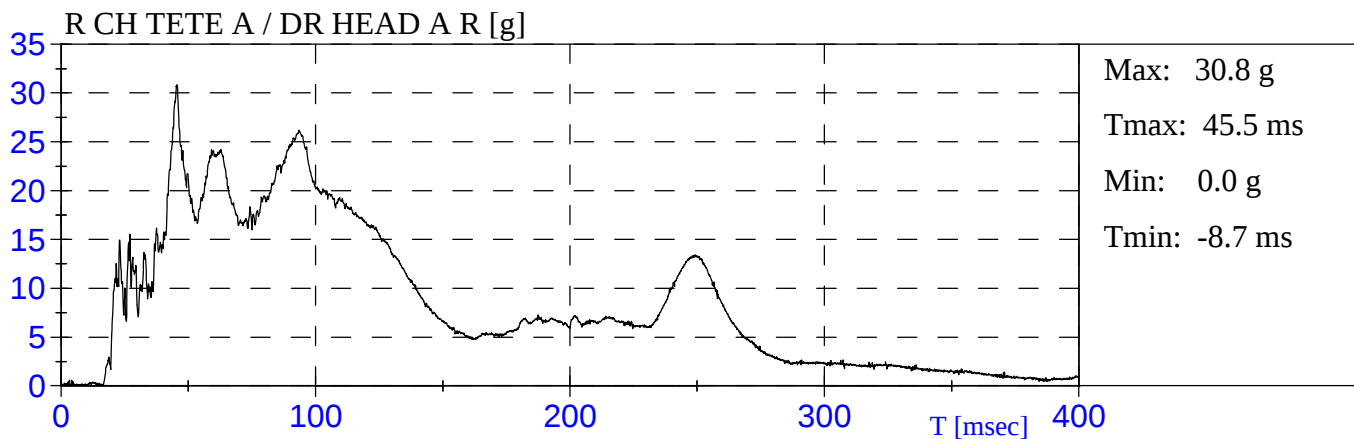
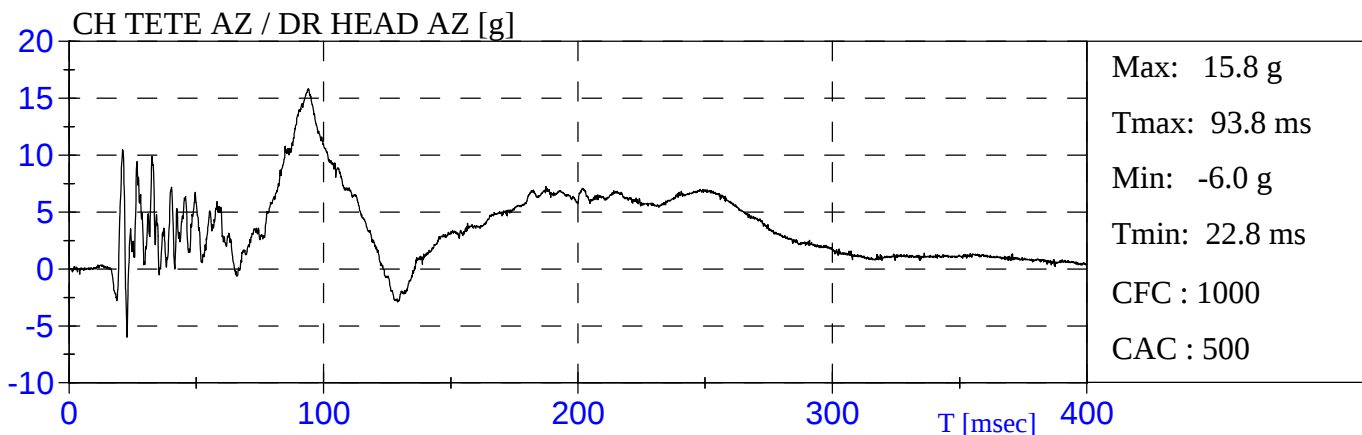
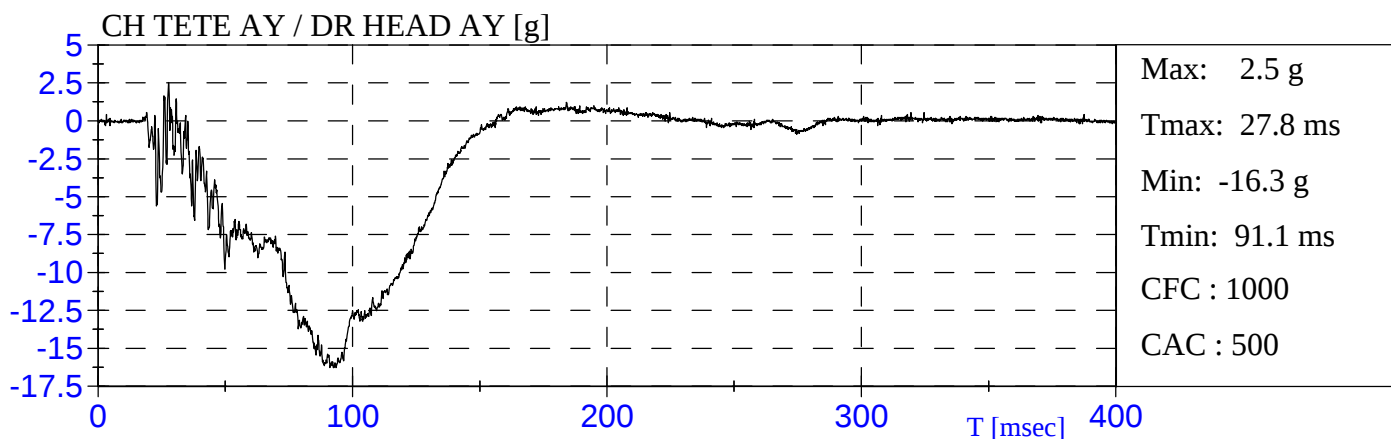
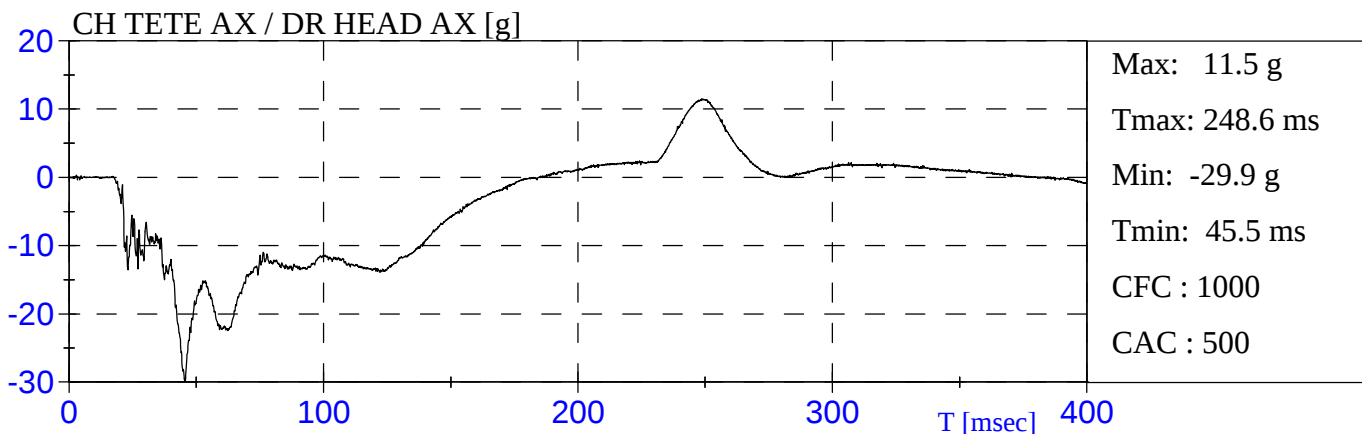
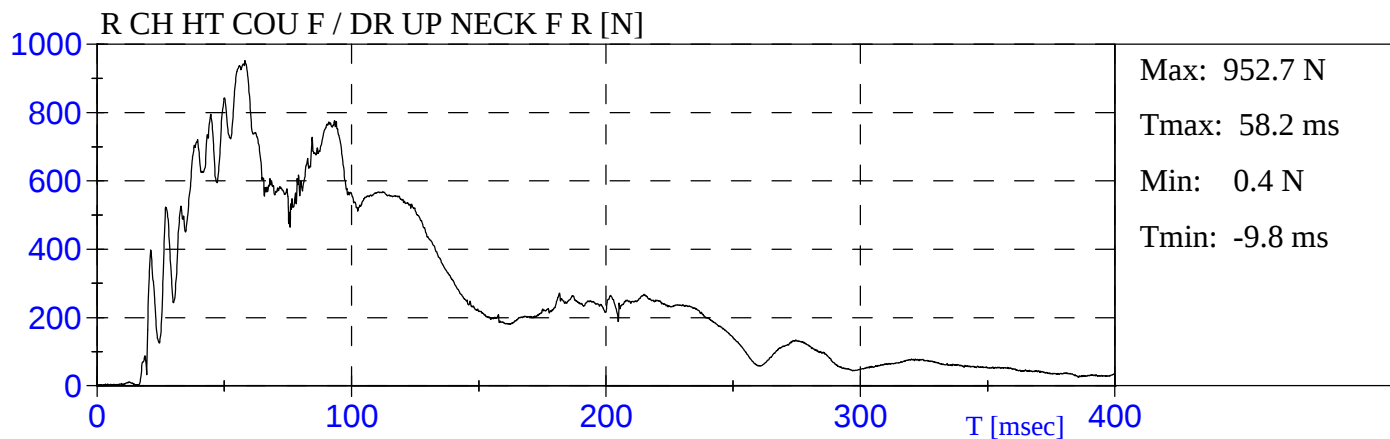
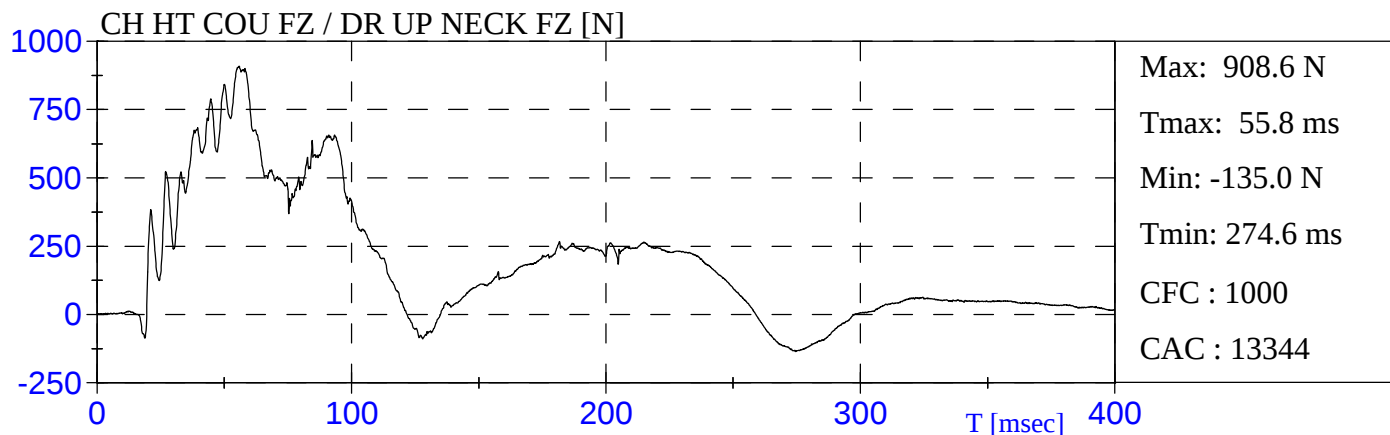
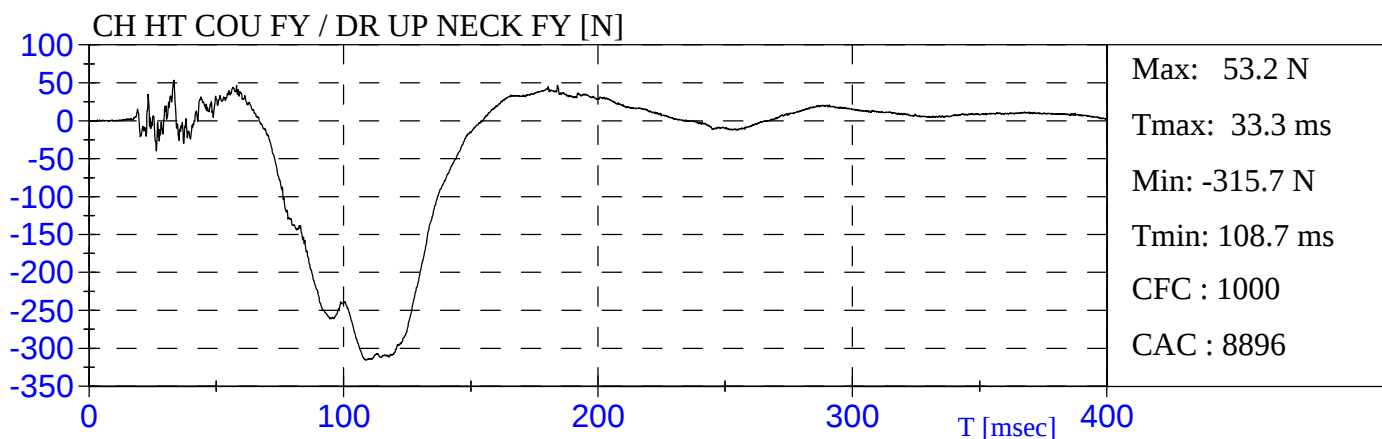
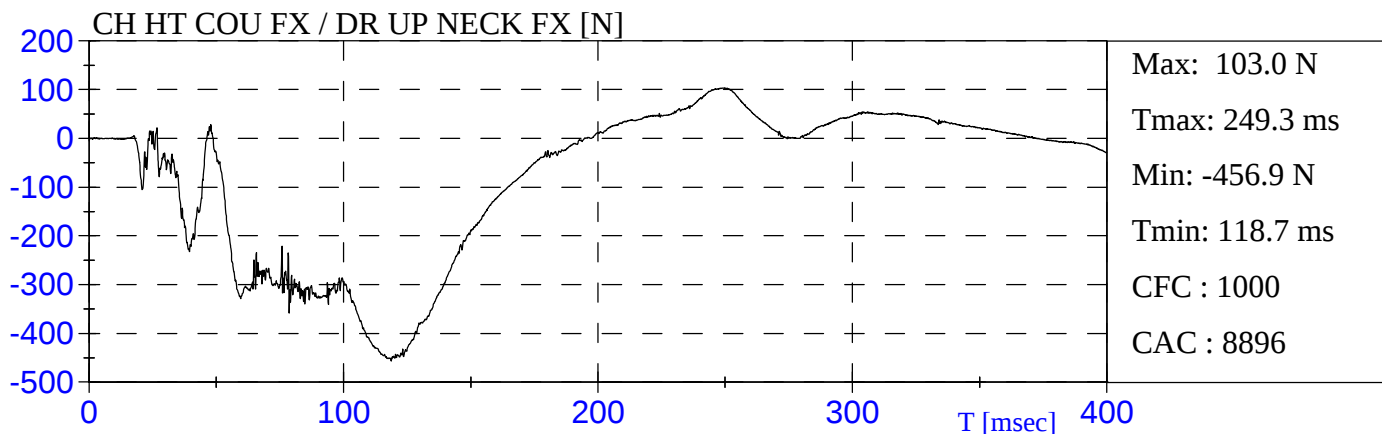
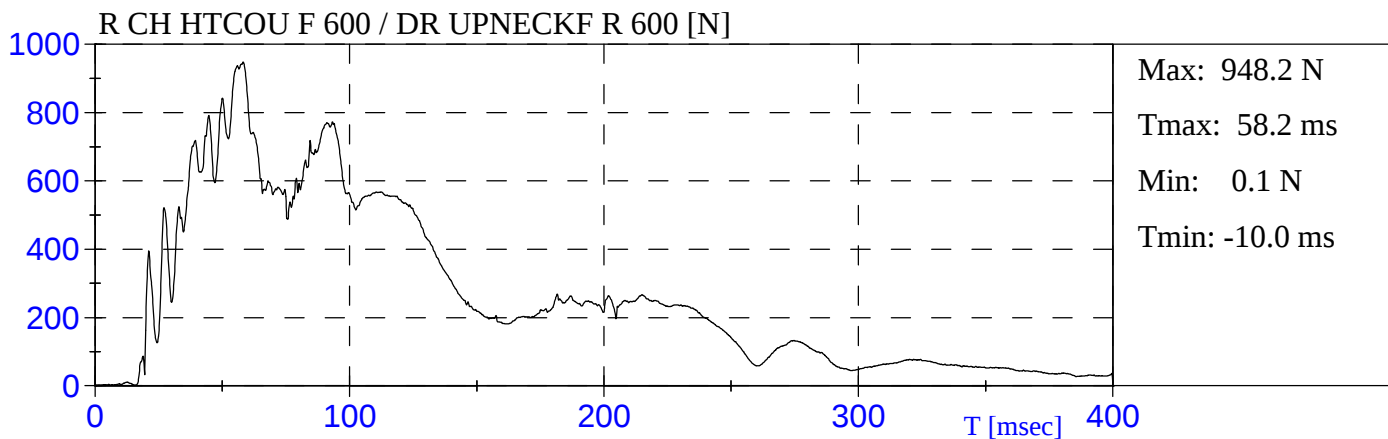
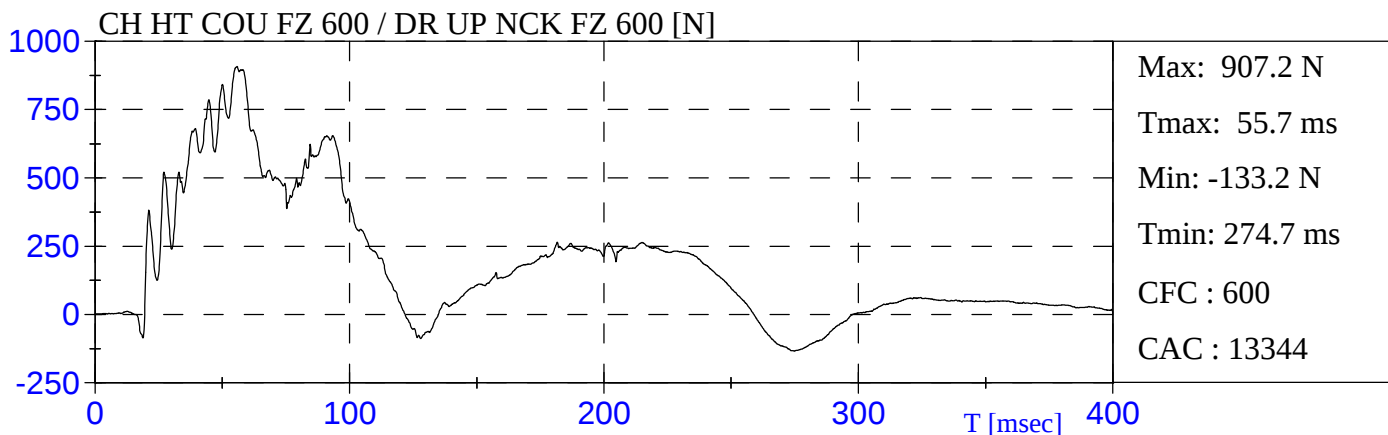
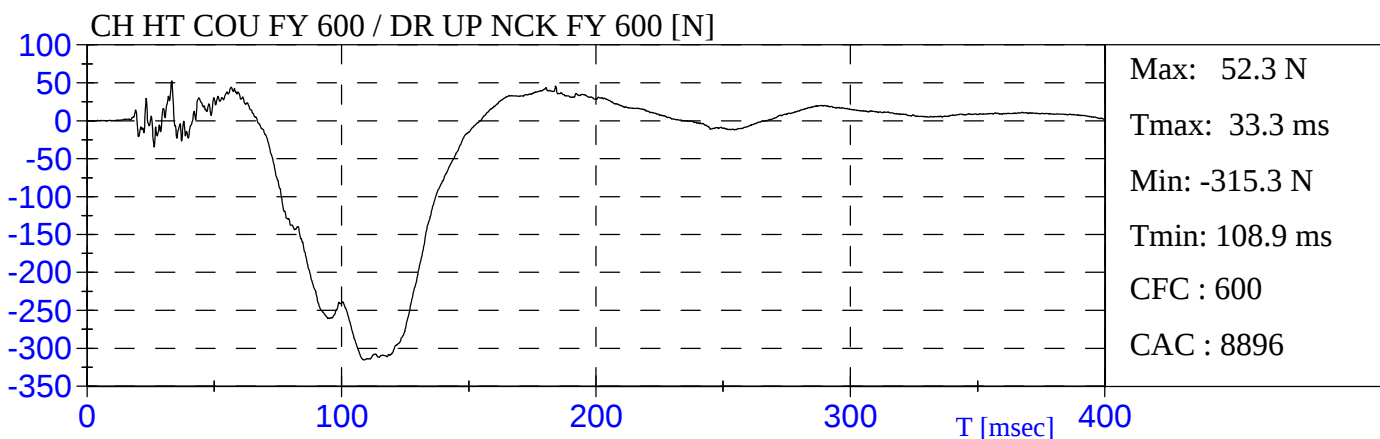
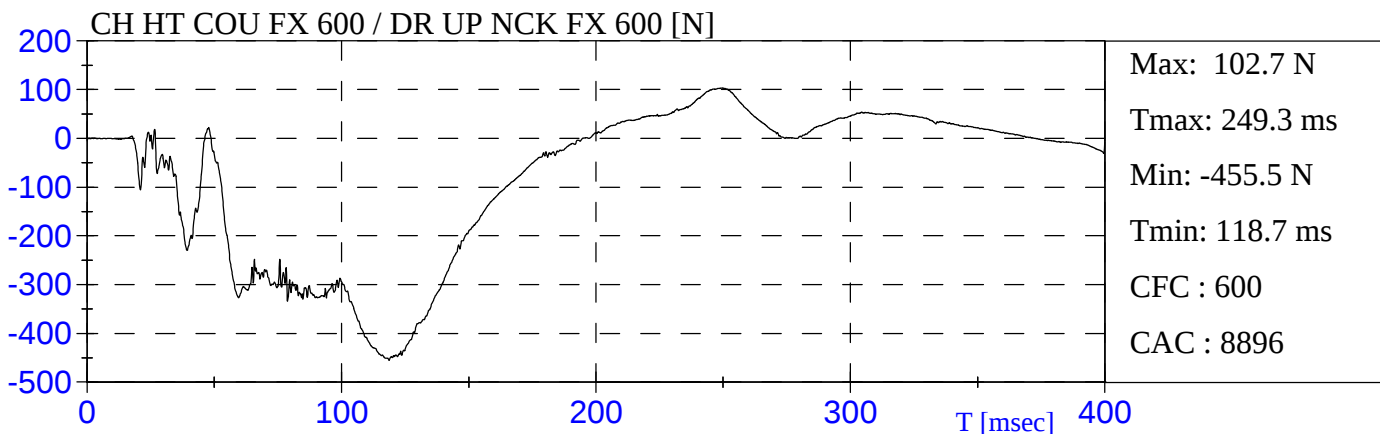


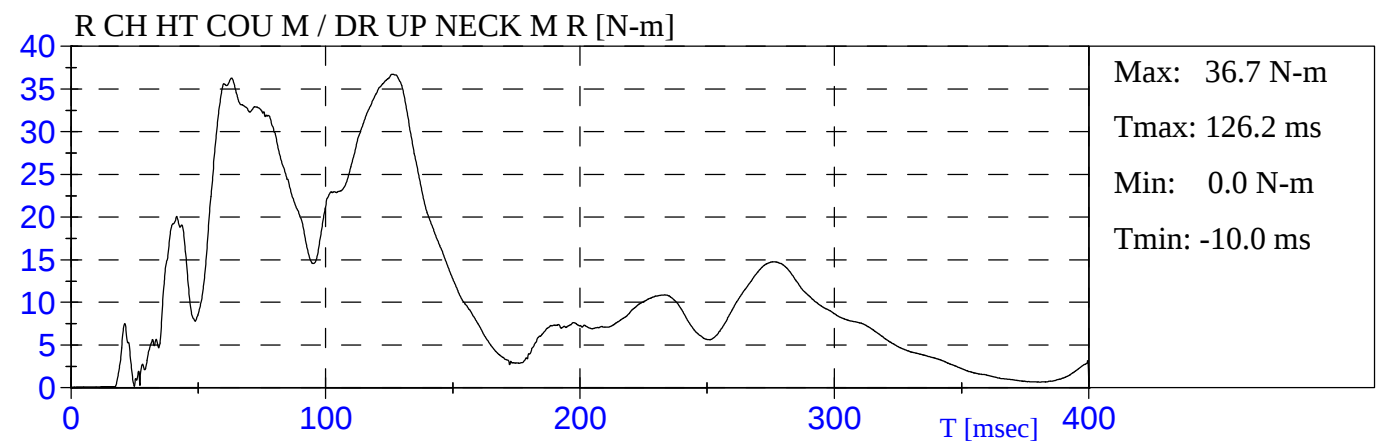
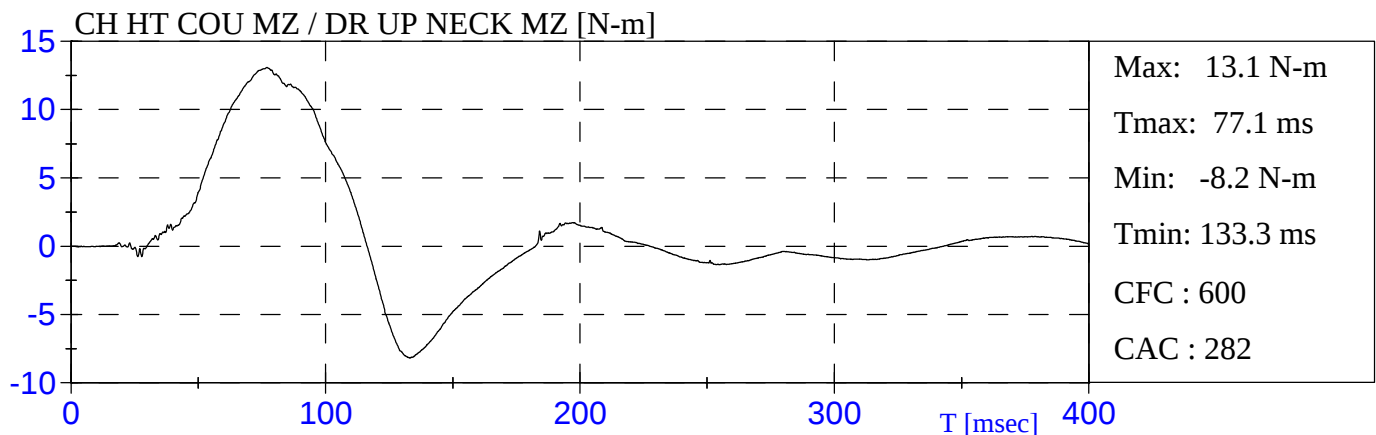
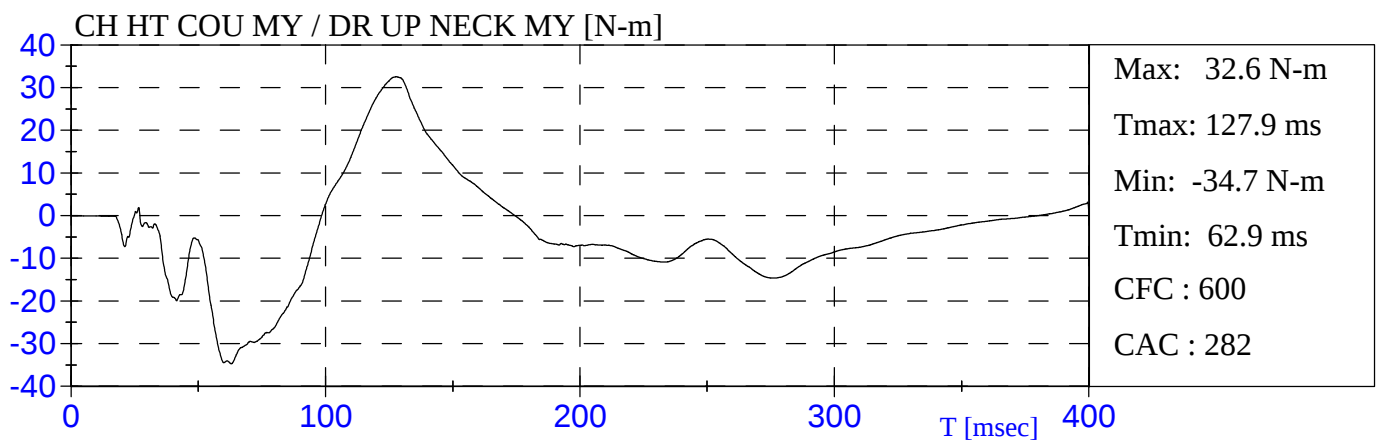
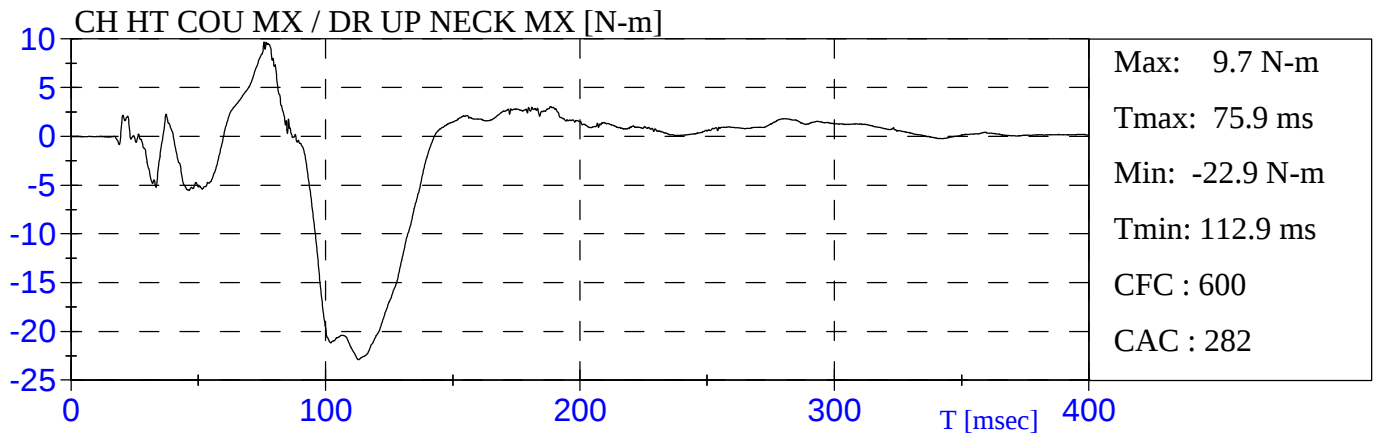


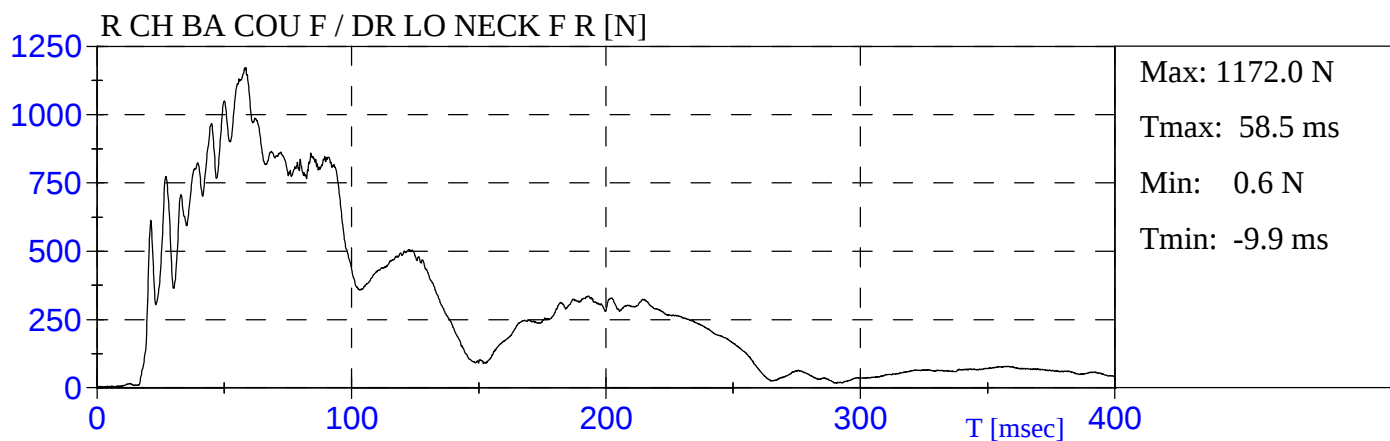
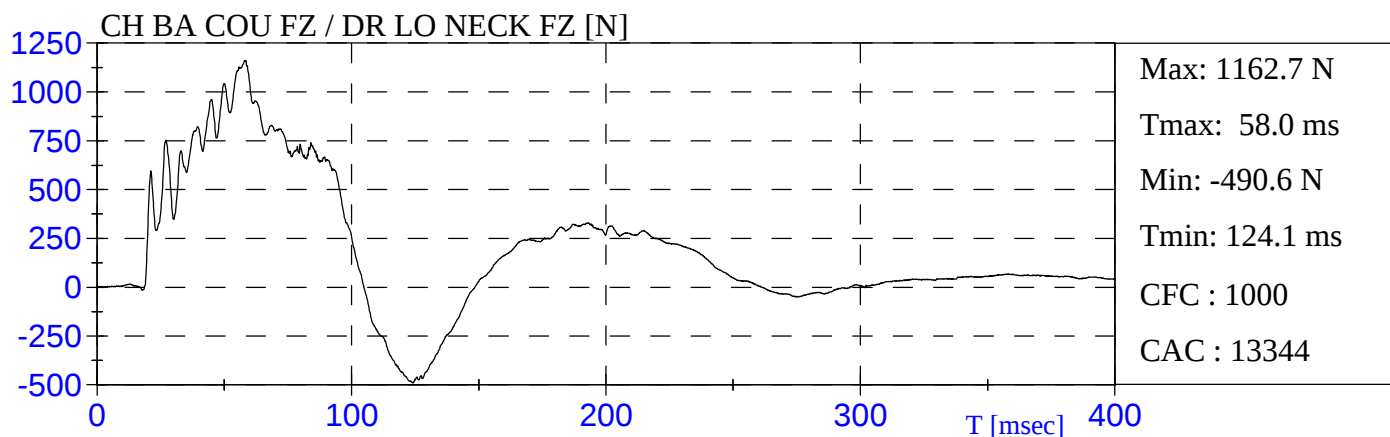
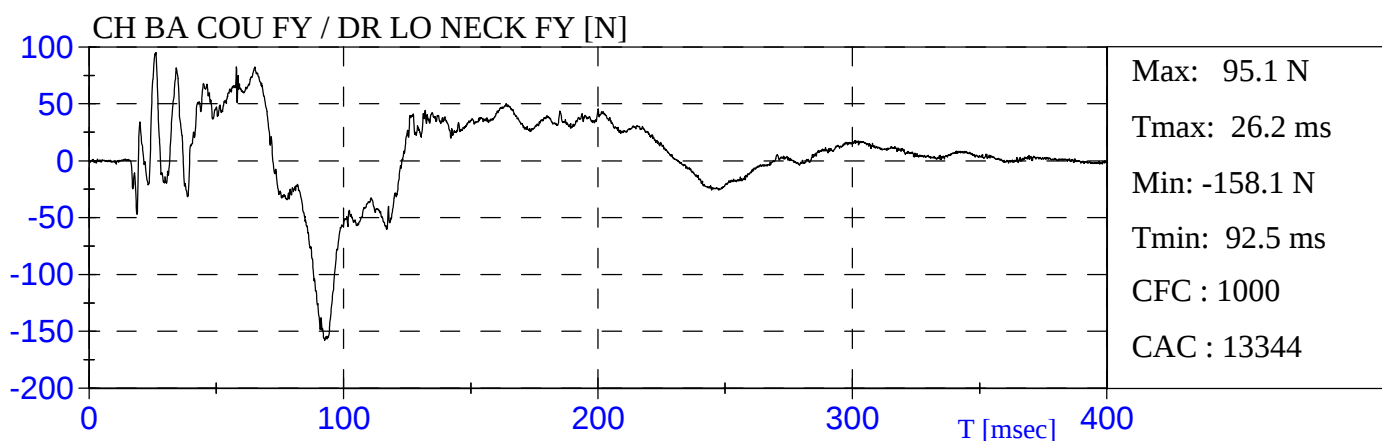
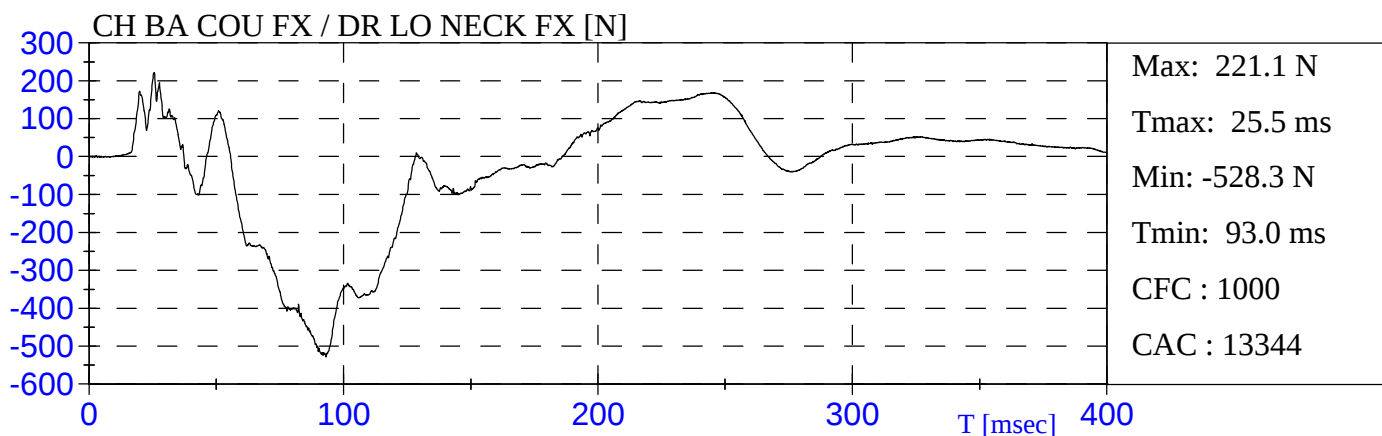
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	NISSAN QUEST 2004
Numéro de TC Tc Number	TC04-128
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-26
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST 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 6Y
Passager 2 (3e rang centre) Passenger 2 (3 rd row center)	HYBRID III 6Y
Passager 3 (arrière droit) Passenger 3 (rear right)	HYBRID III 3Y (37.8 Lbs)

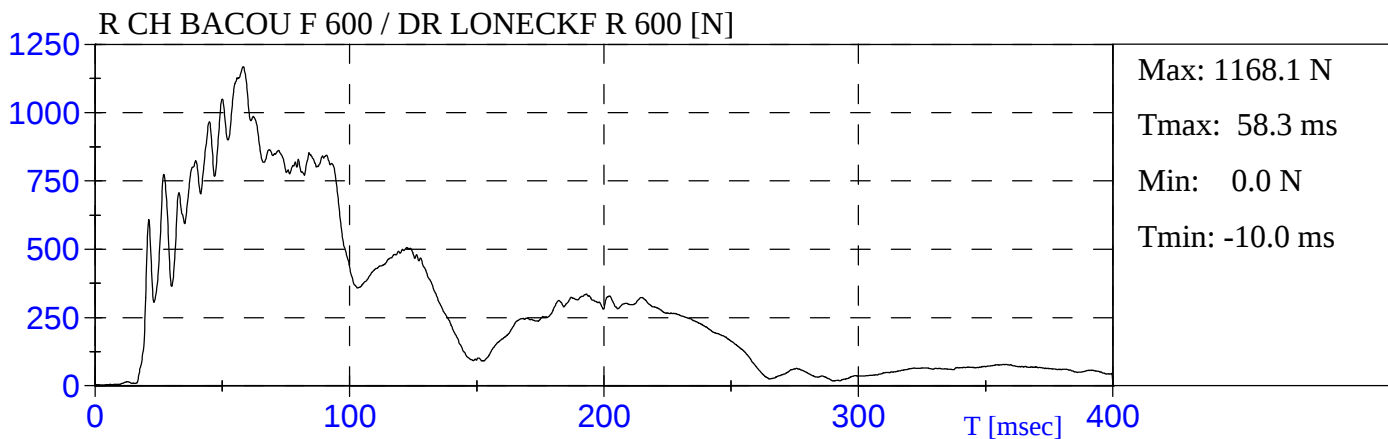
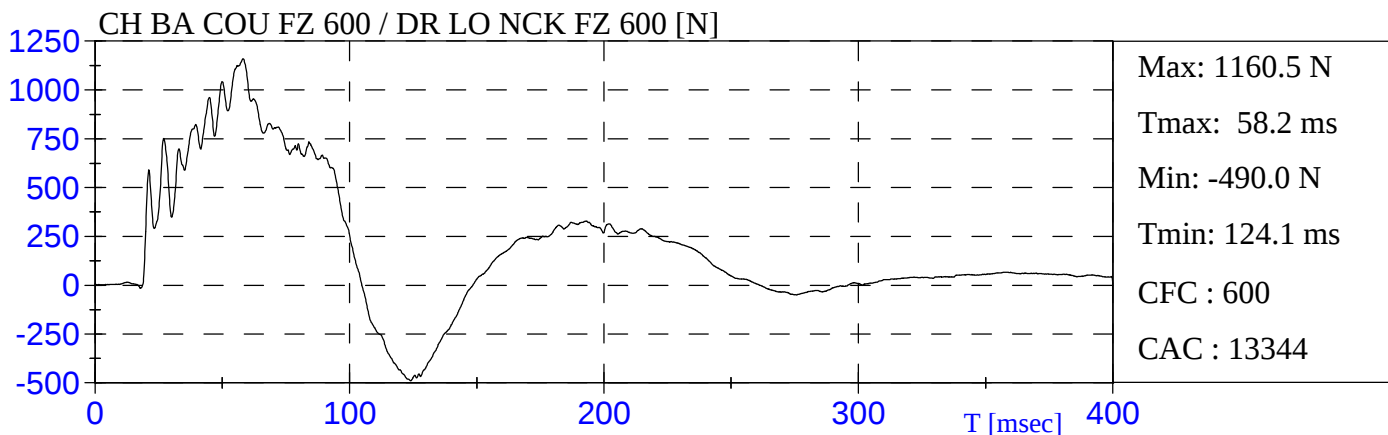
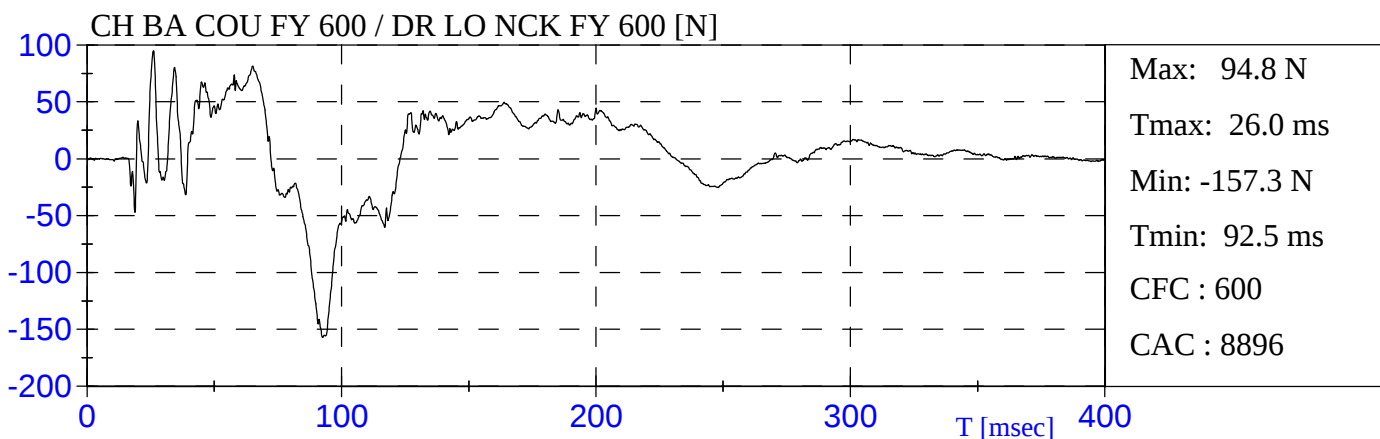
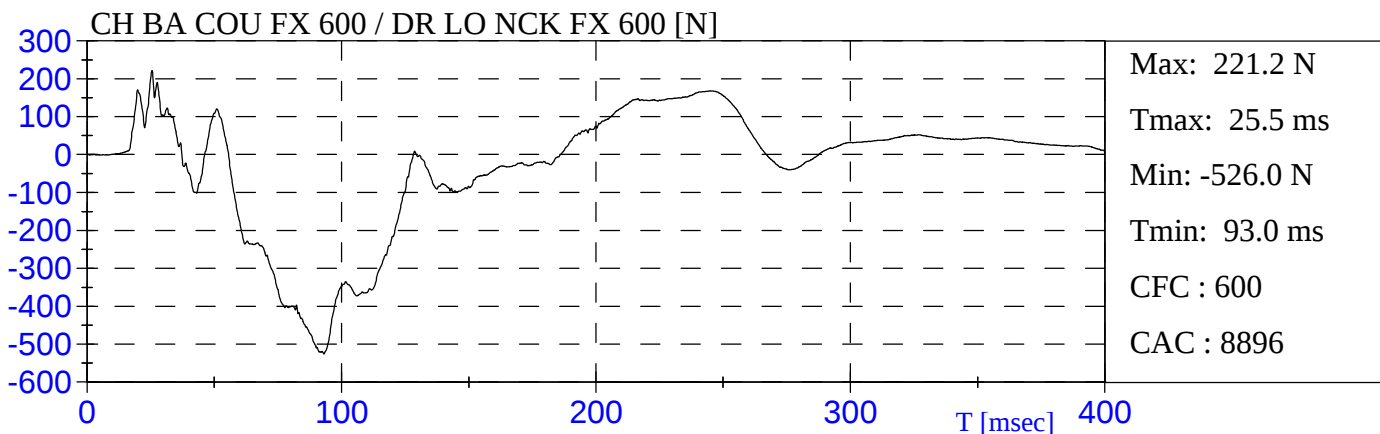


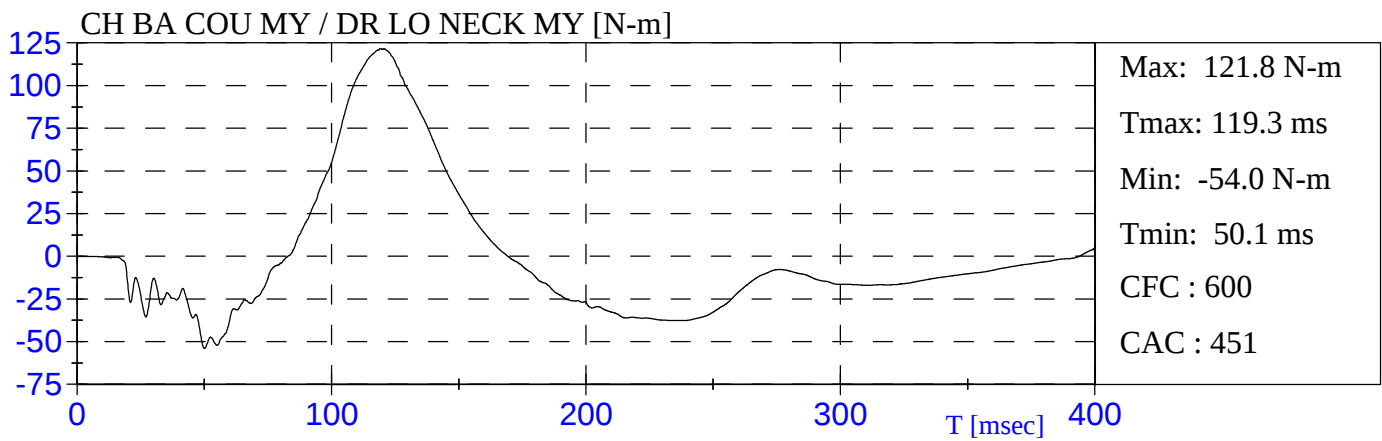
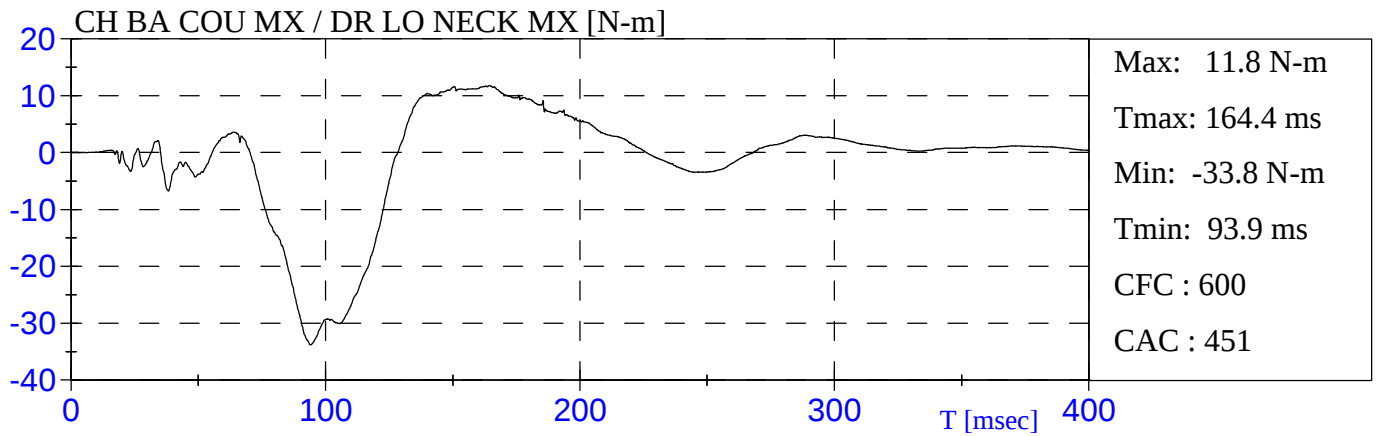


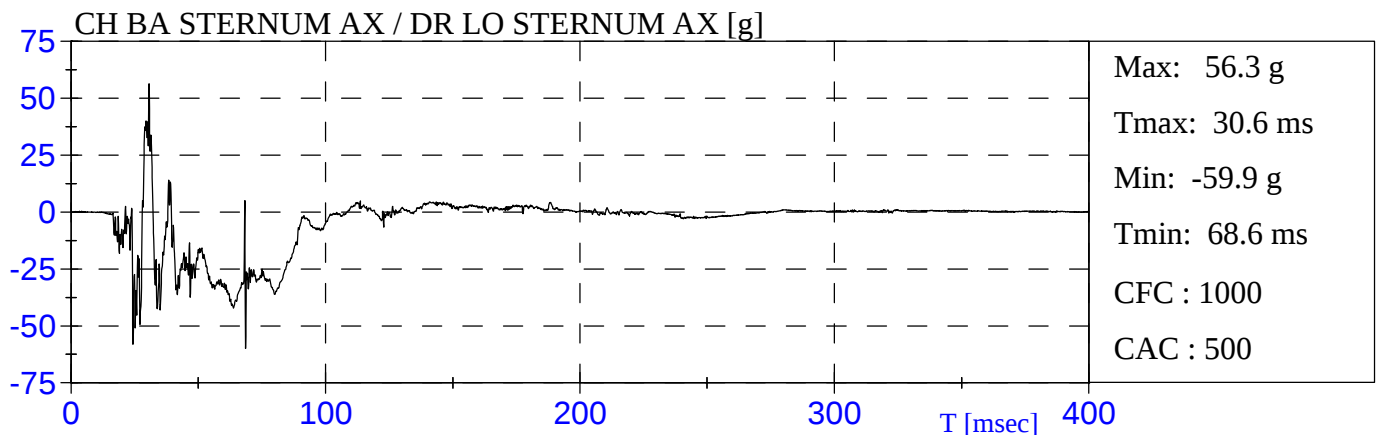
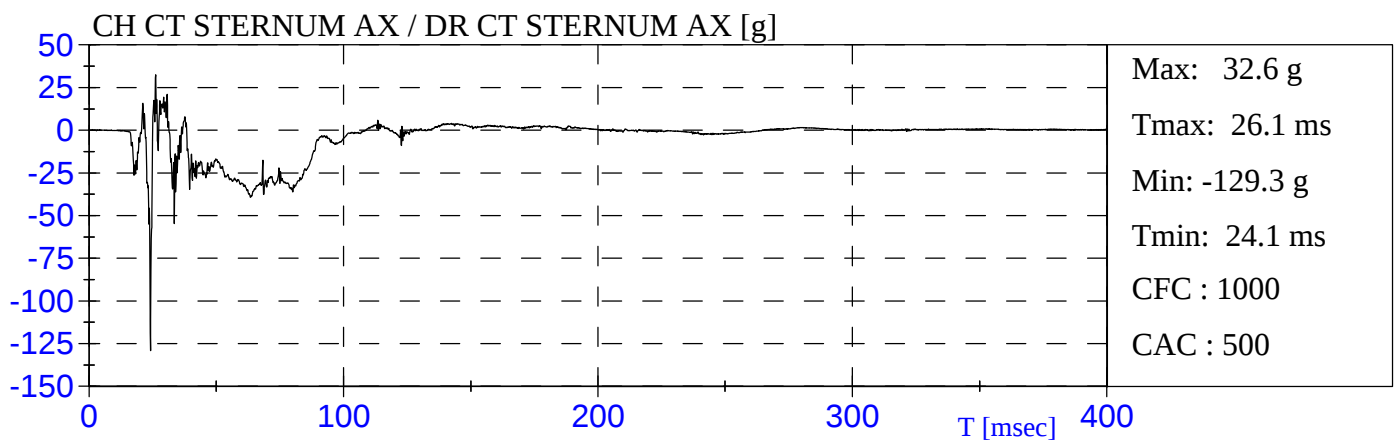
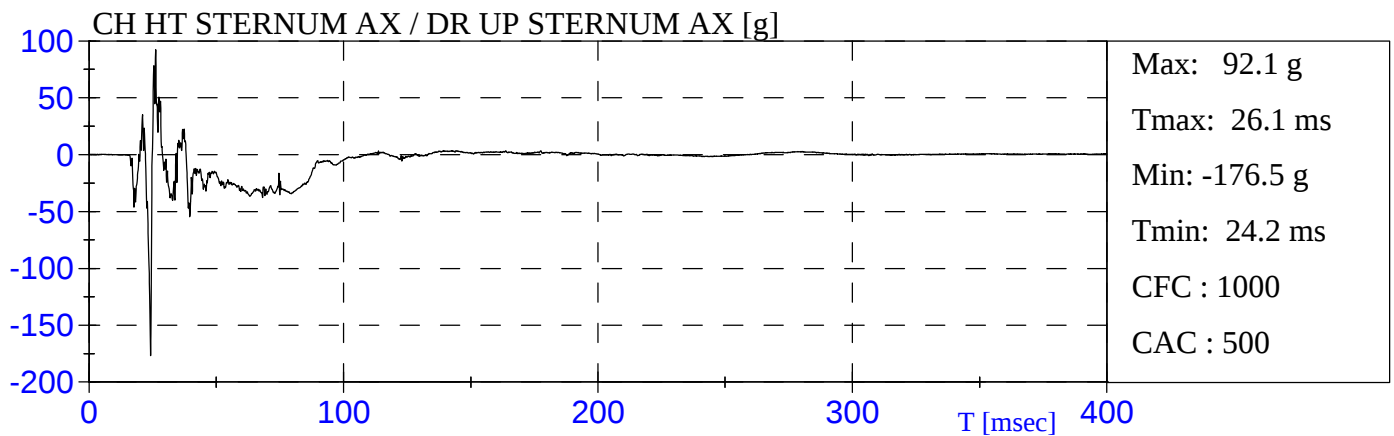


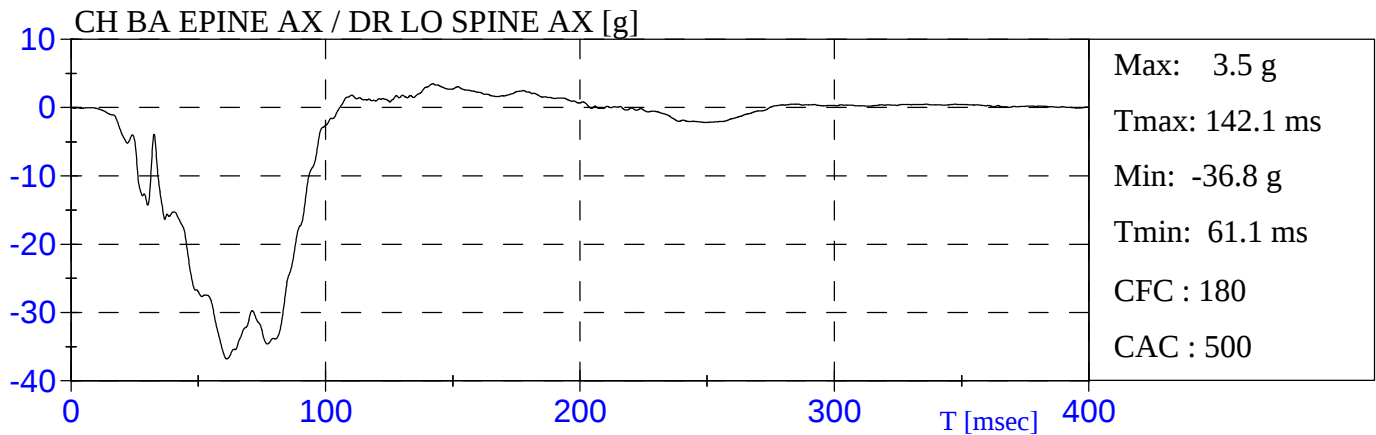
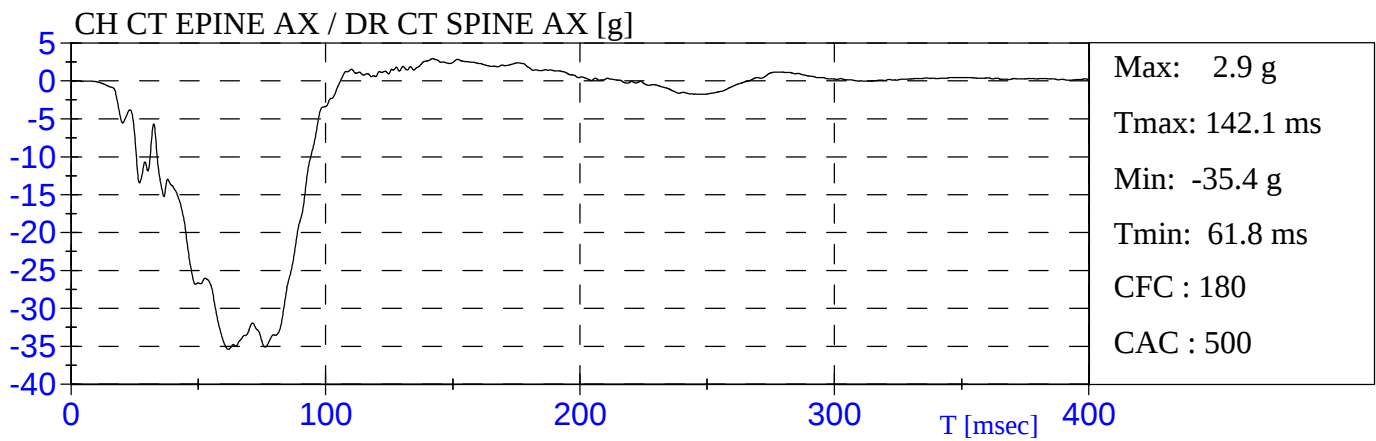
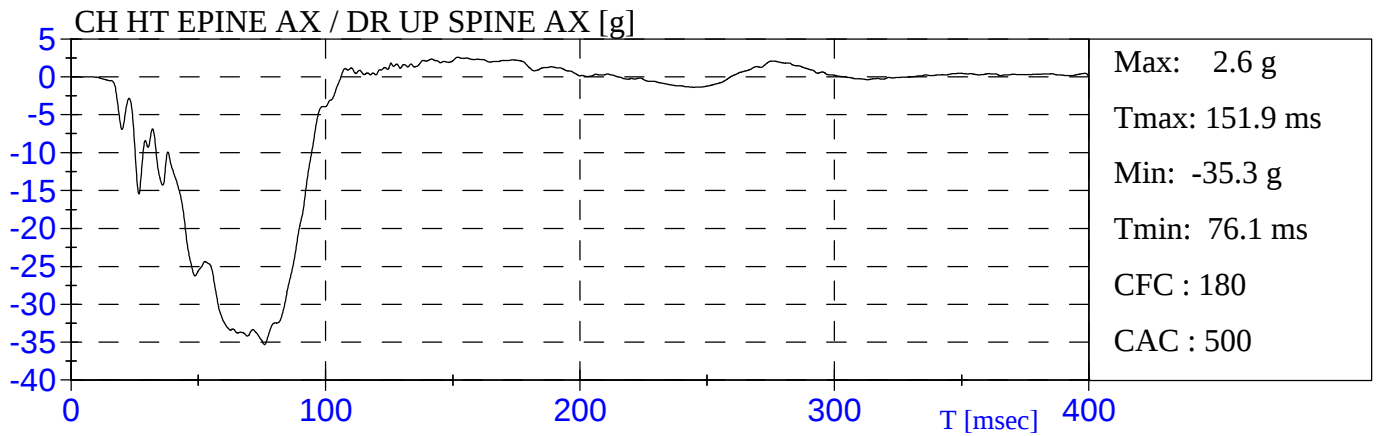


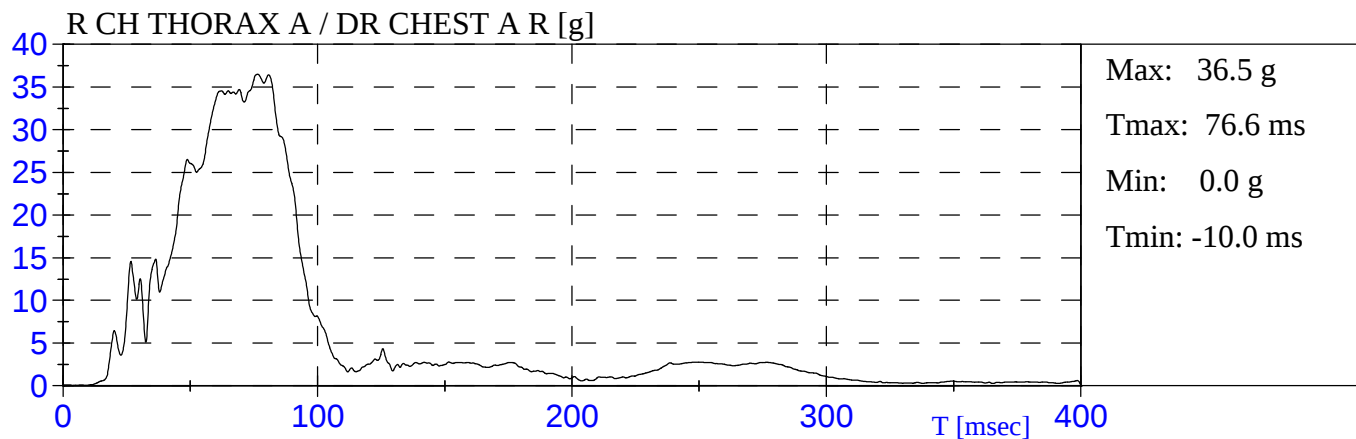
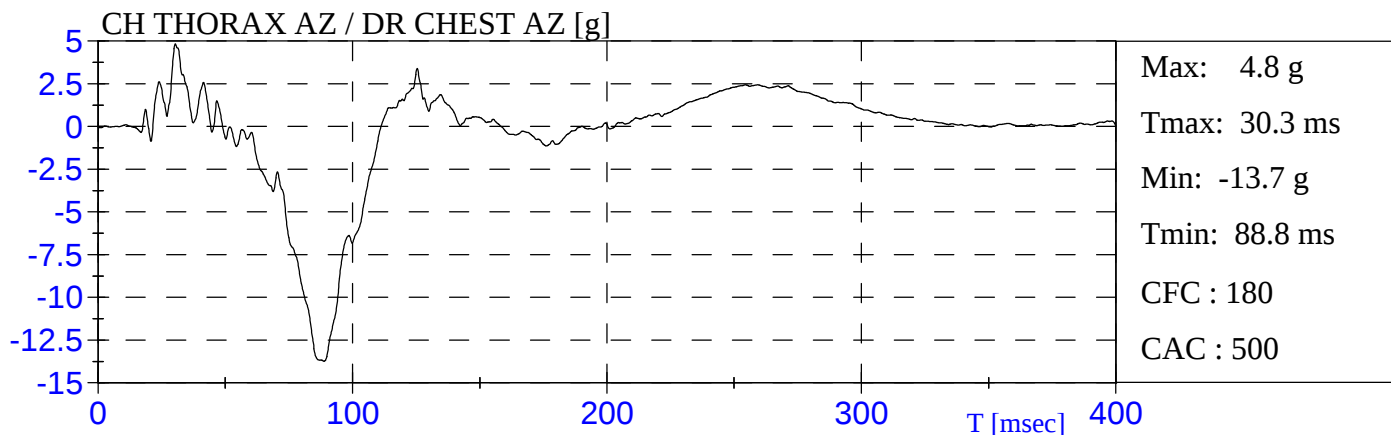
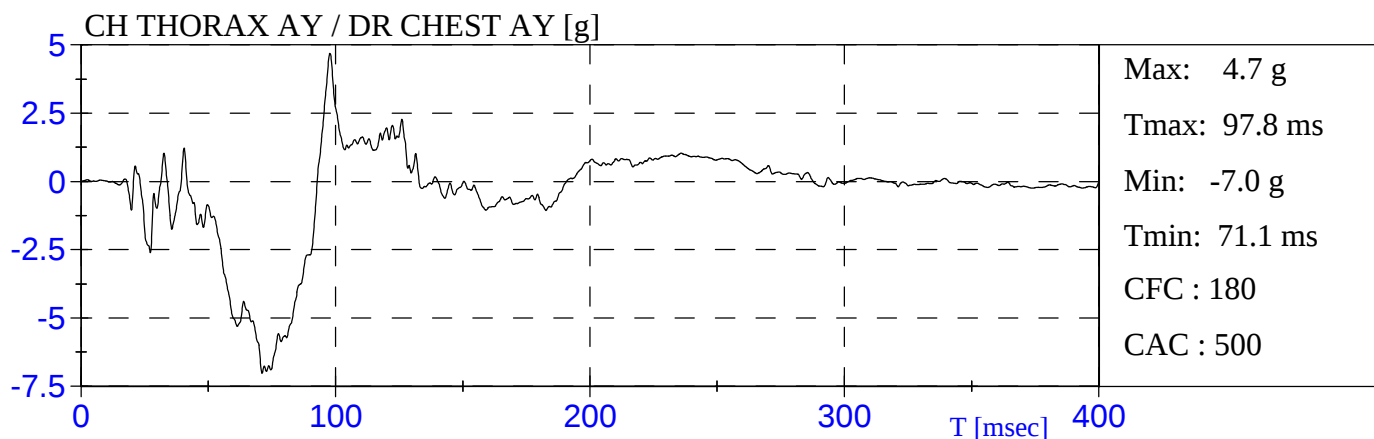
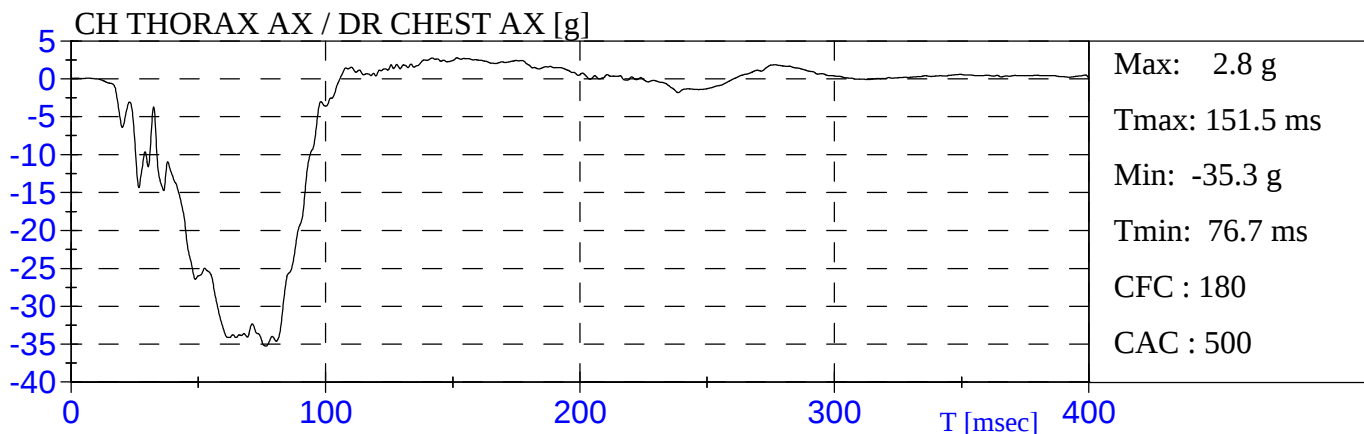


