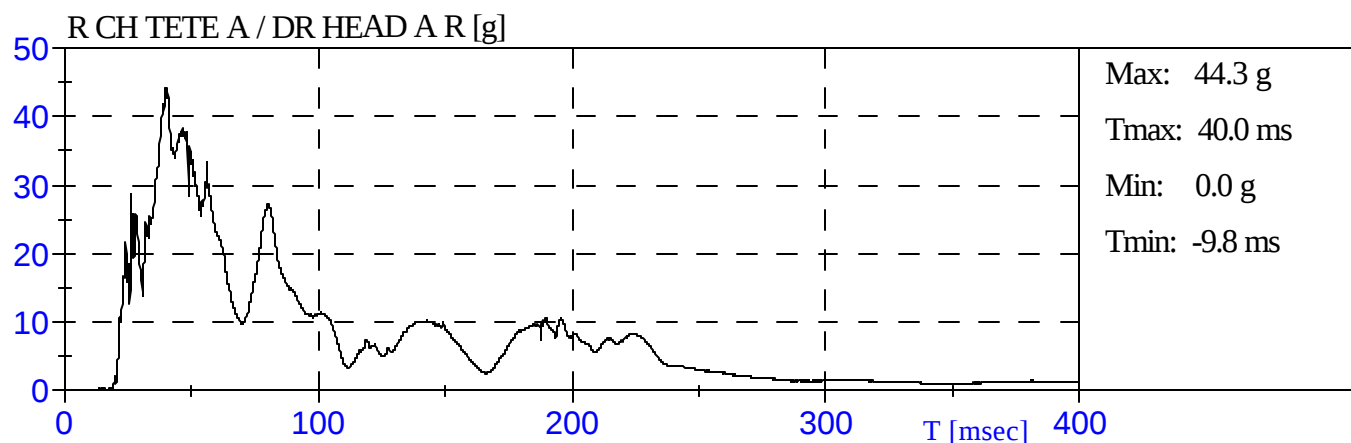
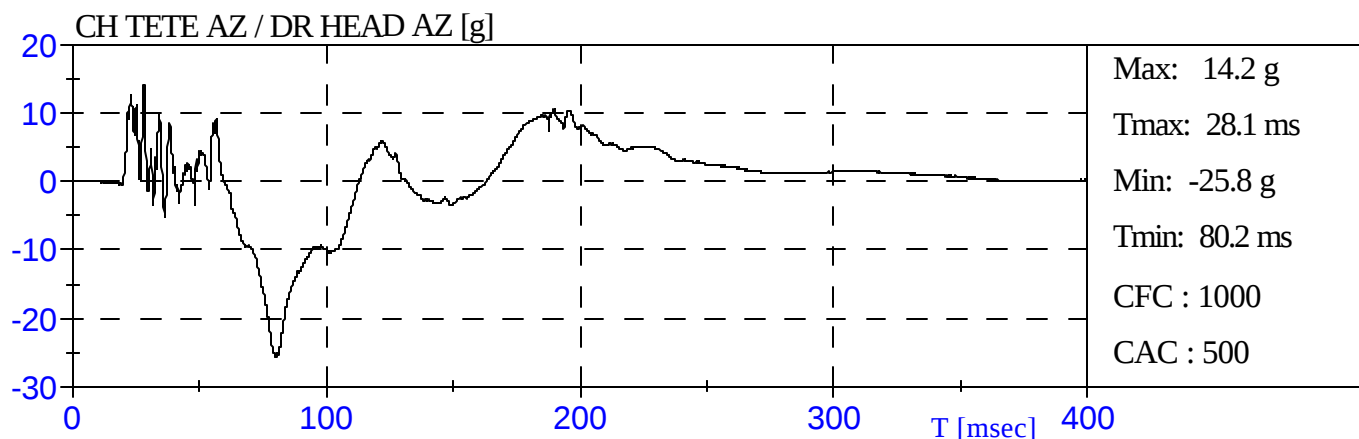
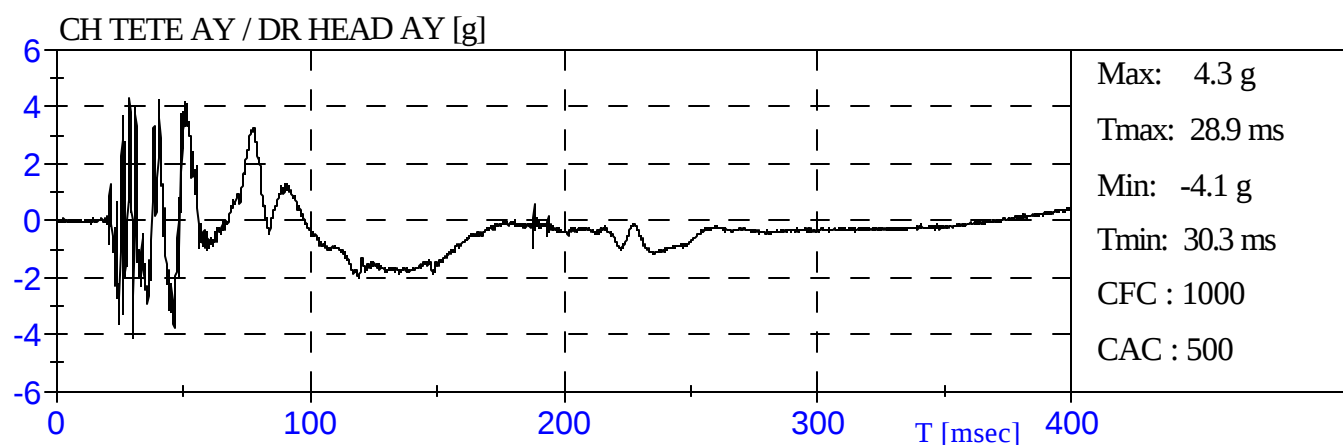
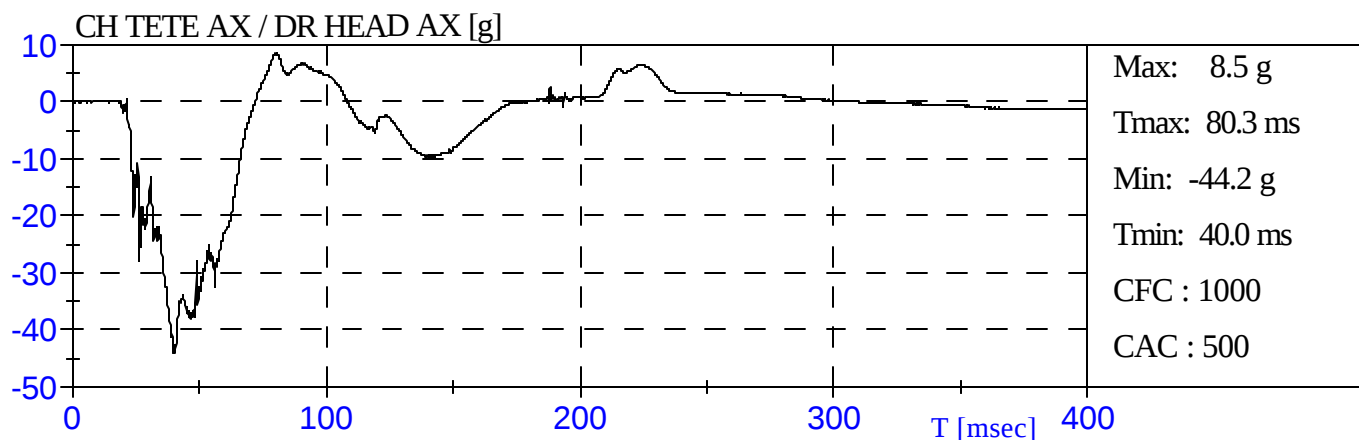
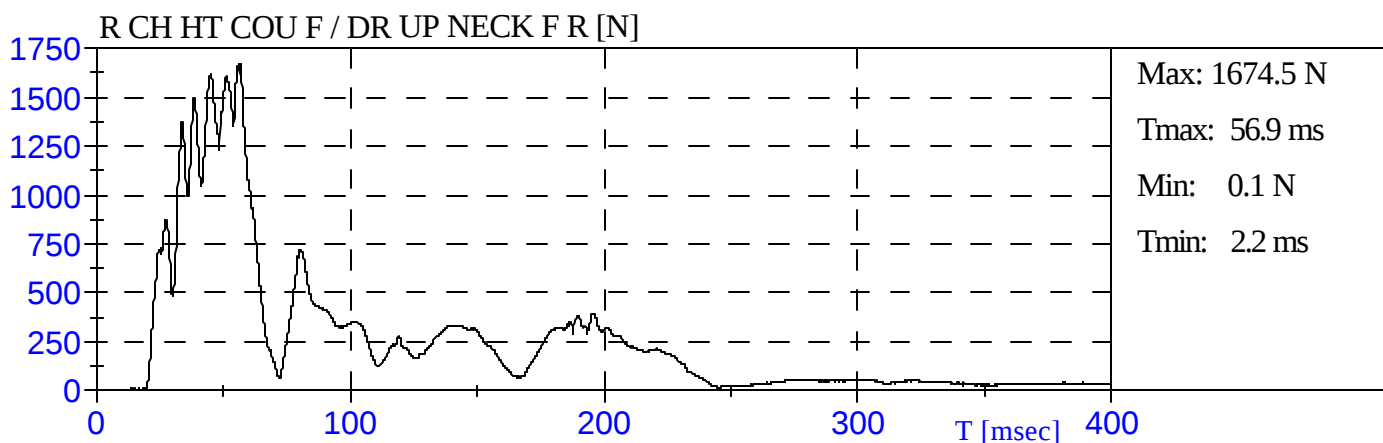
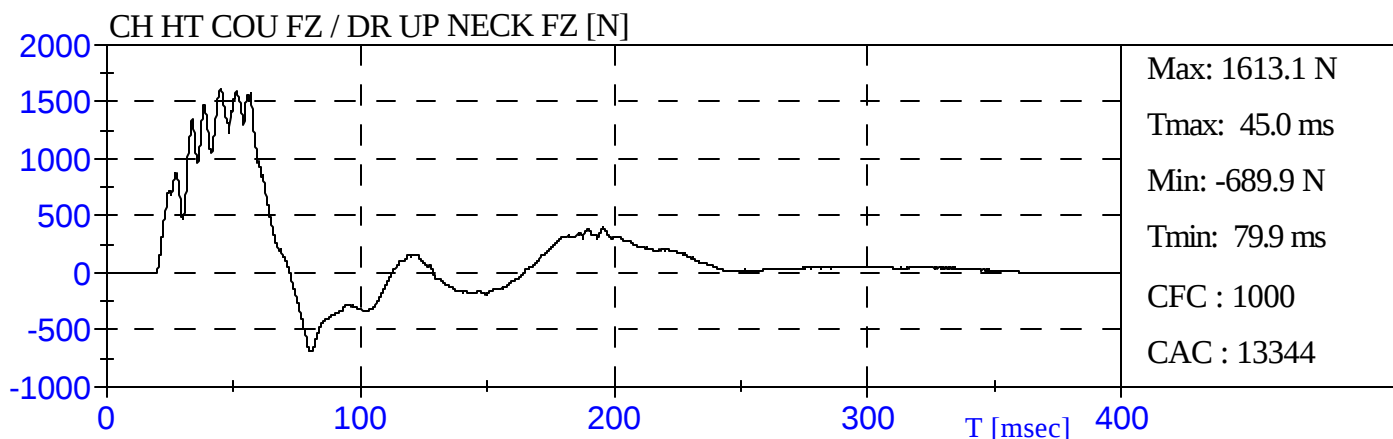
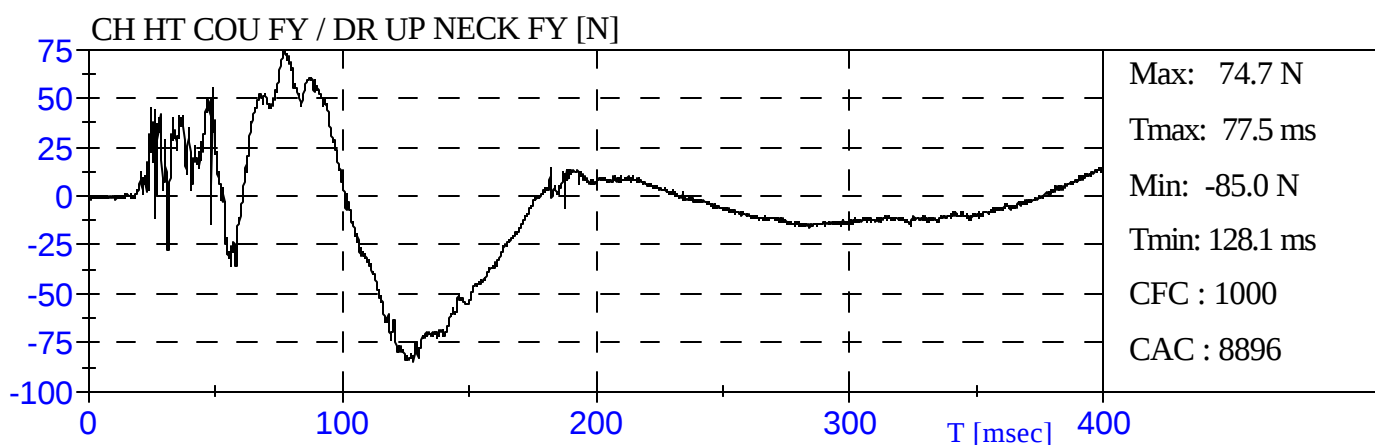
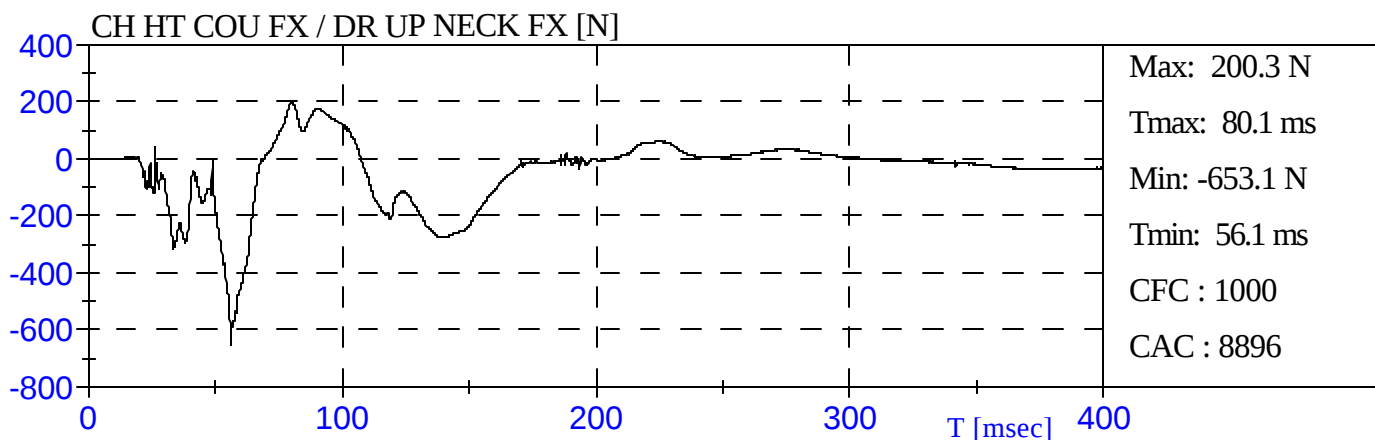
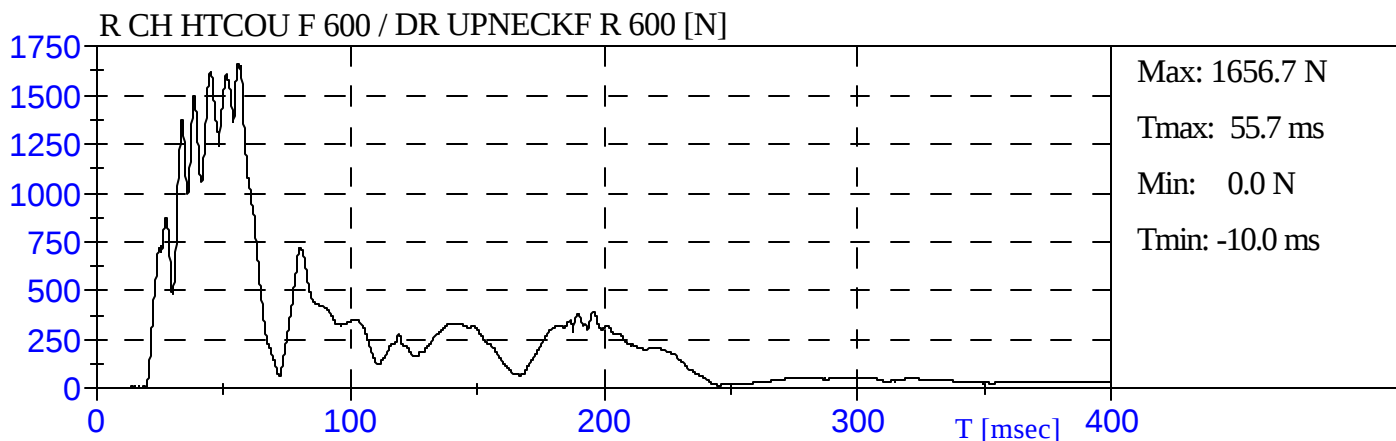
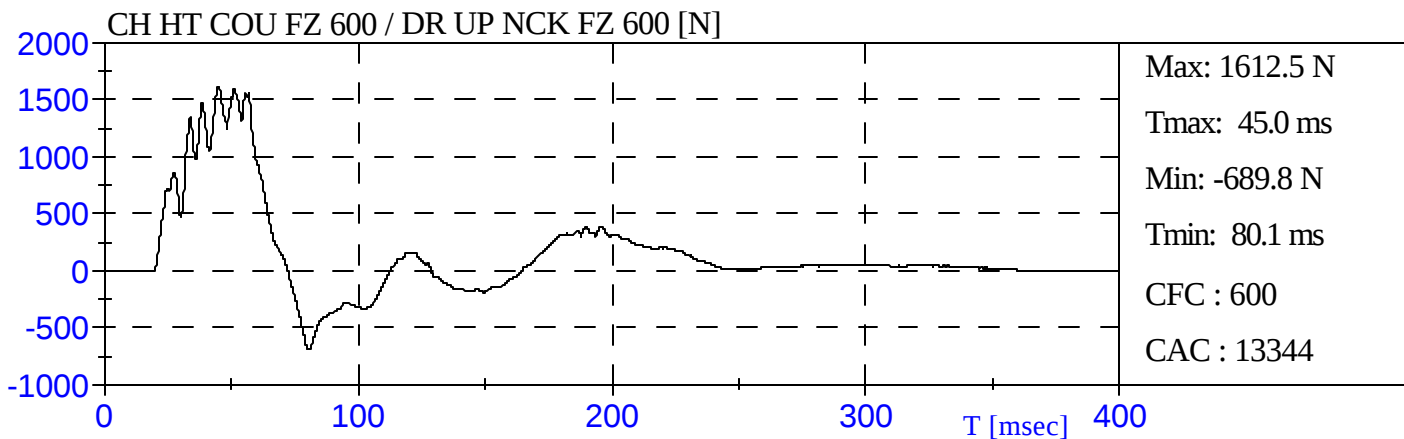
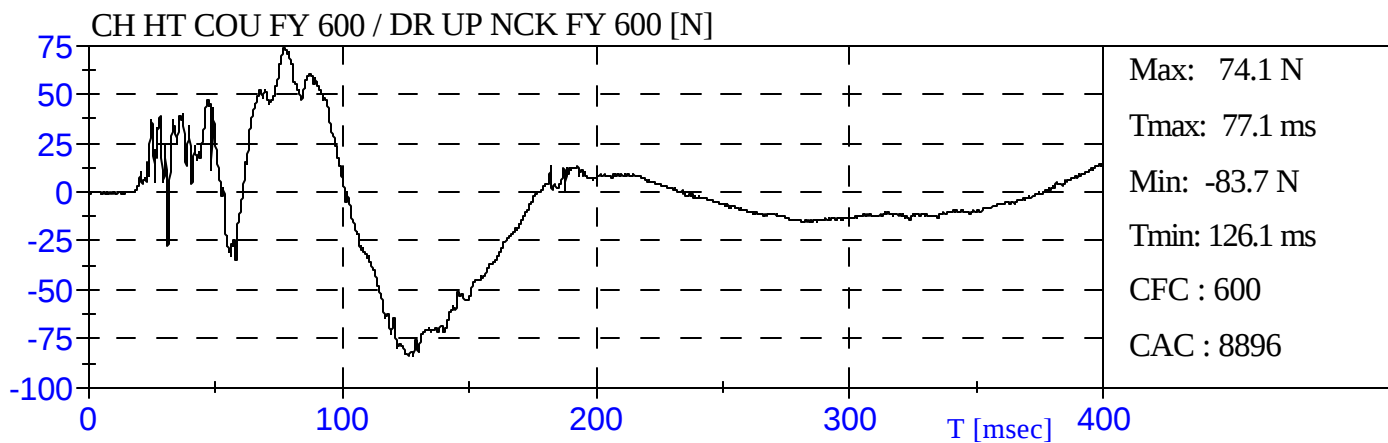
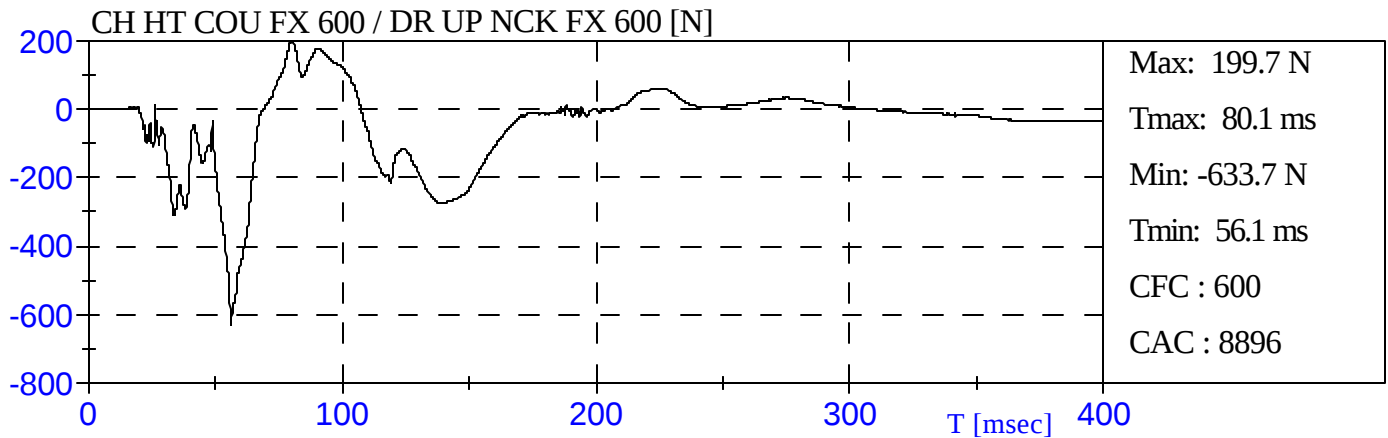
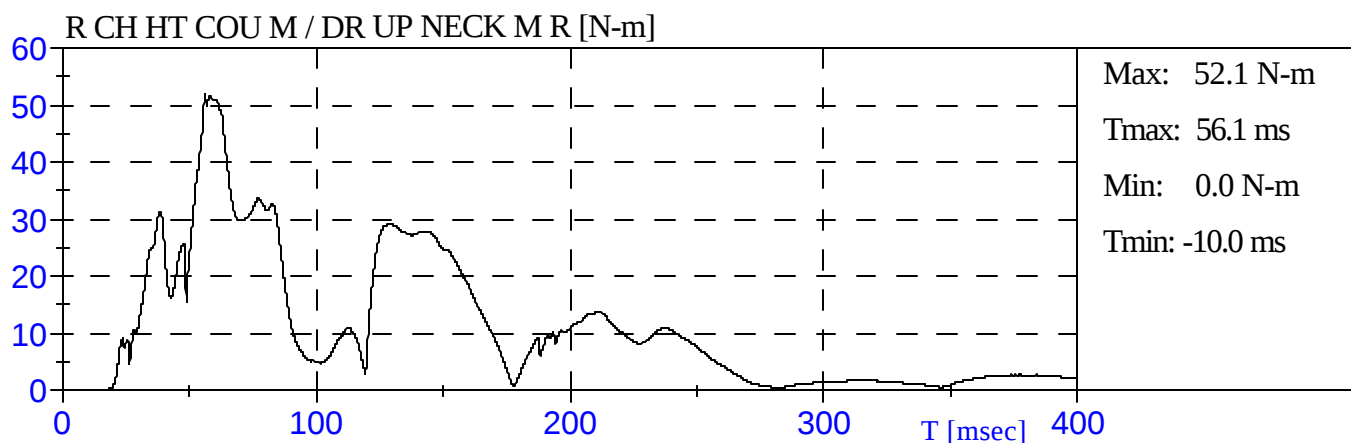
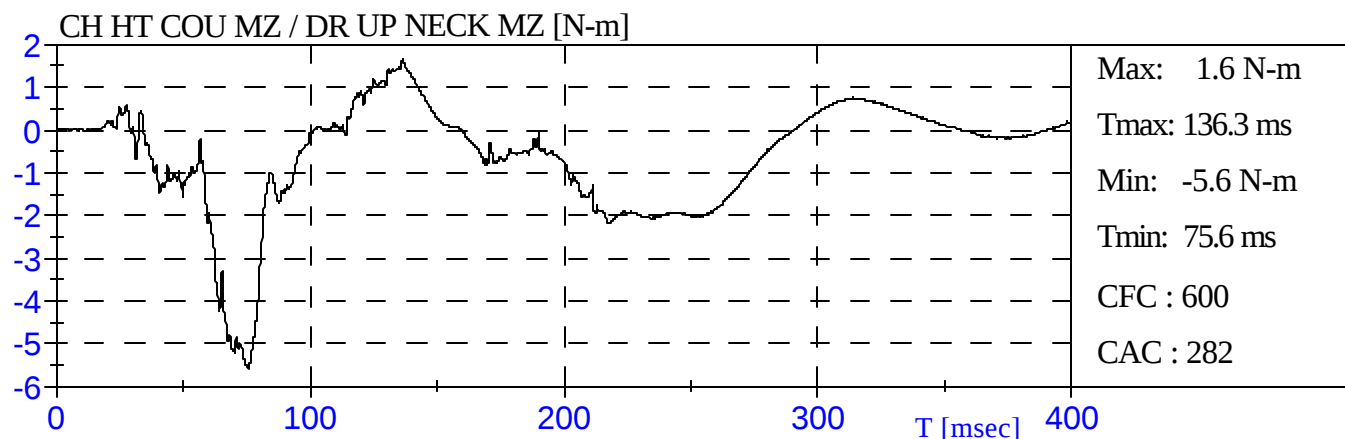
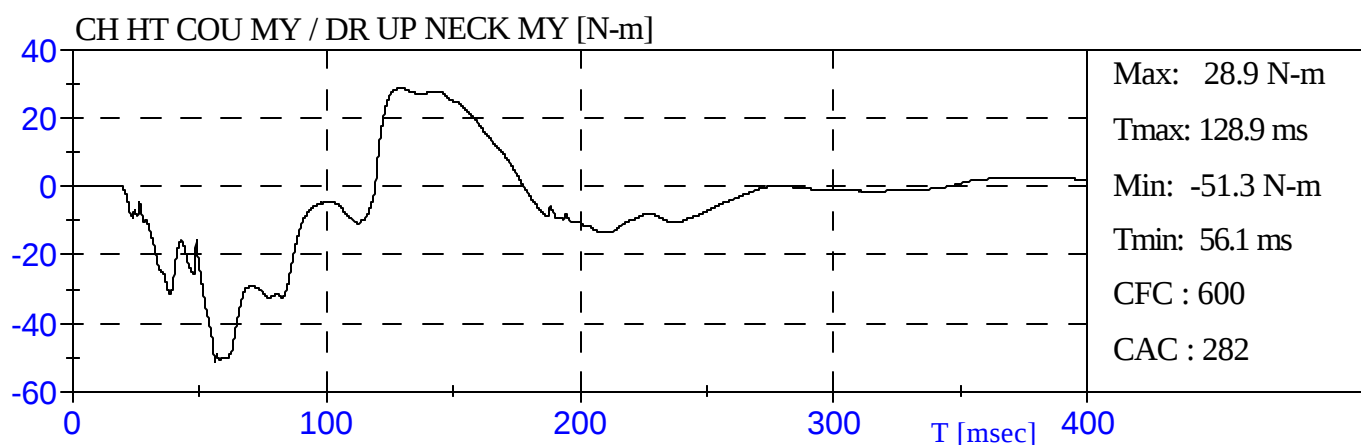
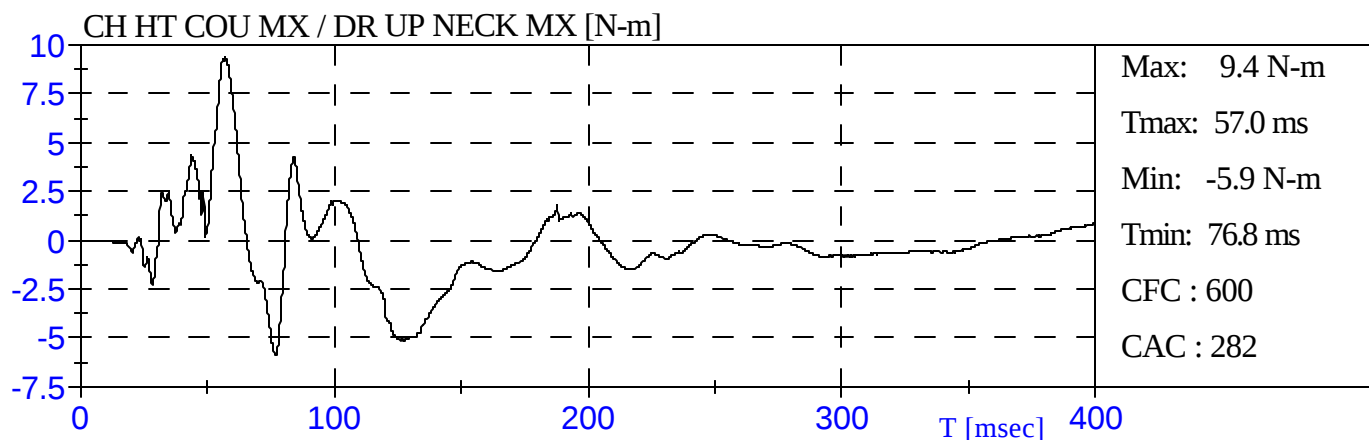


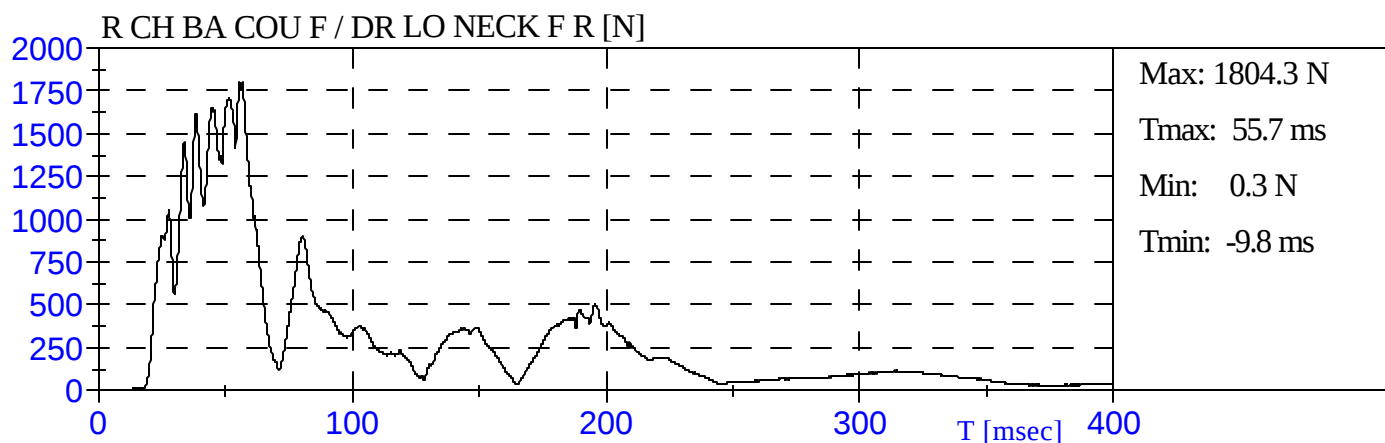
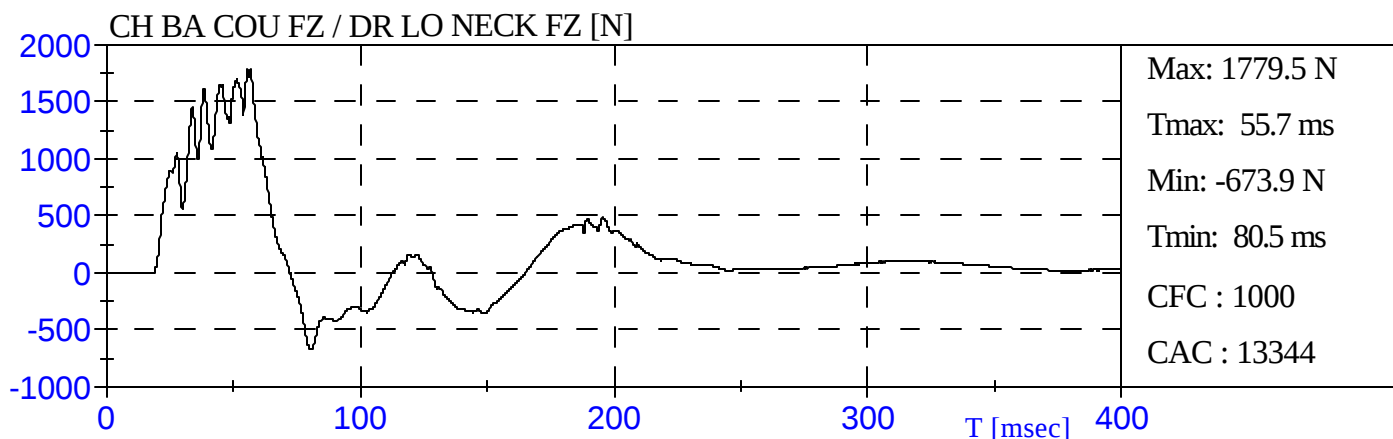
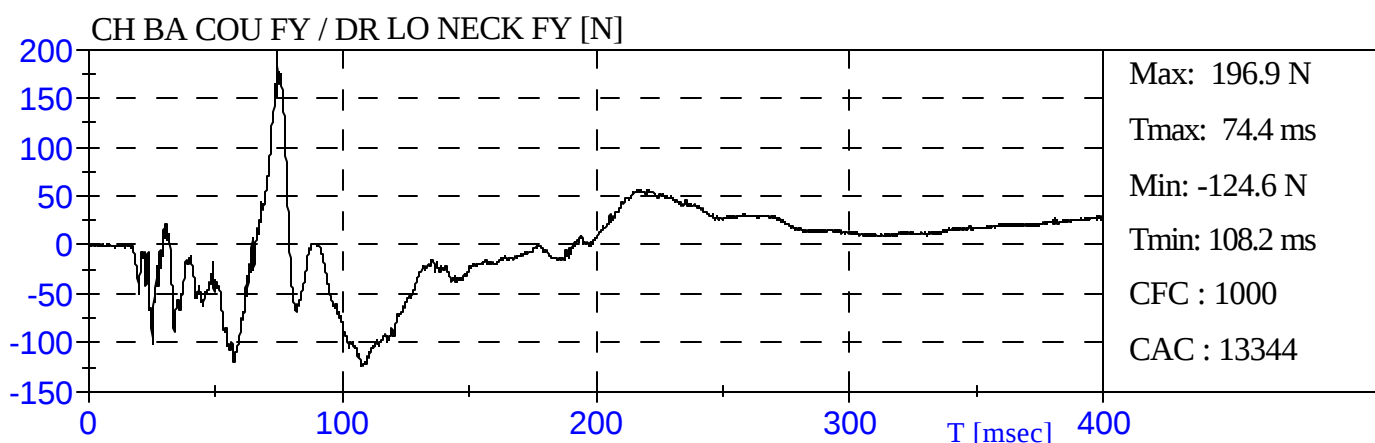
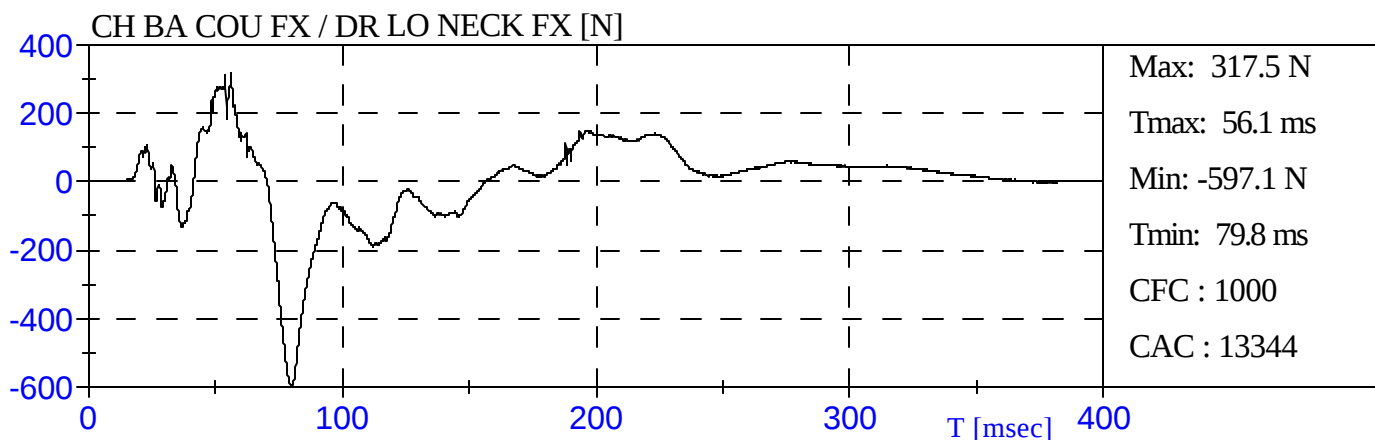
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	ACURA 1.7 EL 2003
Numéro de TC Tc Number	TC03-218
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-03-05
Titre du projet Project 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 centre) Passenger 2 (rear centre)	HYBRID III 6Y

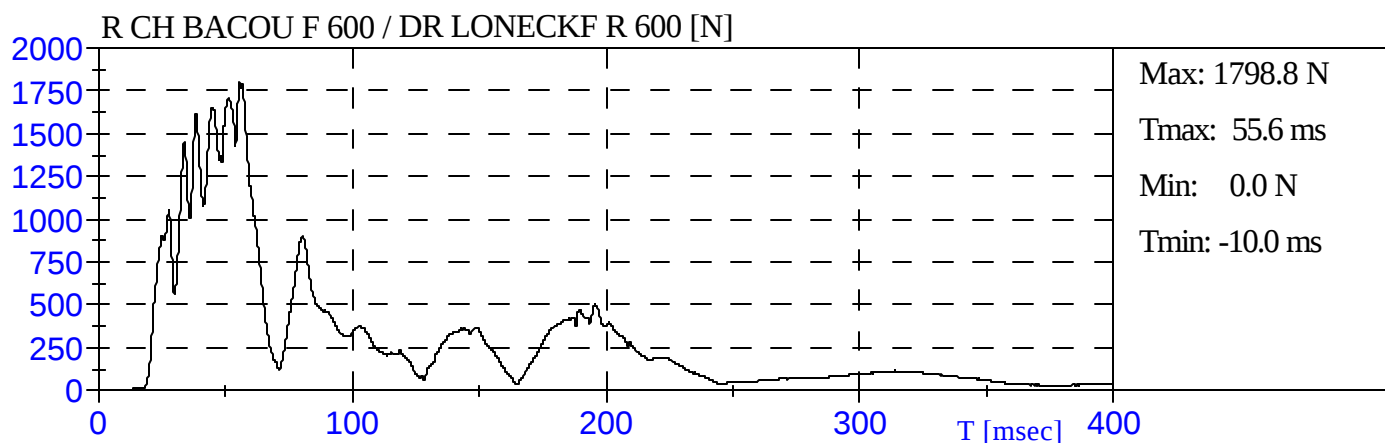
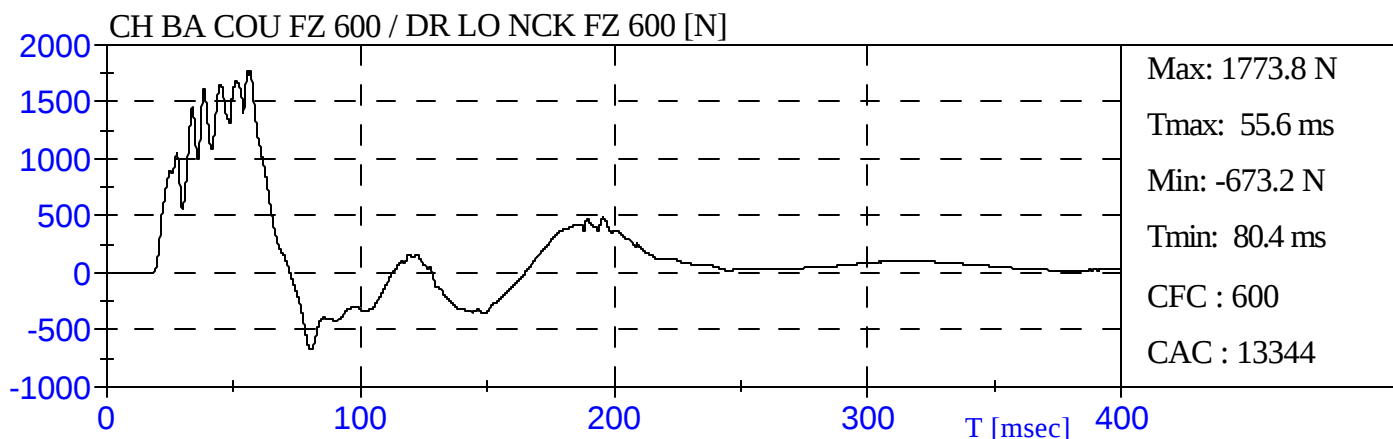
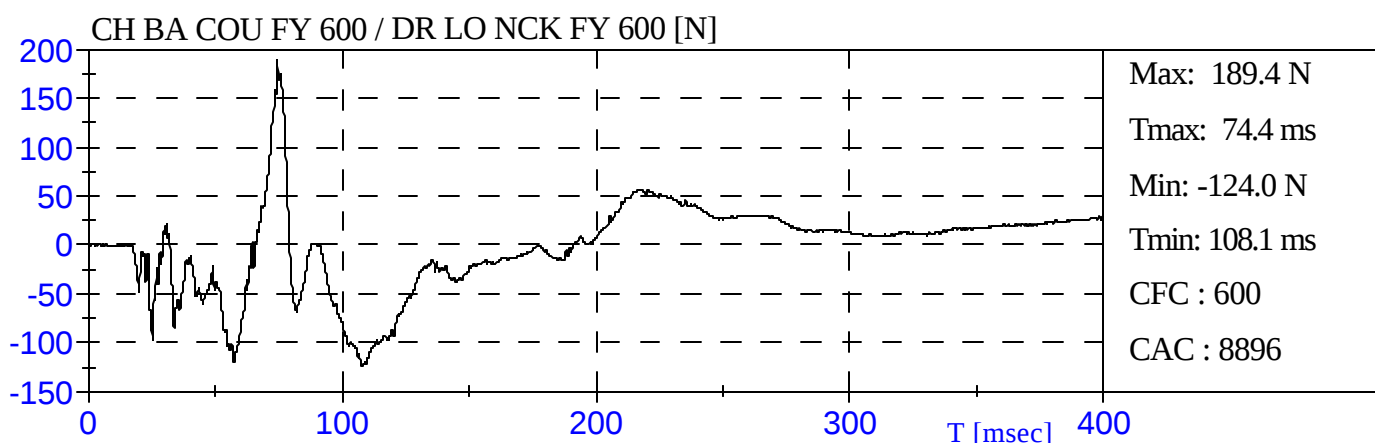
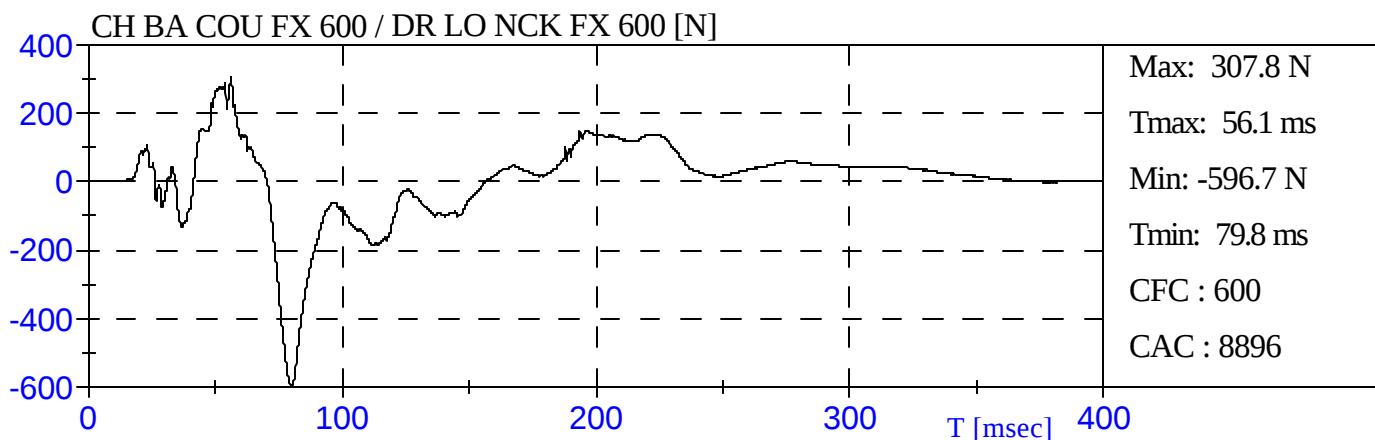


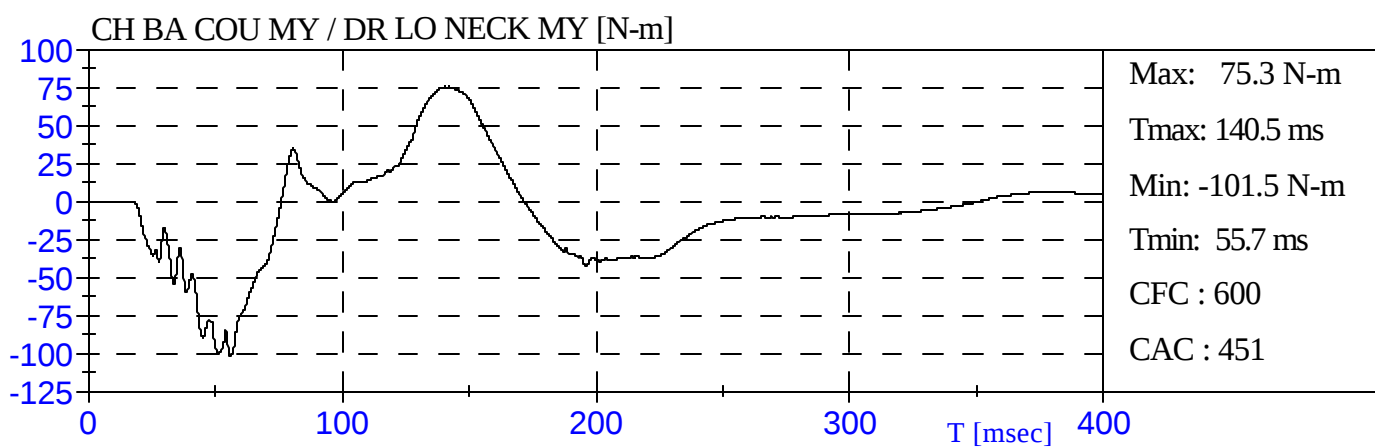
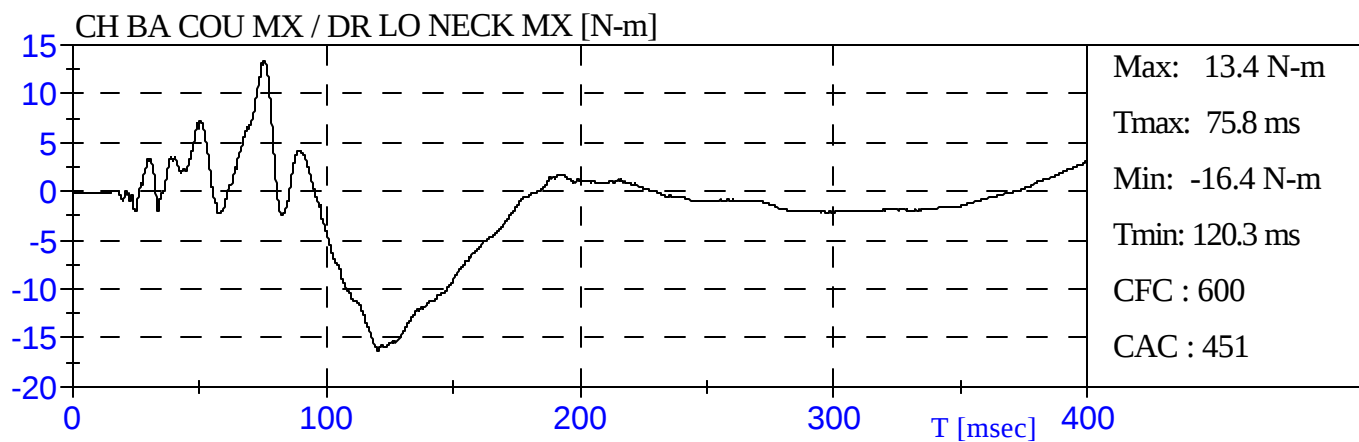


