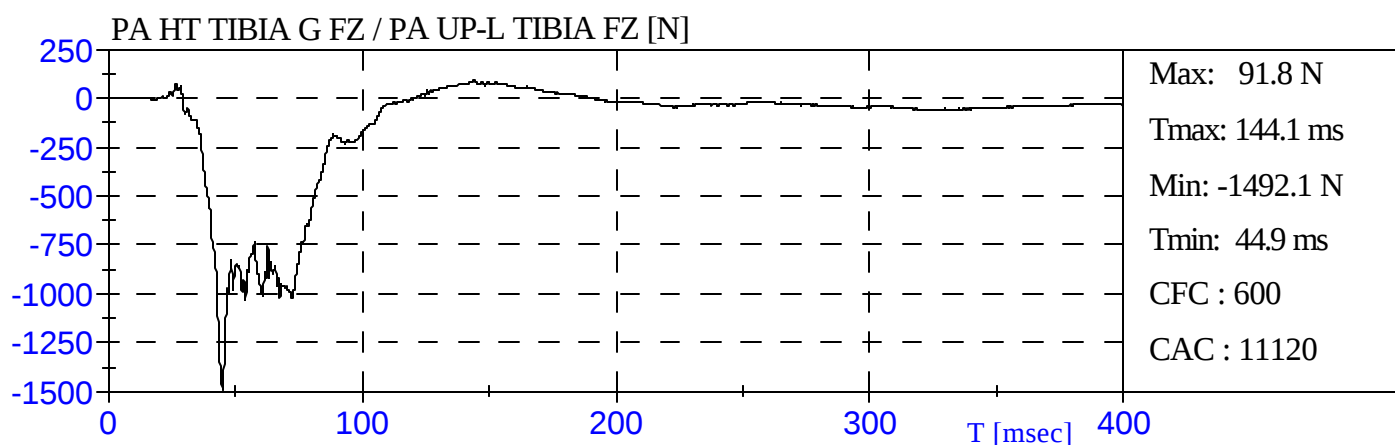
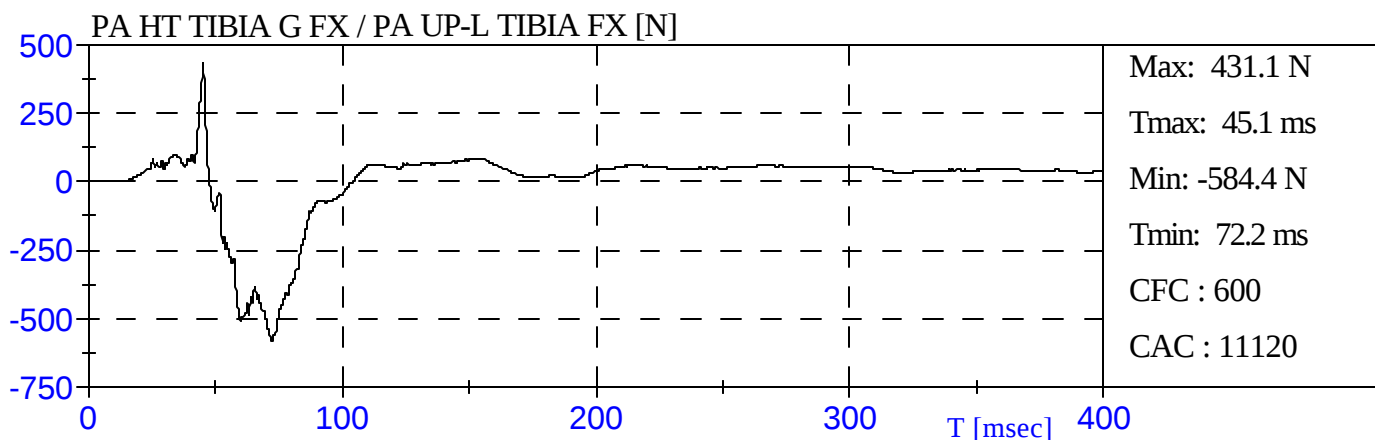


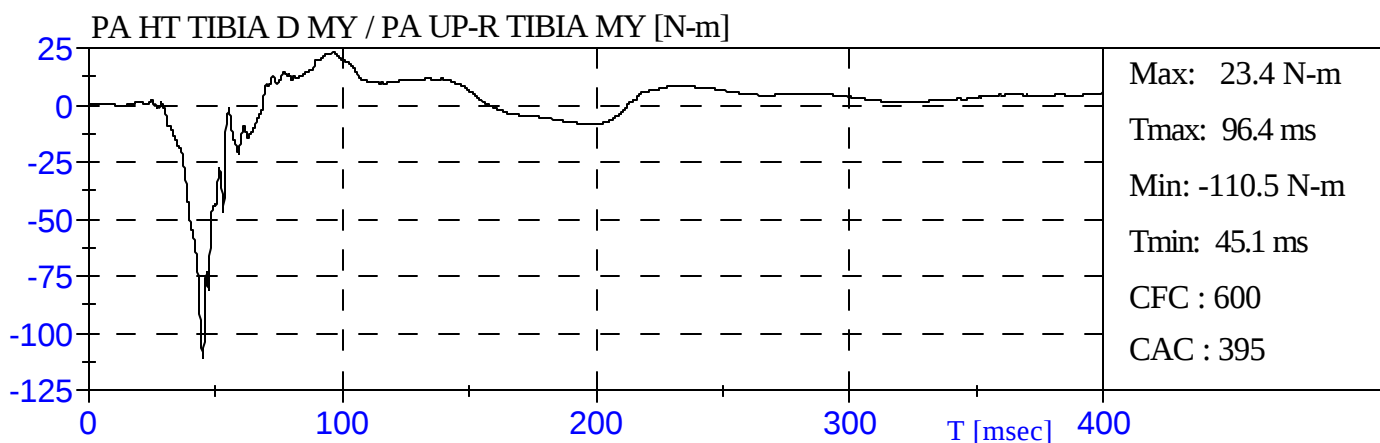
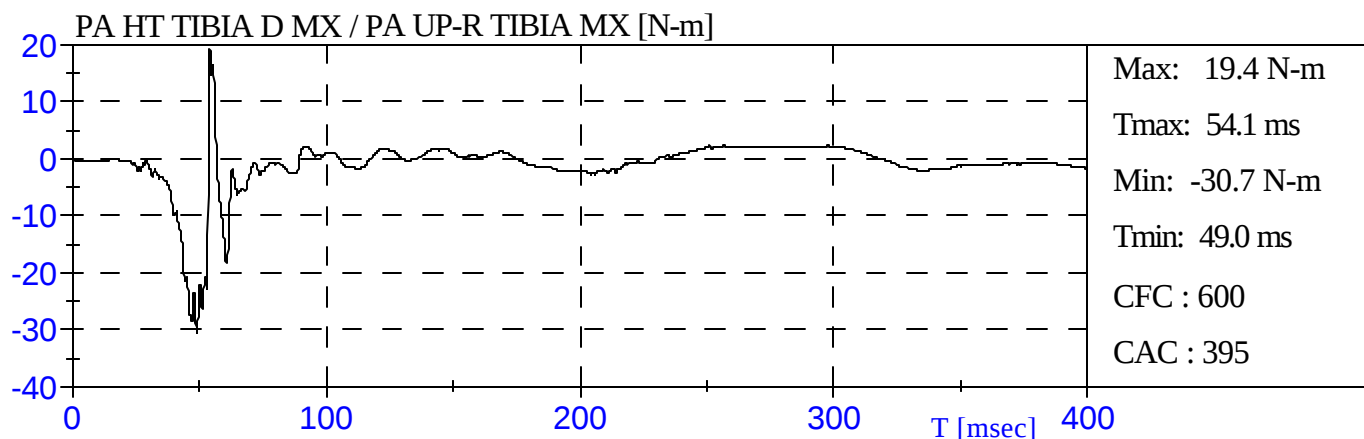
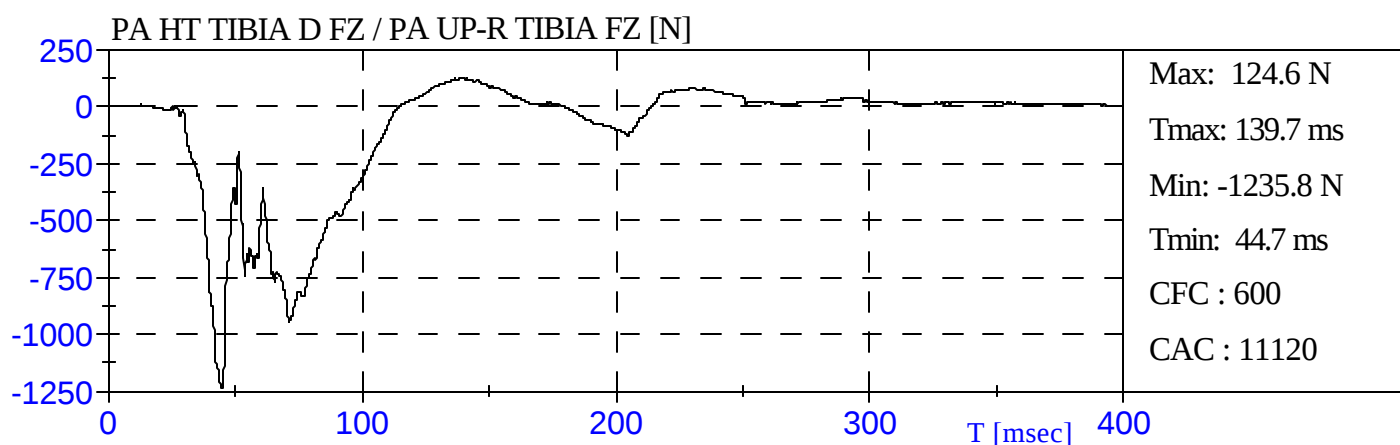
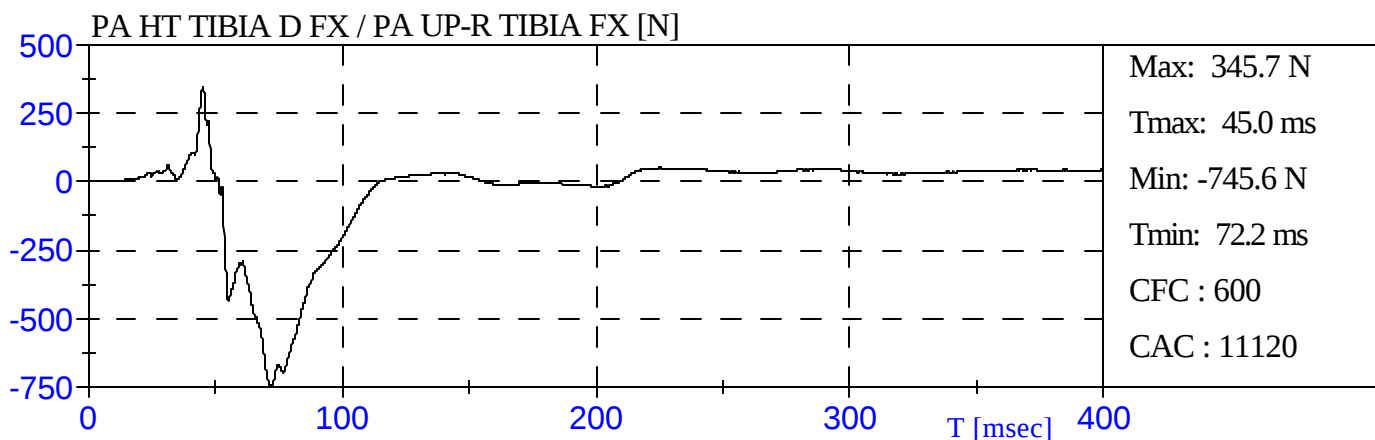


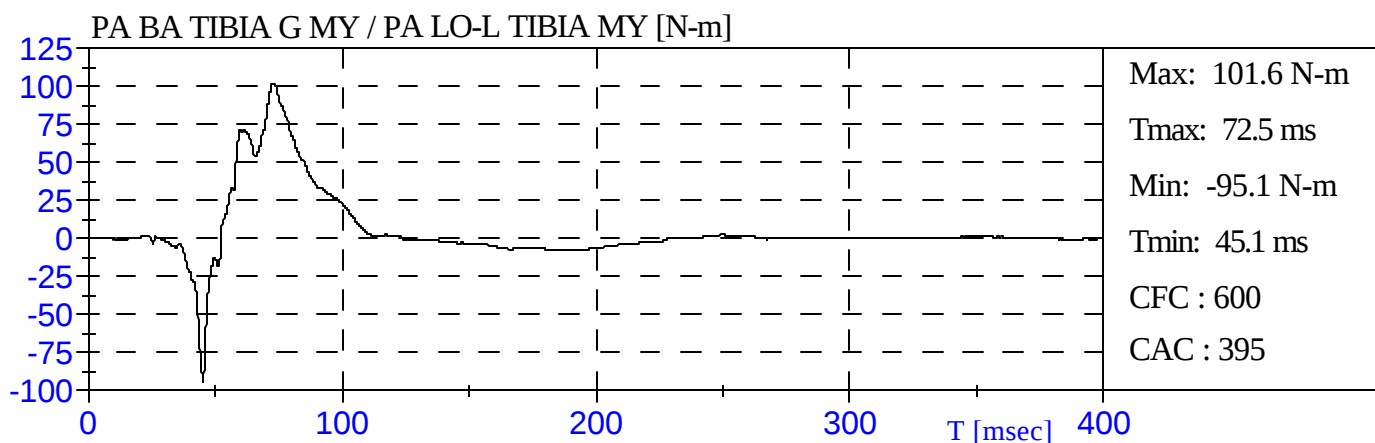
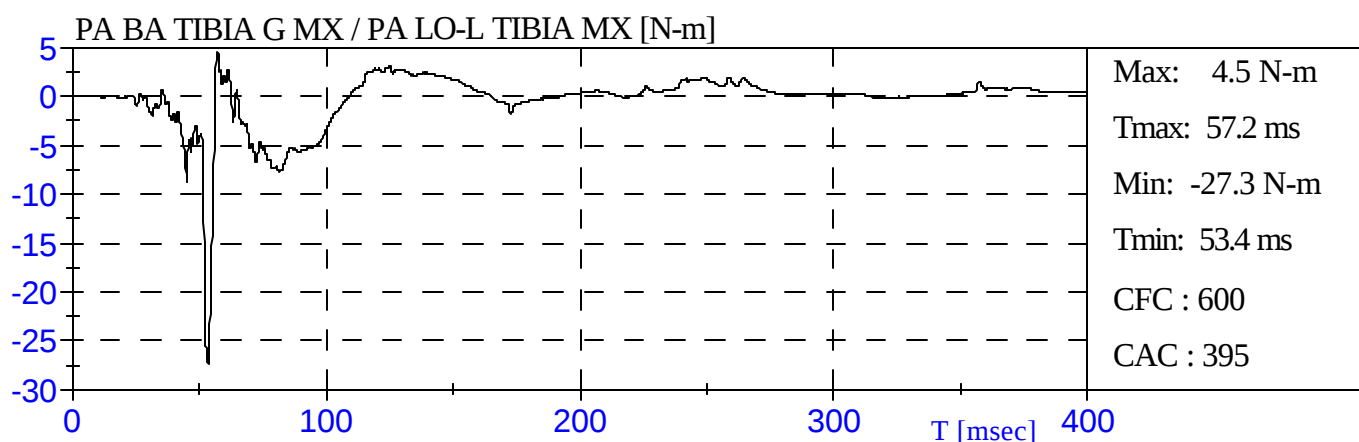
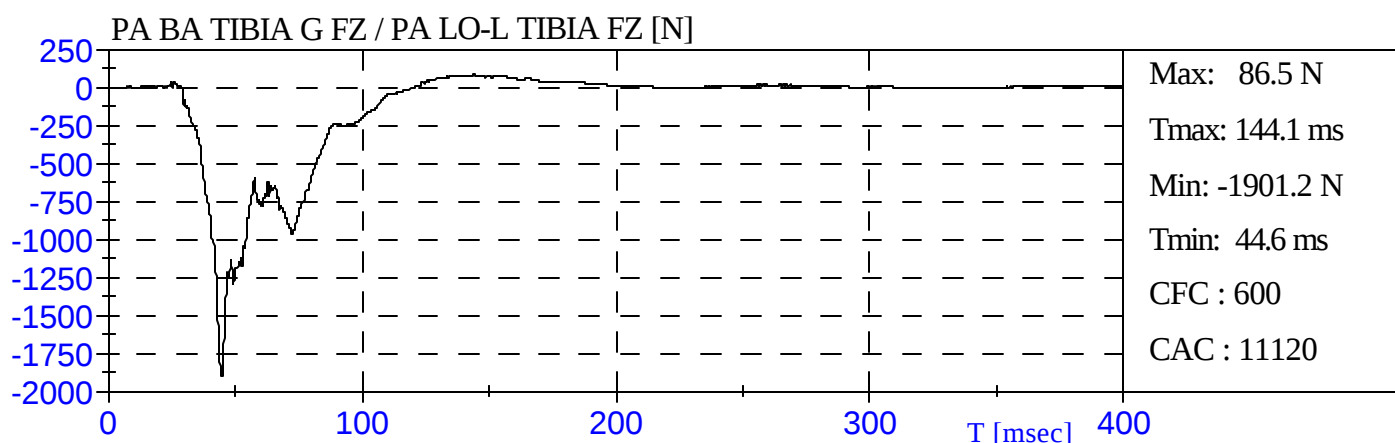
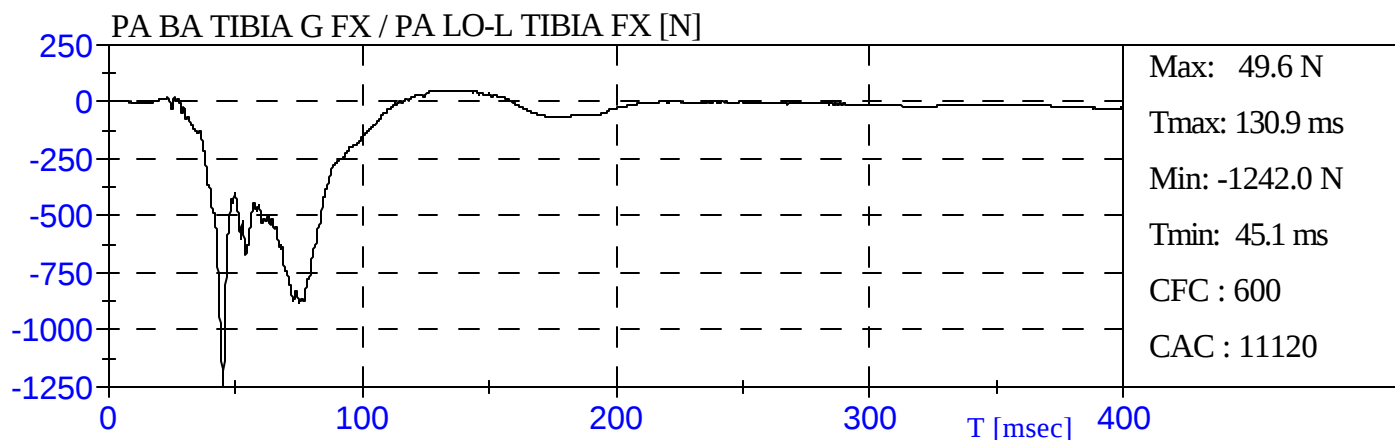


