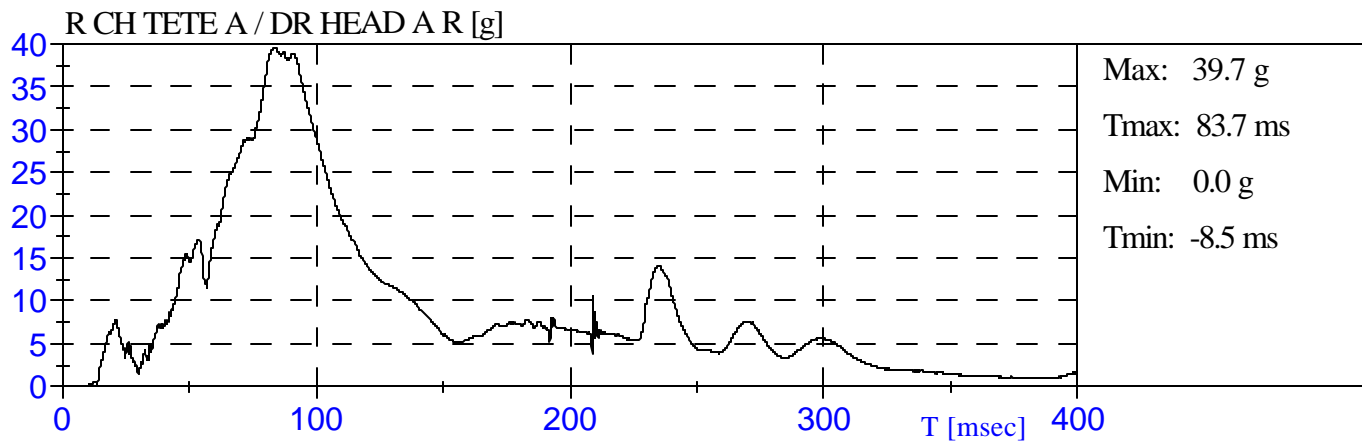
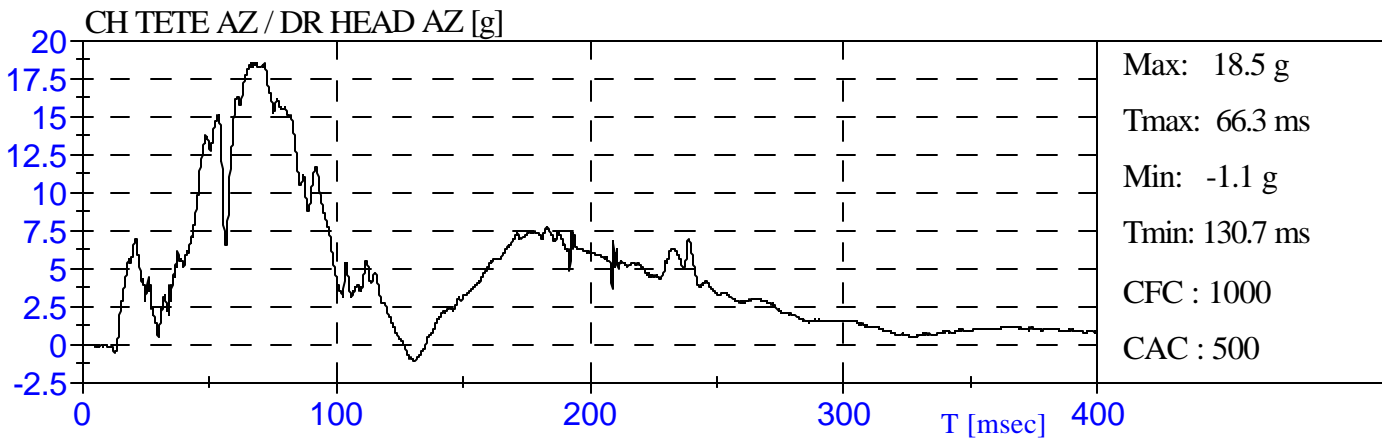
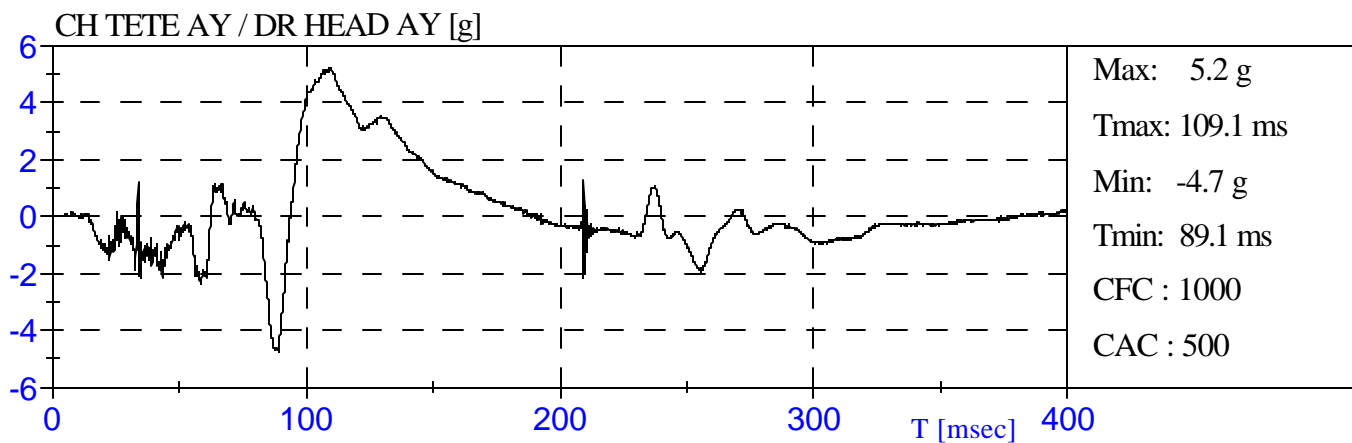
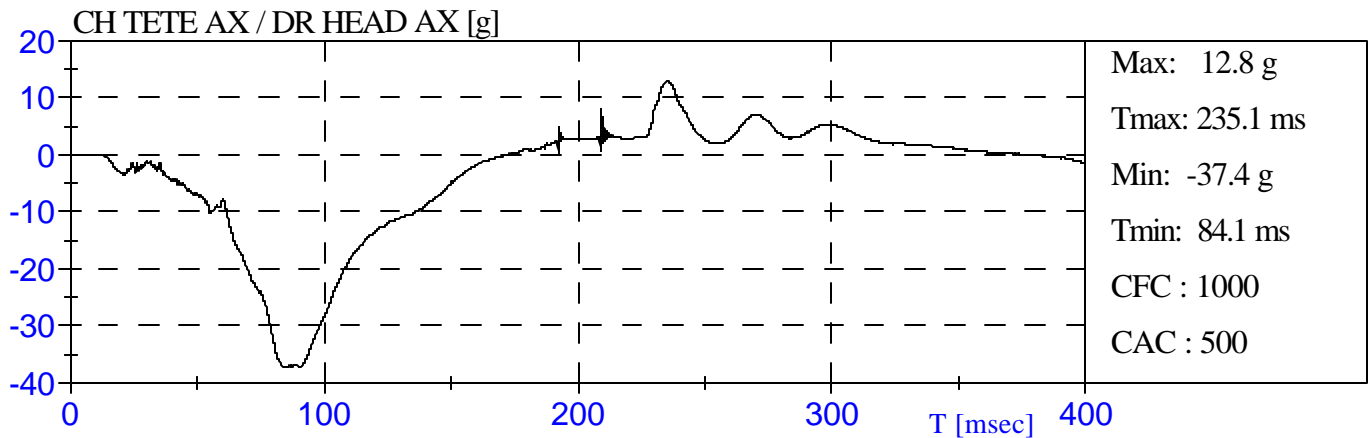
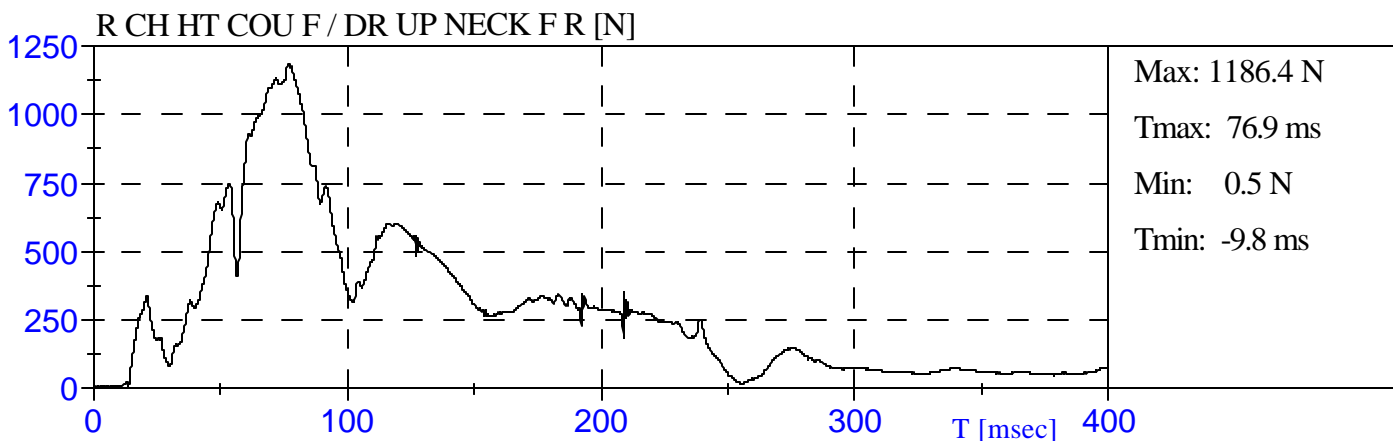
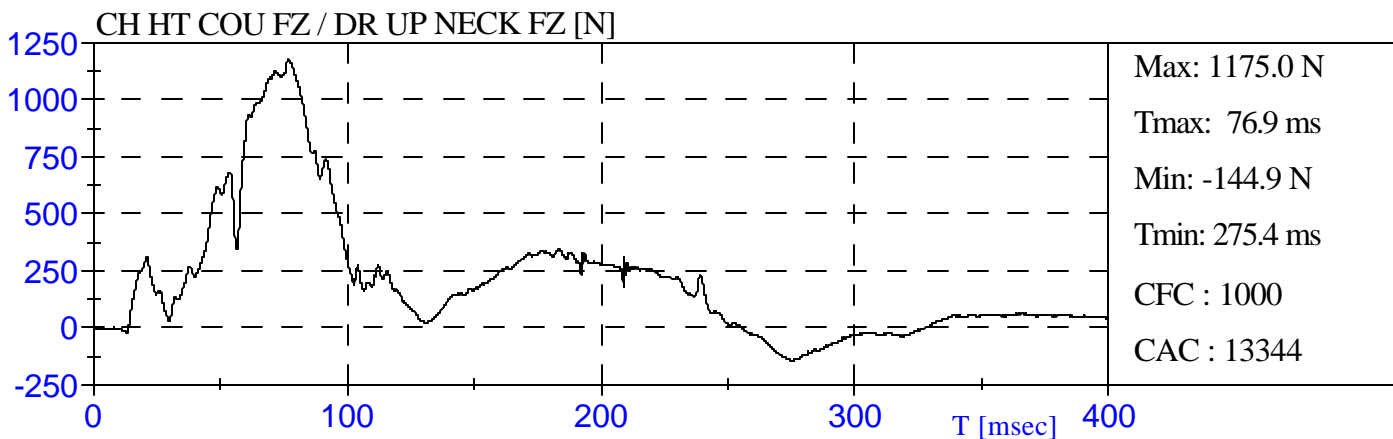
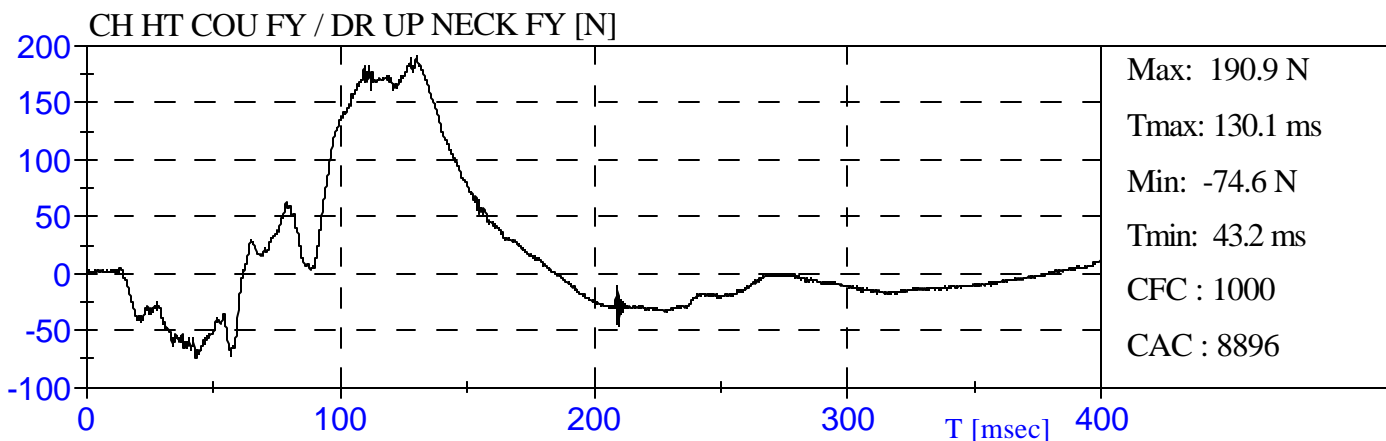
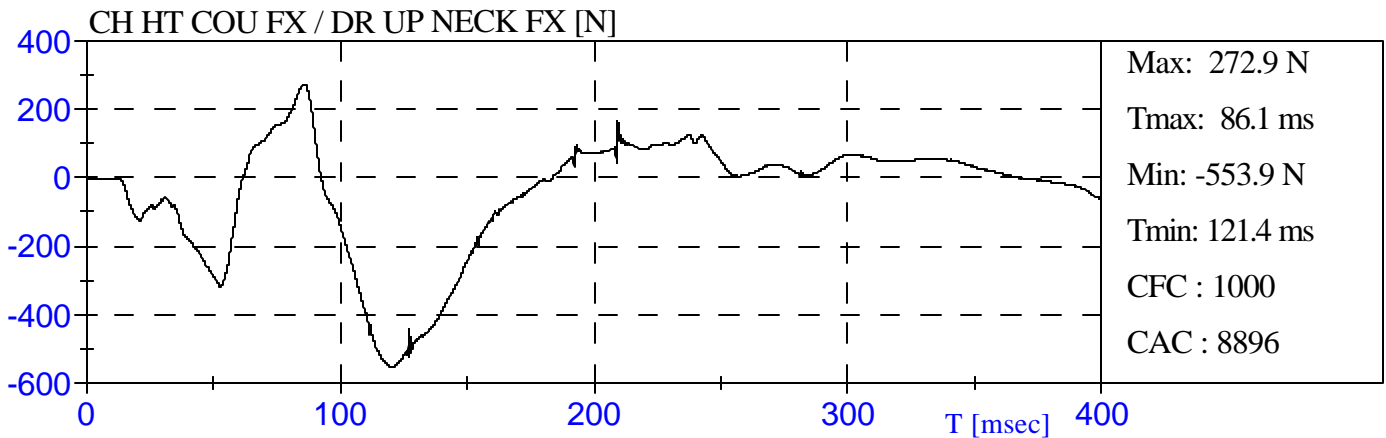
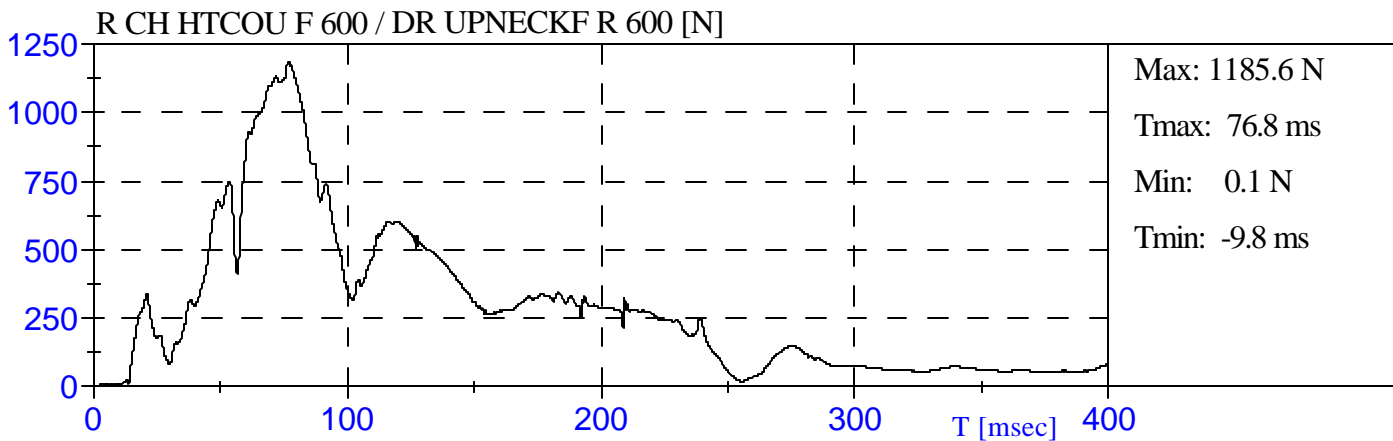
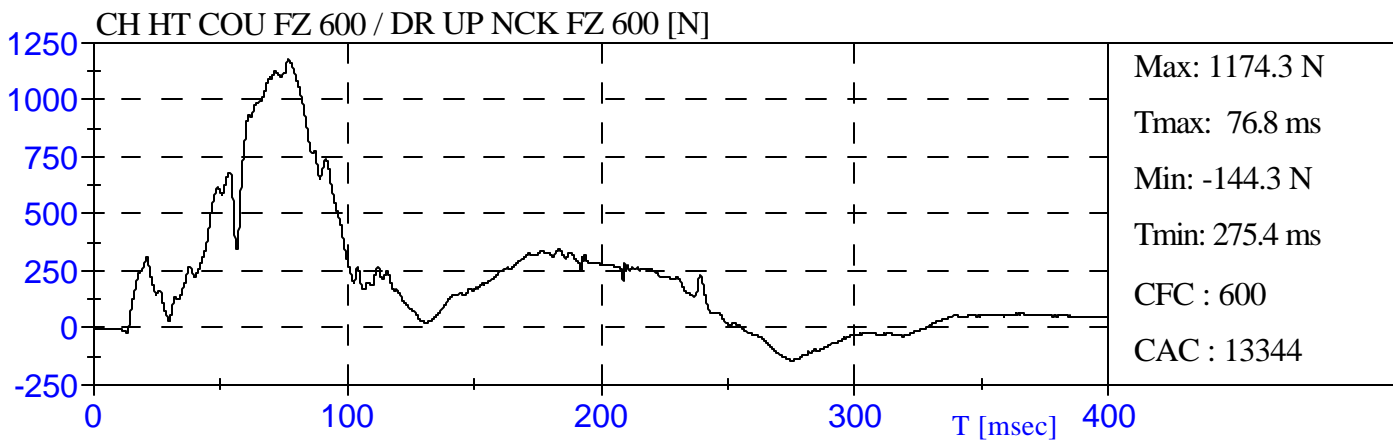
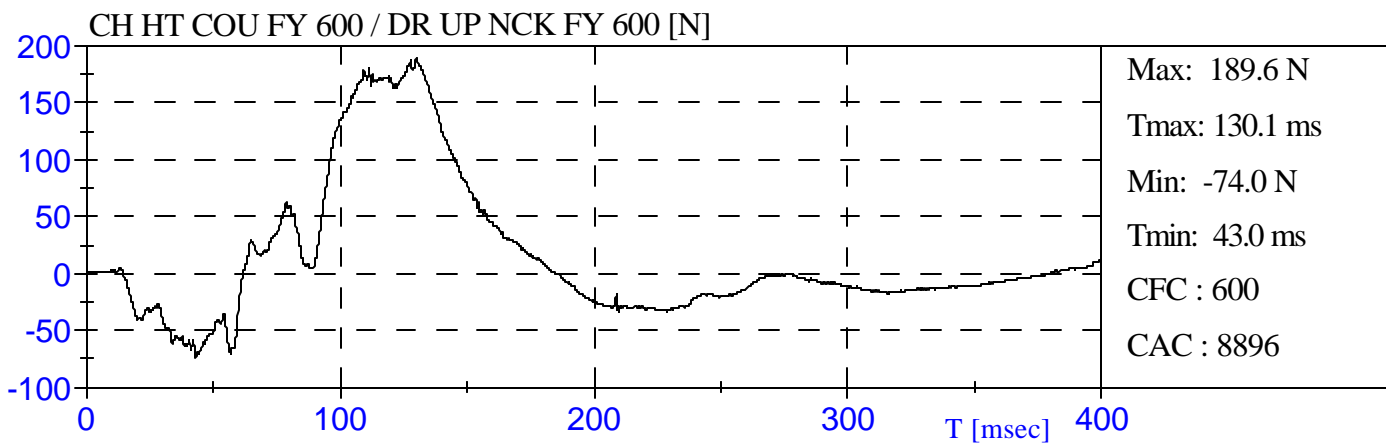
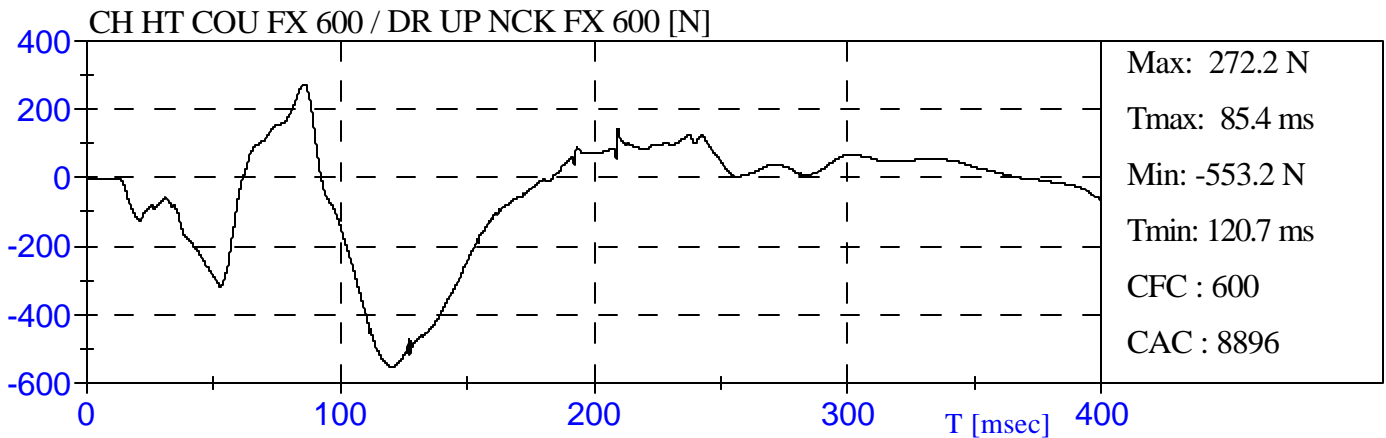
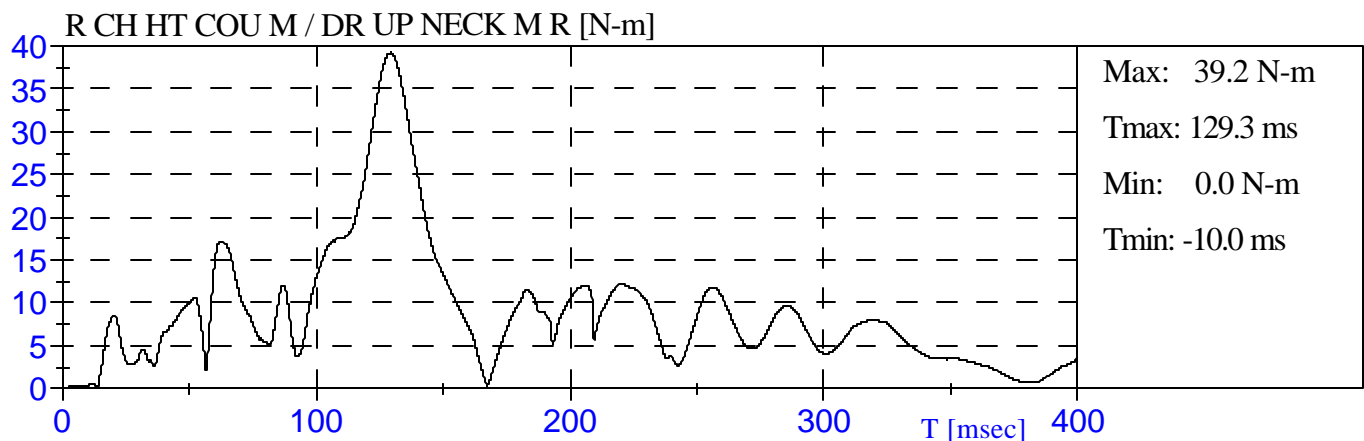
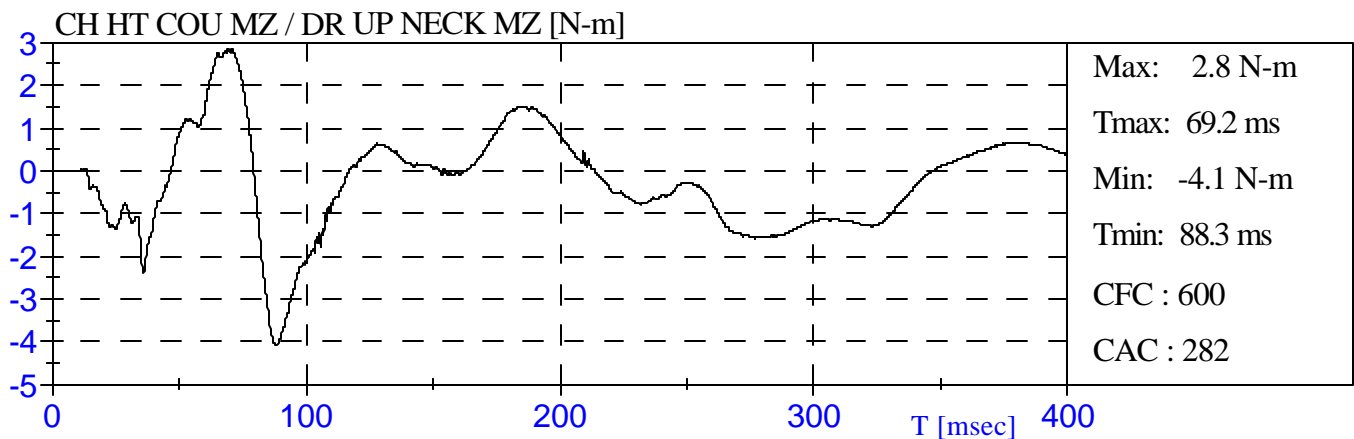
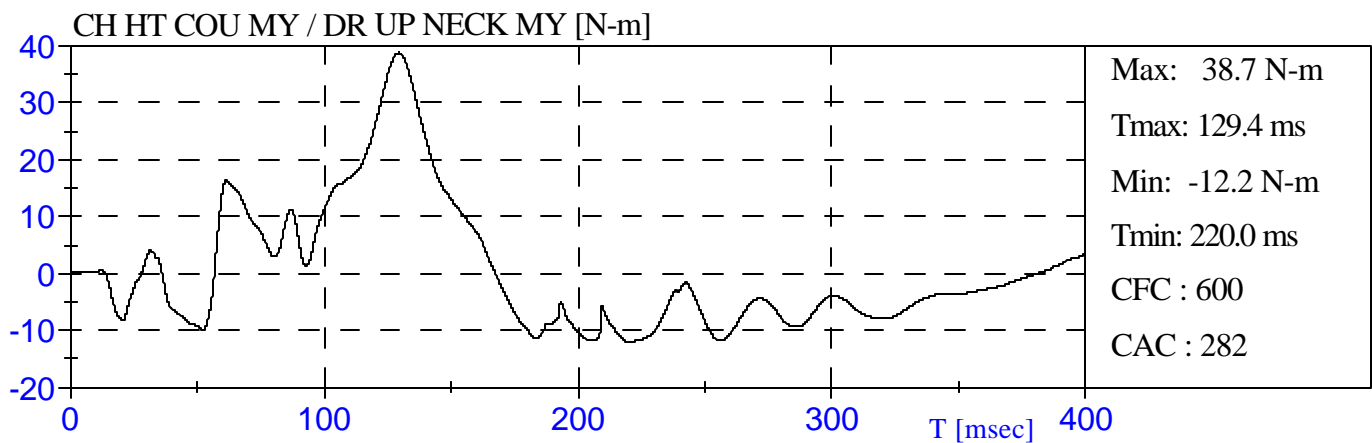
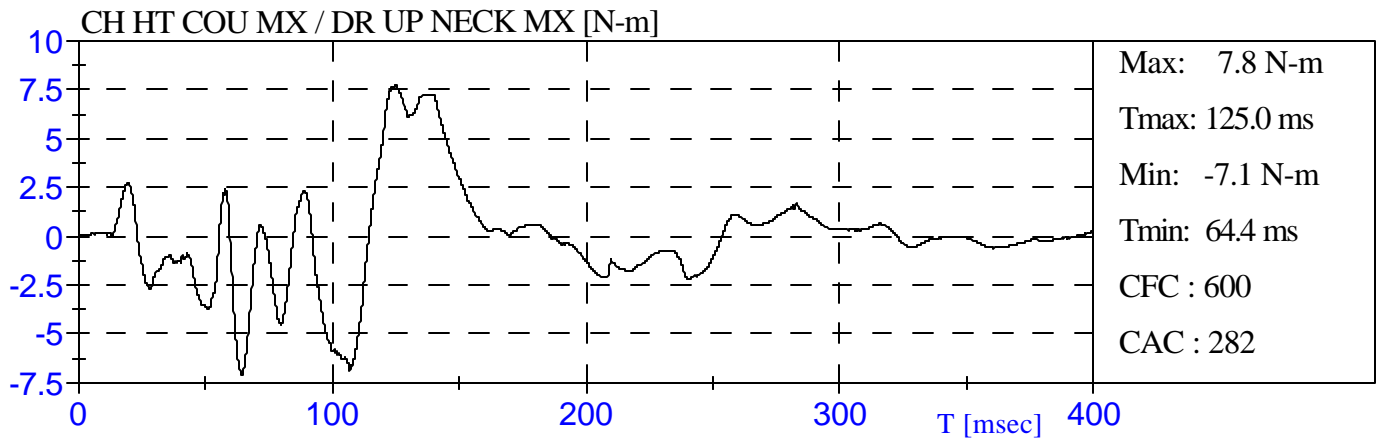


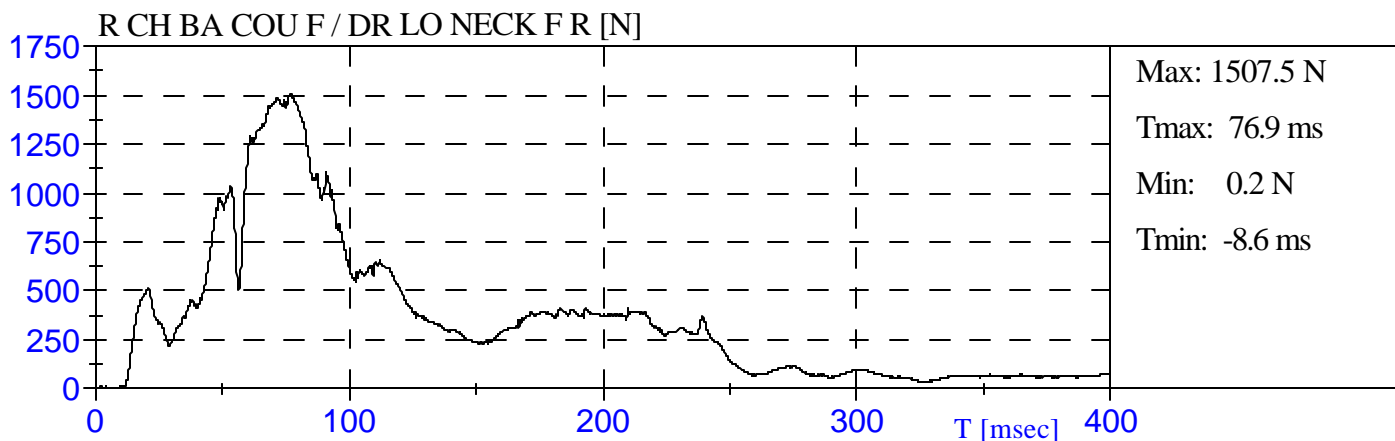
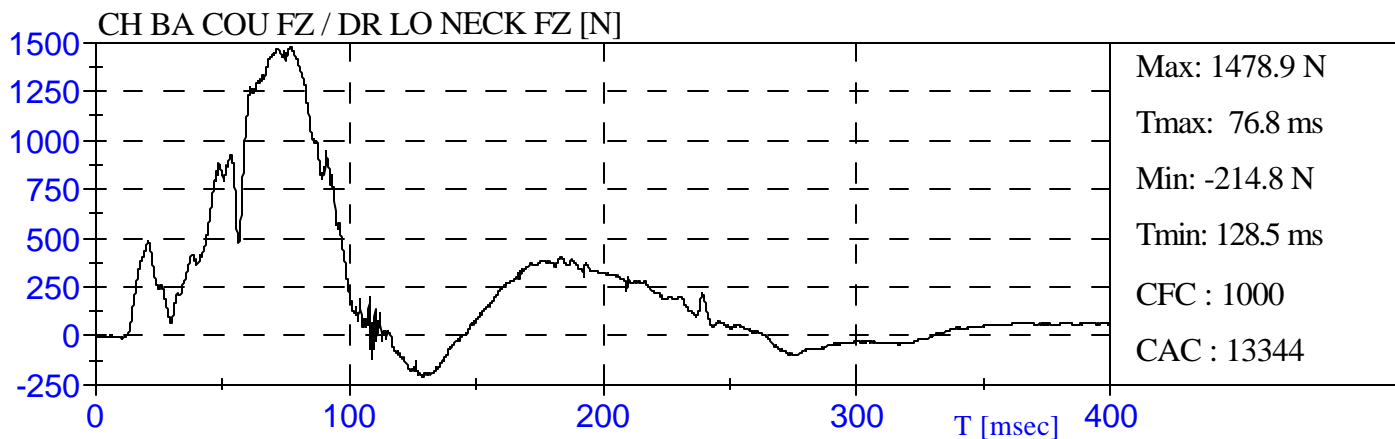
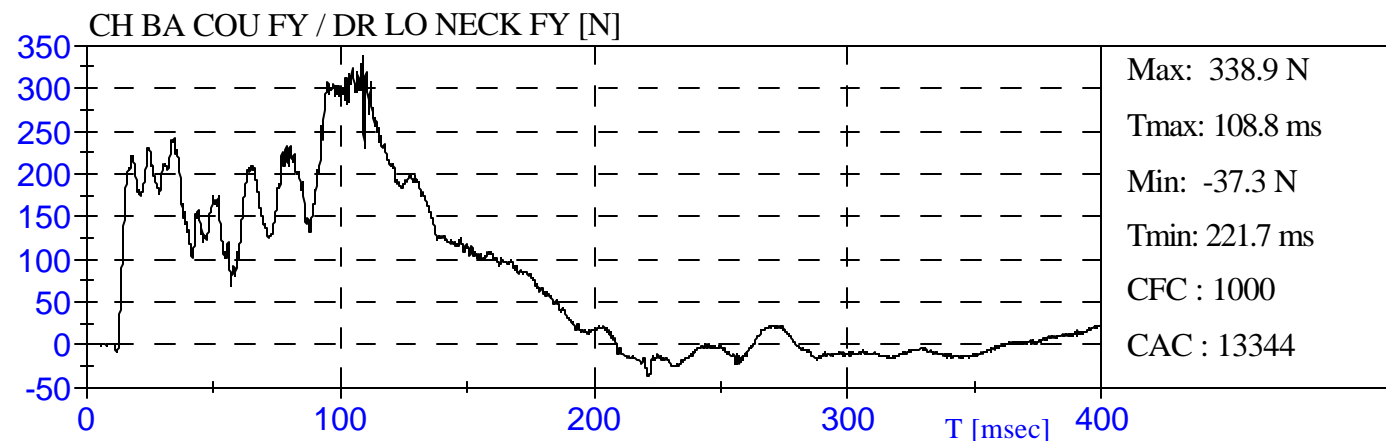
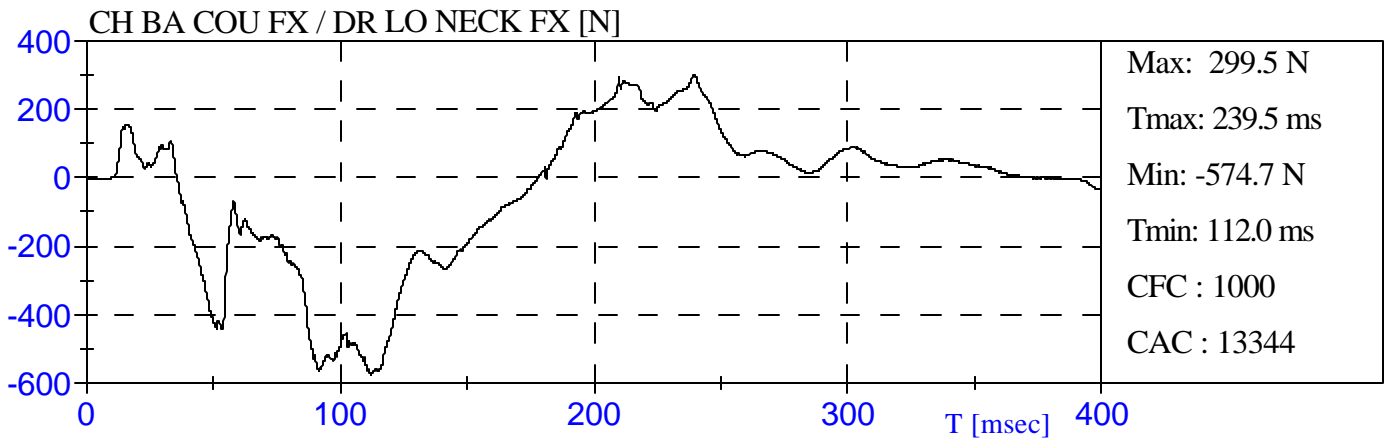
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	FORD FOCUS 2003
Numéro de TC Tc Number	TC03-121
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-01-30
Titre du projet Project Title	NSVAC 208 PROTECTION DE L'OCCUPANT EN COLLISION CMVSS 208 OCCUPANT CRASH PROTECTION
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M