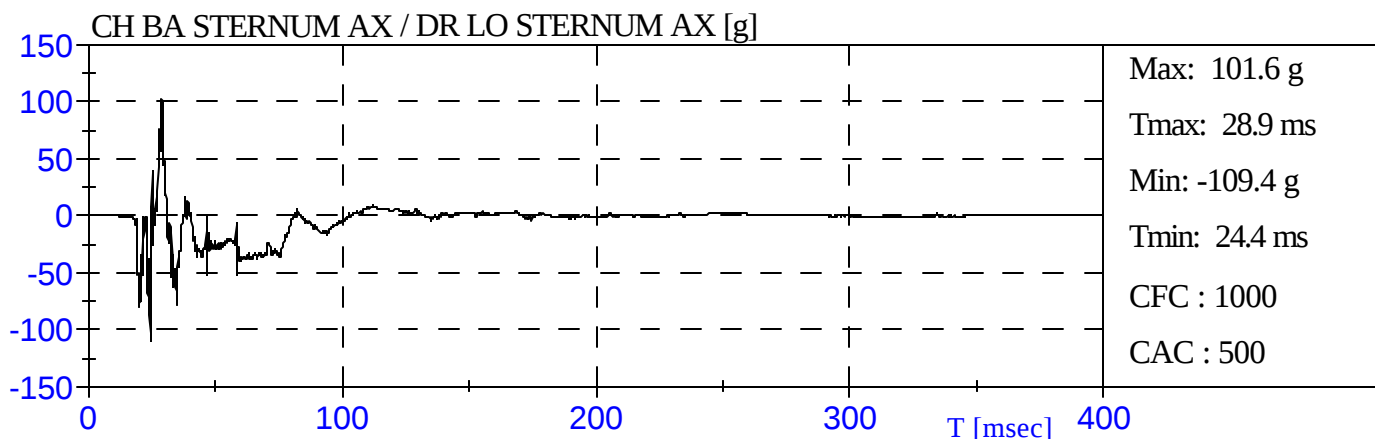
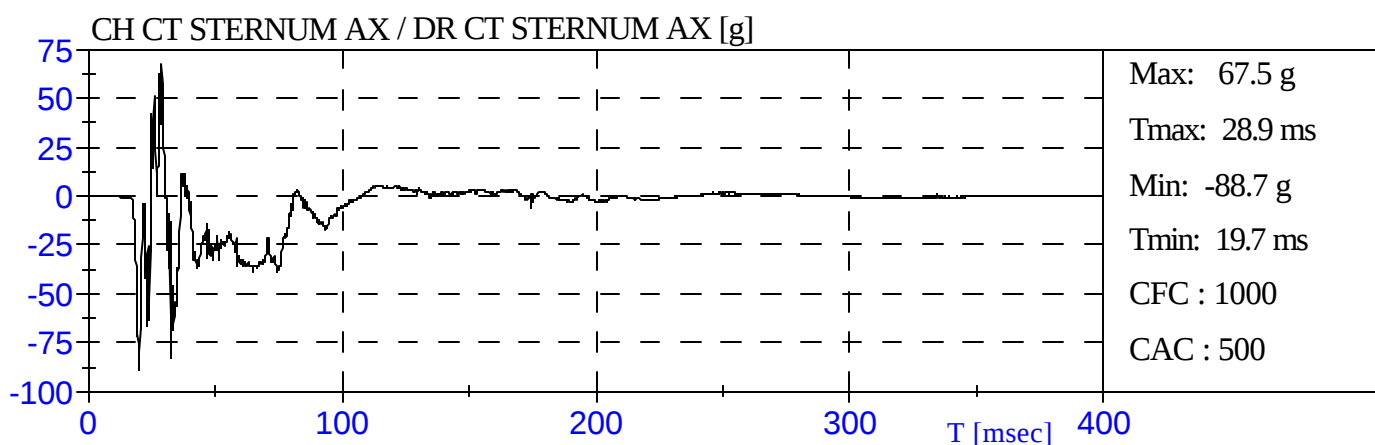
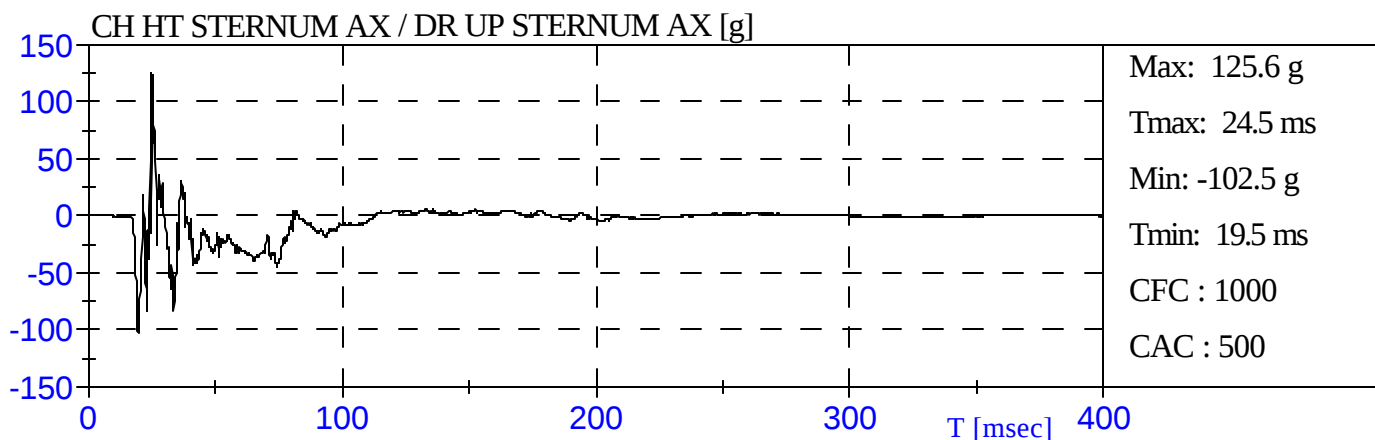


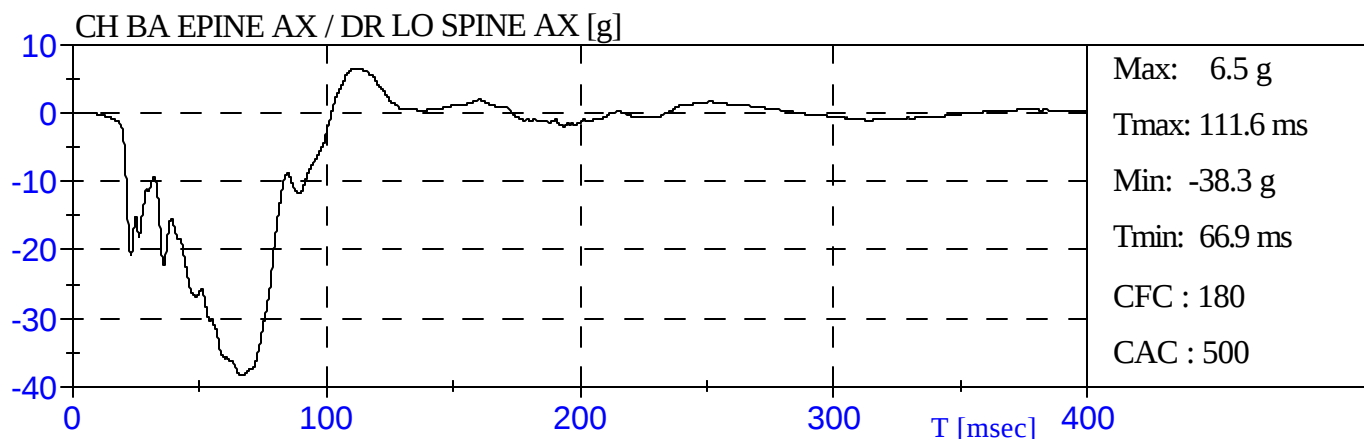
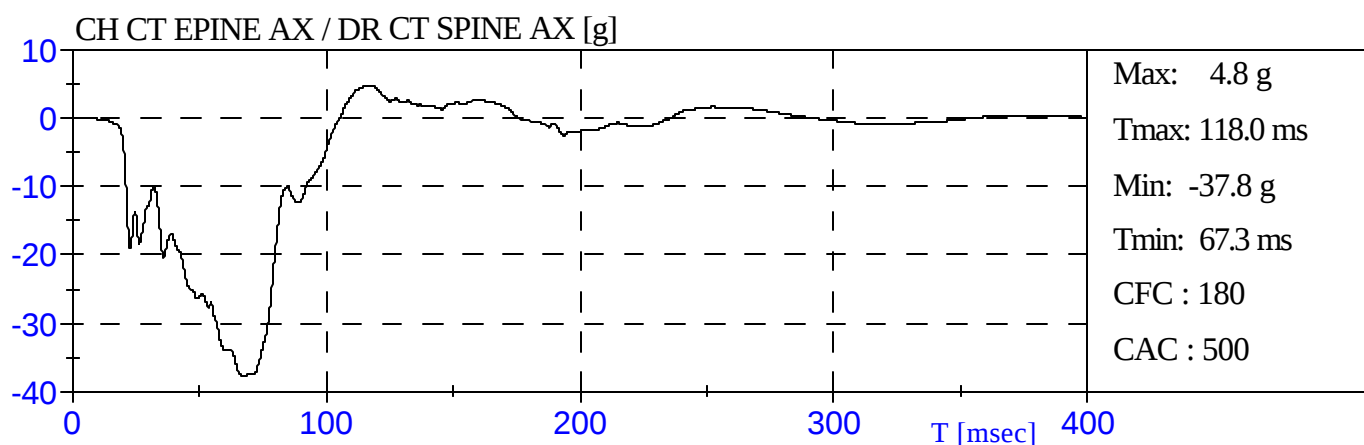
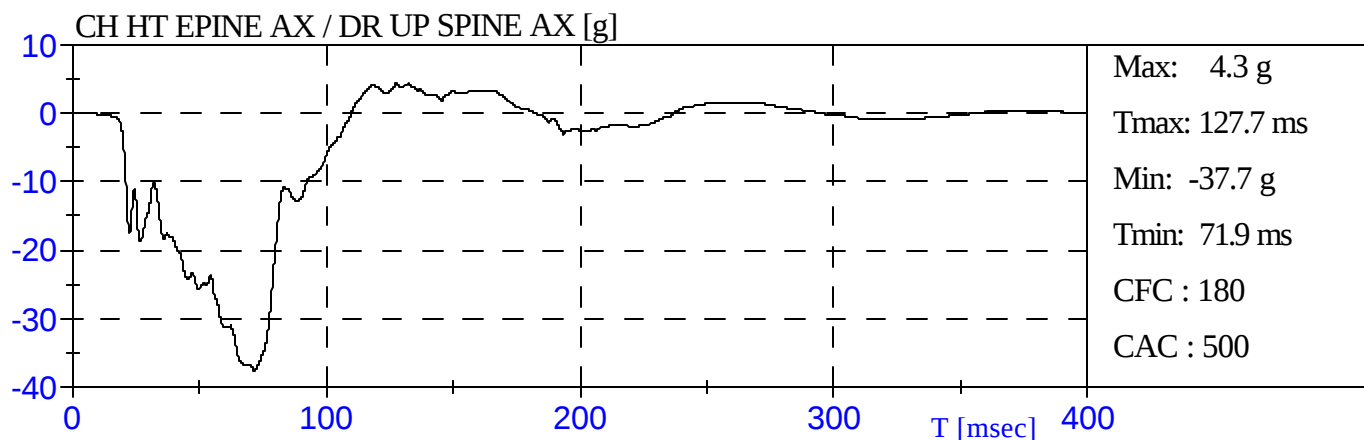


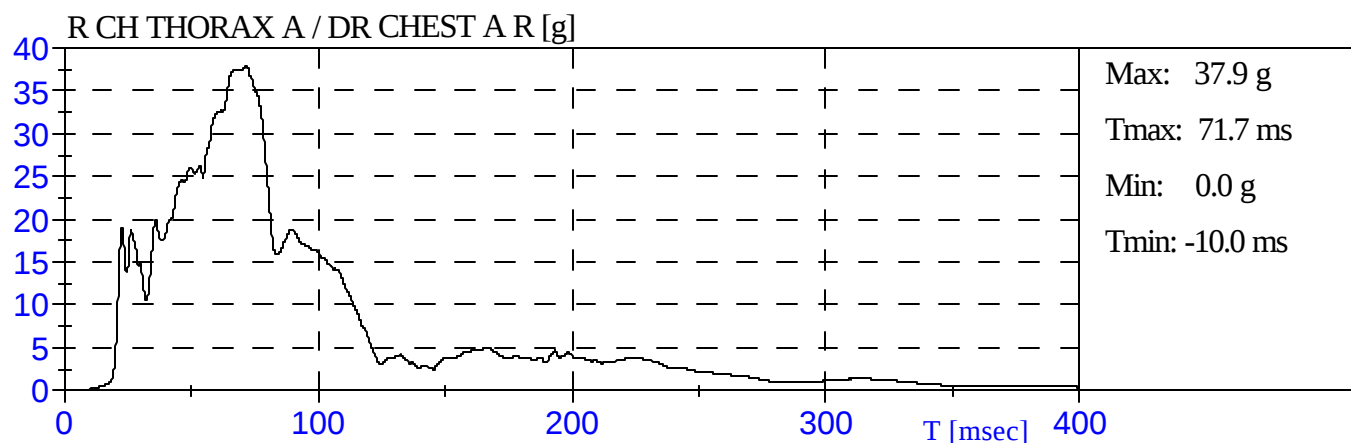
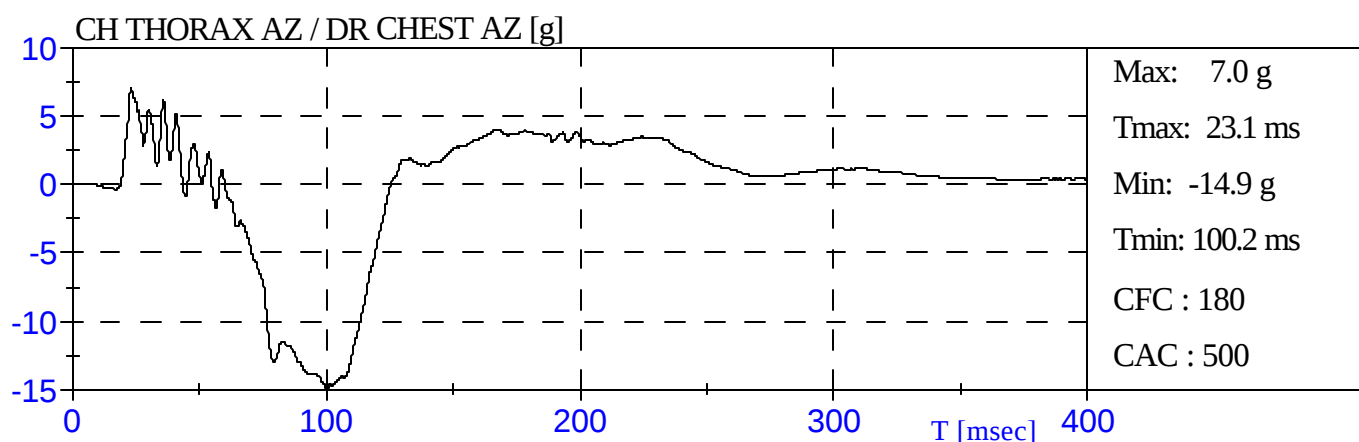
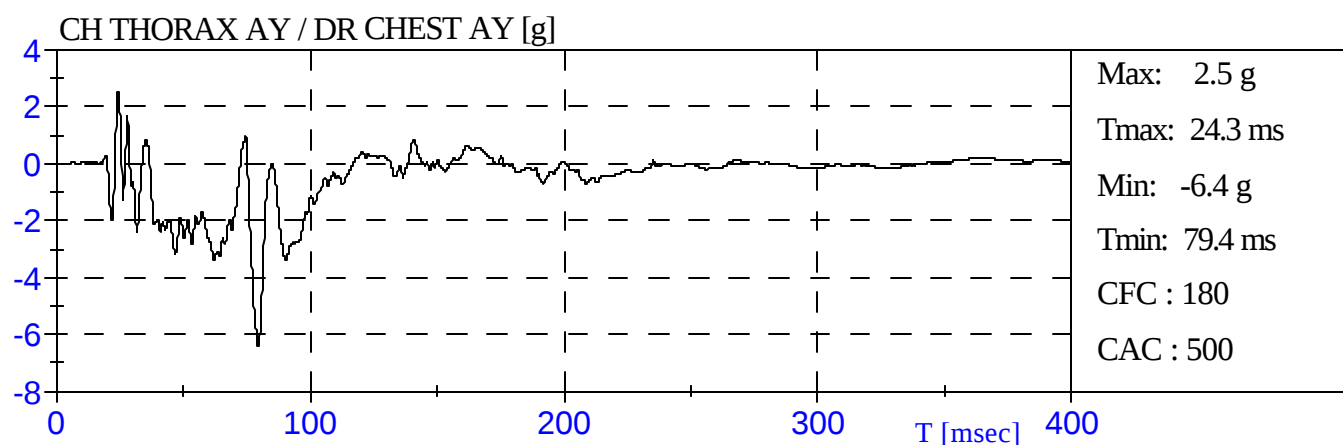
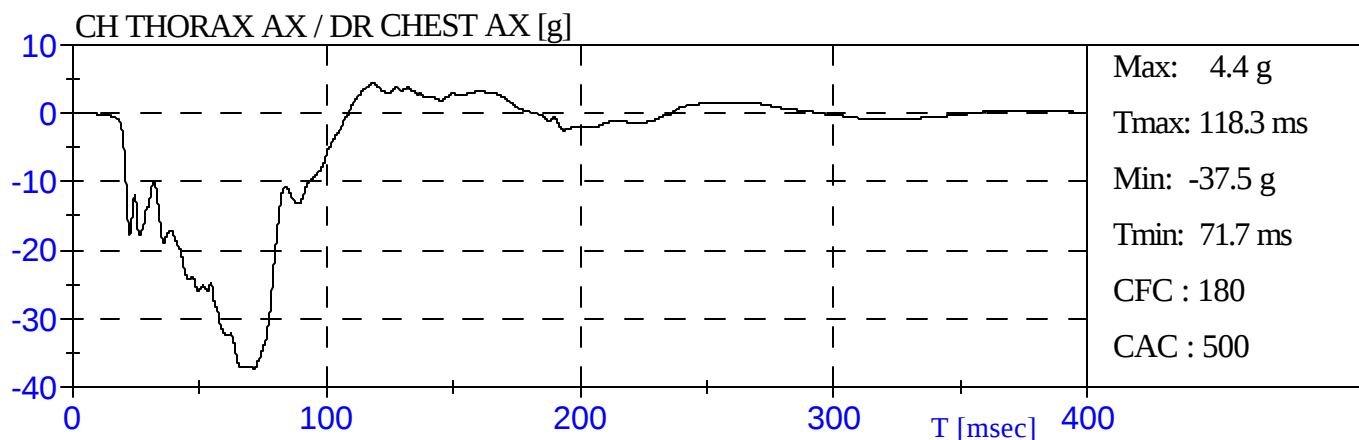


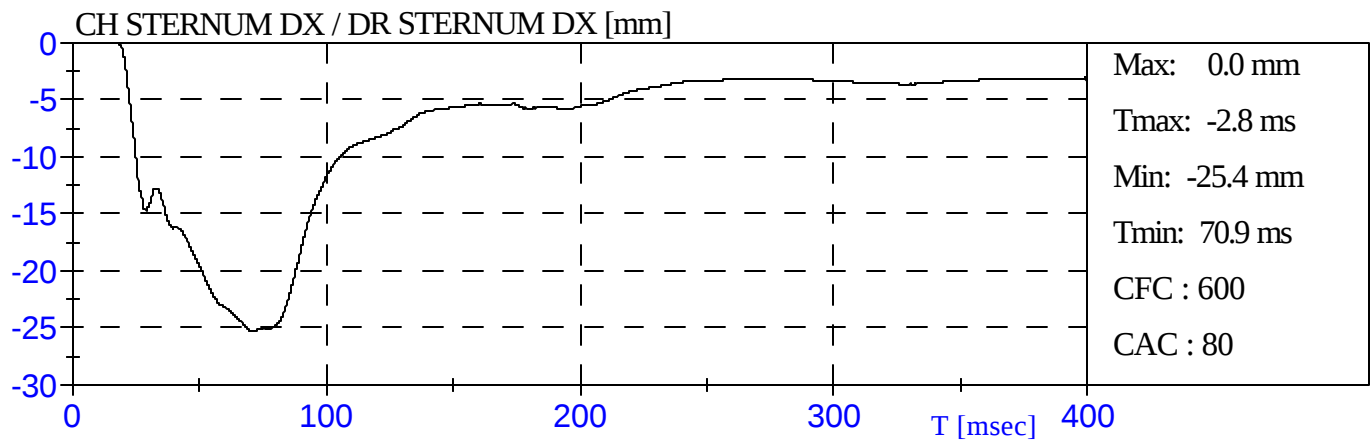


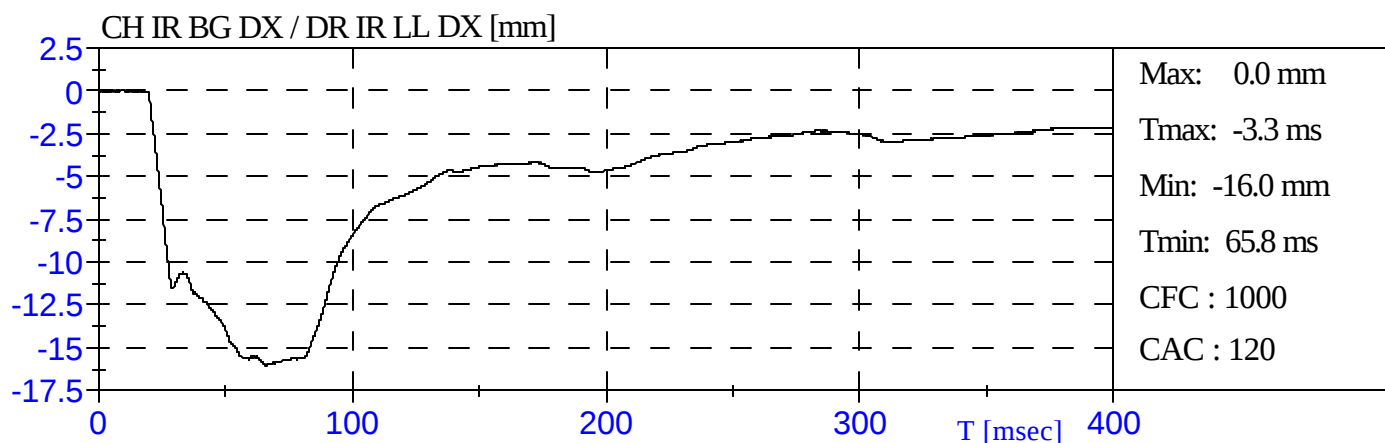
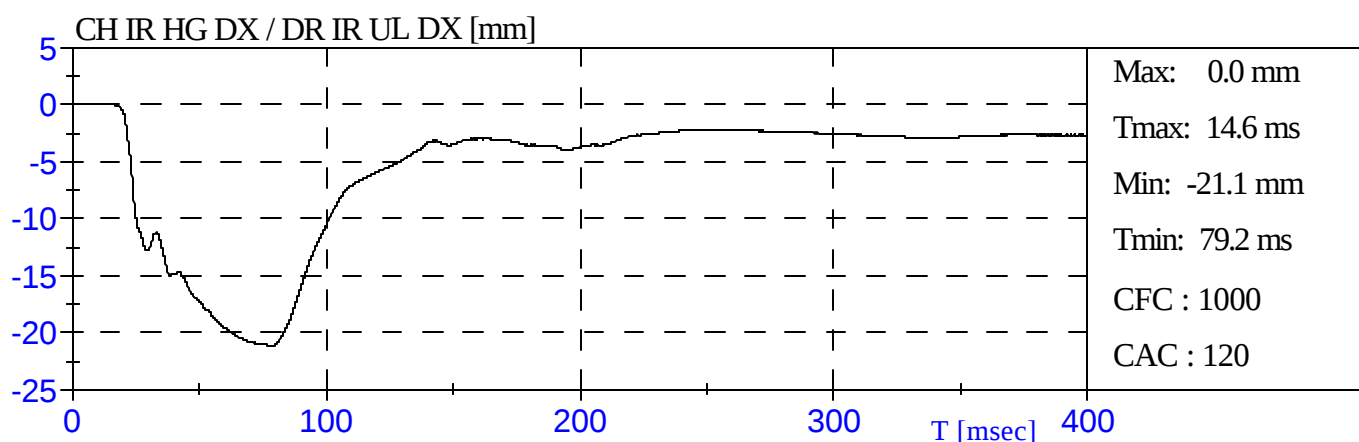
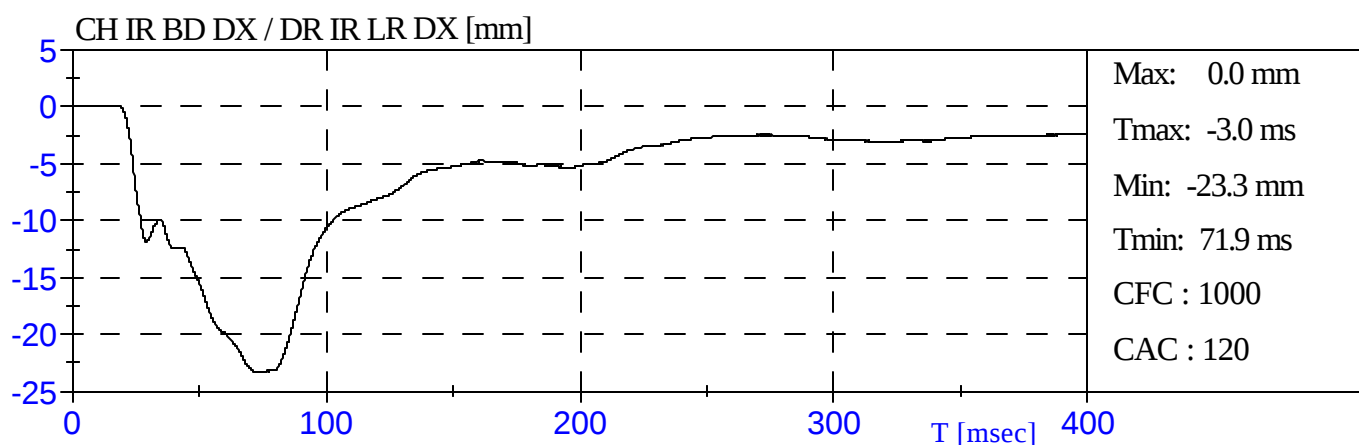
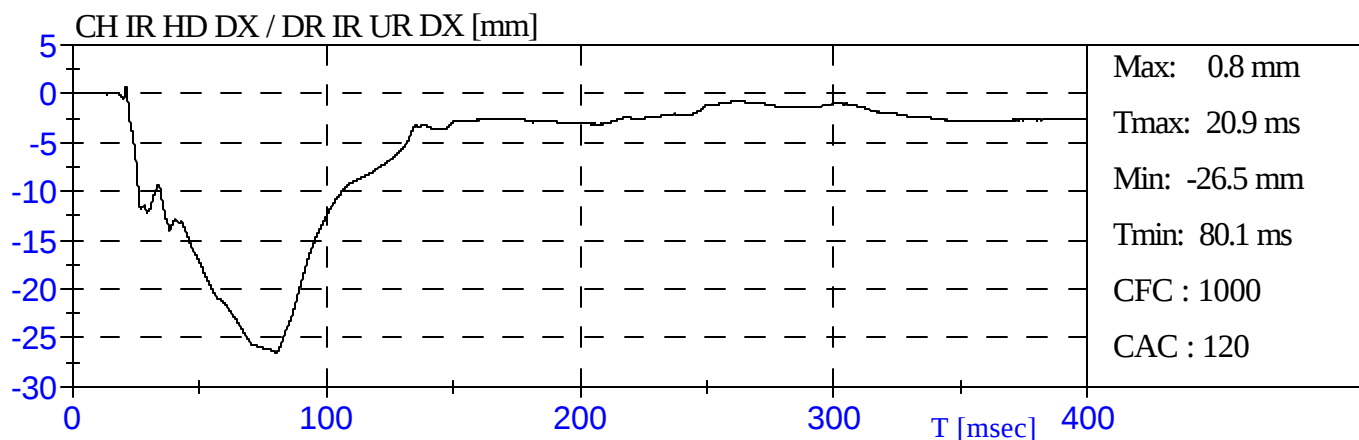


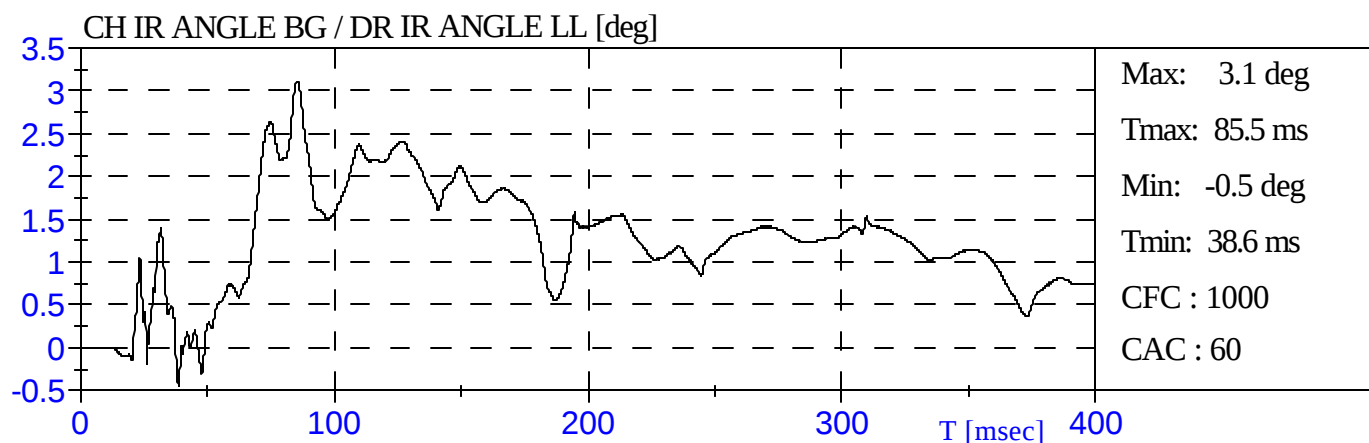
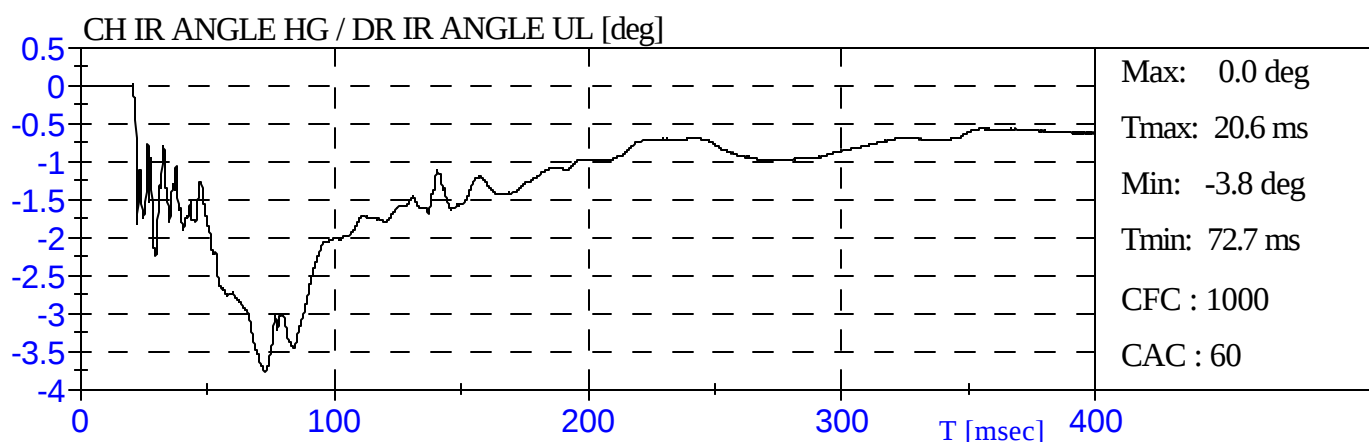
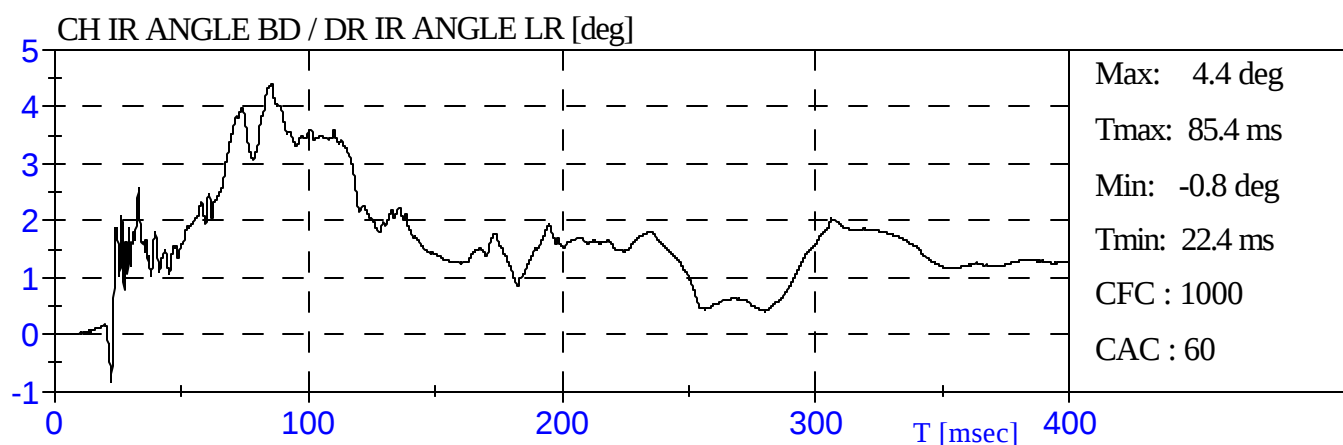
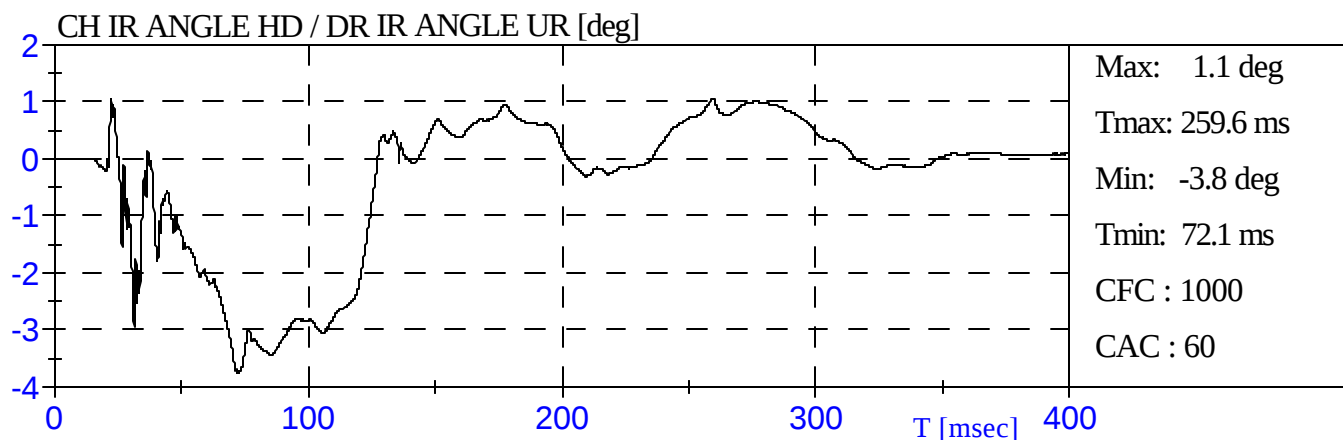


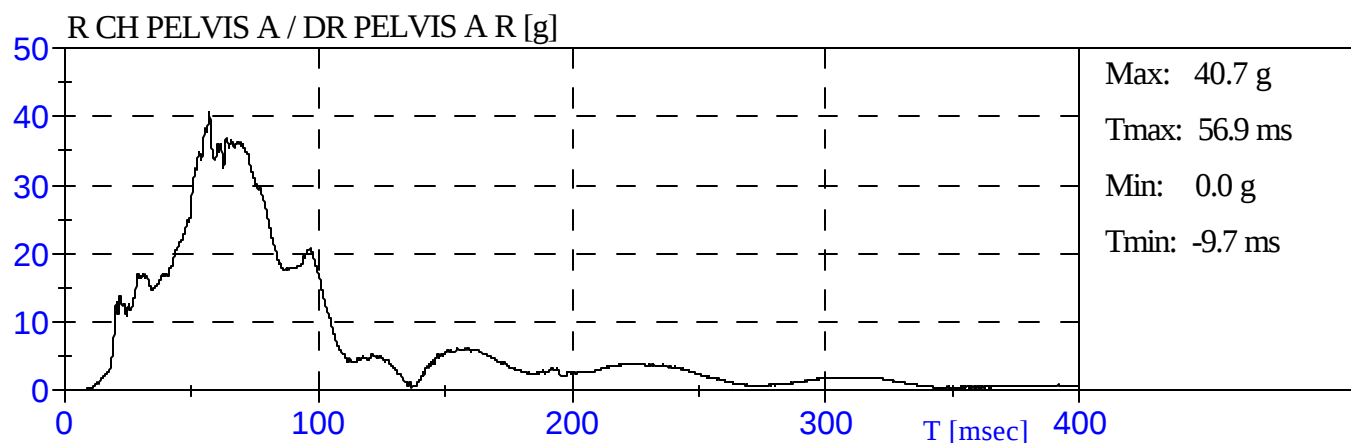
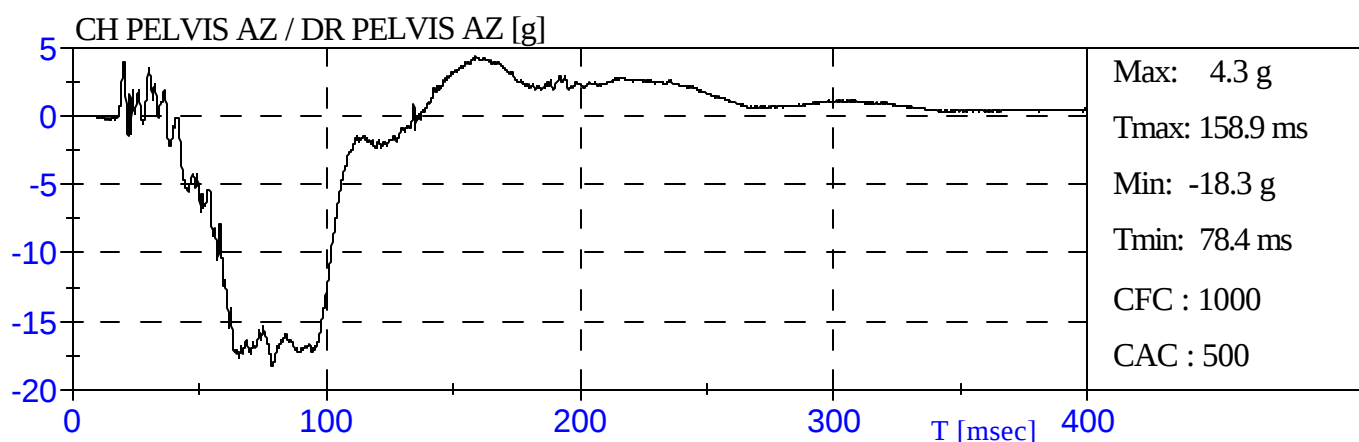
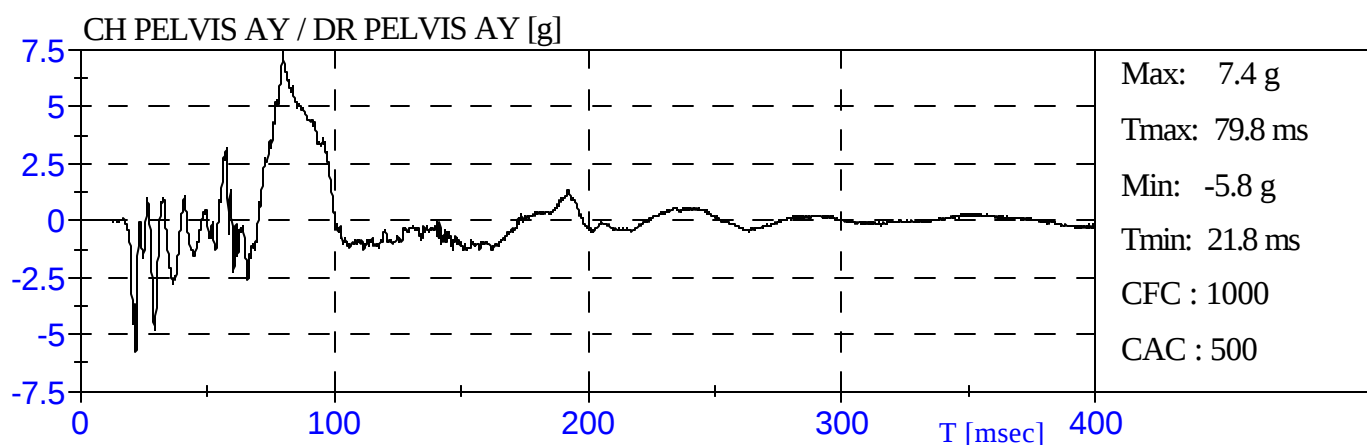
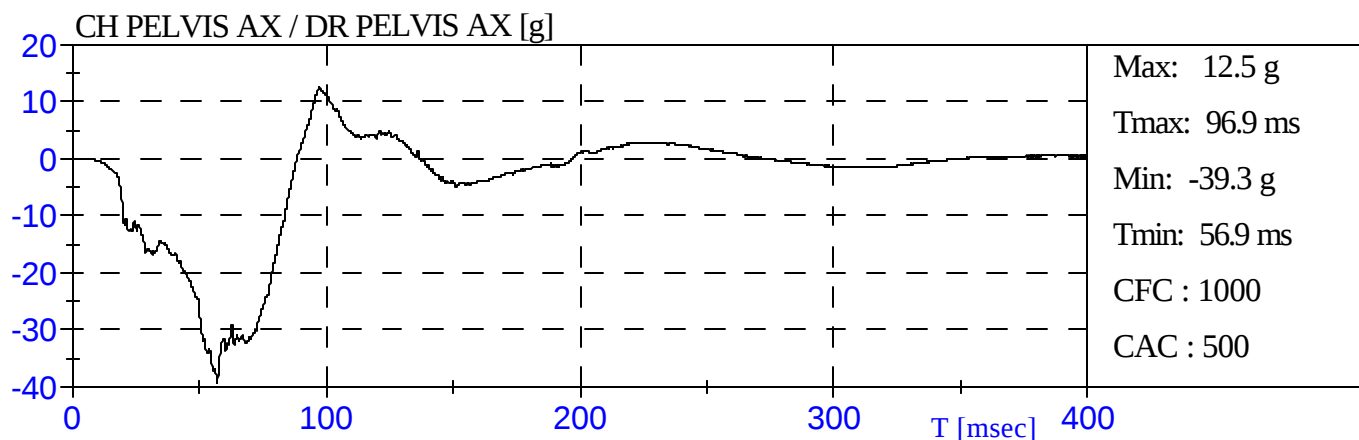


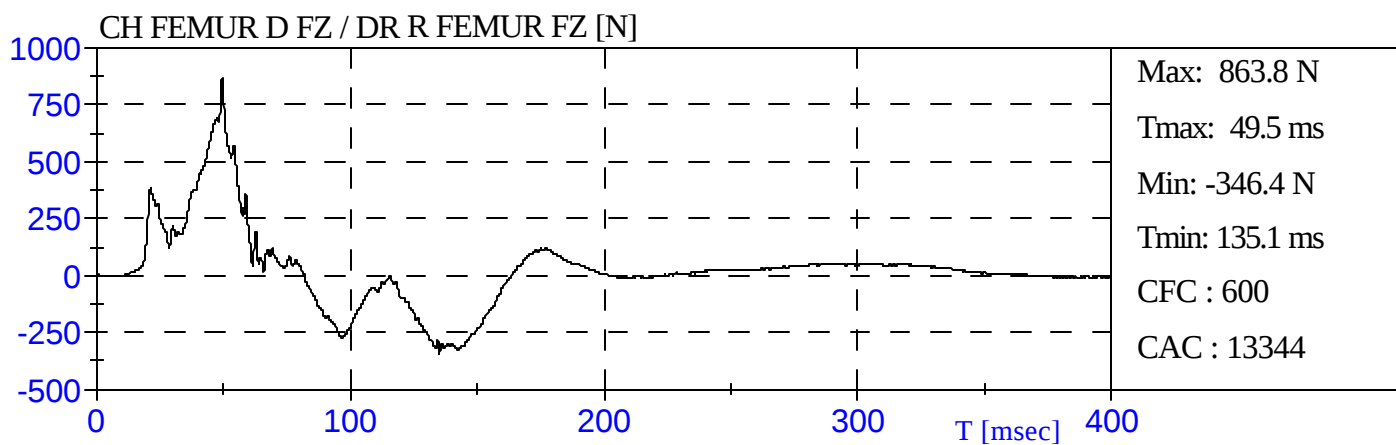
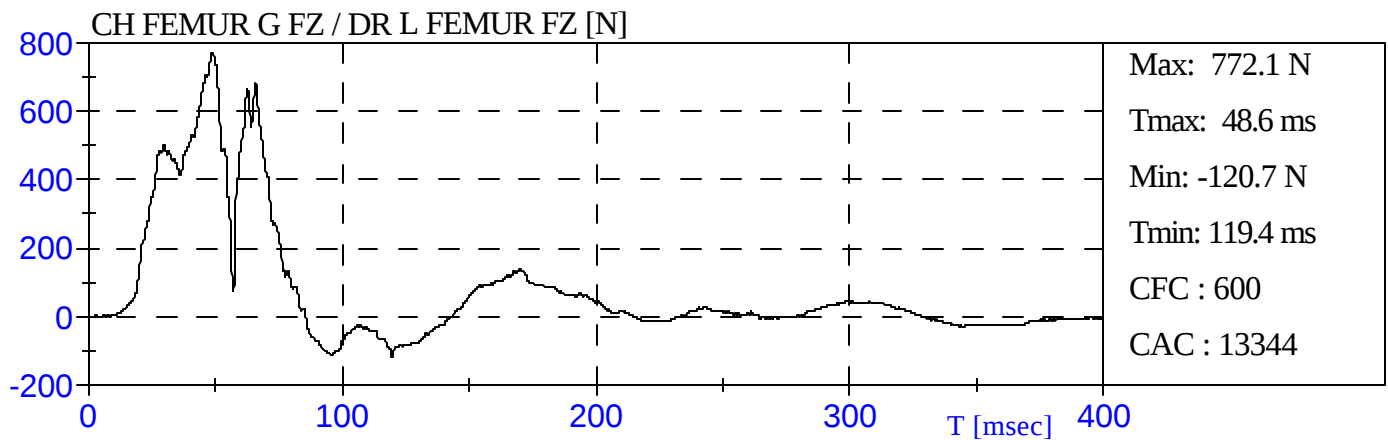


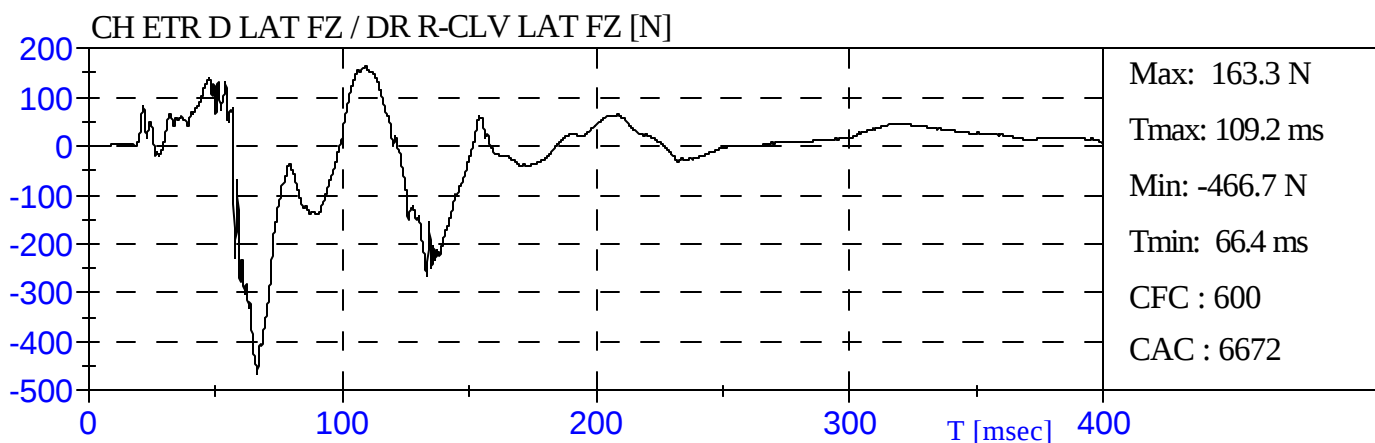
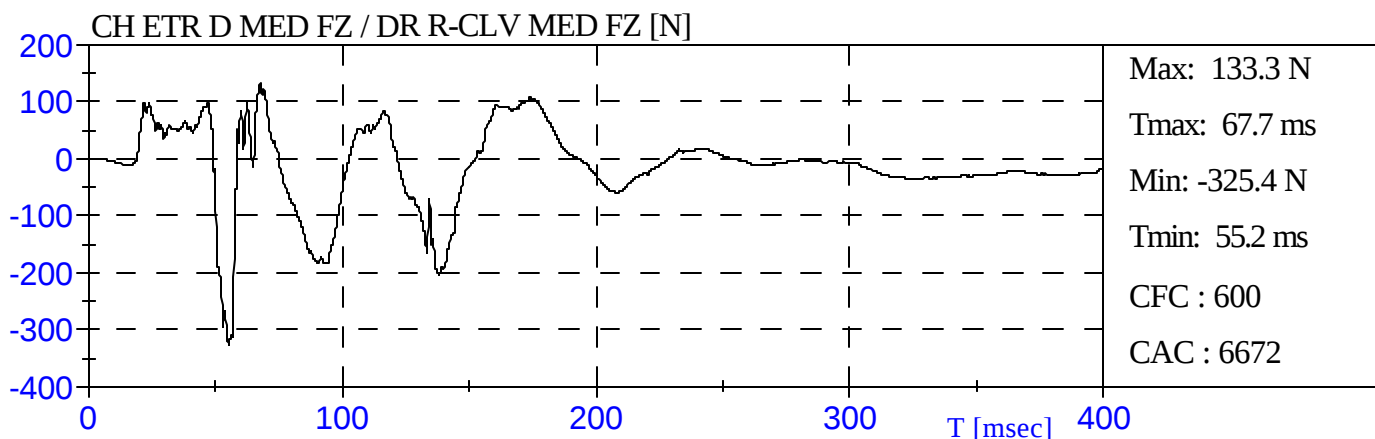
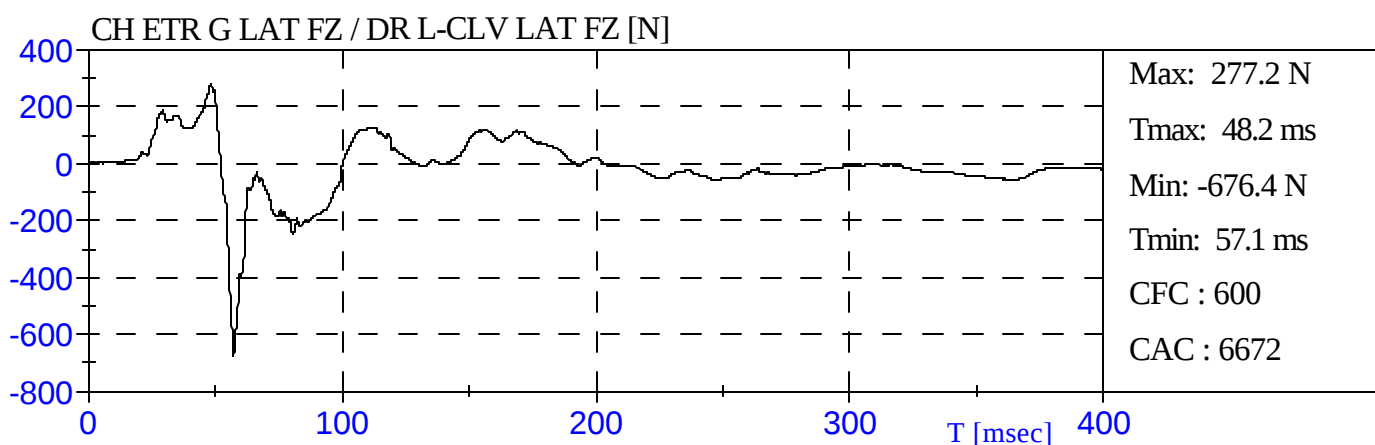
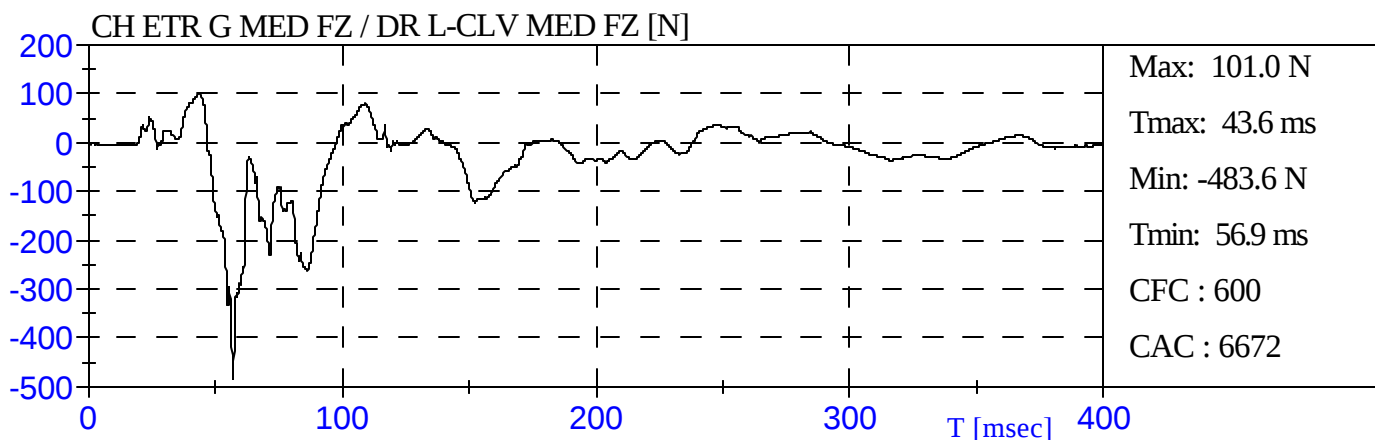