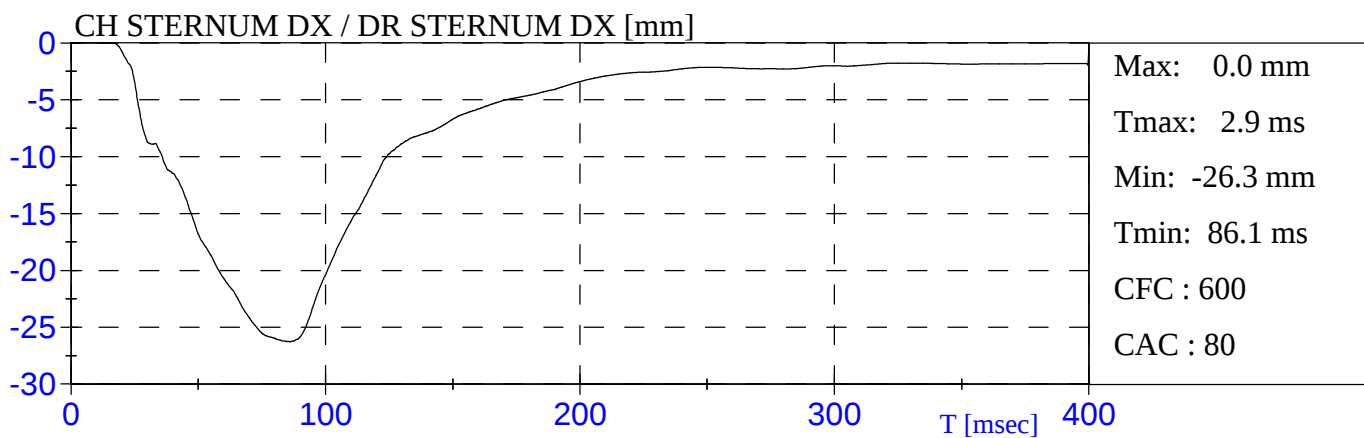


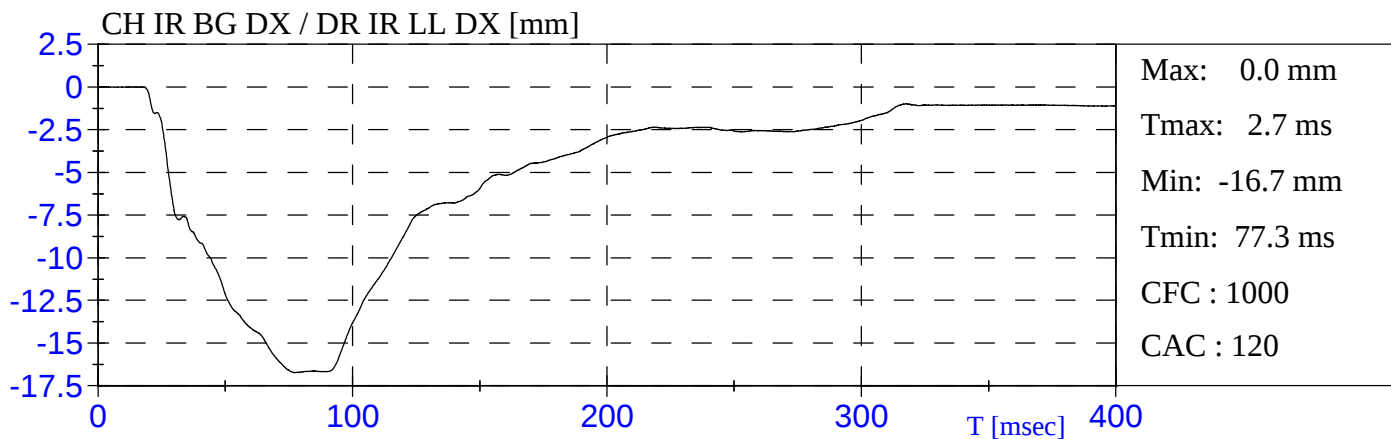
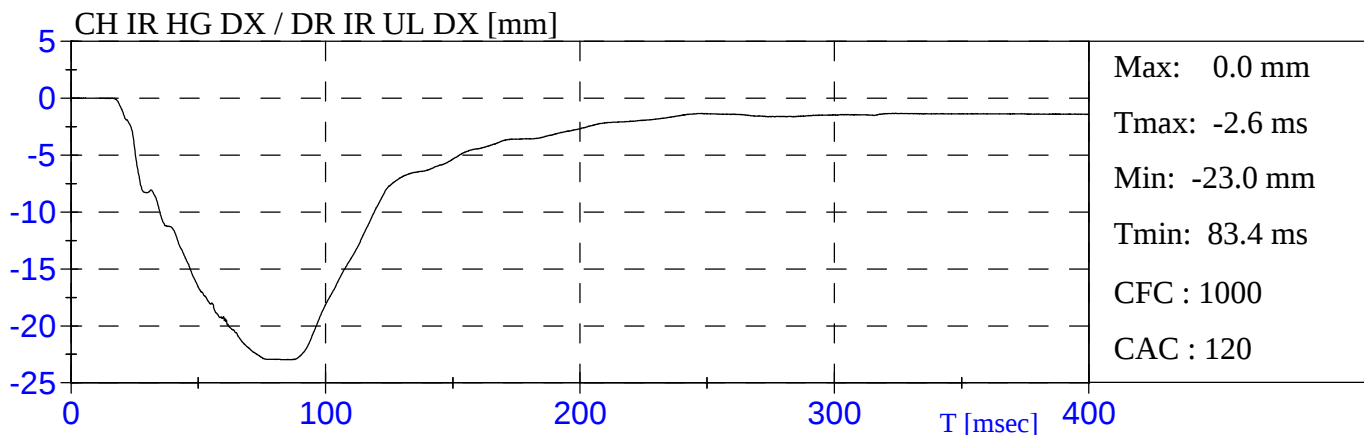
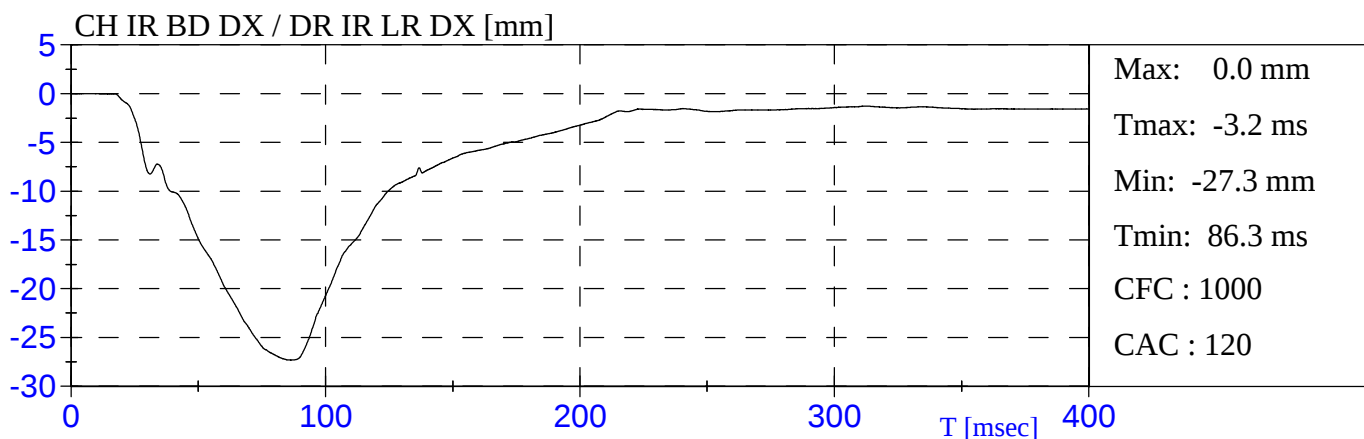
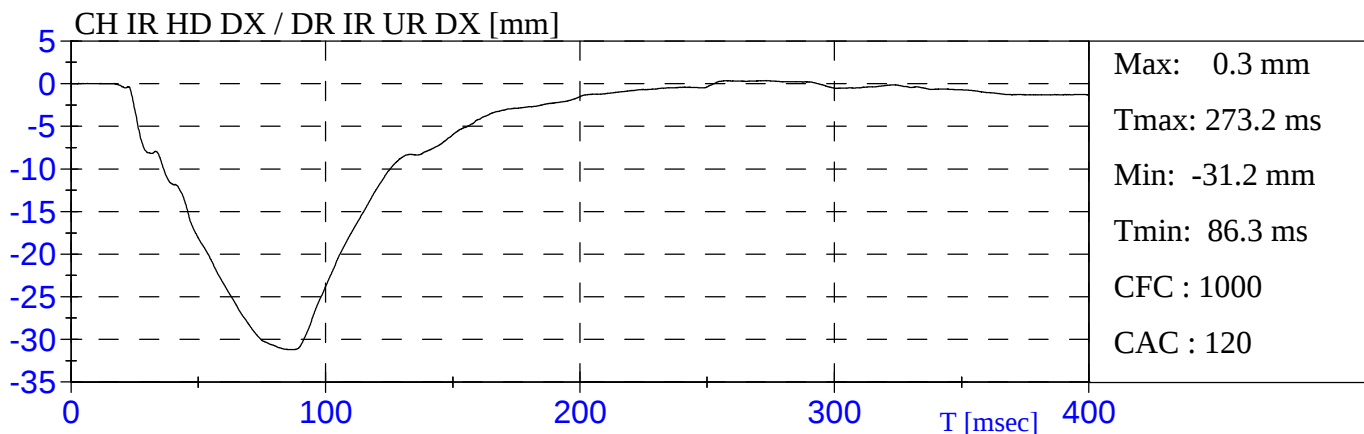


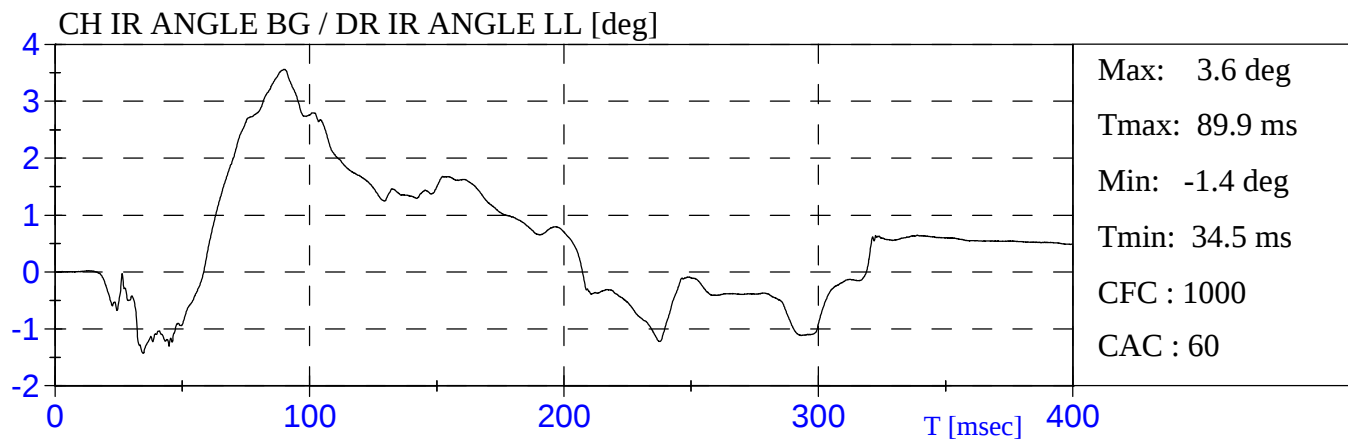
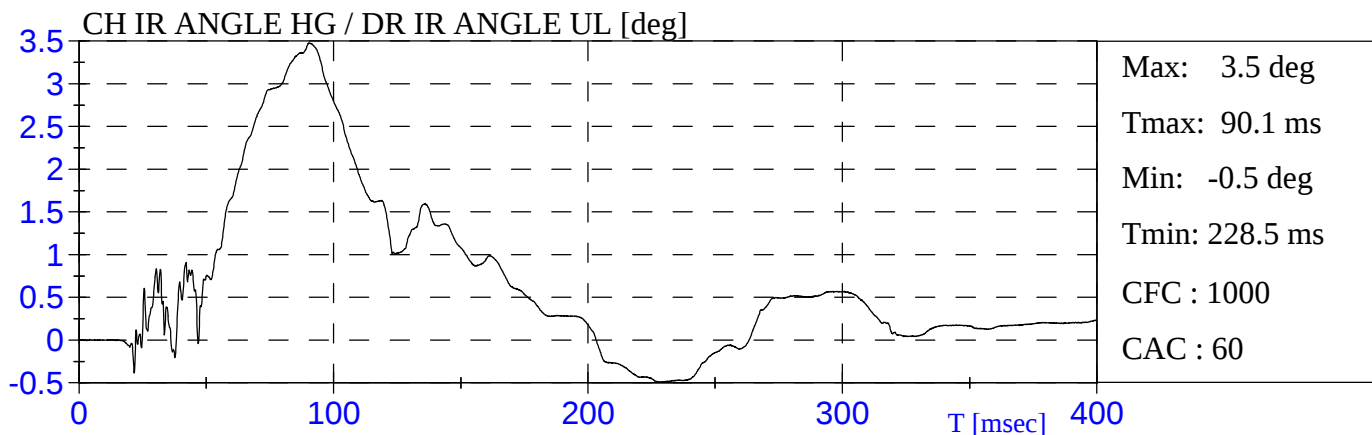
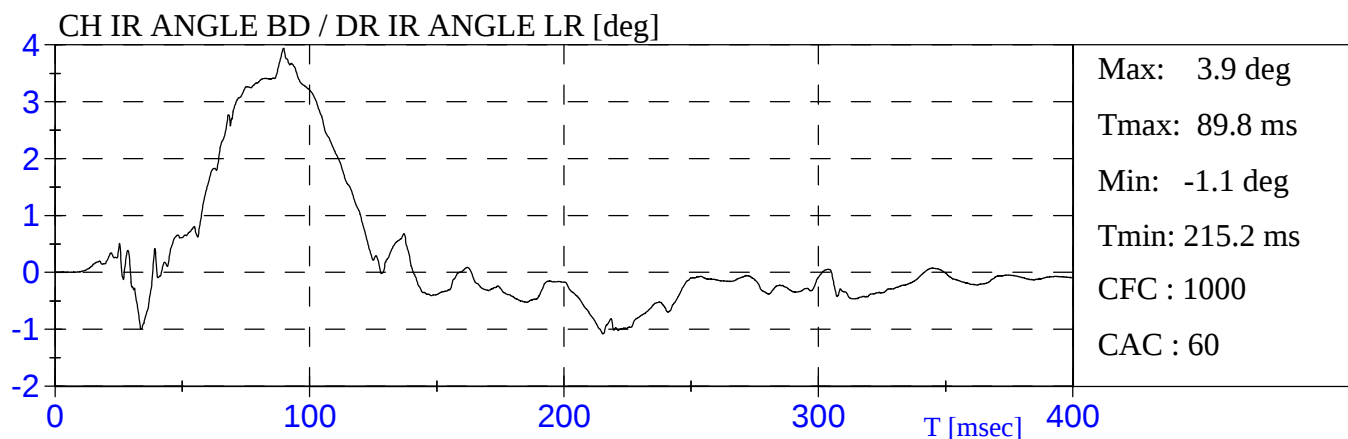
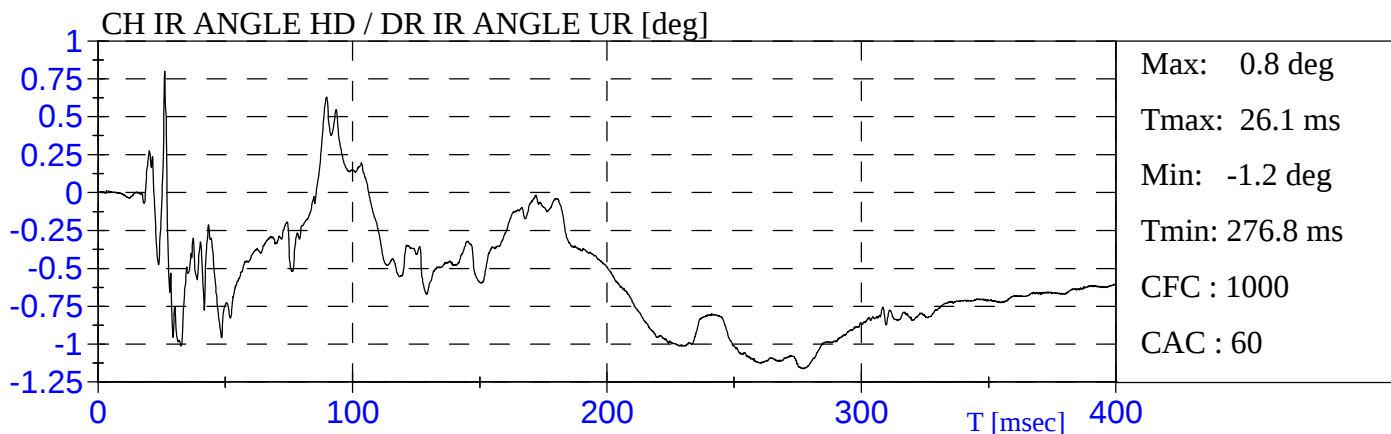


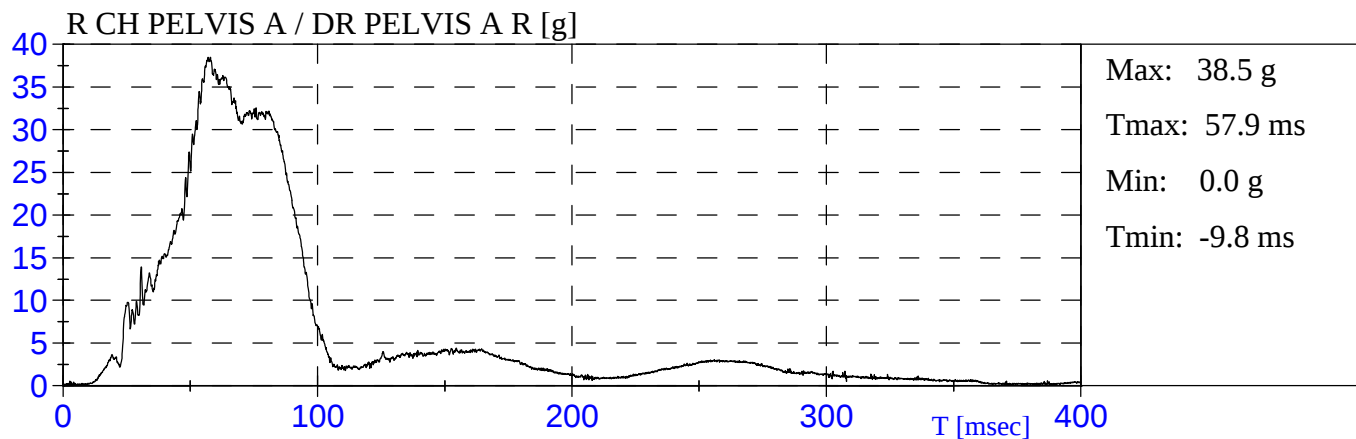
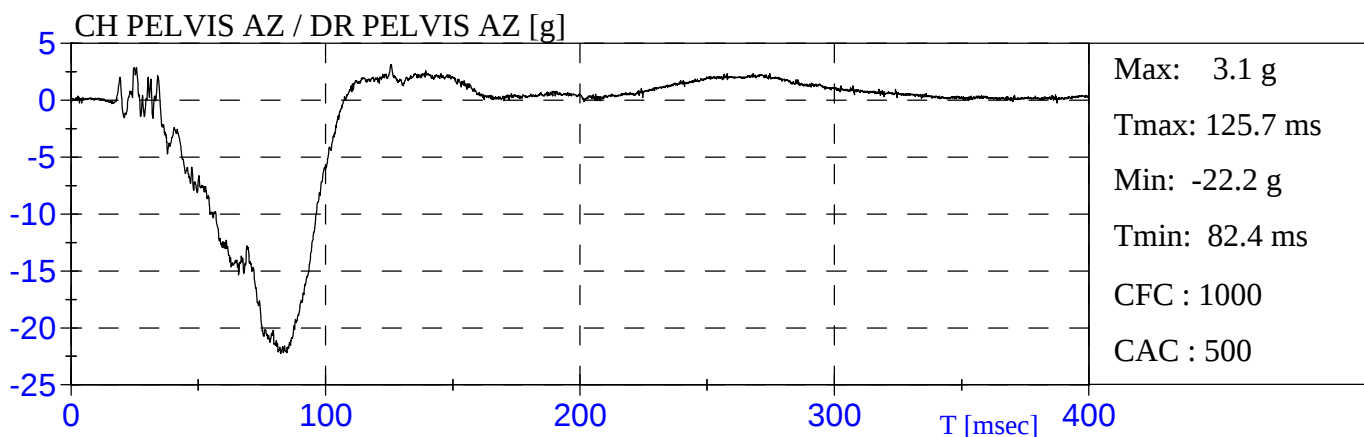
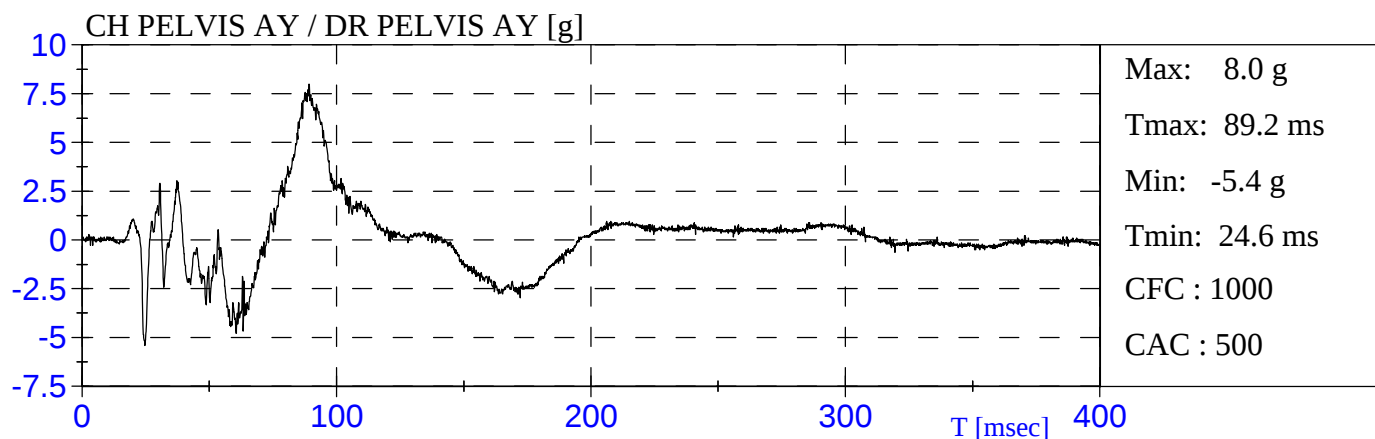
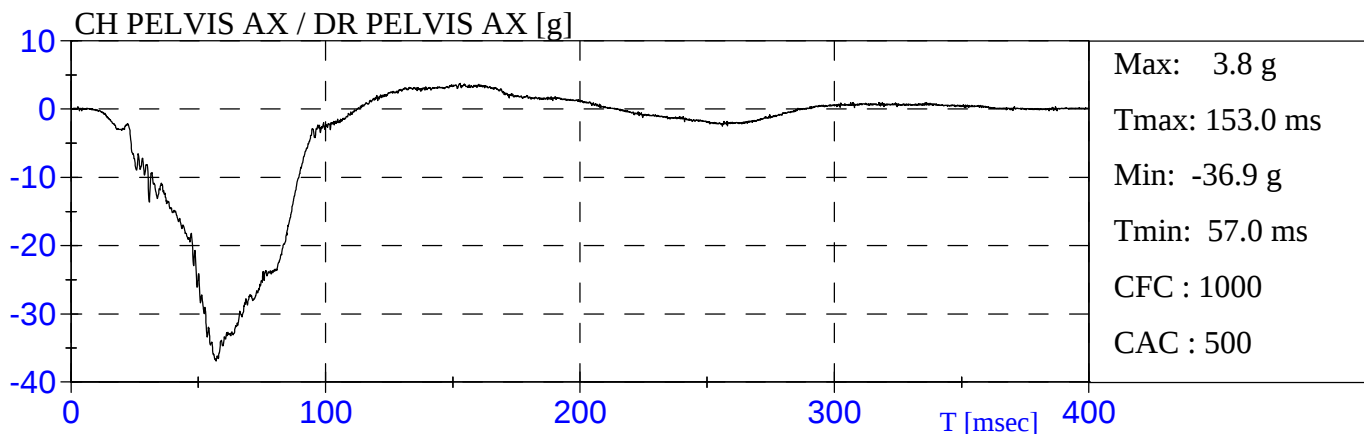


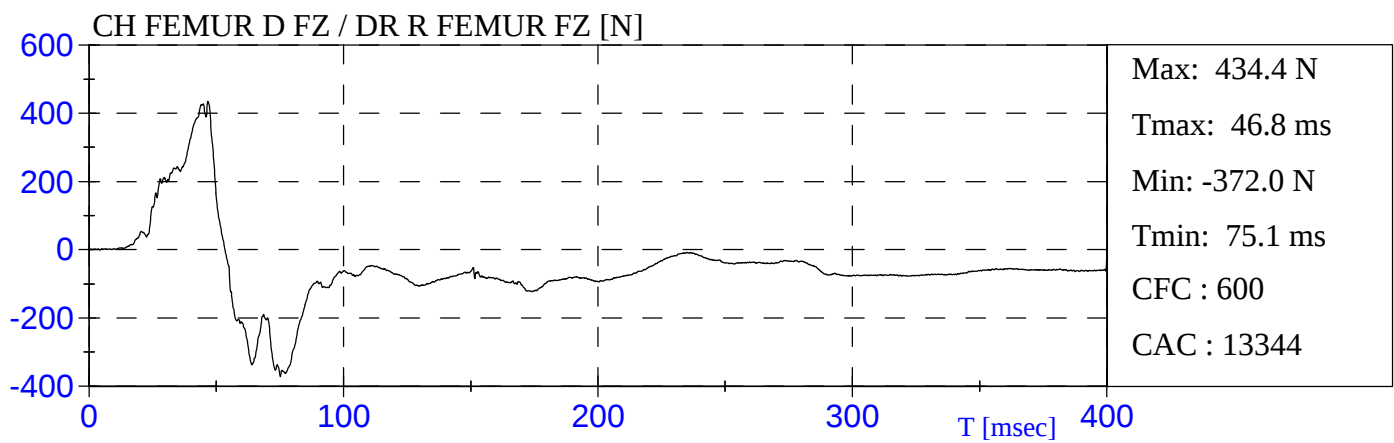
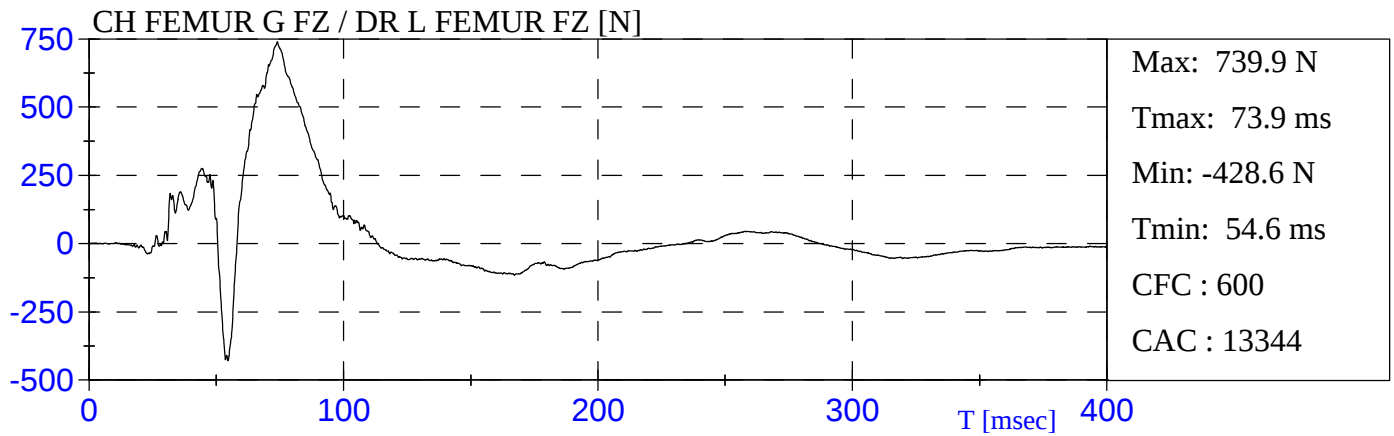


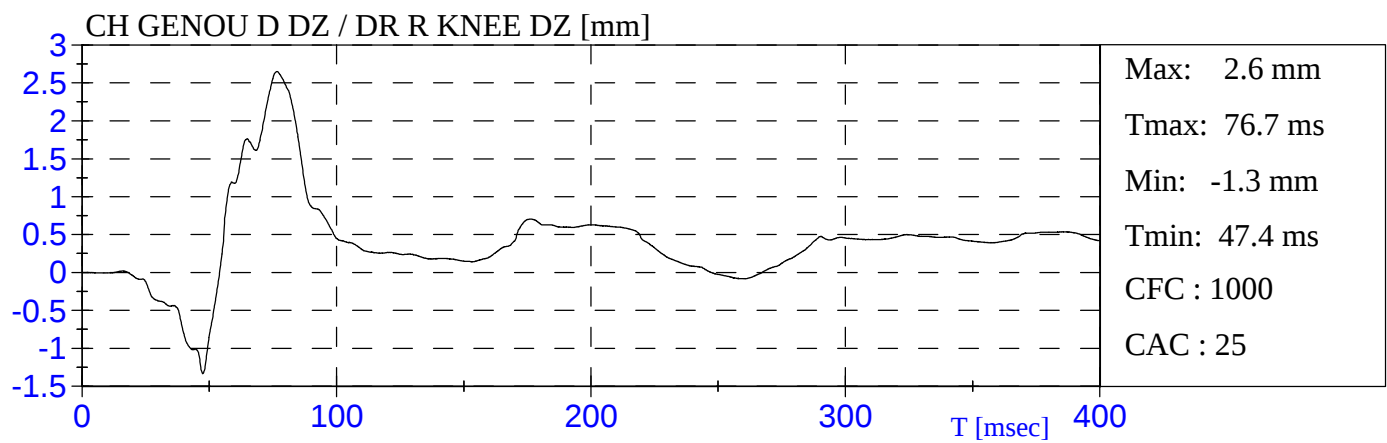
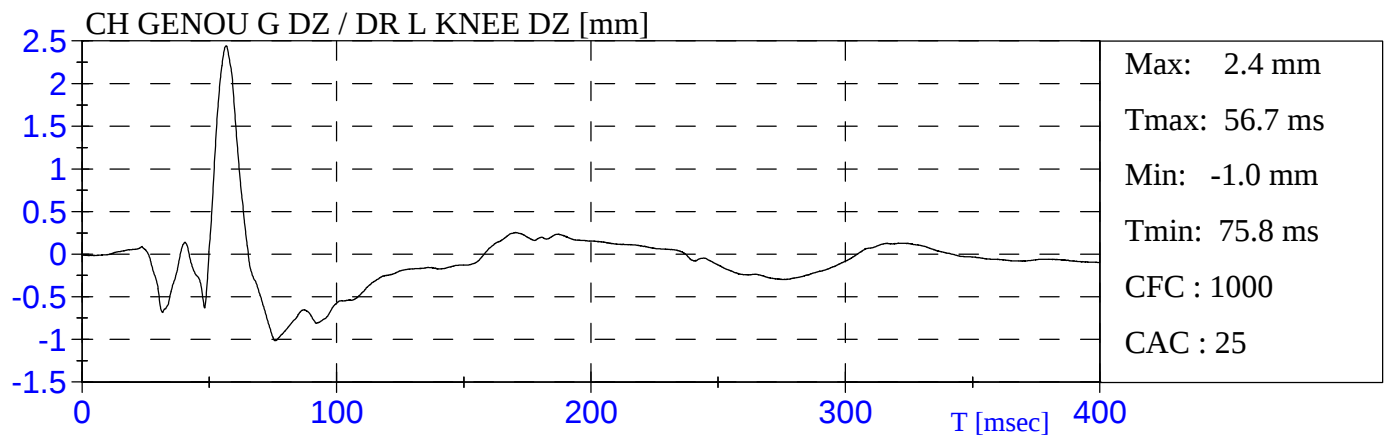


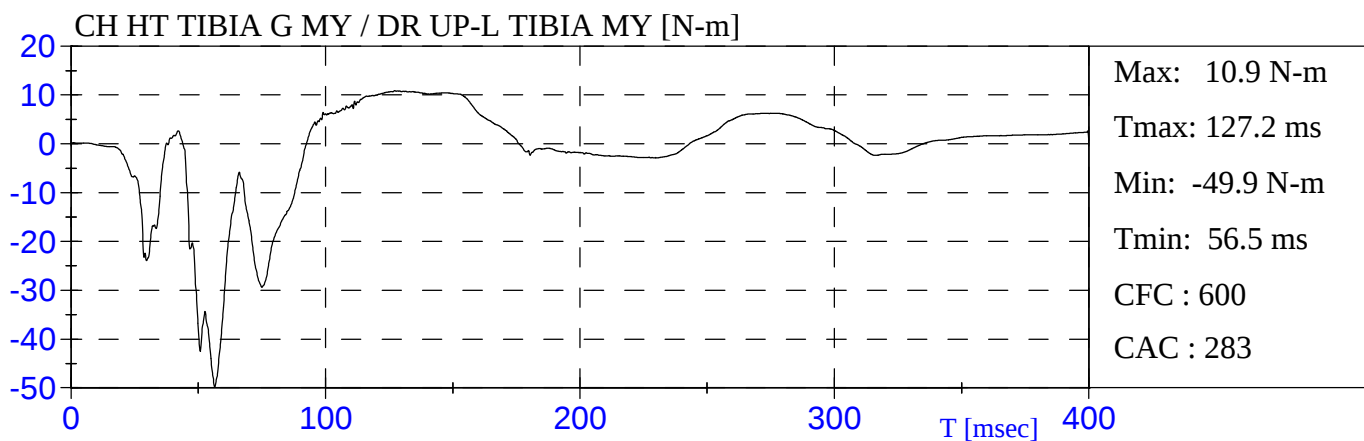
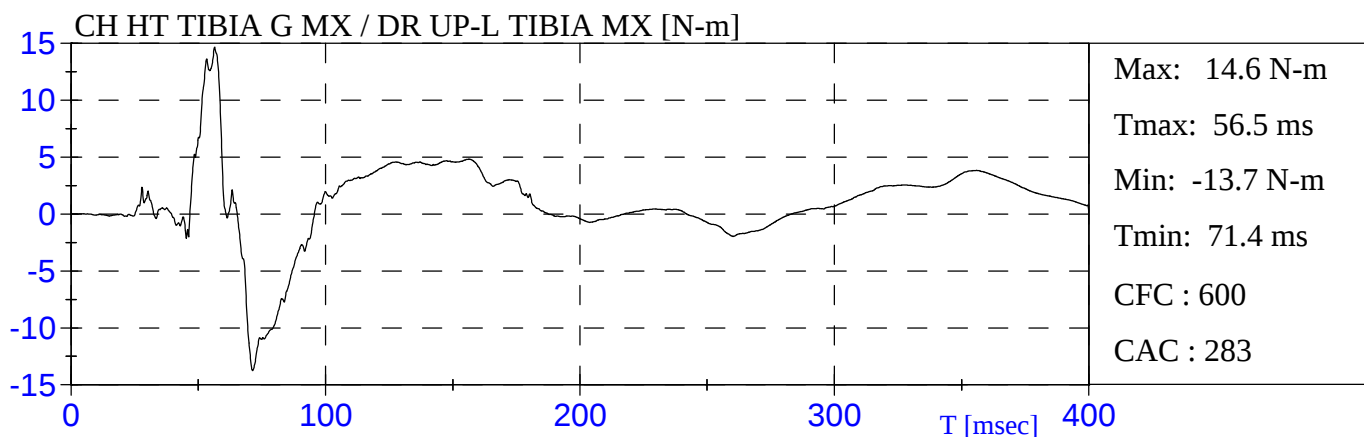
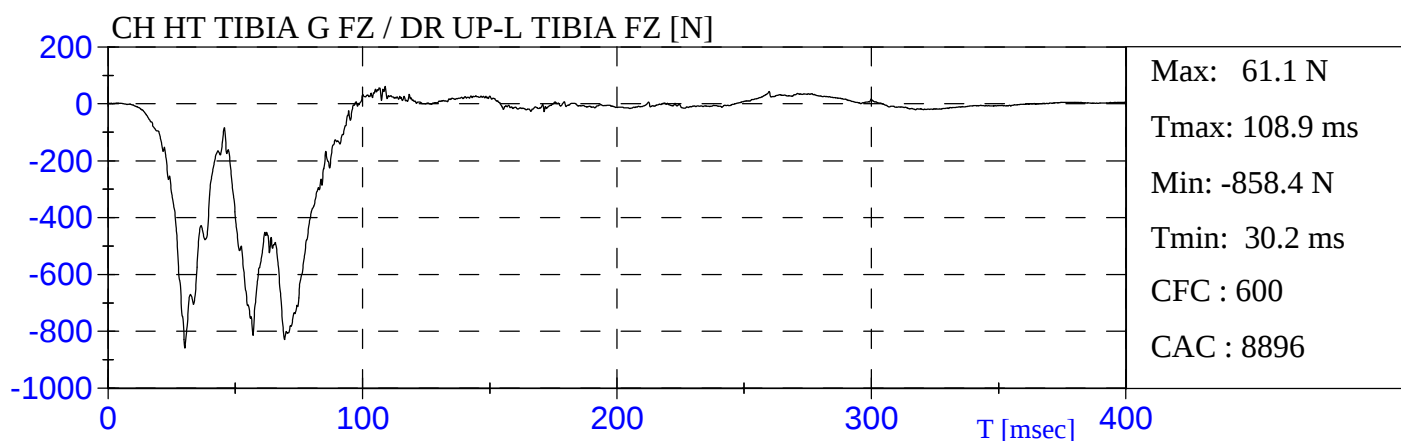
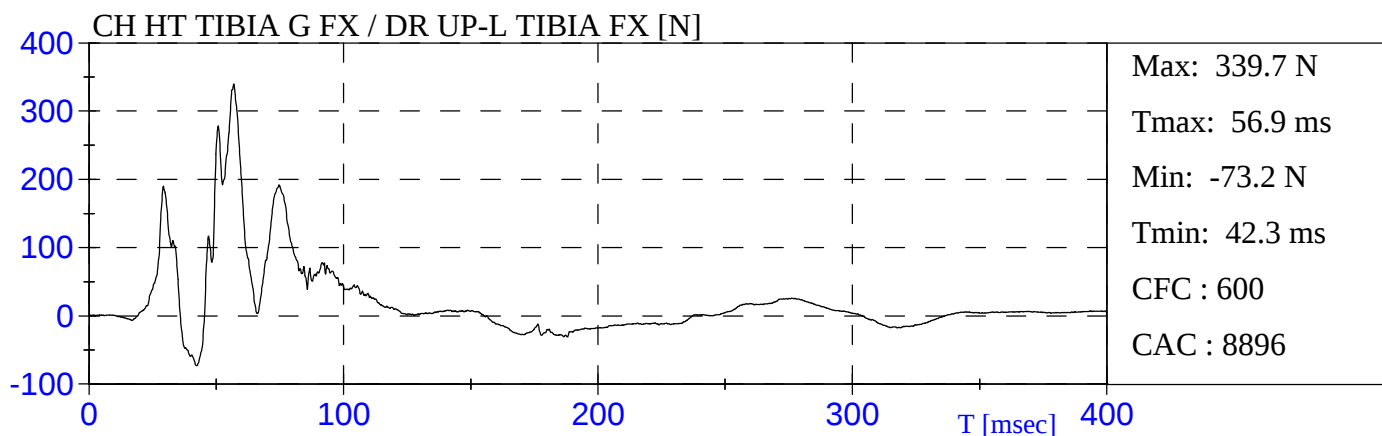


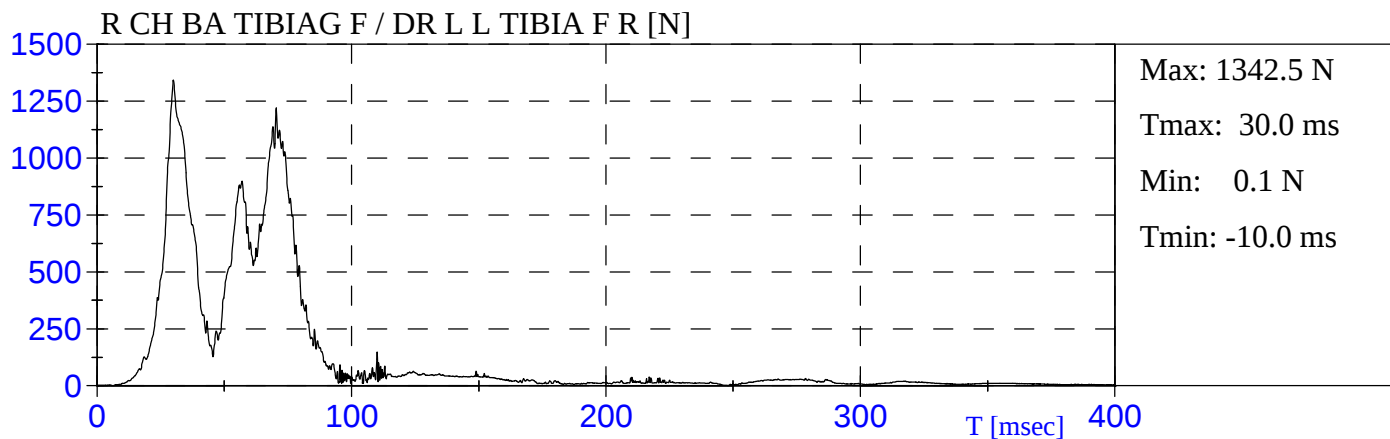
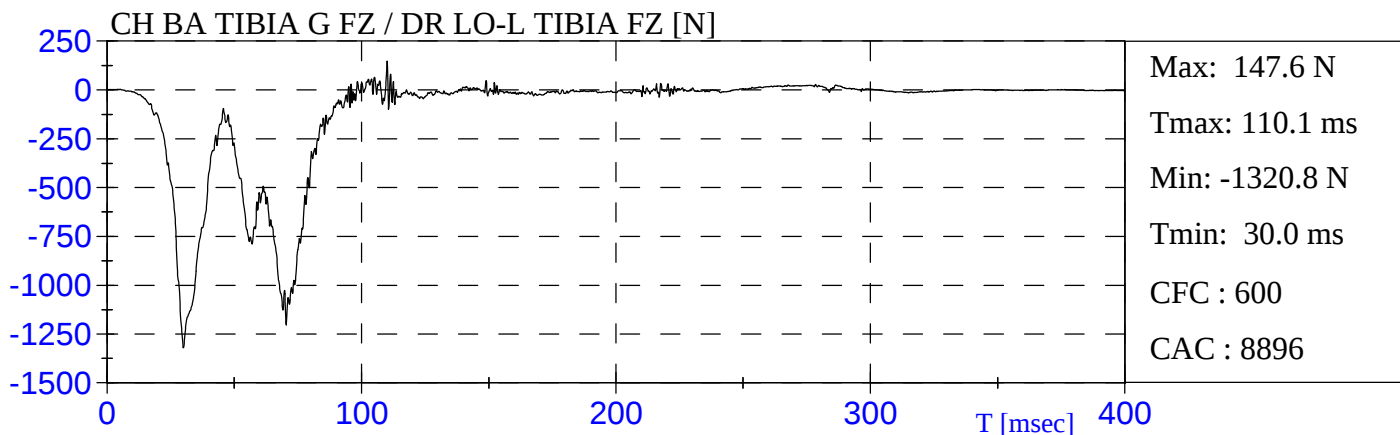
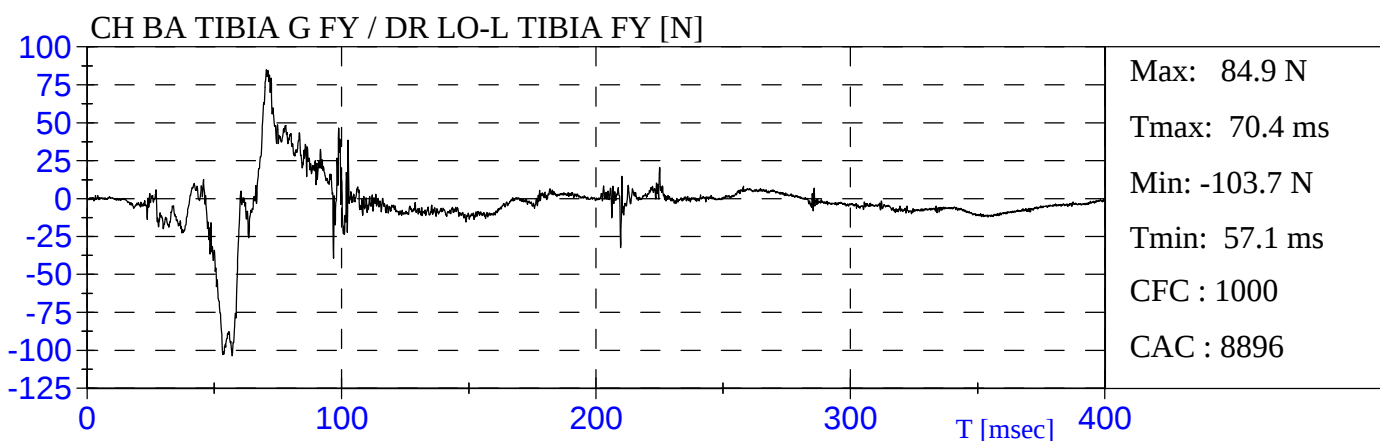
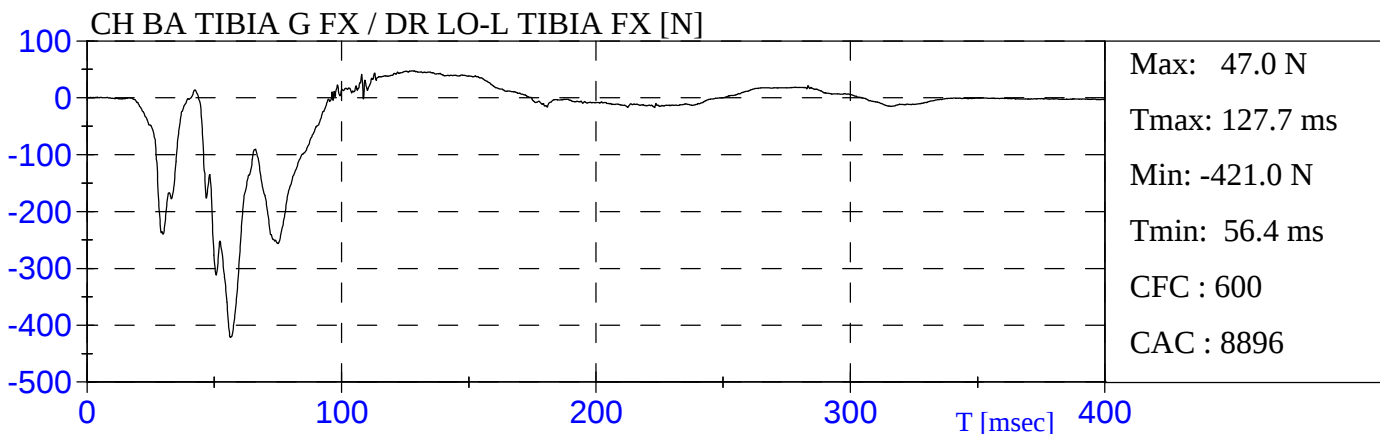


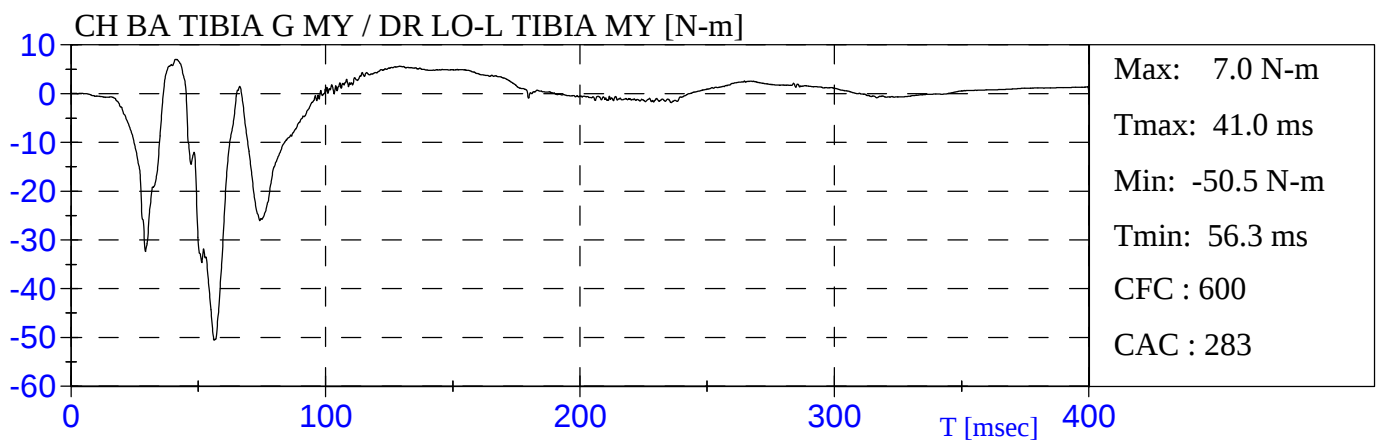
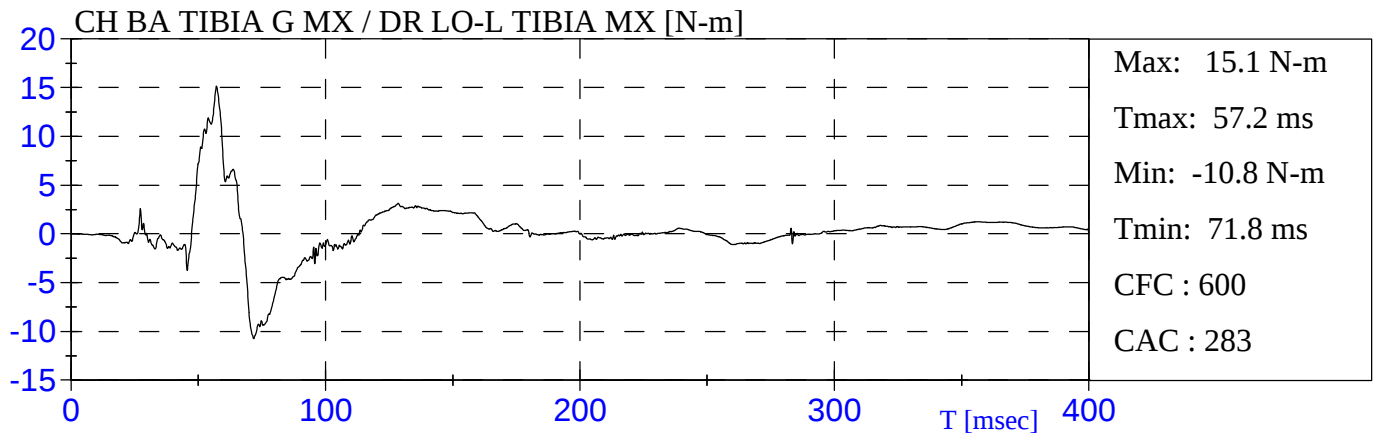


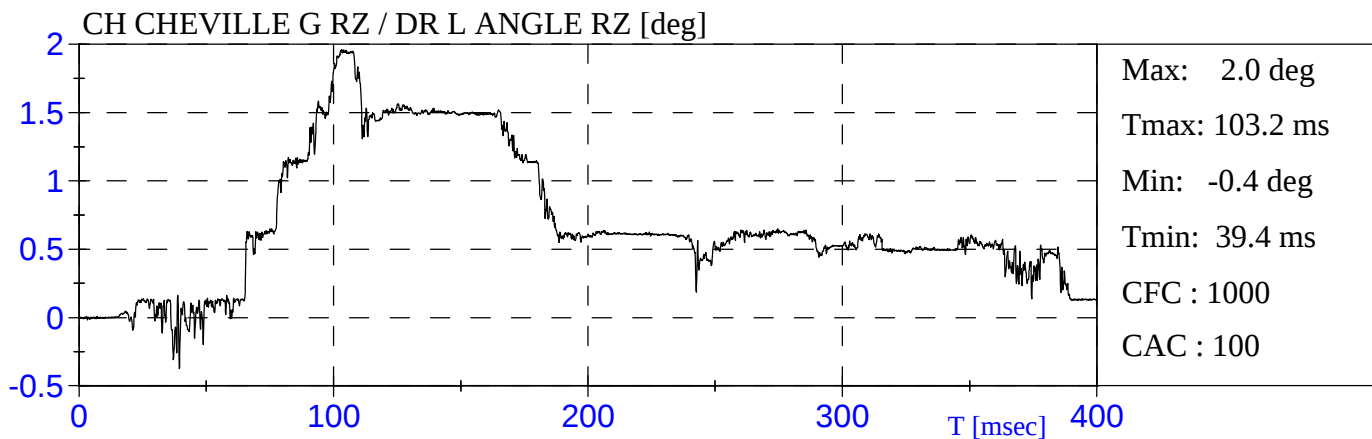
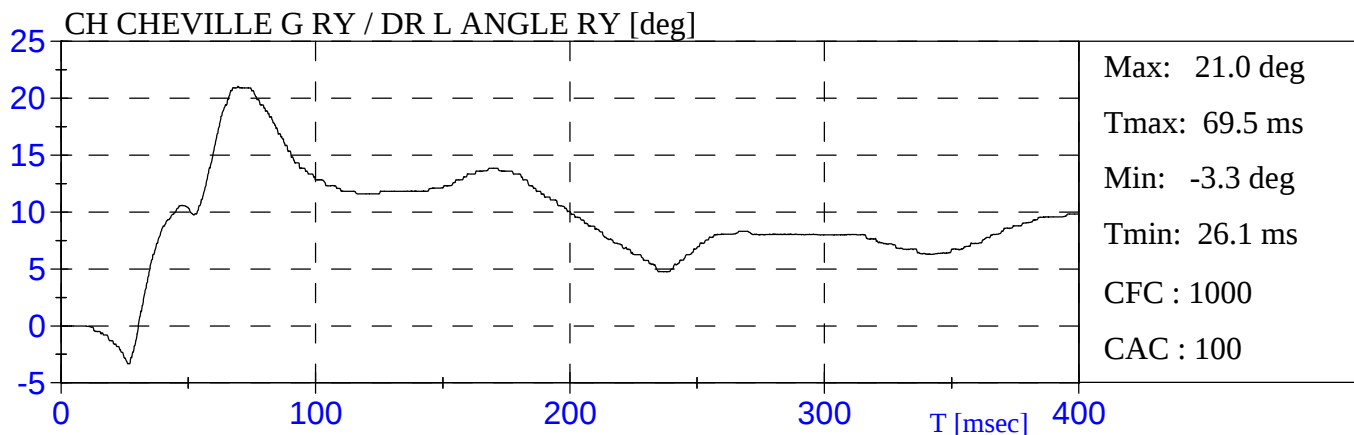
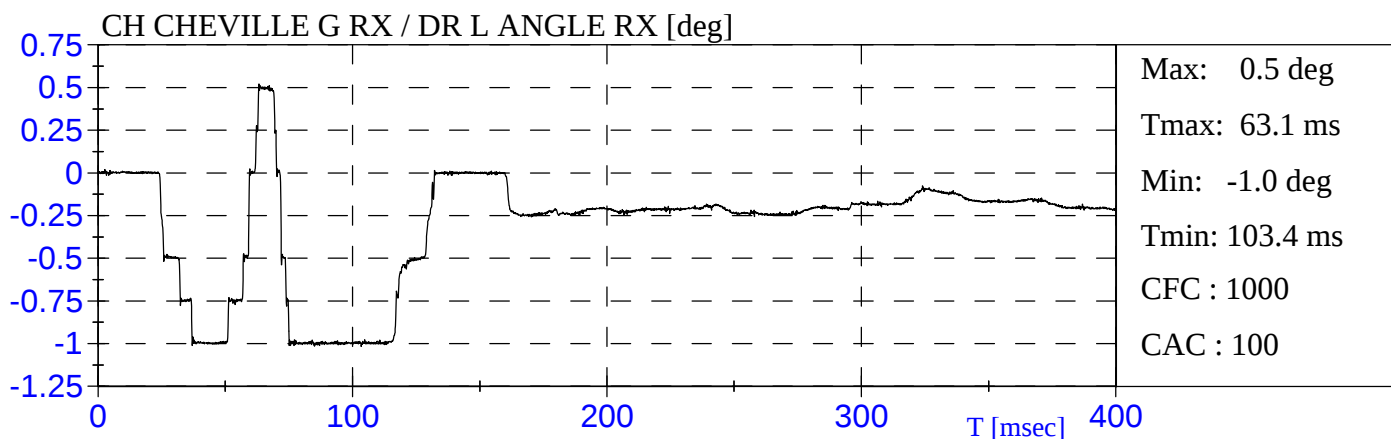
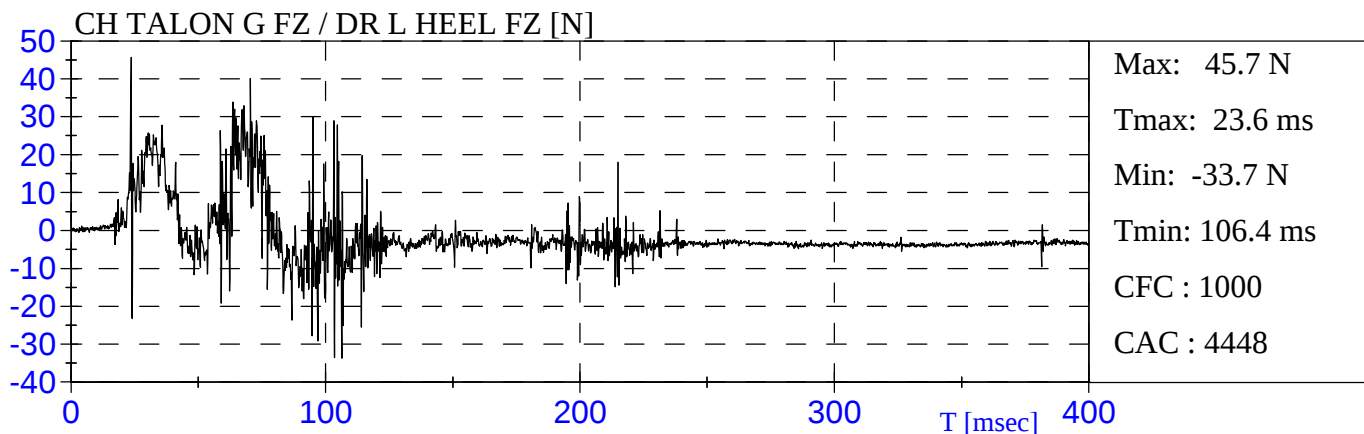


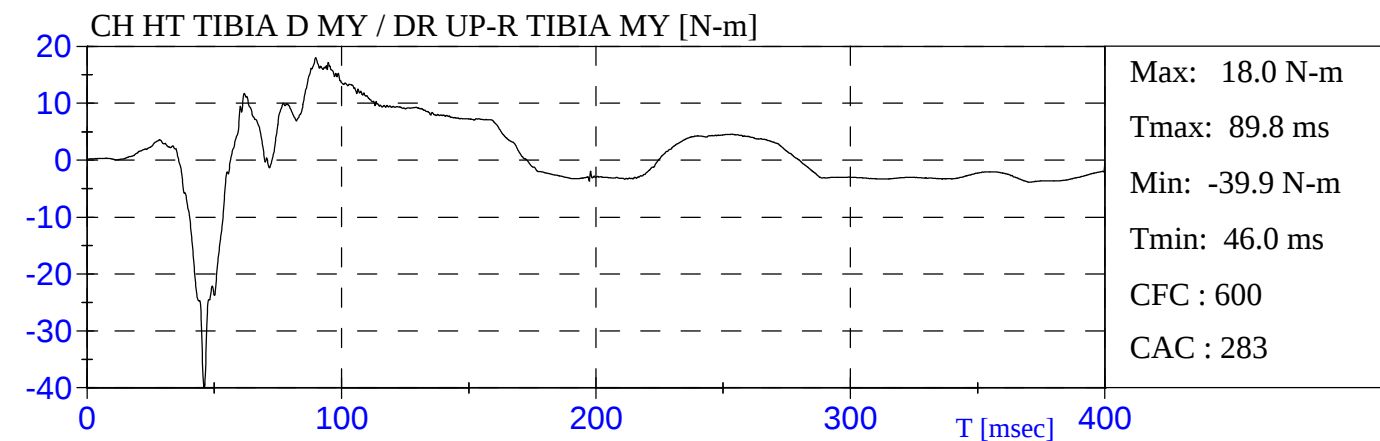
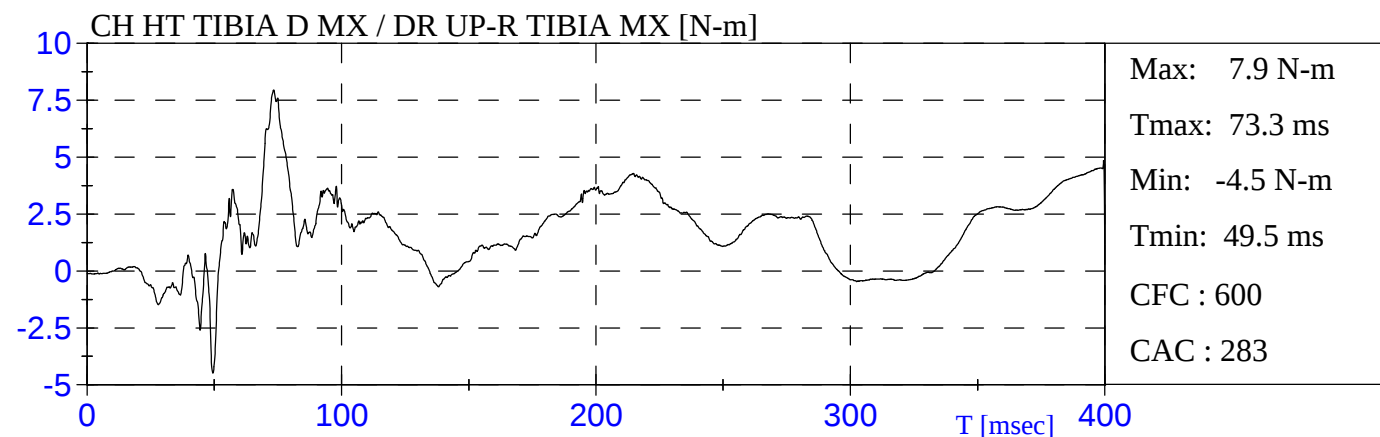
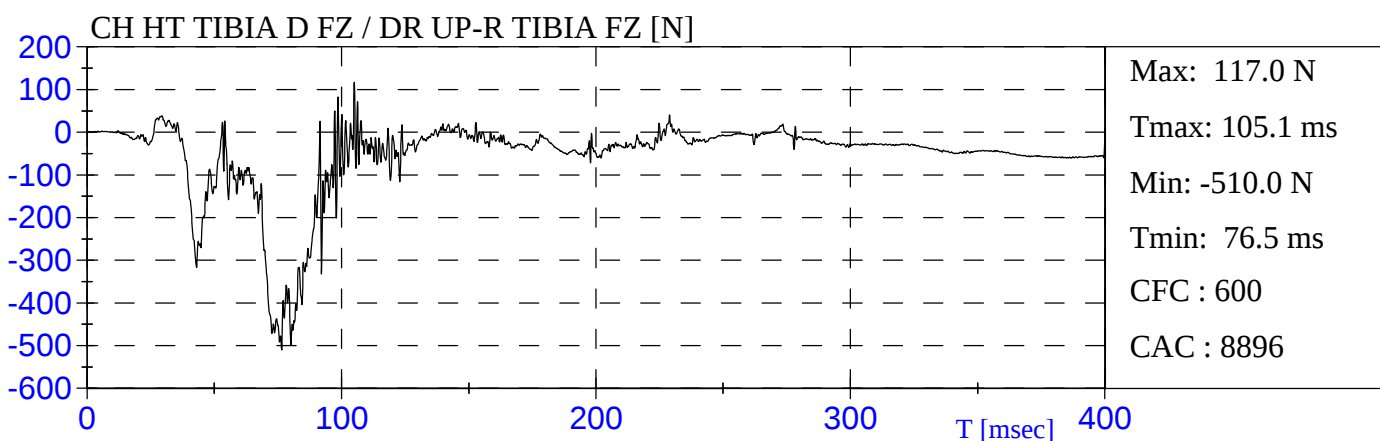
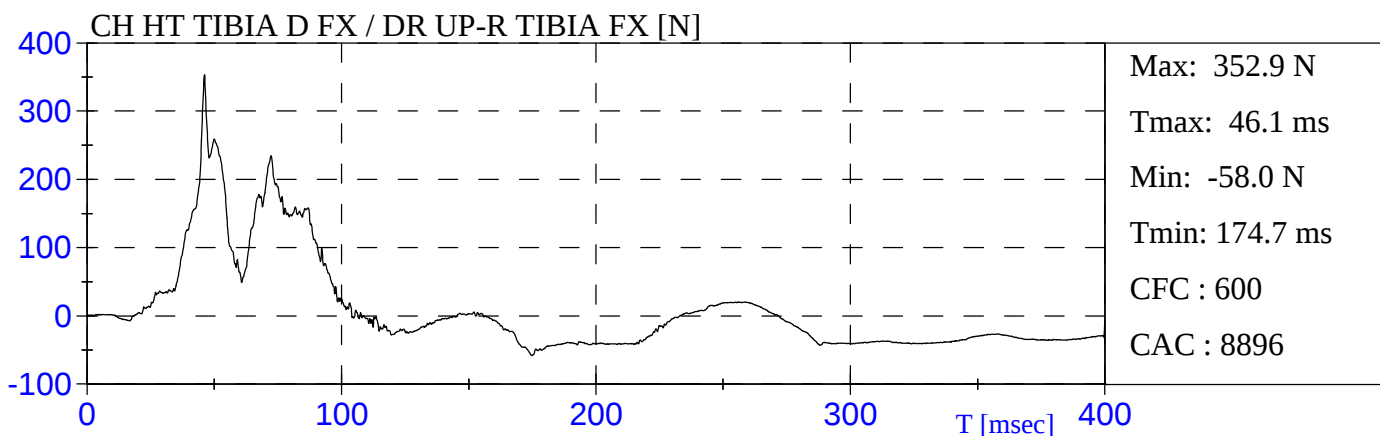