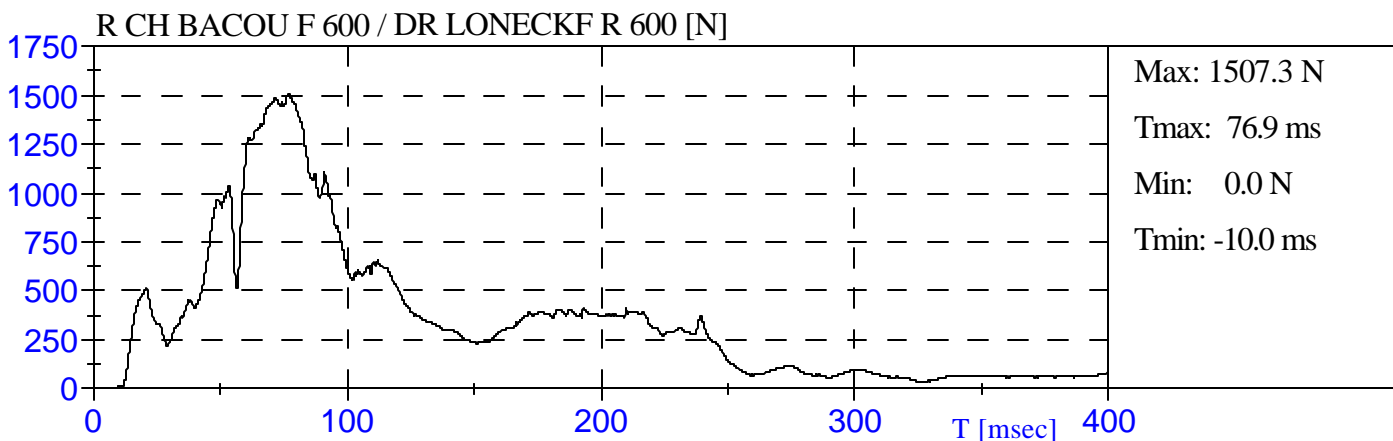
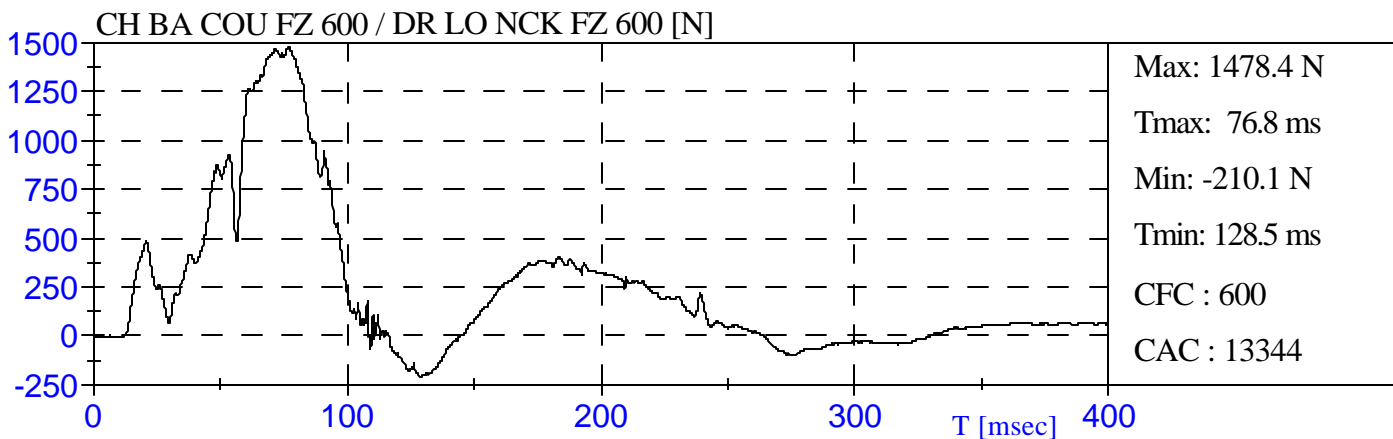
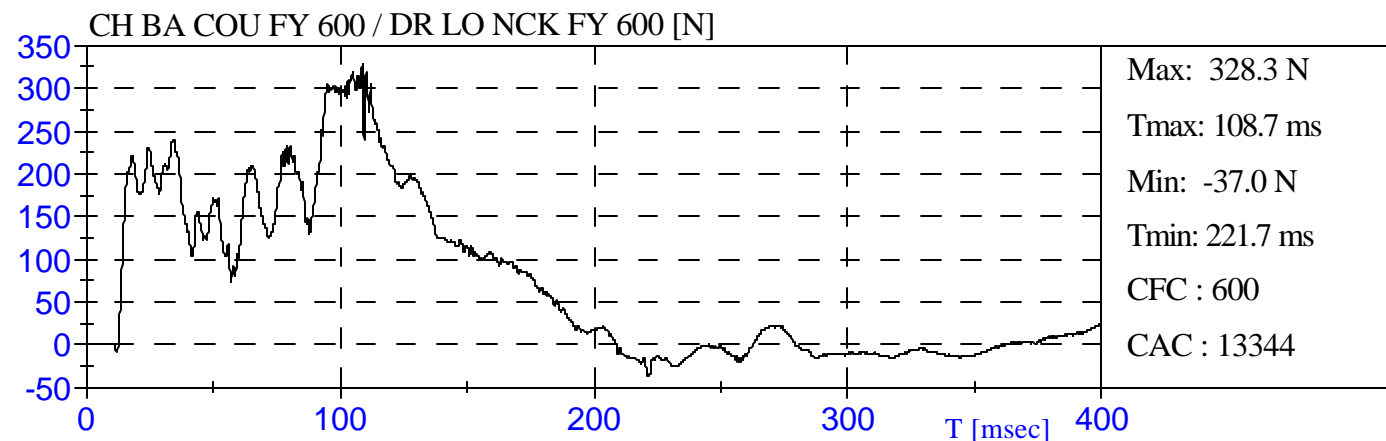
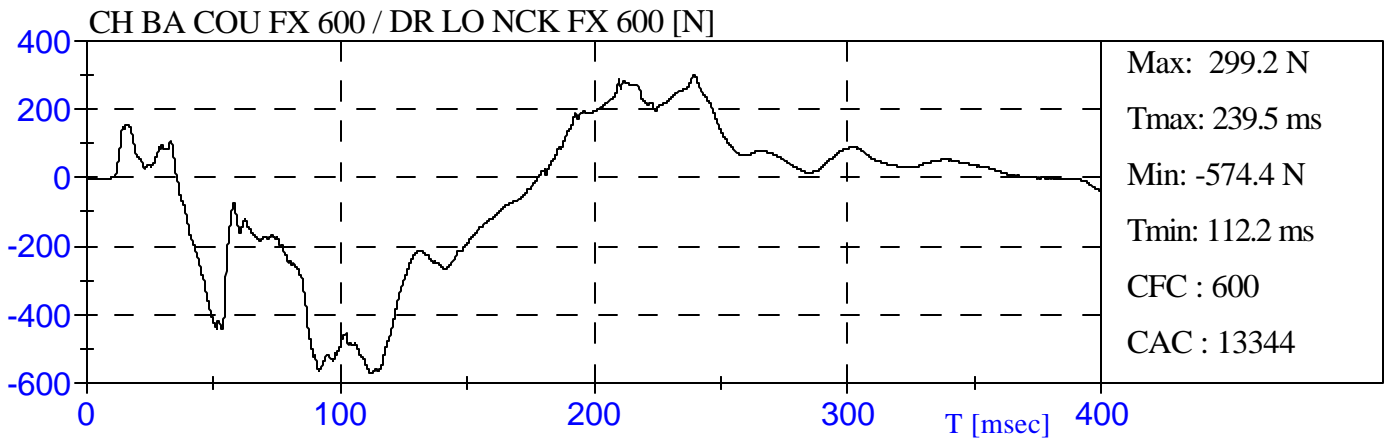


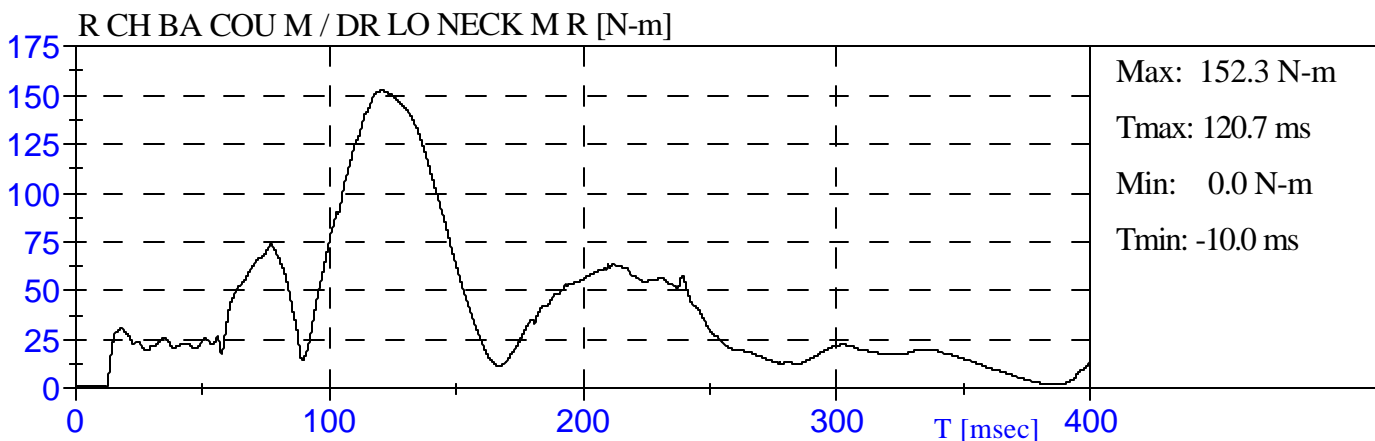
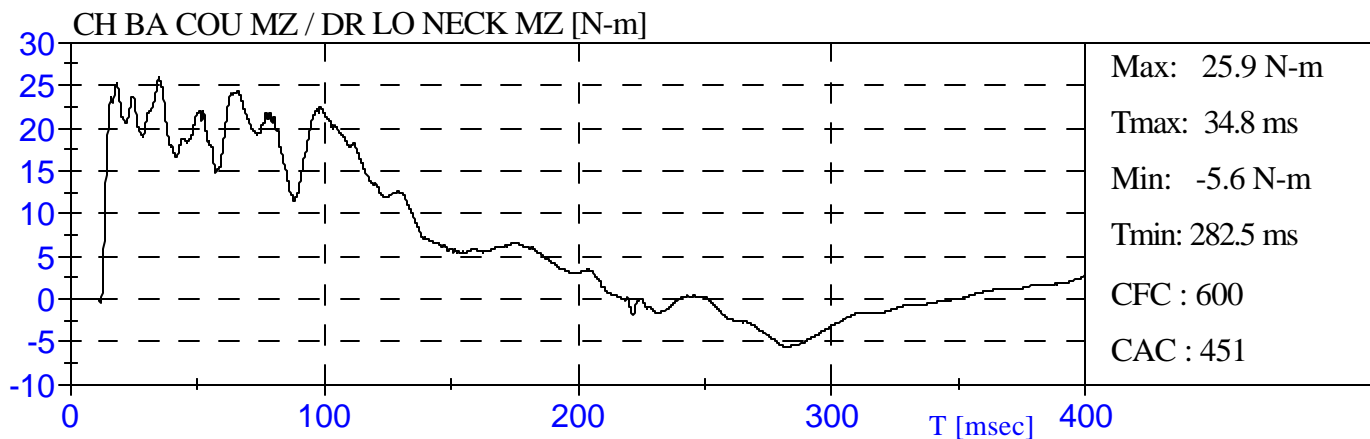
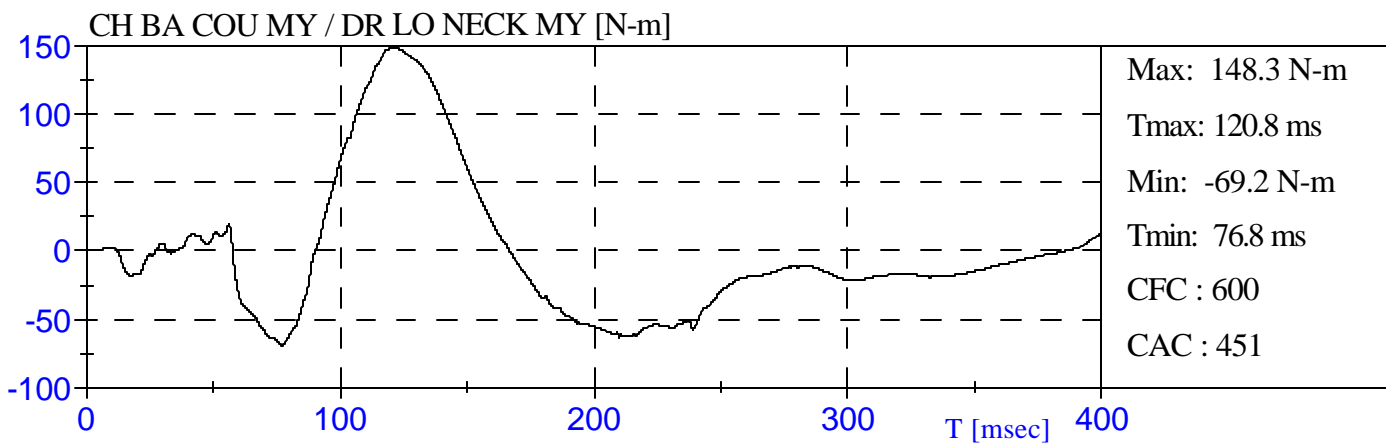
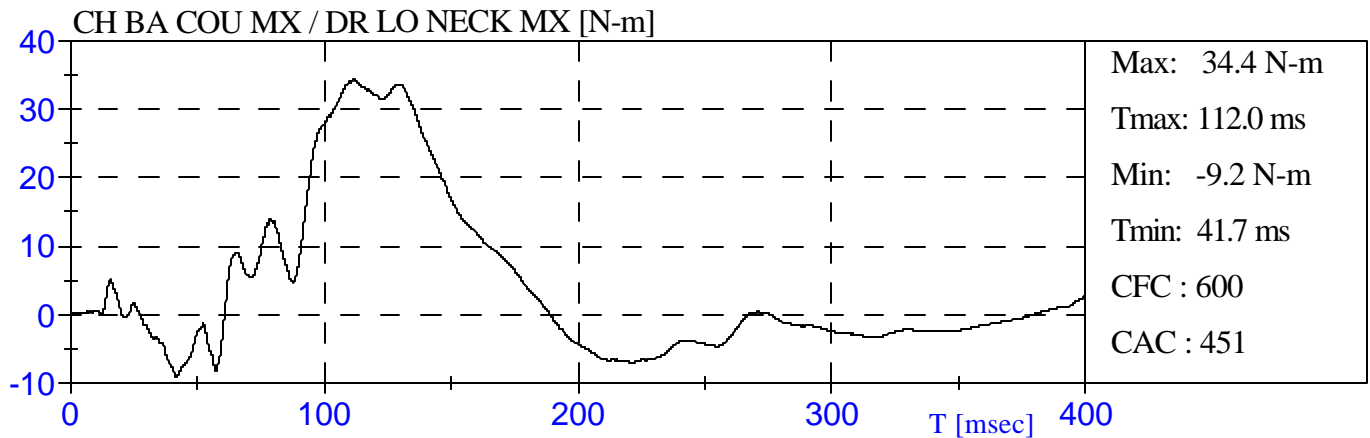


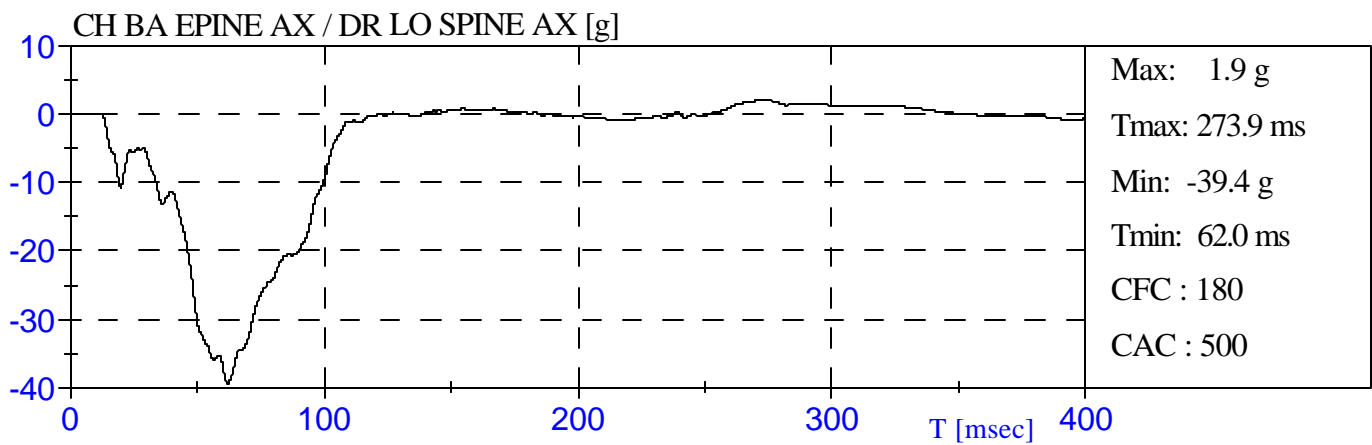
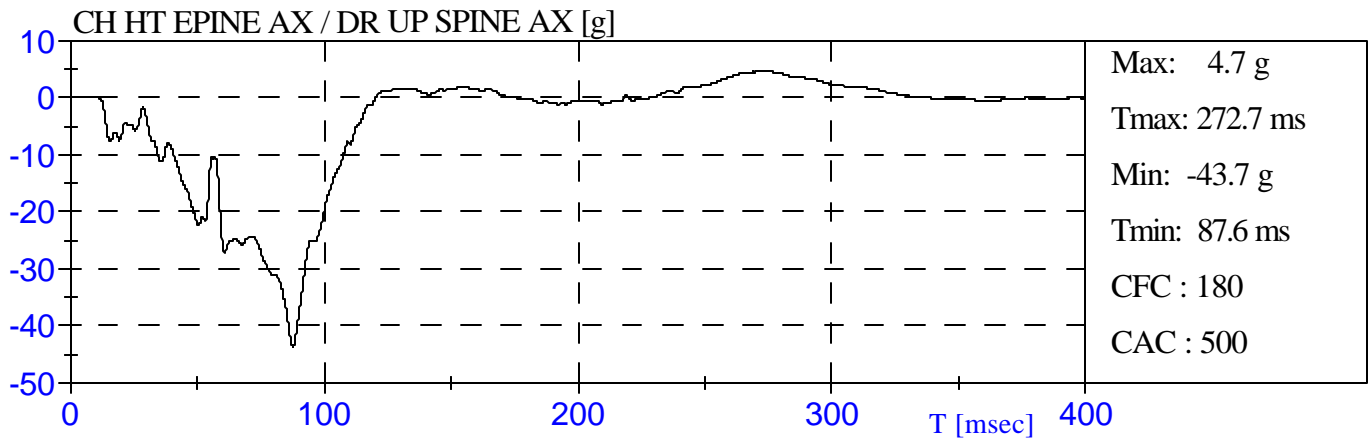


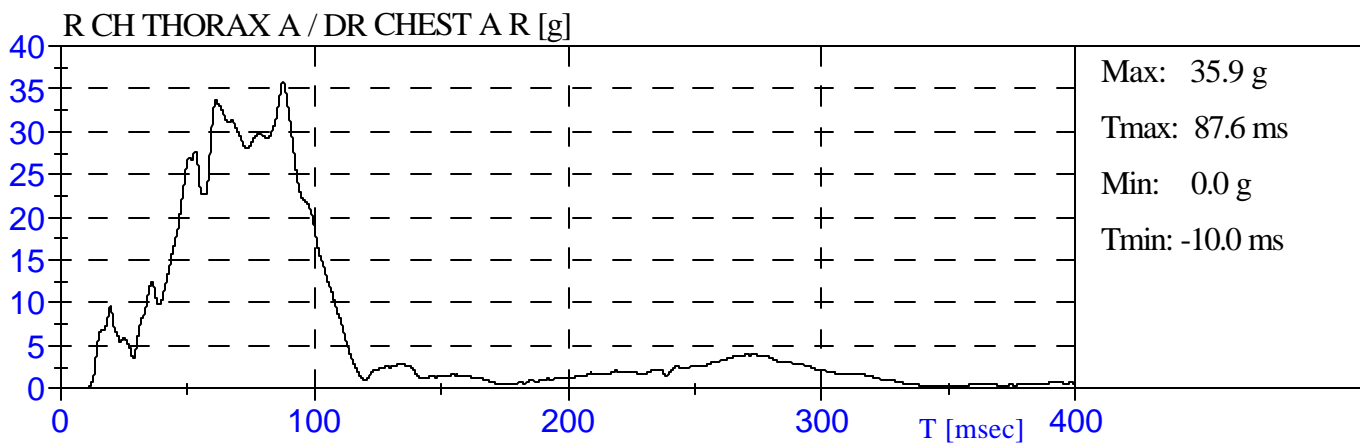
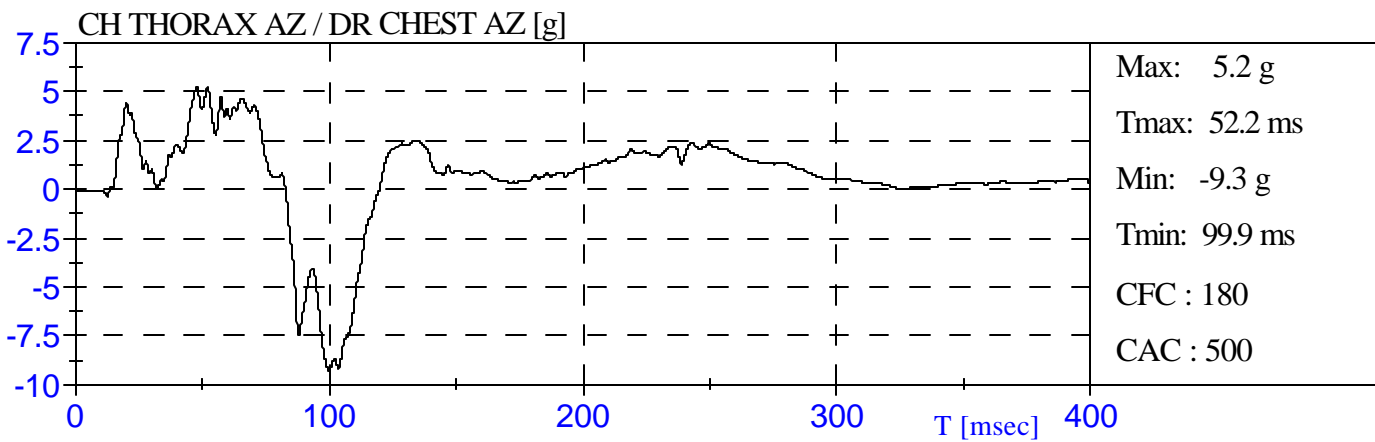
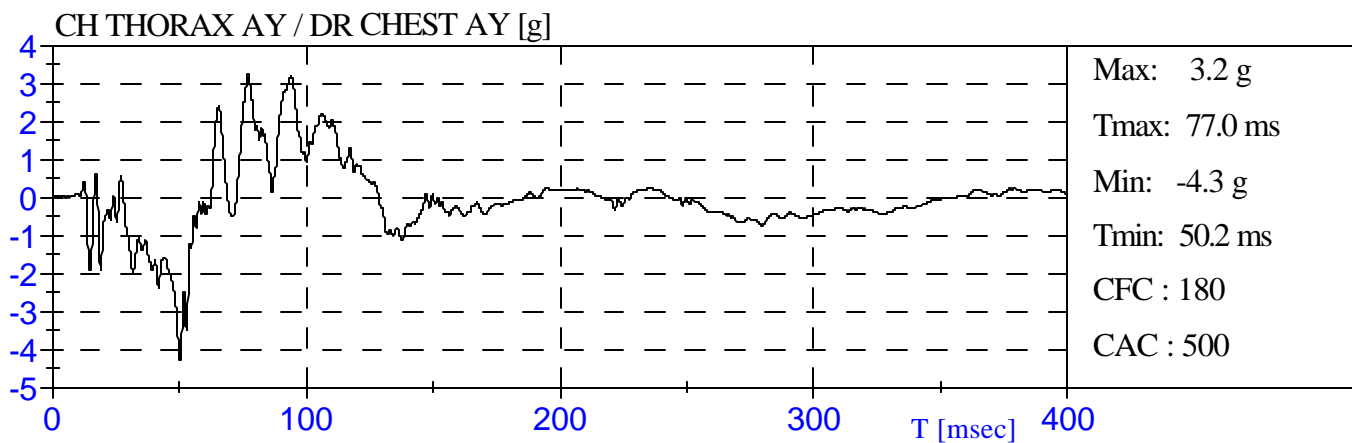
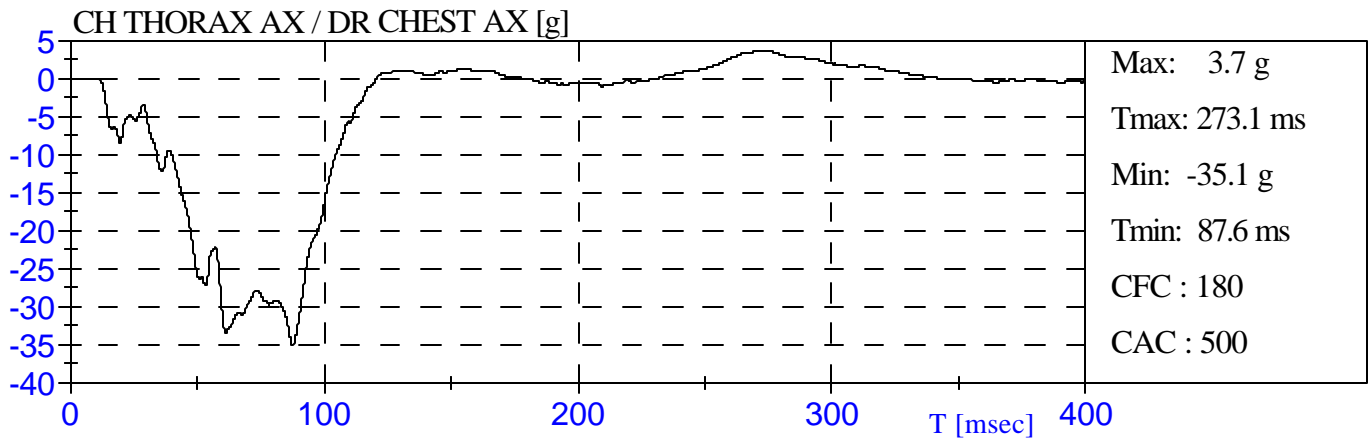


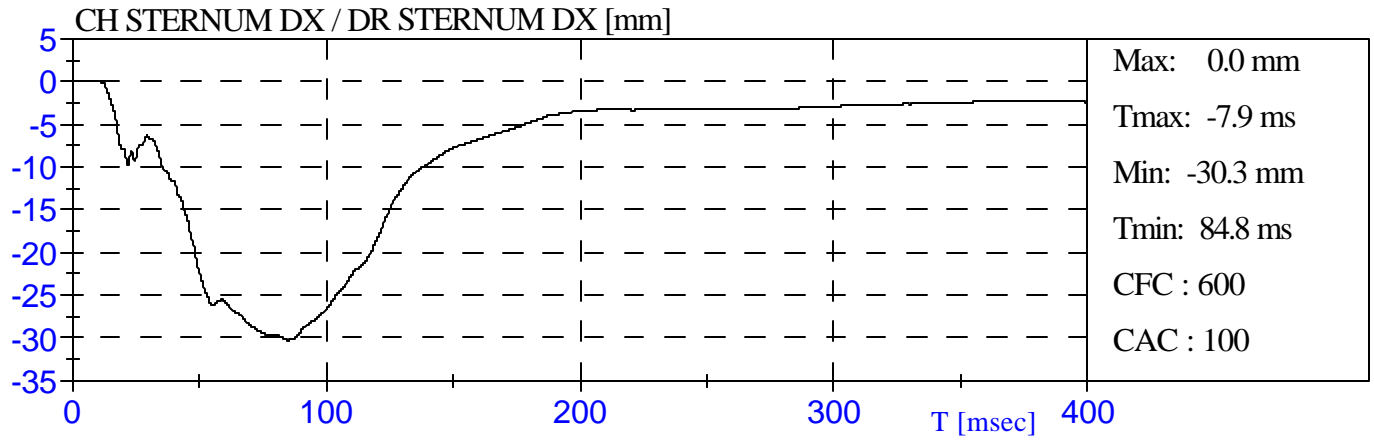


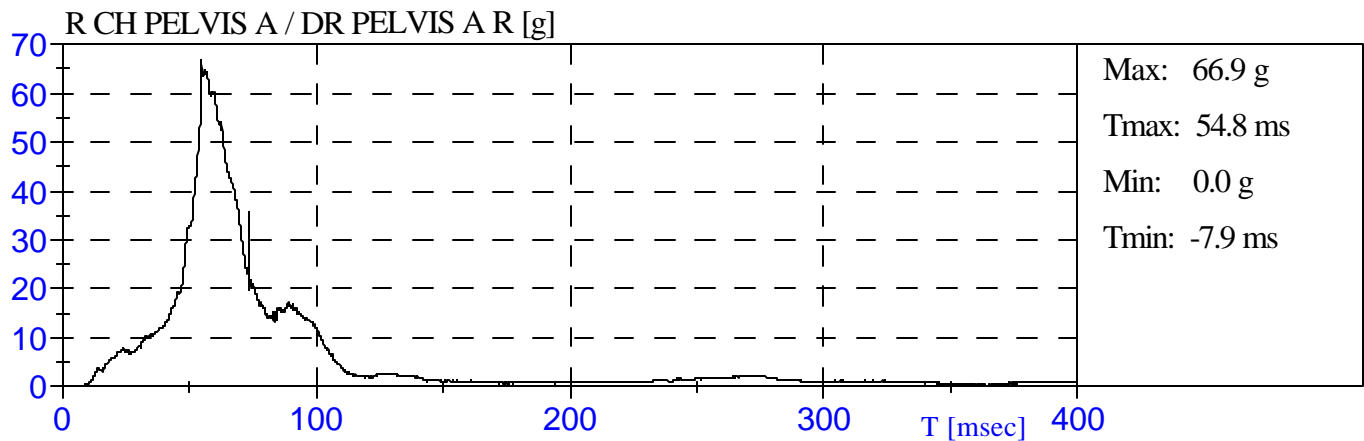
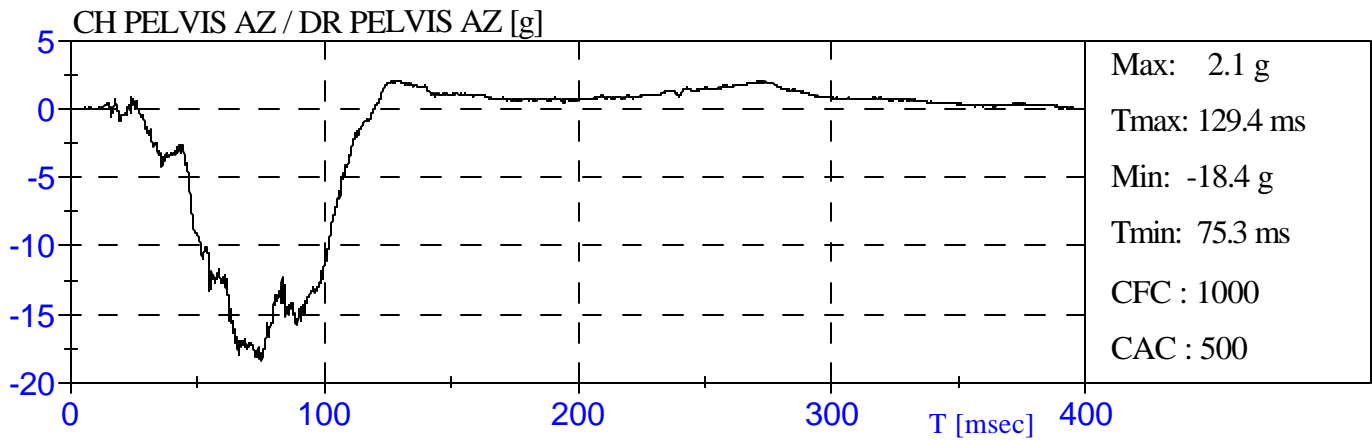
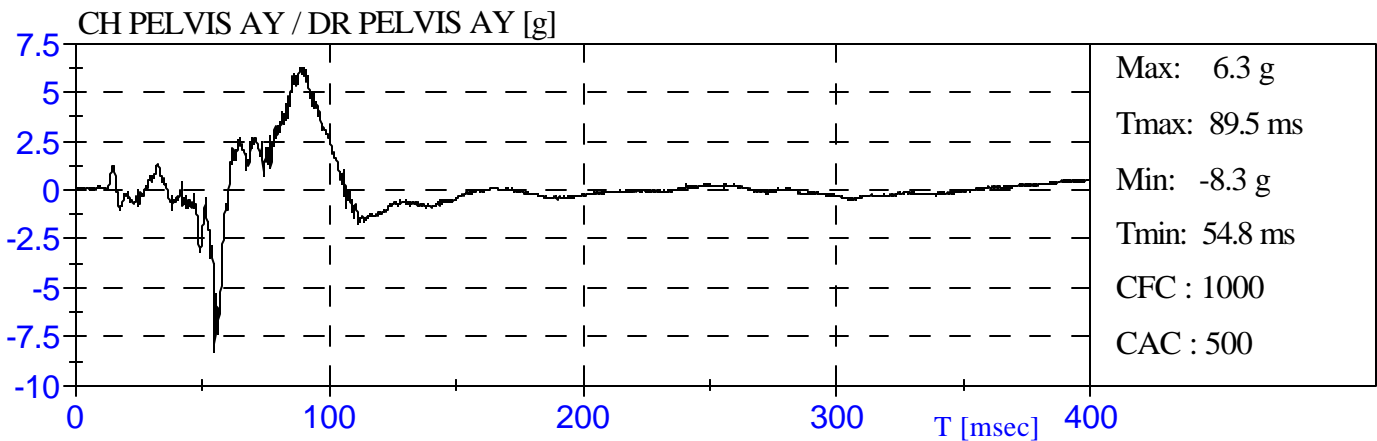
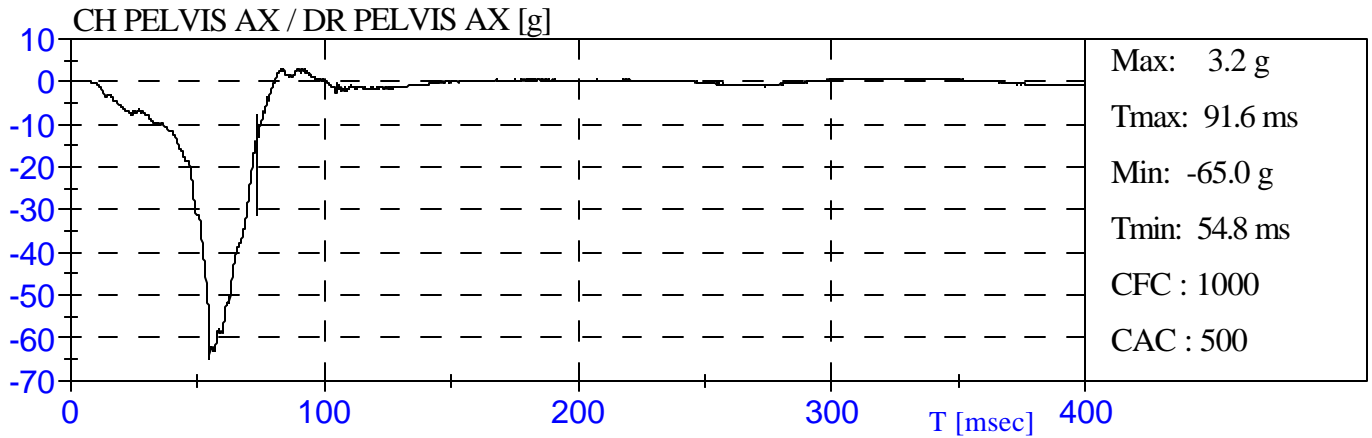


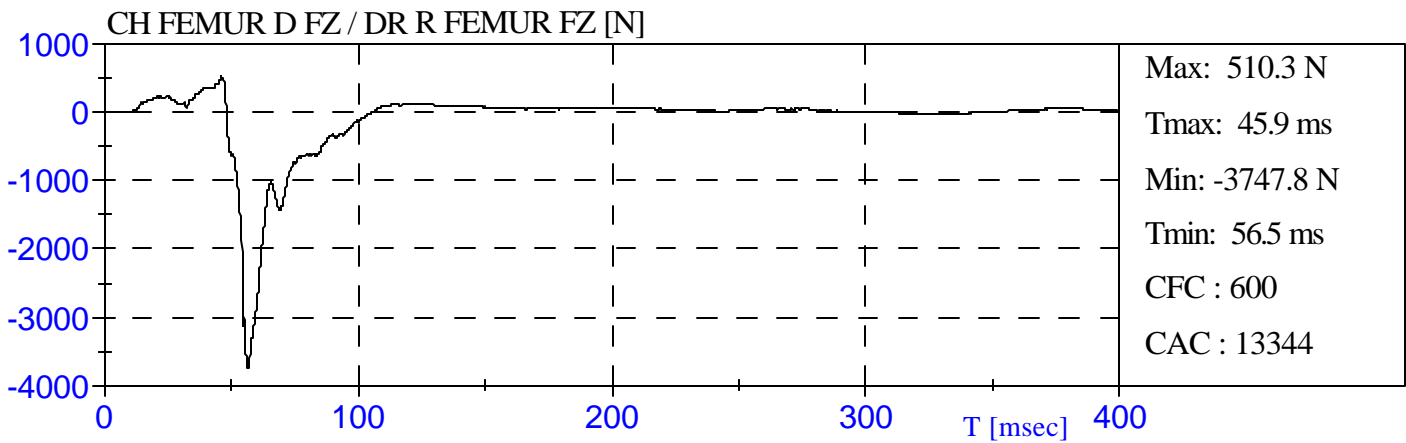
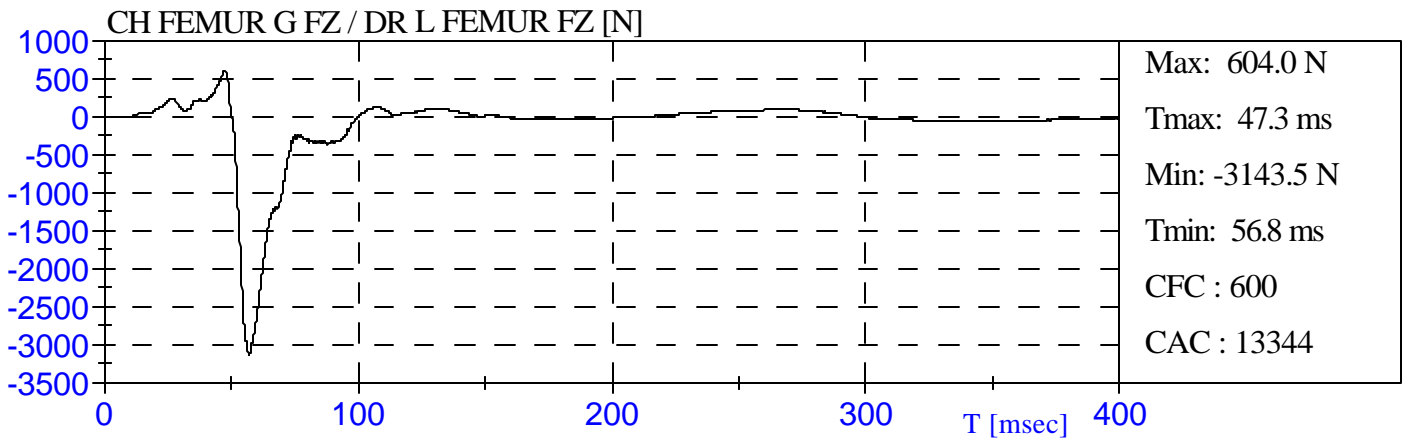


