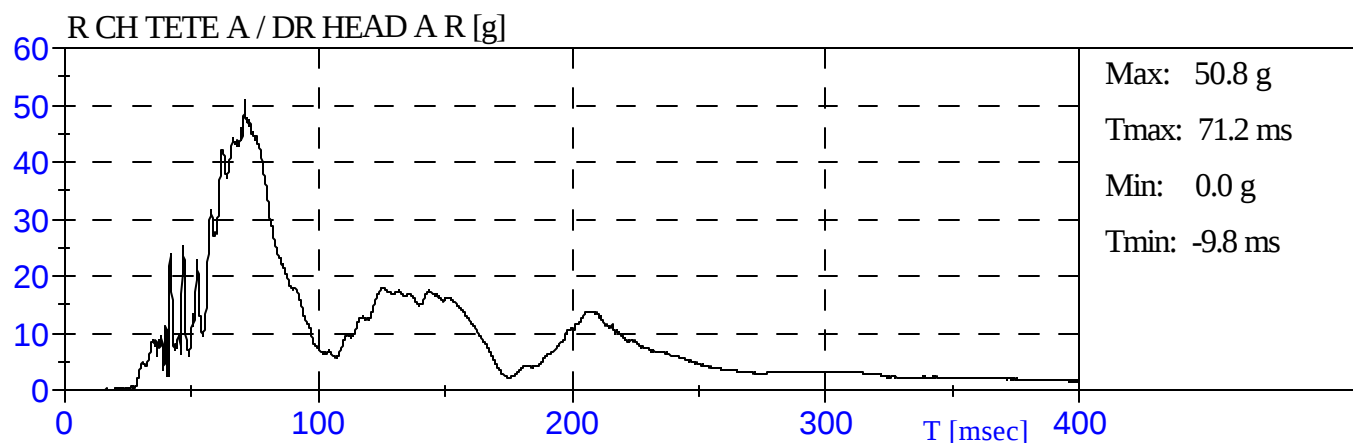
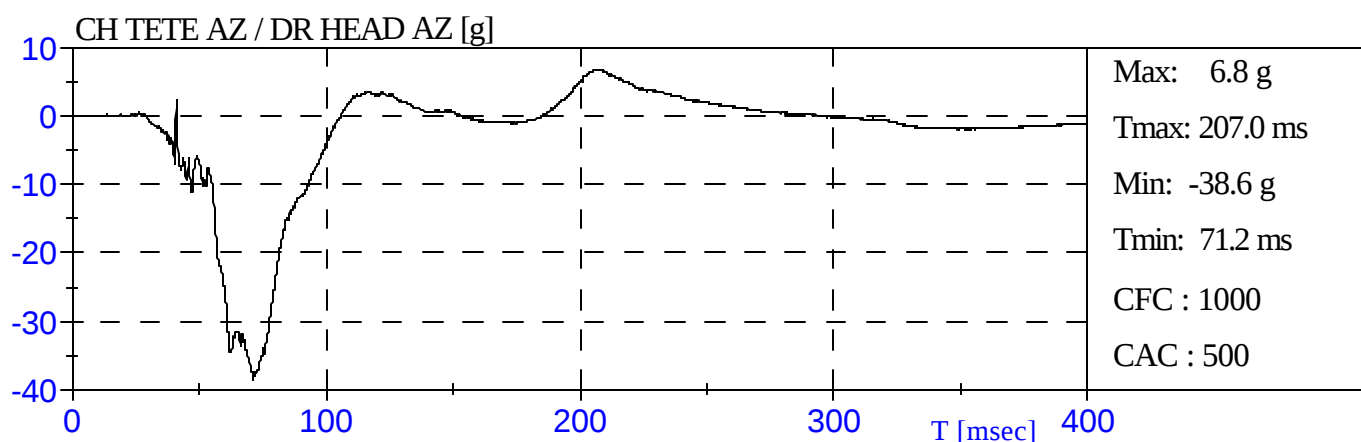
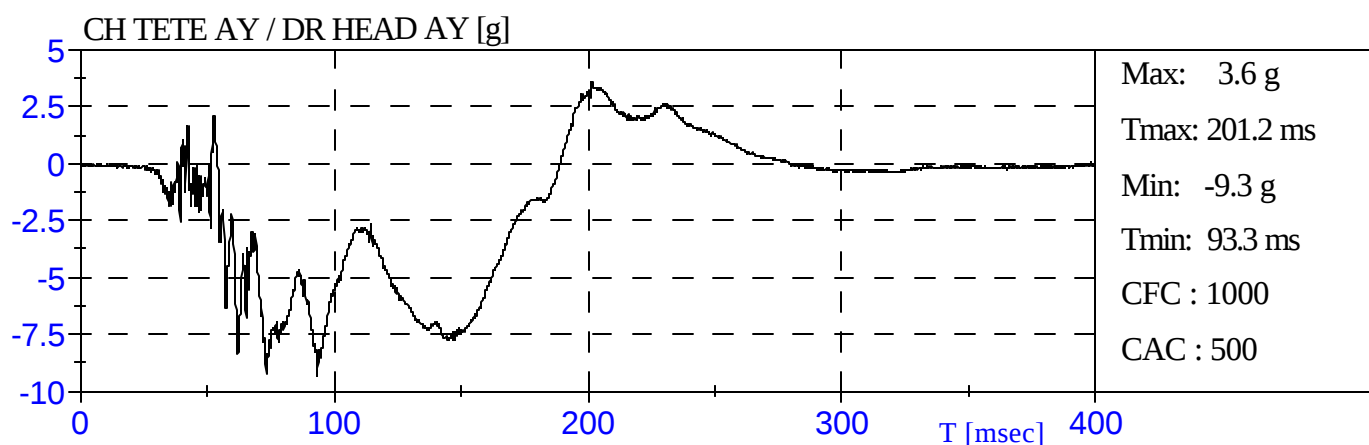
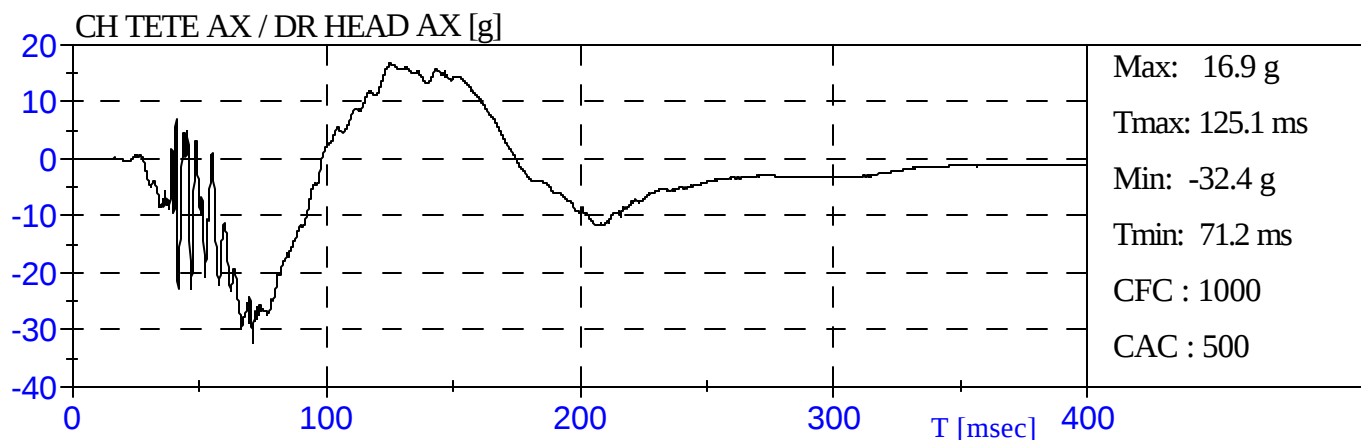
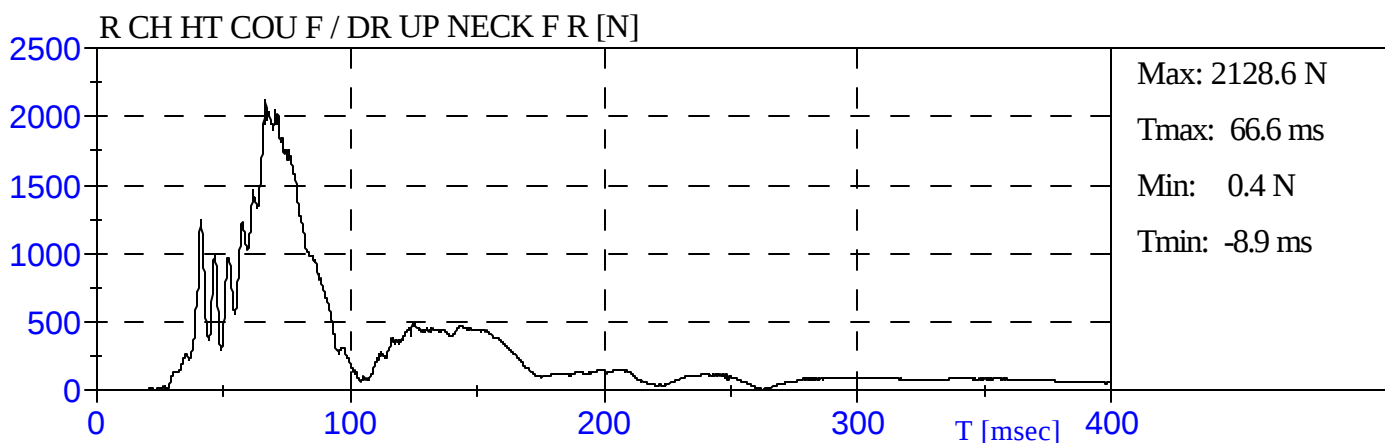
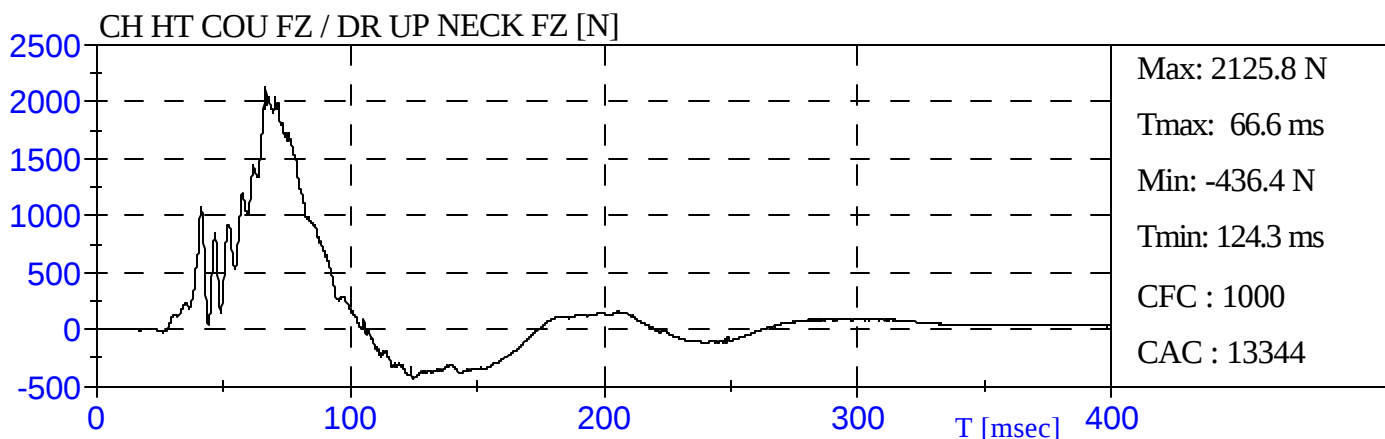
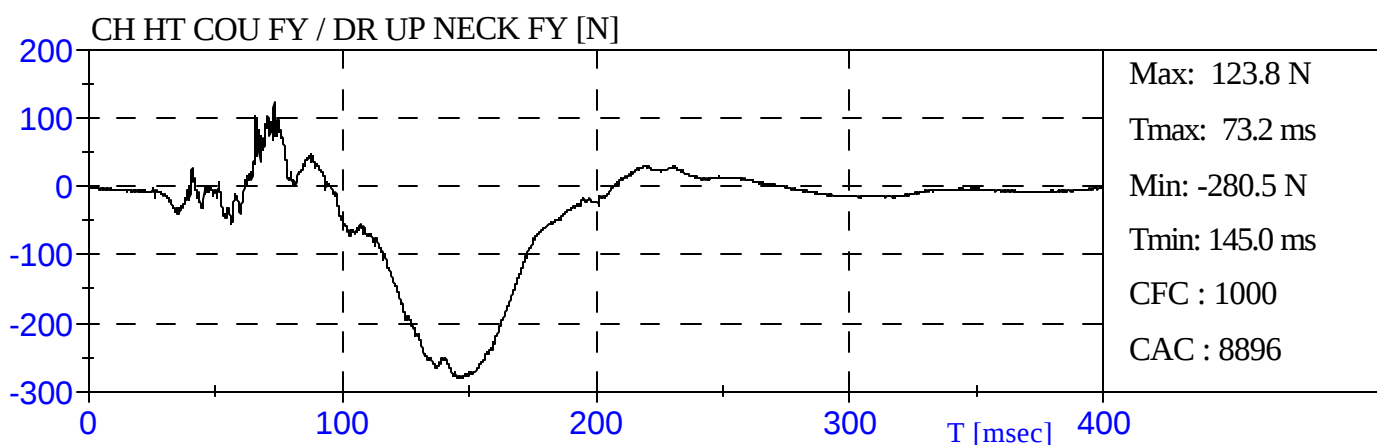
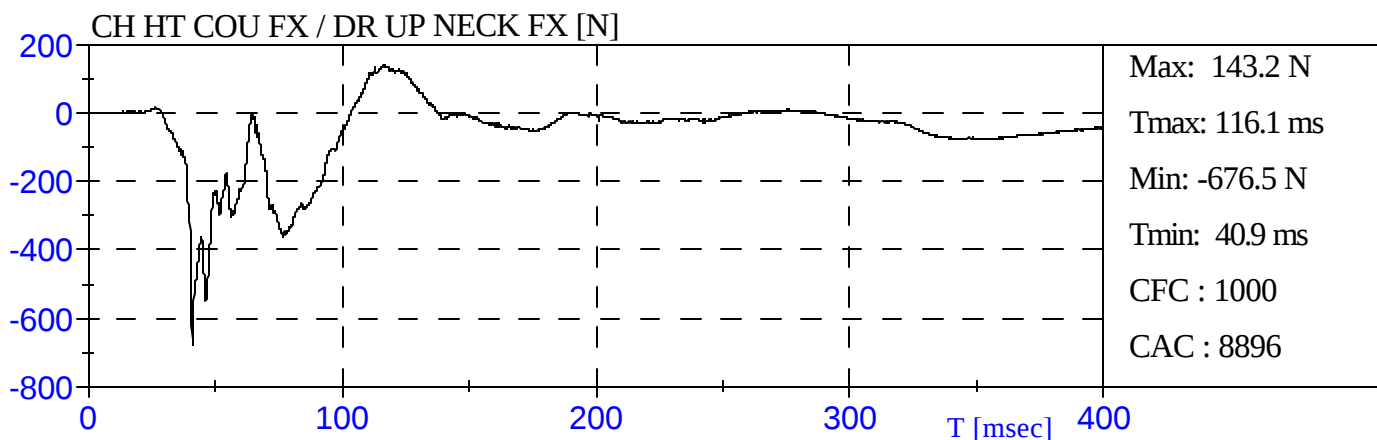
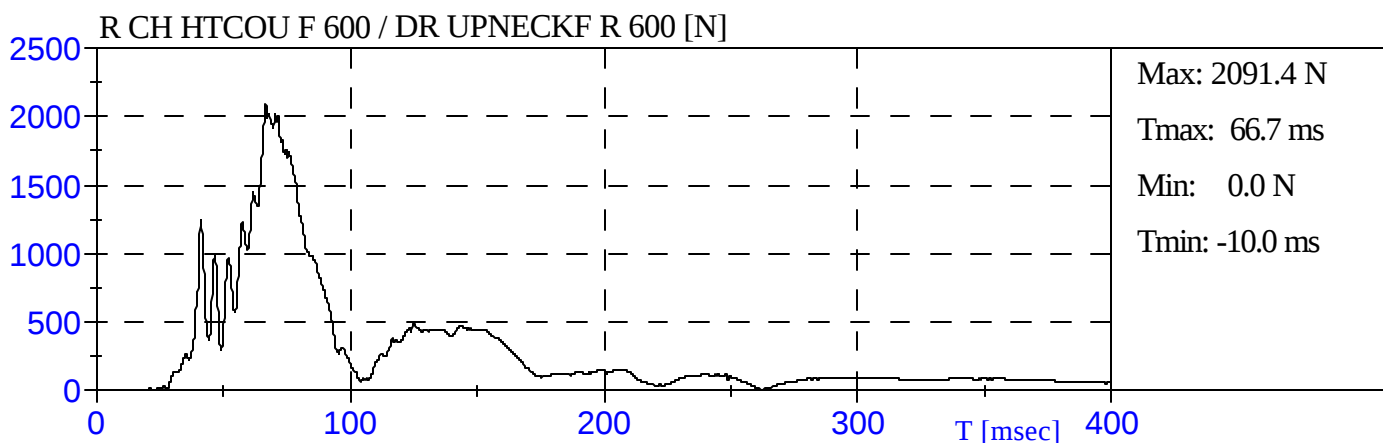
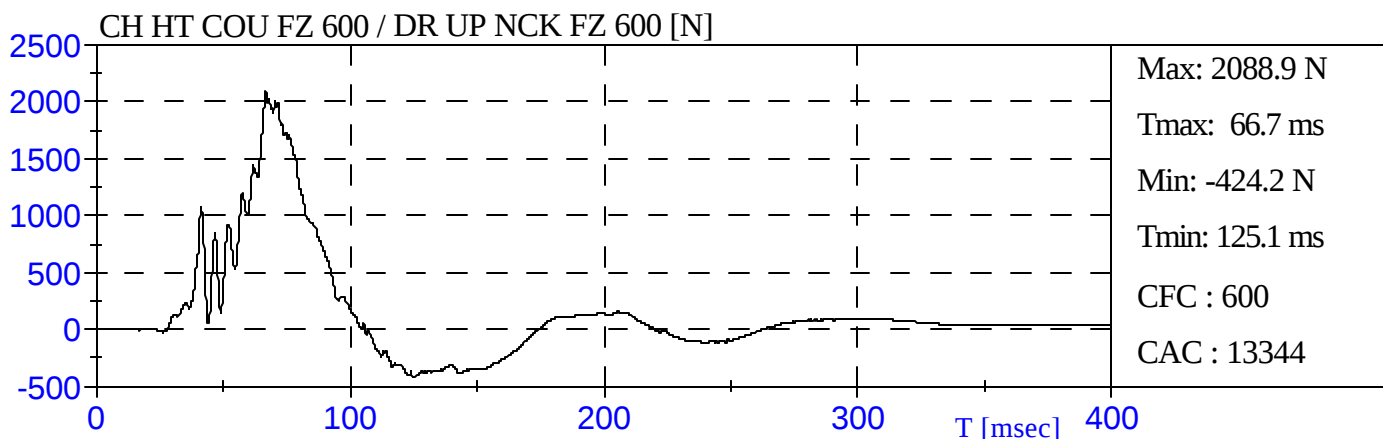
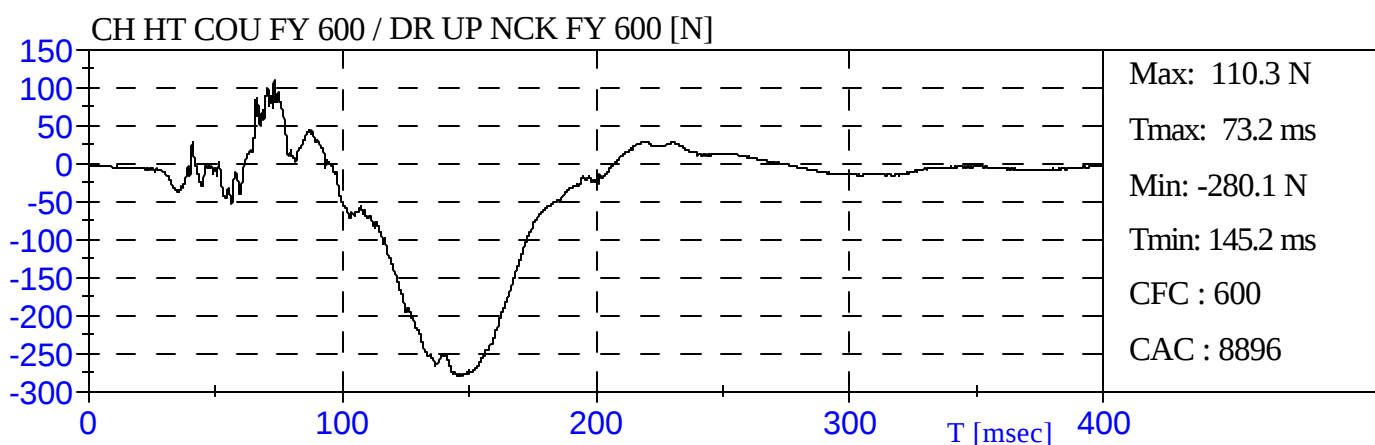
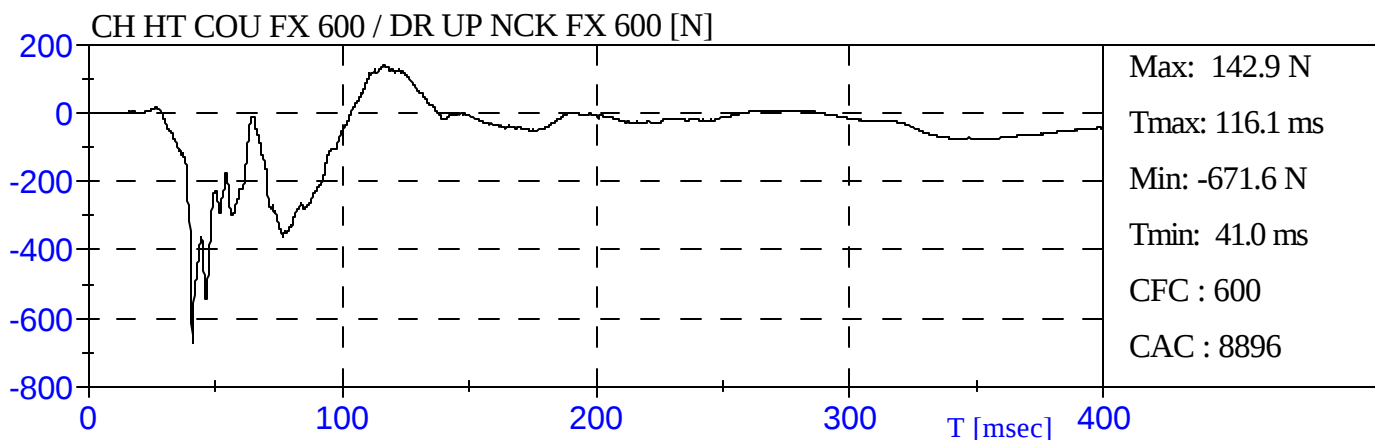


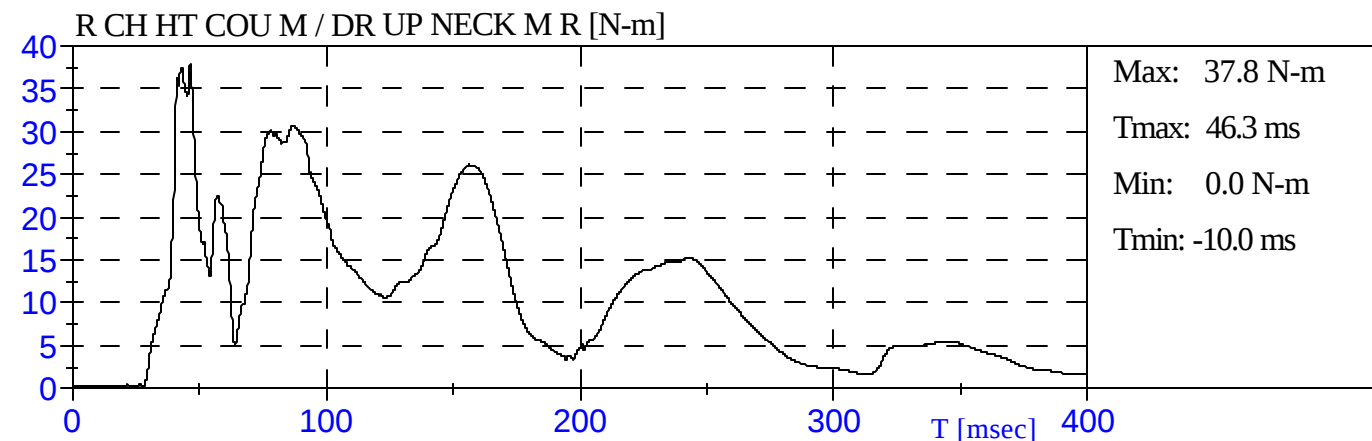
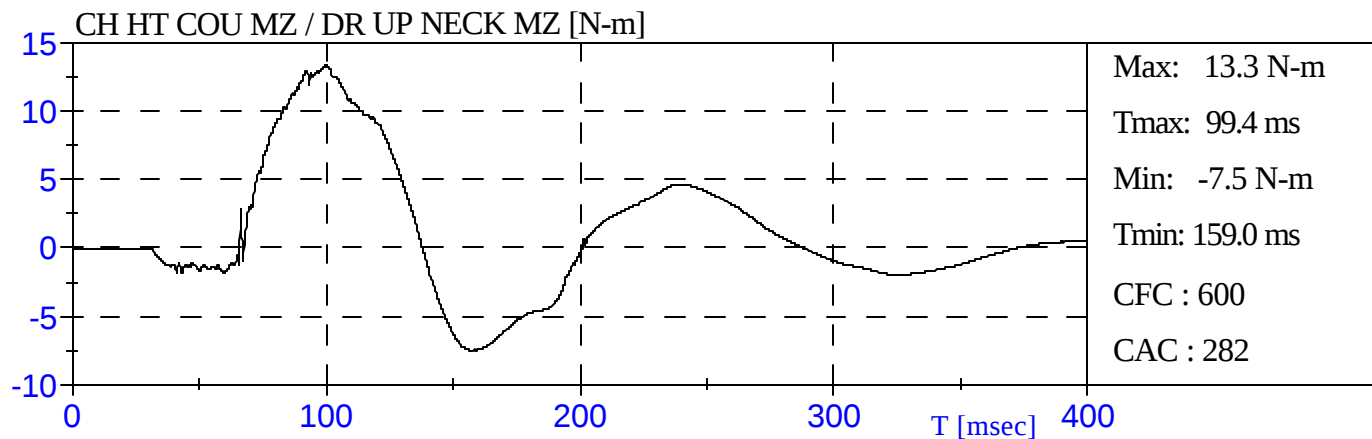
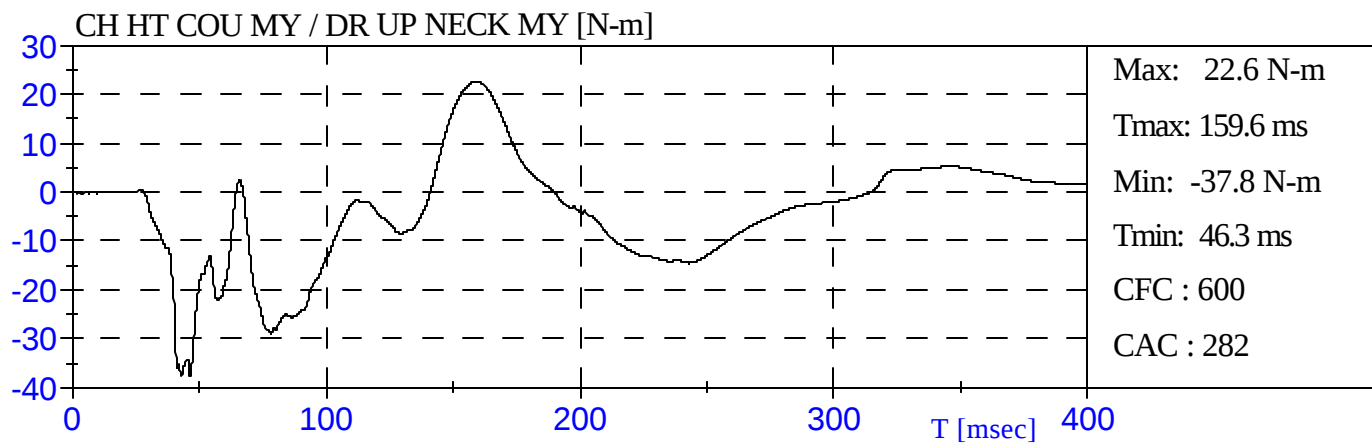
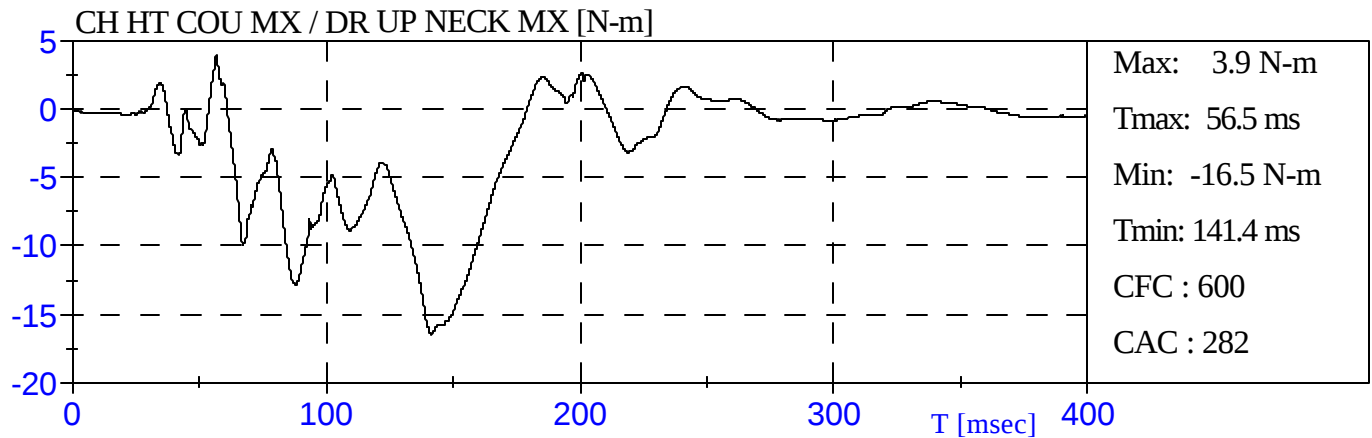
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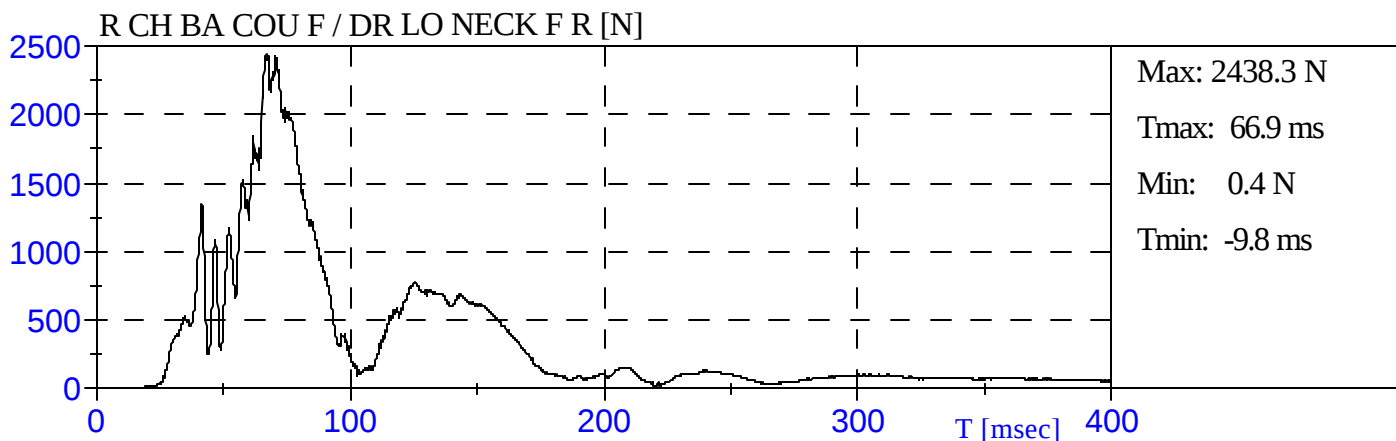
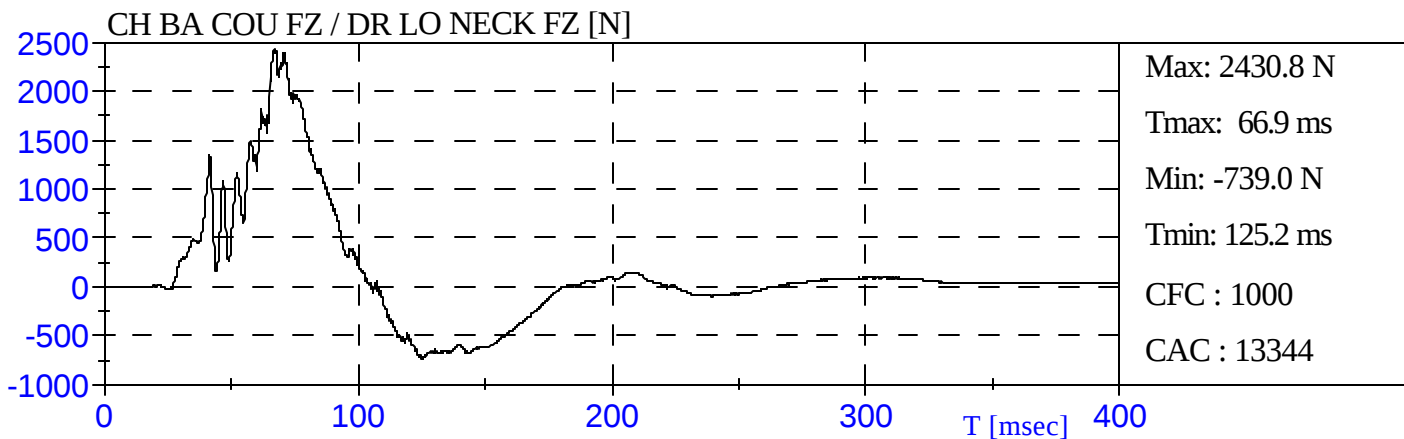
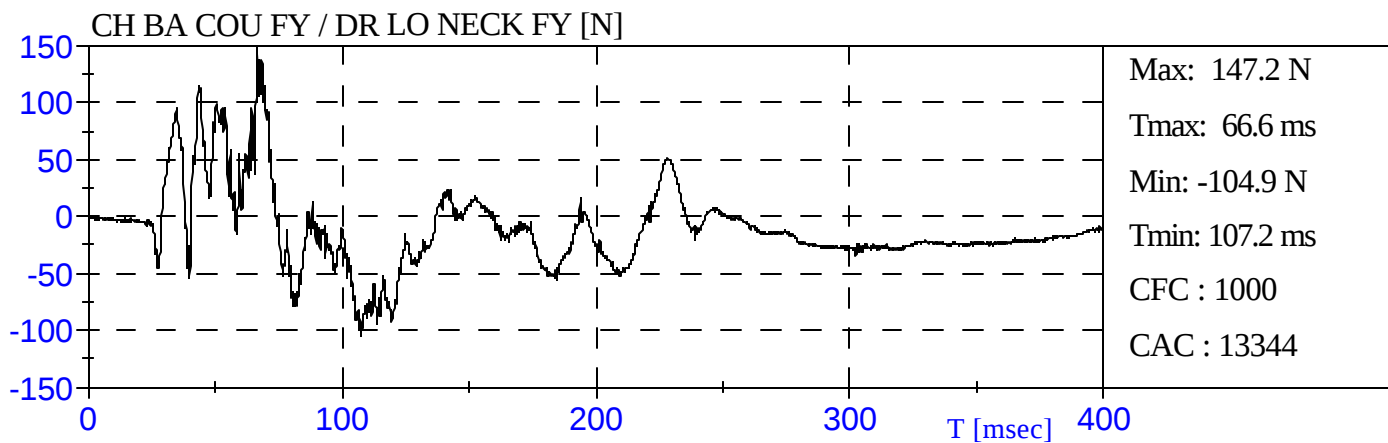
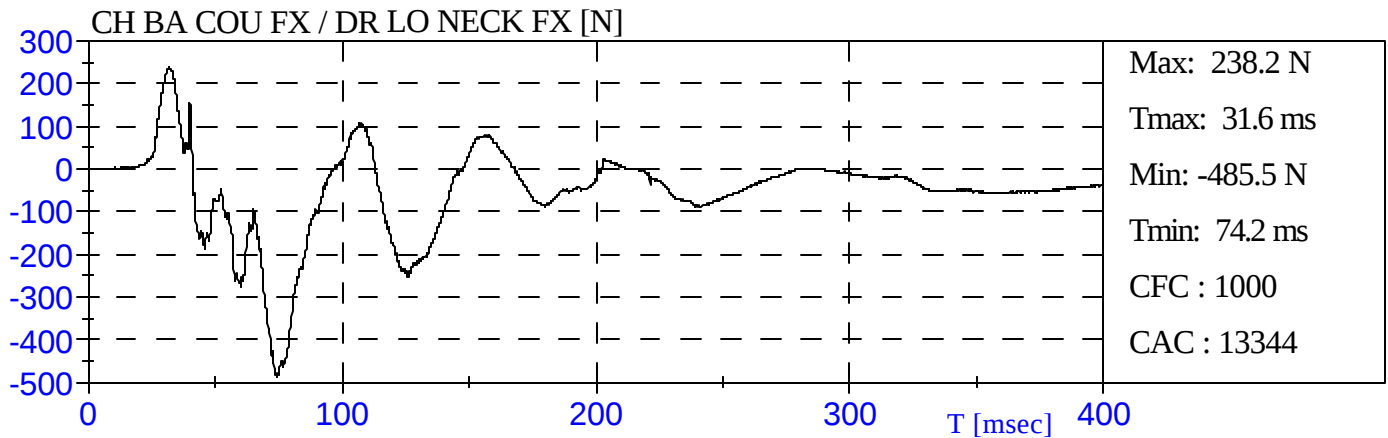
Nom du client Client Name	TRANSPORTS CANADA
Type de véhicule Type of Vehicle	DURANGO 2002
Numéro de TC Tc Number	TC02-236
Numéro de contrat Contract No	03-5001
Acquisition de données selon: Data Acquisition according to:	SAE J211/1 MAR 95
Date de l'essai Test date	2002-10-30
Titre du projet Project Title	RECHERCHE COLLISION FRONTALE RESEARCH FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% F IR
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 3Y

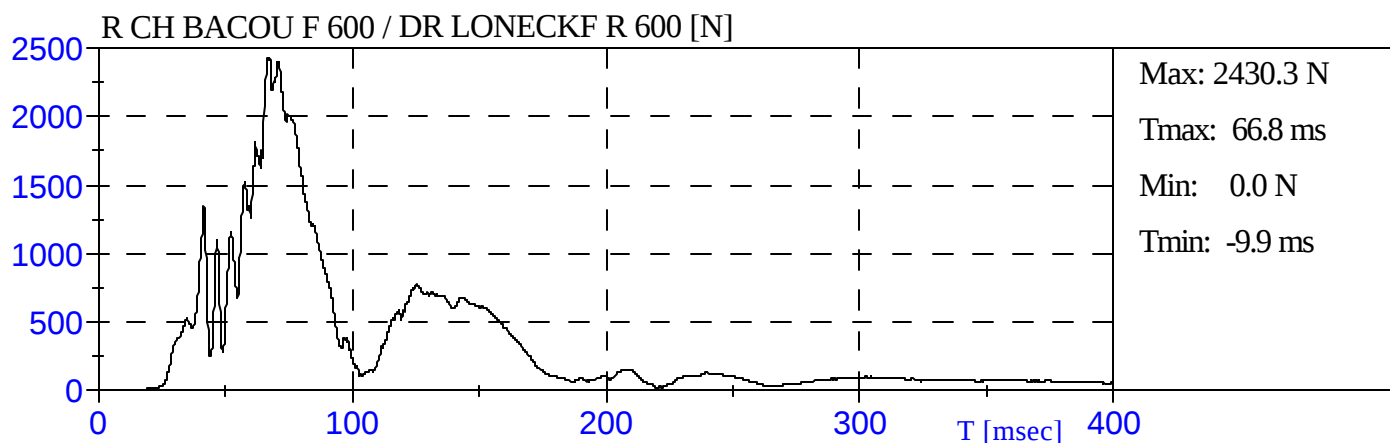
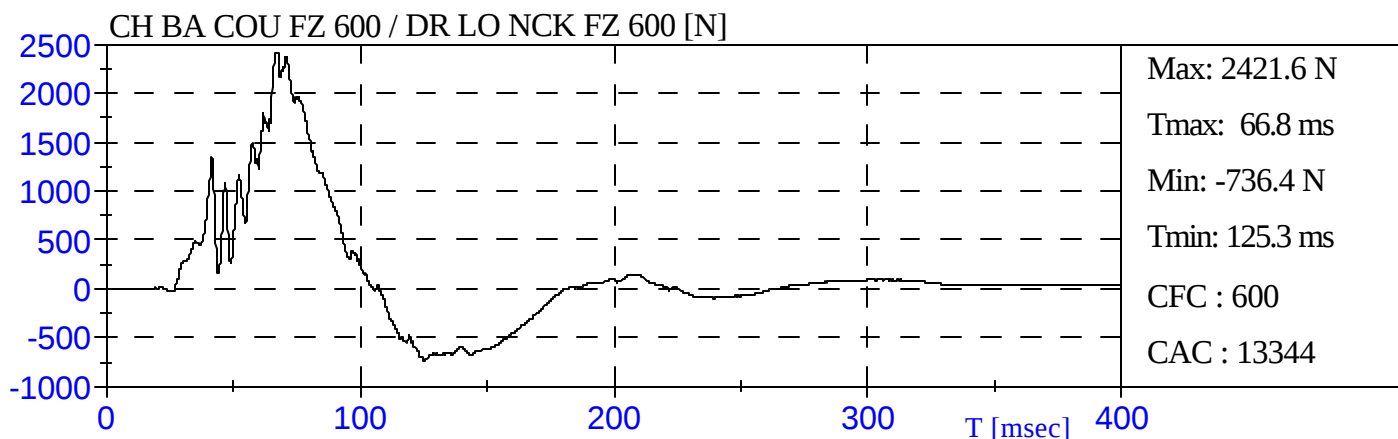
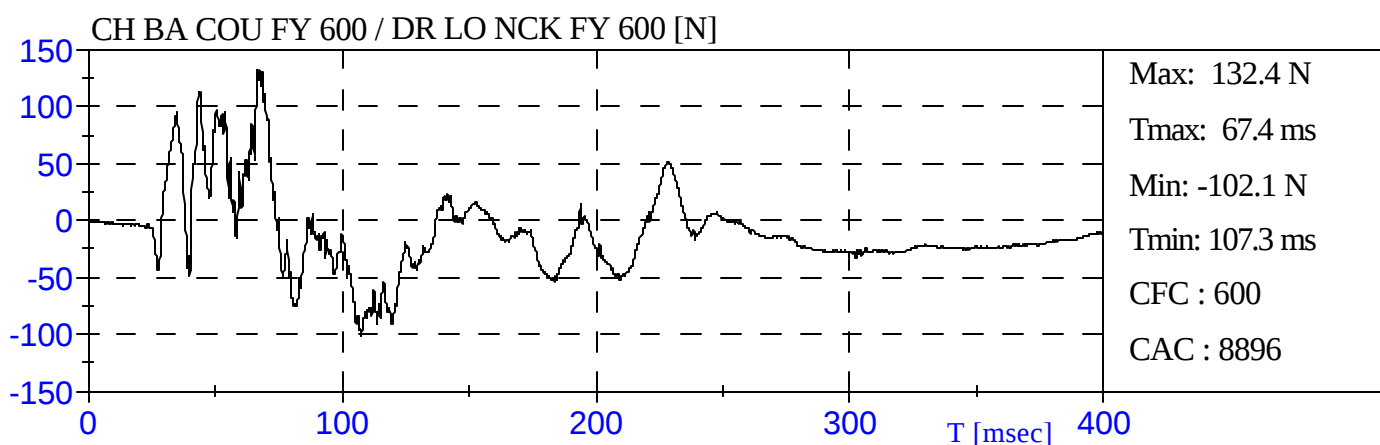
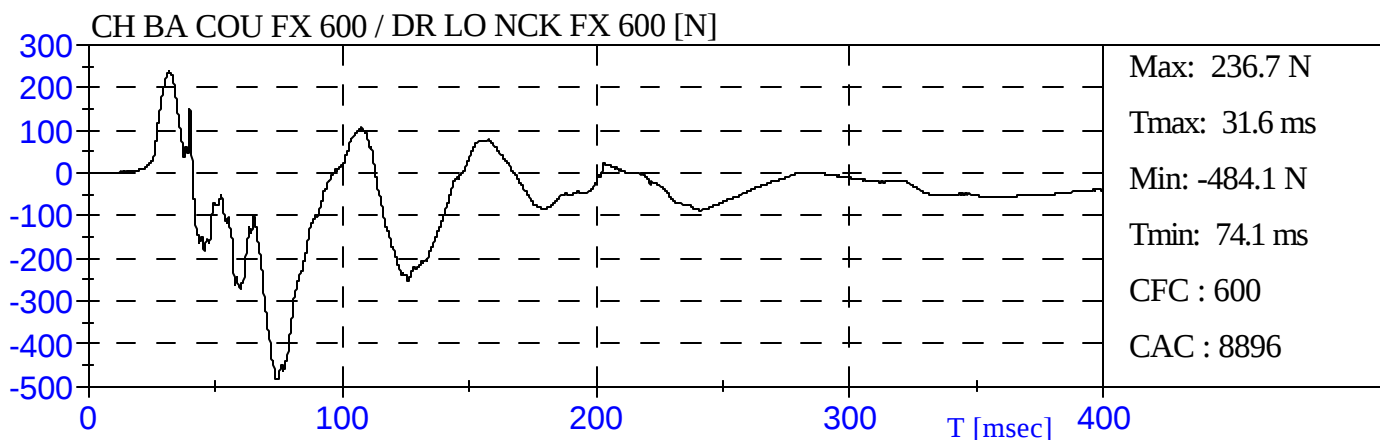


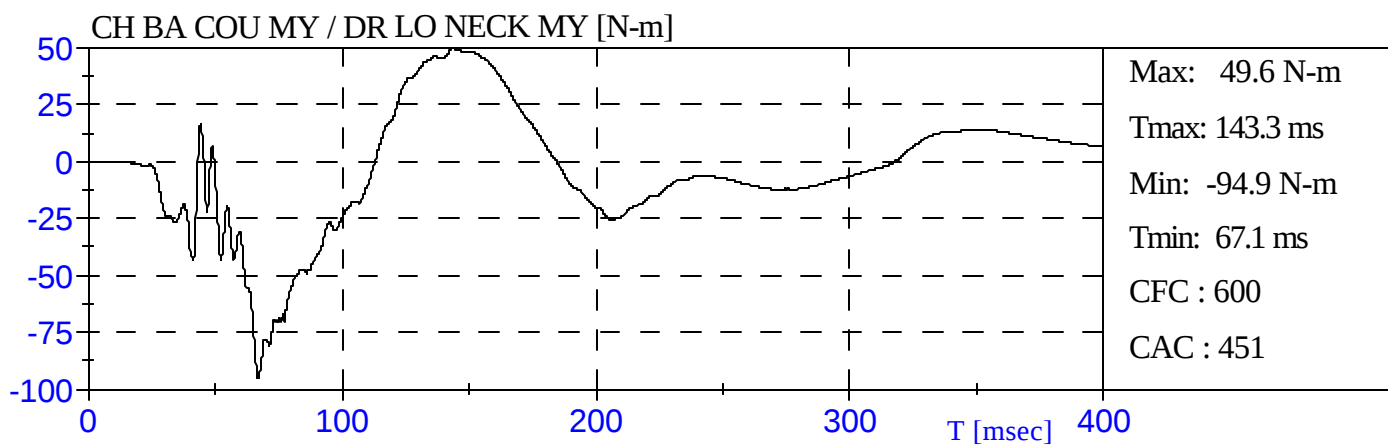
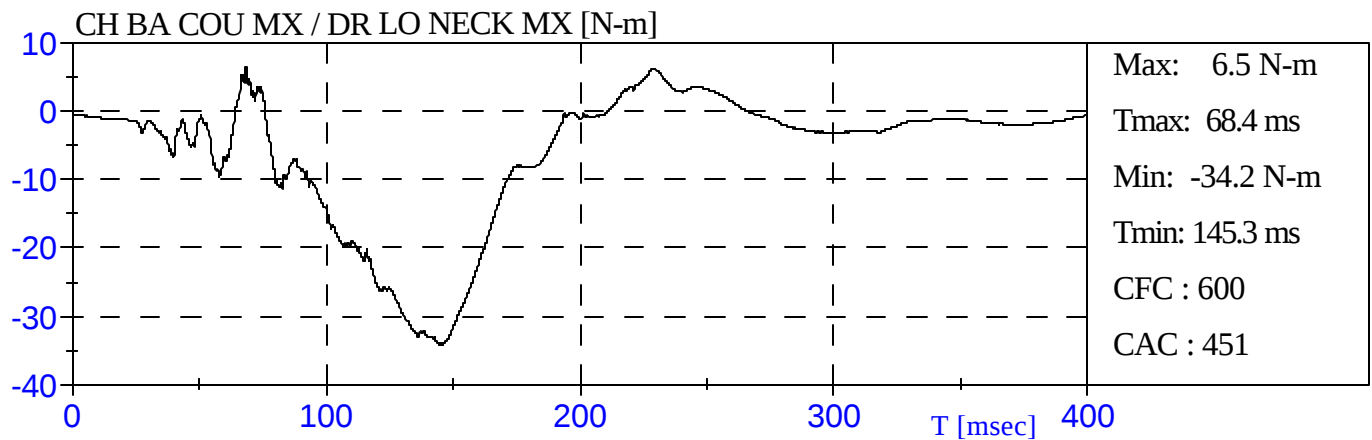


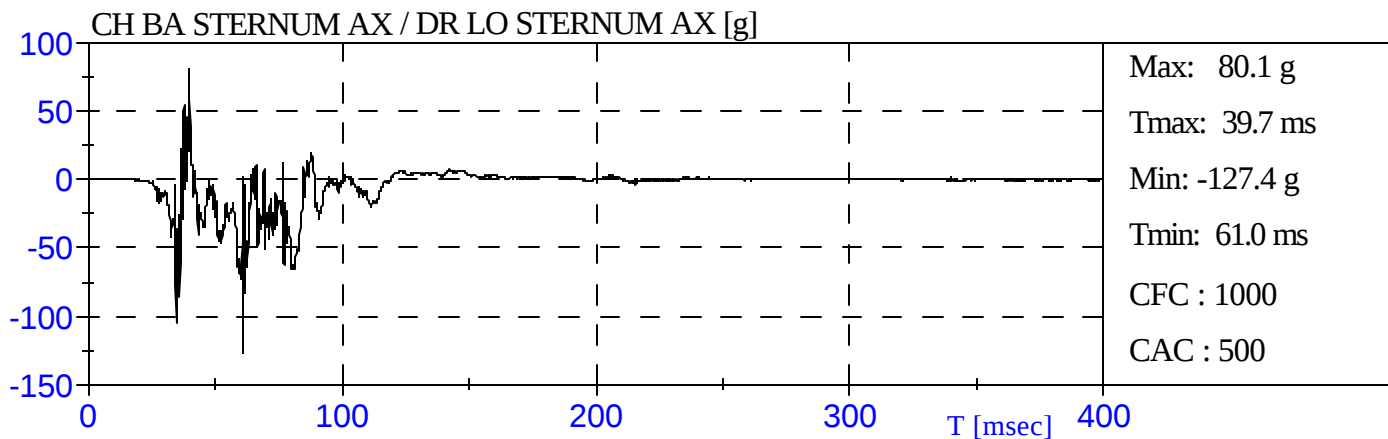
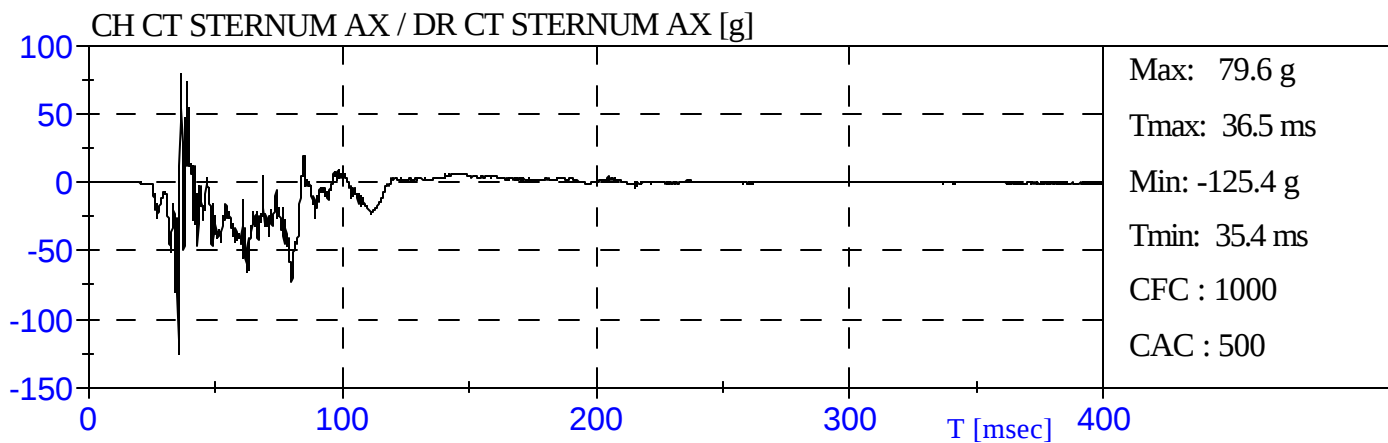
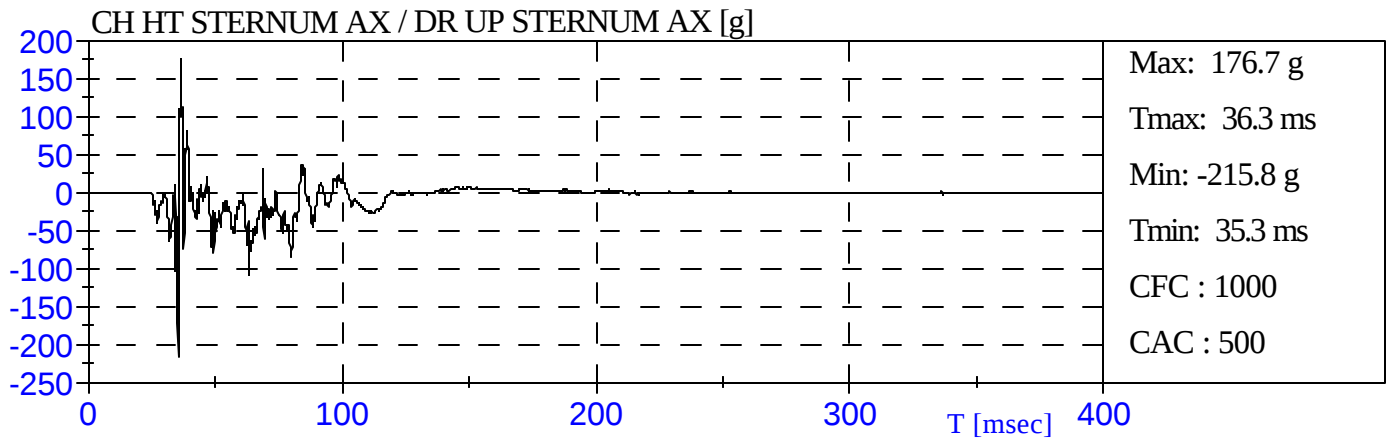