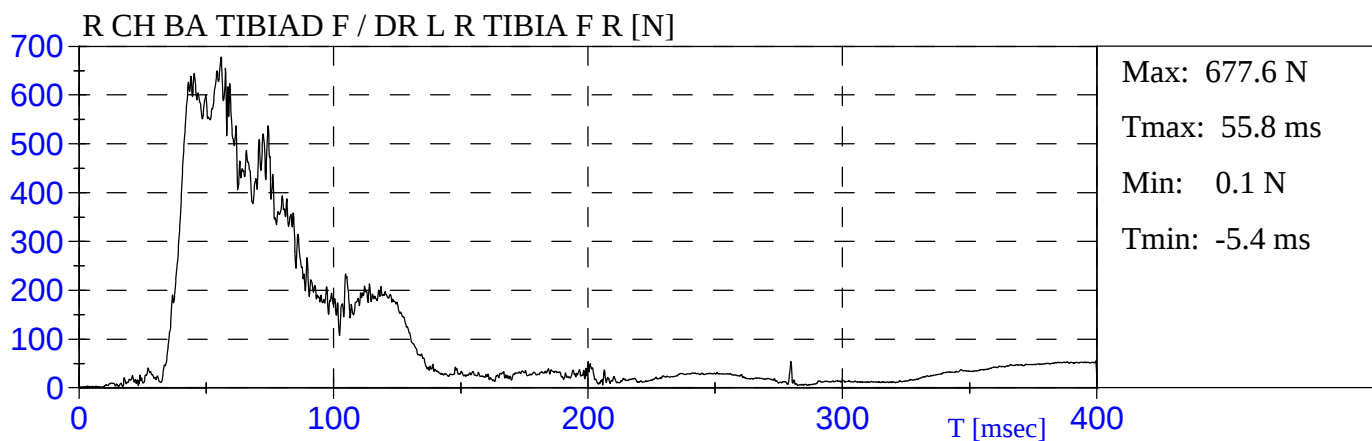
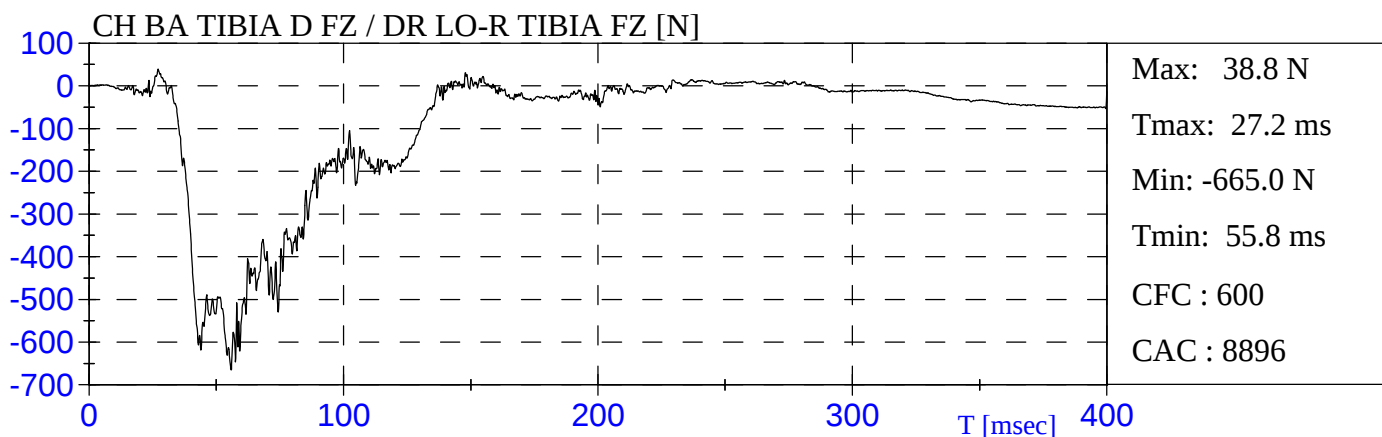
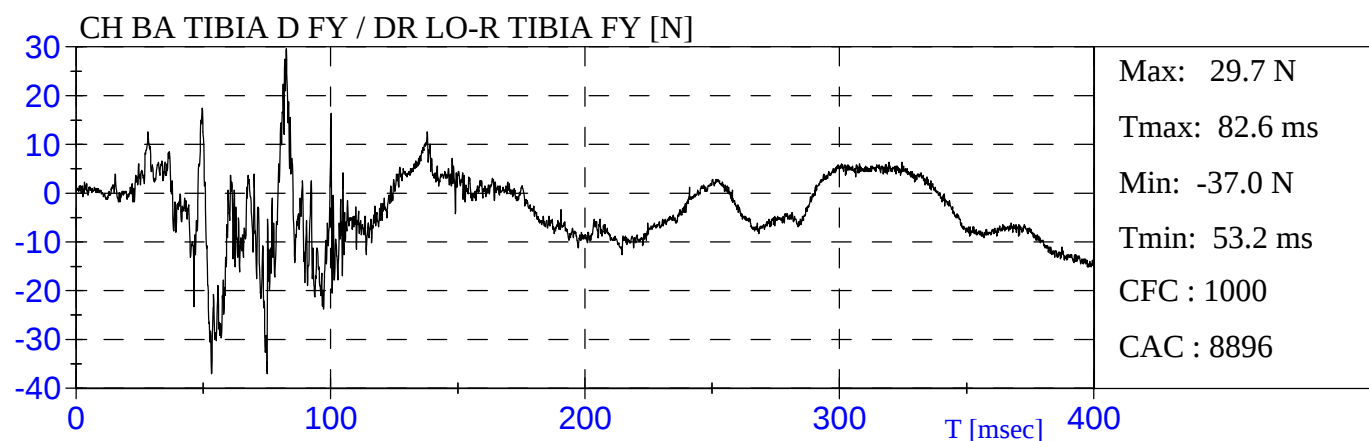
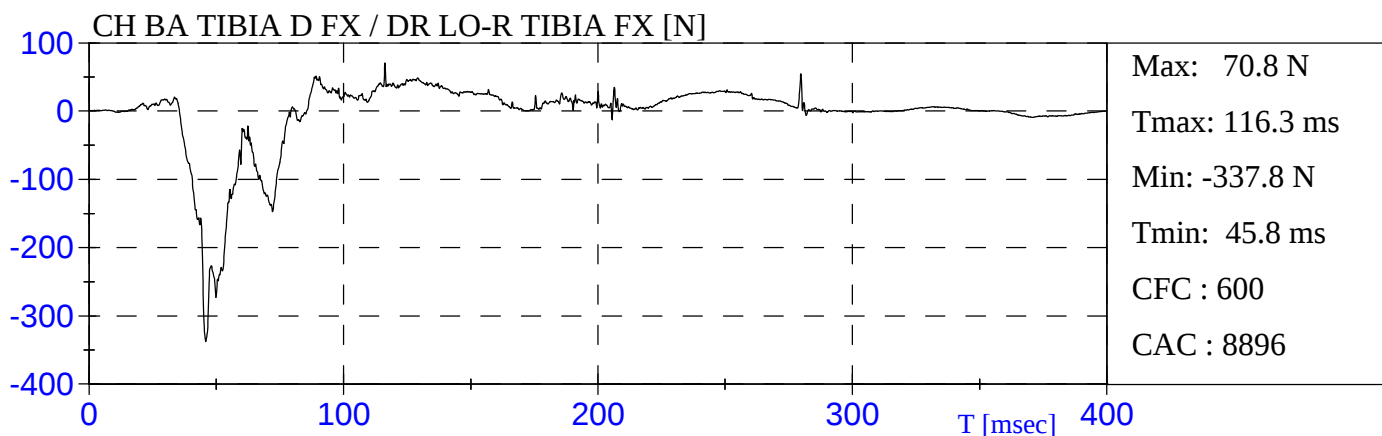


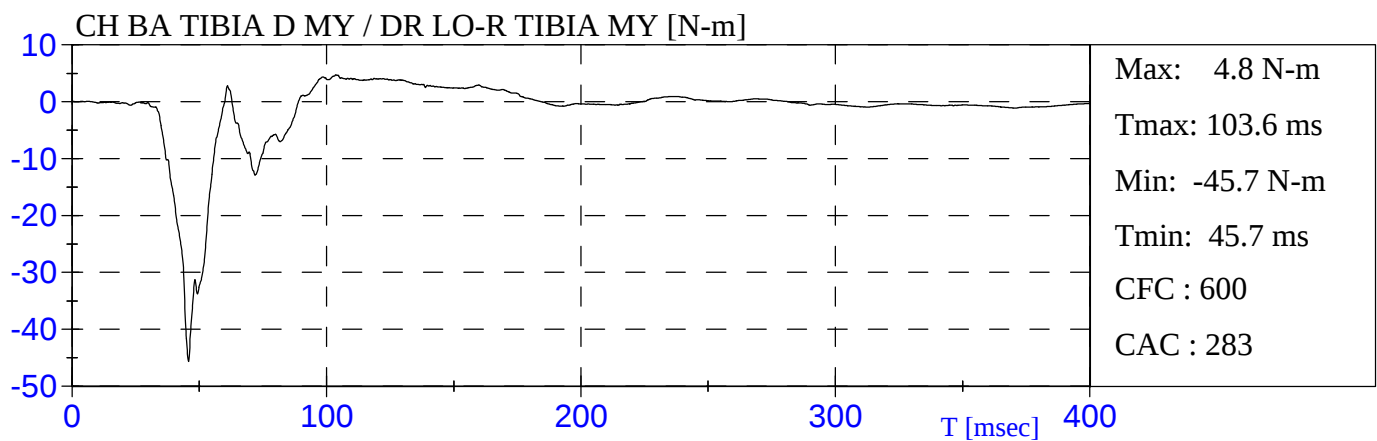
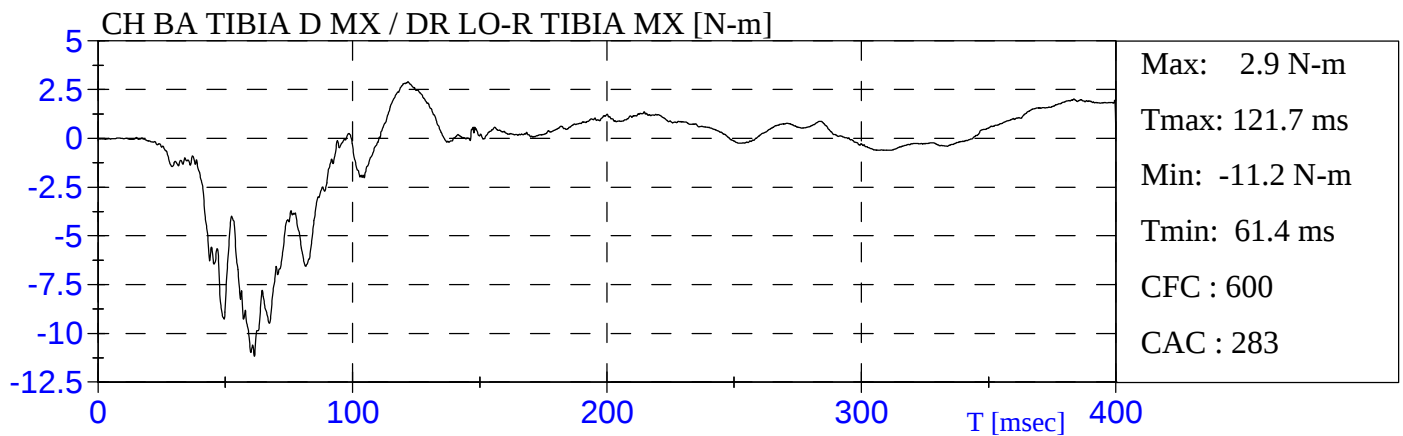


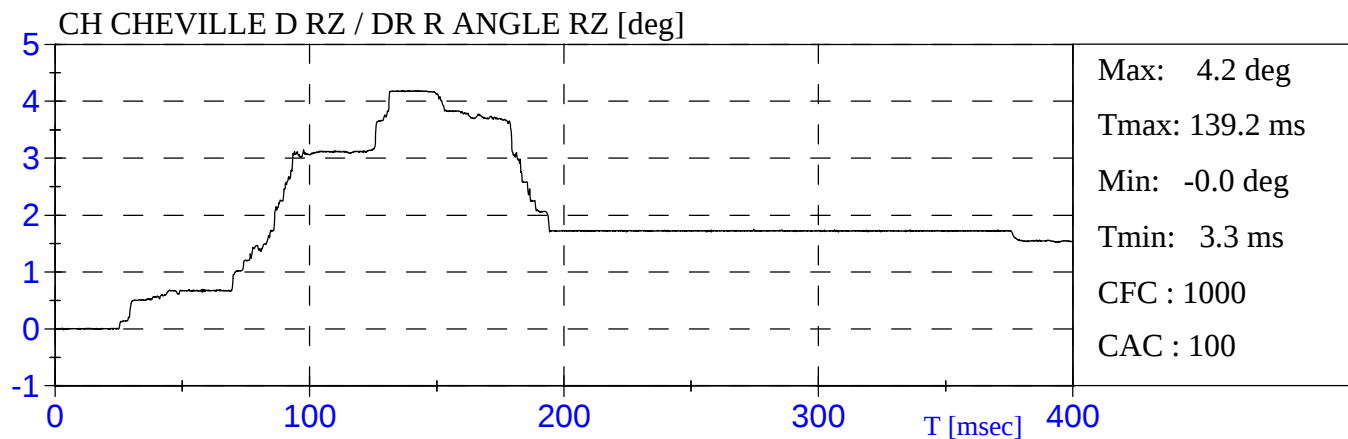
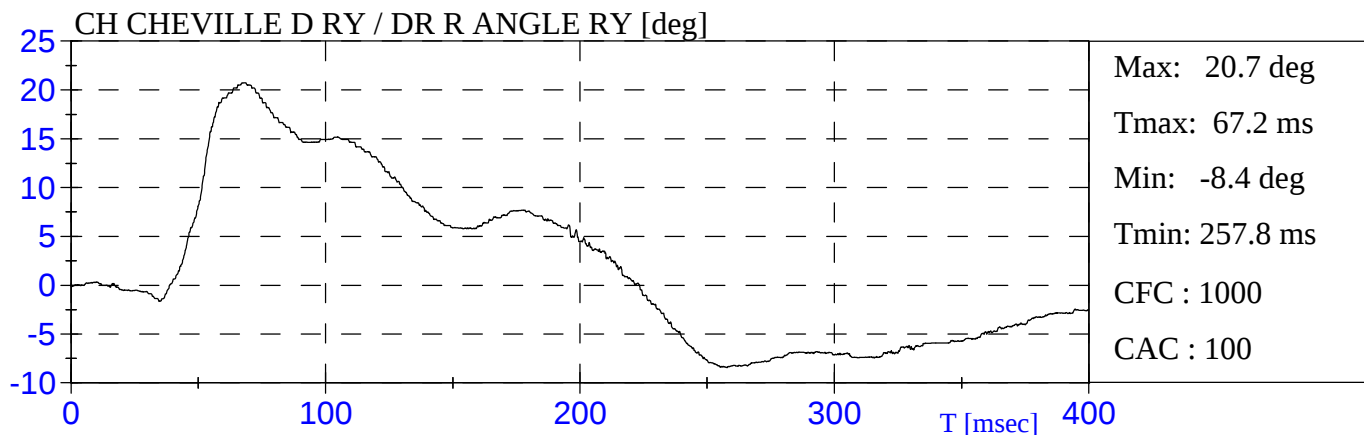
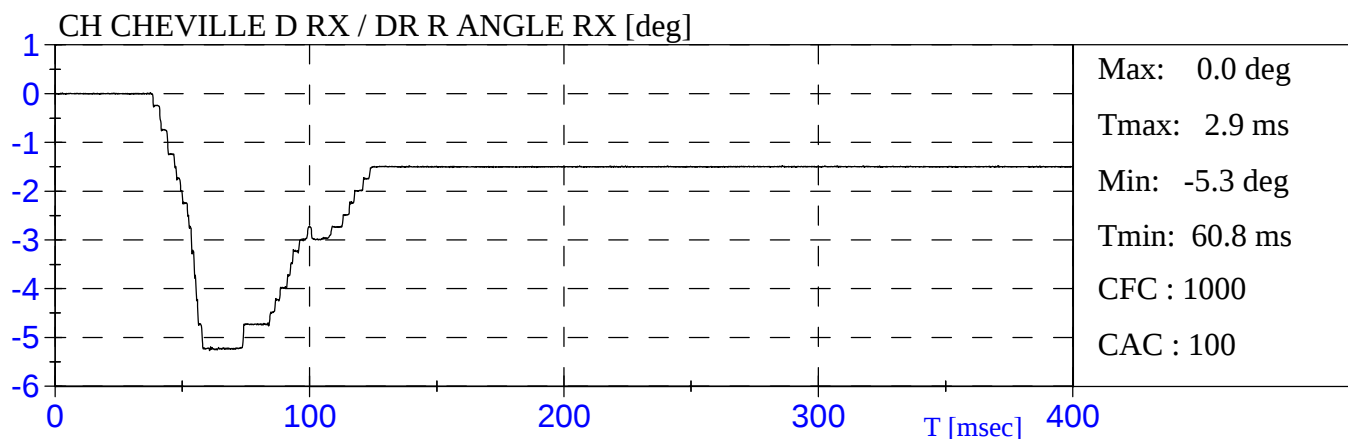
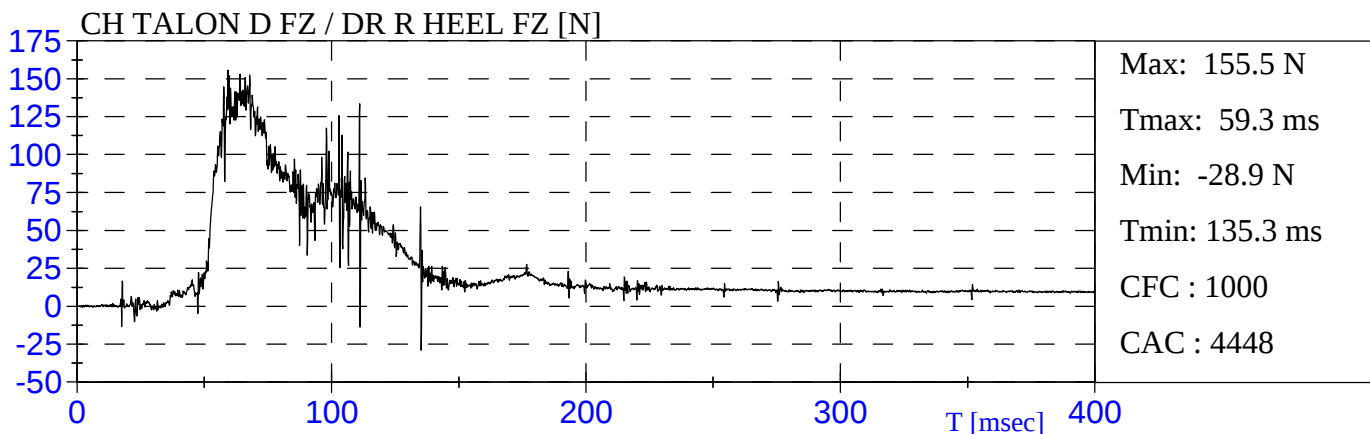


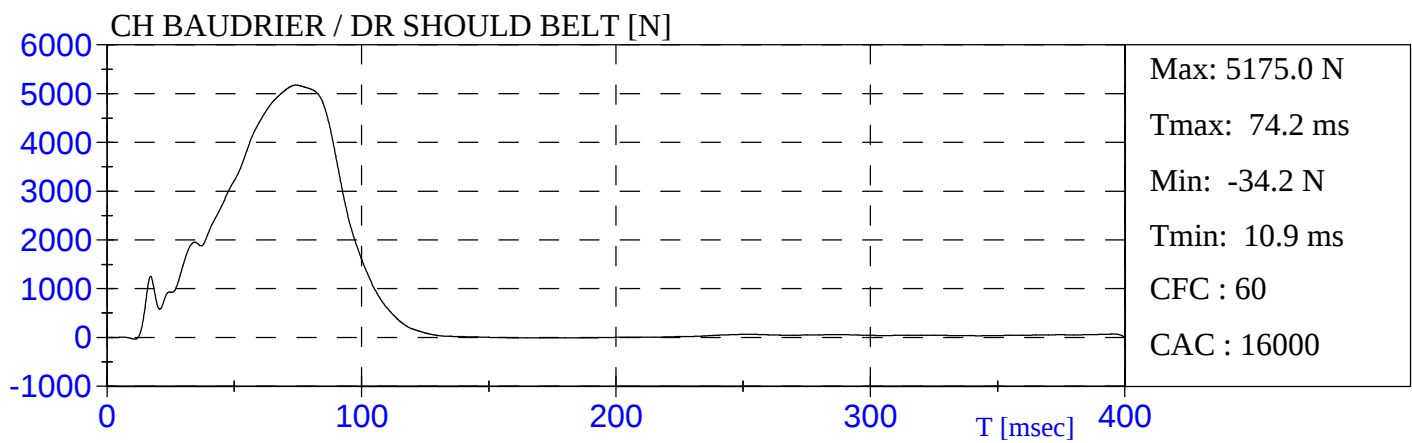
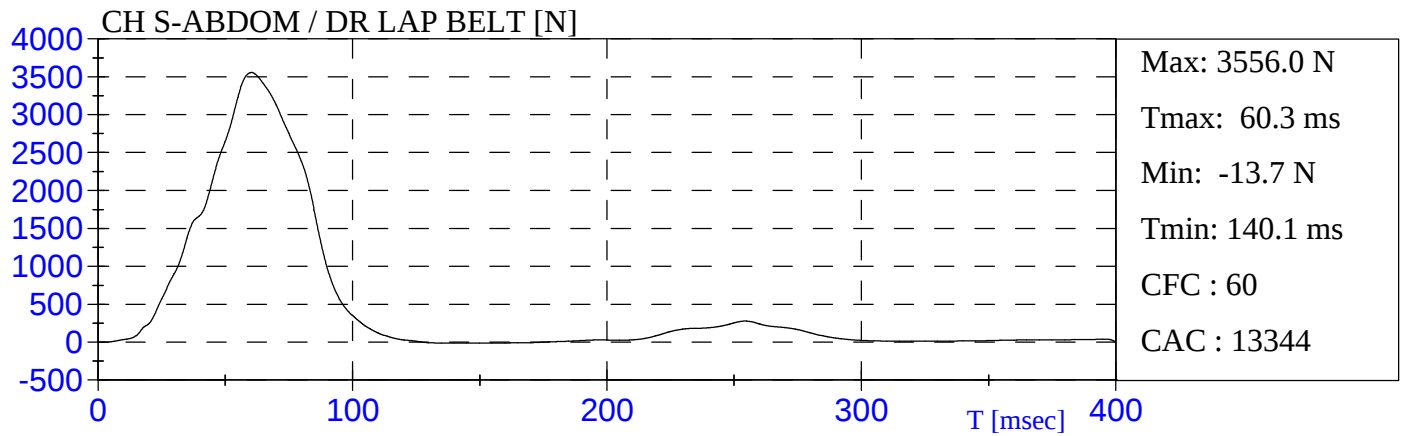


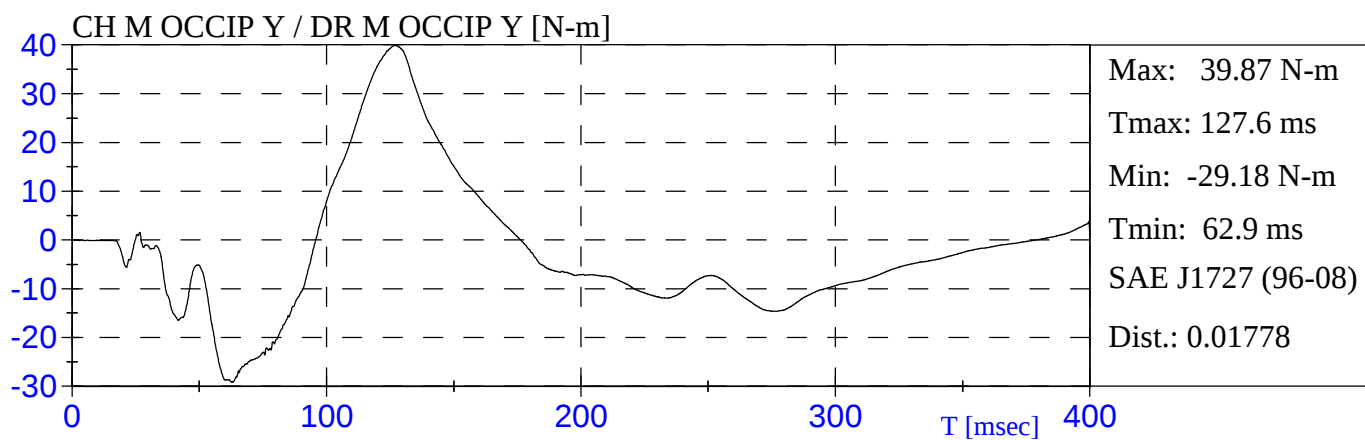


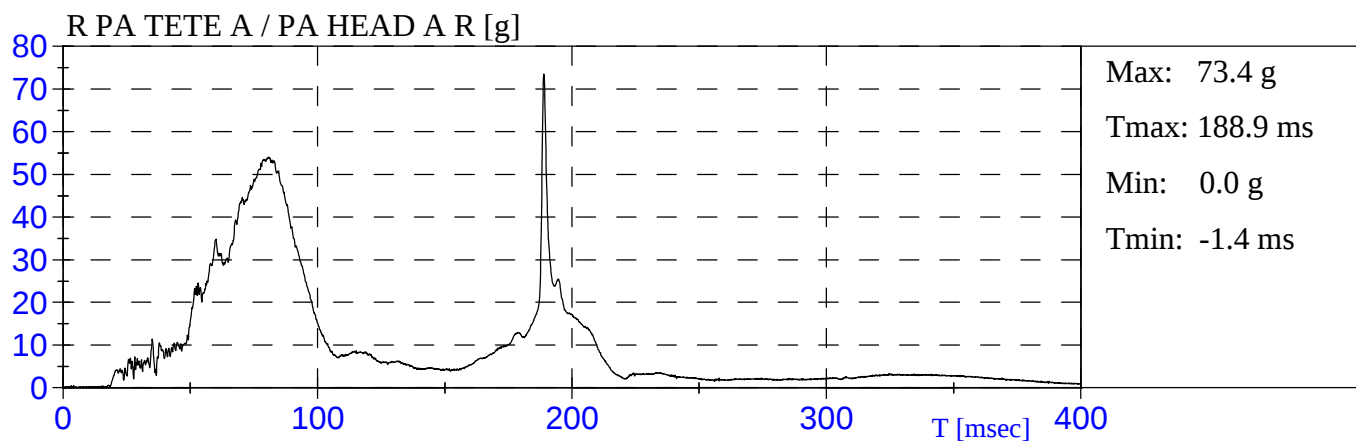
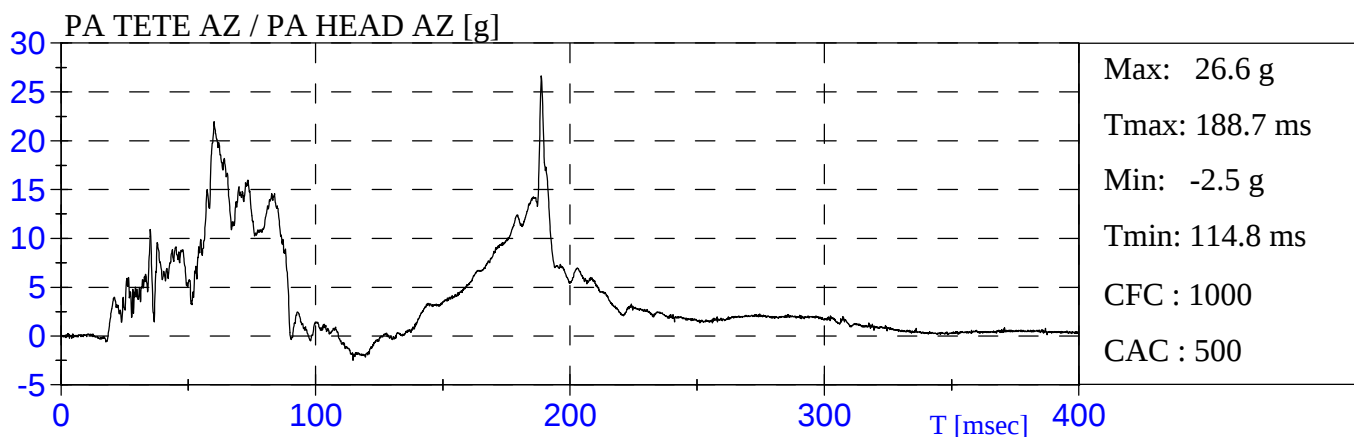
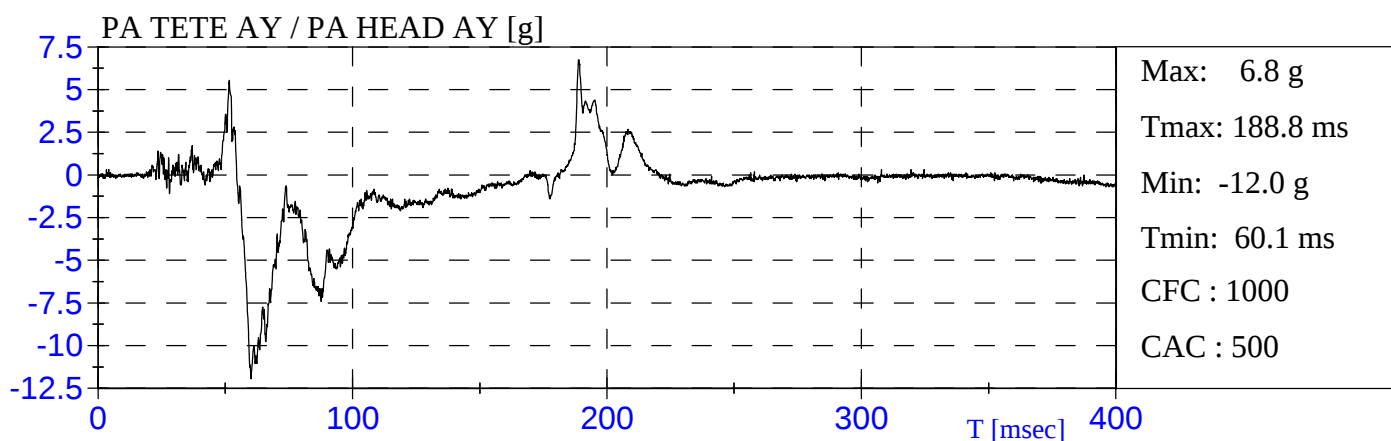
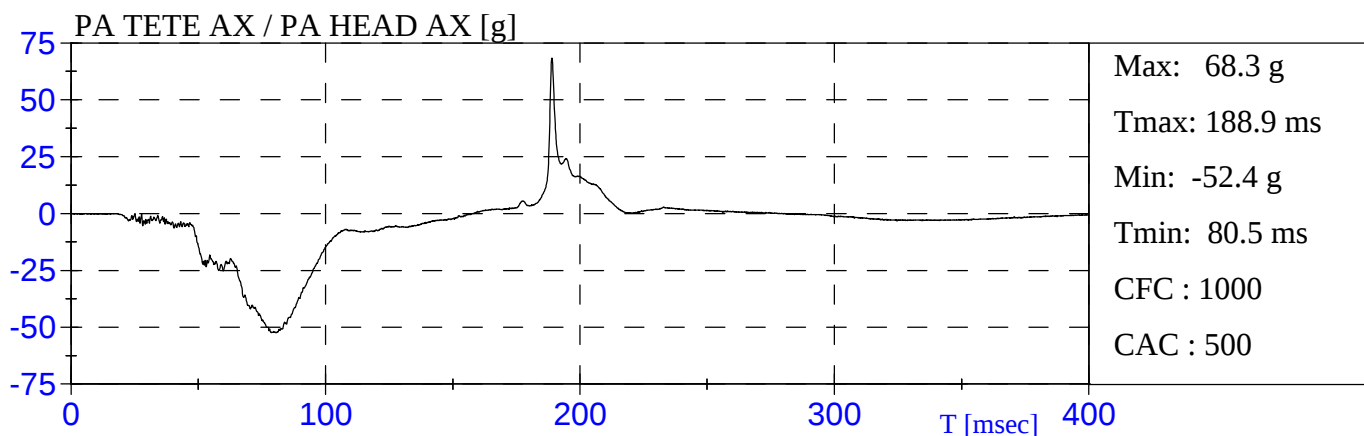


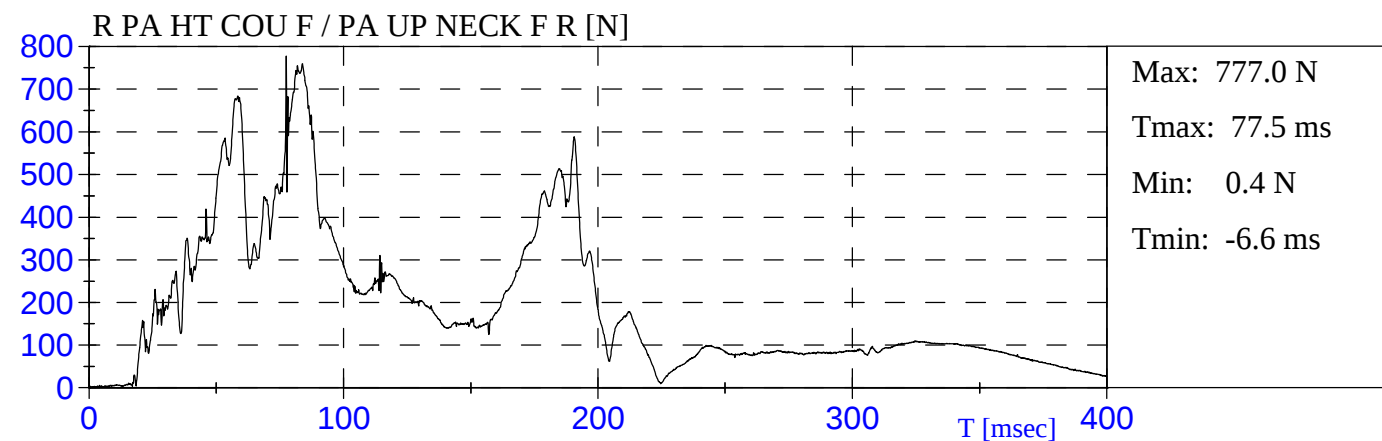
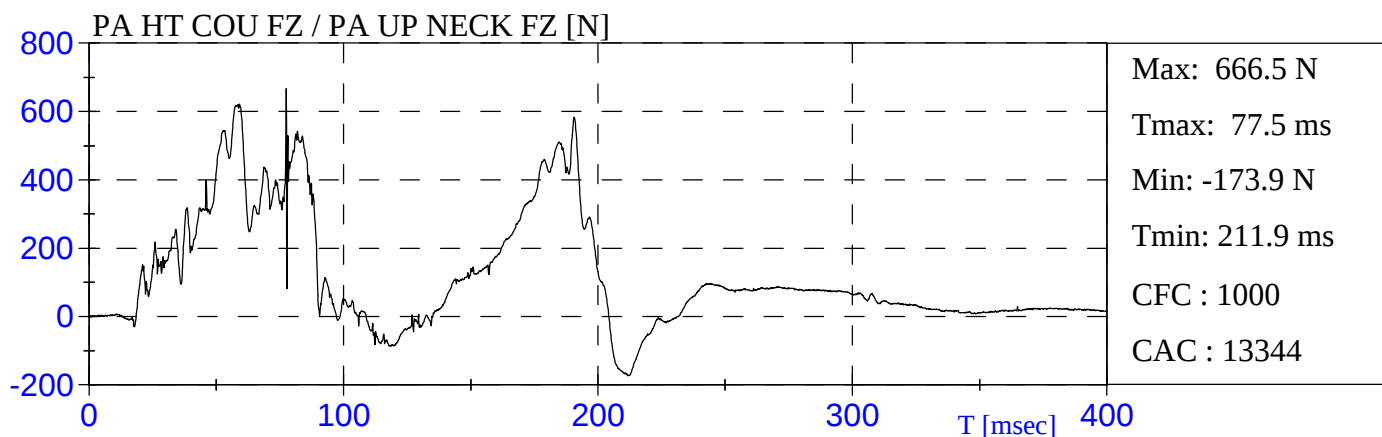
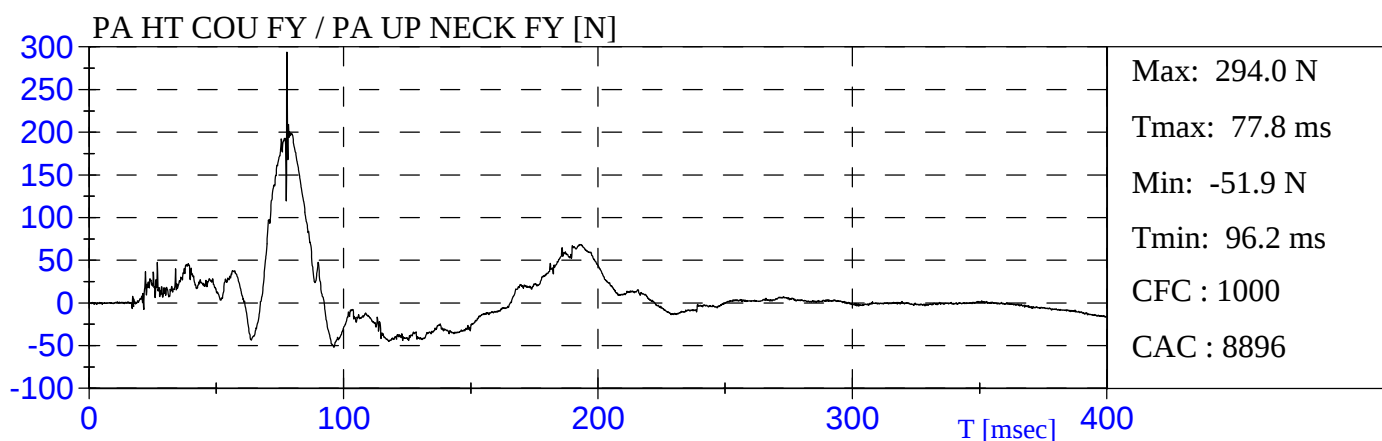
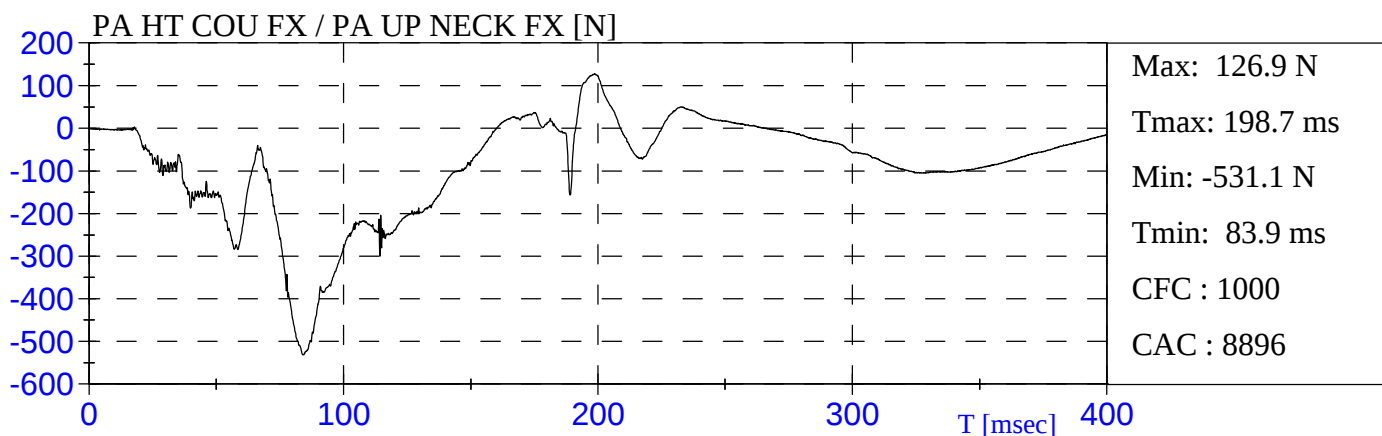


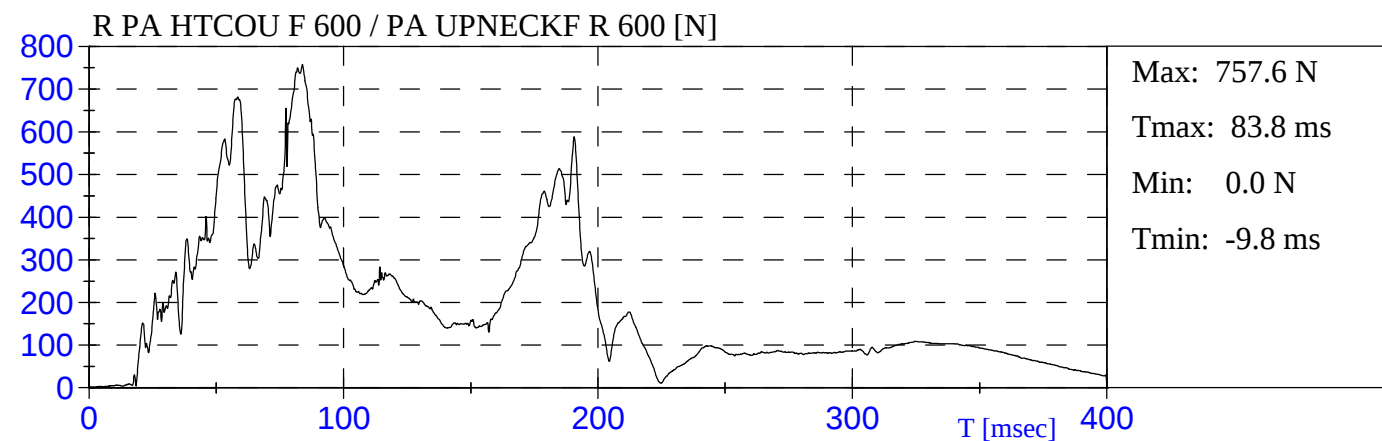
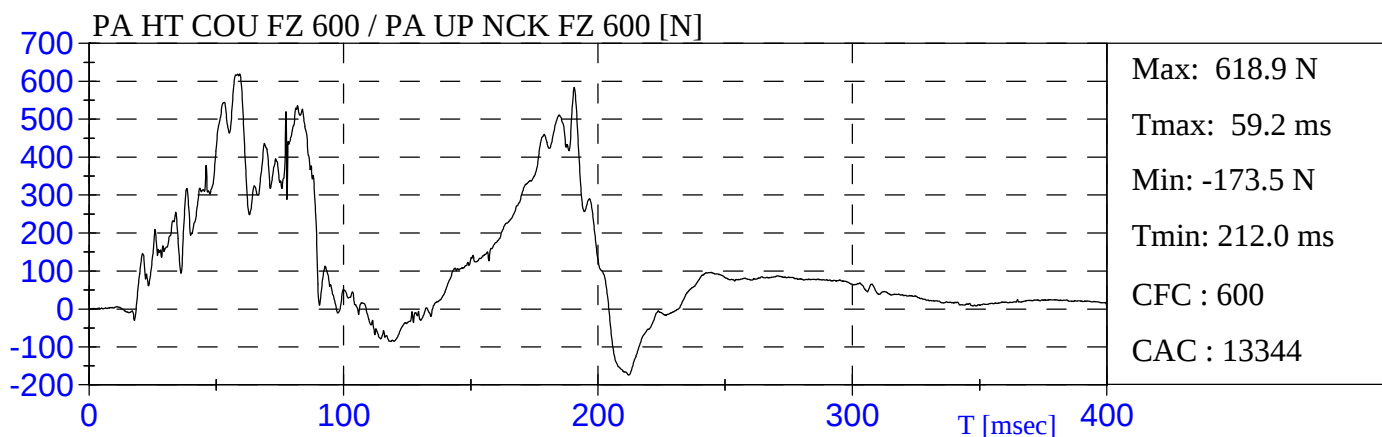
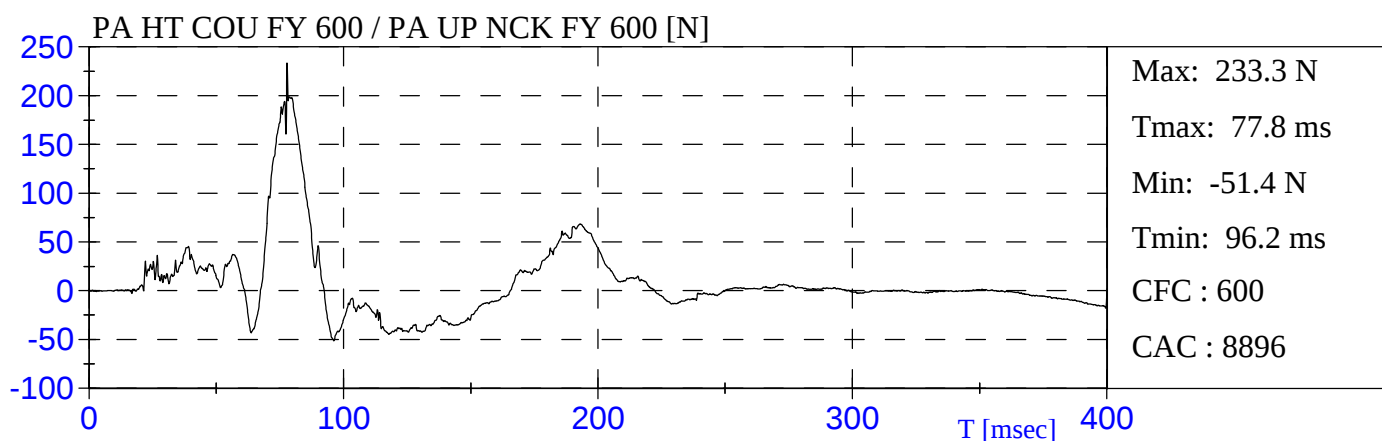
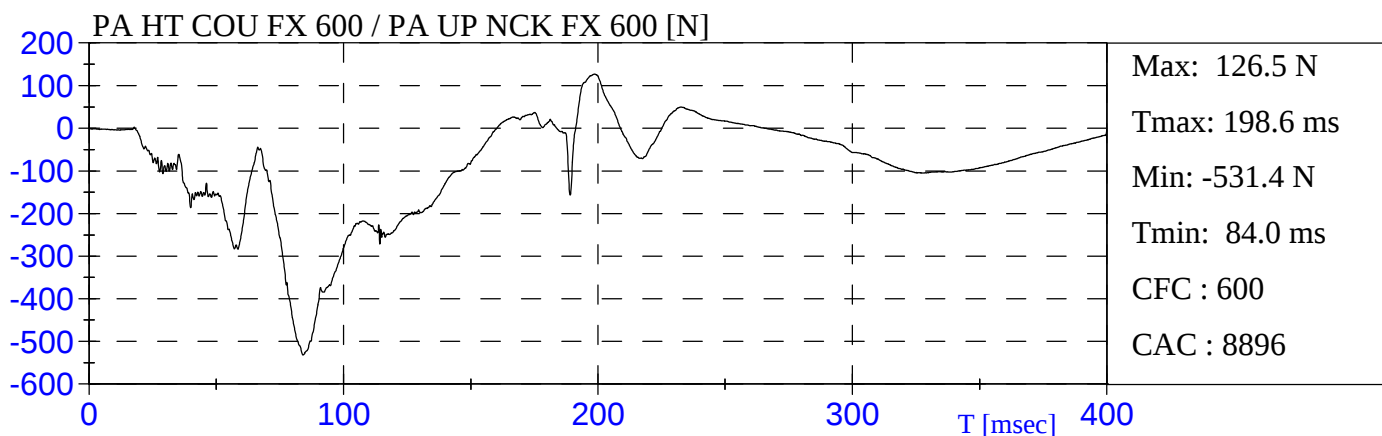


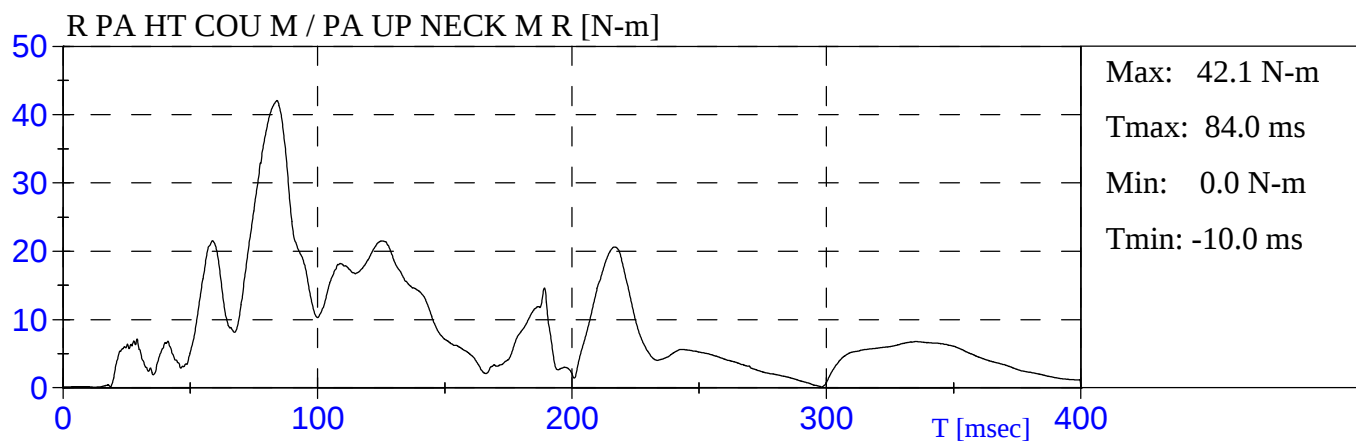
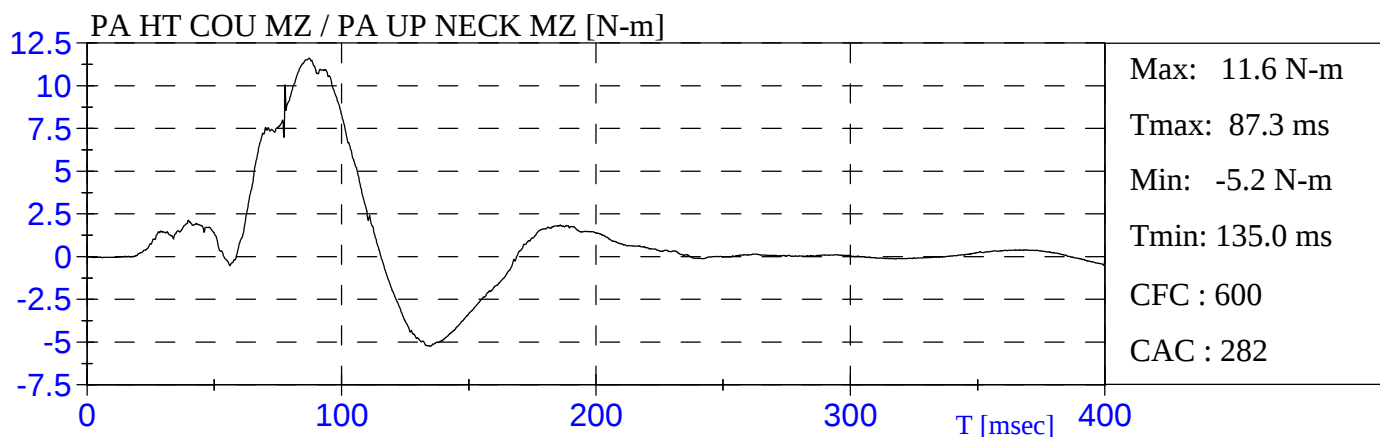
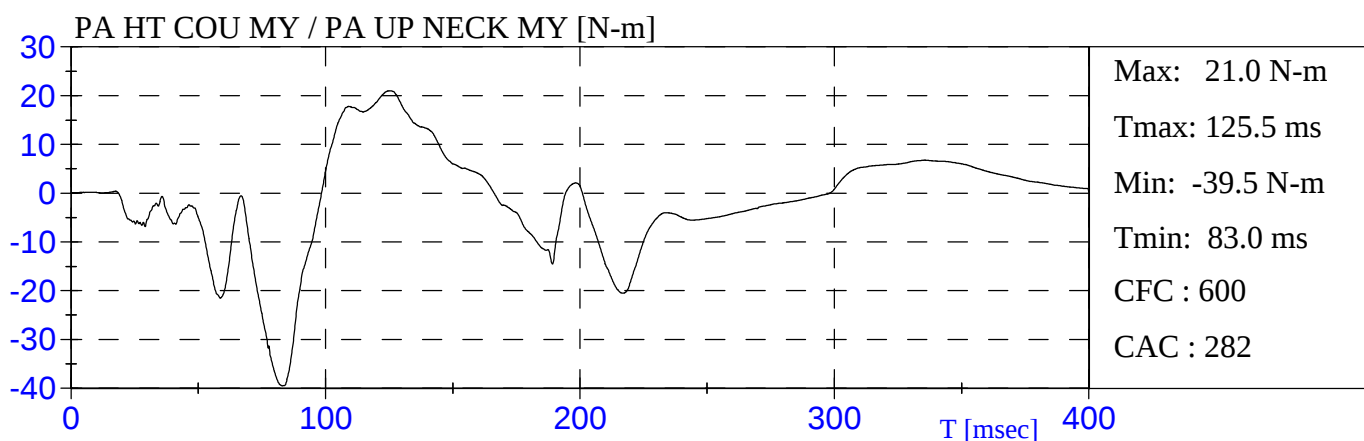
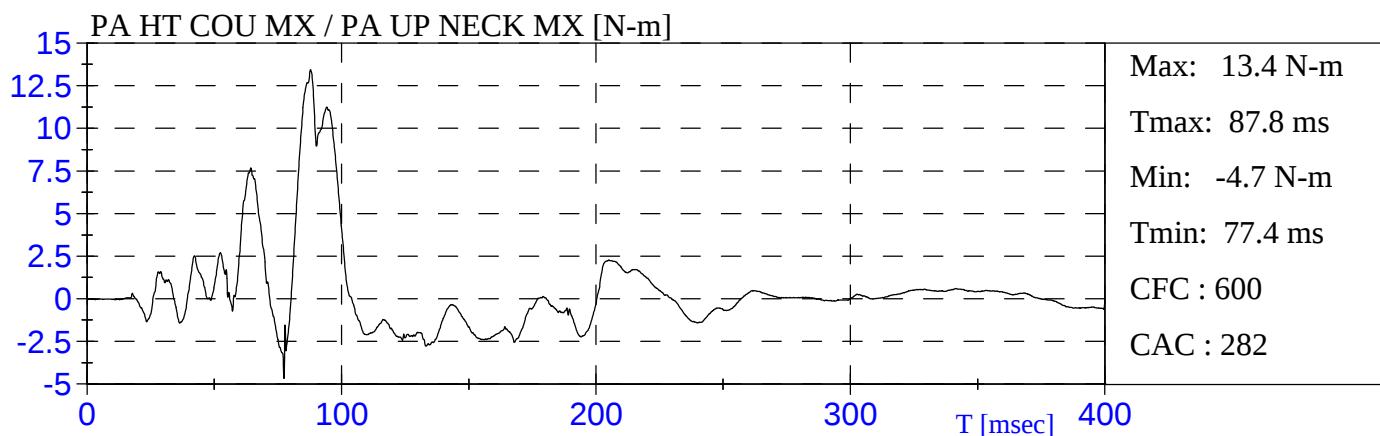


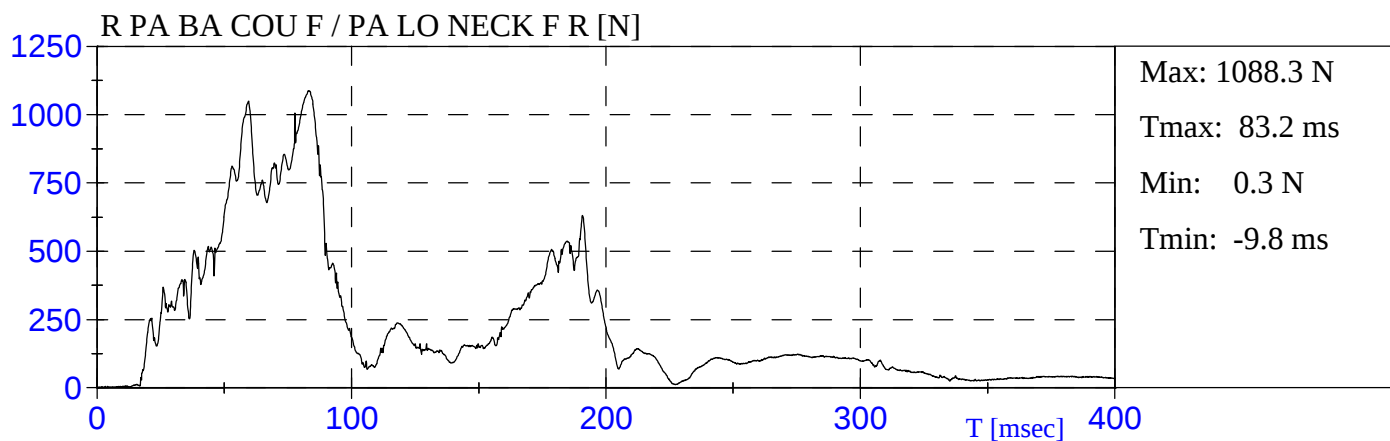
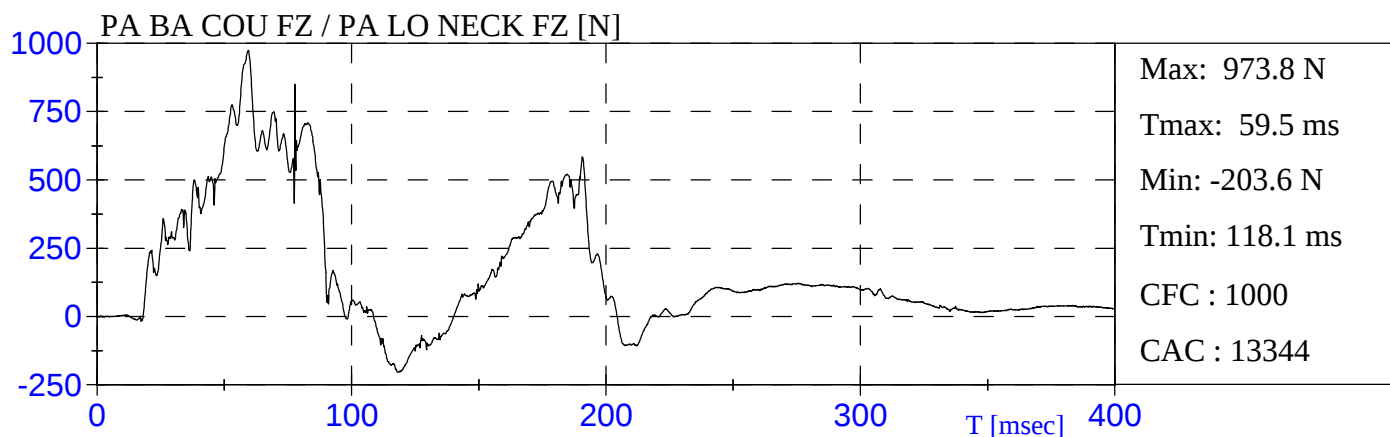
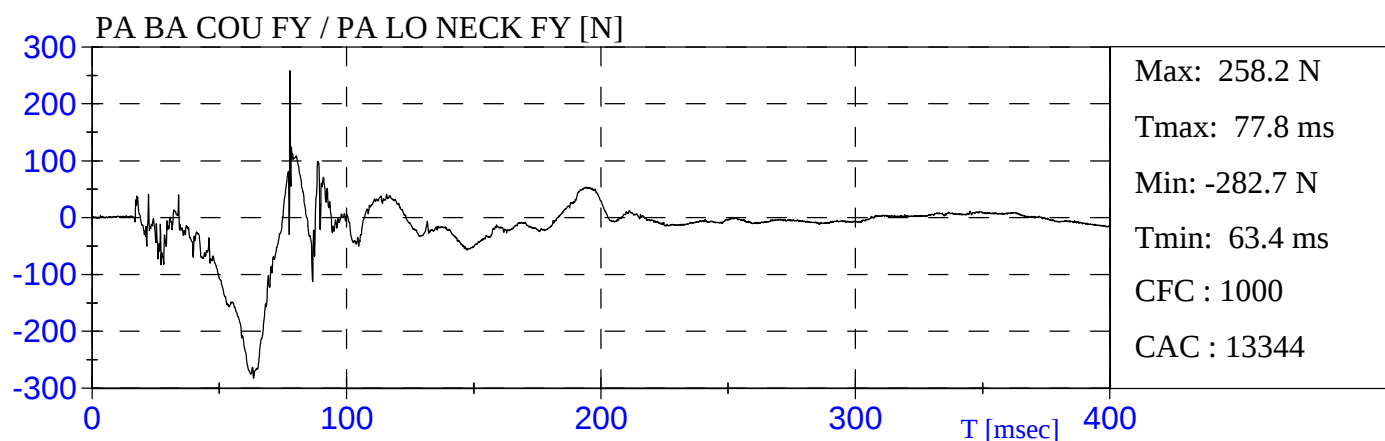
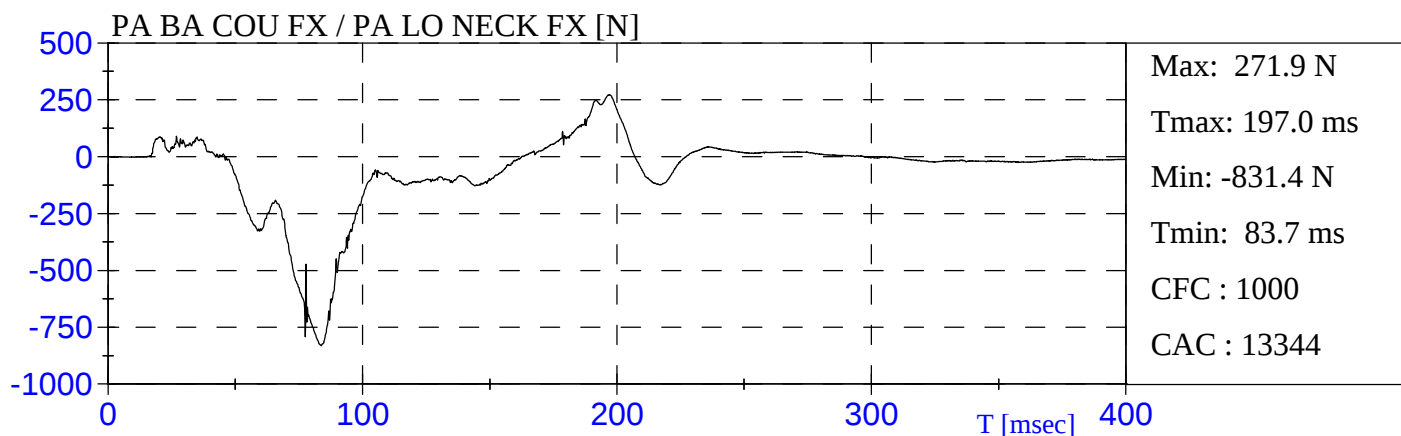


