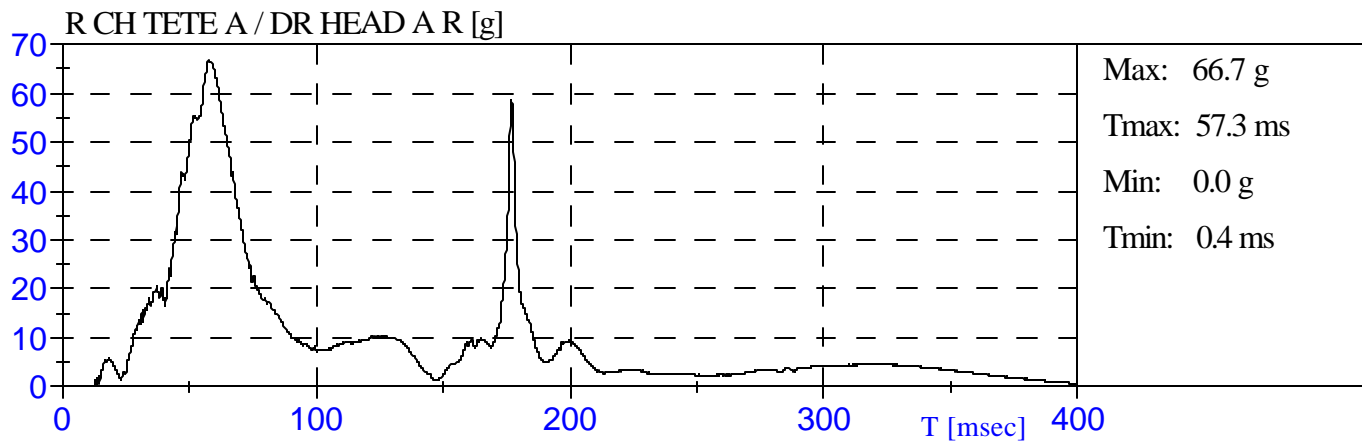
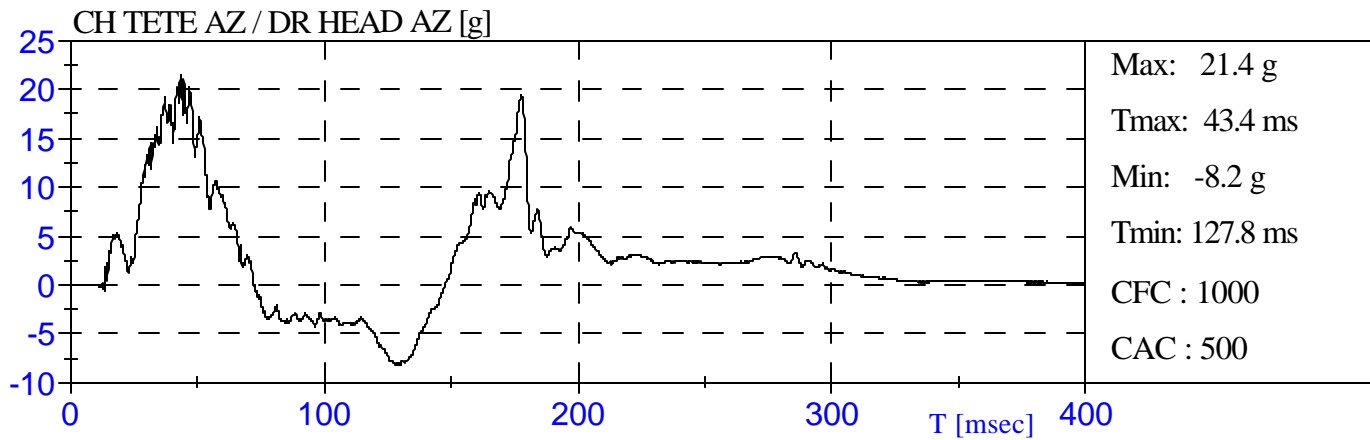
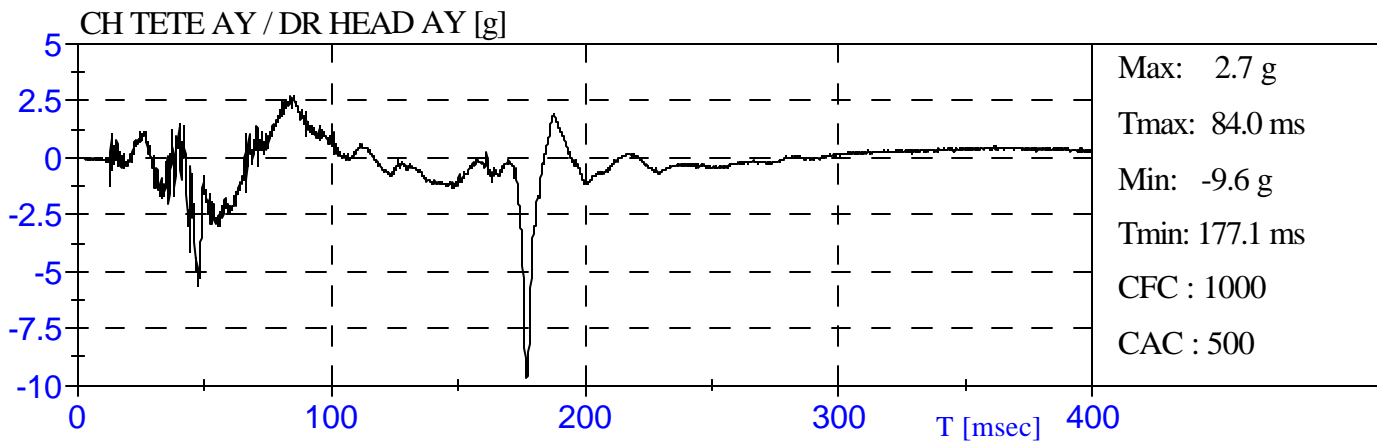
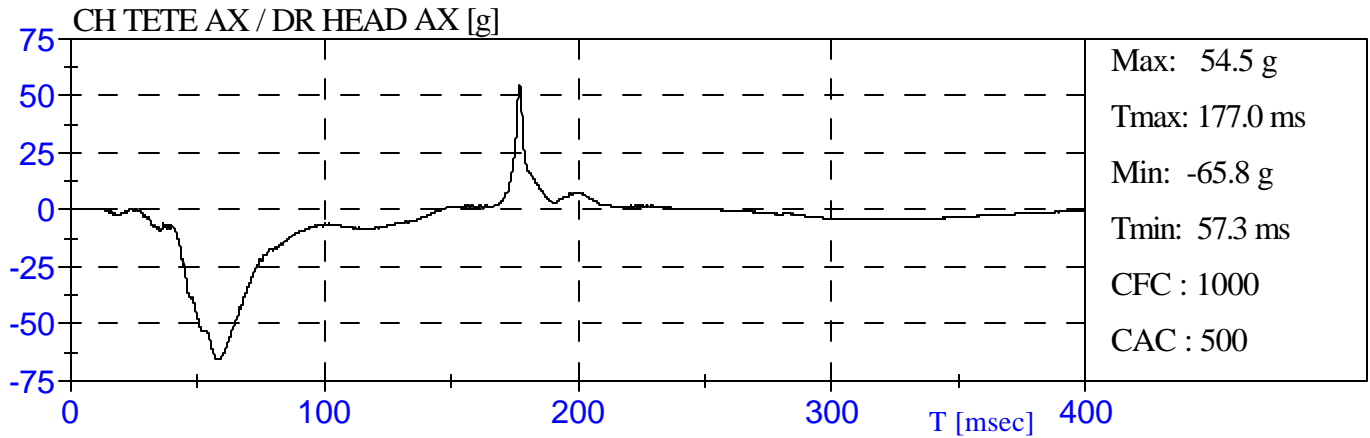
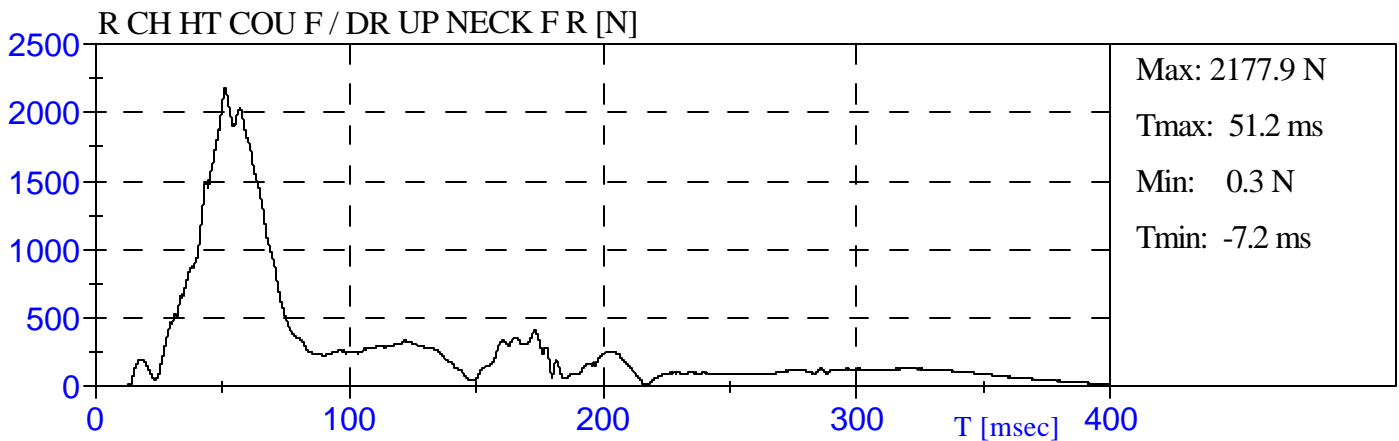
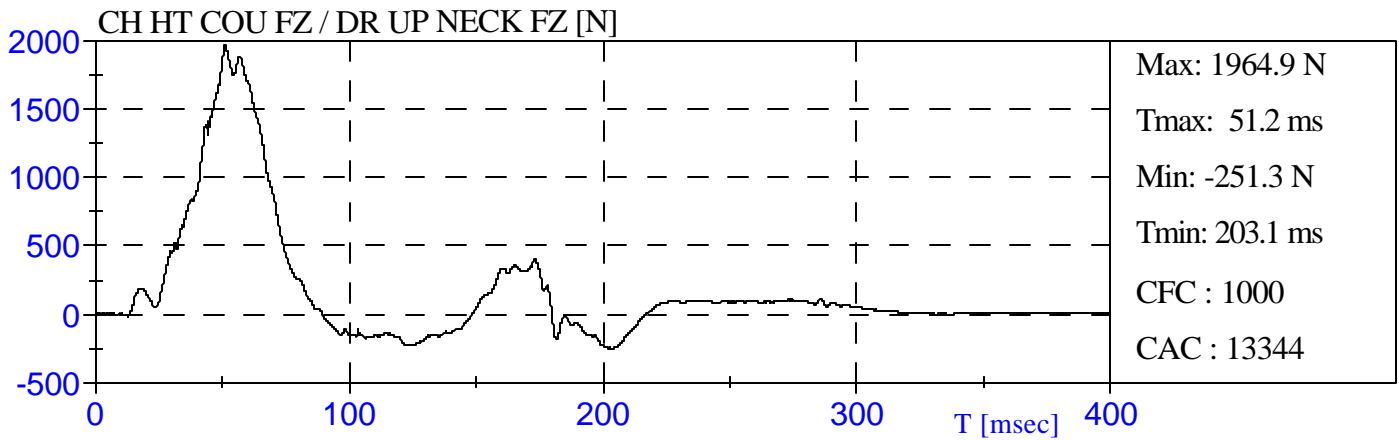
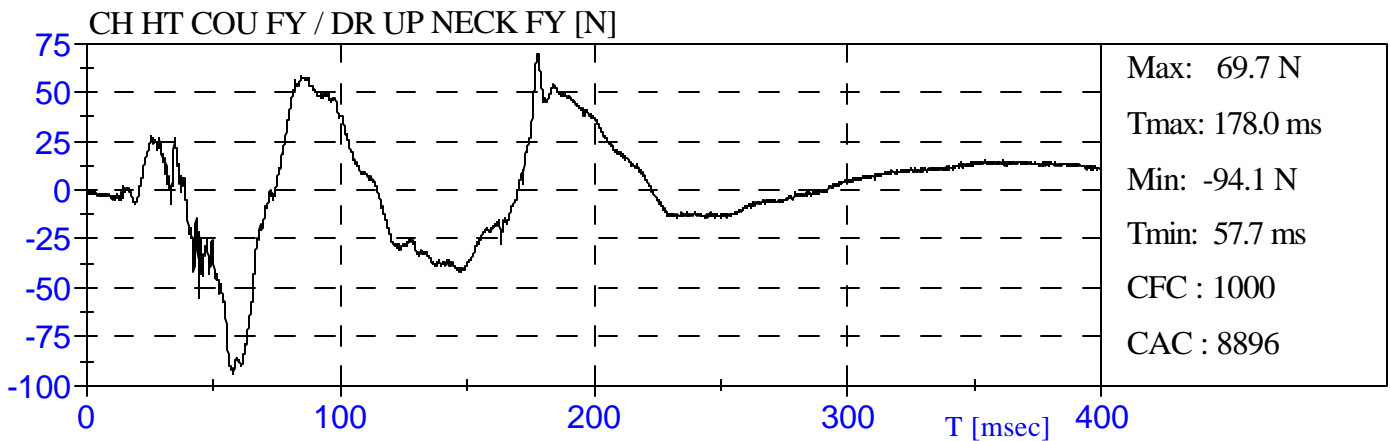
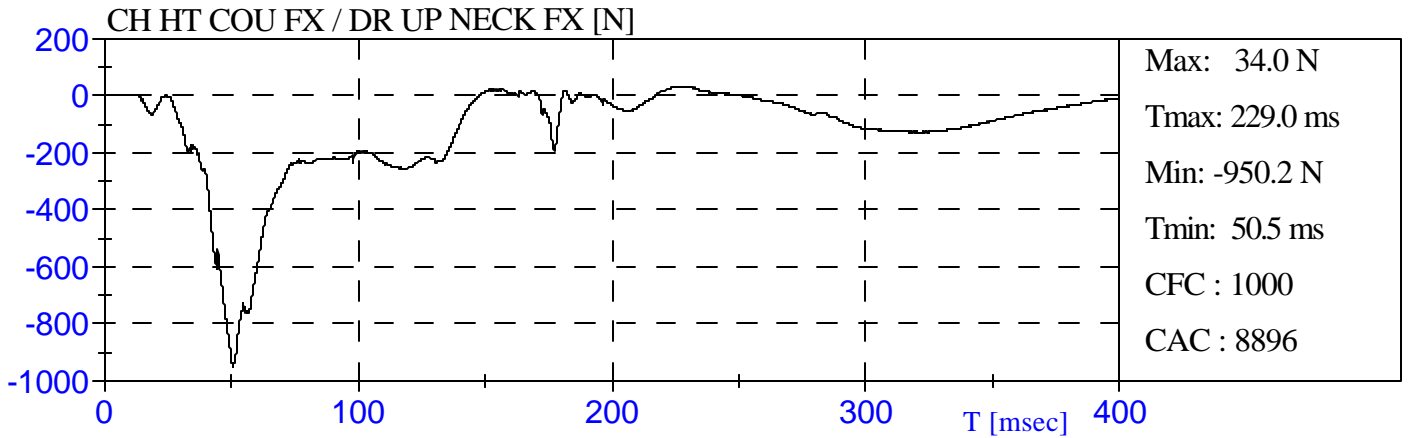
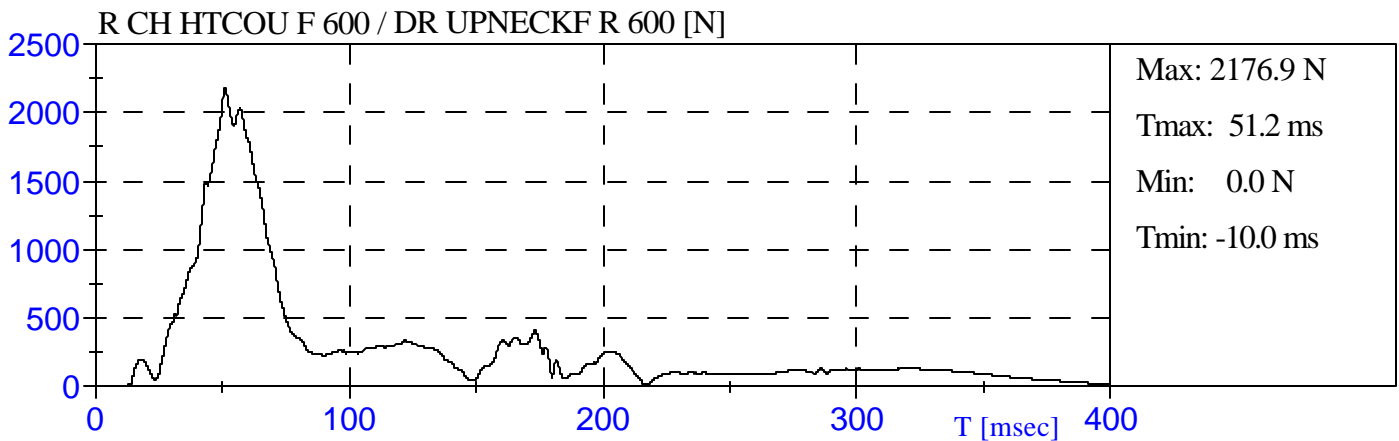
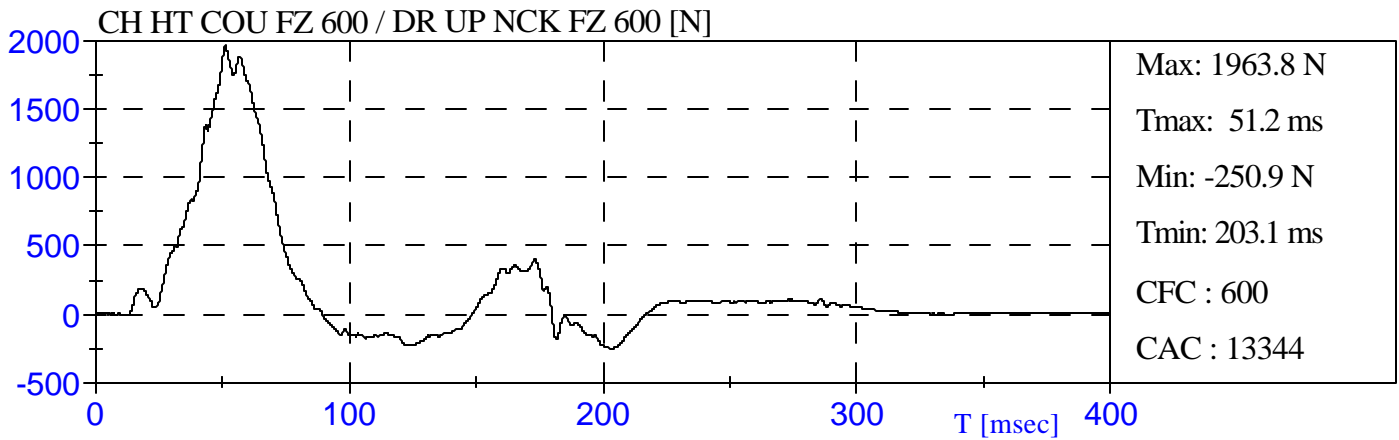
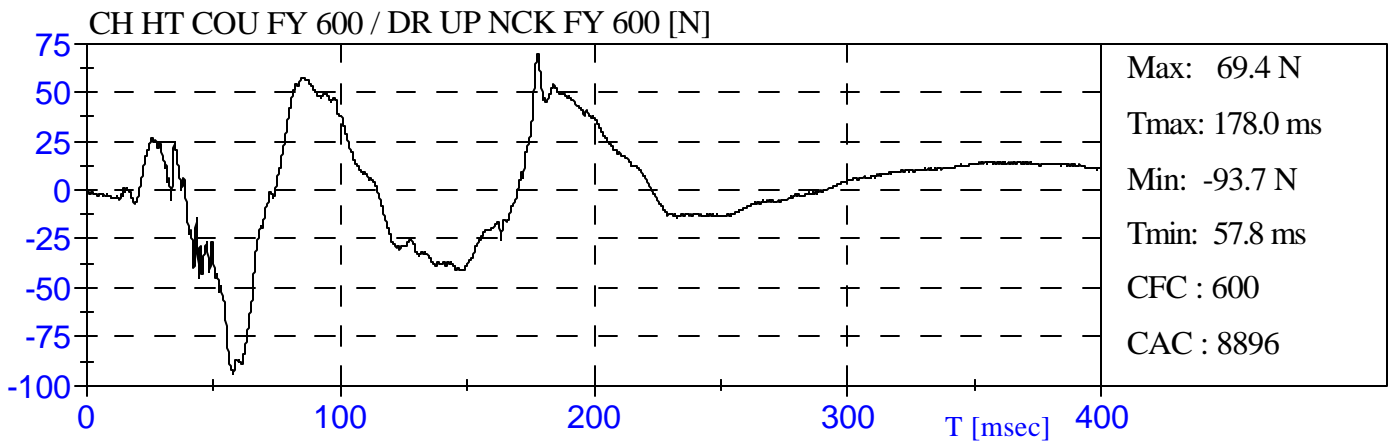
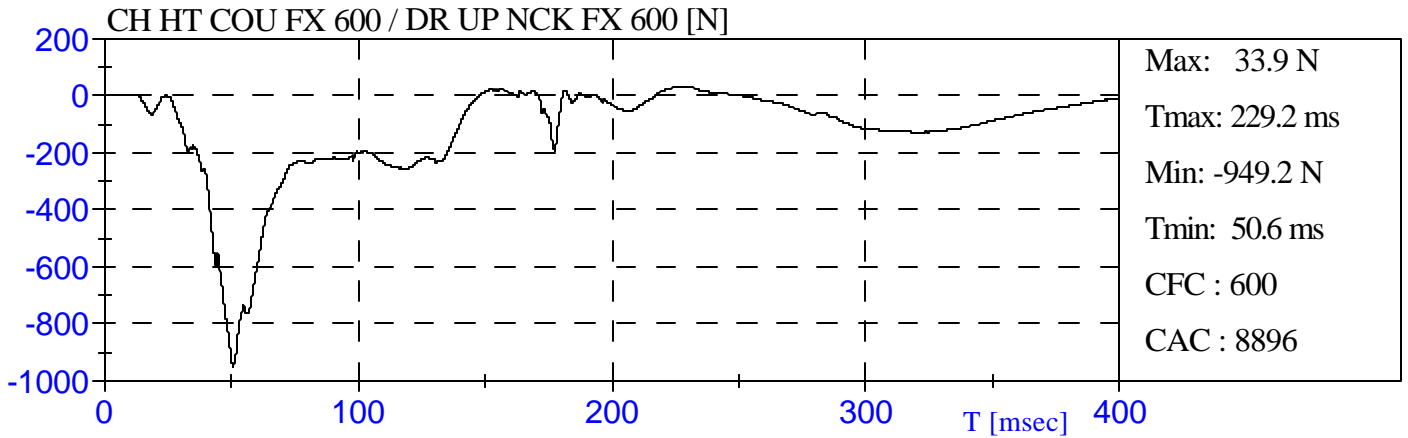
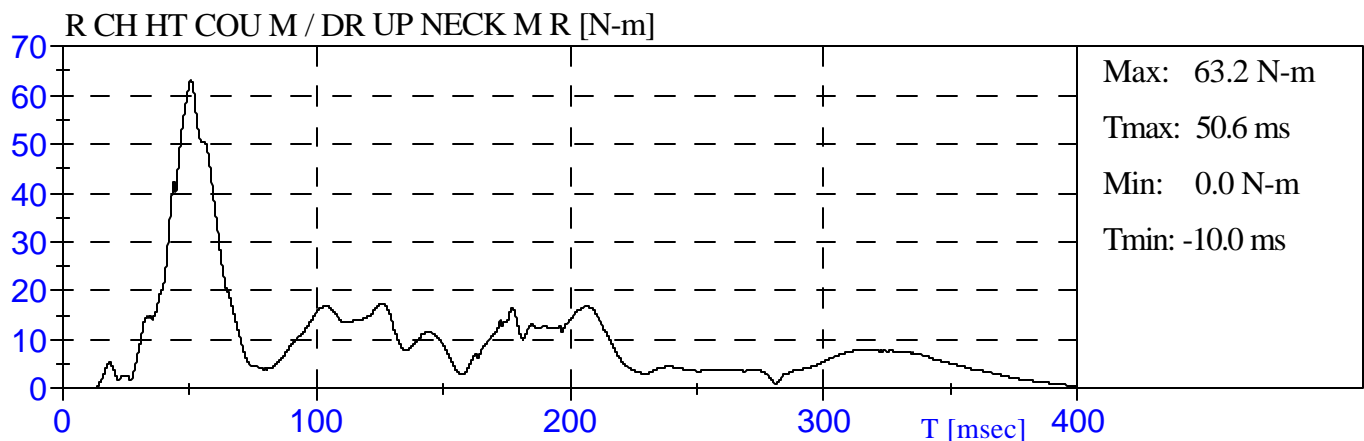
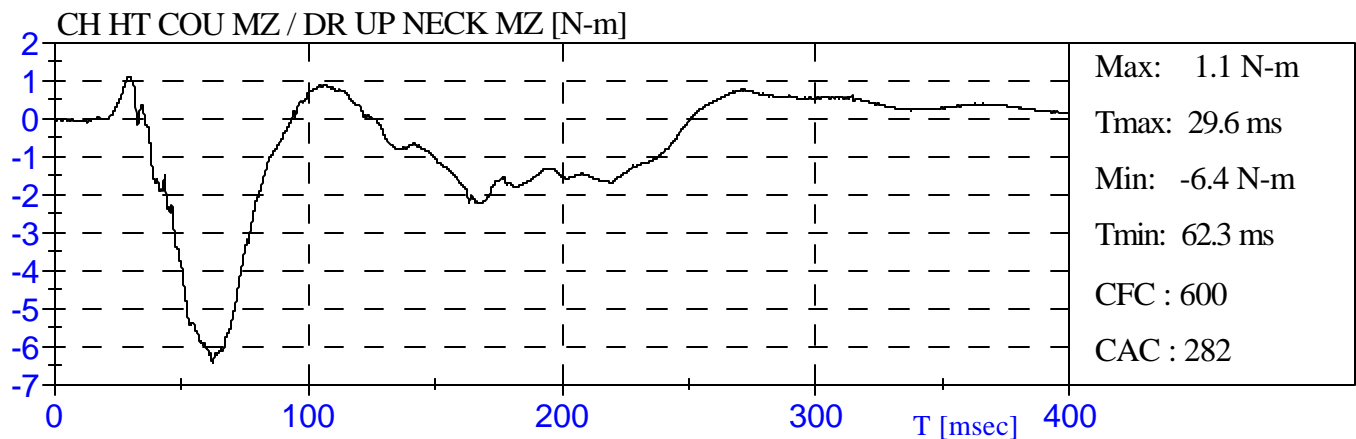
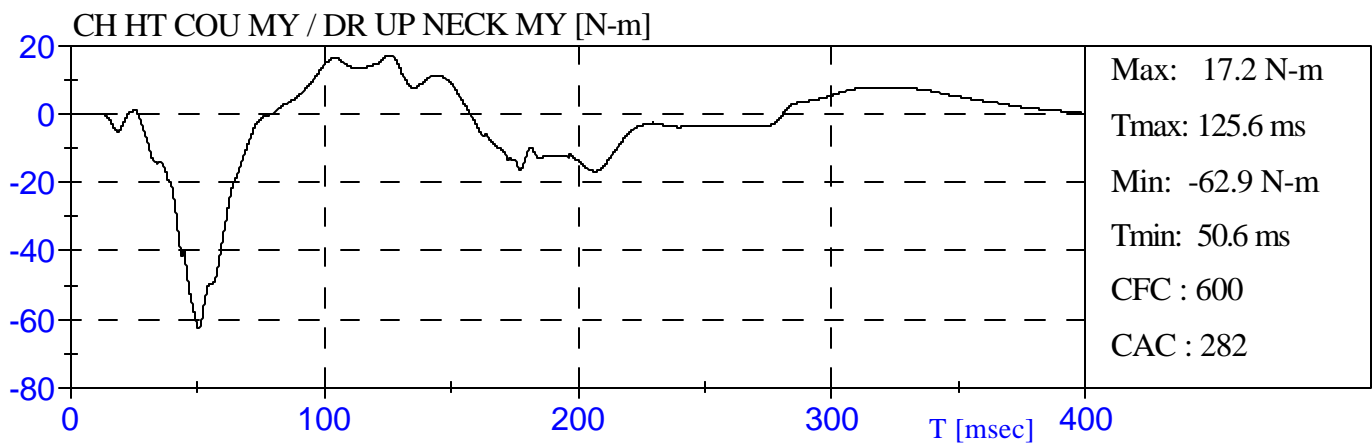
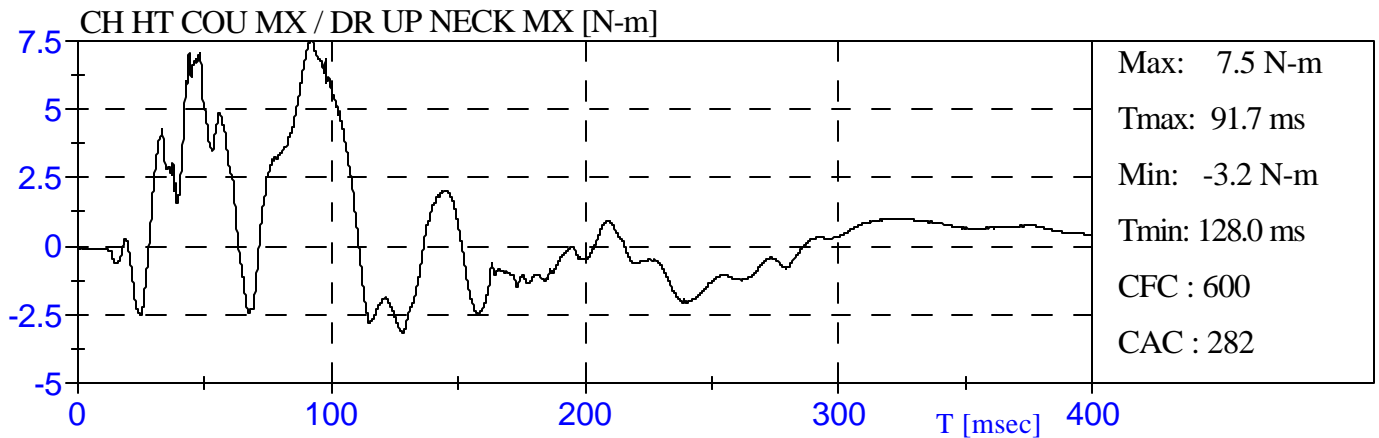


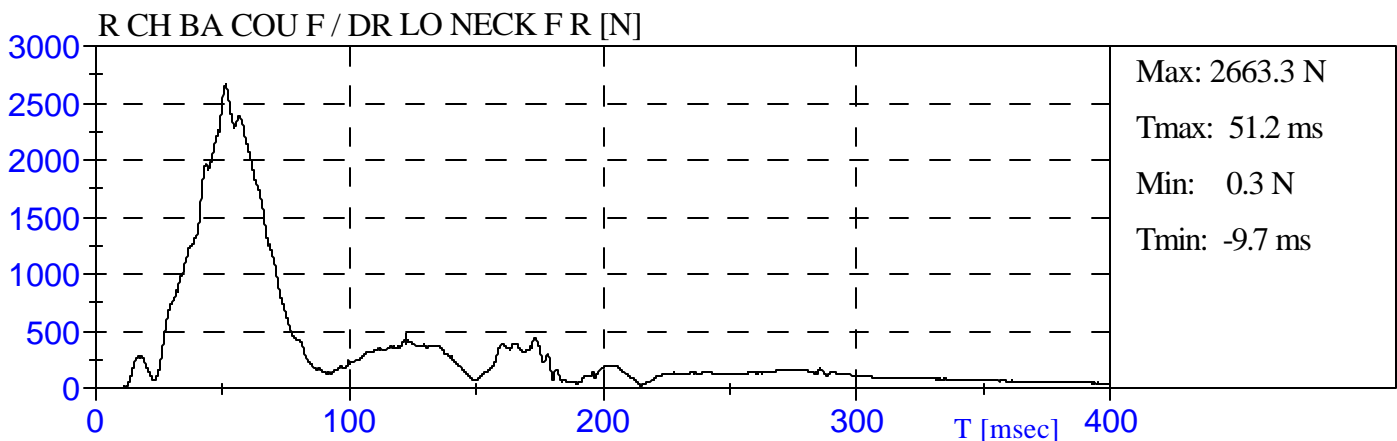
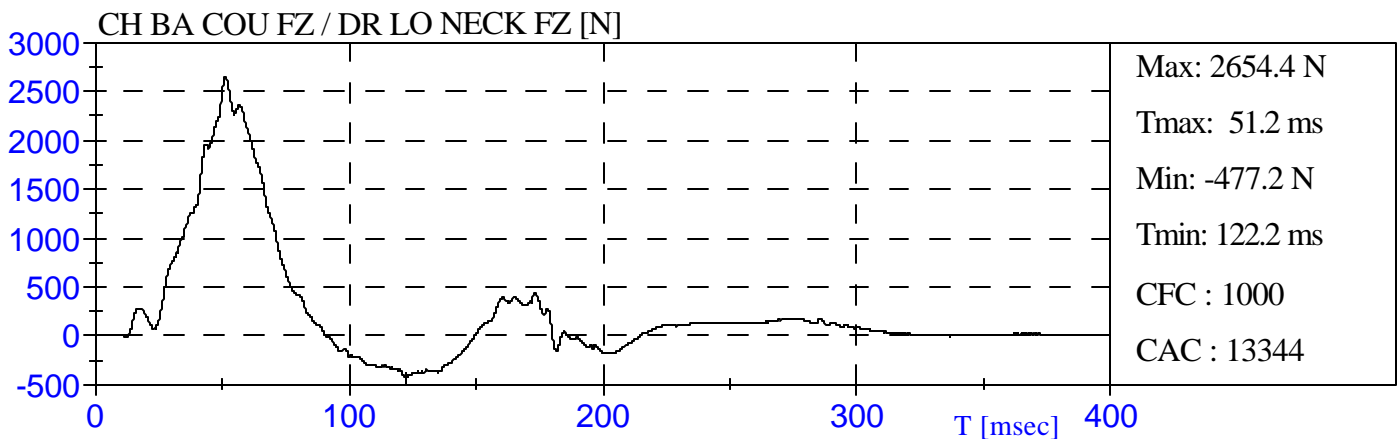
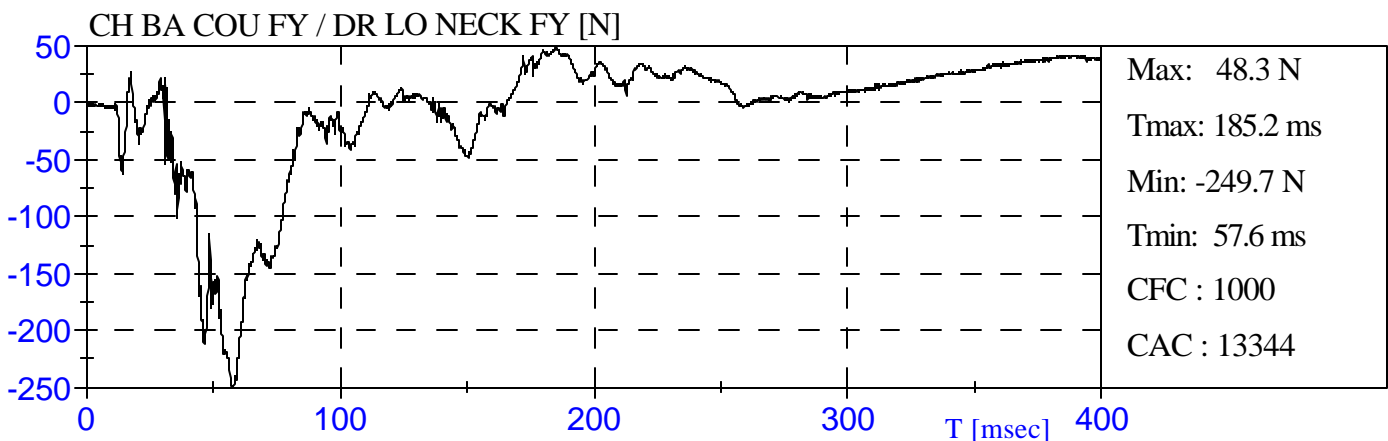
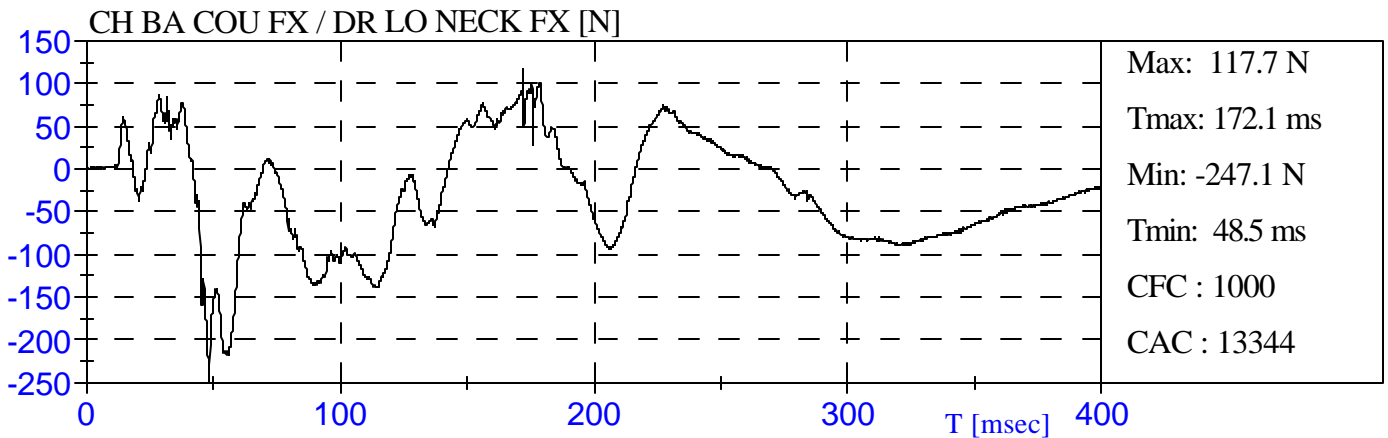
<b>Nom du client</b> <b>Client Name</b>	<b>TRANSPORT CANADA.</b>
<b>Type de véhicule</b> <b>Type of Vehicle</b>	<b>FORD EXPLORER 2003</b>
<b>Numéro de TC</b> <b>Tc Number</b>	<b>TC03-213</b>
<b>Numéro de contrat</b> <b>Contract No</b>	<b>03-6008</b>
<b>Acquisition de données selon</b> <b>Data Acquisition according to</b>	<b>SAE J211/1 MAR 95</b>
<b>Date de l'essai</b> <b>Test date</b>	<b>2003-02-27</b>
<b>Titre du projet</b> <b>Project Title</b>	<b>COLLISION DE RECHERCHE</b> <b>COLLISION FRONTALE</b> <b>RESEARCH COLLISION TEST</b> <b>FRONTAL CRASH</b>
<b>MANNEQUIN / DUMMY</b>	
<b>Chauffeur</b> <b>Driver</b>	<b>HYBRID III 5% F IR</b>
<b>Passager</b> <b>Passenger</b>	<b>HYBRID III 5% F IR</b>
<b>Passager 1 (arrière gauche)</b> <b>Passenger 1 (rear left)</b>	<b>HYBRID III 6Y</b>
<b>Passager 2 (arrière droit)</b> <b>Passenger 2 (rear right)</b>	<b>HYBRID III 3Y</b>
<b>Passager 3 (arrière centre)</b> <b>Passenger 3 (rear centre)</b>	<b>HYB III 6Y</b>

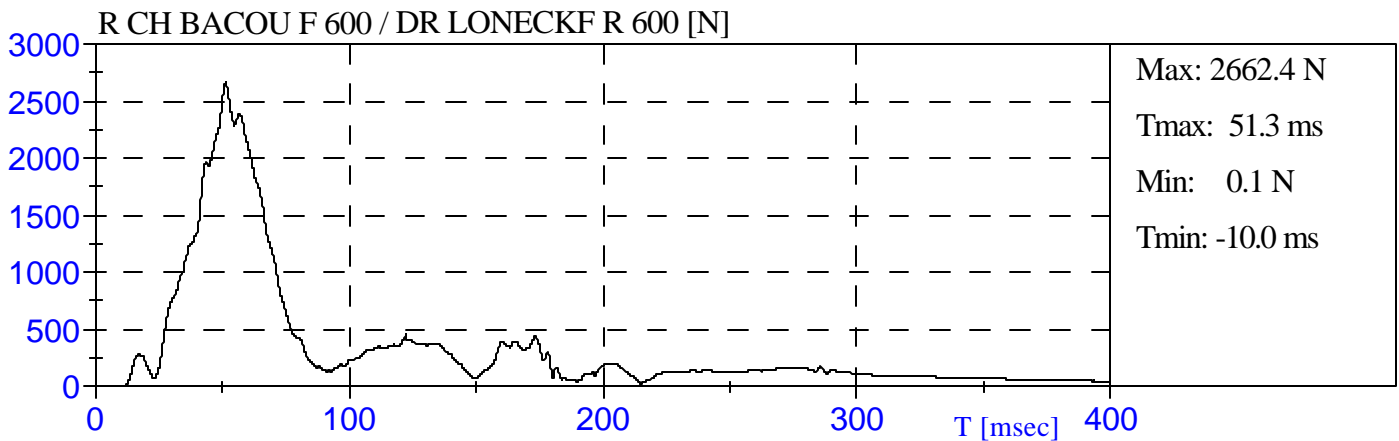
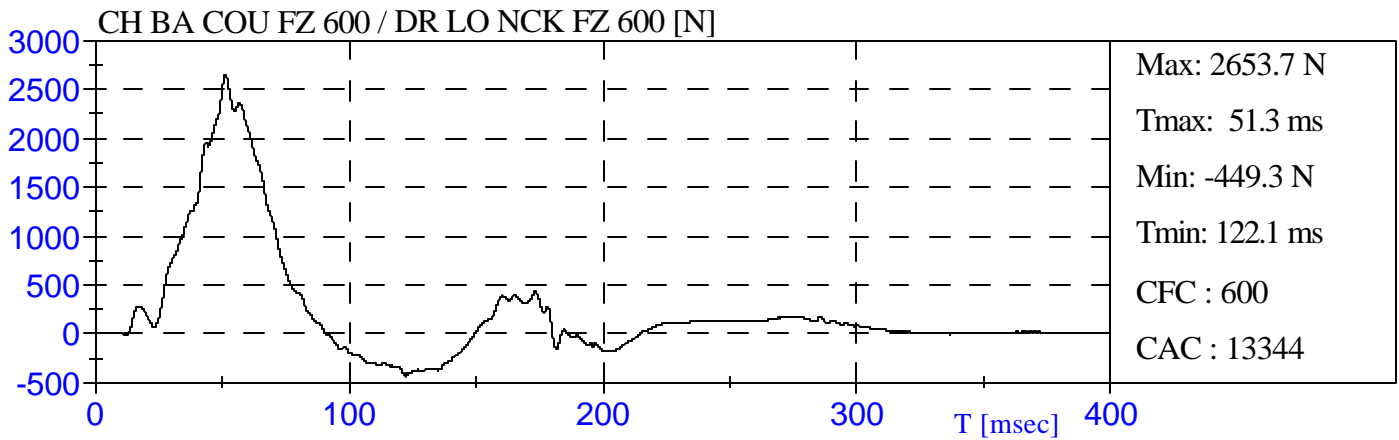
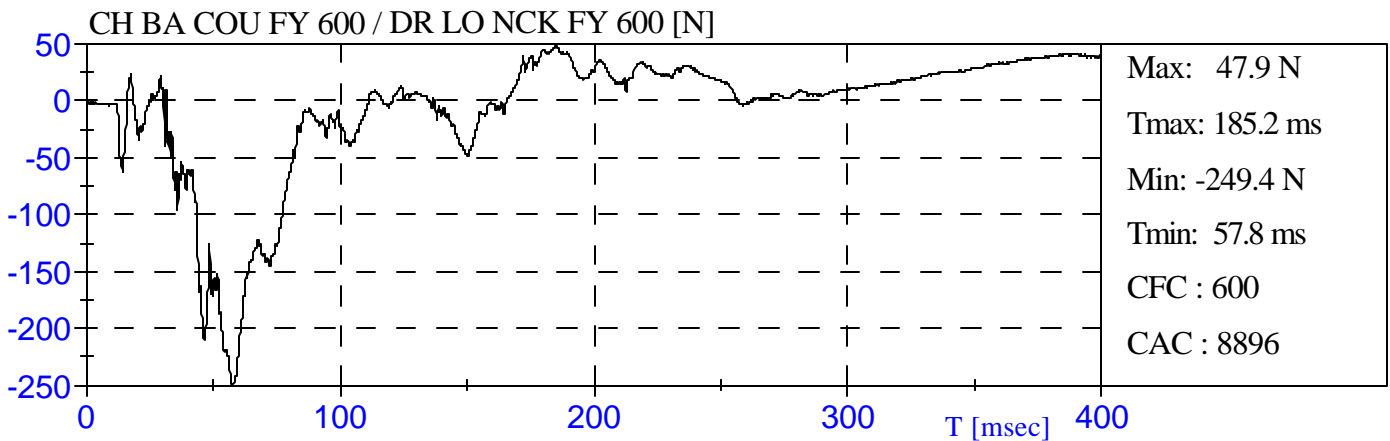
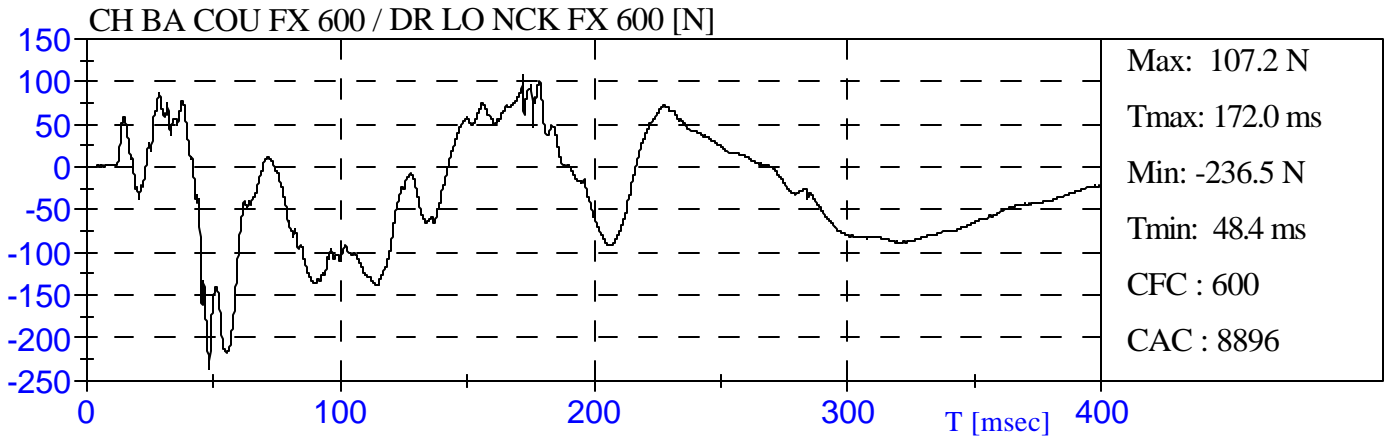


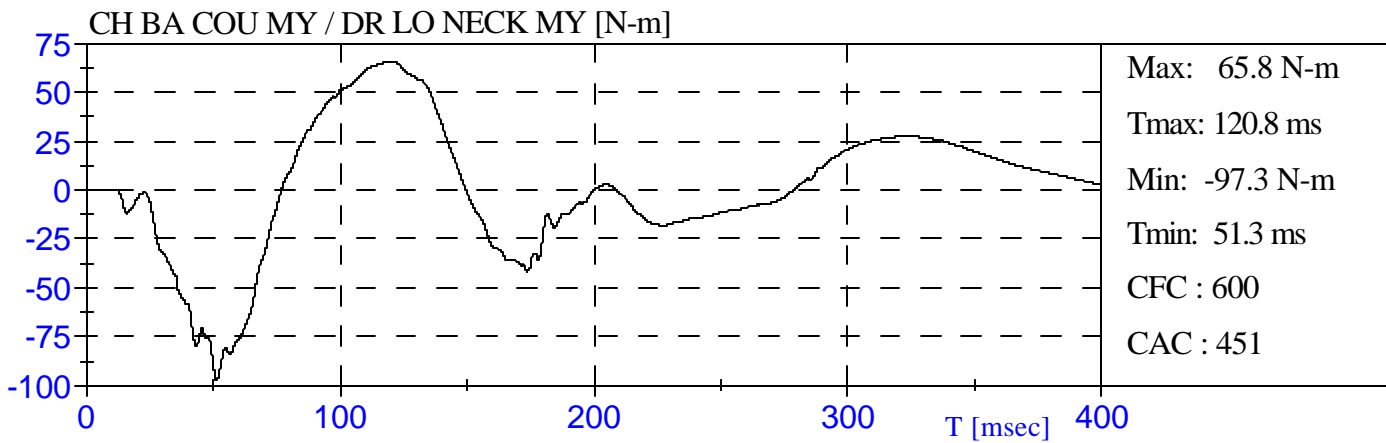
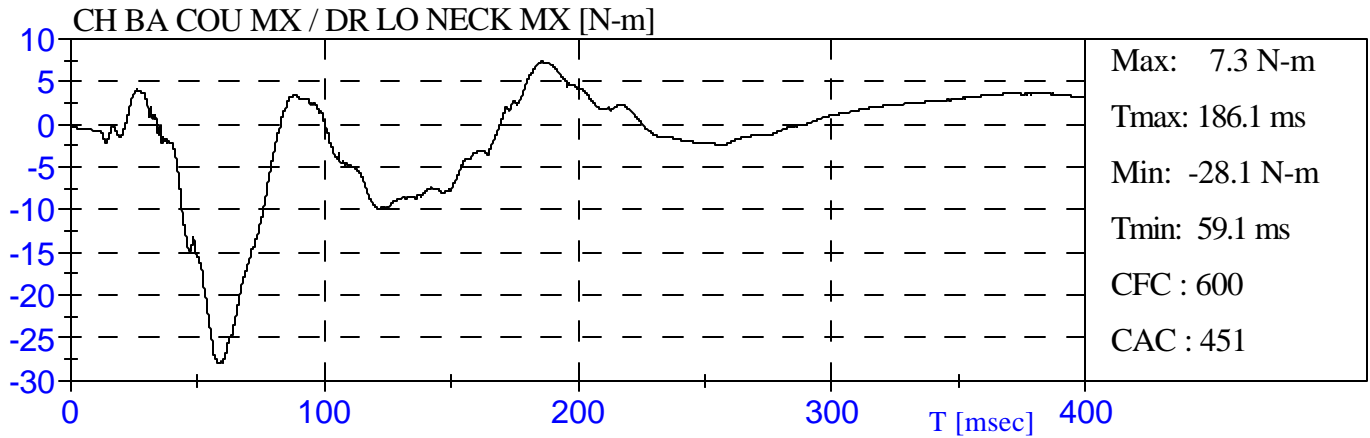


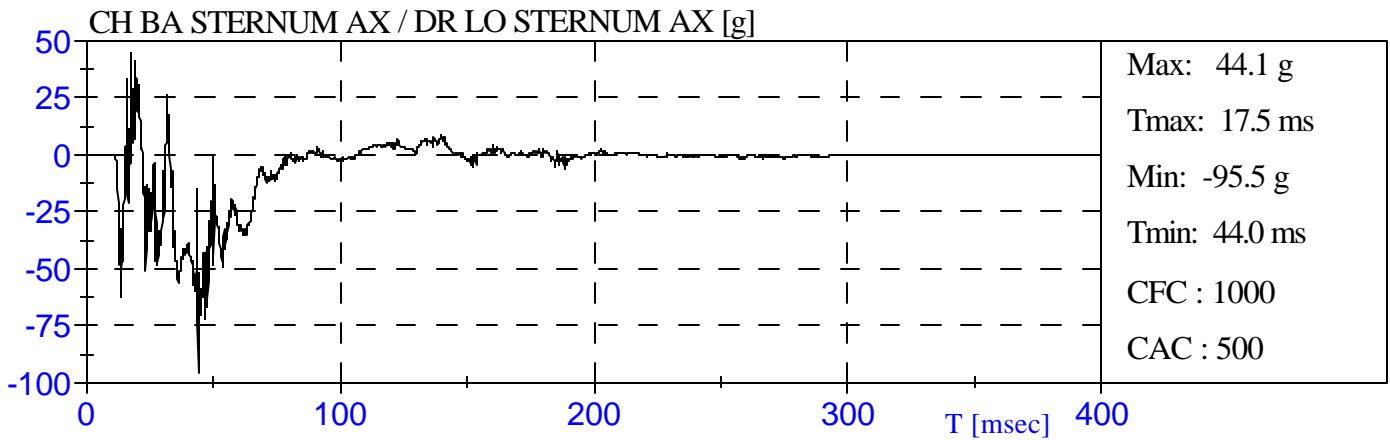
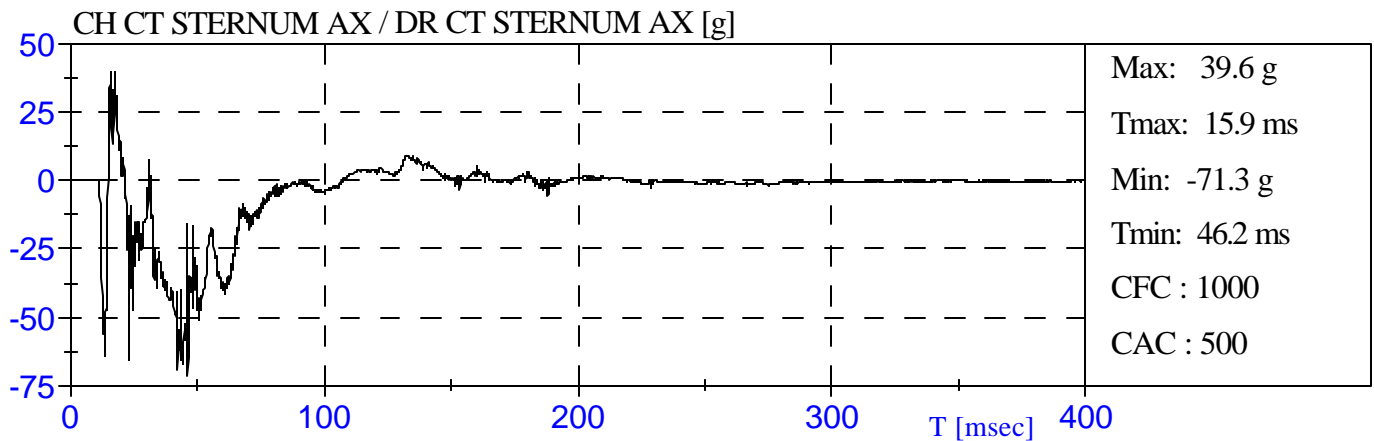
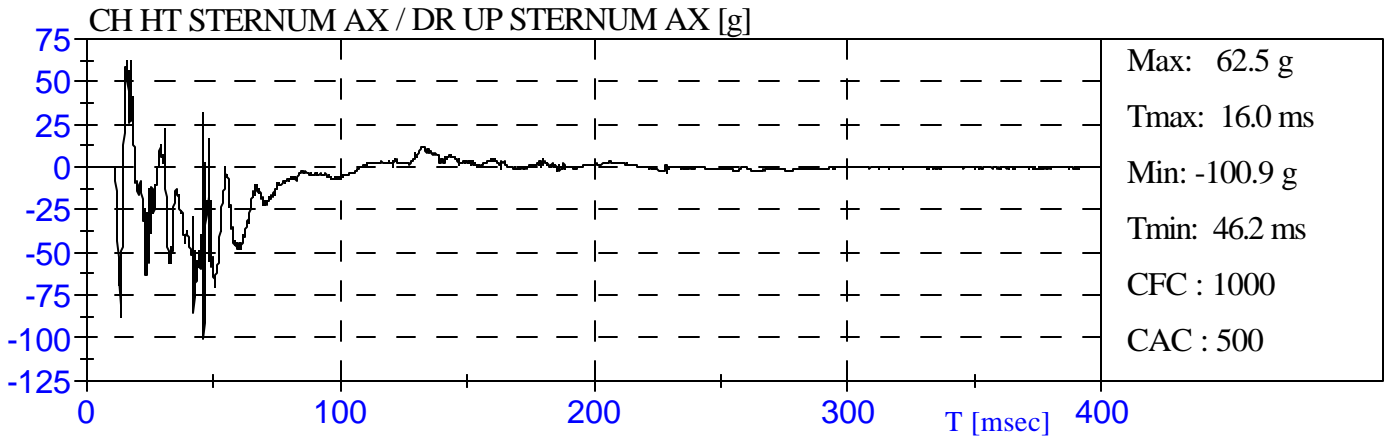


