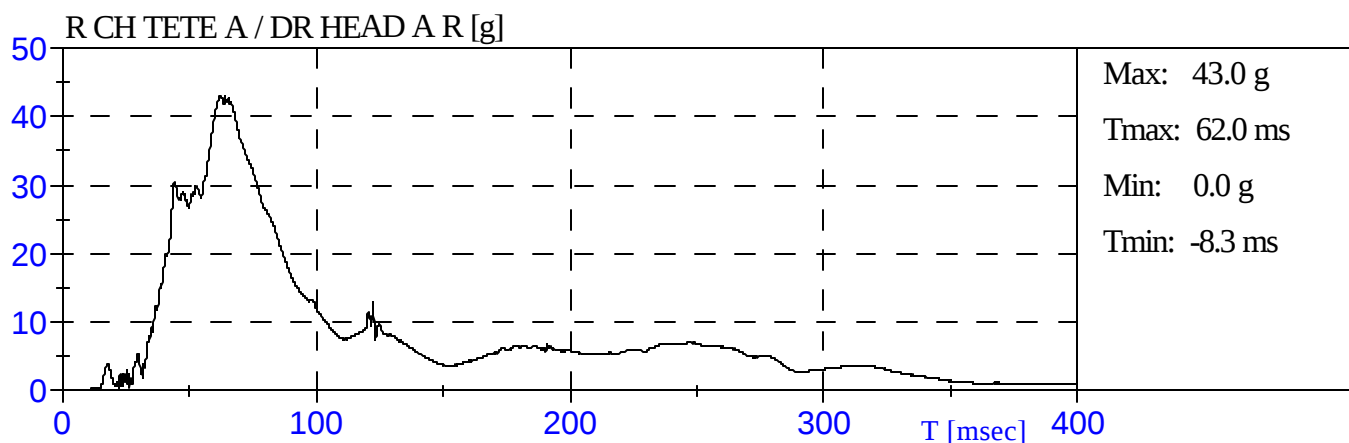
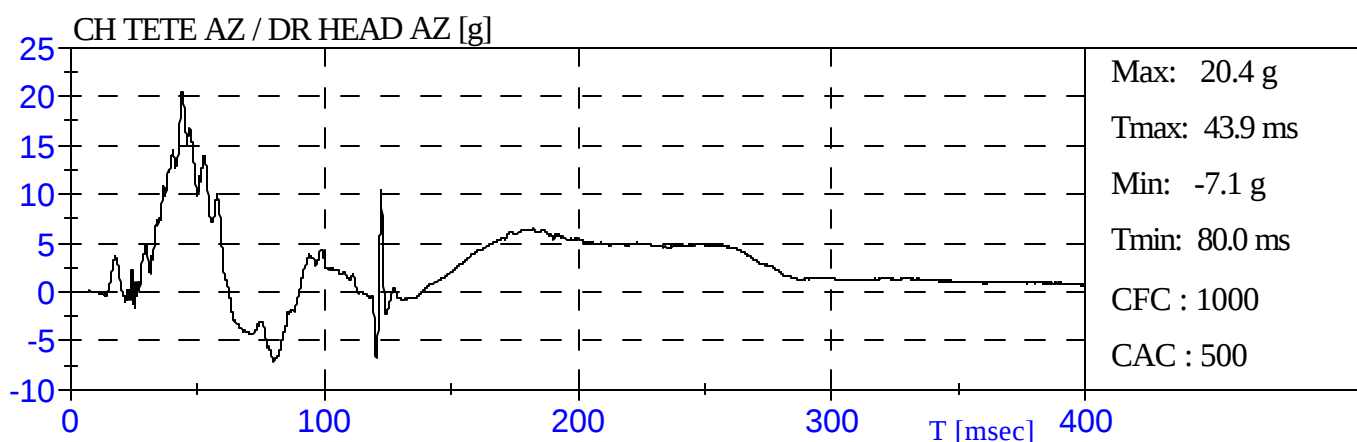
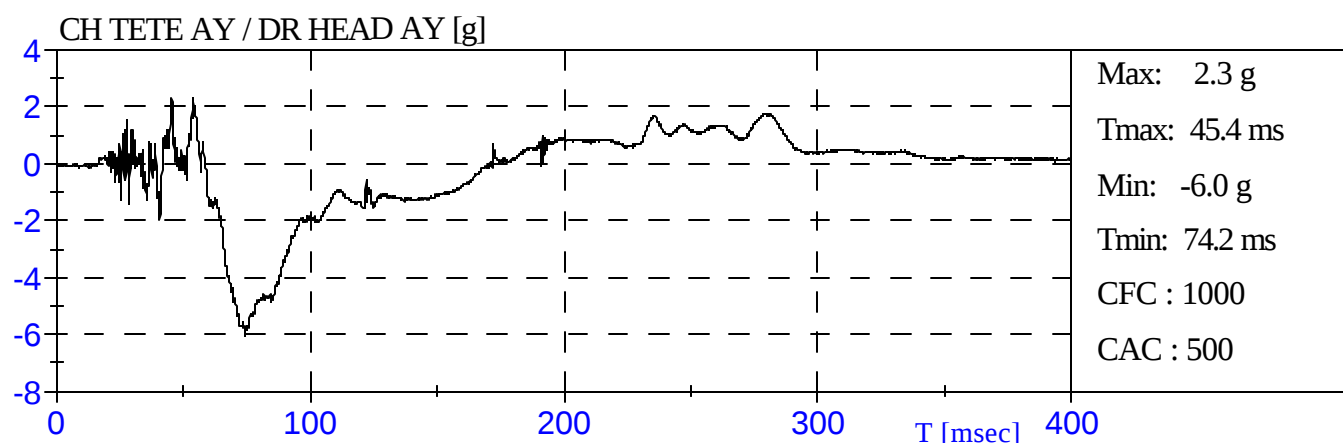
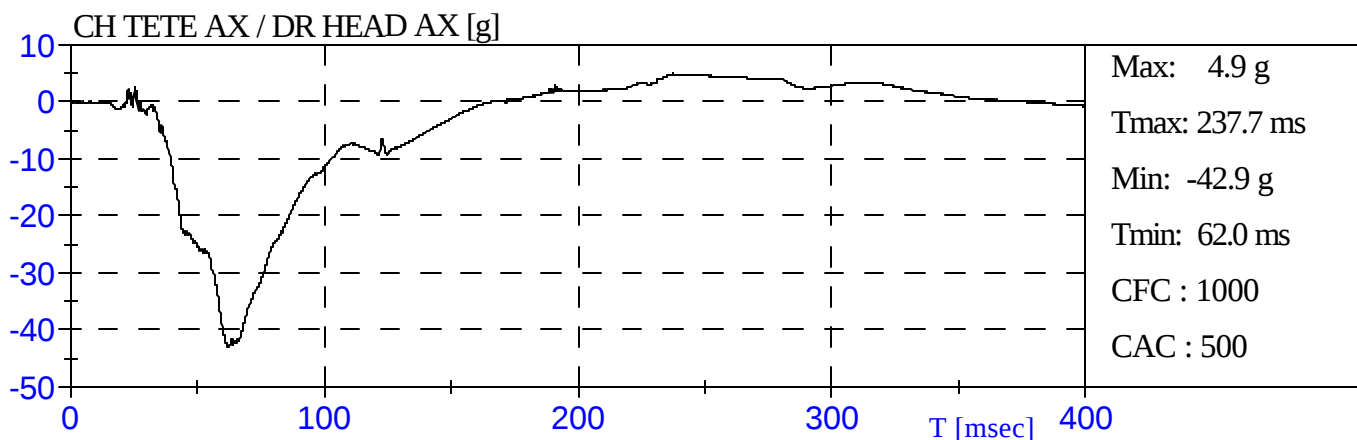
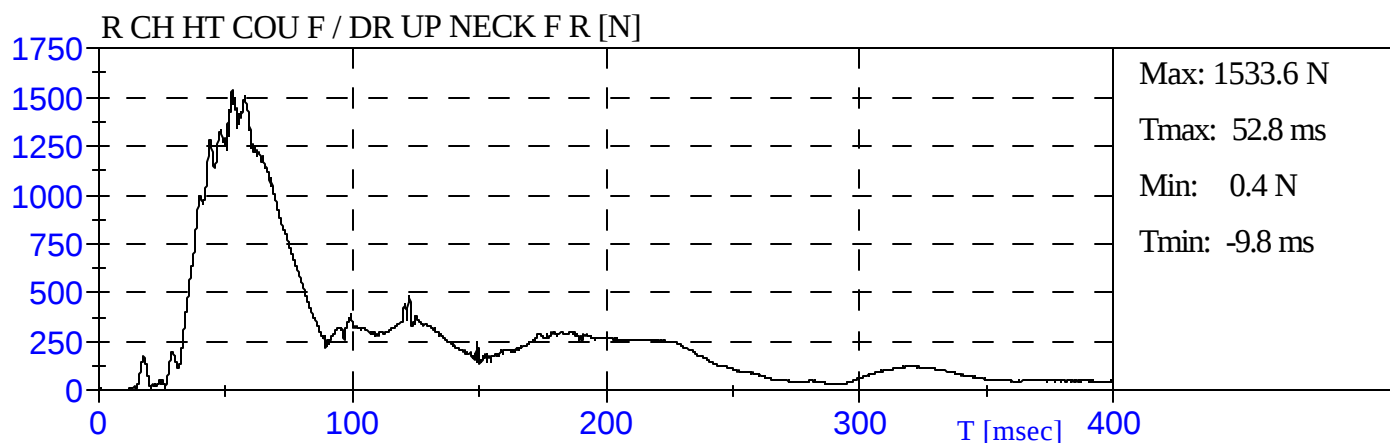
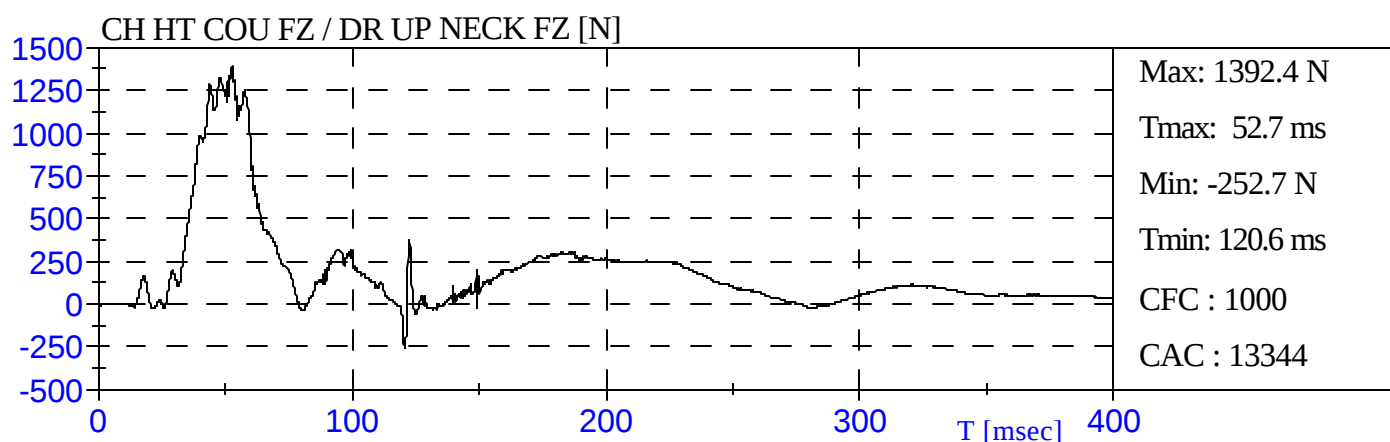
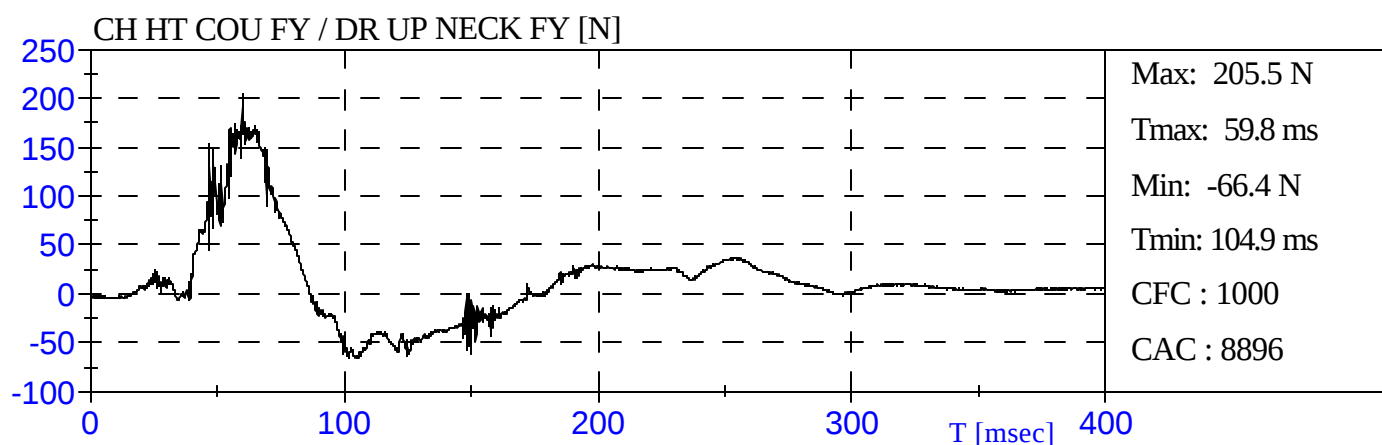
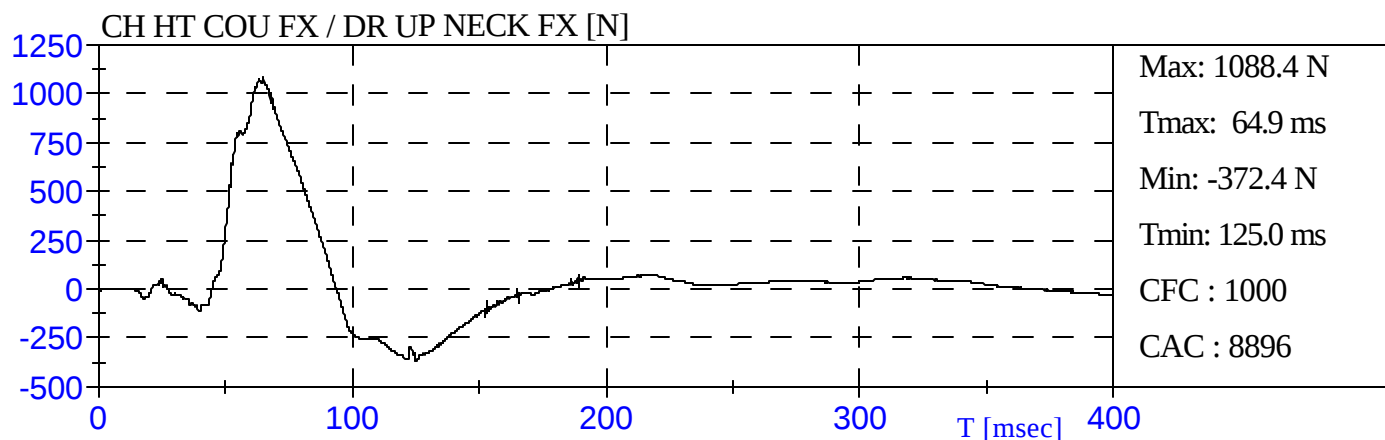
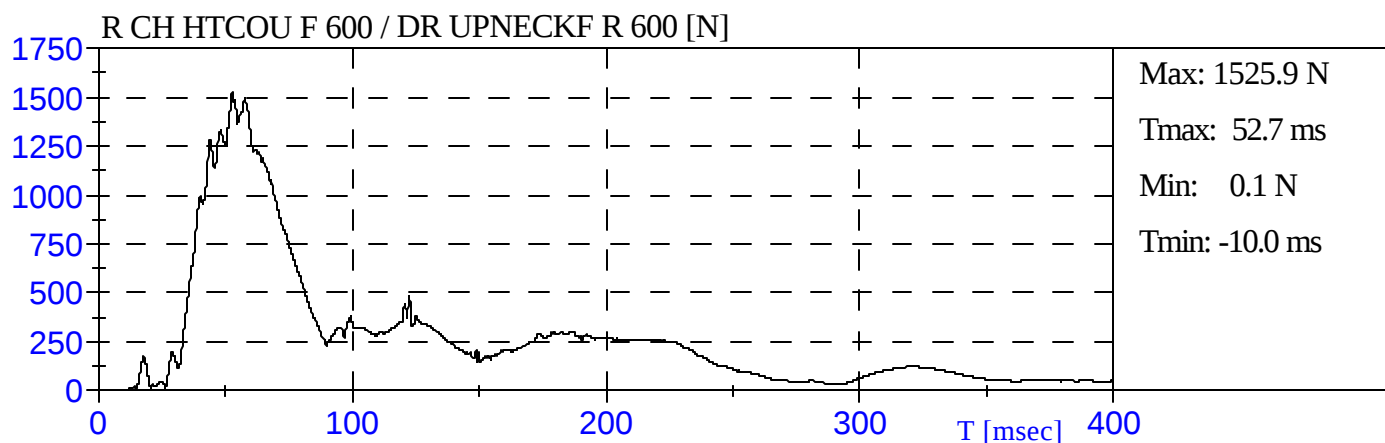
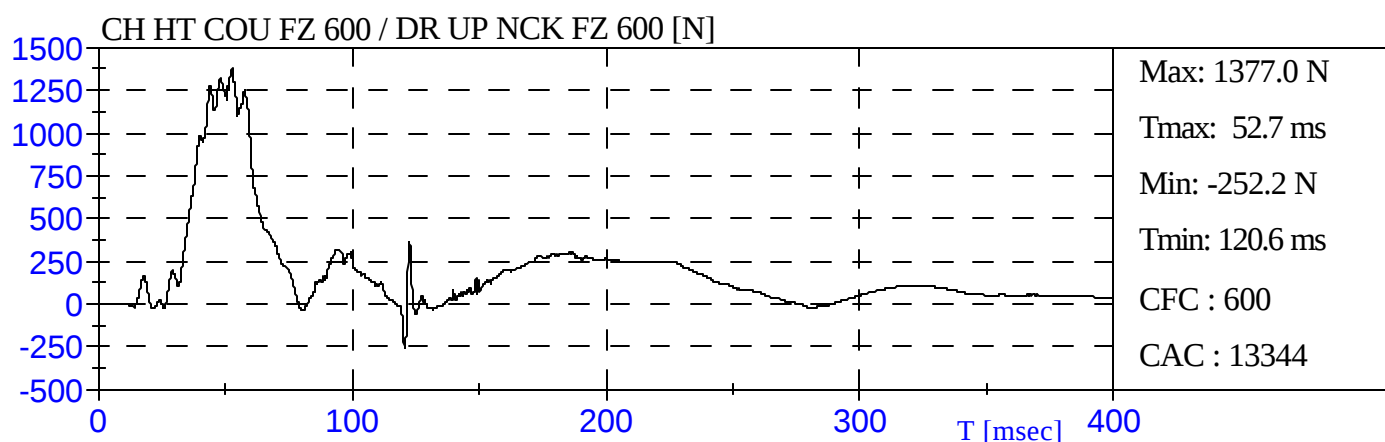
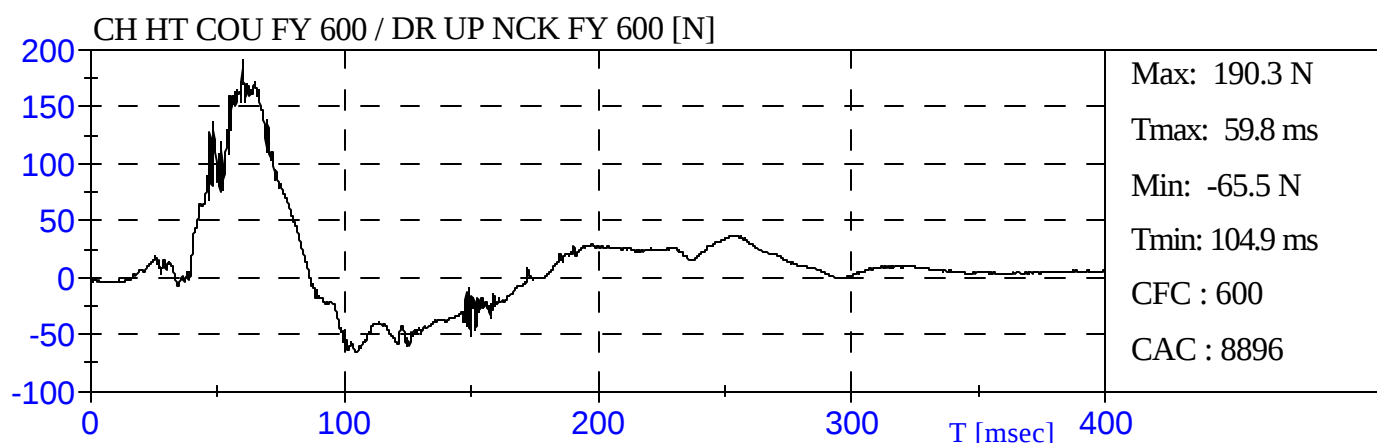
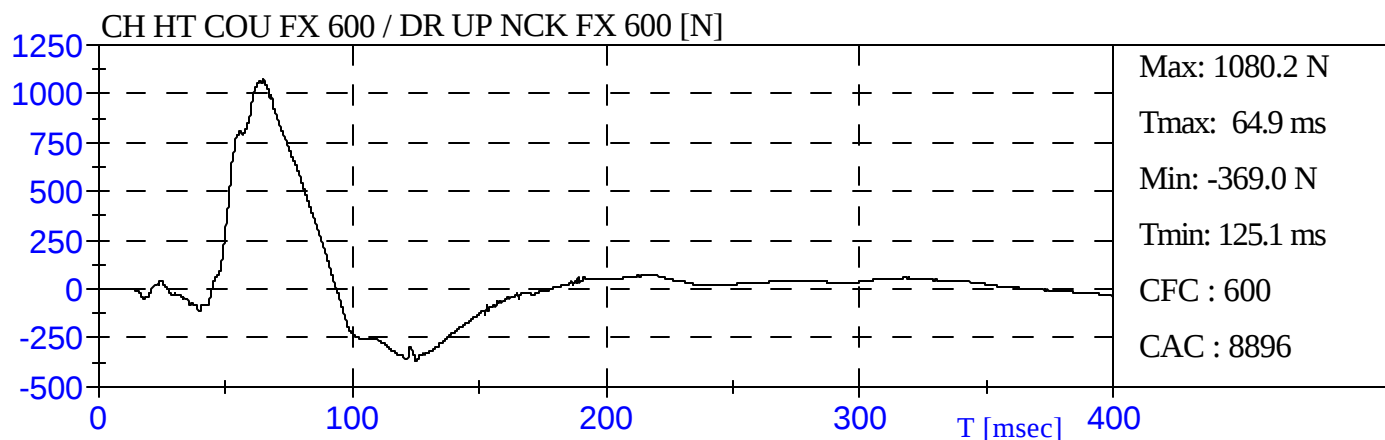
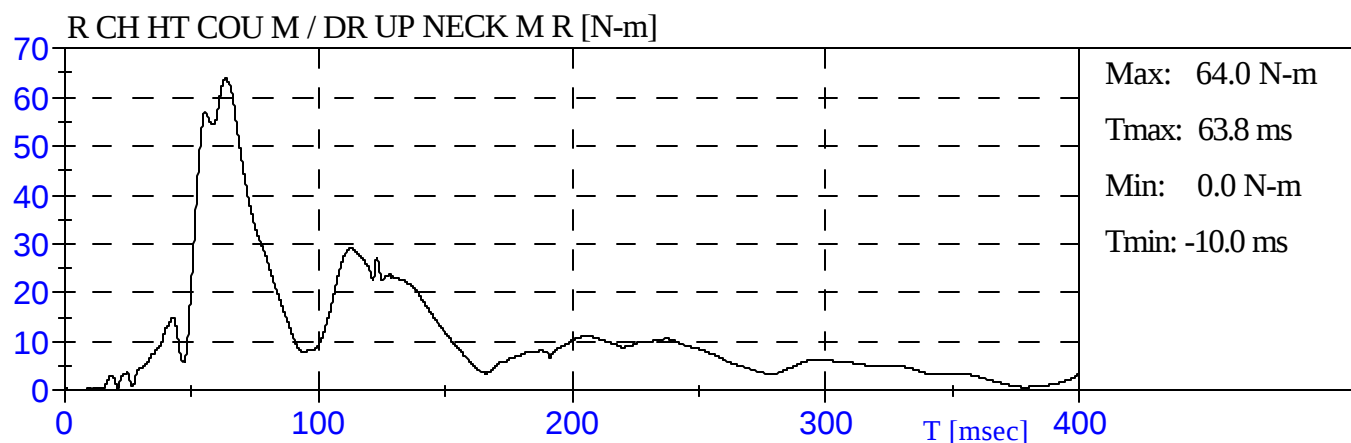
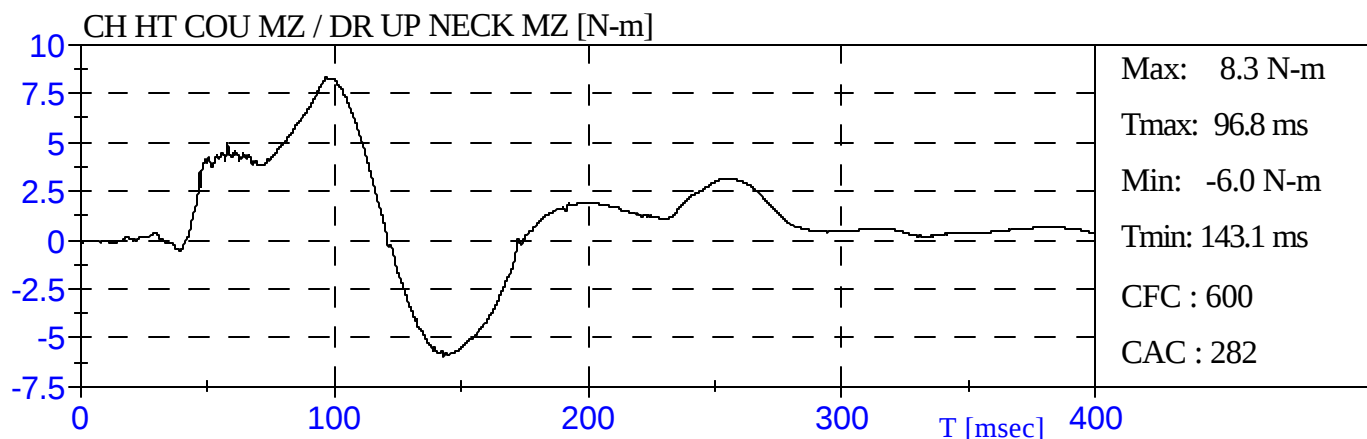
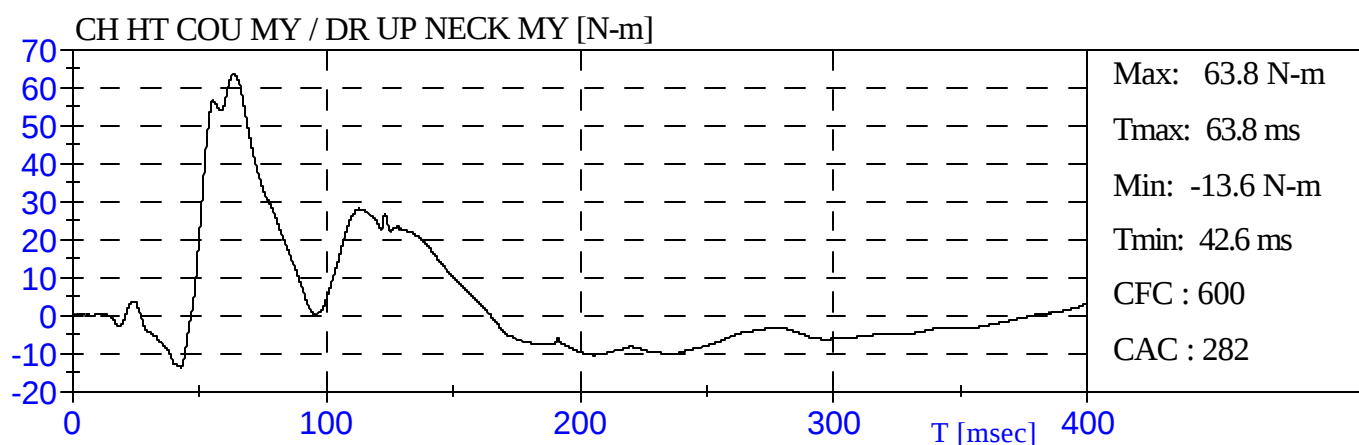
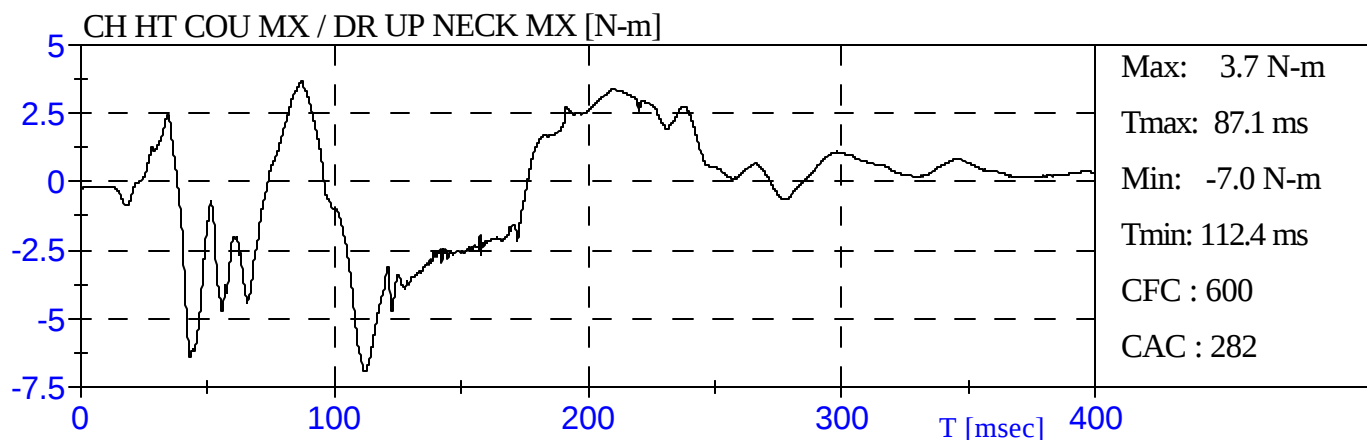


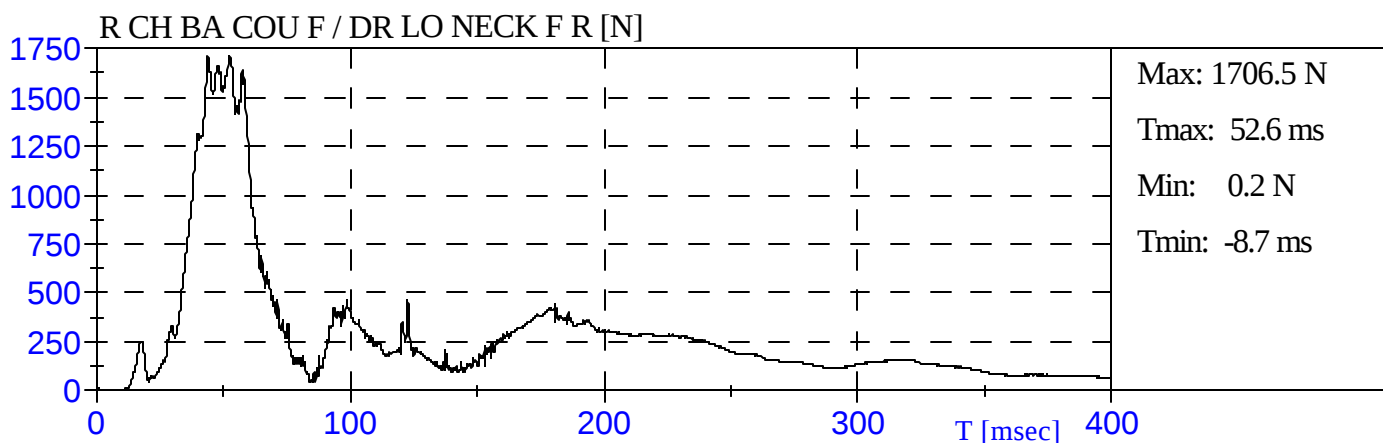
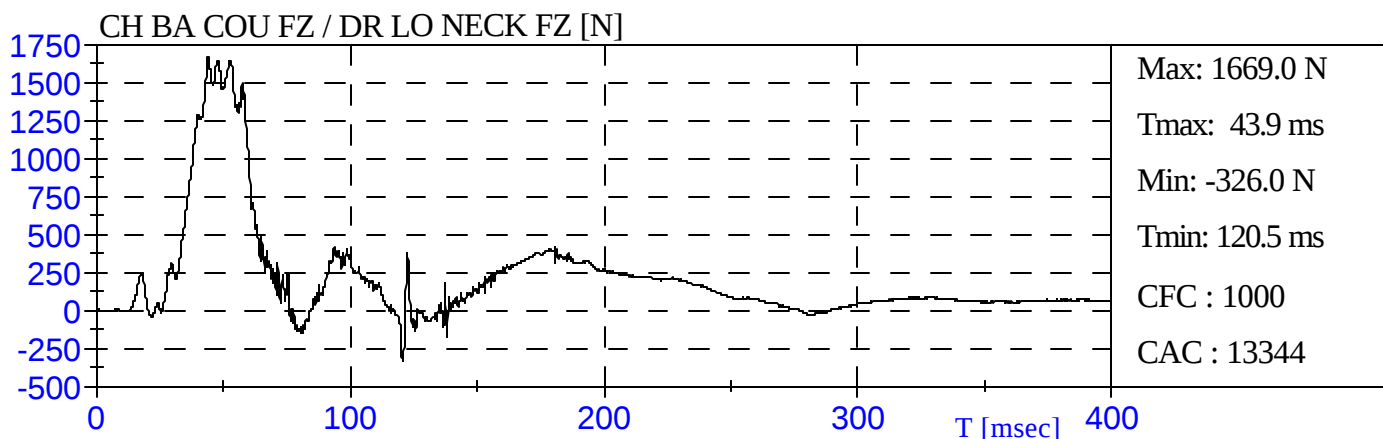
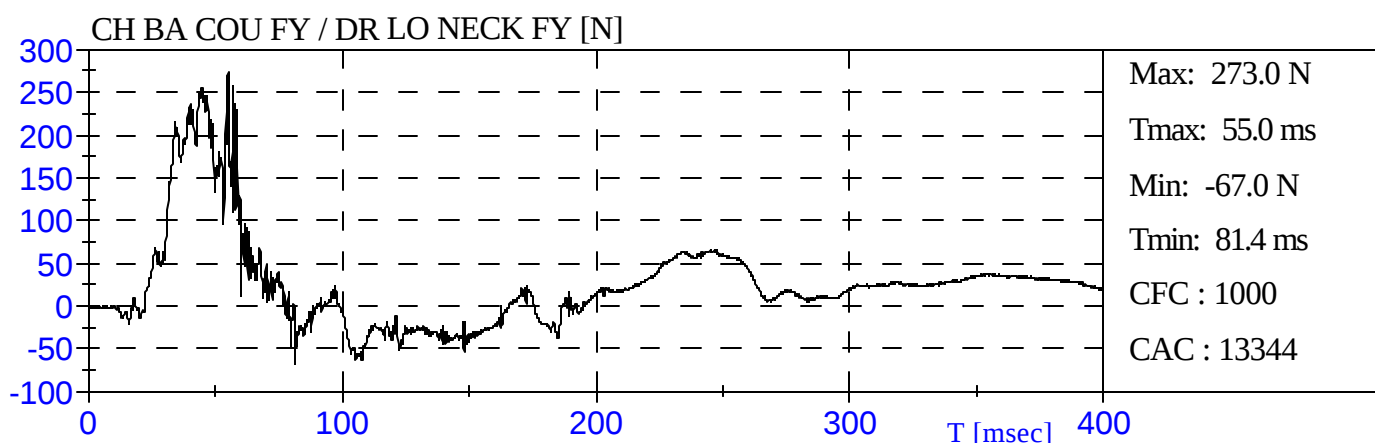
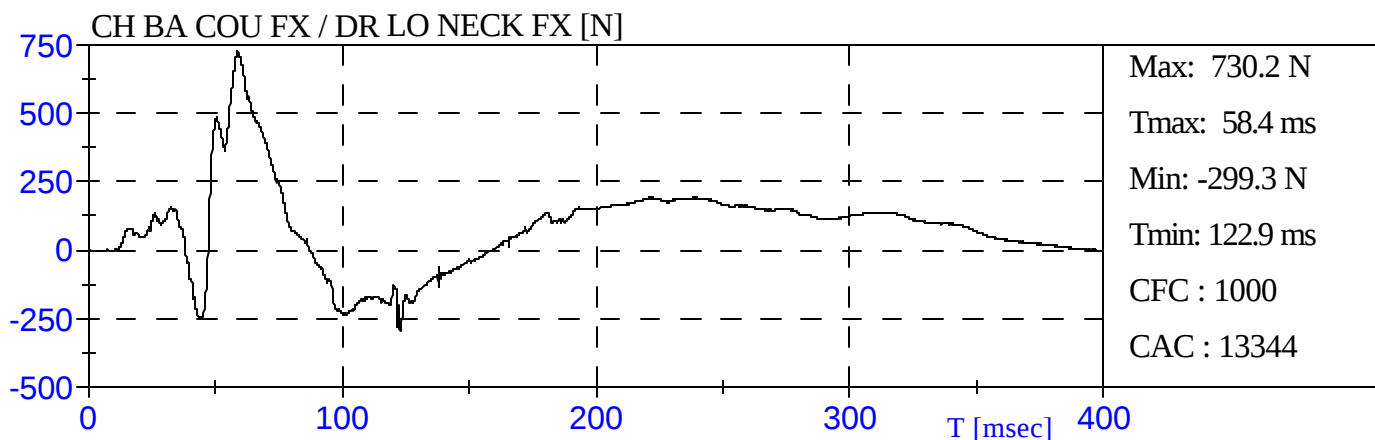
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	MINI COOPER 2003
Numéro de TC Tc Number	TC03-131
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-03-18
Titre du projet Project 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