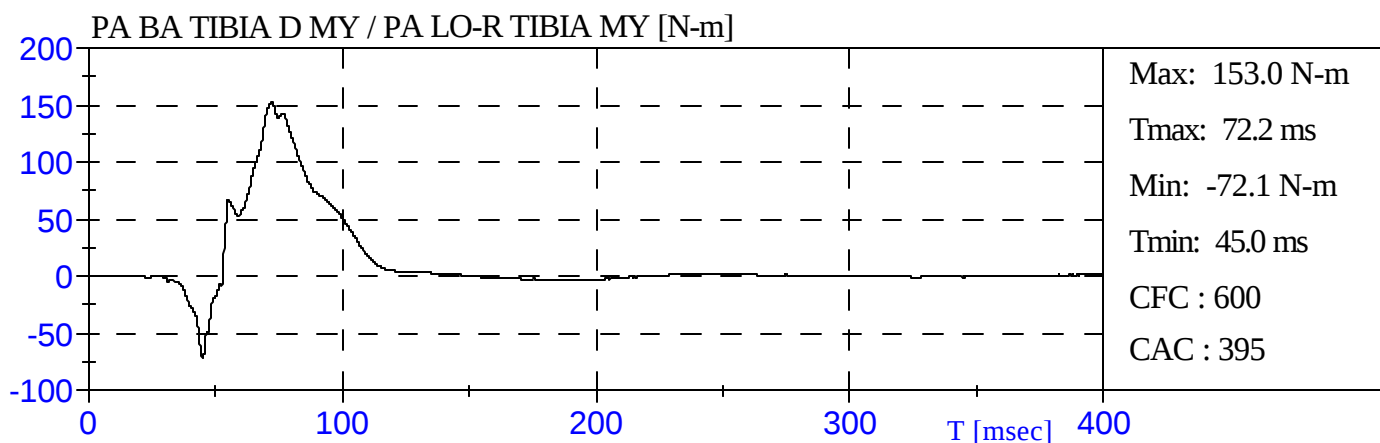
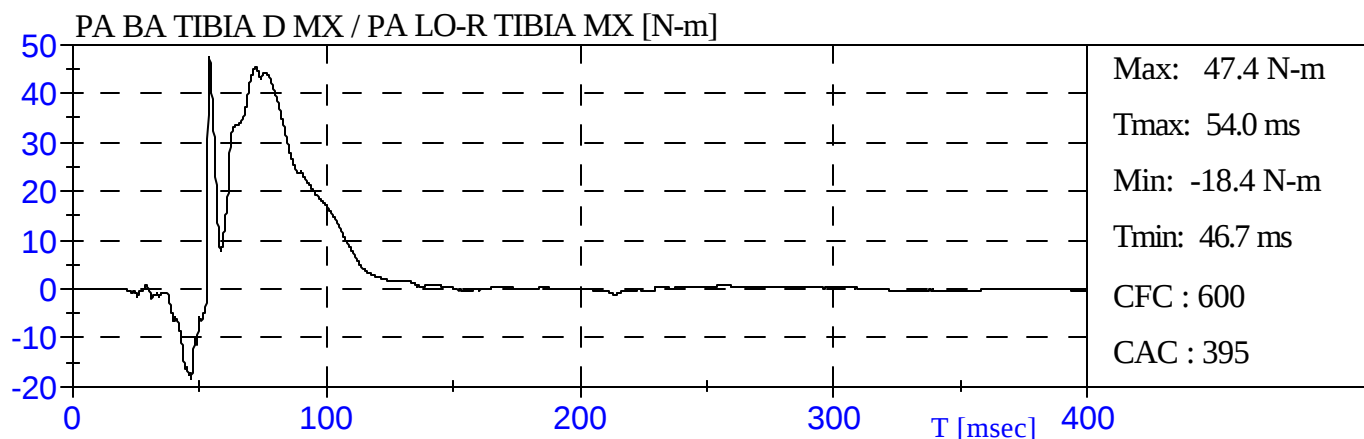
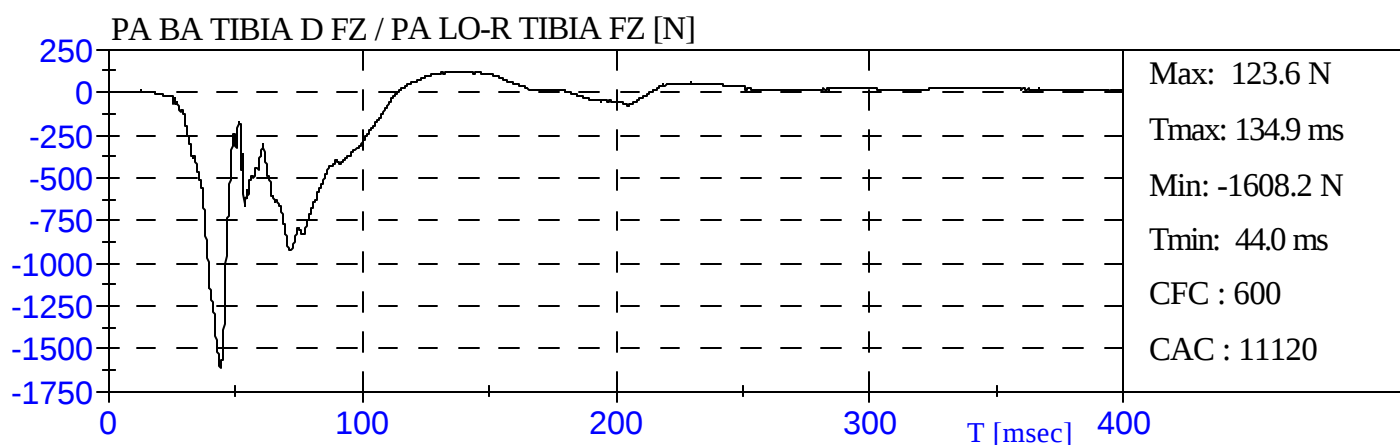
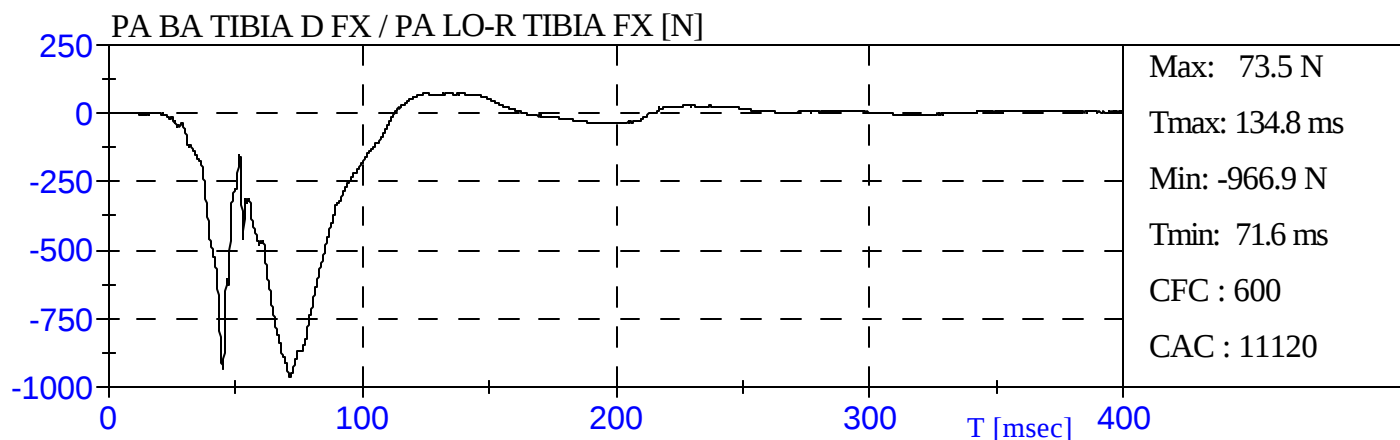


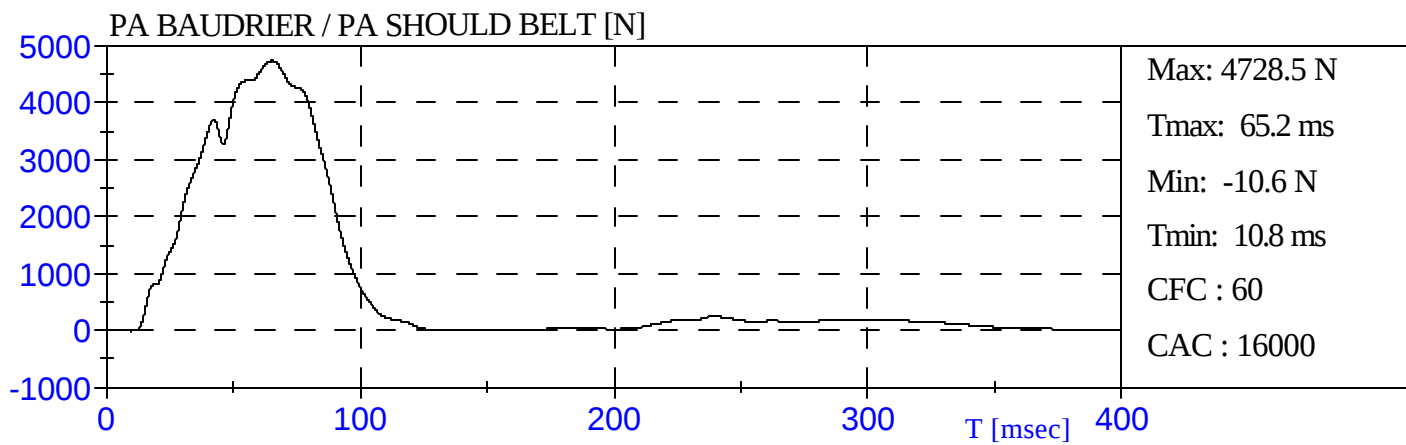
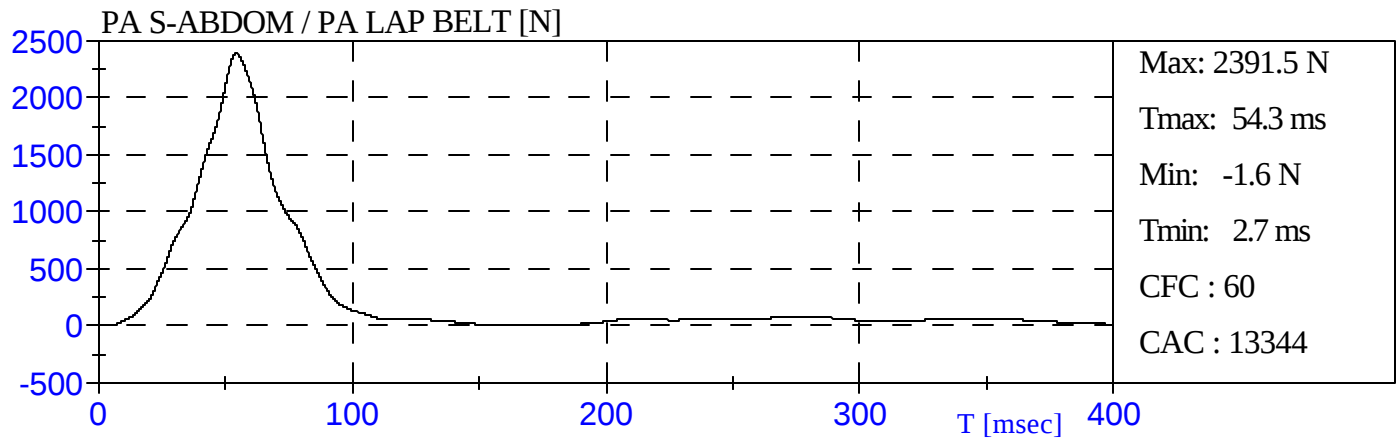


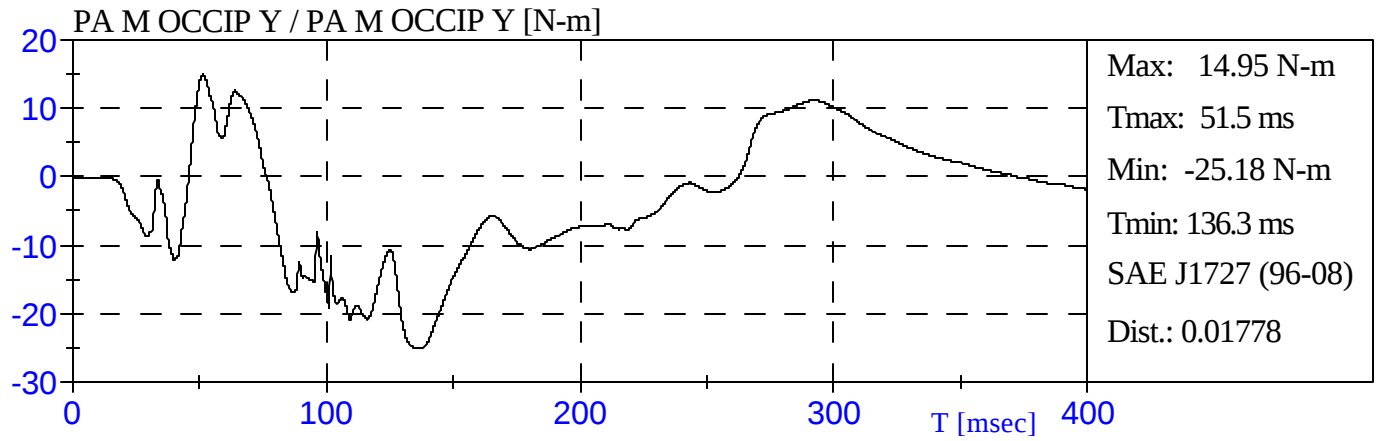


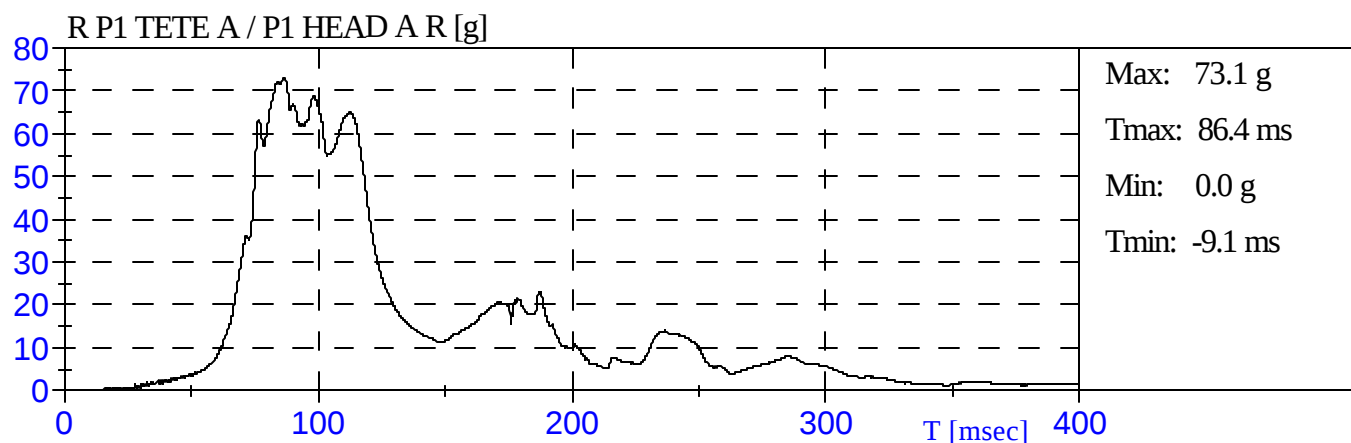
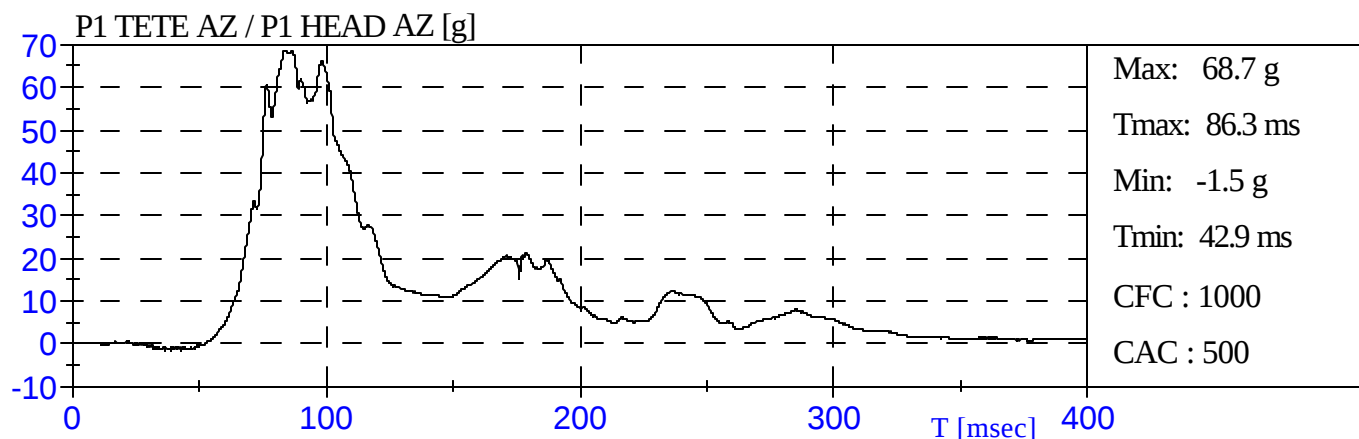
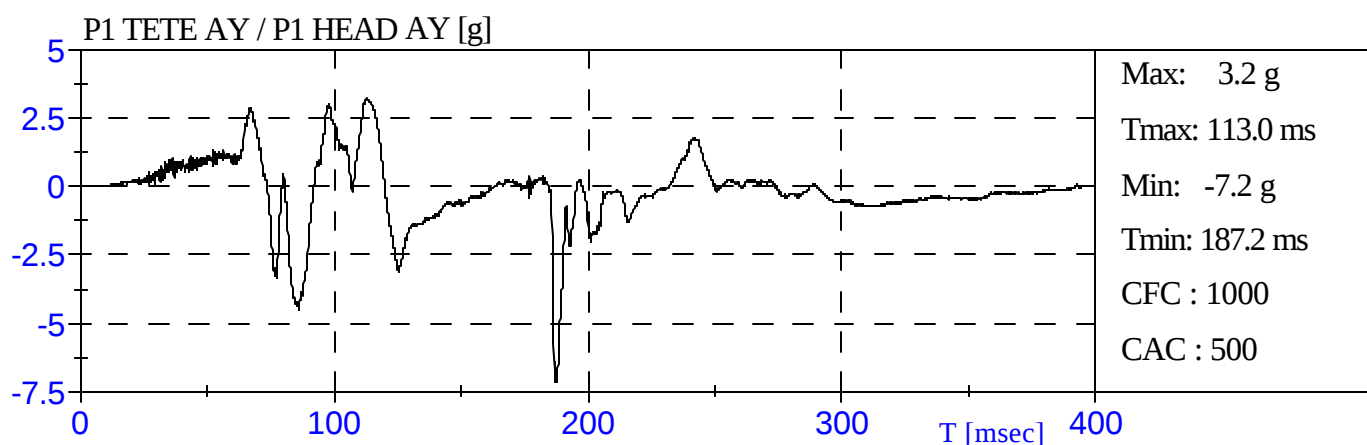
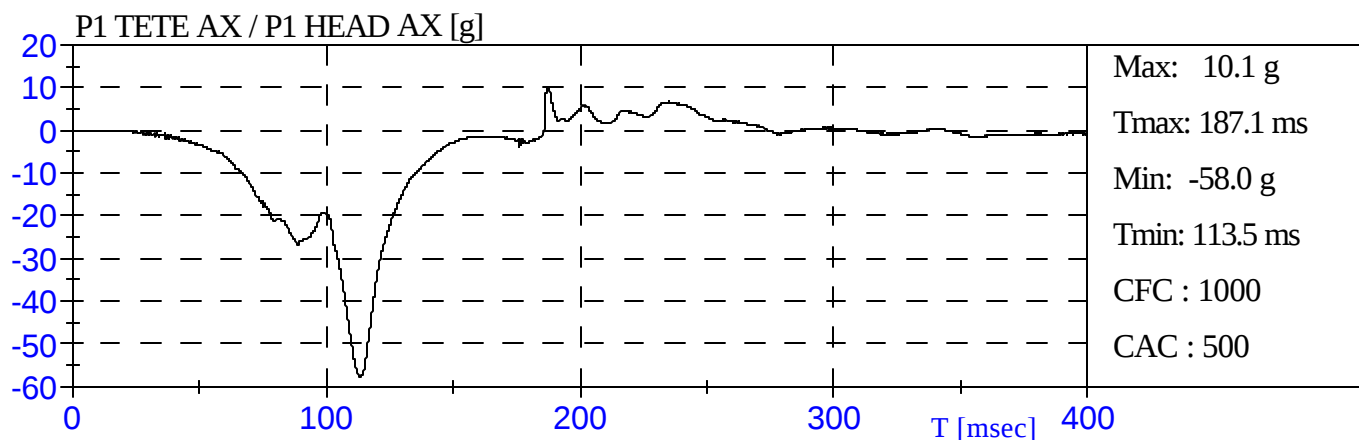