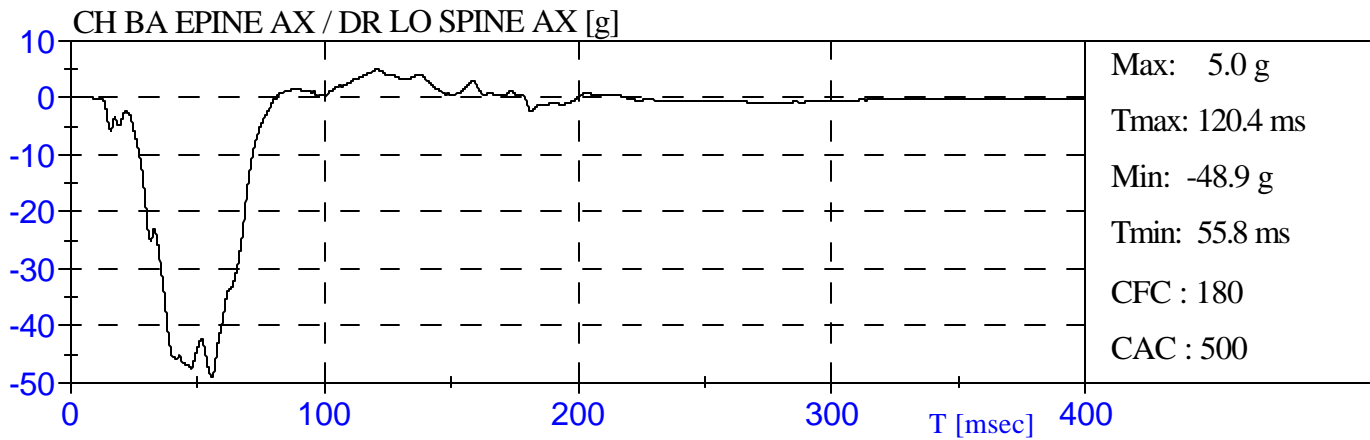
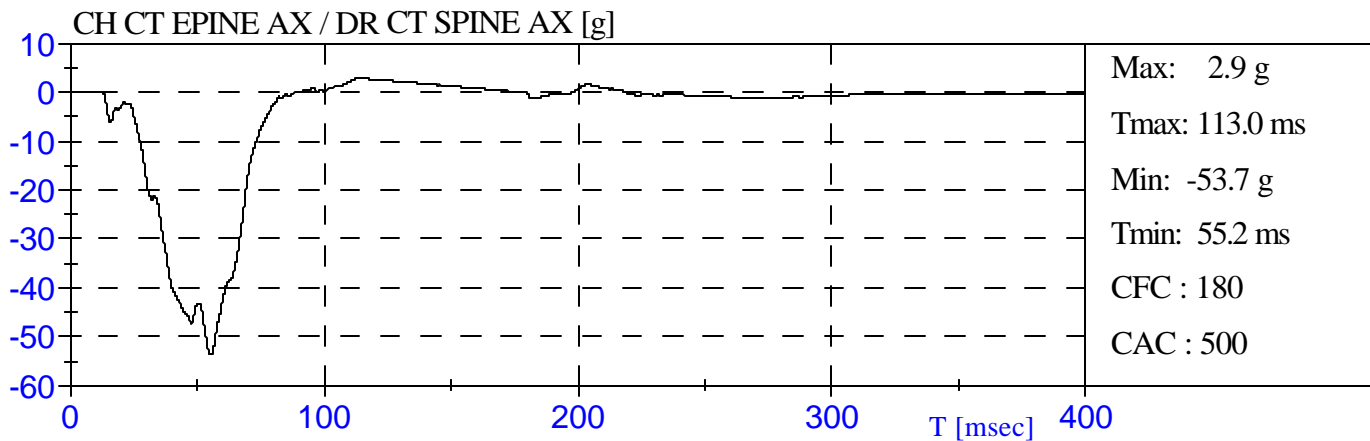
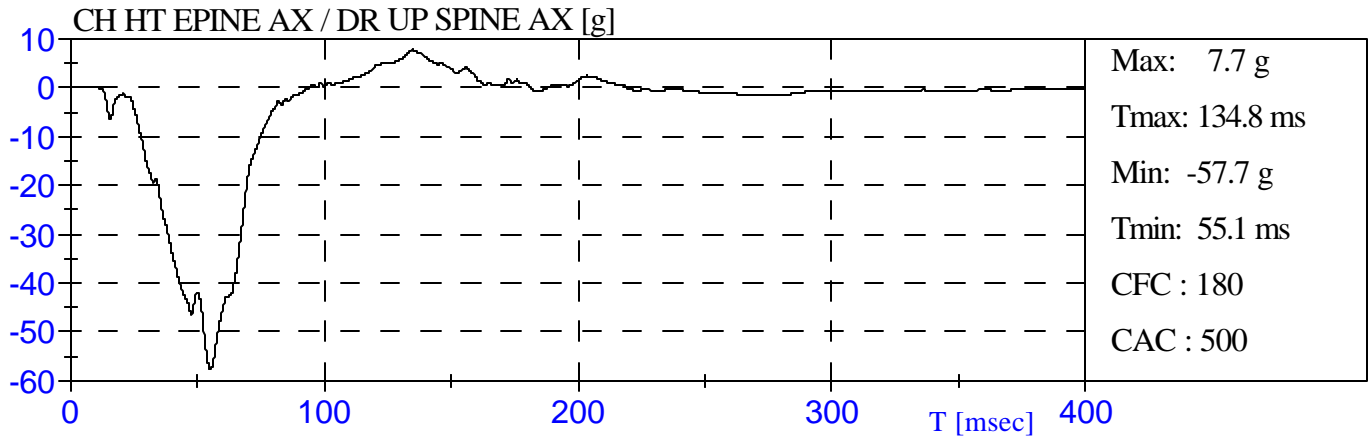


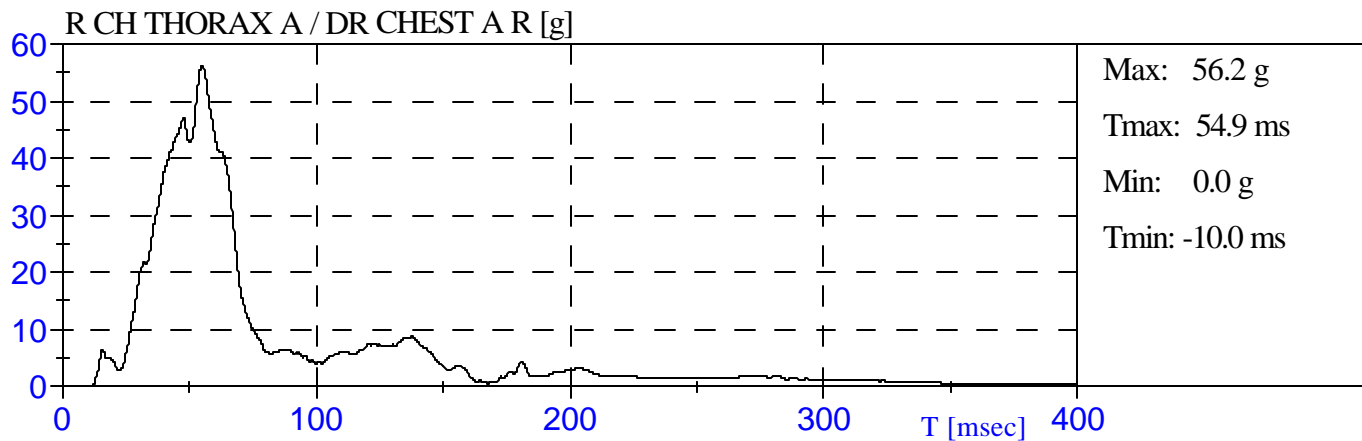
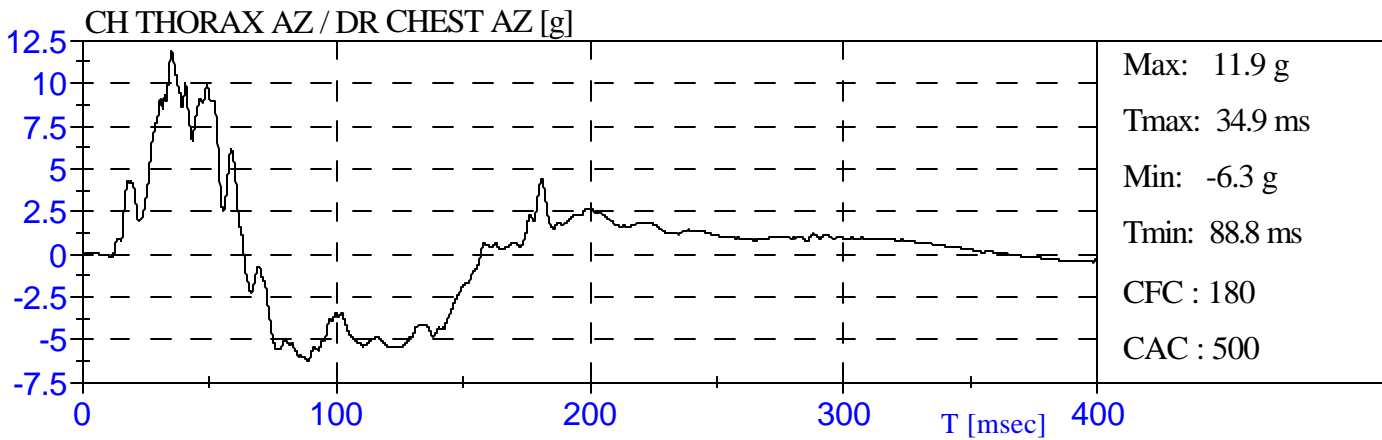
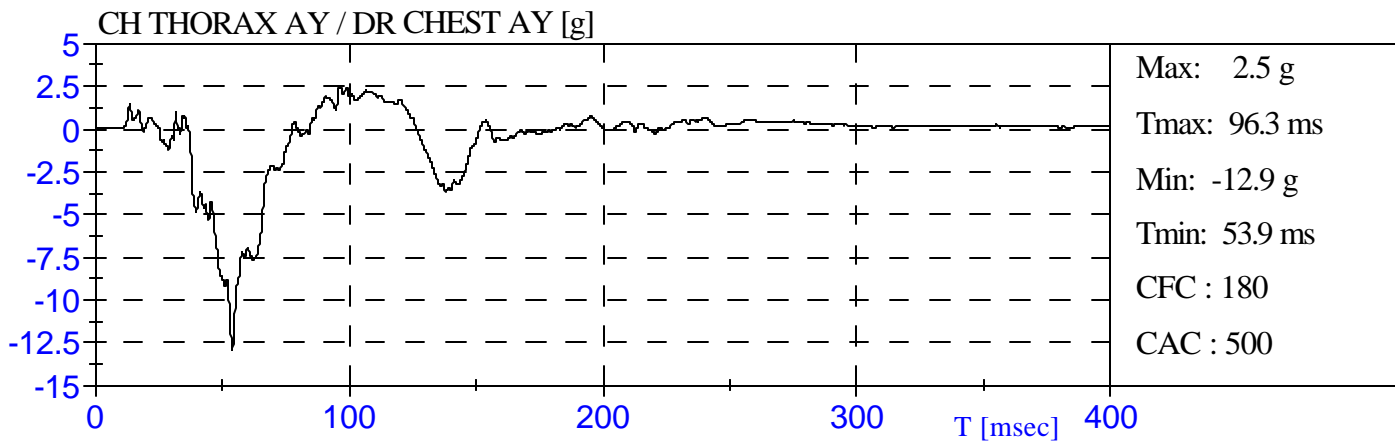
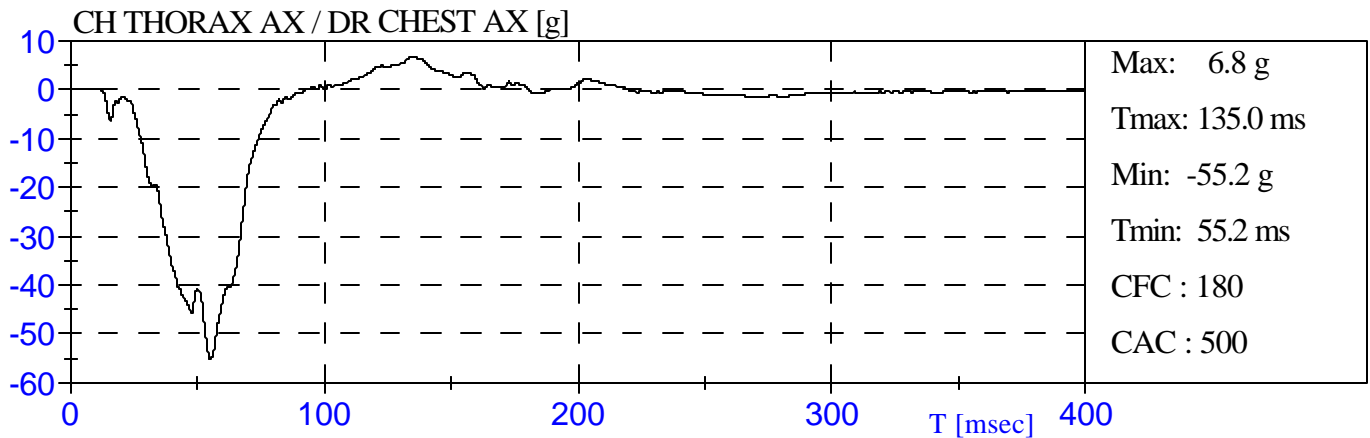


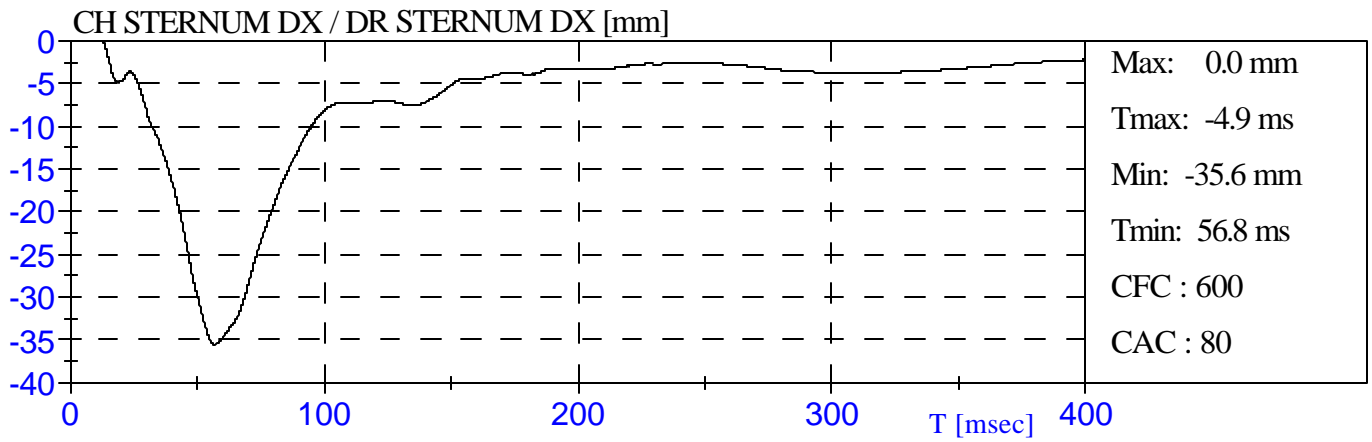


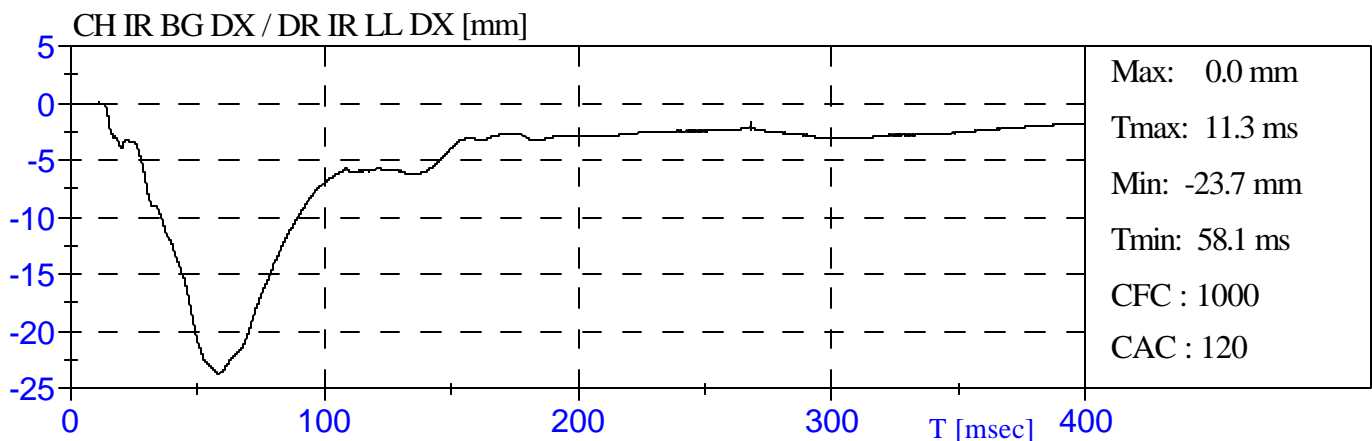
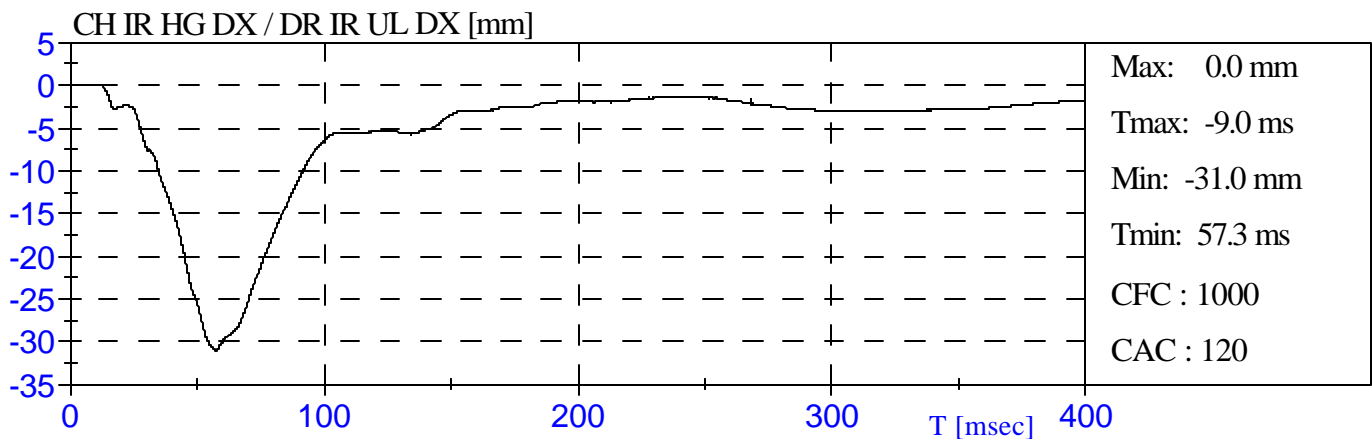
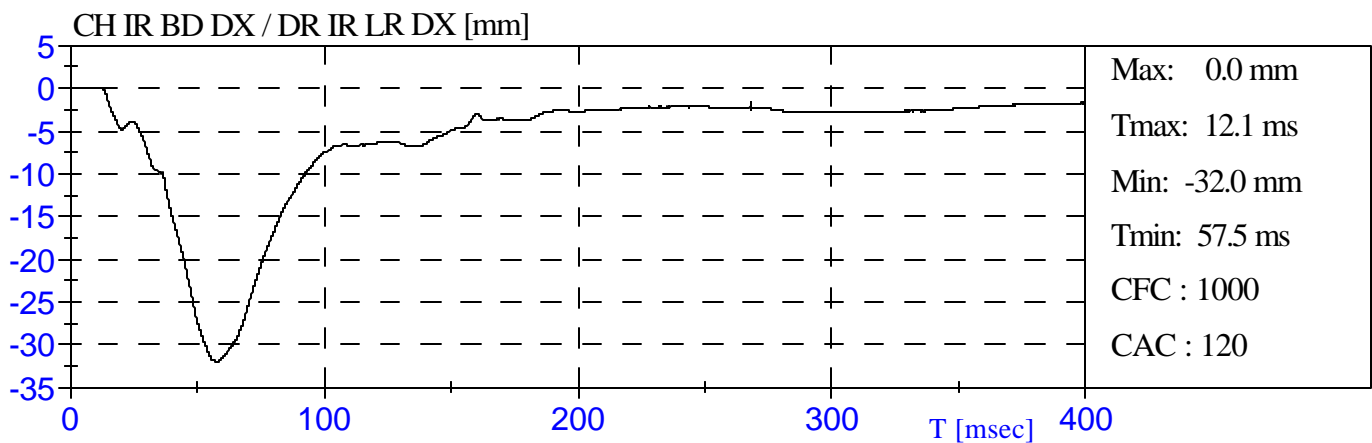
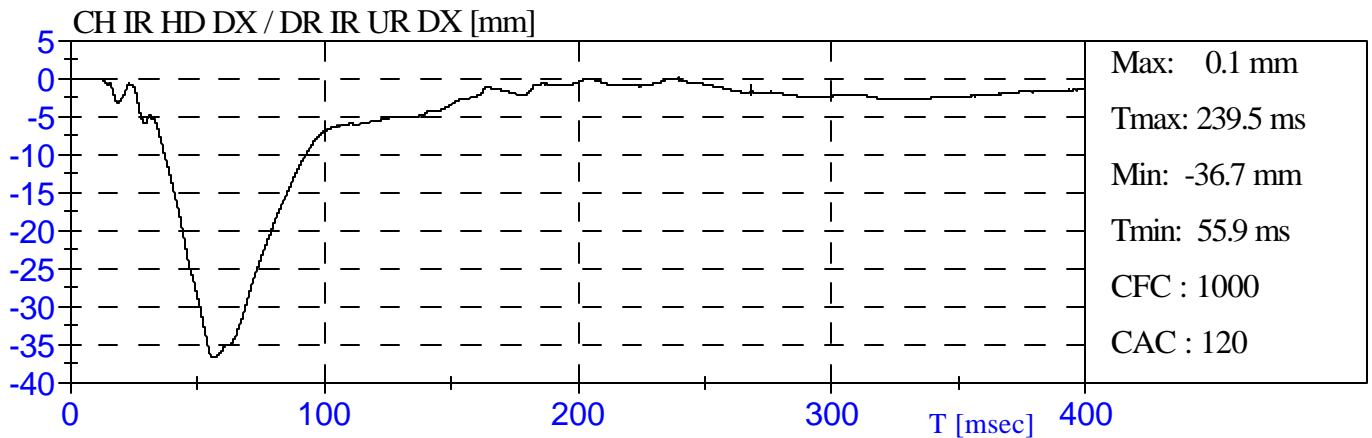


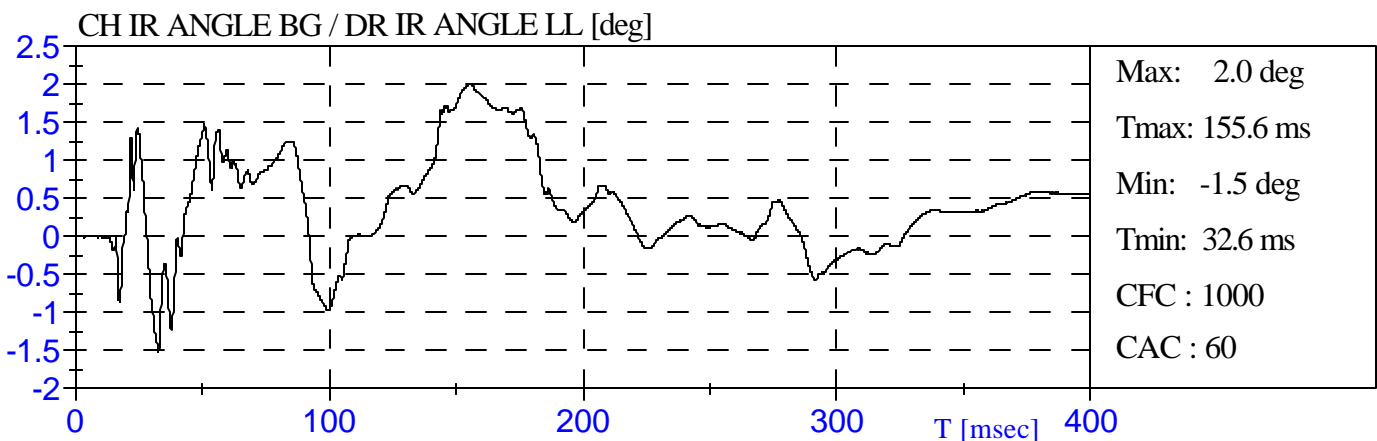
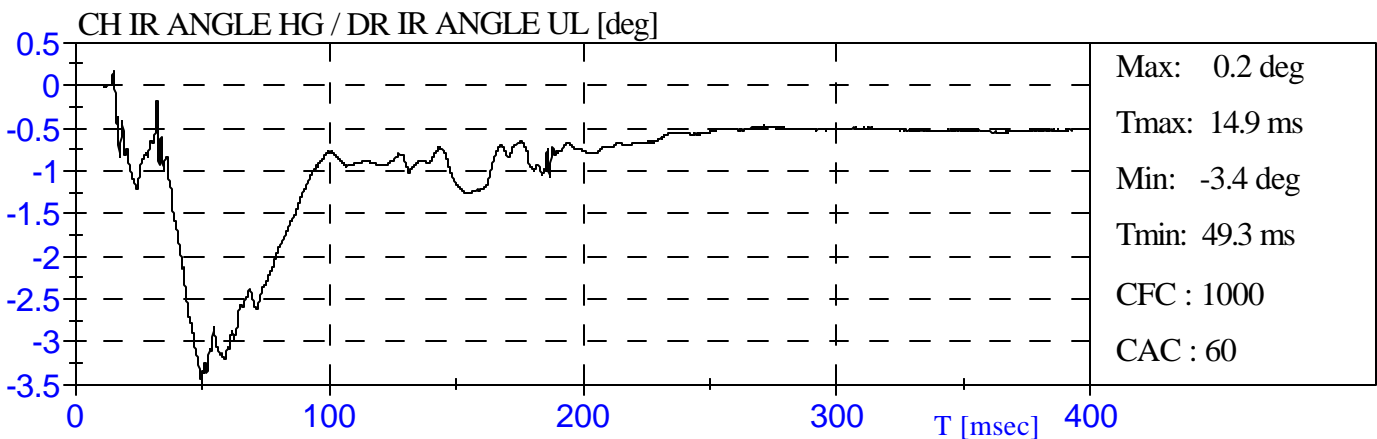
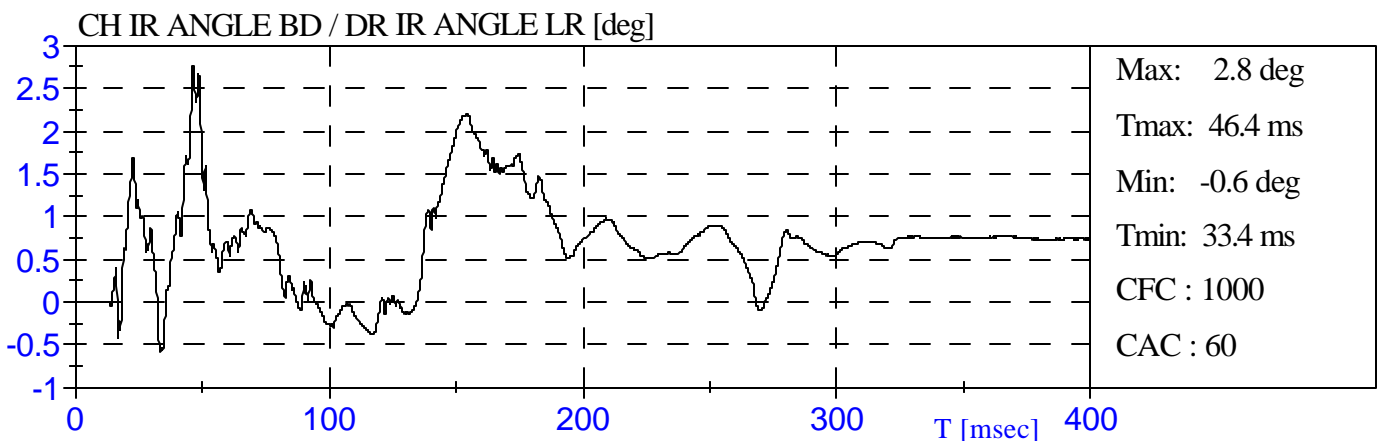
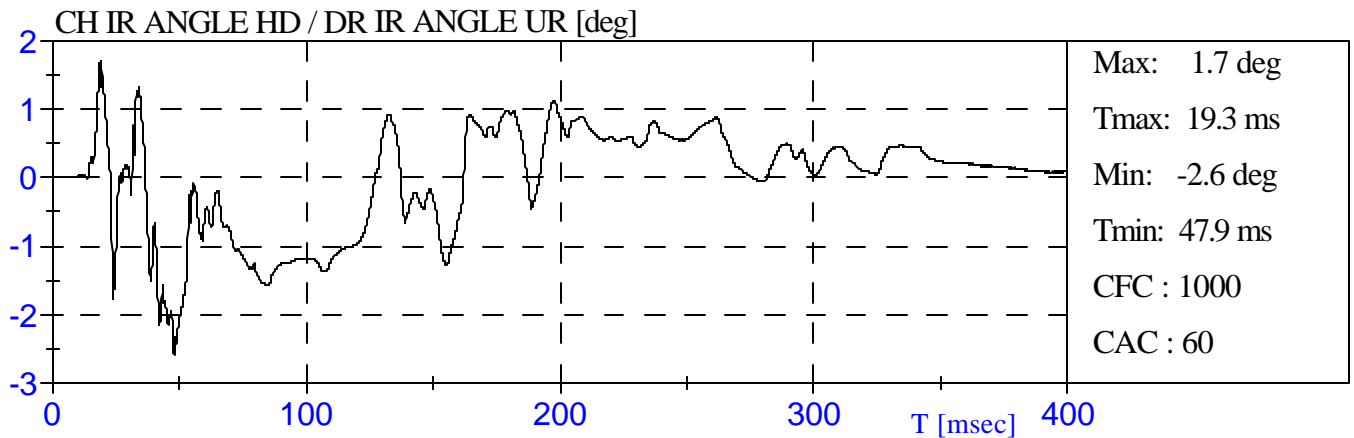


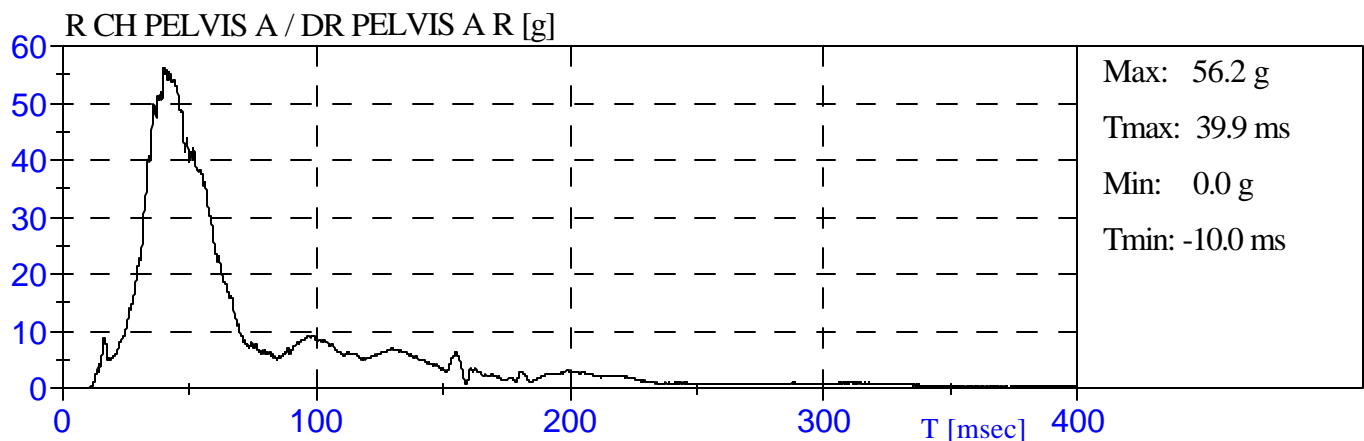
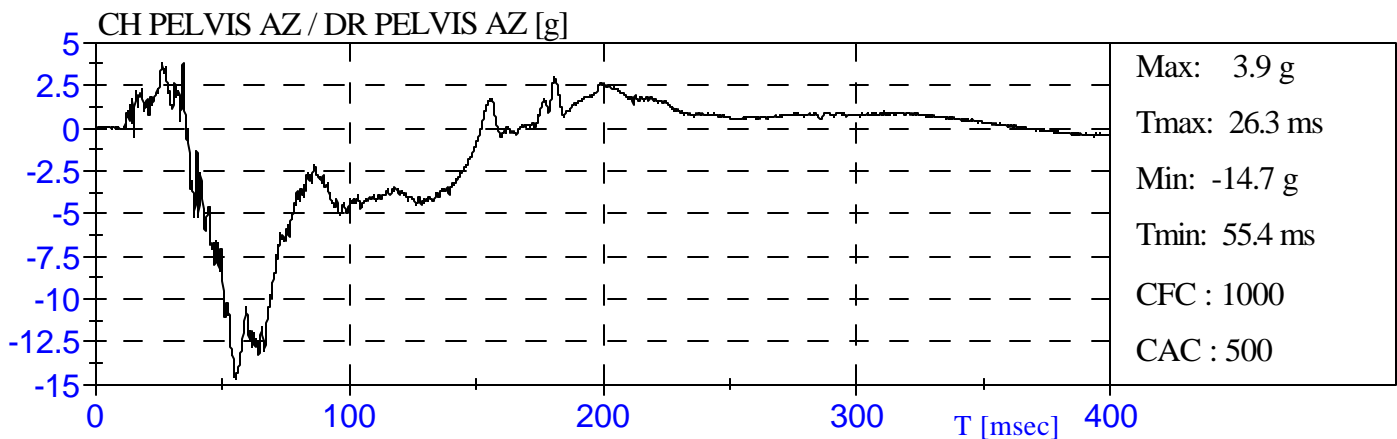
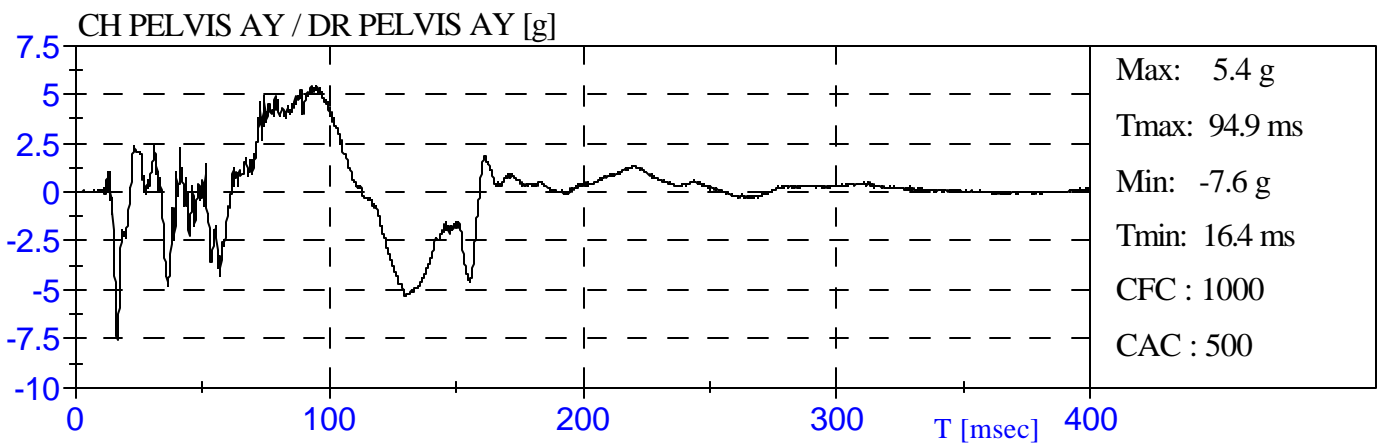
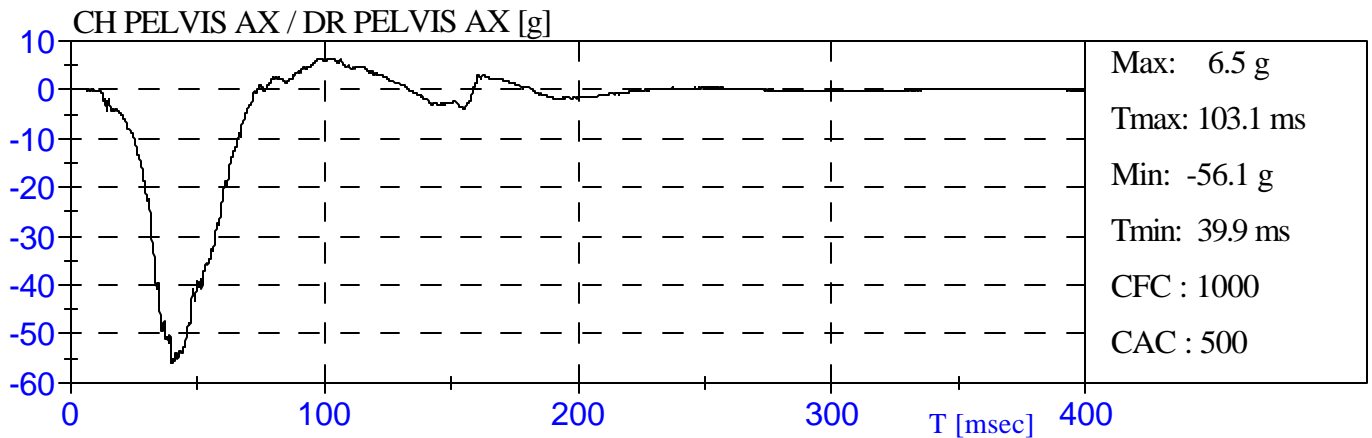


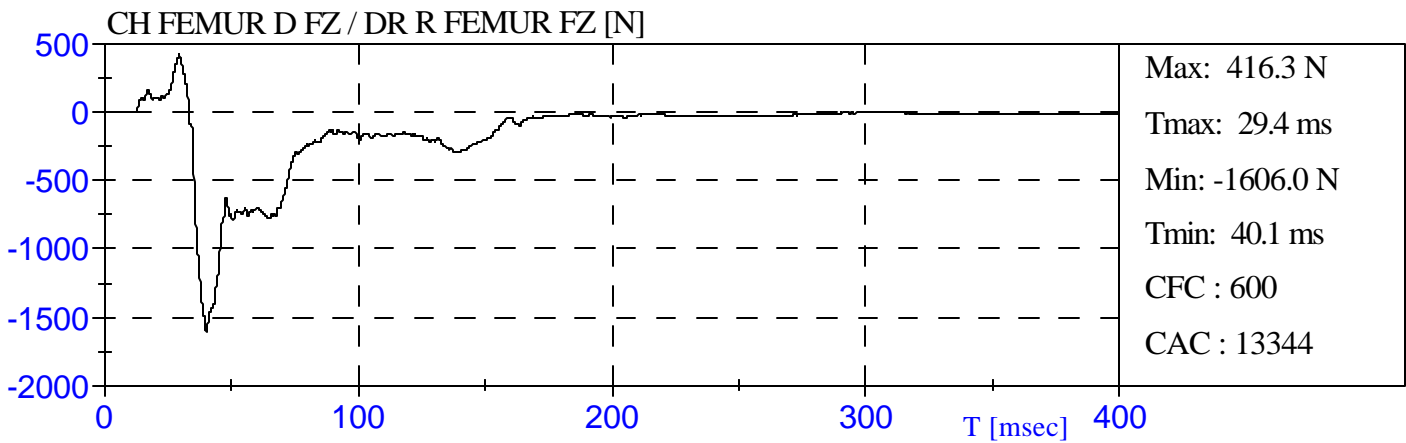
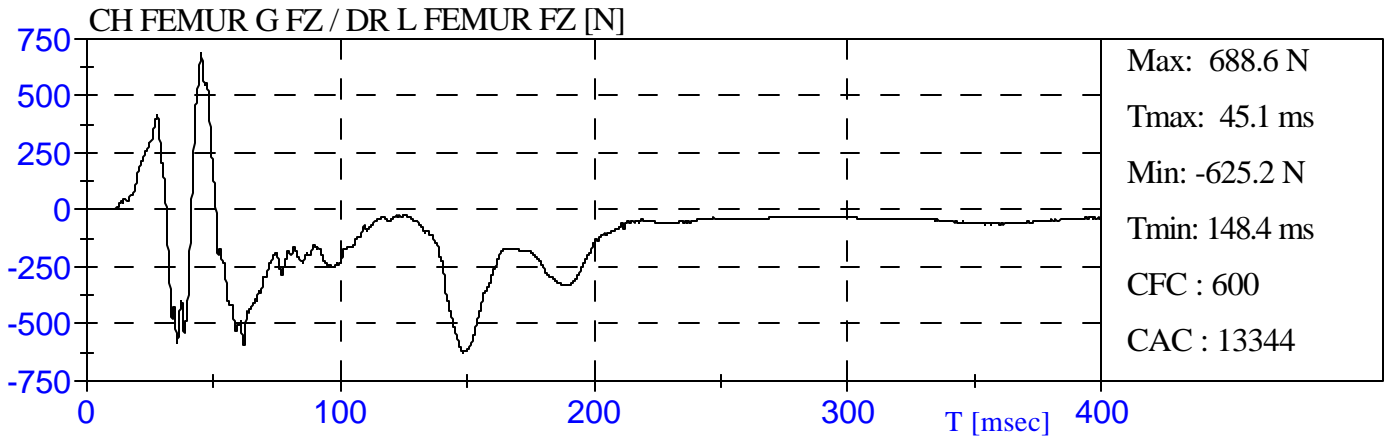


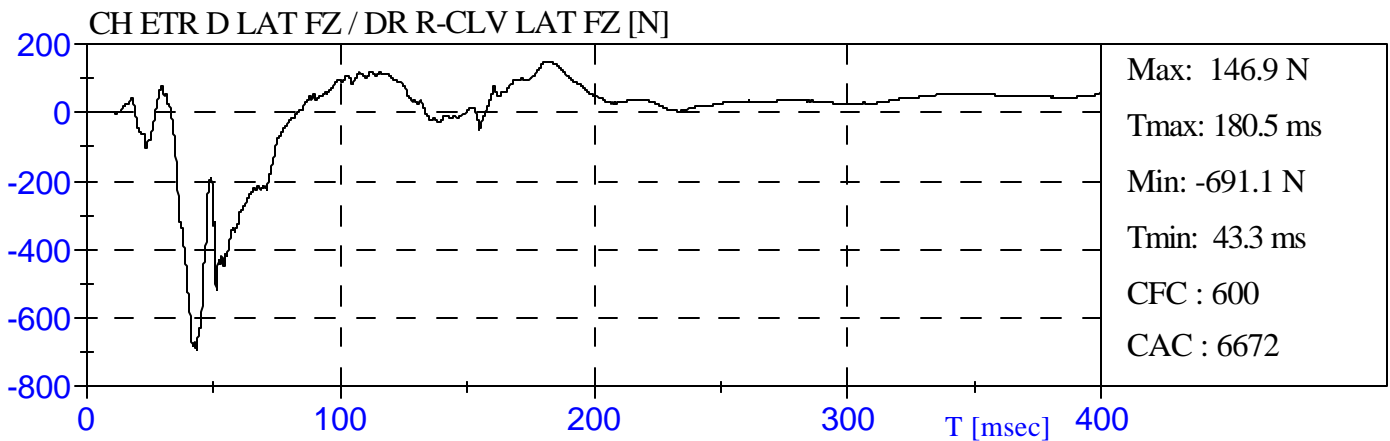
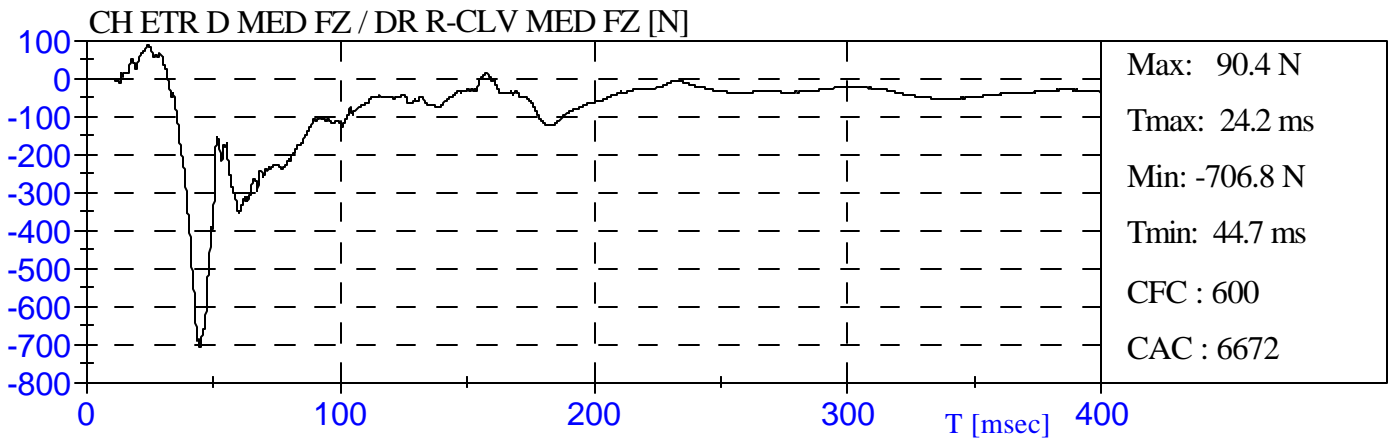
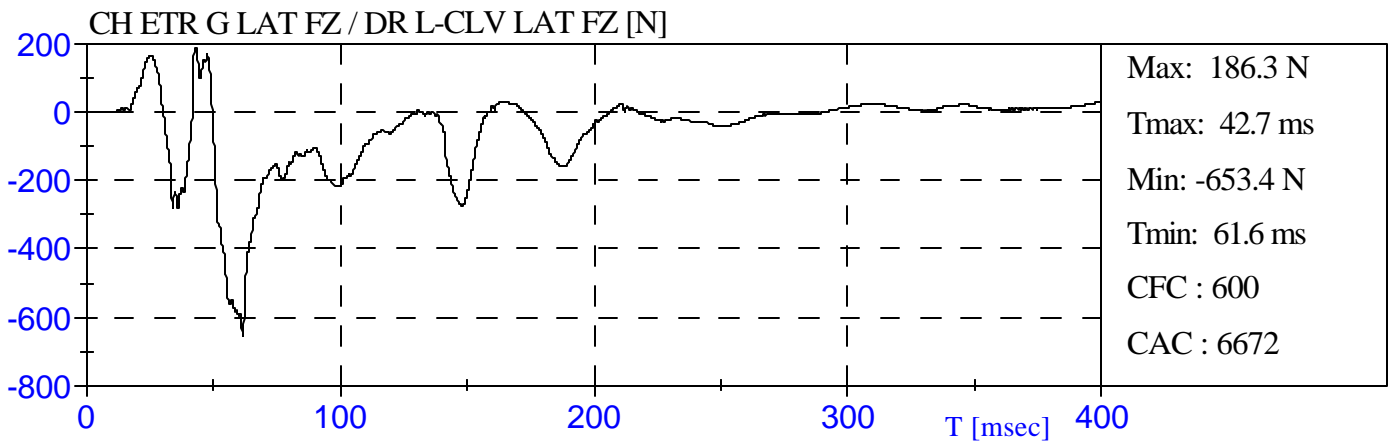
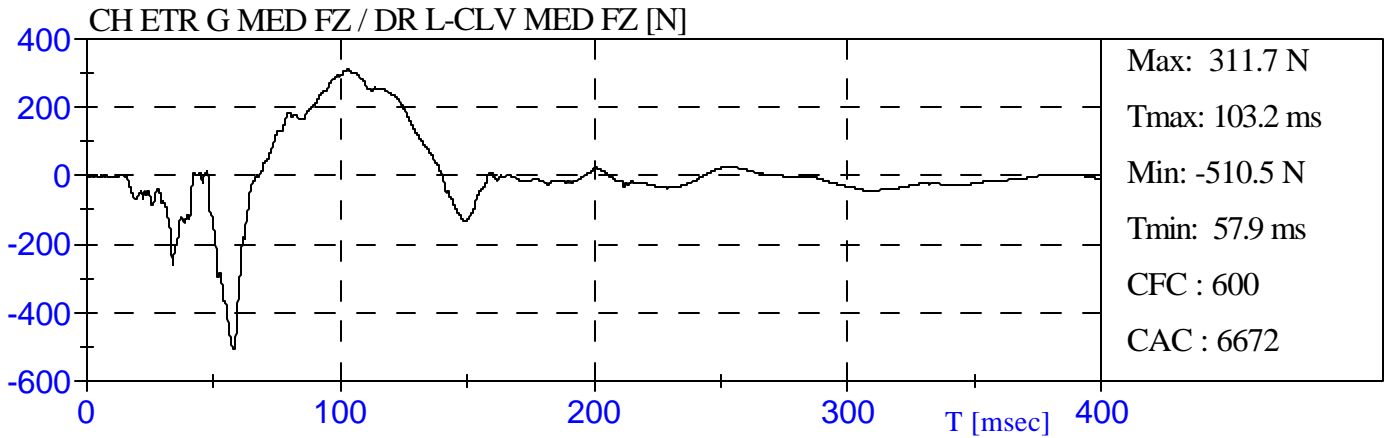