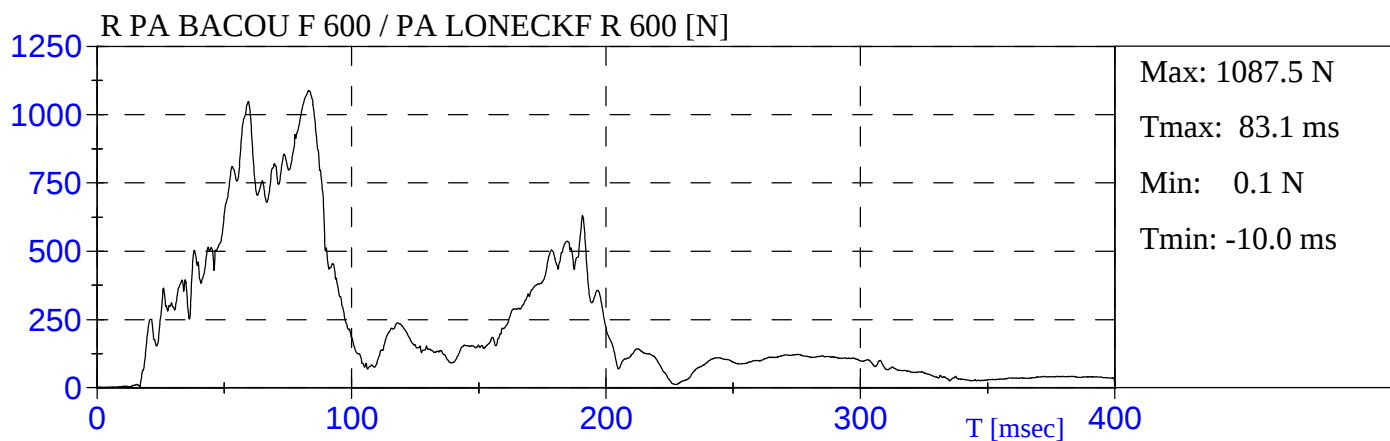
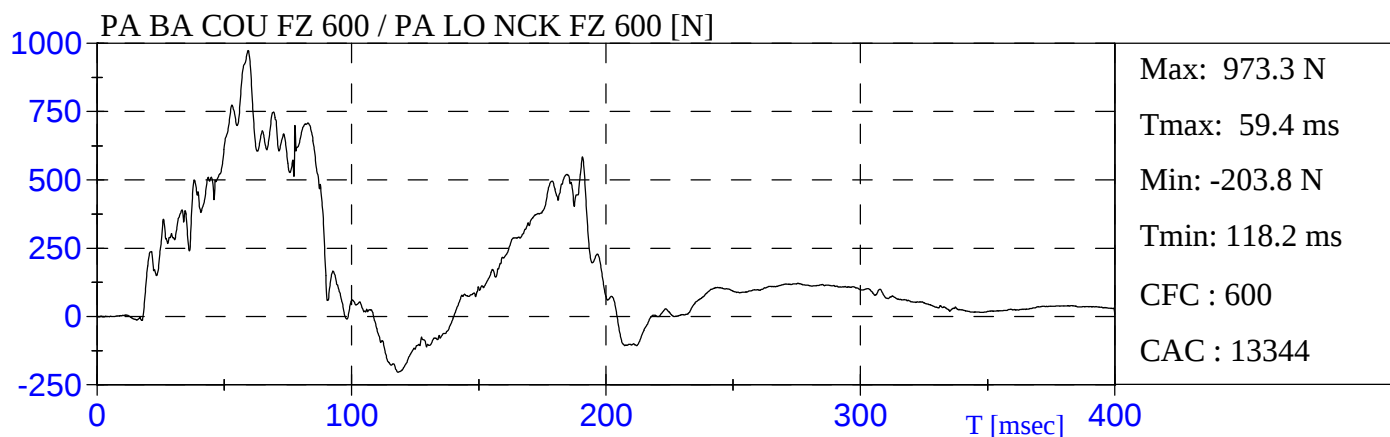
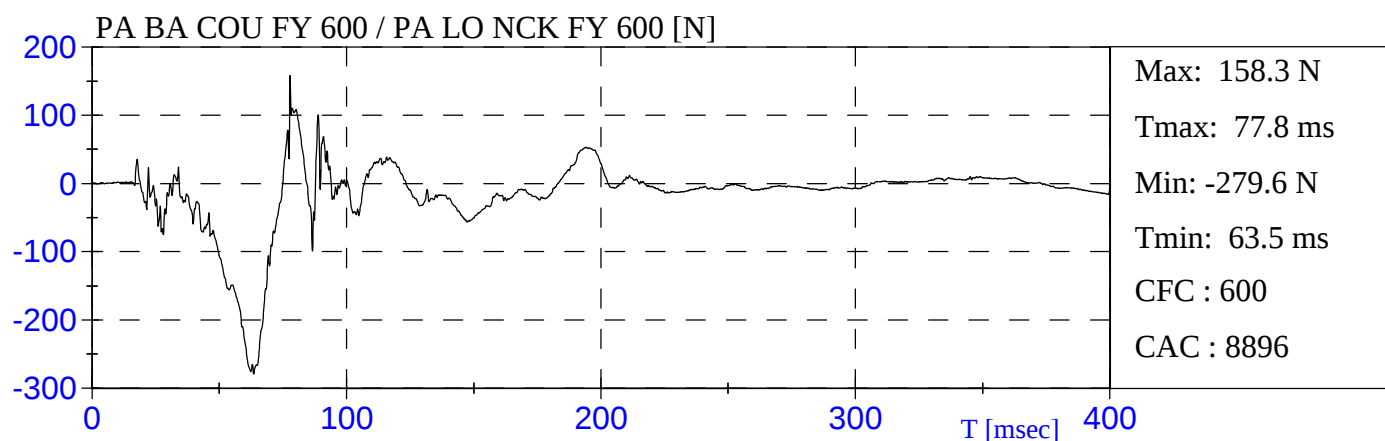
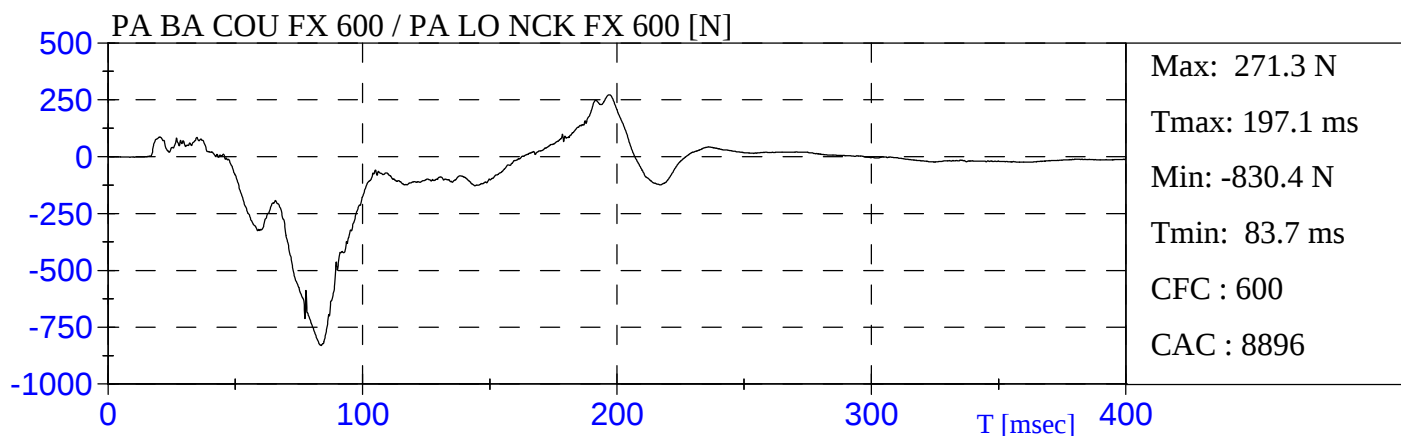


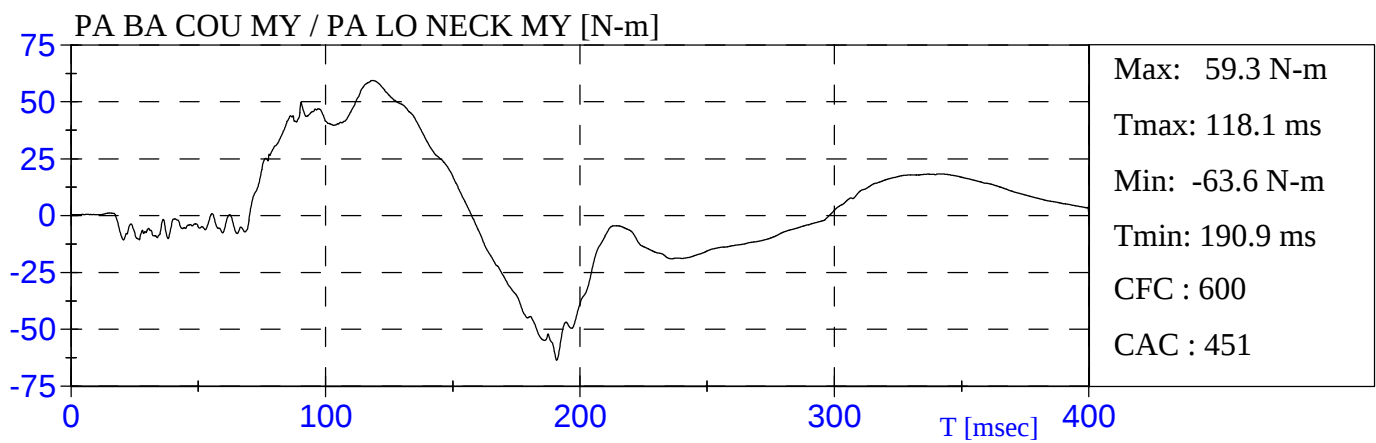
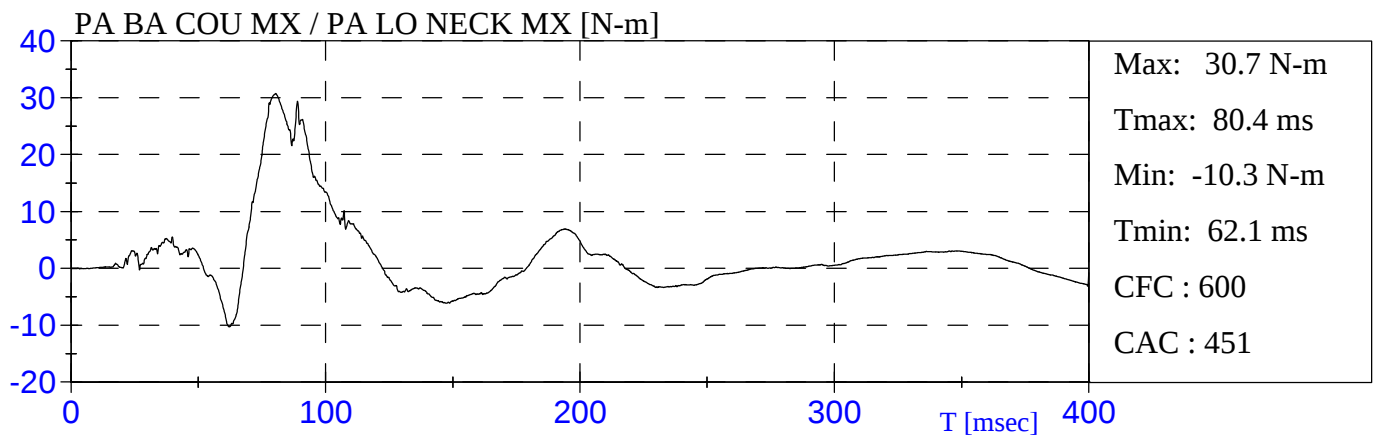


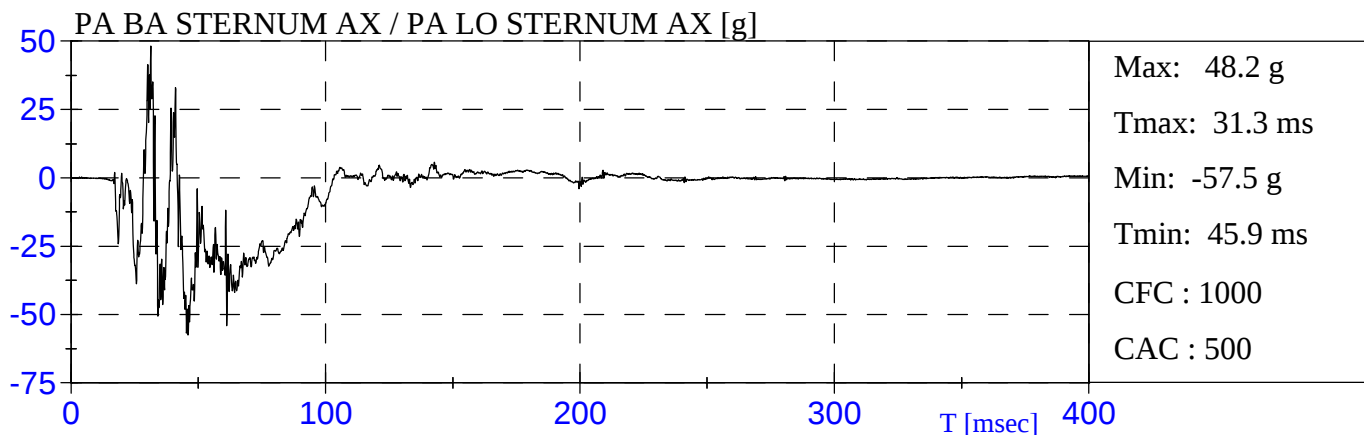
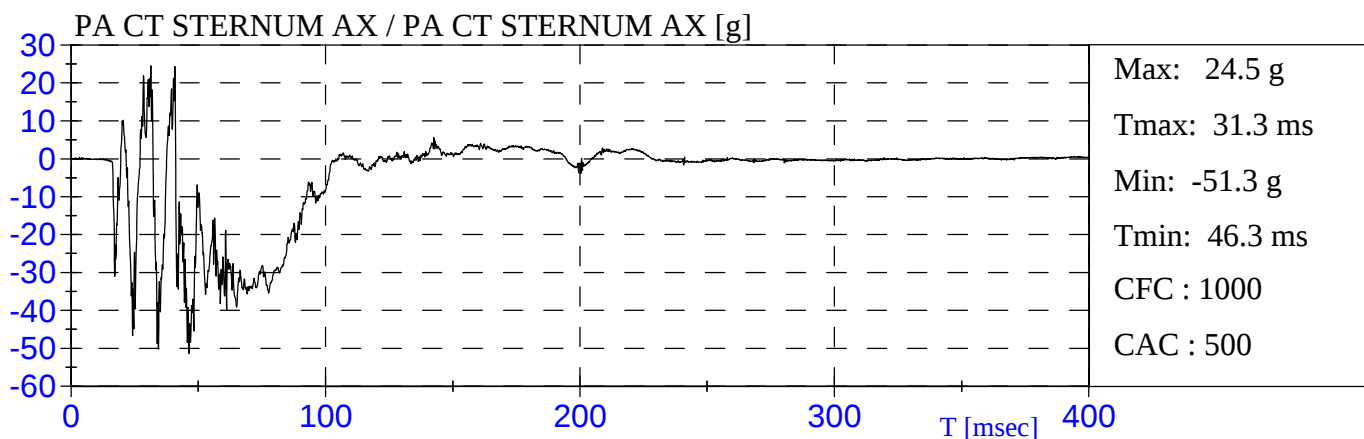
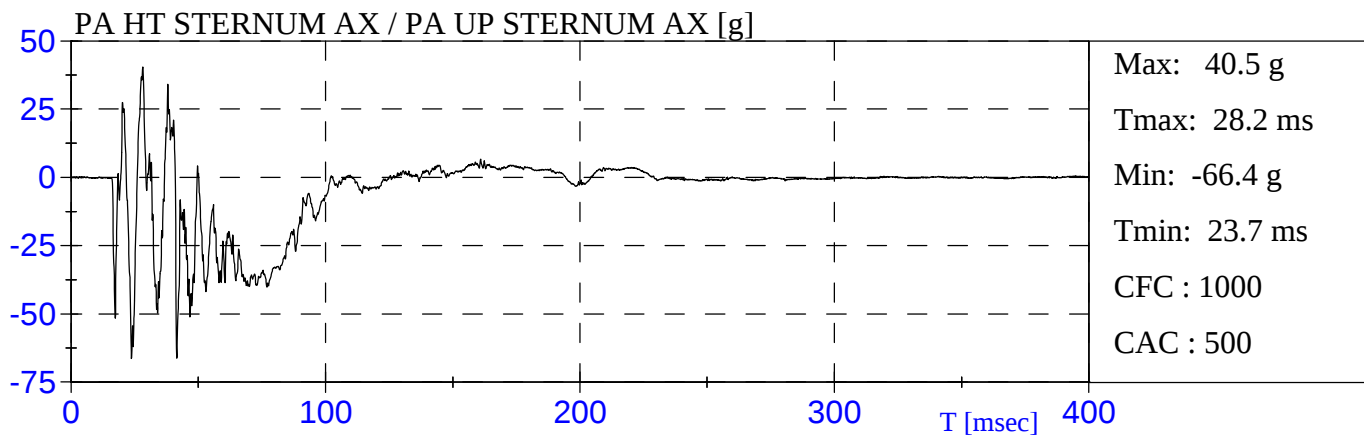


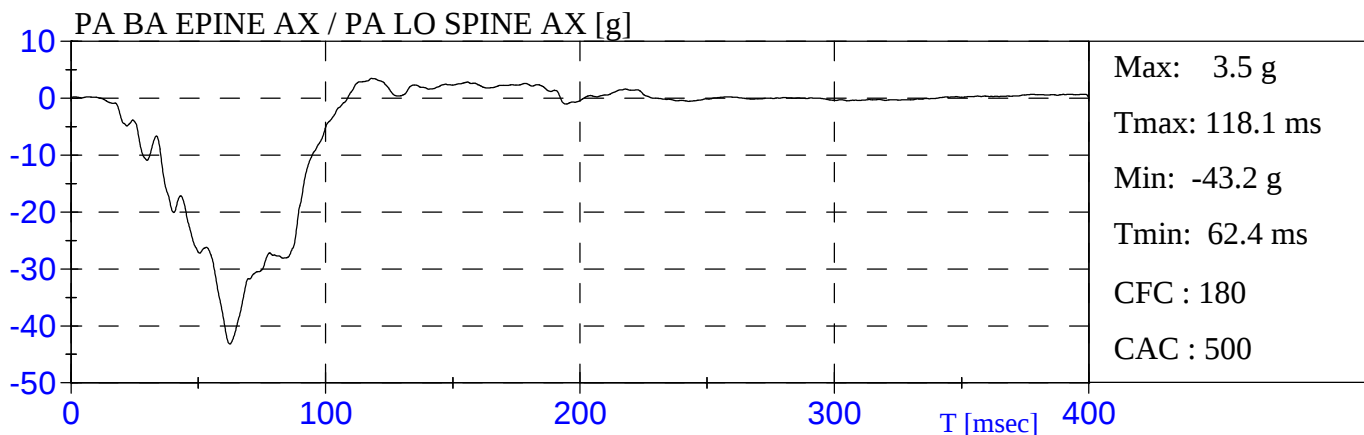
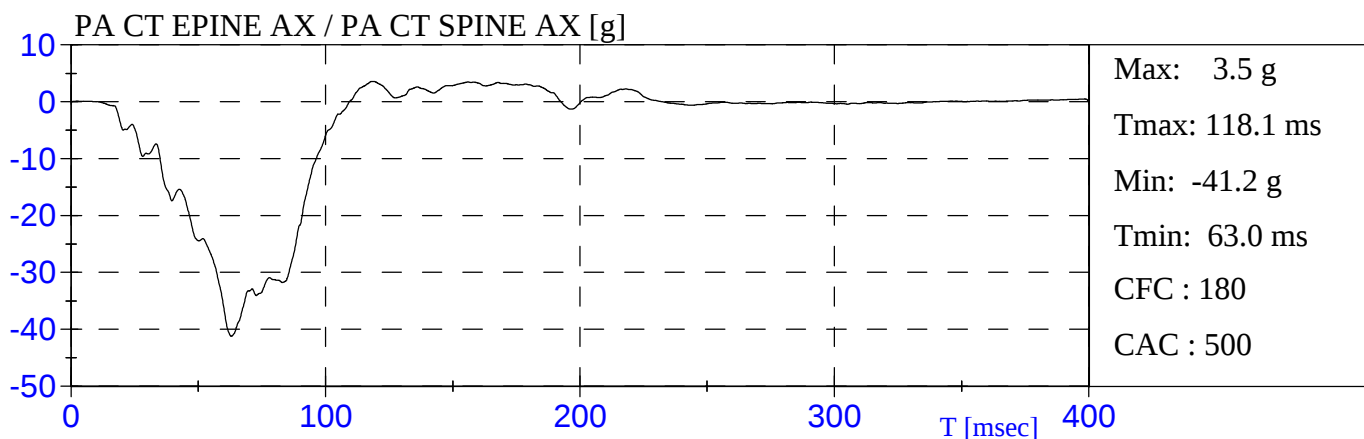
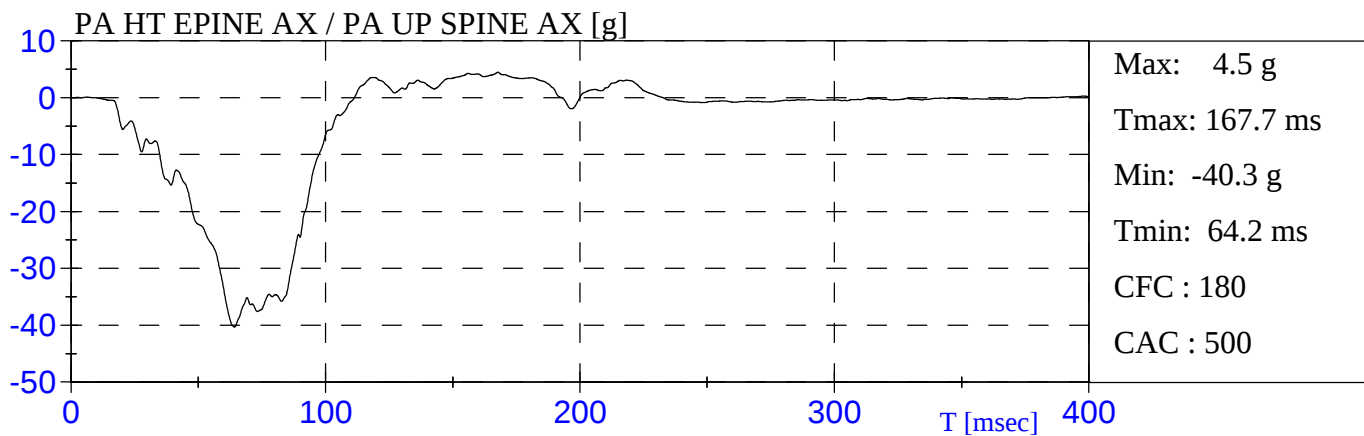


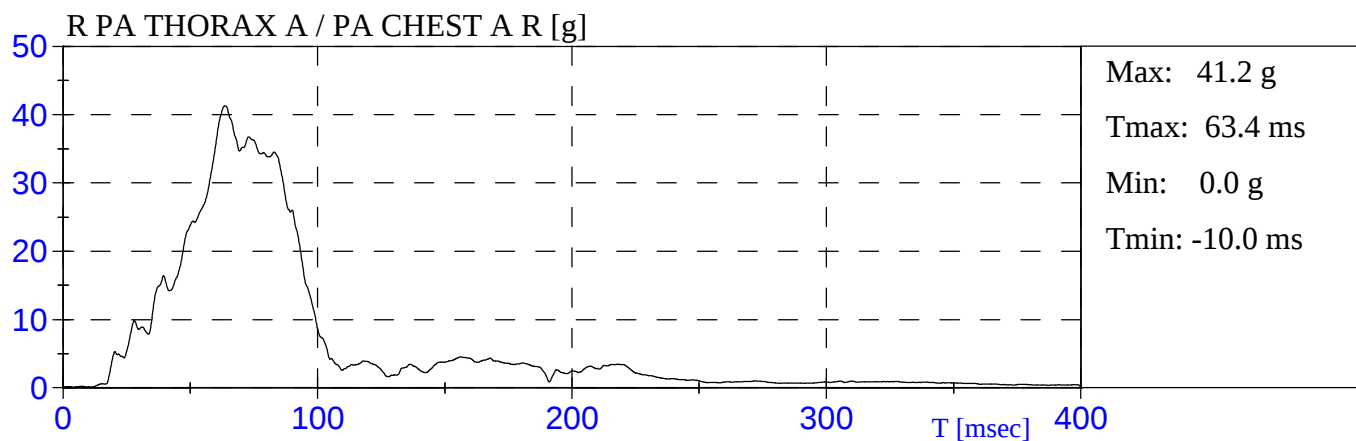
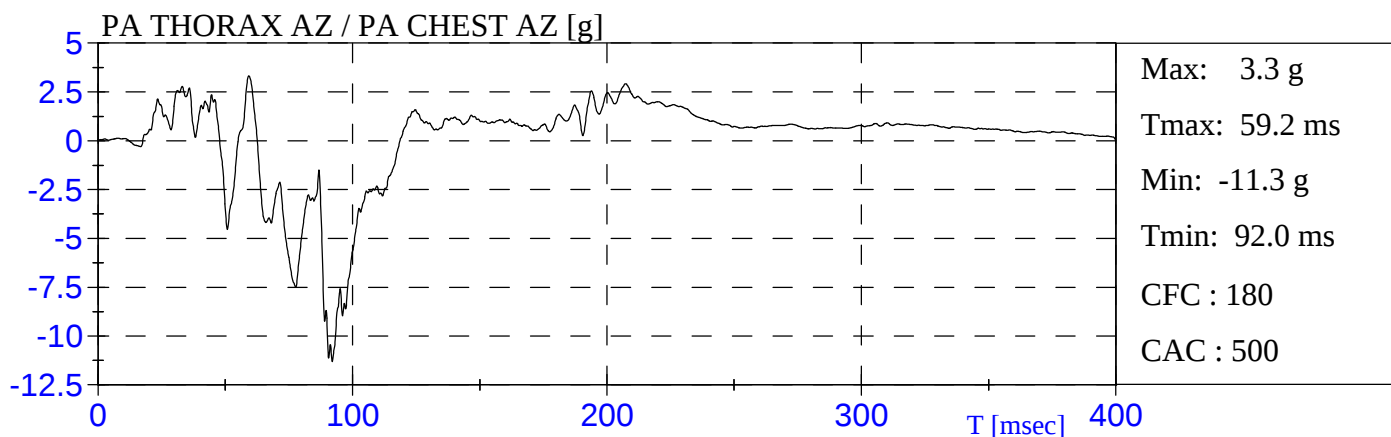
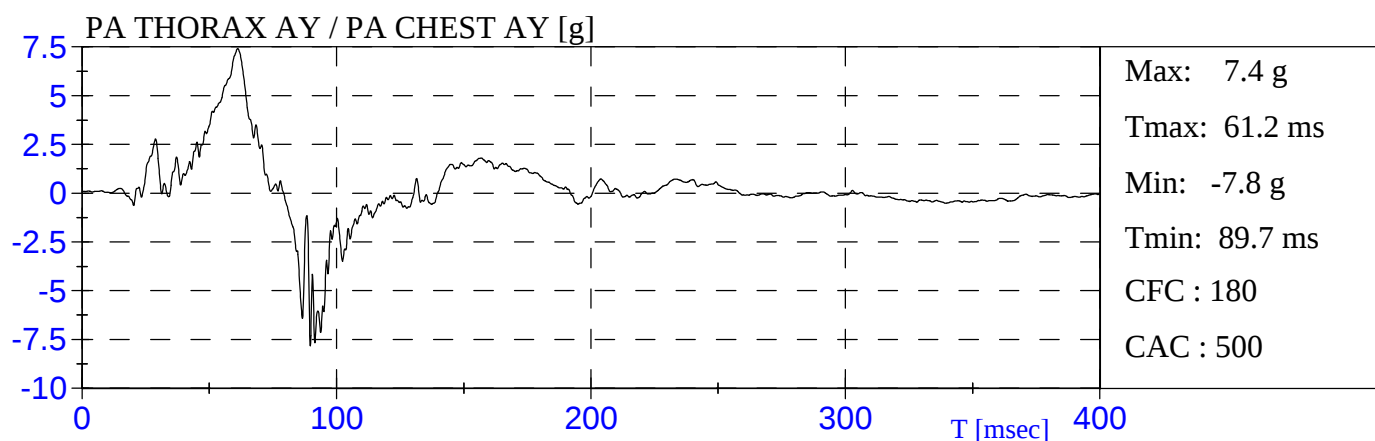
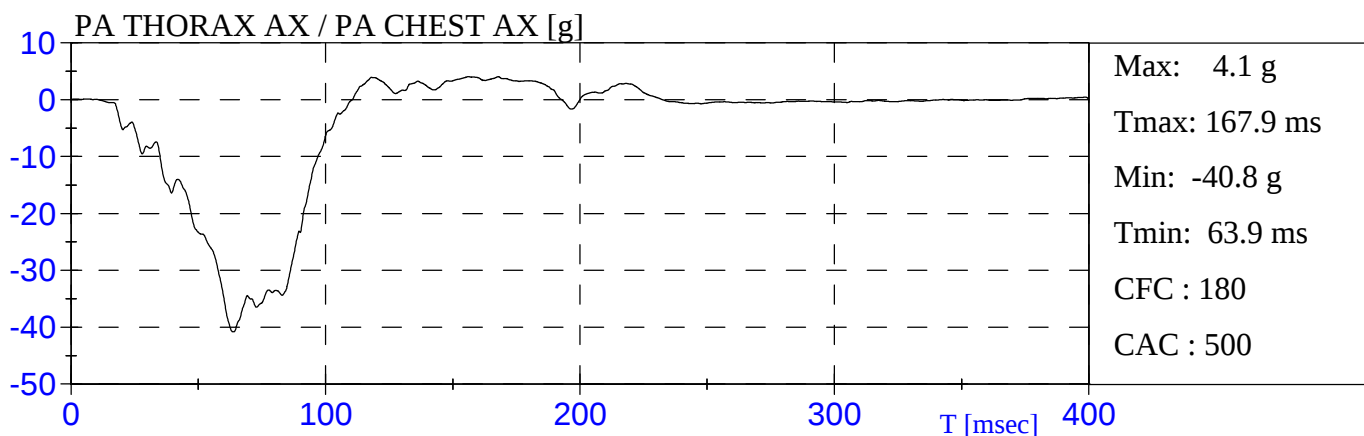


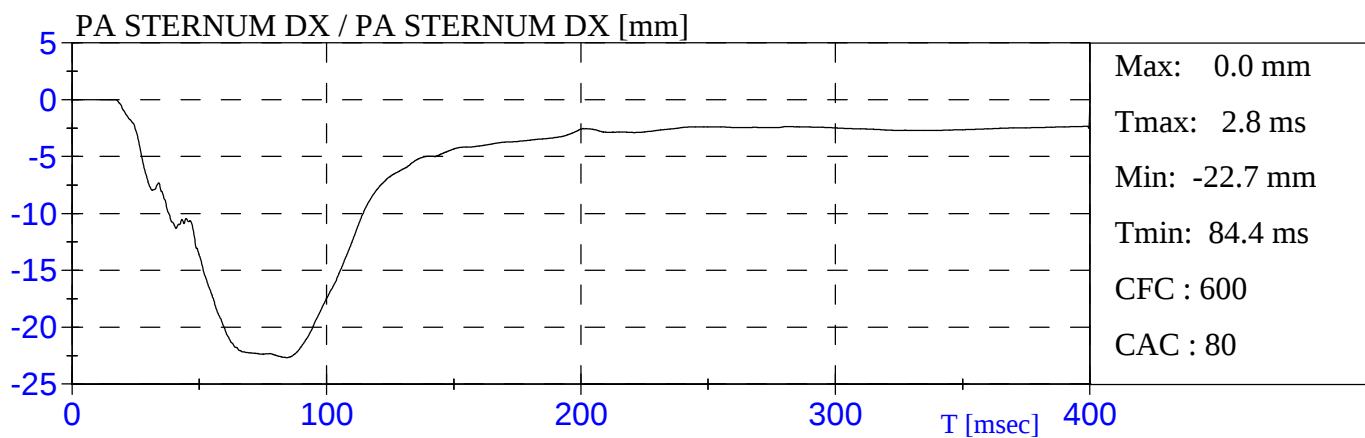


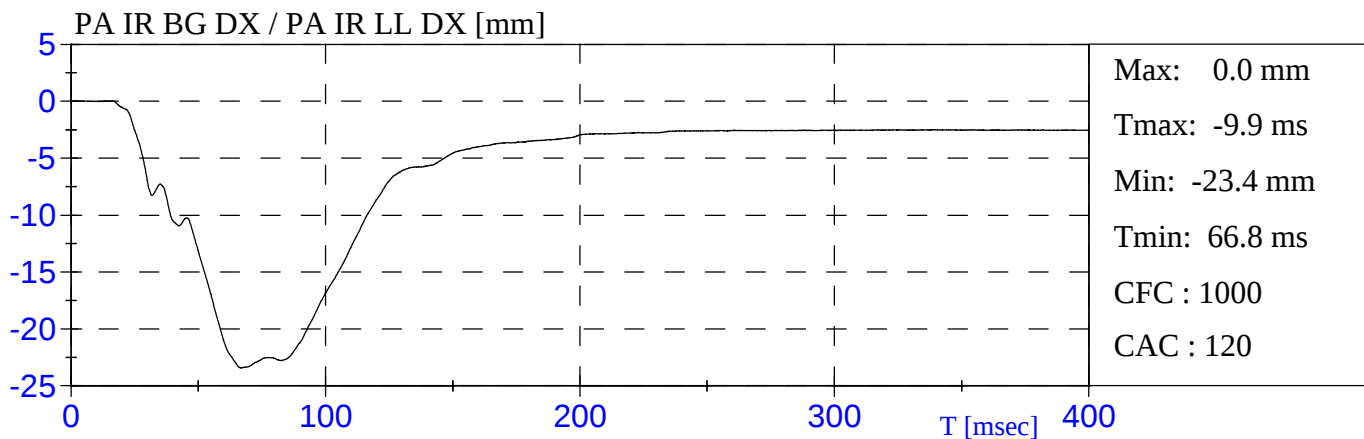
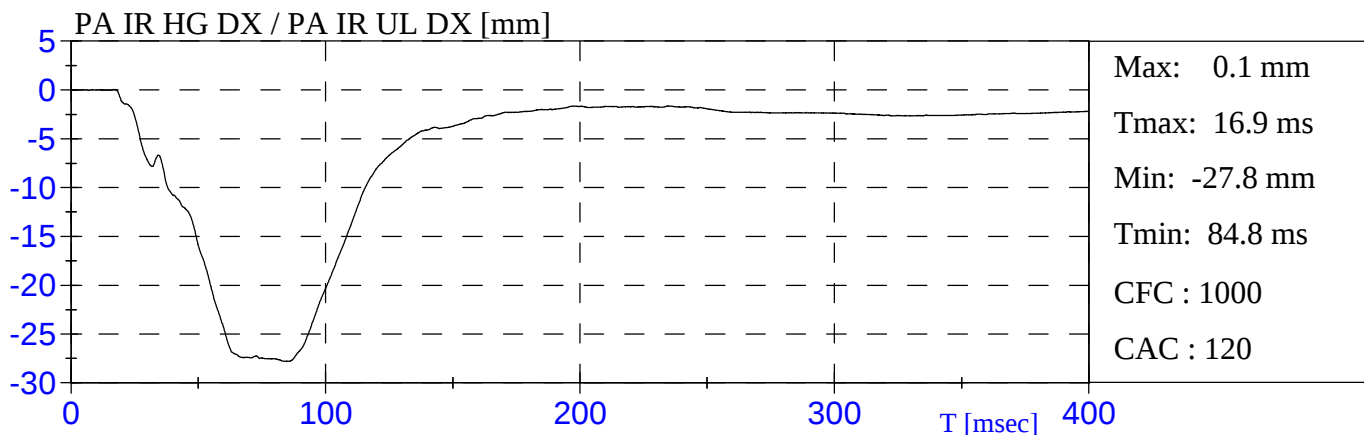
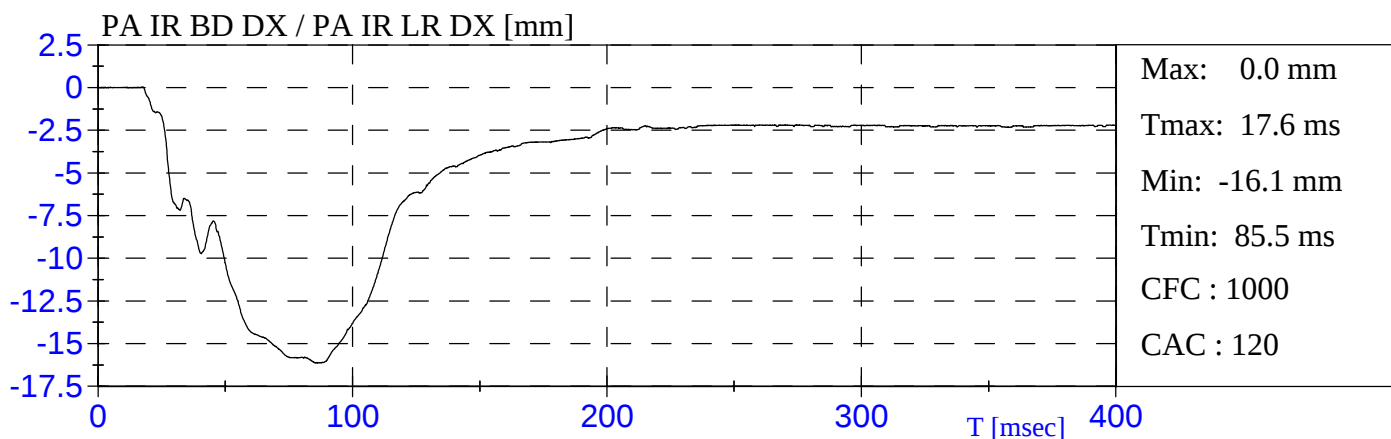
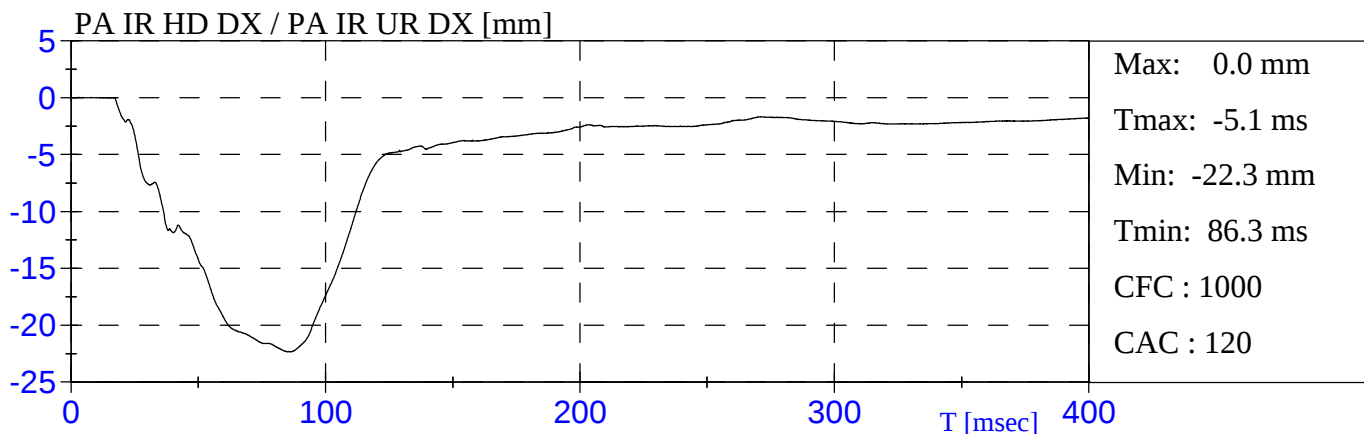


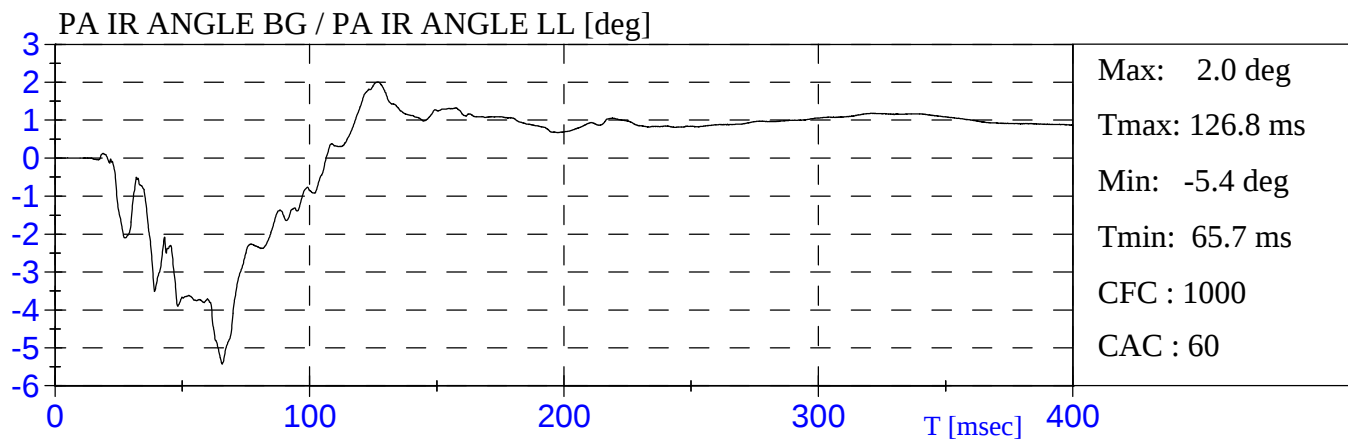
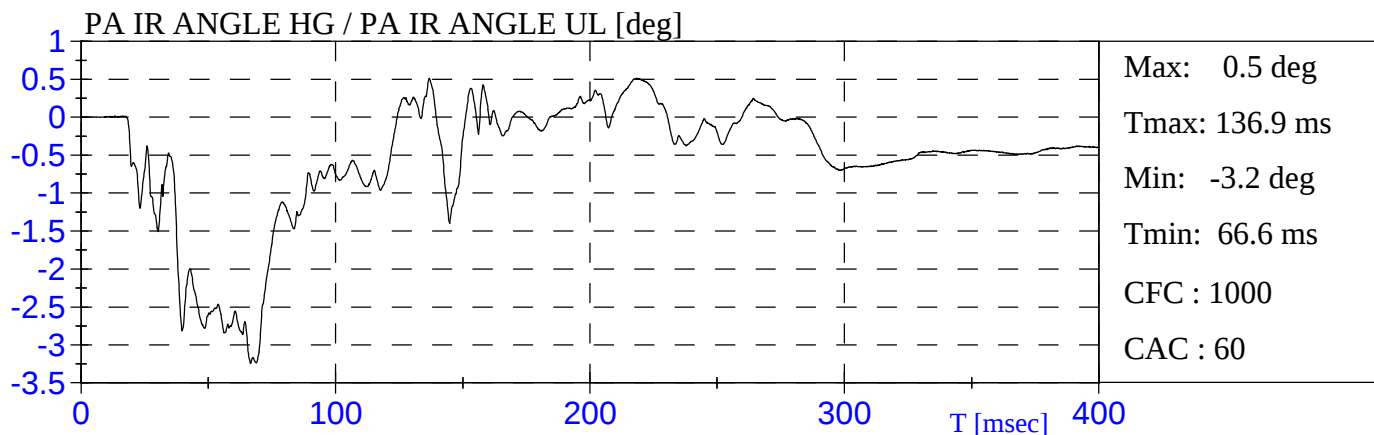
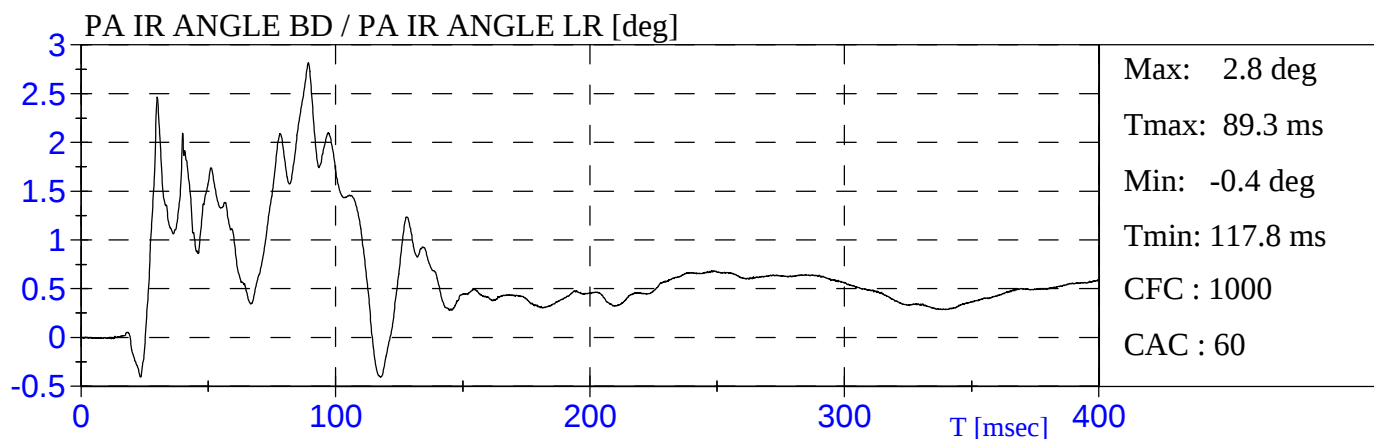
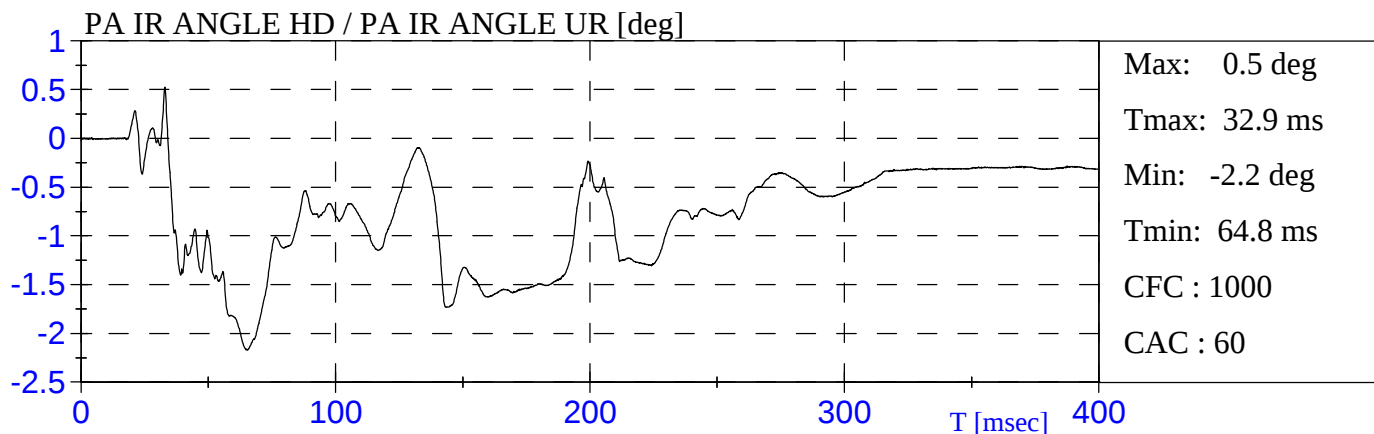


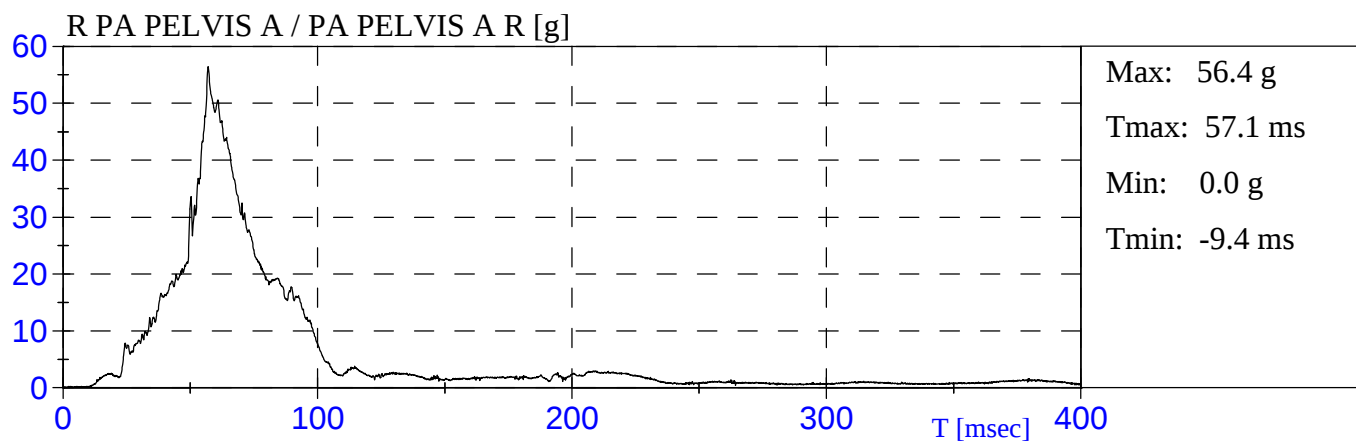
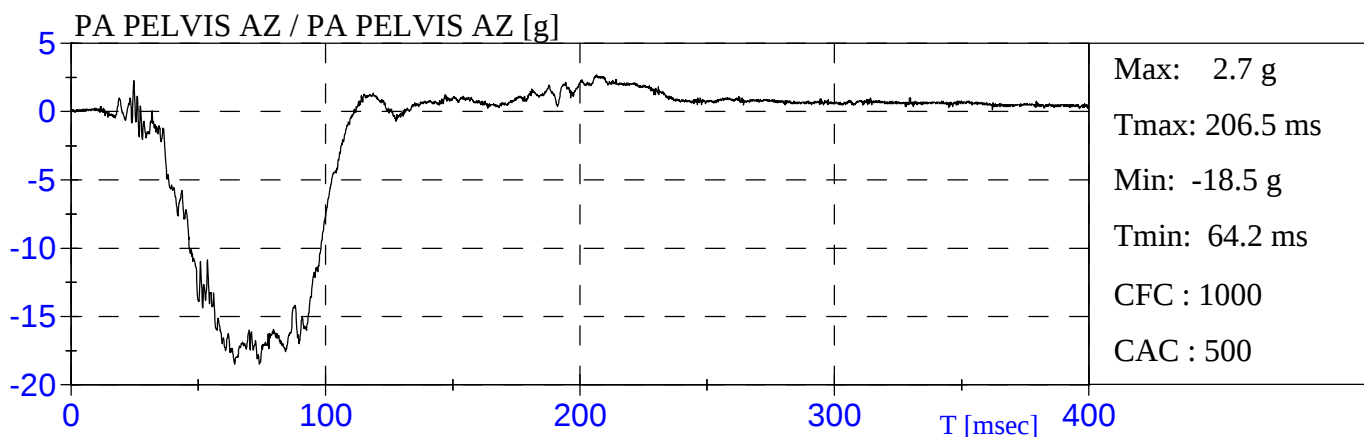
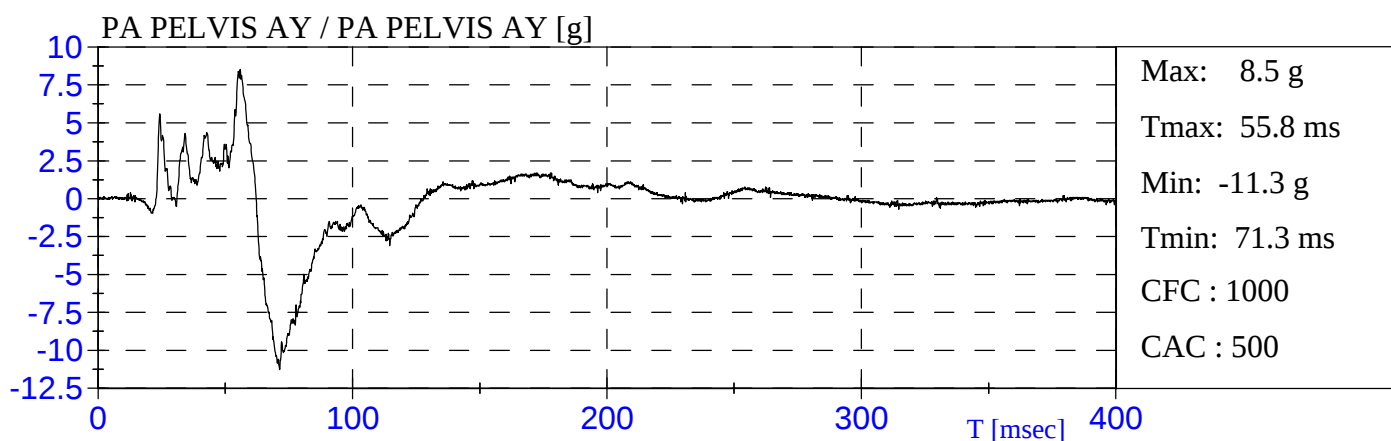
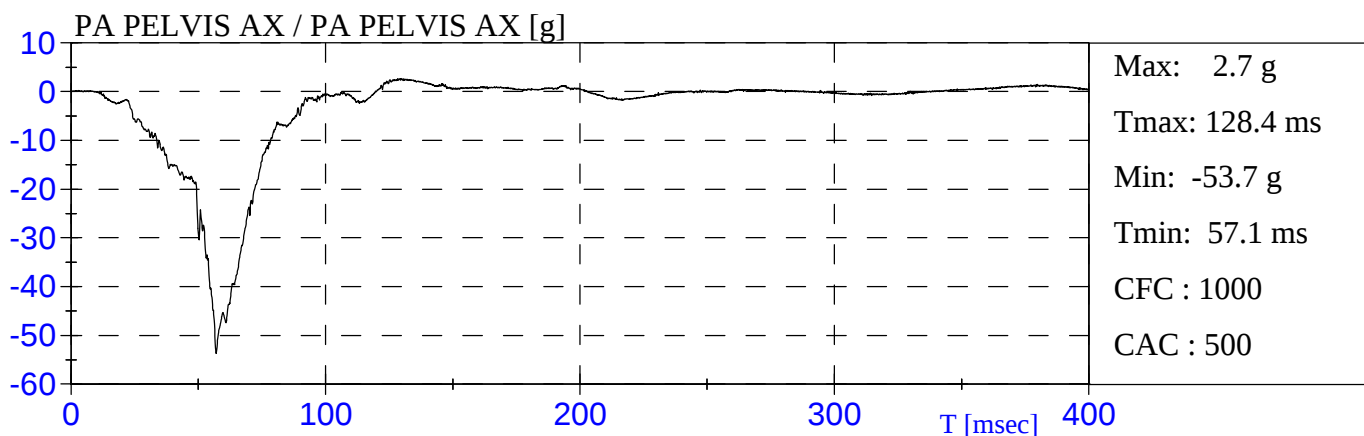


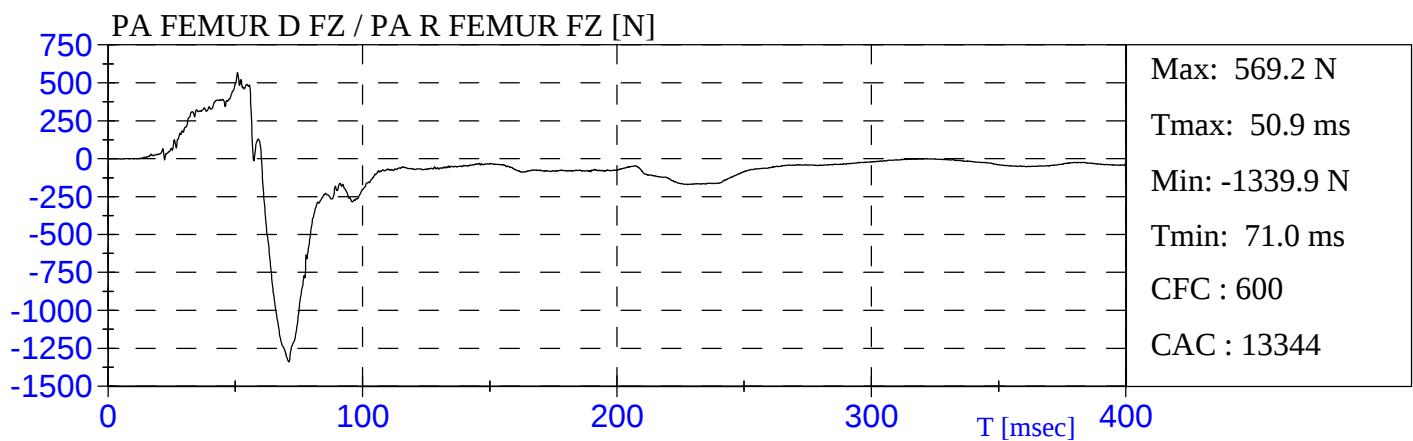
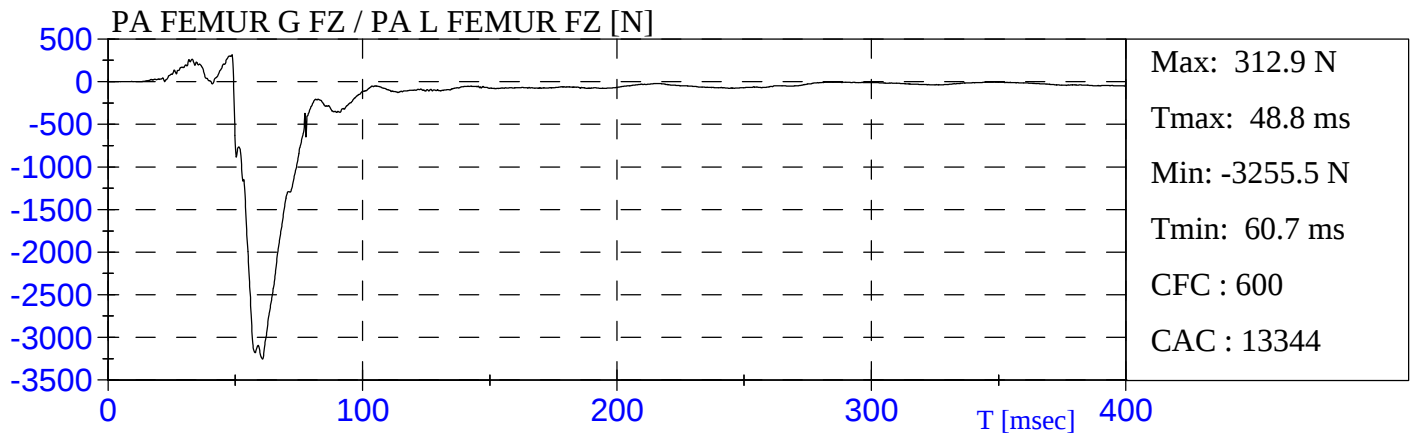


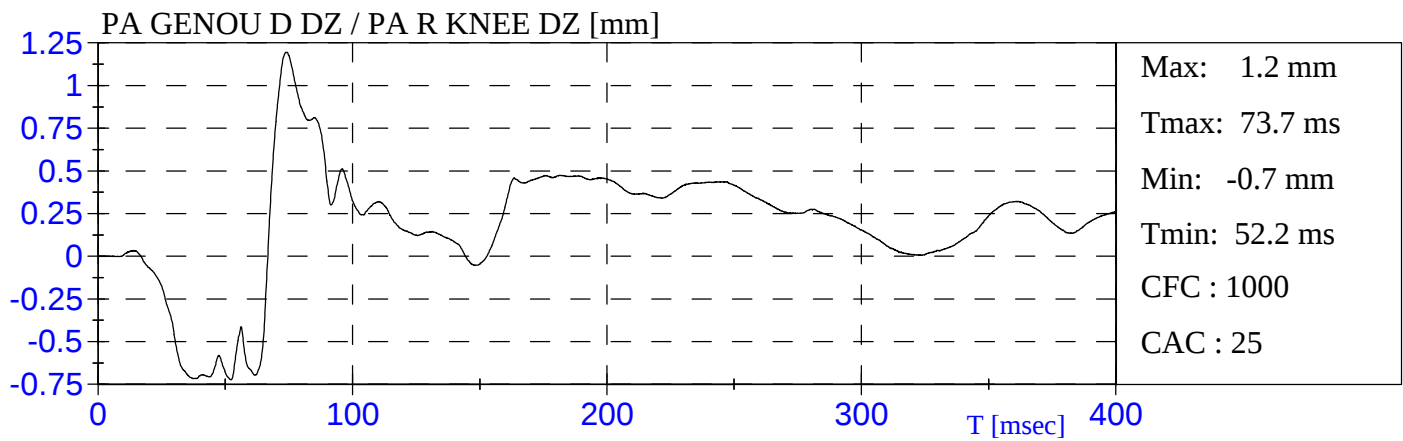
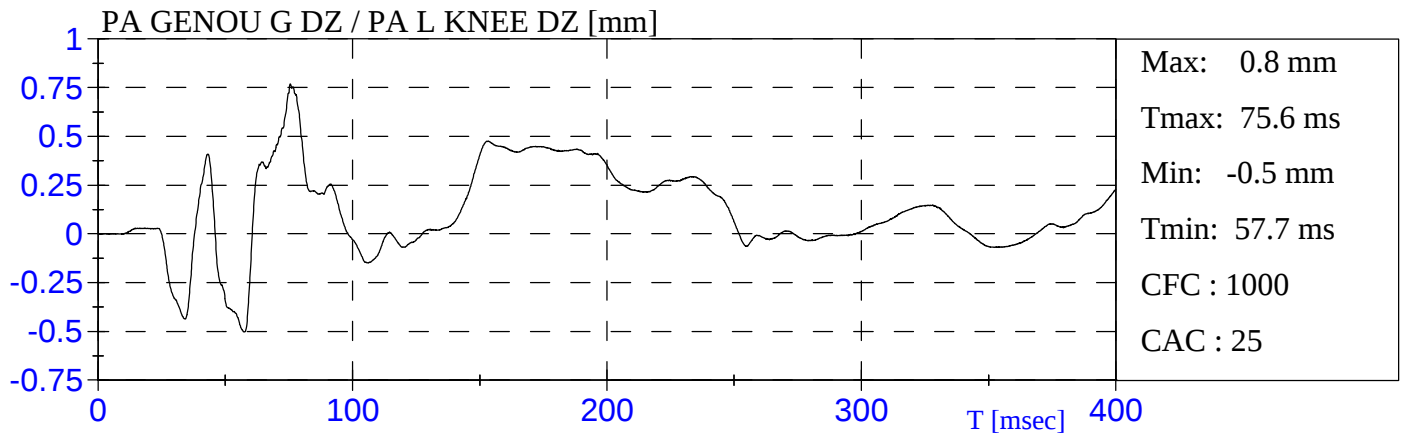


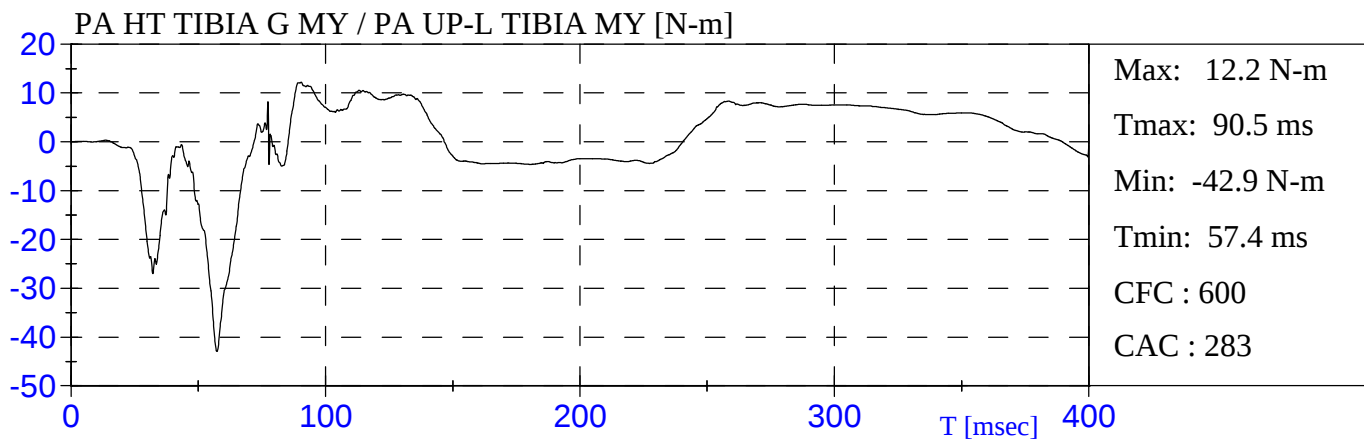
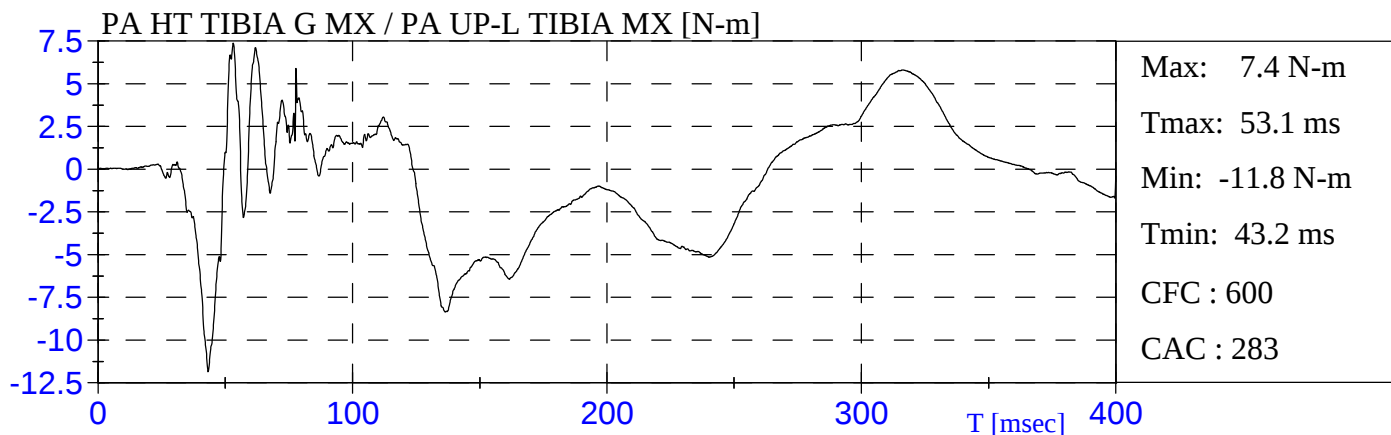
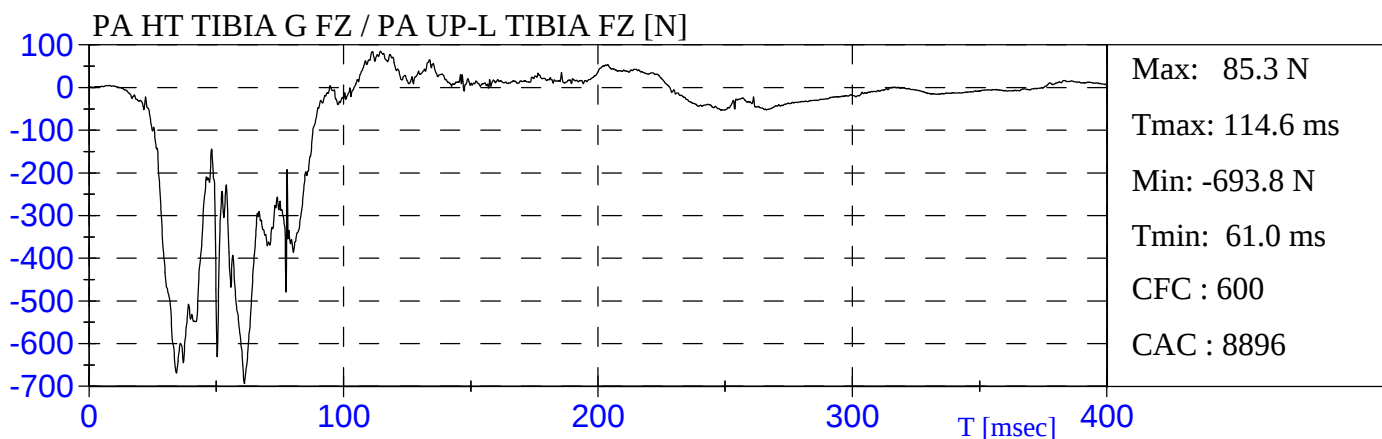
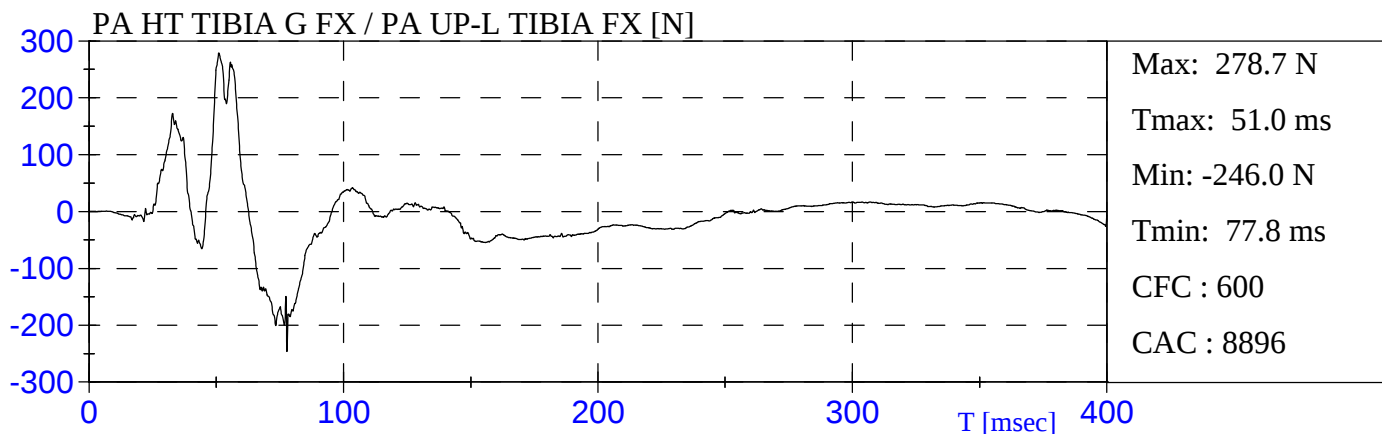


