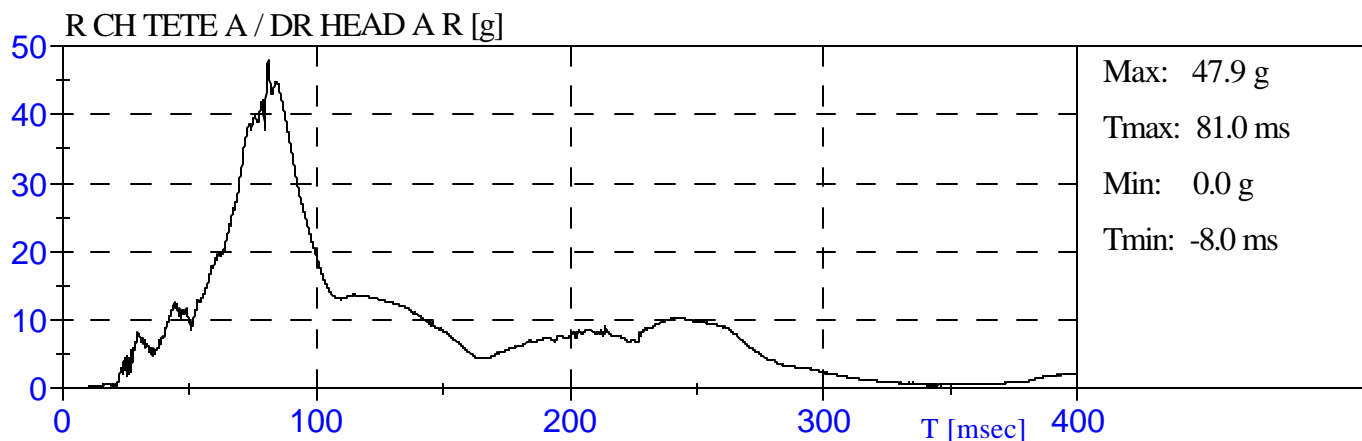
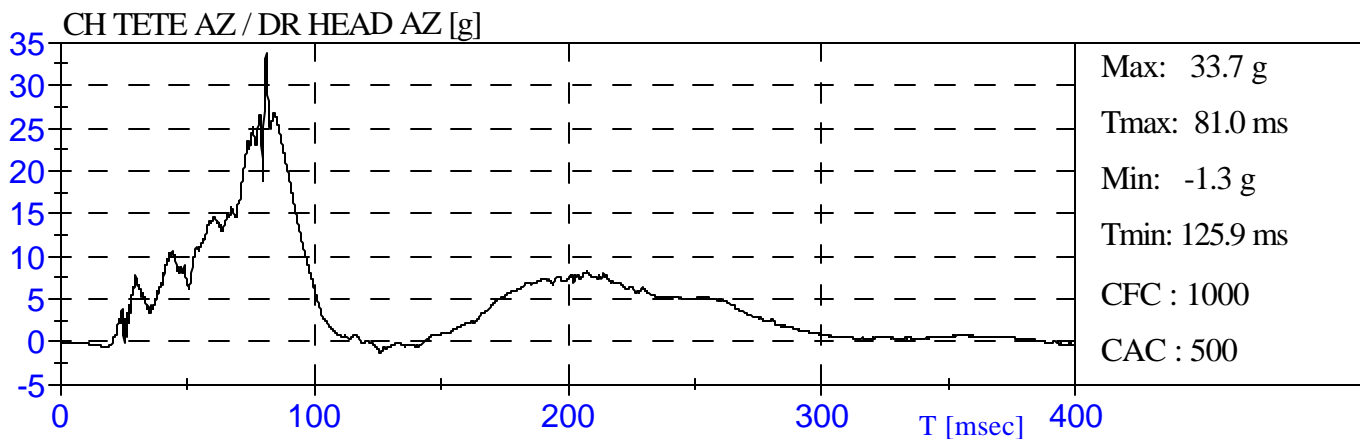
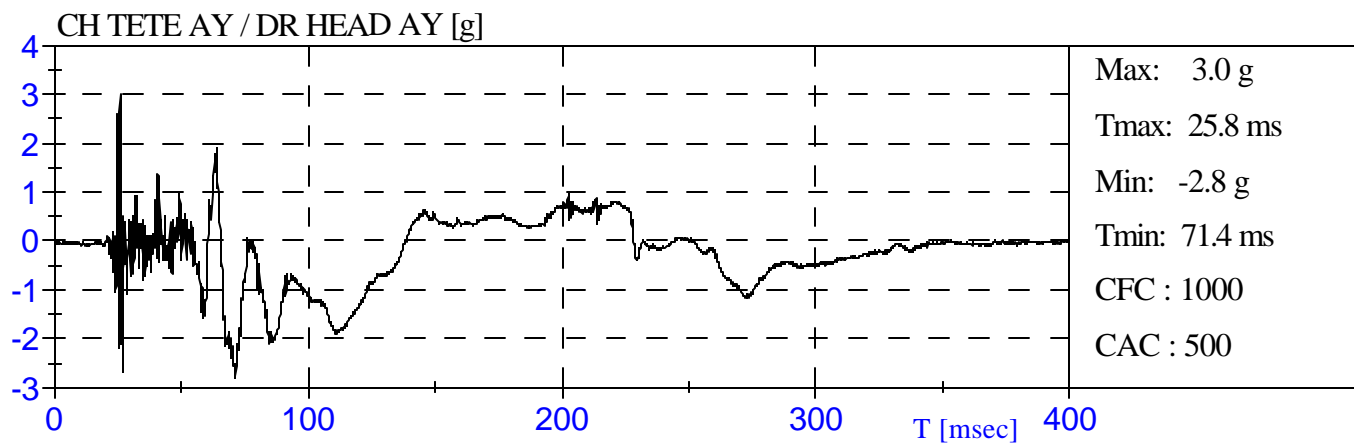
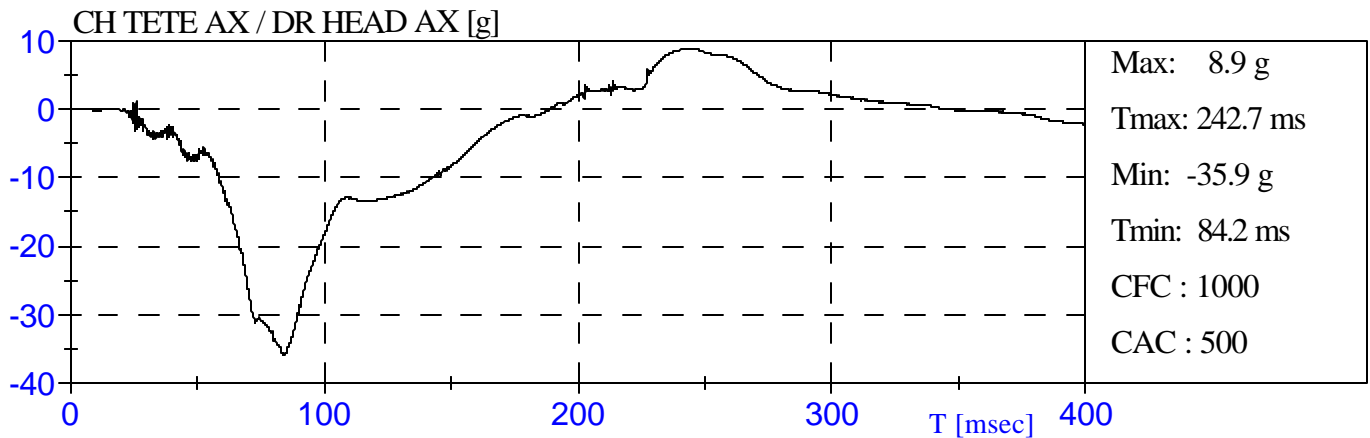
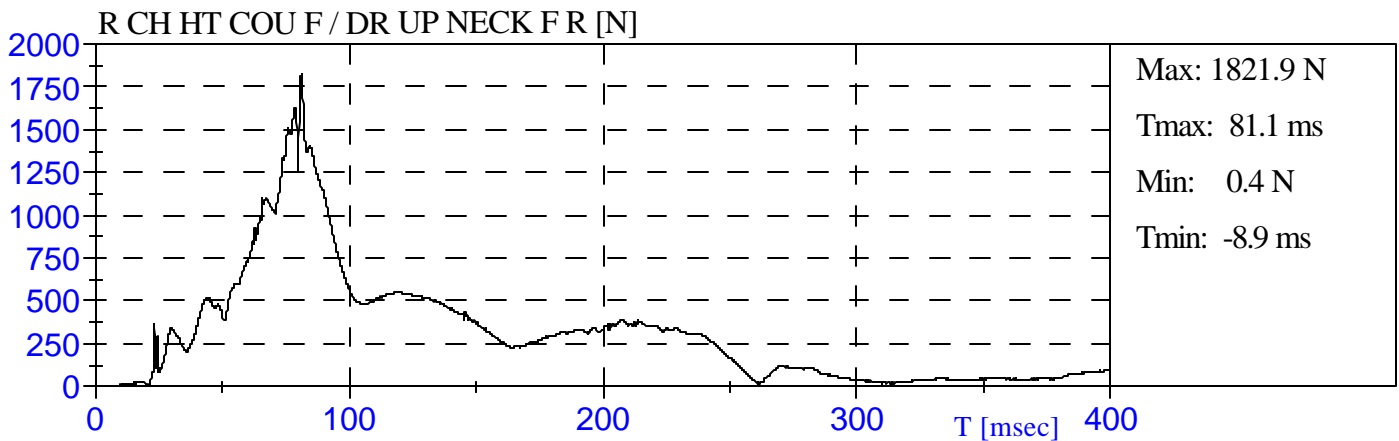
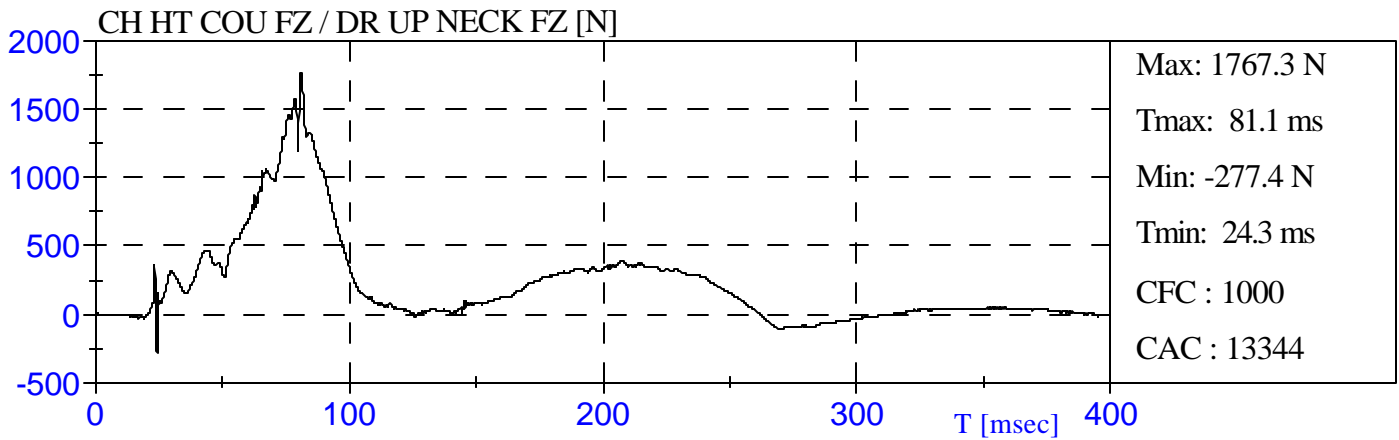
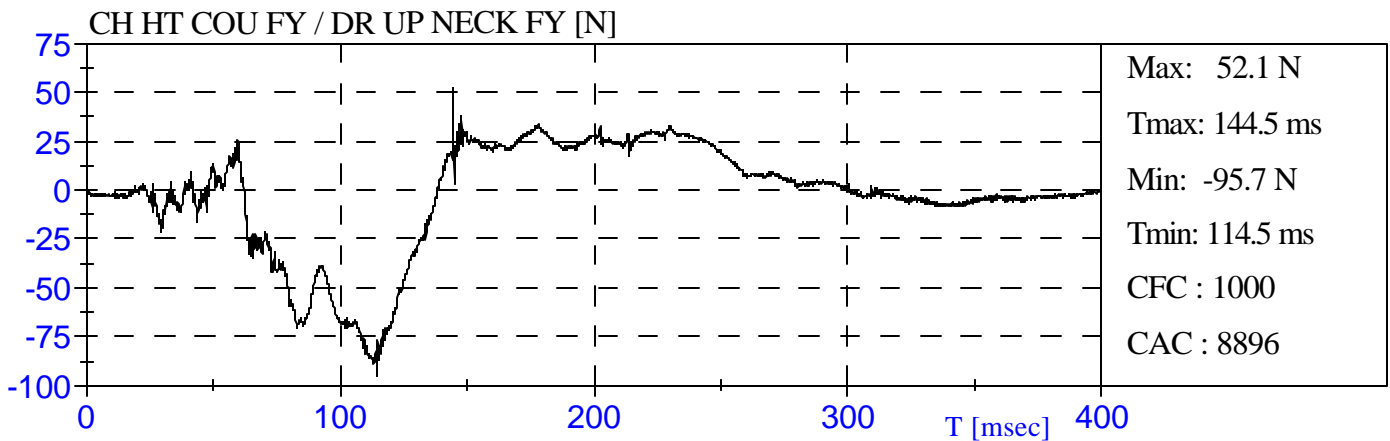
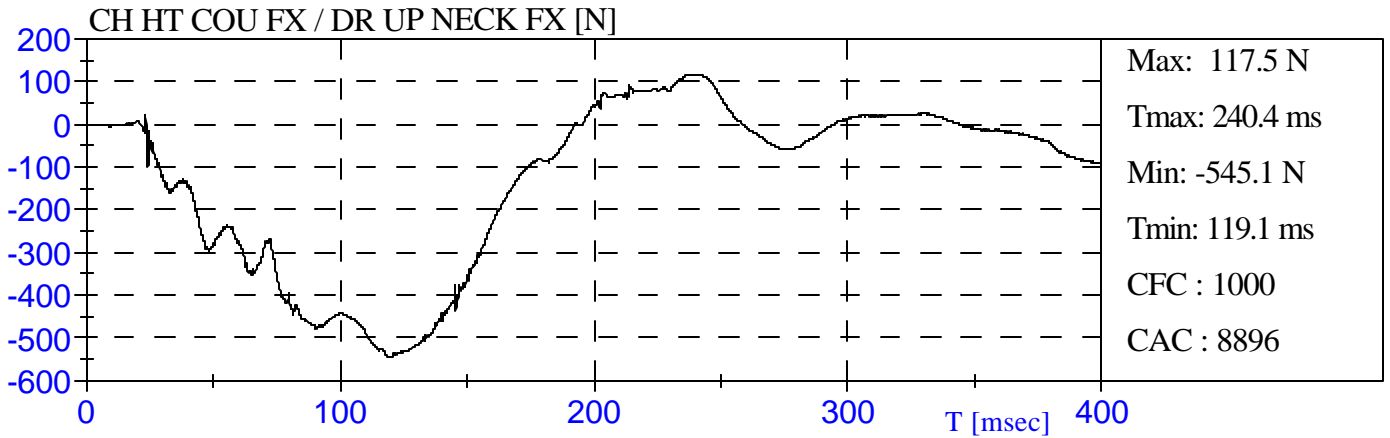
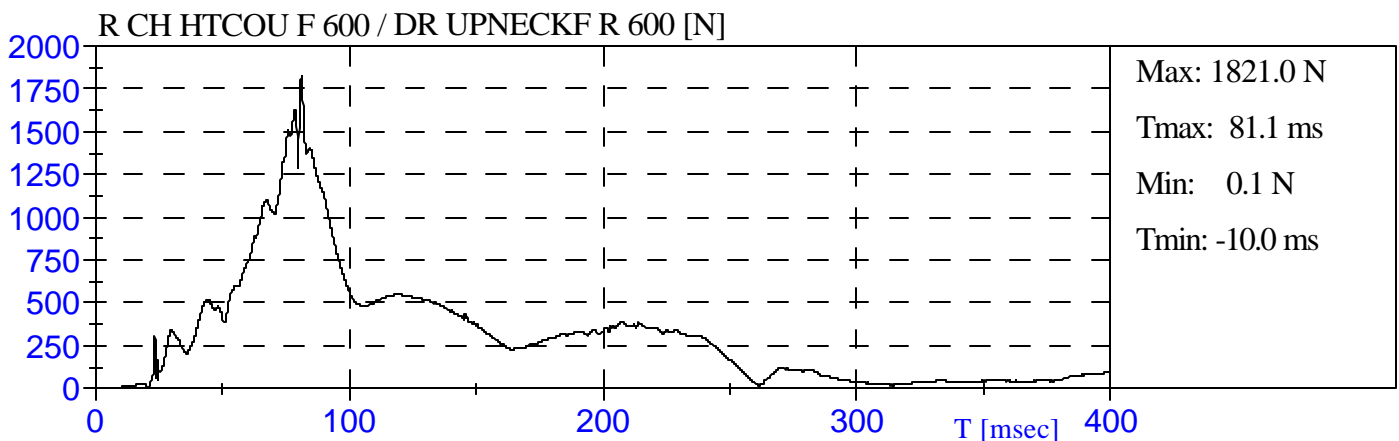
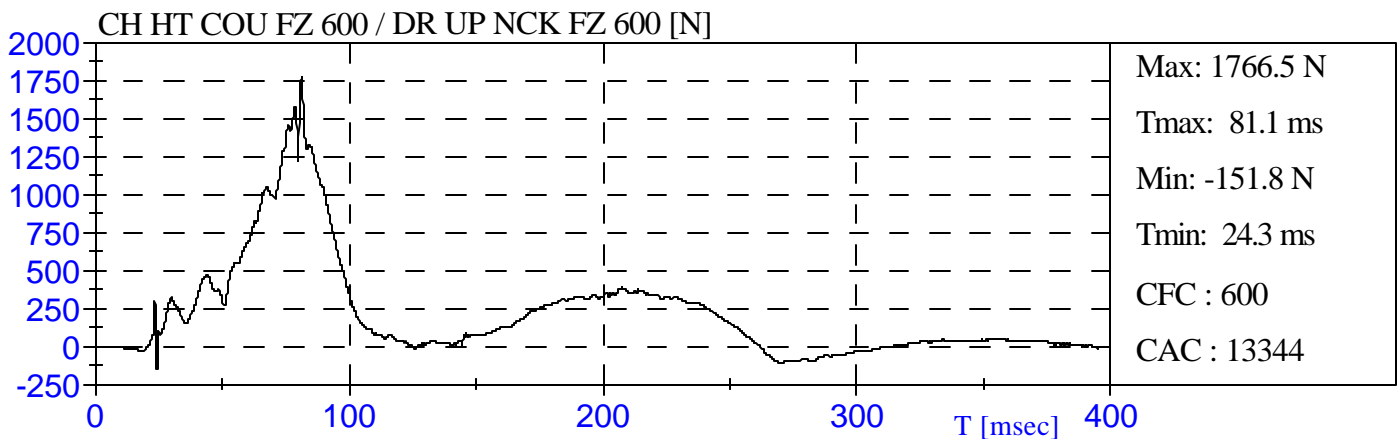
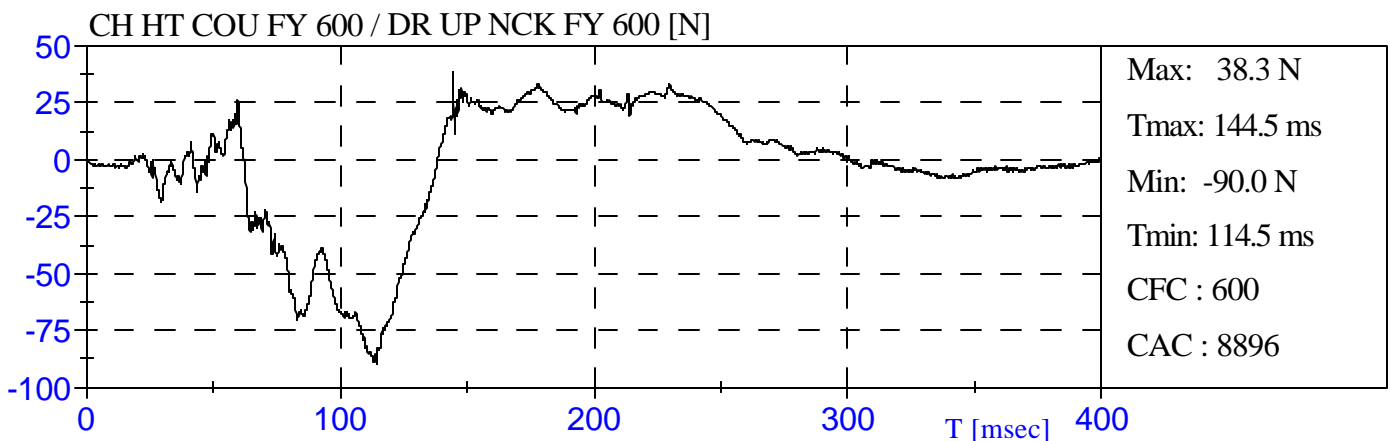
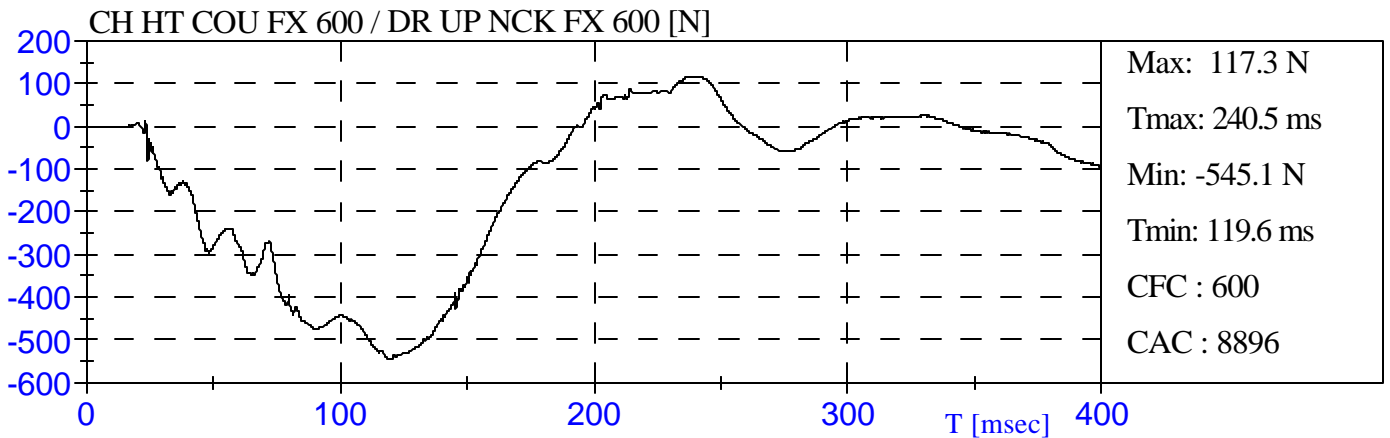
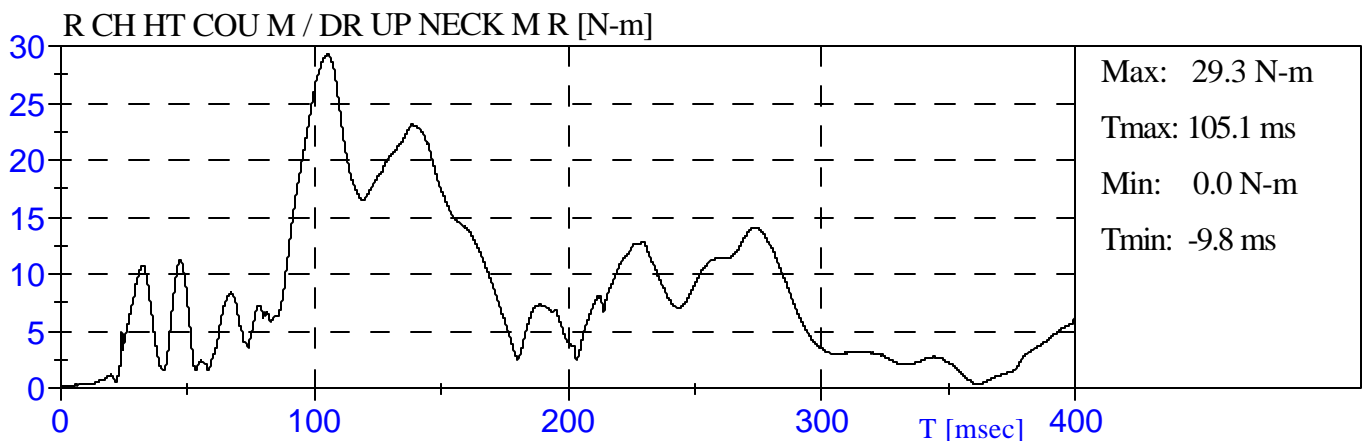
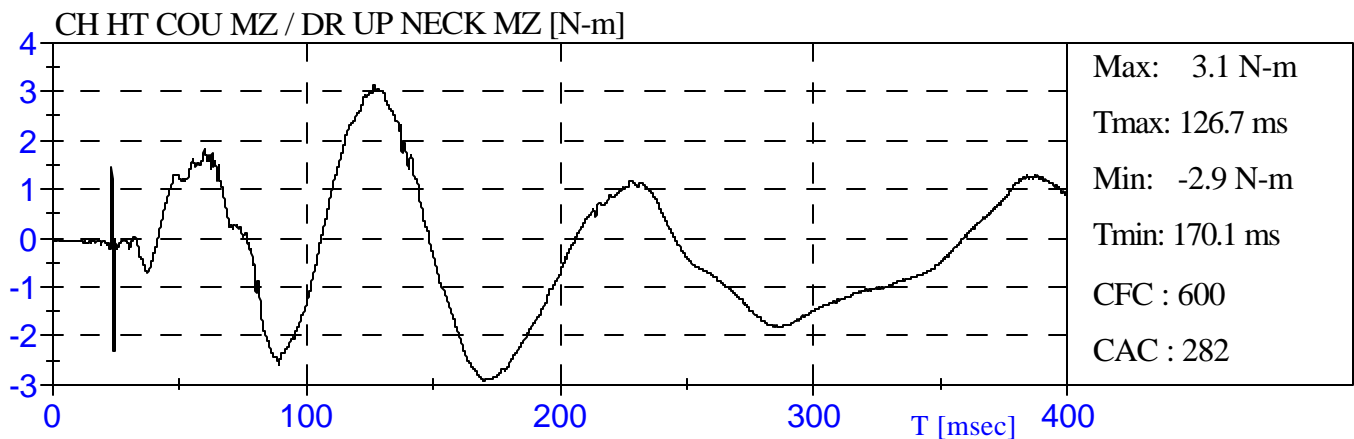
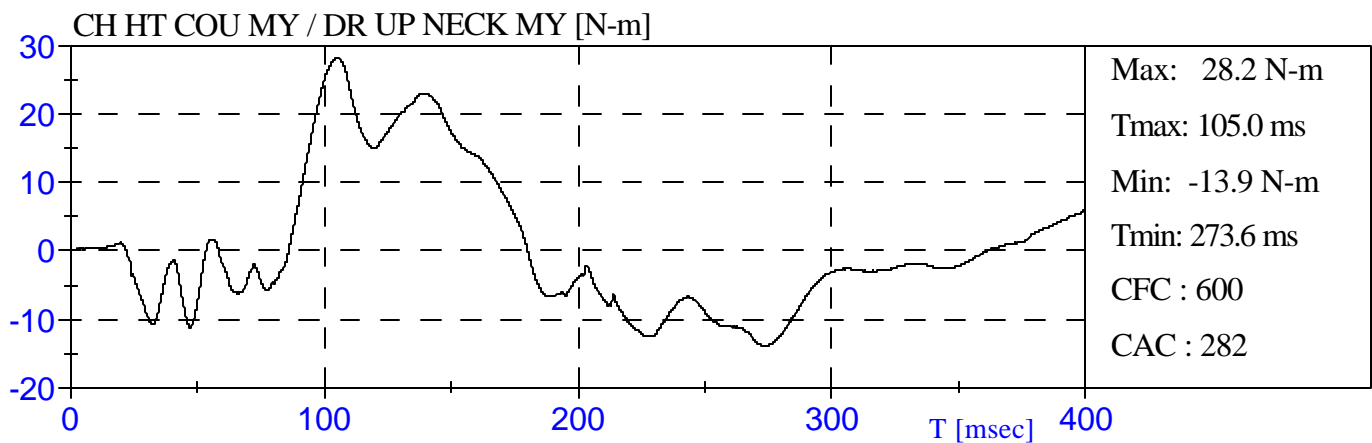
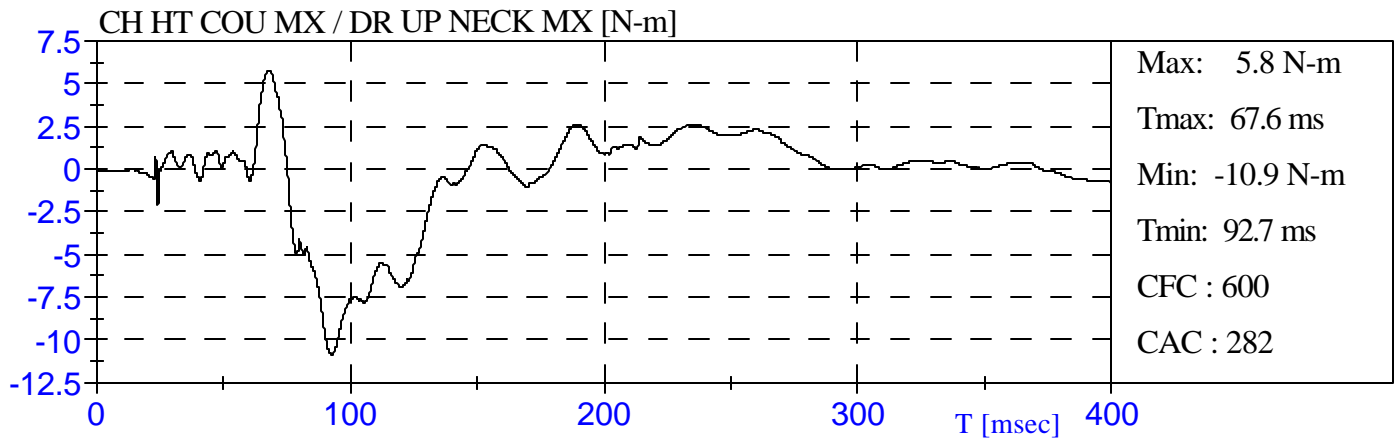


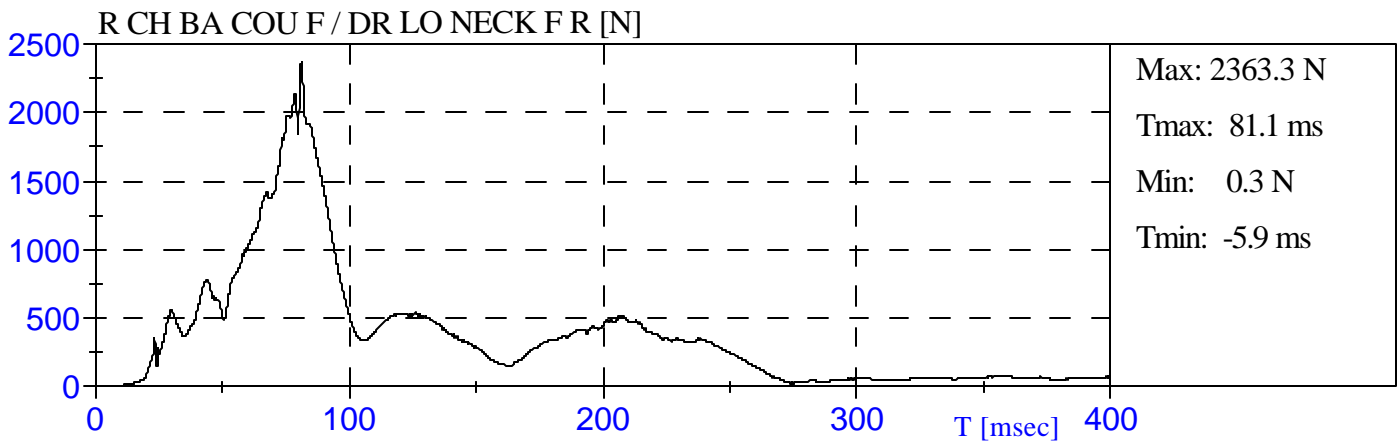
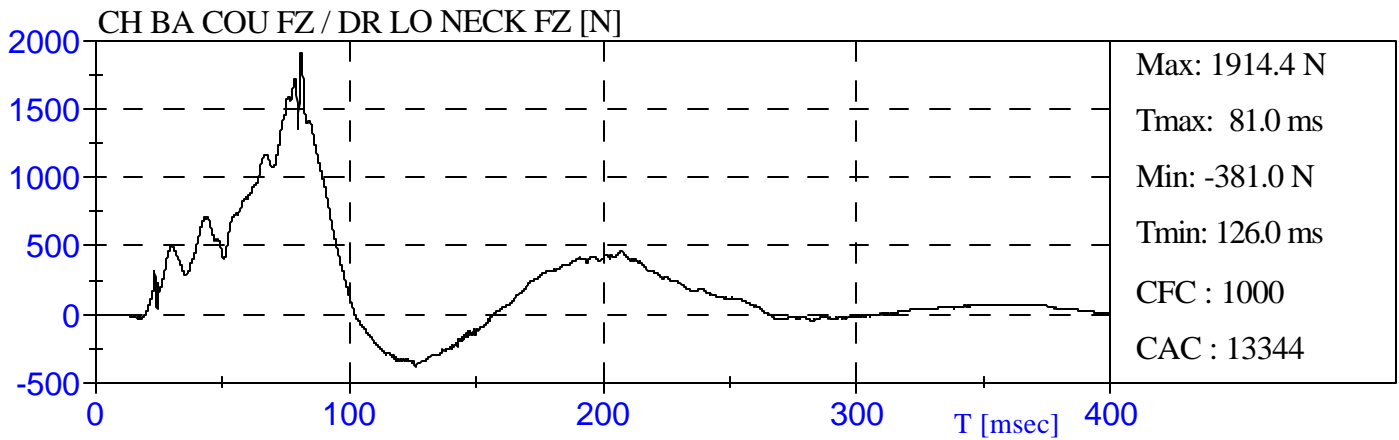
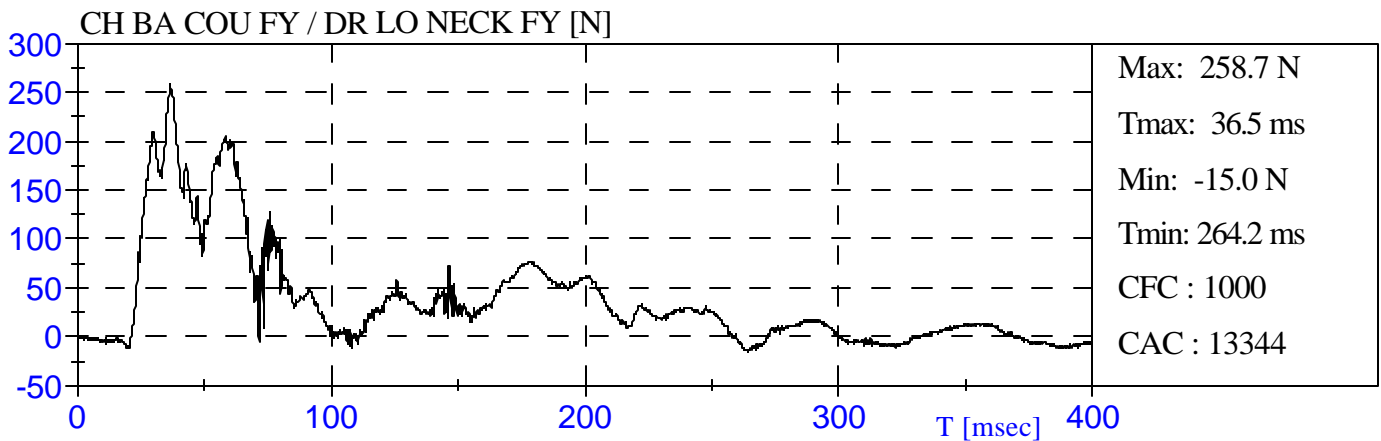
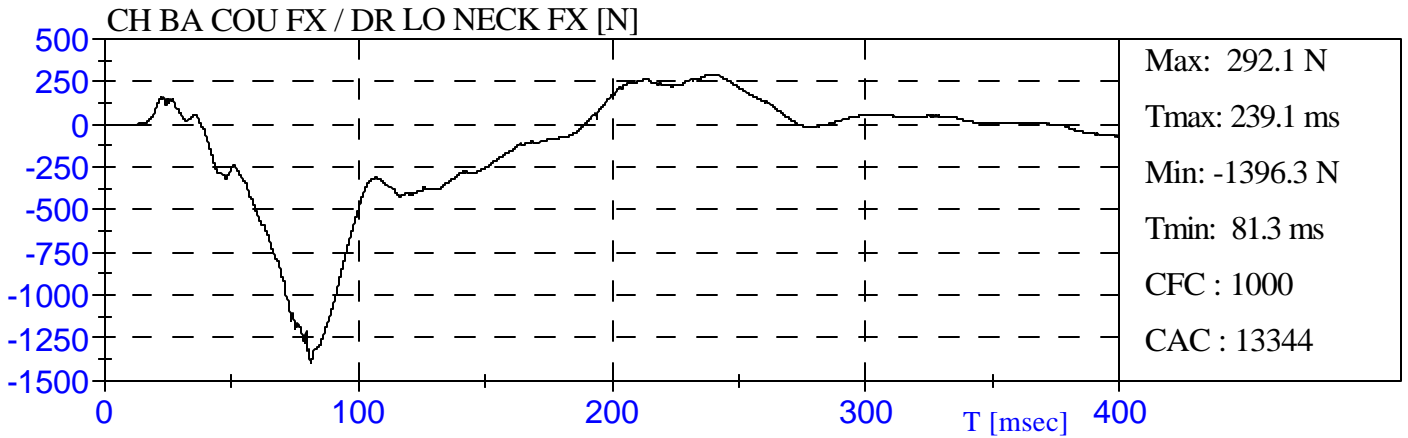
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	NISSAN SENTRA 2003
Numéro de TC Tc Number	TC03-129
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-04-03
Titre du projet Project 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