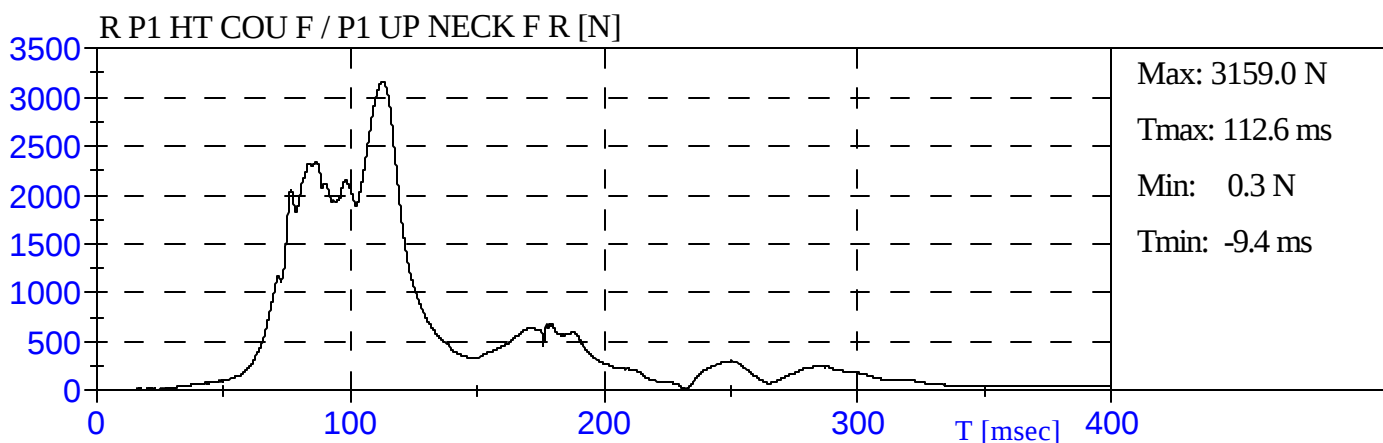
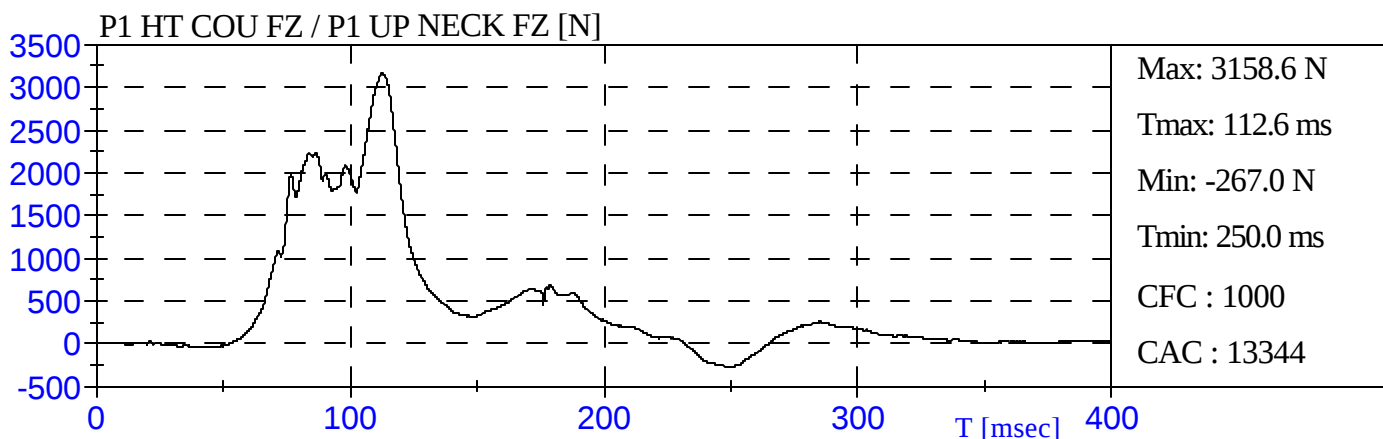
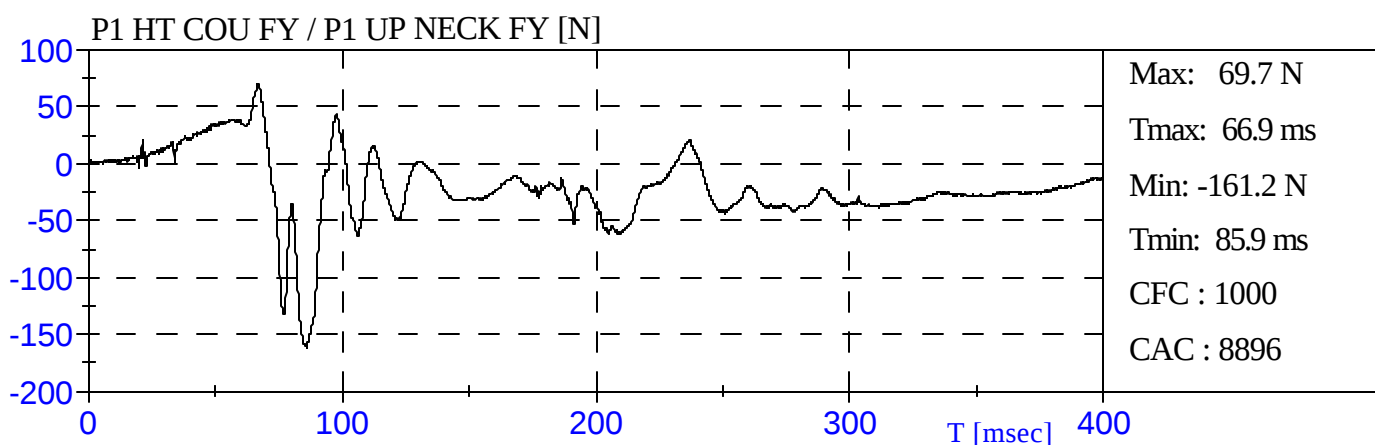
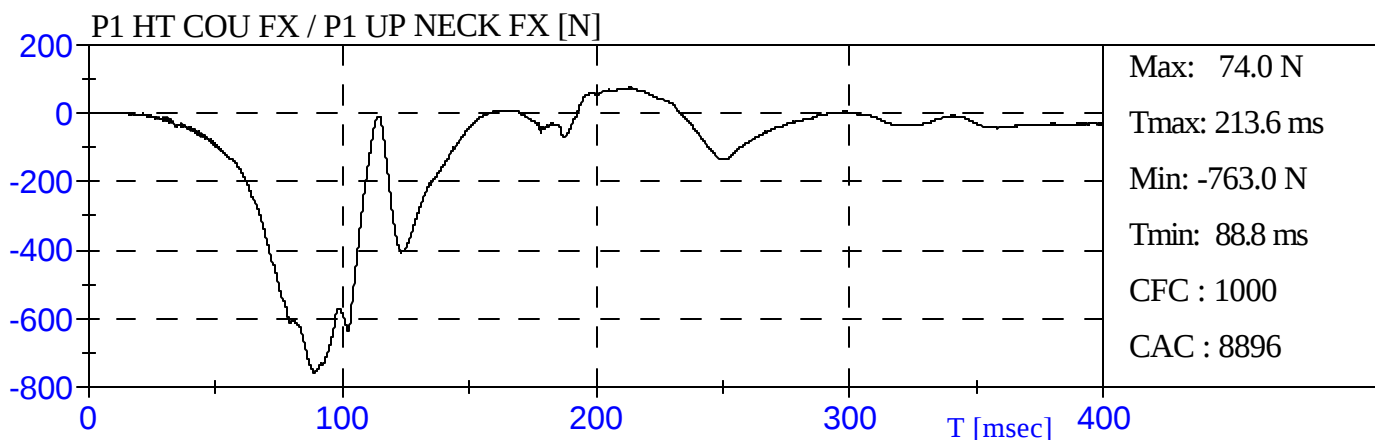


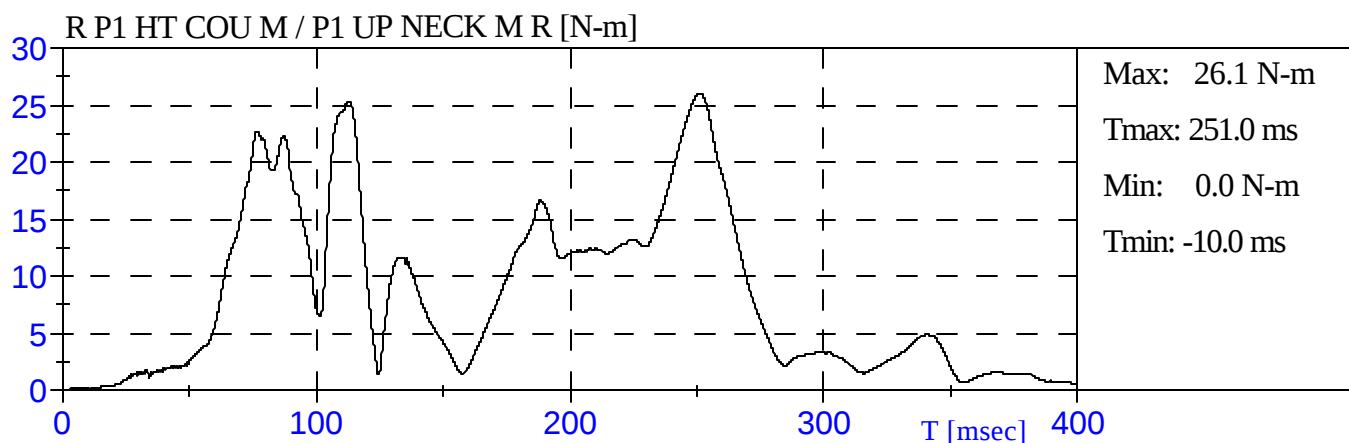
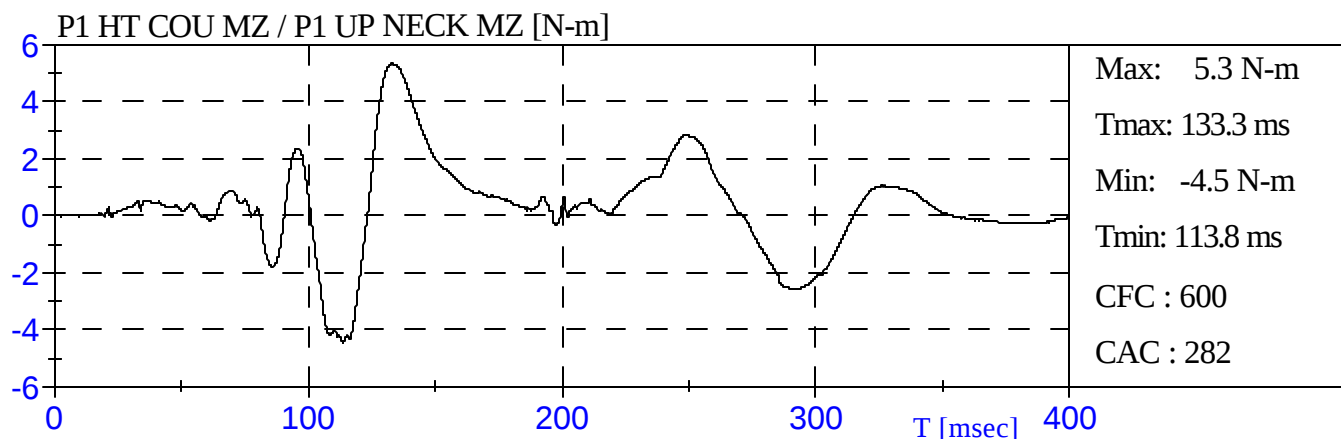
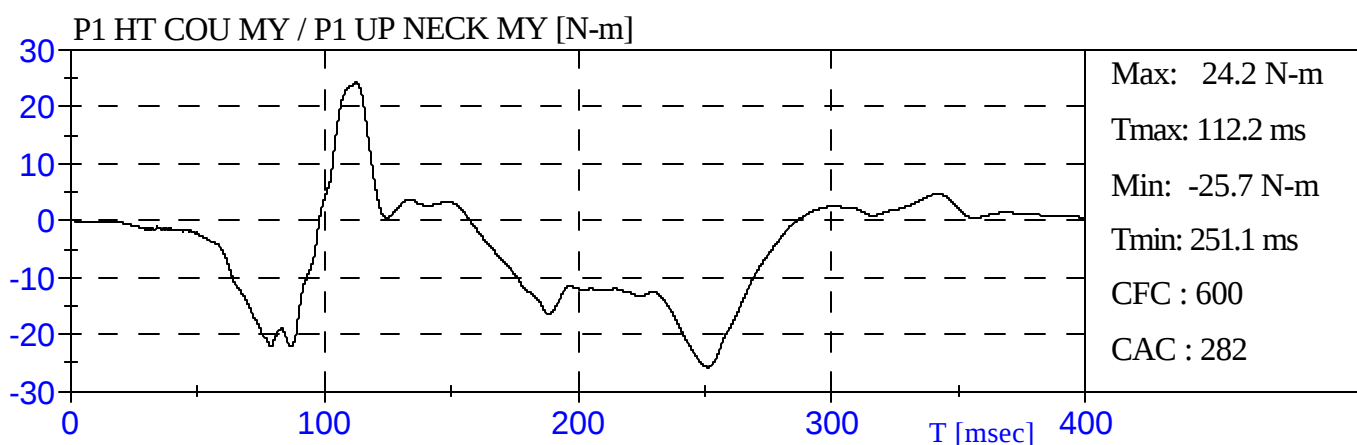
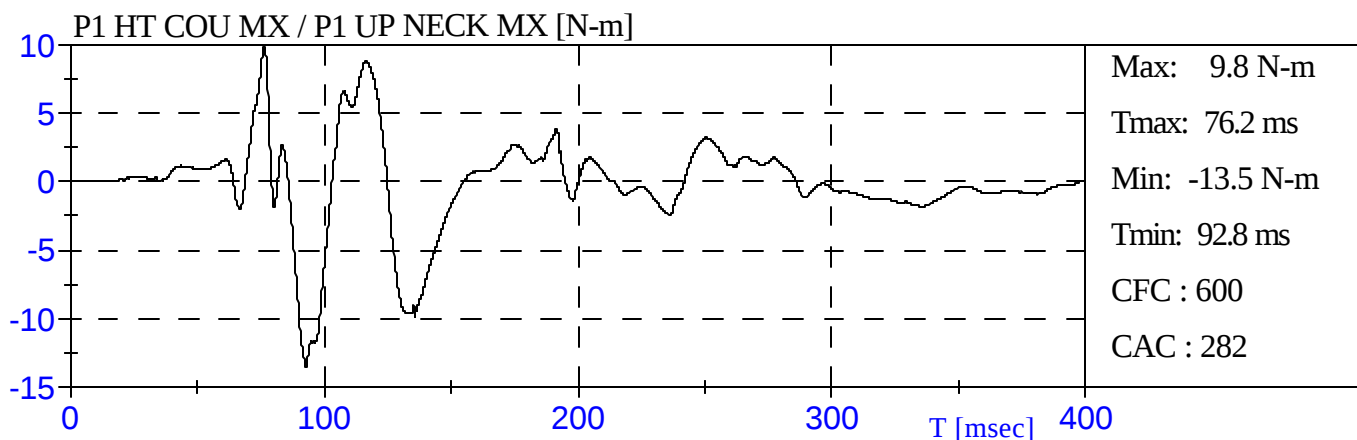