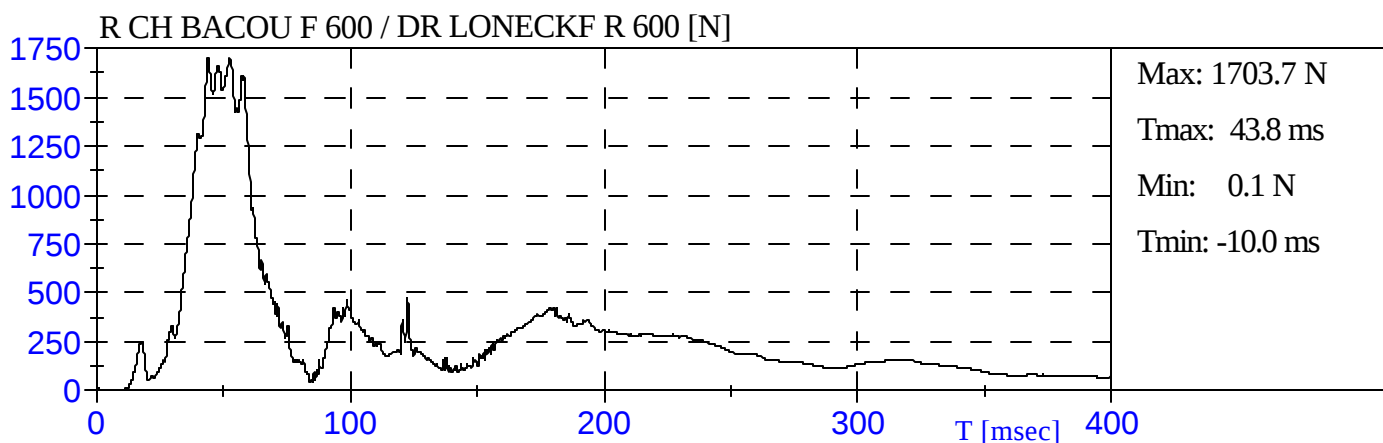
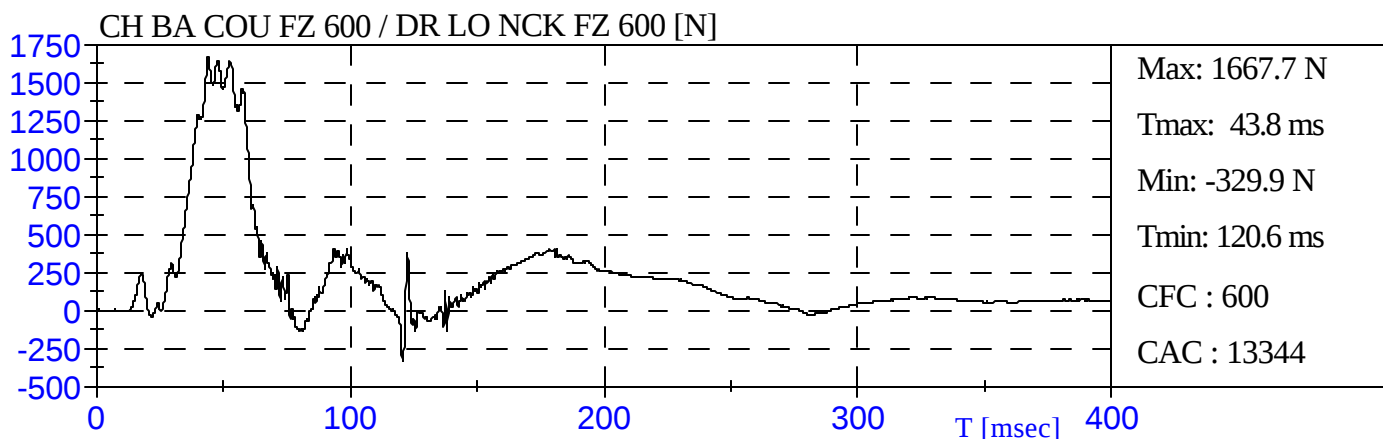
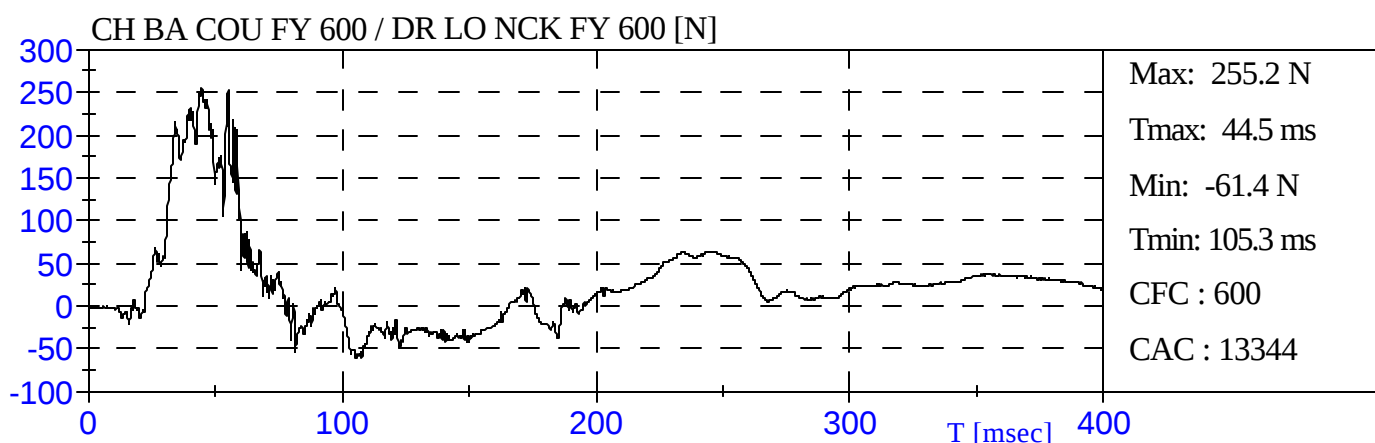
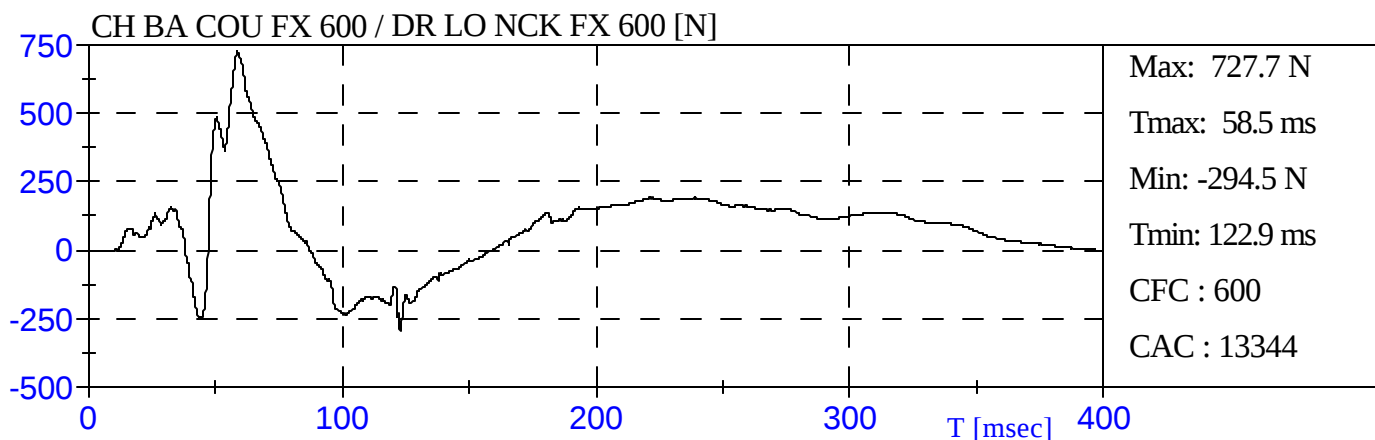


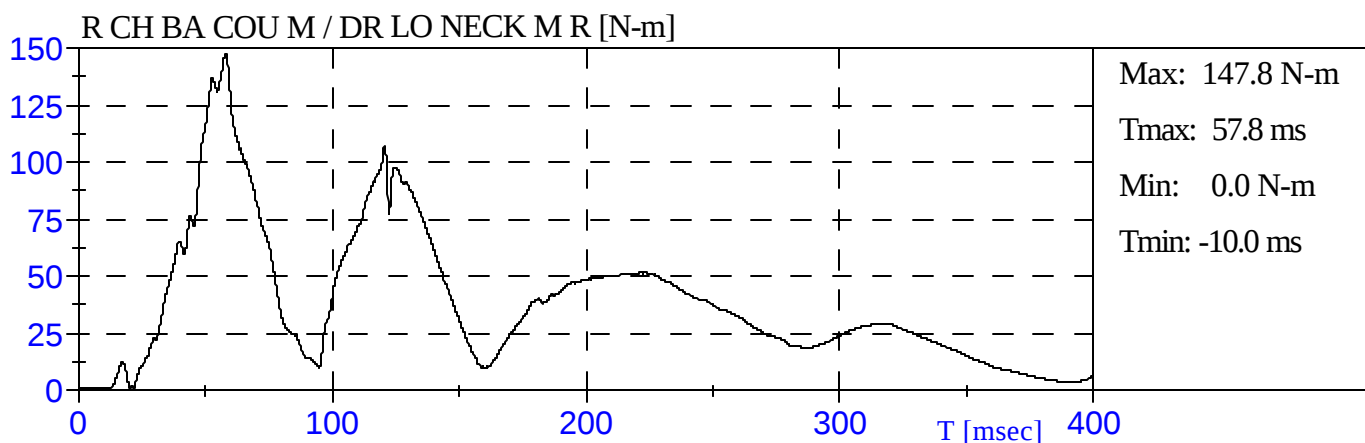
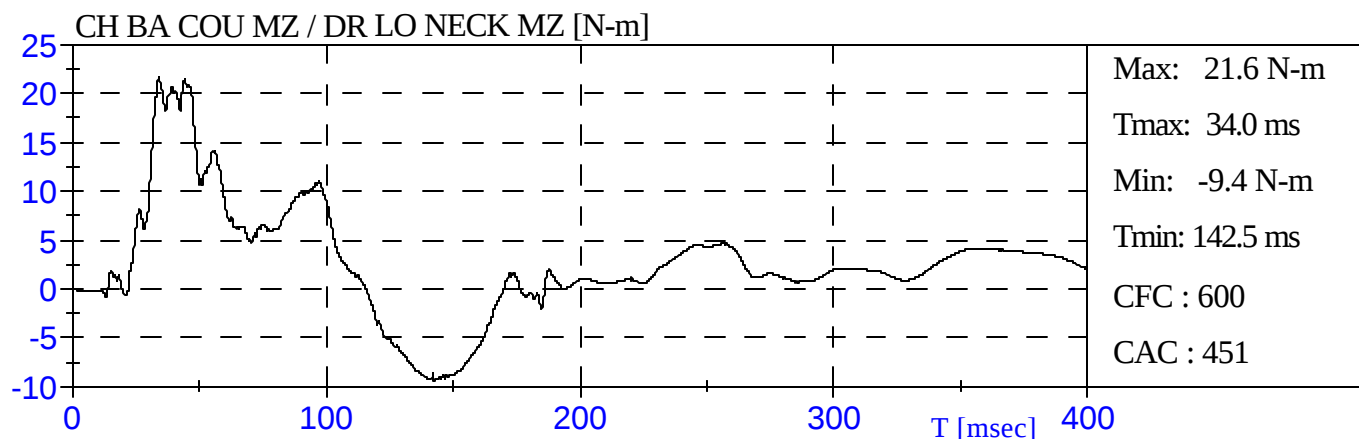
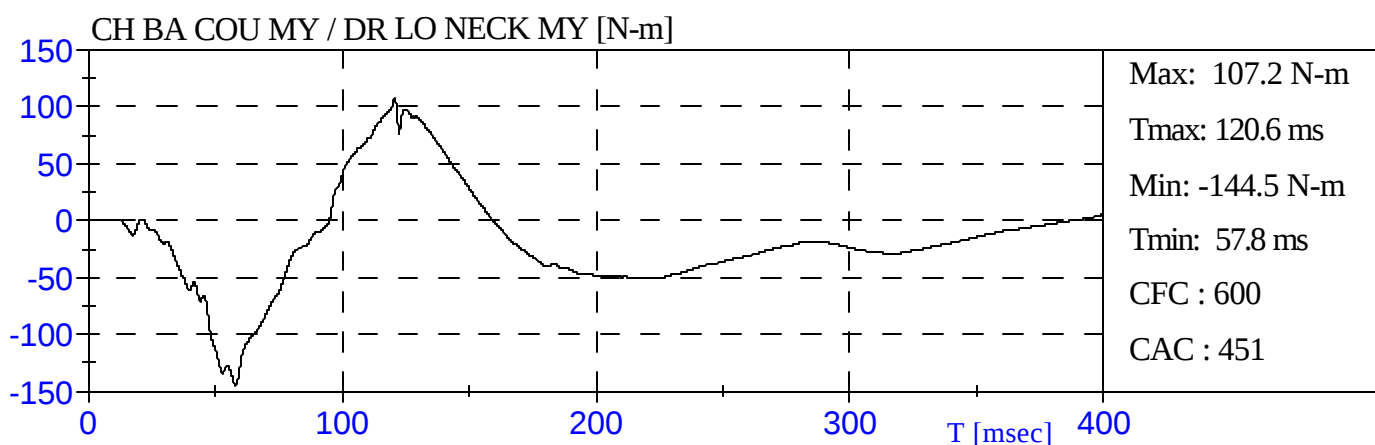
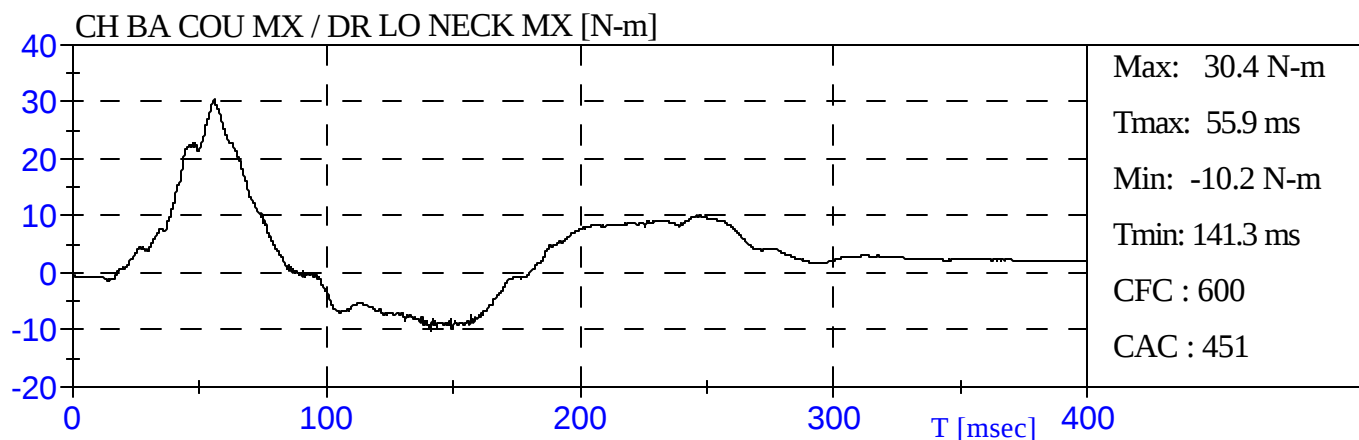


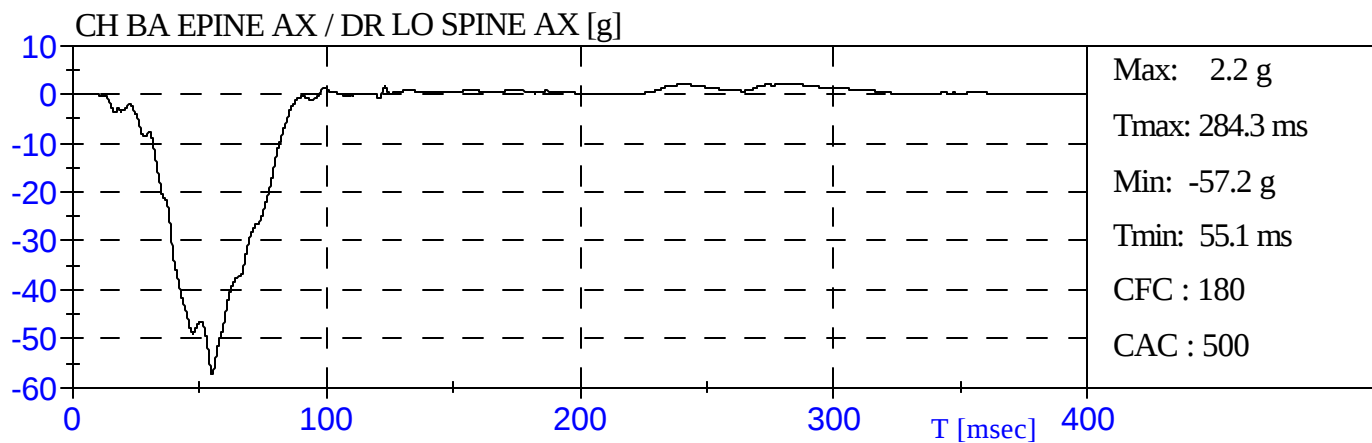
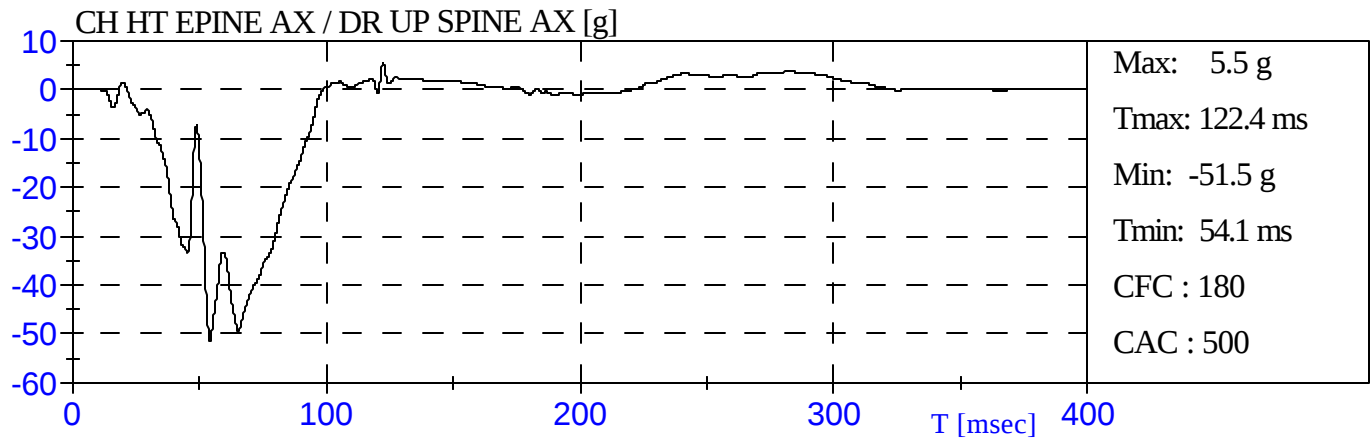


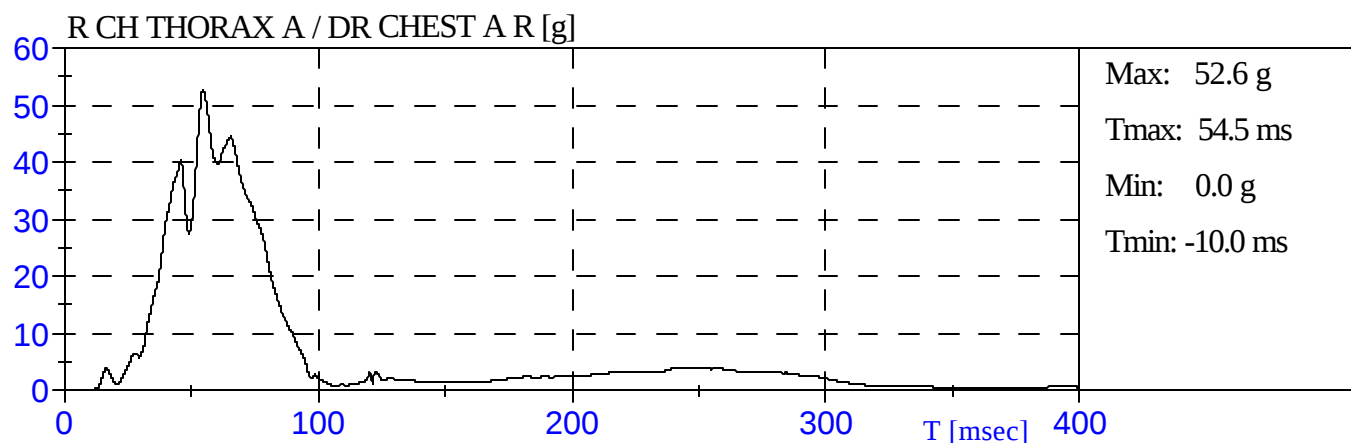
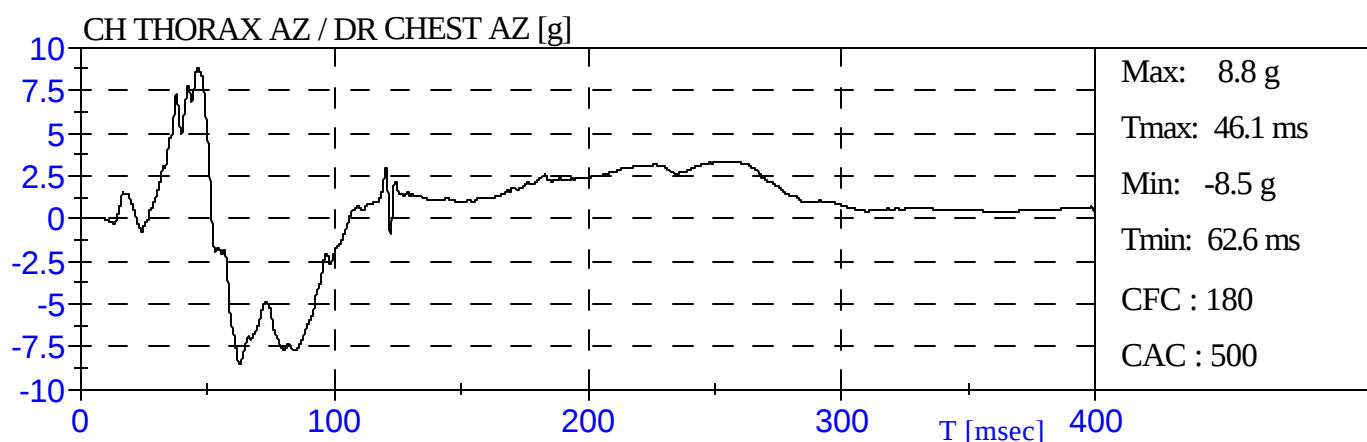
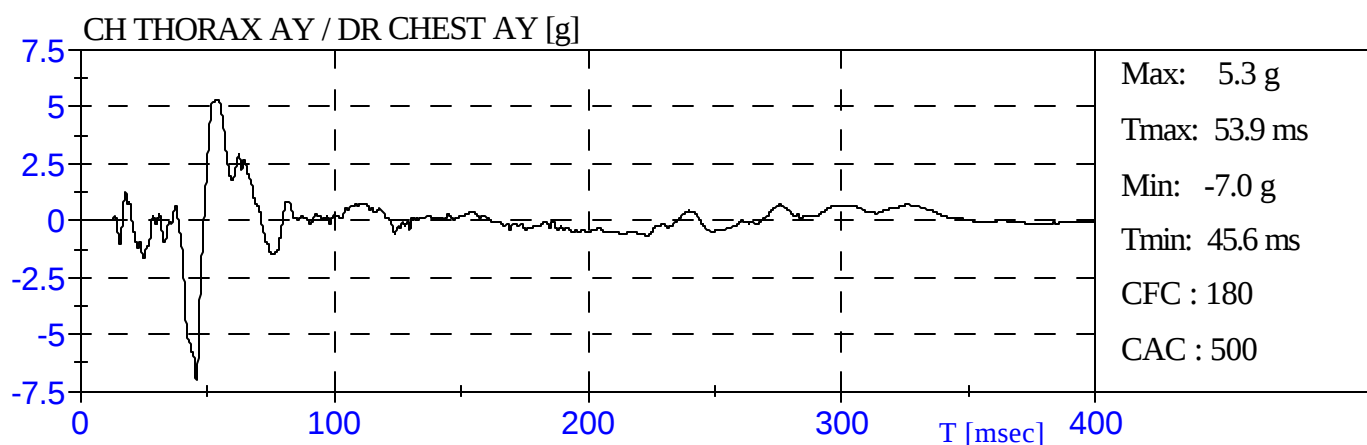
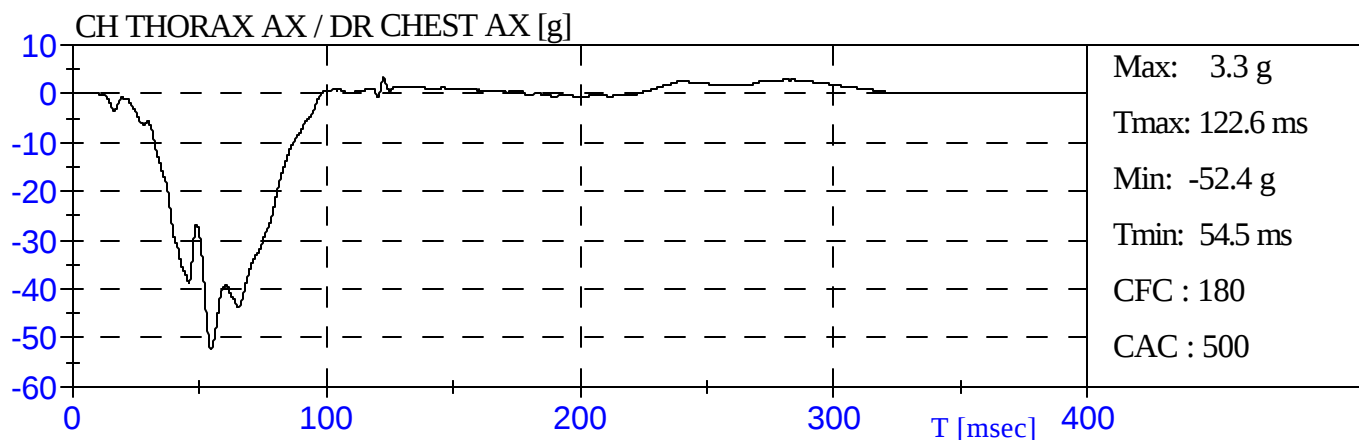


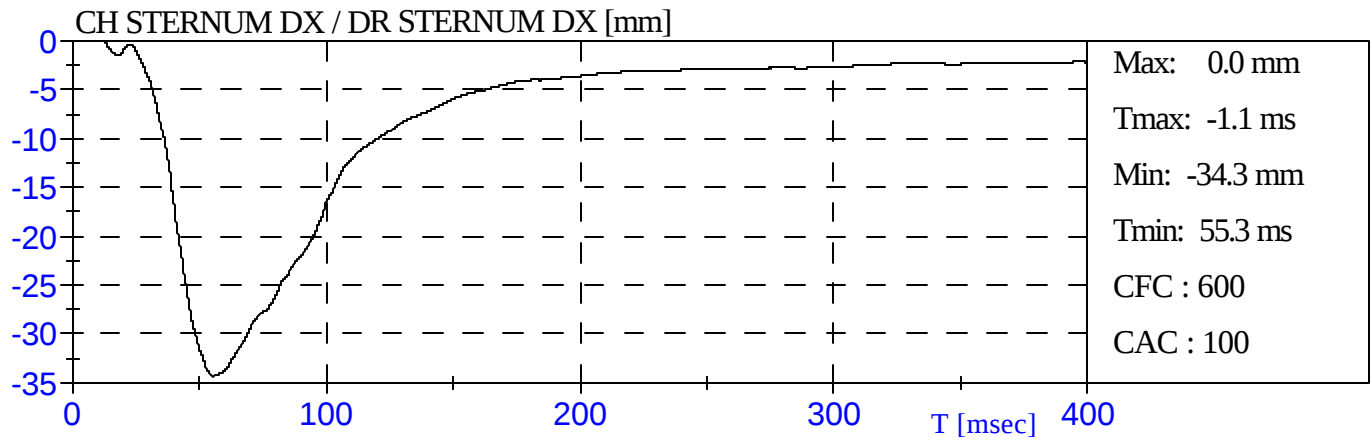


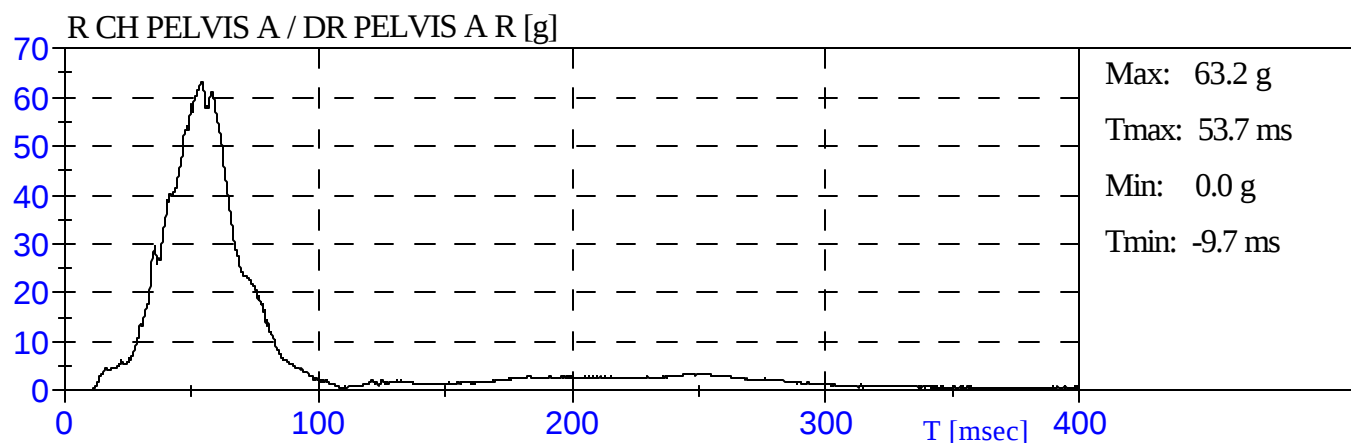
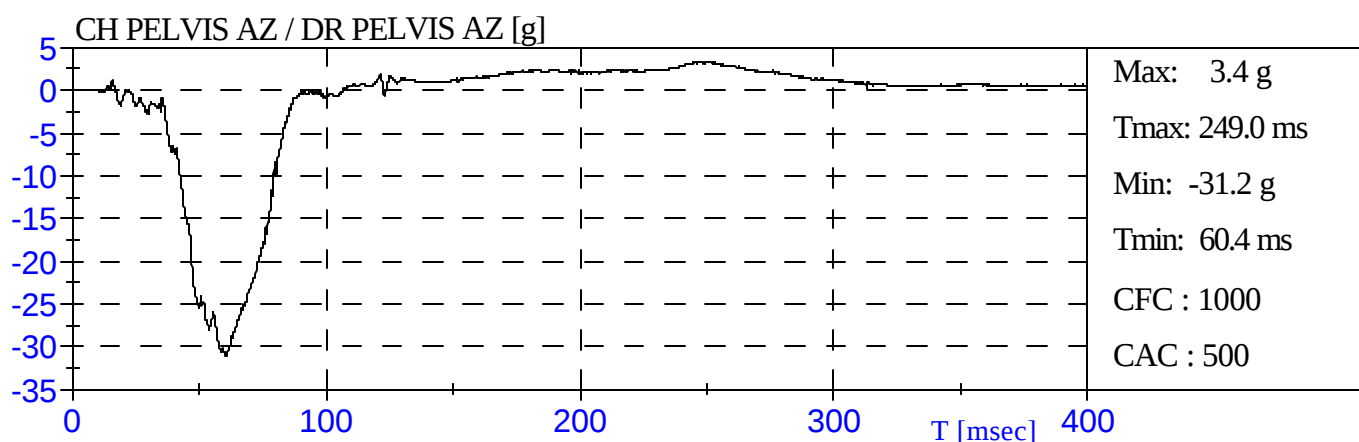
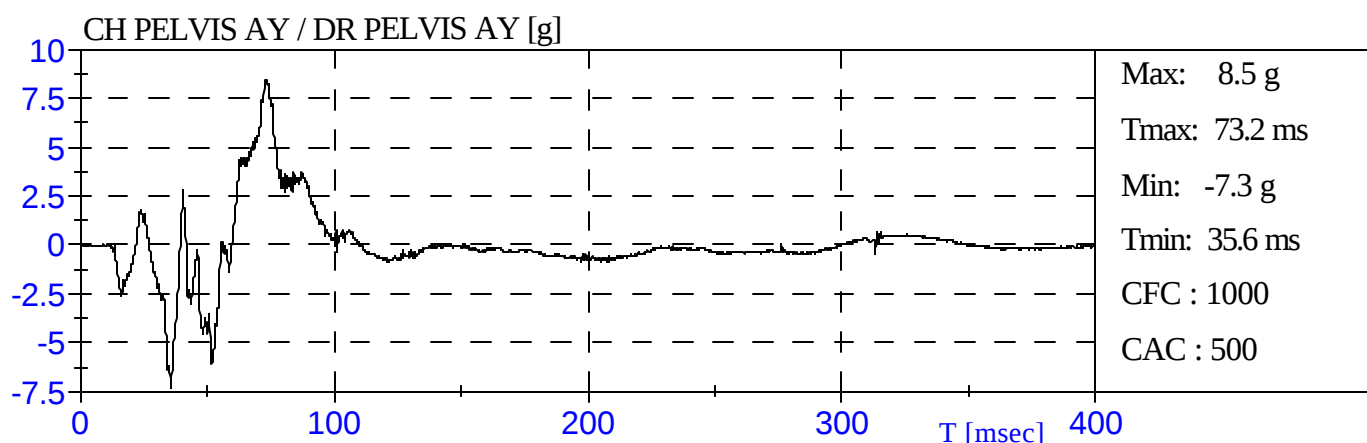
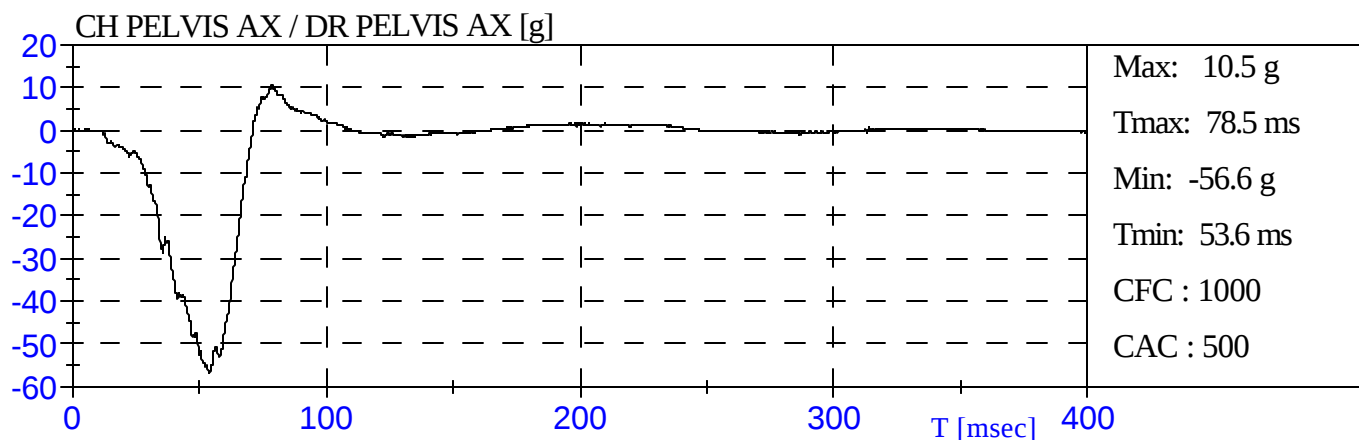


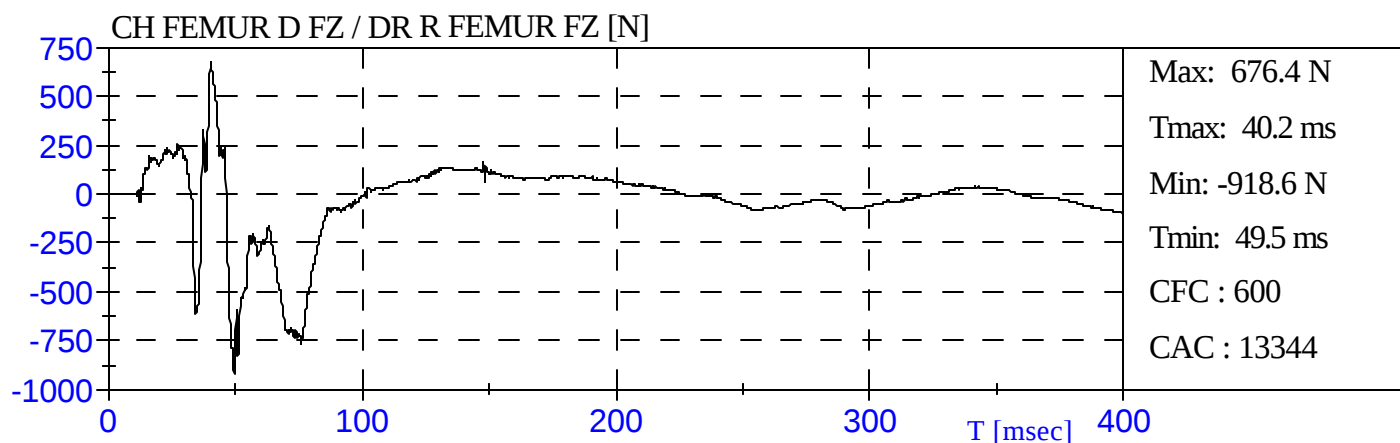
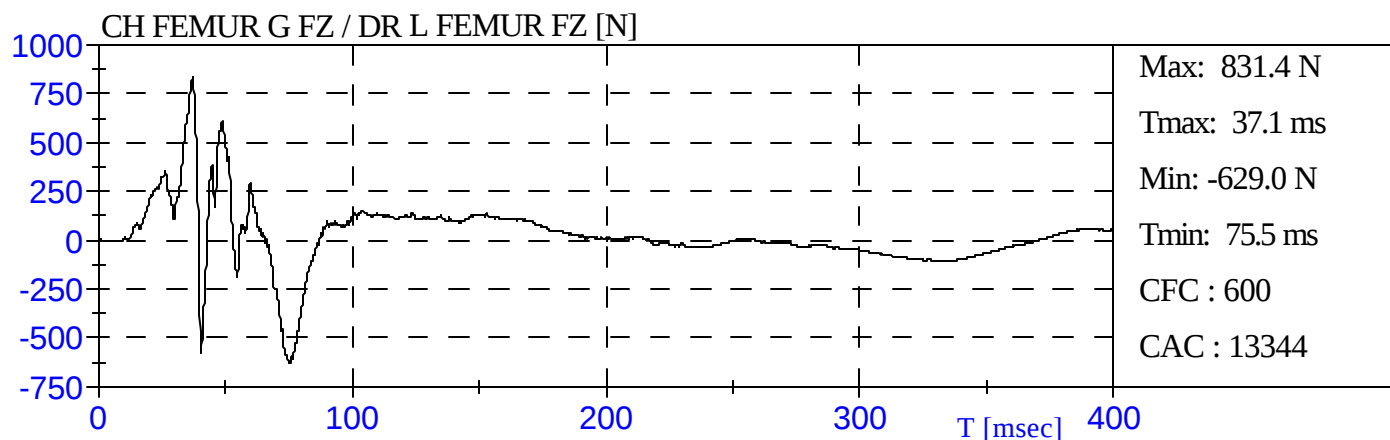