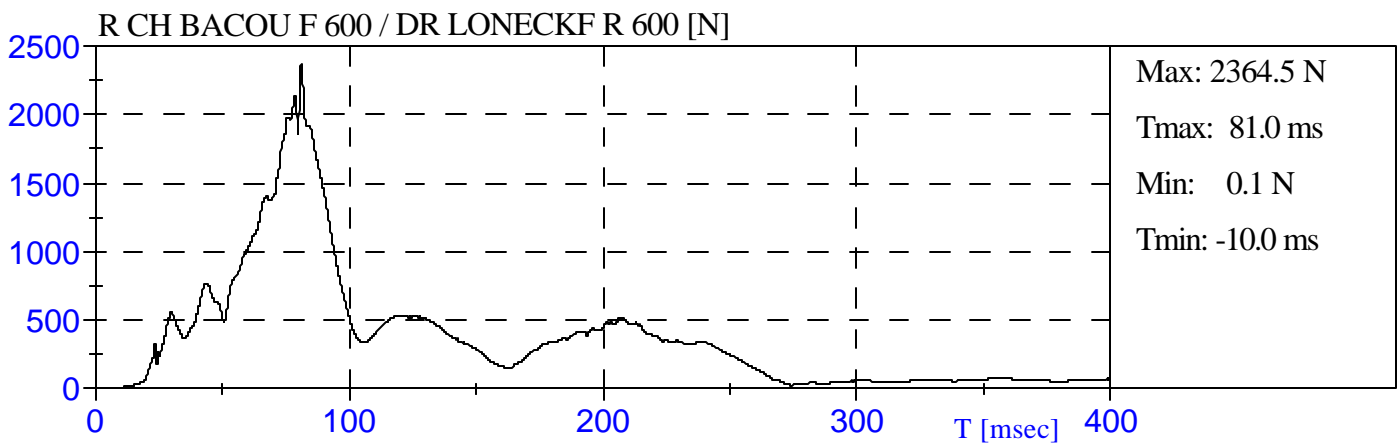
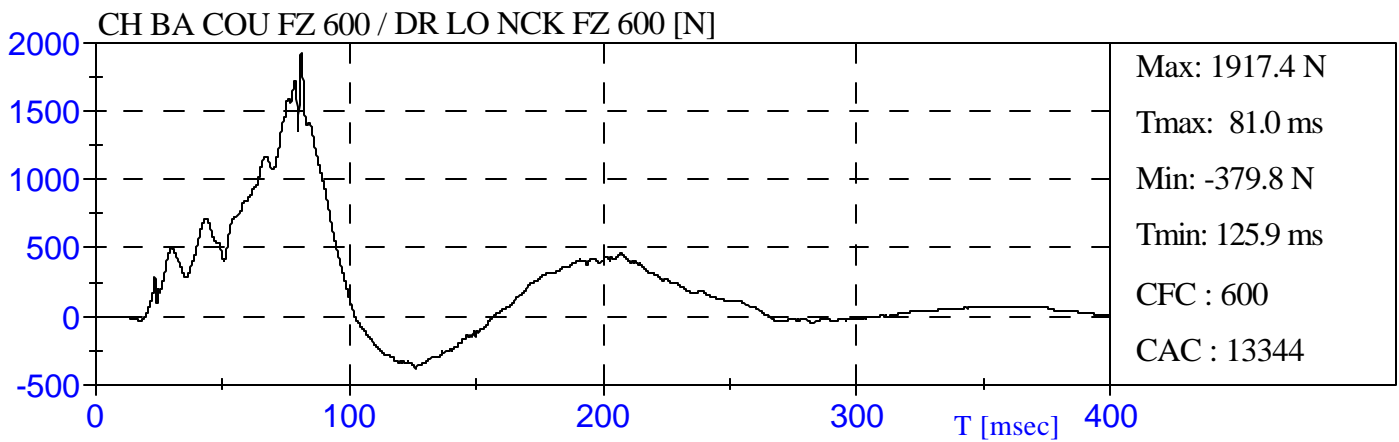
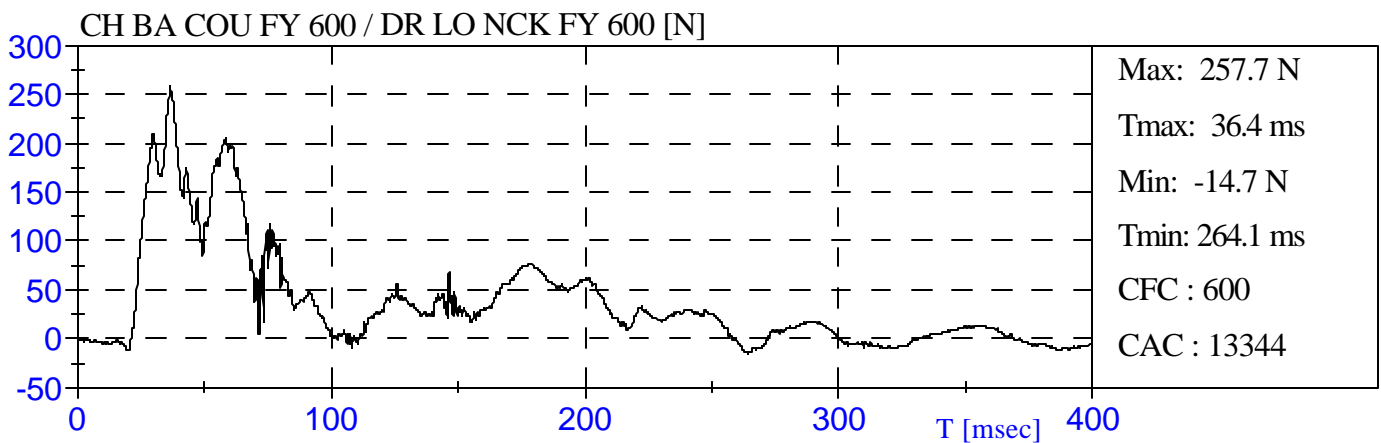
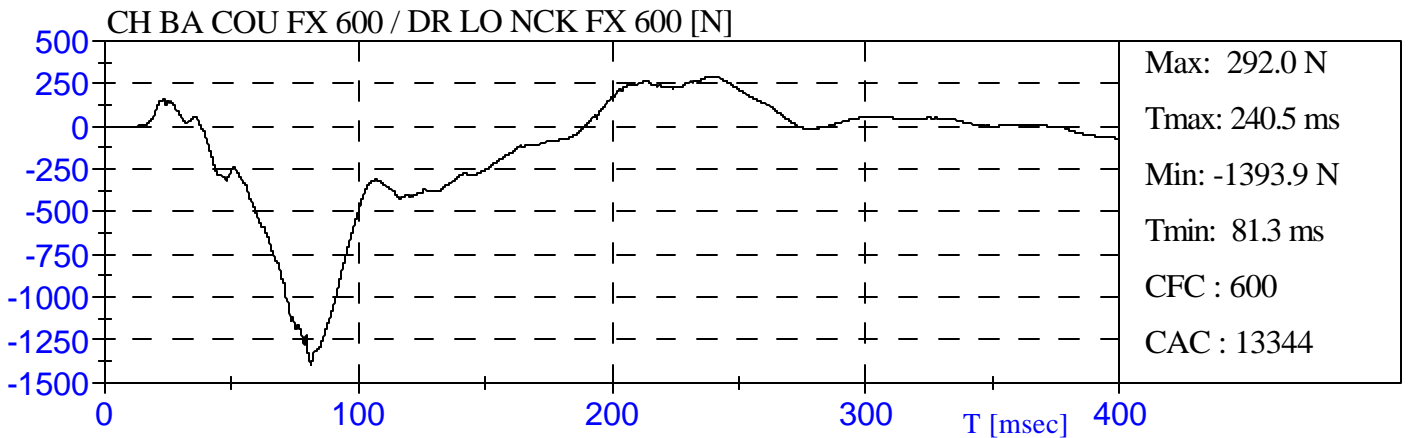


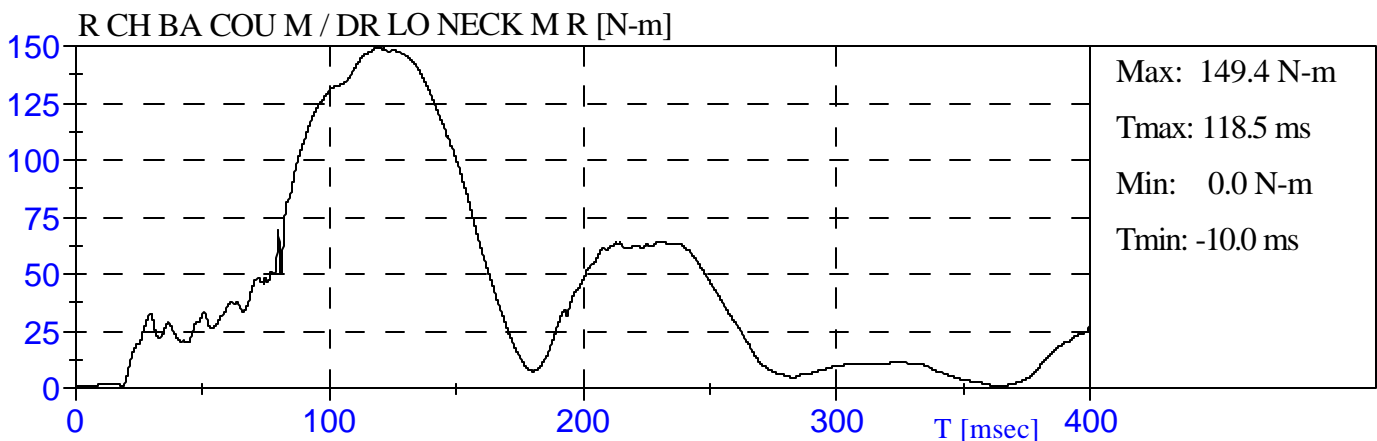
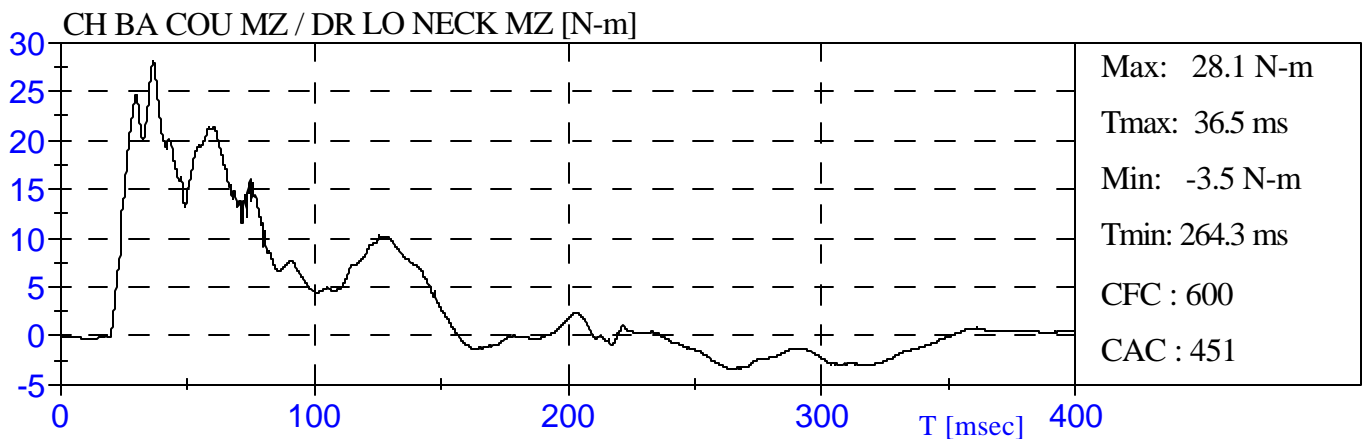
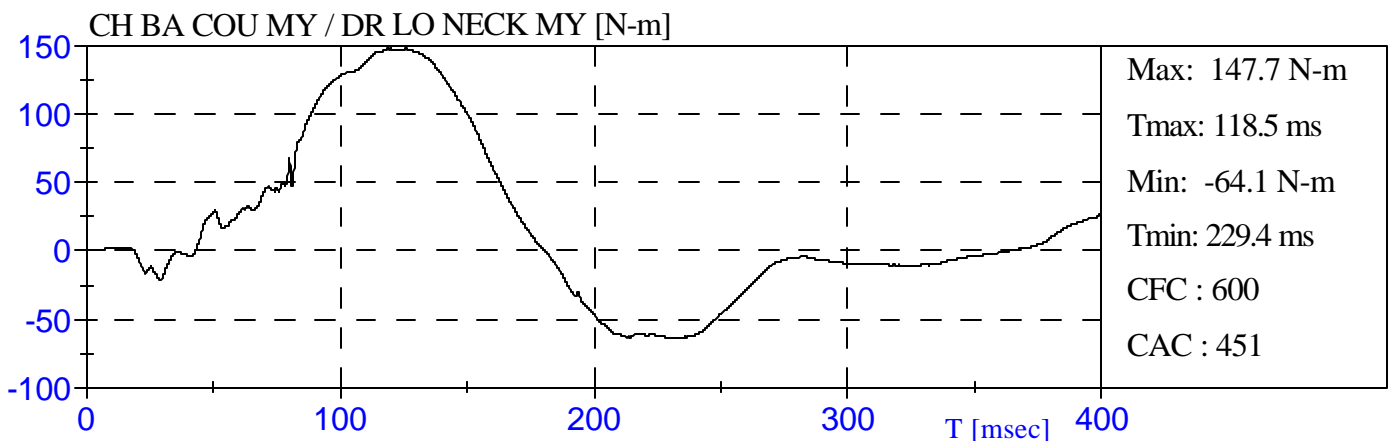
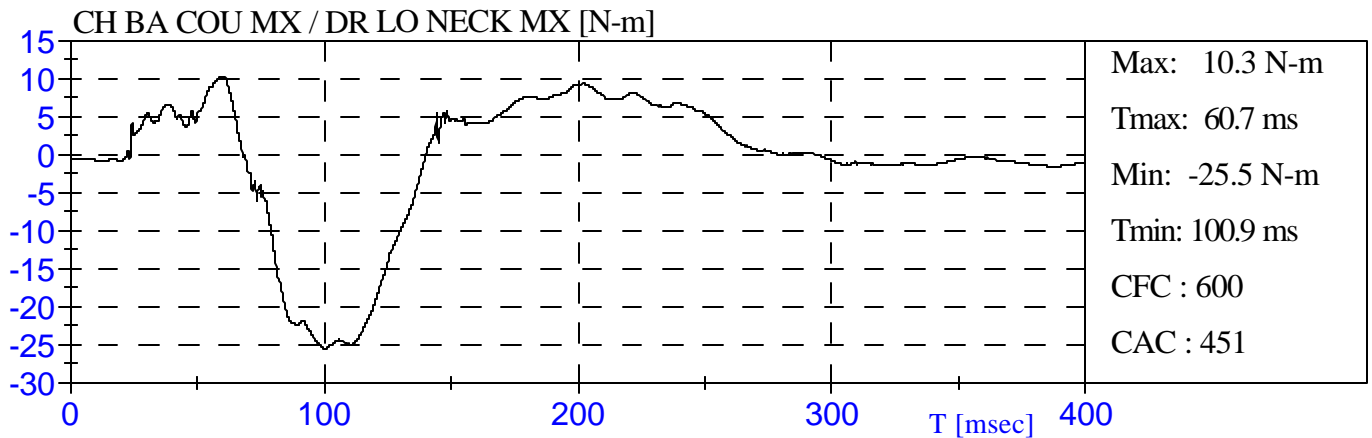


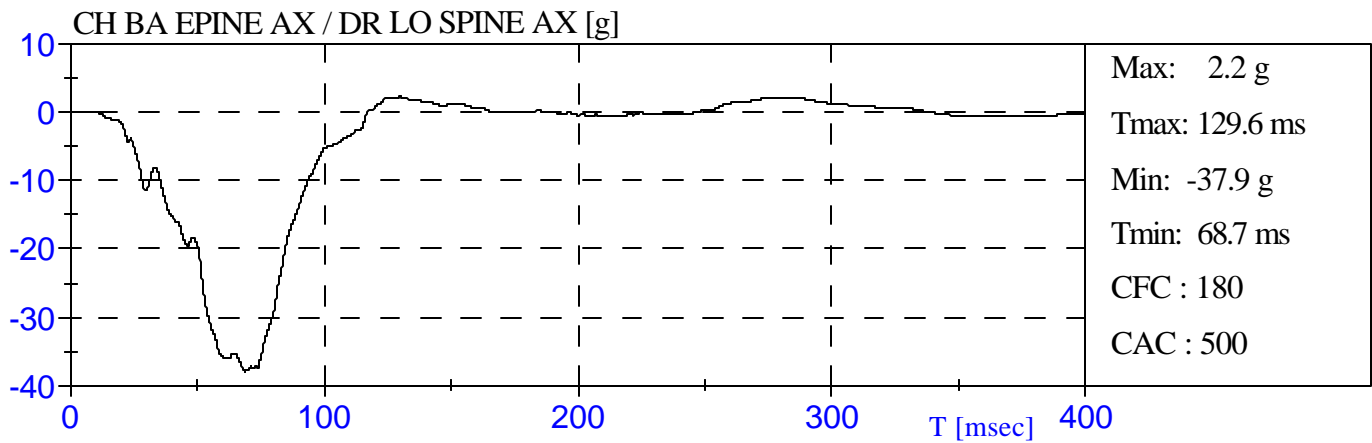
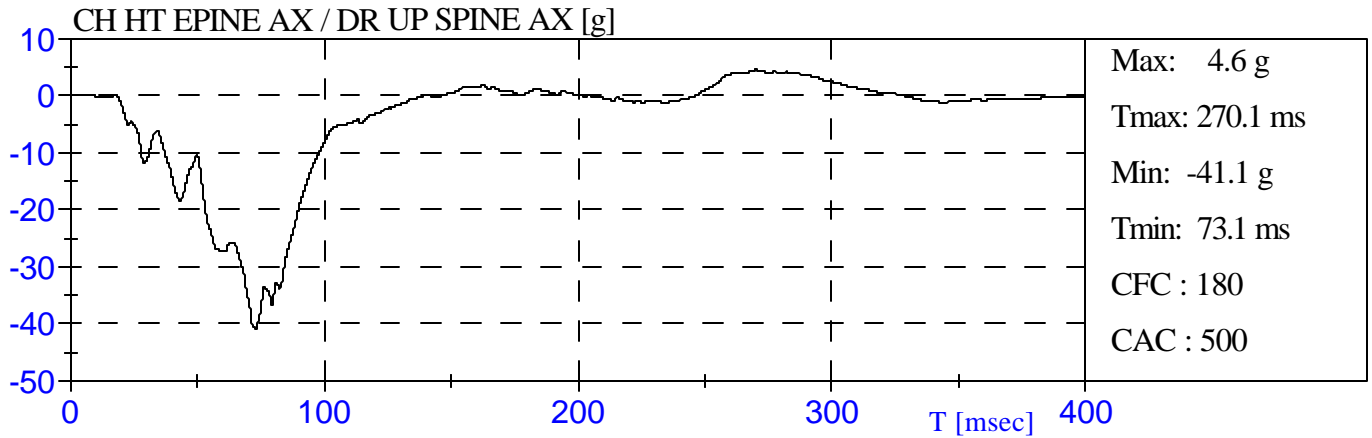


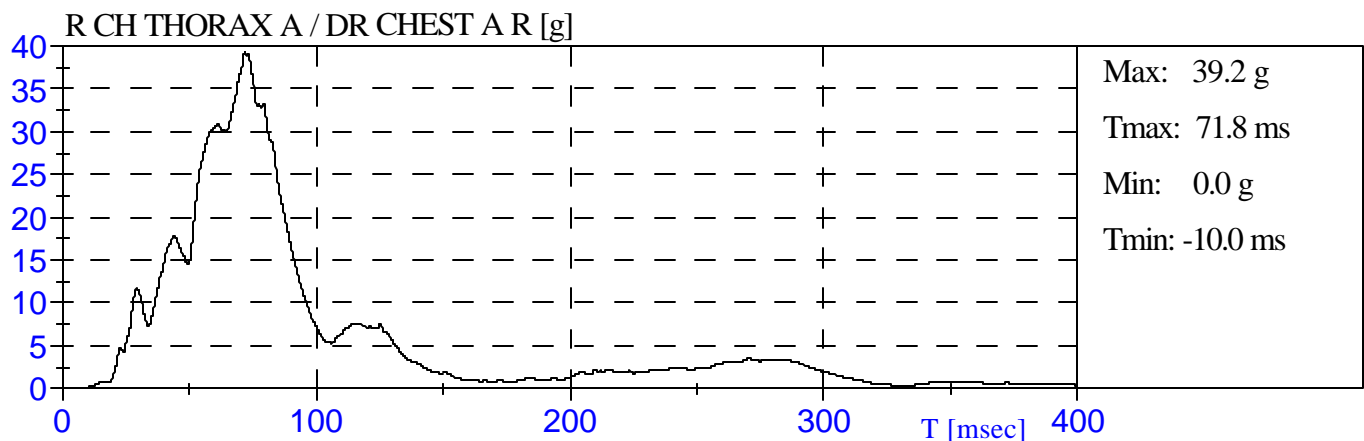
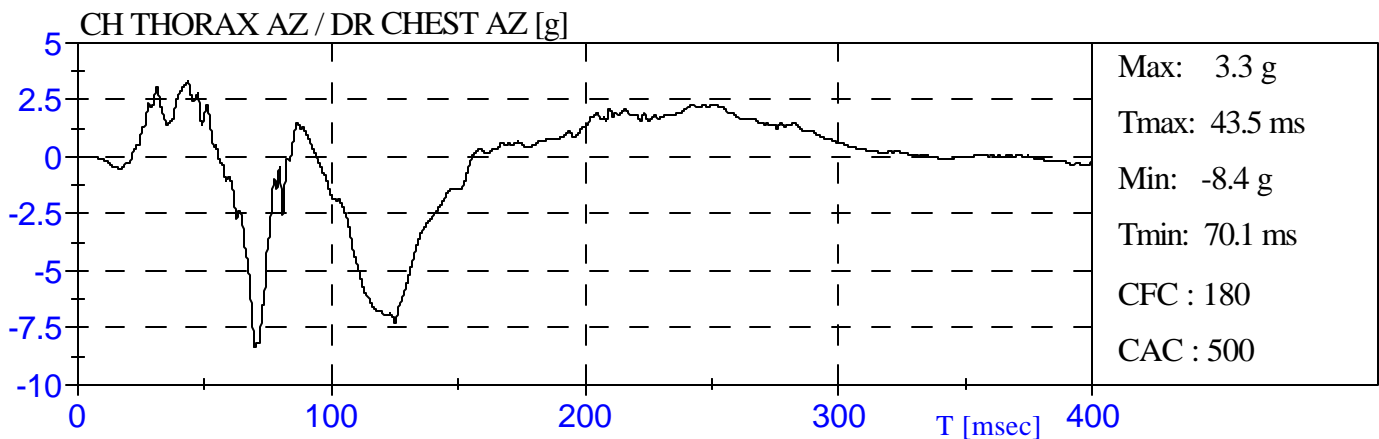
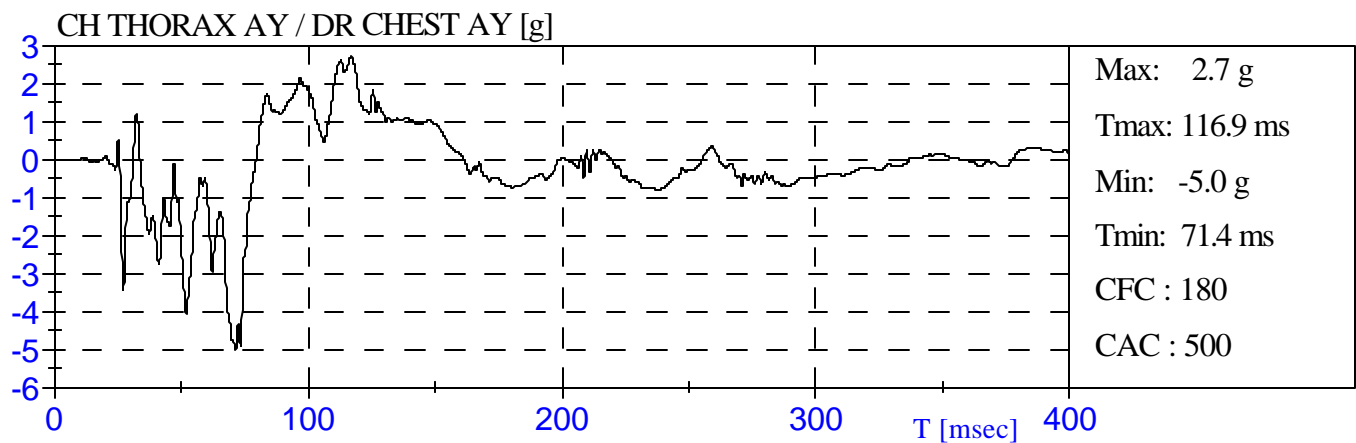
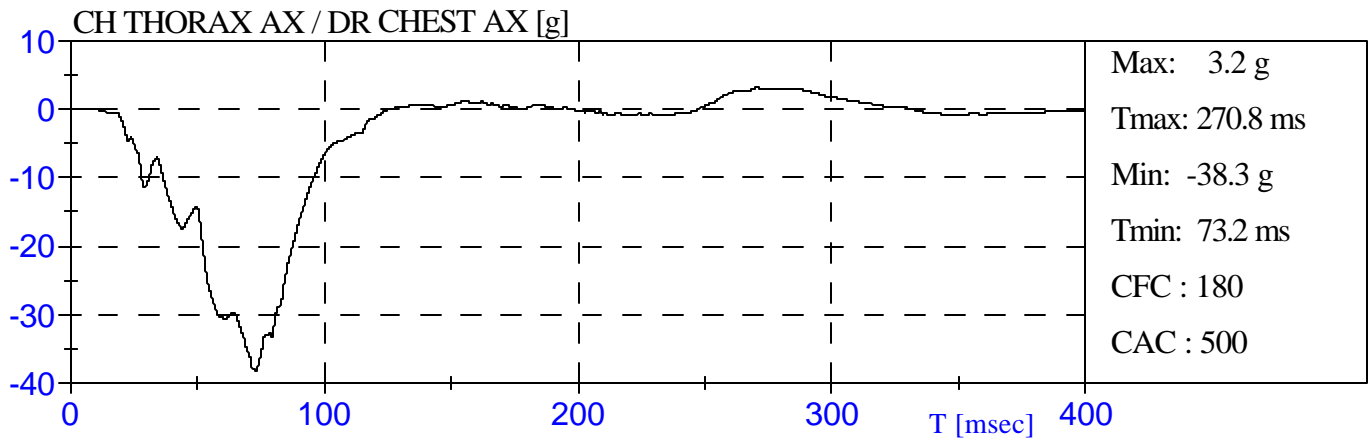


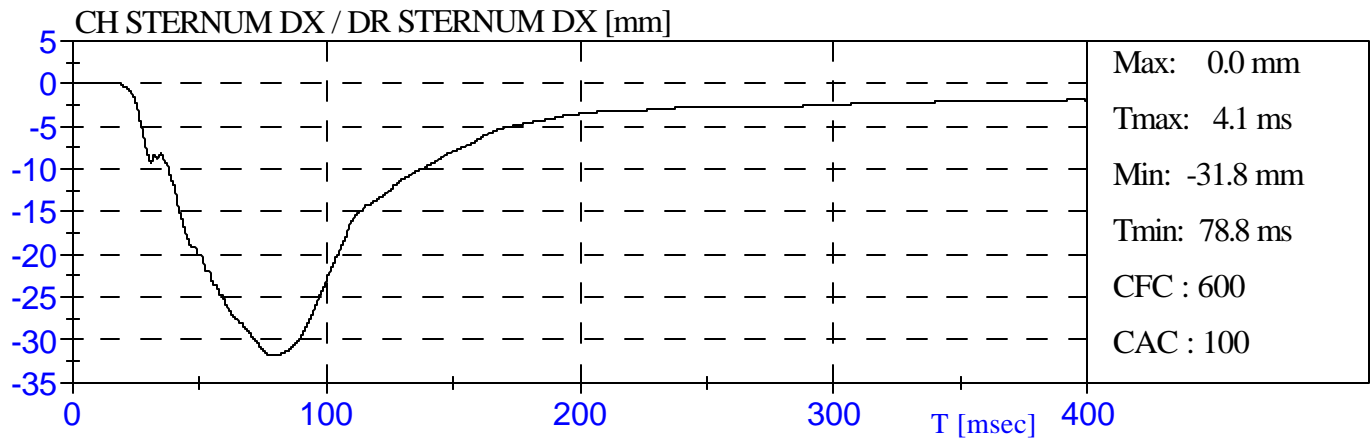


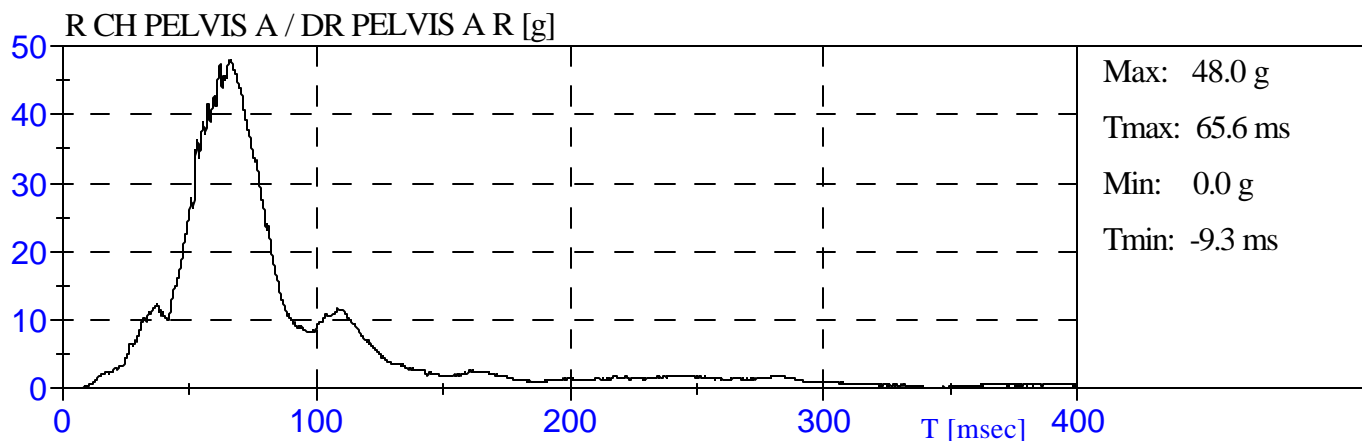
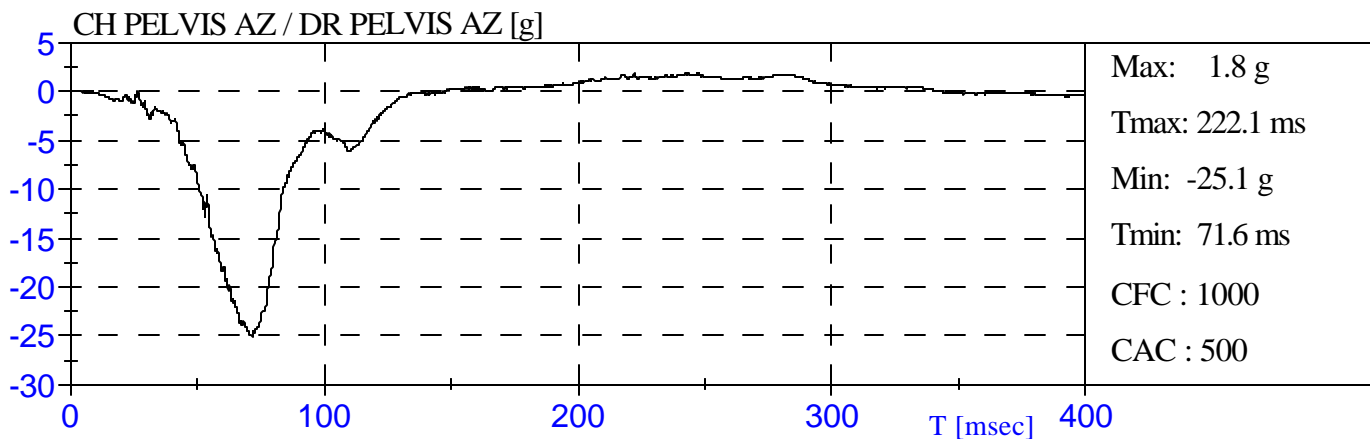
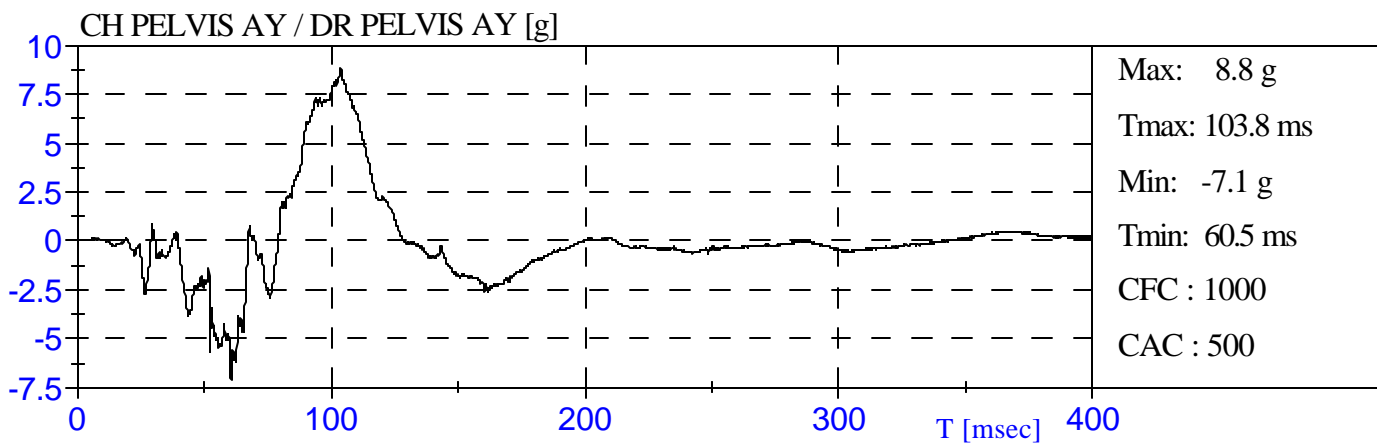
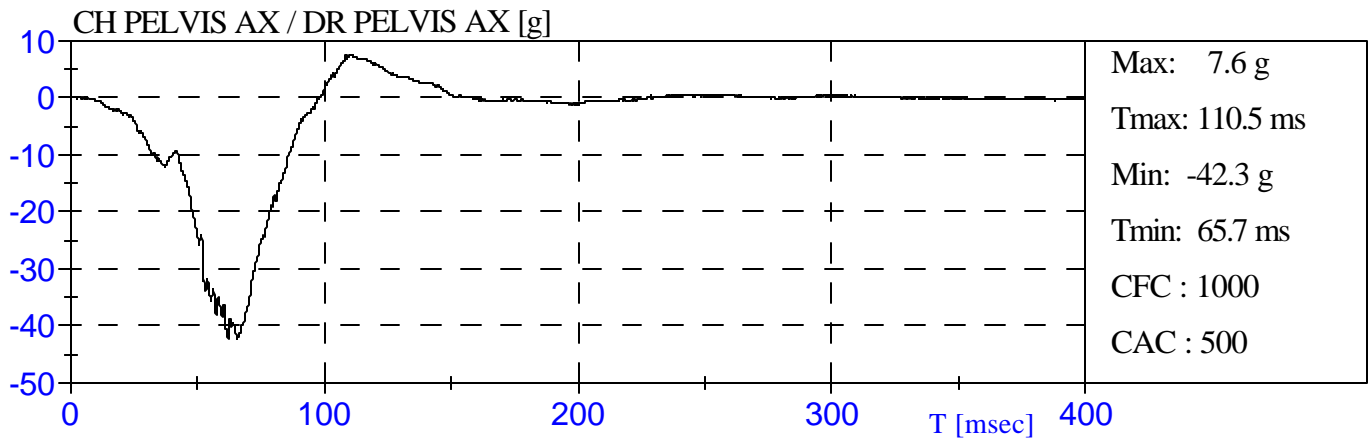


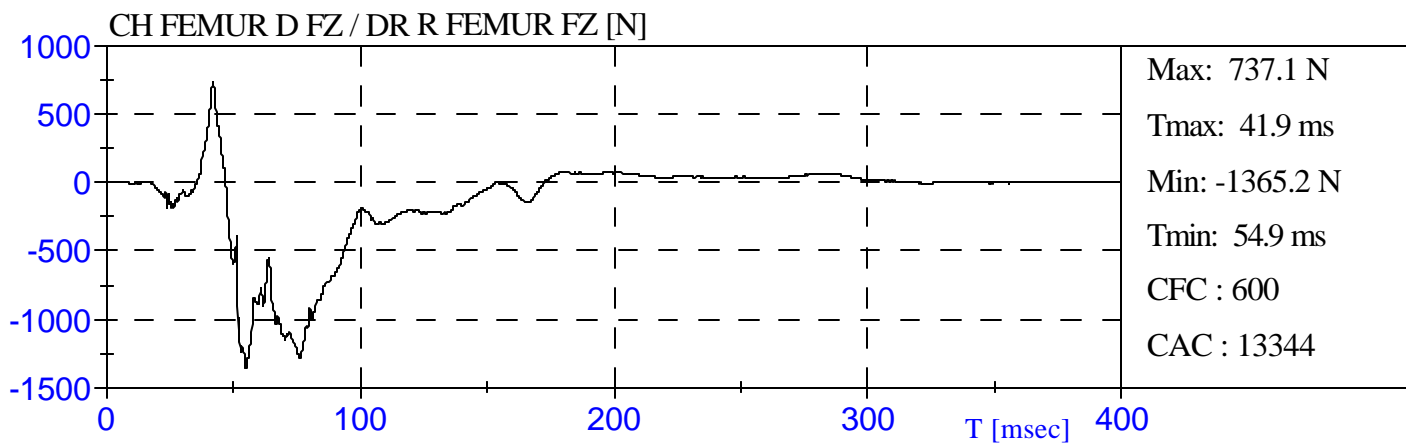
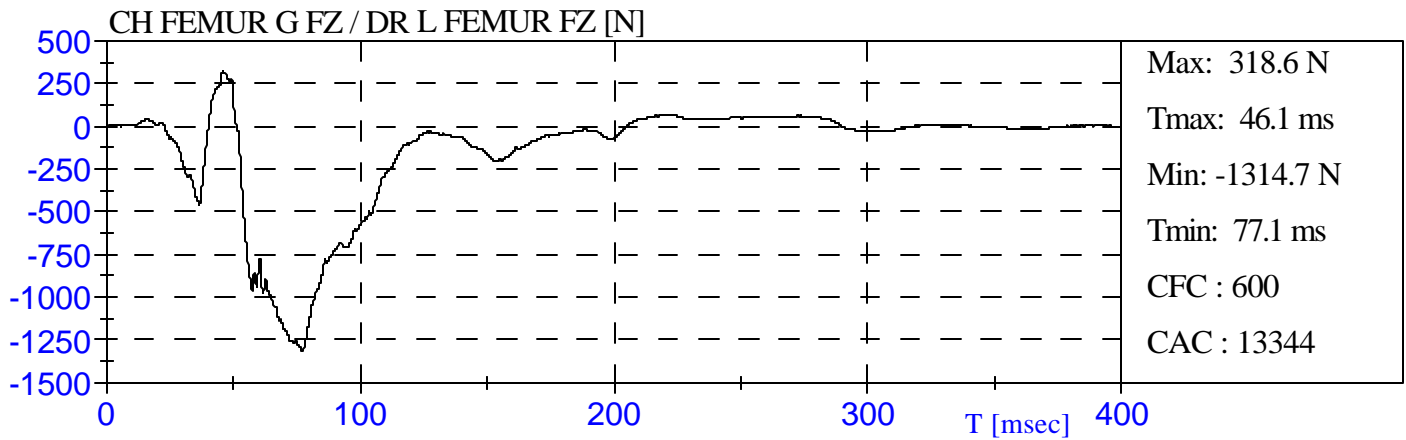