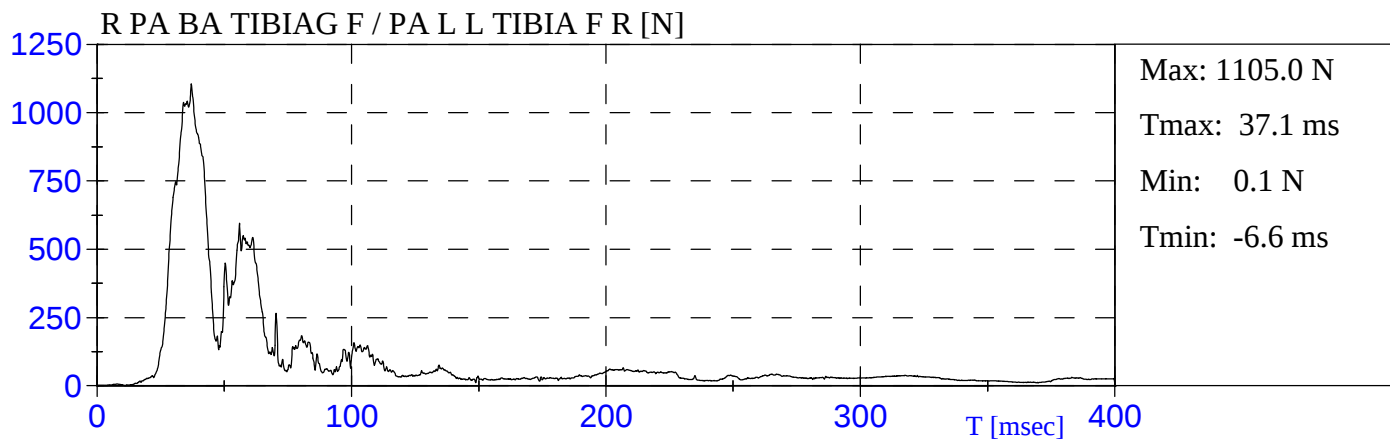
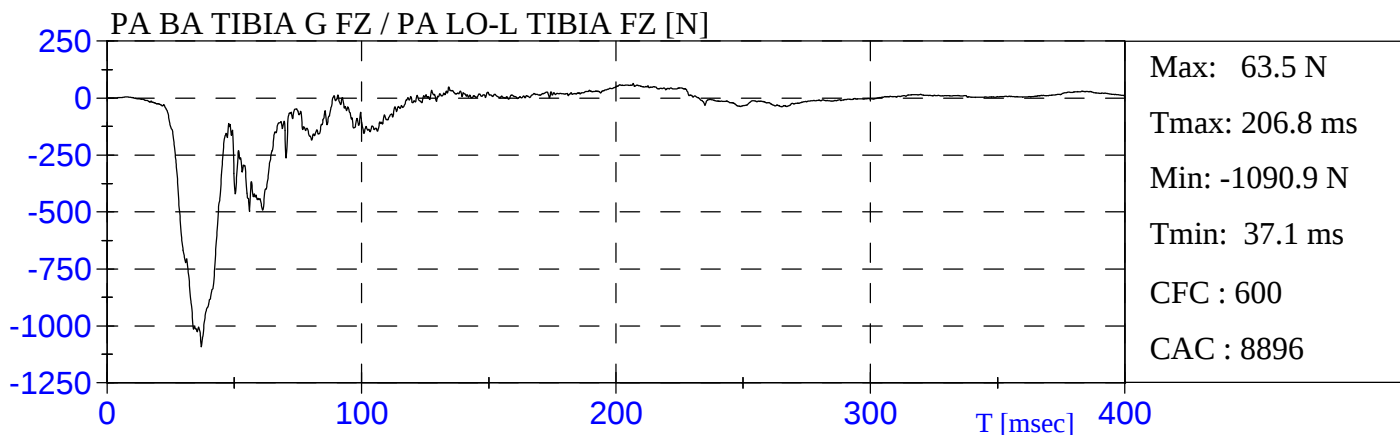
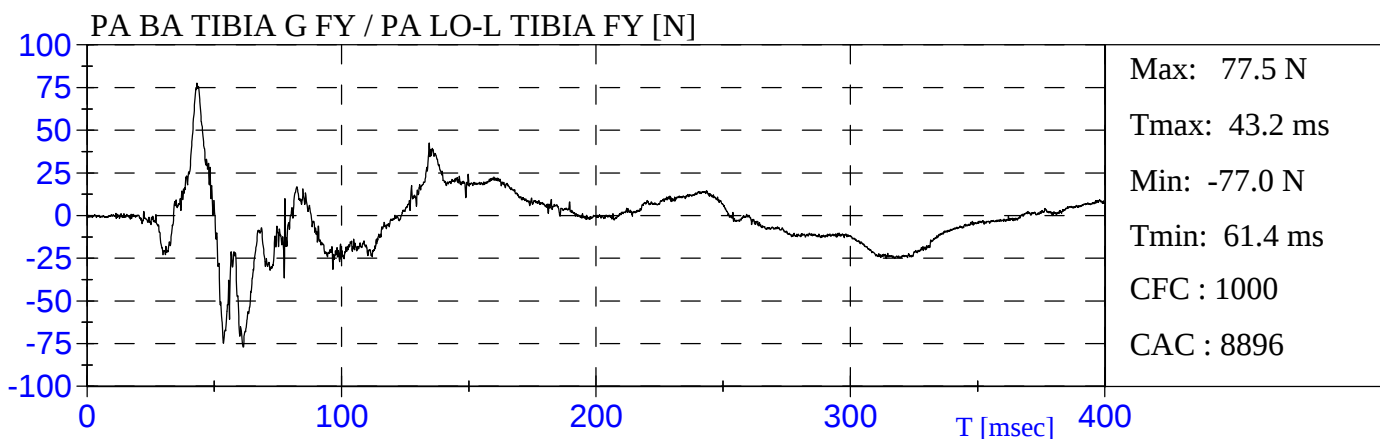
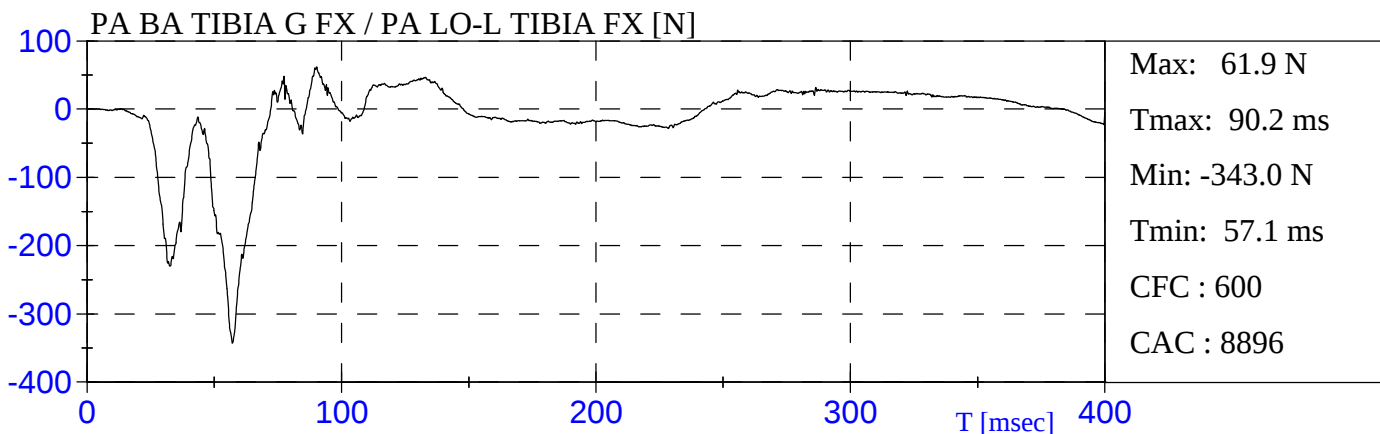


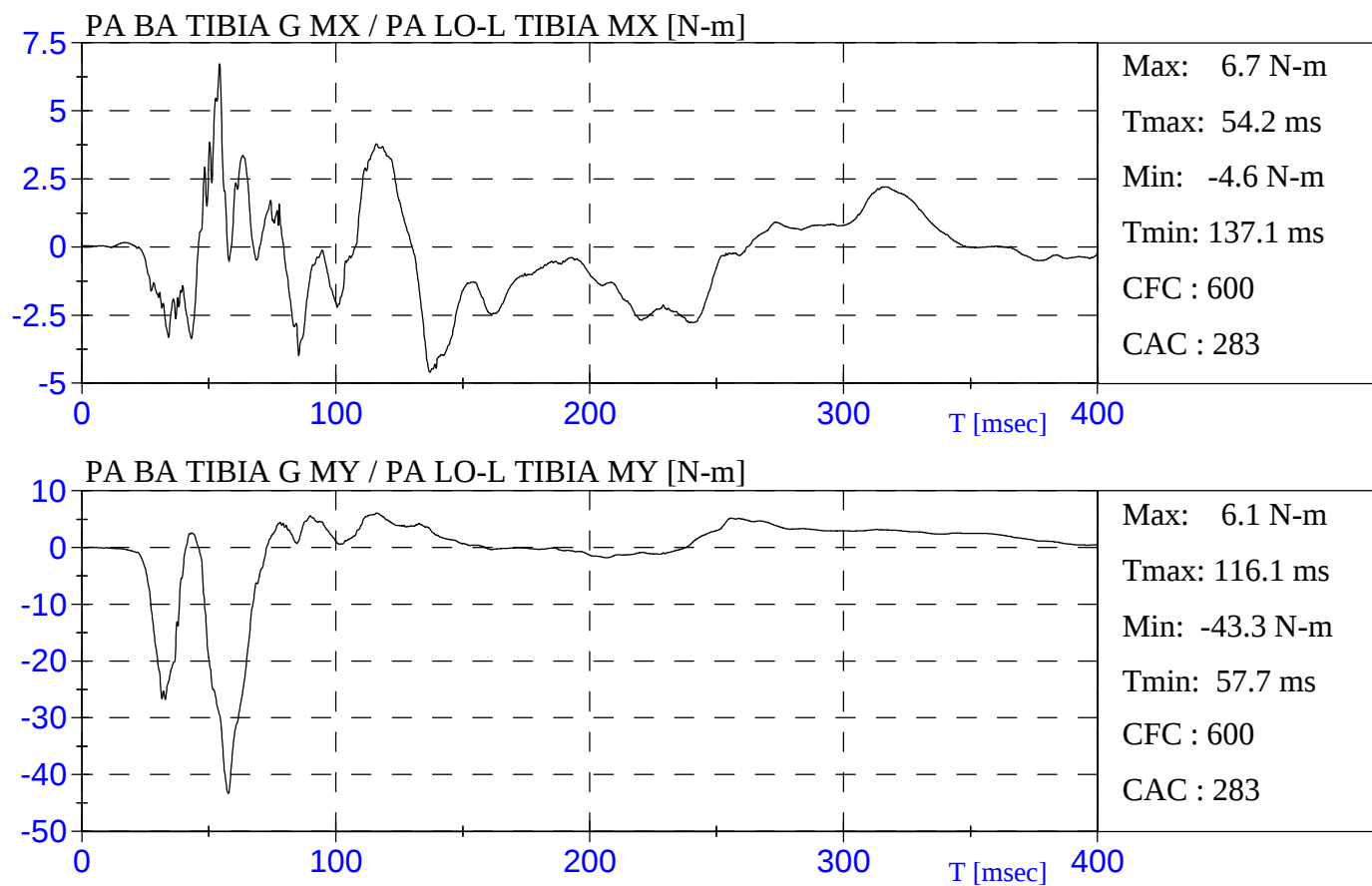


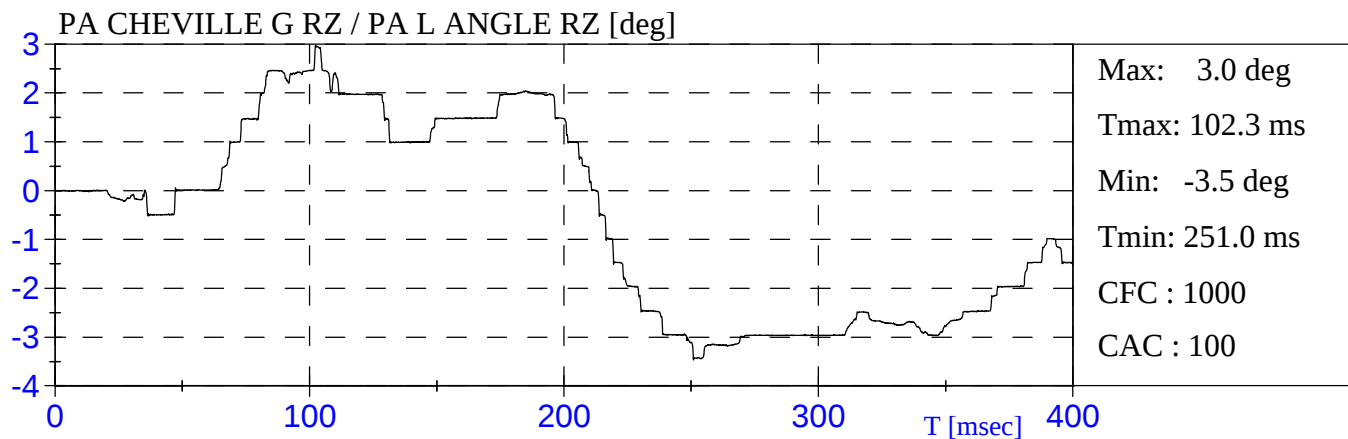
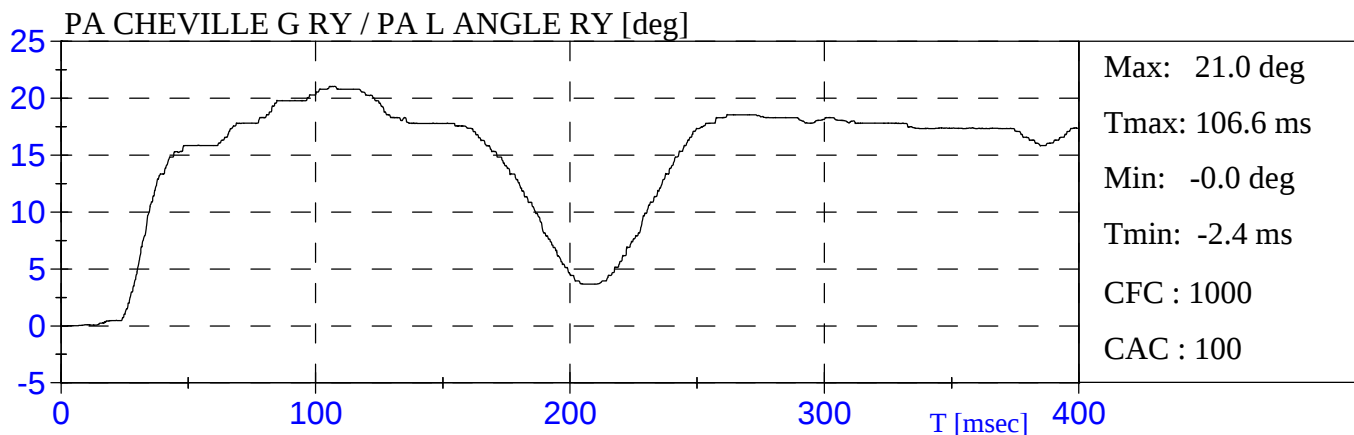
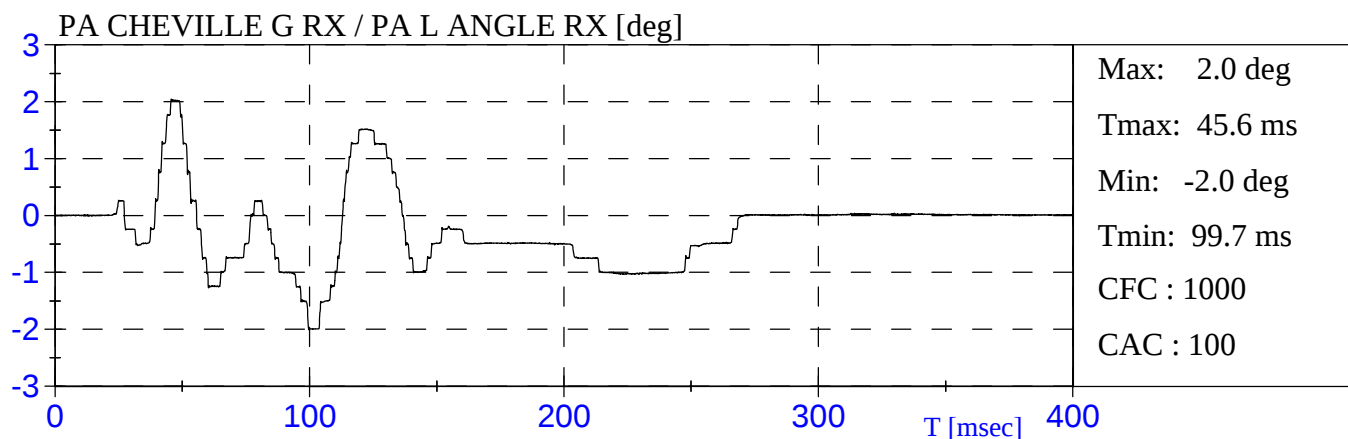
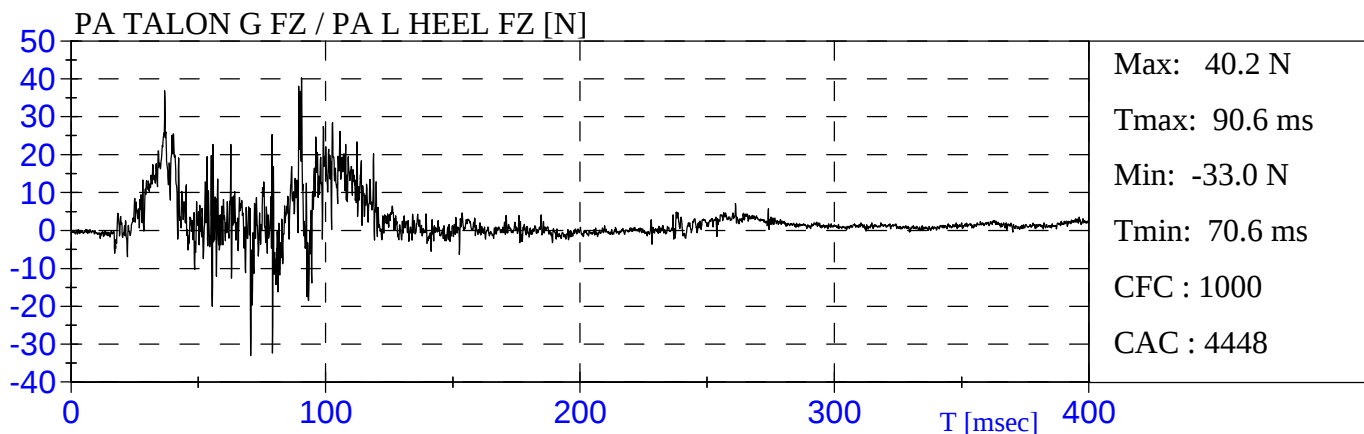


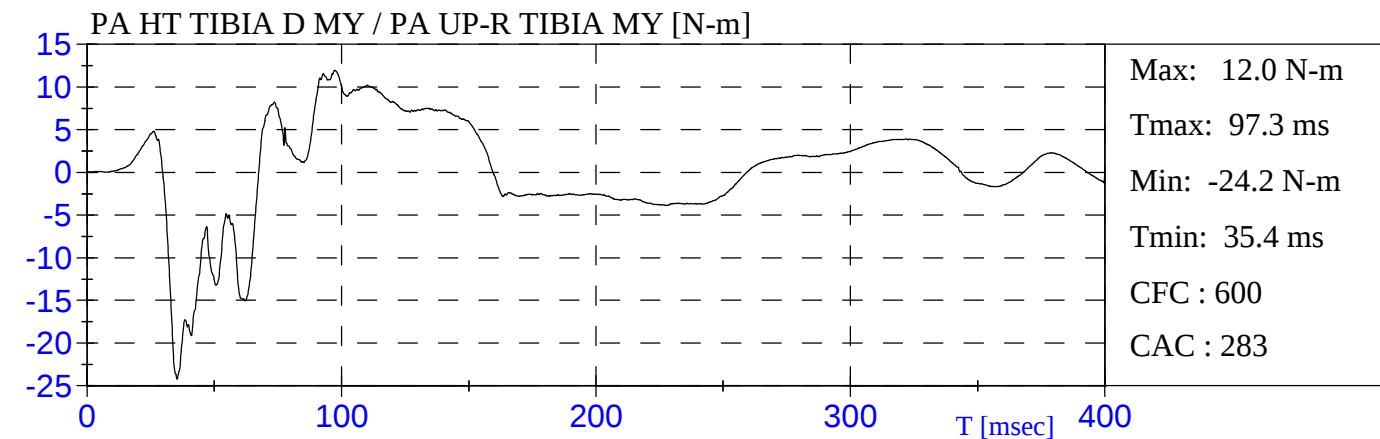
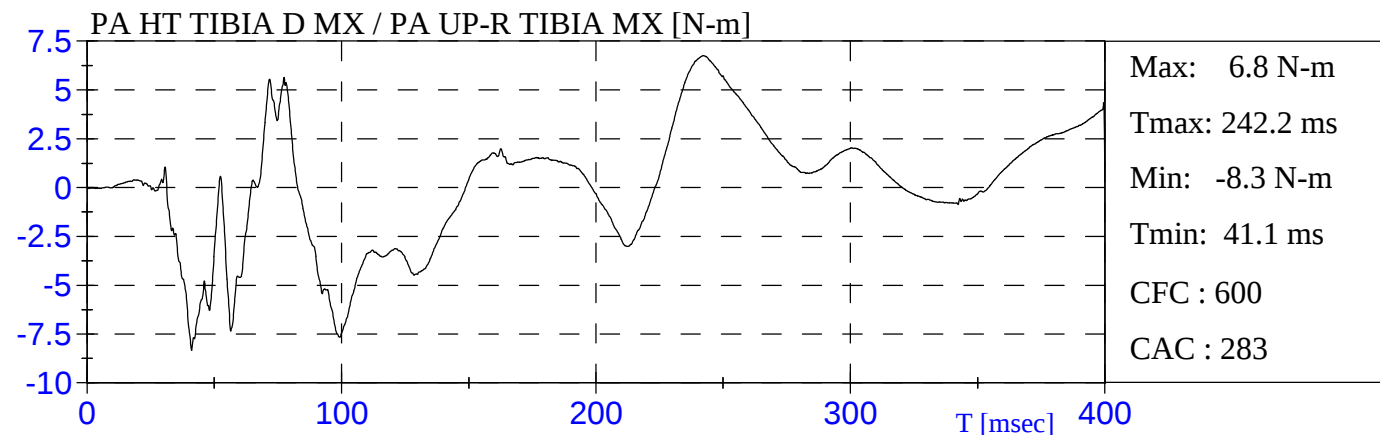
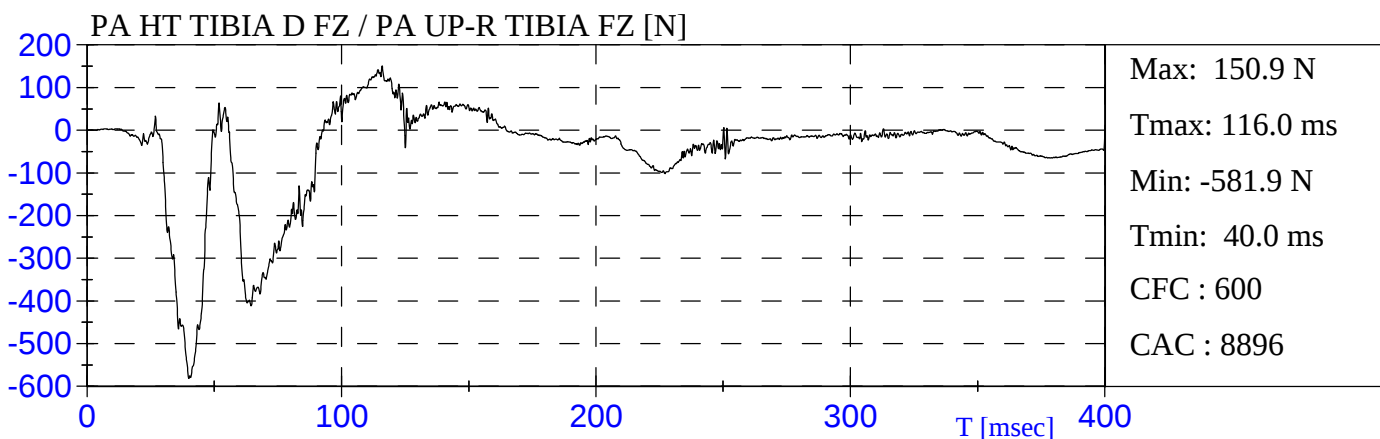
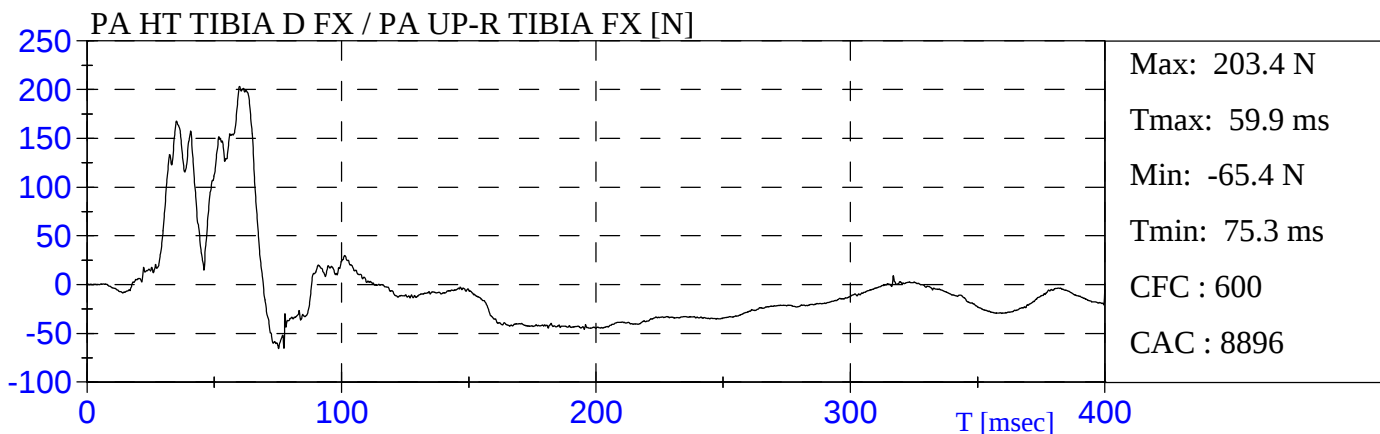


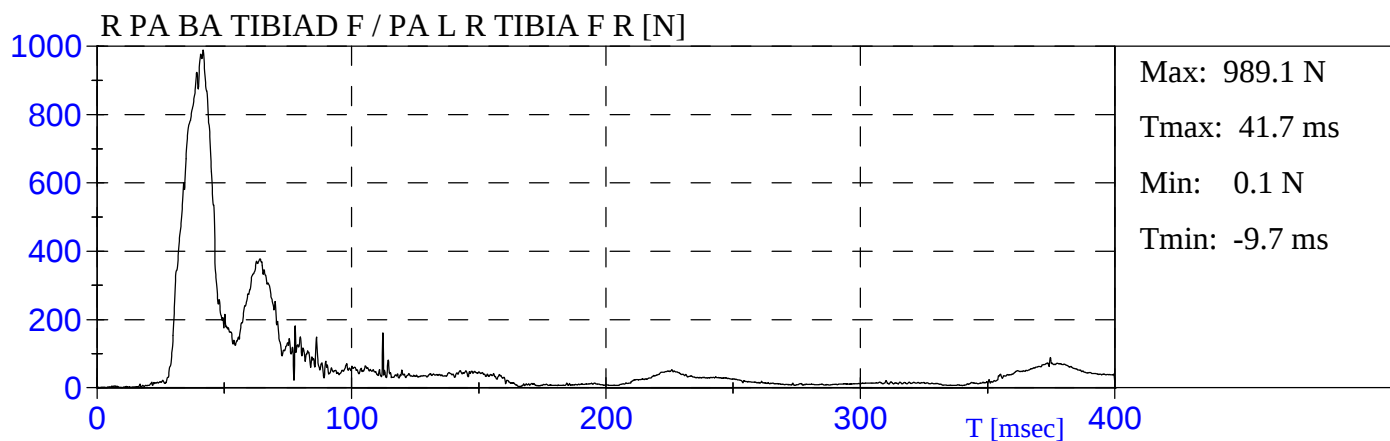
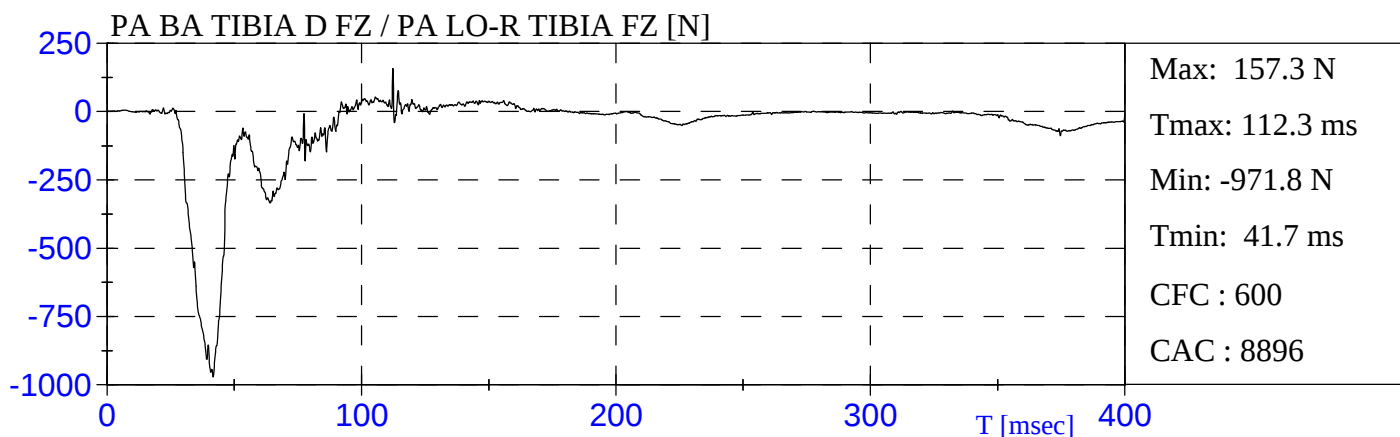
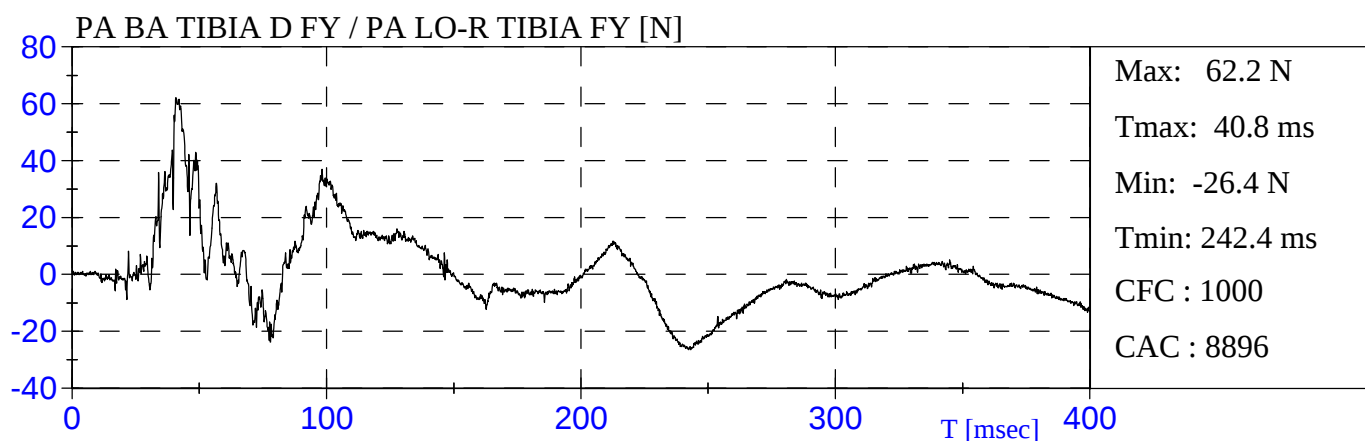
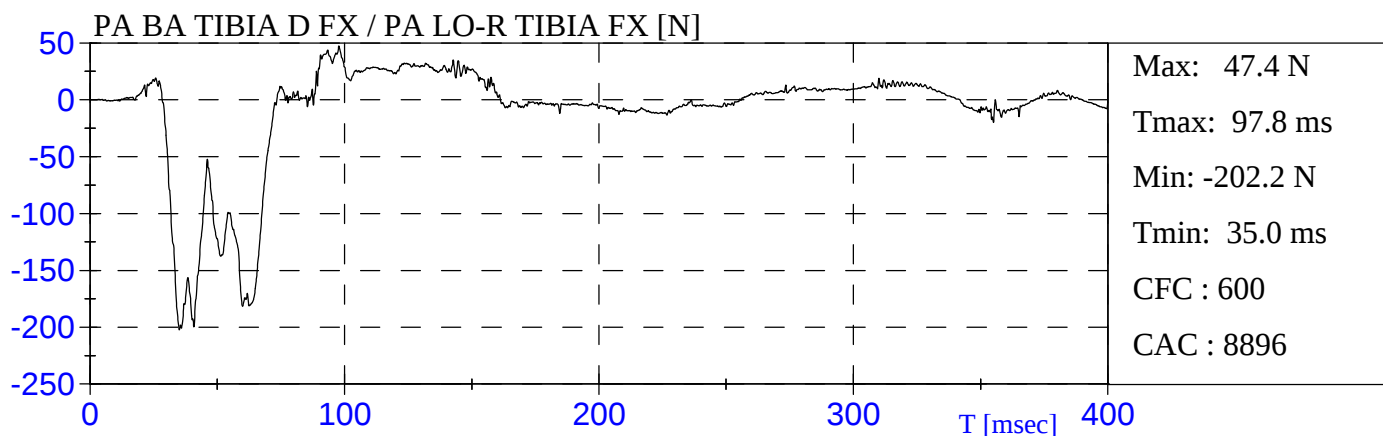


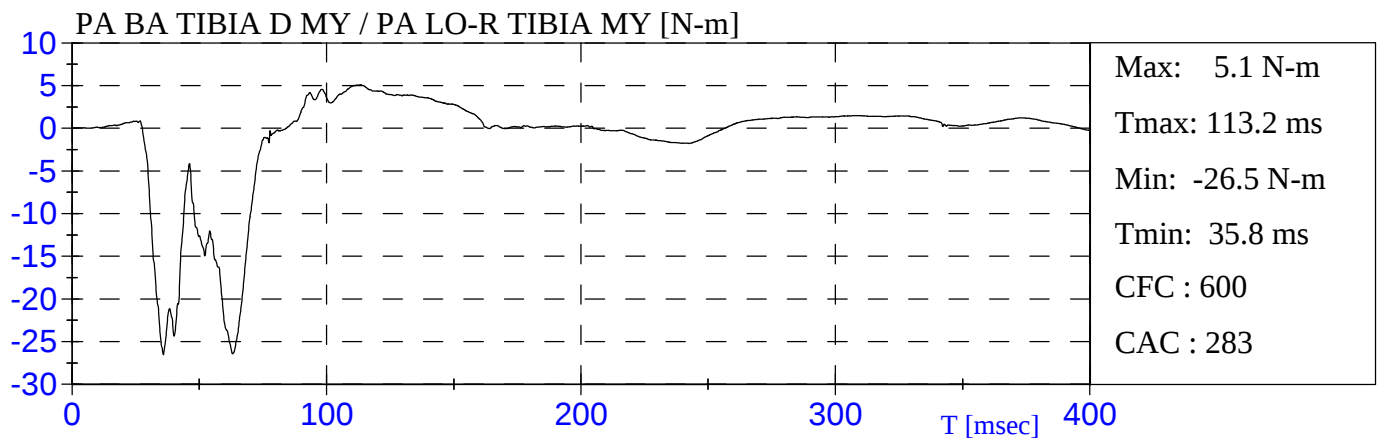
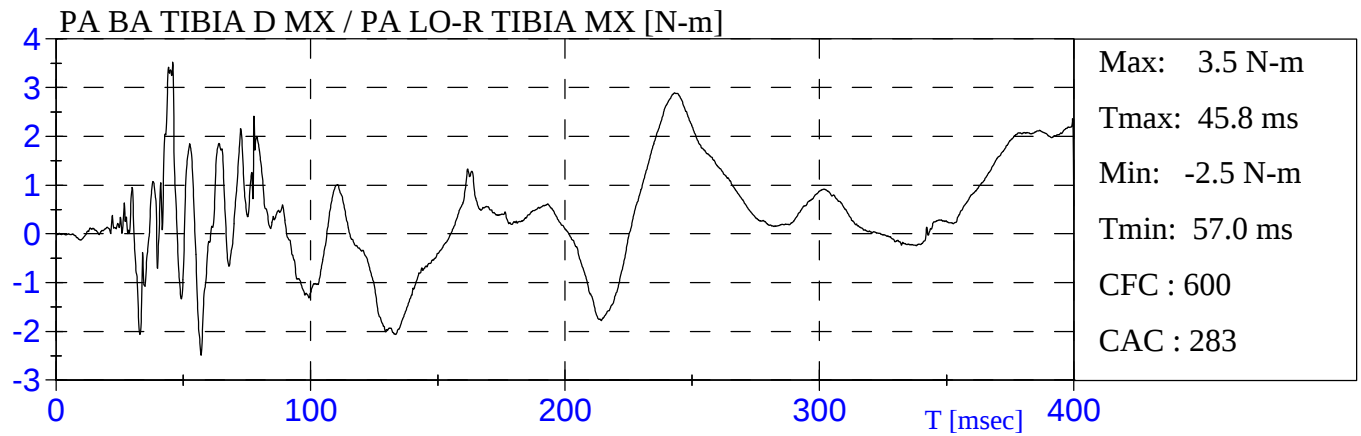


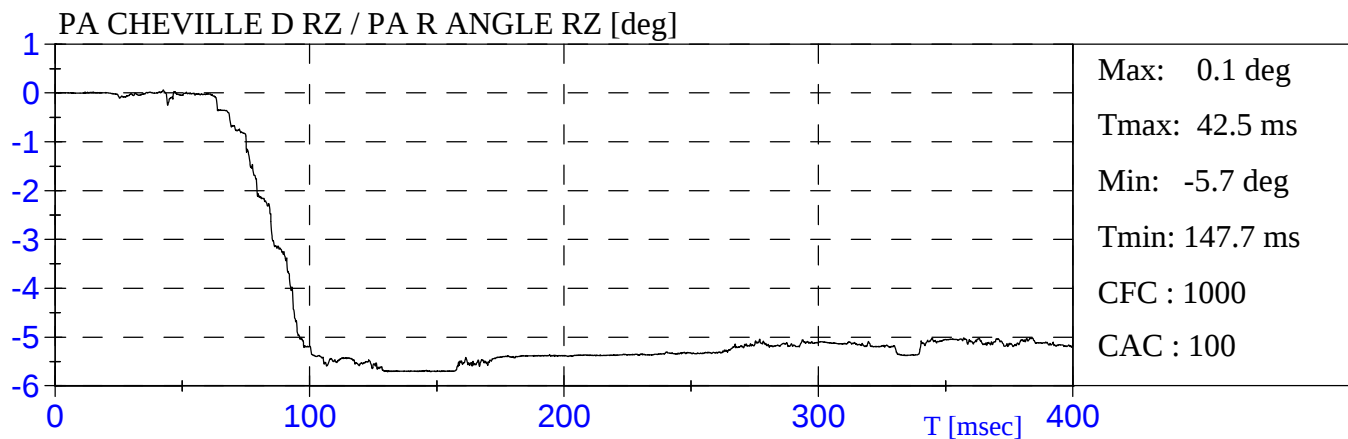
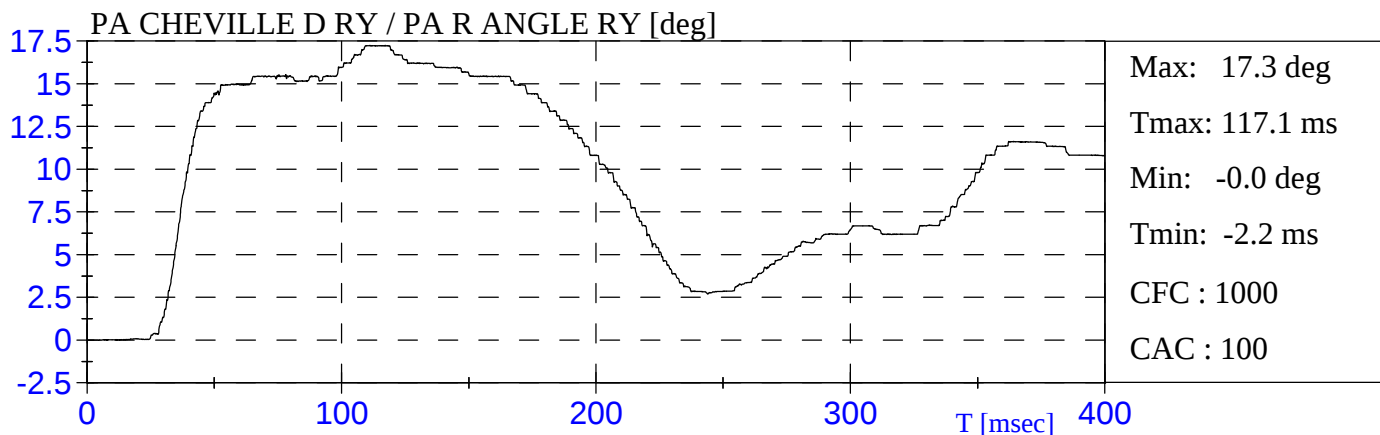
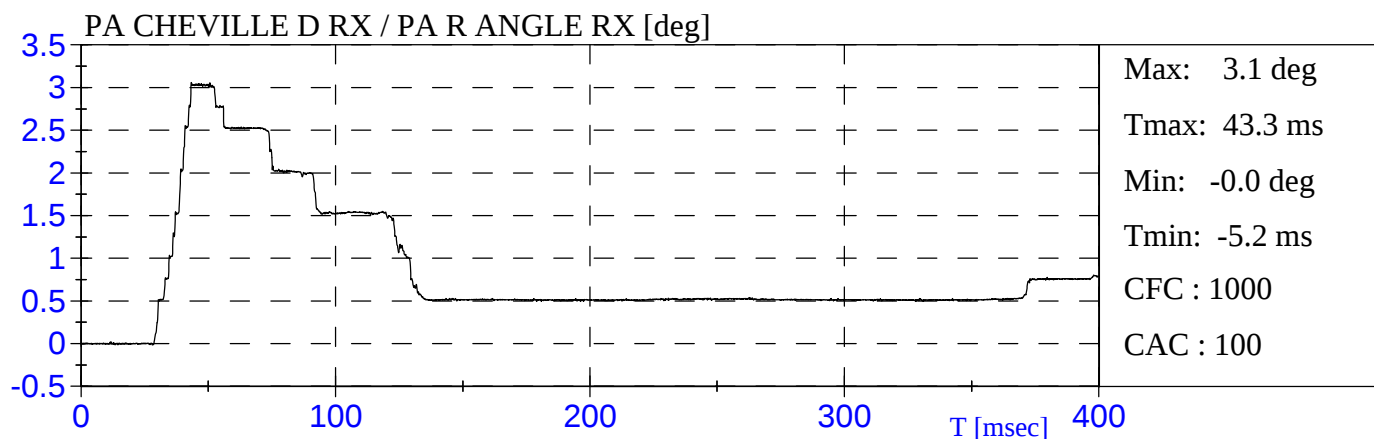
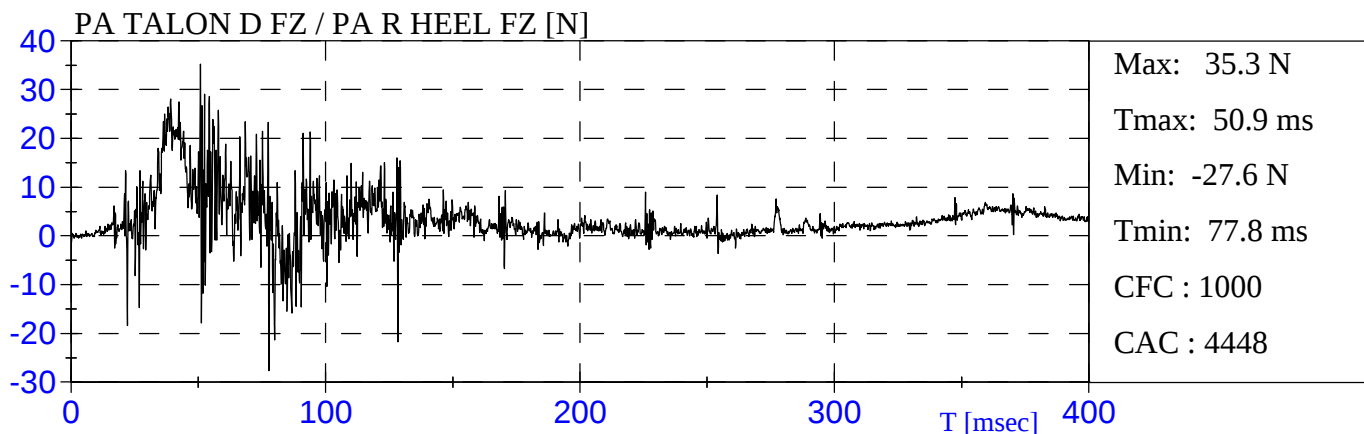


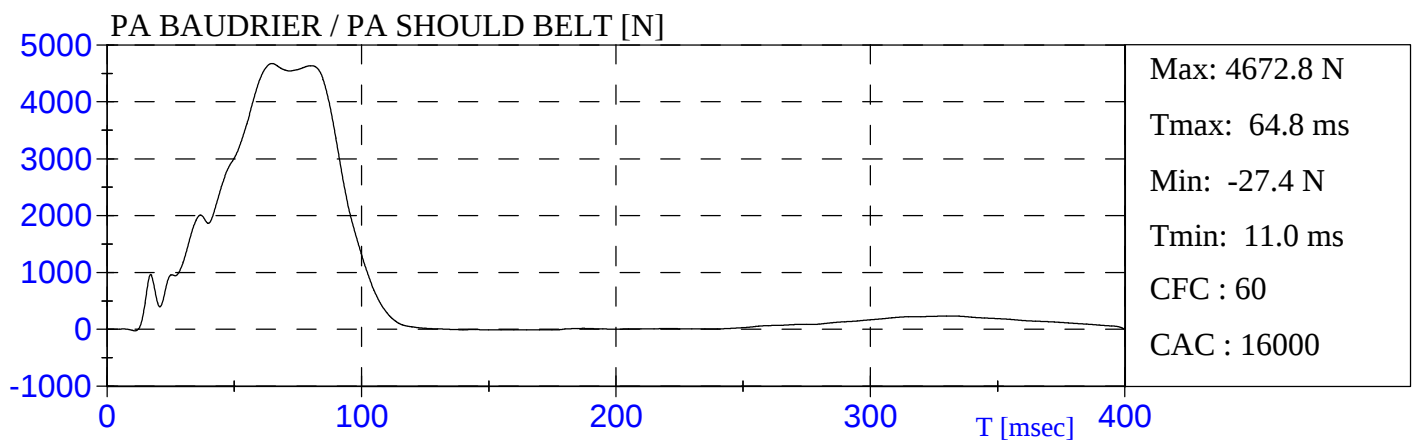
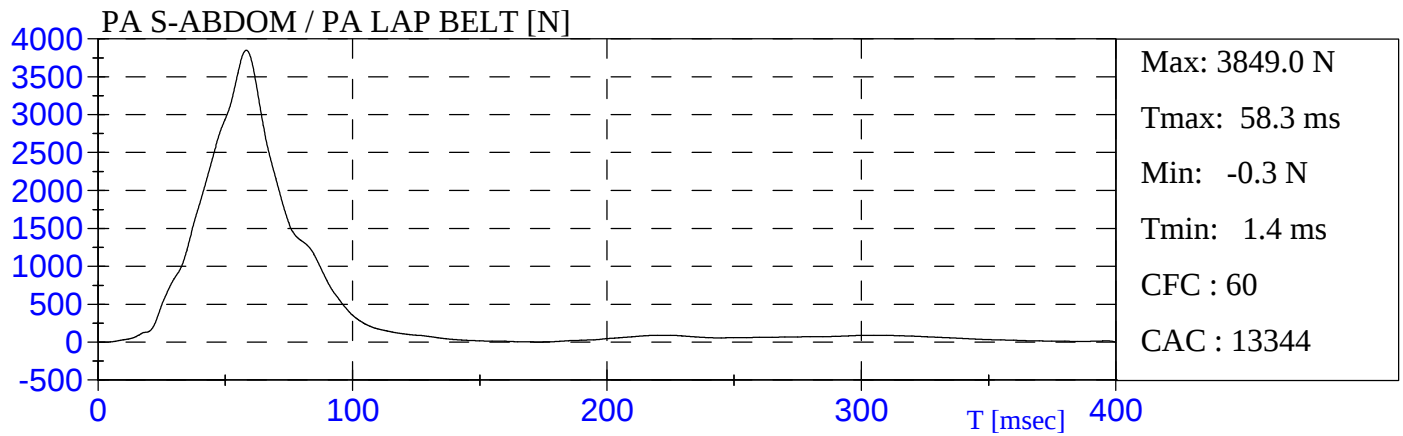


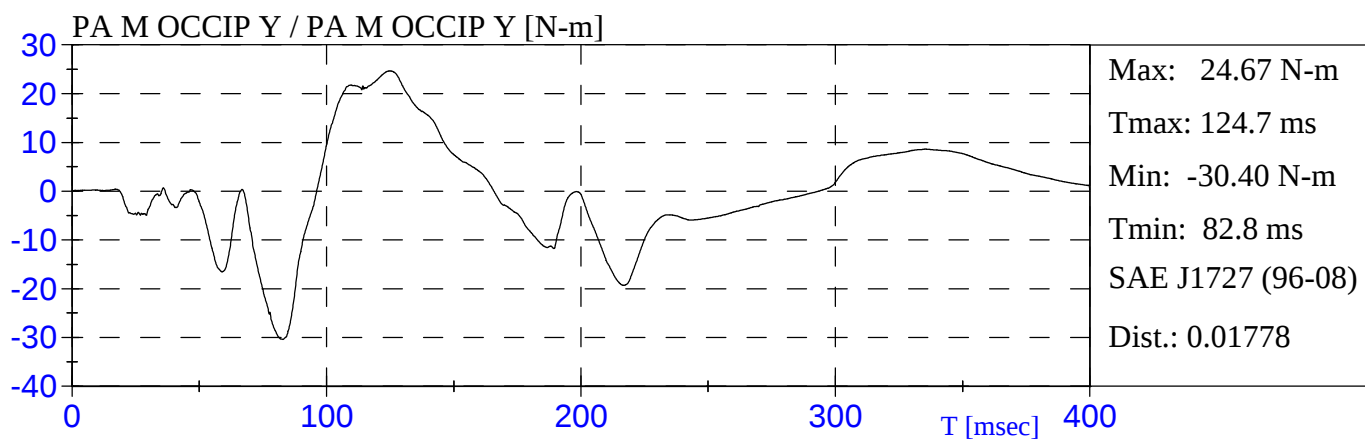


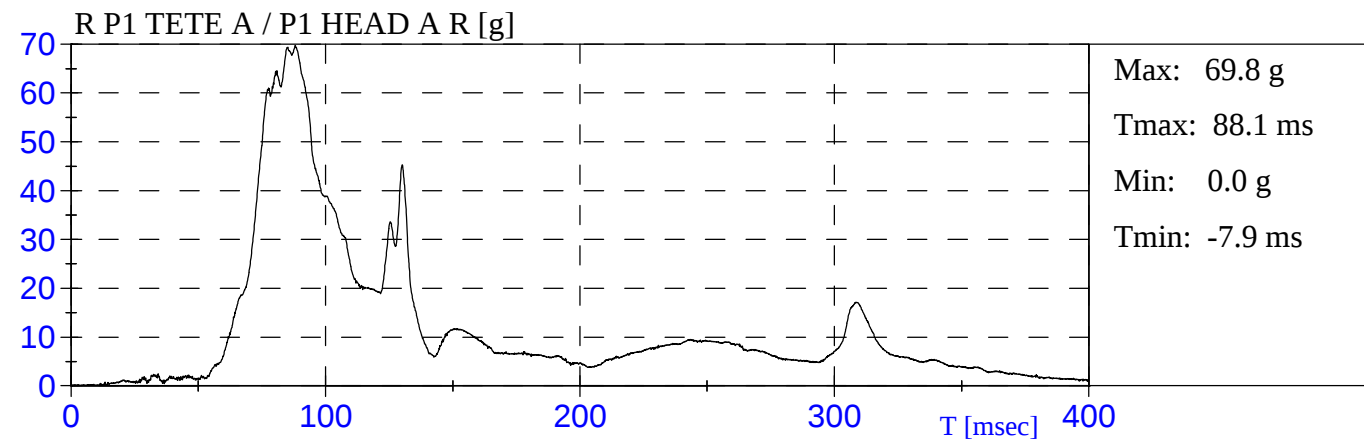
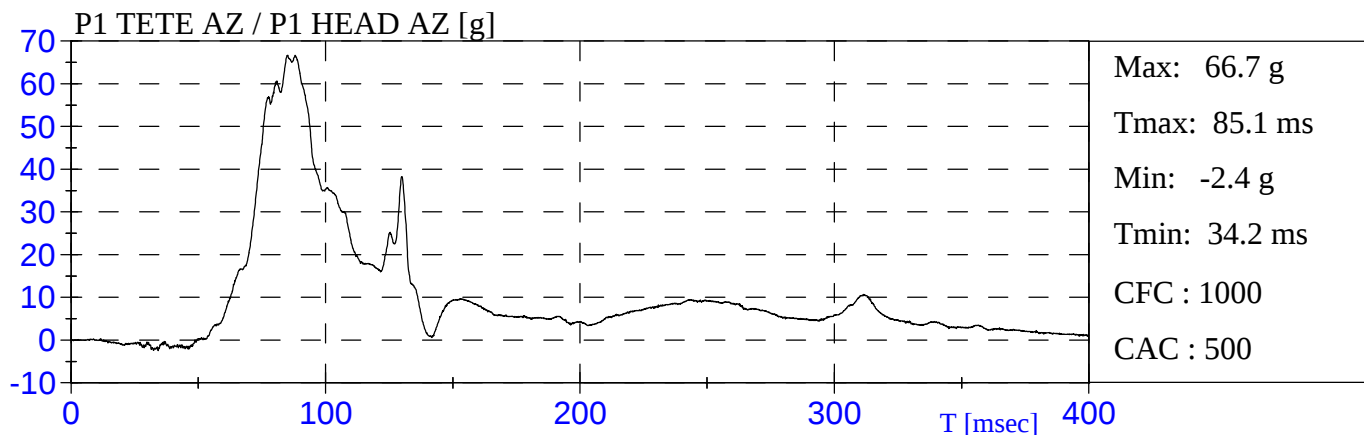
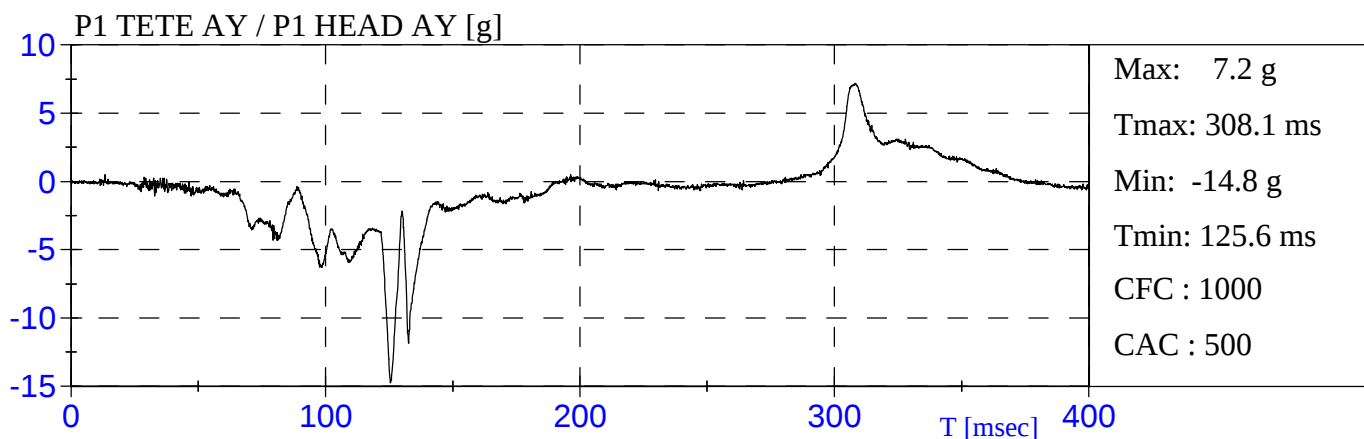
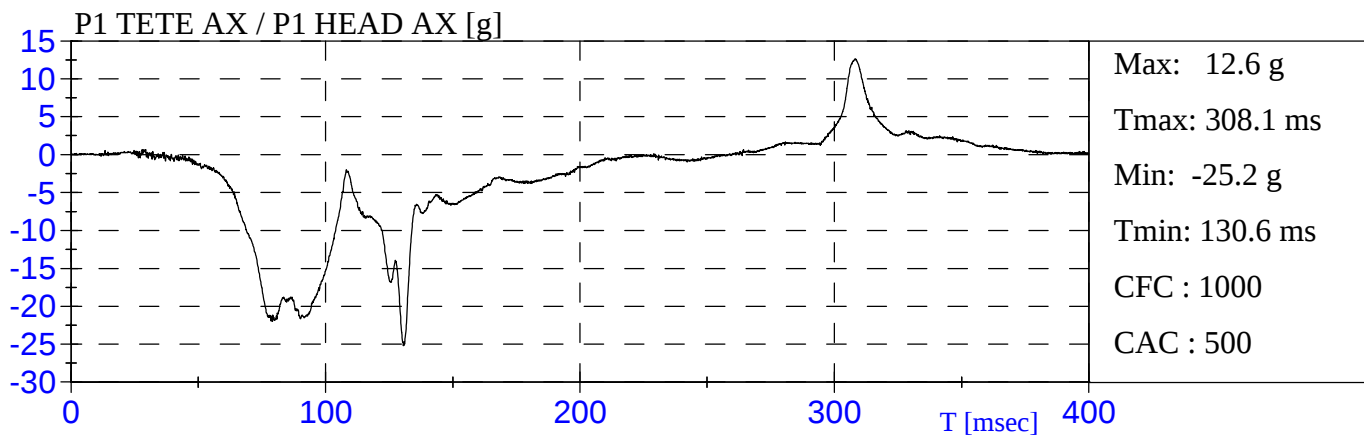


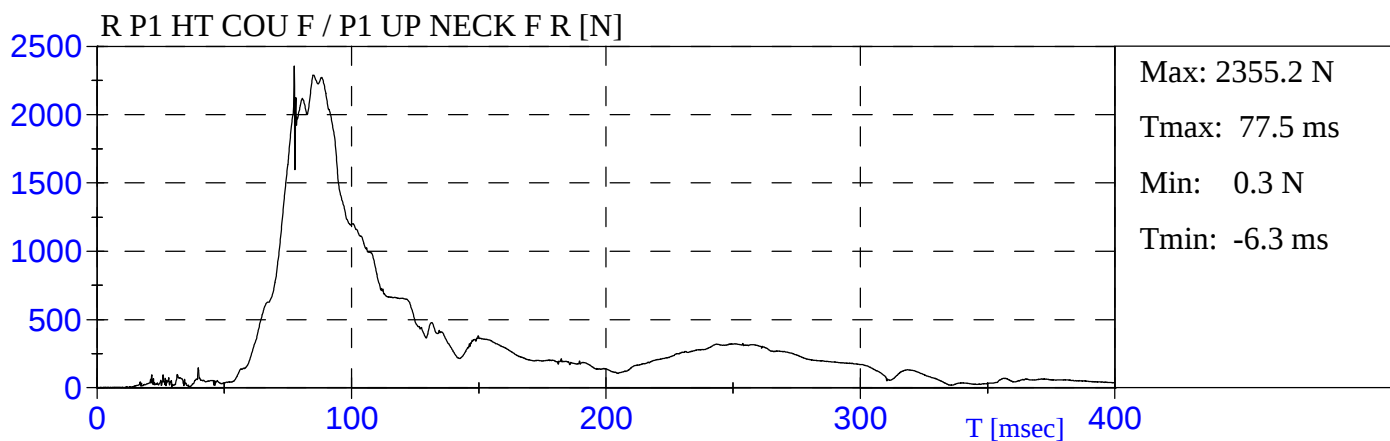
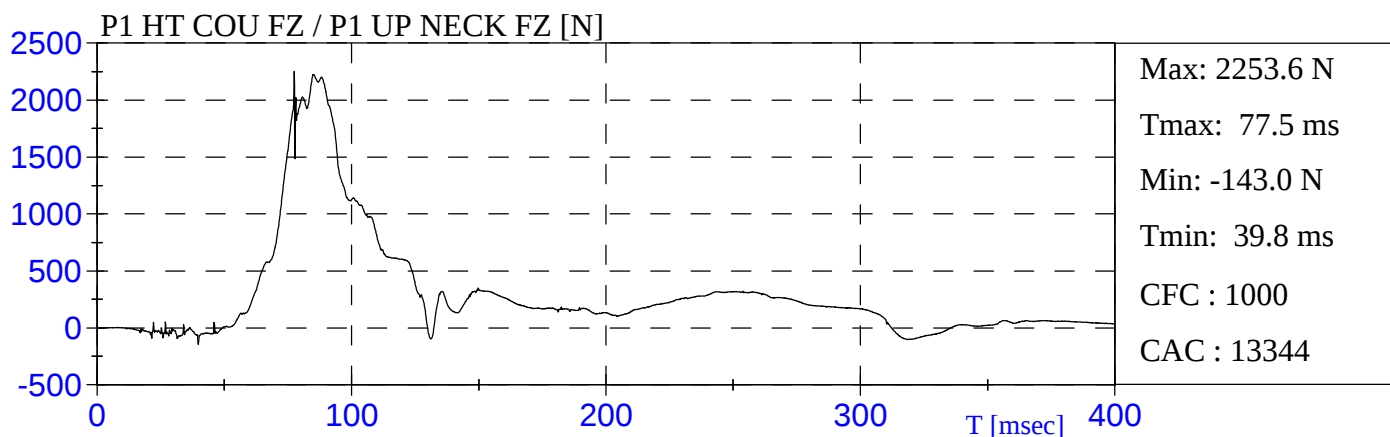
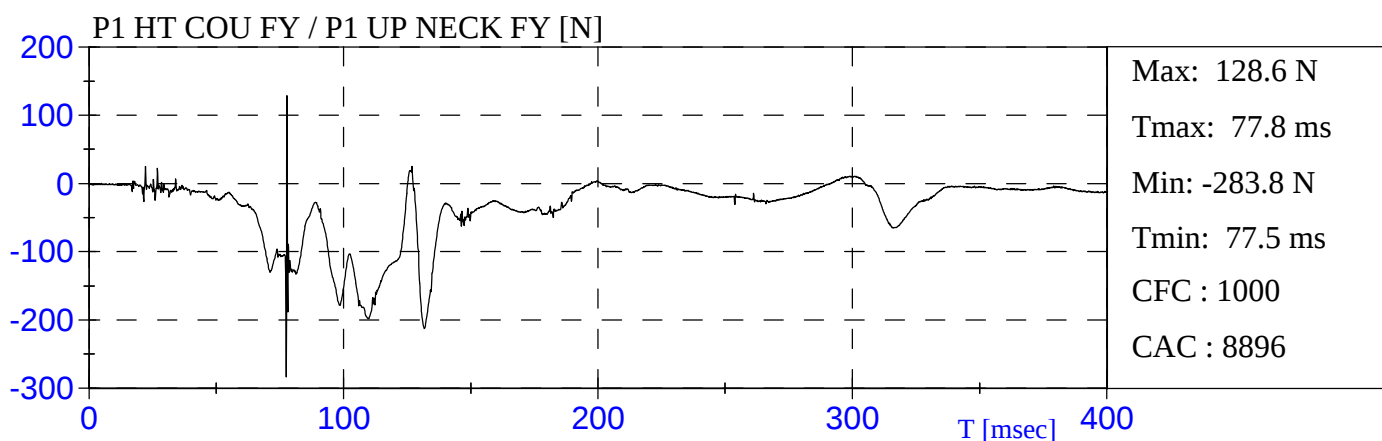
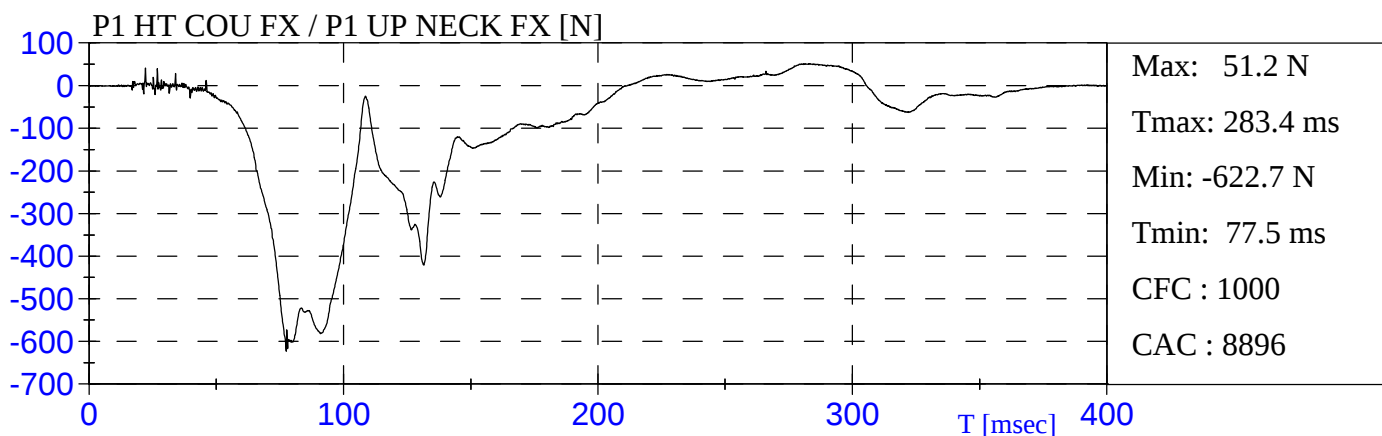