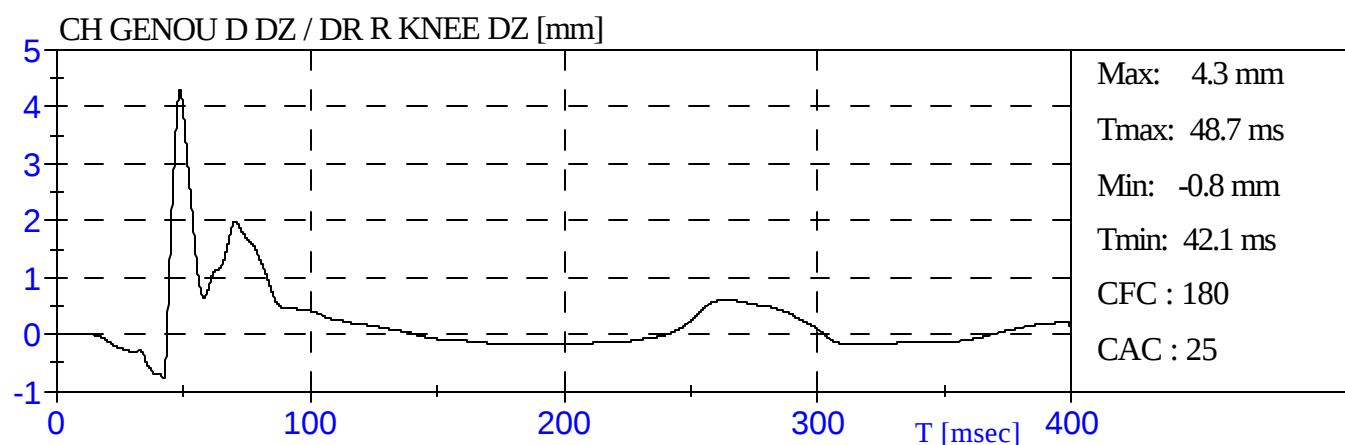
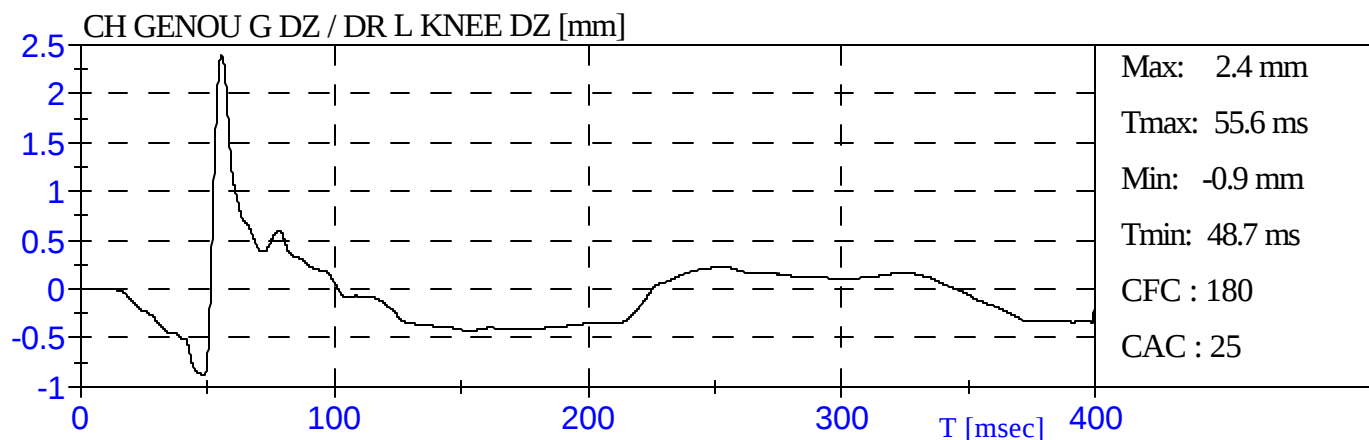


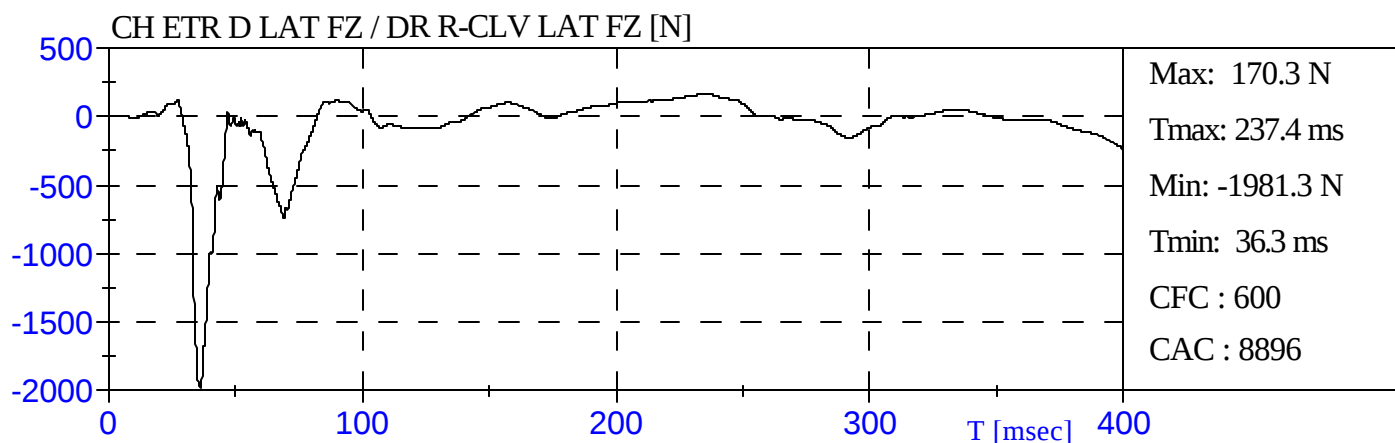
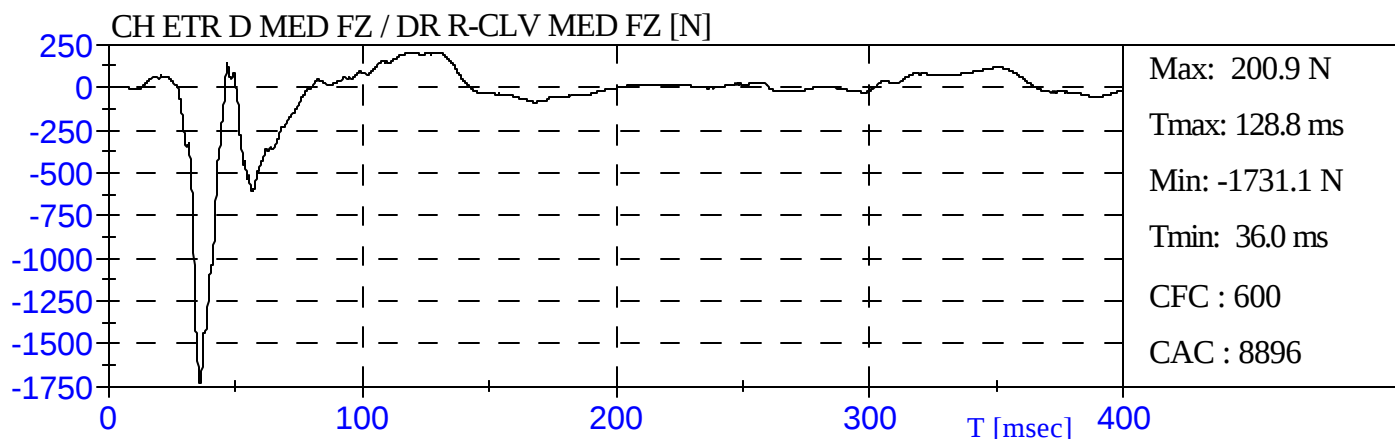
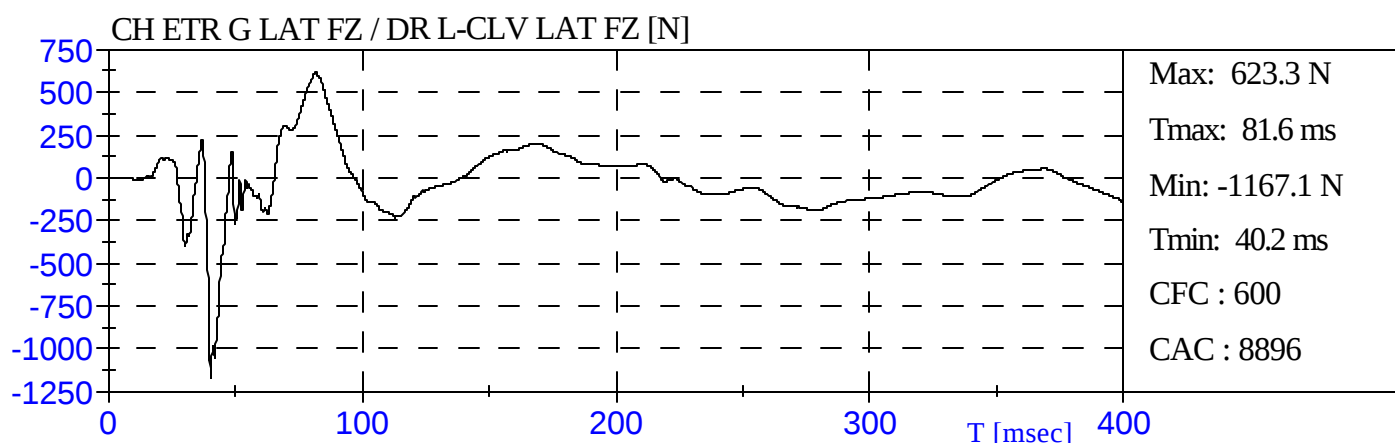
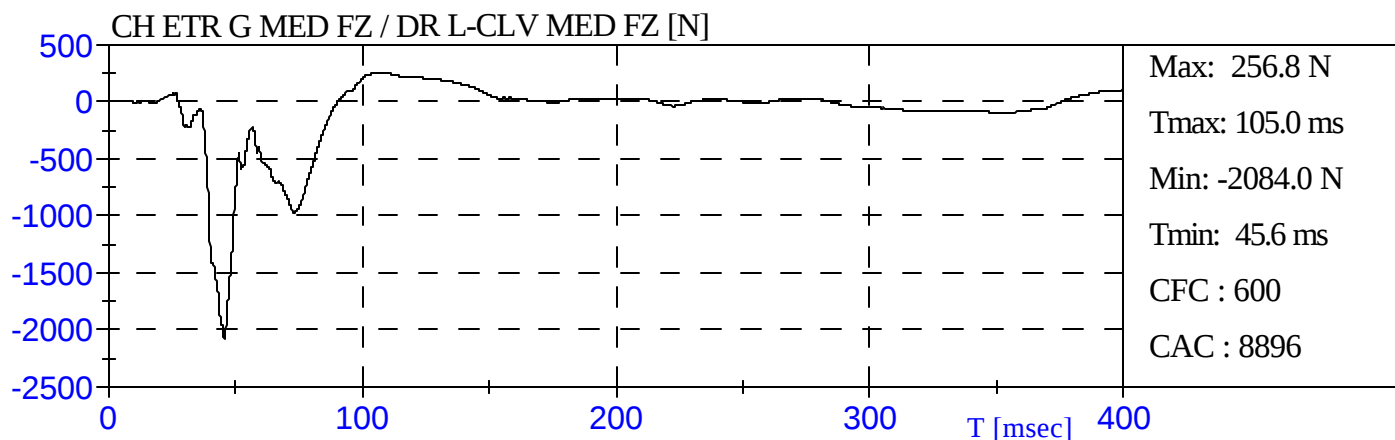


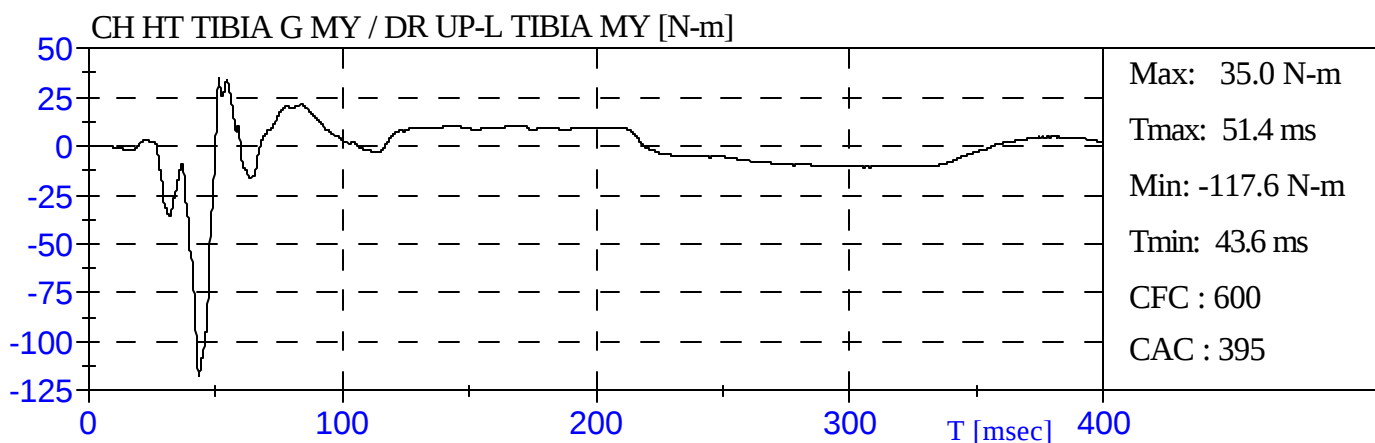
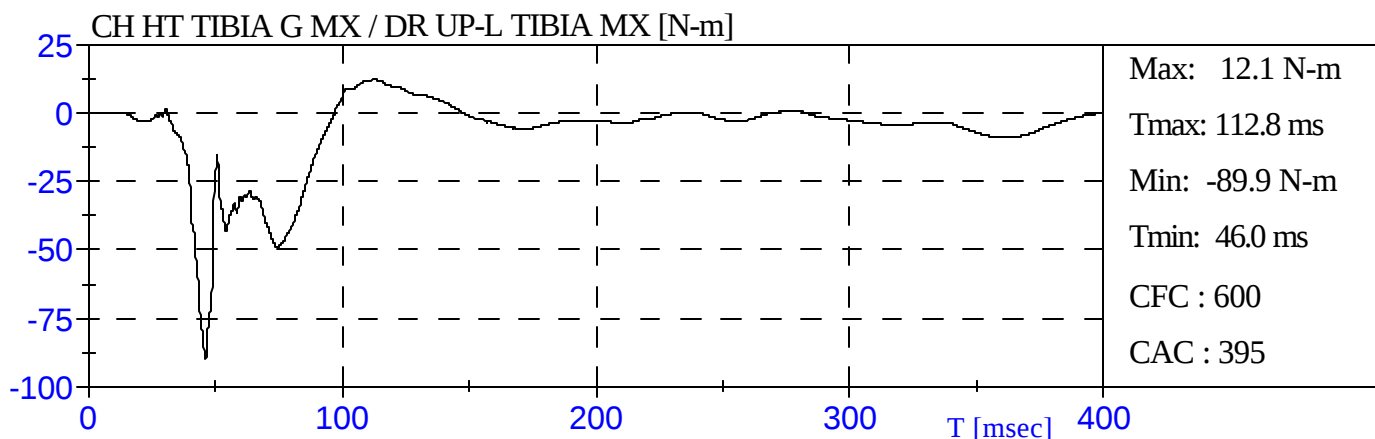
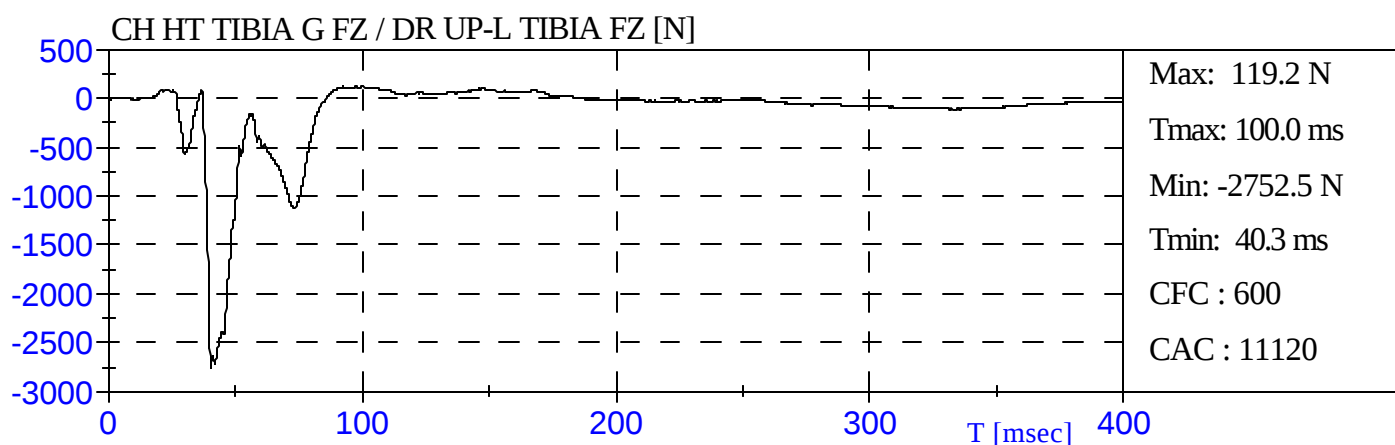
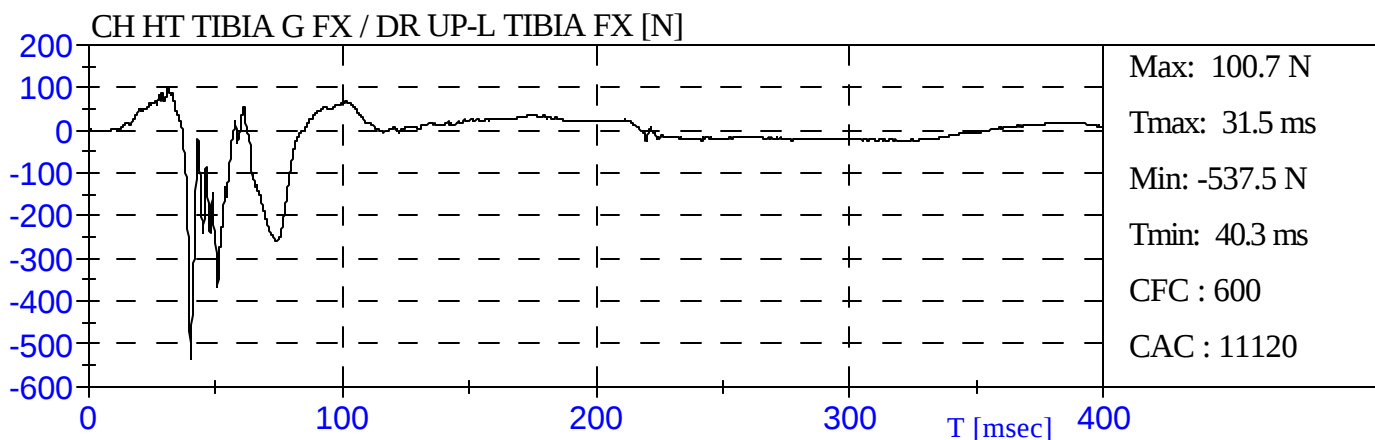


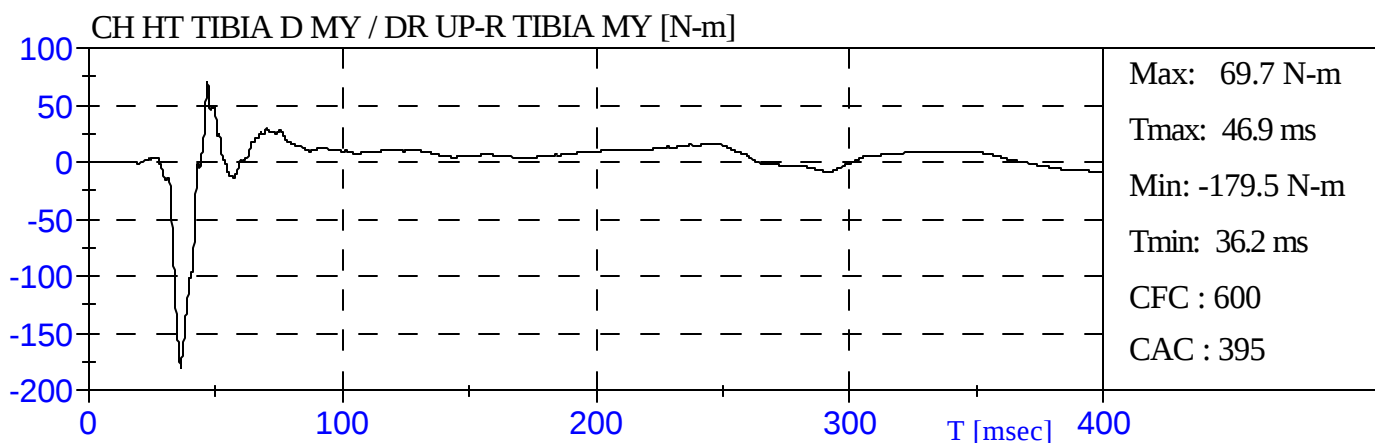
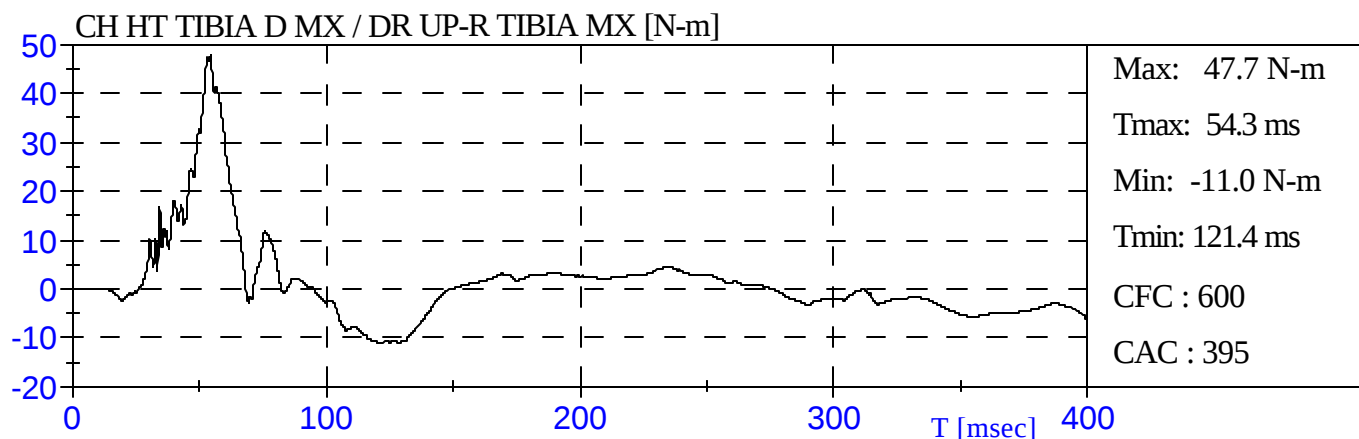
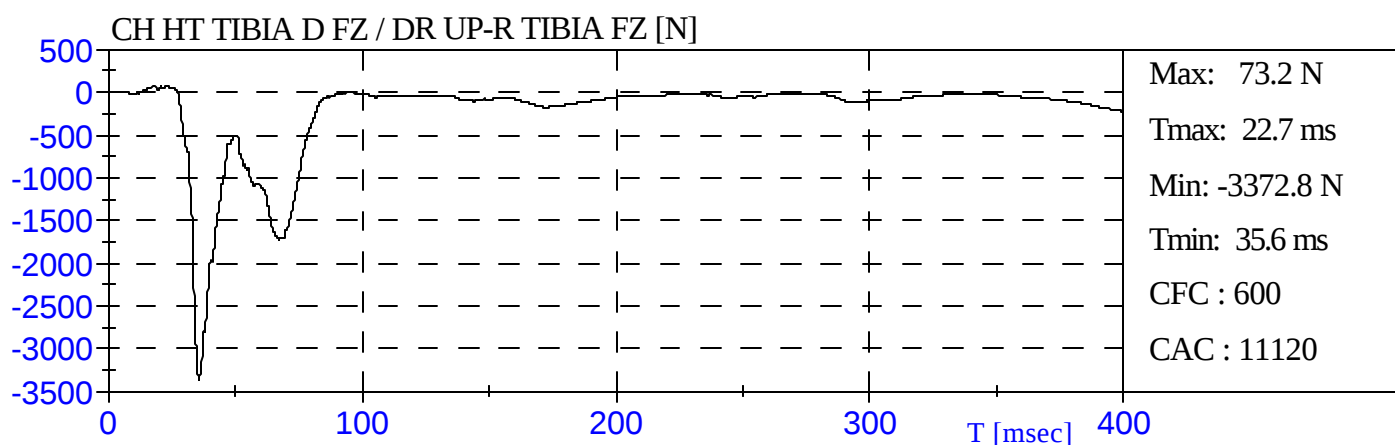
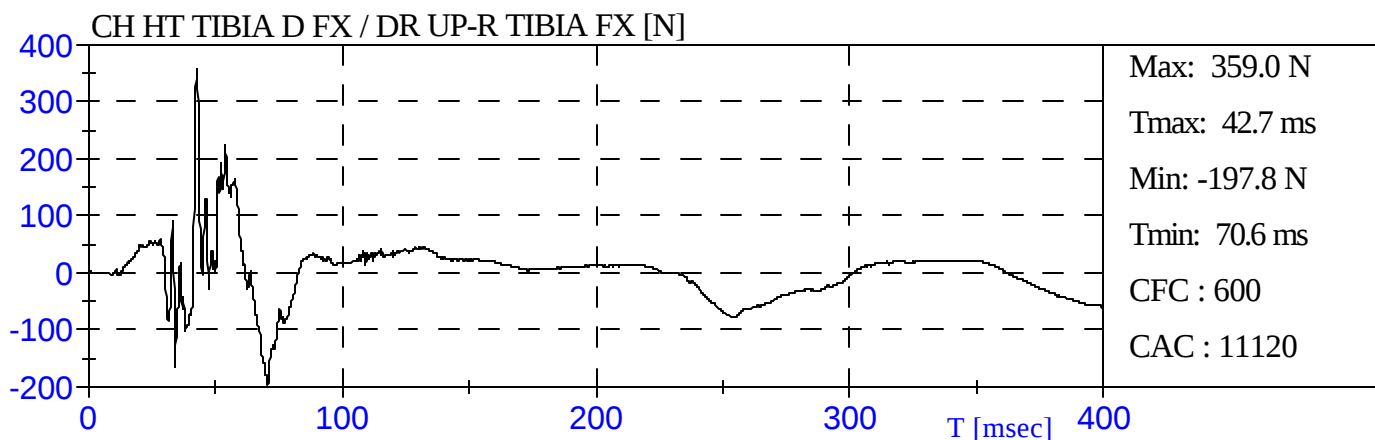


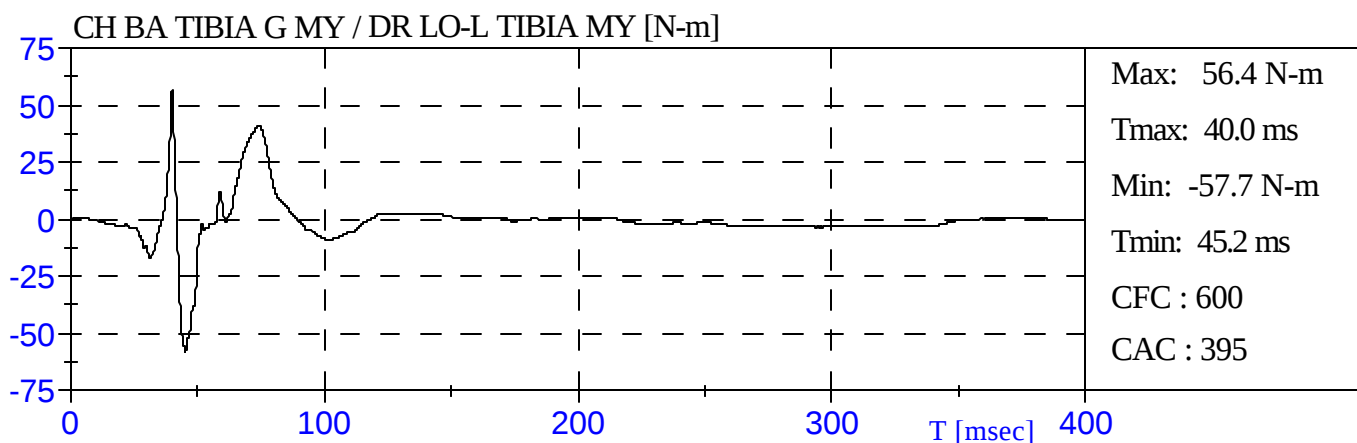
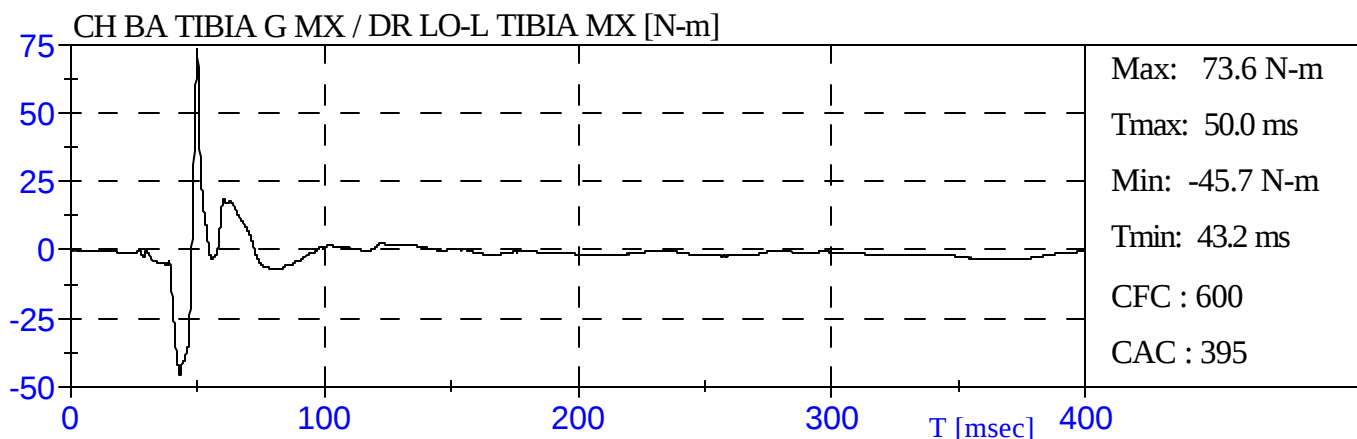
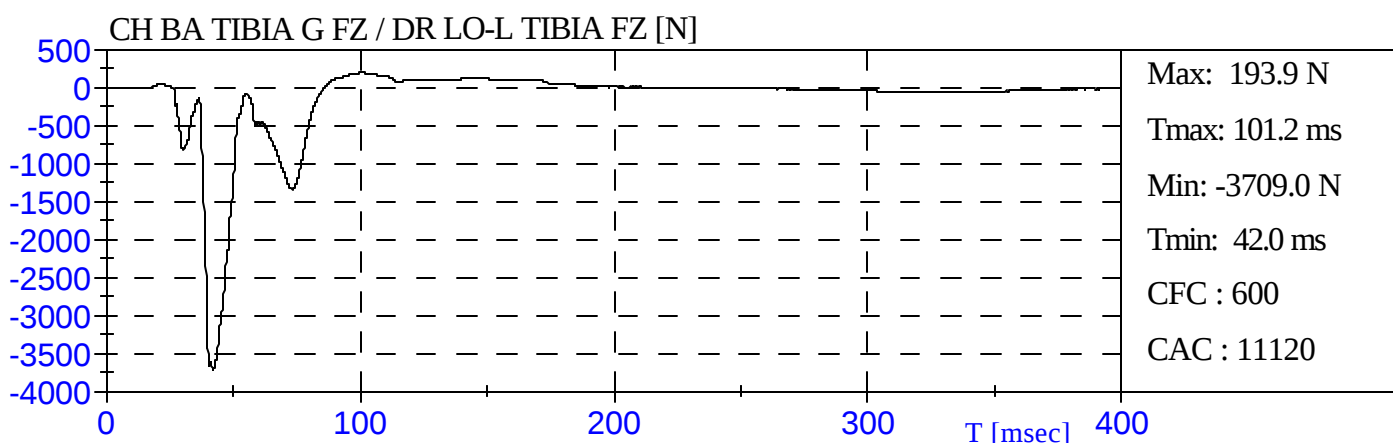
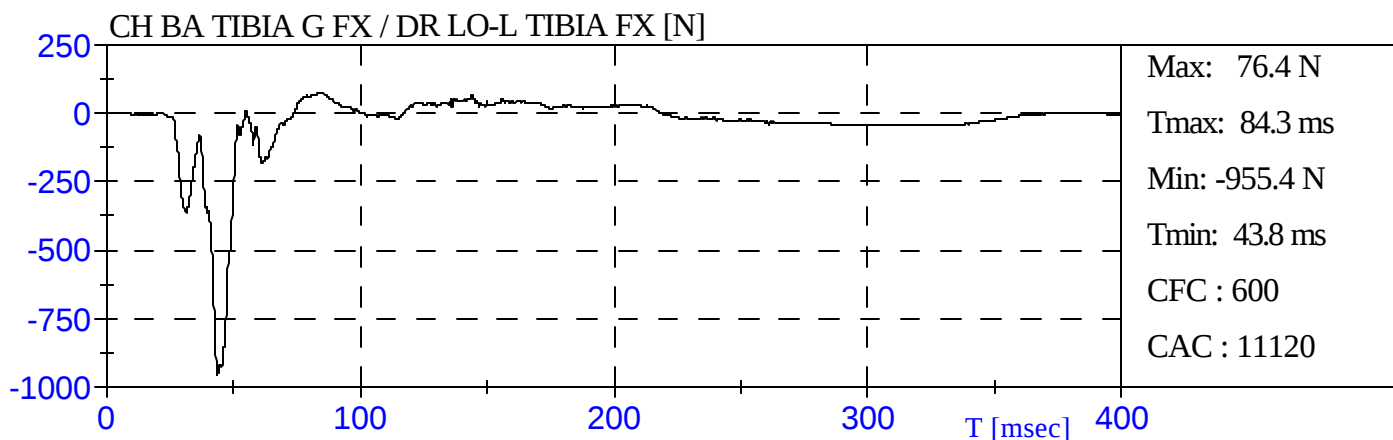