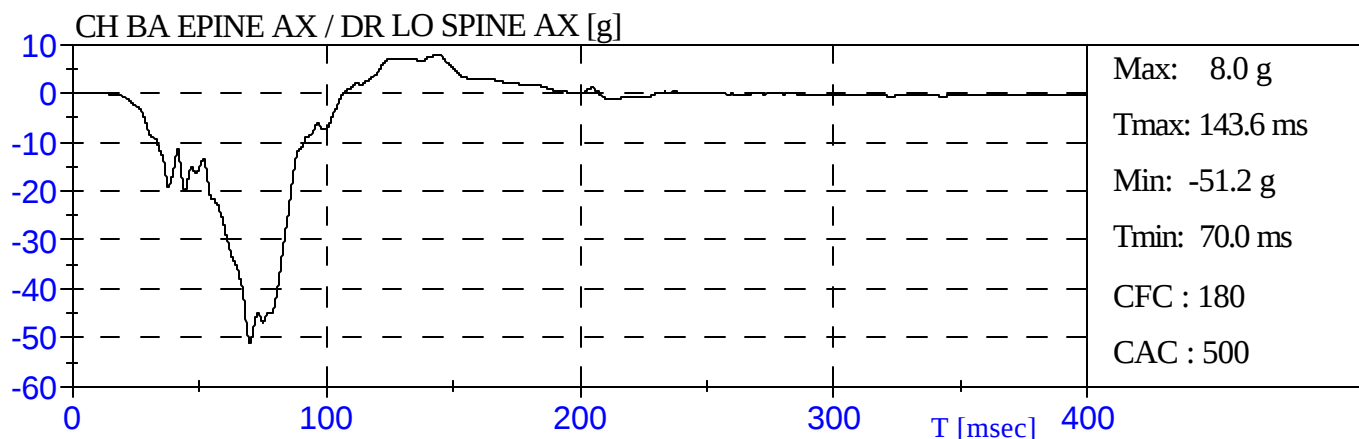
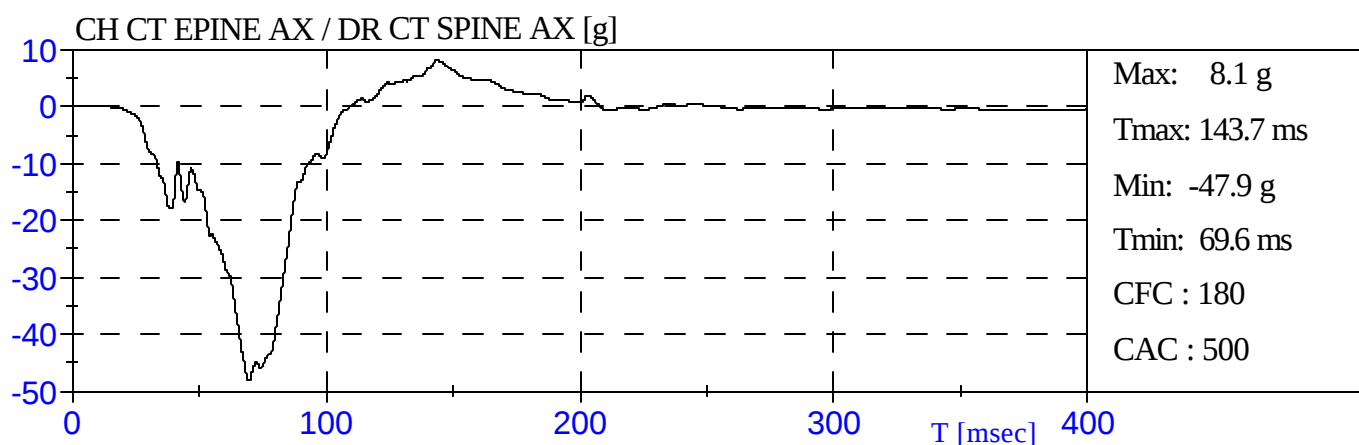
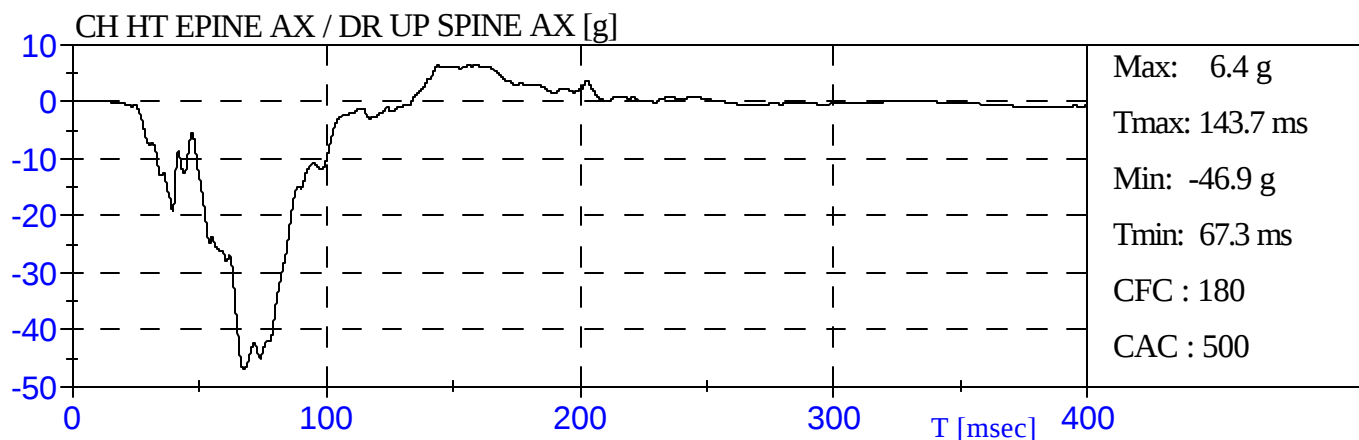


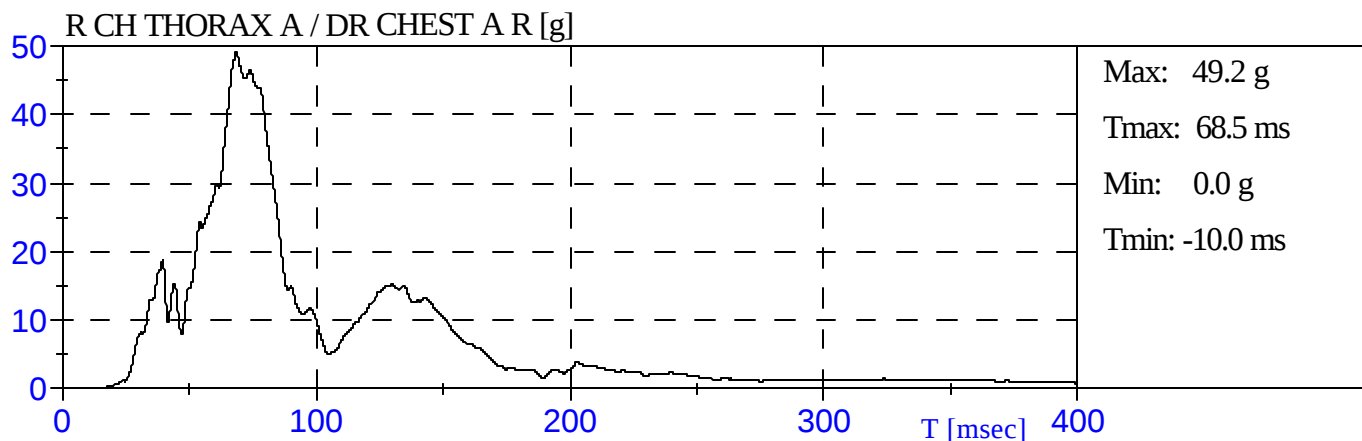
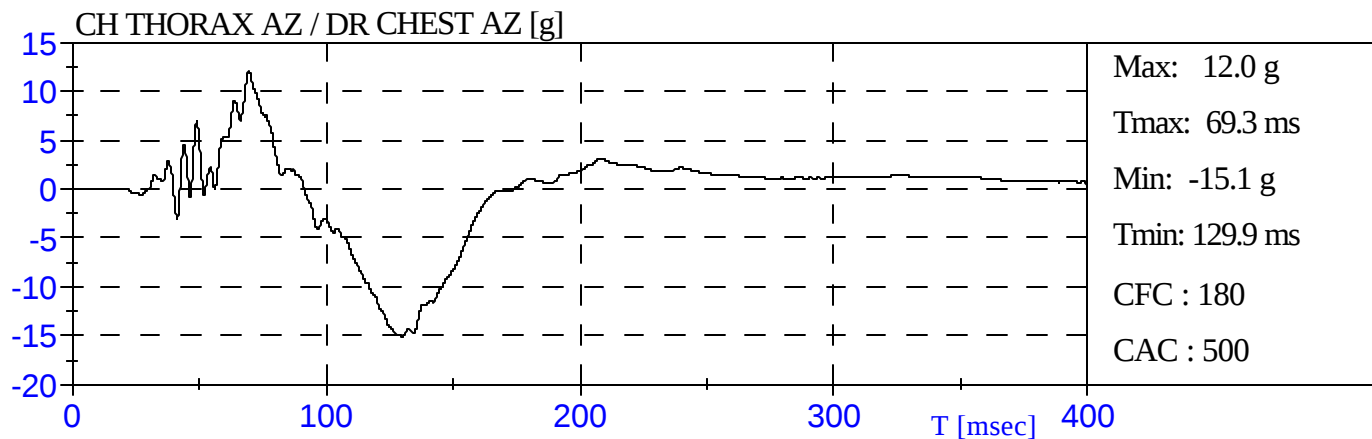
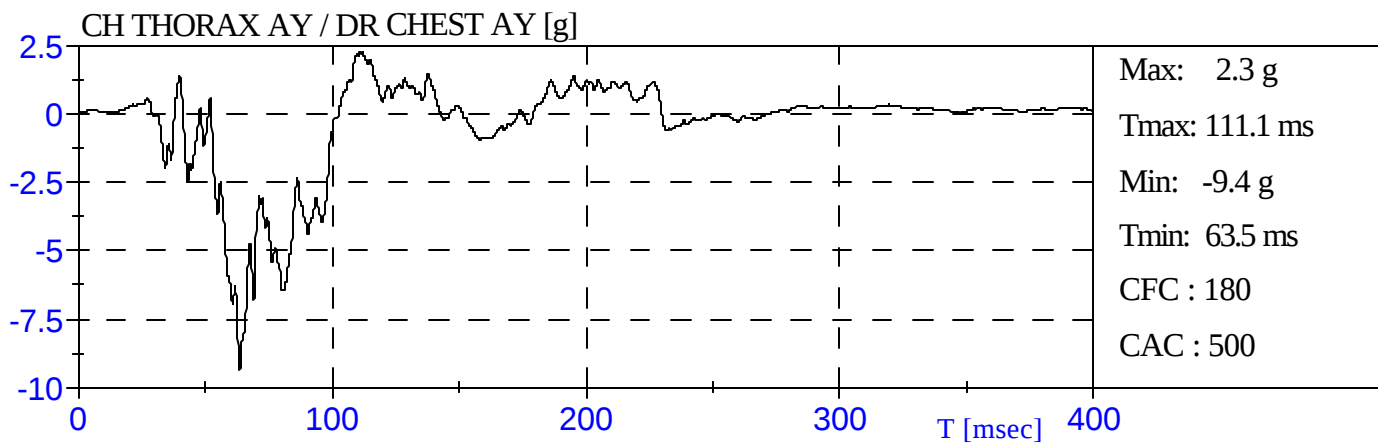
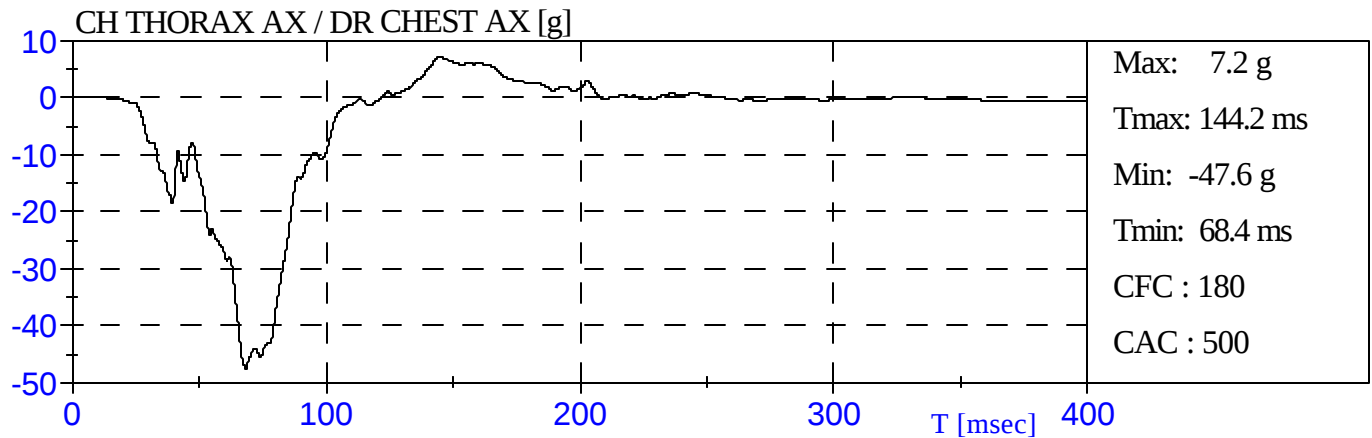


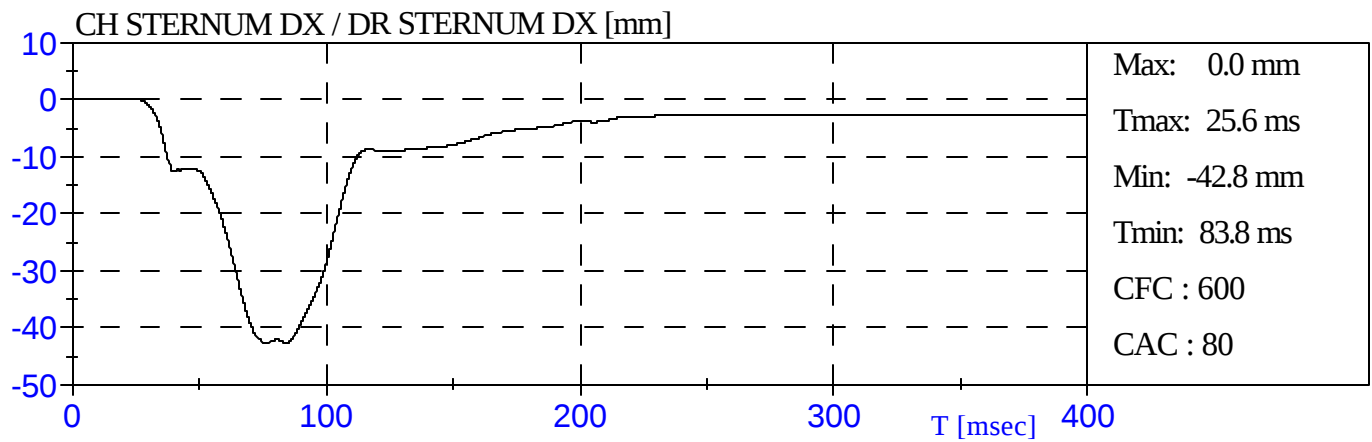


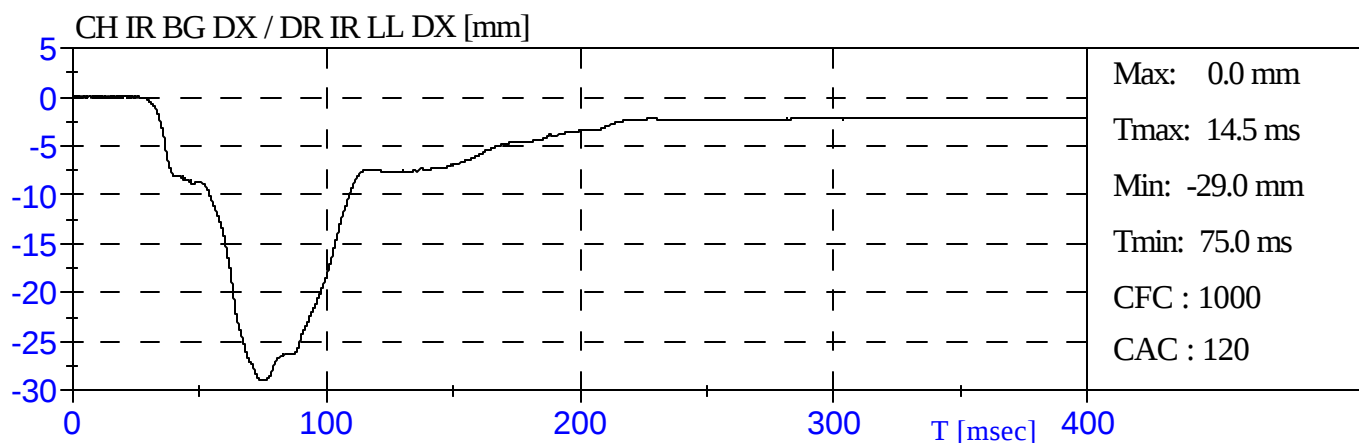
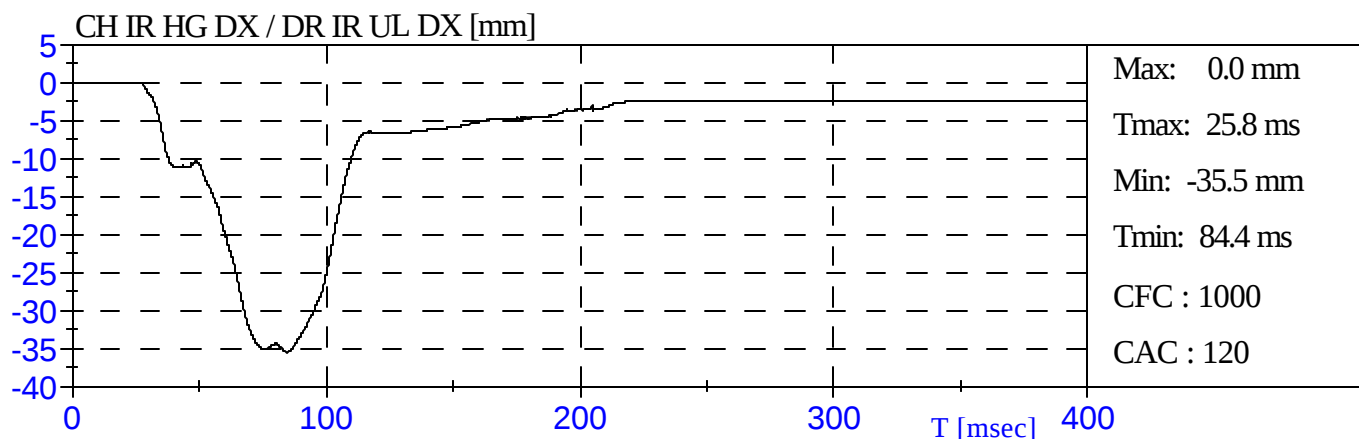
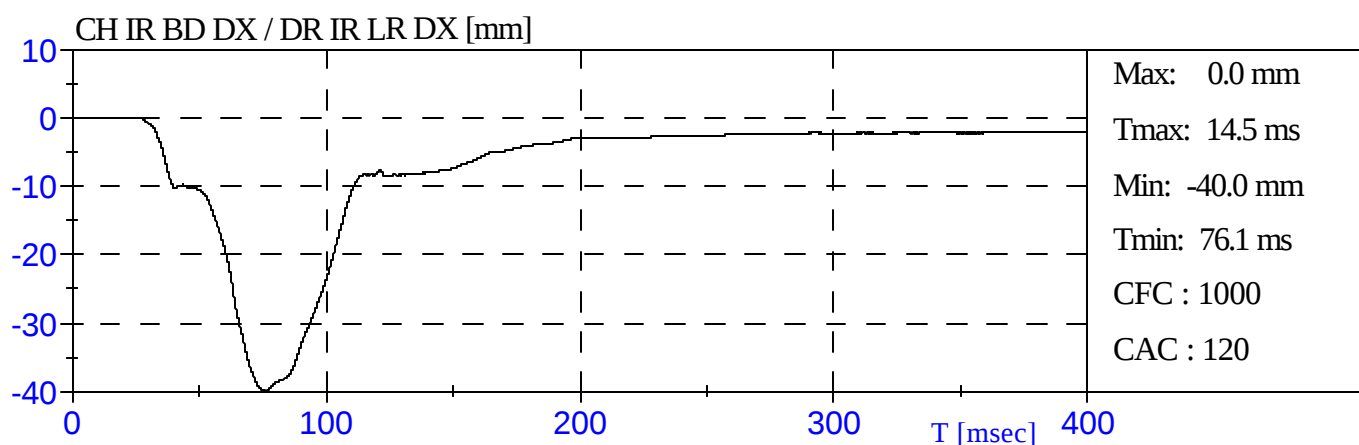
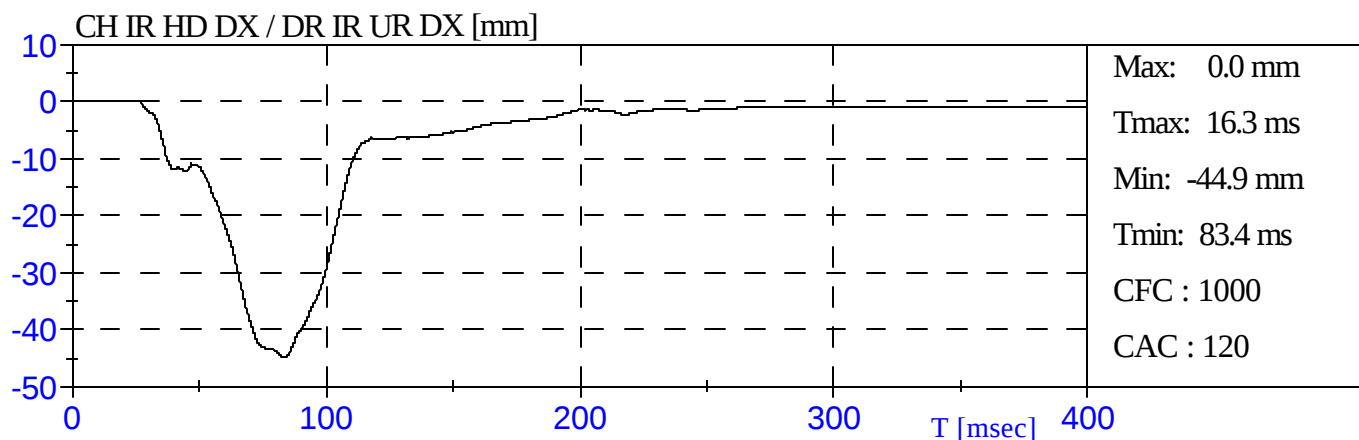


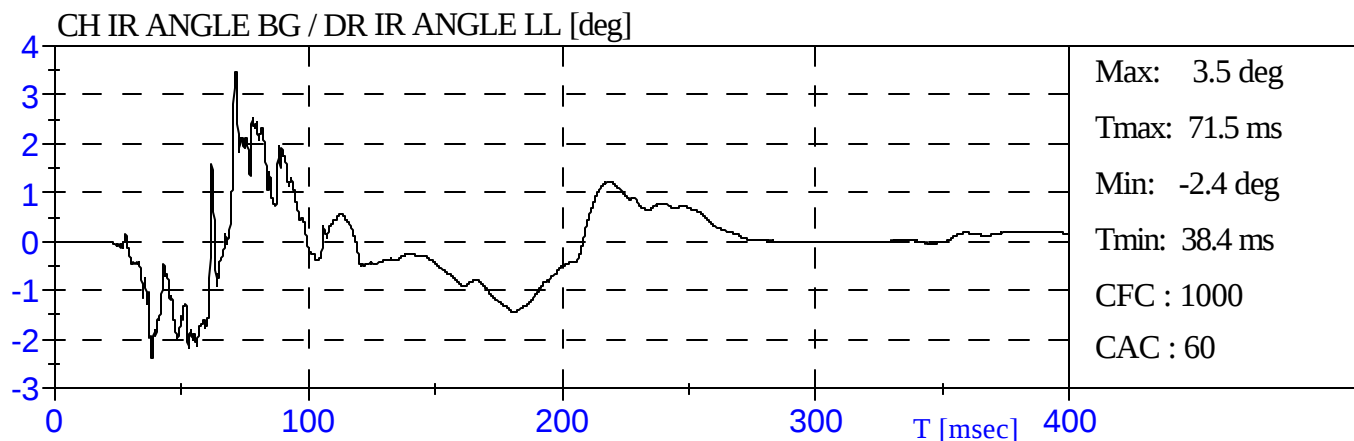
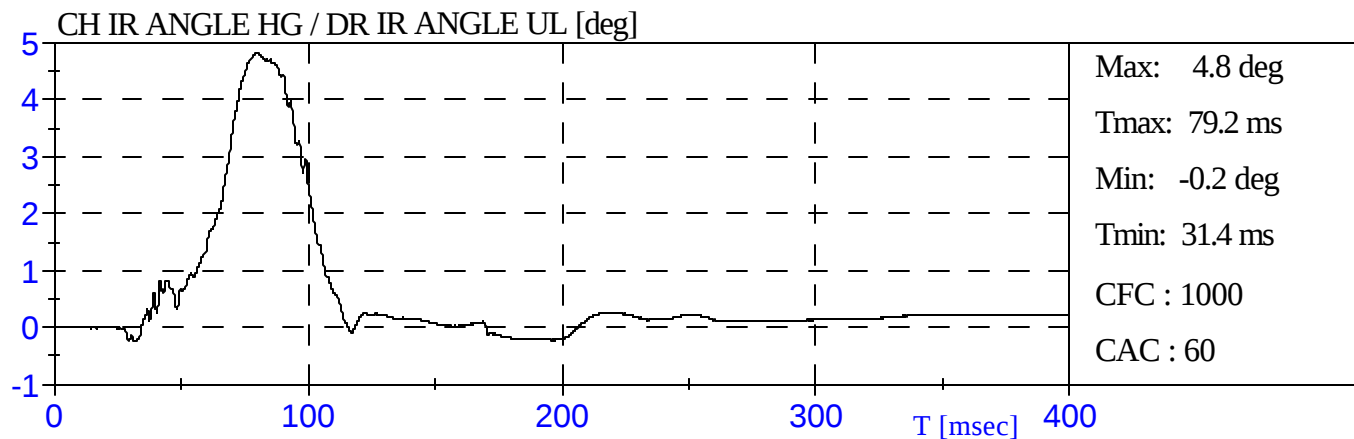
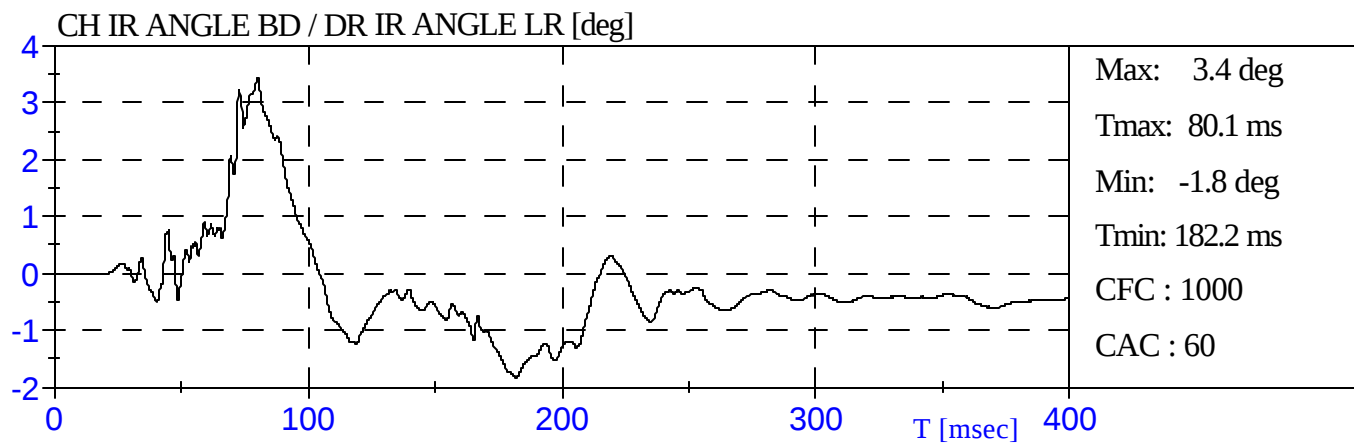
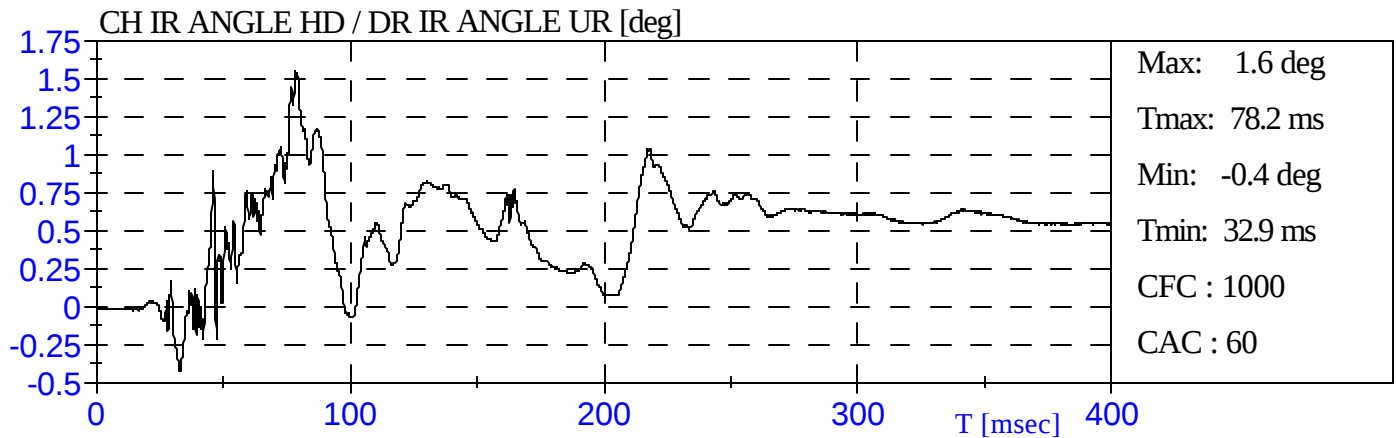


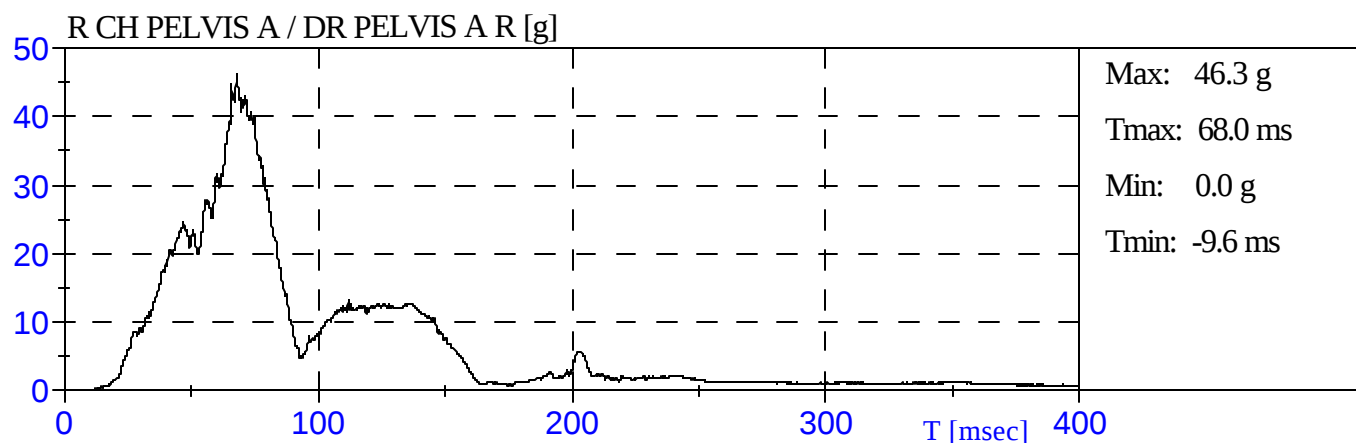
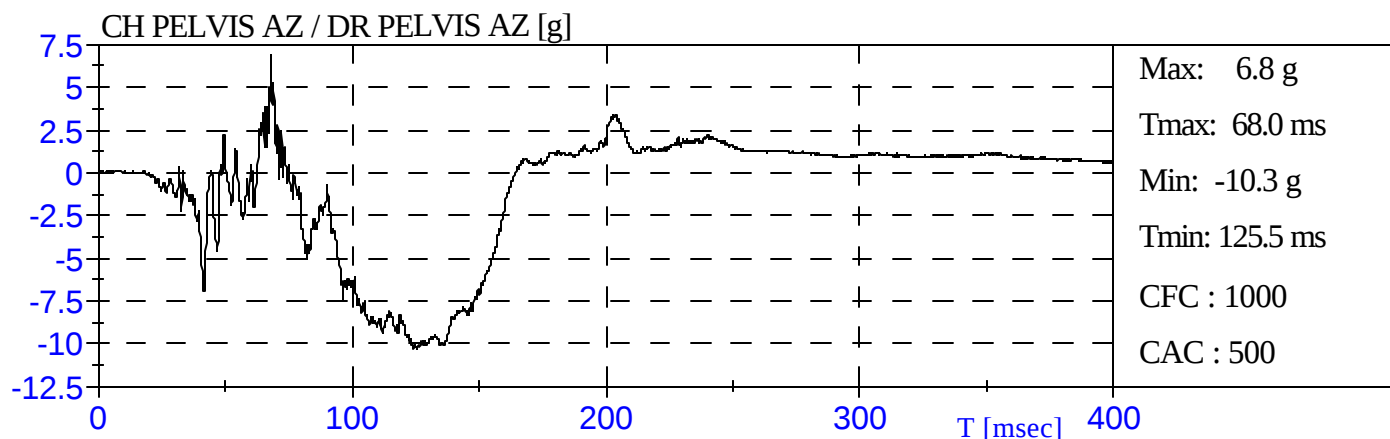
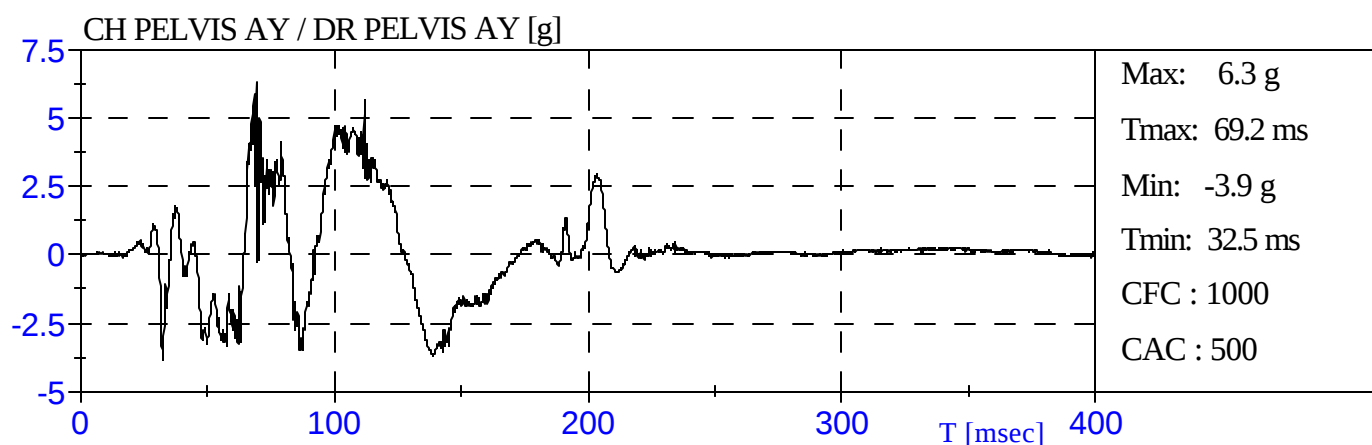
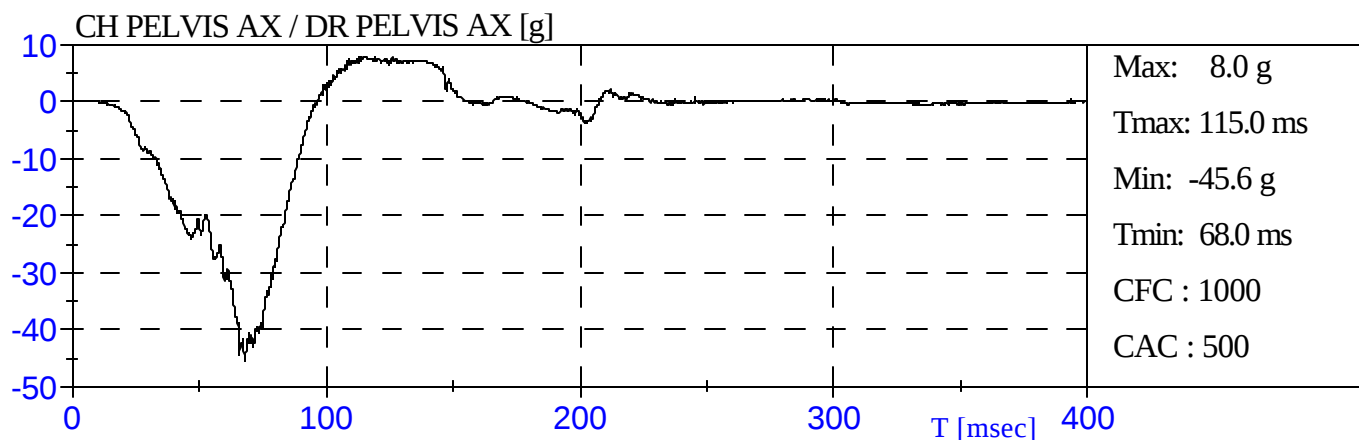


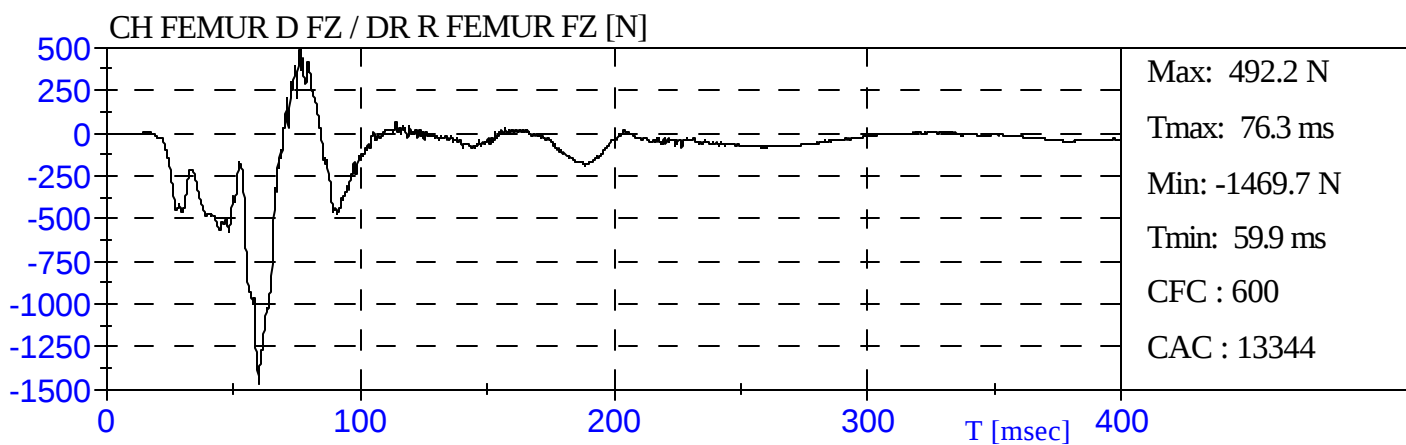
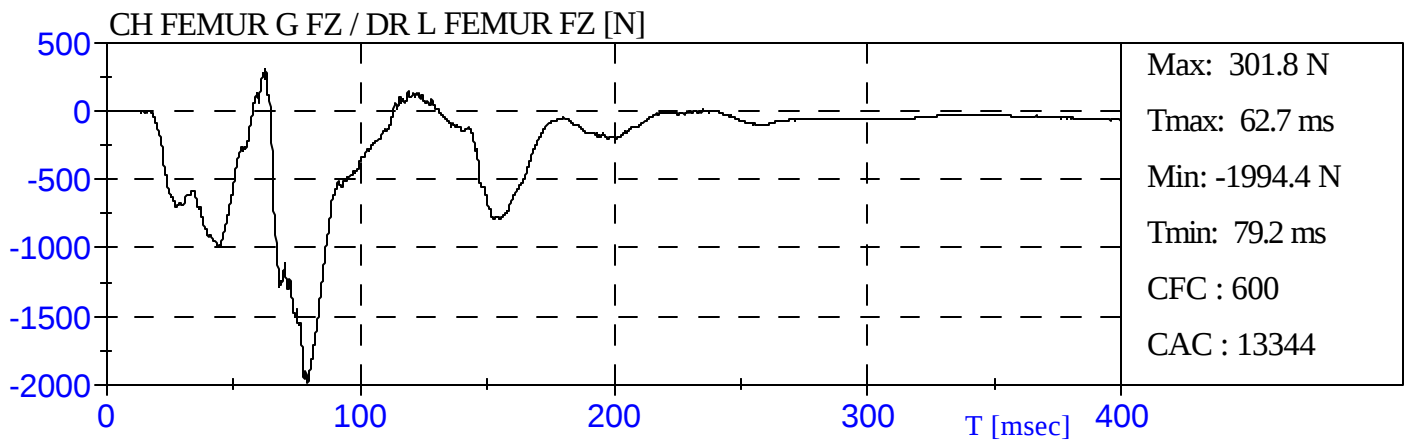


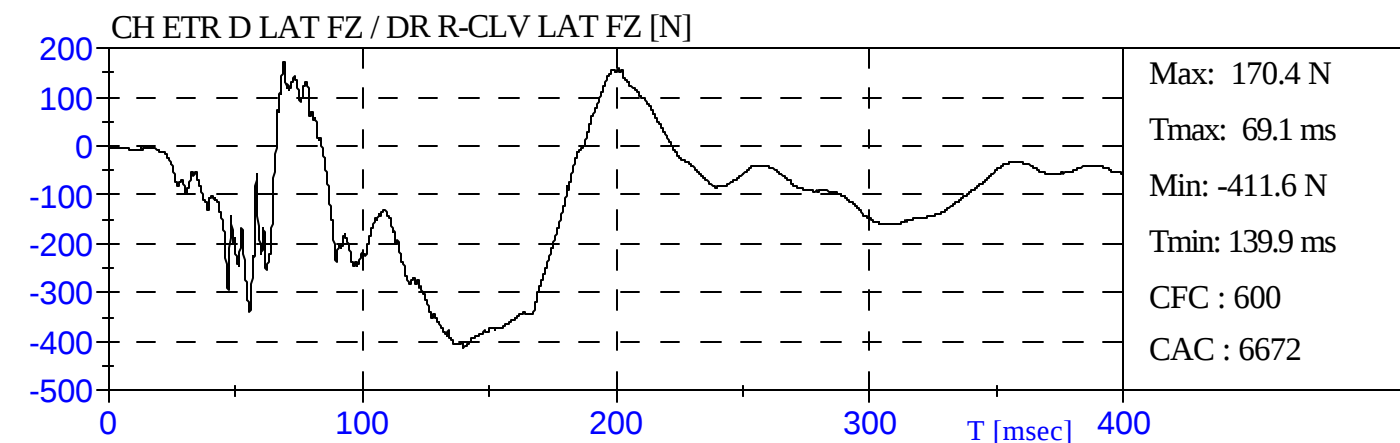
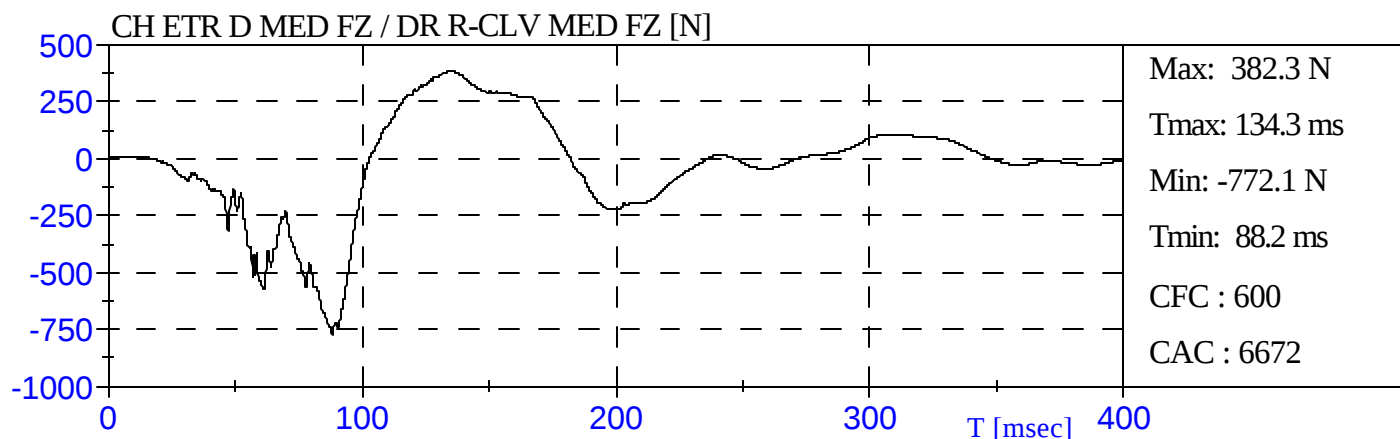
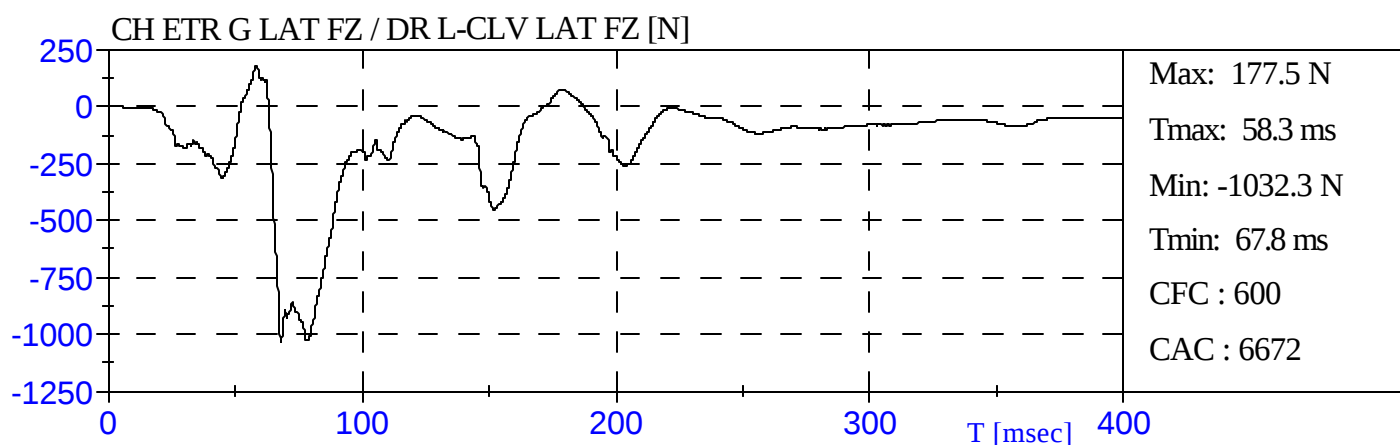
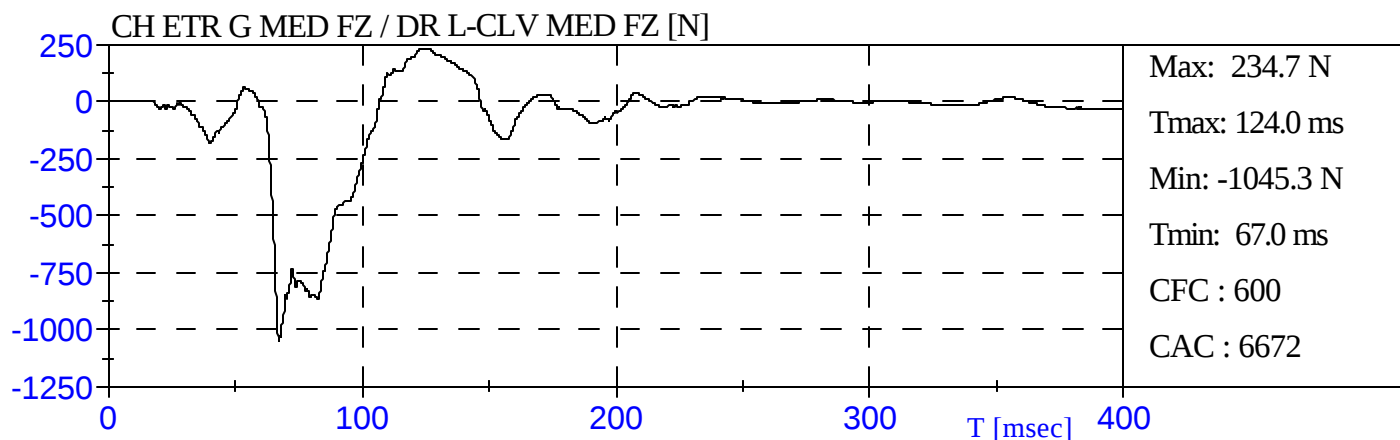


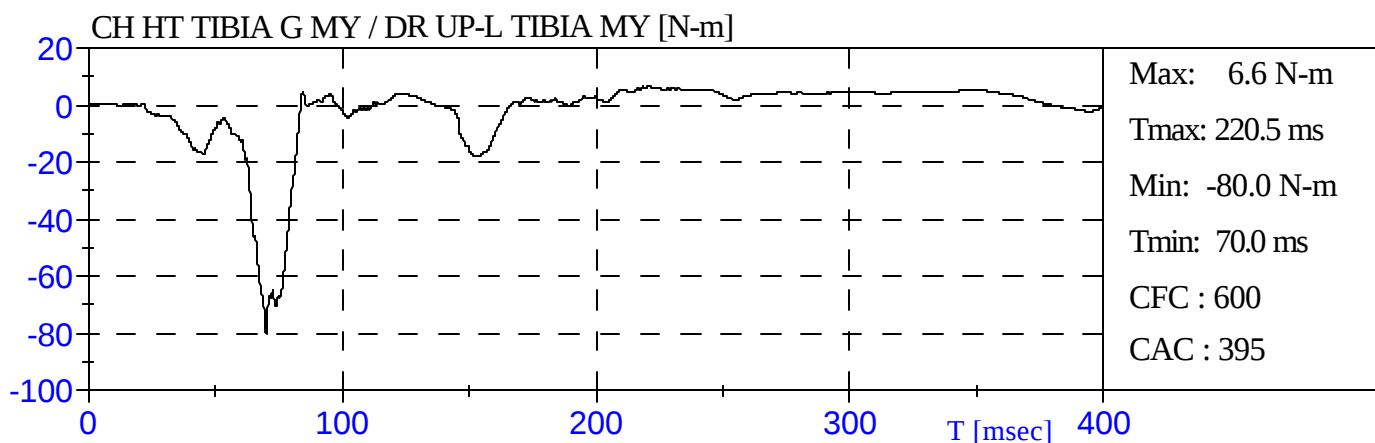
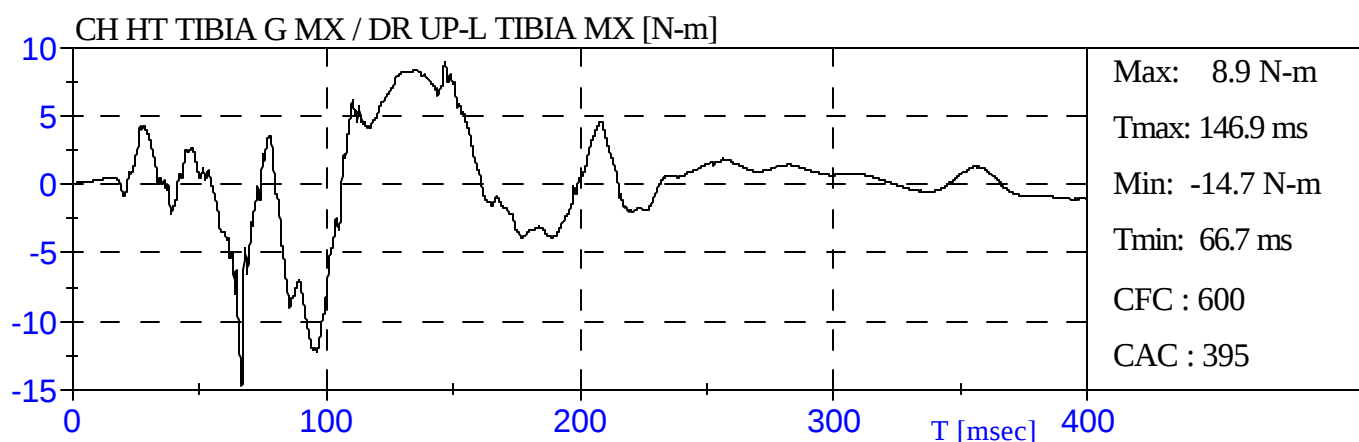
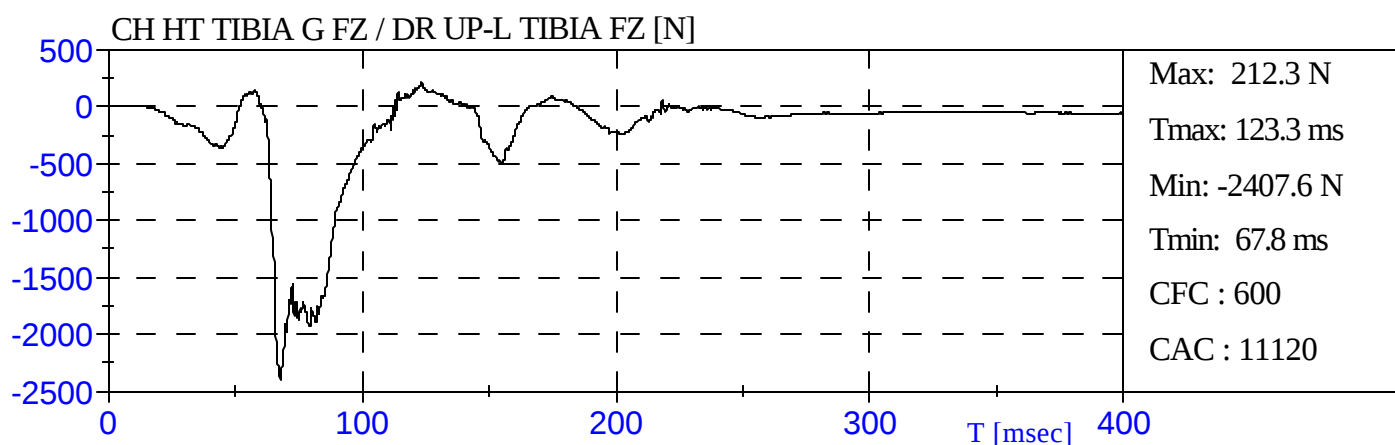
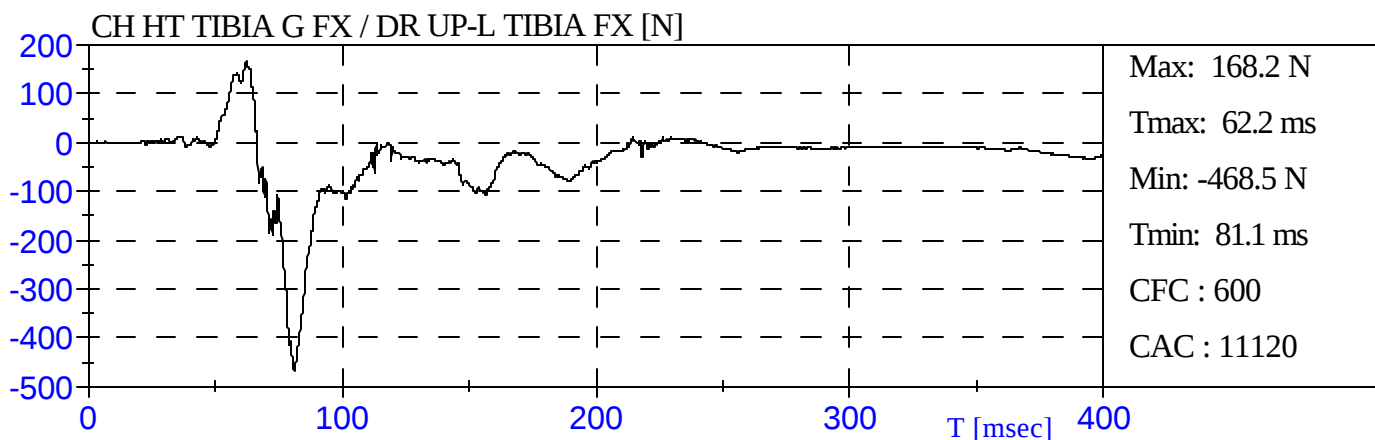


