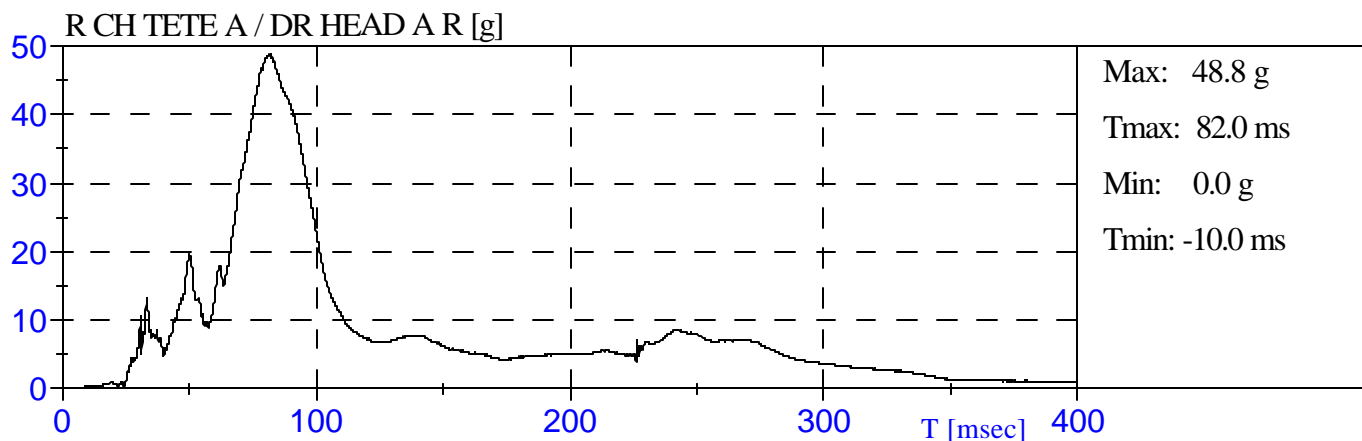
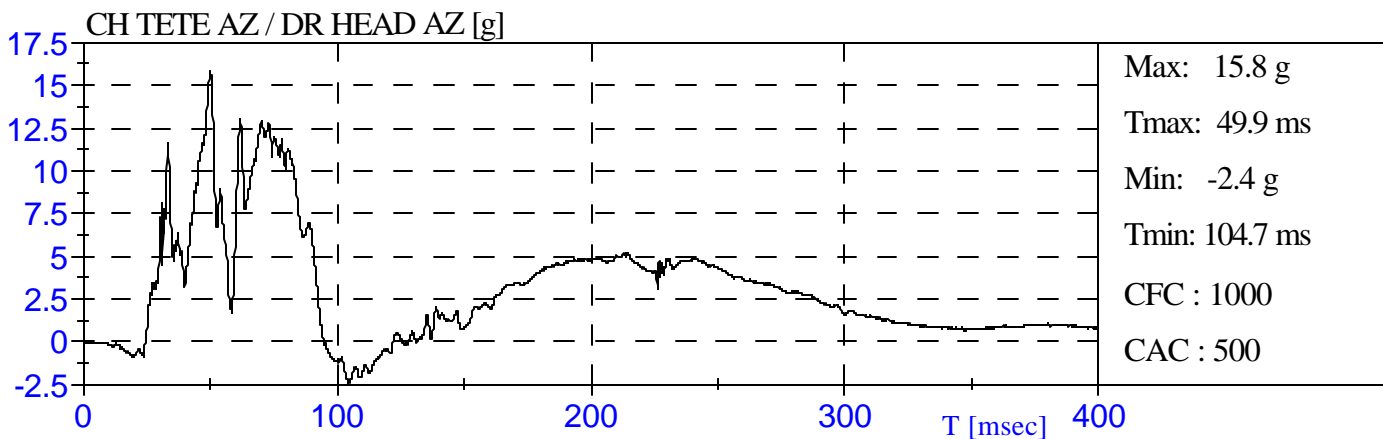
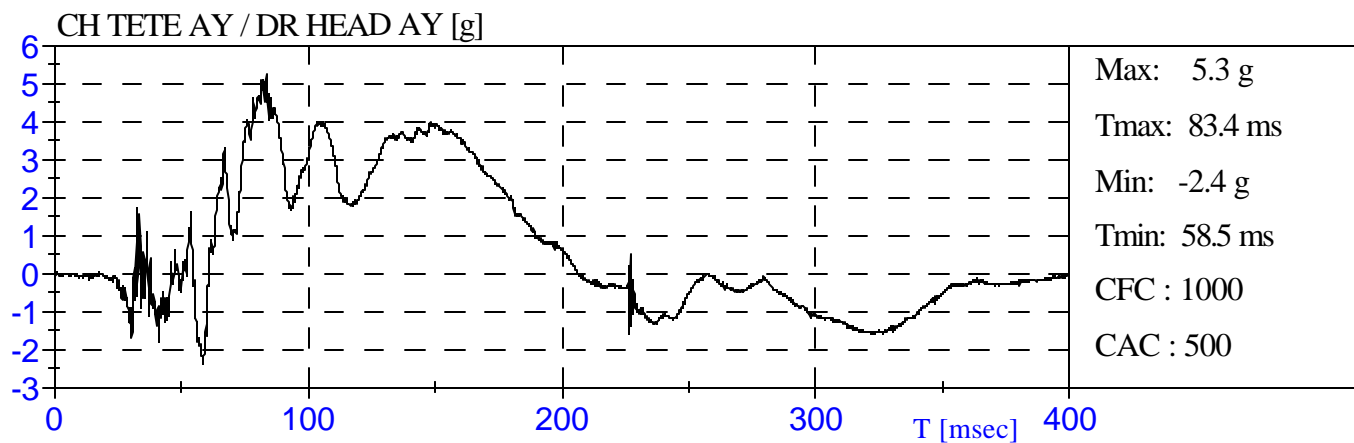
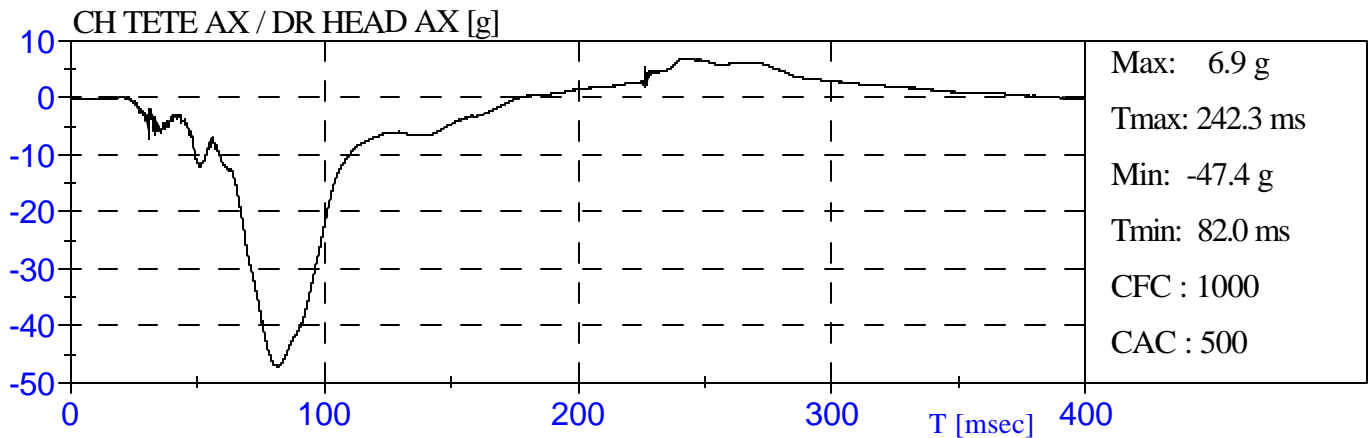
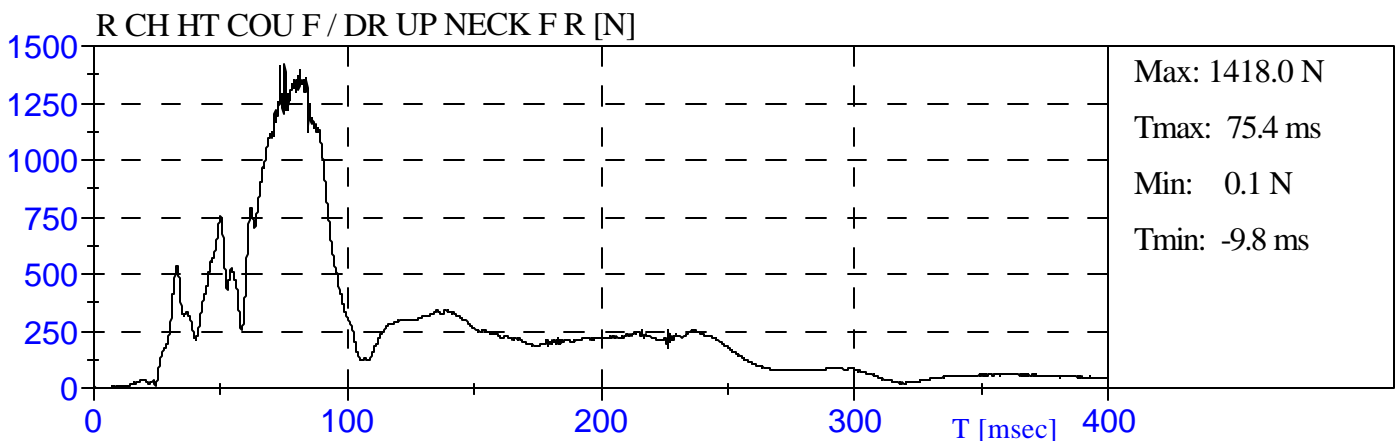
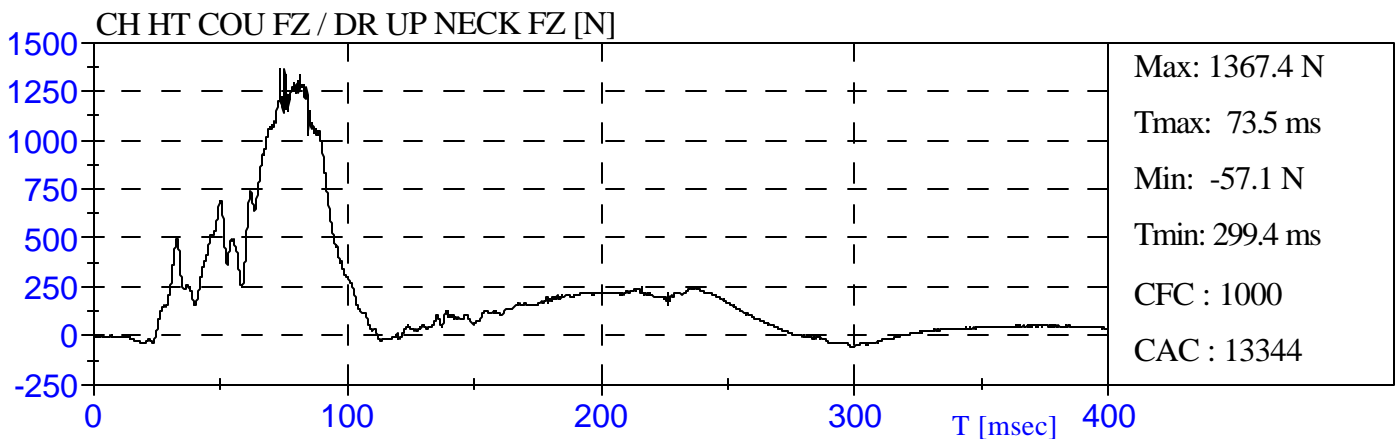
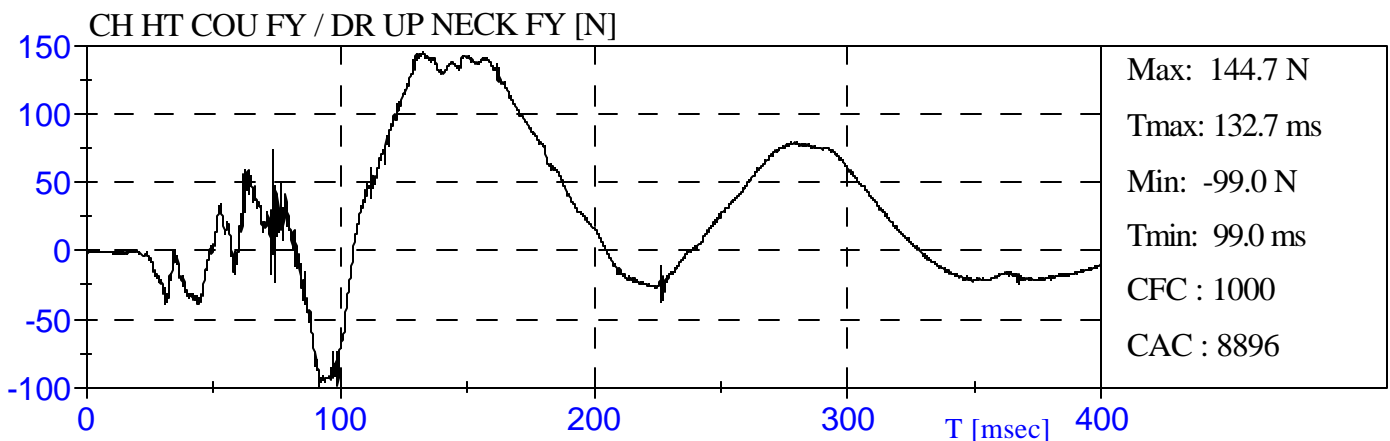
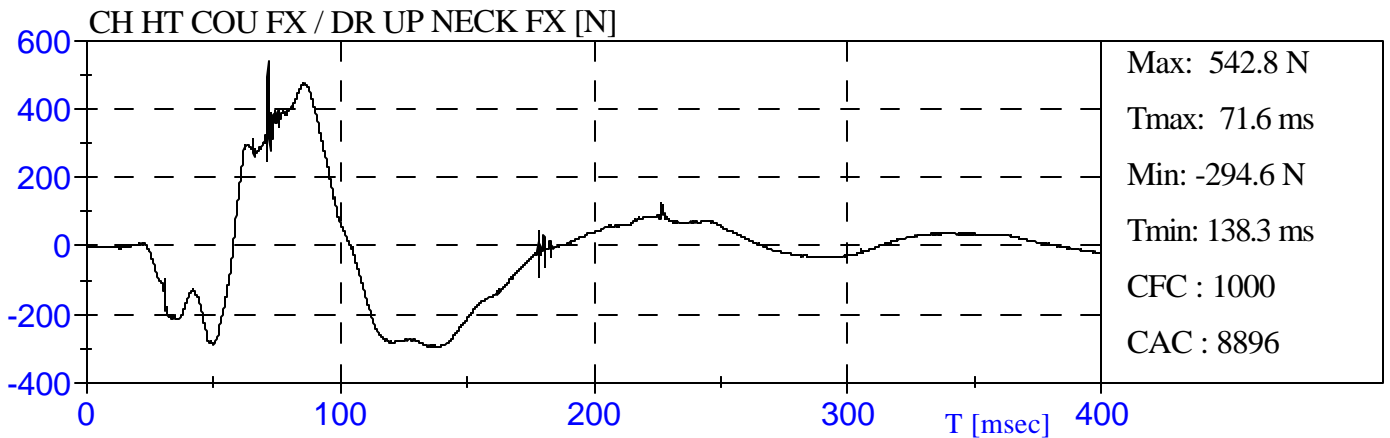
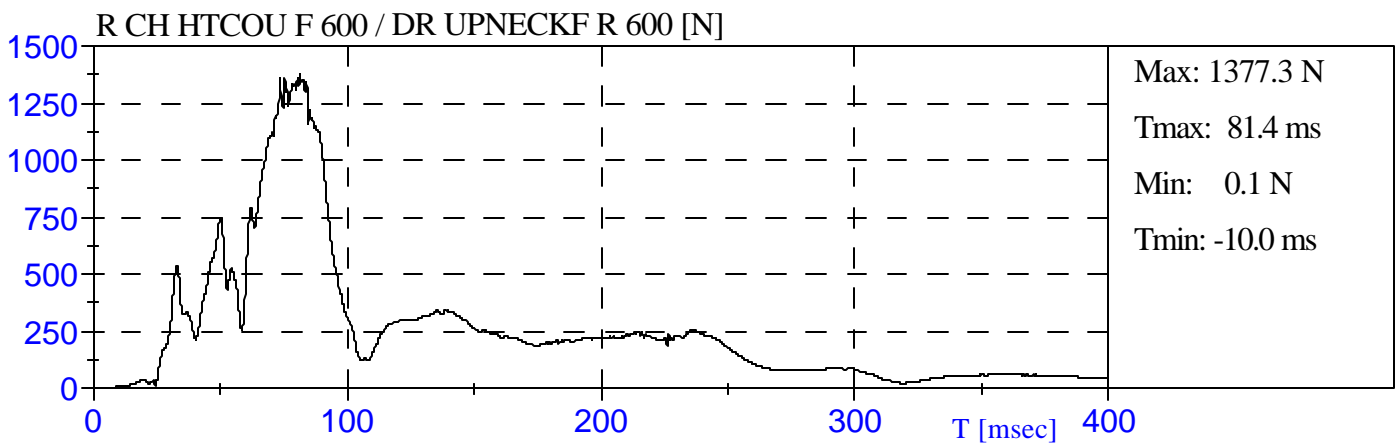
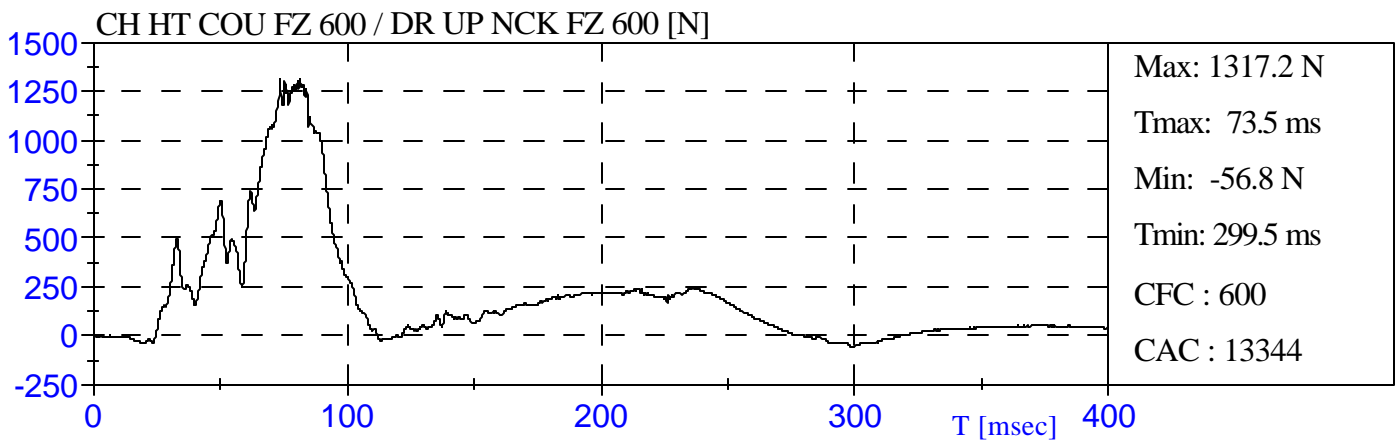
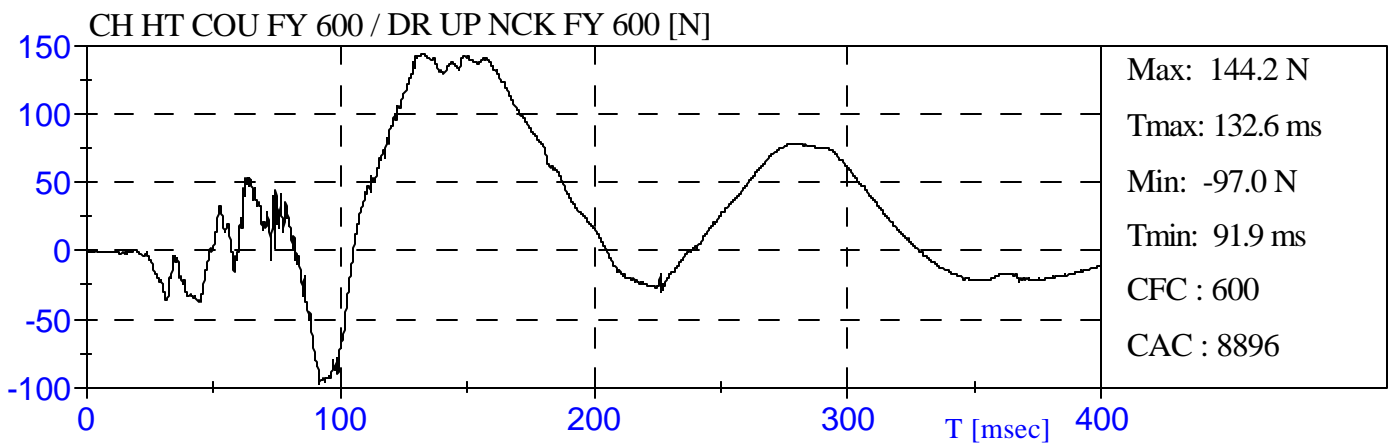
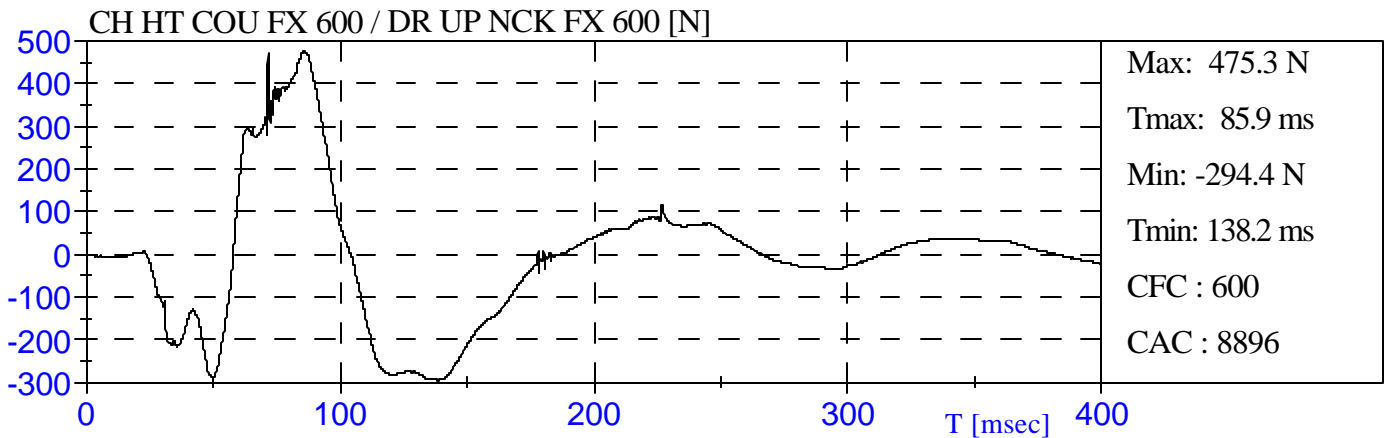
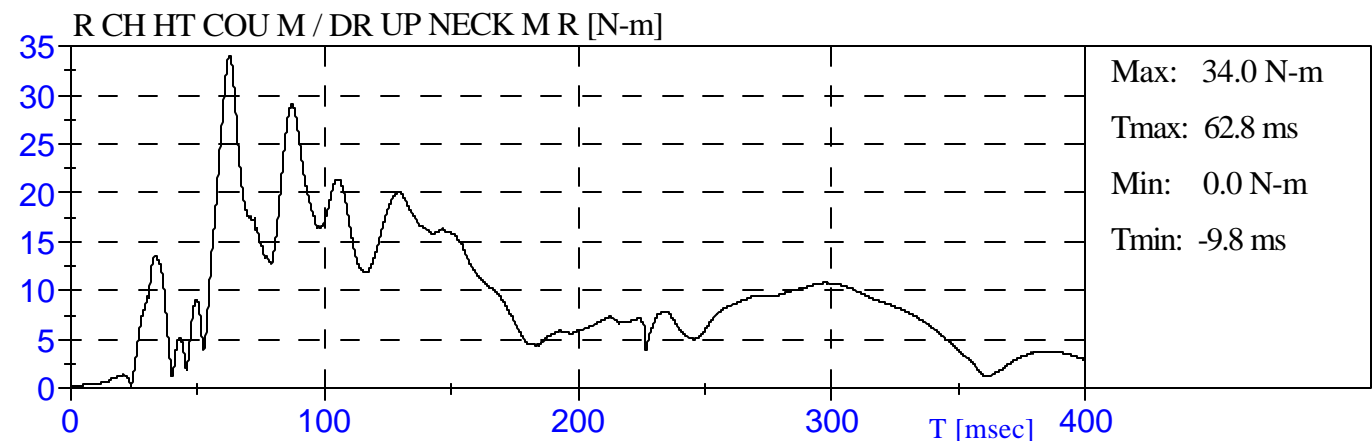
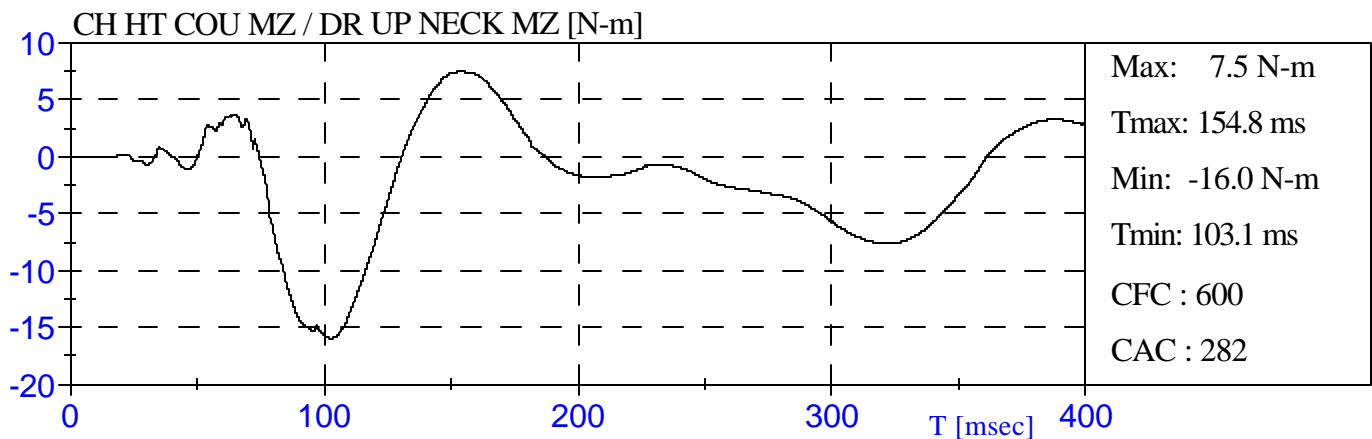
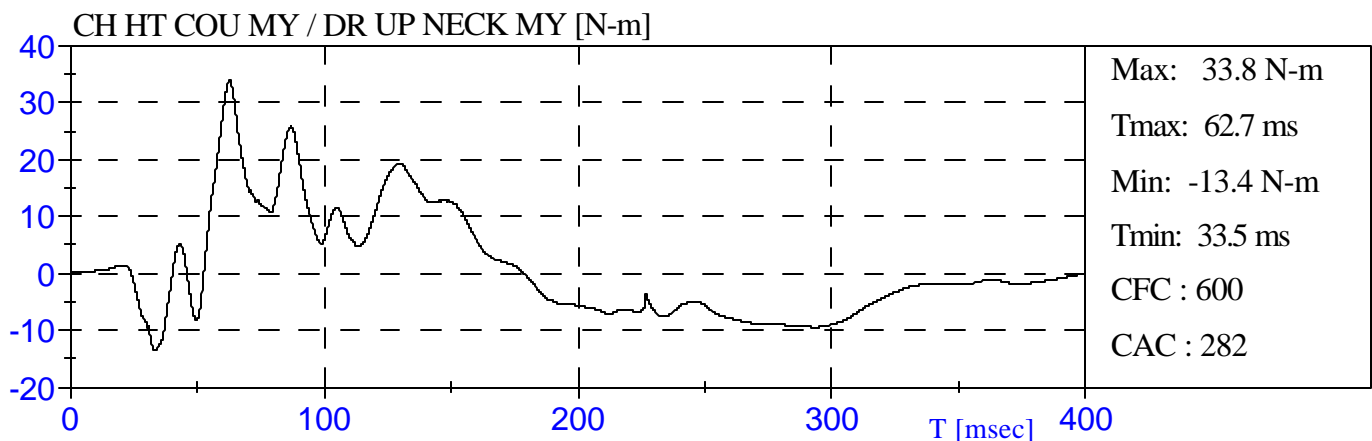
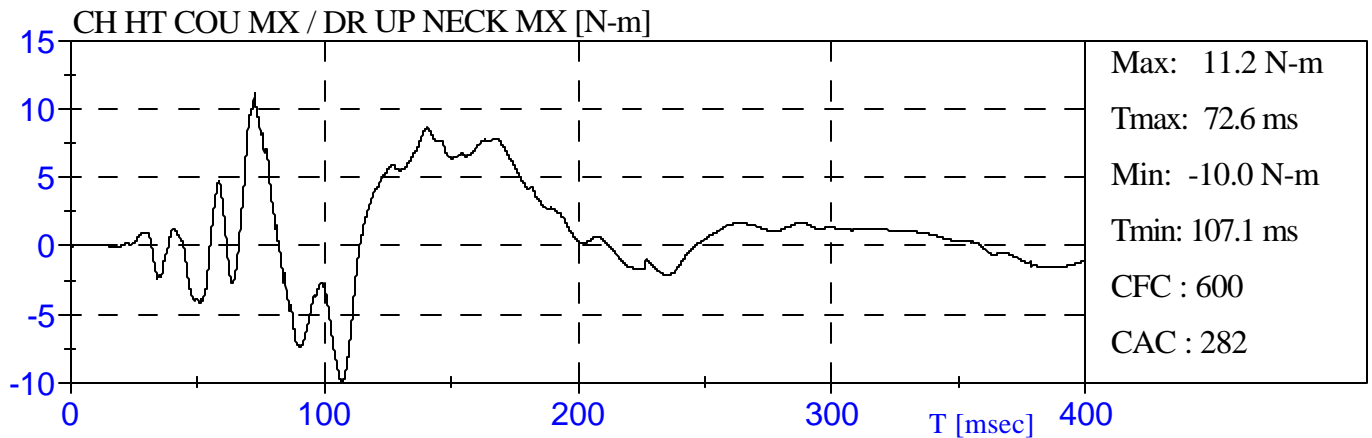


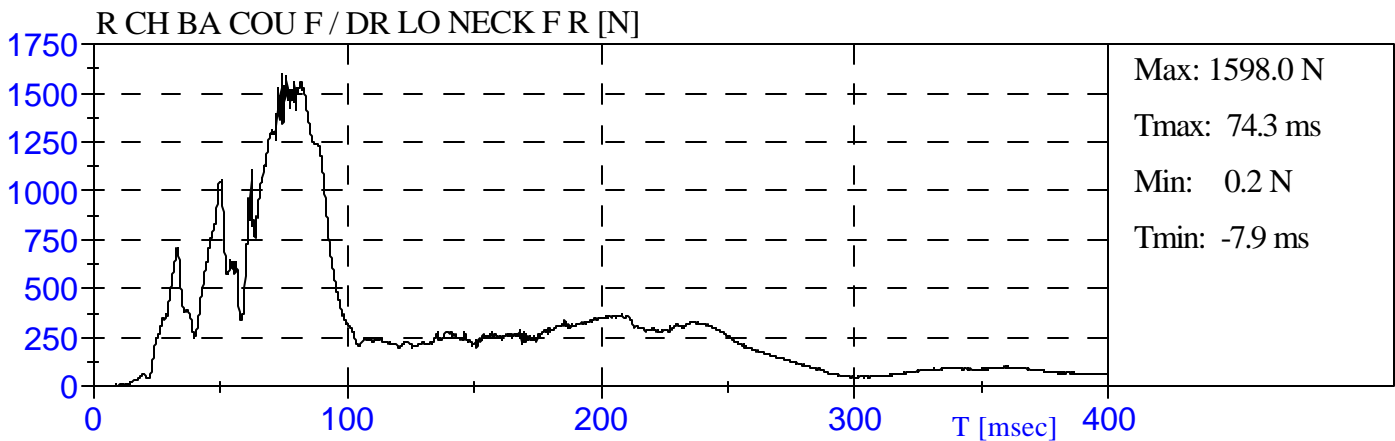
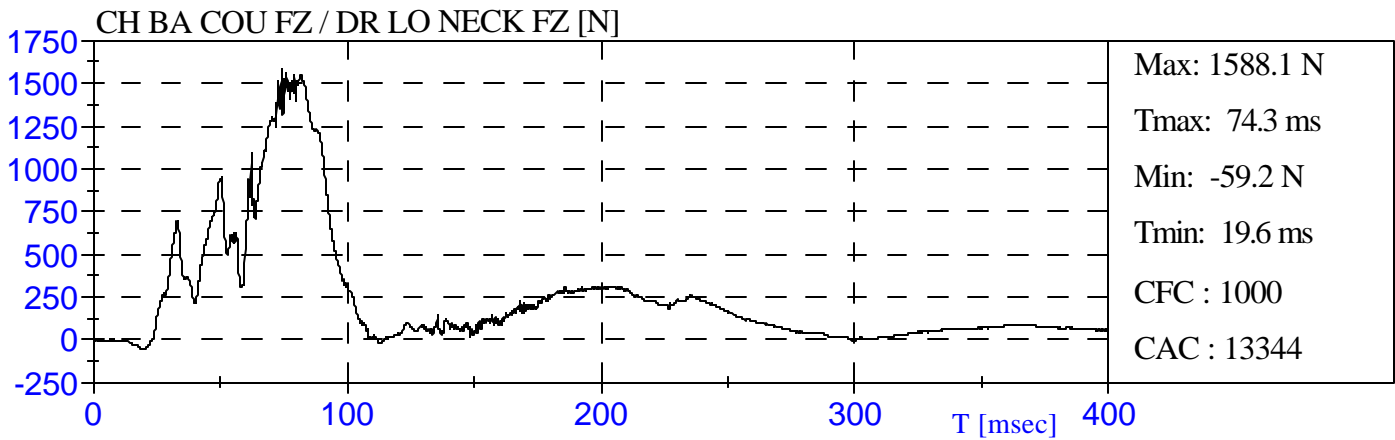
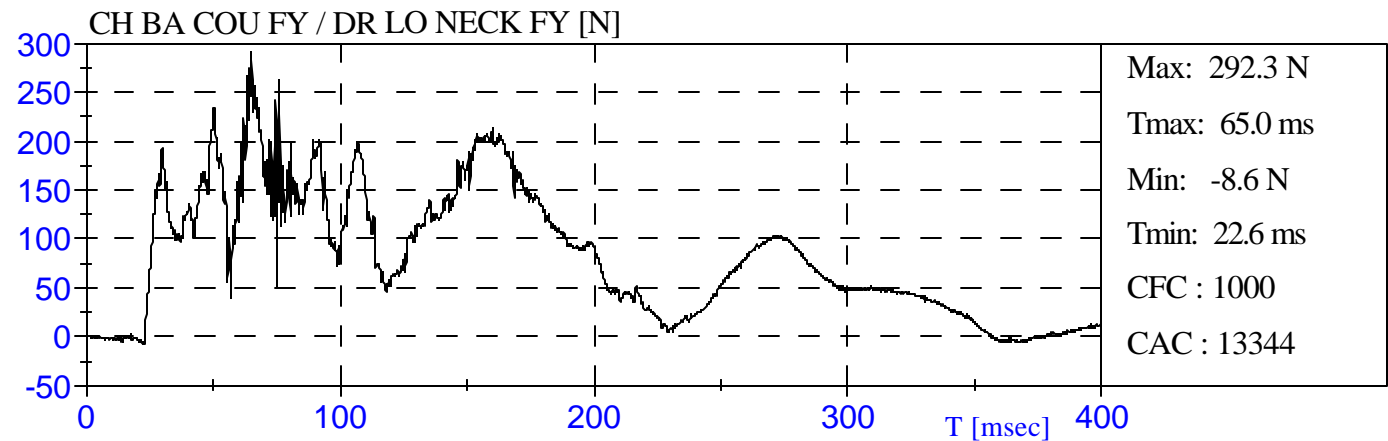
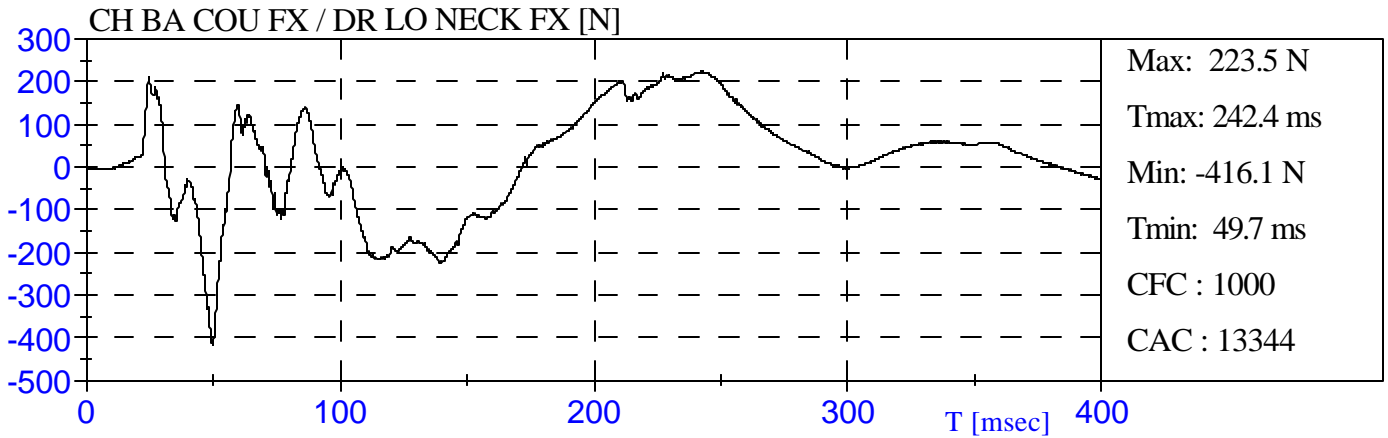
Nom du client Client Name	TRANSPORT CANADA.
Type de véhicule Type of Vehicle	MAZDA PROTEGE 5 2003
Numéro de TC Tc Number	TC03-112
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-01-23
Titre du projet Project 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
Passager 1 (arrière gauche) Passenger 1 (rear left)	
Passager 2 (arrière droit) Passenger 2 (rear right)	