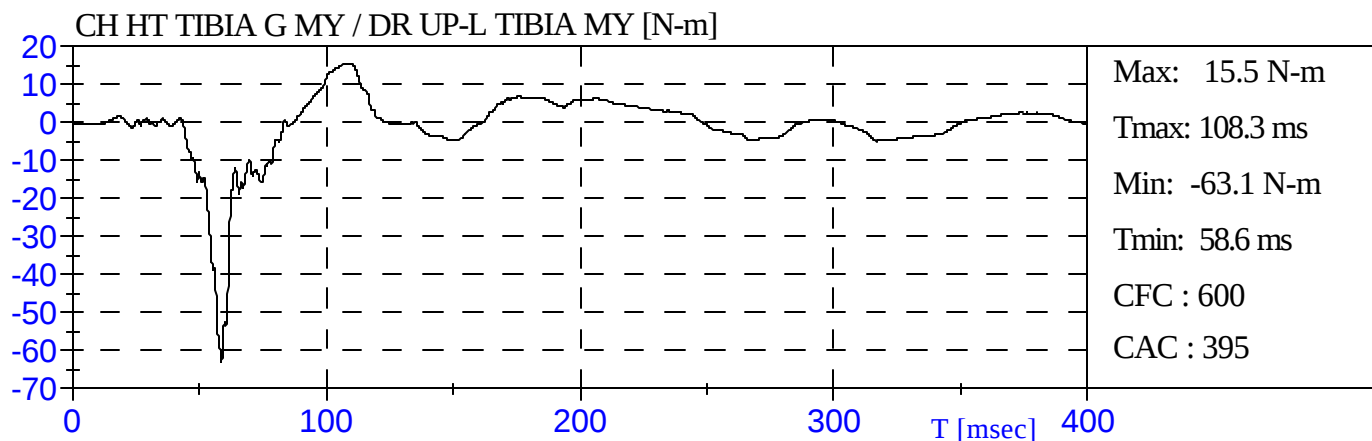
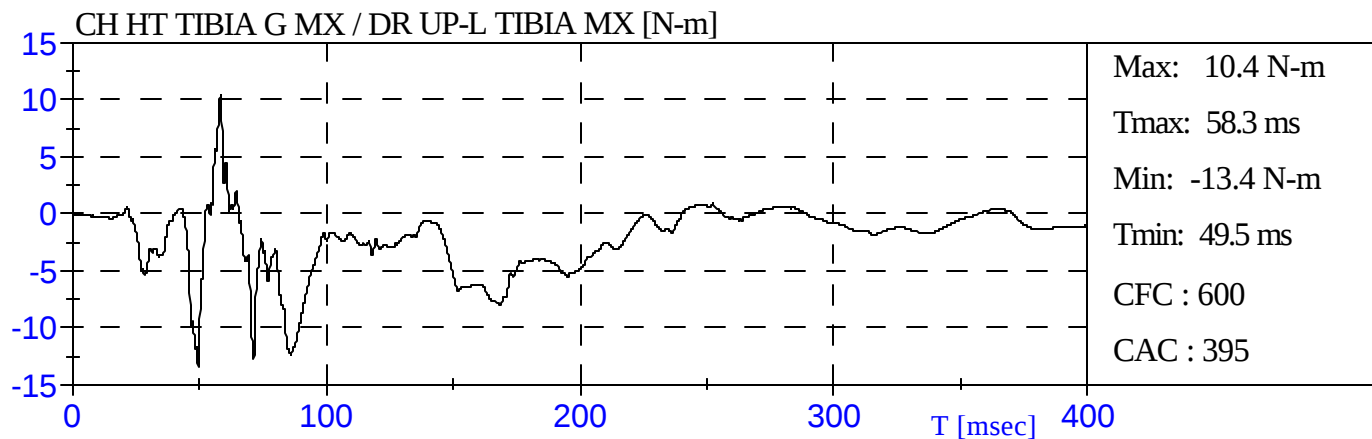
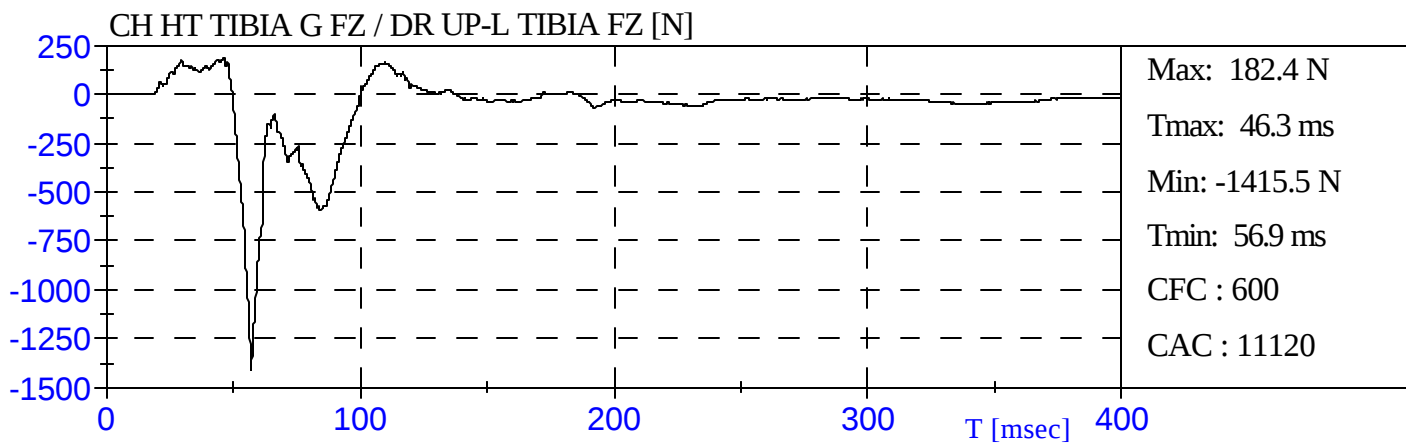
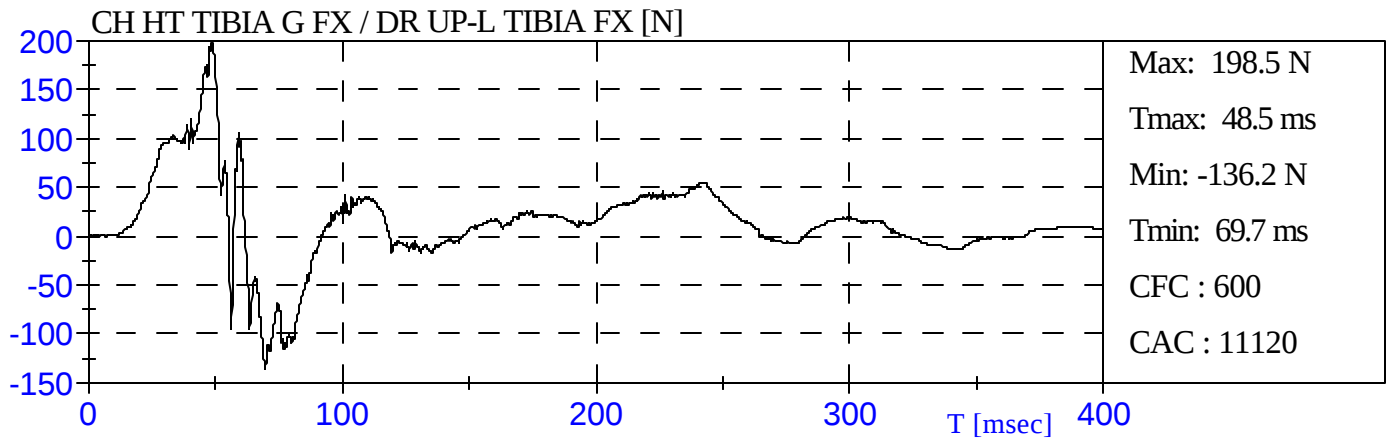


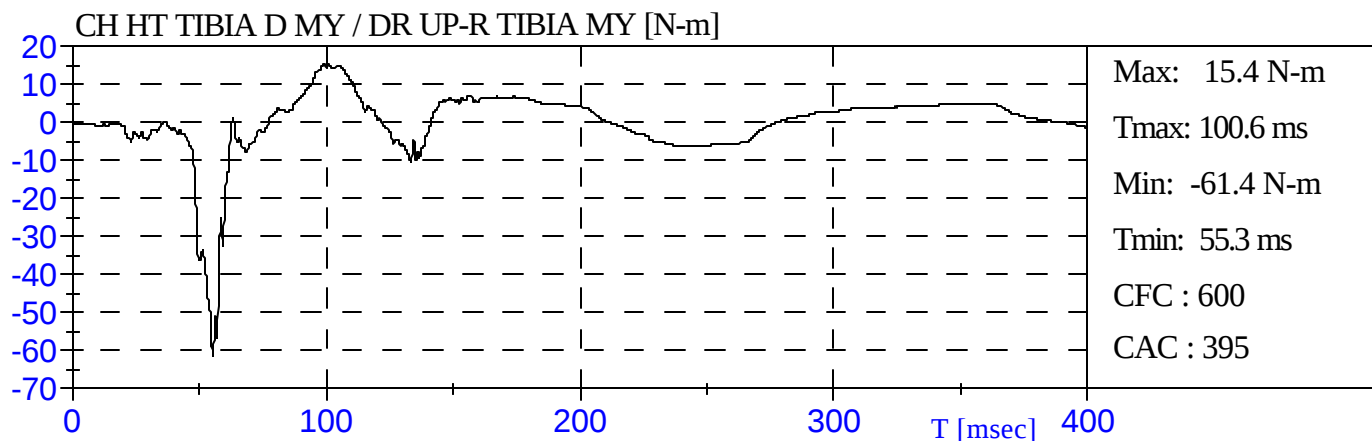
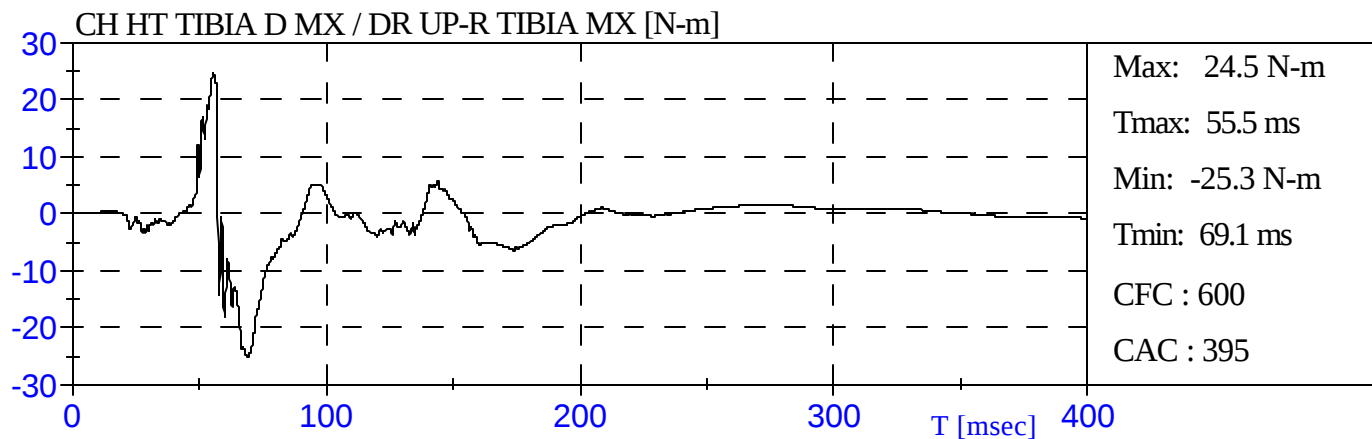
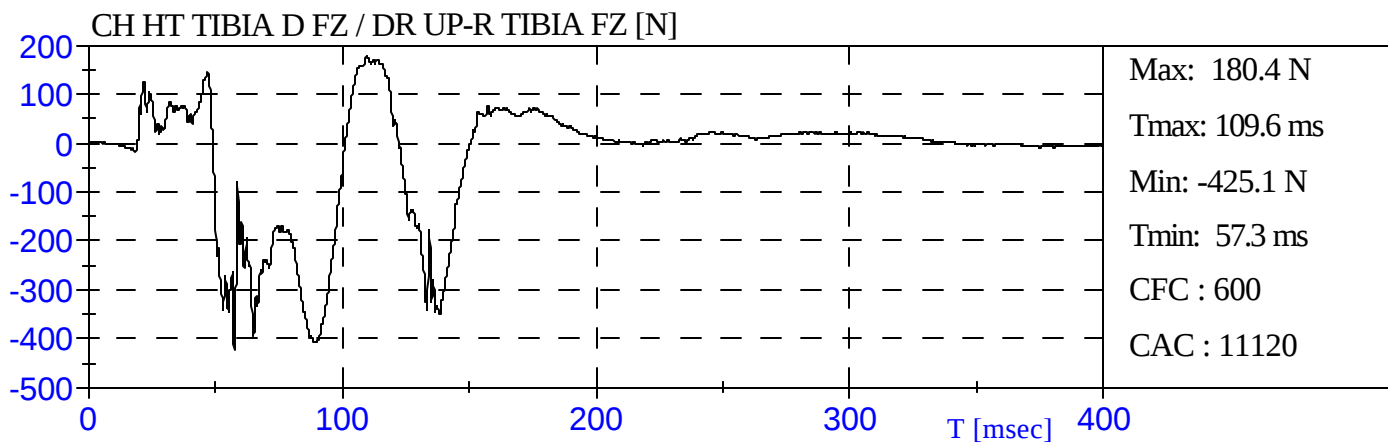
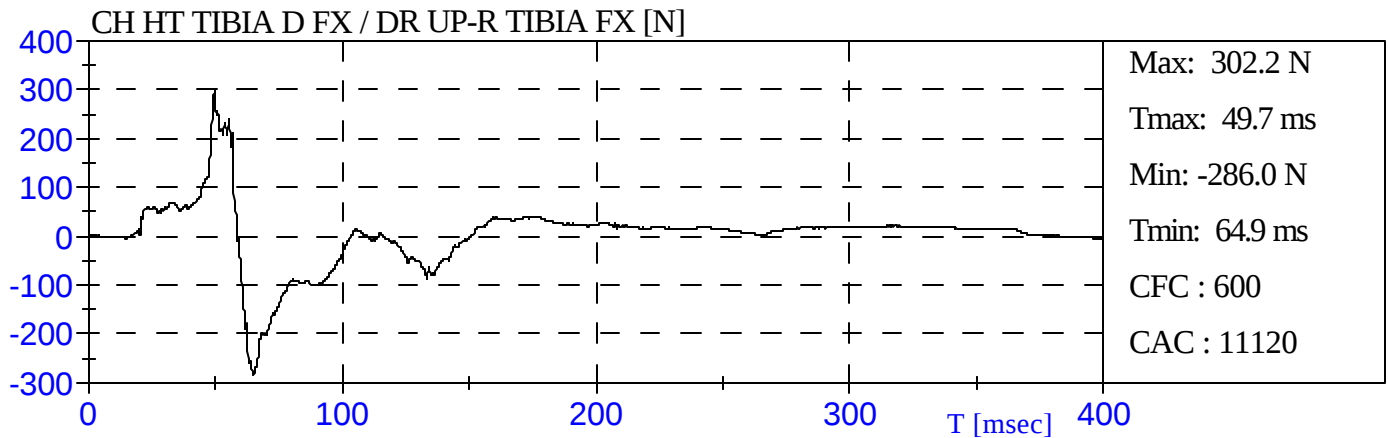


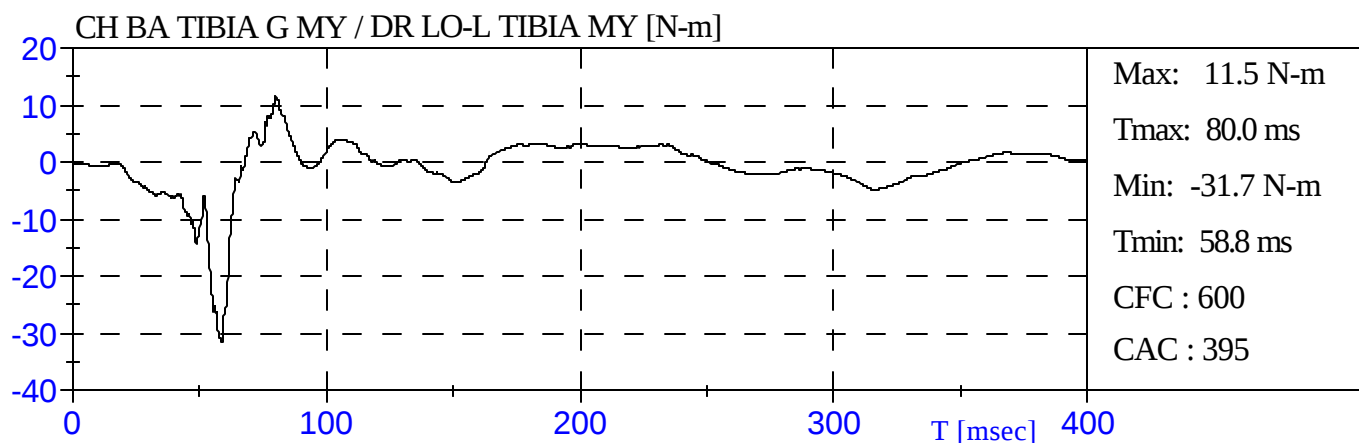
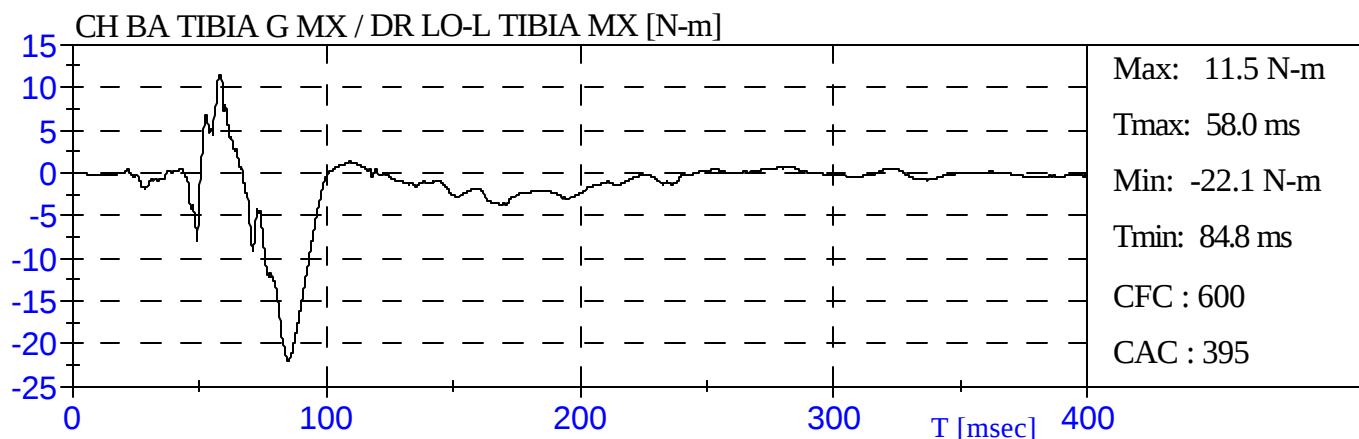
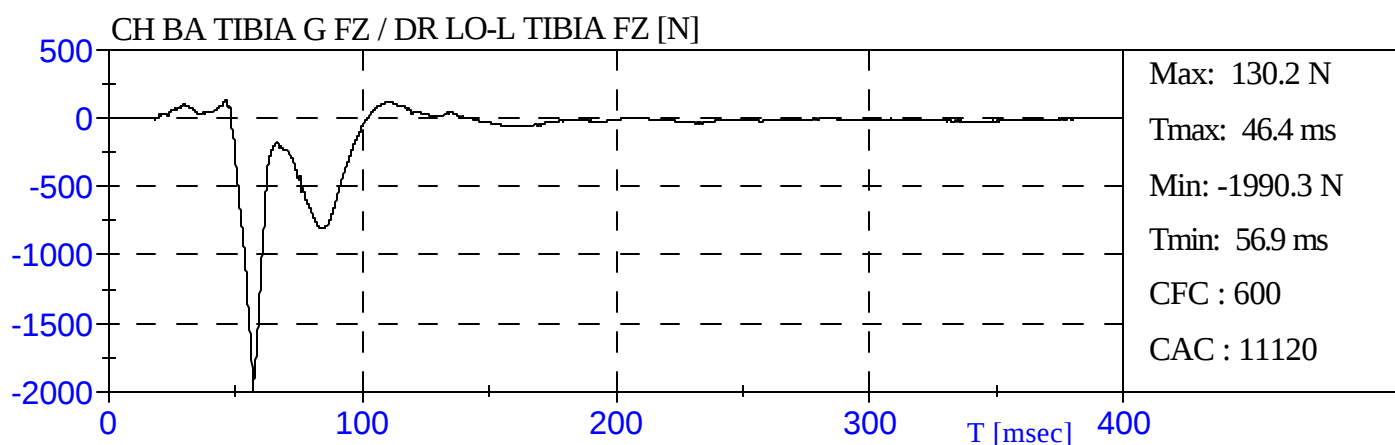
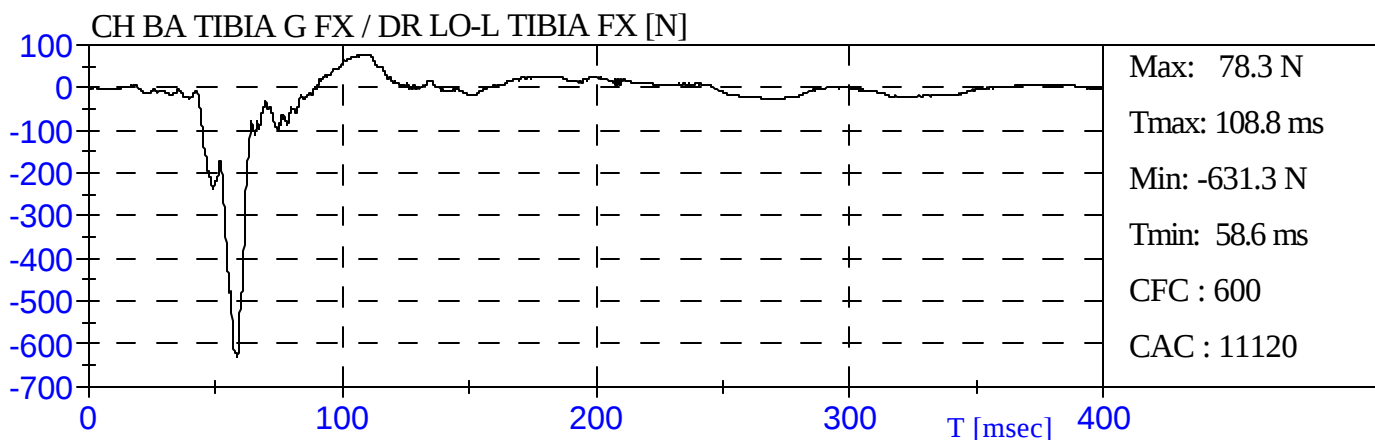


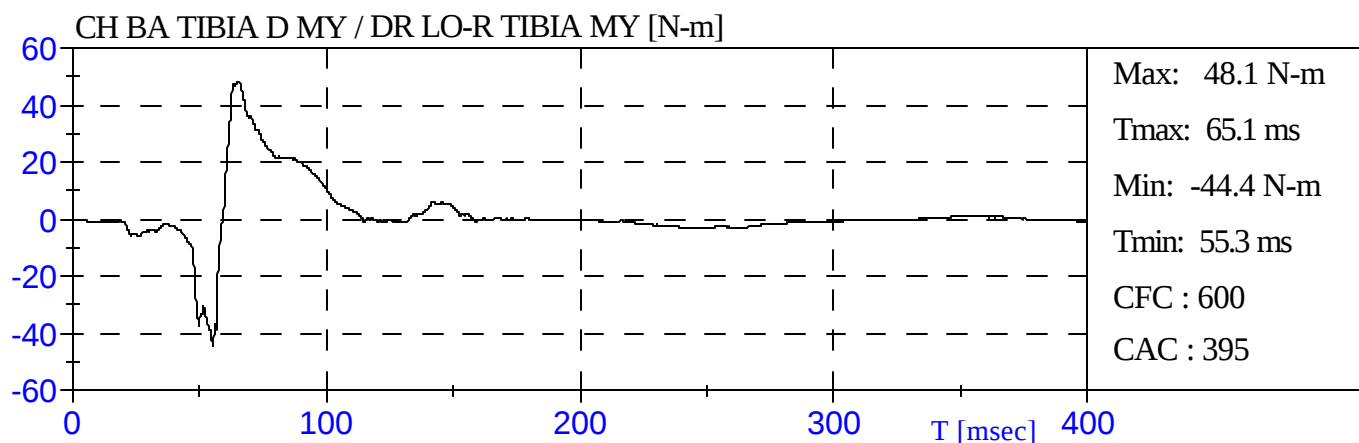
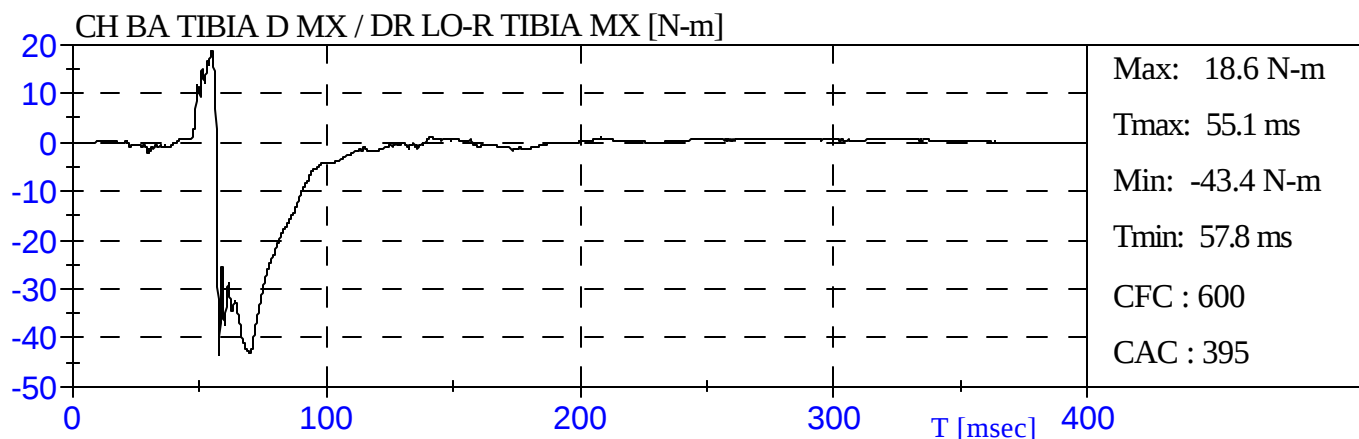
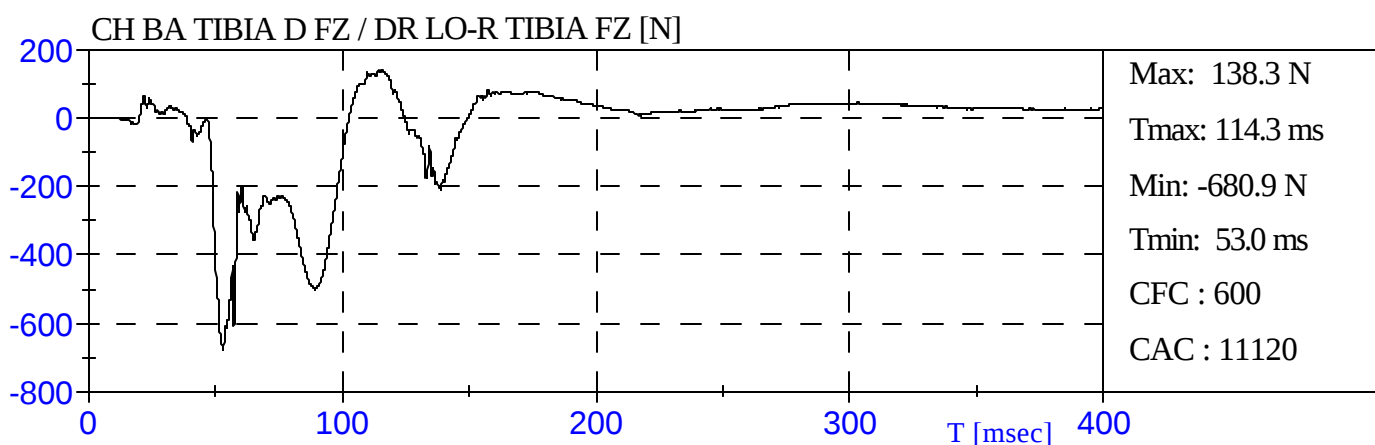
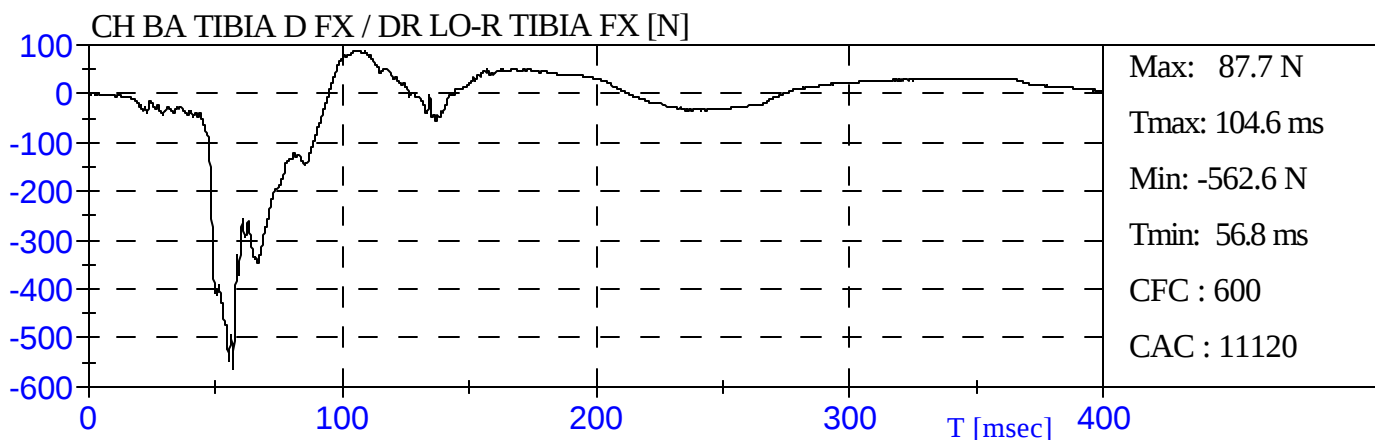


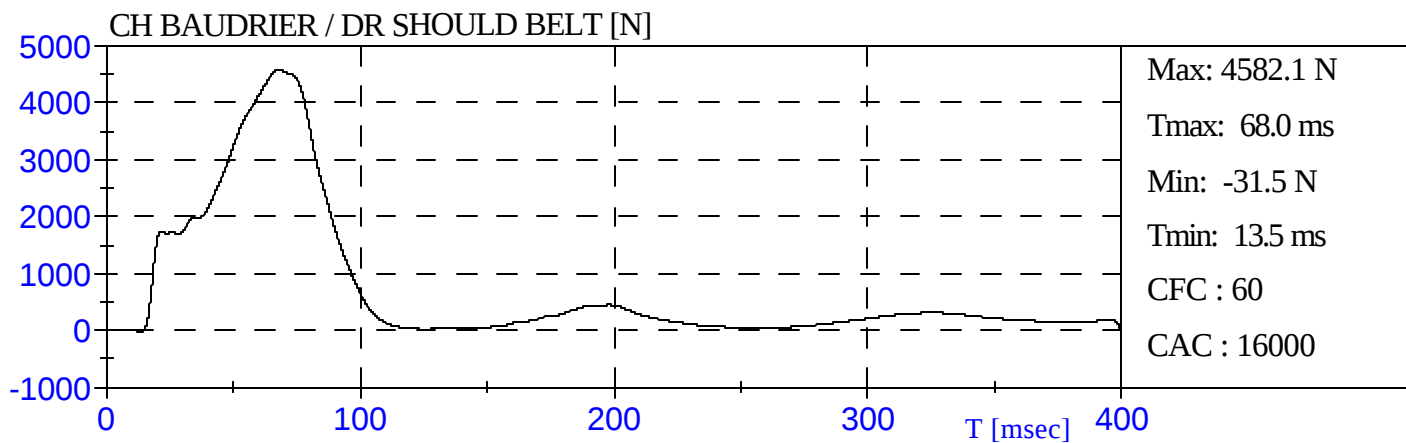
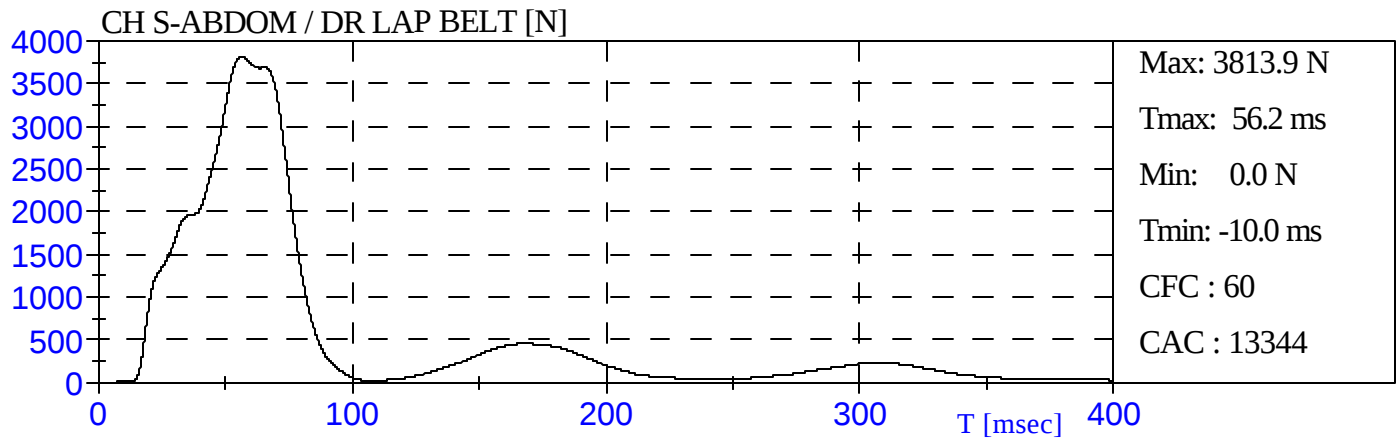


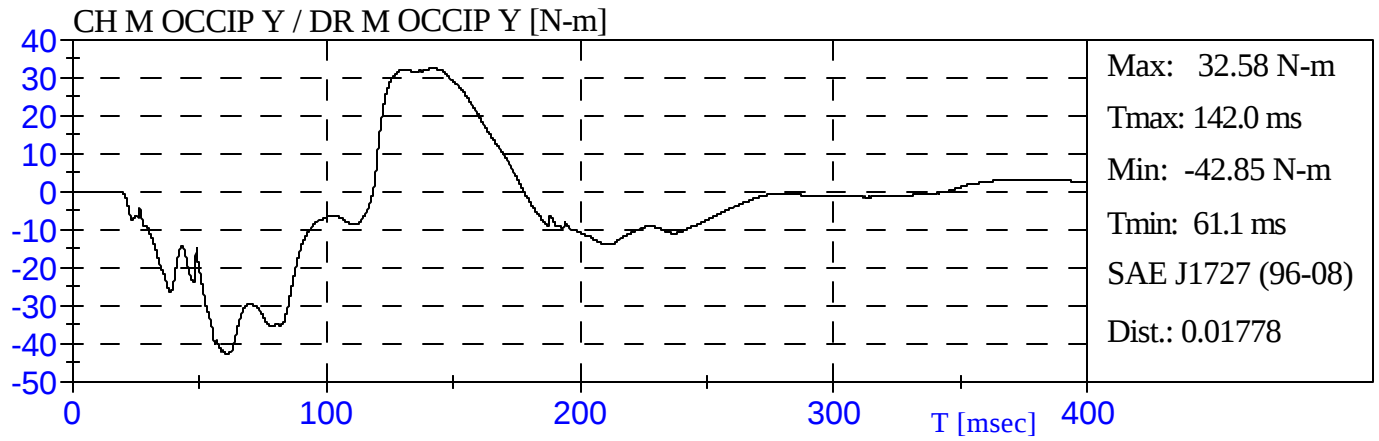


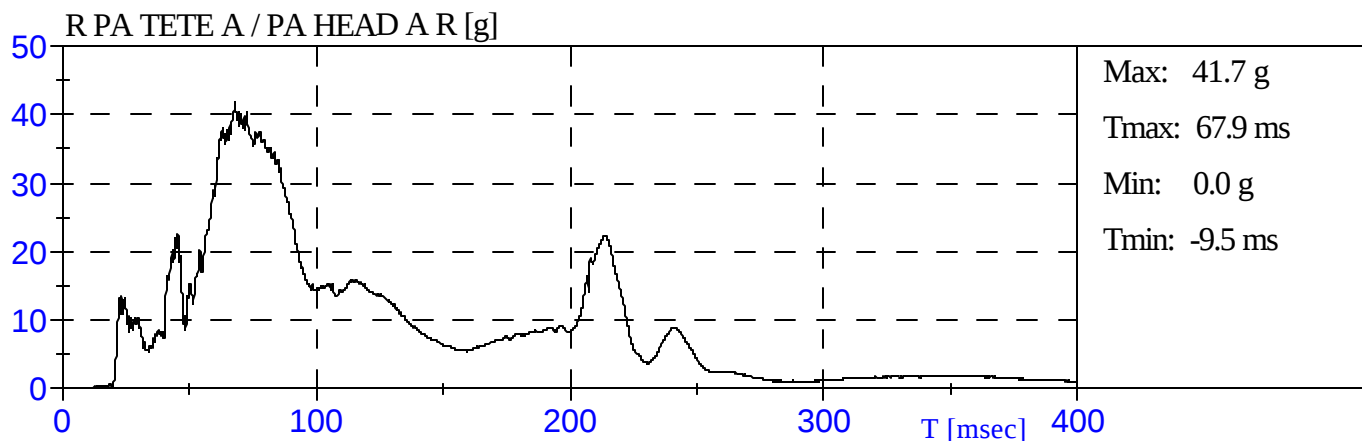
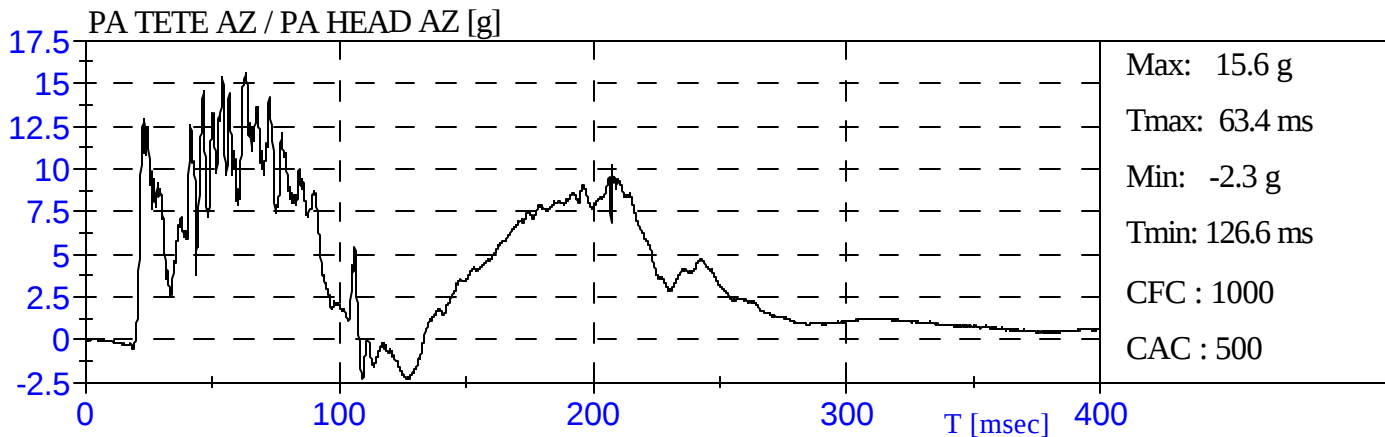
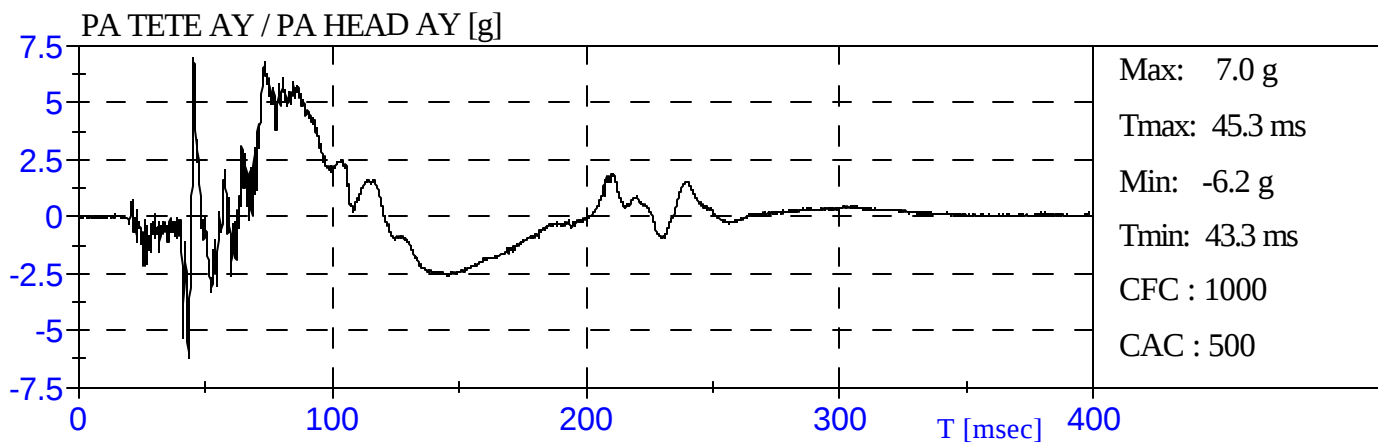
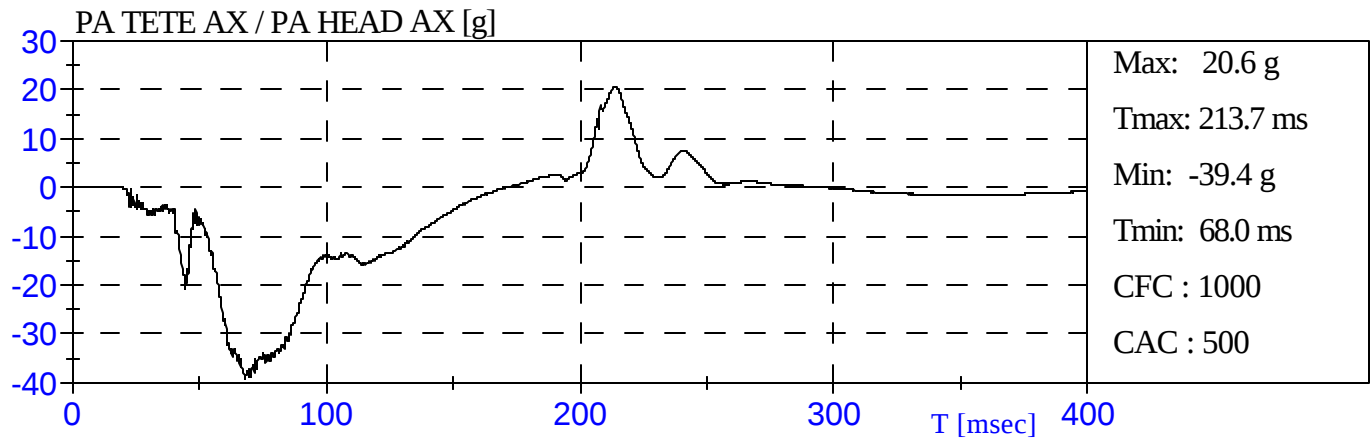