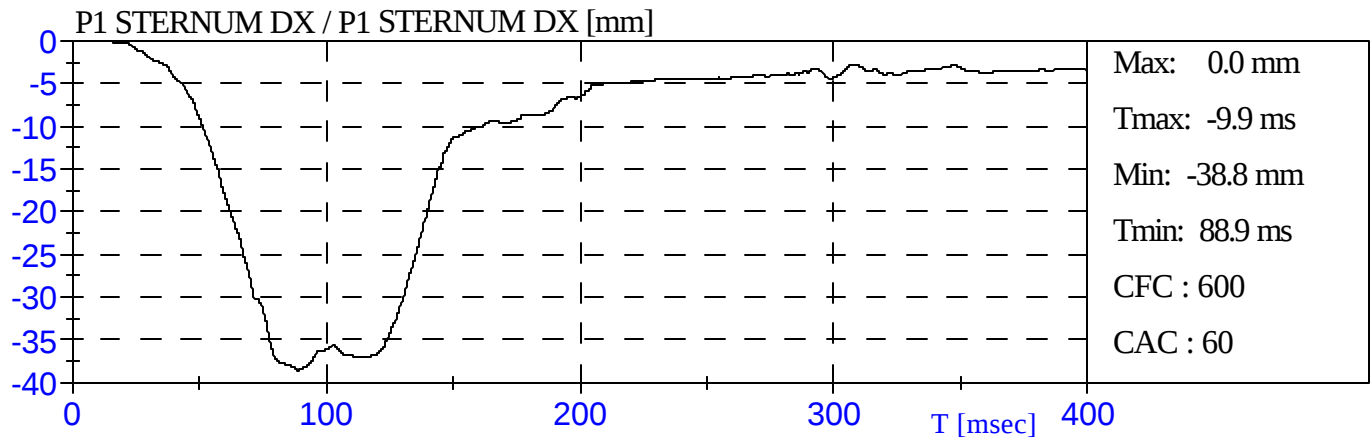


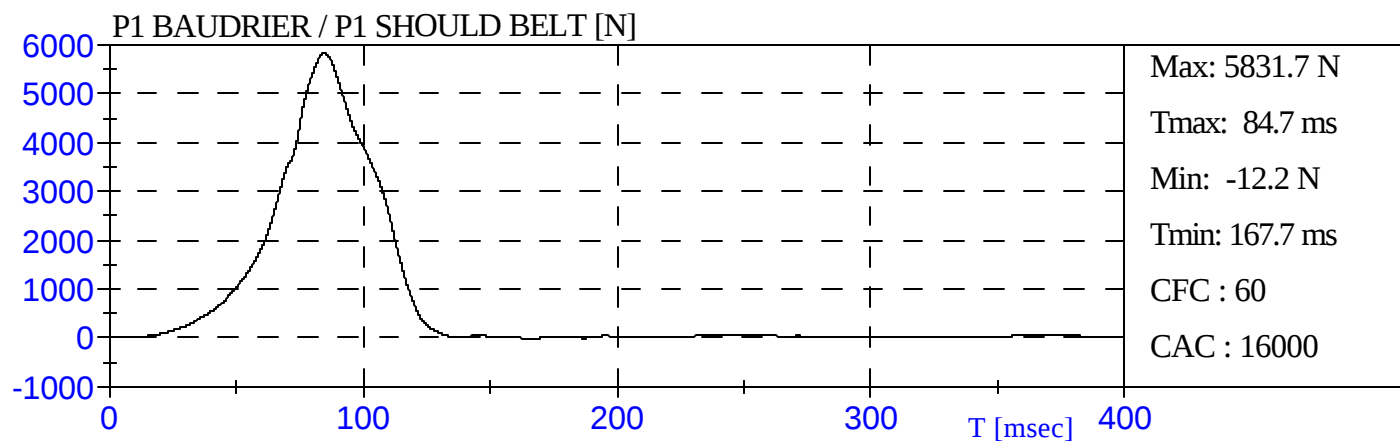


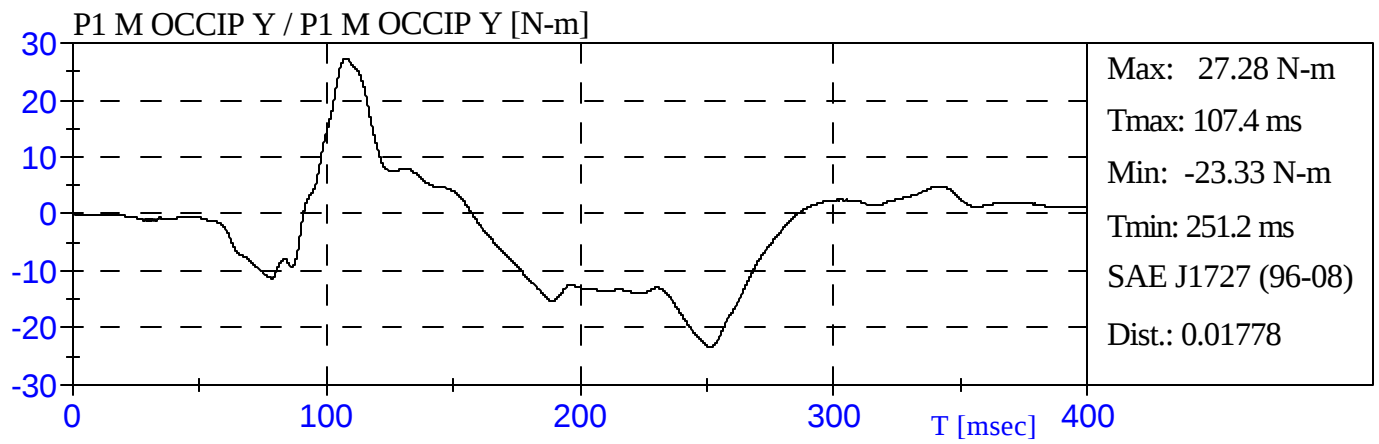


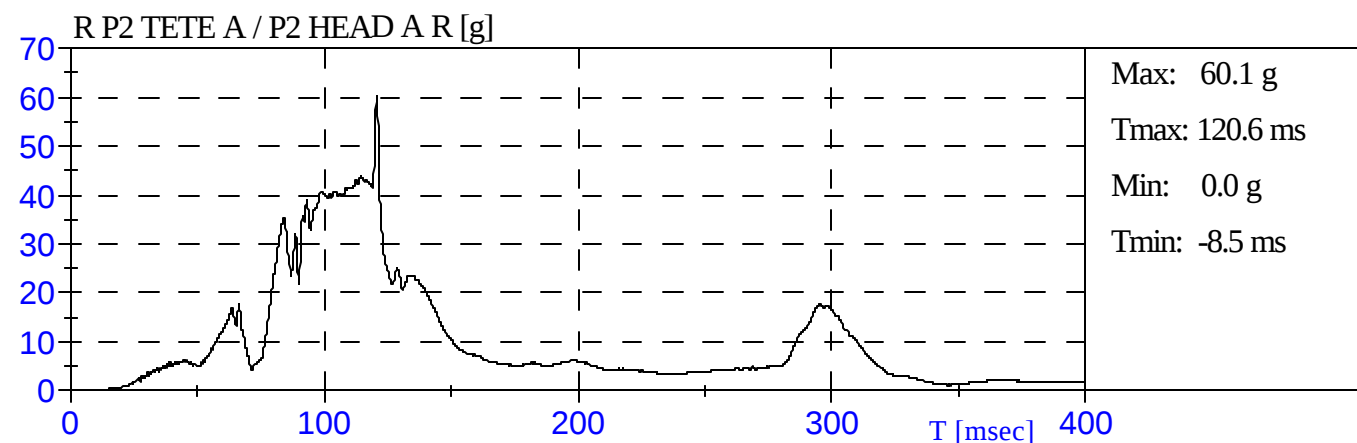
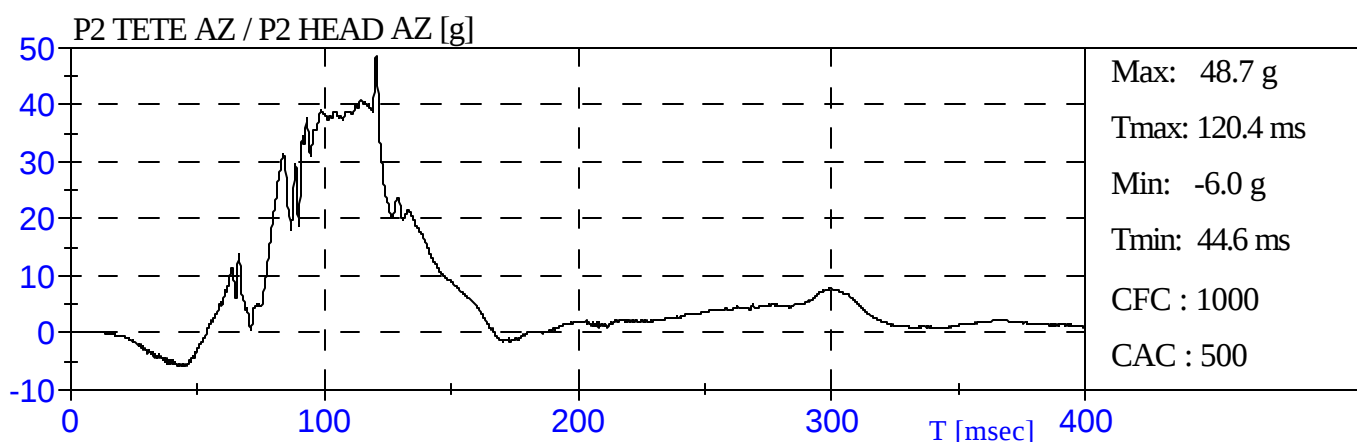
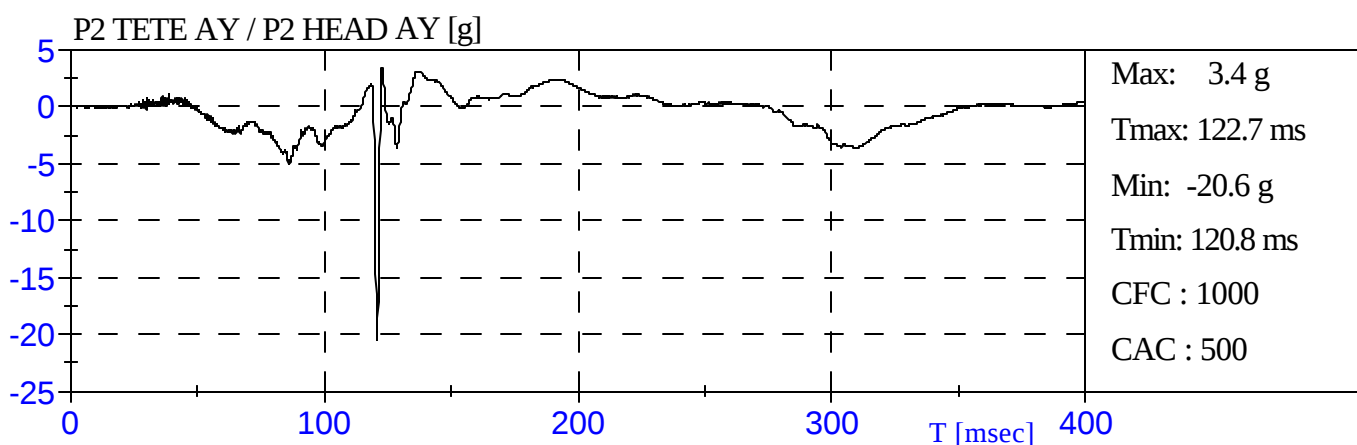
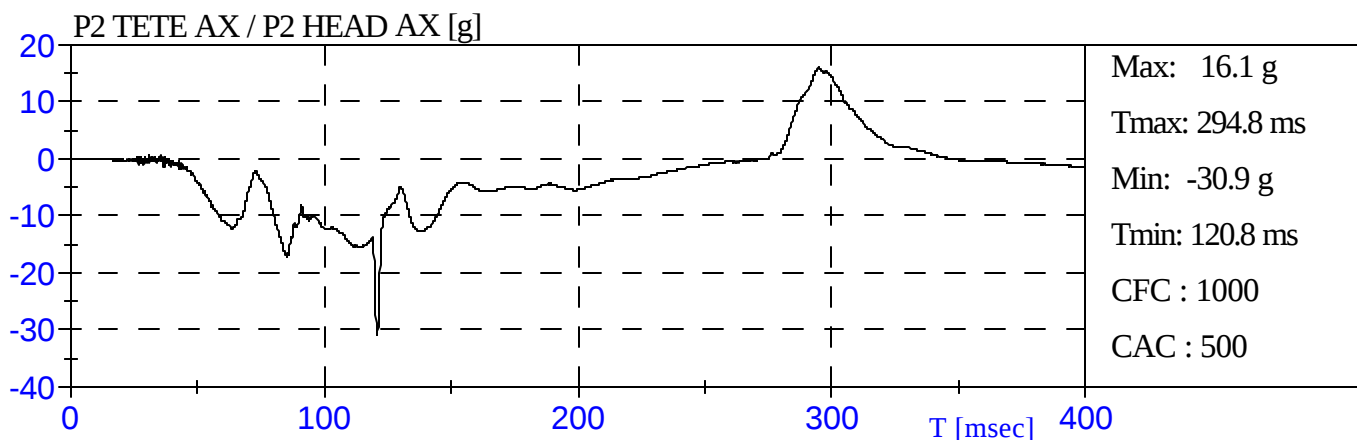


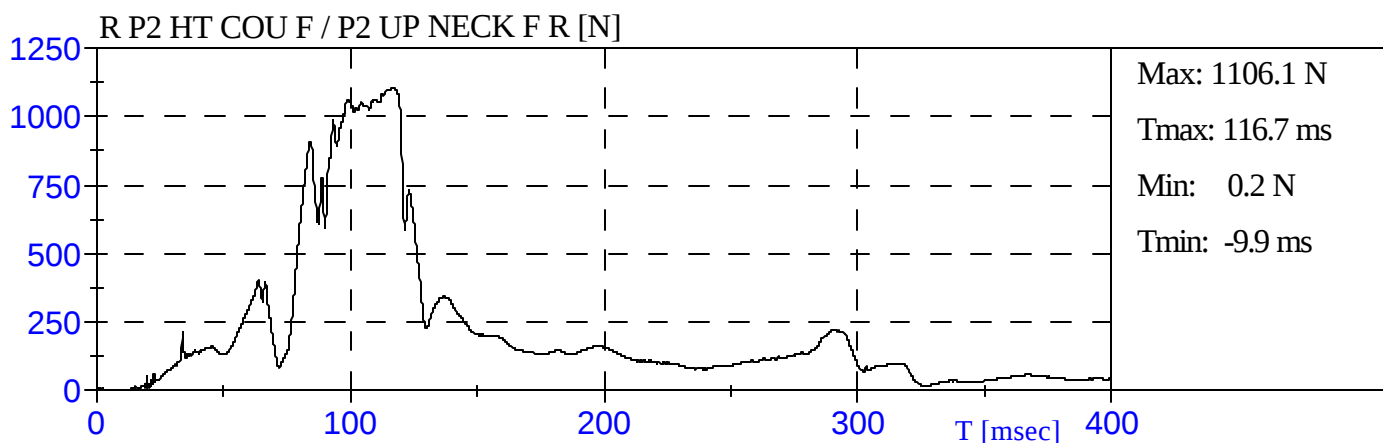
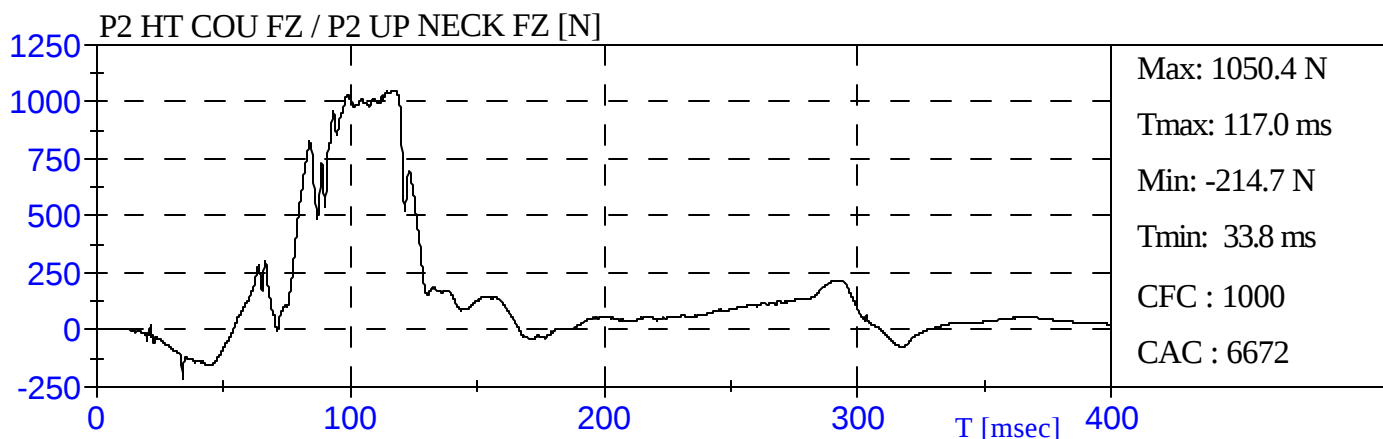
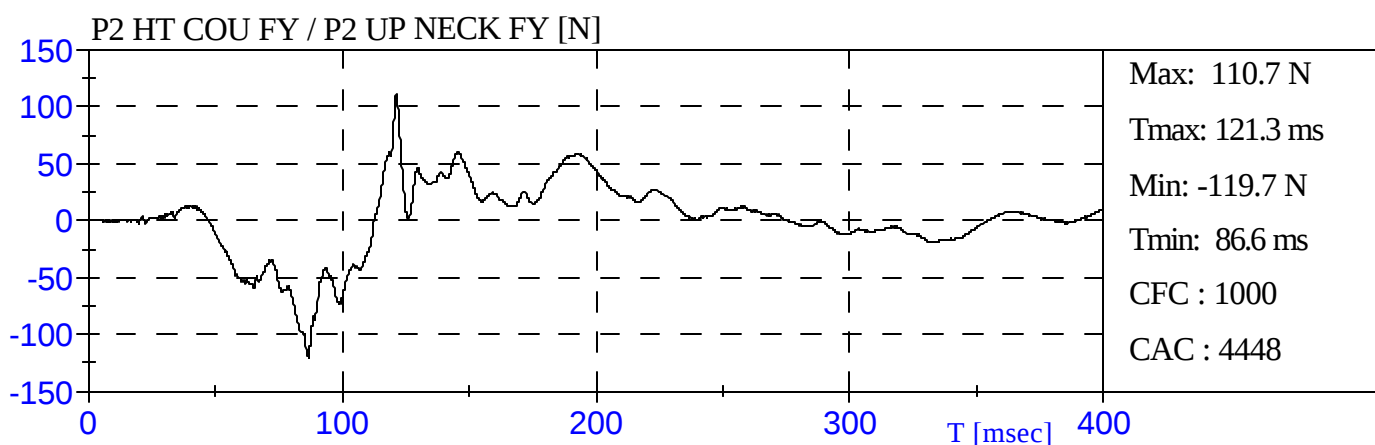
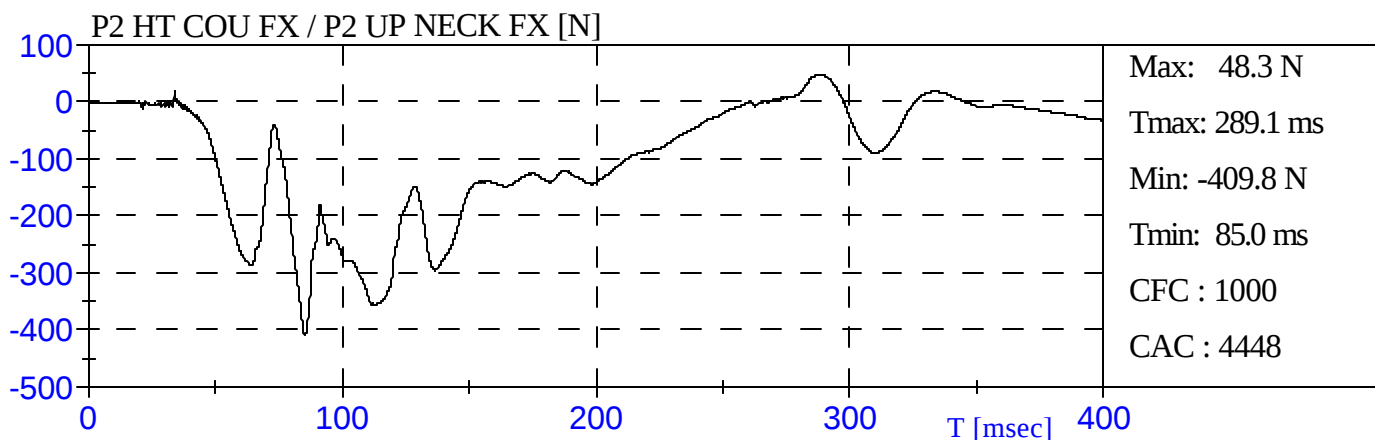