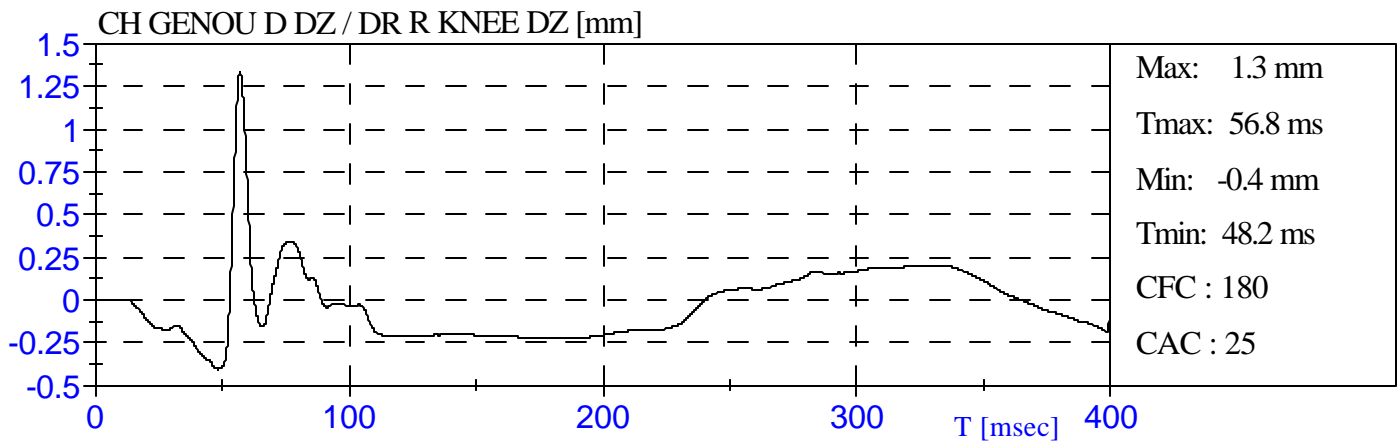
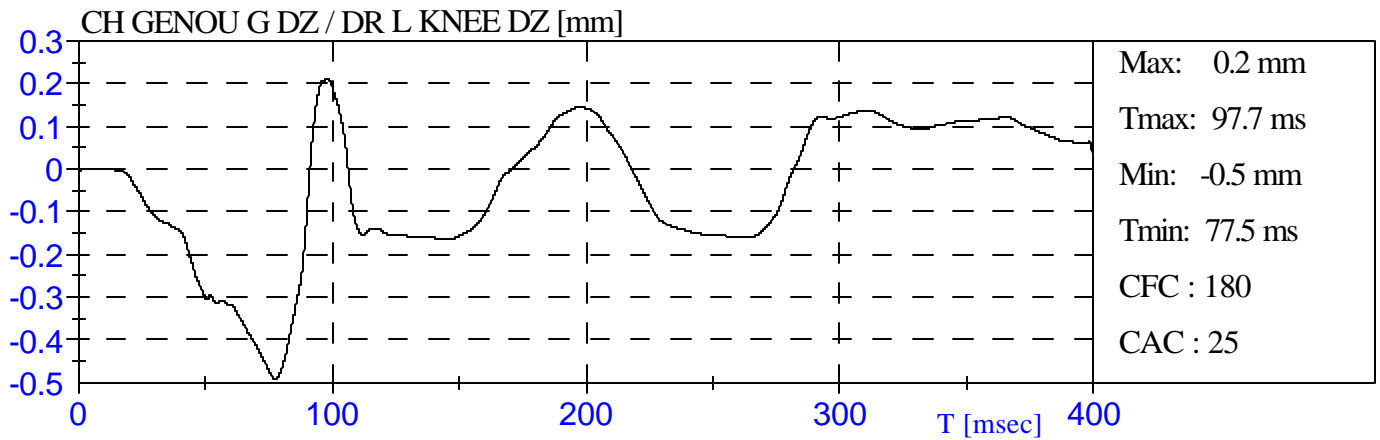


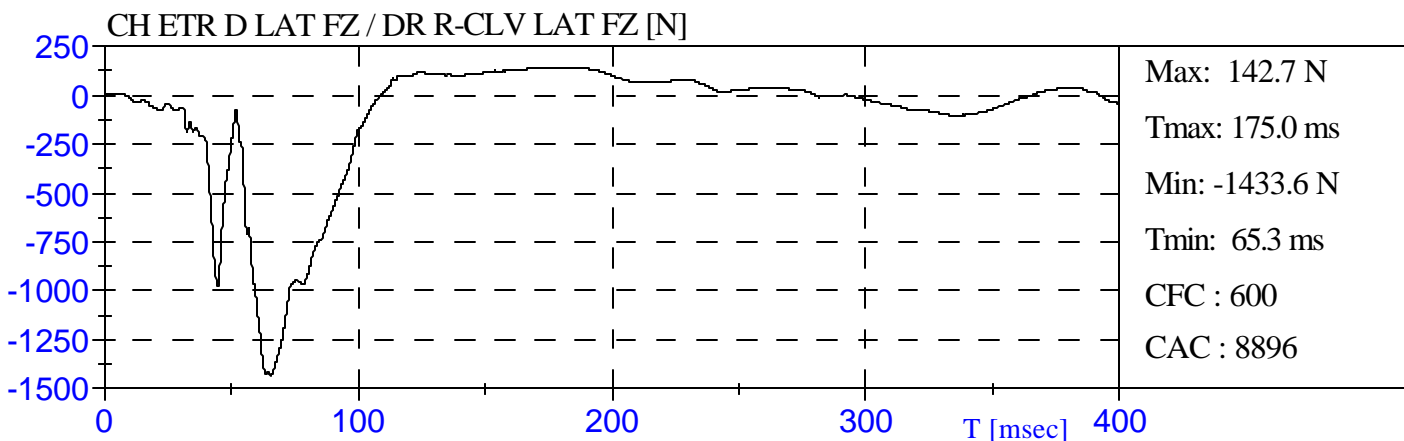
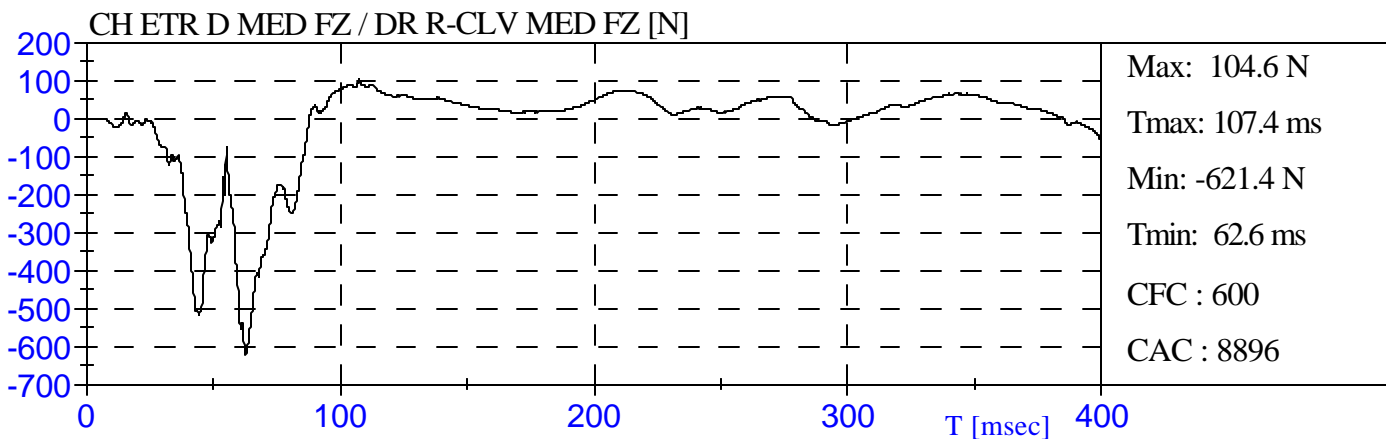
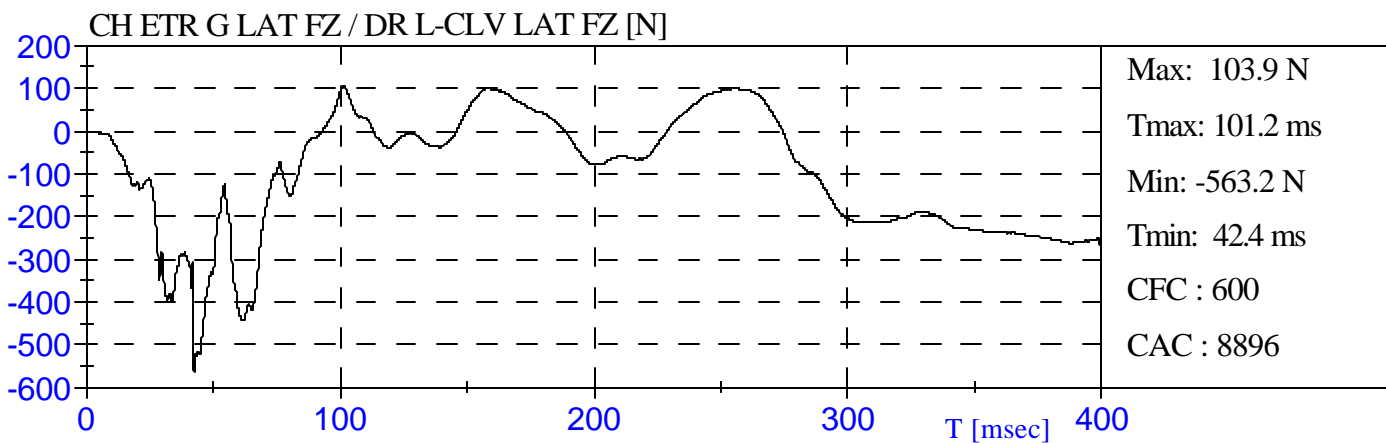
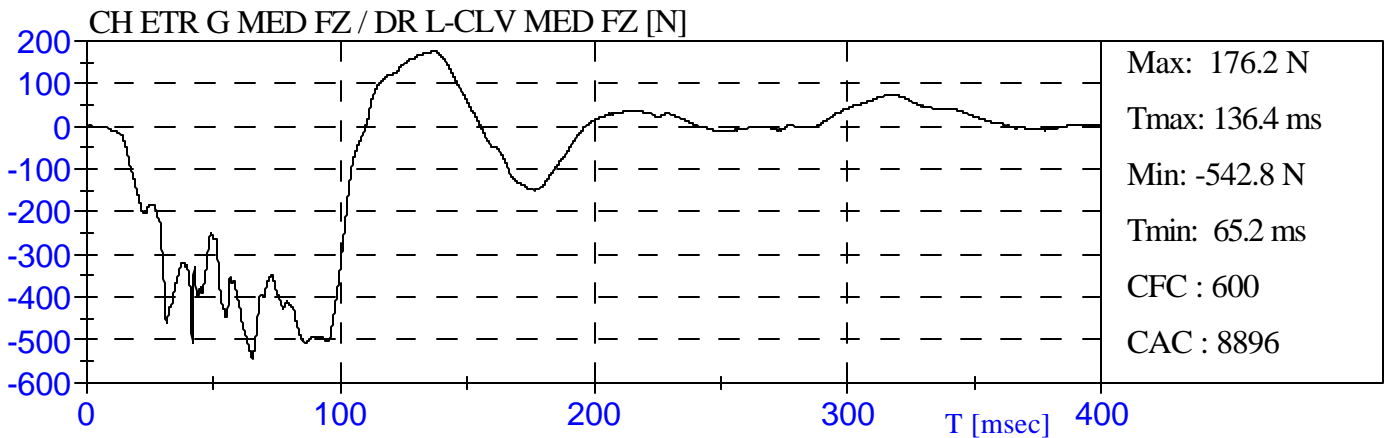


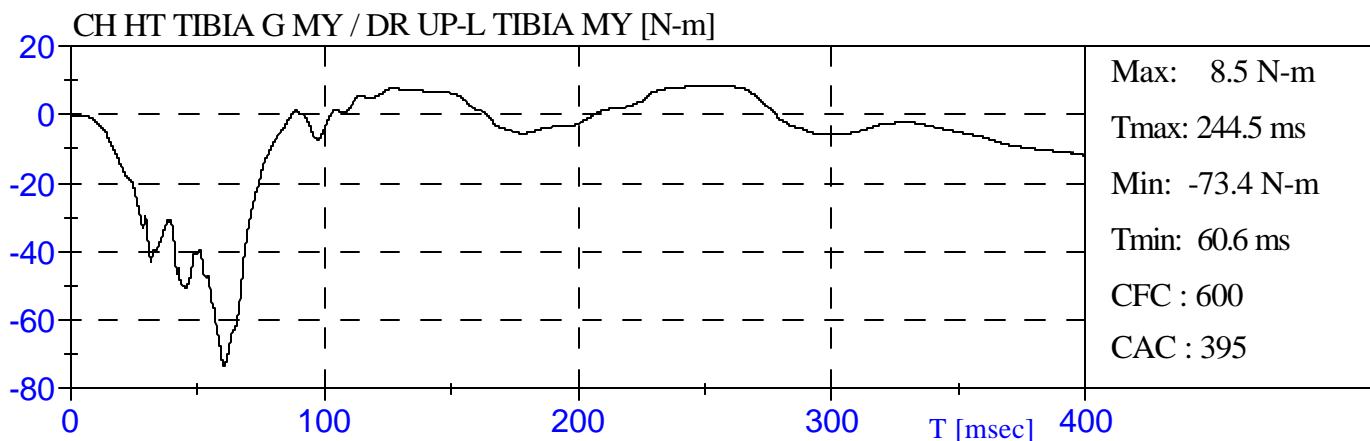
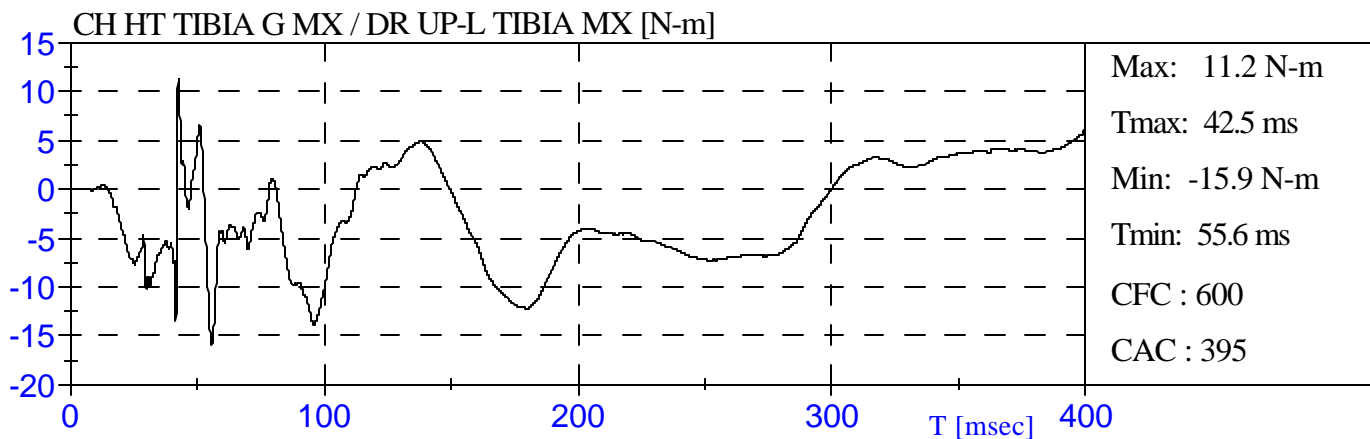
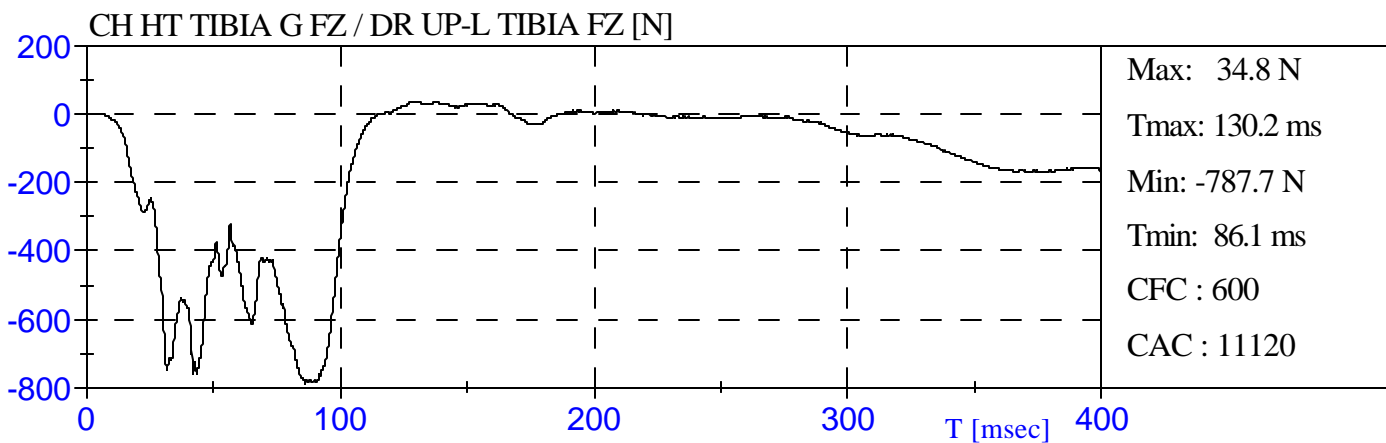
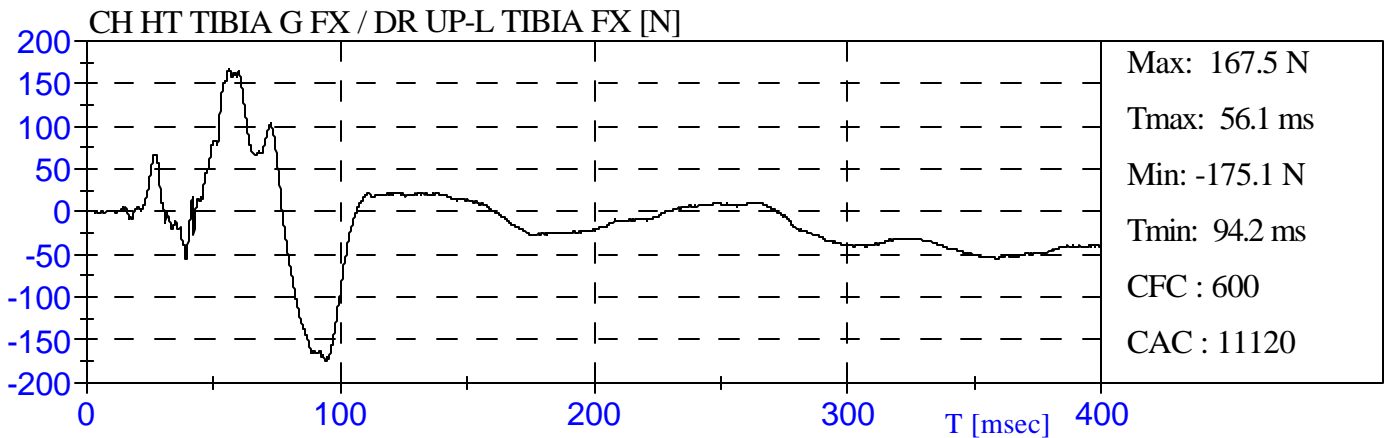


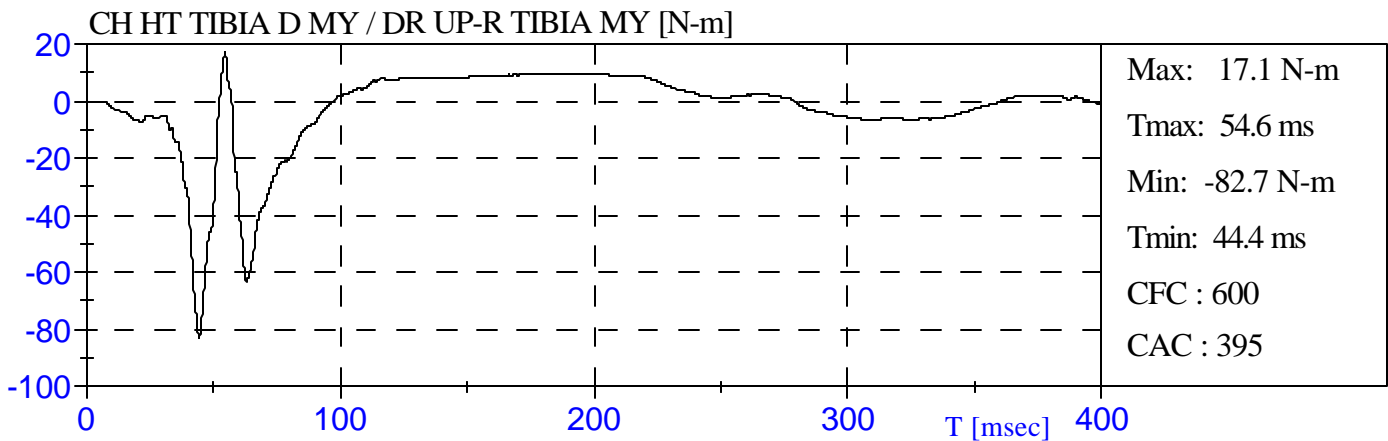
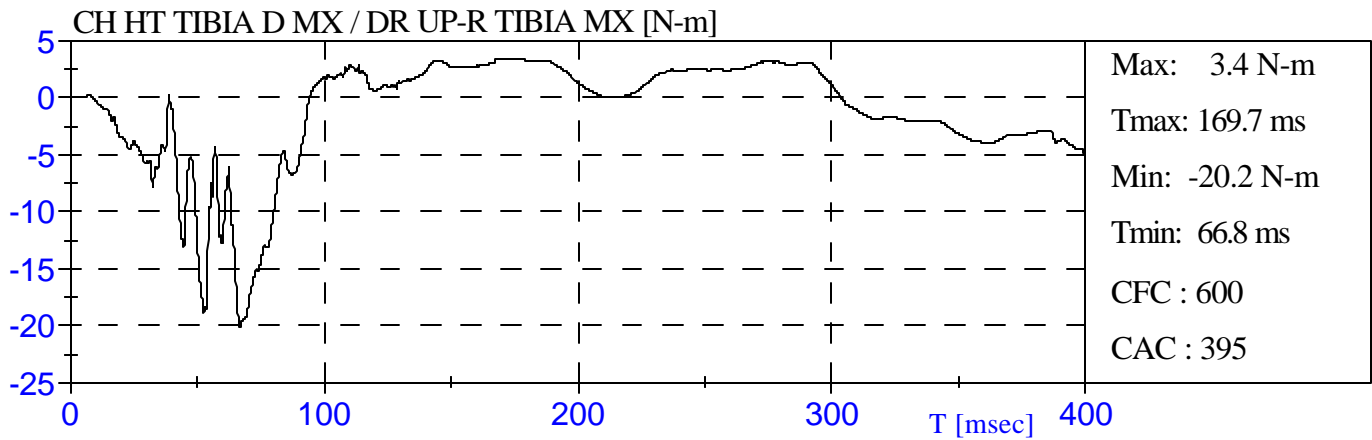
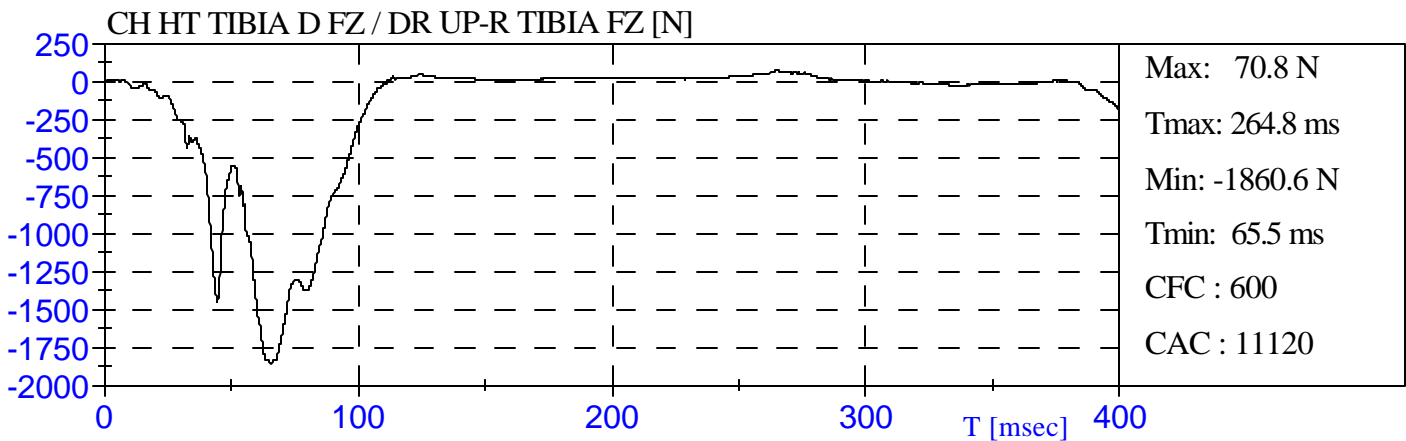
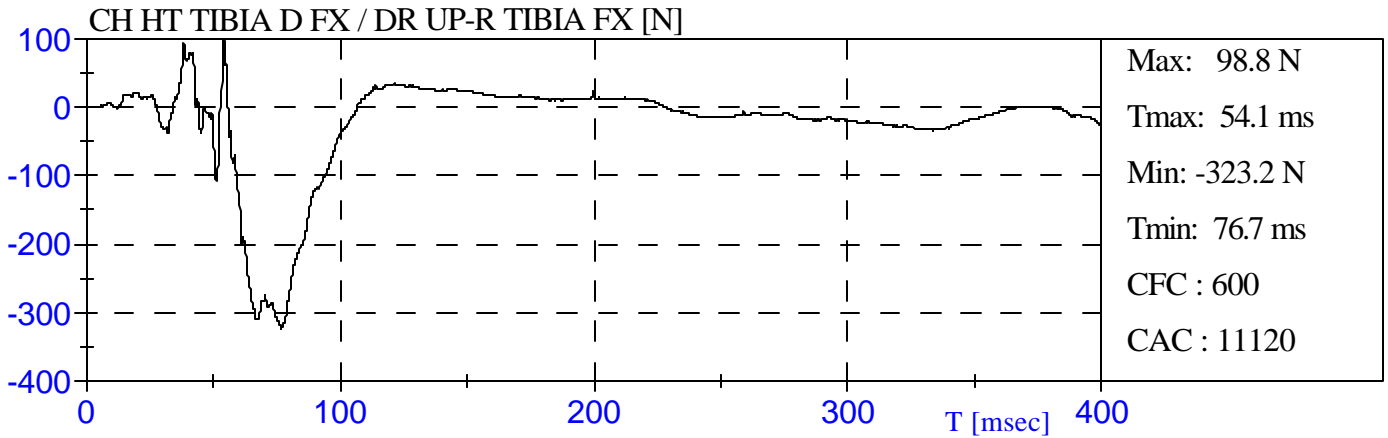


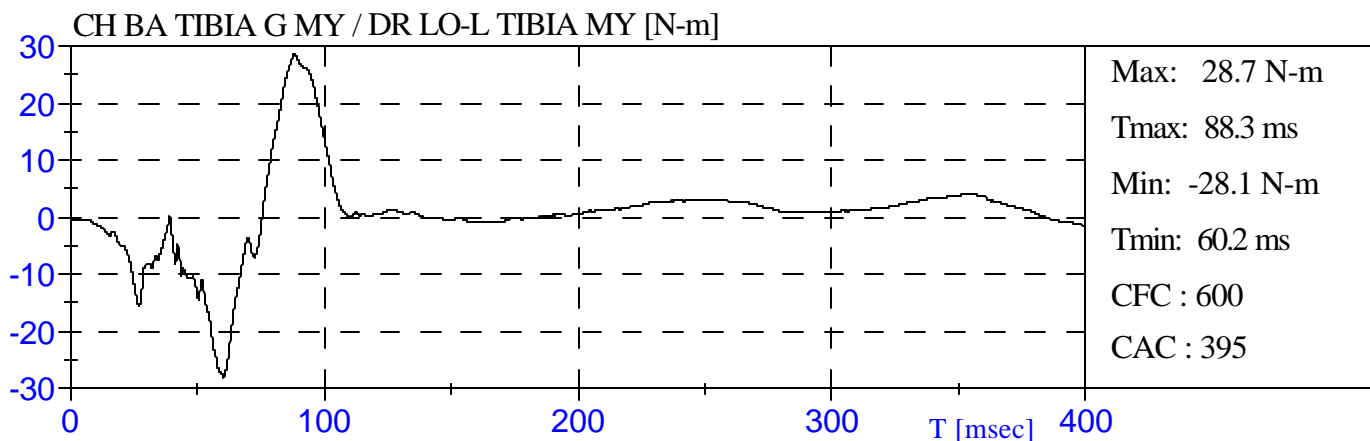
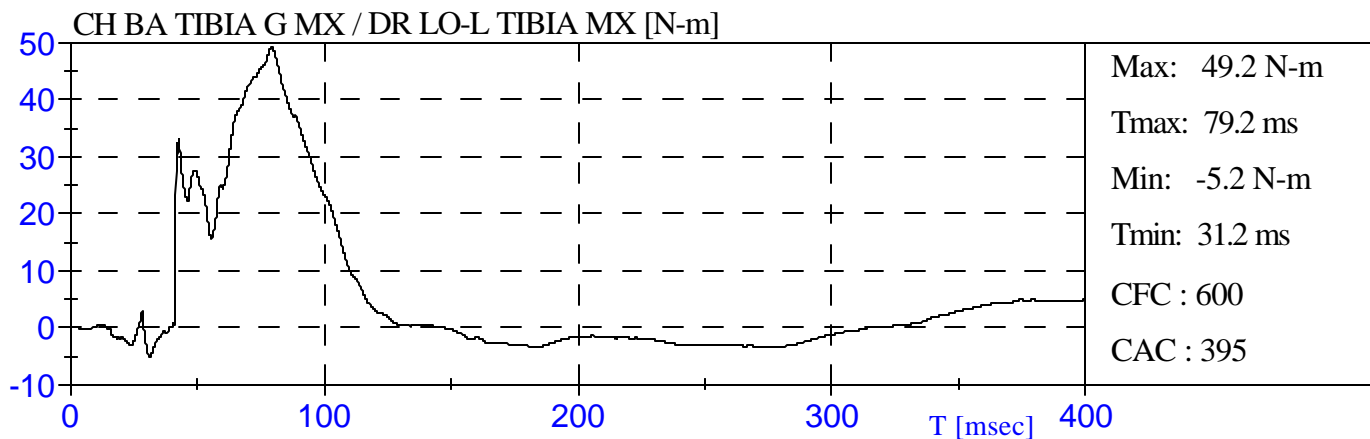
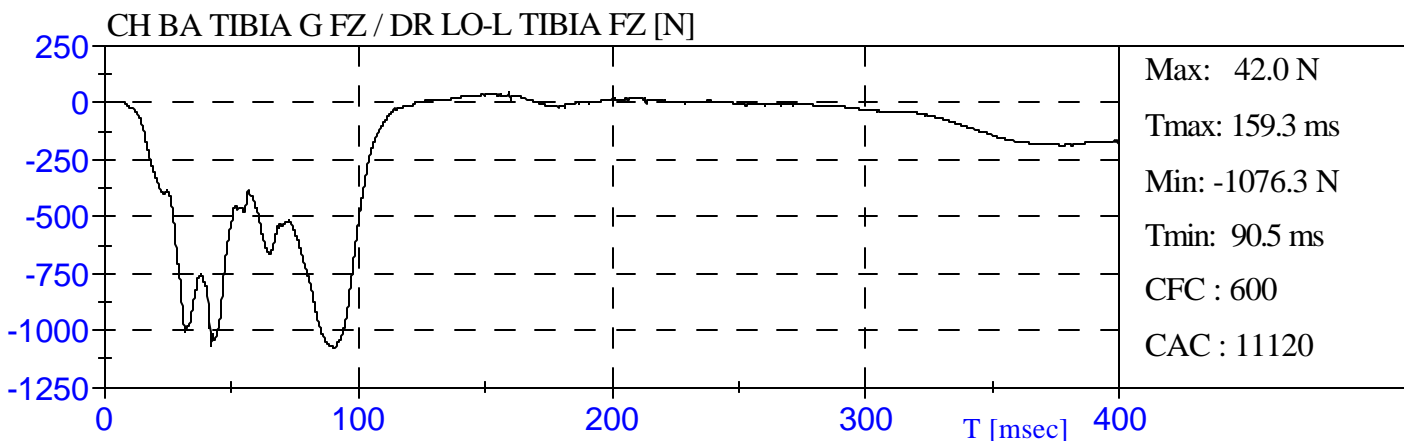
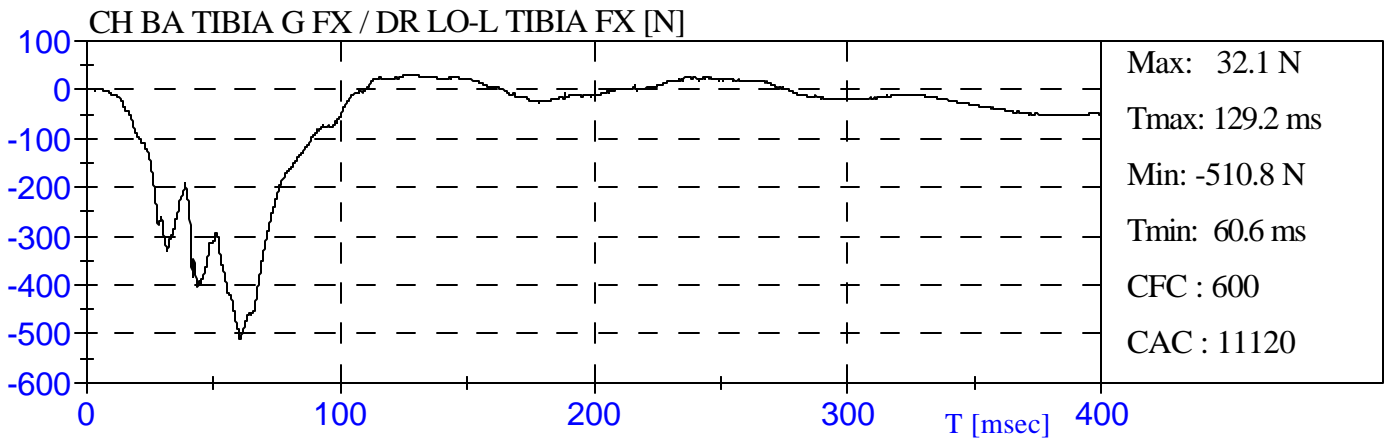