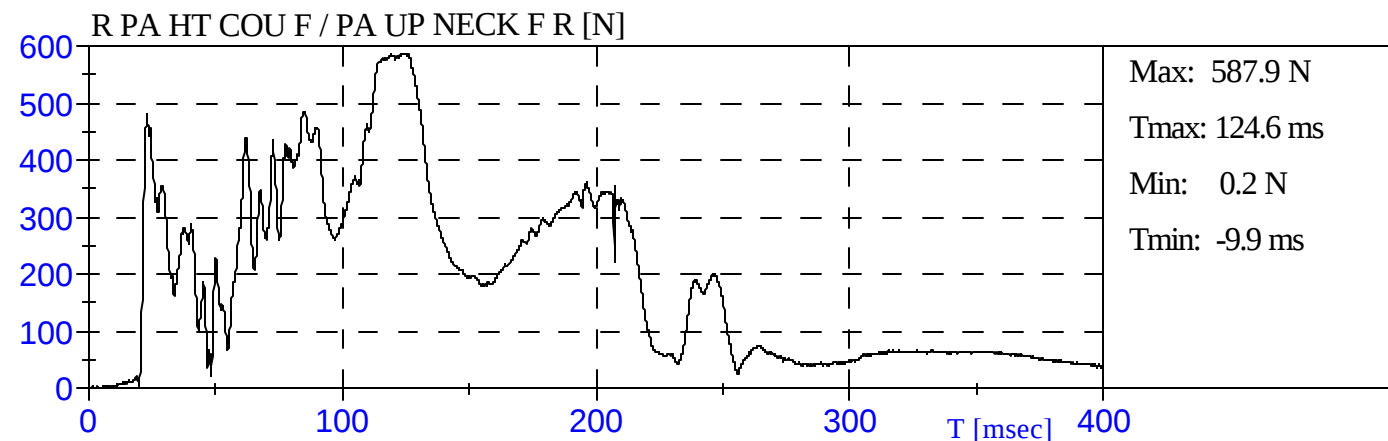
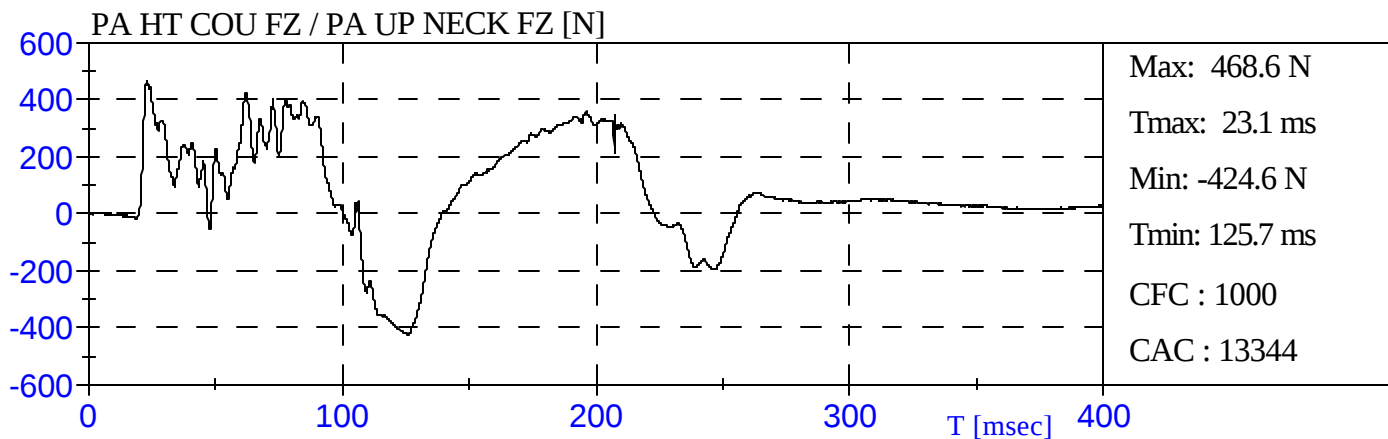
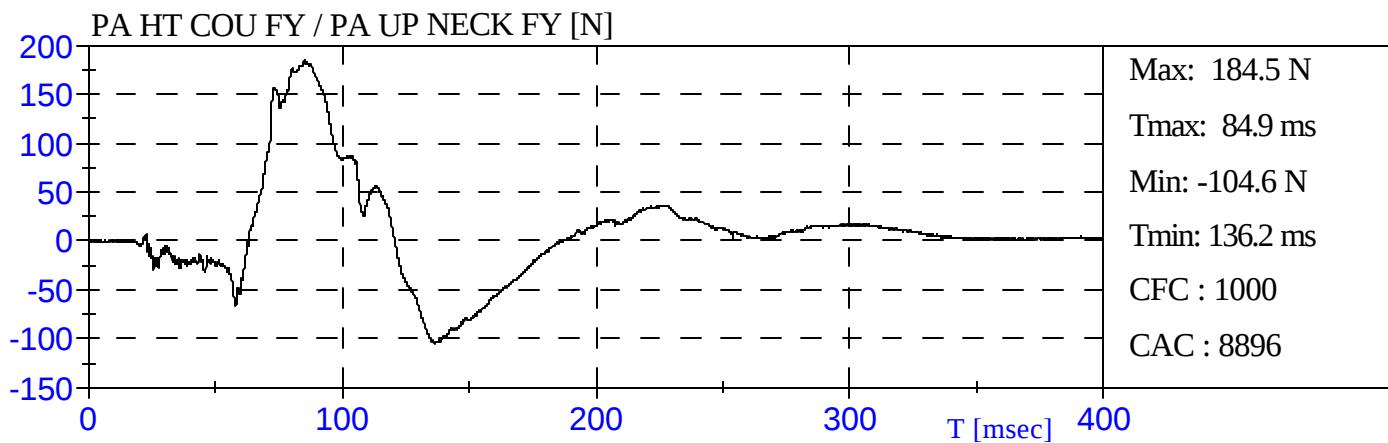
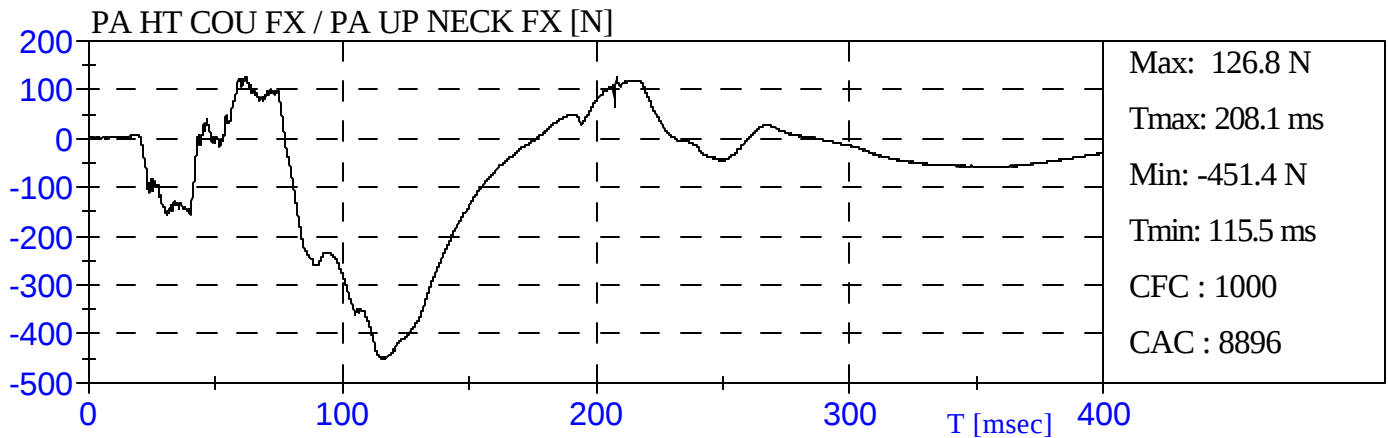


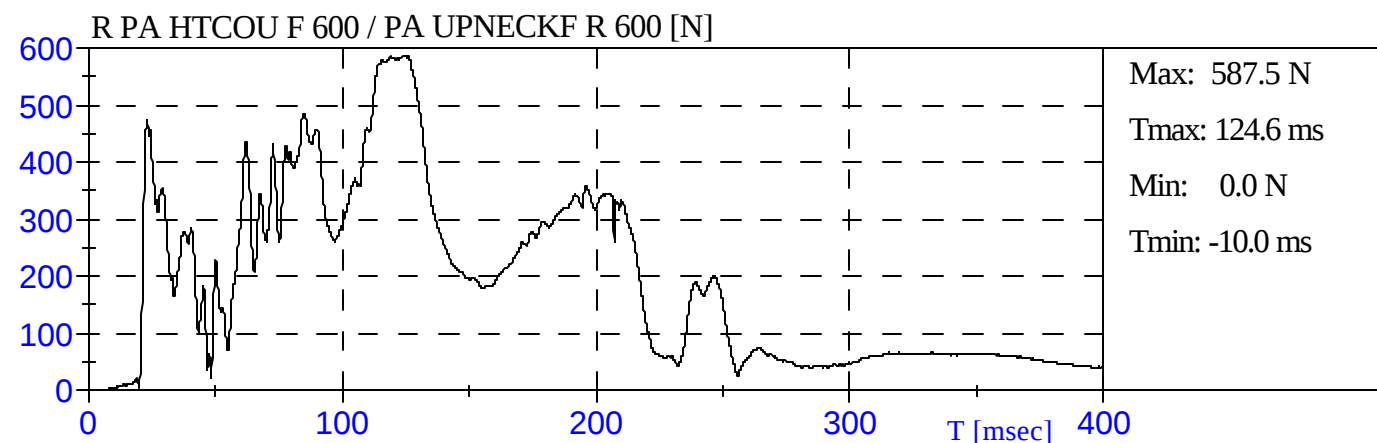
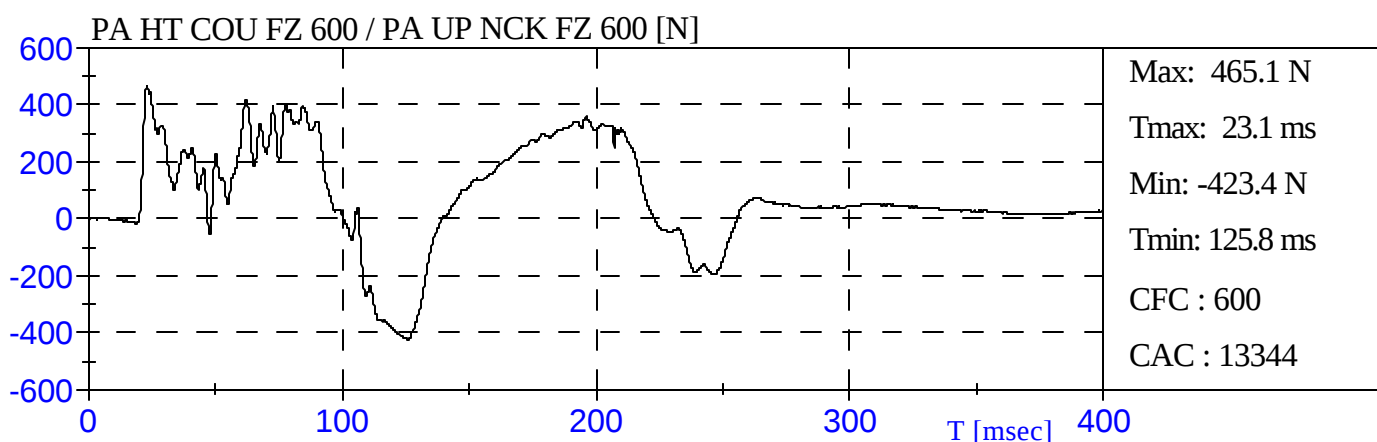
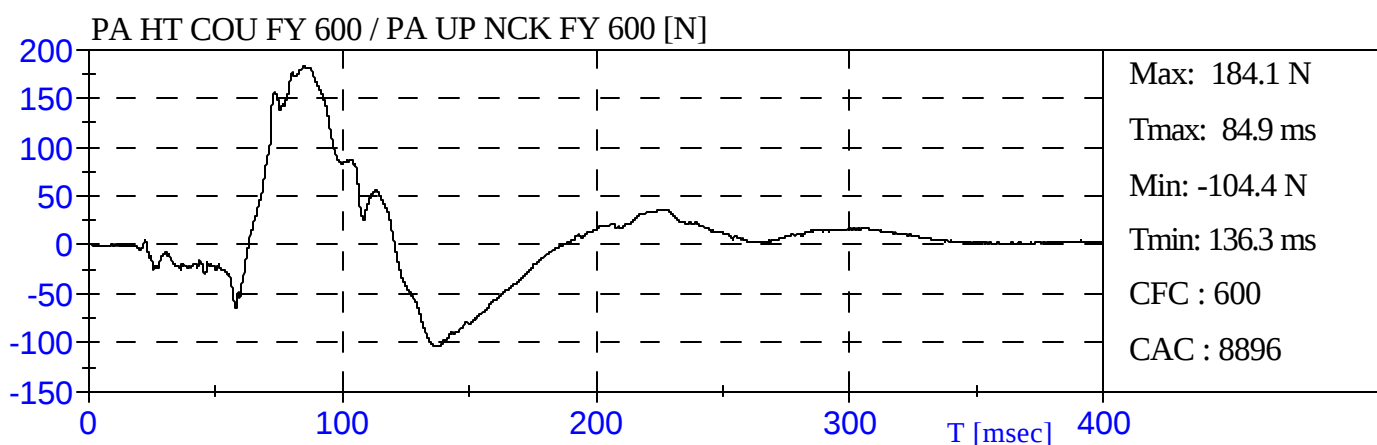
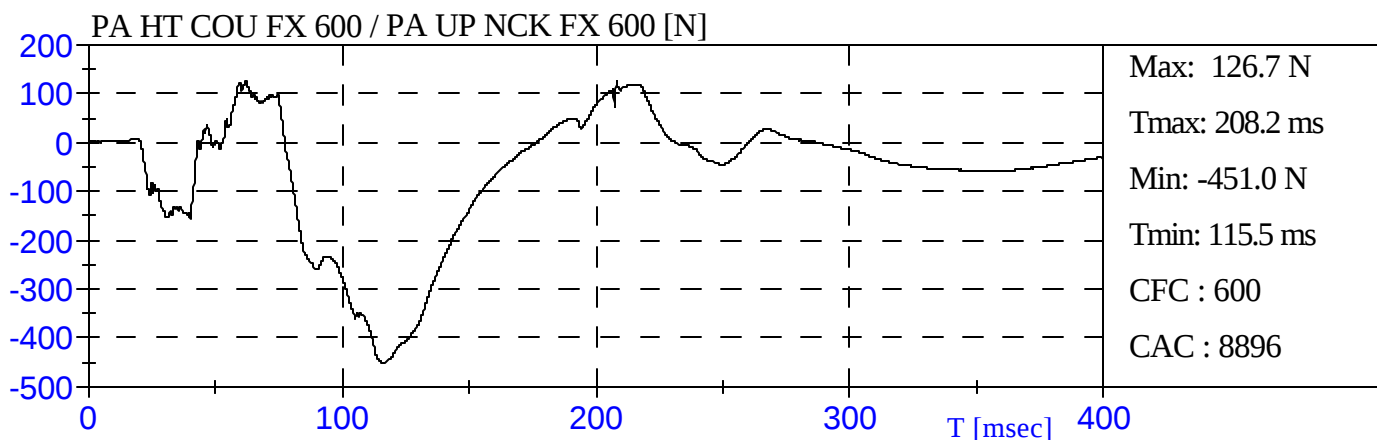


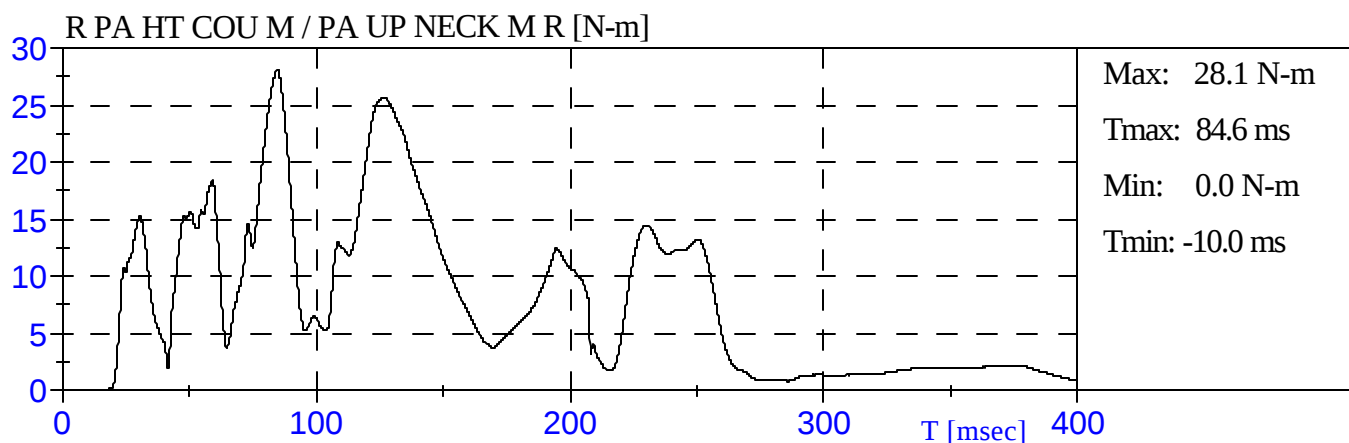
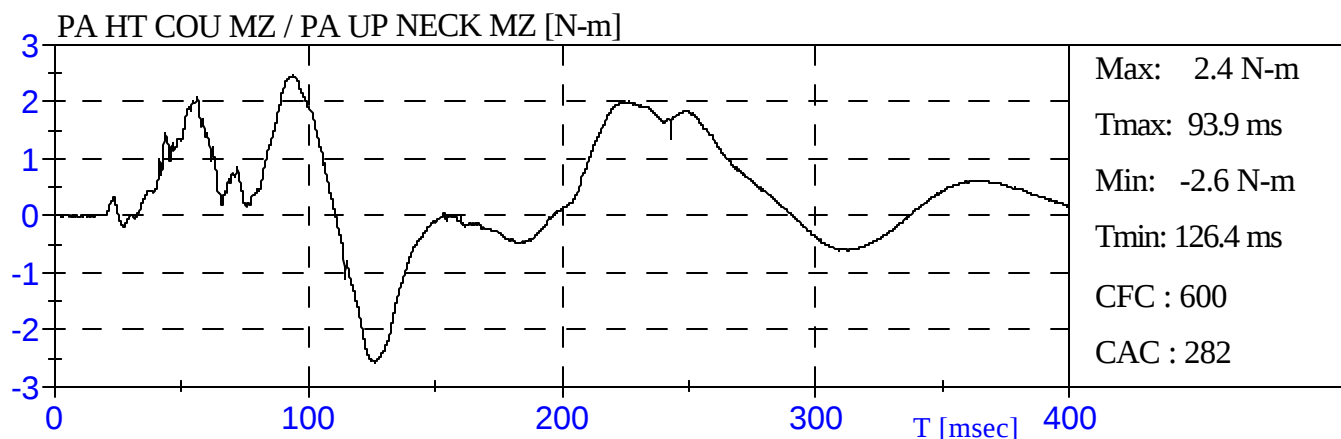
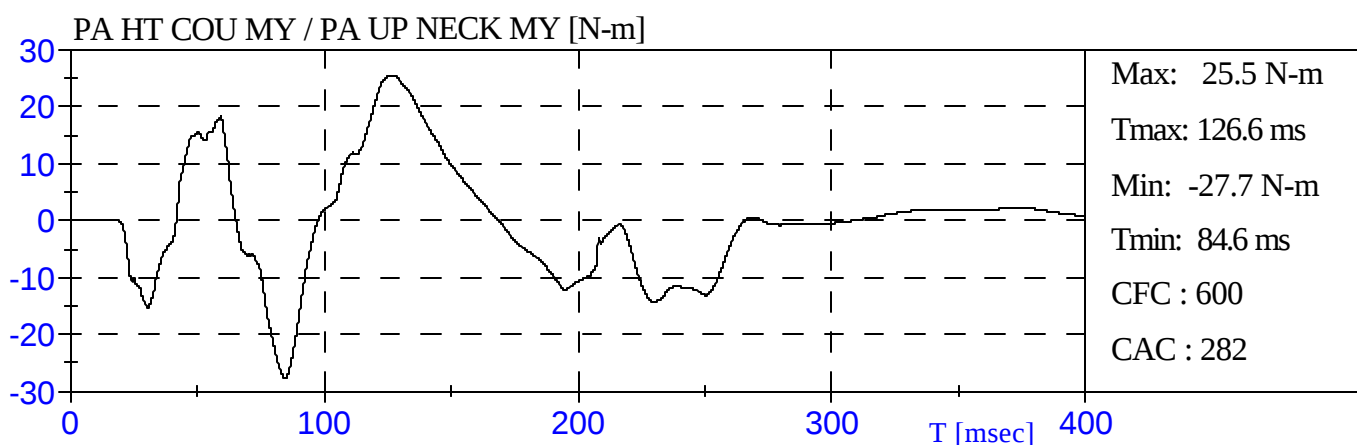
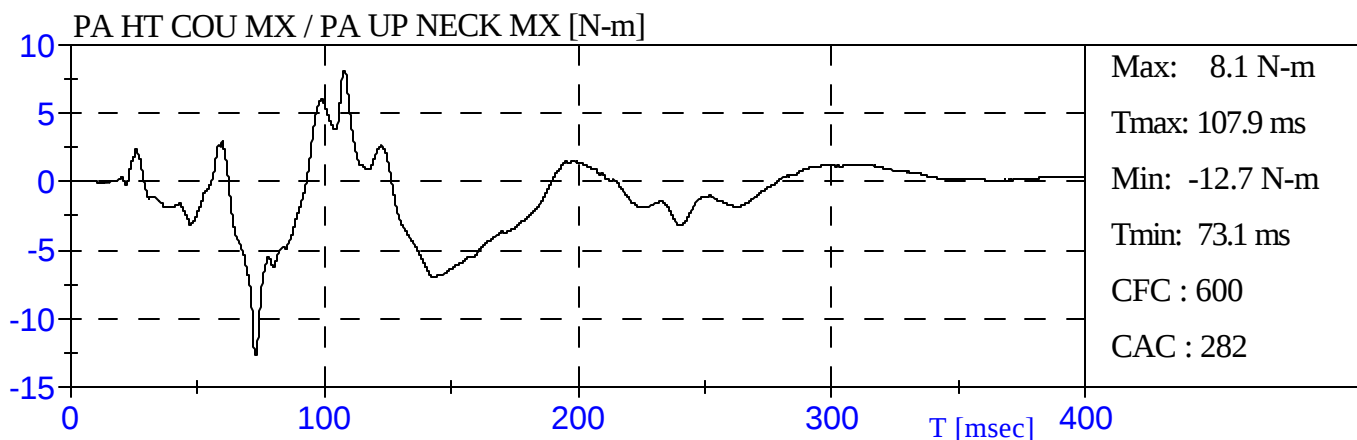


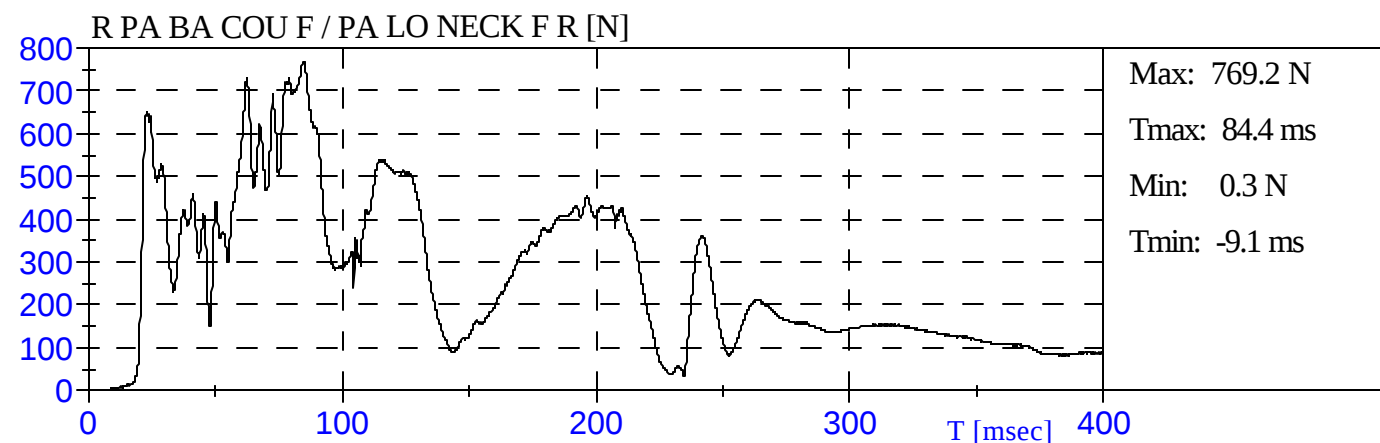
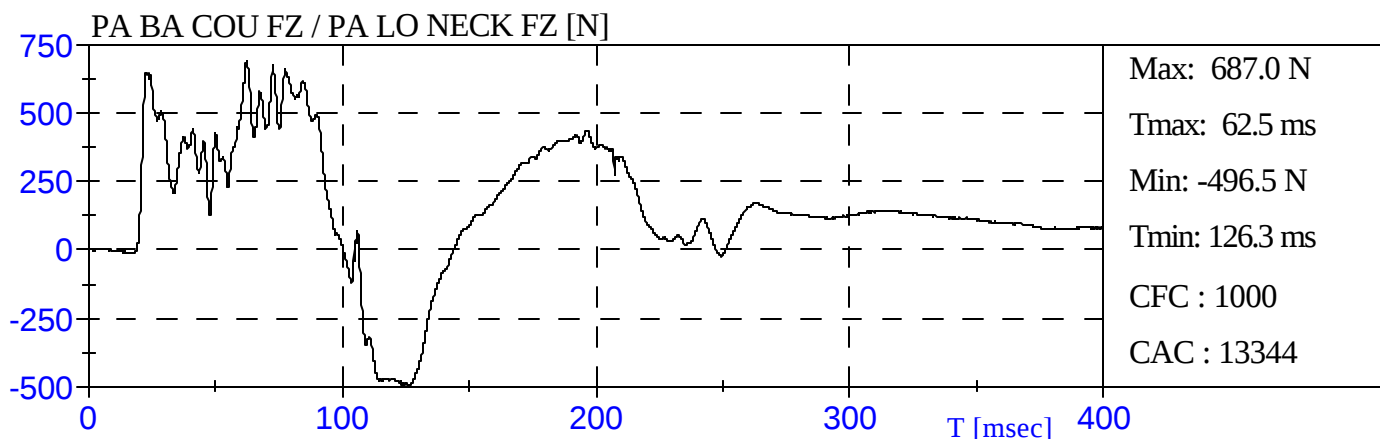
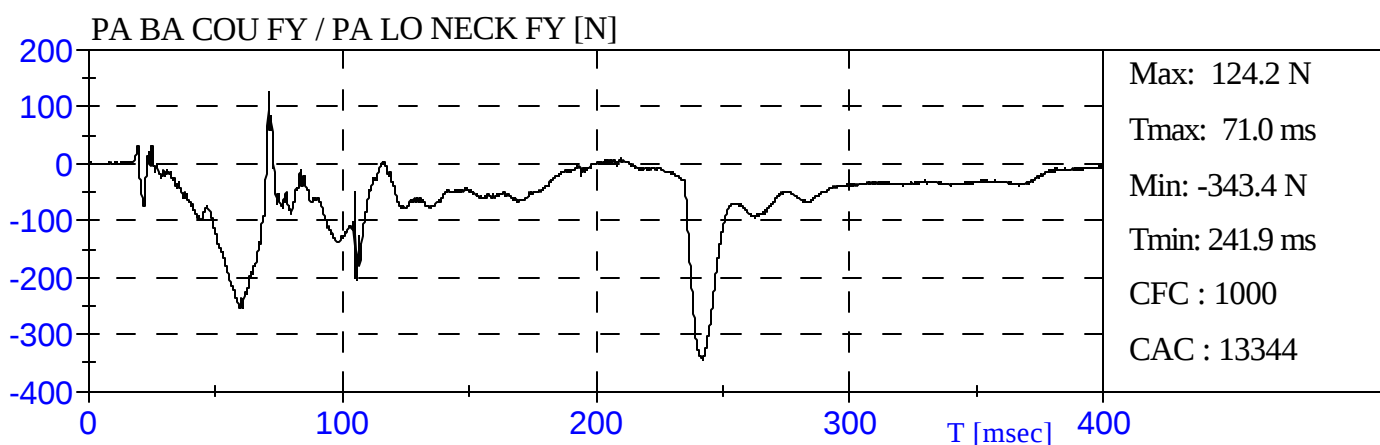
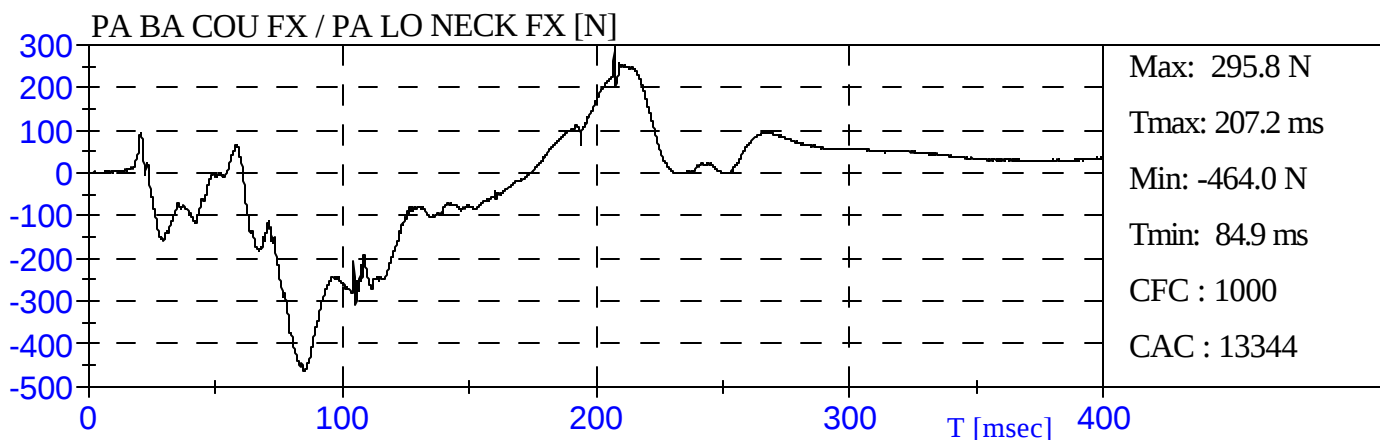


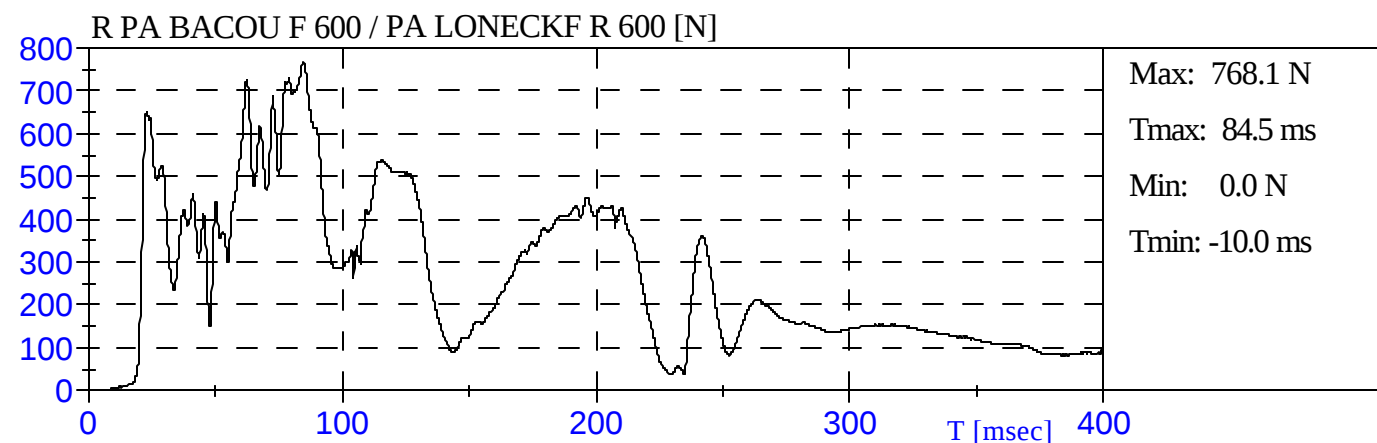
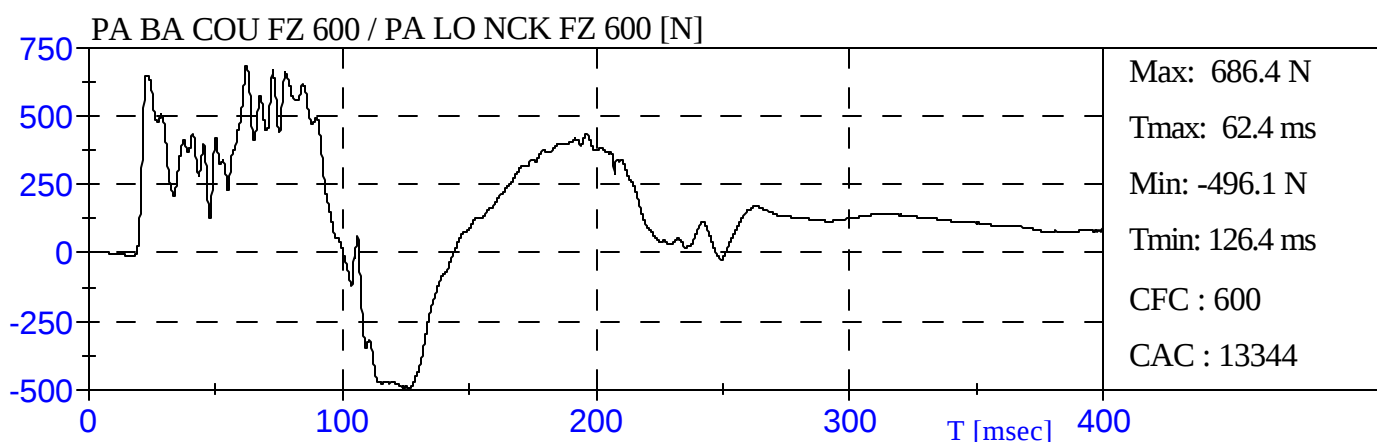
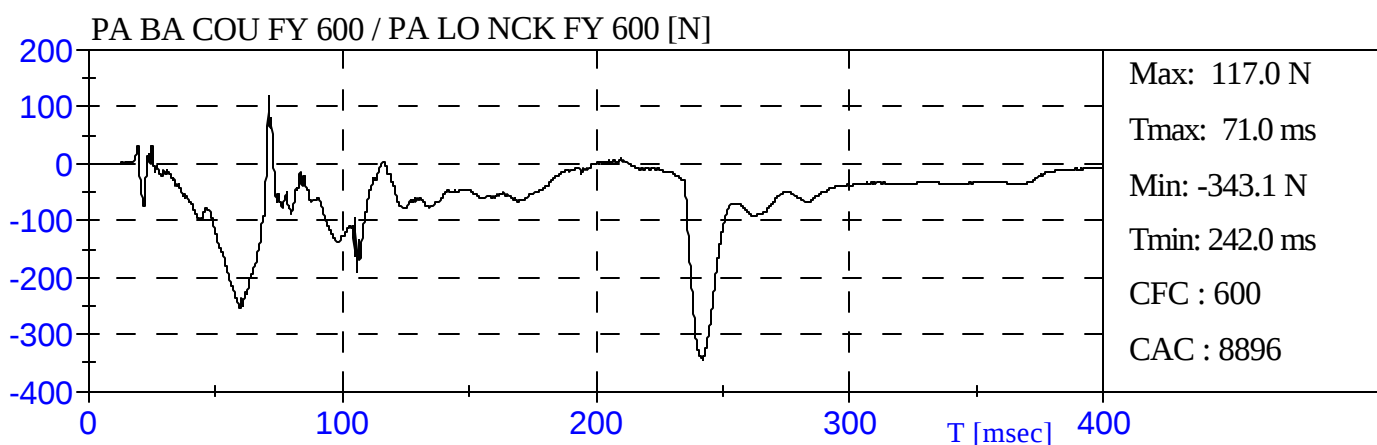
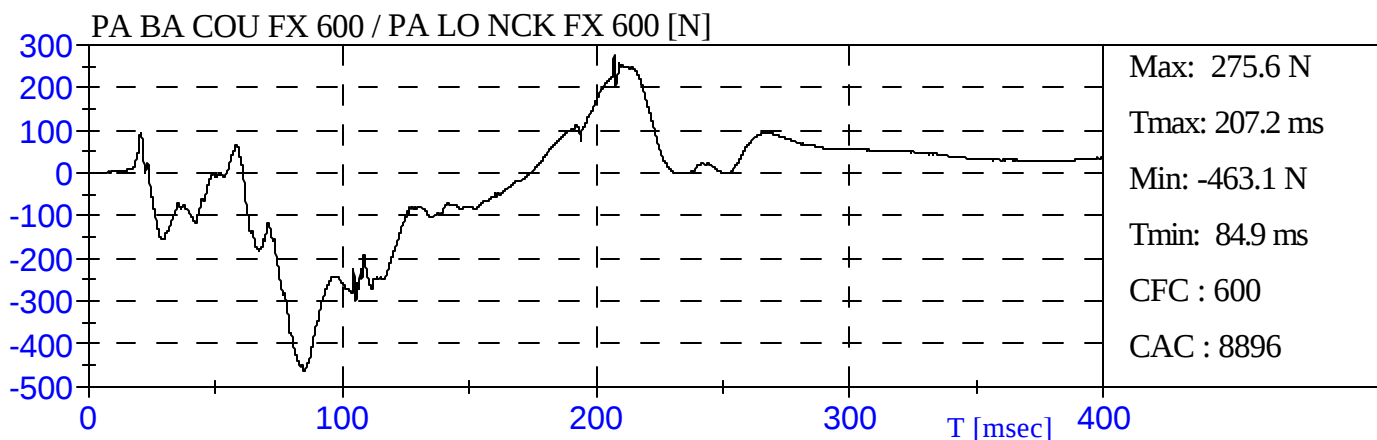


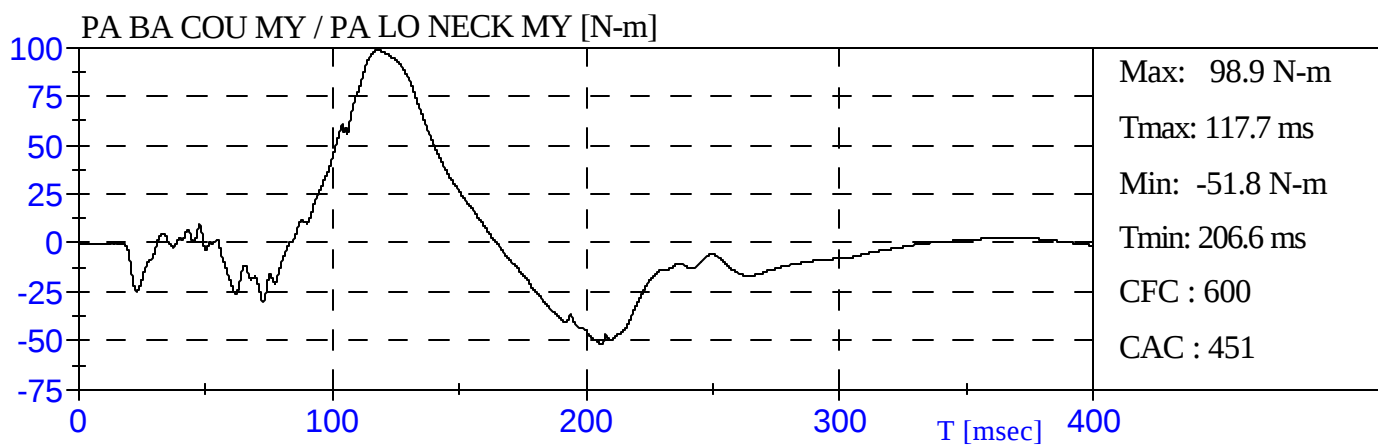
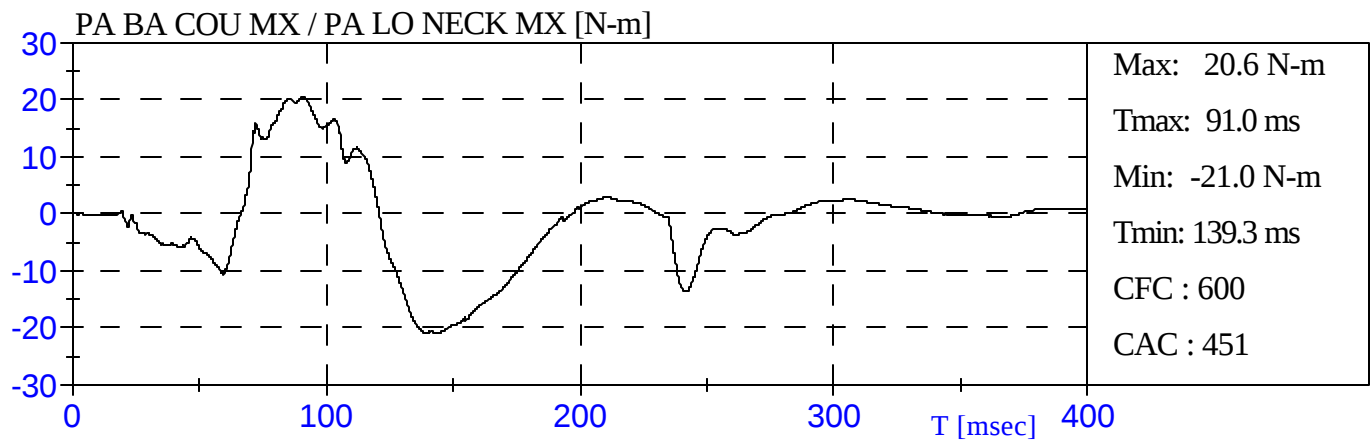


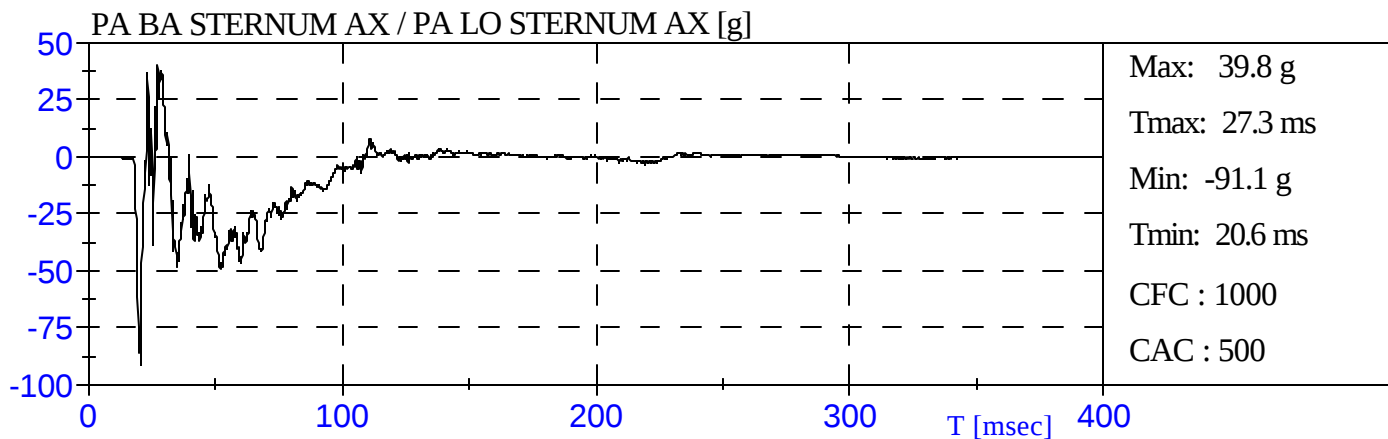
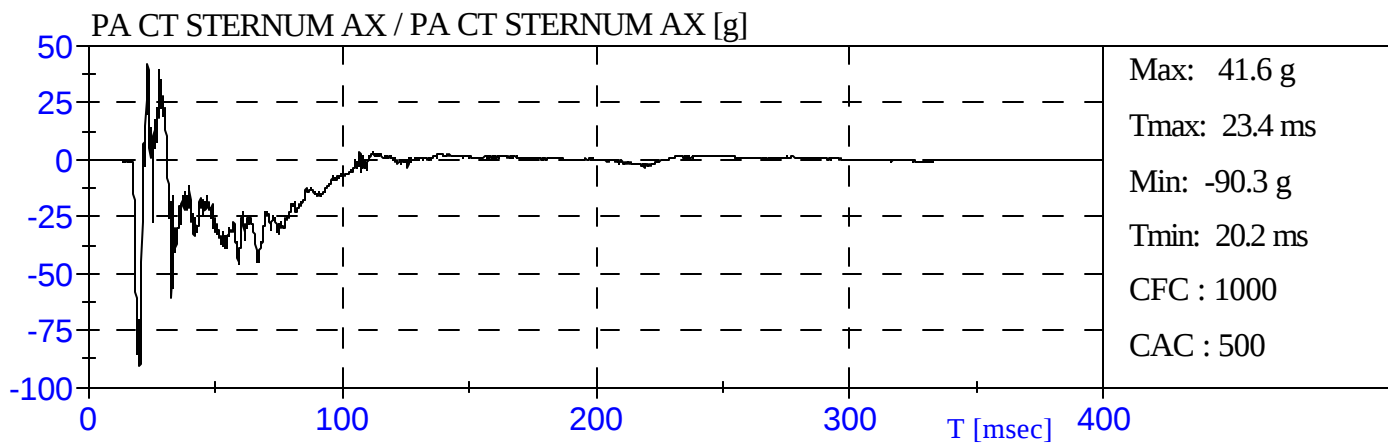
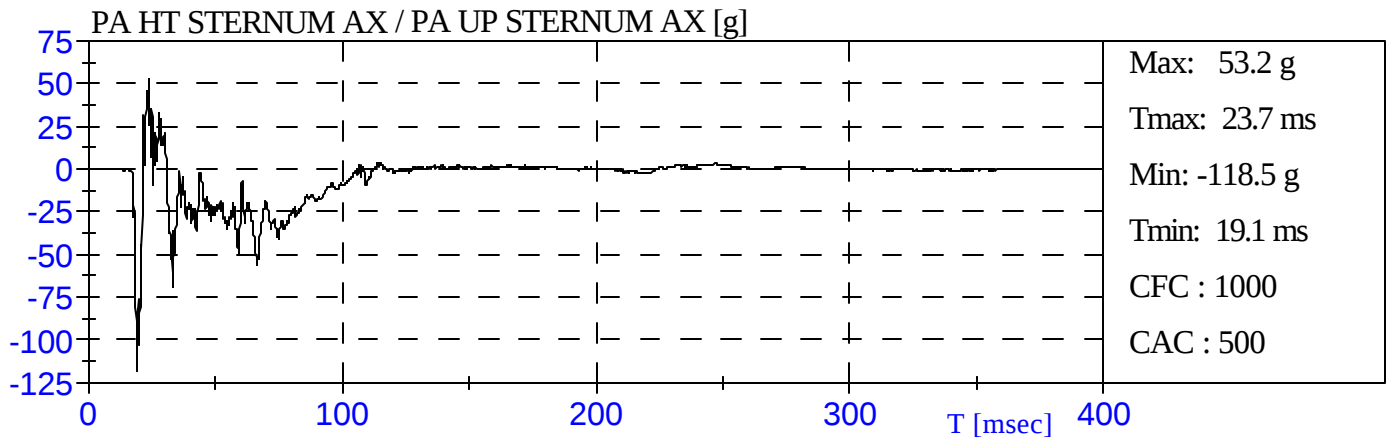


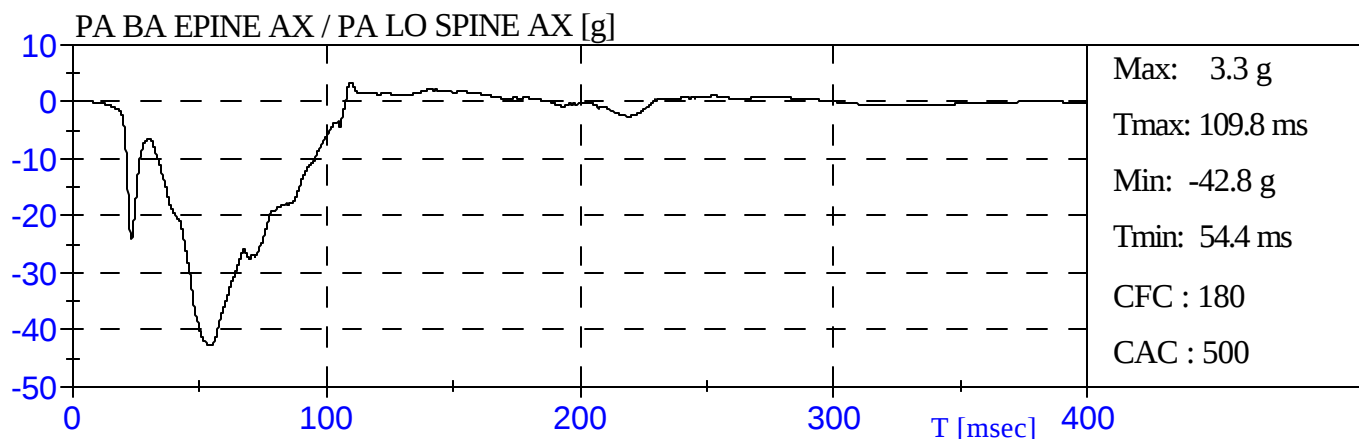
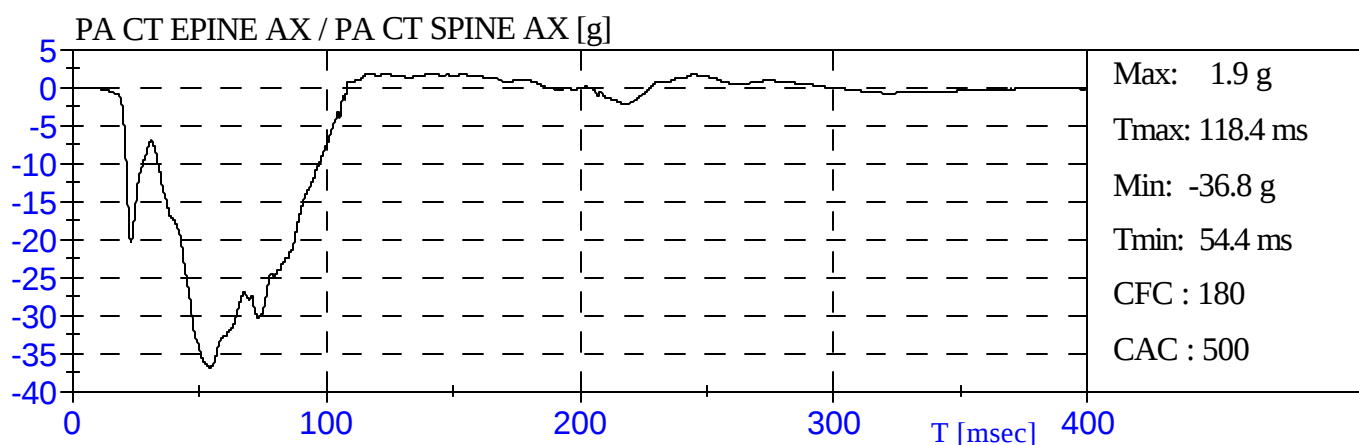
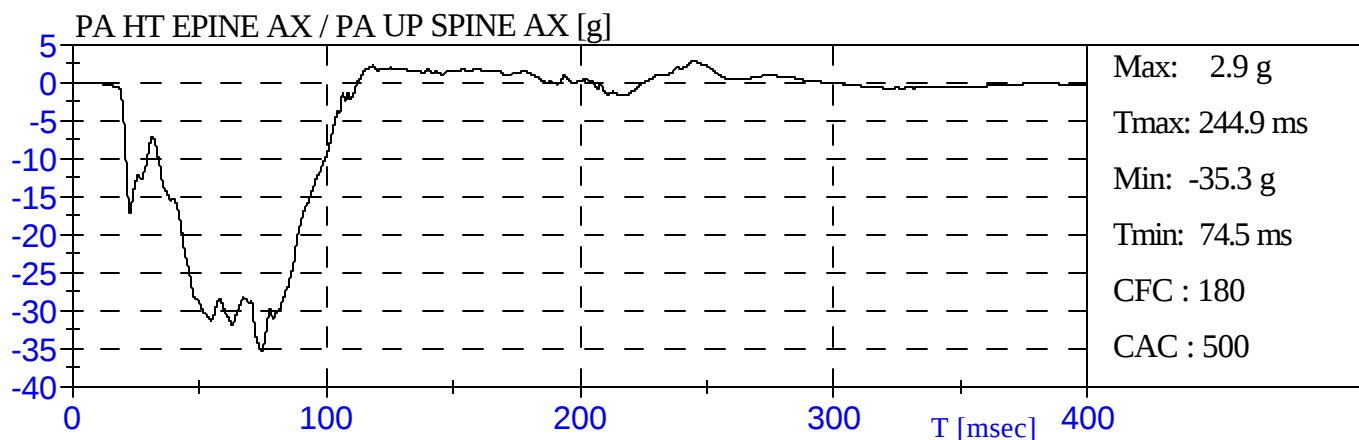