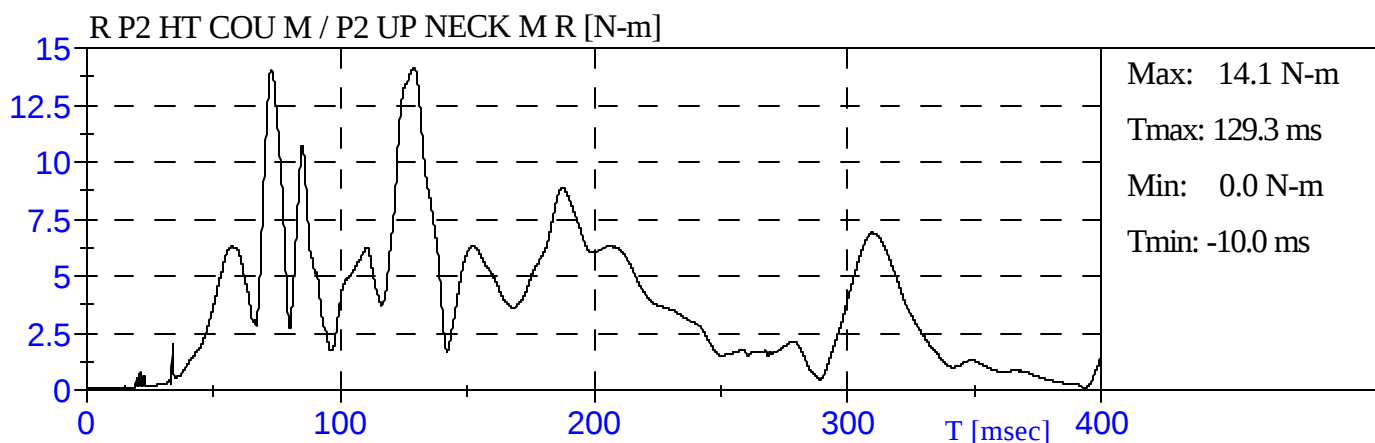
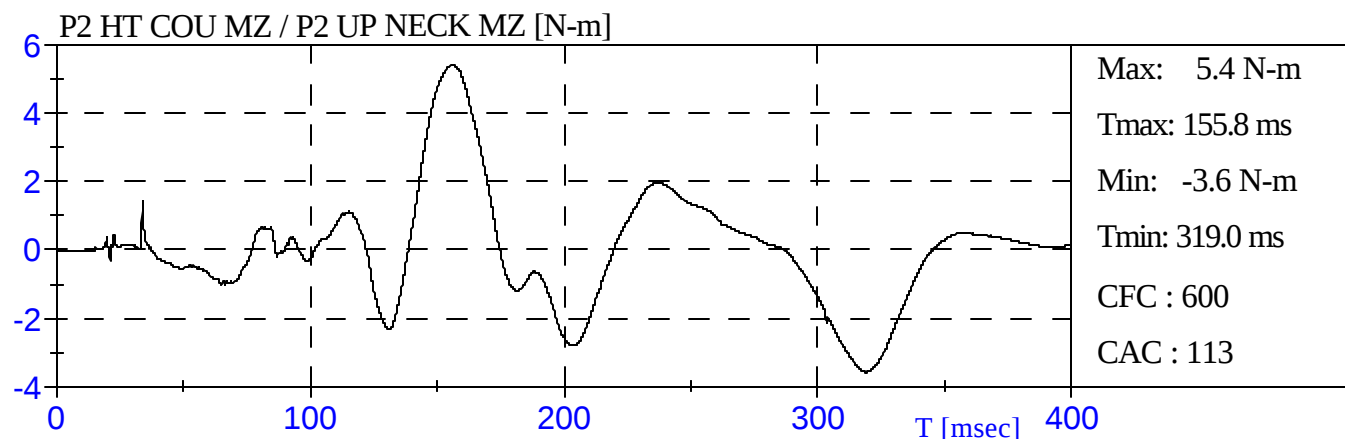
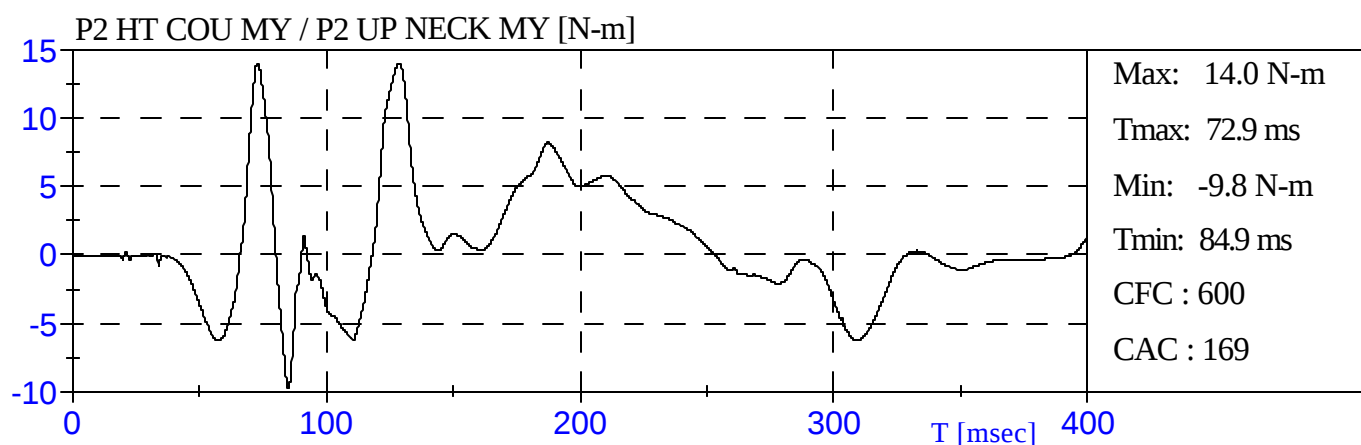
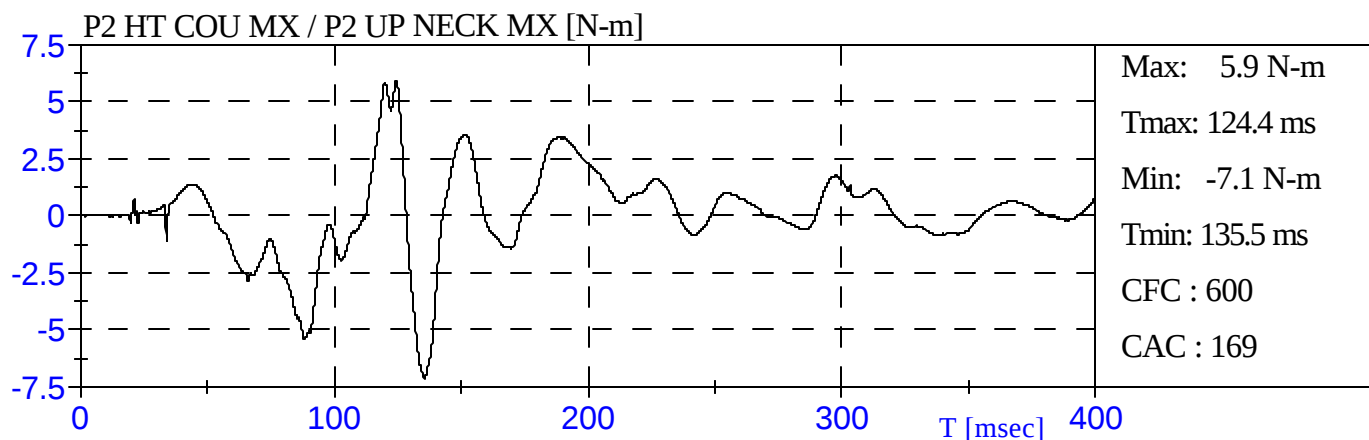


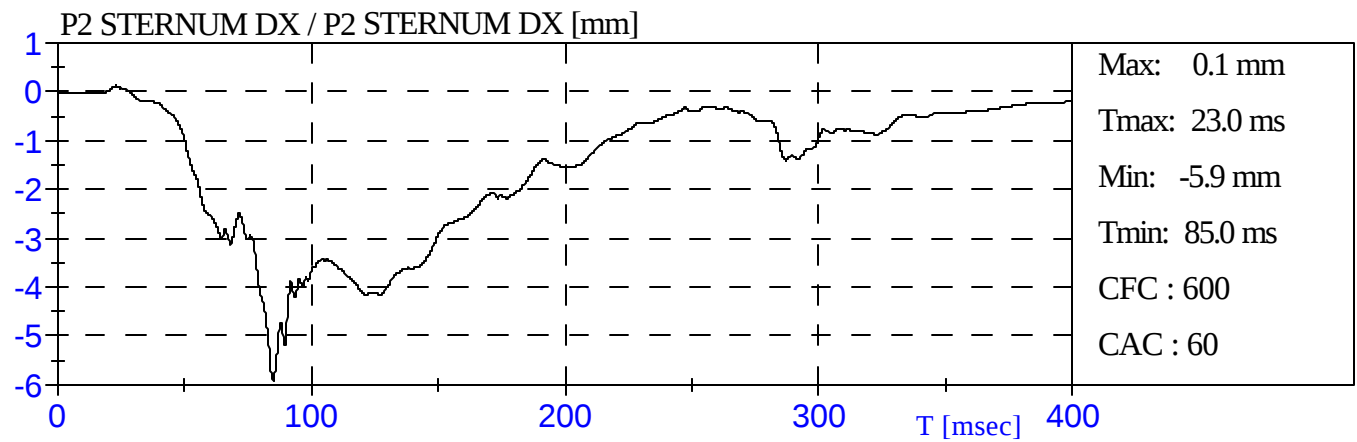


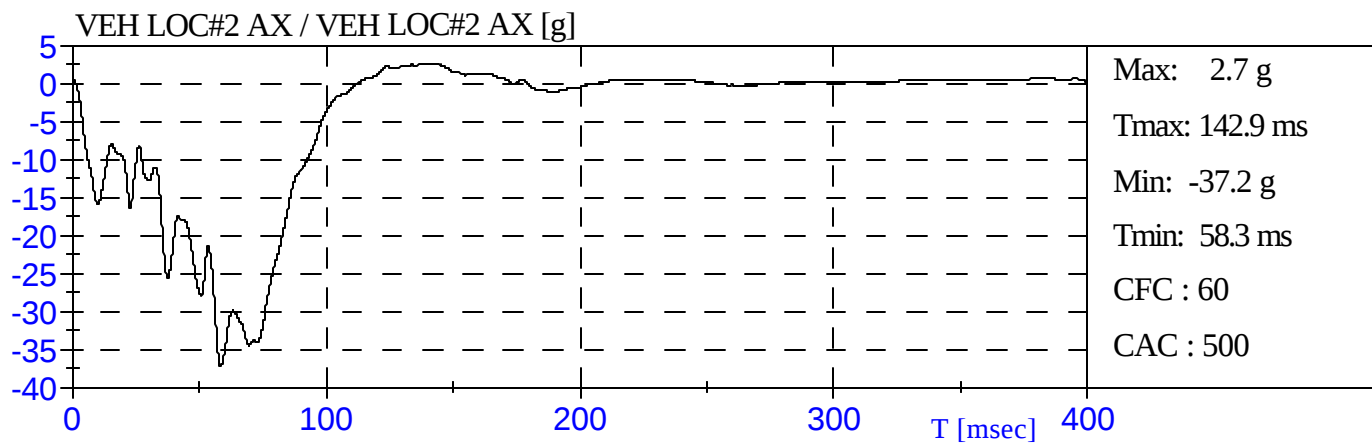
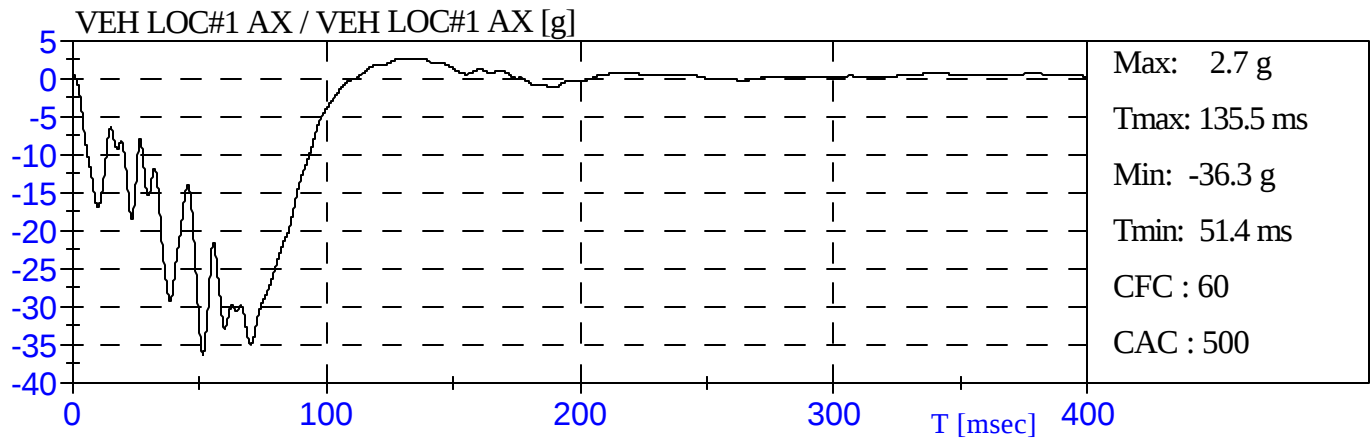


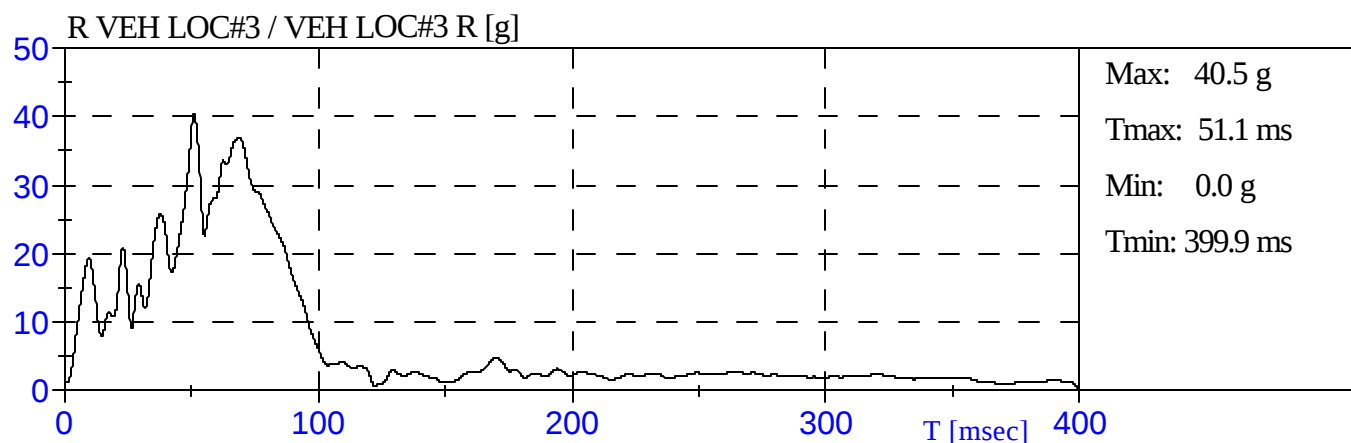
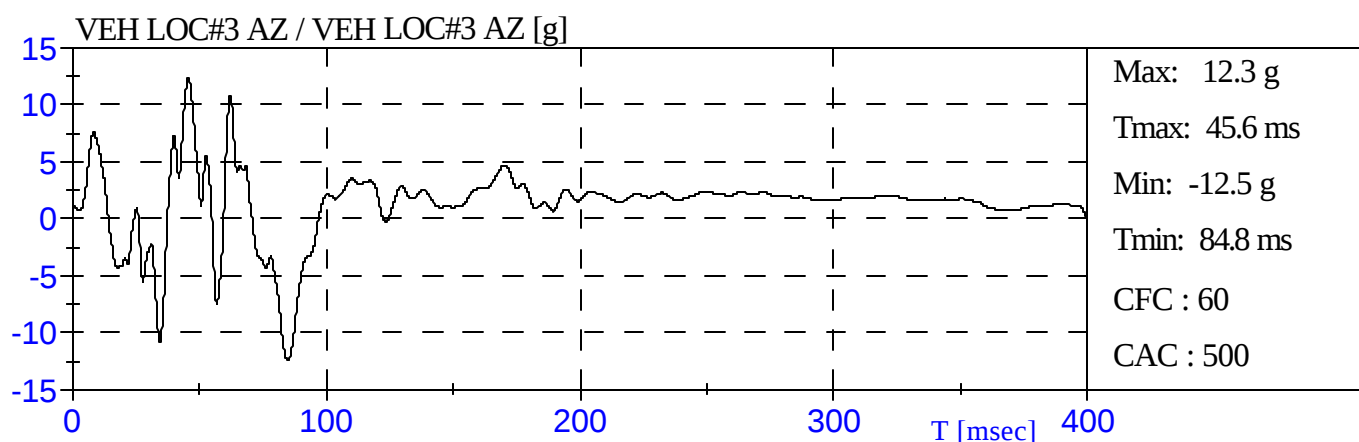
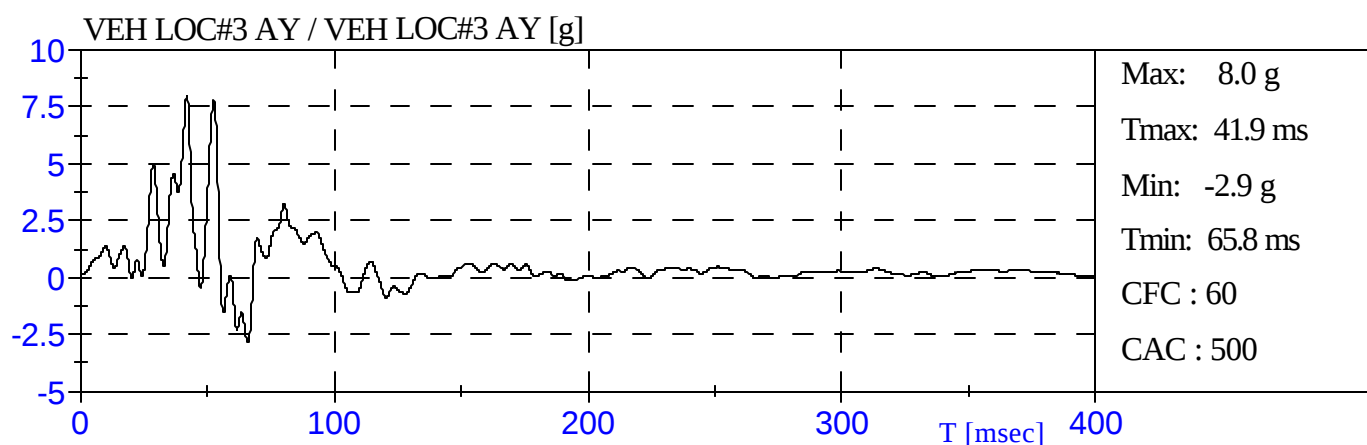
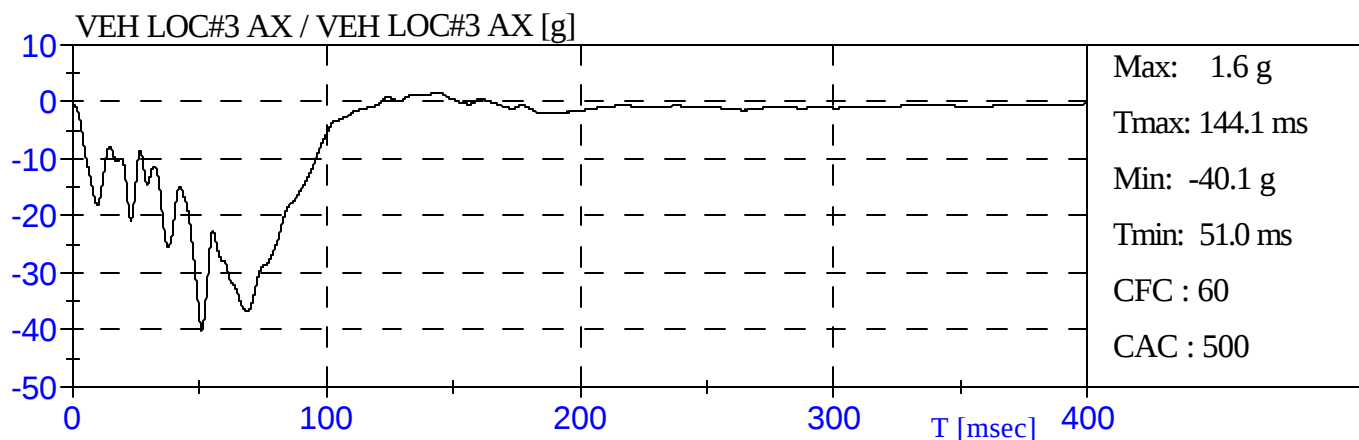