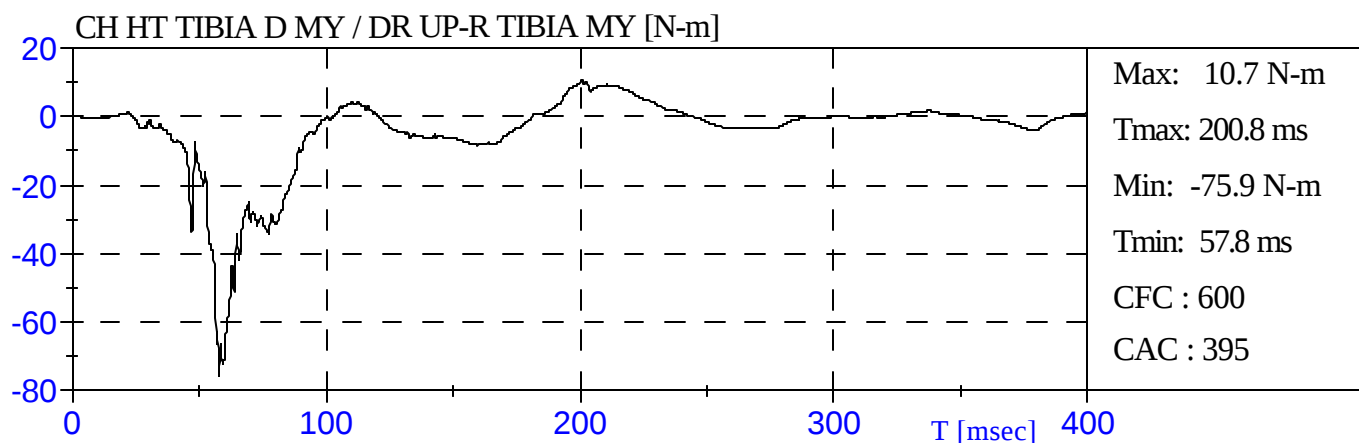
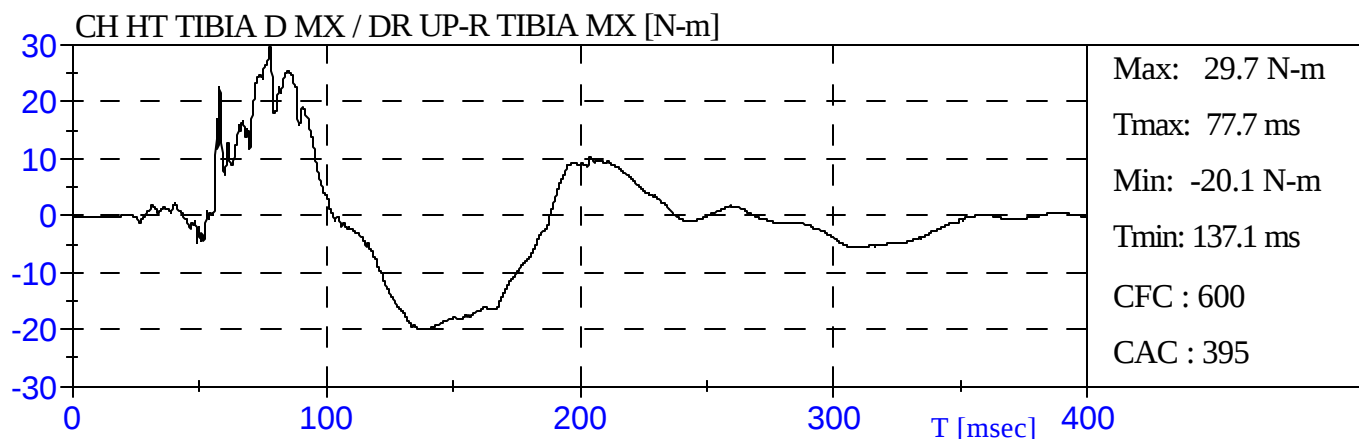
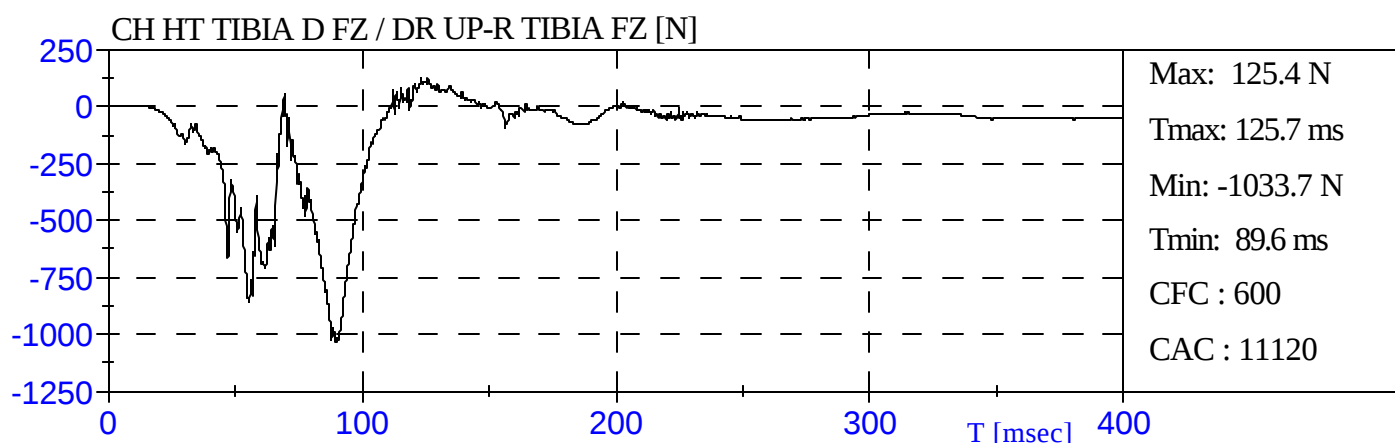
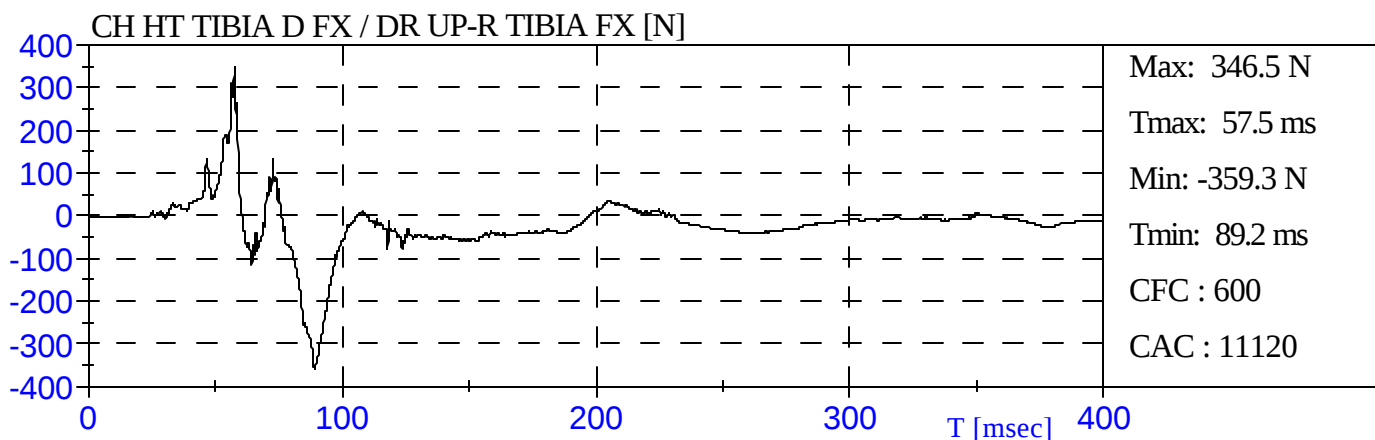


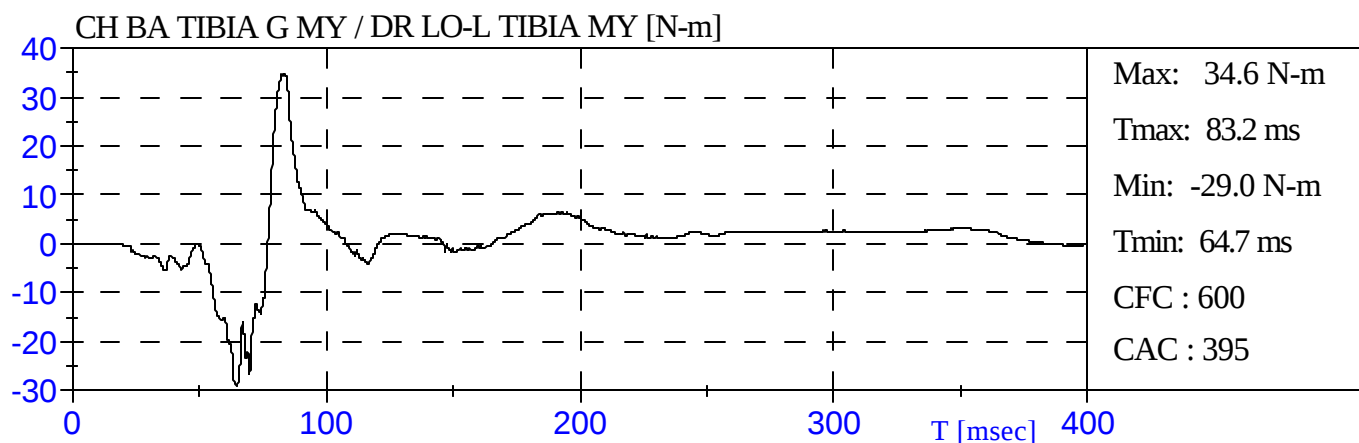
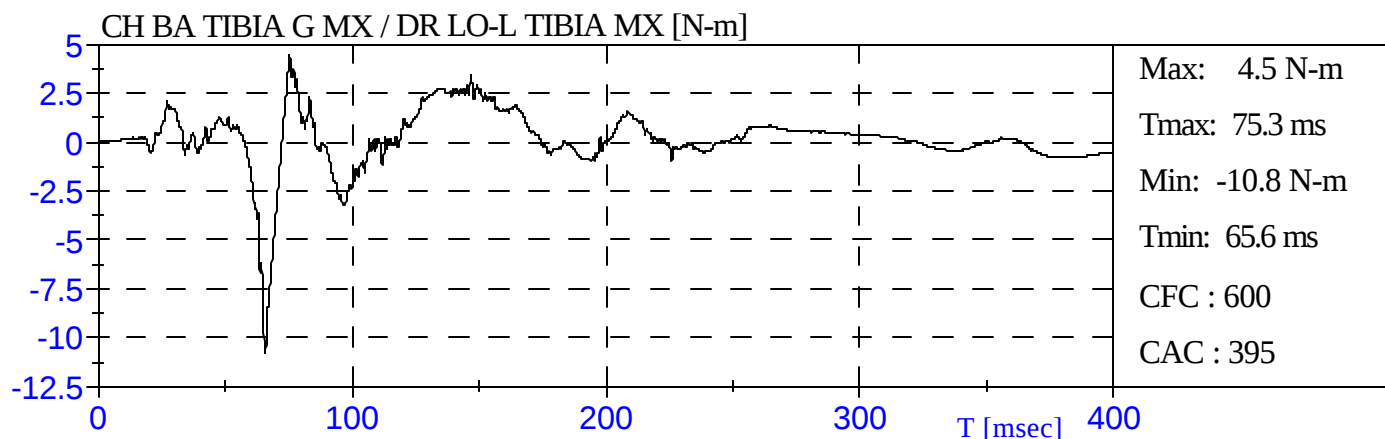
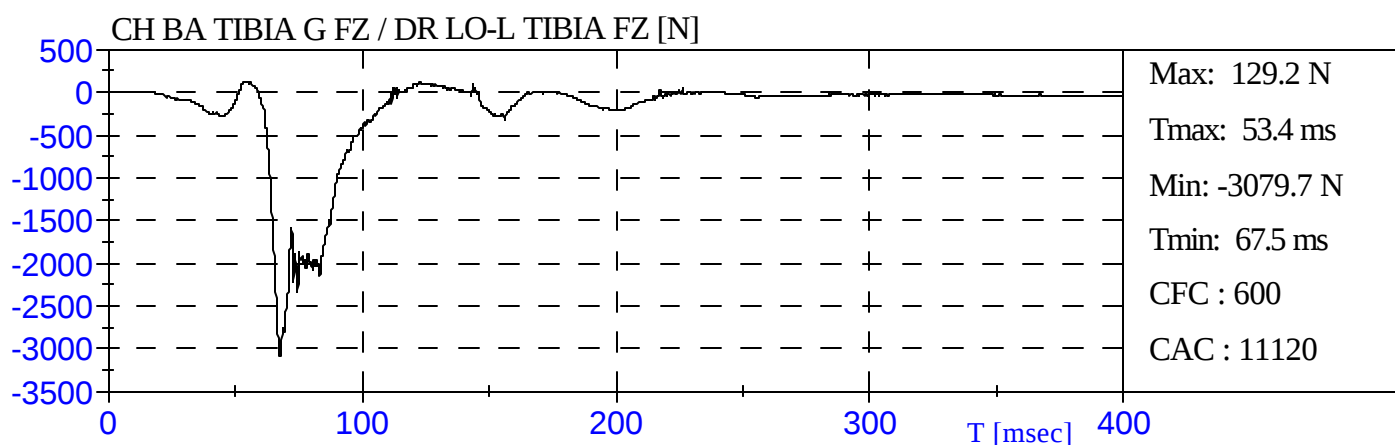
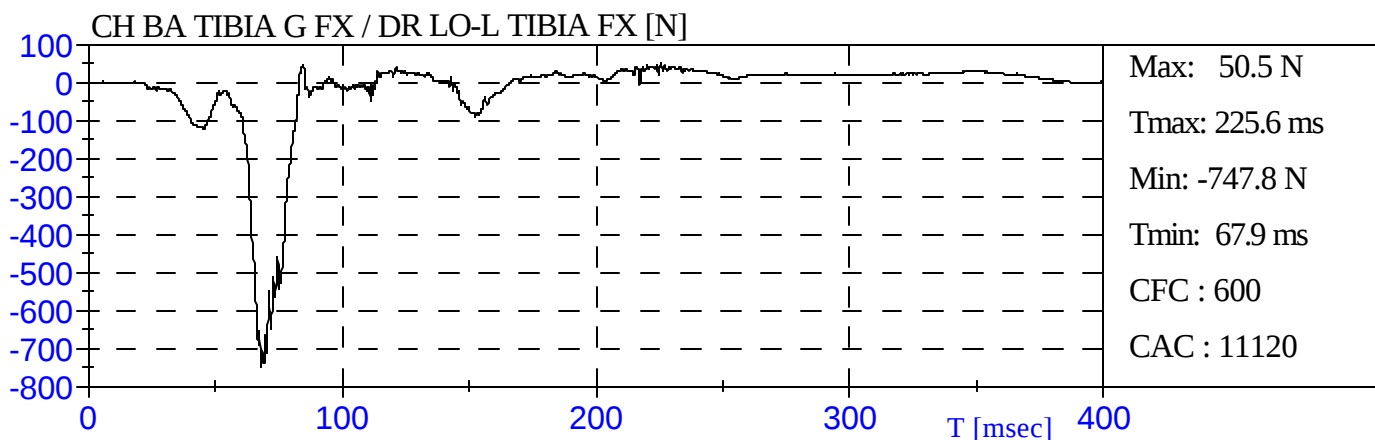


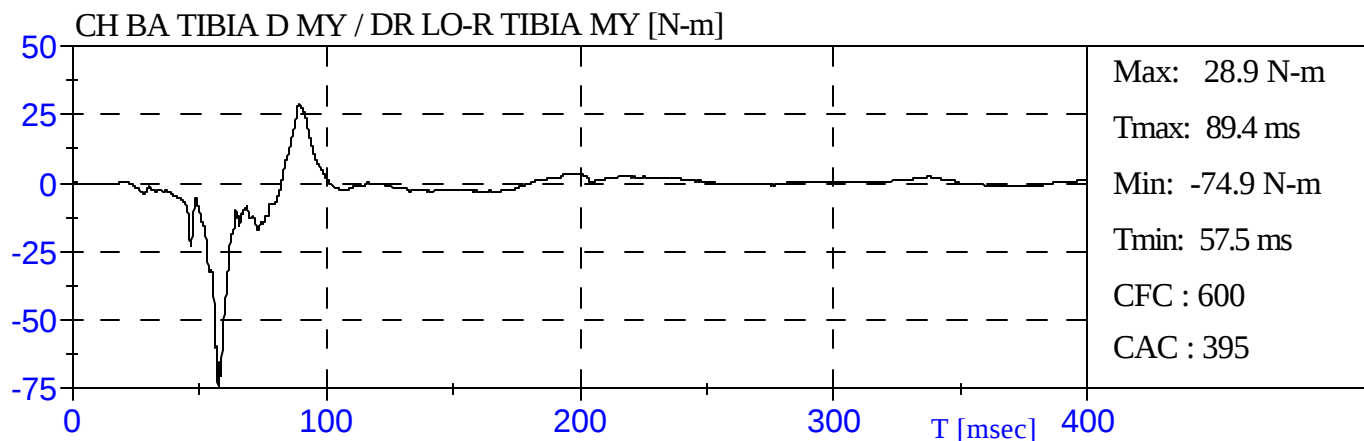
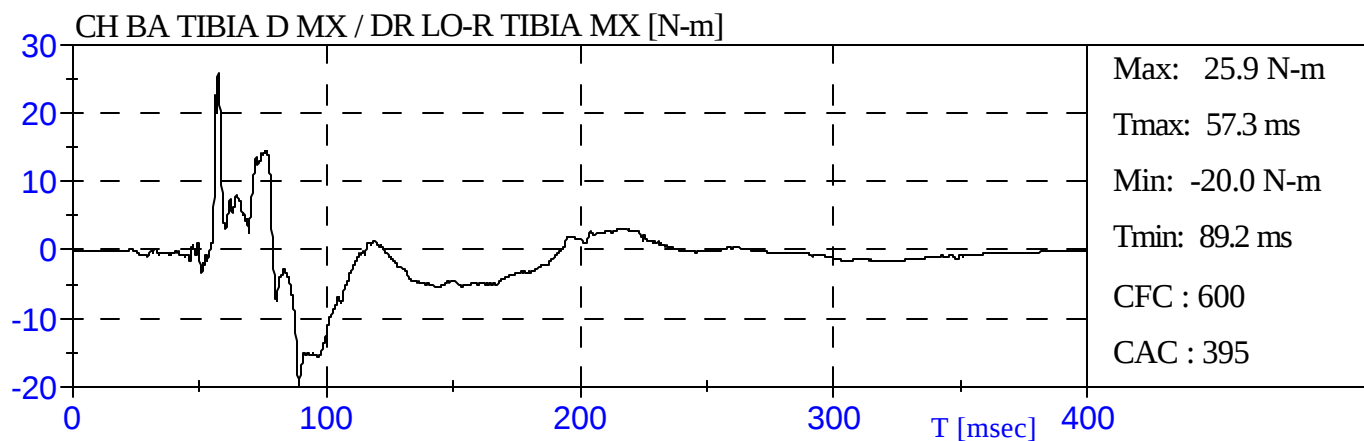
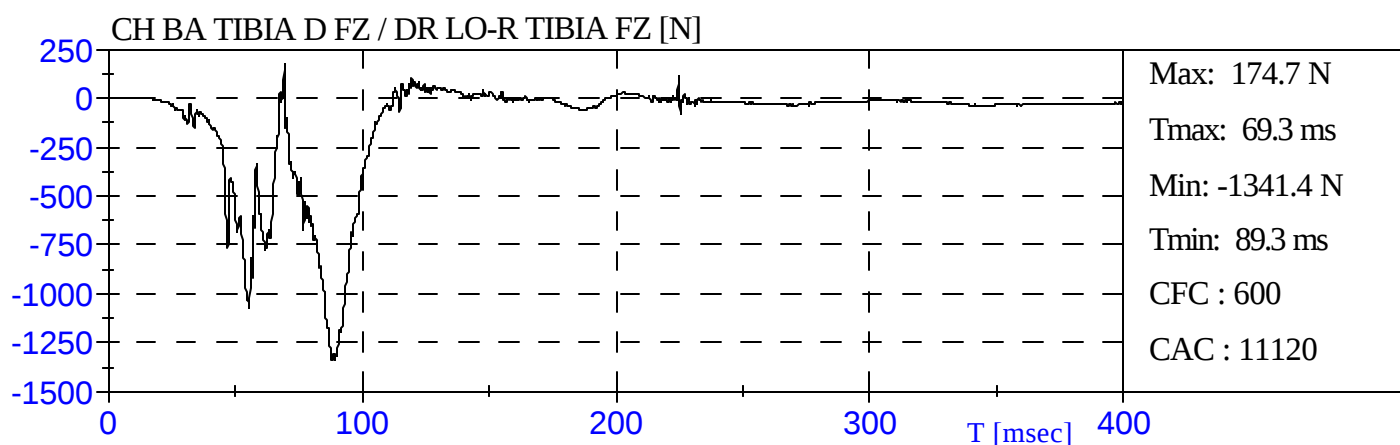
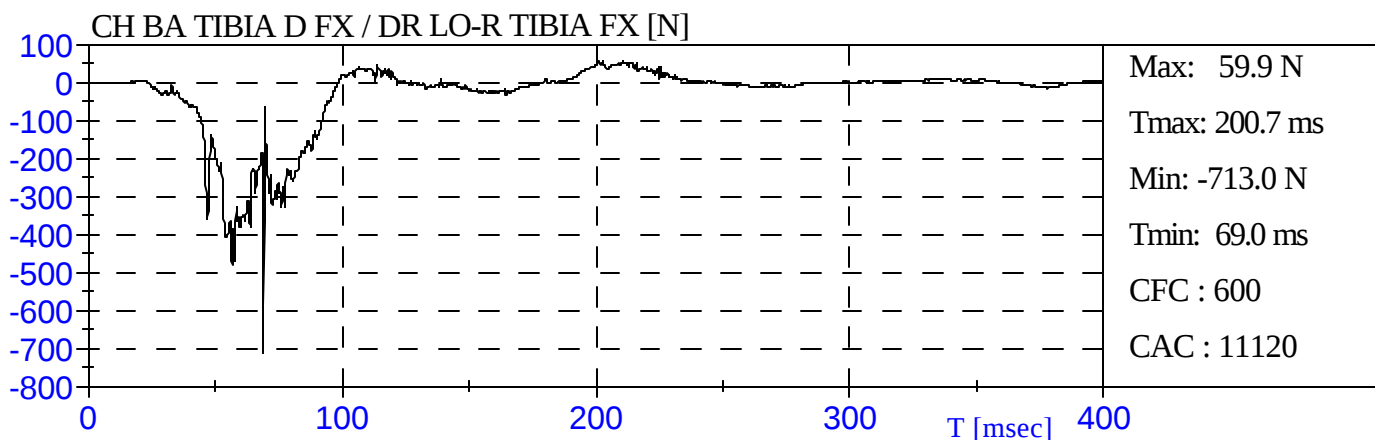


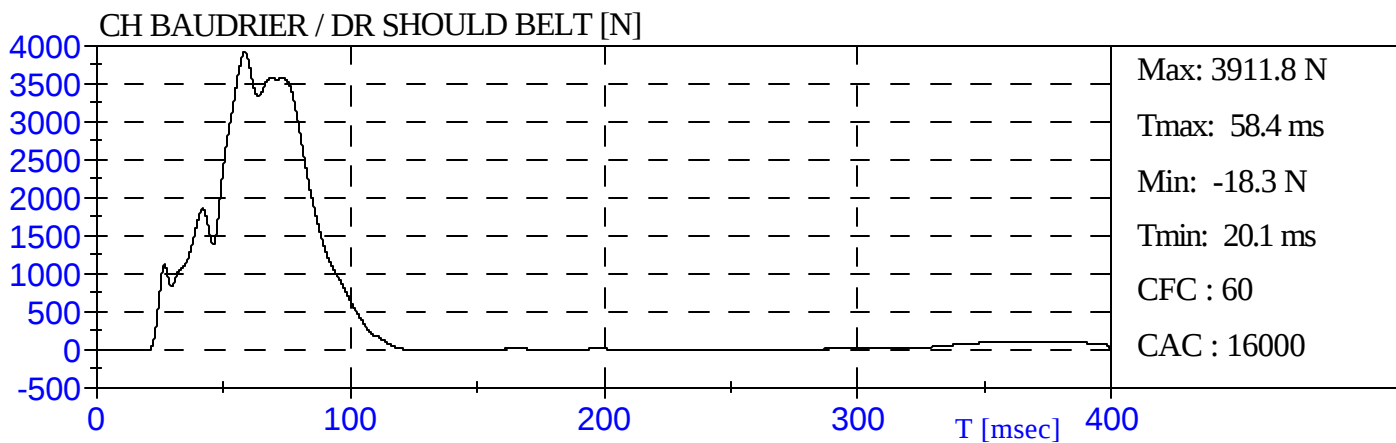
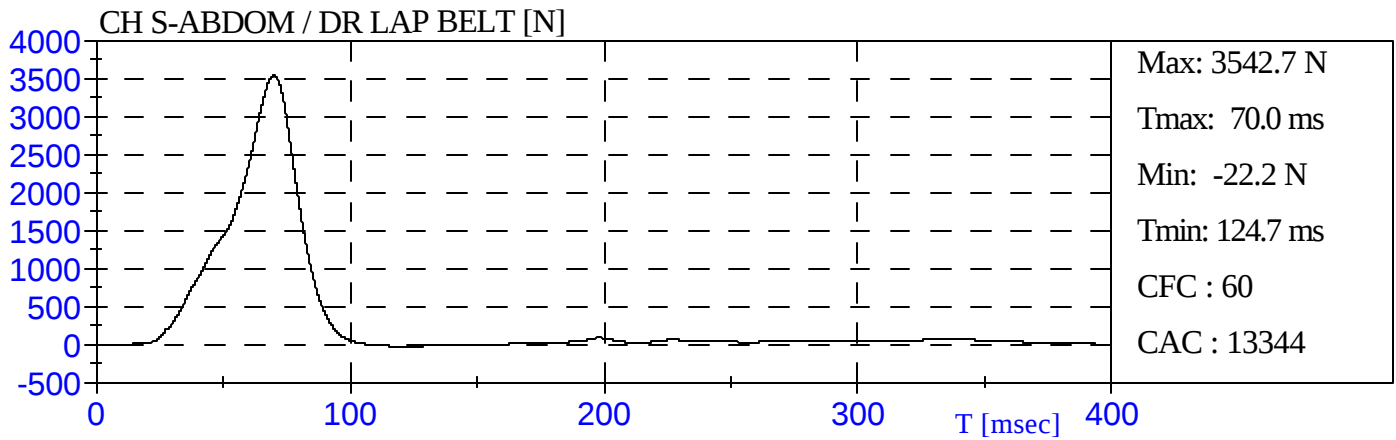


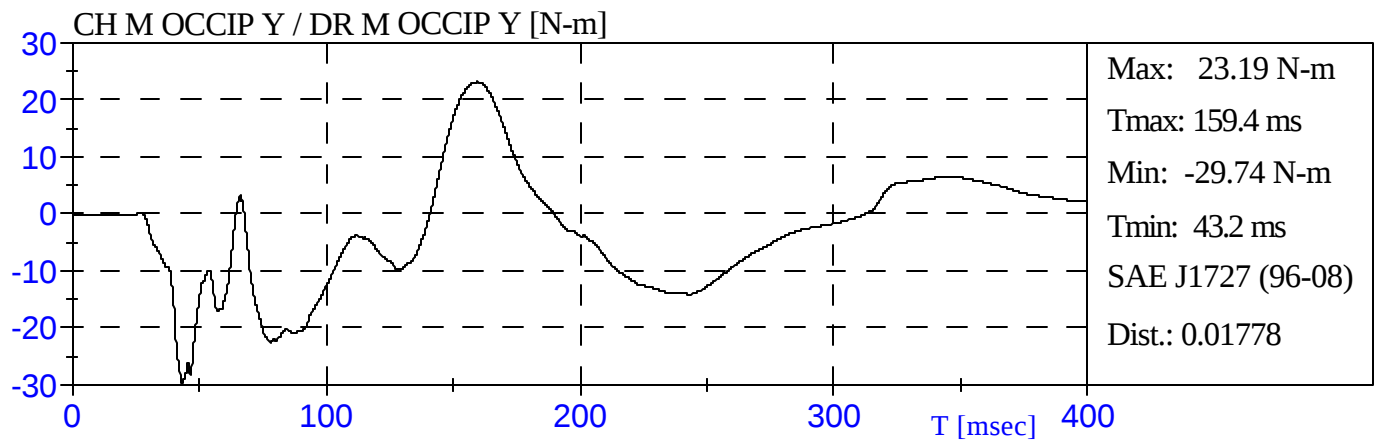


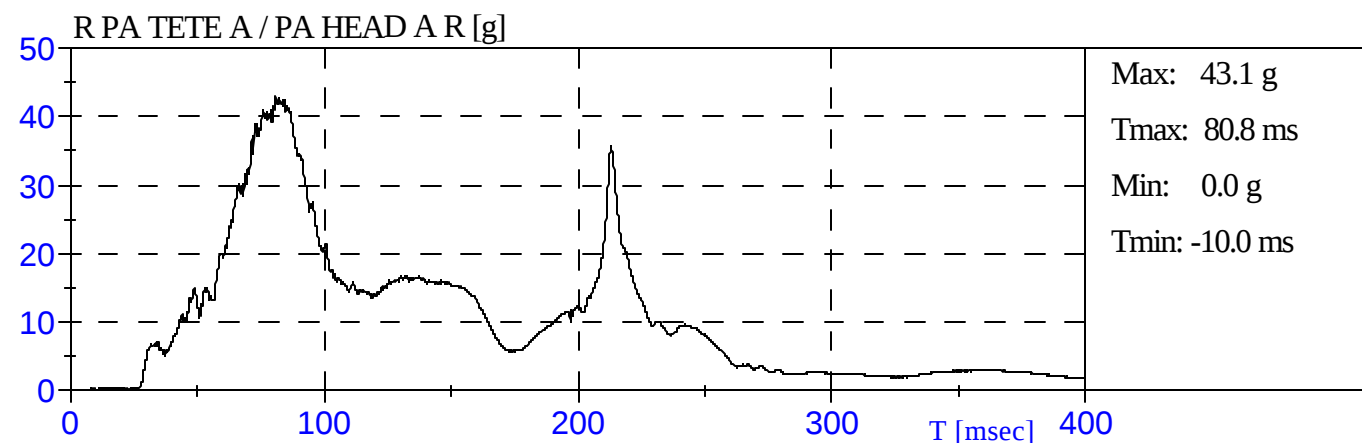
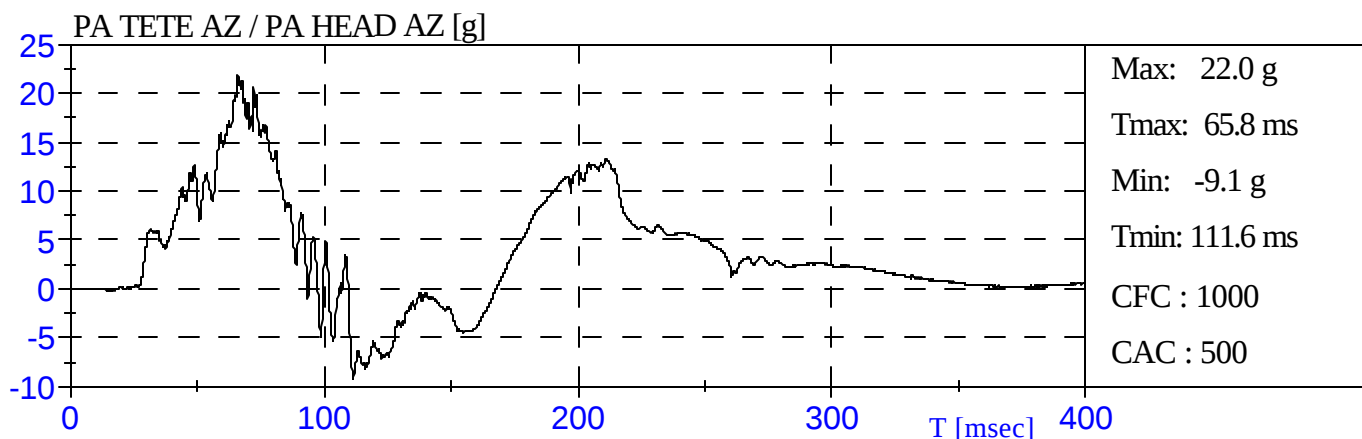
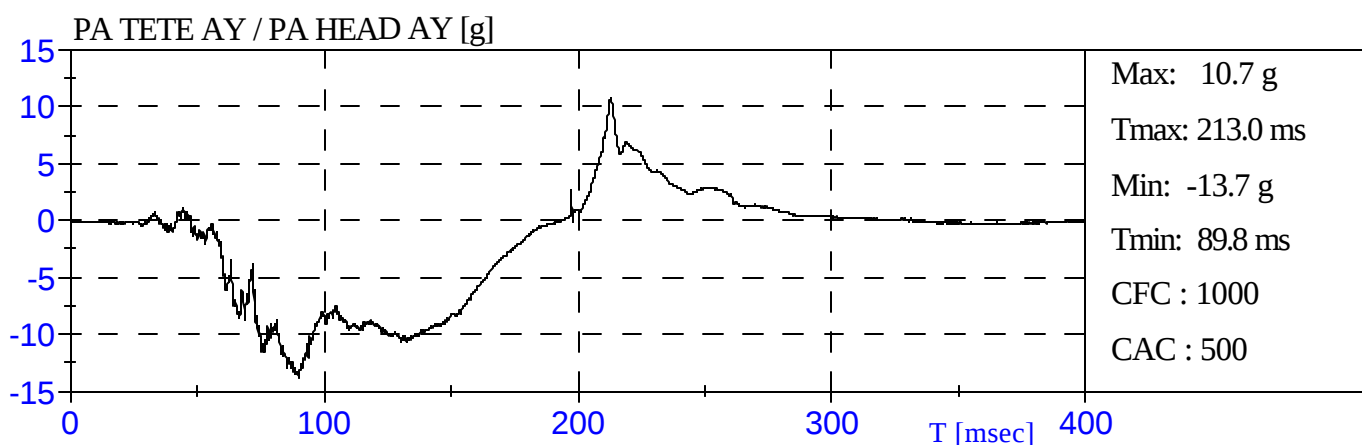
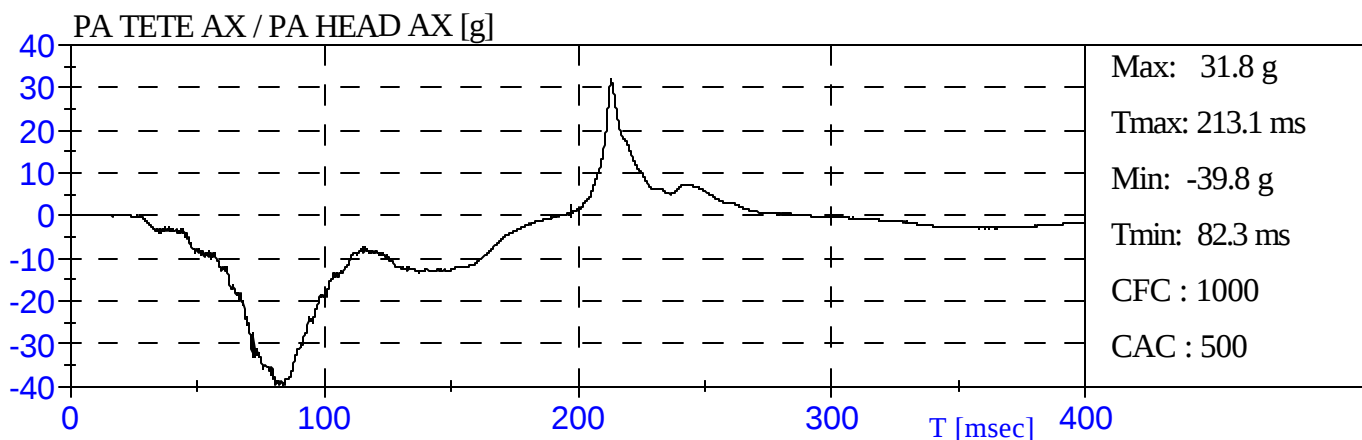


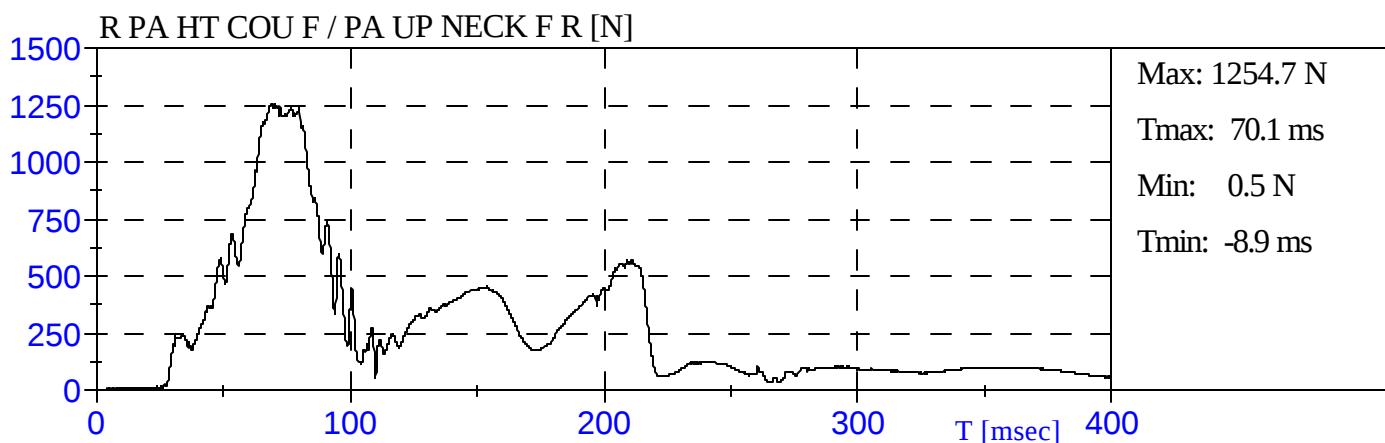
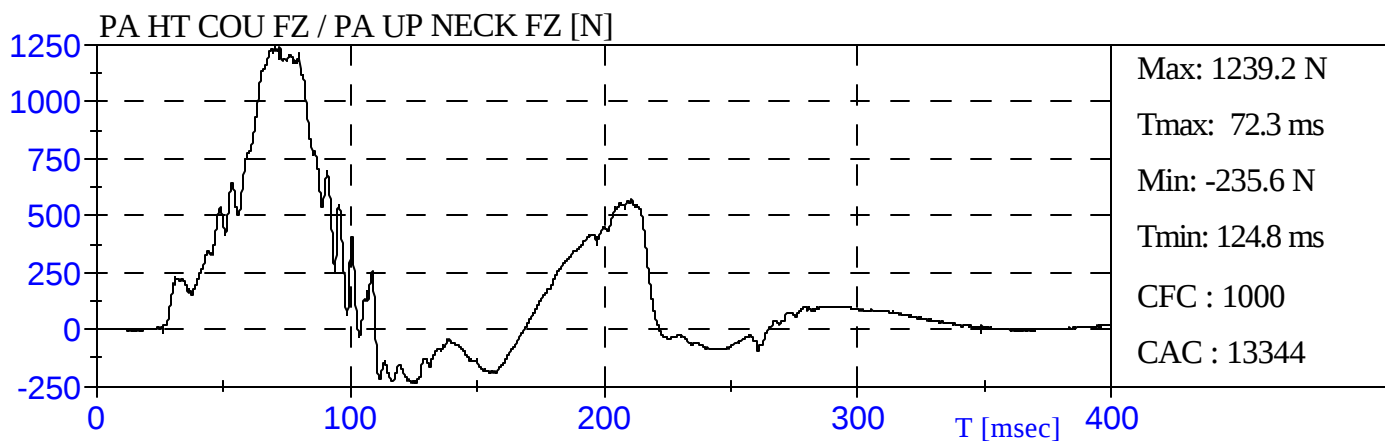
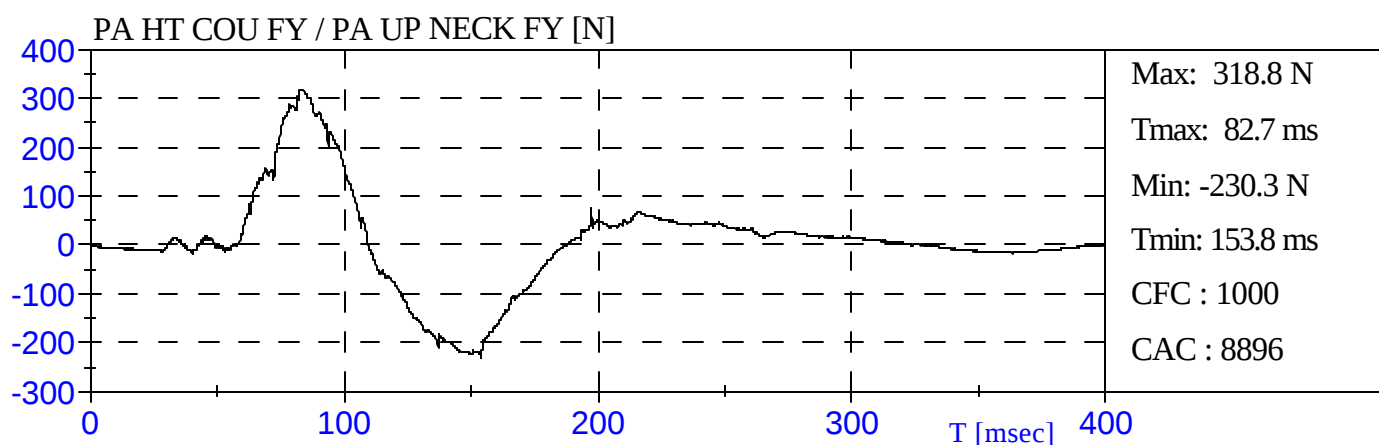
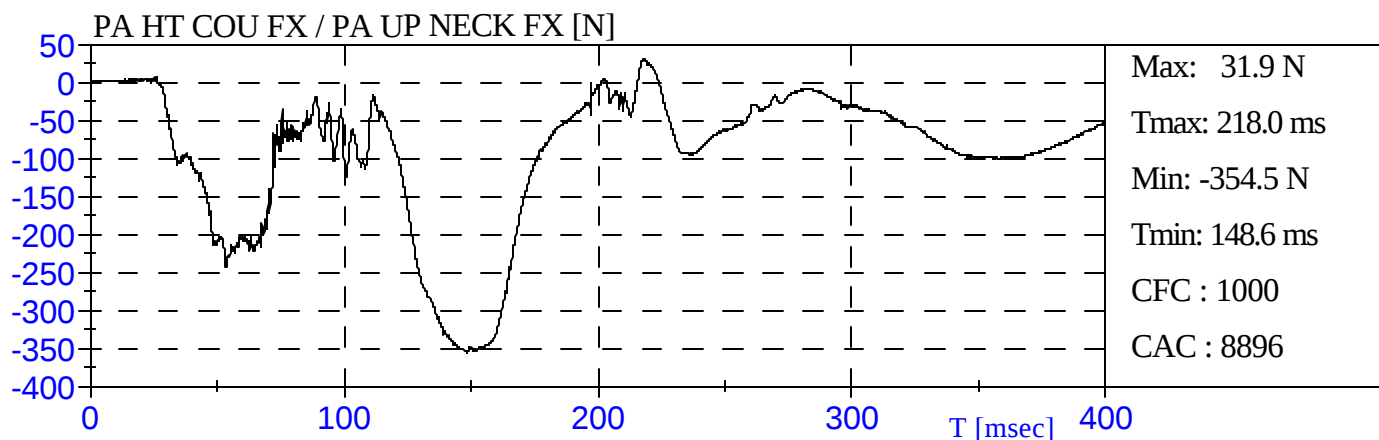


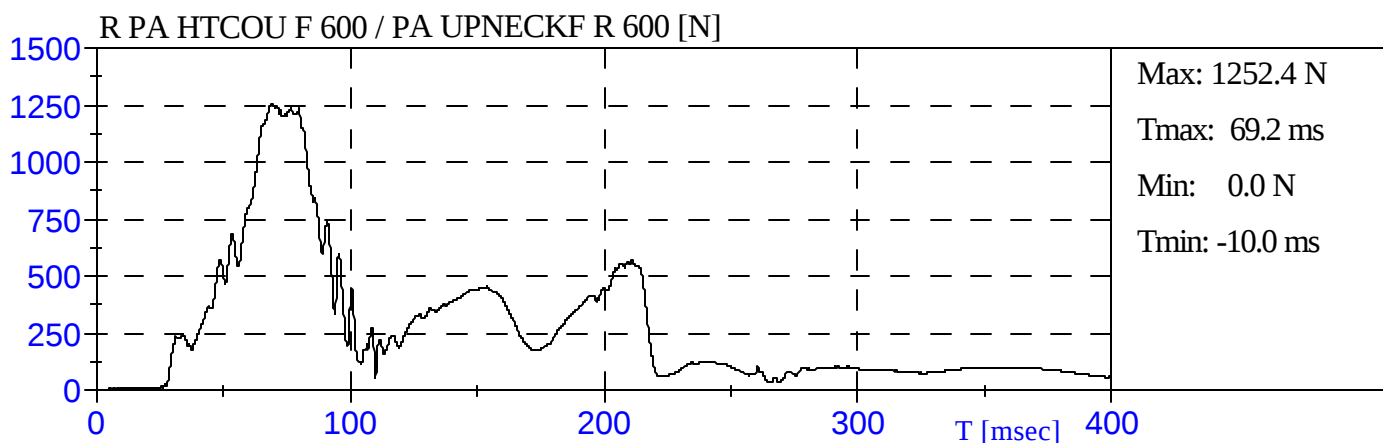
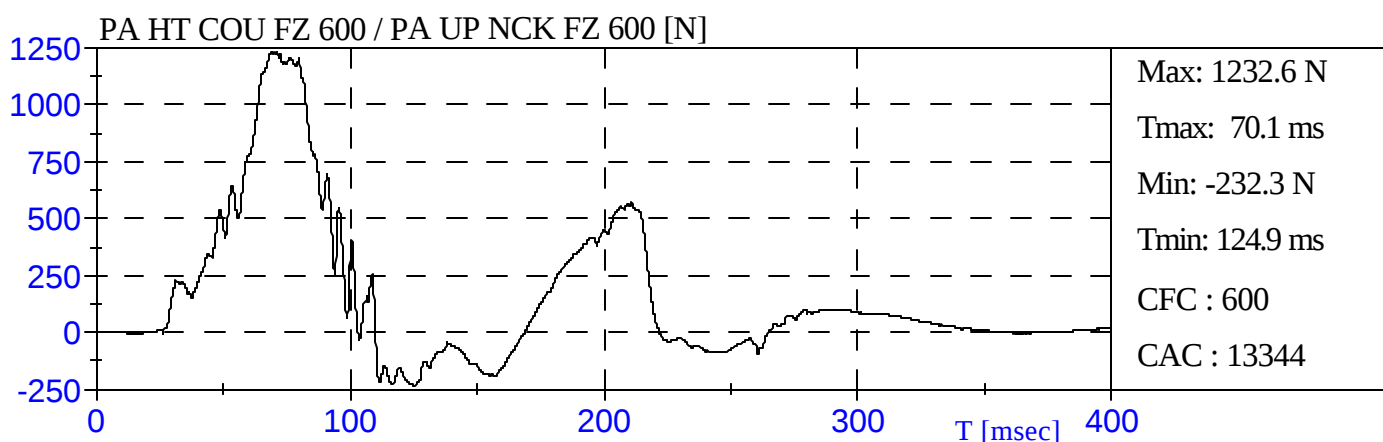
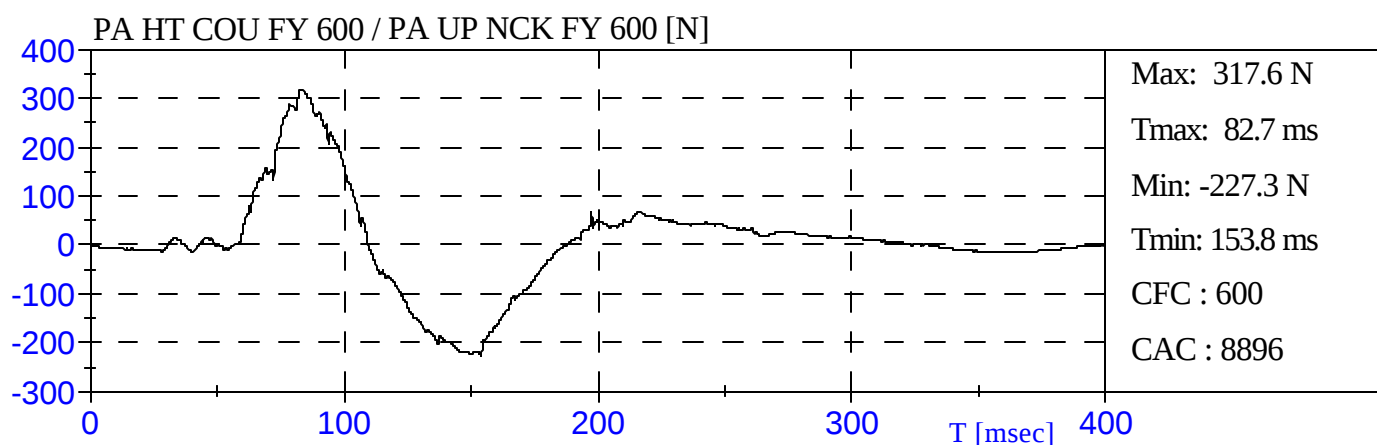
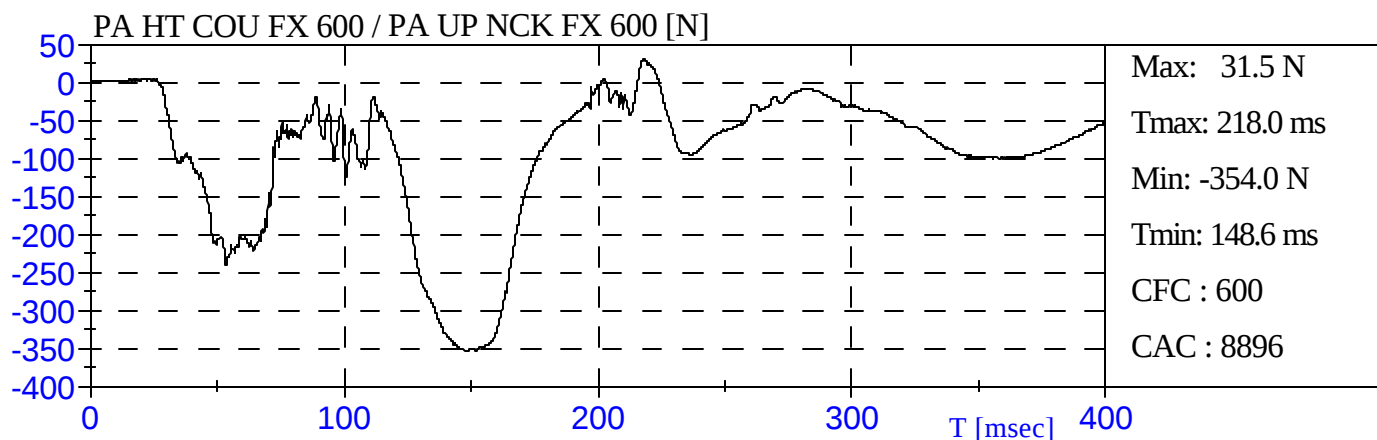


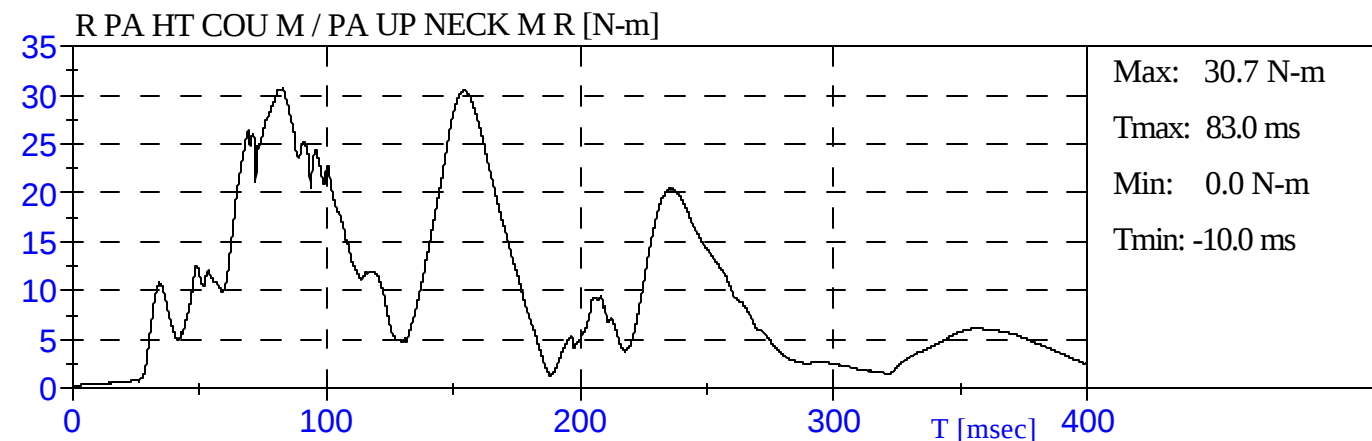
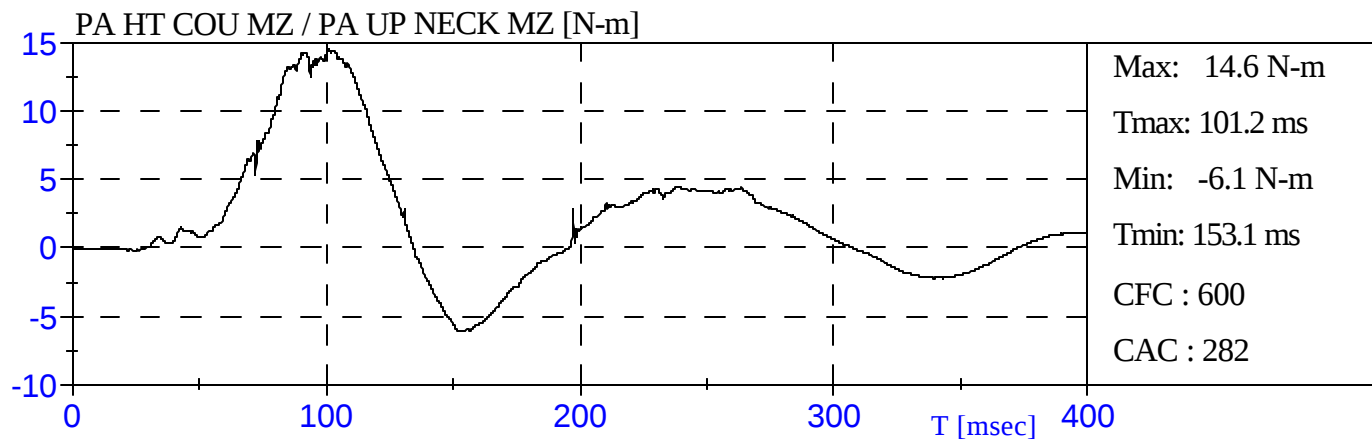
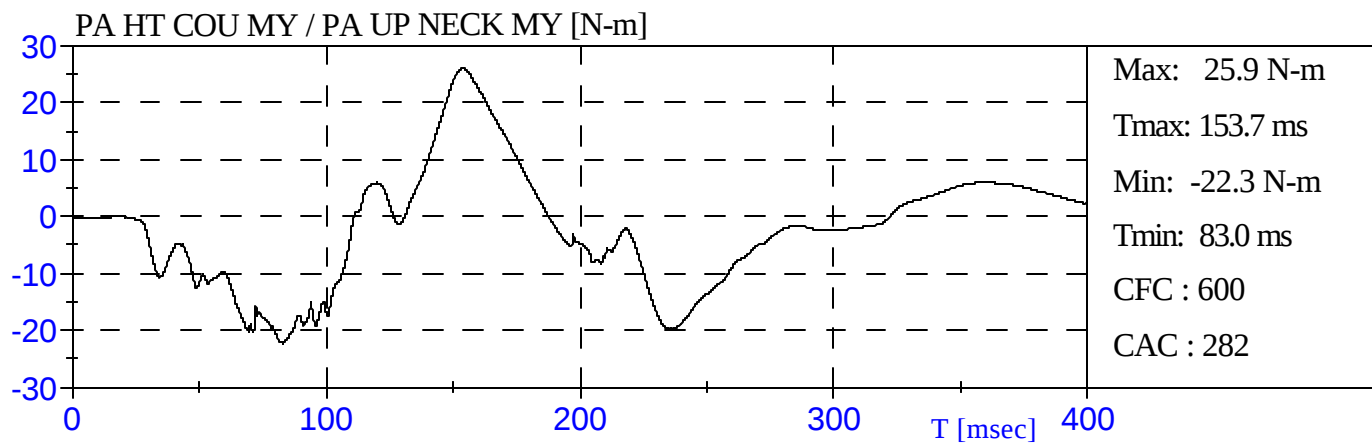
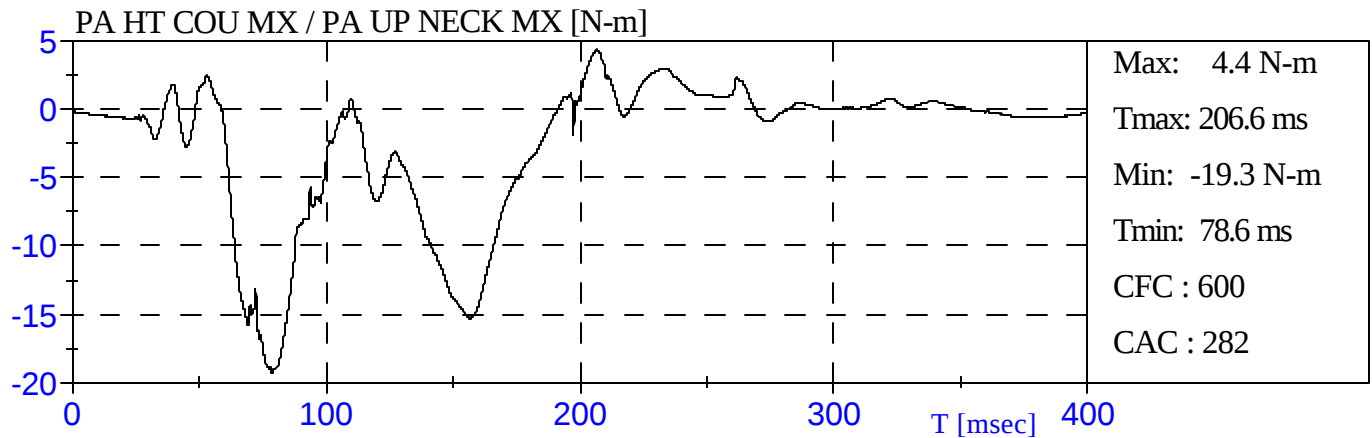