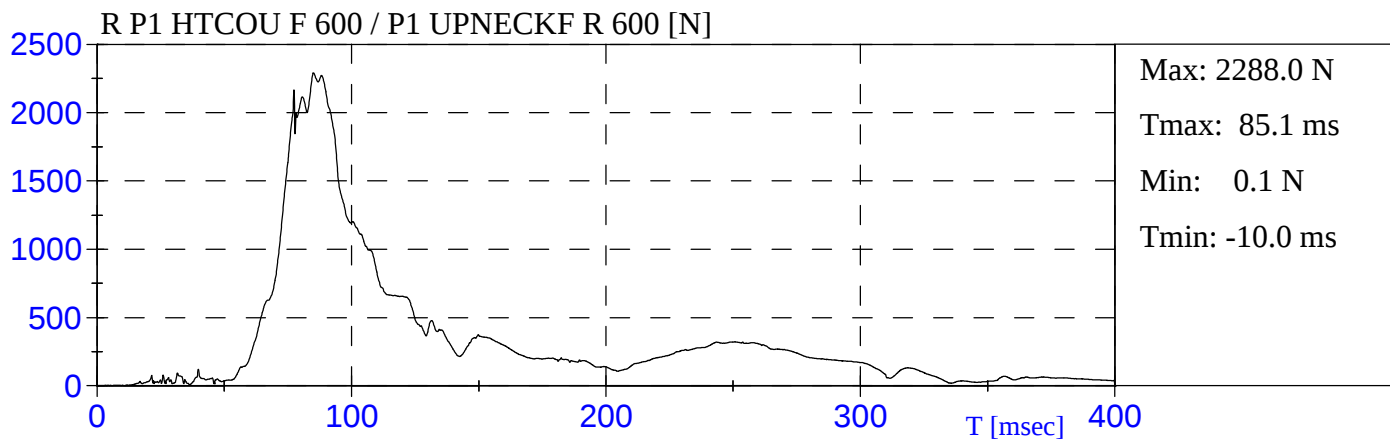
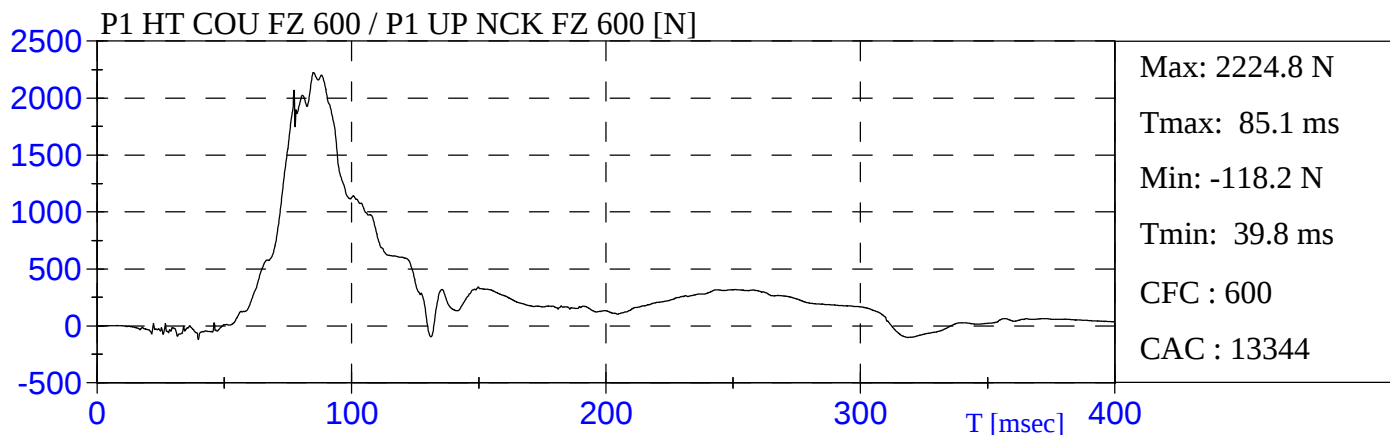
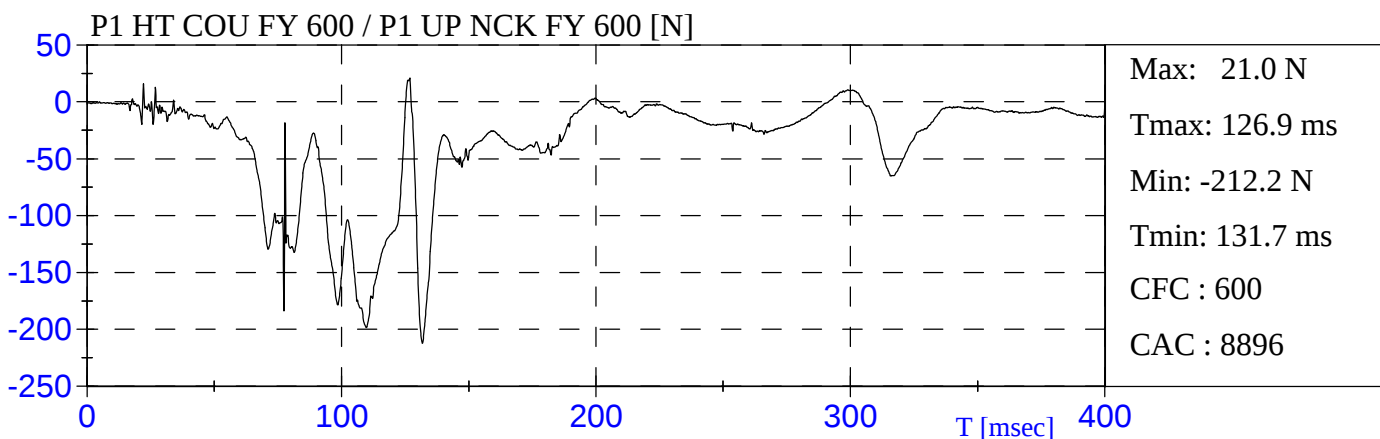
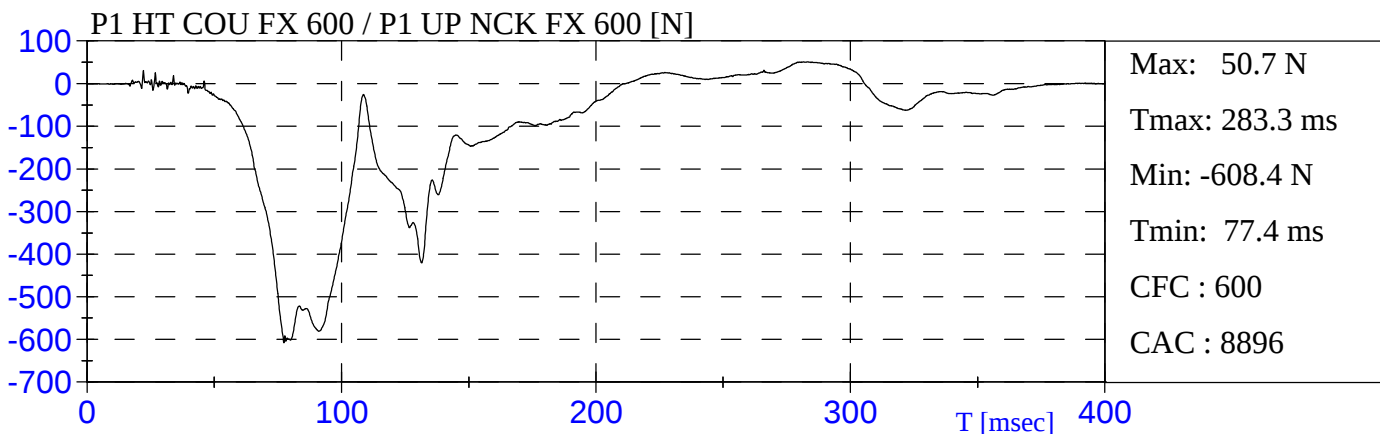


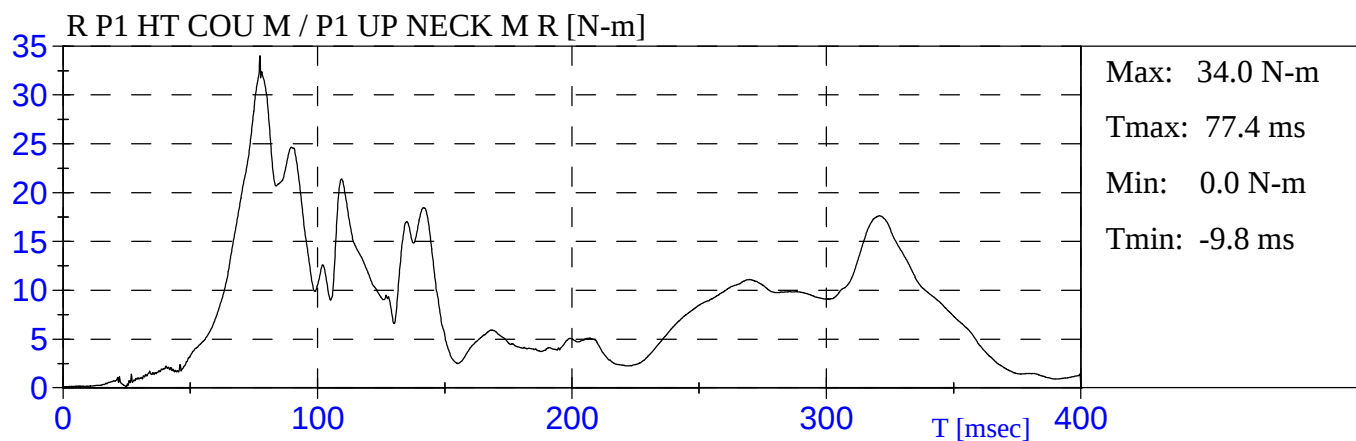
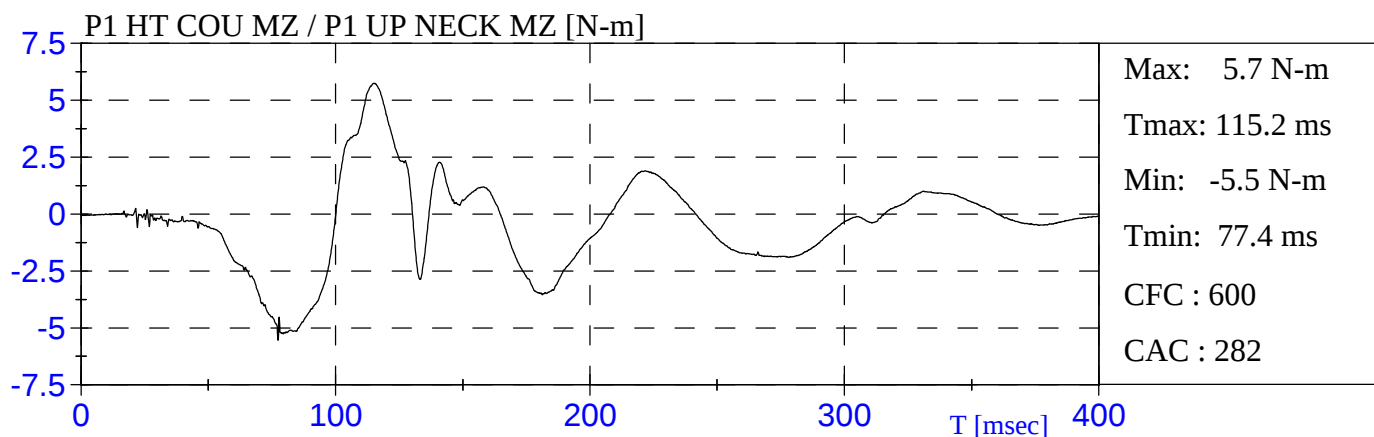
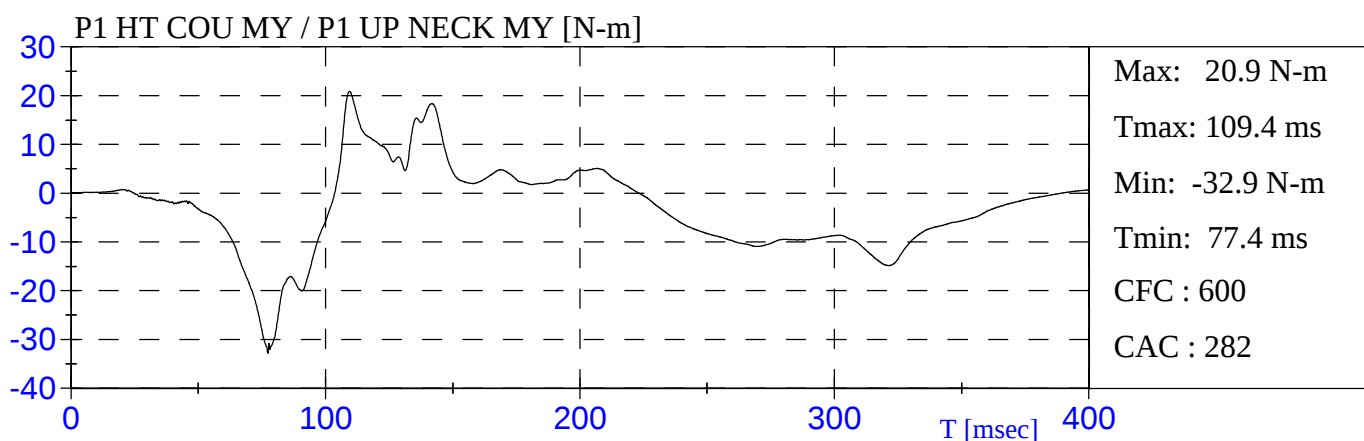
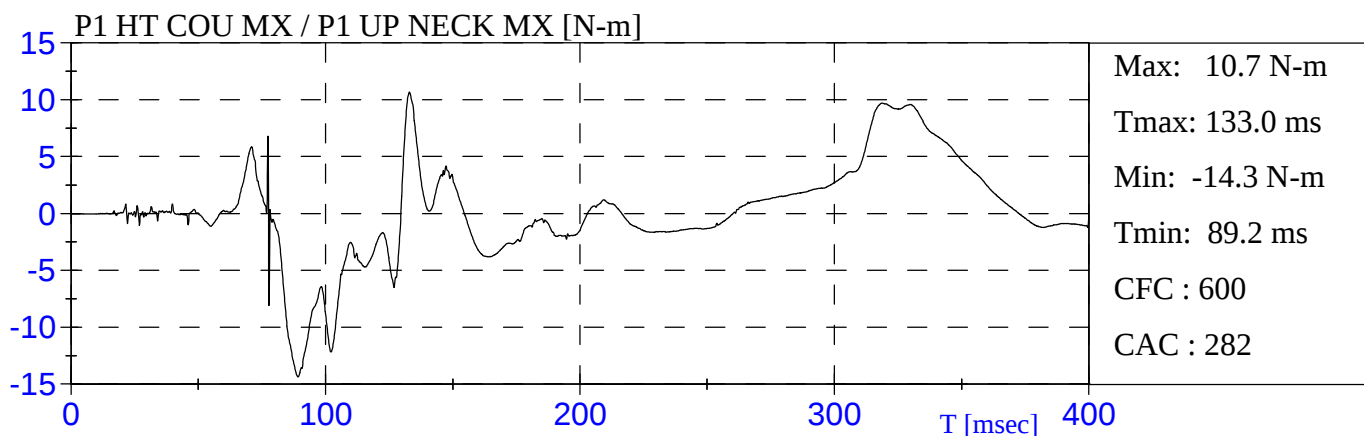


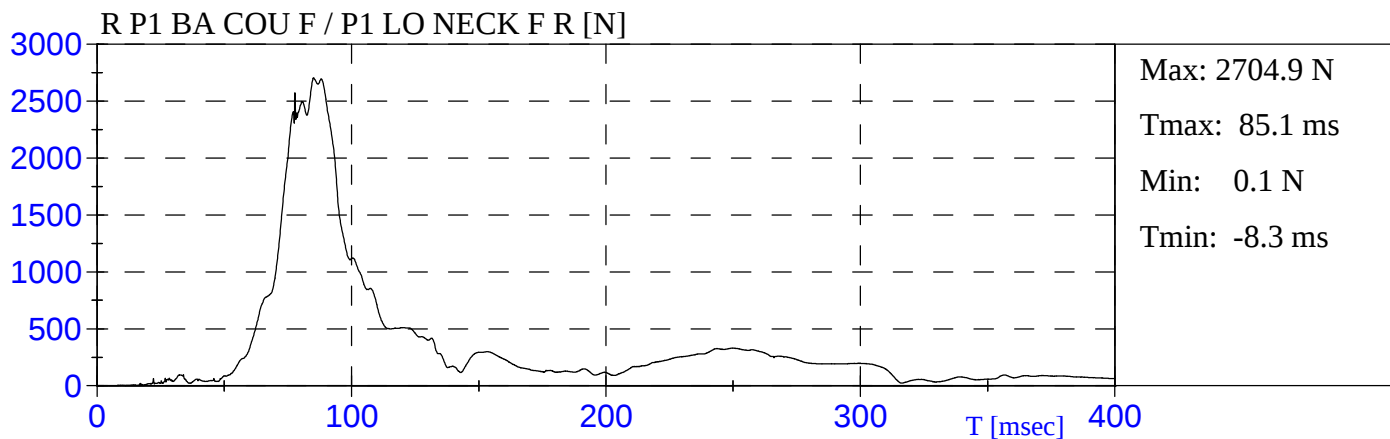
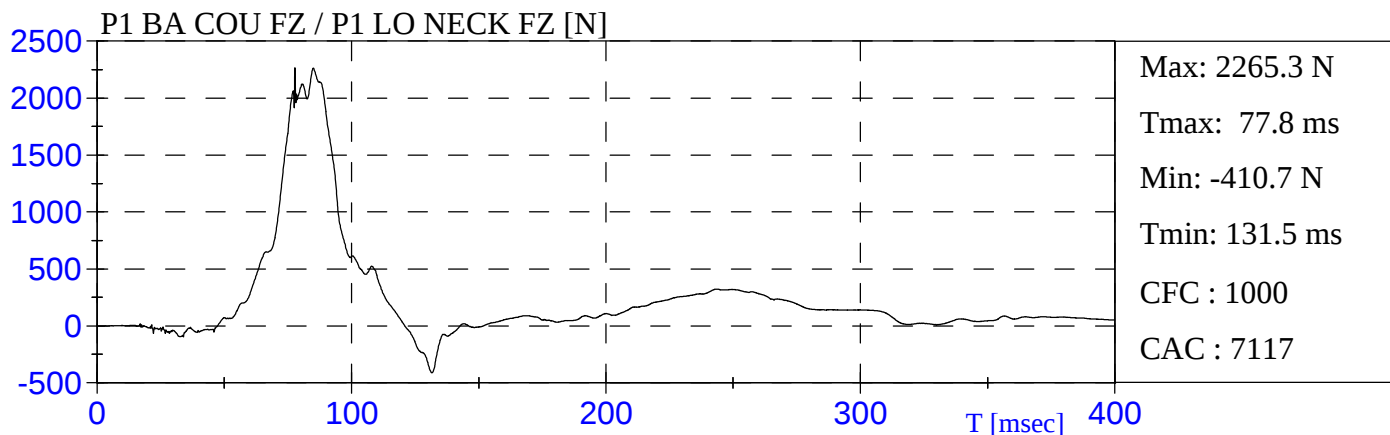
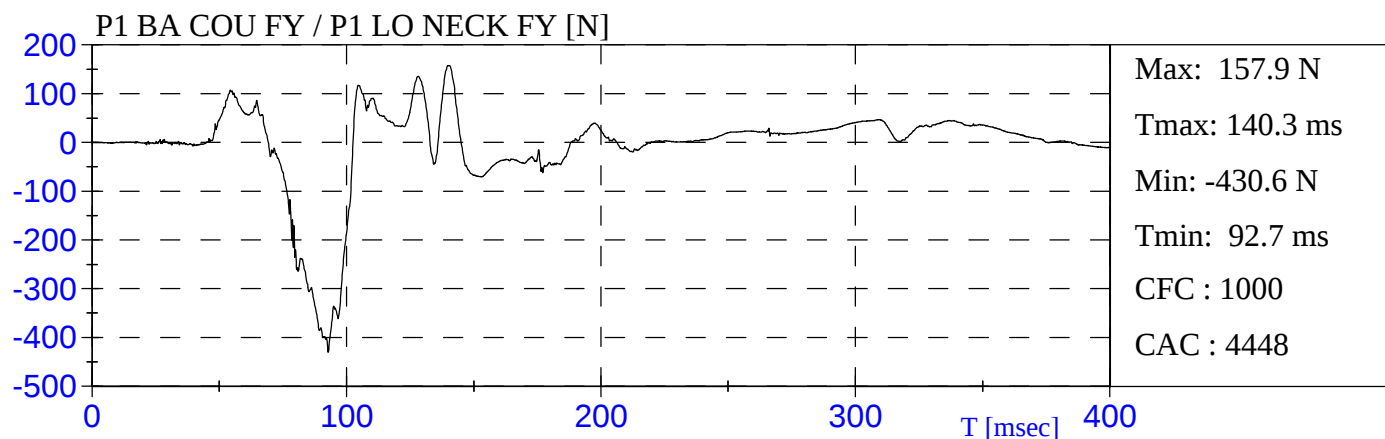
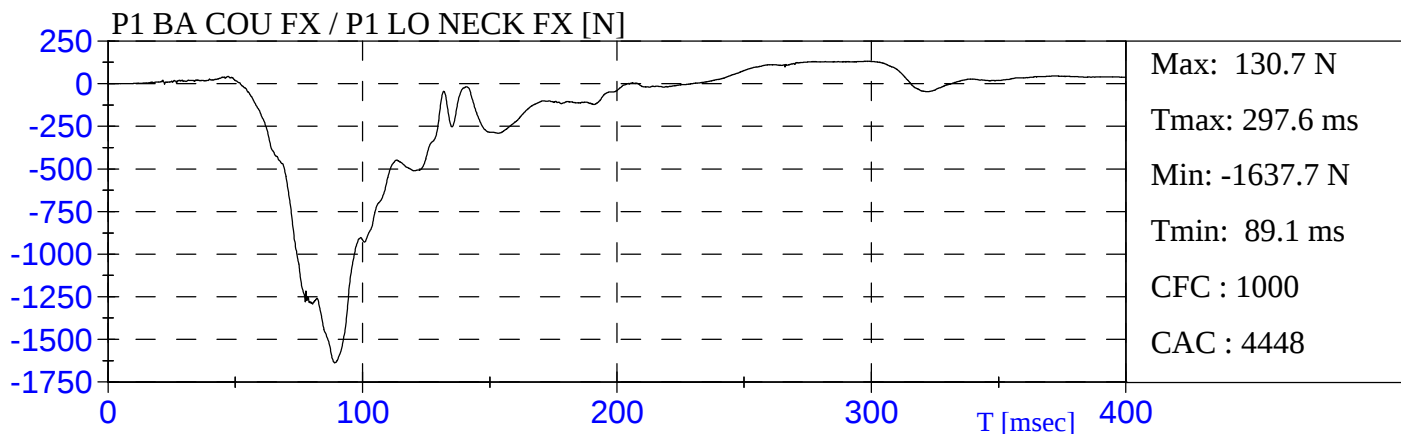


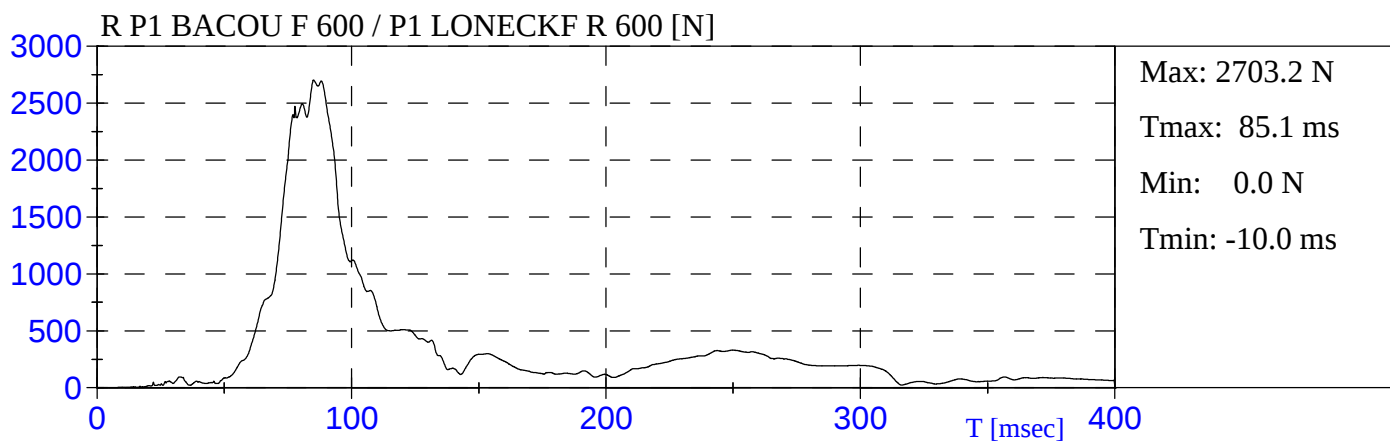
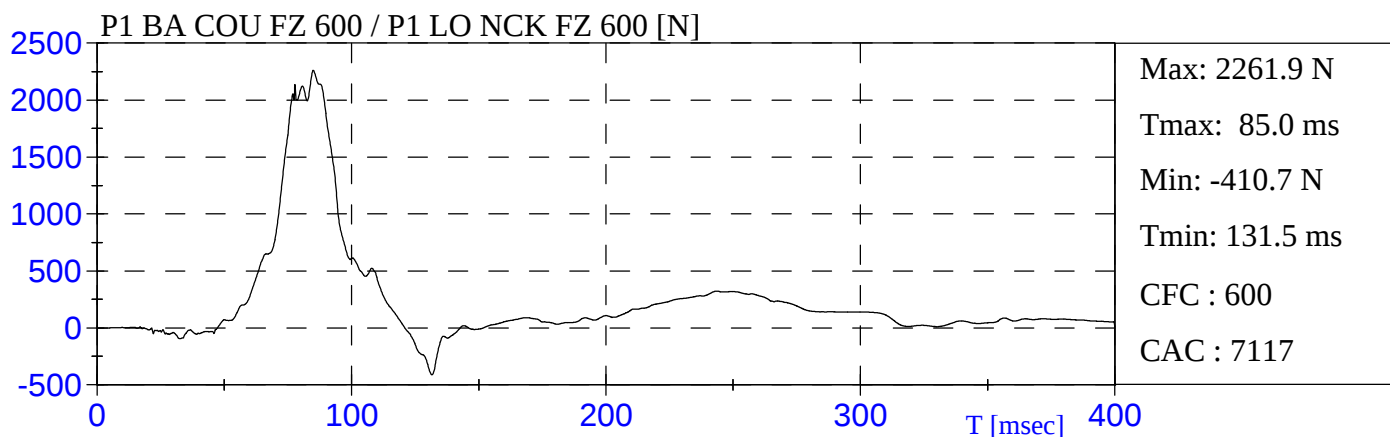
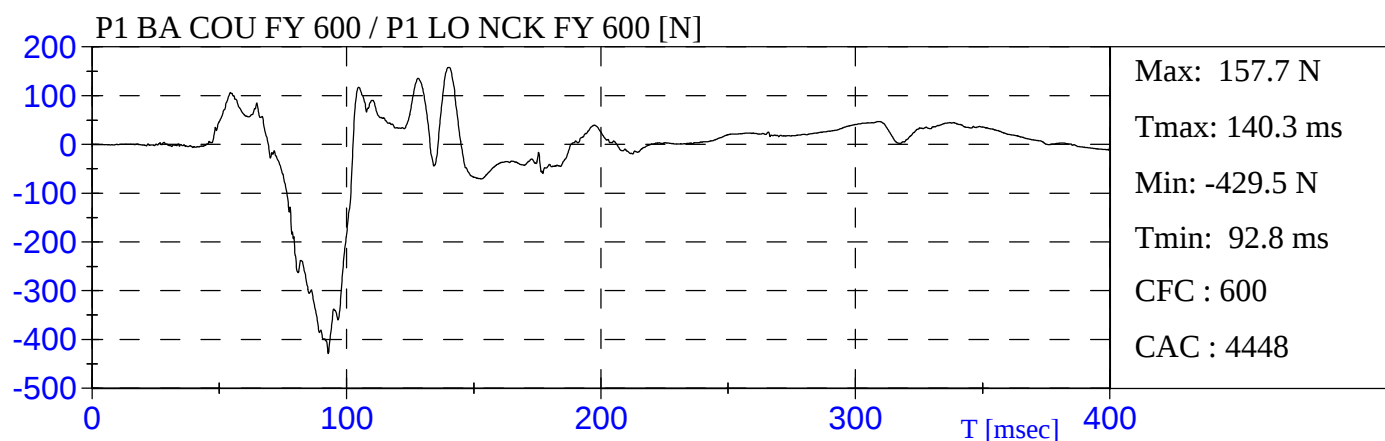
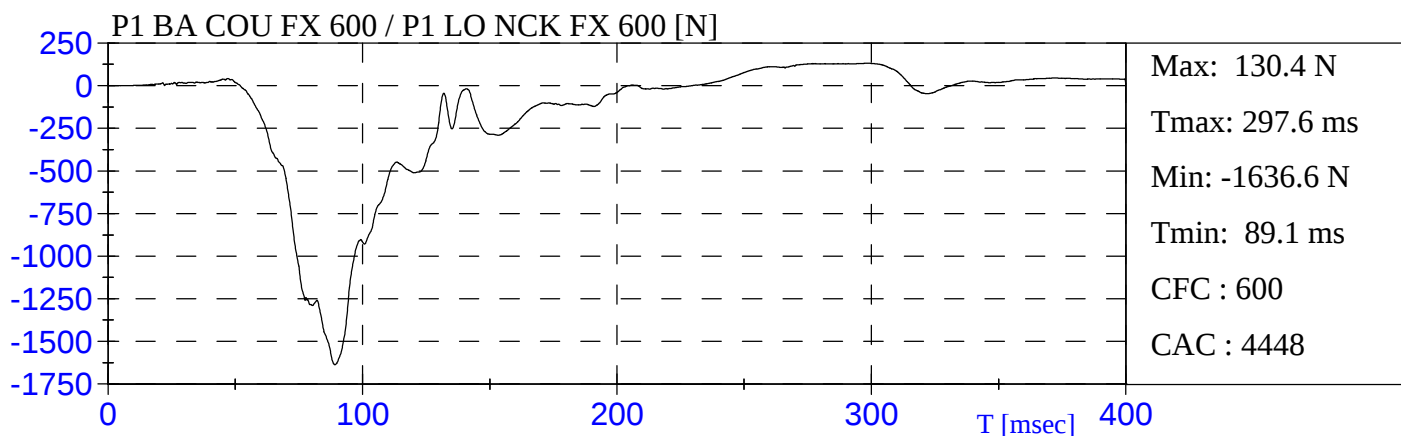


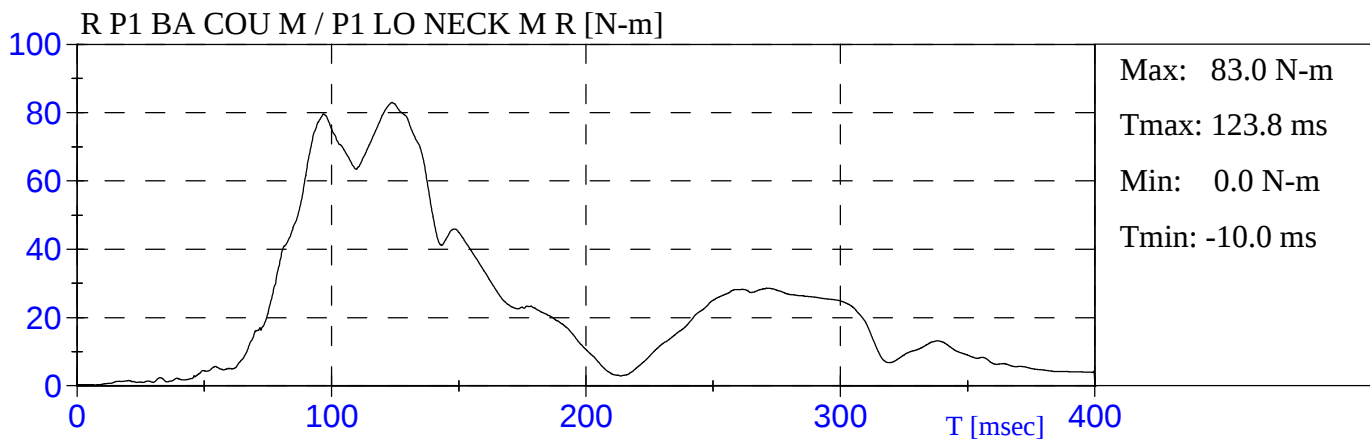
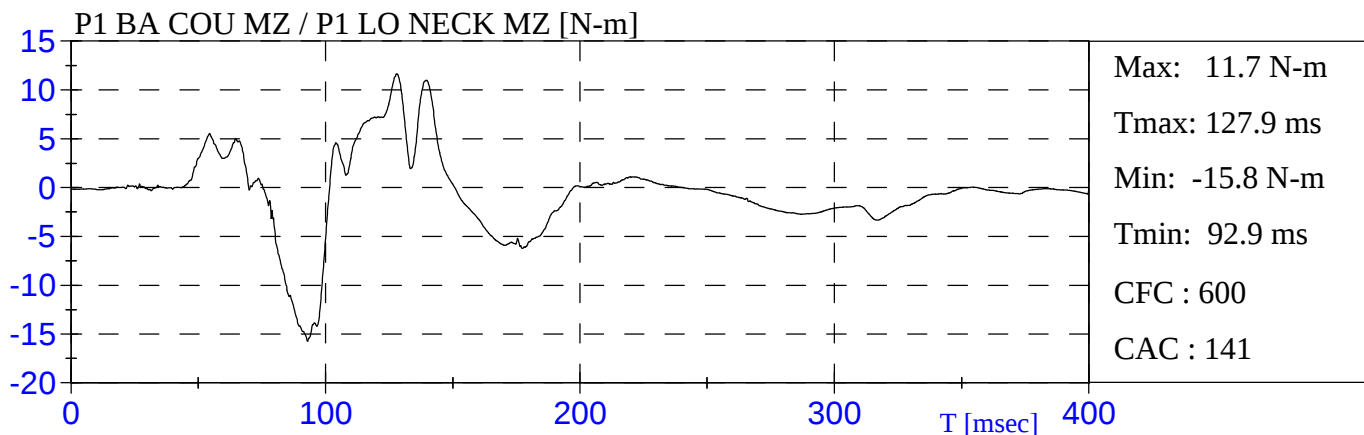
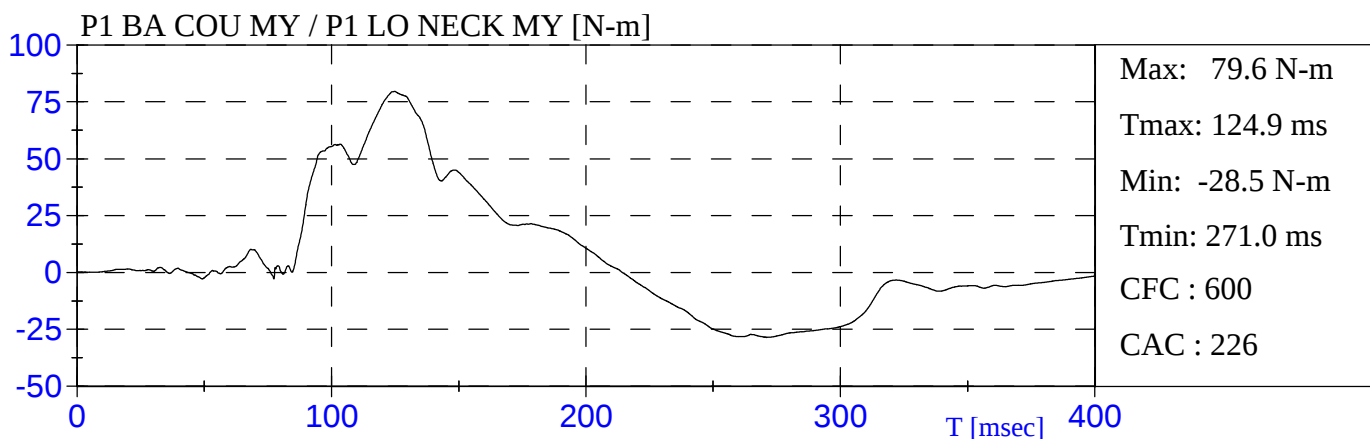
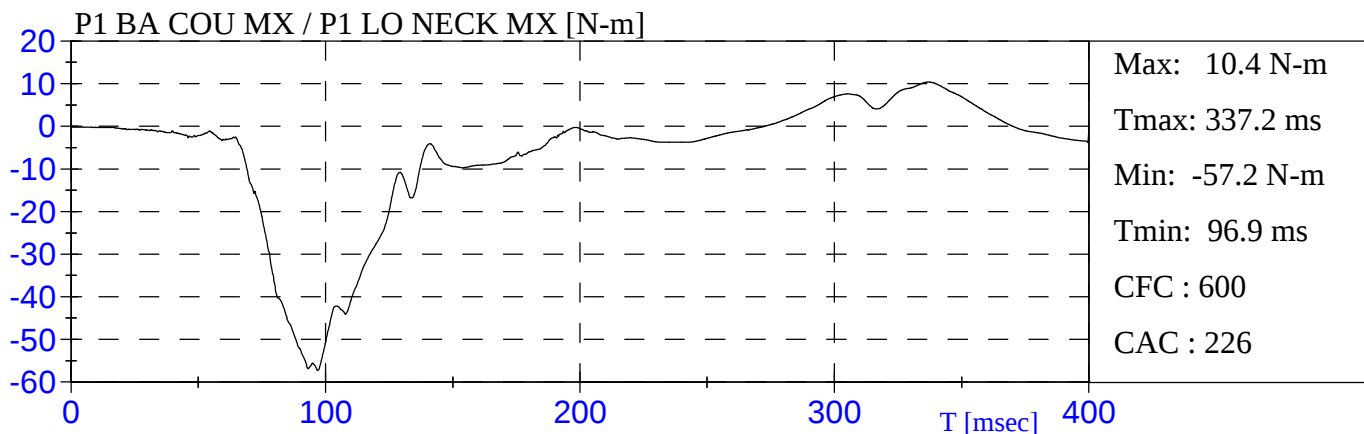


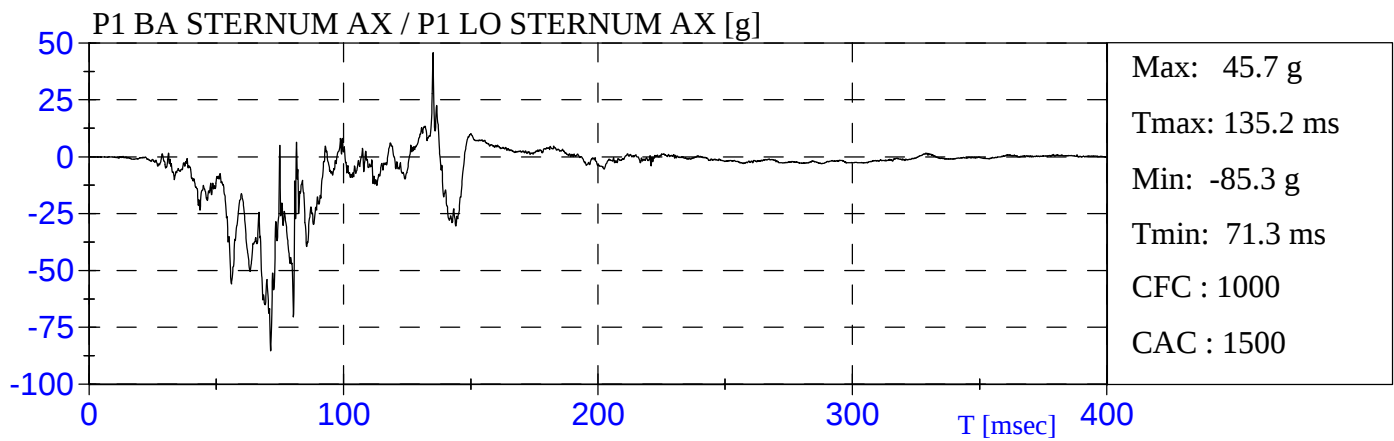
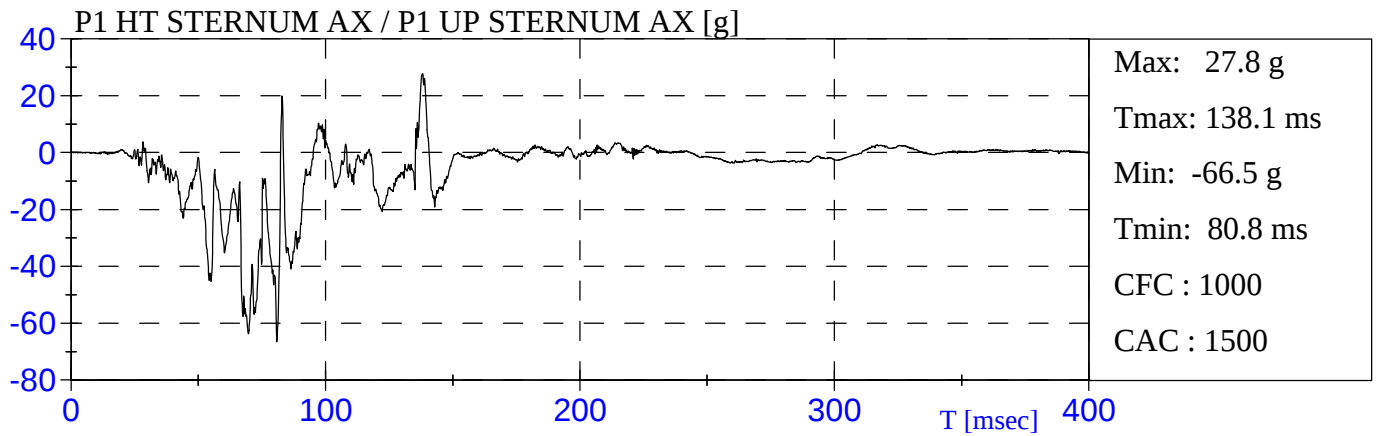


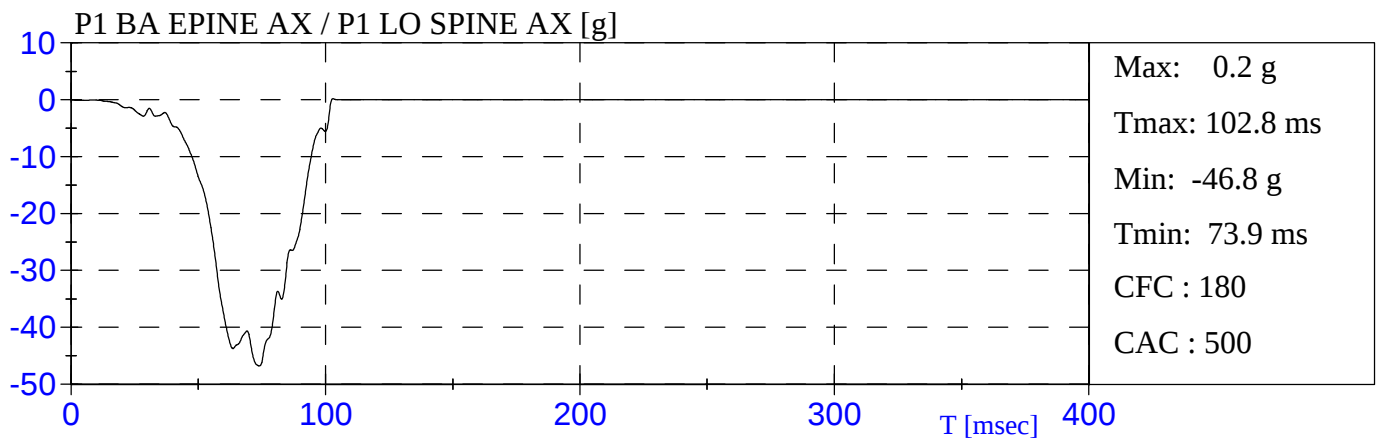
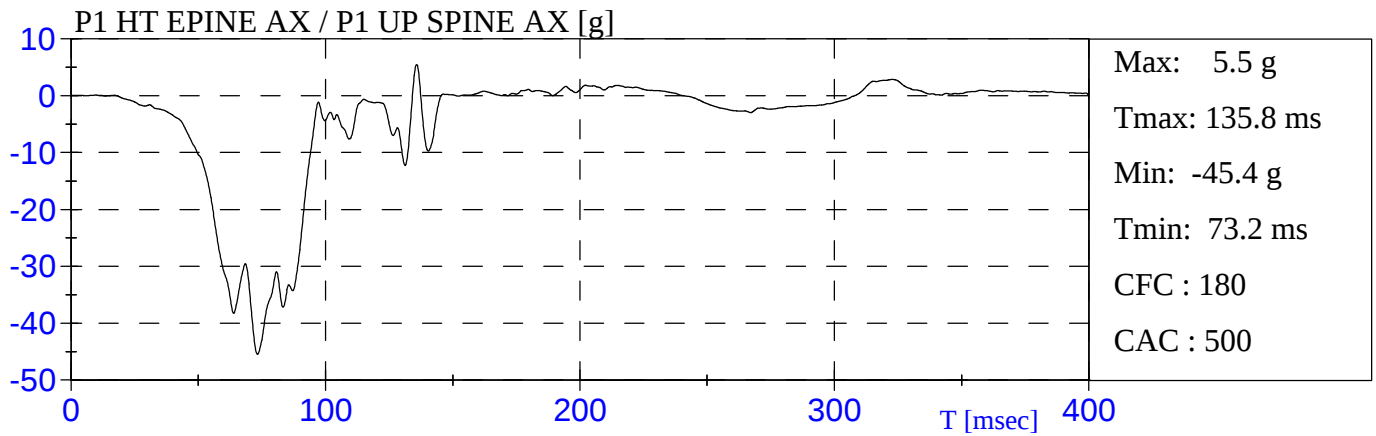


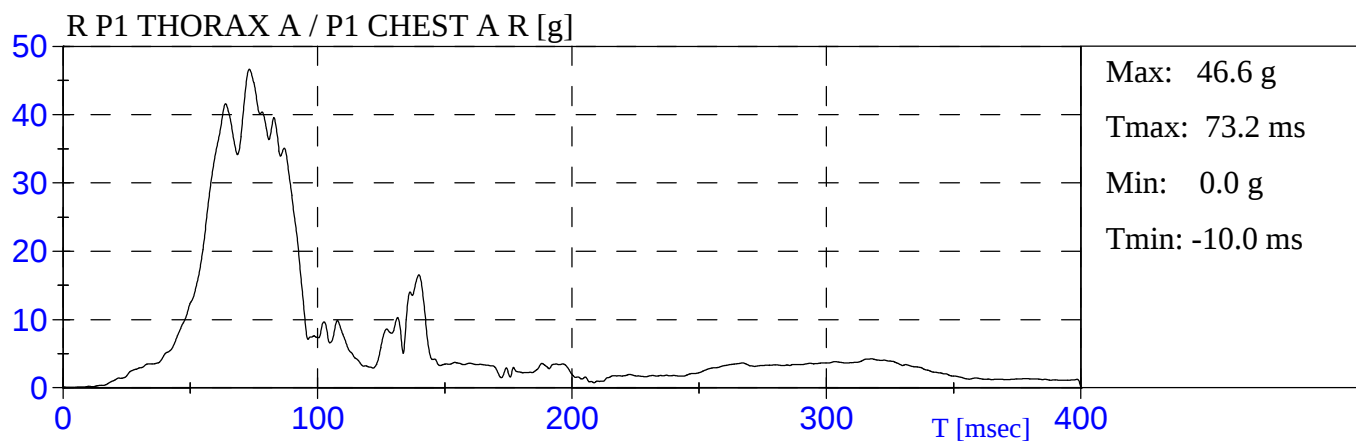
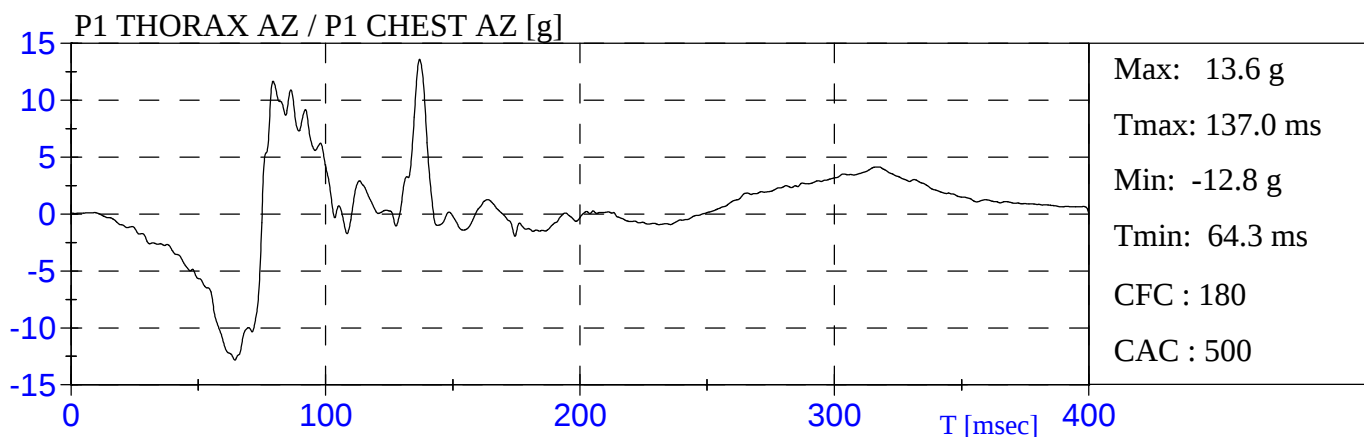
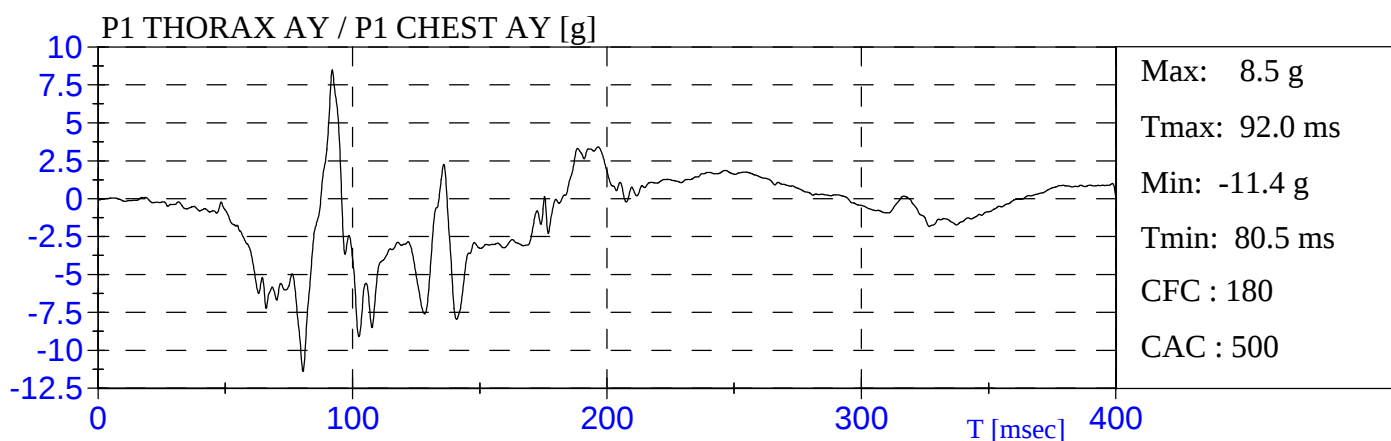
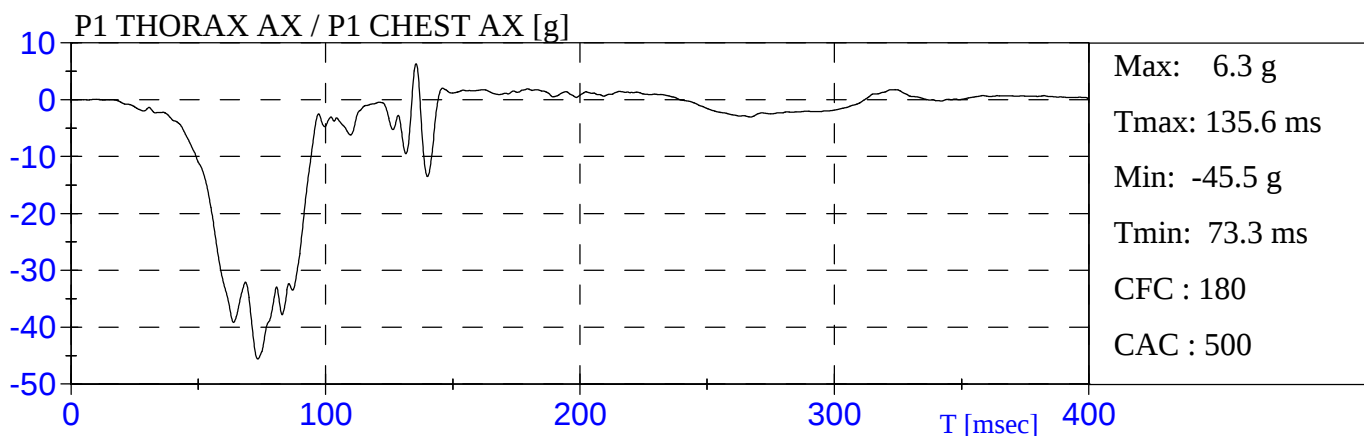


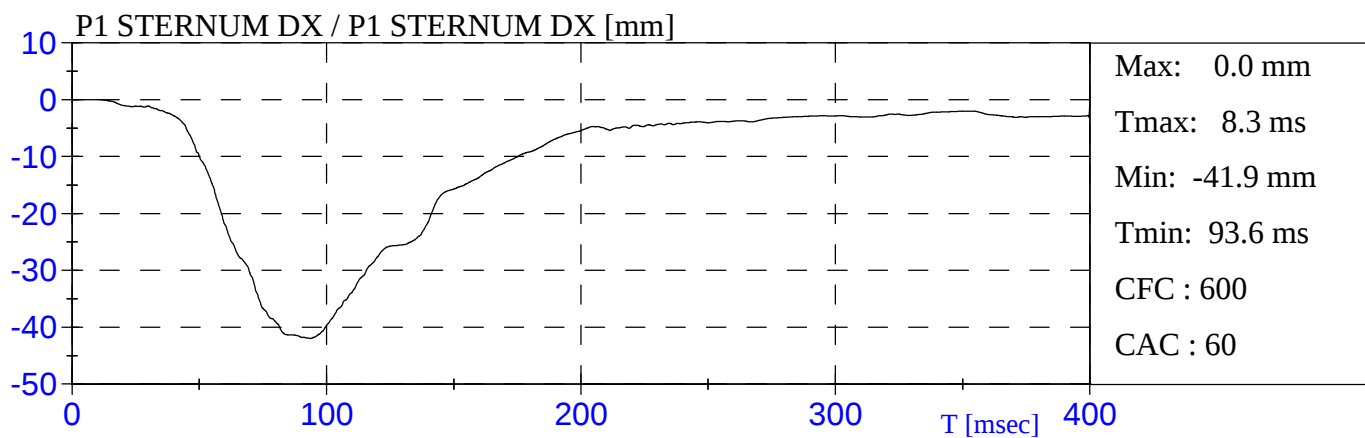


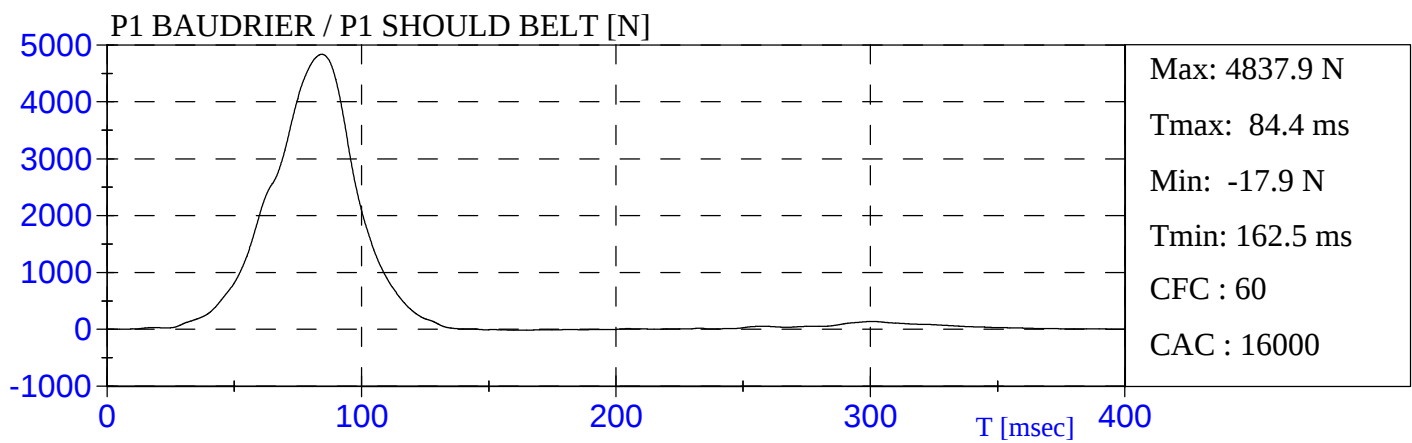
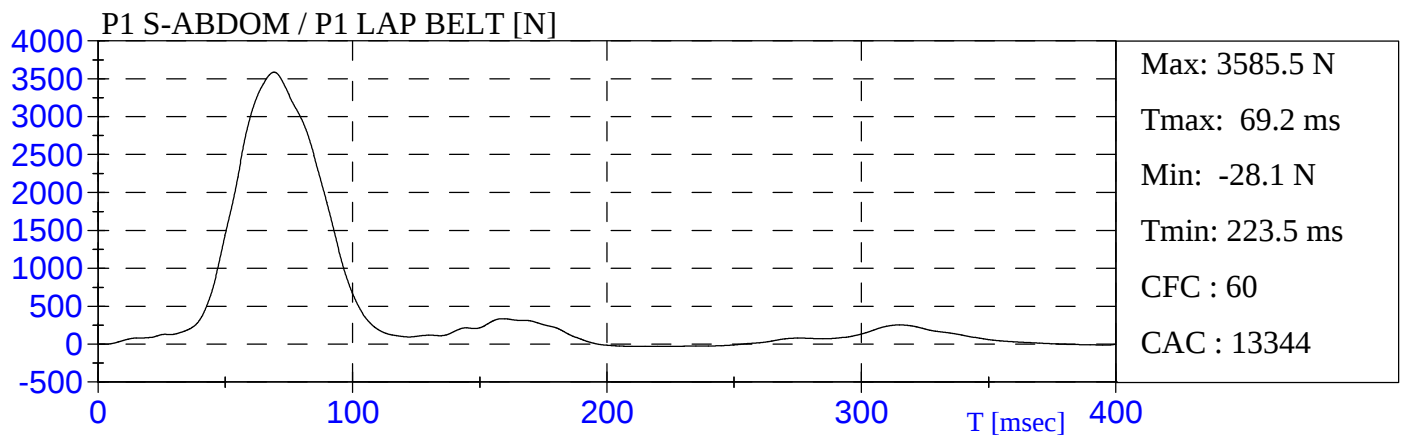


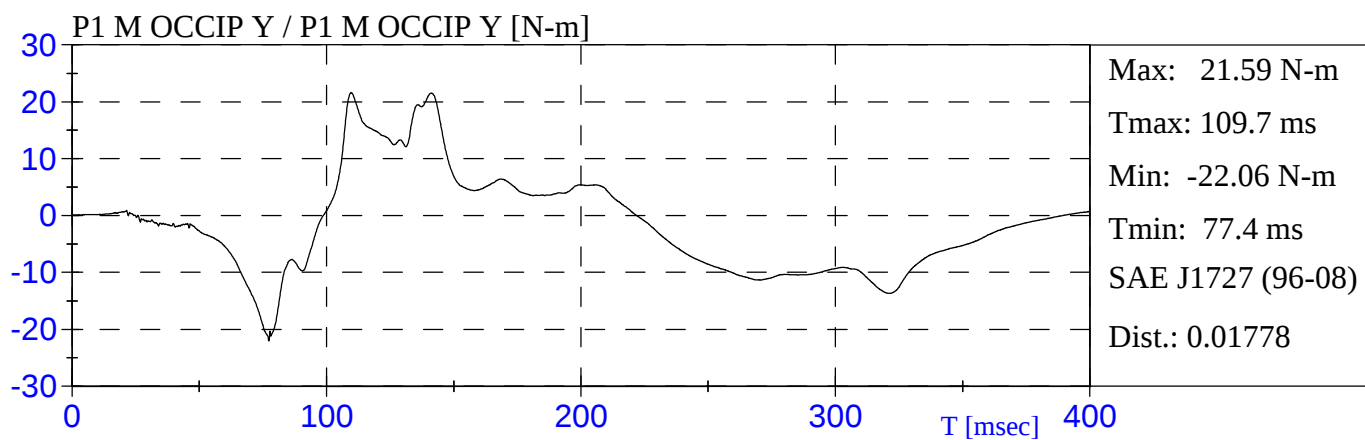


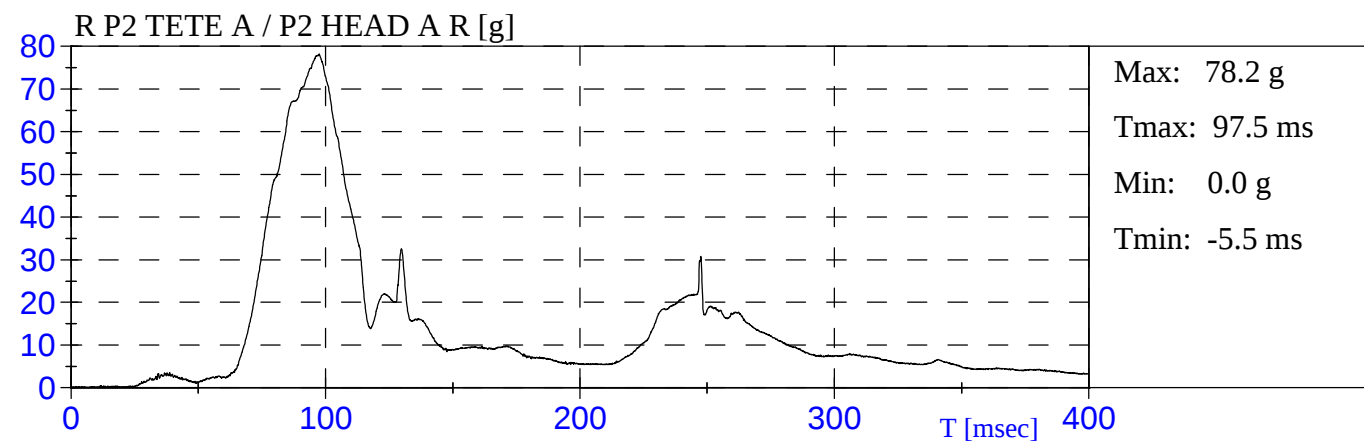
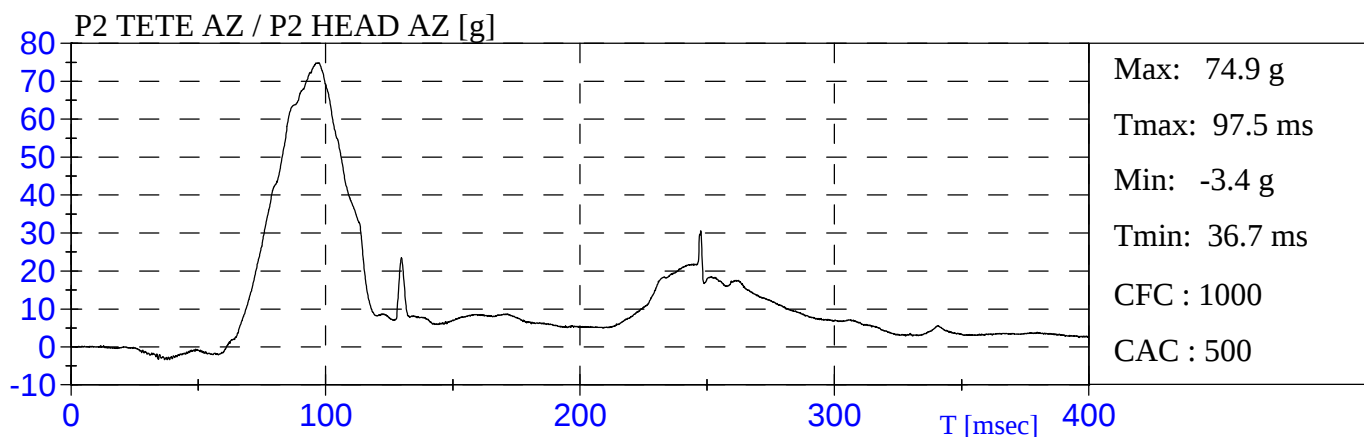
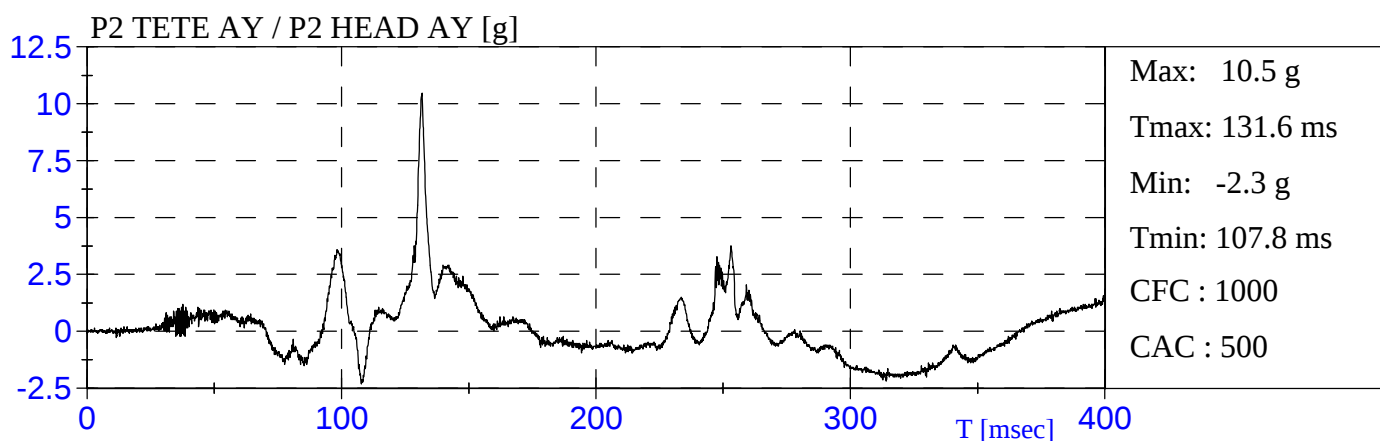
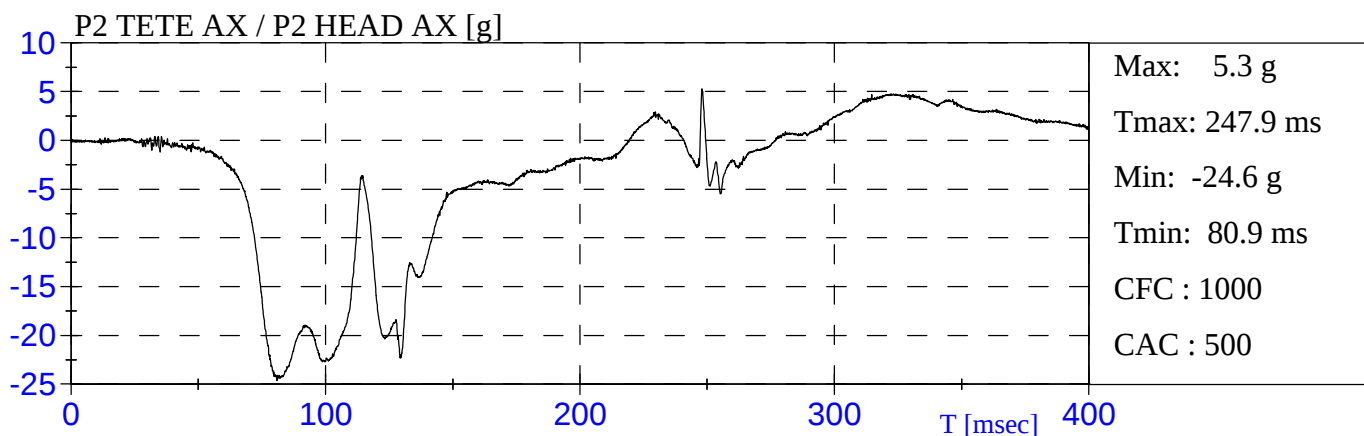