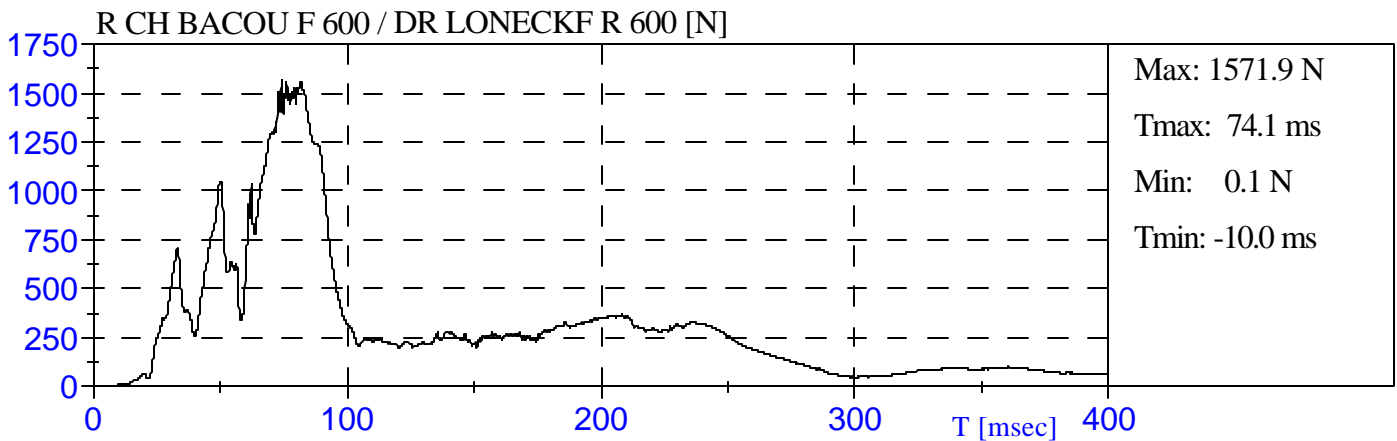
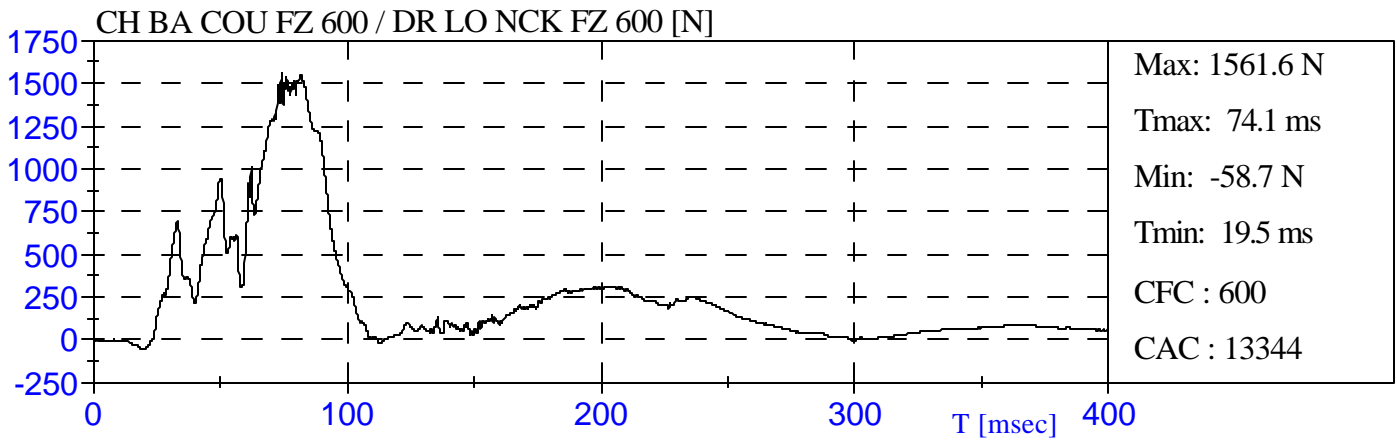
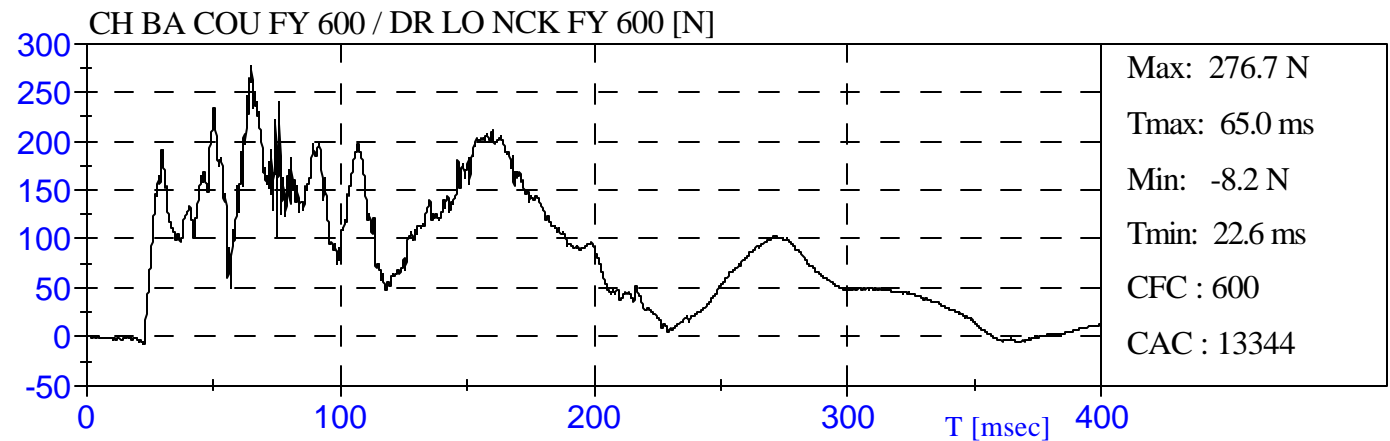
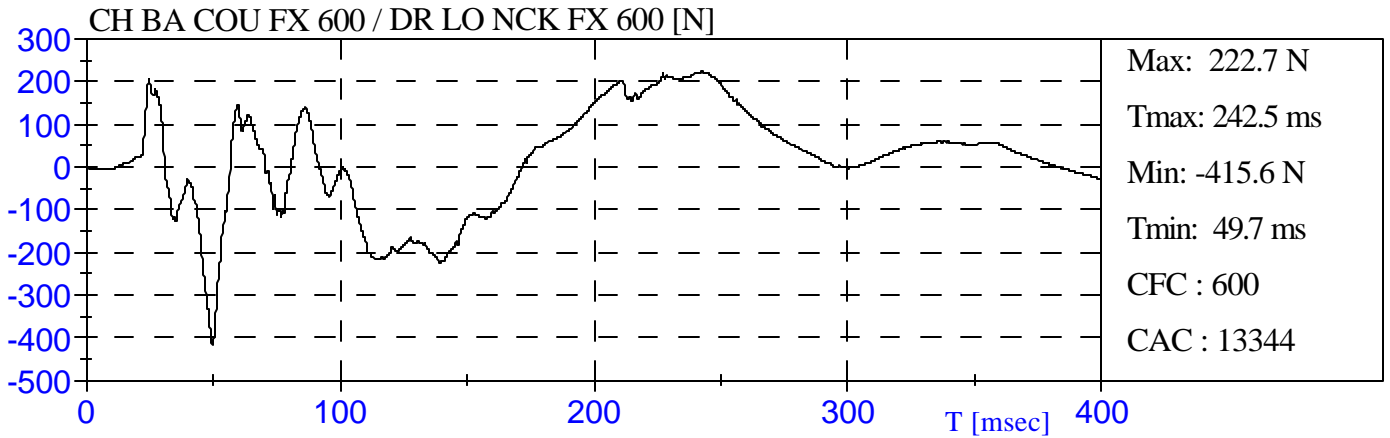


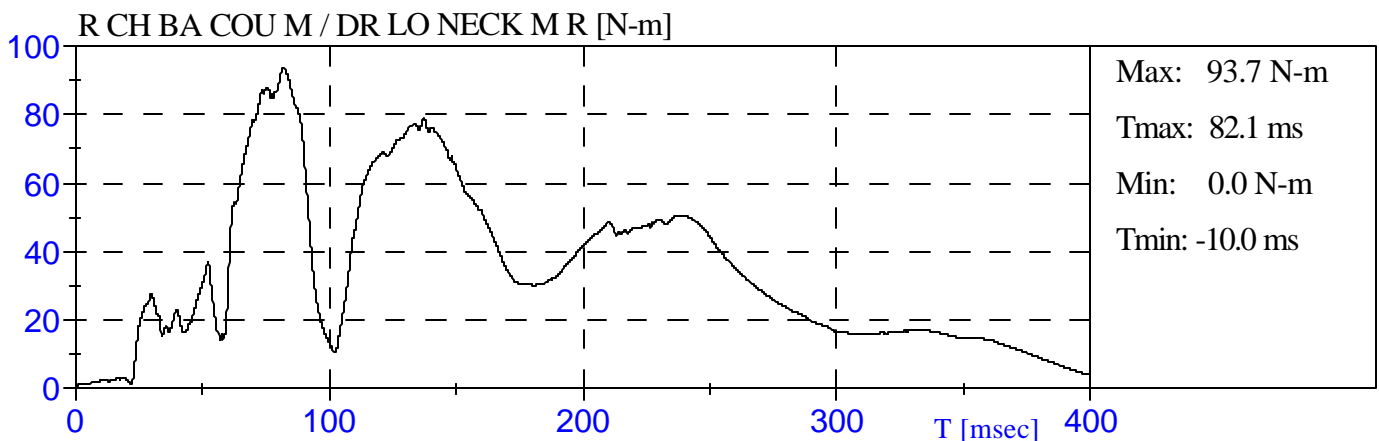
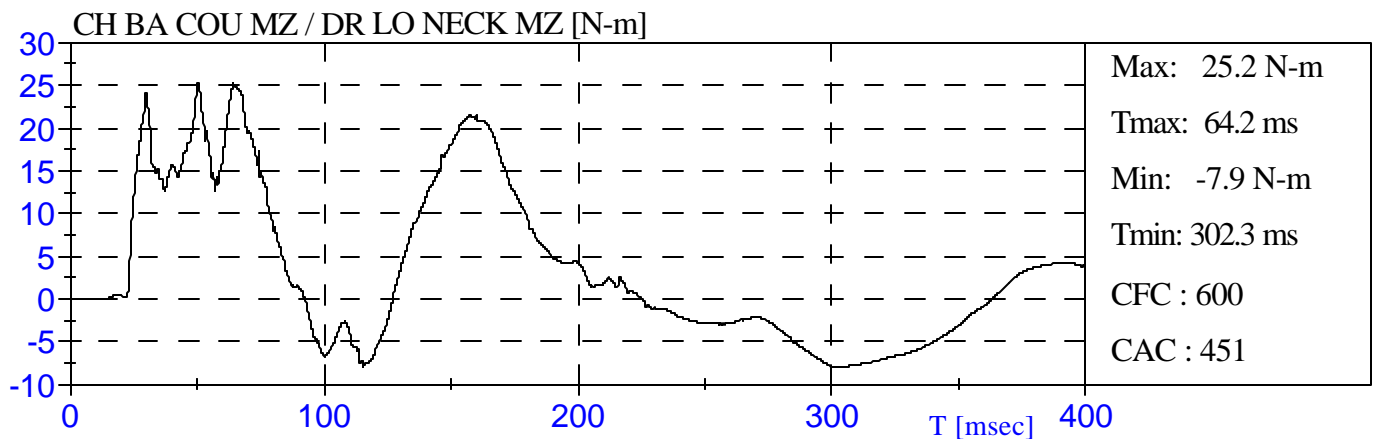
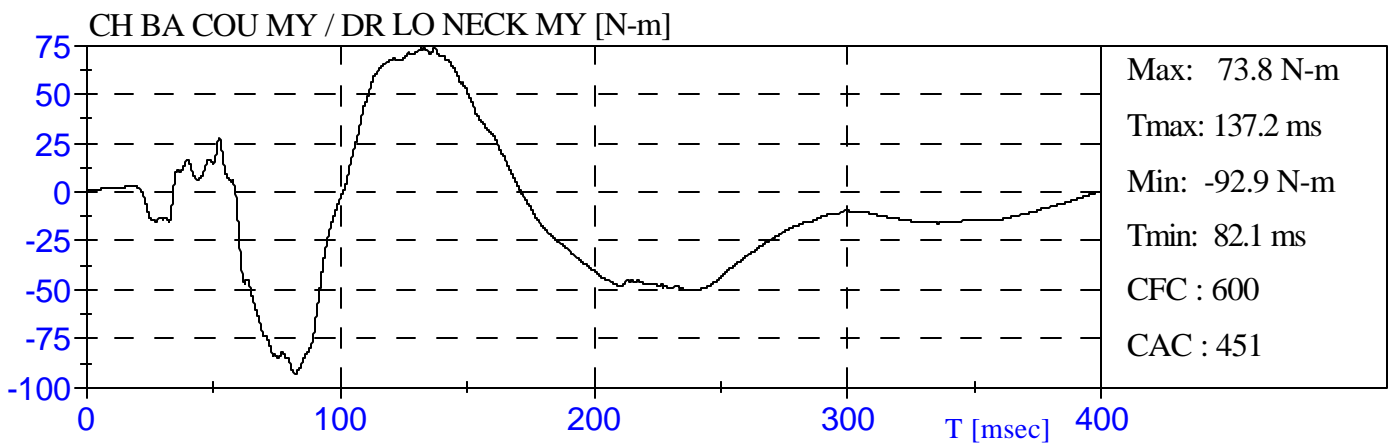
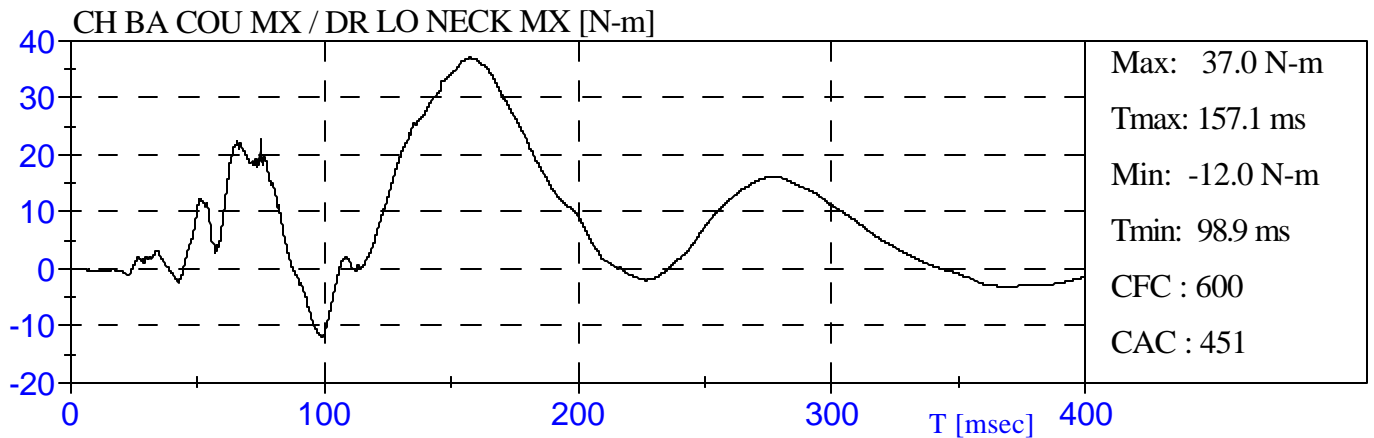


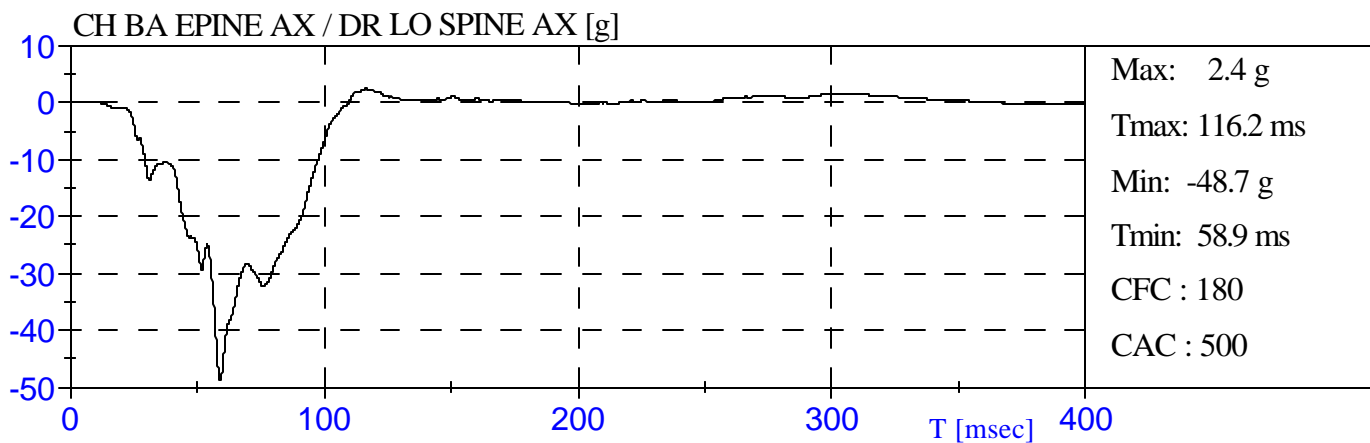
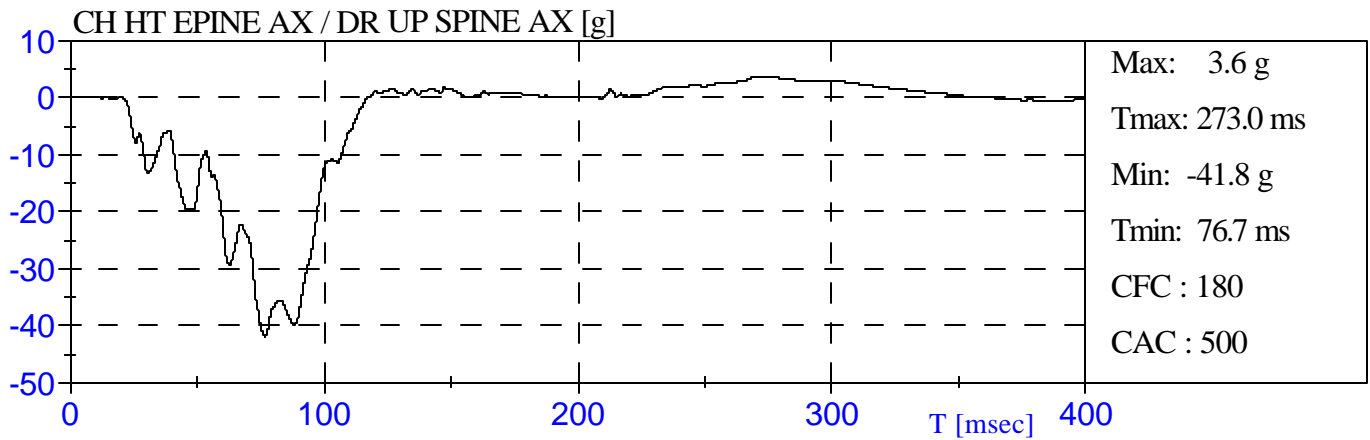


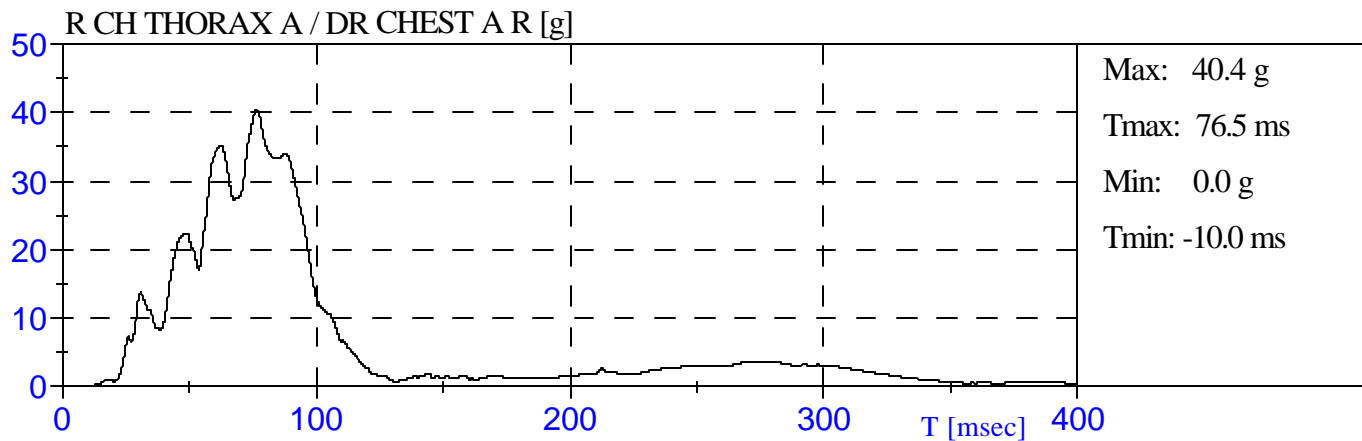
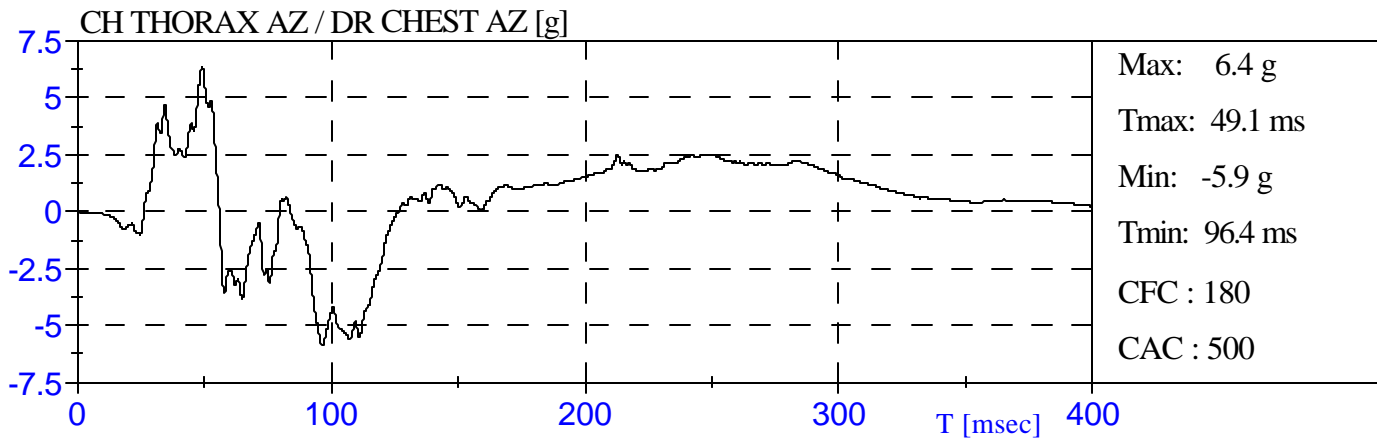
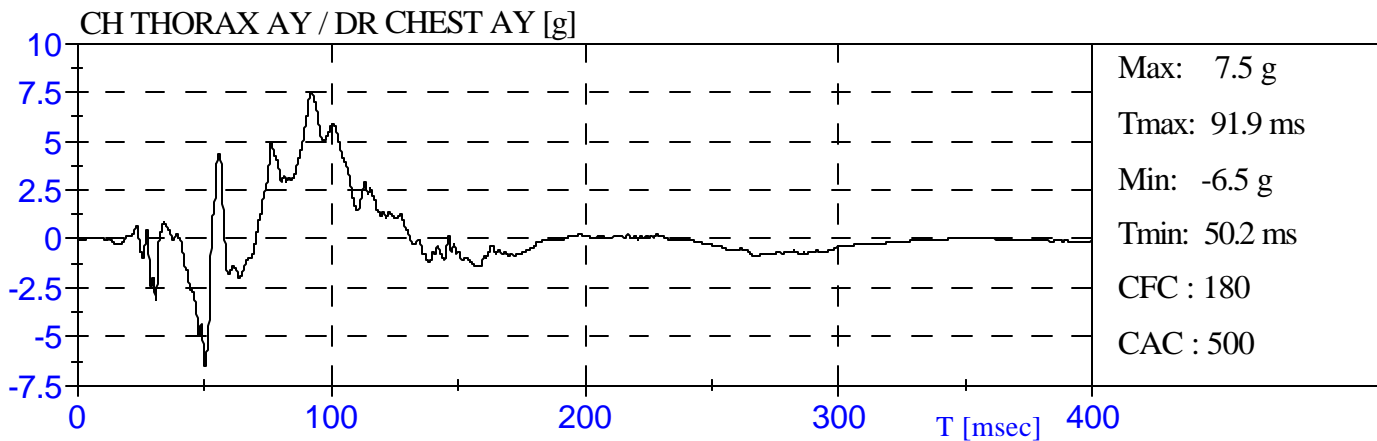
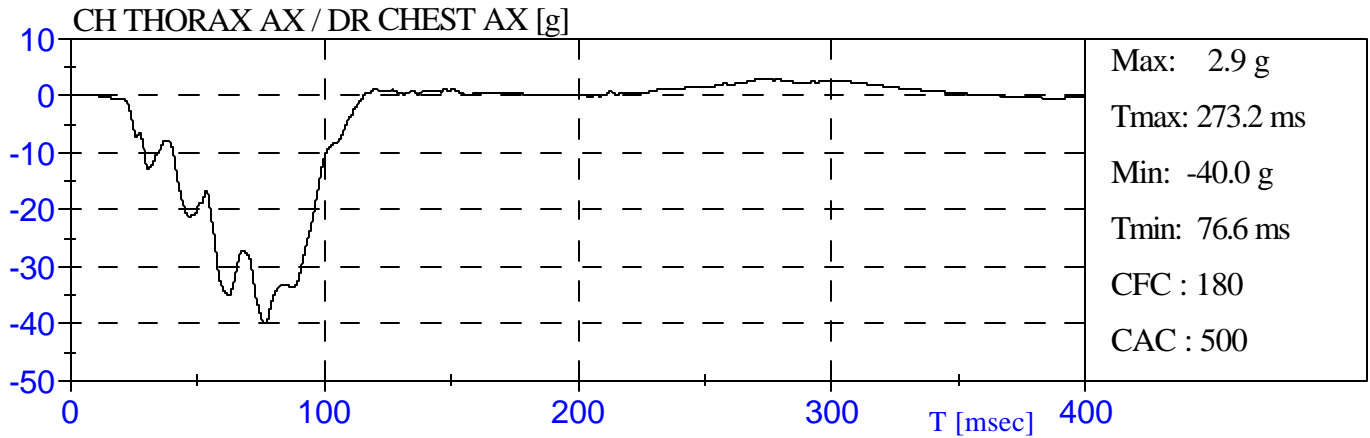


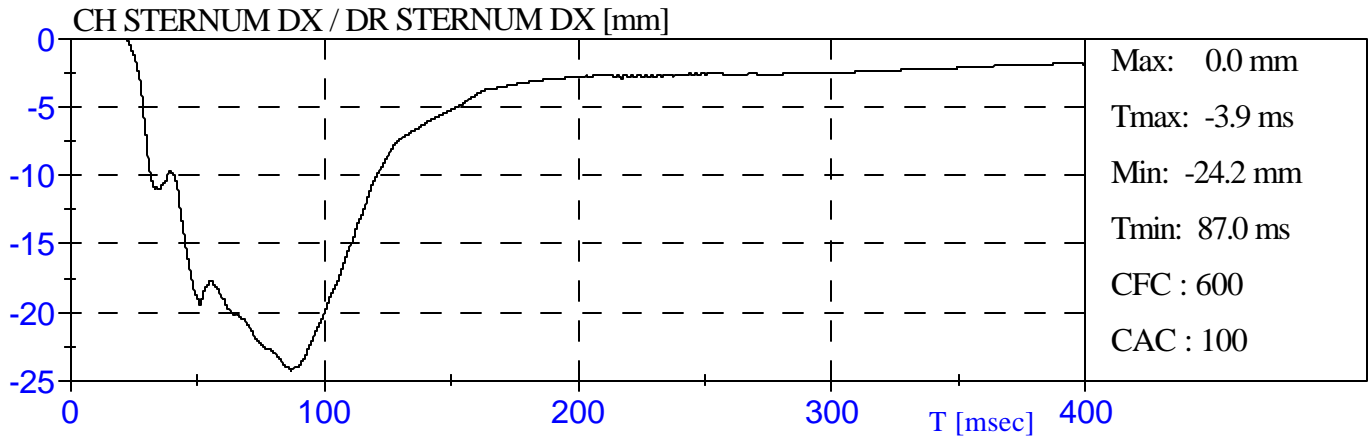


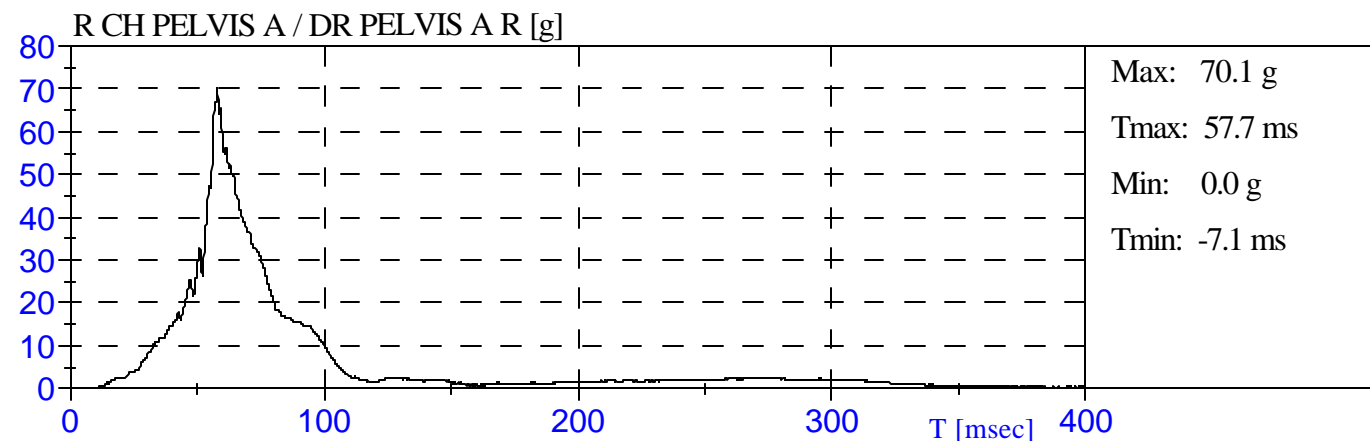
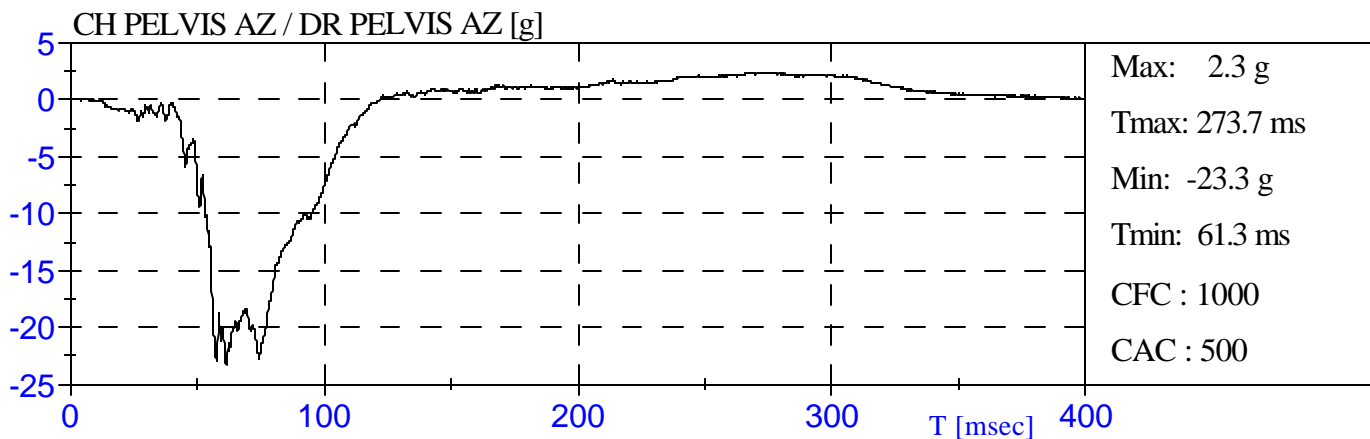
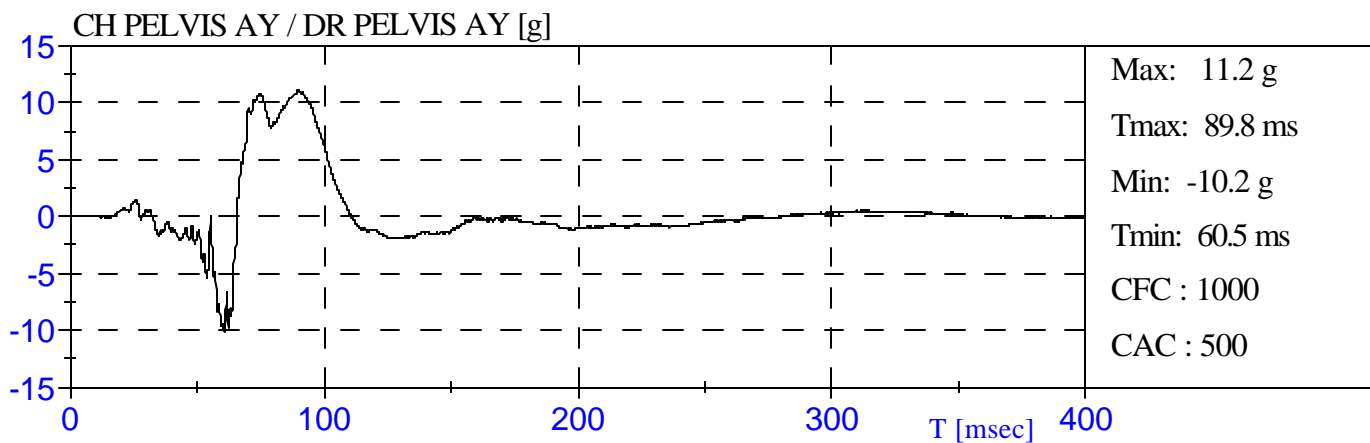
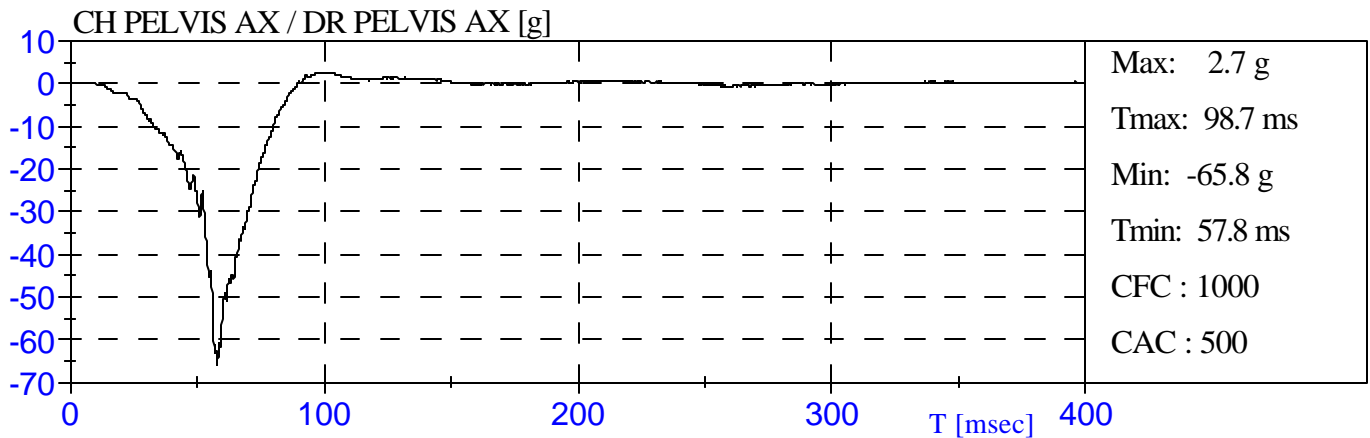


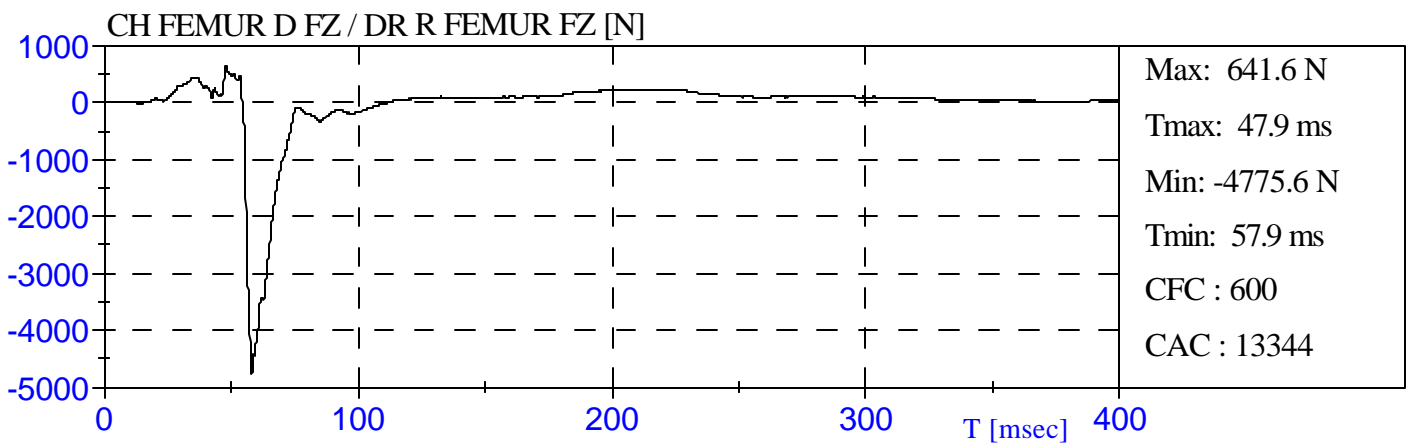
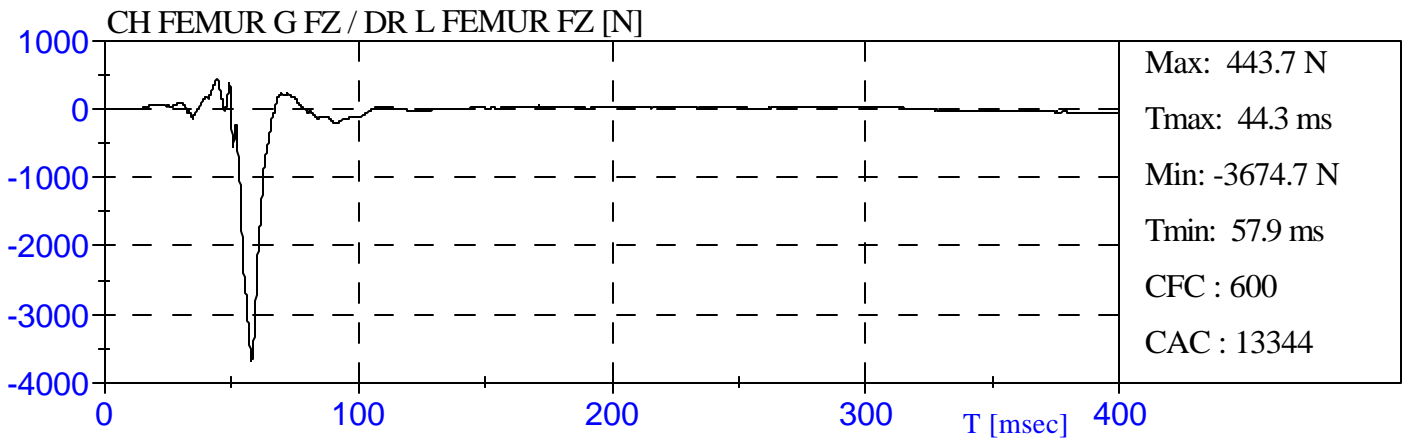