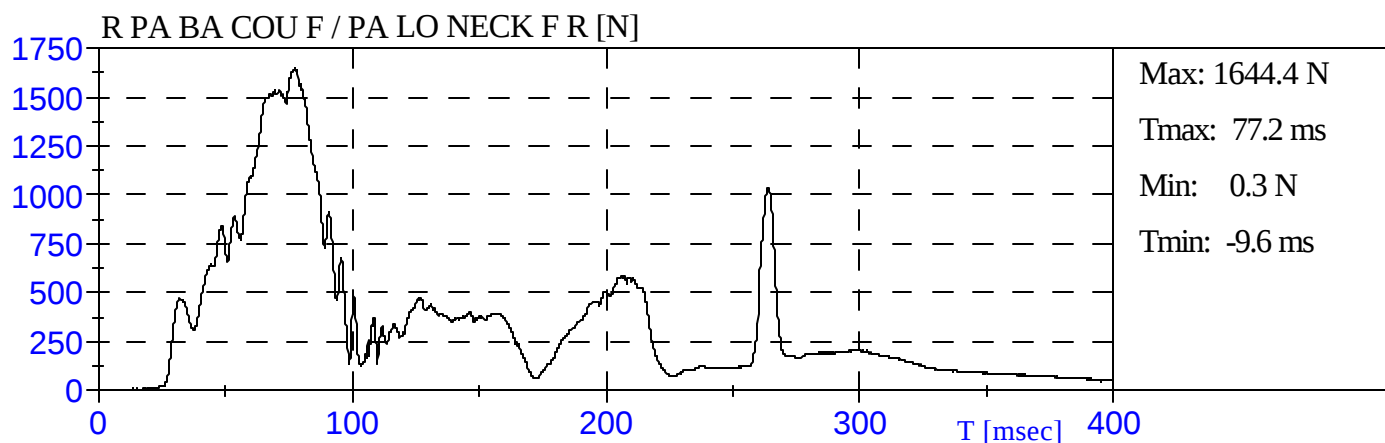
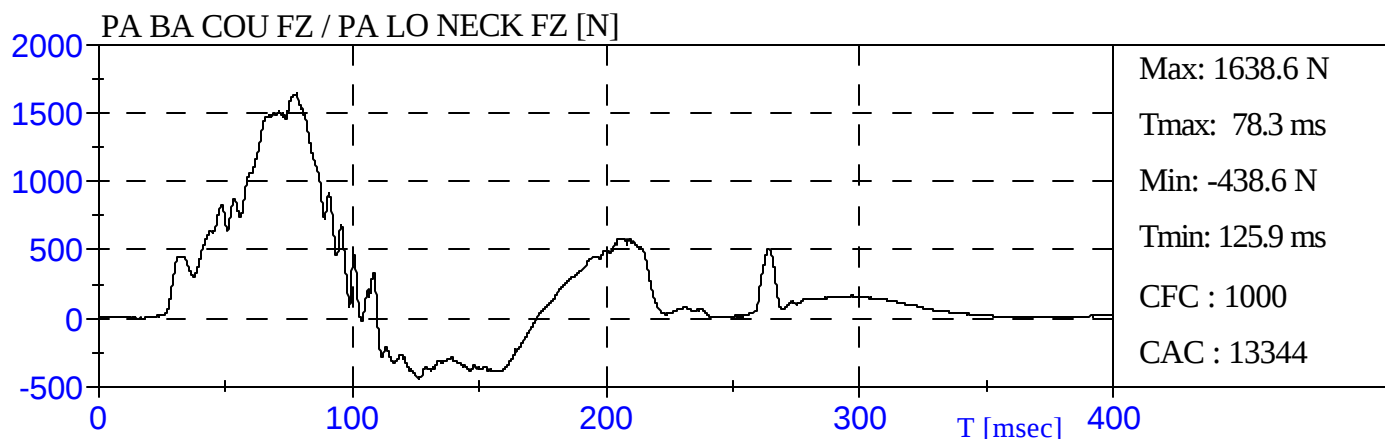
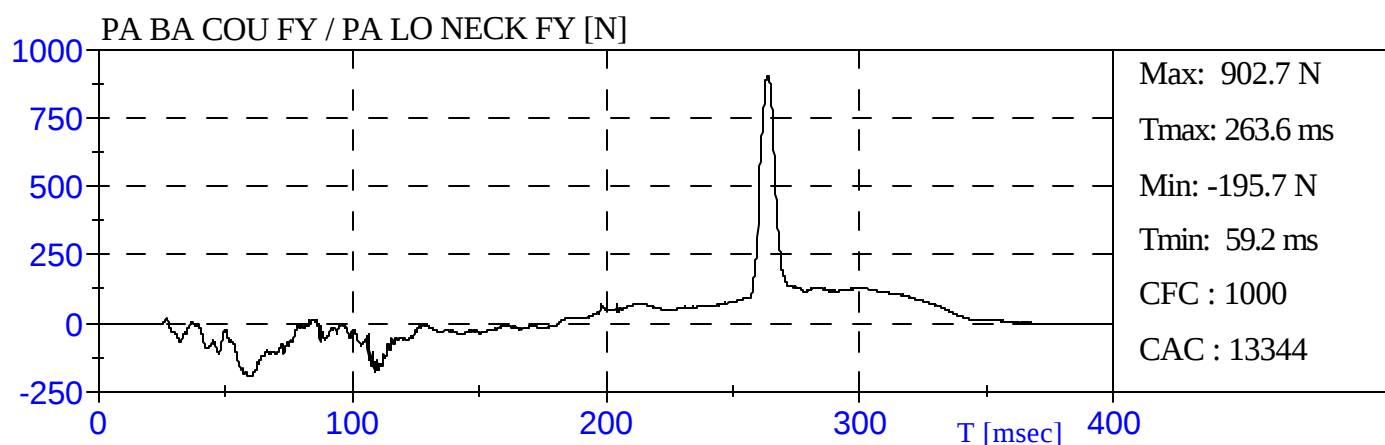
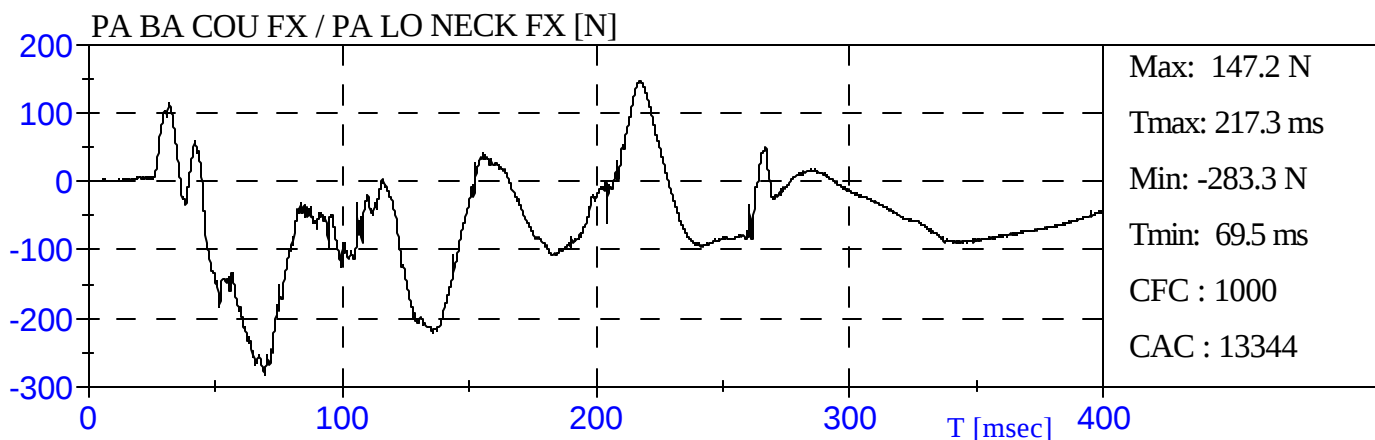


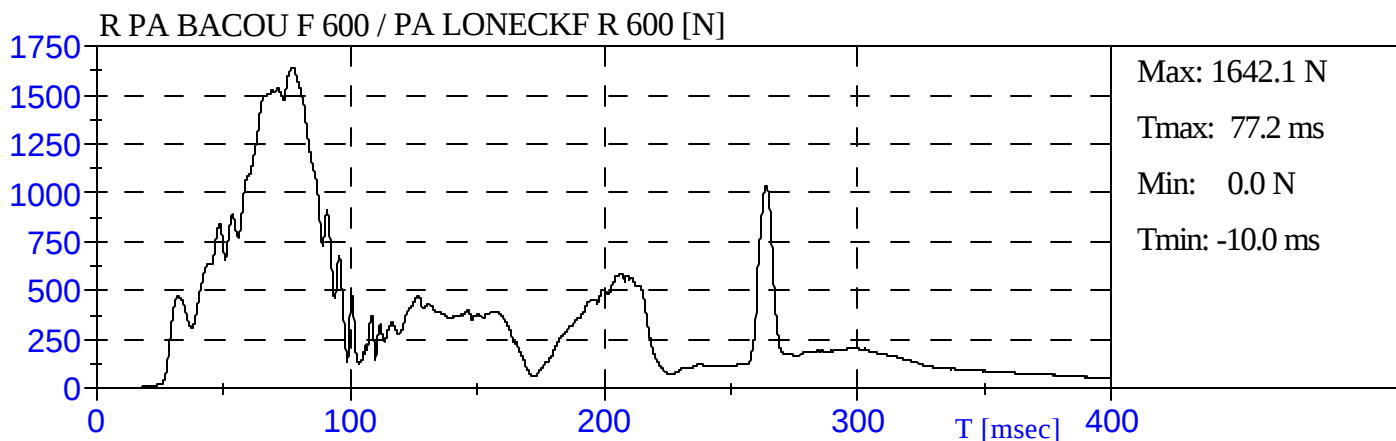
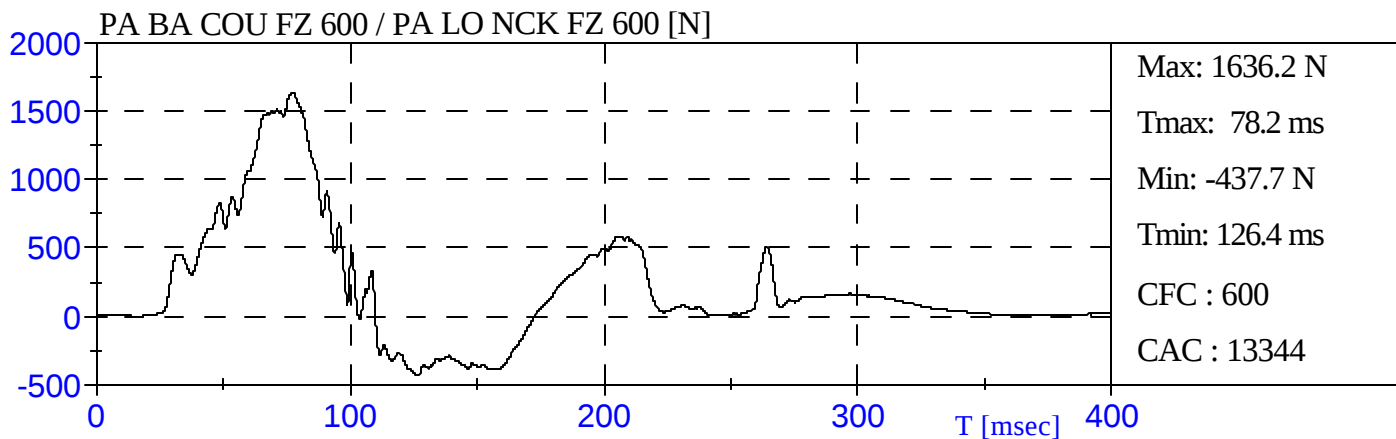
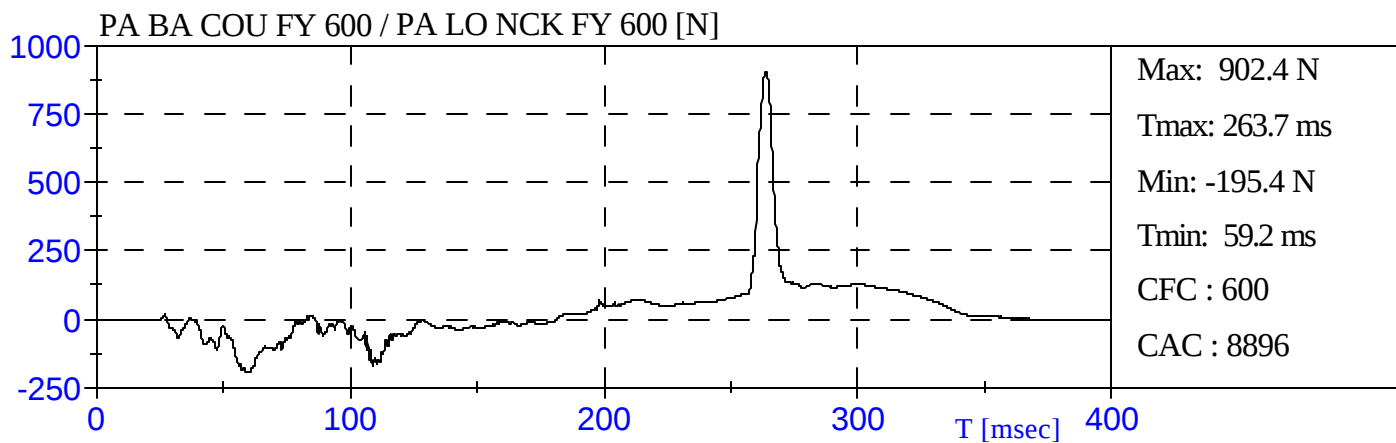
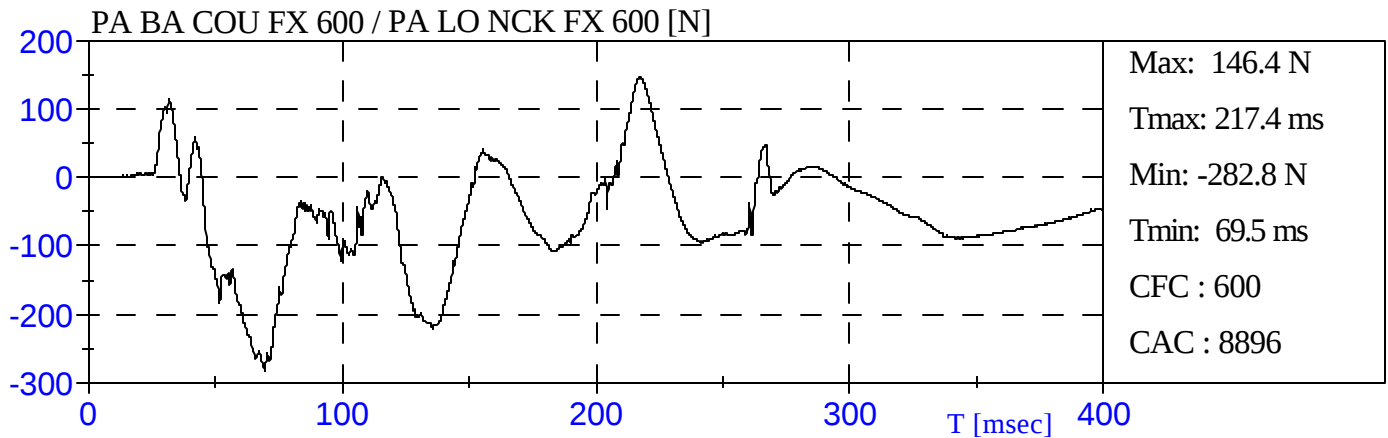


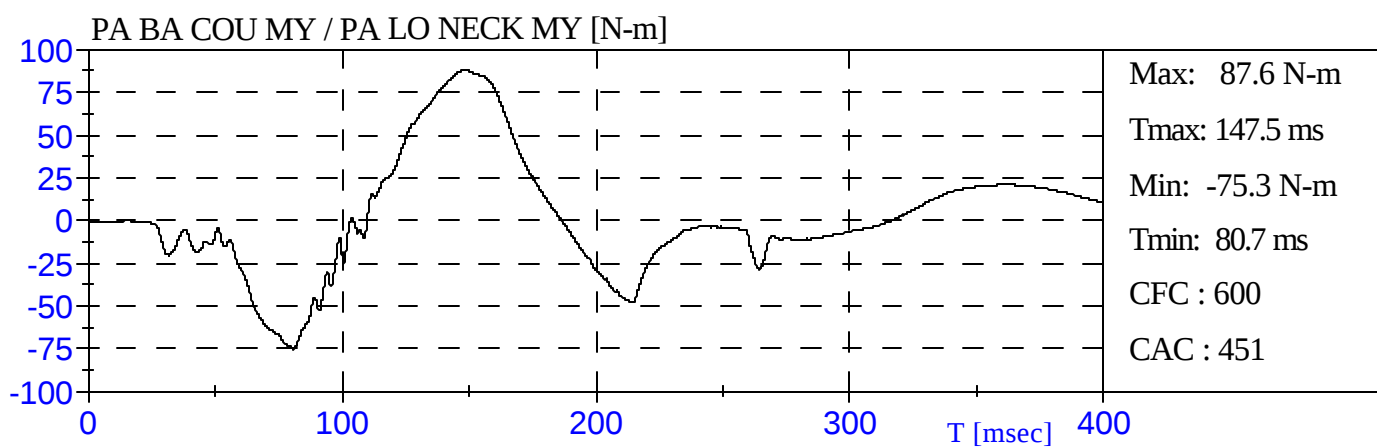
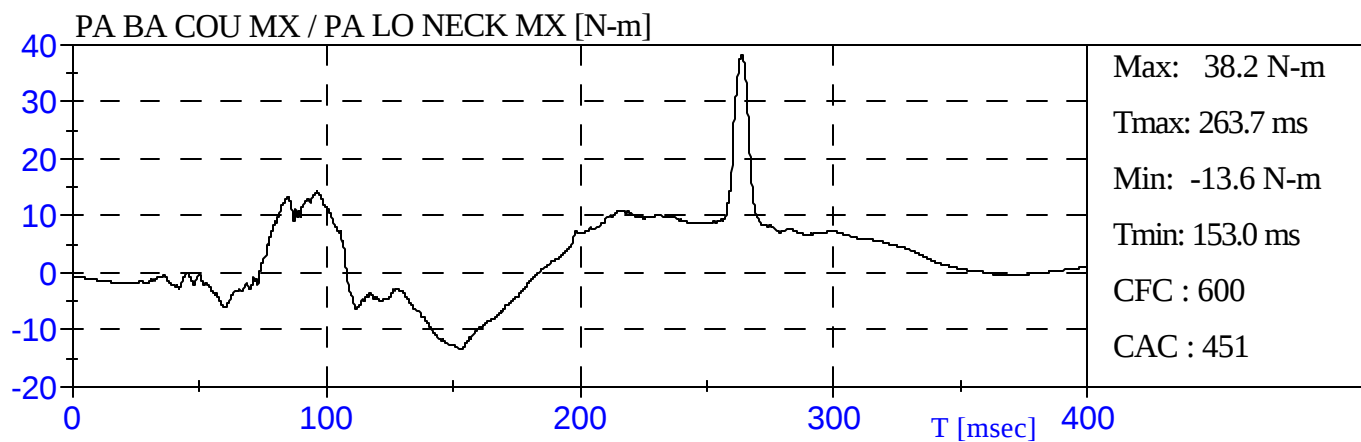


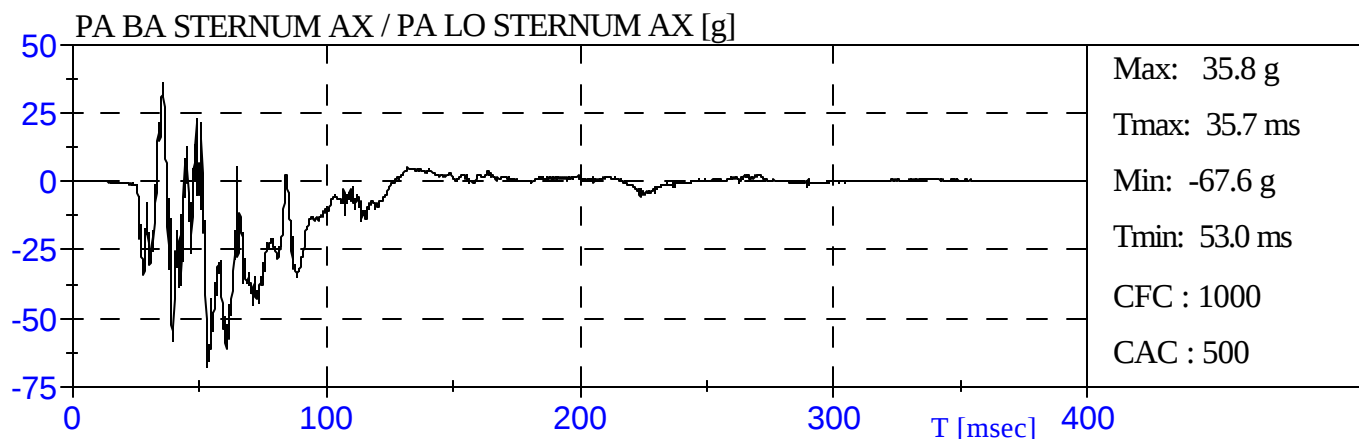
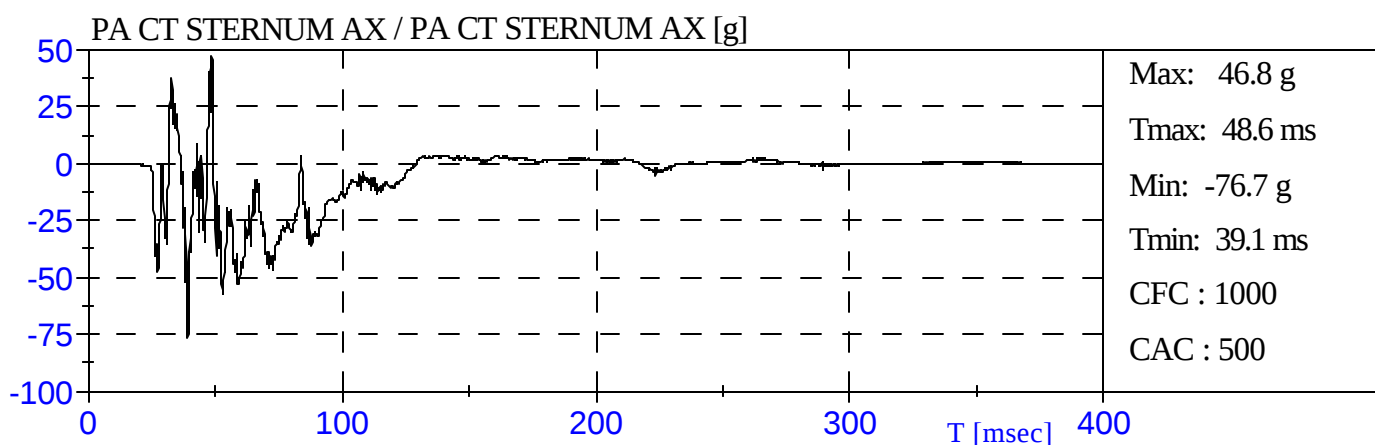
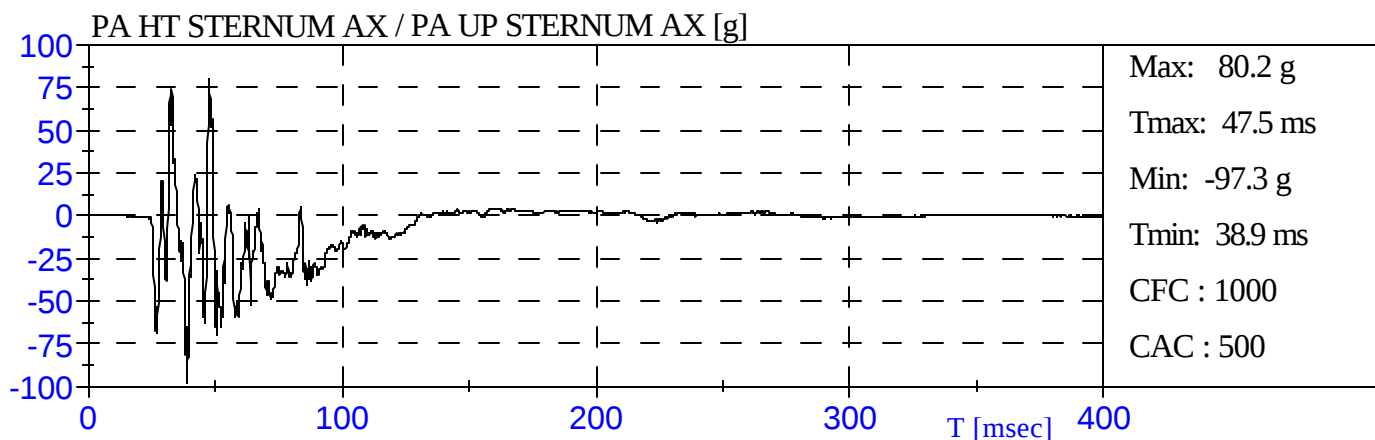


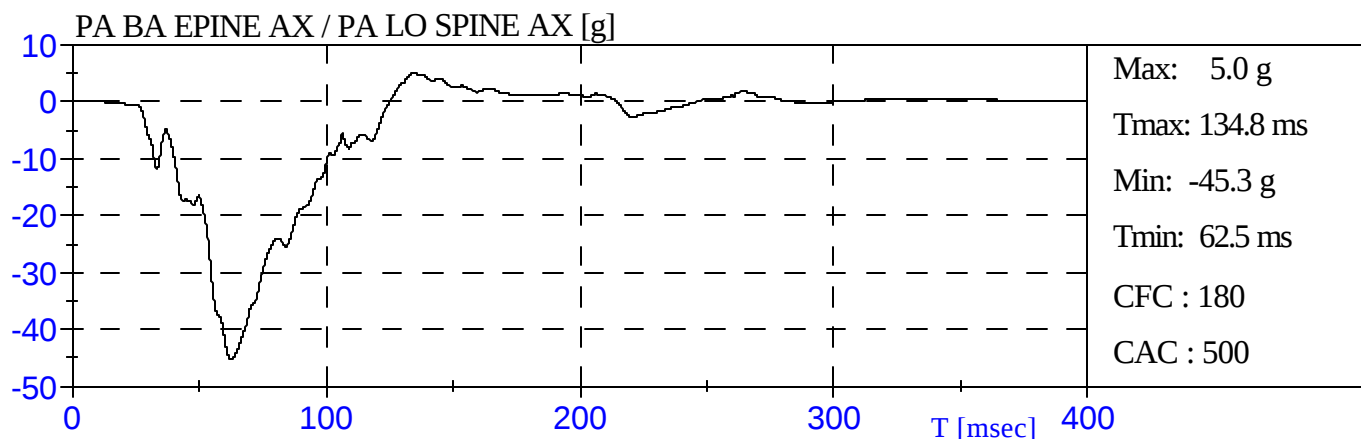
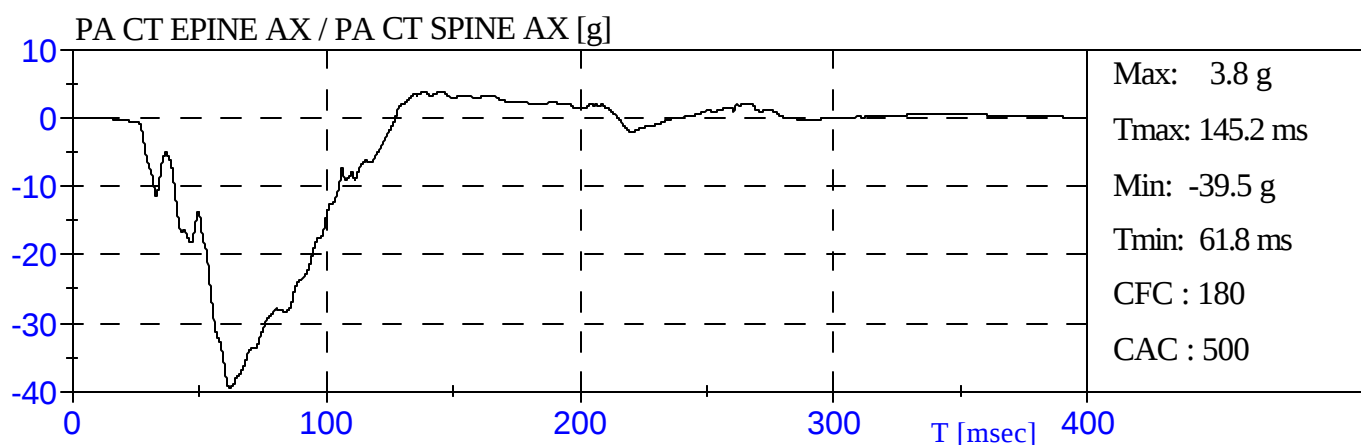
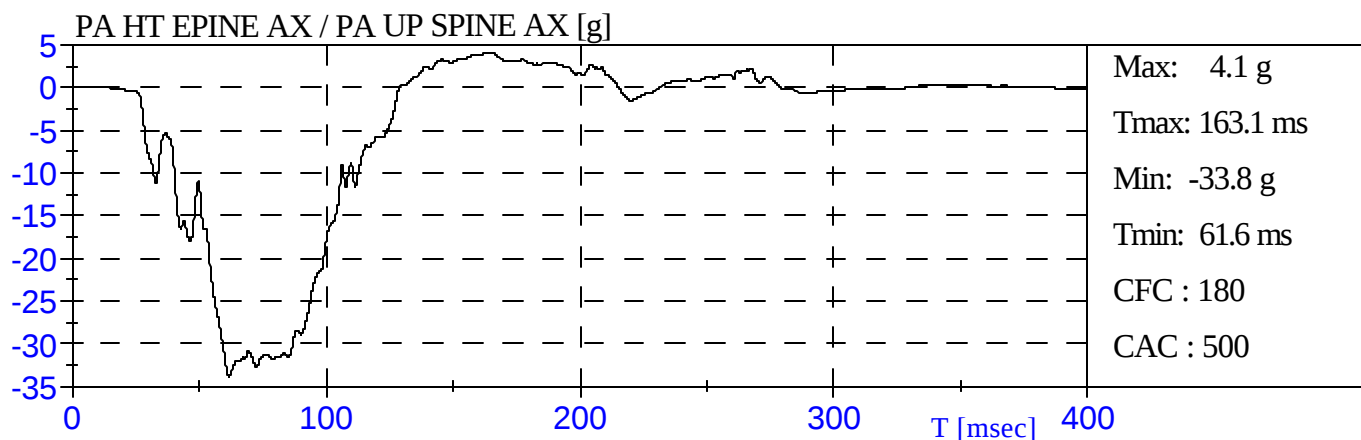


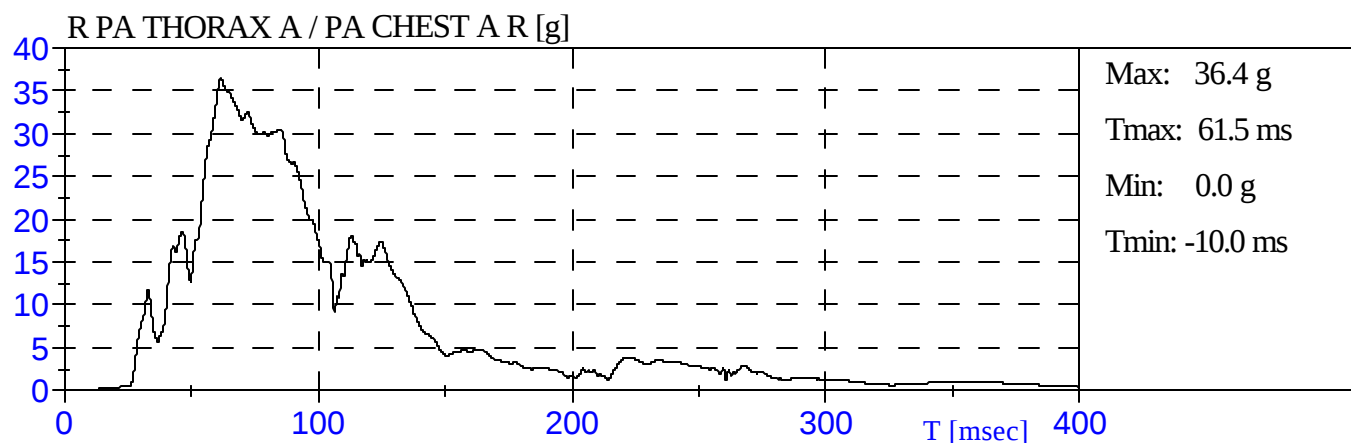
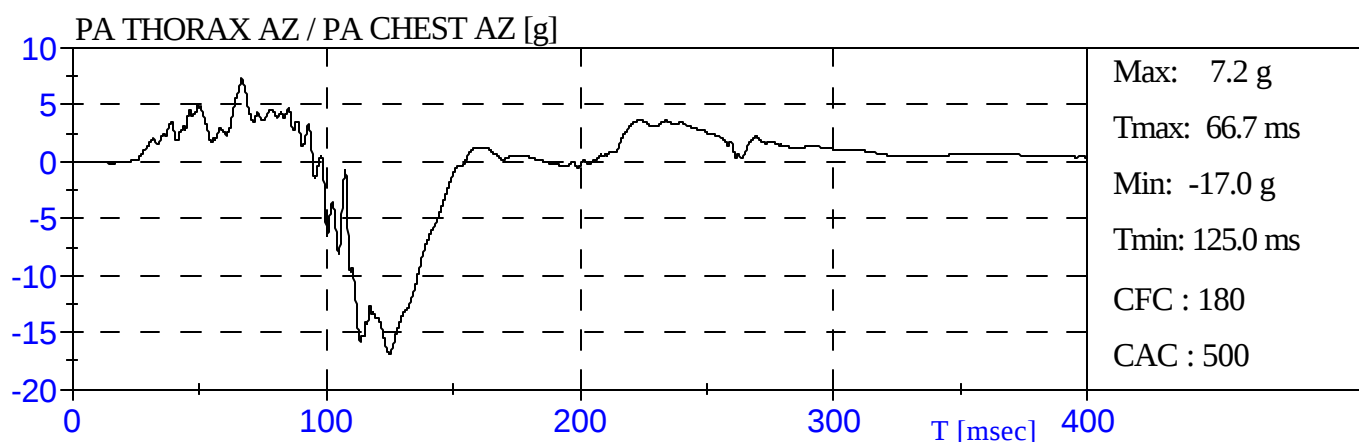
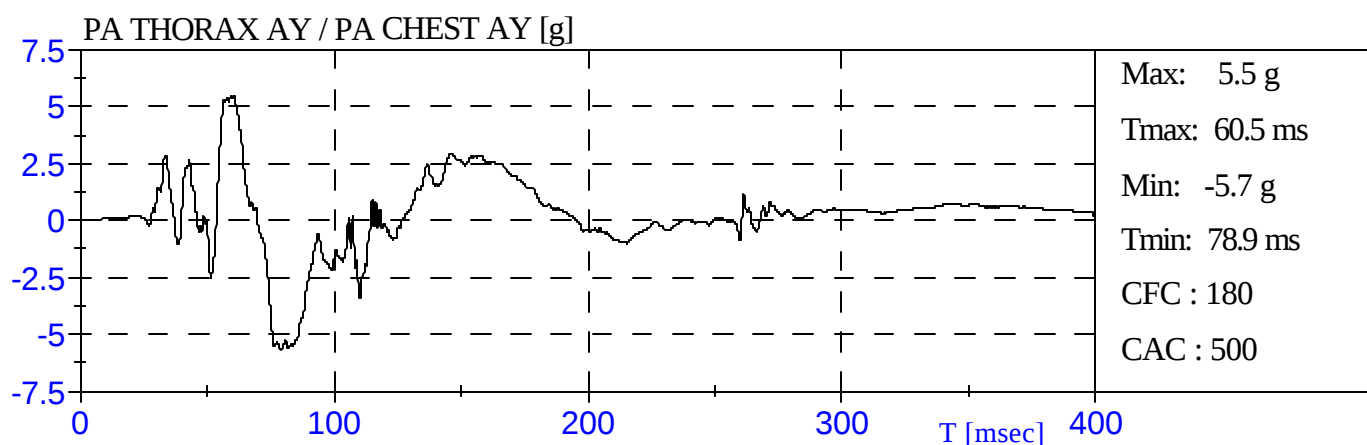
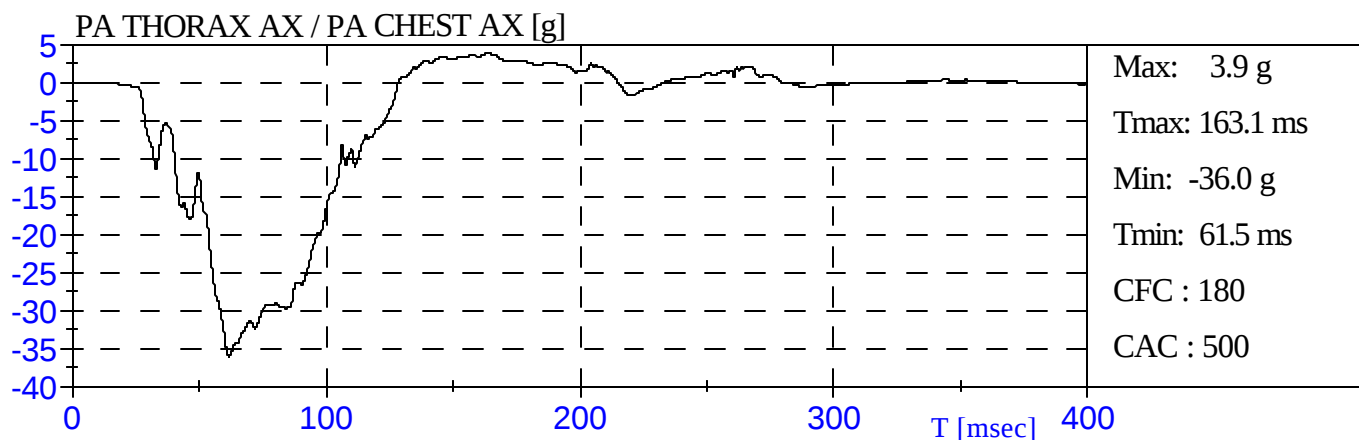


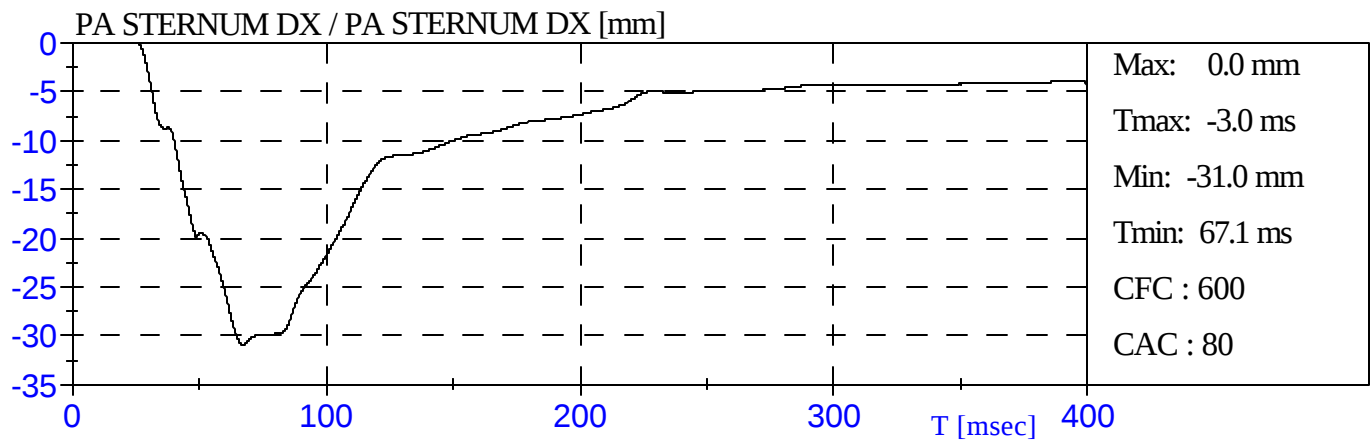


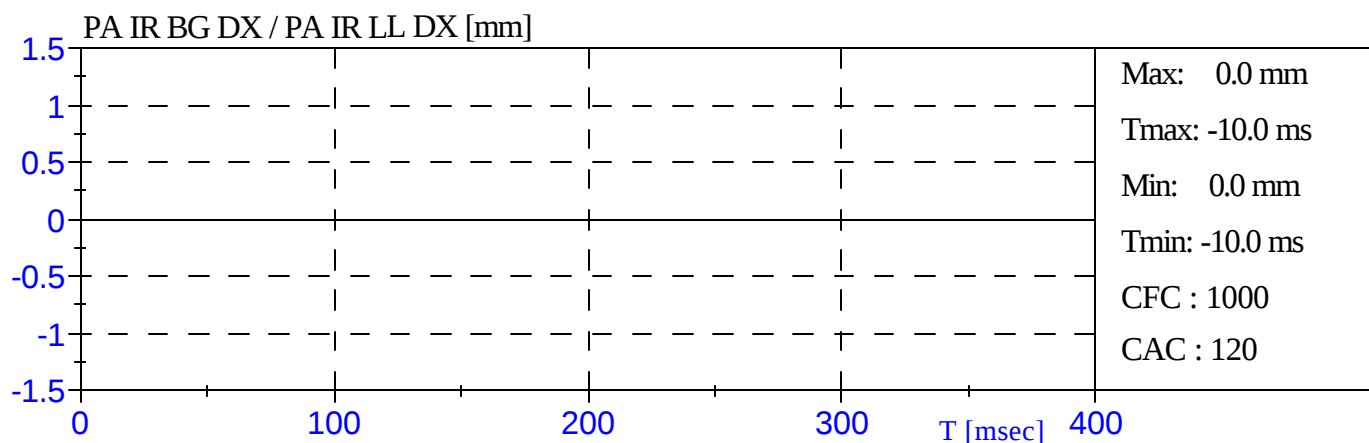
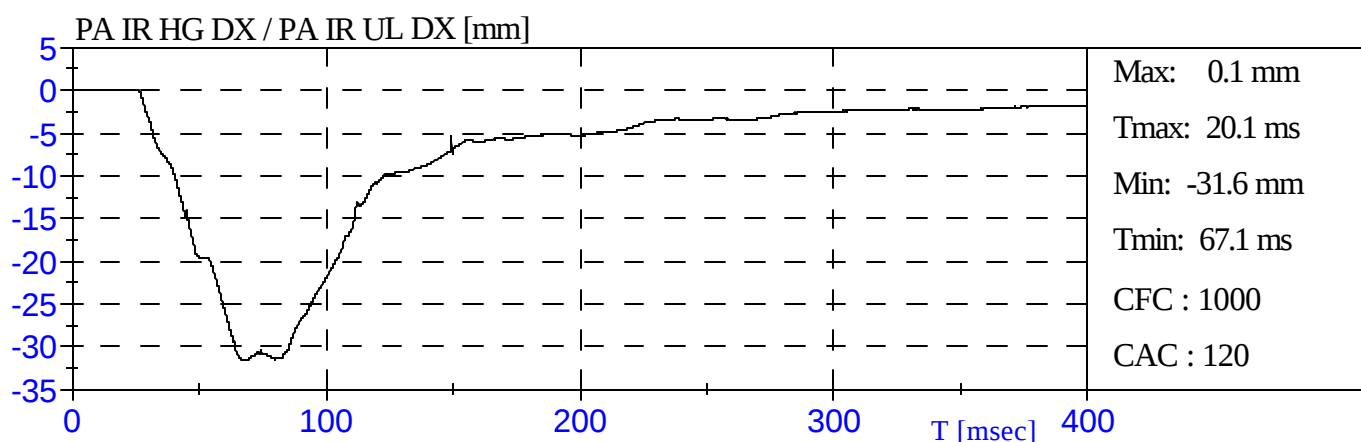
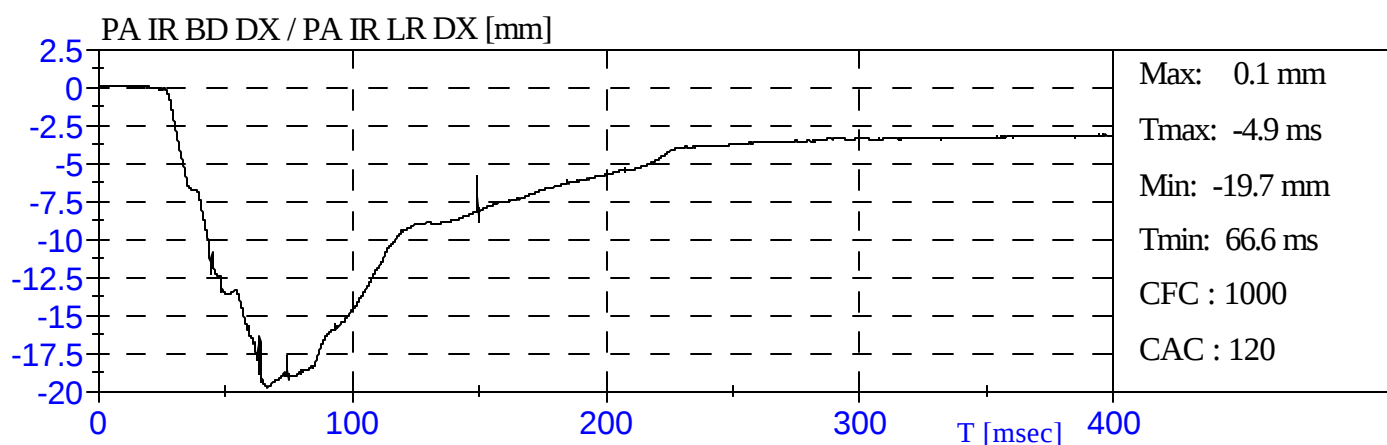
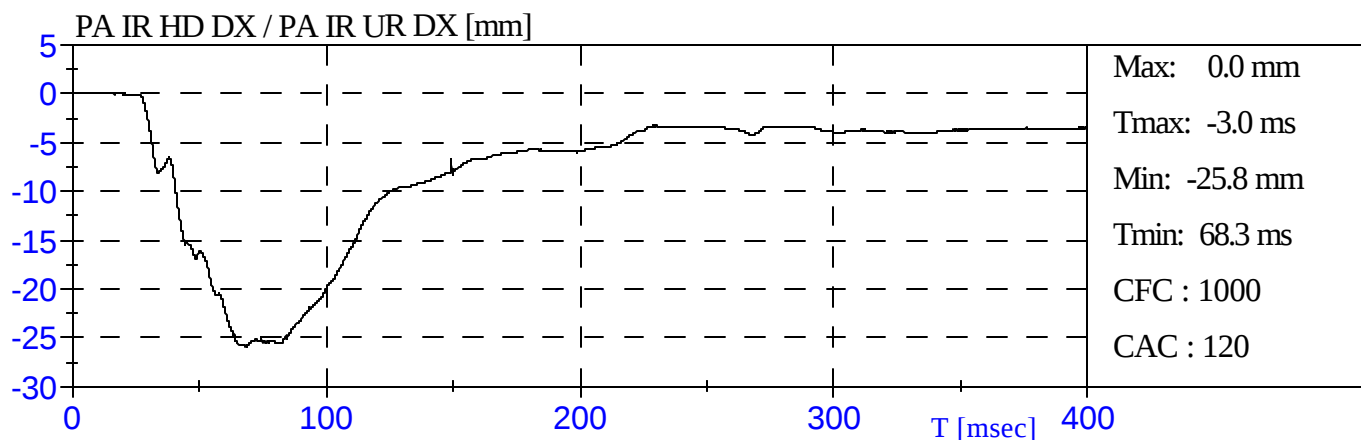


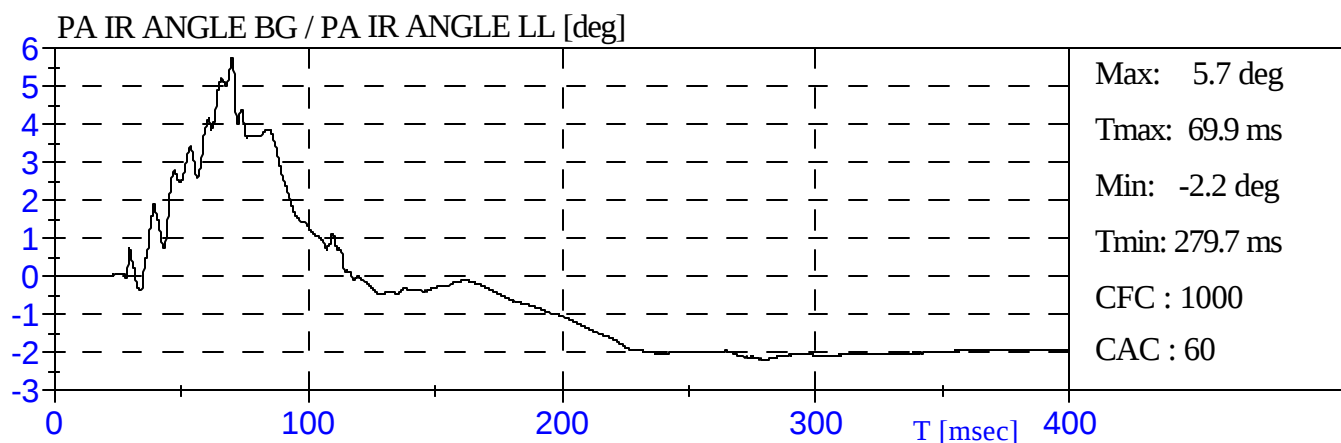
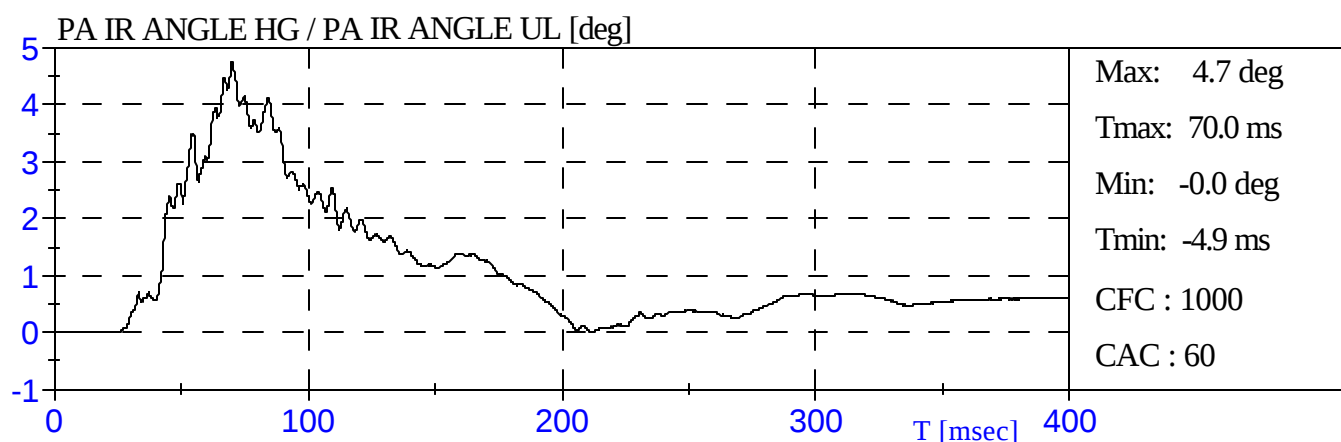
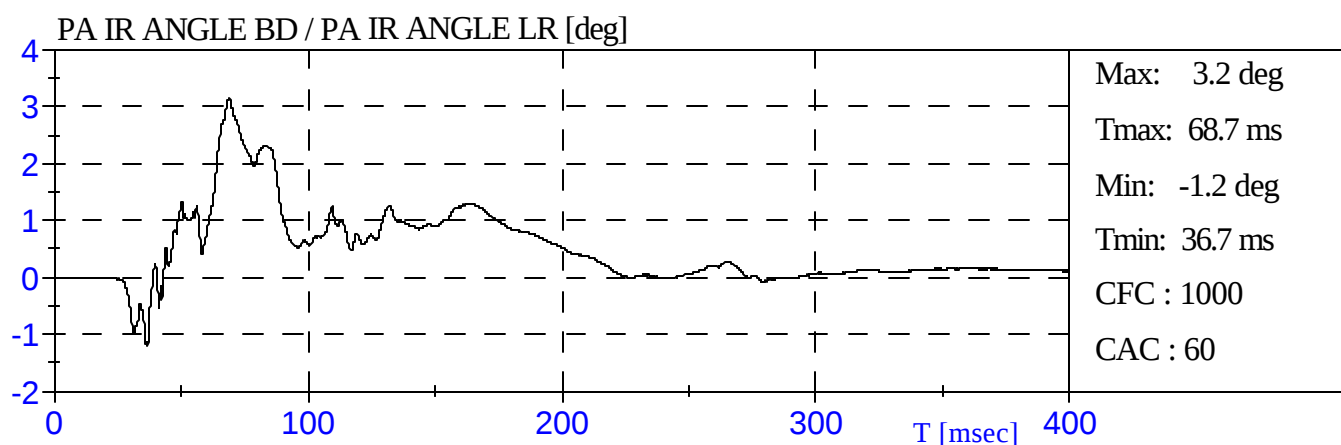
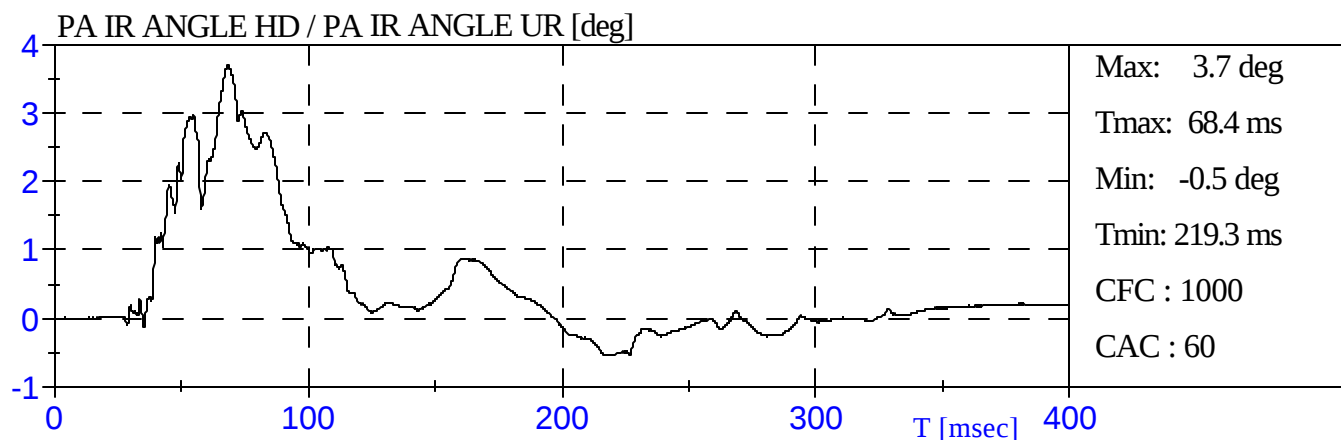