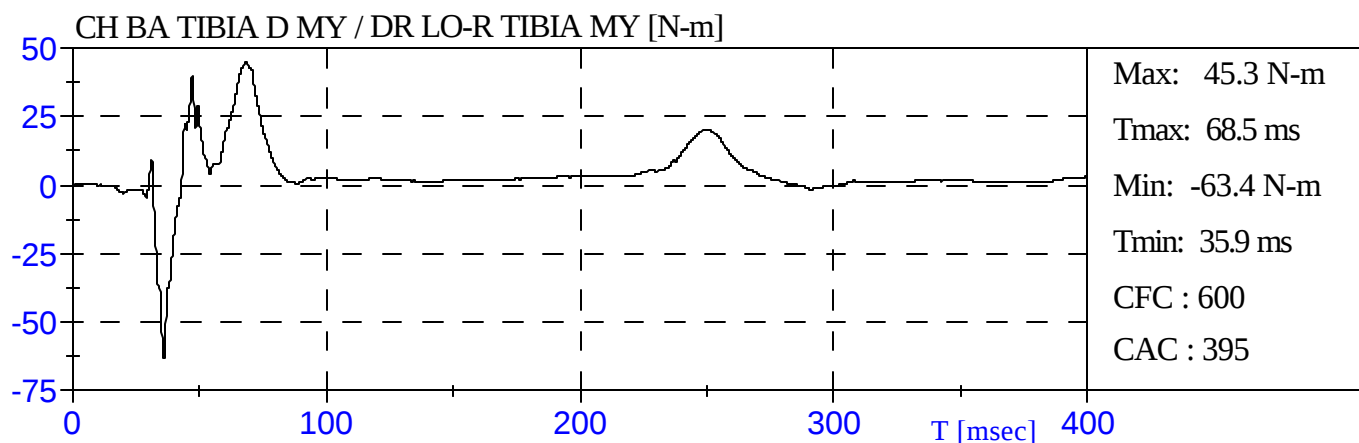
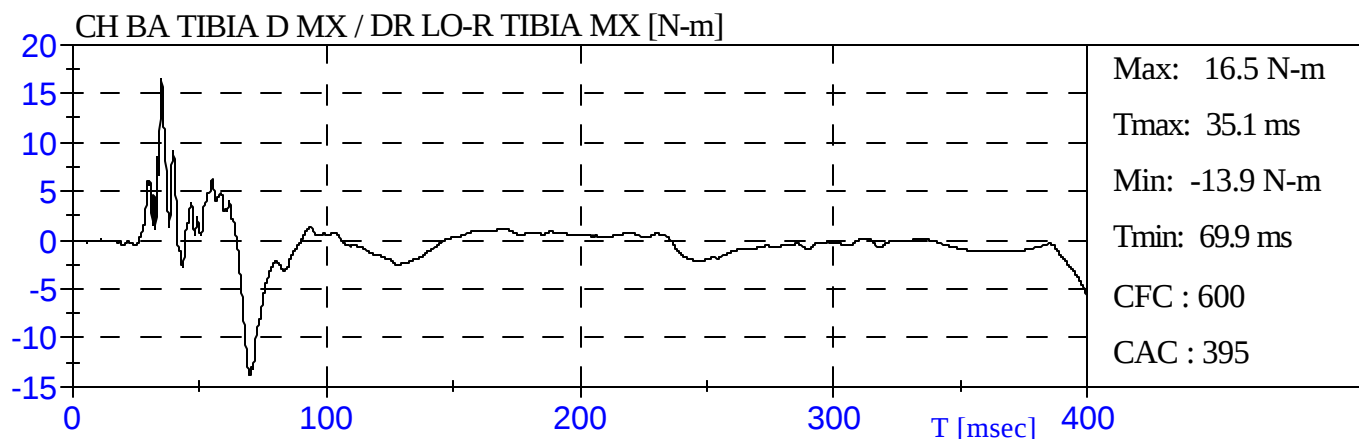
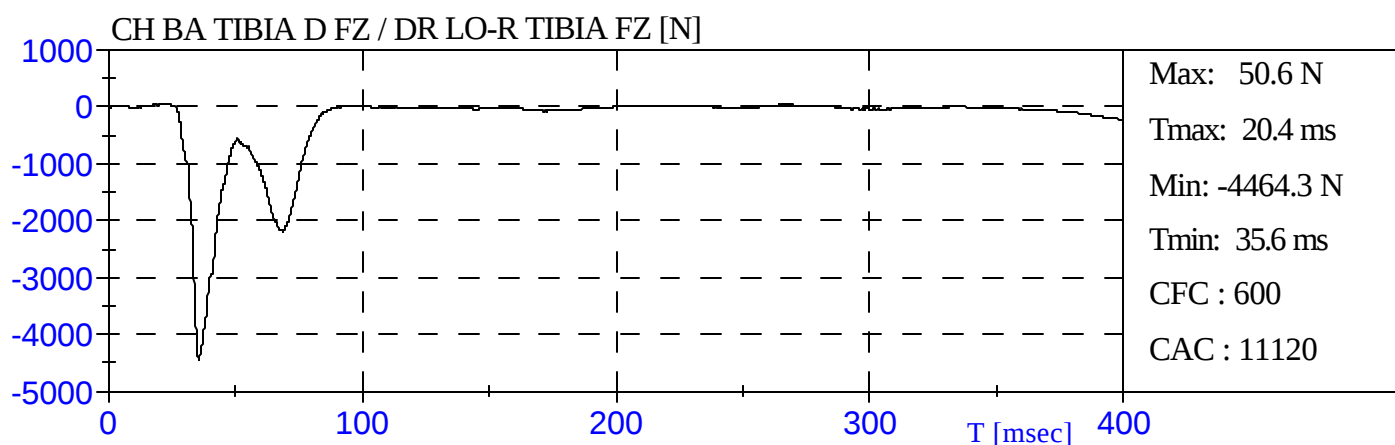
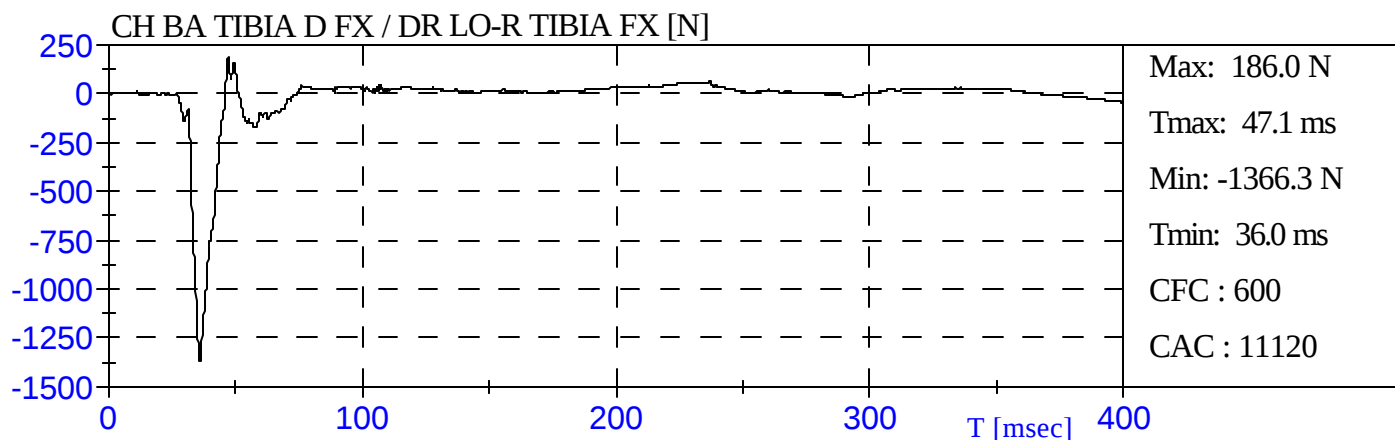


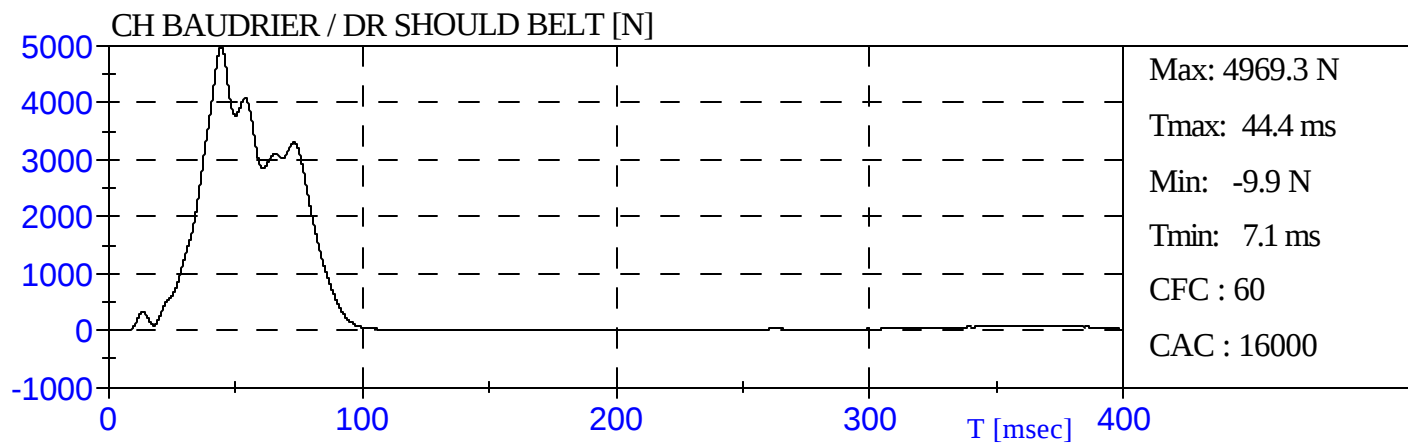
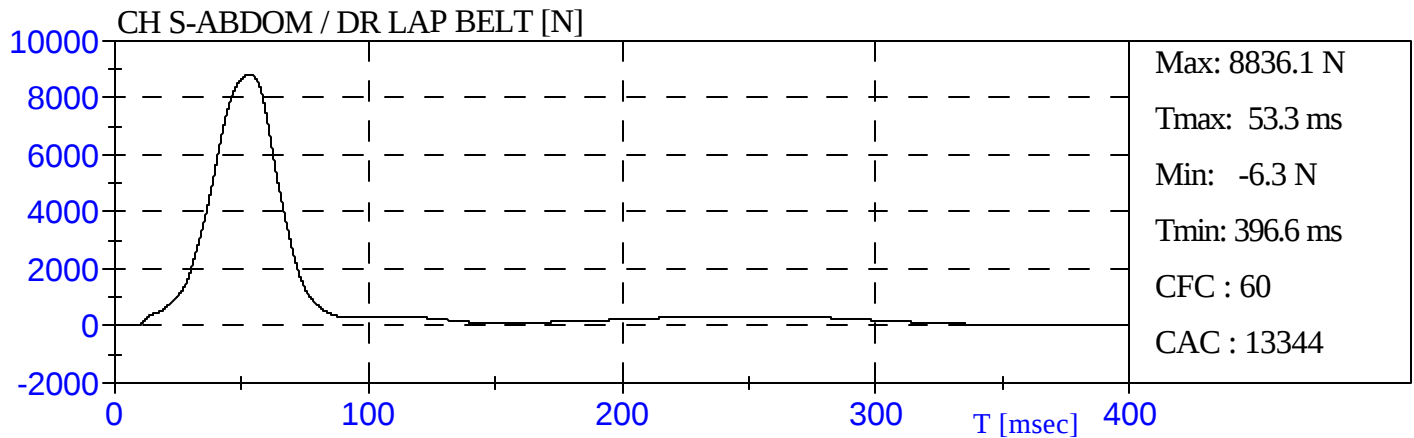


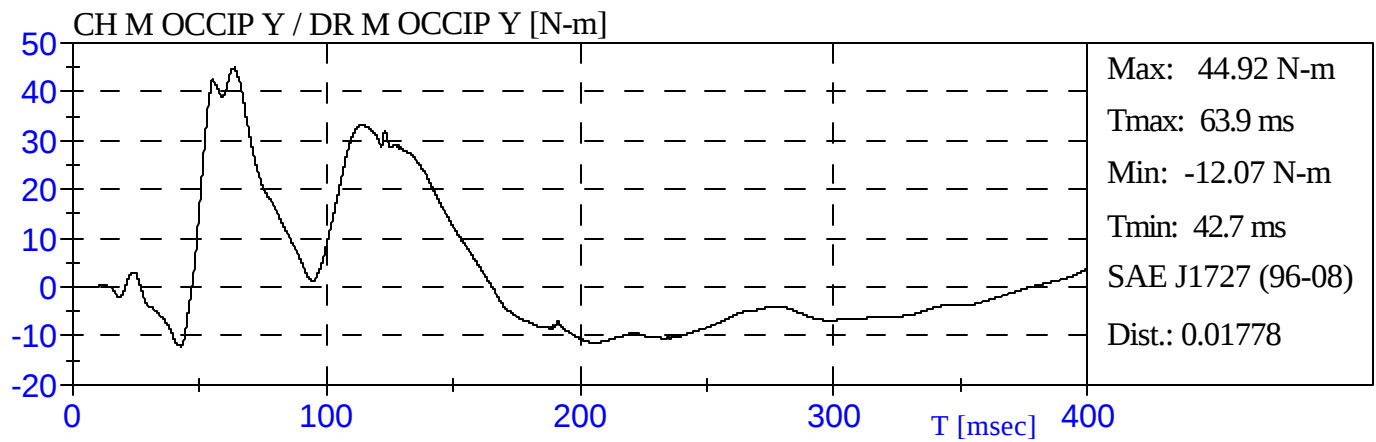


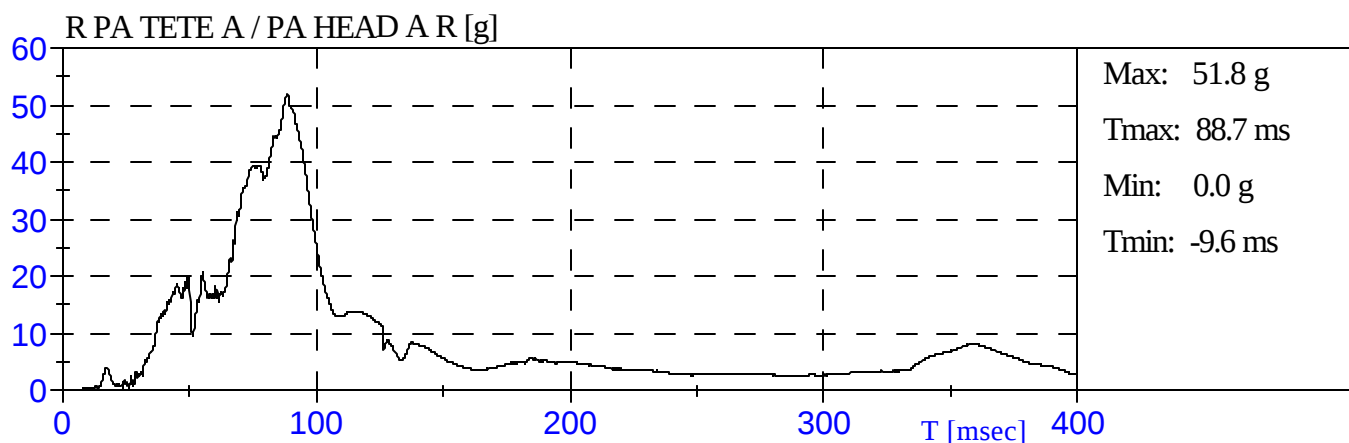
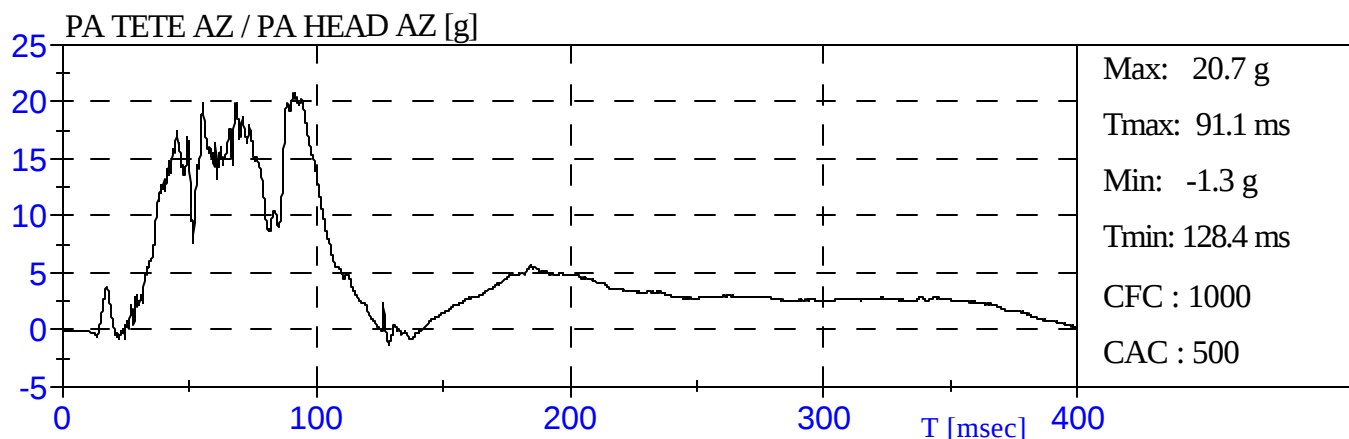
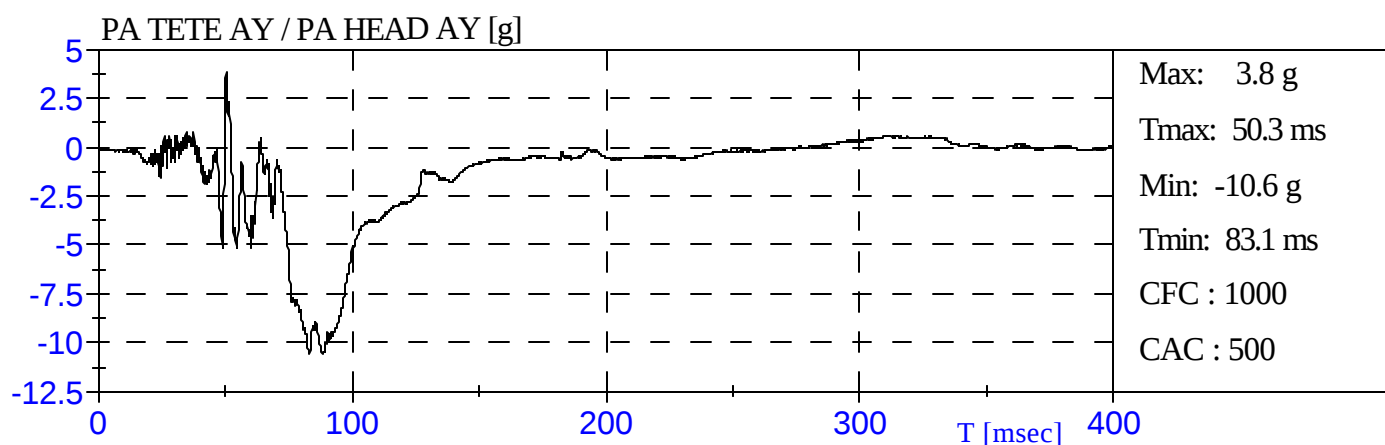
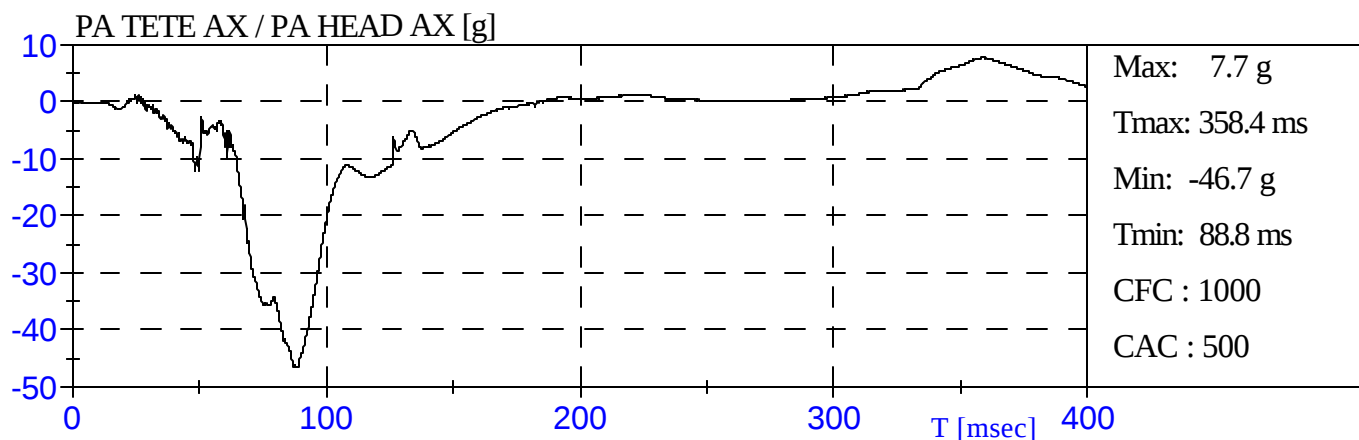


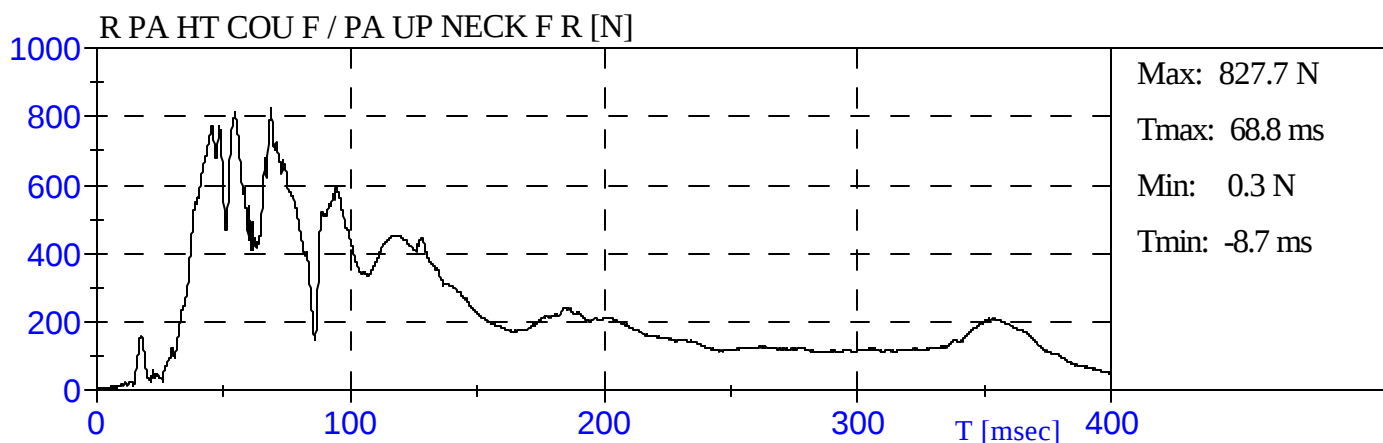
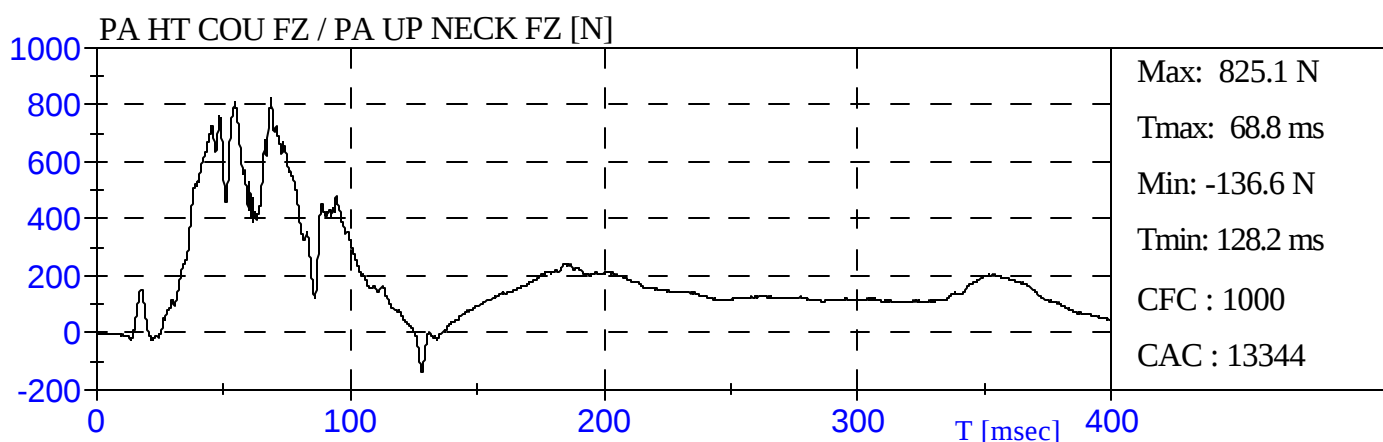
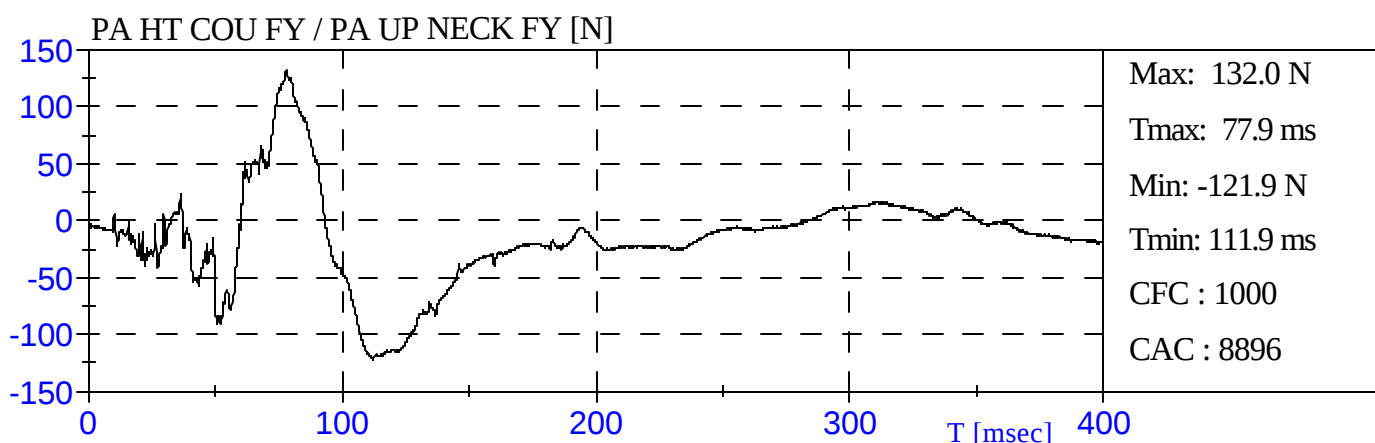
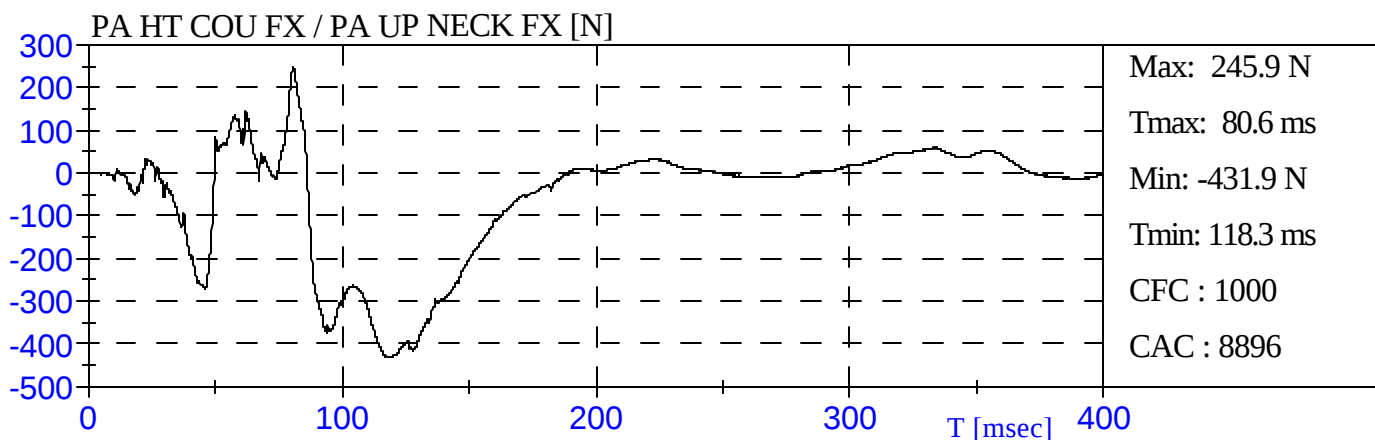


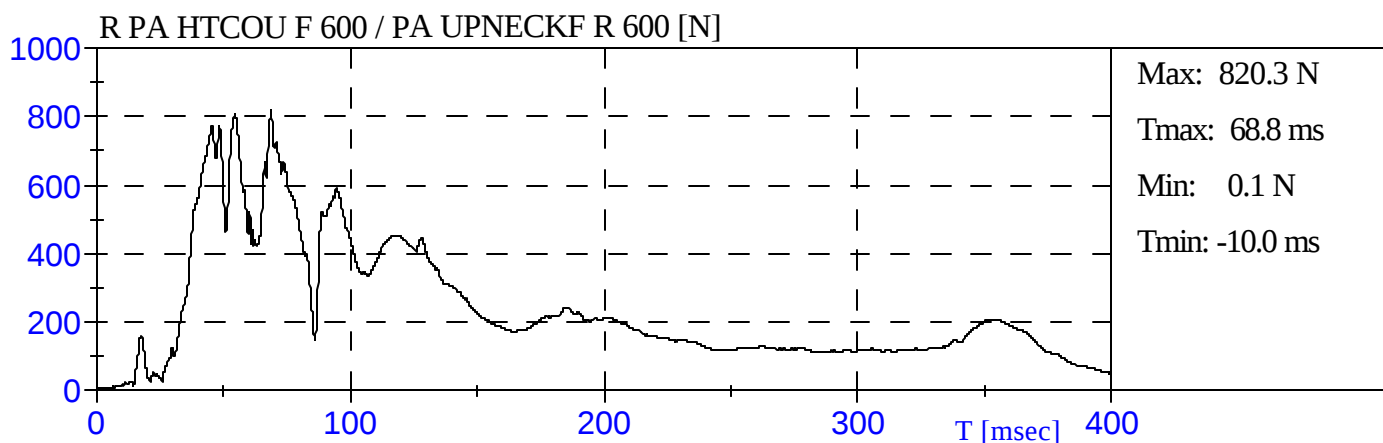
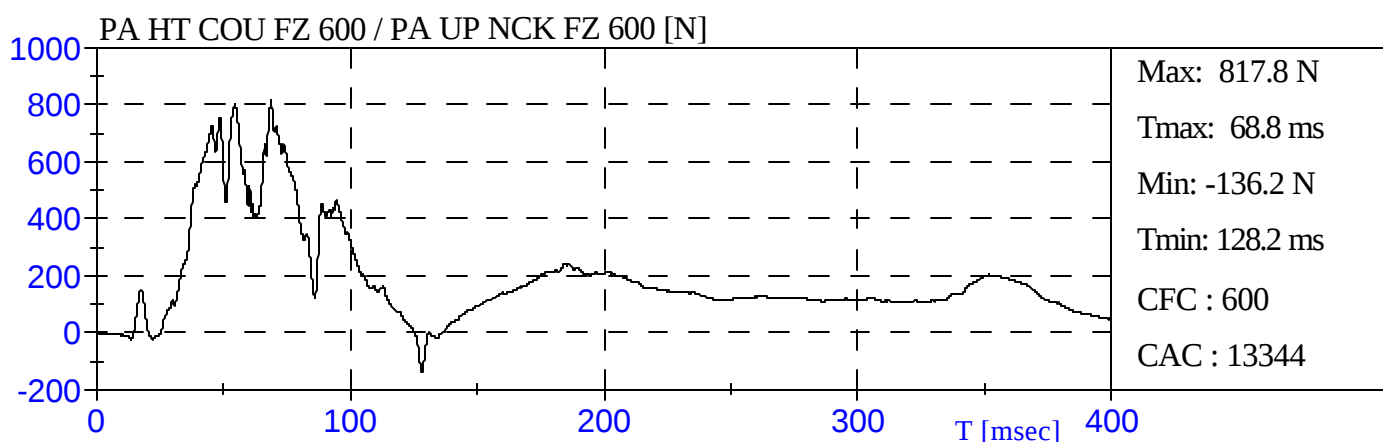
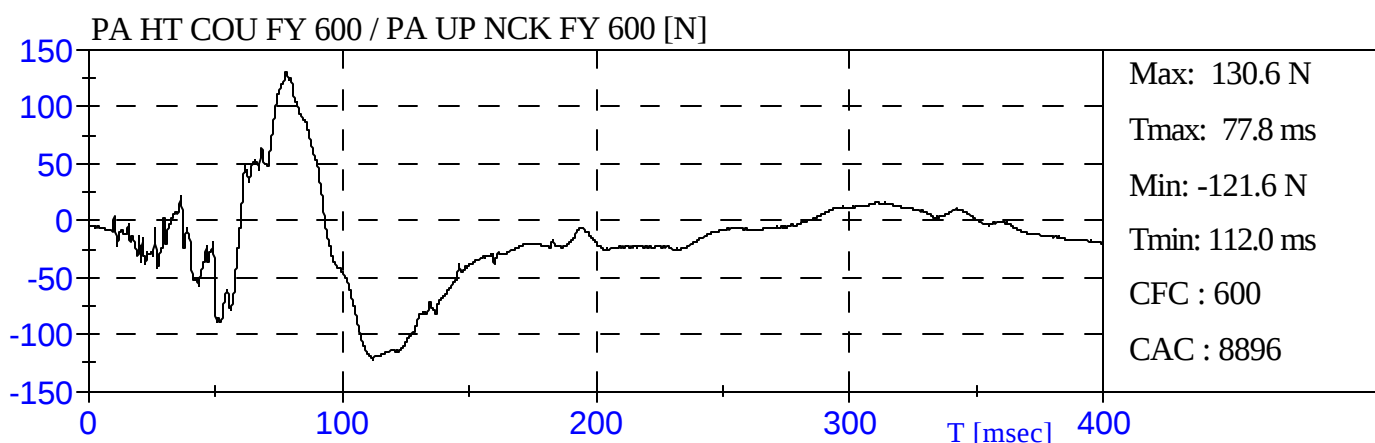
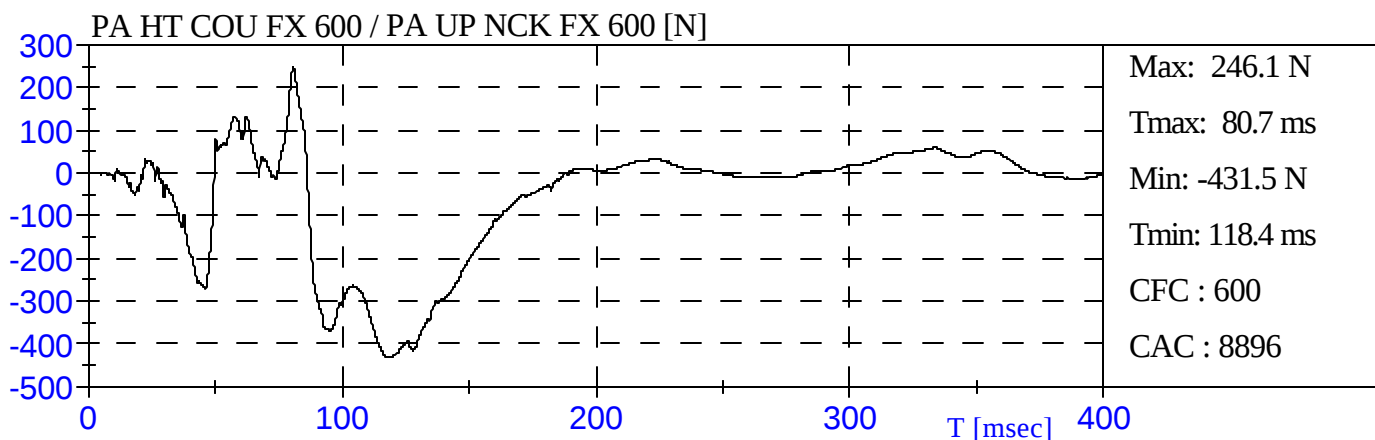


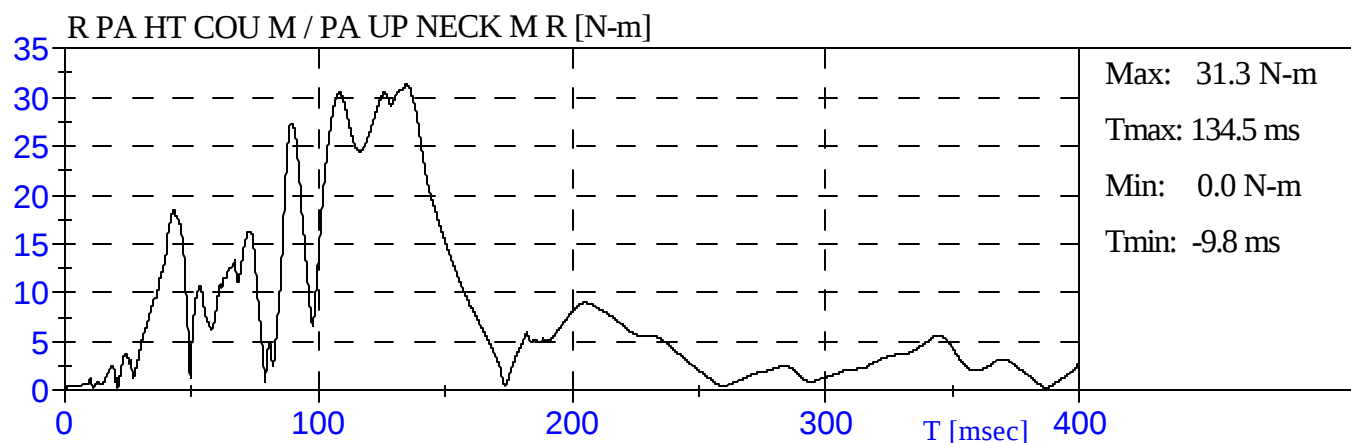
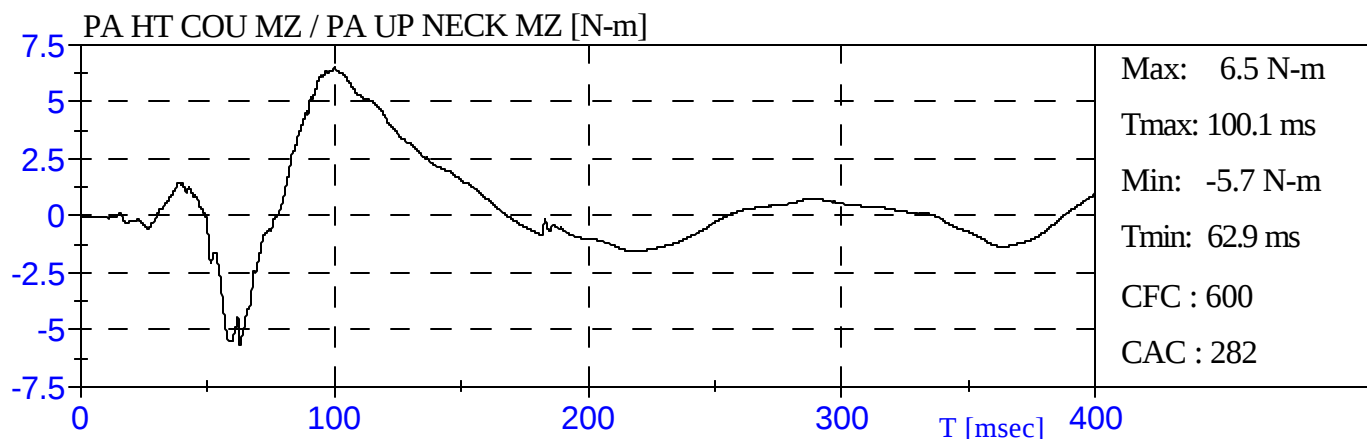
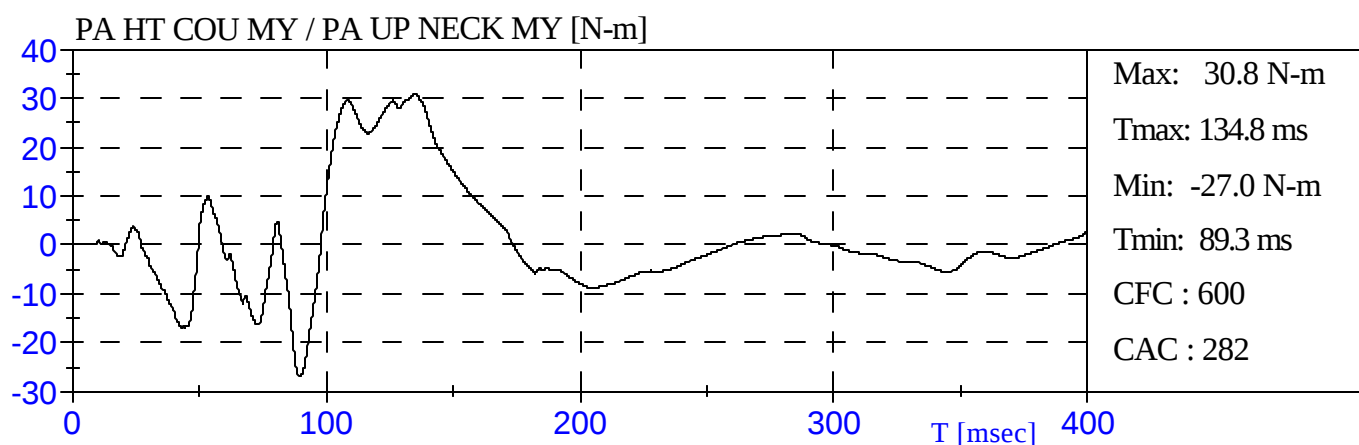
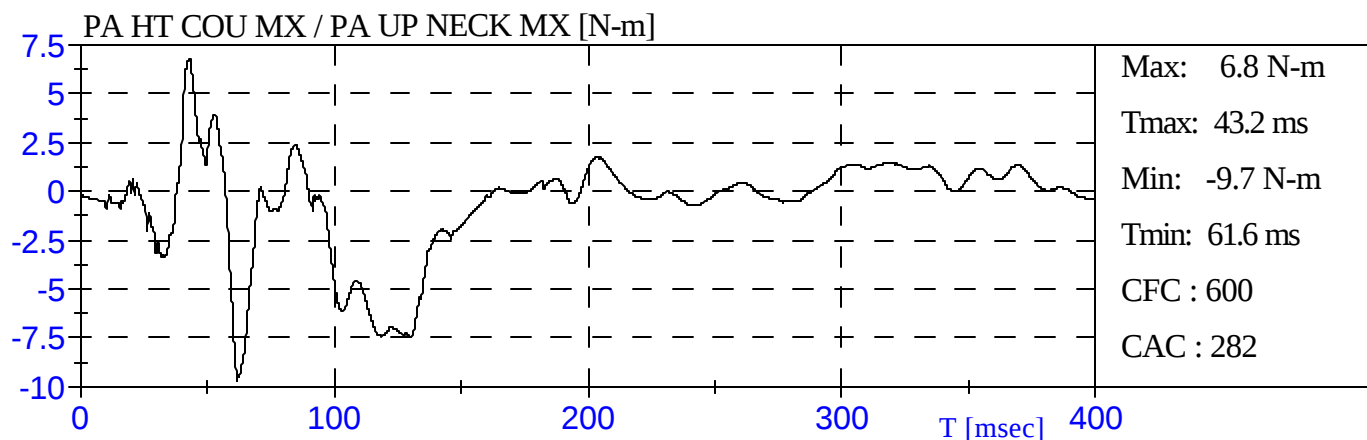