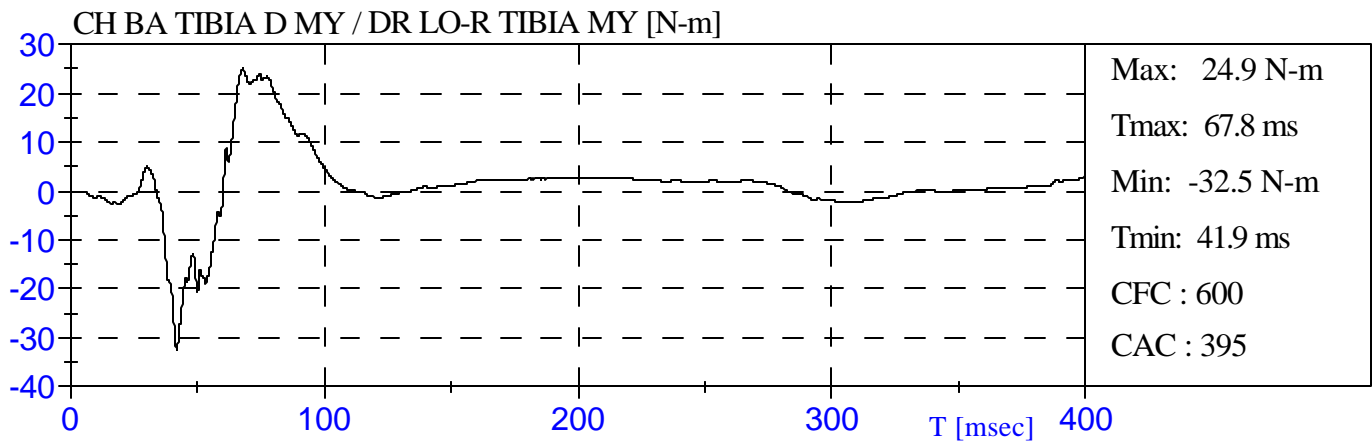
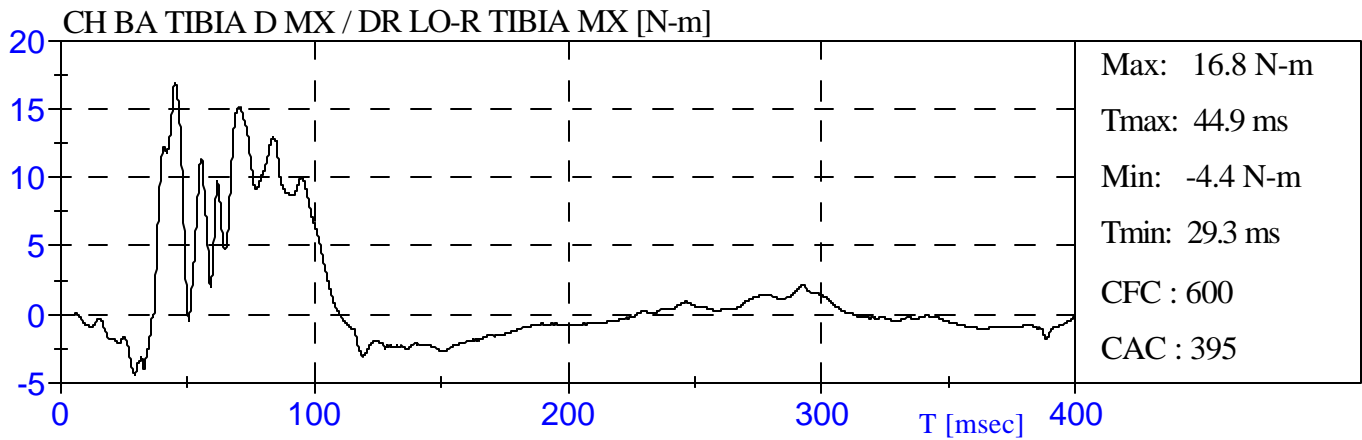
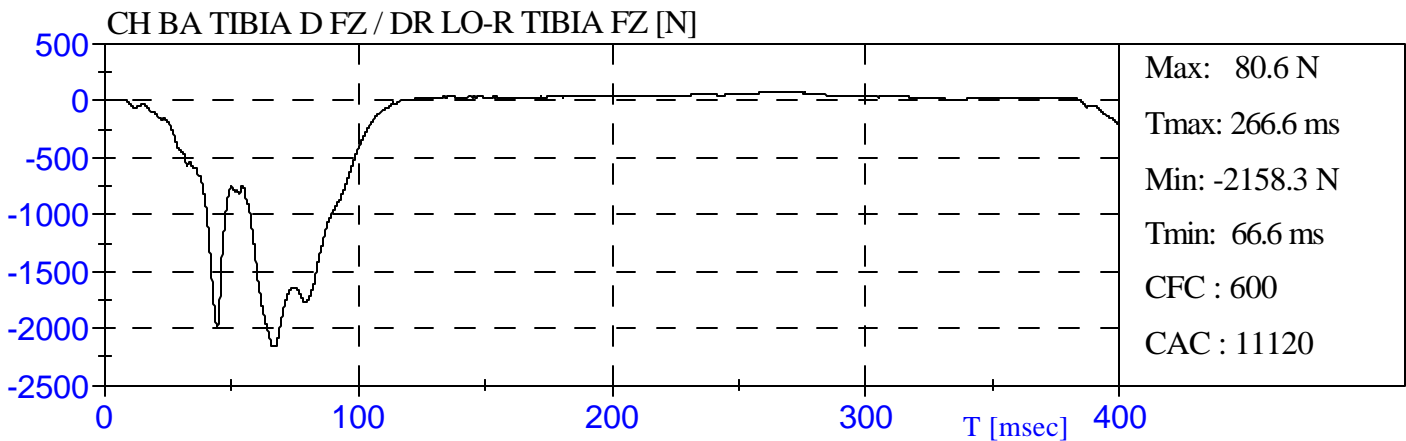
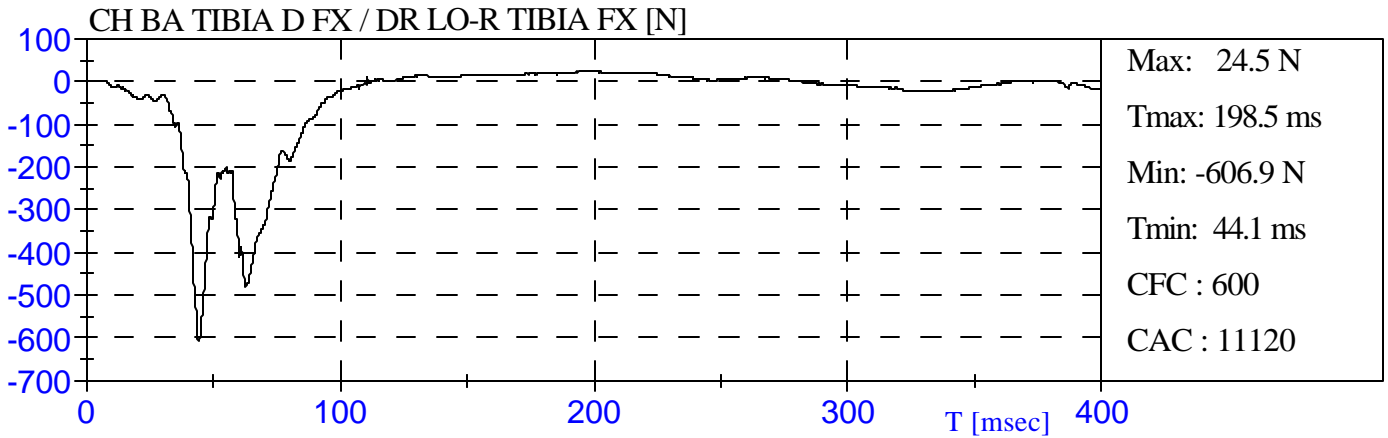


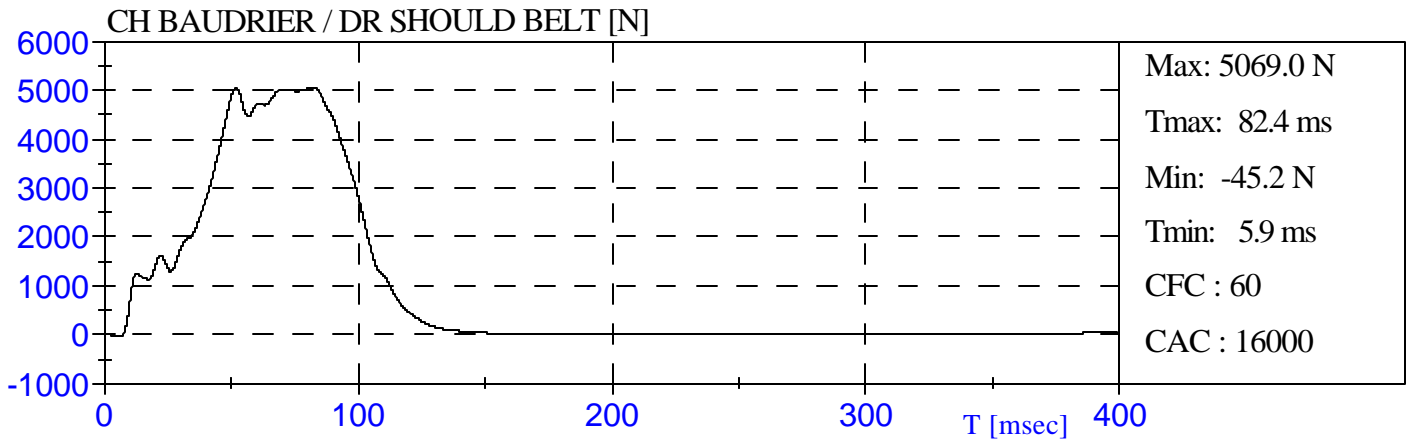
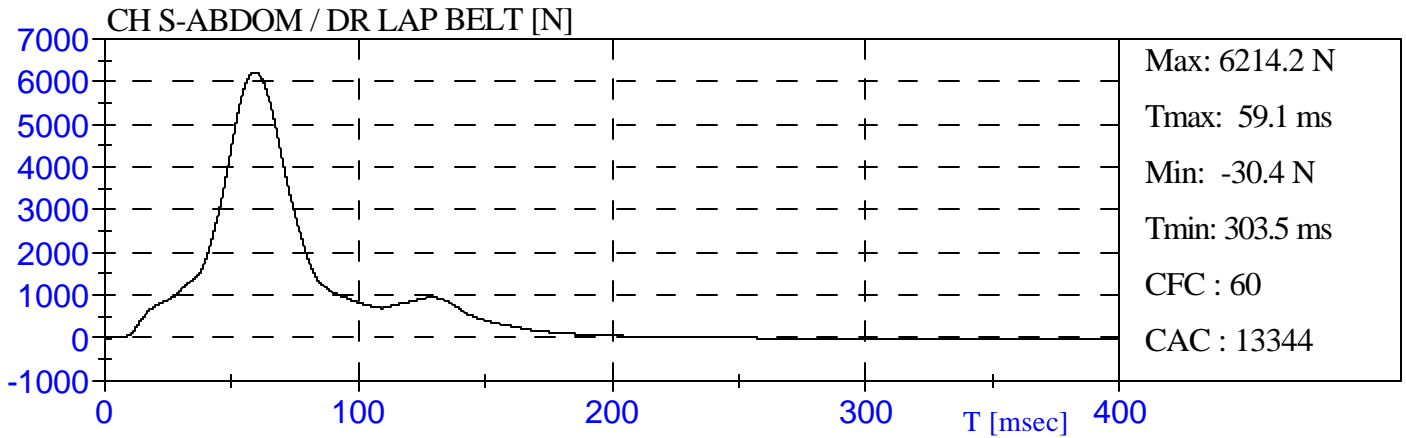


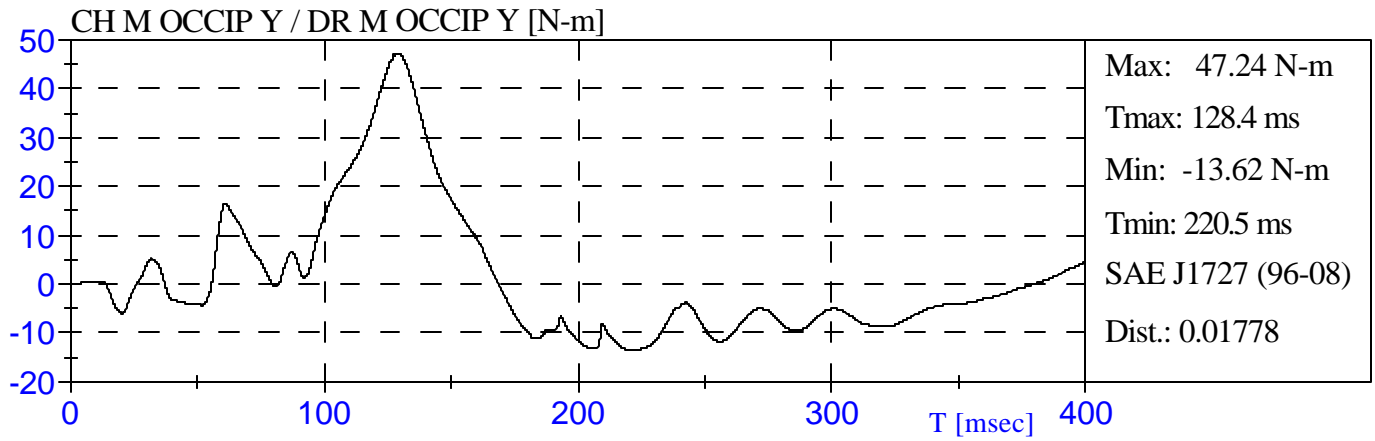


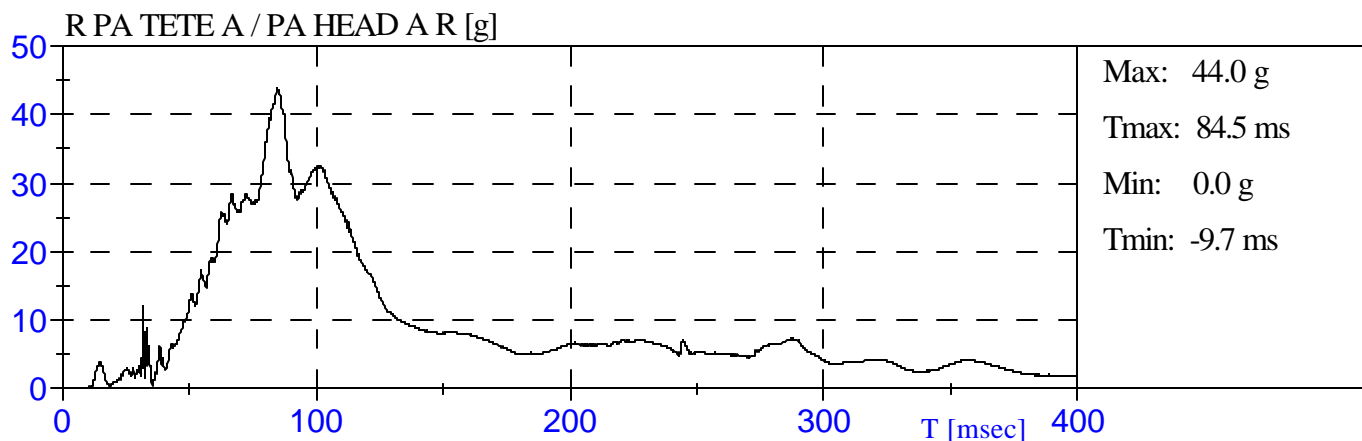
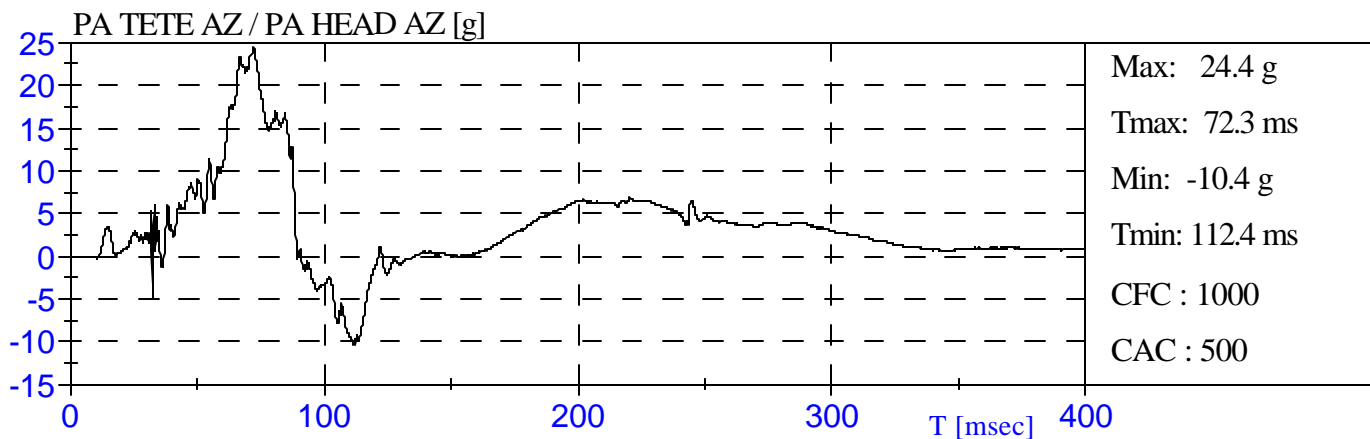
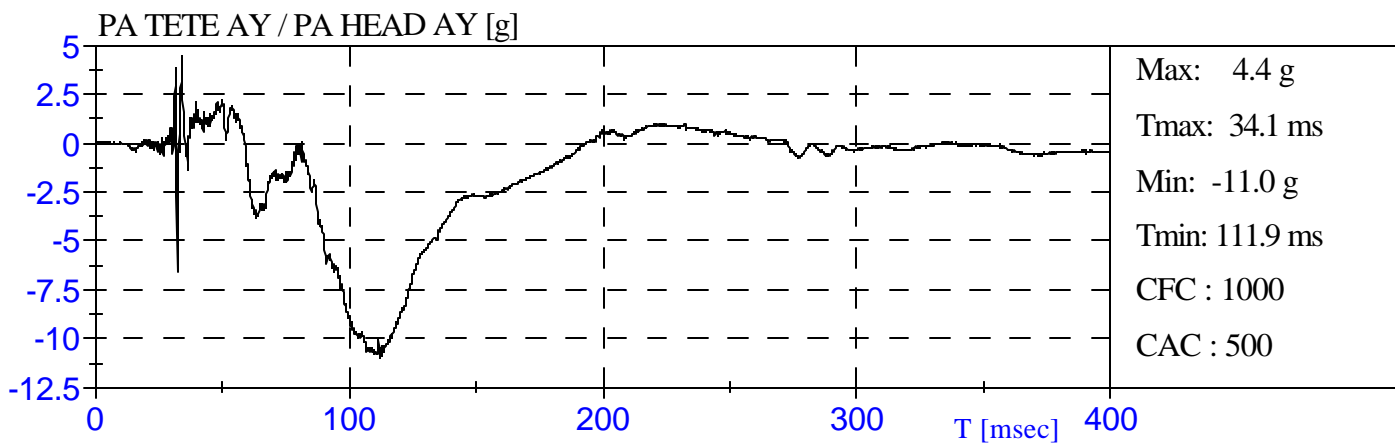
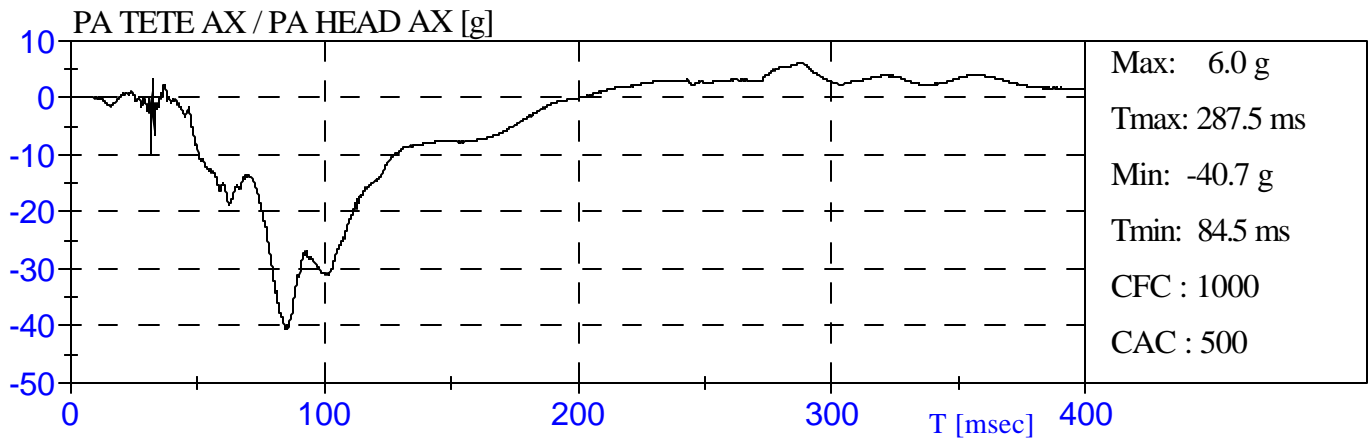


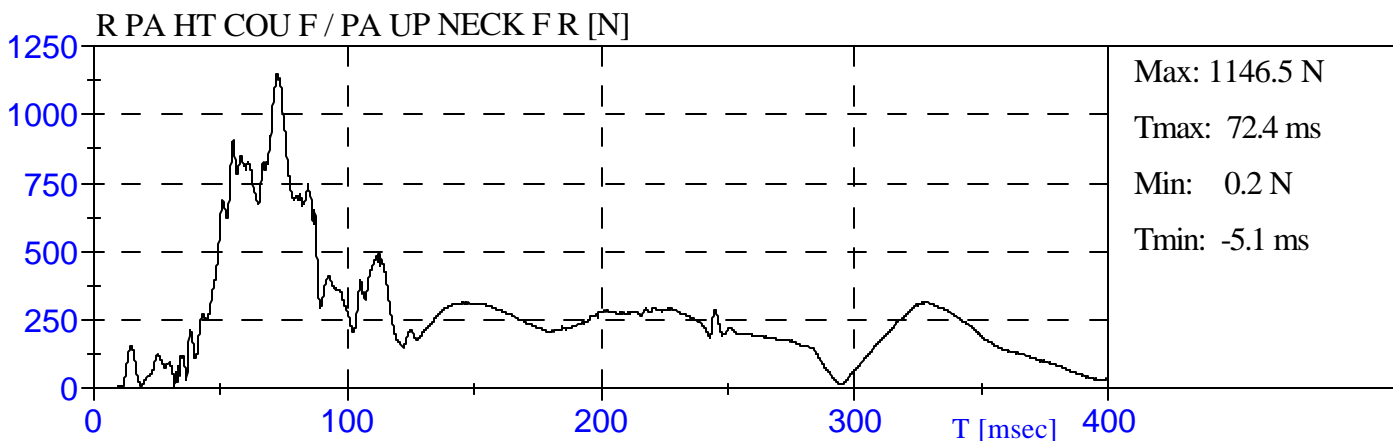
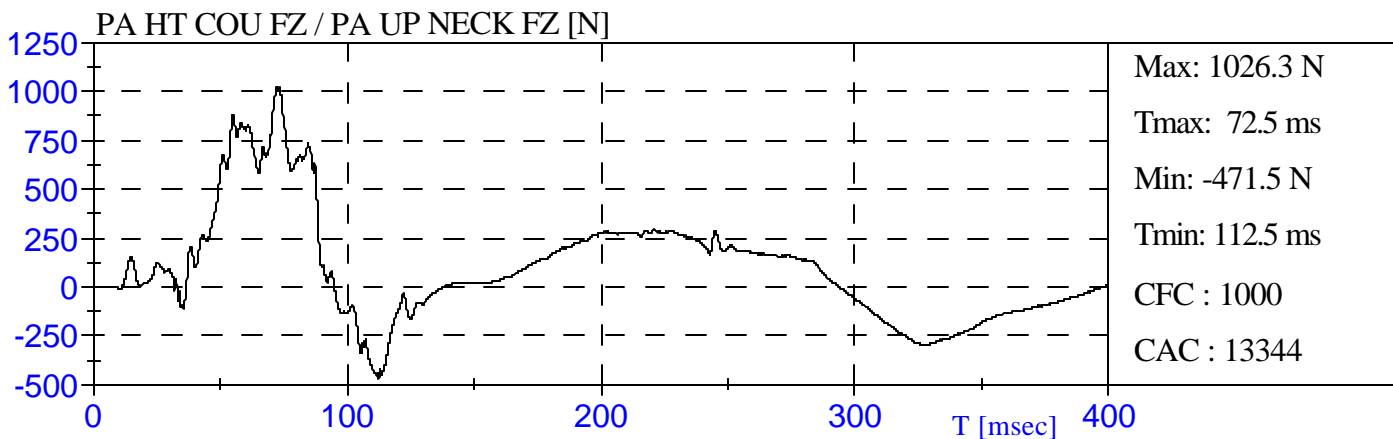
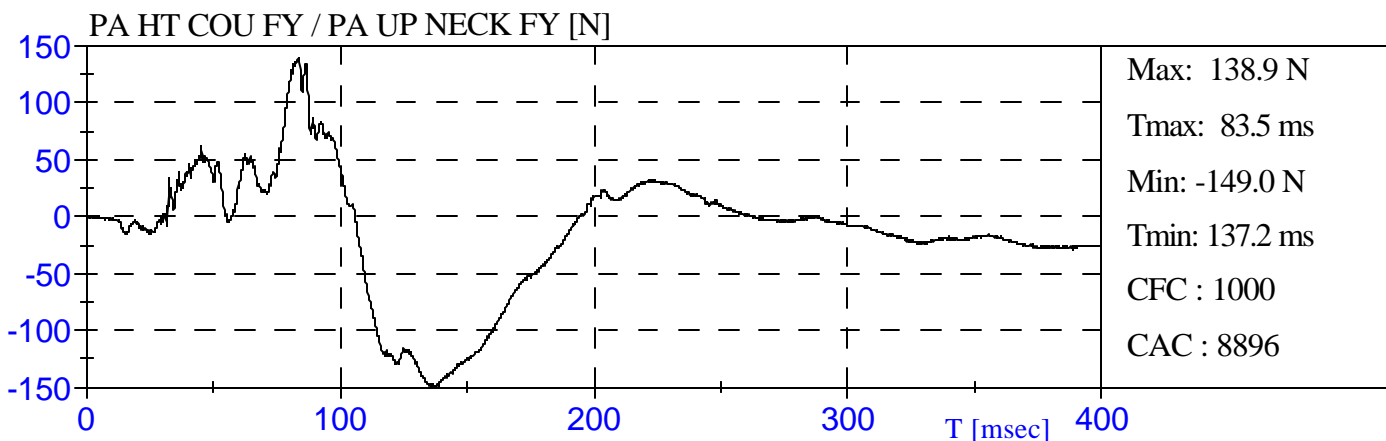
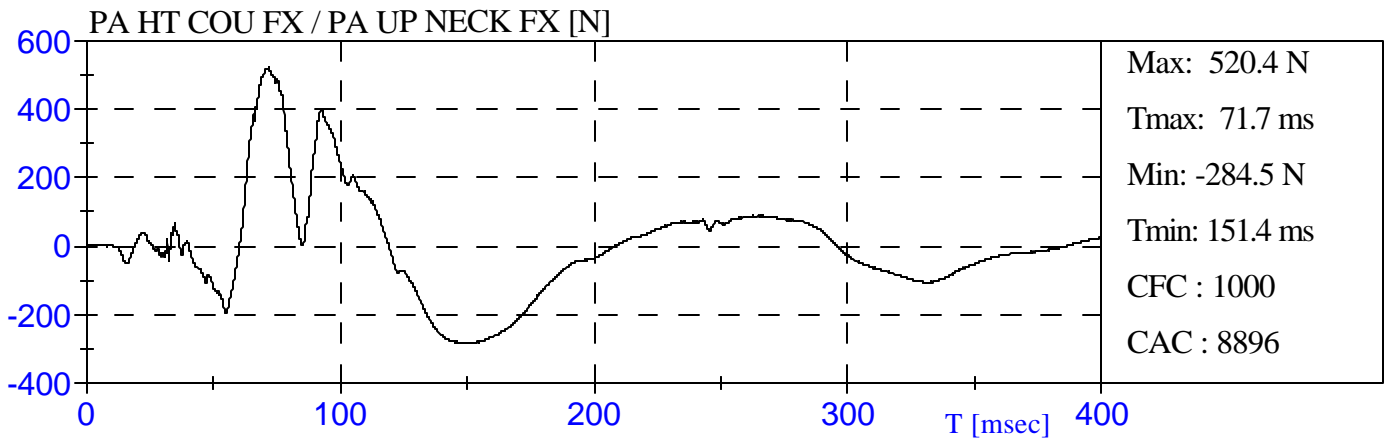


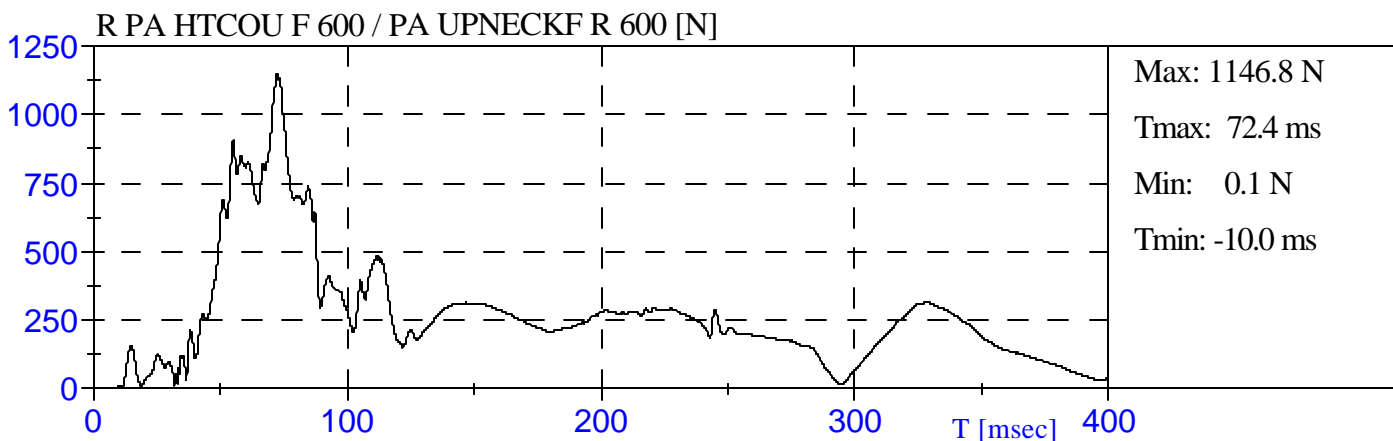
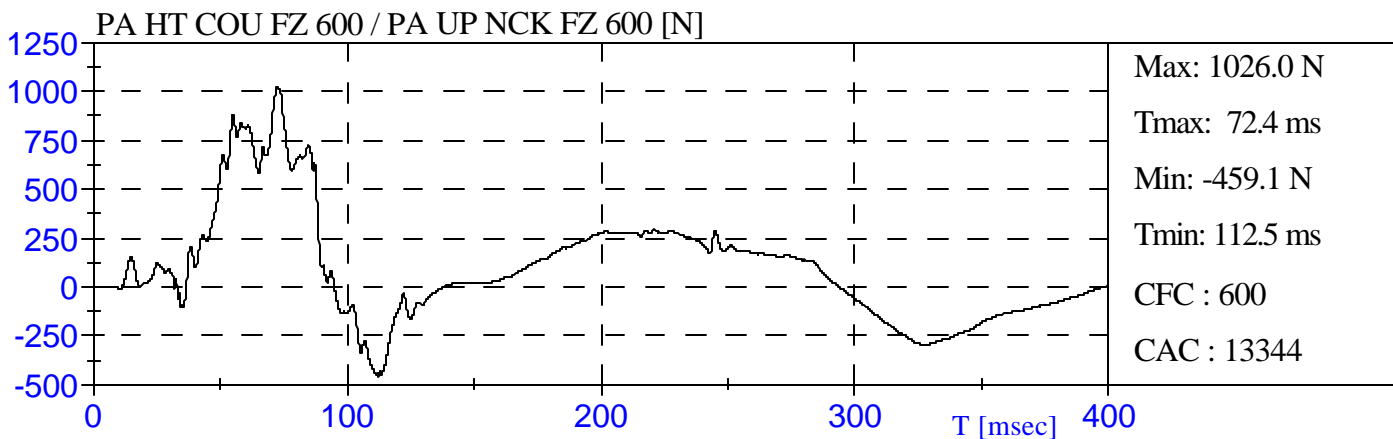
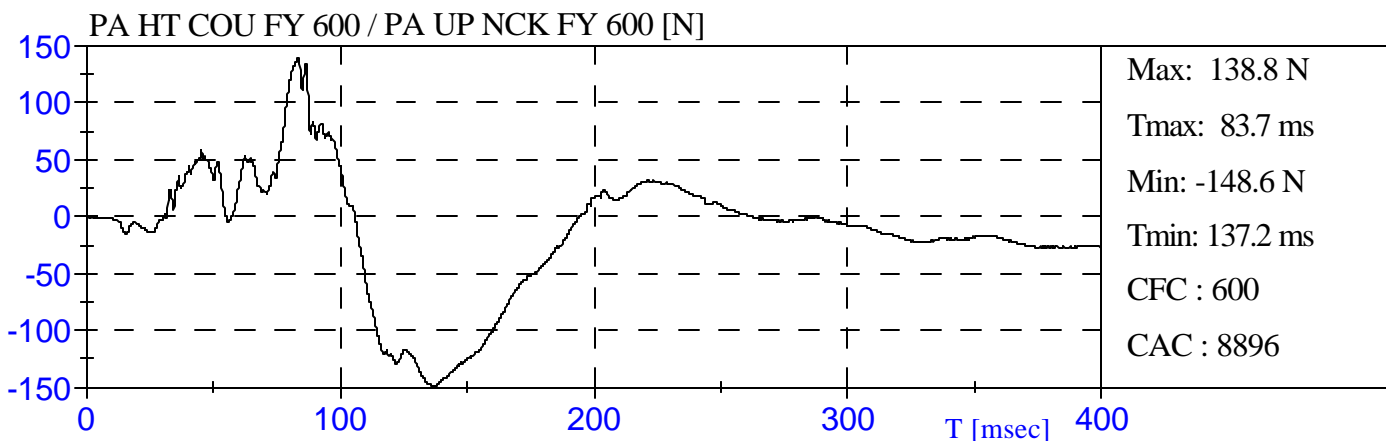
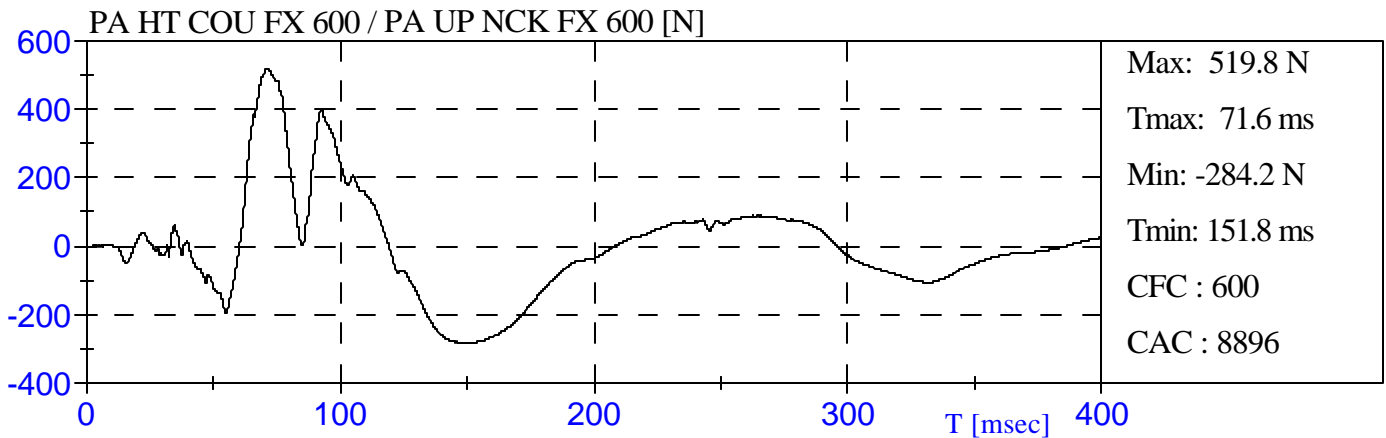


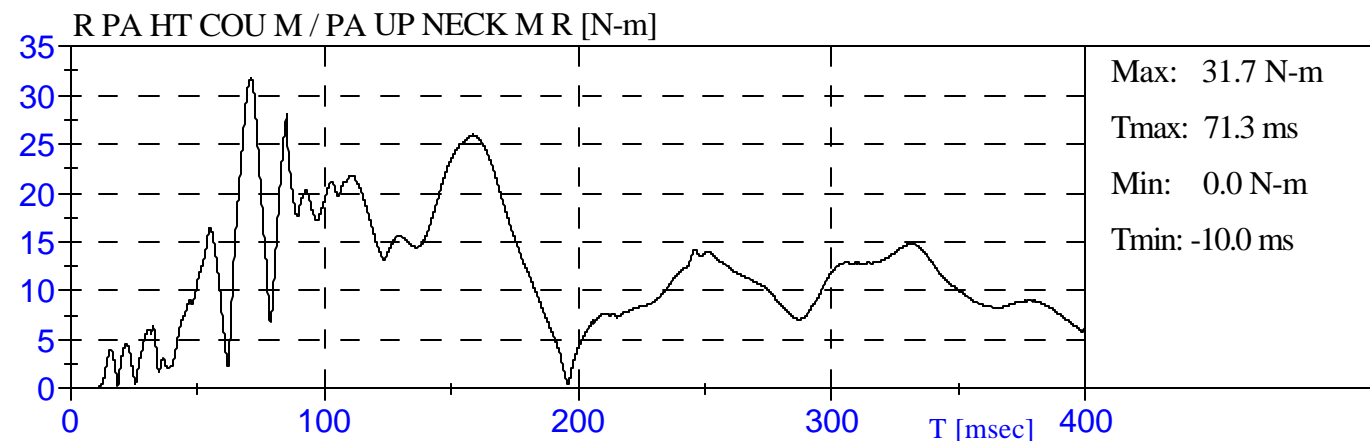
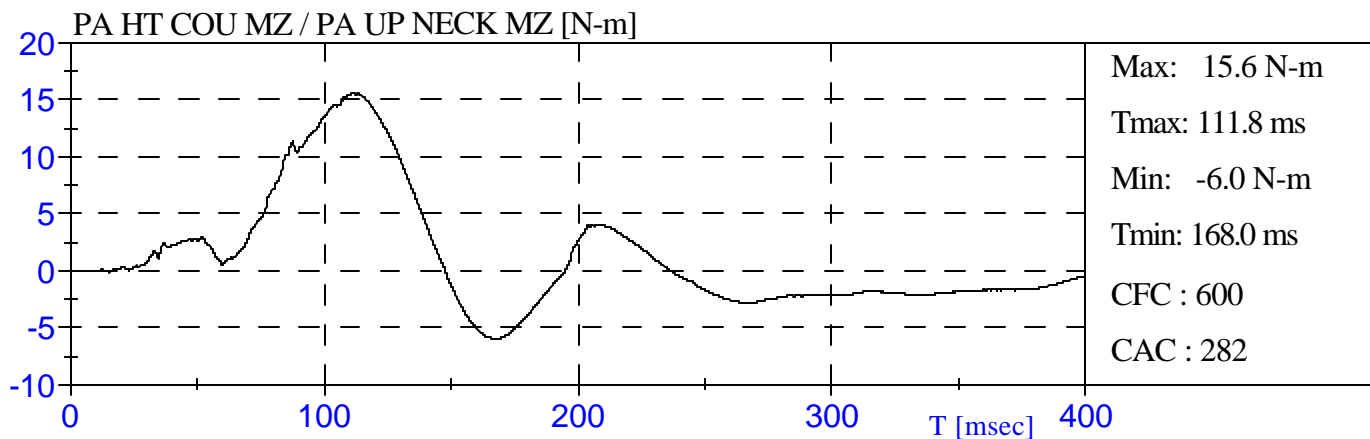
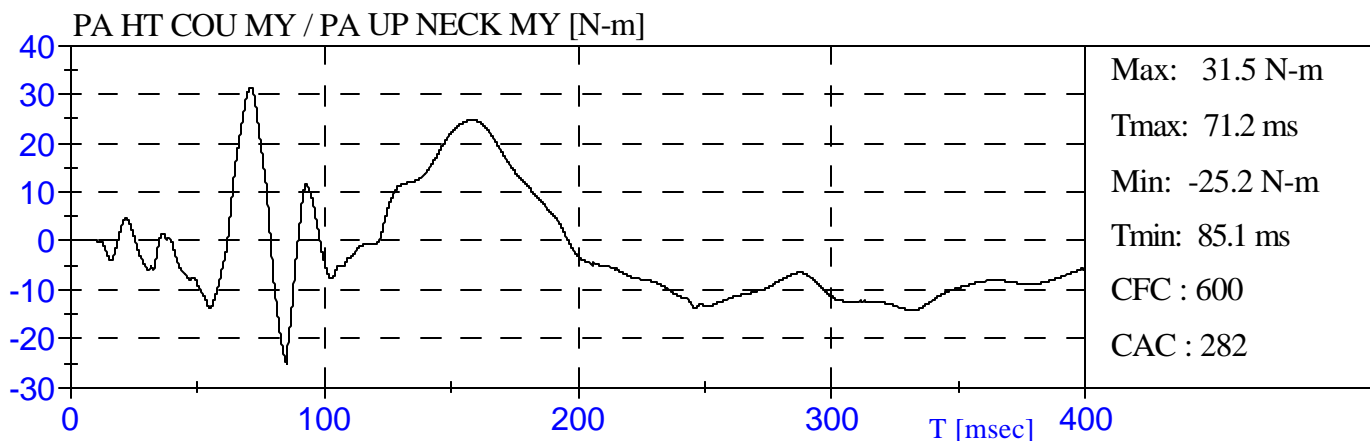
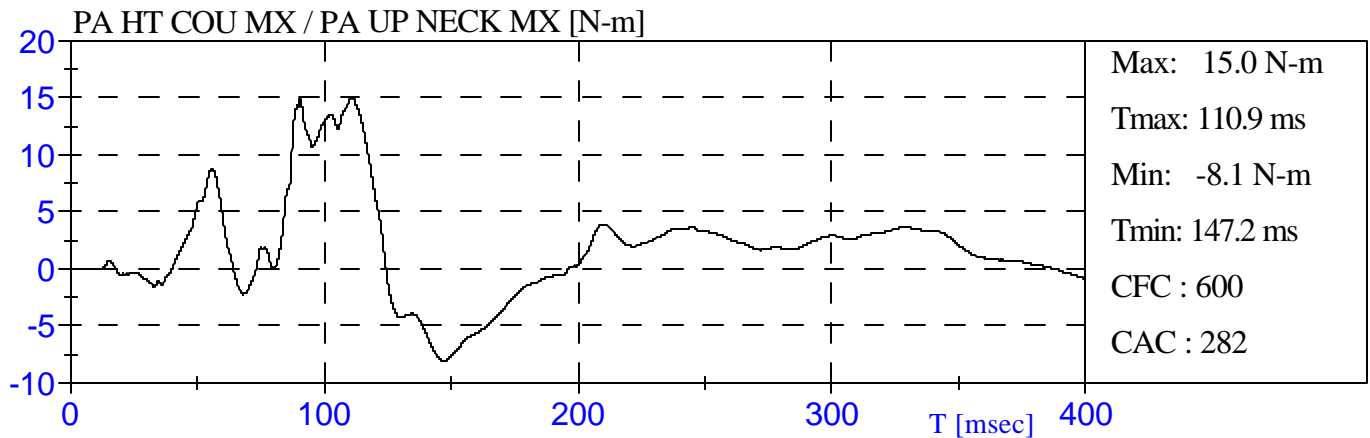