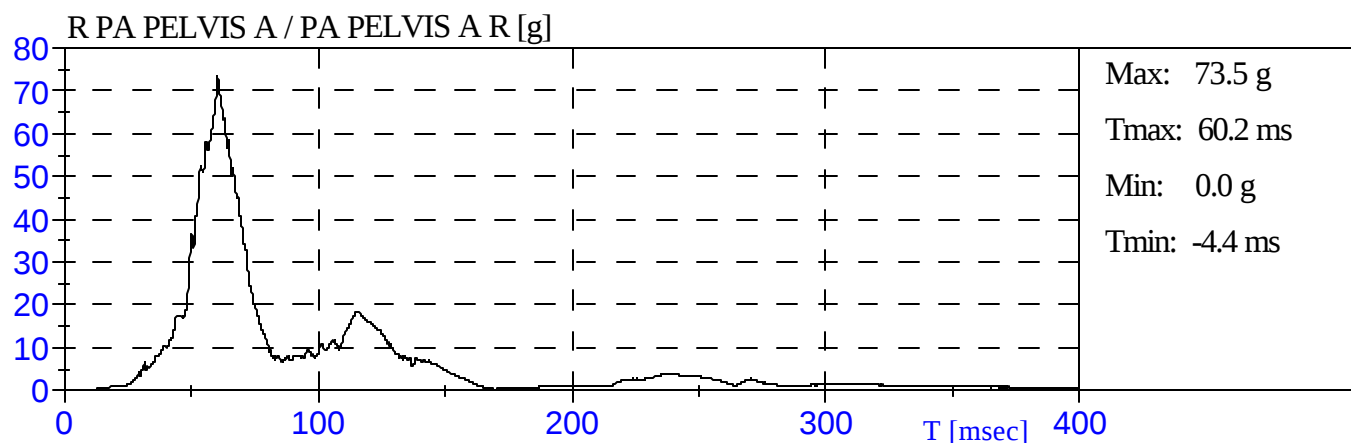
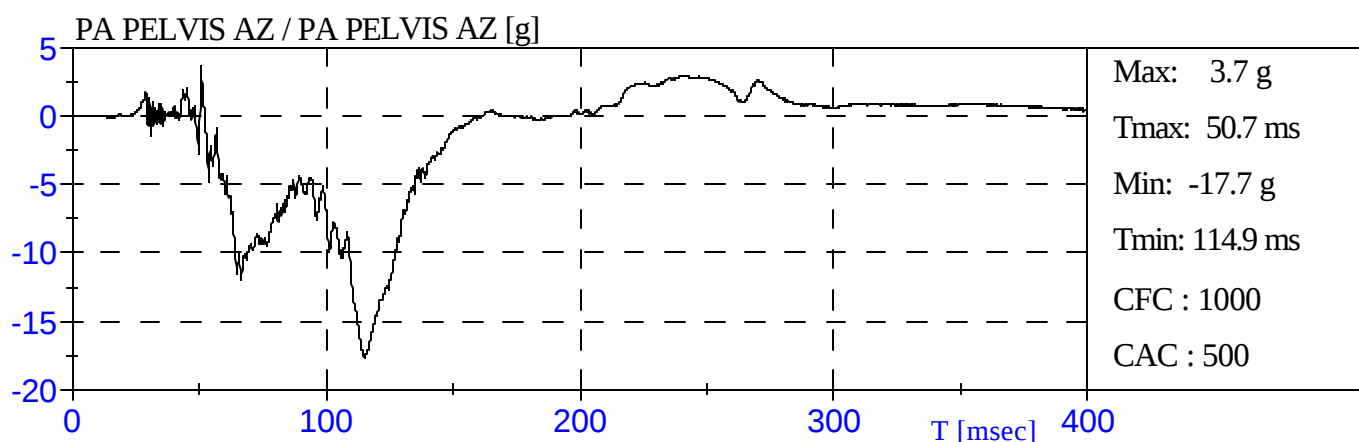
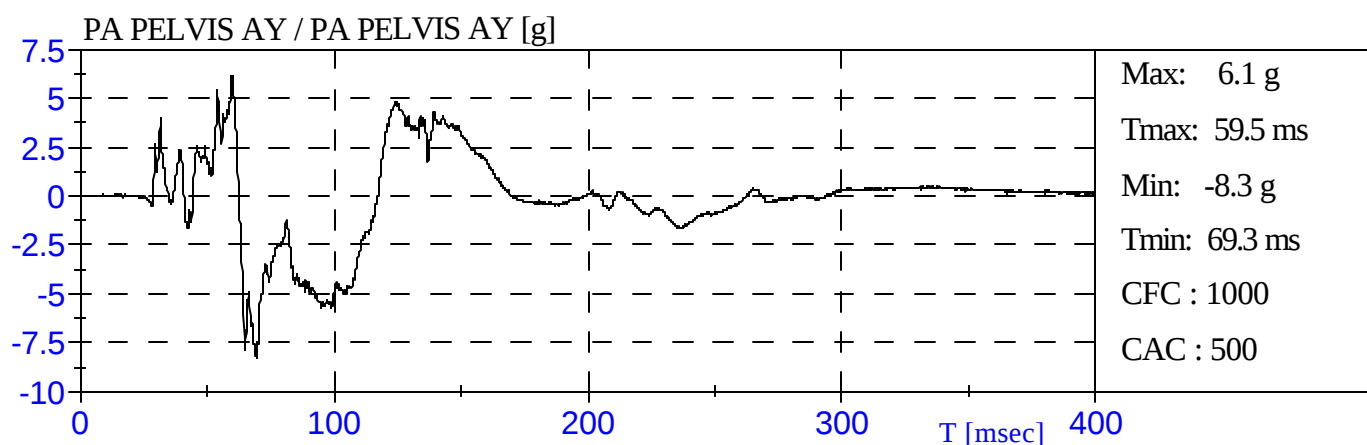
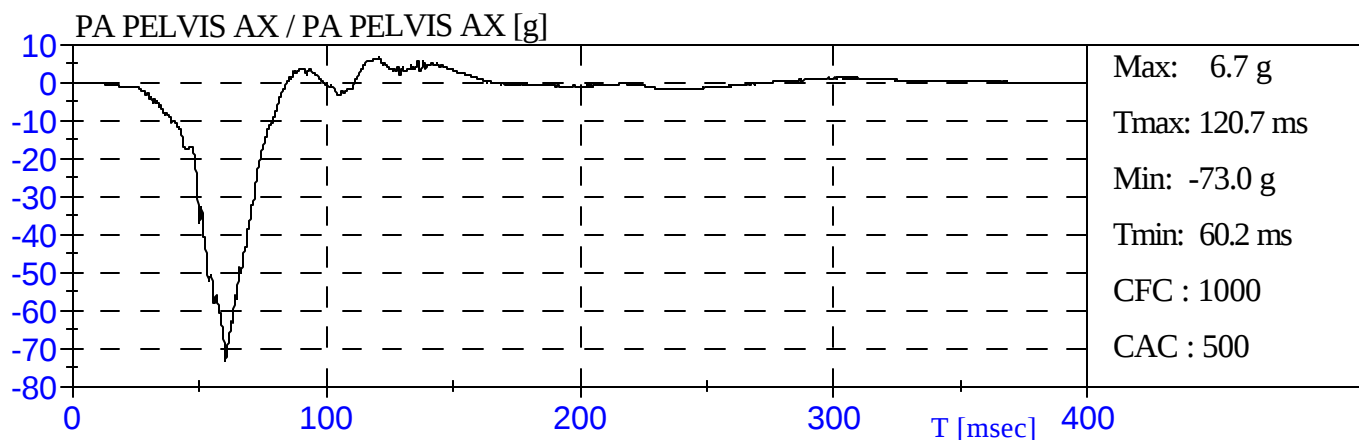


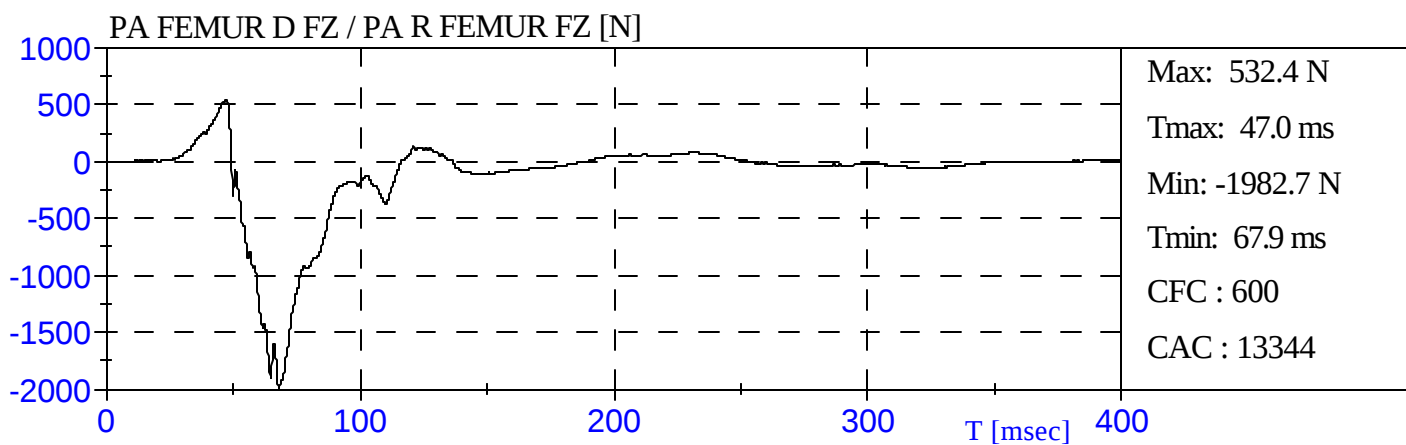
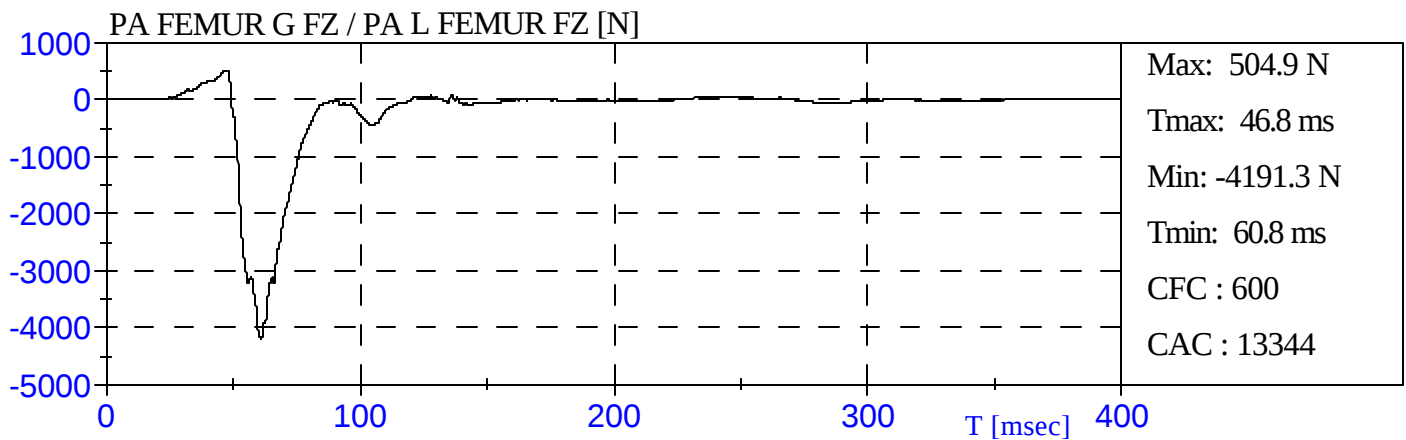


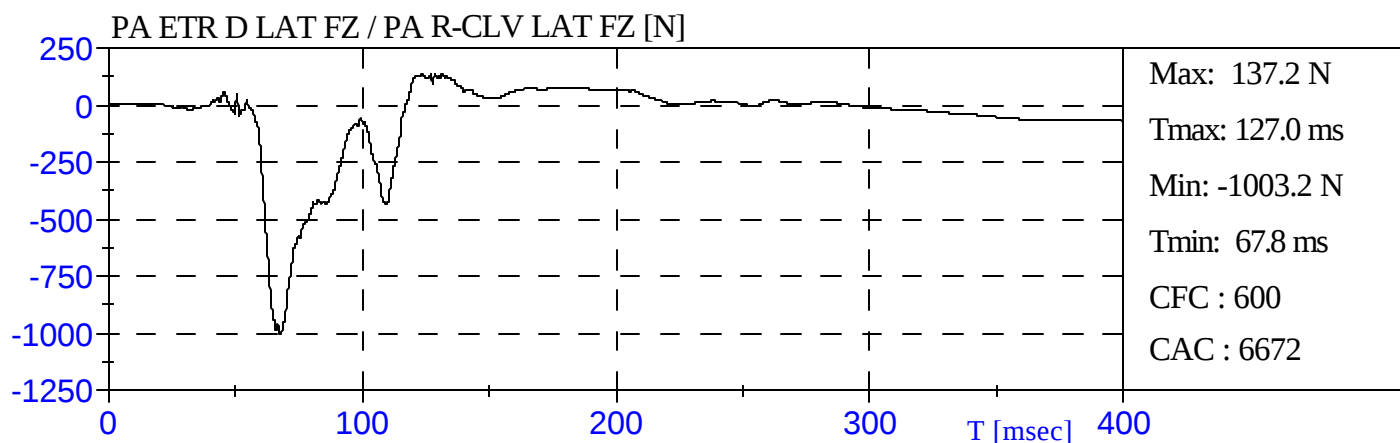
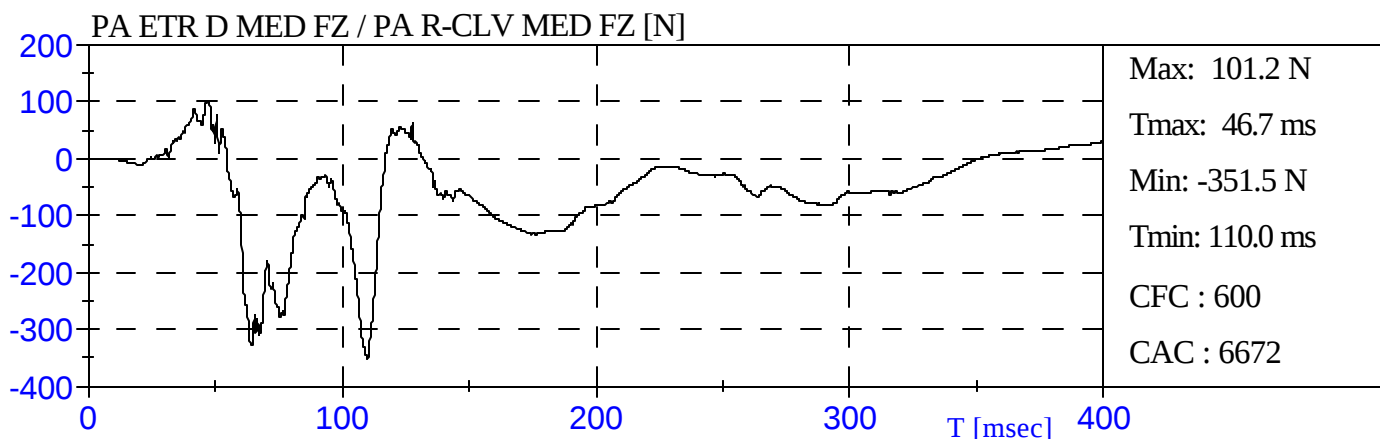
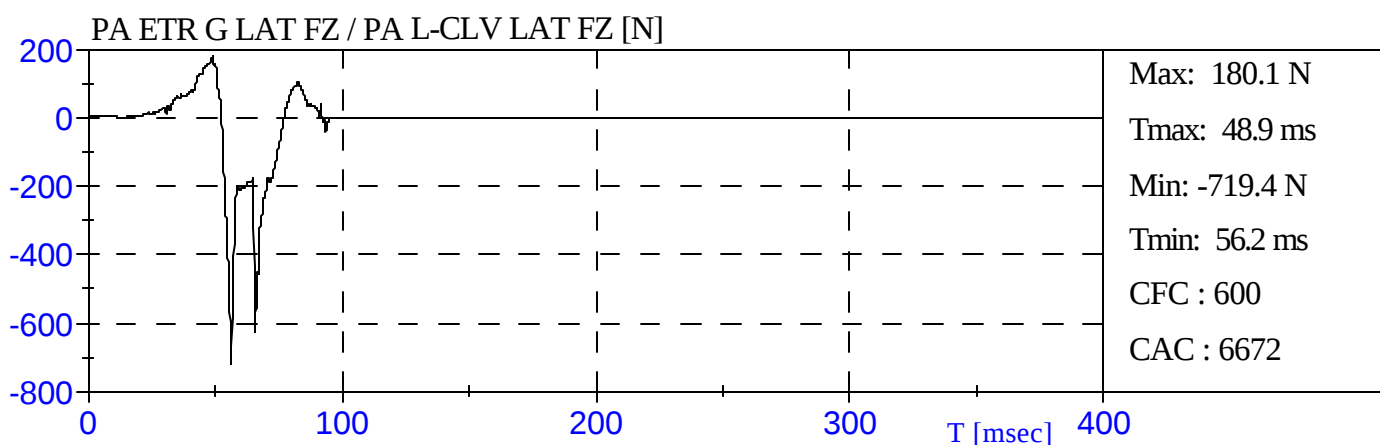
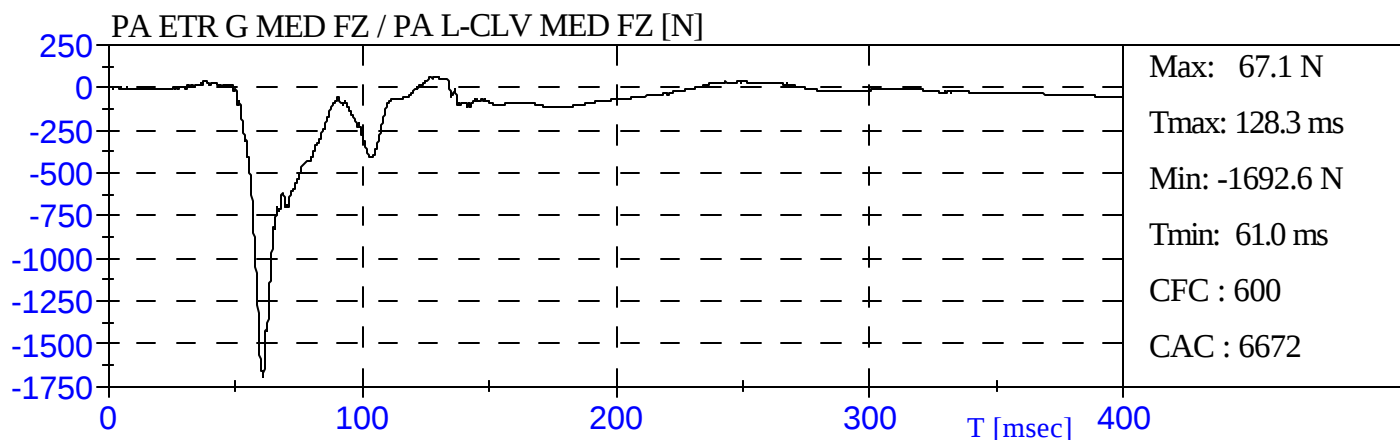


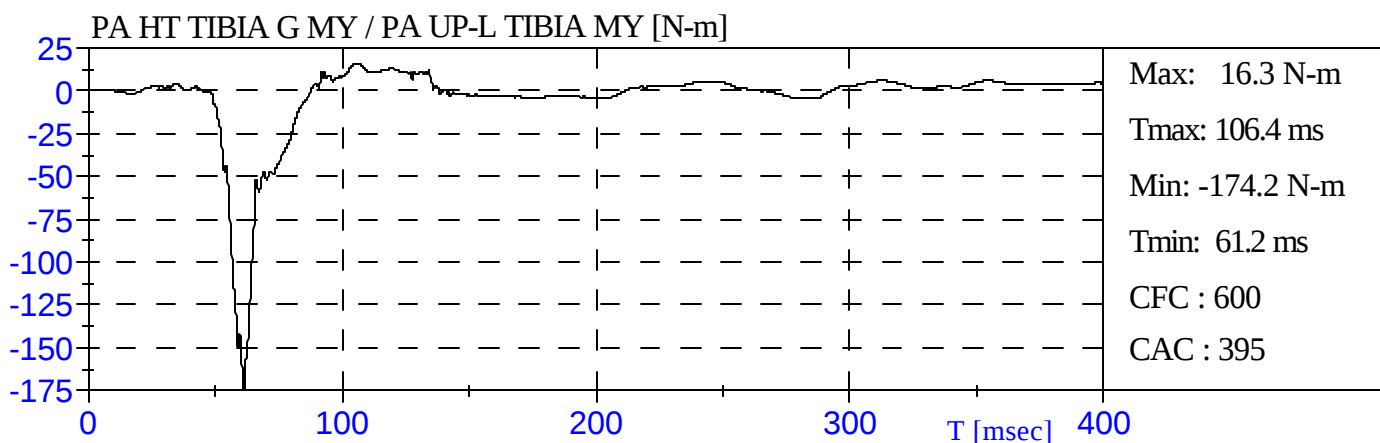
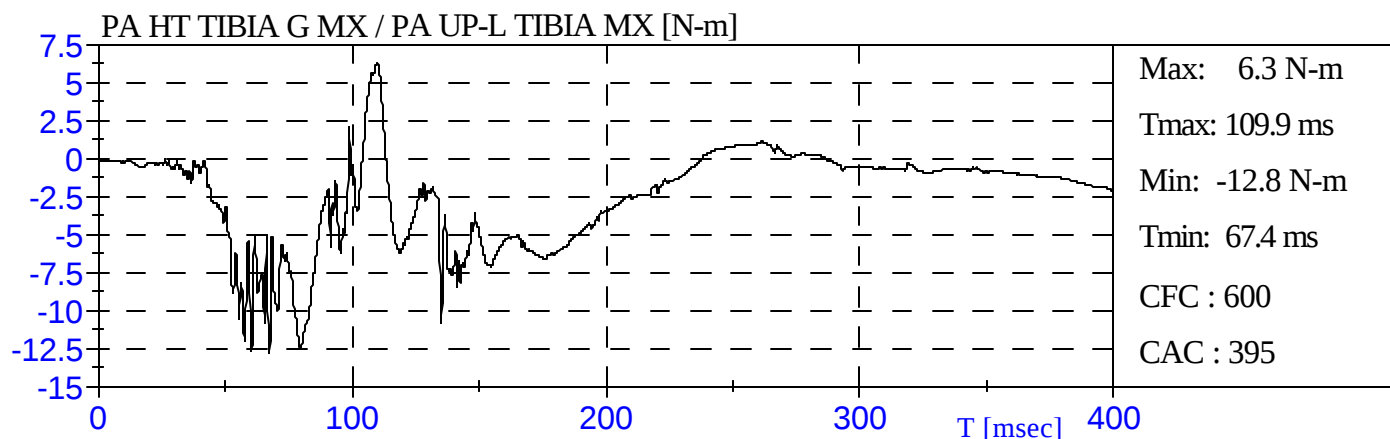
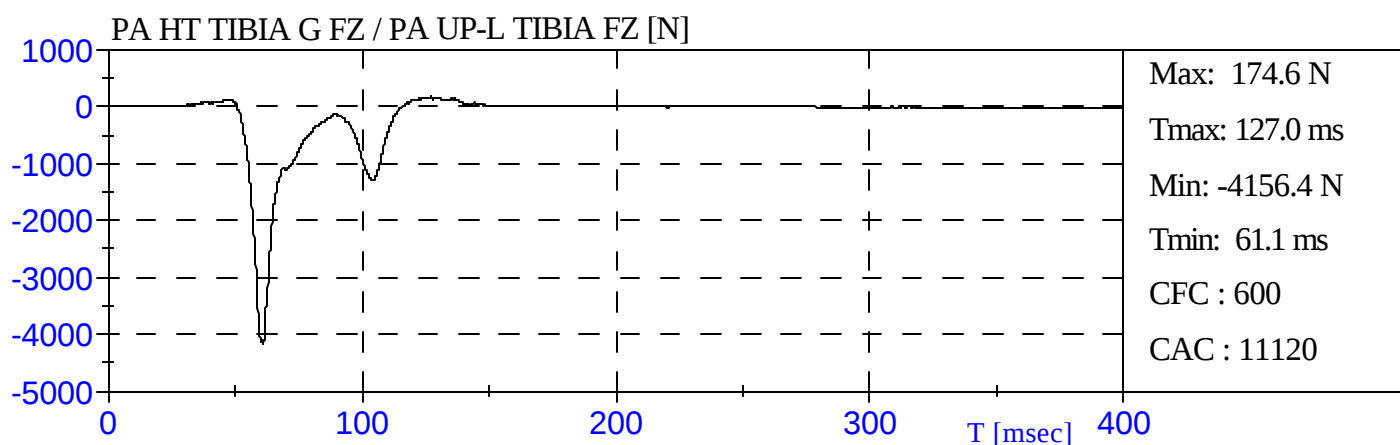
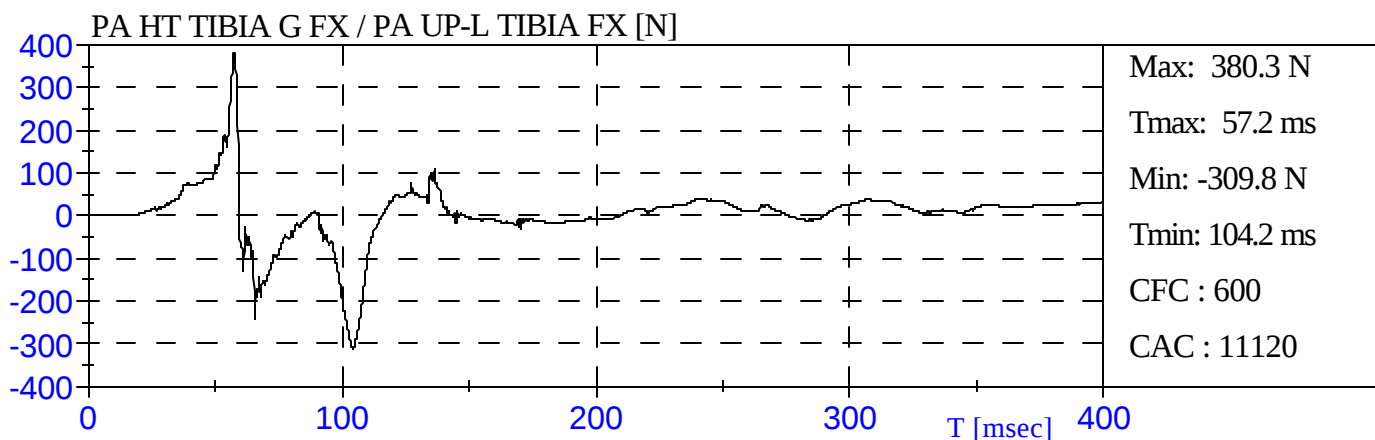


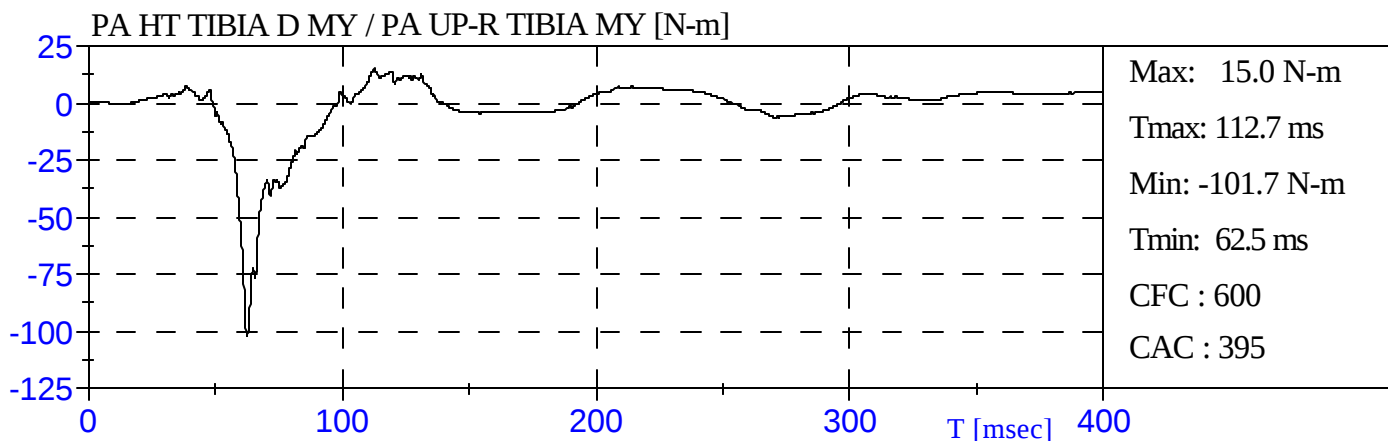
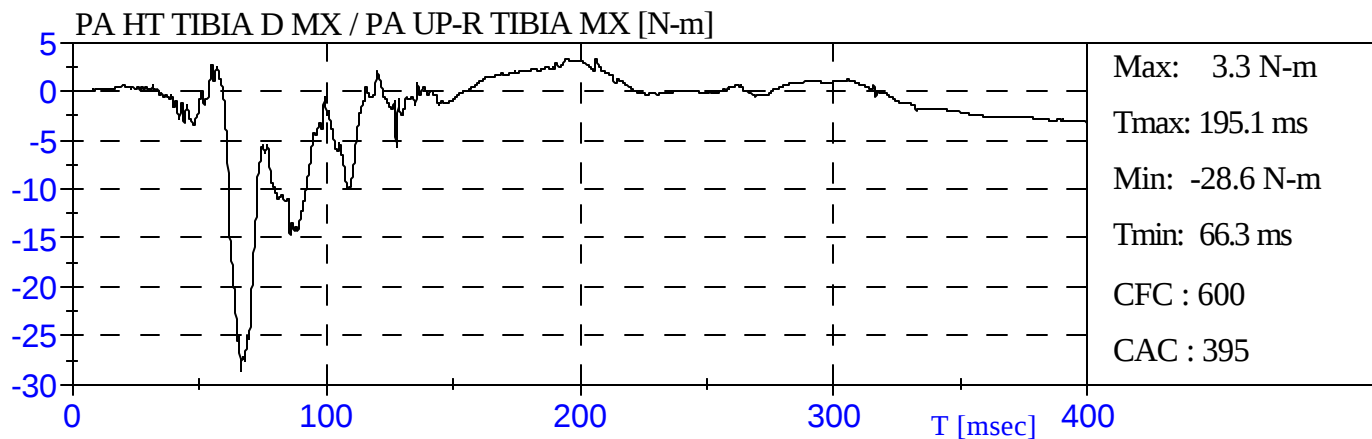
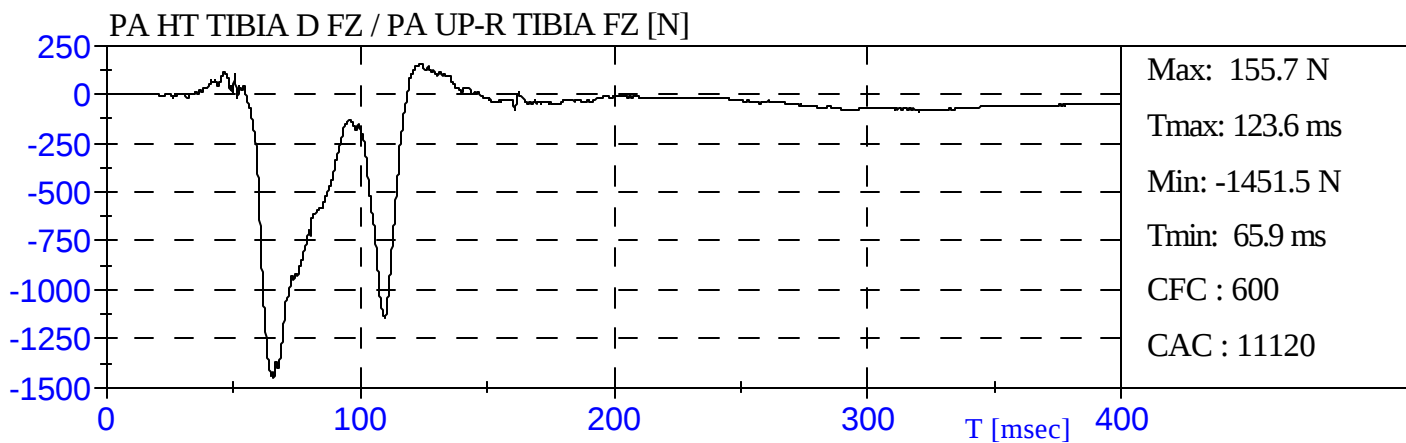
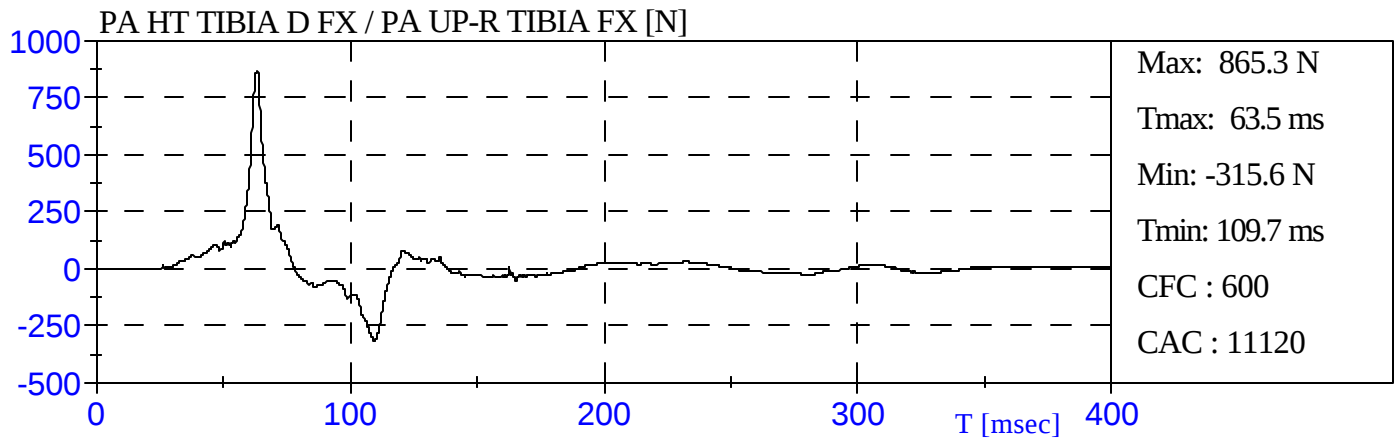


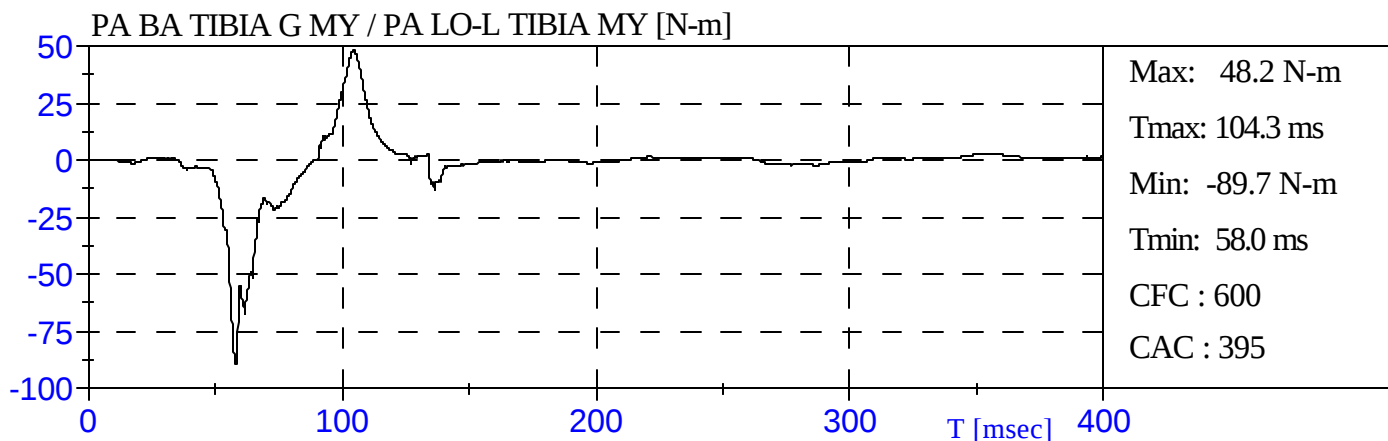
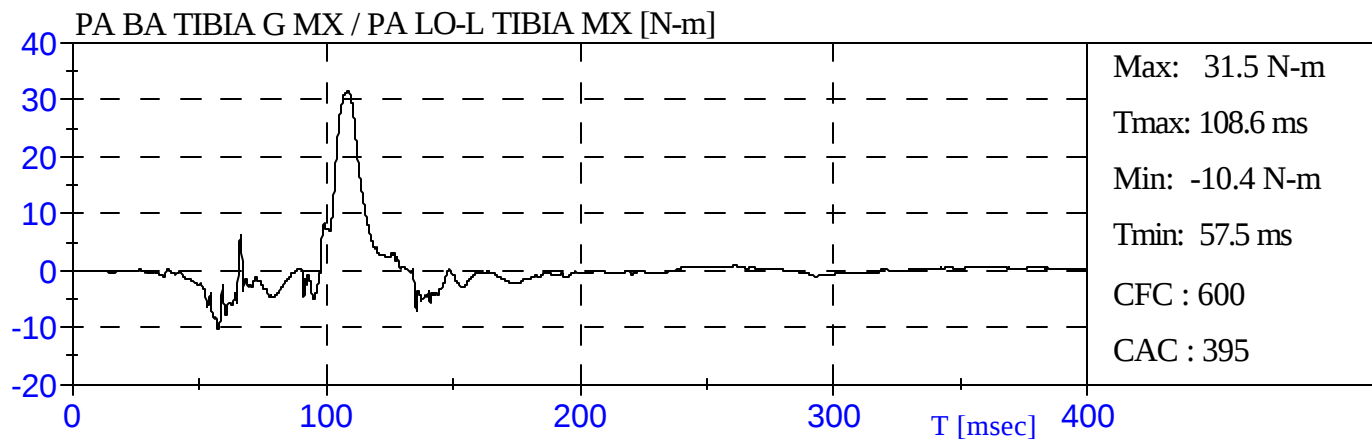
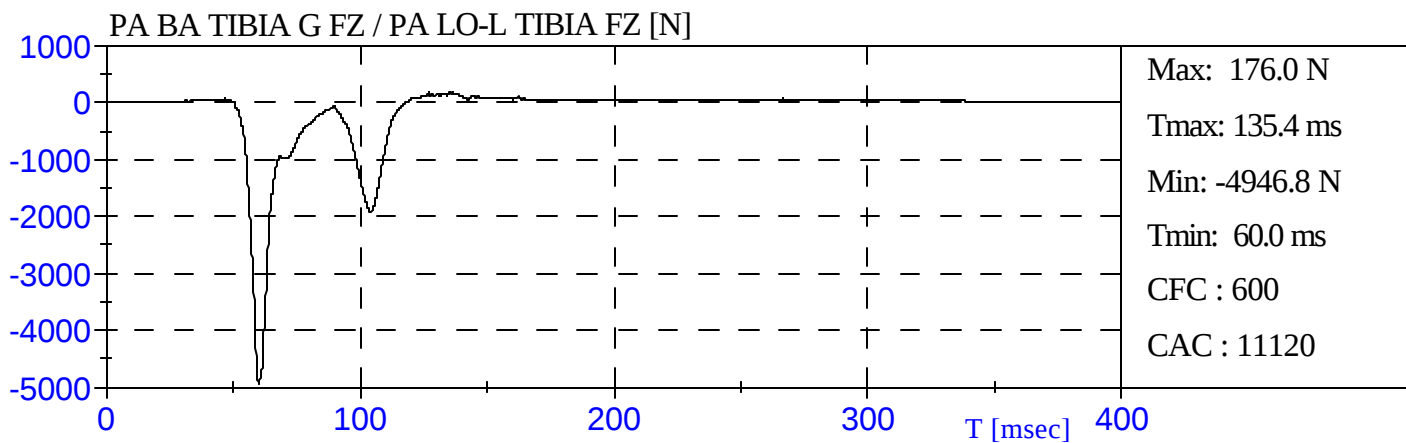
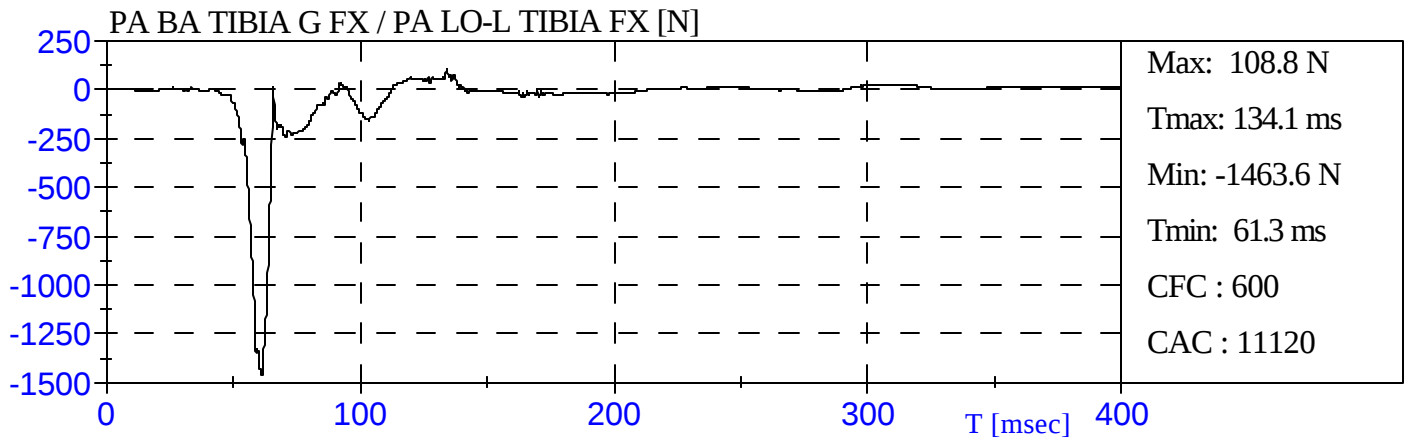


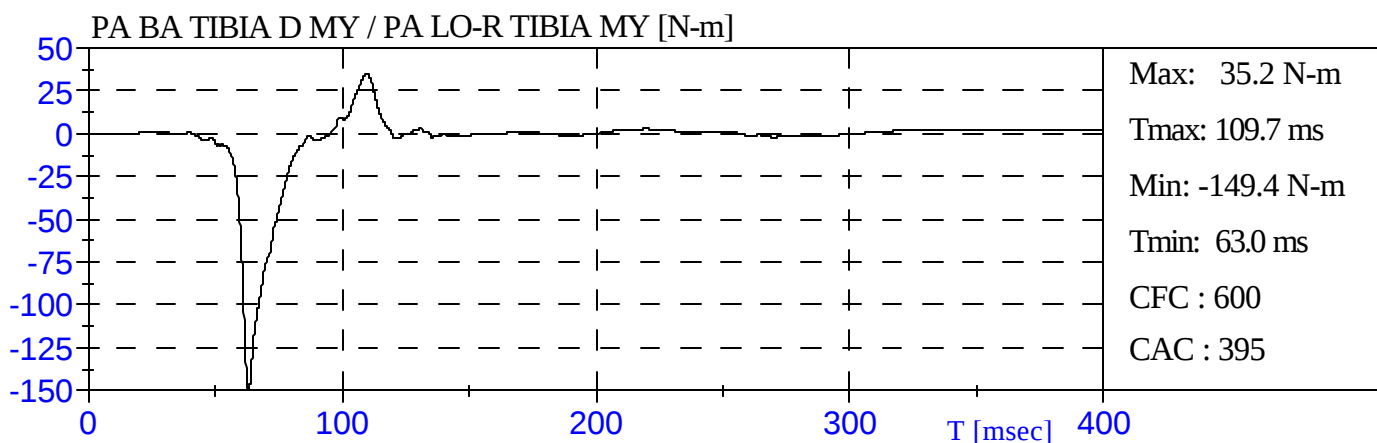
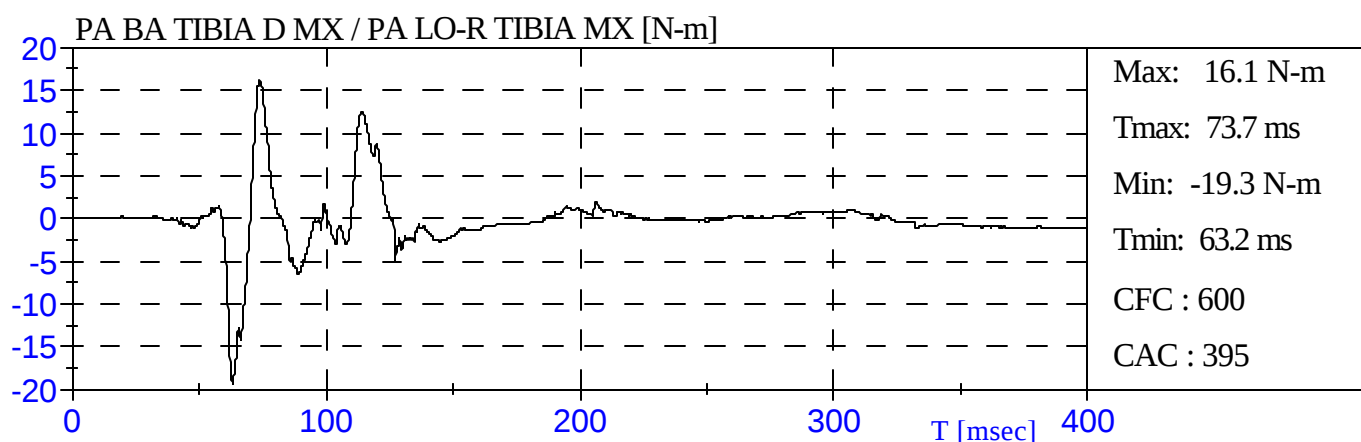
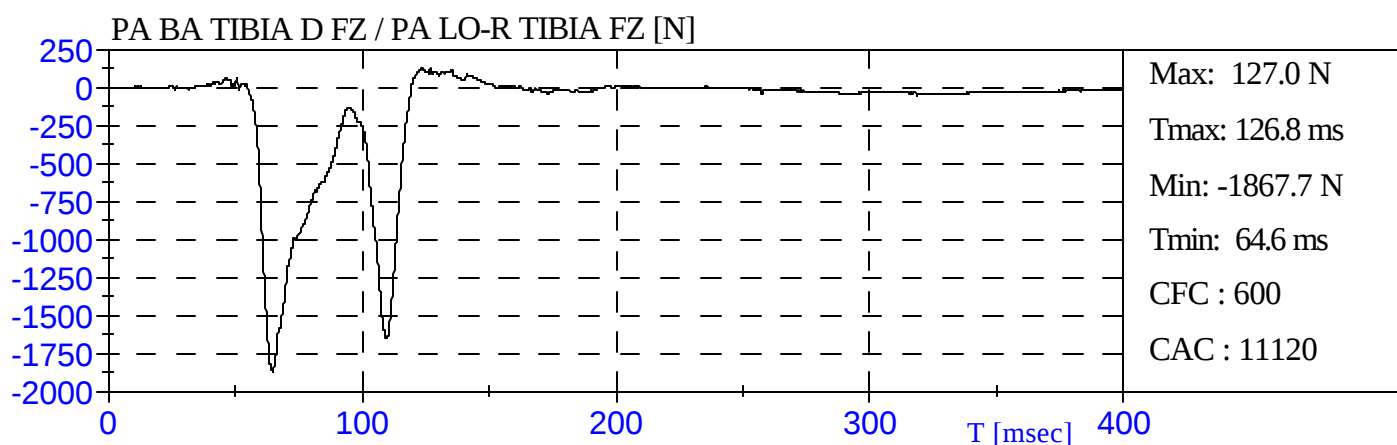
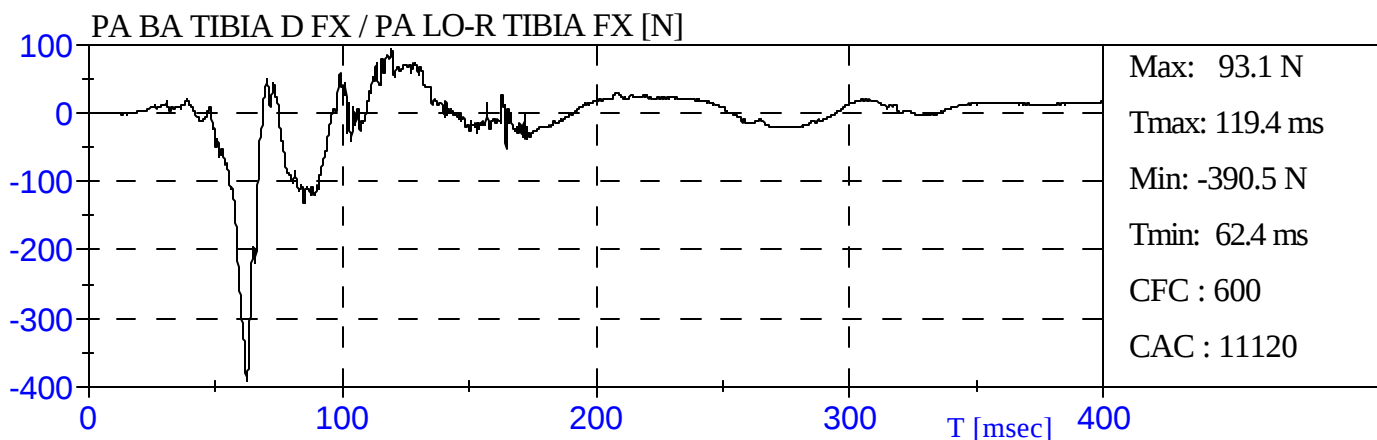


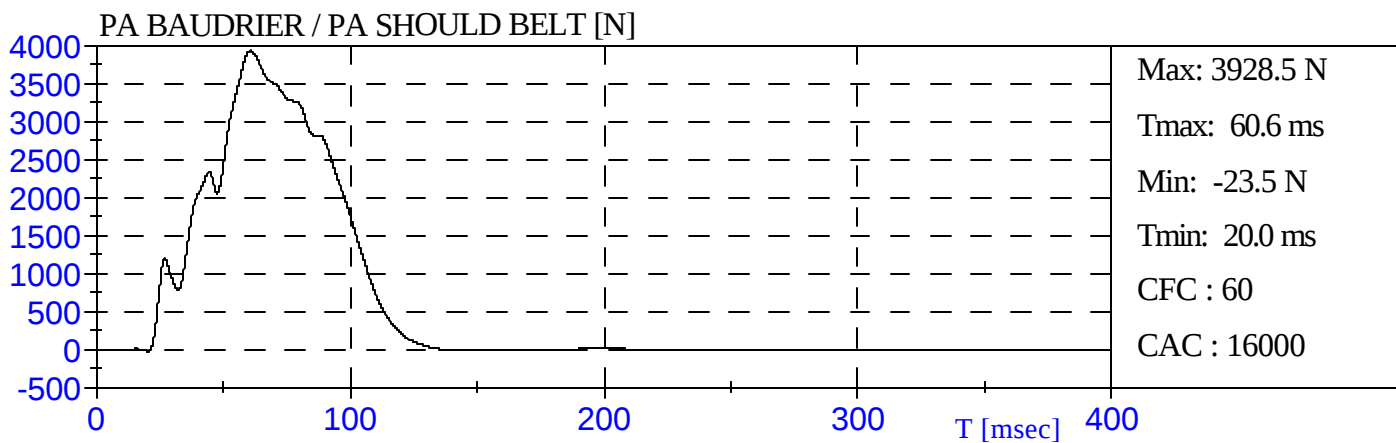
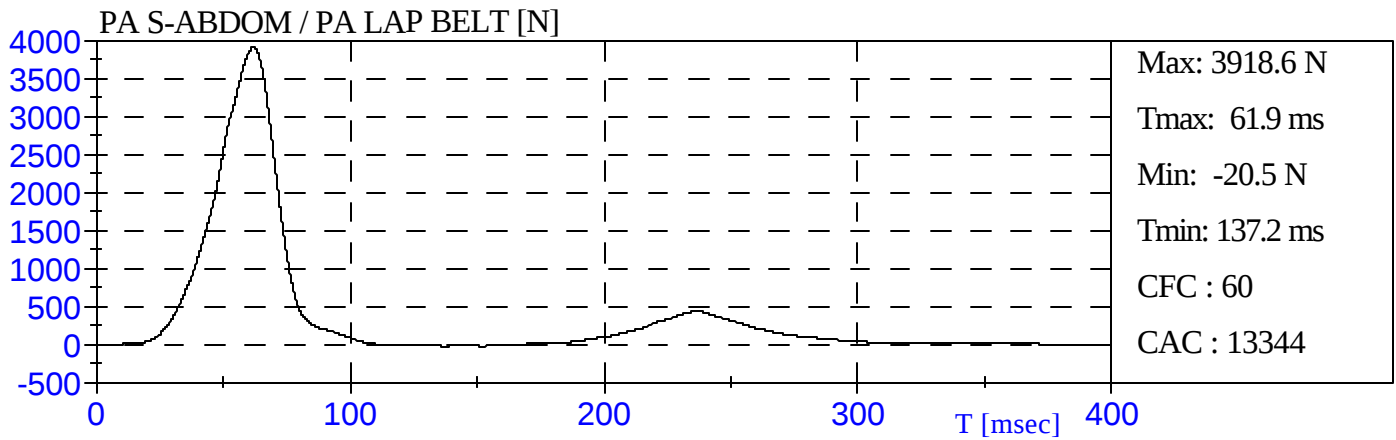


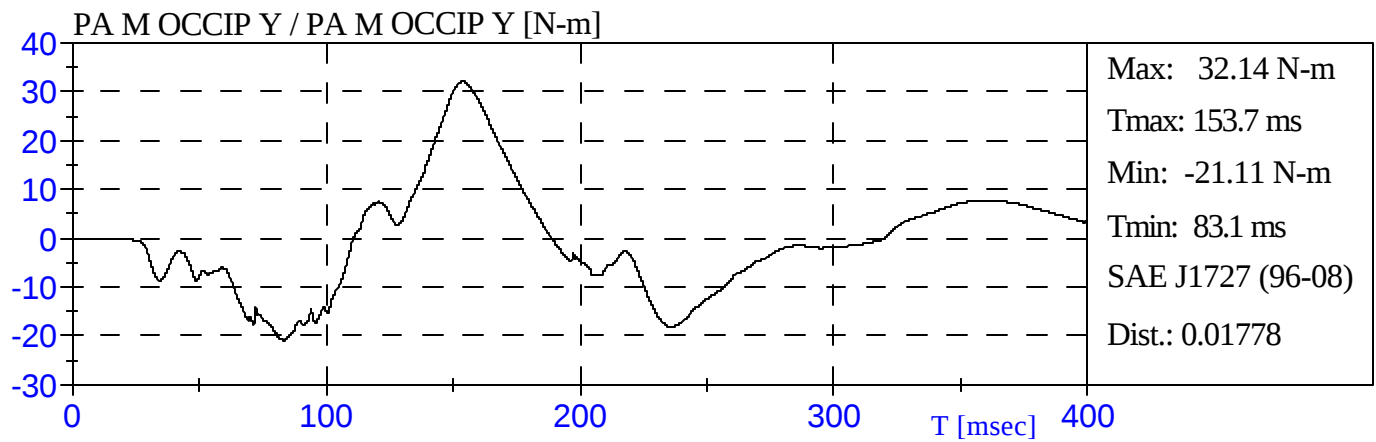


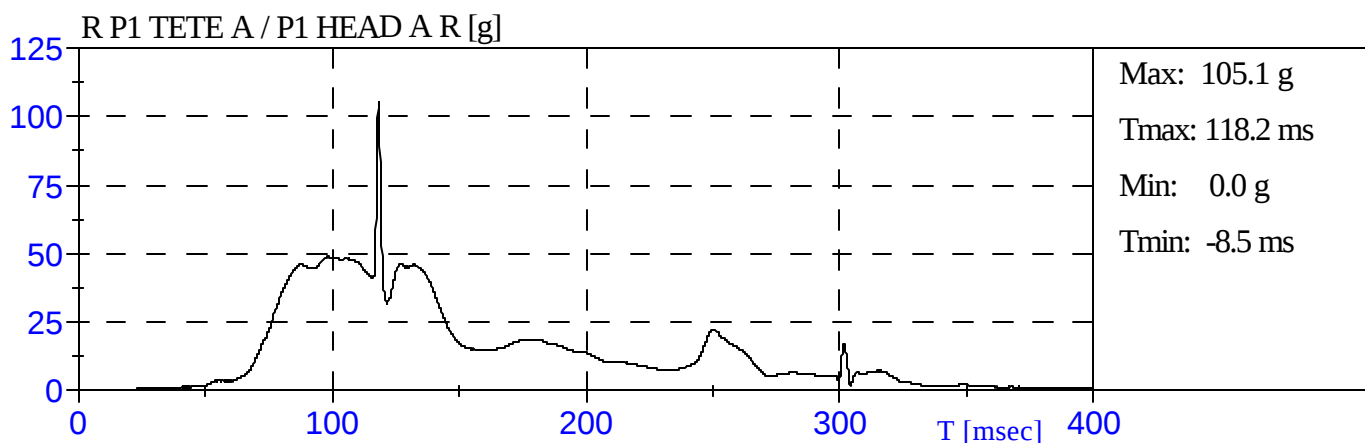
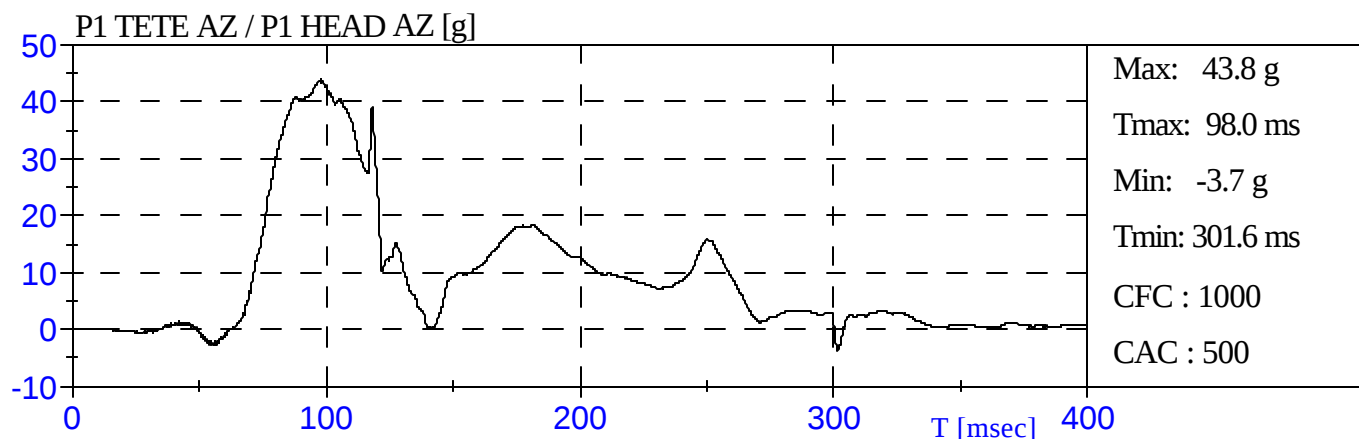
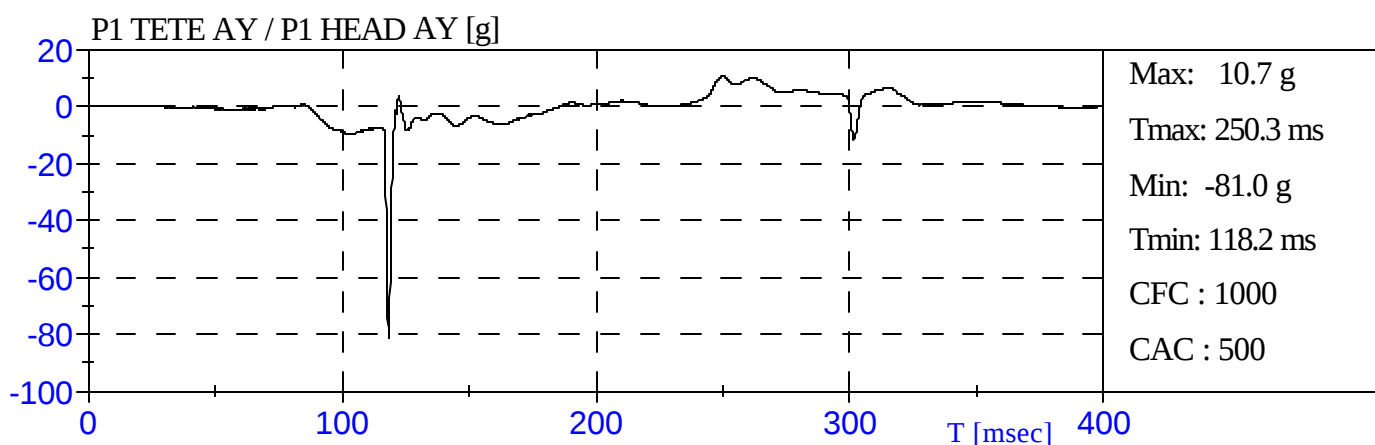
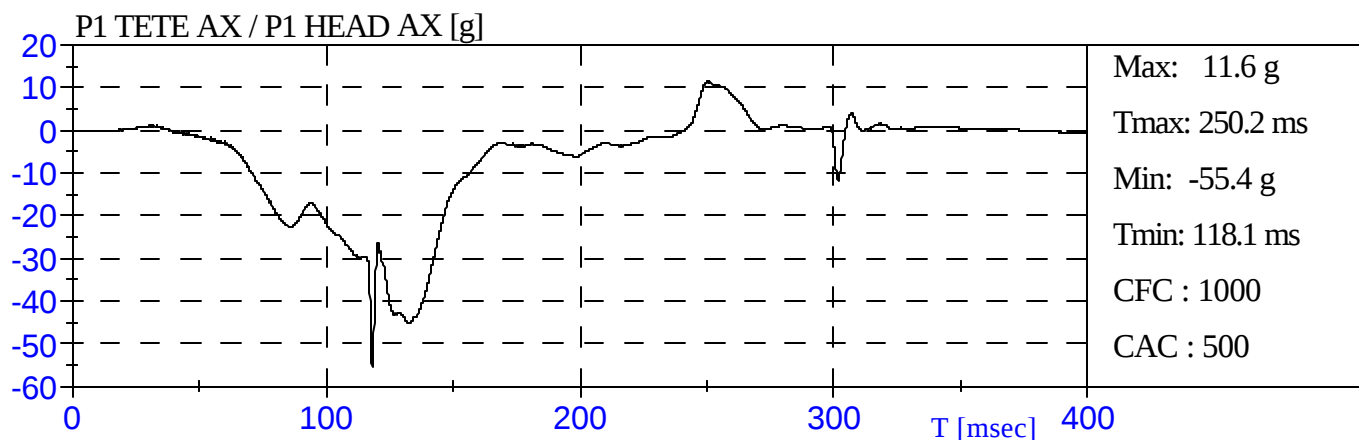