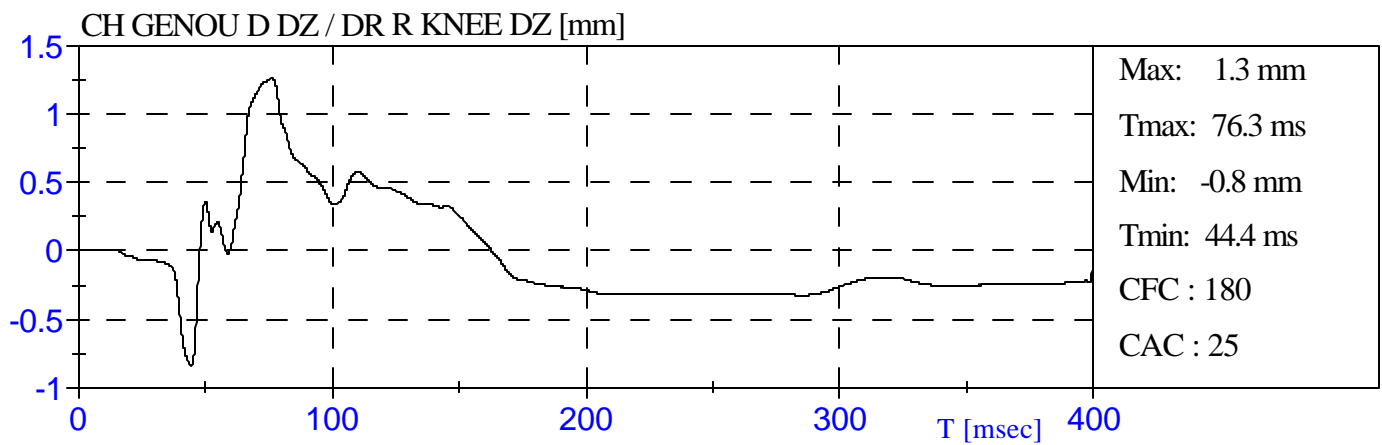
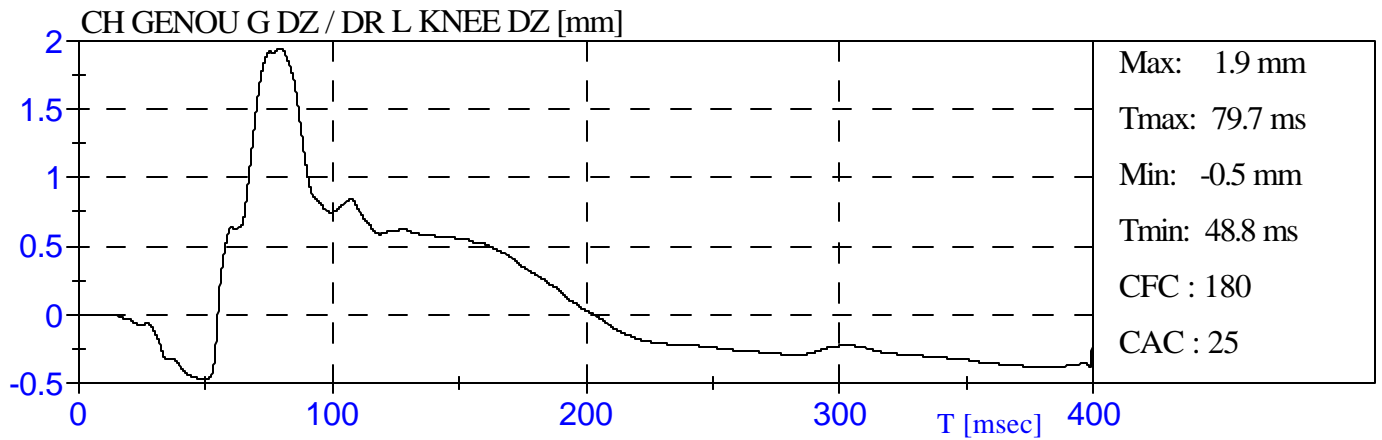


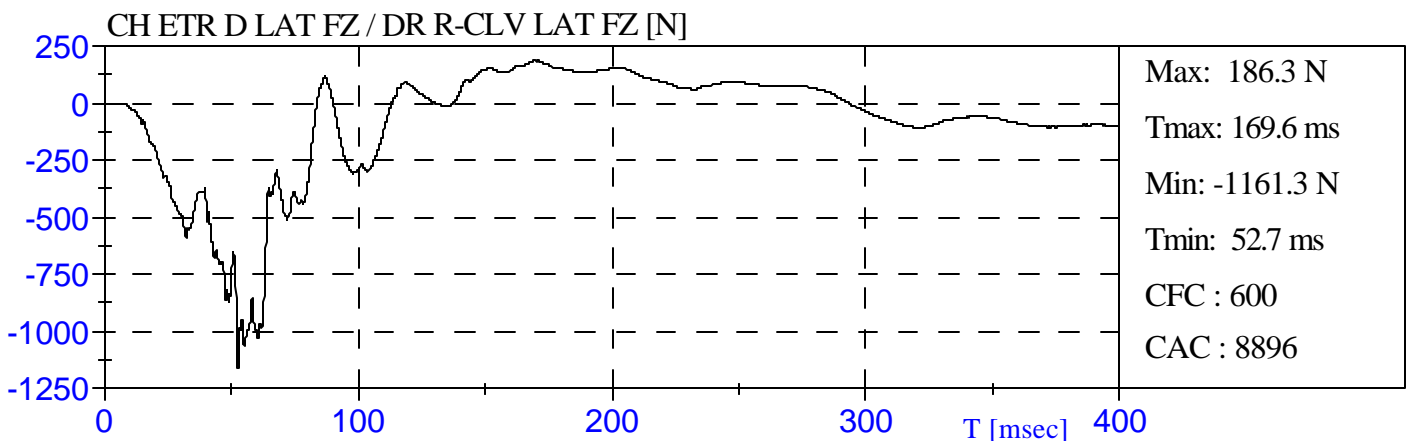
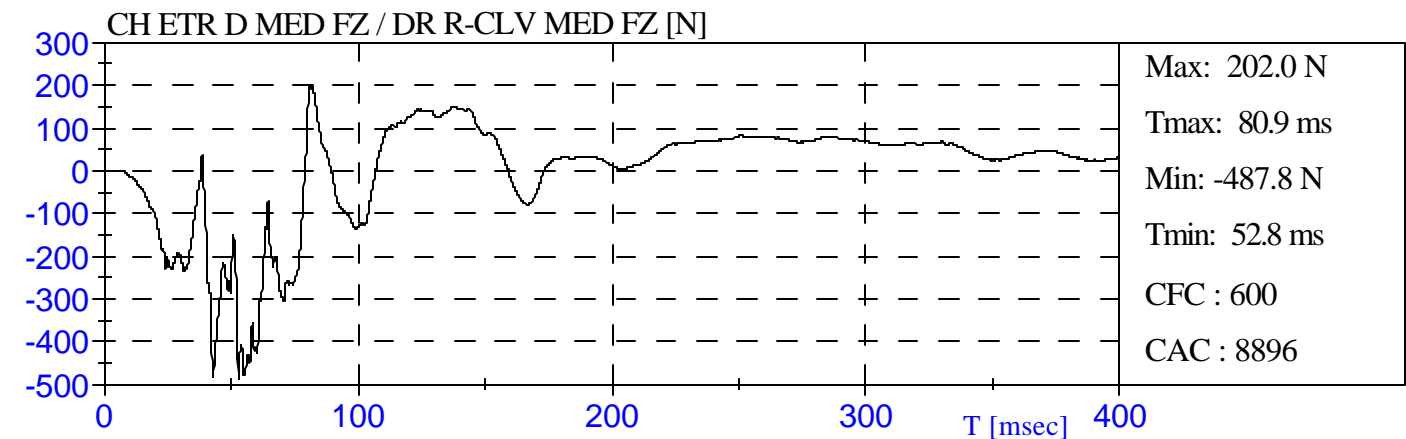
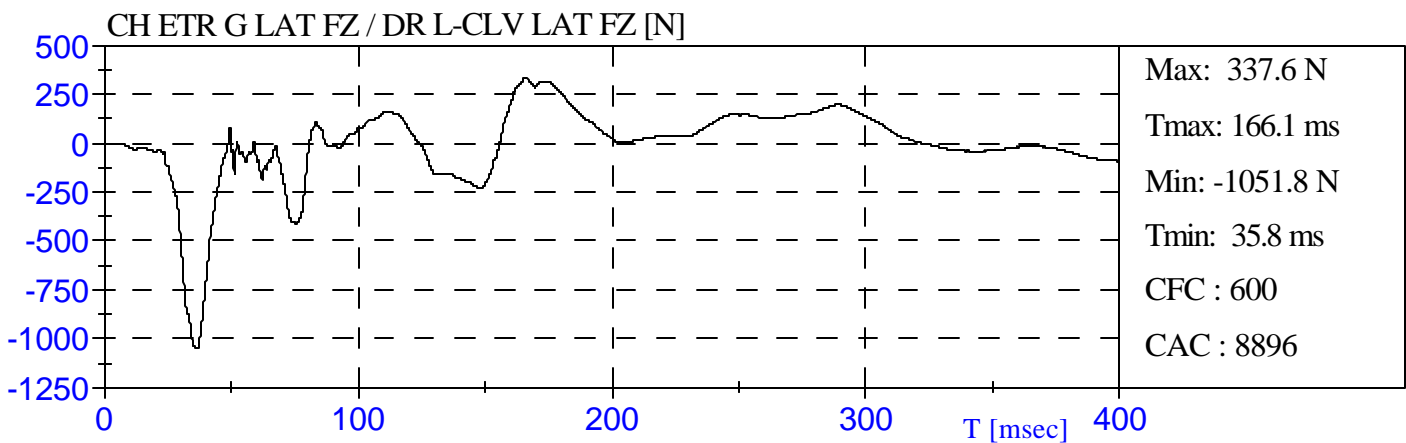
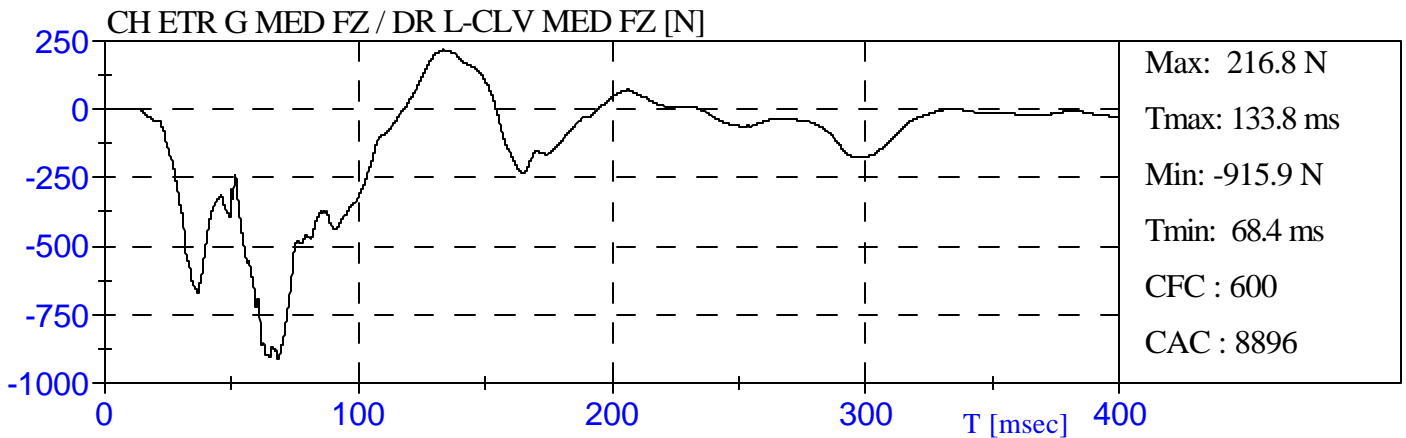


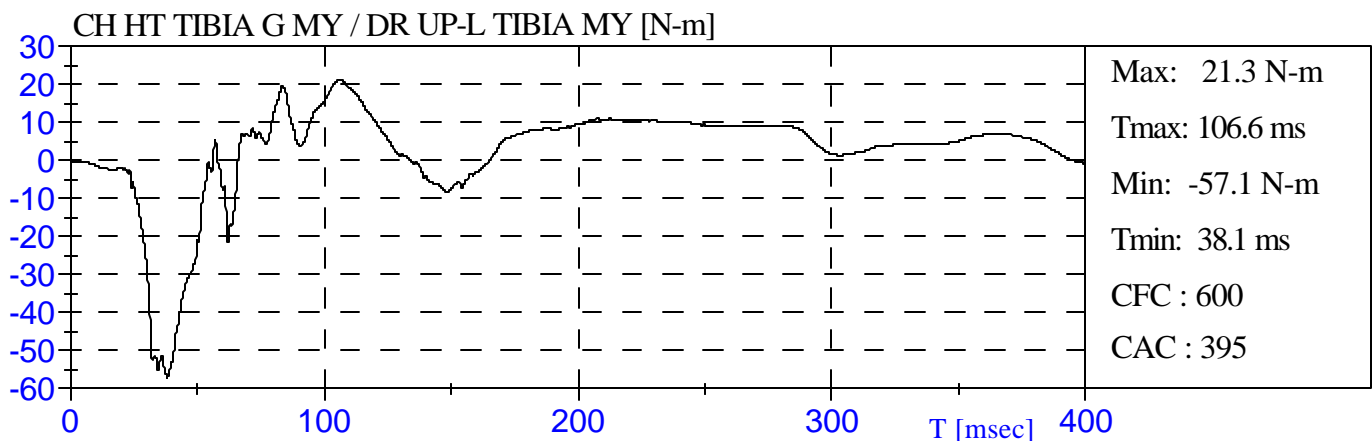
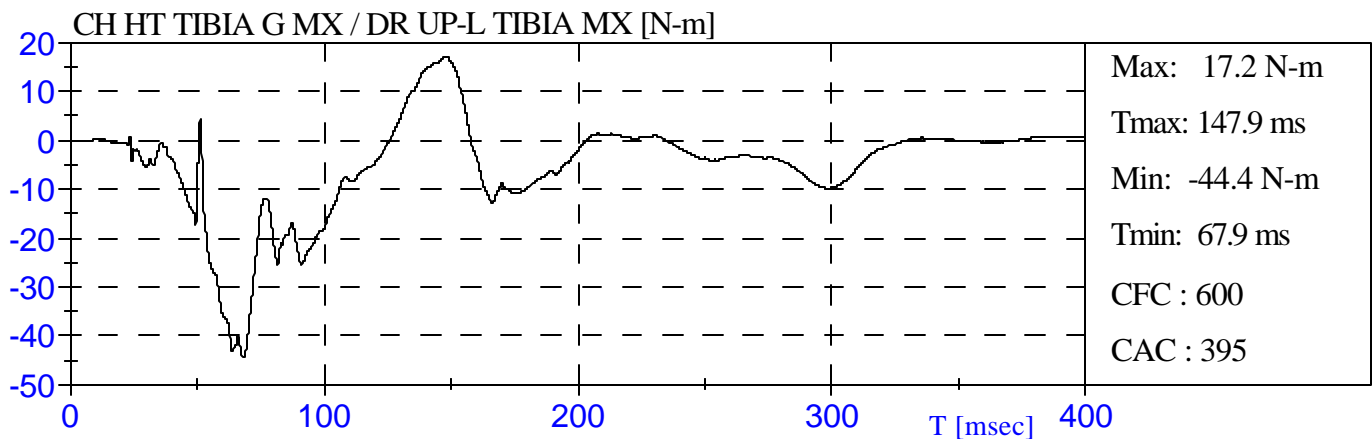
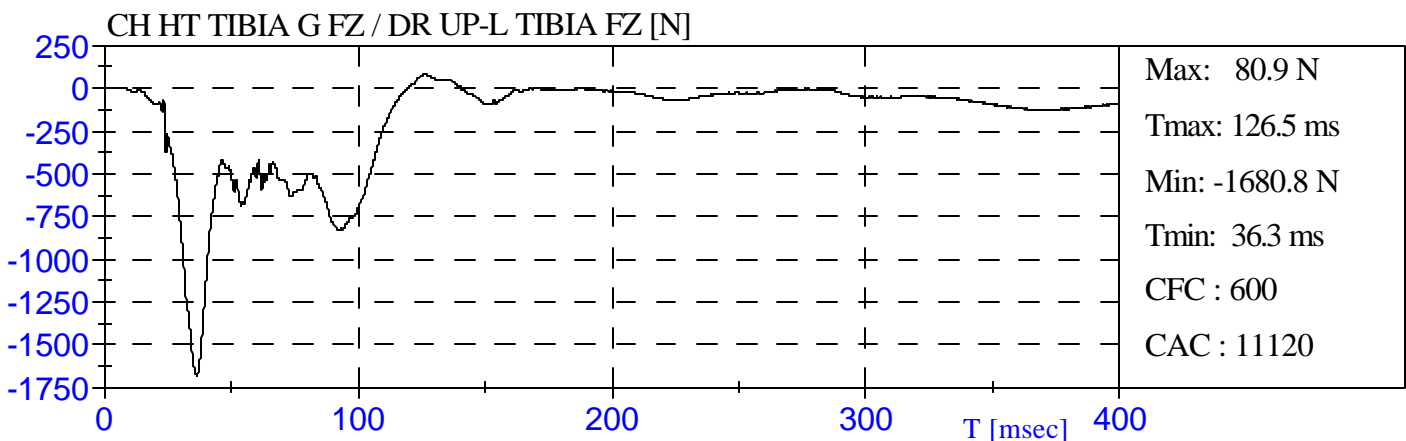
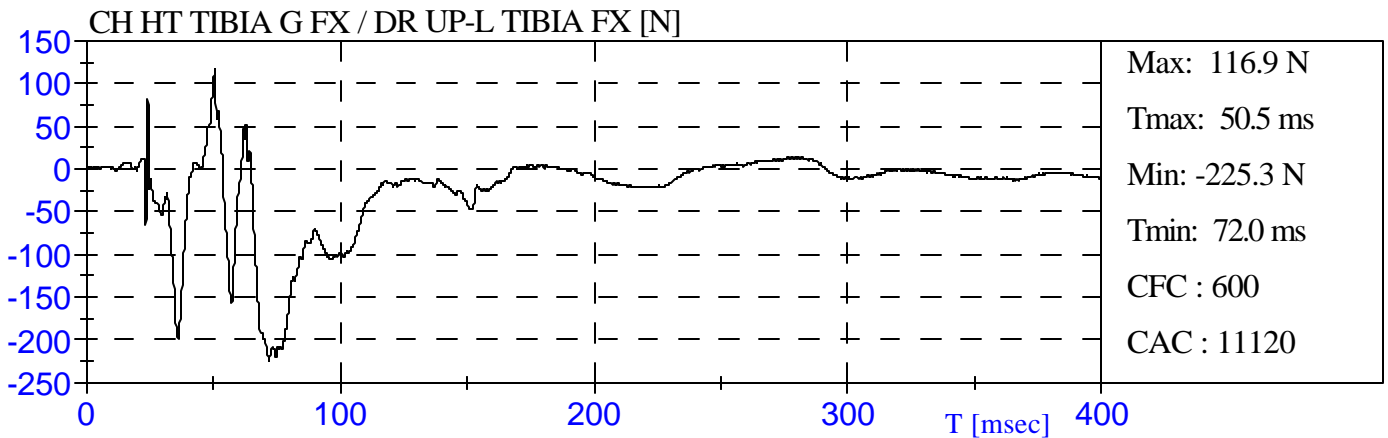


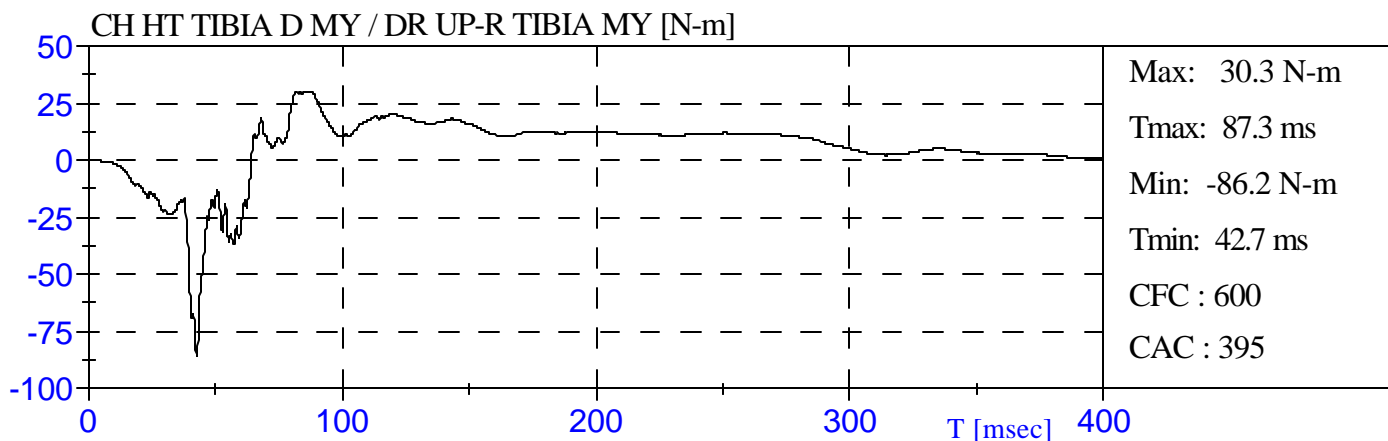
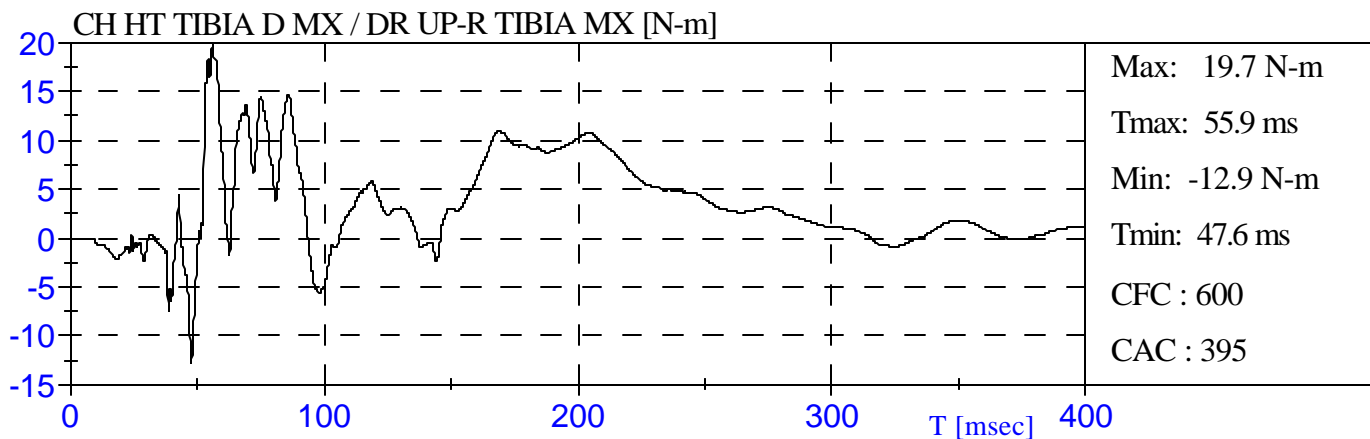
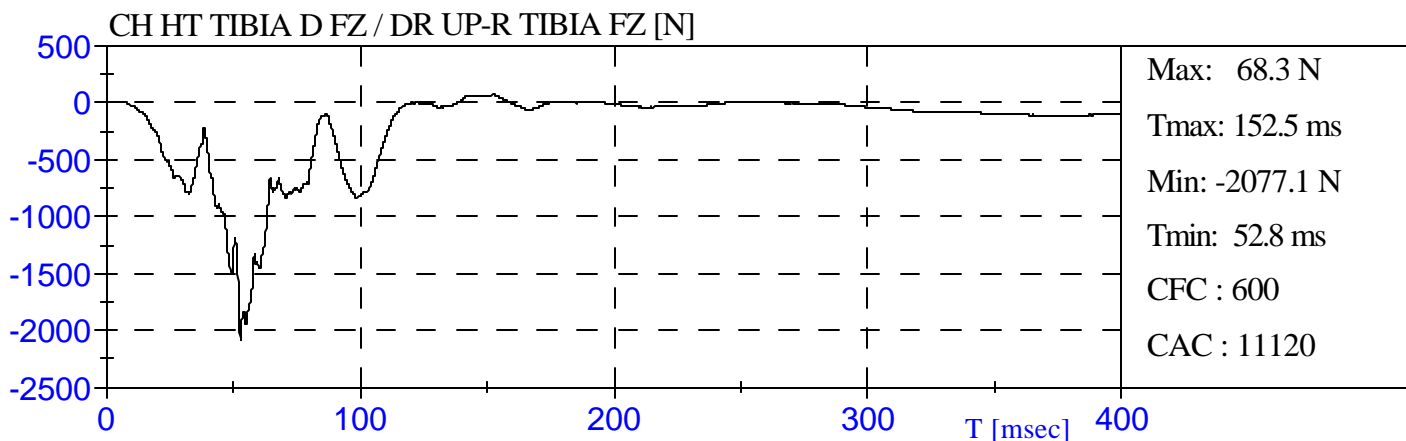
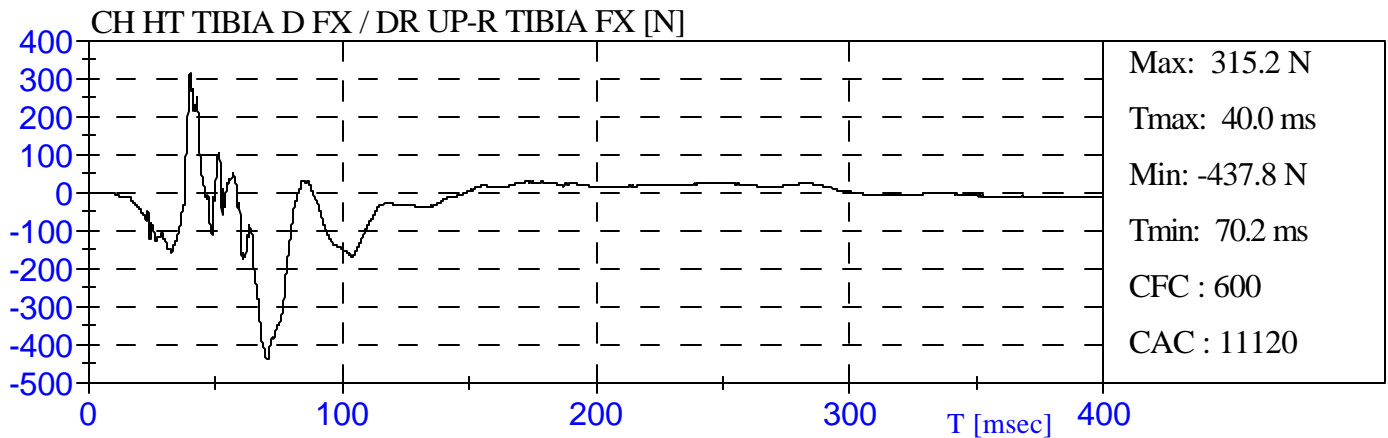


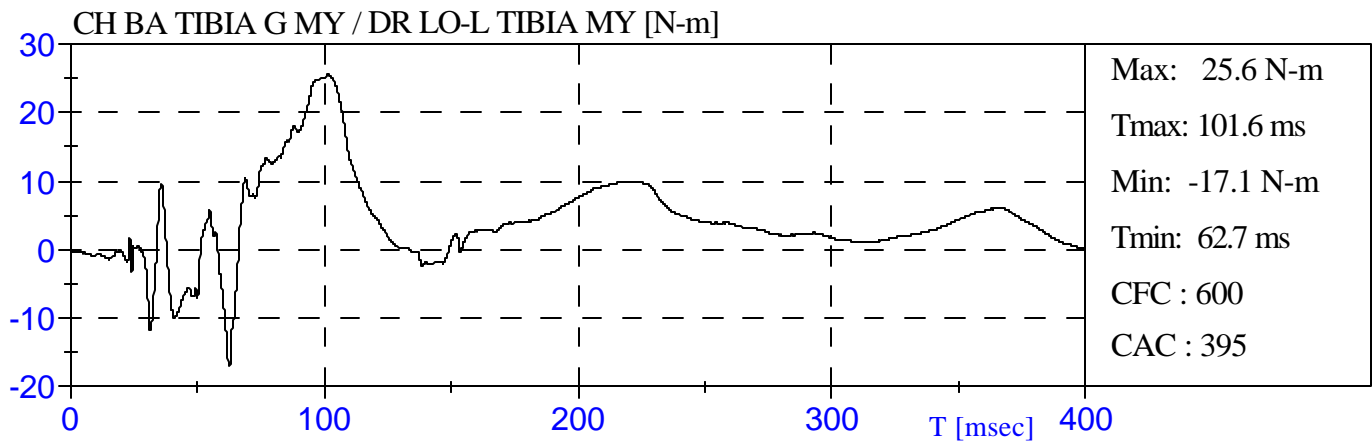
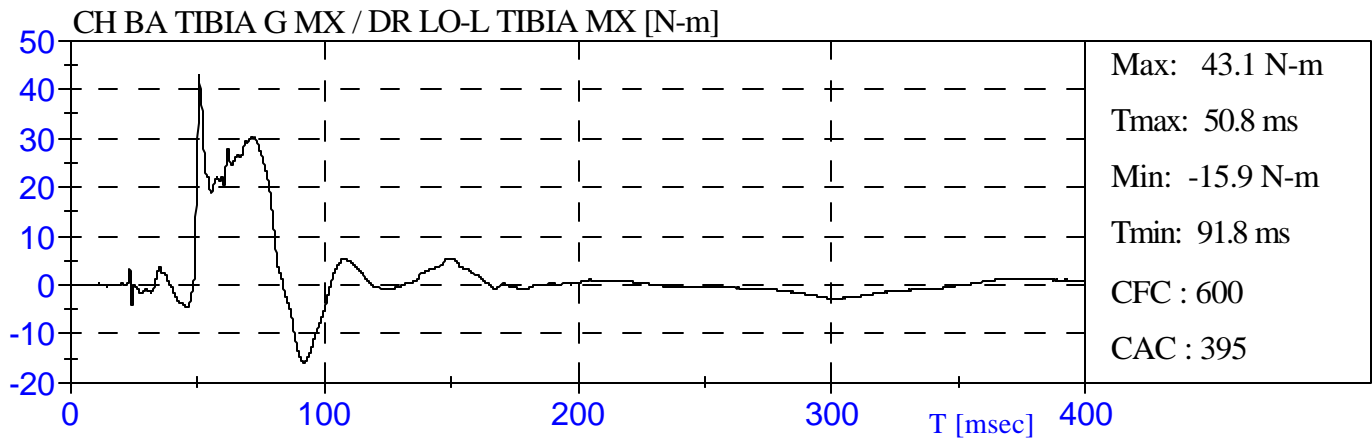
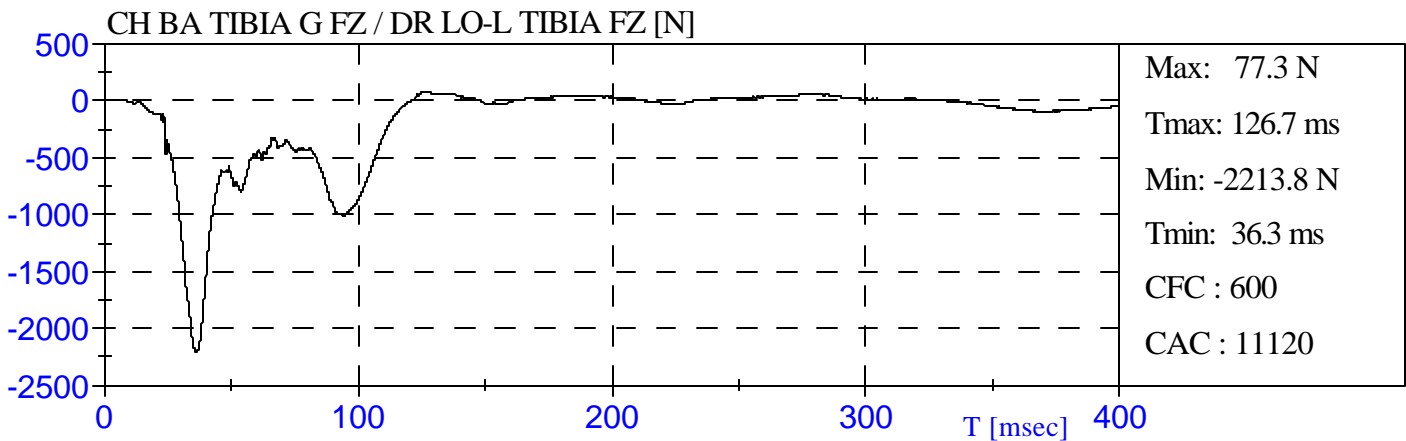
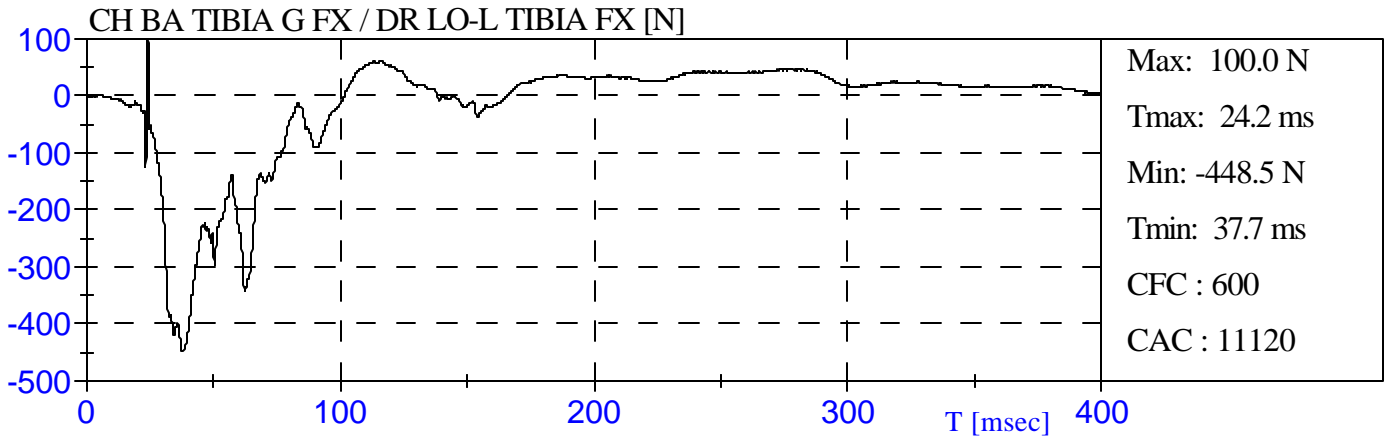