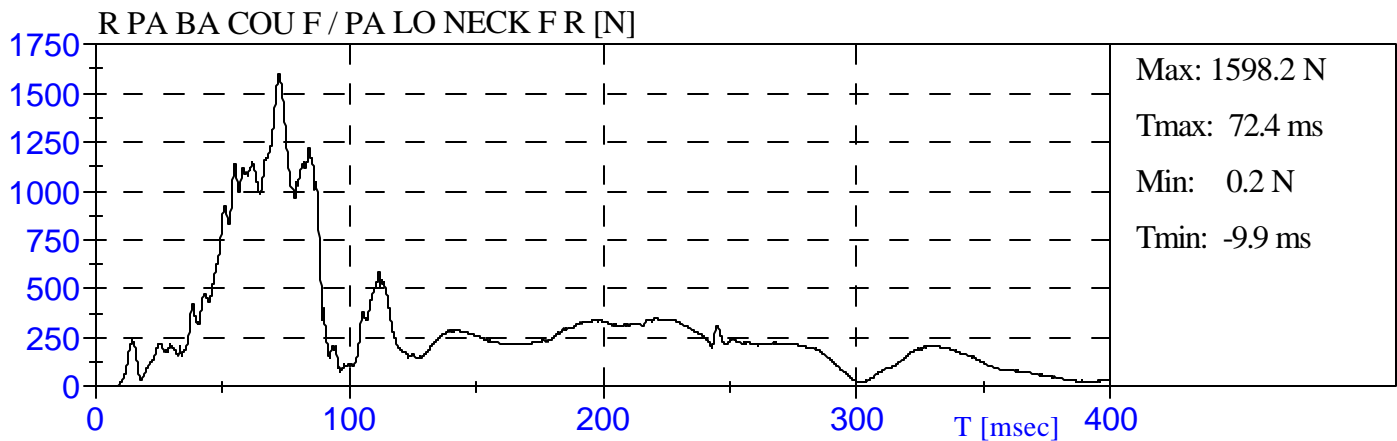
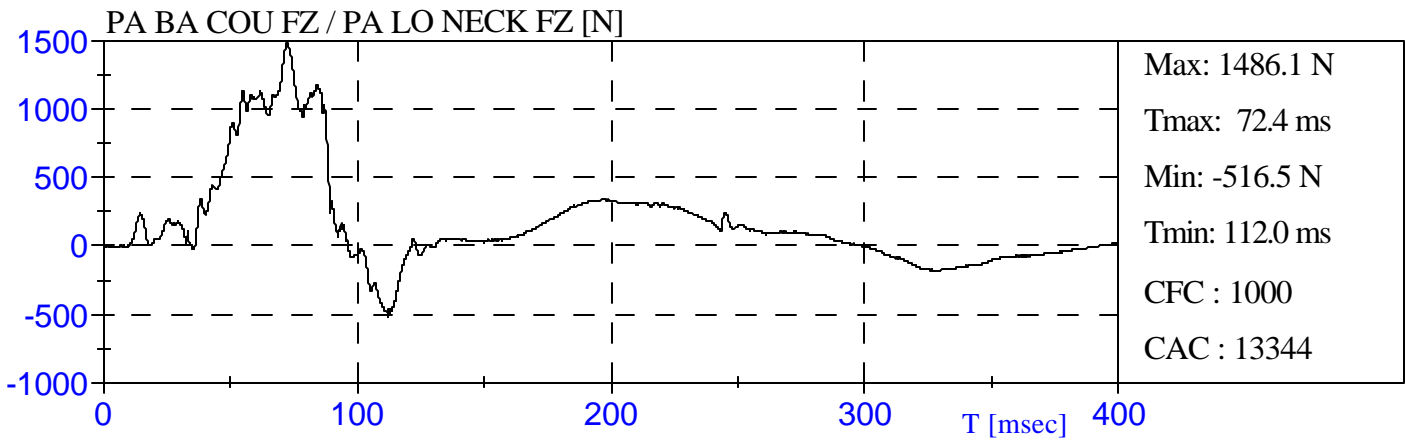
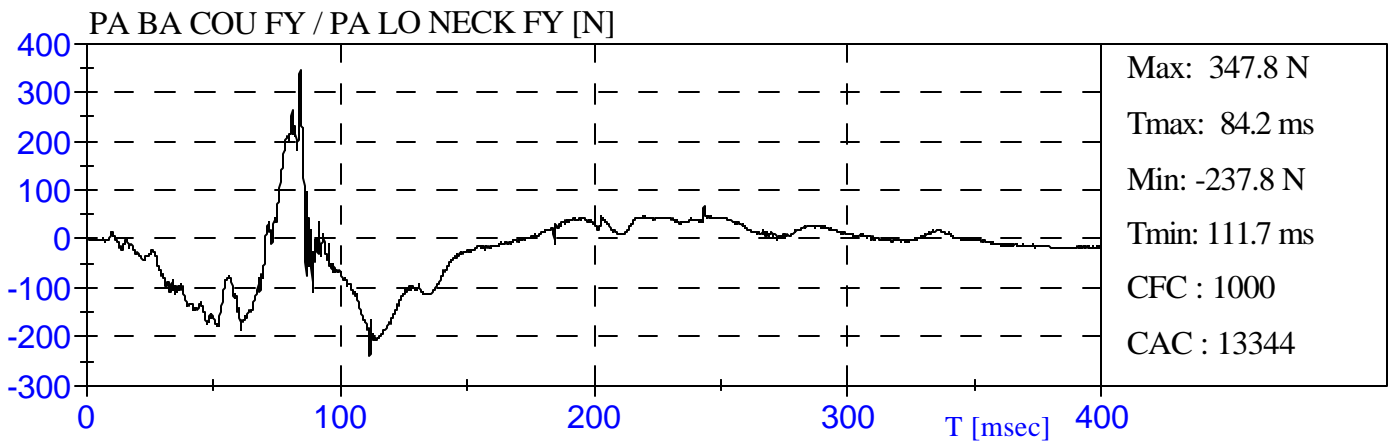
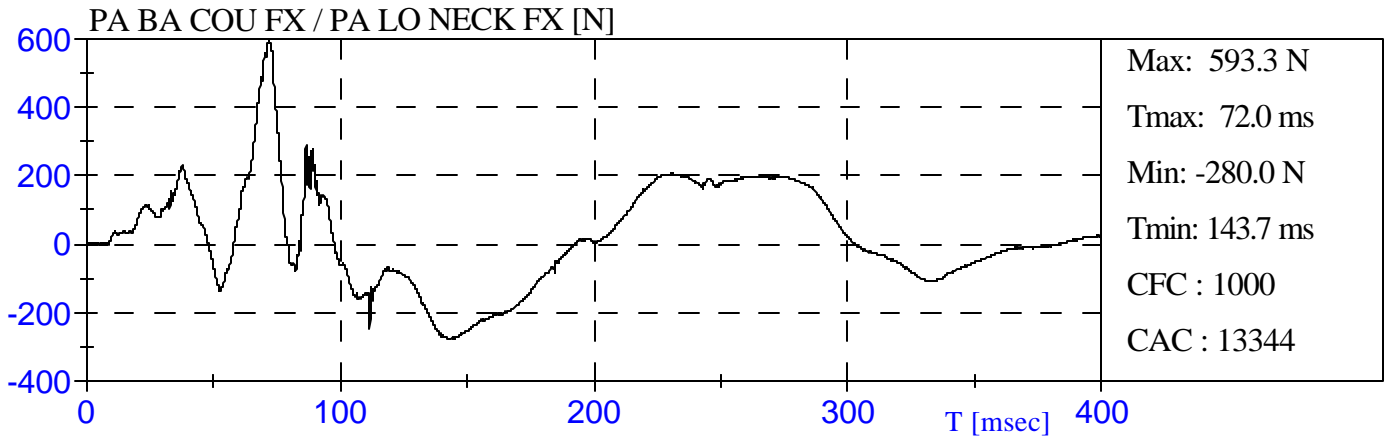


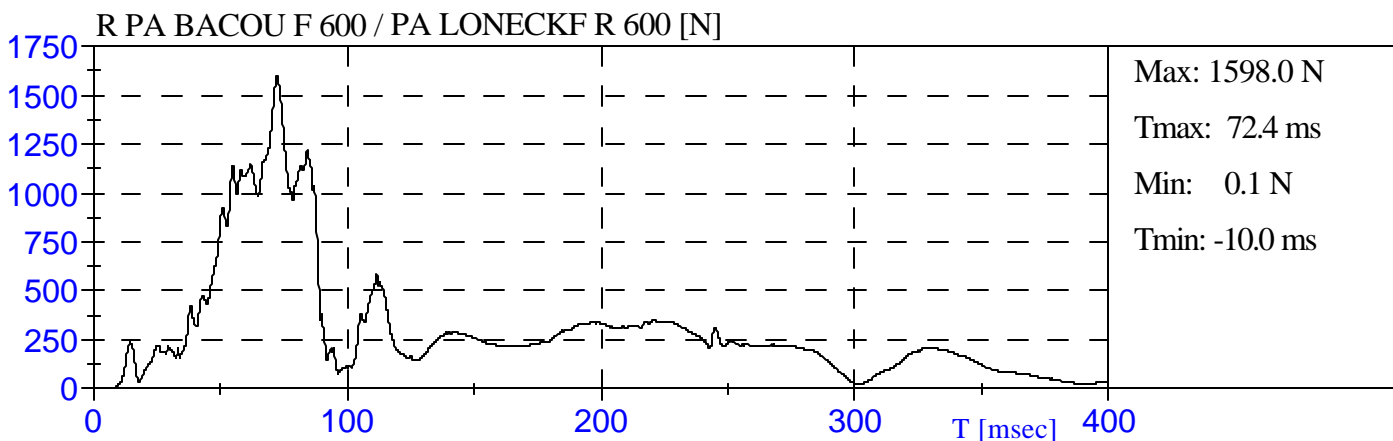
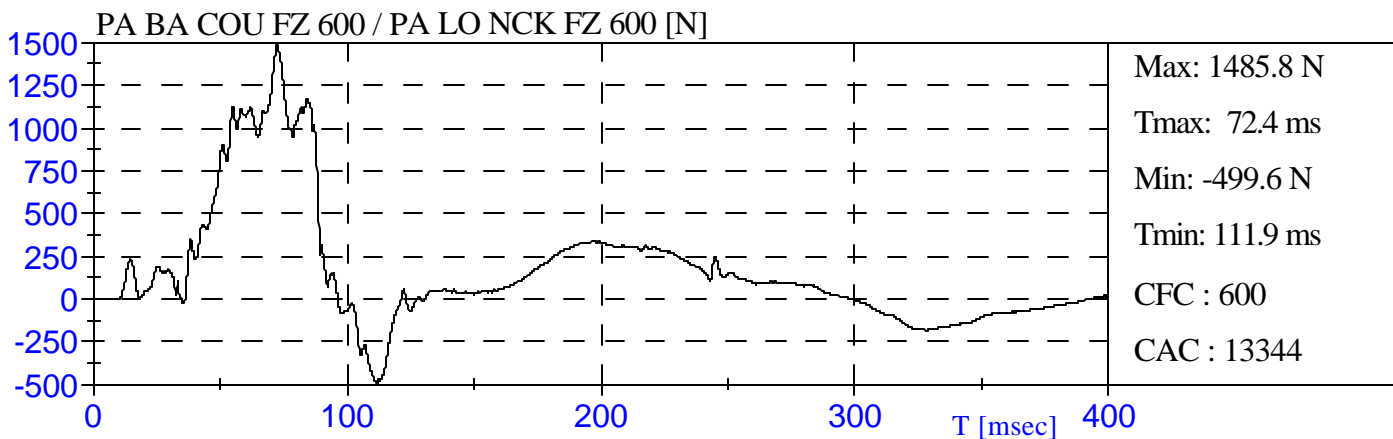
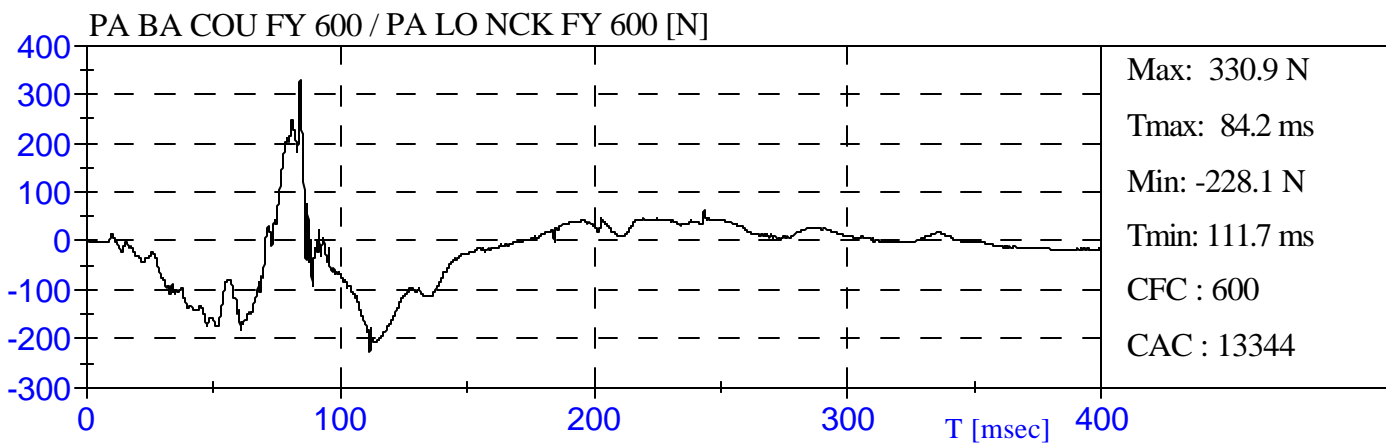
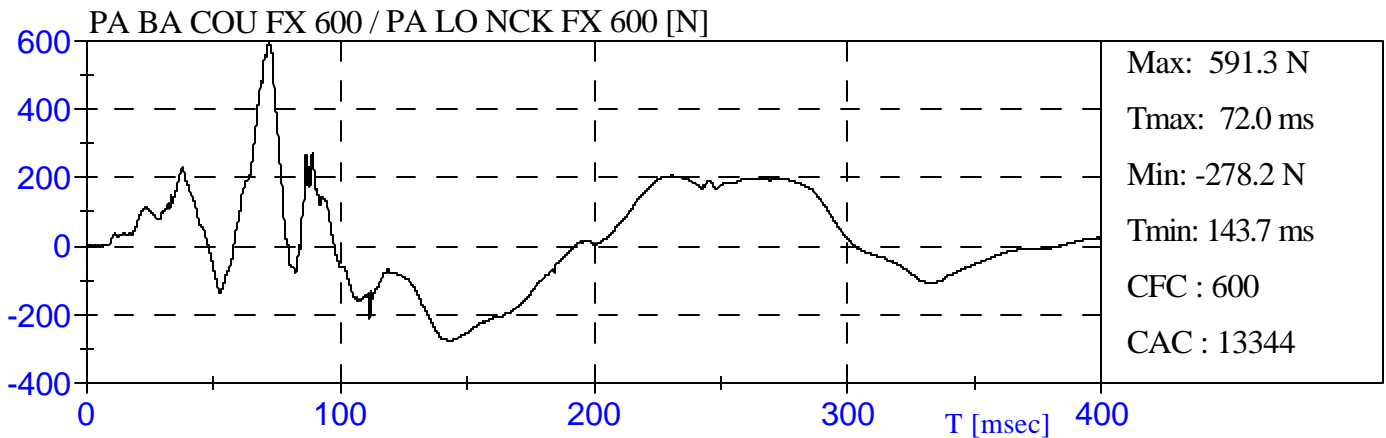


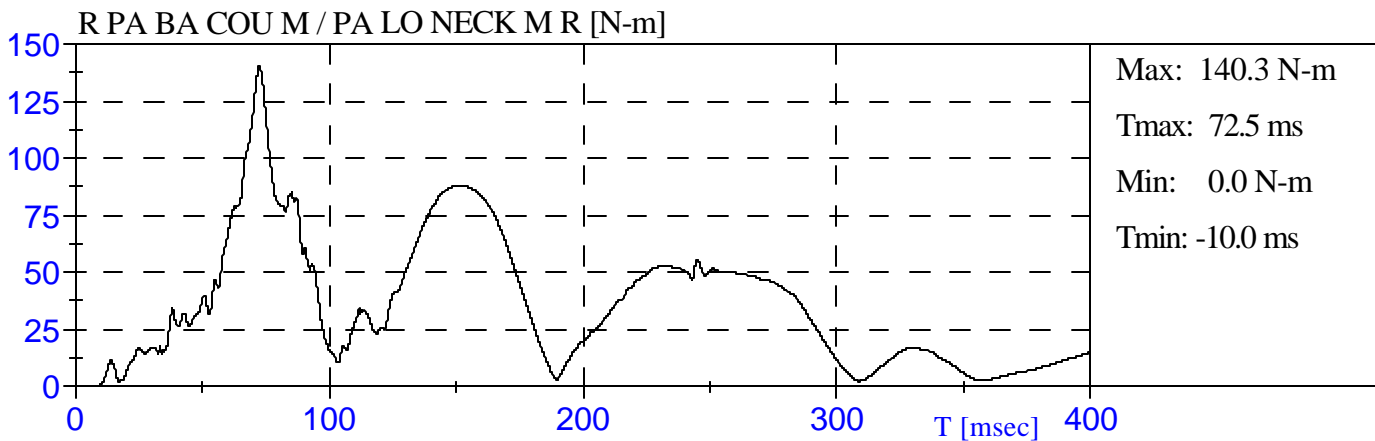
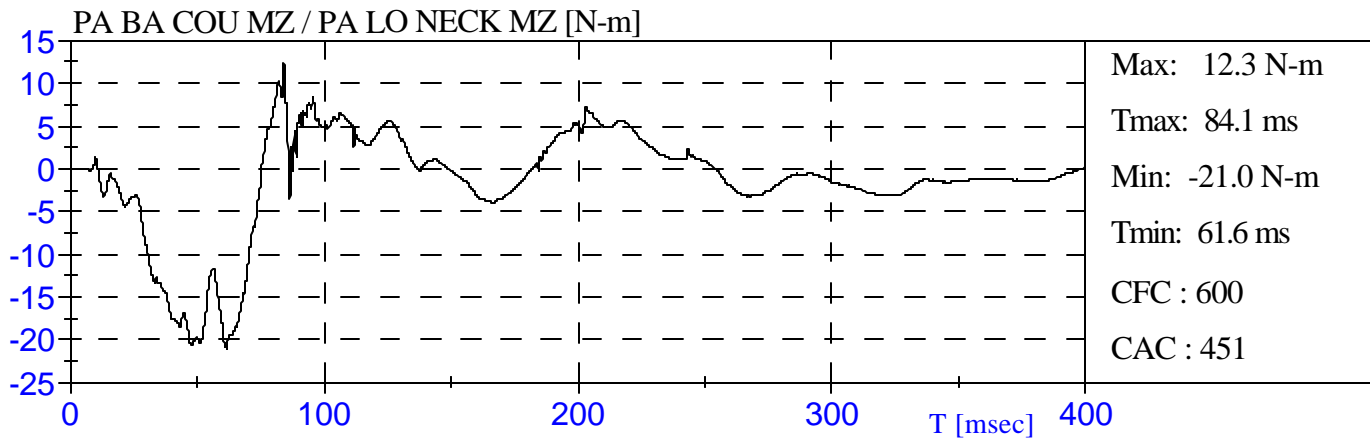
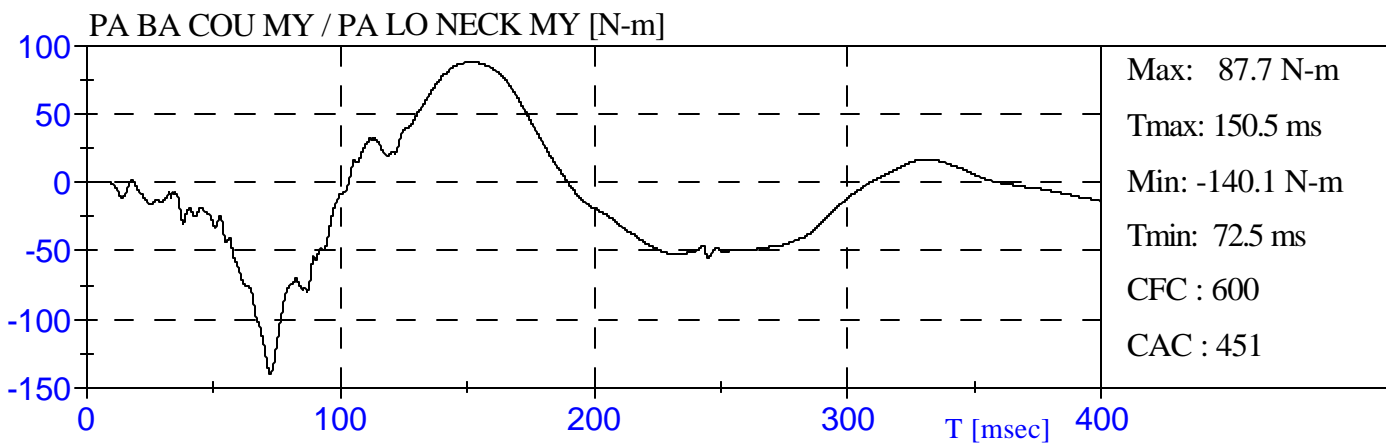
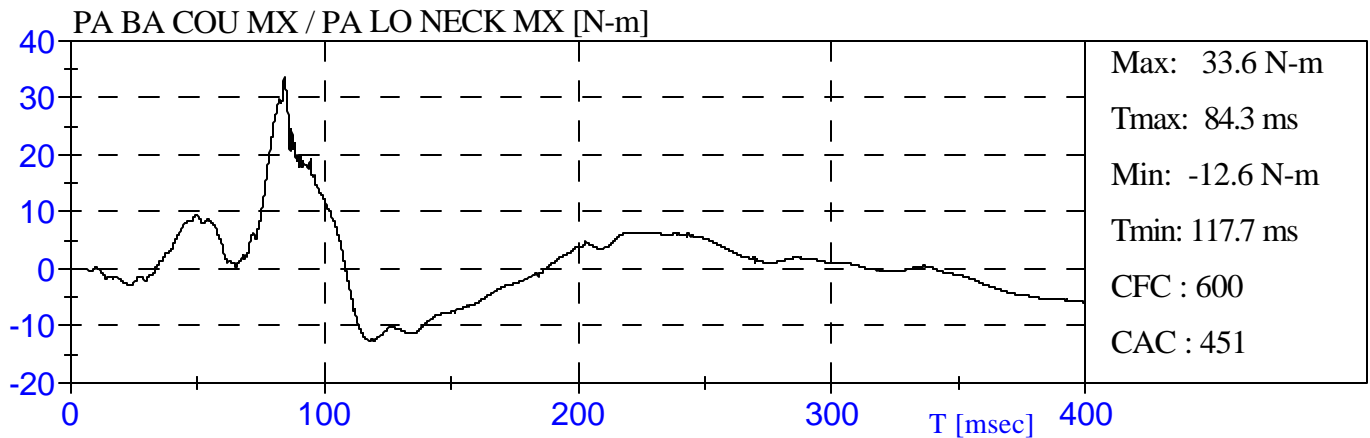


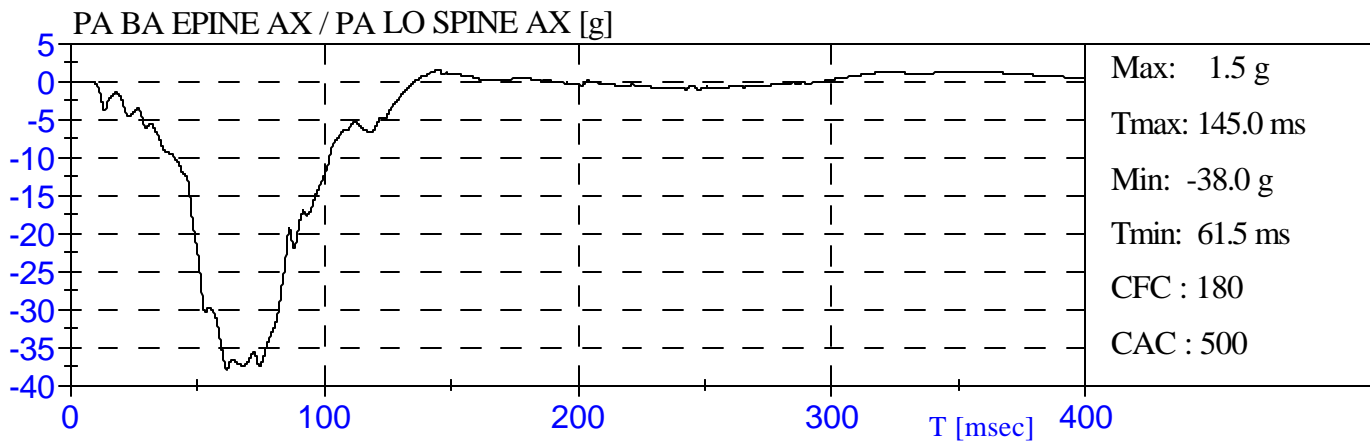
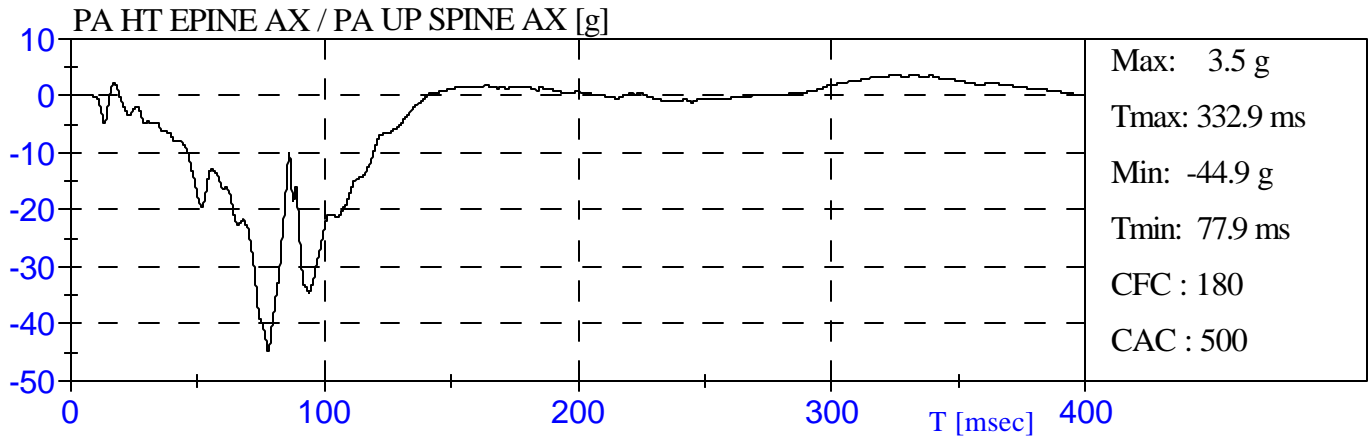


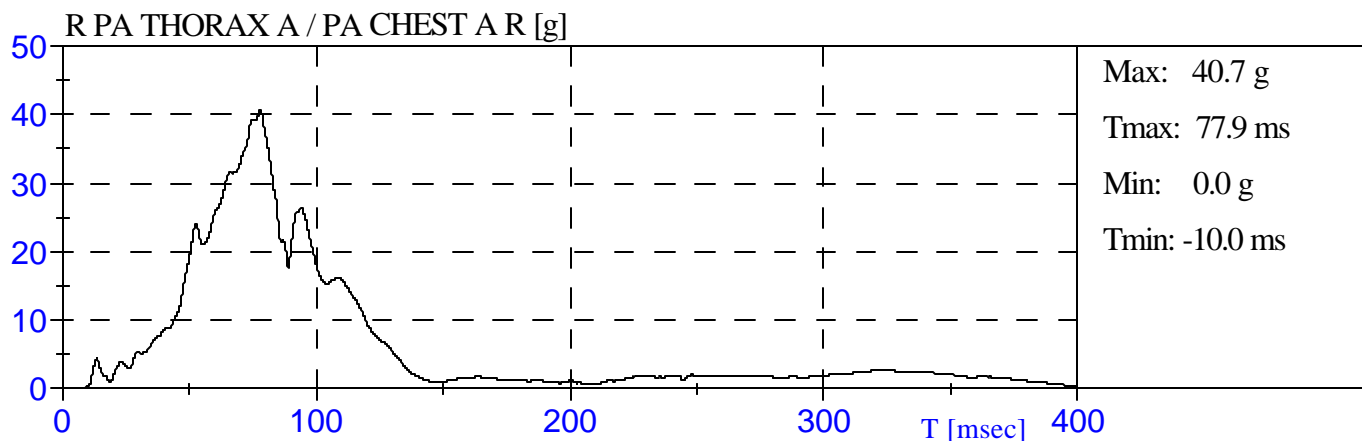
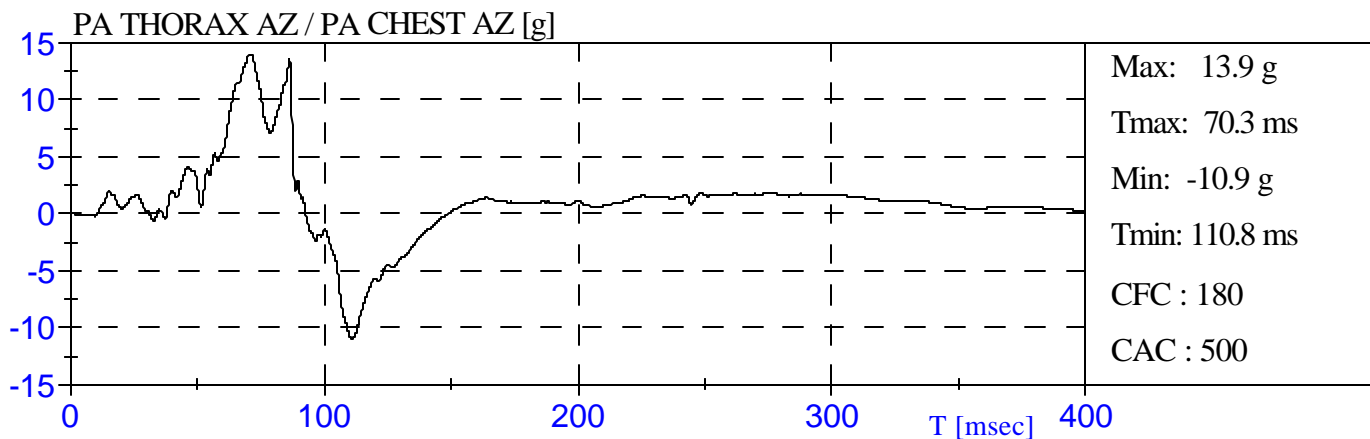
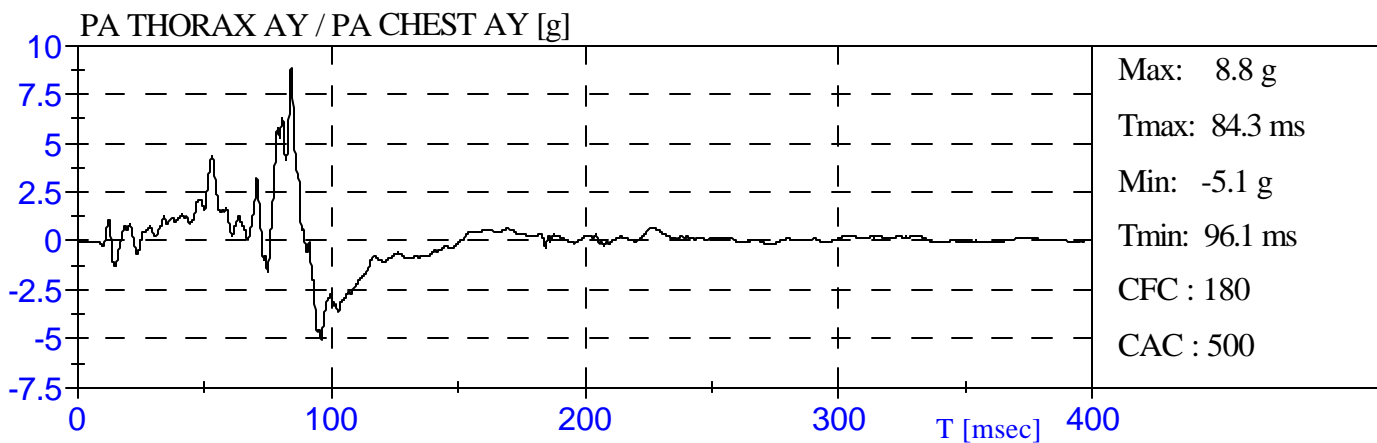
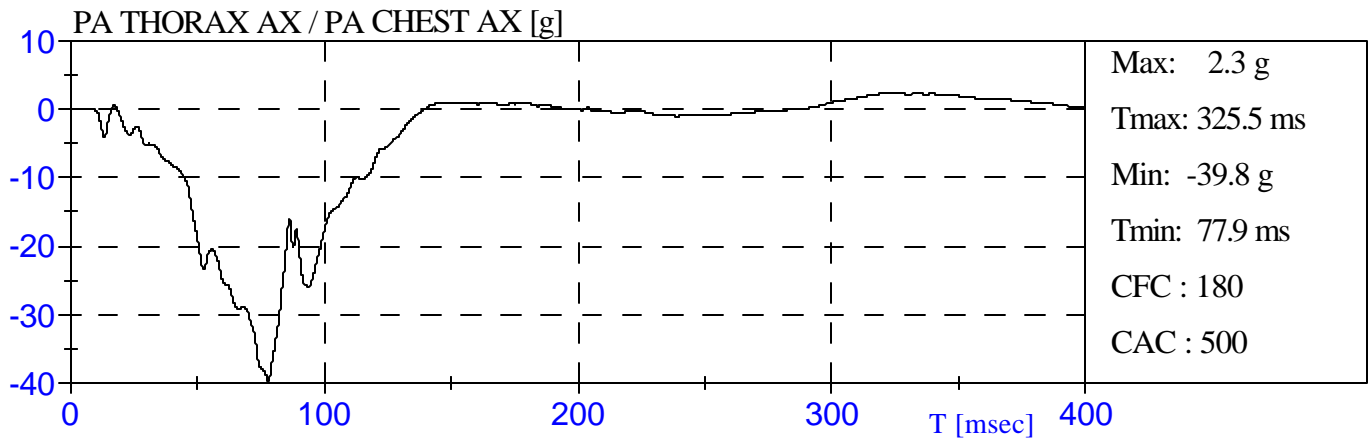


