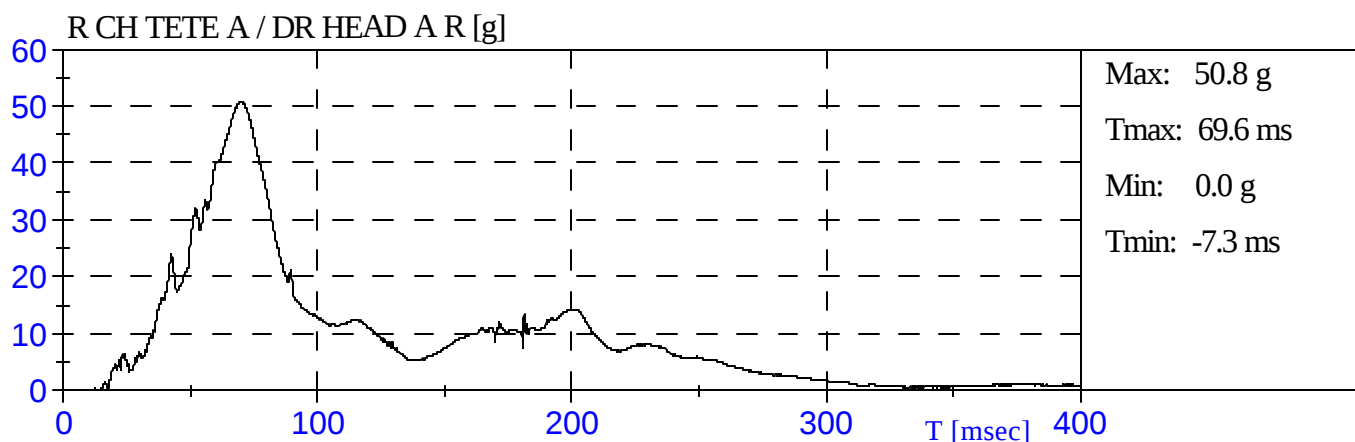
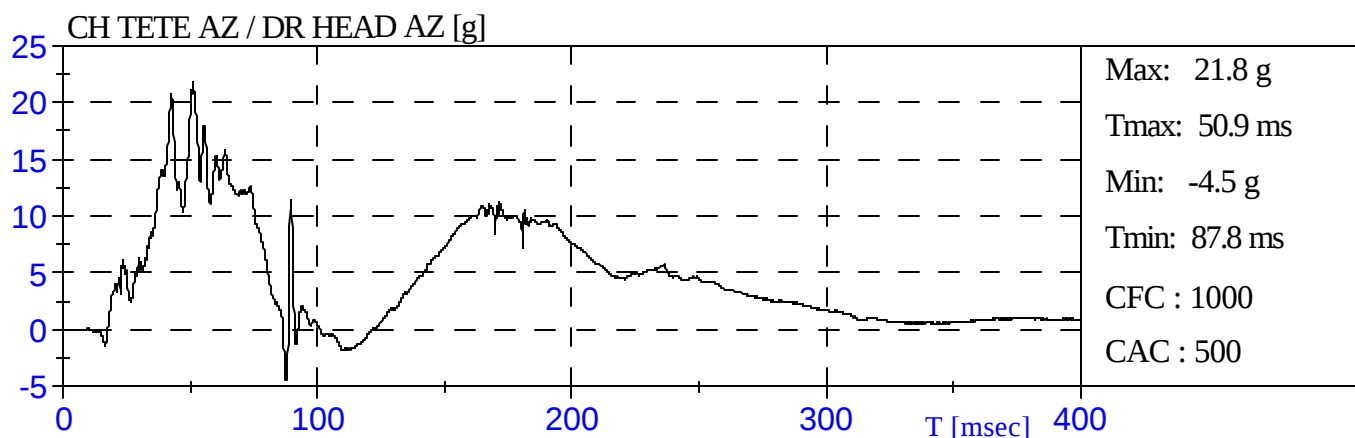
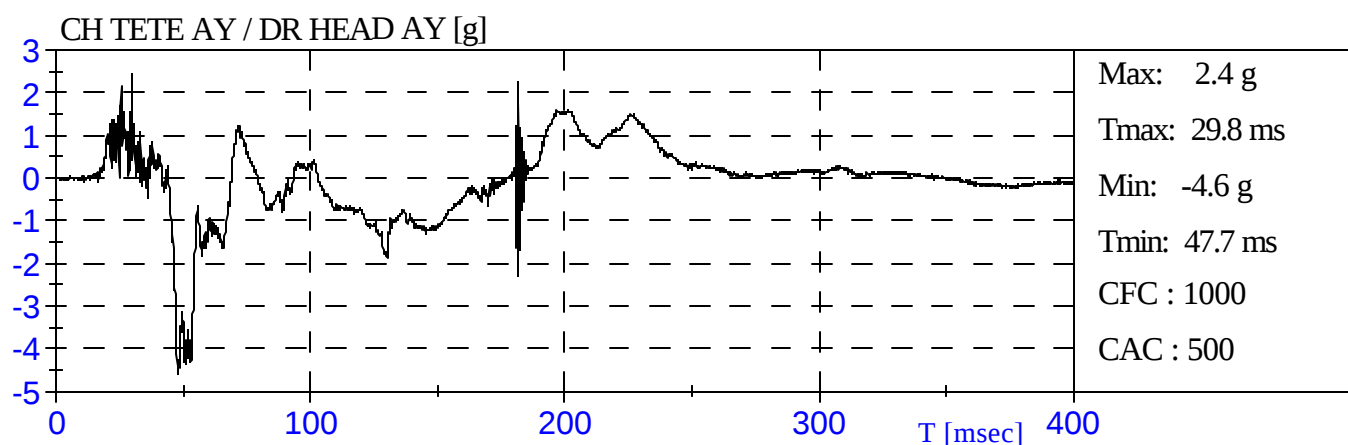
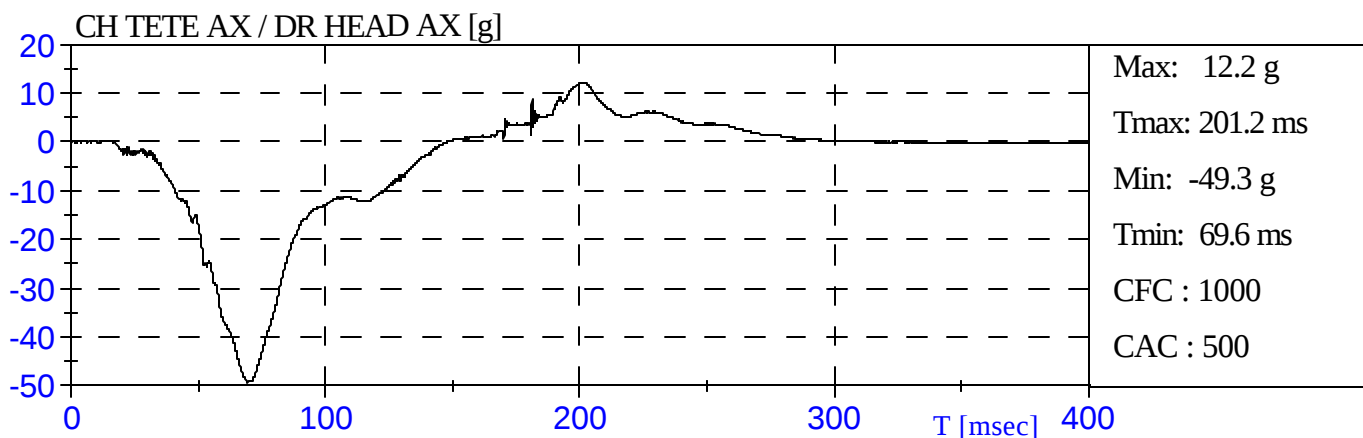
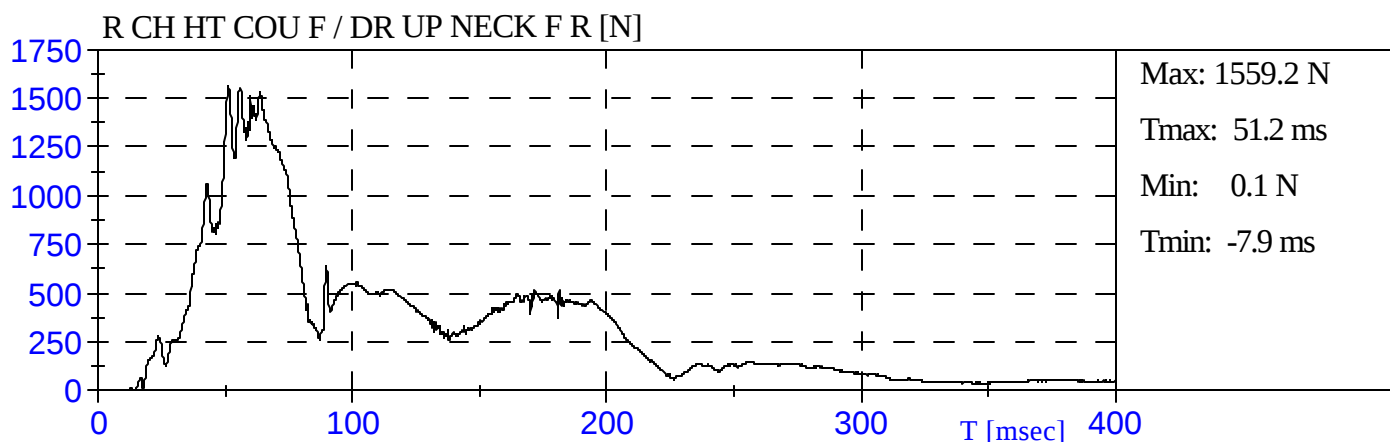
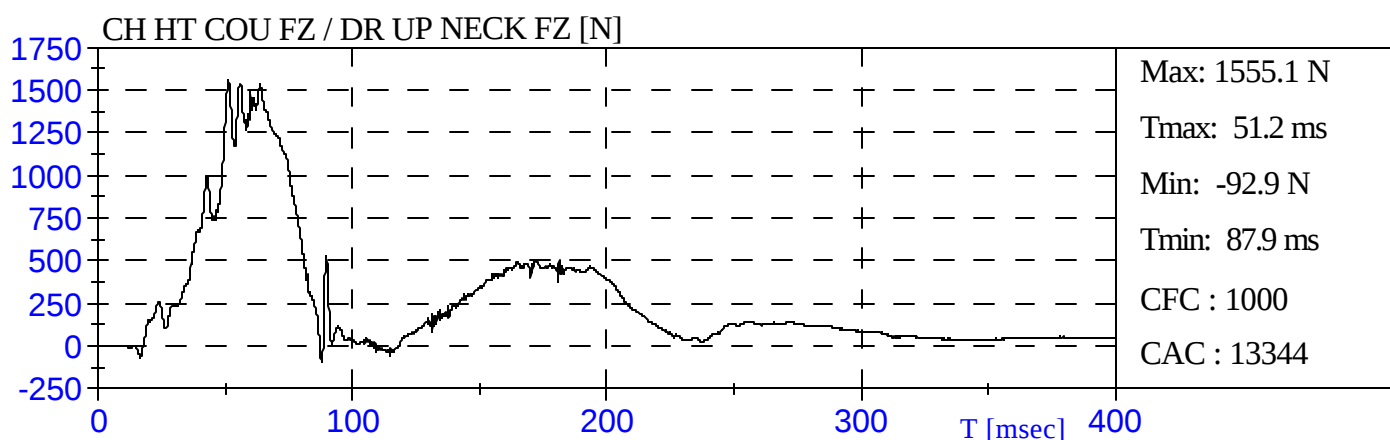
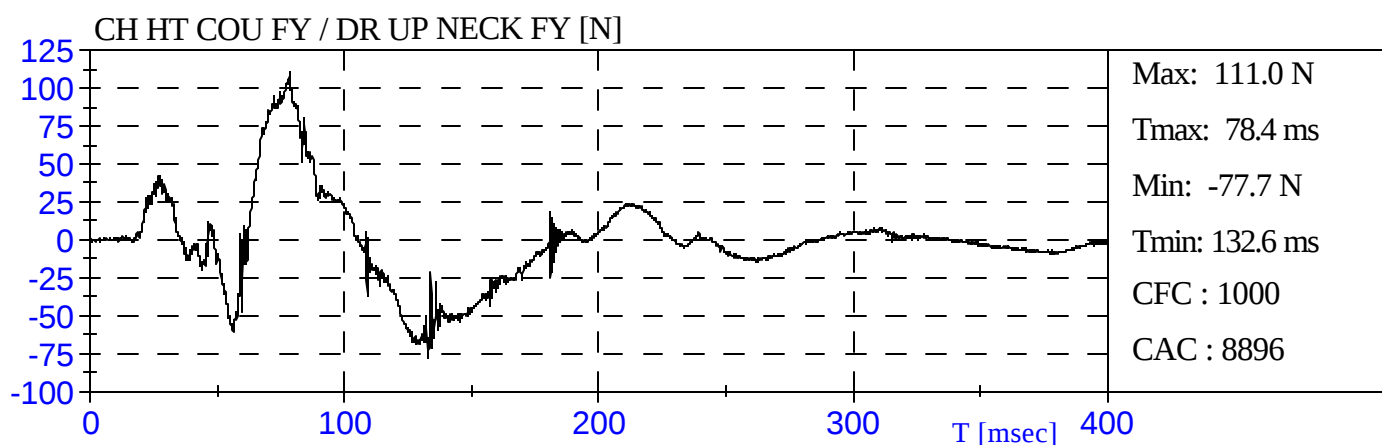
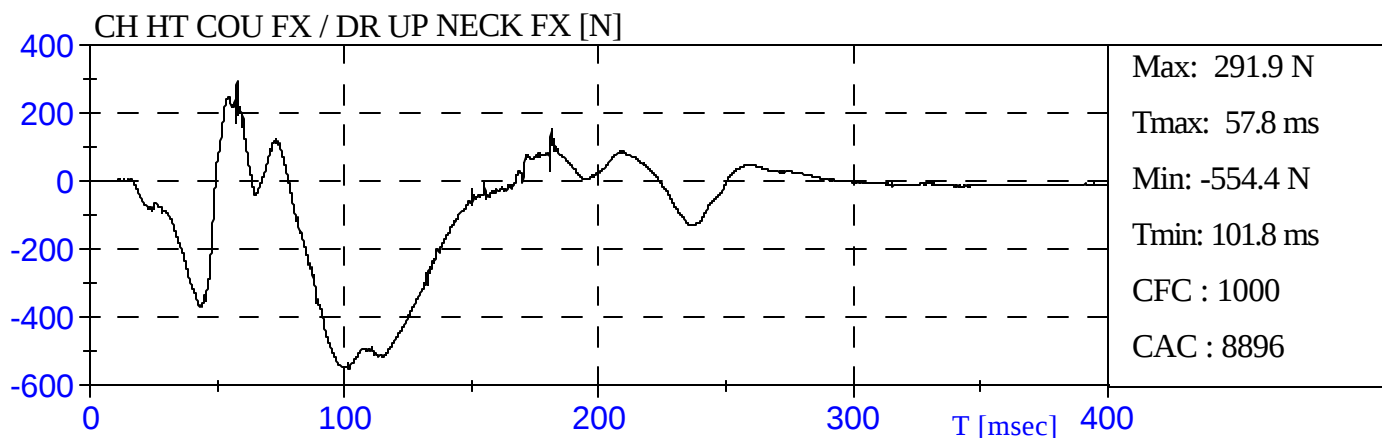
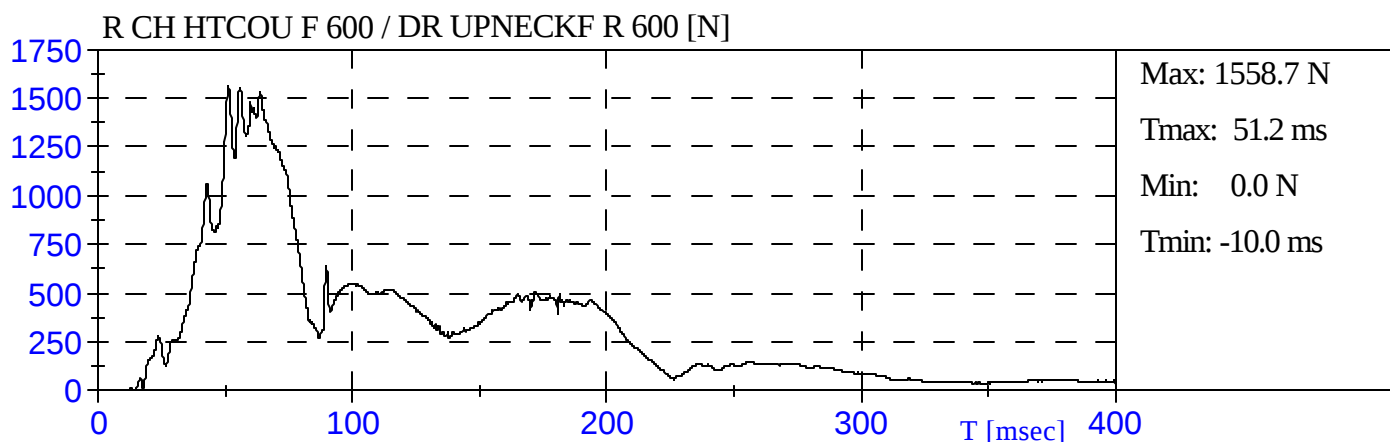
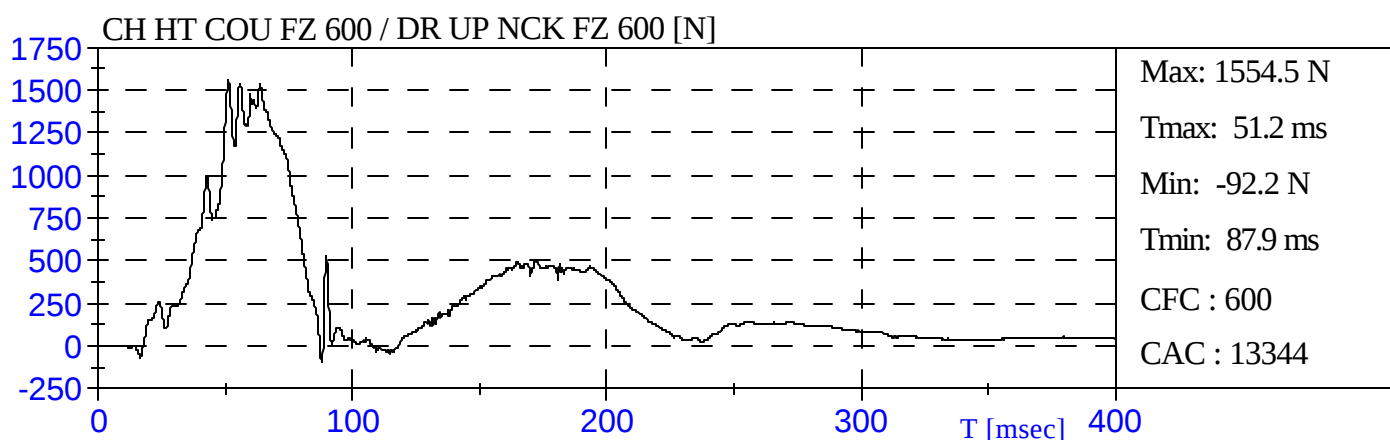
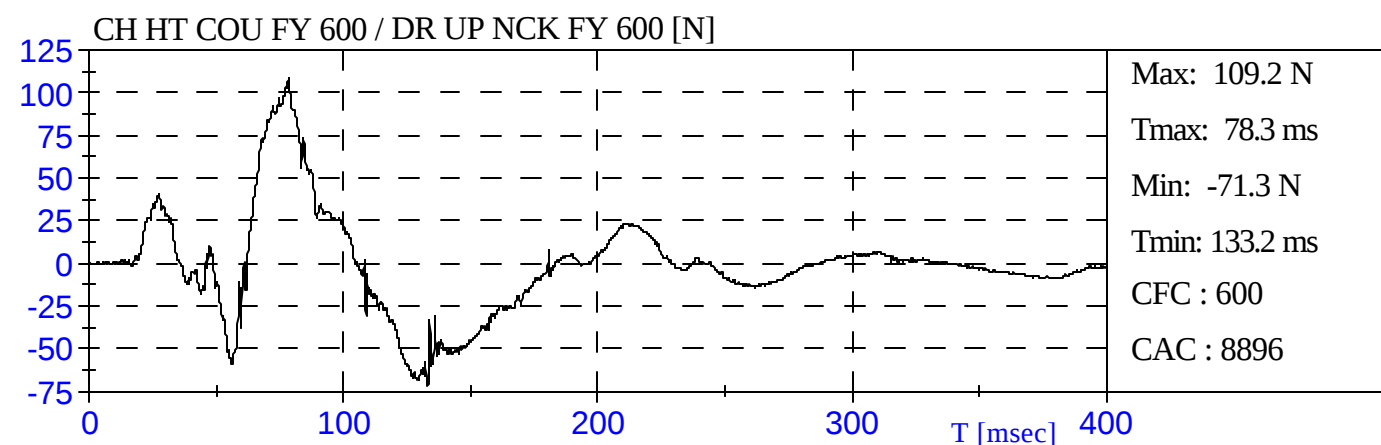
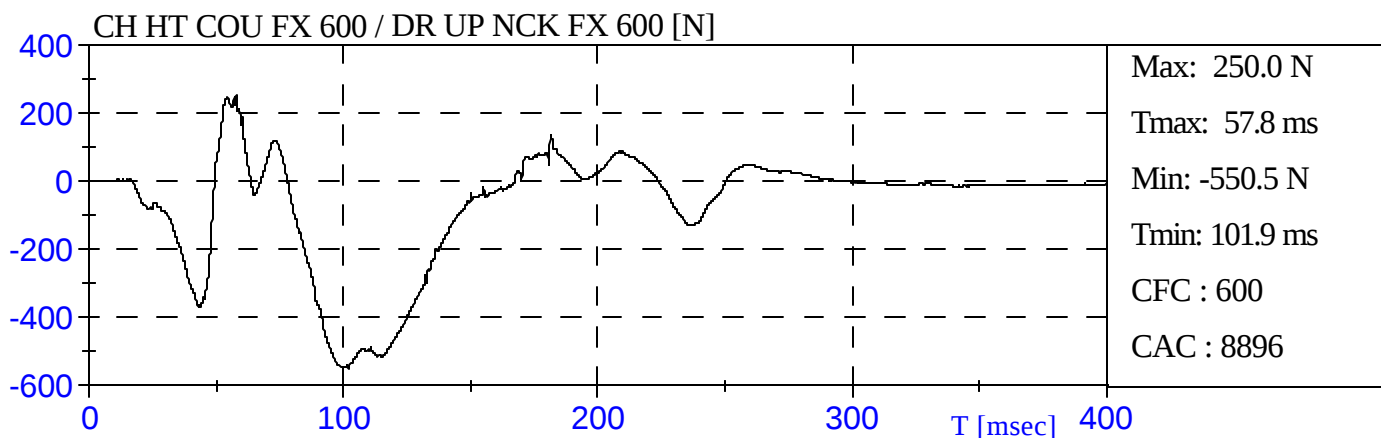
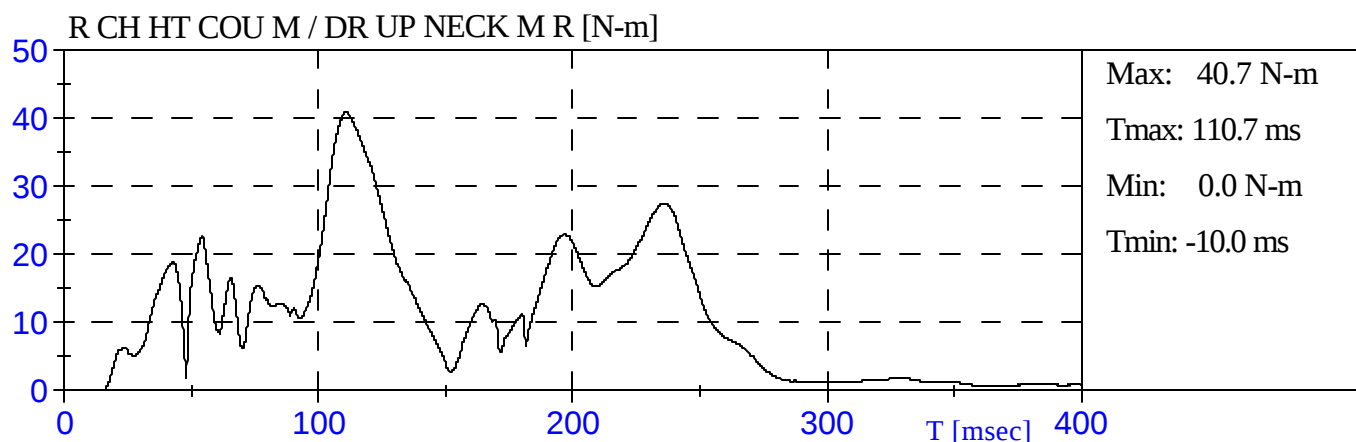
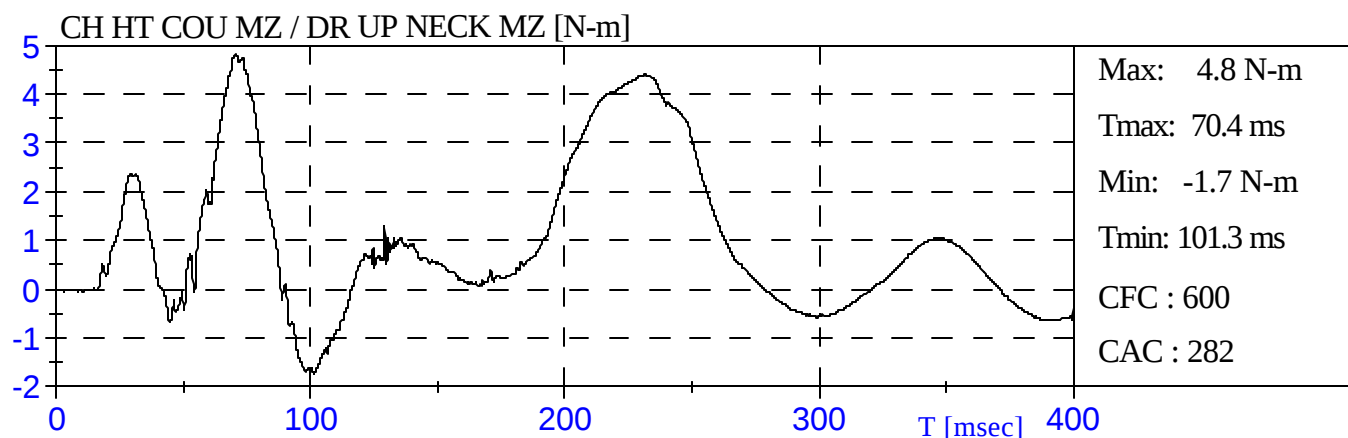
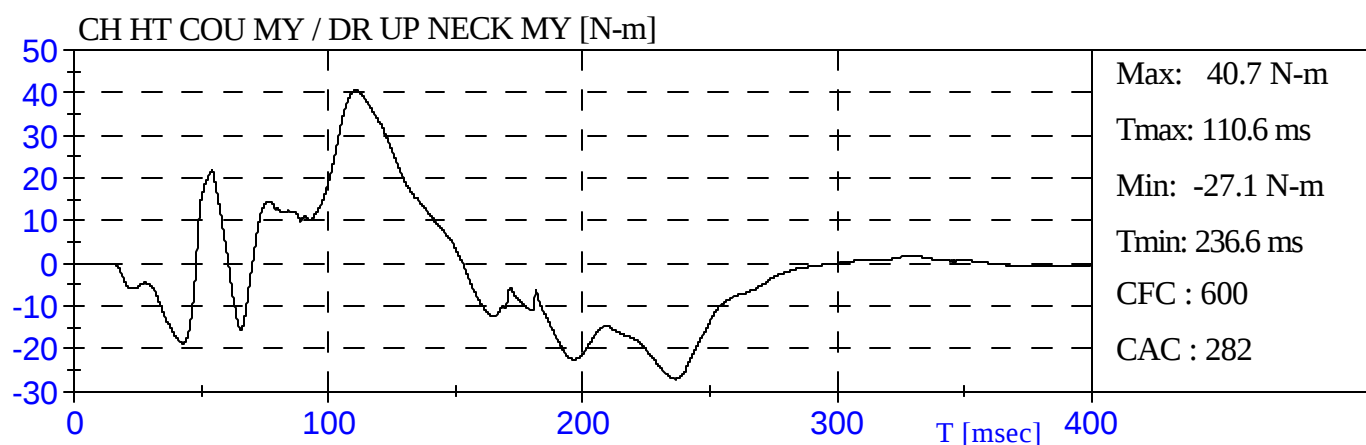
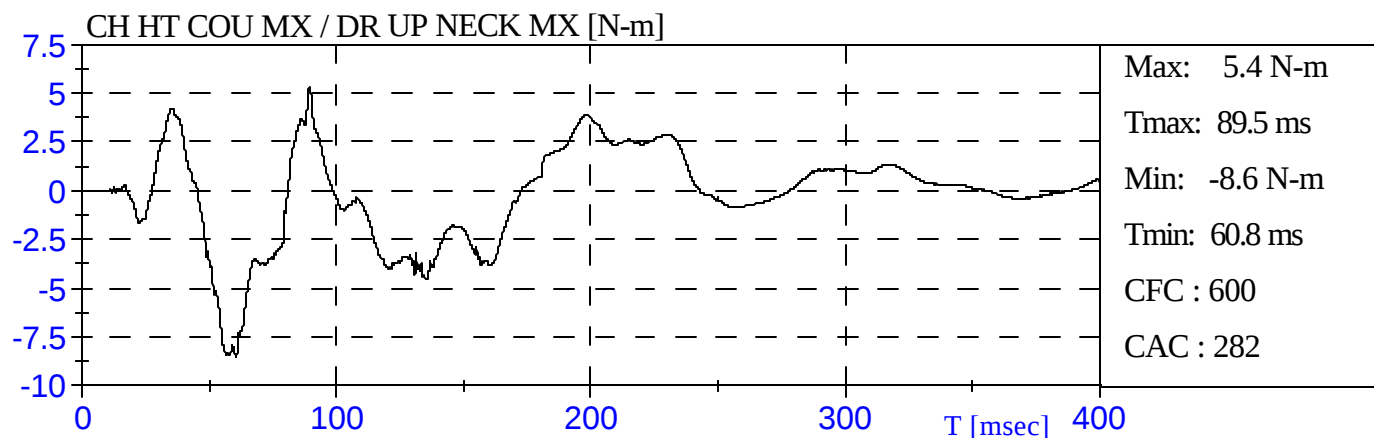


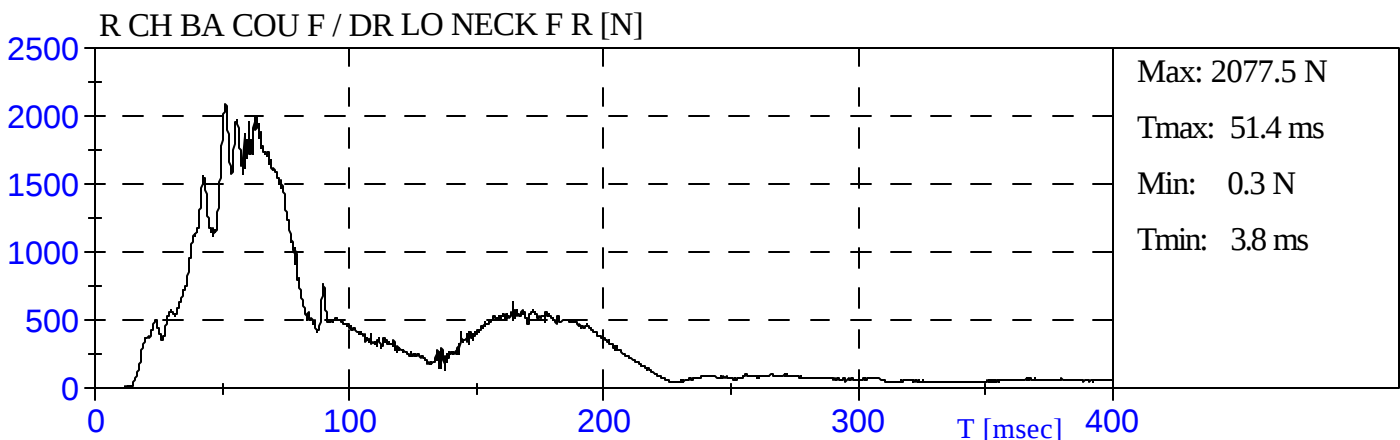
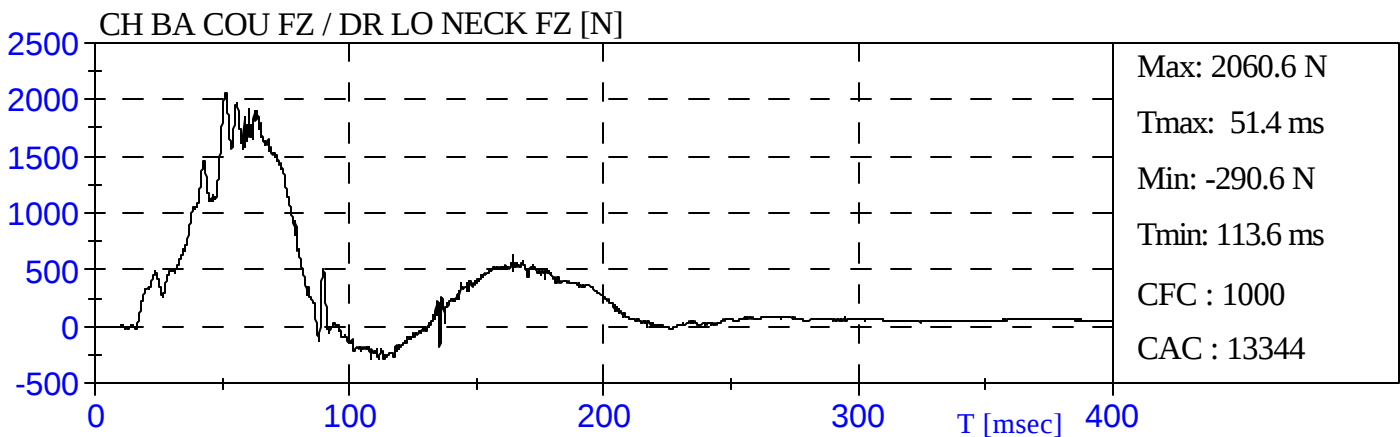
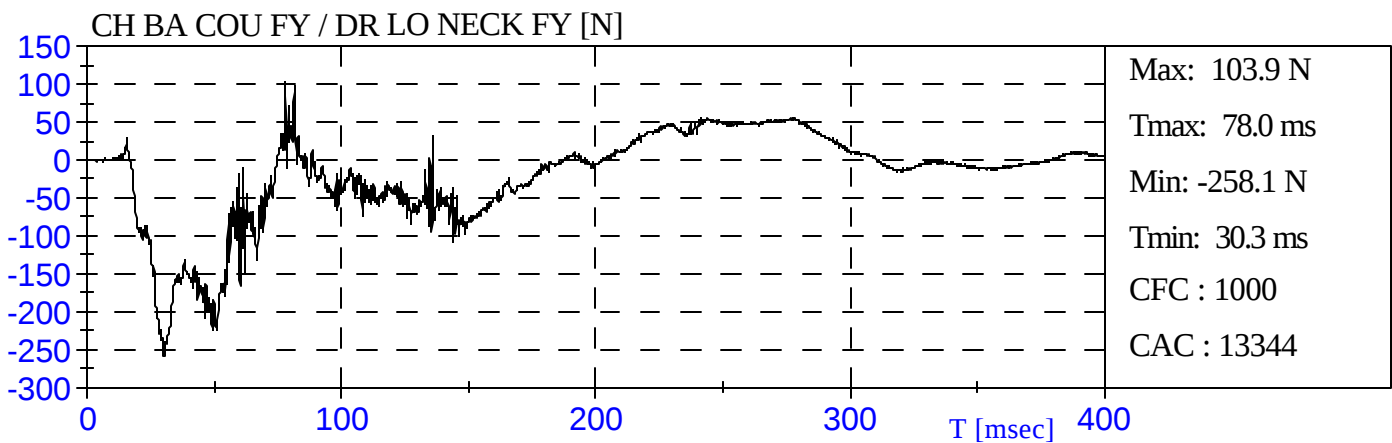
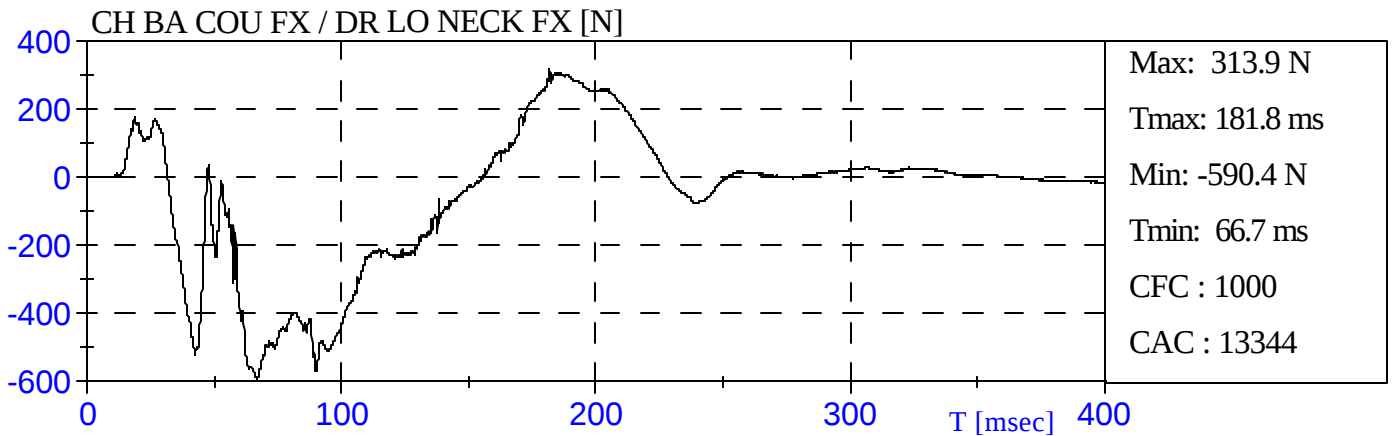
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	SUZUKI ALTO 2001
Numéro de TC Tc Number	TC01-002
Numéro de contrat Contract No	03-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2003-03-17
Titre du projet Project 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