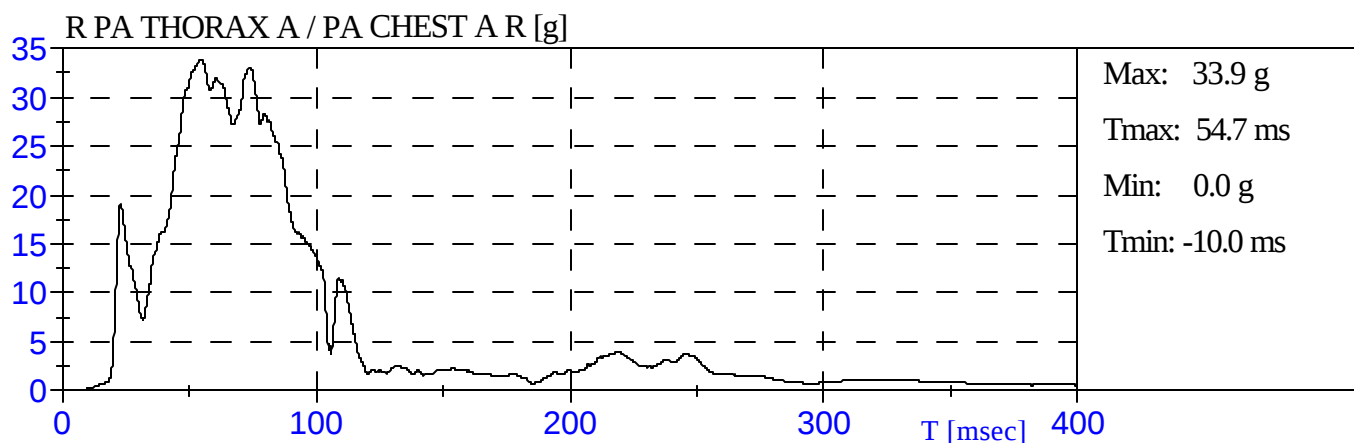
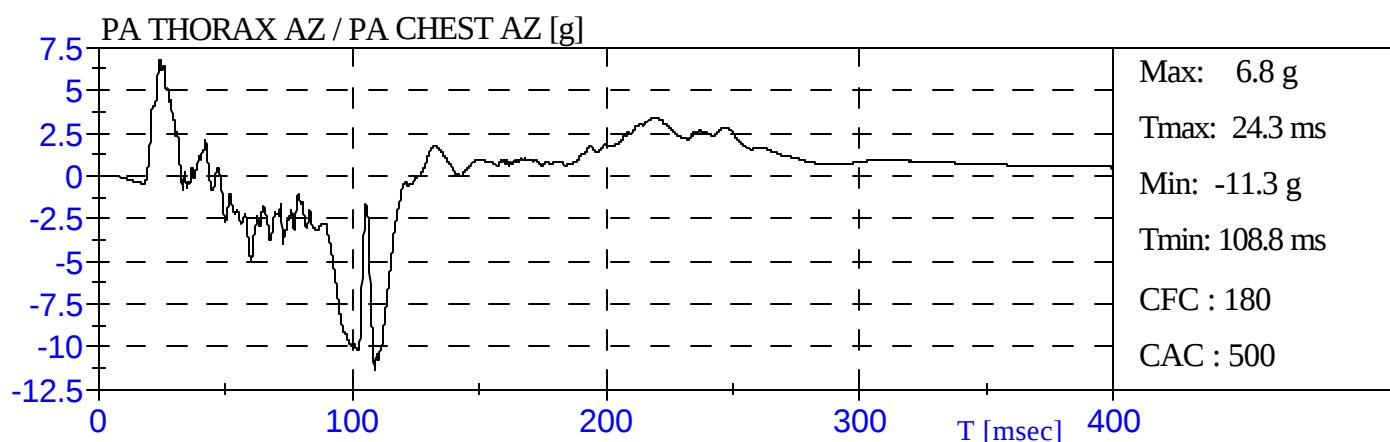
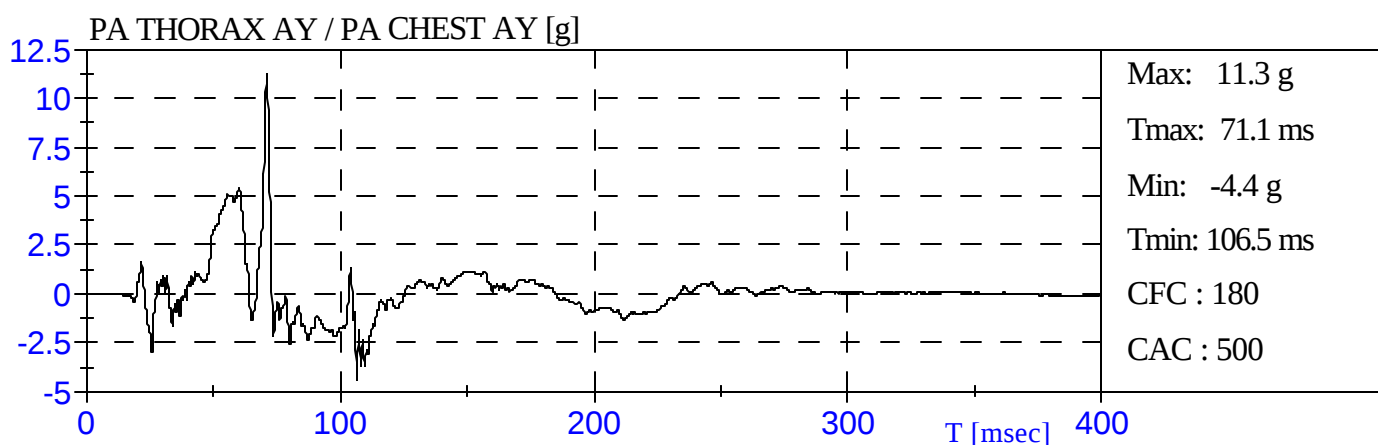
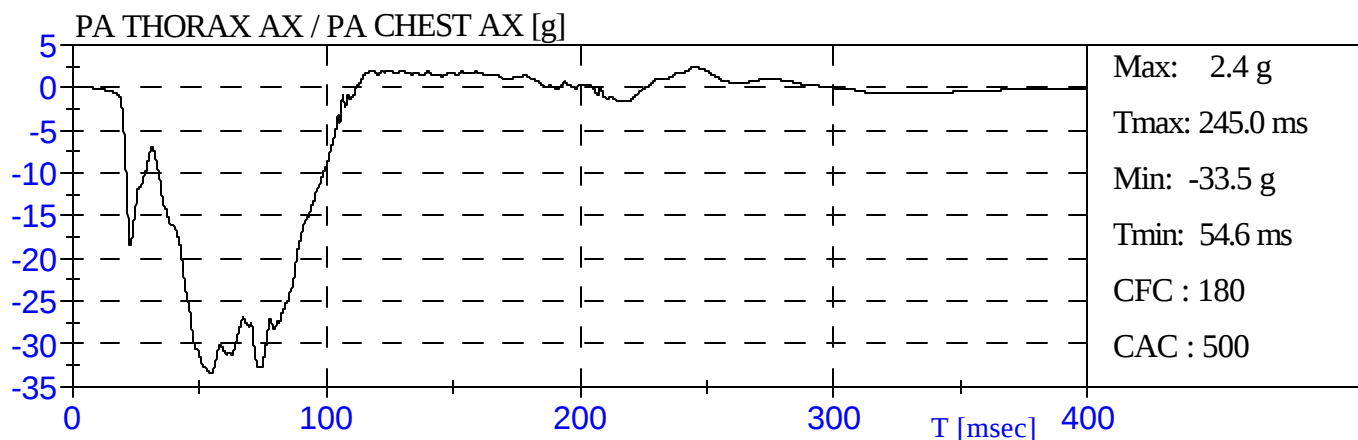


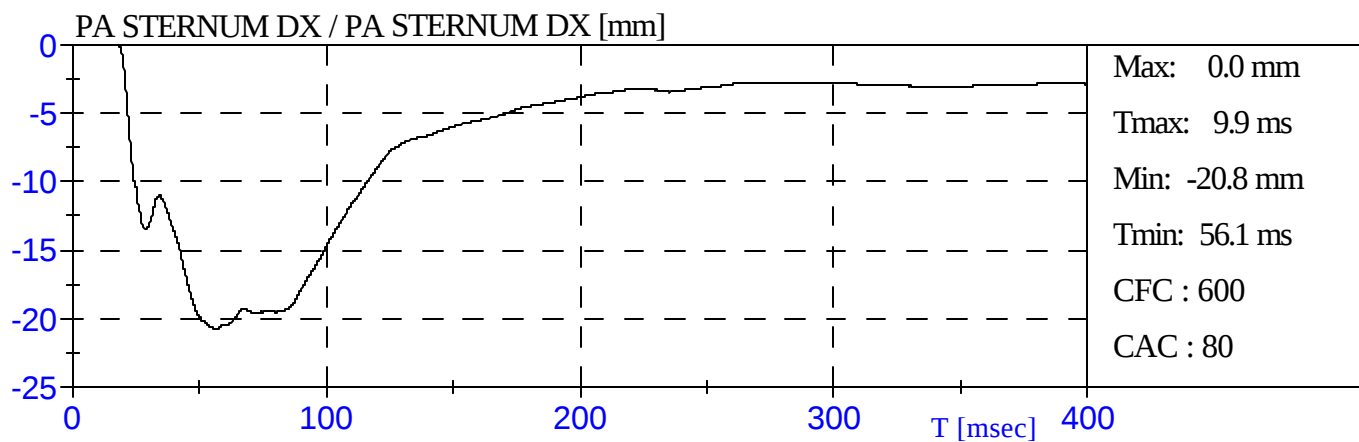


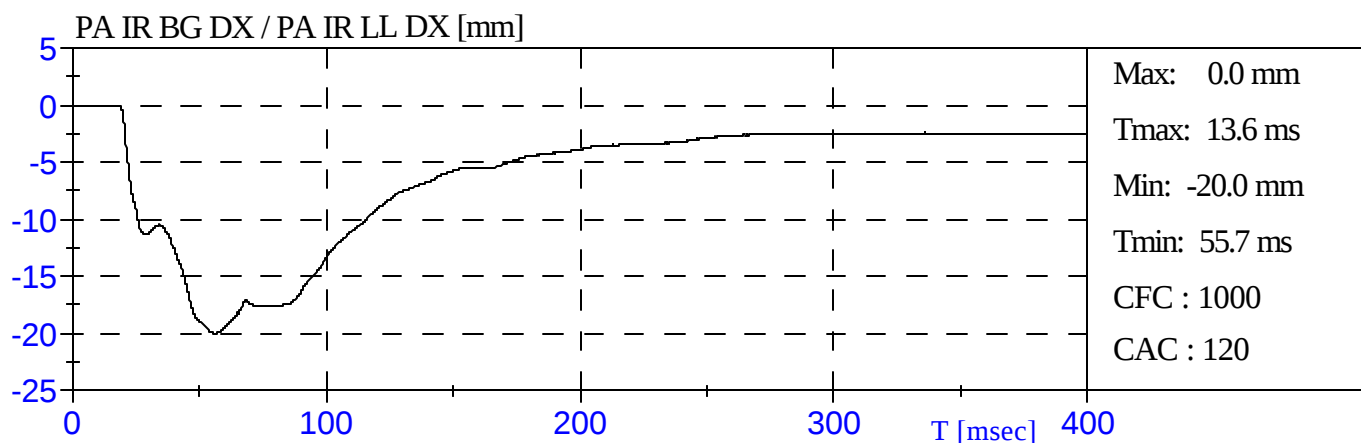
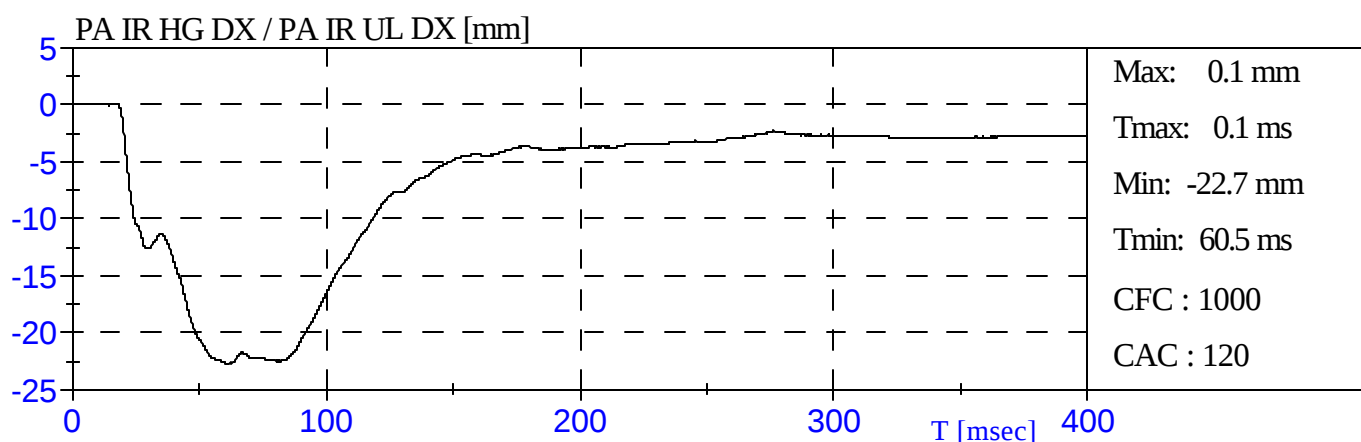
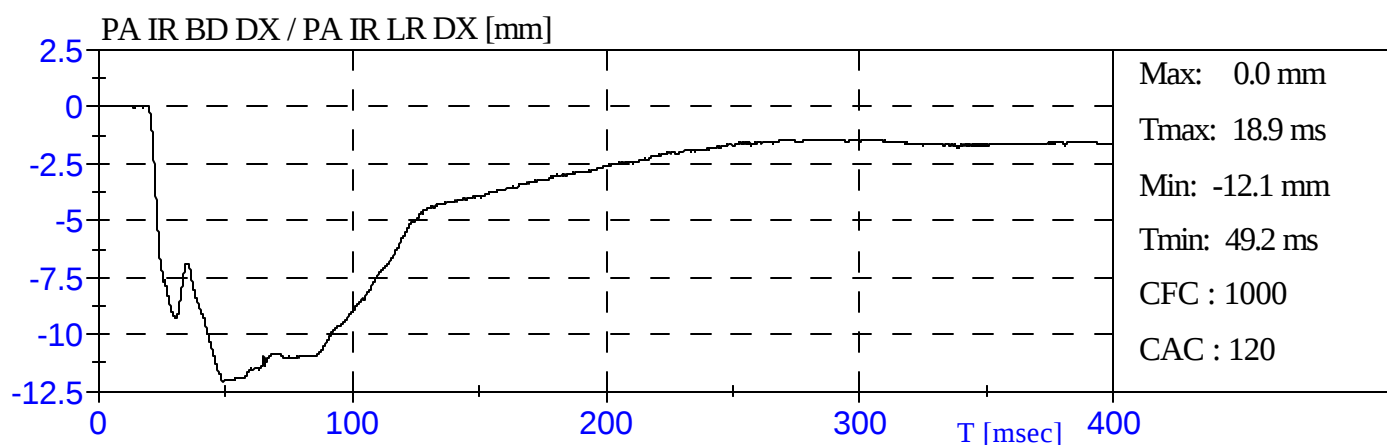
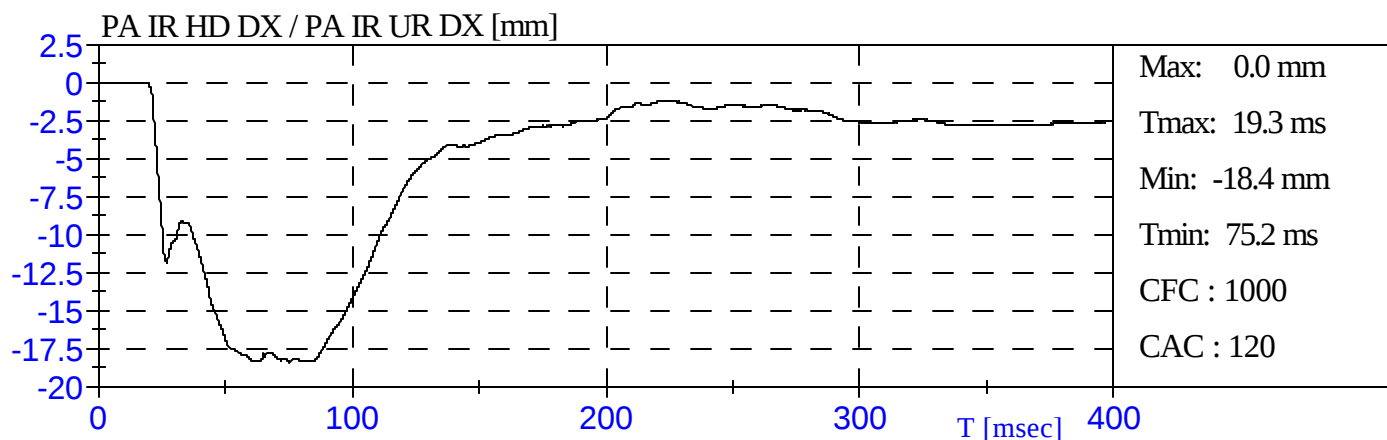


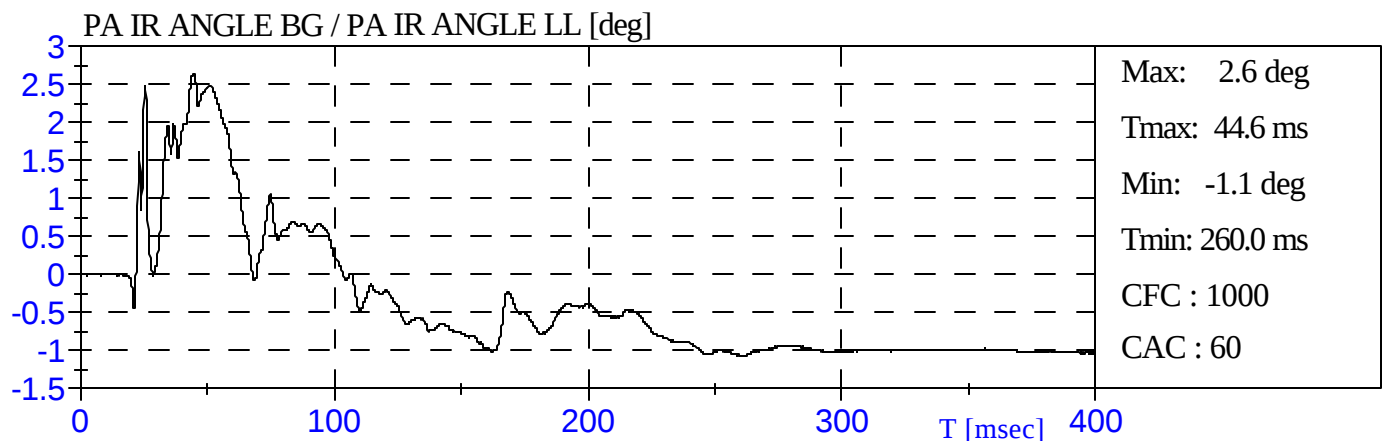
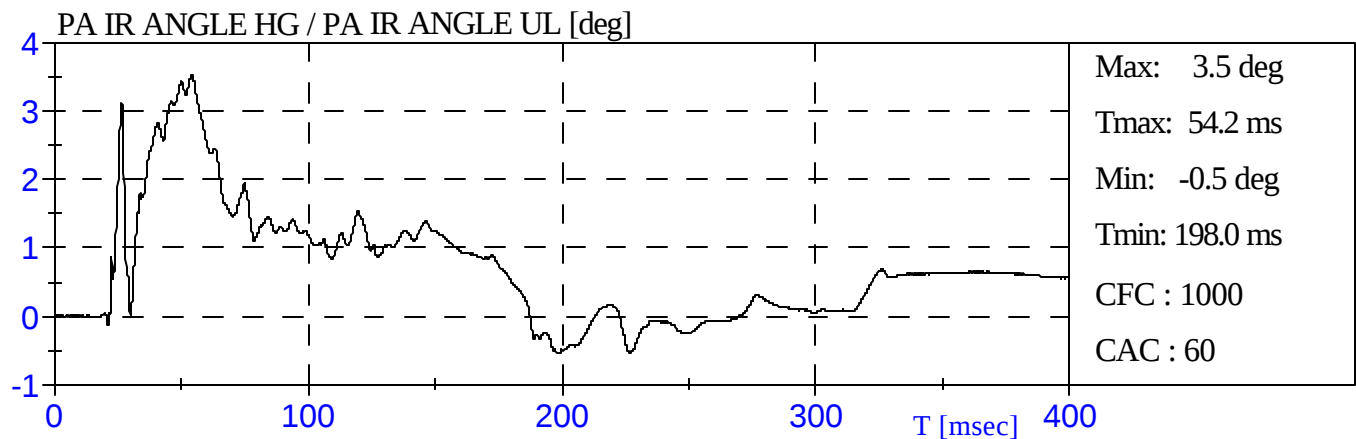
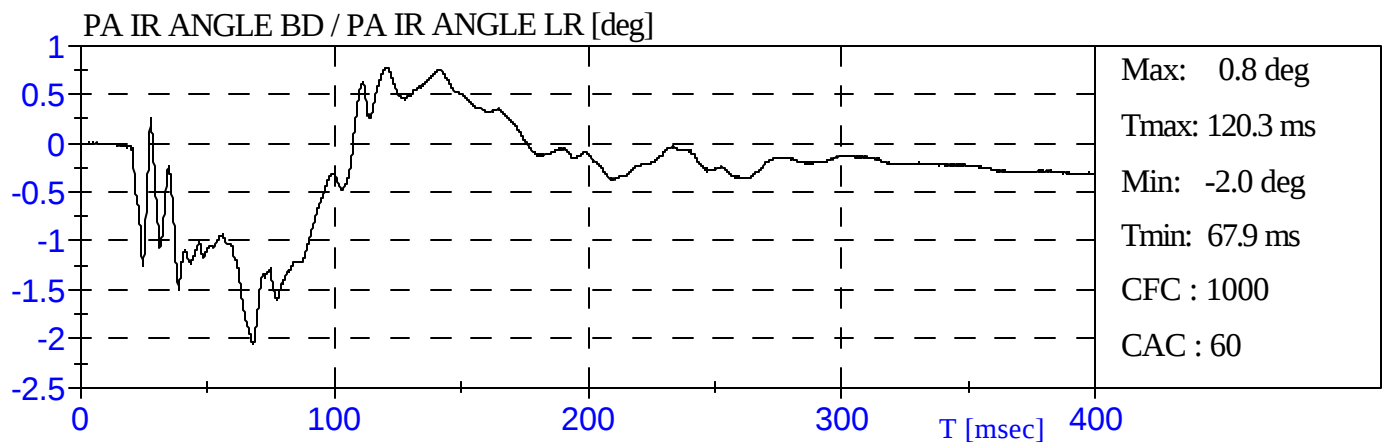
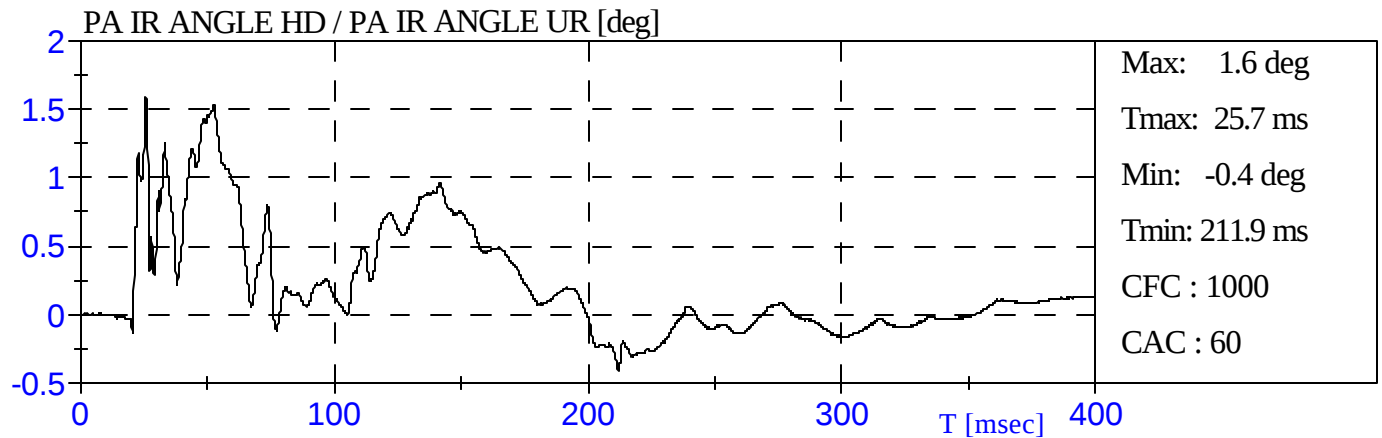


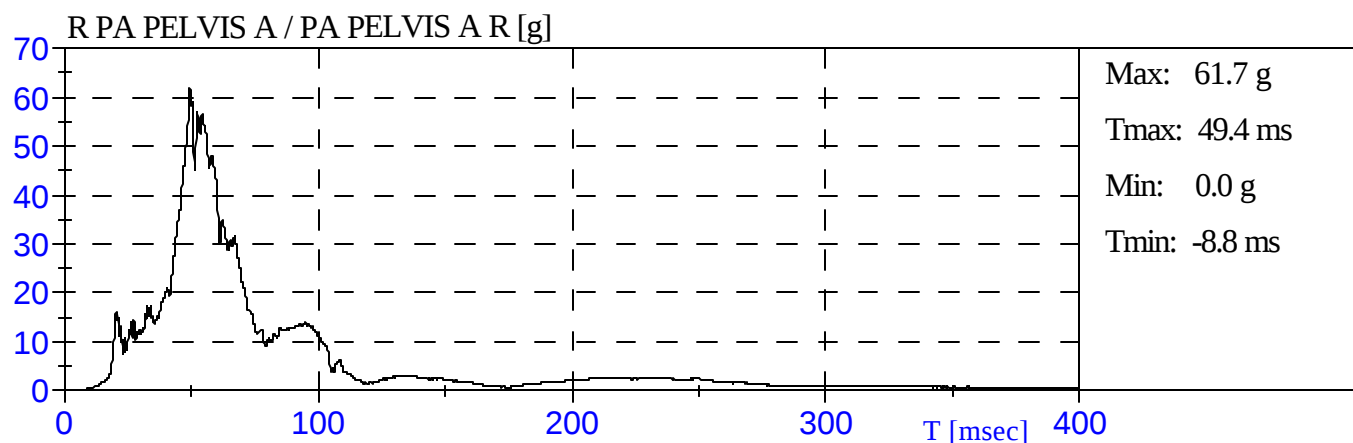
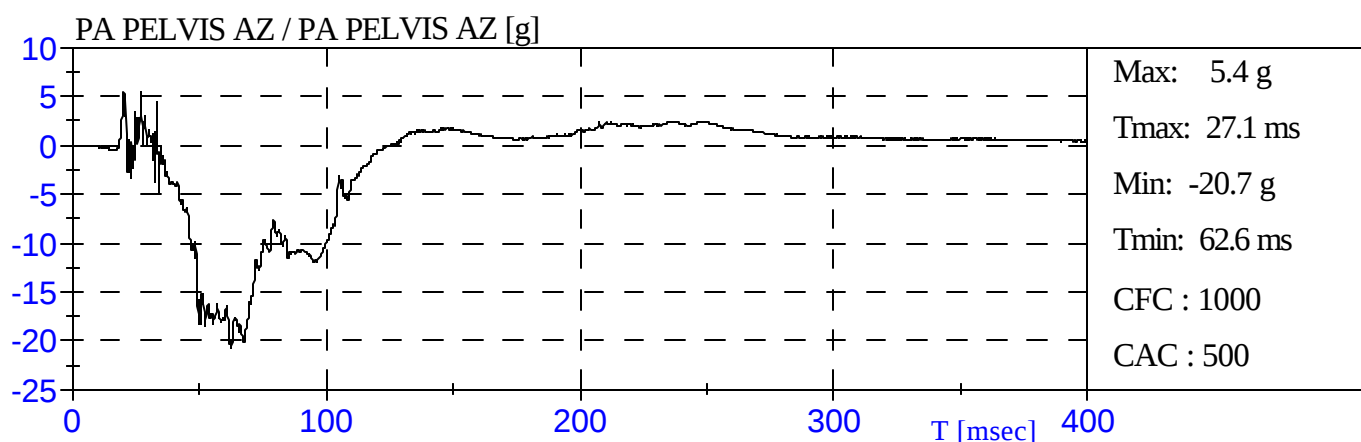
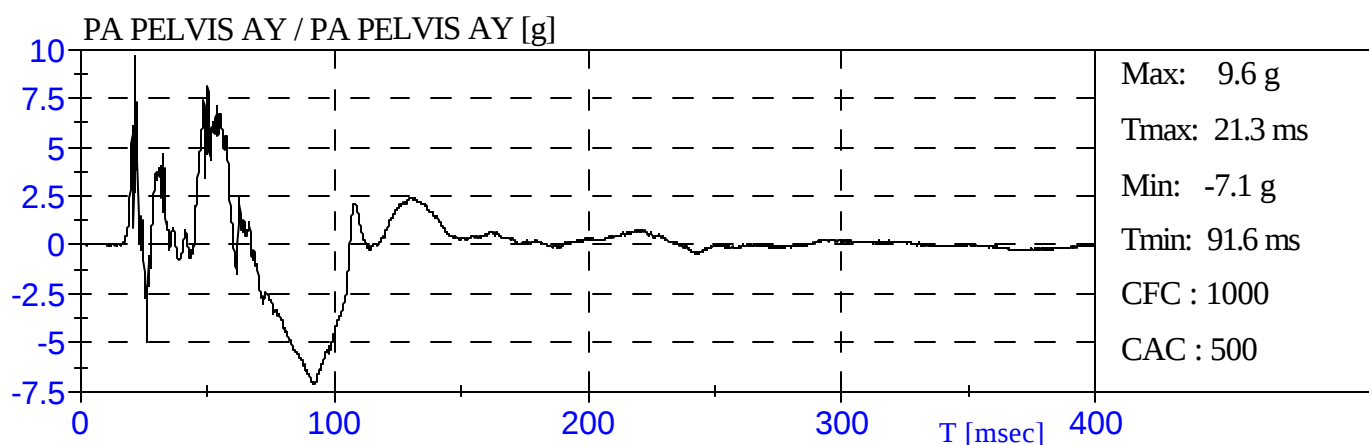
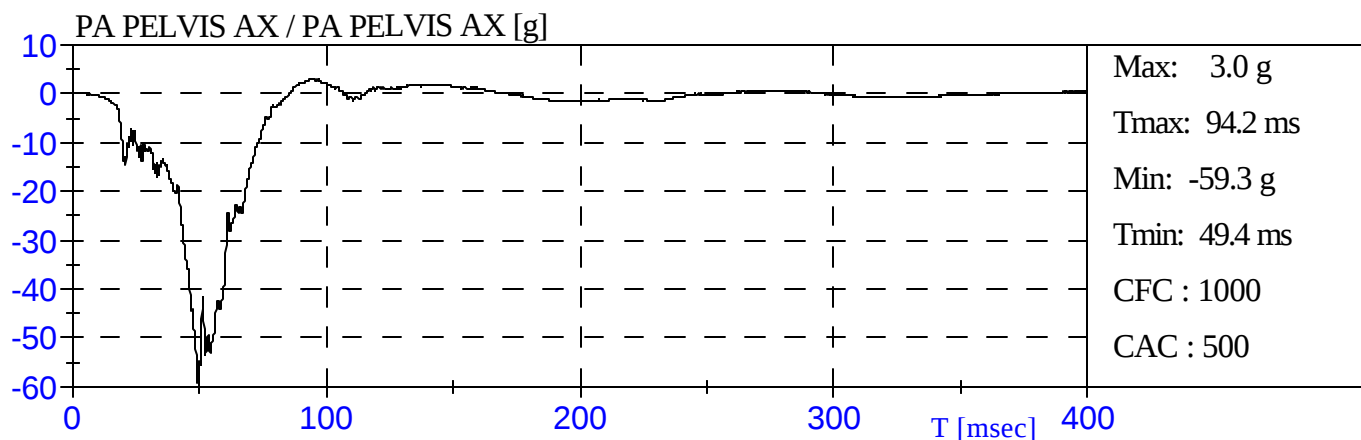


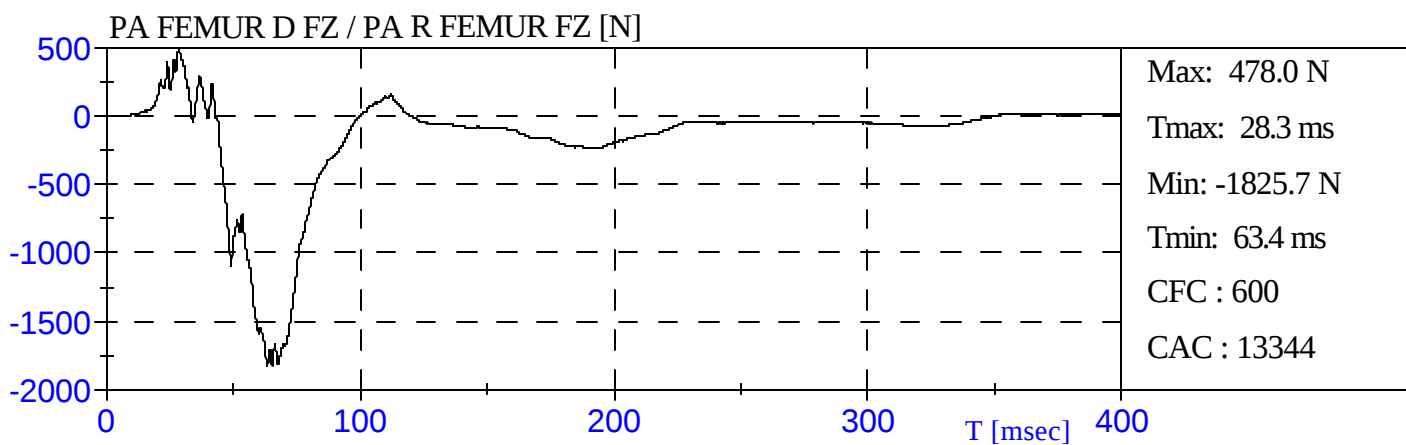
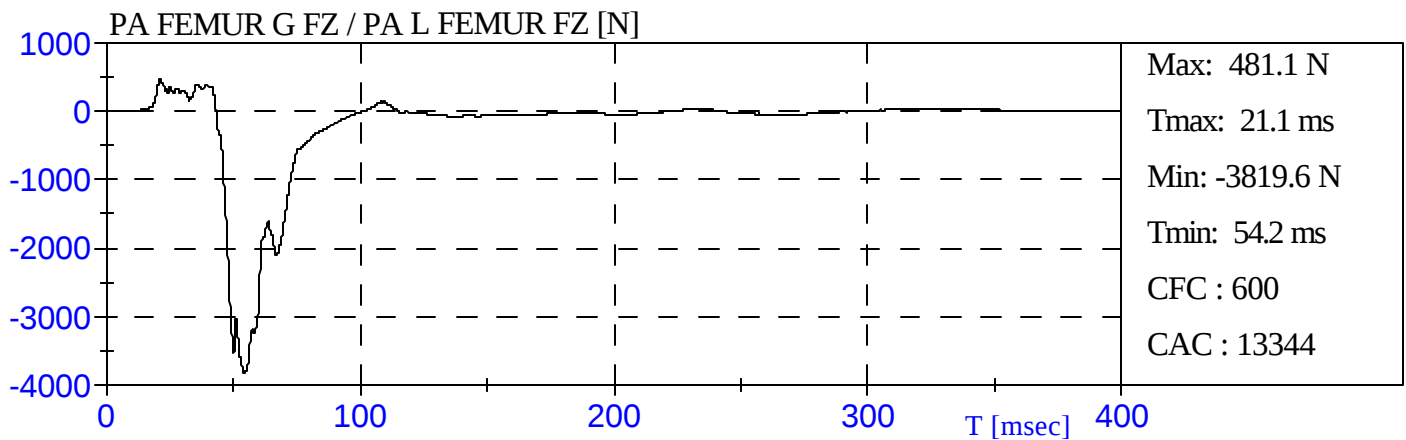


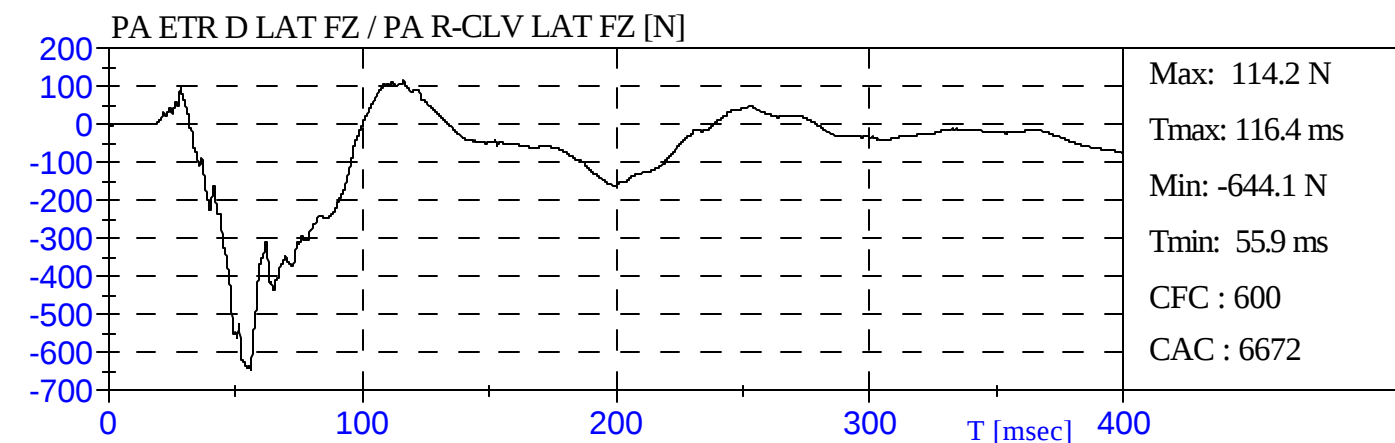
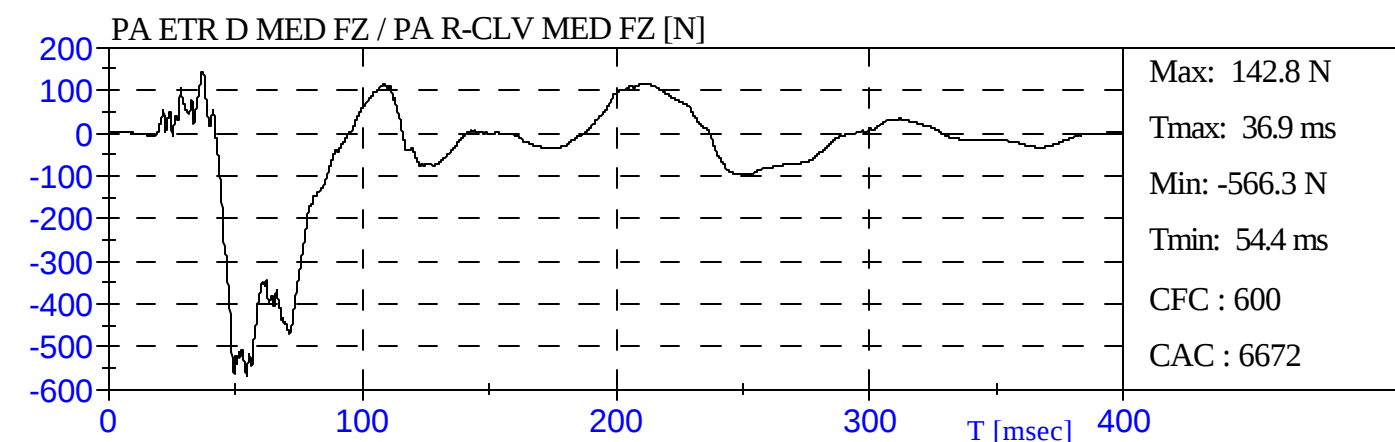
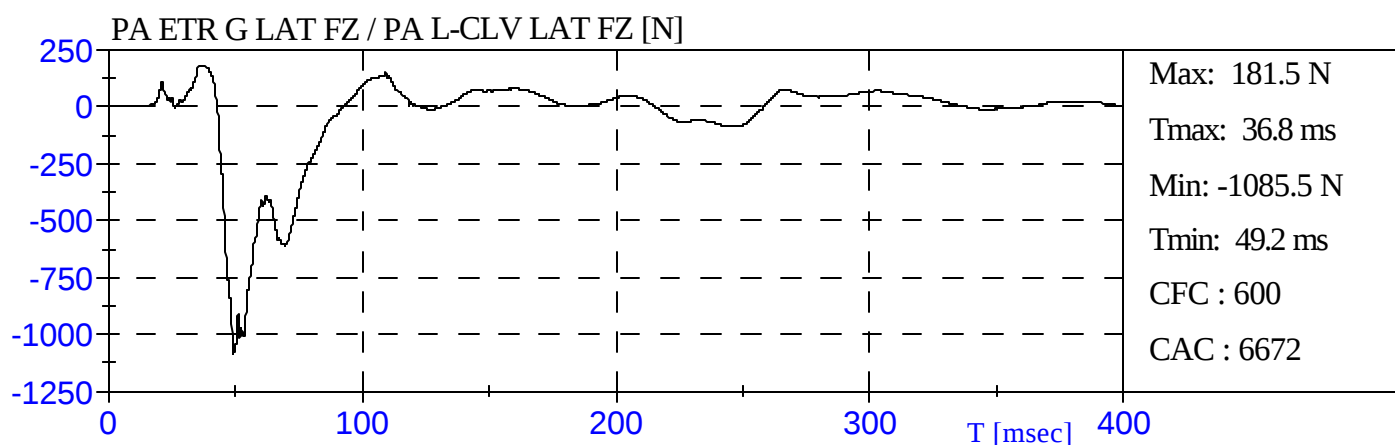
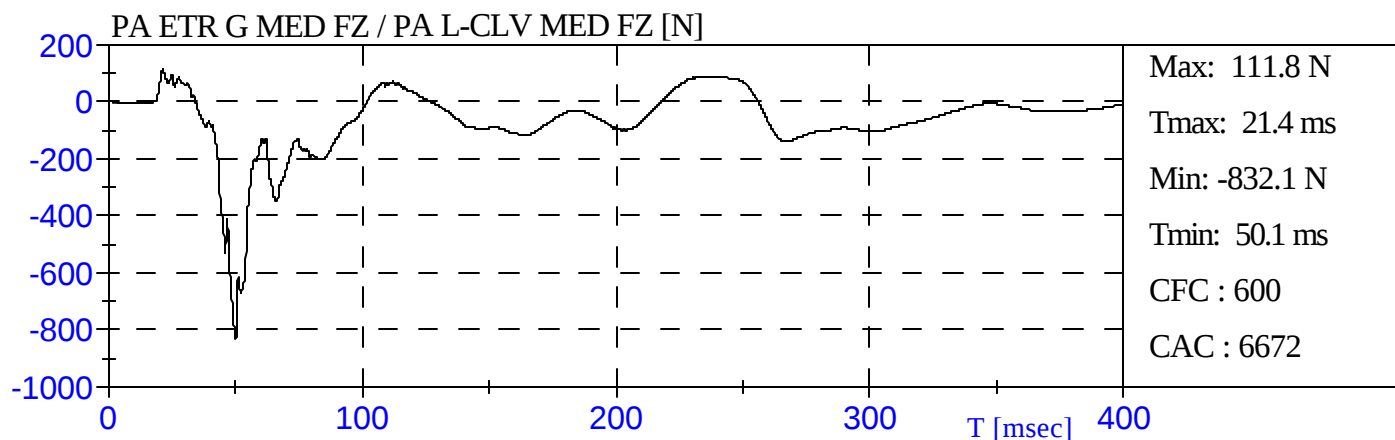


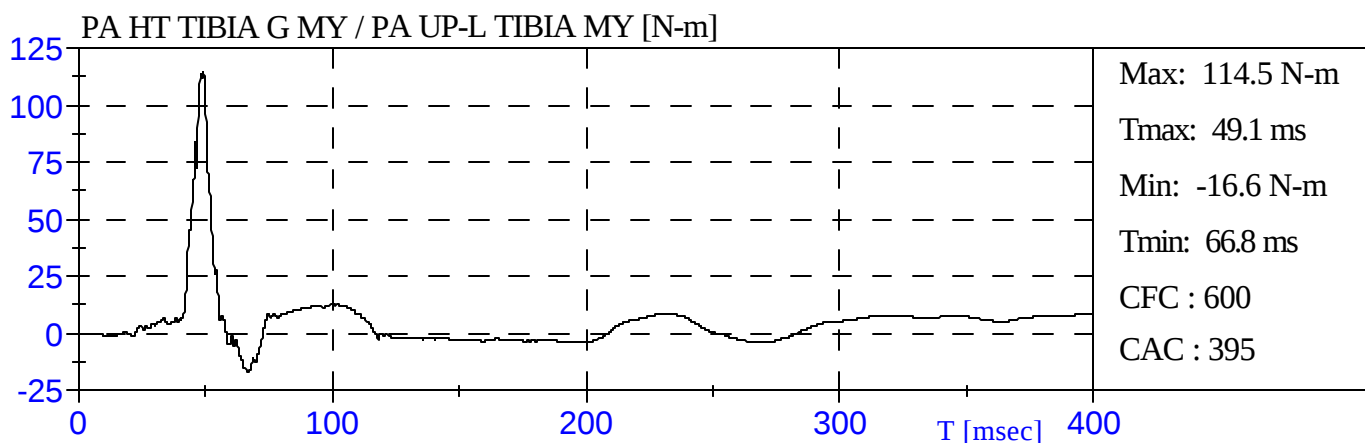
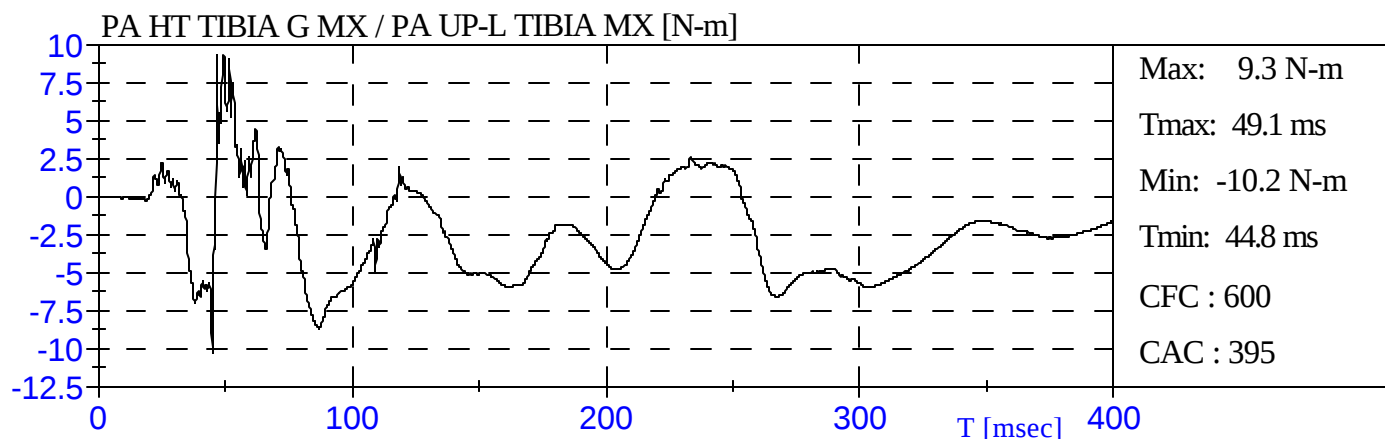
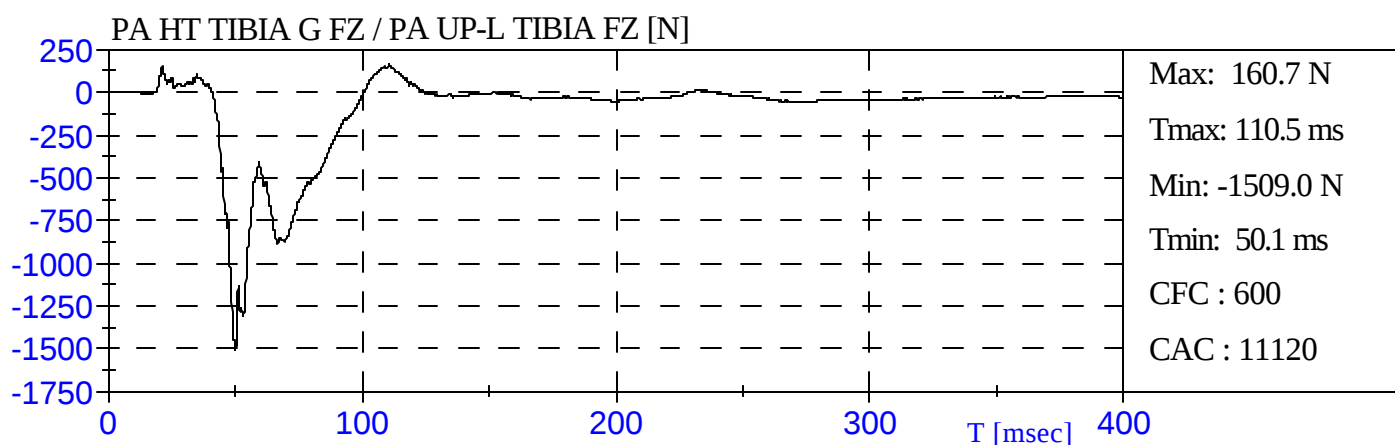
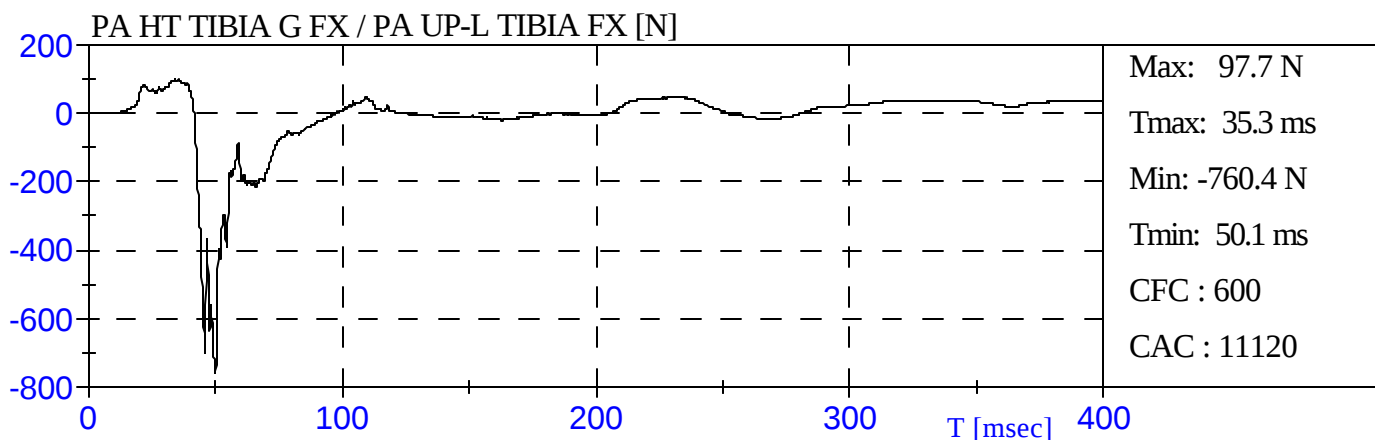