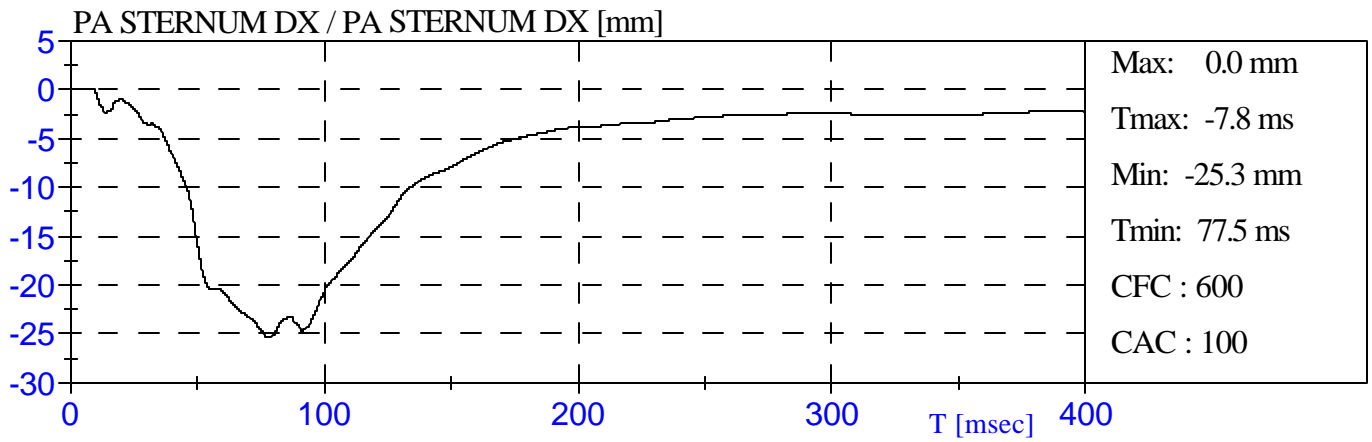


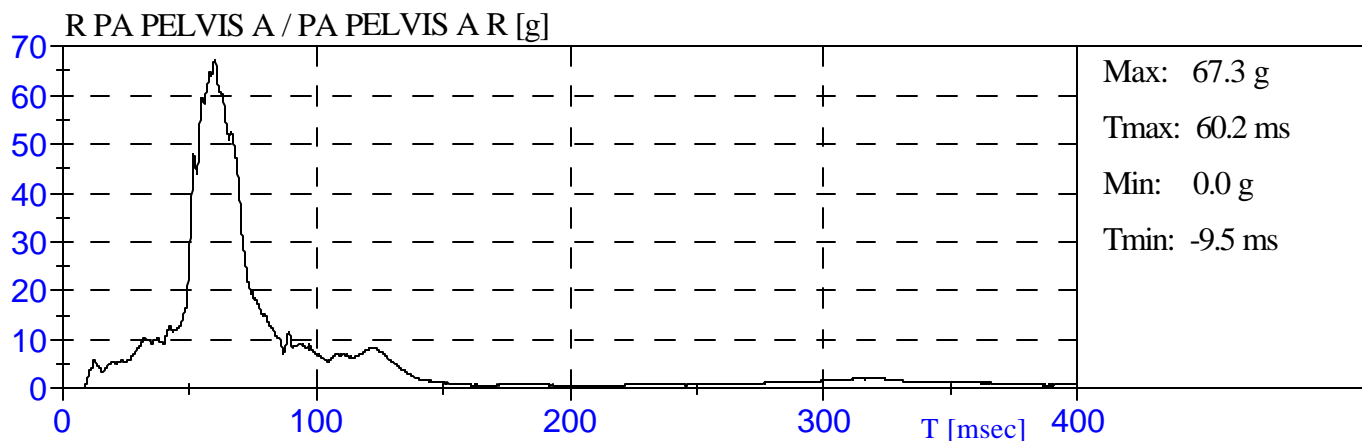
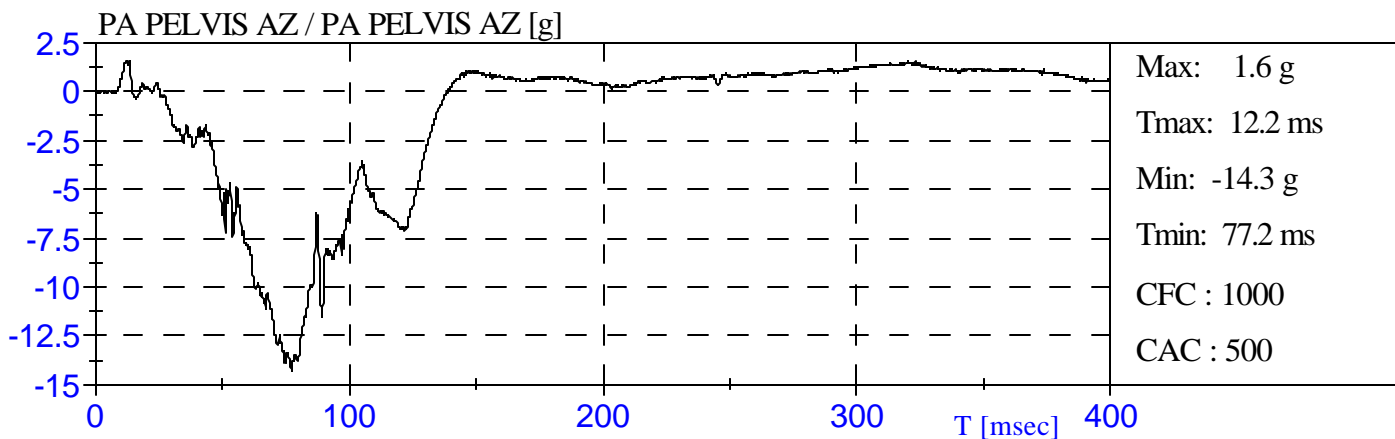
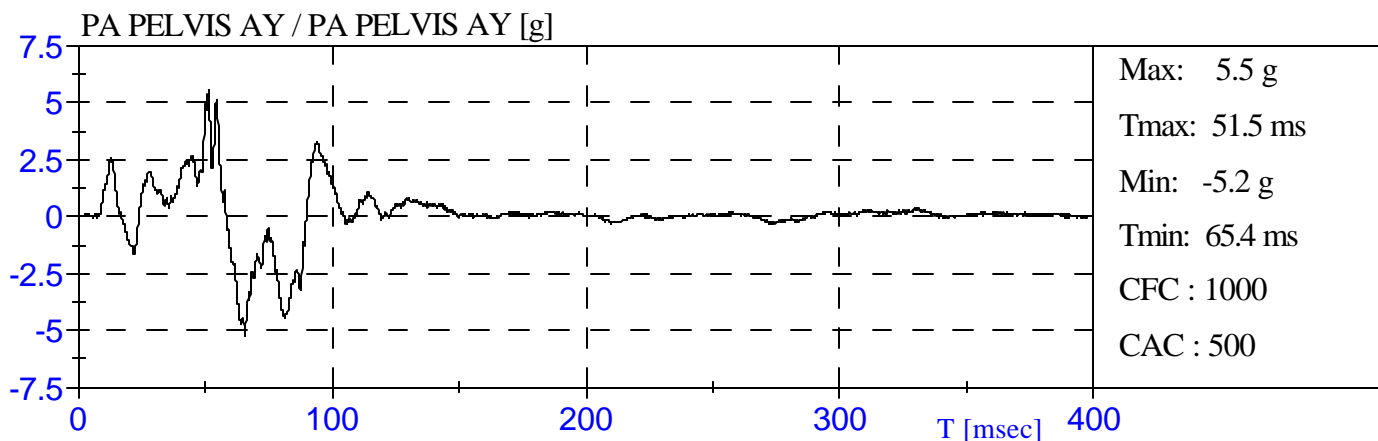
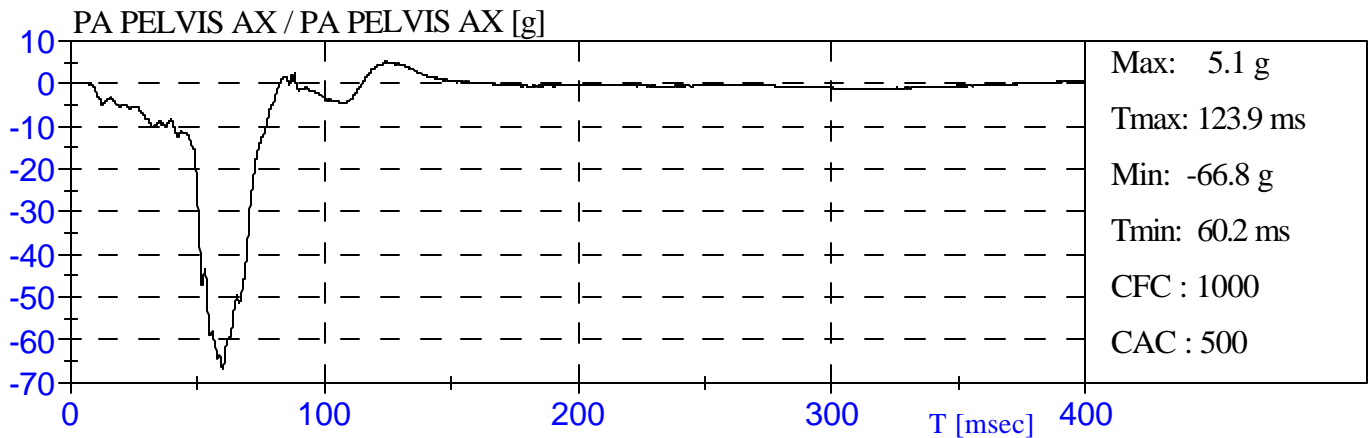


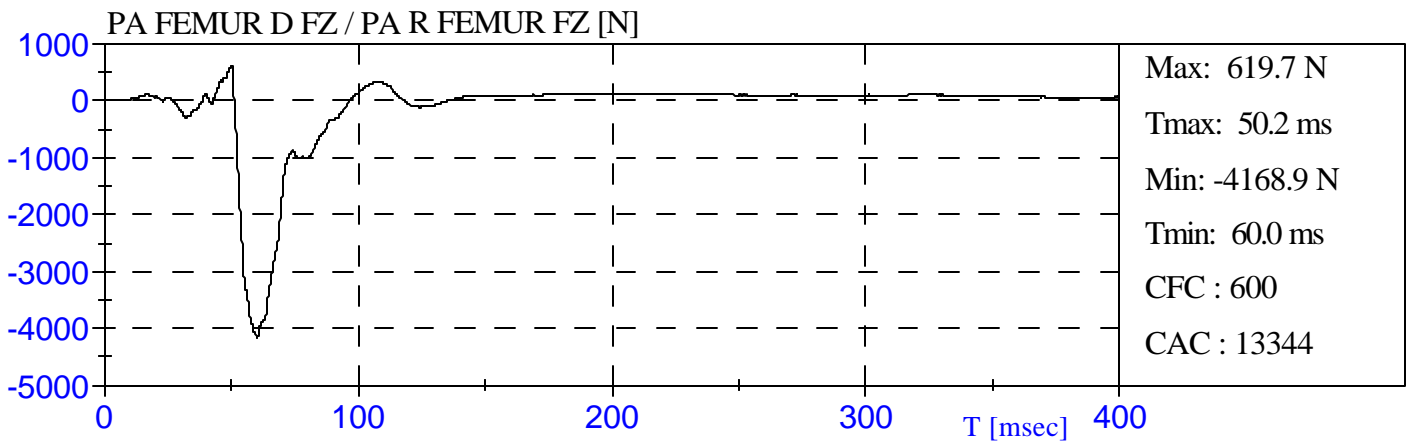
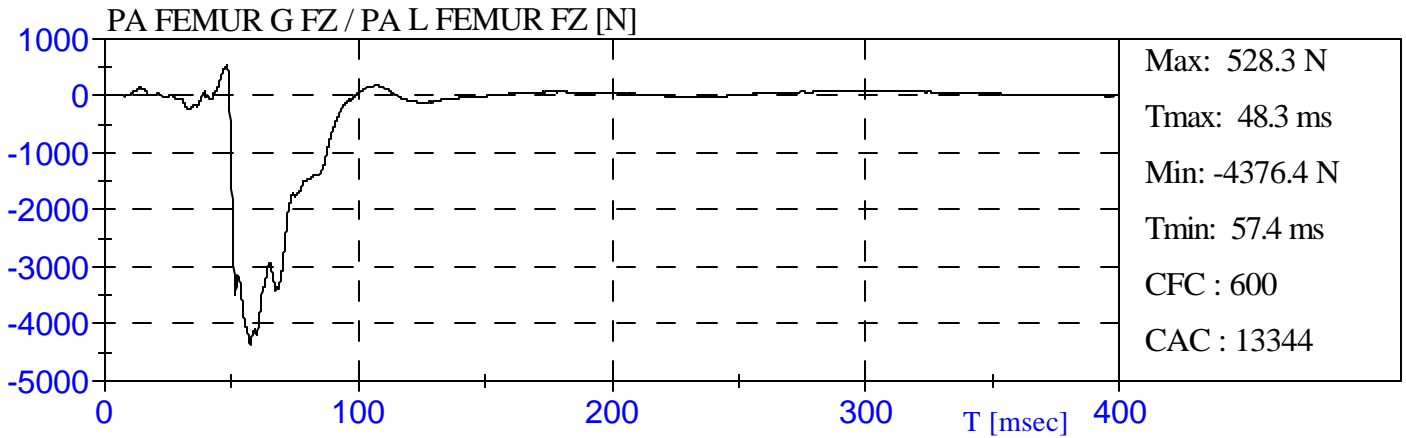


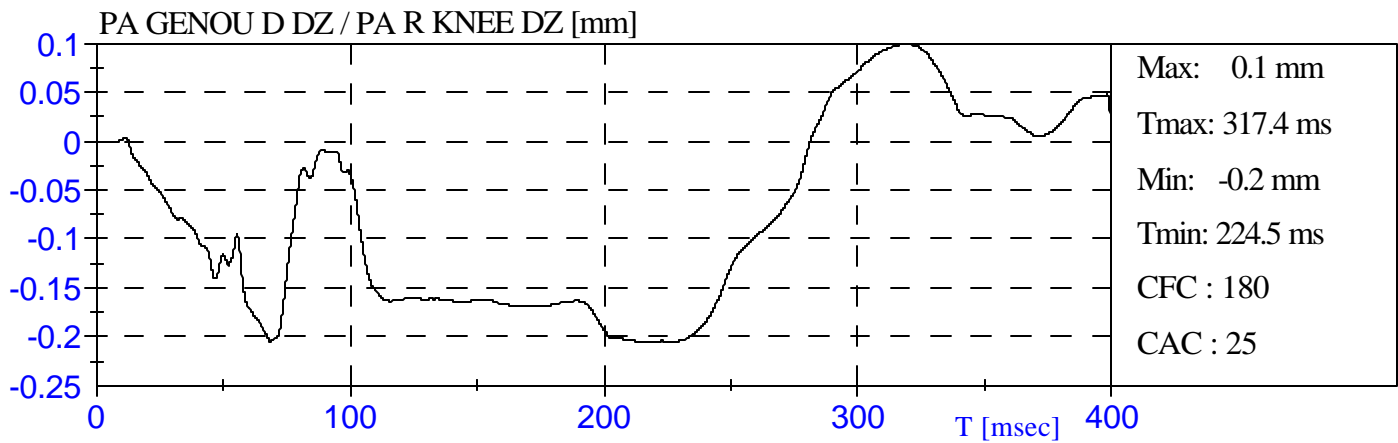
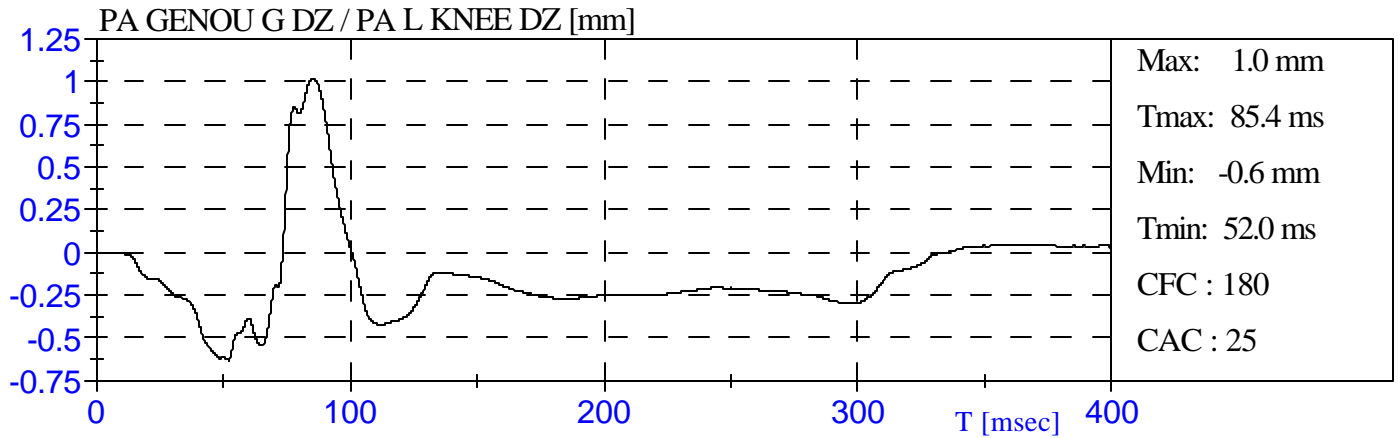


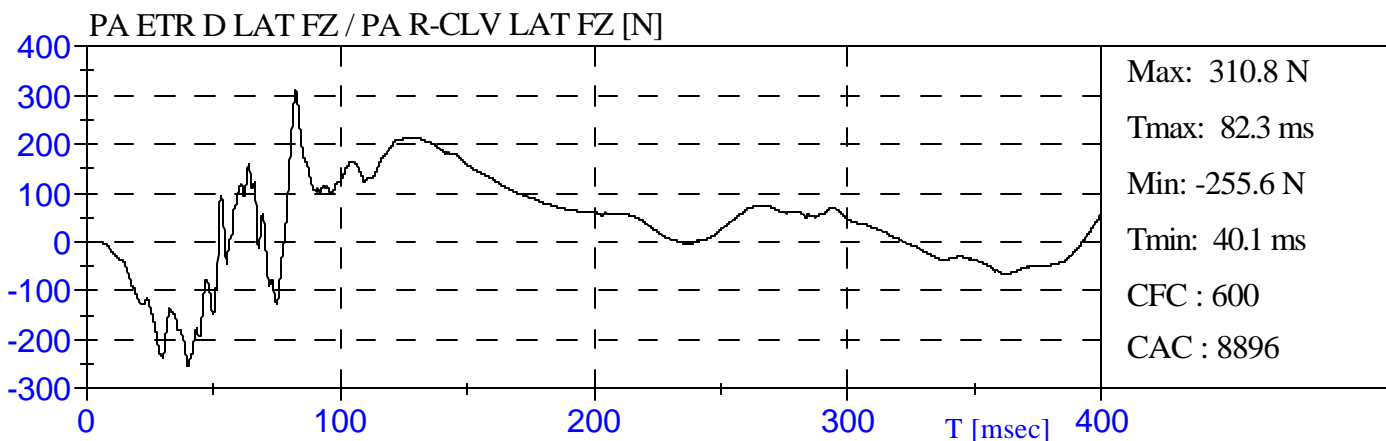
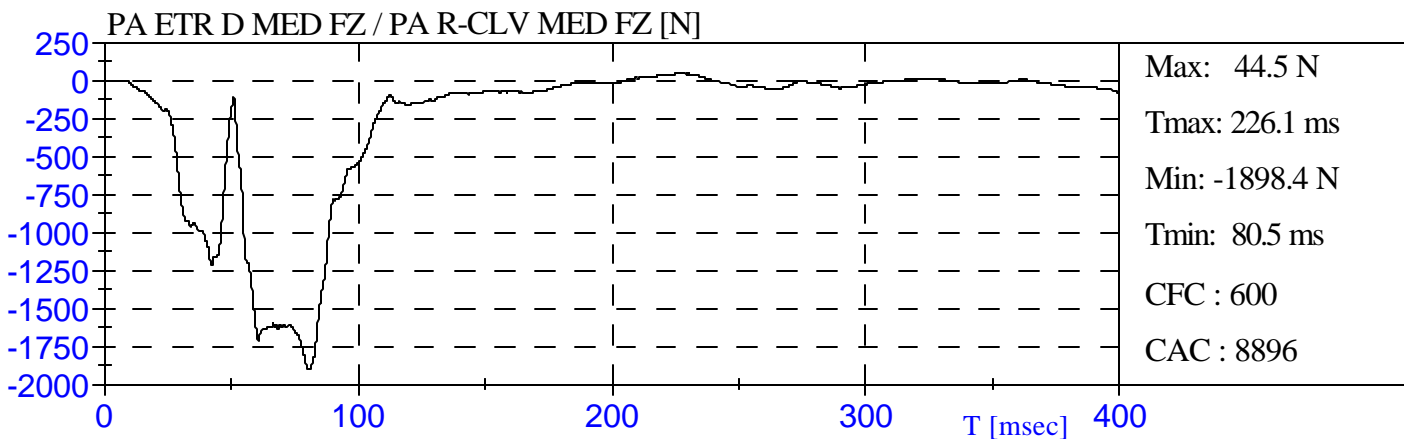
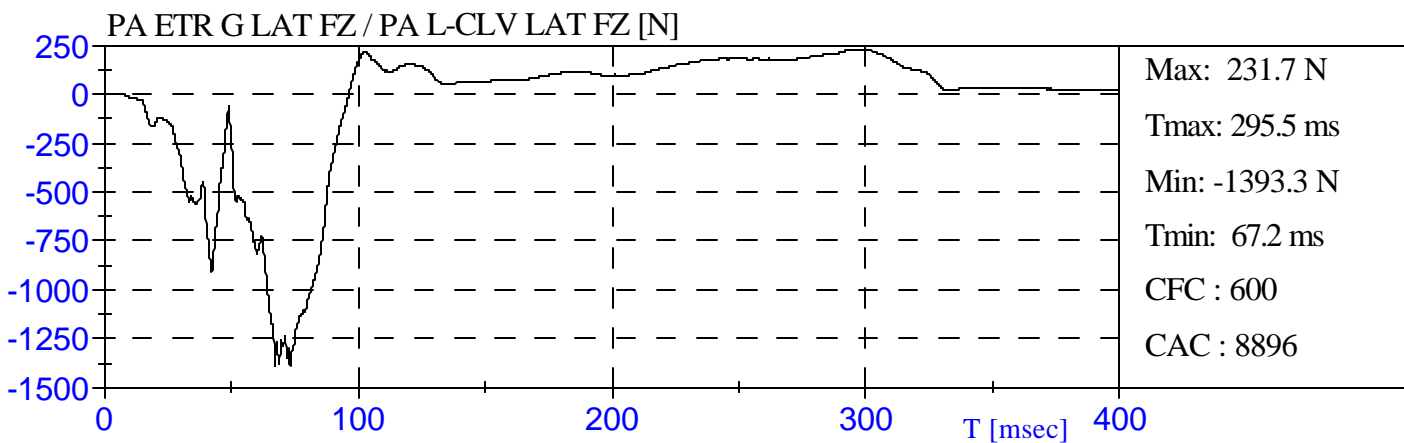
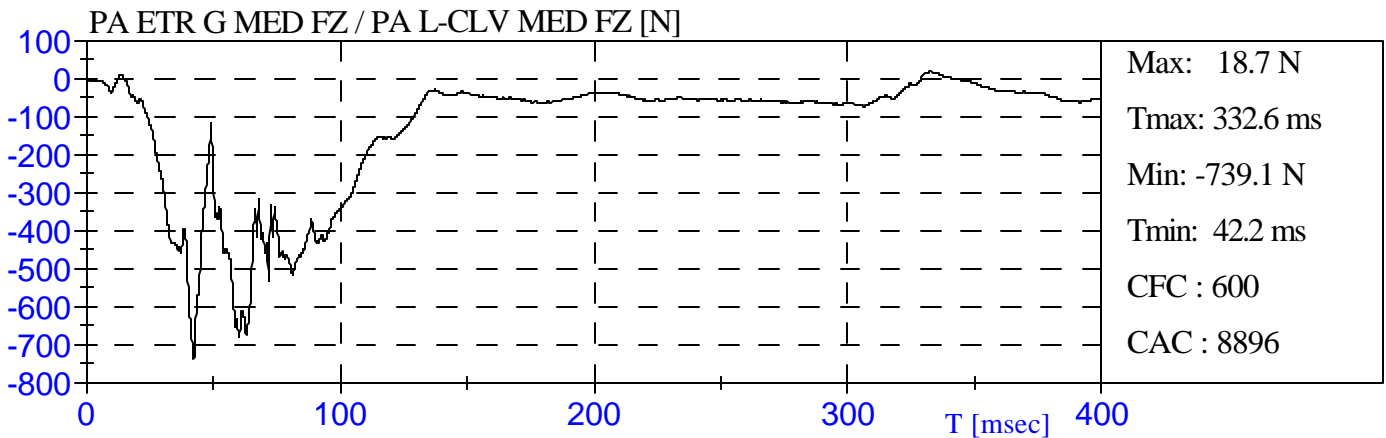


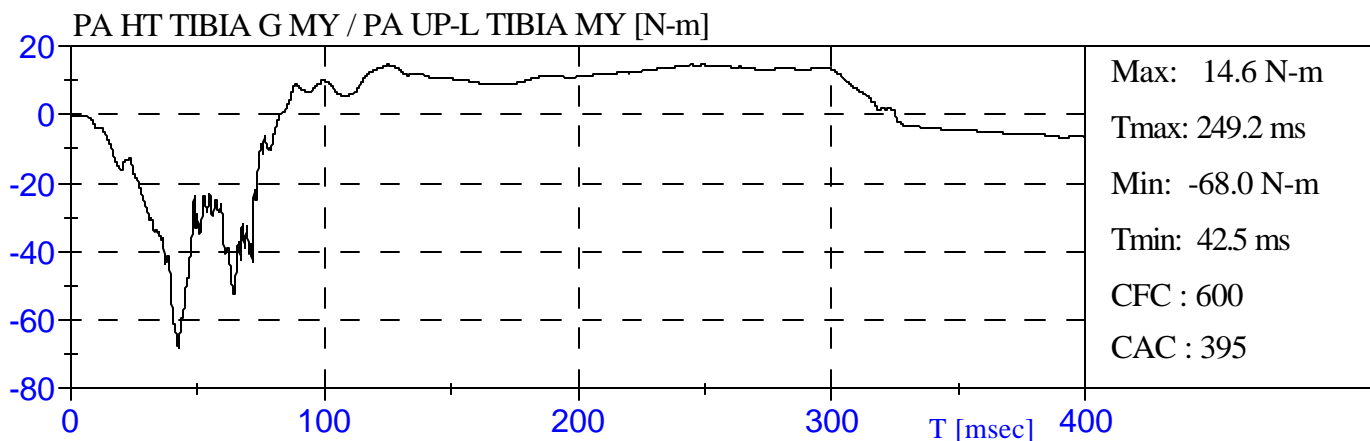
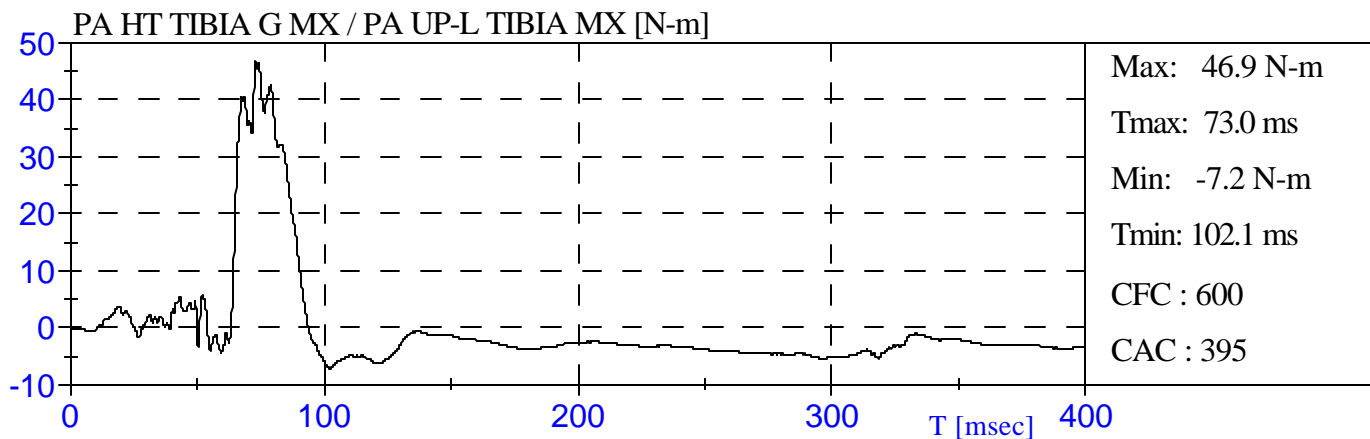
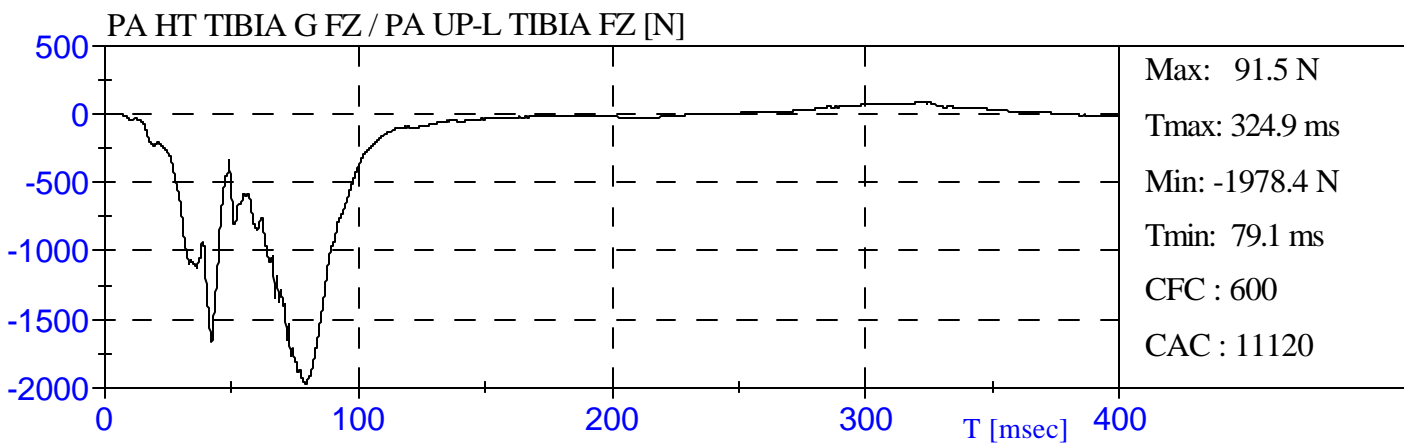
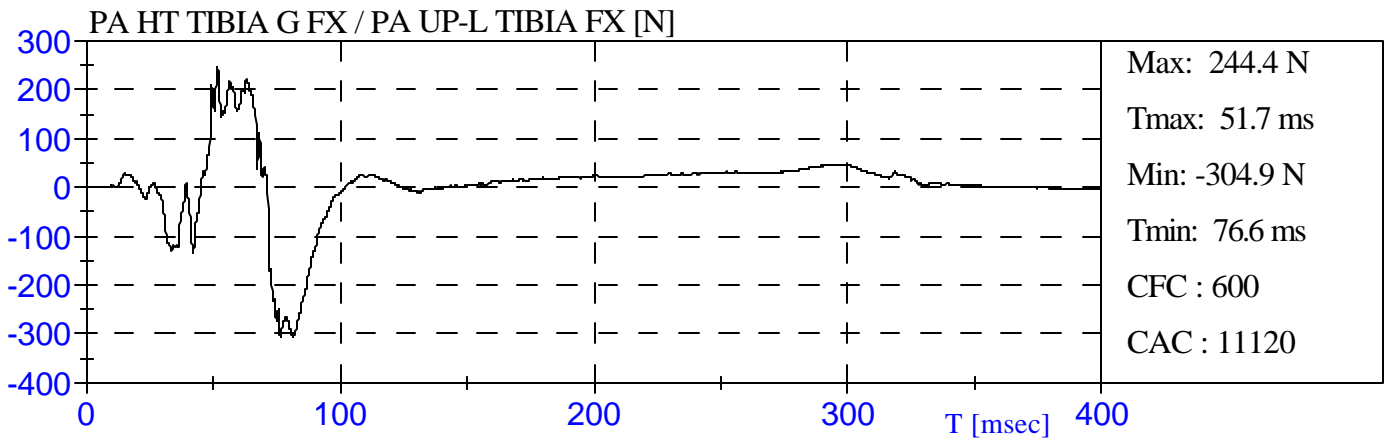


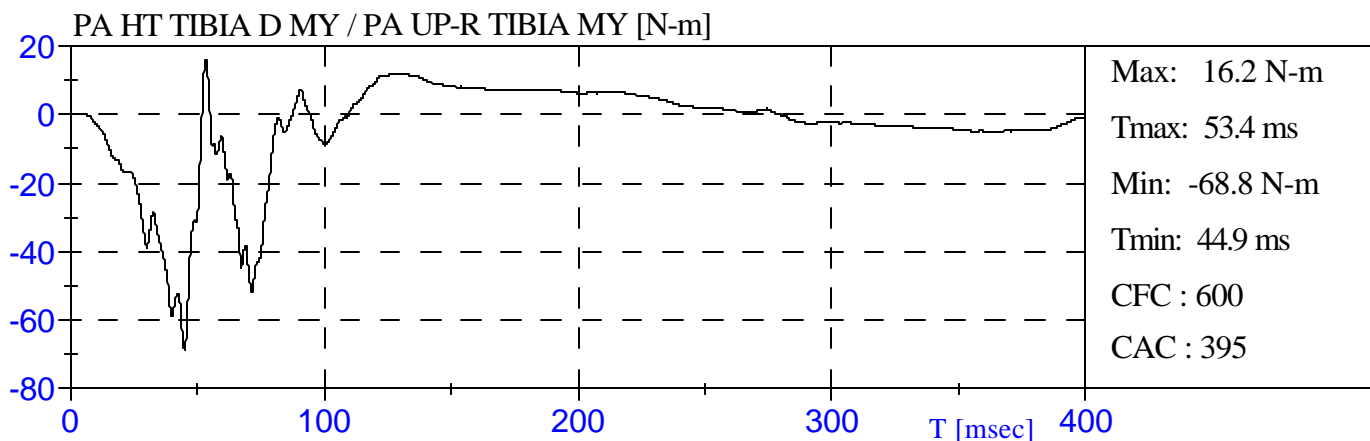
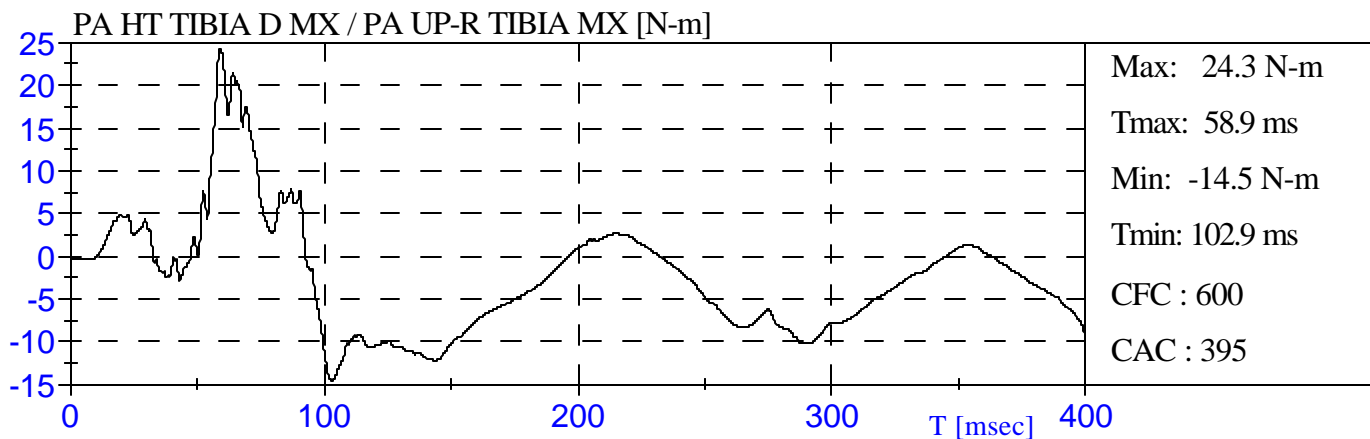
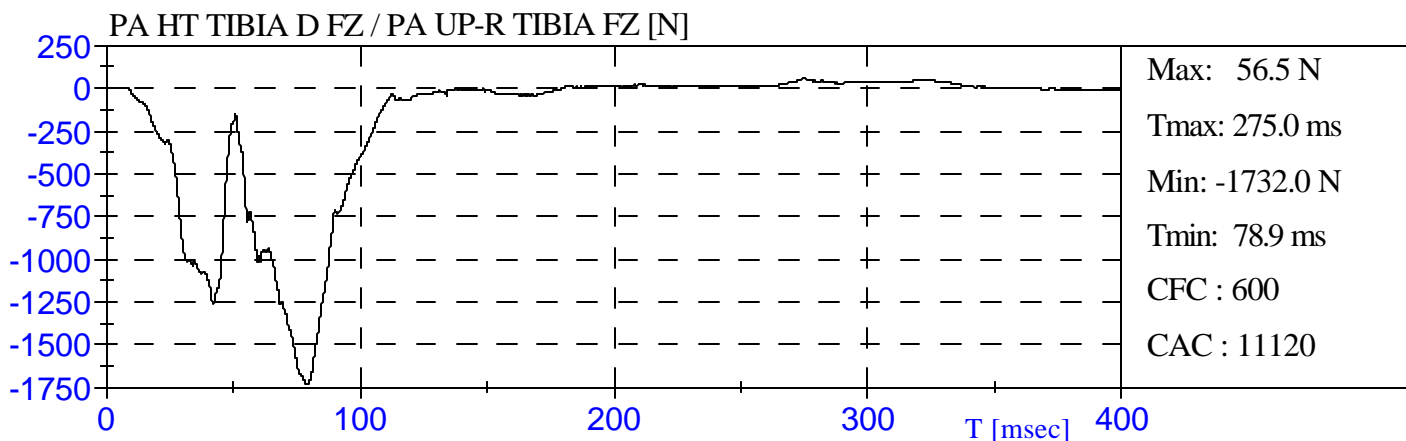
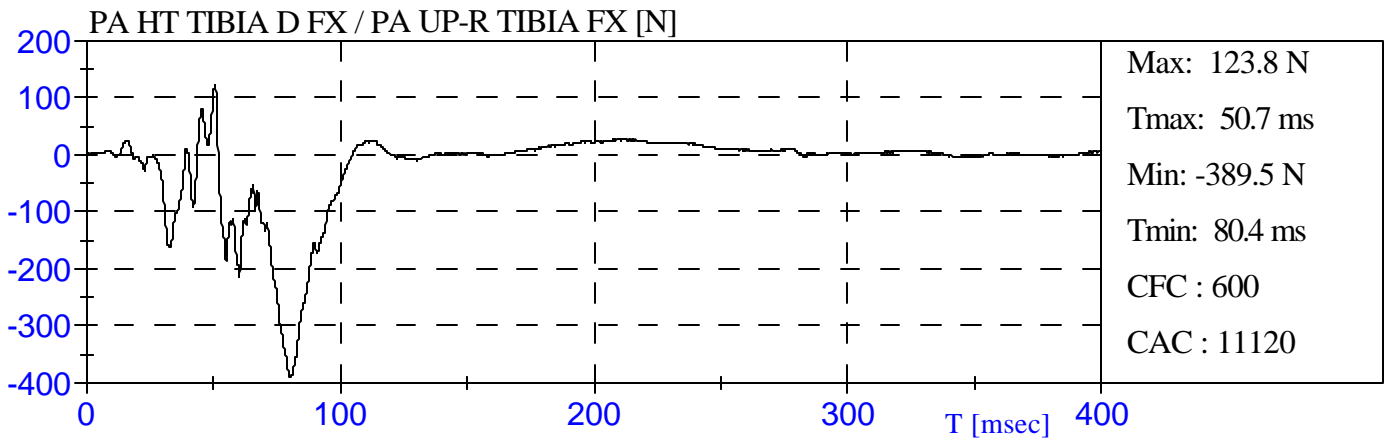