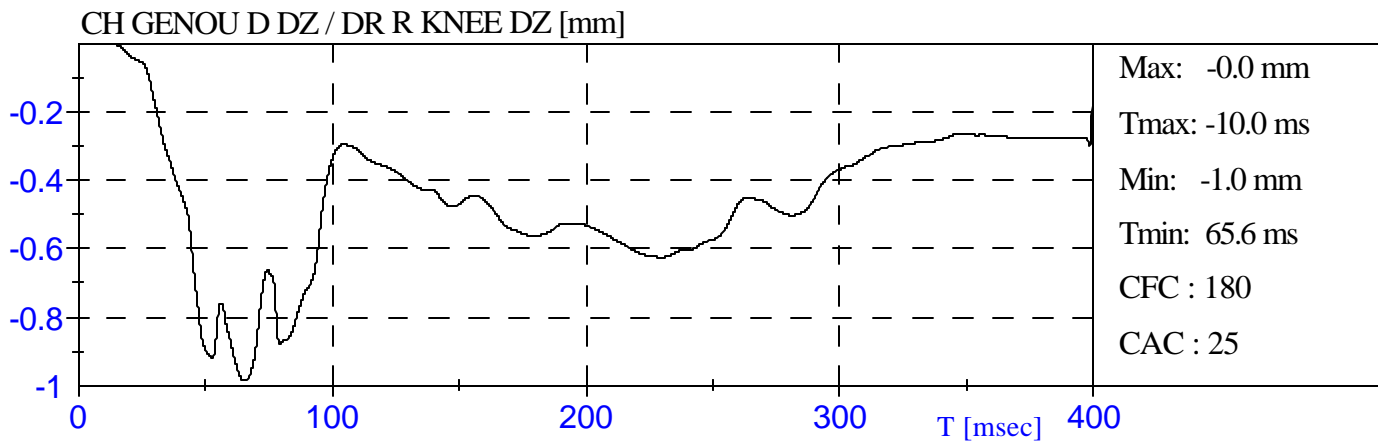
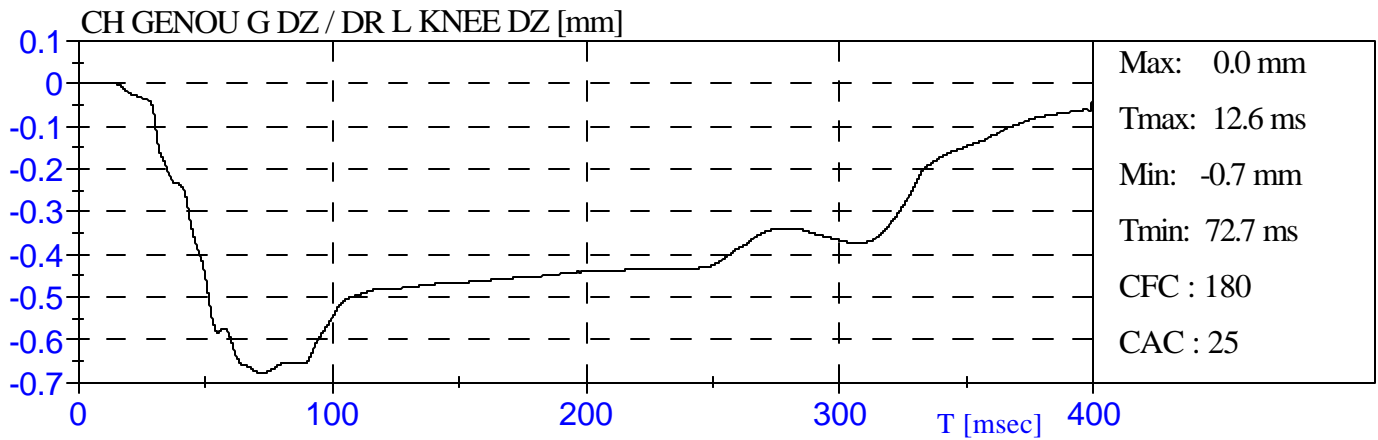


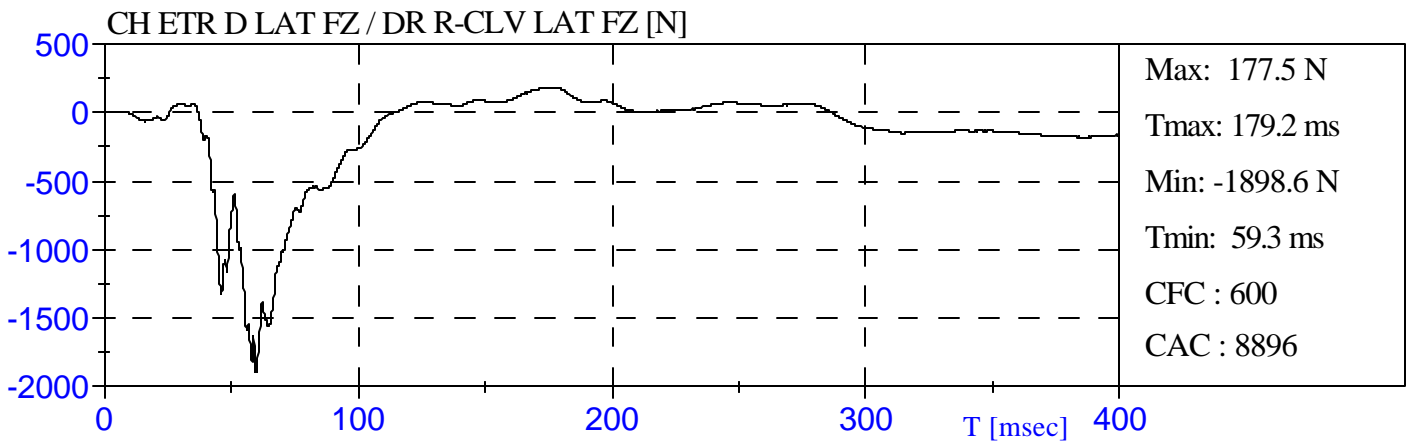
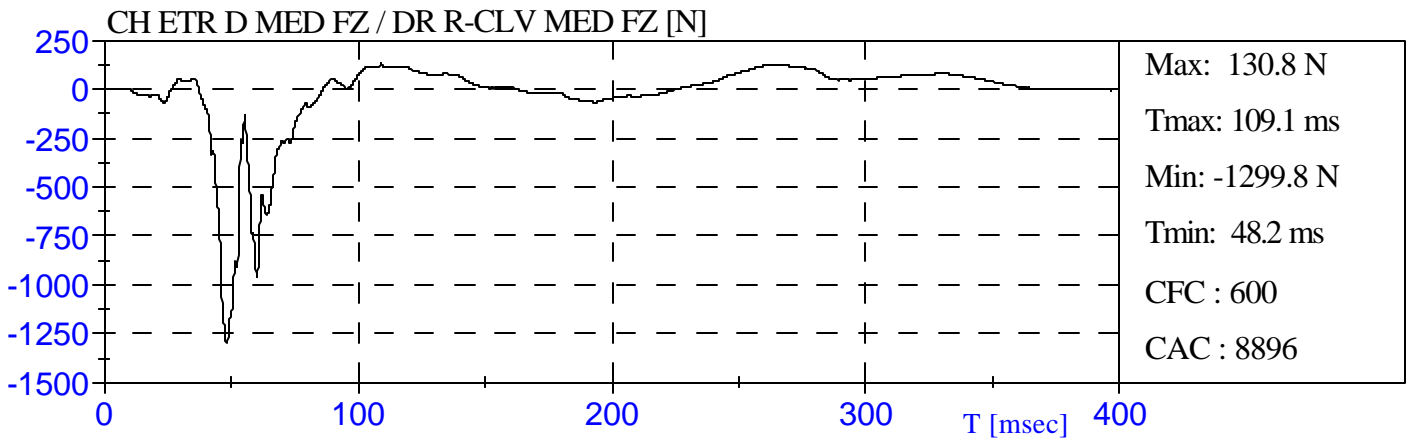
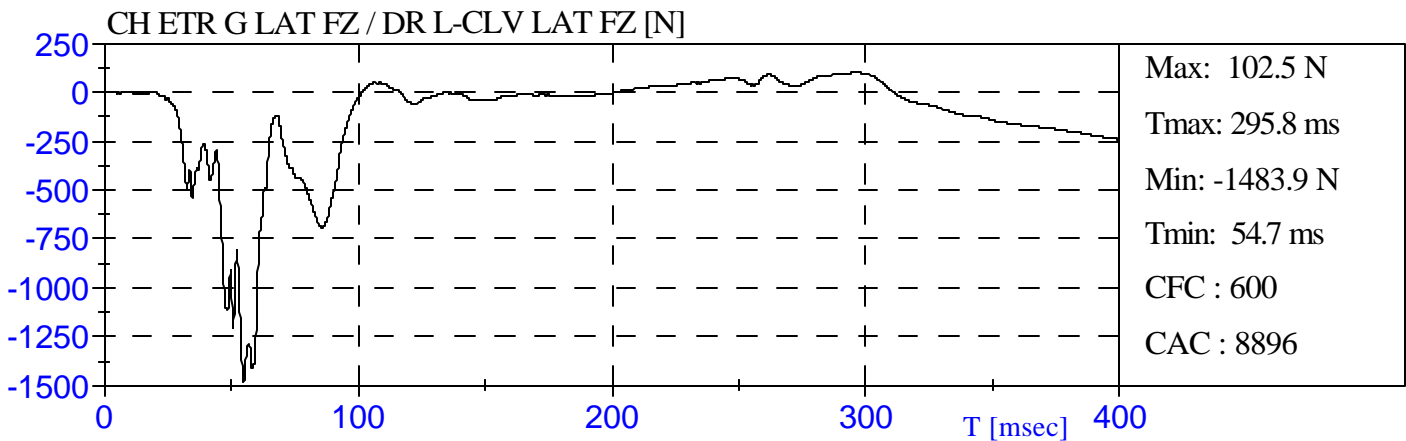
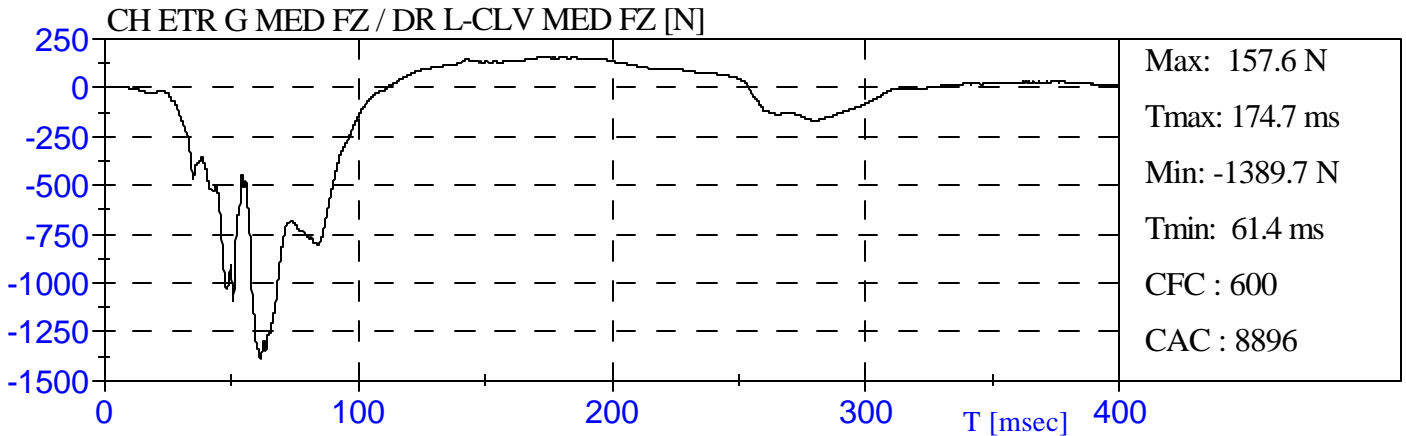


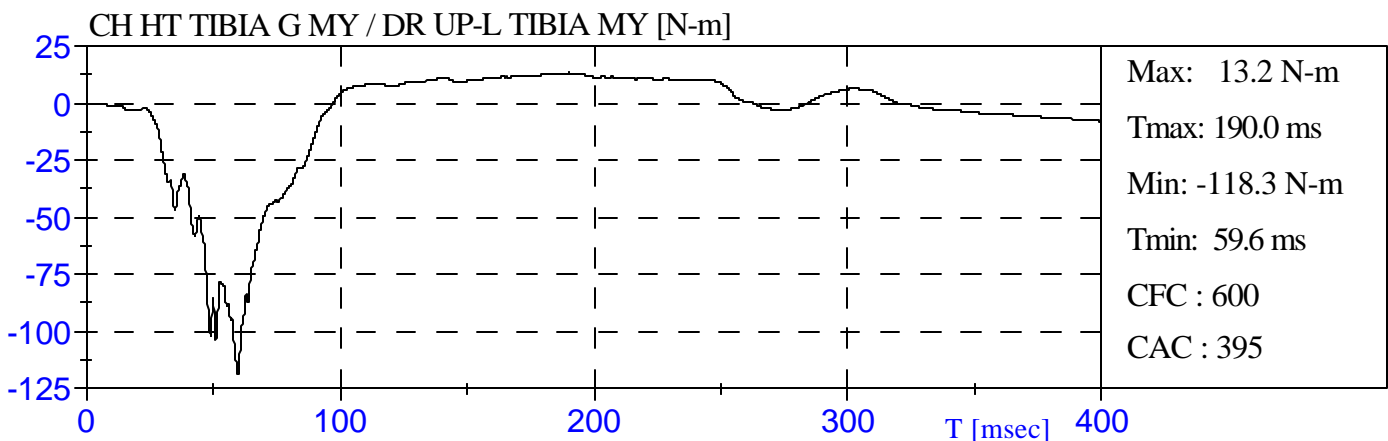
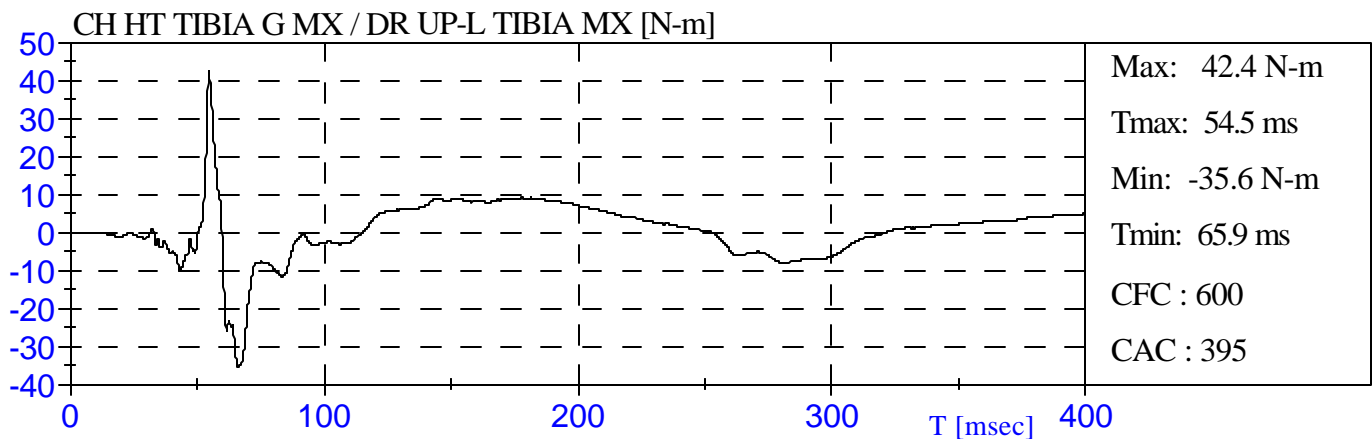
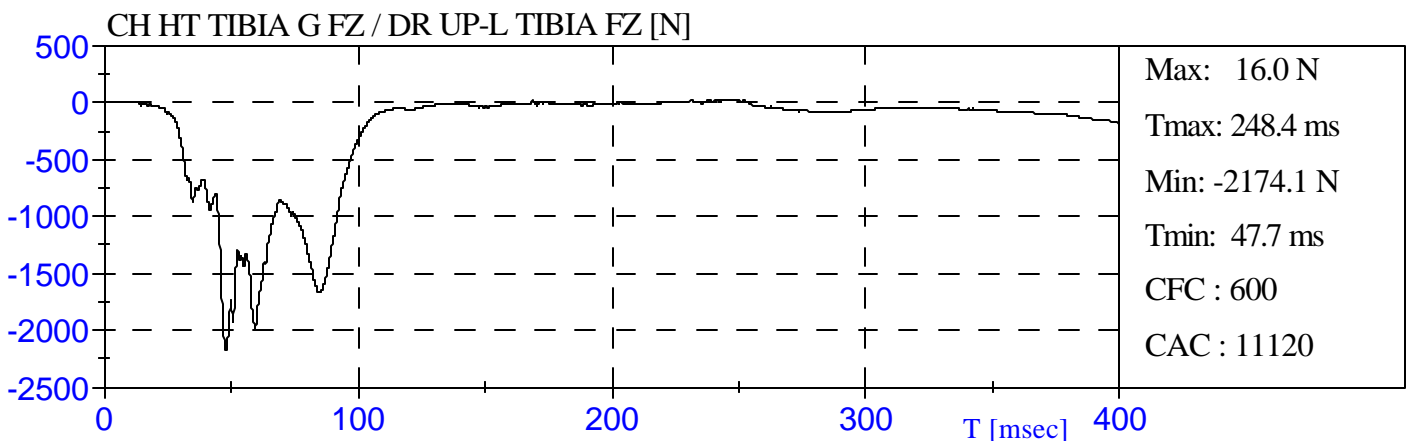
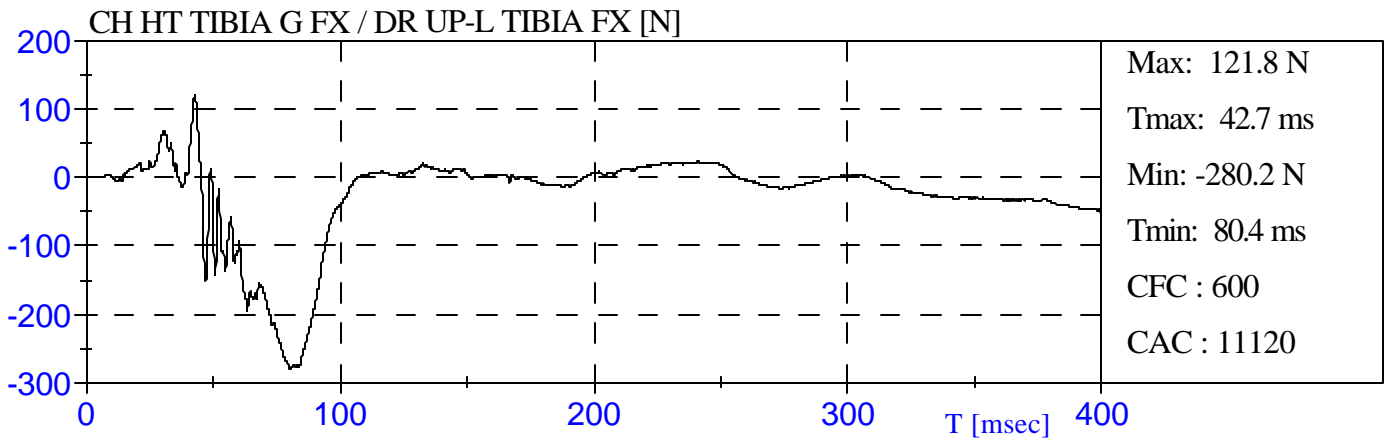


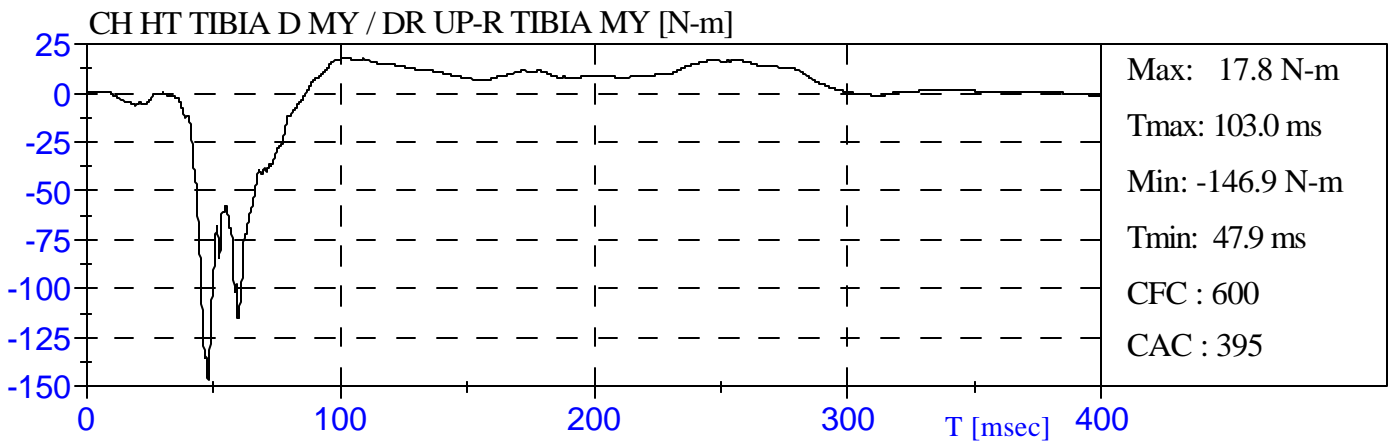
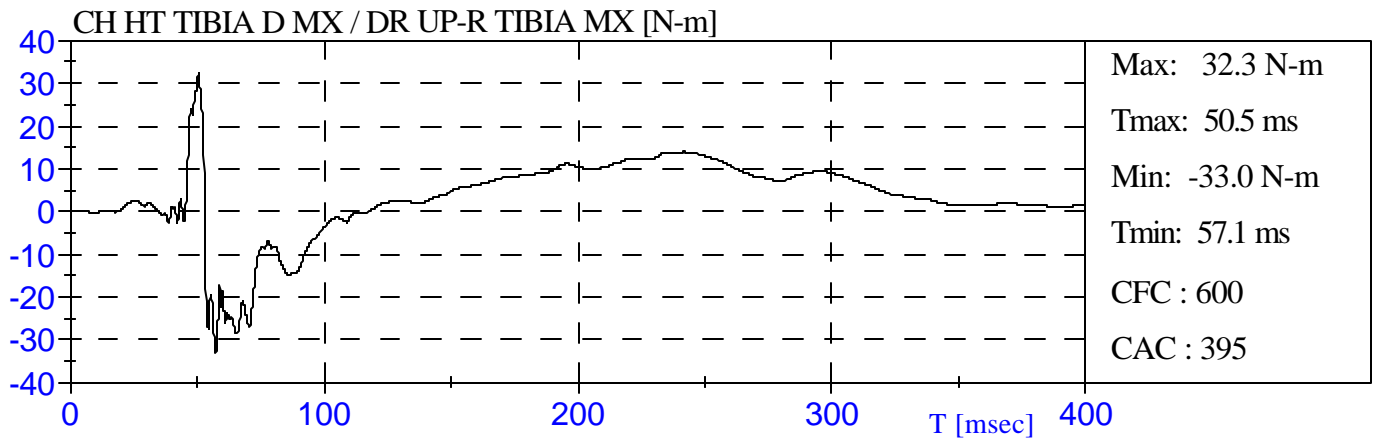
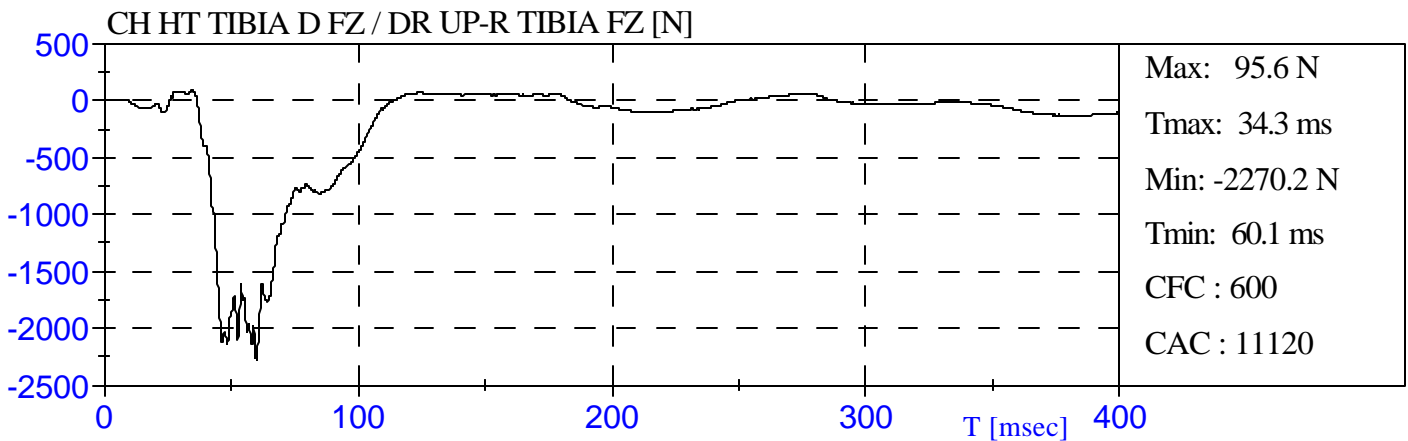
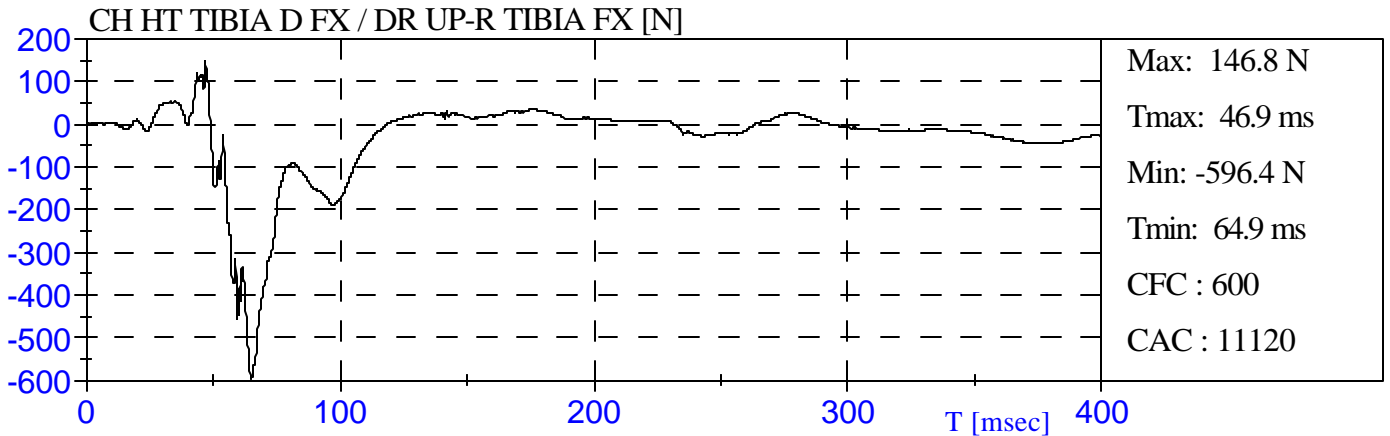


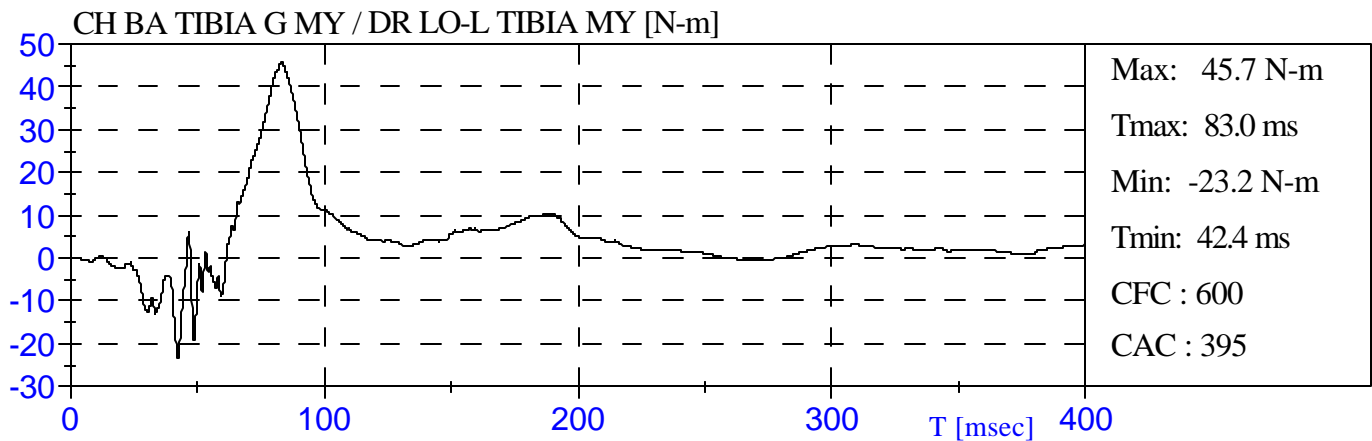
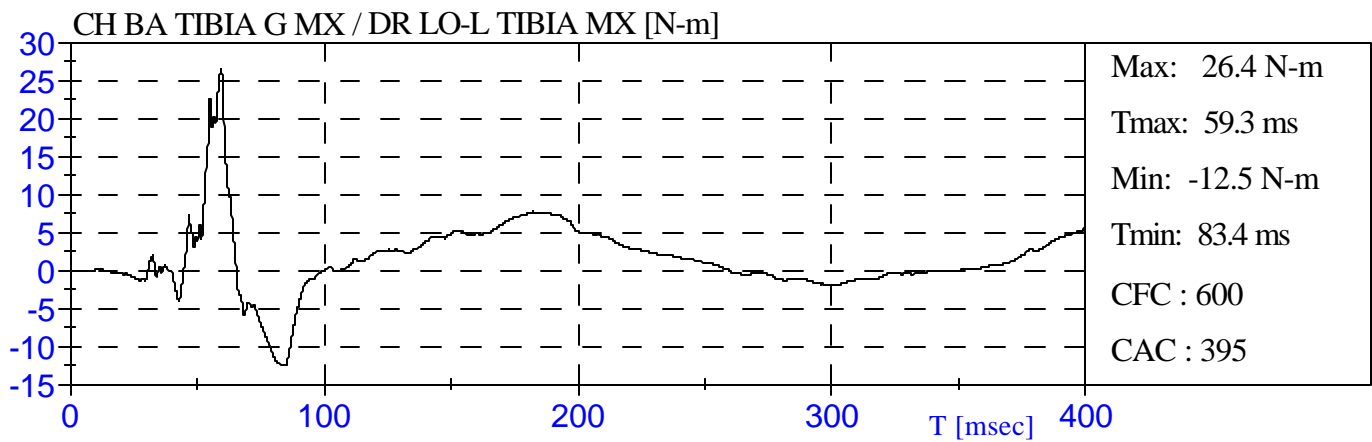
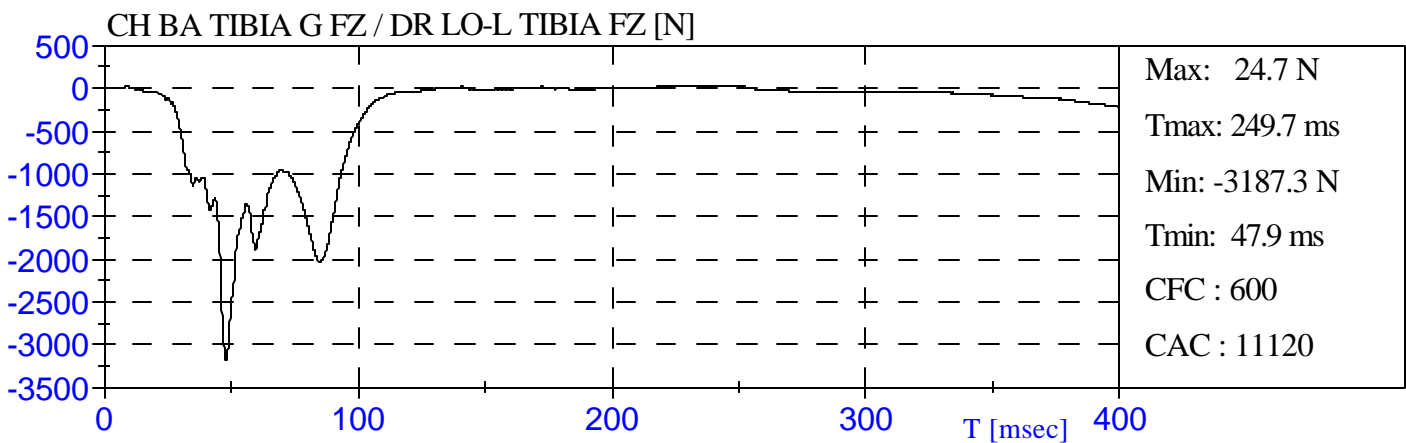
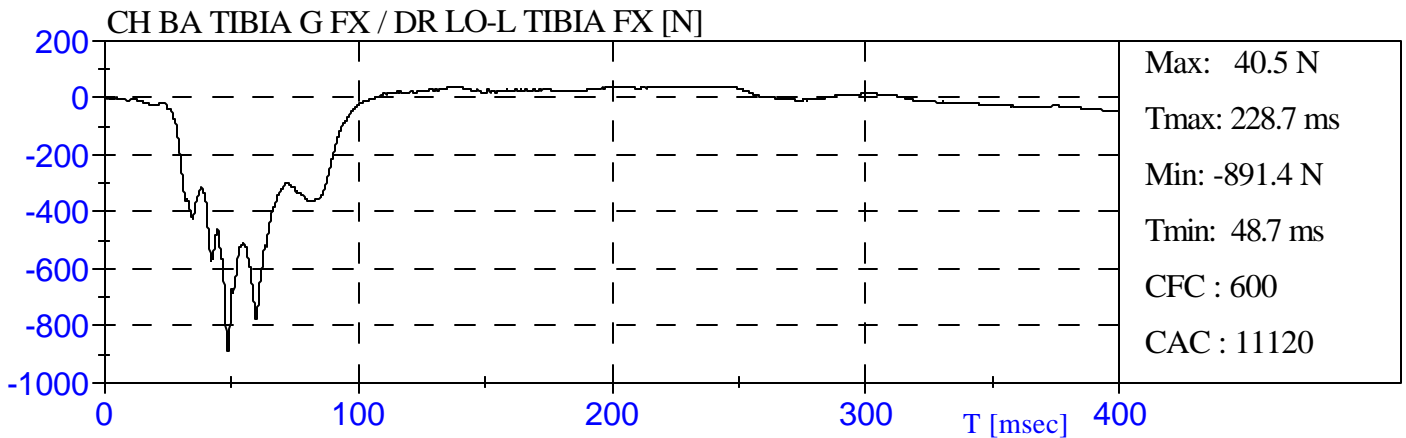