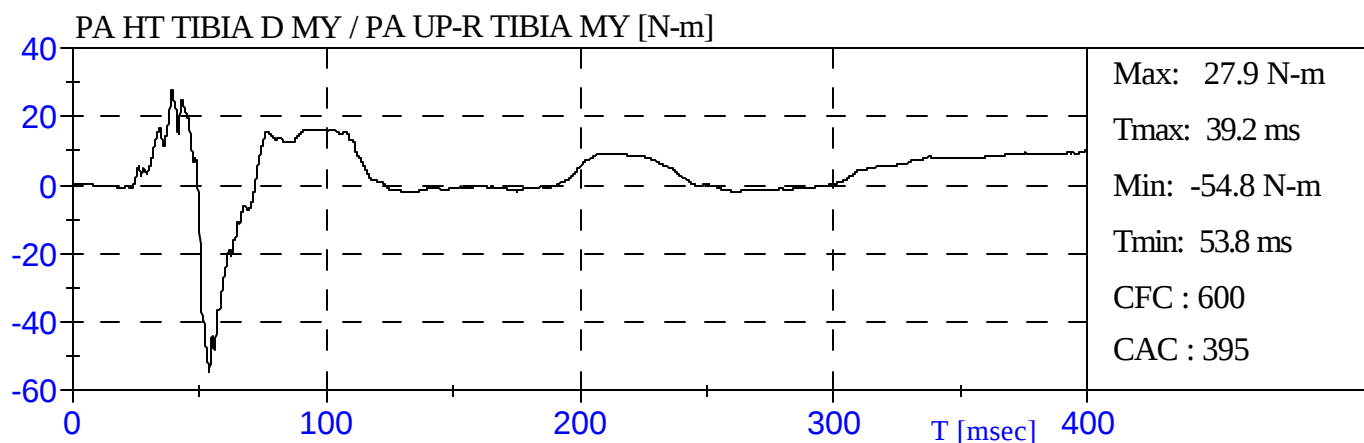
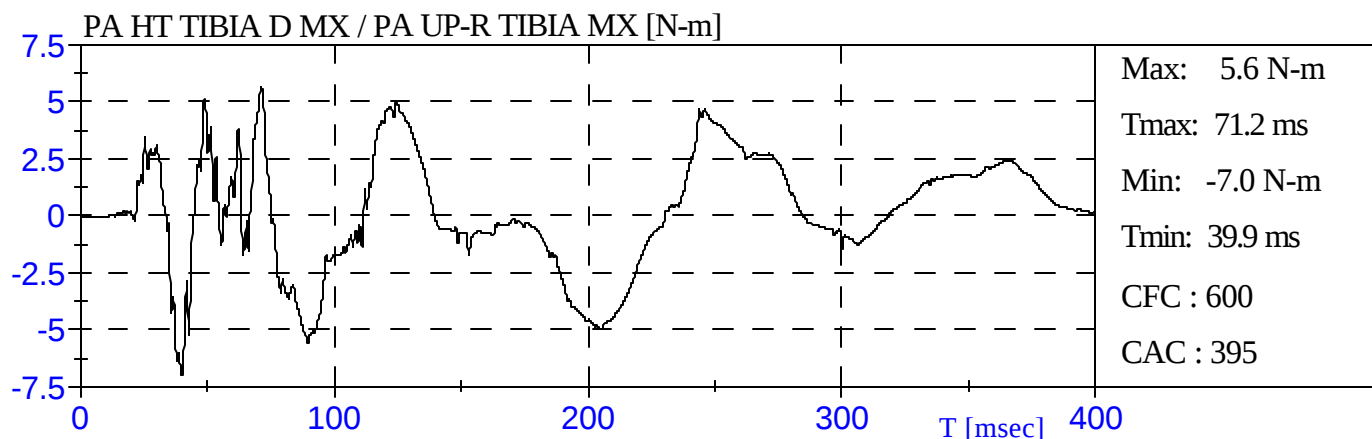
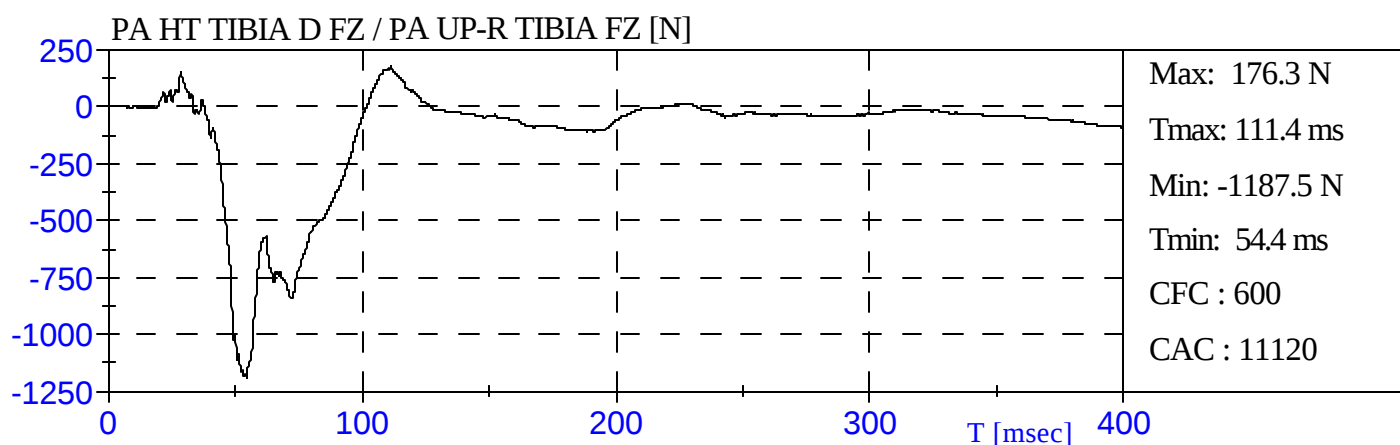
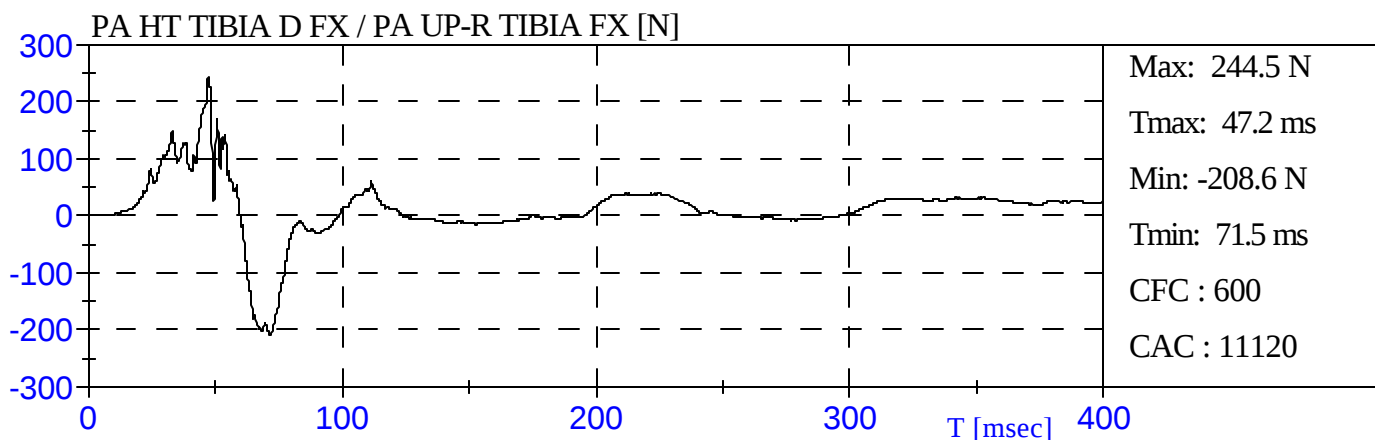


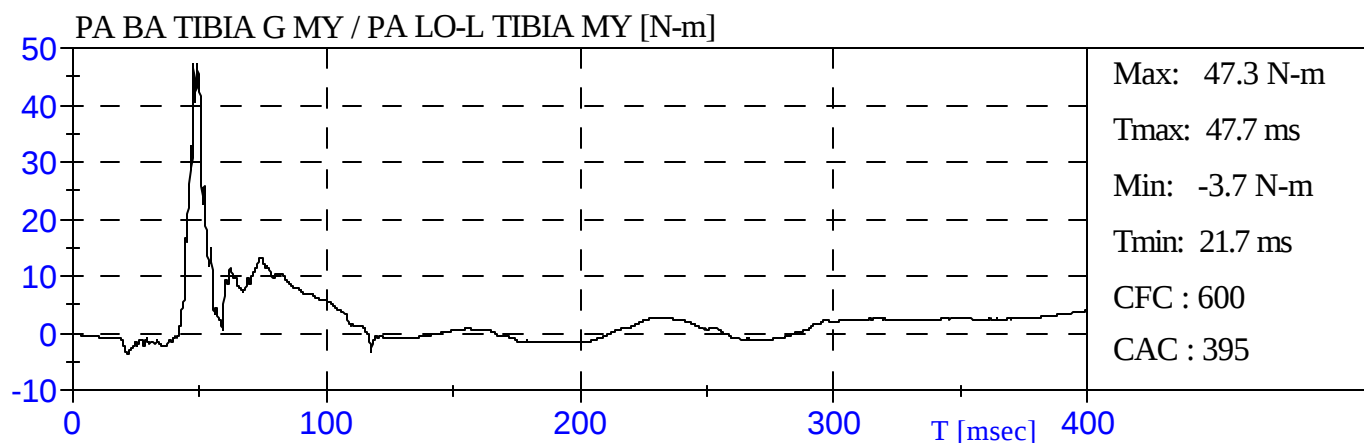
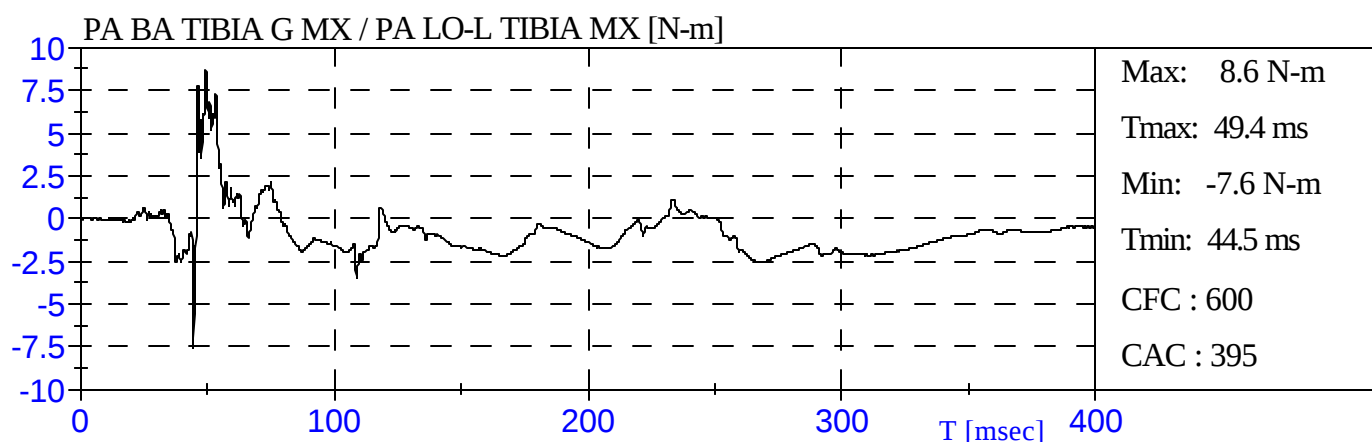
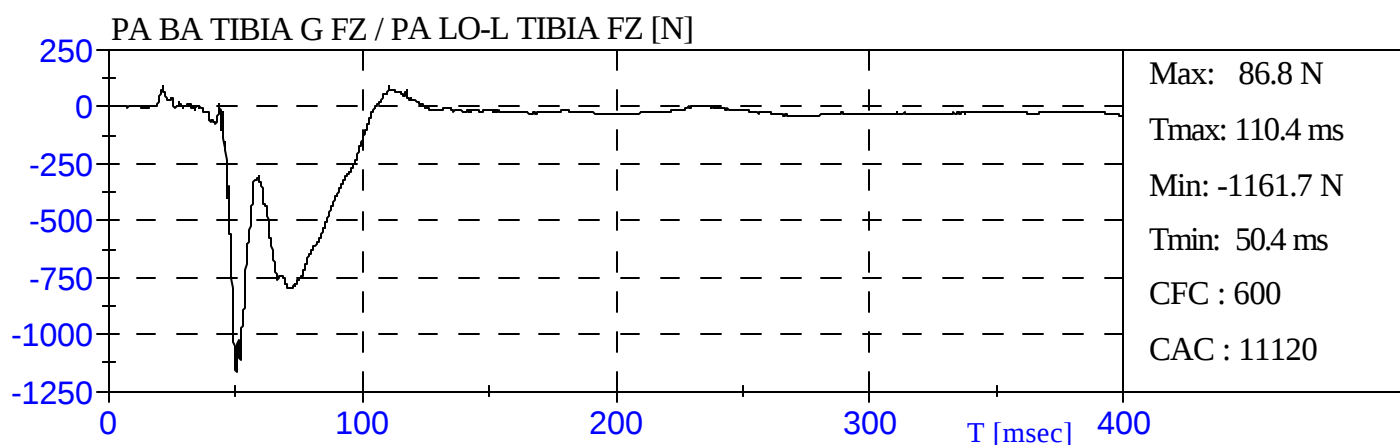
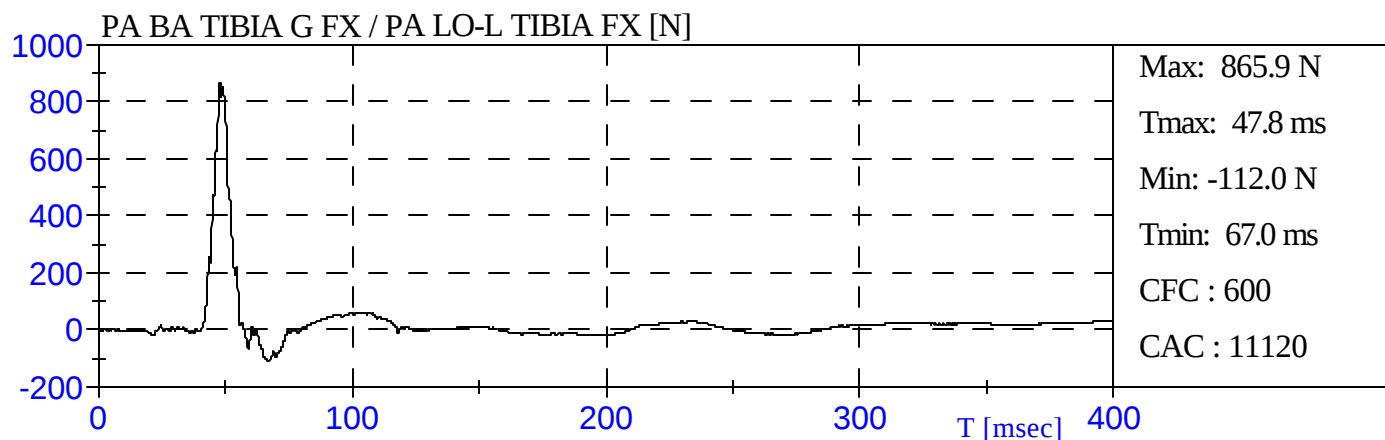


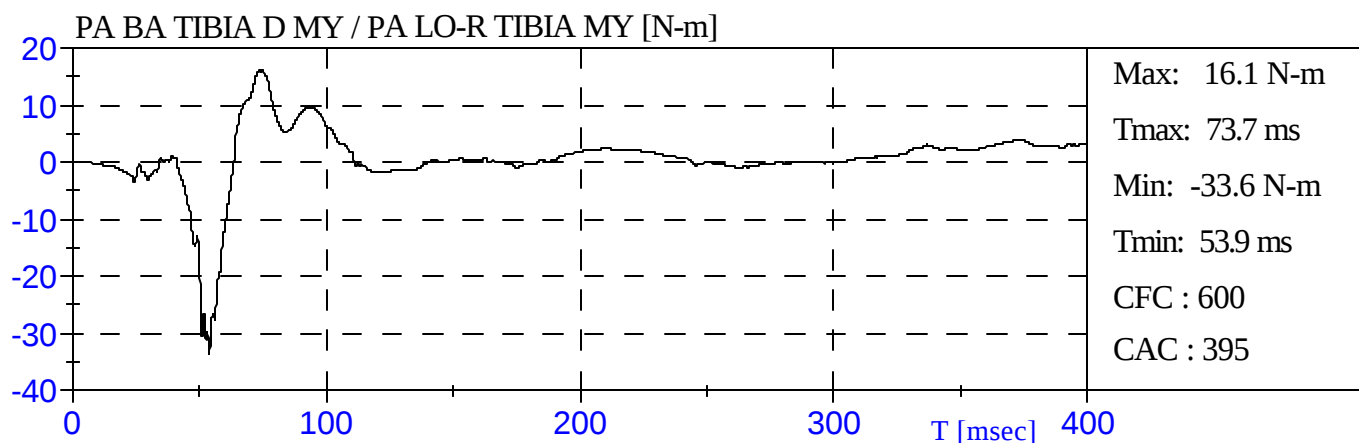
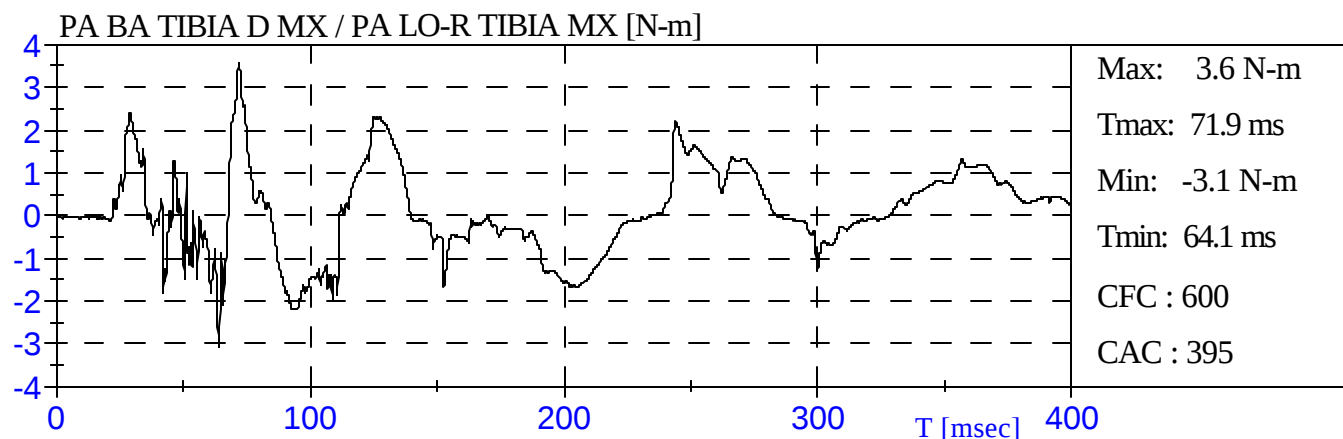
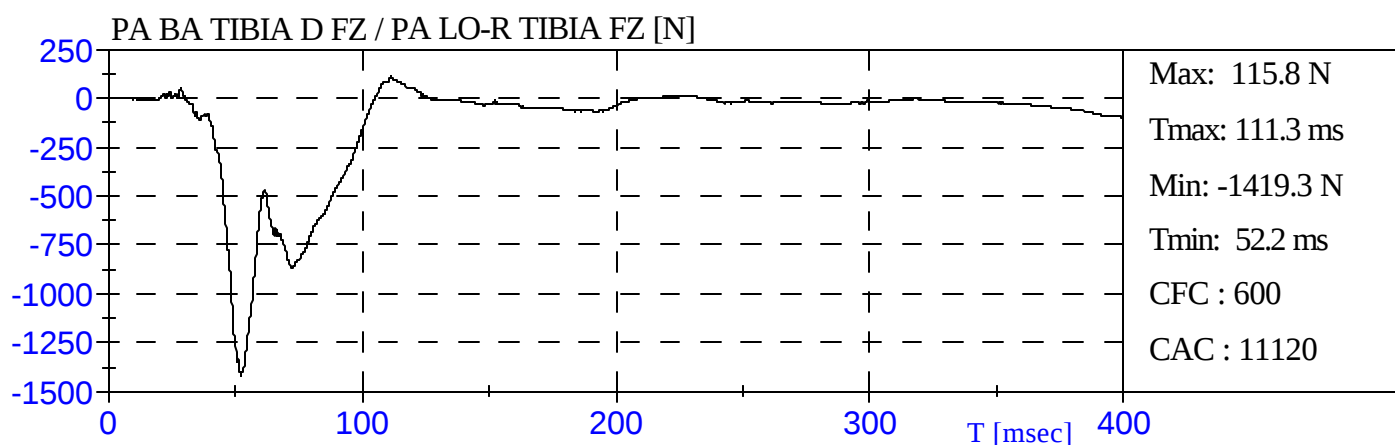
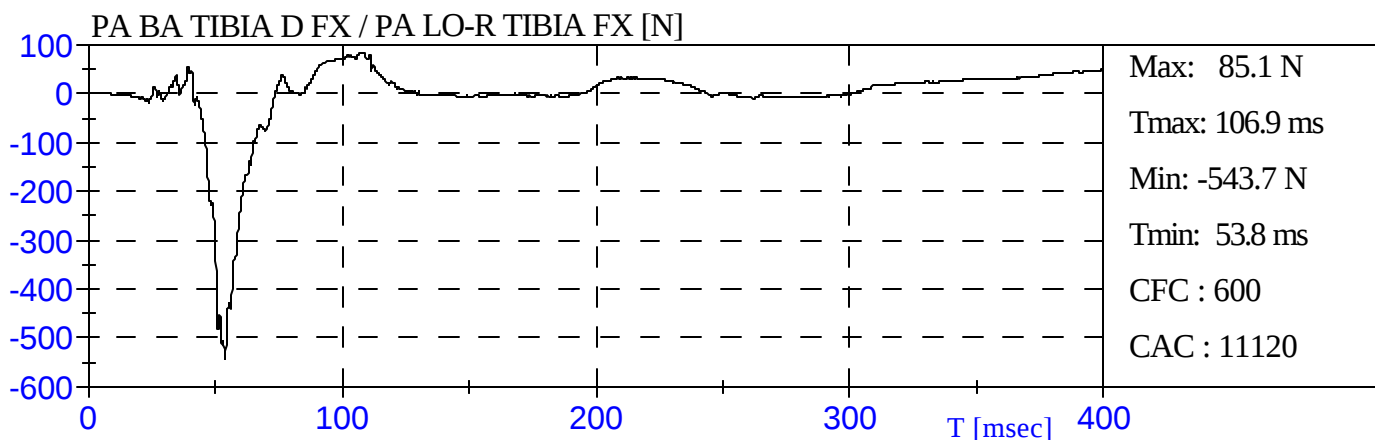


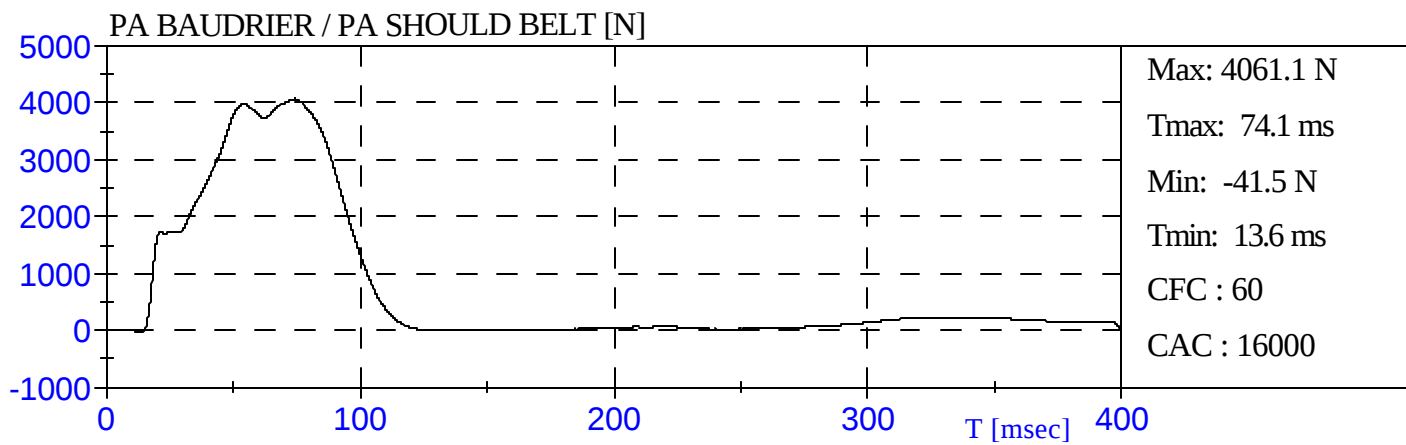
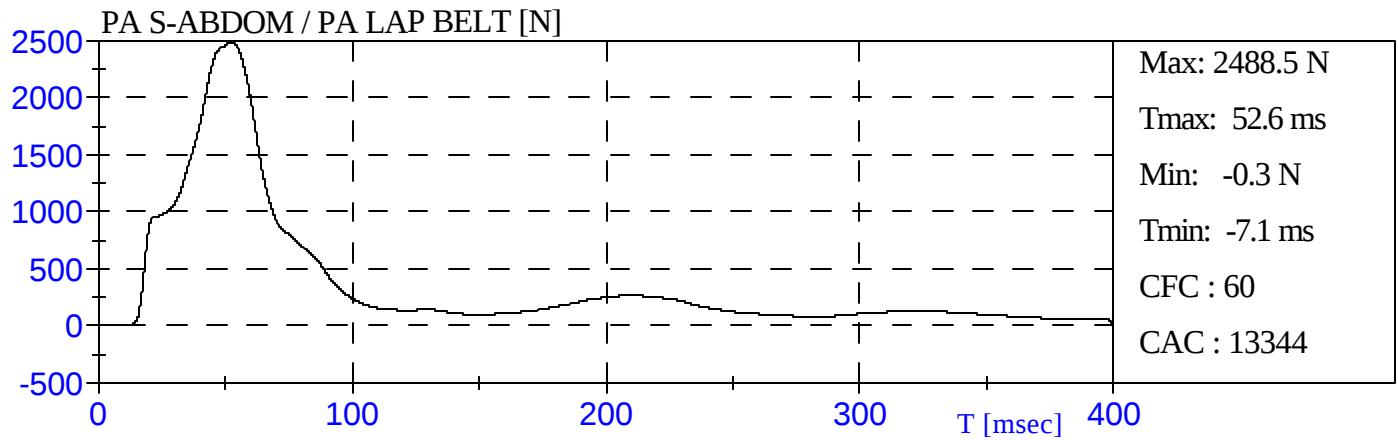


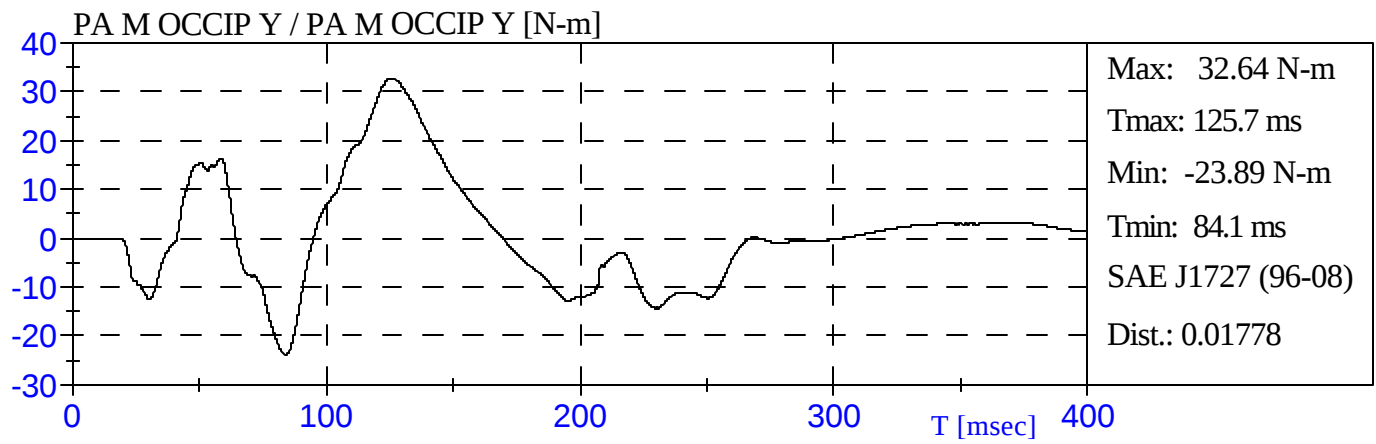


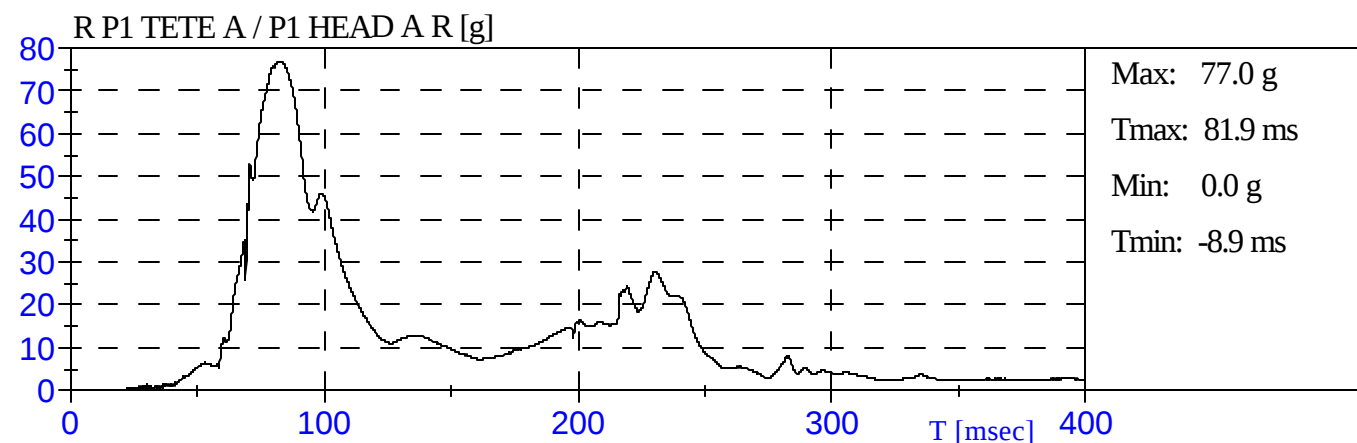
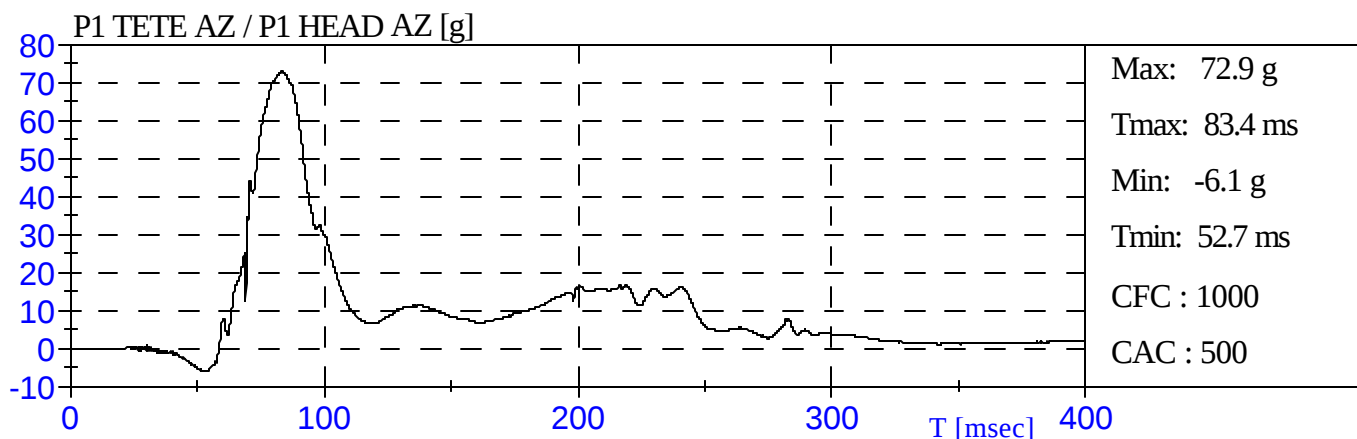
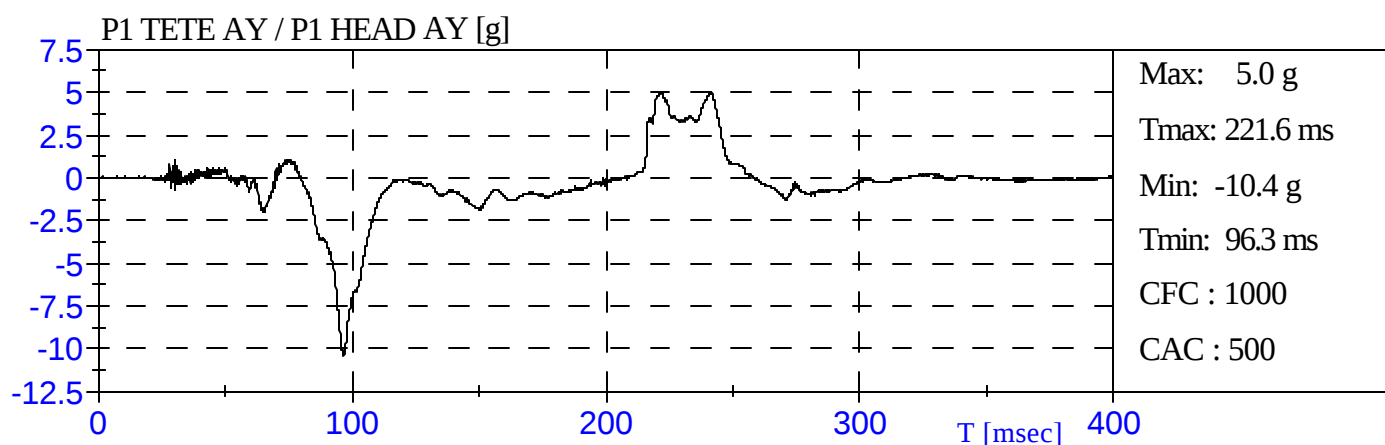
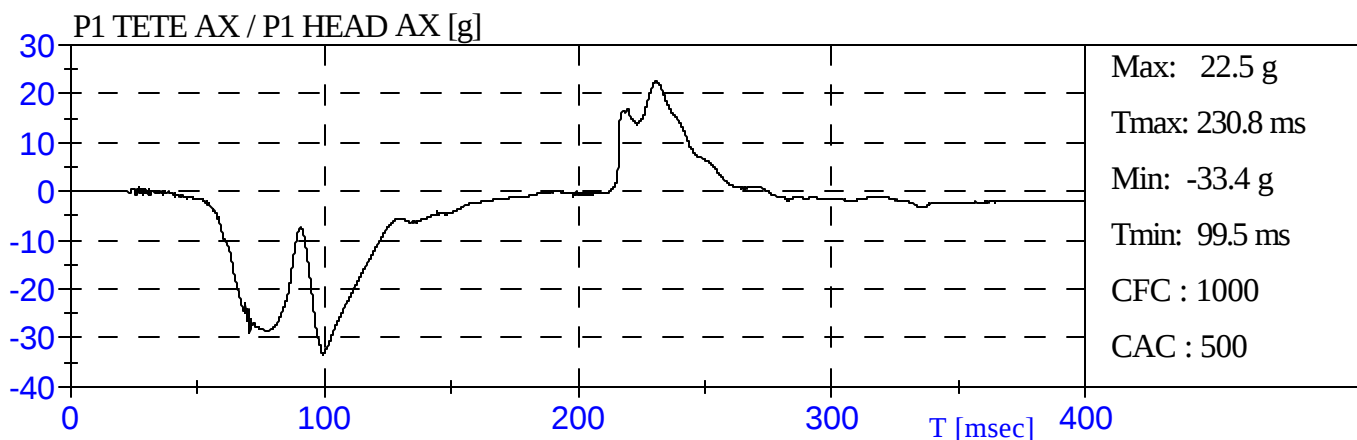


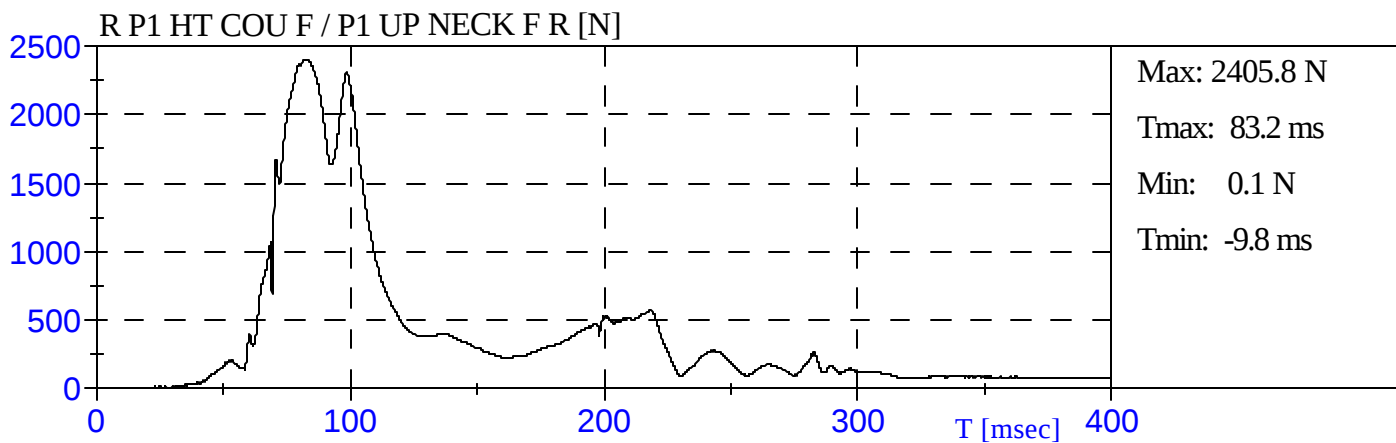
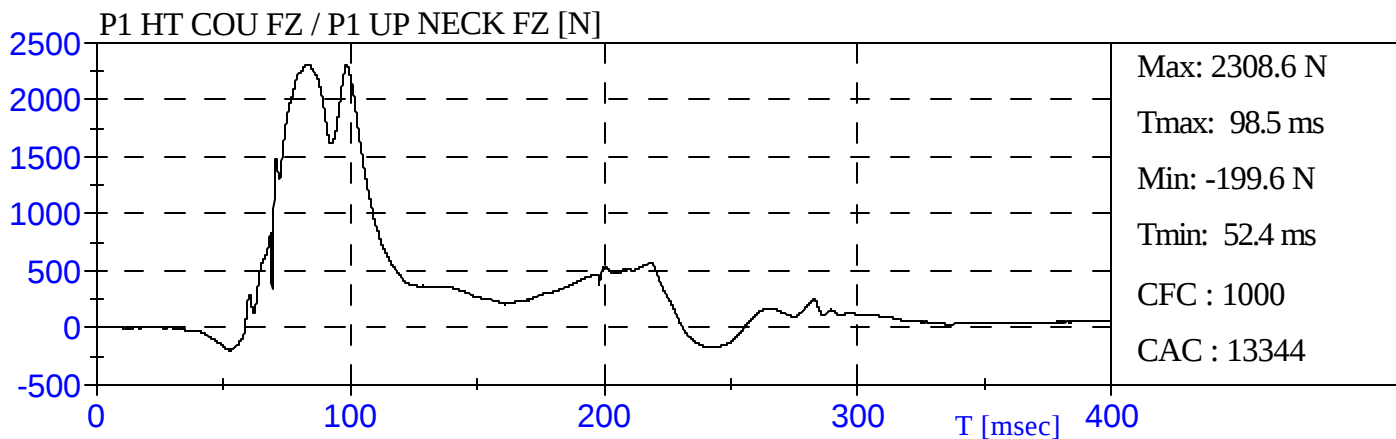
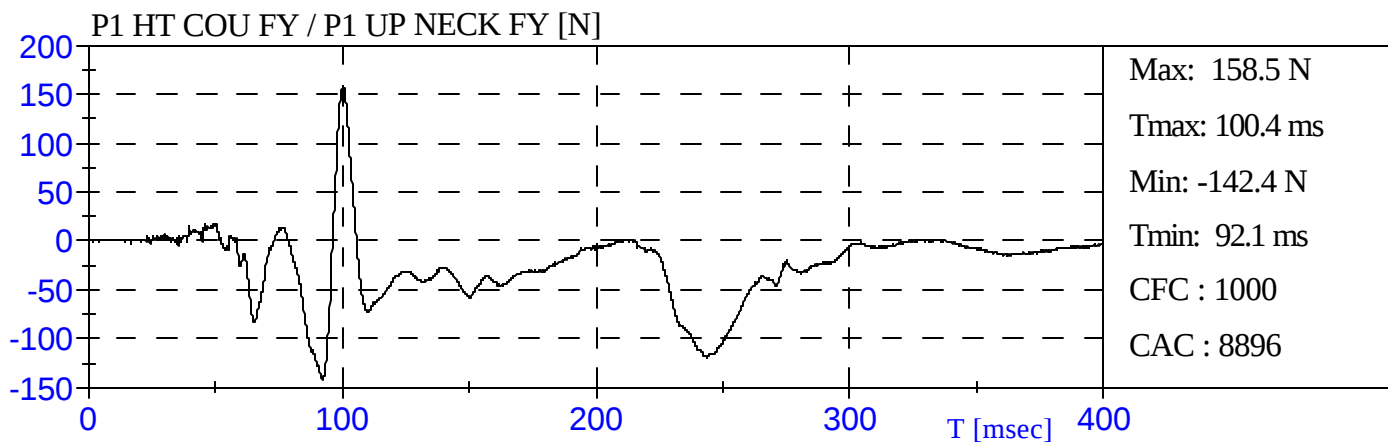
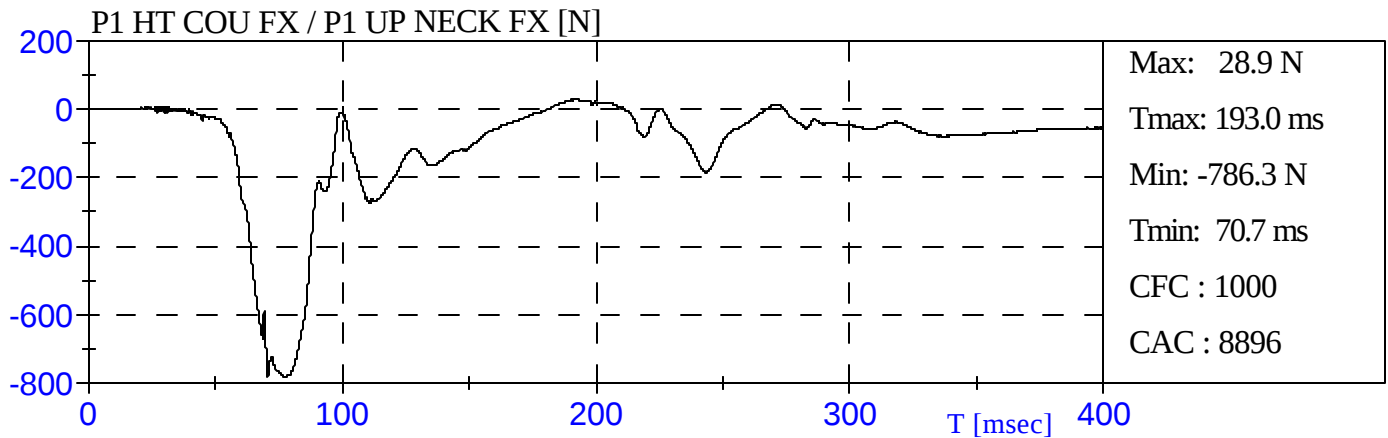


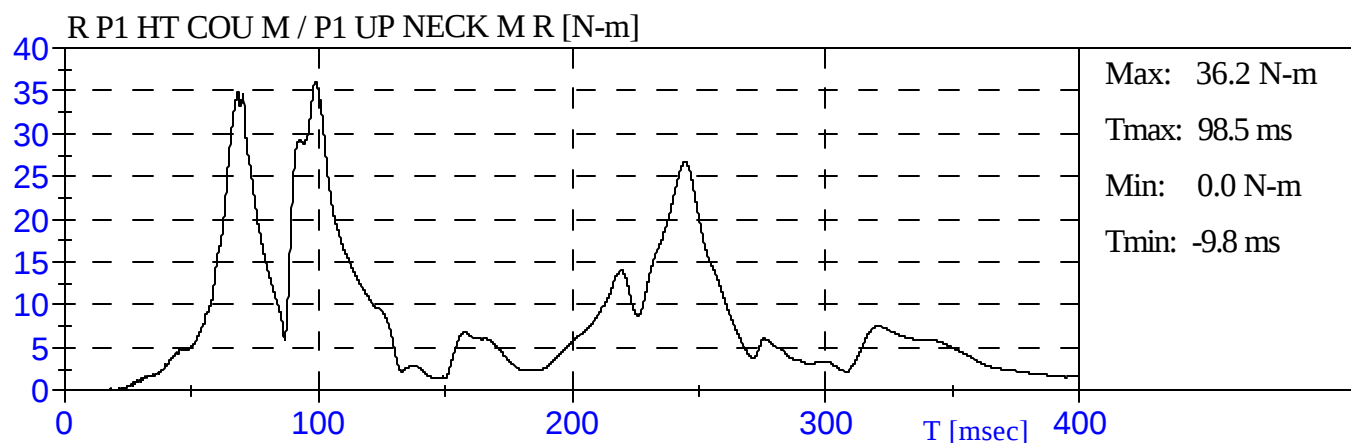
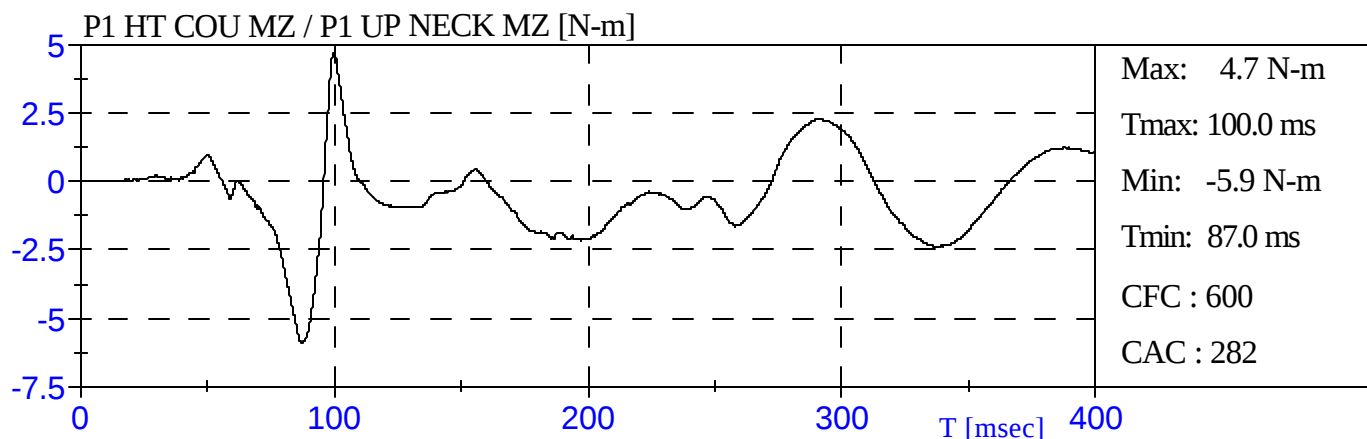
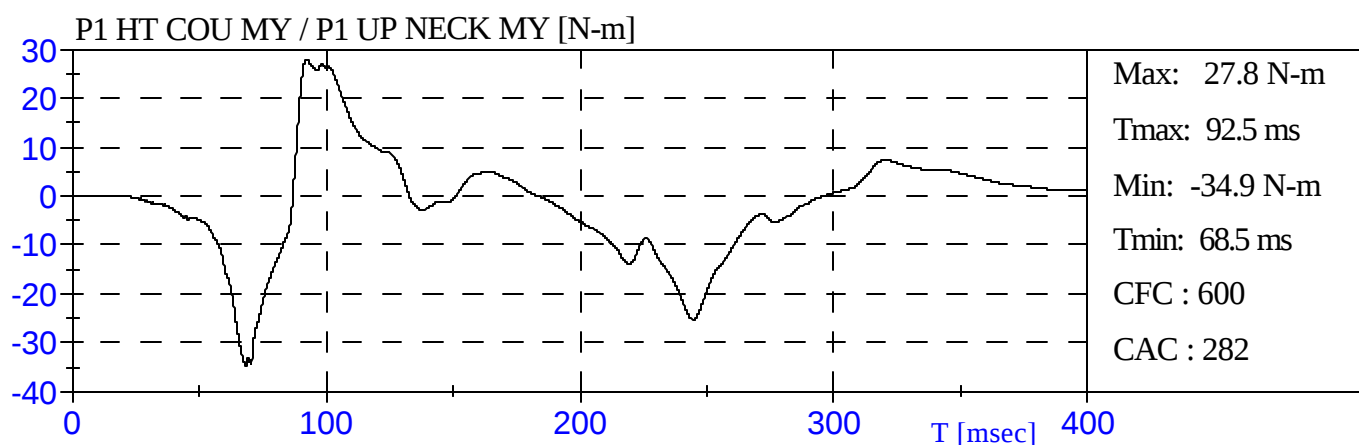
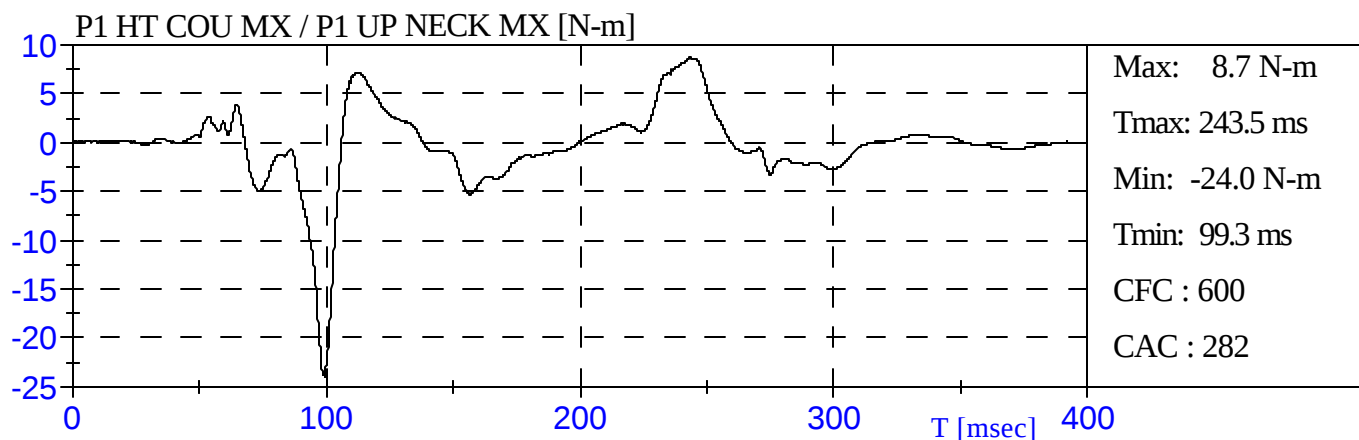