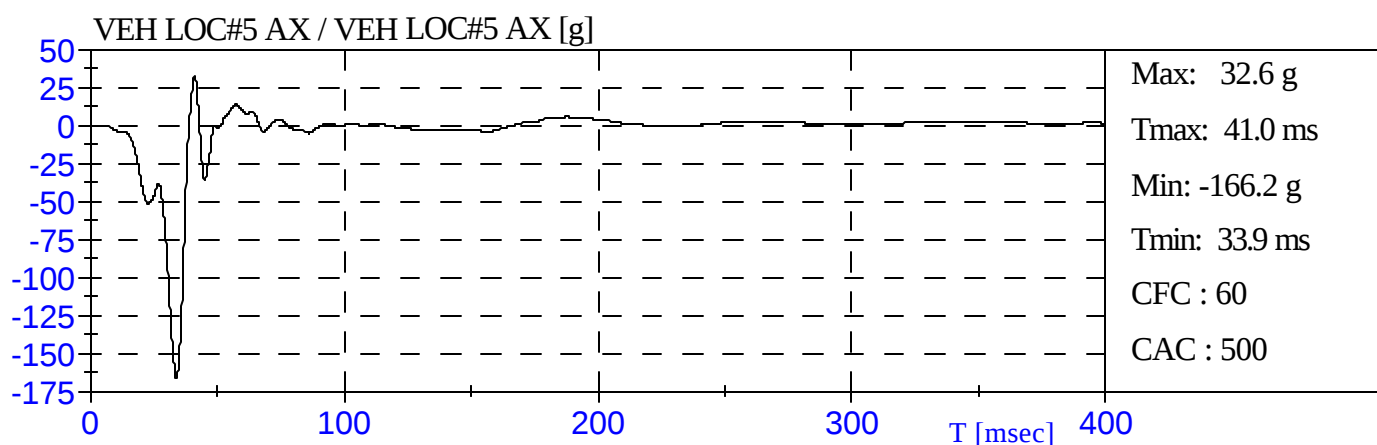
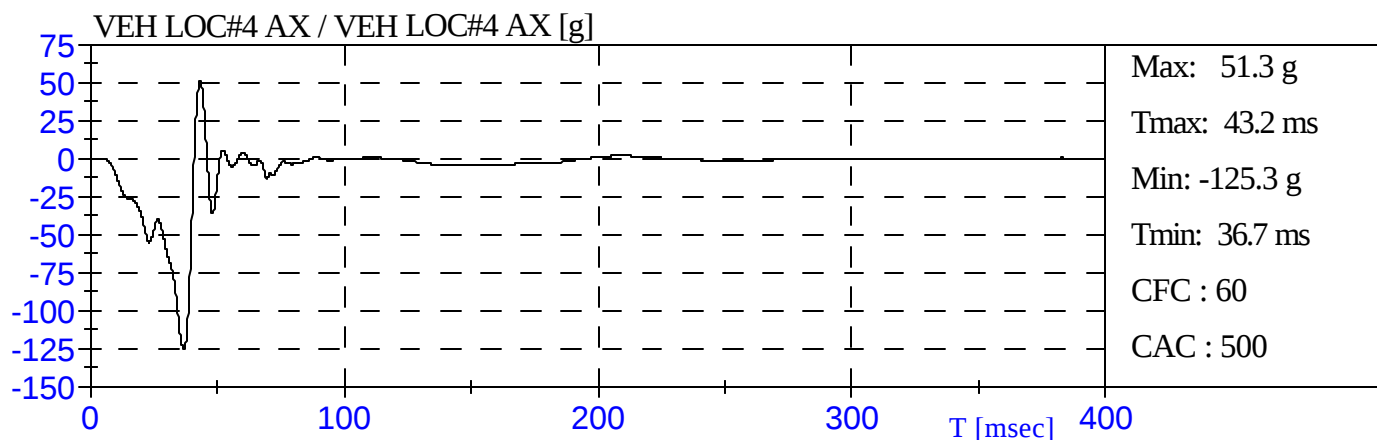


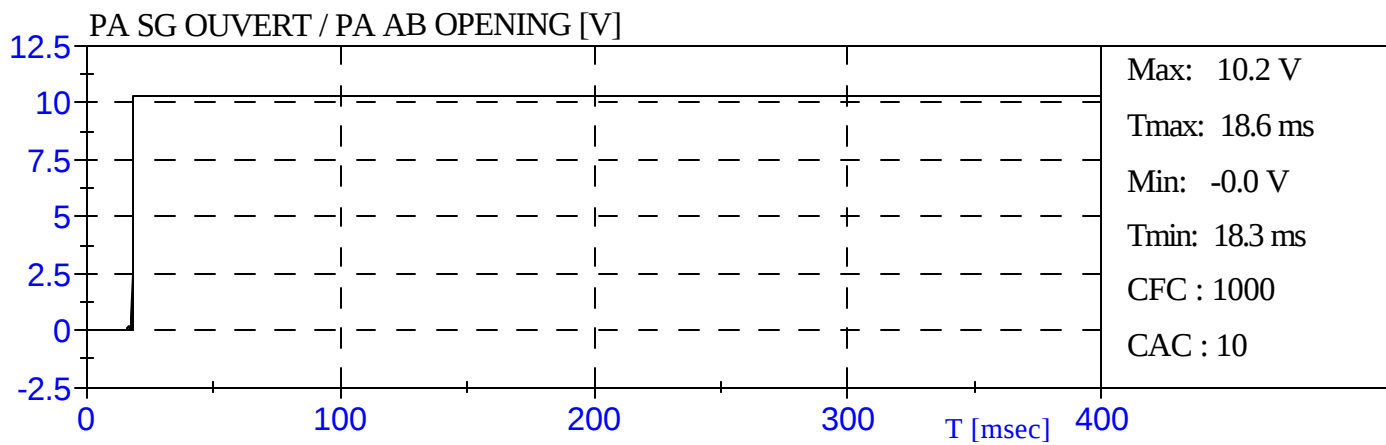
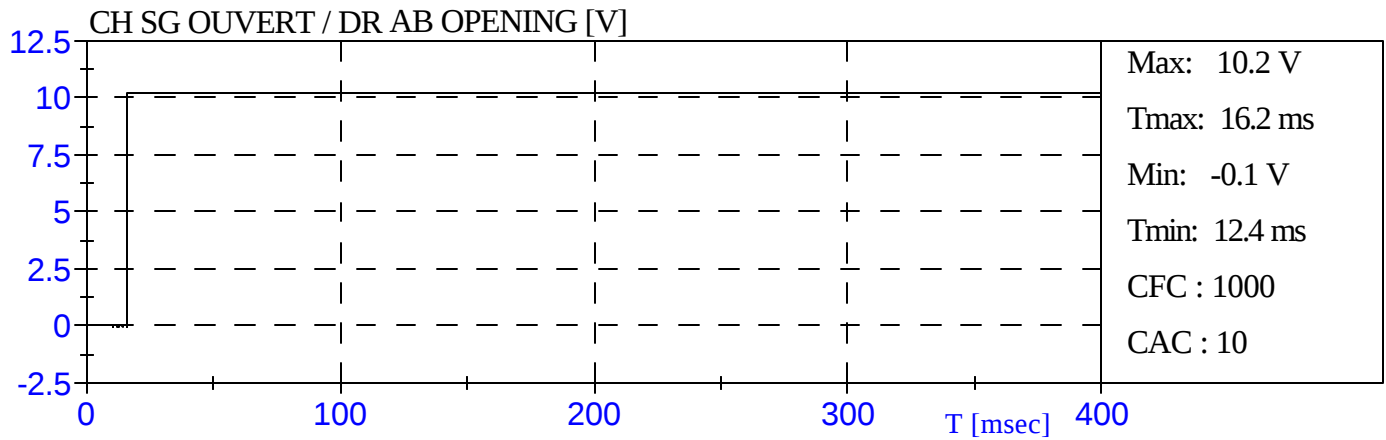


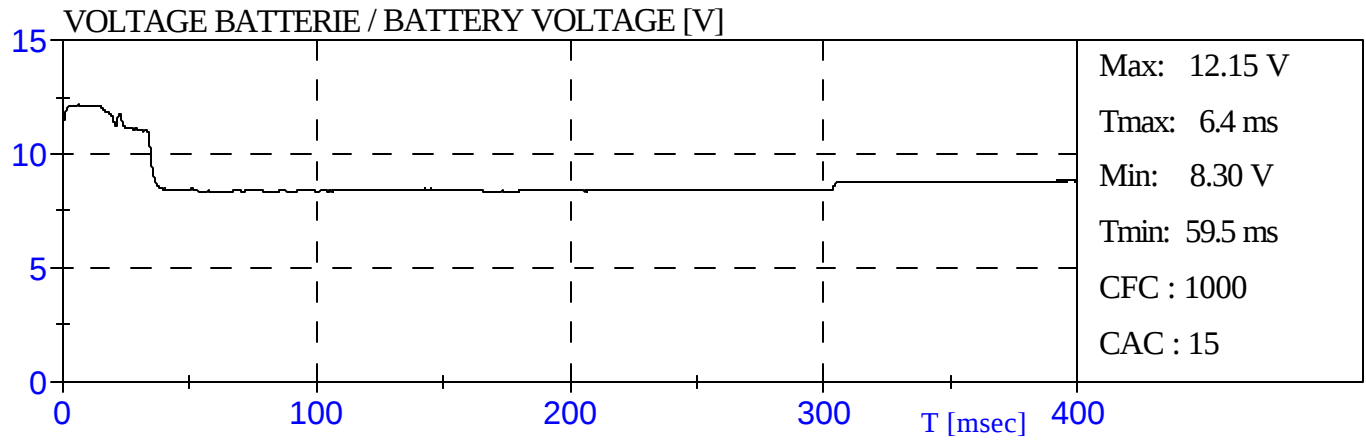


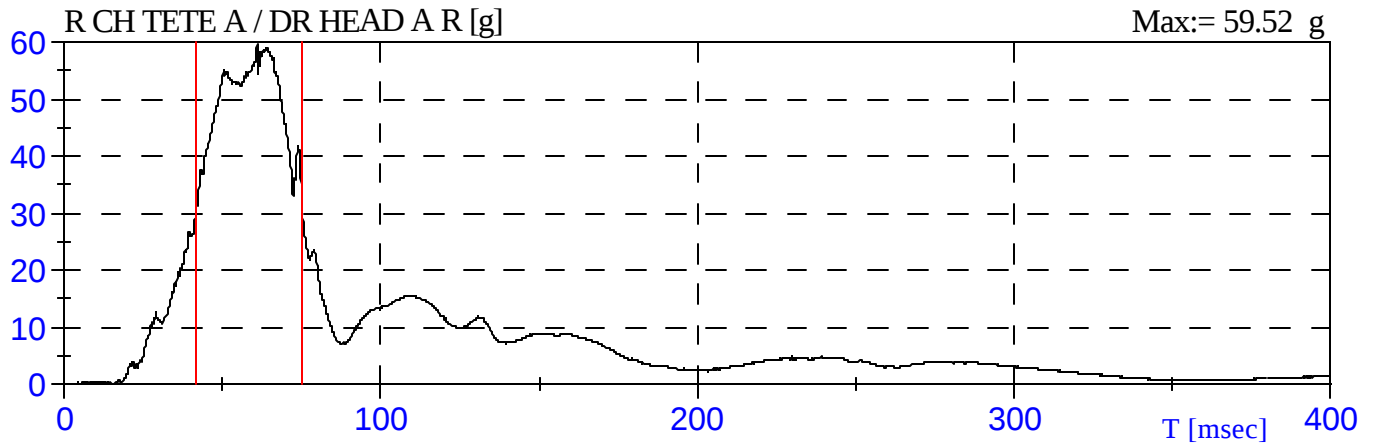










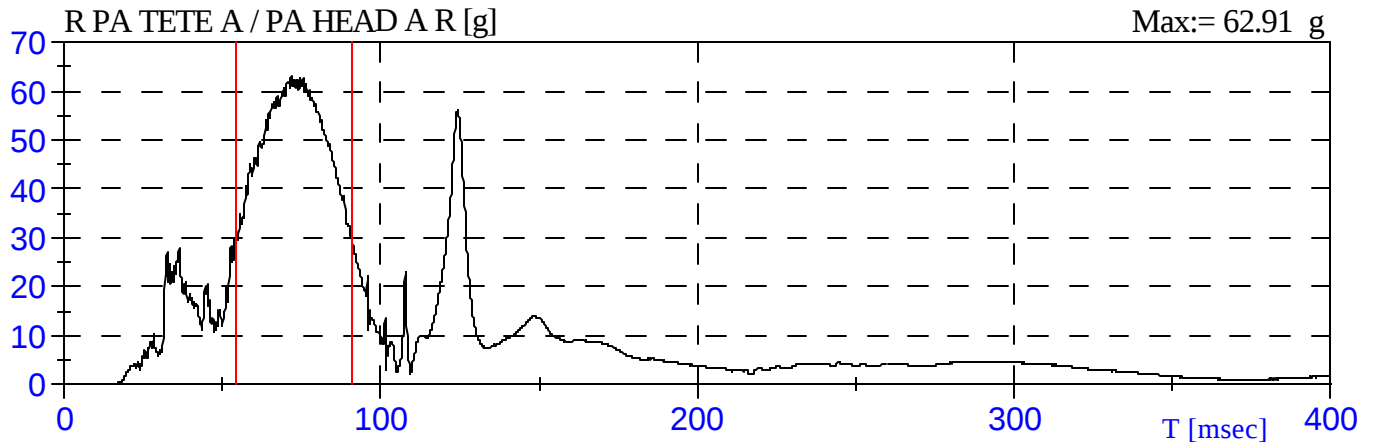


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 568	HIC(36ms):= 568	HIC(15ms):= 344
T1:= 41.4 ms	T1:= 41.4 ms	T1:= 52.7 ms
T2:= 75.4 ms	T2:= 75.4 ms	T2:= 67.7 ms

* Selon / According To: SAE J1727 96-08

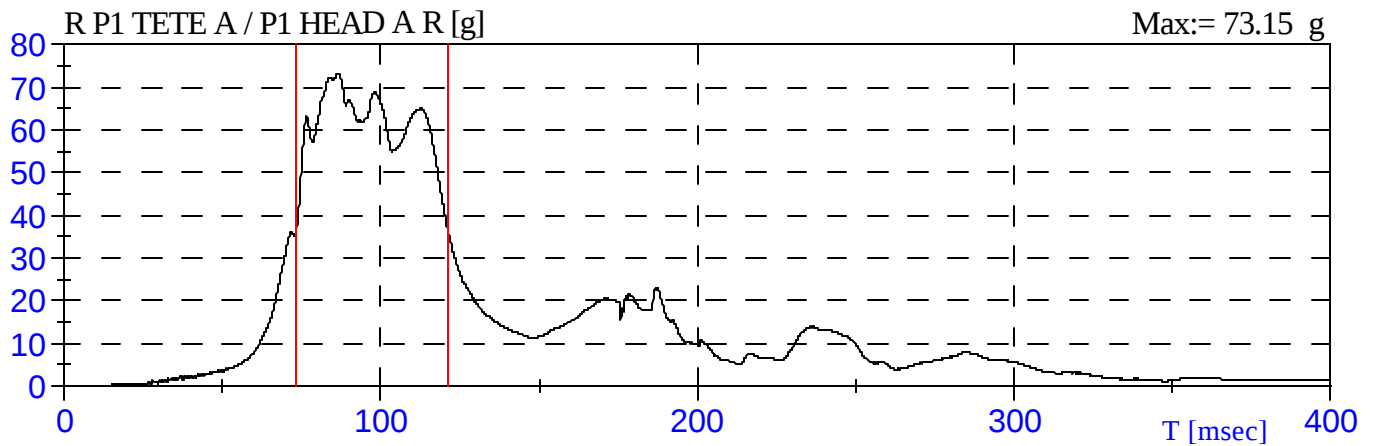


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 651	HIC(36ms):= 650	HIC(15ms):= 410
T1:= 54.1 ms	T1:= 54.2 ms	T1:= 65.3 ms
T2:= 90.7 ms	T2:= 90.2 ms	T2:= 80.3 ms

* Selon / According To: SAE J1727 96-08

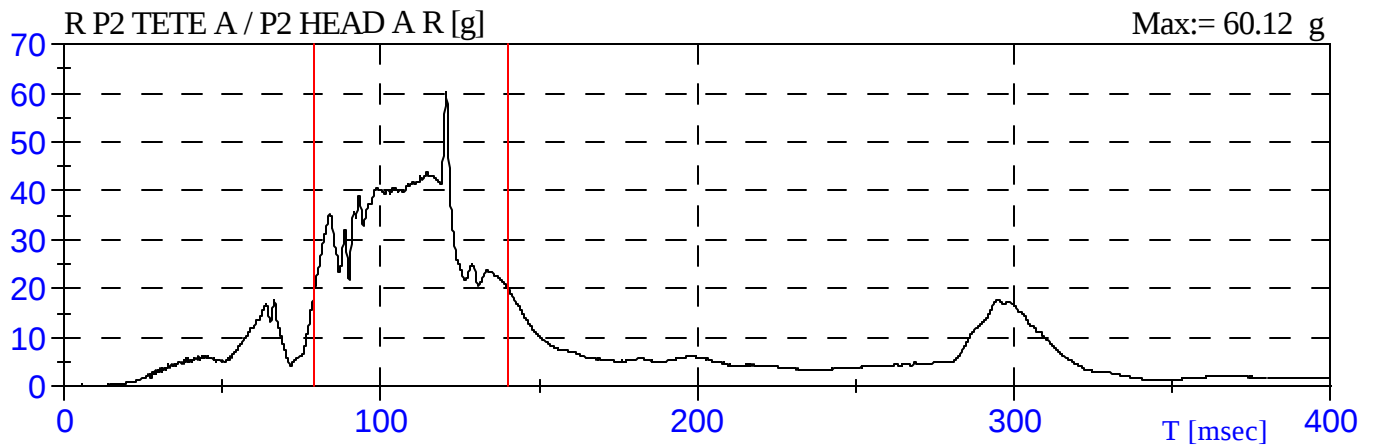


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 1403	HIC(36ms):= 1195	HIC(15ms):= 561
T1:= 73.4 ms	T1:= 79.5 ms	T1:= 80.2 ms
T2:= 121.1 ms	T2:= 115.5 ms	T2:= 95.2 ms