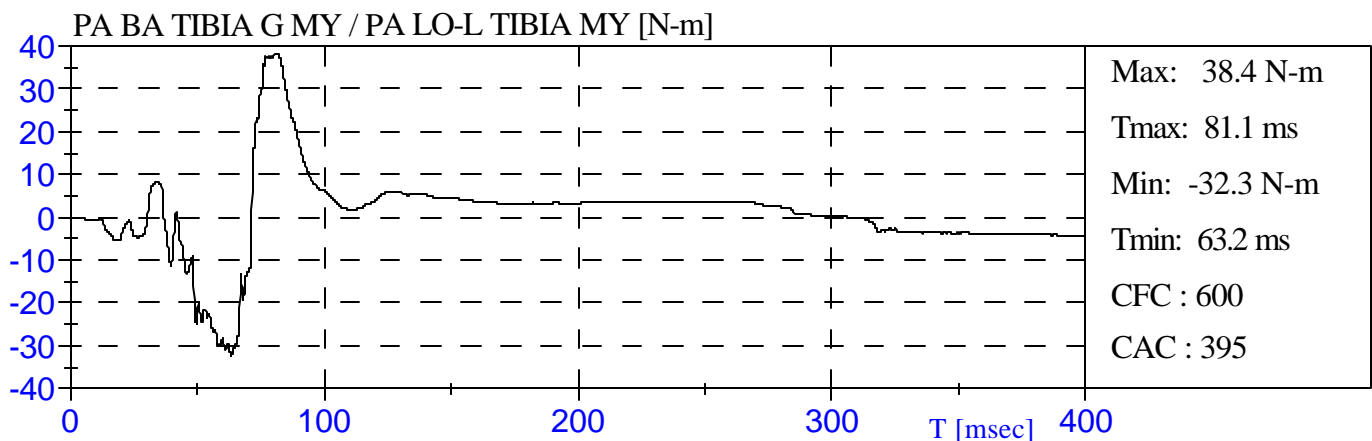
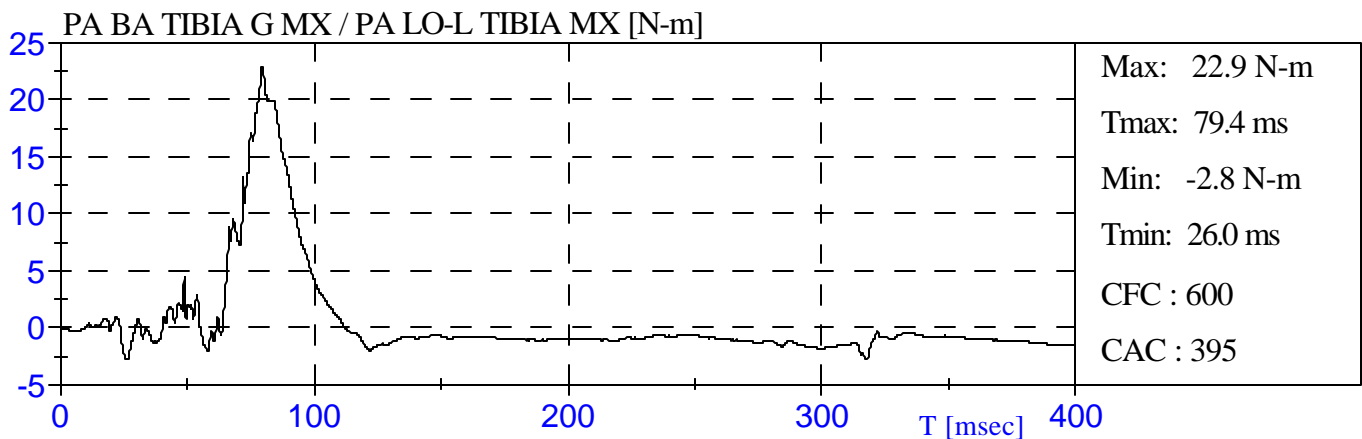
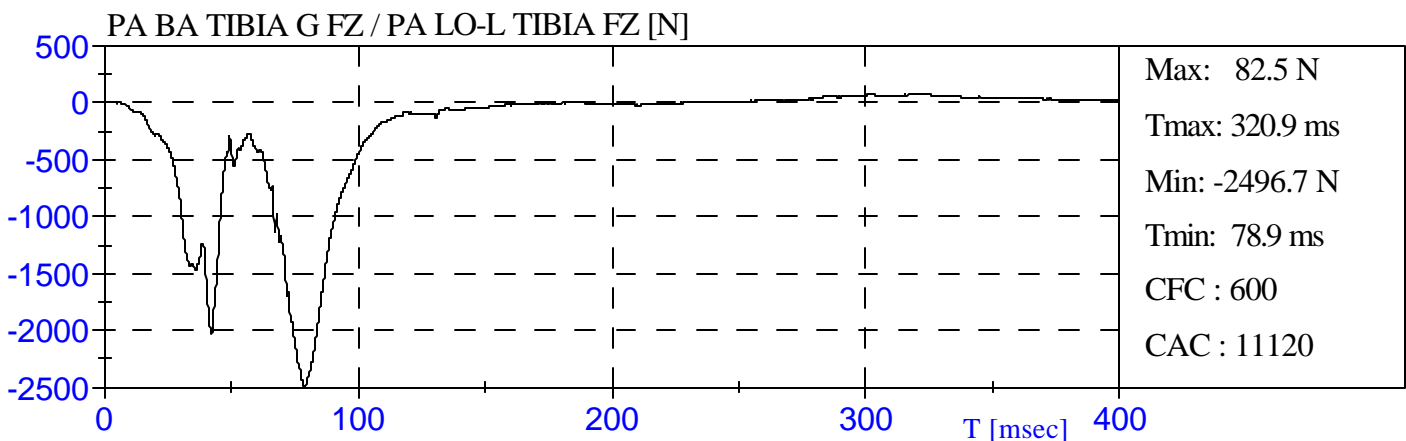
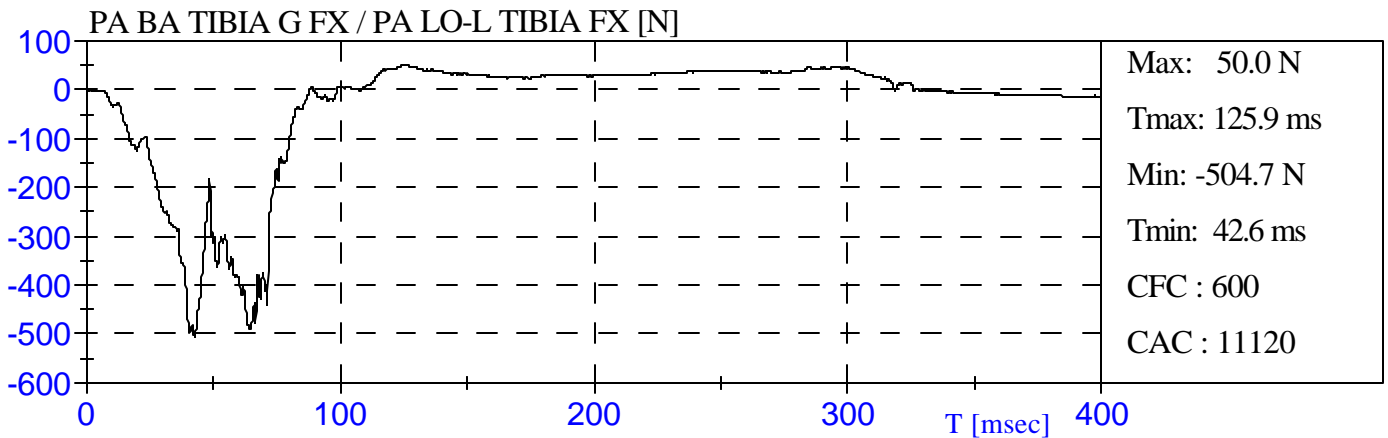


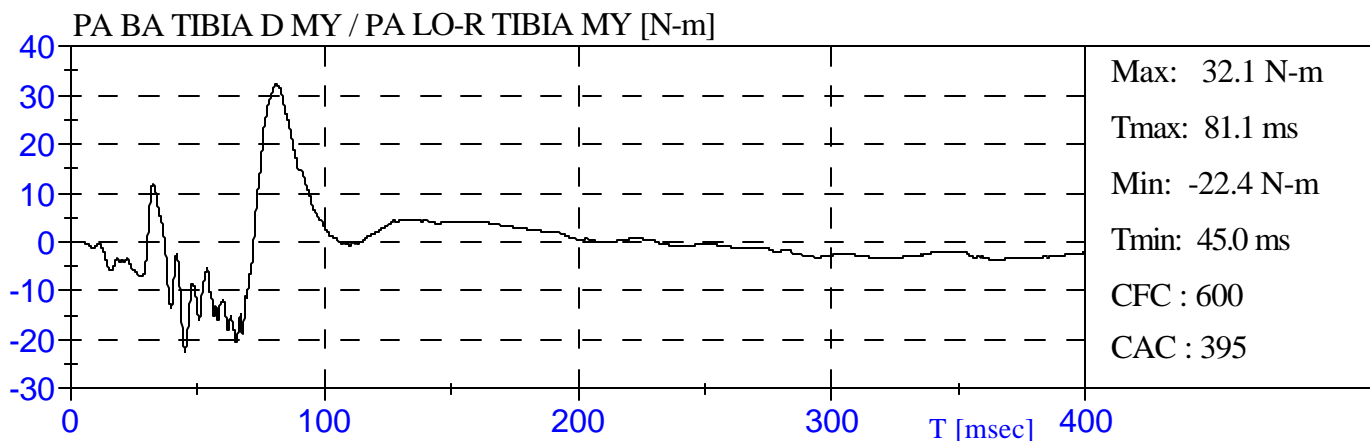
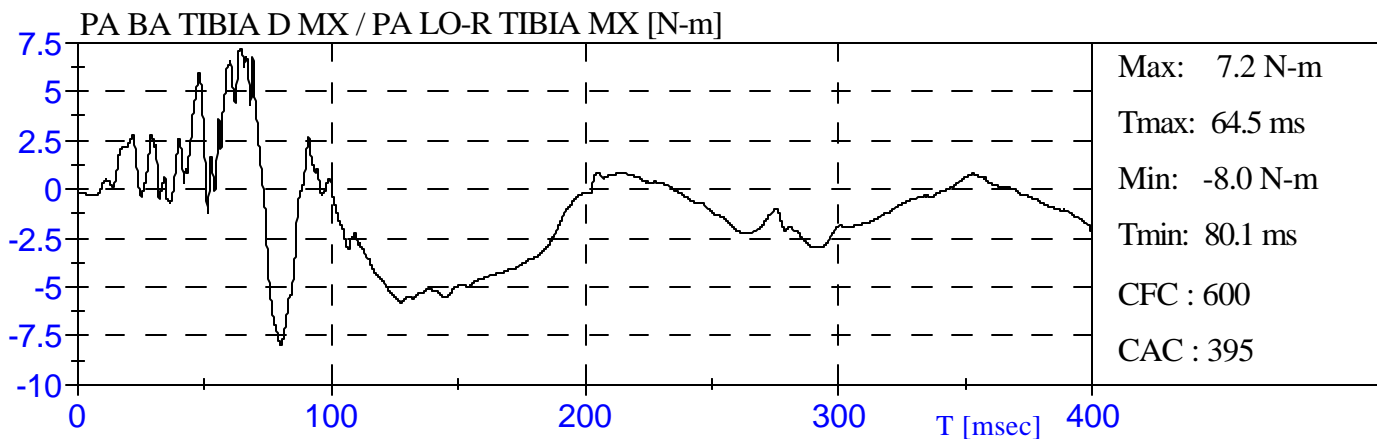
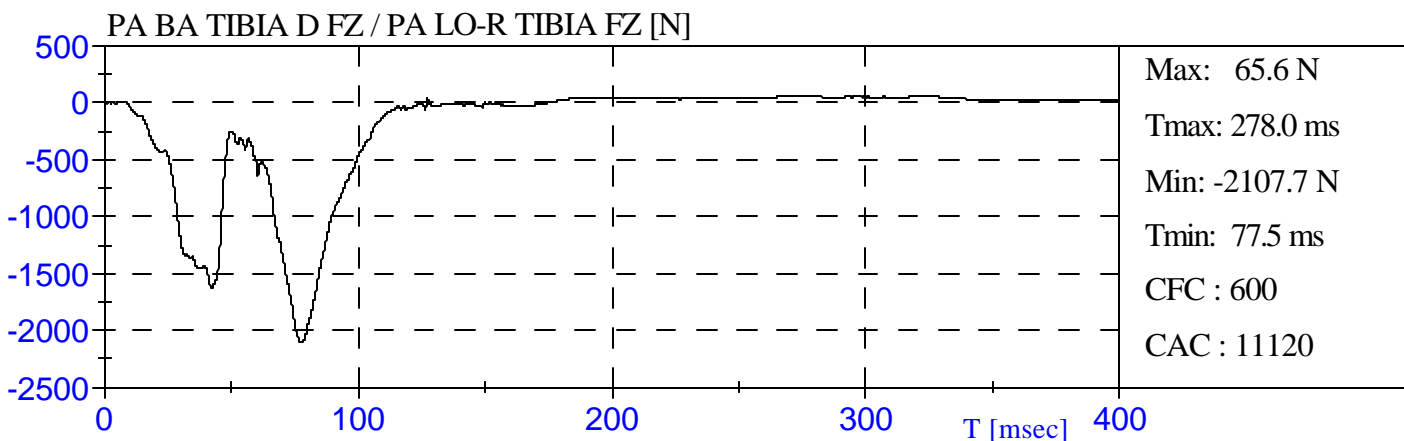
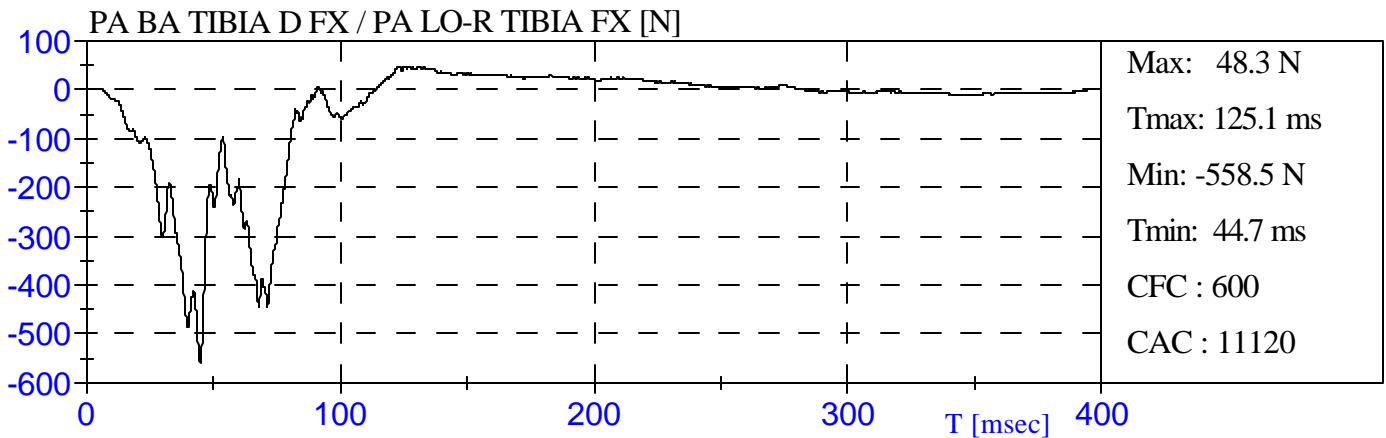


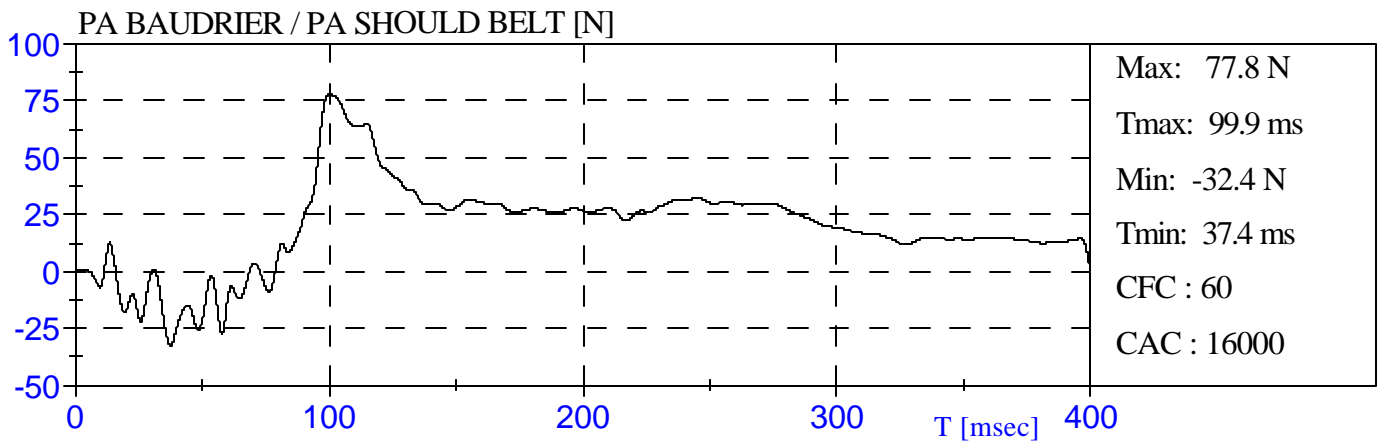
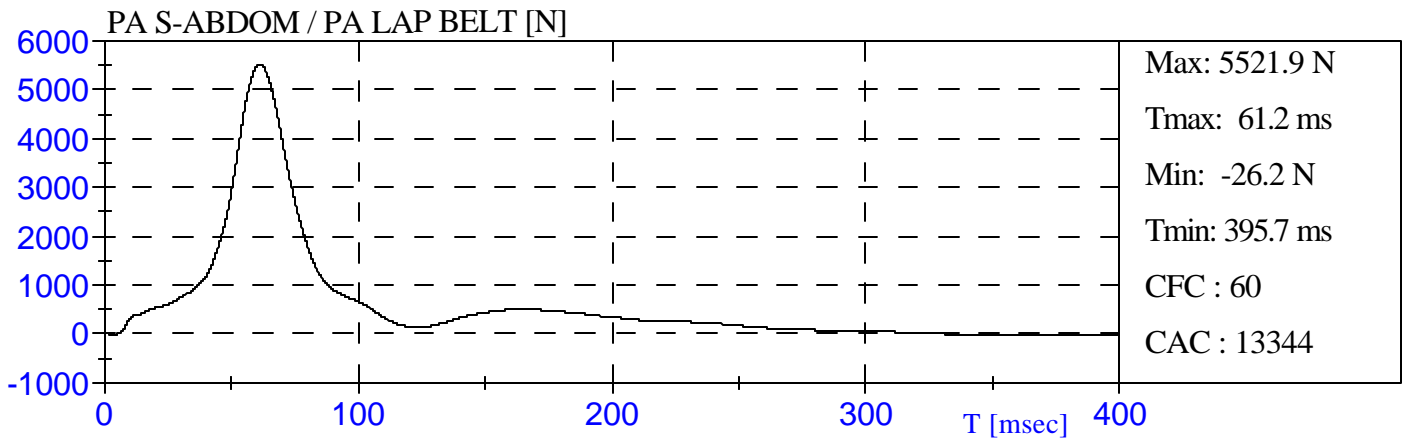


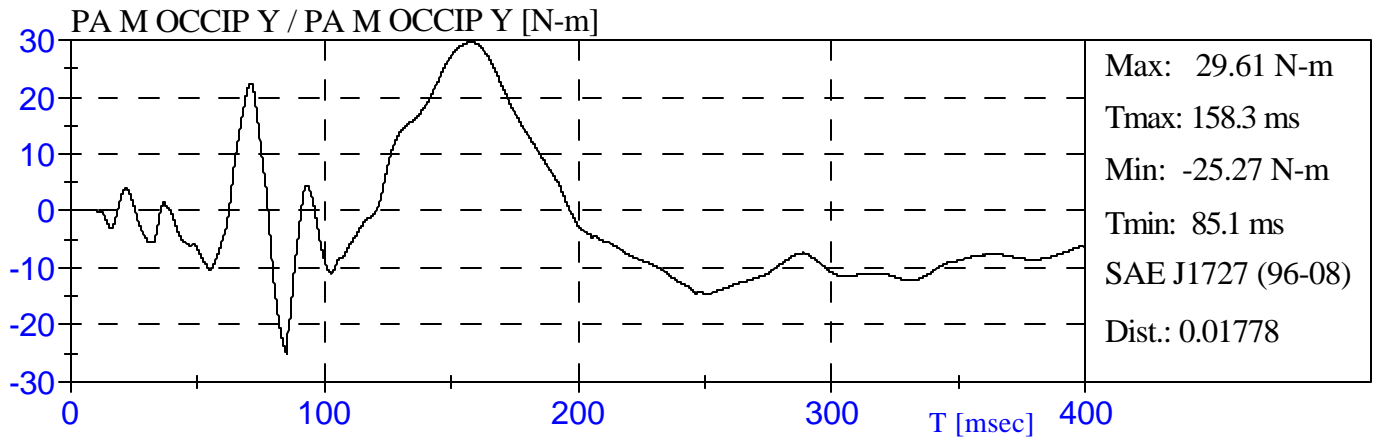


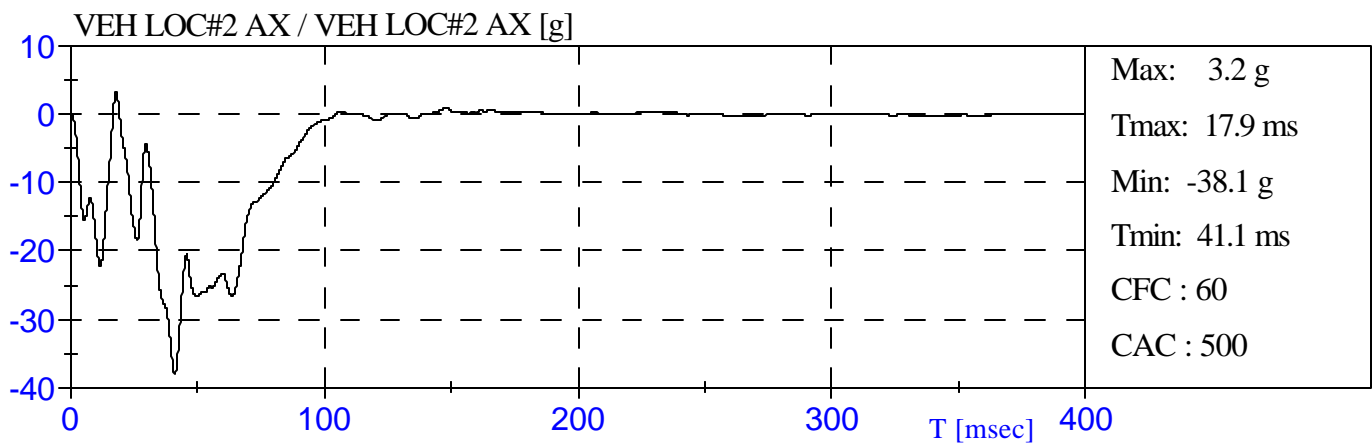
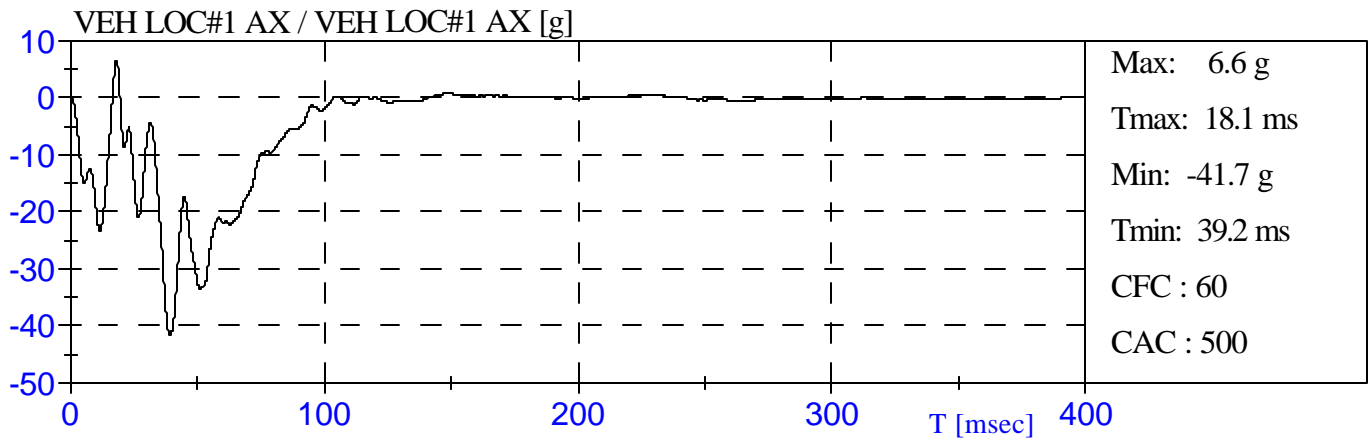


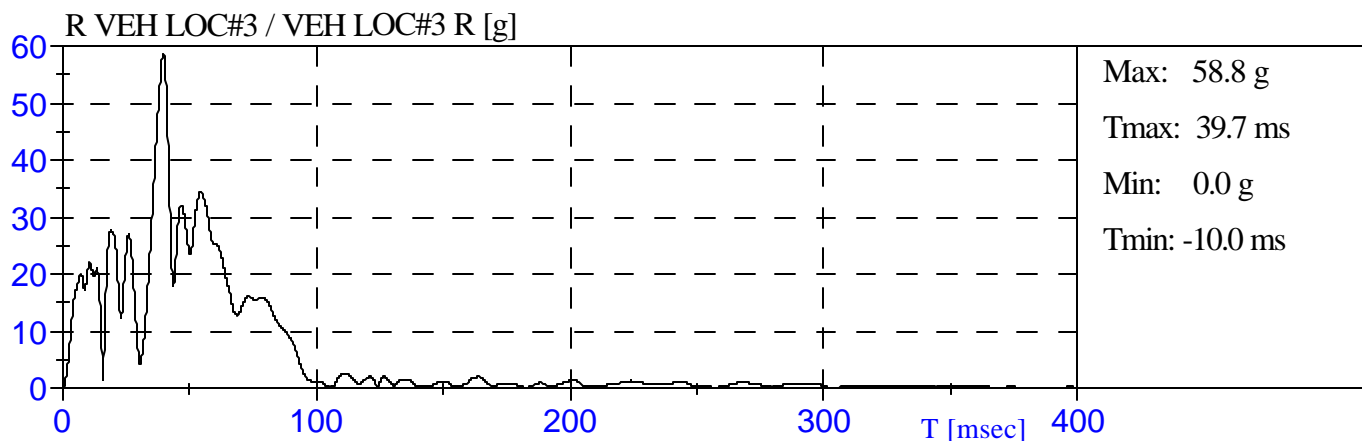
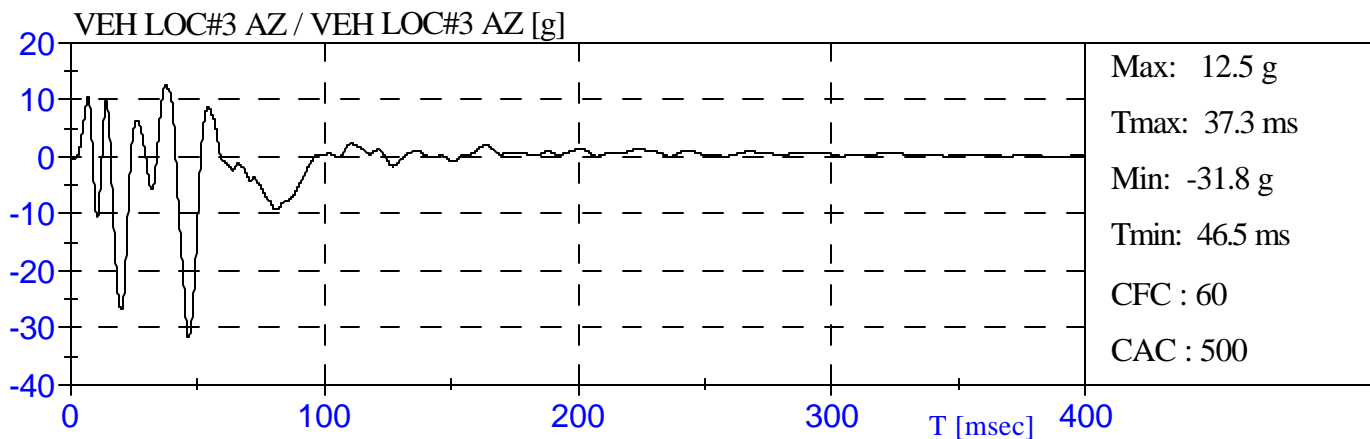
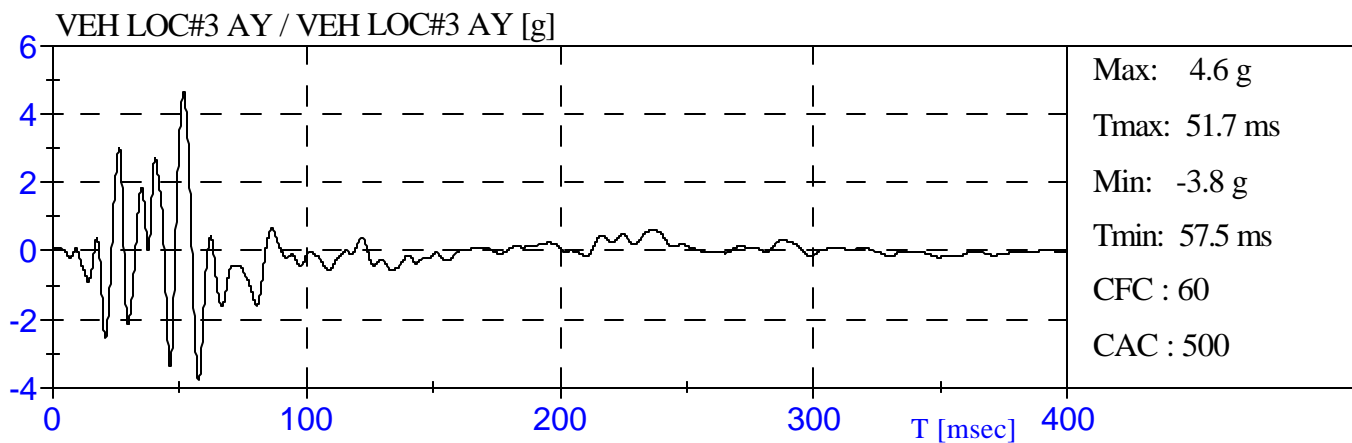
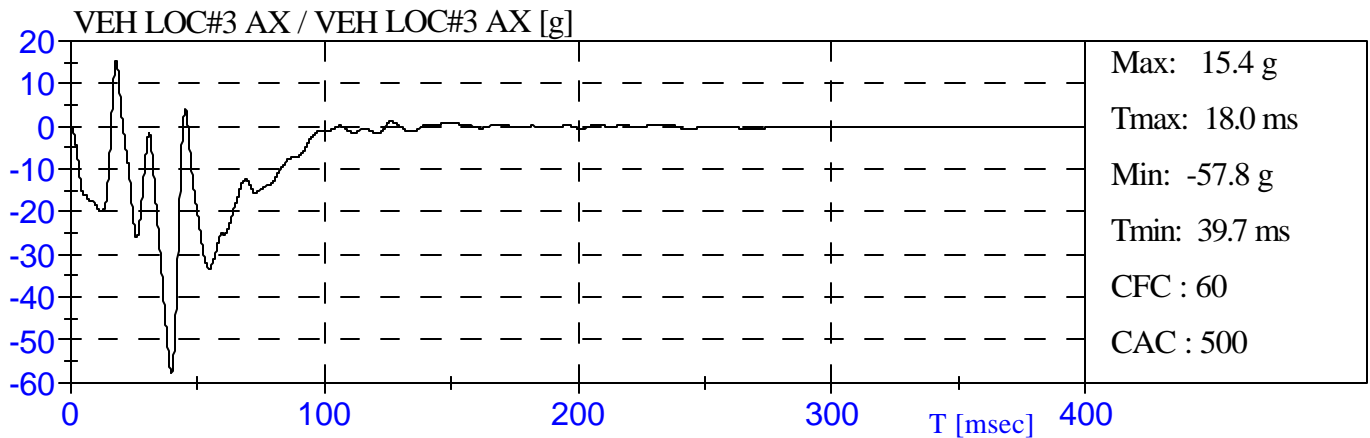


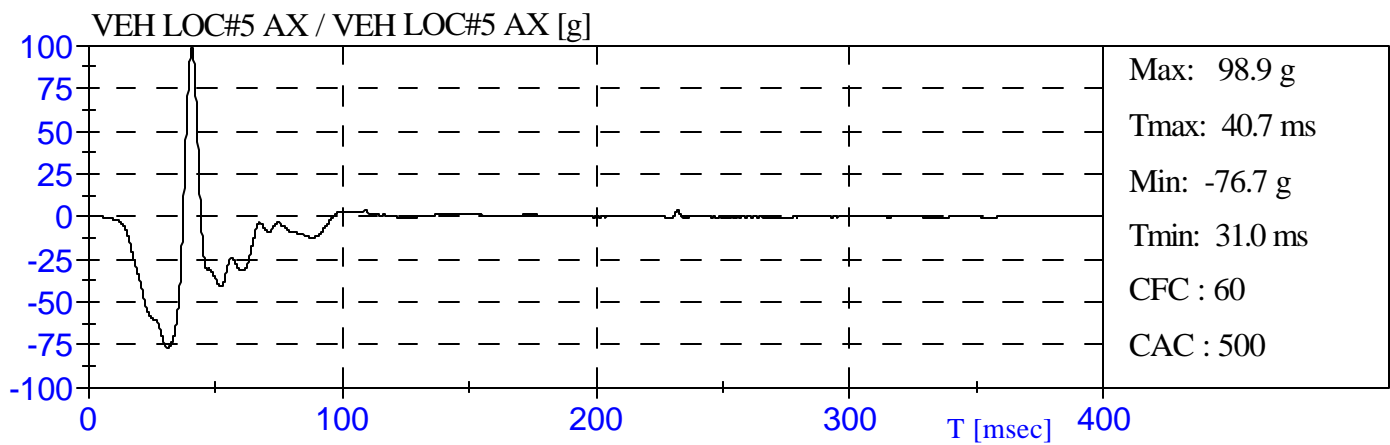
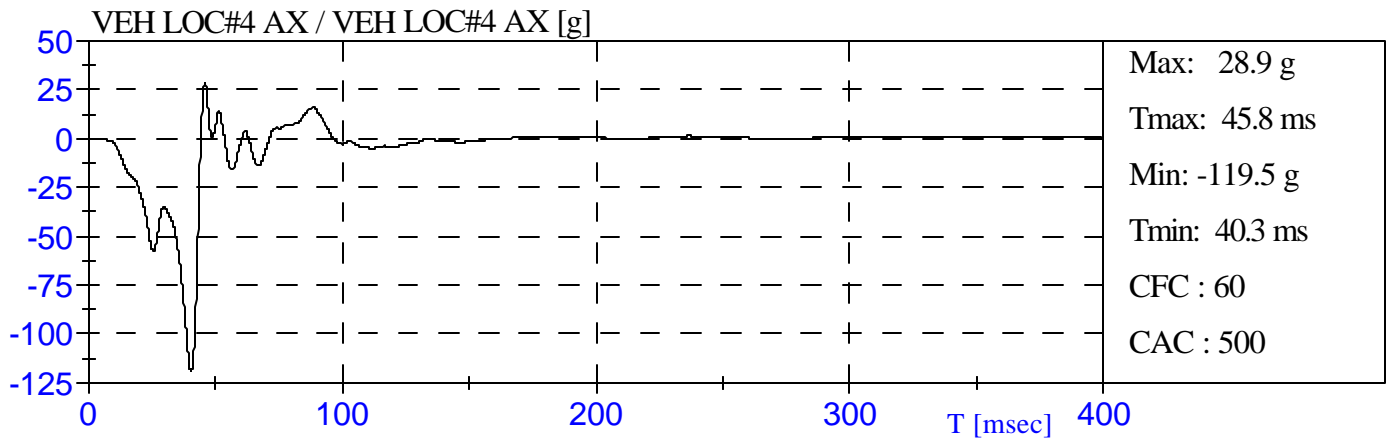