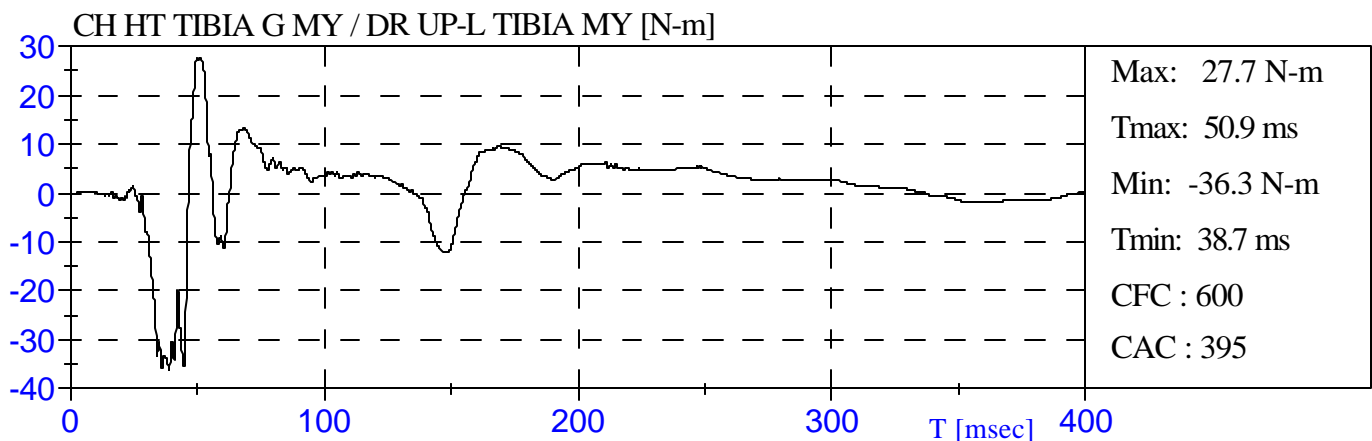
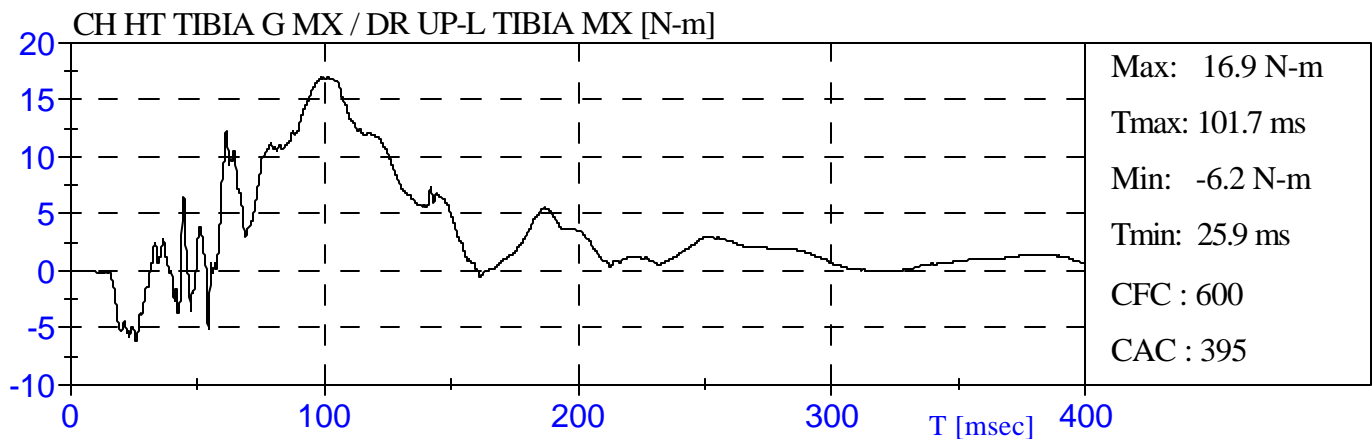
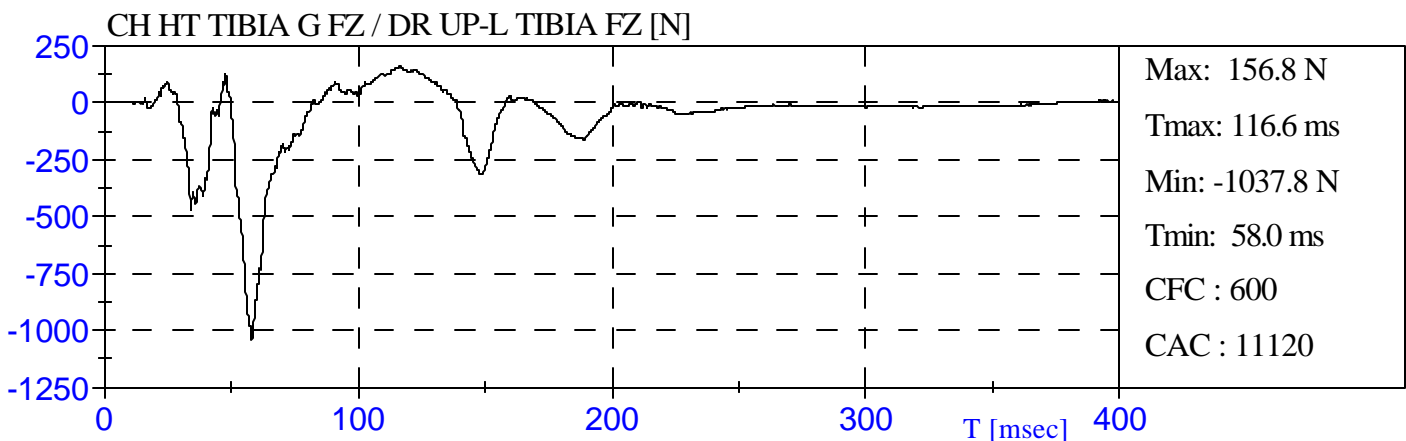
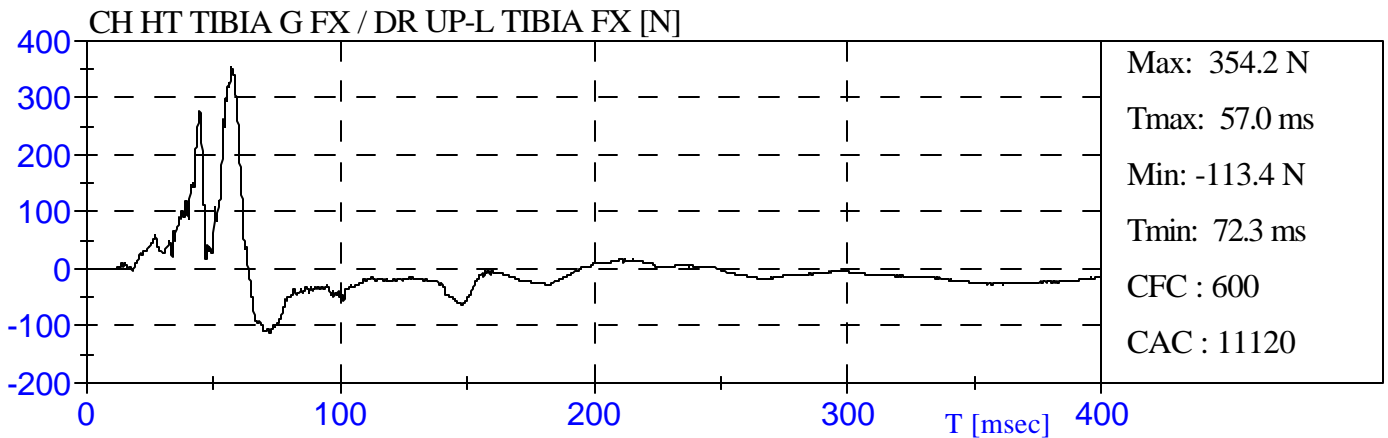


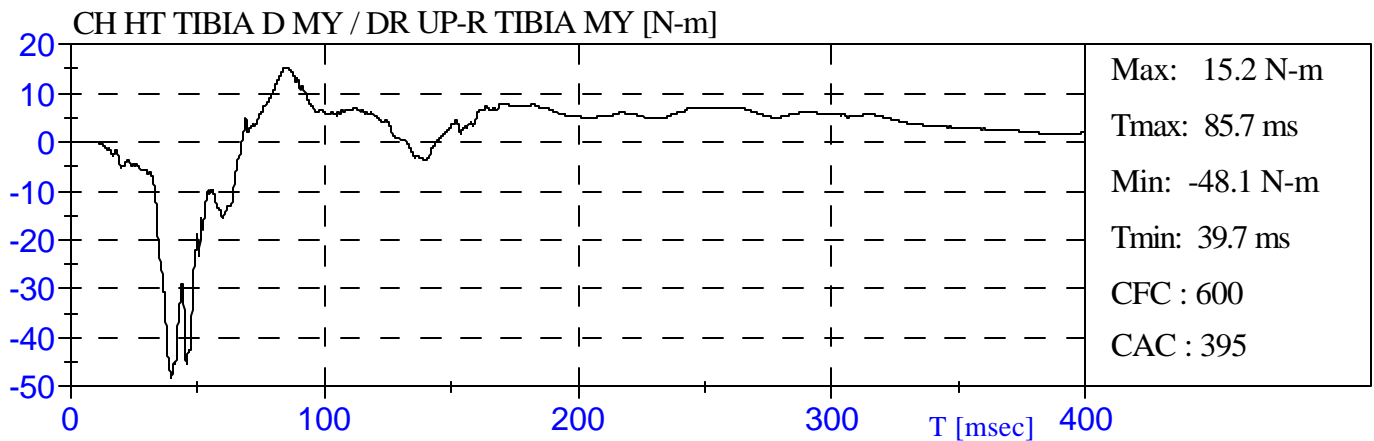
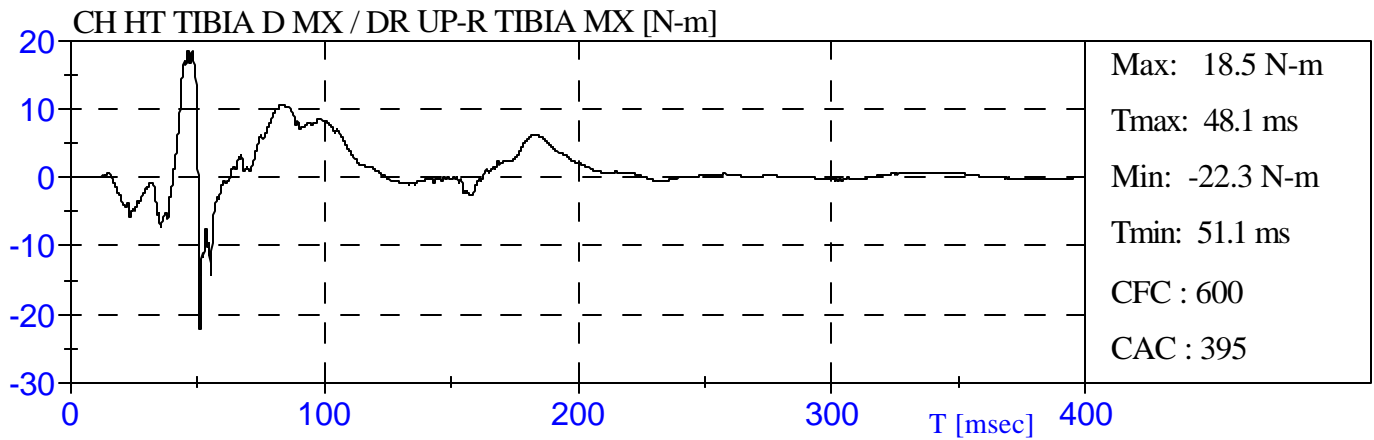
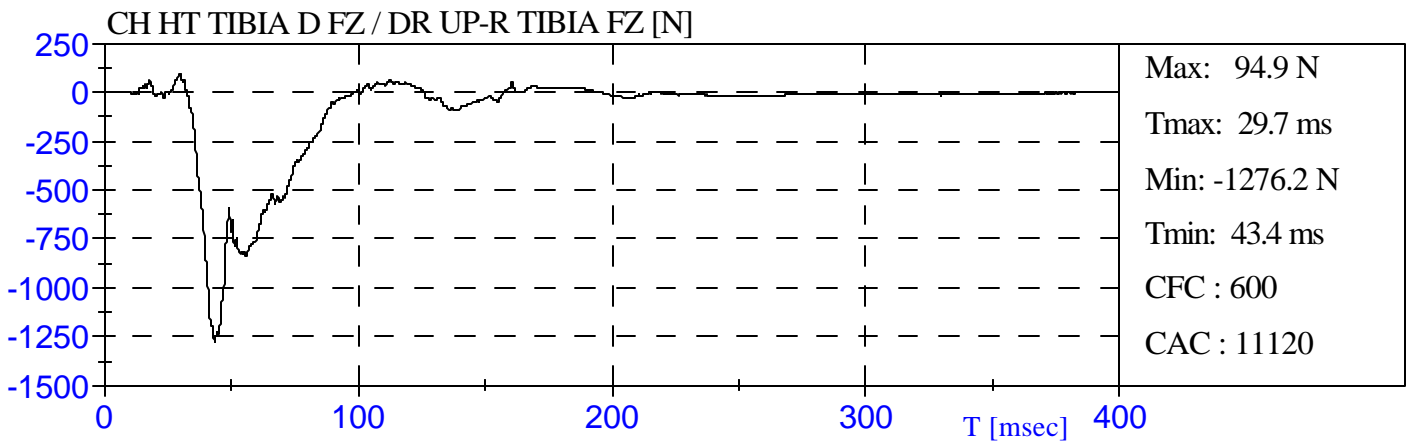
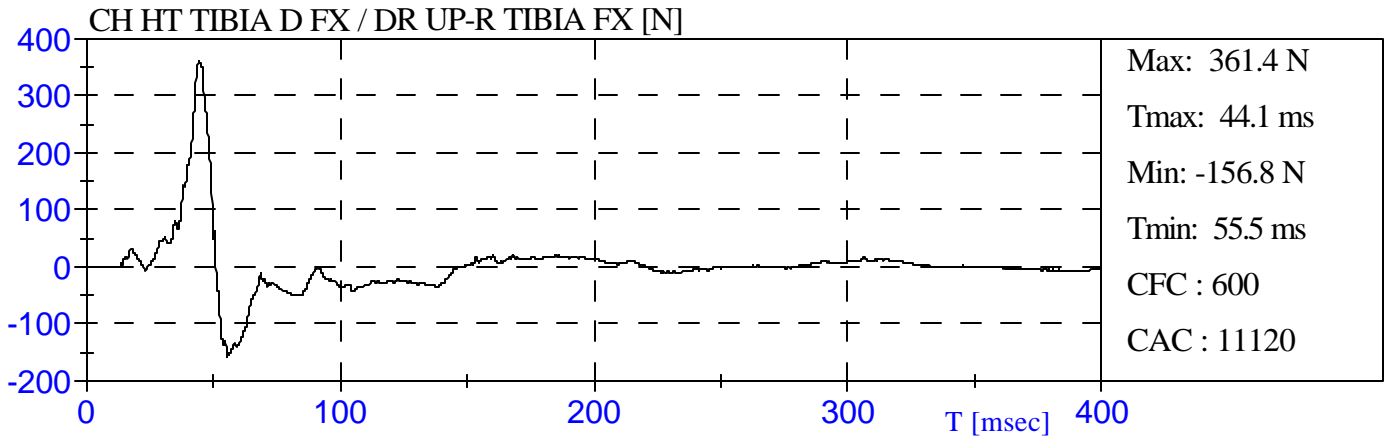


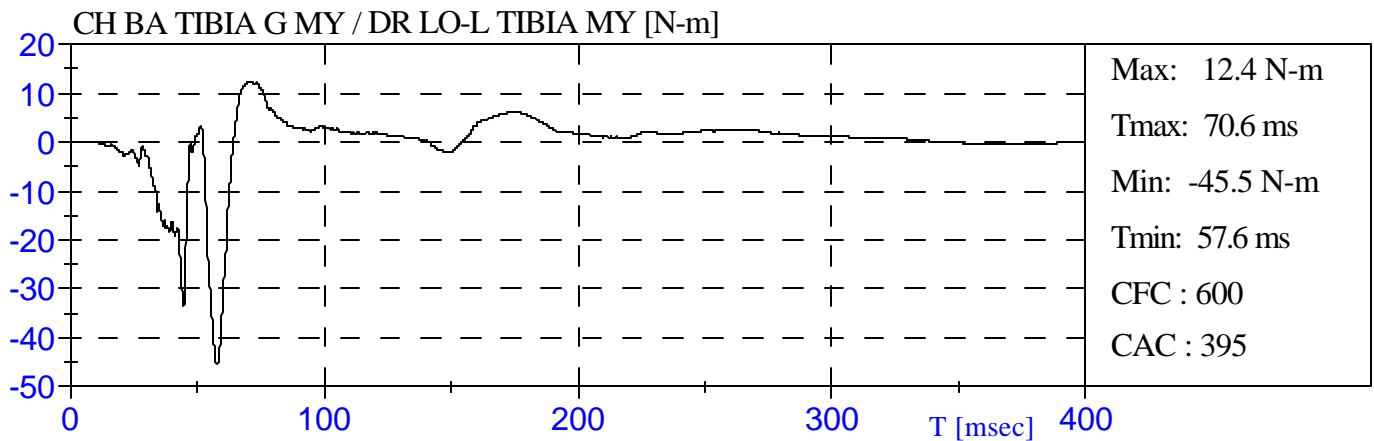
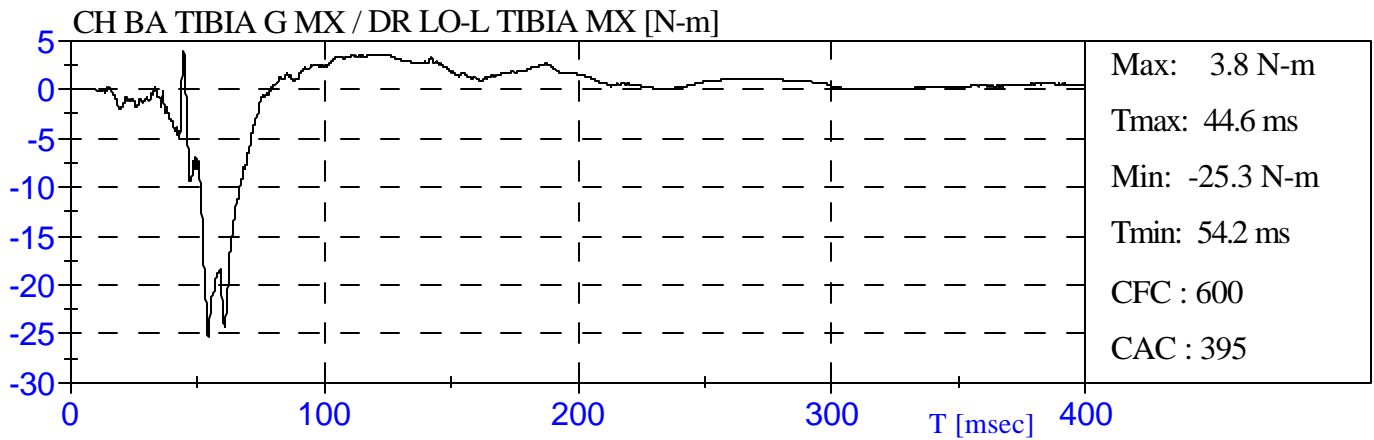
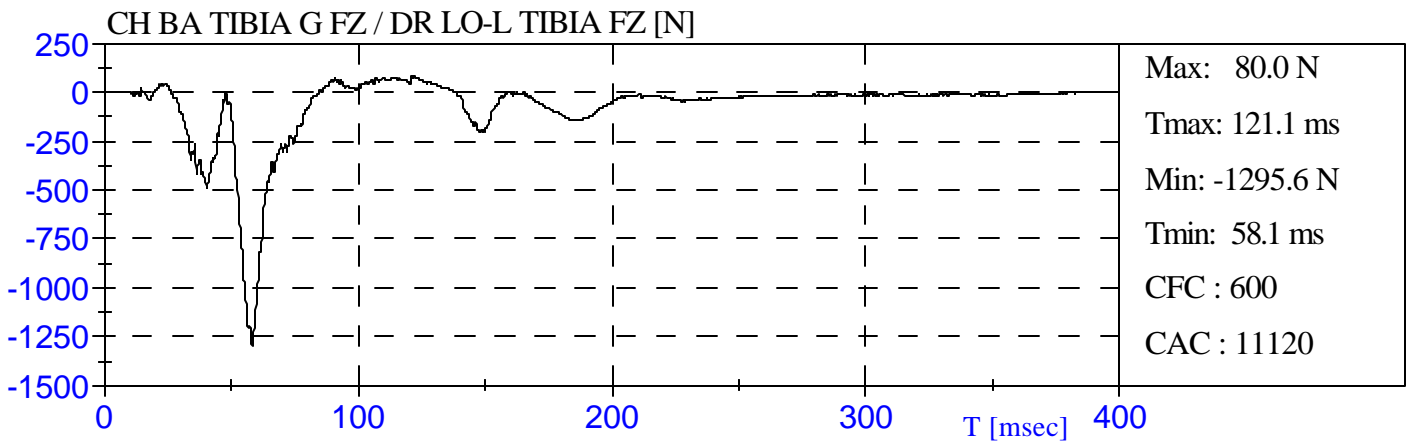
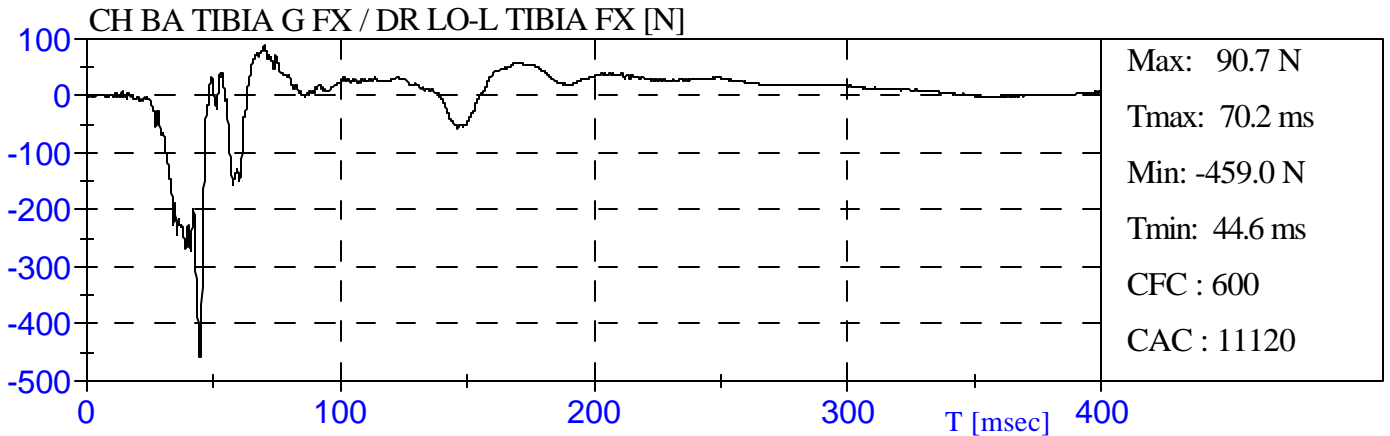


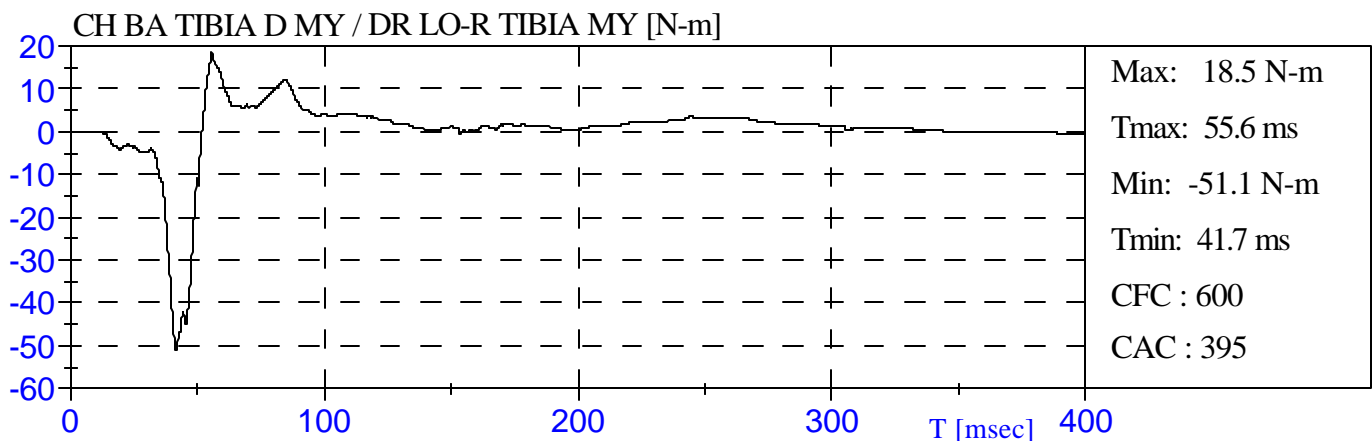
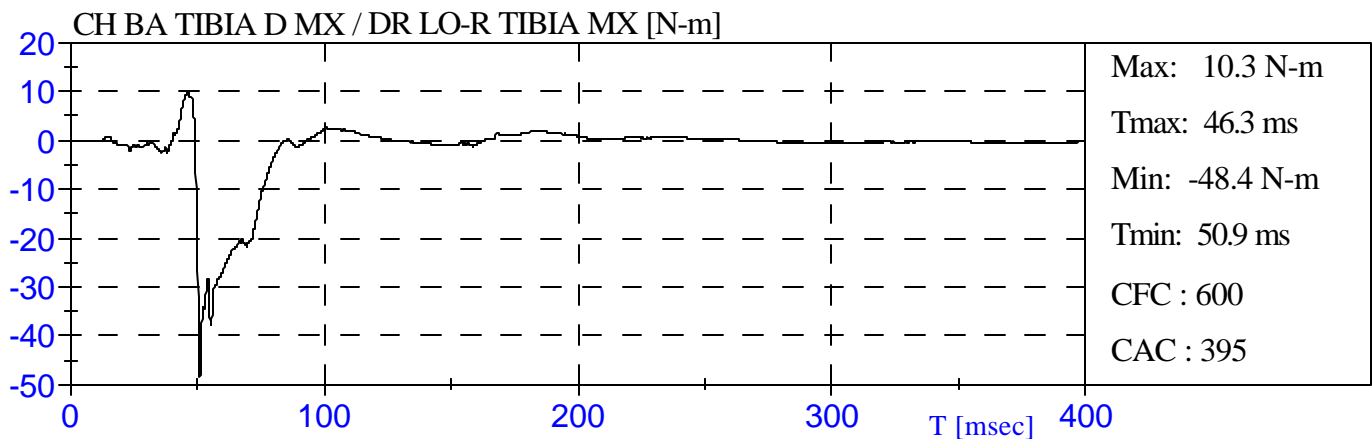
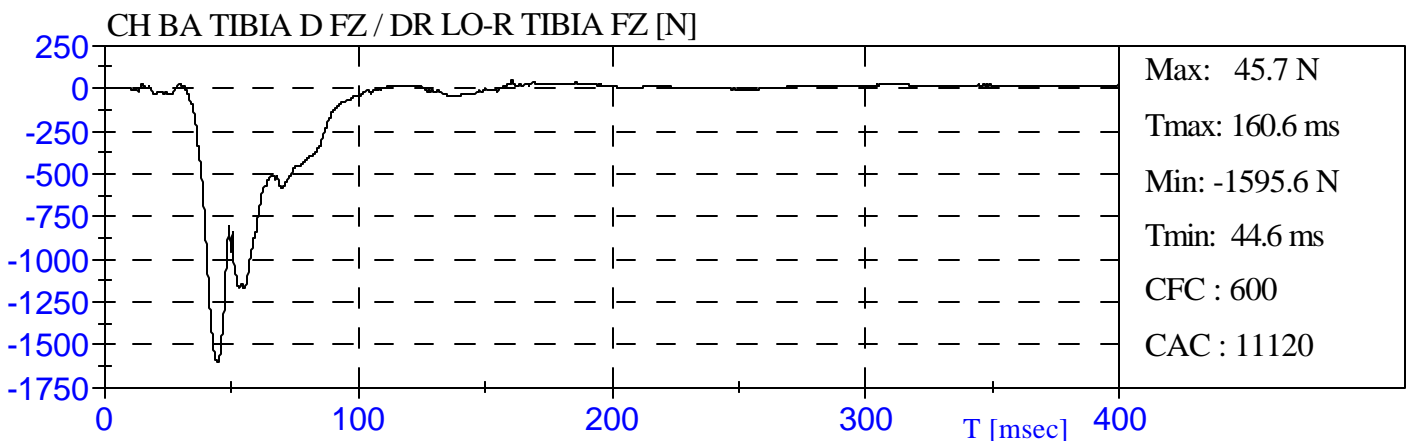
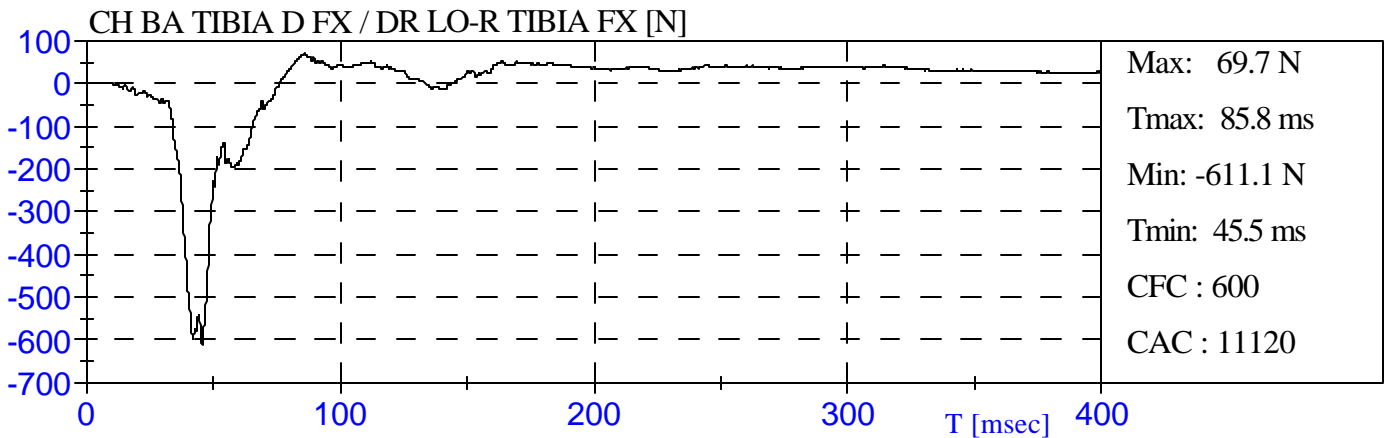


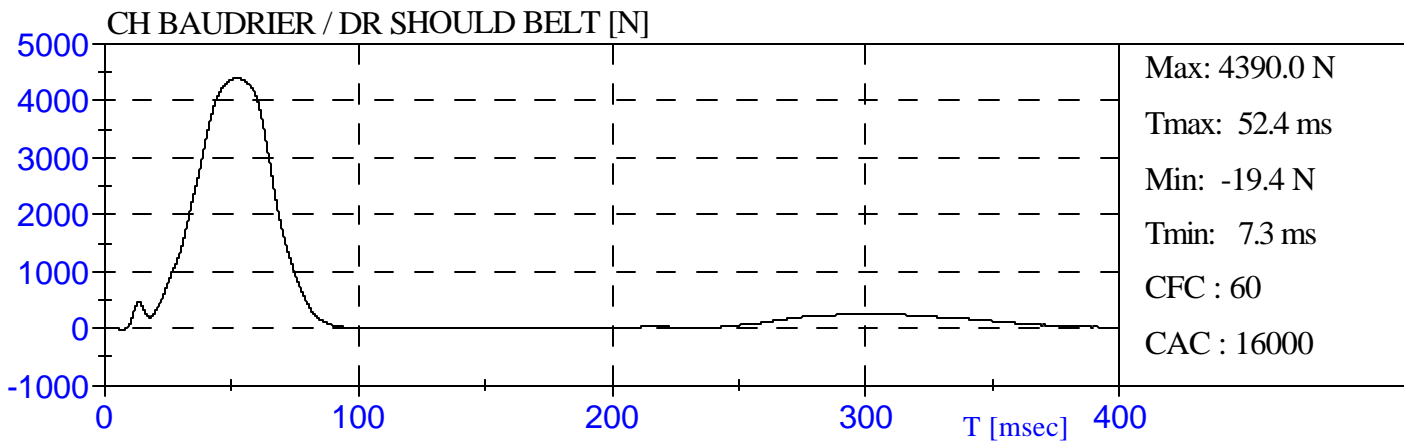
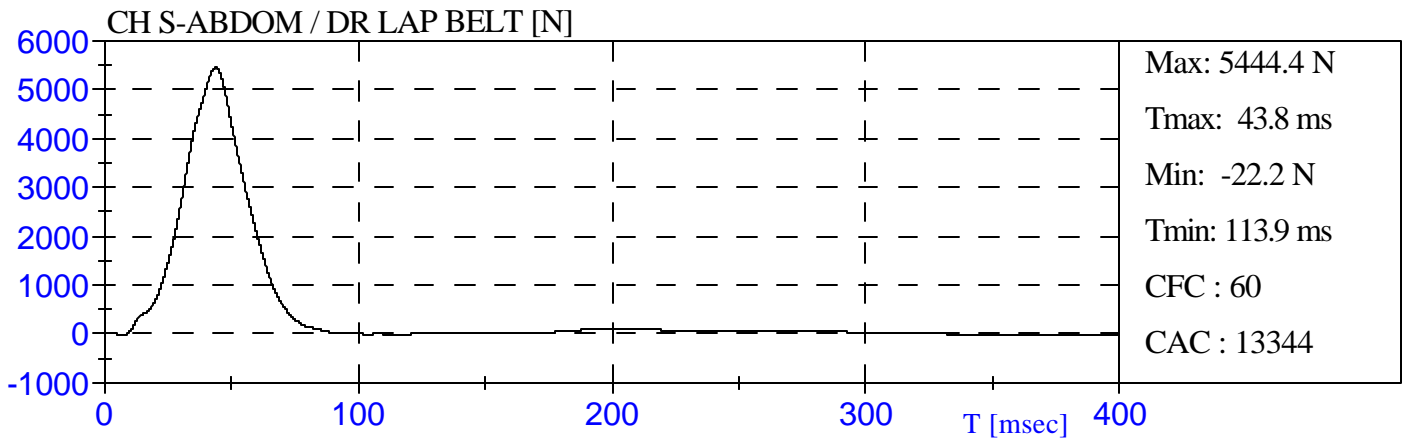


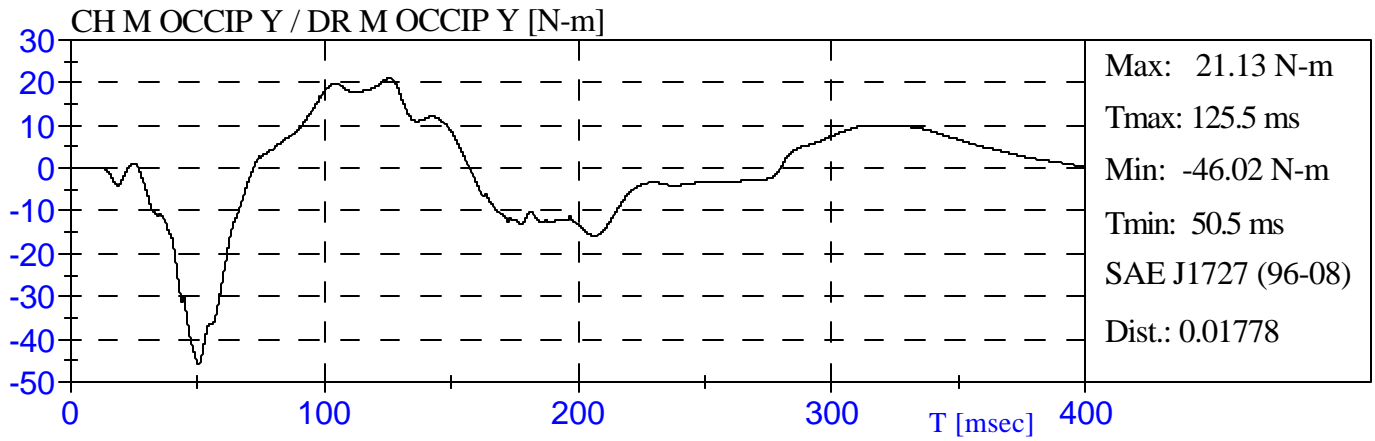


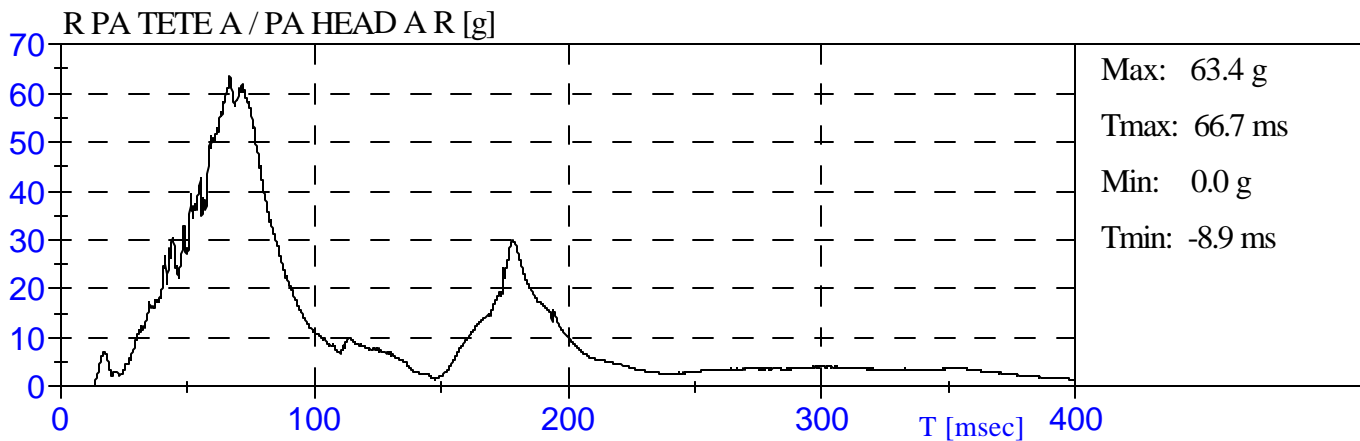
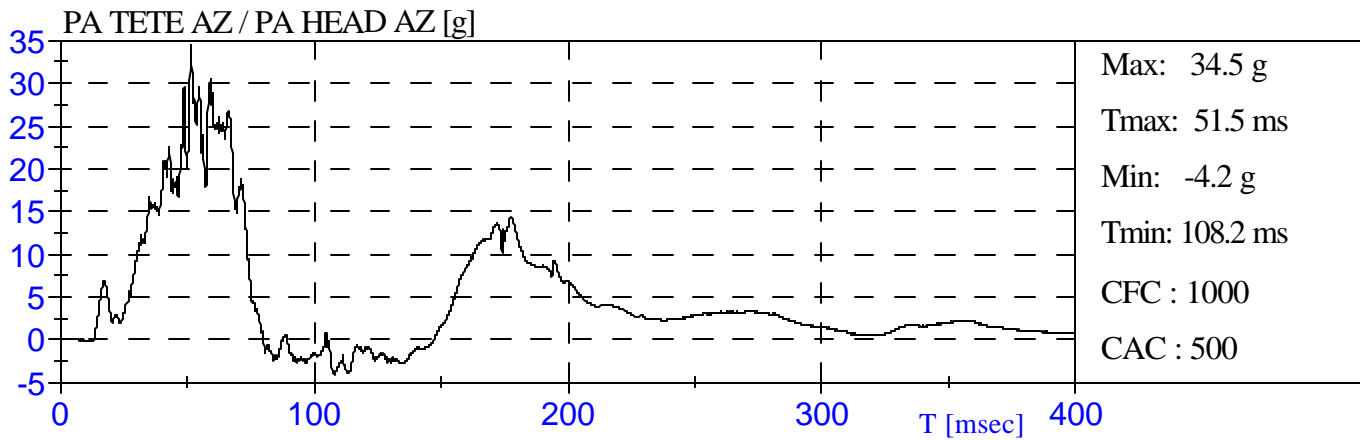
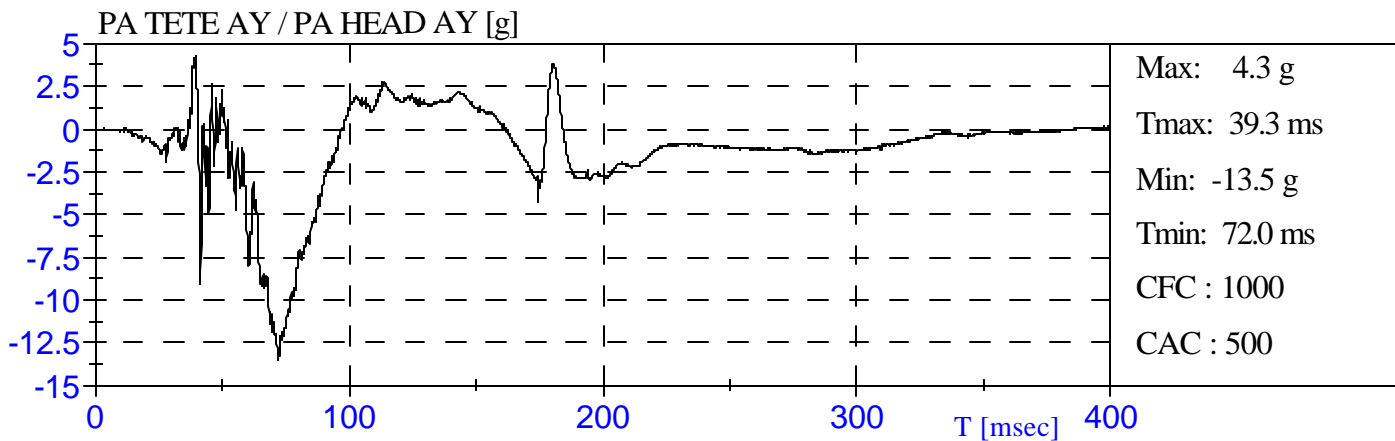
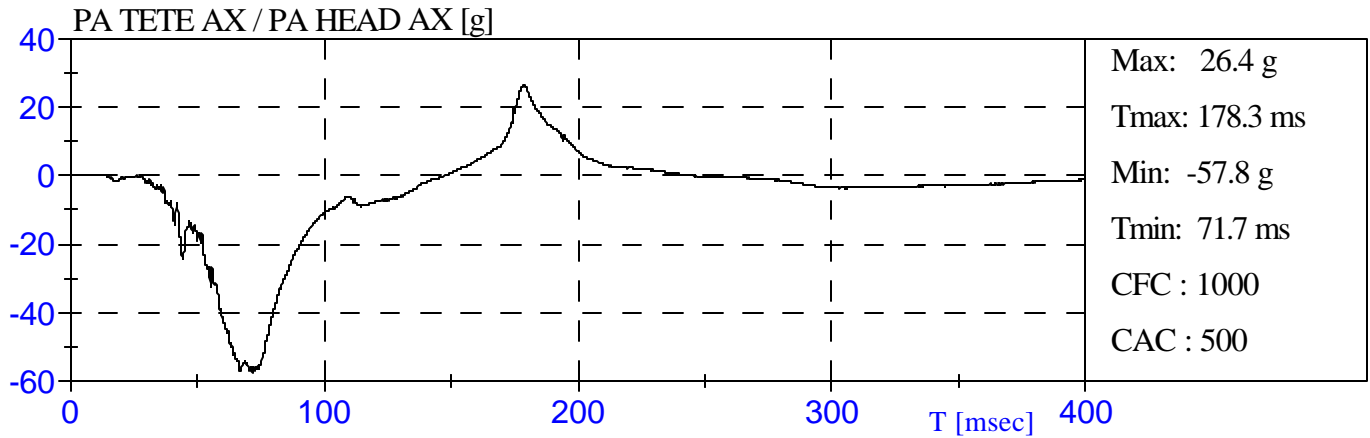


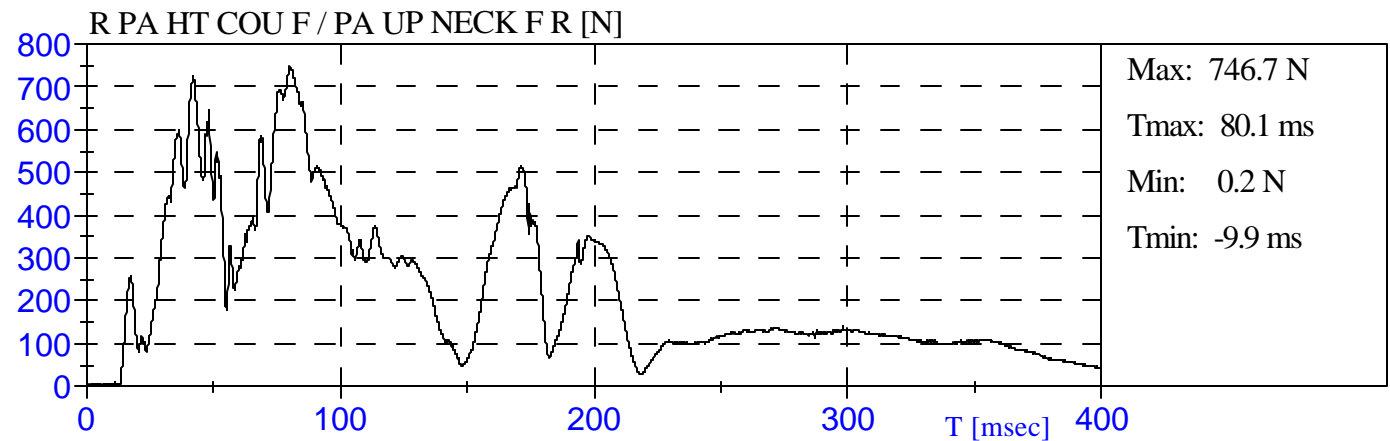
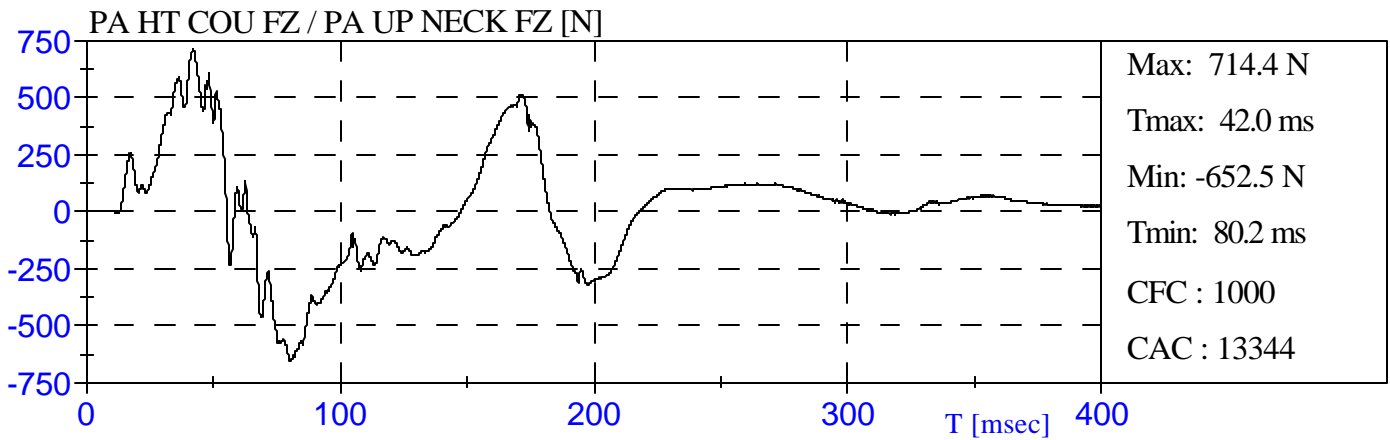
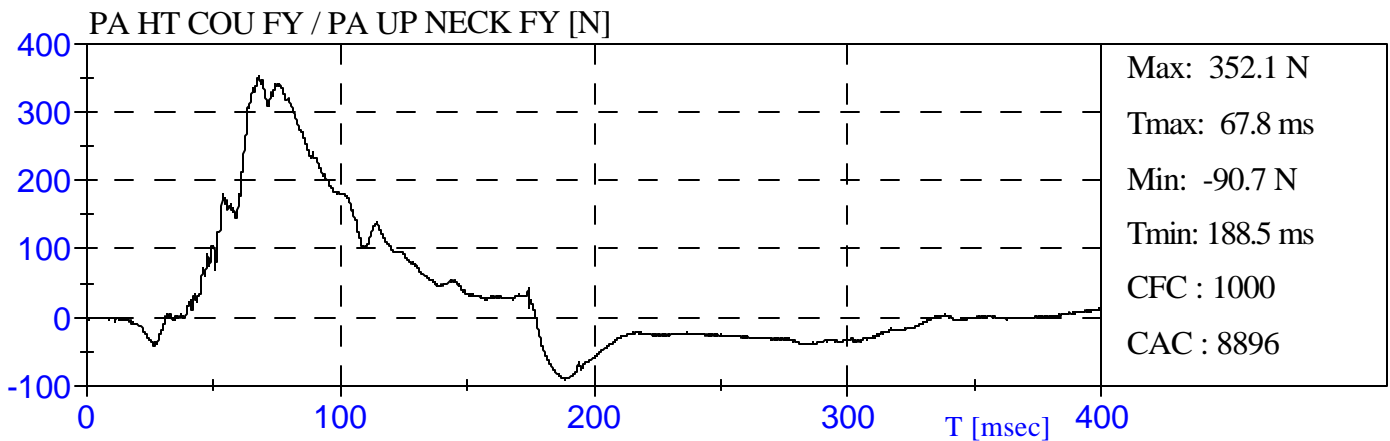
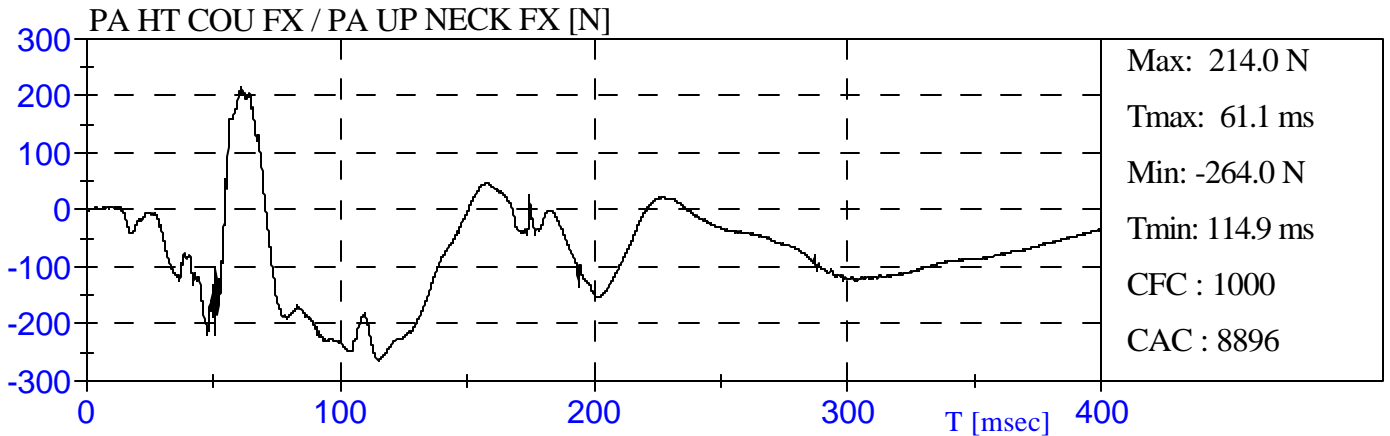


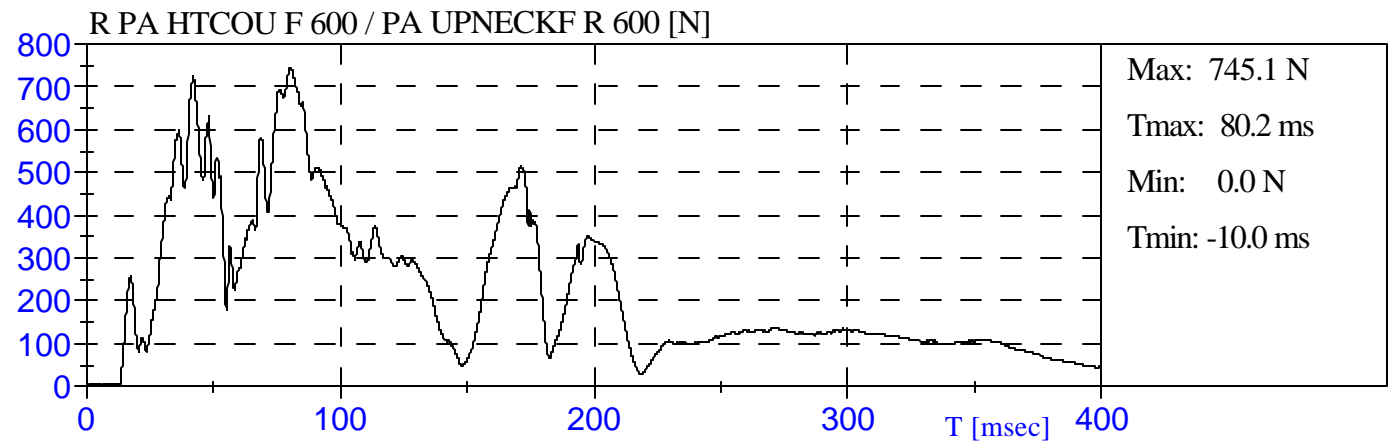
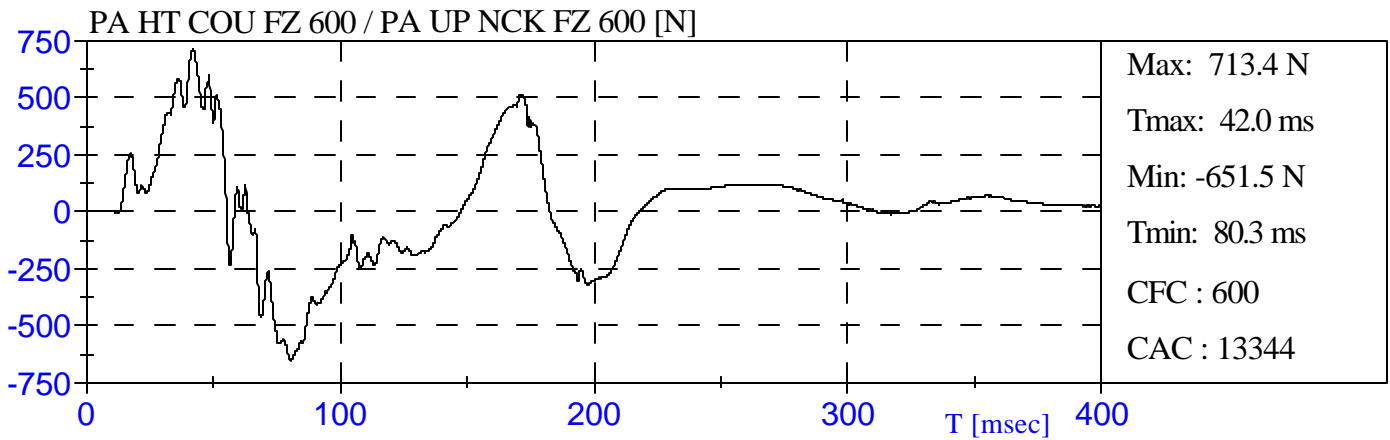
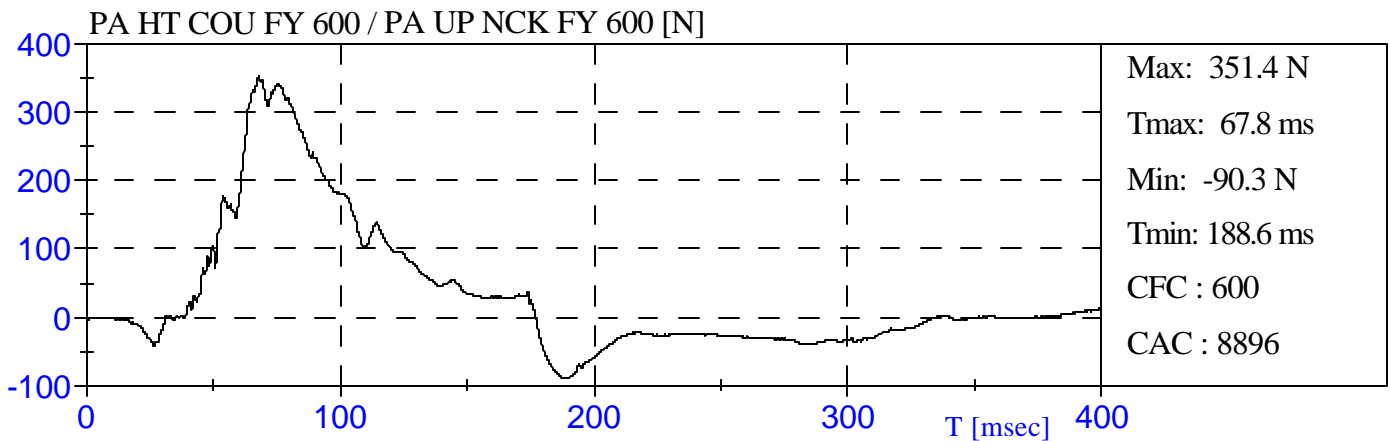
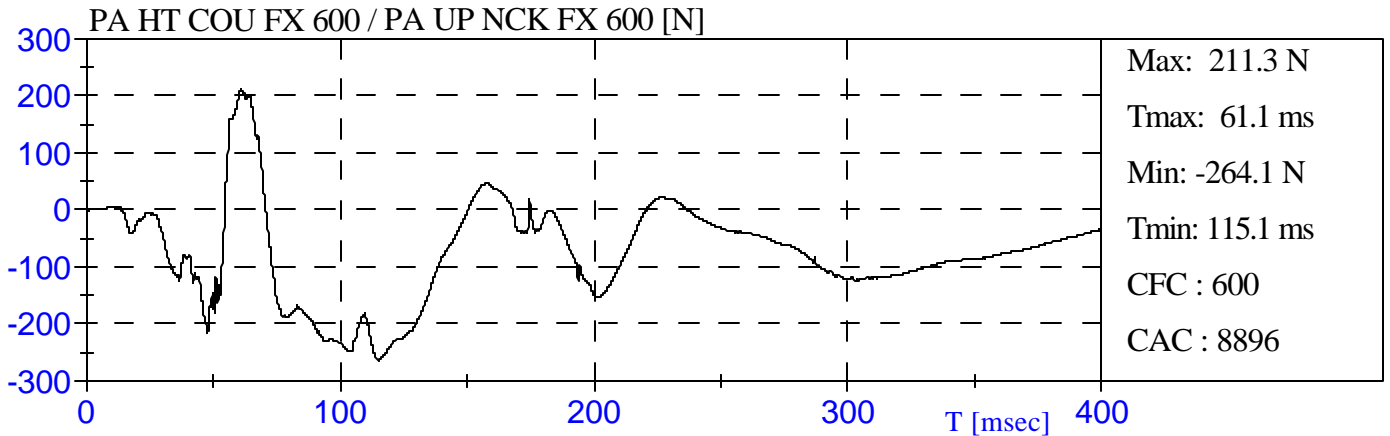