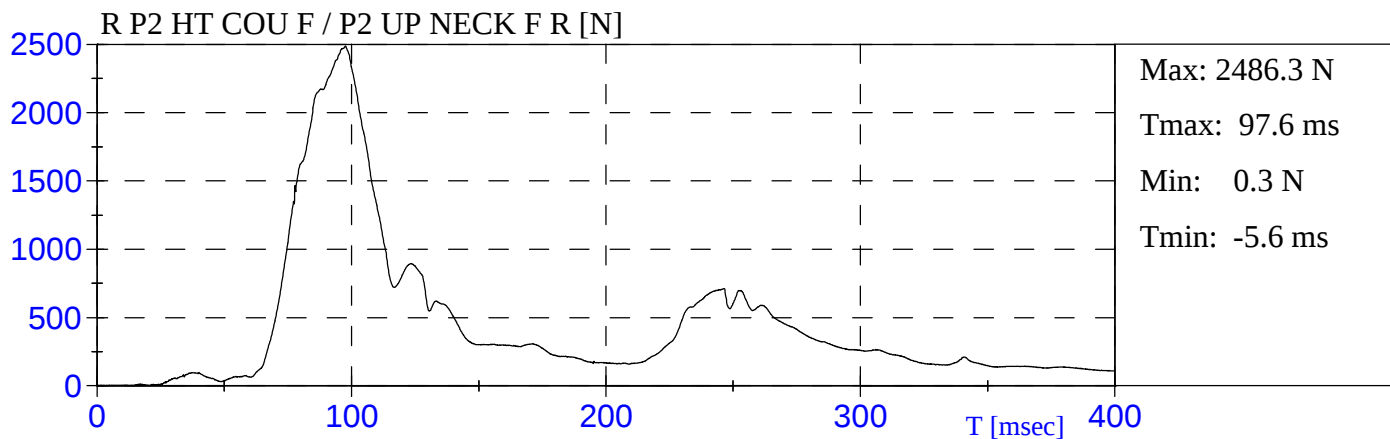
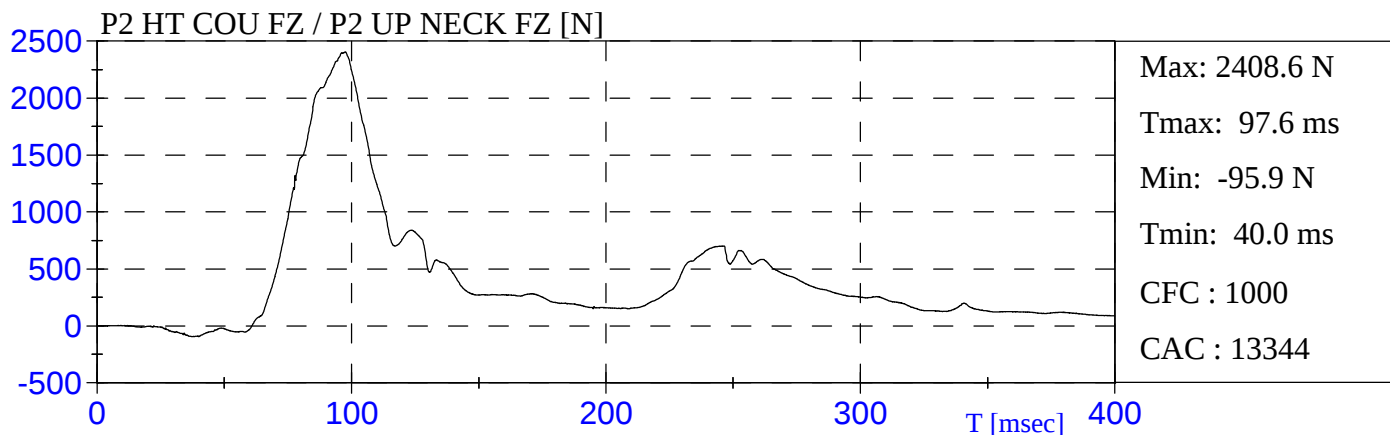
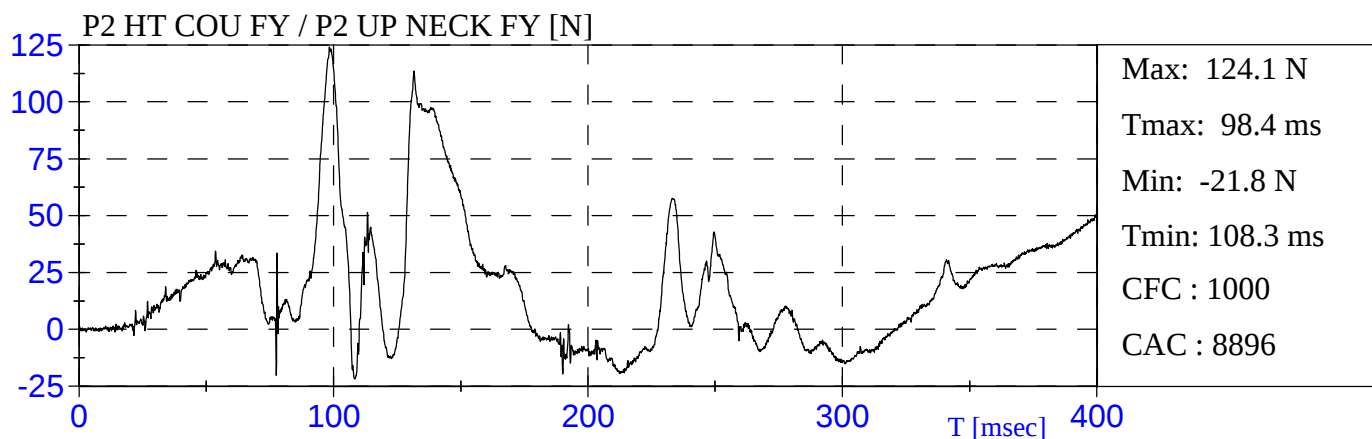
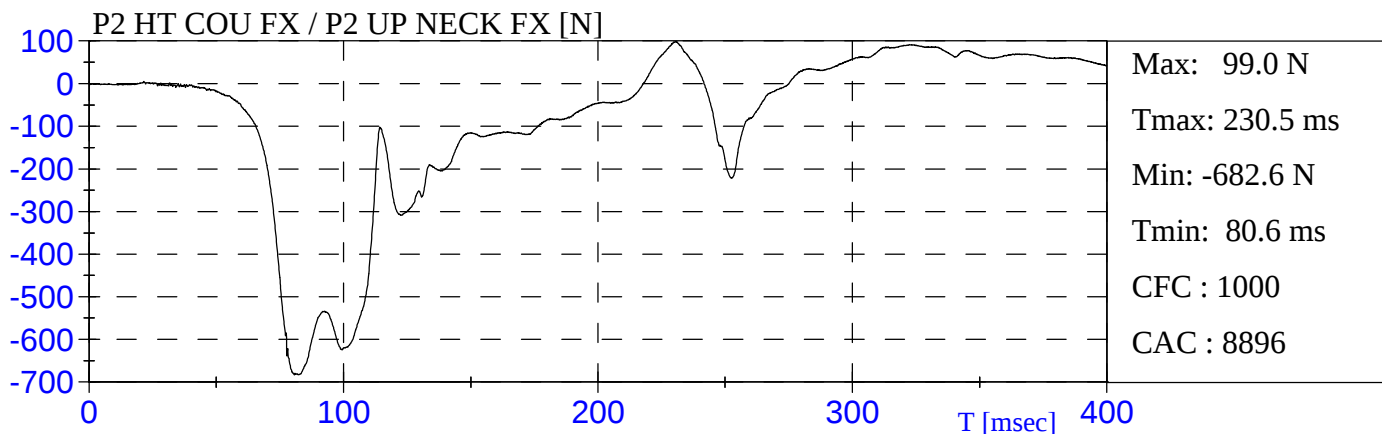


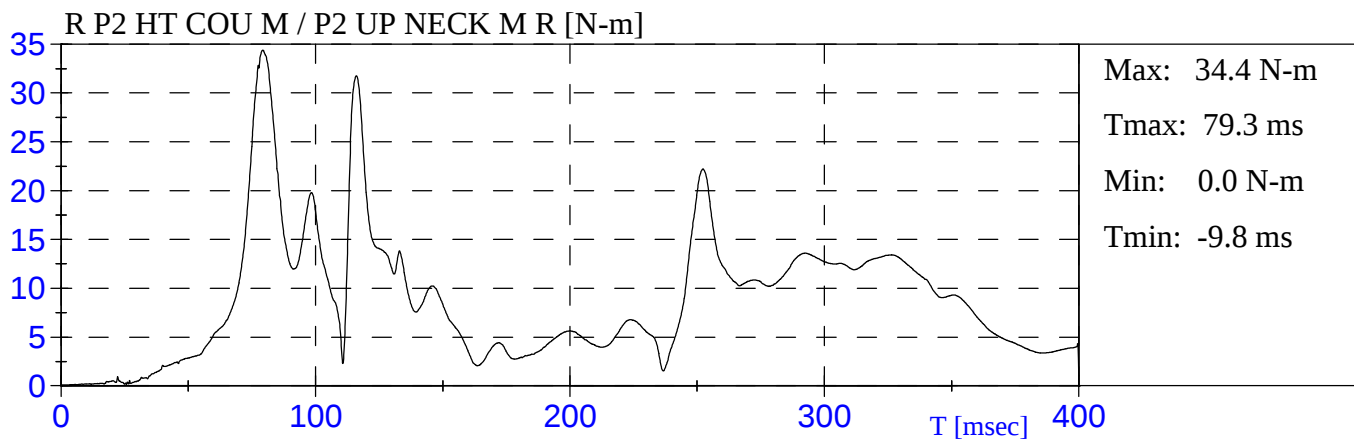
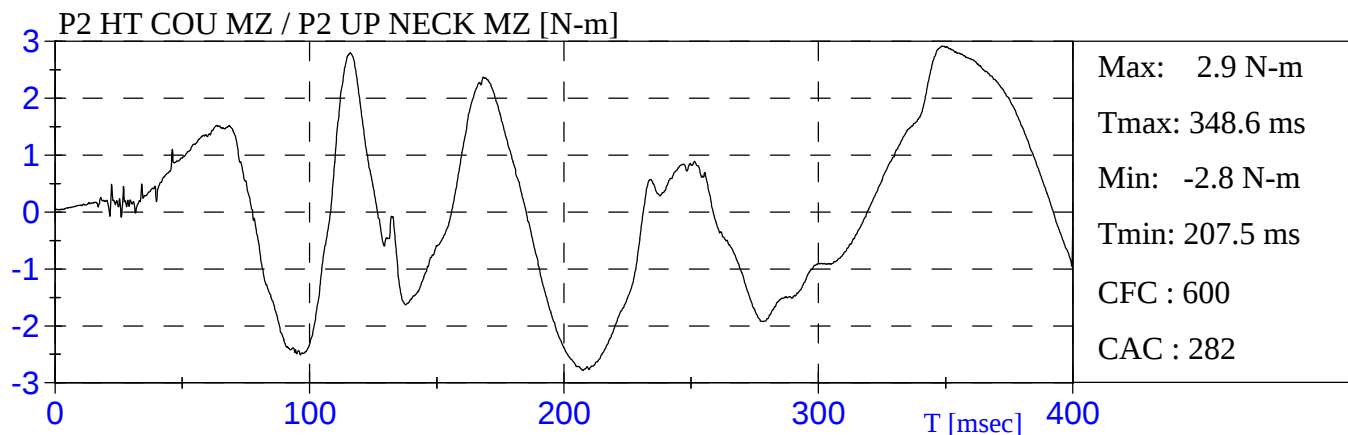
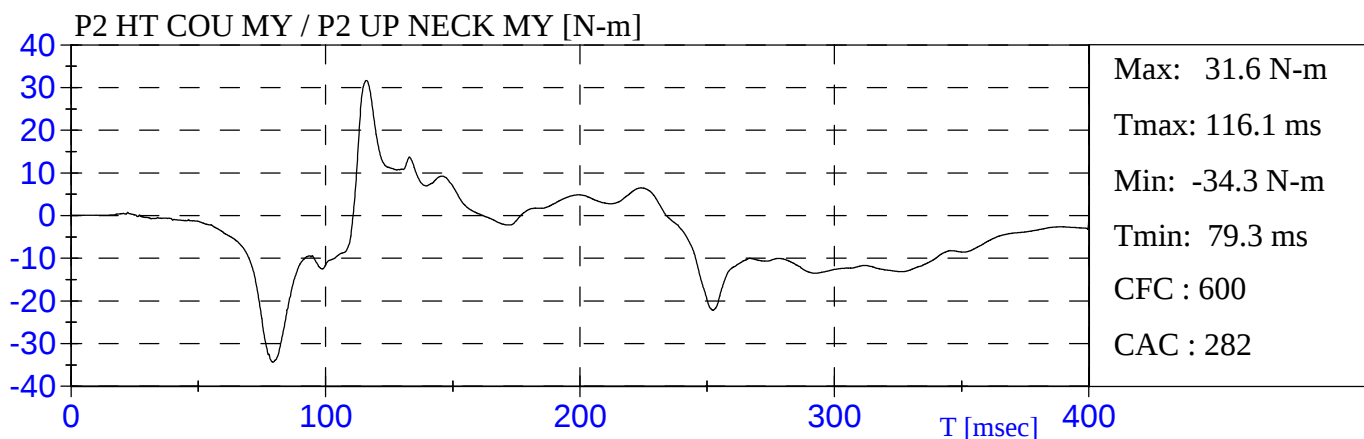
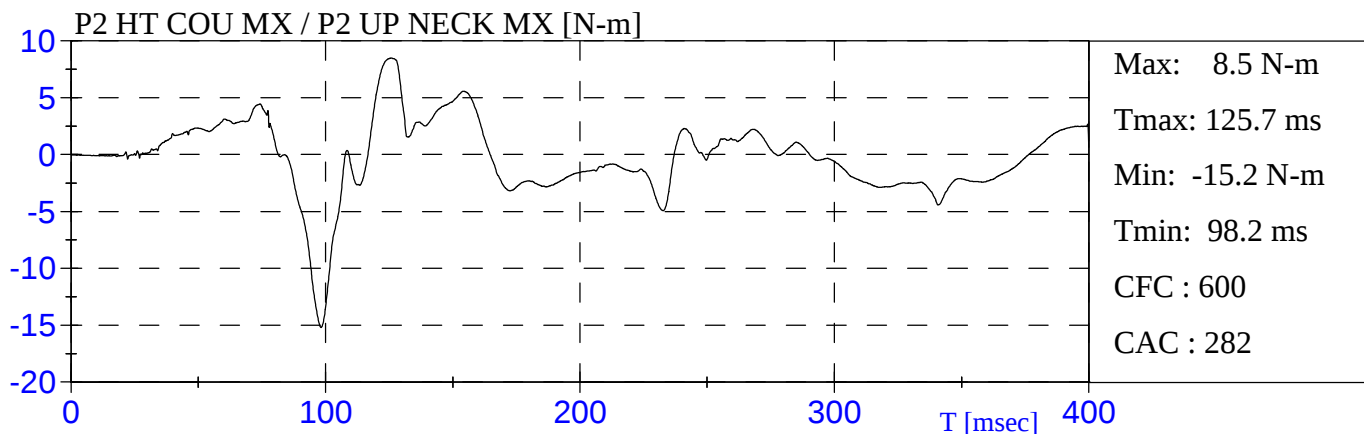


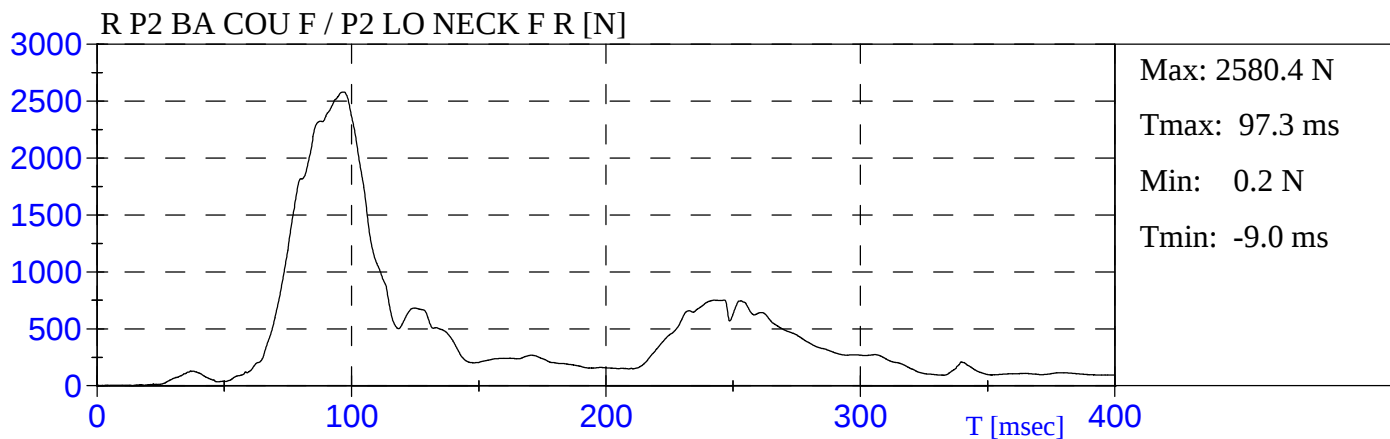
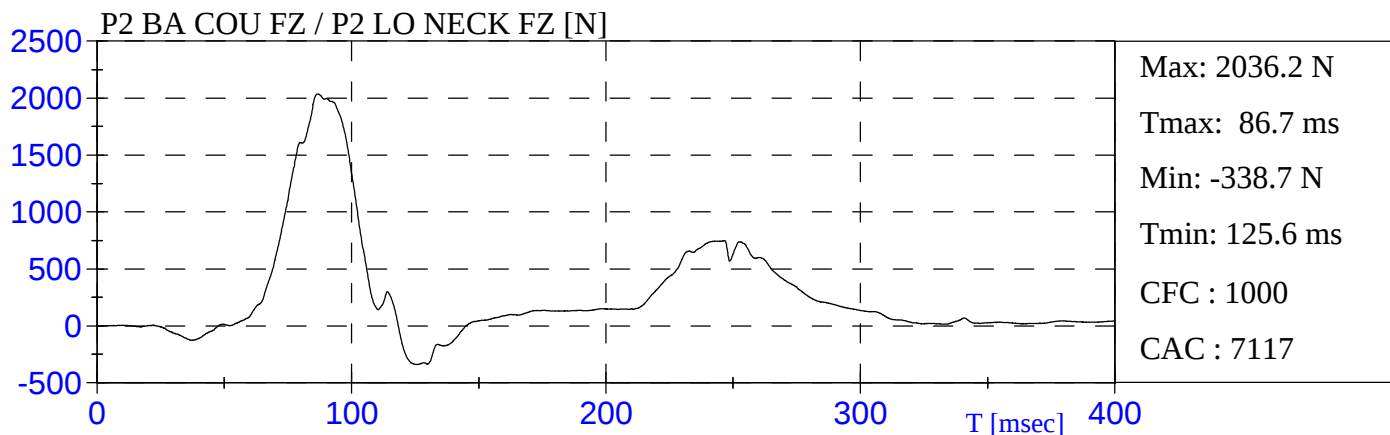
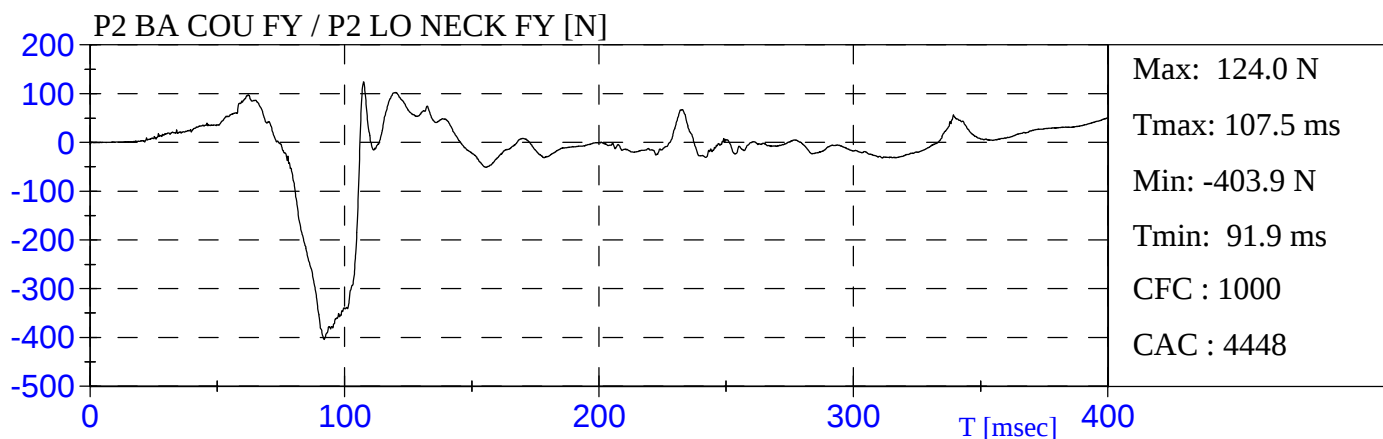
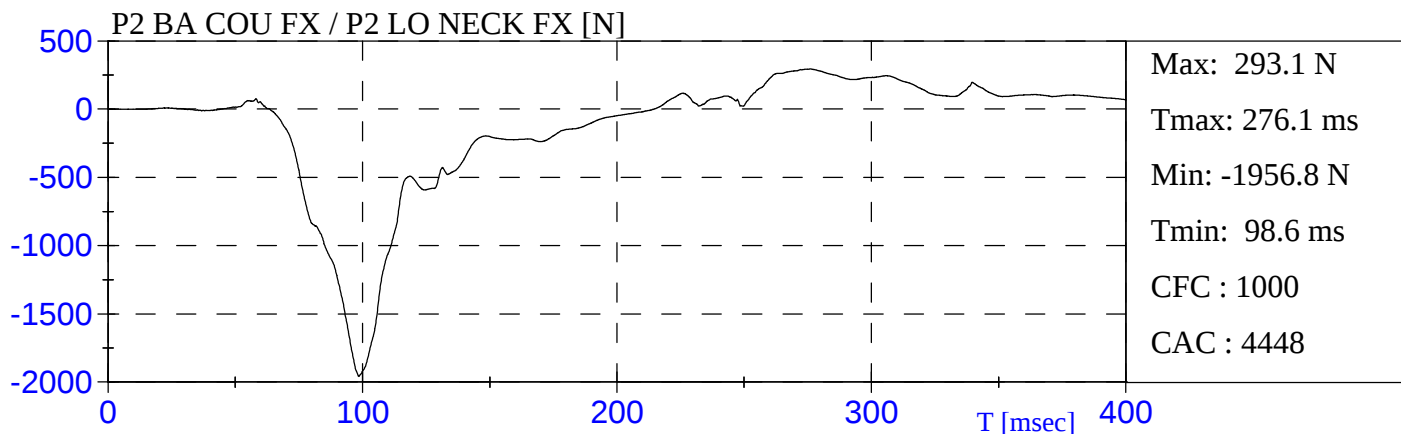


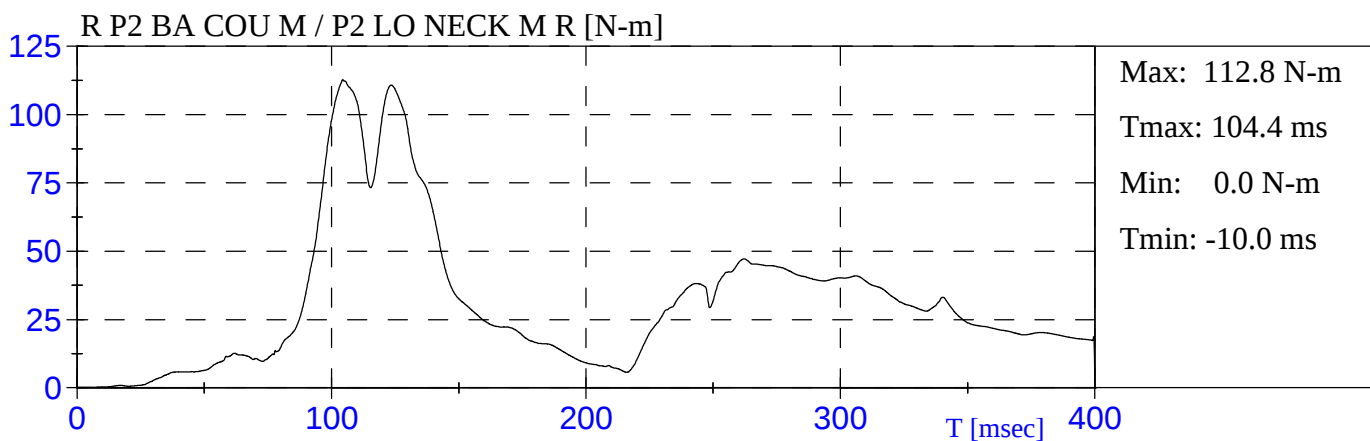
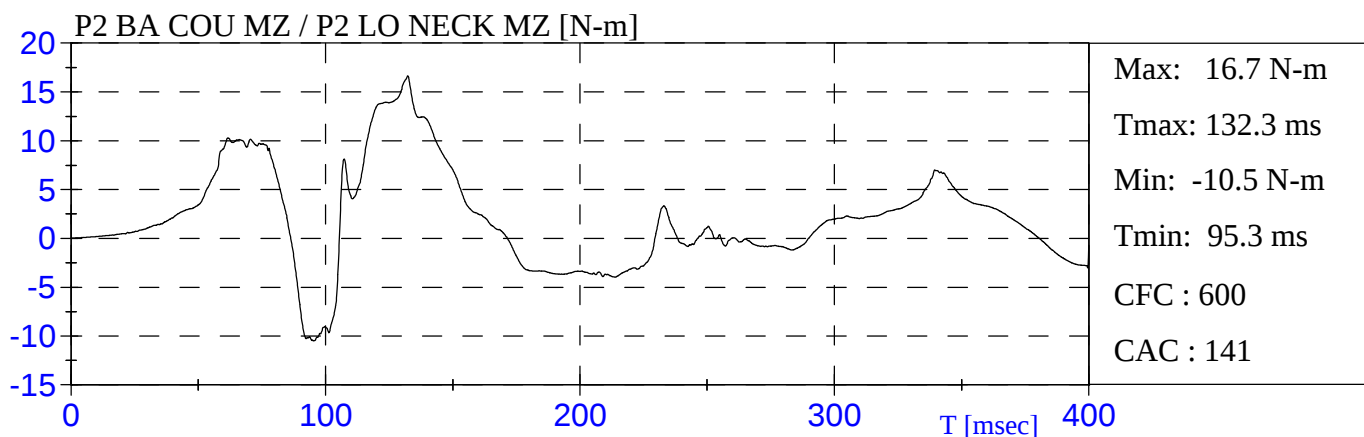
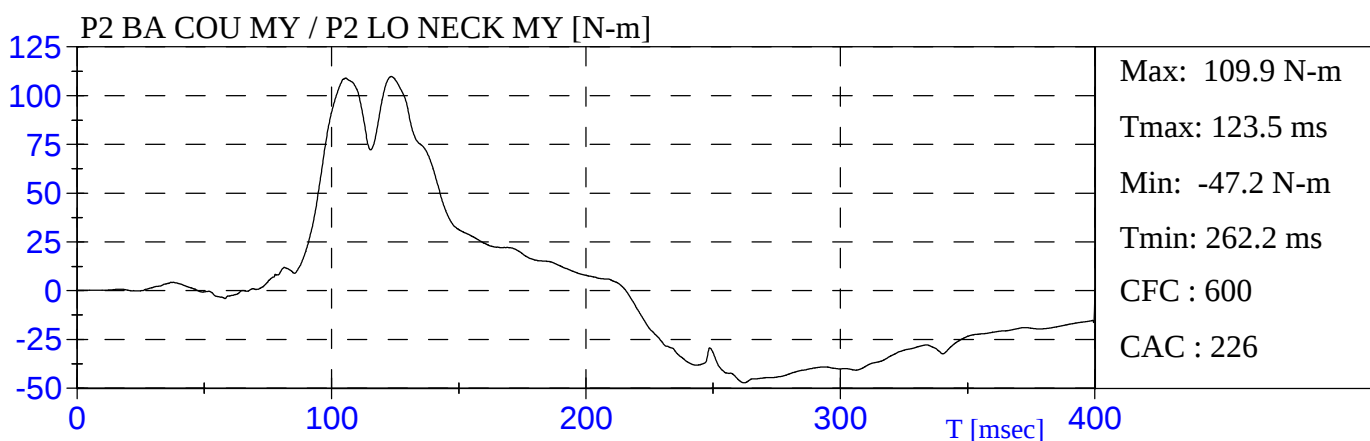
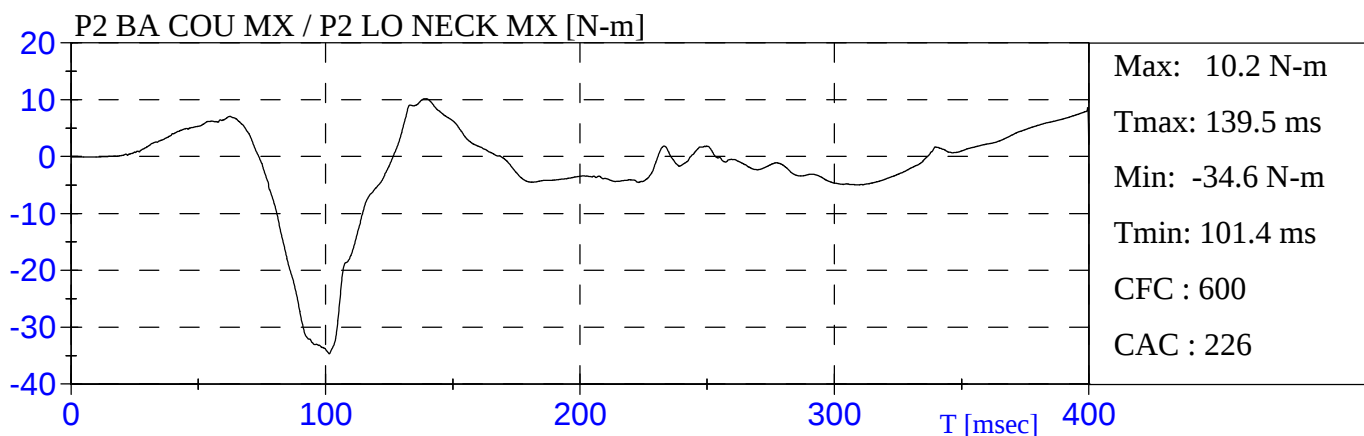


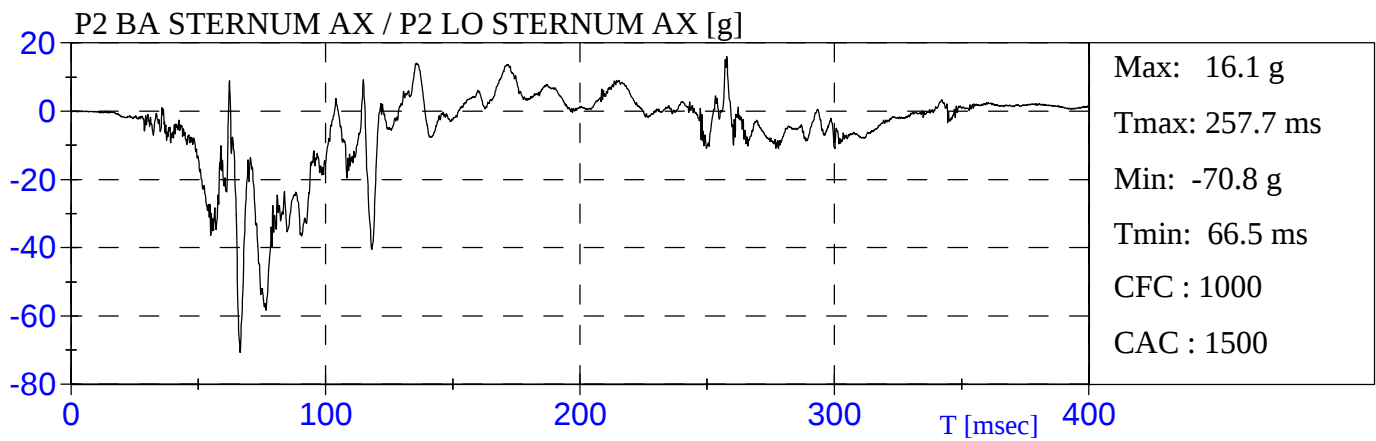
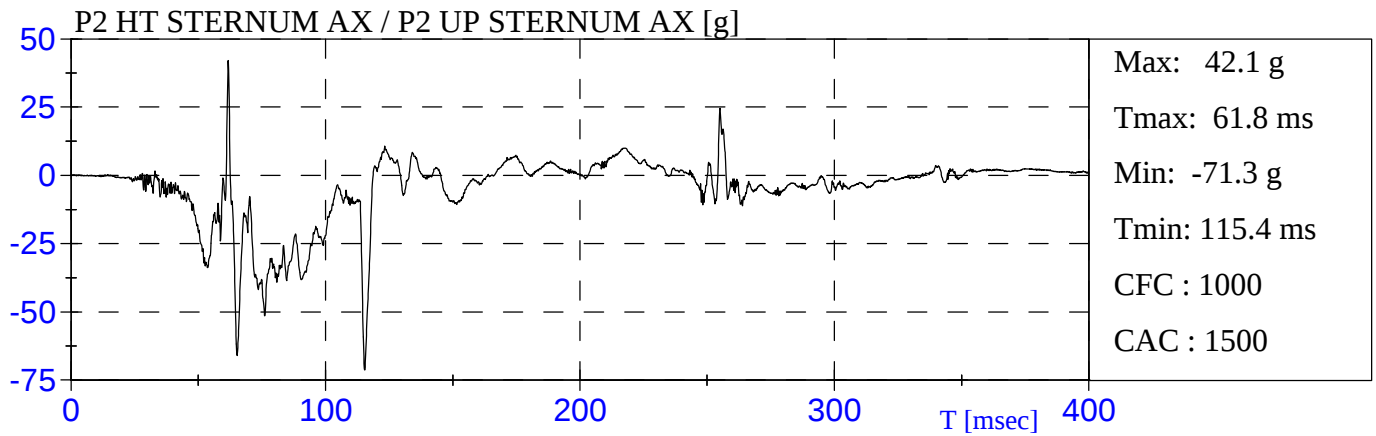


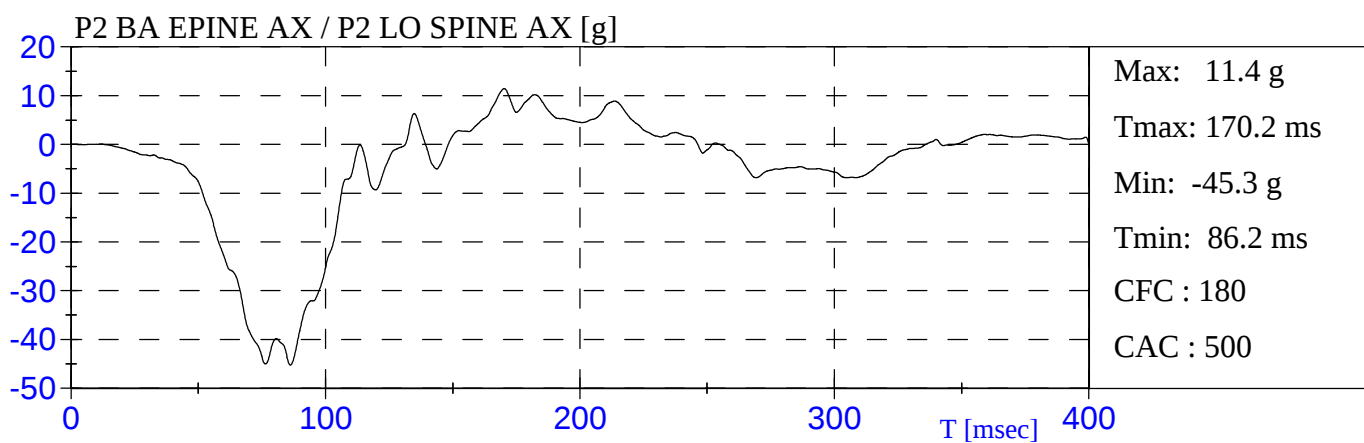
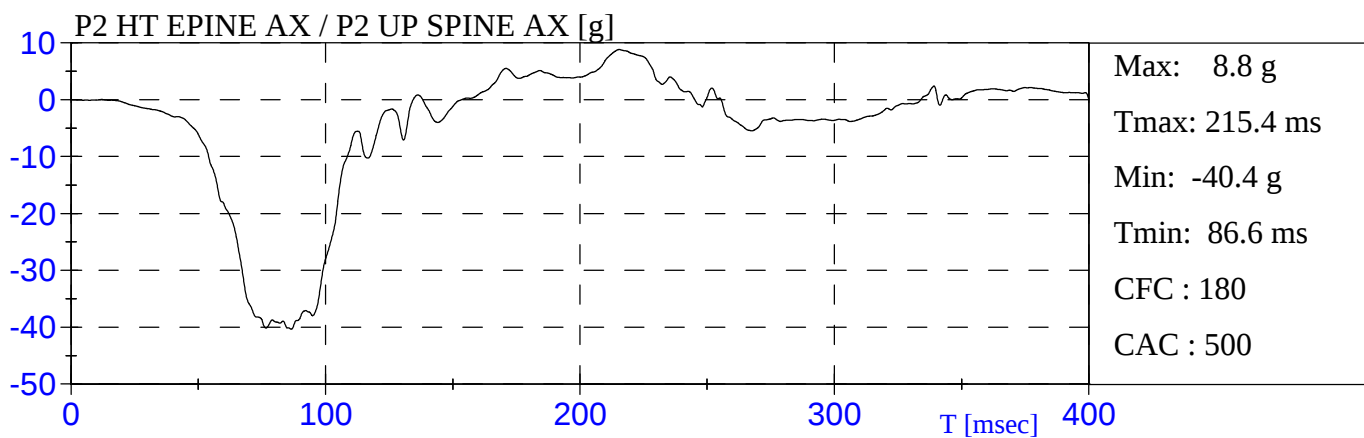


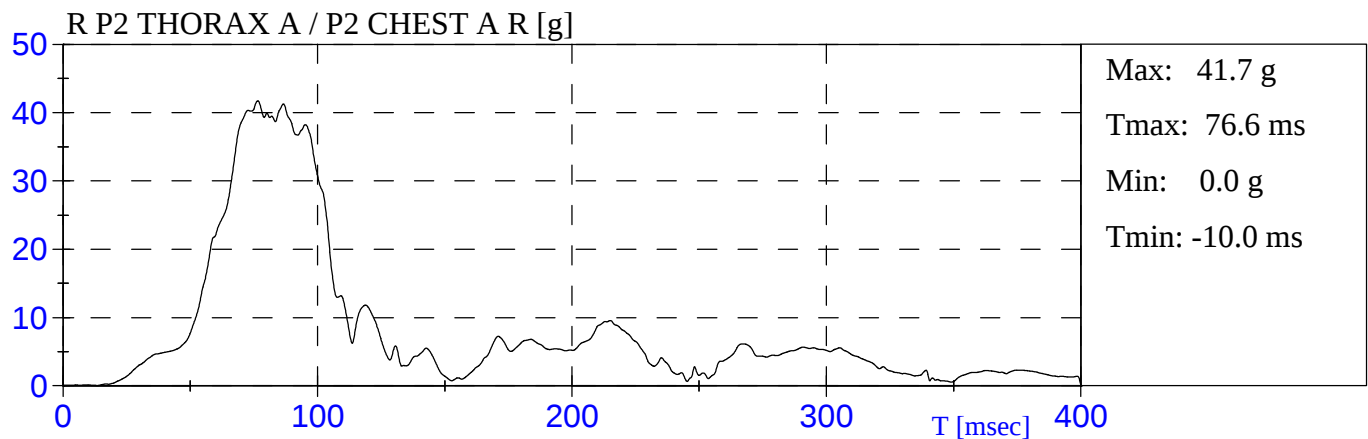
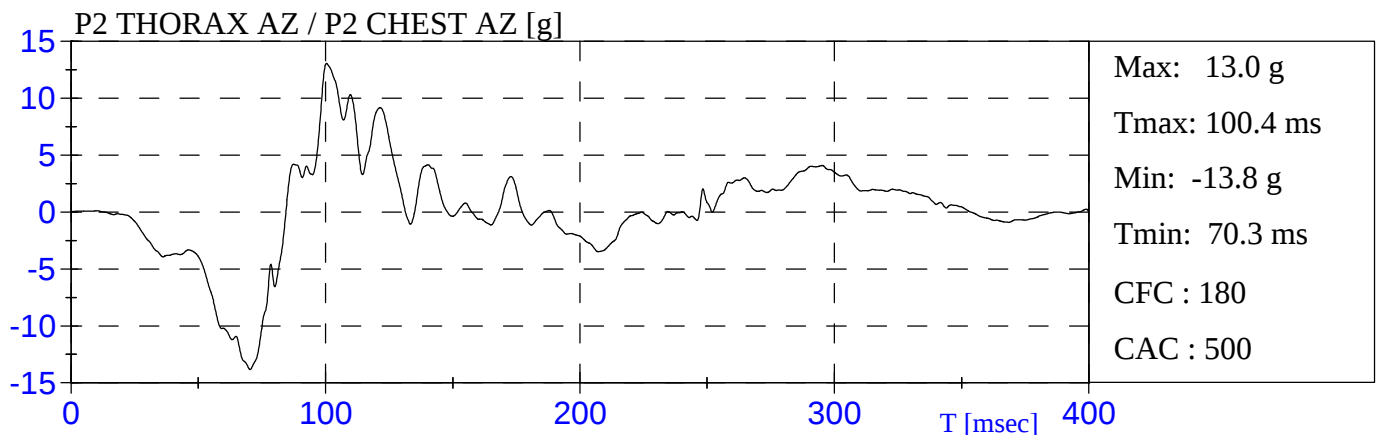
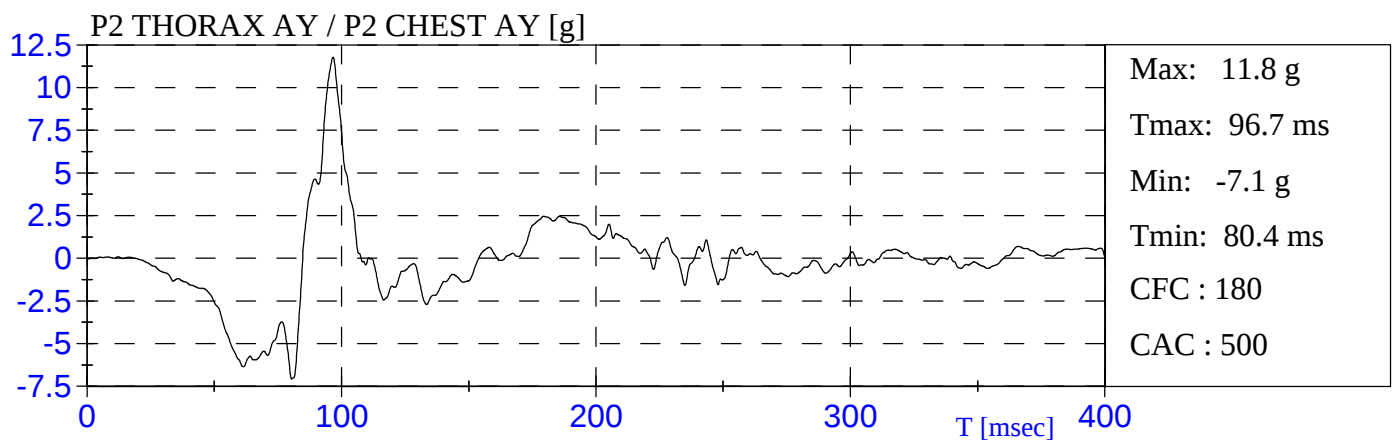
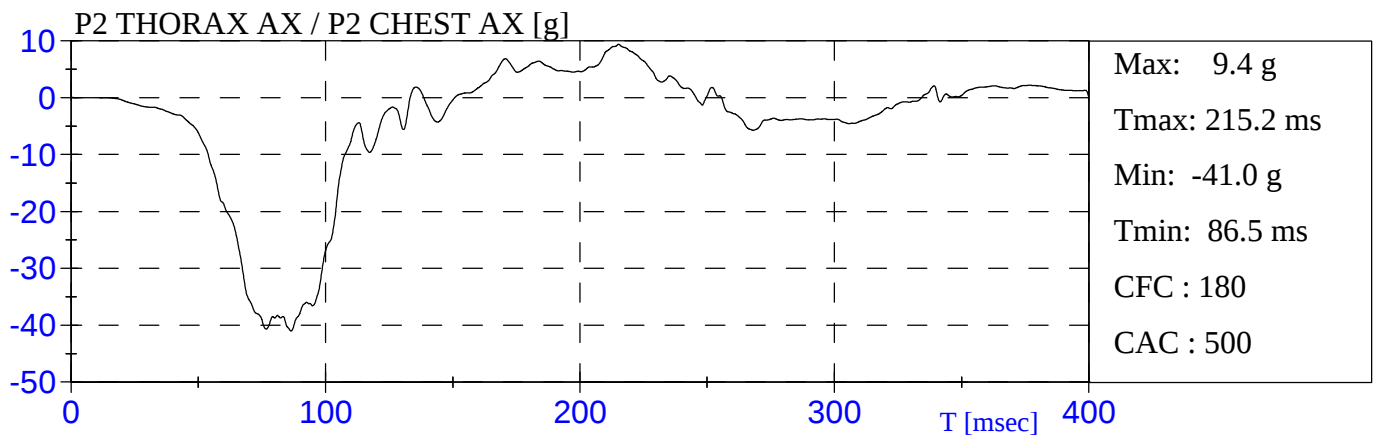


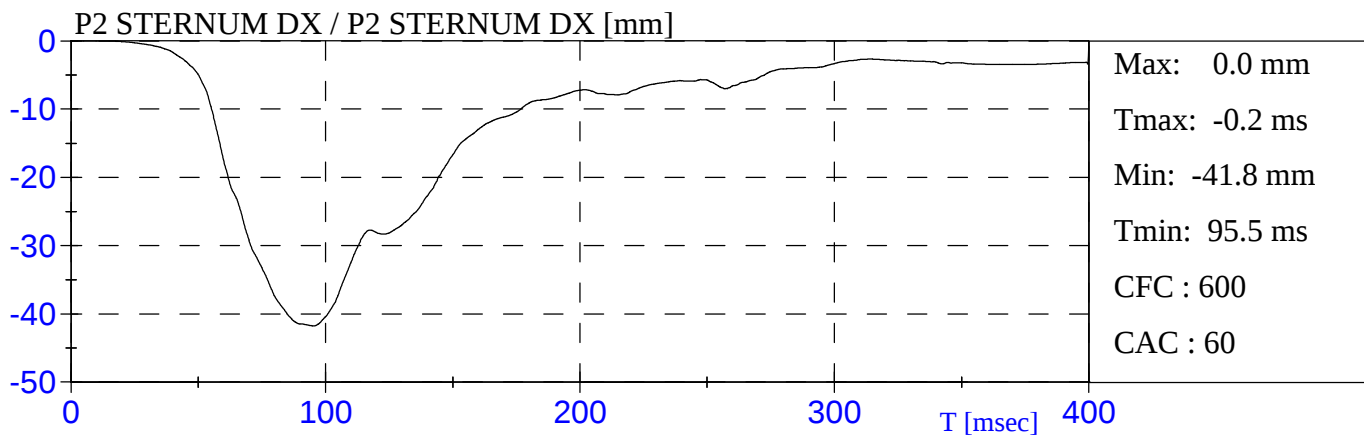


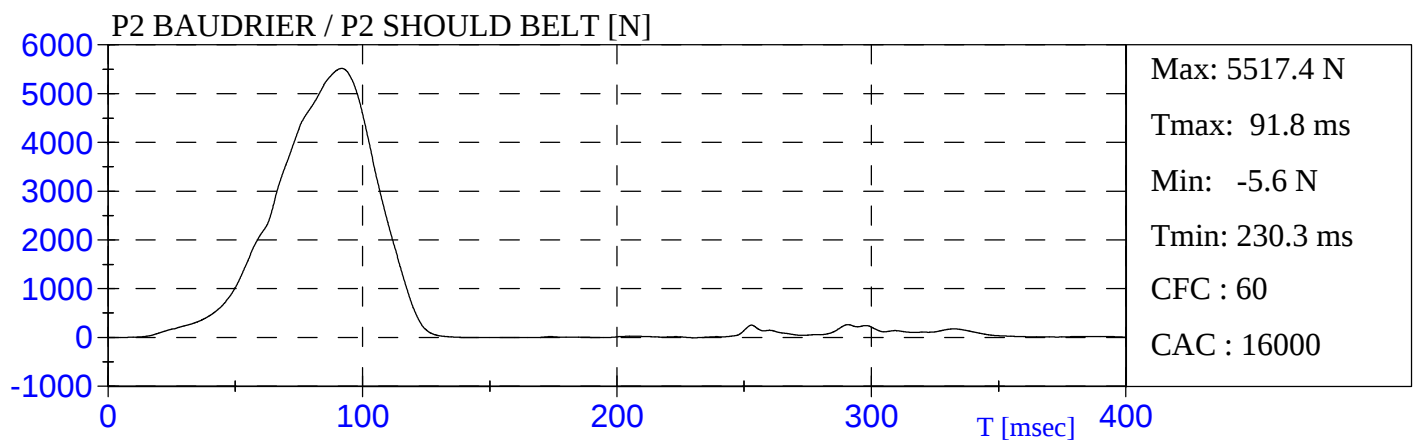
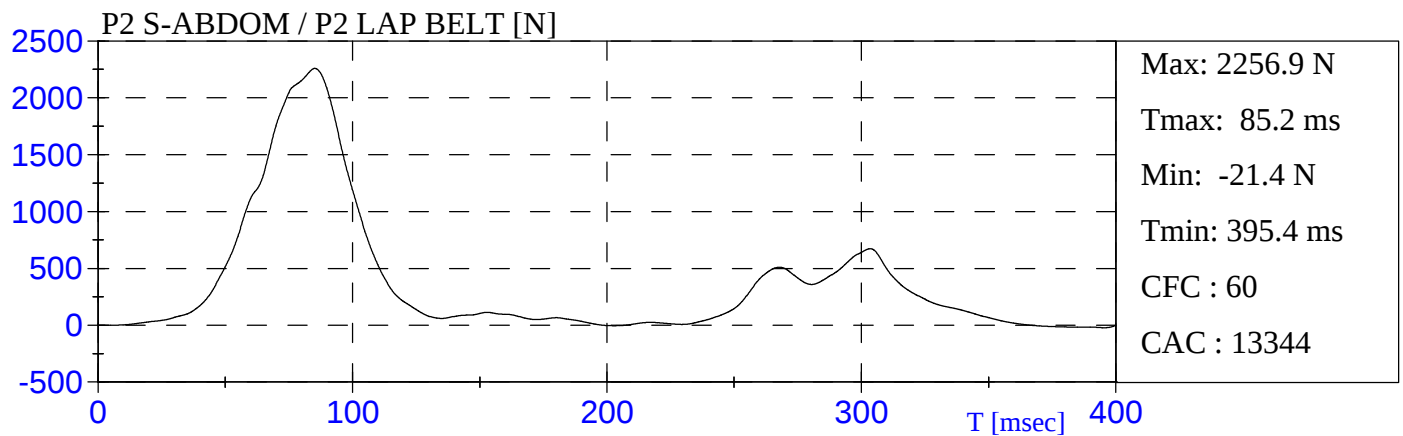


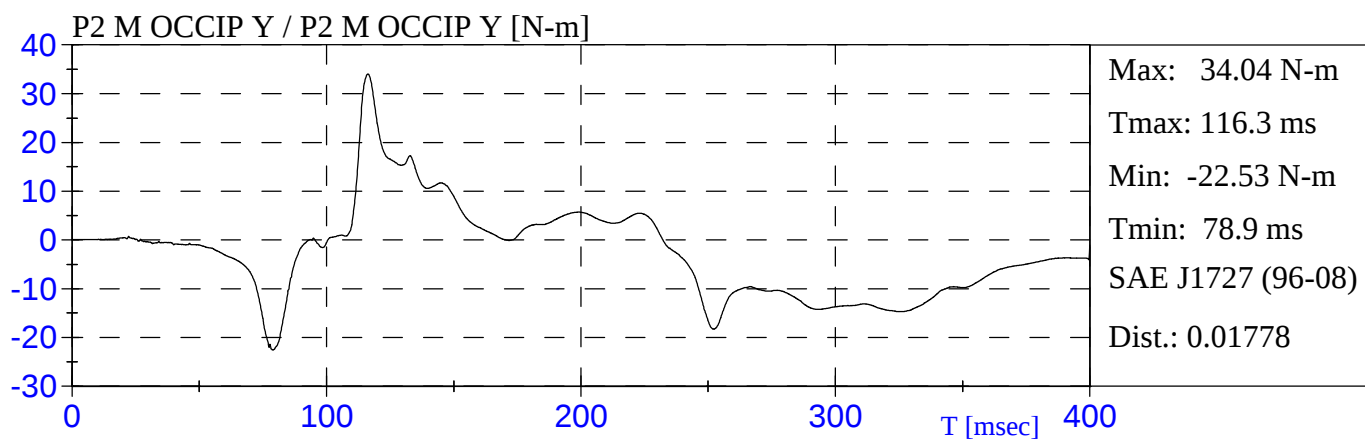


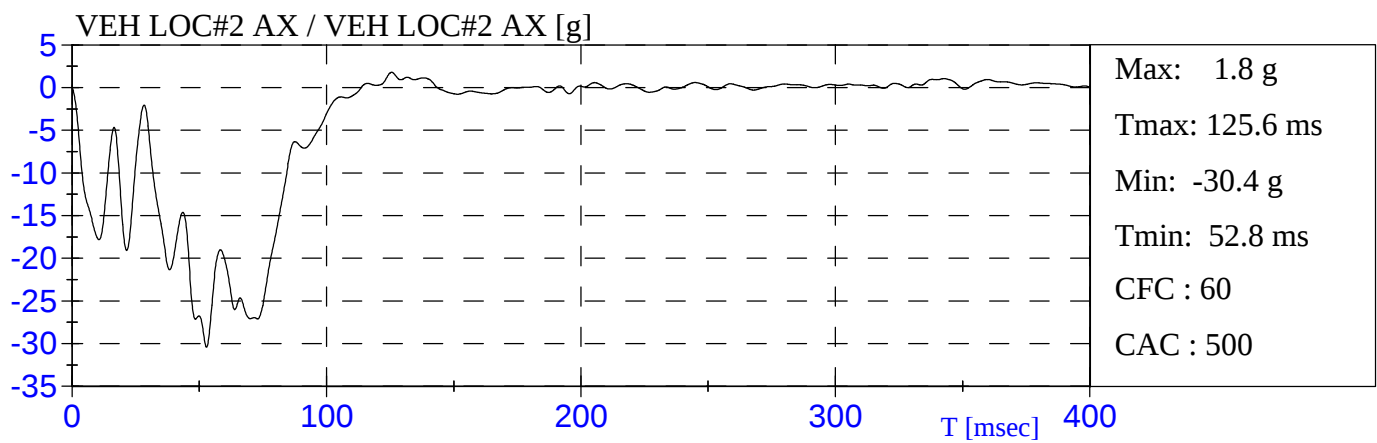
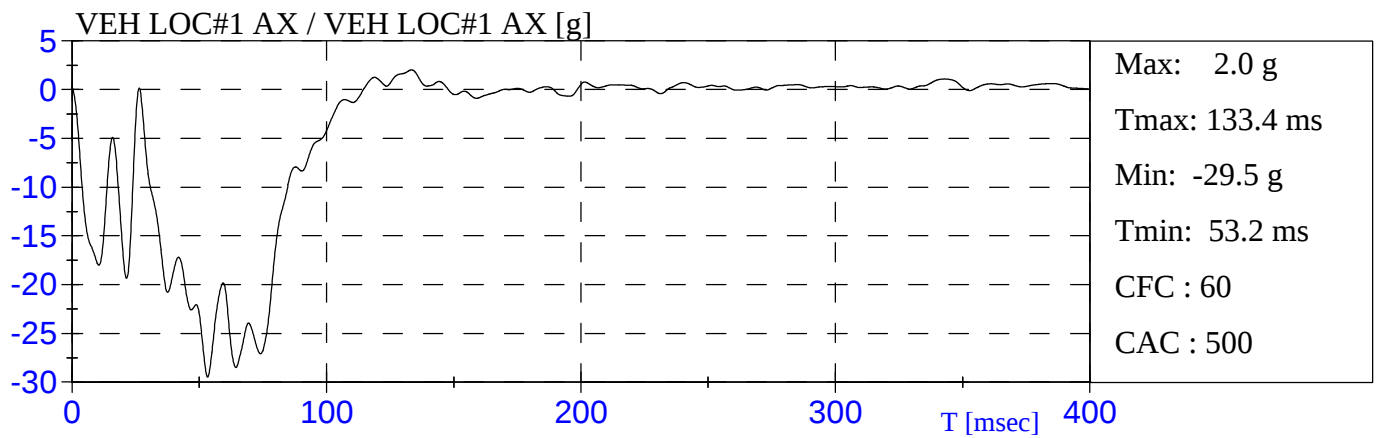


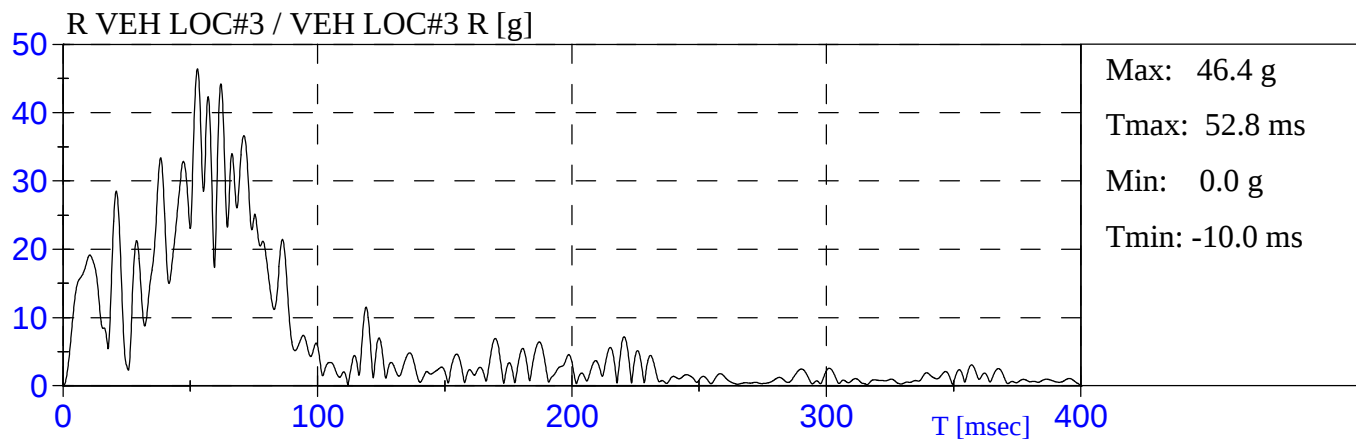
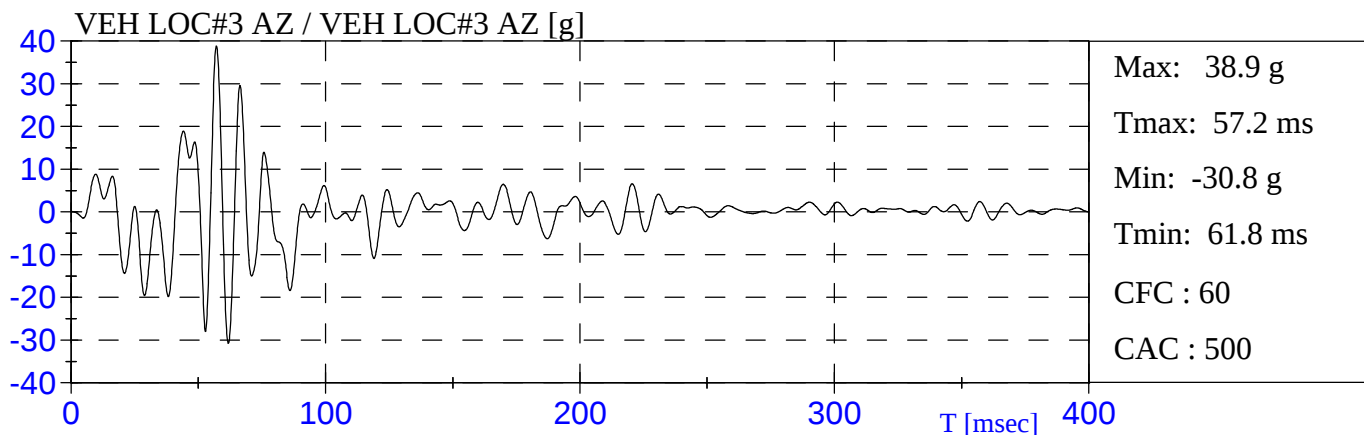
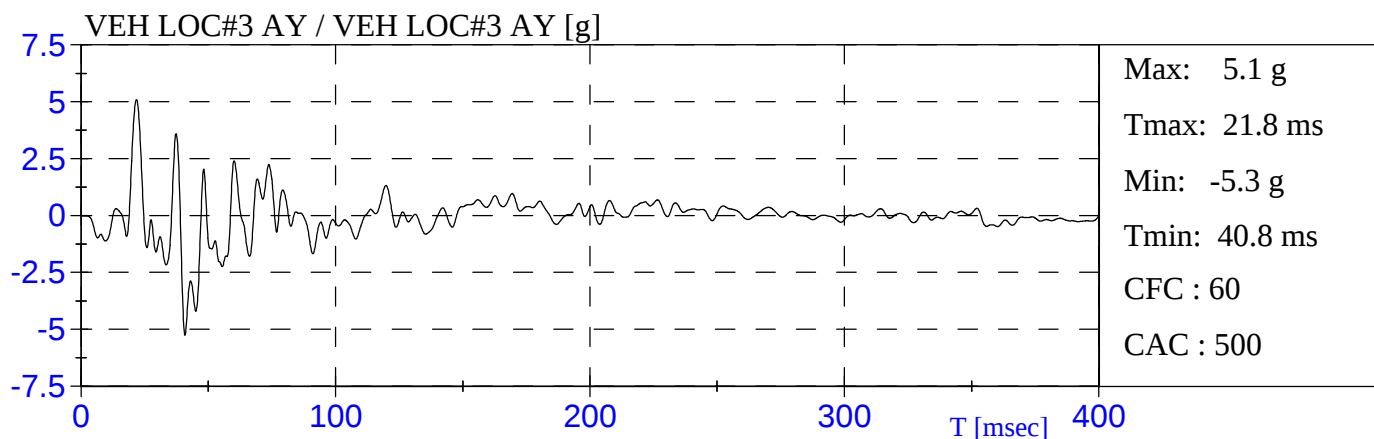
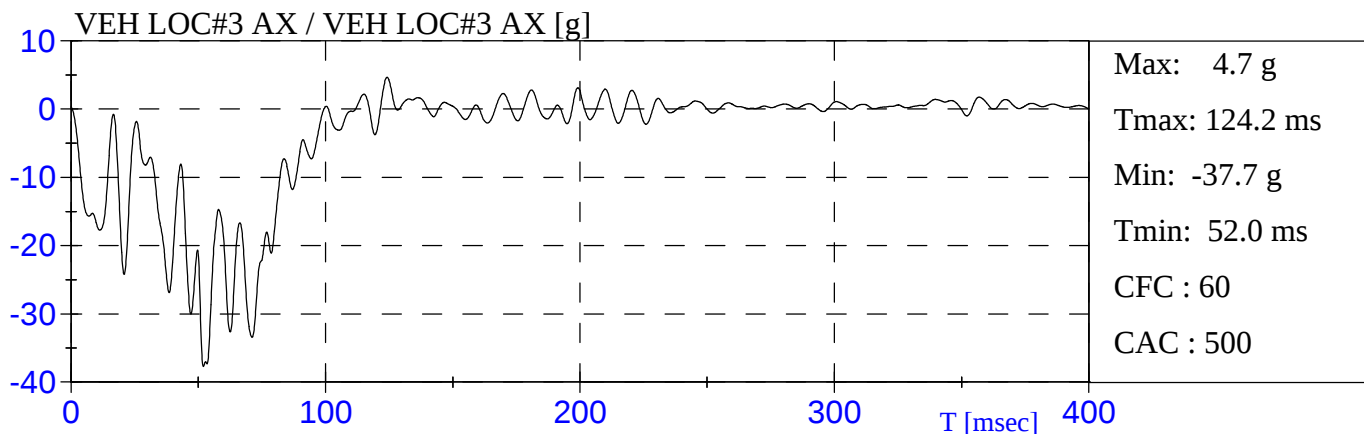