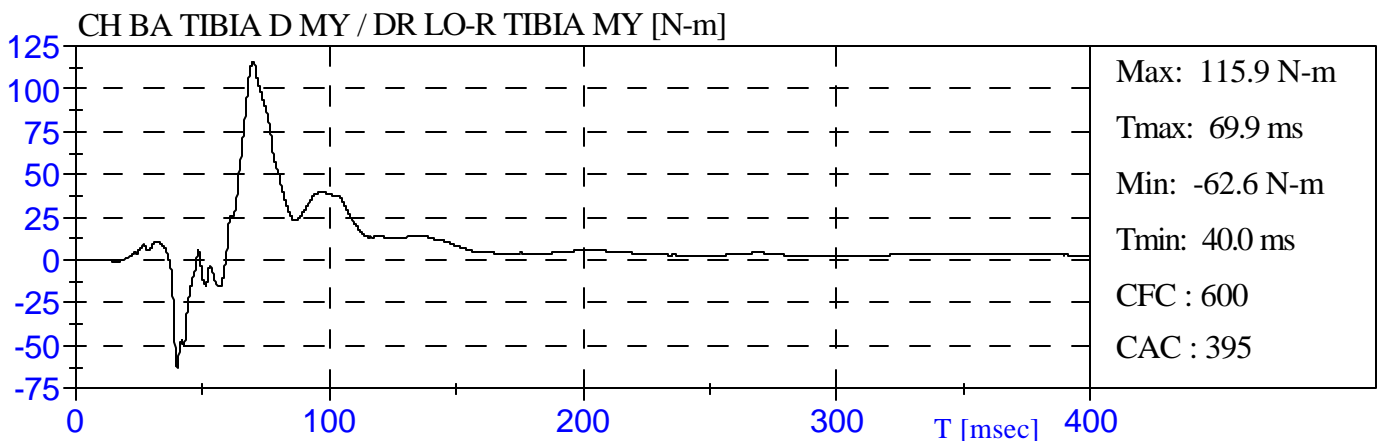
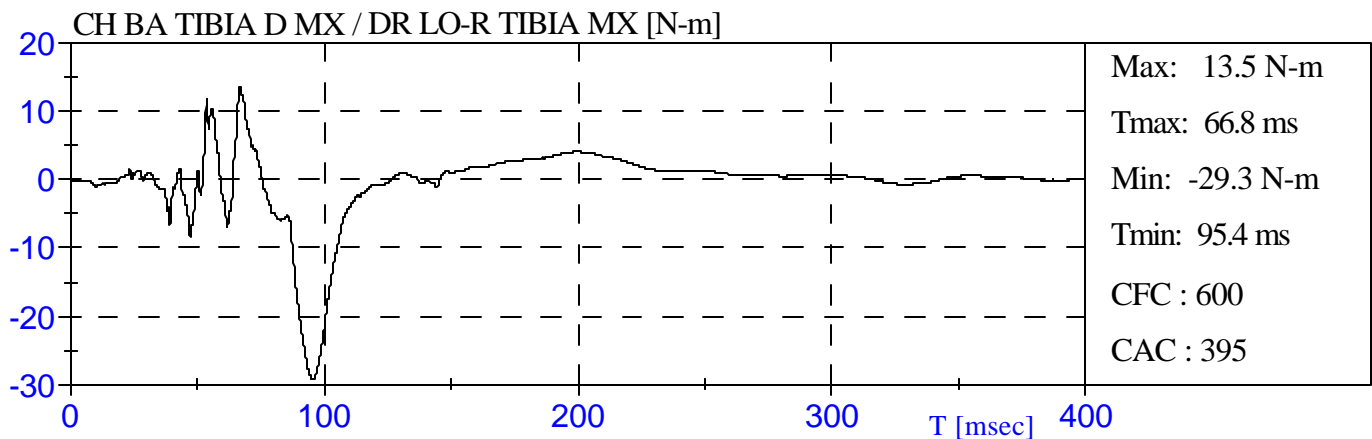
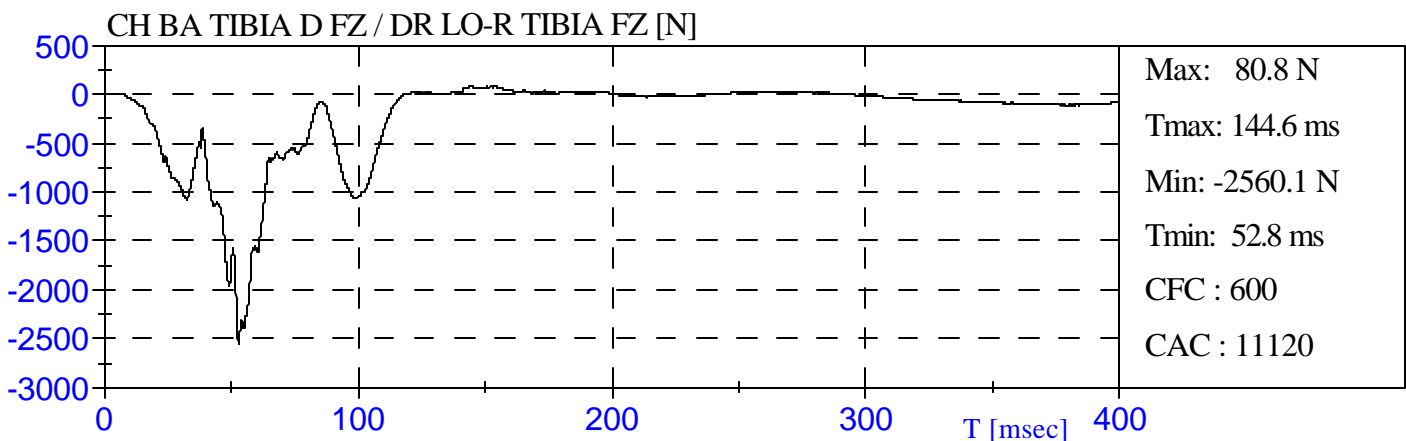
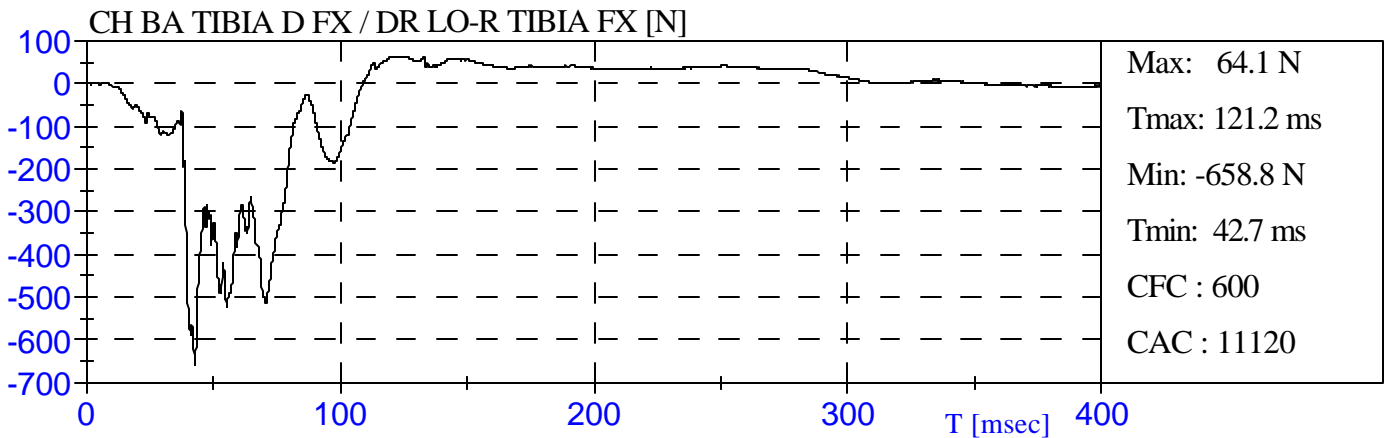


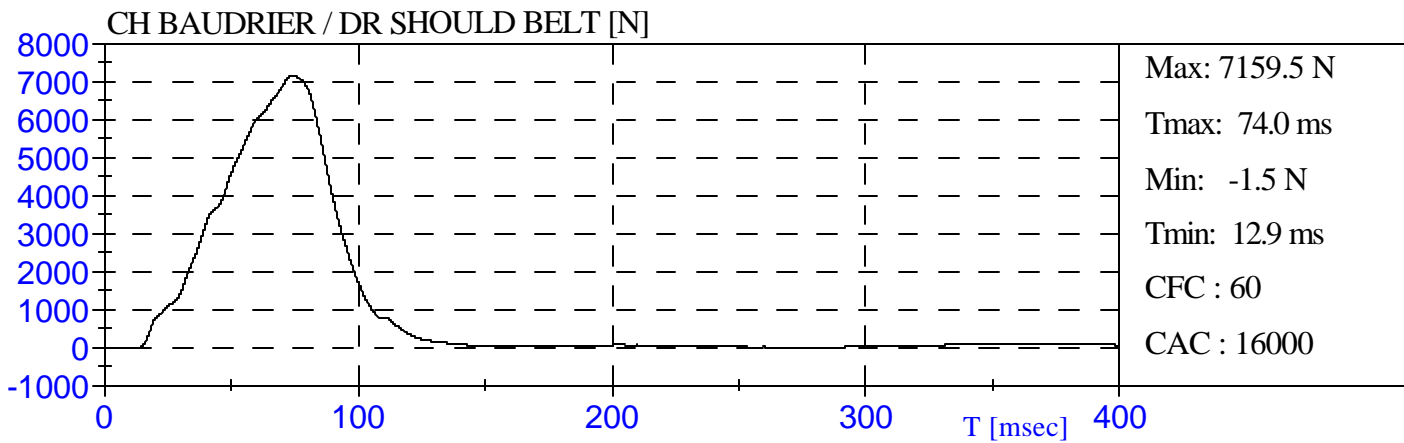
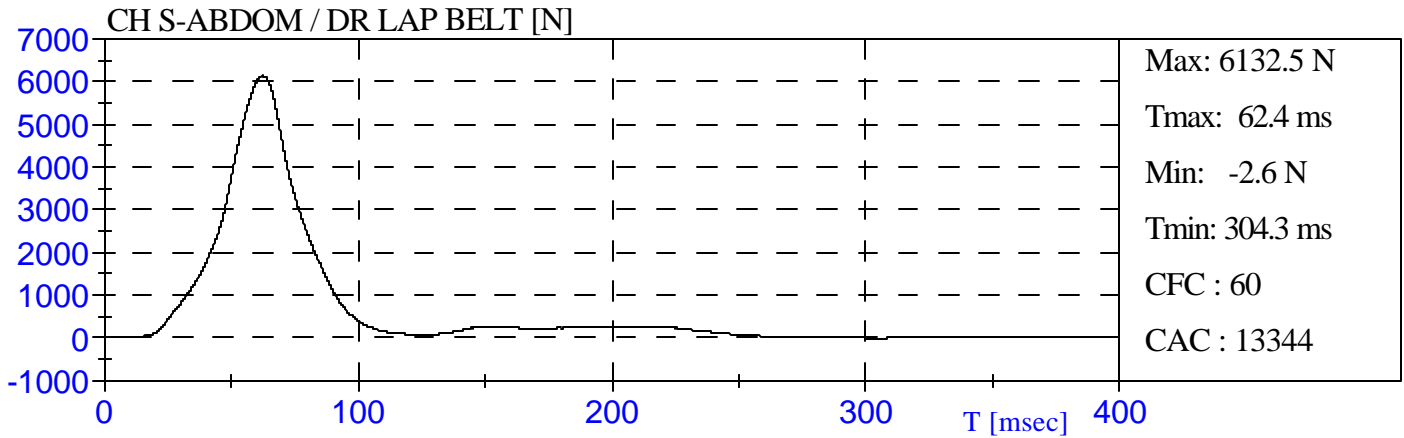


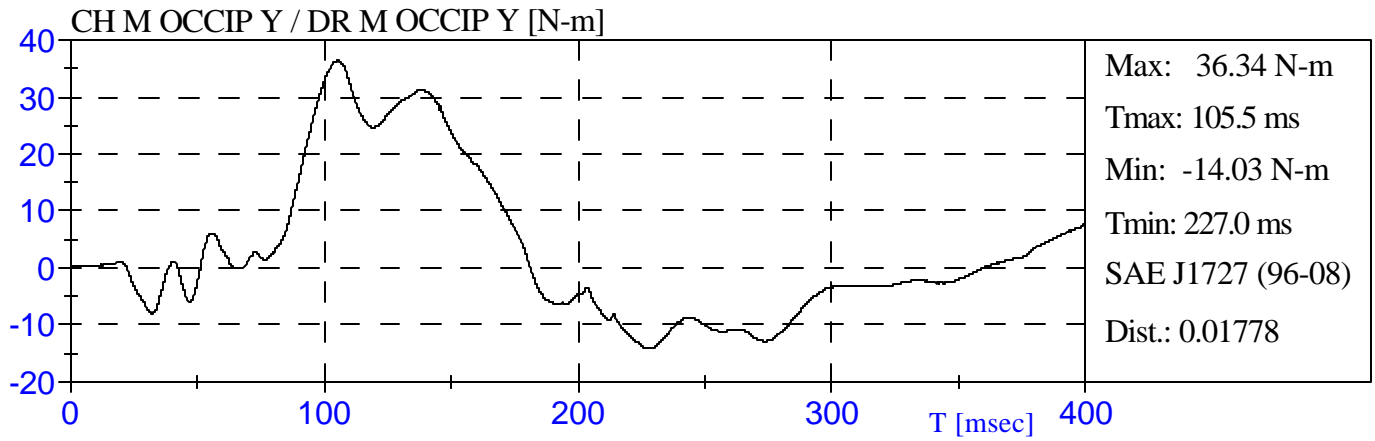


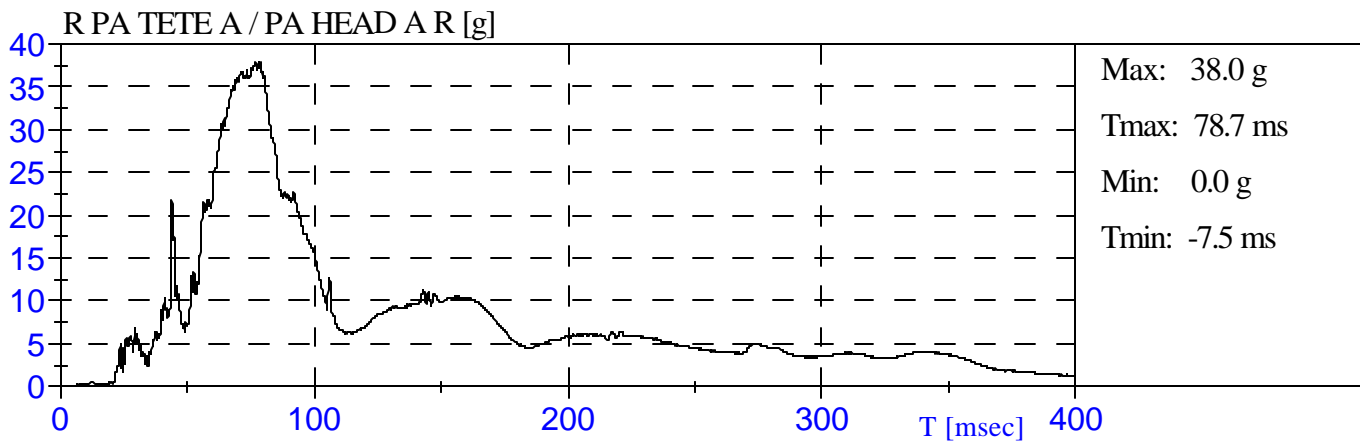
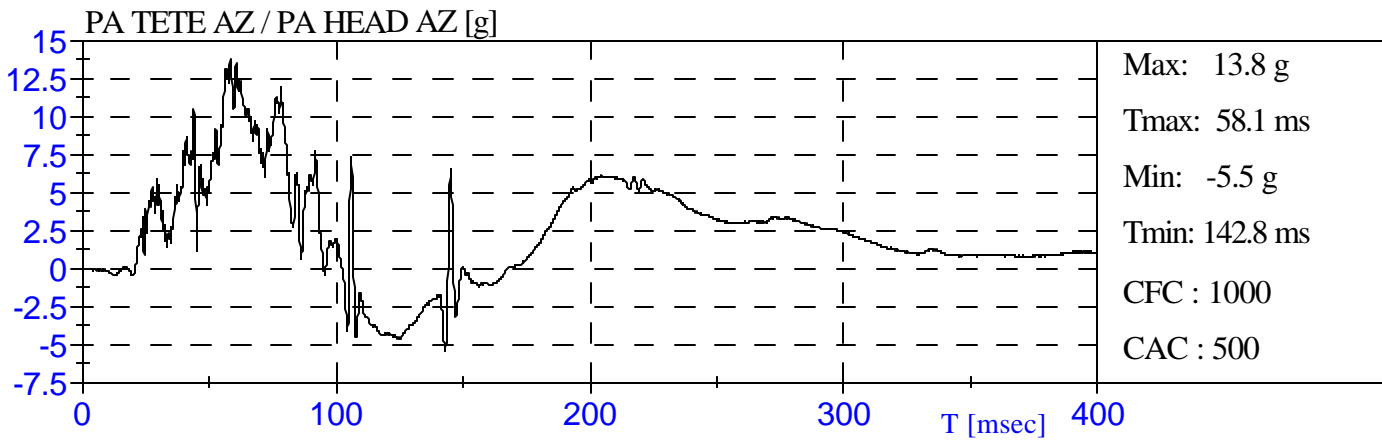
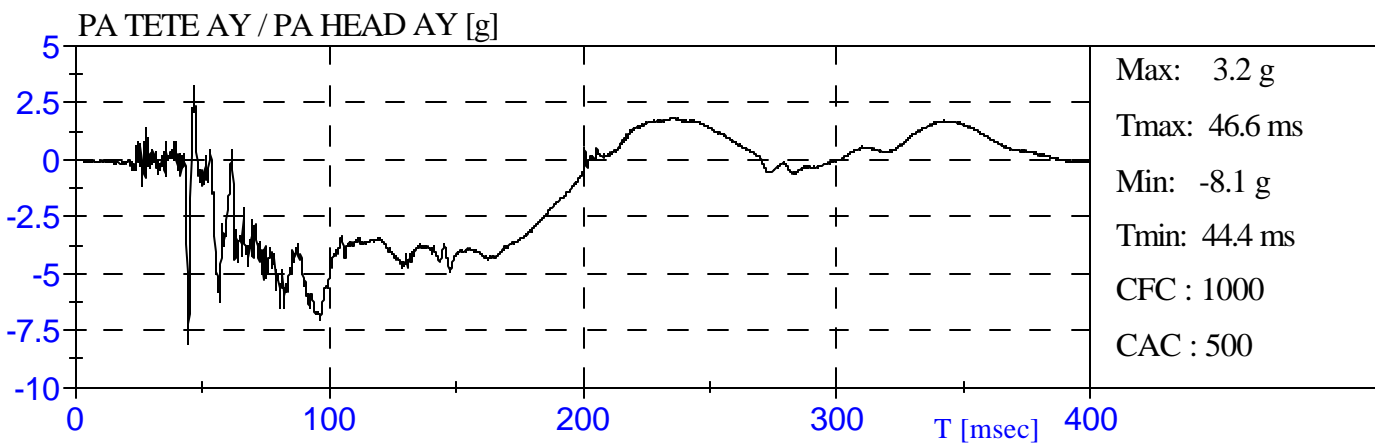
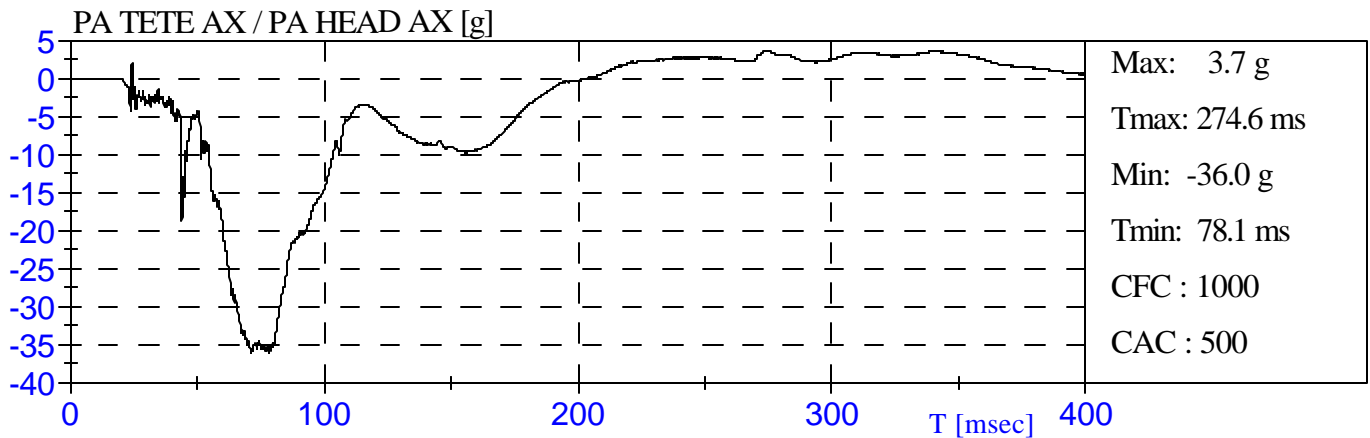


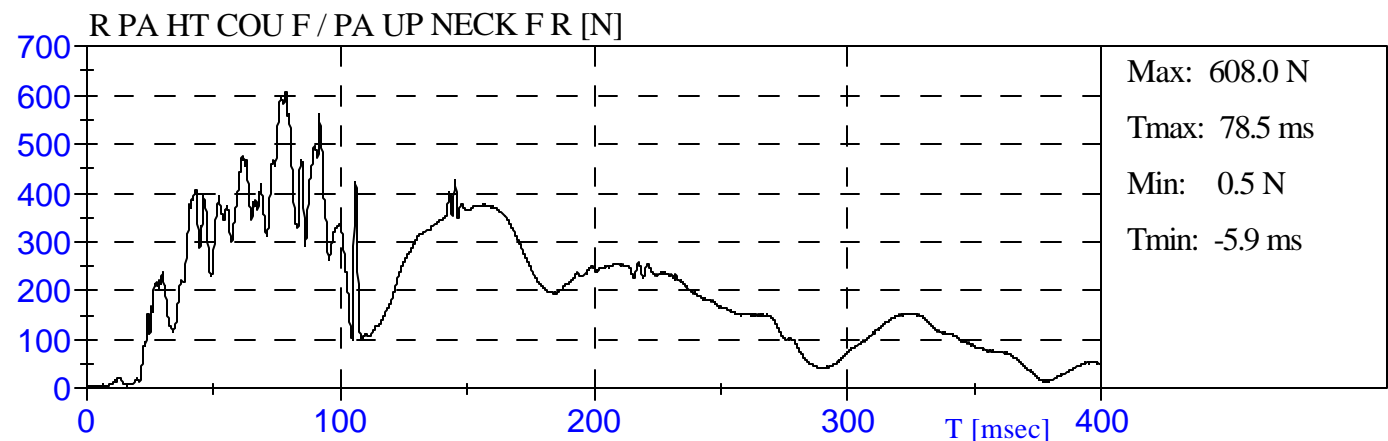
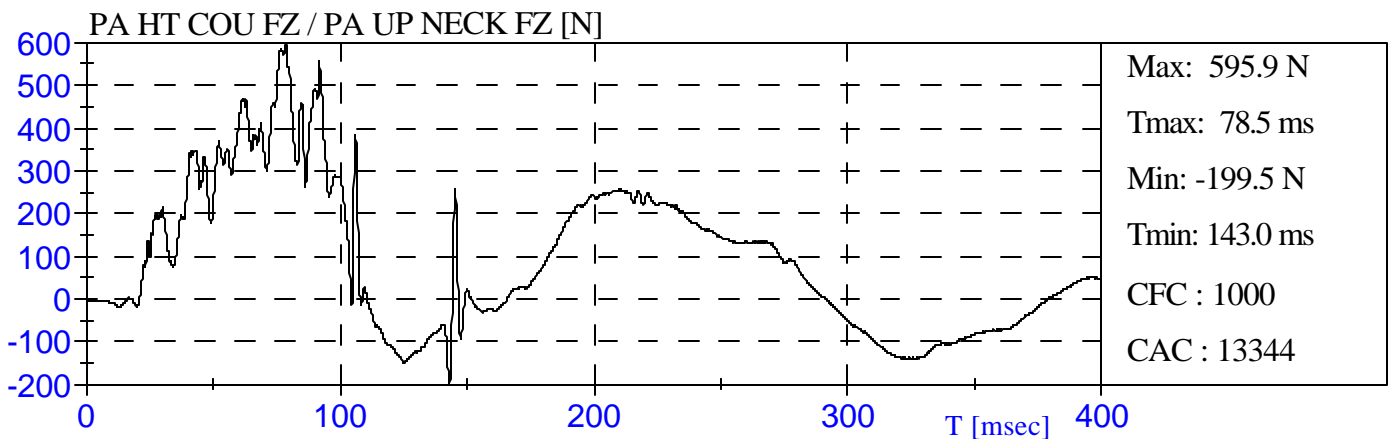
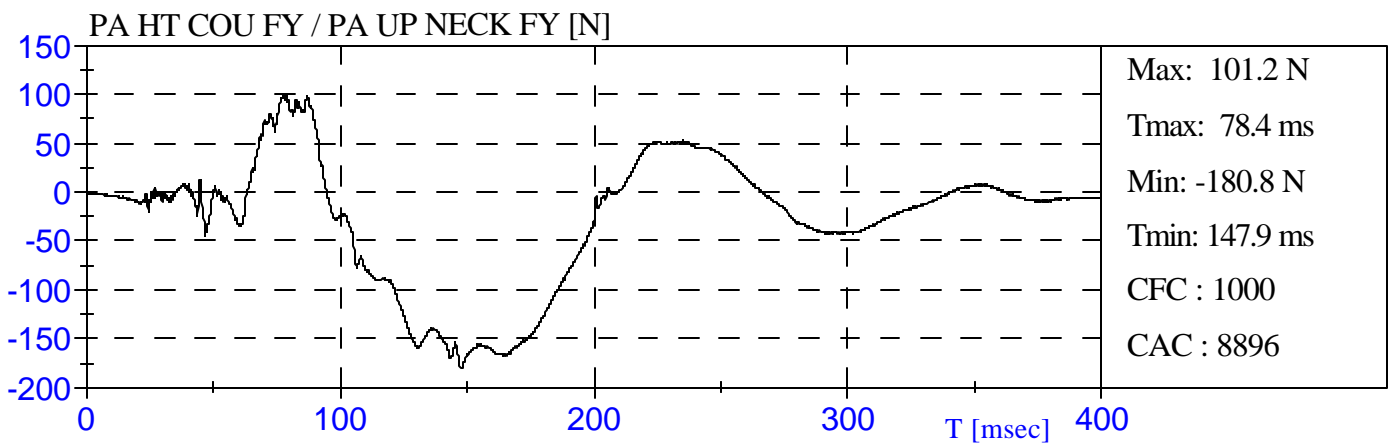
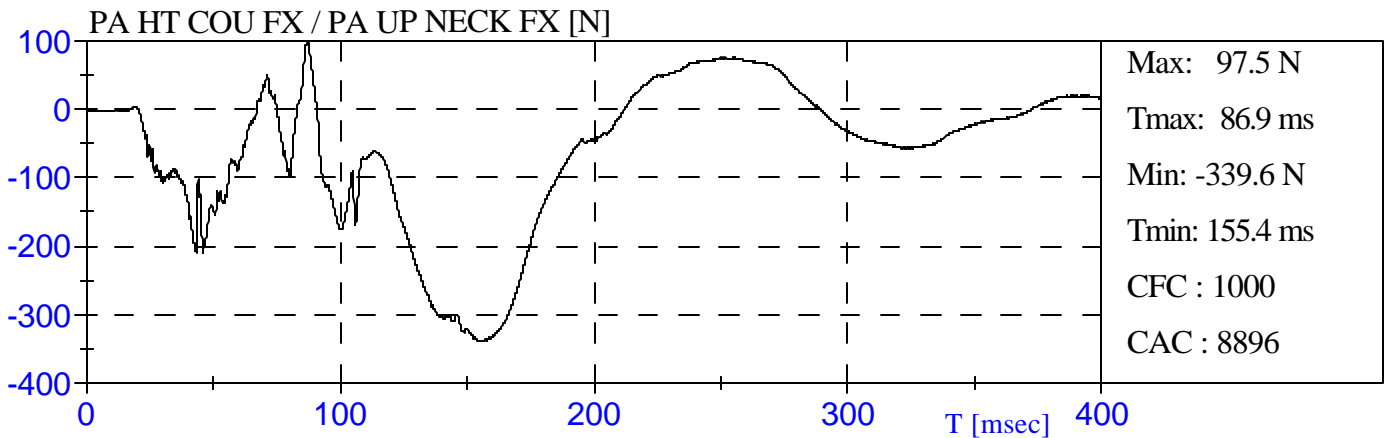


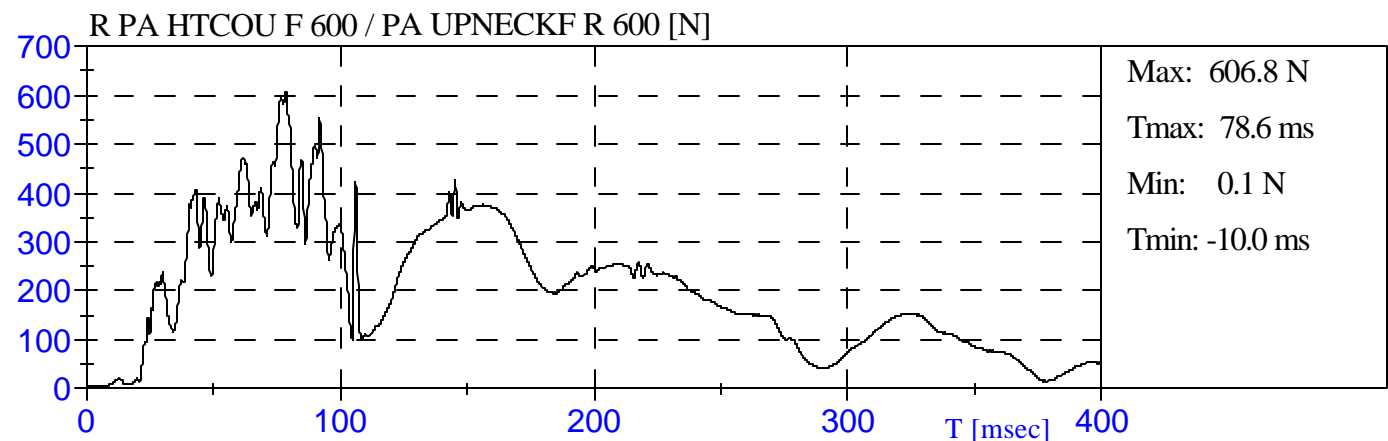
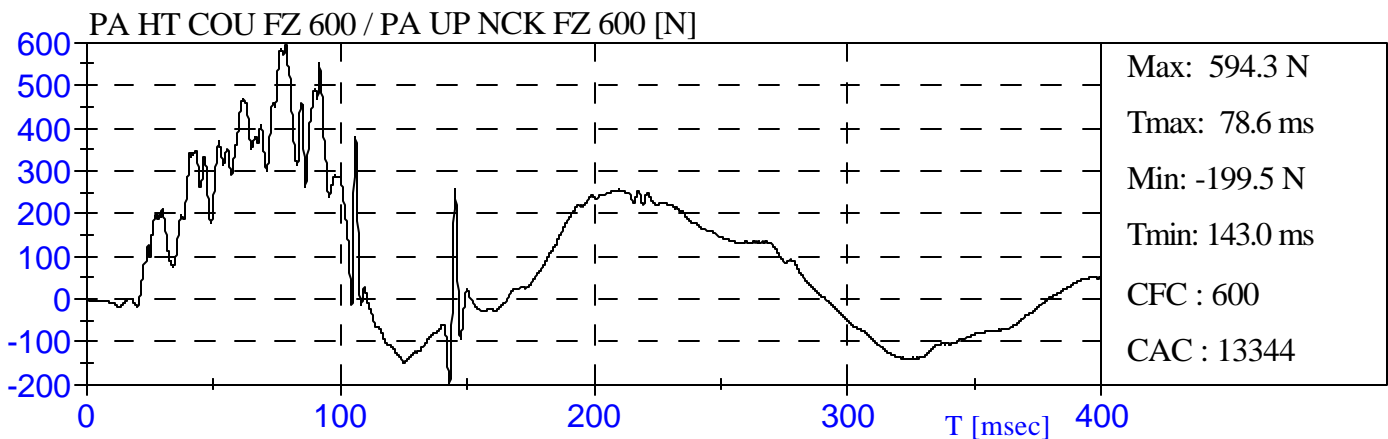
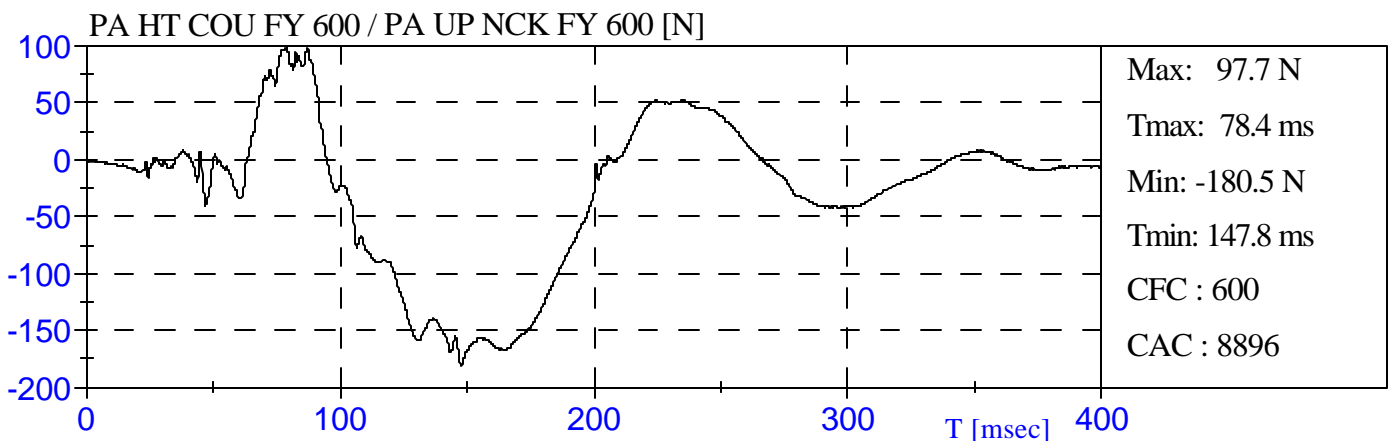
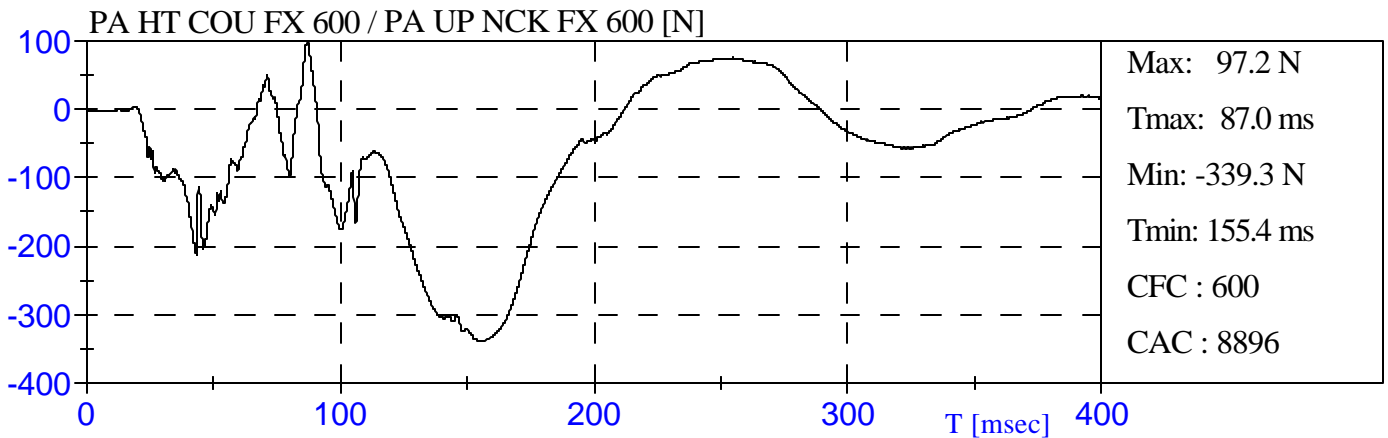


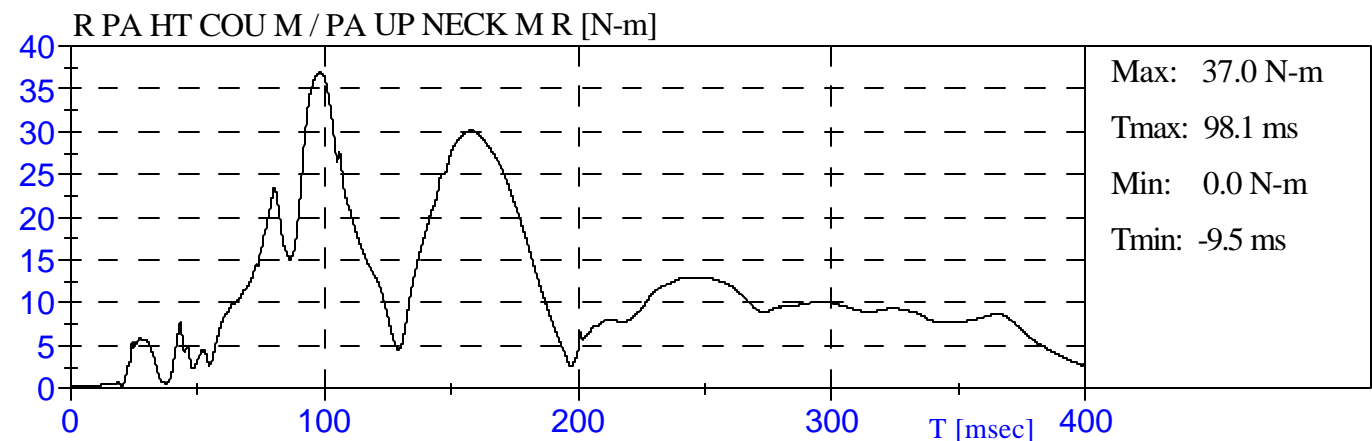
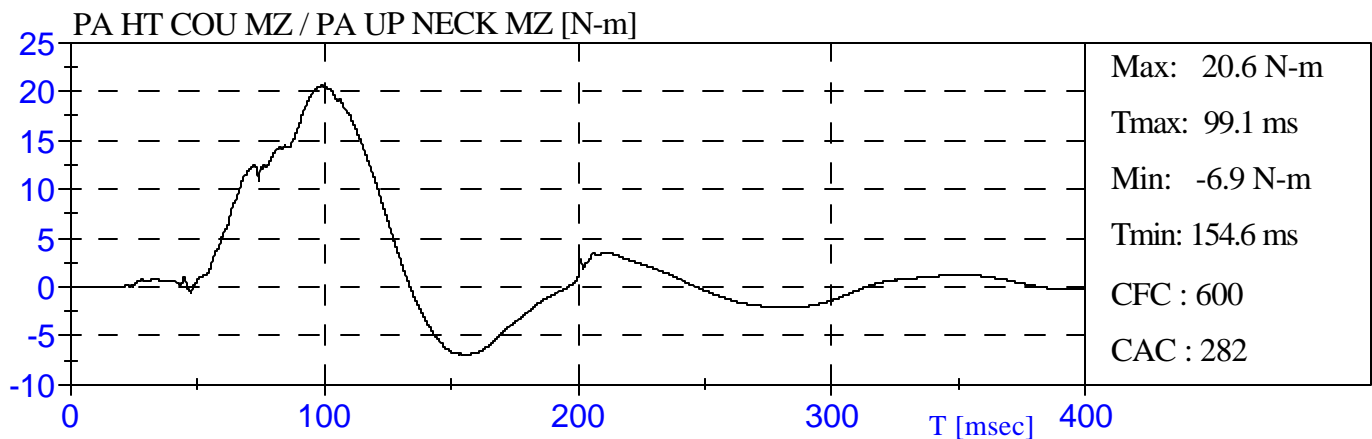
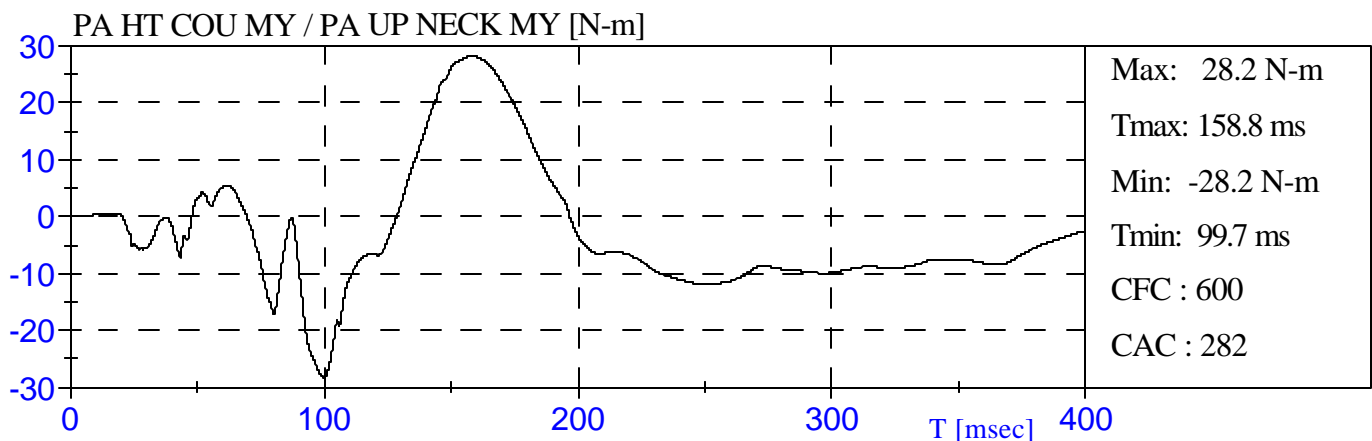
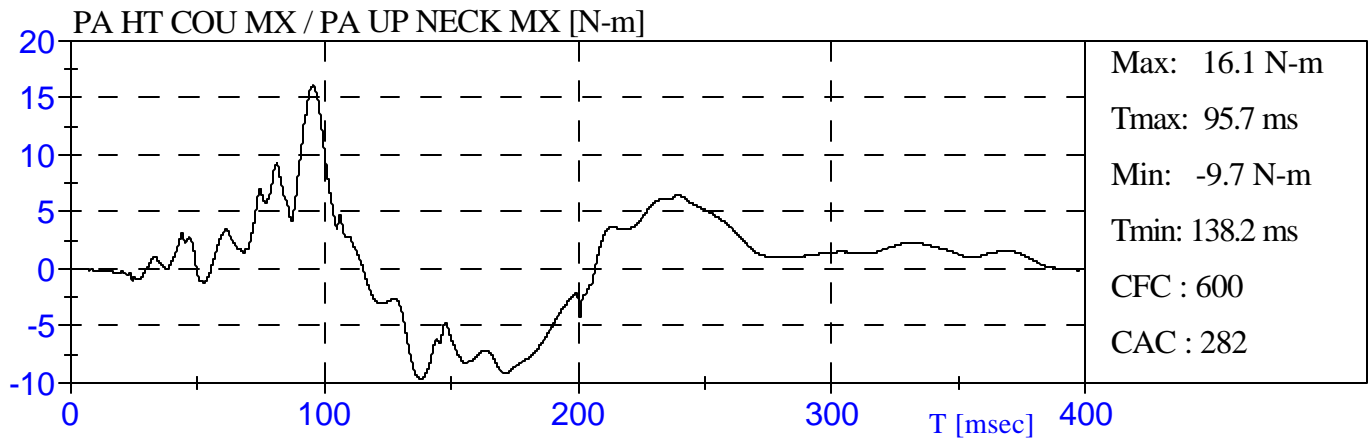