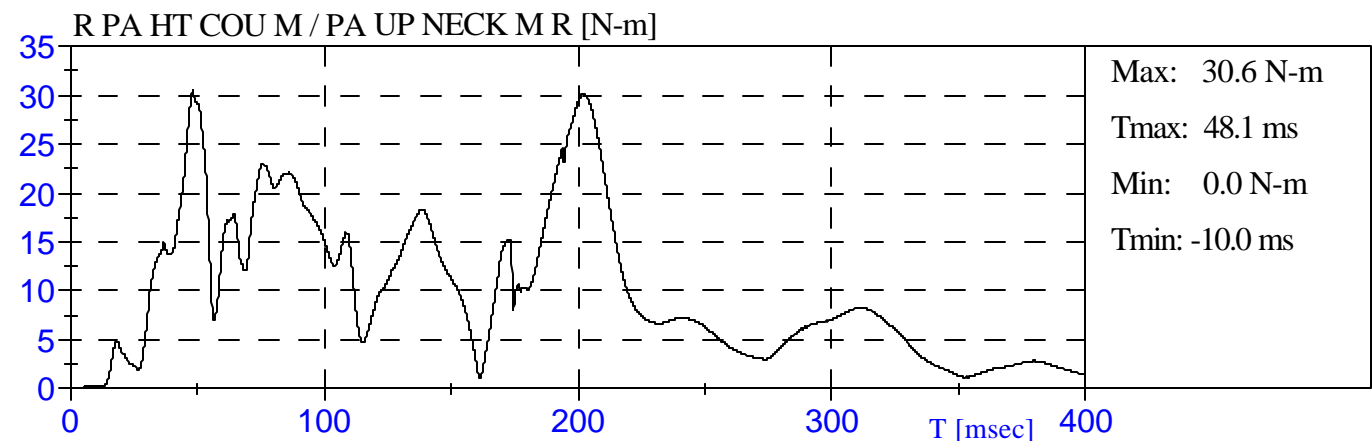
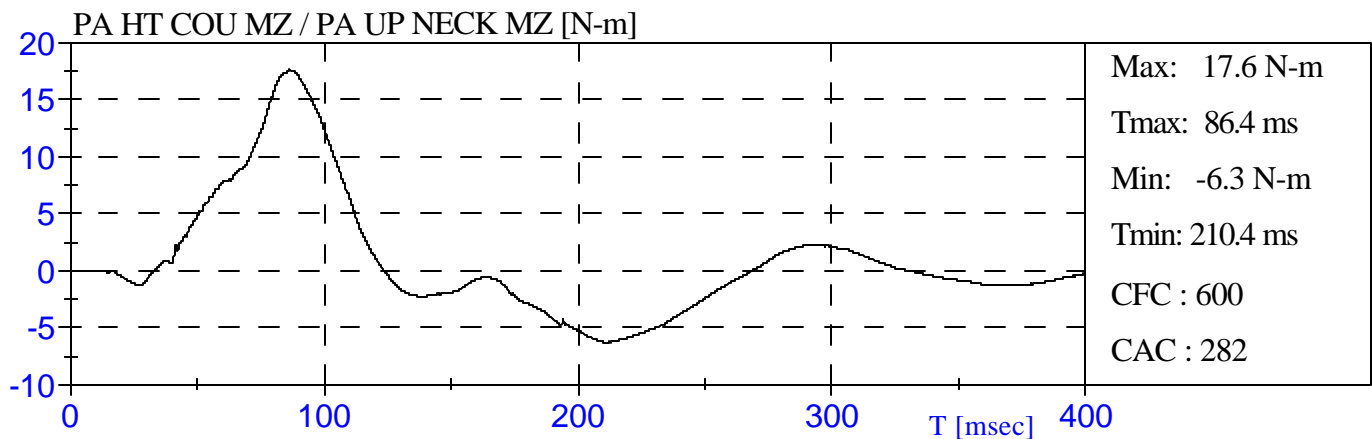
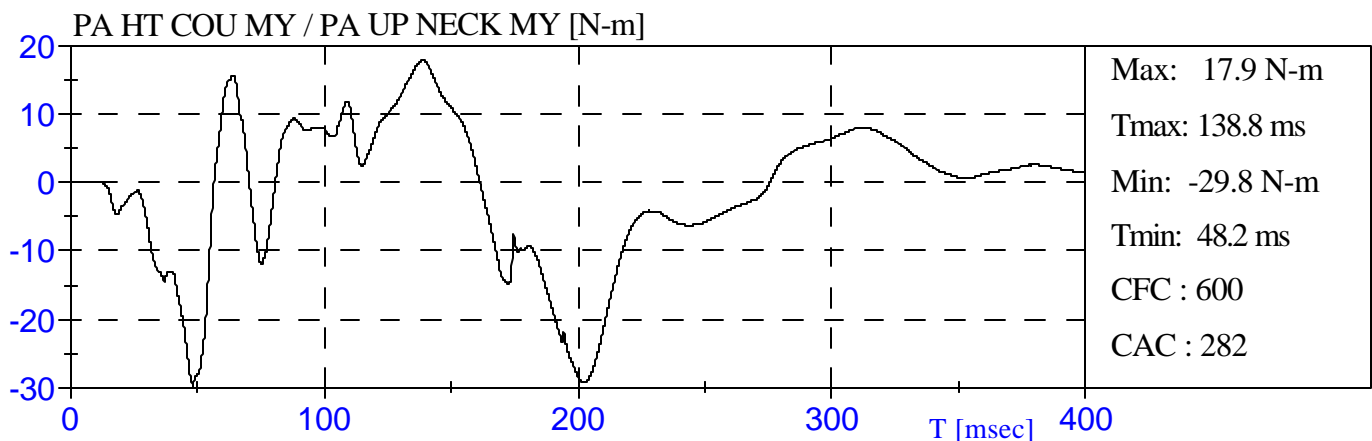
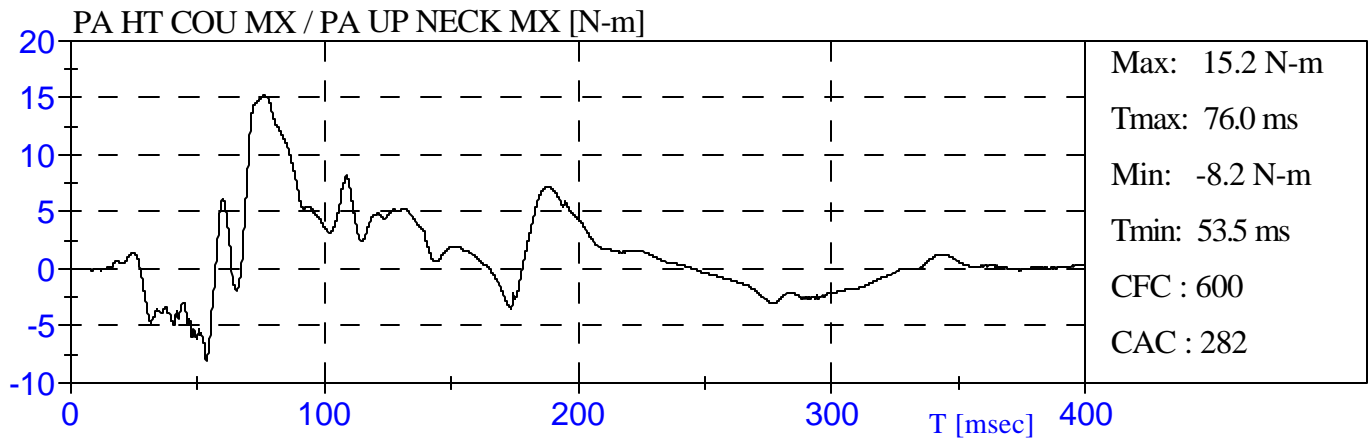


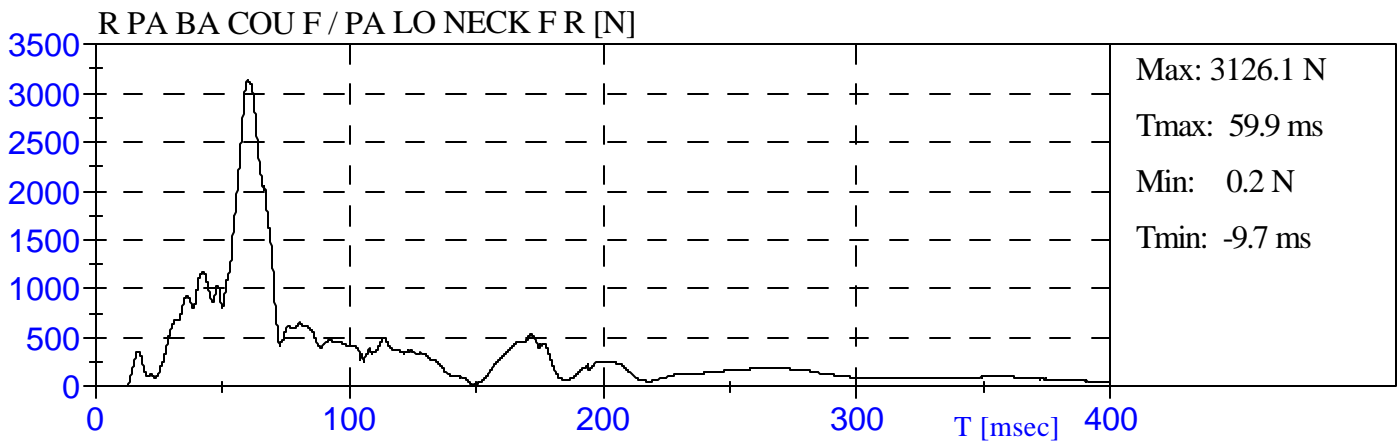
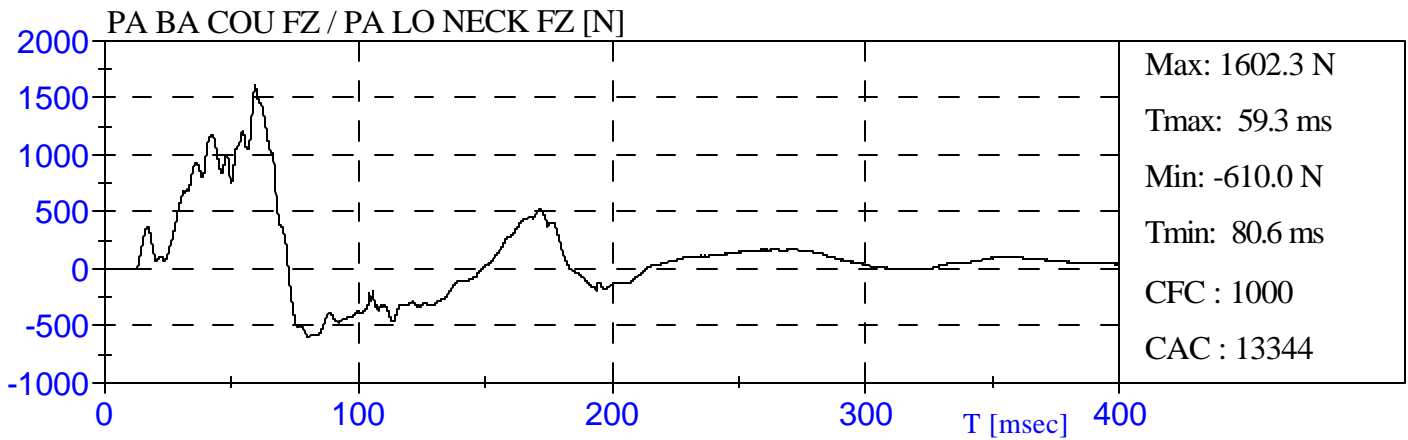
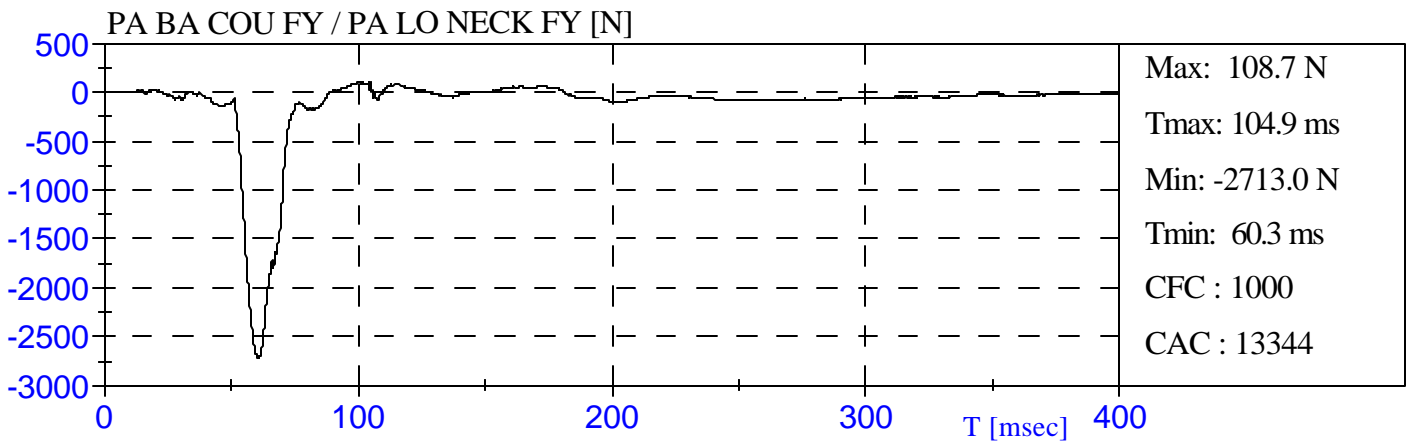
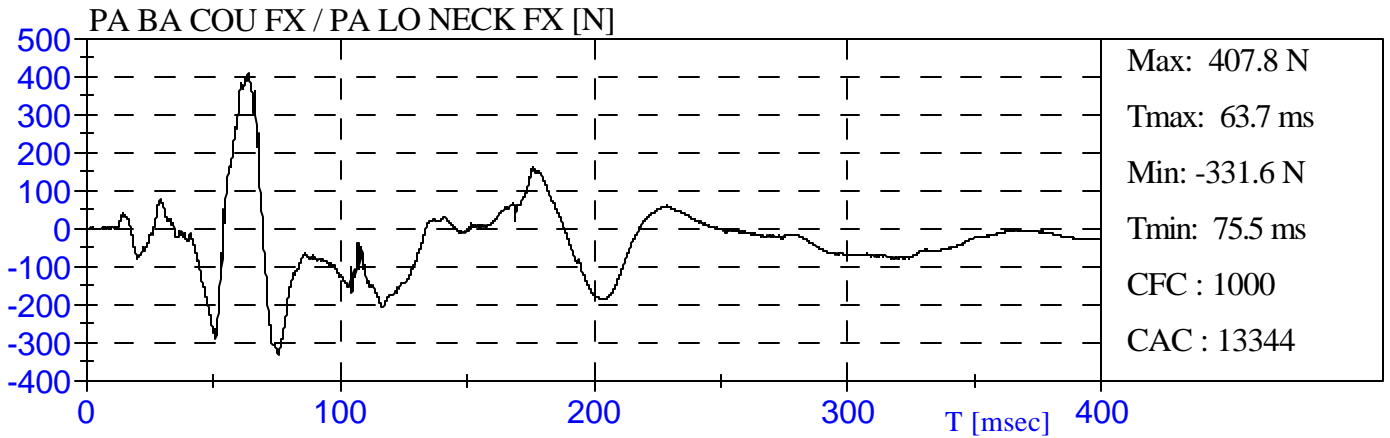


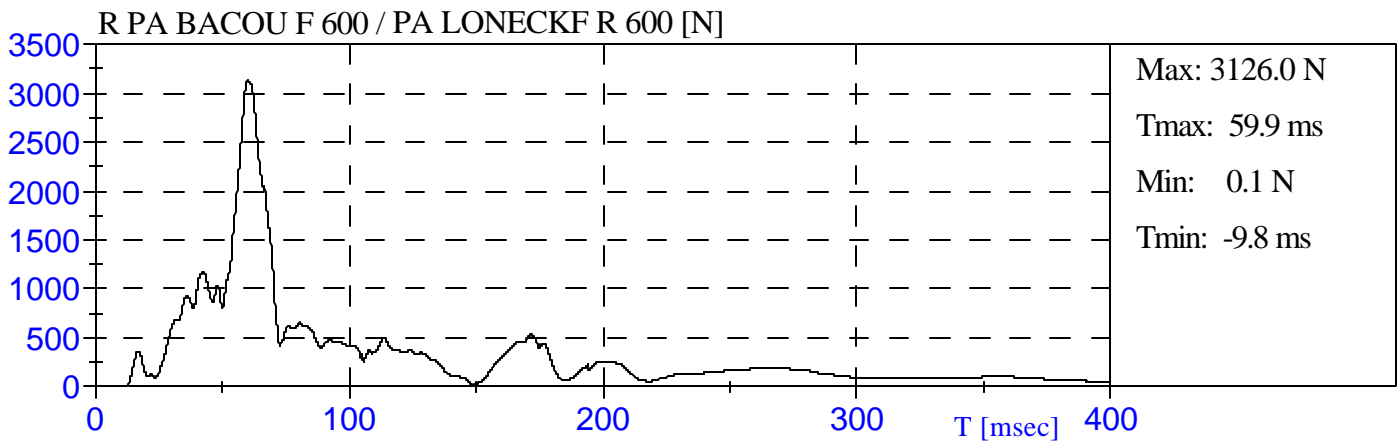
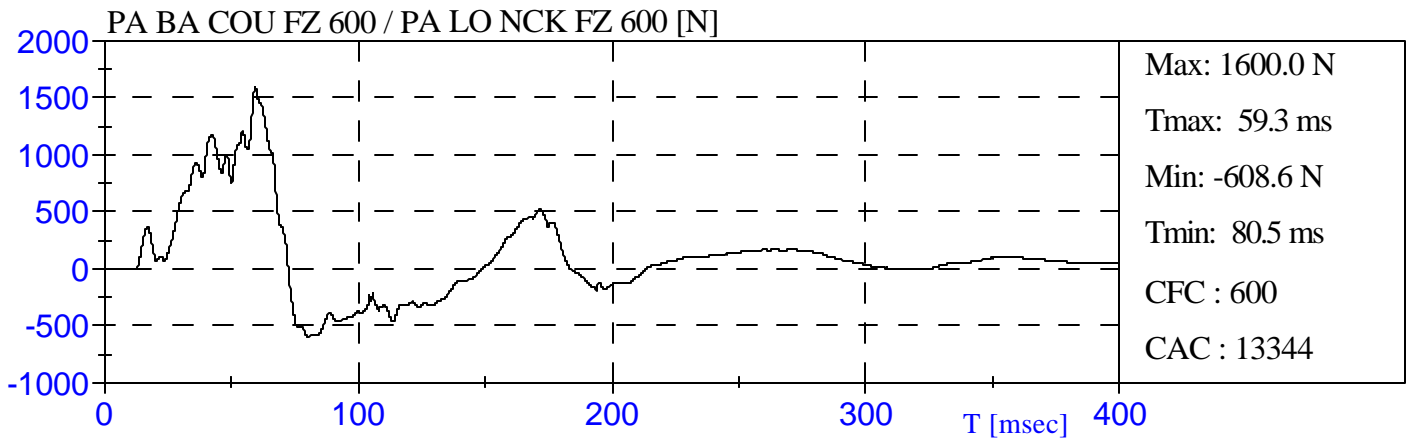
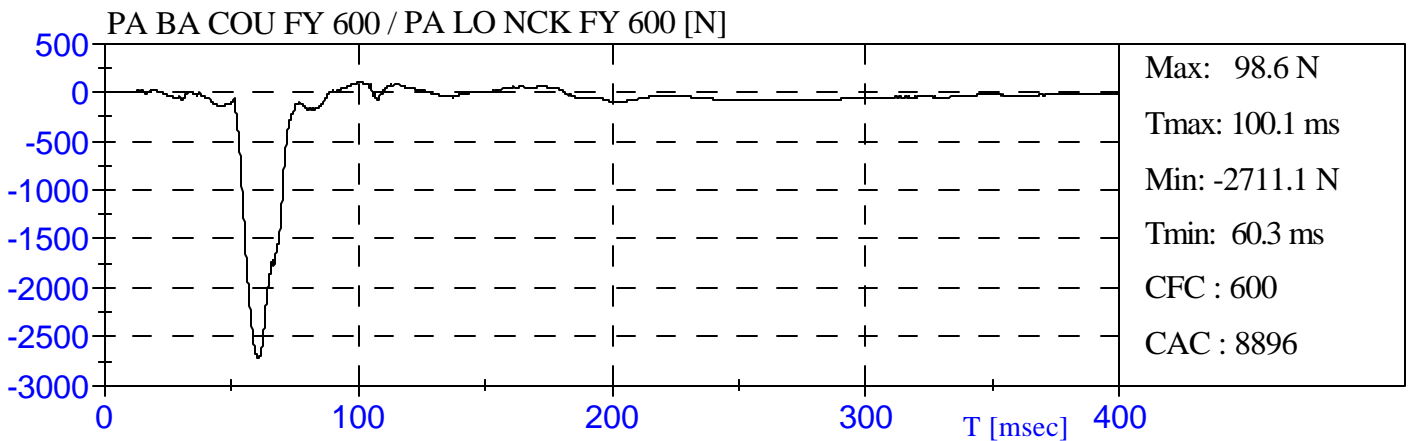
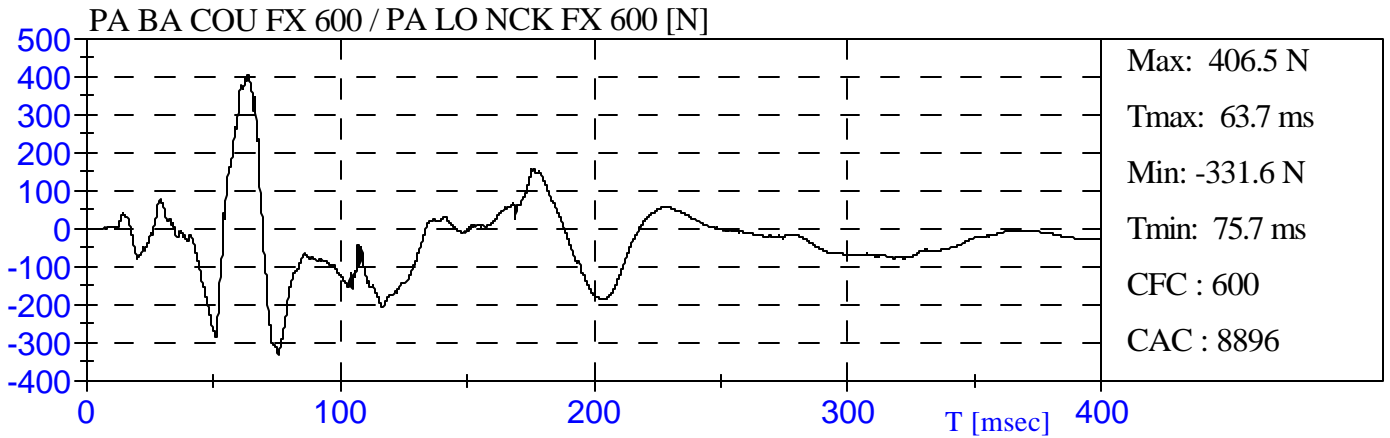


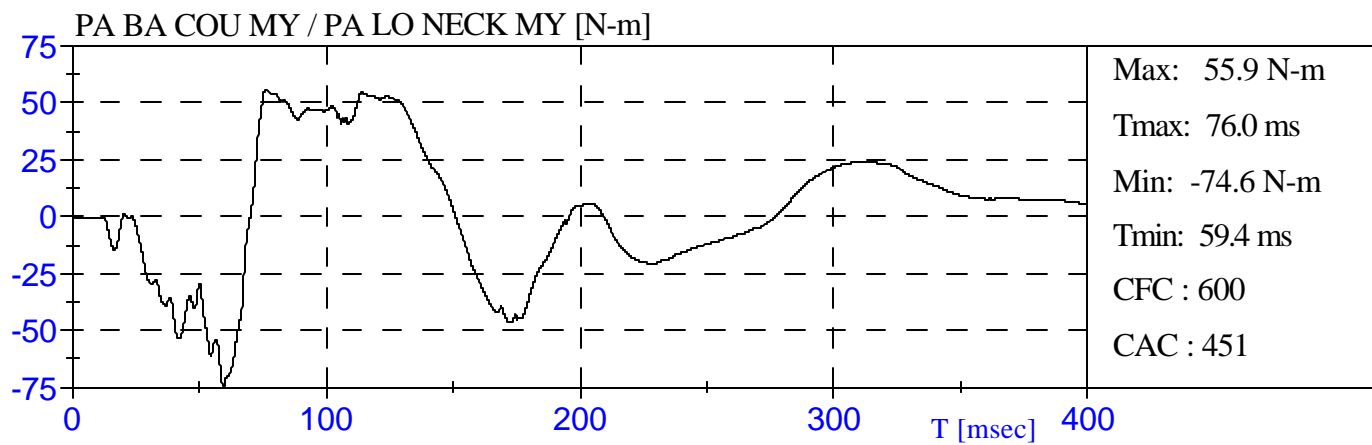
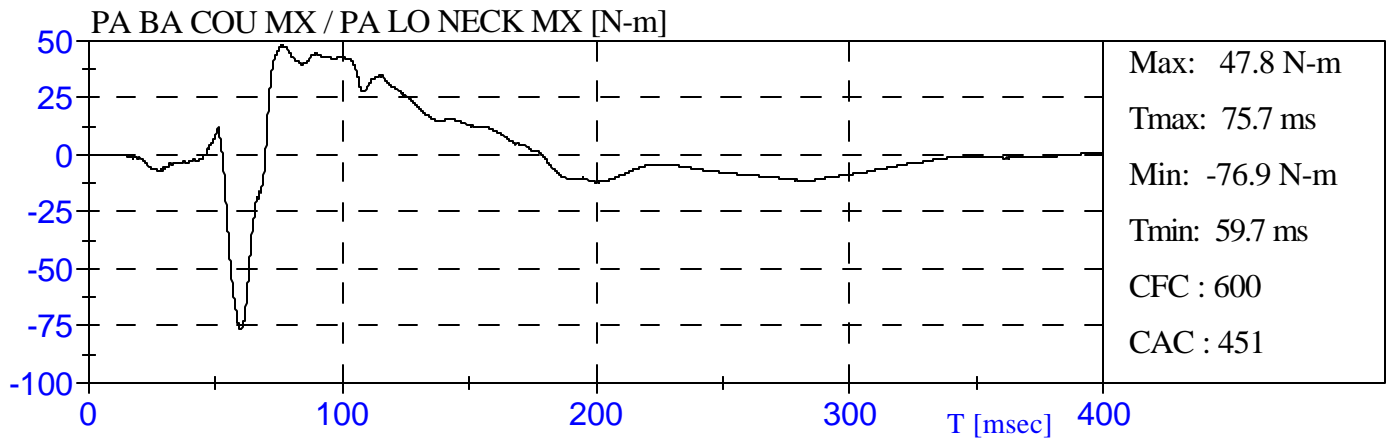


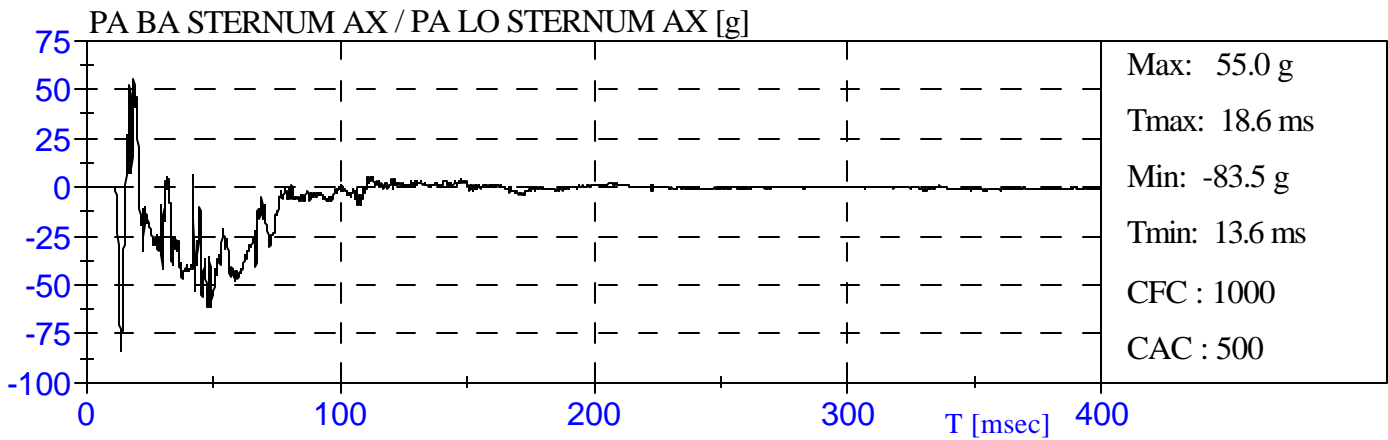
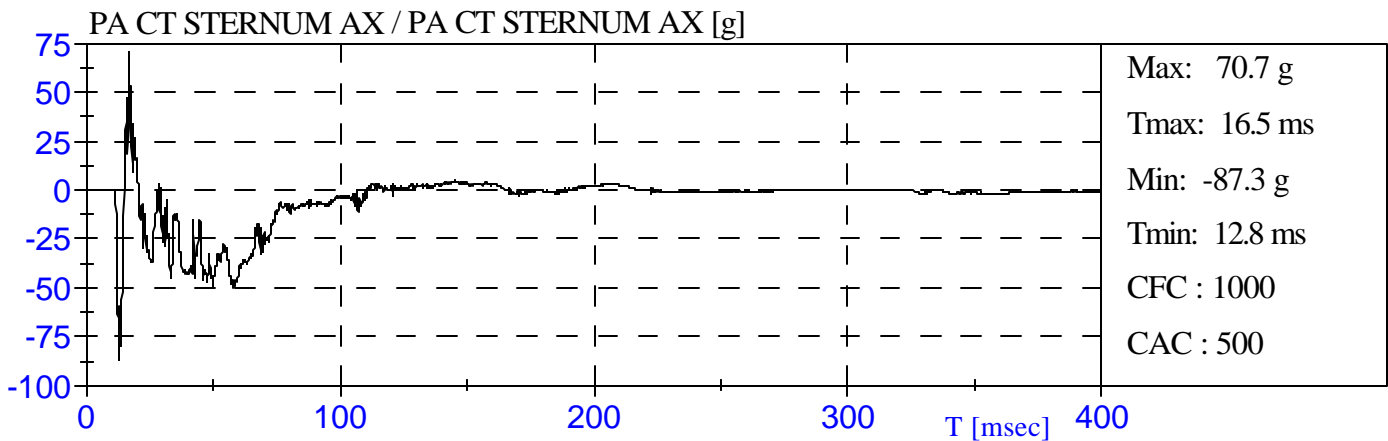
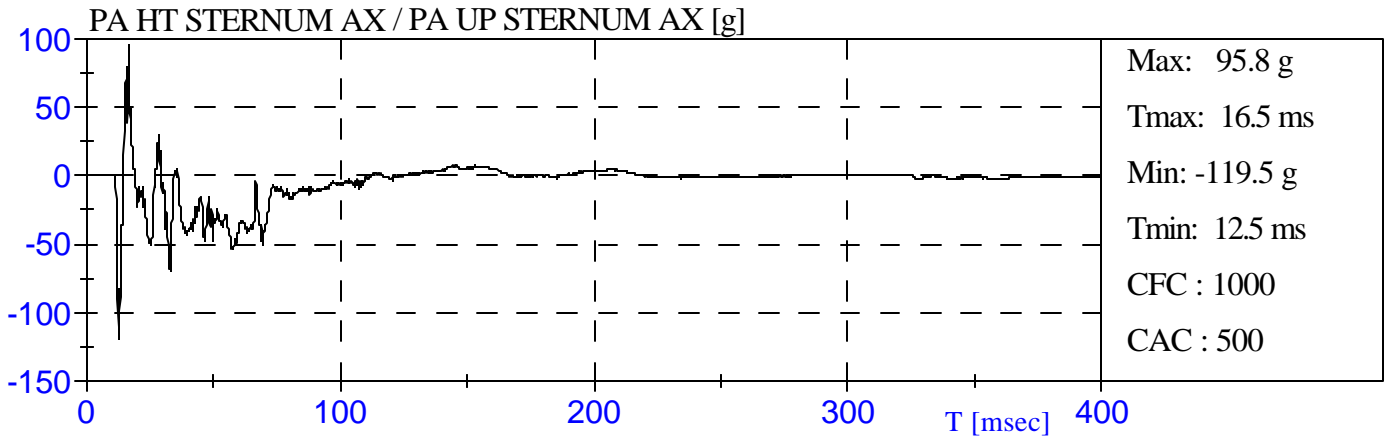


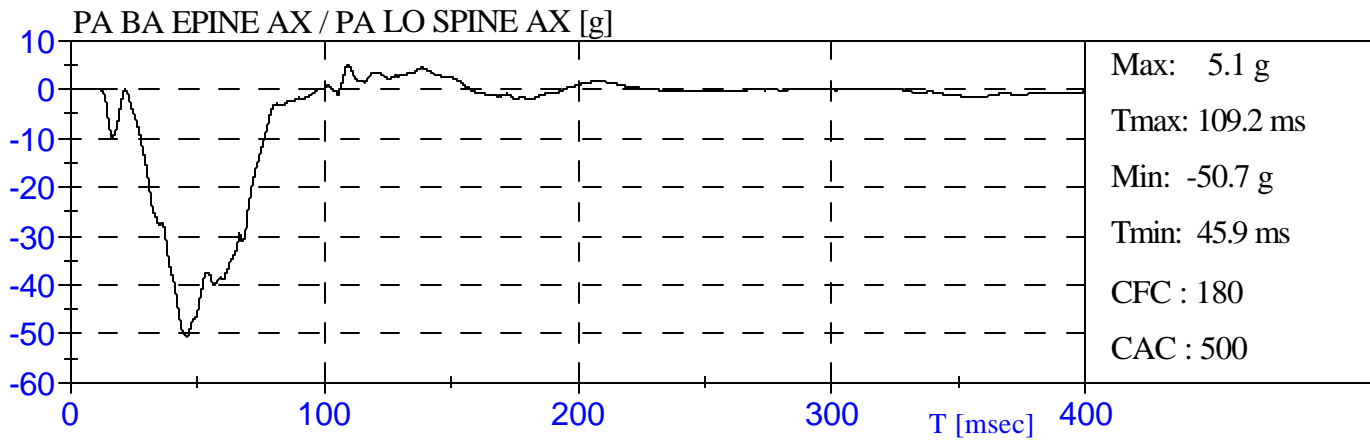
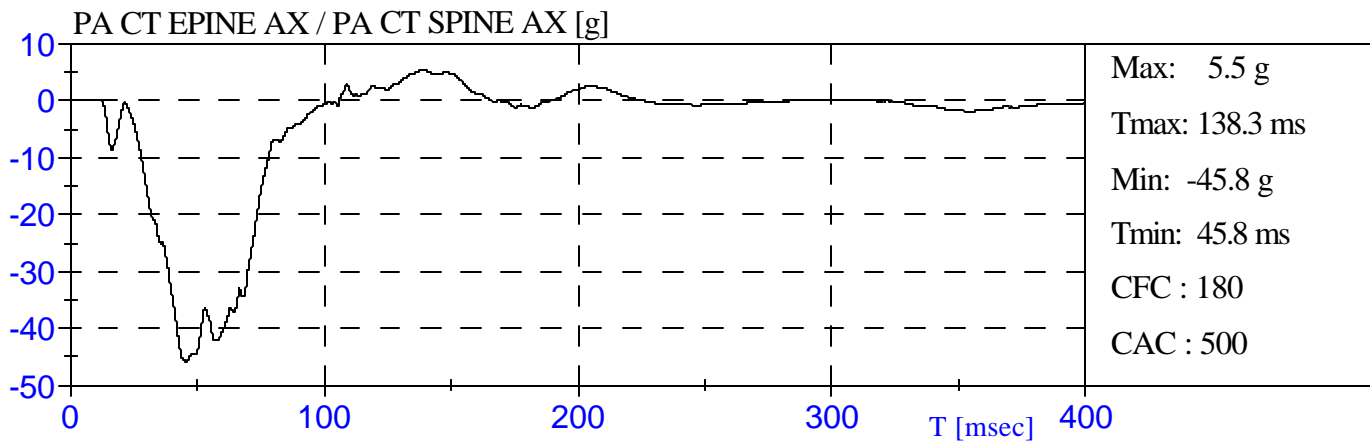
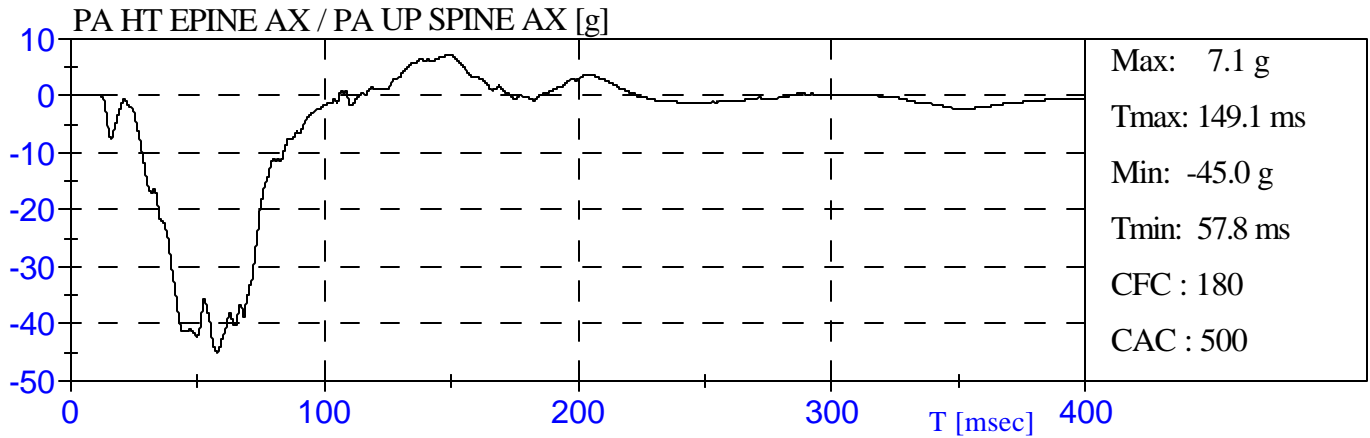


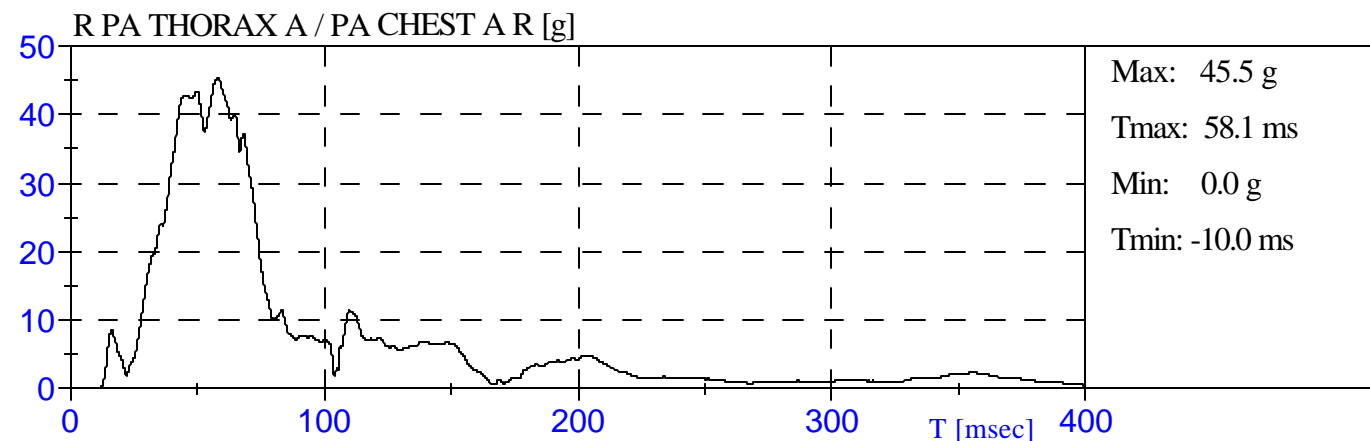
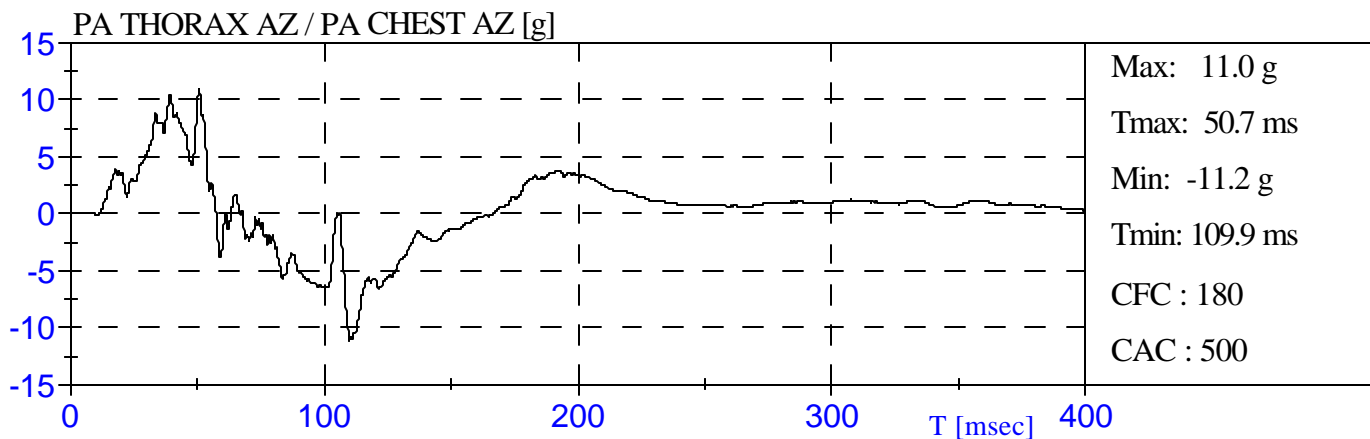
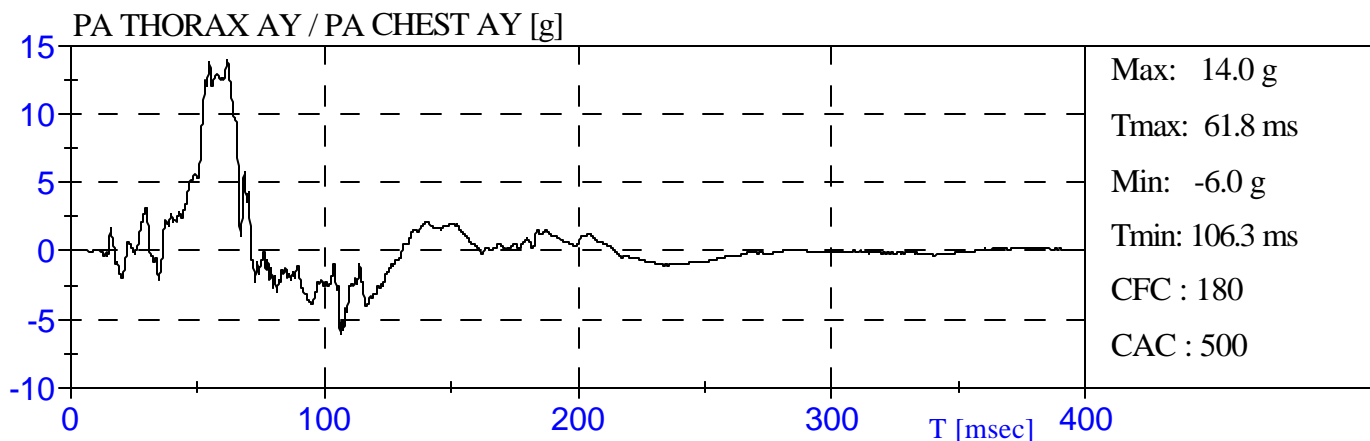
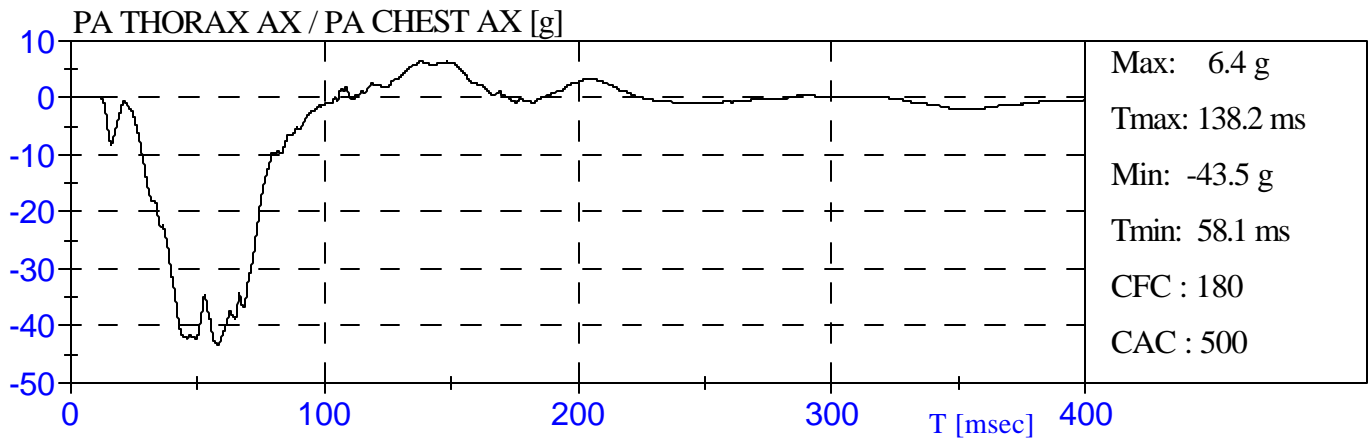


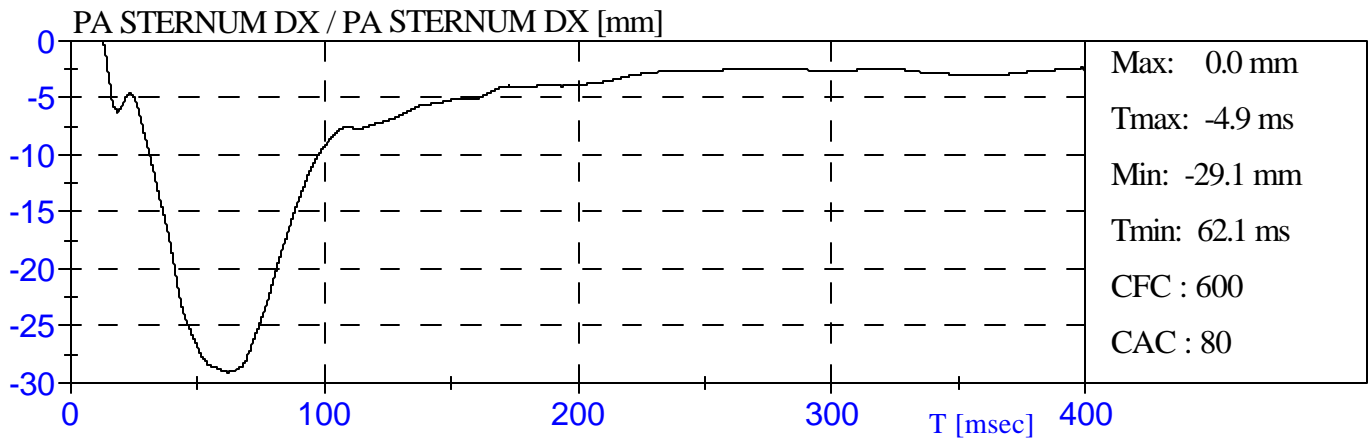


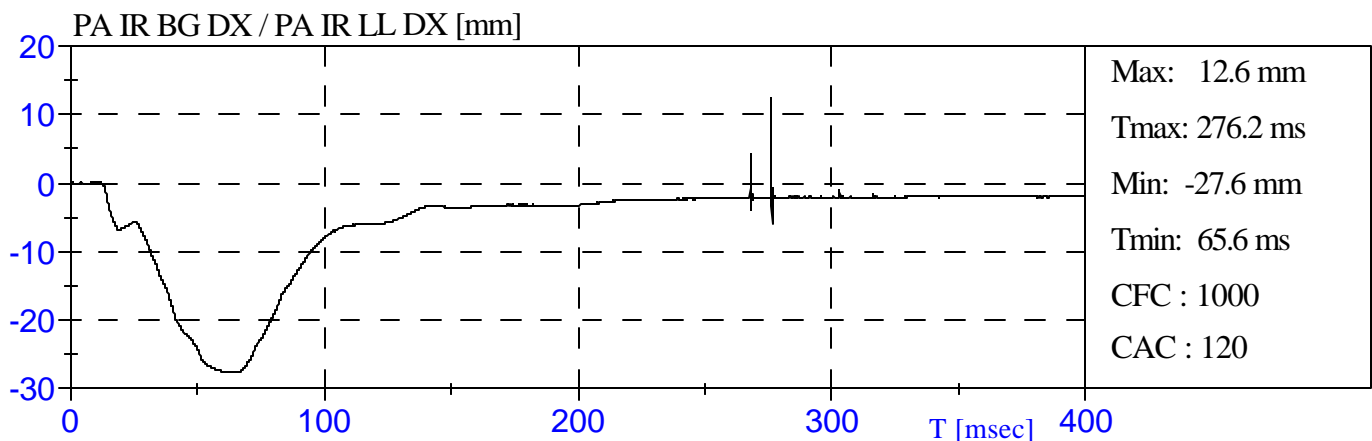
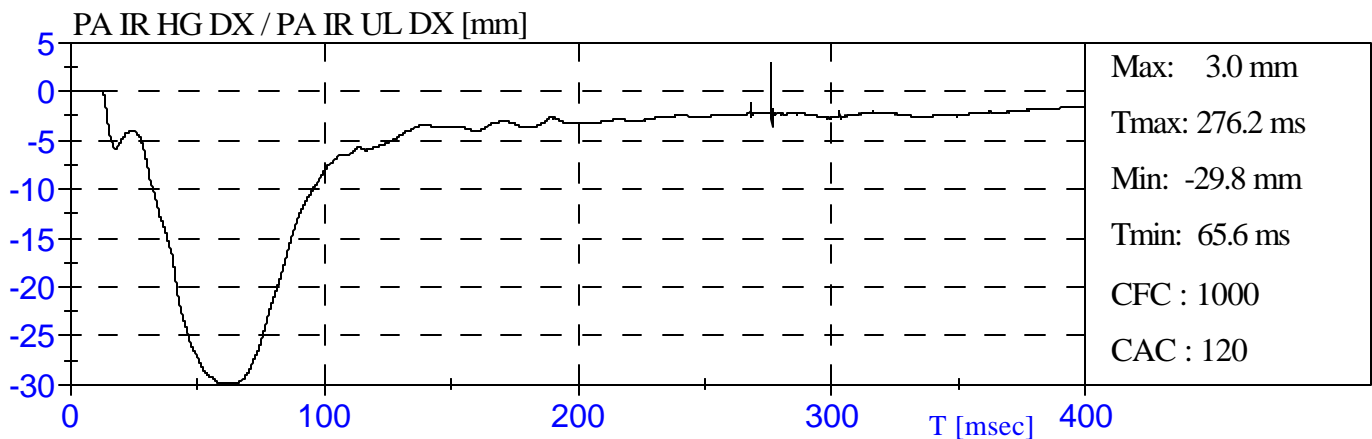
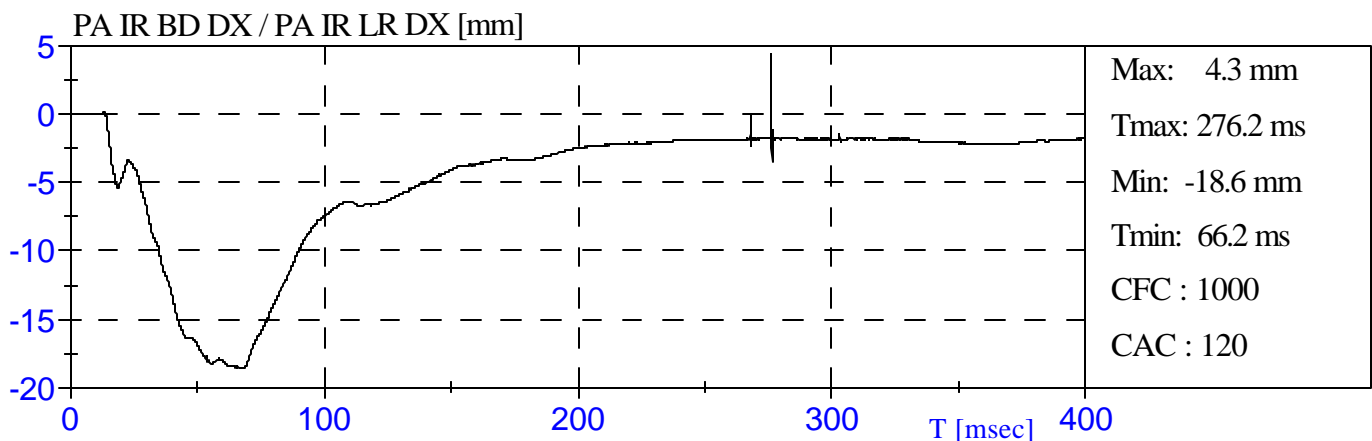
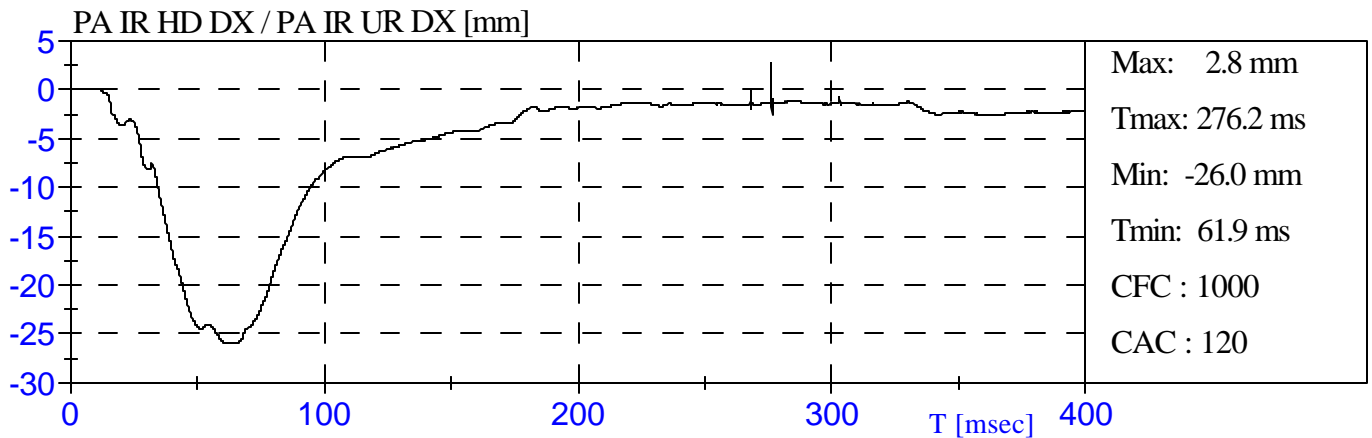