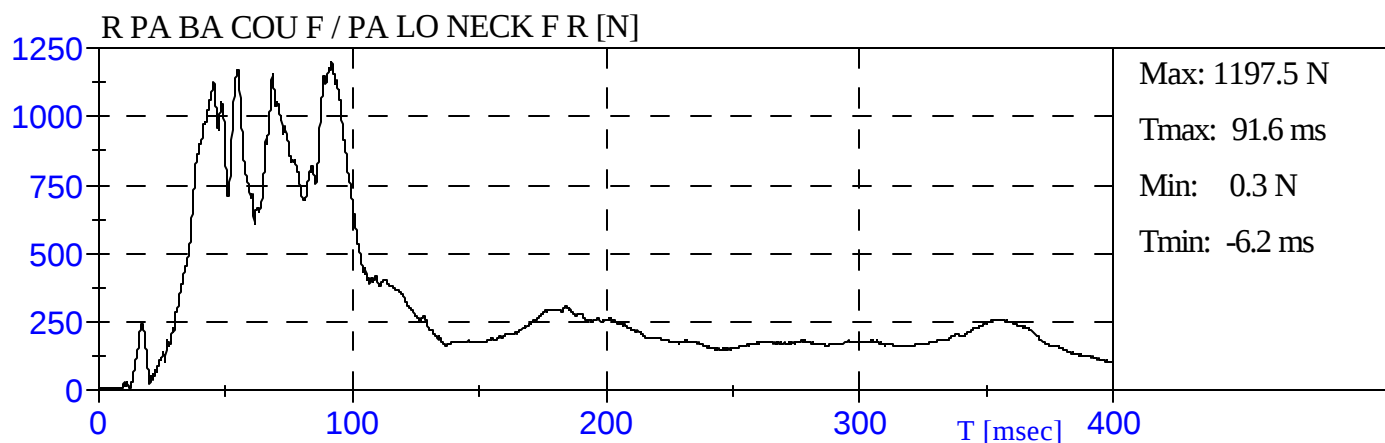
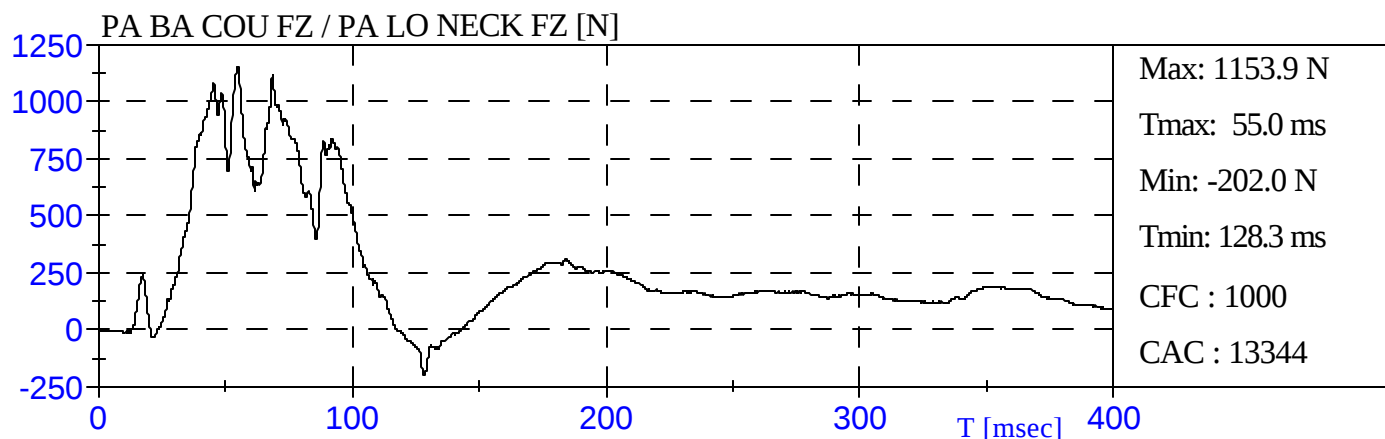
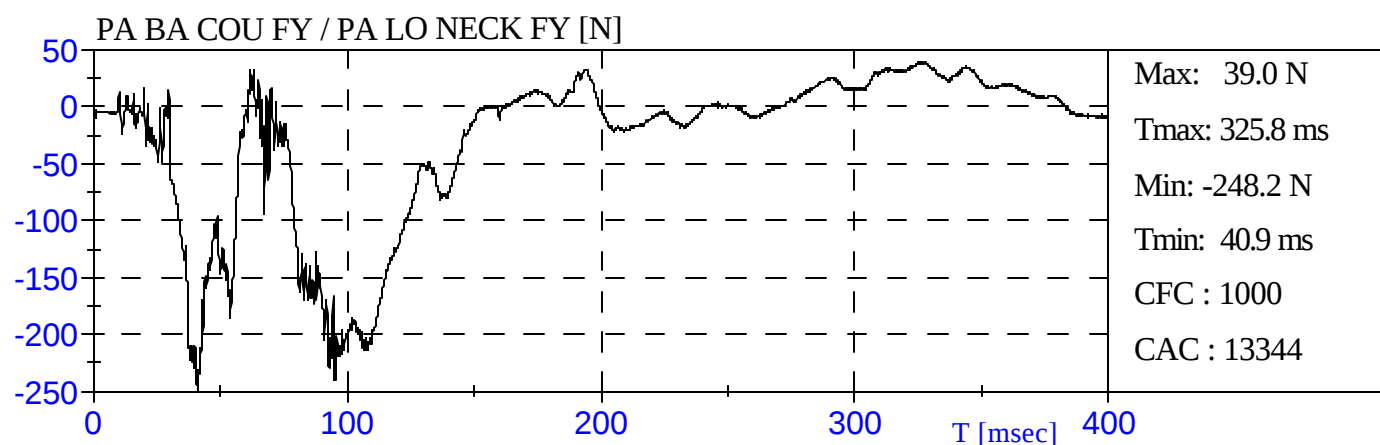
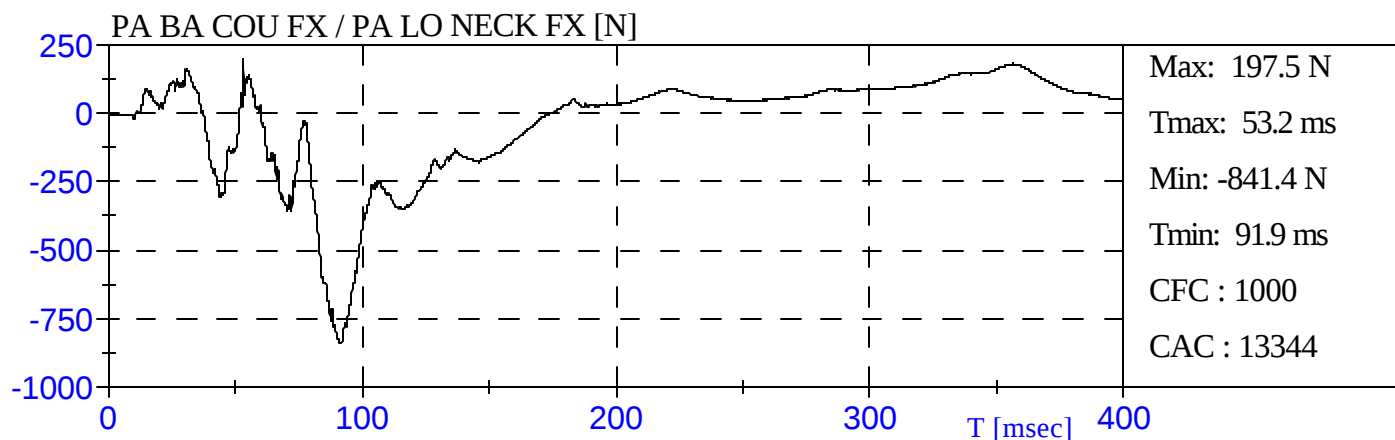


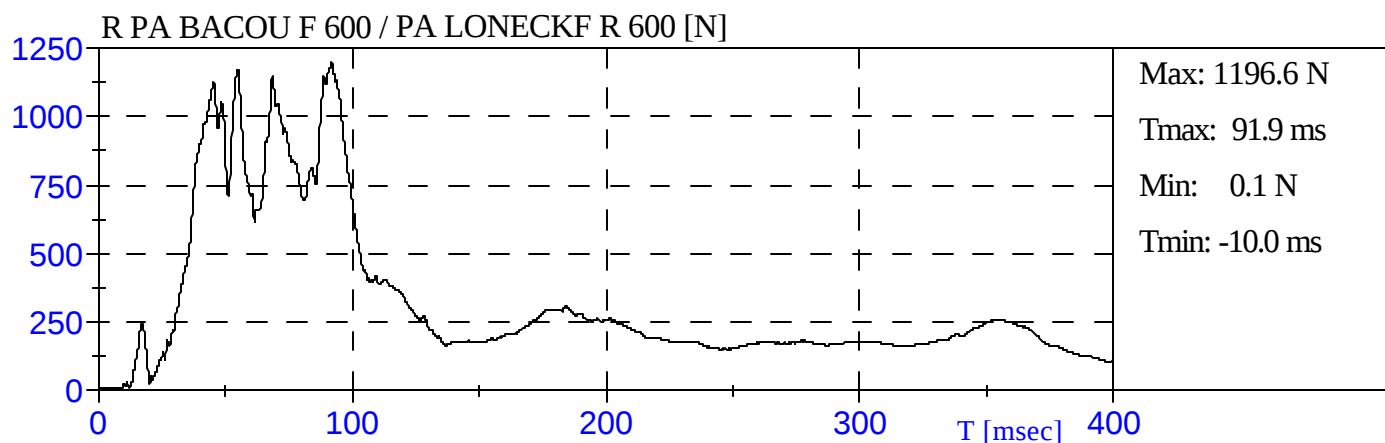
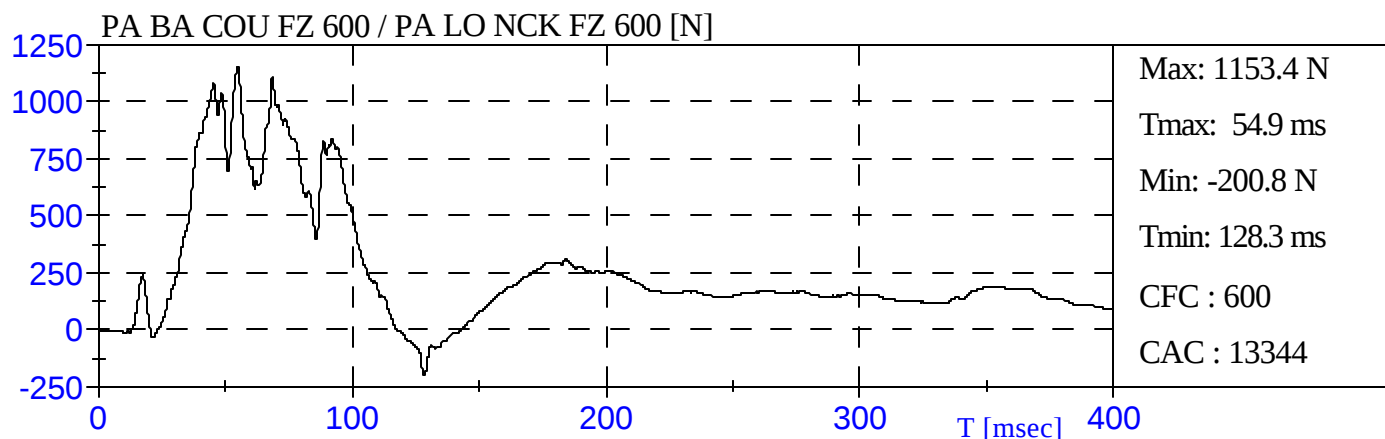
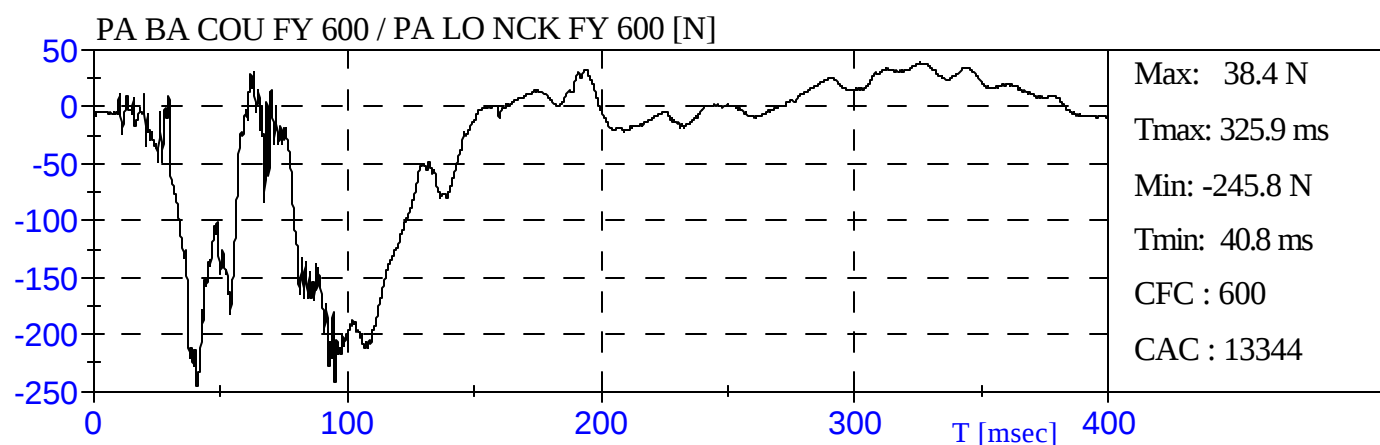
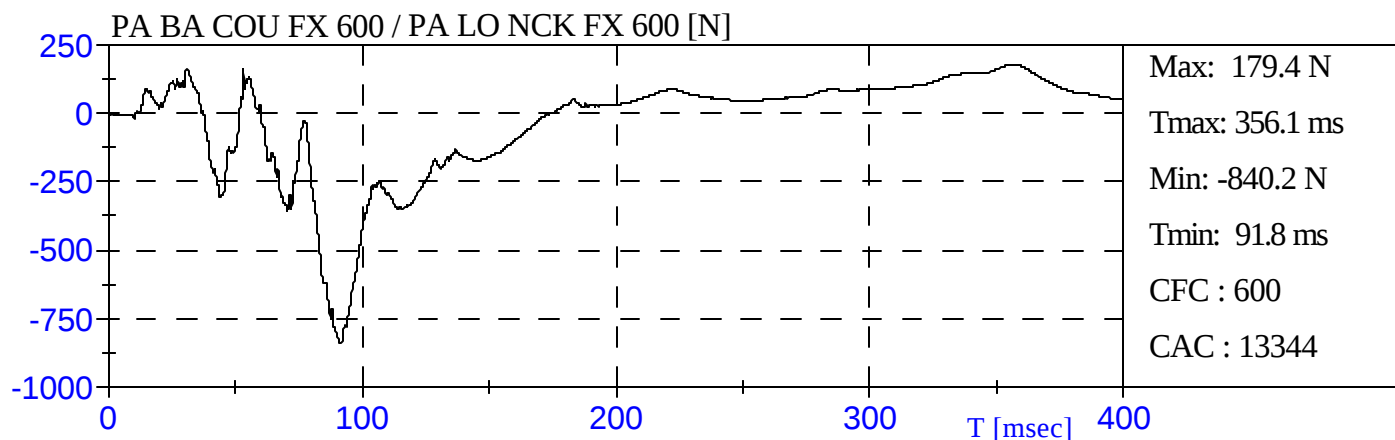


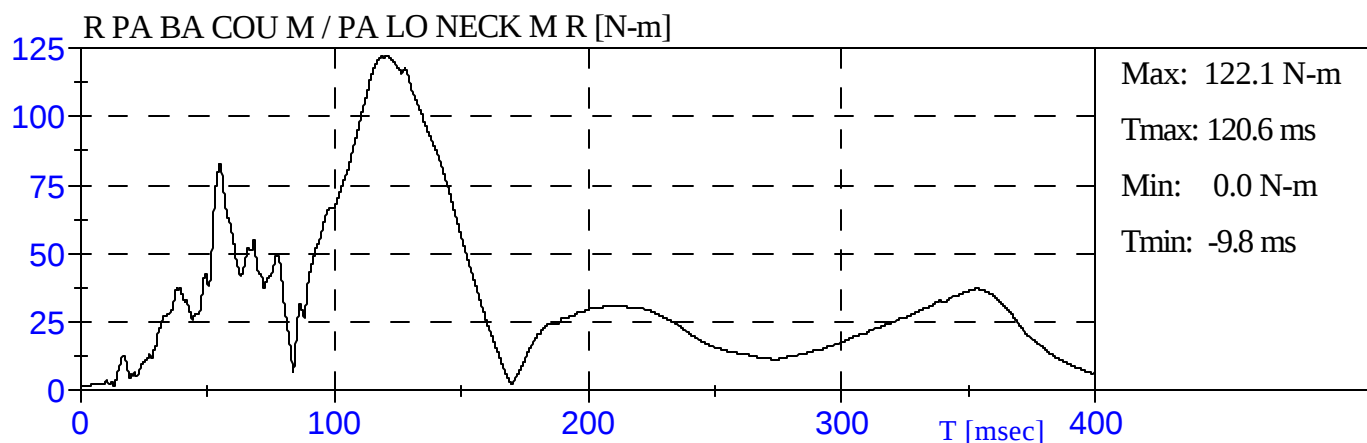
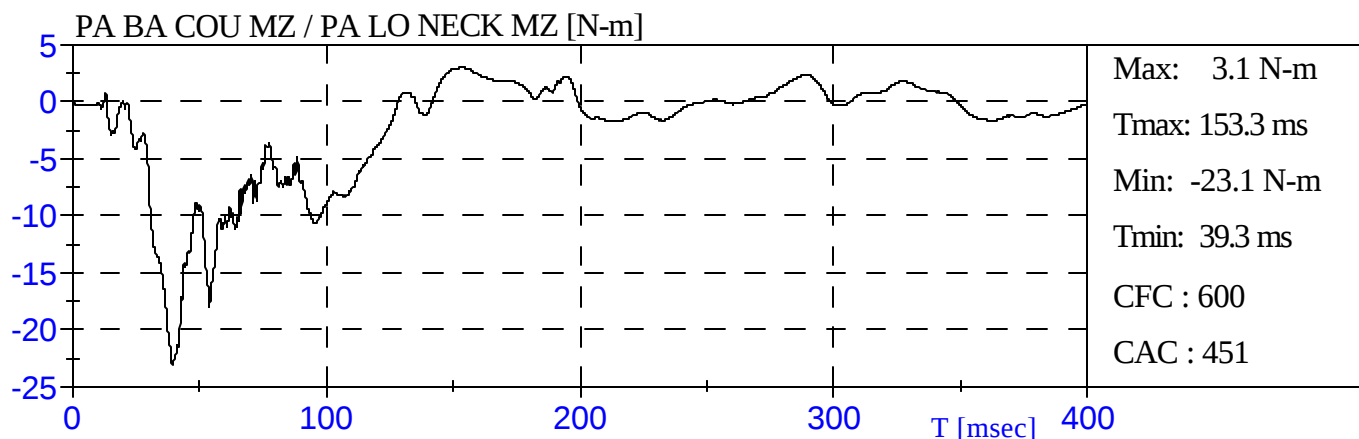
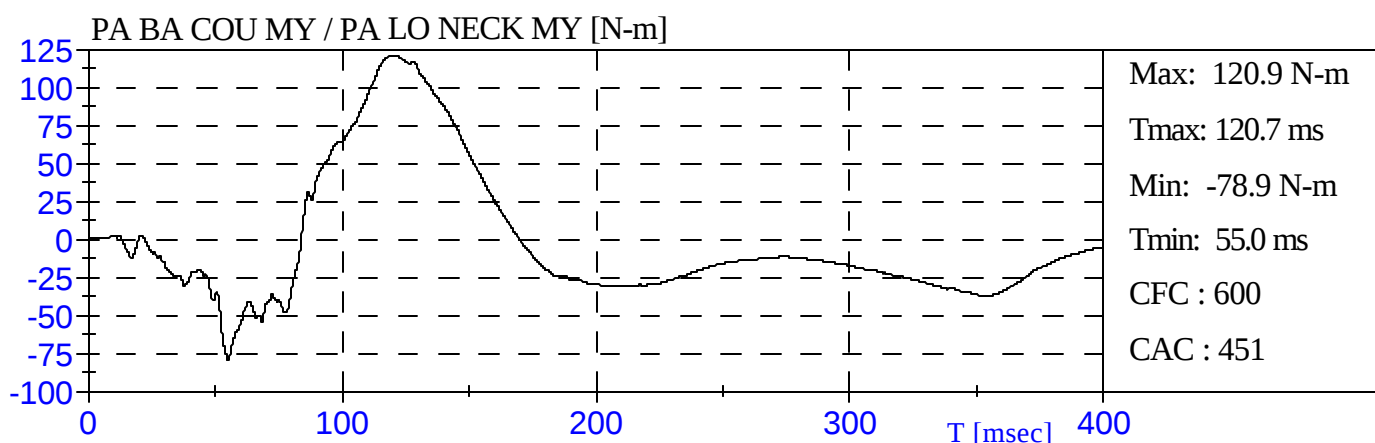
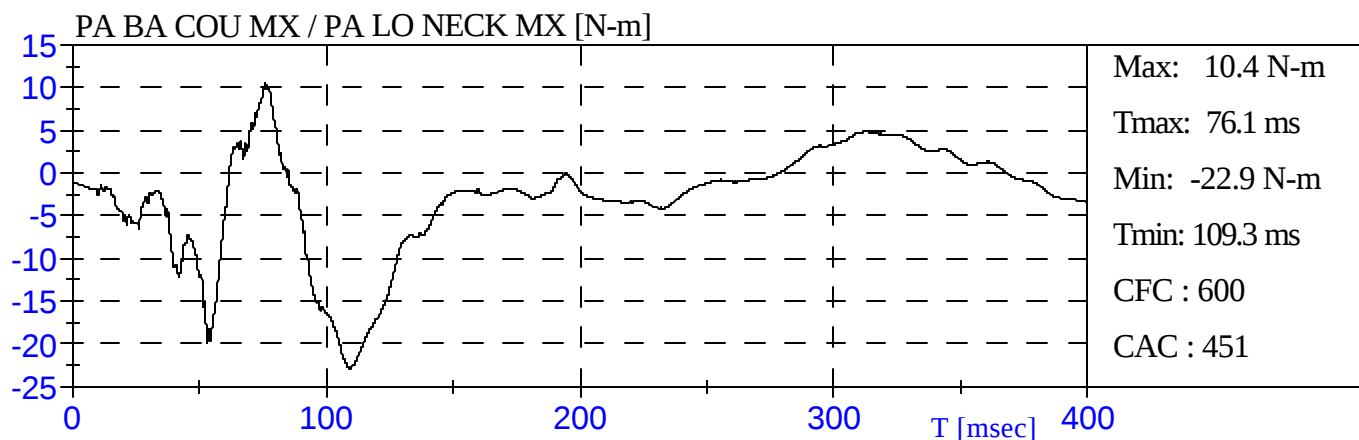


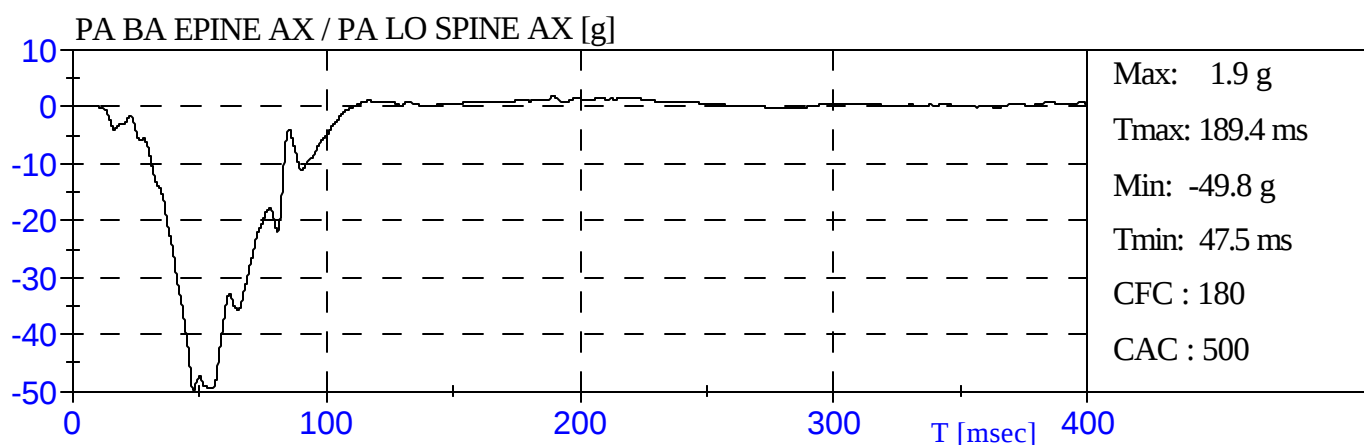
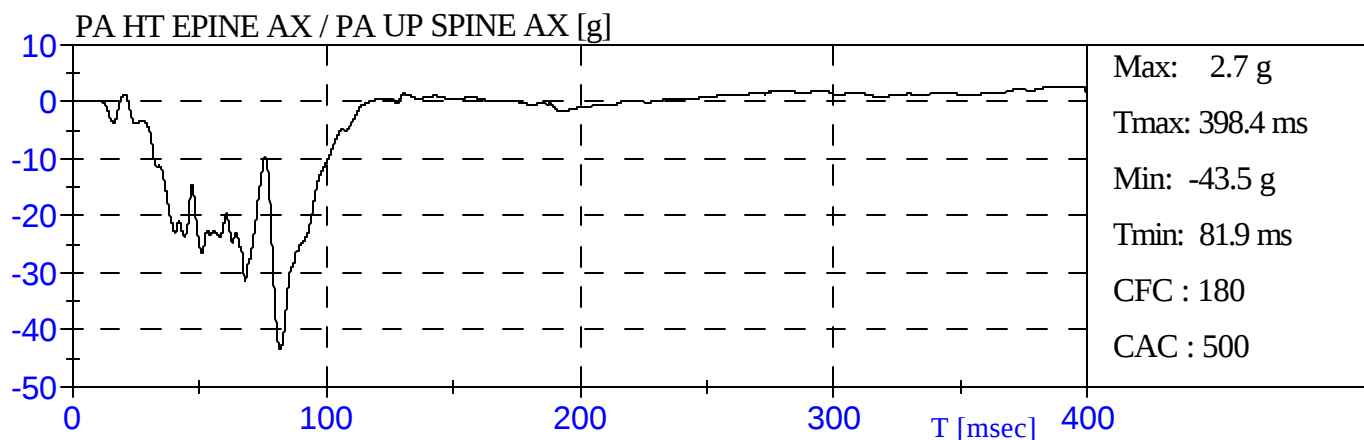


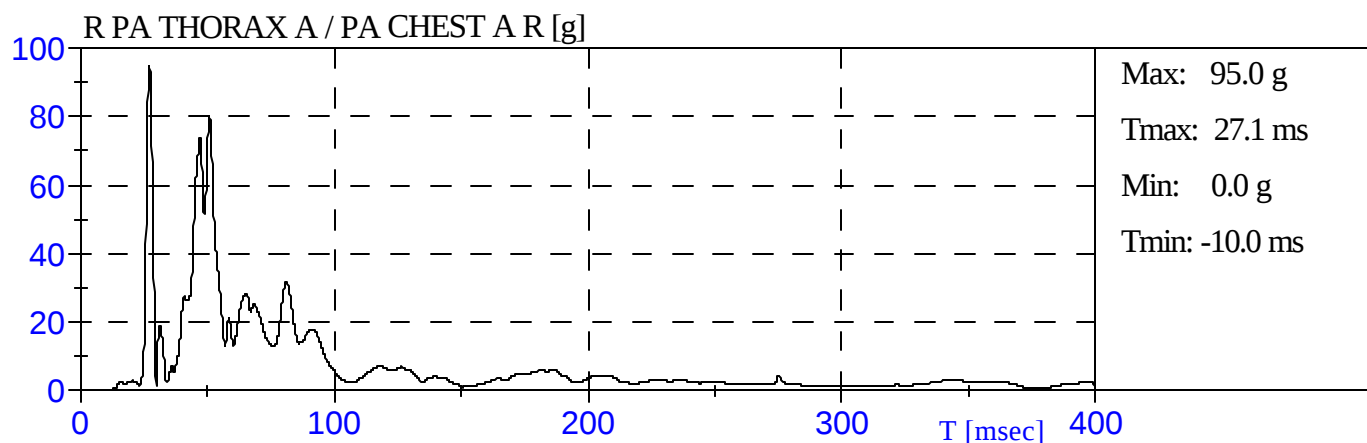
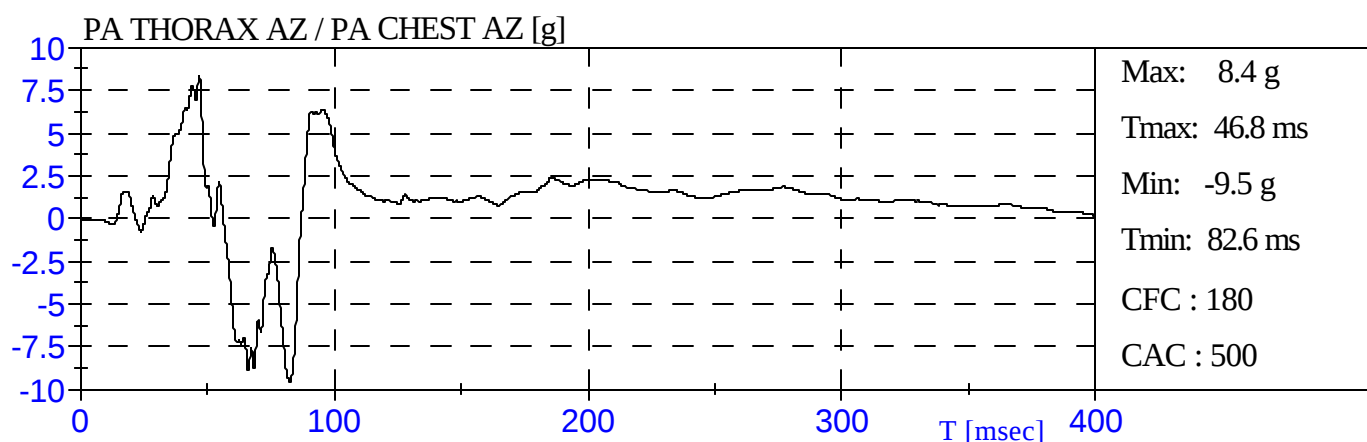
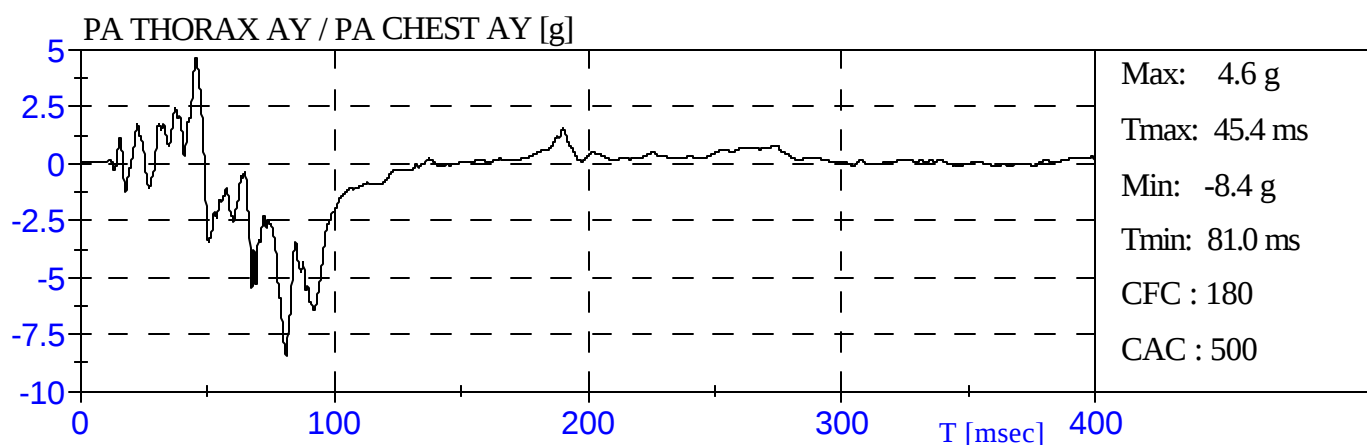
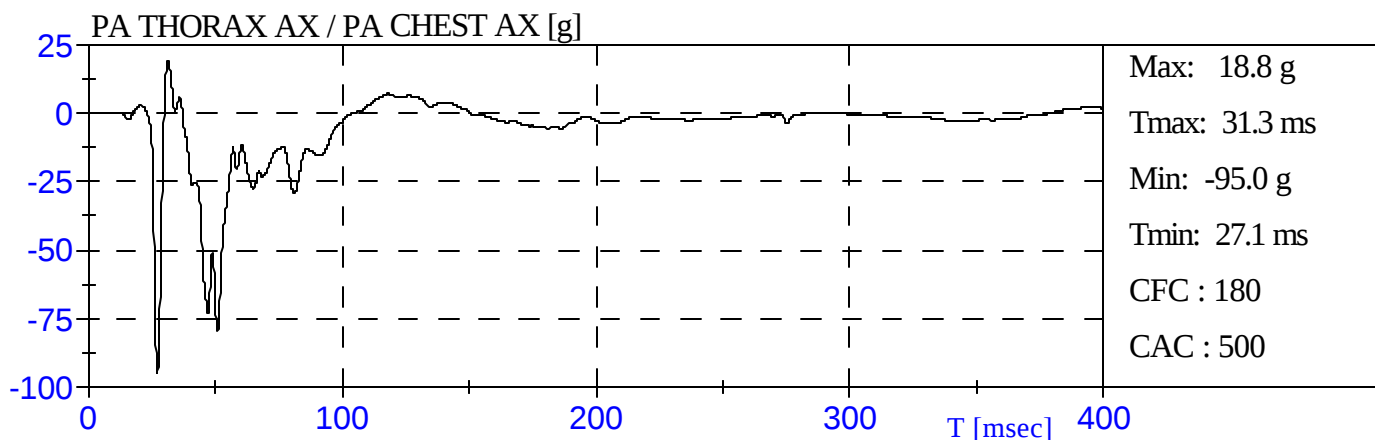