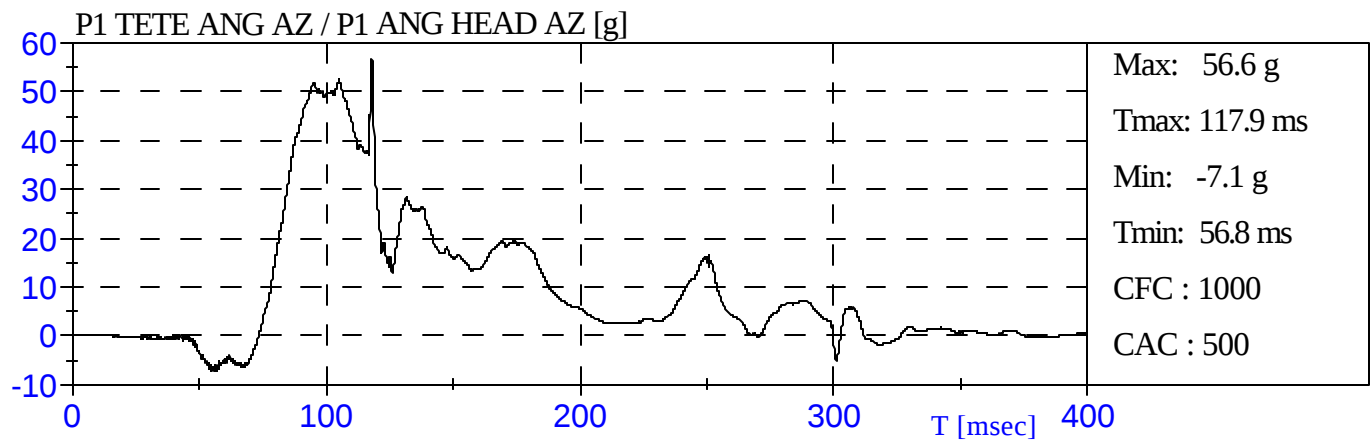


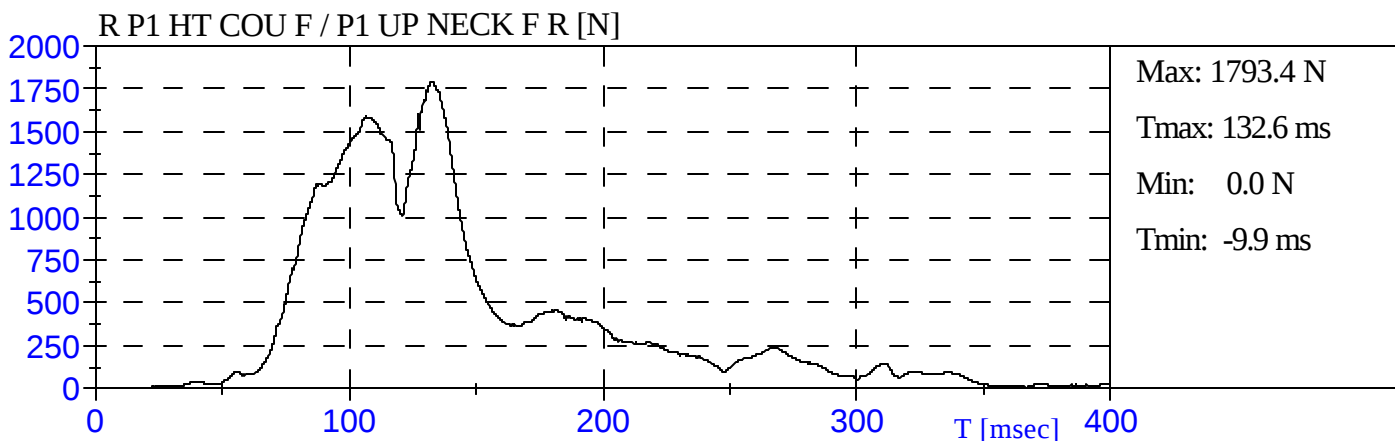
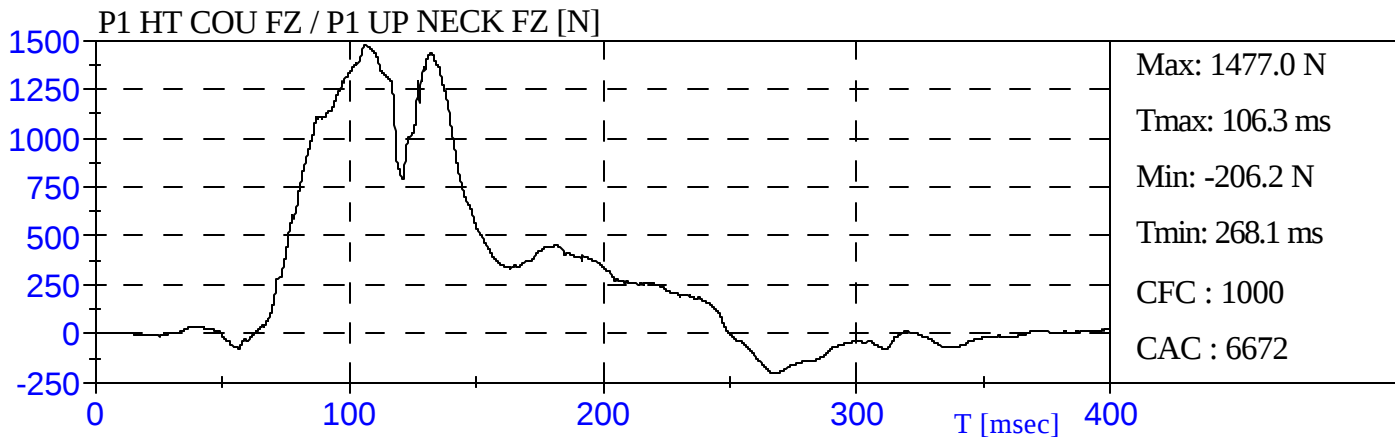
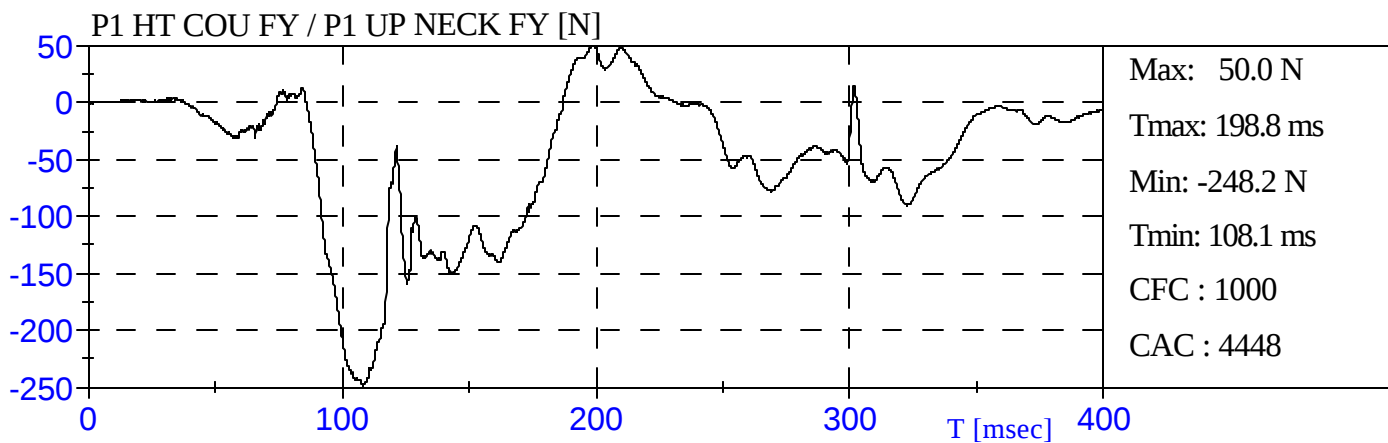
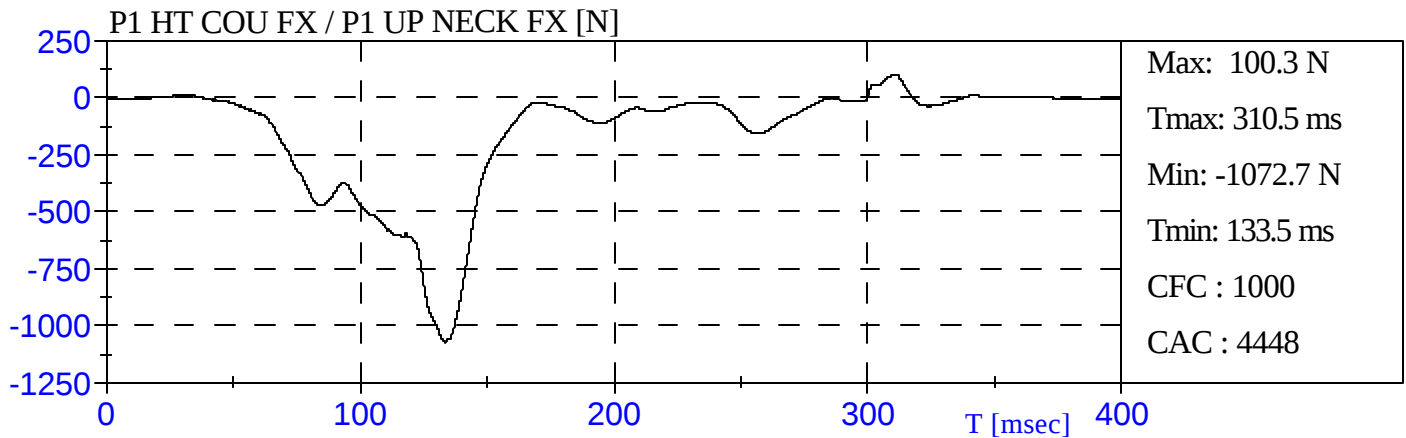


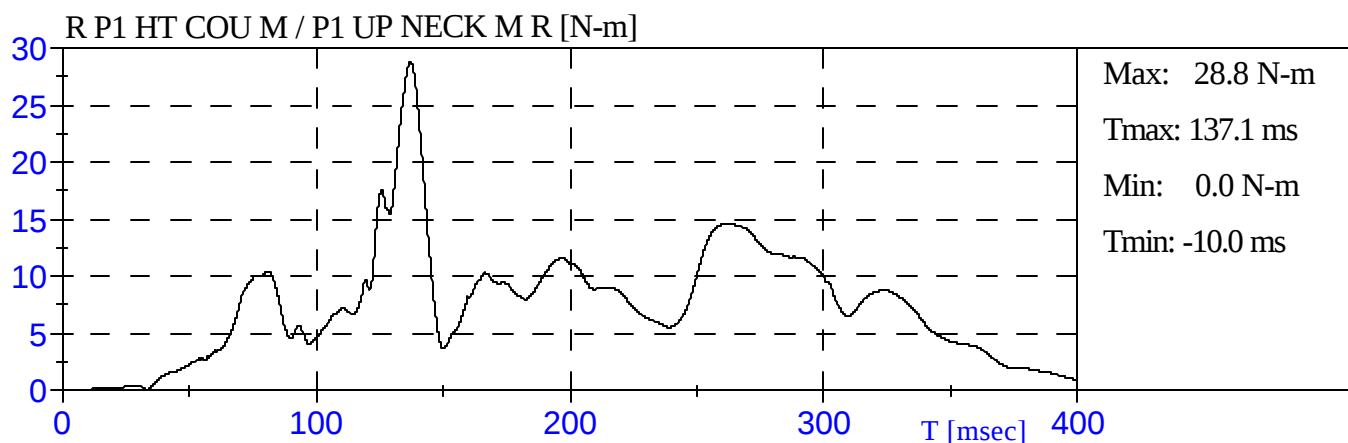
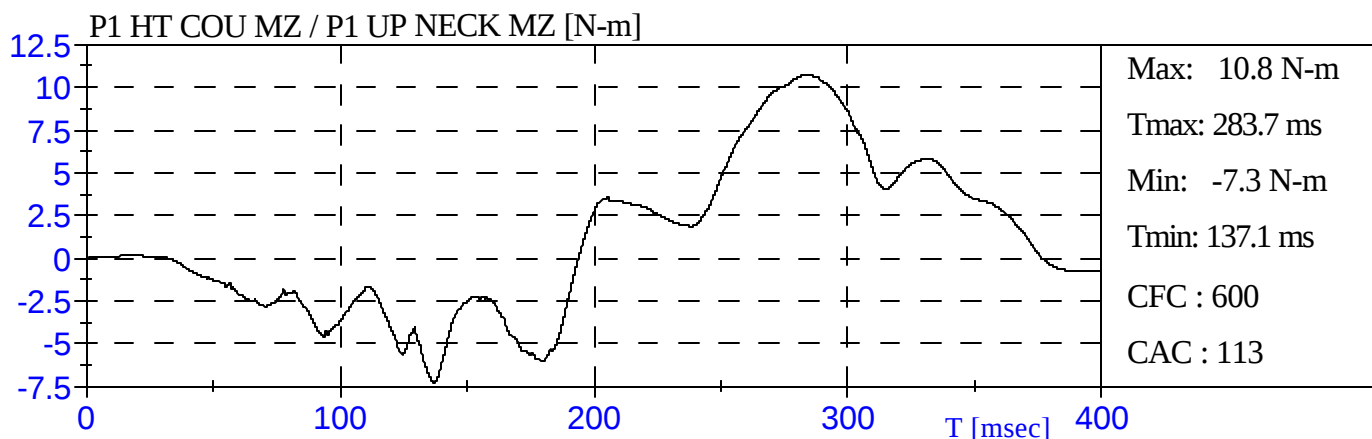
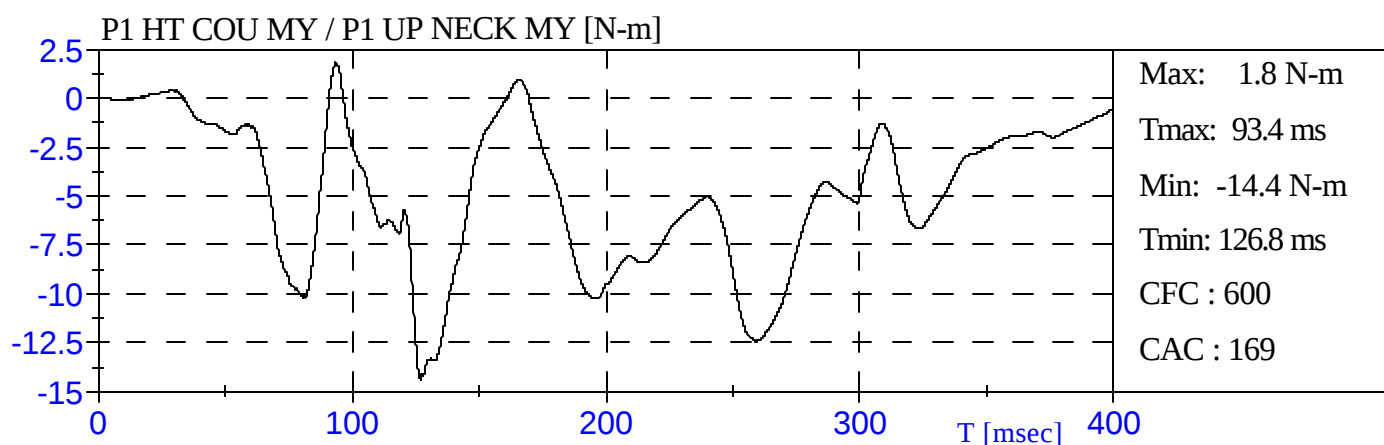
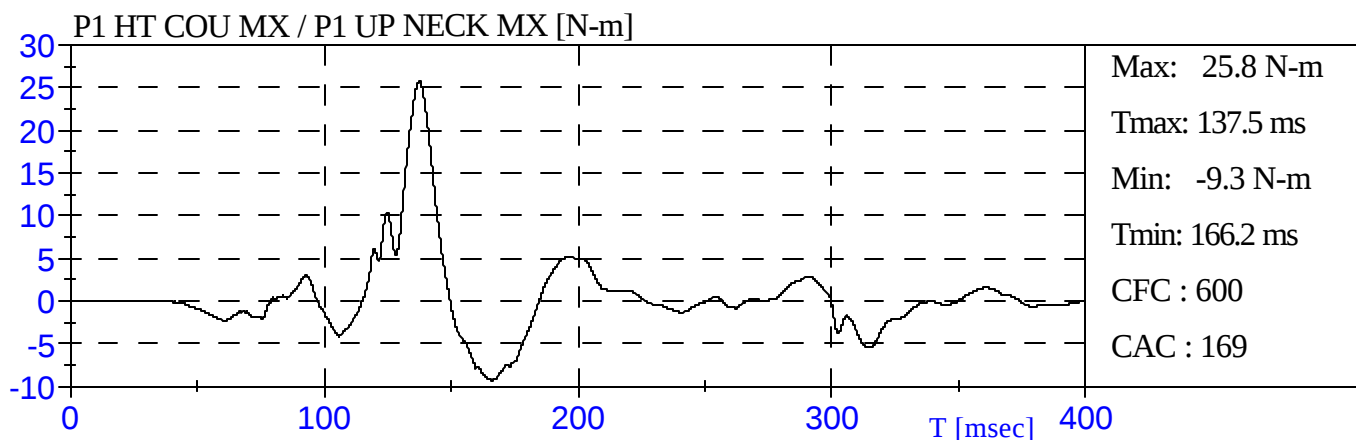


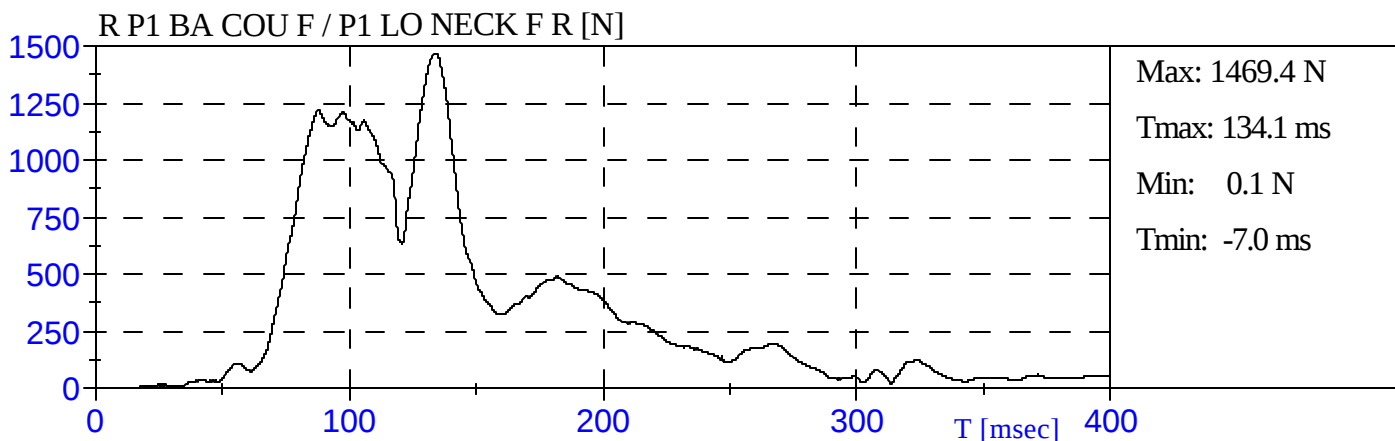
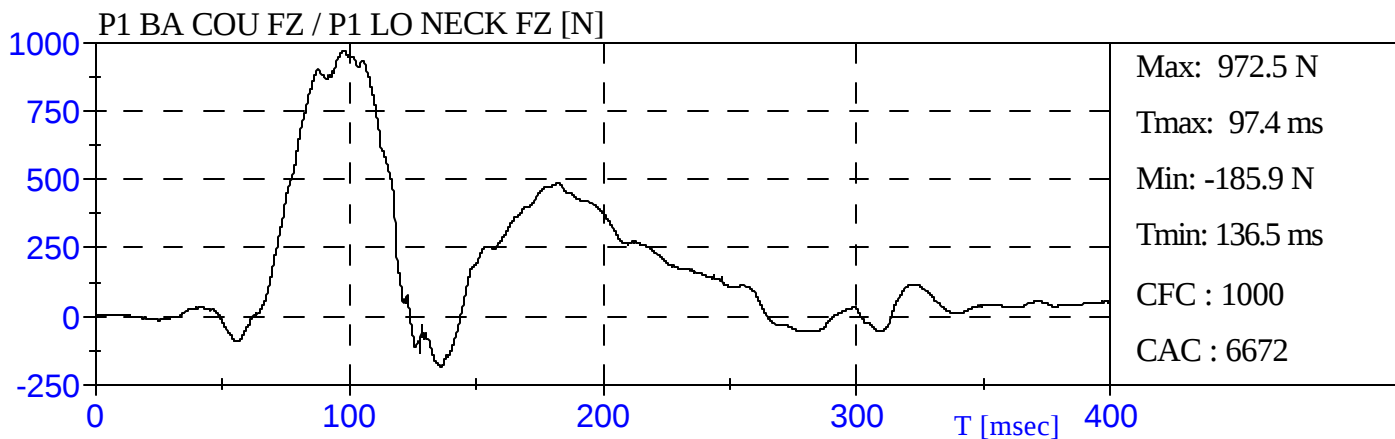
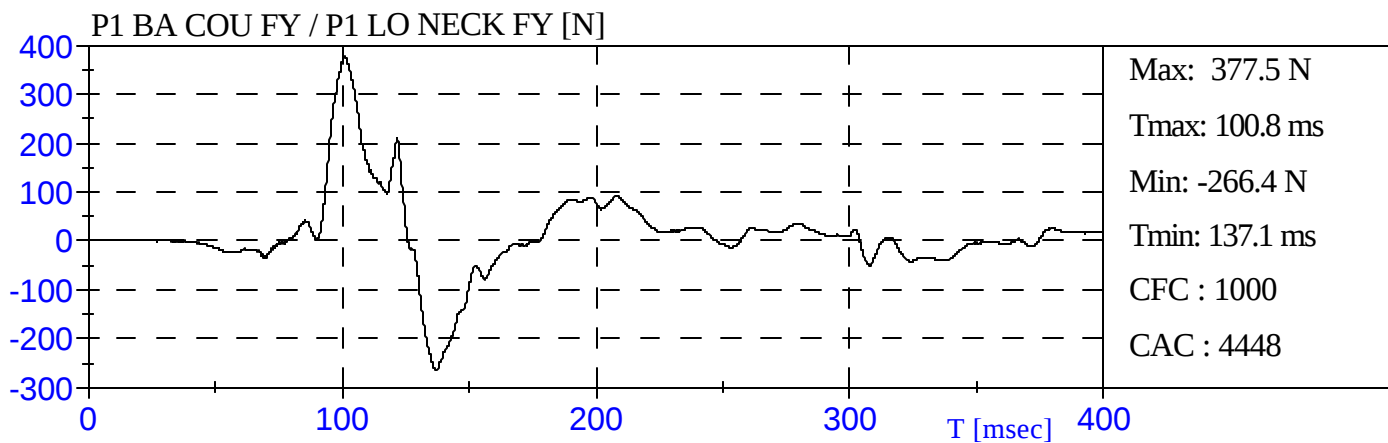
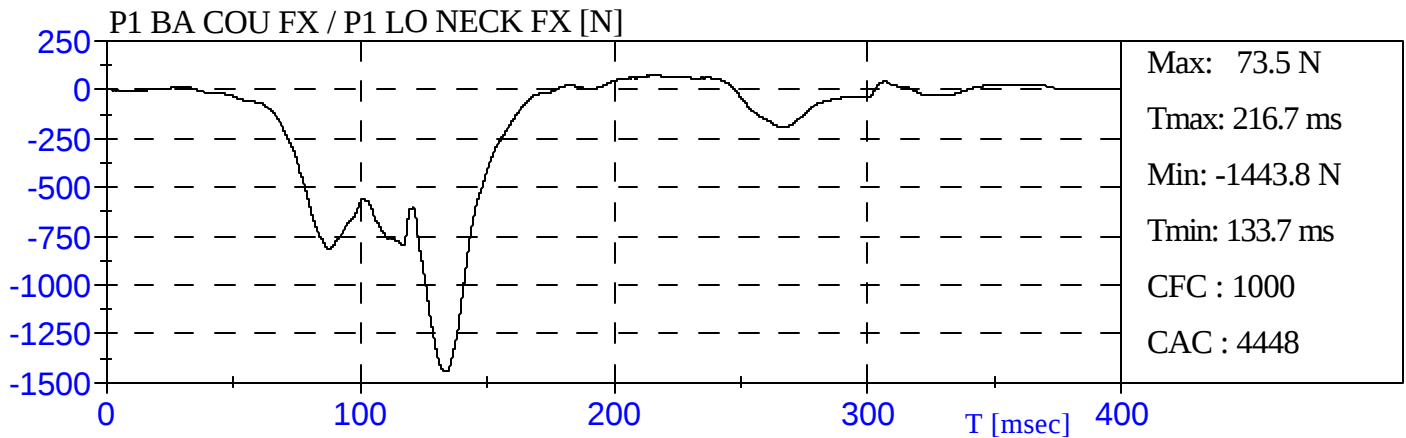


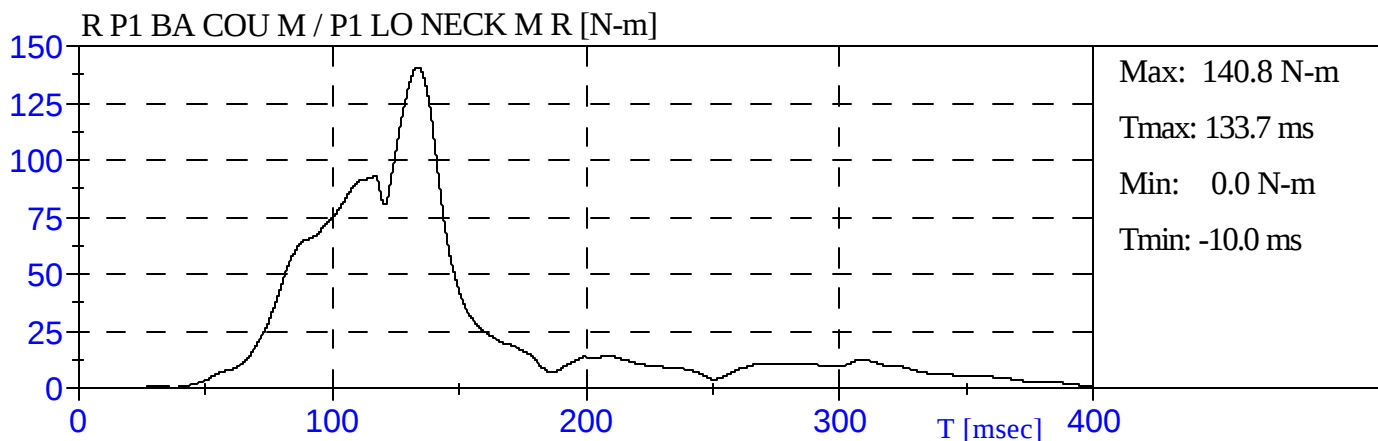
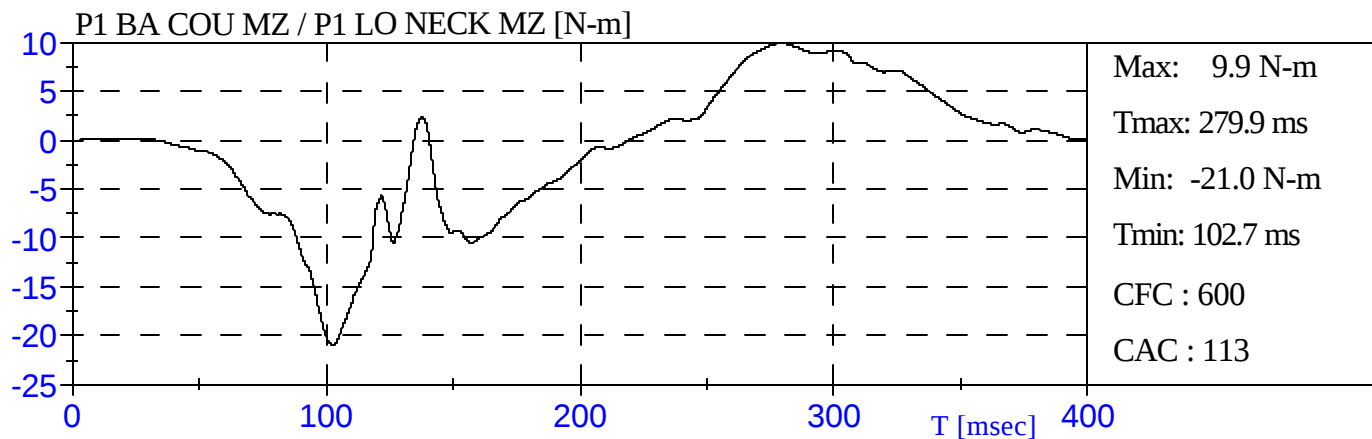
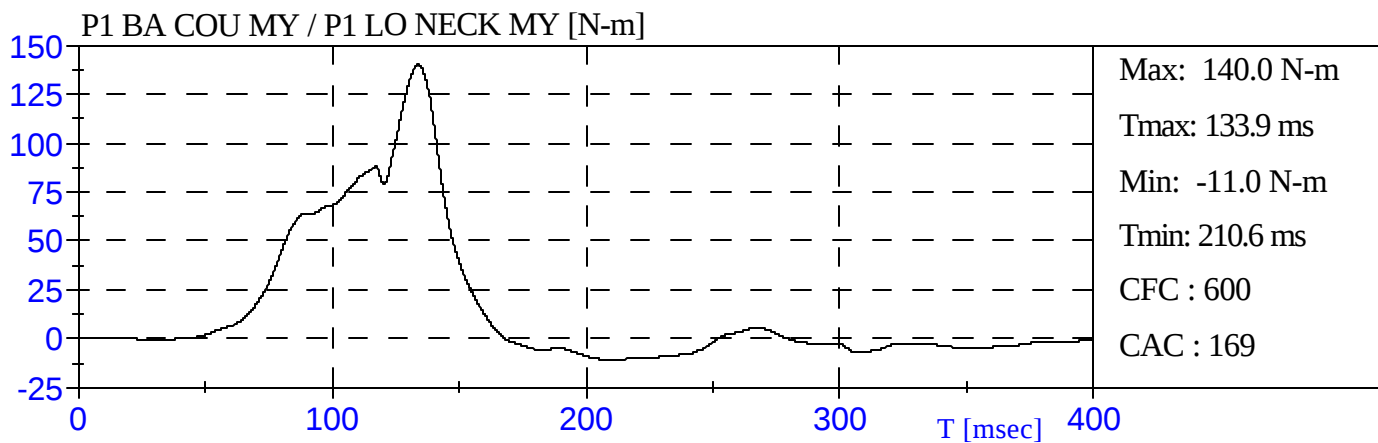
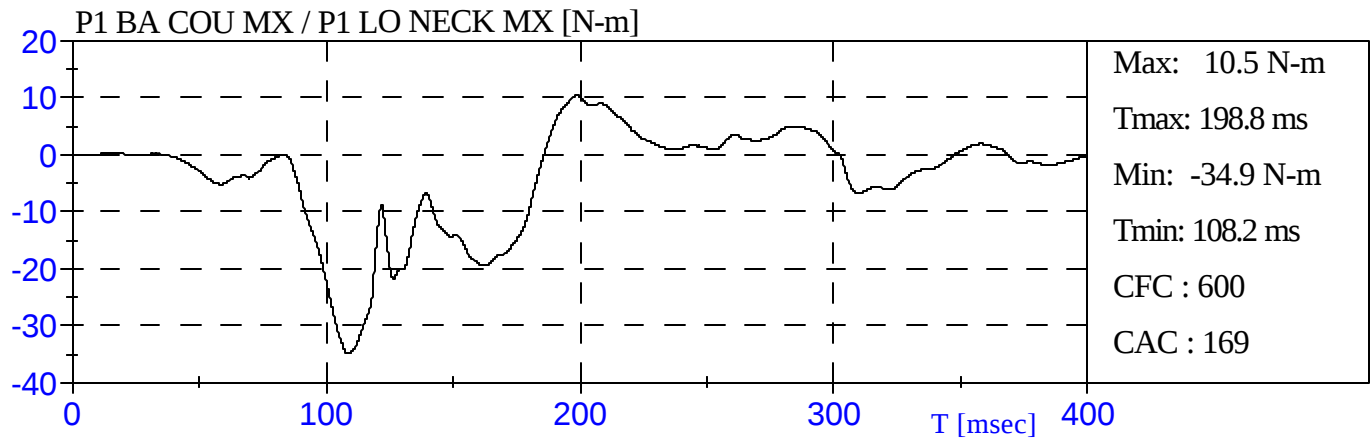


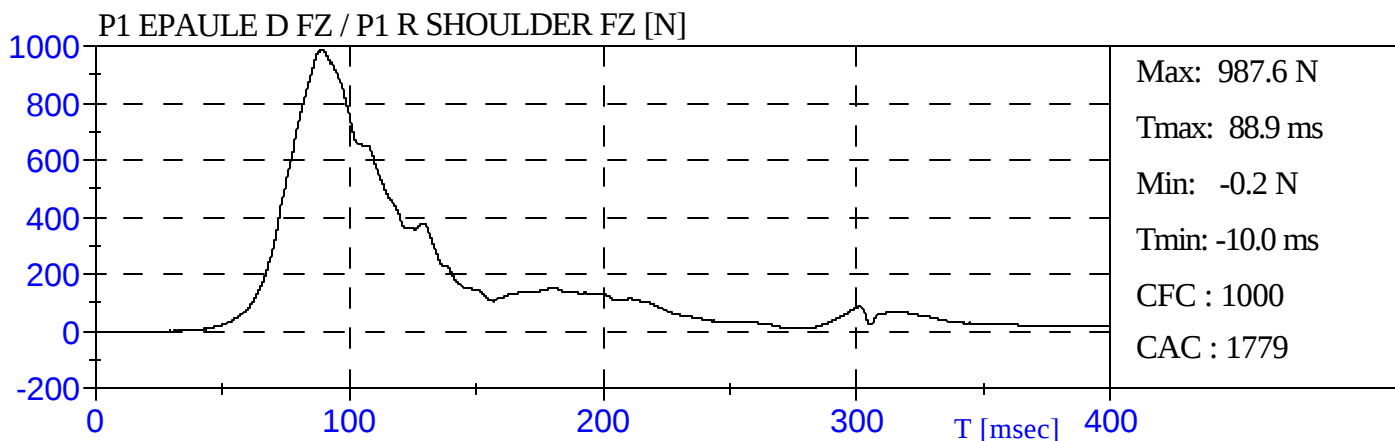
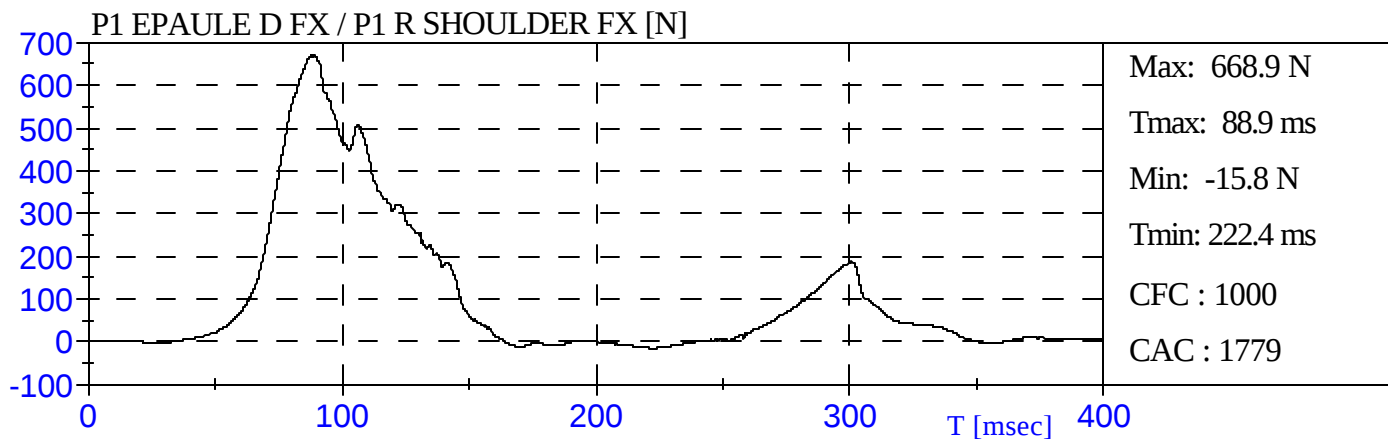
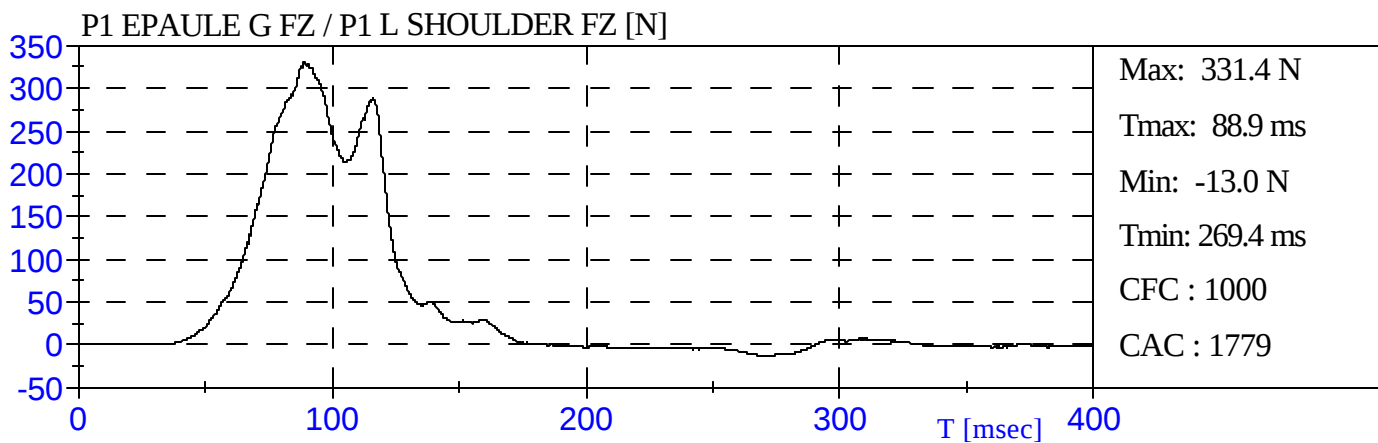
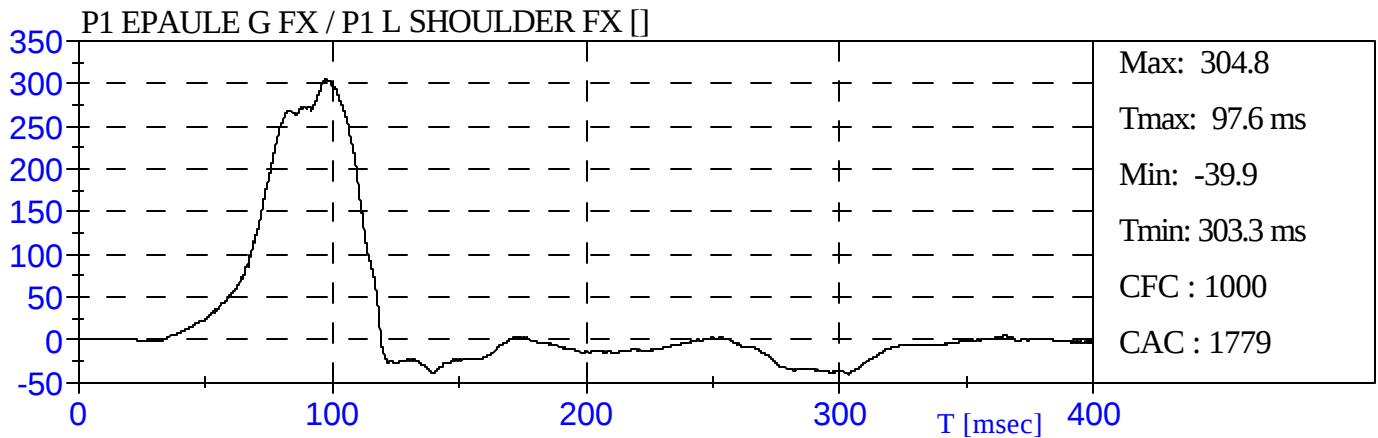


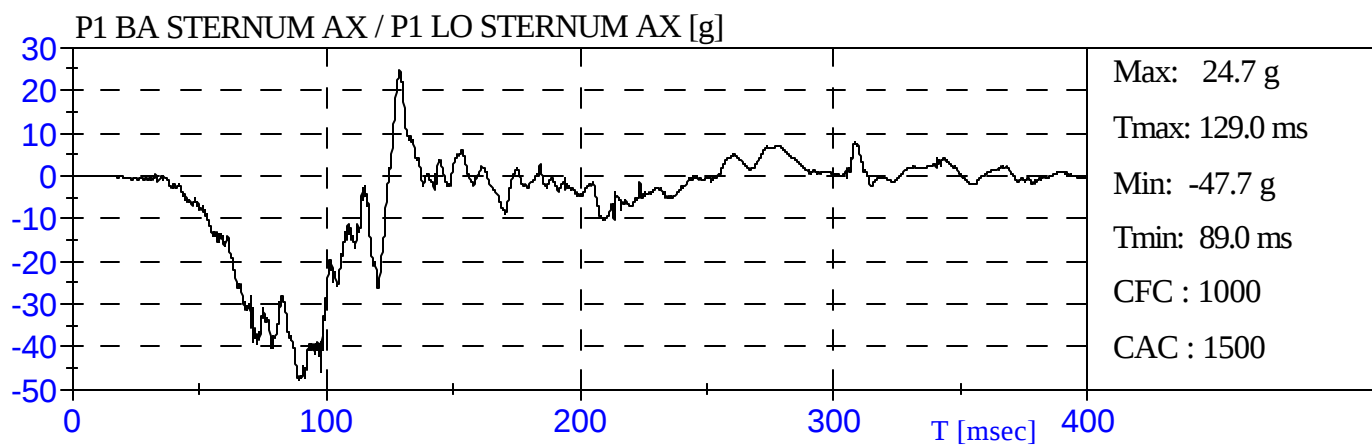
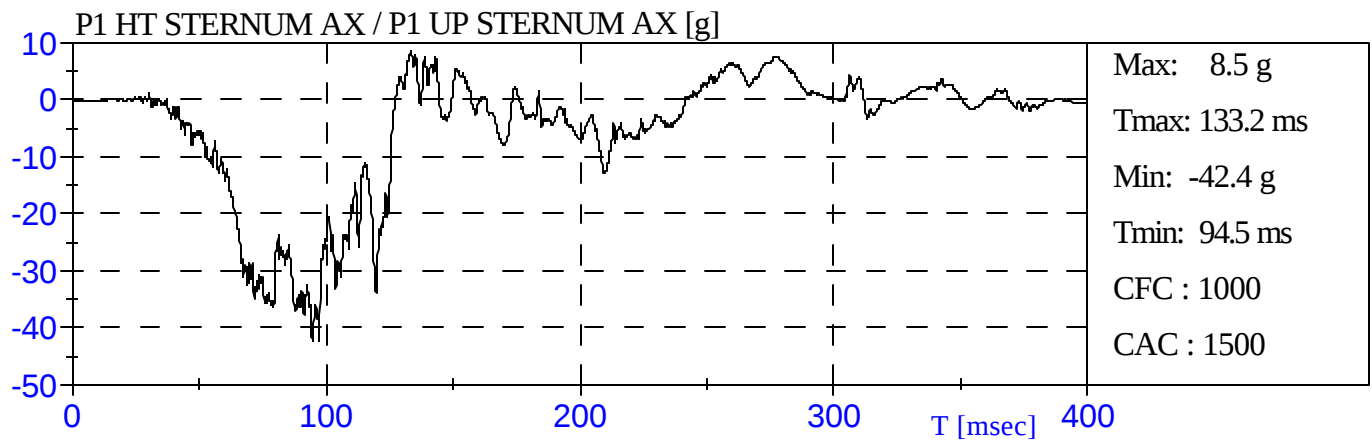


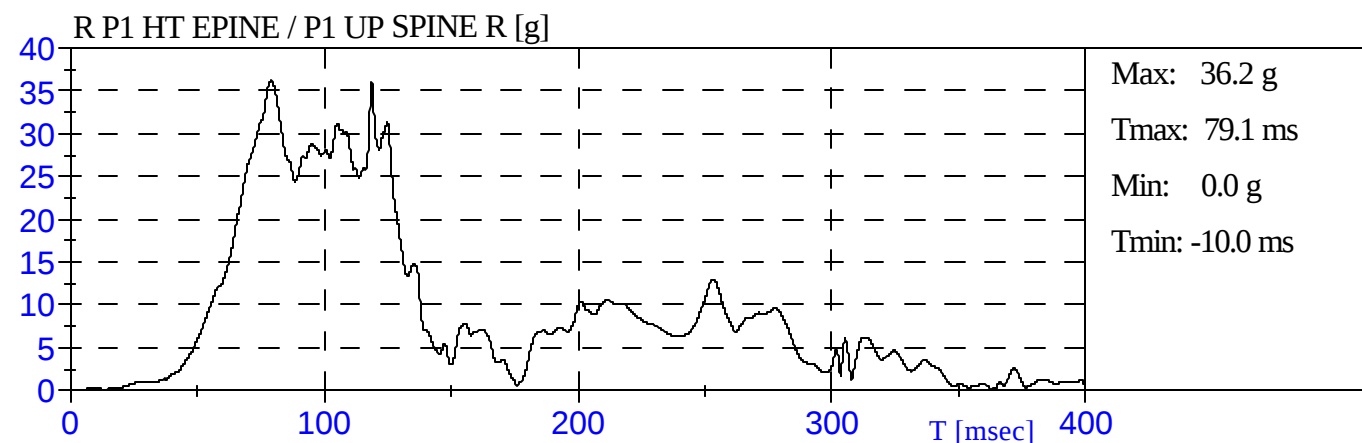
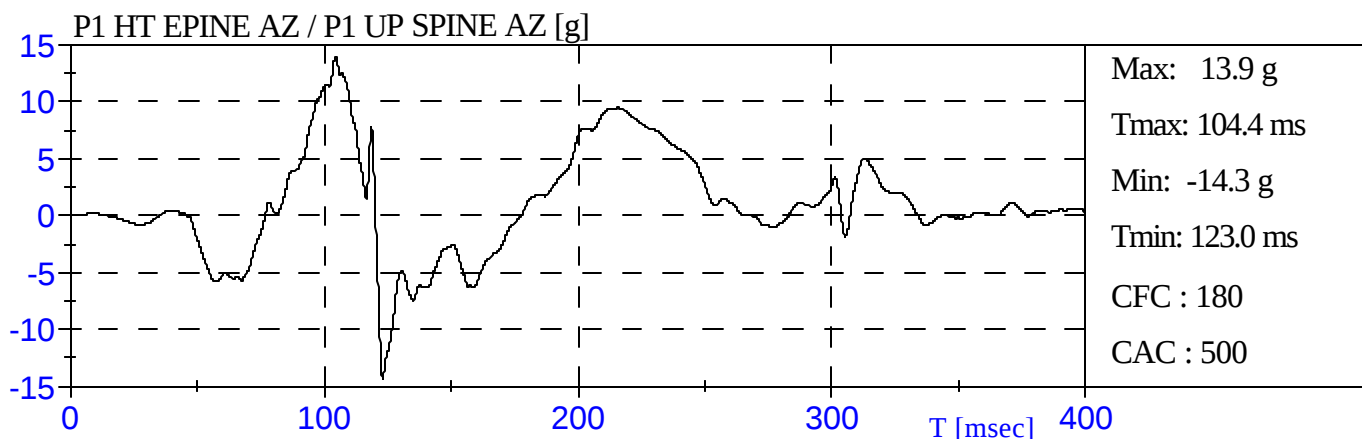
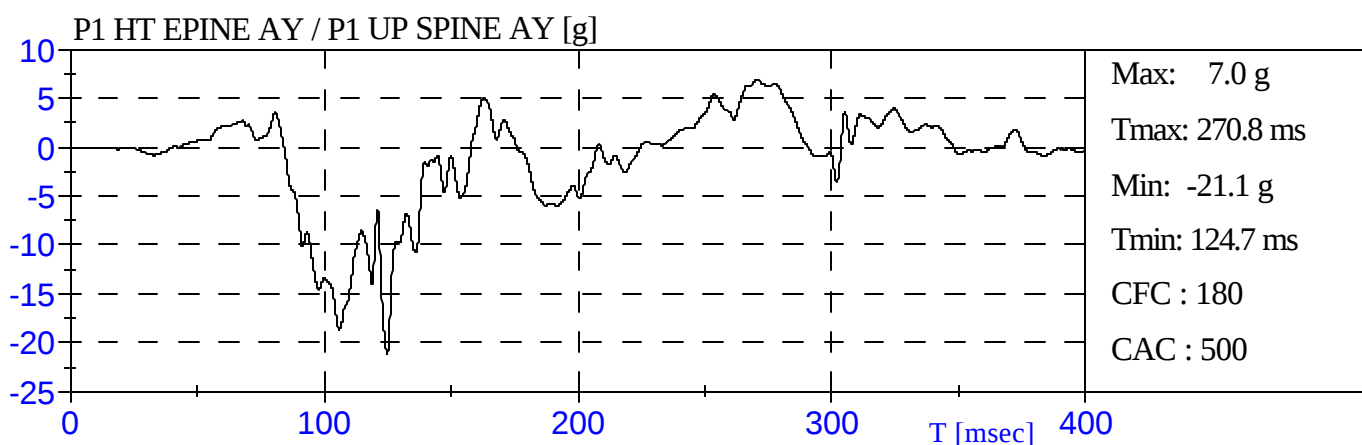
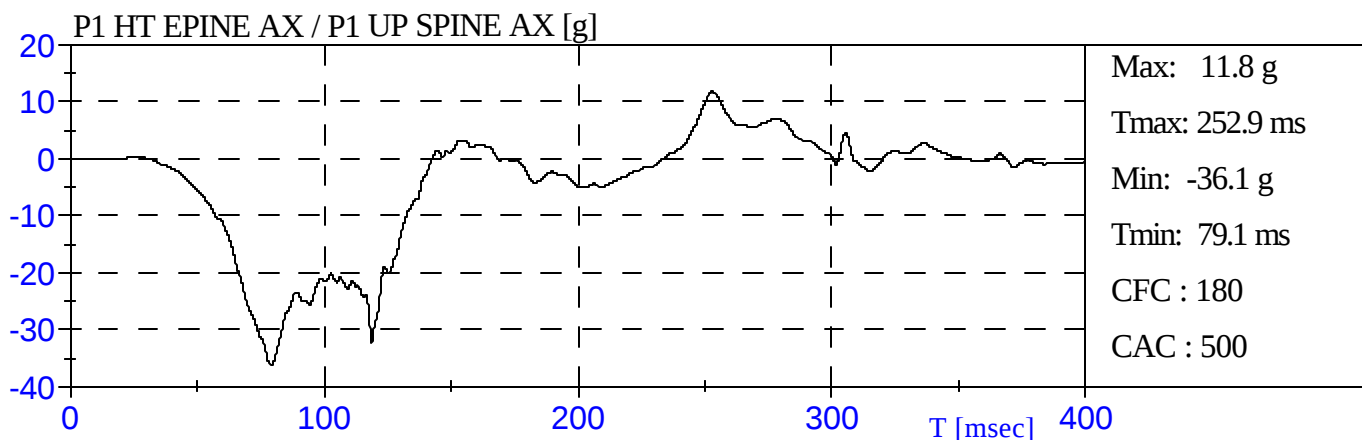


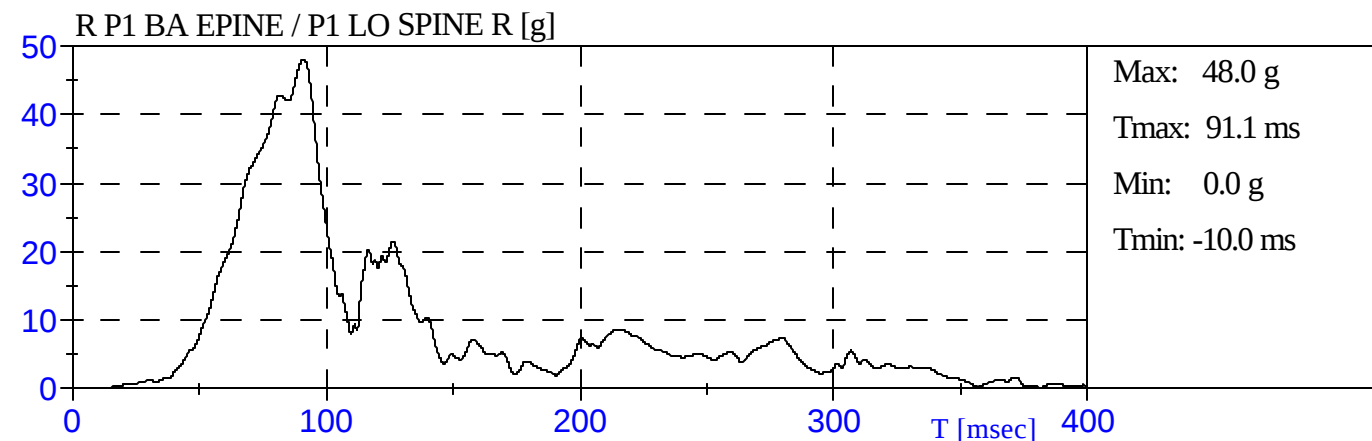
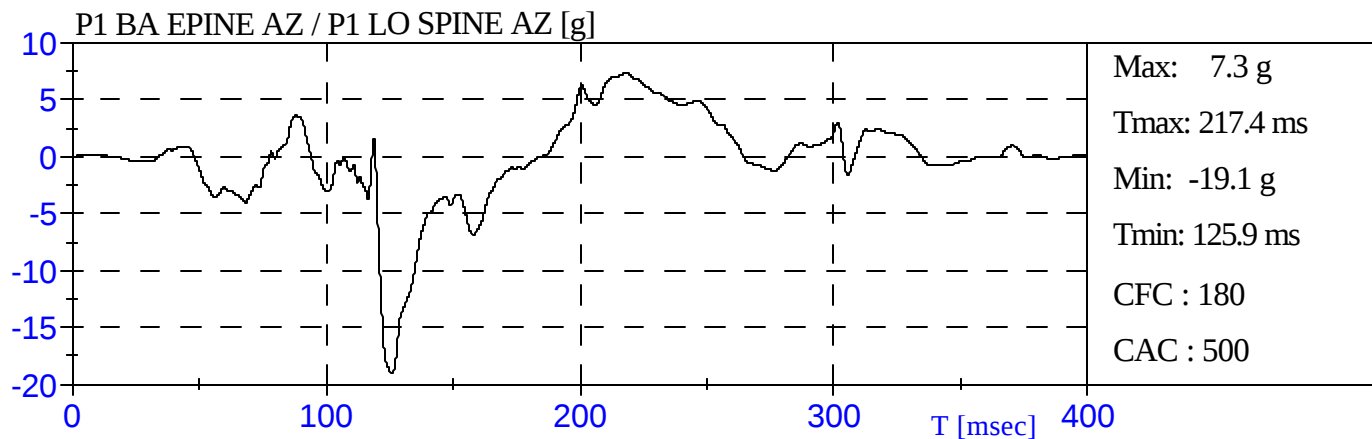
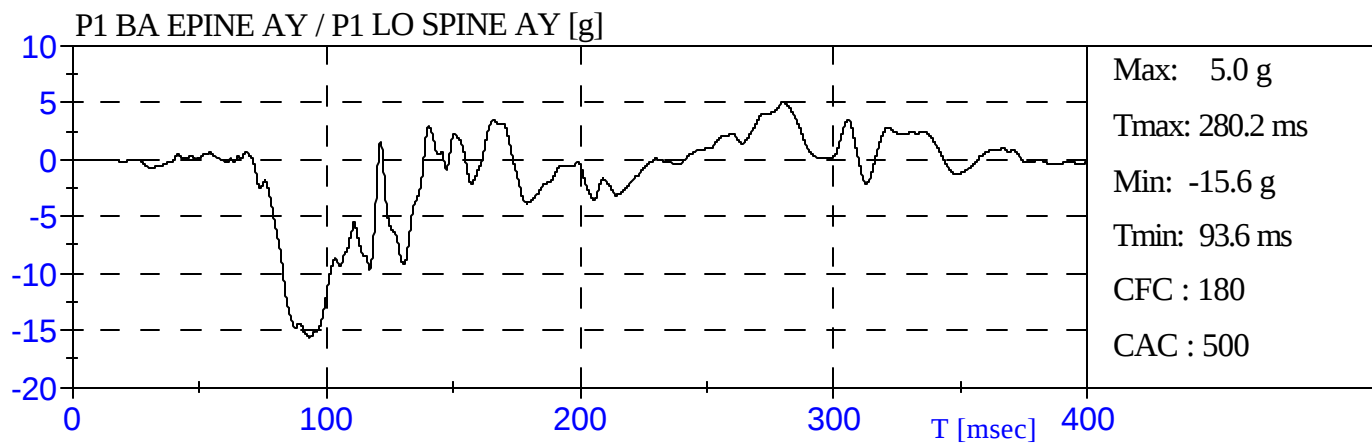
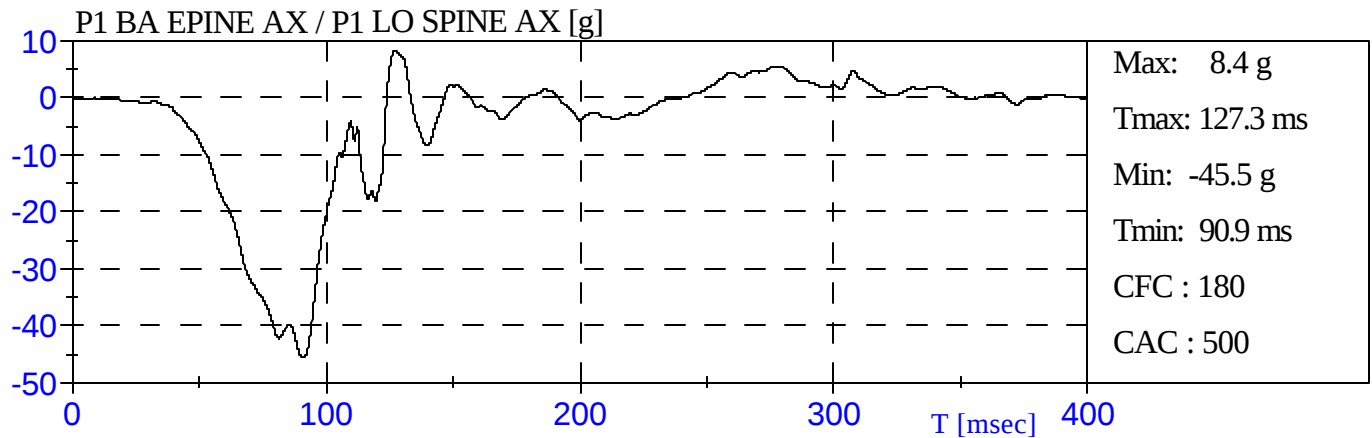