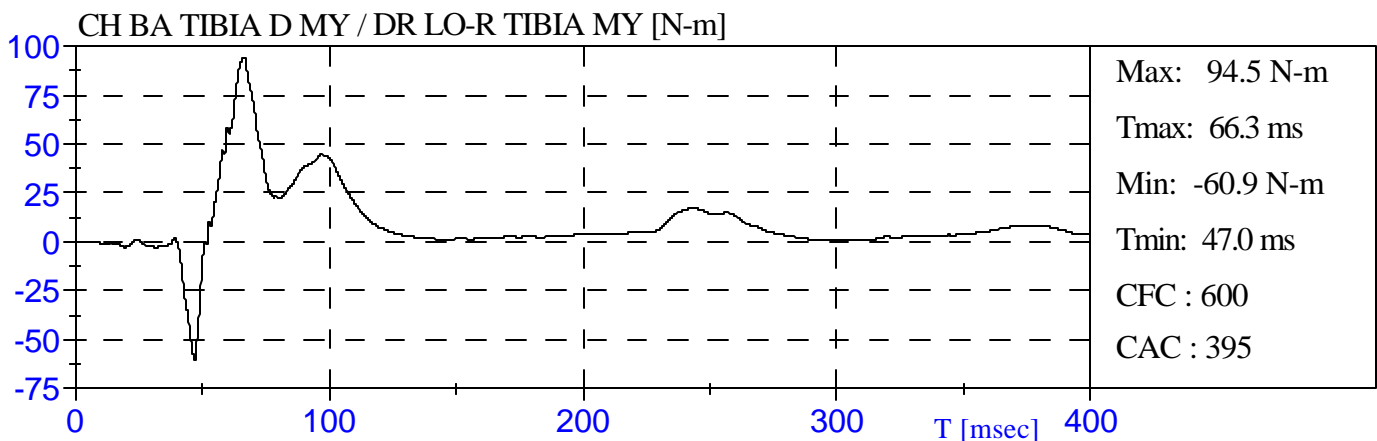
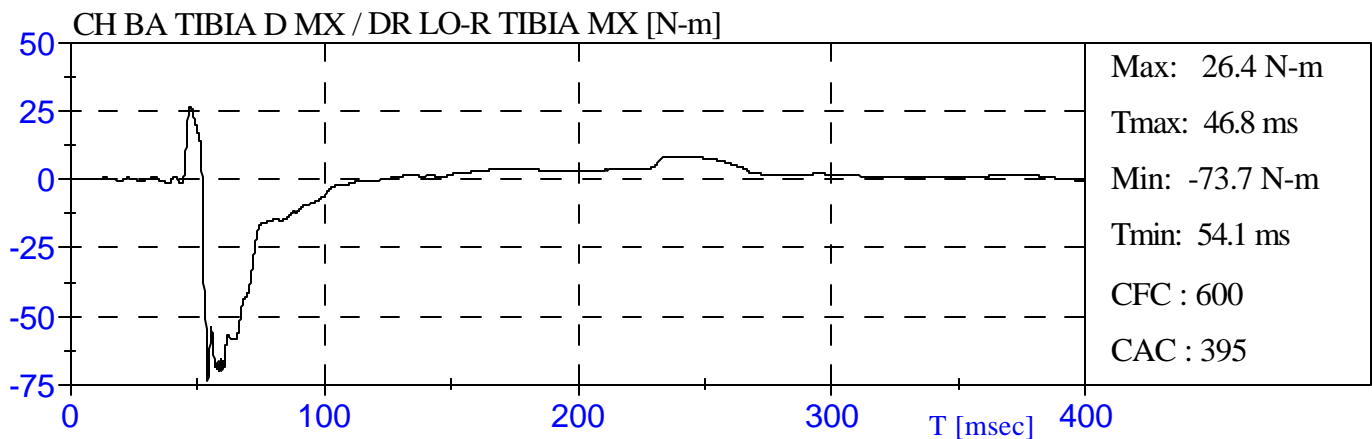
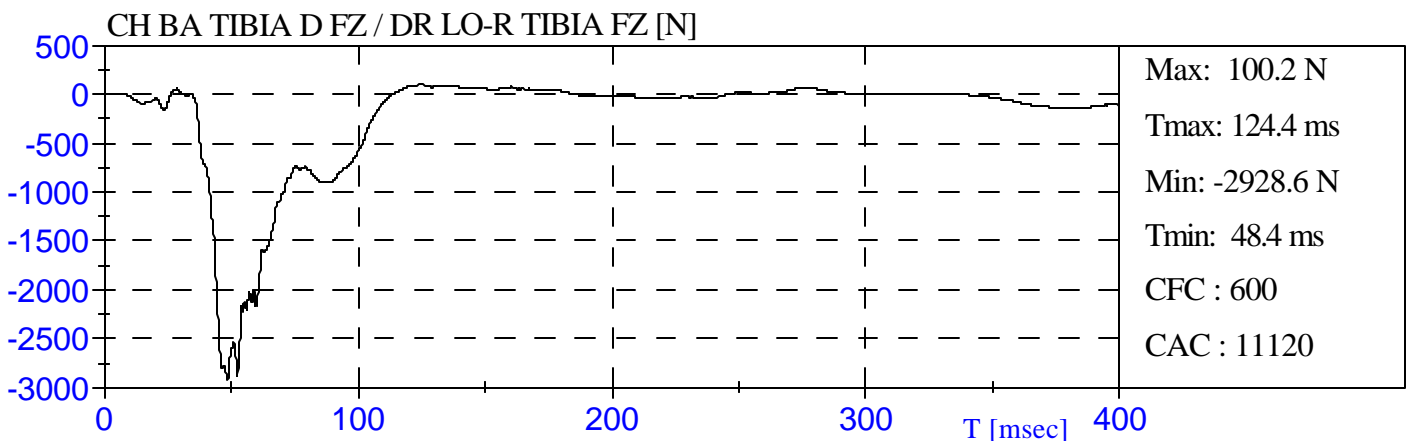
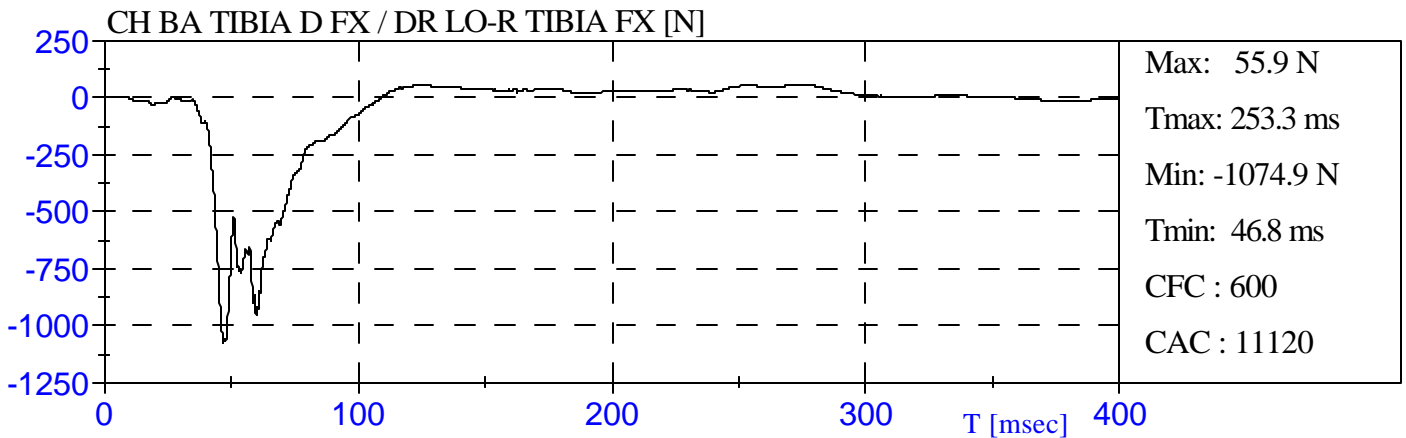


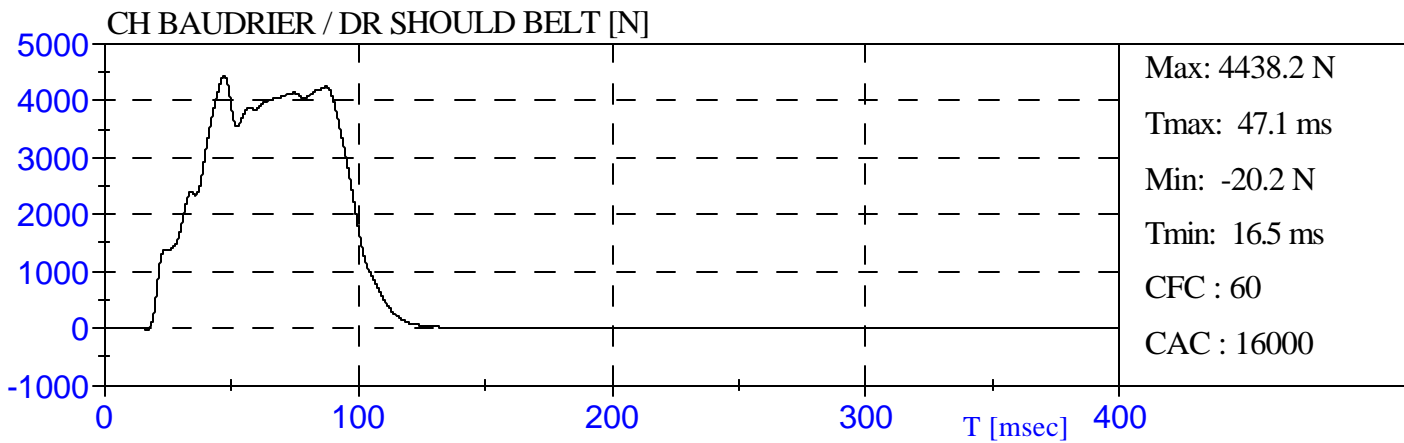
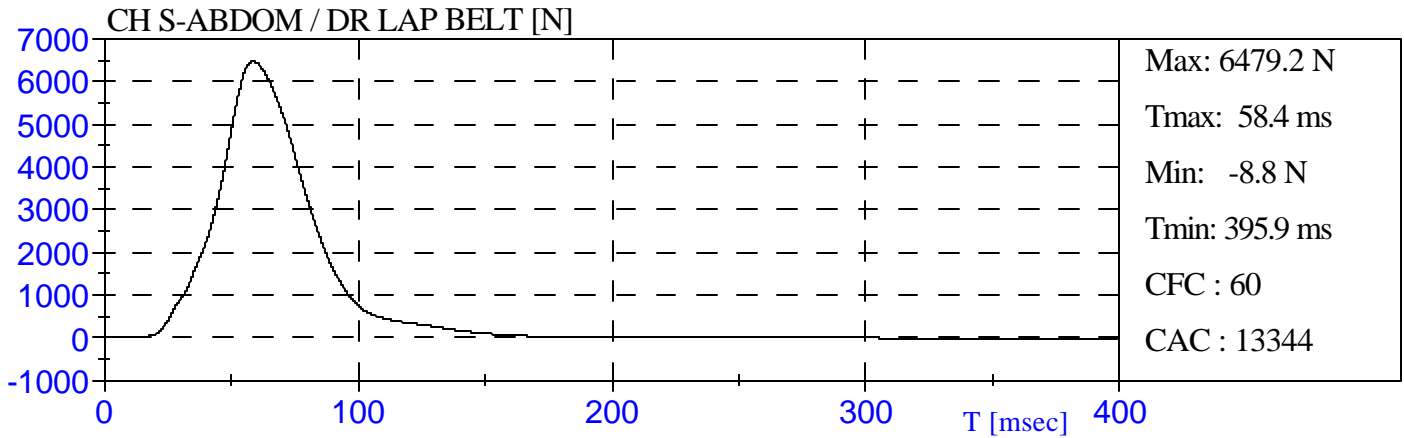


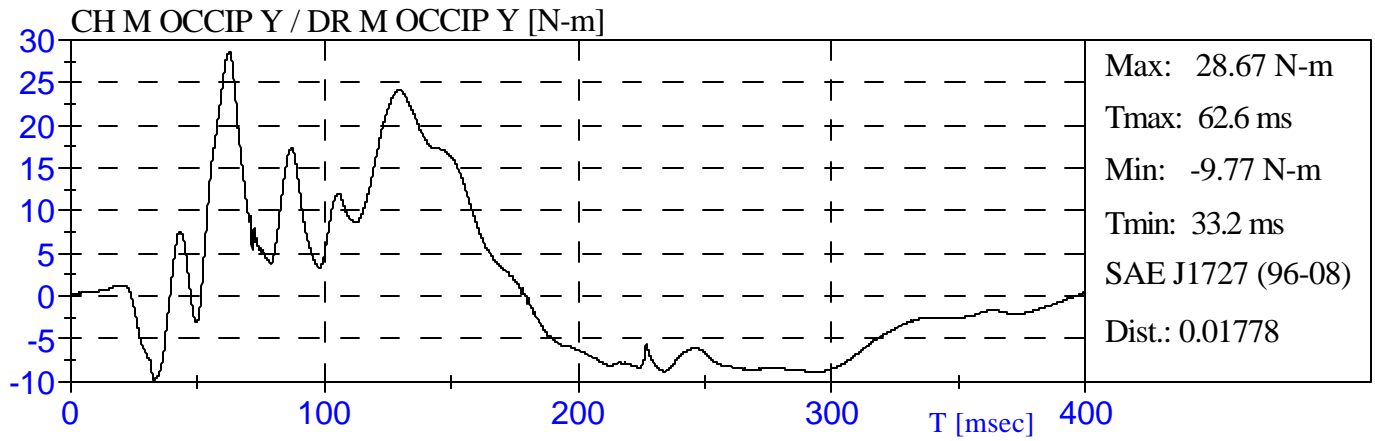


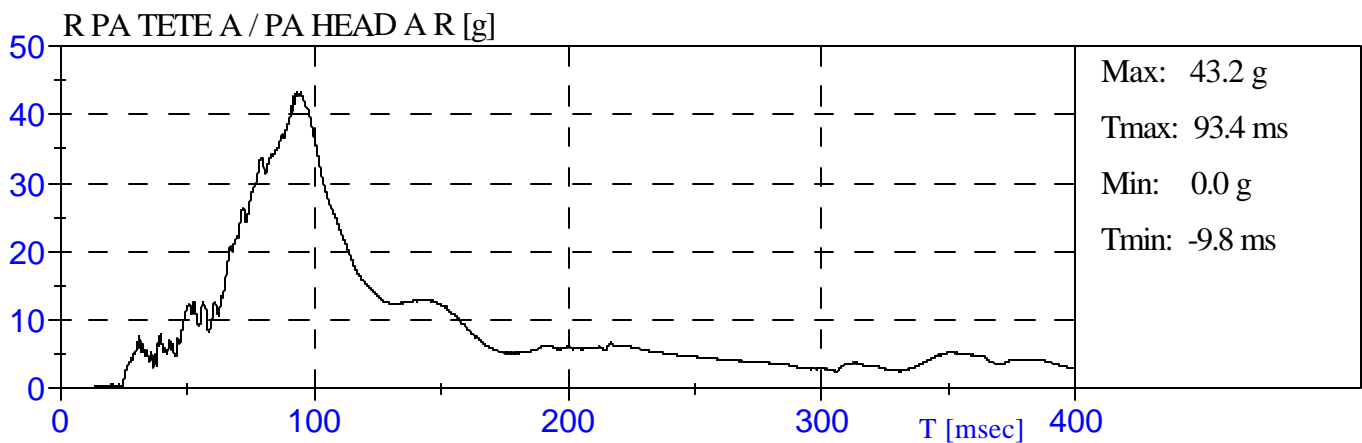
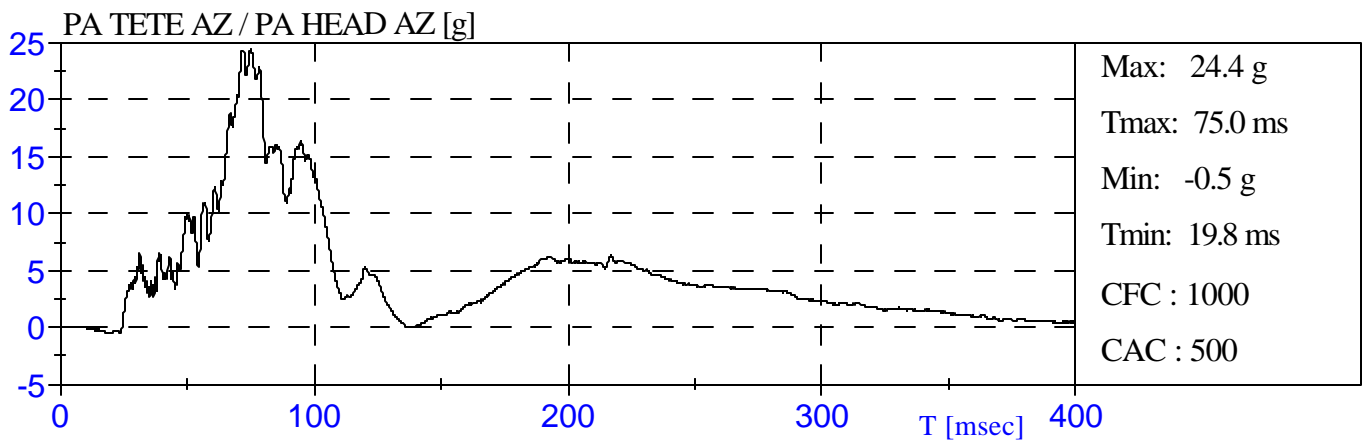
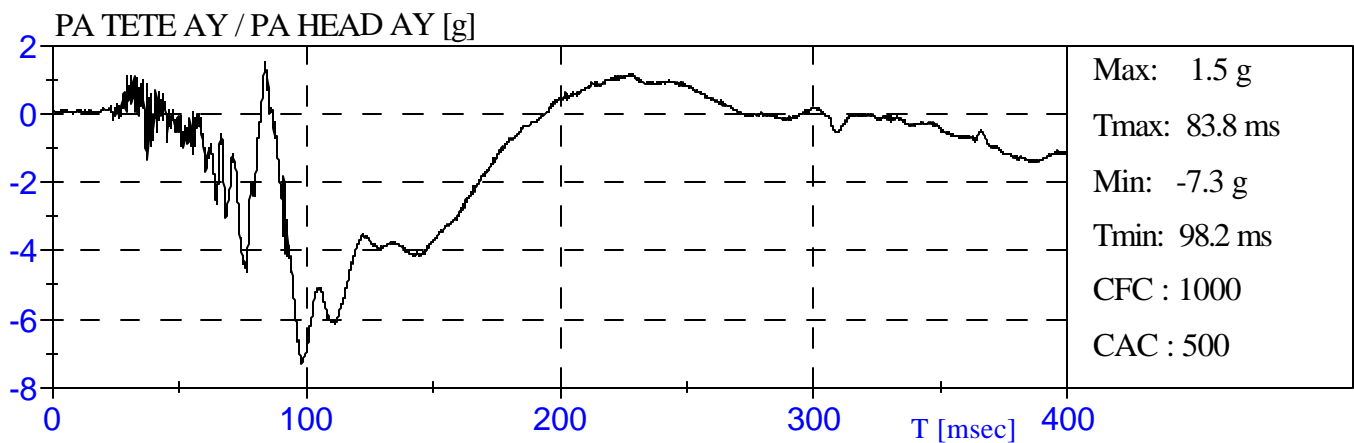
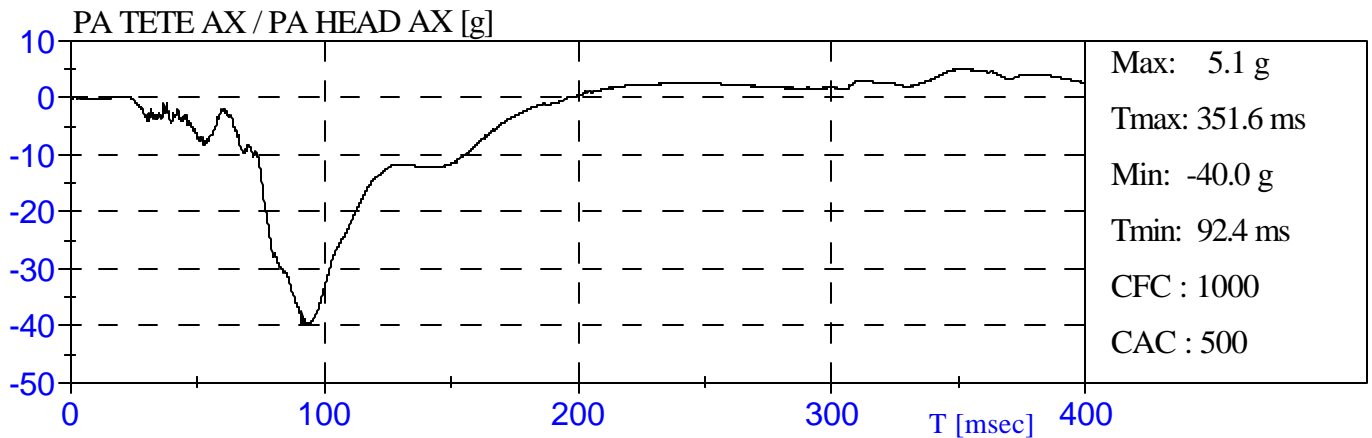


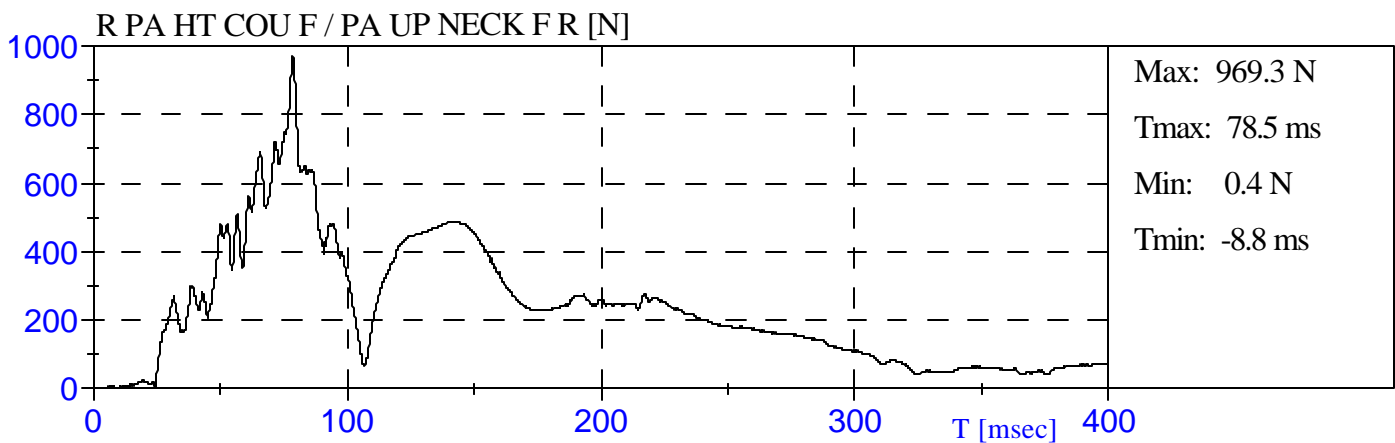
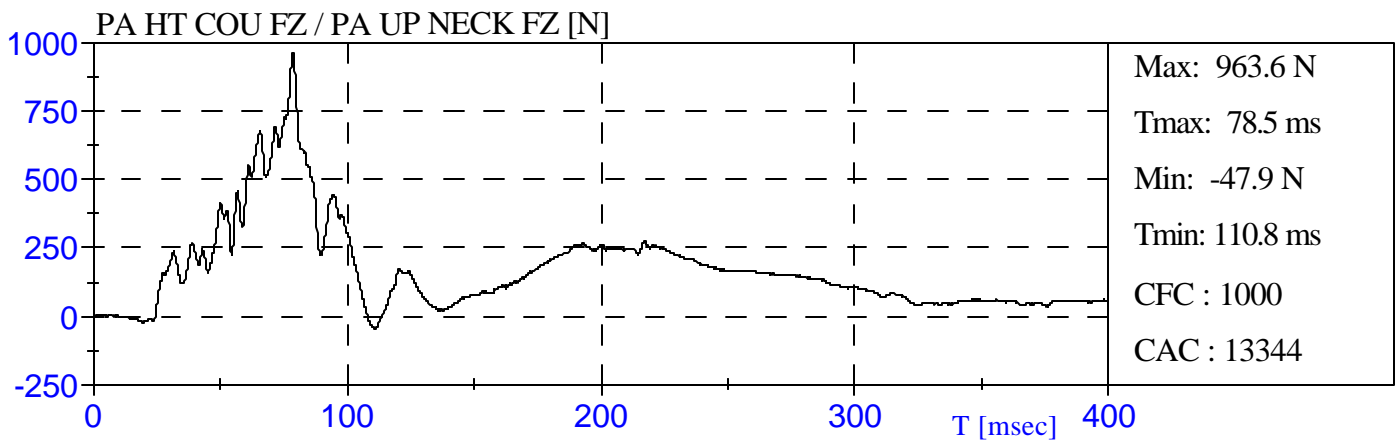
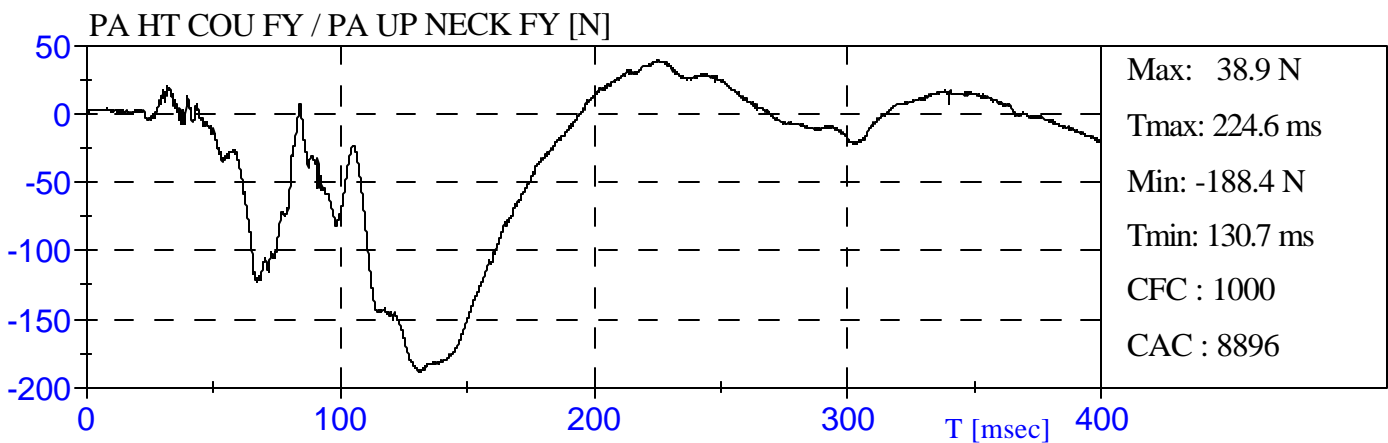
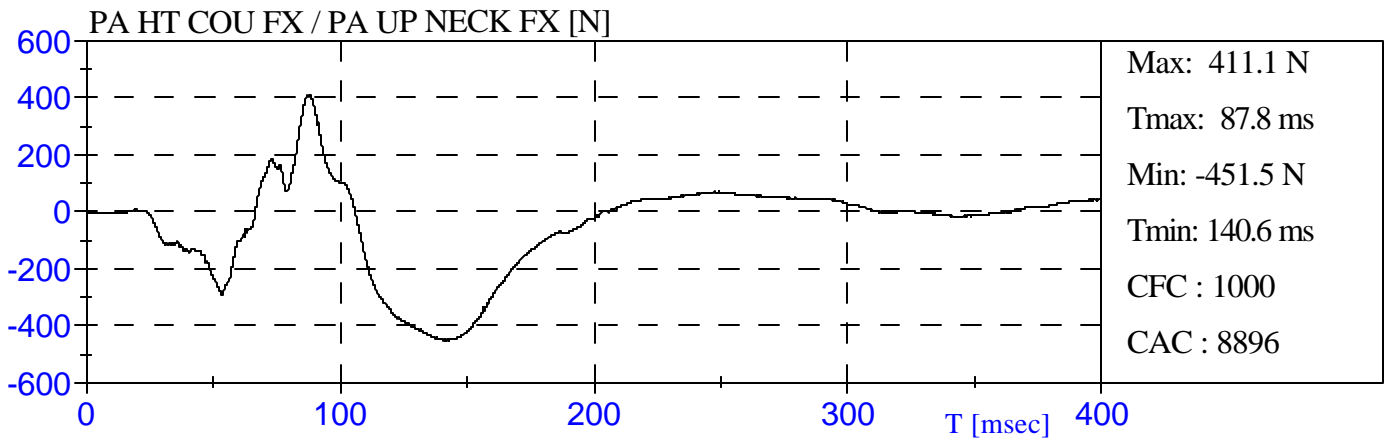


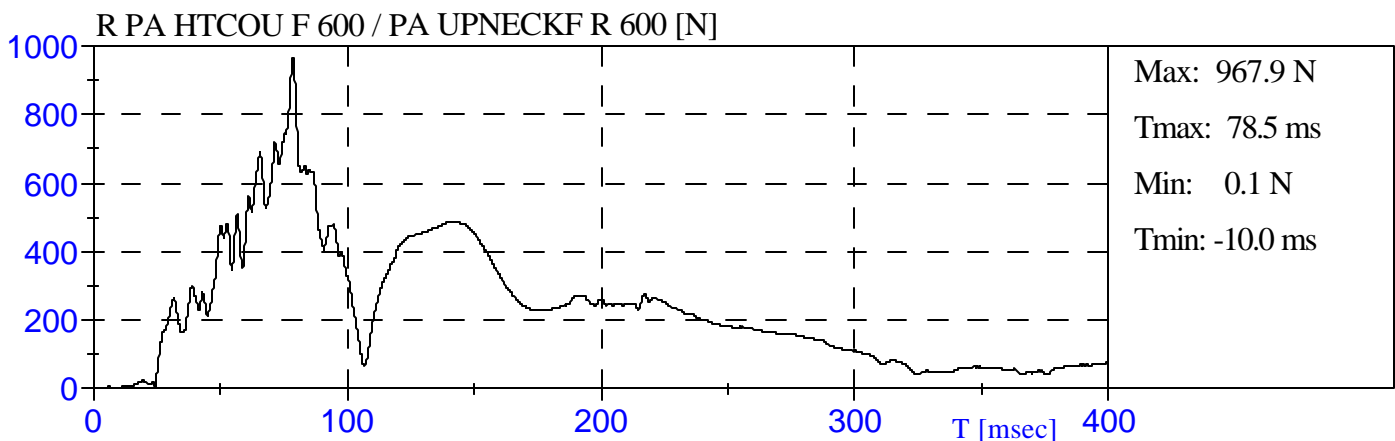
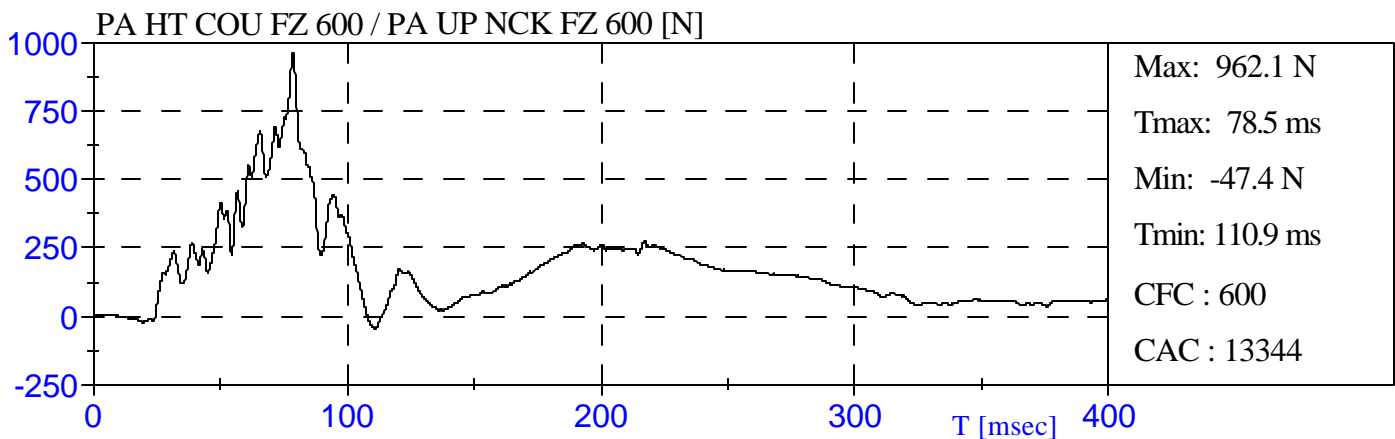
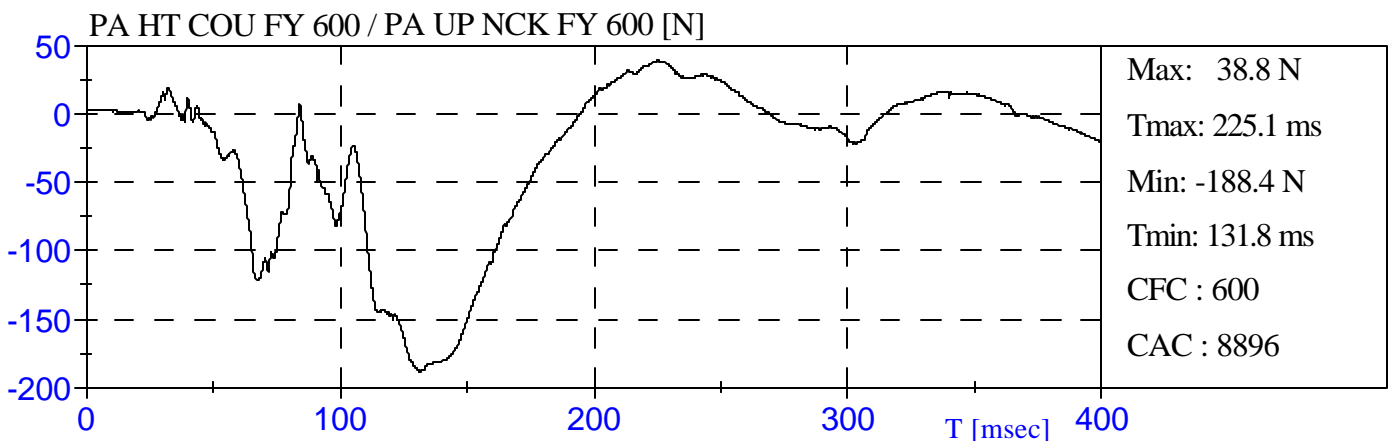
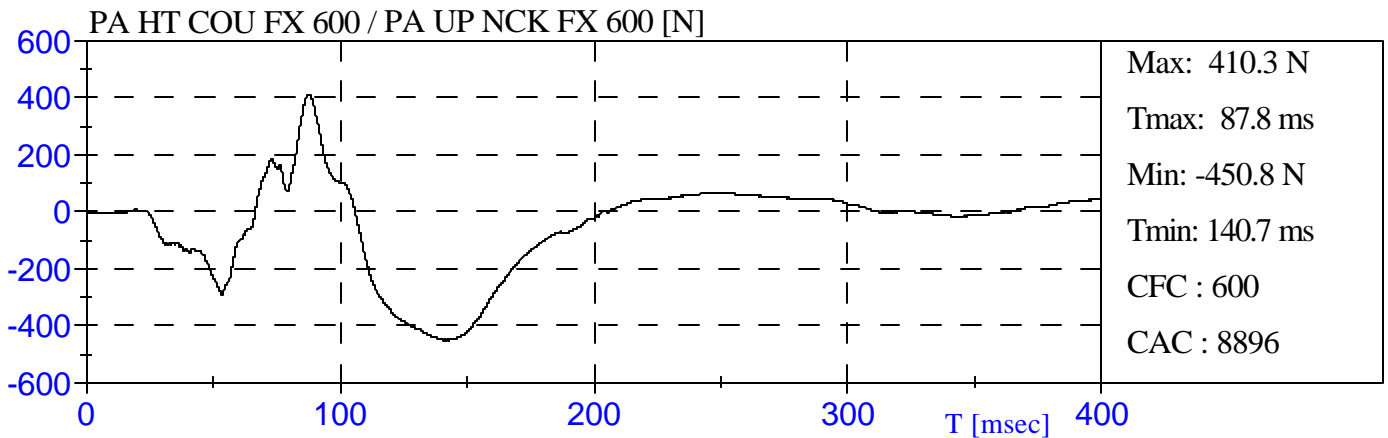


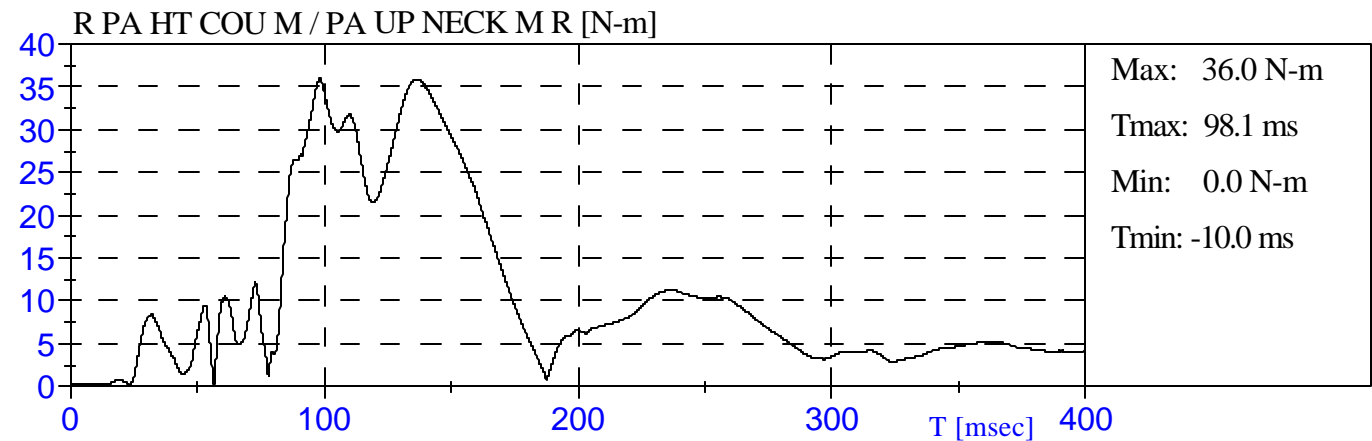
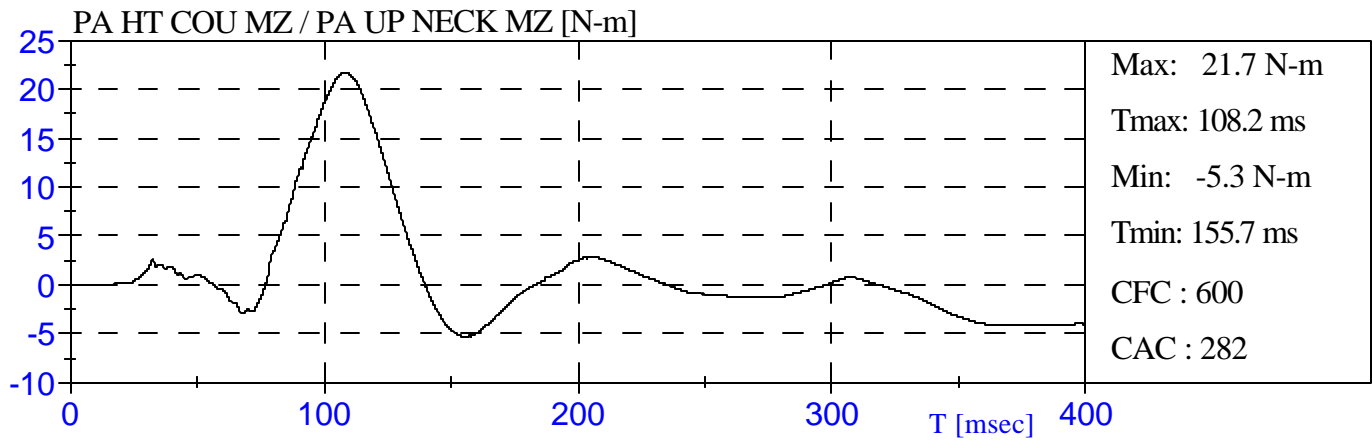
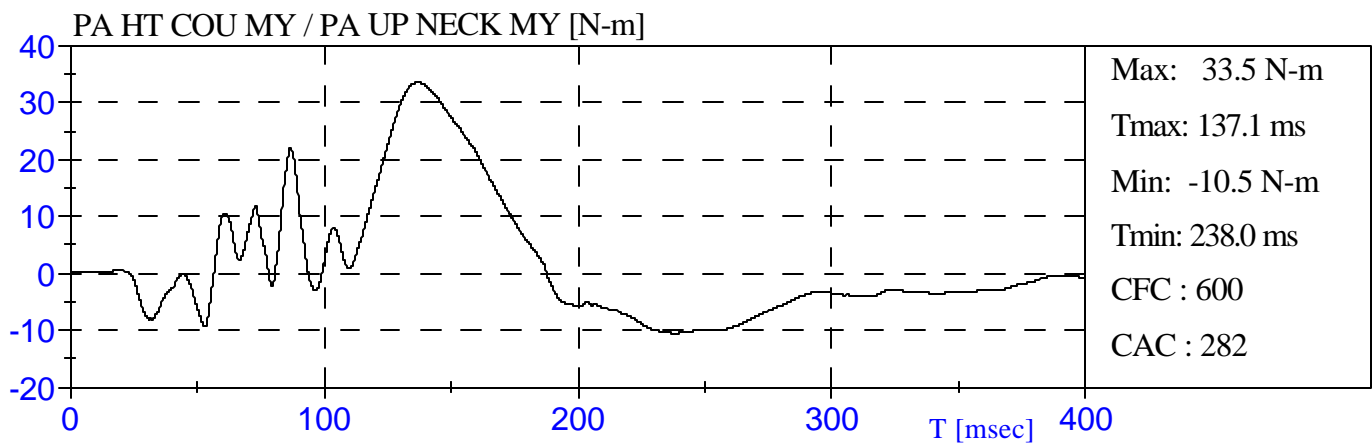
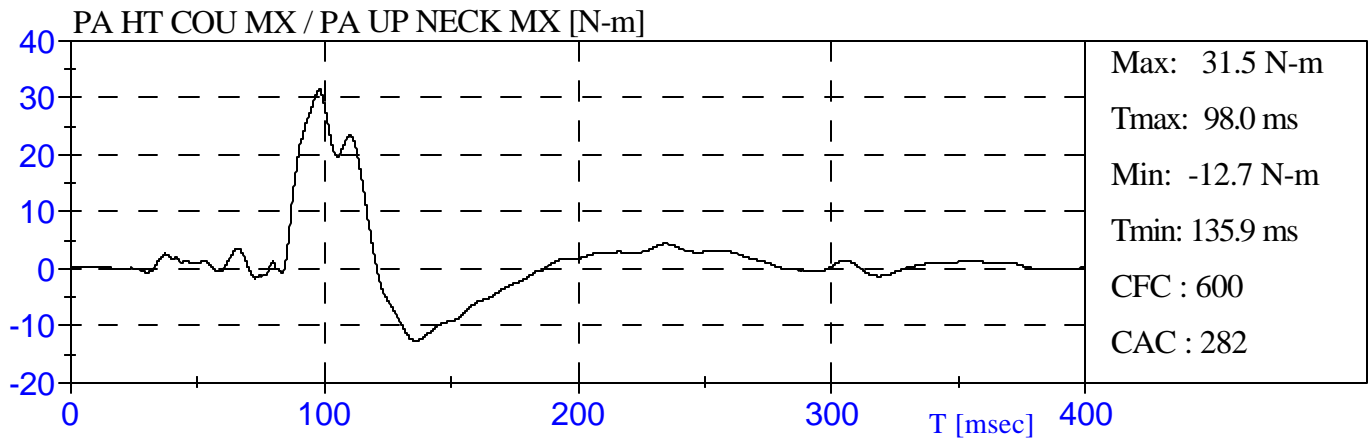