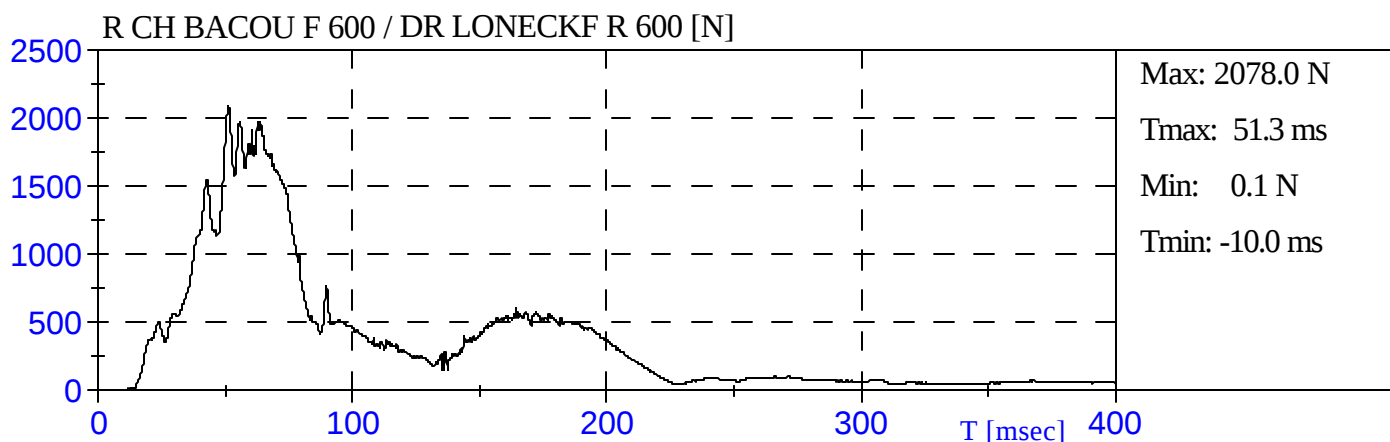
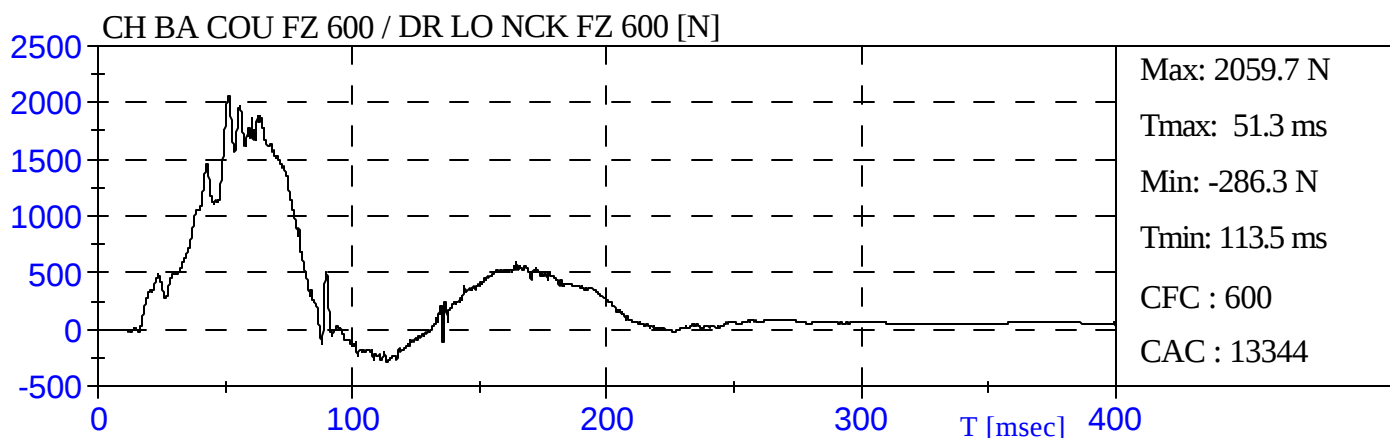
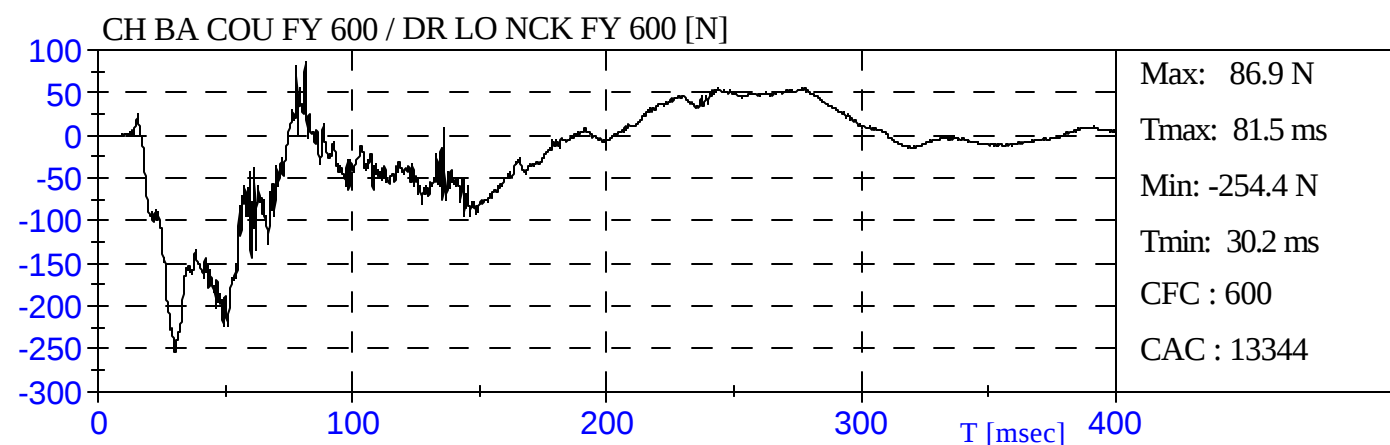
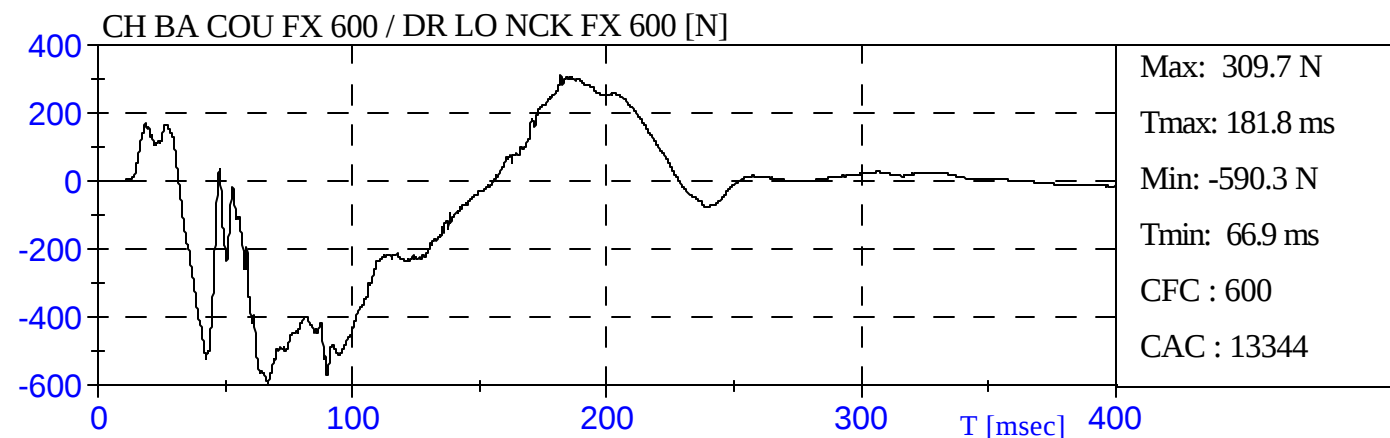


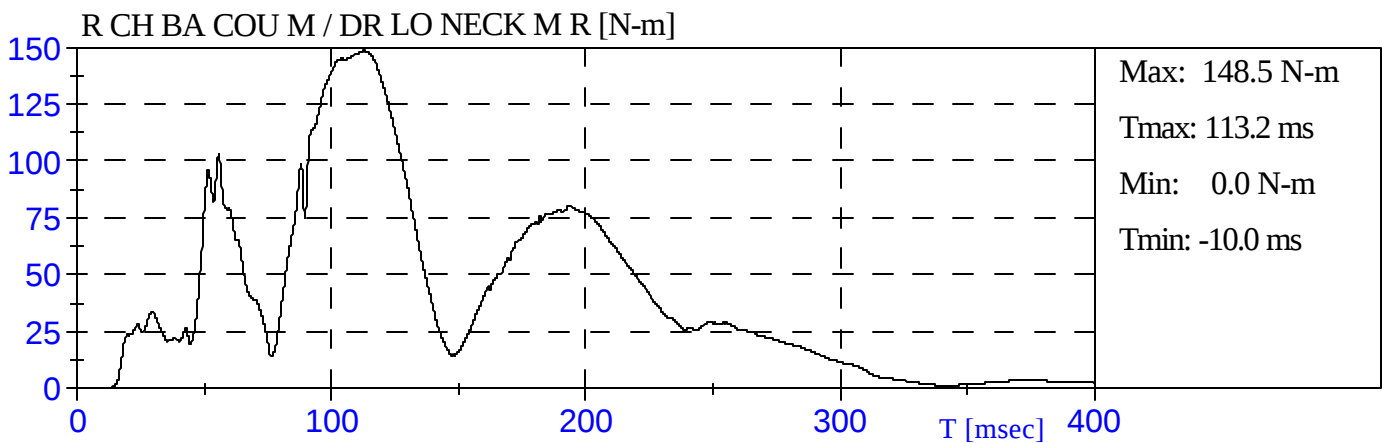
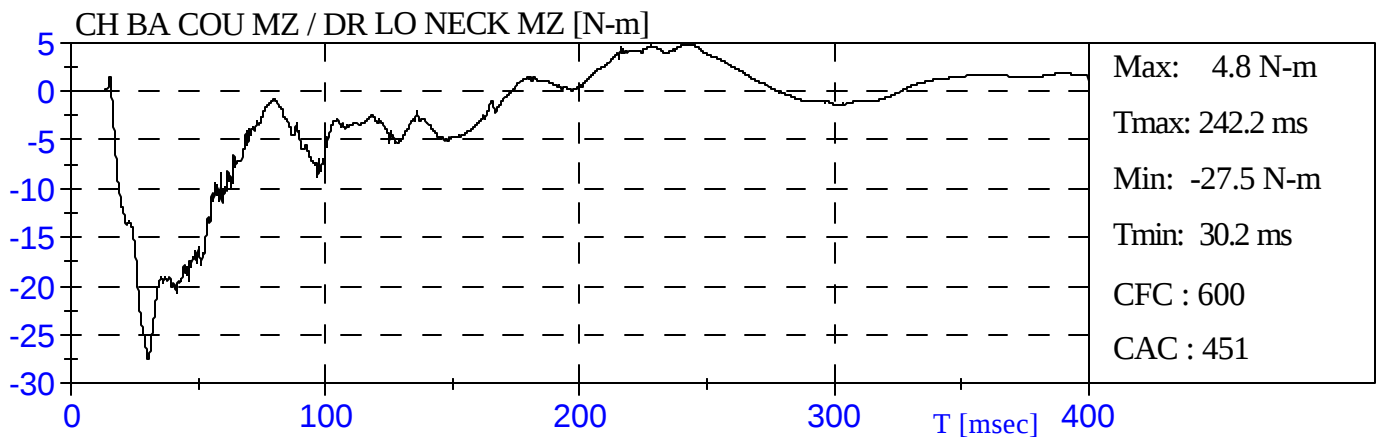
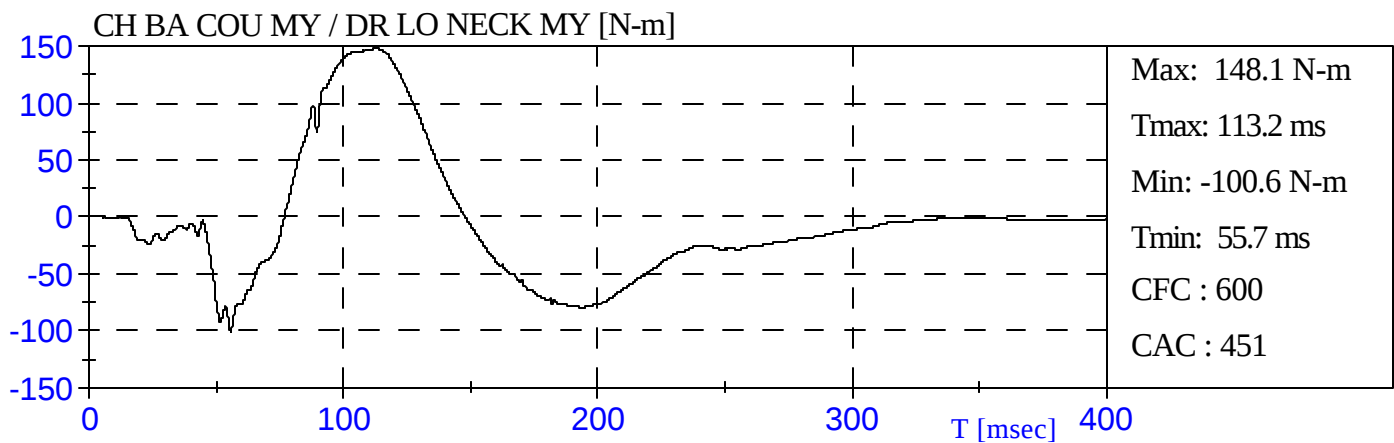
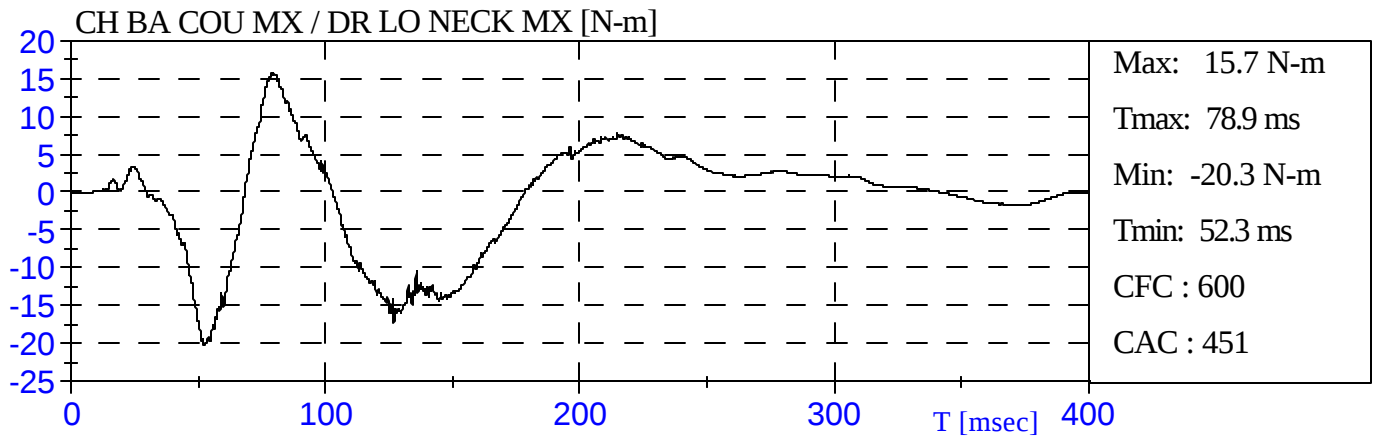


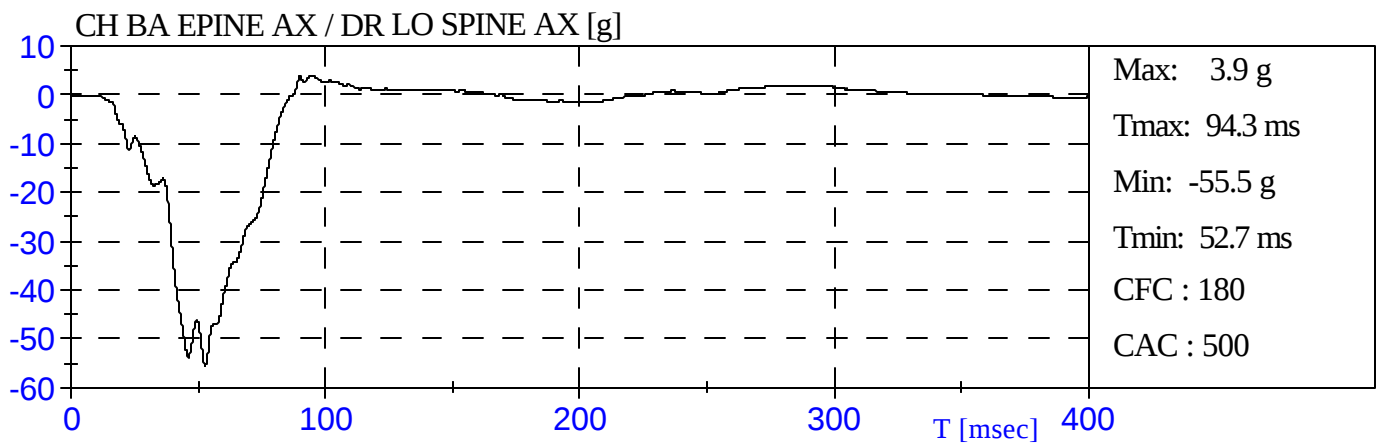
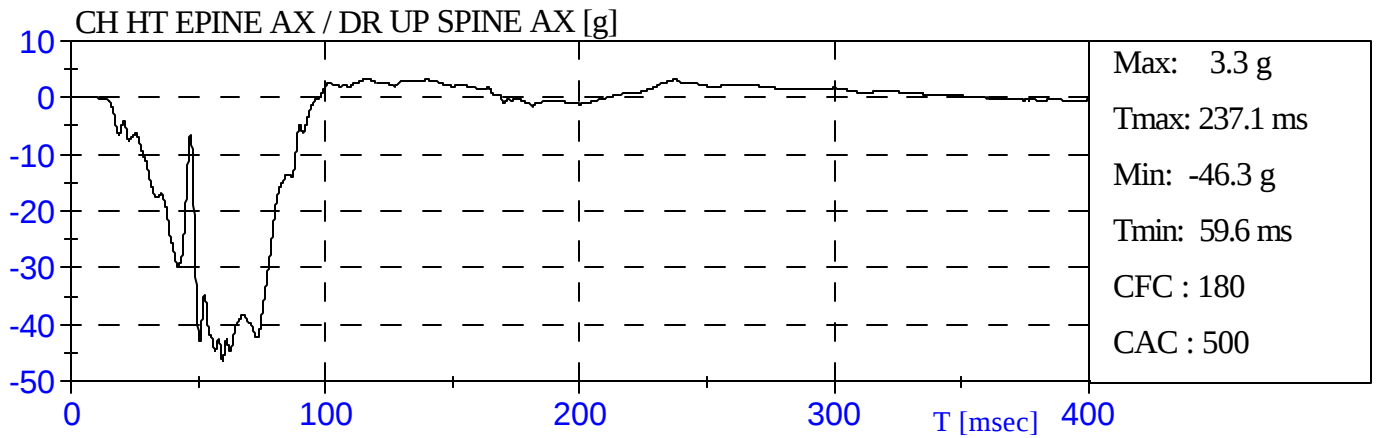


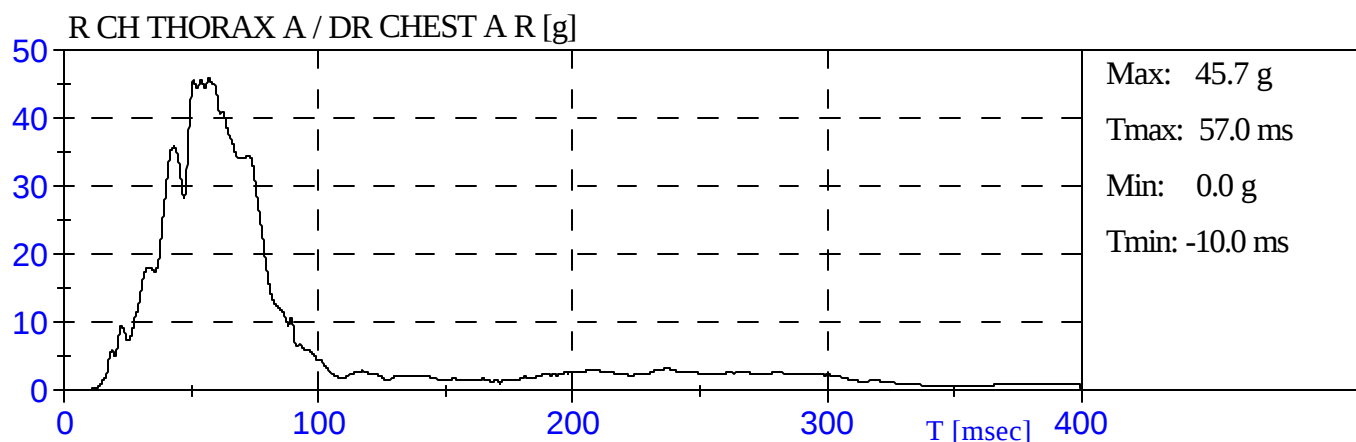
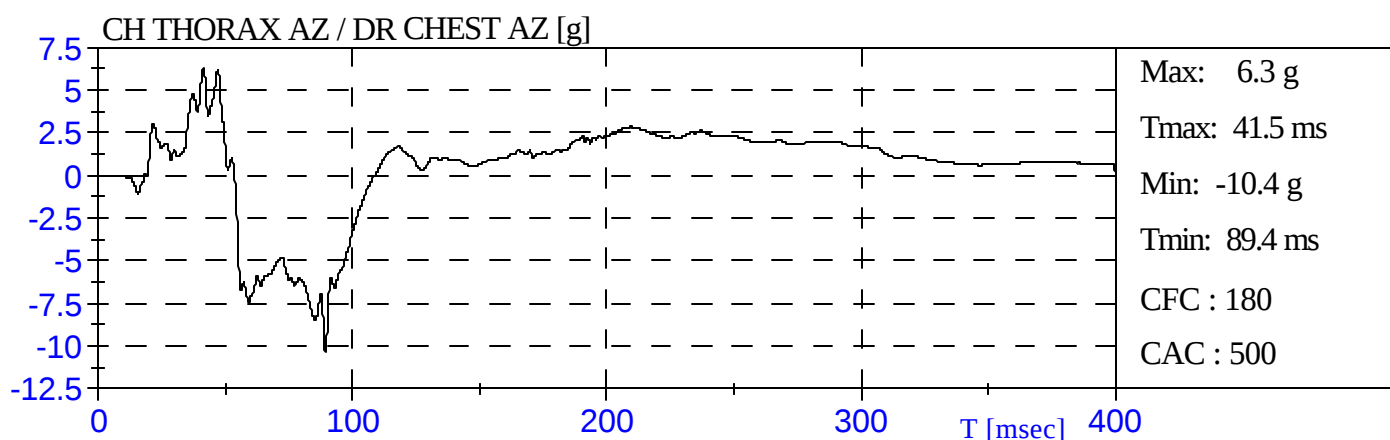
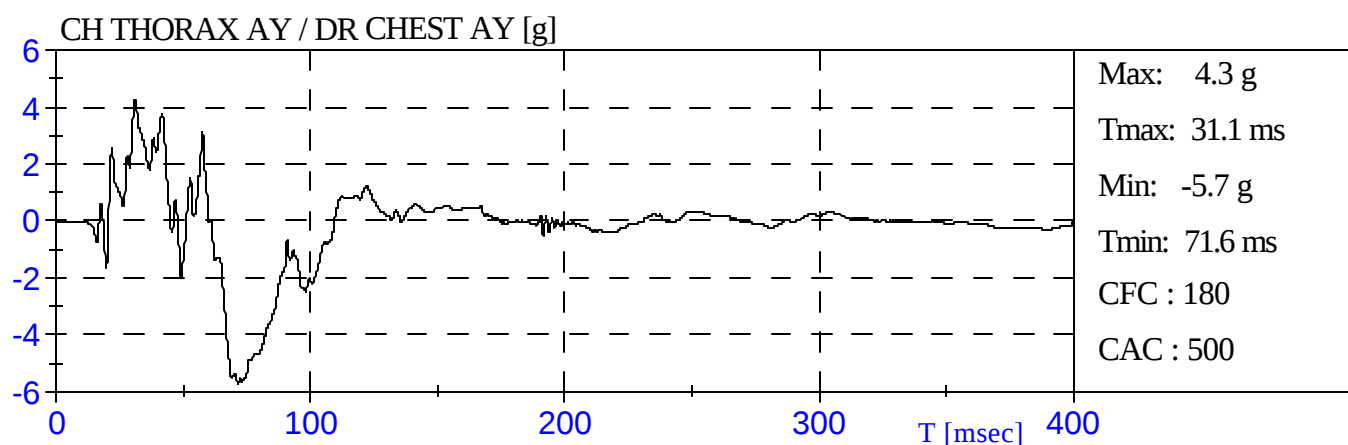
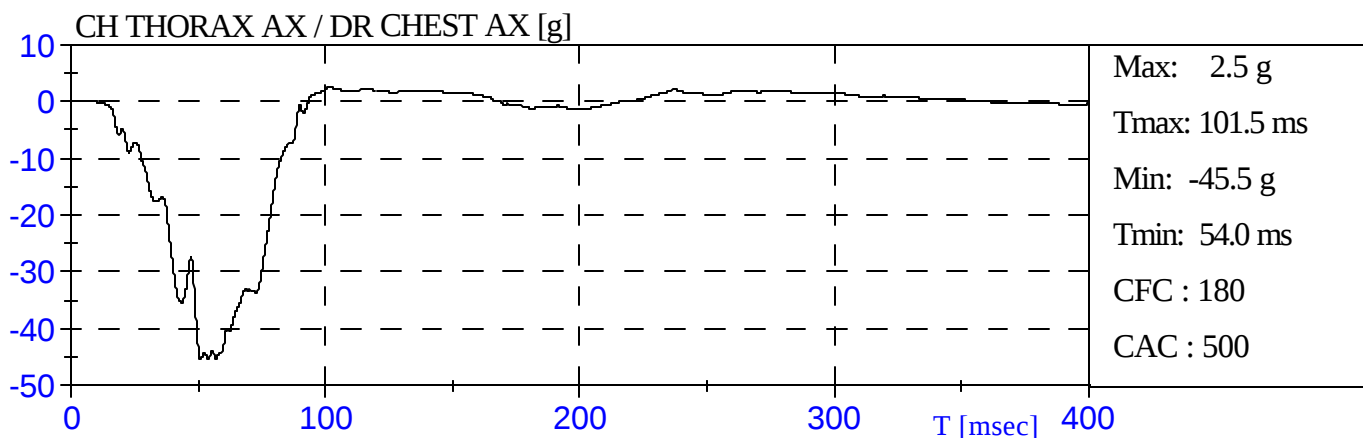


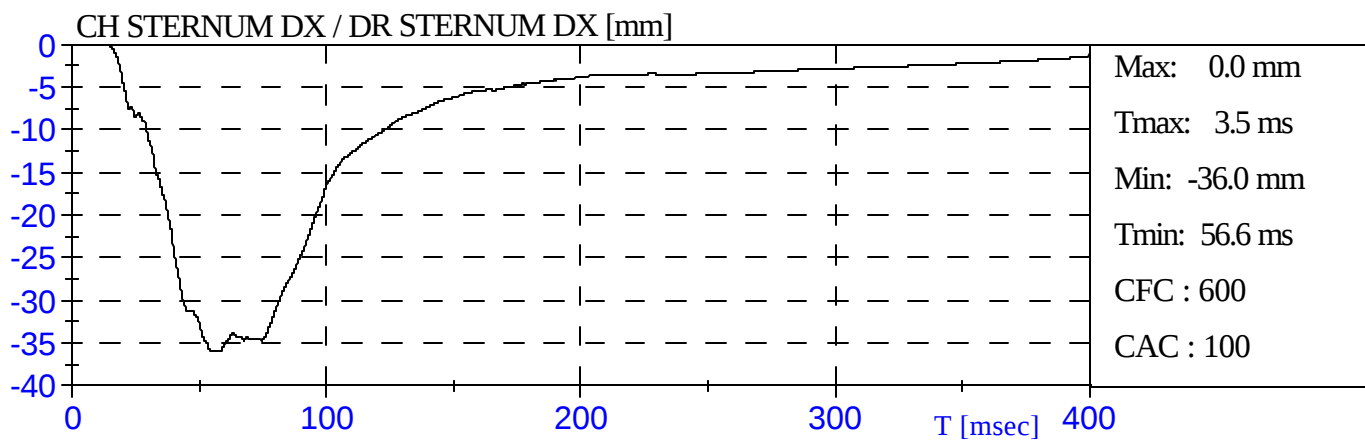


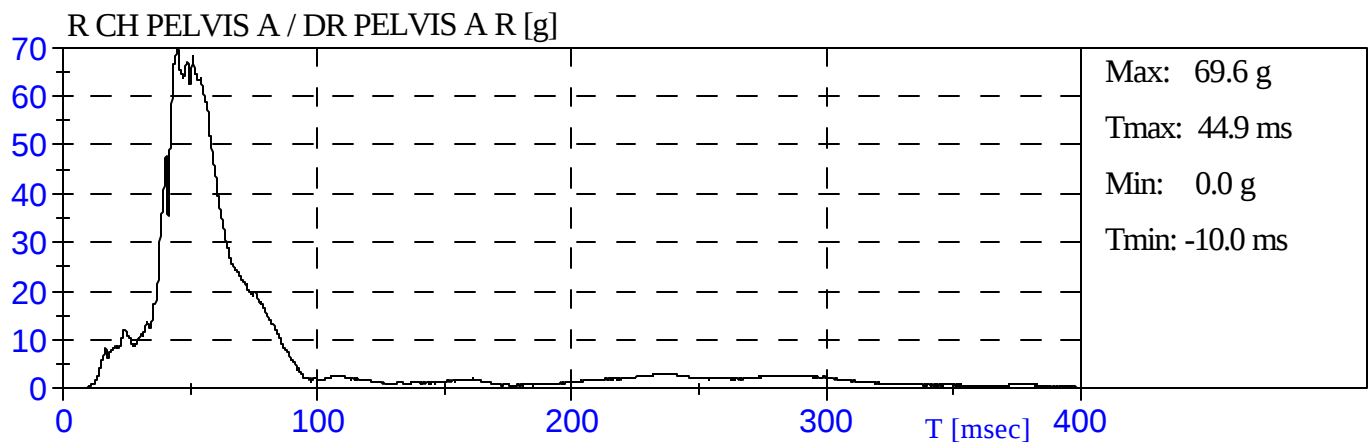
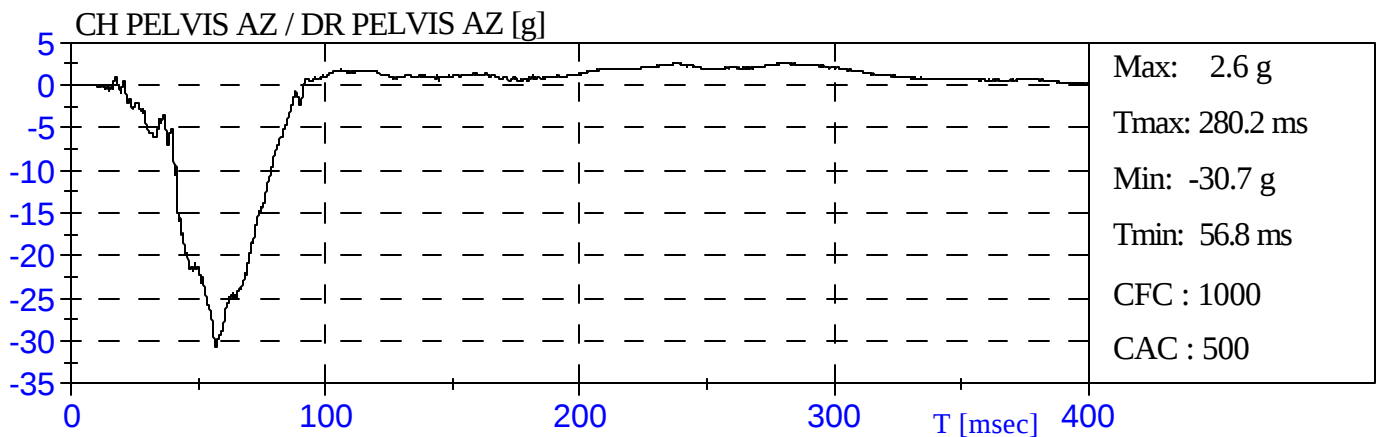
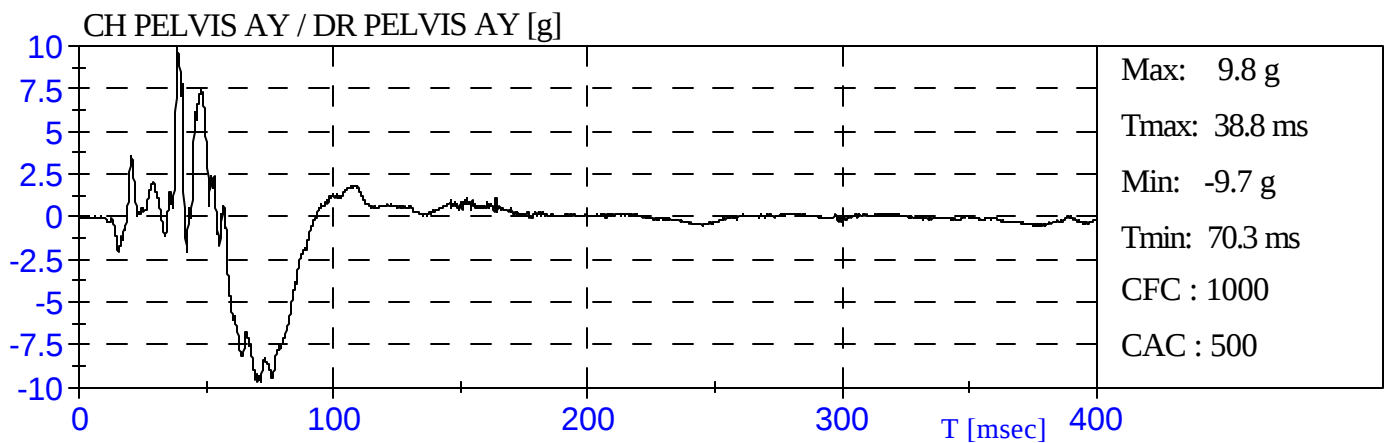
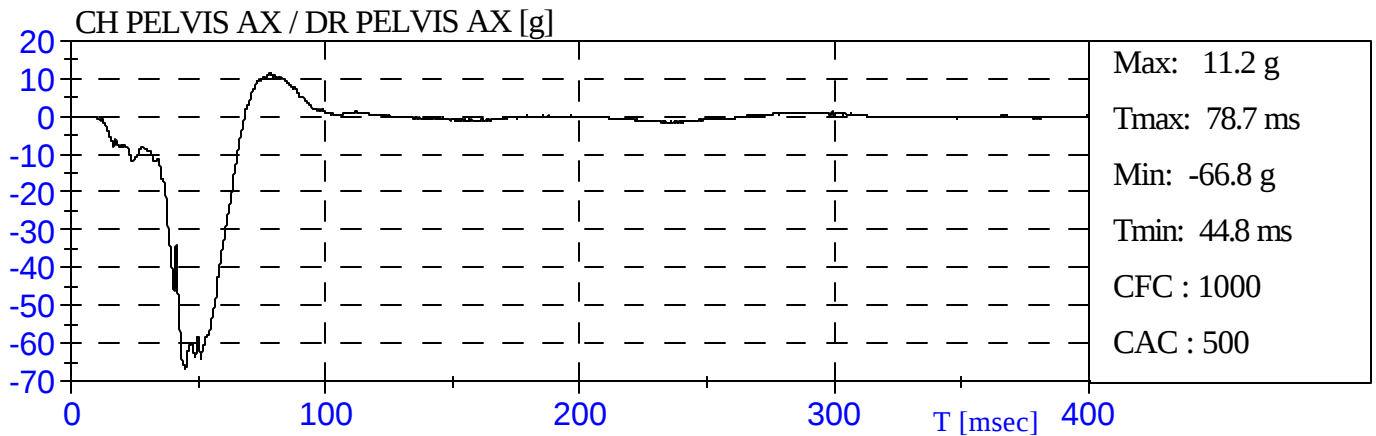