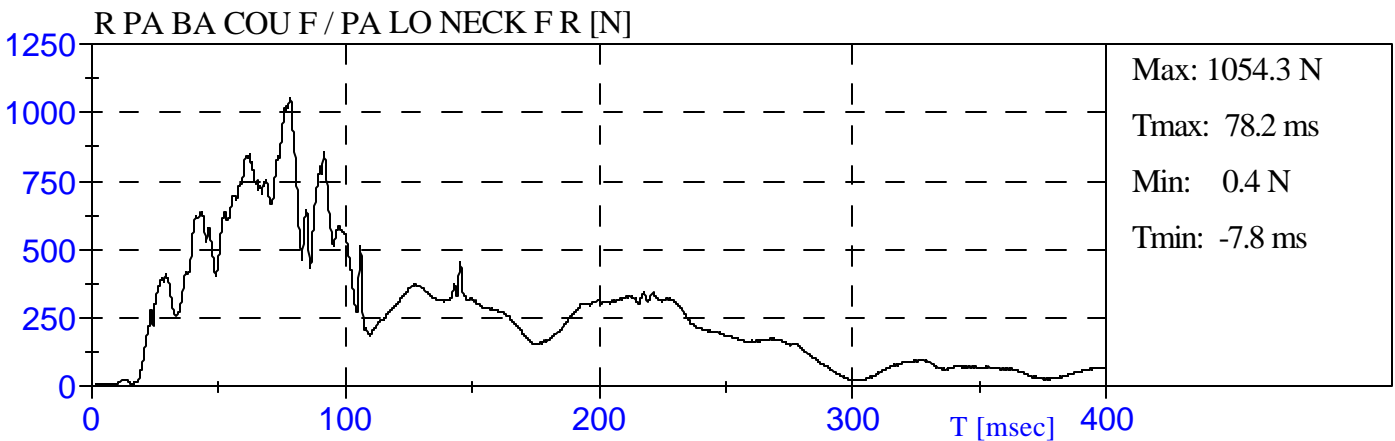
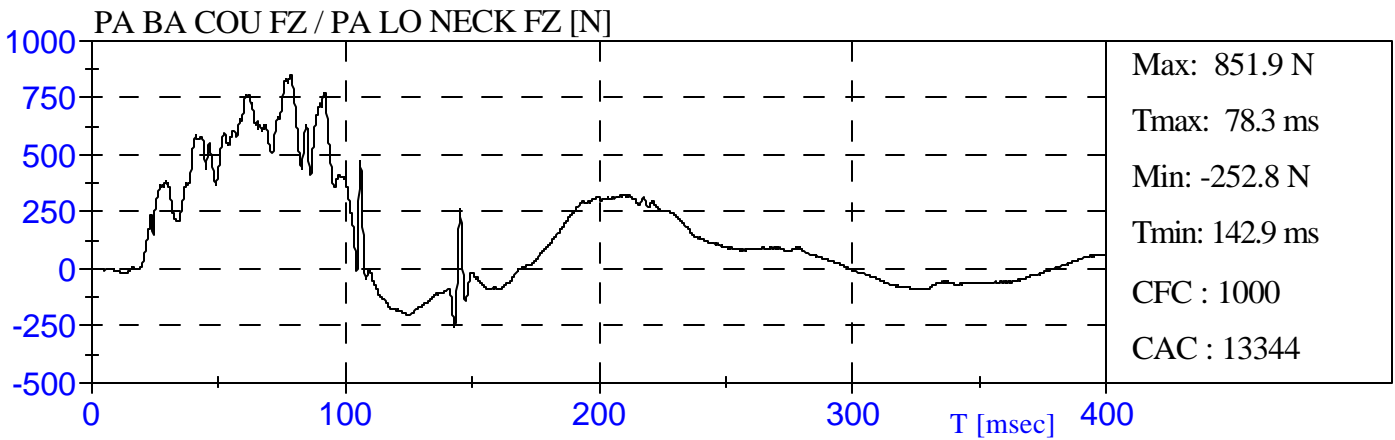
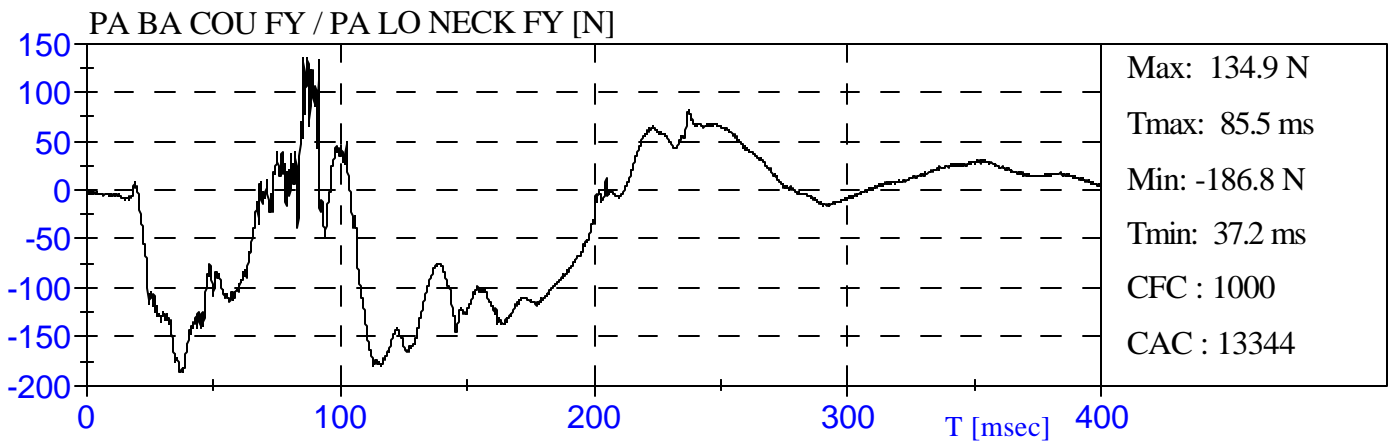
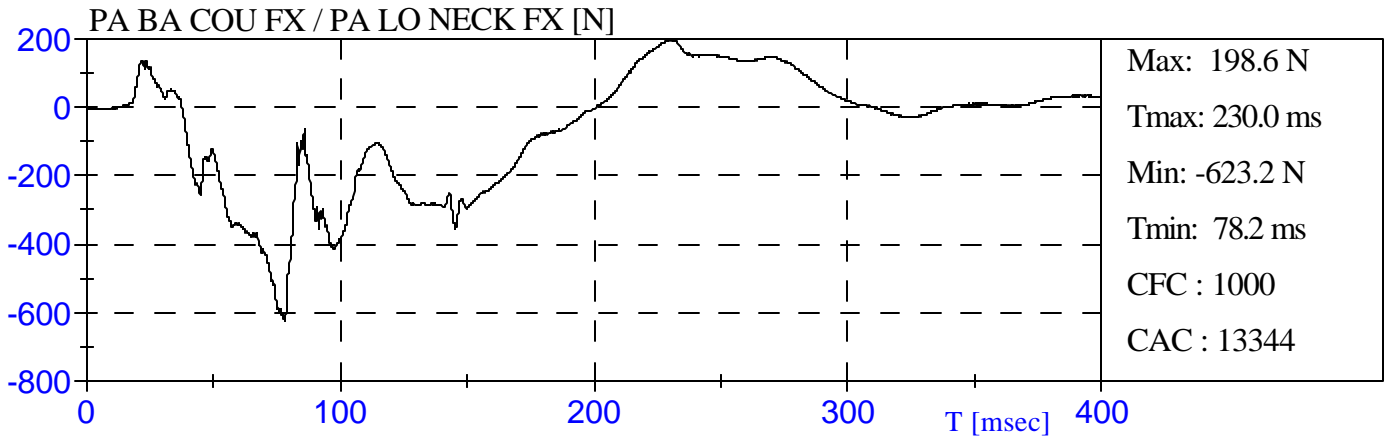


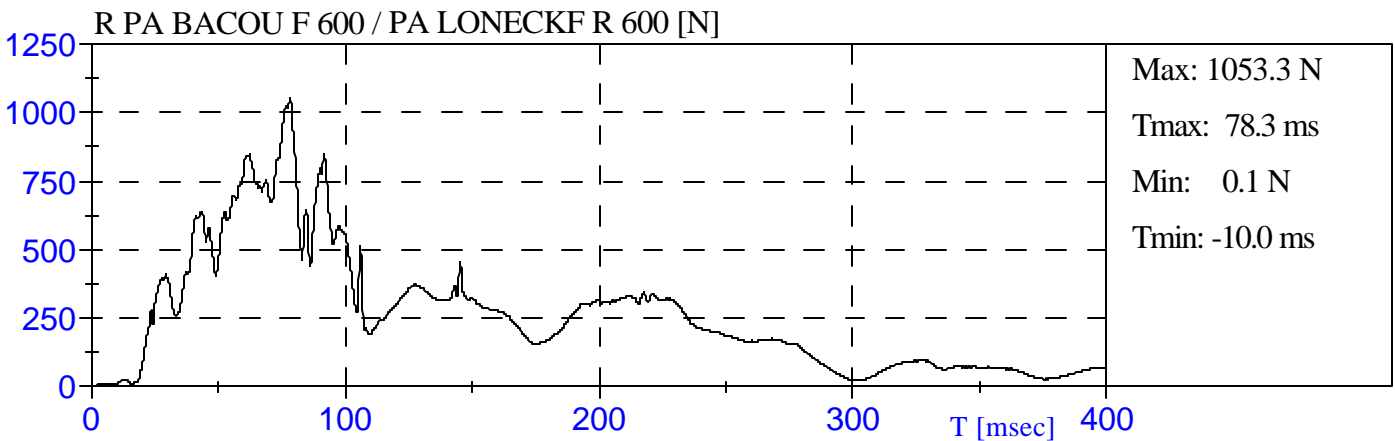
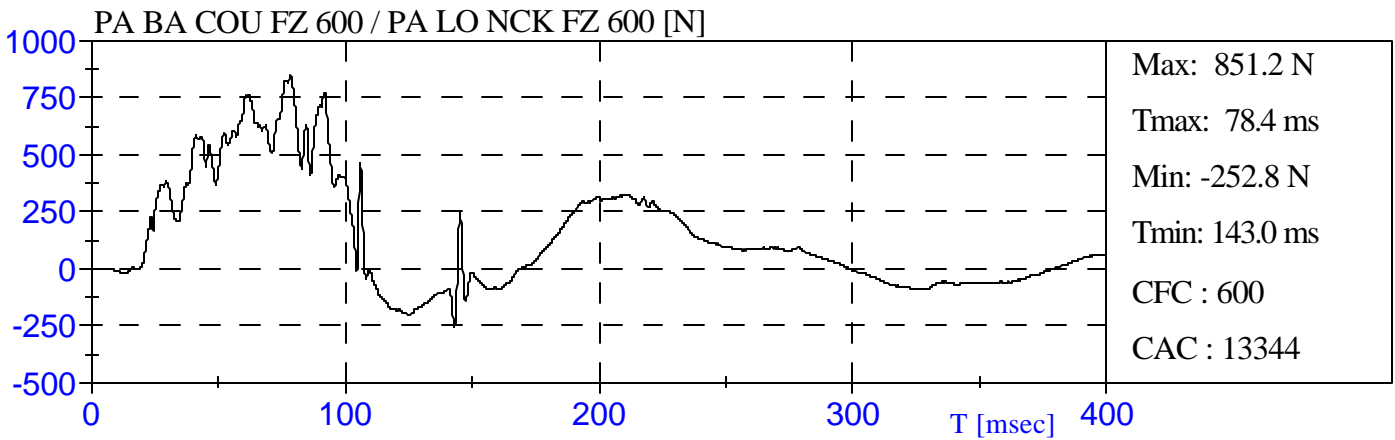
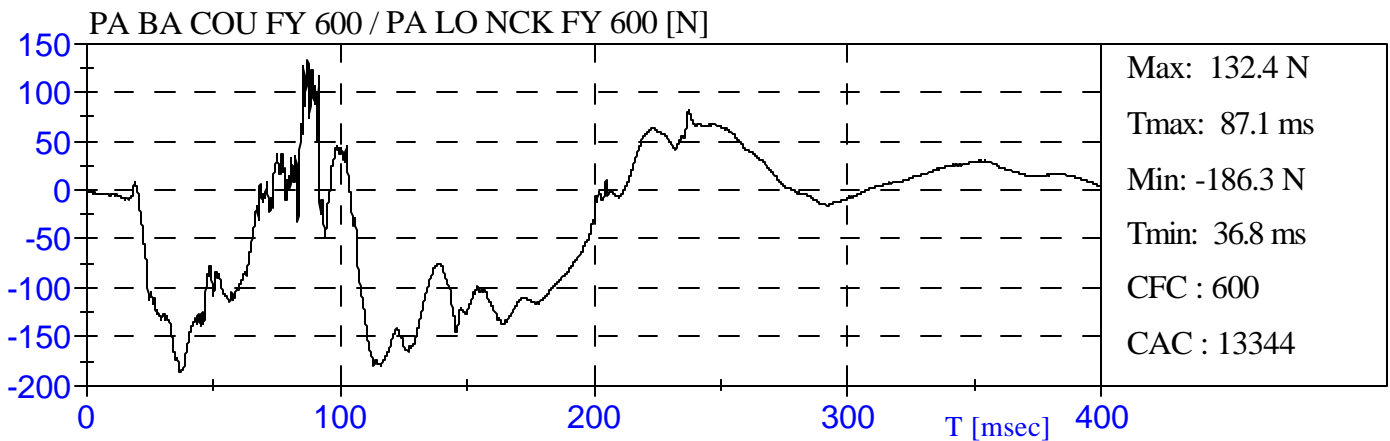
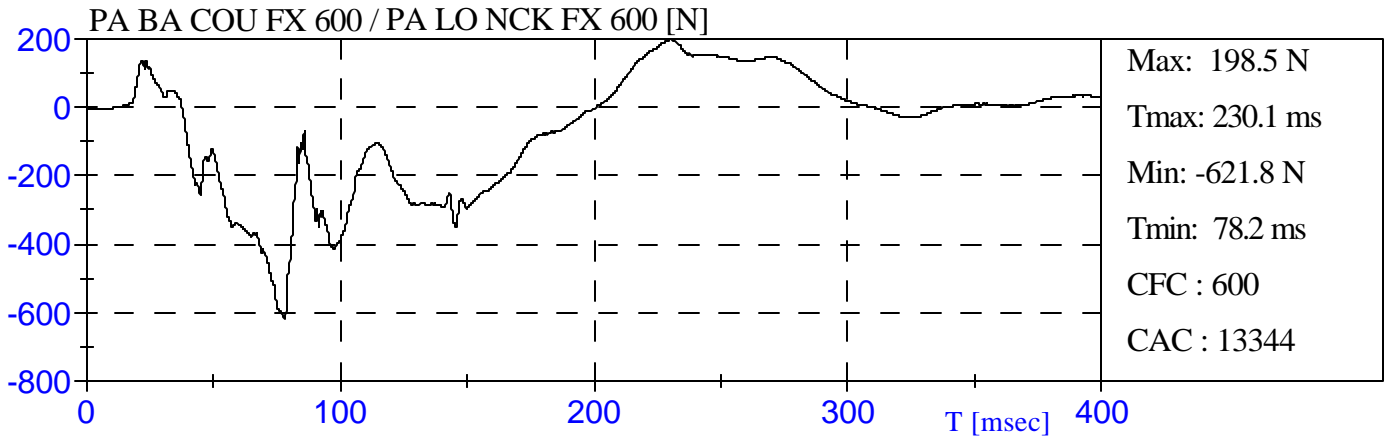


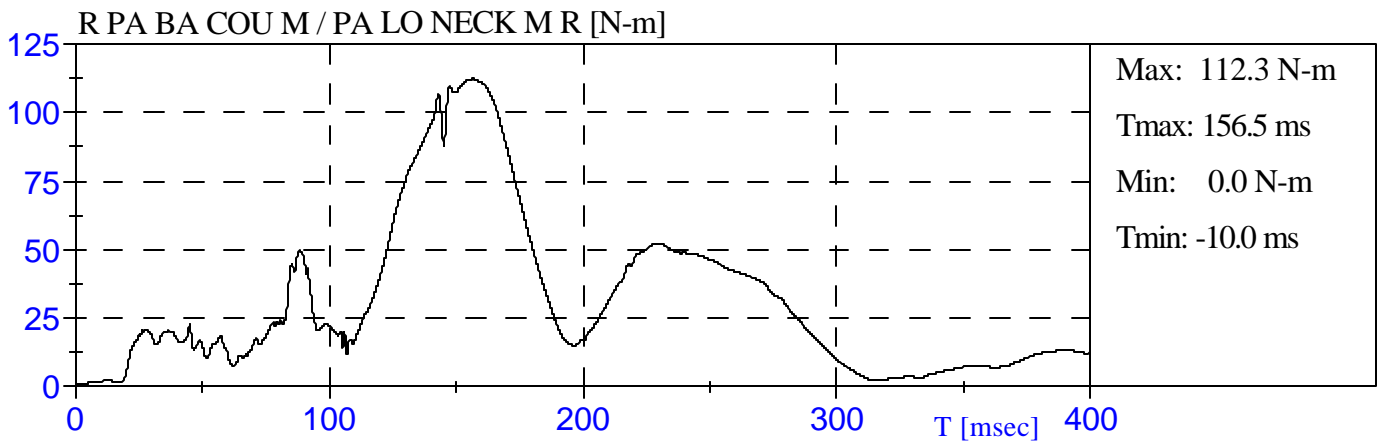
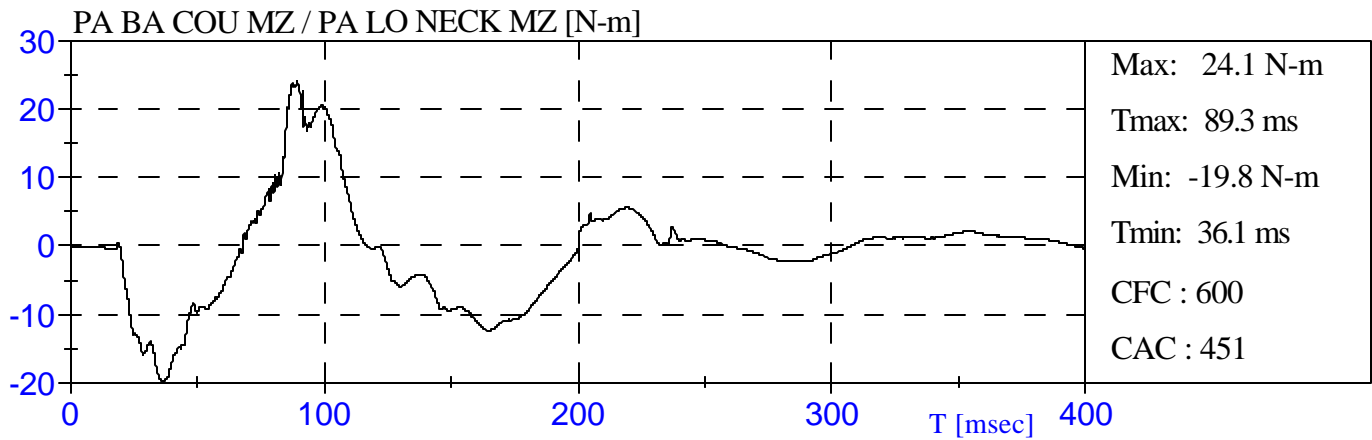
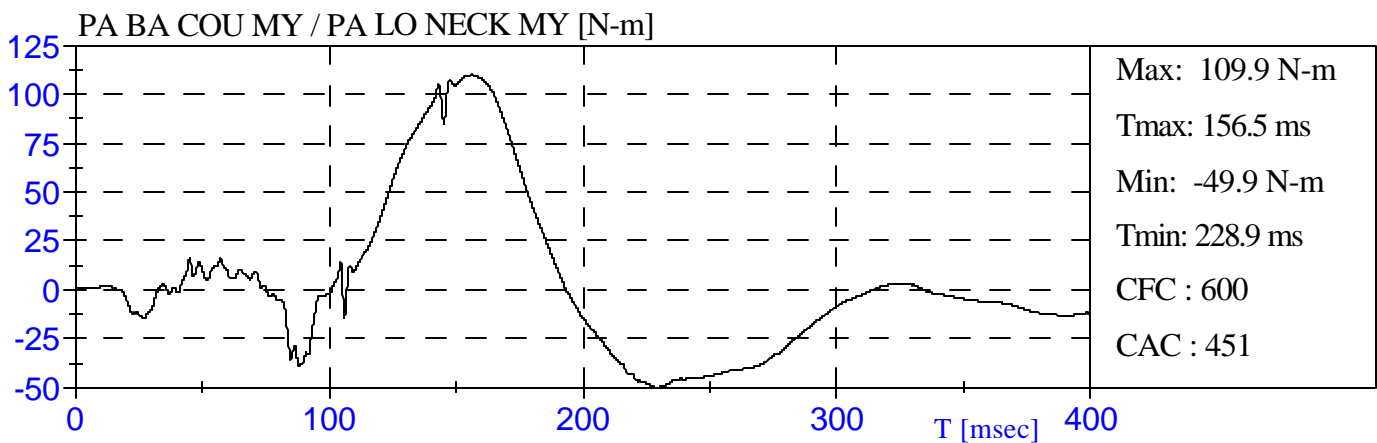
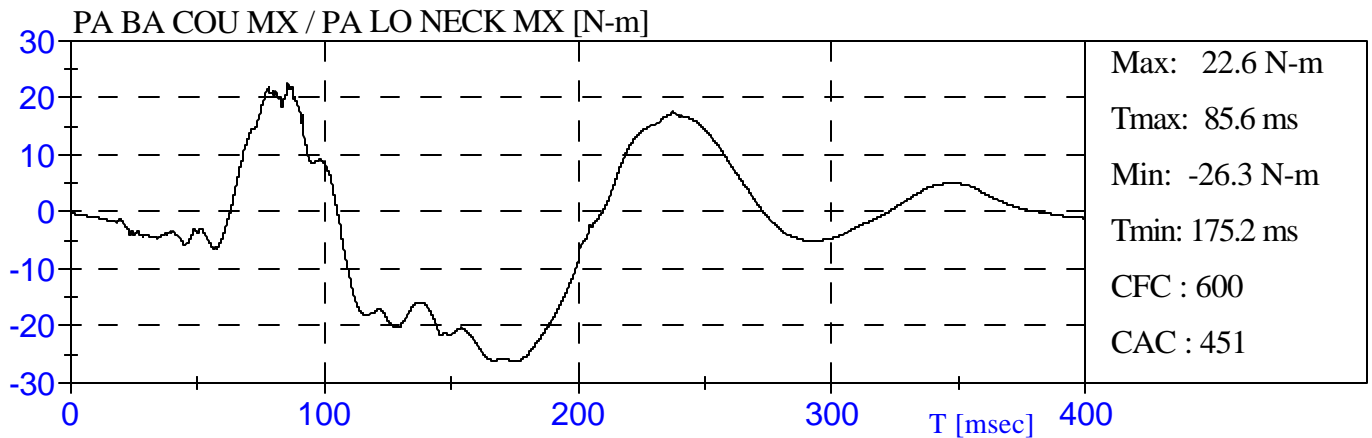


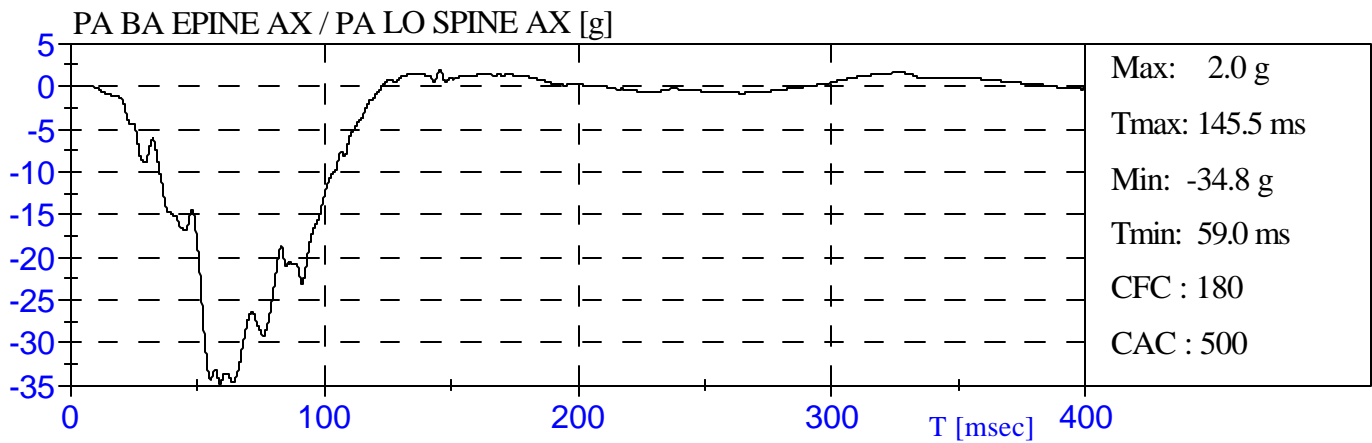
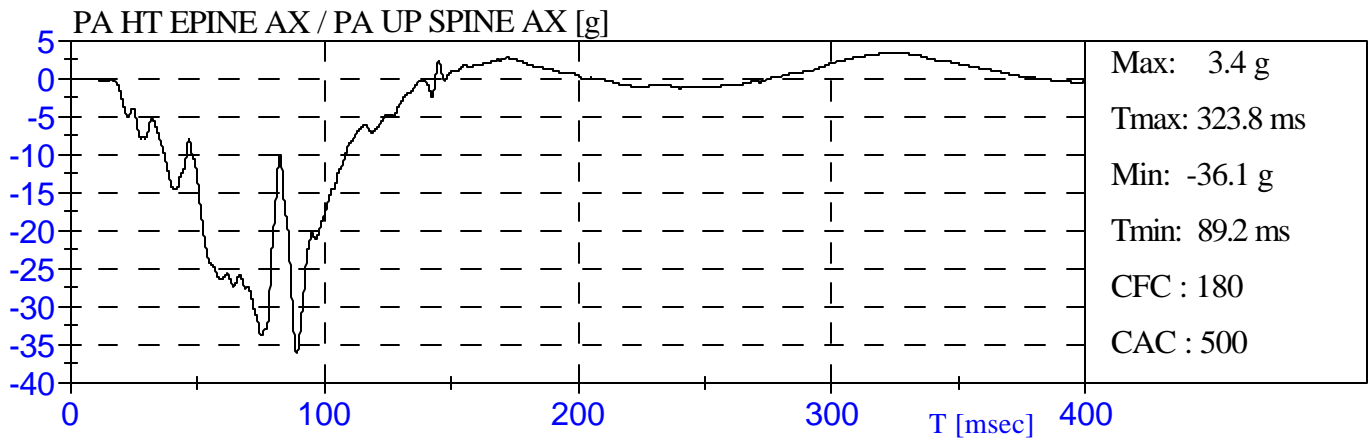


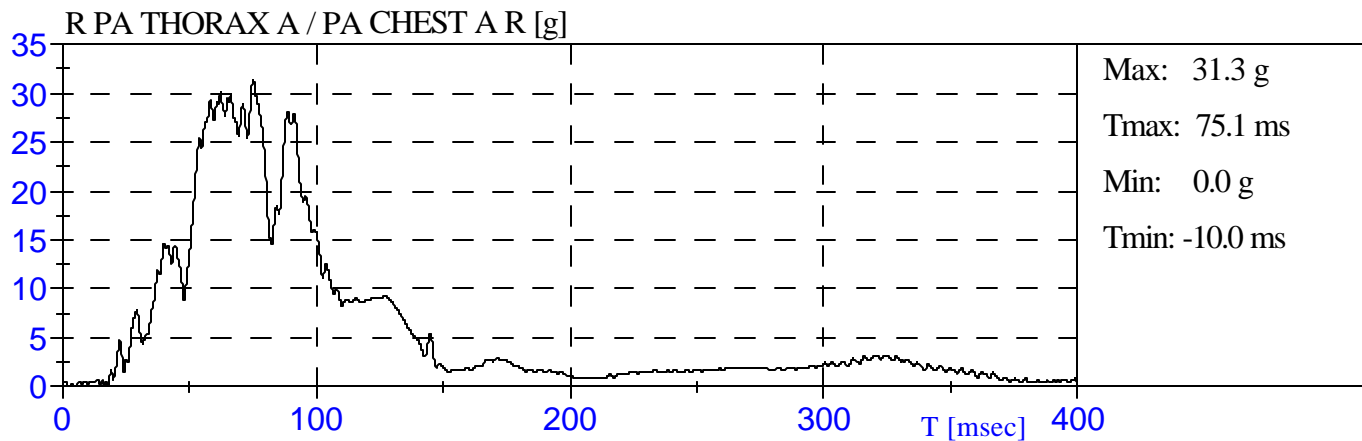
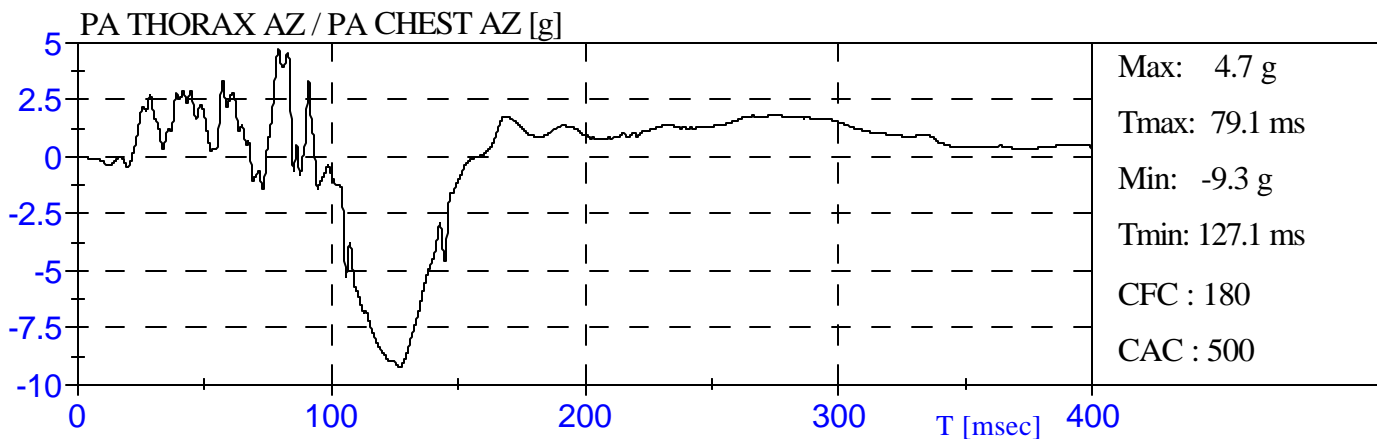
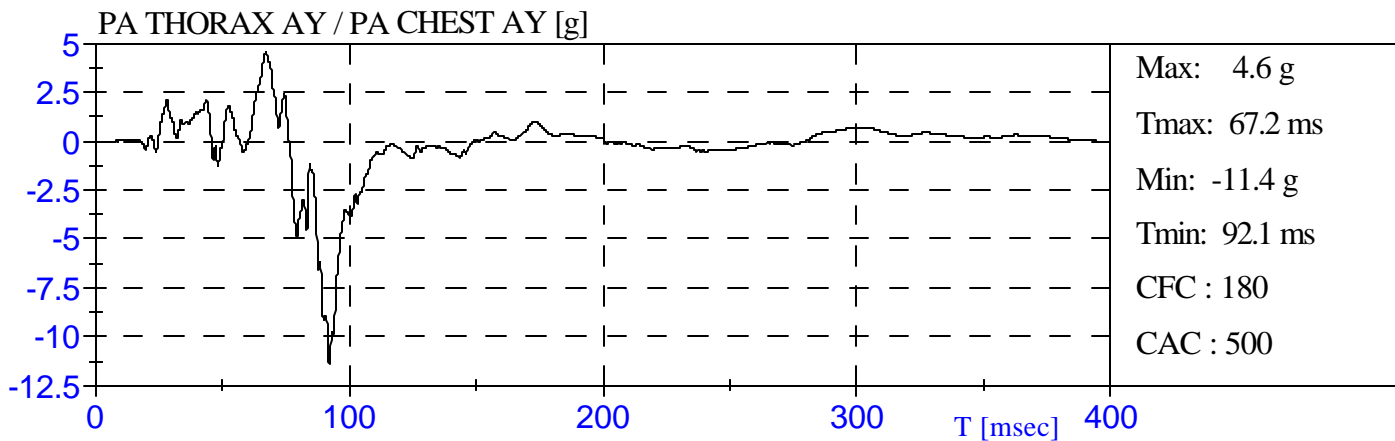
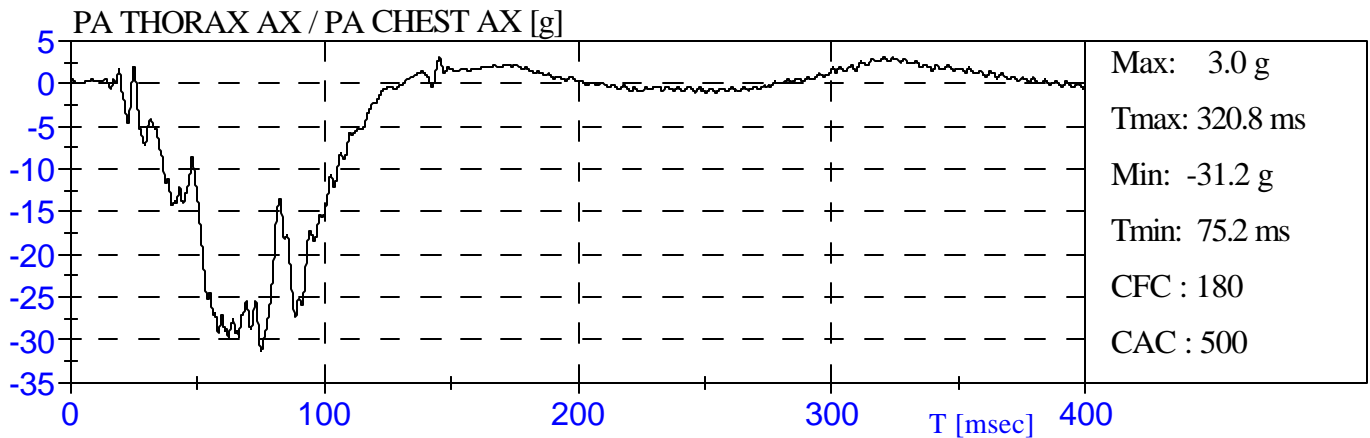


