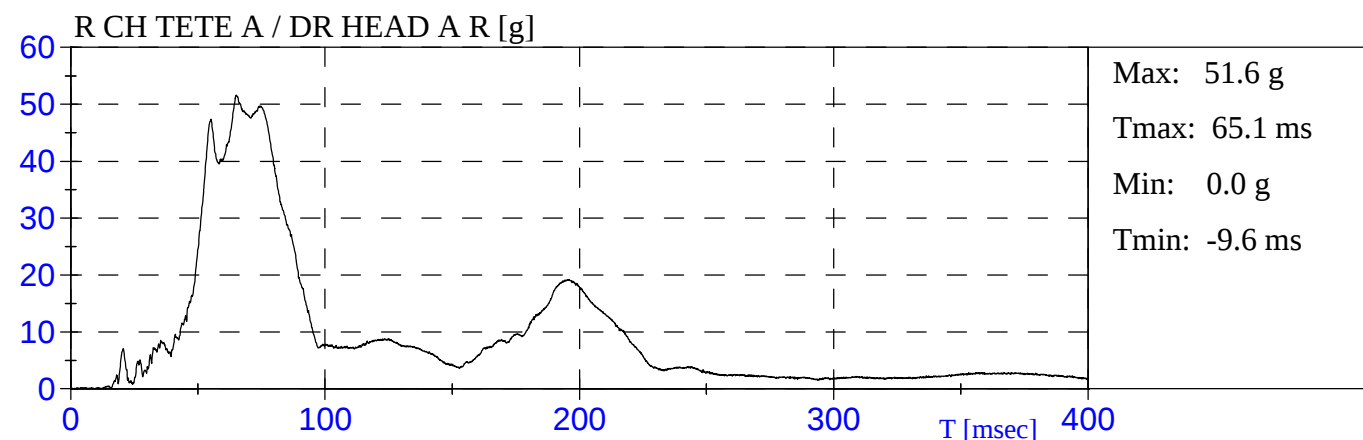
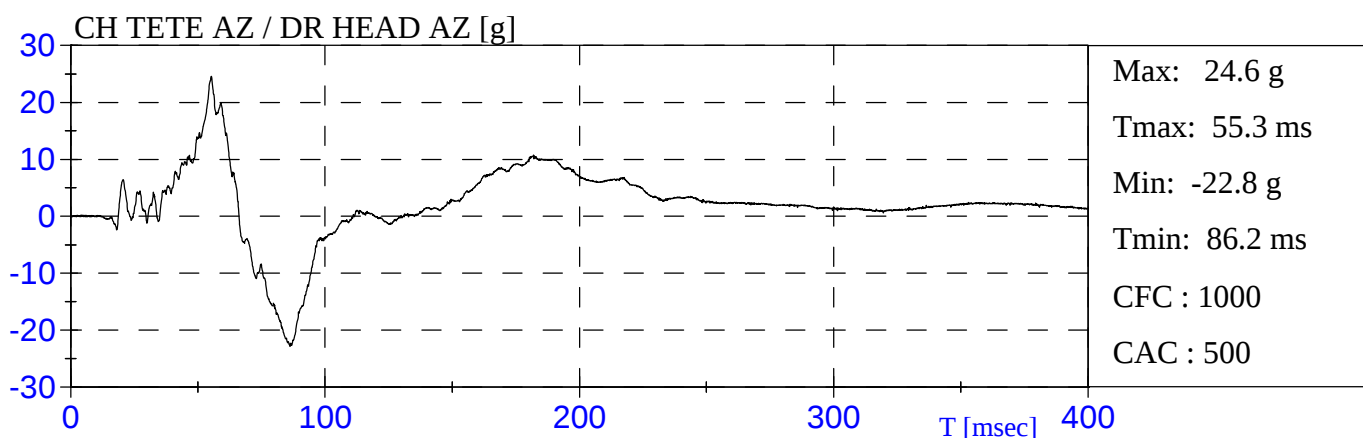
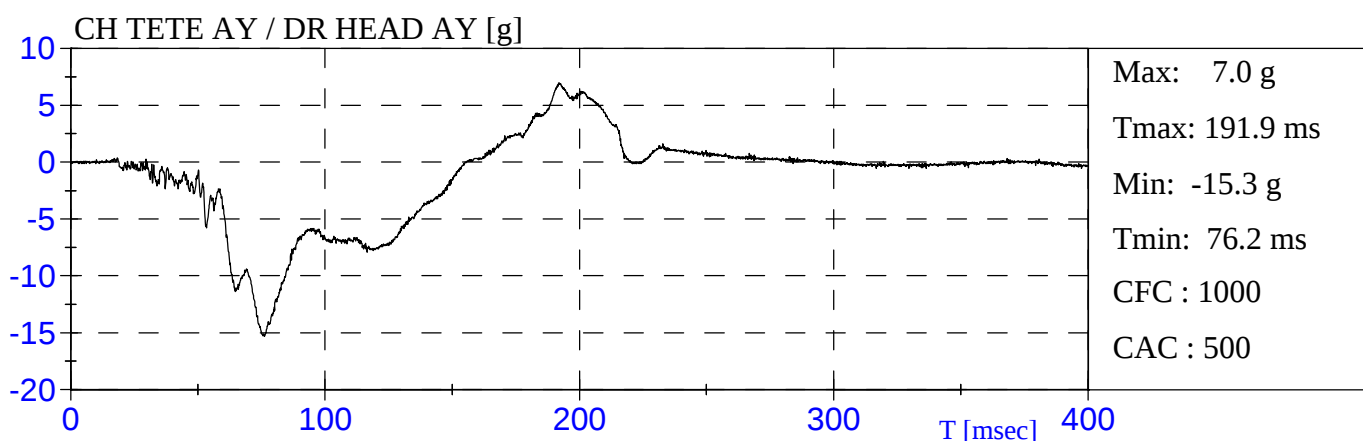
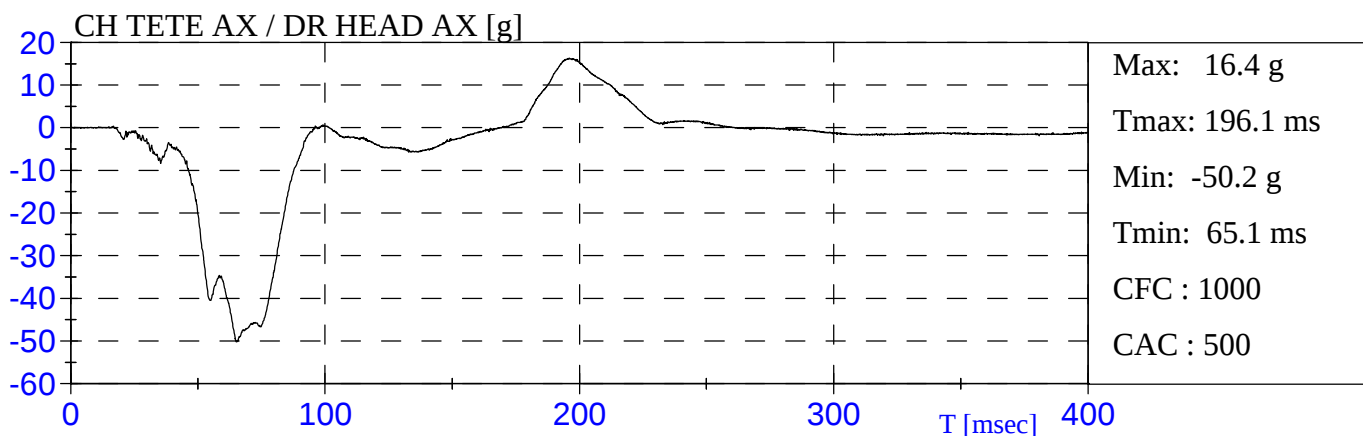