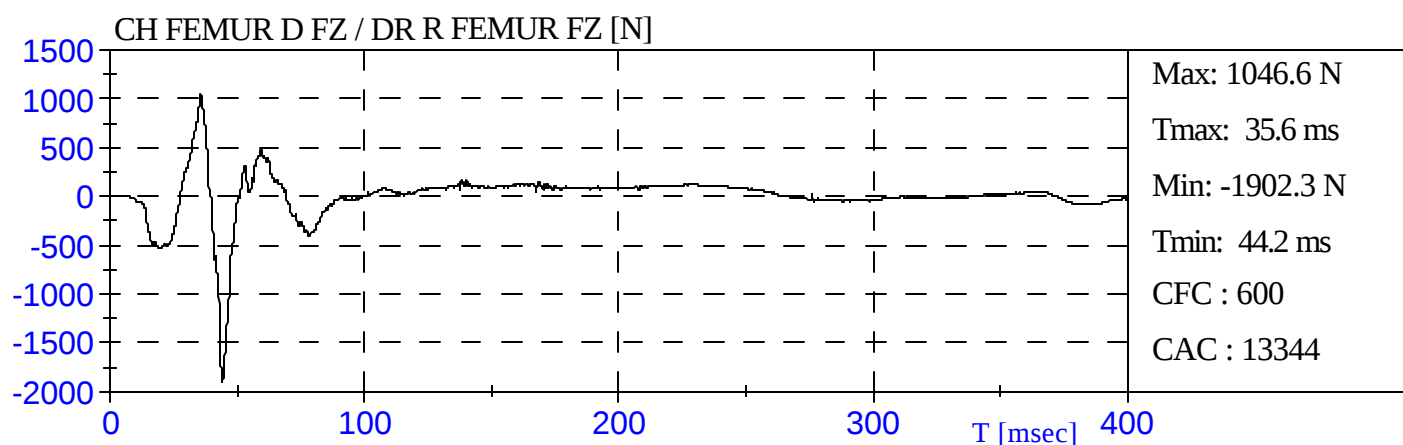
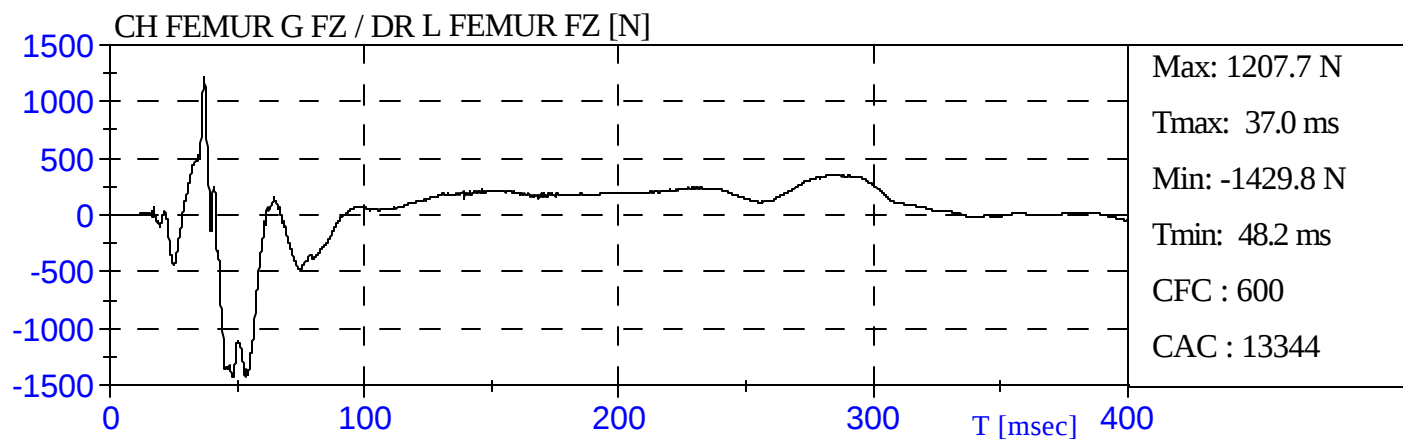


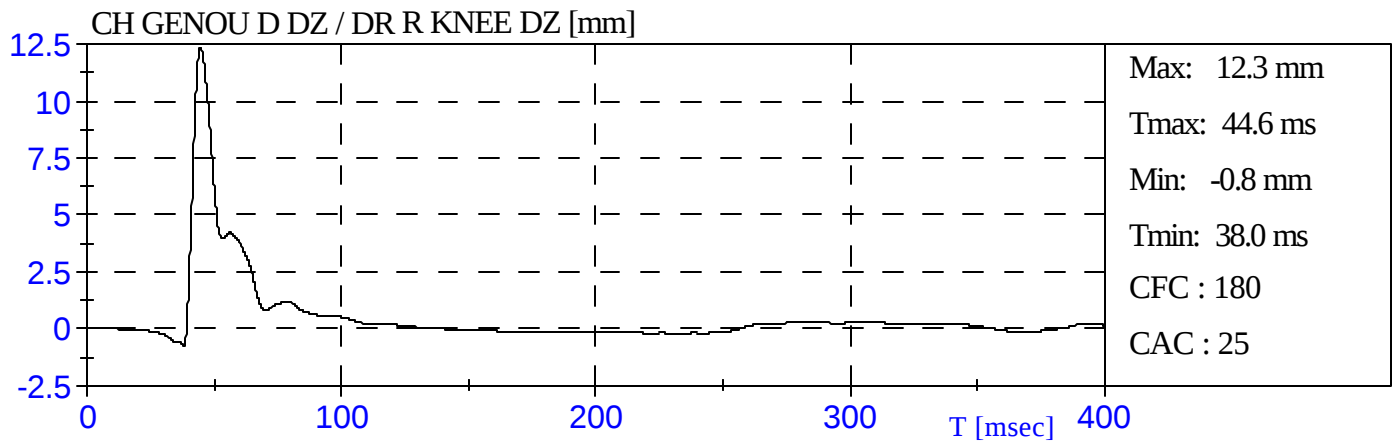
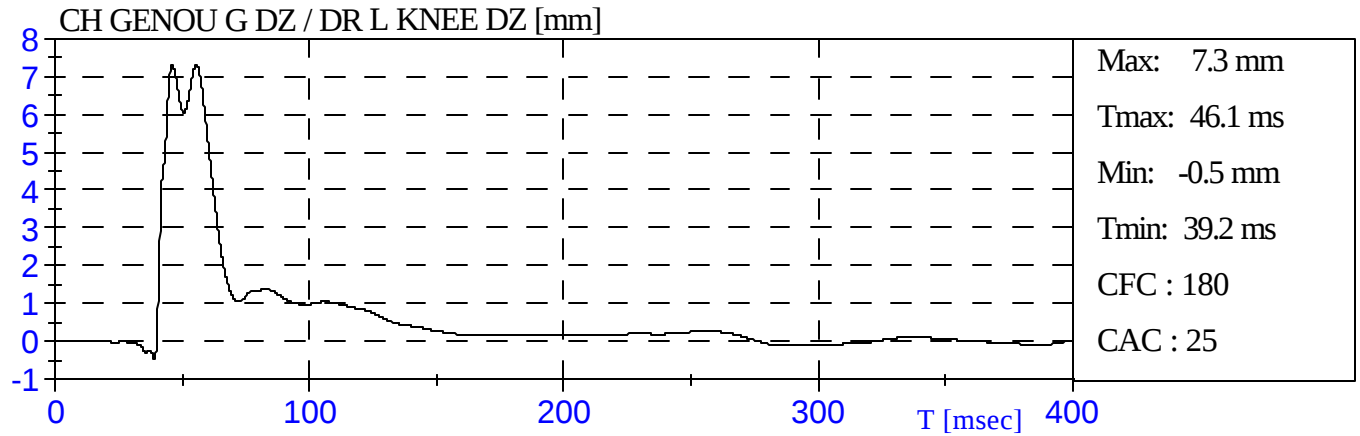


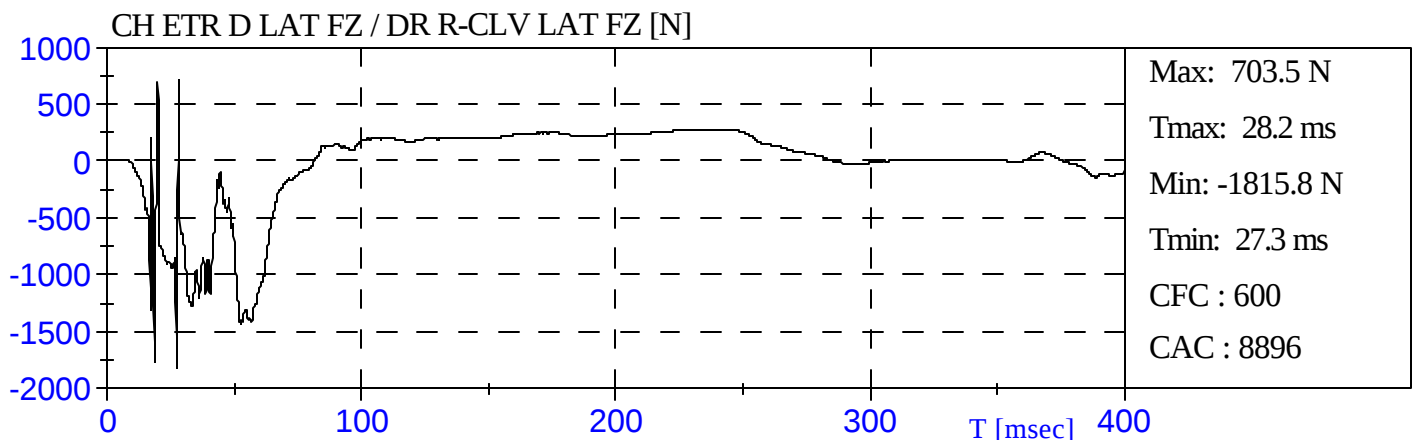
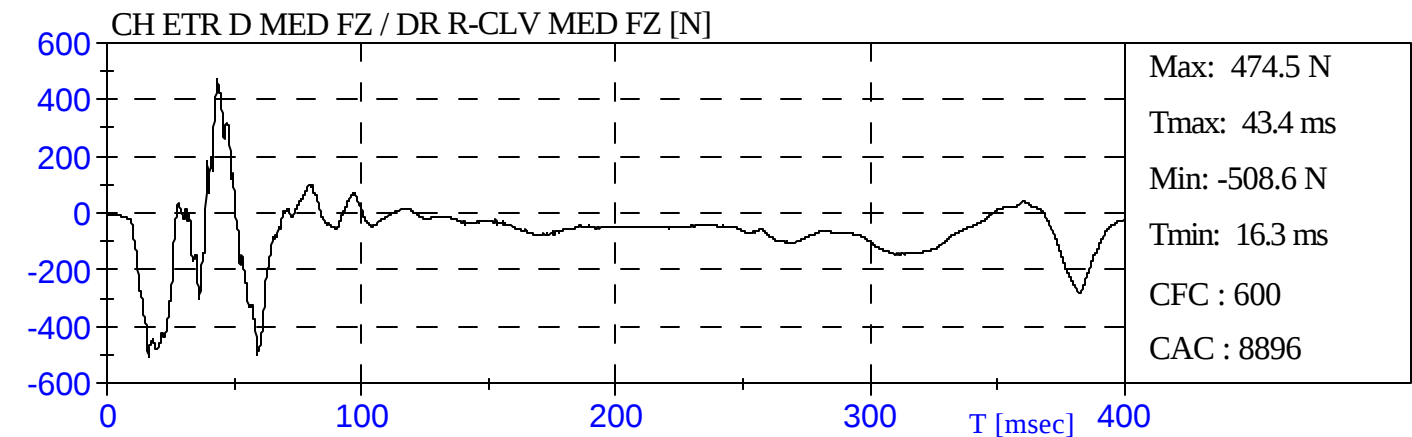
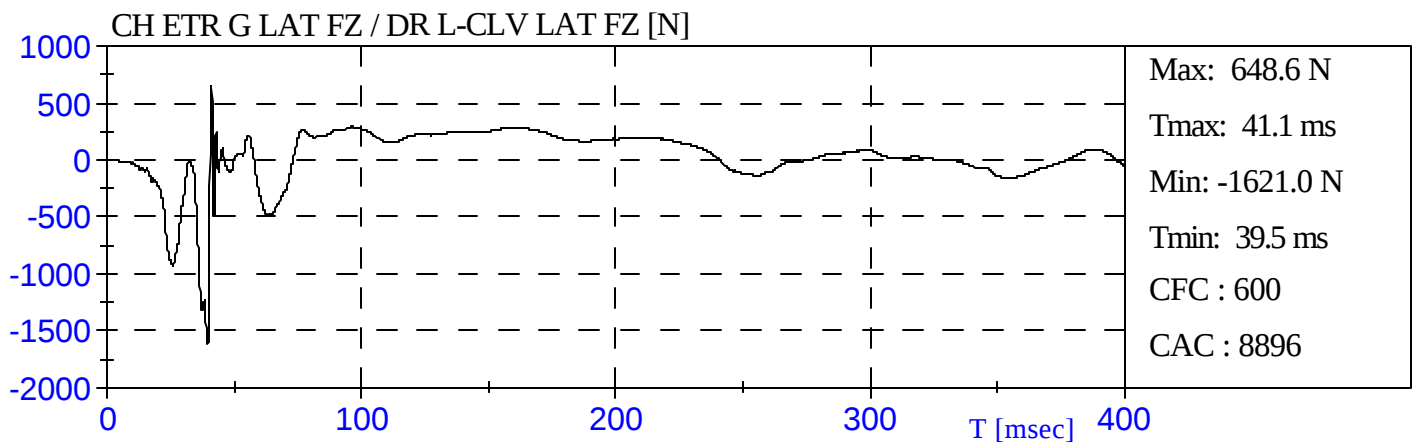
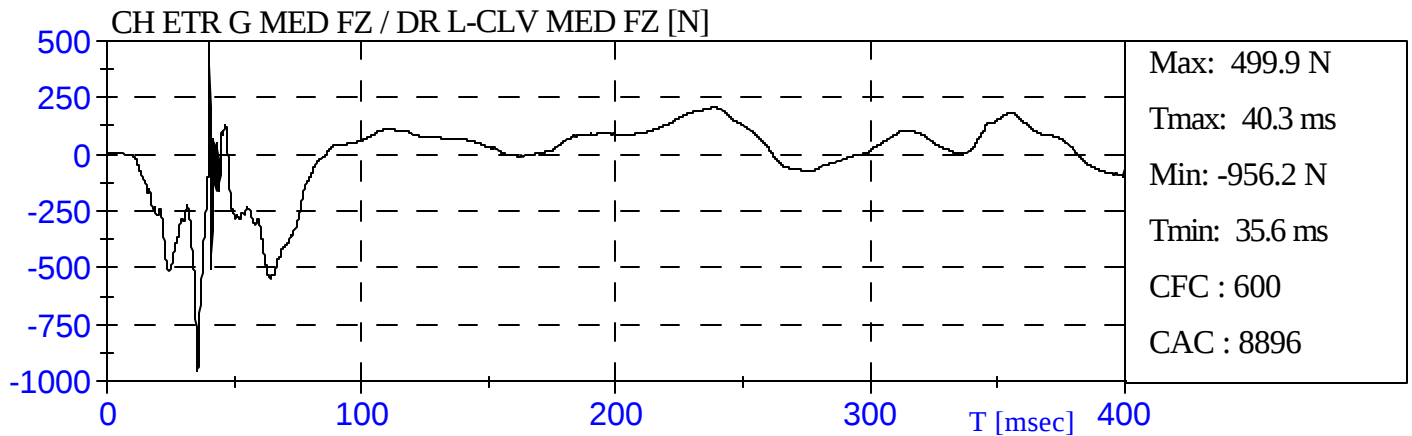


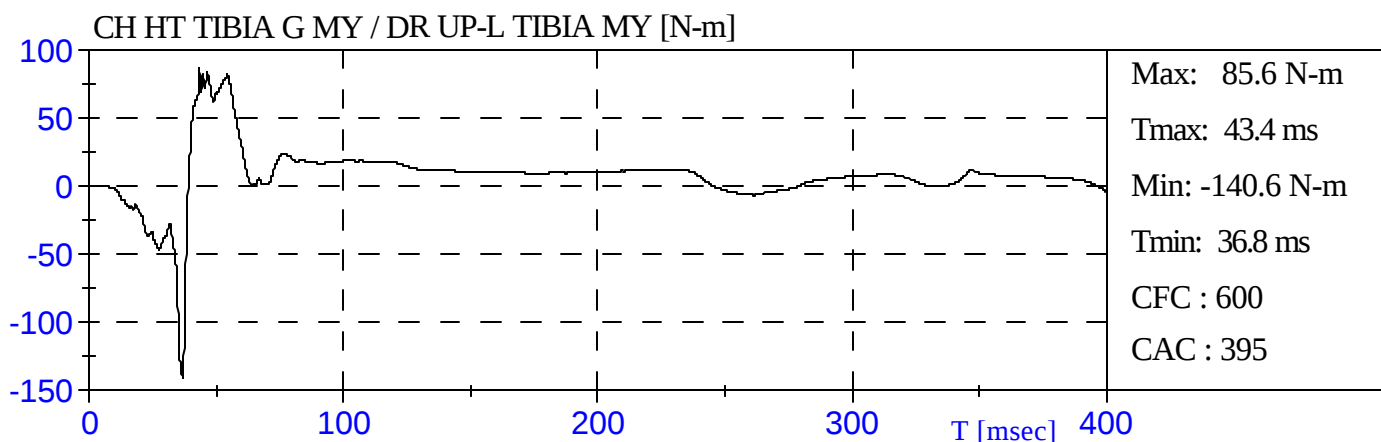
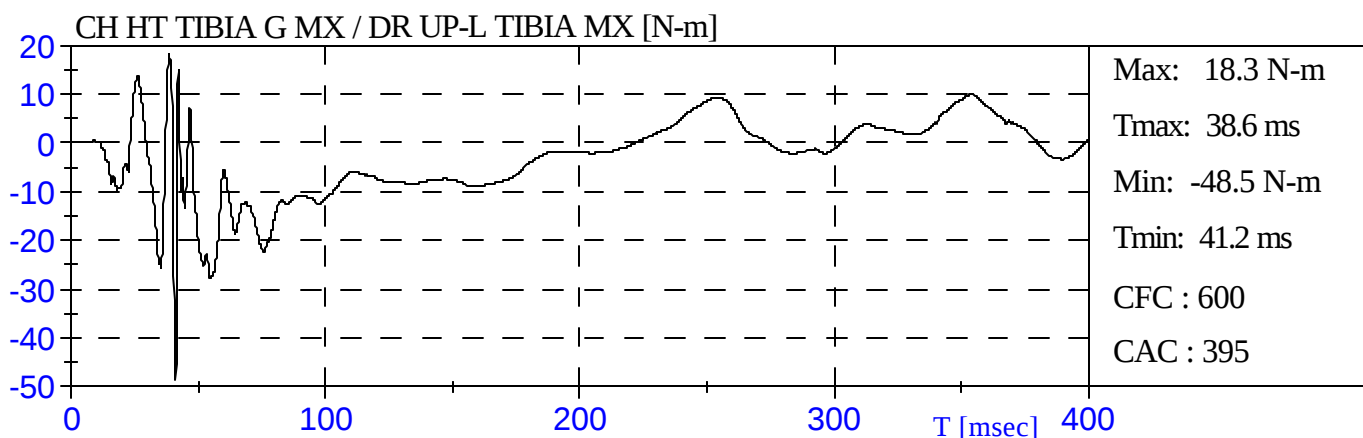
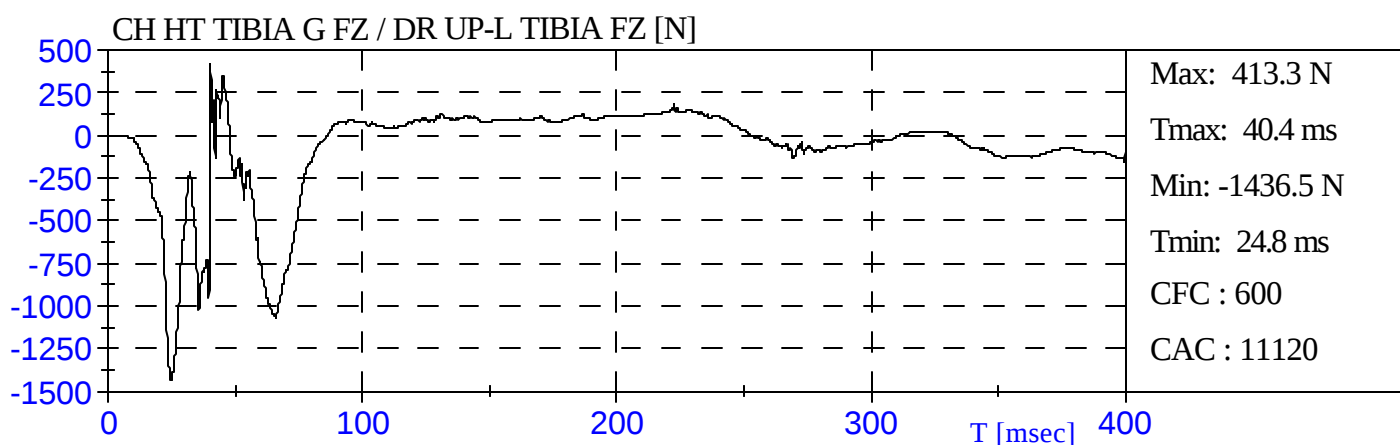
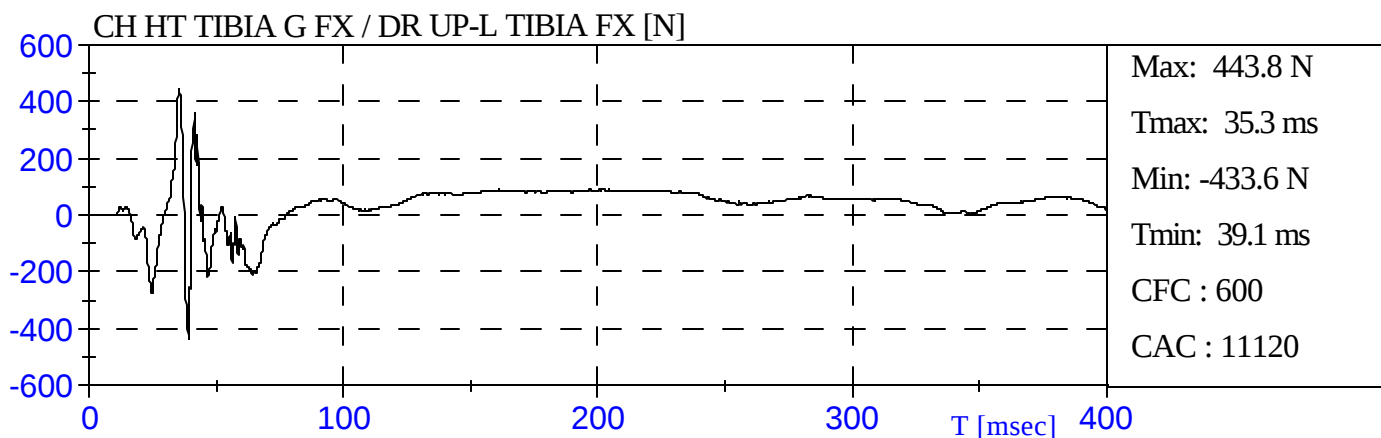


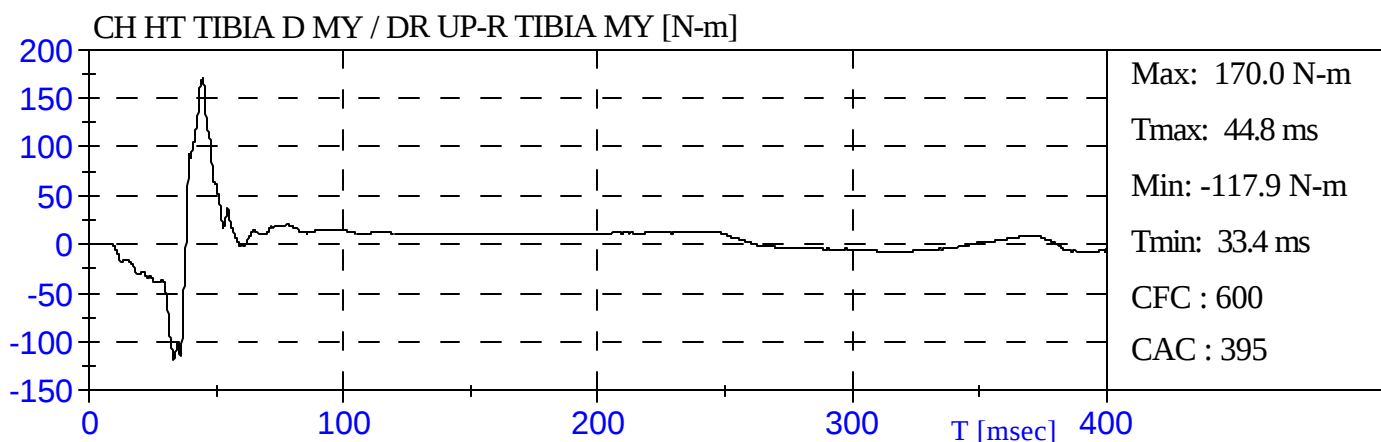
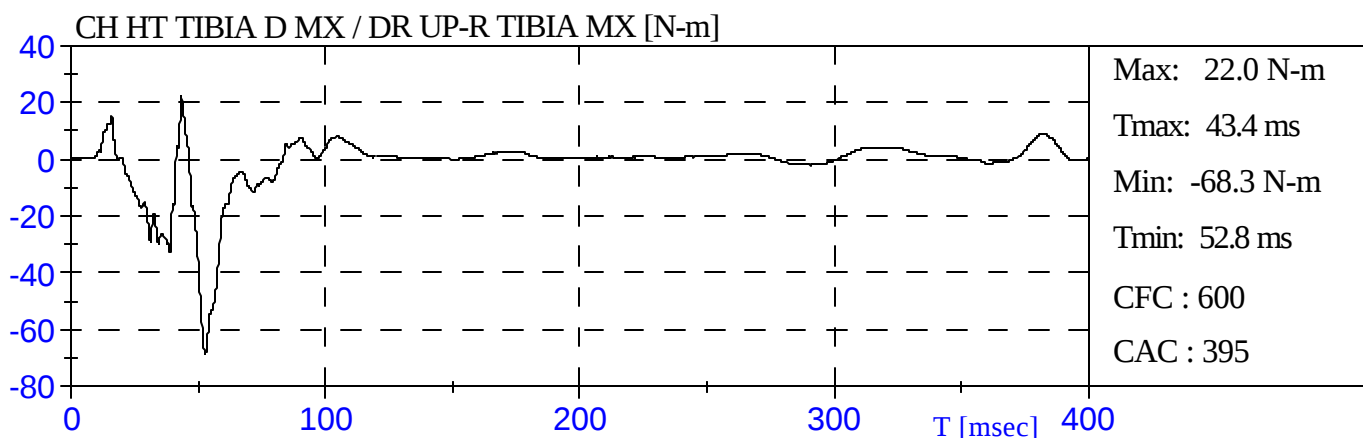
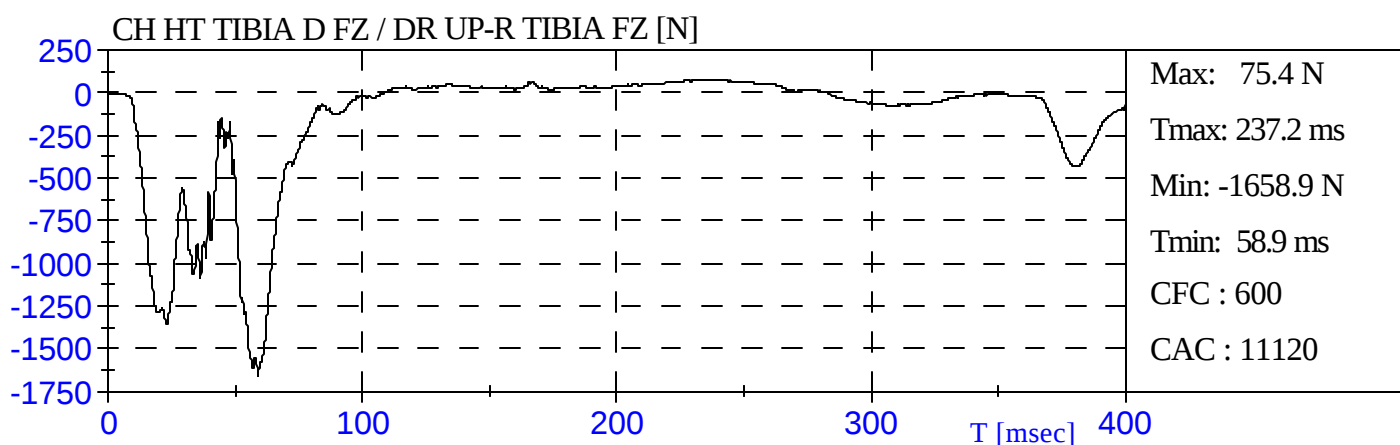
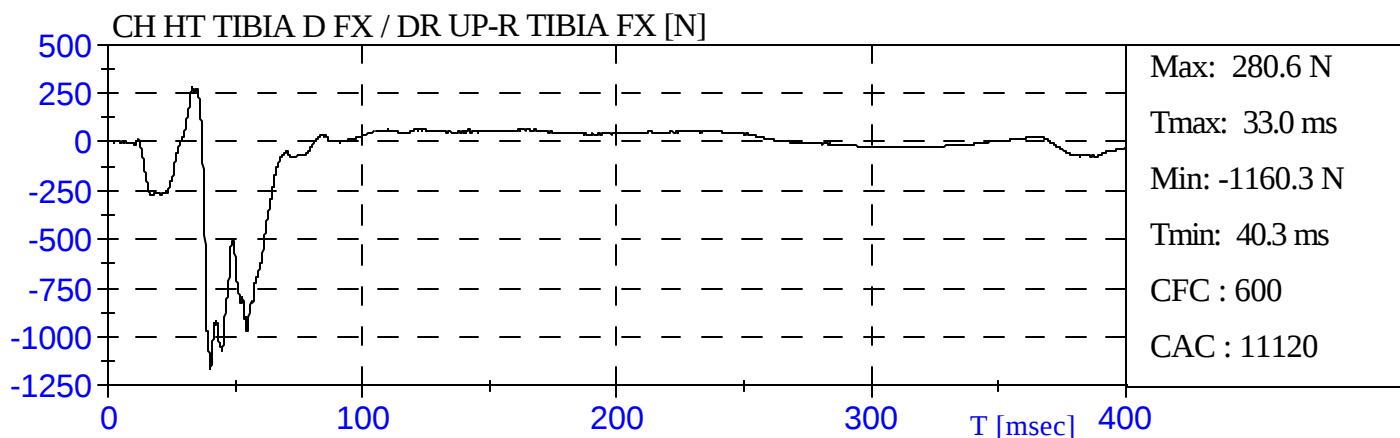


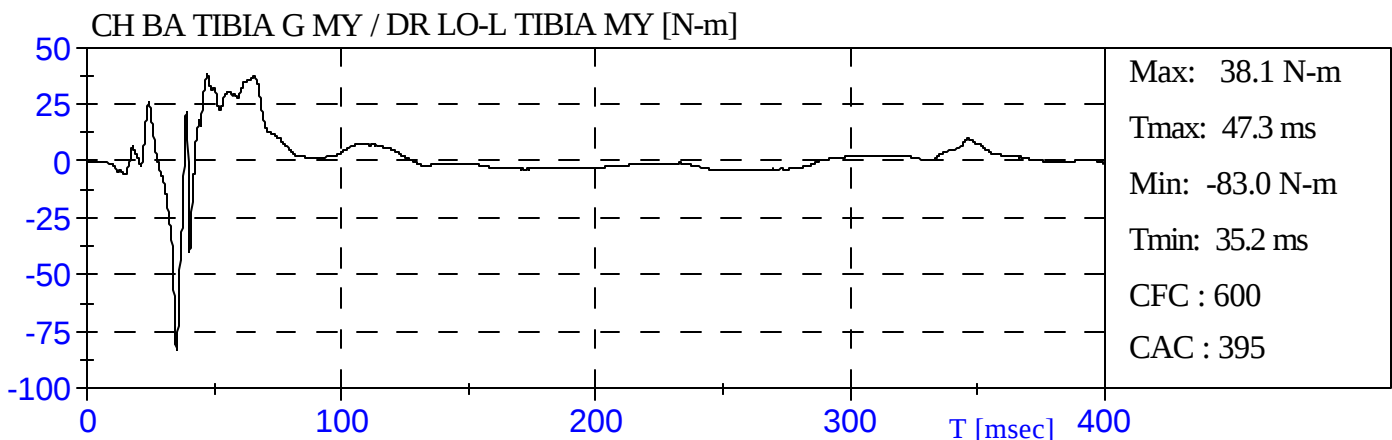
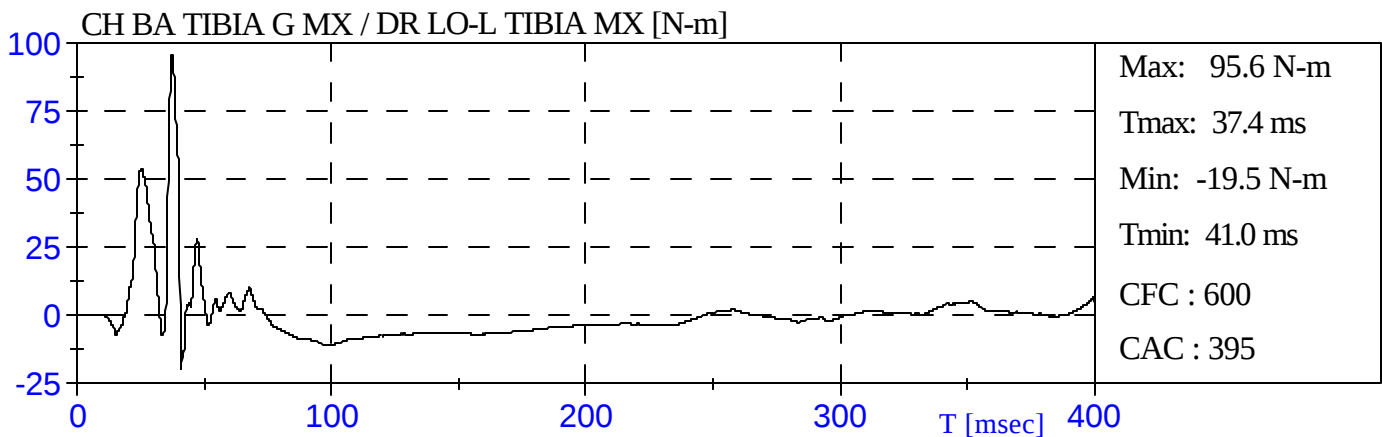
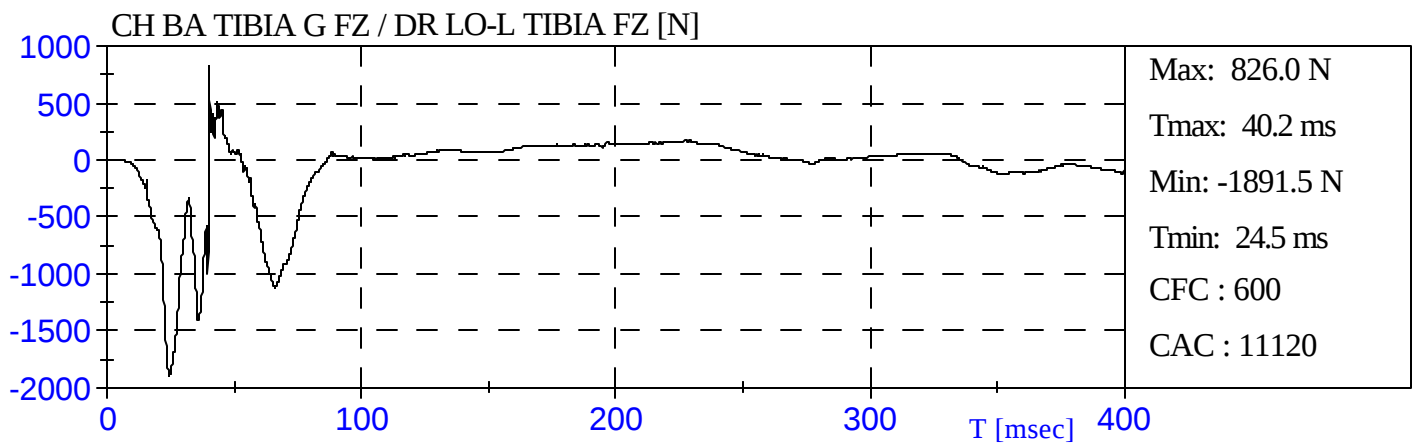
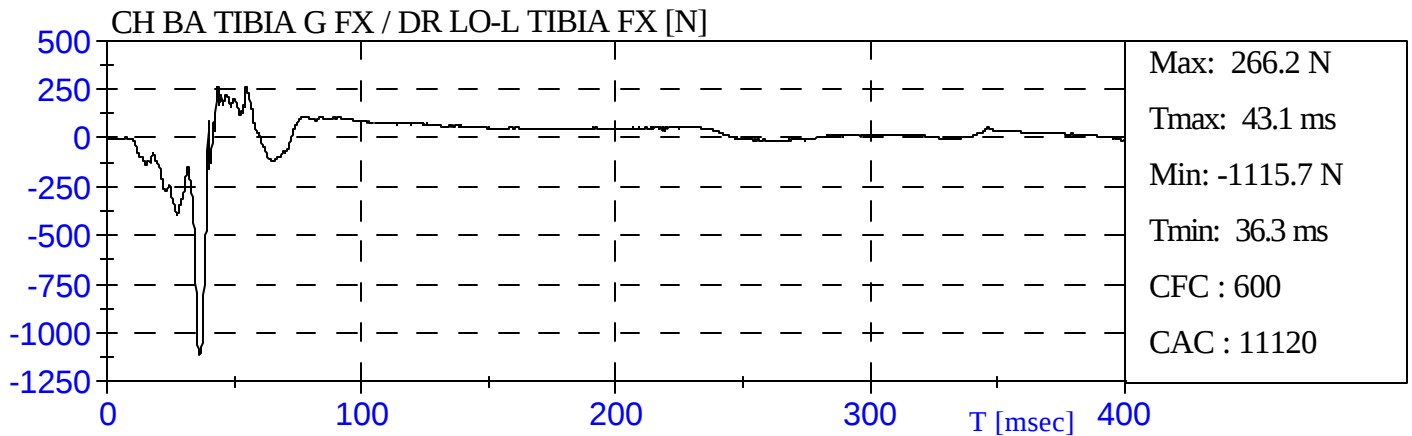