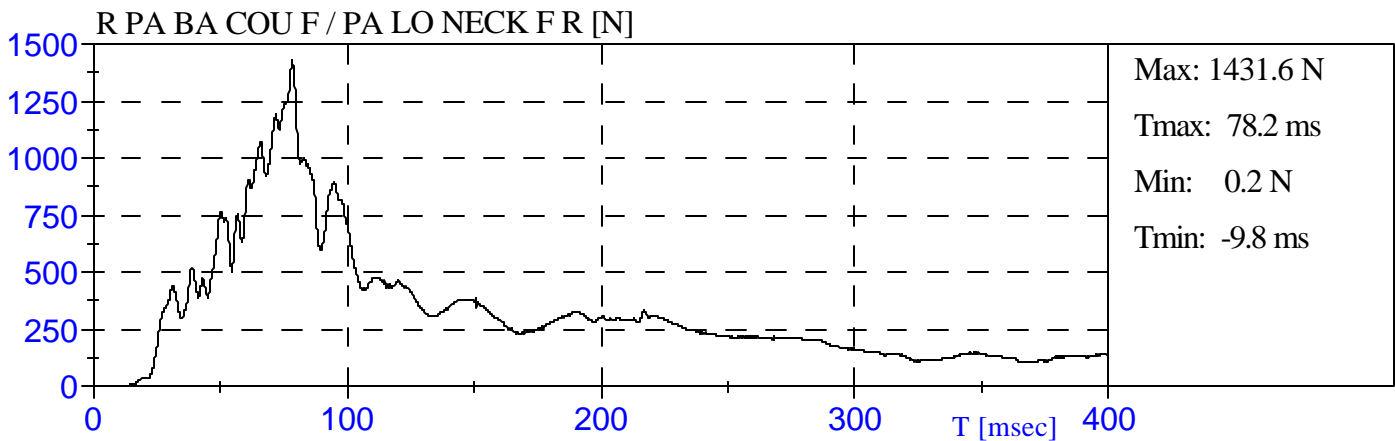
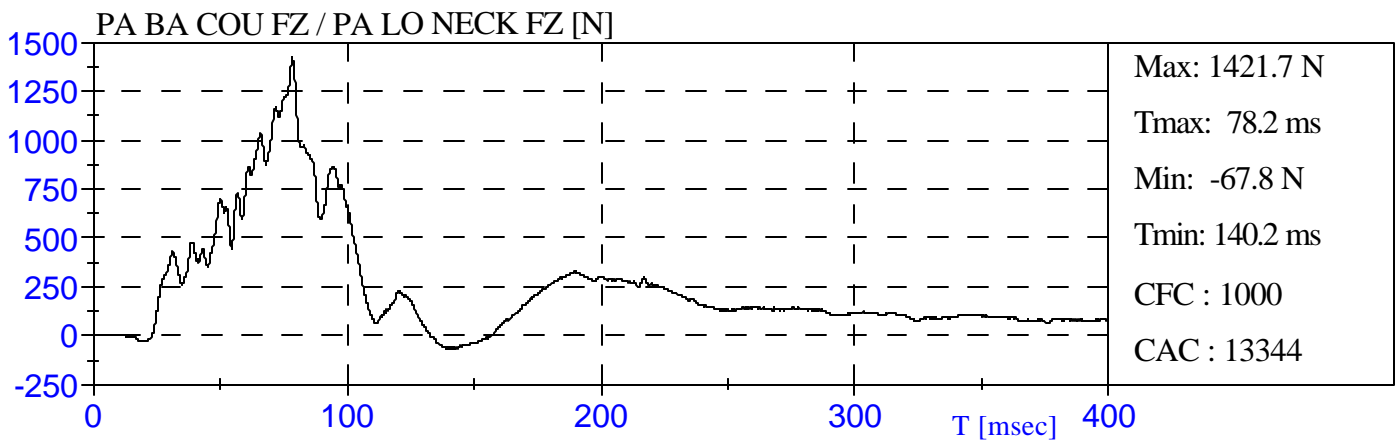
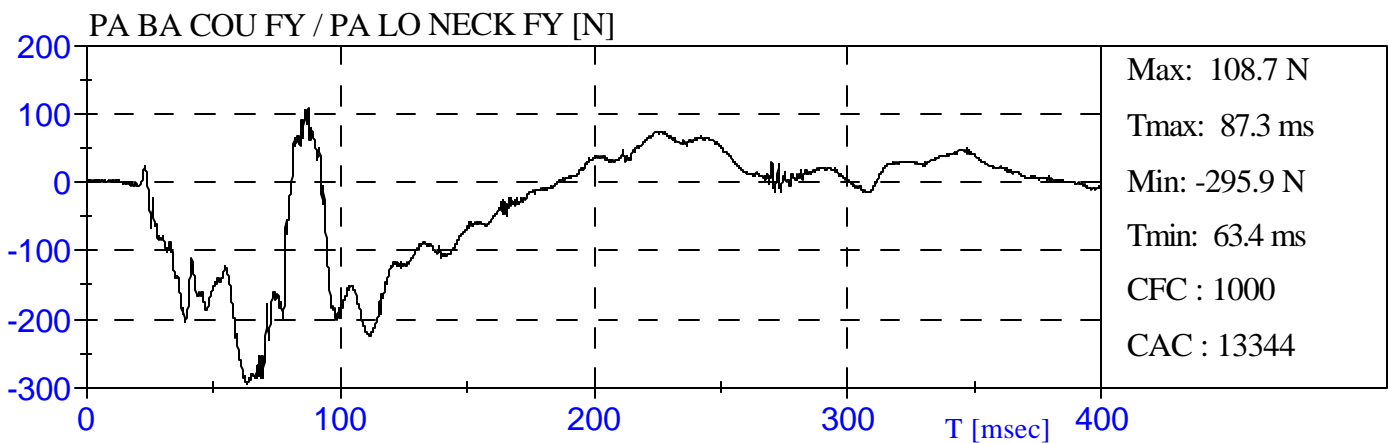
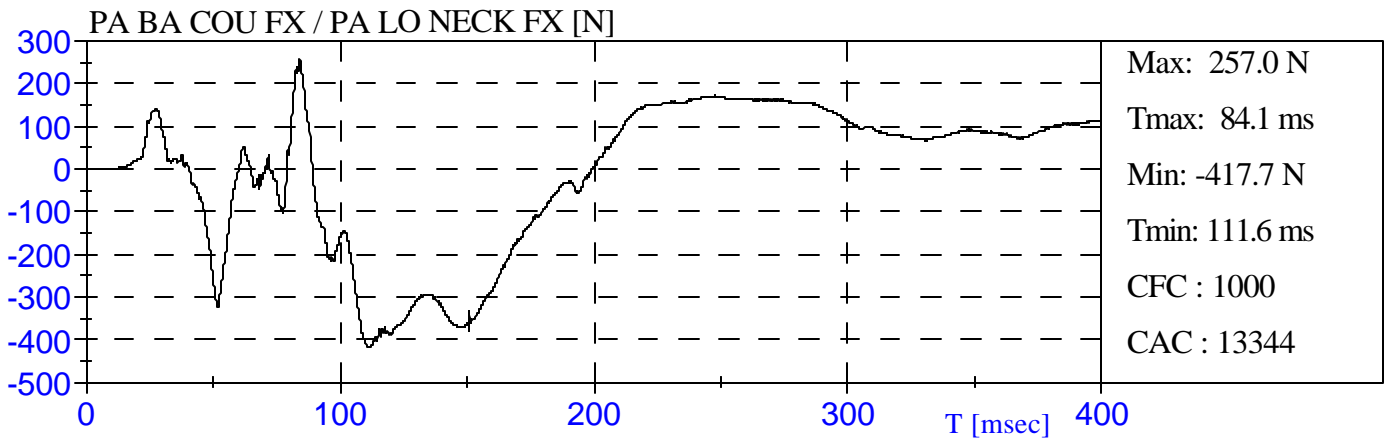


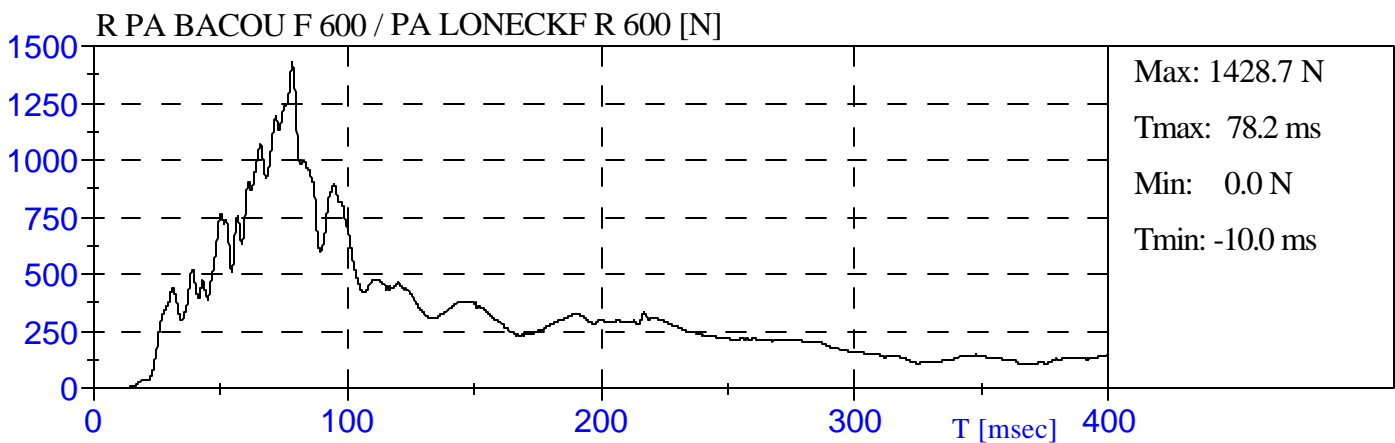
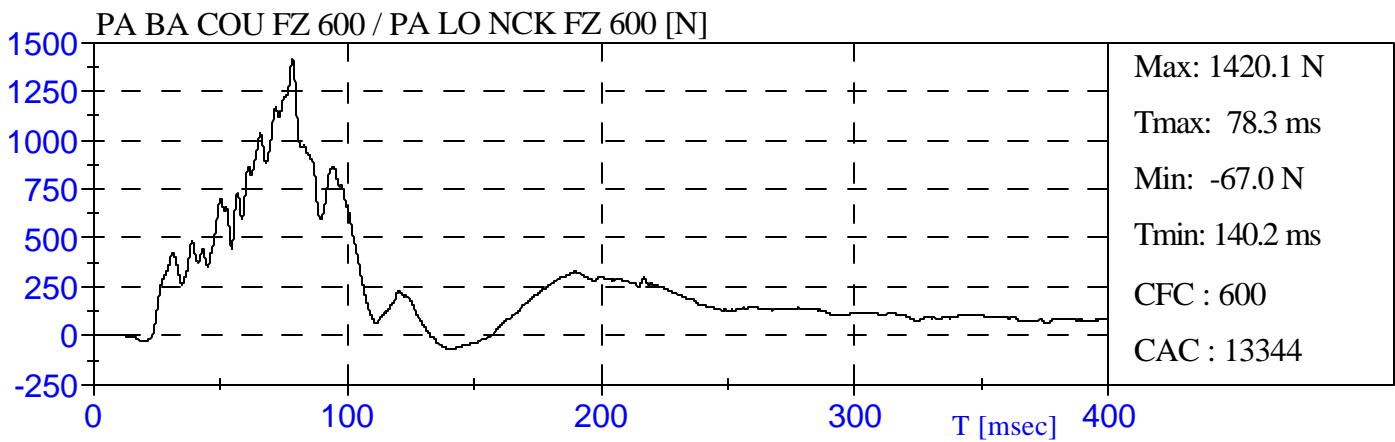
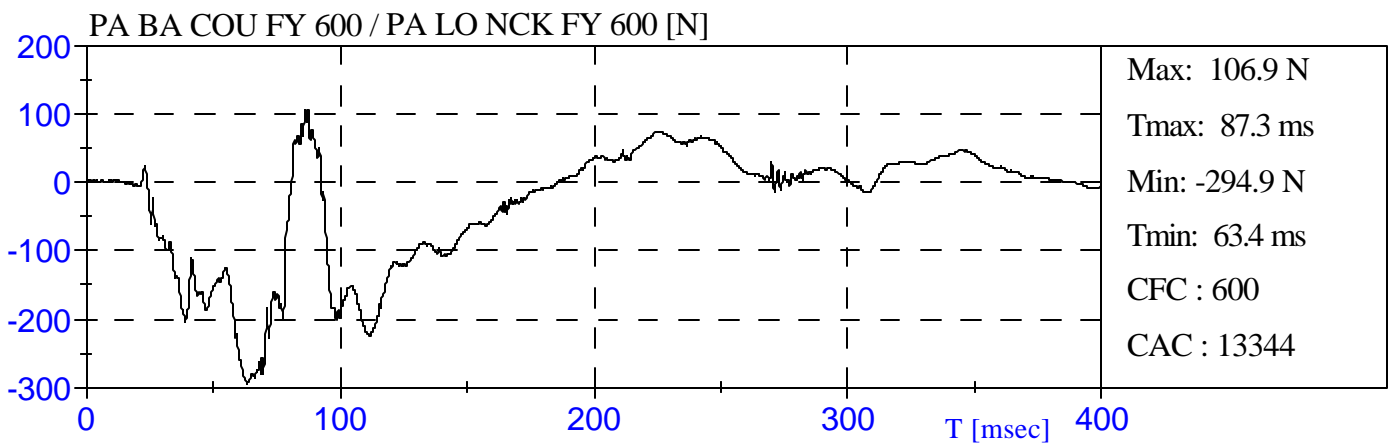
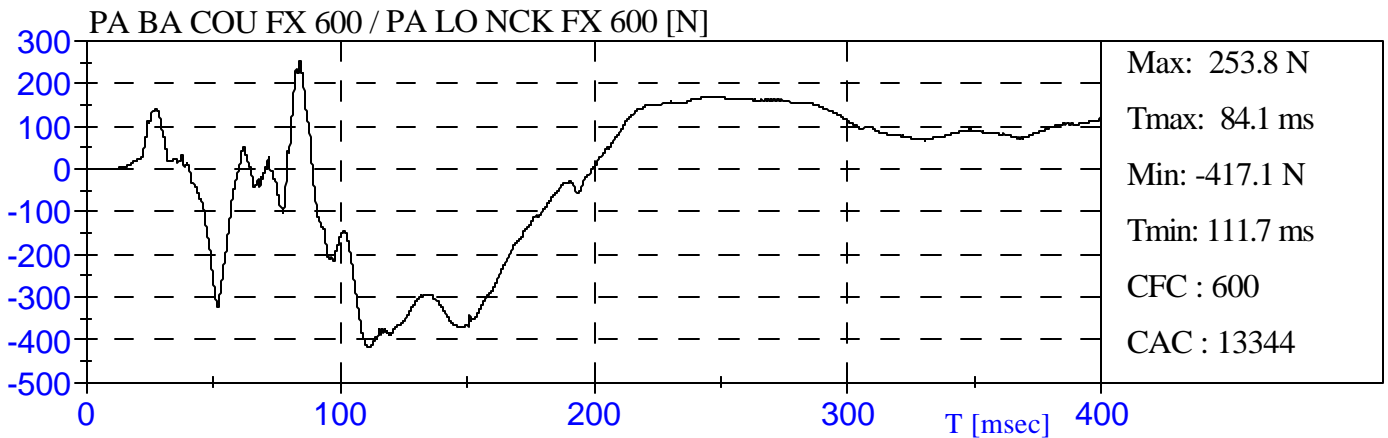


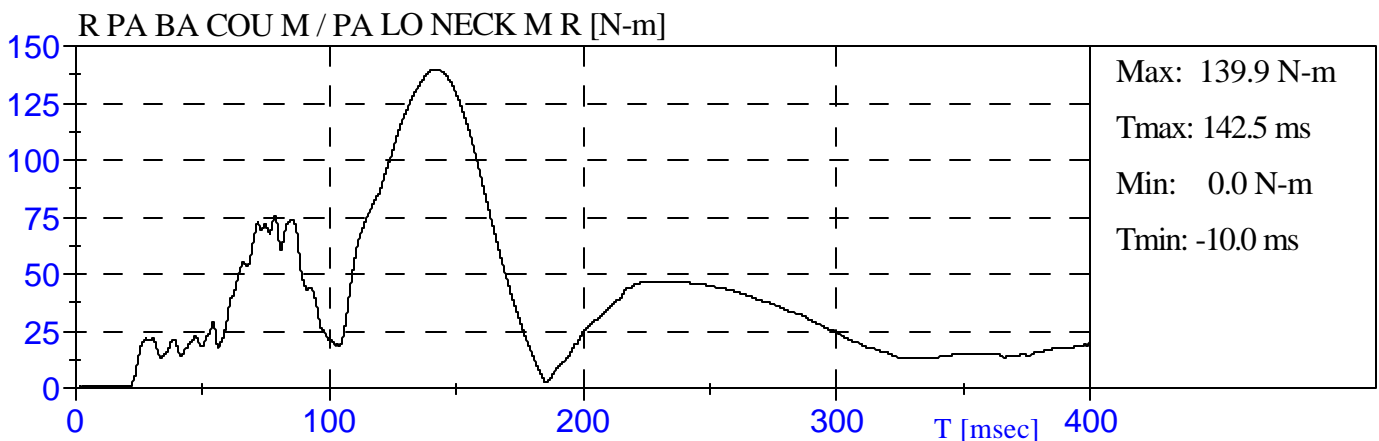
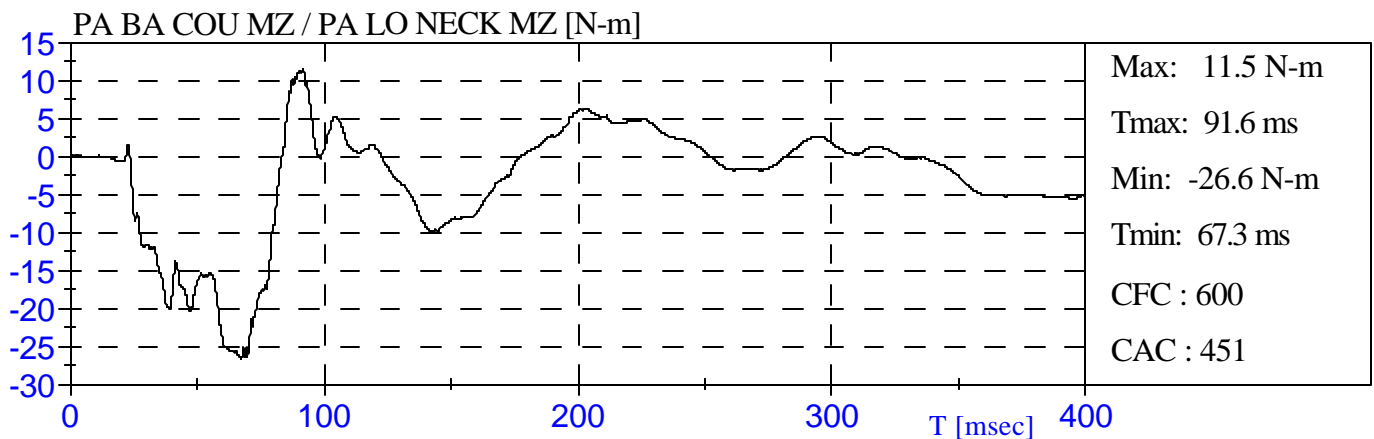
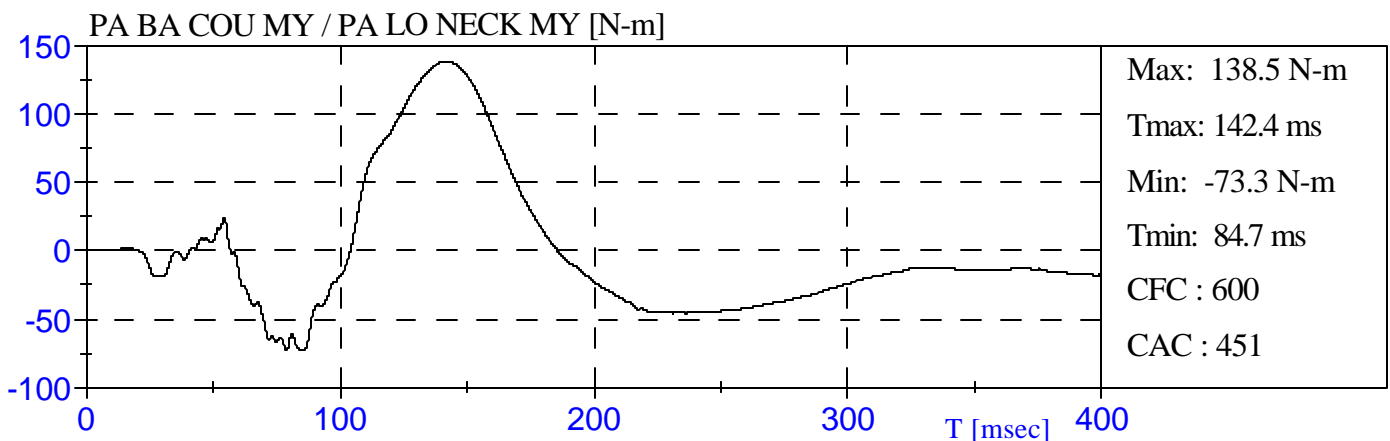
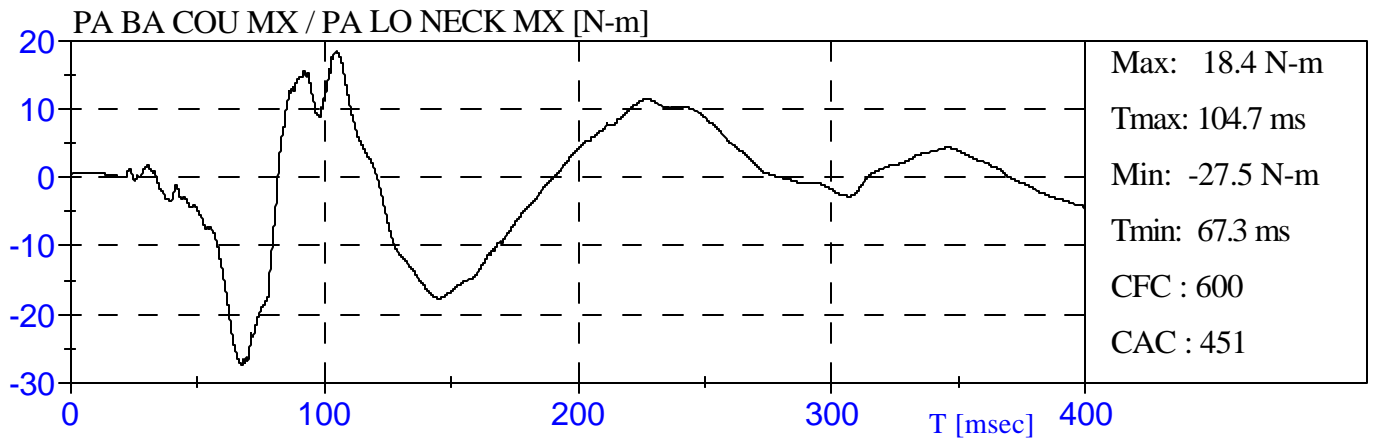


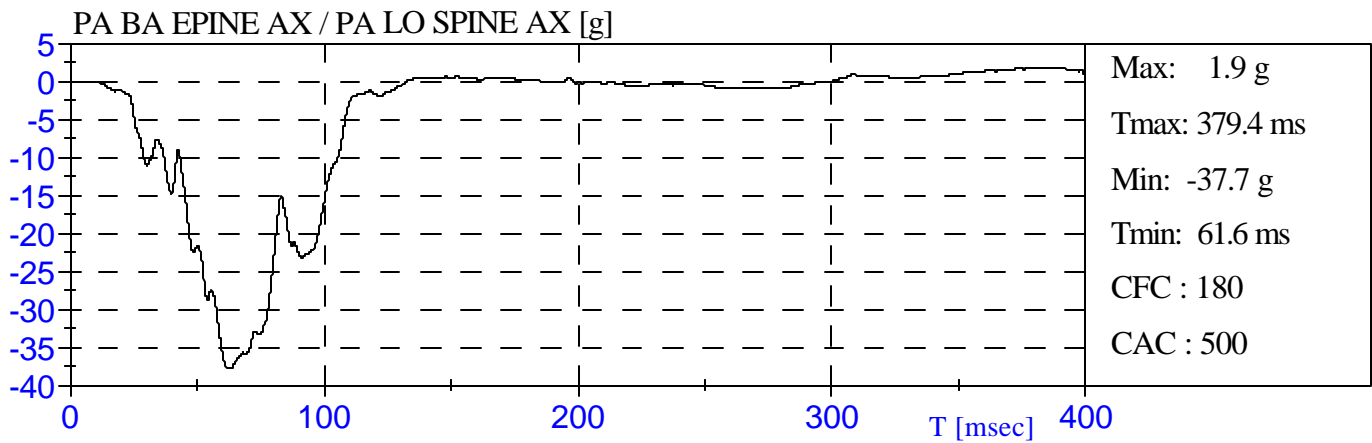
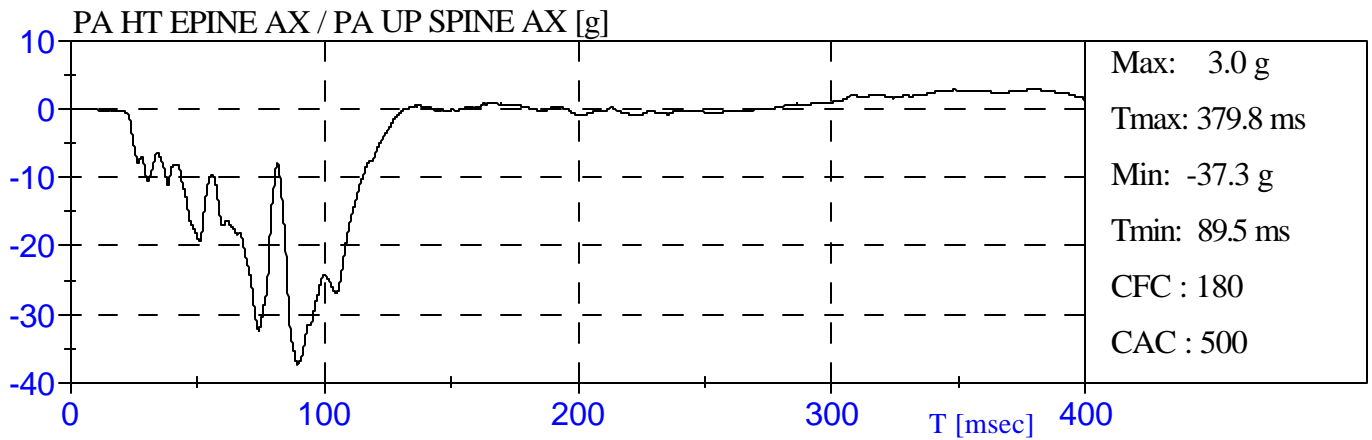


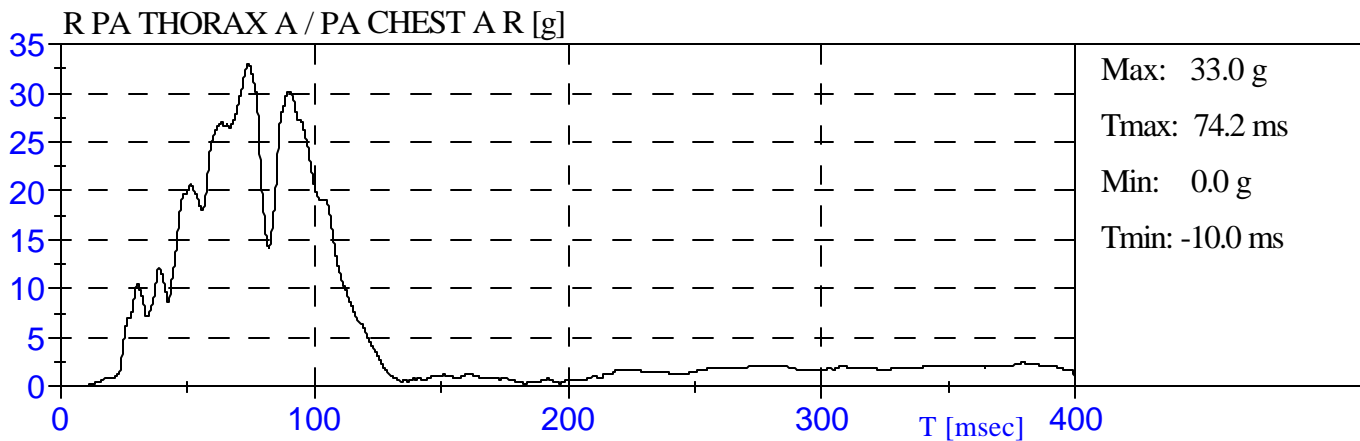
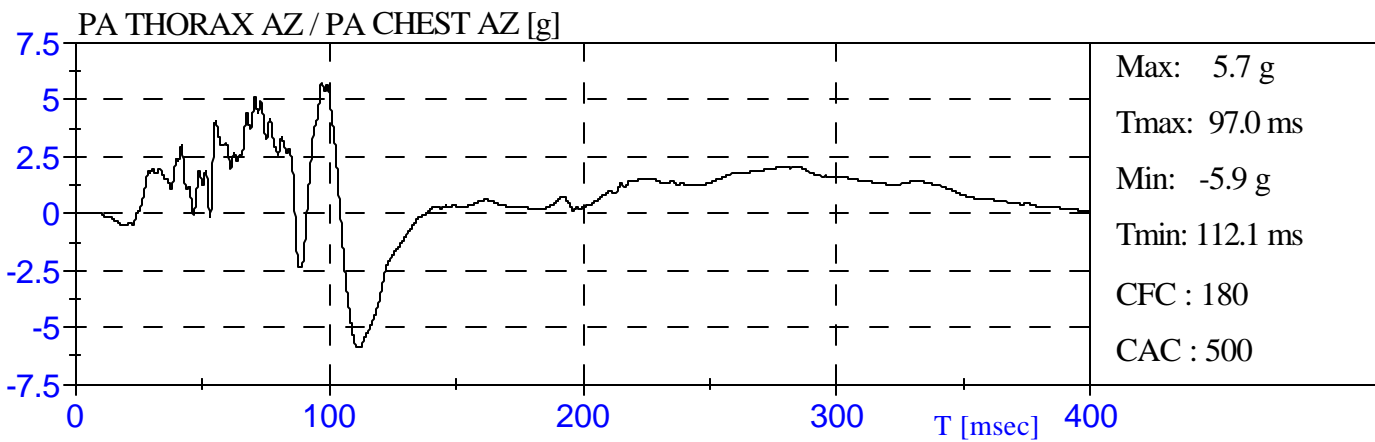
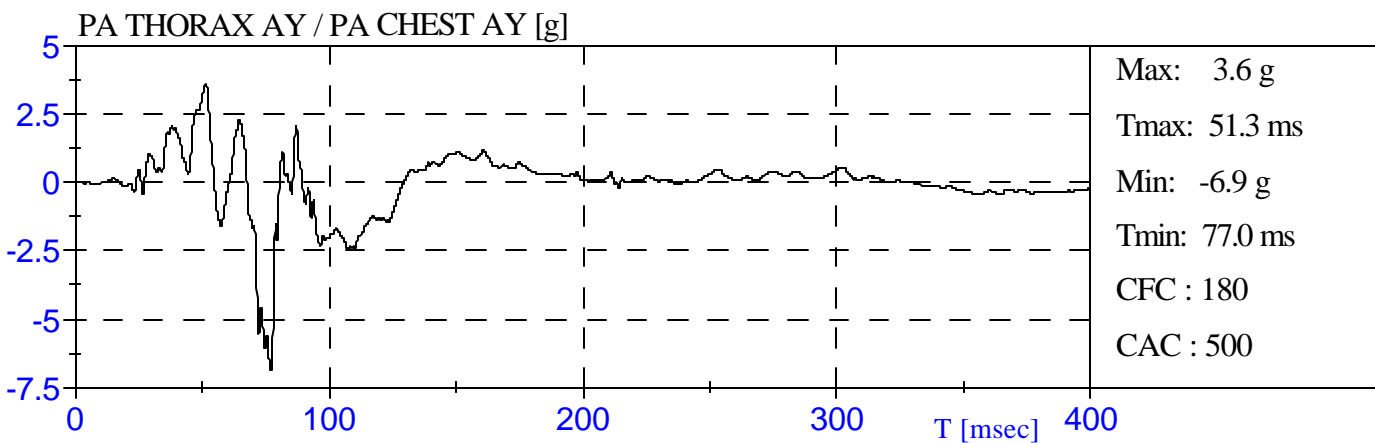
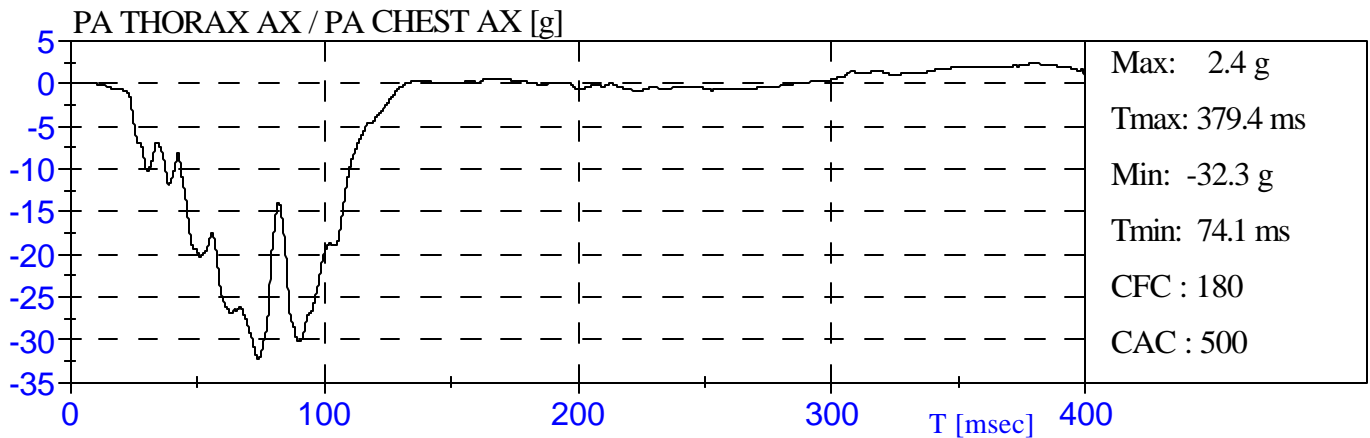