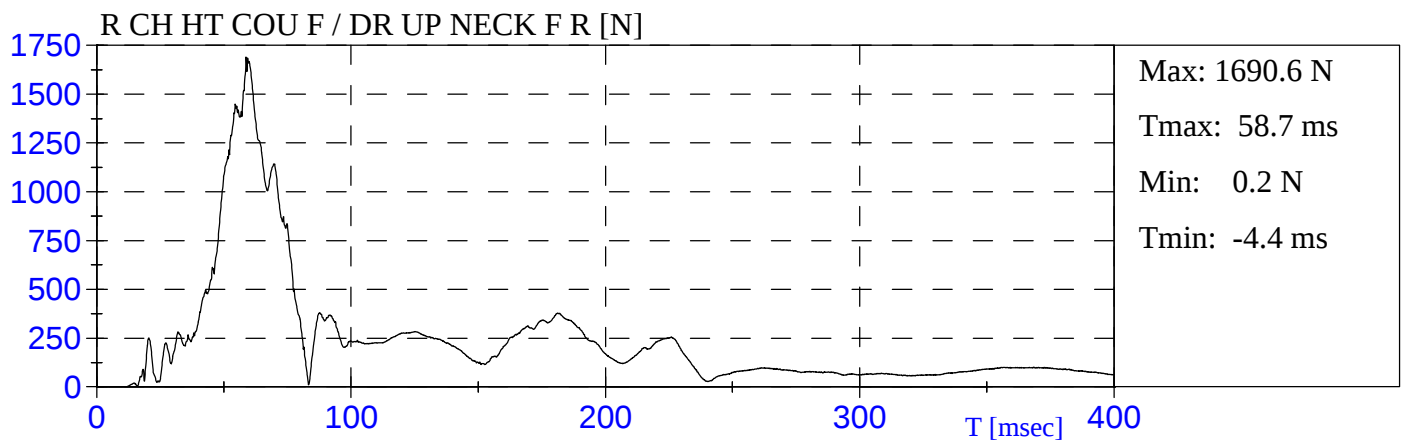
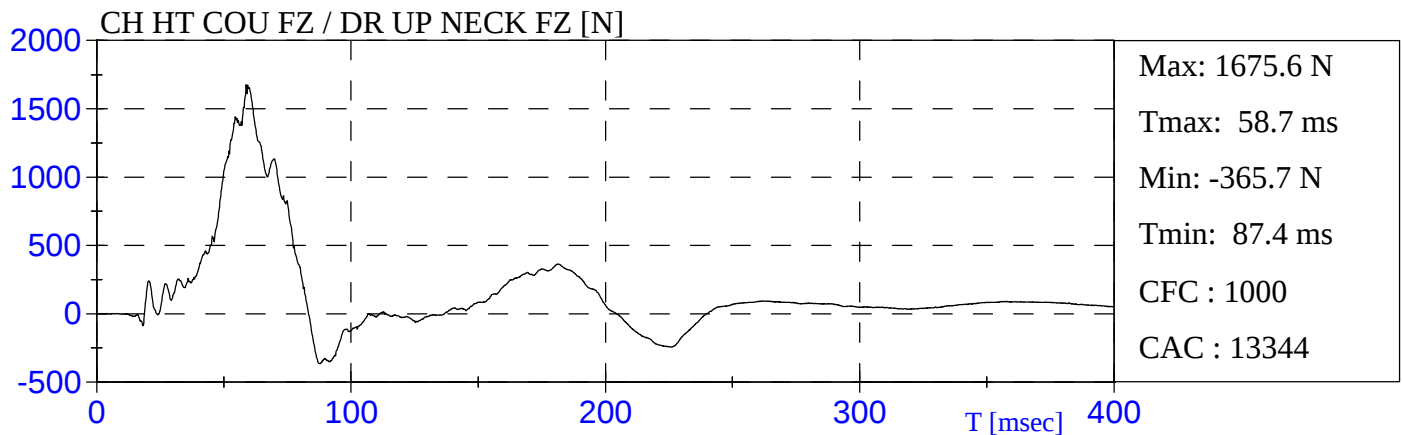
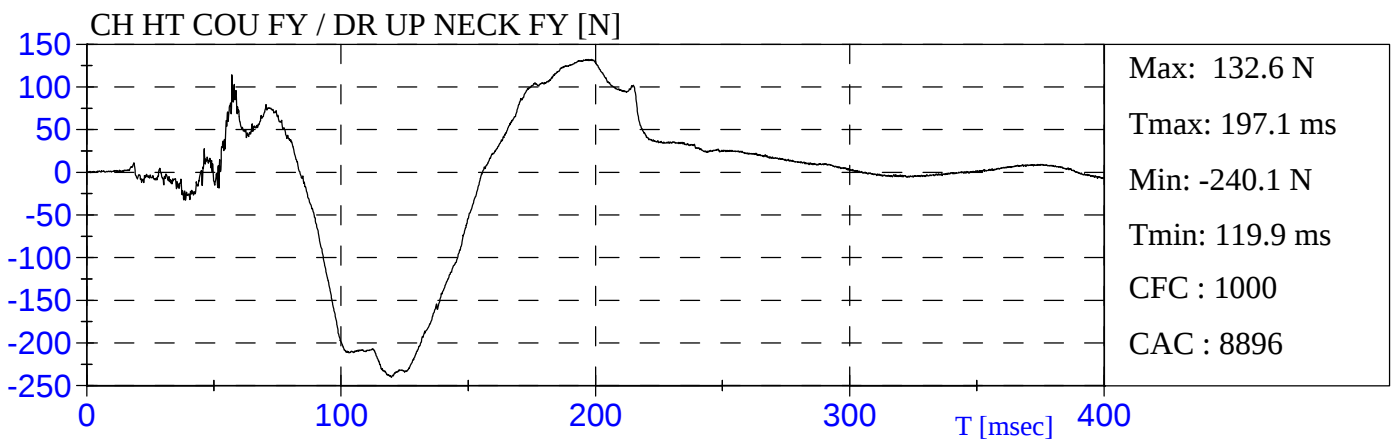