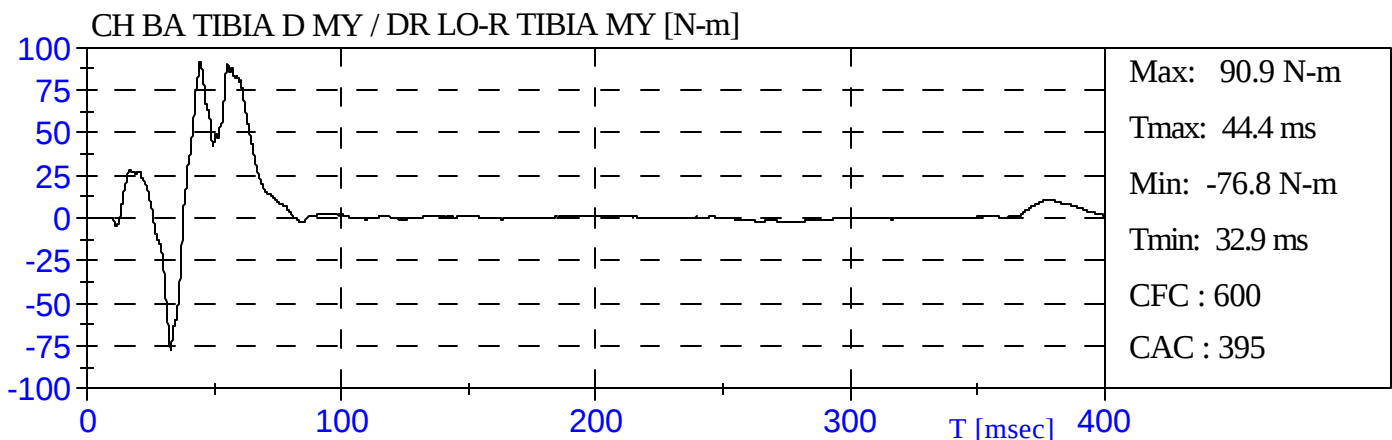
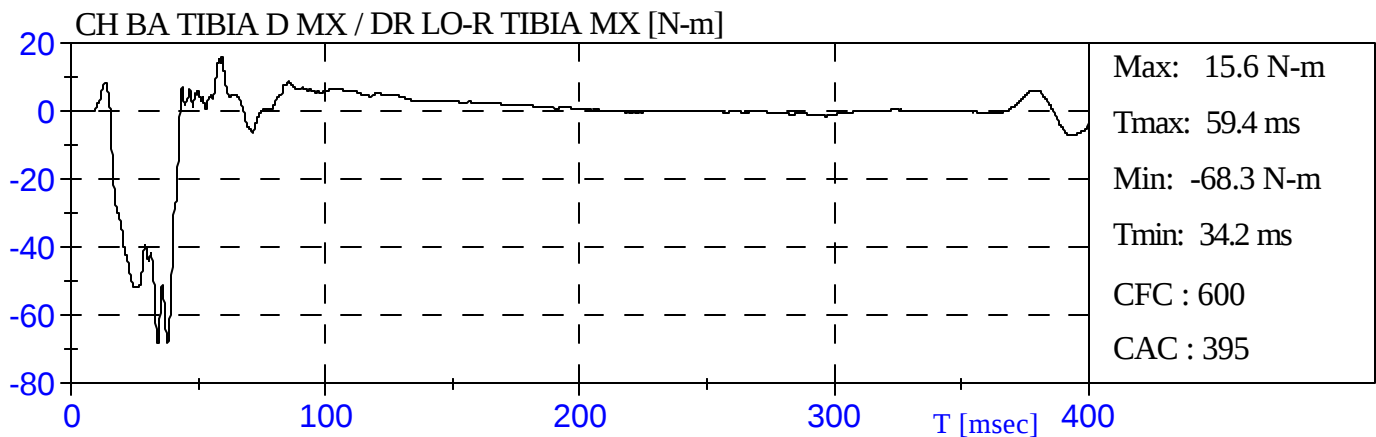
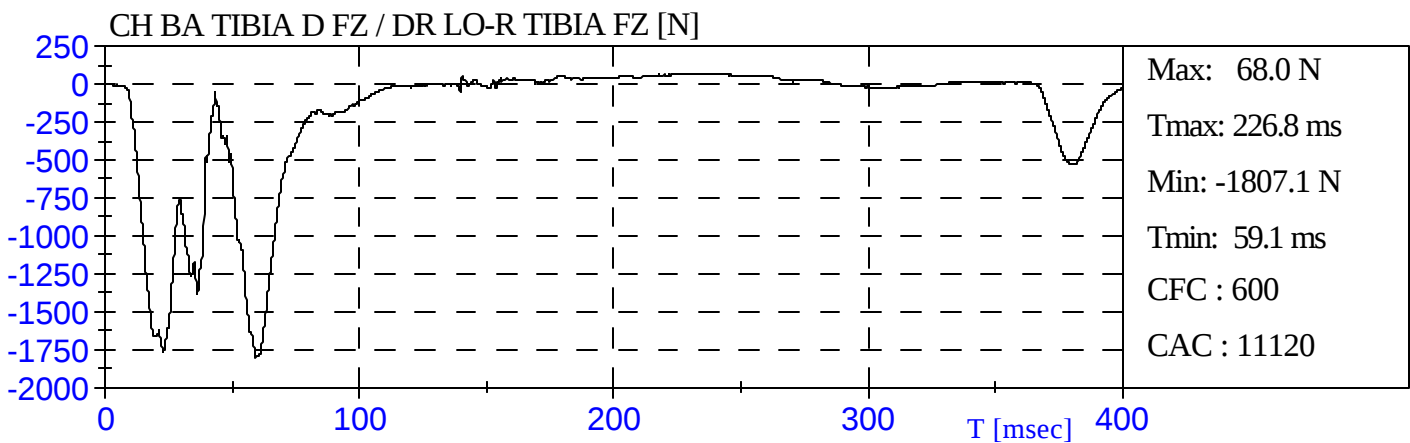
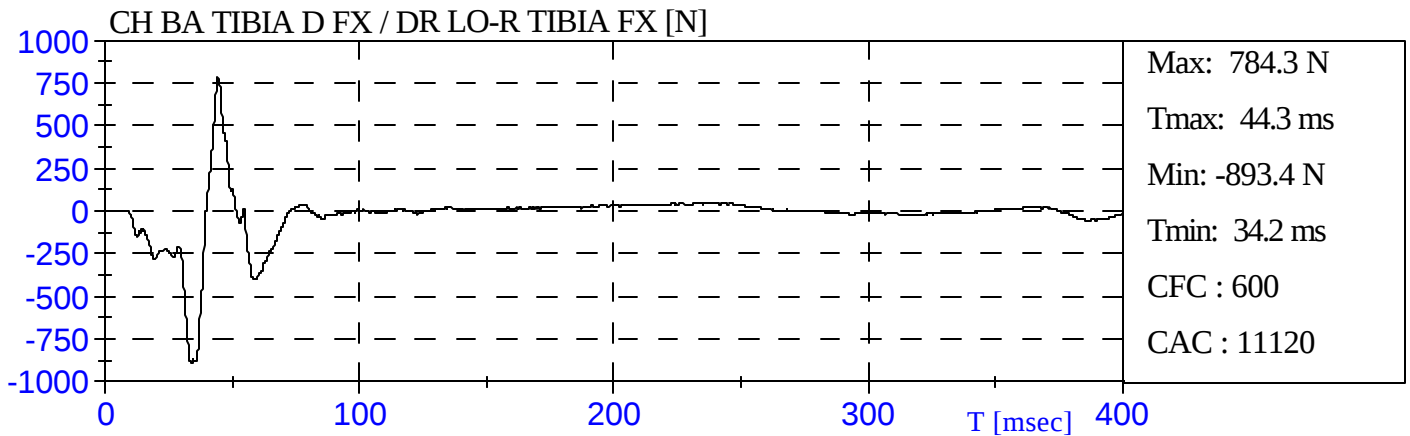


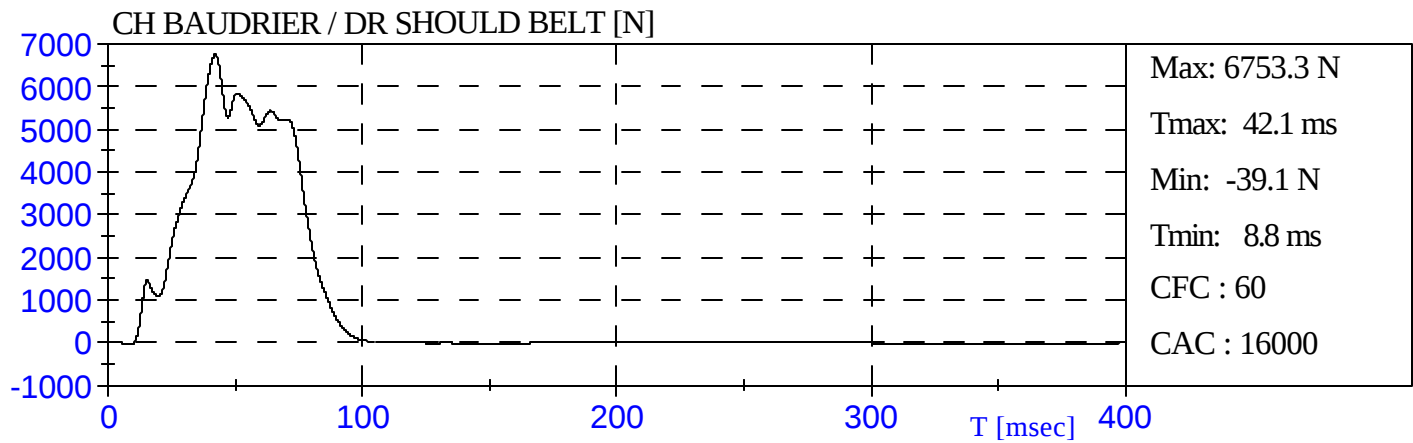
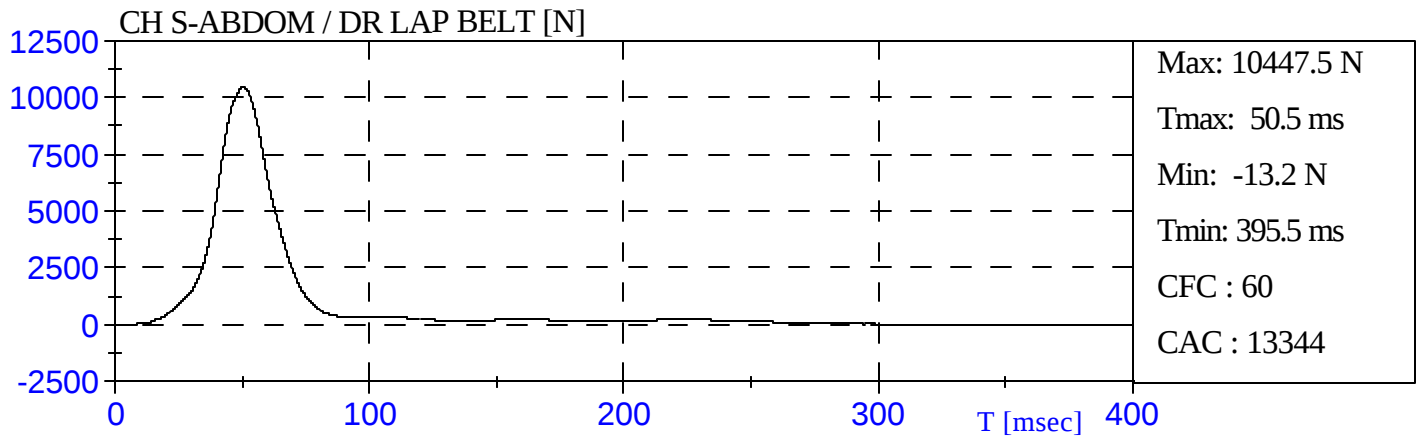


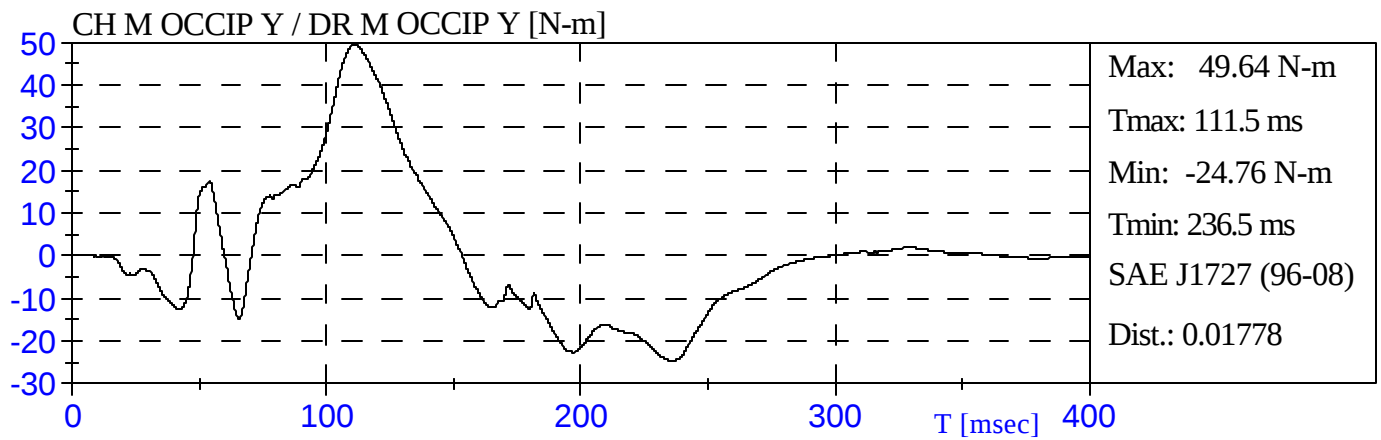


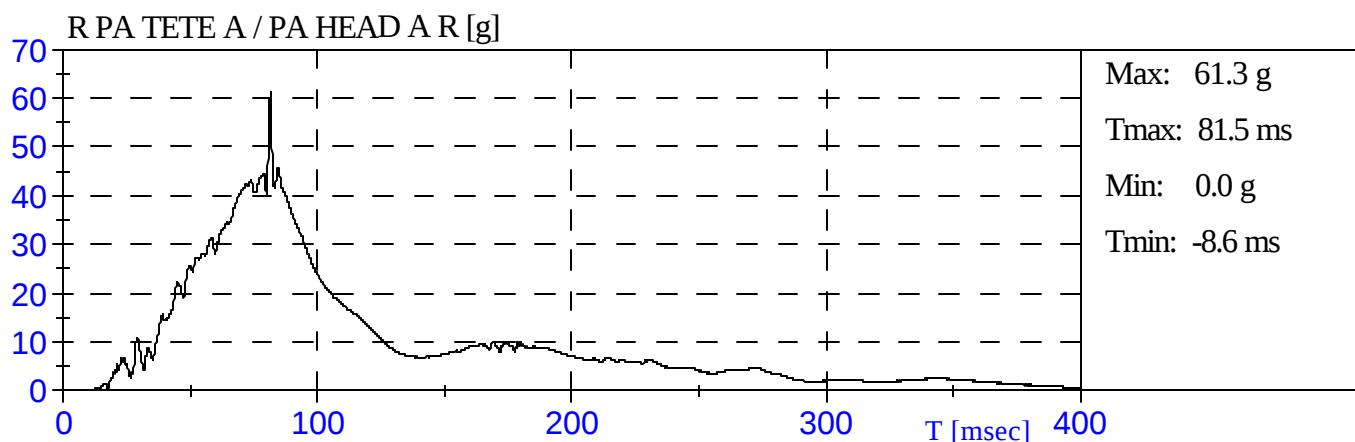
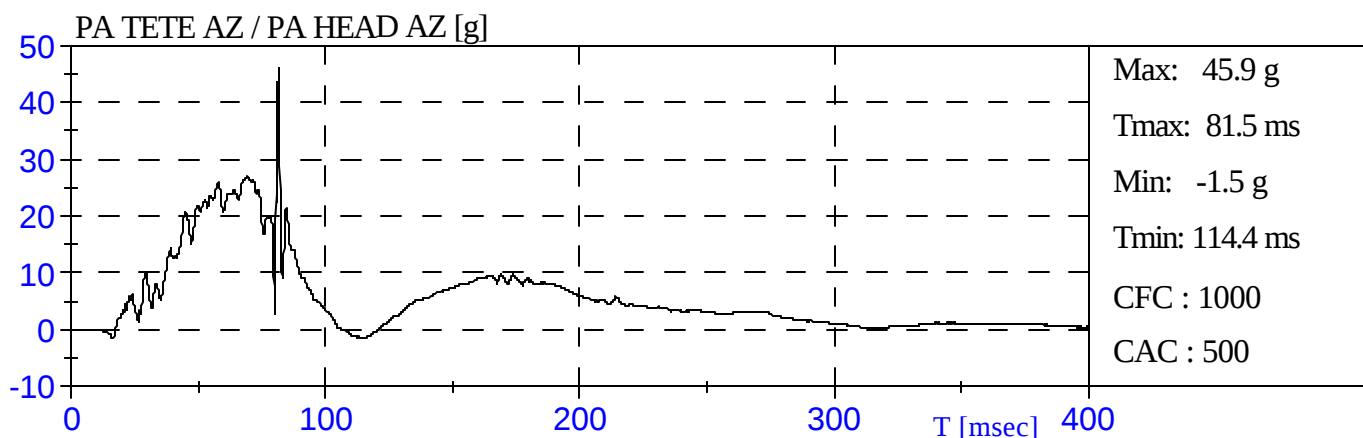
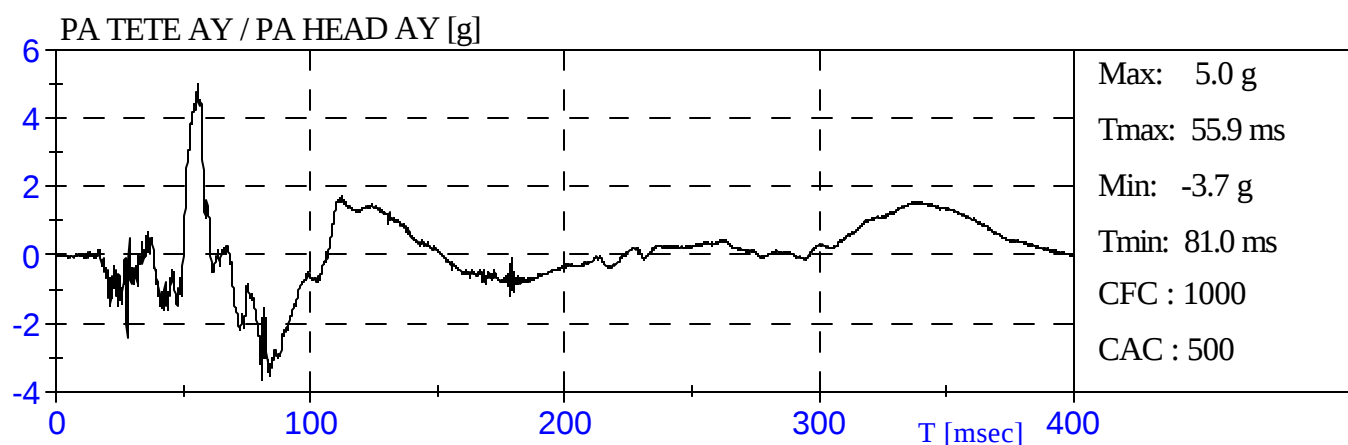
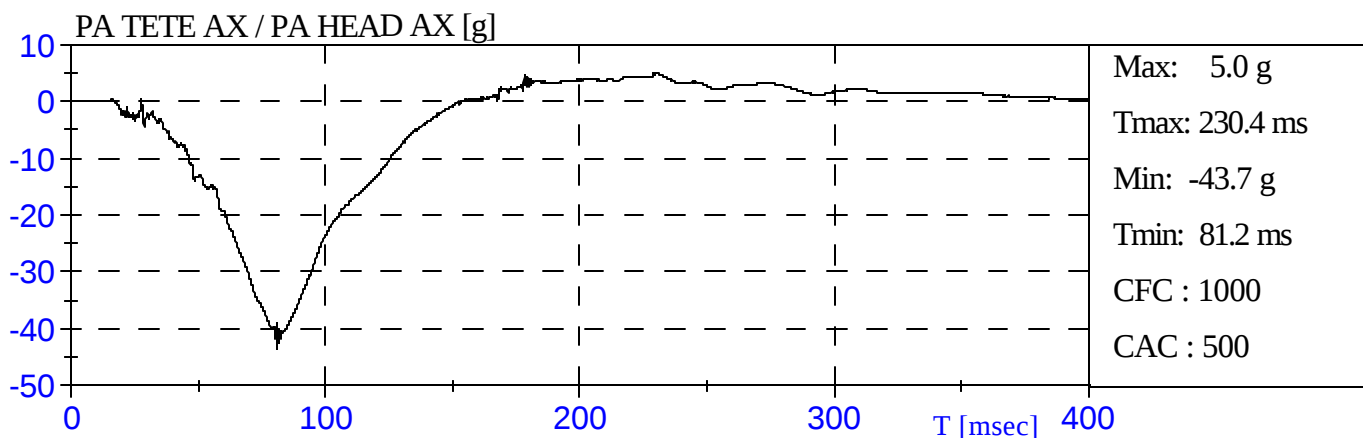


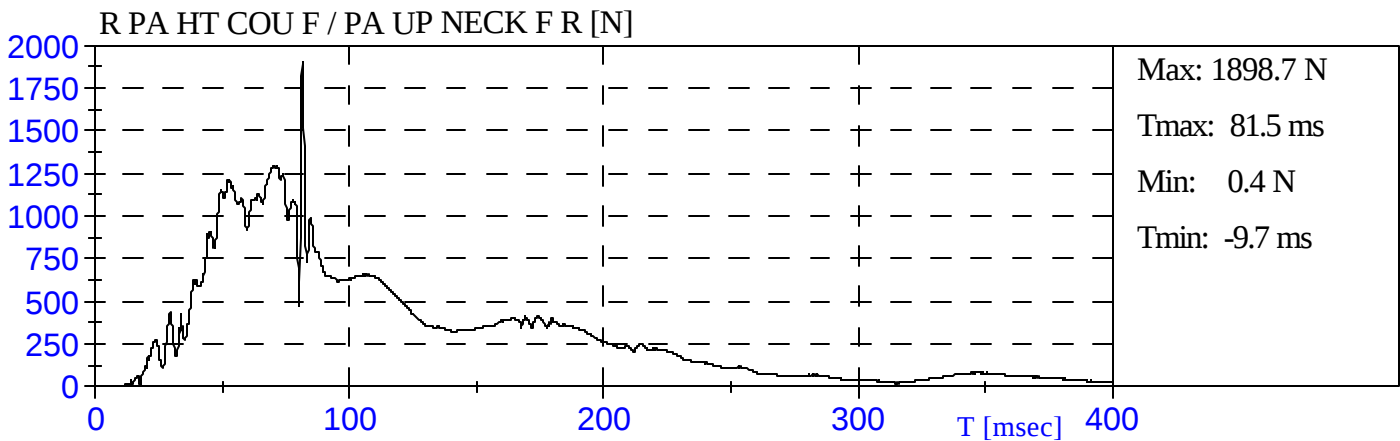
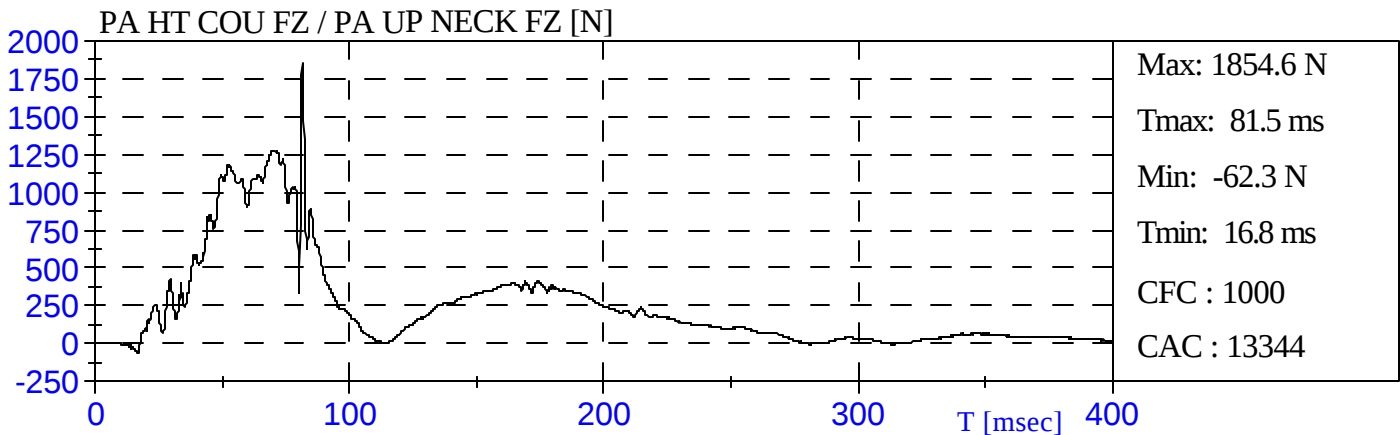
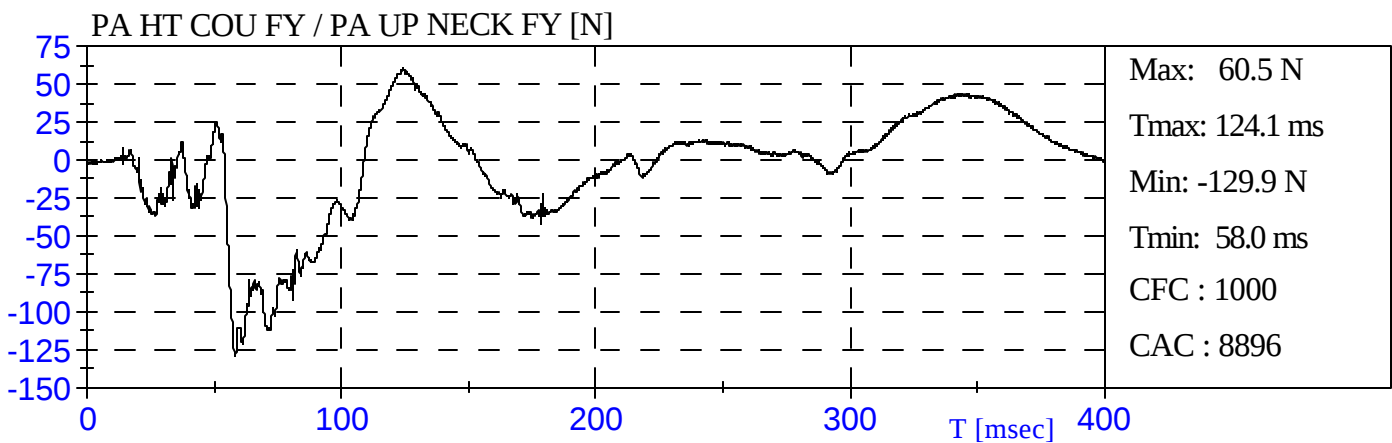
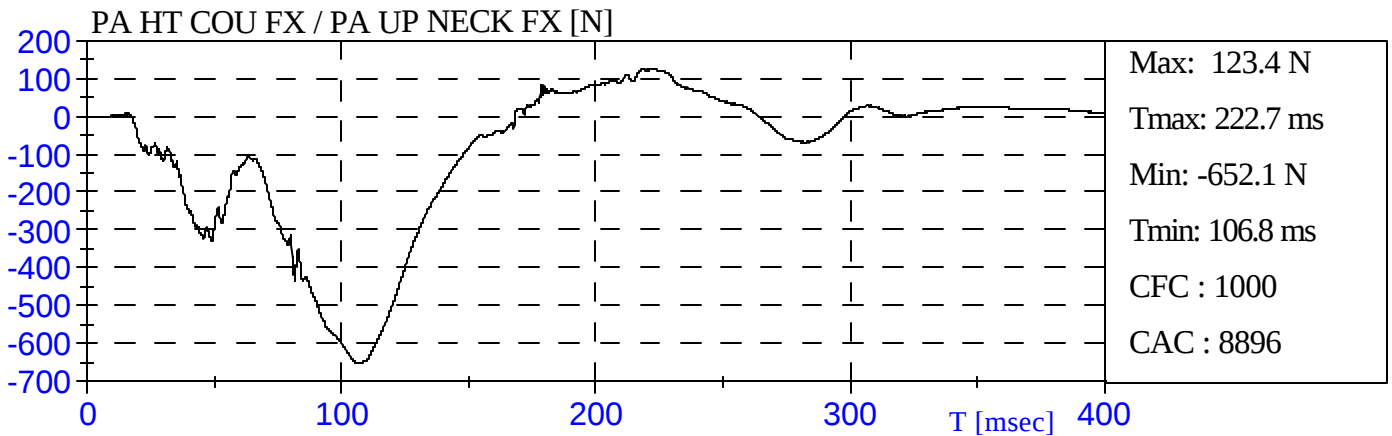


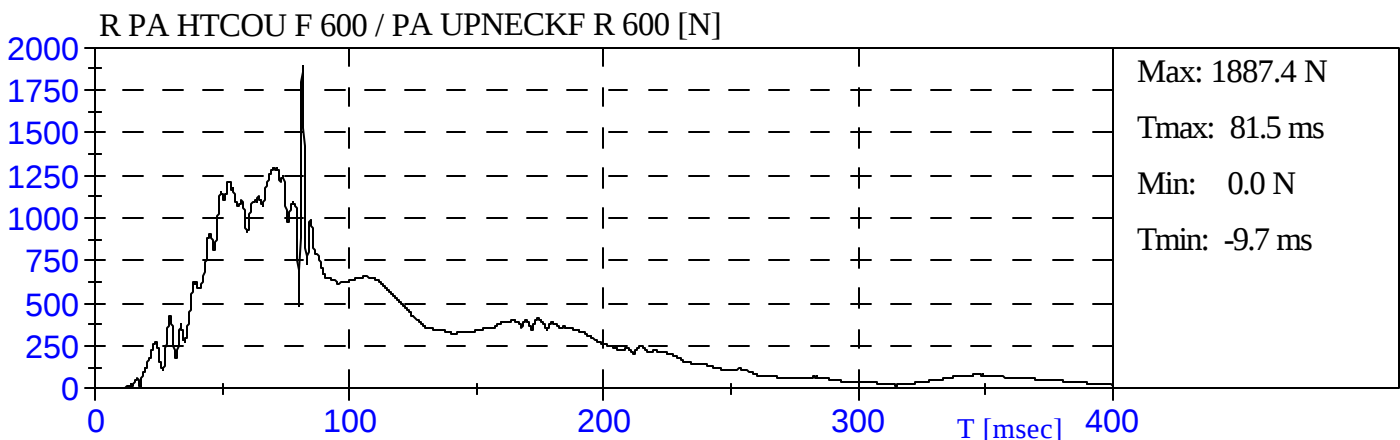
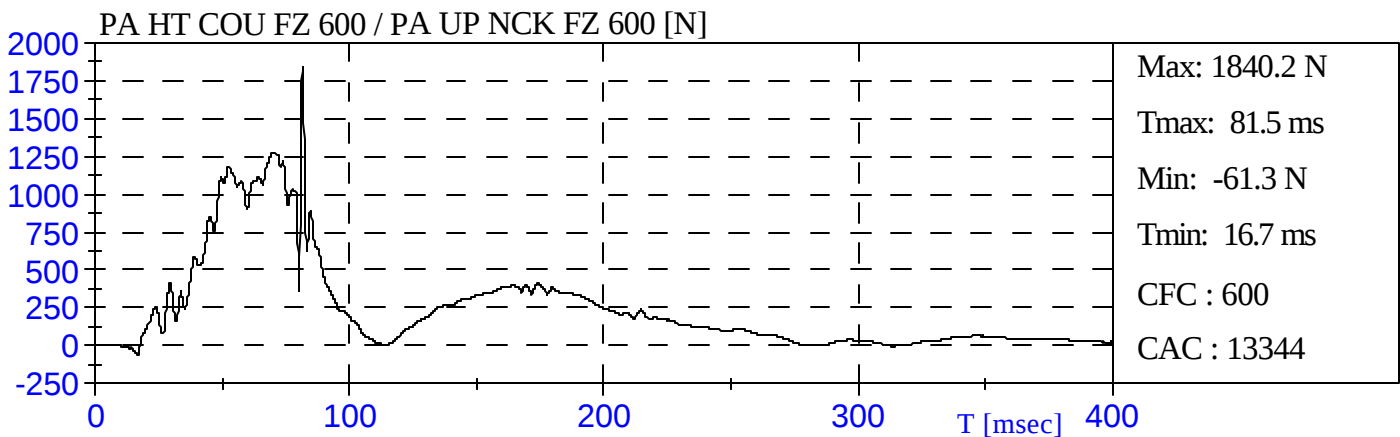
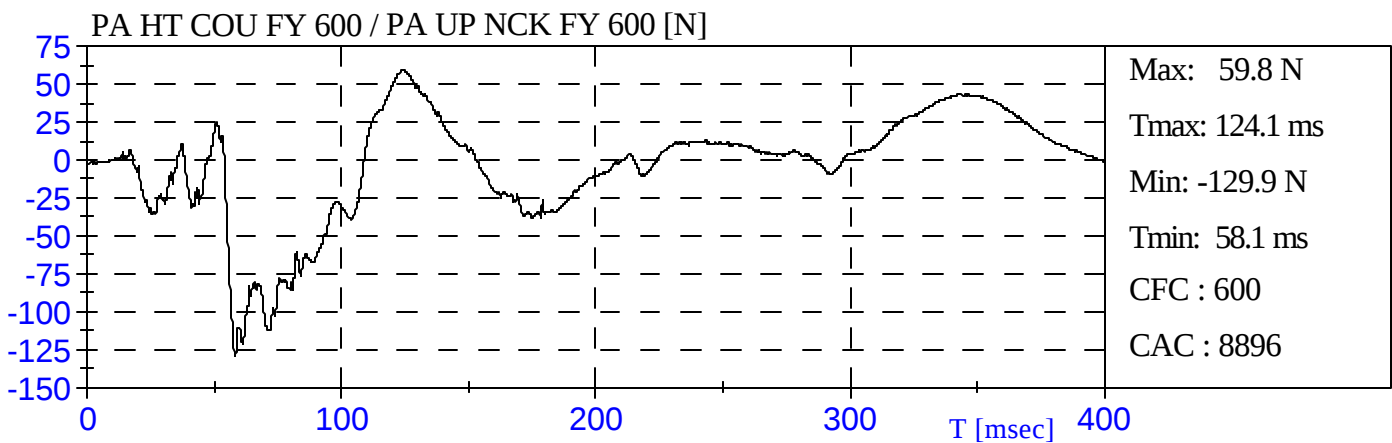
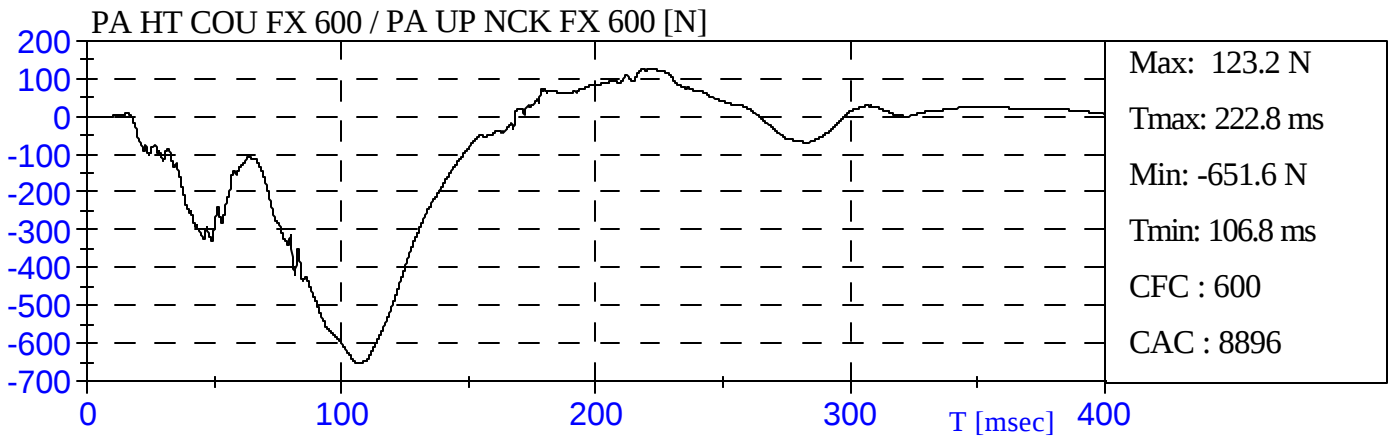