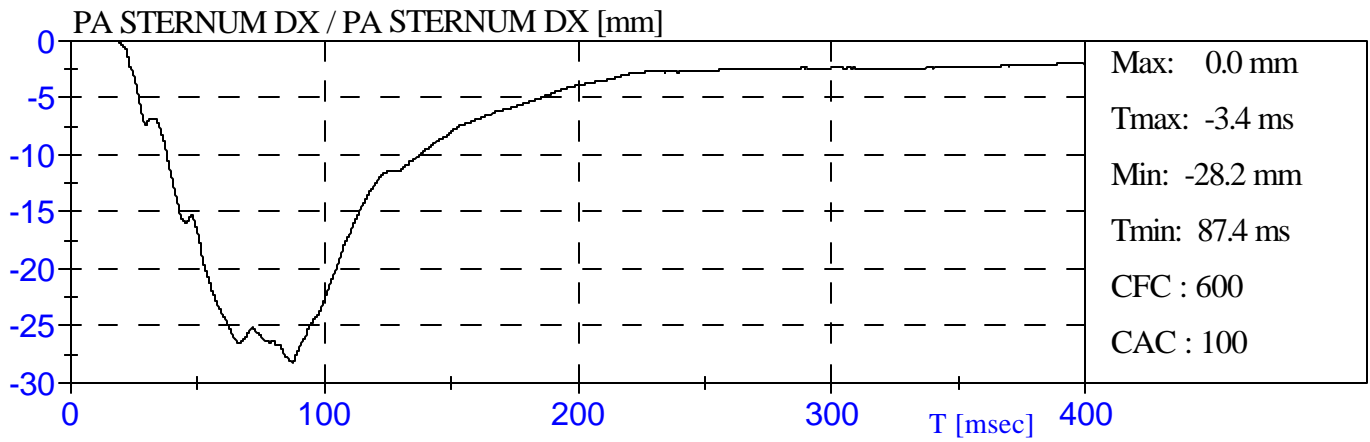


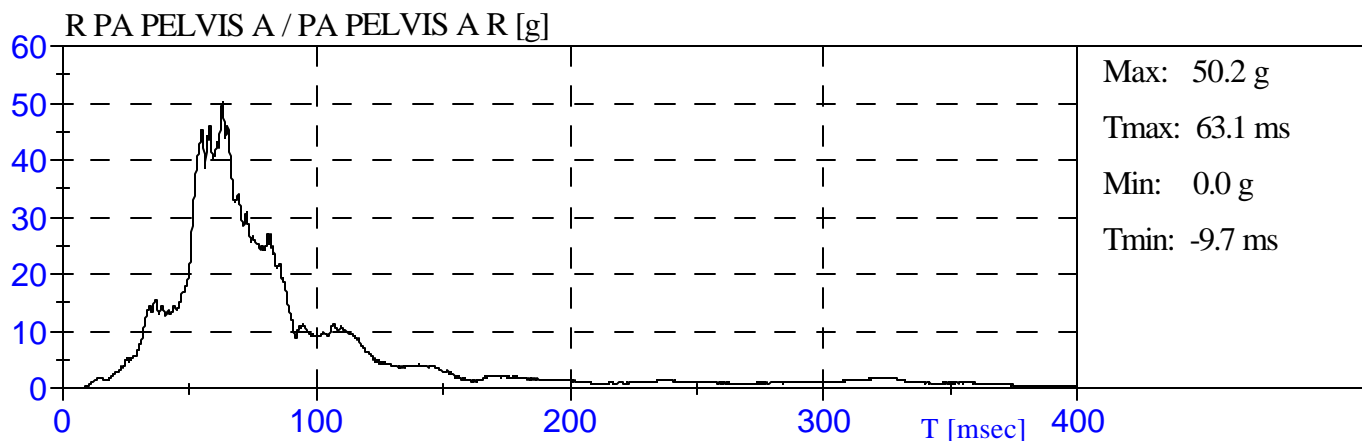
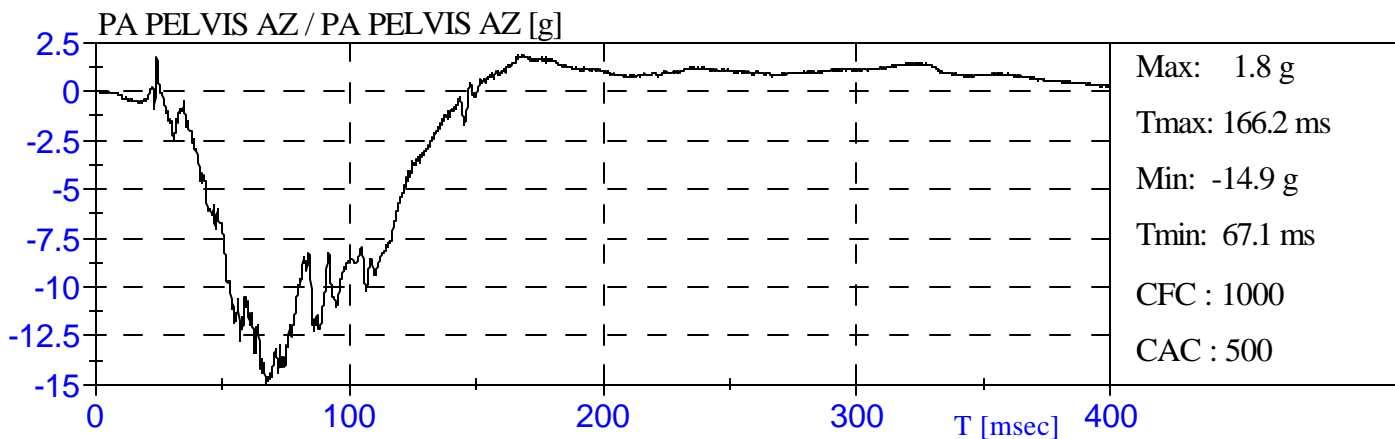
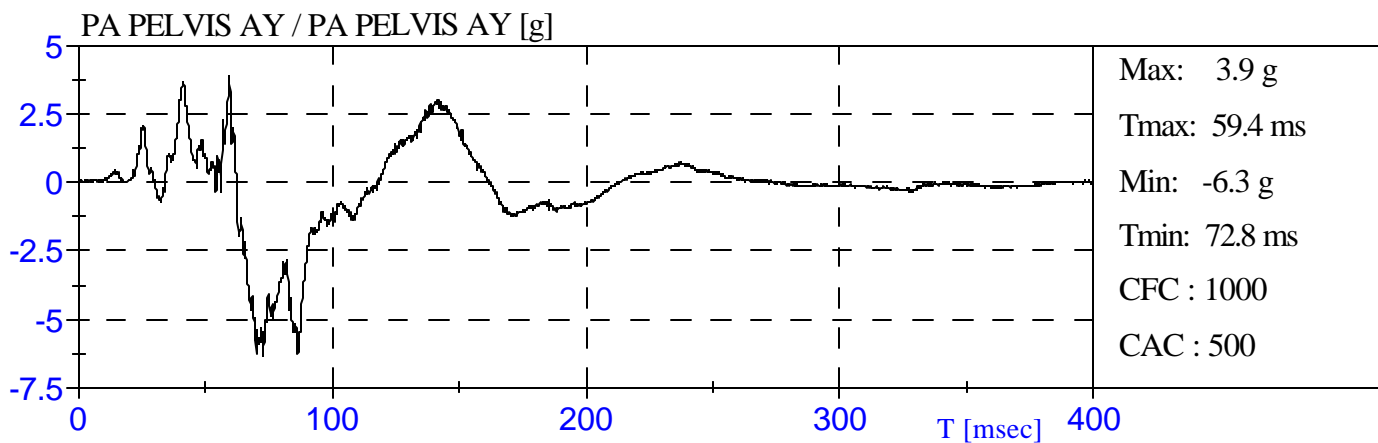
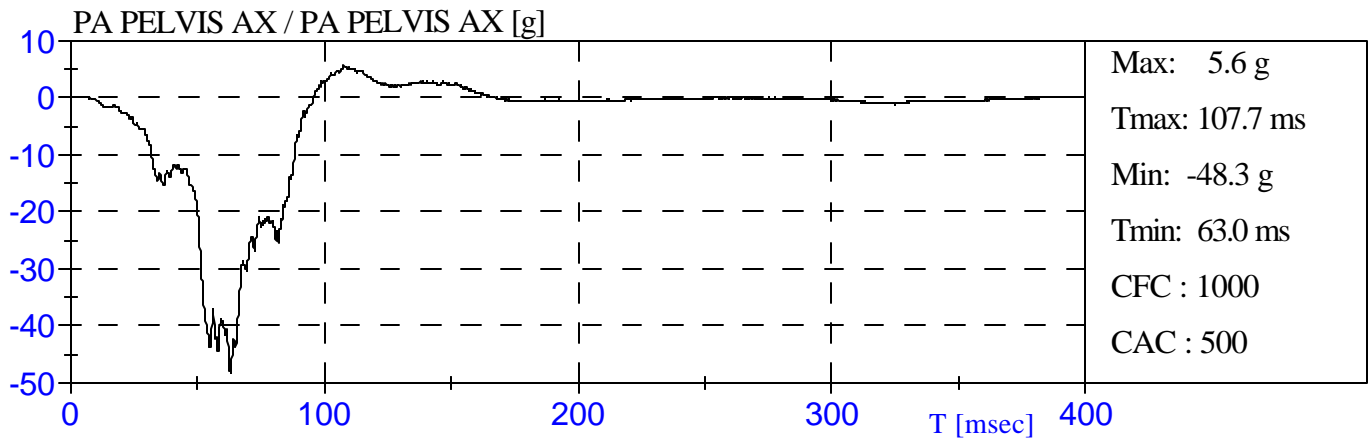


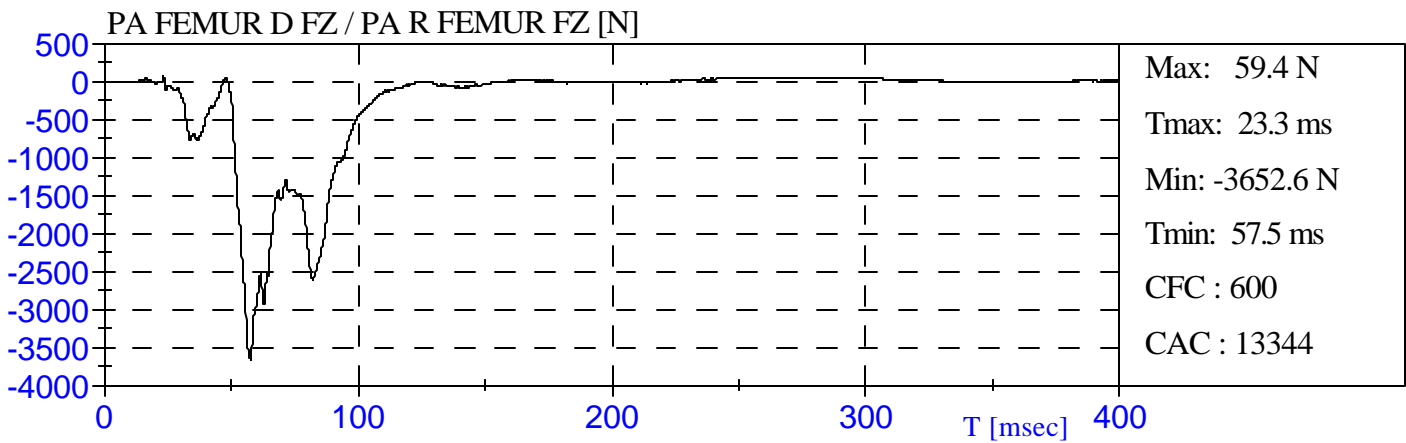
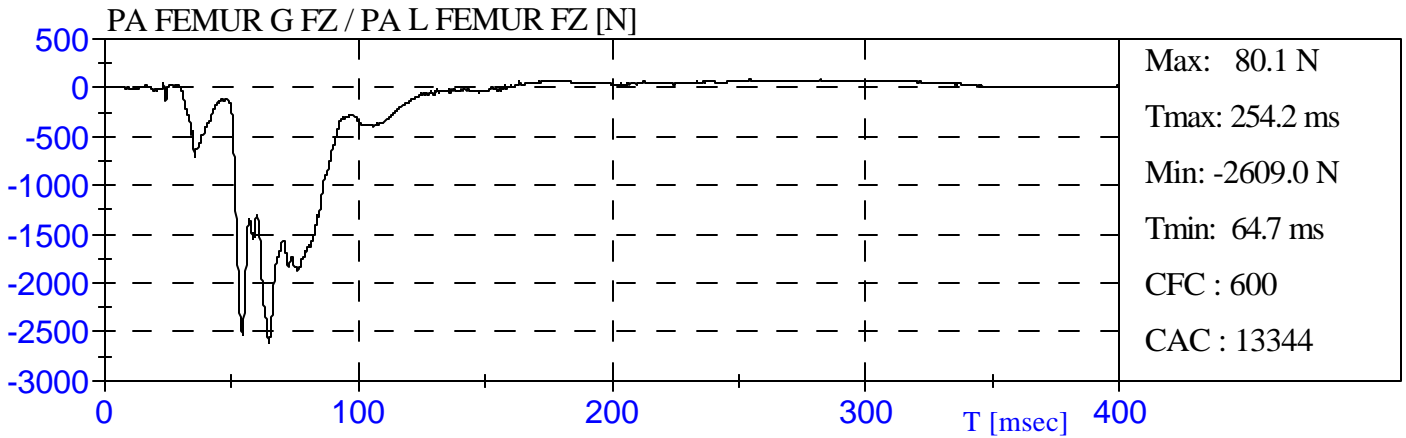


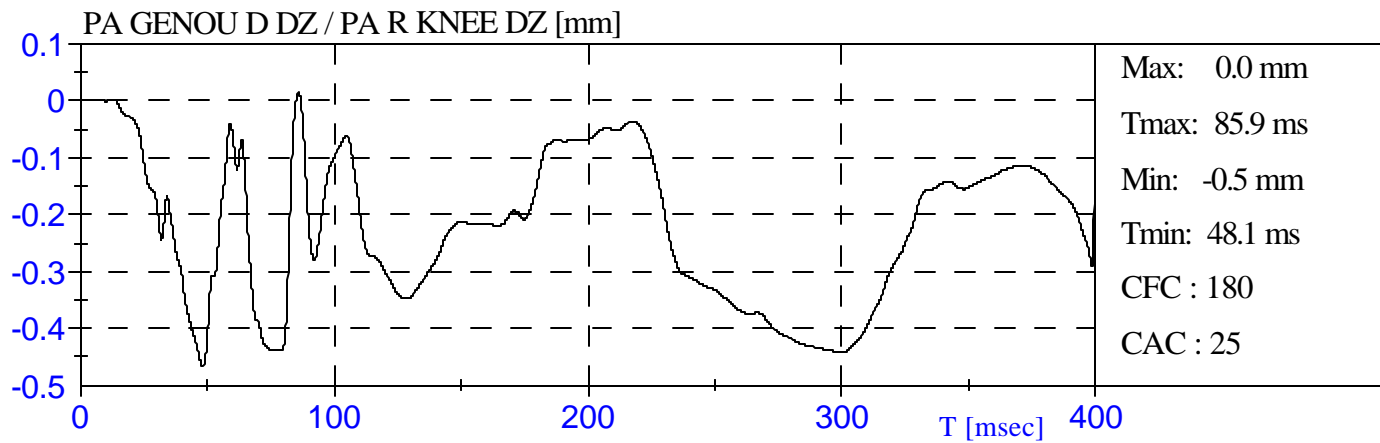
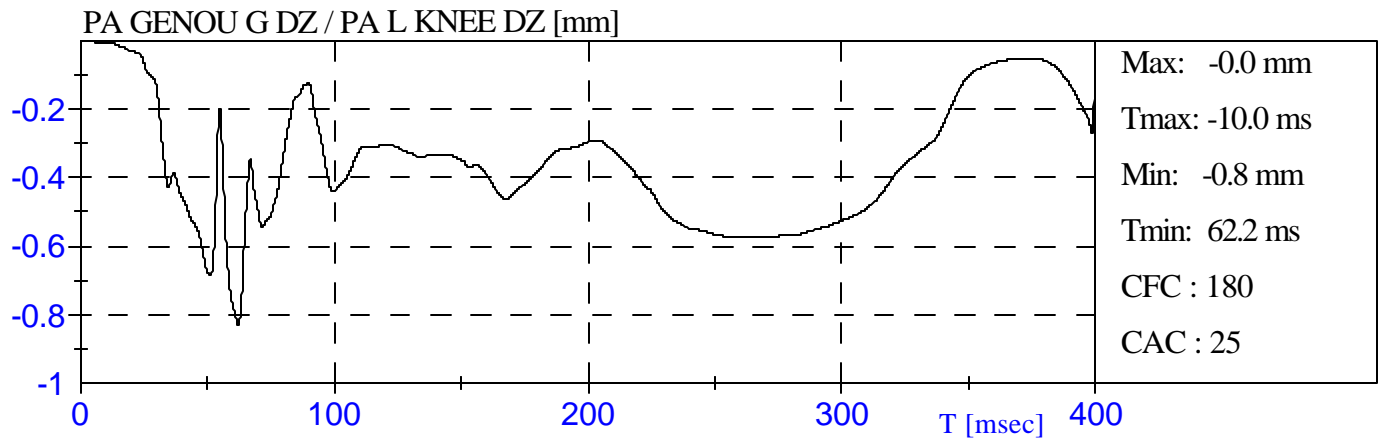


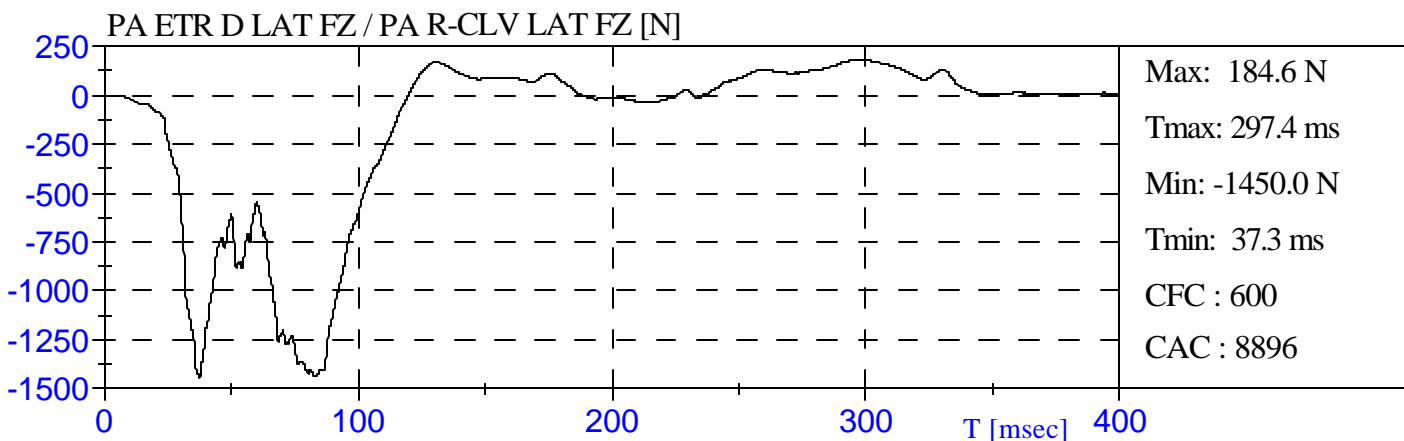
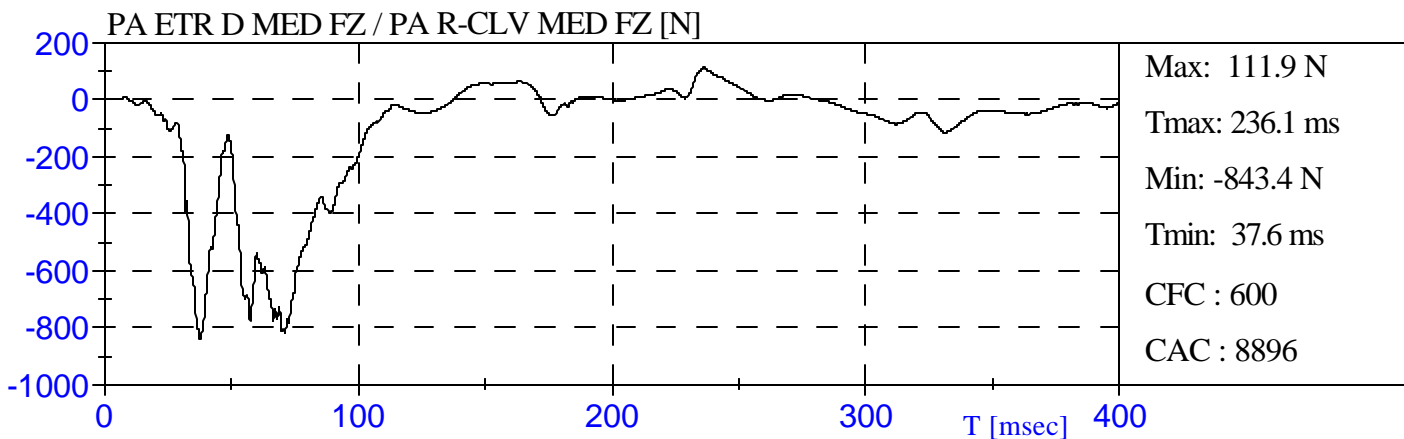
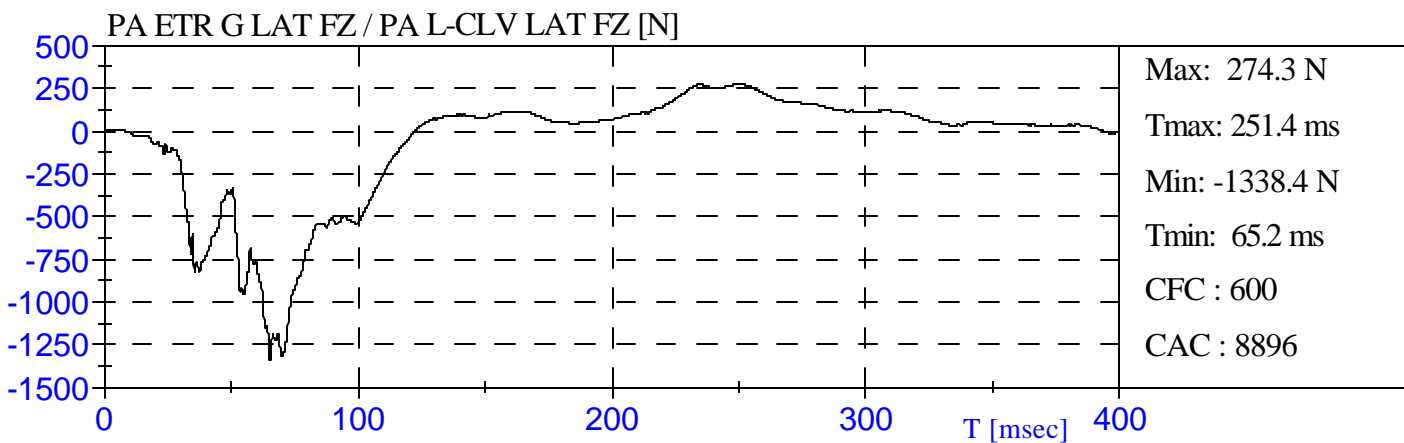
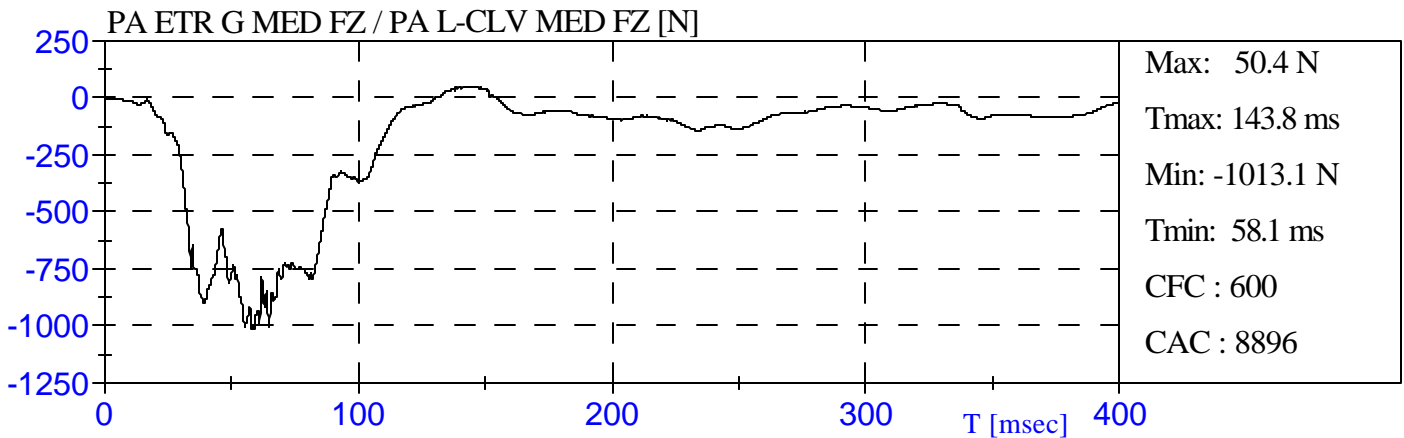


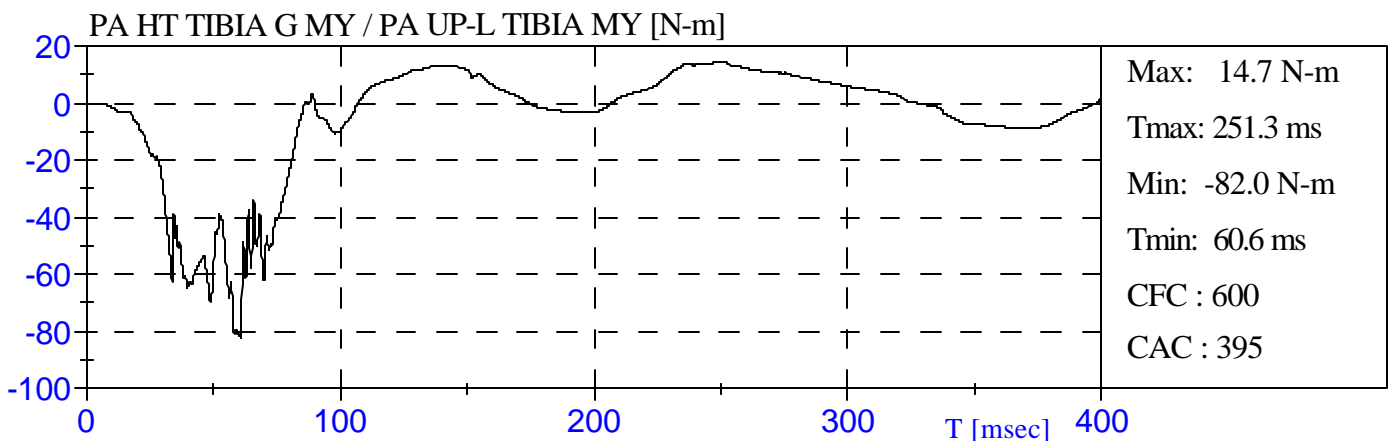
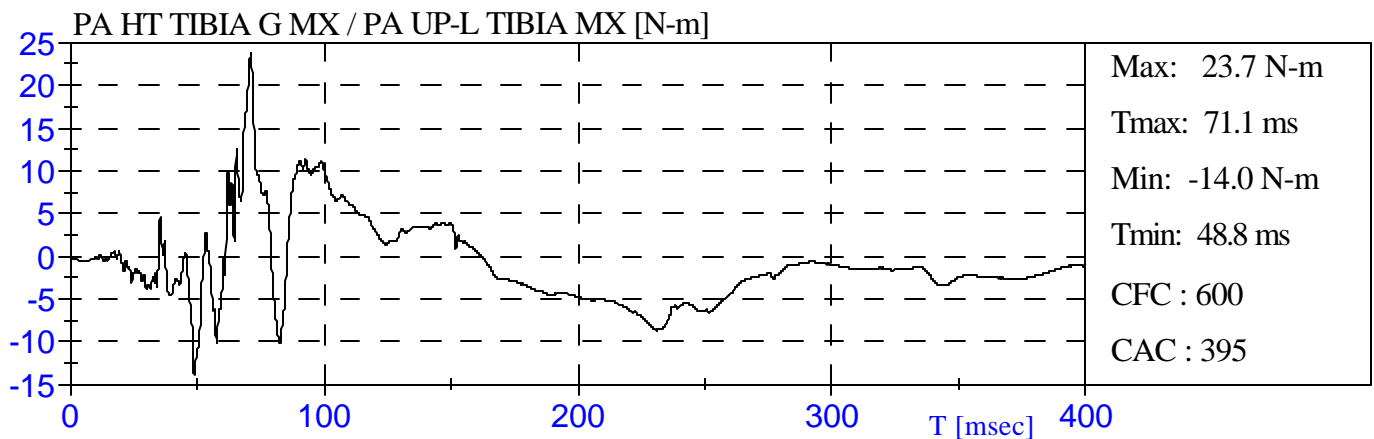
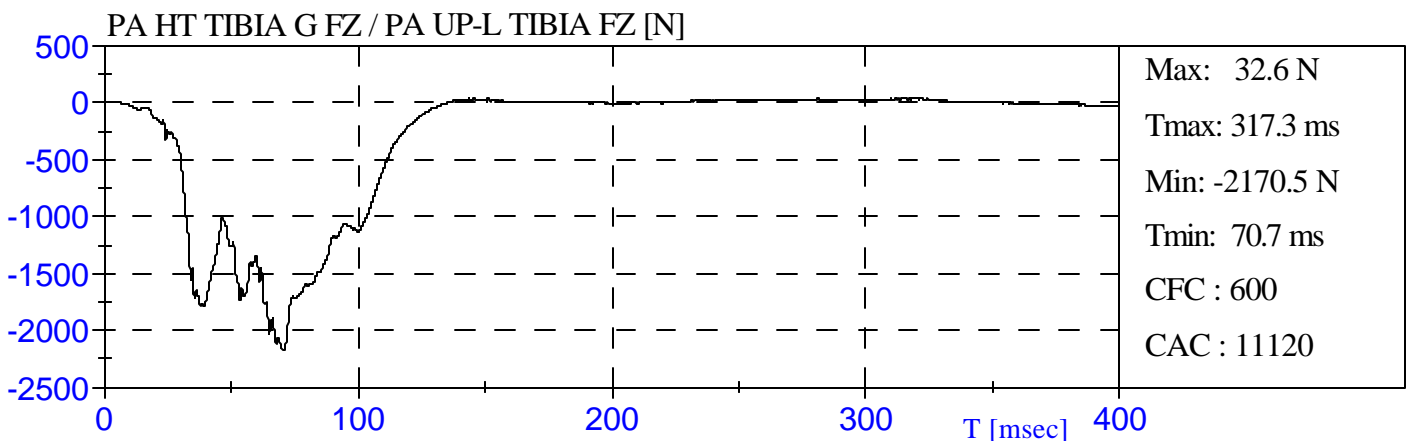
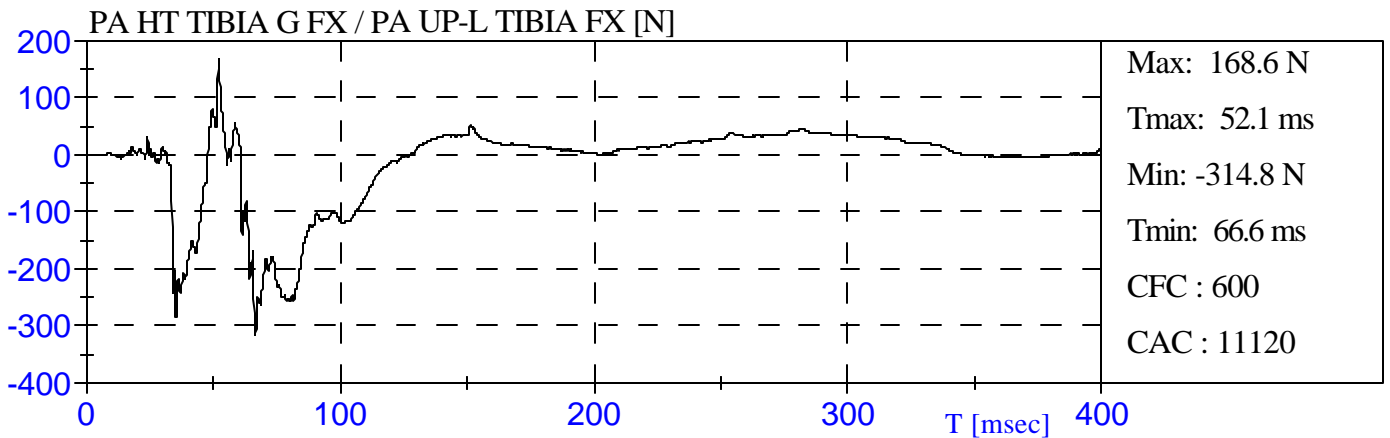


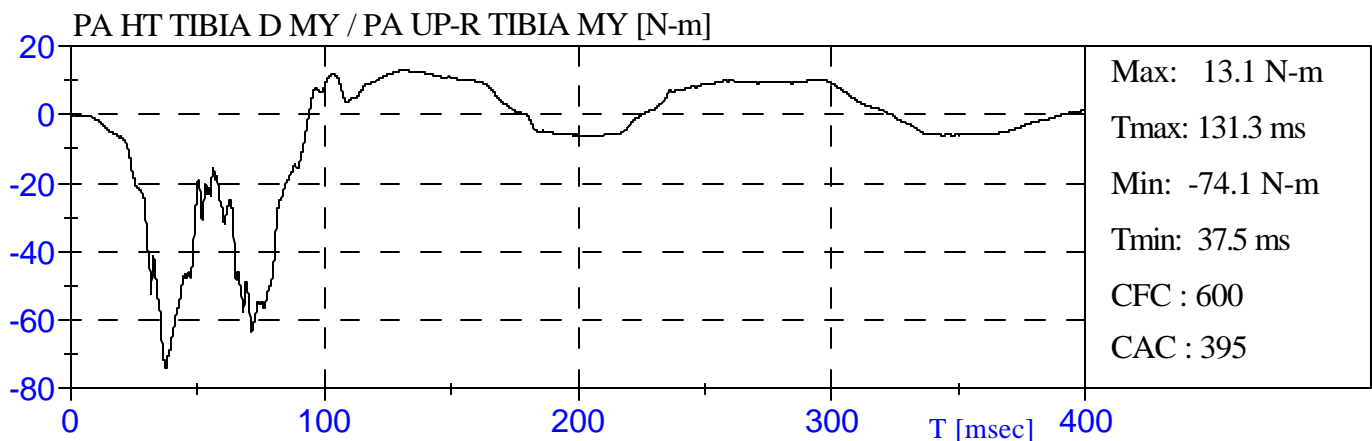
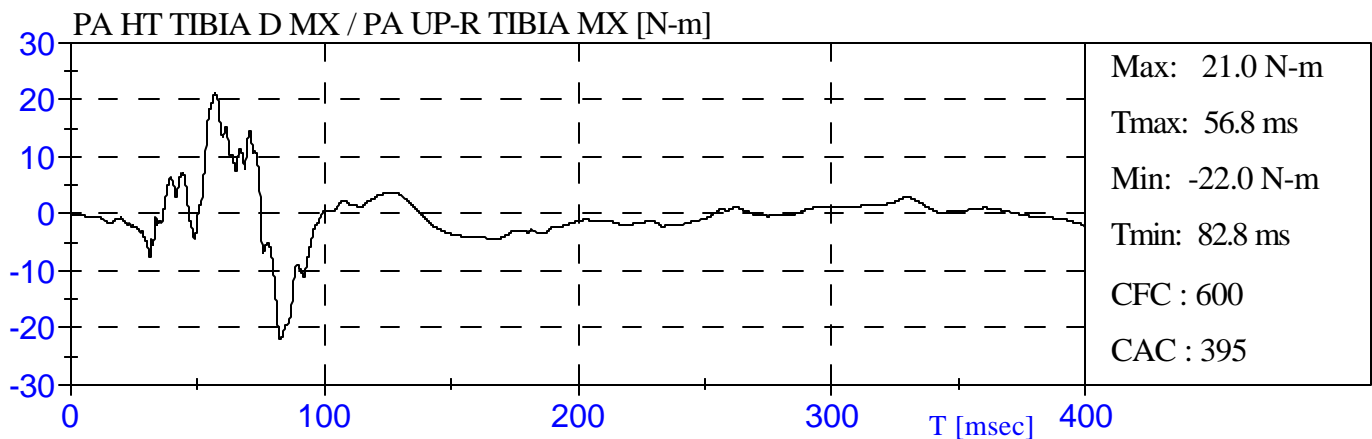
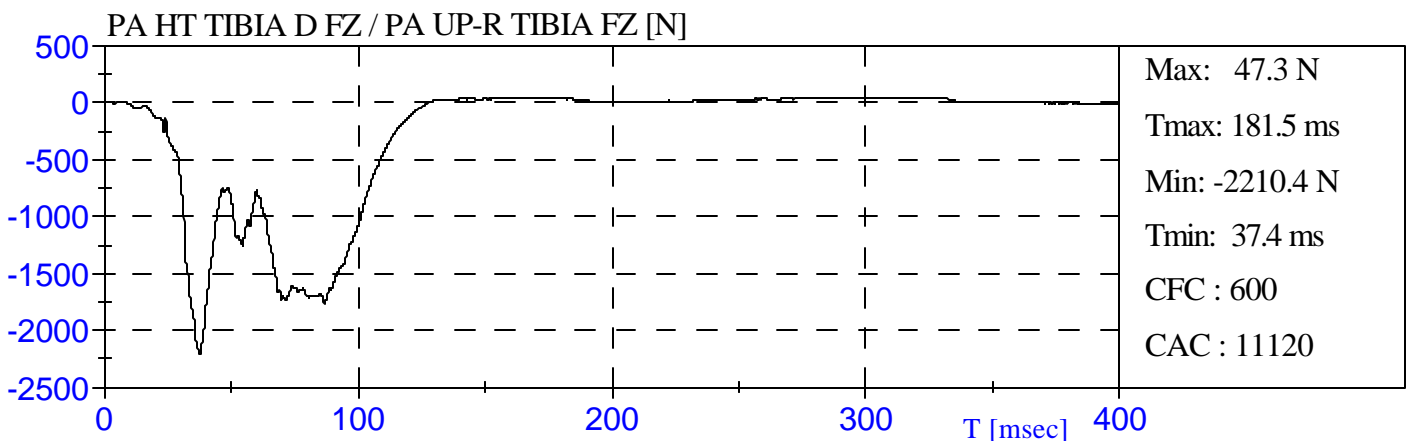
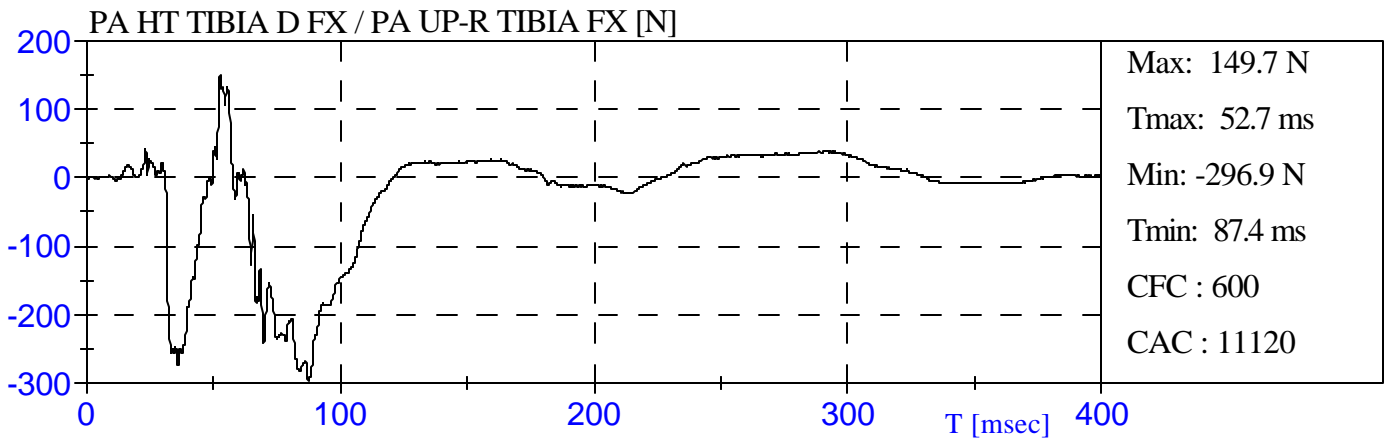