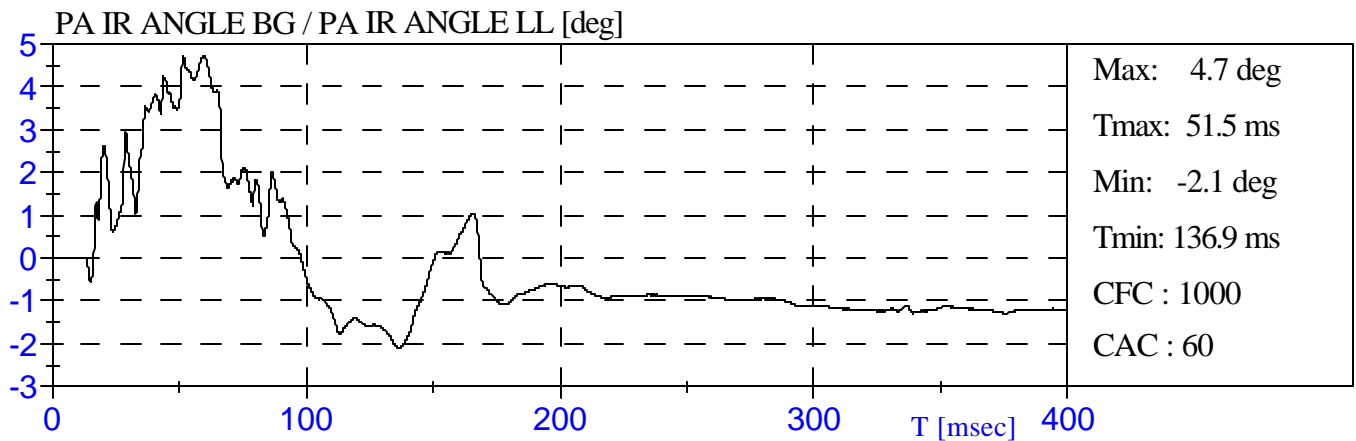
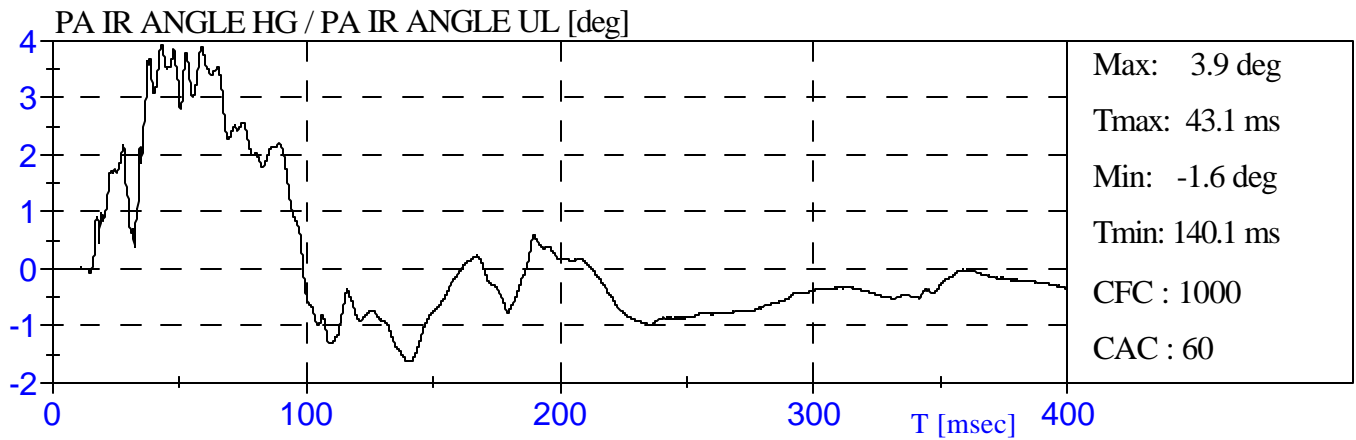
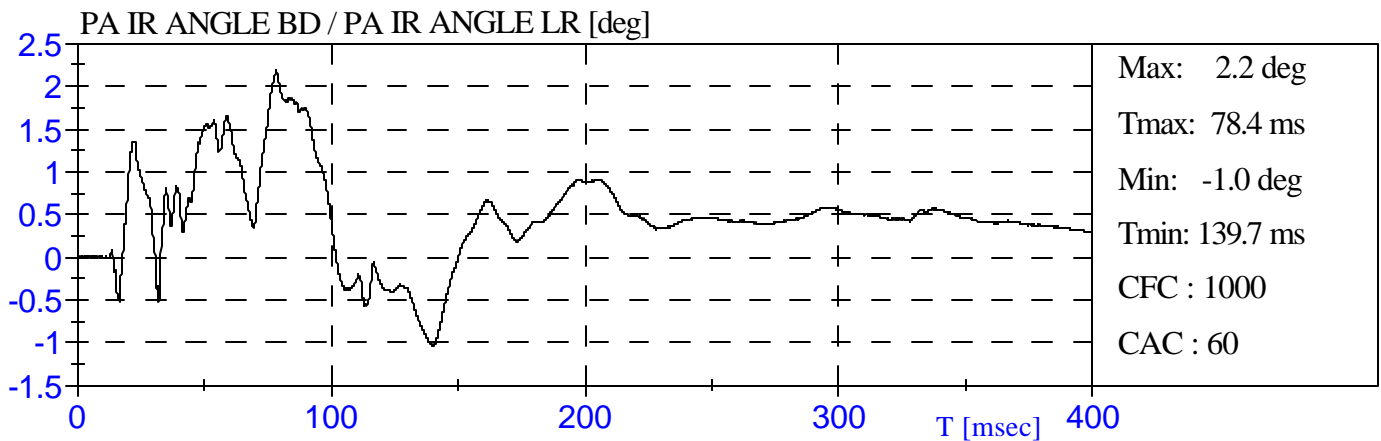
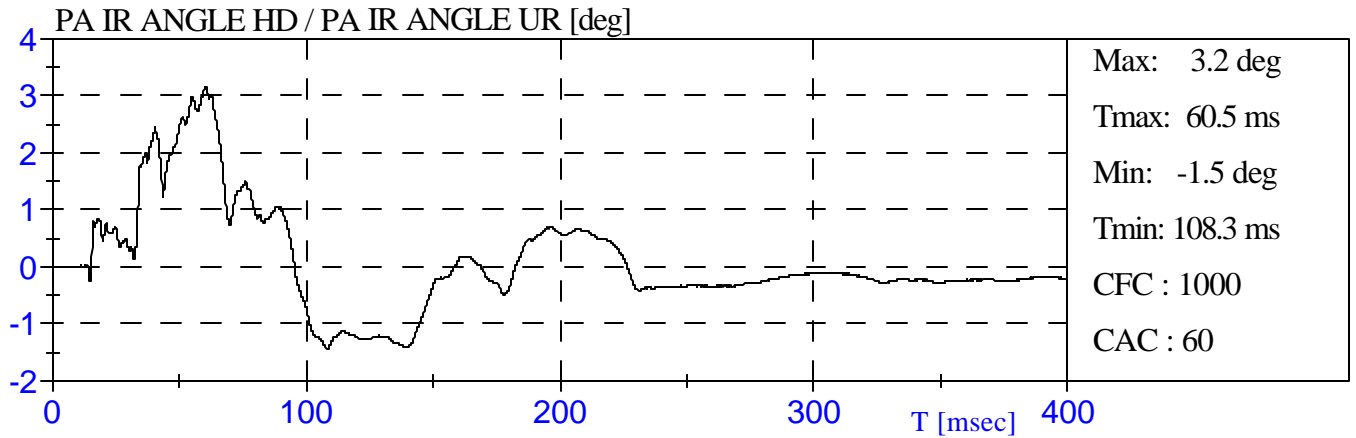


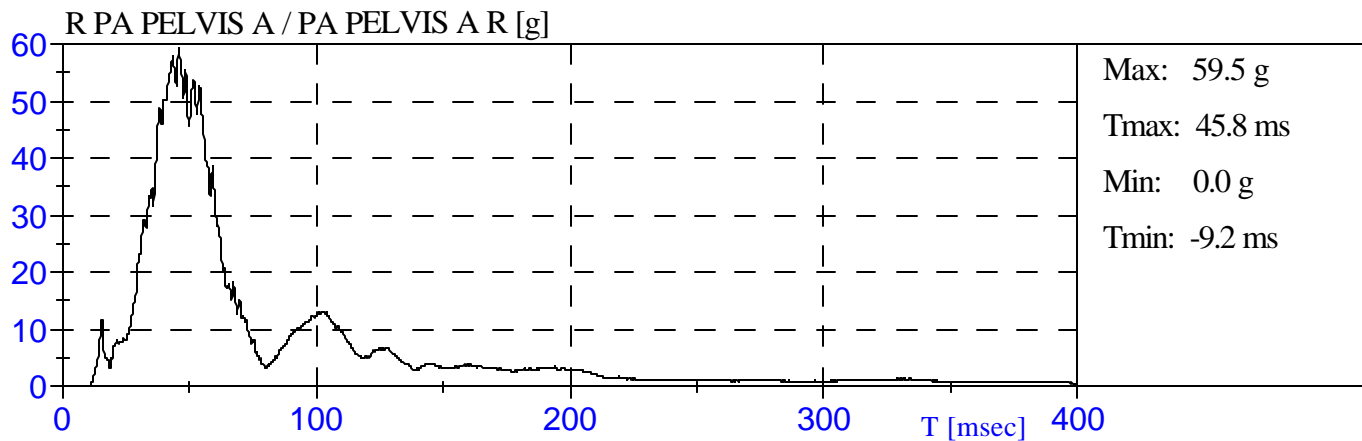
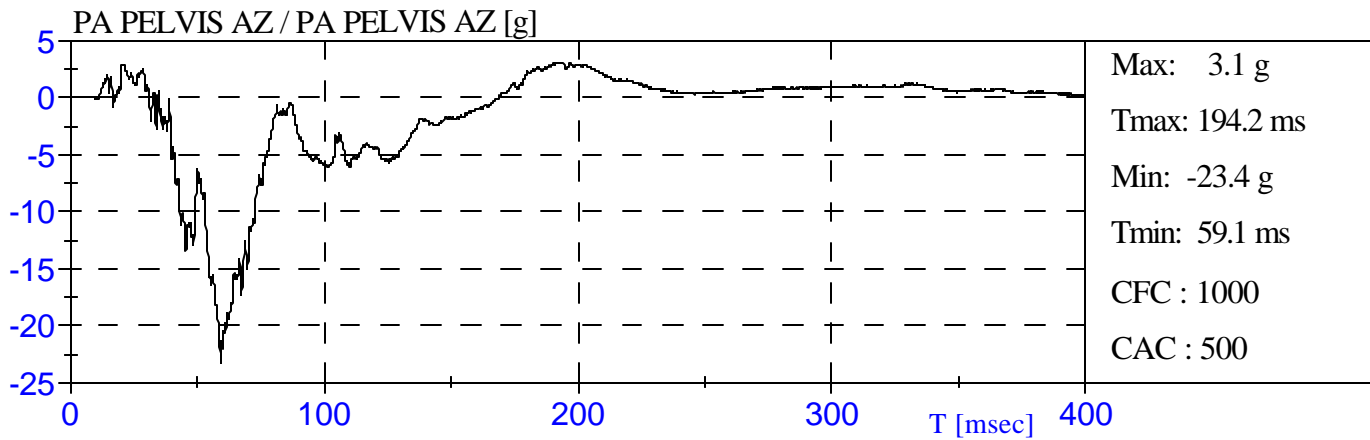
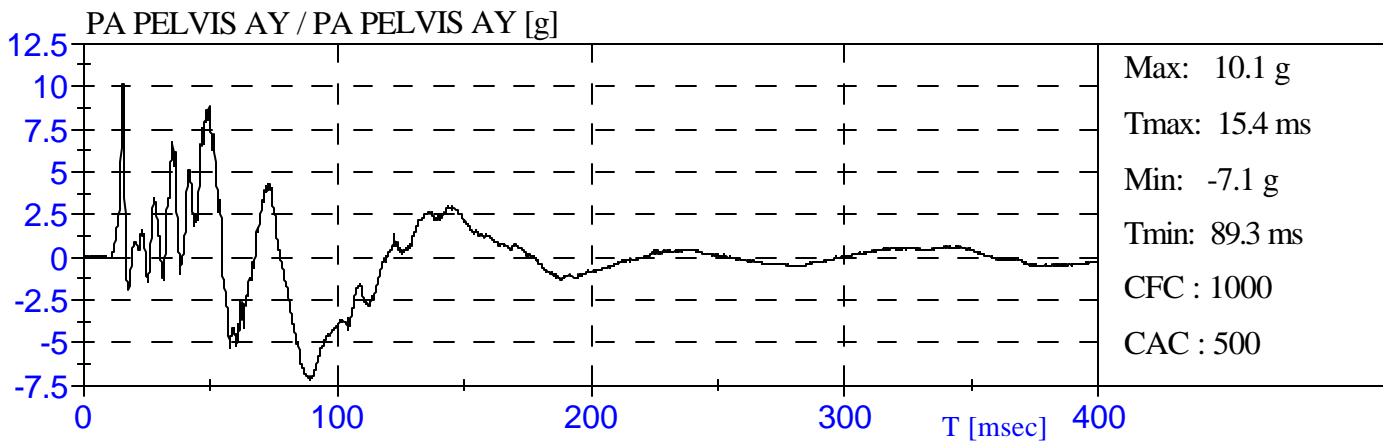
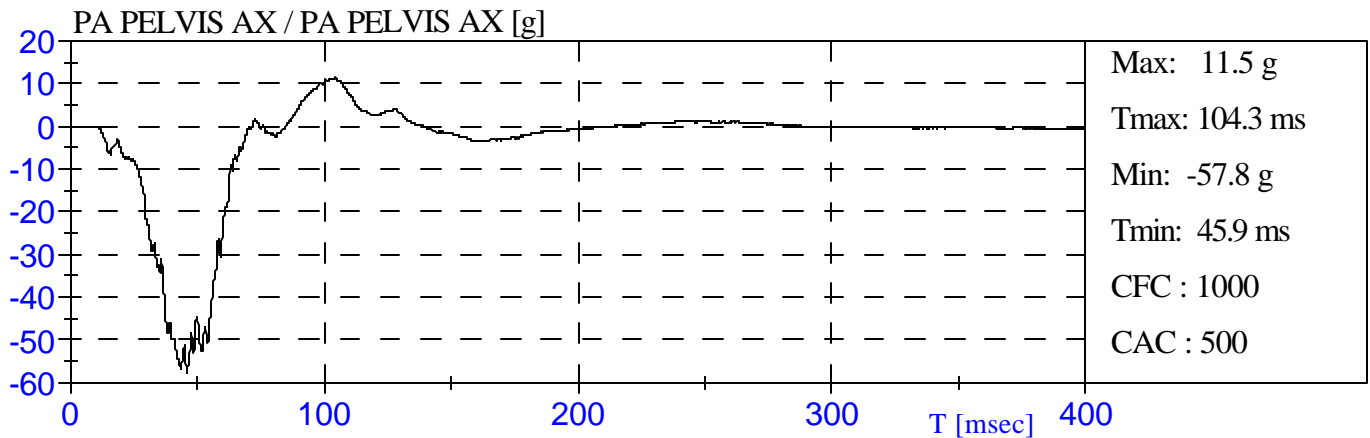


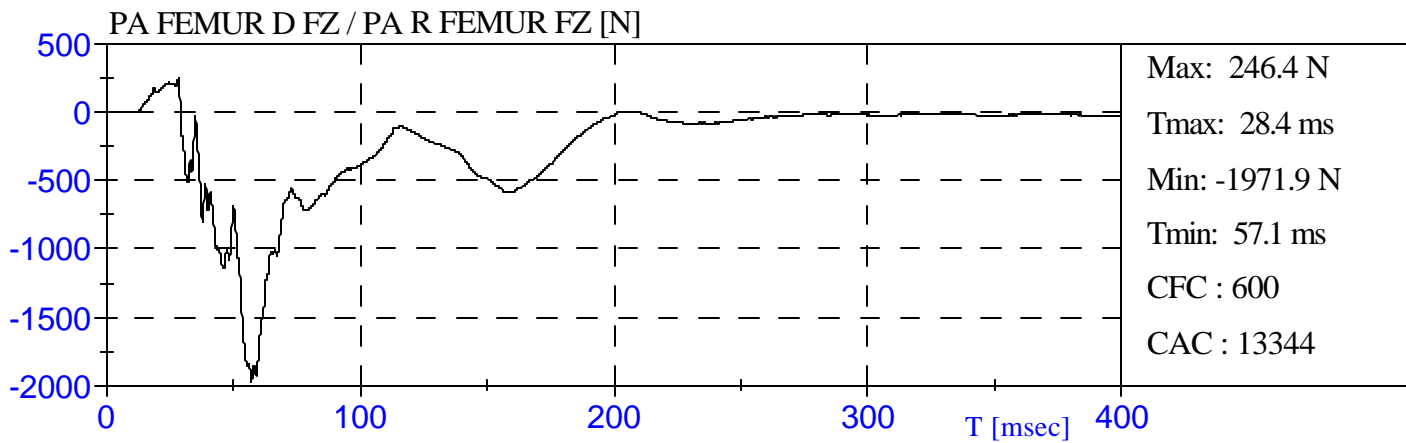
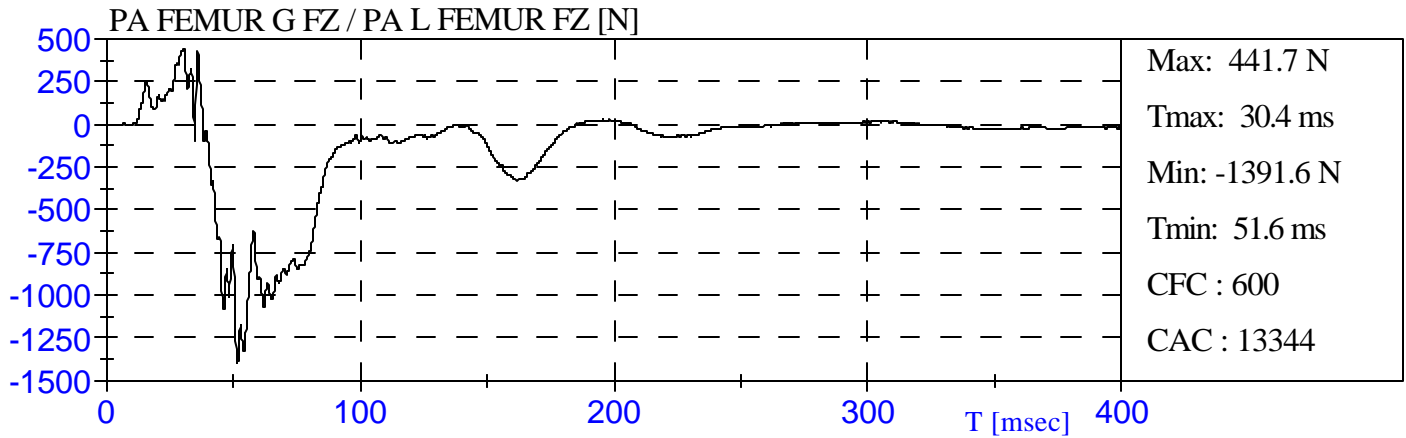


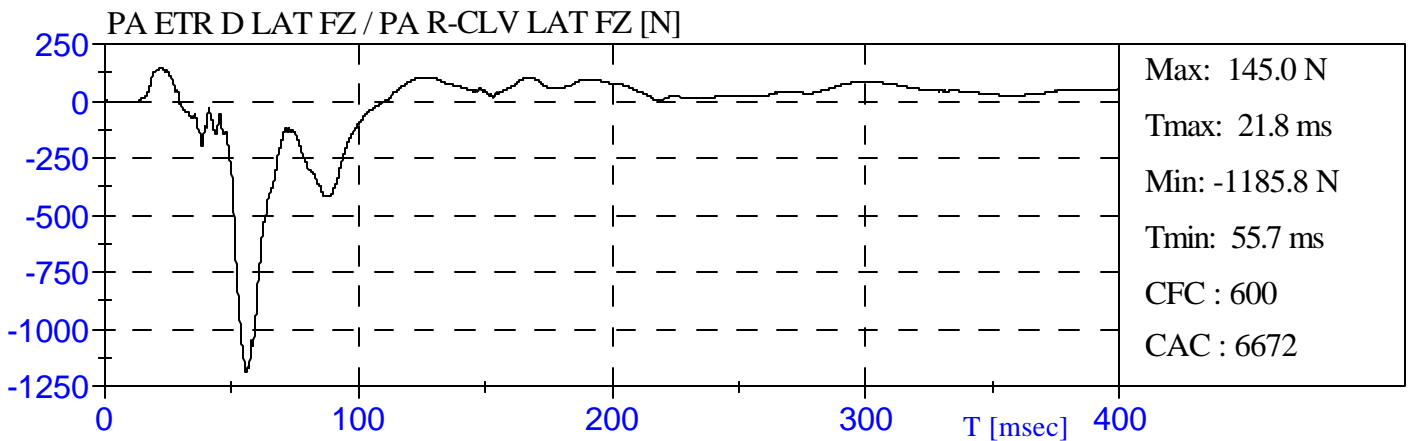
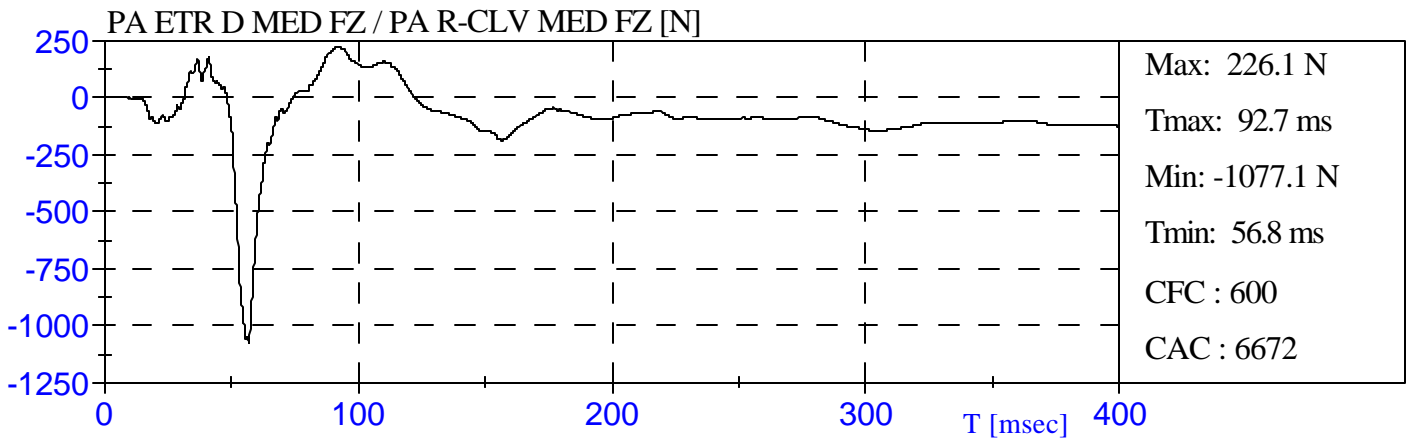
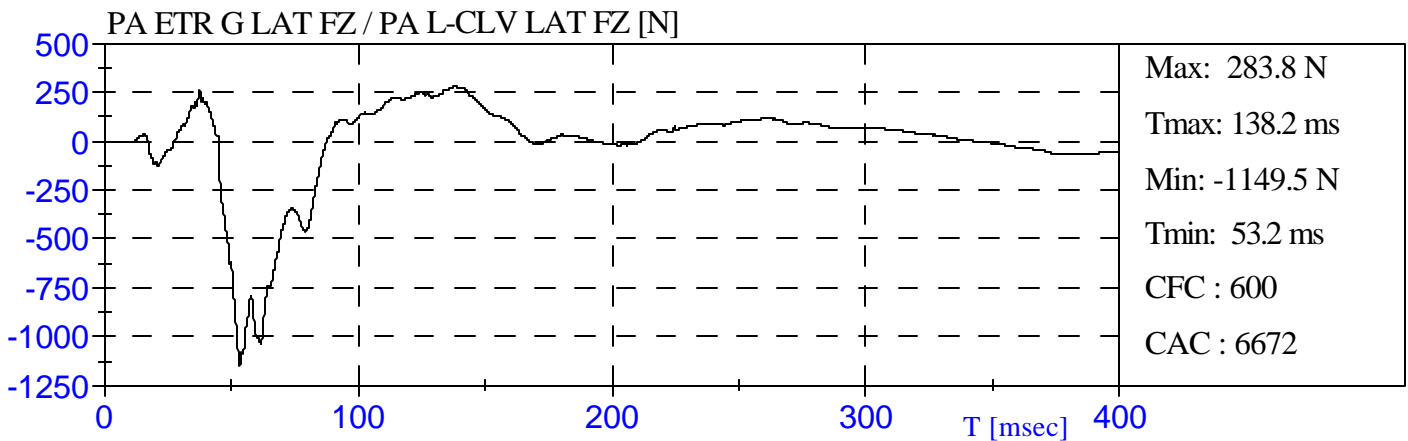
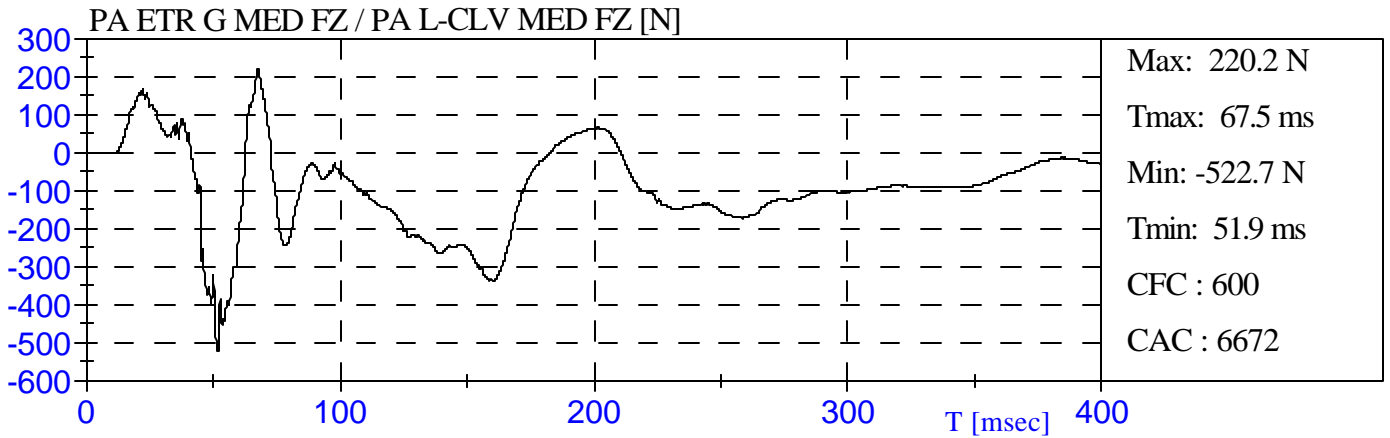


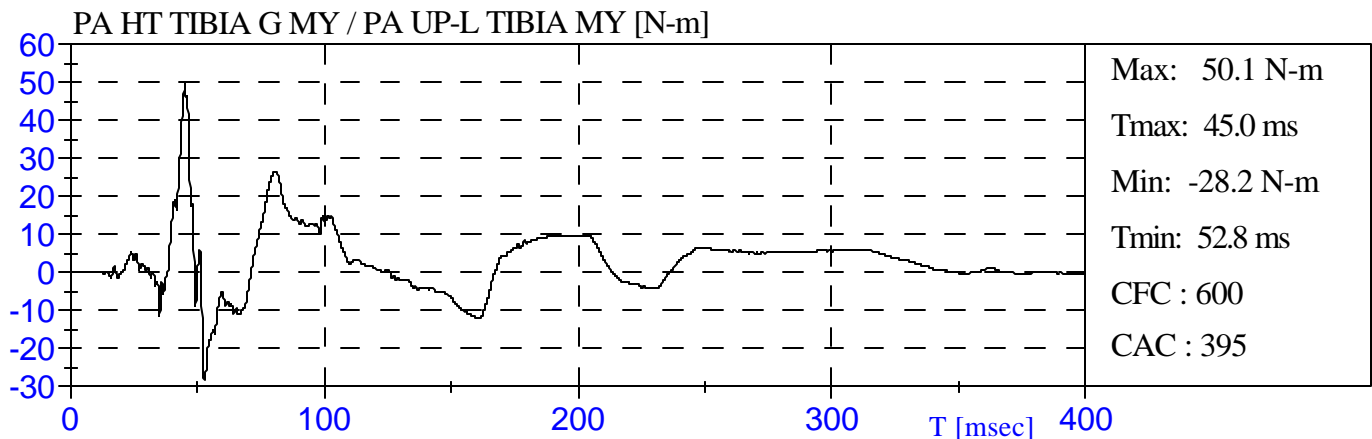
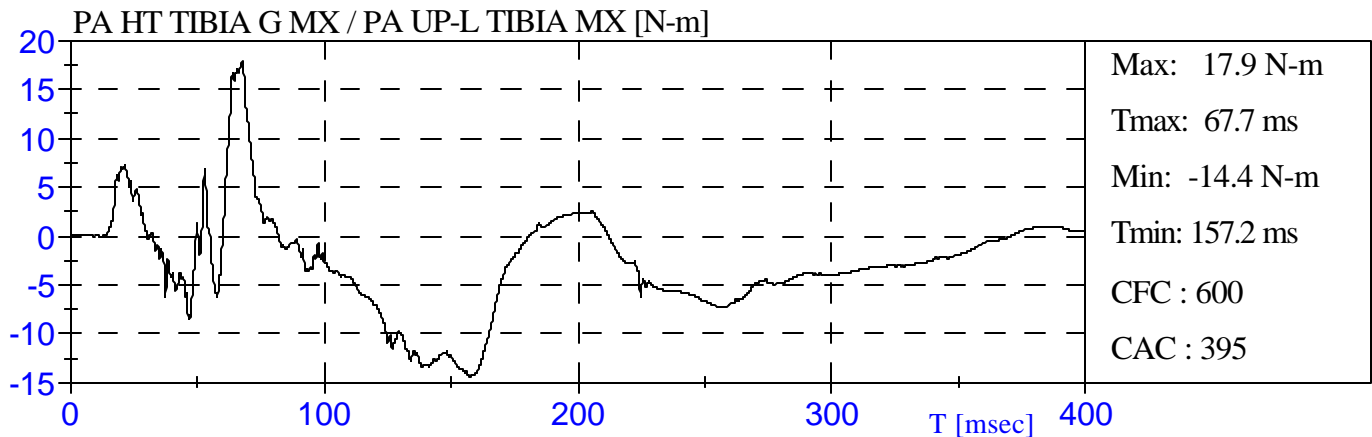
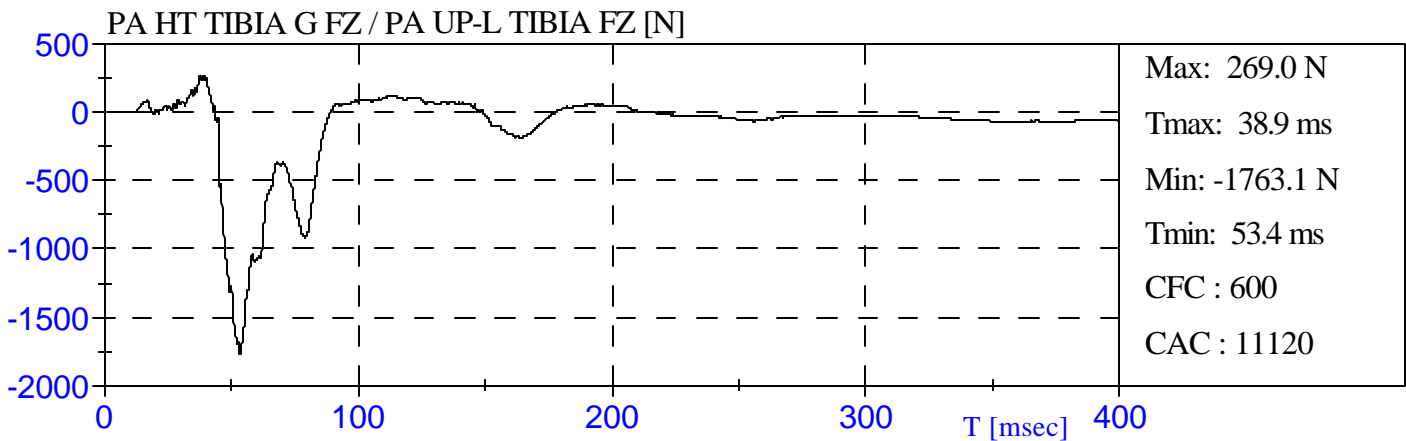
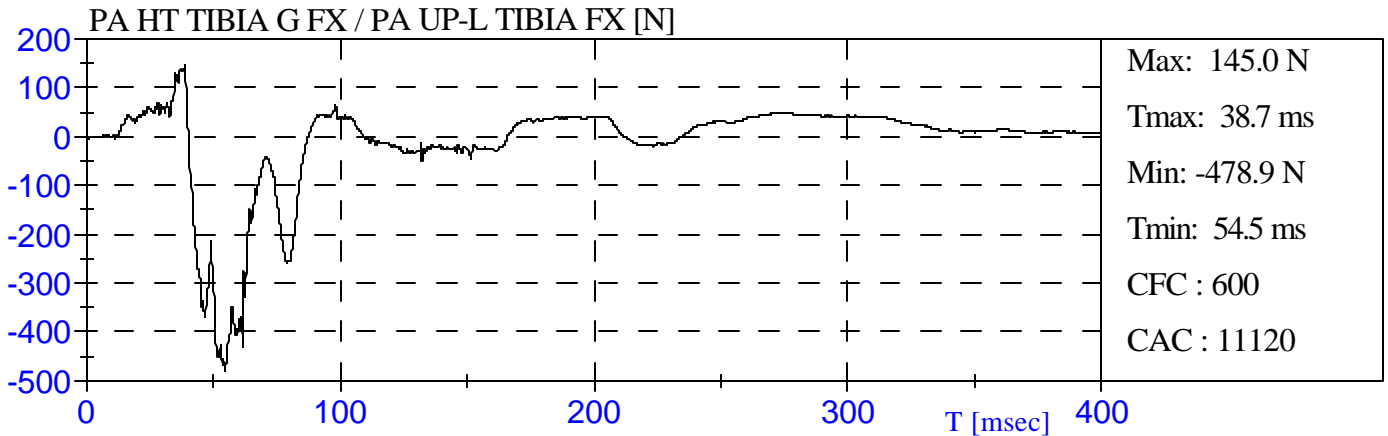


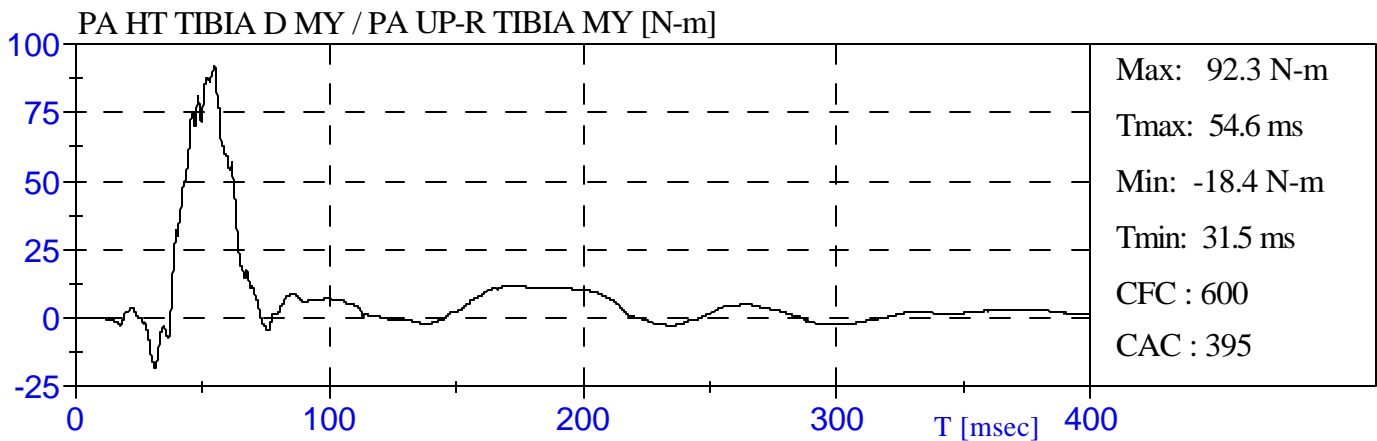
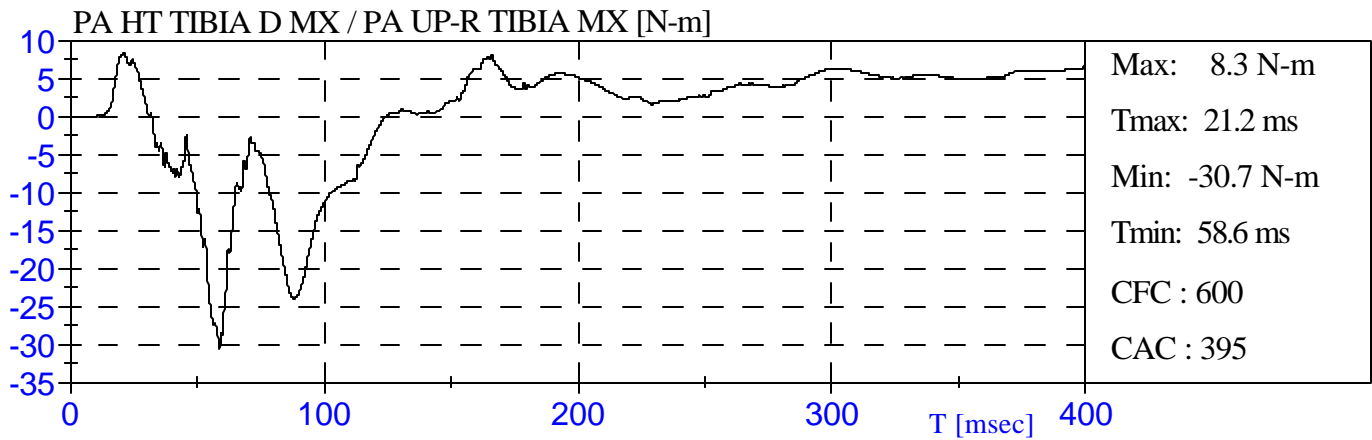
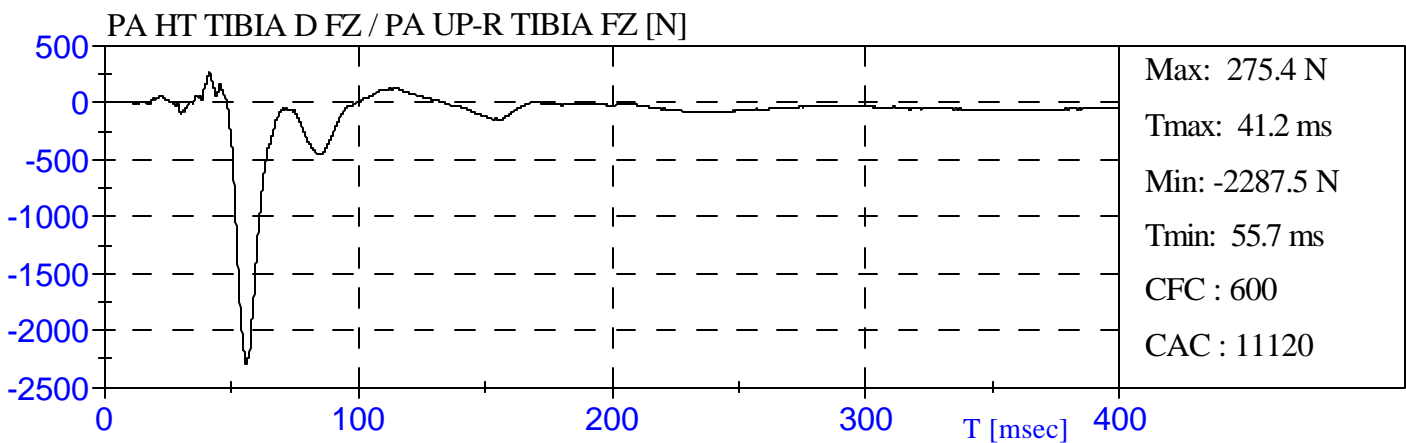
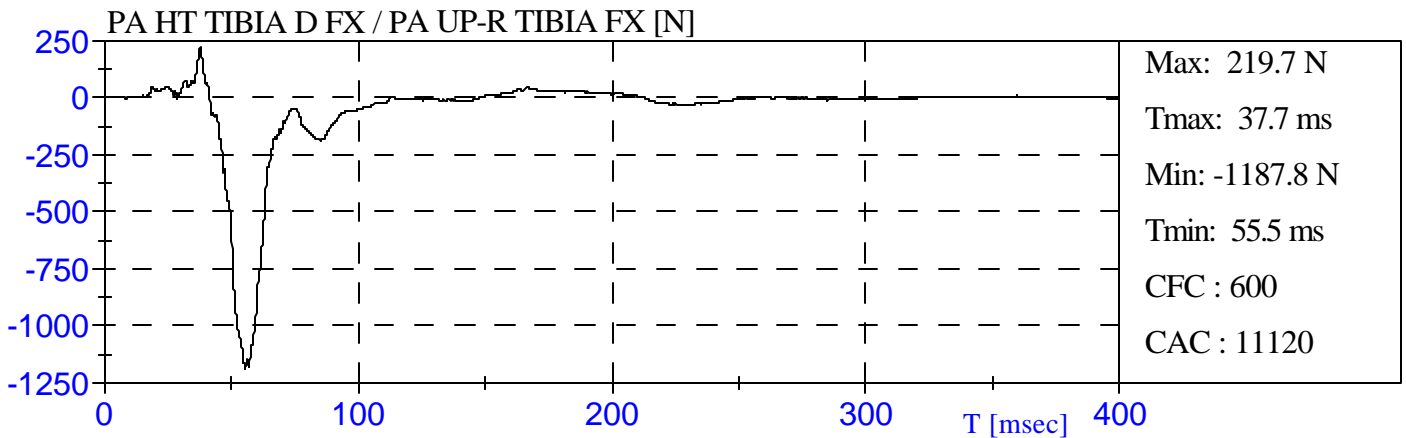


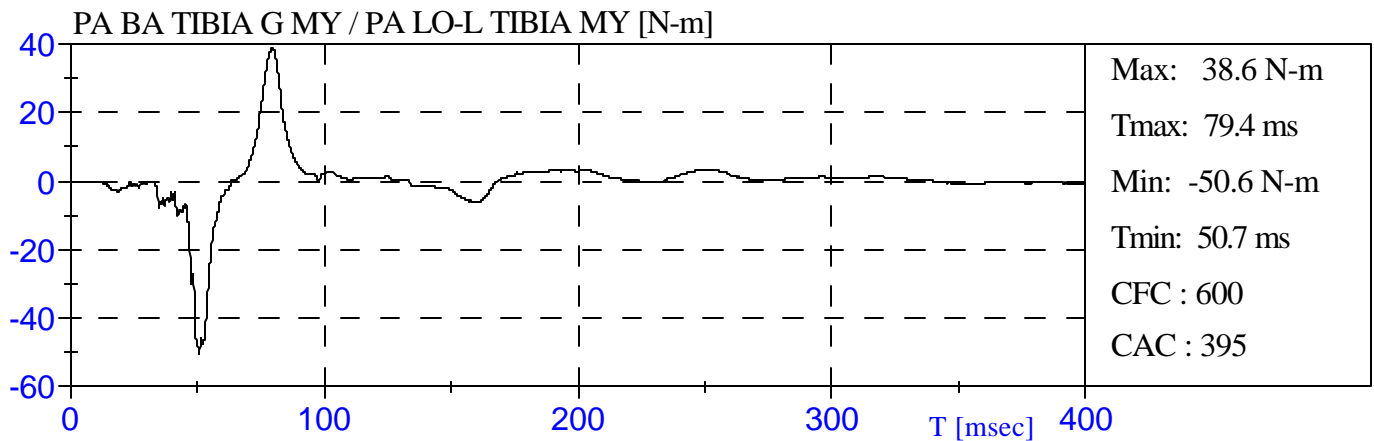
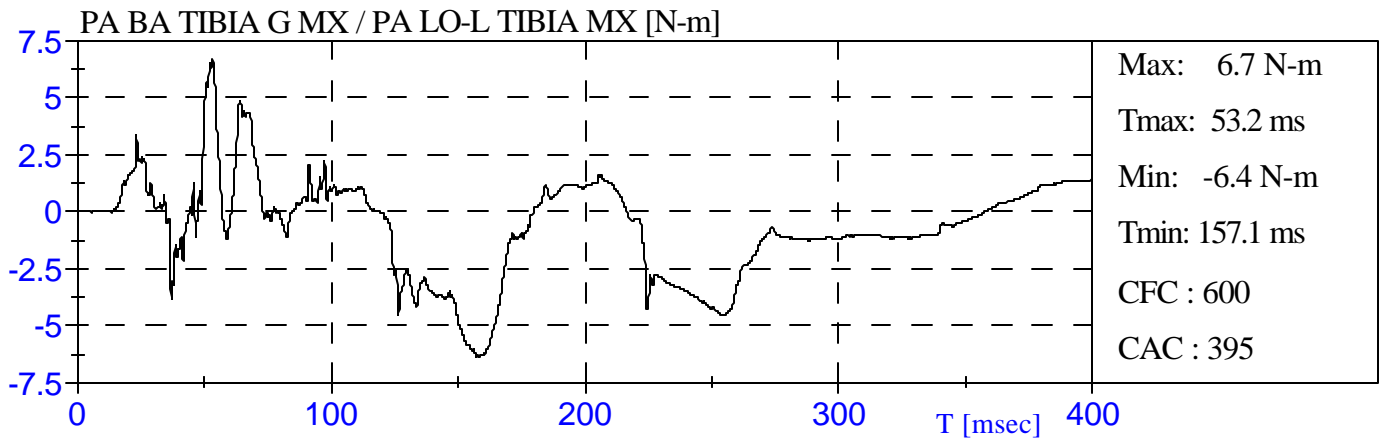
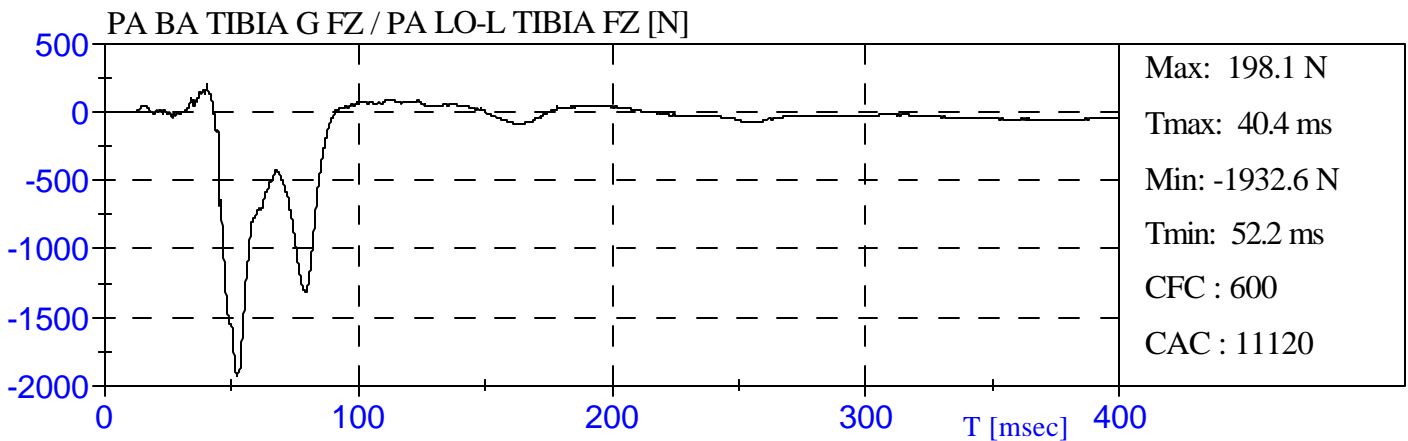
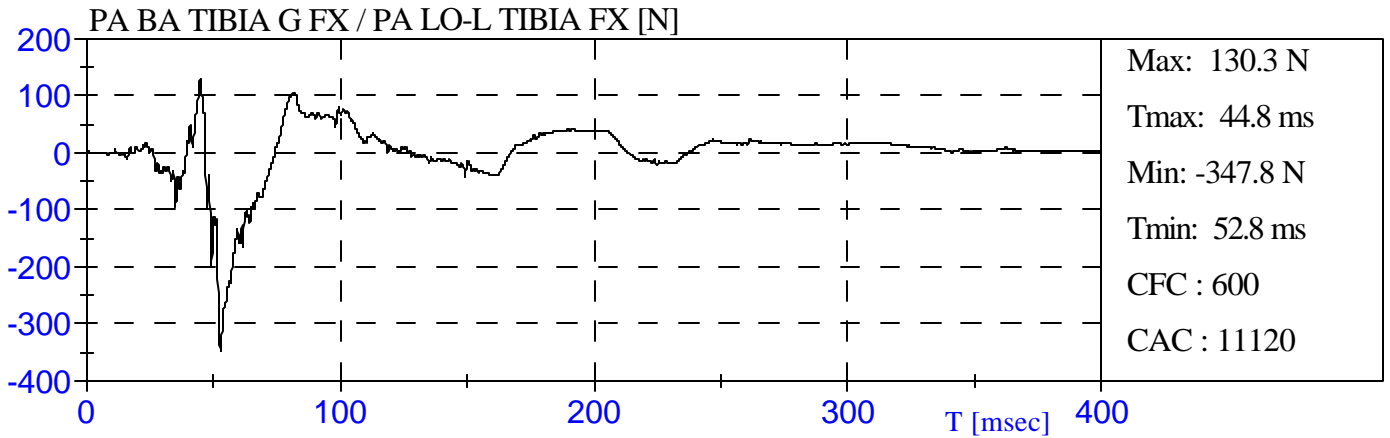