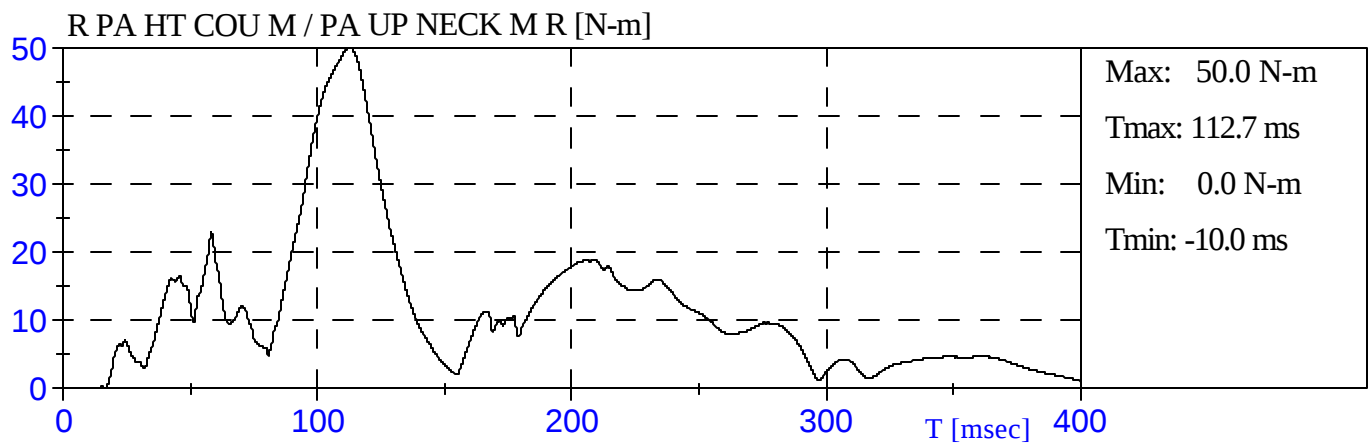
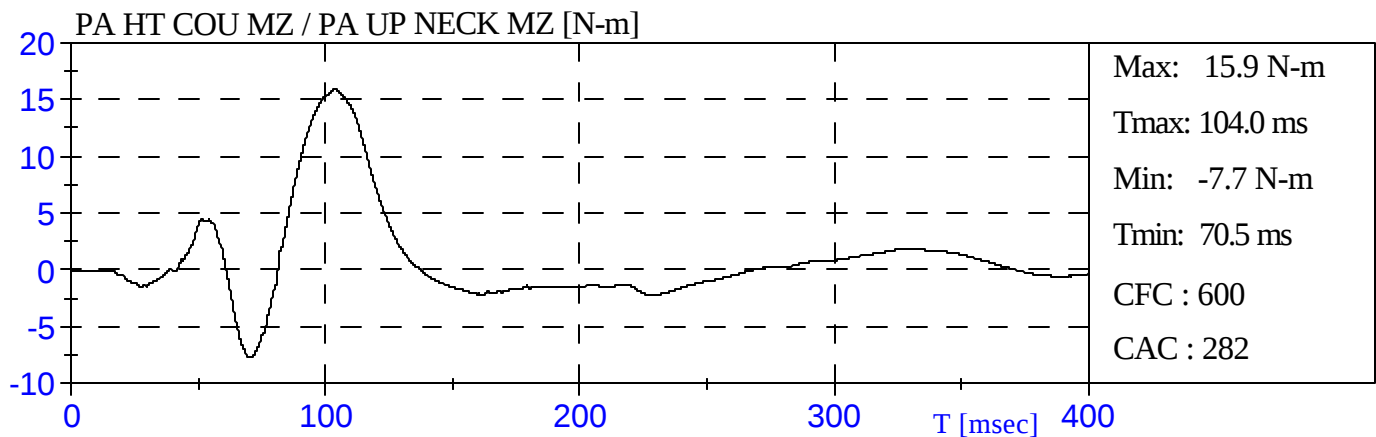
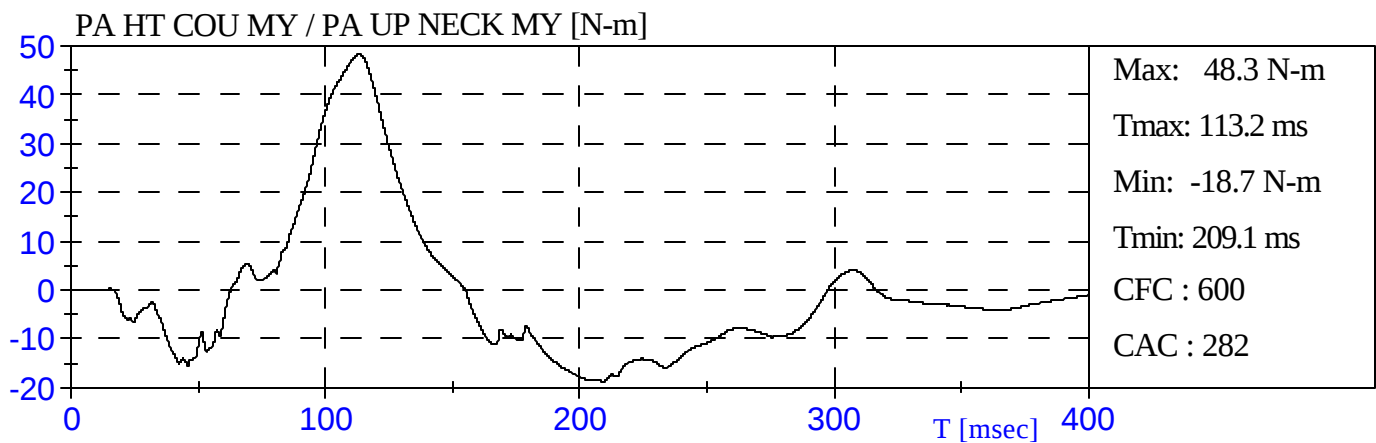
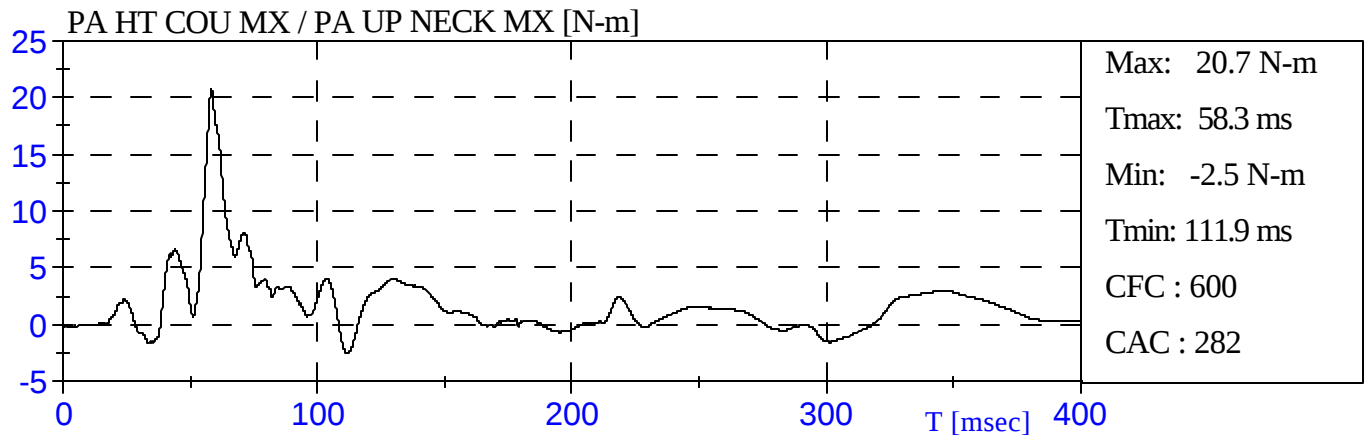


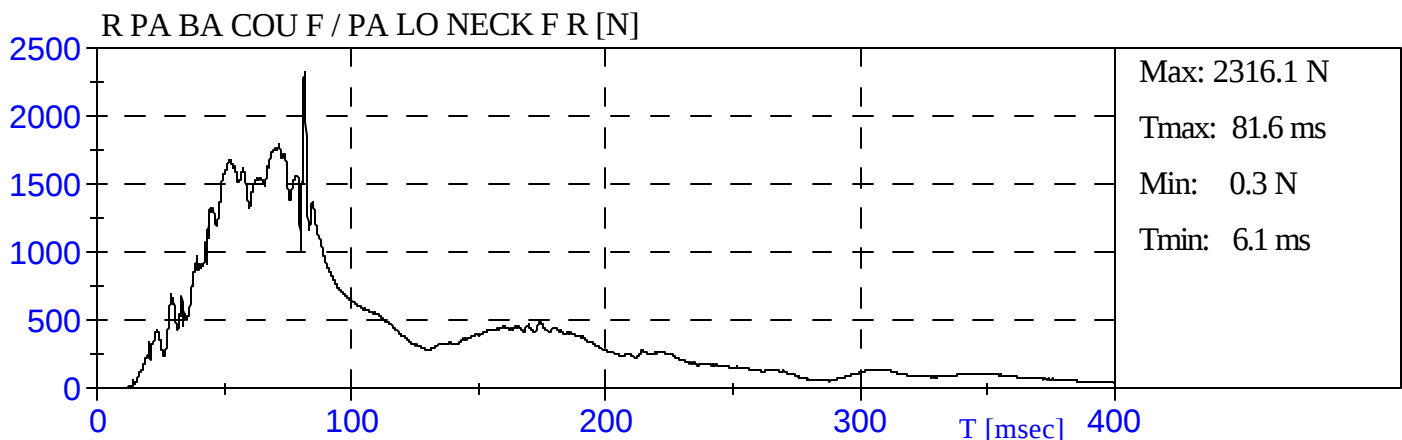
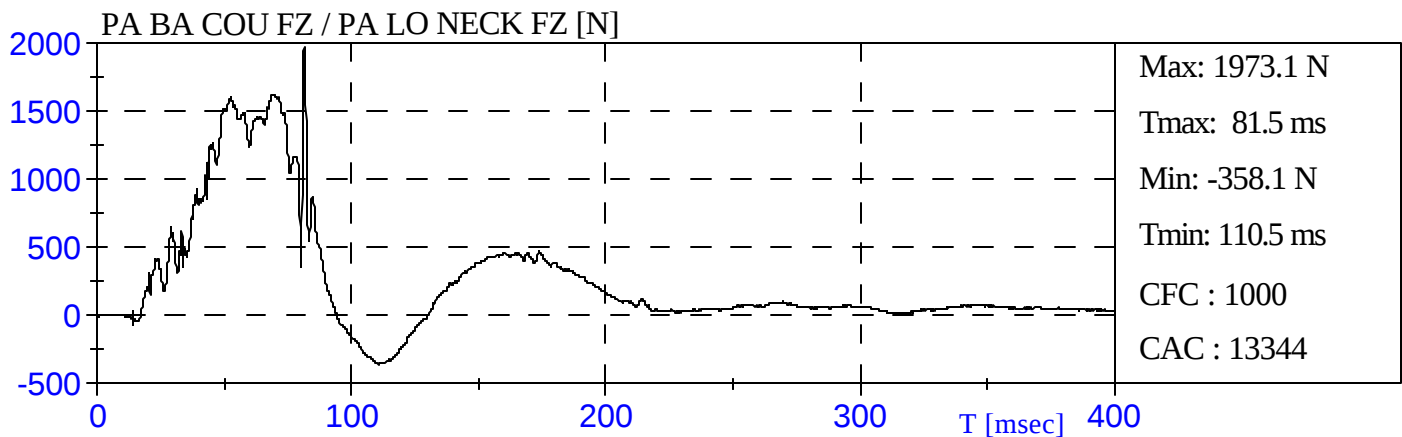
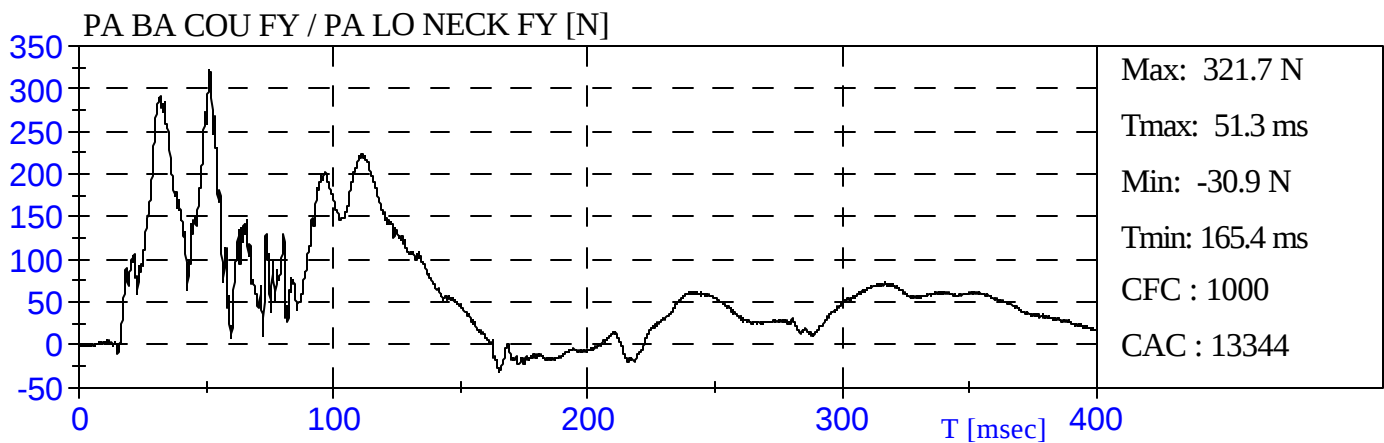
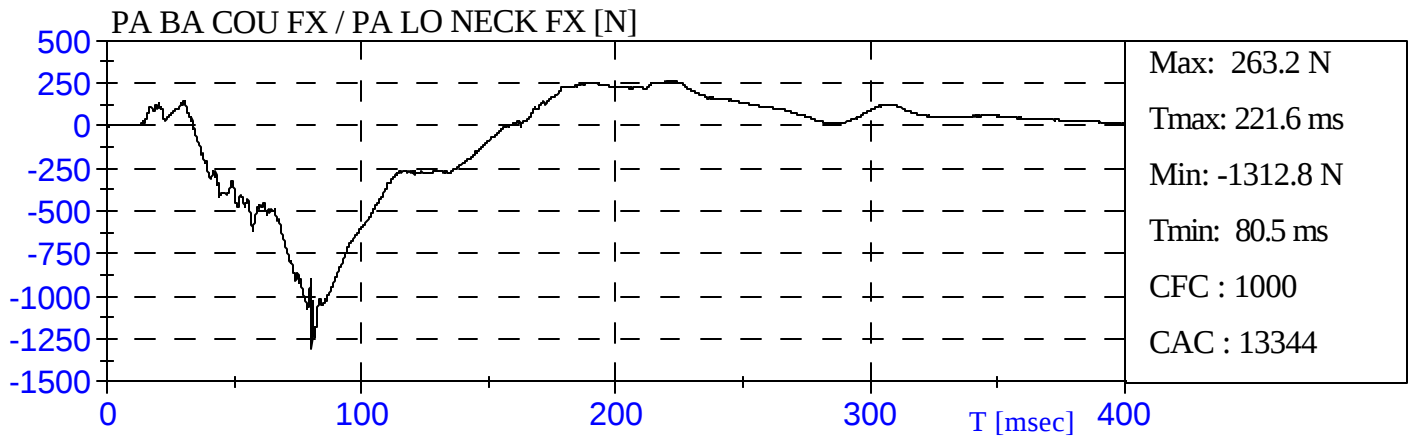


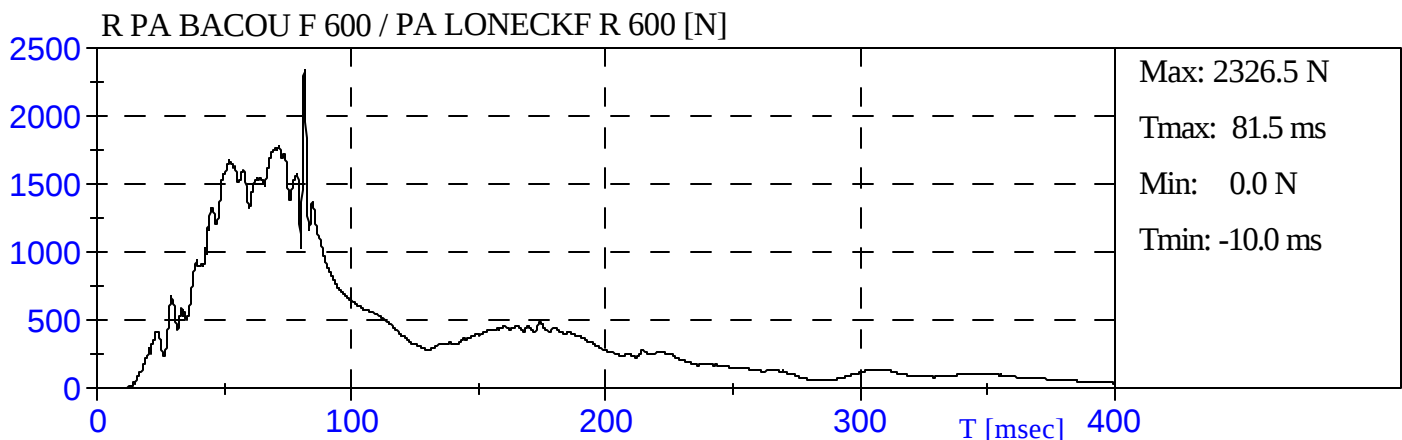
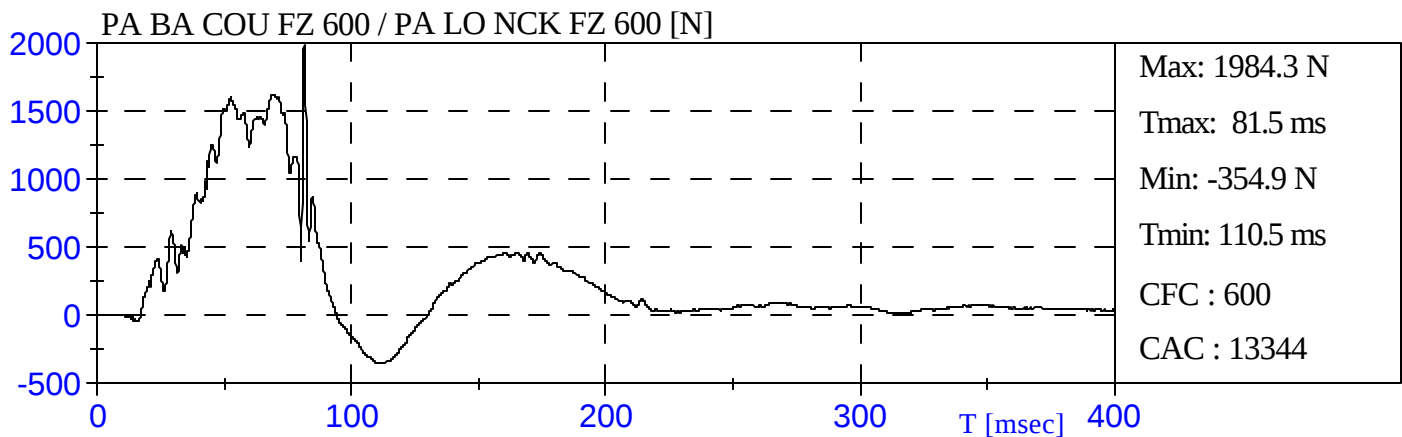
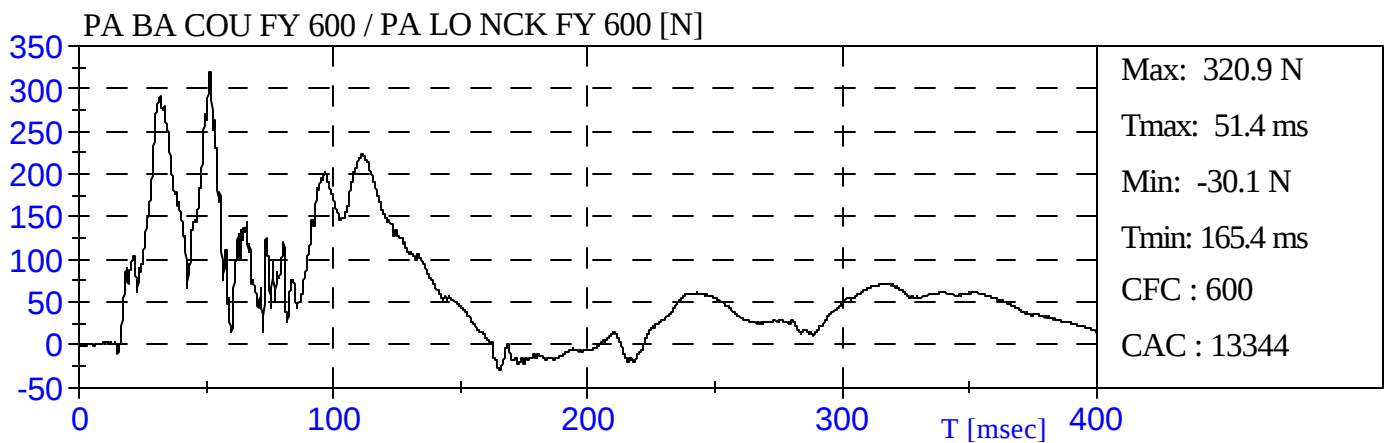
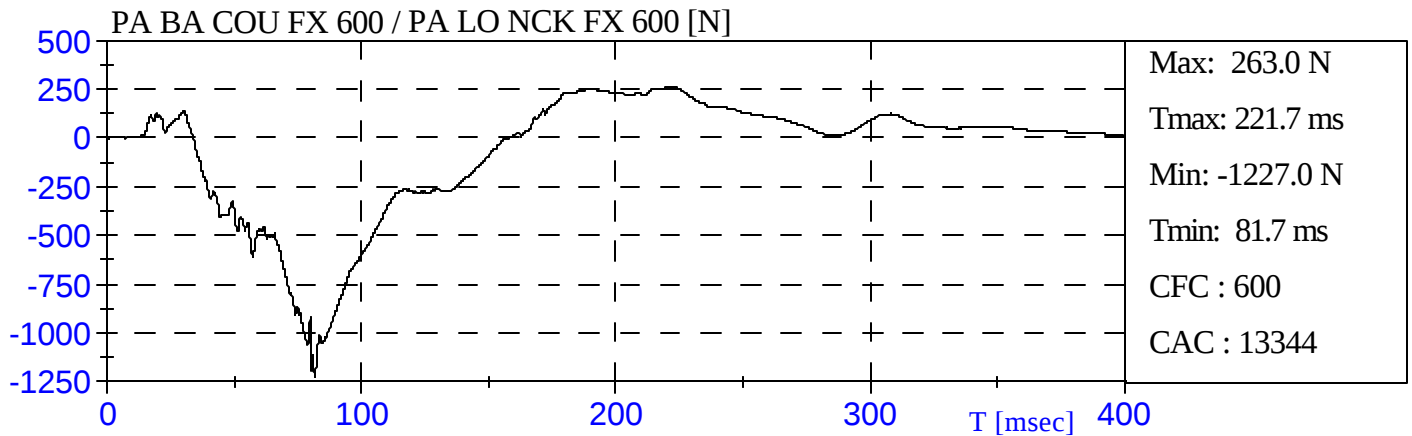


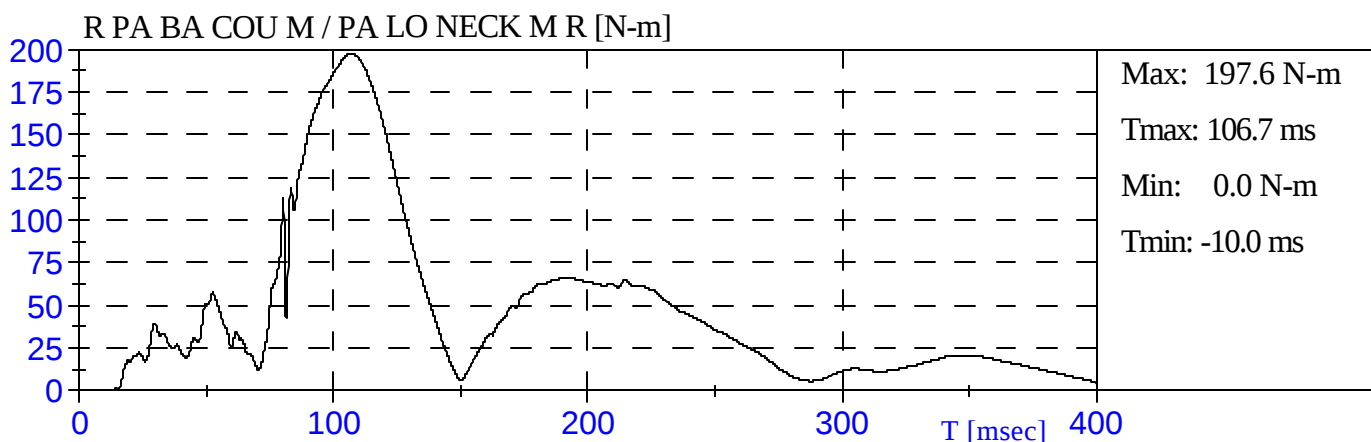
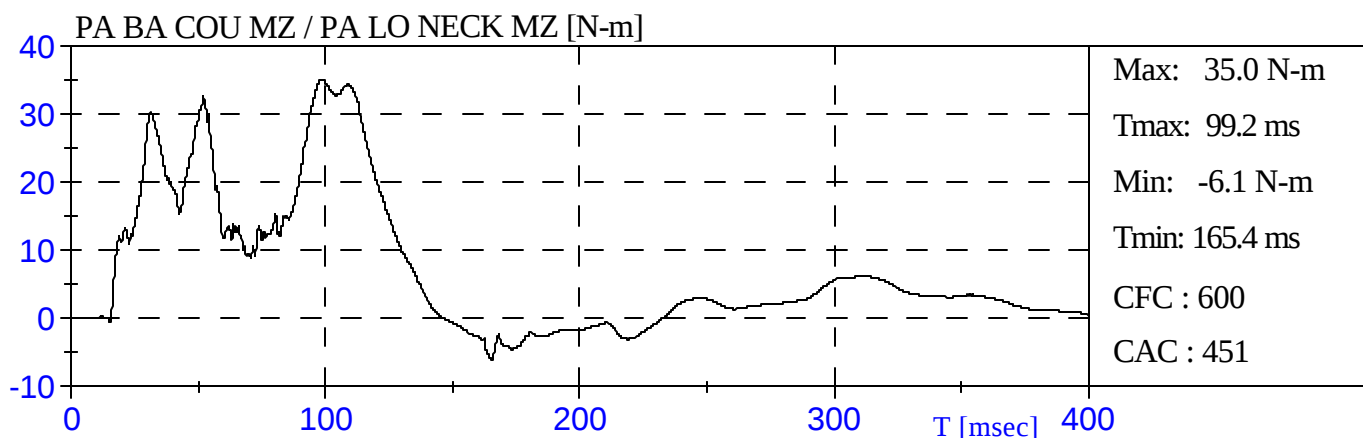
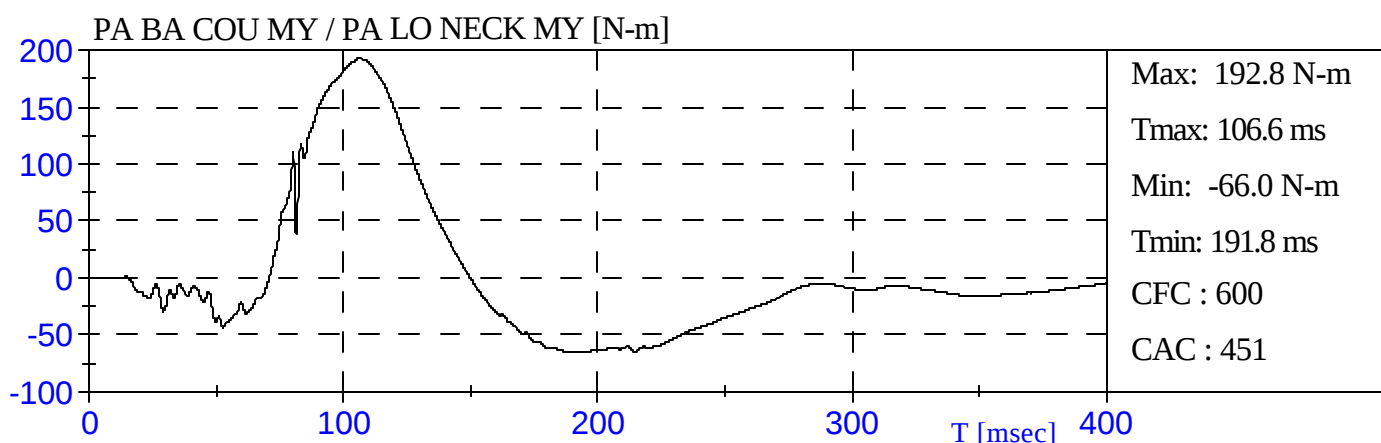
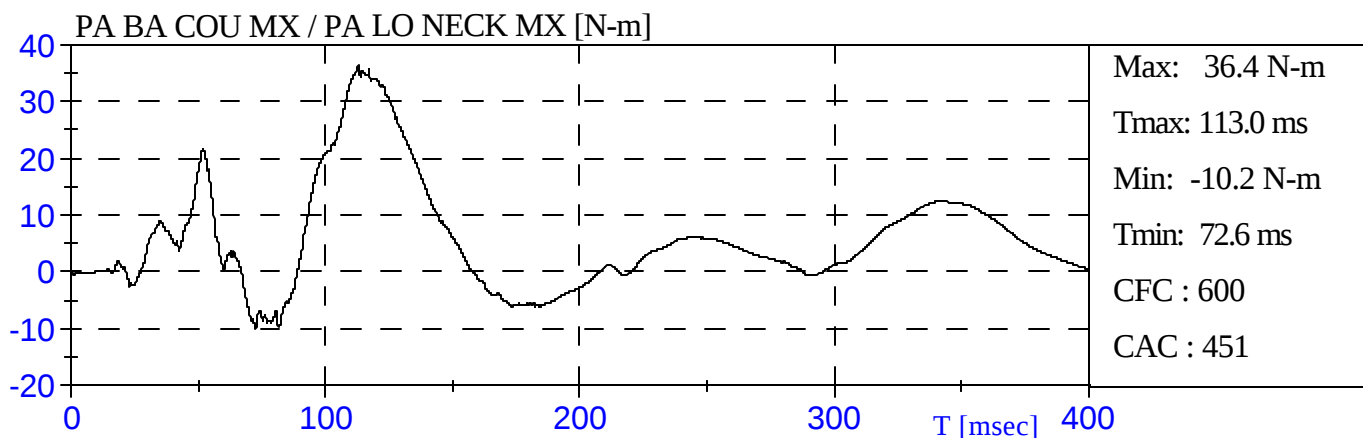


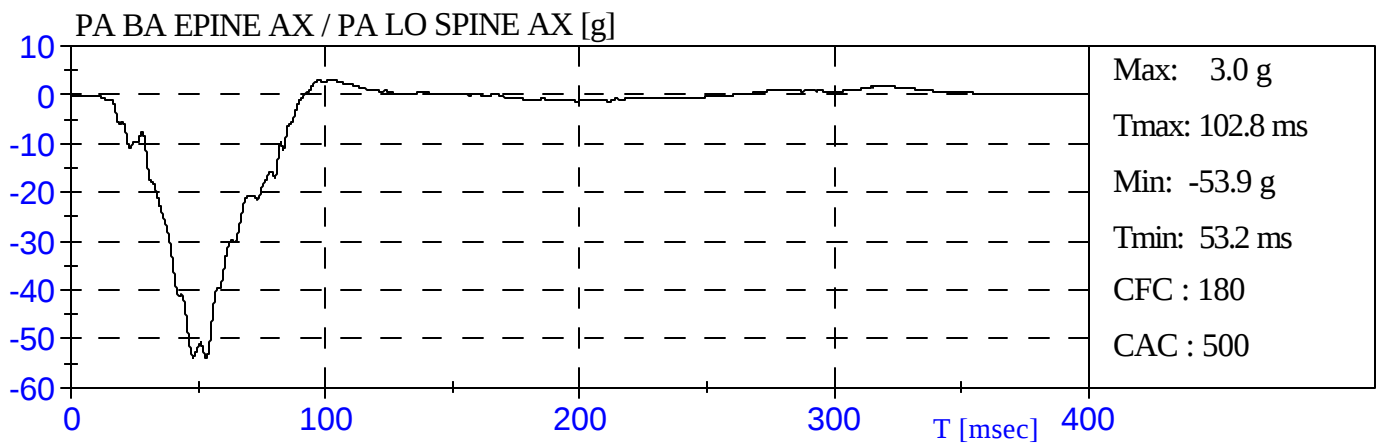
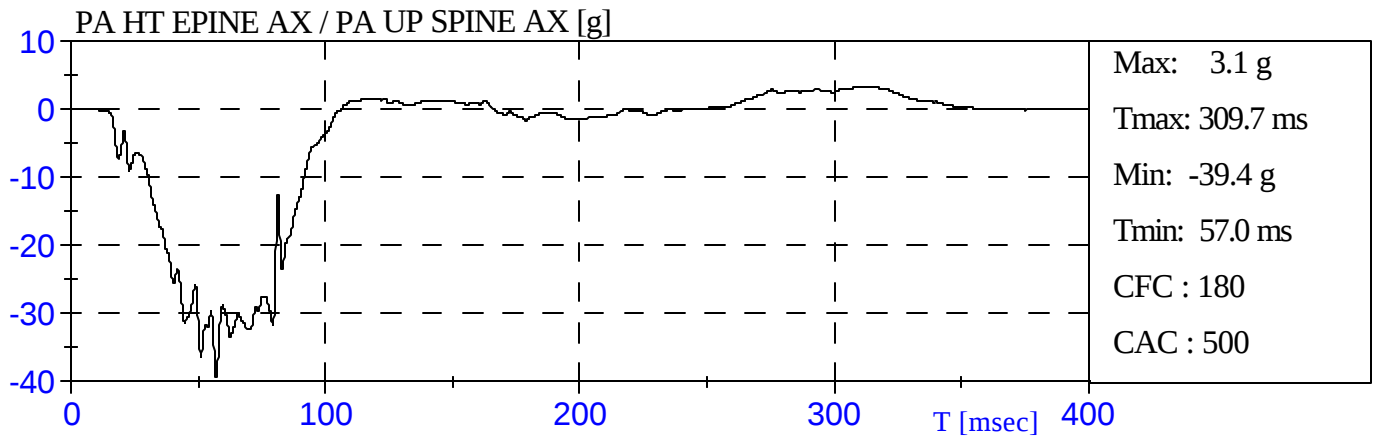


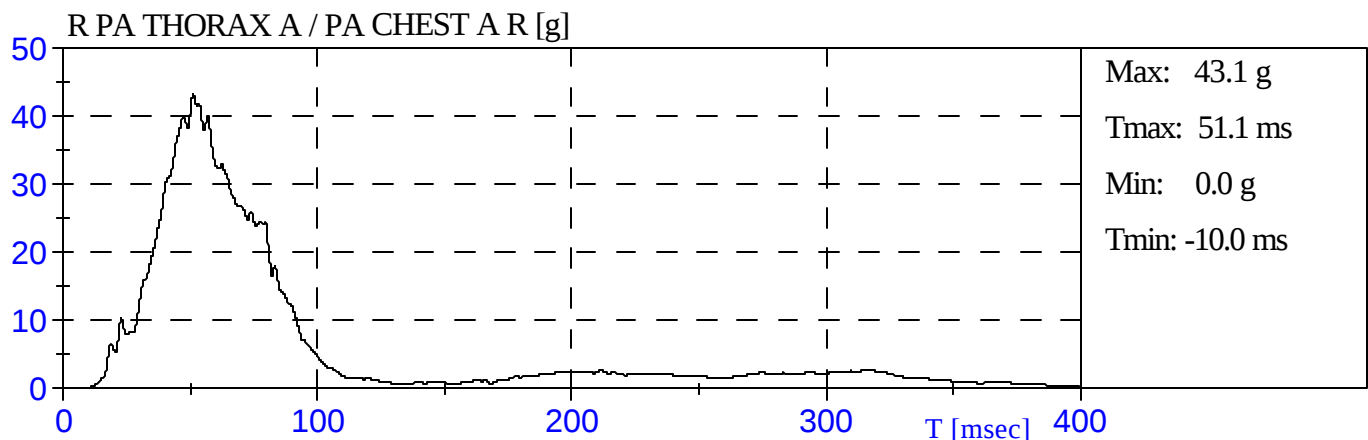
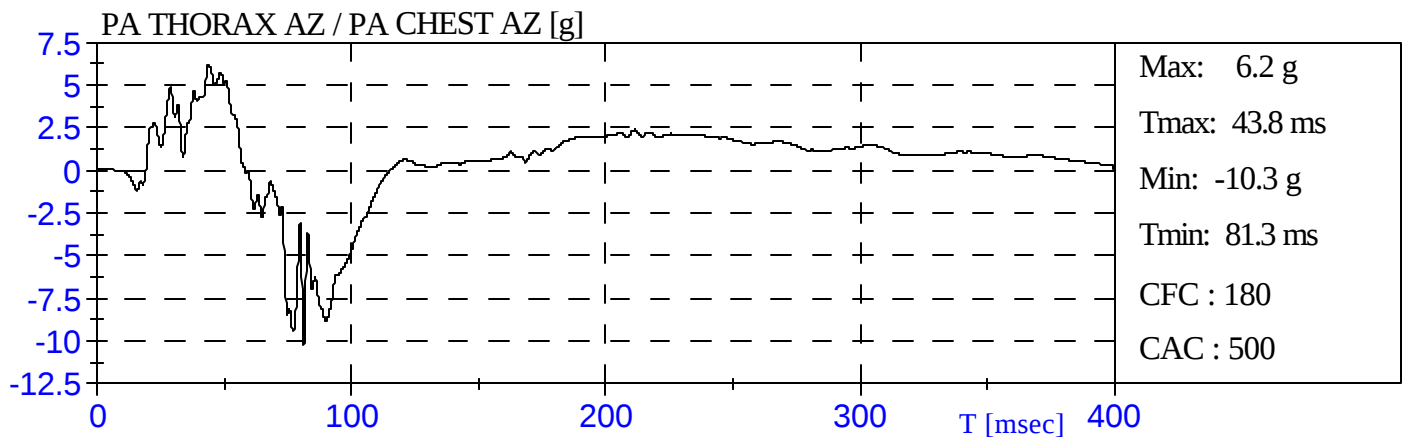
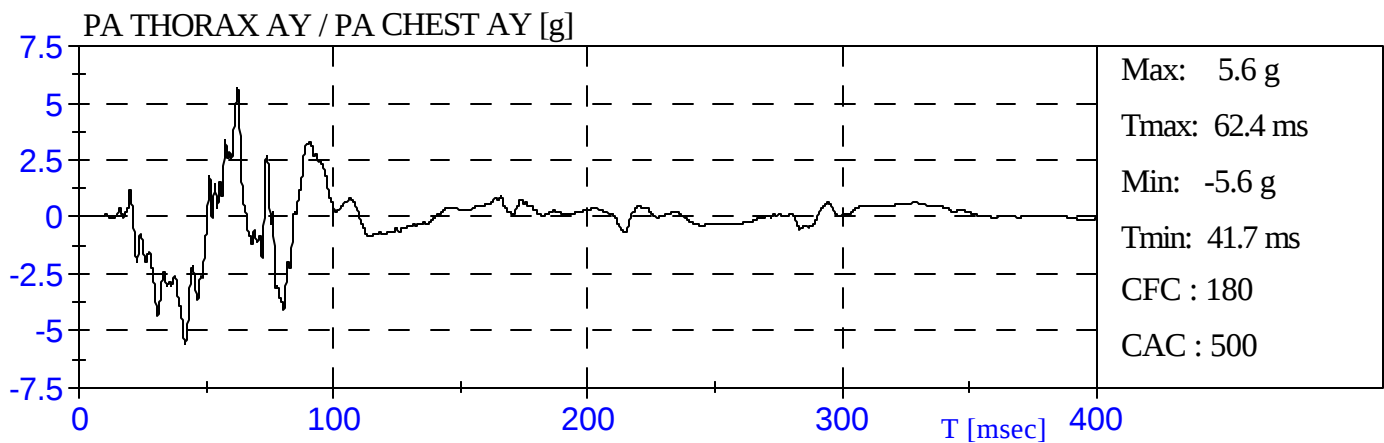
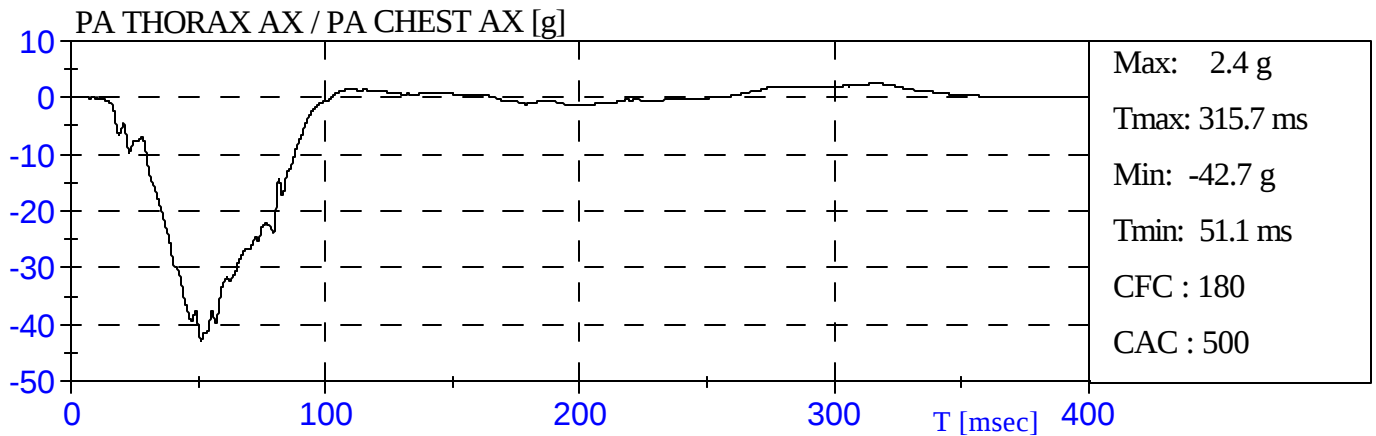