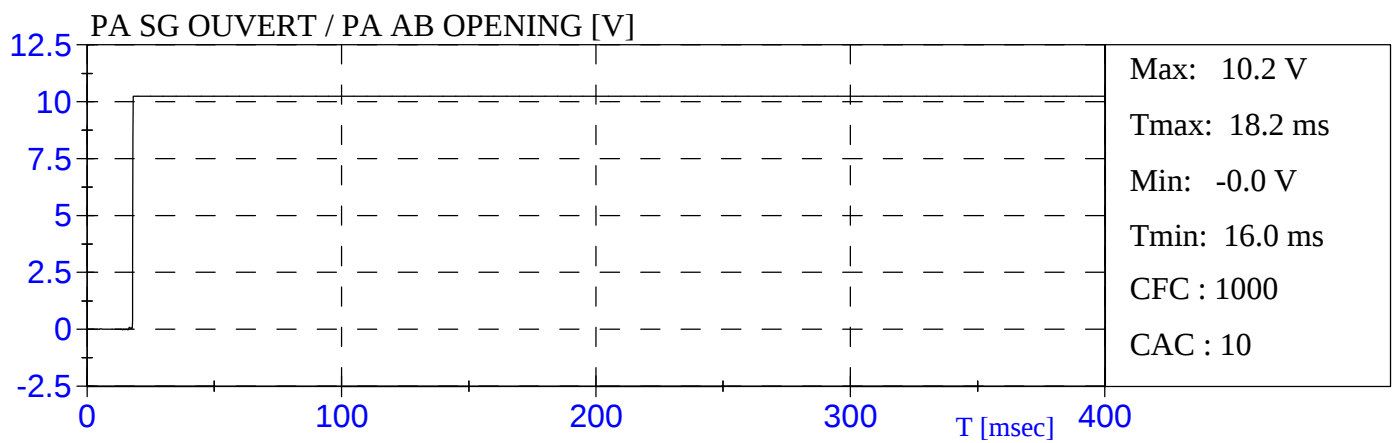
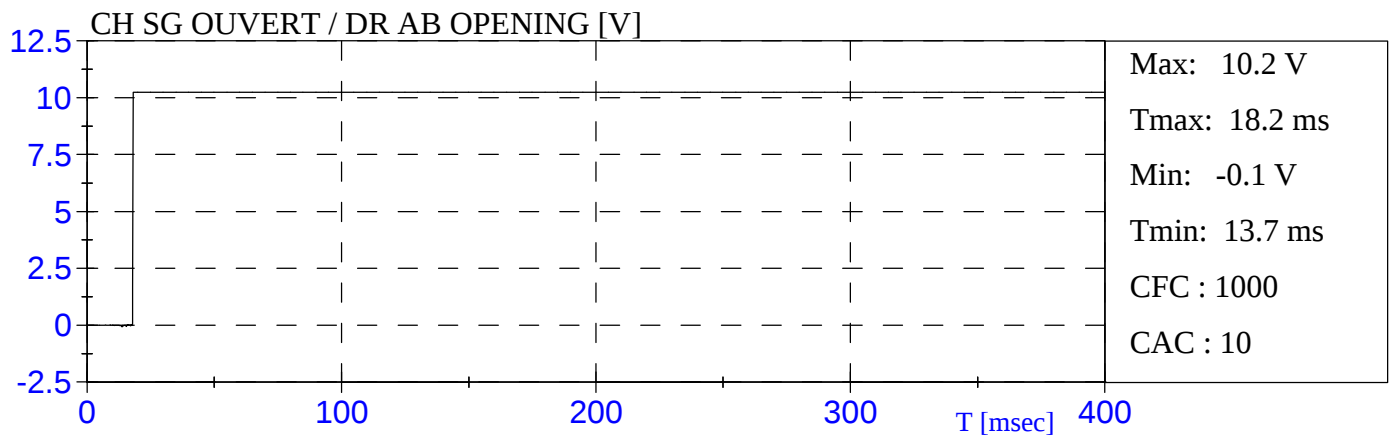


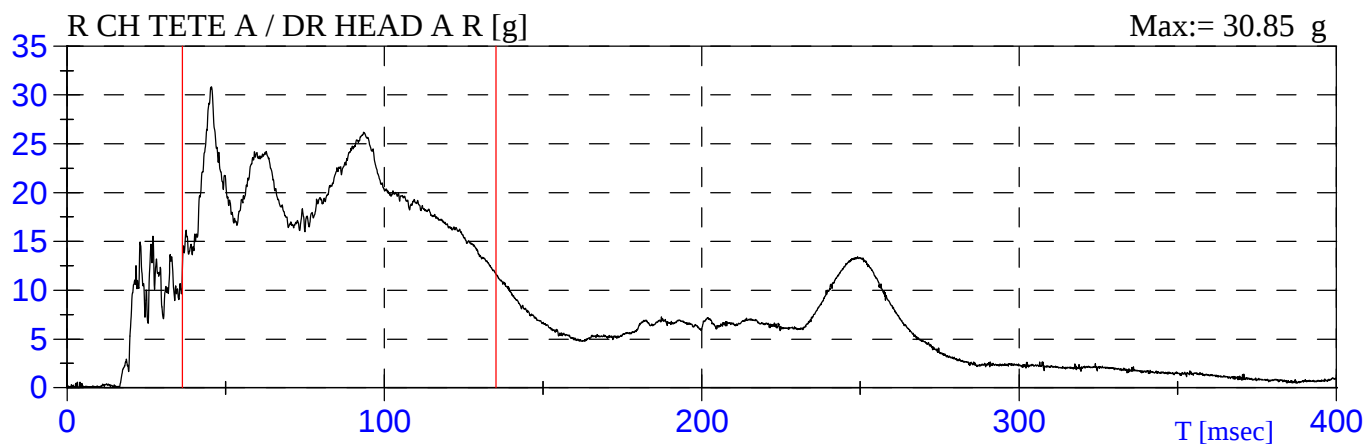










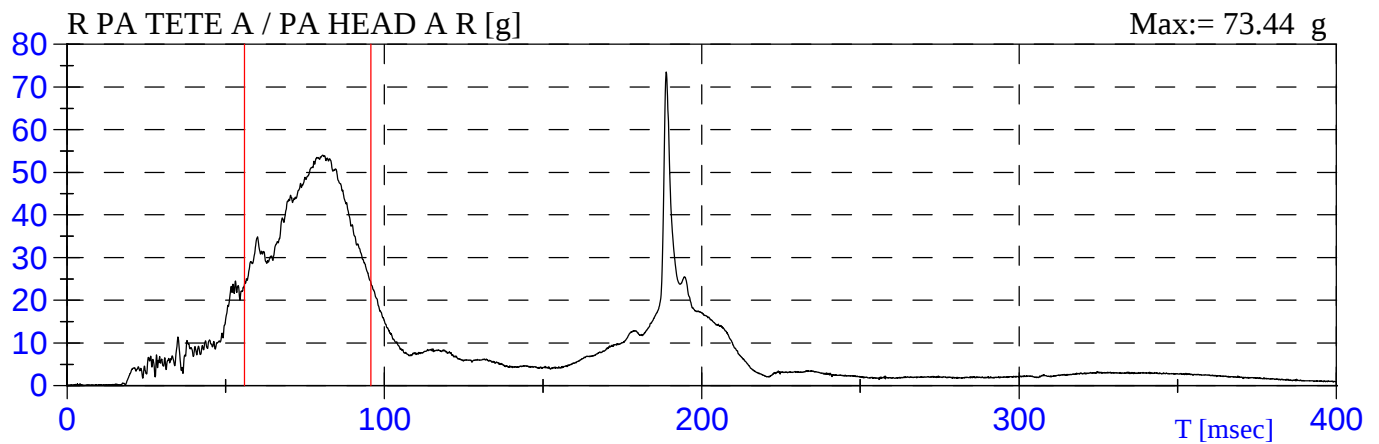


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 164	HIC(36ms):= 75	HIC(15ms):= 42
T1:= 36.4 ms	T1:= 78.3 ms	T1:= 83.9 ms
T2:= 135.2 ms	T2:= 114.3 ms	T2:= 98.9 ms

* Selon / According To: SAE J1727 96-08

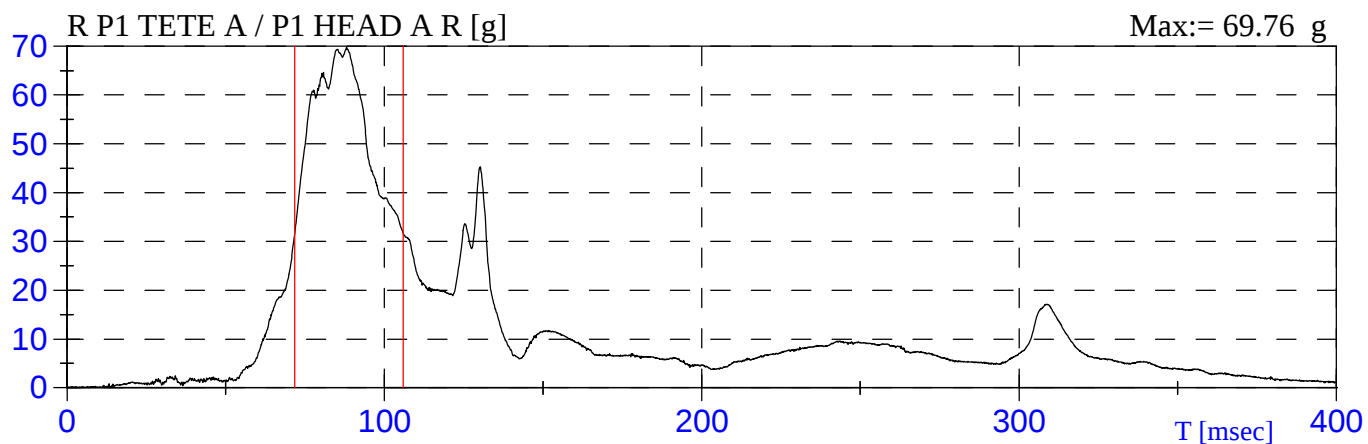


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 403	HIC(36ms):= 399	HIC(15ms):= 268
T1:= 56.0 ms	T1:= 57.7 ms	T1:= 72.3 ms
T2:= 95.8 ms	T2:= 93.7 ms	T2:= 87.3 ms

* Selon / According To: SAE J1727 96-08

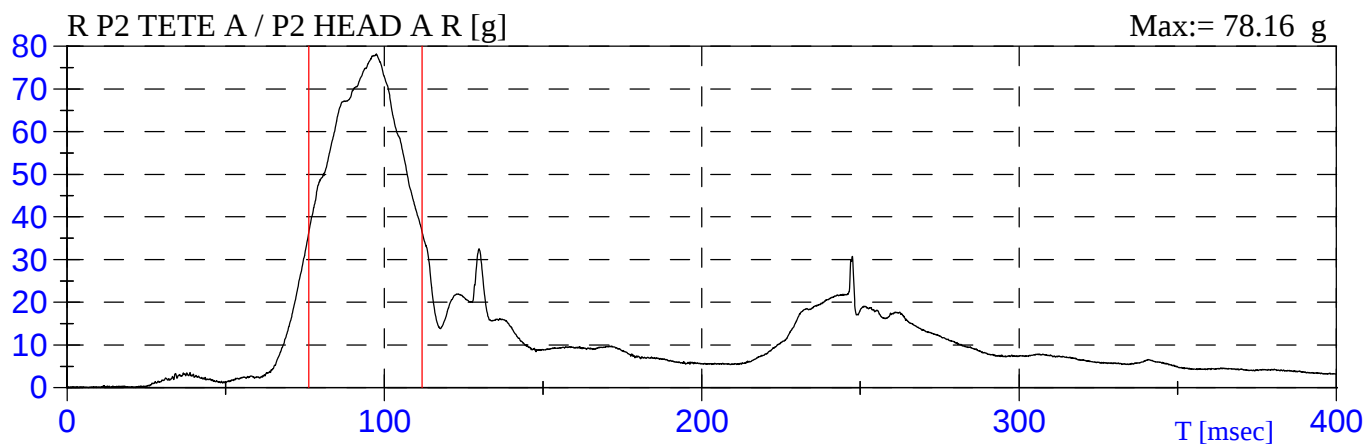


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 693	HIC(36ms):= 693	HIC(15ms):= 508
T1:= 71.8 ms	T1:= 71.8 ms	T1:= 77.1 ms
T2:= 105.9 ms	T2:= 105.9 ms	T2:= 92.1 ms

* Selon / According To: SAE J1727 96-08



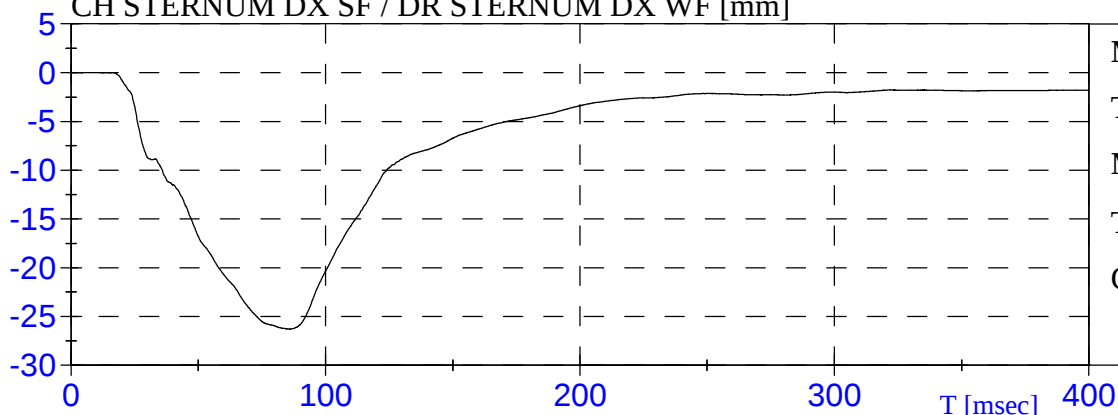
HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 1021	HIC(36ms):= 1021	HIC(15ms):= 675
T1:= 76.2 ms	T1:= 76.2 ms	T1:= 87.0 ms
T2:= 111.9 ms	T2:= 111.9 ms	T2:= 102.0 ms

* Selon / According To: SAE J1727 96-08

CH STERNUM DX SF / DR STERNUM DX WF [mm]



Max: 0.0 mm

Tmax: -9.7 ms

Min: -26.3 mm

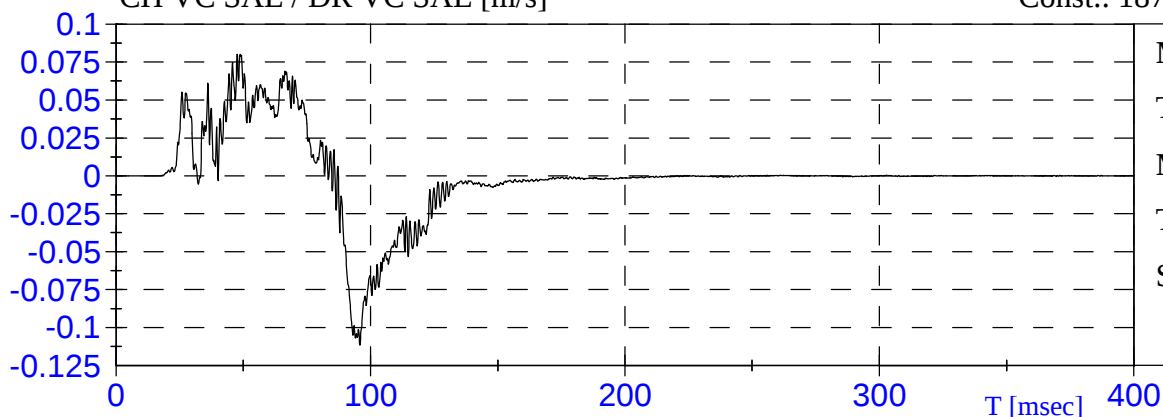
Tmin: 86.0 ms

CFC : N/A

CH VC SAE / DR VC SAE [m/s]

Const.: 187

Fact.: 1.3



Max: 0.0801 m/s

Tmax: 47.6 ms

Min: -0.1117 m/s

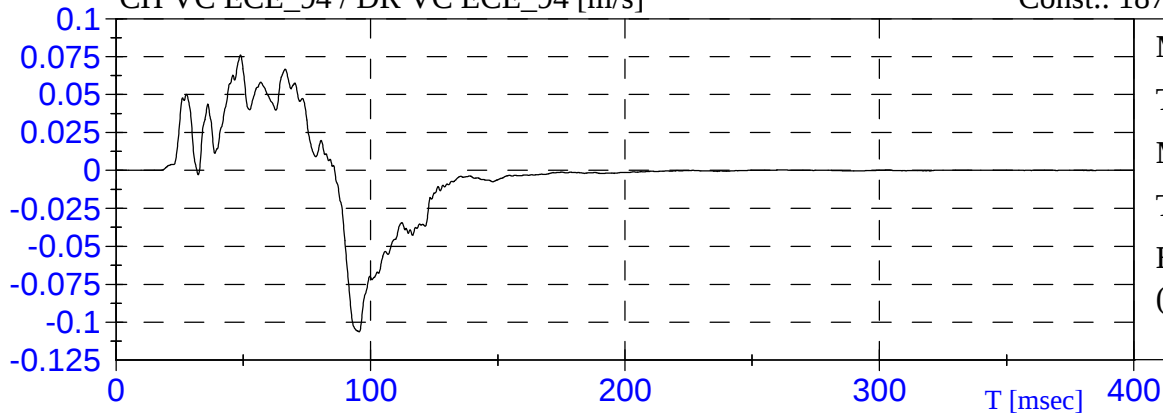
Tmin: 95.9 ms

SAE J1727 (96-08)

CH VC ECE_94 / DR VC ECE_94 [m/s]

Const.: 187

Fact.: 1.3



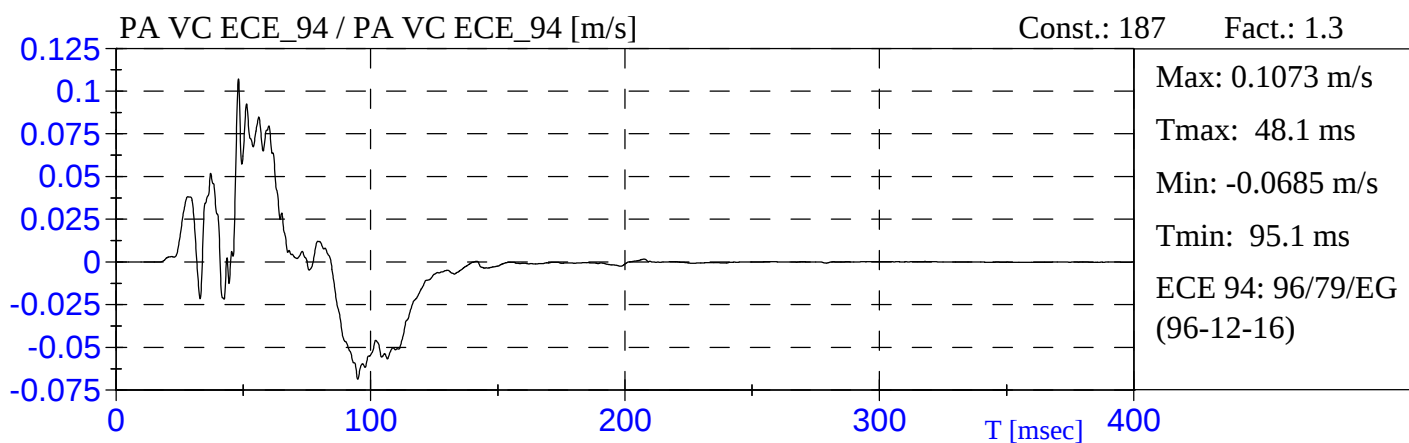
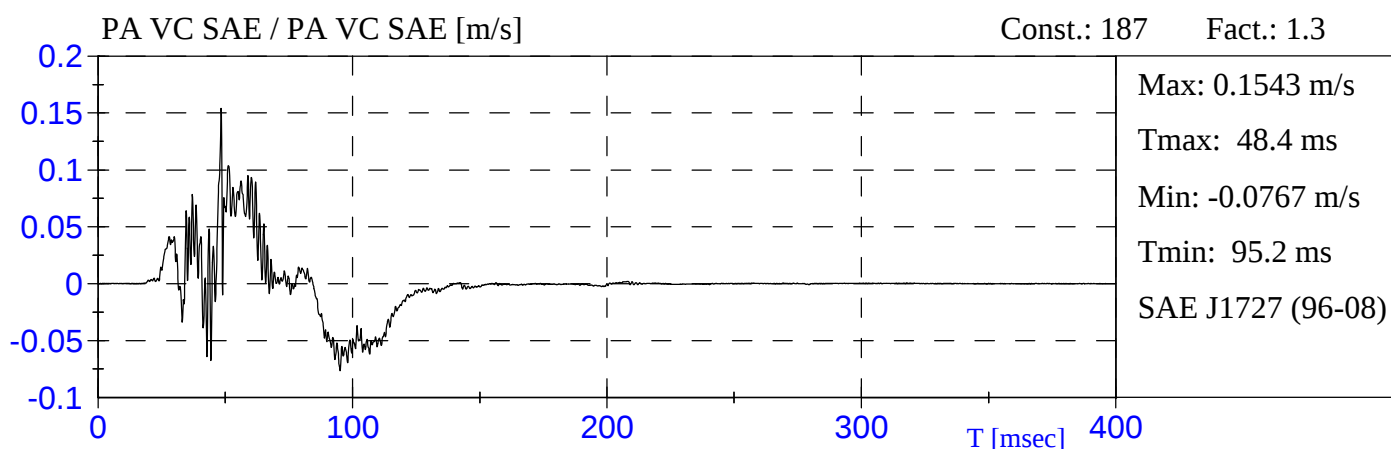
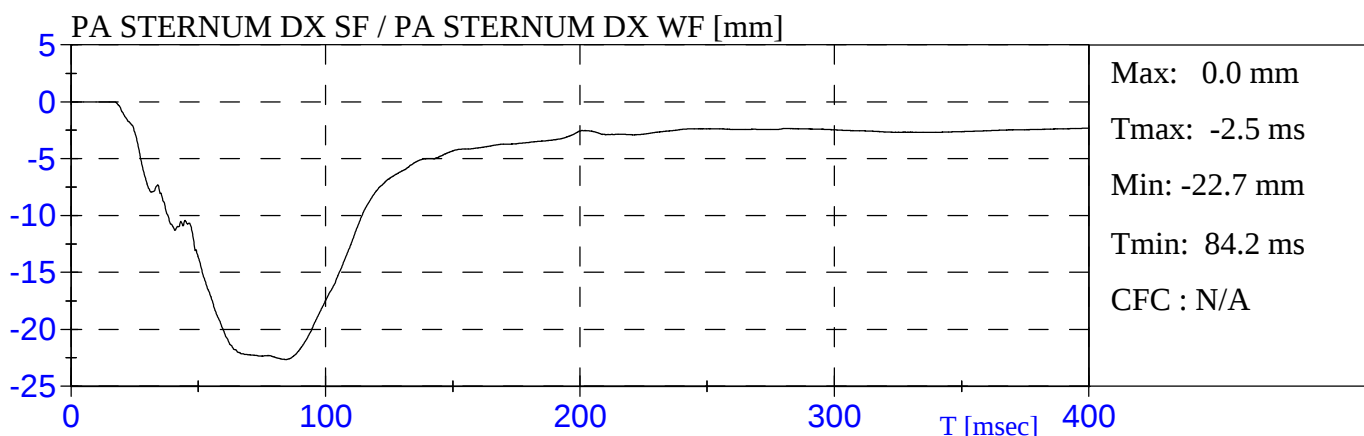
Max: 0.0761 m/s

Tmax: 48.9 ms

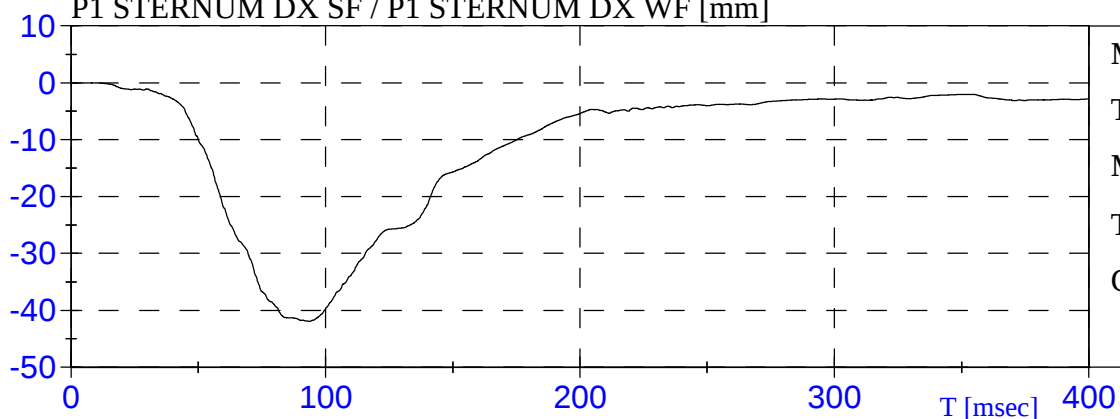
Min: -0.1064 m/s

Tmin: 95.6 ms

ECE 94: 96/79/EG
(96-12-16)



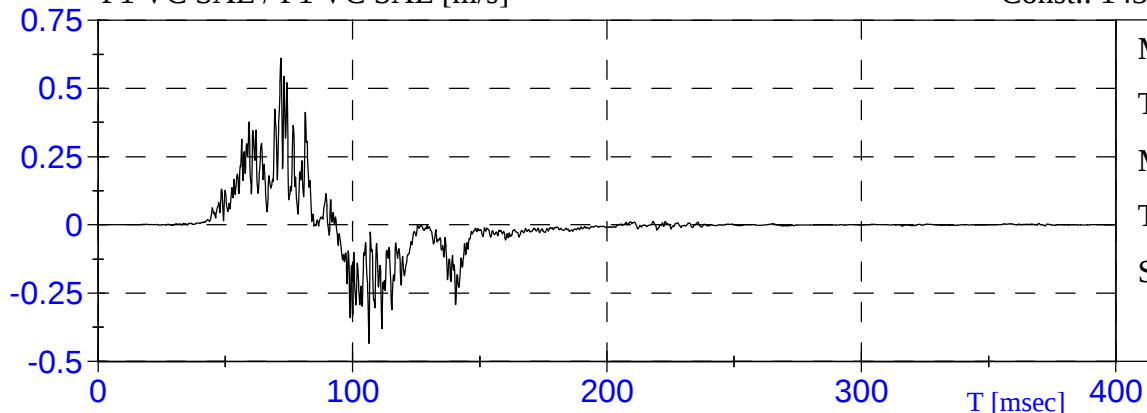
P1 STERNUM DX SF / P1 STERNUM DX WF [mm]



Max: 0.0 mm
Tmax: 8.0 ms
Min: -41.9 mm
Tmin: 93.6 ms
CFC : N/A

P1 VC SAE / P1 VC SAE [m/s]

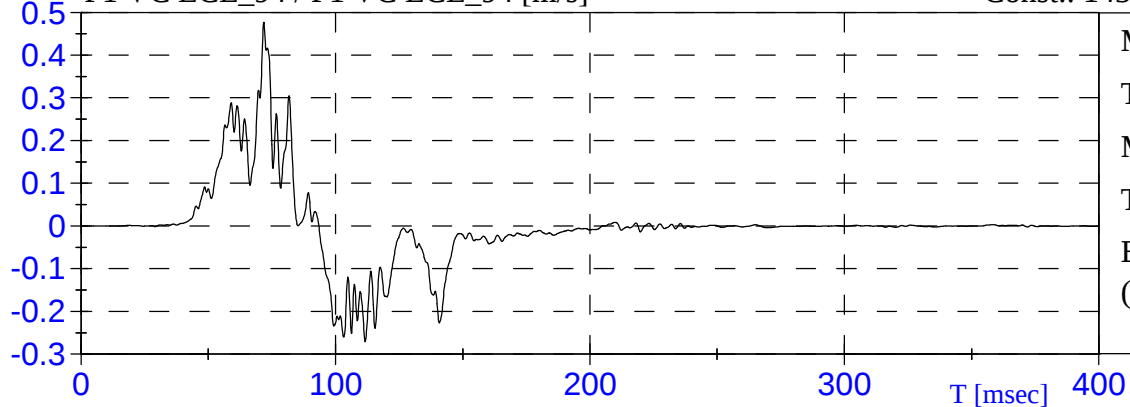
Const.: 143 Fact.: 1.3



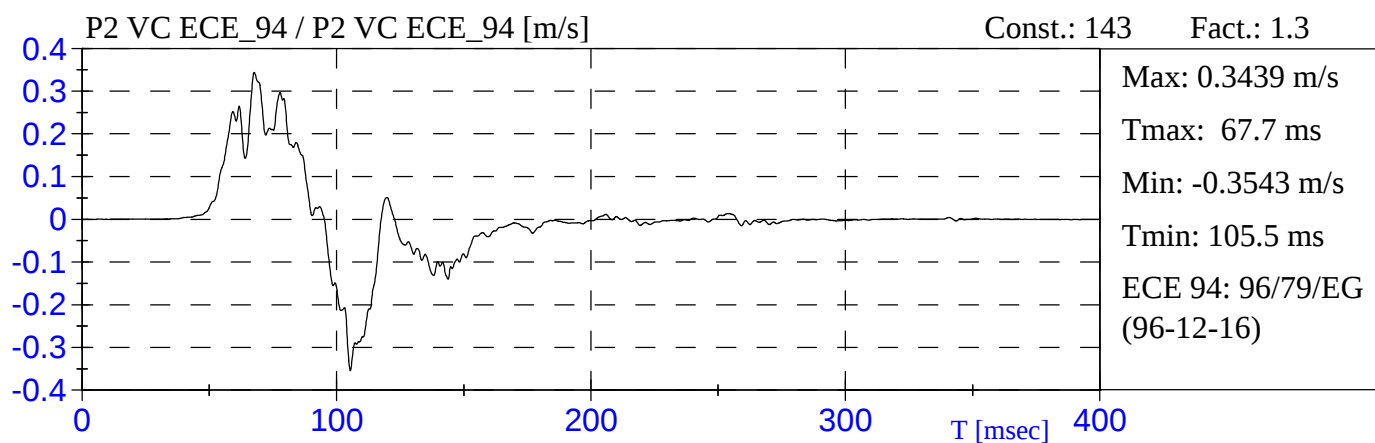
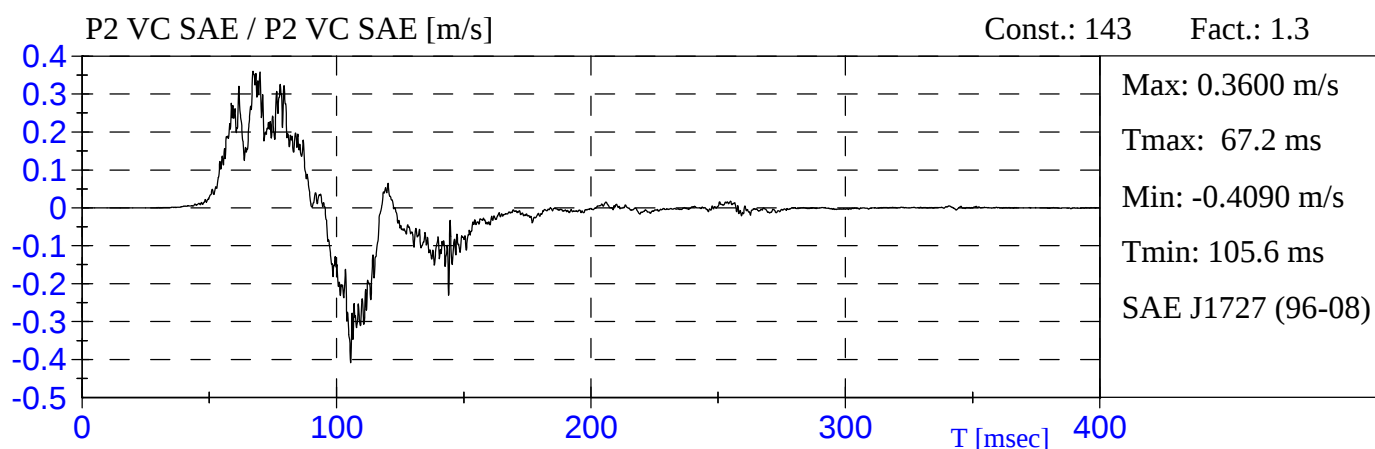
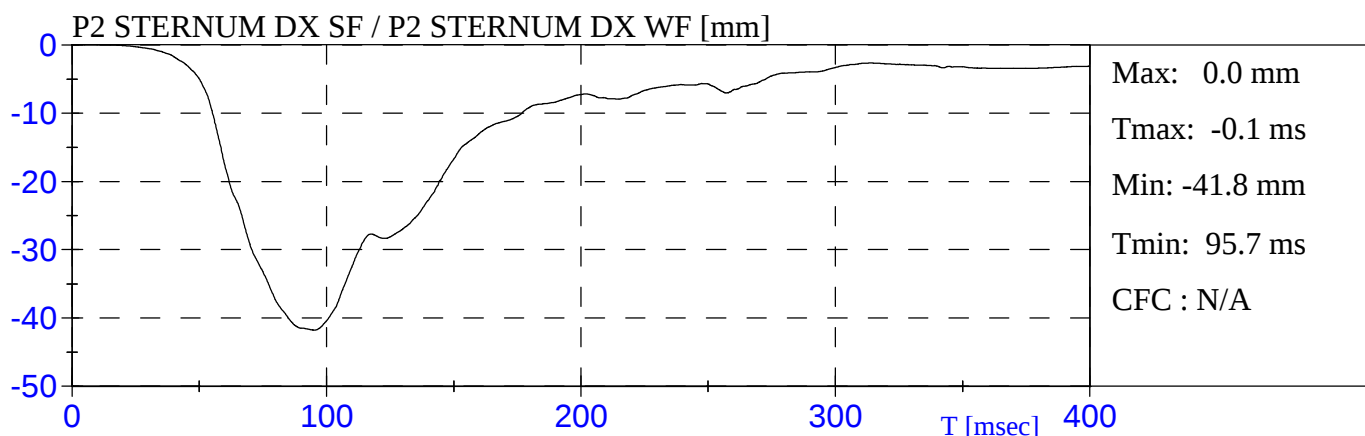
Max: 0.6095 m/s
Tmax: 71.9 ms
Min: -0.4341 m/s
Tmin: 106.5 ms
SAE J1727 (96-08)

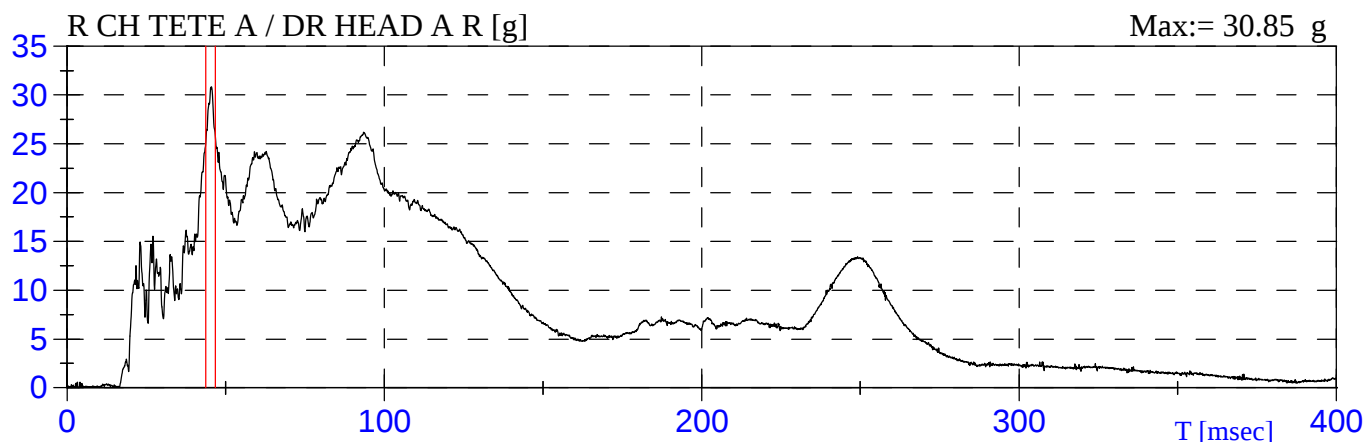
P1 VC ECE_94 / P1 VC ECE_94 [m/s]

Const.: 143 Fact.: 1.3



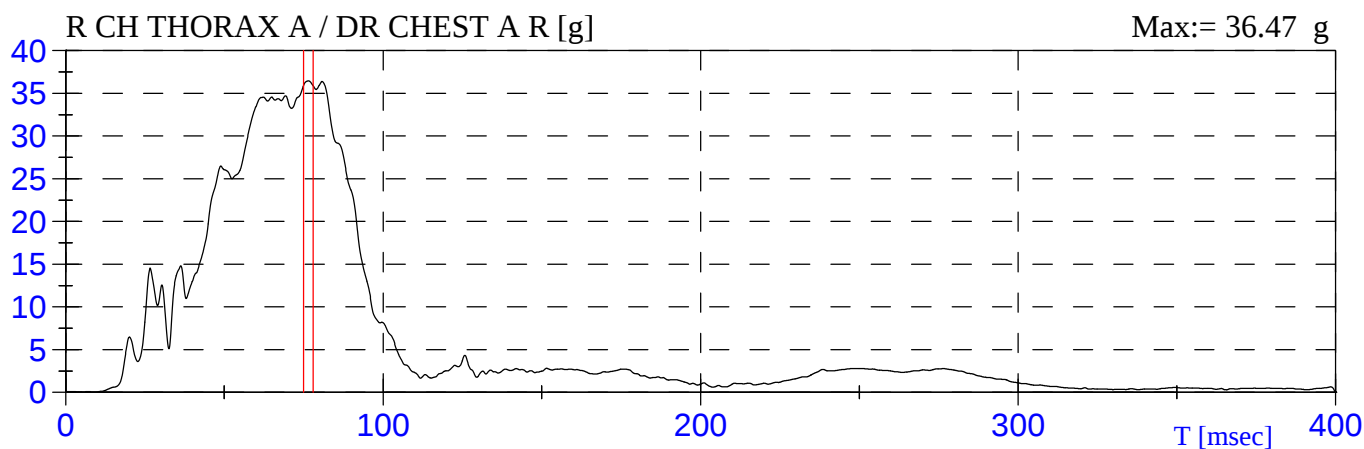
Max: 0.4776 m/s
Tmax: 71.8 ms
Min: -0.2711 m/s
Tmin: 111.6 ms
ECE 94: 96/79/EG
(96-12-16)





CLIP 3ms *

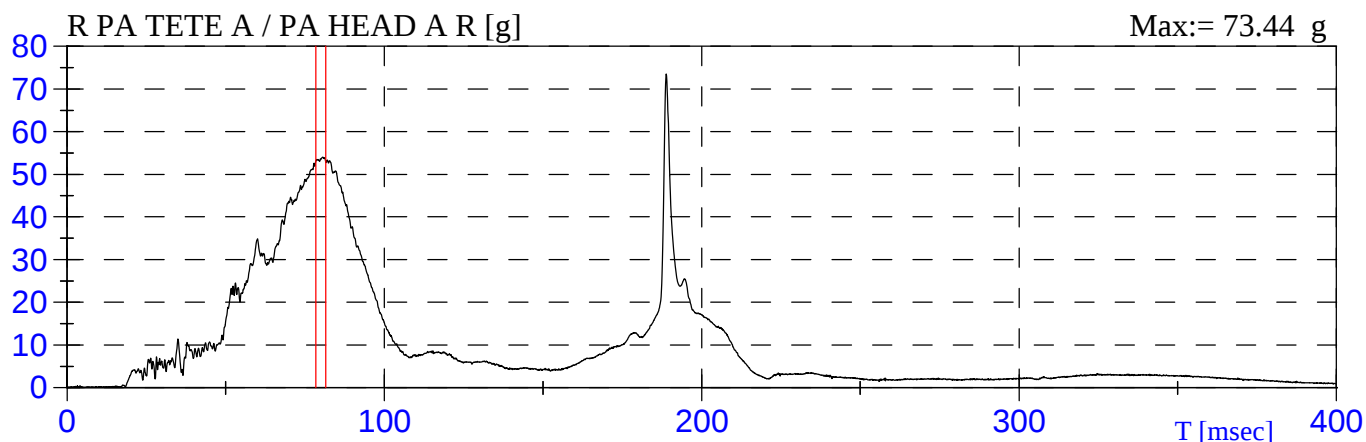
Acc. := 25.43 g	T1:= 43.8 ms	T2:= 46.8 ms
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CLIP 3ms *

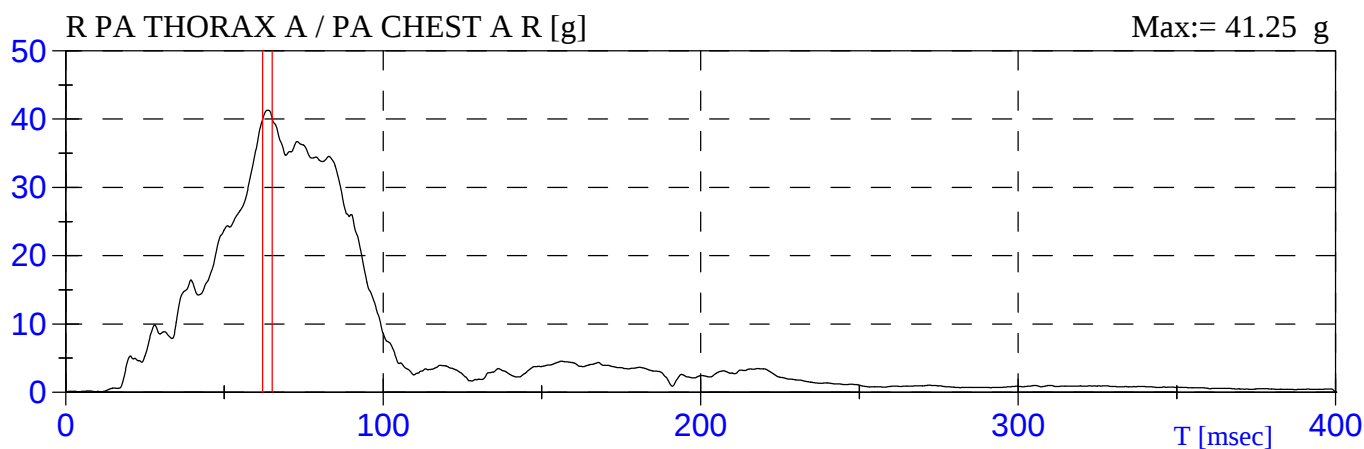
Acc. := 35.90 g	T1:= 75.0 ms	T2:= 78.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

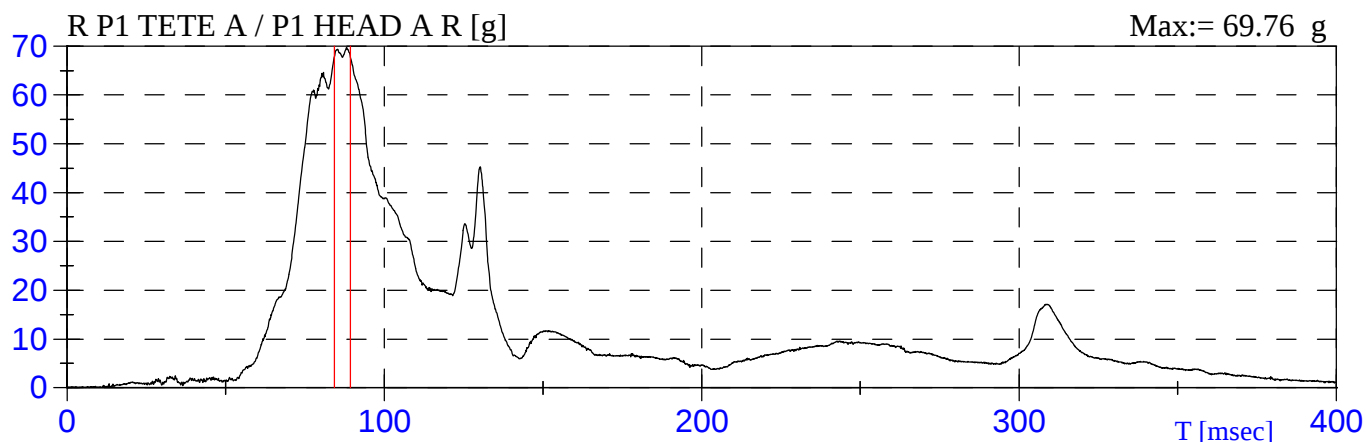
Acc. := 53.02 g	T1:= 78.4 ms	T2:= 81.5 ms
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CLIP 3ms *

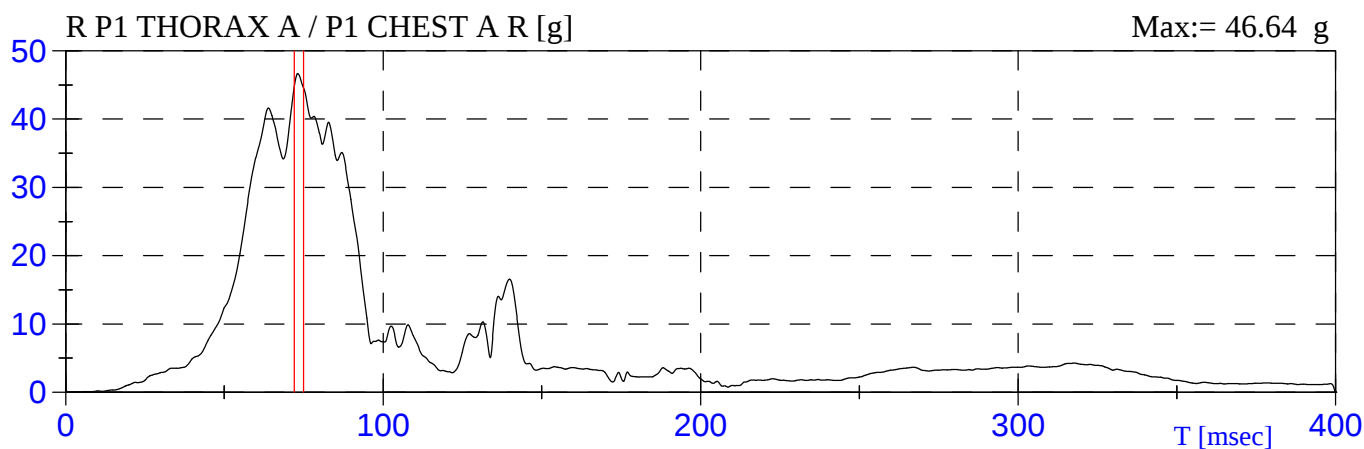
Acc. := 40.04 g	T1:= 62.1 ms	T2:= 65.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

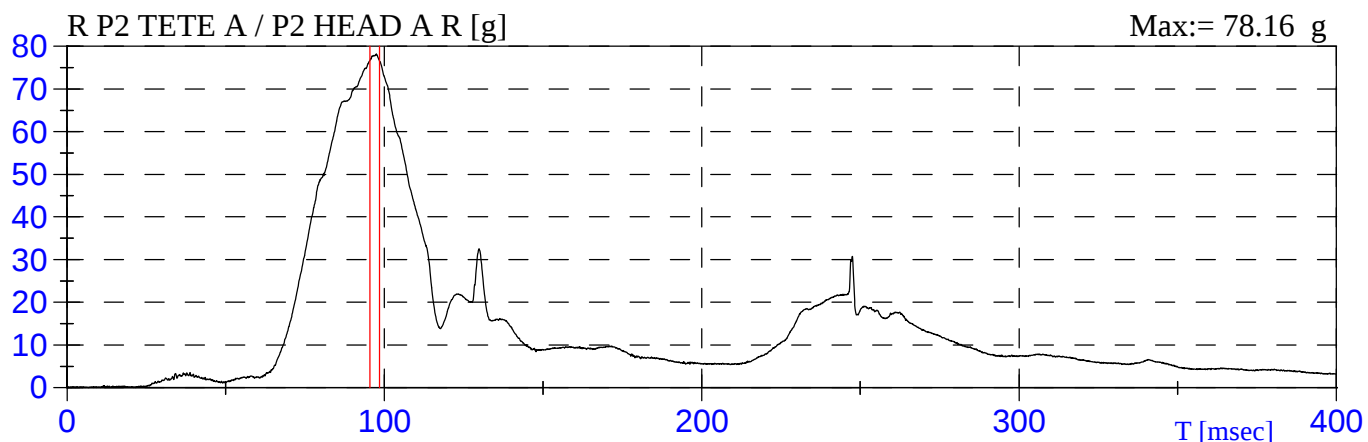
Acc. := 67.73 g	T1:= 84.2 ms	T2:= 89.3 ms
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CLIP 3ms *

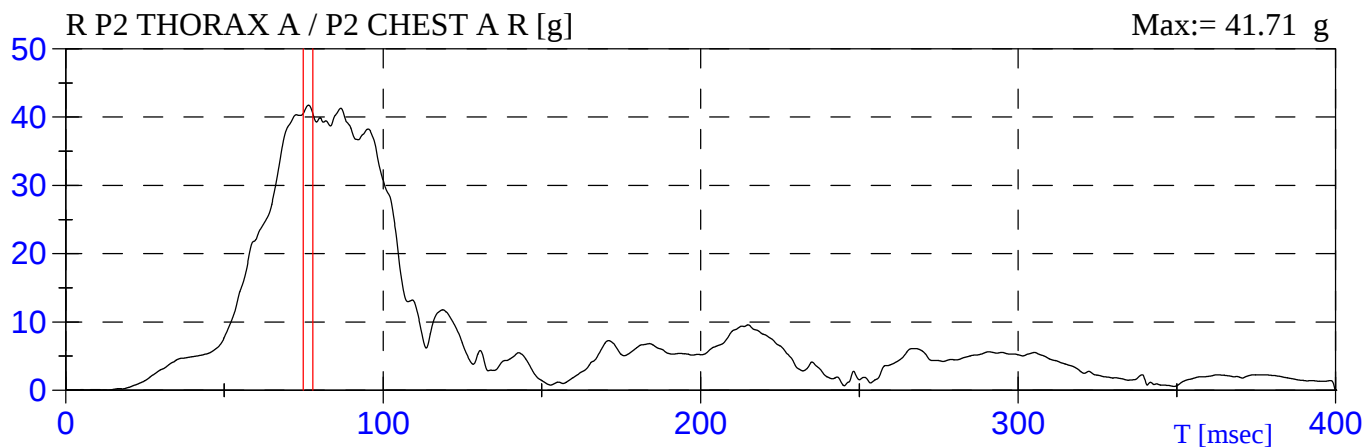
Acc. := 44.60 g	T1:= 72.0 ms	T2:= 75.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 76.61 g	T1:= 95.5 ms	T2:= 98.5 ms
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CLIP 3ms *

Acc. := 40.51 g	T1:= 74.9 ms	T2:= 77.9 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 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.486	0.356
BAS / LOWER	0.490	0.424

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

TIBIA INDEX *

TI Passenger / Passenger

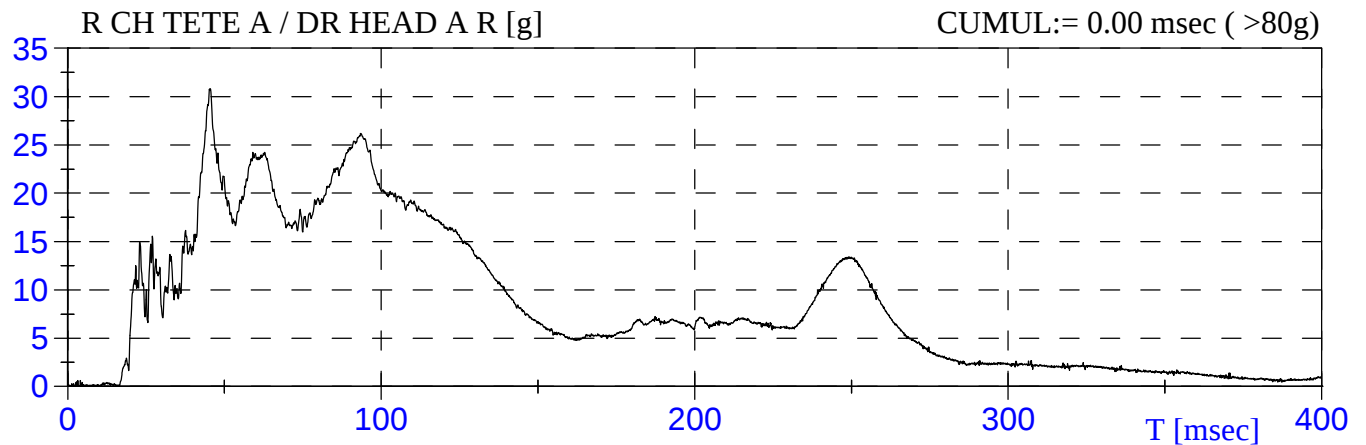
Mc := 115 N-m

Fc := 22.9 kN

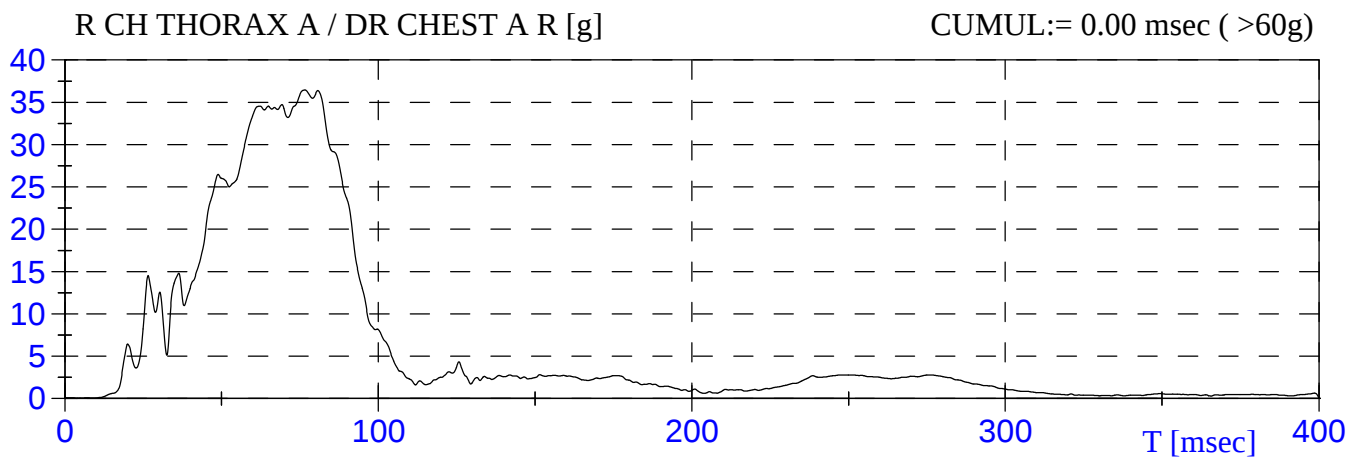
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.395	0.231
BAS / LOWER	0.395	0.263

* Selon / According To: SAE J1727 AUG 96

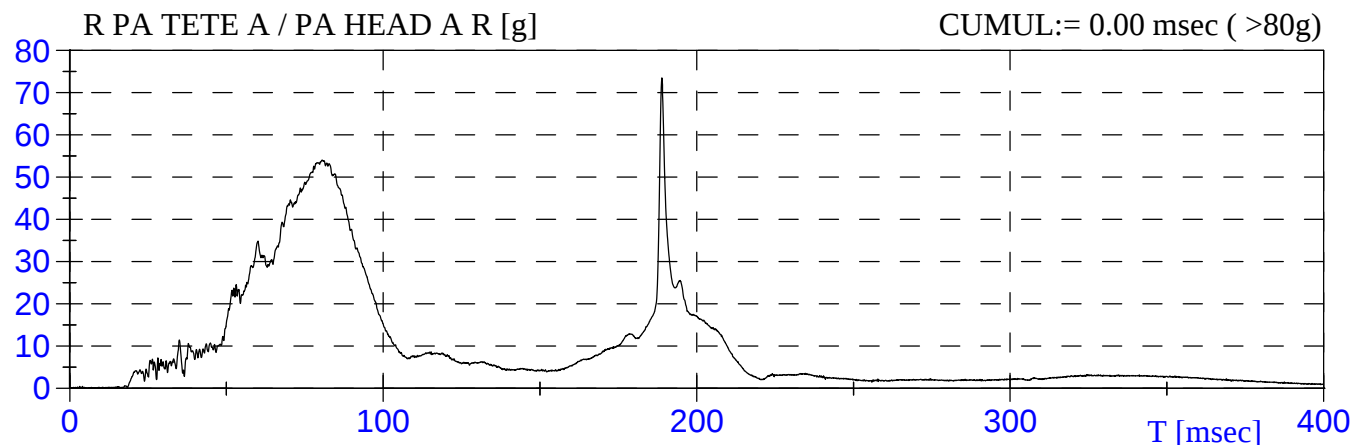
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



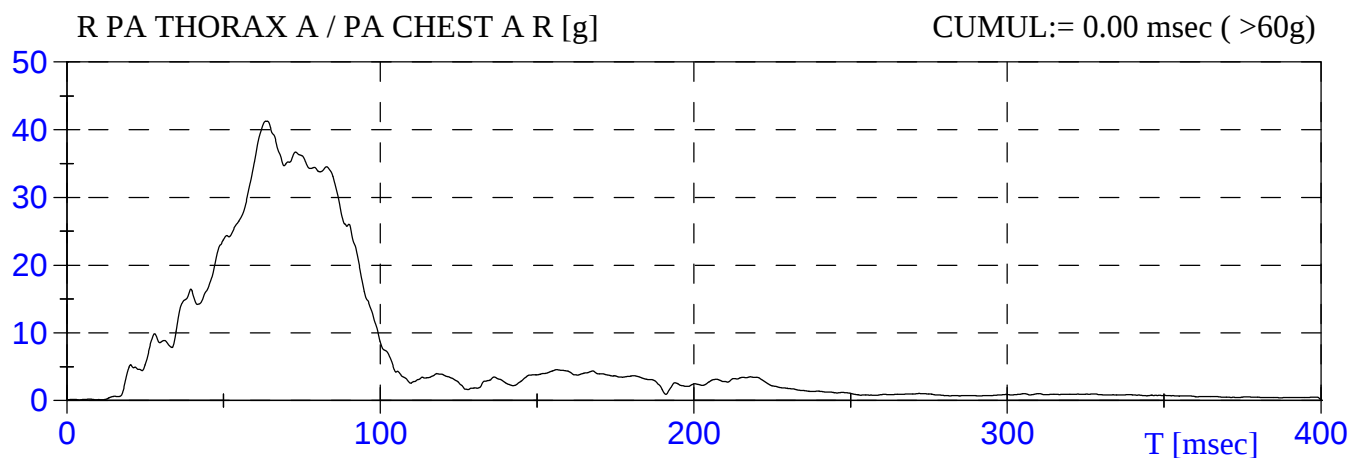
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



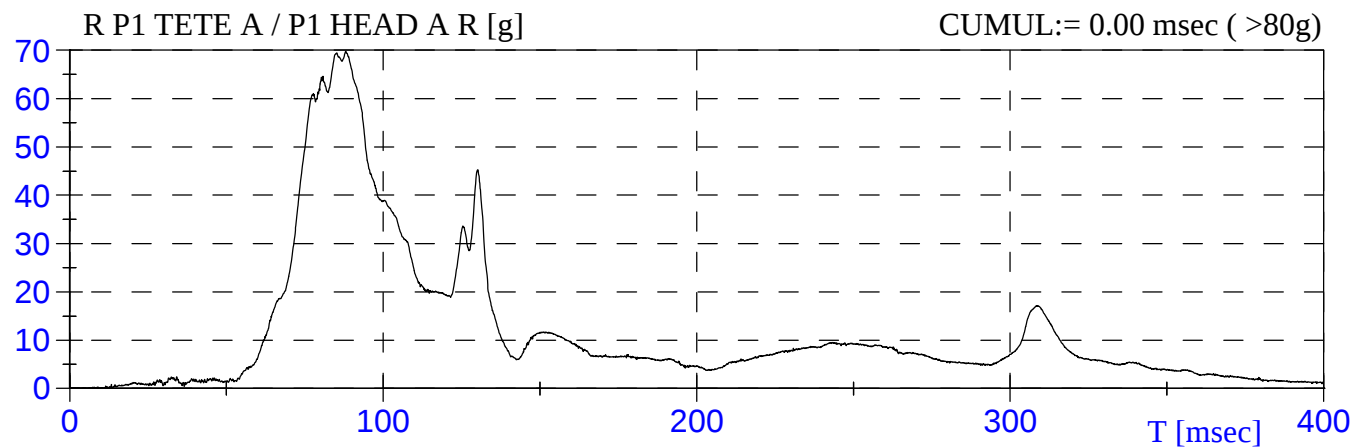
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



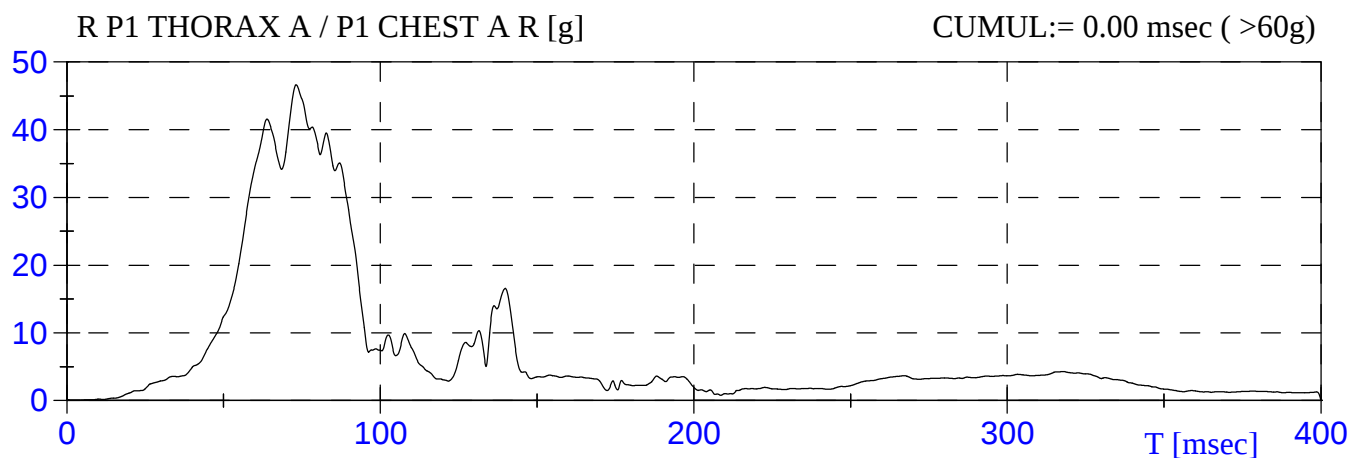
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



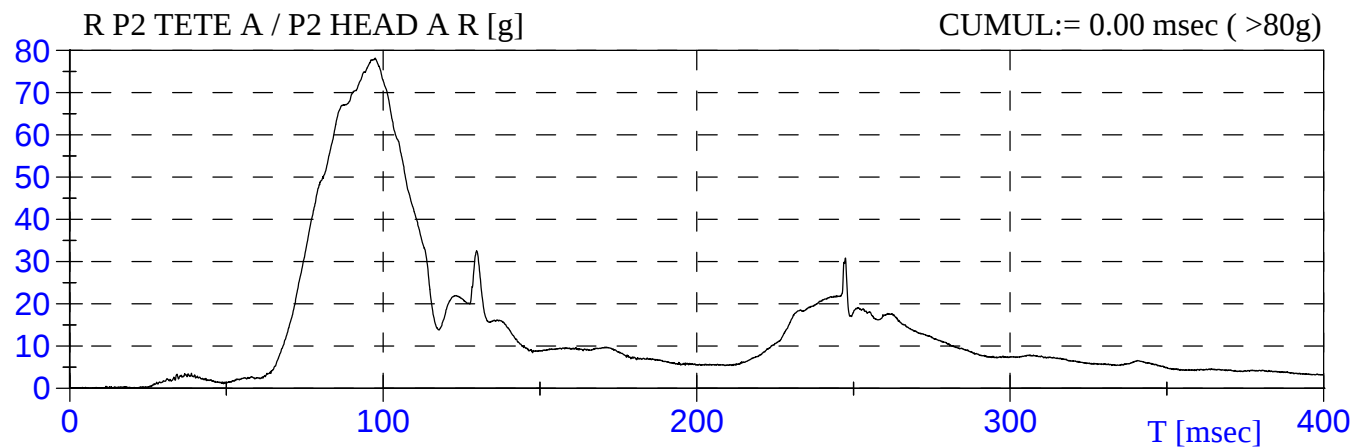
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



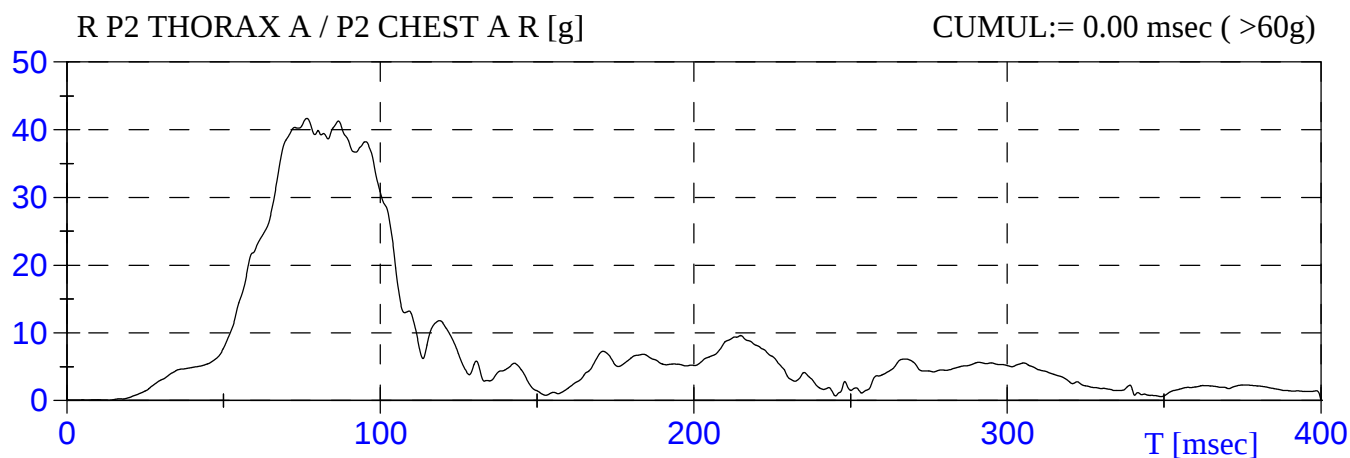
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.61$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	4287
				C _c	3880
0.24	0.61	0.28	0.25	F _c	155
				E _c	67

Passager / Passenger

$$N_{ij}^* = 0.58$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	4287
				C _c	3880
0.14	0.58	0.17	0.31	F _c	155
				E _c	67

* Selon / According To: Federal Register 5/2000

Chauffeur / Driver

$$N_{ij}^* = 0.61$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.24	0.61	0.28	0.25	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 0.58$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.14	0.58	0.17	0.31	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000



COMMENTAIRES / COMMENTS

P1 BA EPINE AX: N'est pas valide à partir de 101.5 ms.

P1 LO SPINE AX: Is not valid from 101.5 ms.