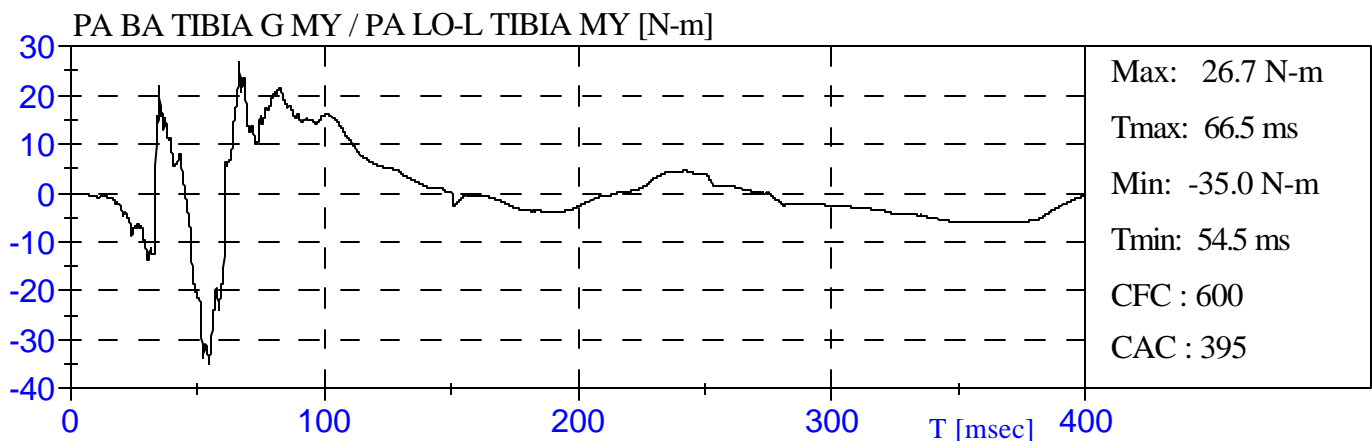
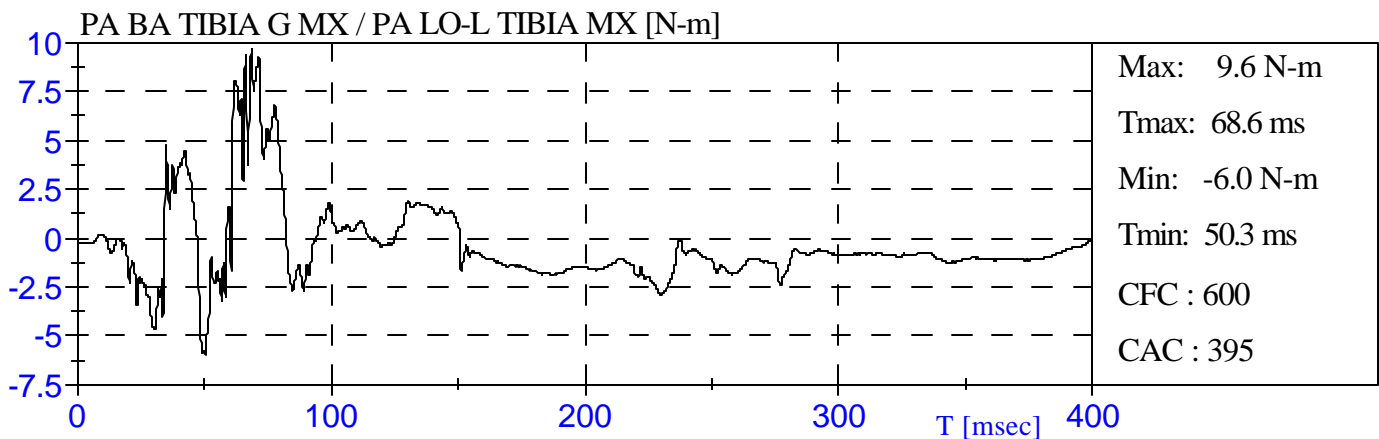
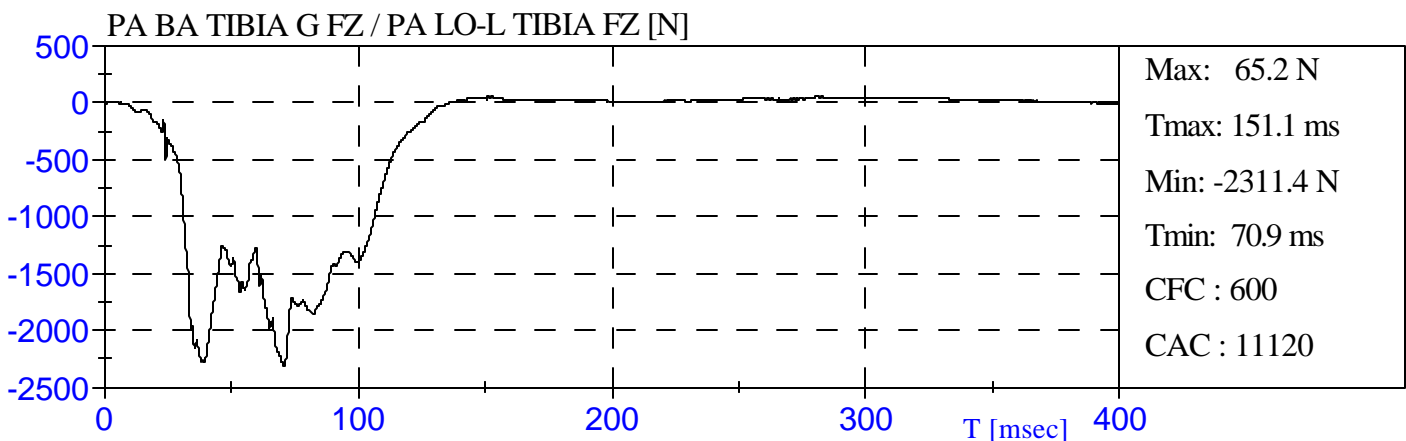
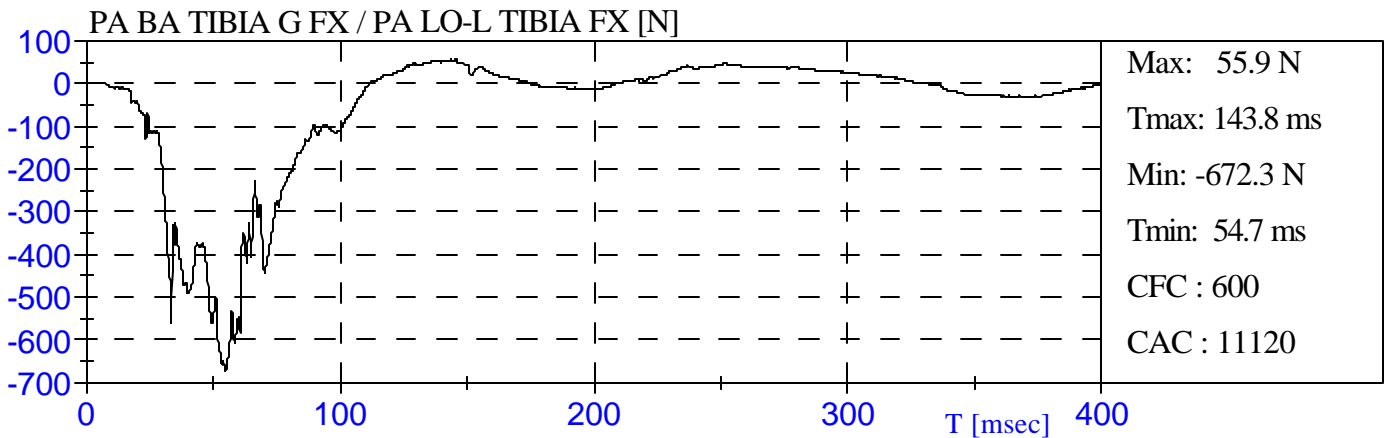


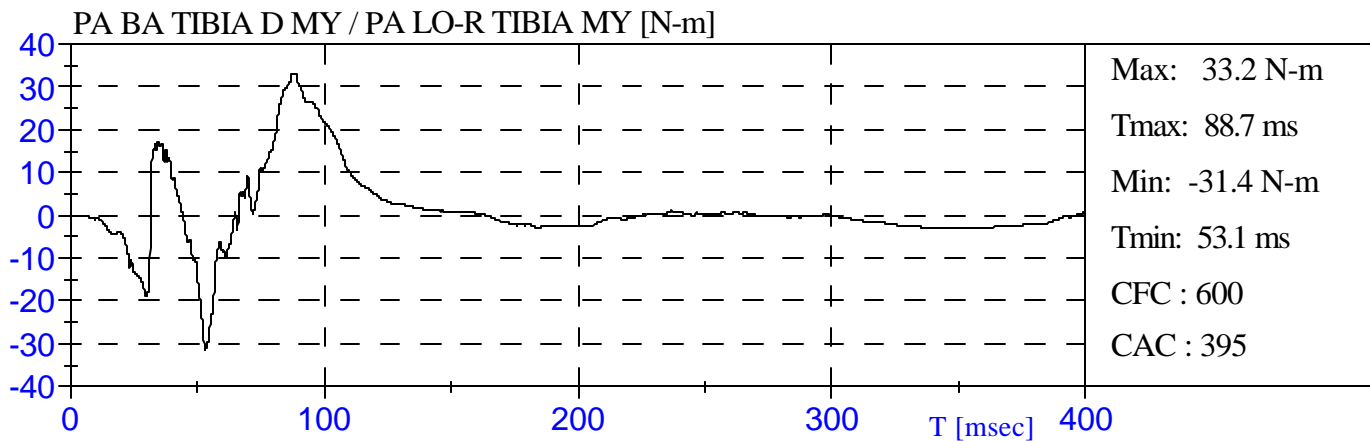
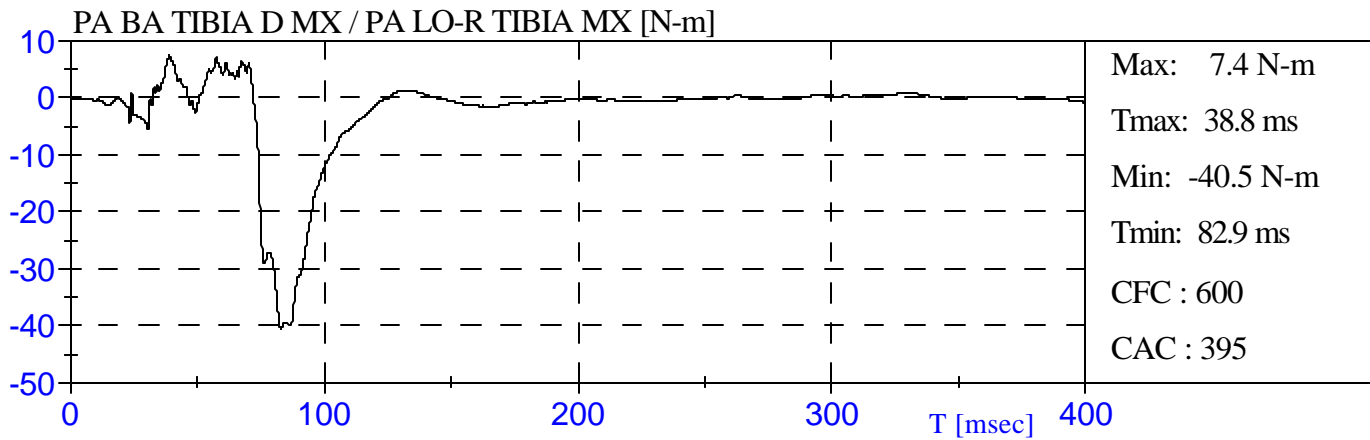
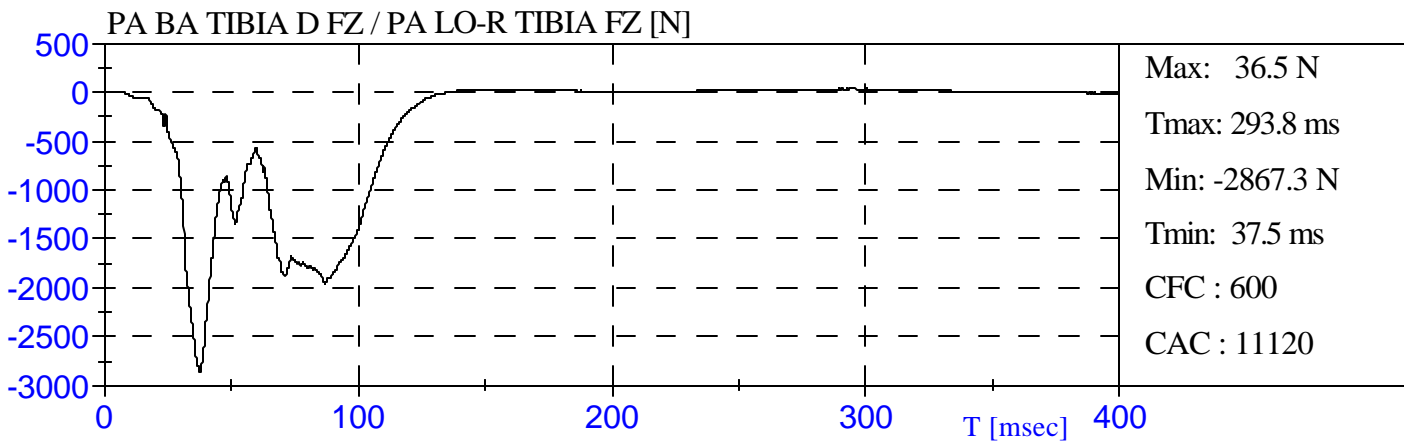
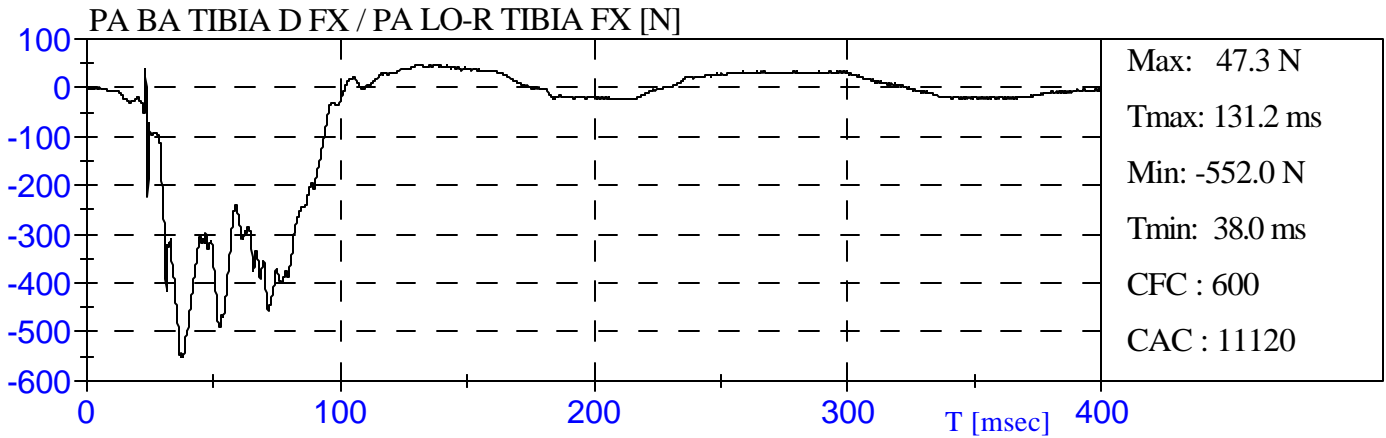


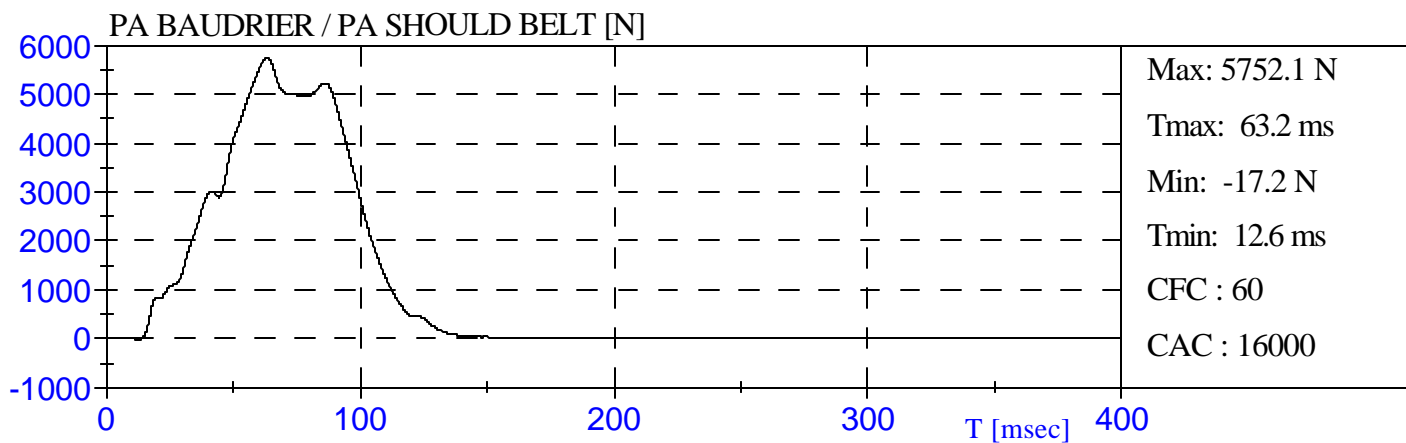
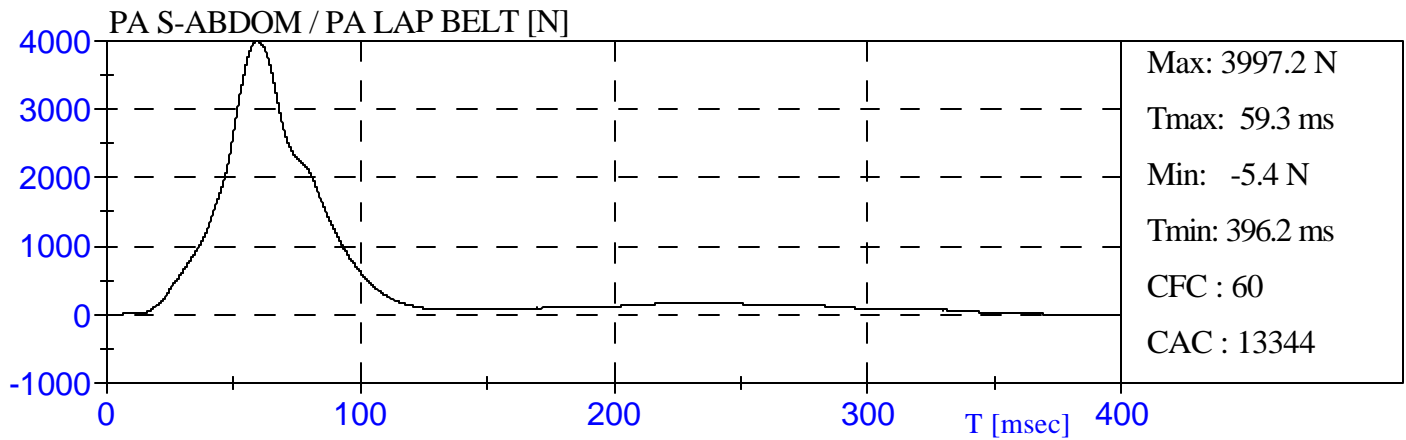


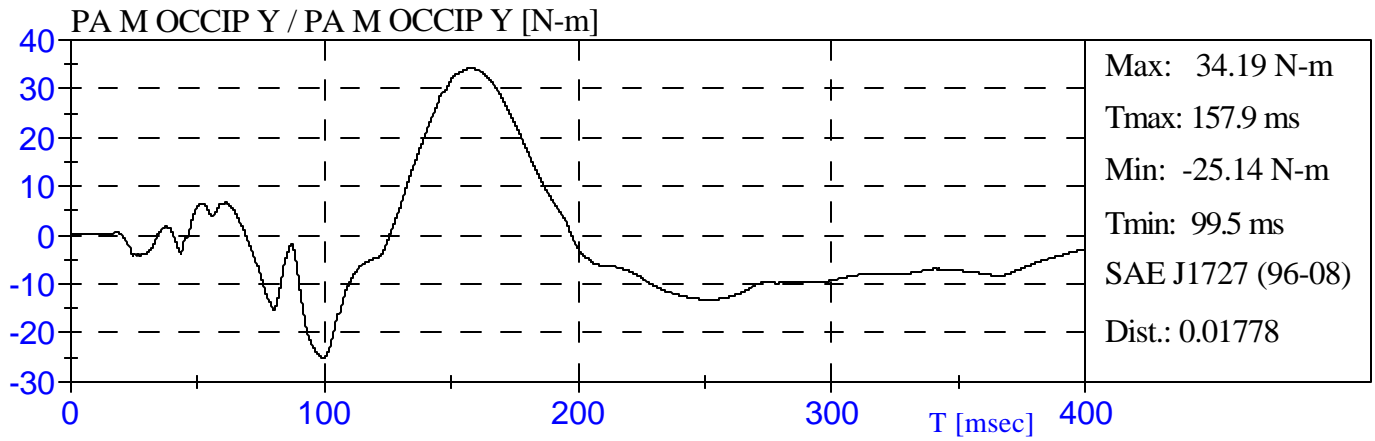


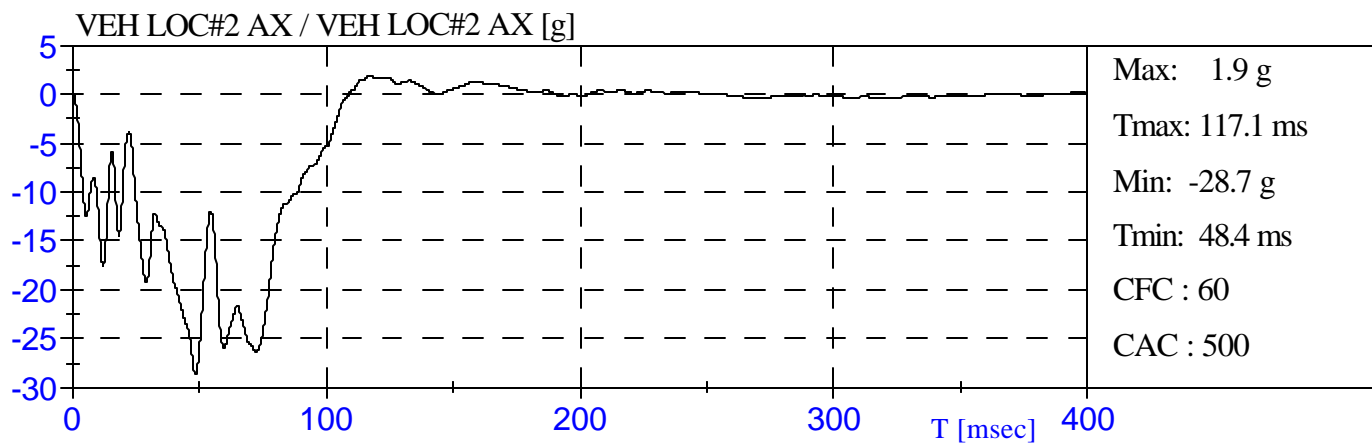
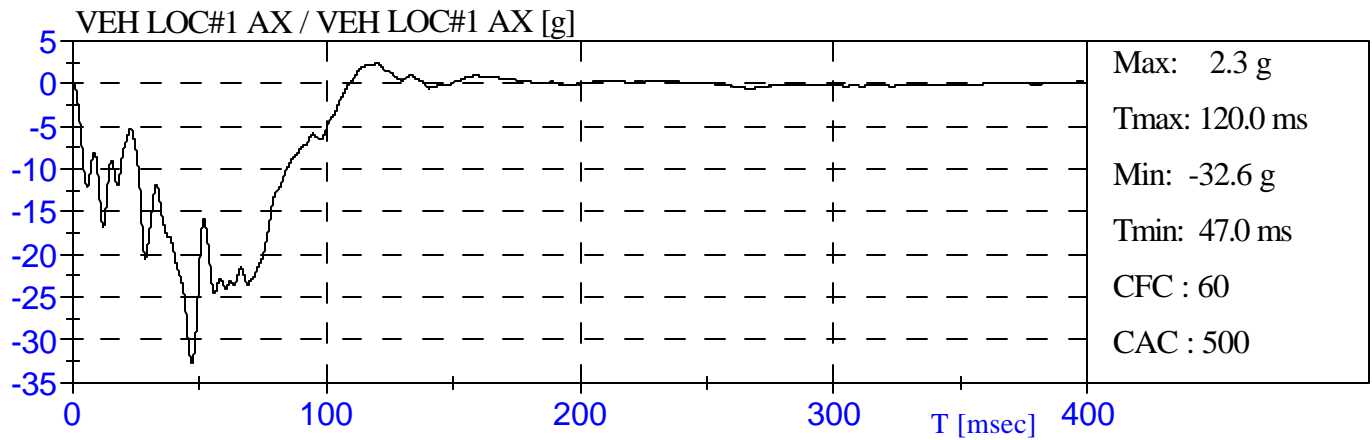


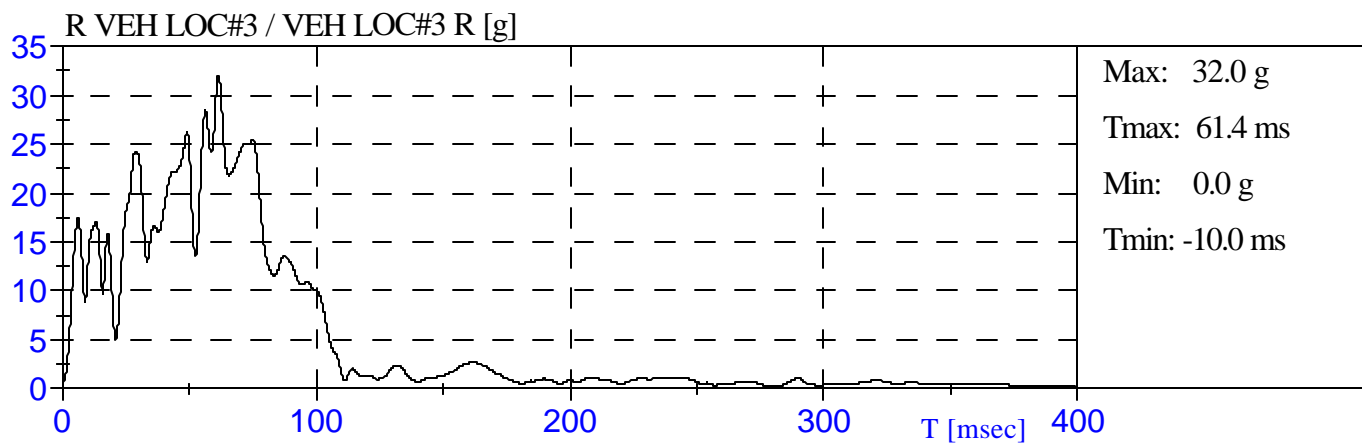
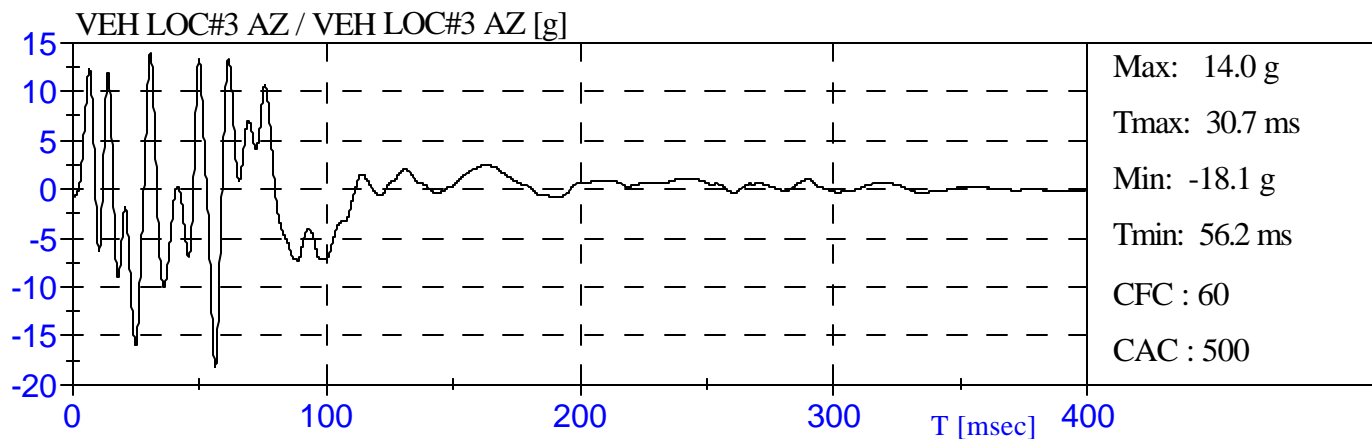
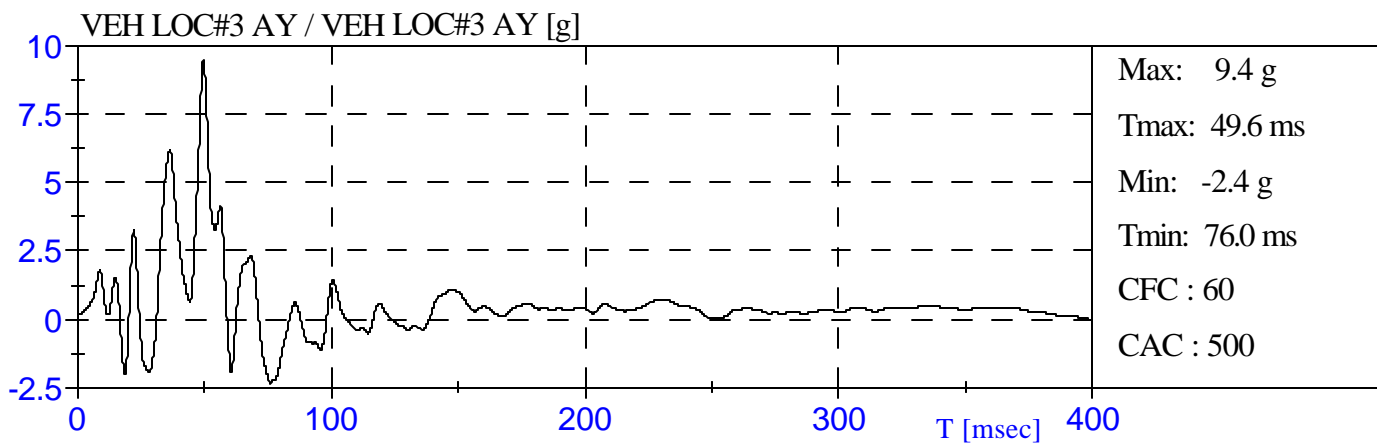
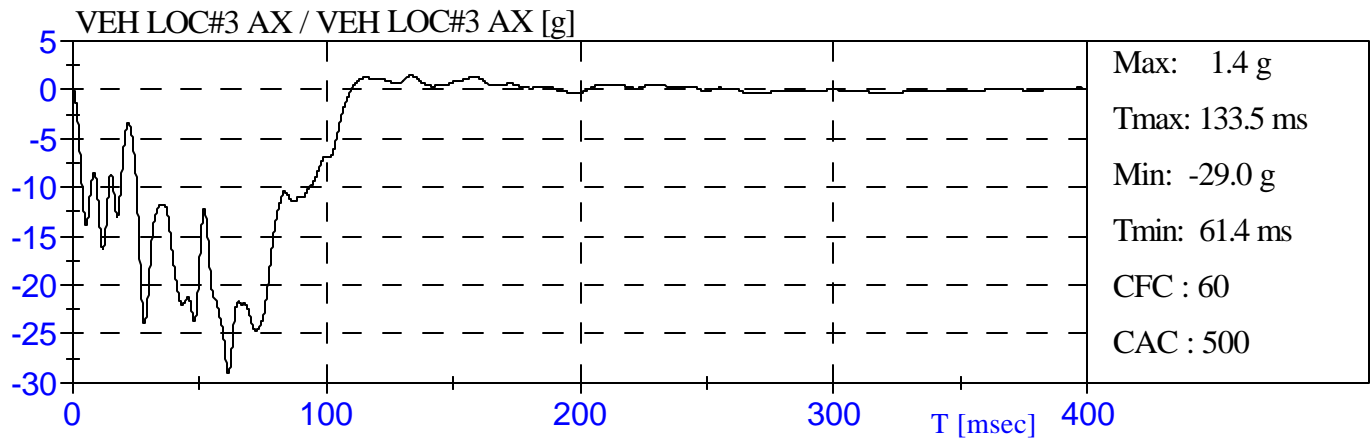


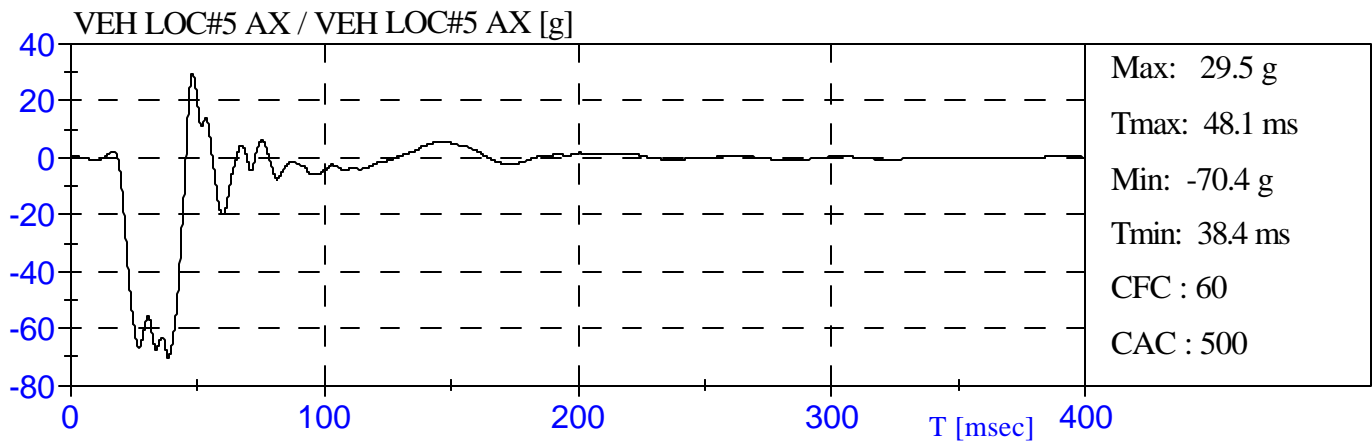
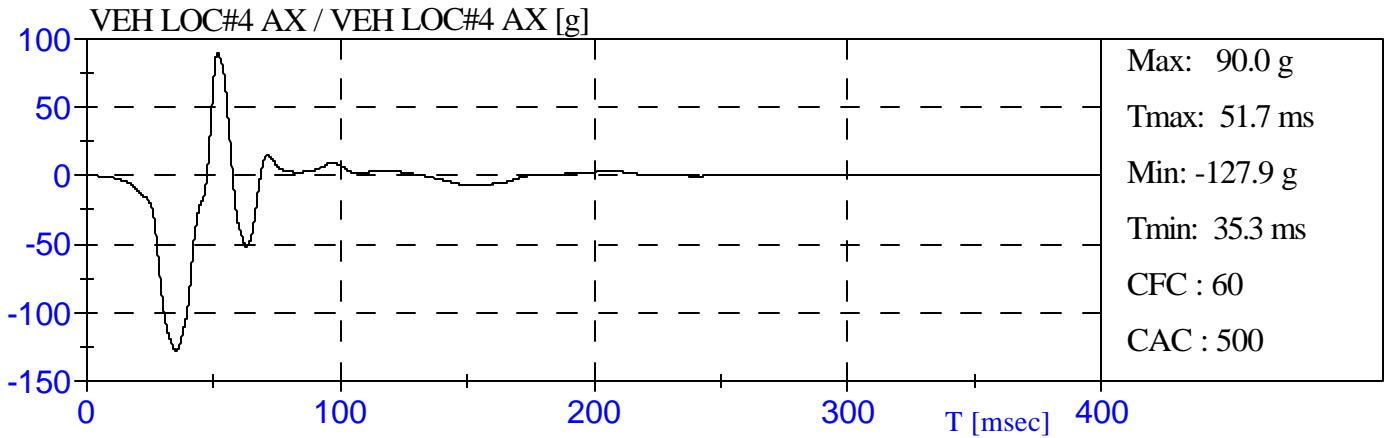