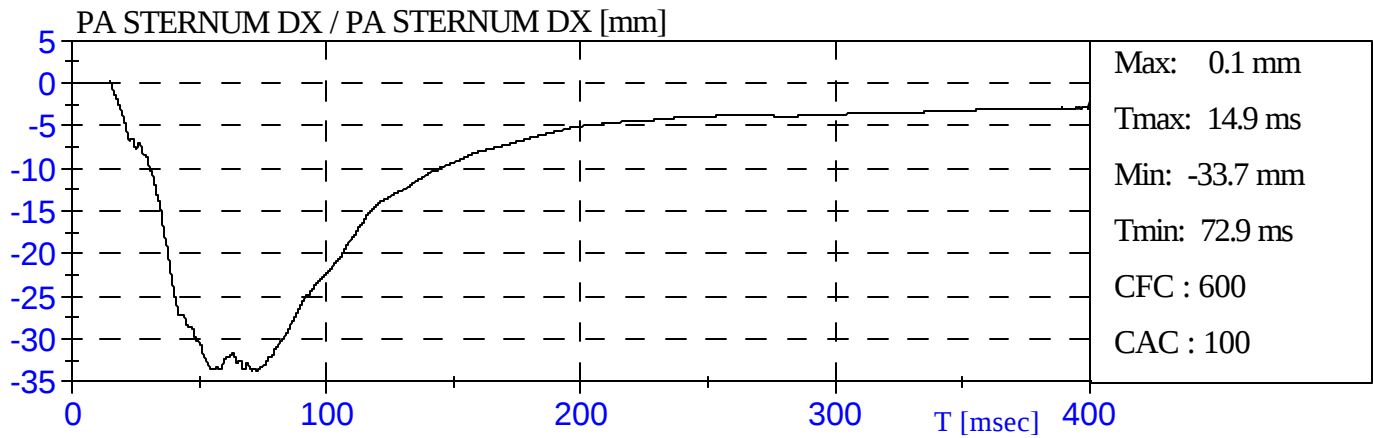


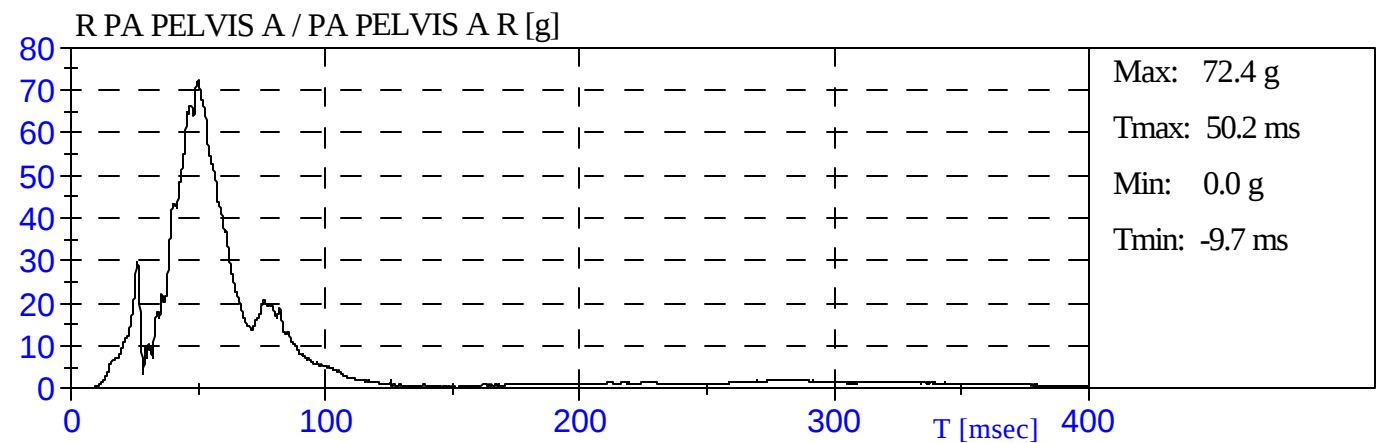
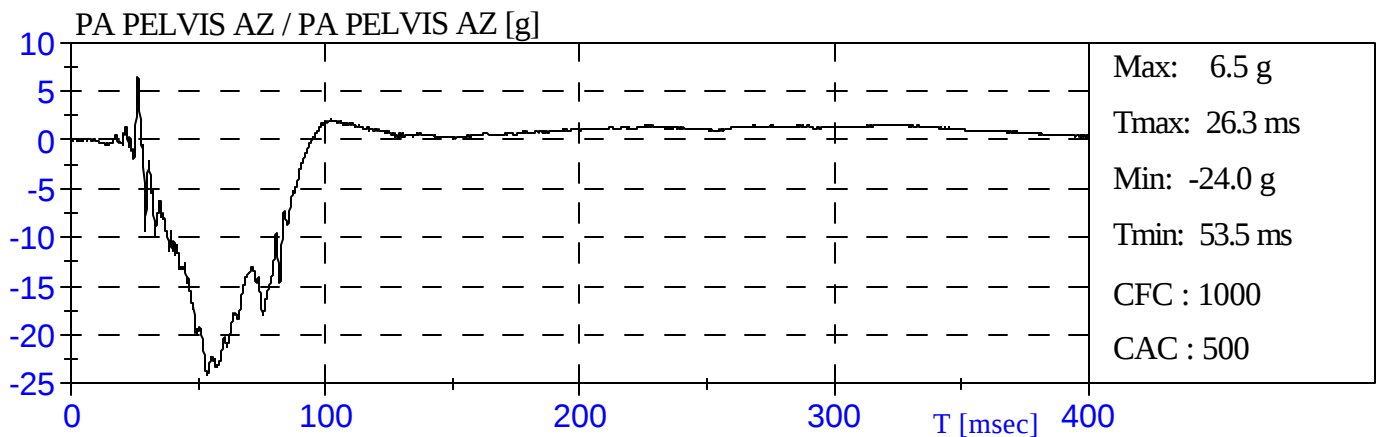
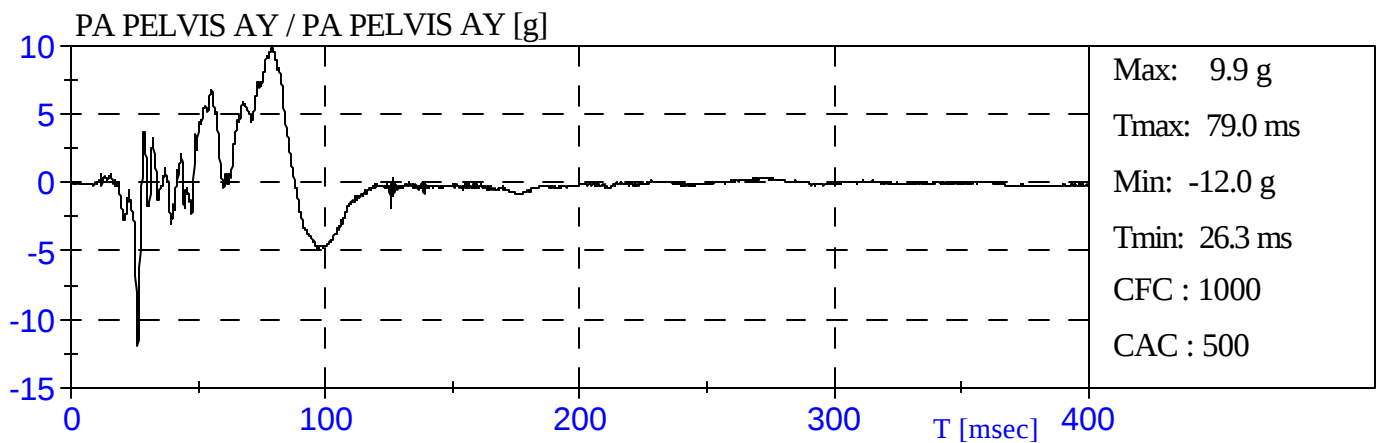
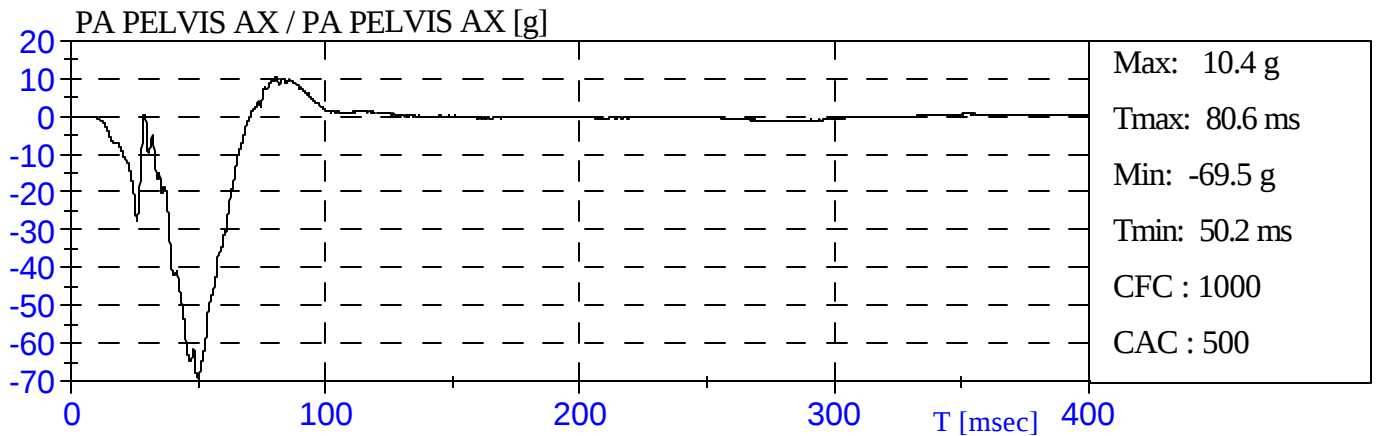


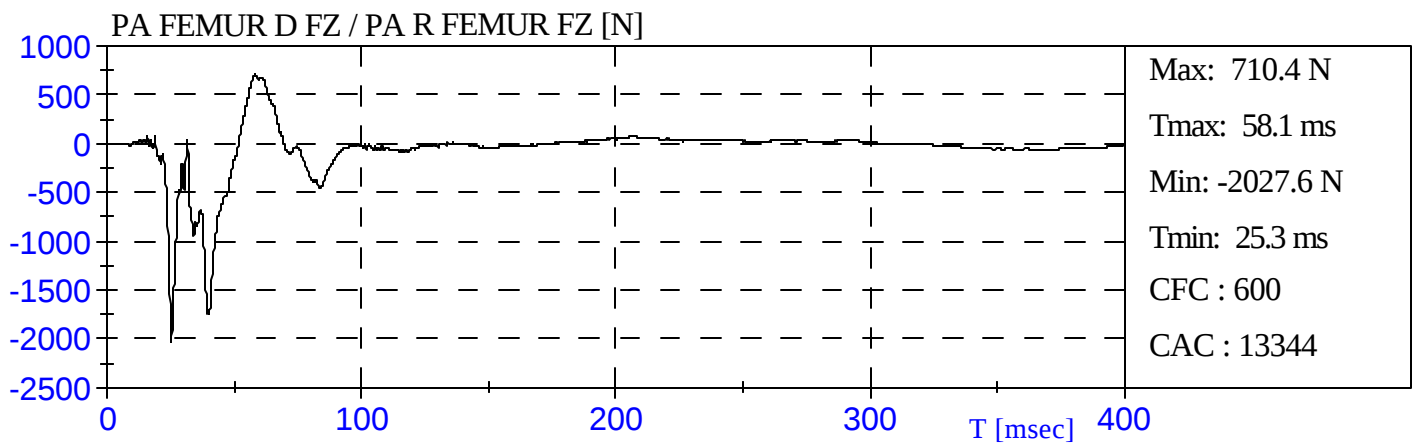
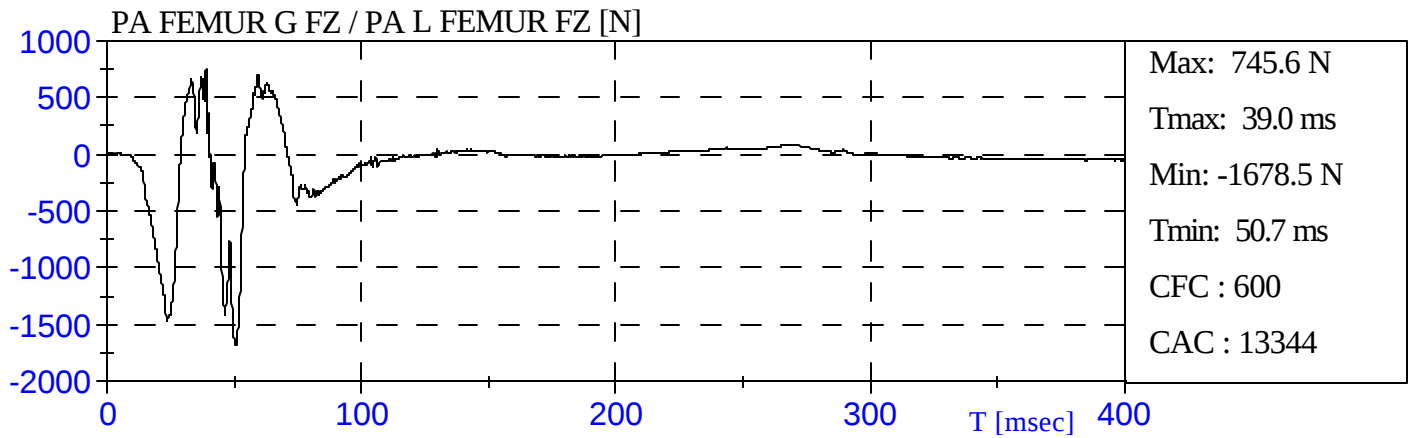


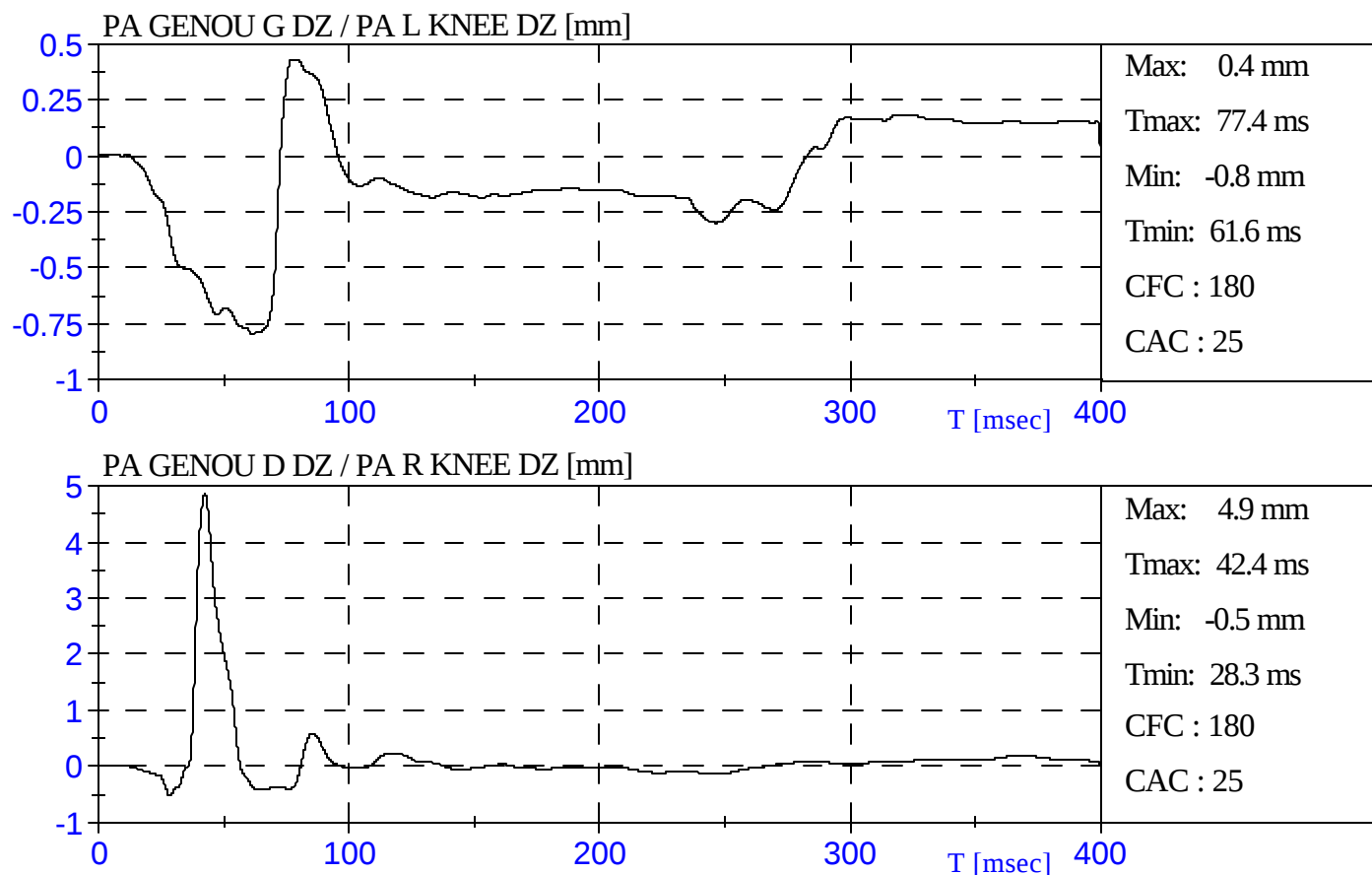


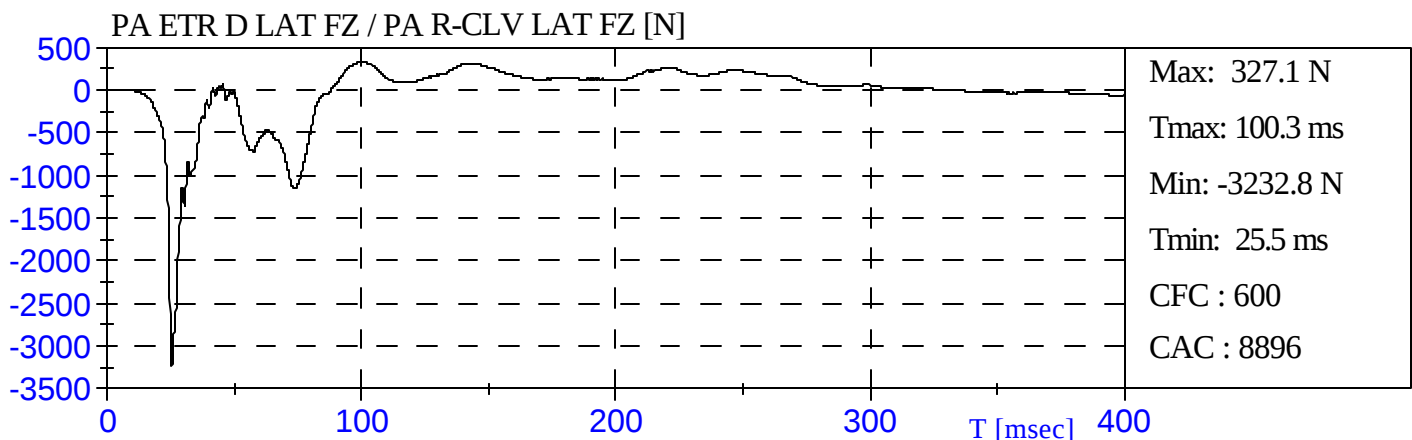
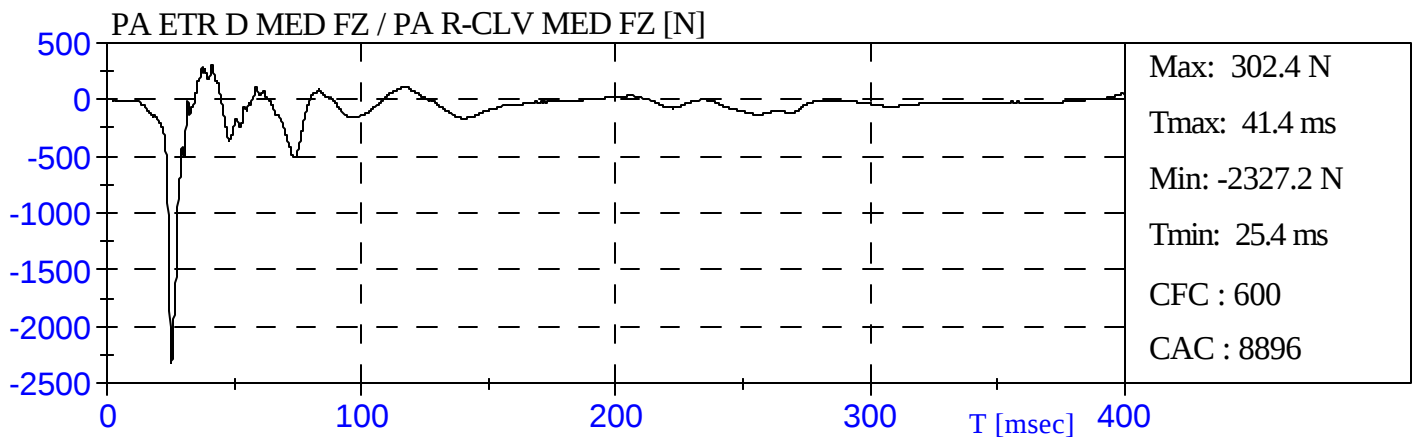
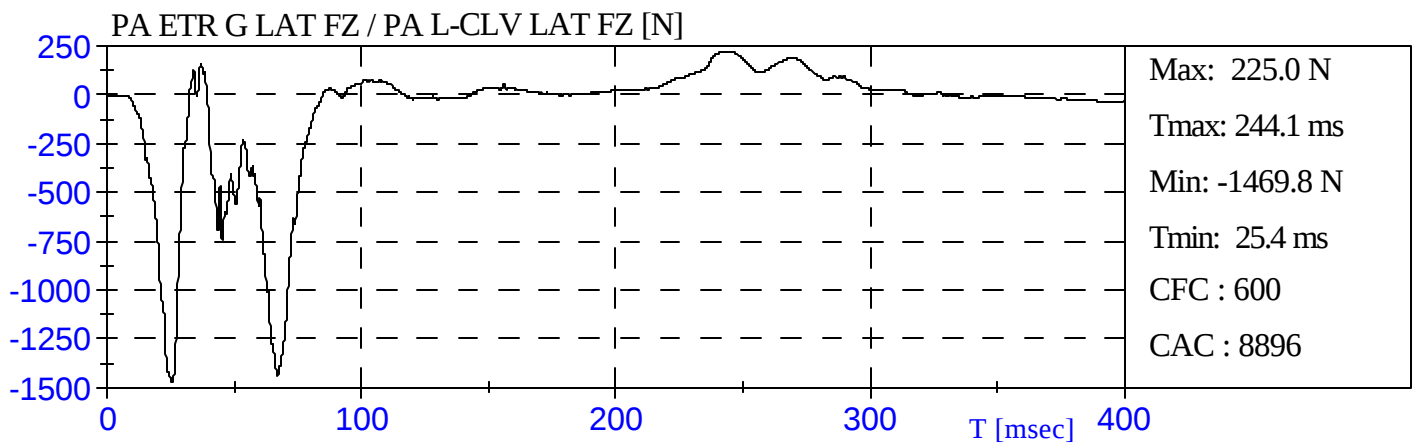
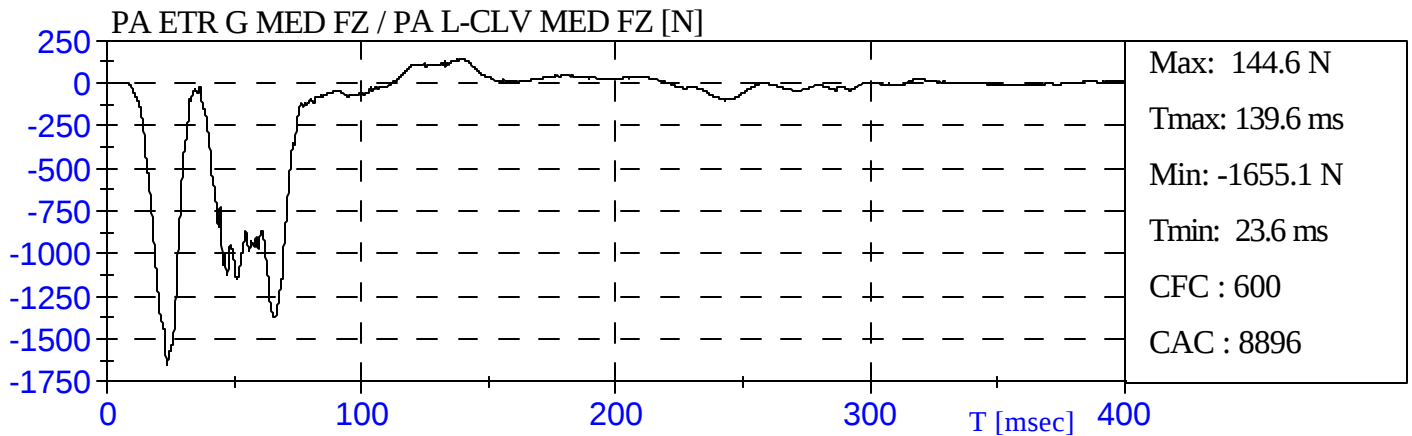


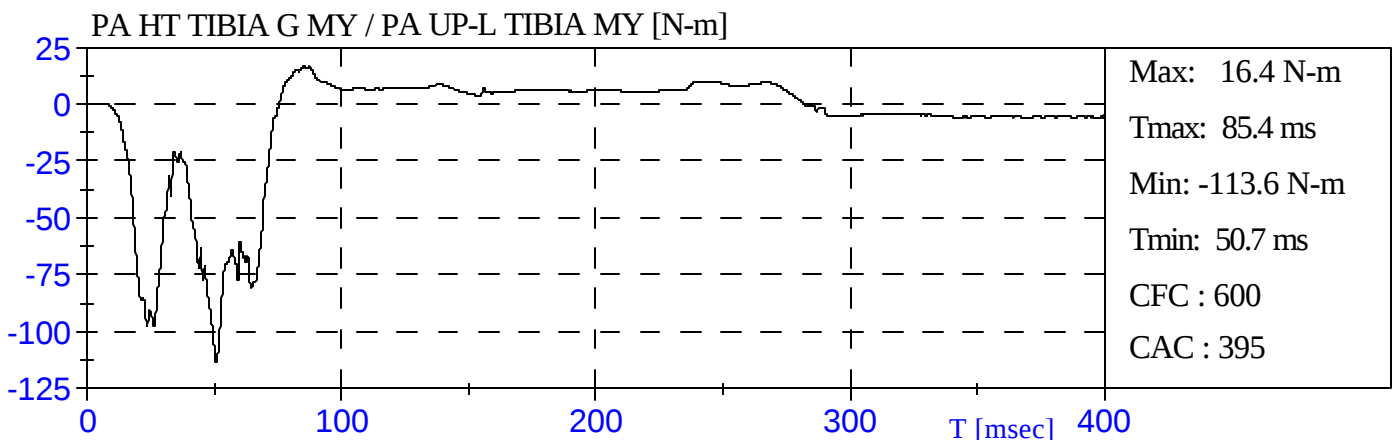
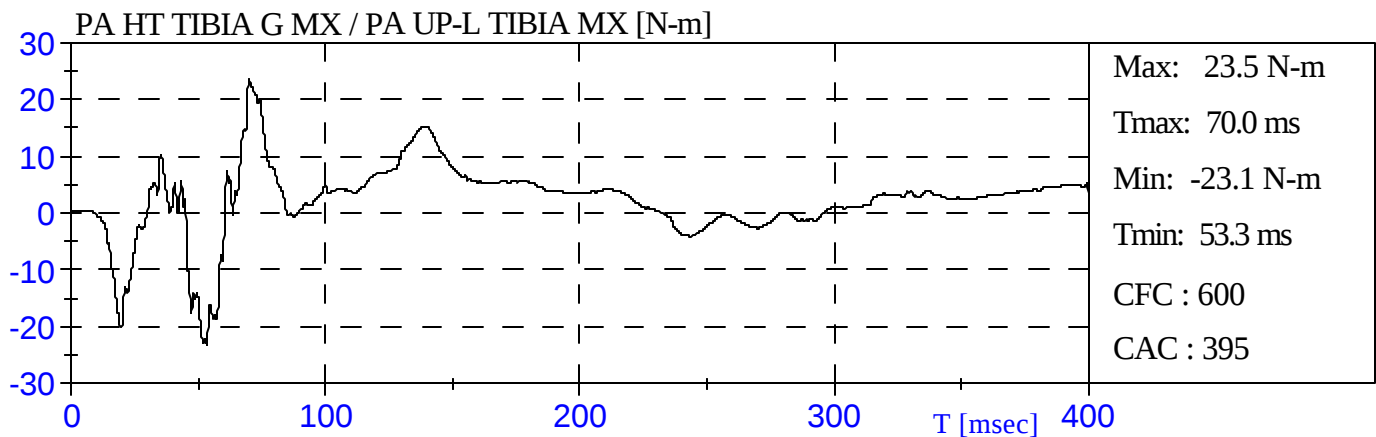
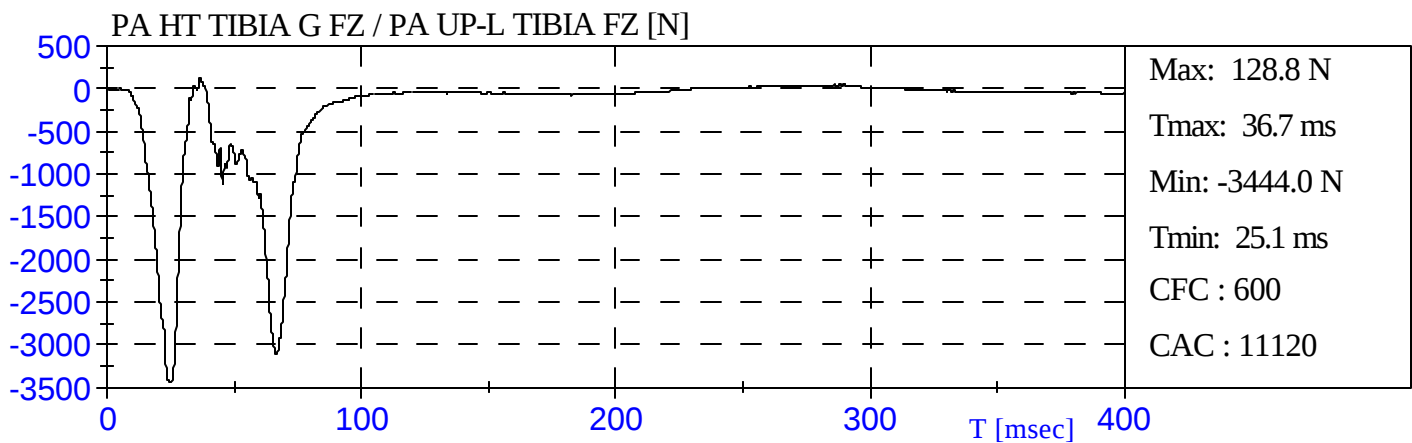
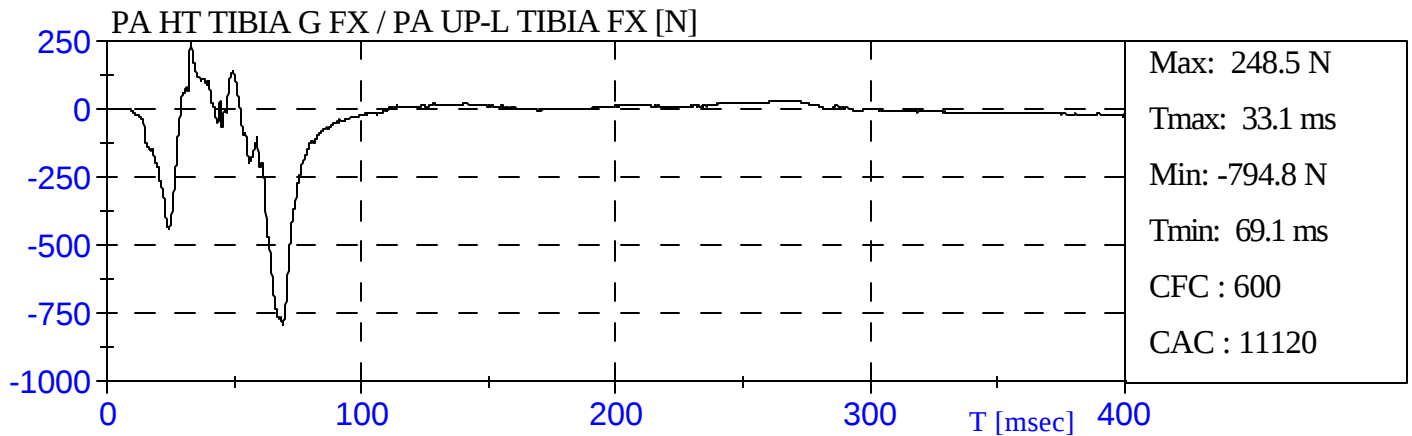


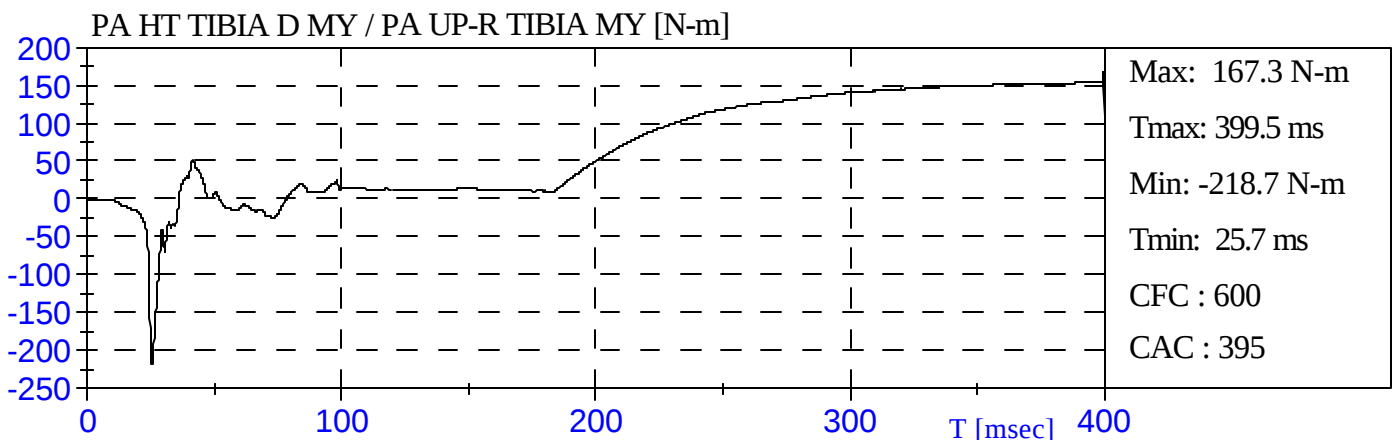
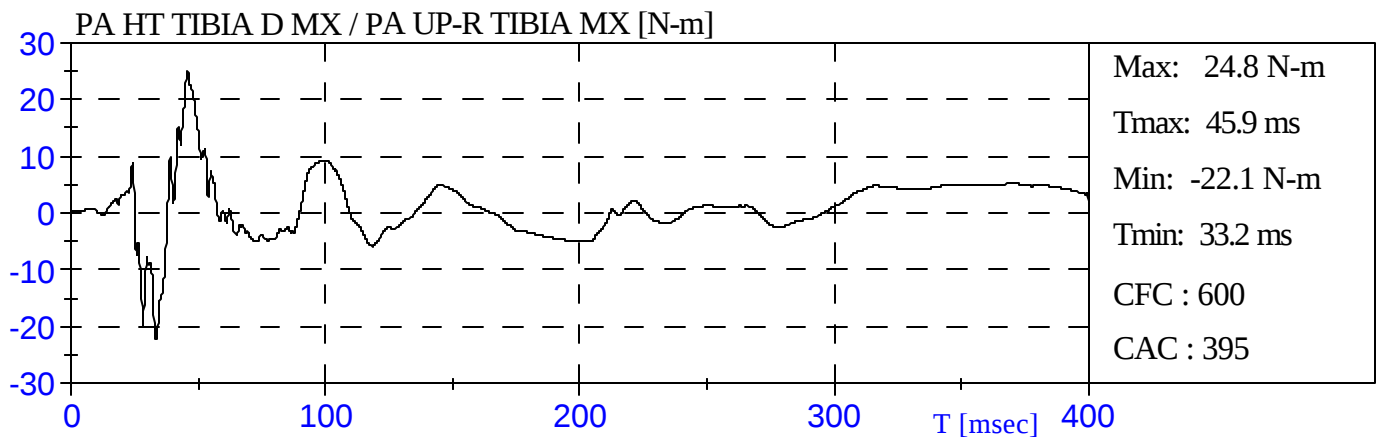
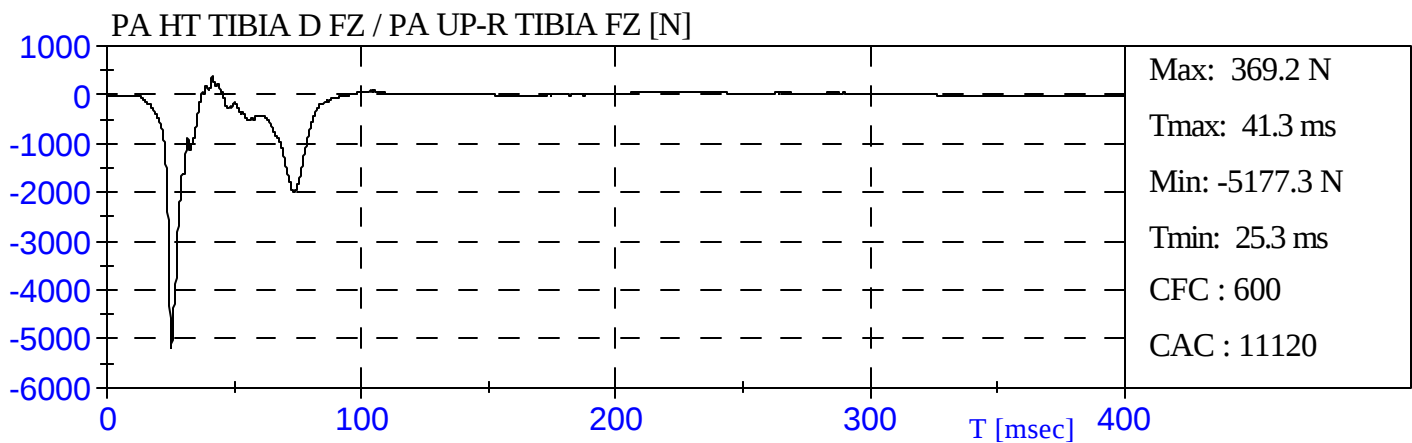
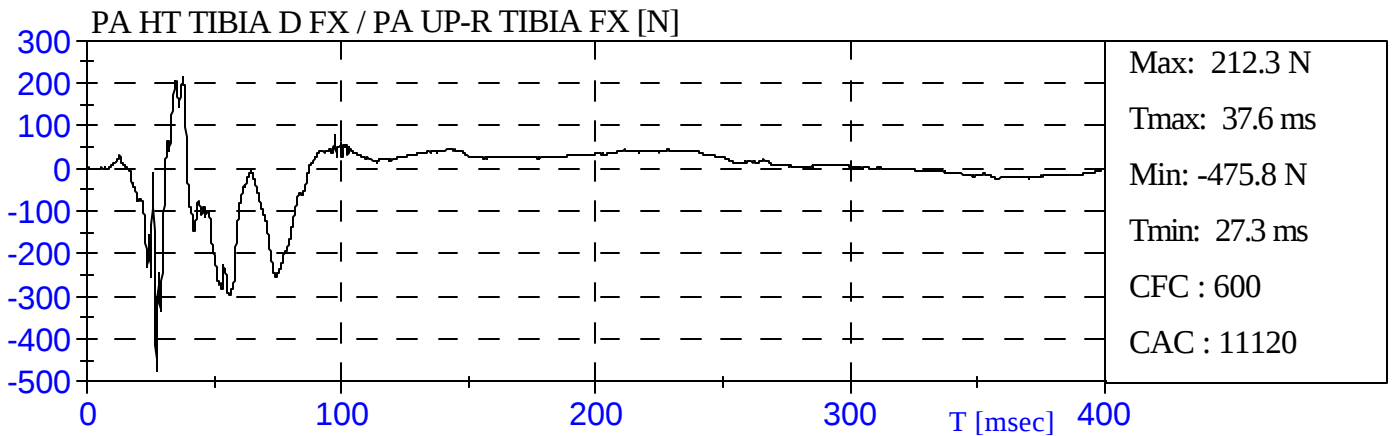