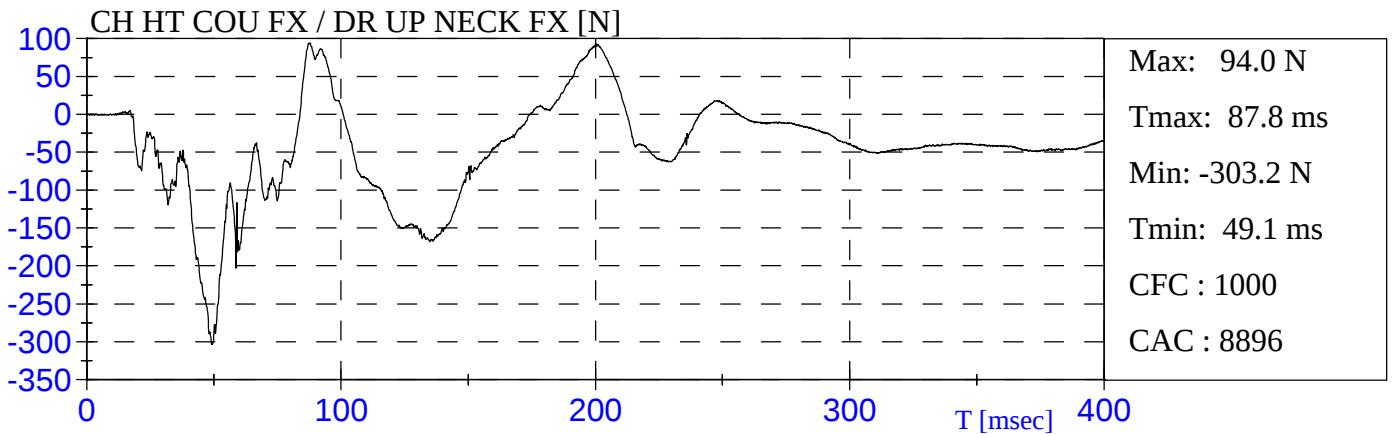




Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	SUZUKI AERIO 2004
Numéro de TC Tc Number	TC04-129