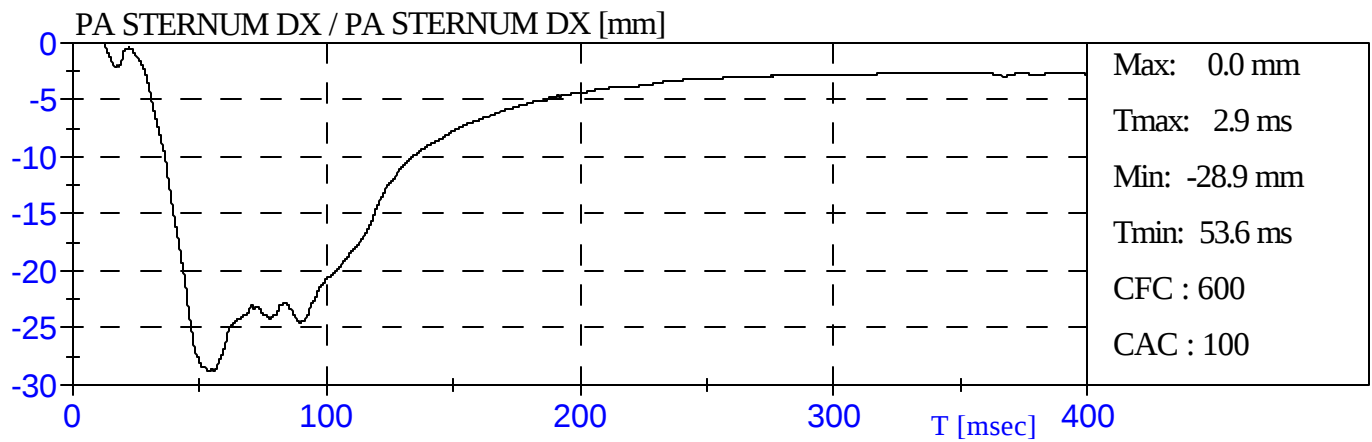


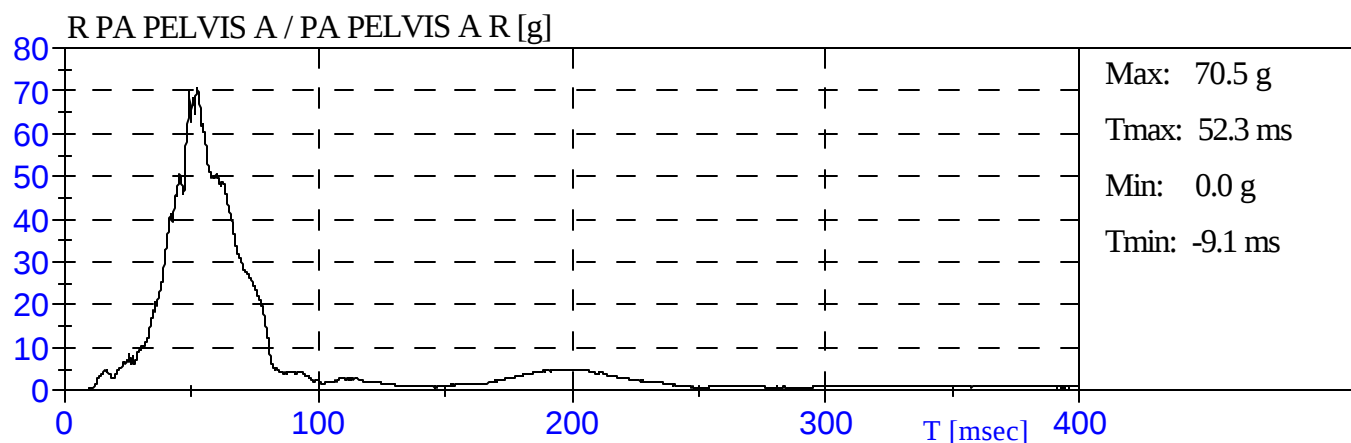
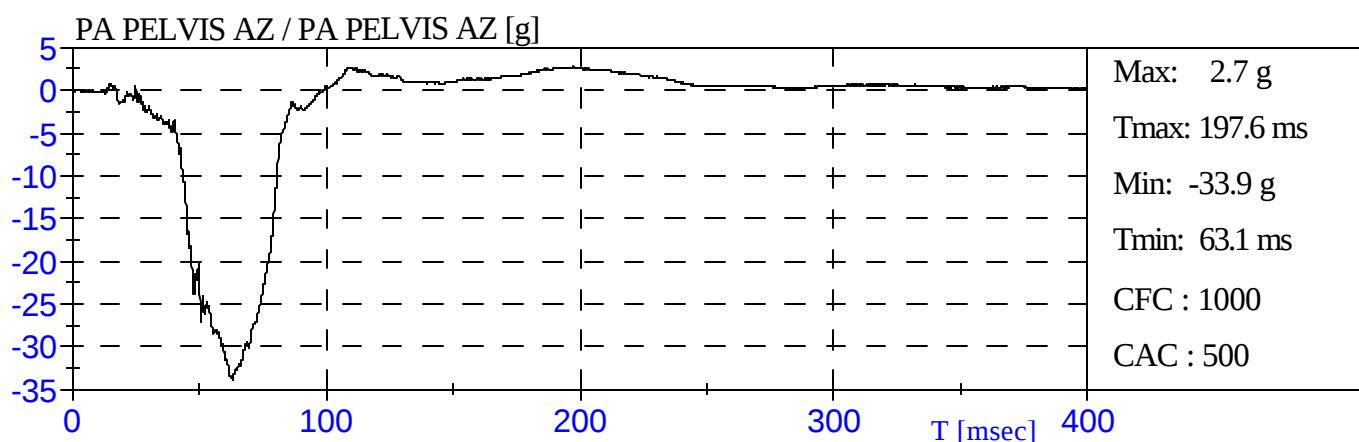
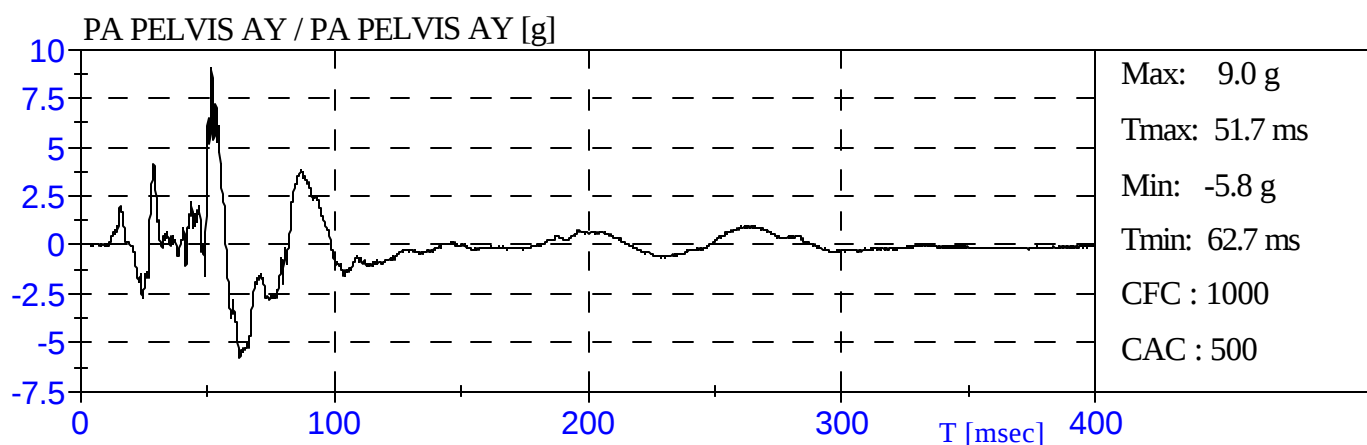
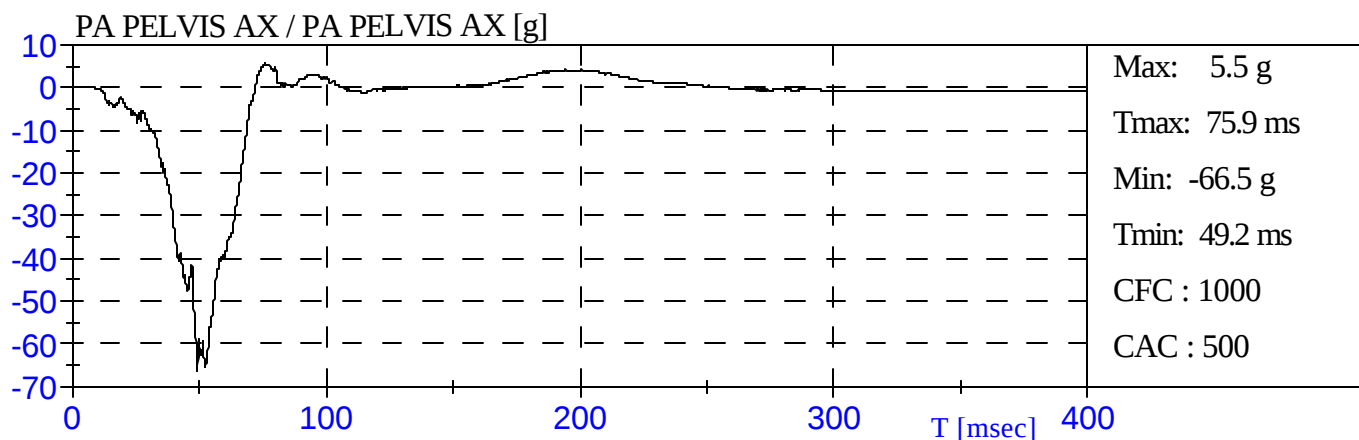


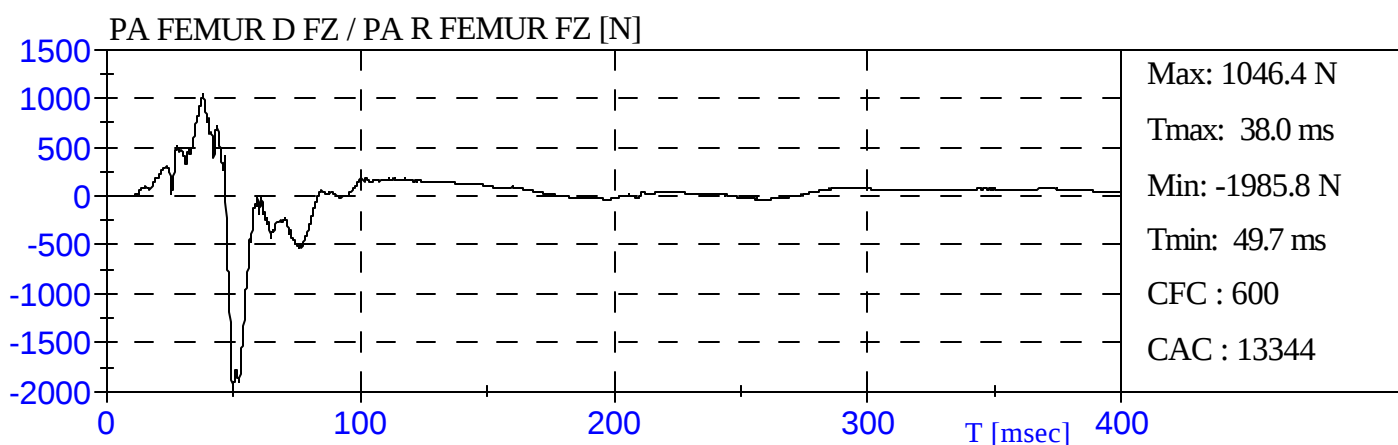
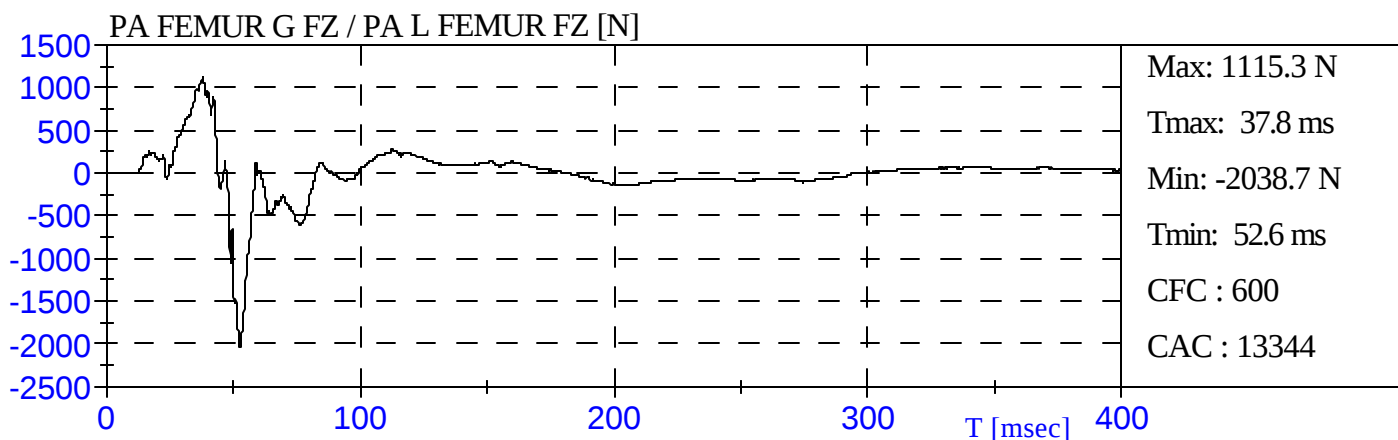


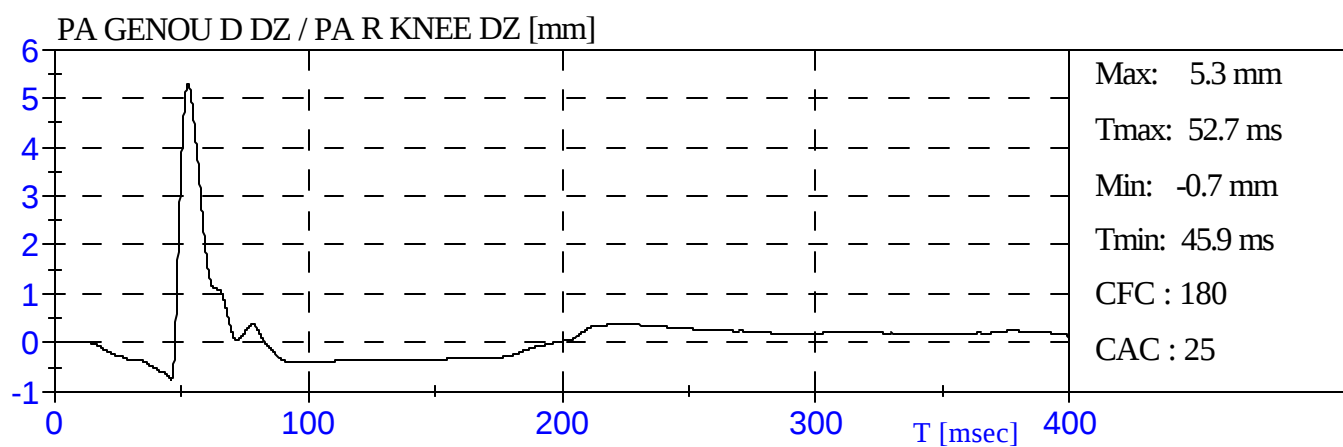
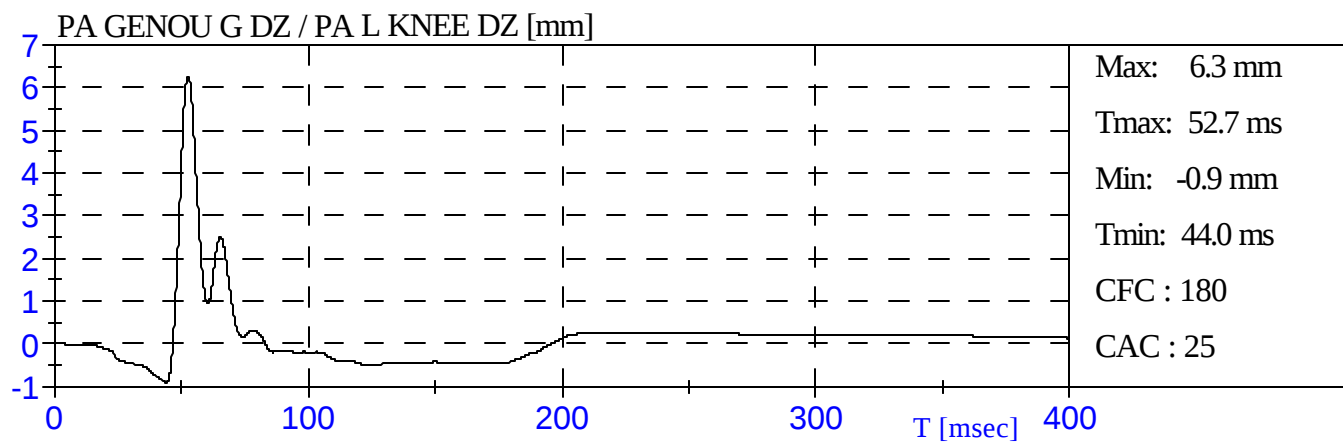


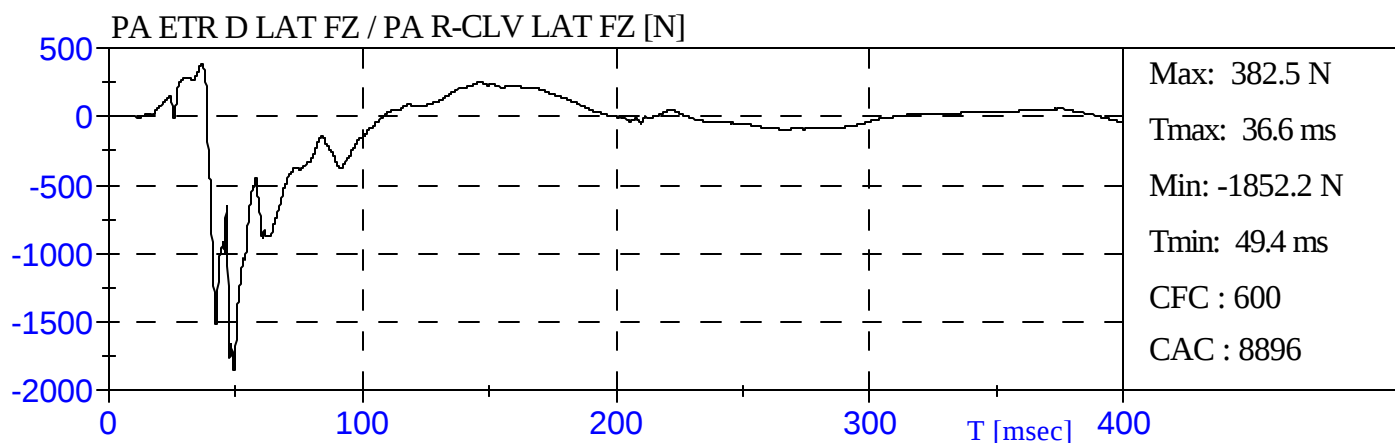
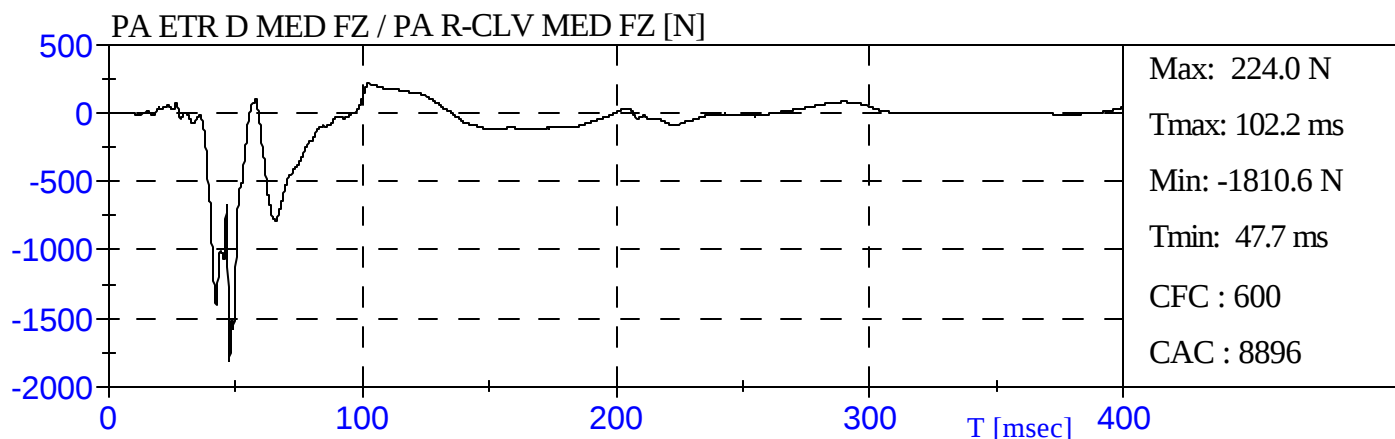
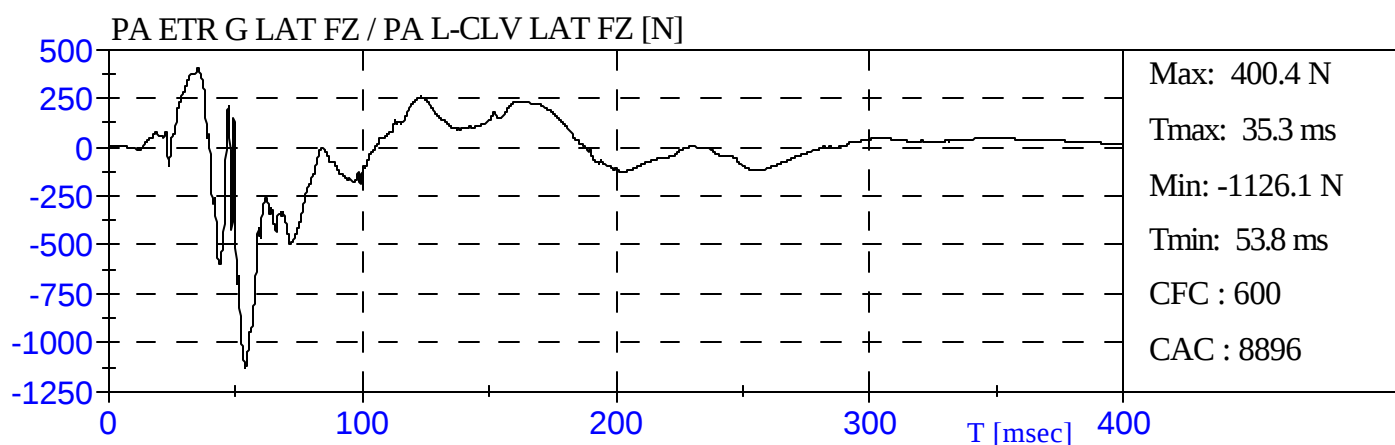
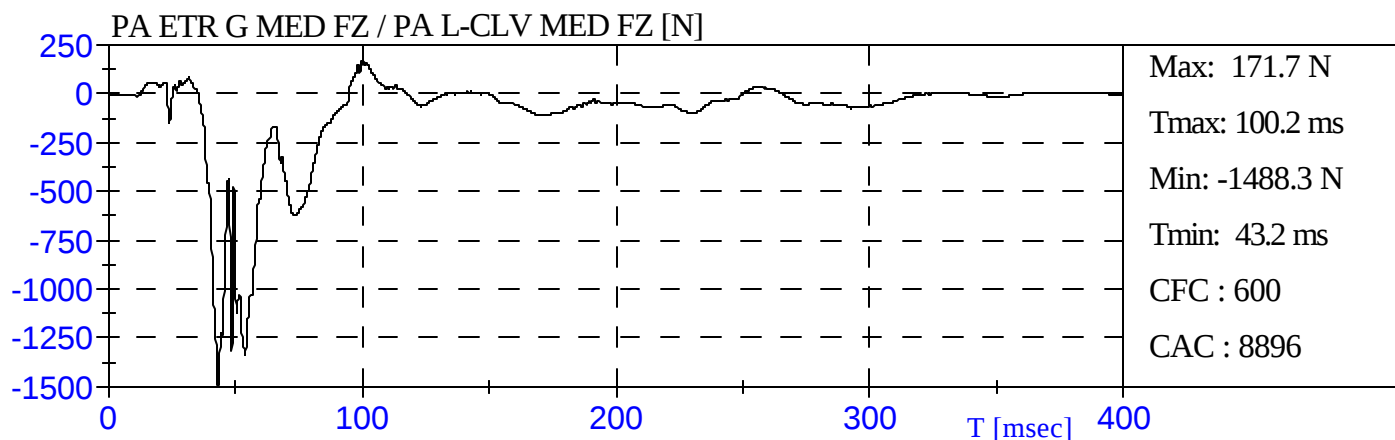


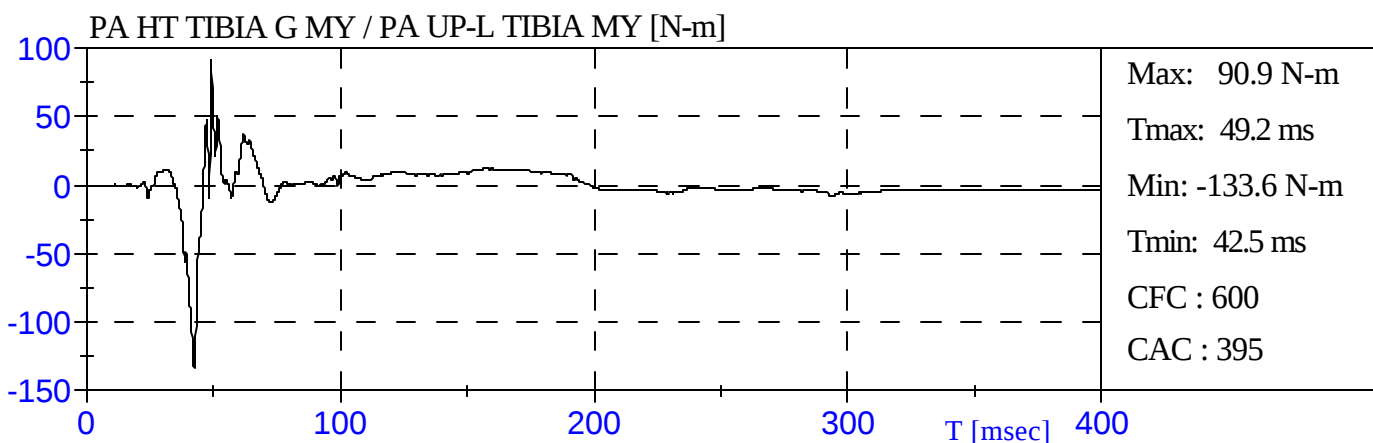
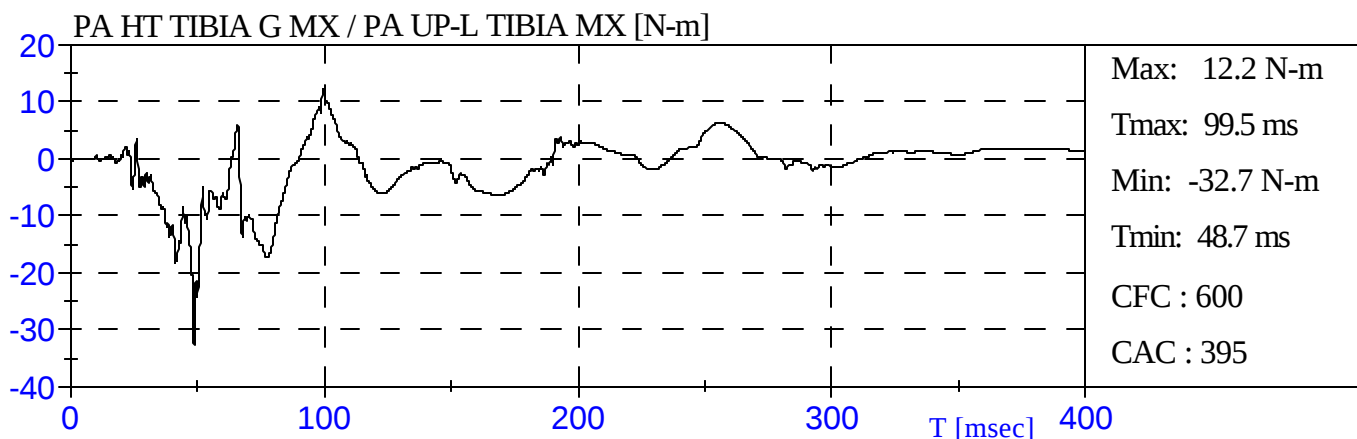
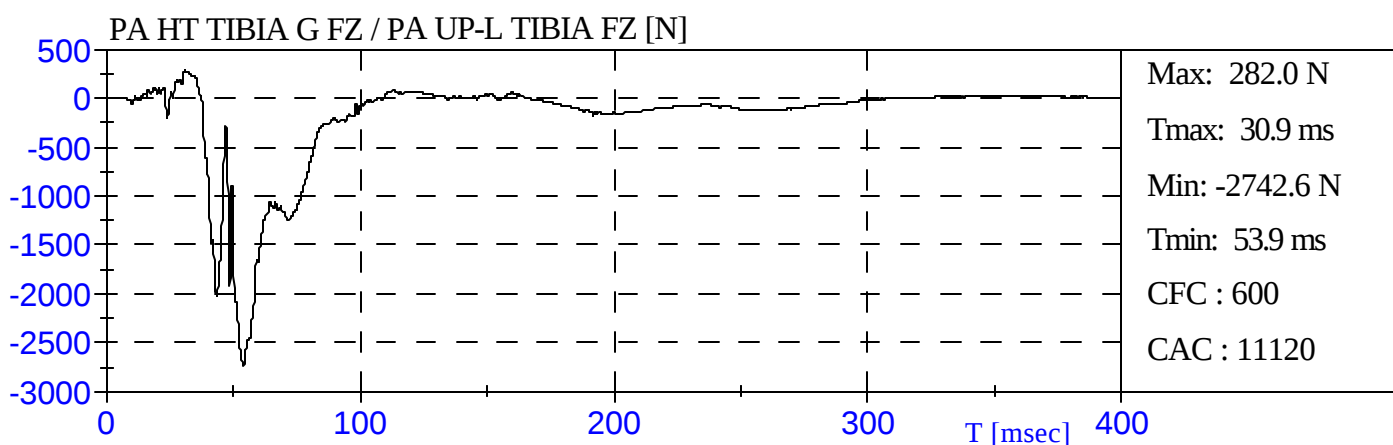
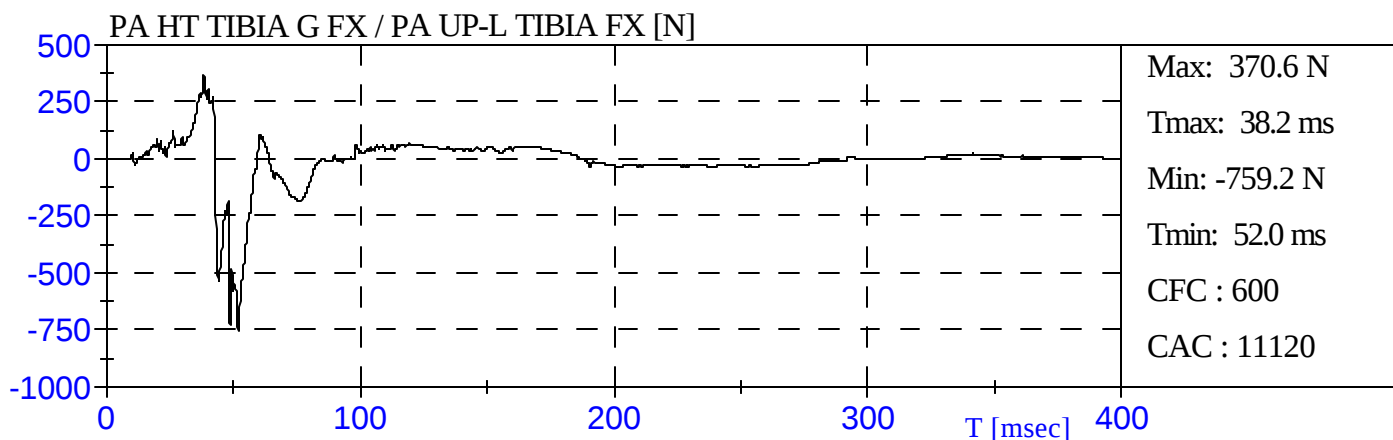


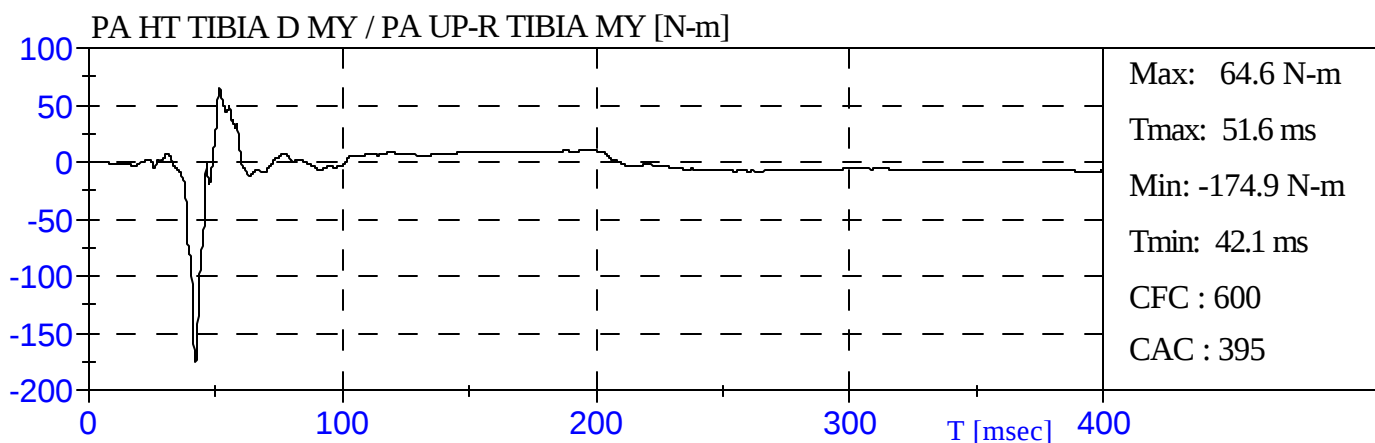
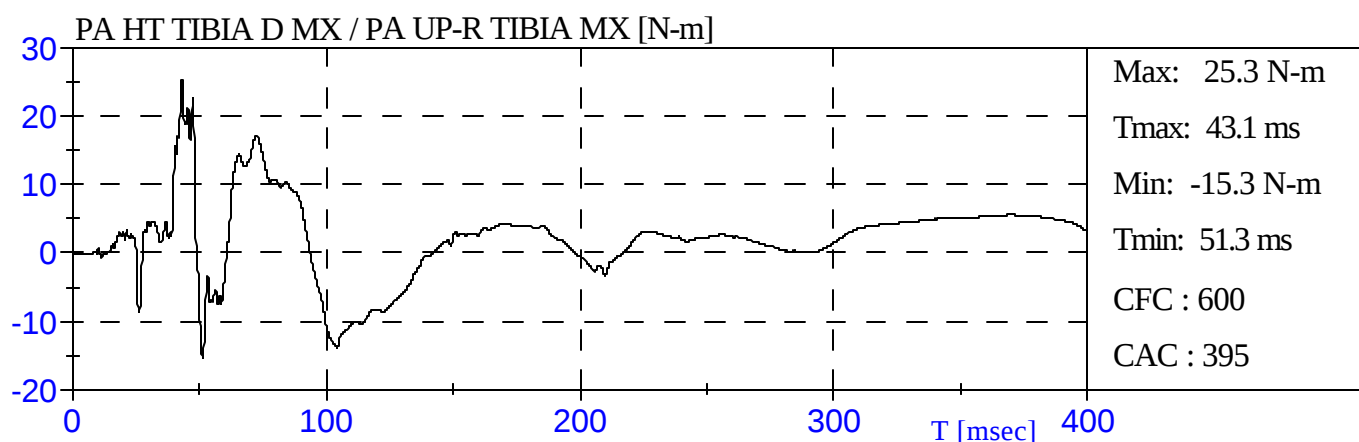
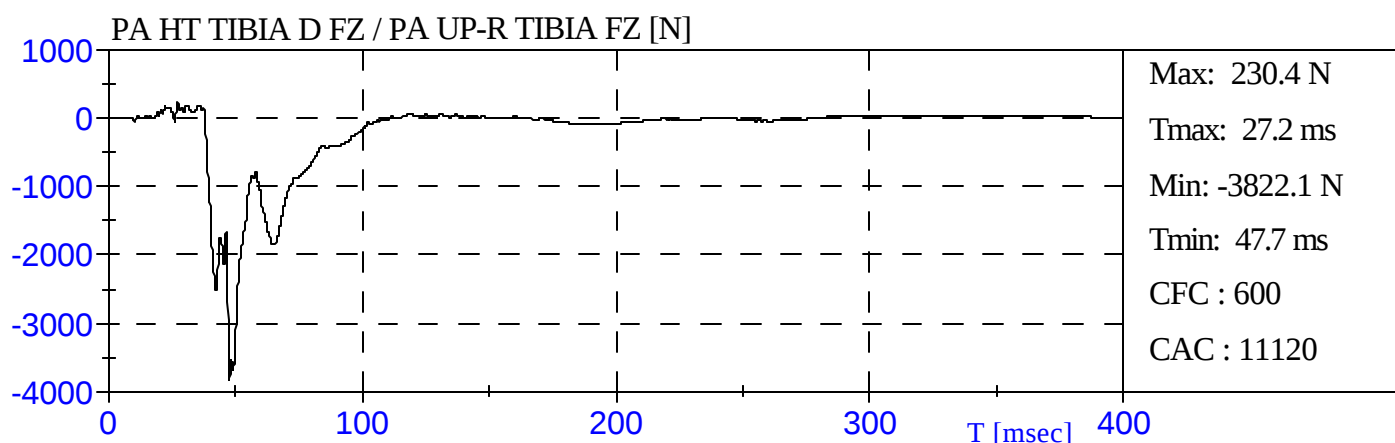
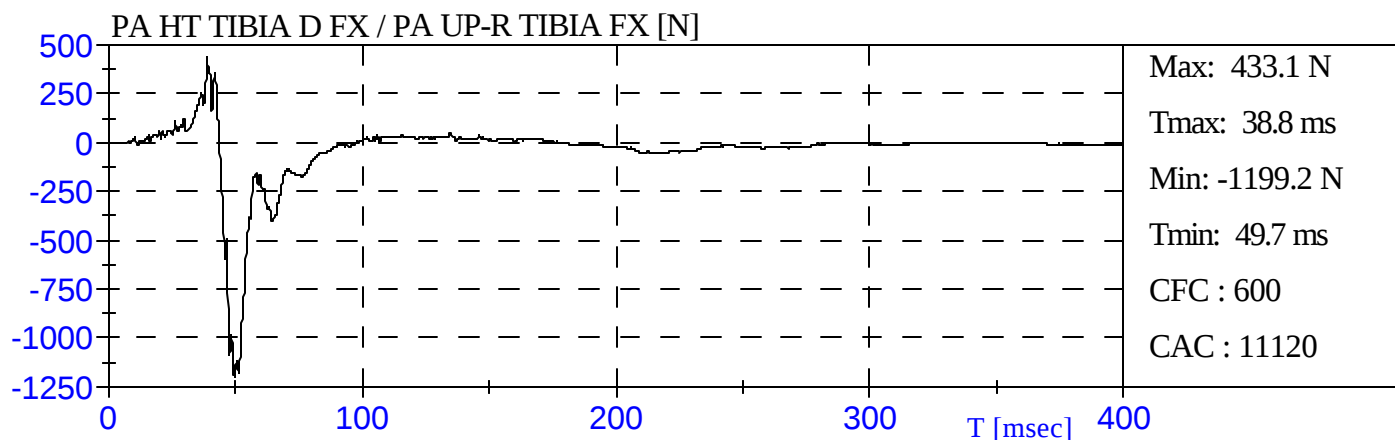