* Selon / According To: SAE J1727 96-08



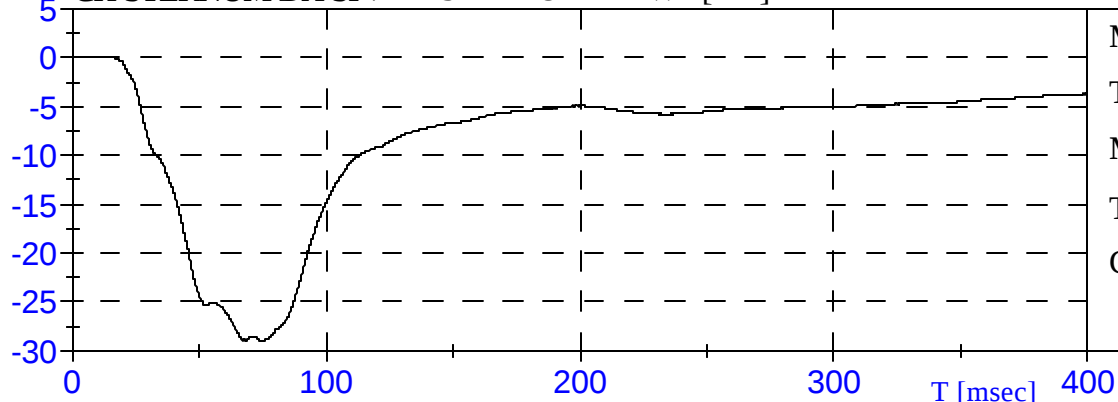
HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 390	HIC(36ms):= 348	HIC(15ms):= 188
T1:= 79.2 ms	T1:= 87.9 ms	T1:= 106.8 ms
T2:= 140.2 ms	T2:= 123.9 ms	T2:= 121.8 ms

* Selon / According To: SAE J1727 96-08

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



Max: 0.0 mm

Tmax: 13.5 ms

Min: -29.1 mm

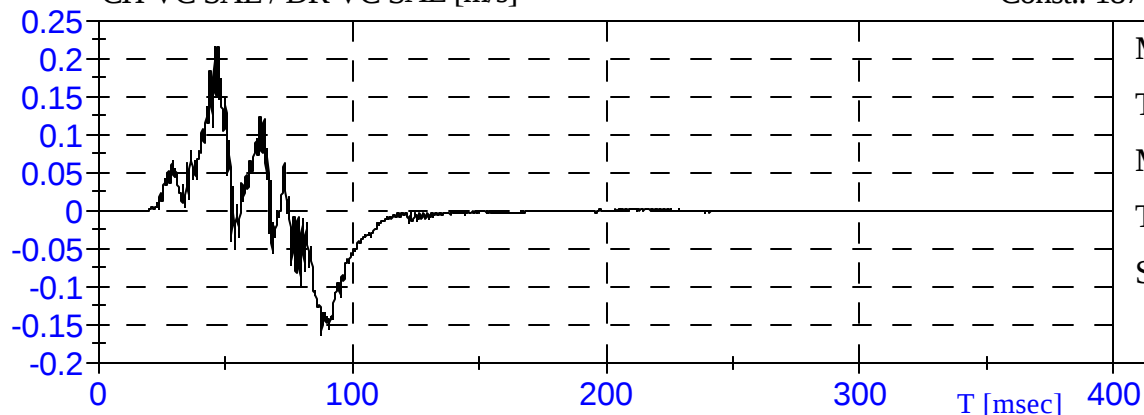
Tmin: 75.2 ms

CFC : N/A

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

Const.: 187

Fact.: 1.3



Max: 0.2167 m/s

Tmax: 47.0 ms

Min: -0.1625 m/s

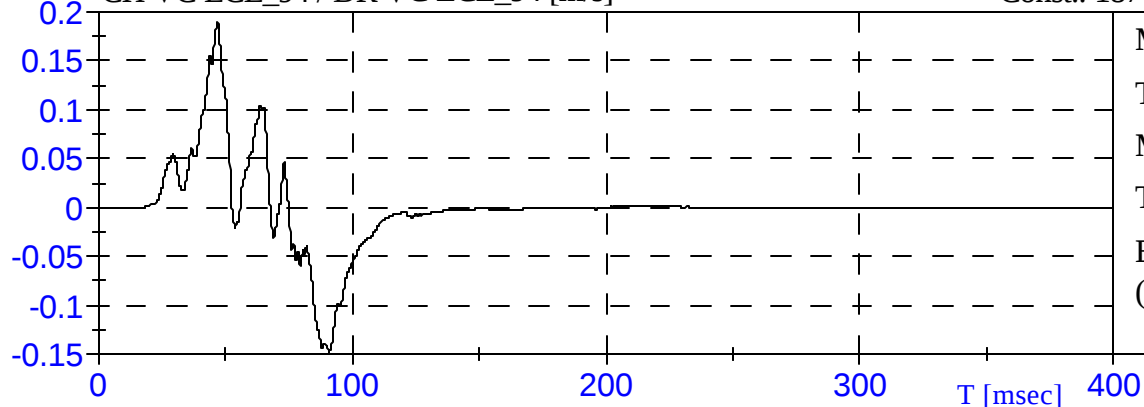
Tmin: 87.9 ms

SAE J1727 (96-08)

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

Const.: 187

Fact.: 1.3



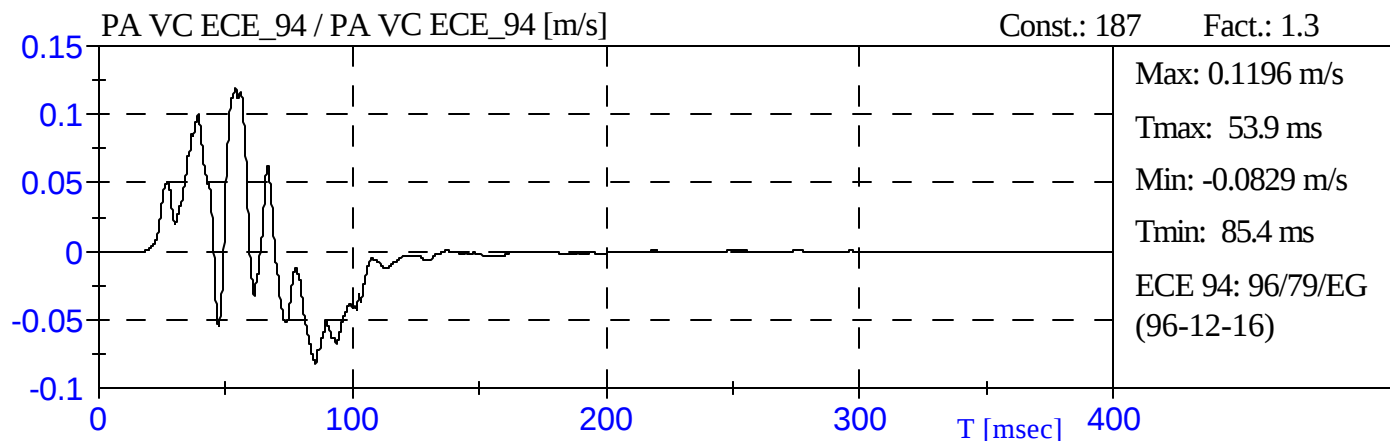
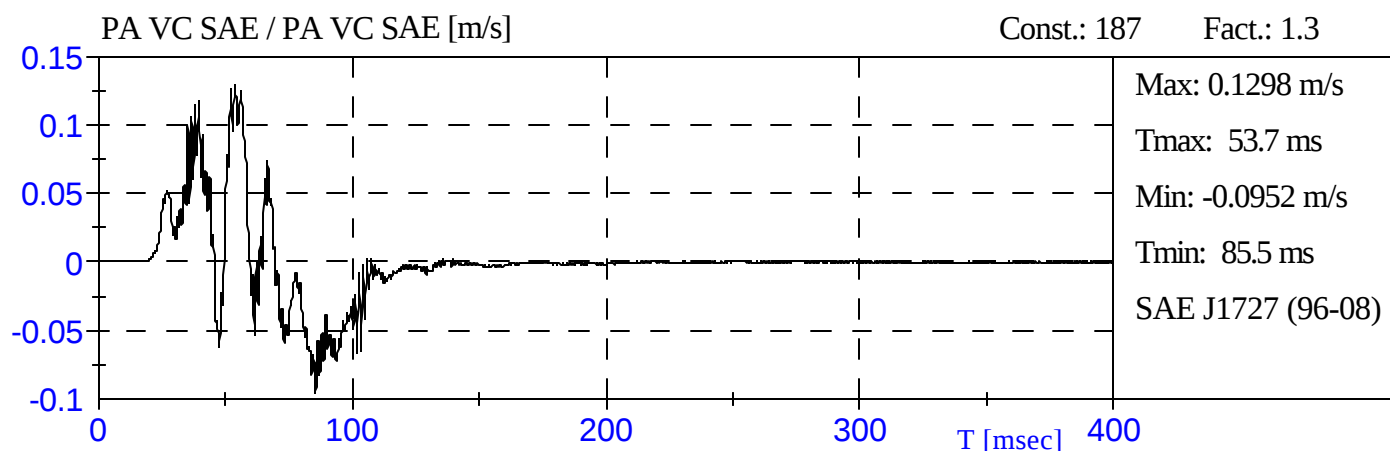
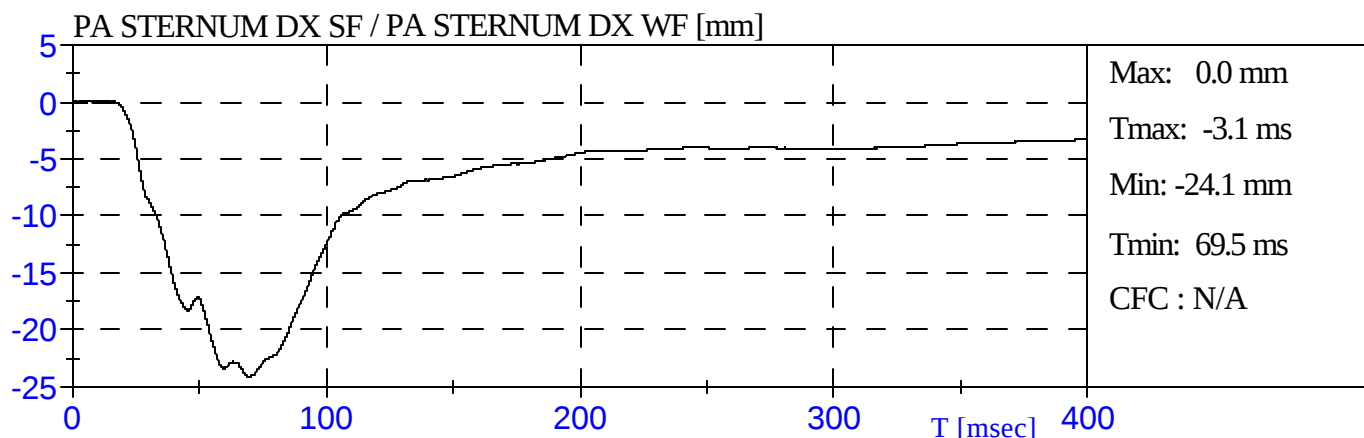
Max: 0.1899 m/s

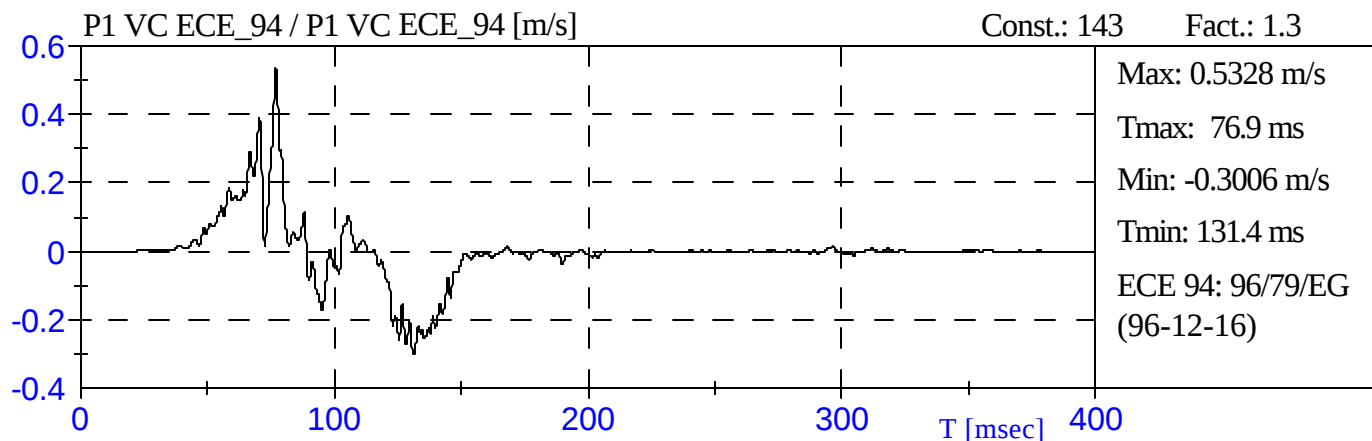
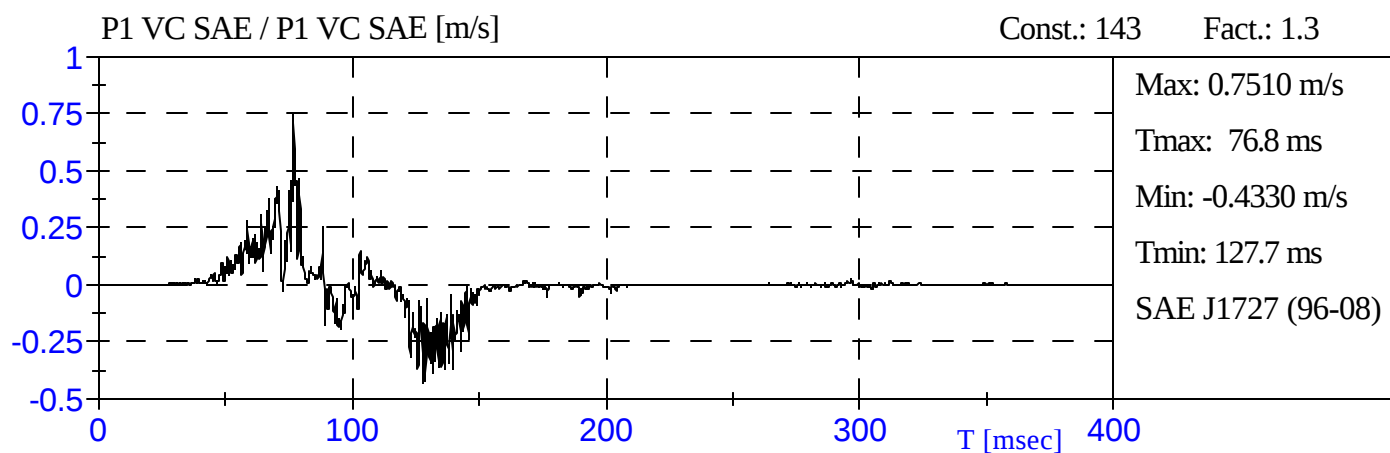
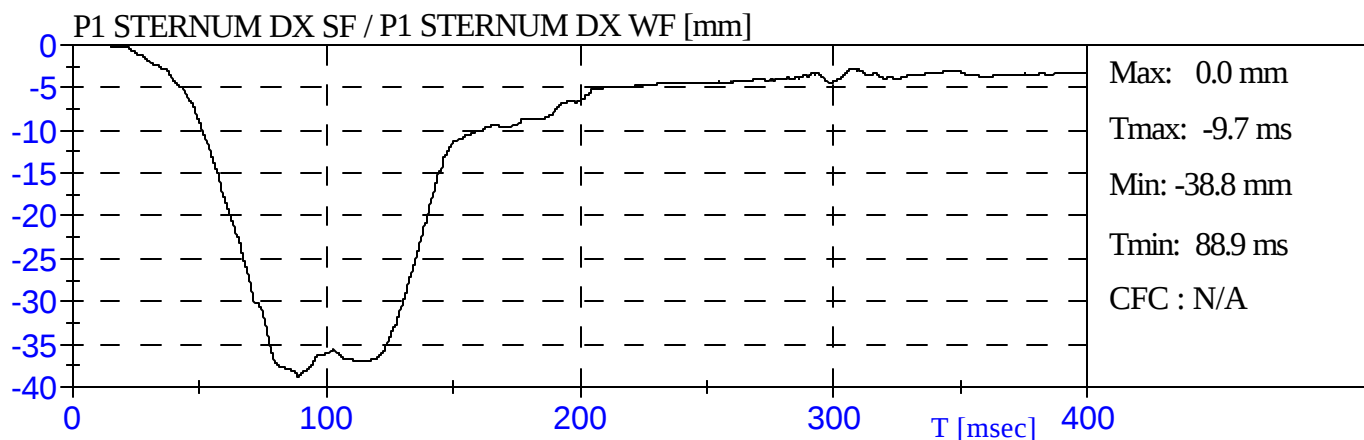
Tmax: 46.9 ms

Min: -0.1470 m/s

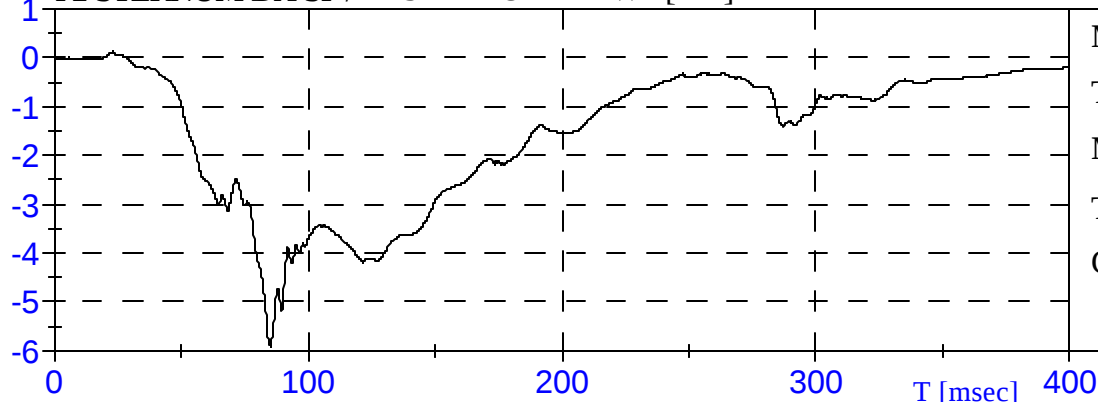
Tmin: 91.0 ms

ECE 94: 96/79/EG
(96-12-16)





P2 STERNUM DX SF / P2 STERNUM DX WF [mm]



Max: 0.1 mm

Tmax: 23.1 ms

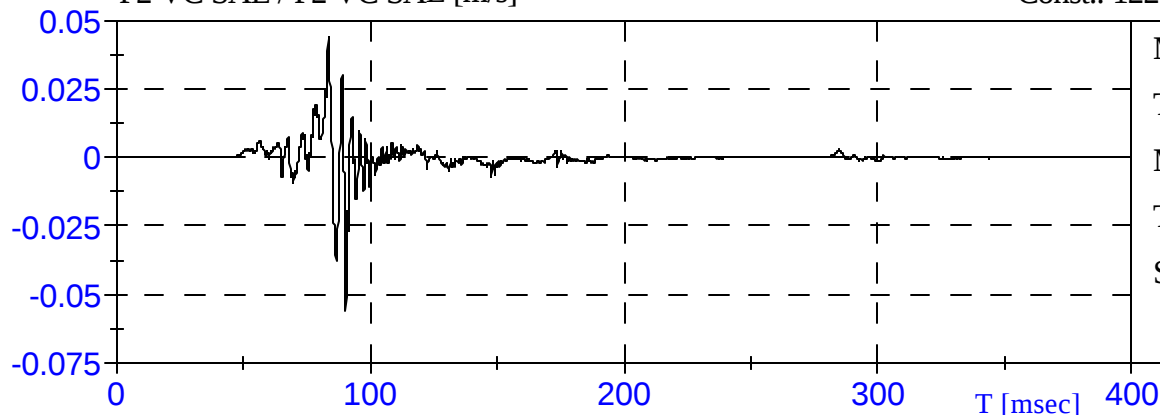
Min: -5.9 mm

Tmin: 85.0 ms

CFC : N/A

P2 VC SAE / P2 VC SAE [m/s]