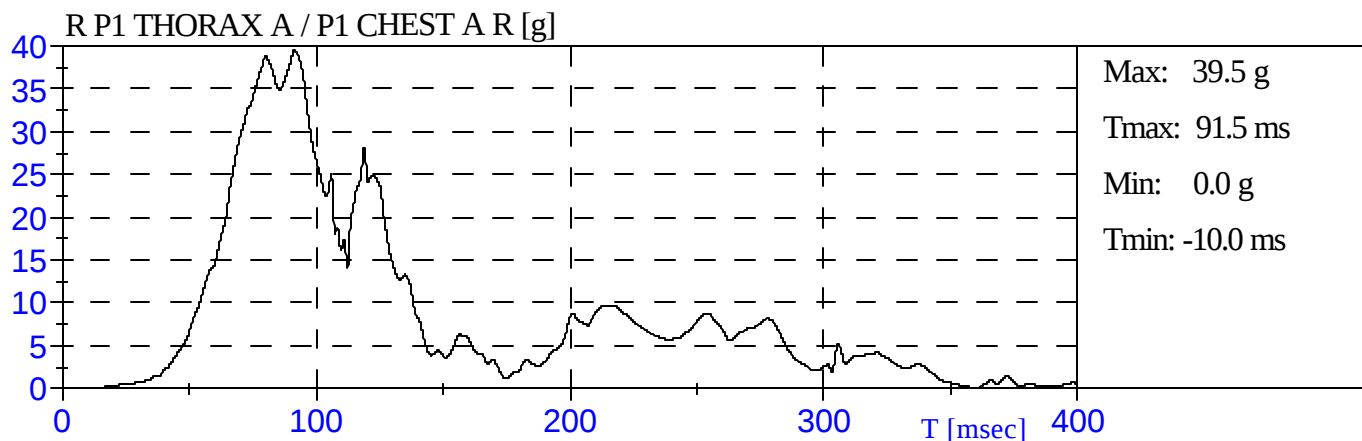
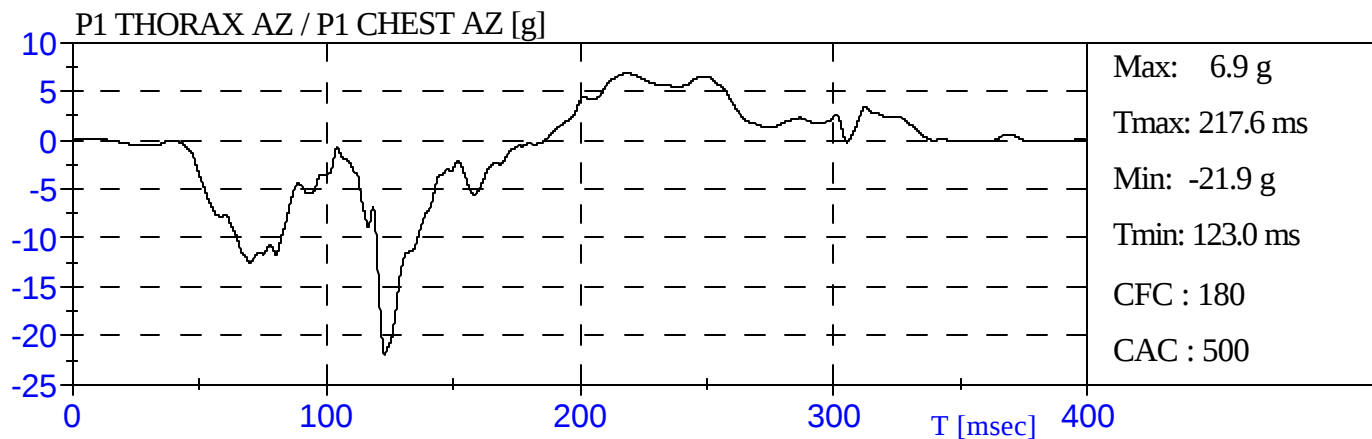
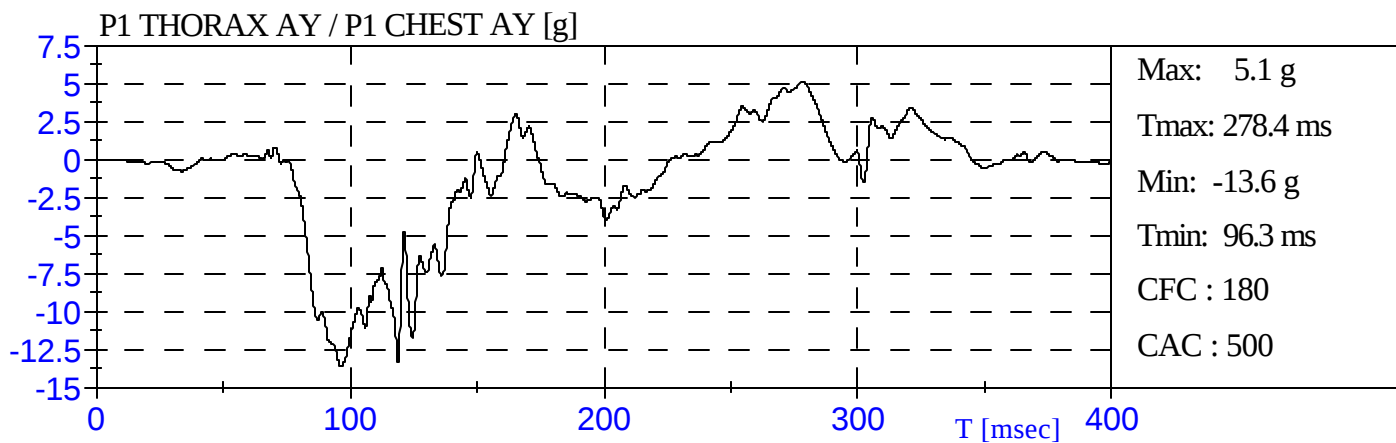
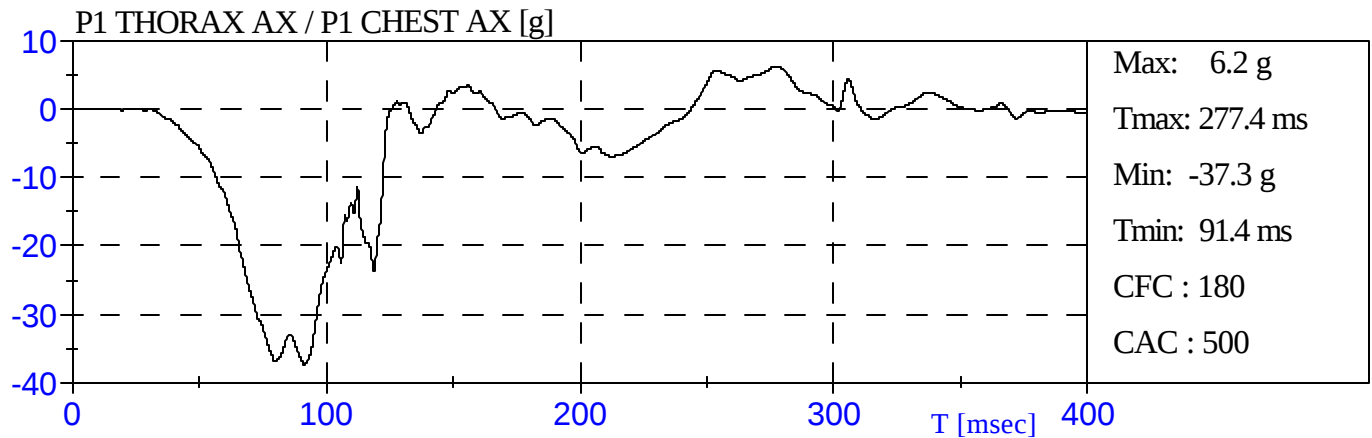


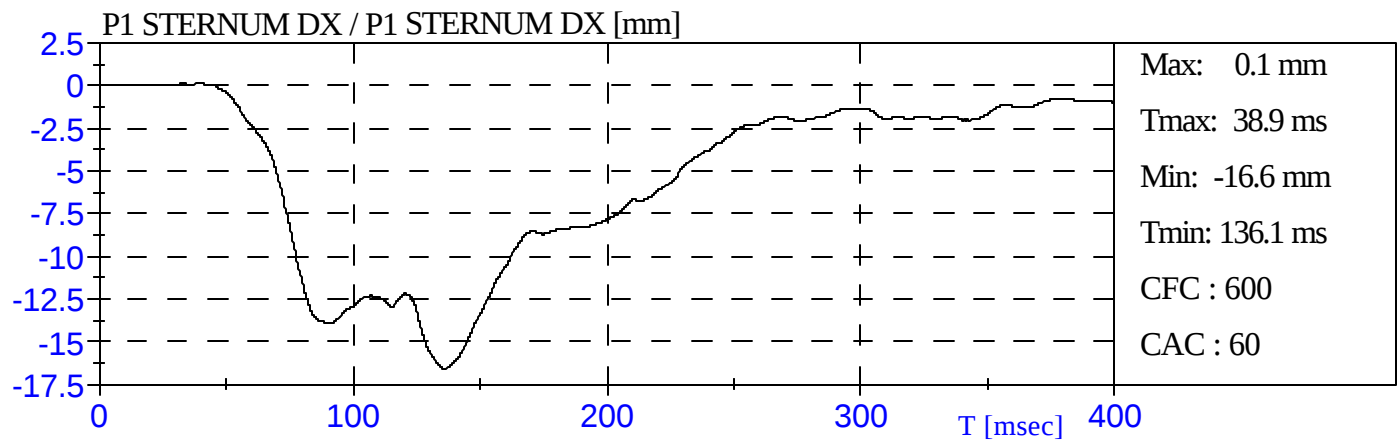


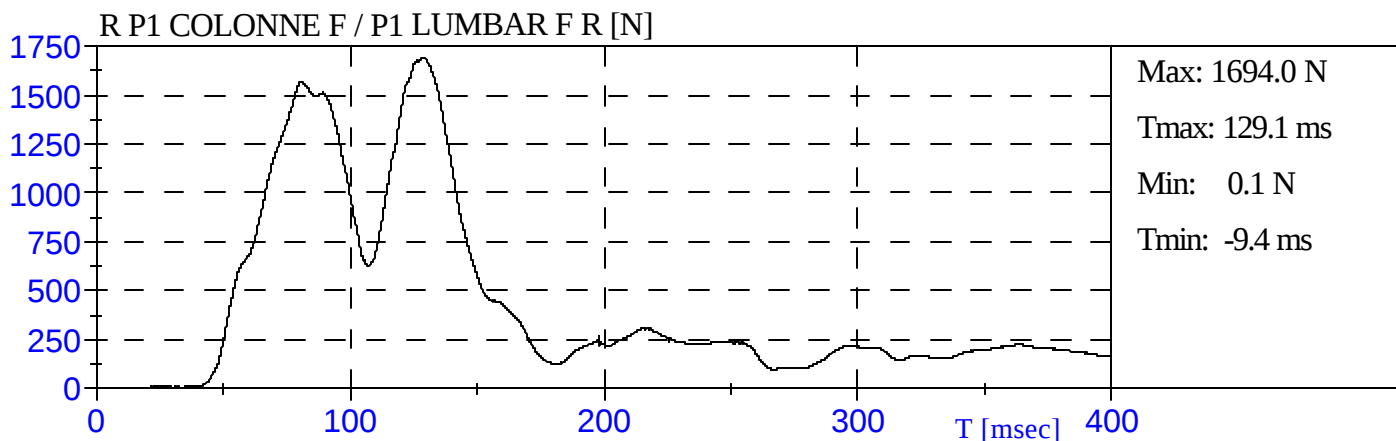
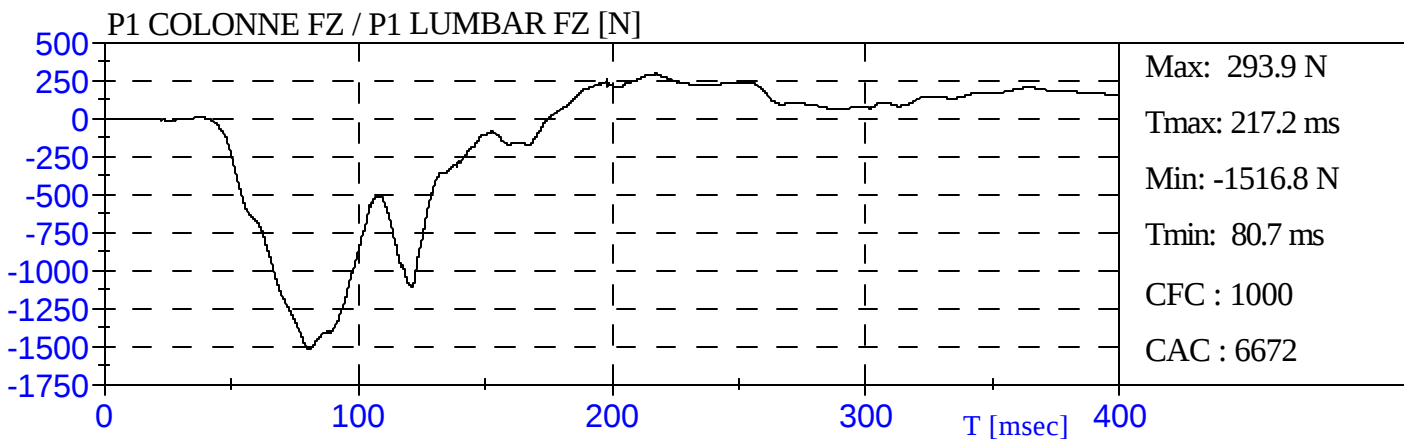
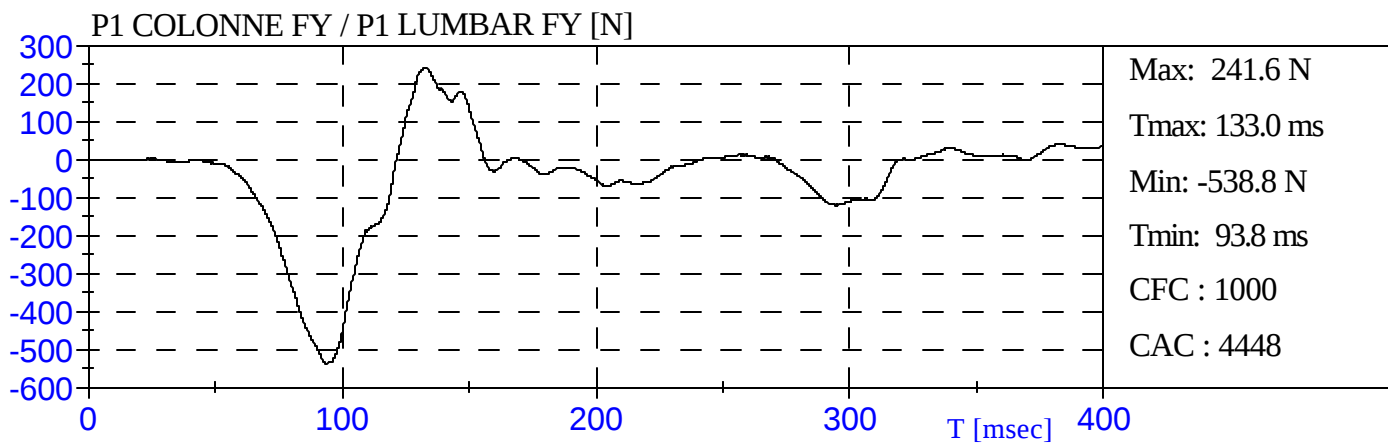
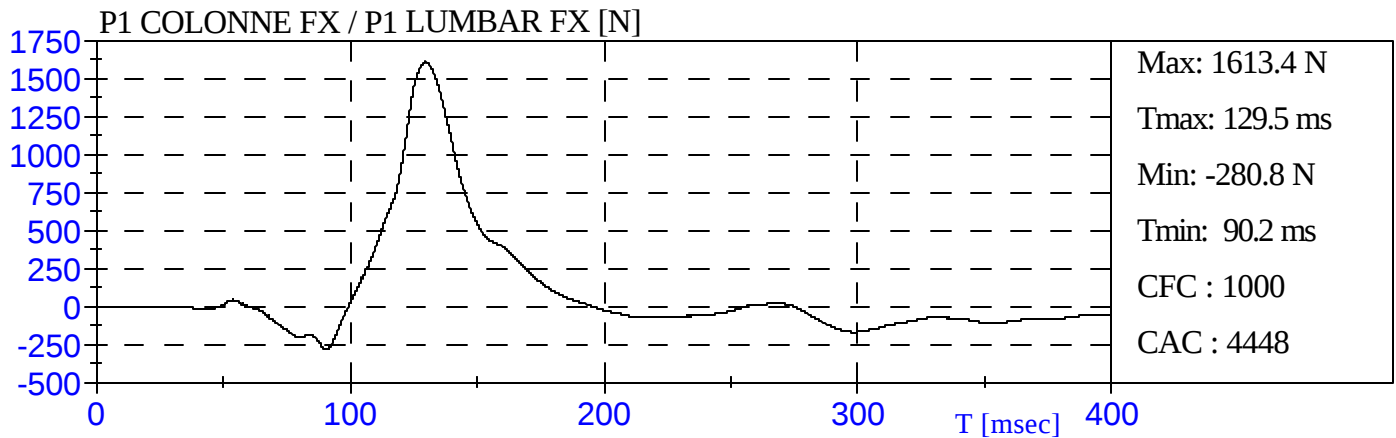


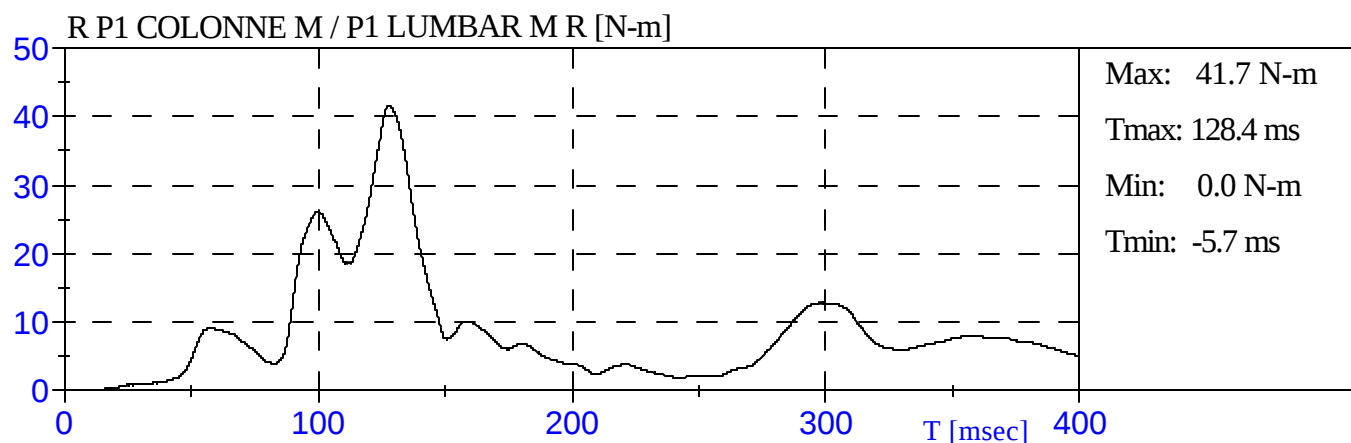
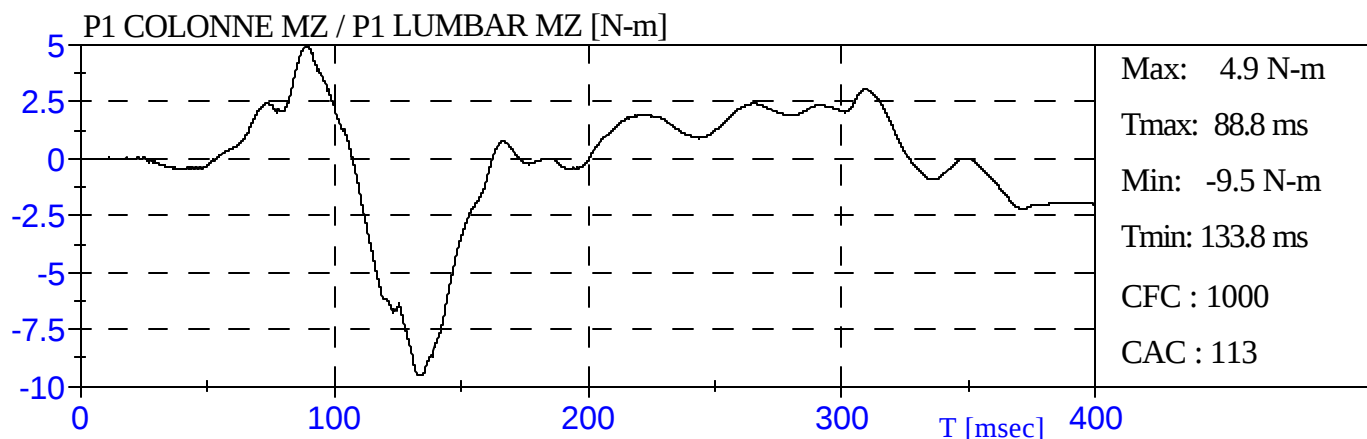
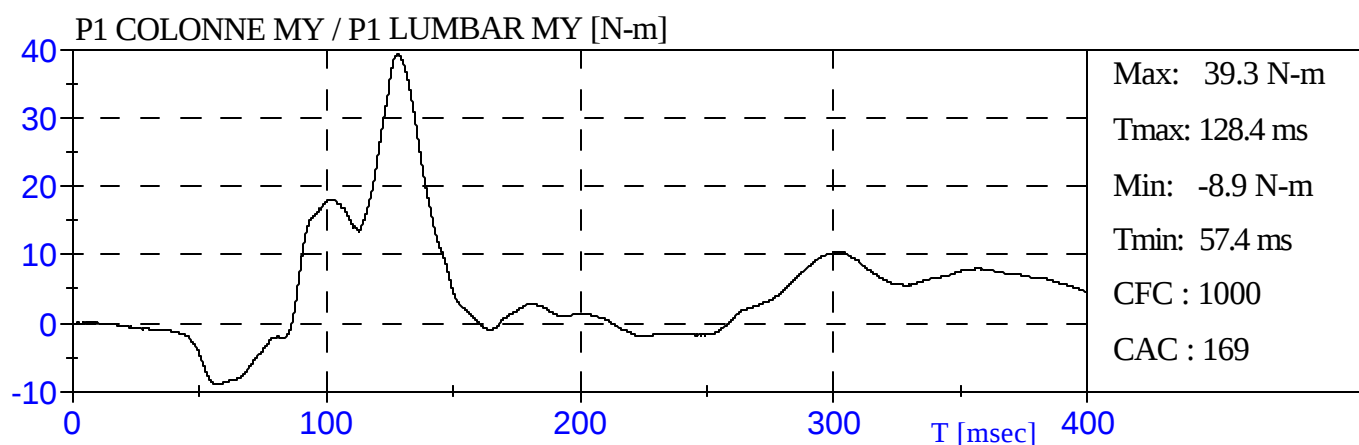
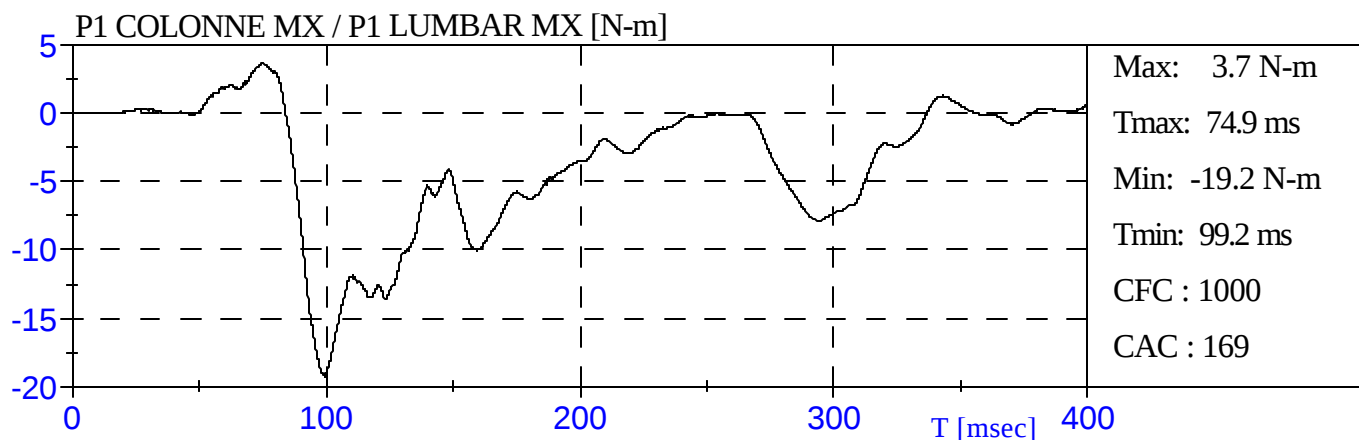


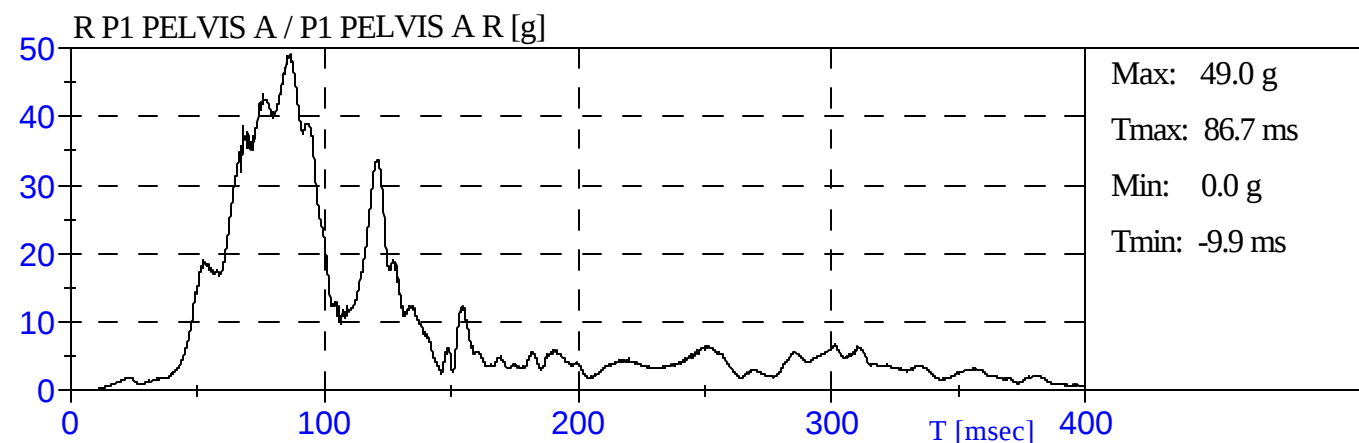
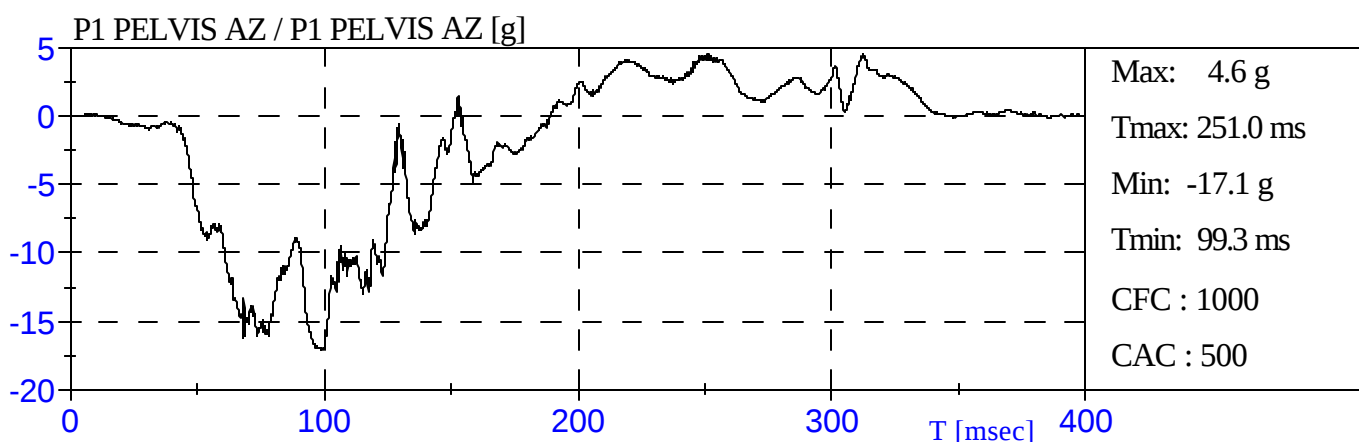
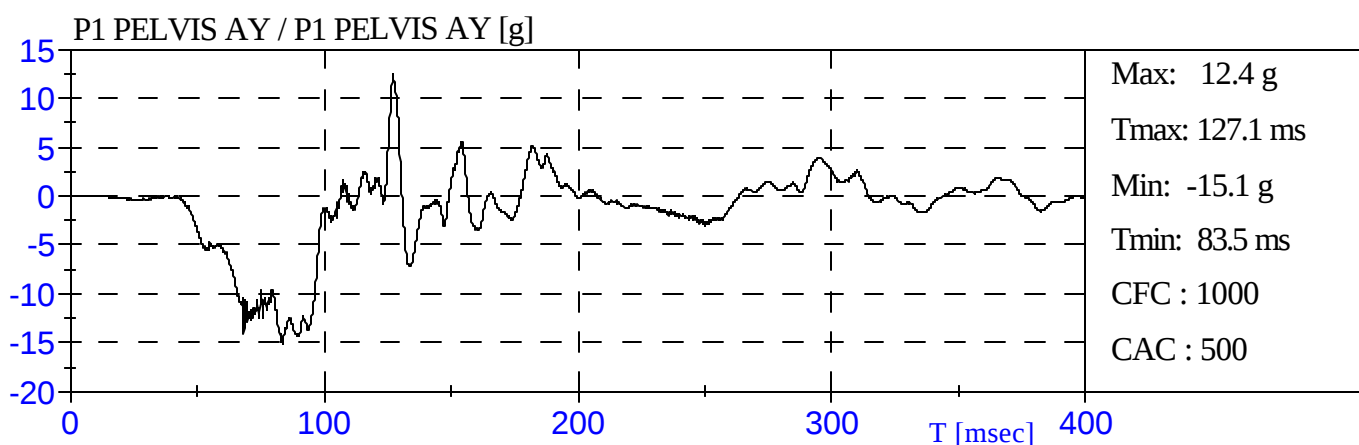
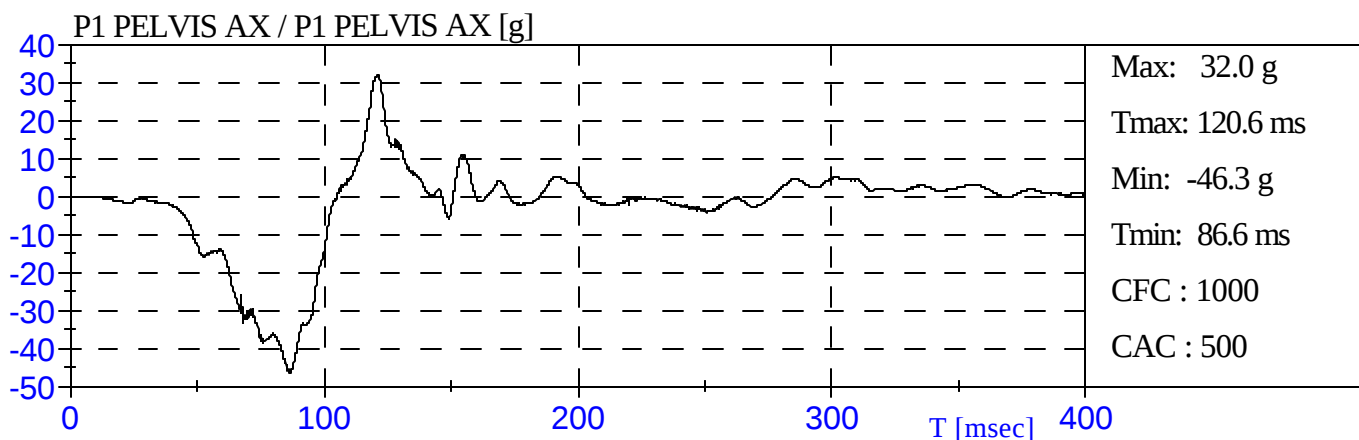


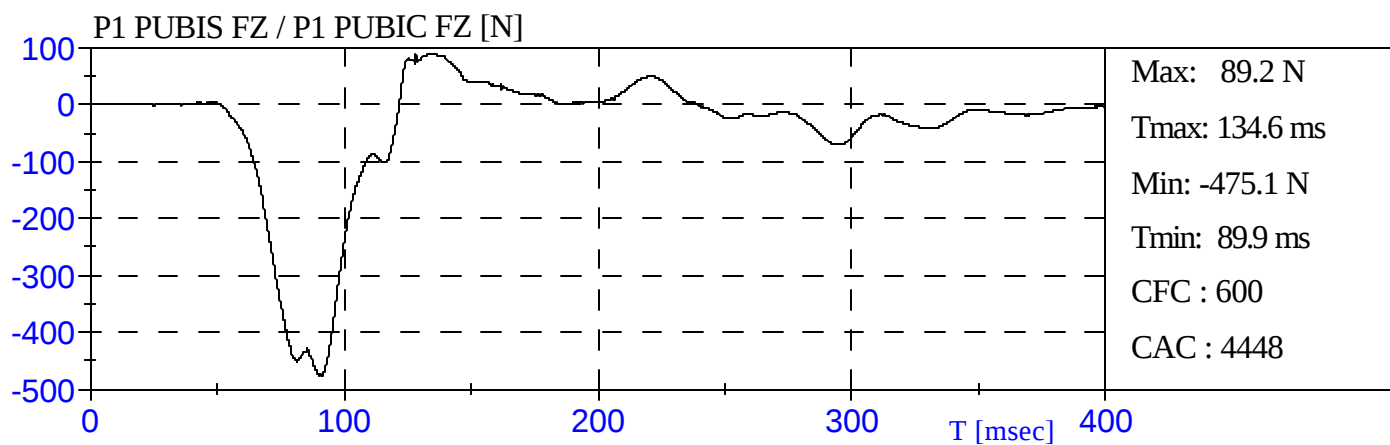
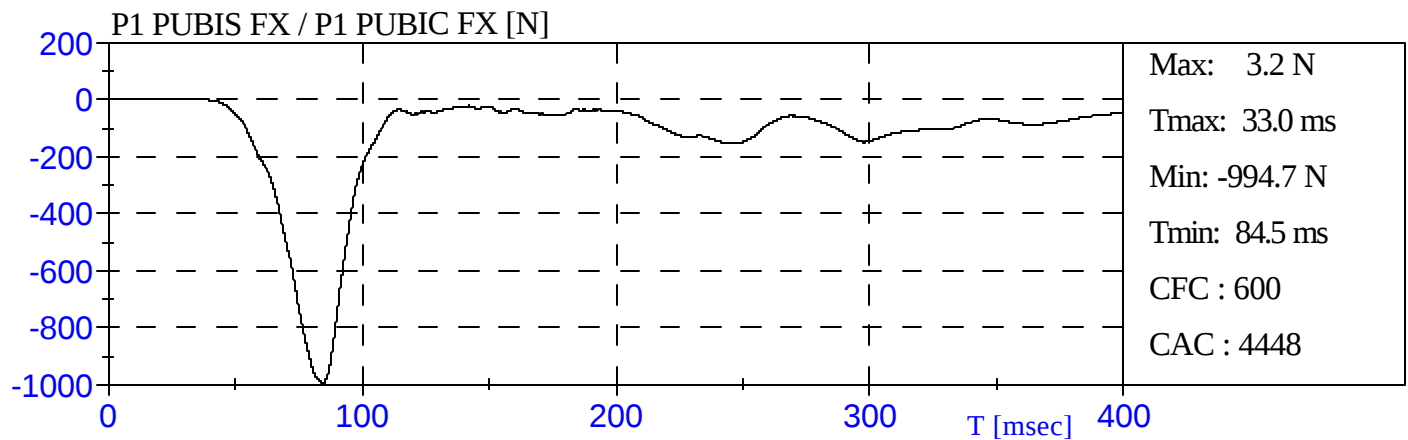


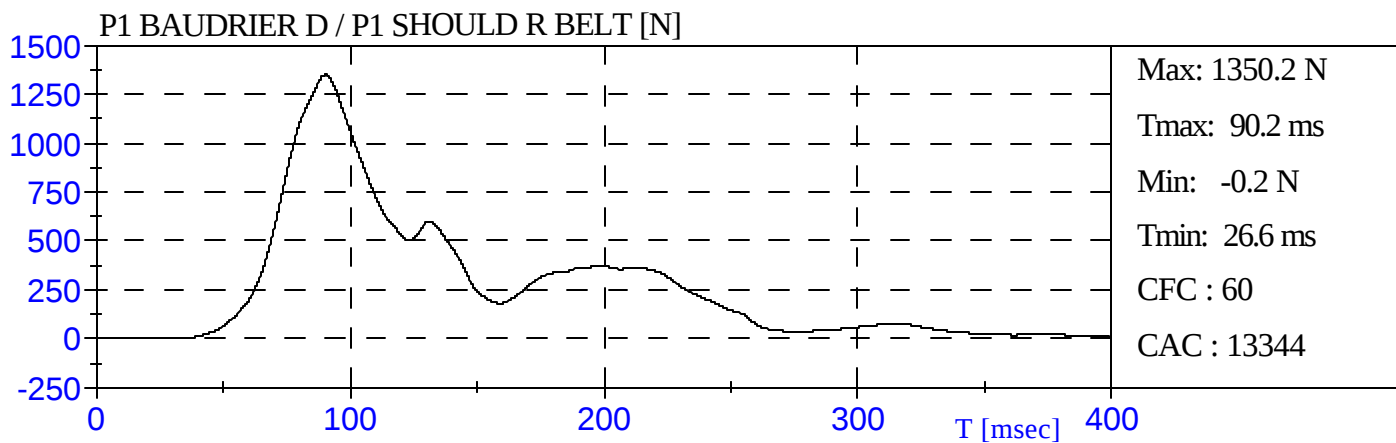
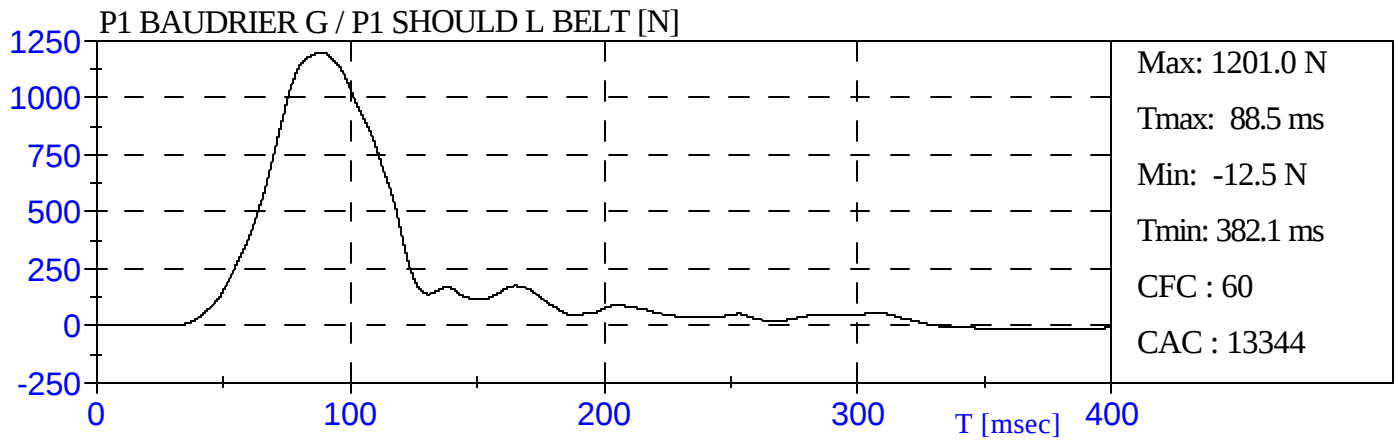


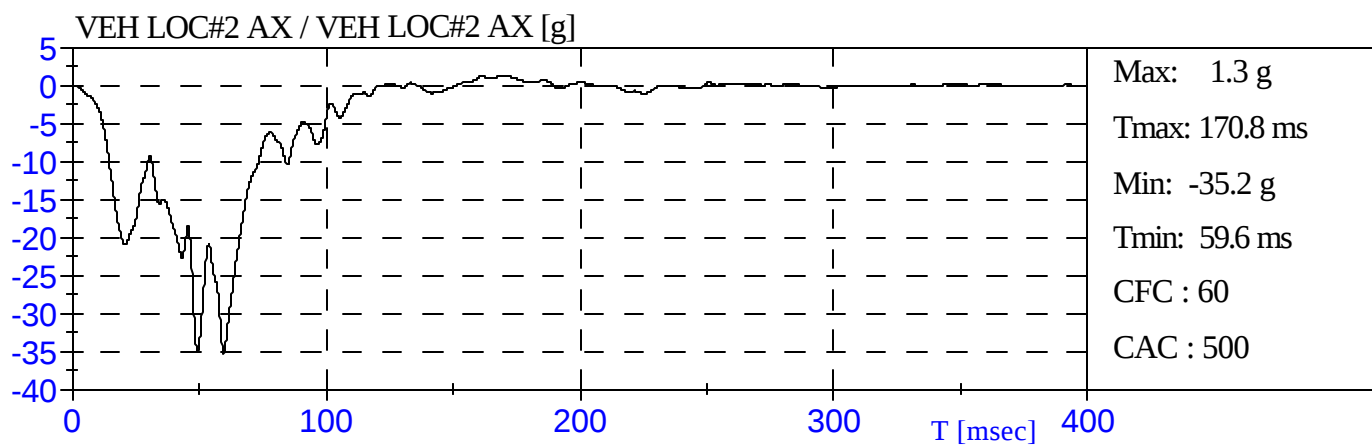
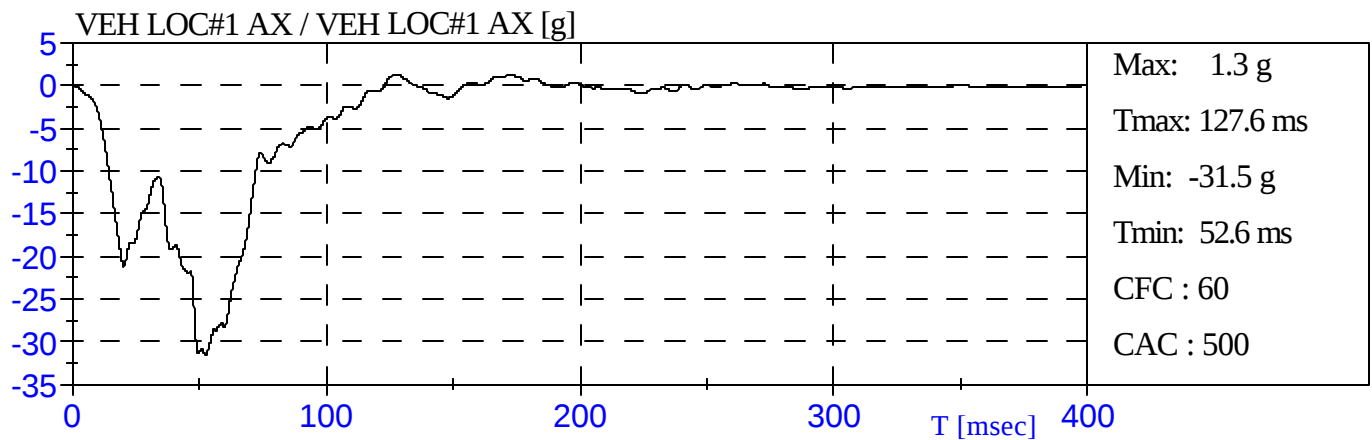


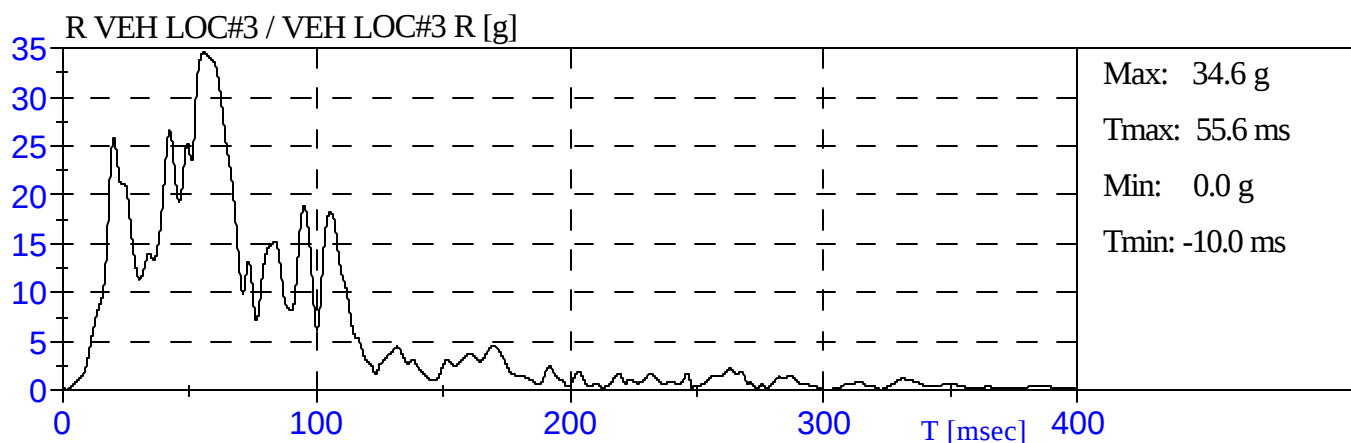
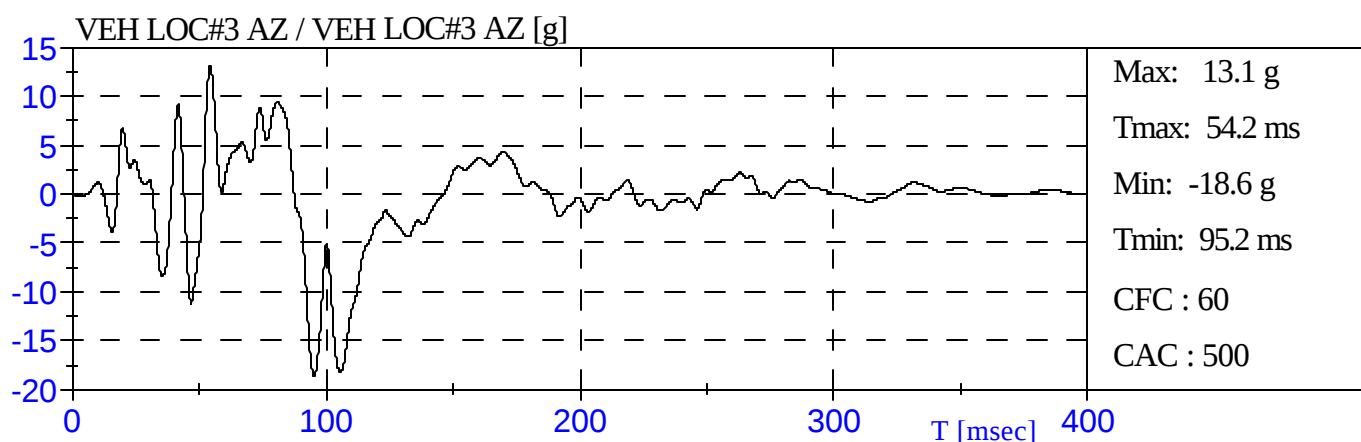
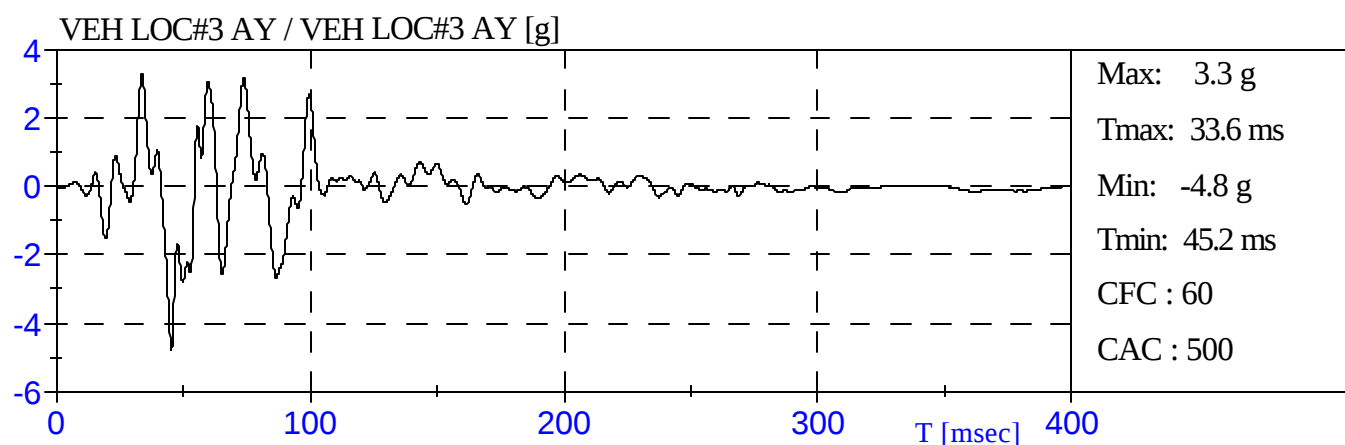
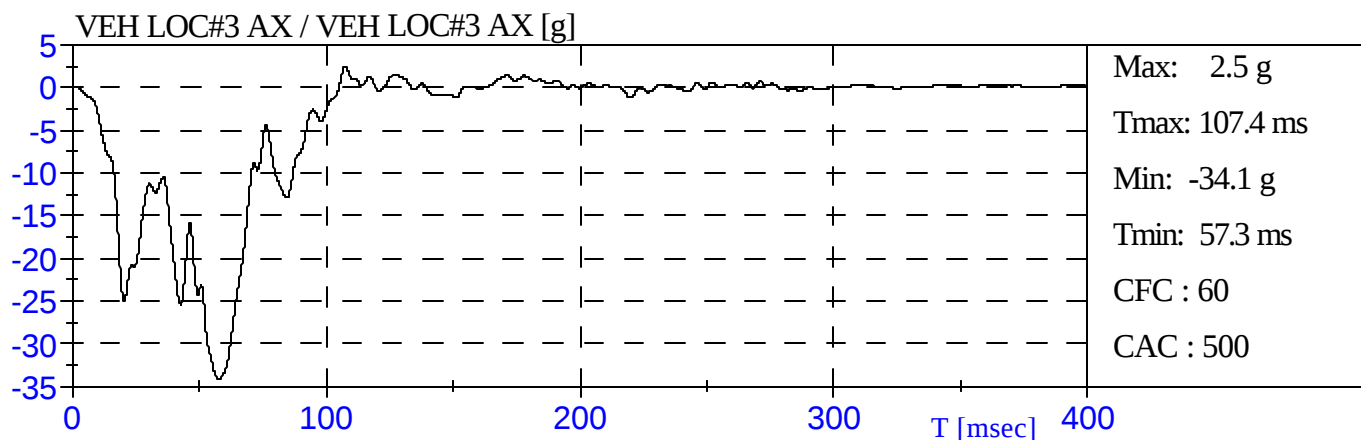


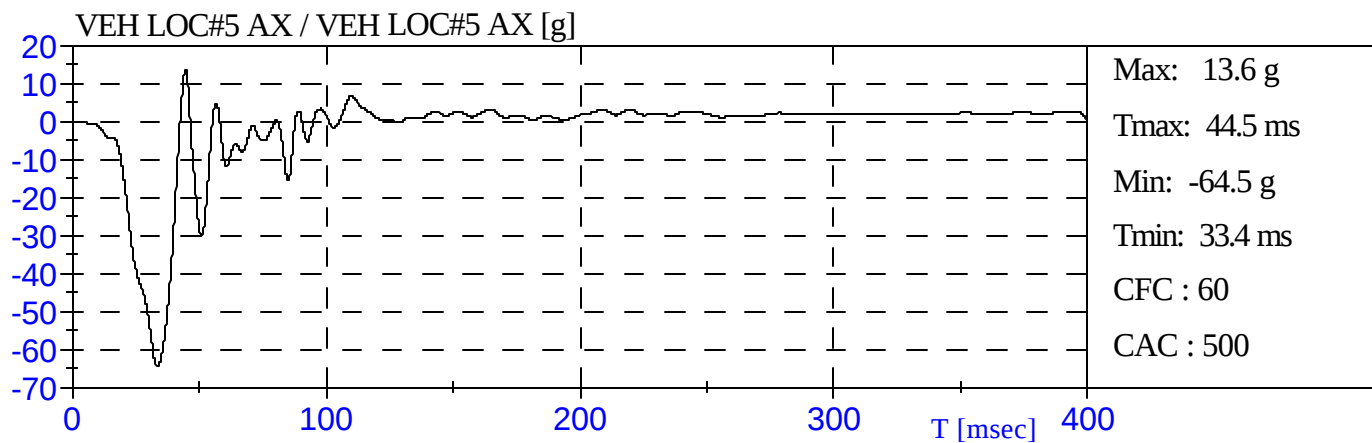
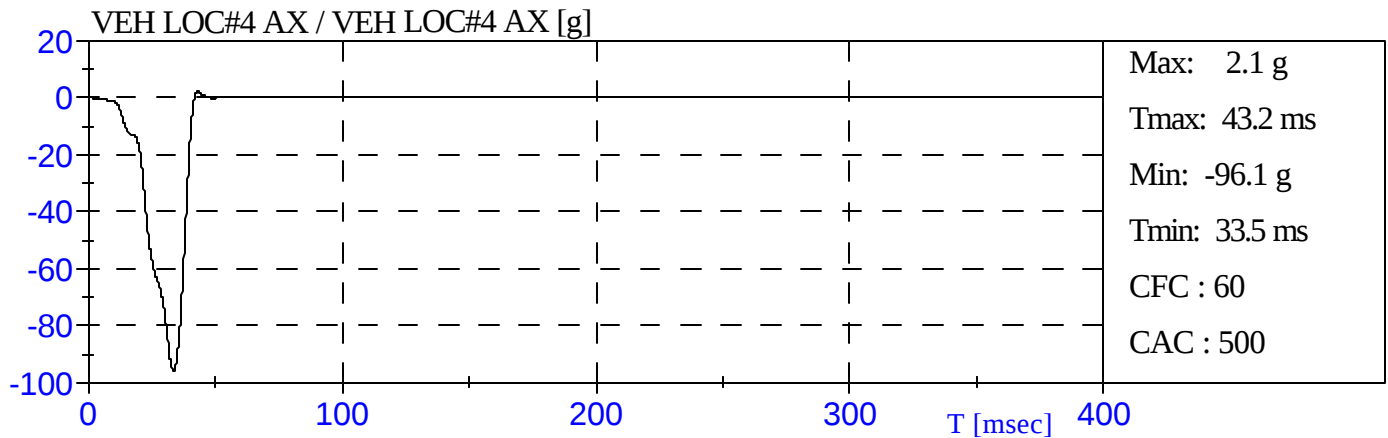