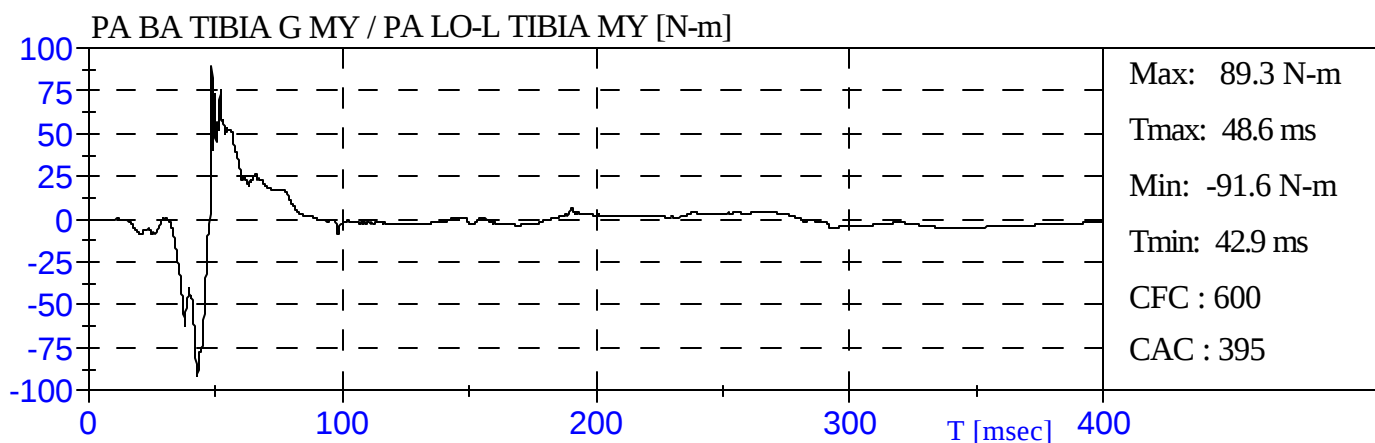
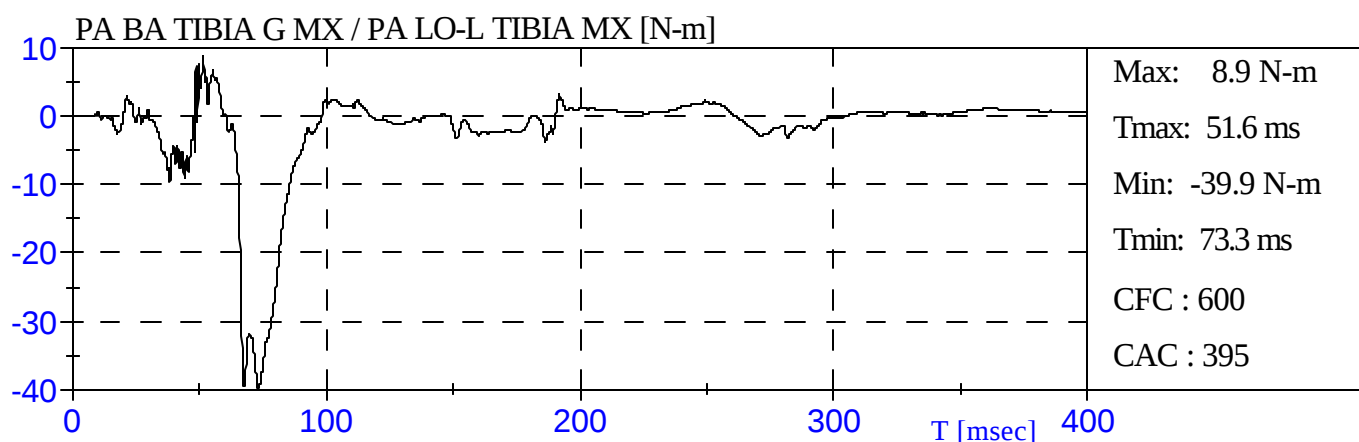
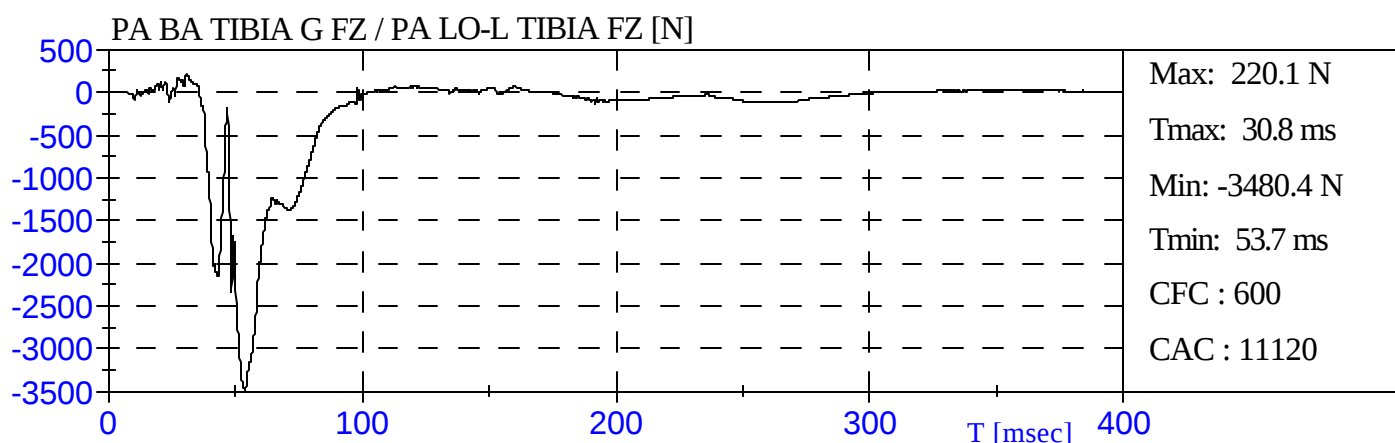
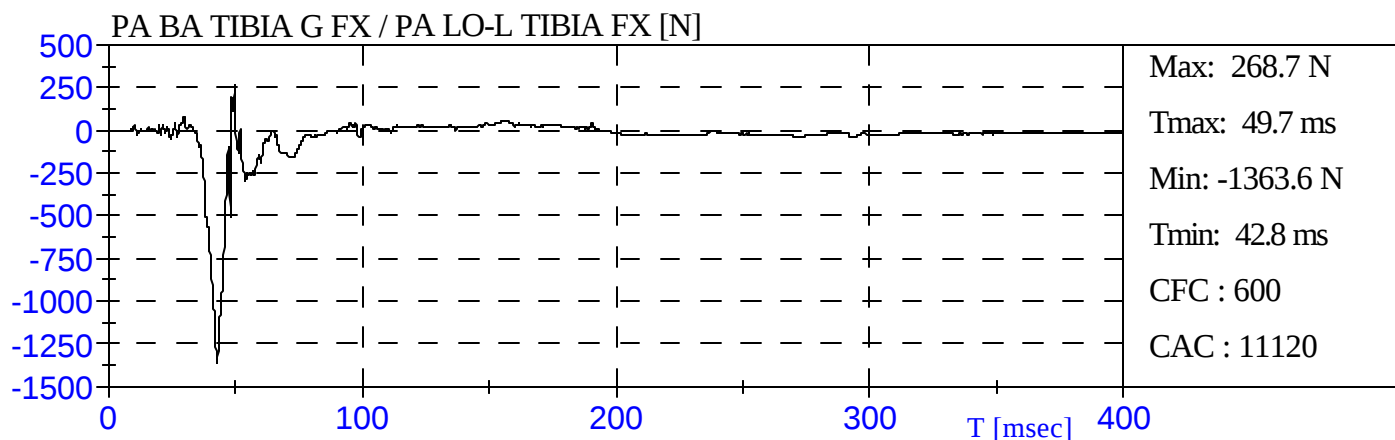


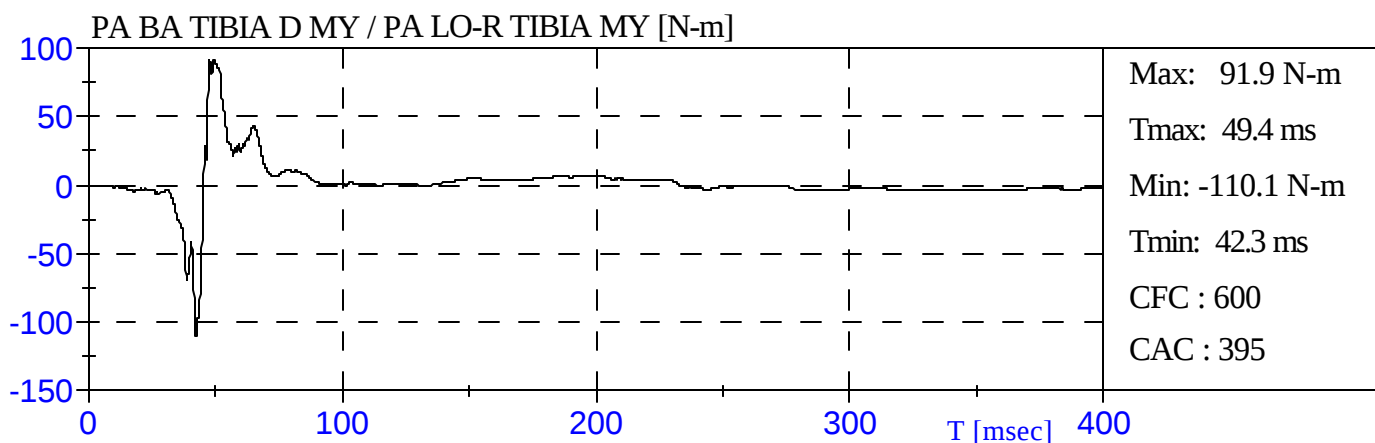
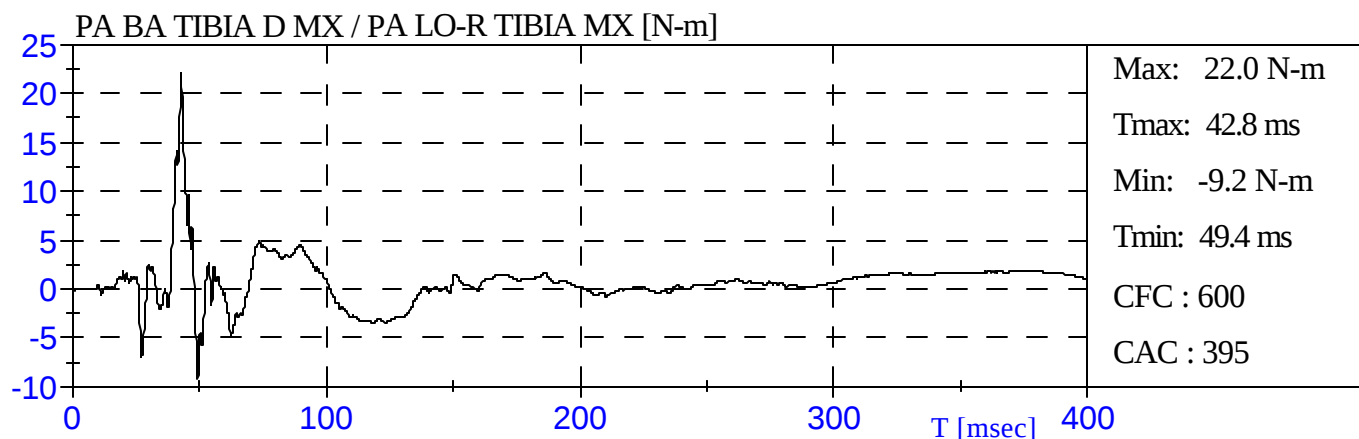
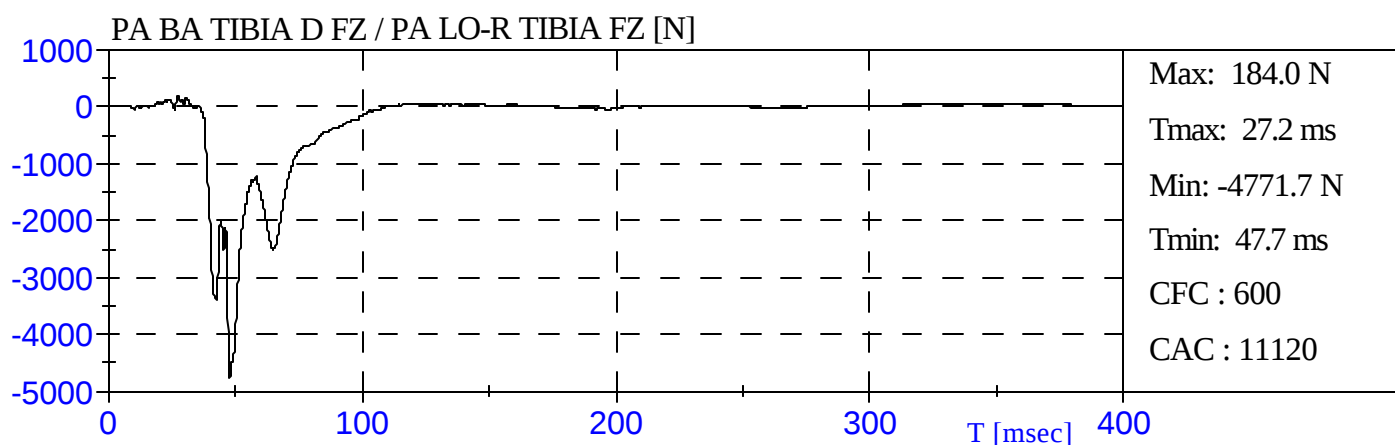
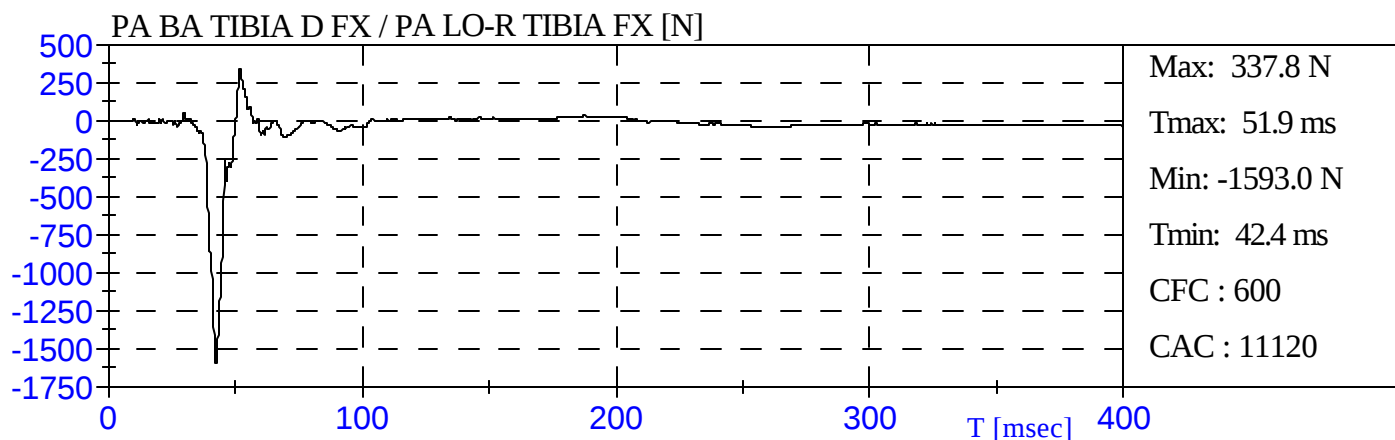


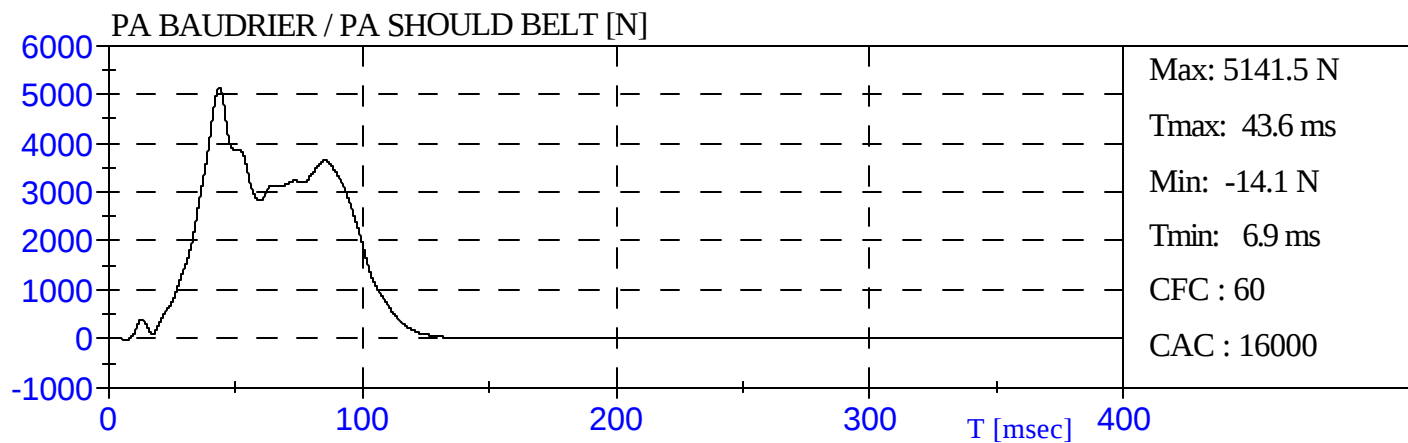
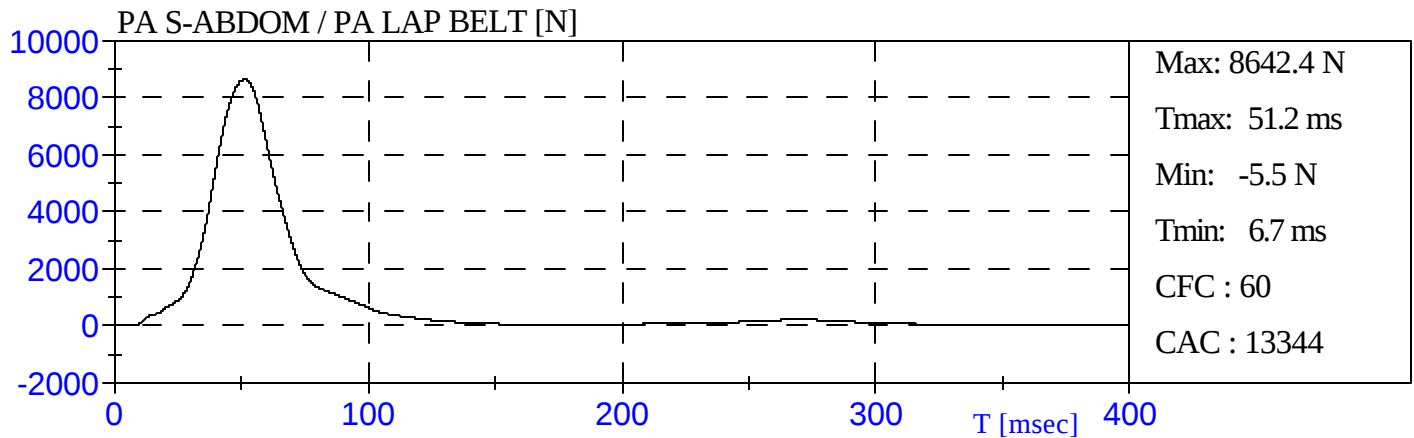


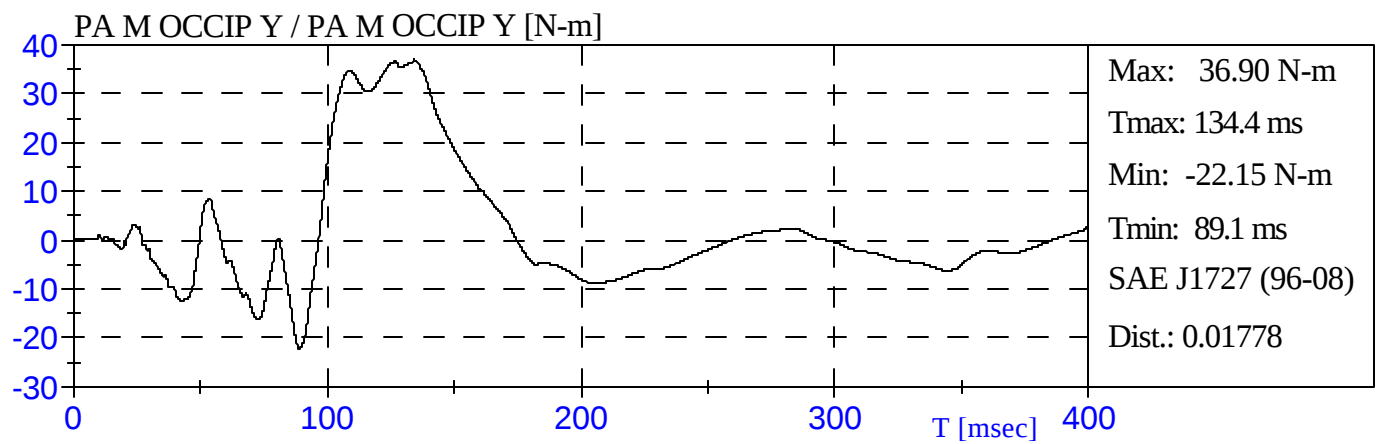


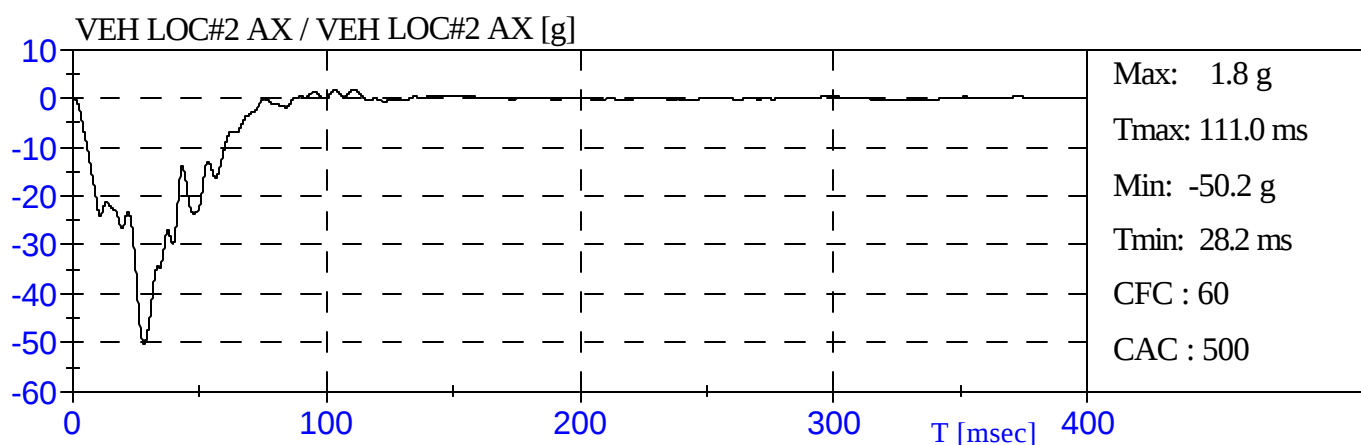
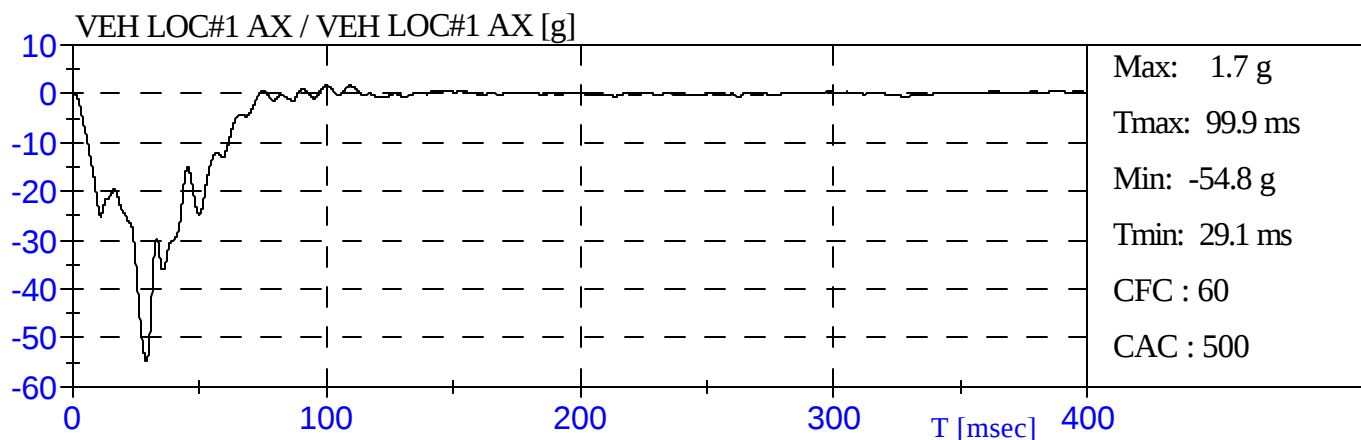


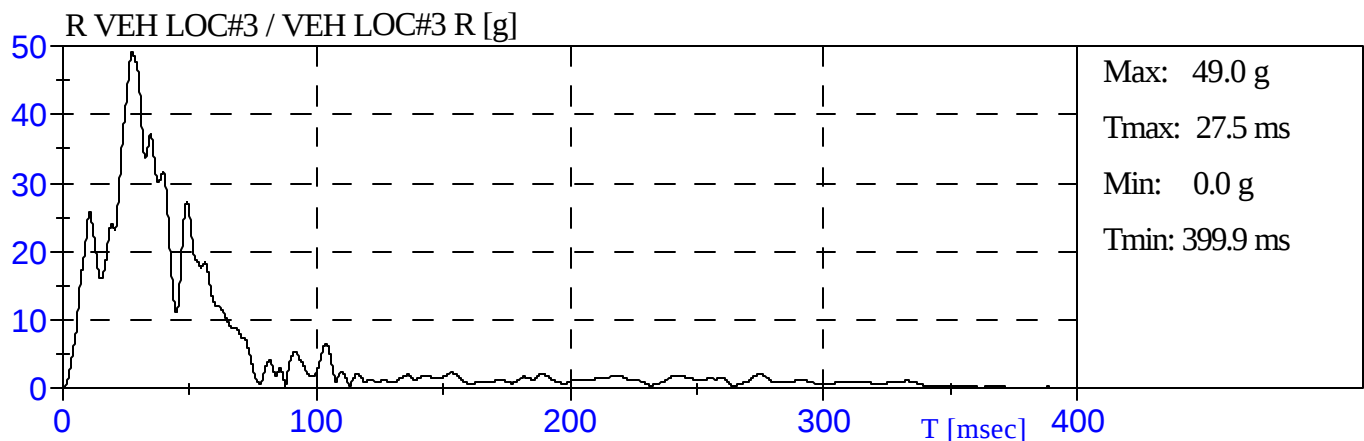
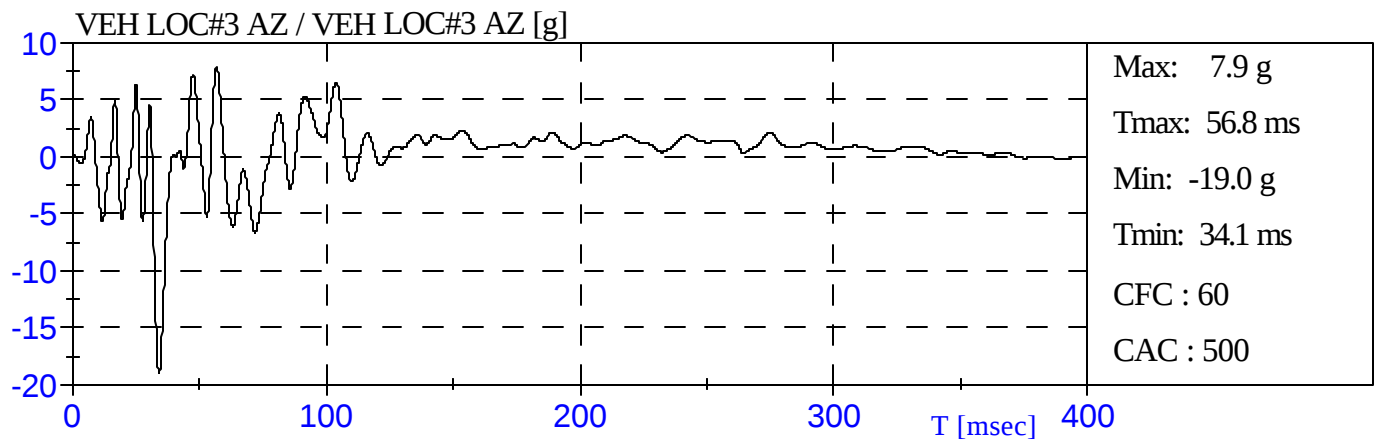
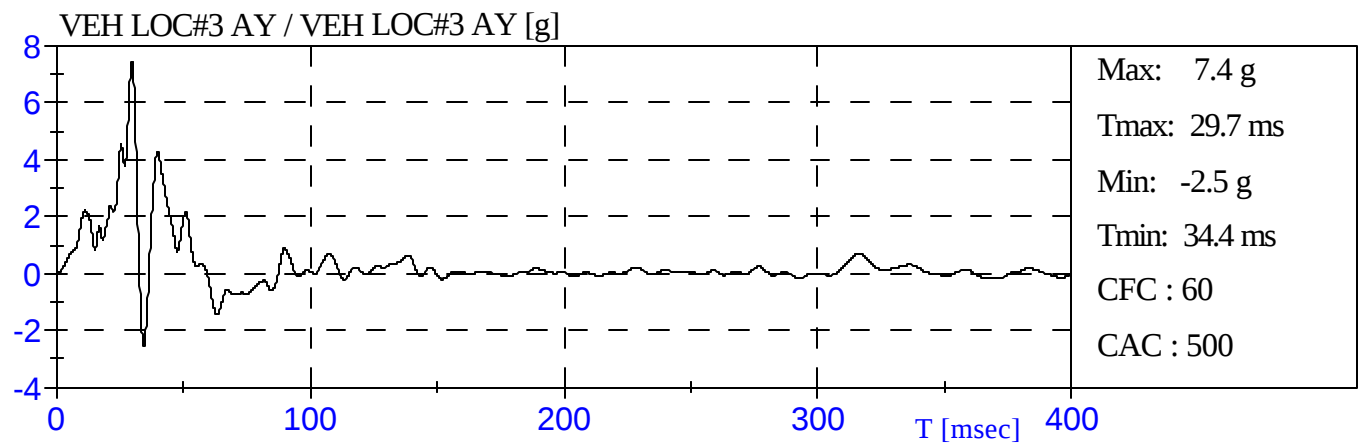
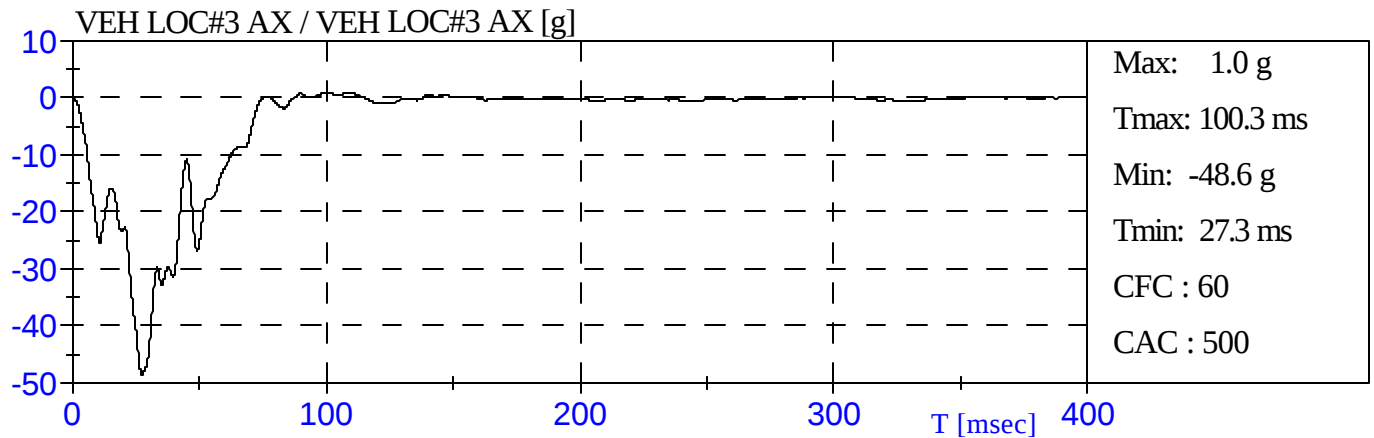


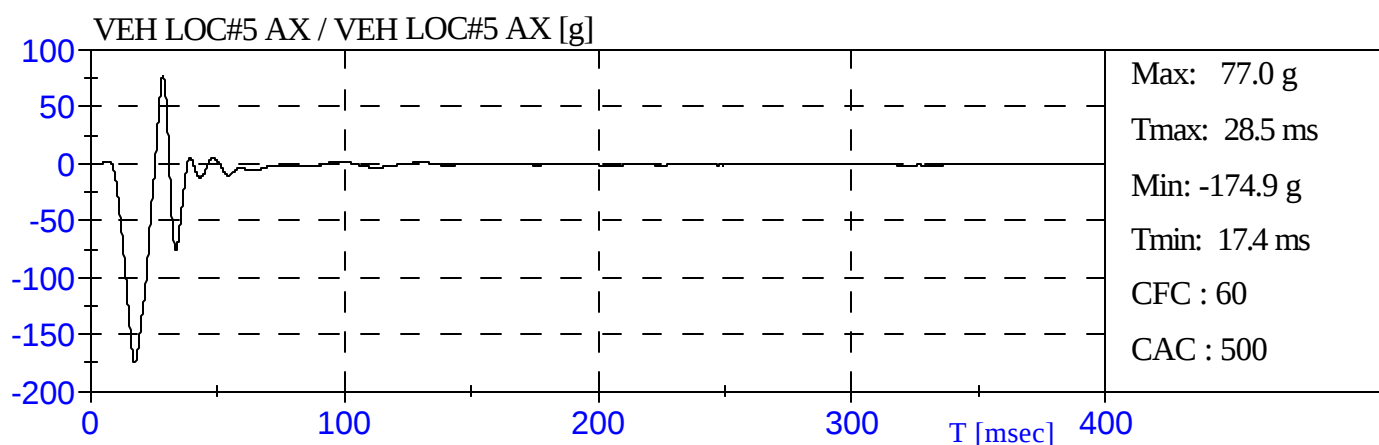
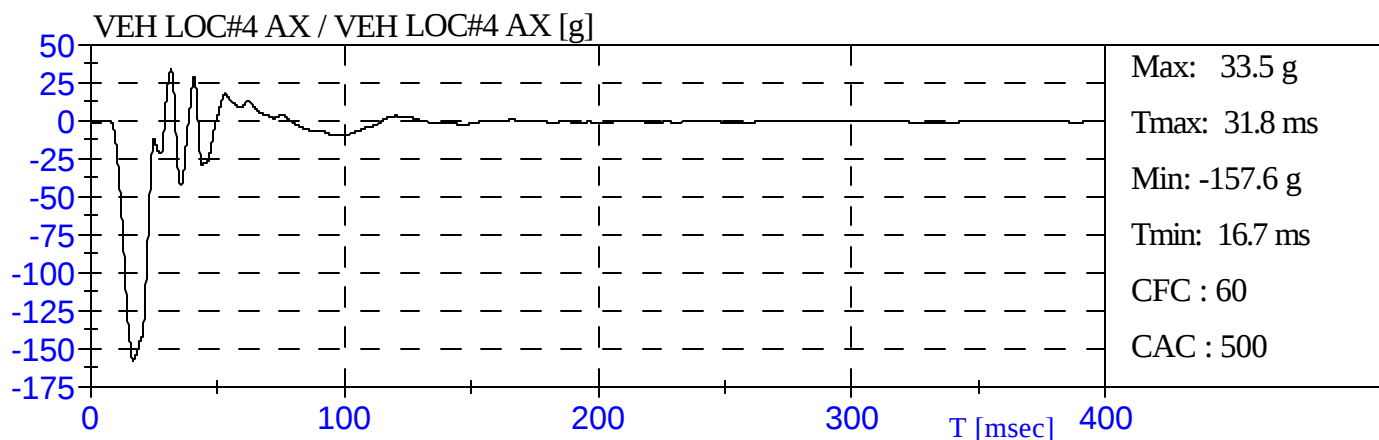