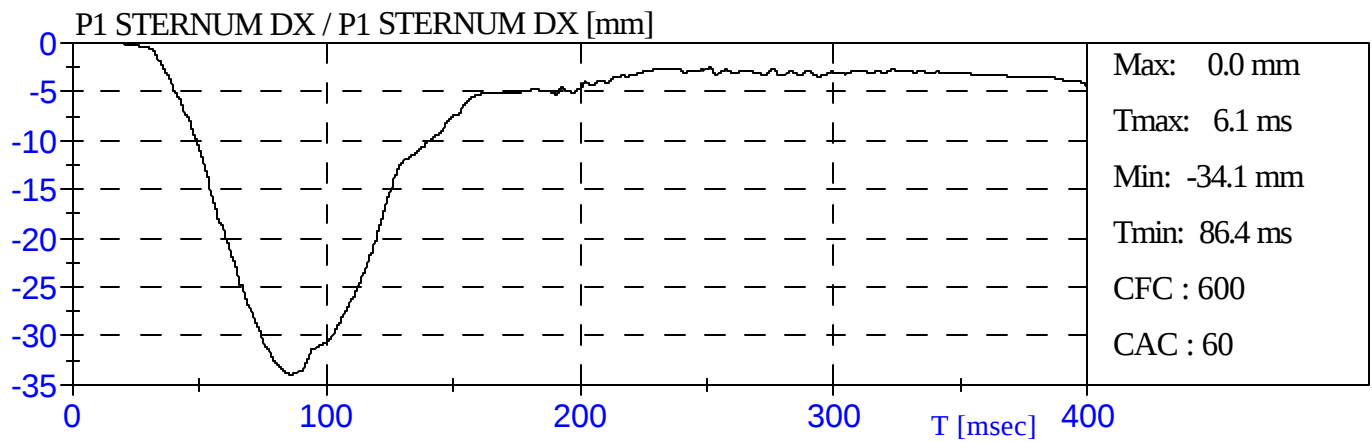


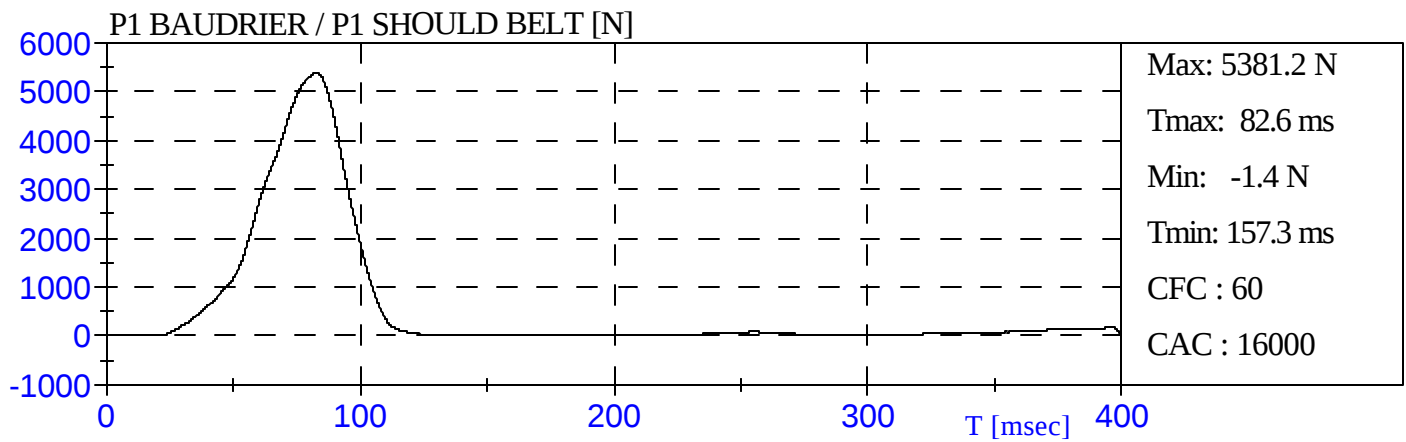


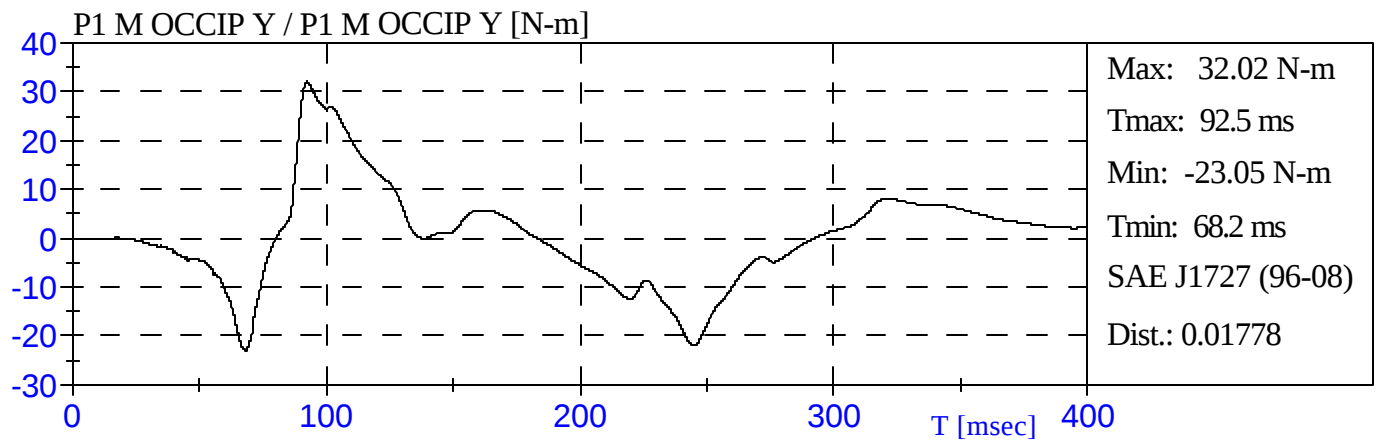


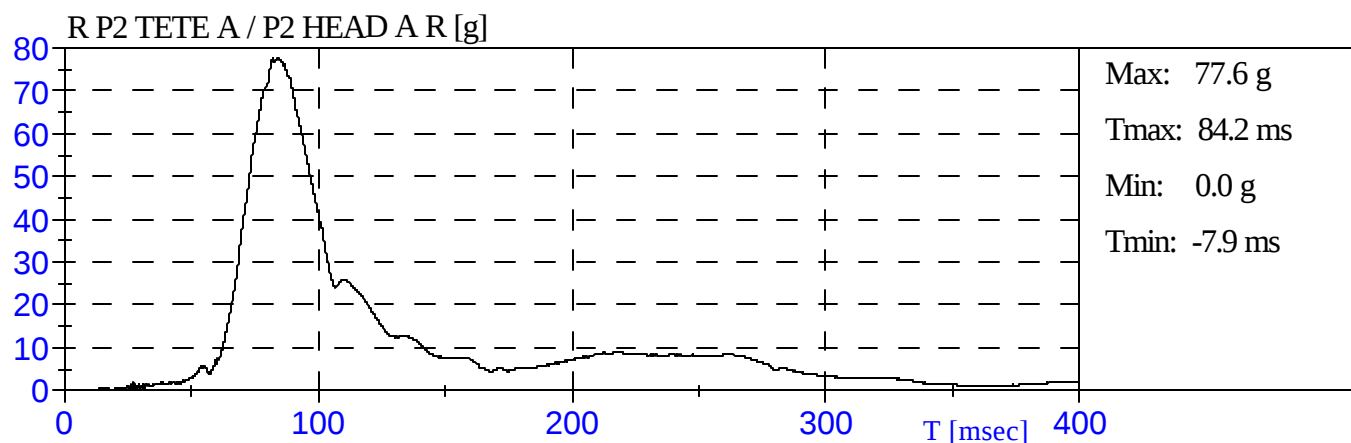
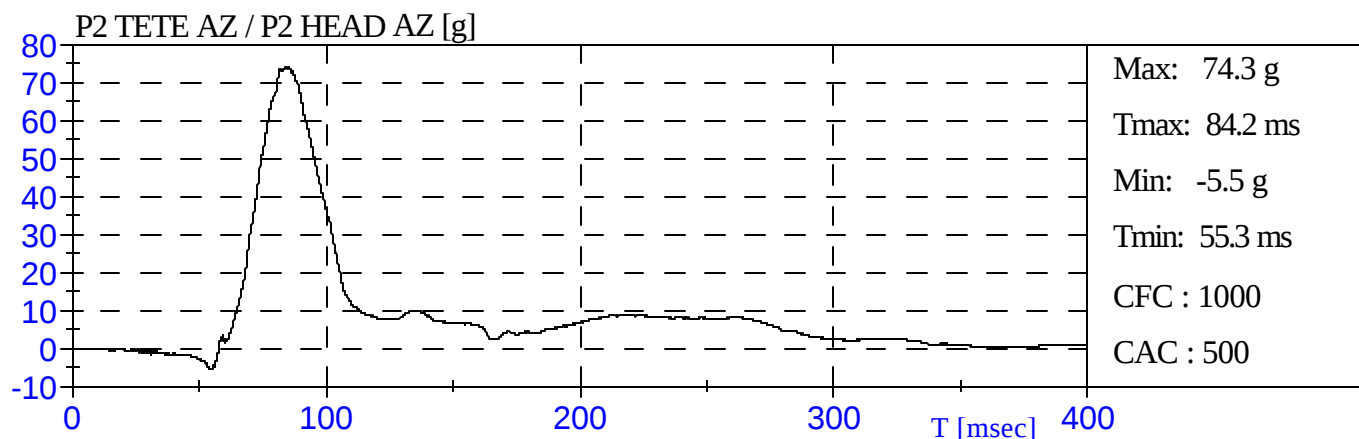
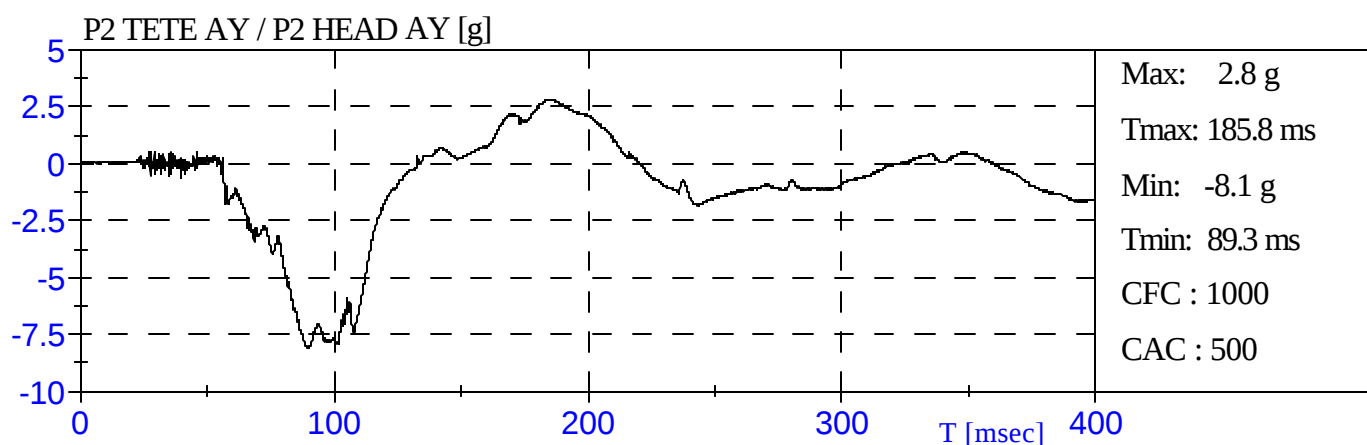
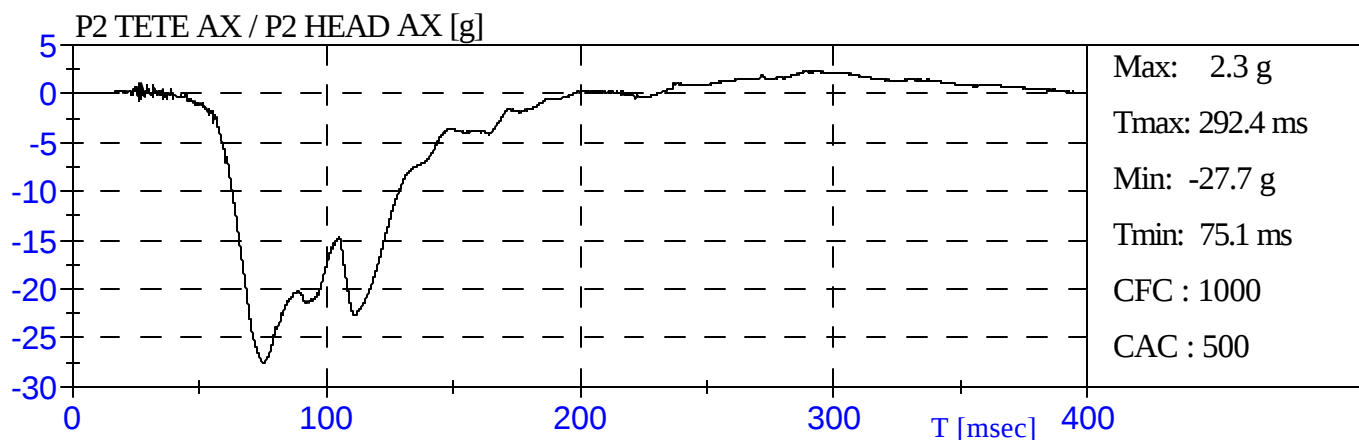


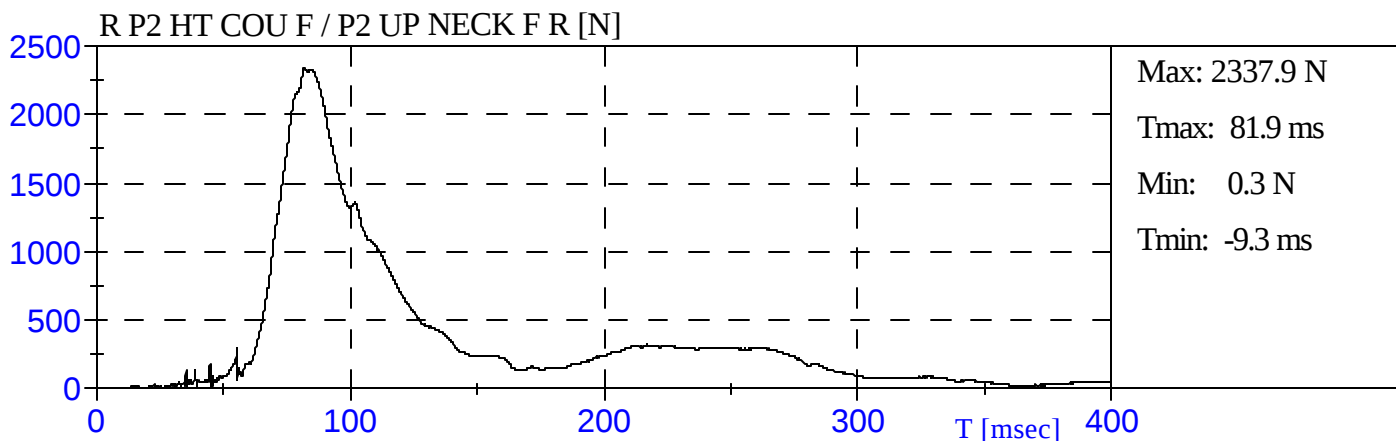
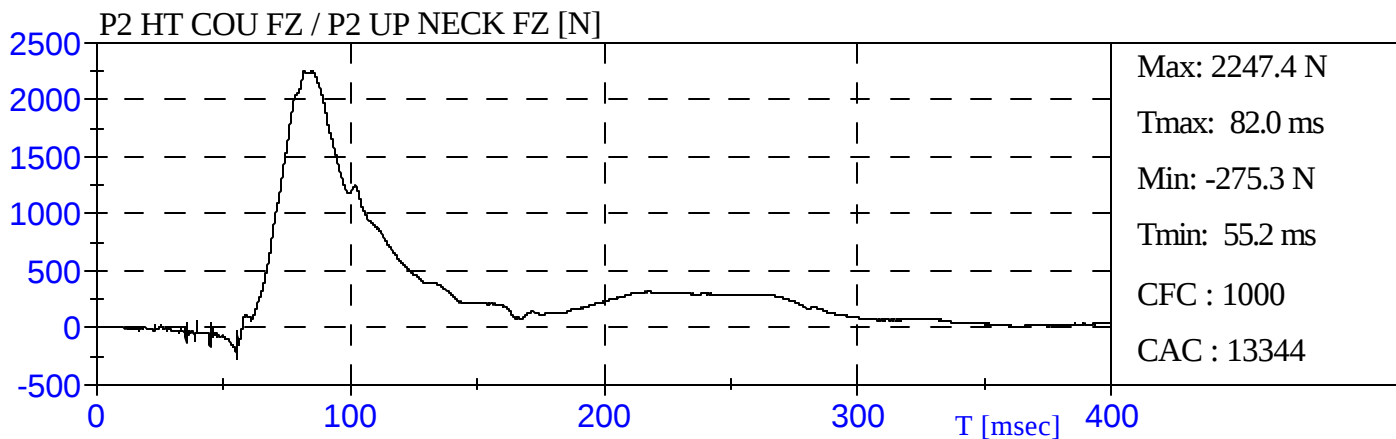
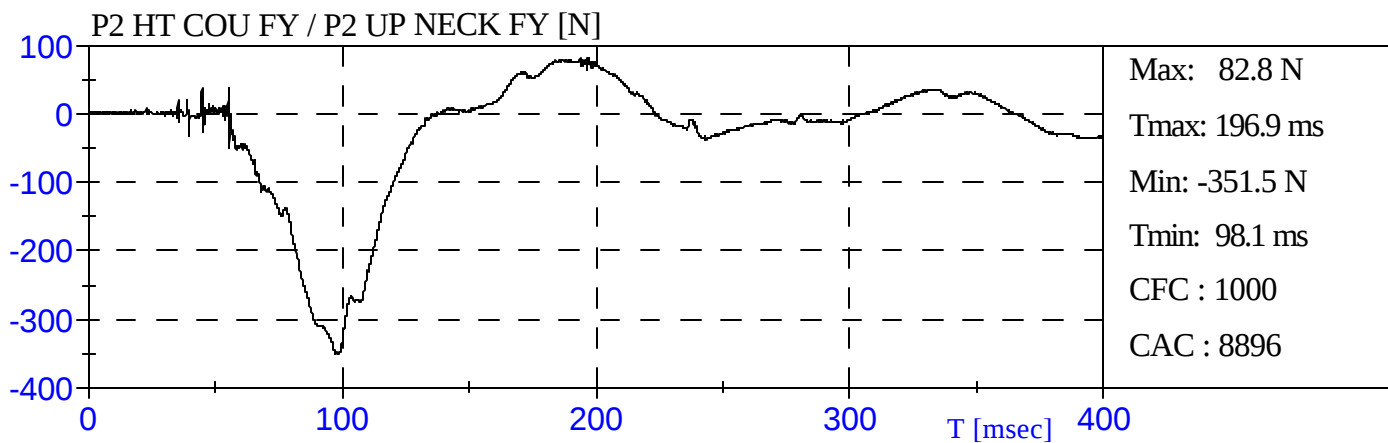
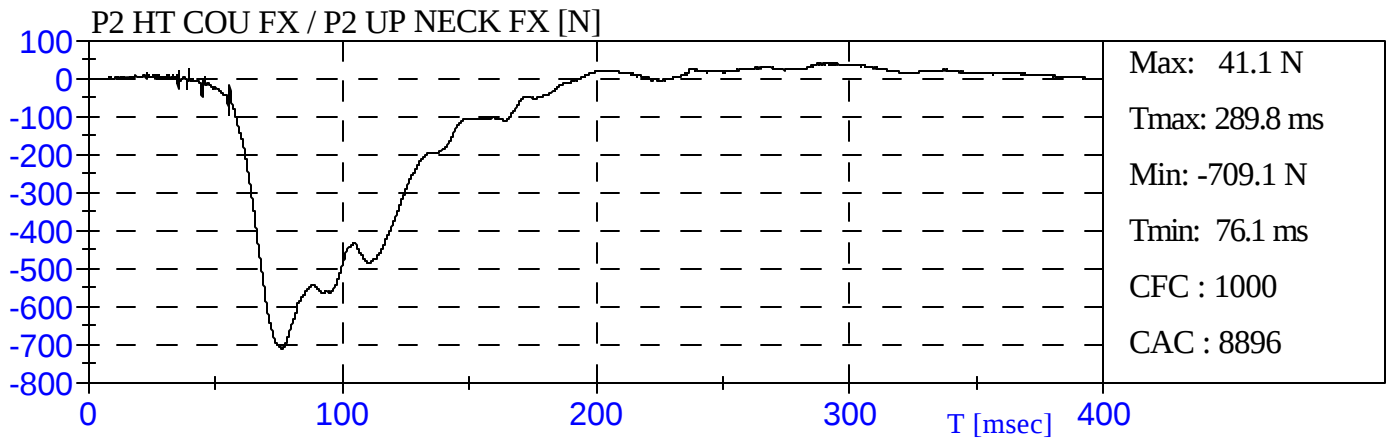


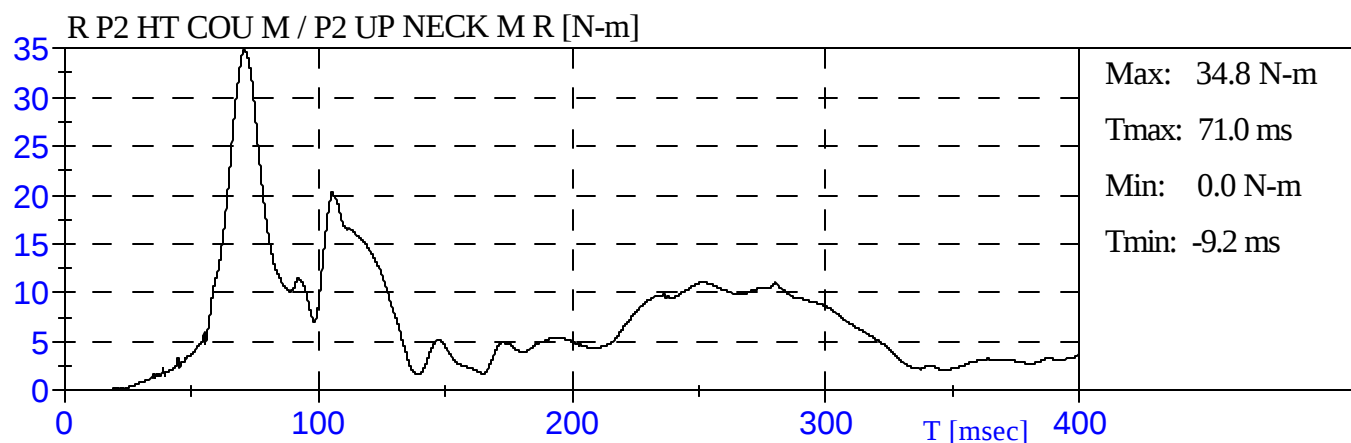
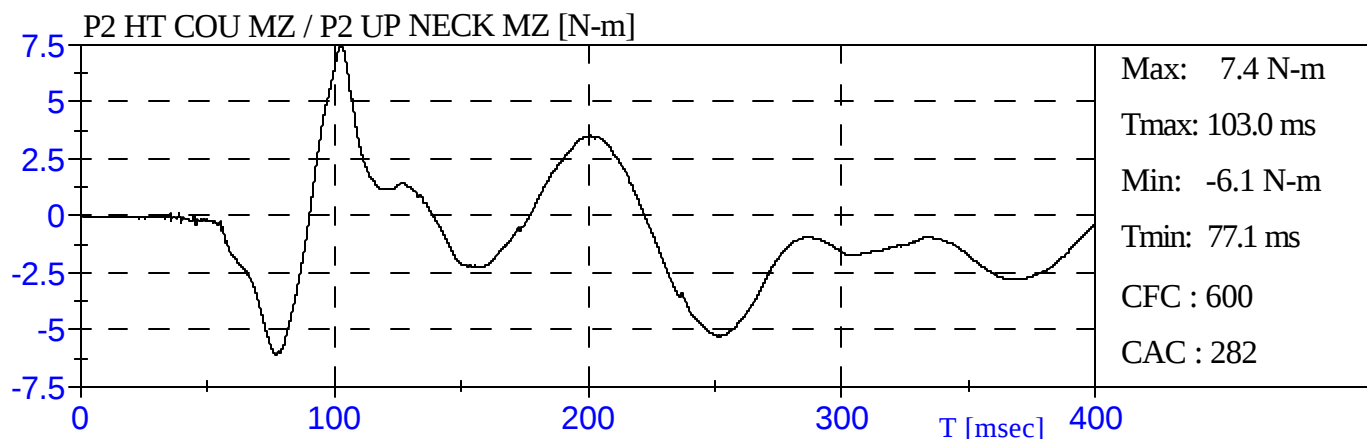
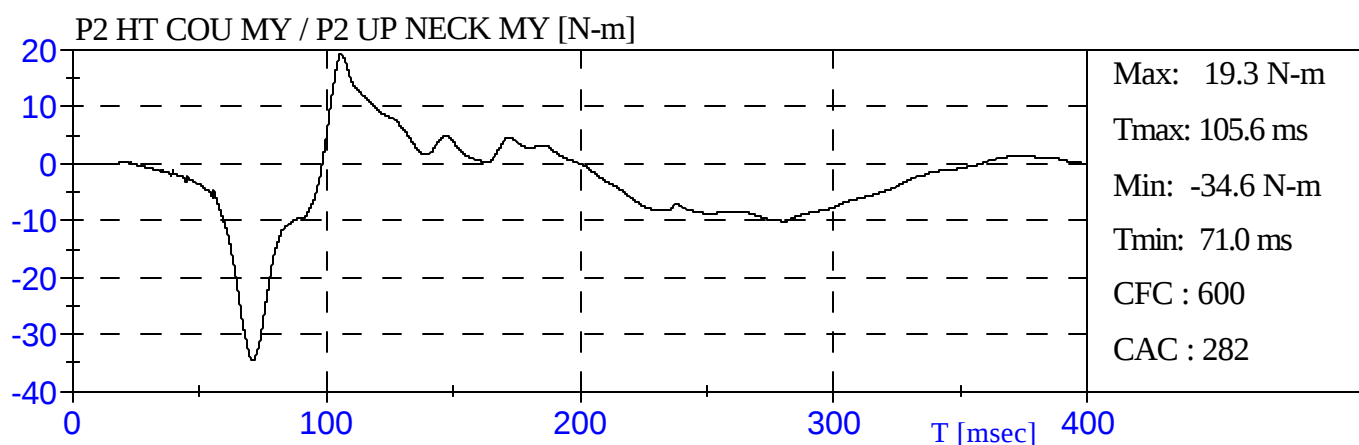
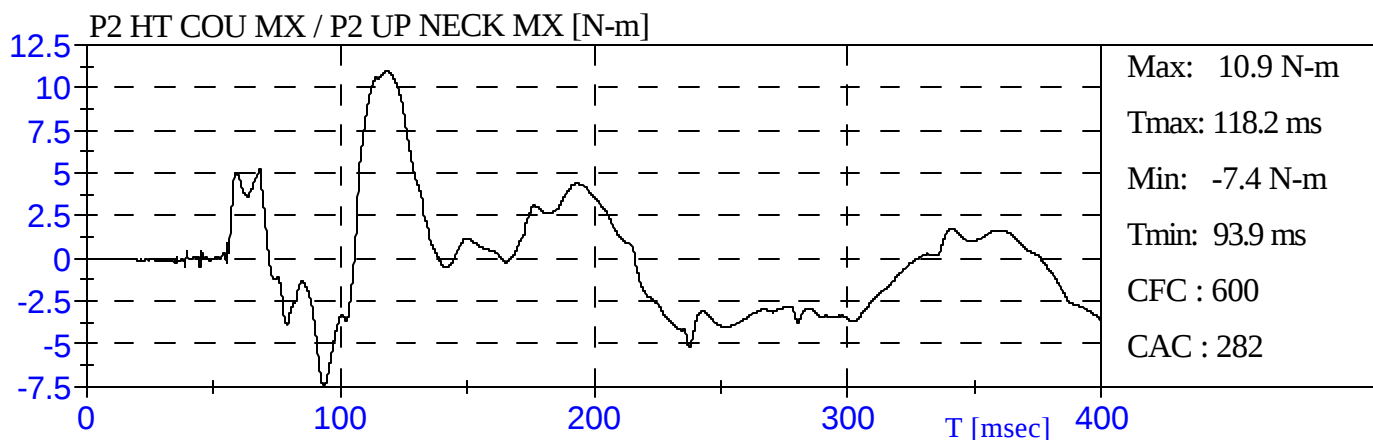


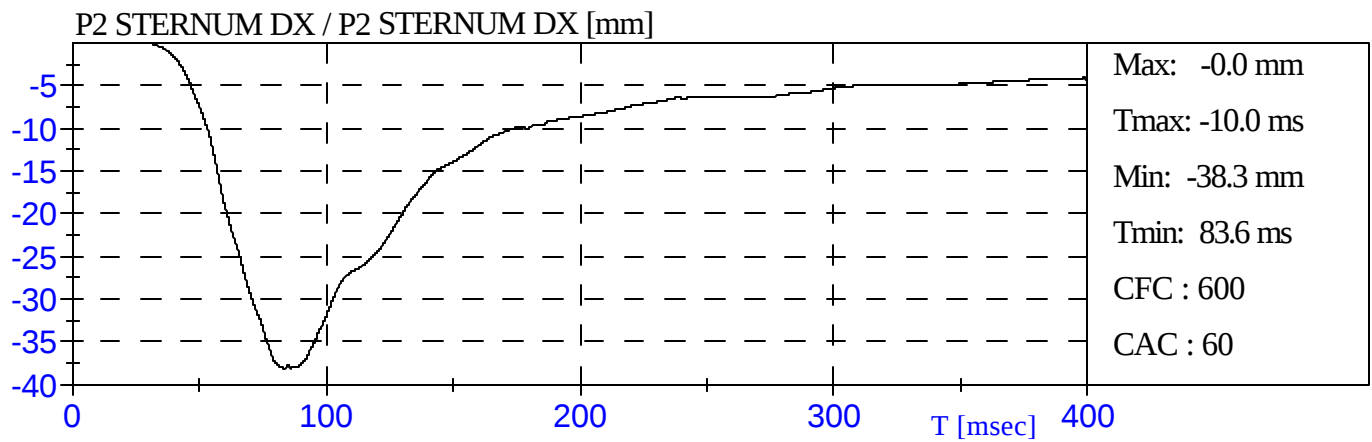


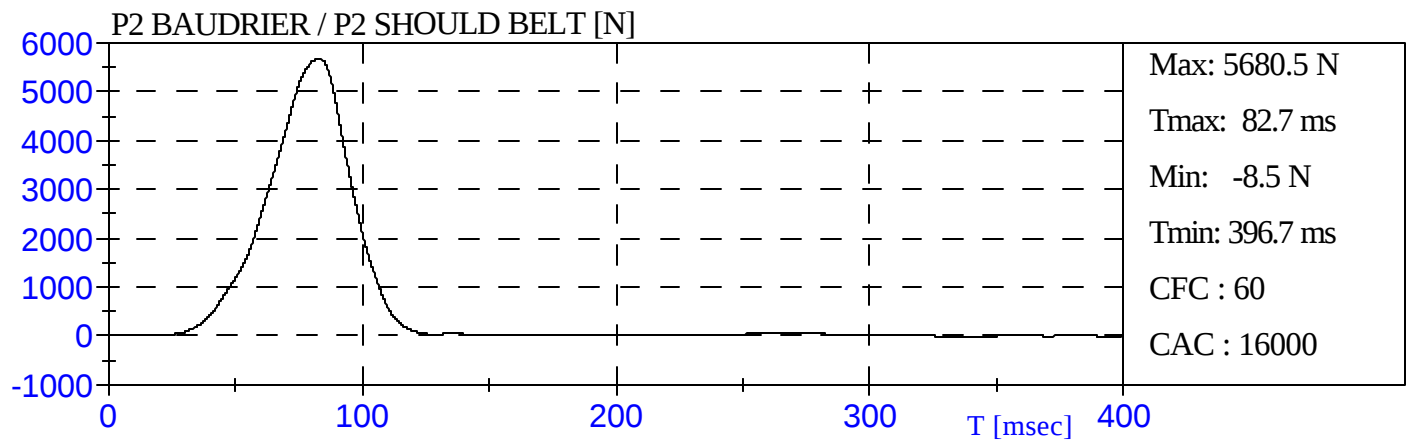


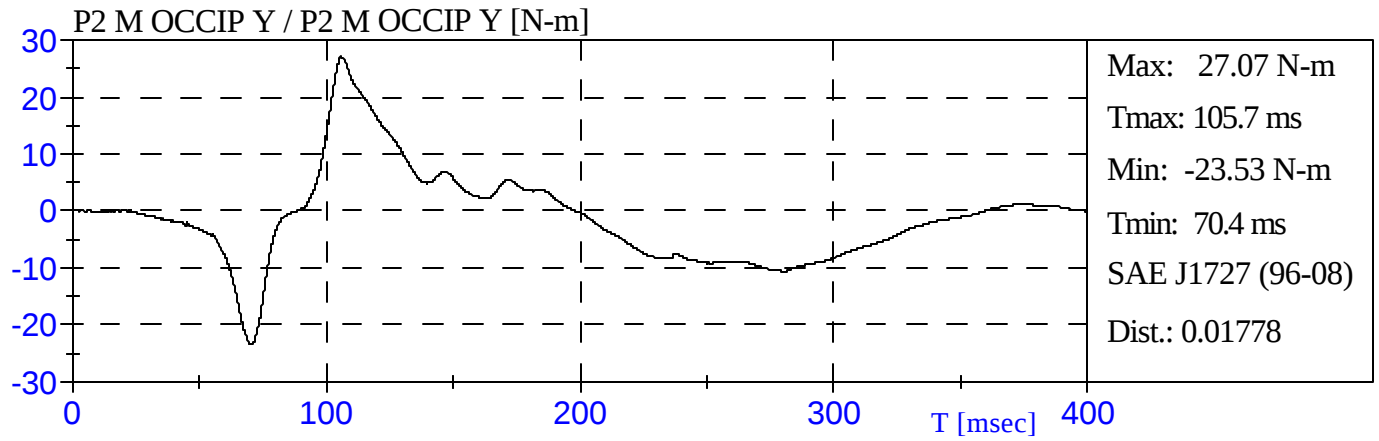


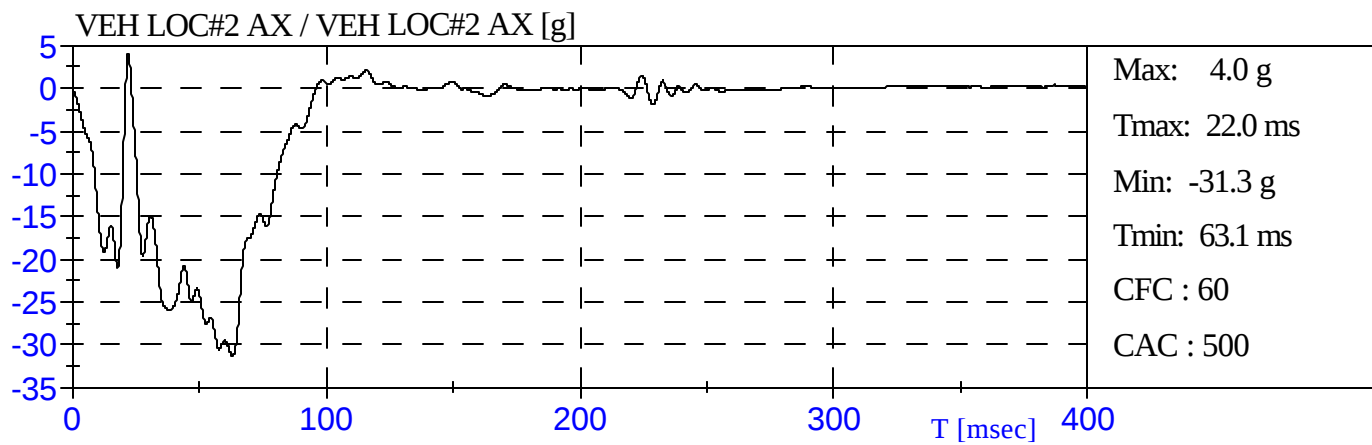
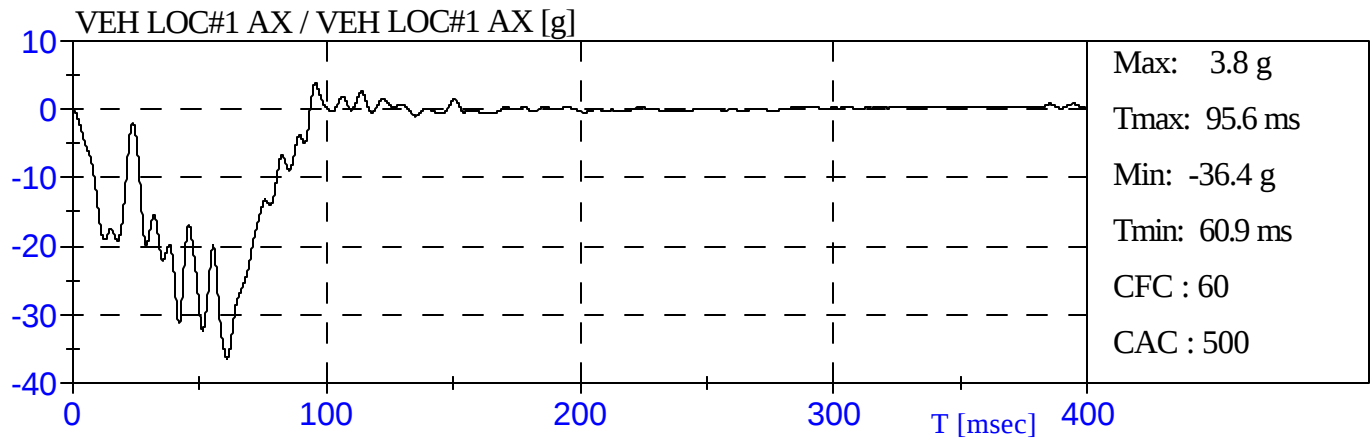


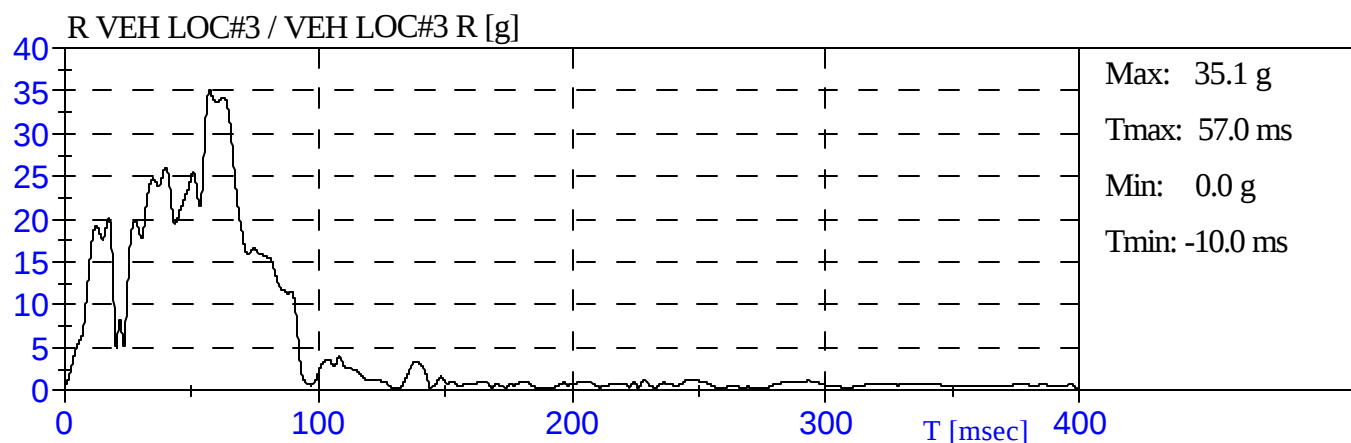
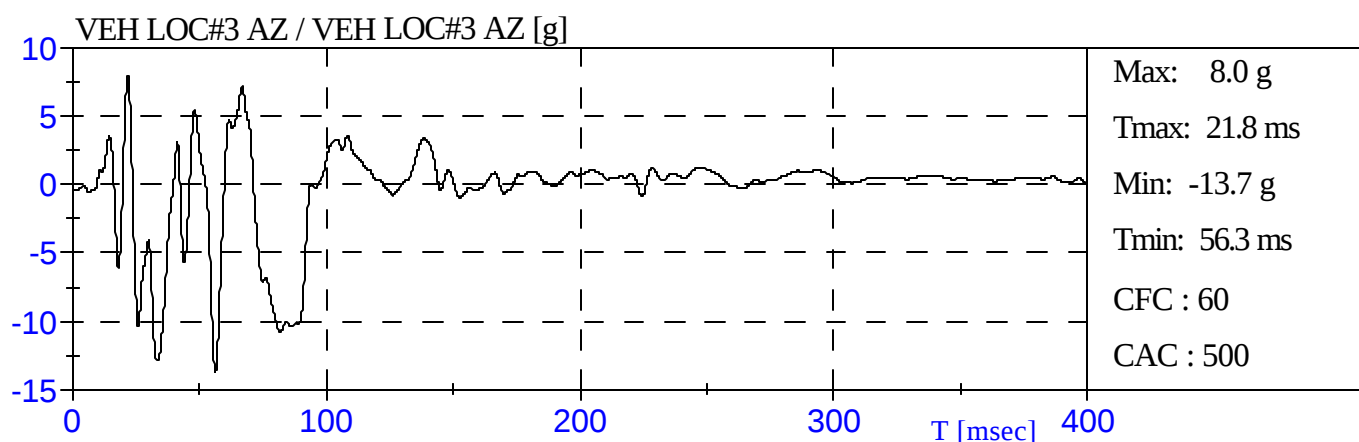
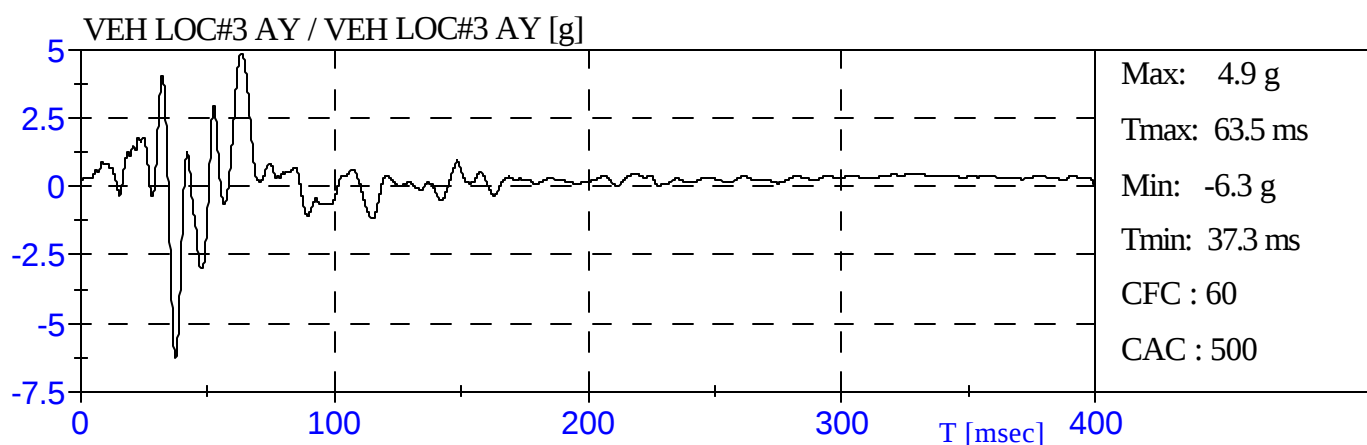
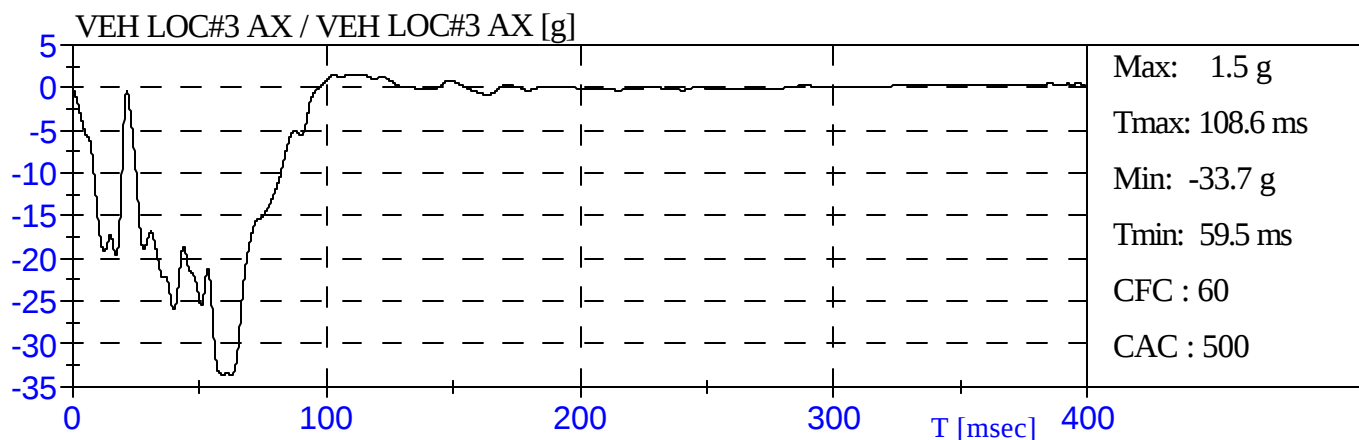


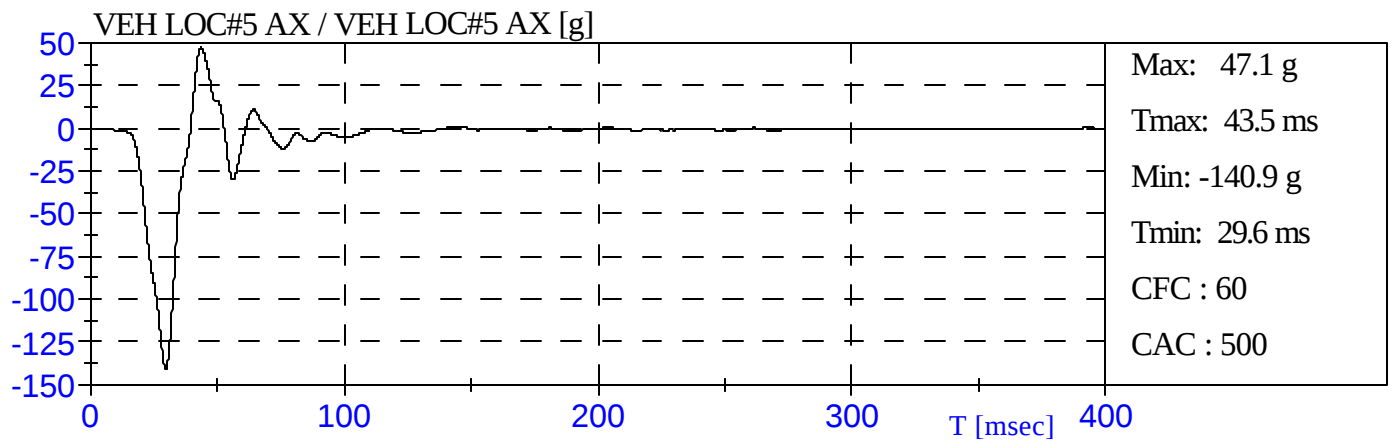


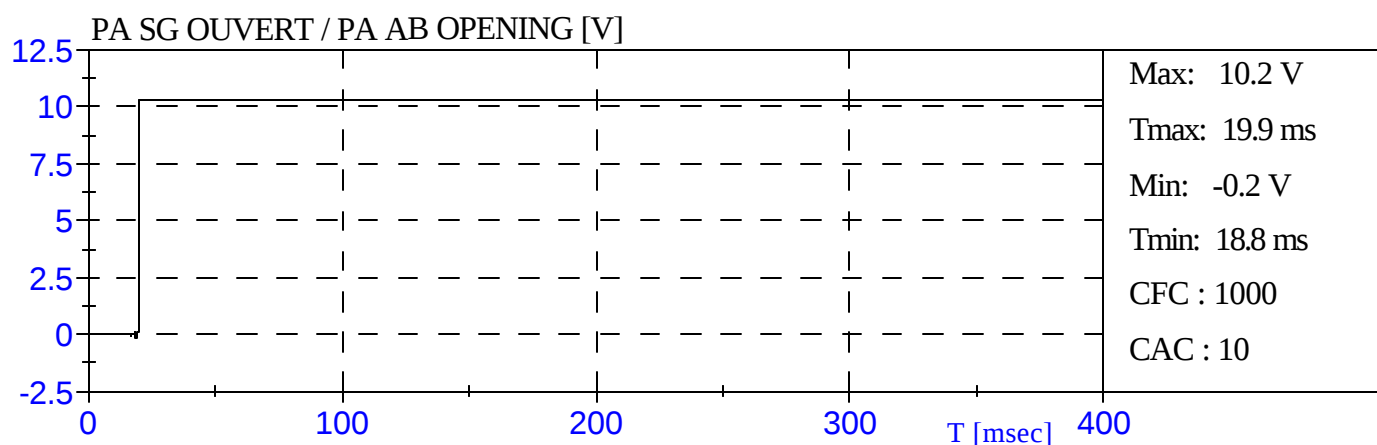
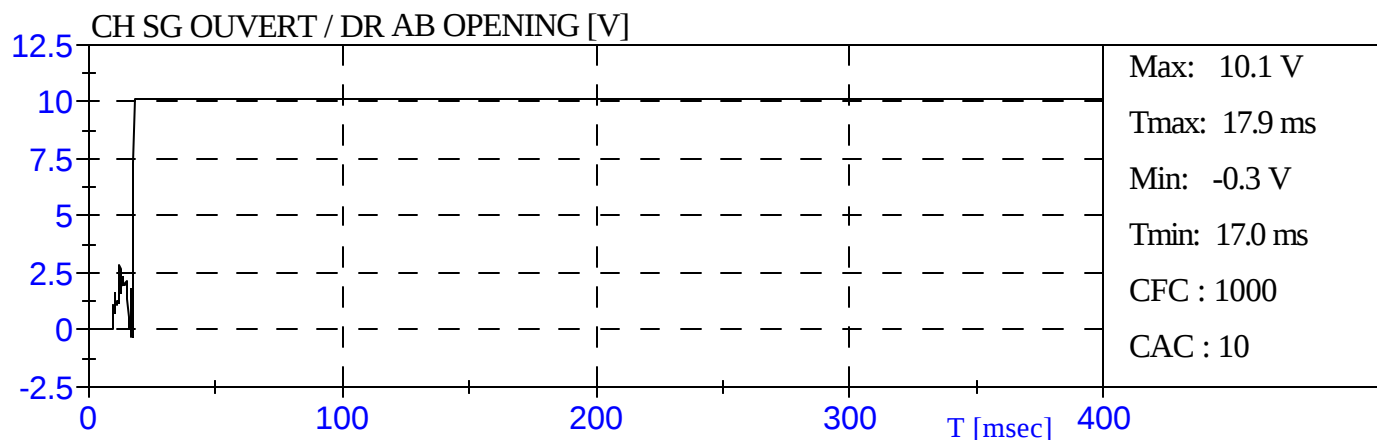