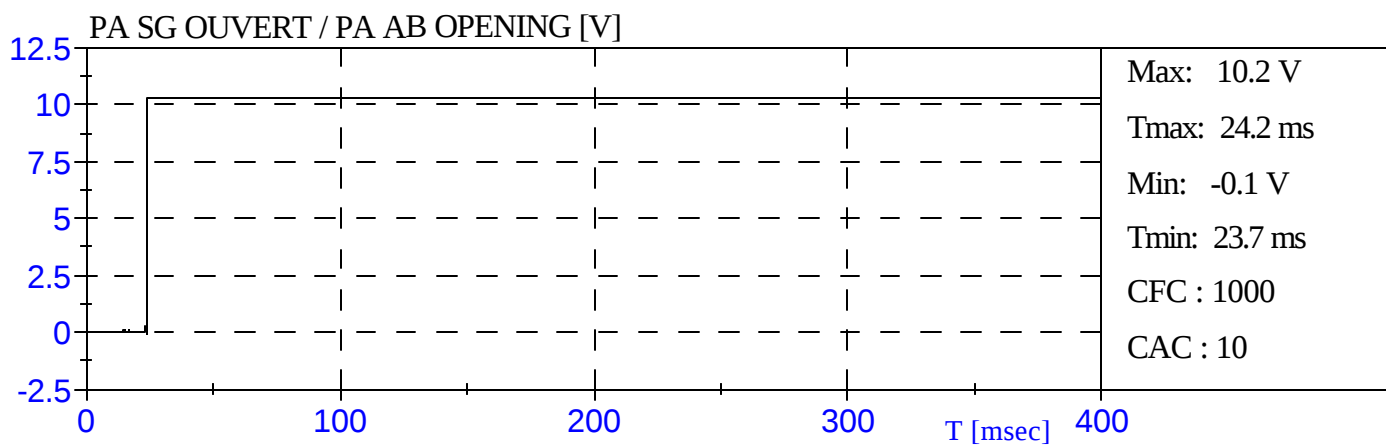
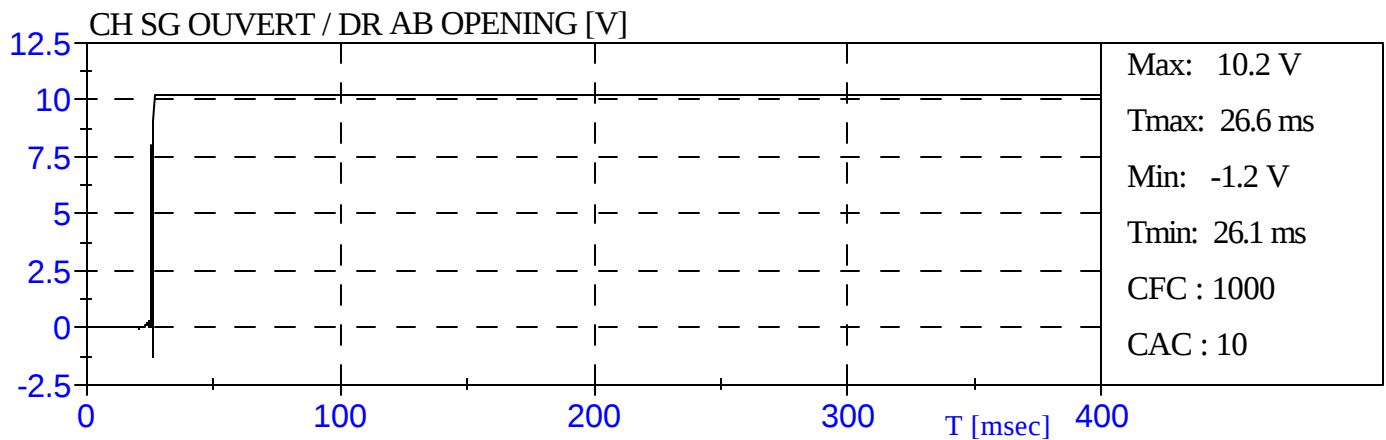


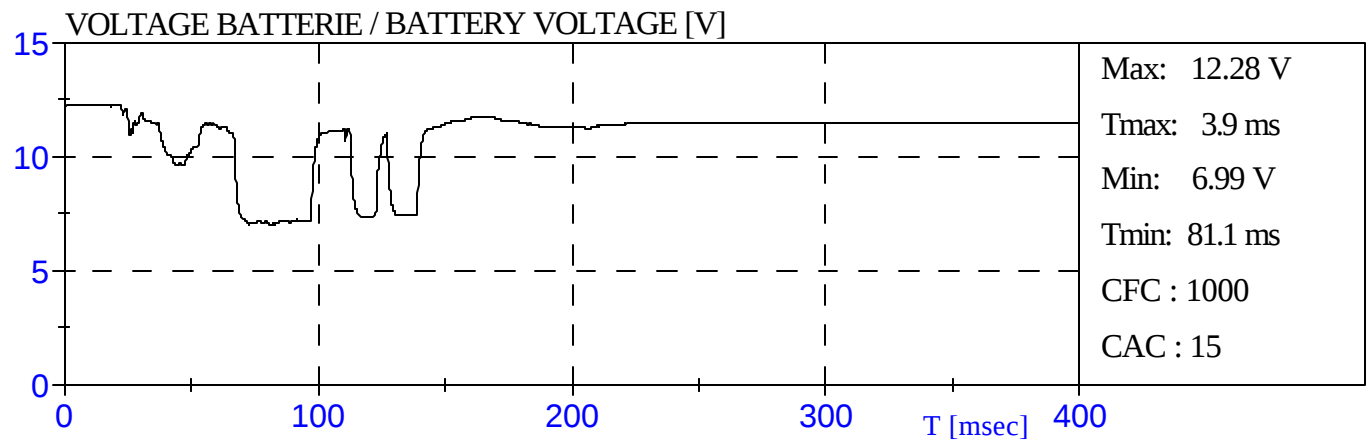


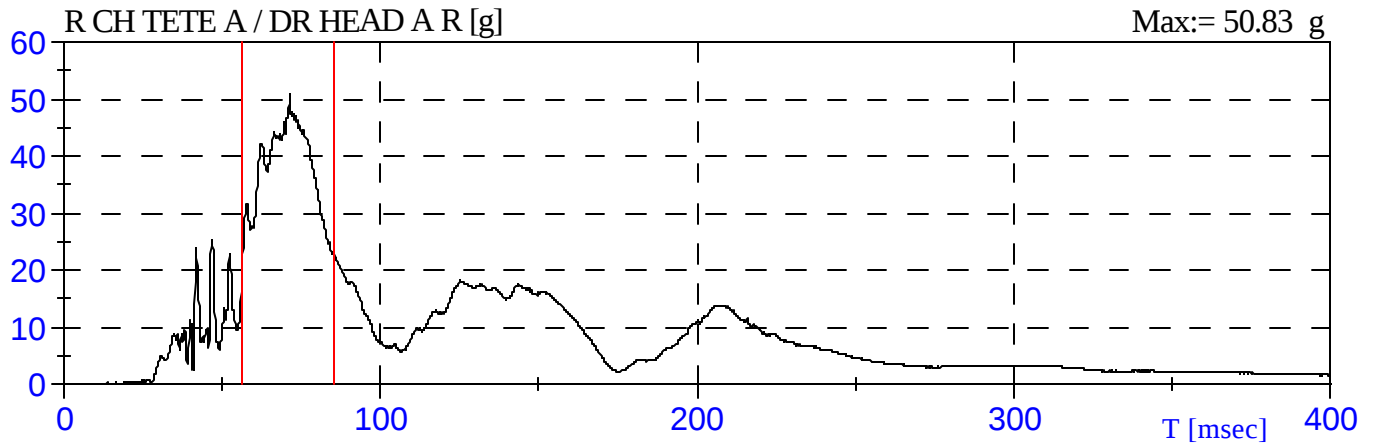










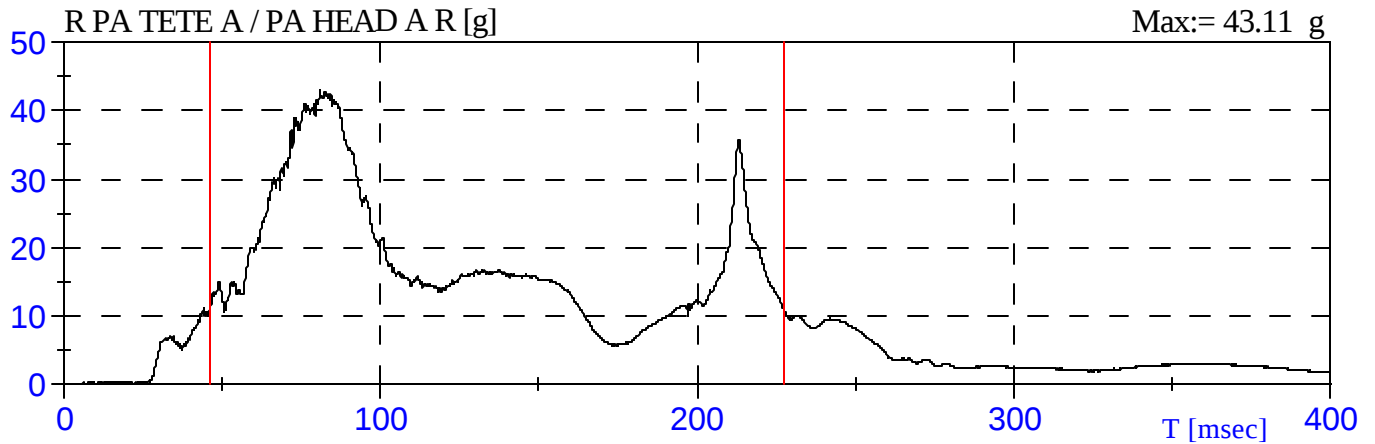


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 250	HIC(36ms):= 250	HIC(15ms):= 190
T1:= 56.4 ms	T1:= 56.4 ms	T1:= 62.1 ms
T2:= 85.5 ms	T2:= 85.5 ms	T2:= 77.1 ms

* Selon / According To: SAE J1727 96-08

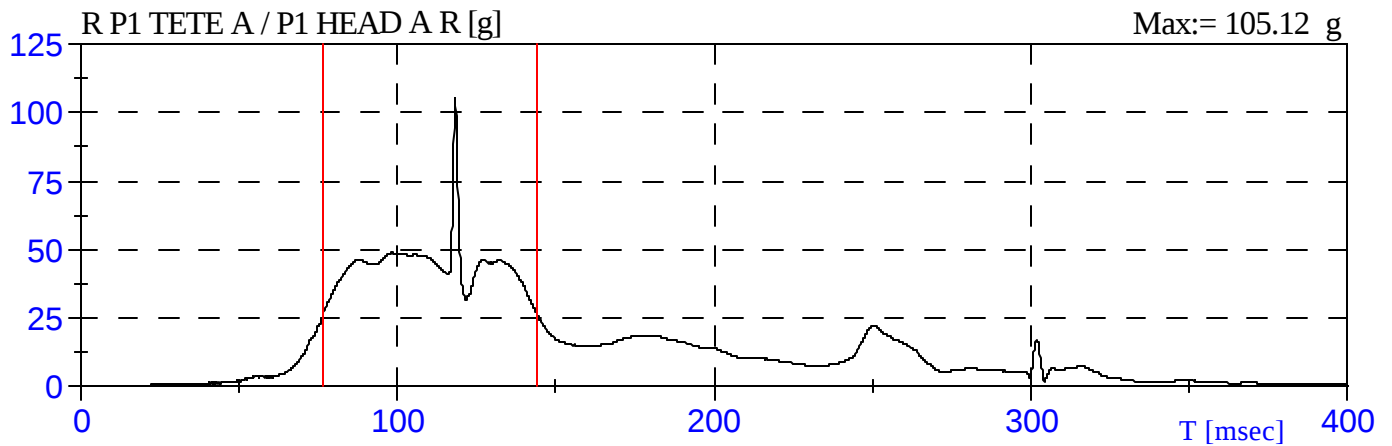


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 259	HIC(36ms):= 248	HIC(15ms):= 157
T1:= 45.8 ms	T1:= 61.8 ms	T1:= 72.8 ms
T2:= 227.2 ms	T2:= 97.8 ms	T2:= 87.8 ms

* Selon / According To: SAE J1727 96-08

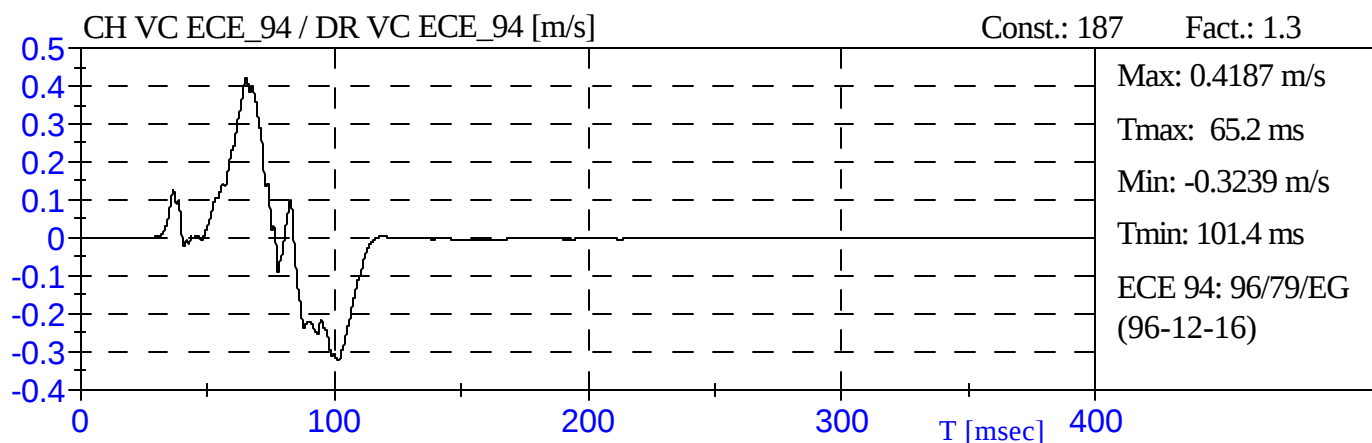
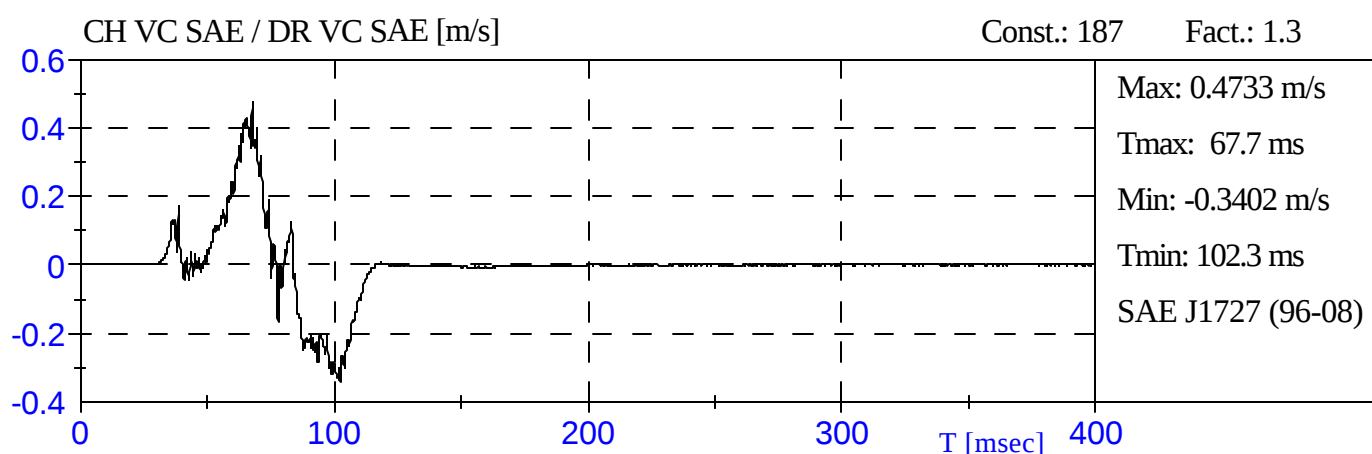
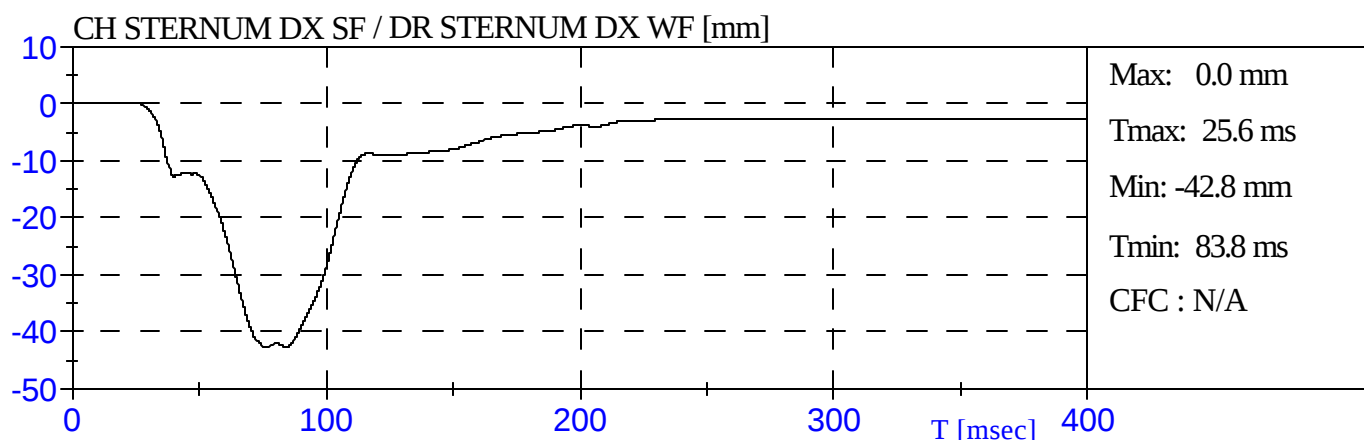


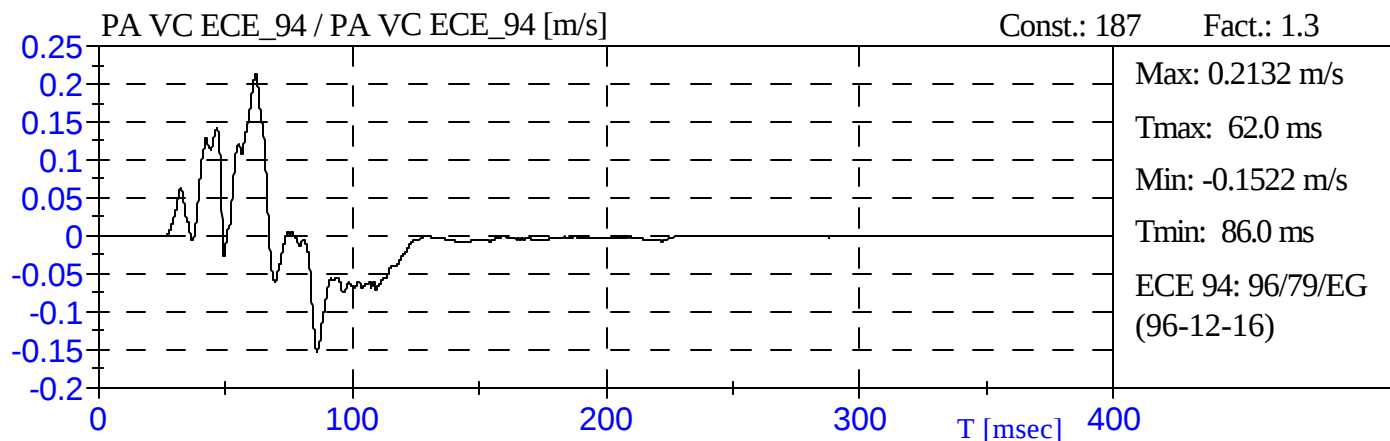
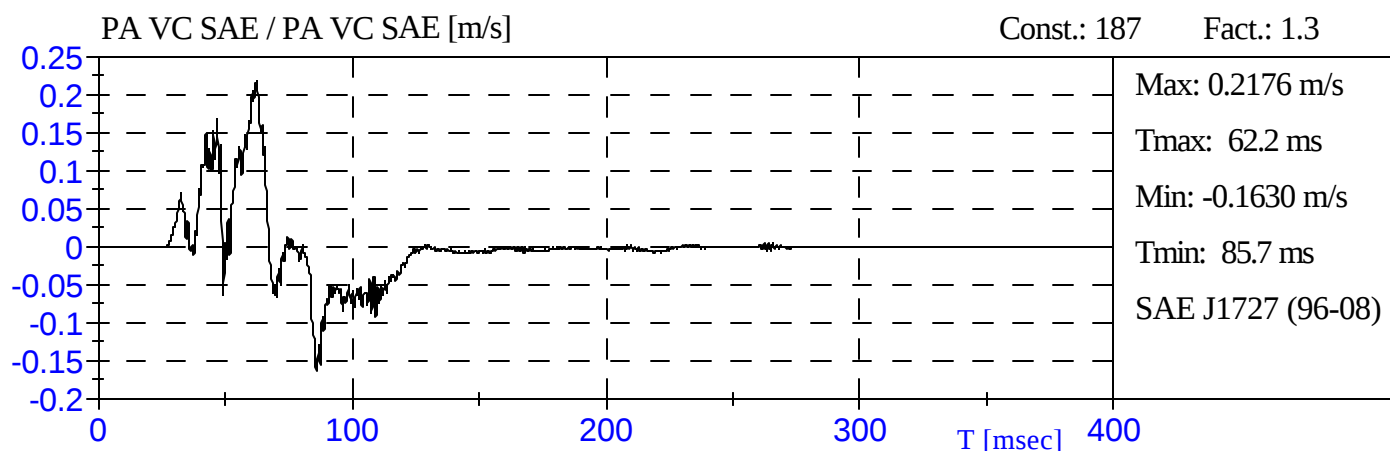
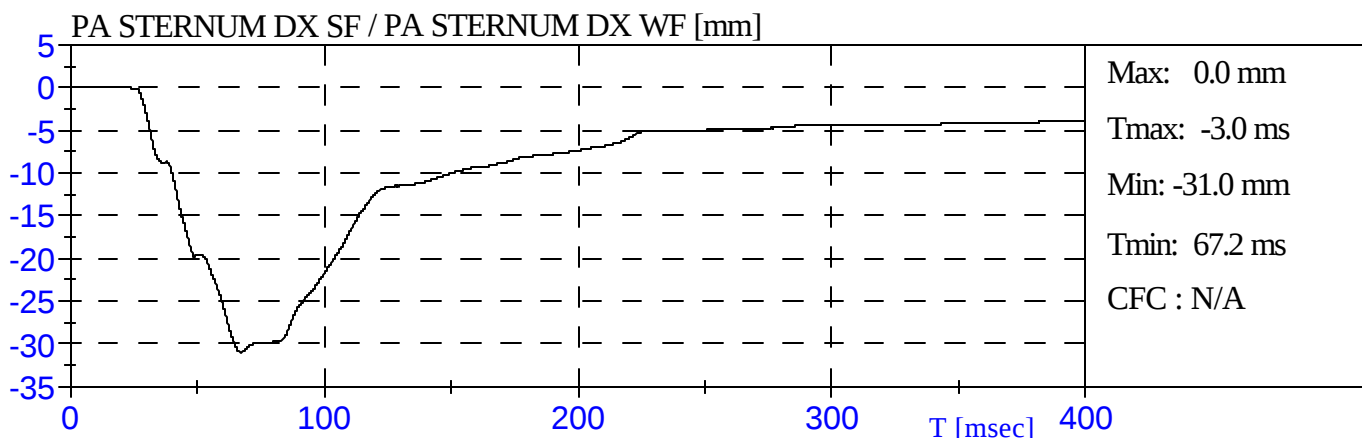
HEAD INJURY CRITERIA (HIC) *

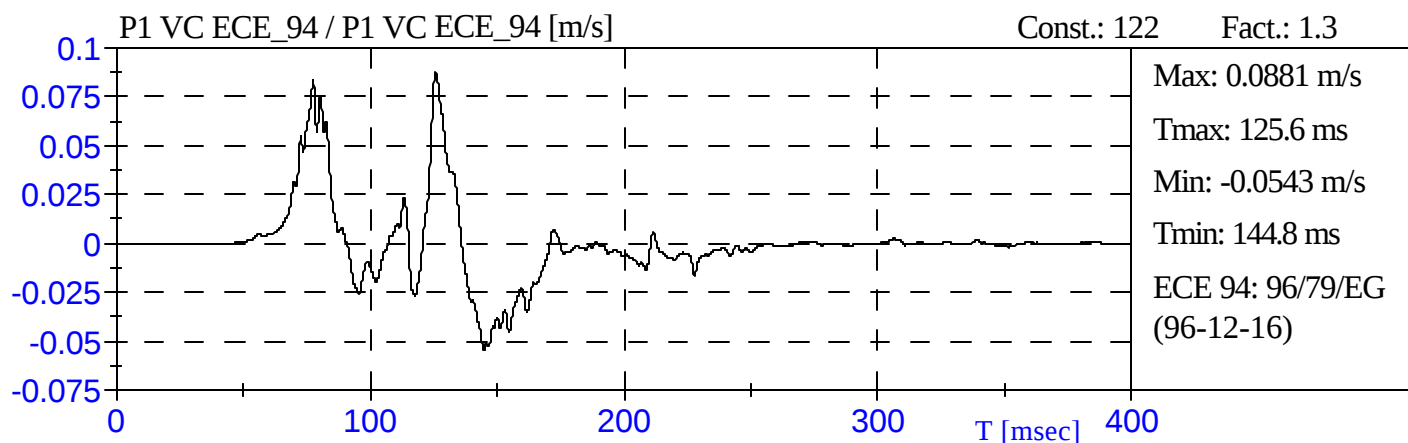
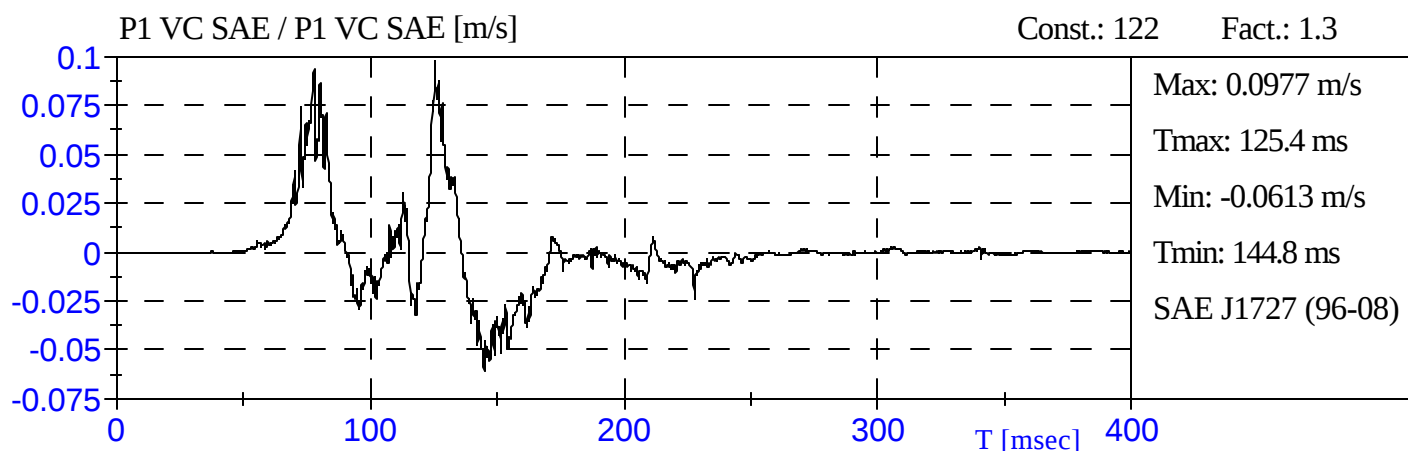
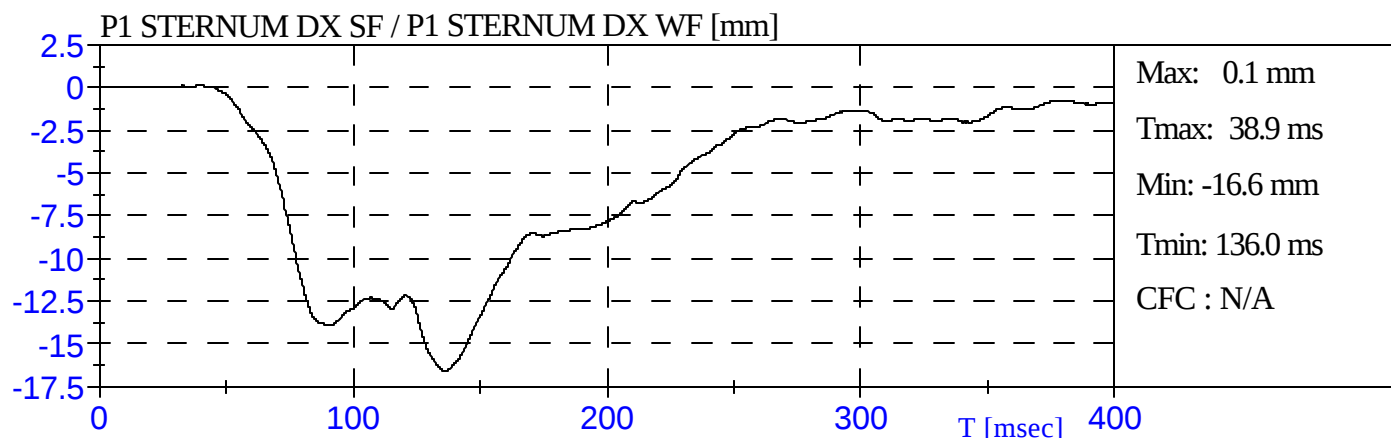
CRITÈRE DE BLESSURE DE LA TÊTE

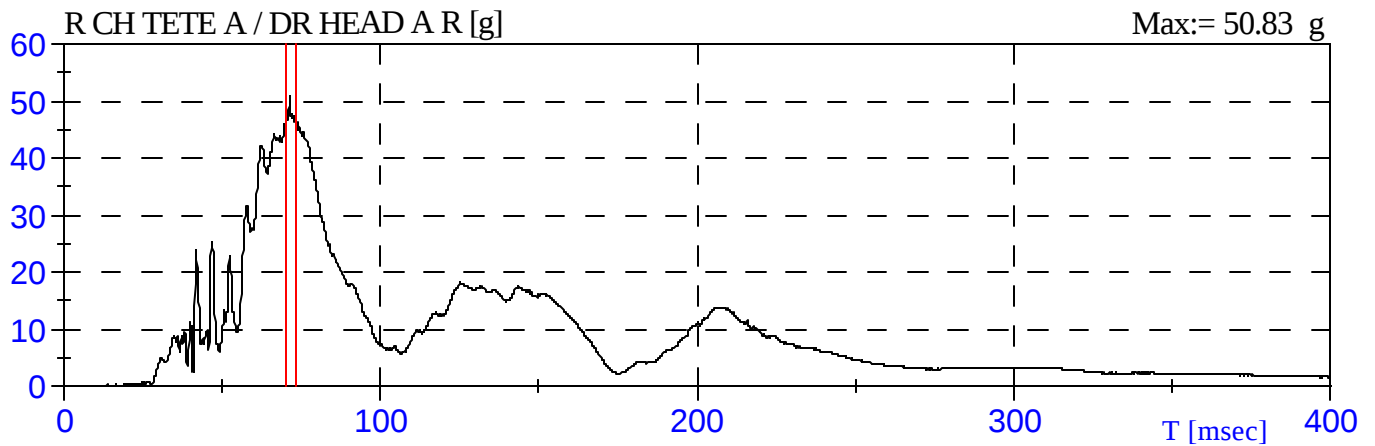
HIC:= 871	HIC(36ms):= 590	HIC(15ms):= 284
T1:= 76.4 ms	T1:= 83.9 ms	T1:= 104.6 ms
T2:= 144.0 ms	T2:= 119.9 ms	T2:= 119.6 ms

* Selon / According To: SAE J1727 96-08



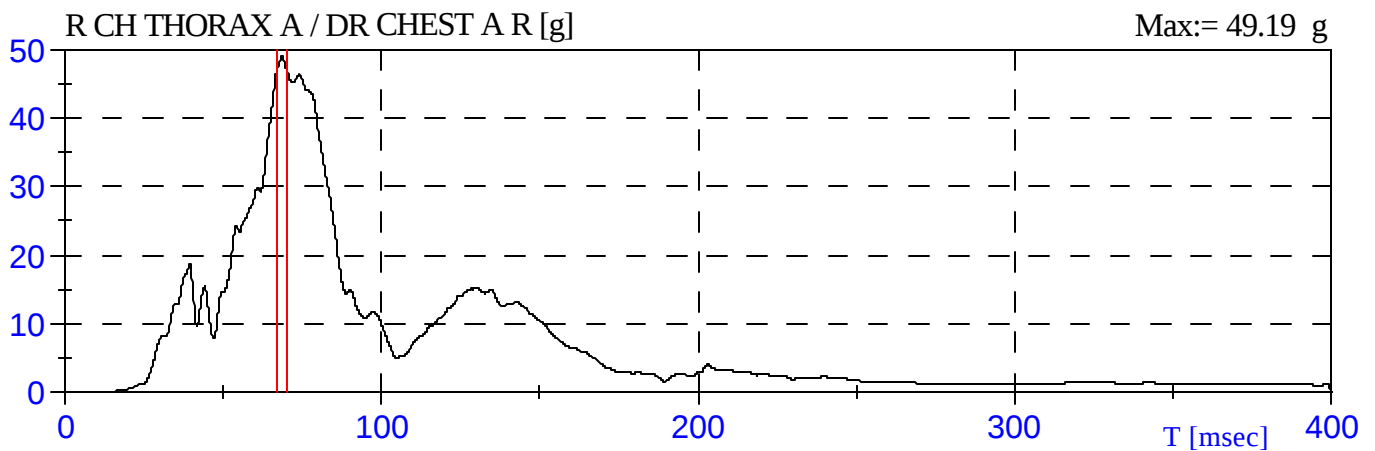






CLIP 3ms *

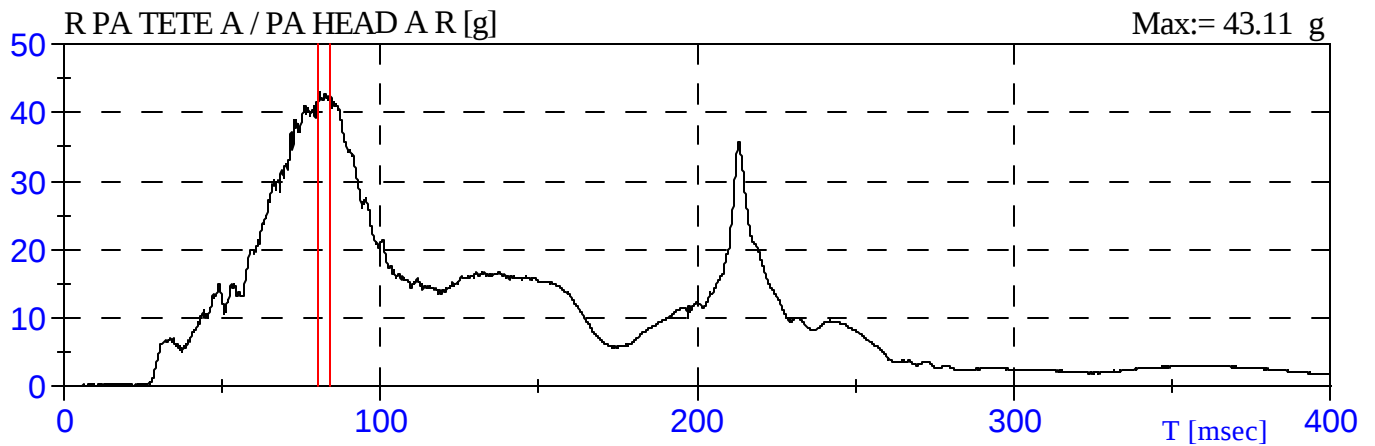
Acc. := 46.22 g	T1:= 70.2 ms	T2:= 73.3 ms
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CLIP 3ms *

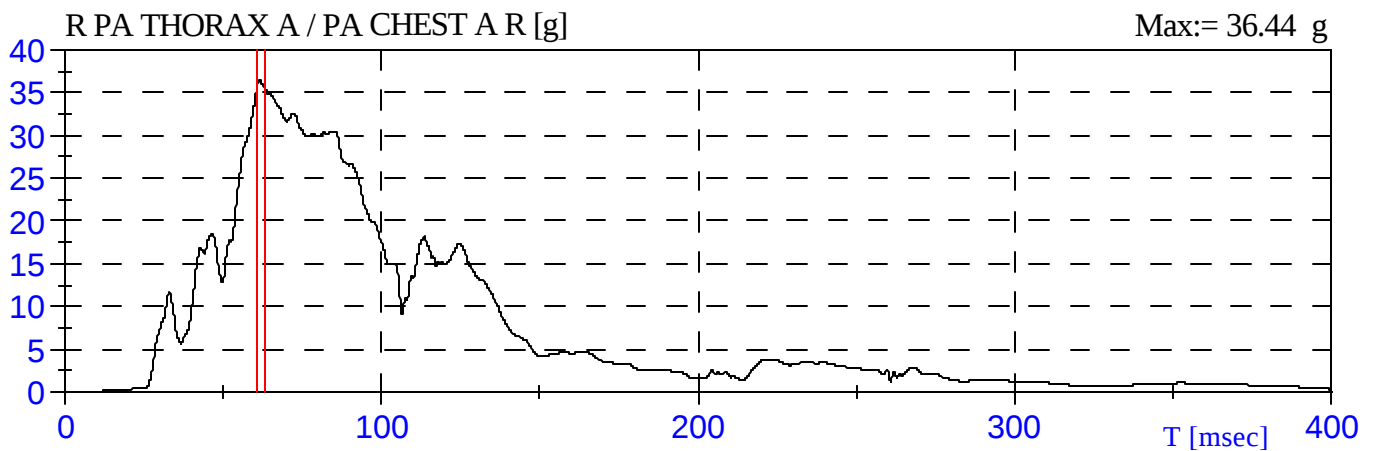
Acc. := 47.15 g	T1:= 67.0 ms	T2:= 70.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

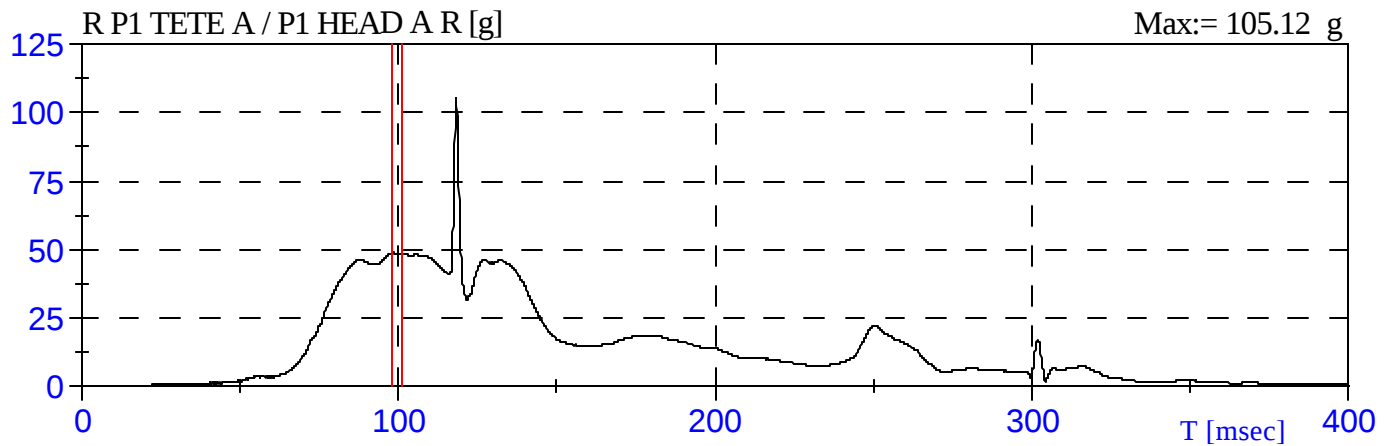
Acc. := 41.71 g	T1:= 80.4 ms	T2:= 83.8 ms
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CLIP 3ms *

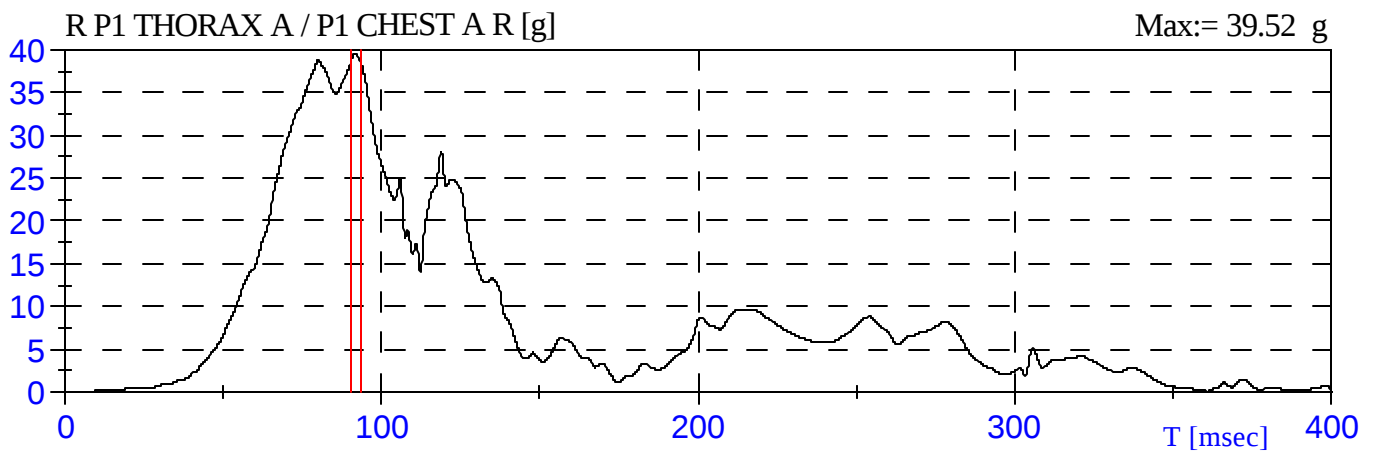
Acc. := 35.26 g	T1:= 60.4 ms	T2:= 63.4 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 48.45 g	T1:= 97.8 ms	T2:= 100.8 ms
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CLIP 3ms *

Acc. := 38.62 g	T1:= 90.3 ms	T2:= 93.3 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

 $Mc := 115 \text{ N-m}$
 $Fc := 22.9 \text{ kN}$

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.782	0.712
BAS / LOWER	0.396	0.716

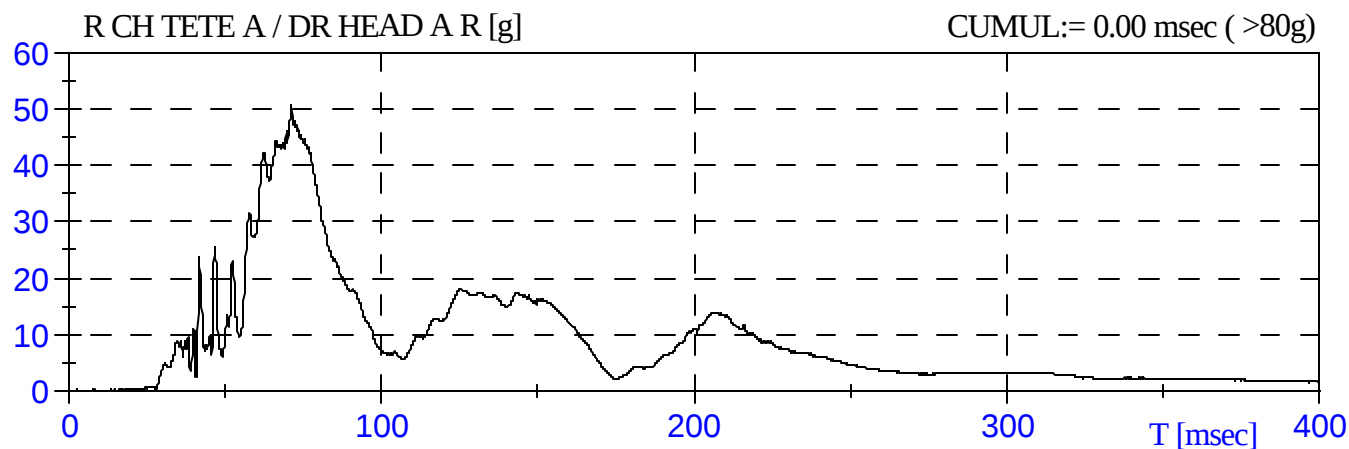
TI Passenger / Passenger

 $Mc := 115 \text{ N-m}$
 $Fc := 22.9 \text{ kN}$

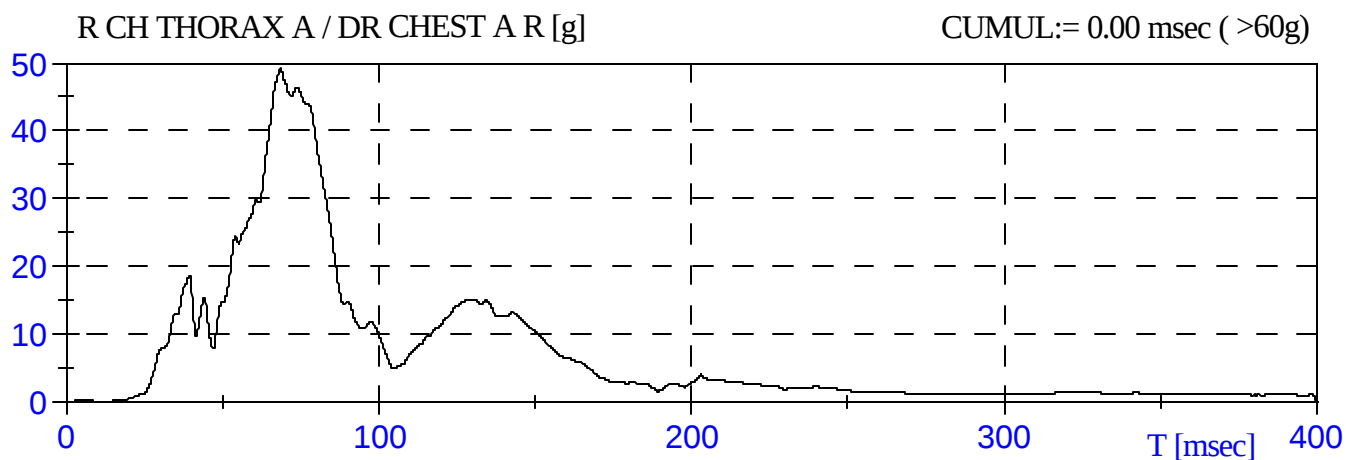
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	1.697	0.947
BAS / LOWER	0.940	1.385

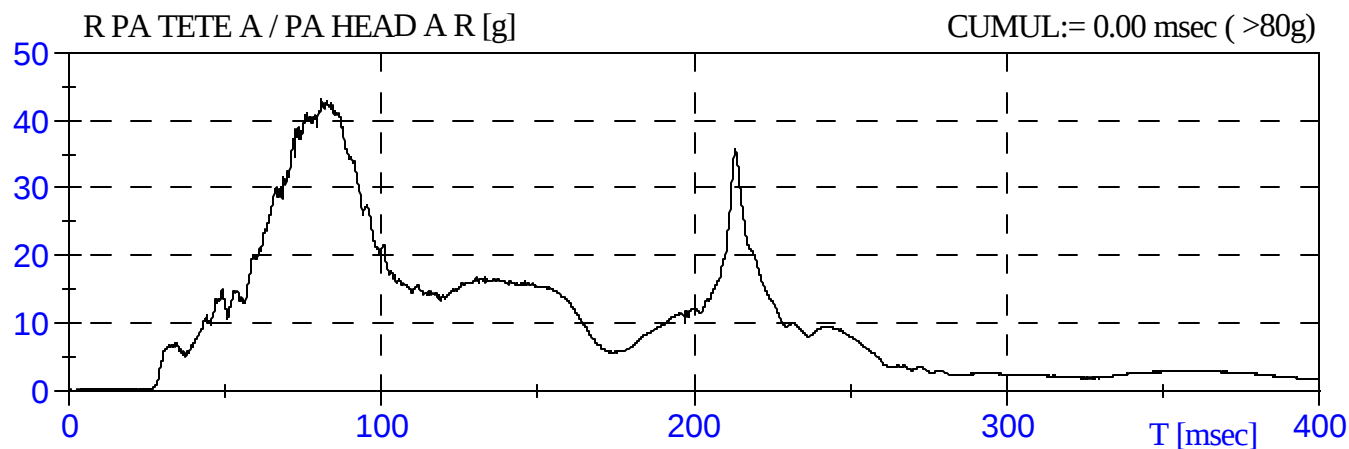
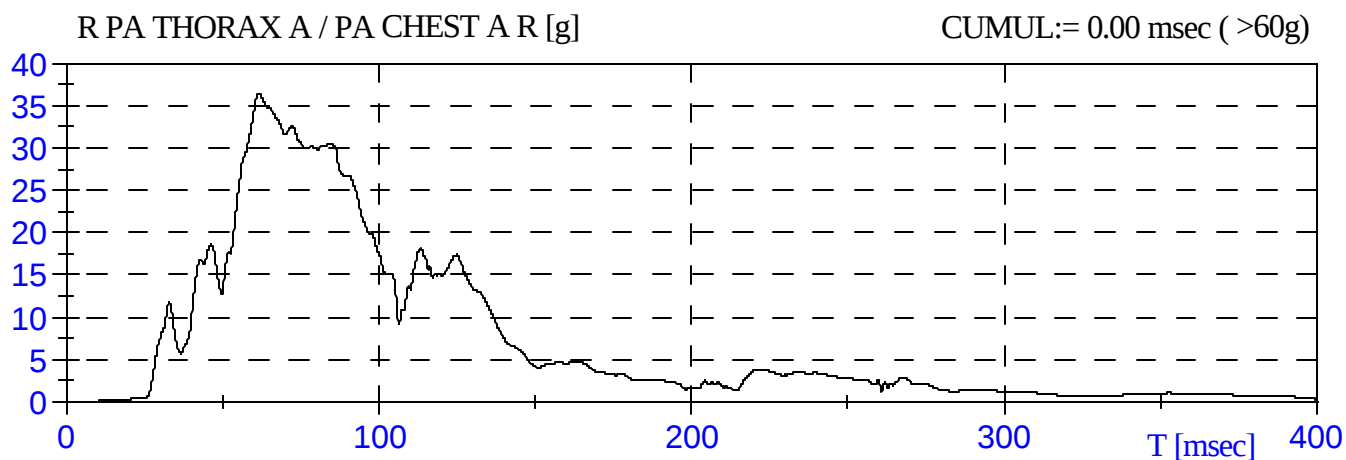
* Selon / According To: SAE J1727 AUG 96

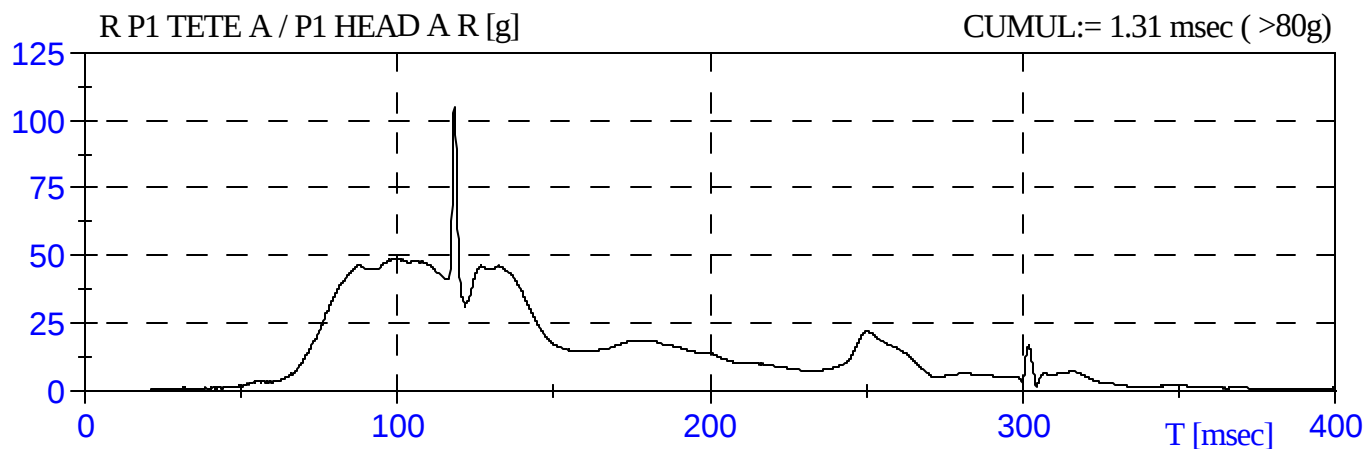
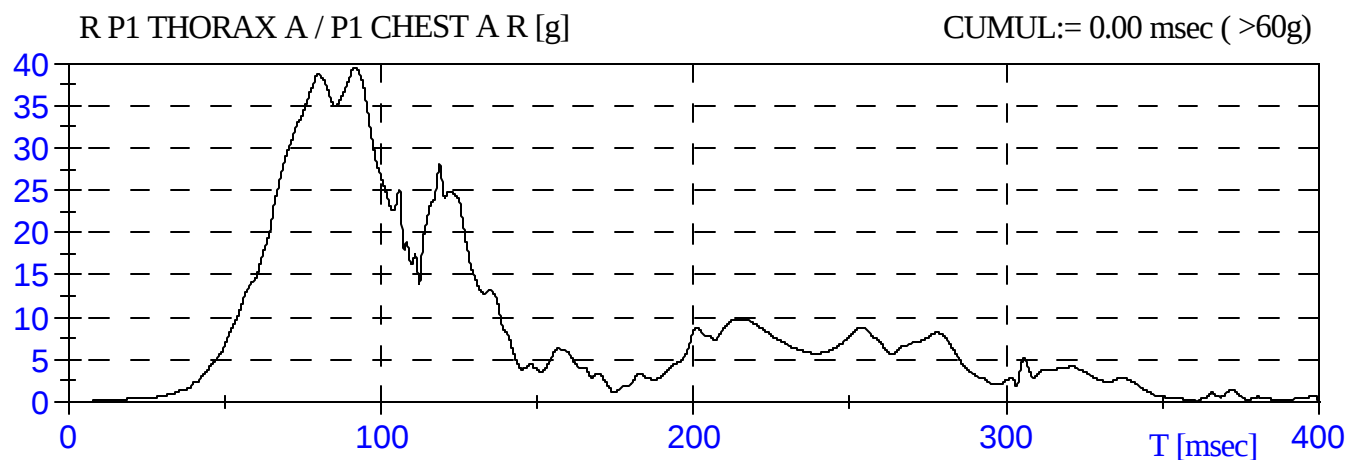
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



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


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

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


Chauffeur / Driver

$$N_{ij}^* = 0.72$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.72	0.24	0.50	0.23	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 0.57$$

Valeurs critiques
Criticals Values

N te	N ce	N tf	N cf	Tc	4287
				Cc	3880
0.57	0.29	0.12	0.25	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

PA IR BG DX:	N'est pas valide.
PA IR HD DX,PA IR BD DX	Transitoires réparés de 43.3 ms à 44.4 ms et de 46.6 ms à 47.7 ms
PA IR HG DX:	Transitoires réparés de 71.8 ms à 73.0 ms et de 78.3 ms à 79.6 ms
CH BA TIBIA G MX:	Transitoire réparé de 66.8 ms à 75.3 ms.
PA ETR G LAT FZ:	N'est pas valide à partir de 94.5 ms.
VEH LOC#4 AX:	N'est pas valide à partir de 39.3 ms.
PA IR LL DX:	Is not valid.
PA IR UR DX,PA IR LR DX	Glitches removed from 43.3 ms to 44.4 ms and from 46.6 ms to 47.7 ms.
PA IR UL DX:	Glitches removed from 71.8 ms to 73.0 ms and from 78.3 ms to 79.6 ms.
DR LO-L TIBIA MX:	Glitch removed from 66.8 ms to 75.3 ms.
PA L-CLV LAT FZ:	Is not valid from 94.5 ms.
VEH LOC#4 AX:	Is not valid from 39.3 ms.