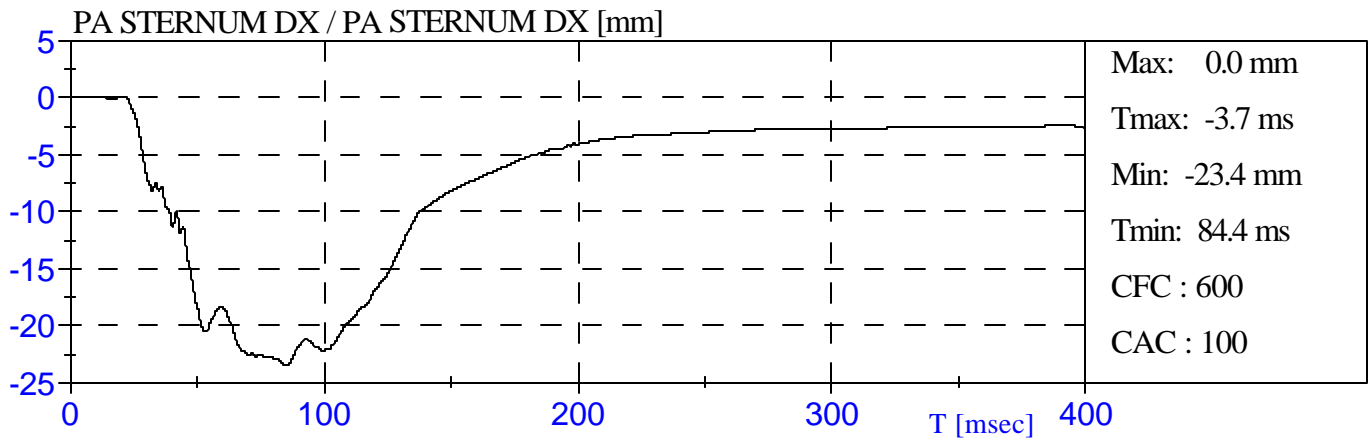


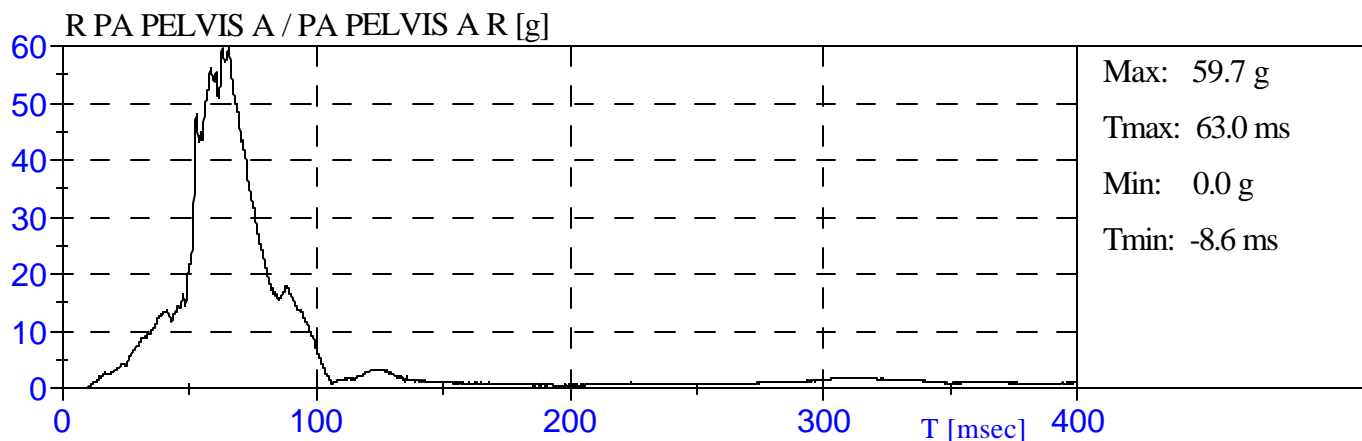
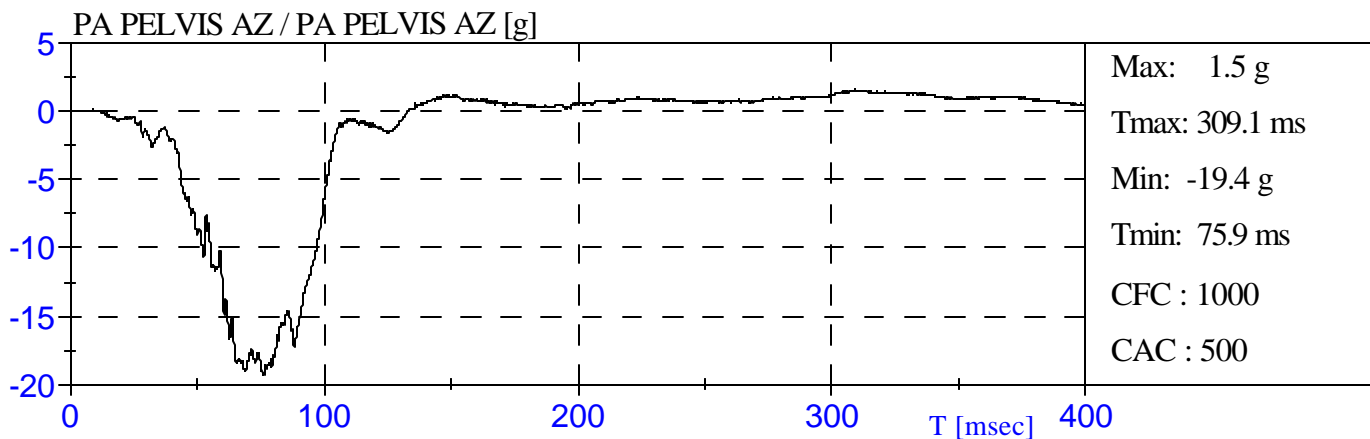
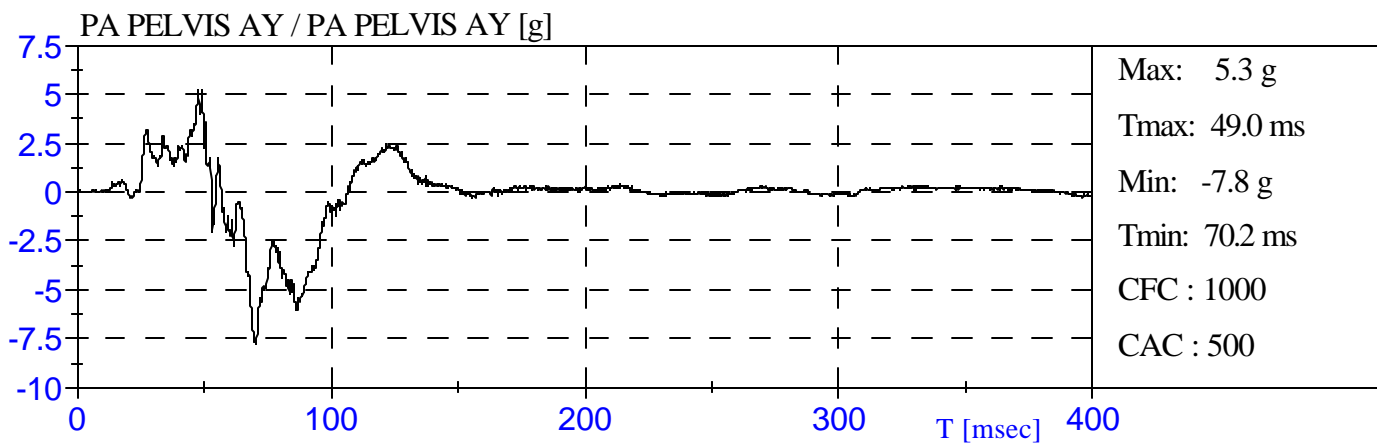
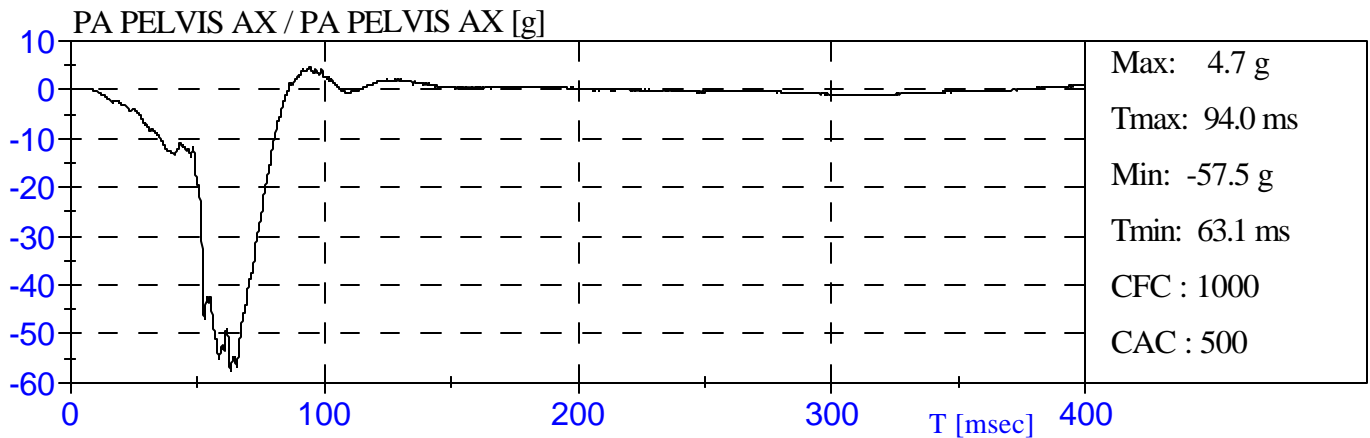


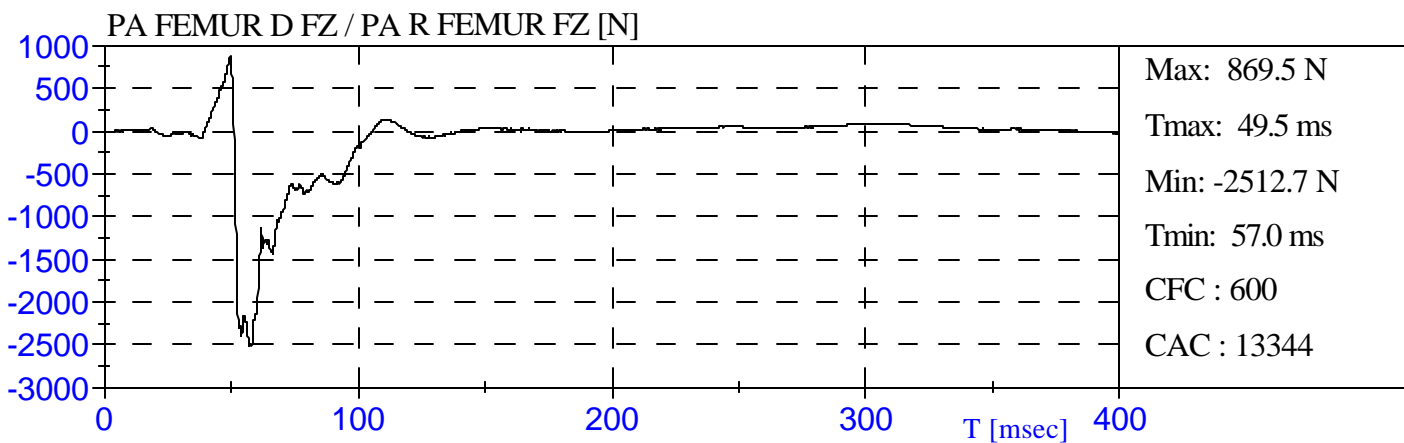
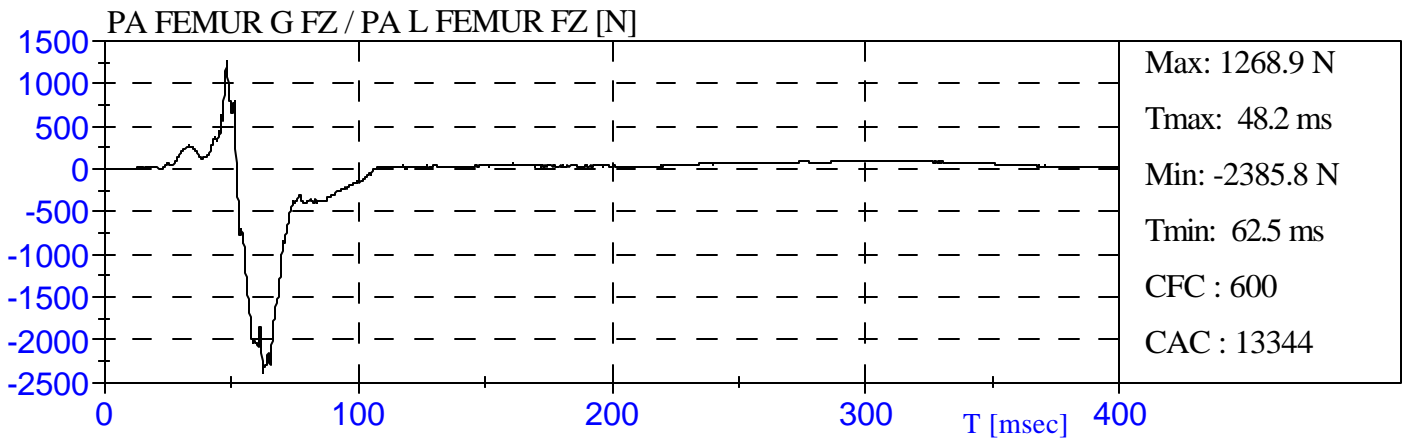


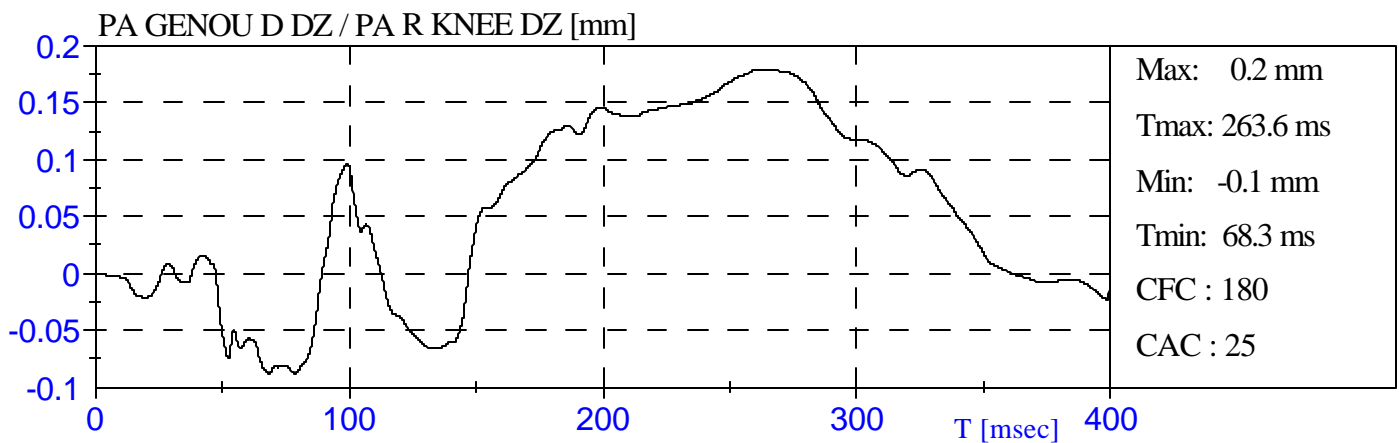
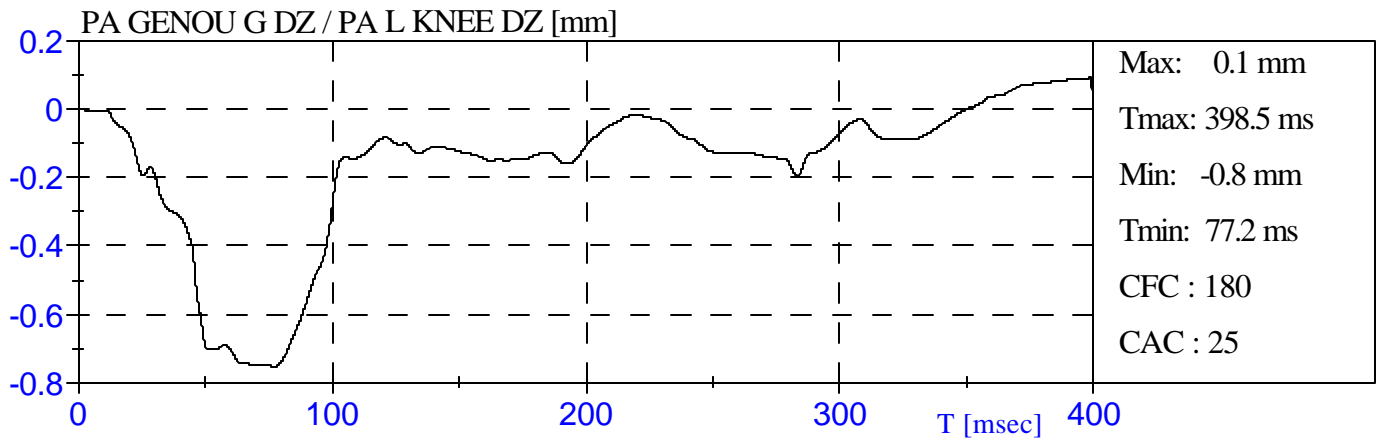


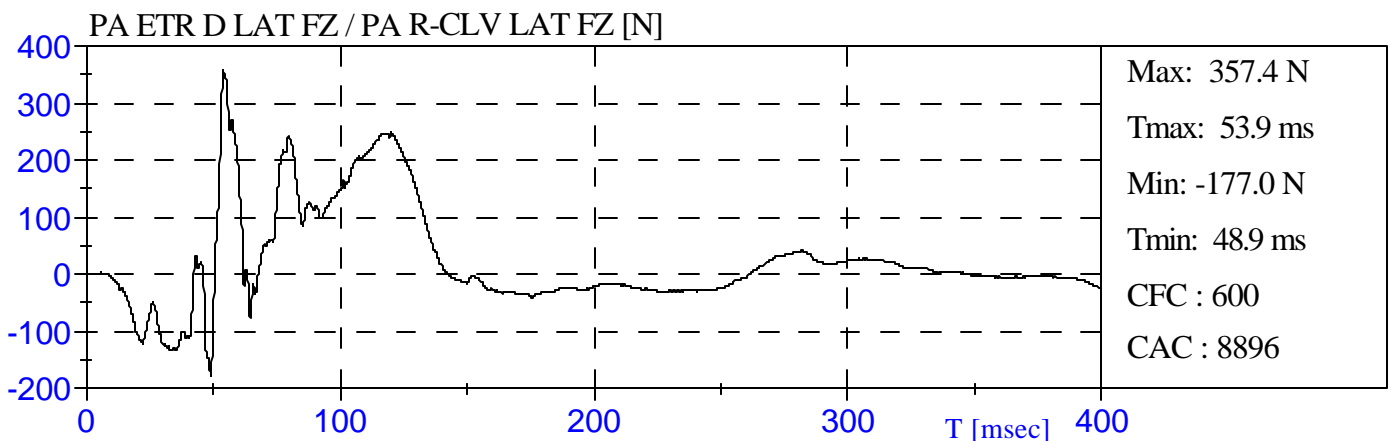
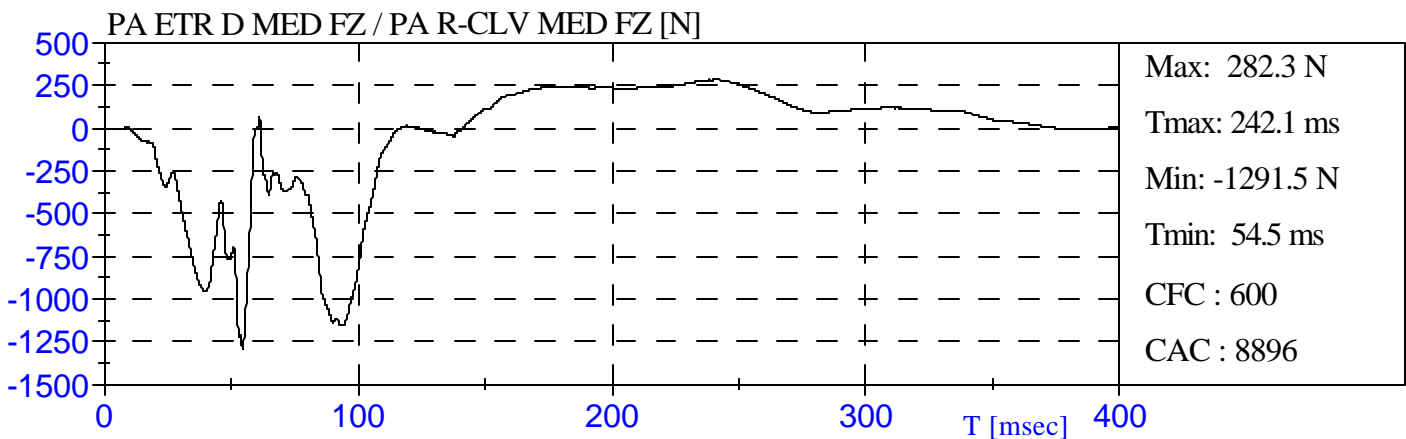
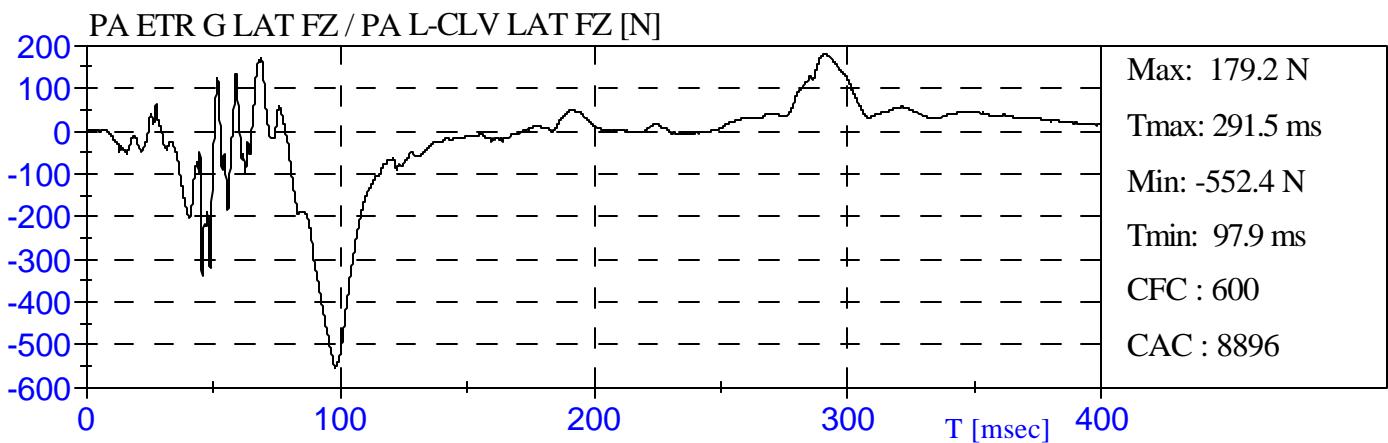
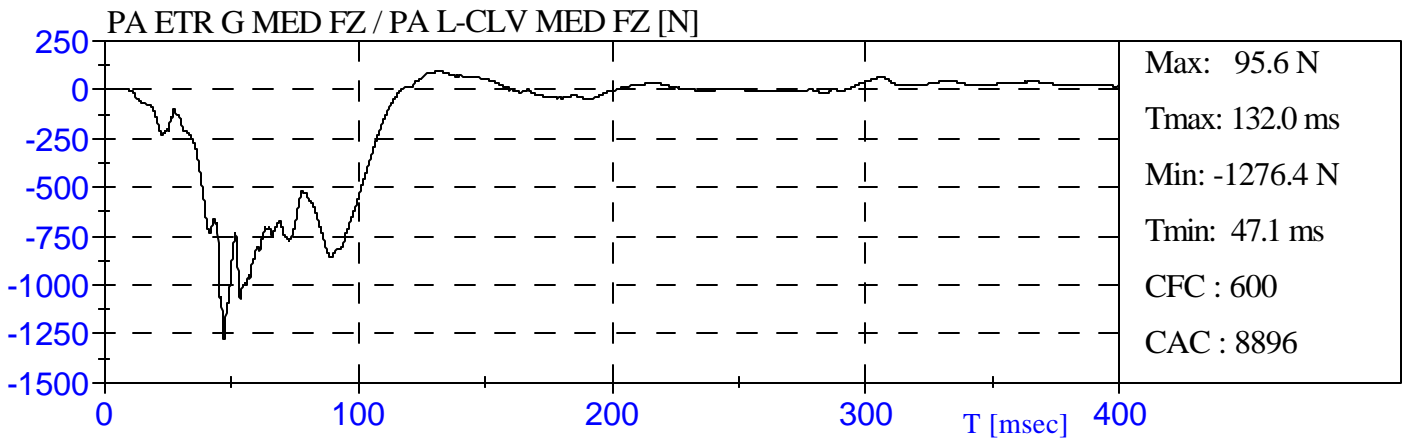


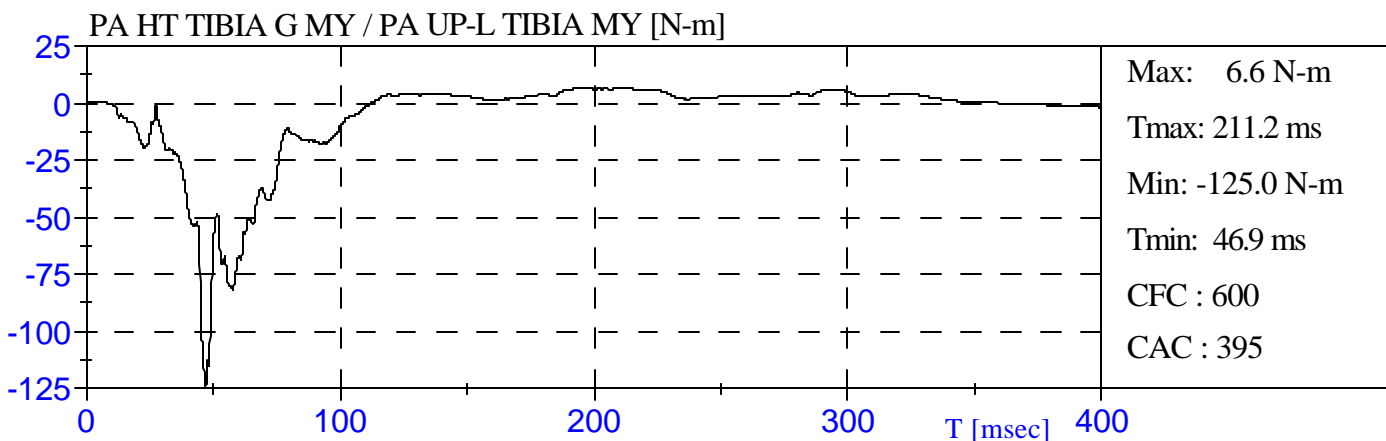
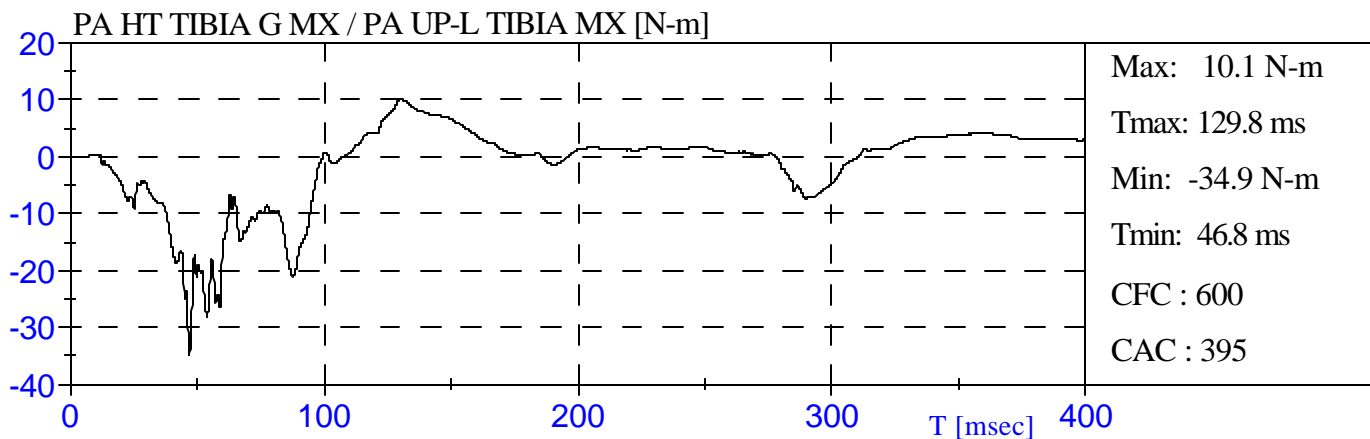
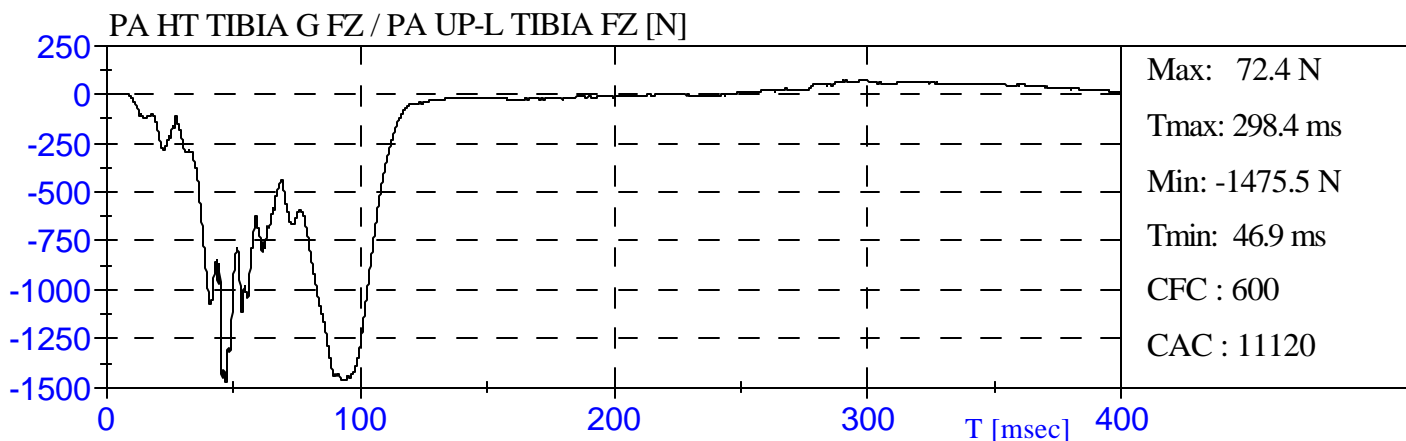
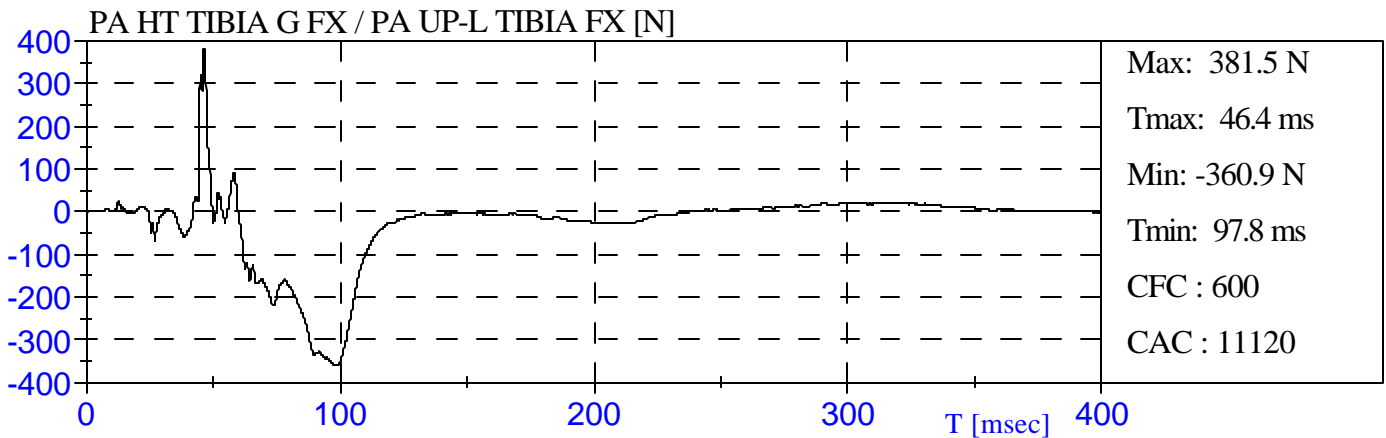


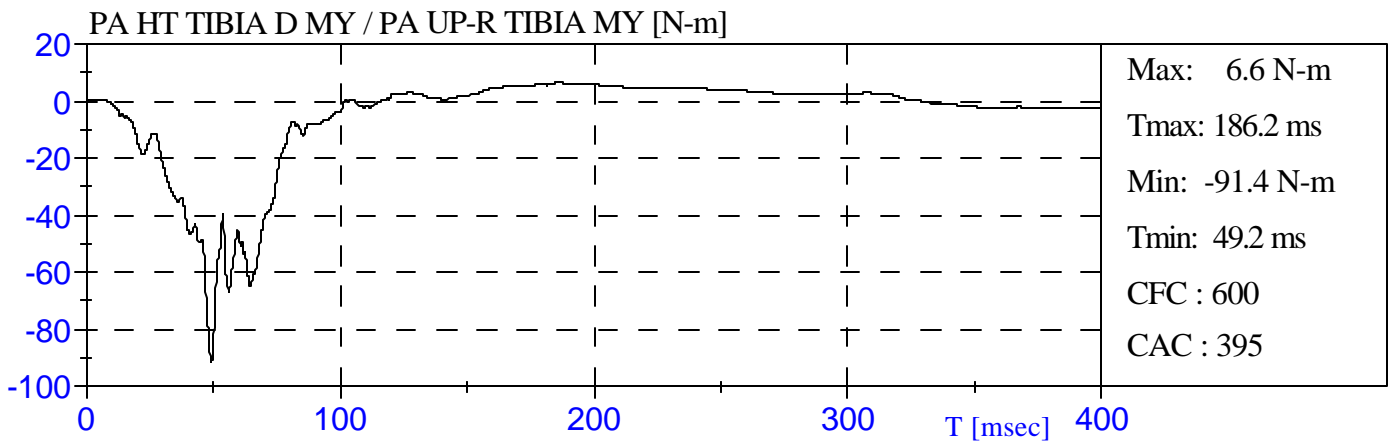
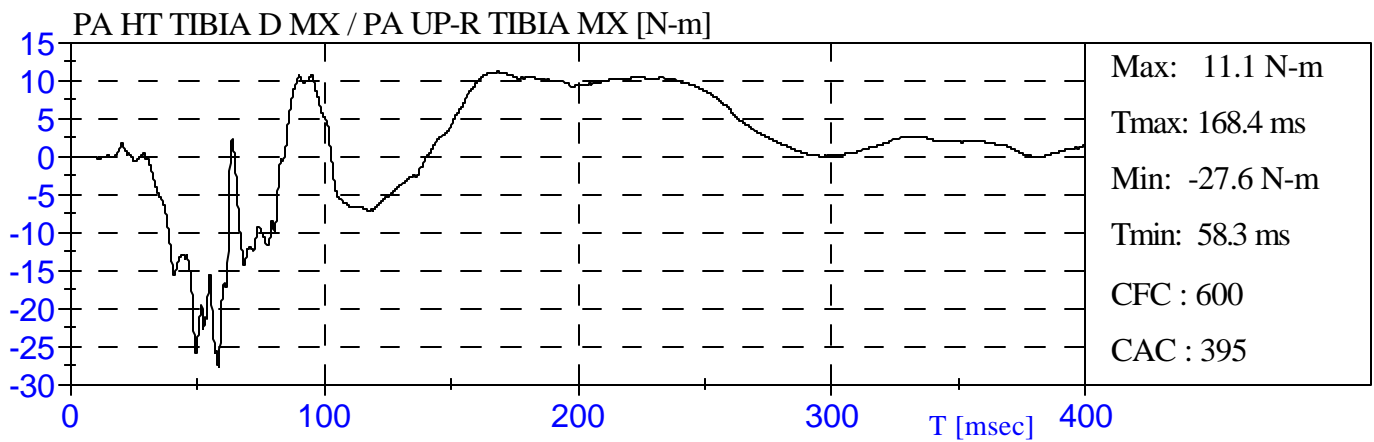
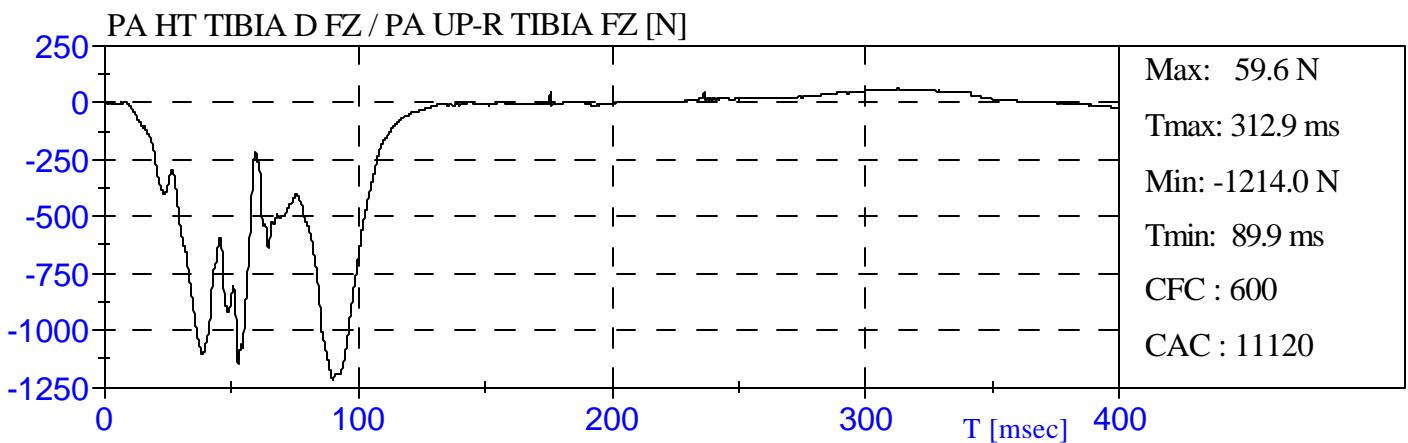
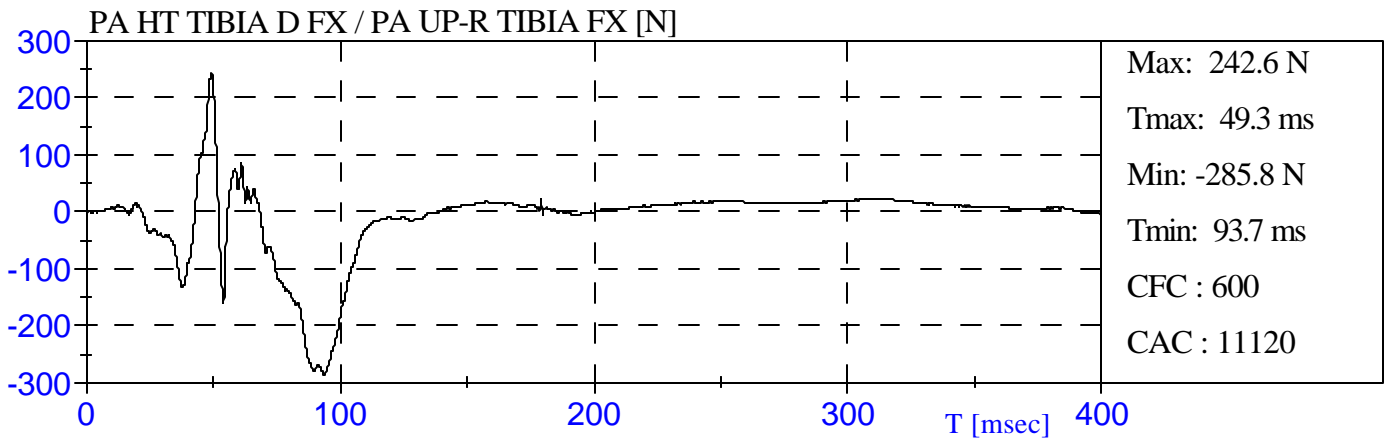