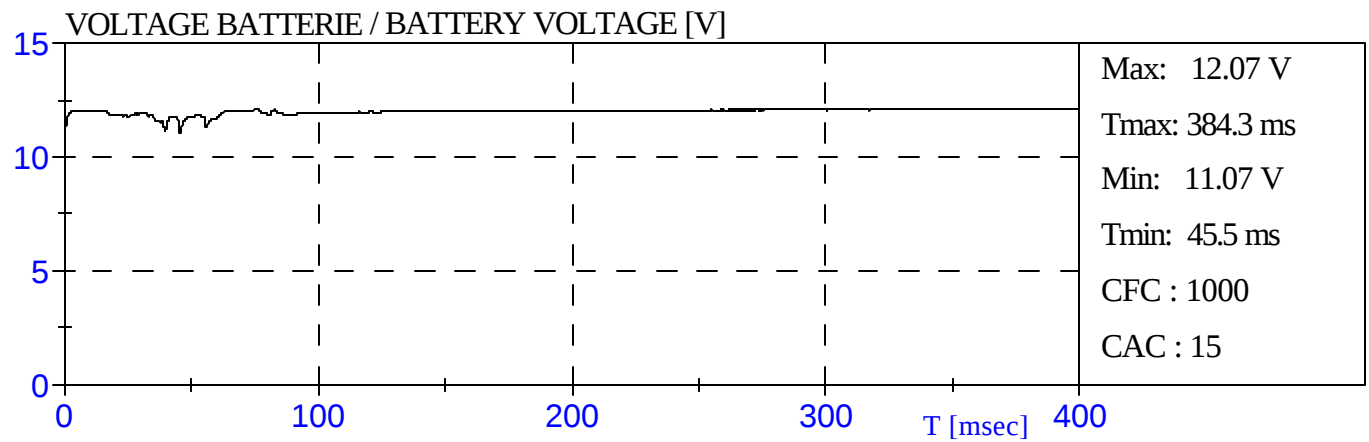


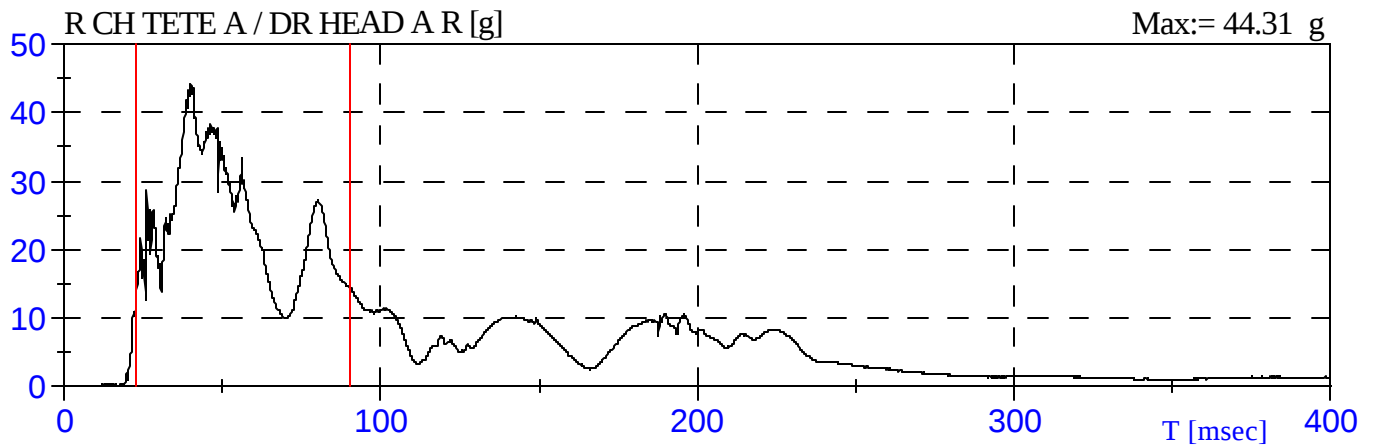










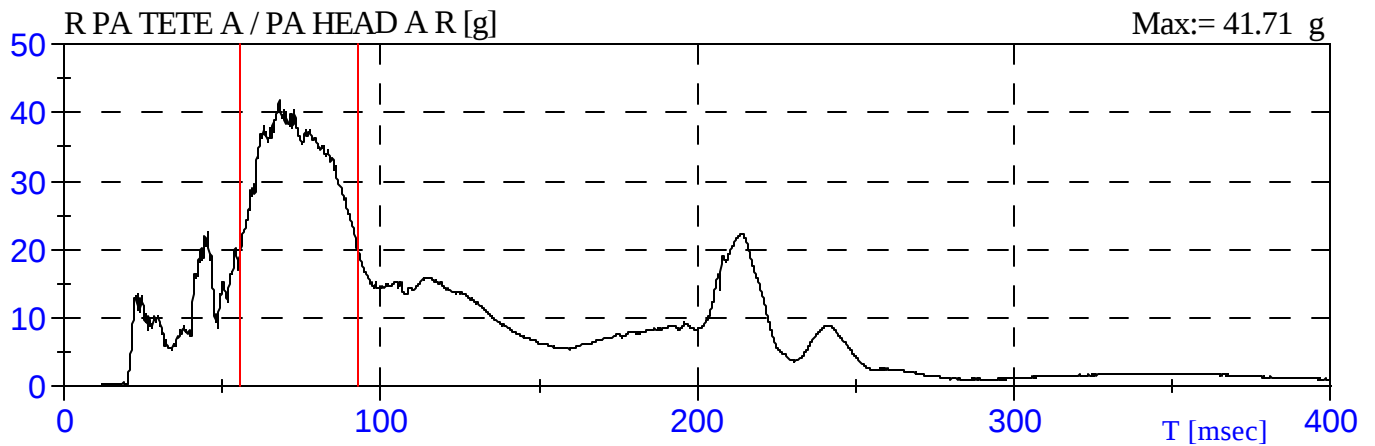


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 187	HIC(36ms):= 175	HIC(15ms):= 123
T1:= 22.9 ms	T1:= 25.9 ms	T1:= 36.1 ms
T2:= 90.6 ms	T2:= 61.9 ms	T2:= 51.1 ms

* Selon / According To: SAE J1727 96-08

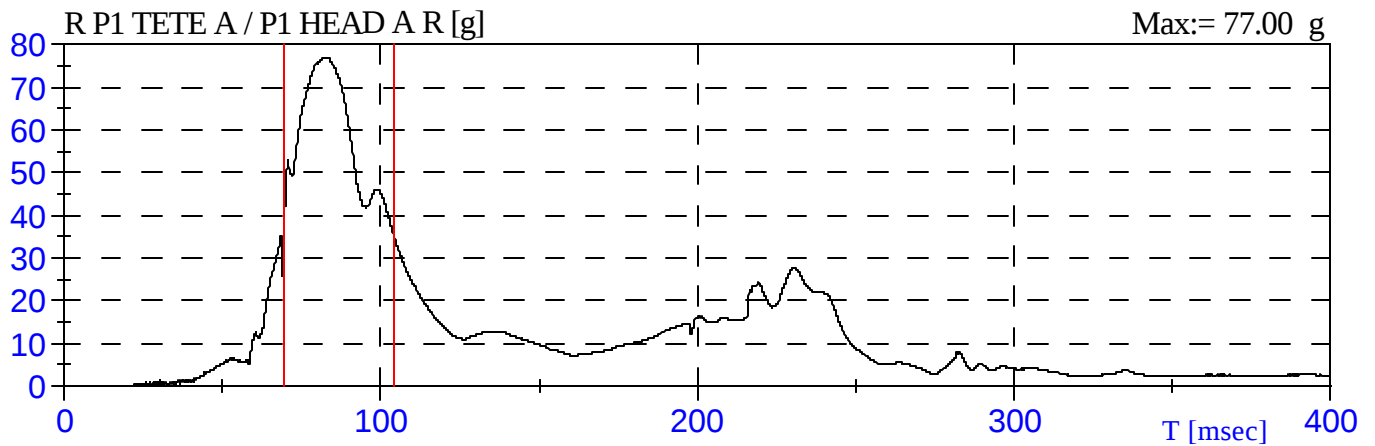


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 235	HIC(36ms):= 234	HIC(15ms):= 134
T1:= 55.8 ms	T1:= 56.1 ms	T1:= 62.8 ms
T2:= 93.0 ms	T2:= 92.1 ms	T2:= 77.8 ms

* Selon / According To: SAE J1727 96-08

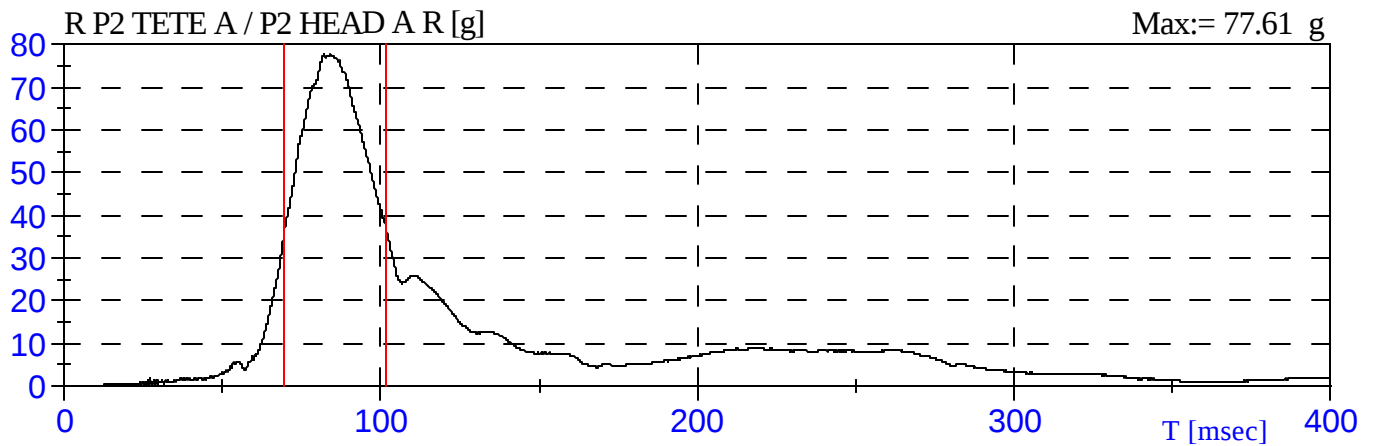


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 884	HIC(36ms):= 884	HIC(15ms):= 665
T1:= 69.6 ms	T1:= 69.6 ms	T1:= 74.6 ms
T2:= 104.3 ms	T2:= 104.3 ms	T2:= 89.6 ms

* Selon / According To: SAE J1727 96-08



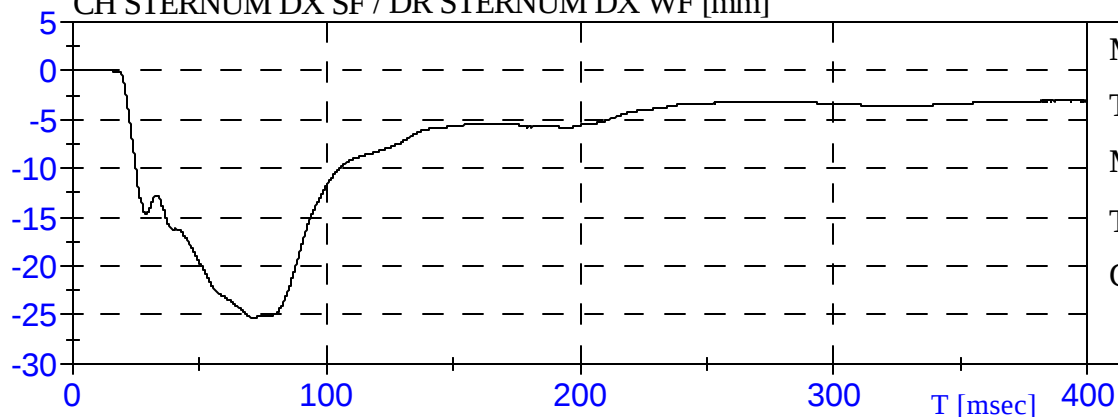
HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 941	HIC(36ms):= 941	HIC(15ms):= 684
T1:= 69.7 ms	T1:= 69.7 ms	T1:= 76.7 ms
T2:= 101.8 ms	T2:= 101.8 ms	T2:= 91.7 ms

* Selon / According To: SAE J1727 96-08

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



Max: 0.0 mm

Tmax: -6.0 ms

Min: -25.4 mm

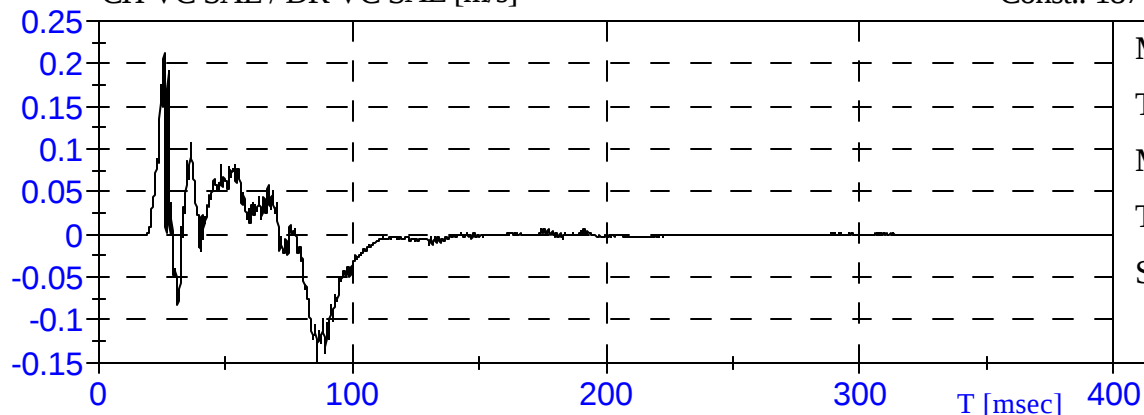
Tmin: 70.9 ms

CFC : N/A

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

Const.: 187

Fact.: 1.3



Max: 0.2119 m/s

Tmax: 25.8 ms

Min: -0.1477 m/s

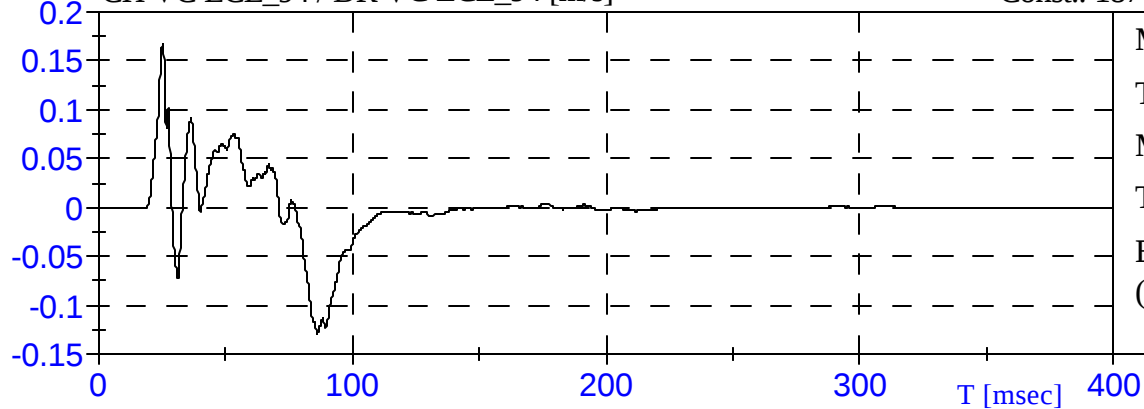
Tmin: 86.0 ms

SAE J1727 (96-08)

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

Const.: 187

Fact.: 1.3



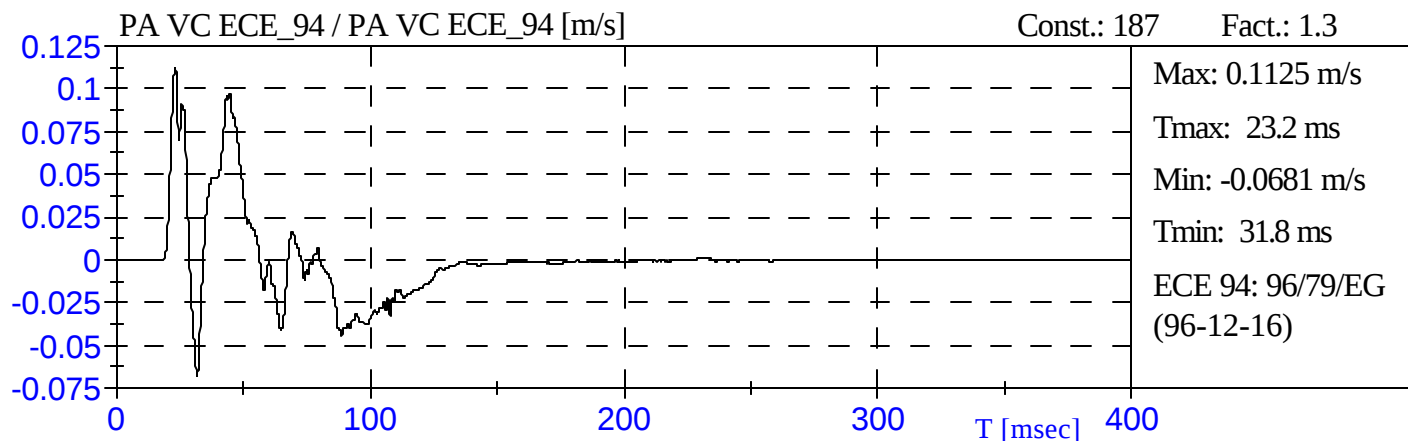
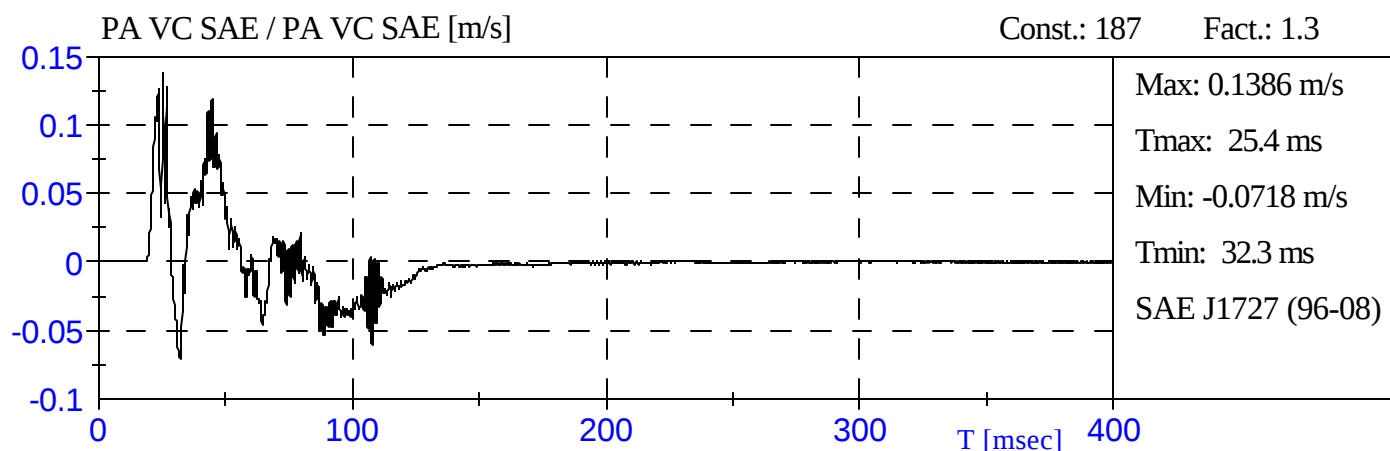
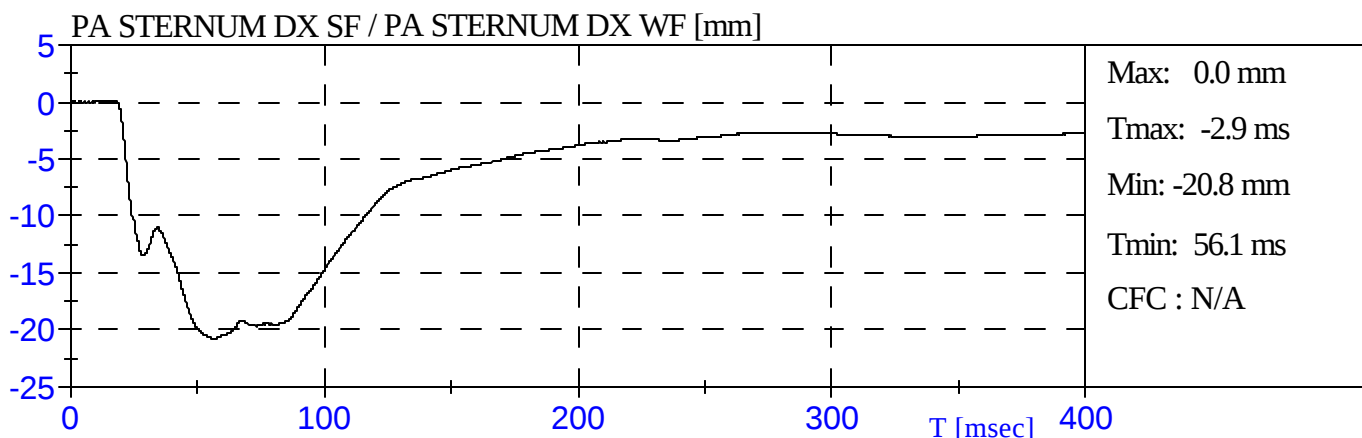
Max: 0.1681 m/s

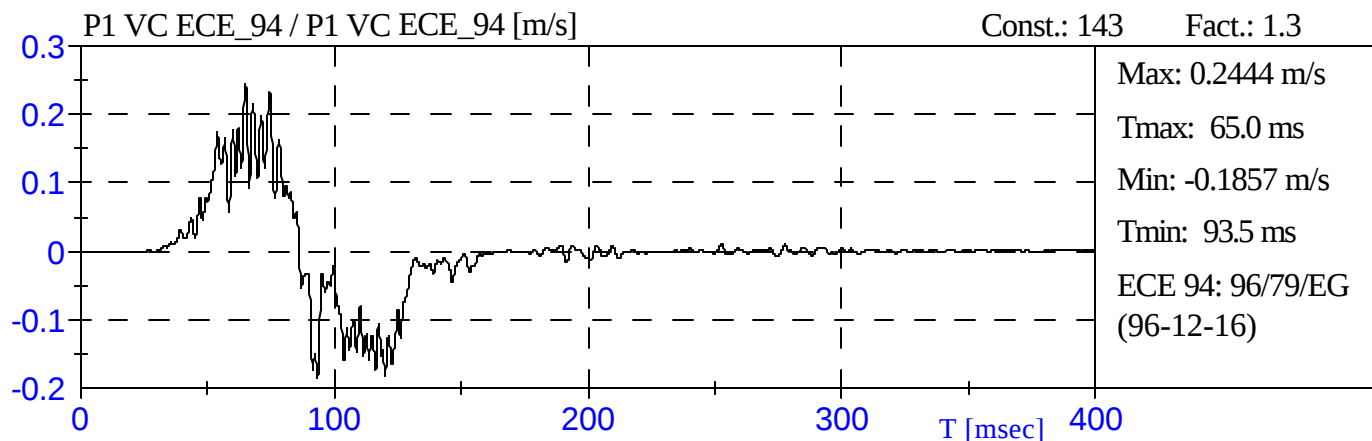
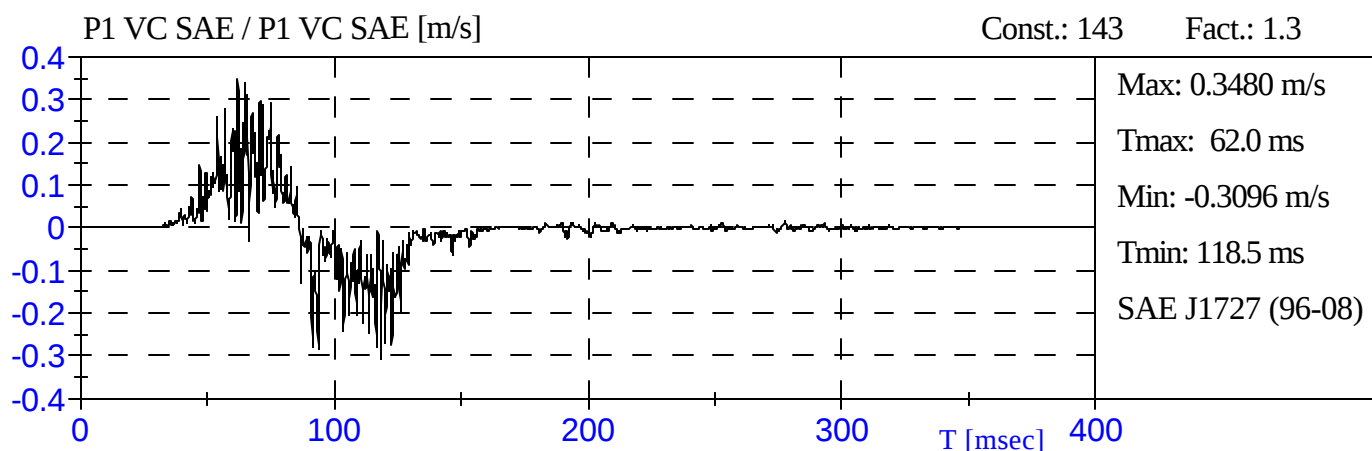
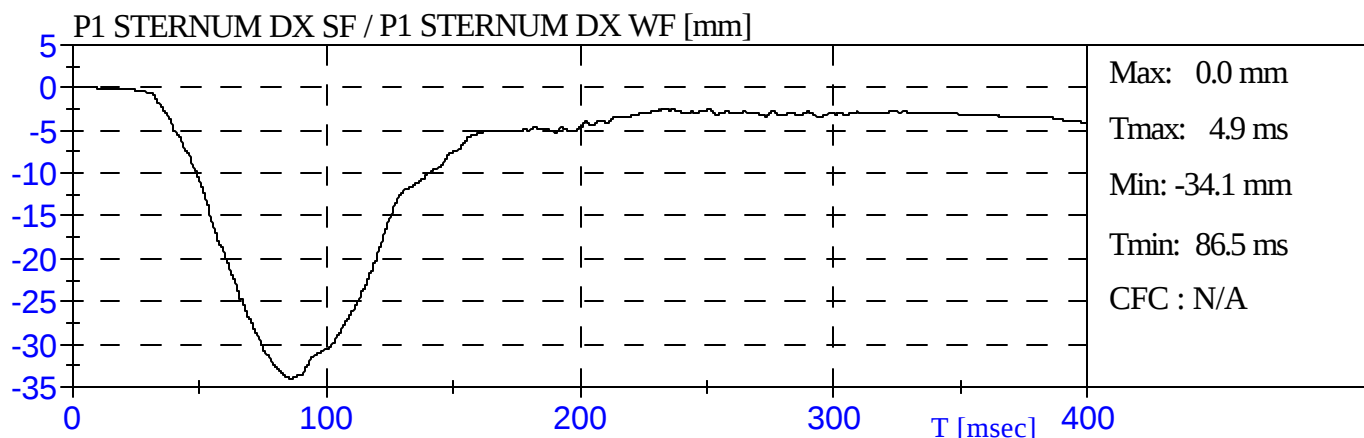
Tmax: 25.3 ms

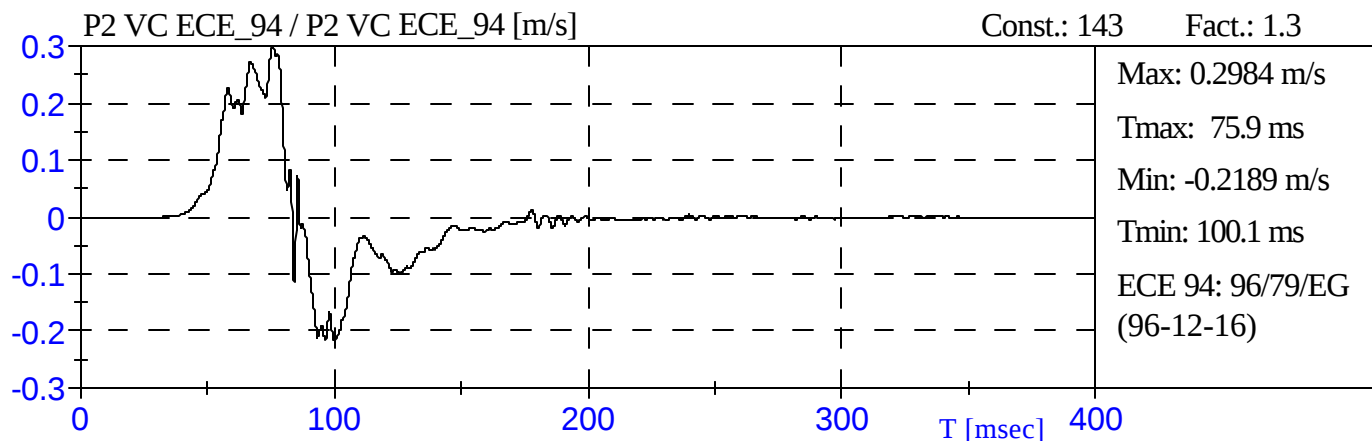
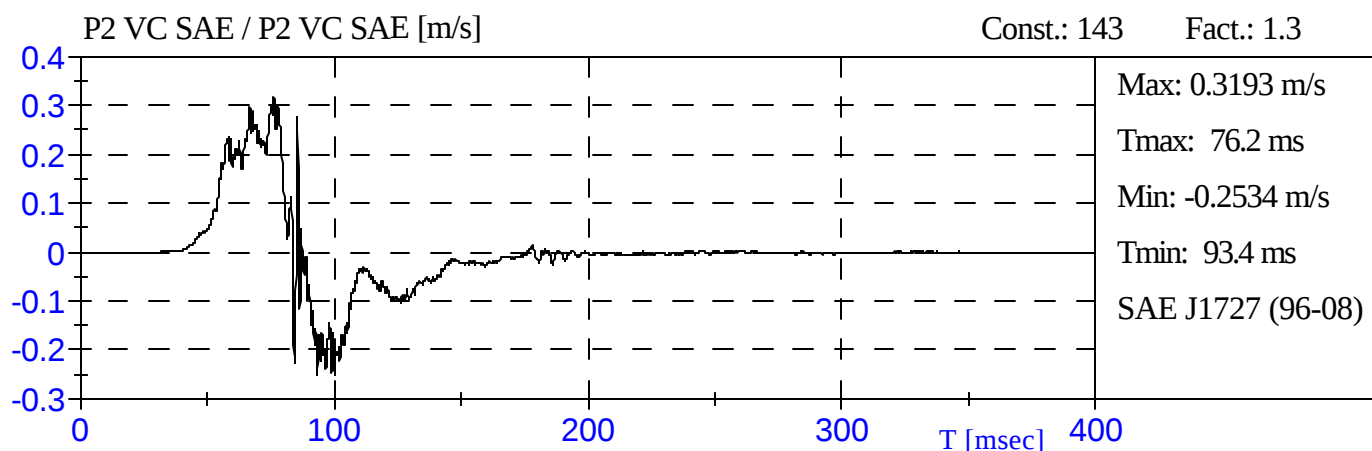
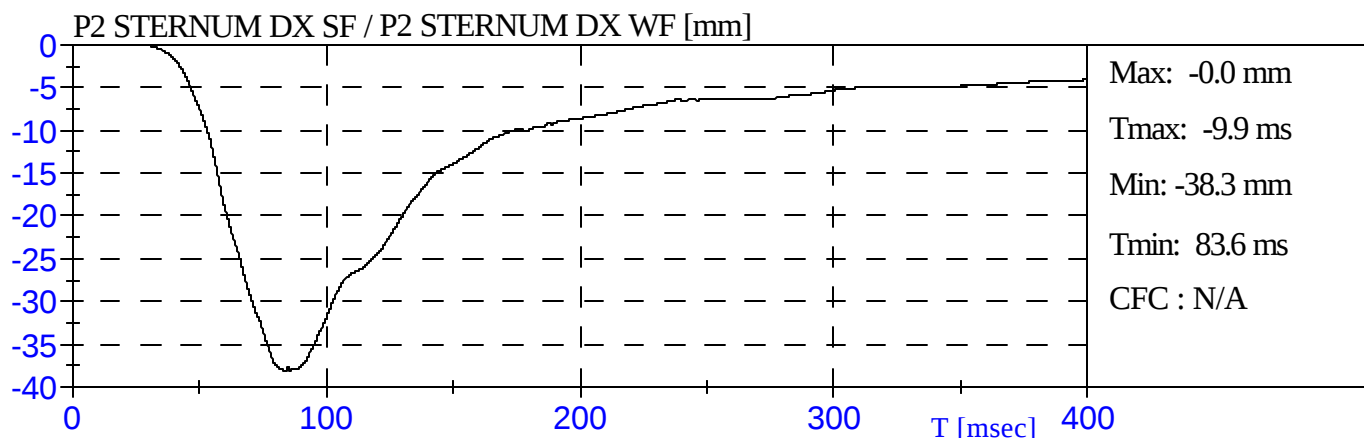
Min: -0.1295 m/s

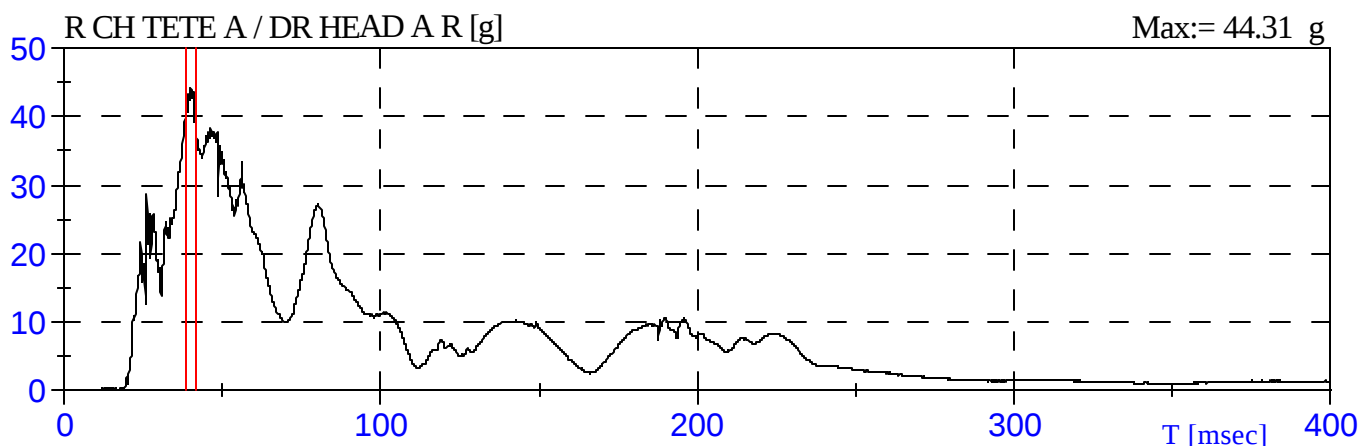
Tmin: 86.2 ms

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



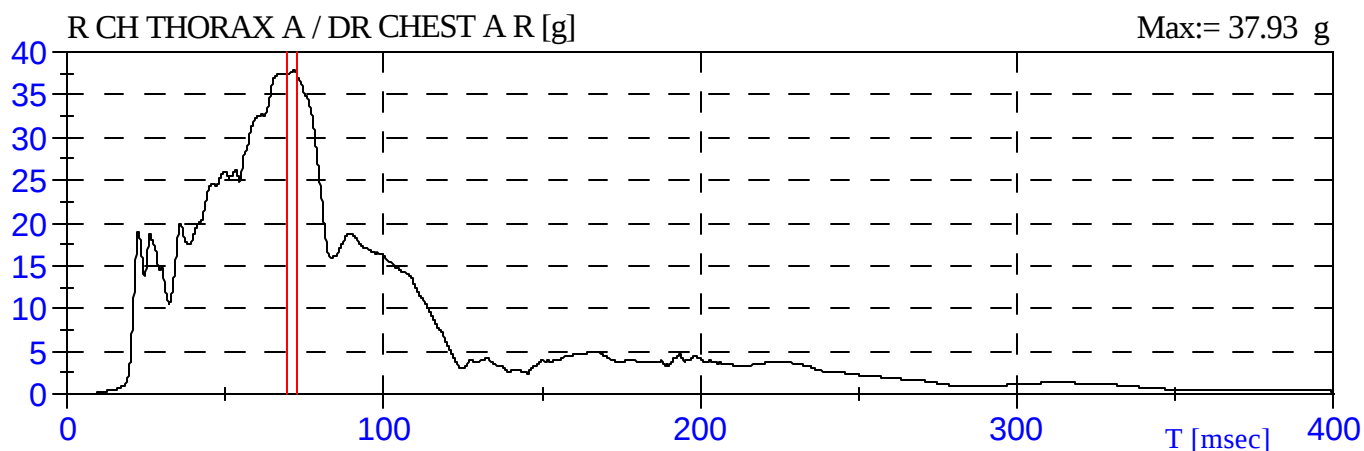






CLIP 3ms *

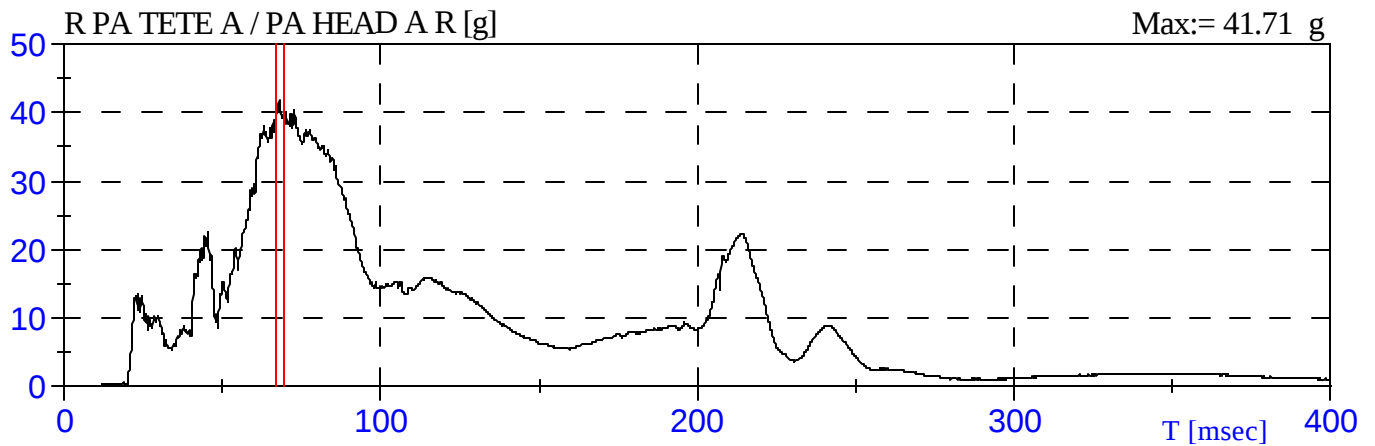
Acc. := 39.32 g	T1:= 38.2 ms	T2:= 41.3 ms
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CLIP 3ms *

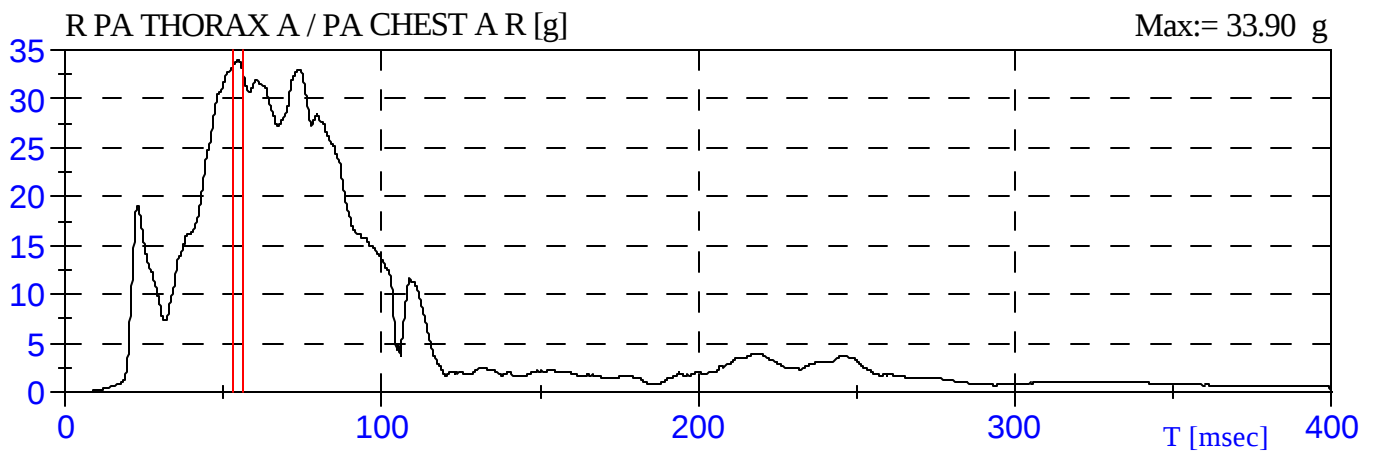
Acc. := 37.45 g	T1:= 69.5 ms	T2:= 72.5 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 39.00 g	T1:= 66.7 ms	T2:= 69.7 ms
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CLIP 3ms *

Acc. := 33.23 g	T1:= 52.9 ms	T2:= 55.9 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 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.602	0.589
BAS / LOWER	0.363	0.542

TI Passenger / Passenger

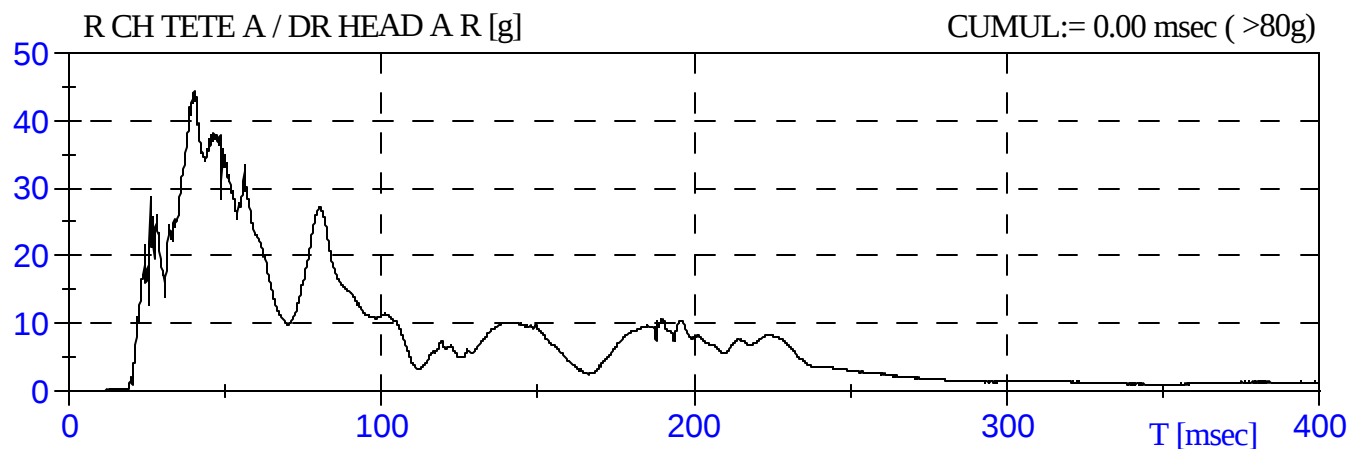
Mc := 115 N-m

Fc := 22.9 kN

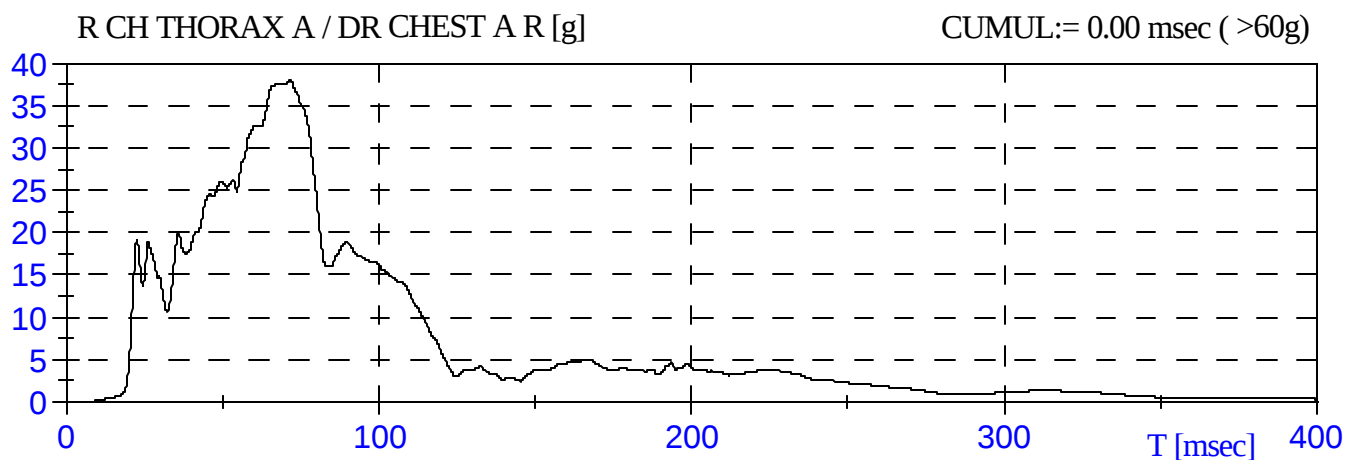
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.062	0.528
BAS / LOWER	0.460	0.349

* Selon / According To: SAE J1727 AUG 96

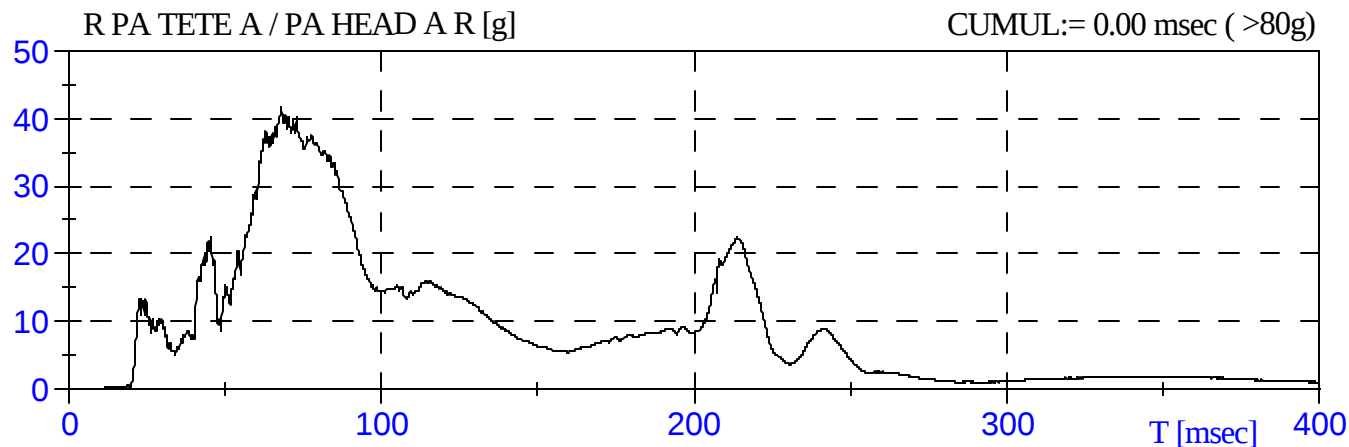
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



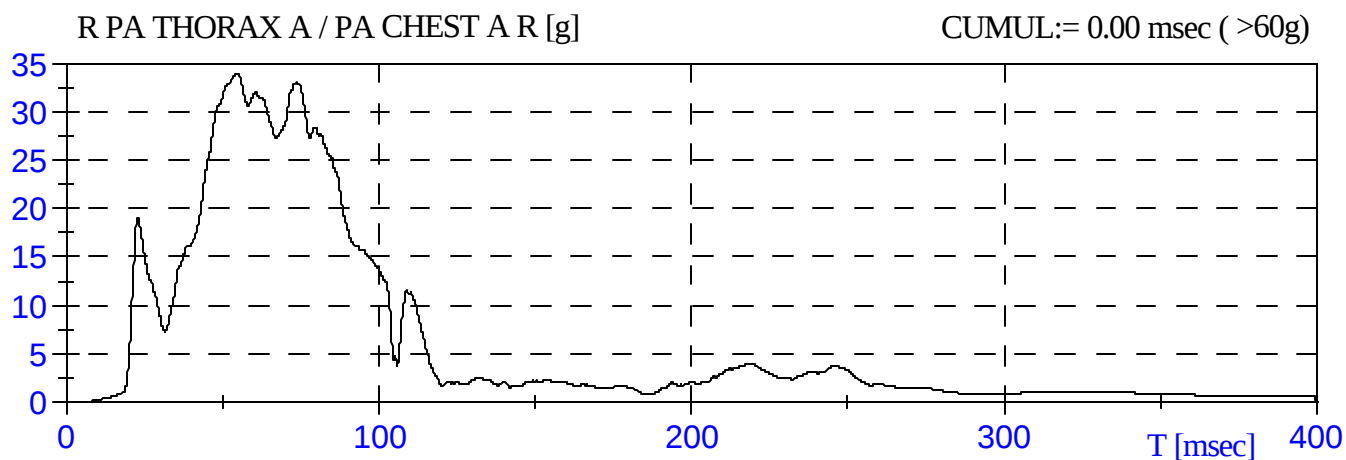
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$N_{ij}^* = 0.95$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.95	0.70	0.22	0.26	Fc	155
				Ec	67

Passager / Passenger

$N_{ij}^* = 0.45$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.45	0.23	0.16	0.32	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA IR BG DX: Transitoire réparé de 72.0 ms à 78.8 ms.
PA IR LL DX: Glitches removed from 72.0 ms to 78.8 ms.