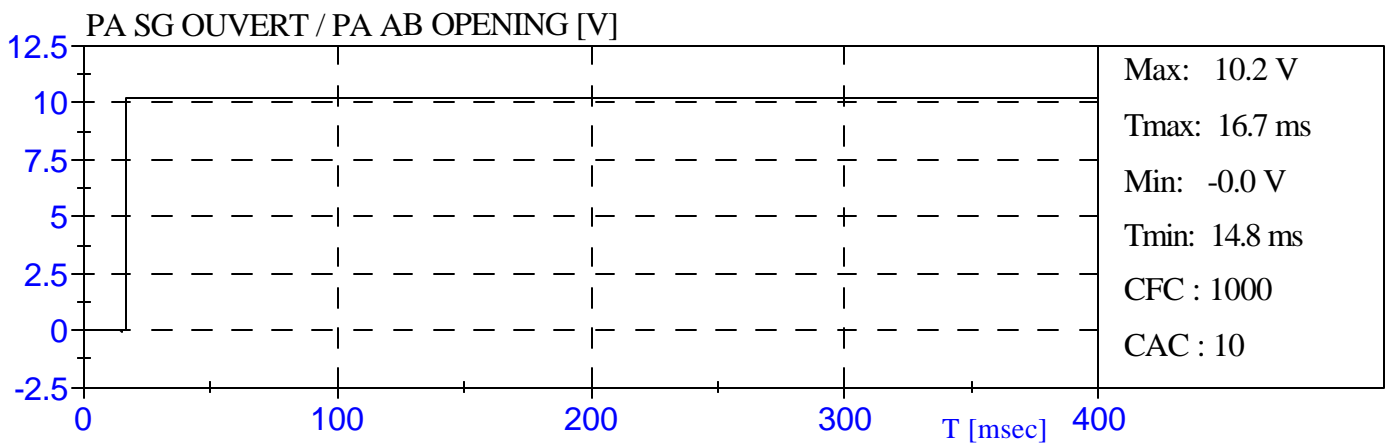
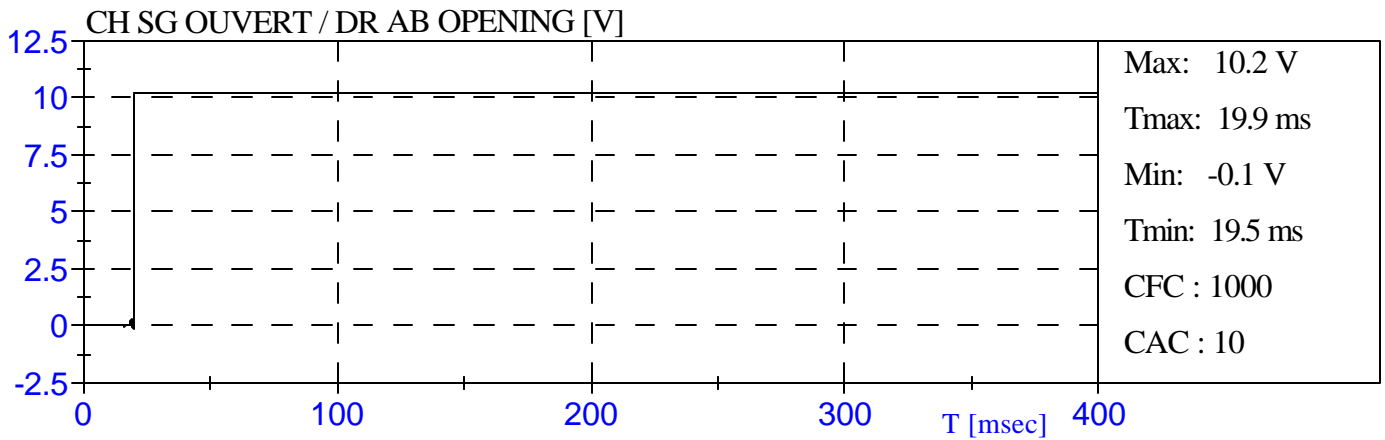


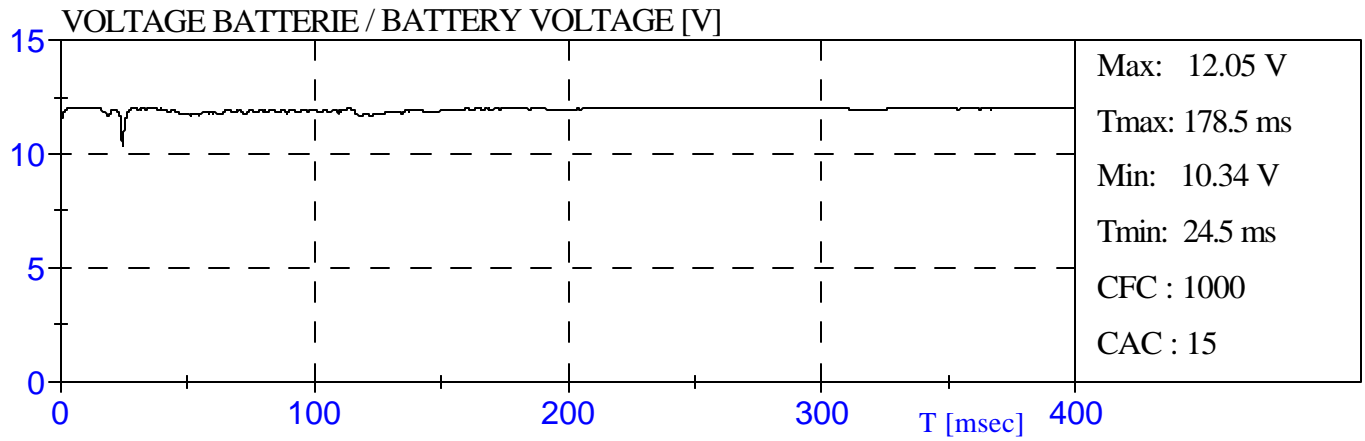


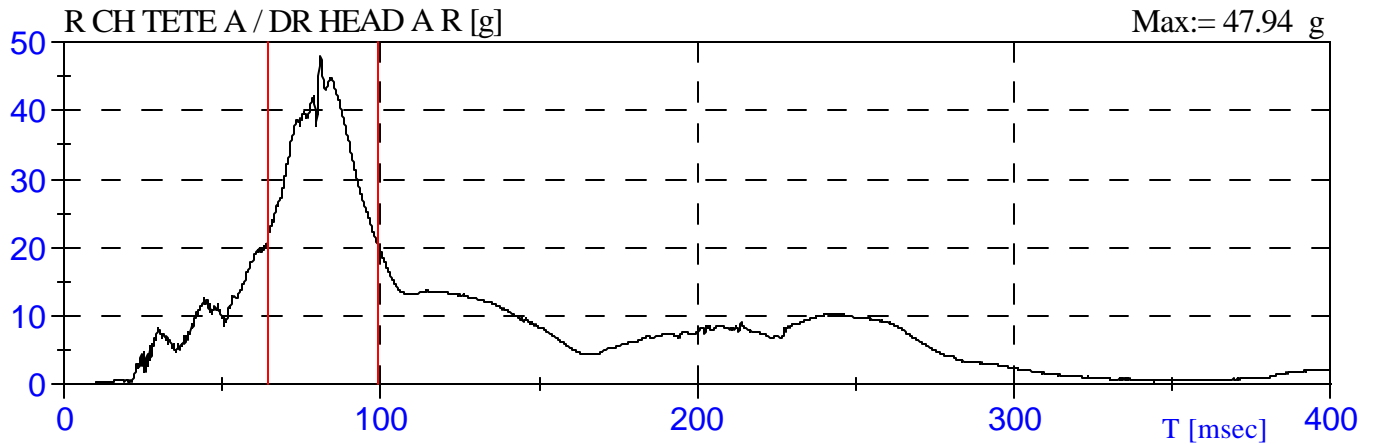








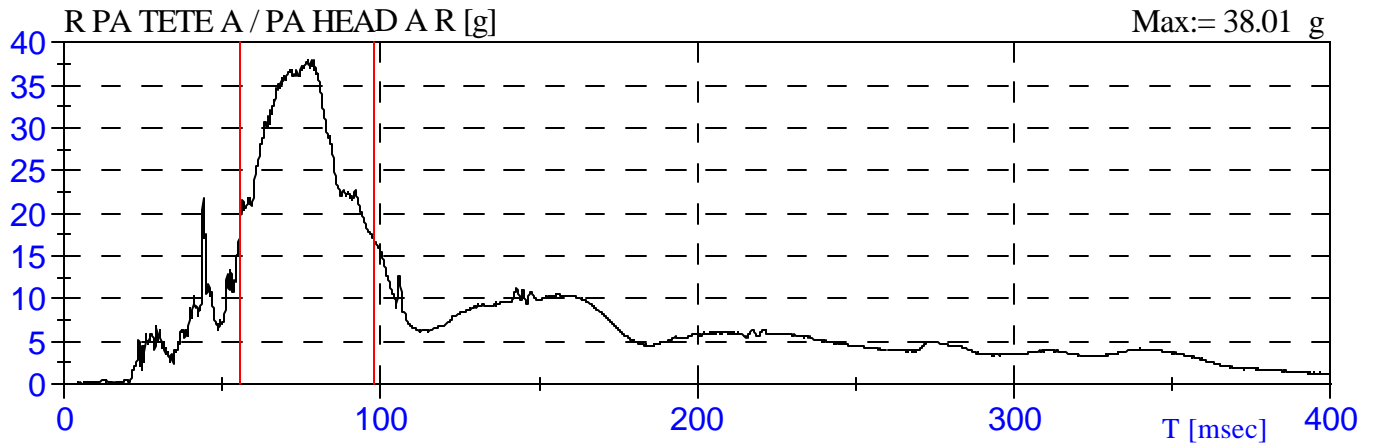




HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 242	HIC(36ms):= 242	HIC(15ms):= 169
T1:= 64.1 ms	T1:= 64.1 ms	T1:= 73.4 ms
T2:= 98.9 ms	T2:= 98.9 ms	T2:= 88.4 ms

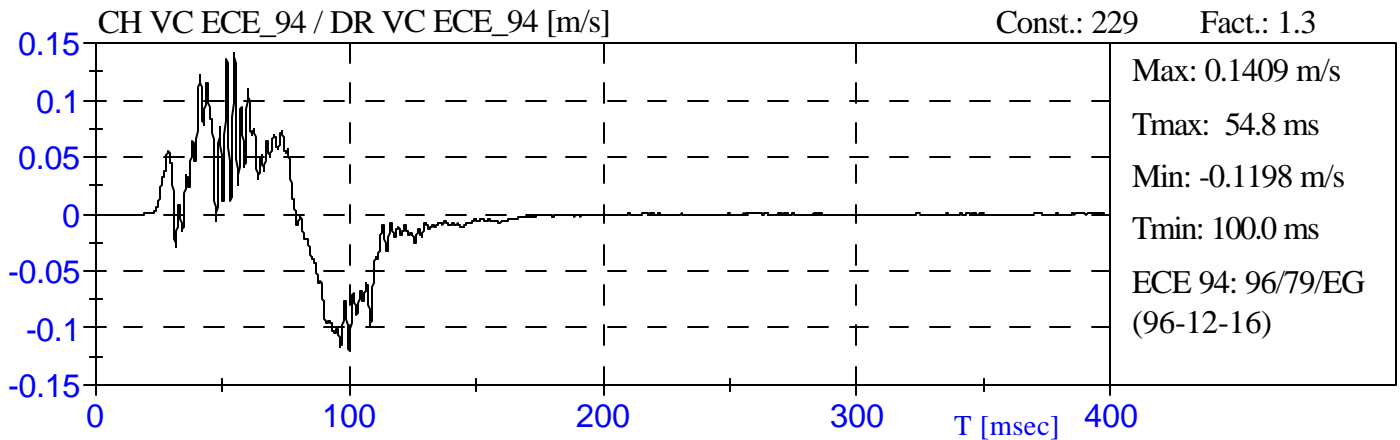
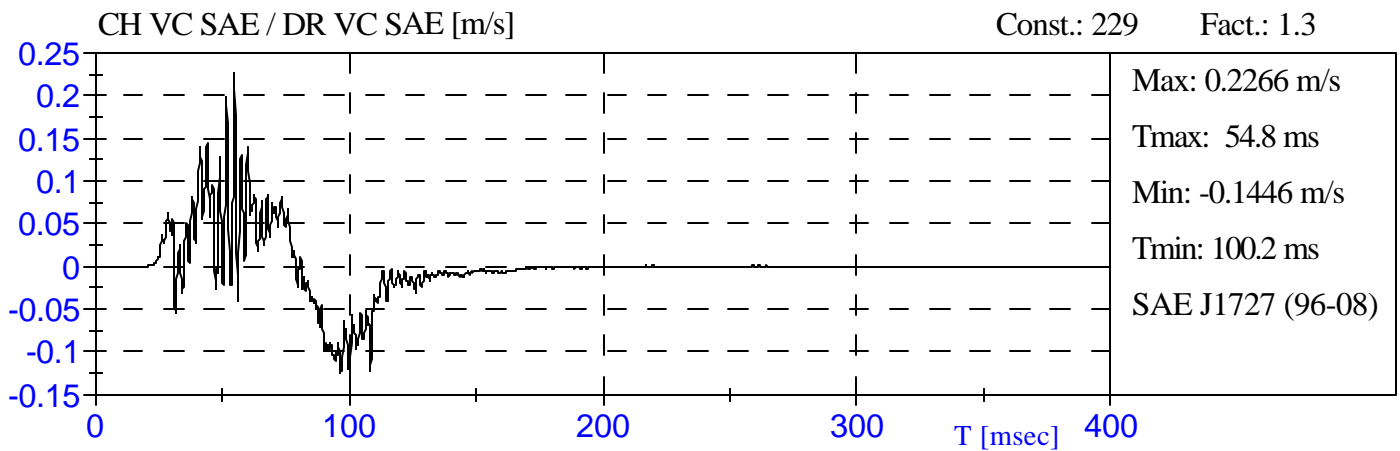
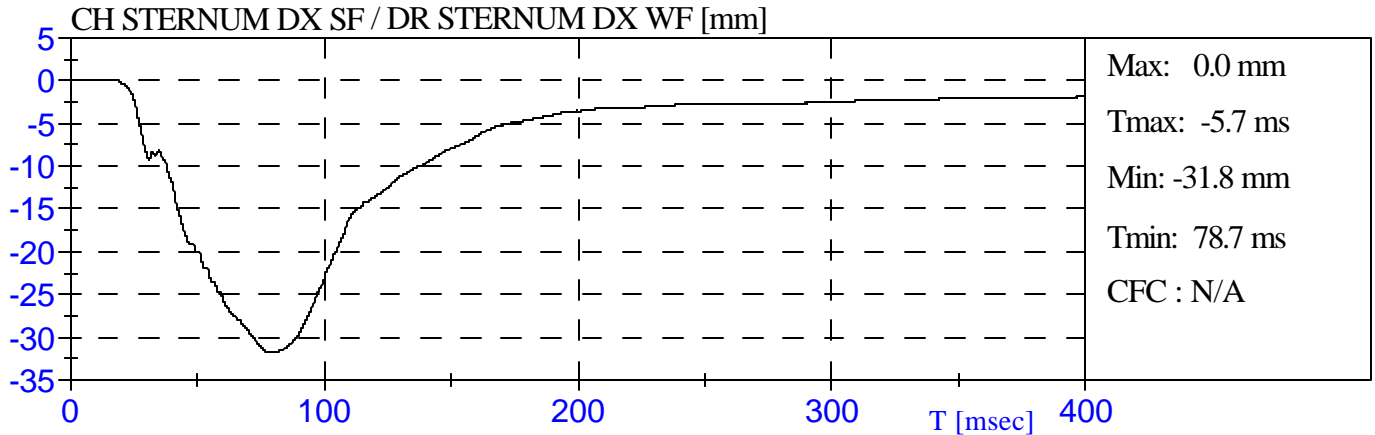
* Selon / According To: SAE J1727 96-08

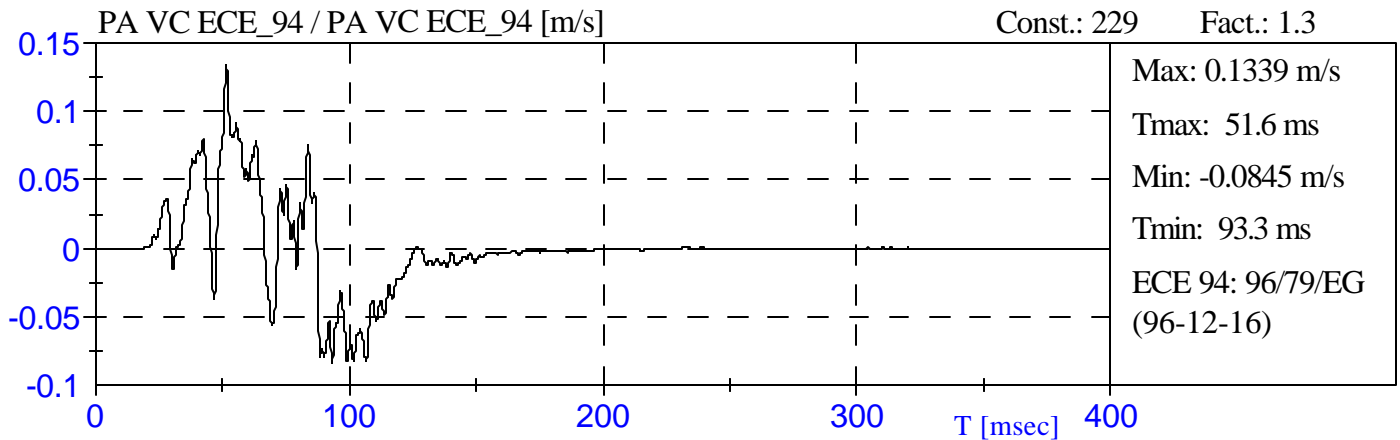
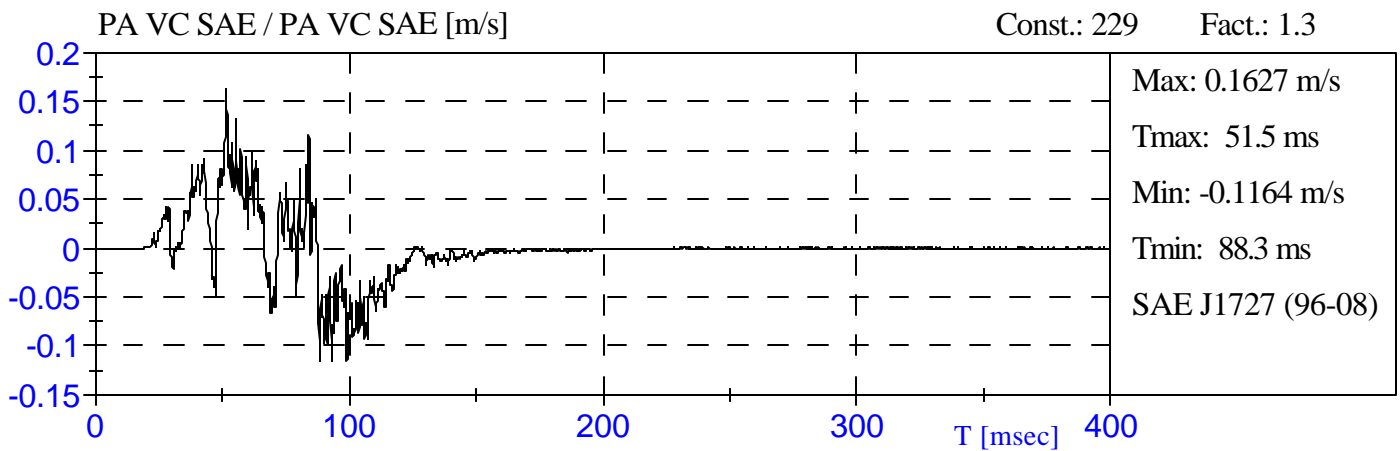
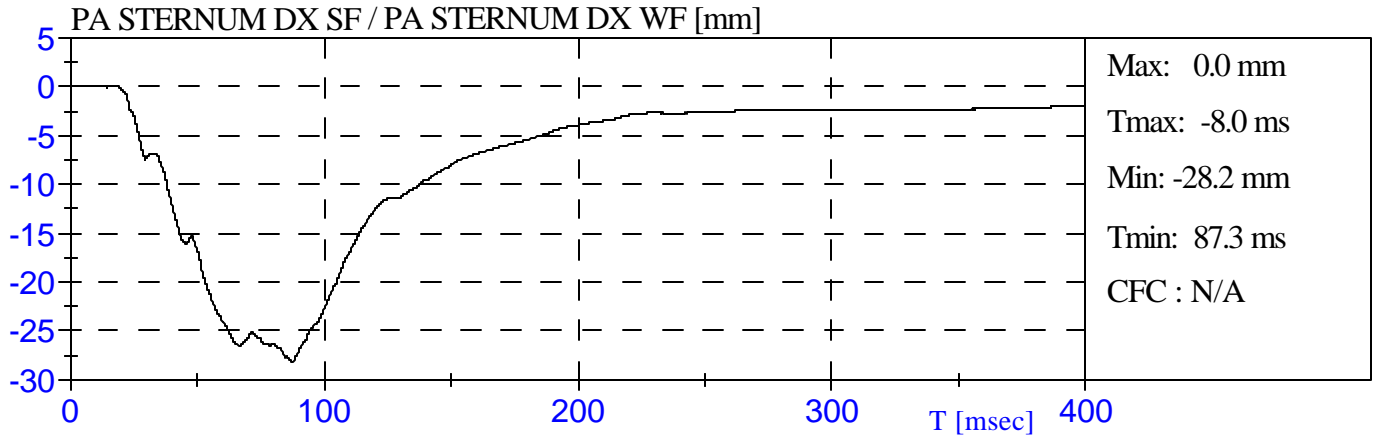


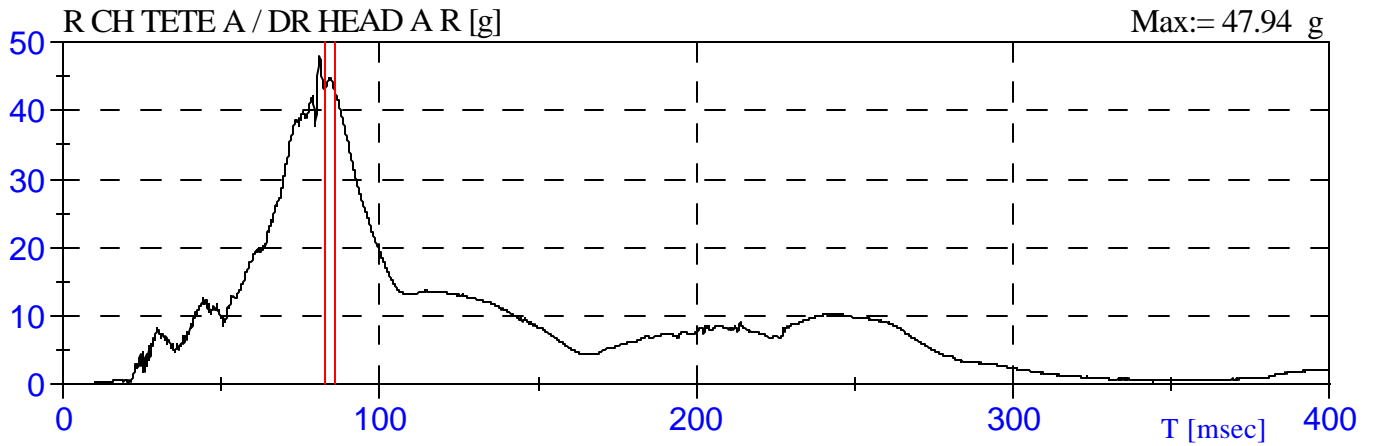
HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 181	HIC(36ms):= 177	HIC(15ms):= 118
T1:= 55.3 ms	T1:= 57.5 ms	T1:= 66.5 ms
T2:= 97.6 ms	T2:= 93.5 ms	T2:= 81.5 ms

* Selon / According To: SAE J1727 96-08

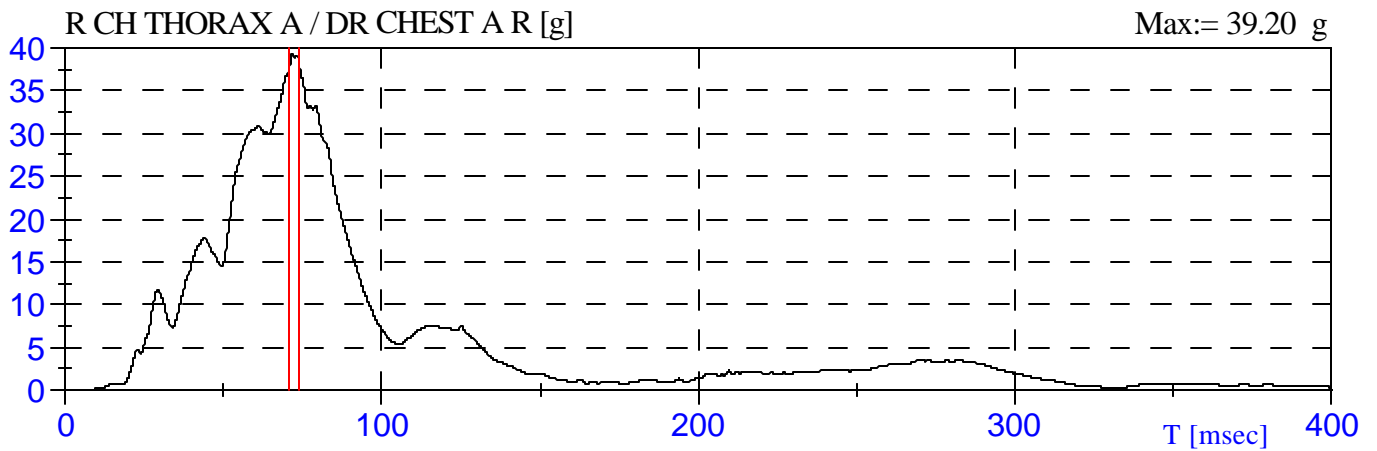






CLIP 3ms *

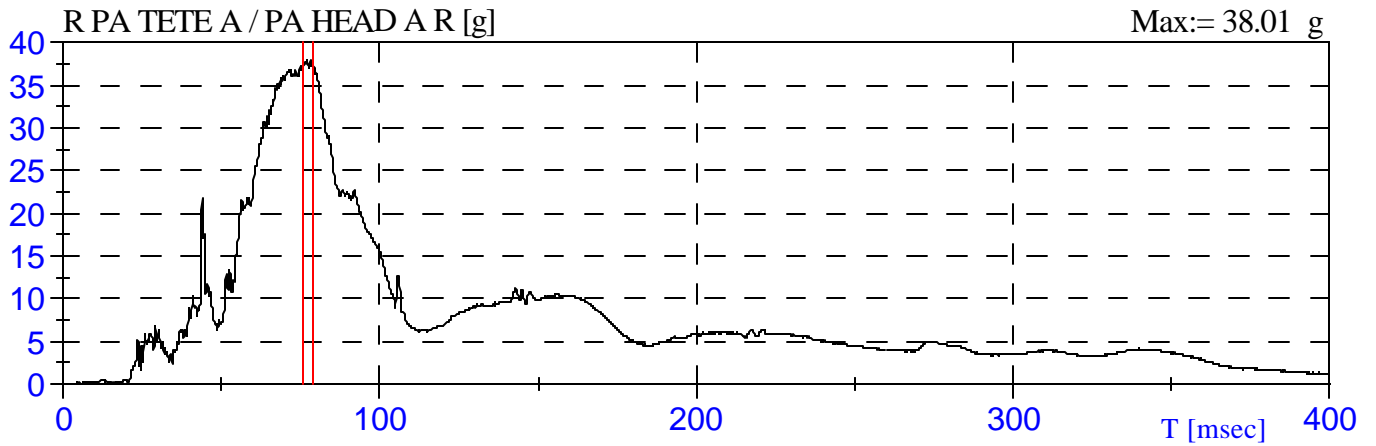
Acc. := 43.05 g	T1:= 82.7 ms	T2:= 85.7 ms
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CLIP 3ms *

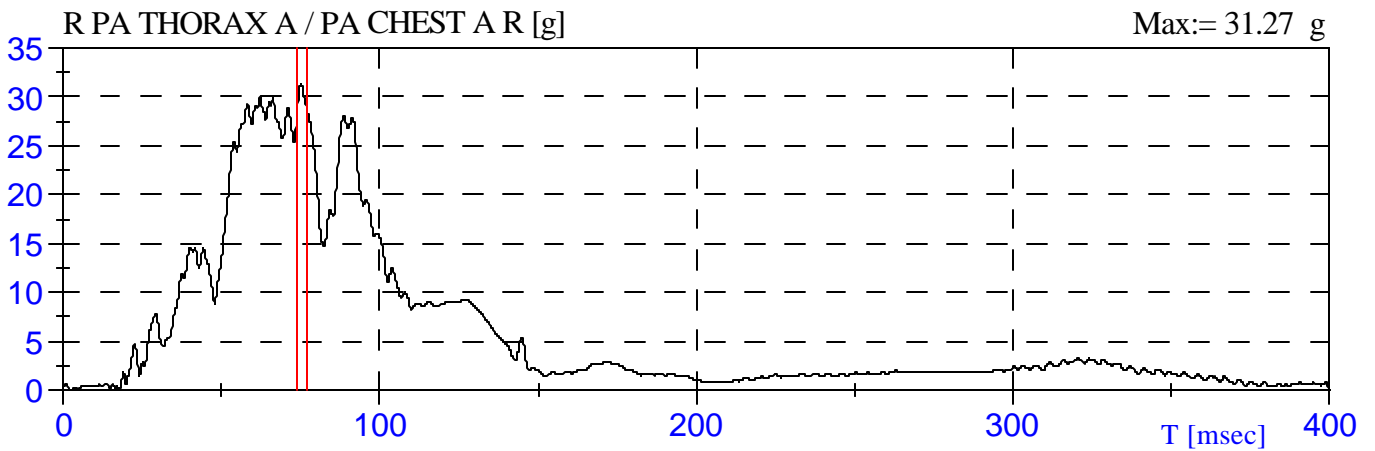
Acc. := 37.97 g	T1:= 71.0 ms	T2:= 74.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 37.04 g	T1:= 75.8 ms	T2:= 78.9 ms
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CLIP 3ms *

Acc. := 28.80 g	T1:= 74.0 ms	T2:= 77.0 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 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.296	0.408
BAS / LOWER	0.212	0.534

TI Passager / Passenger

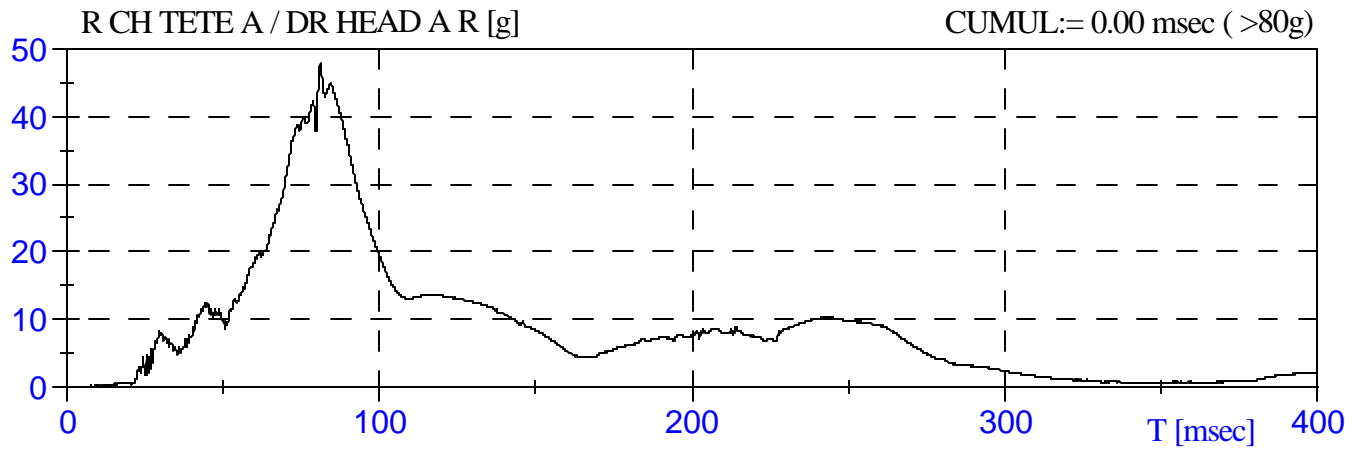
Mc := 225 N-m

Fc := 35.9 kN

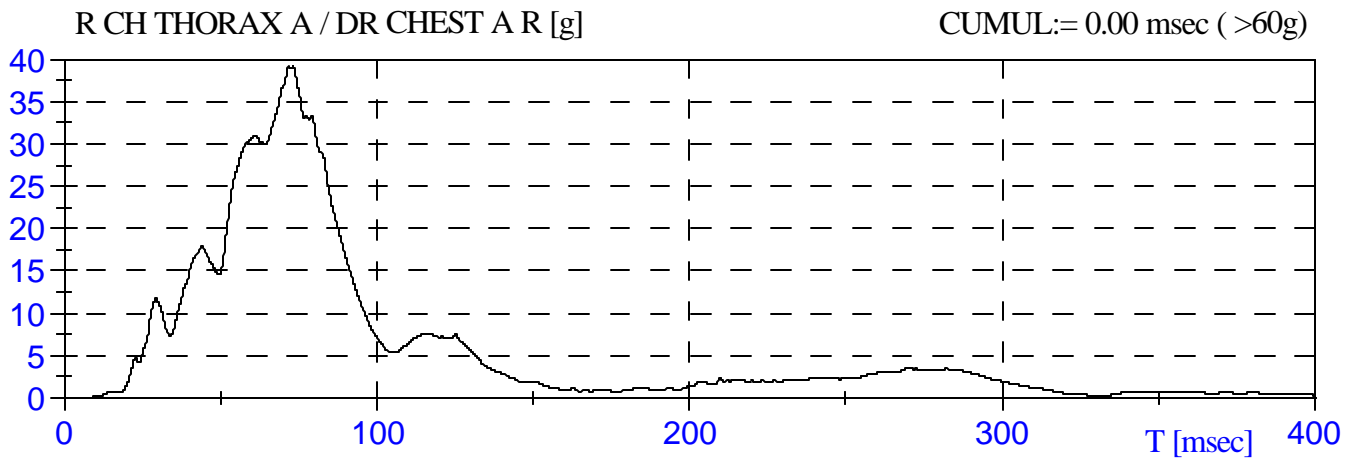
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.406	0.391
BAS / LOWER	0.200	0.283

* Selon / According To: SAE J1727 AUG 96

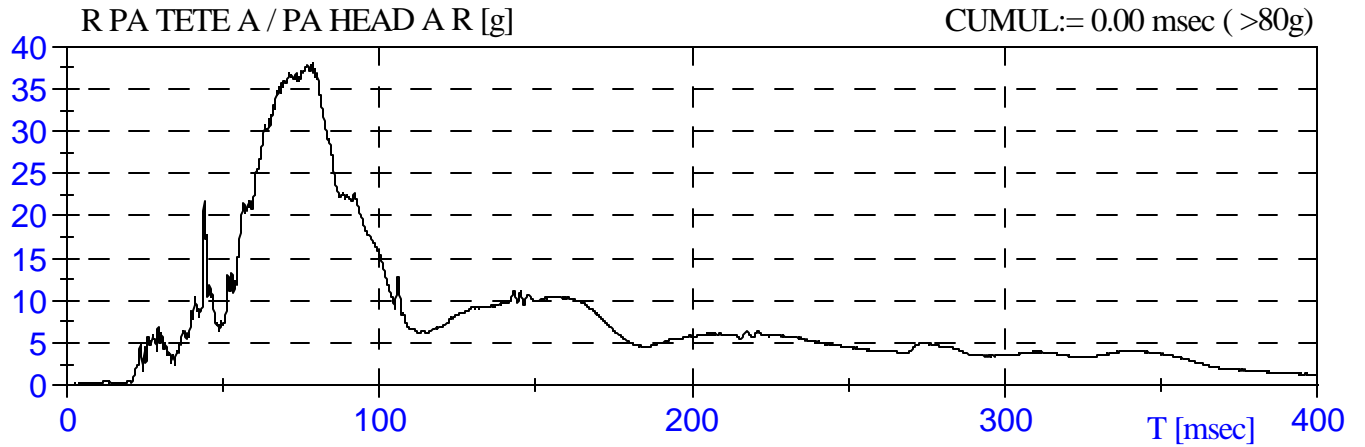
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



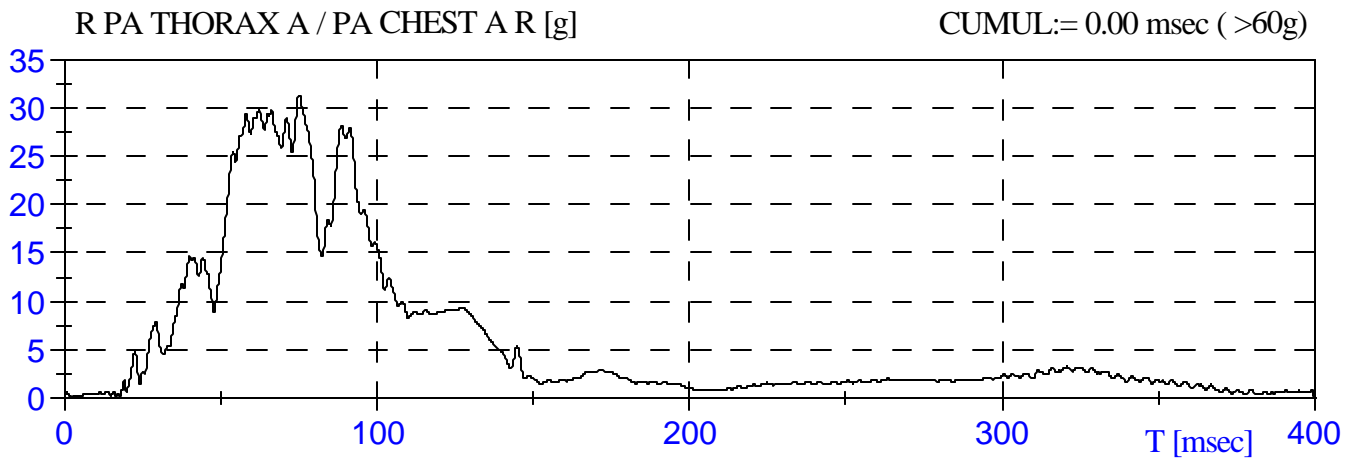
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.27$$

Valeurs critiques
 Criticals Values

N te	N ce	N tf	N cf	Tc 6806
0.15	0.11	0.27	0.09	Cc 6160
				Fc 310
				Ec 135

Passager / Passenger

$$N_{ij}^* = 0.23$$

Valeurs critiques
 Criticals Values

N te	N ce	N tf	N cf	Tc 6806
0.23	0.14	0.13	0.11	Cc 6160
				Fc 310
				Ec 135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

CH HT COU FY:	Transitoire réparé de 23.0 ms à 24.8 ms.
CH ETR D LAT FZ:	Transitoire réparé de 36.8 ms à 39.3 ms.
PA THORAX AX:	Transitoire réparé de 22.9 ms à 24.9 ms.
DR UP NECK FY:	Glitch removed from 23.0 ms to 24.8 ms.
DR R-CLV LAT FZ:	Glitch removed from 36.8 ms to 39.3 ms.
PA CHEST AX:	Glitch removed from 22.9 ms to 24.9 ms.