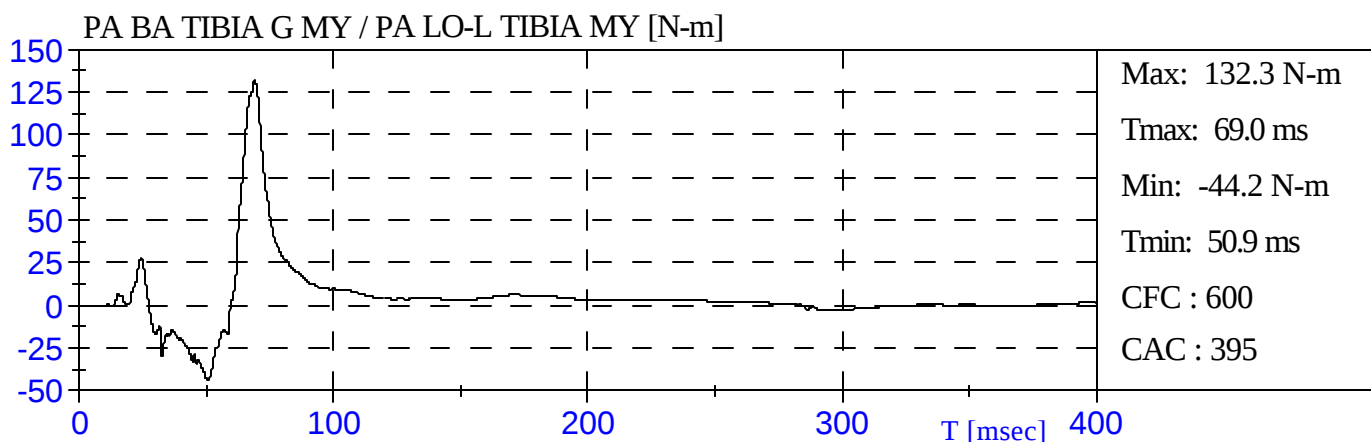
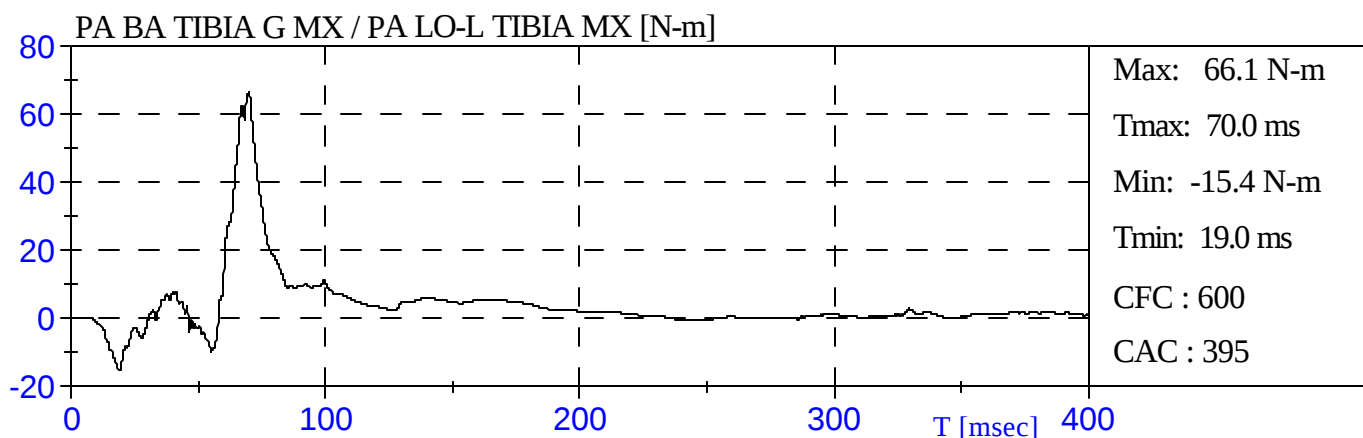
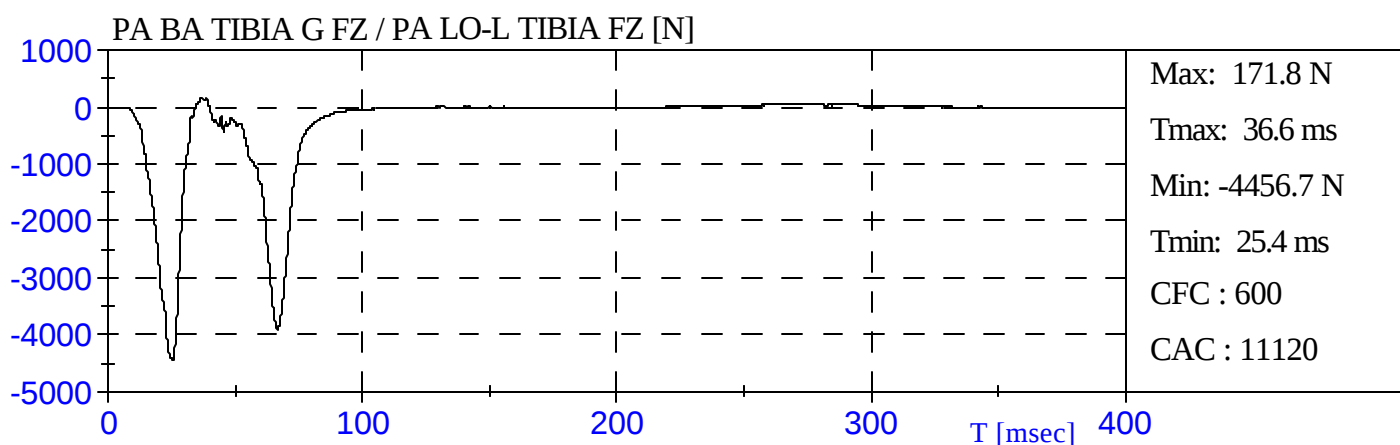
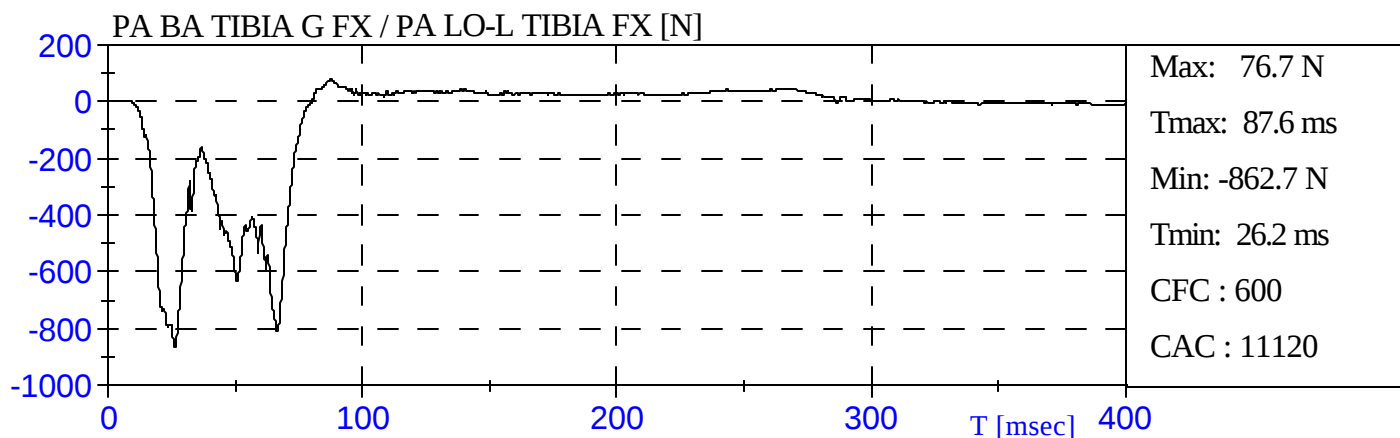


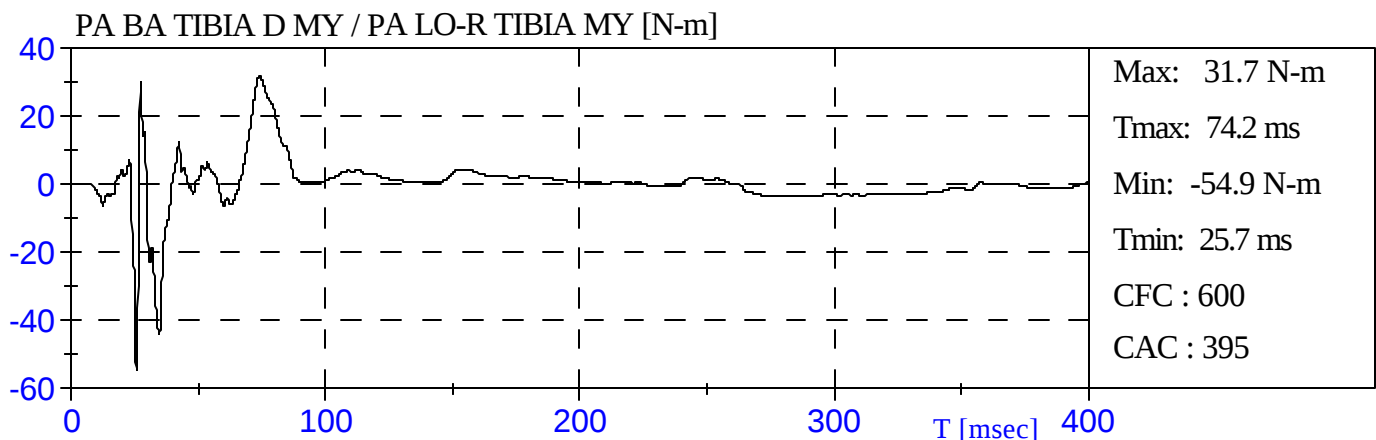
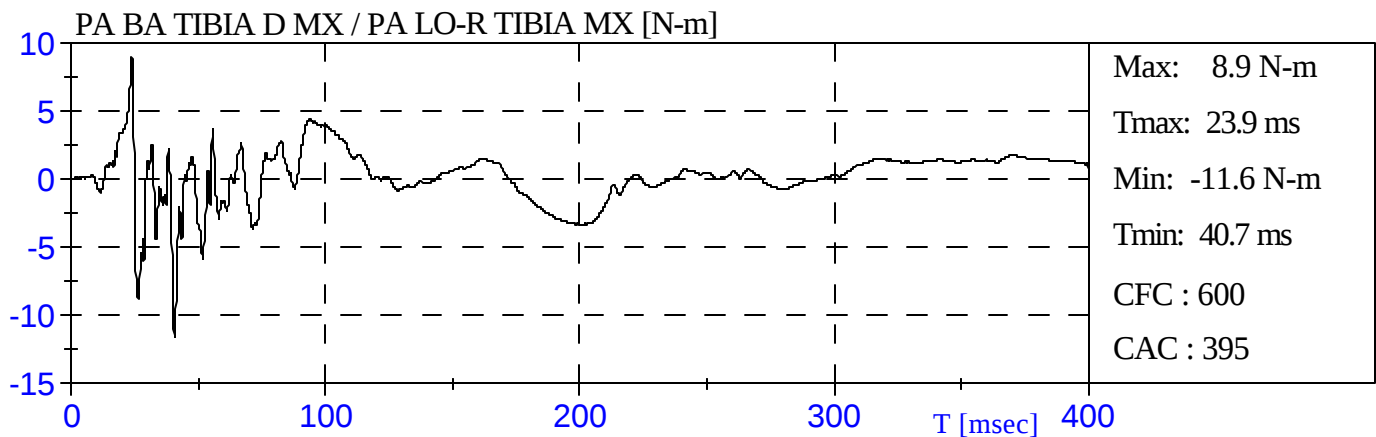
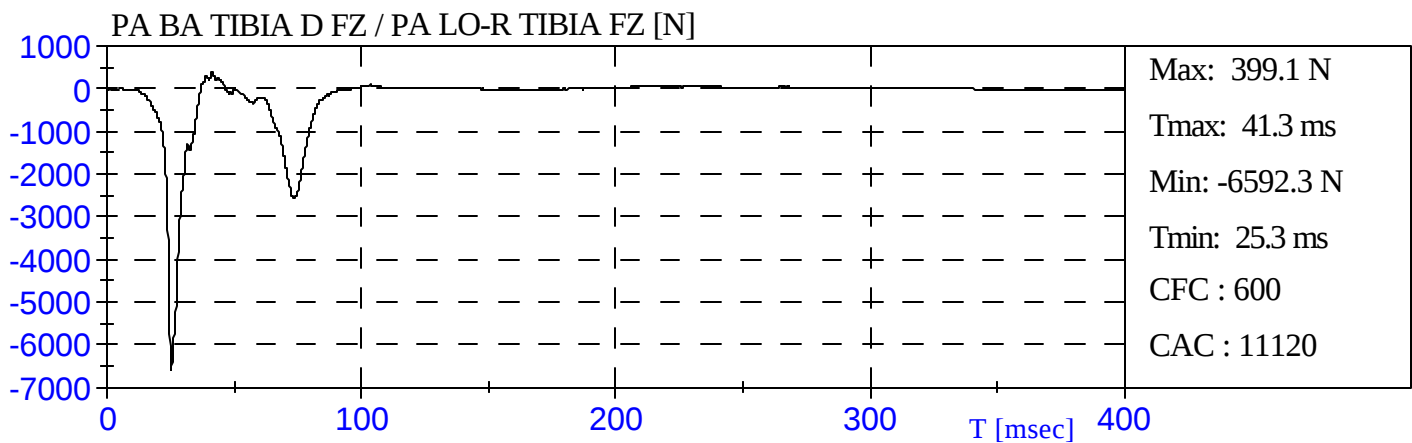
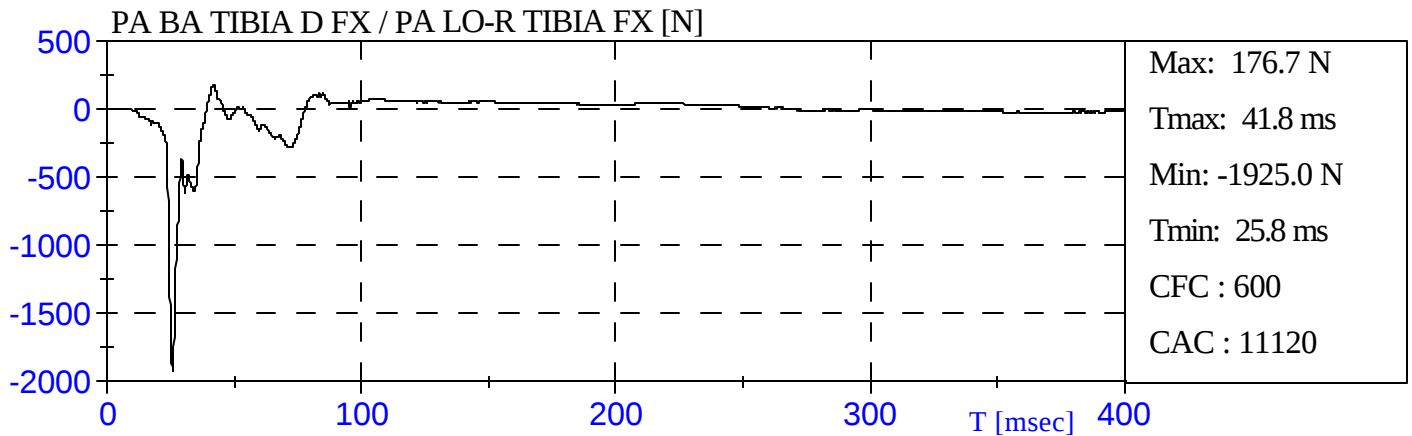


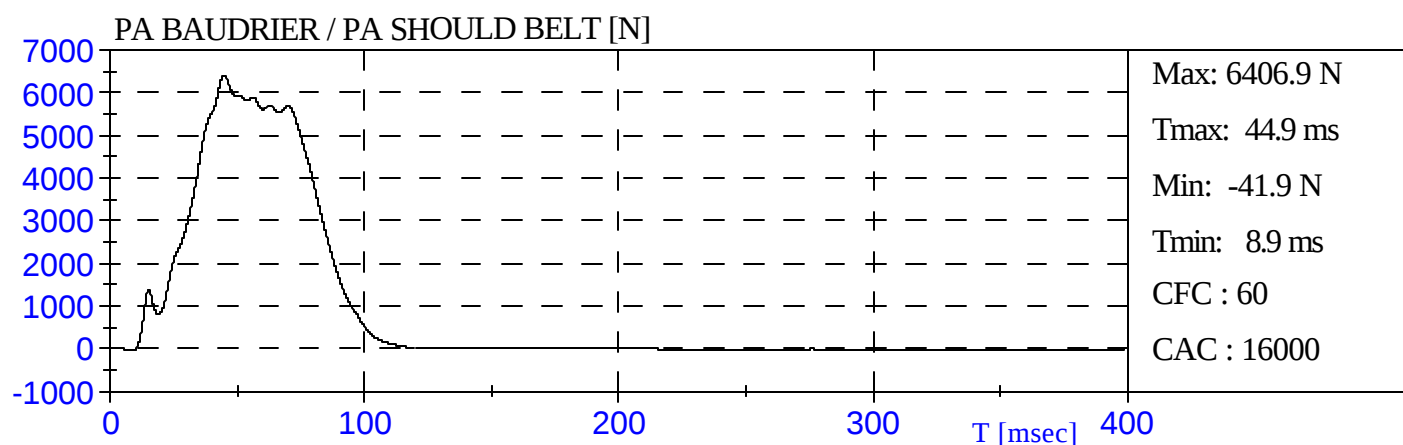
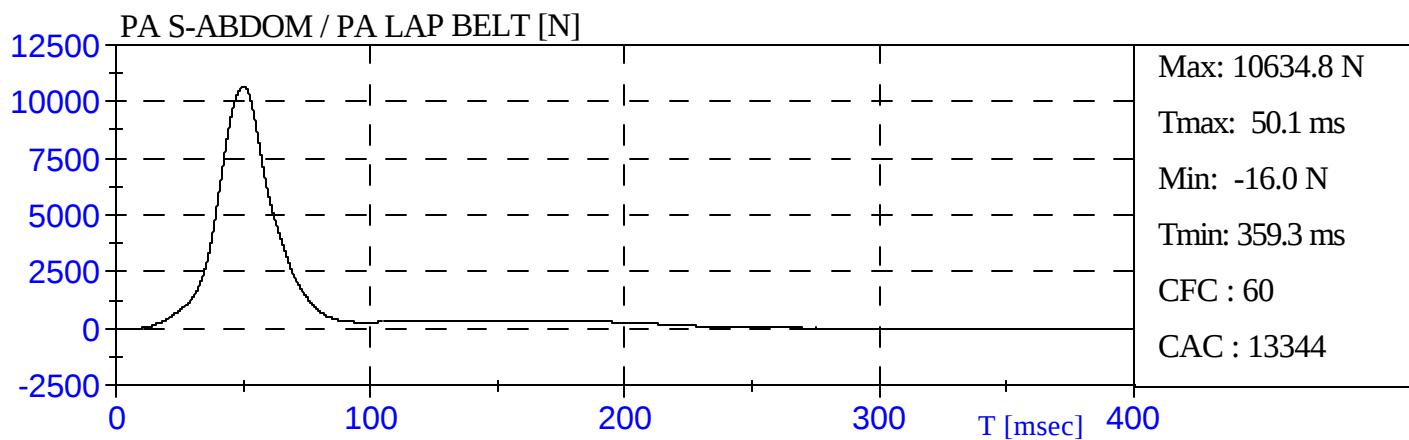


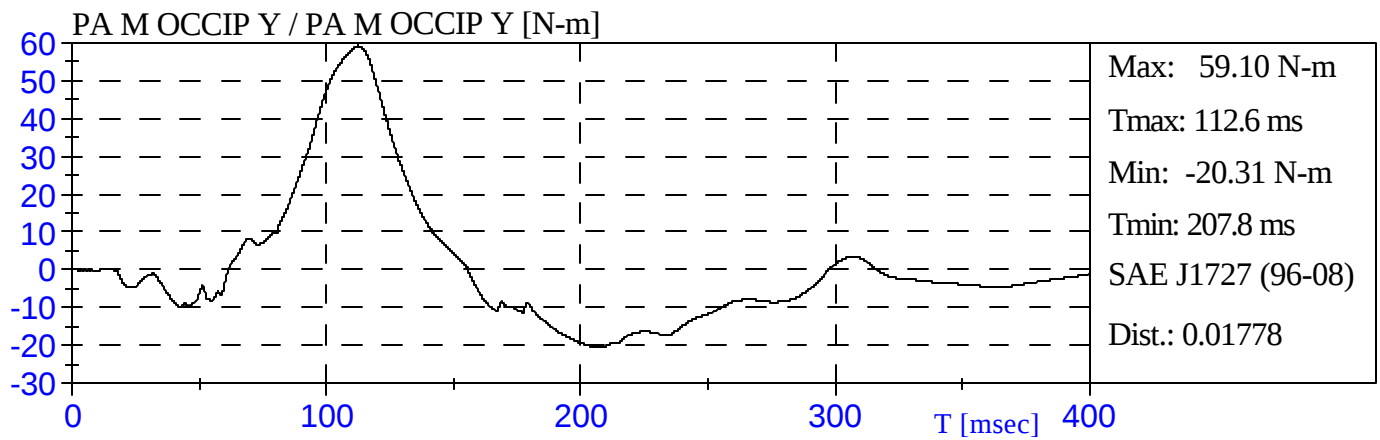


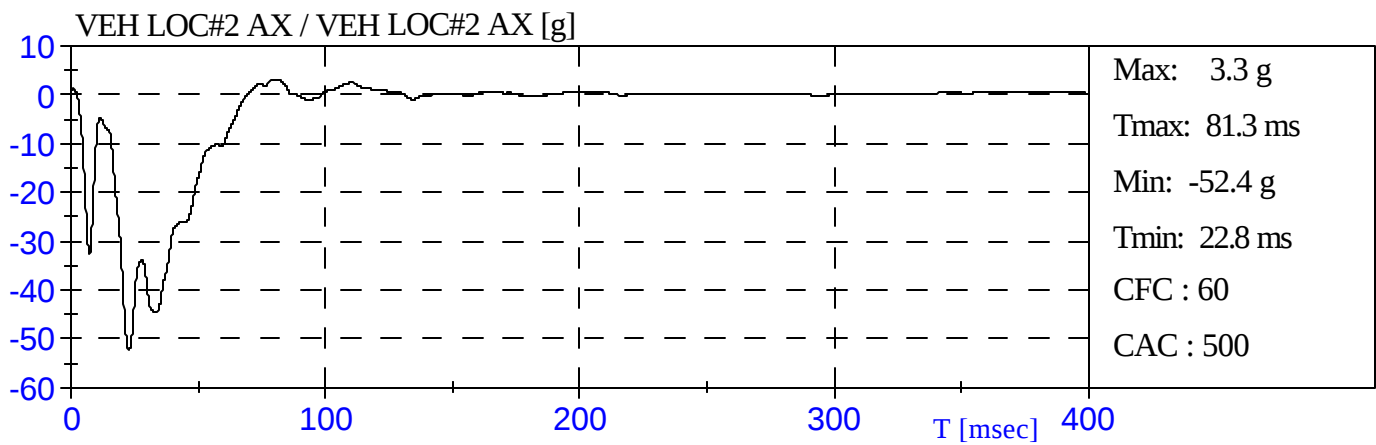
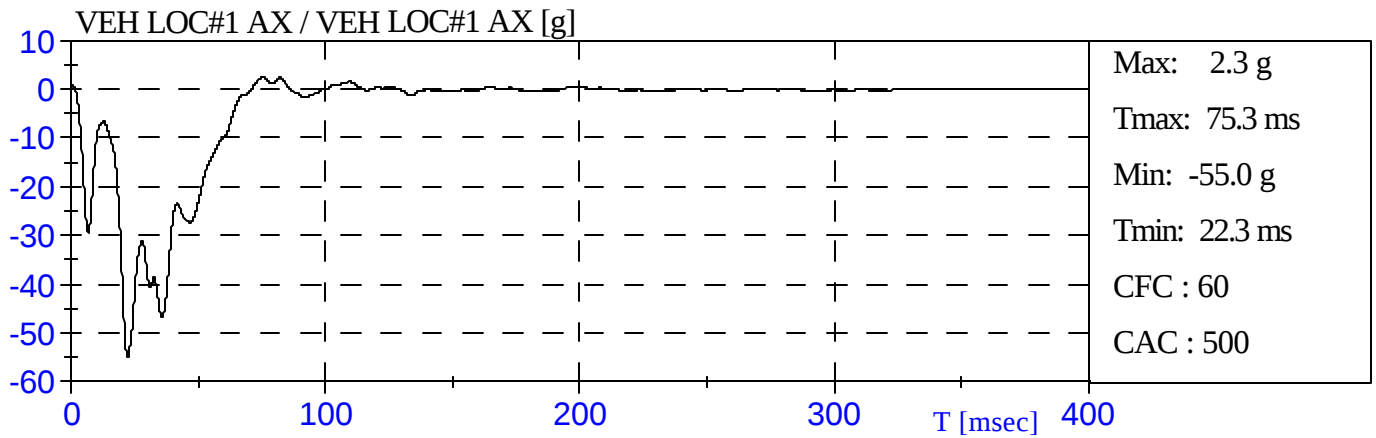


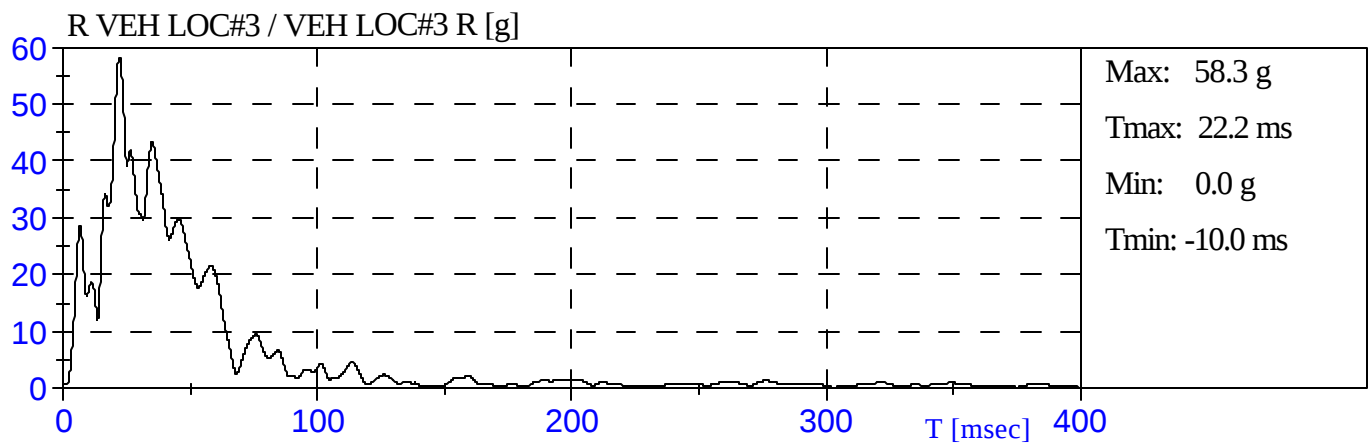
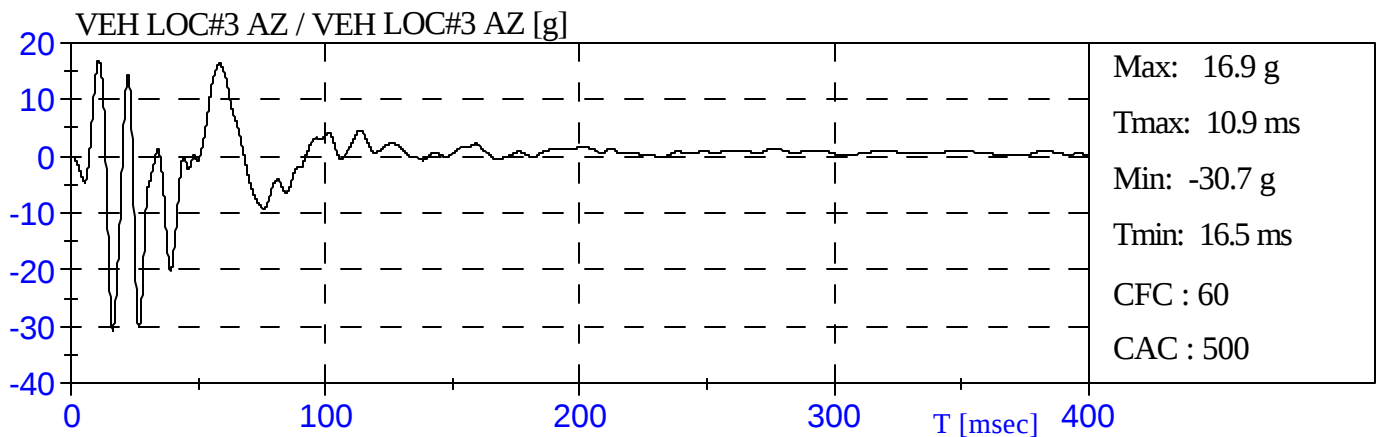
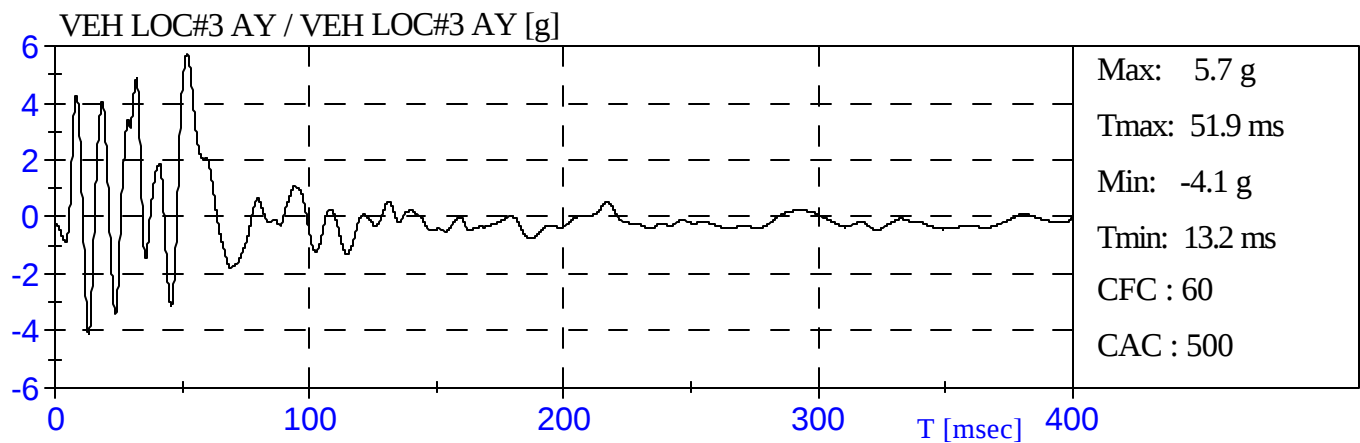
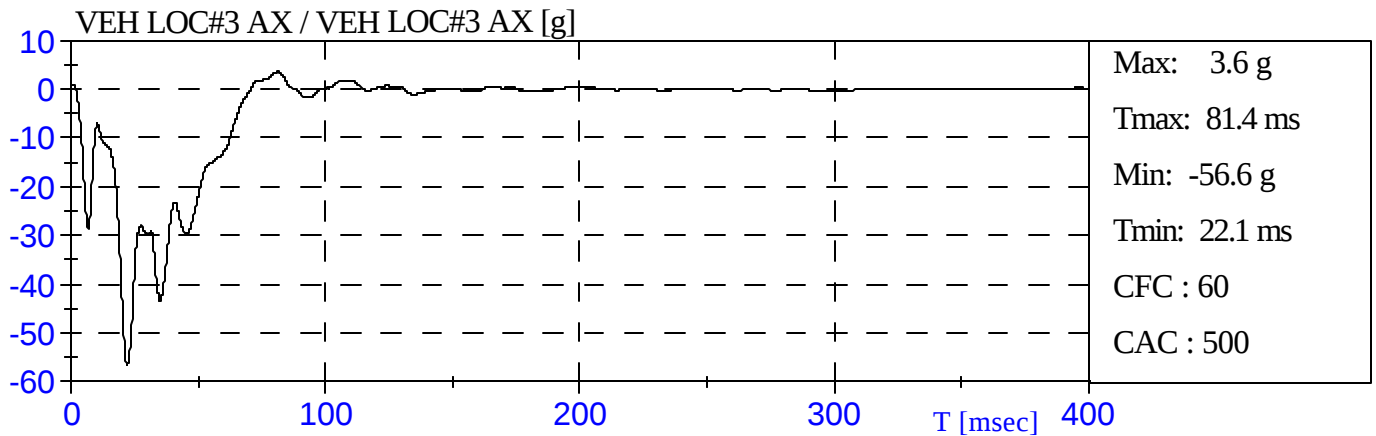


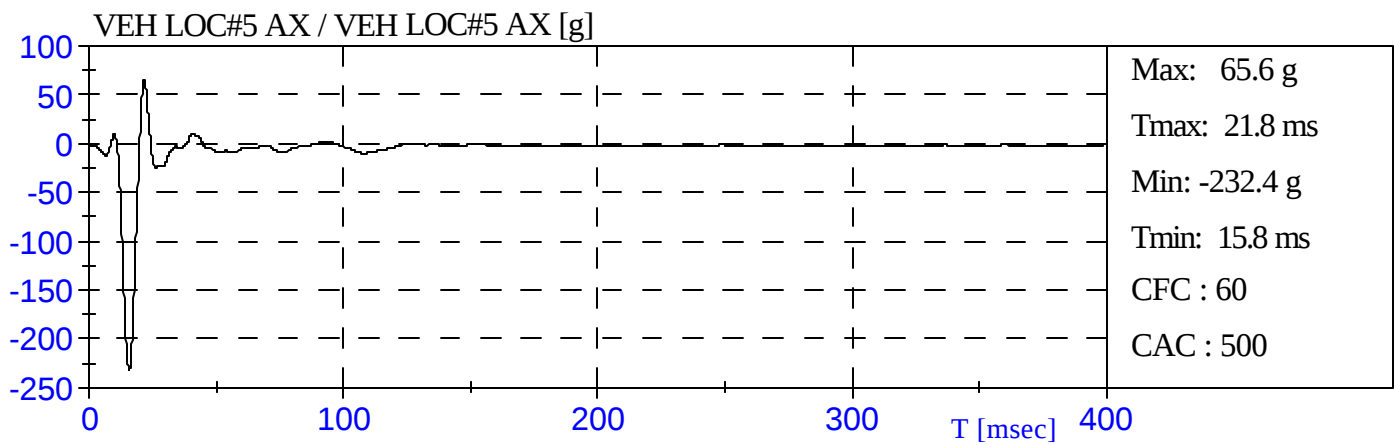
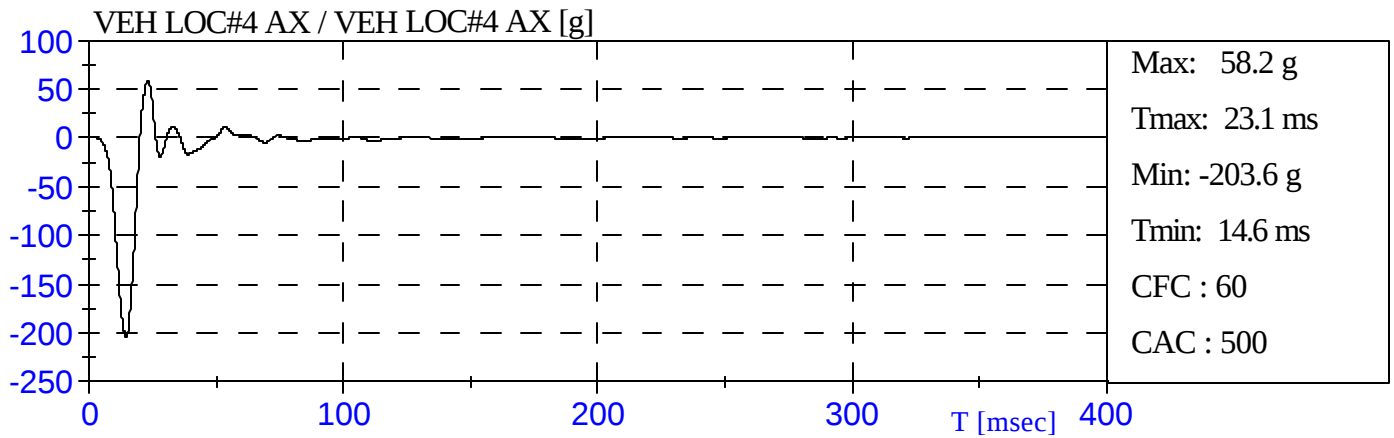