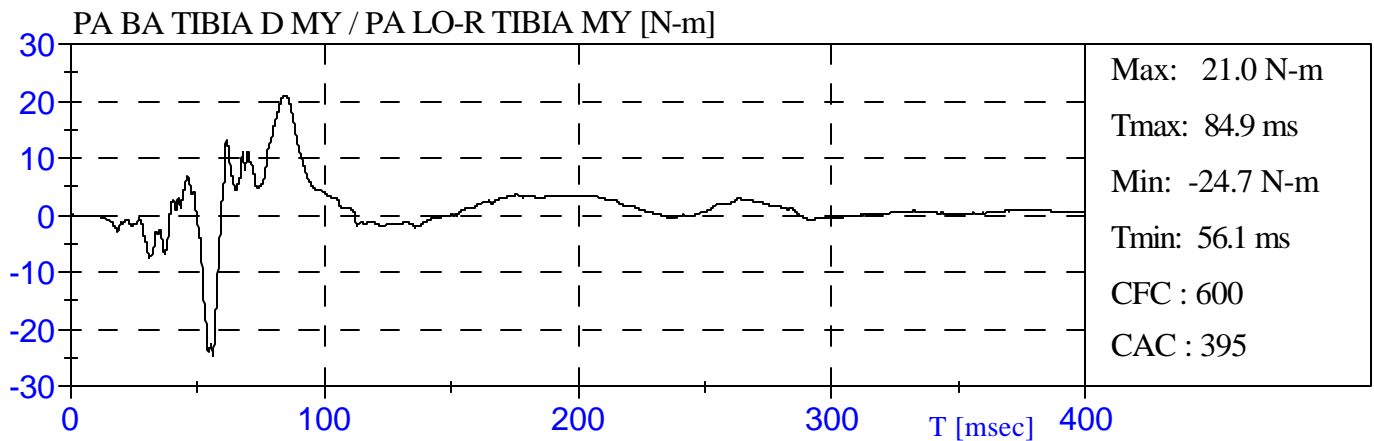
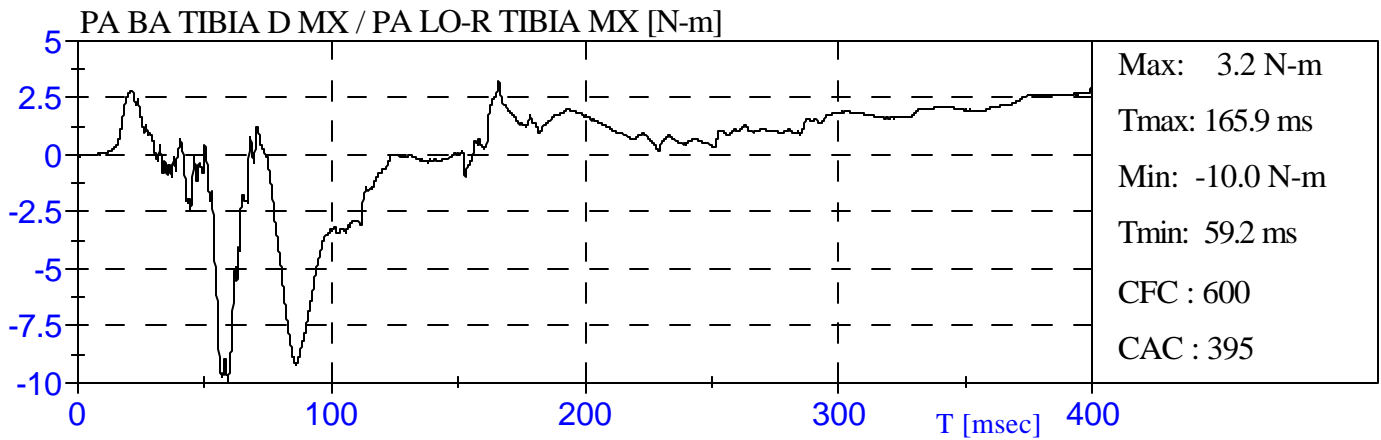
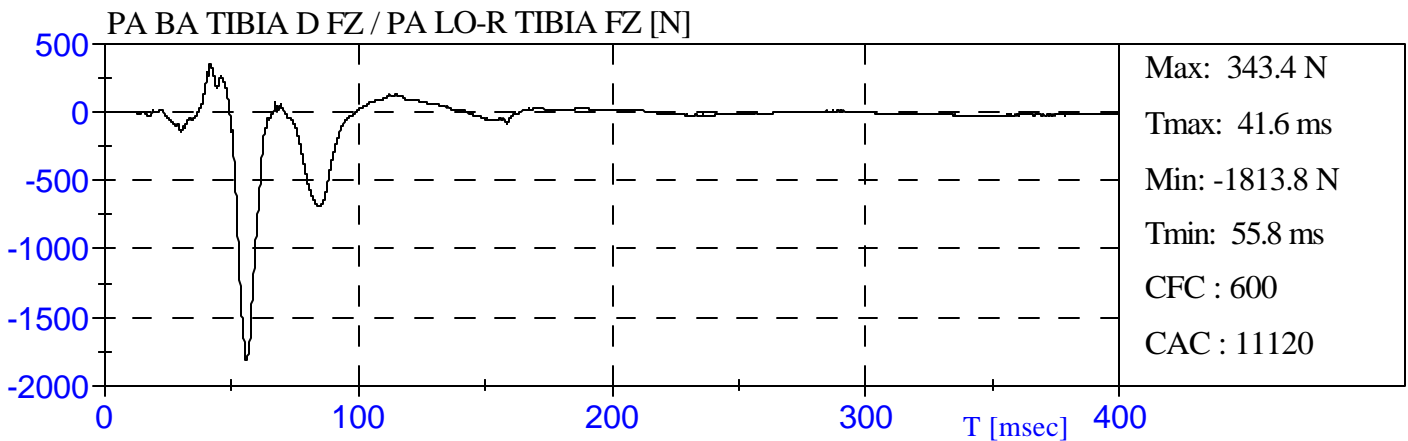
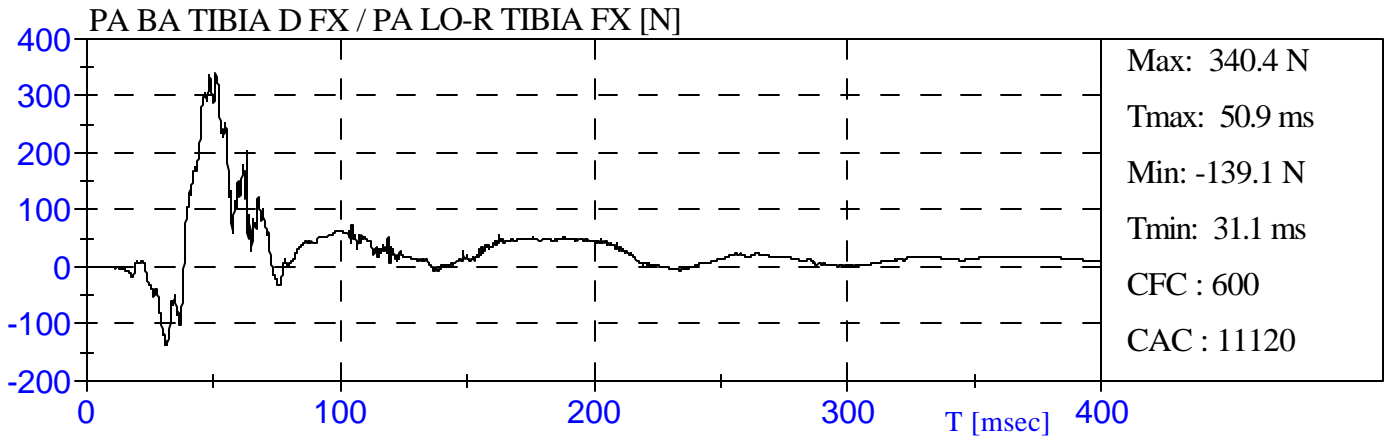


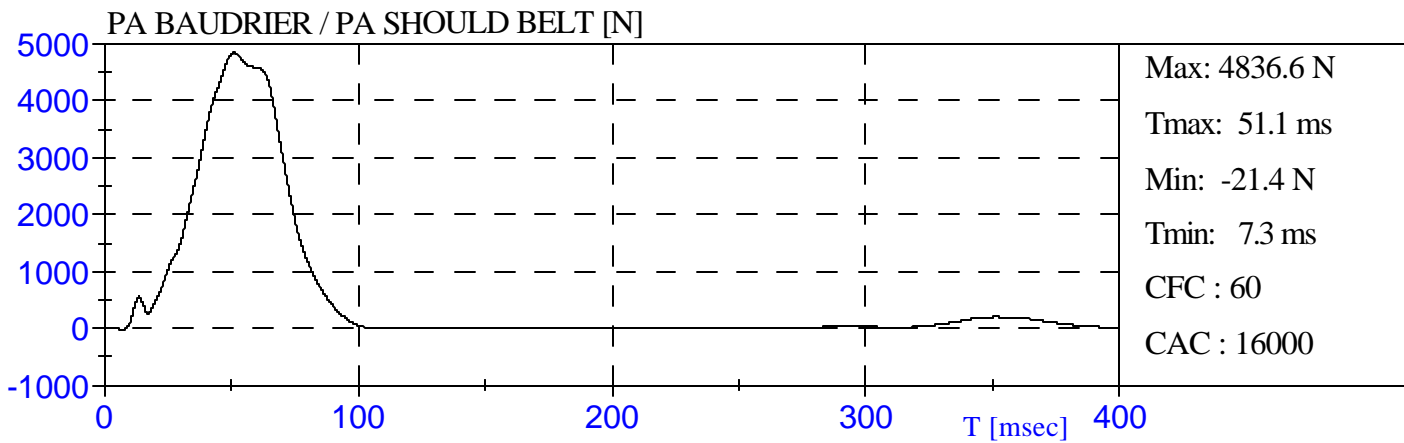
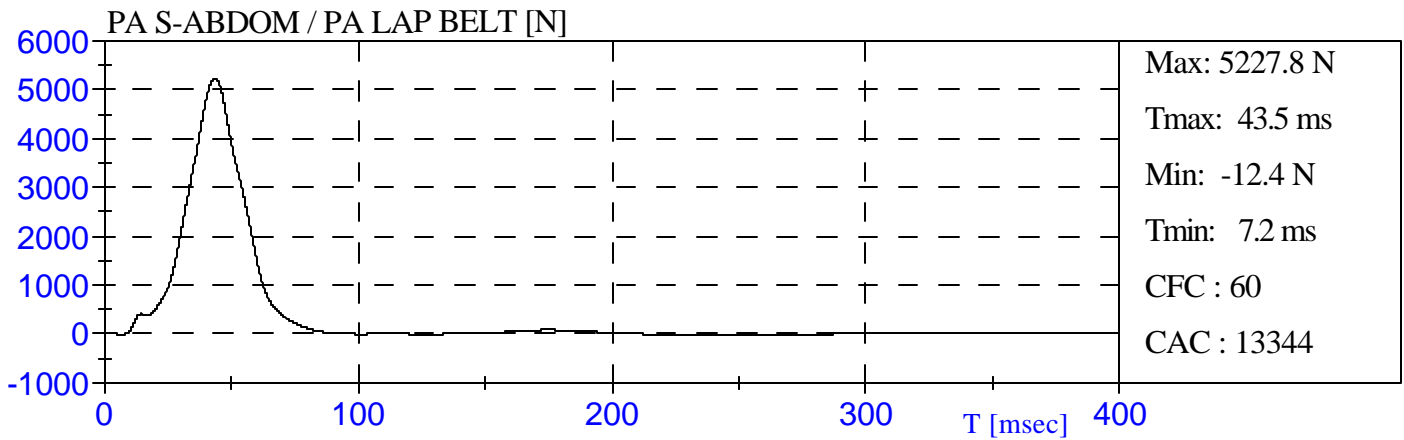


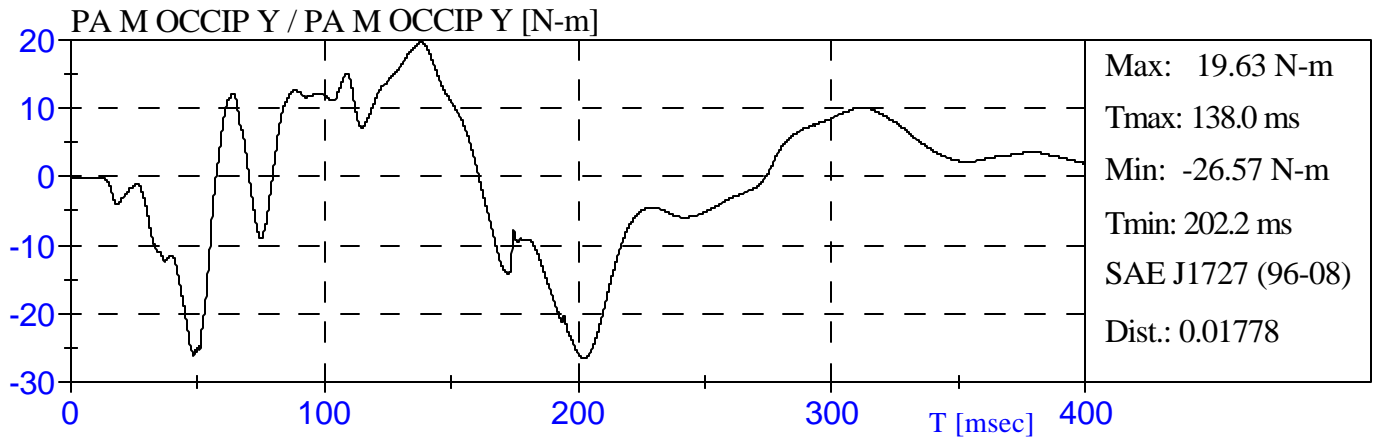


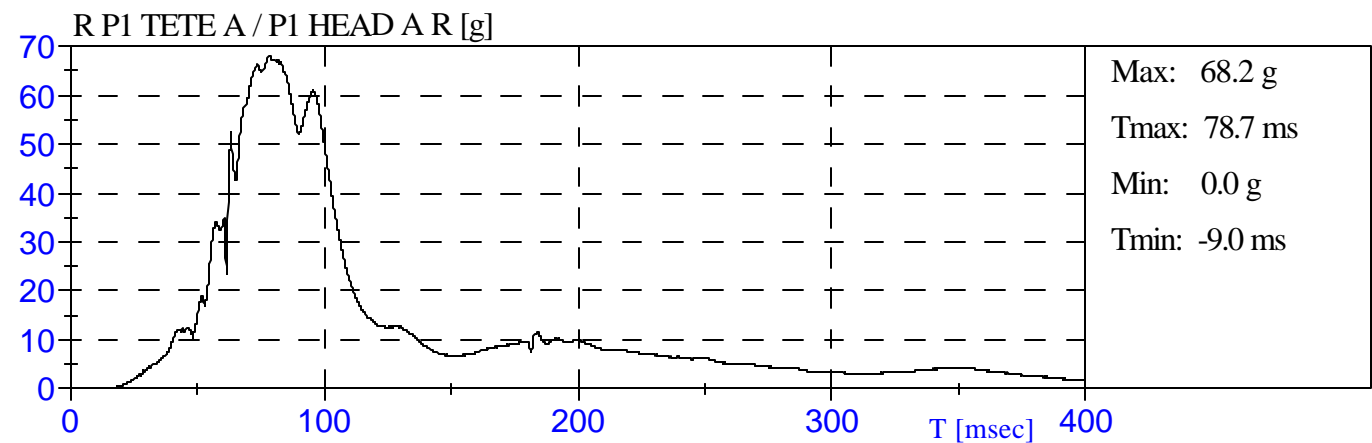
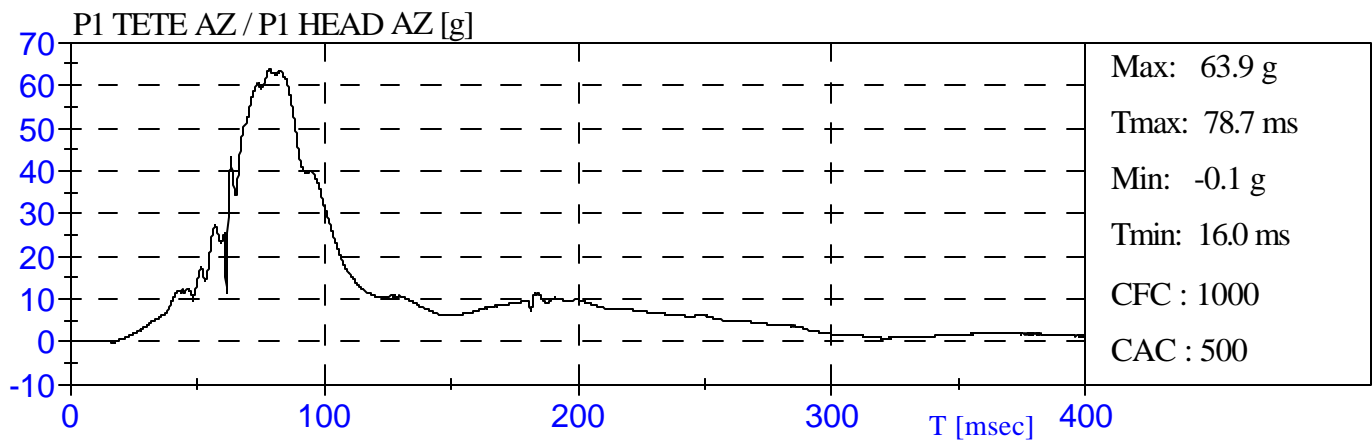
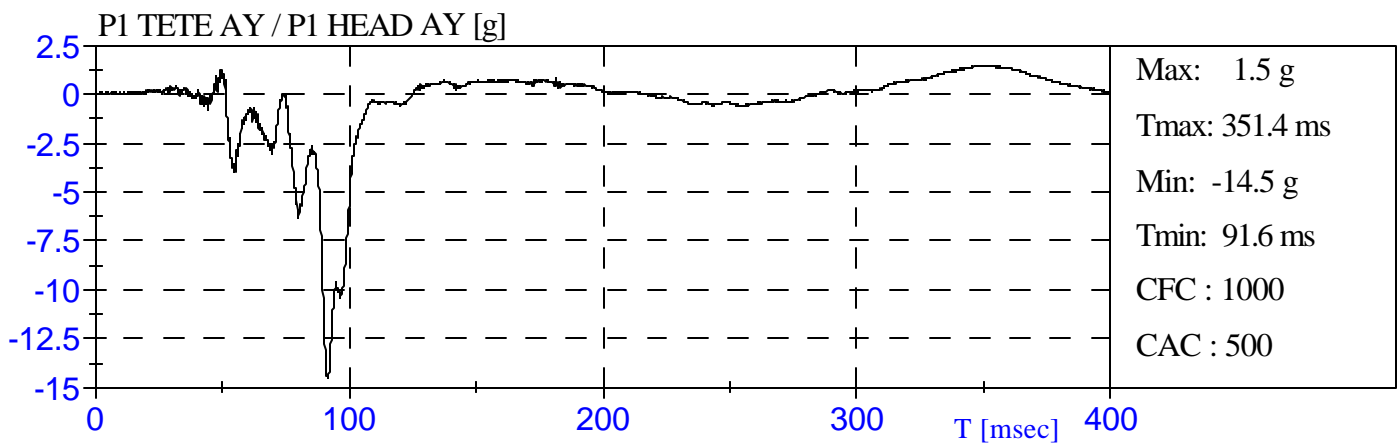
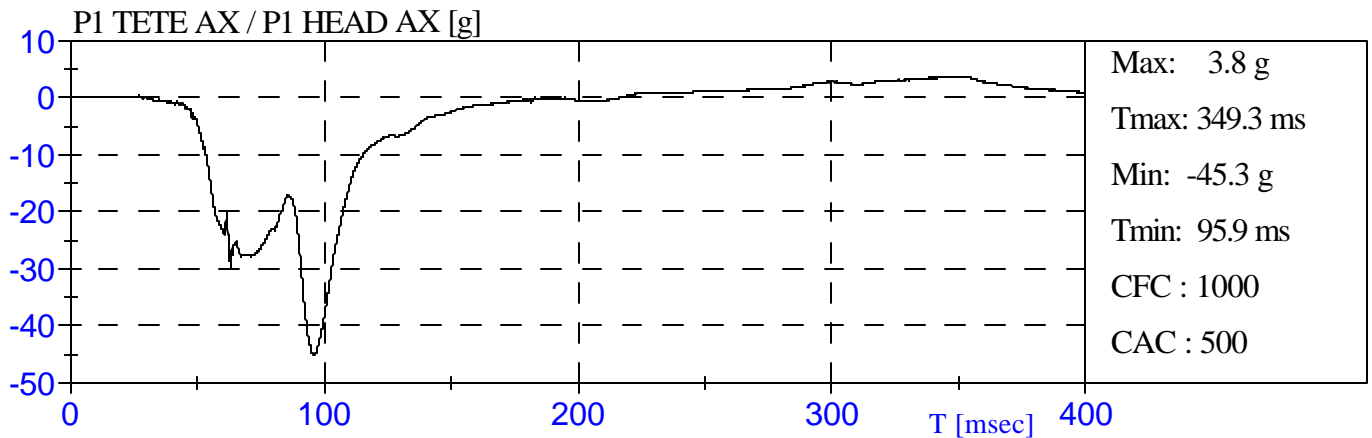


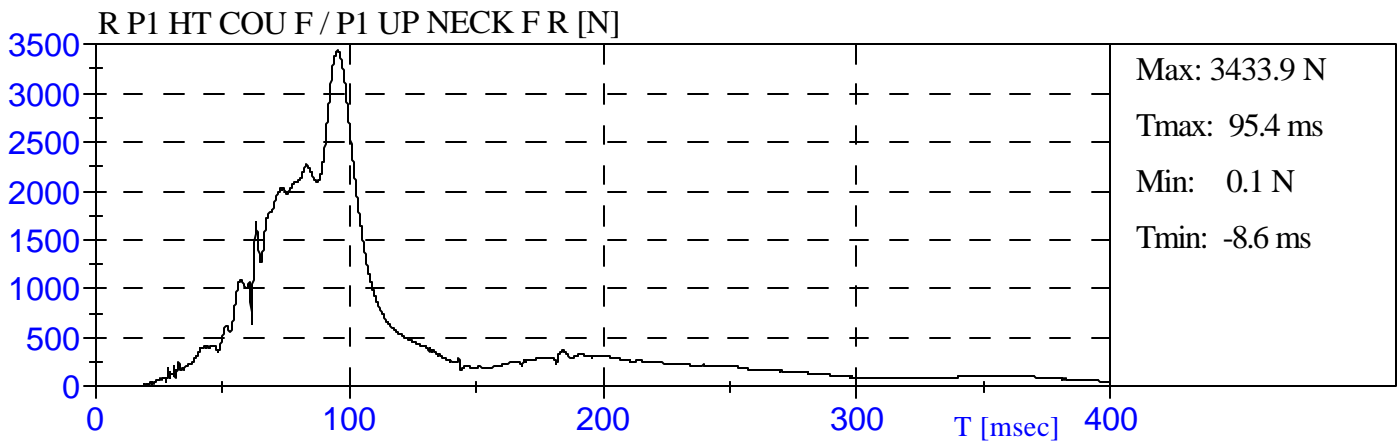
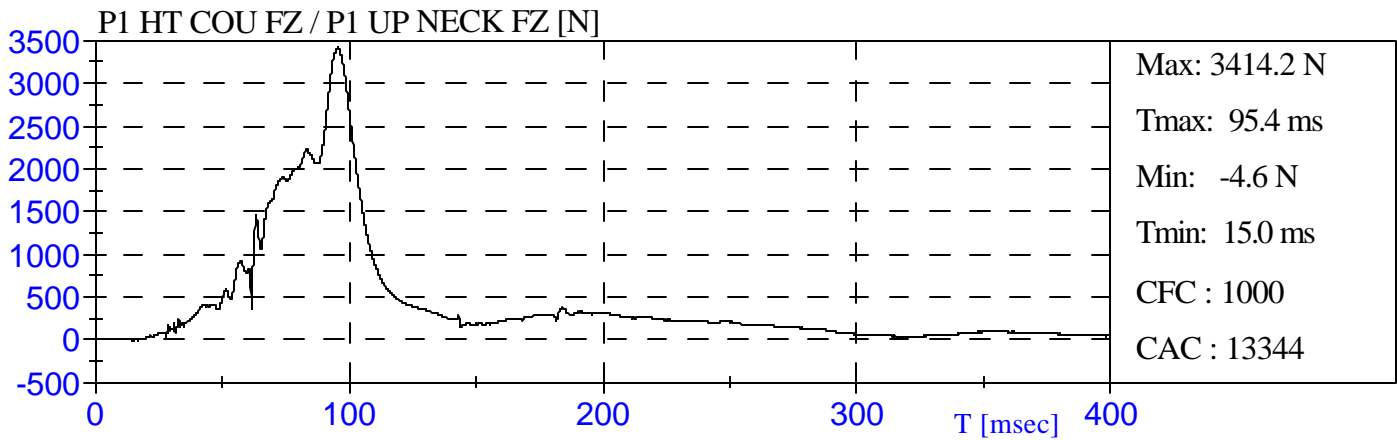
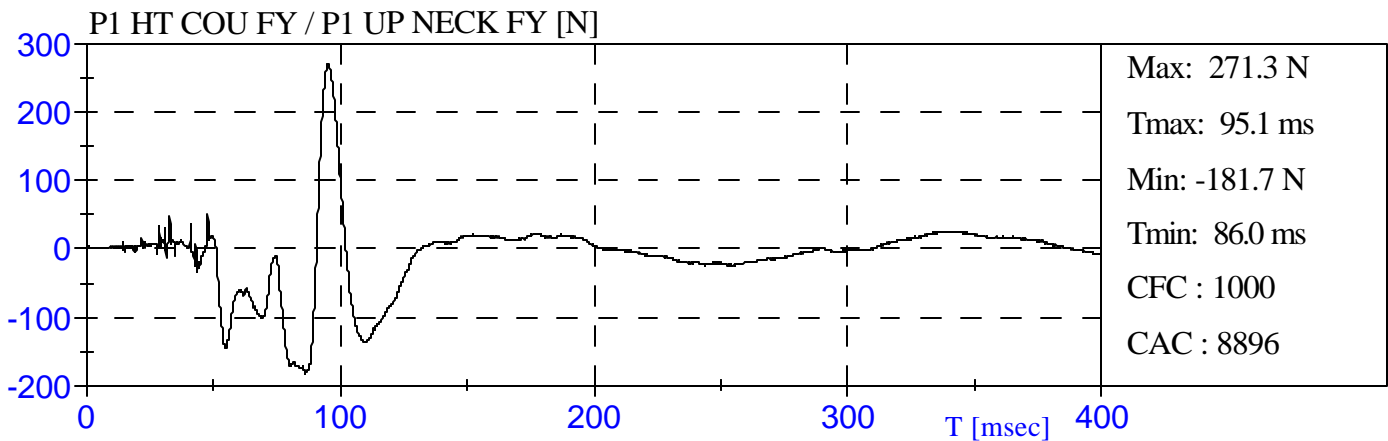
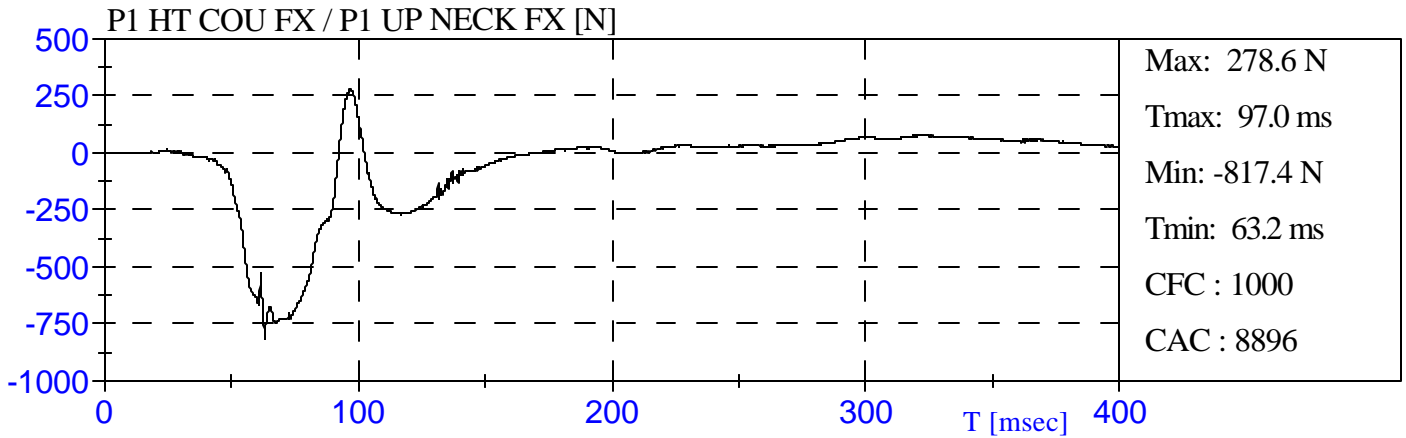


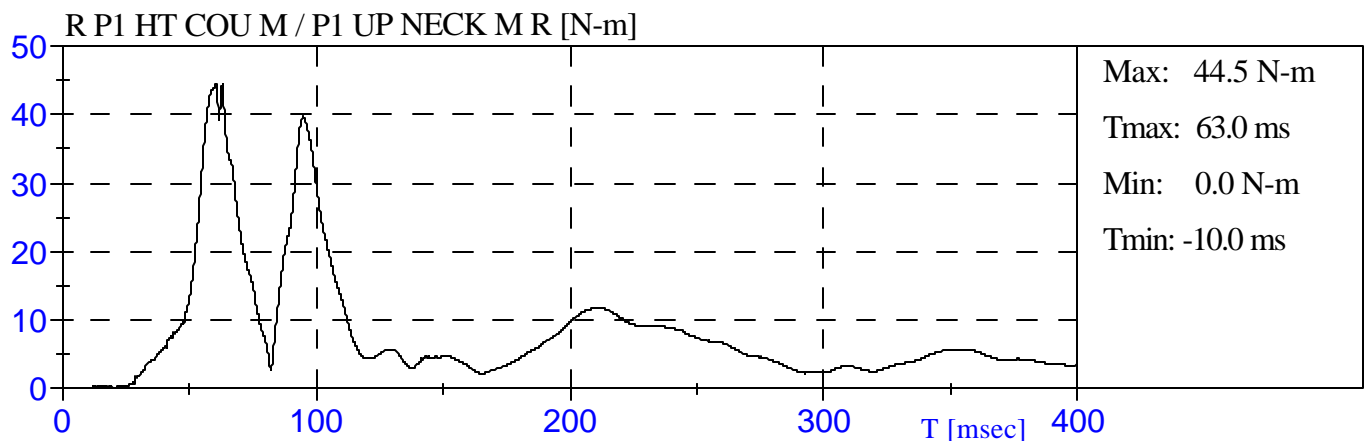
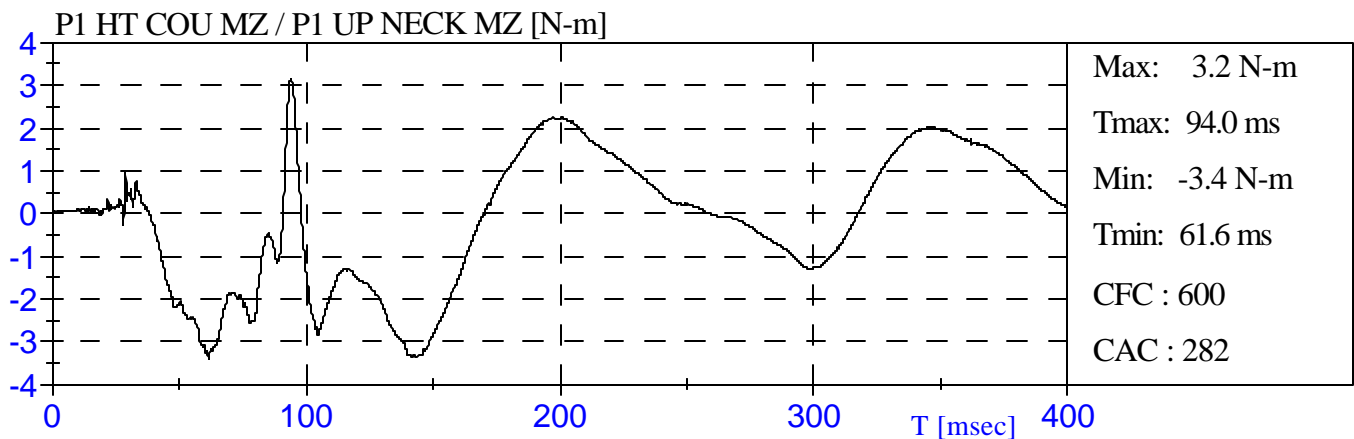
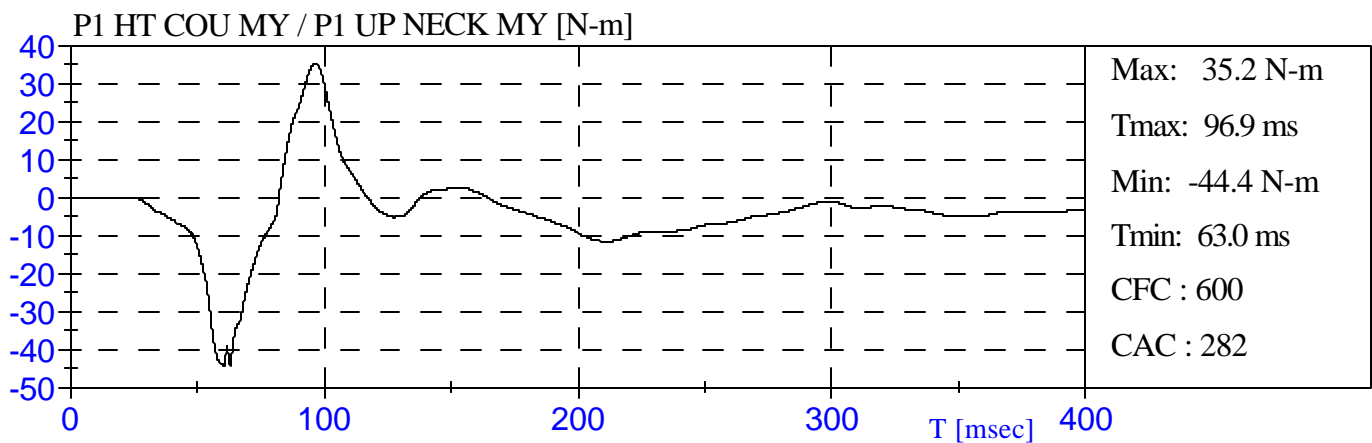
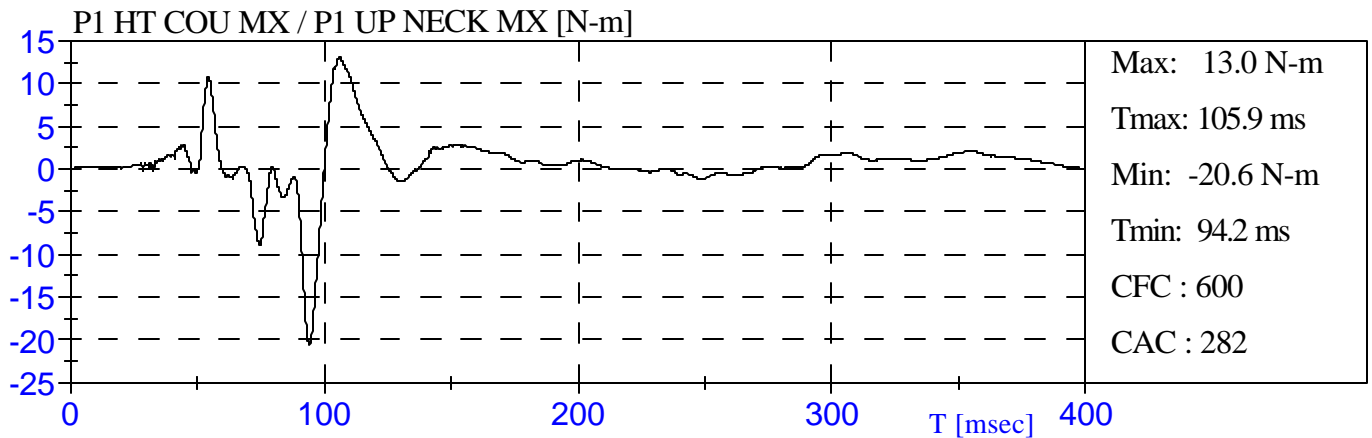


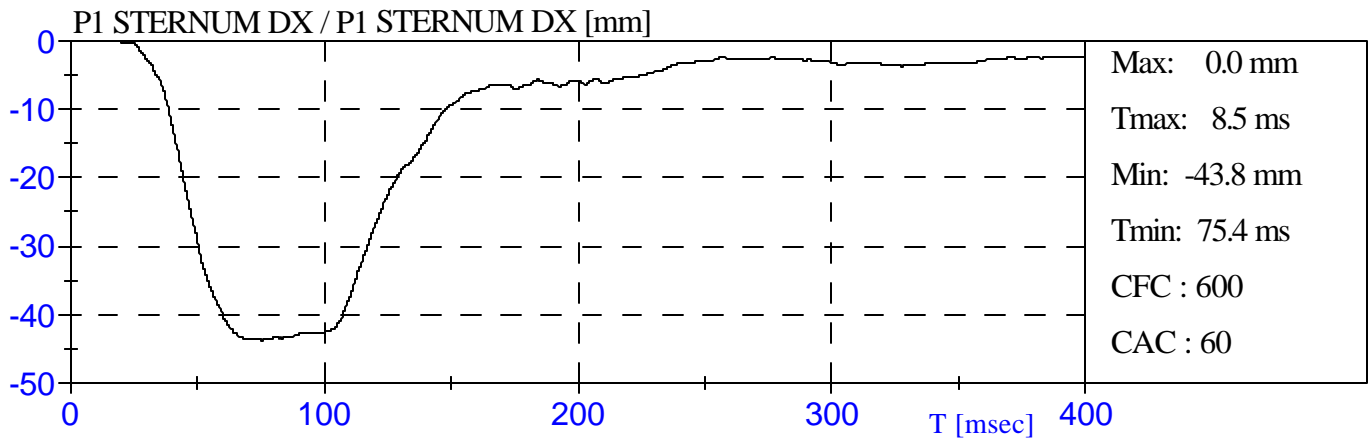


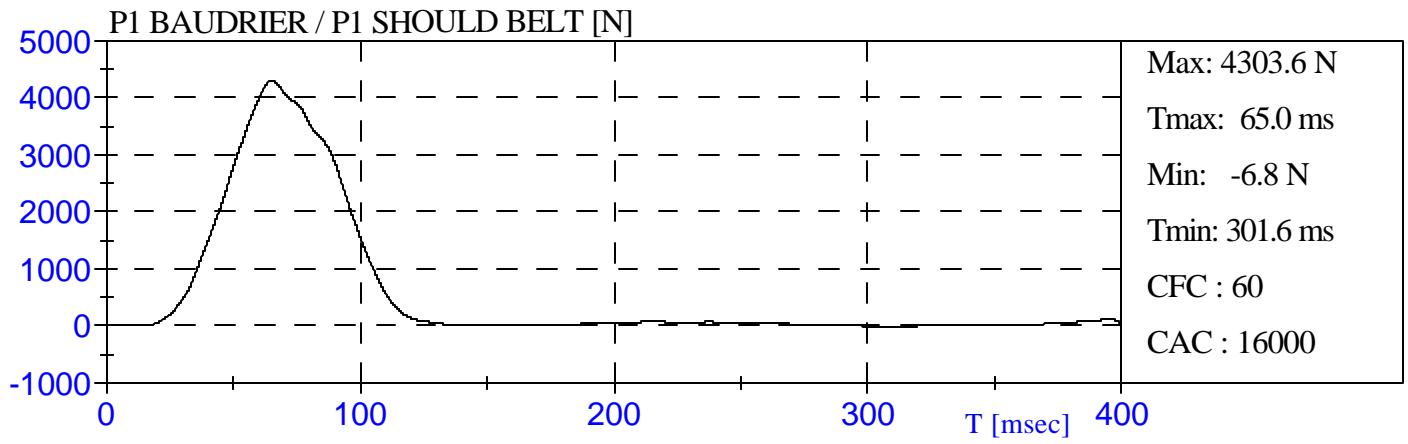


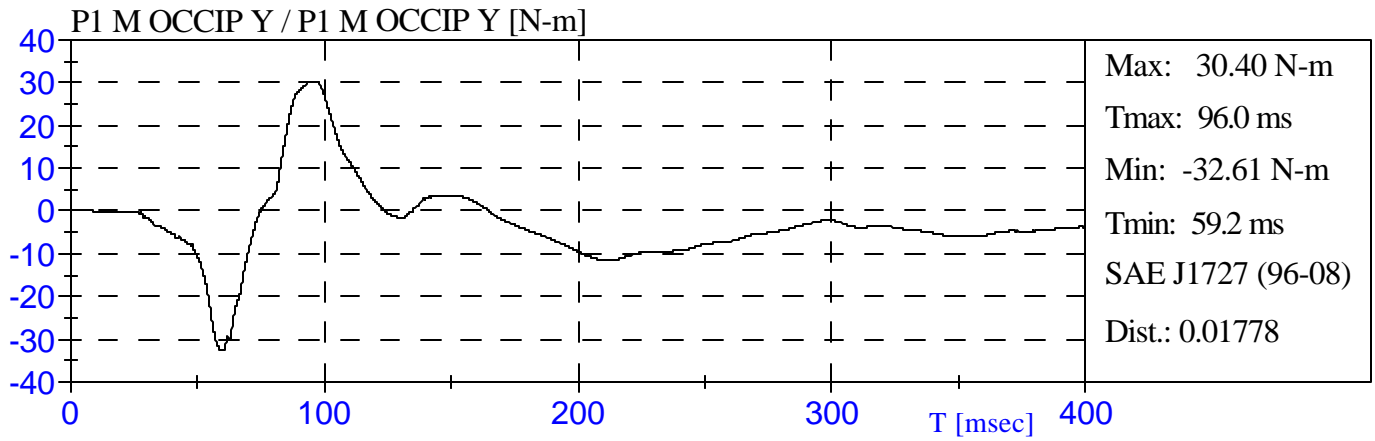


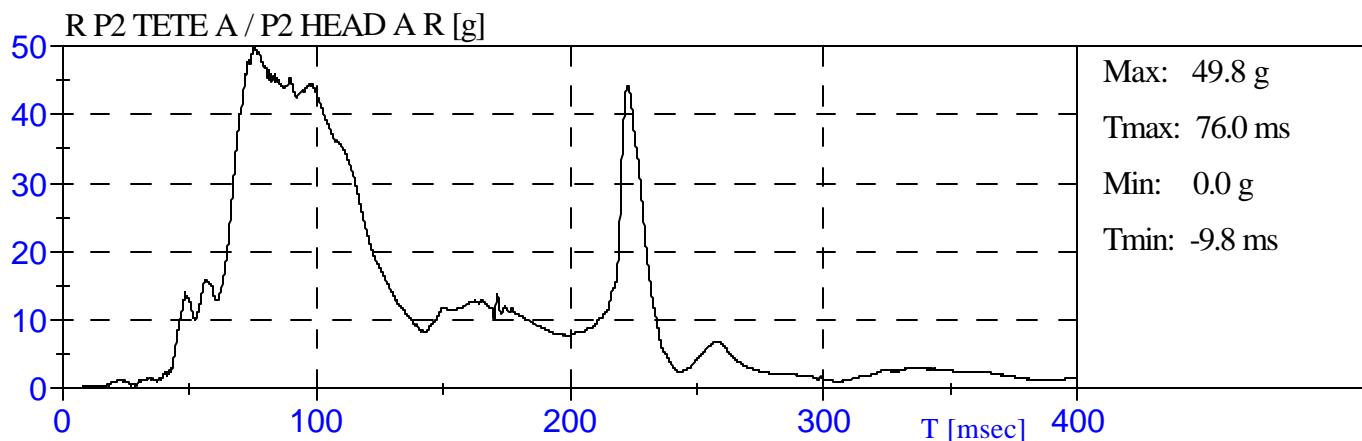
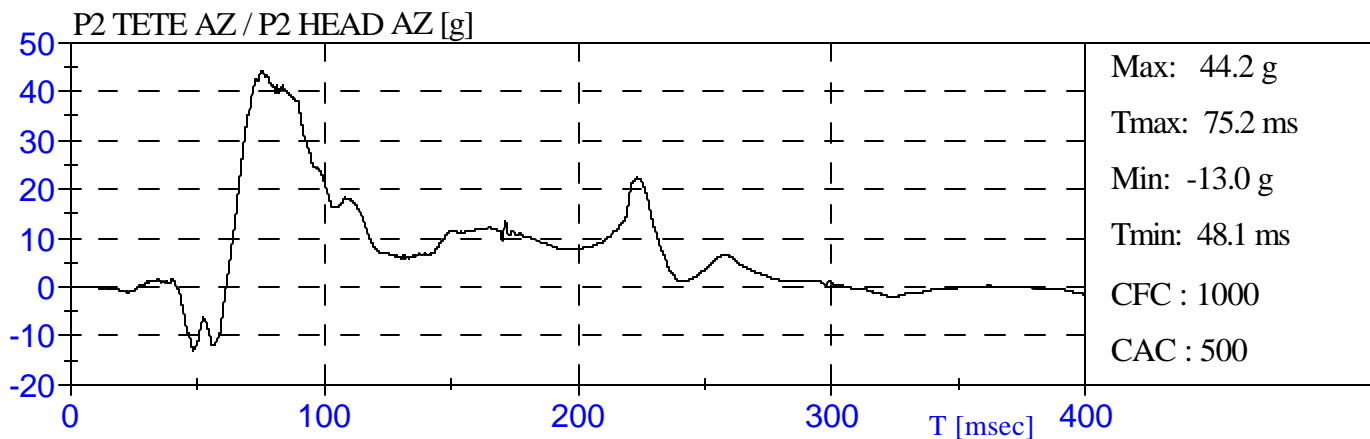
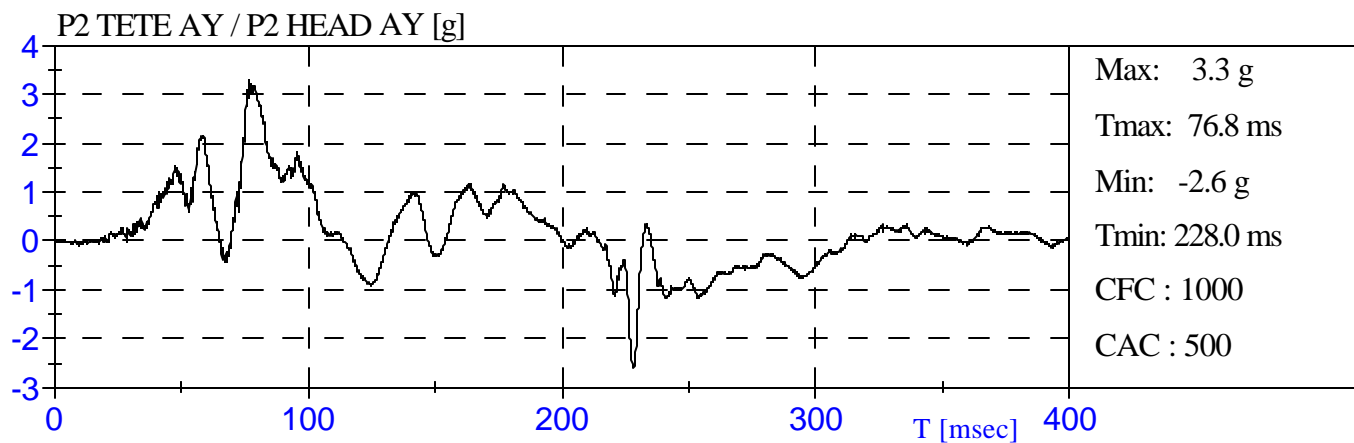
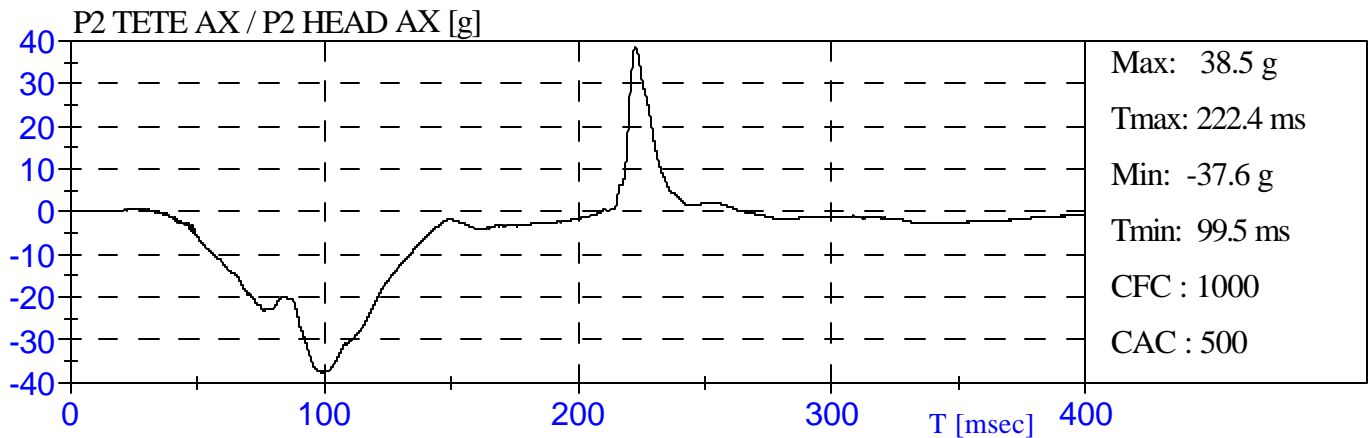


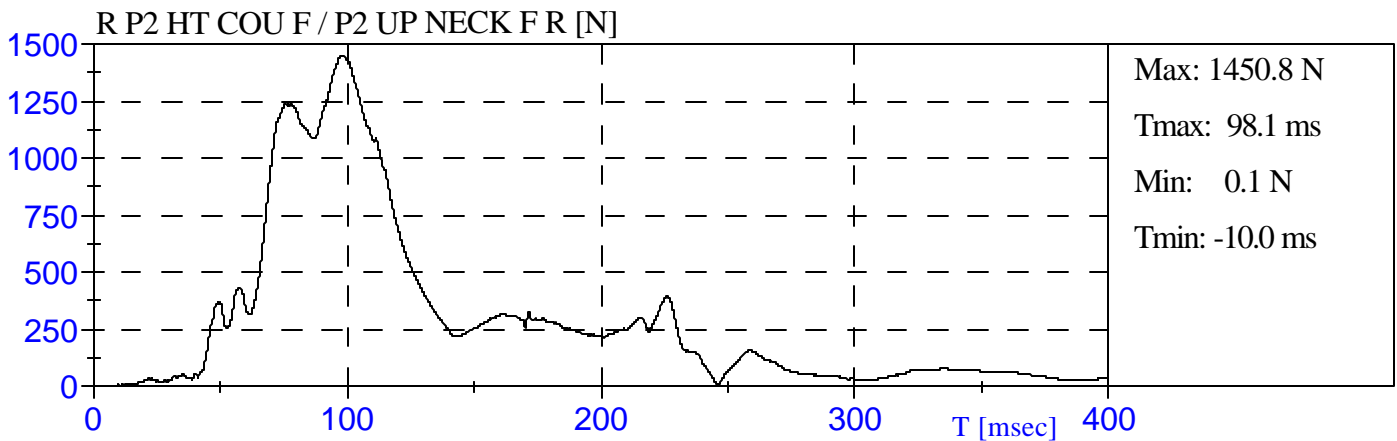
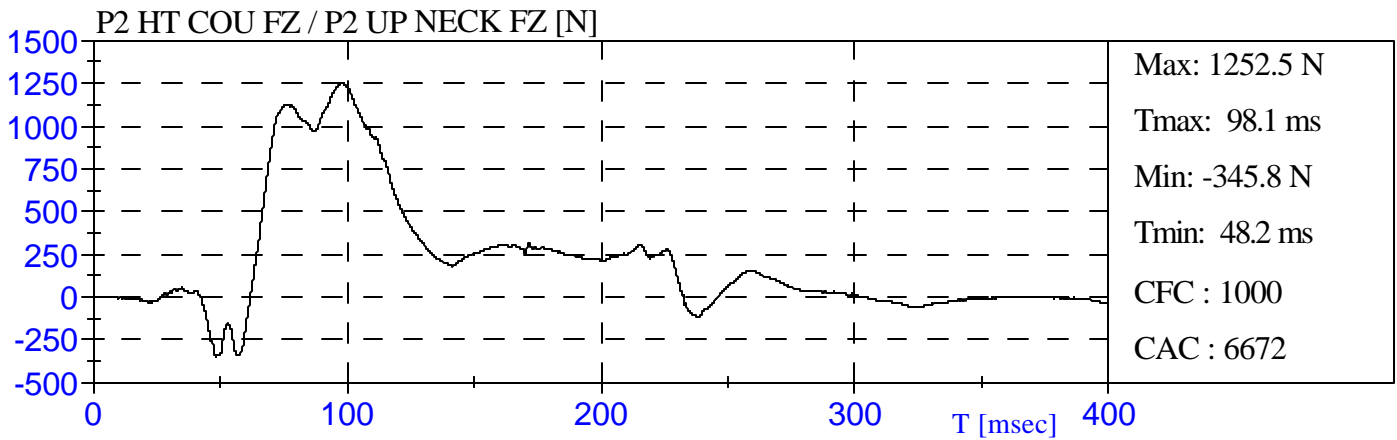
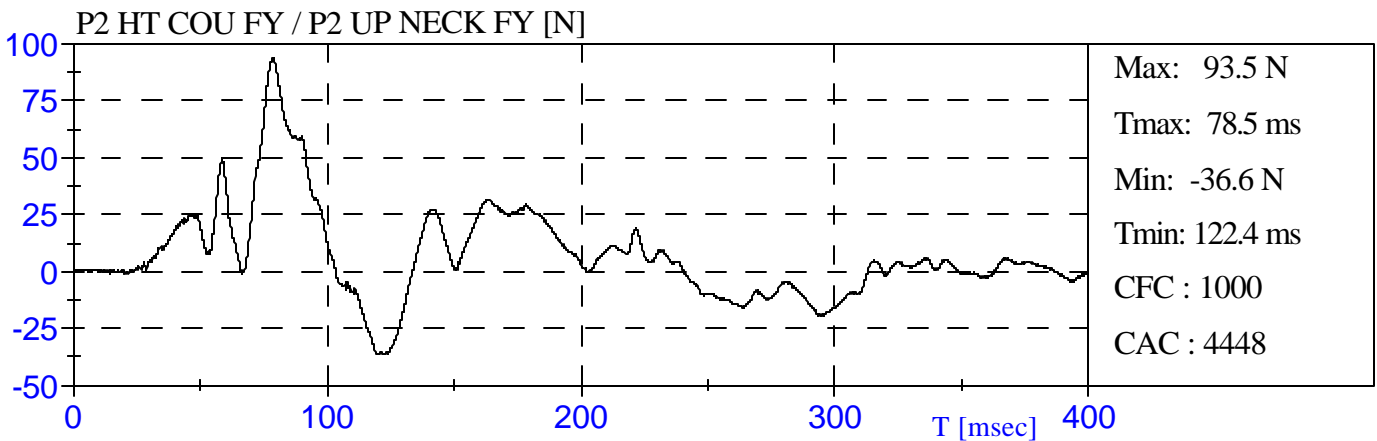
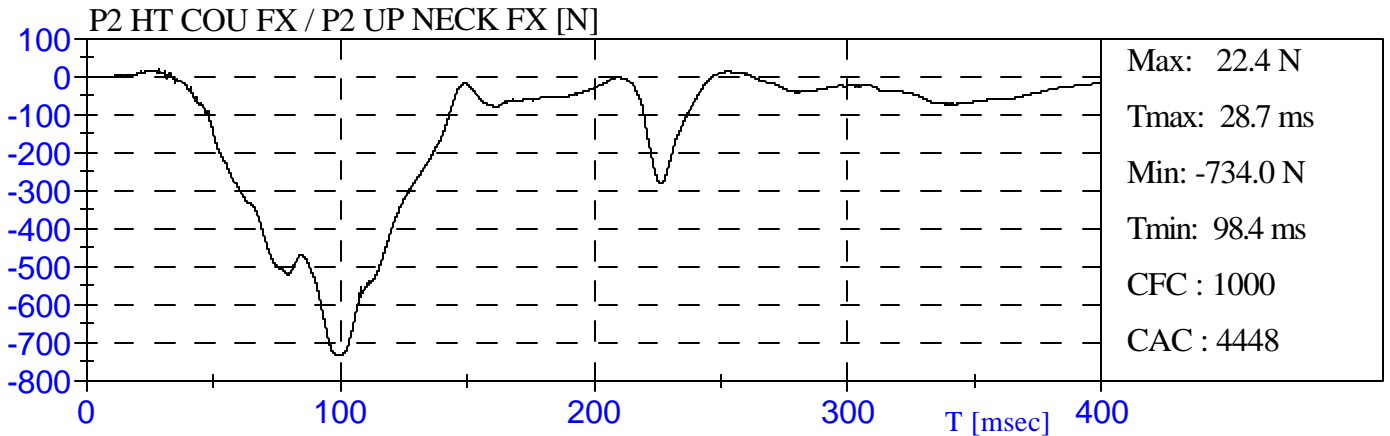