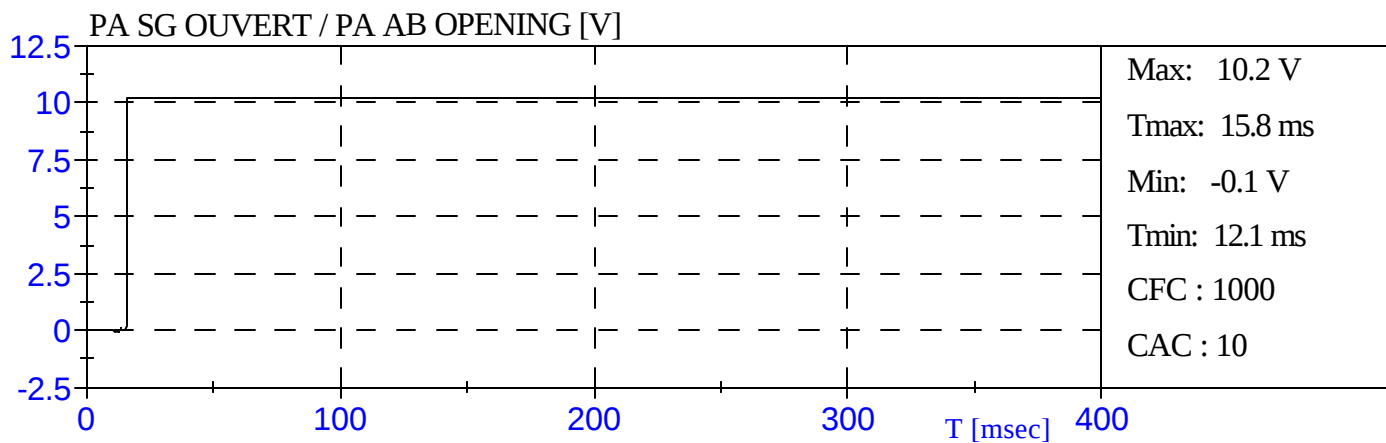
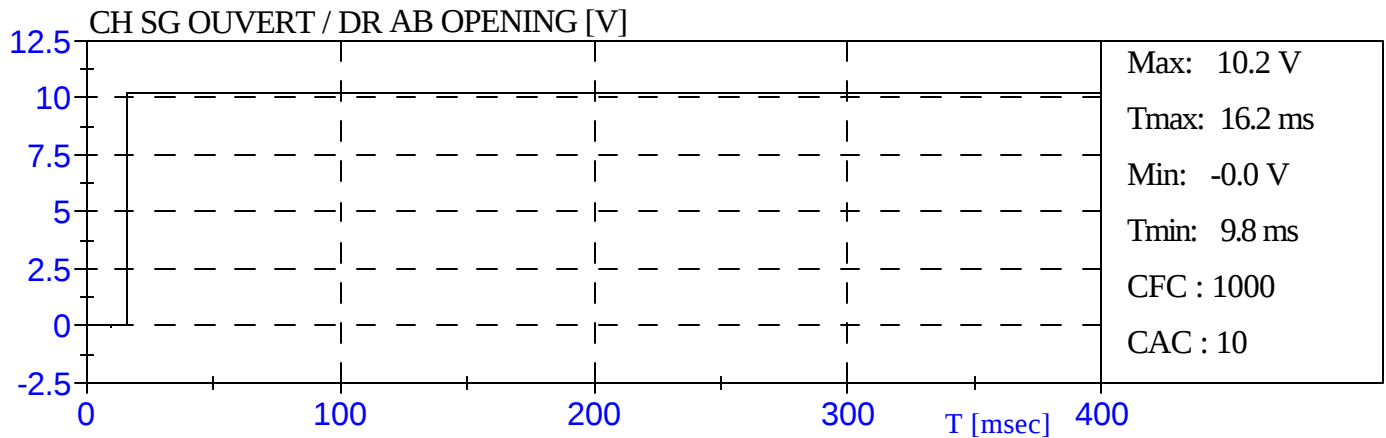


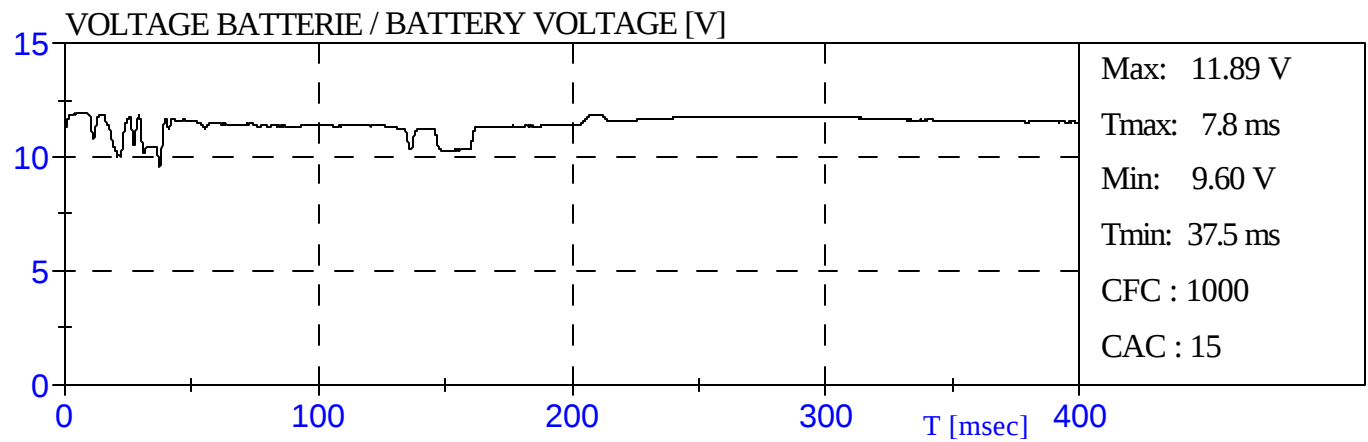


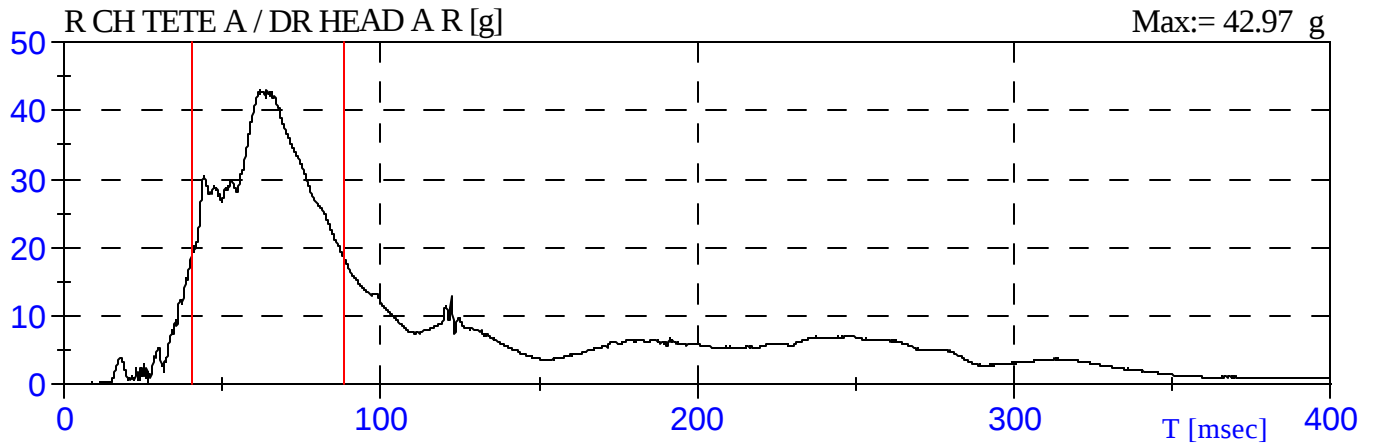










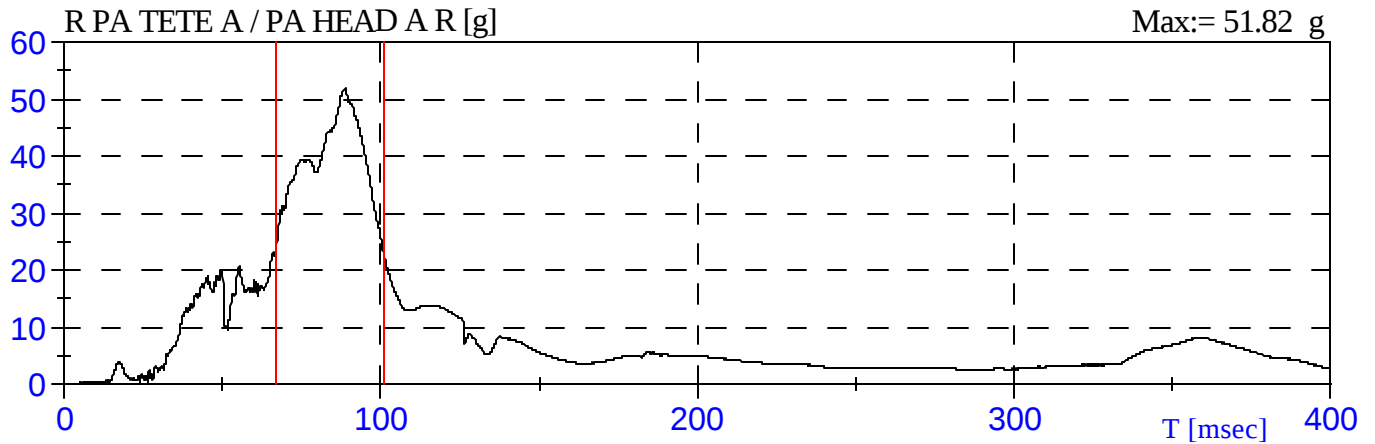


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 257	HIC(36ms):= 239	HIC(15ms):= 149
T1:= 40.1 ms	T1:= 43.3 ms	T1:= 57.6 ms
T2:= 88.1 ms	T2:= 79.3 ms	T2:= 72.6 ms

* Selon / According To: SAE J1727 96-08

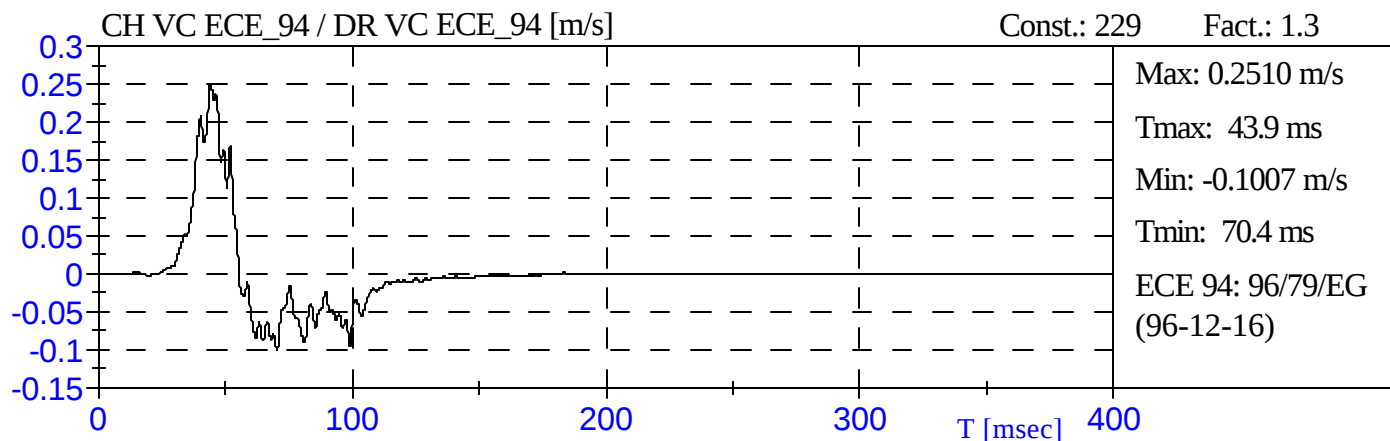
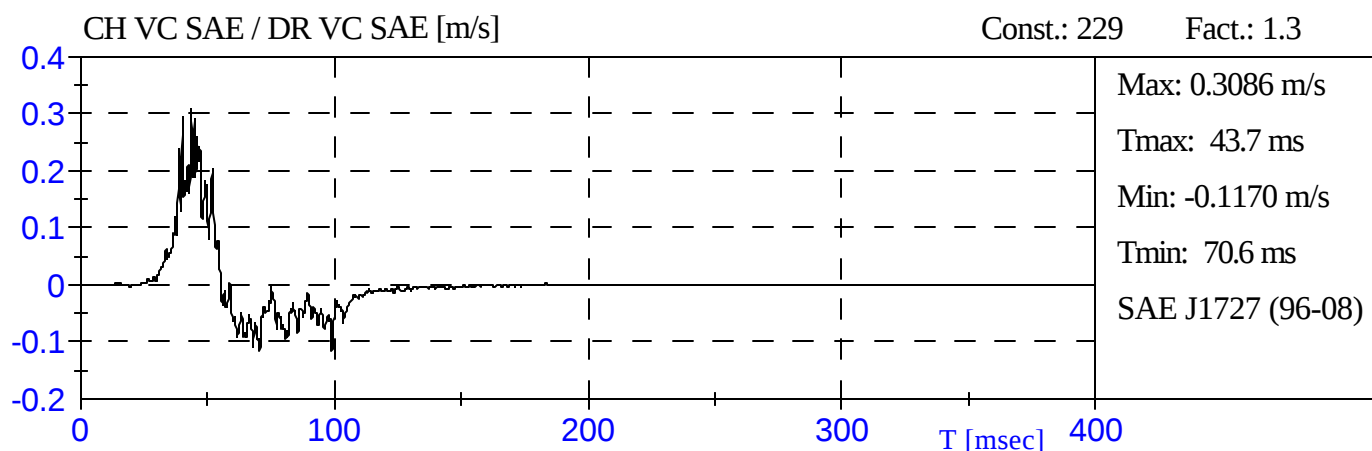
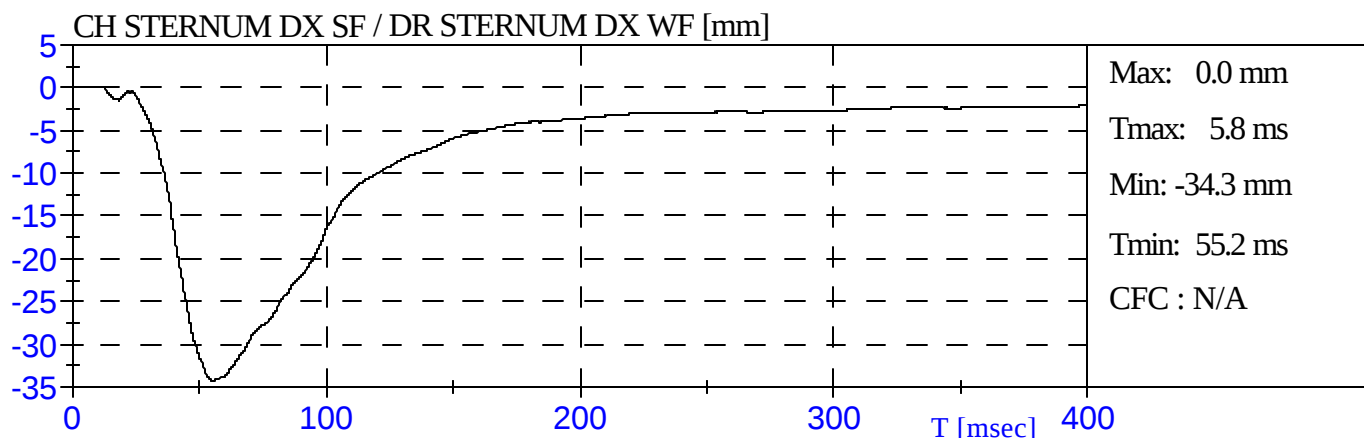


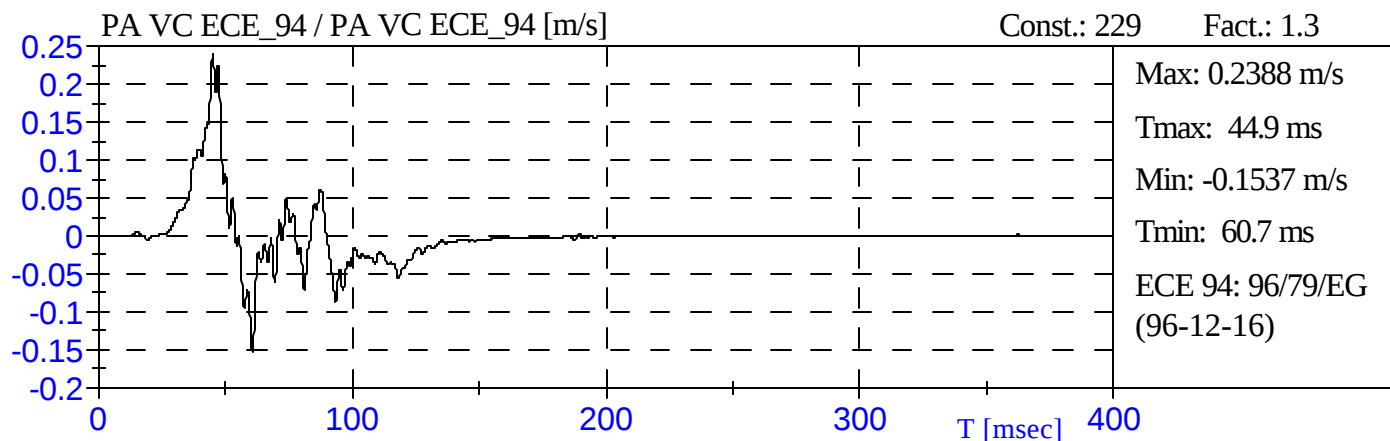
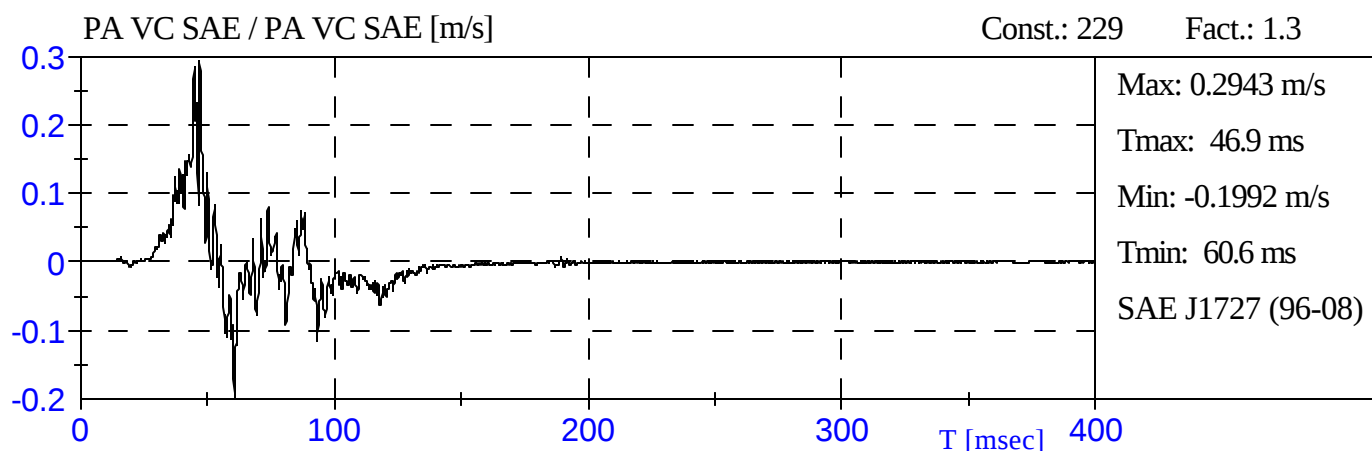
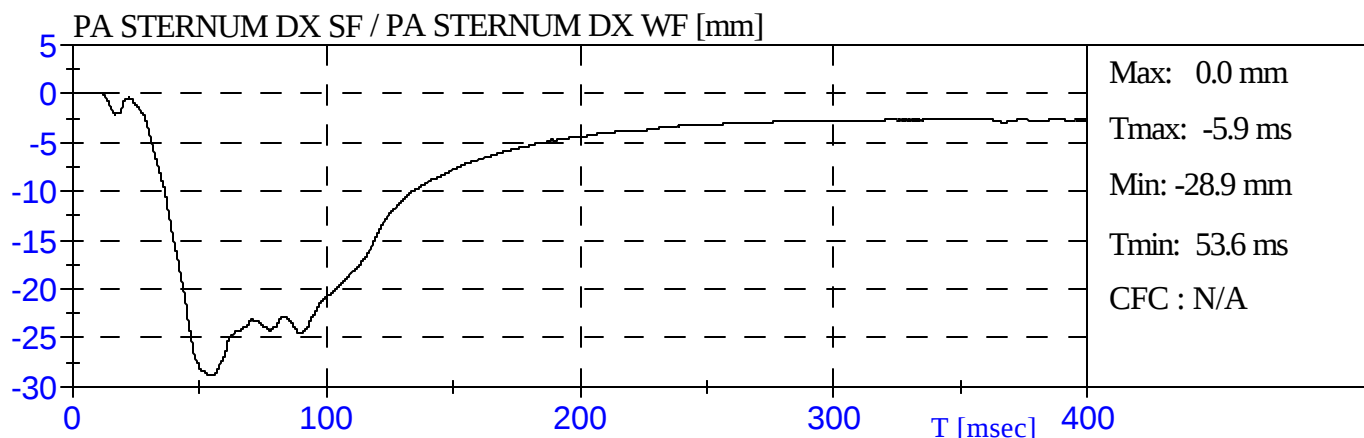
HEAD INJURY CRITERIA (HIC) *

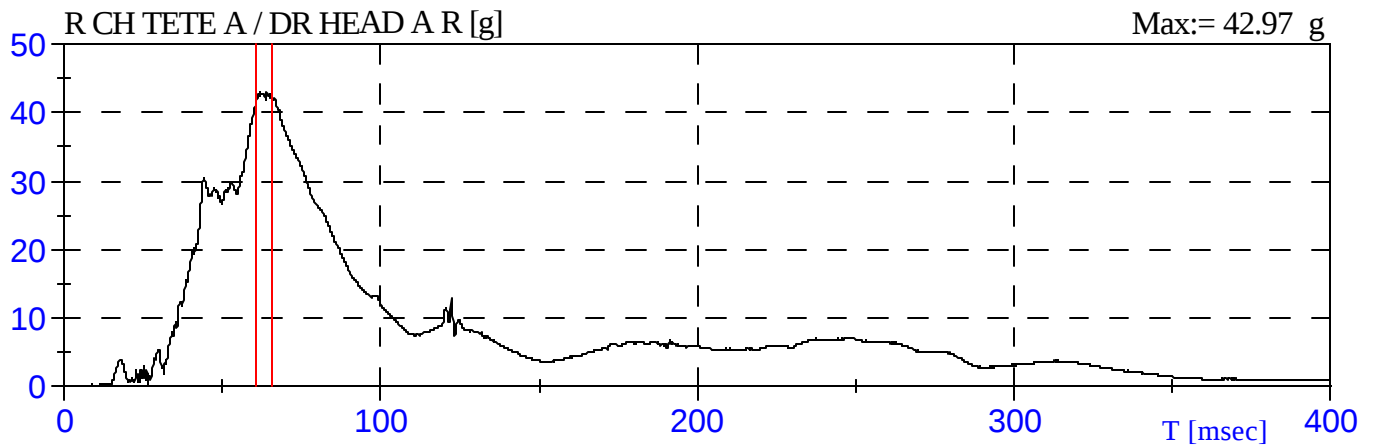
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 329	HIC(36ms):= 329	HIC(15ms):= 212
T1:= 67.1 ms	T1:= 67.1 ms	T1:= 80.7 ms
T2:= 100.7 ms	T2:= 100.7 ms	T2:= 95.7 ms

* Selon / According To: SAE J1727 96-08

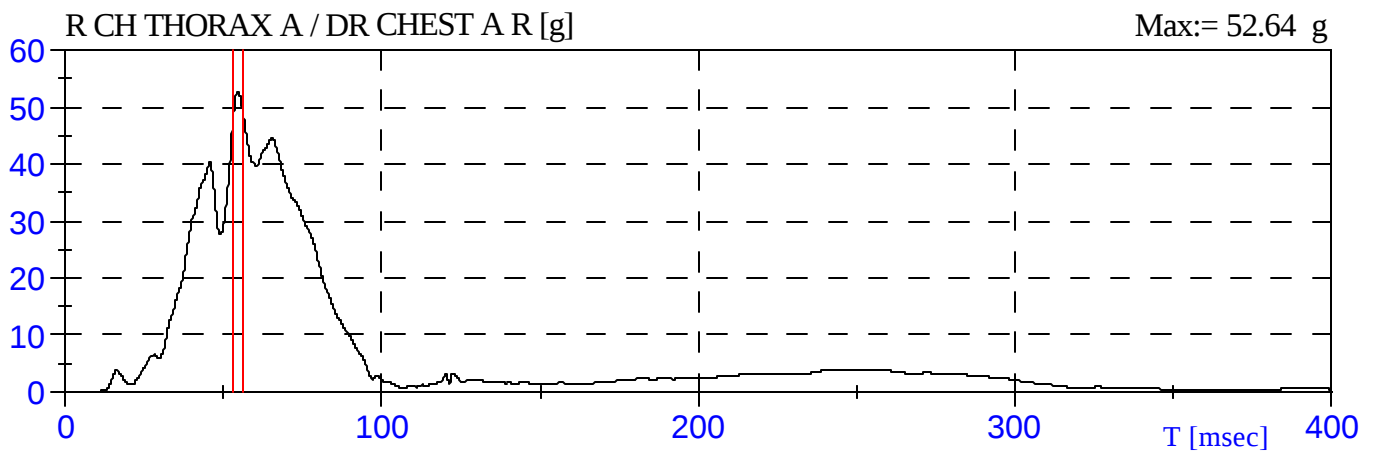






CLIP 3ms *

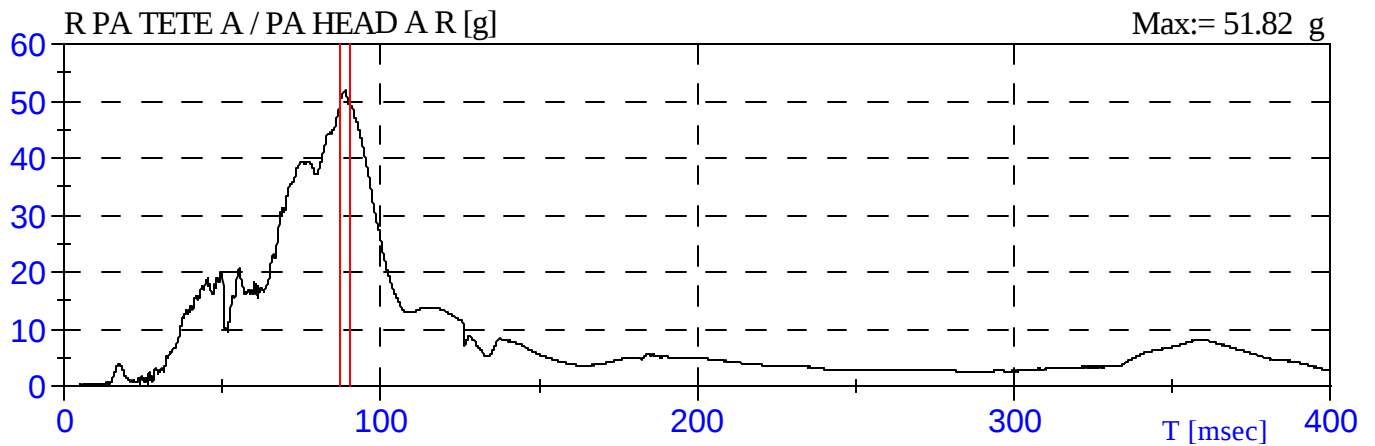
Acc. := 41.84 g	T1:= 60.8 ms	T2:= 65.9 ms
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CLIP 3ms *

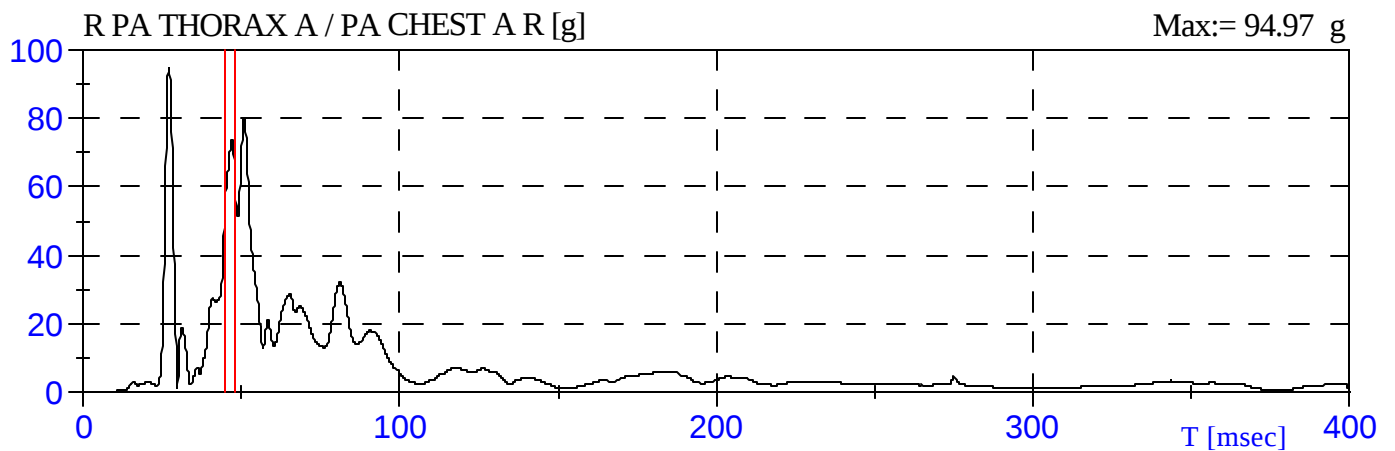
Acc. := 48.92 g	T1:= 53.3 ms	T2:= 56.3 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 49.46 g	T1:= 87.0 ms	T2:= 90.0 ms
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CLIP 3ms *

Acc. := 59.03 g	T1:= 45.1 ms	T2:= 48.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.676	0.891
BAS / LOWER	0.395	0.409

TI Passager / Passenger

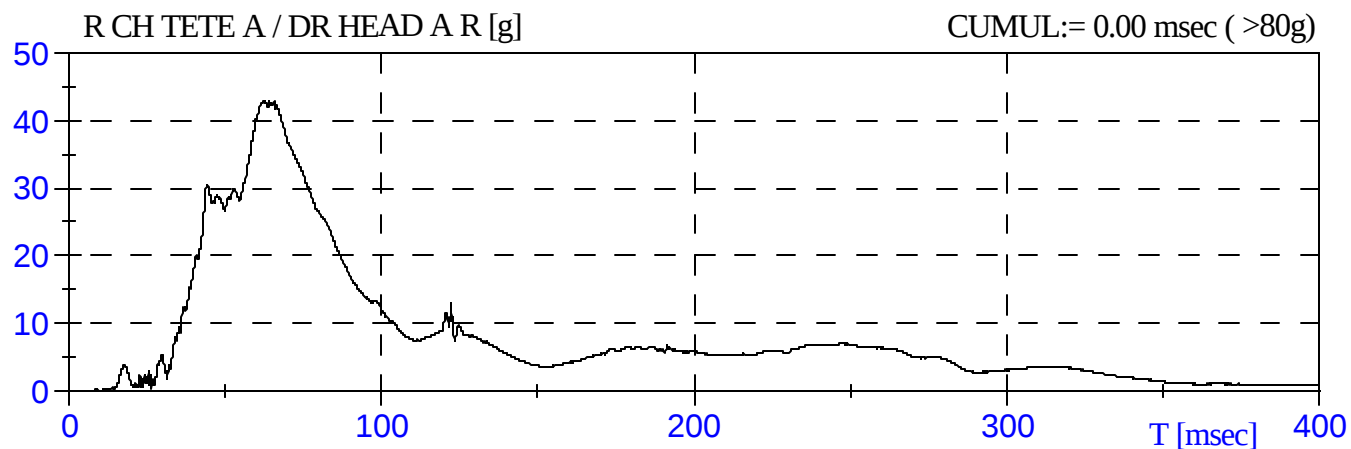
Mc := 225 N-m

Fc := 35.9 kN

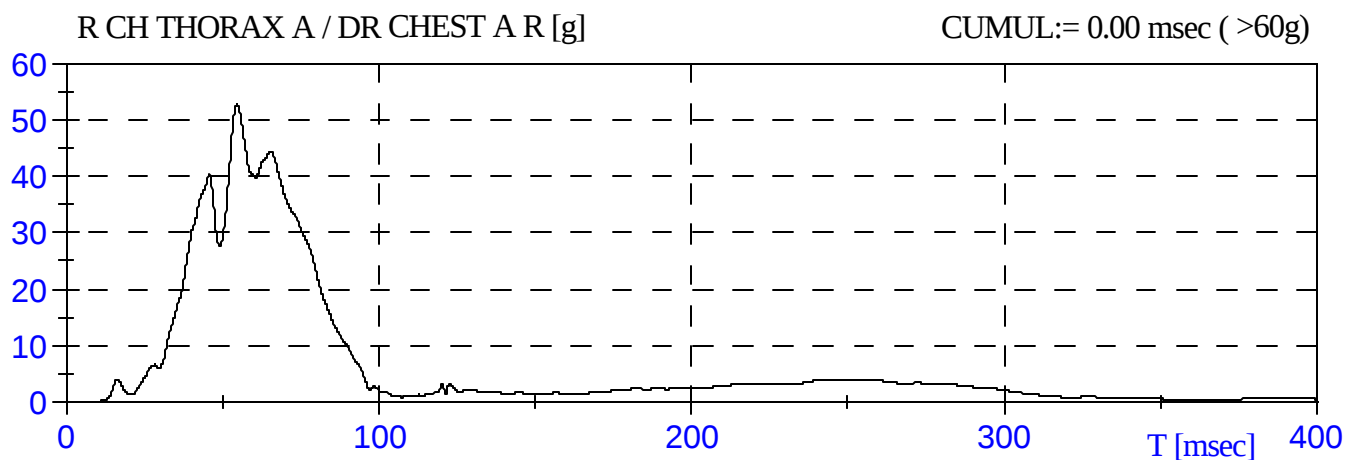
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.645	0.851
BAS / LOWER	0.468	0.590

* Selon / According To: SAE J1727 AUG 96

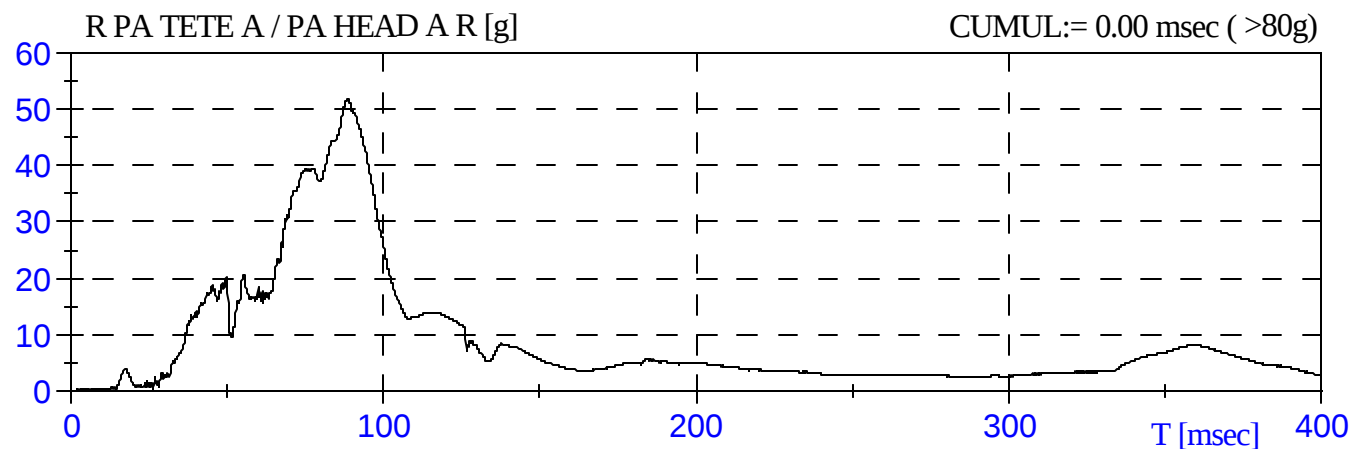
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



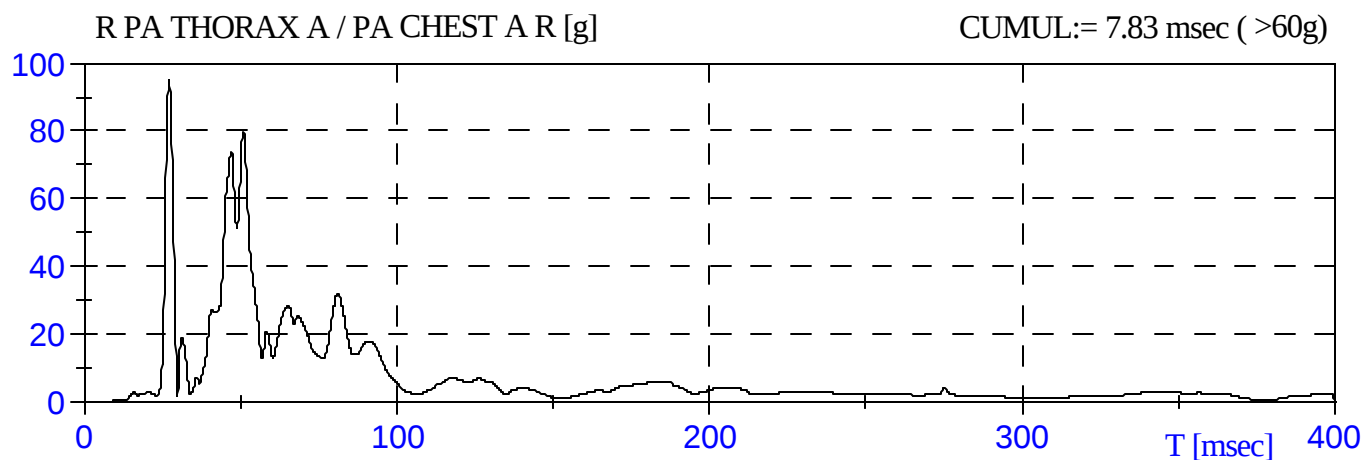
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.31$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.27	0.04	0.31	0.14	F _c	310
				E _c	135

Passager / Passenger

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

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.23	0.01	0.14	0.14	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA THORAX AX: N'est pas valide.

PA CHEST AX: Is not valid.