Const.: 122 Fact.: 1.3



Max: 0.0443 m/s

Tmax: 83.5 ms

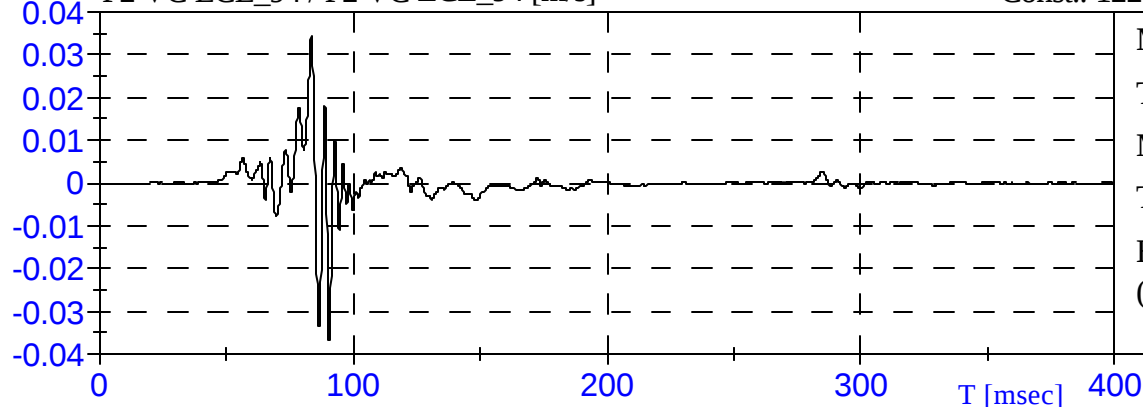
Min: -0.0561 m/s

Tmin: 90.3 ms

SAE J1727 (96-08)

P2 VC ECE_94 / P2 VC ECE_94 [m/s]

Const.: 122 Fact.: 1.3



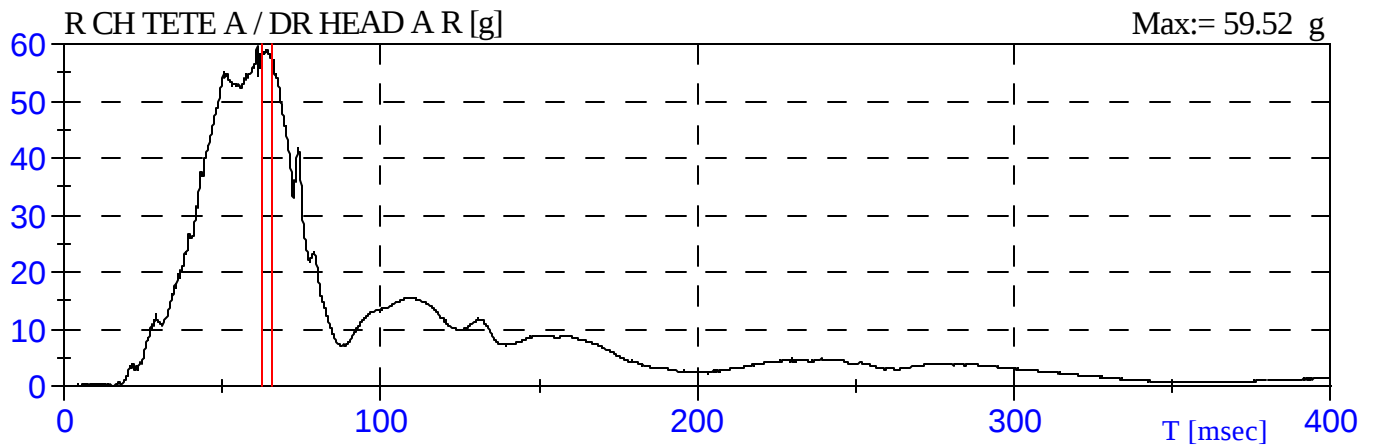
Max: 0.0344 m/s

Tmax: 83.5 ms

Min: -0.0370 m/s

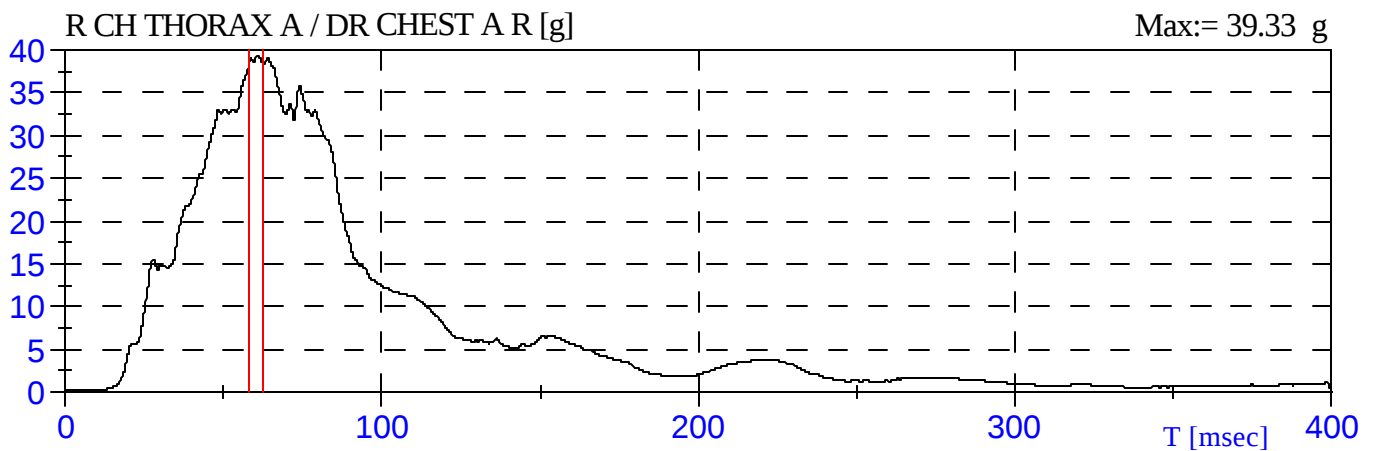
Tmin: 90.5 ms

ECE 94: 96/79/EG
(96-12-16)



CLIP 3ms *

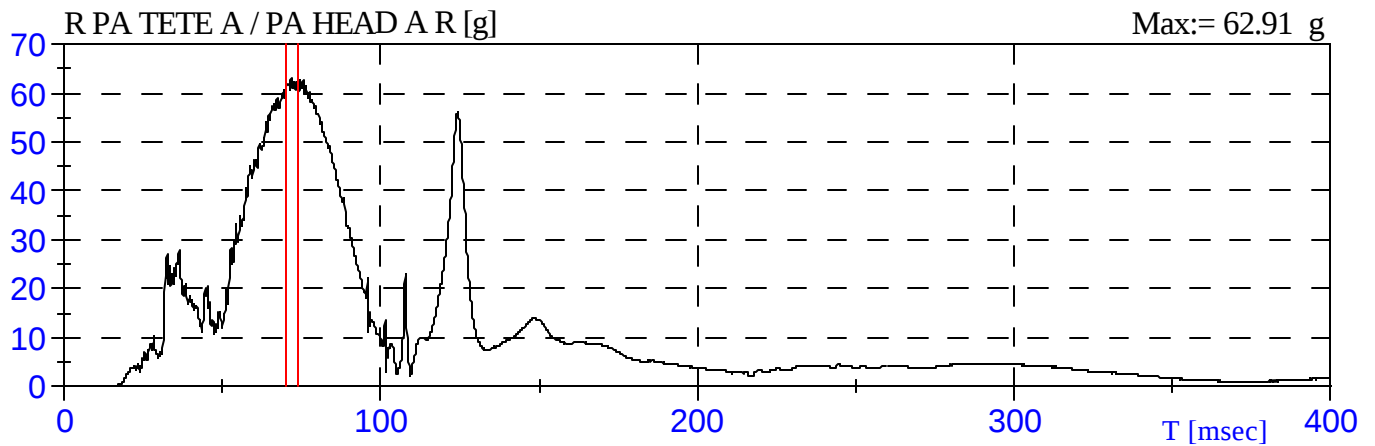
Acc. := 57.67 g	T1:= 62.3 ms	T2:= 65.3 ms
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CLIP 3ms *

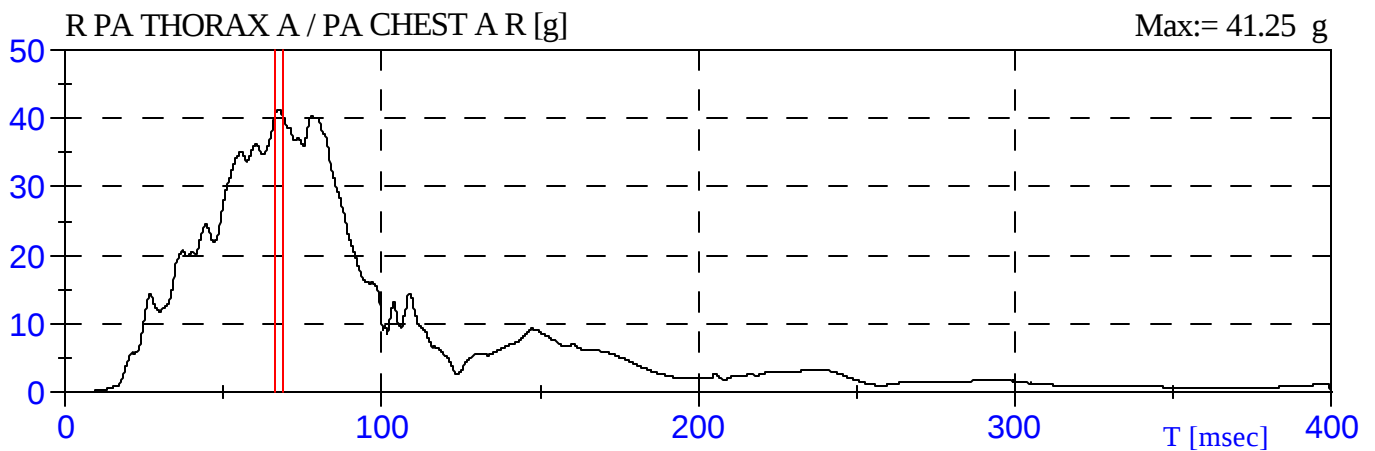
Acc. := 38.62 g	T1:= 58.2 ms	T2:= 62.3 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 60.50 g	T1:= 70.1 ms	T2:= 74.0 ms
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CLIP 3ms *

Acc. := 40.03 g	T1:= 66.1 ms	T2:= 69.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

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

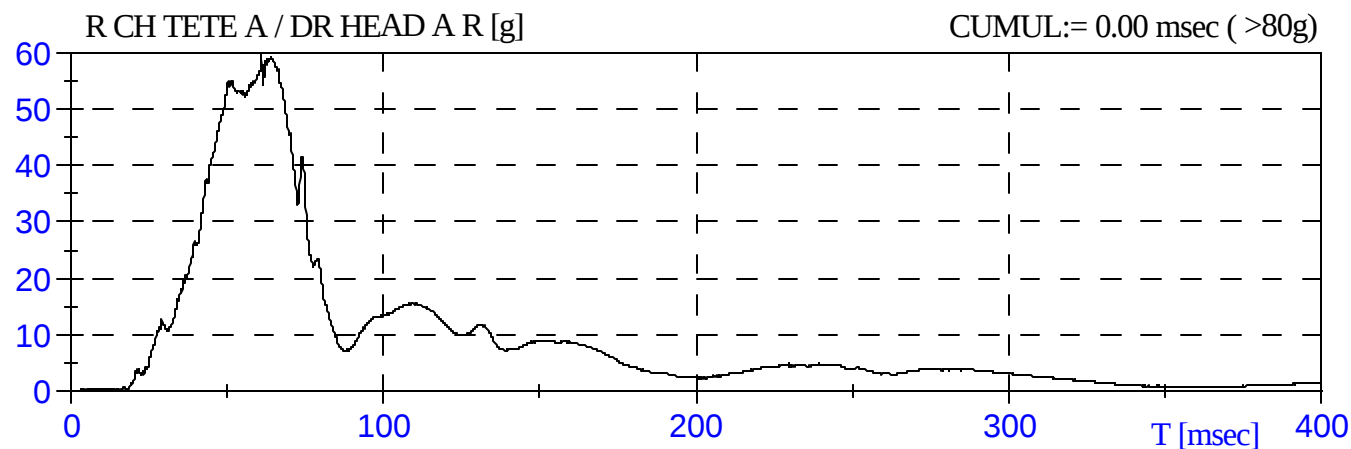
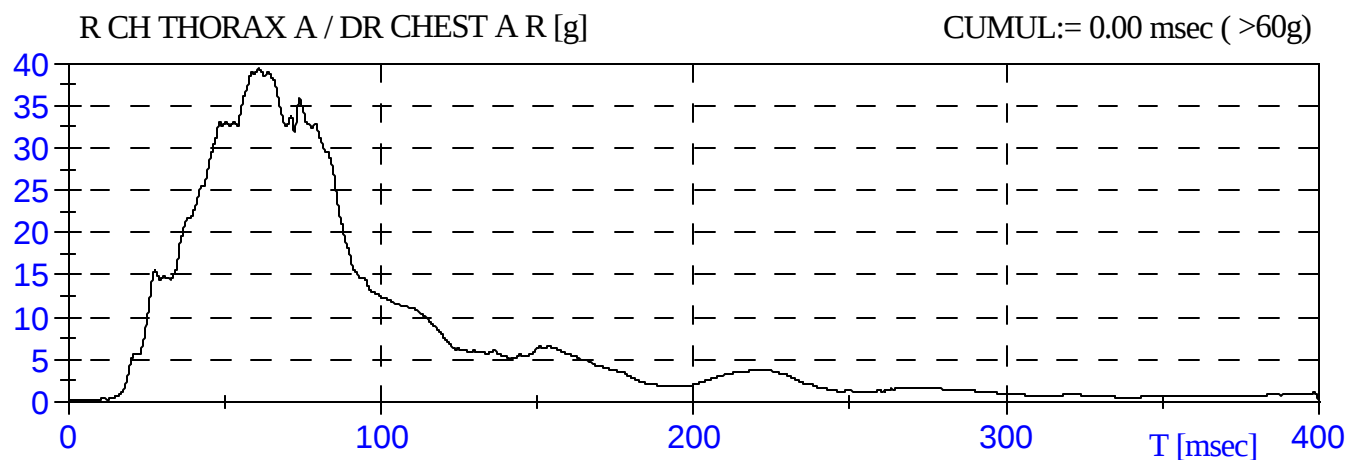
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.694	0.935
BAS / LOWER	0.567	2.055

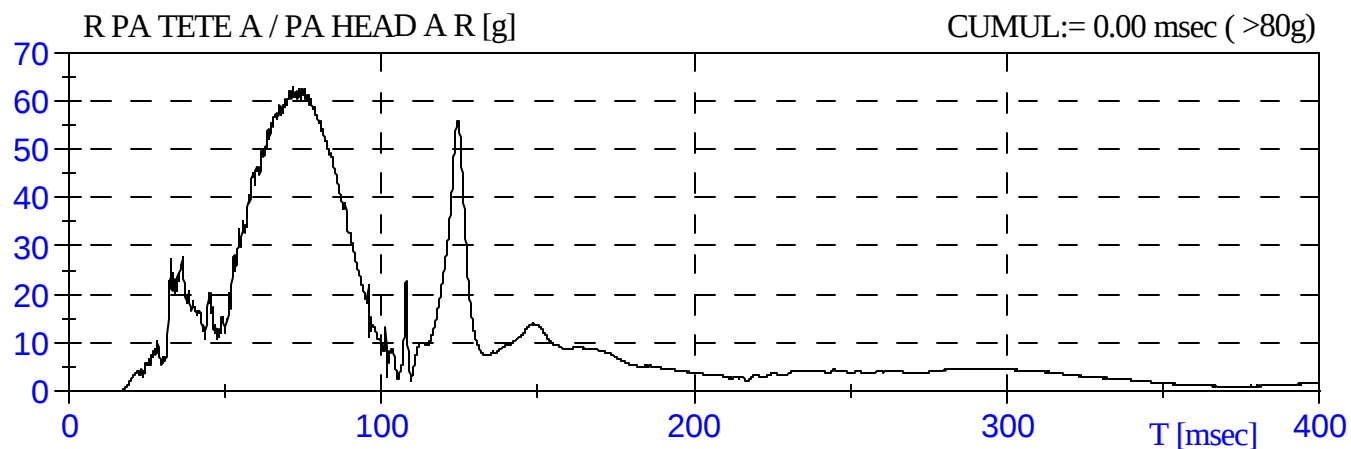
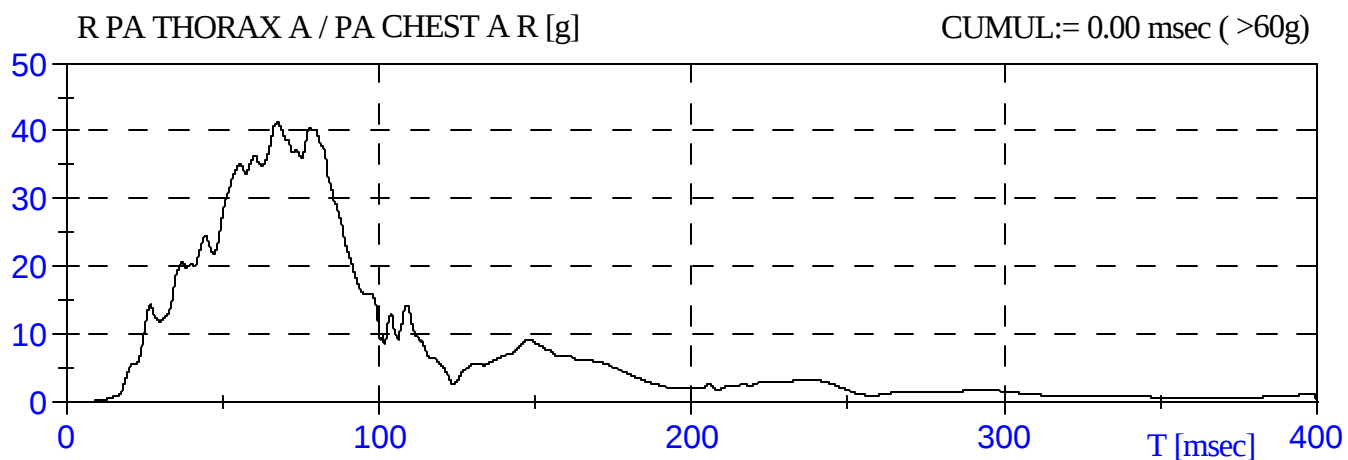
TI Passager / Passenger

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

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.329	1.031
BAS / LOWER	0.927	1.428

* 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

 $N_{ij}^* = 1.23$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
1.23	0.51	0.34	0.06	Fc	155
				Ec	67

Passager / Passenger

 $N_{ij}^* = 0.50$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.42	0.50	0.17	0.07	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

CH IR BD DX: Transitoire réparé de 64.2 ms à 136.8 ms.

DR IR LR DX: Glitch removed from 64.2 ms to 136.8 ms.