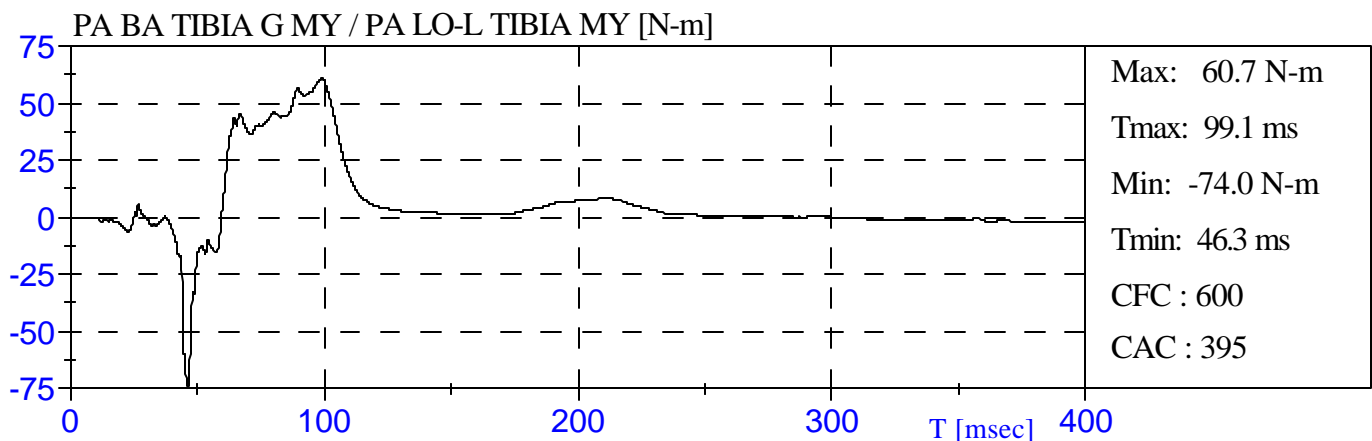
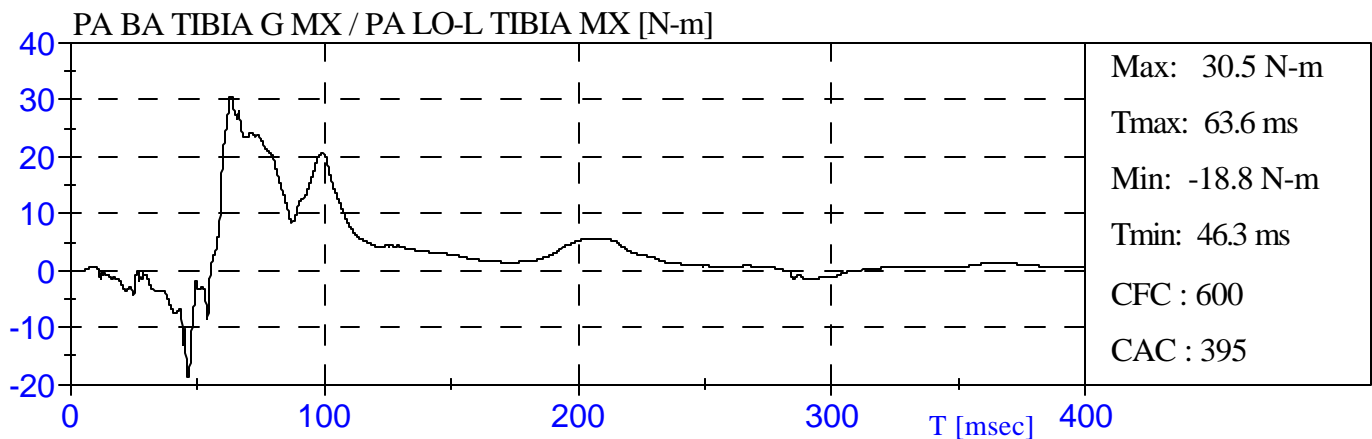
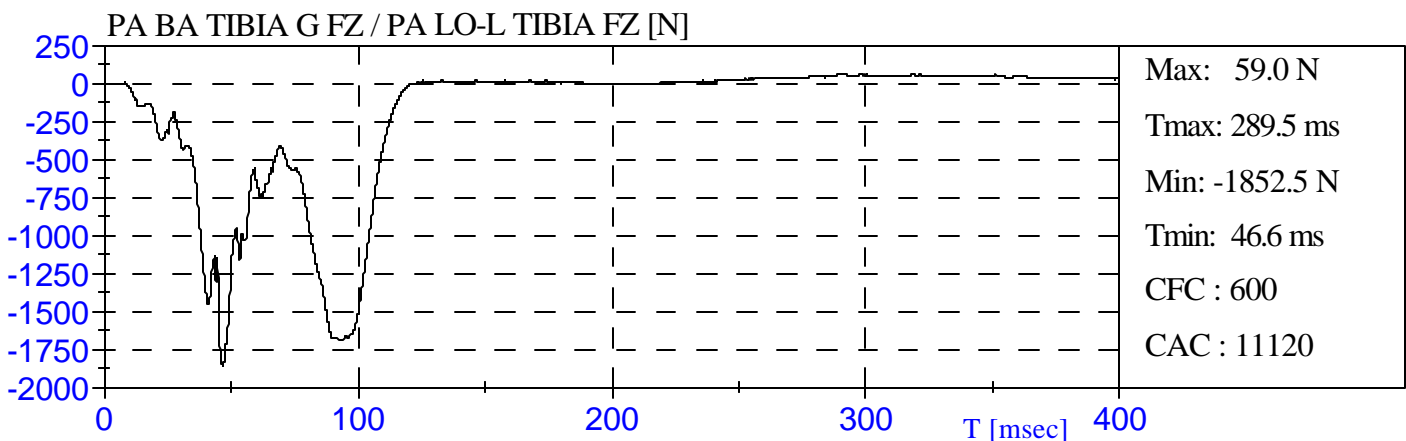
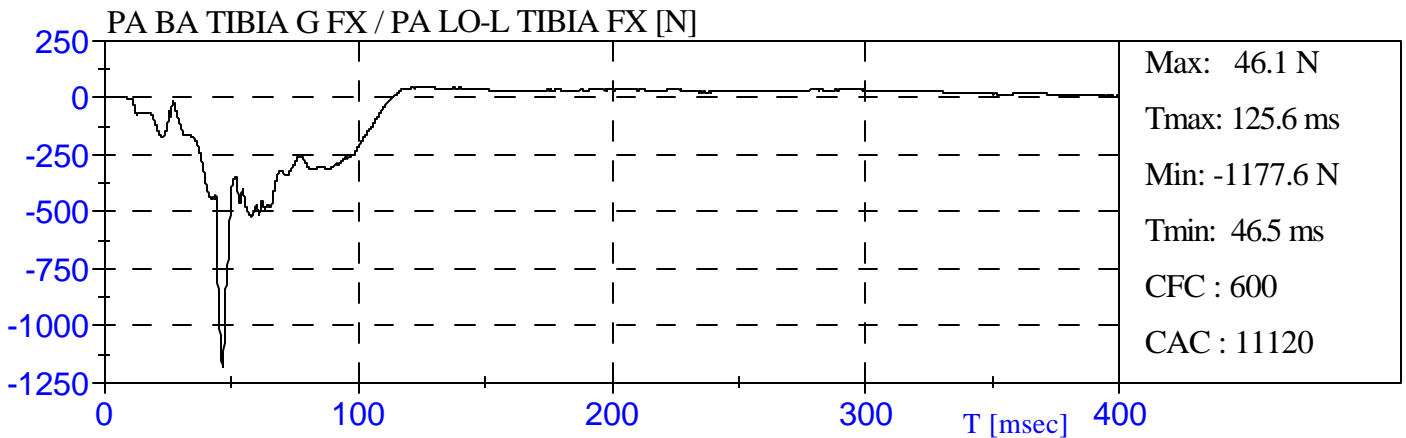


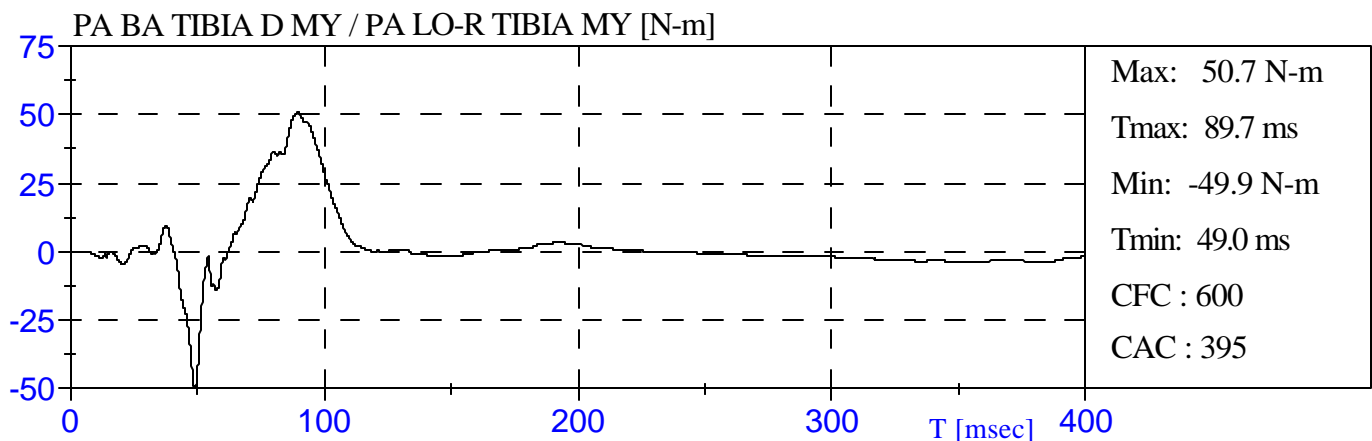
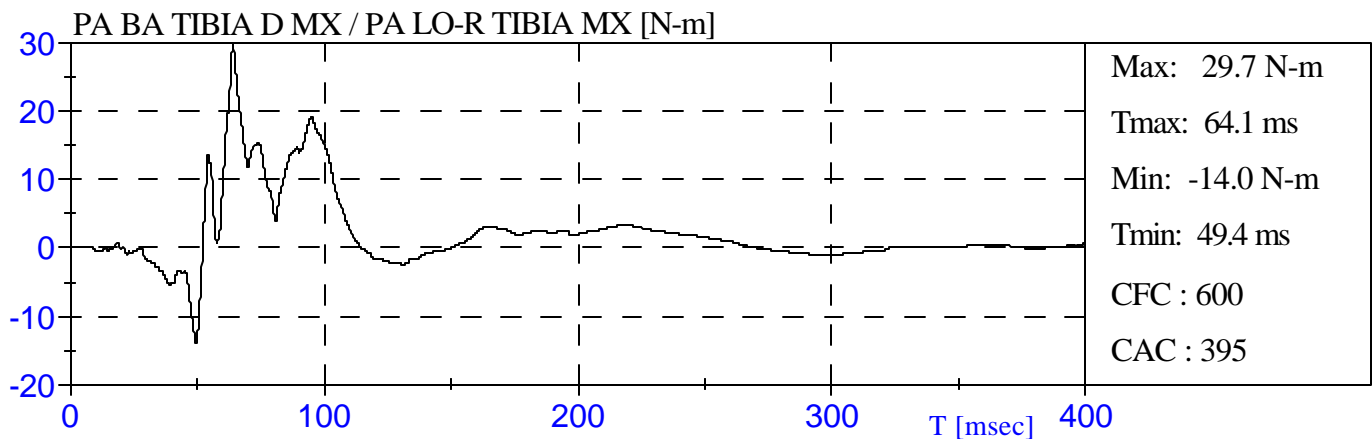
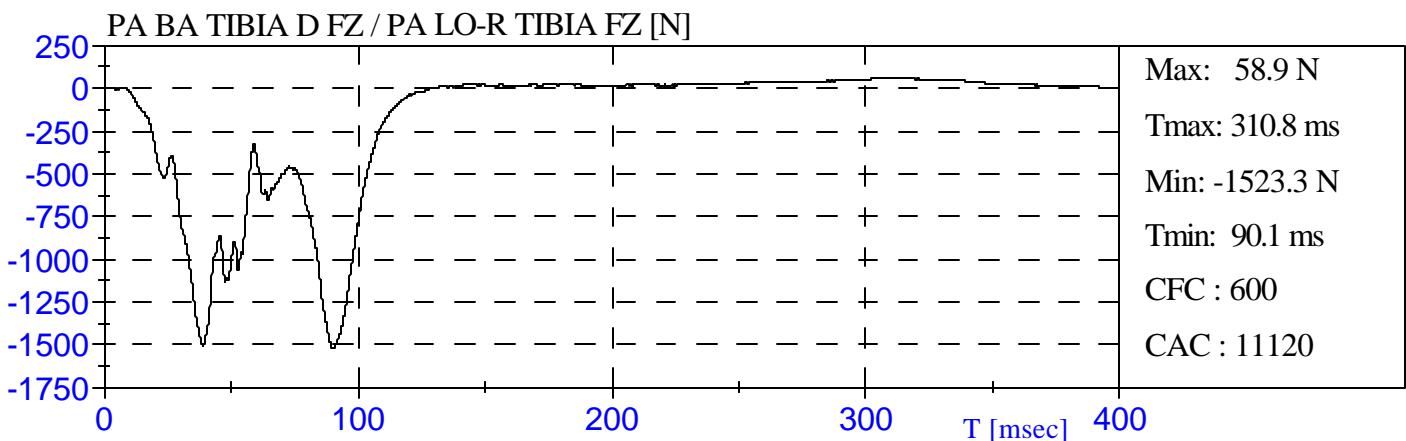
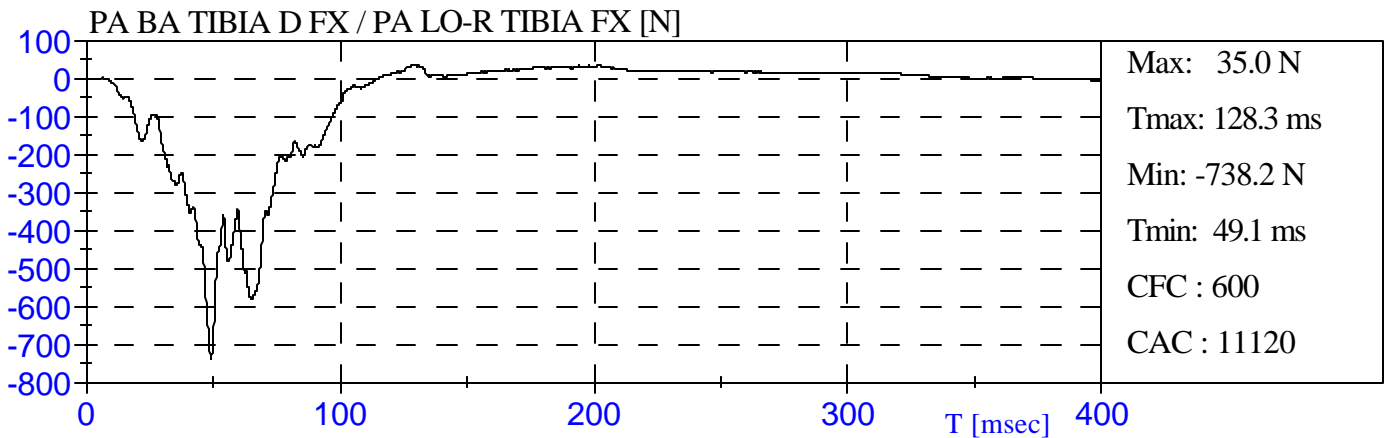


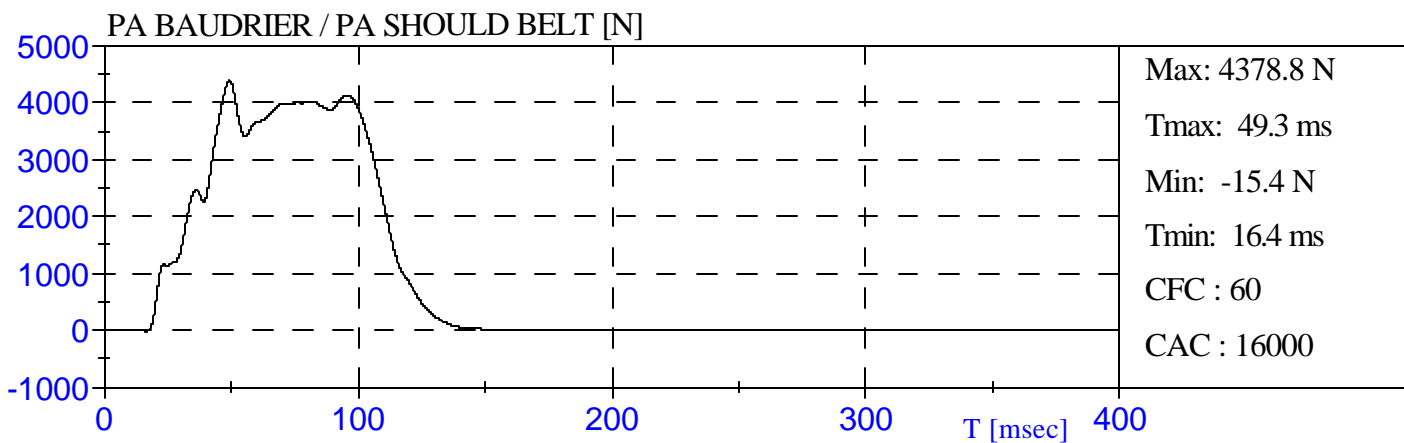
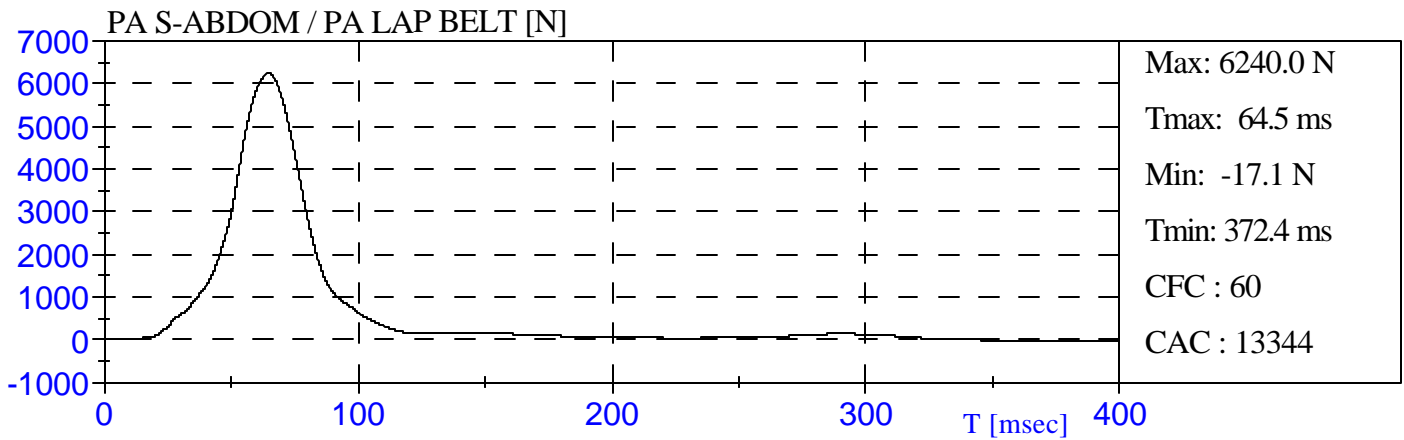


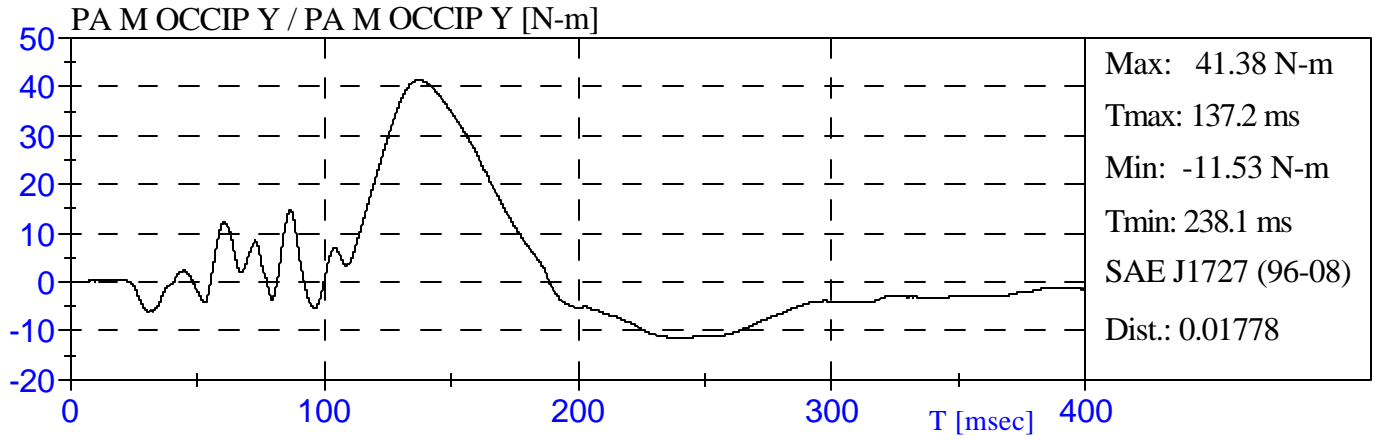


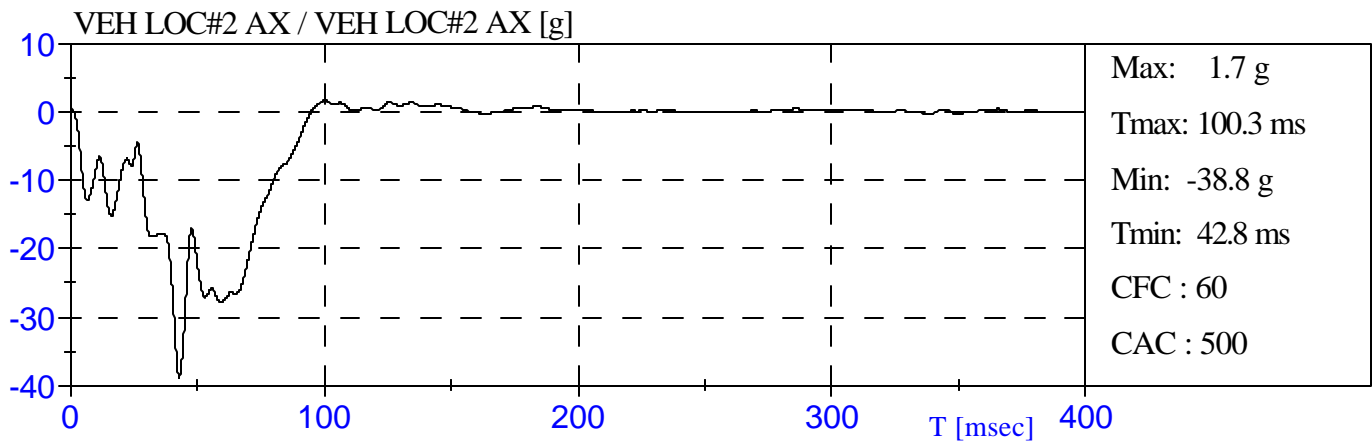
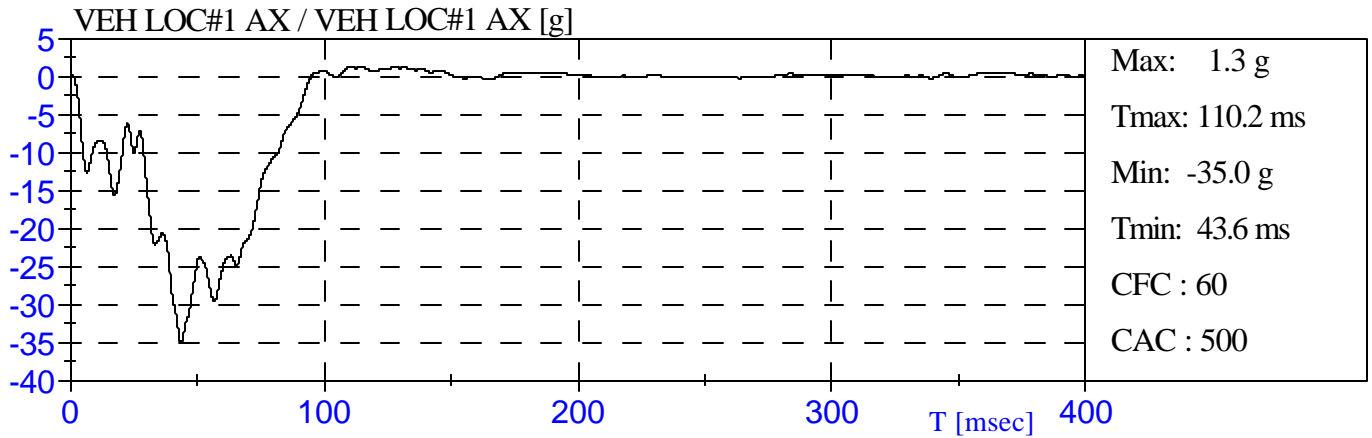


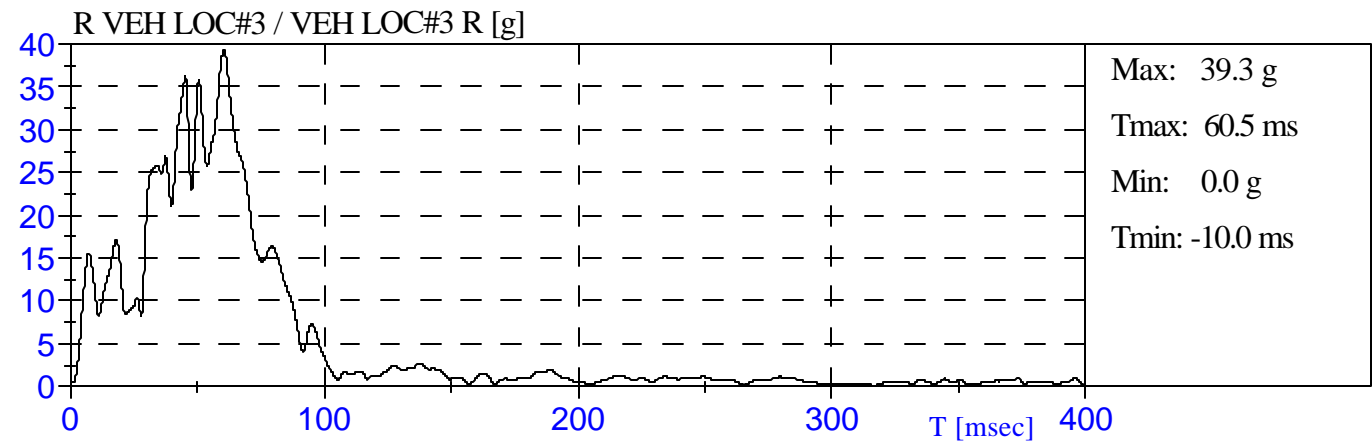
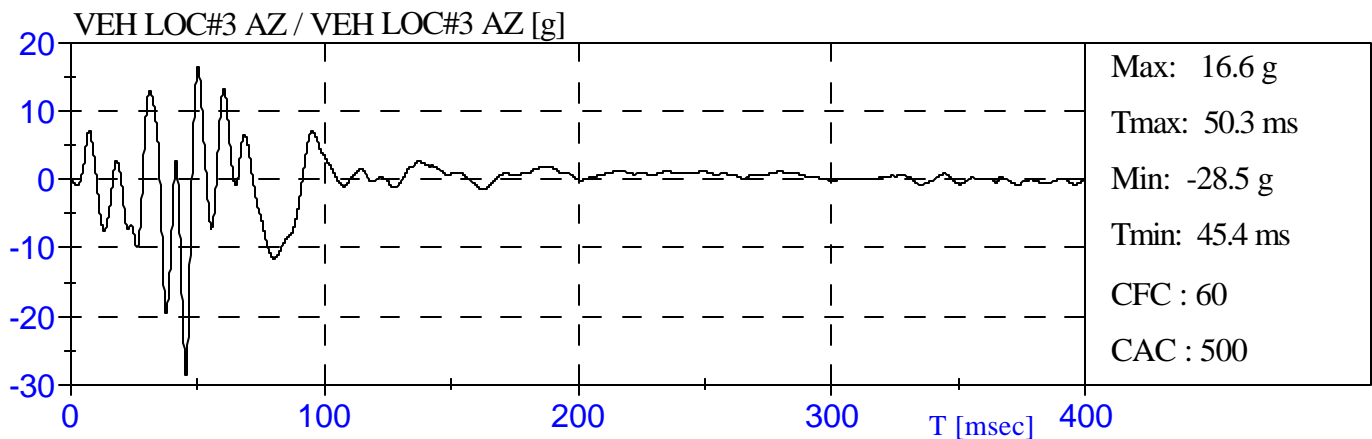
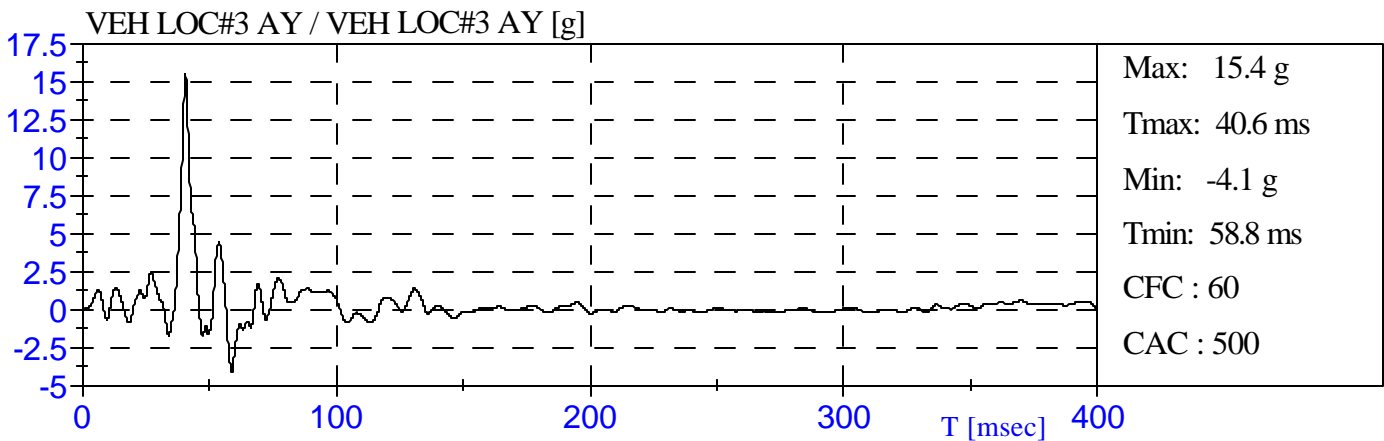
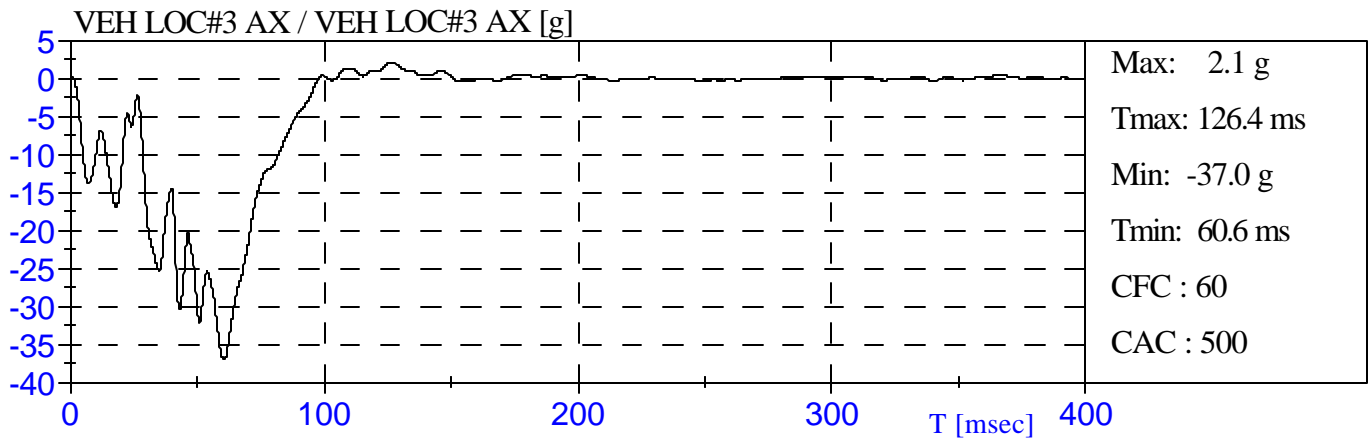


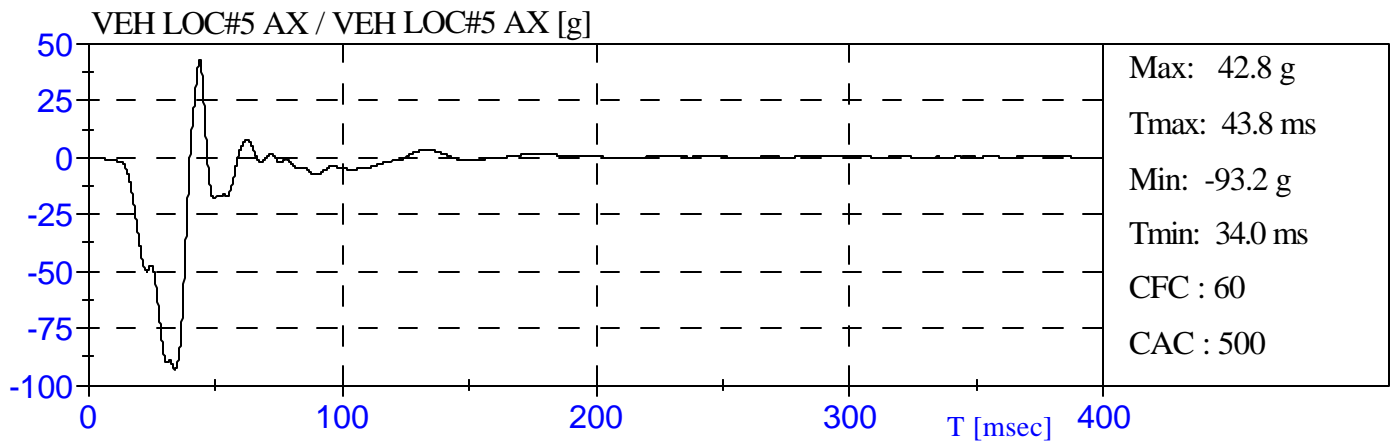
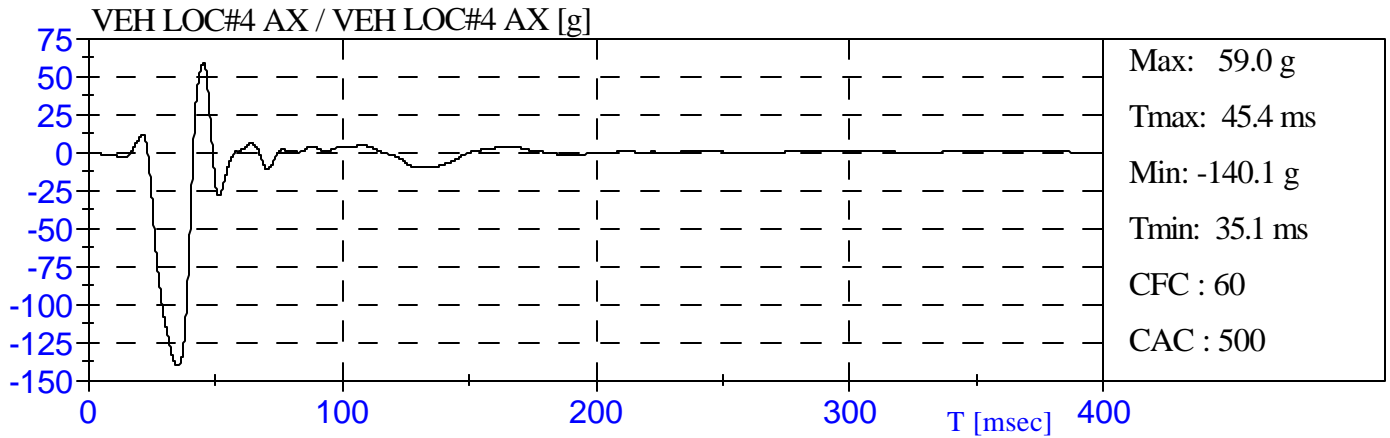