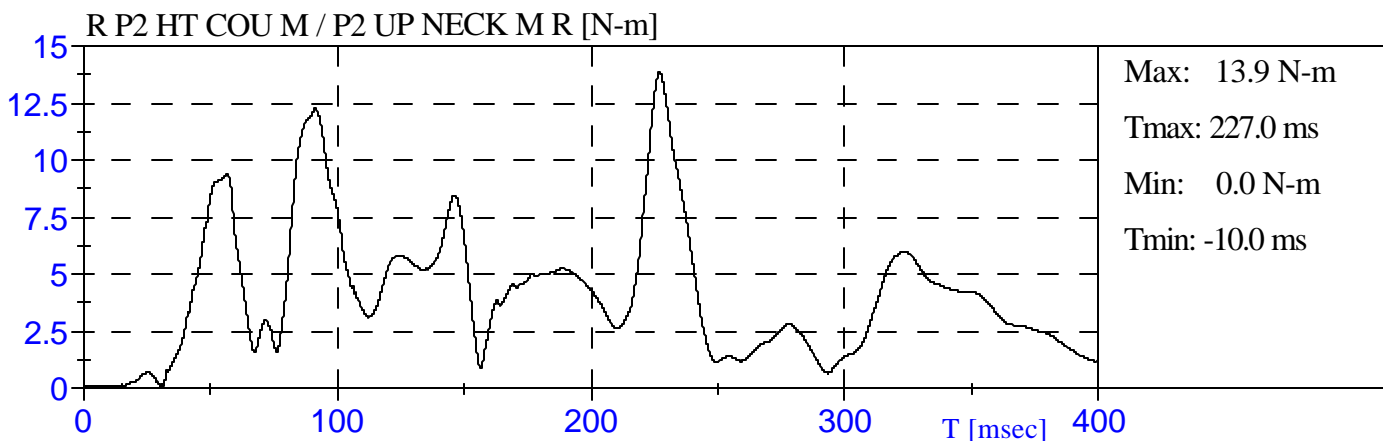
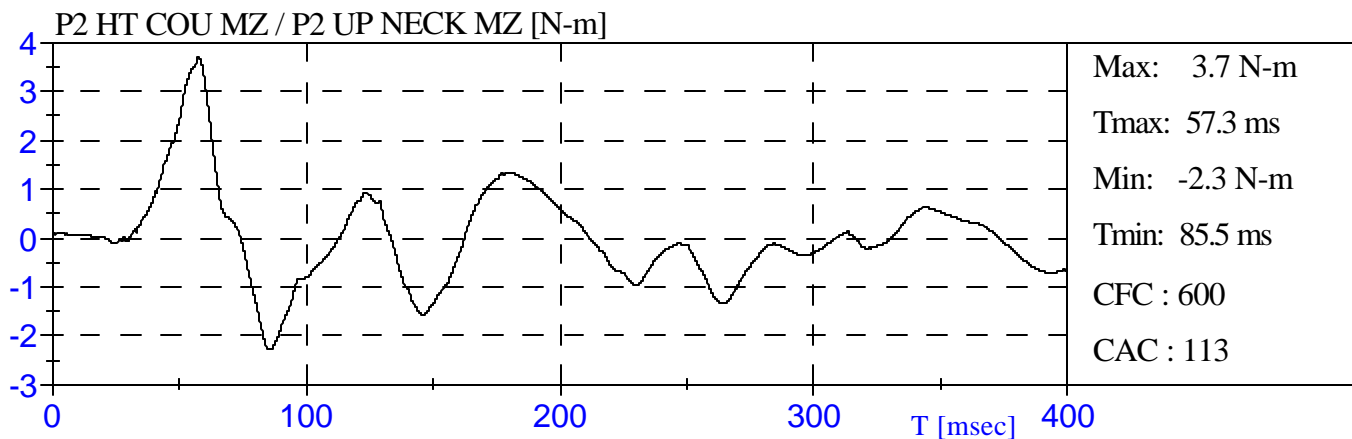
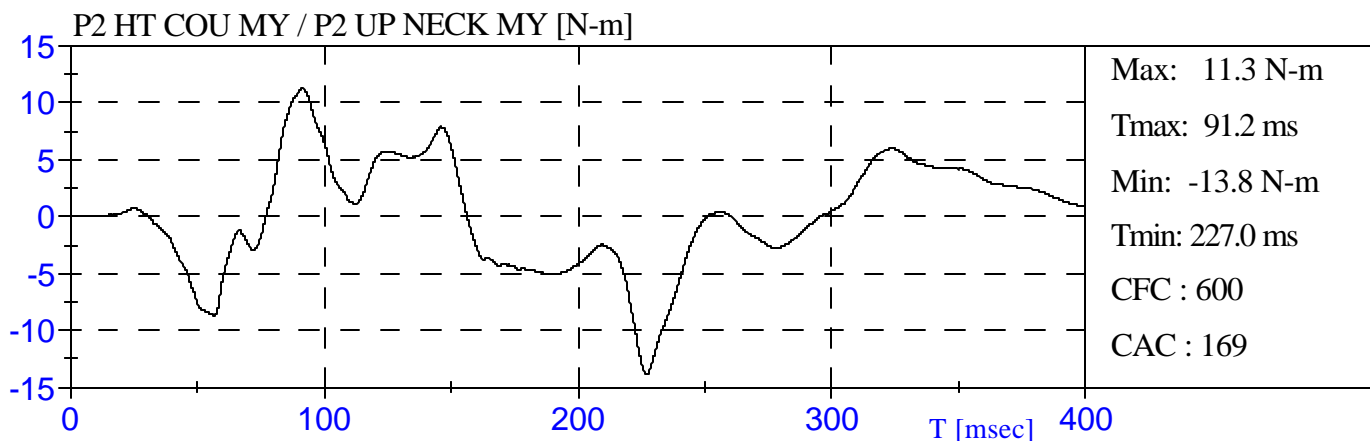
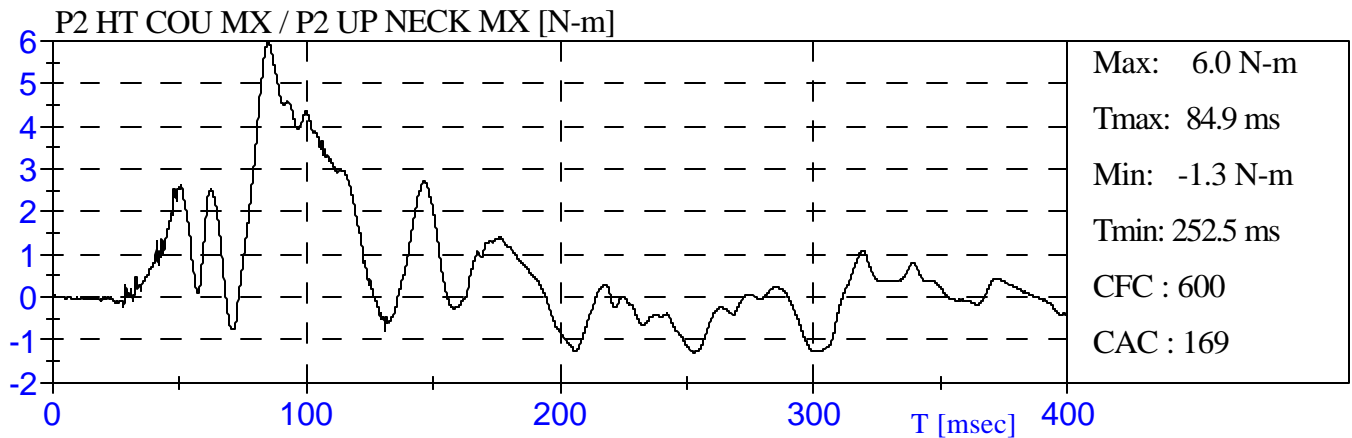


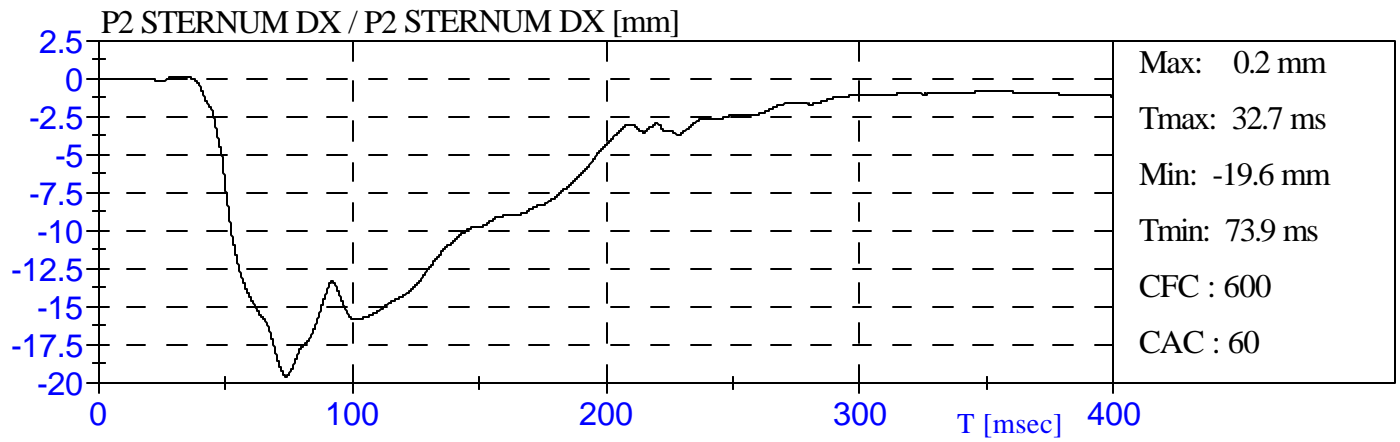


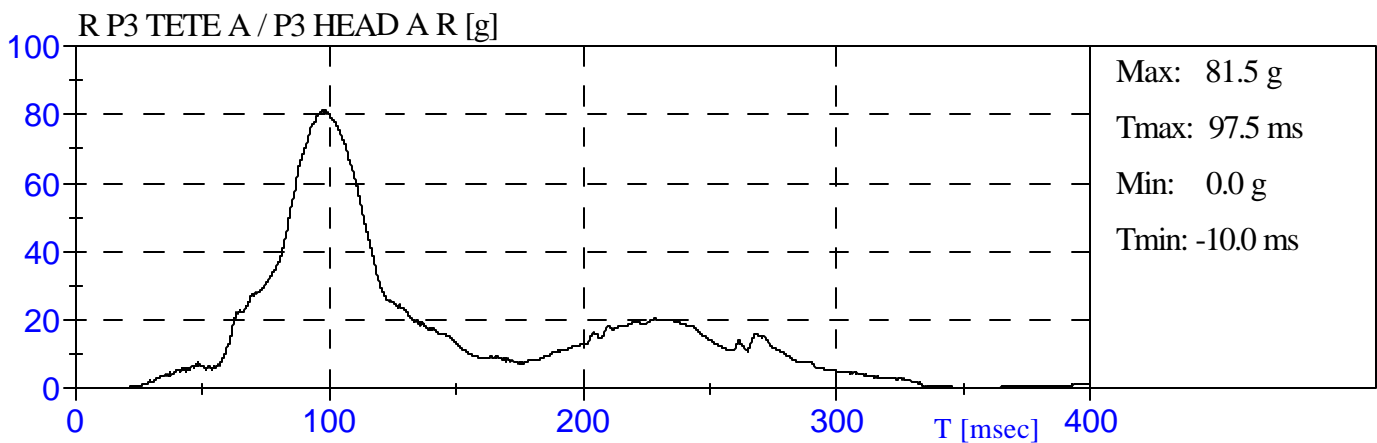
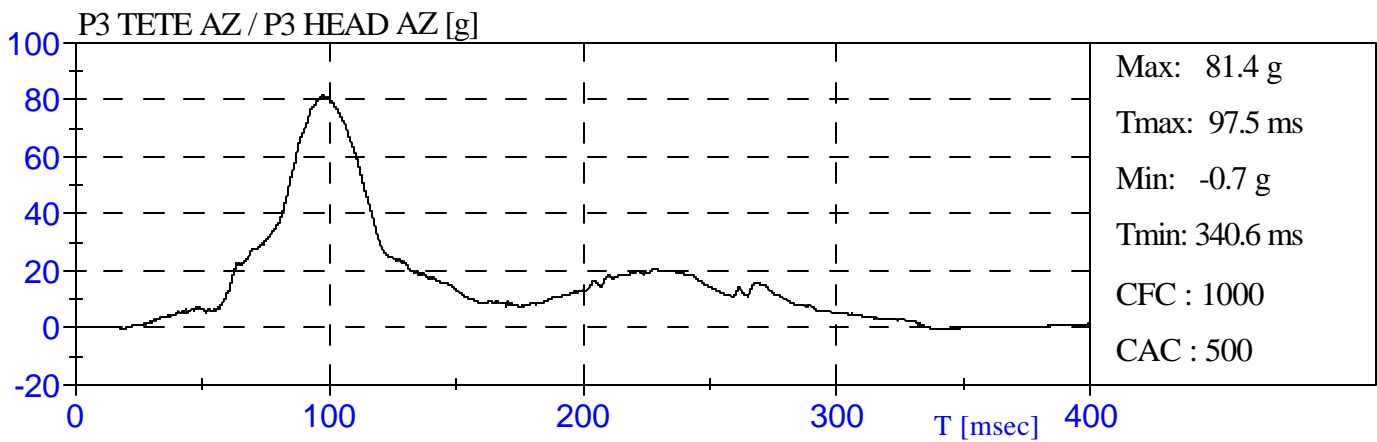
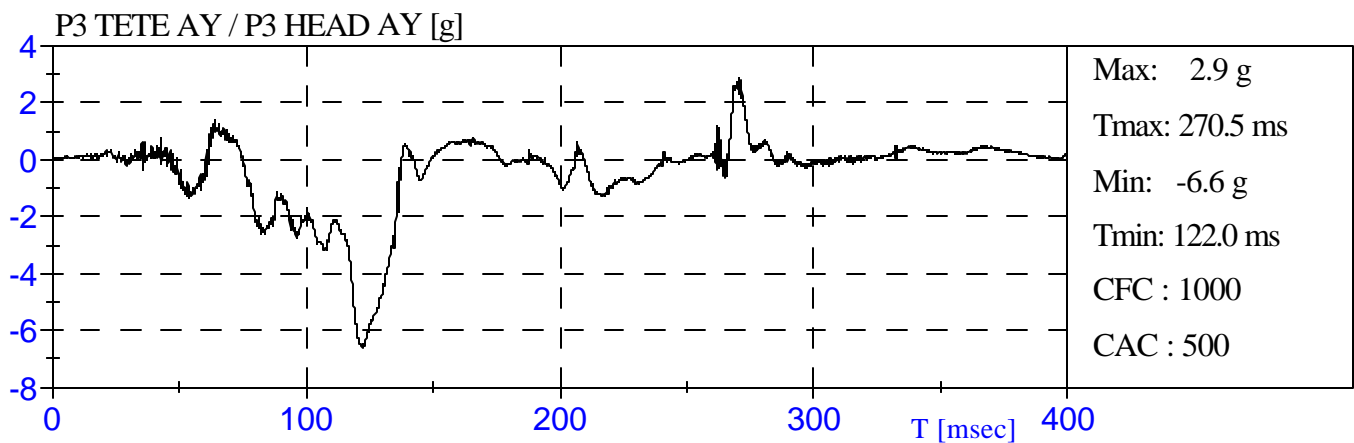
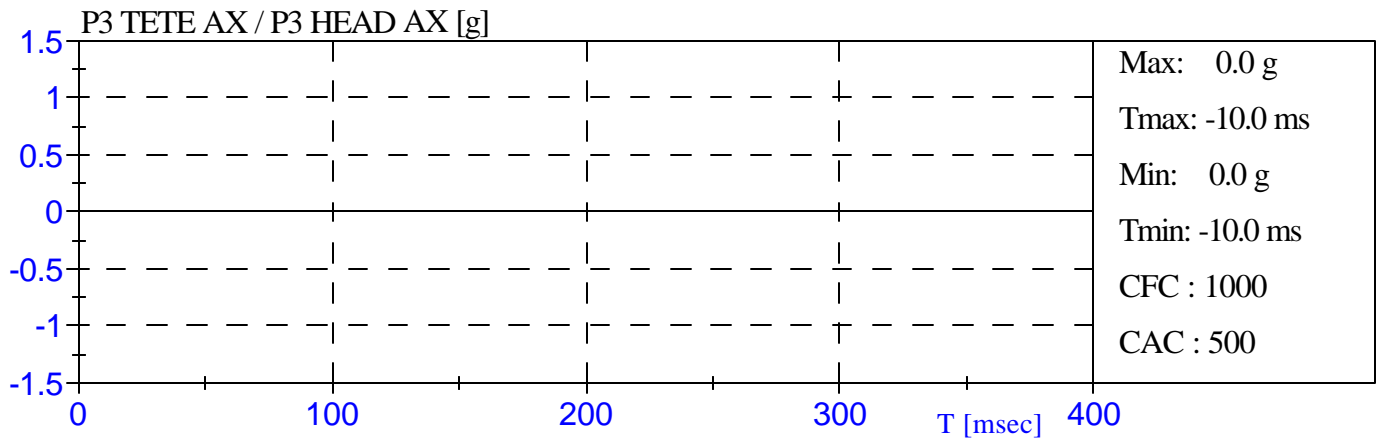


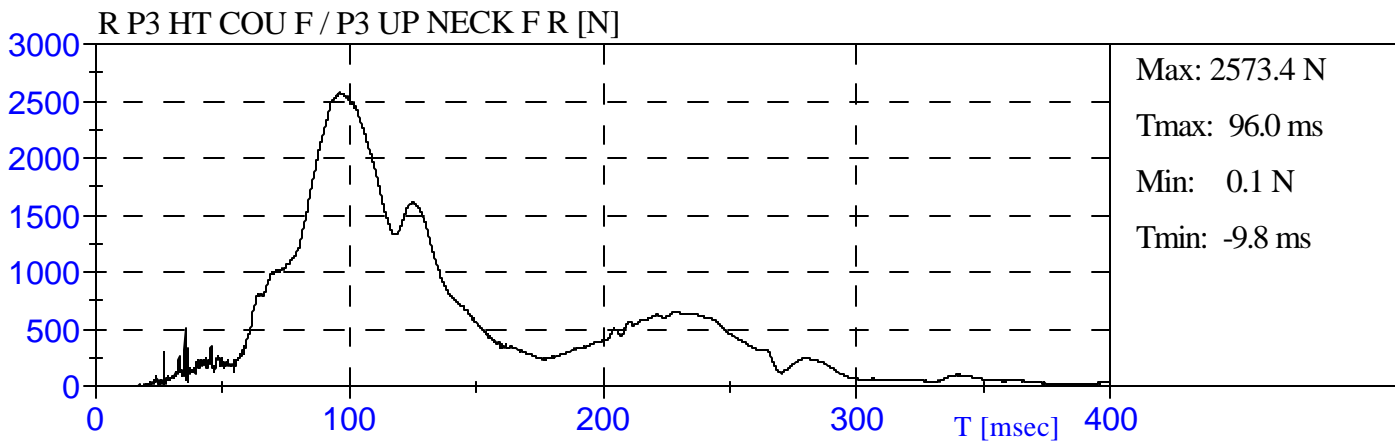
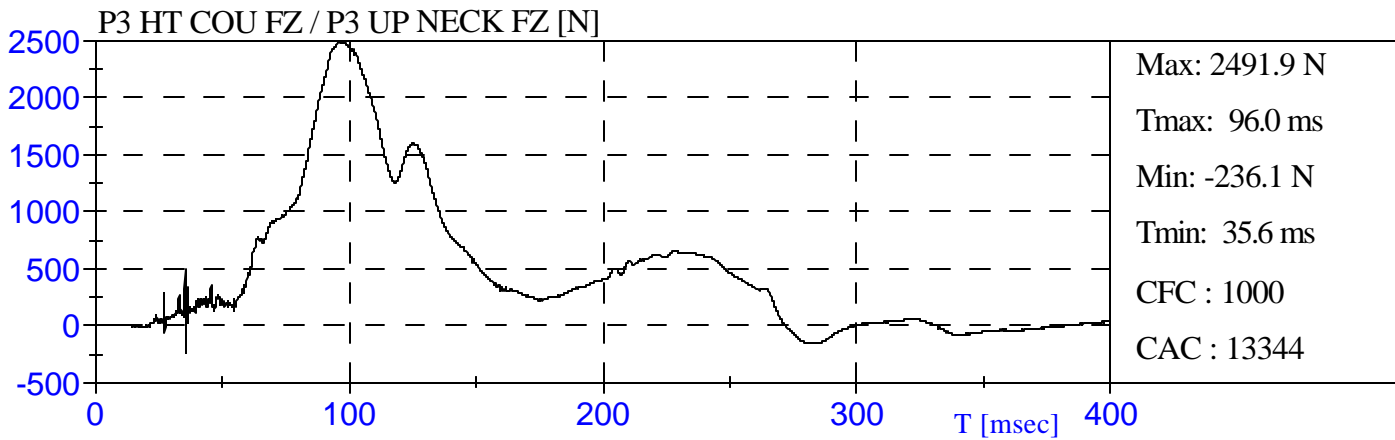
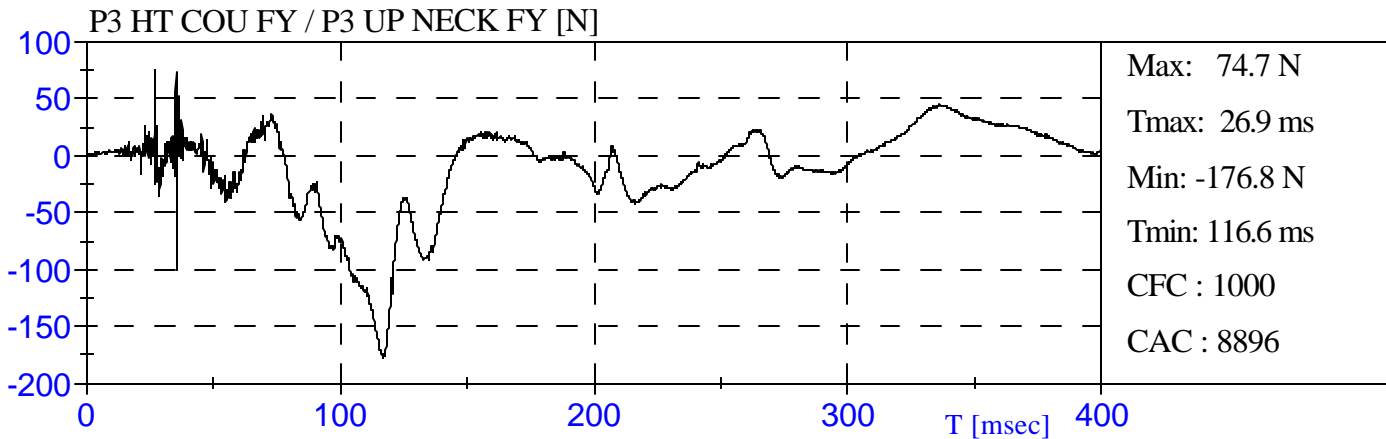
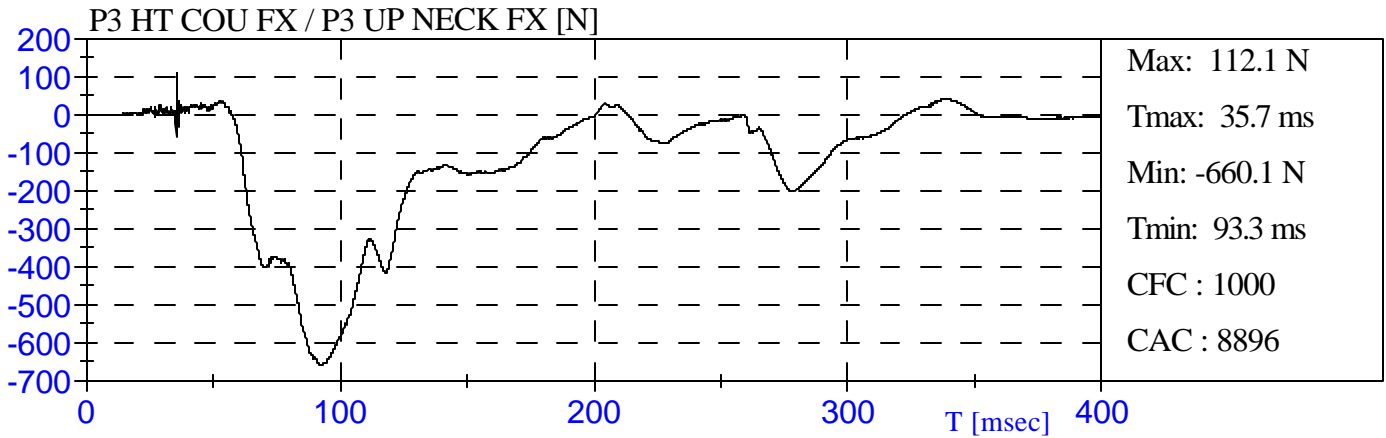


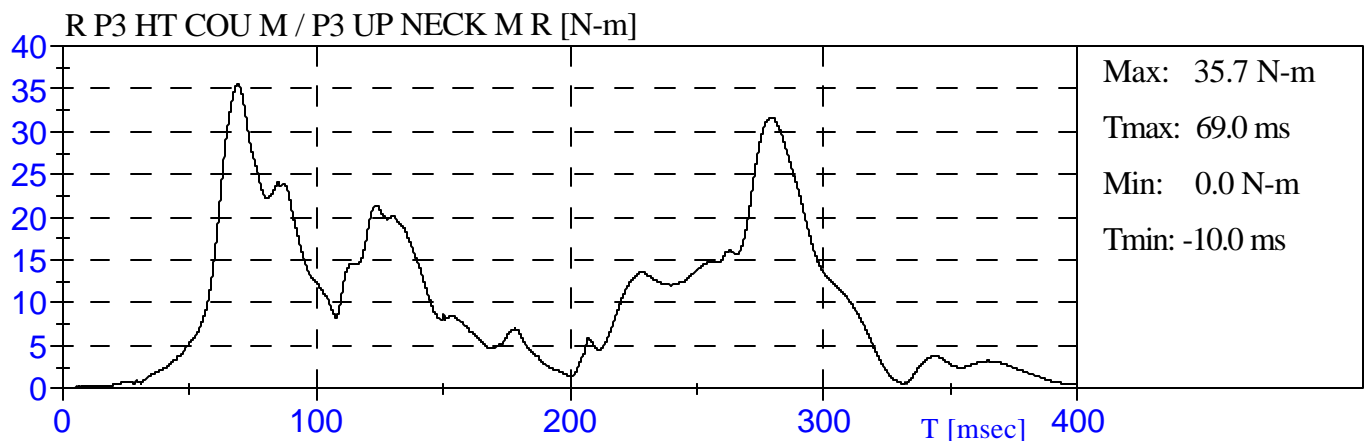
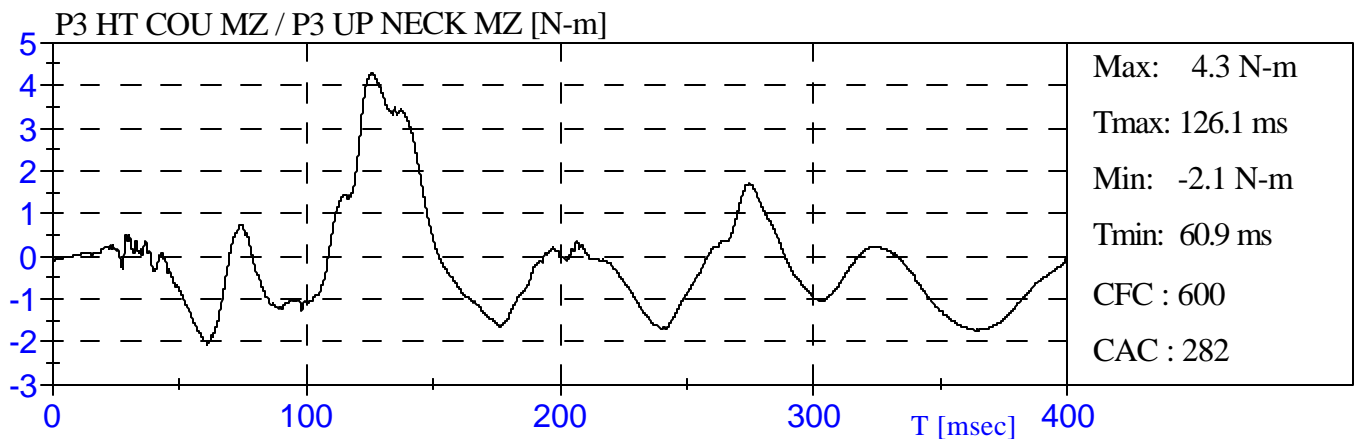
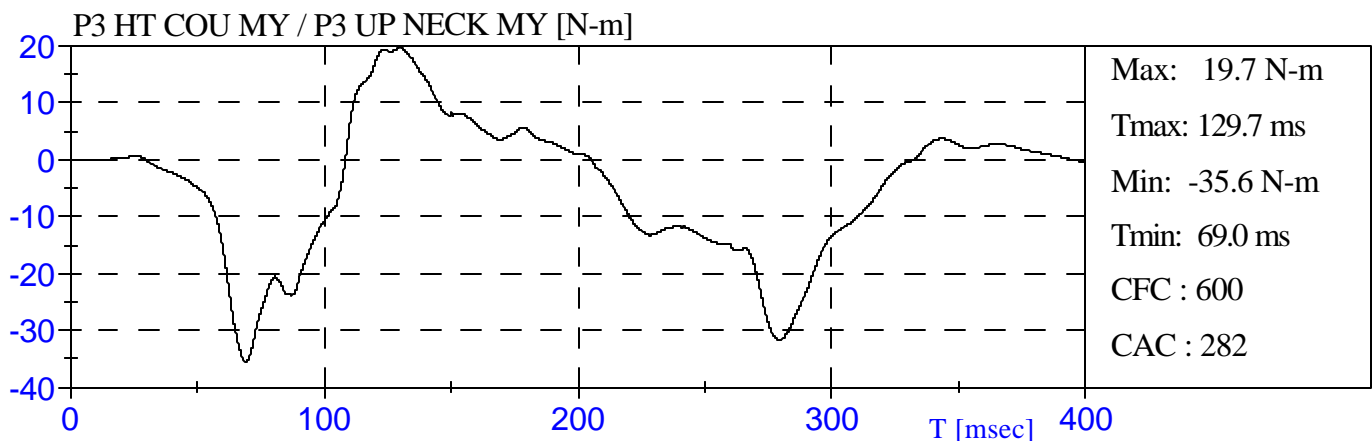
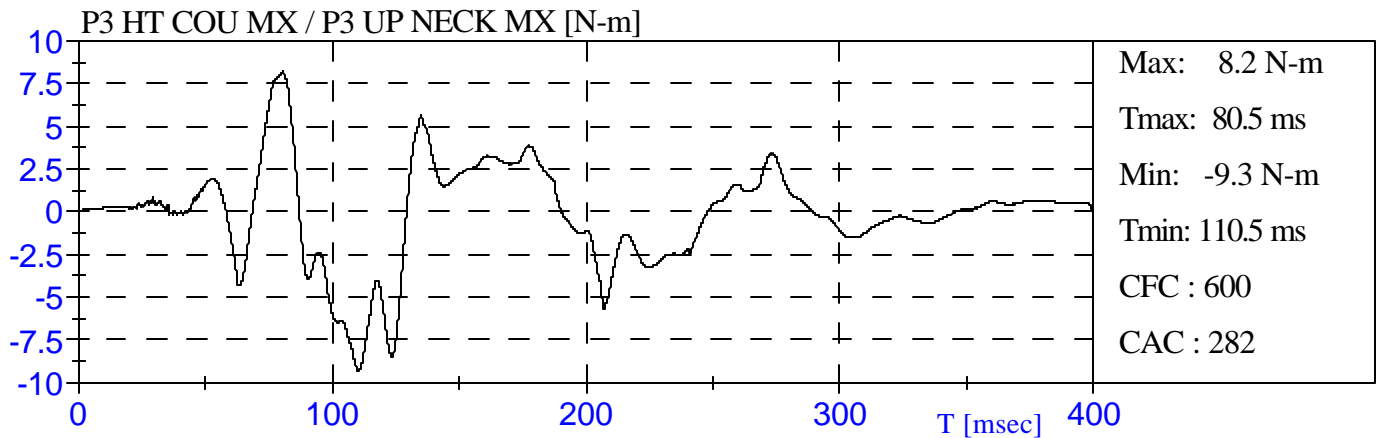


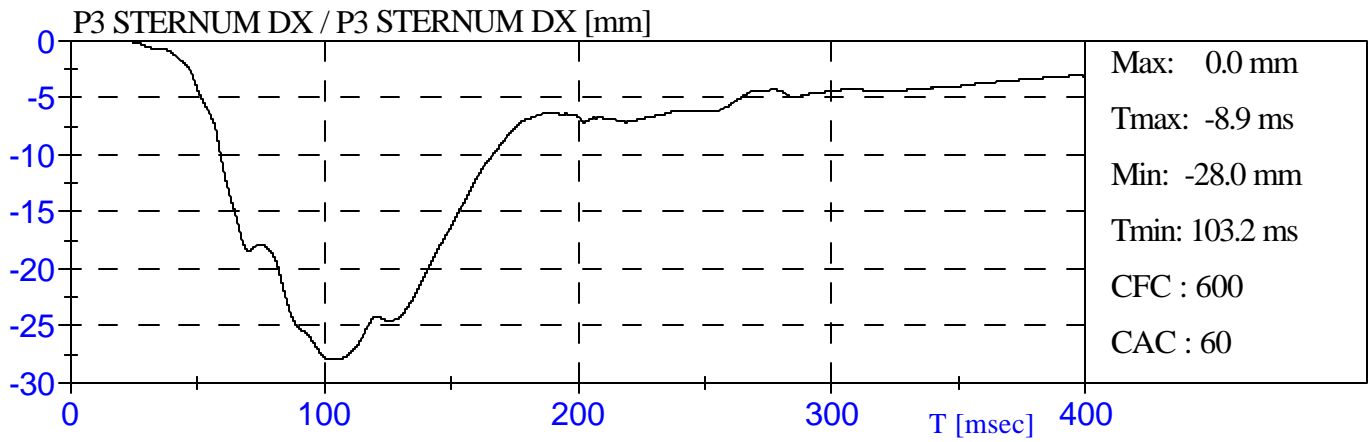


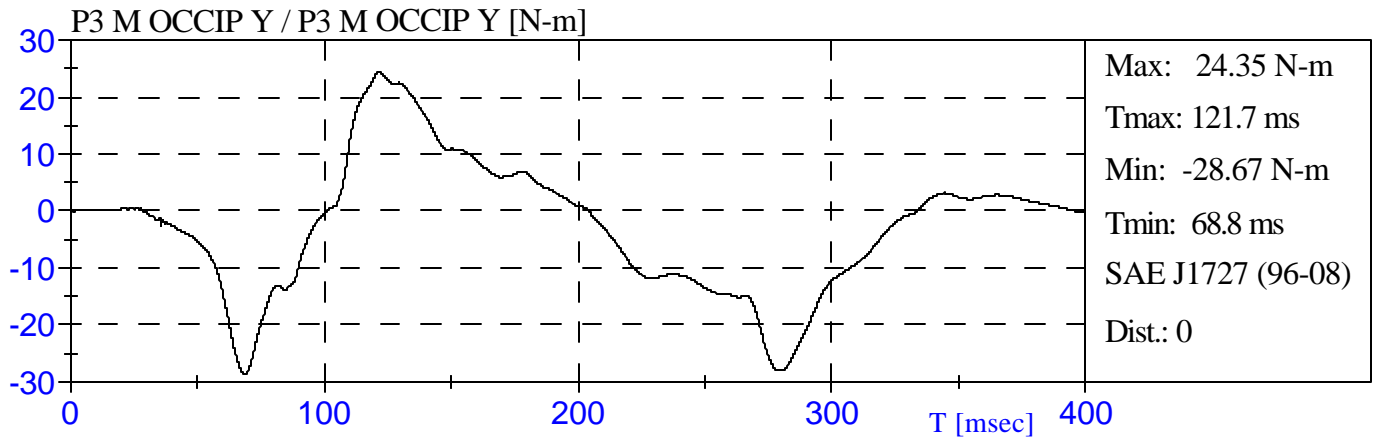


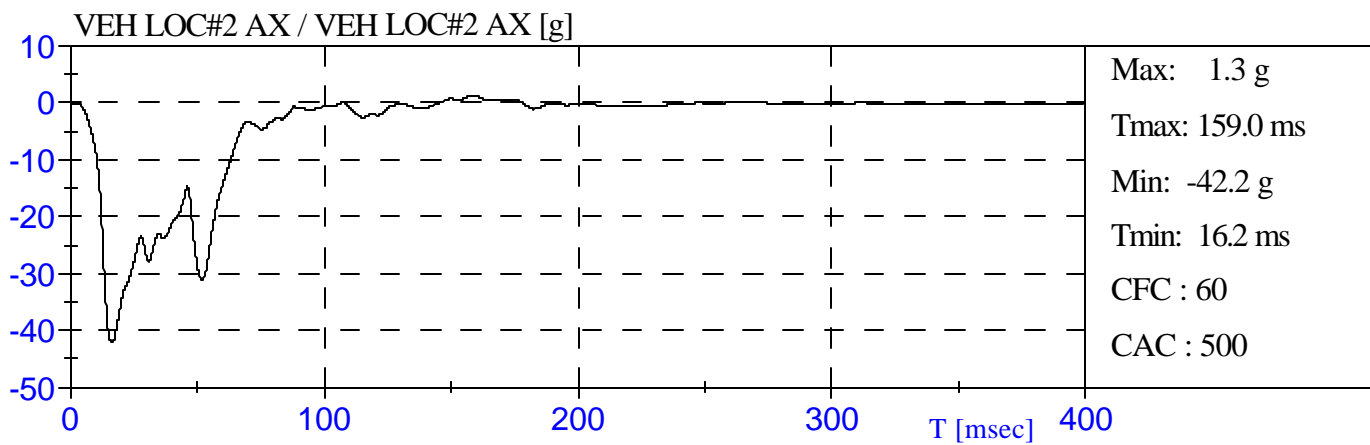
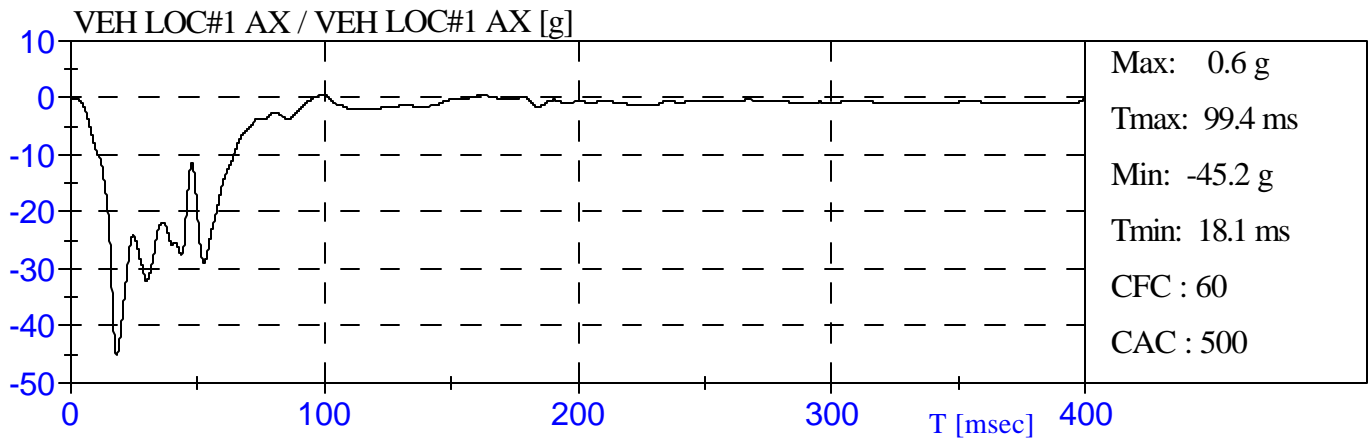


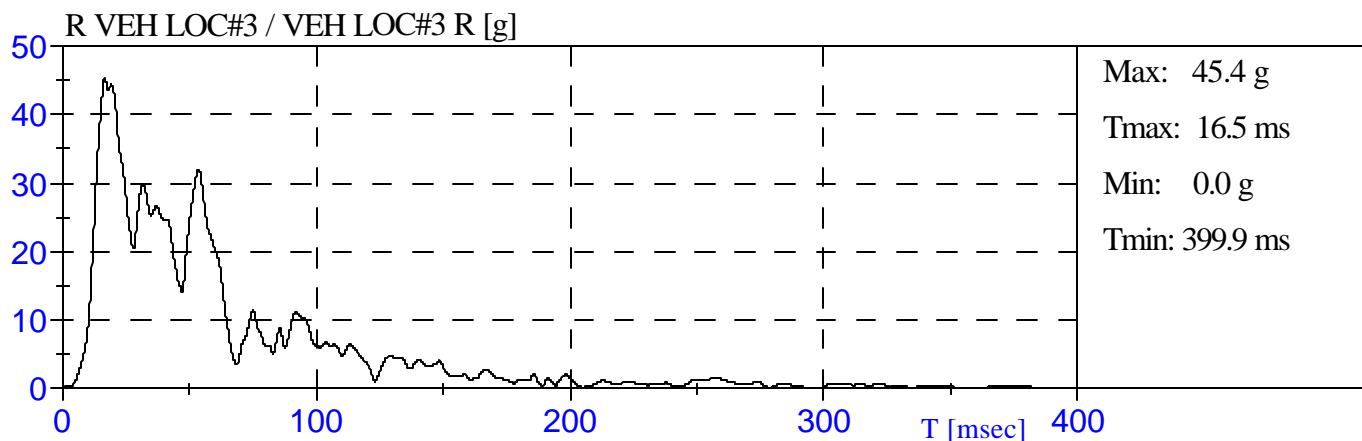
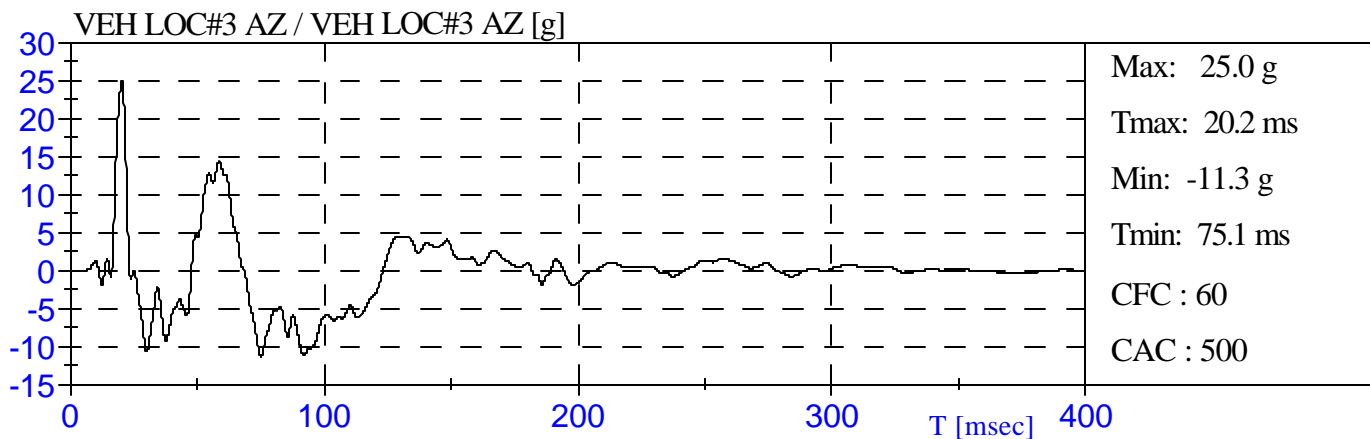
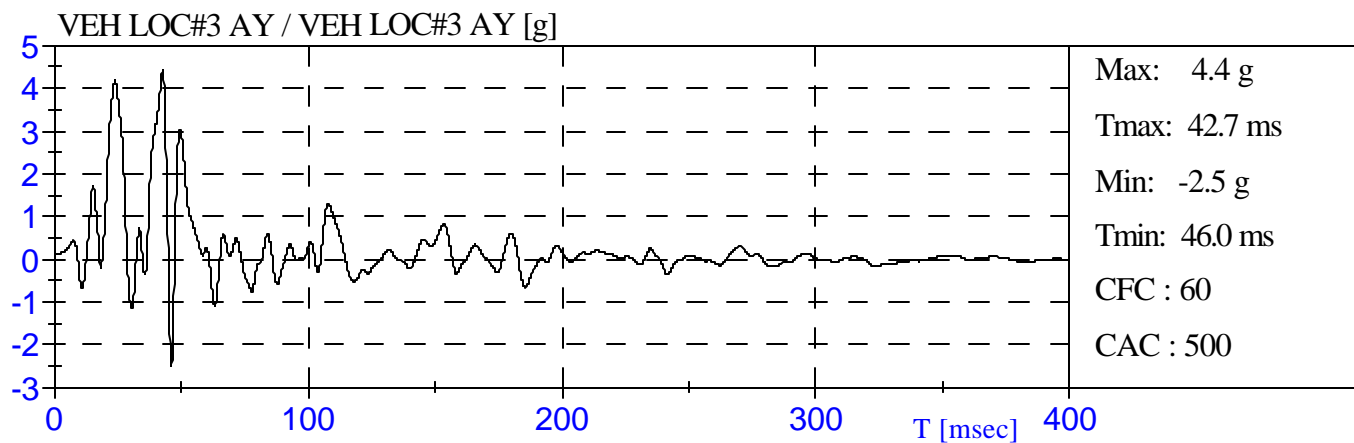
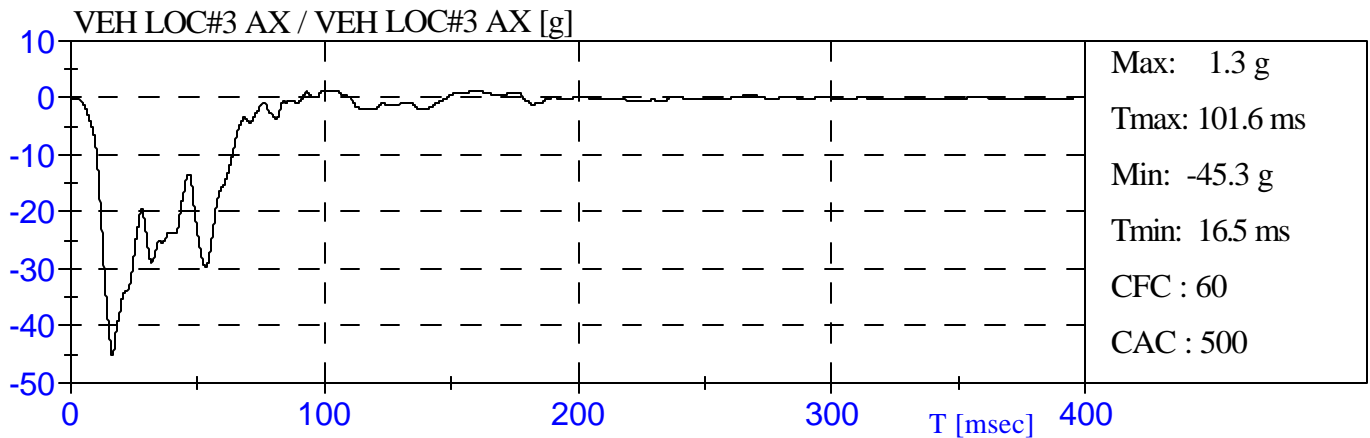


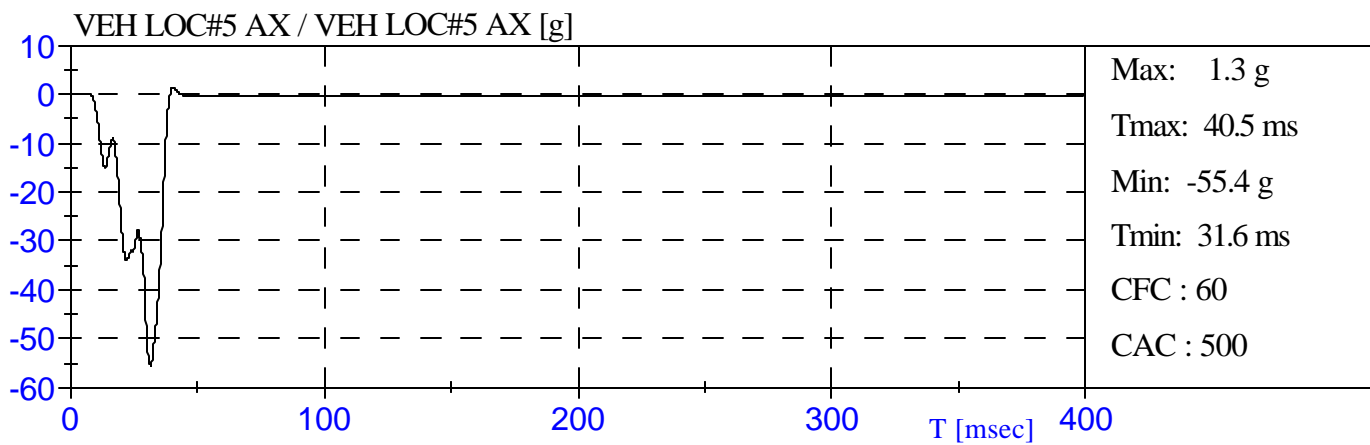
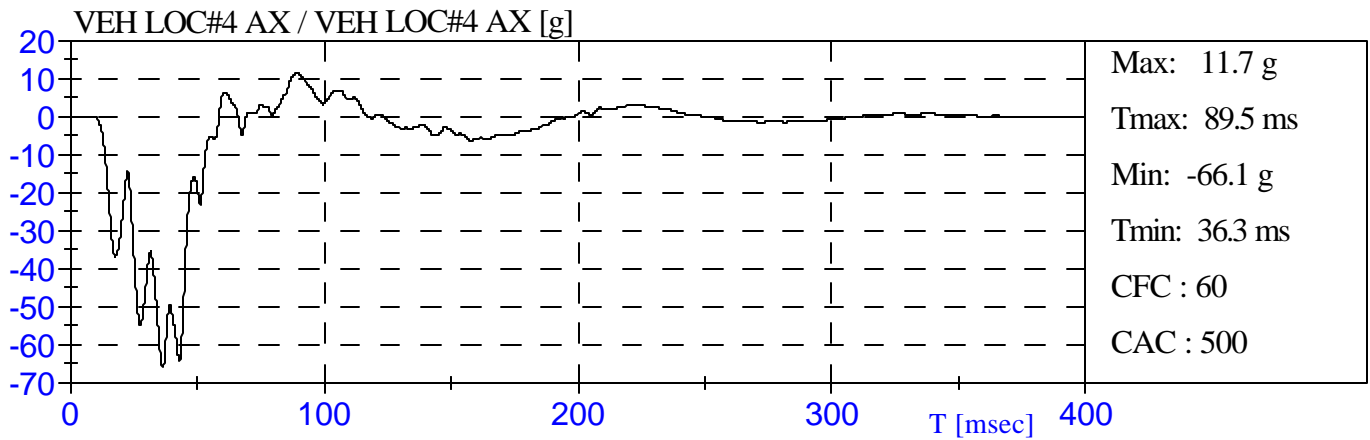