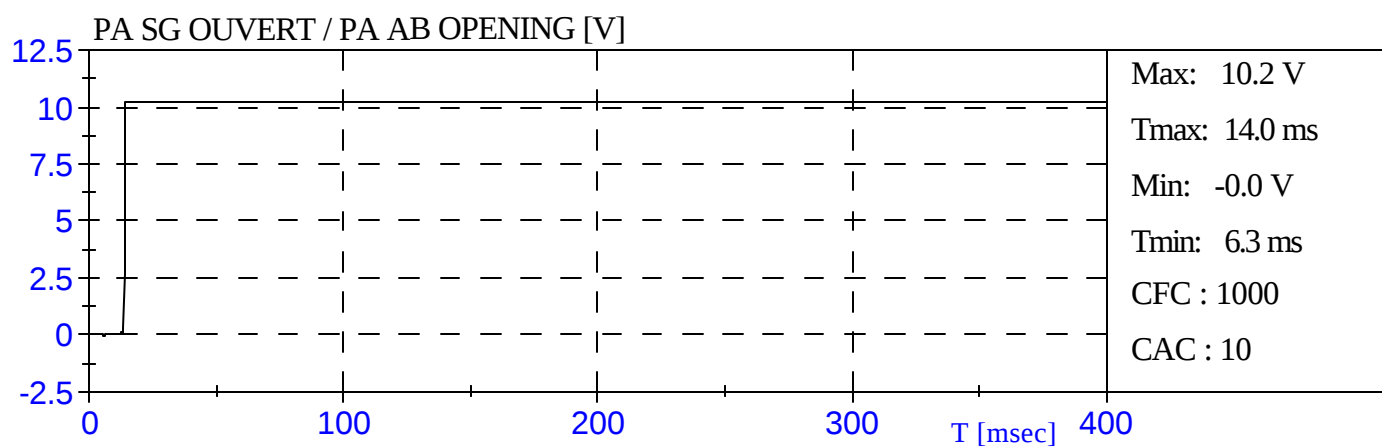
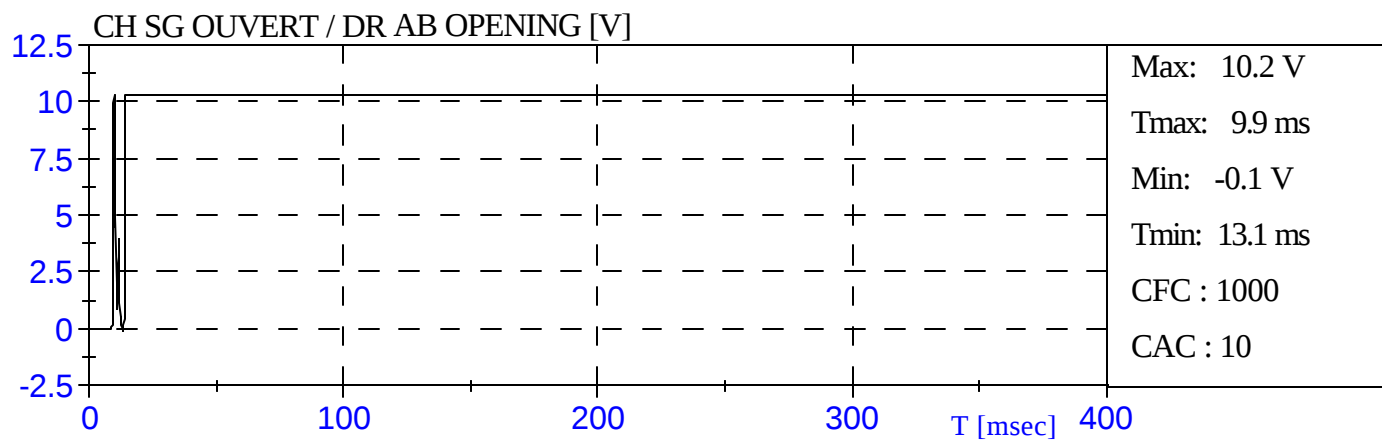


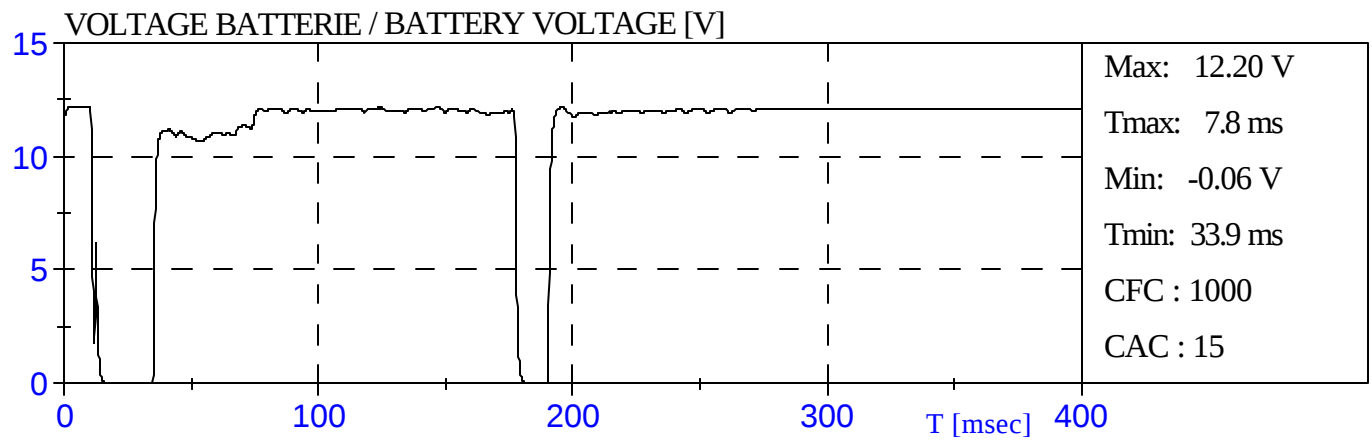


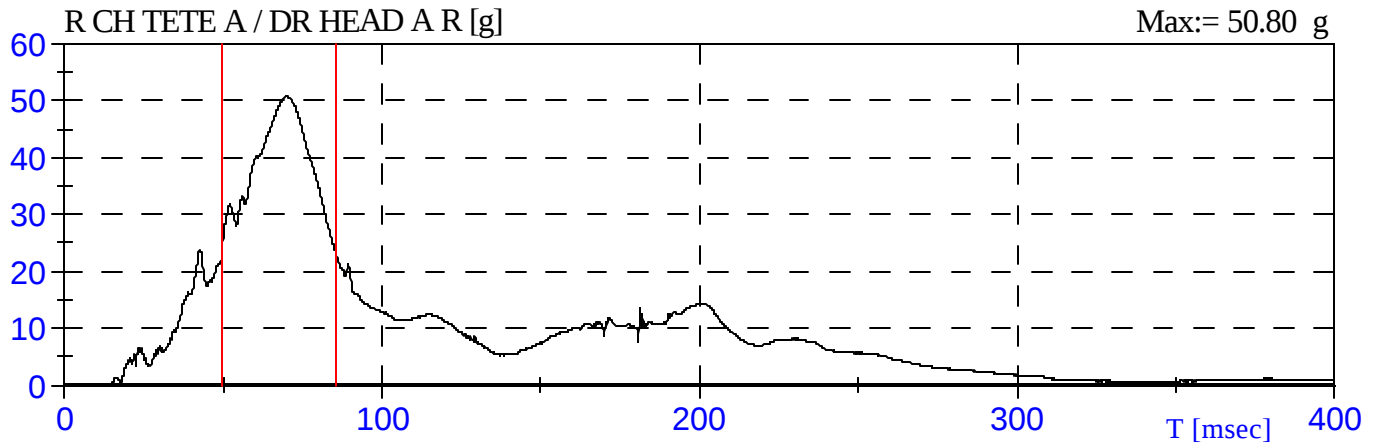










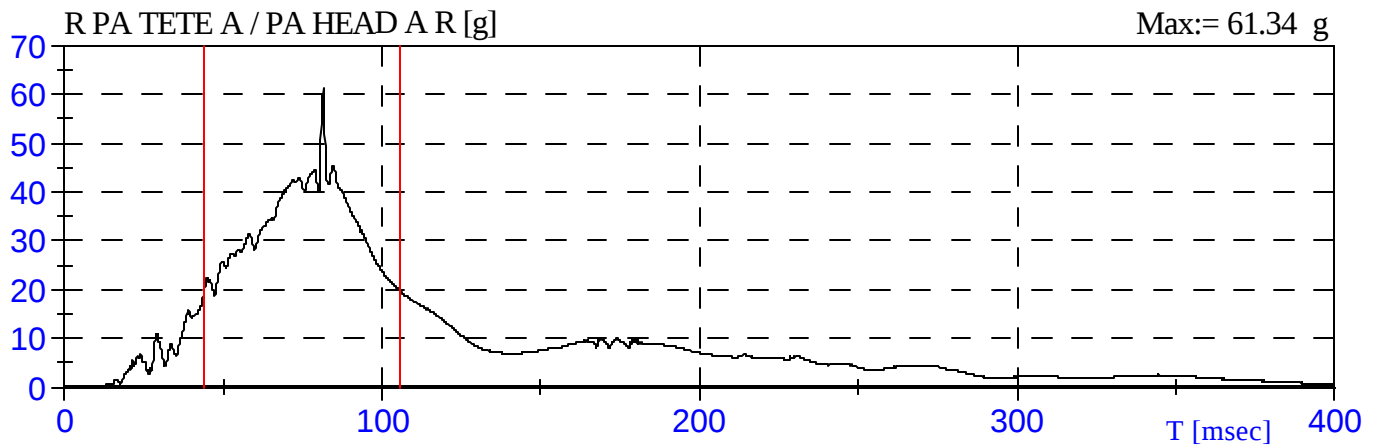


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 331	HIC(36ms):= 331	HIC(15ms):= 224
T1:= 49.5 ms	T1:= 49.5 ms	T1:= 61.9 ms
T2:= 85.6 ms	T2:= 85.5 ms	T2:= 76.9 ms

* Selon / According To: SAE J1727 96-08

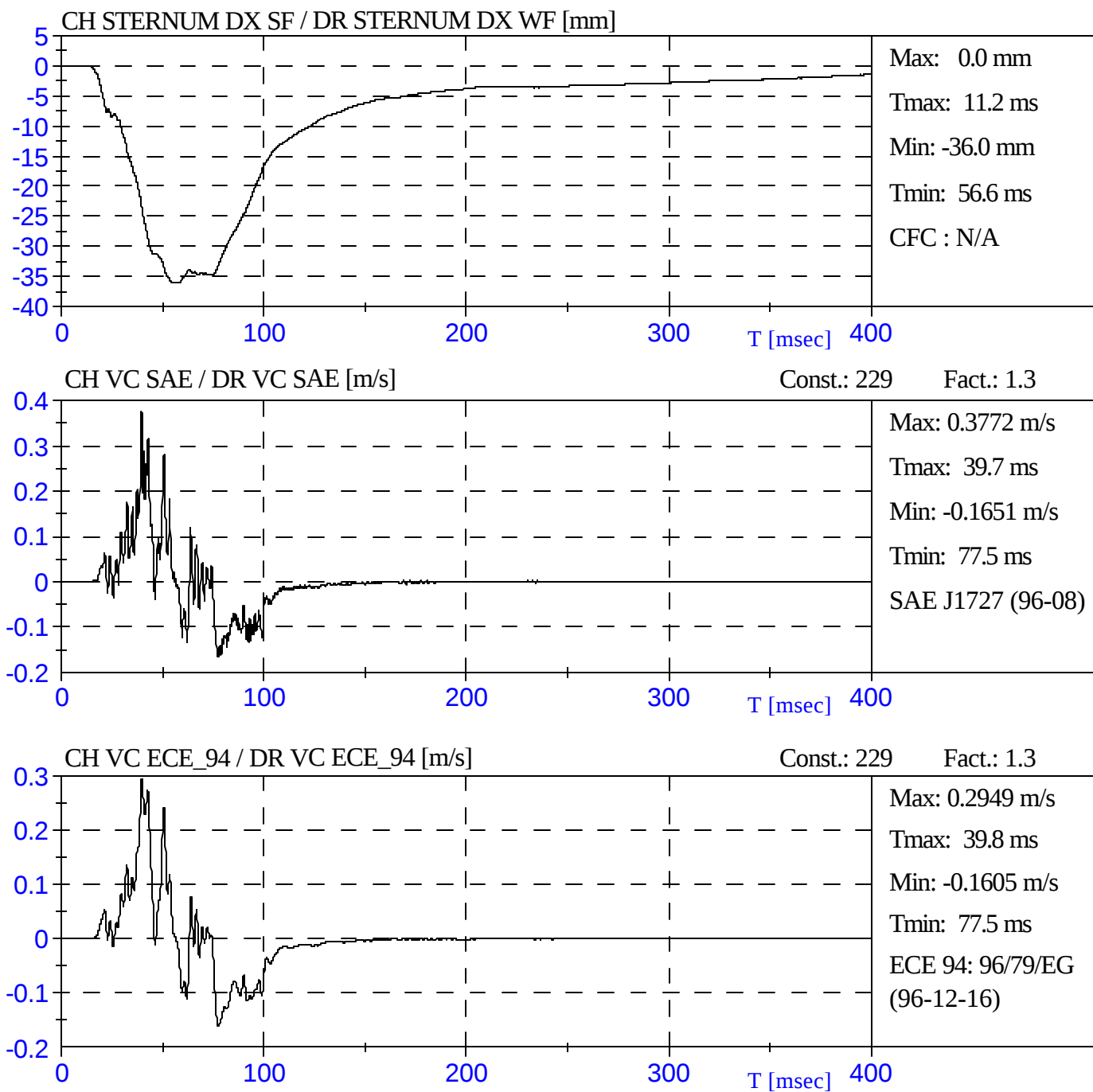


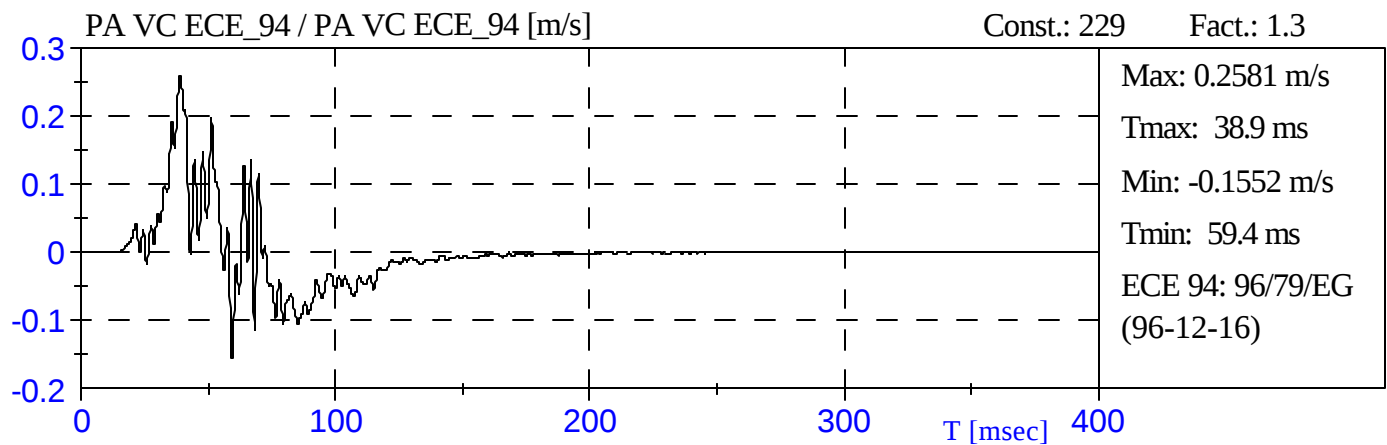
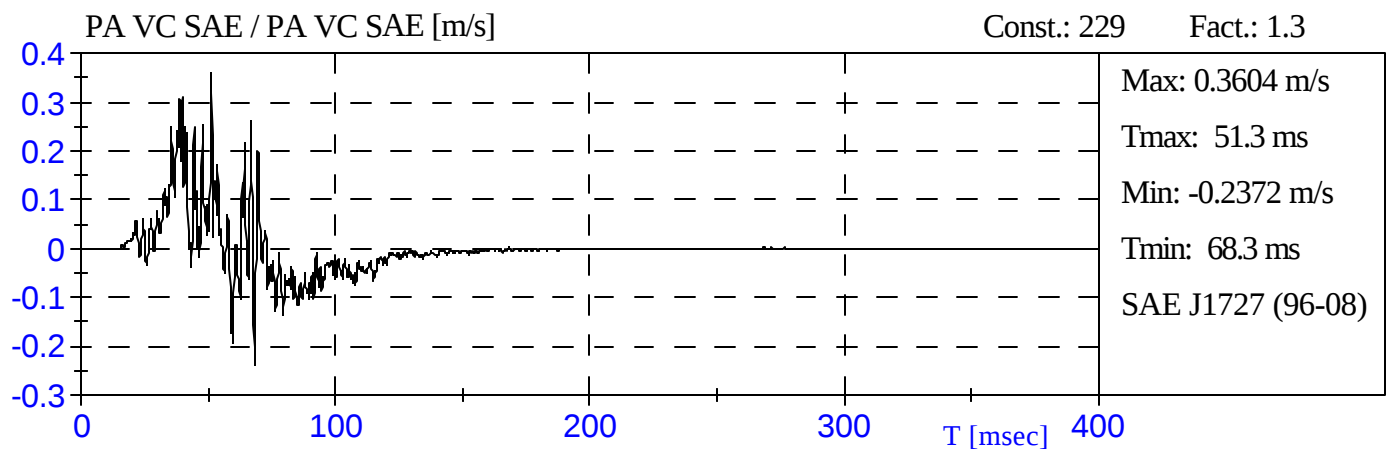
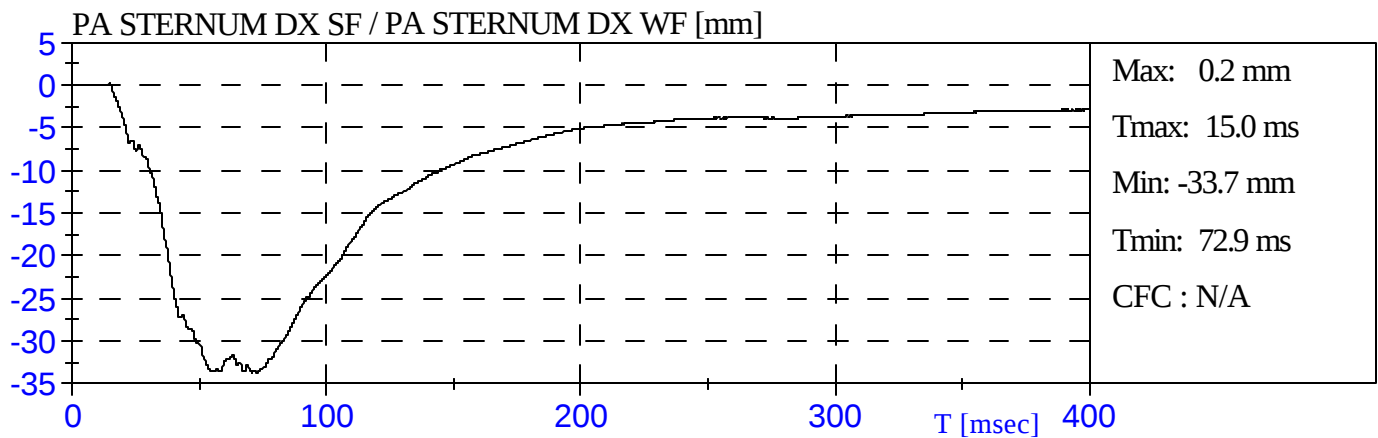
HEAD INJURY CRITERIA (HIC) *

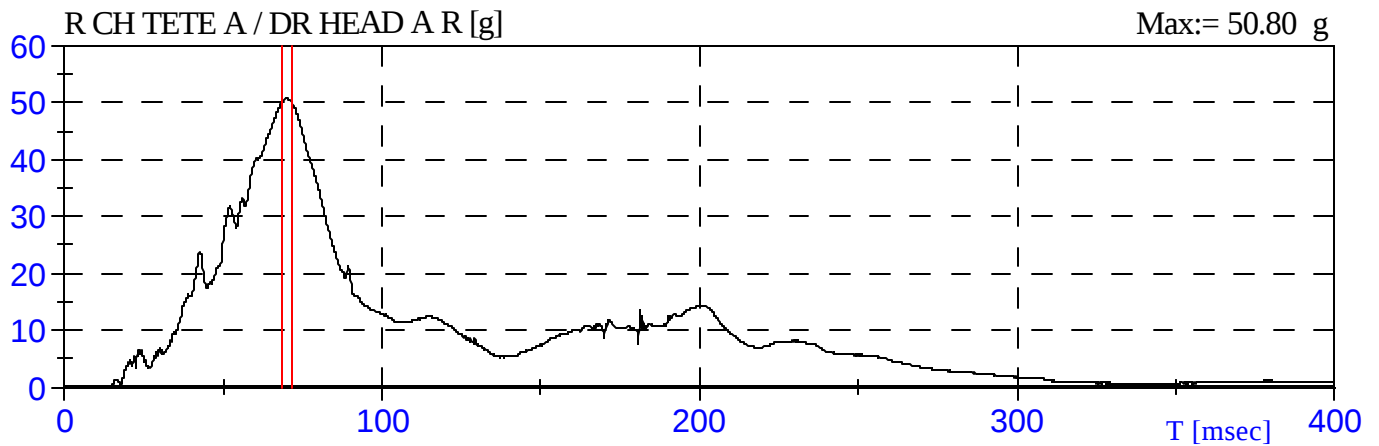
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 389	HIC(36ms):= 341	HIC(15ms):= 193
T1:= 44.0 ms	T1:= 60.0 ms	T1:= 71.1 ms
T2:= 105.5 ms	T2:= 96.0 ms	T2:= 86.1 ms

* Selon / According To: SAE J1727 96-08

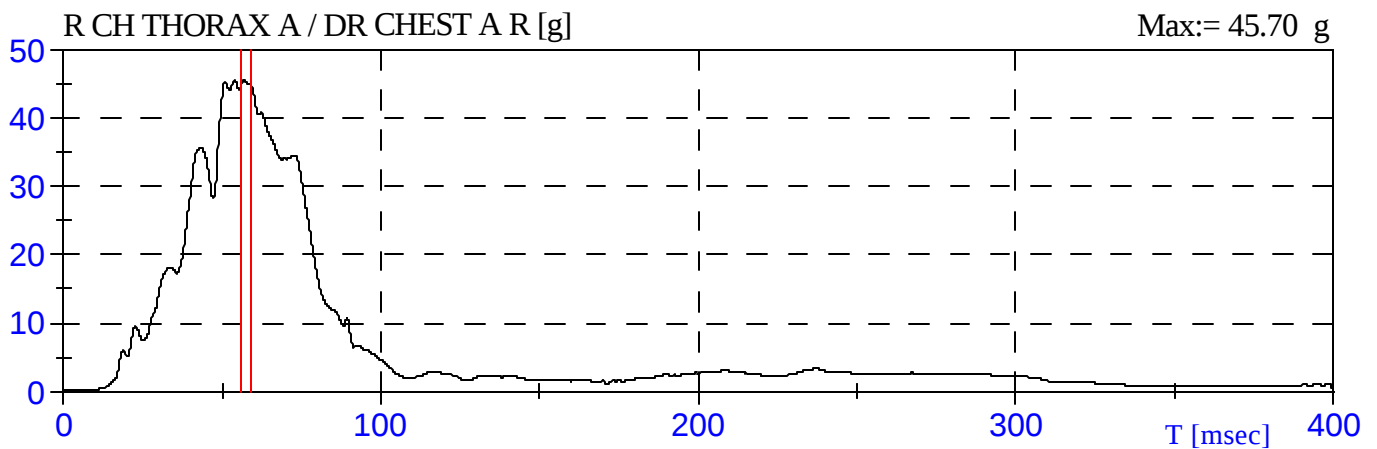






CLIP 3ms *

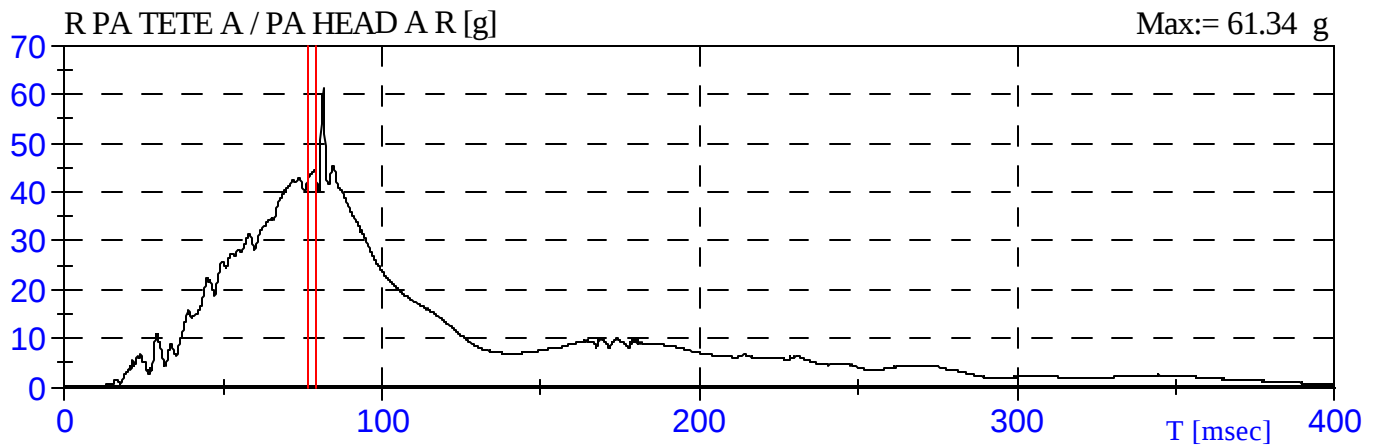
Acc. := 50.10 g	T1:= 68.6 ms	T2:= 71.6 ms
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CLIP 3ms *

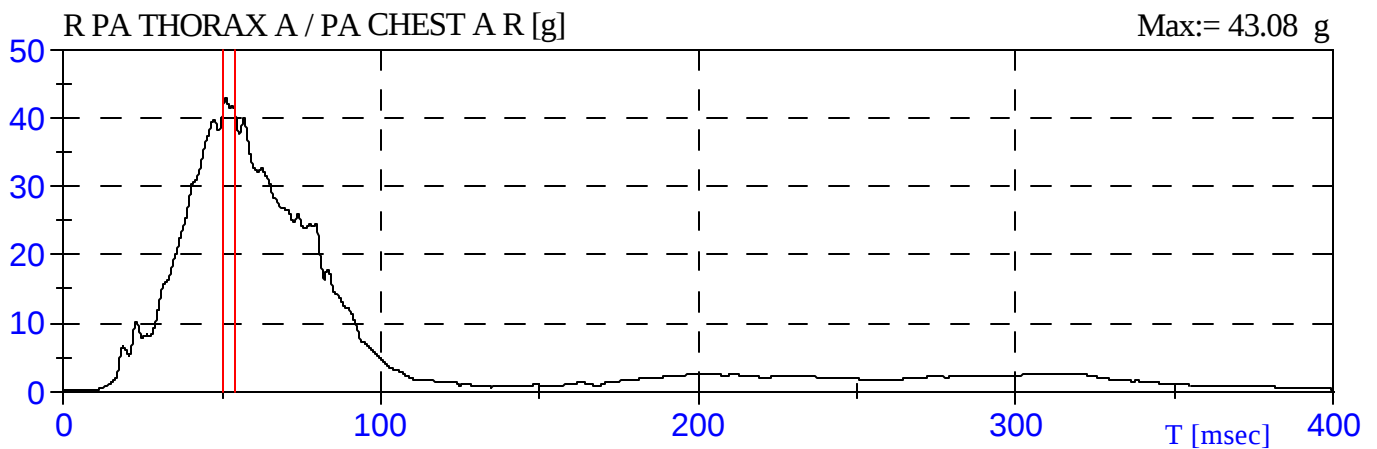
Acc. := 44.87 g	T1:= 56.0 ms	T2:= 59.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 41.99 g	T1:= 76.5 ms	T2:= 79.5 ms
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CLIP 3ms *

Acc. := 41.50 g	T1:= 50.3 ms	T2:= 53.7 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	0.648	0.762
BAS / LOWER	0.479	0.460

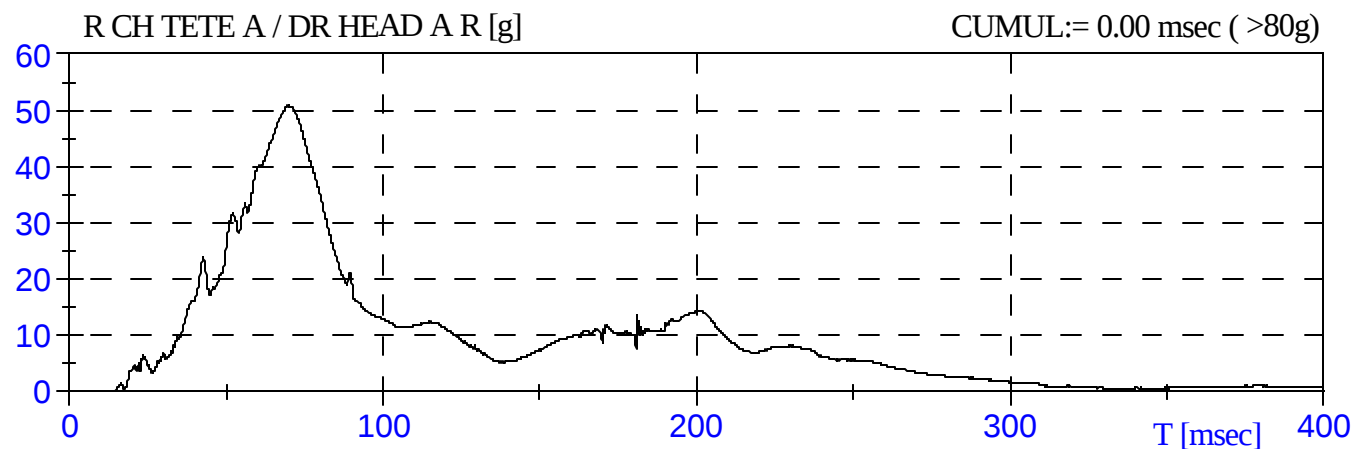
TI Passager / Passenger

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

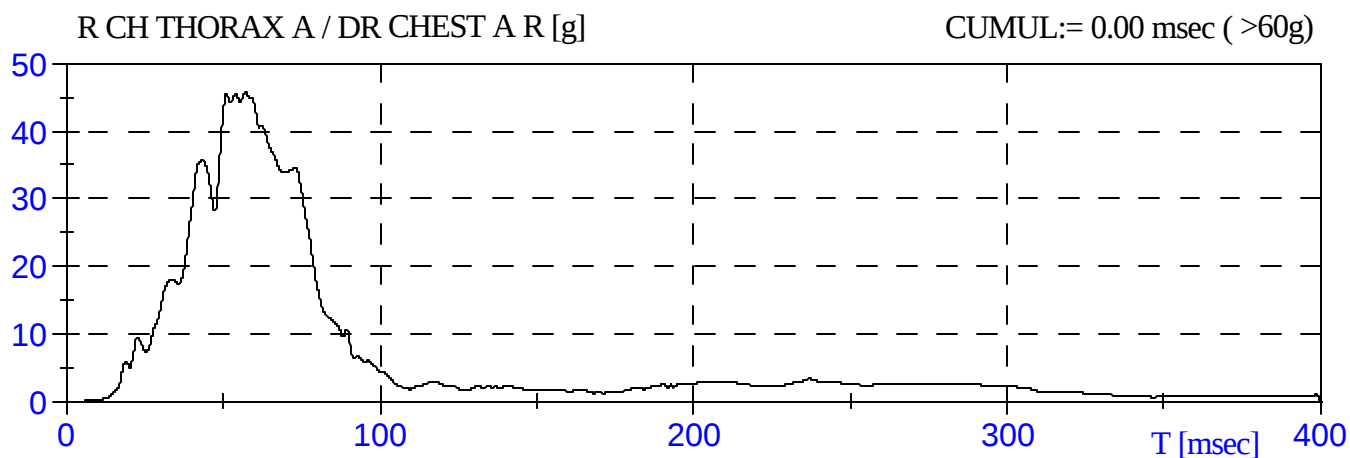
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.537	1.110
BAS / LOWER	0.746	0.423

* Selon / According To: SAE J1727 AUG 96

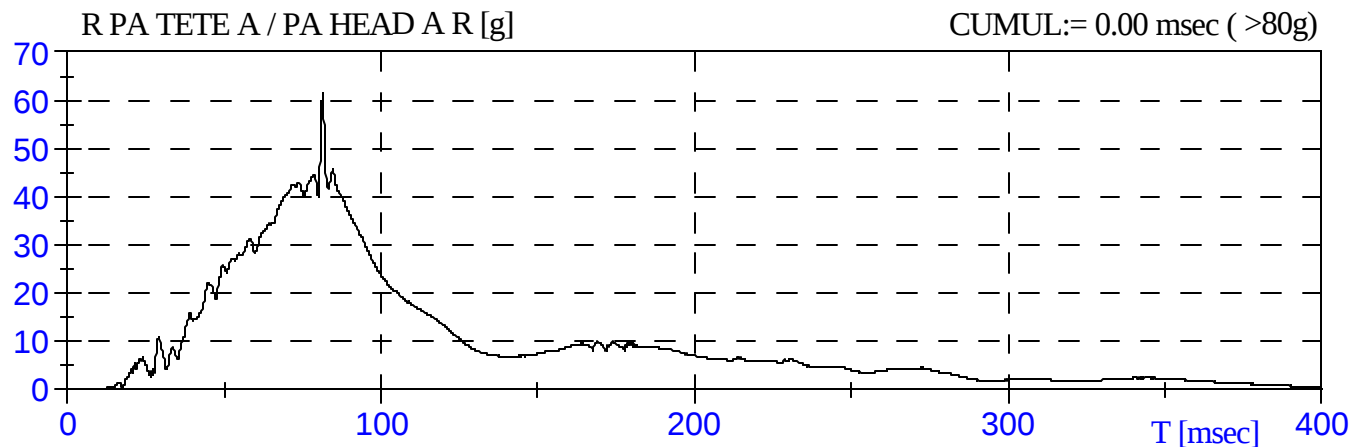
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



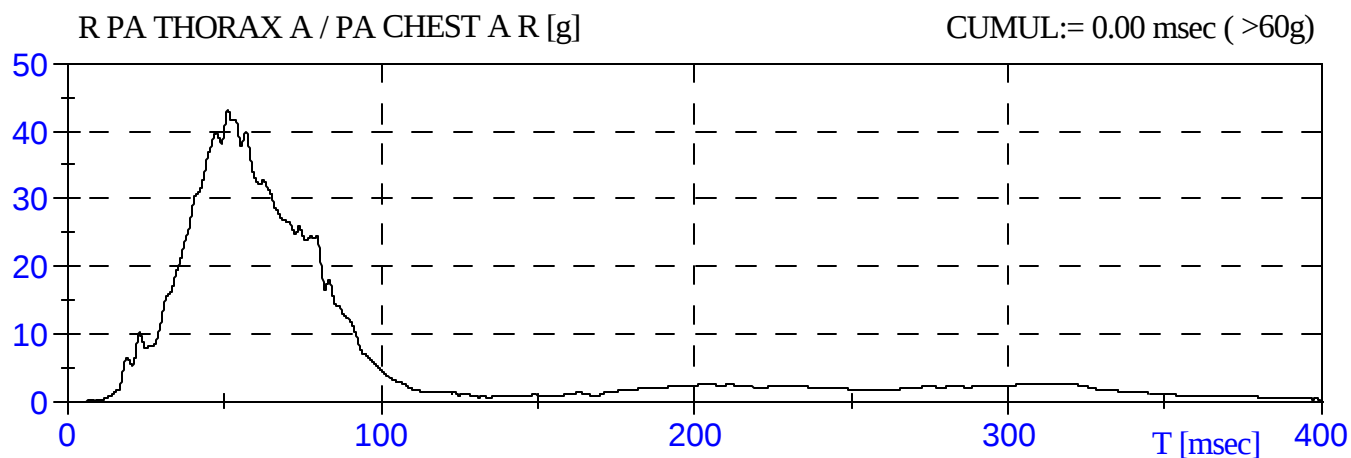
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.32$$

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.32	0.01	0.28	0.16	F _c	310
				E _c	135

Passager / Passenger

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

Valeurs critiques
Criticals Values

N _{te}	N _{ce}	N _{tf}	N _{cf}	T _c	6806
				C _c	6160
0.23	0.06	0.31	0.01	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000