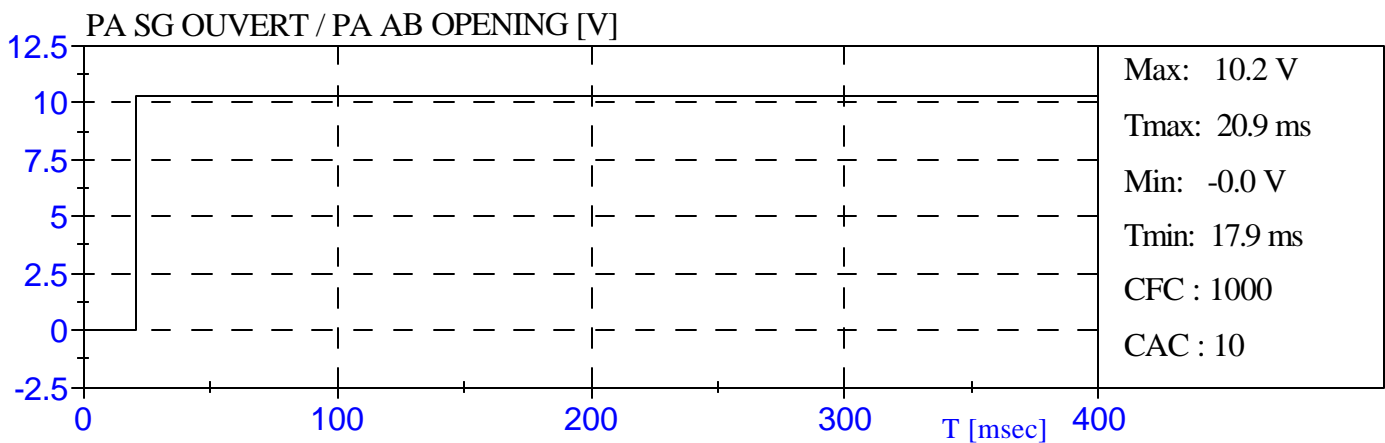
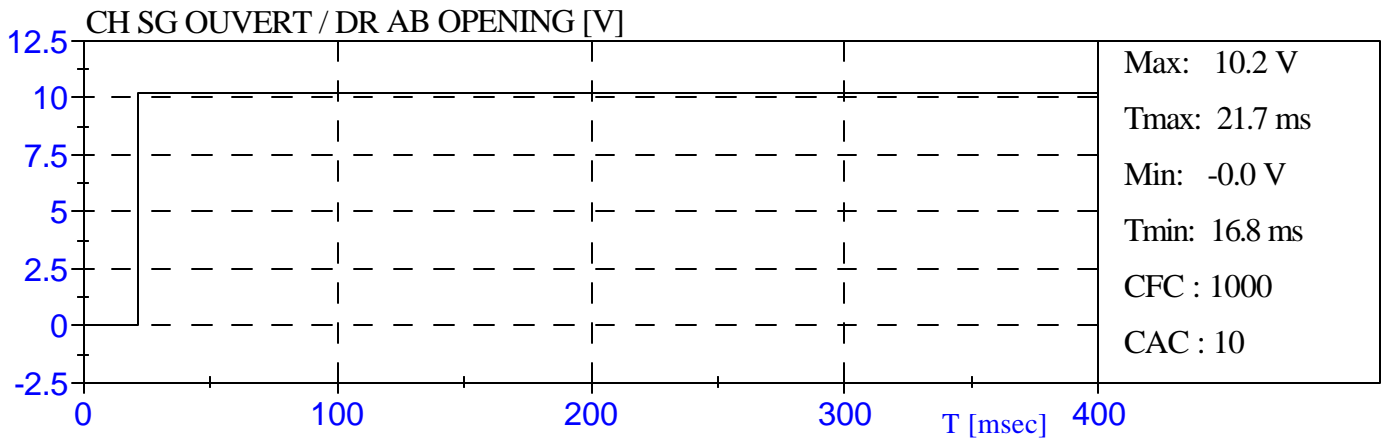


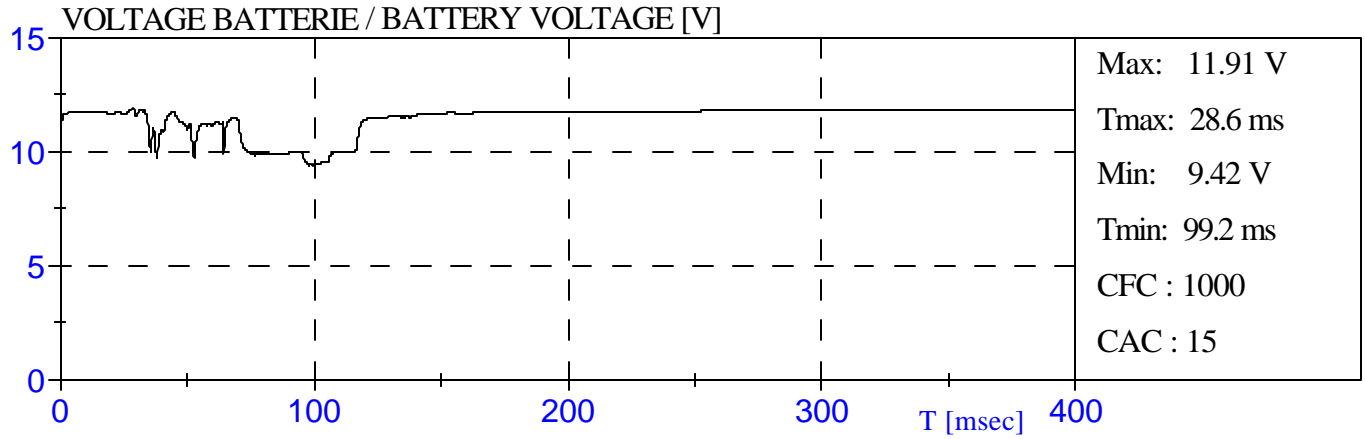


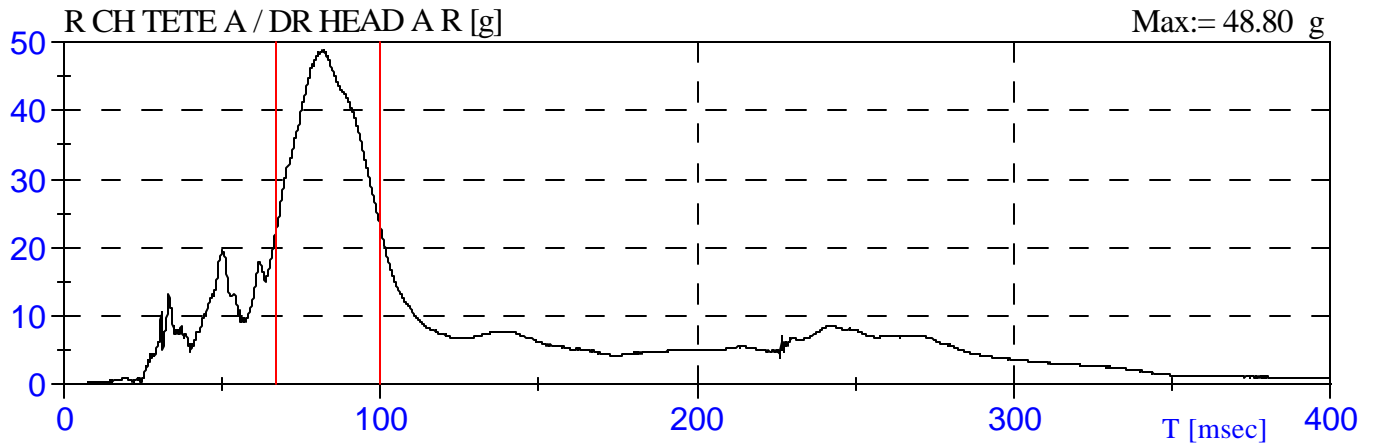








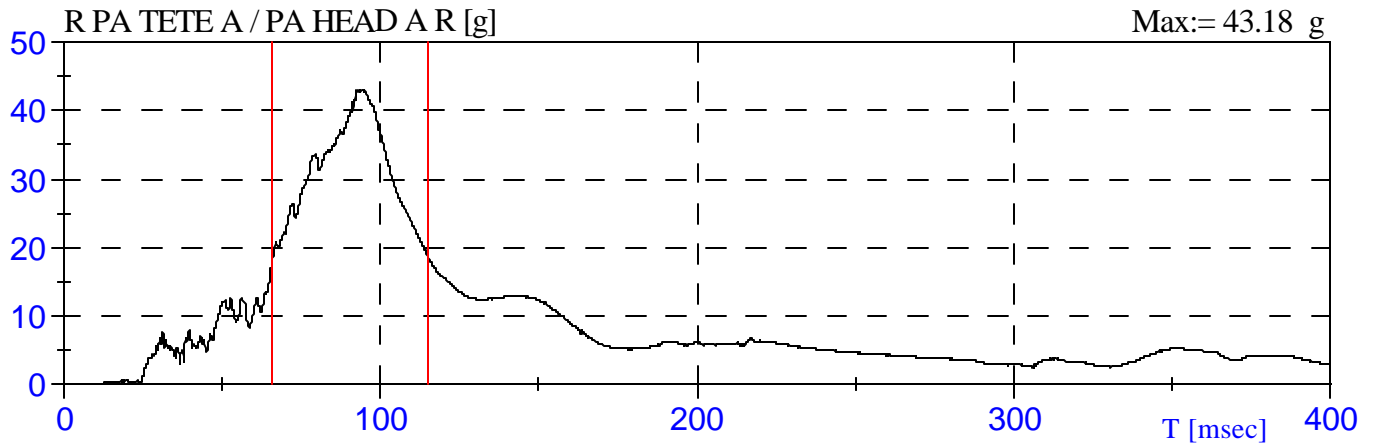




HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 298	HIC(36ms):= 298	HIC(15ms):= 207
T1:= 67.2 ms	T1:= 67.2 ms	T1:= 75.2 ms
T2:= 99.8 ms	T2:= 99.8 ms	T2:= 90.2 ms

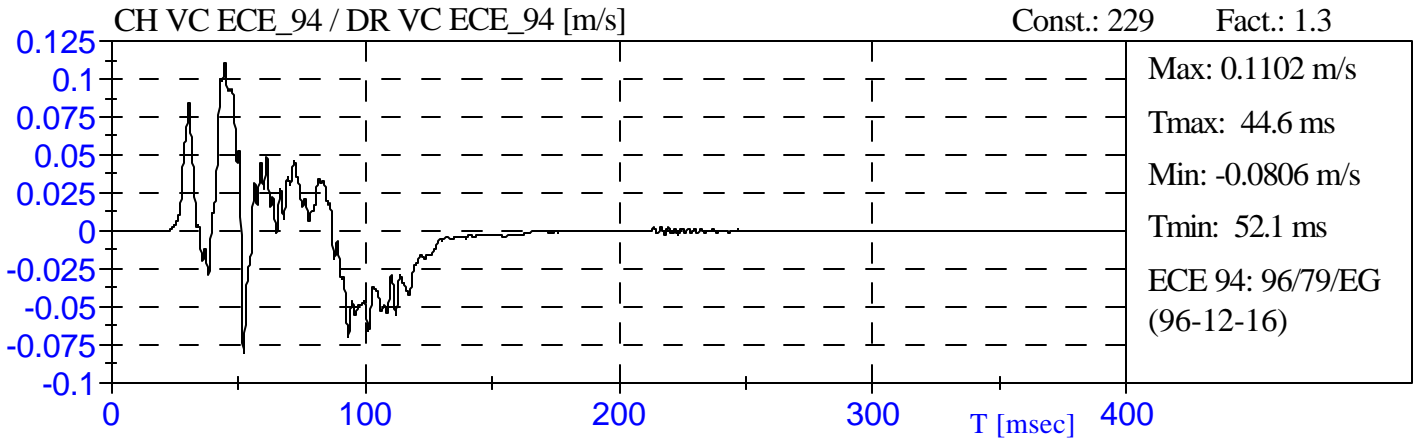
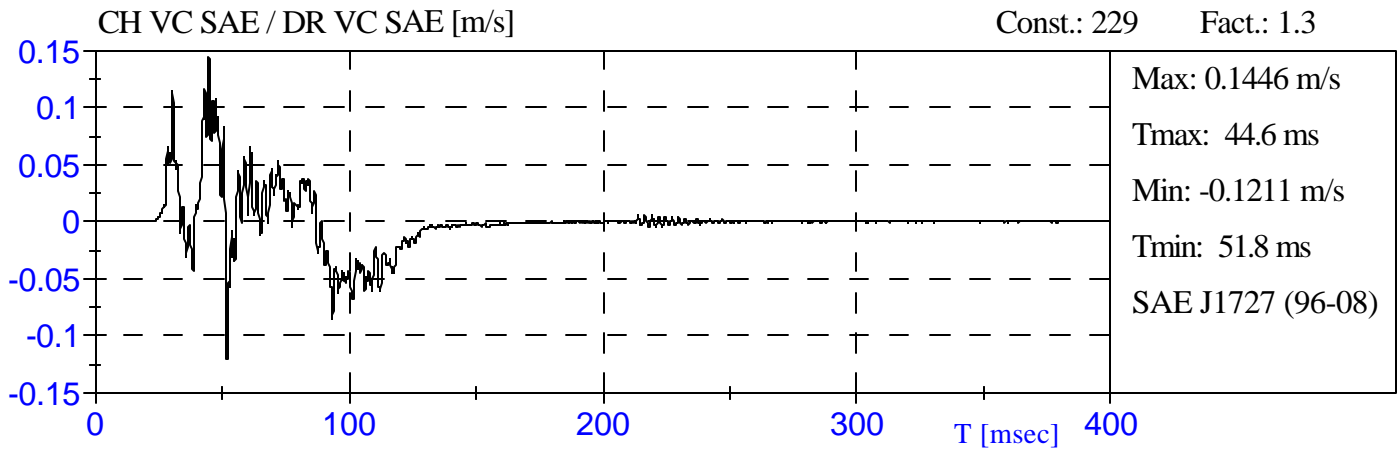
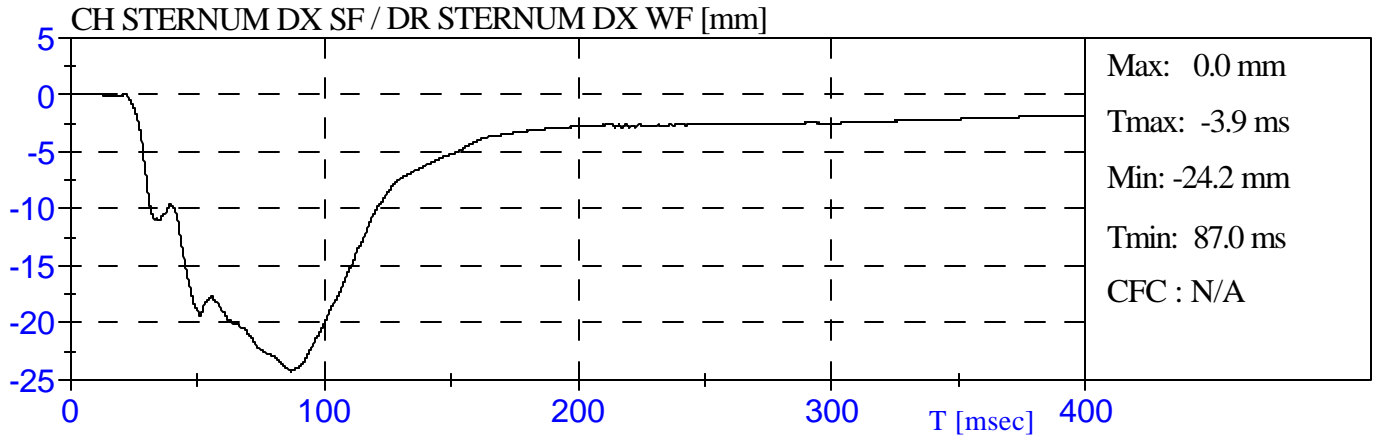
* Selon / According To: SAE J1727 96-08

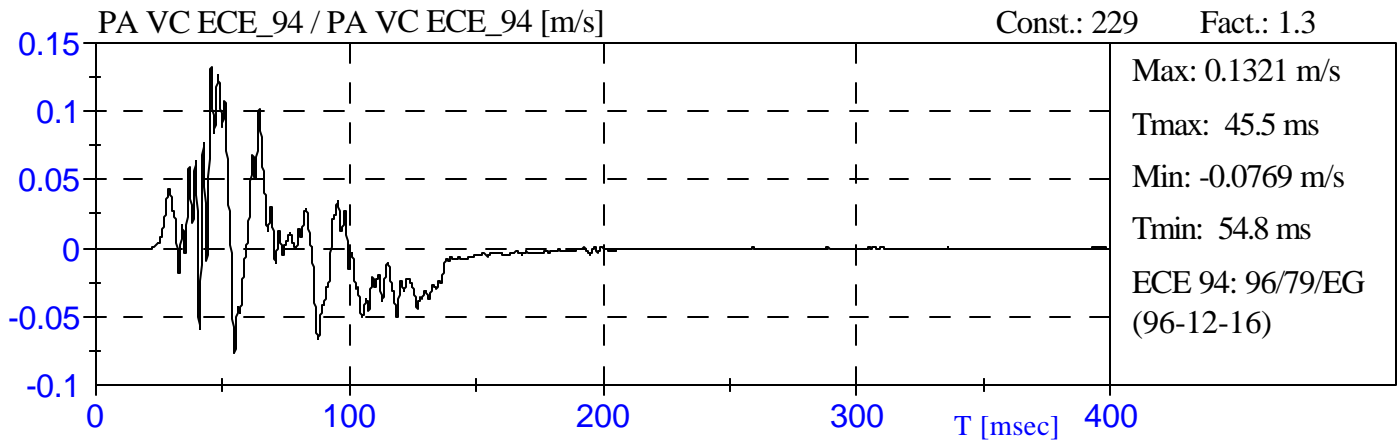
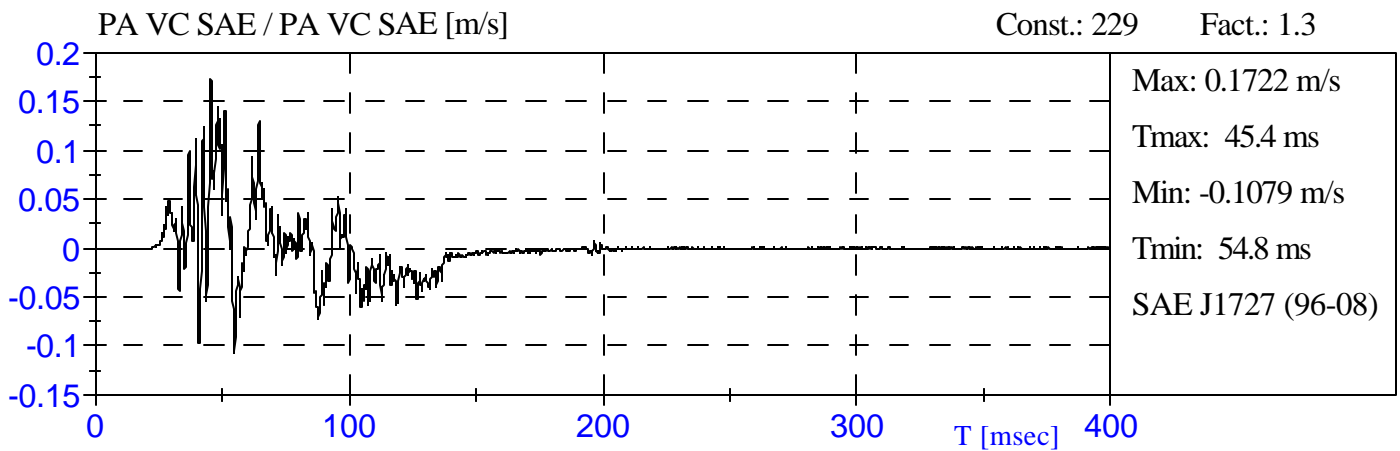
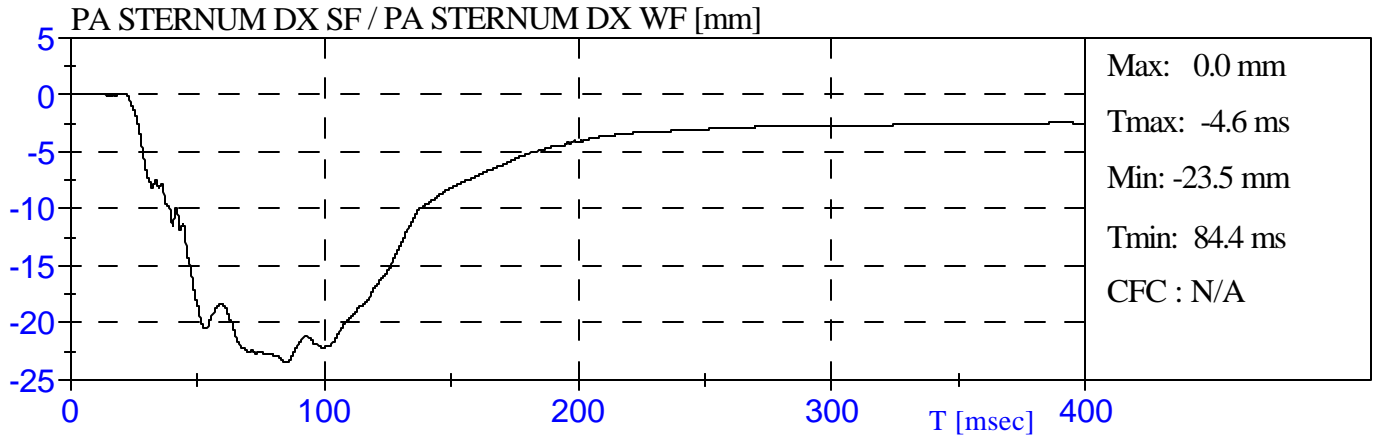


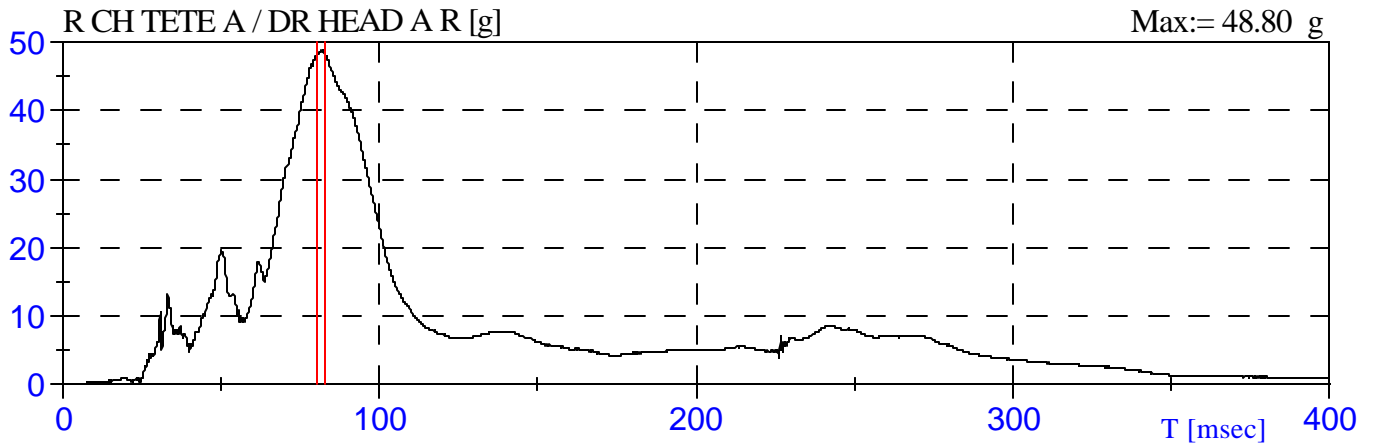
HEAD INJURY CRITERIA (HIC) *
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 263	HIC(36ms):= 248	HIC(15ms):= 149
T1:= 65.9 ms	T1:= 71.3 ms	T1:= 85.8 ms
T2:= 114.9 ms	T2:= 107.3 ms	T2:= 100.8 ms

* Selon / According To: SAE J1727 96-08

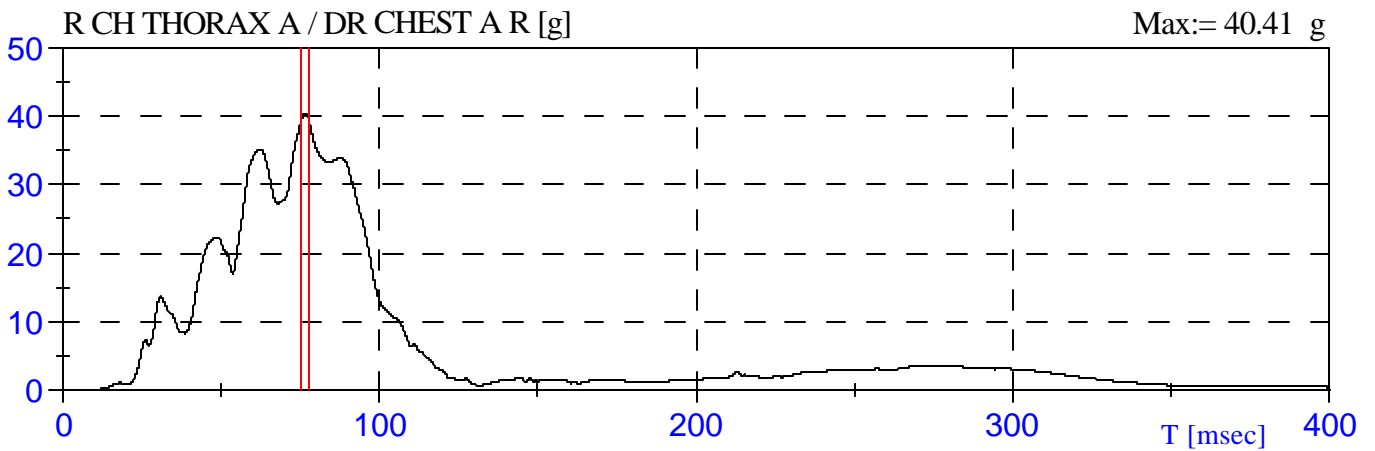






CLIP 3ms *

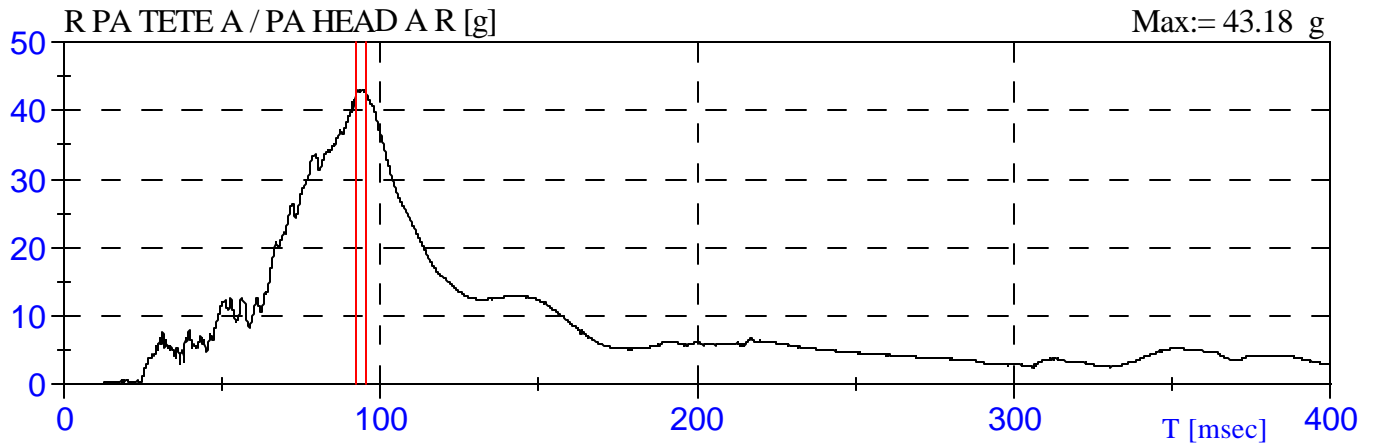
Acc. := 48.15 g	T1:= 79.9 ms	T2:= 82.9 ms
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CLIP 3ms *

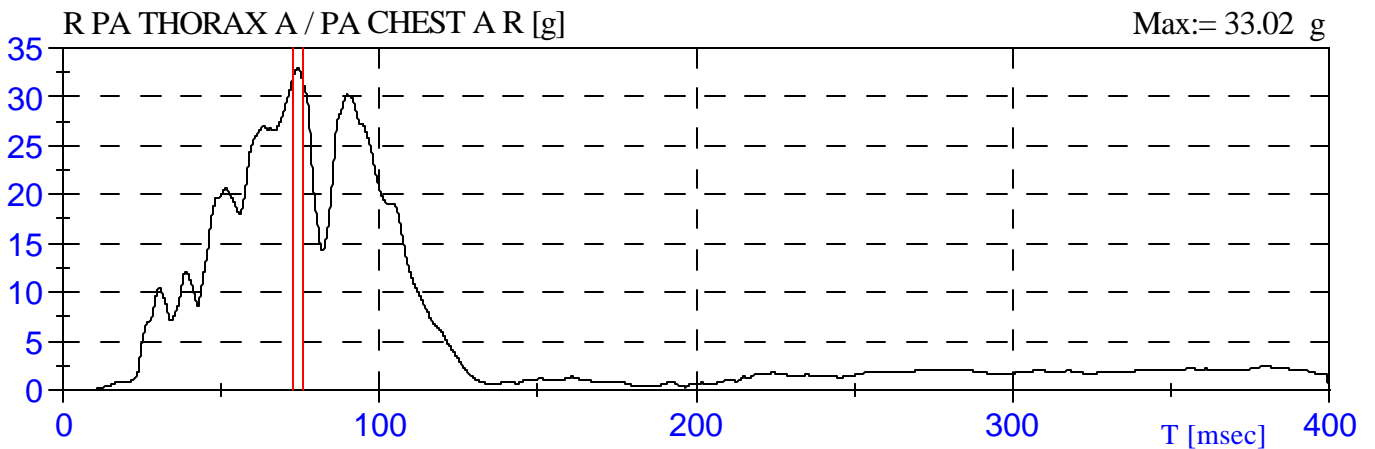
Acc. := 38.96 g	T1:= 75.0 ms	T2:= 78.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 42.60 g	T1:= 92.3 ms	T2:= 95.3 ms
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CLIP 3ms *

Acc. := 31.87 g	T1:= 72.5 ms	T2:= 75.5 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	0.581	0.719
BAS / LOWER	0.265	0.528

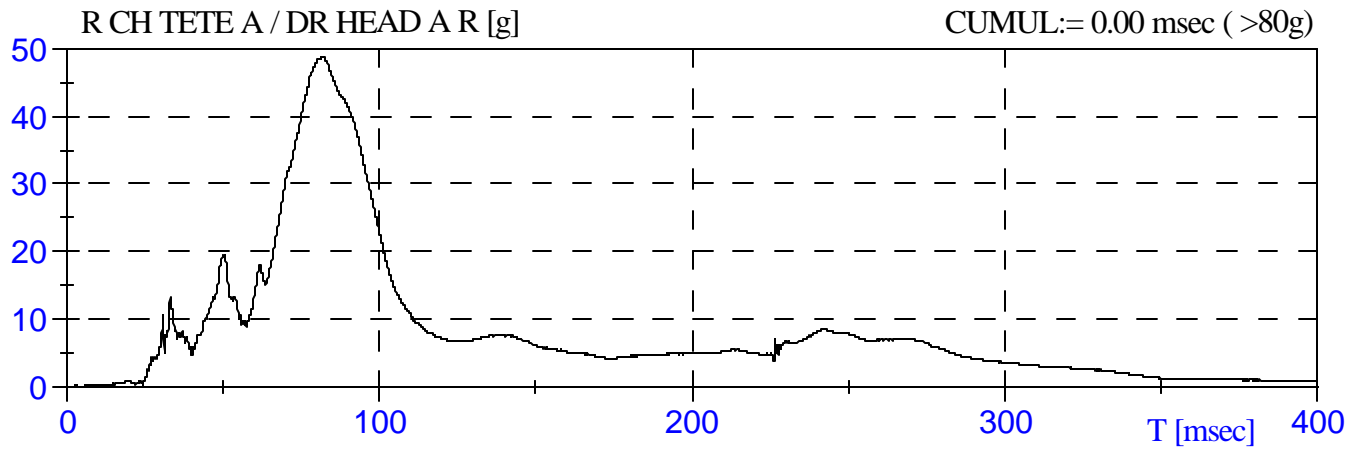
TI Passager / Passenger

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

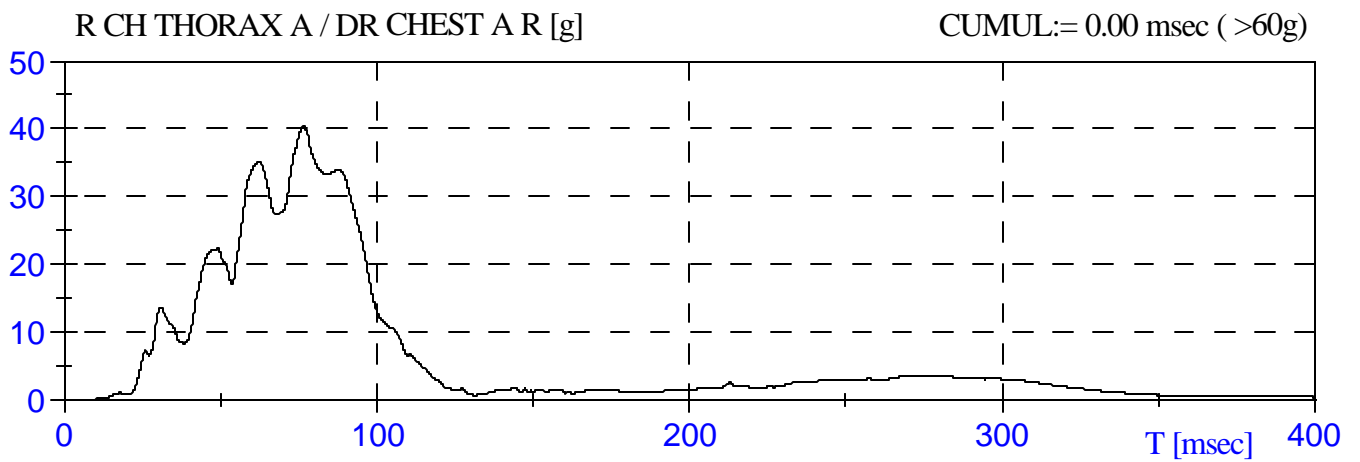
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.618	0.447
BAS / LOWER	0.391	0.277

* Selon / According To: SAE J1727 AUG 96

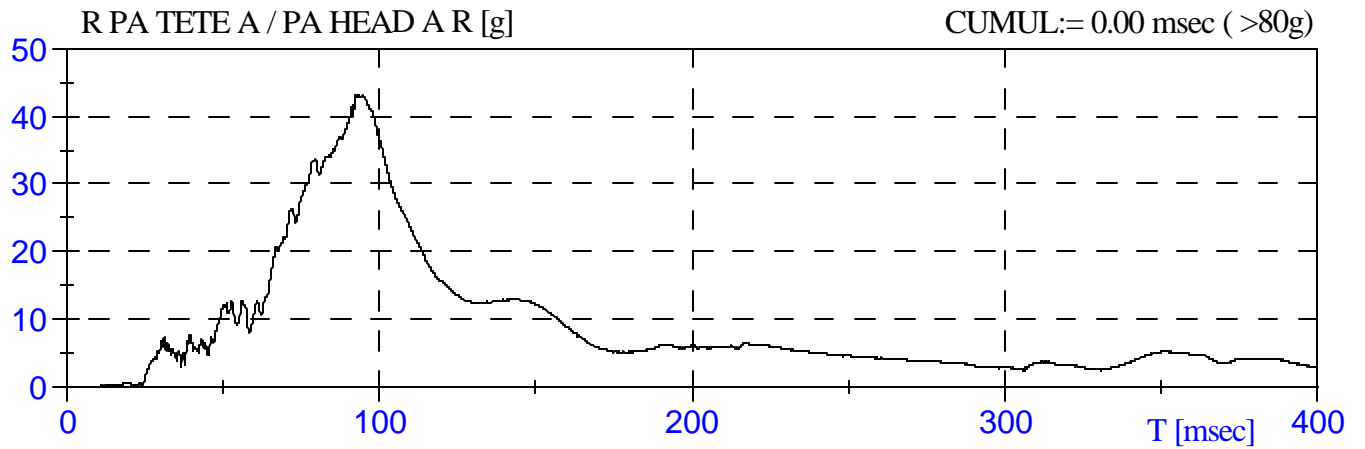
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



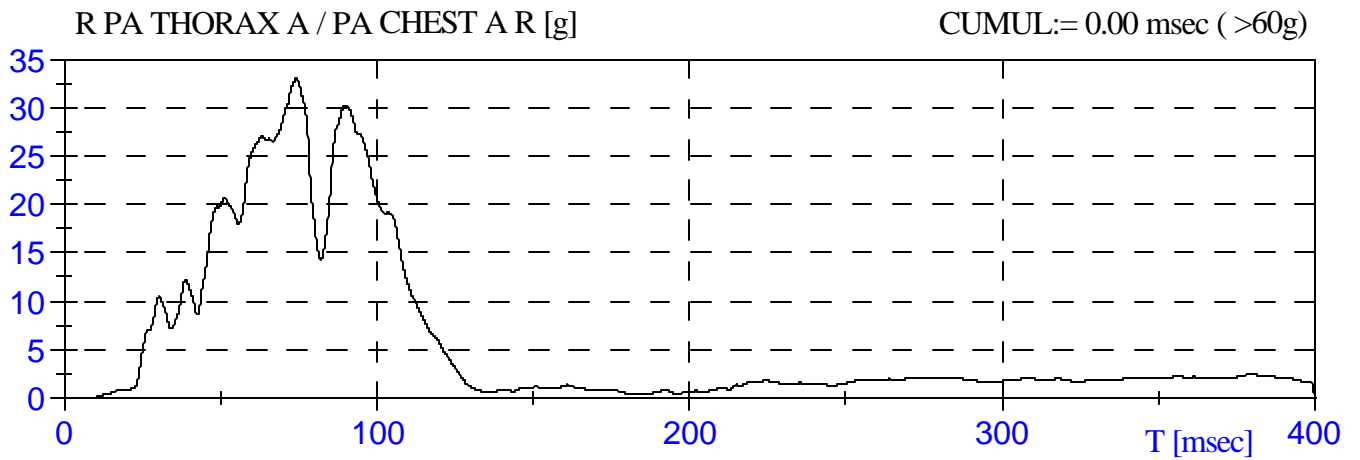
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

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

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc 6806
0.14	0.07	0.23	0.06	Cc 6160
				Fc 310
				Ec 135

Passager / Passenger

$$N_{ij}^* = 0.16$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc 6806
0.16	0.00	0.14	0.03	Cc 6160
				Fc 310
				Ec 135

* Selon / According To: Federal Register 5/2000