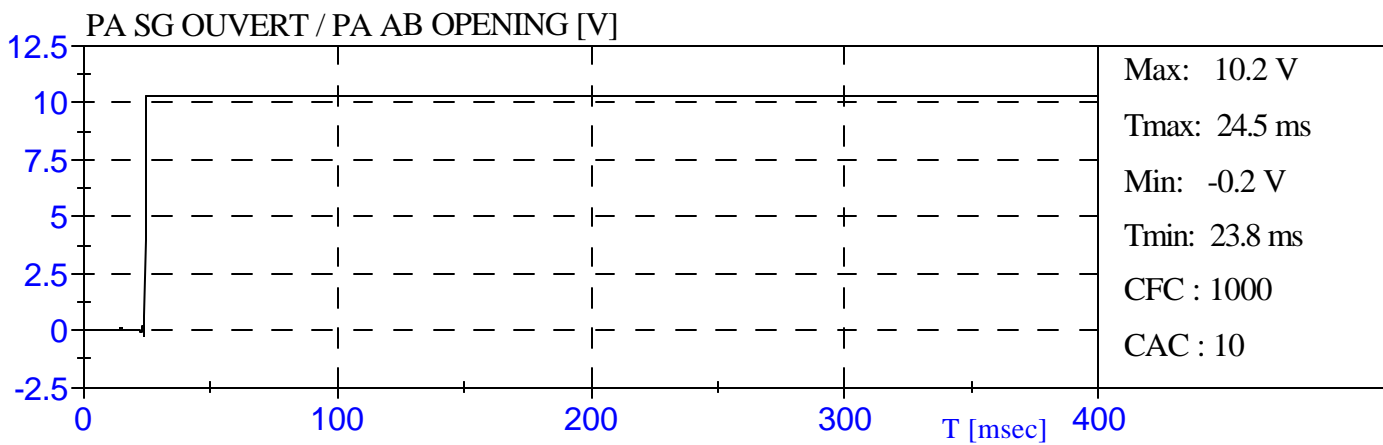
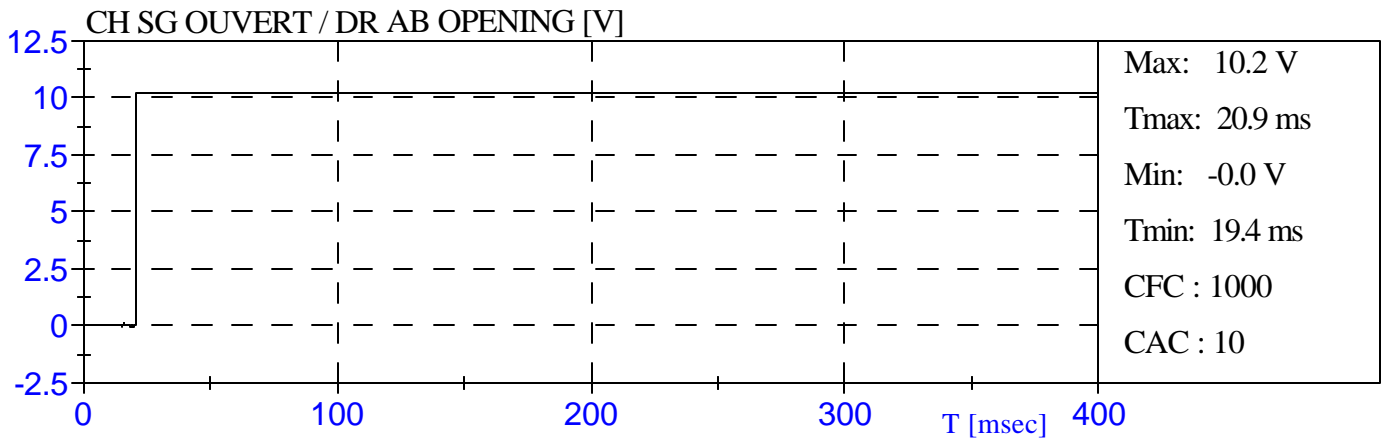


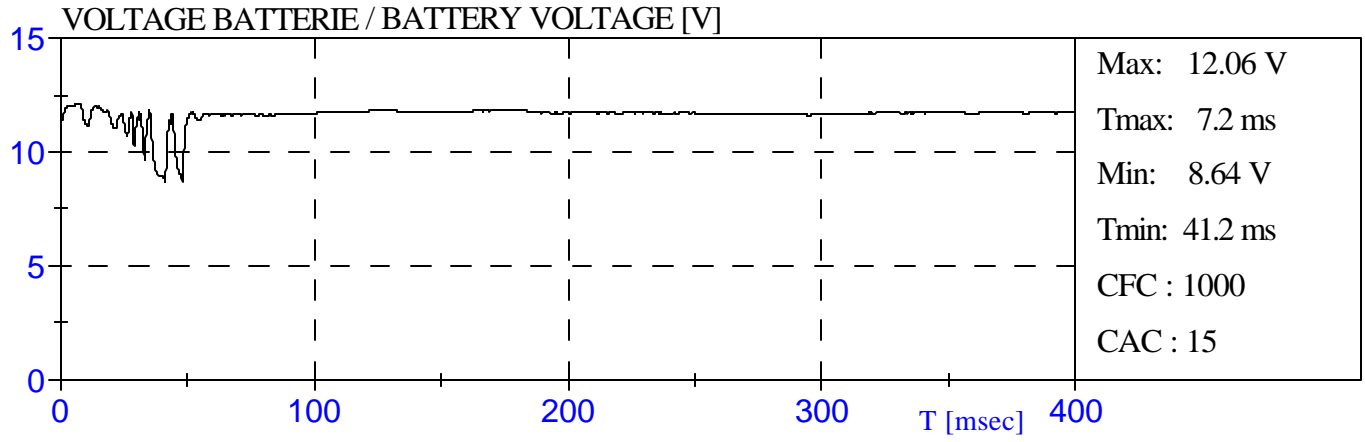


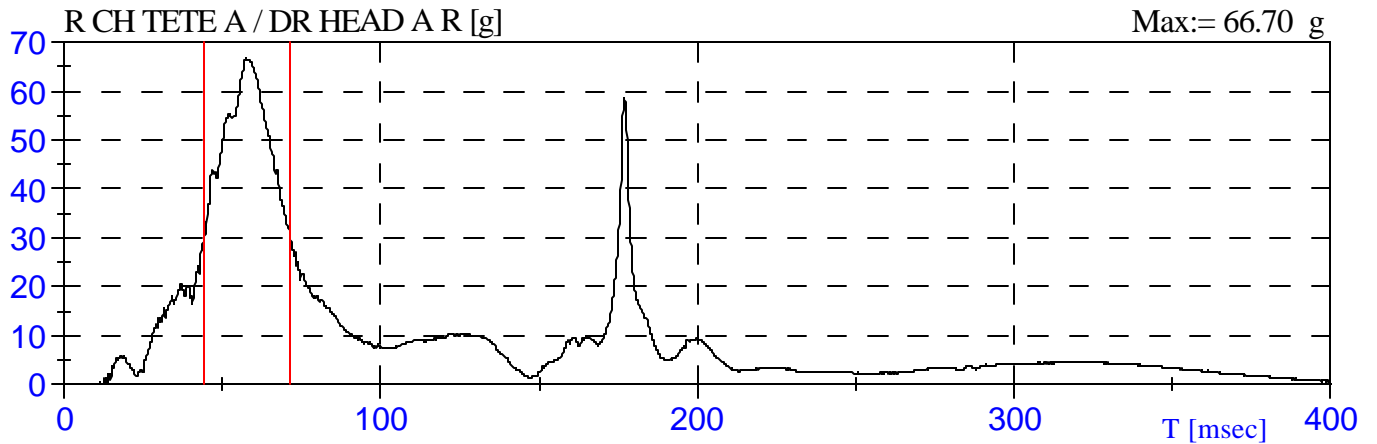








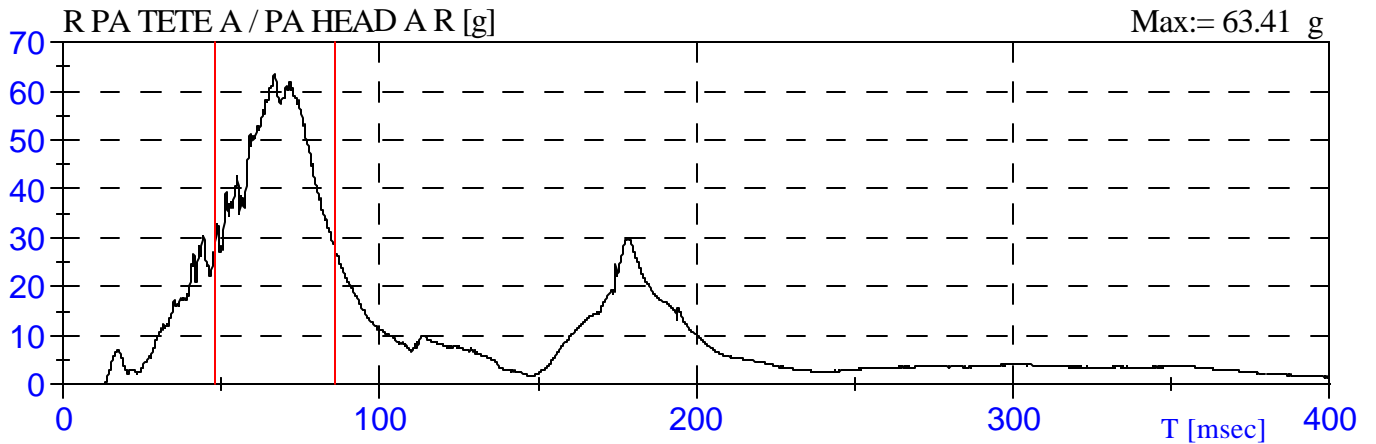




HEAD INJURY CRITERIA (HIC) \*  
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 490	HIC(36ms):= 490	HIC(15ms):= 396
T1:= 44.2 ms	T1:= 44.2 ms	T1:= 50.0 ms
T2:= 71.3 ms	T2:= 71.3 ms	T2:= 65.0 ms

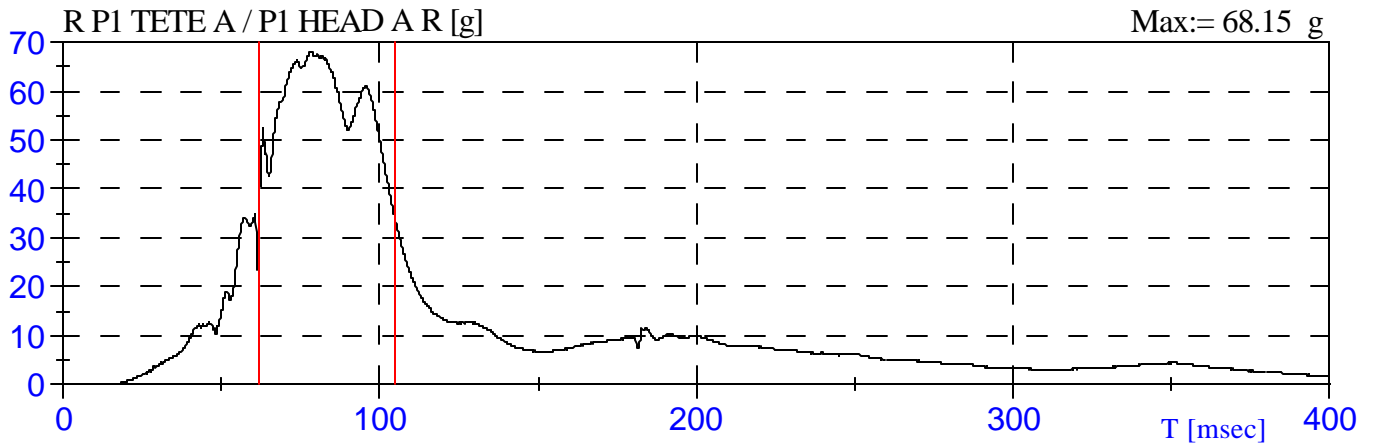
\* Selon / According To: SAE J1727 96-08



HEAD INJURY CRITERIA (HIC) \*  
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 558	HIC(36ms):= 556	HIC(15ms):= 387
T1:= 47.9 ms	T1:= 48.3 ms	T1:= 61.4 ms
T2:= 85.9 ms	T2:= 84.3 ms	T2:= 76.4 ms

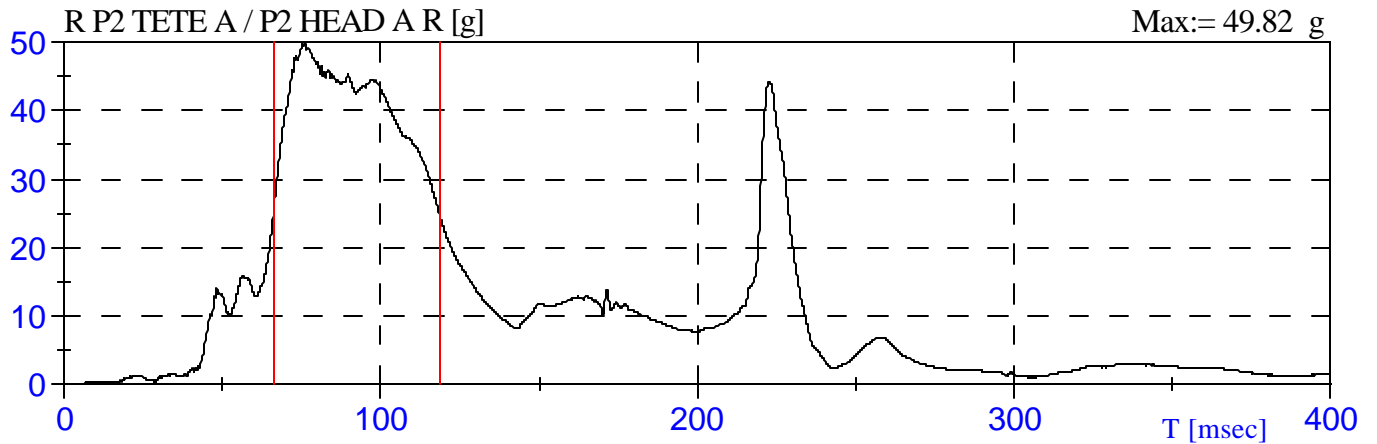
\* Selon / According To: SAE J1727 96-08



**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

HIC:= 1055	HIC(36ms):= 999	HIC(15ms):= 527
T1:= 62.0 ms	T1:= 65.6 ms	T1:= 70.8 ms
T2:= 104.6 ms	T2:= 101.6 ms	T2:= 85.8 ms

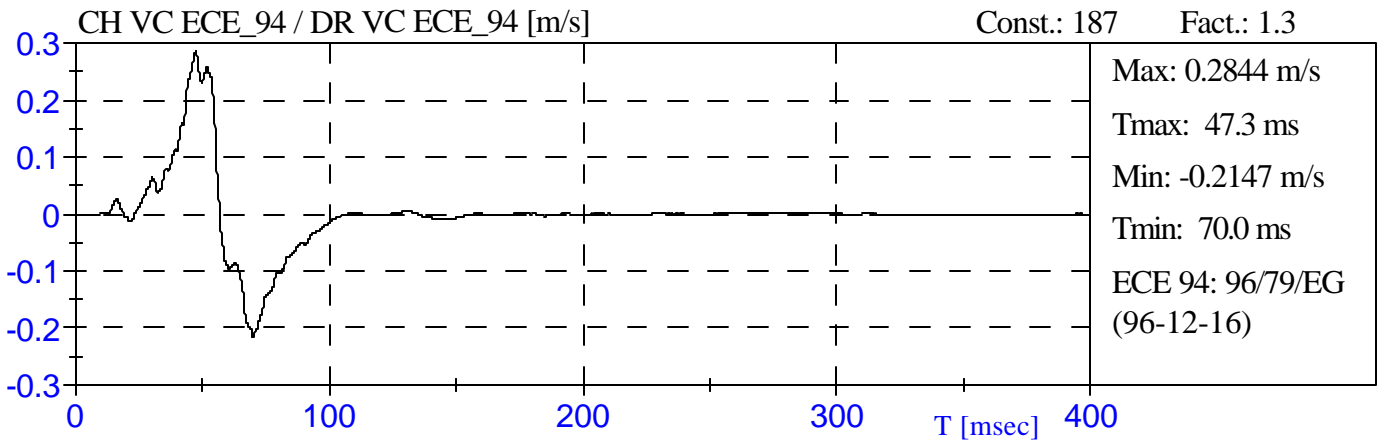
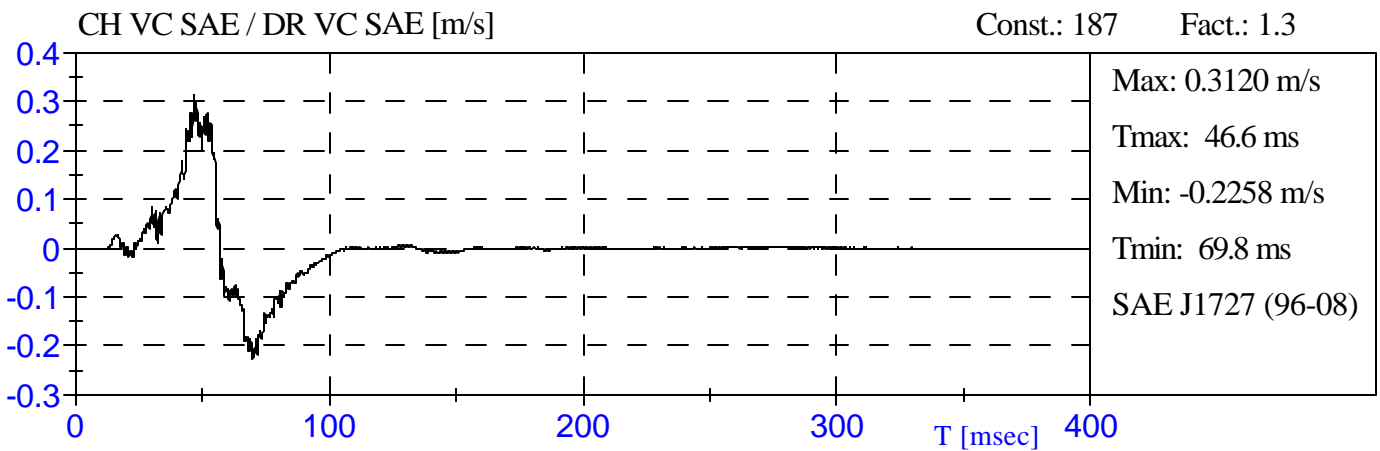
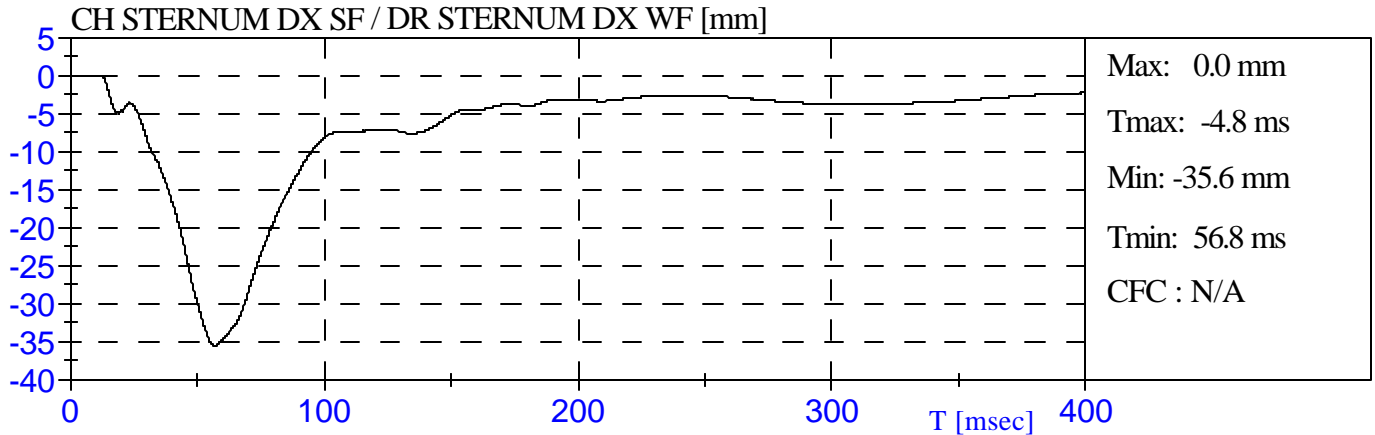
\* Selon / According To: SAE J1727 96-08

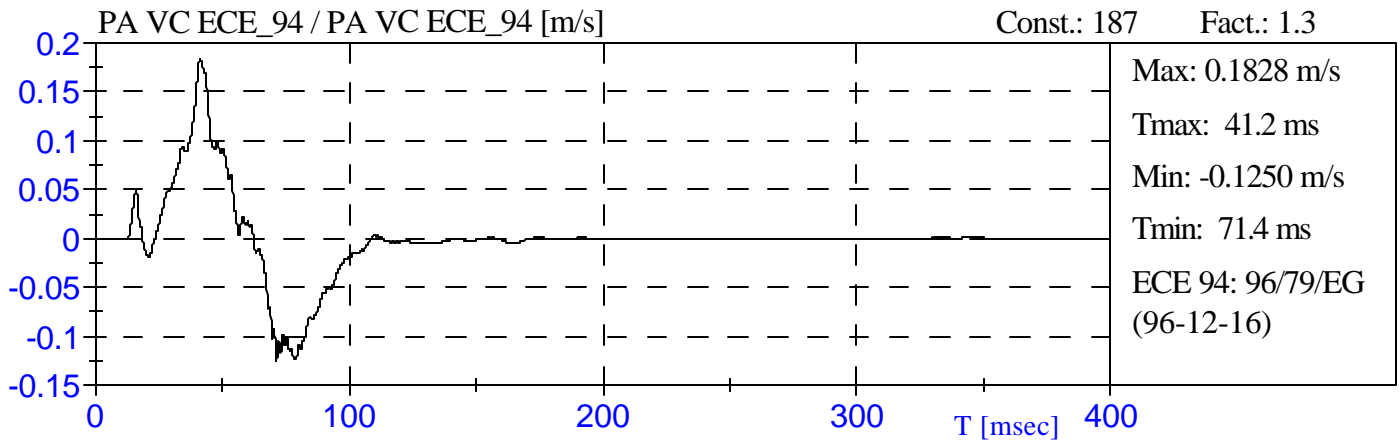
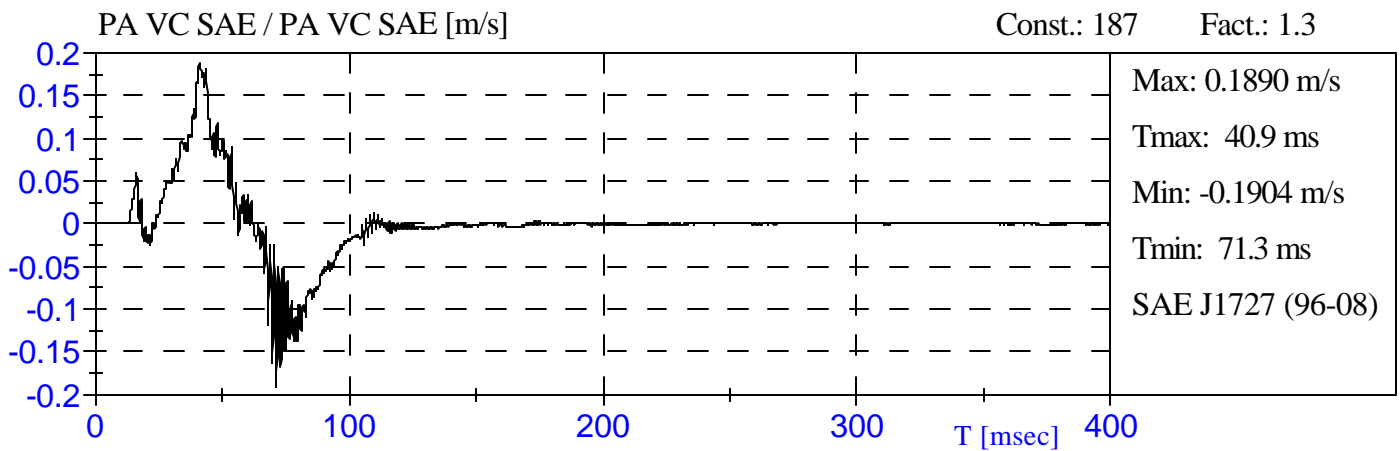
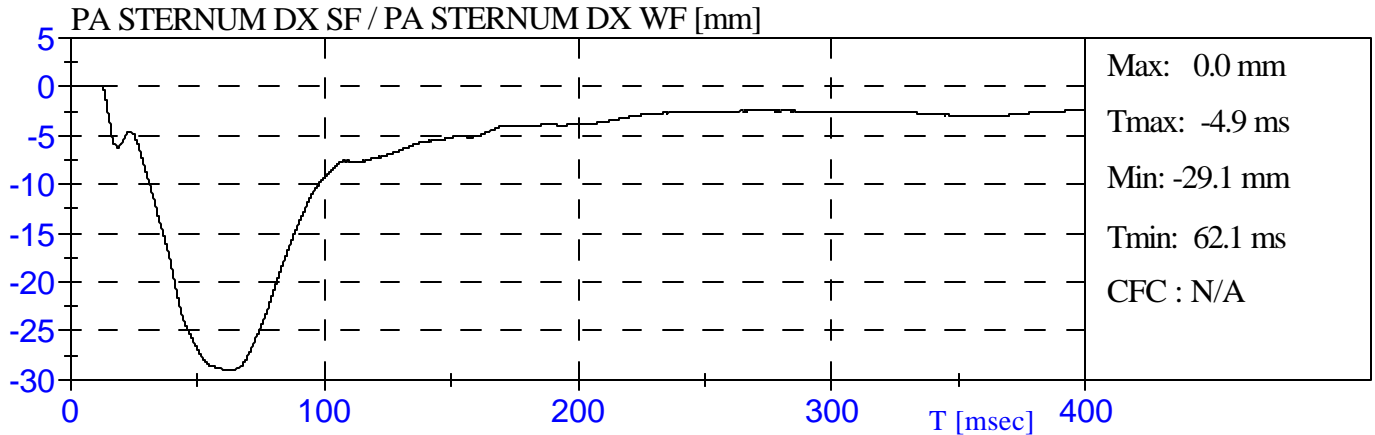


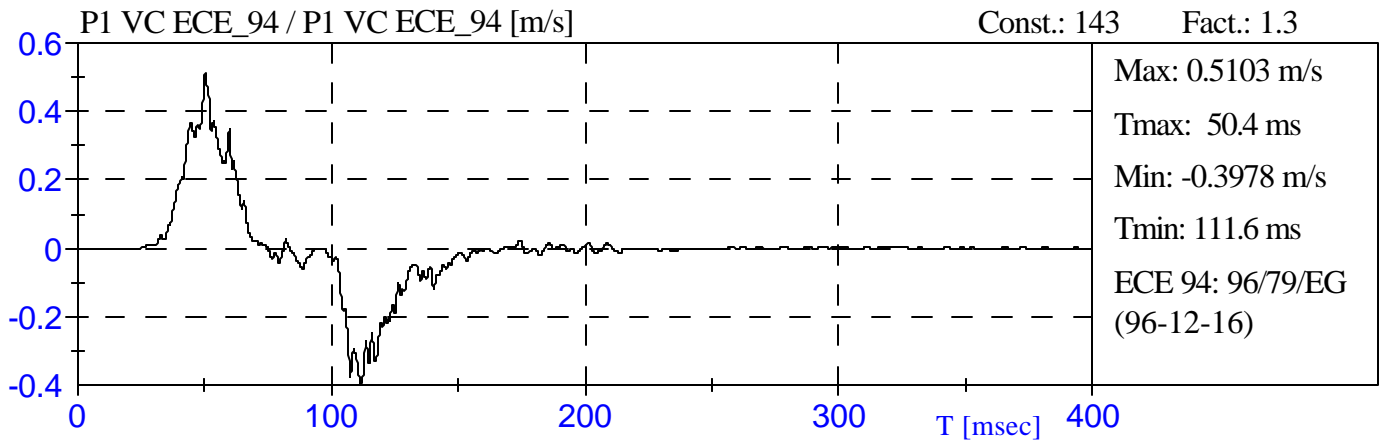
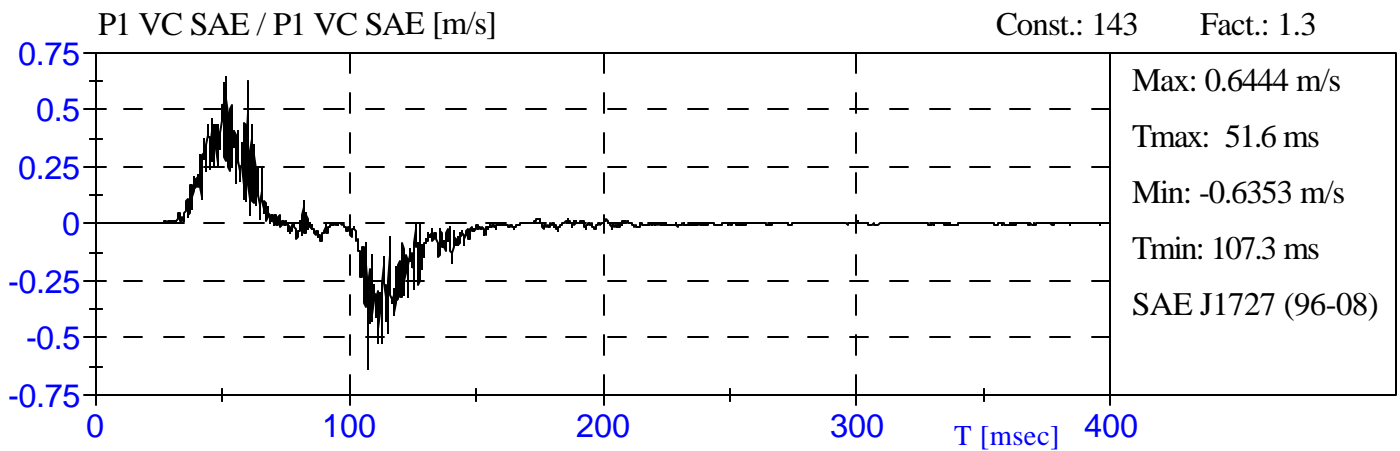
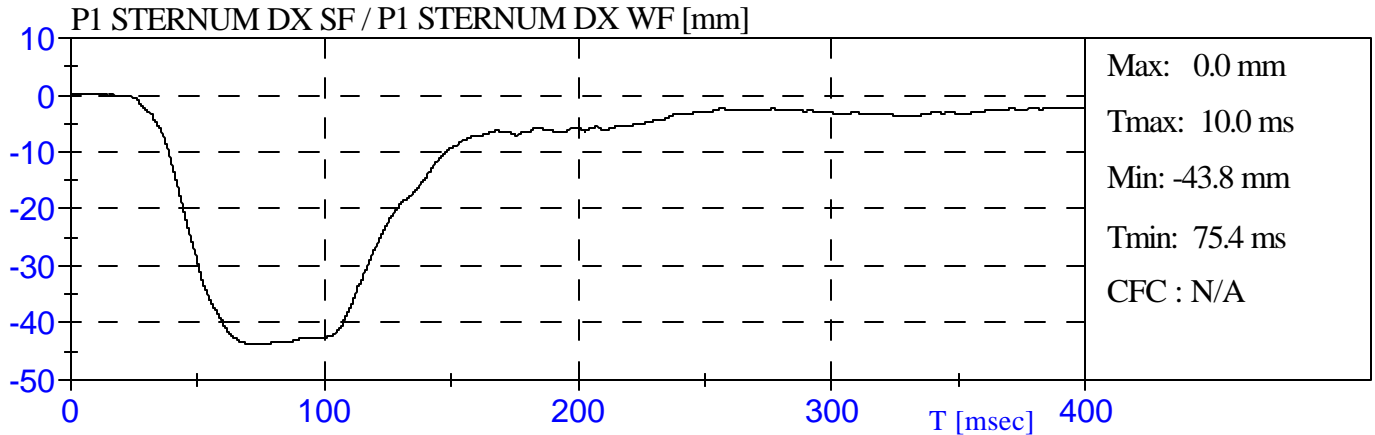
**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

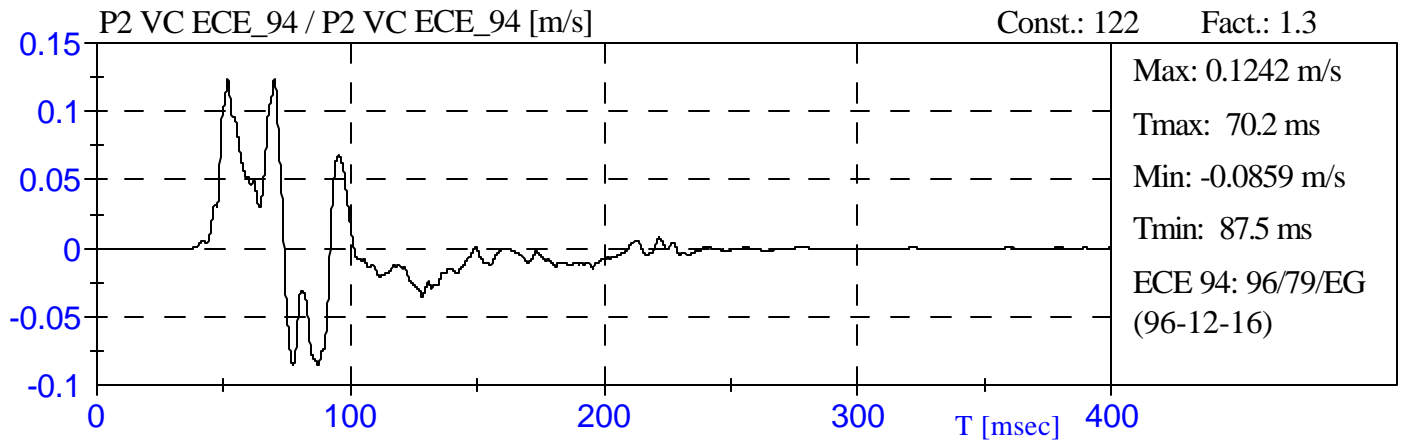
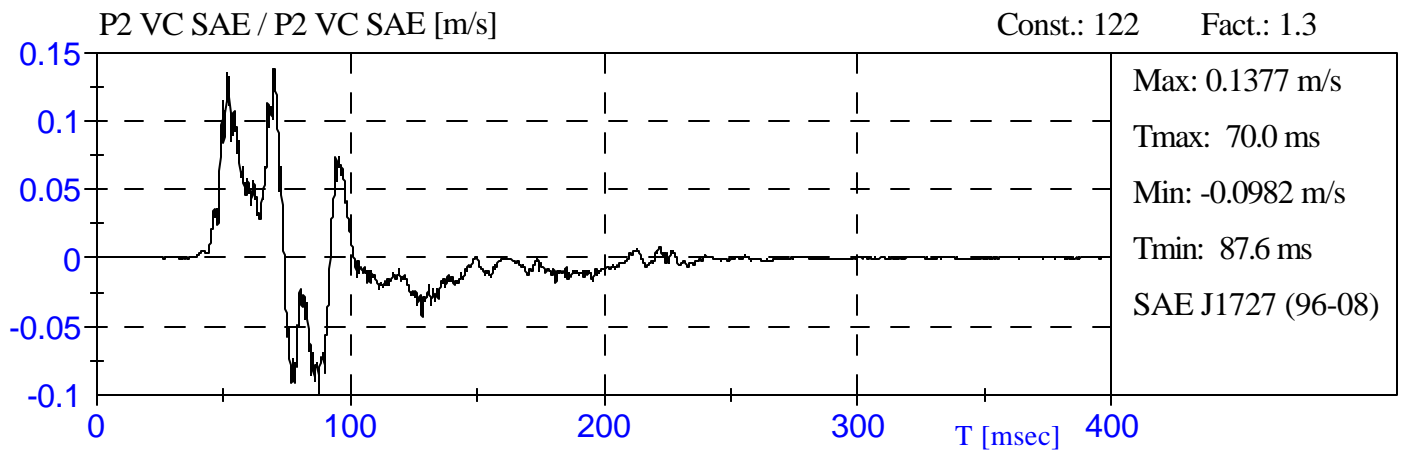
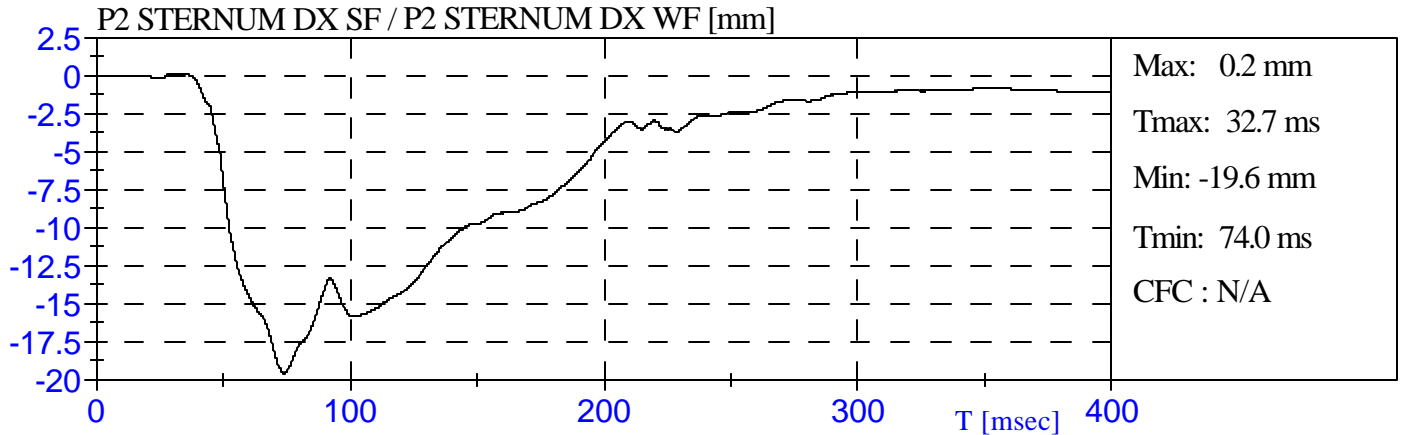
HIC:= 556	HIC(36ms):= 474	HIC(15ms):= 225
T1:= 66.0 ms	T1:= 69.2 ms	T1:= 71.6 ms
T2:= 118.8 ms	T2:= 105.2 ms	T2:= 86.6 ms

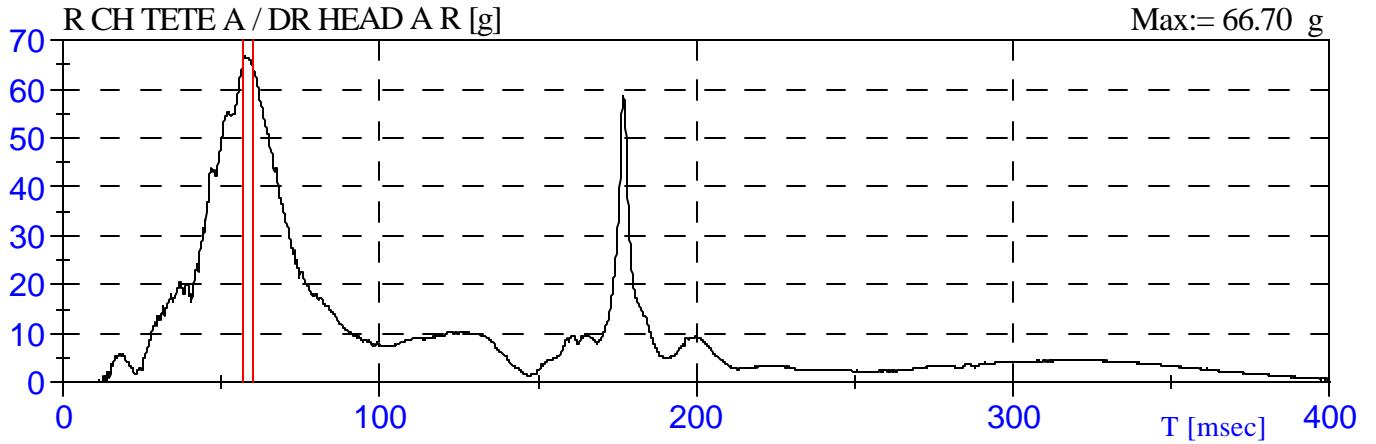
\* Selon / According To: SAE J1727 96-08





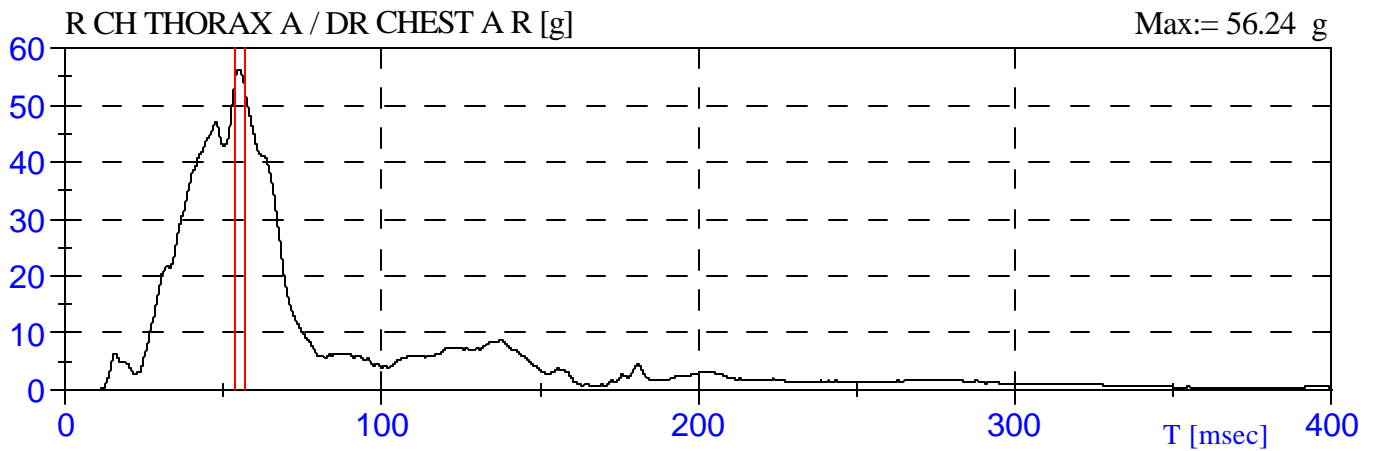






CLIP 3ms \*

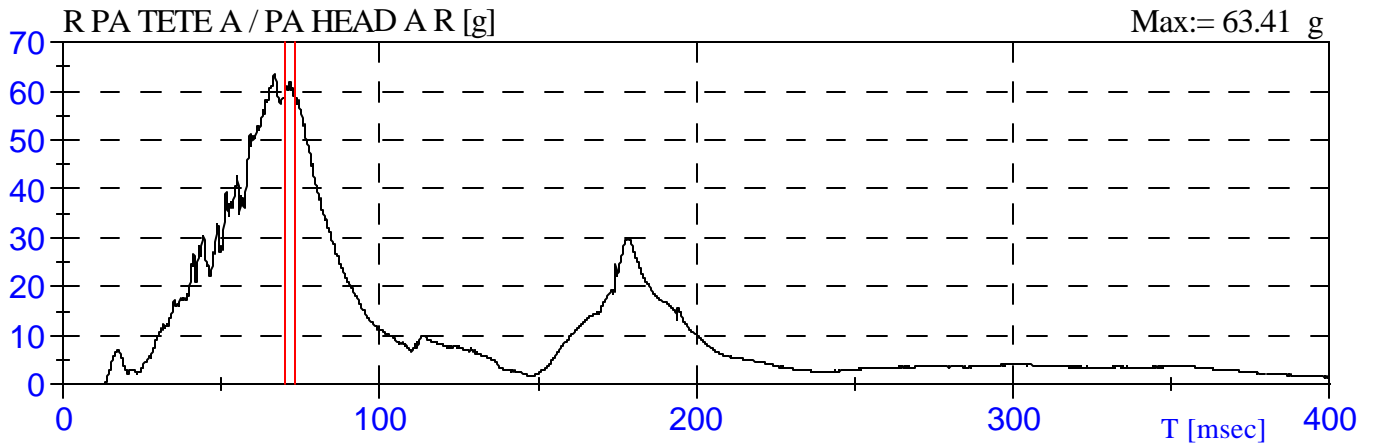
Acc. := 64.86 g	T1:= 56.7 ms	T2:= 59.7 ms
-----------------	--------------	--------------



CLIP 3ms \*

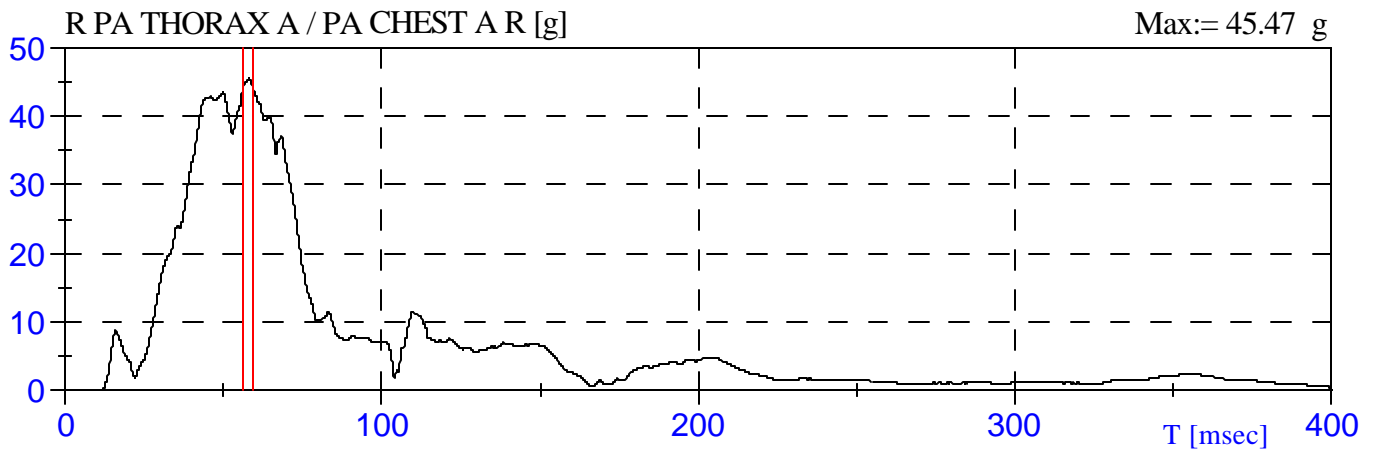
Acc. := 53.67 g	T1:= 53.6 ms	T2:= 56.6 ms
-----------------	--------------	--------------

\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms \*

Acc. := 59.00 g	T1:= 69.9 ms	T2:= 73.1 ms
-----------------	--------------	--------------



CLIP 3ms \*

Acc. := 44.22 g	T1:= 56.3 ms	T2:= 59.3 ms
-----------------	--------------	--------------

\* 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	<b>0.333</b>	<b>0.474</b>
BAS / LOWER	<b>0.484</b>	<b>0.502</b>

TI Passager / Passenger

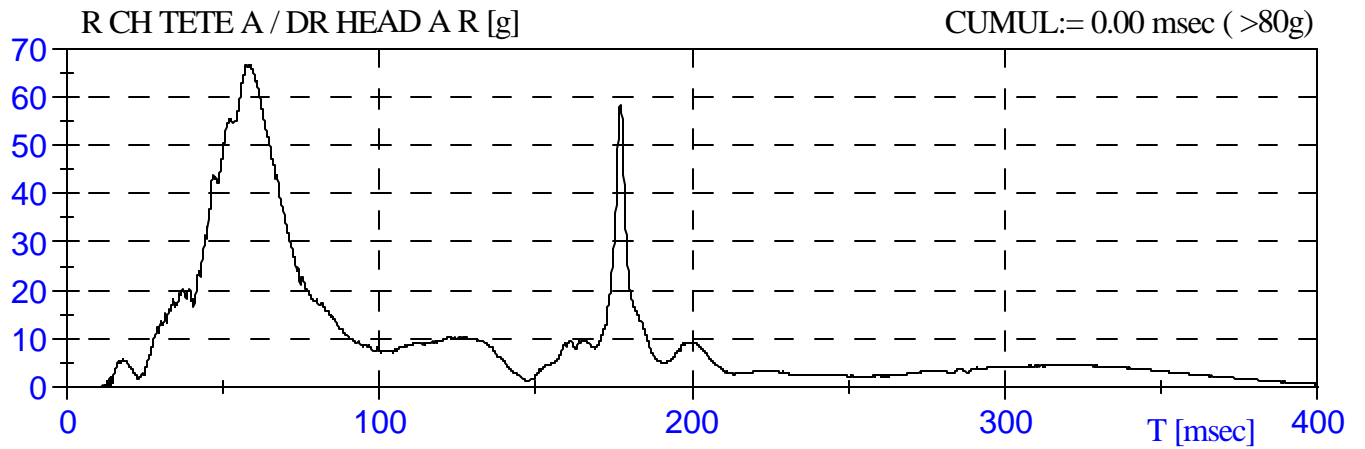
Mc := 115 N-m

Fc := 22.9 kN

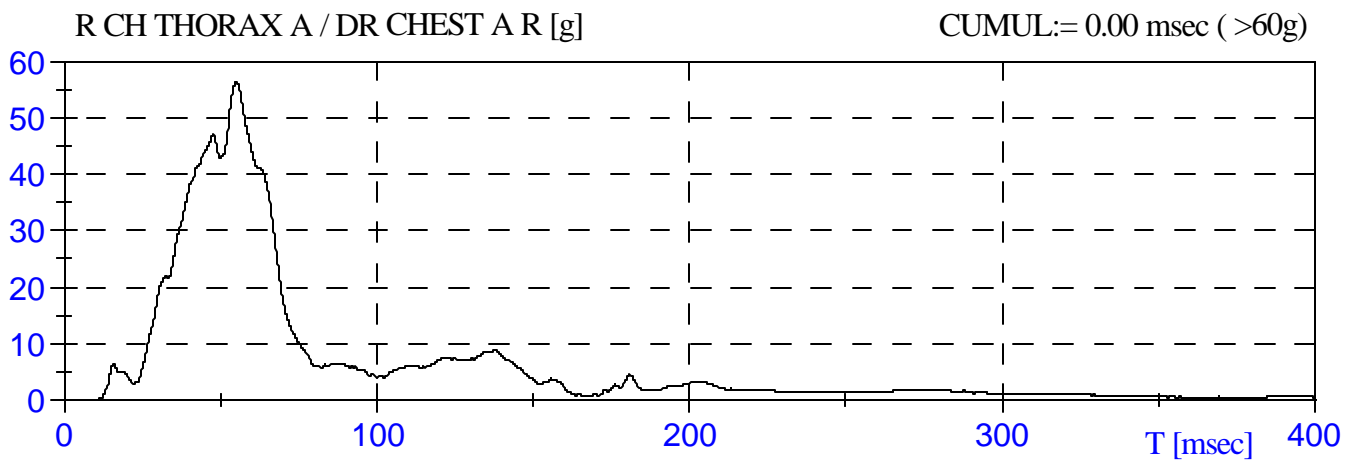
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	<b>0.448</b>	<b>0.923</b>
BAS / LOWER	<b>0.516</b>	<b>0.309</b>

\* Selon / According To: SAE J1727 AUG 96

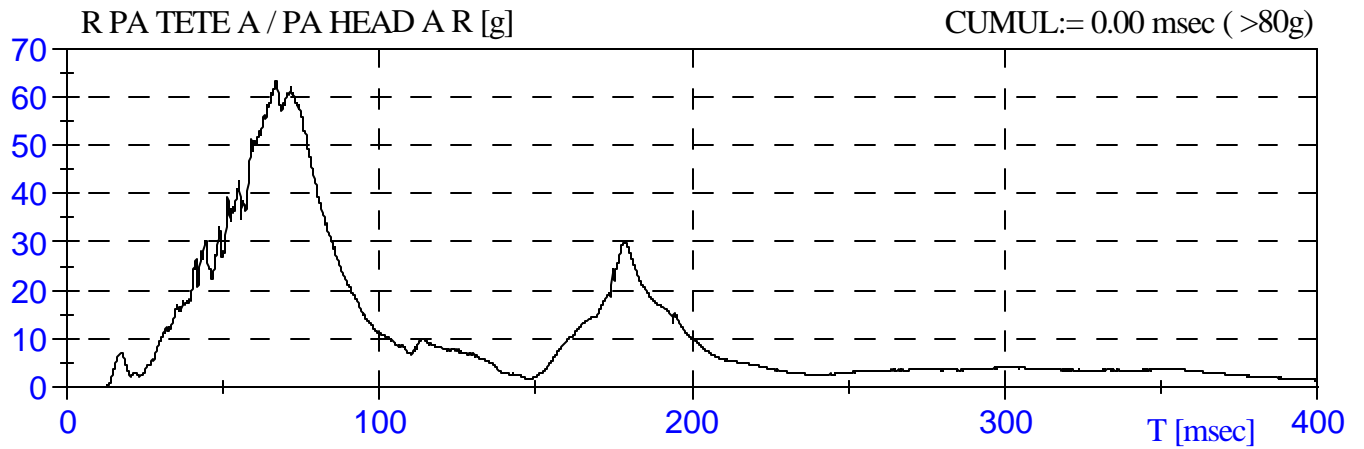
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



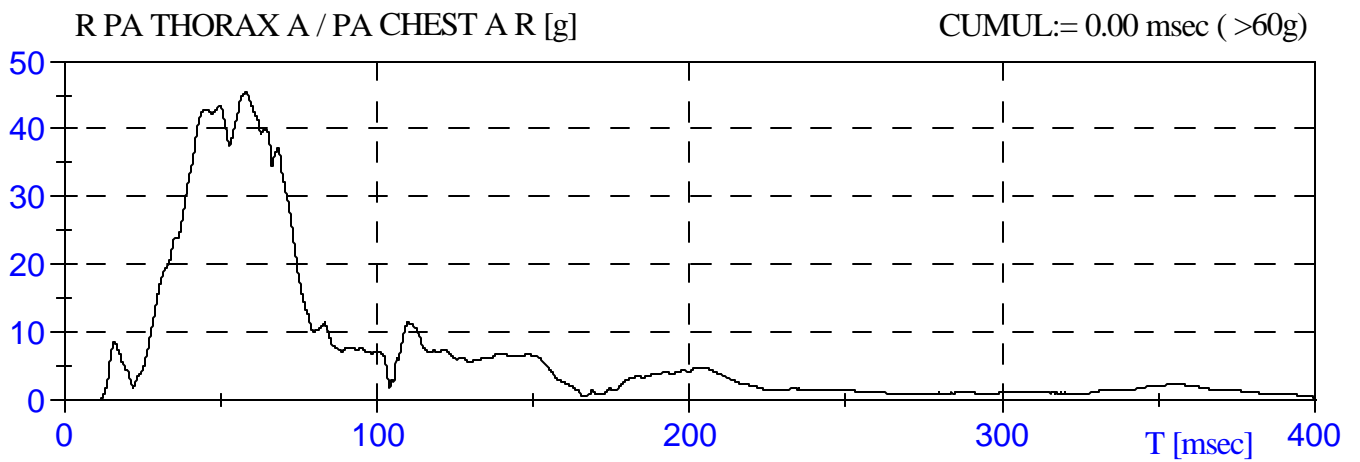
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



### Chauffeur / Driver

$$N_{ij}^* = 1.14$$

Valeurs critiques  
Criticals Values

N te	N ce	N tf	N cf	Tc 4287
				Cc 3880
1.14	0.30	0.15	0.19	Fc 155
				Ec 67

### Passager / Passenger

$$N_{ij}^* = 0.53$$

Valeurs critiques  
Criticals Values

N te	N ce	N tf	N cf	Tc 4287
				Cc 3880
0.53	0.47	0.10	0.22	Fc 155
				Ec 67

\* Selon / According To: Federal Register 5/2000

**COMMENTAIRES / COMMENTS**

CH CT EPINE AX:        Transitoire réparé de 112.2 ms à 179.4 ms.  
P3 TETE AX:            N'est pas valide.  
VEH LOC#5 AX:        N'est pas valide à partir de 36.1 ms.

DR CT SPINE AX:       Glitches removed from 112.2 ms to 179.4 ms.  
P3 HEAD AX:           Is not valid.  
VEH LOC#5 AX:        Is not valid from 36.1 ms.