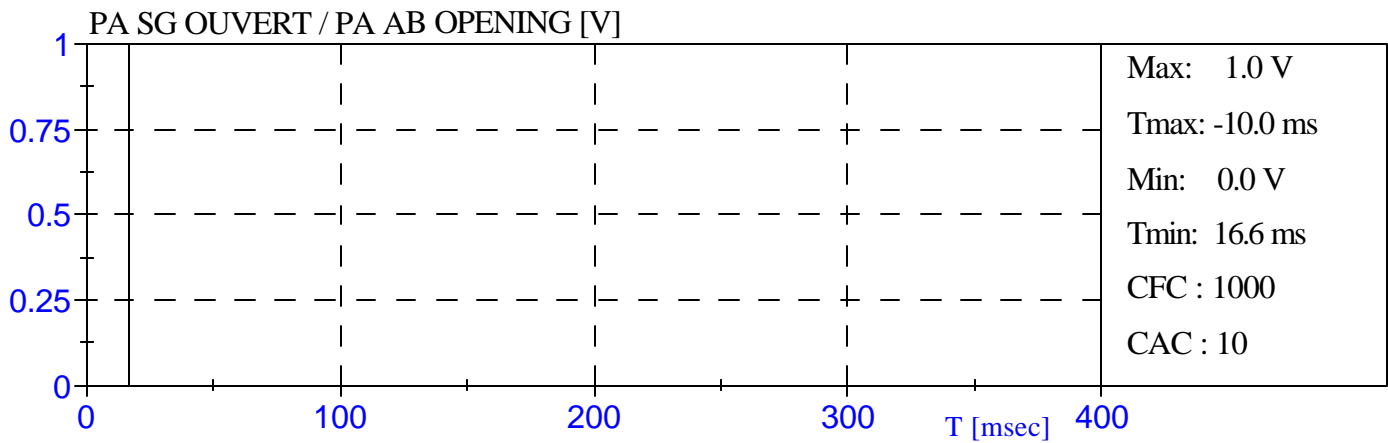
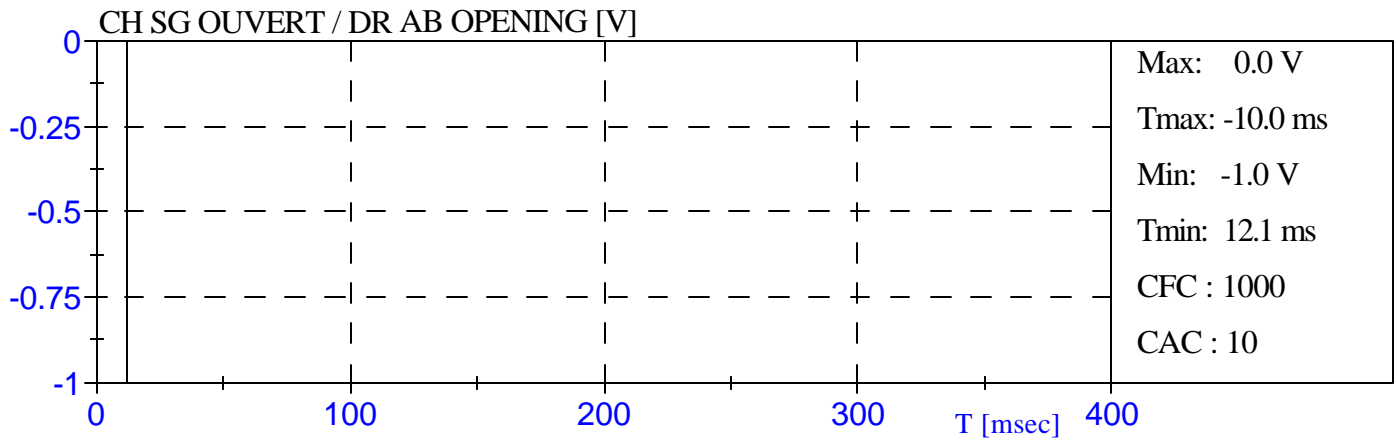


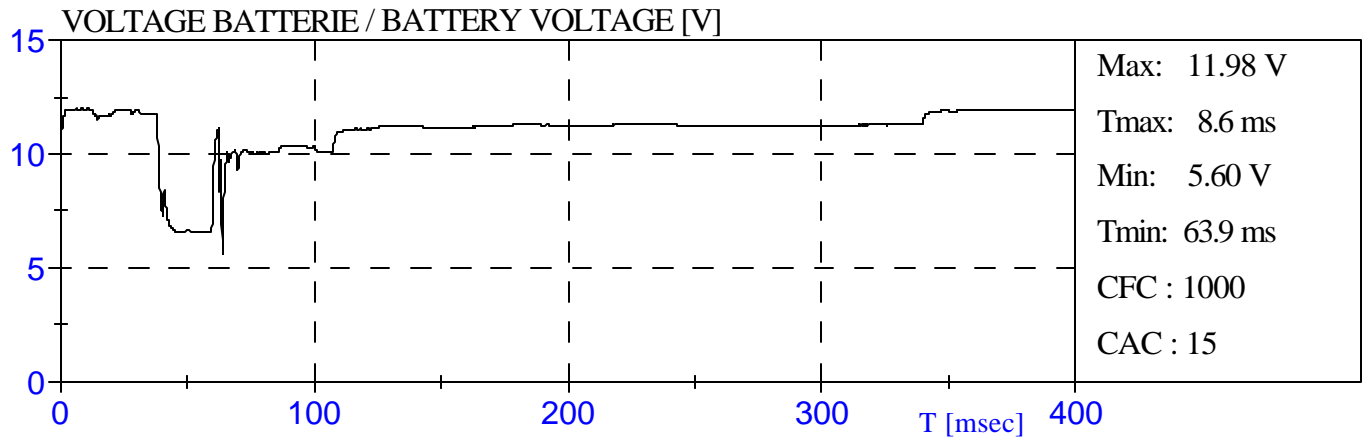


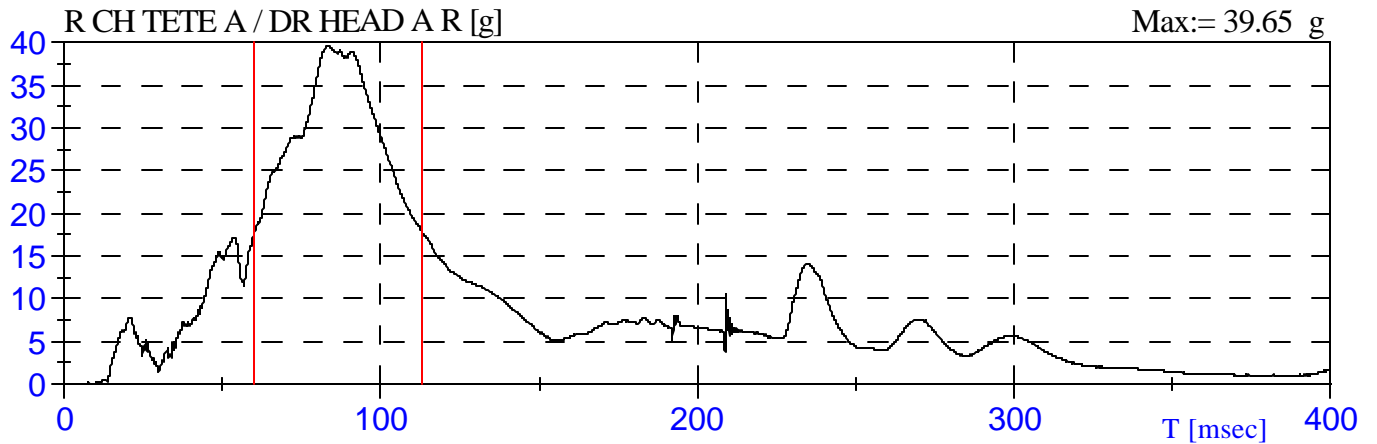








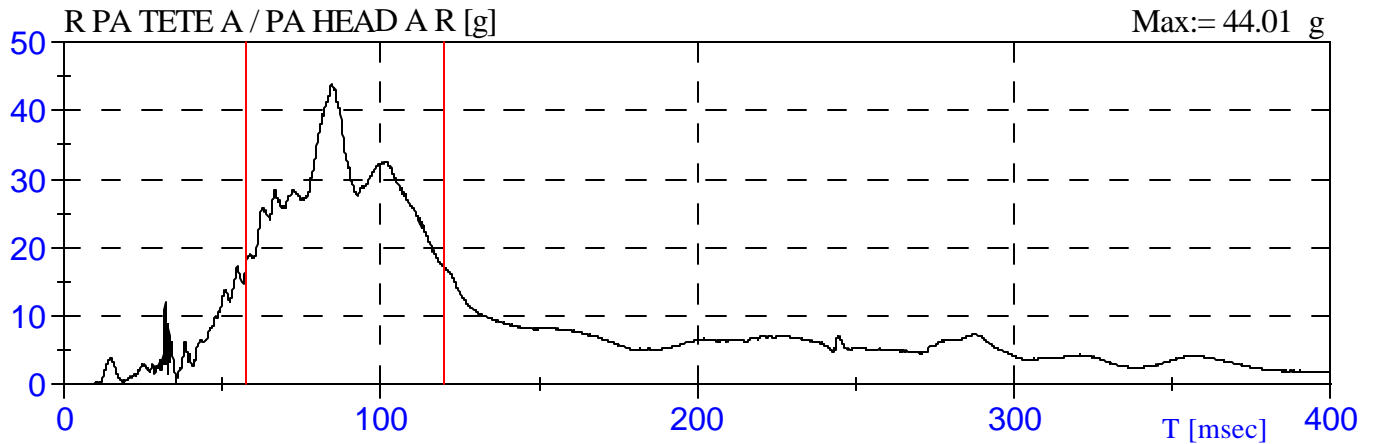




HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 250	HIC(36ms):= 230	HIC(15ms):= 136
T1:= 60.0 ms	T1:= 67.4 ms	T1:= 79.5 ms
T2:= 113.3 ms	T2:= 103.4 ms	T2:= 94.5 ms

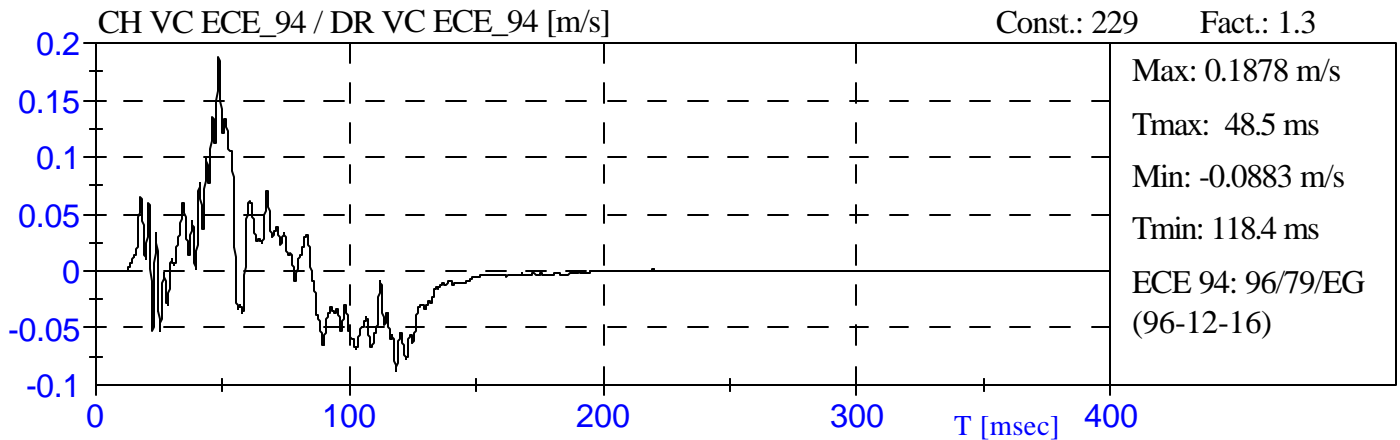
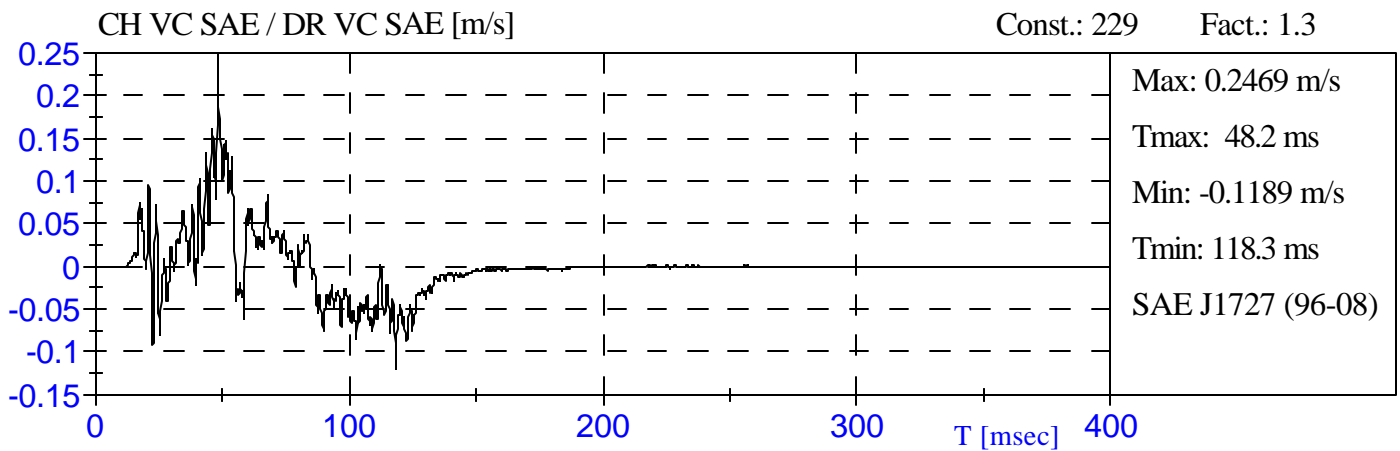
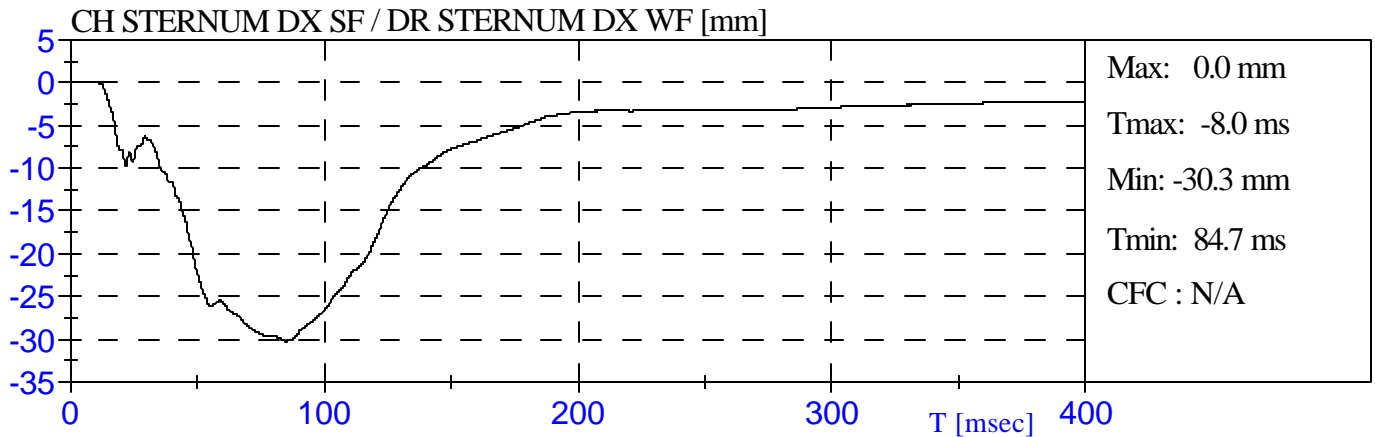
* Selon / According To: SAE J1727 96-08

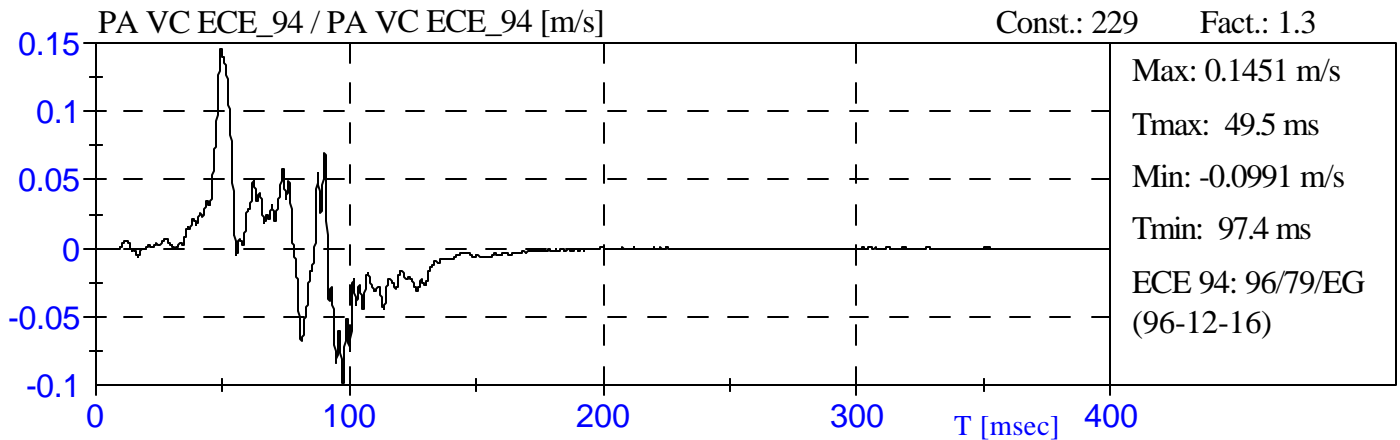
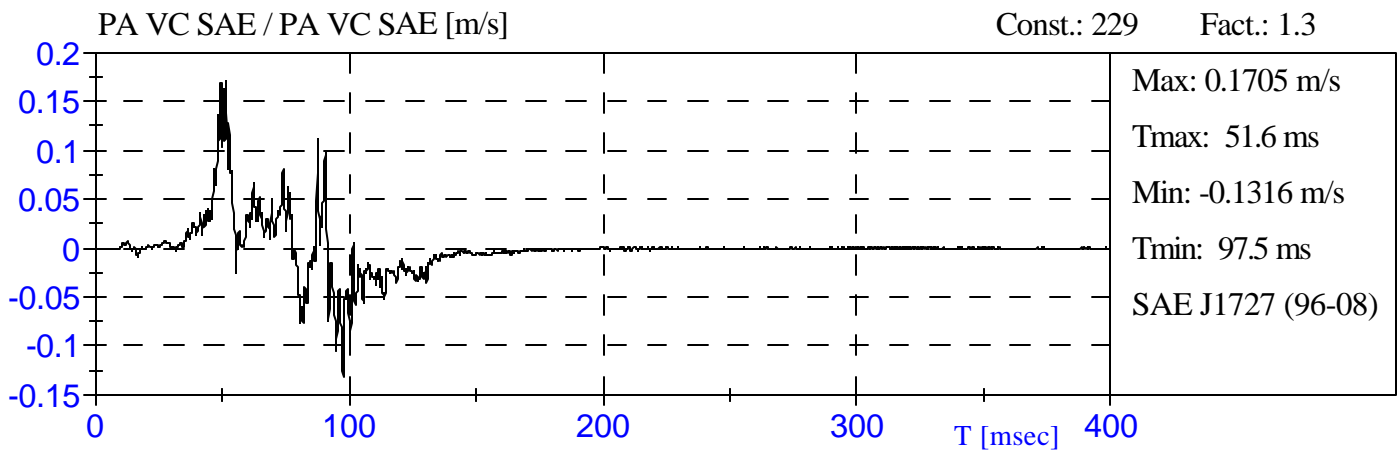
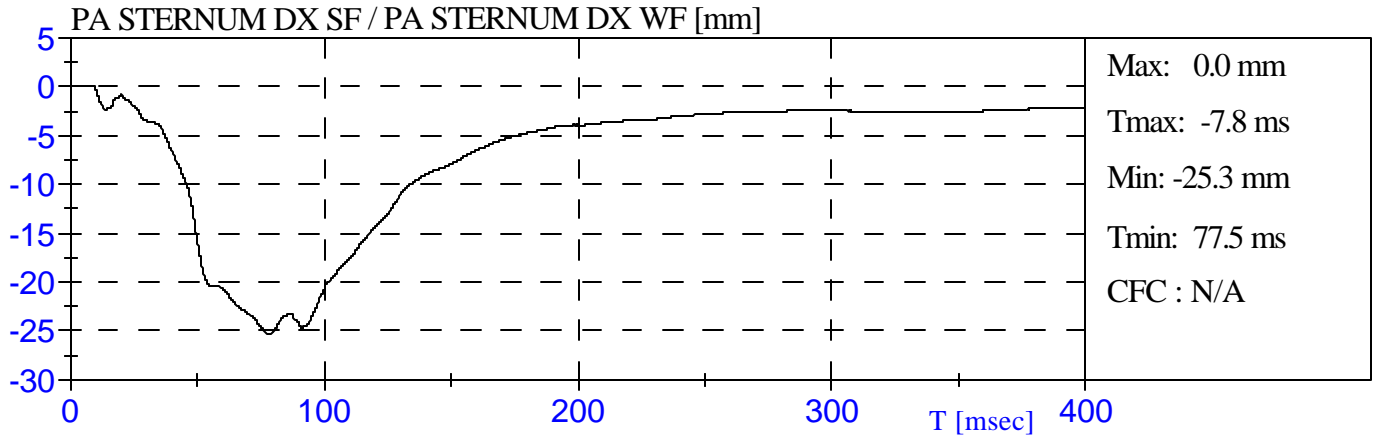


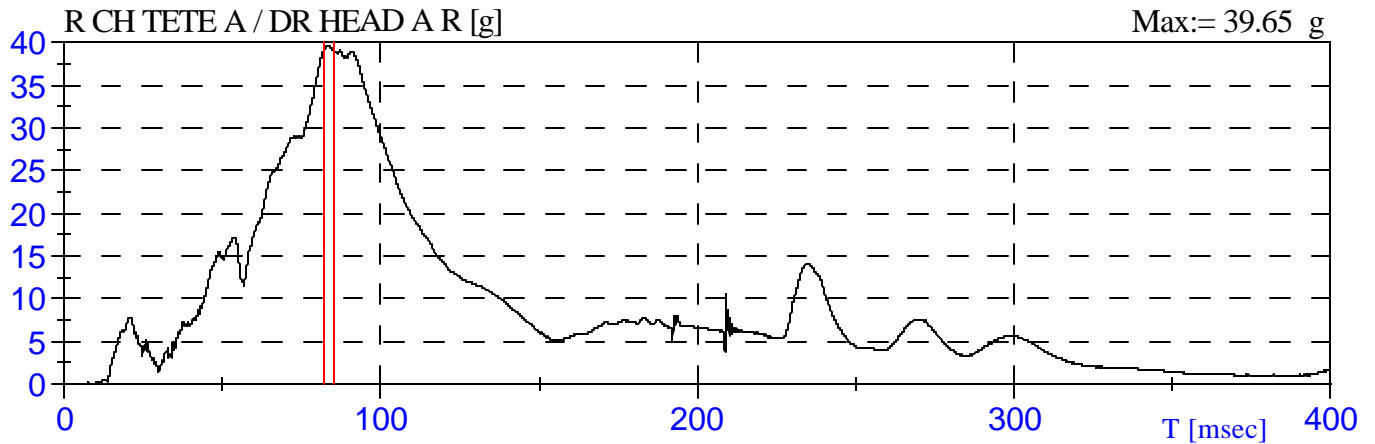
HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 271	HIC(36ms):= 214	HIC(15ms):= 119
T1:= 57.4 ms	T1:= 71.6 ms	T1:= 77.3 ms
T2:= 119.9 ms	T2:= 107.6 ms	T2:= 92.3 ms

* Selon / According To: SAE J1727 96-08

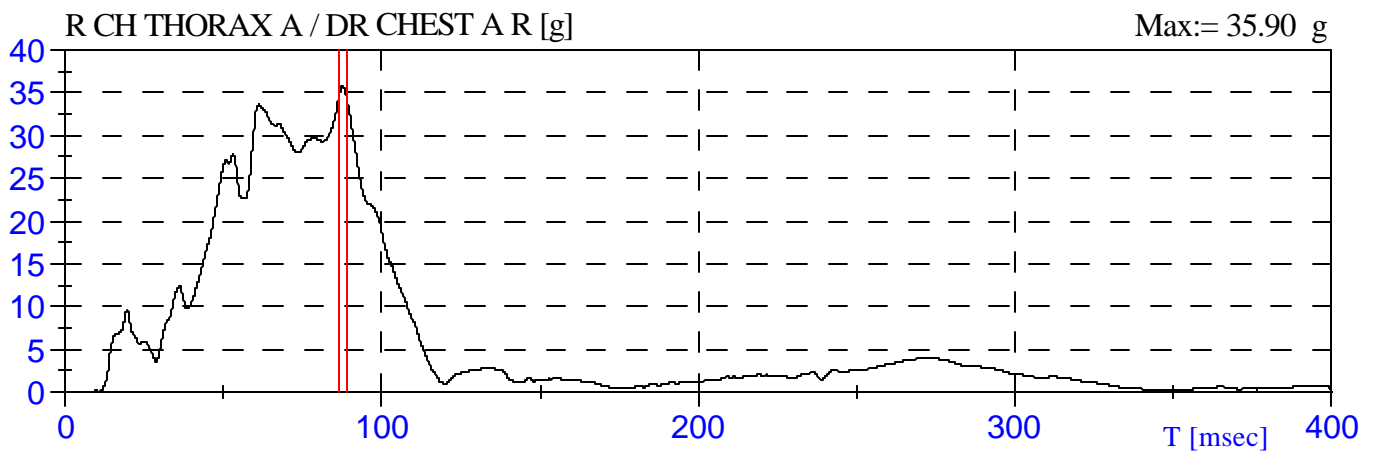






CLIP 3ms *

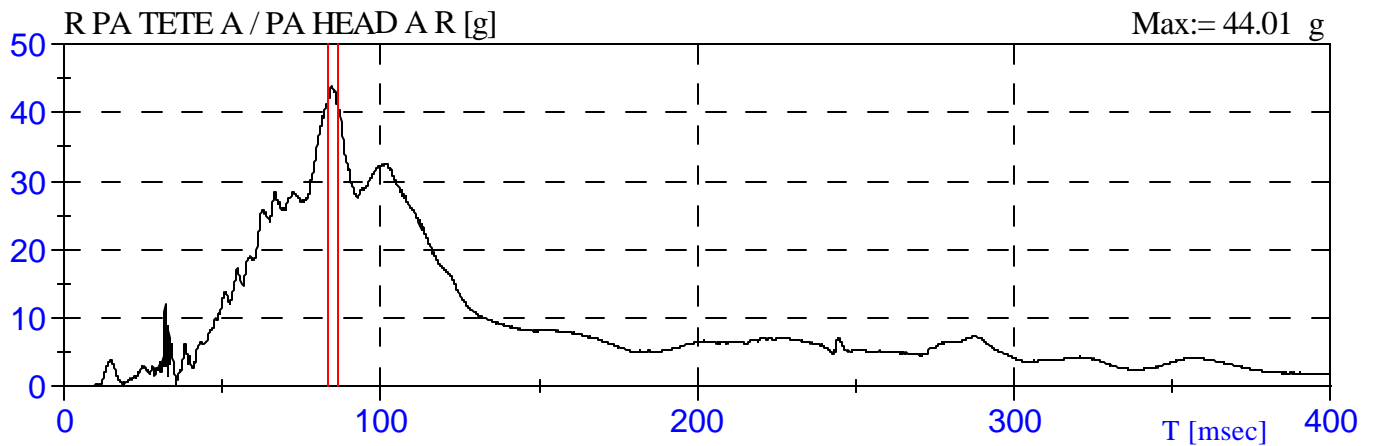
Acc. := 39.05 g	T1:= 82.1 ms	T2:= 85.2 ms
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CLIP 3ms *

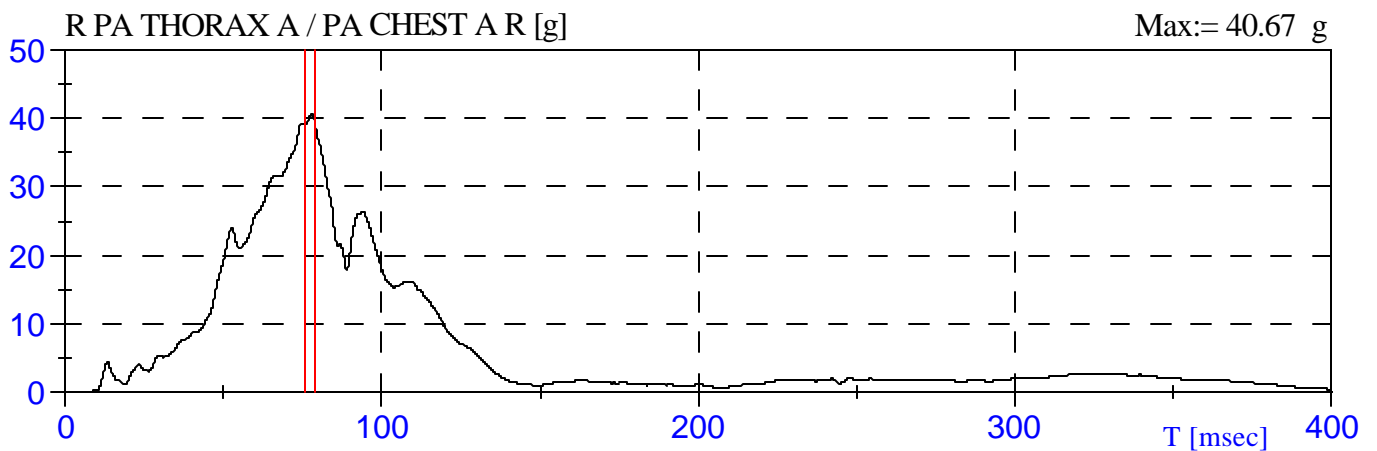
Acc. := 33.87 g	T1:= 86.2 ms	T2:= 89.2 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 41.39 g	T1:= 83.2 ms	T2:= 86.2 ms
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CLIP 3ms *

Acc. := 39.24 g	T1:= 75.9 ms	T2:= 78.9 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

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

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.340	0.412
BAS / LOWER	0.245	0.194

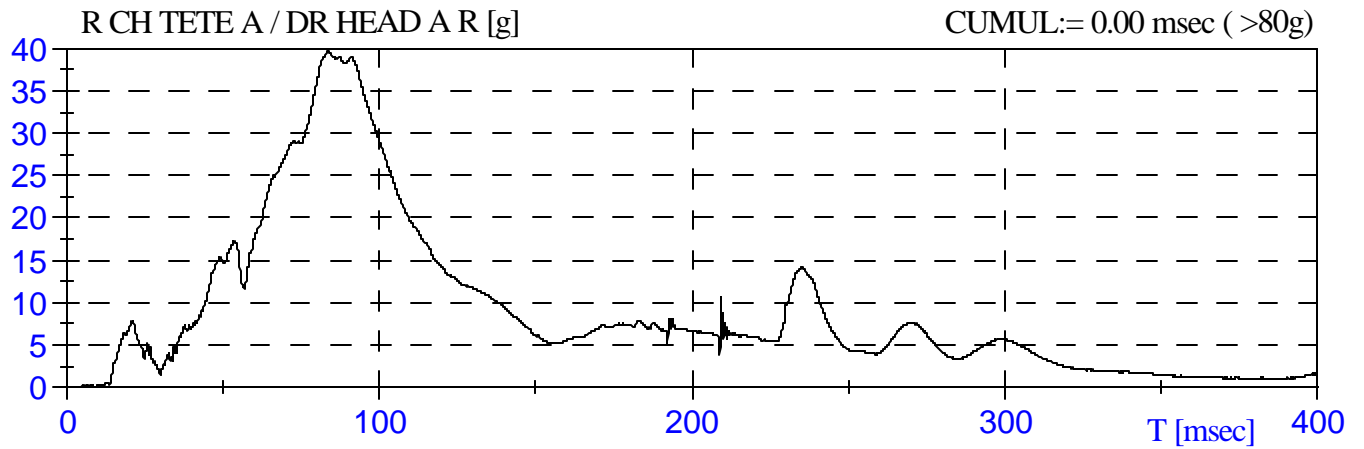
TI Passager / Passenger

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

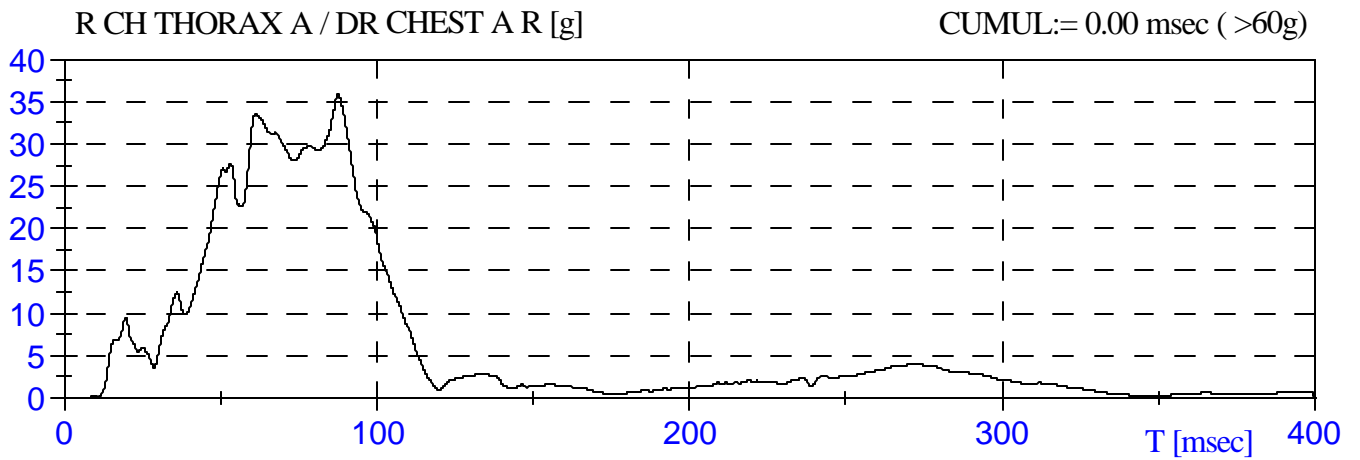
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.349	0.336
BAS / LOWER	0.265	0.200

* Selon / According To: SAE J1727 AUG 96

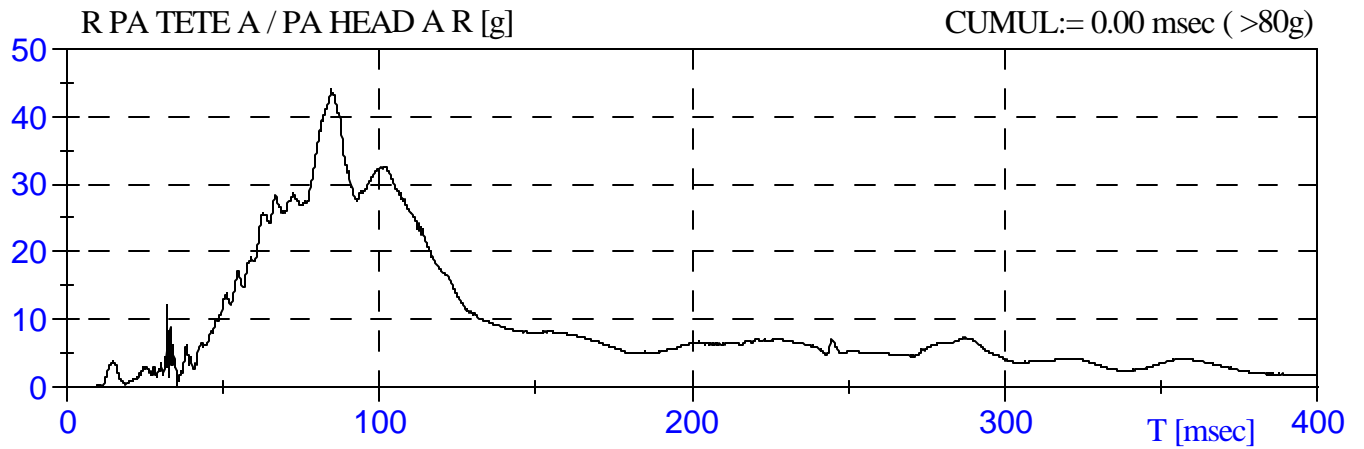
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



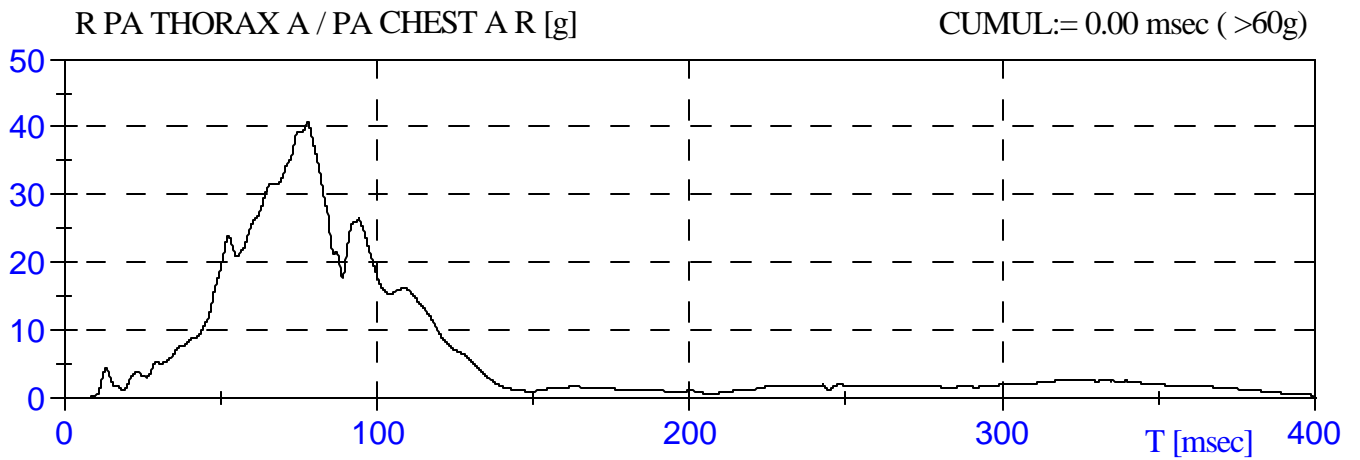
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.19$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	Tc 6806
				Cc 6160
0.16	0.09	0.19	0.01	Fc 310
				Ec 135

Passager / Passenger

$$N_{ij}^* = 0.29$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	Tc 6806
				Cc 6160
0.29	0.14	0.22	0.06	Fc 310
				Ec 135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA BAUDRIER: N'est pas valide.
PA SHOULD BELT: Is not valid.