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-19
Titre du projet Project 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 (arrière droit) Passenger 2 (rear right)	HYBRID III 6Y





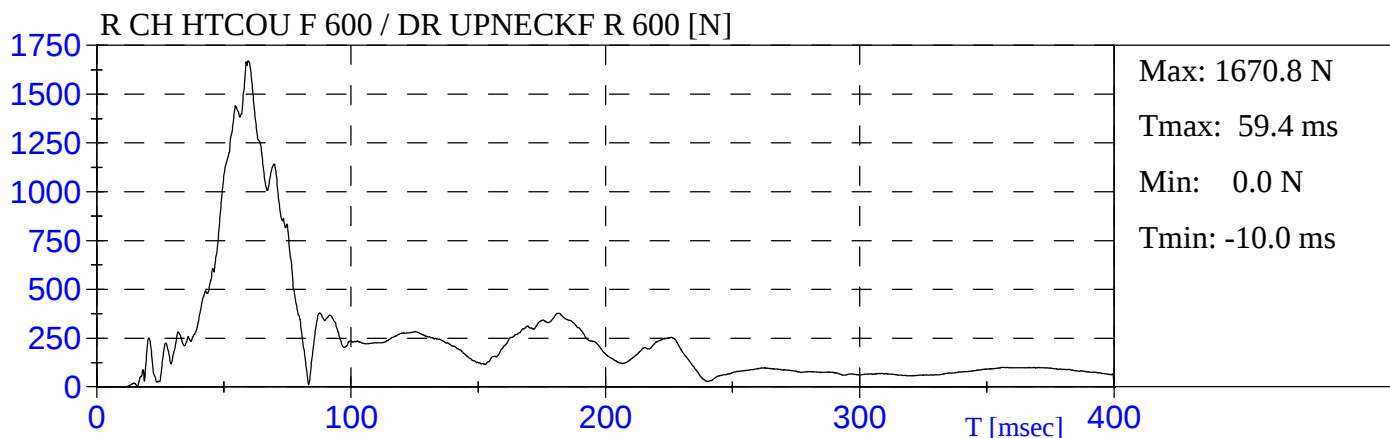
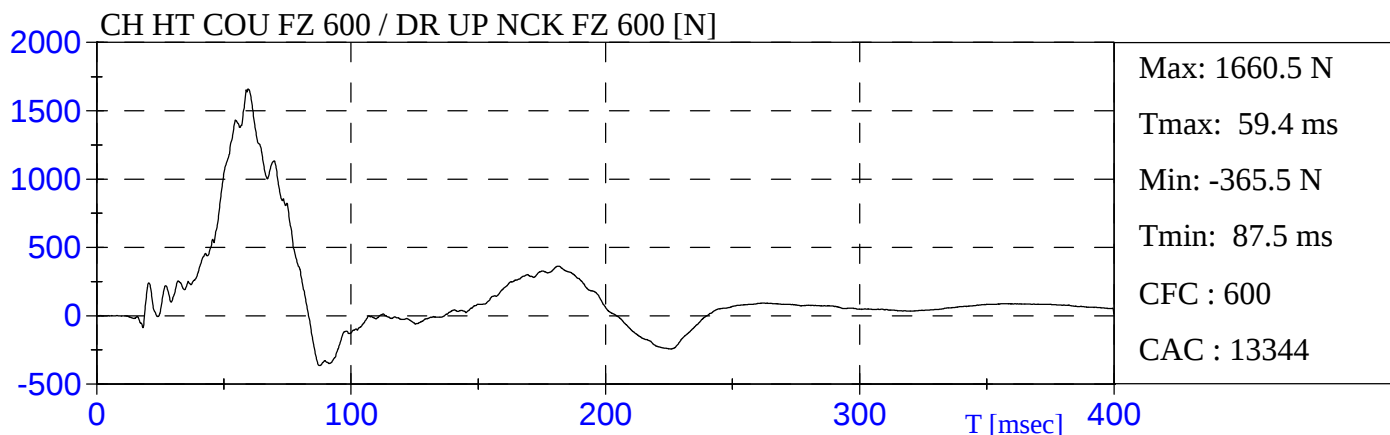
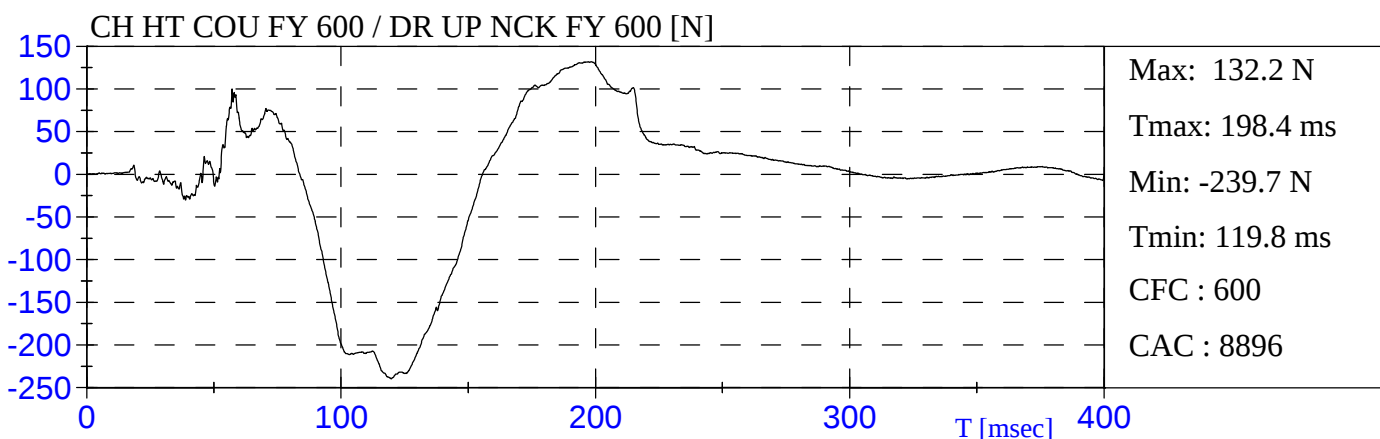
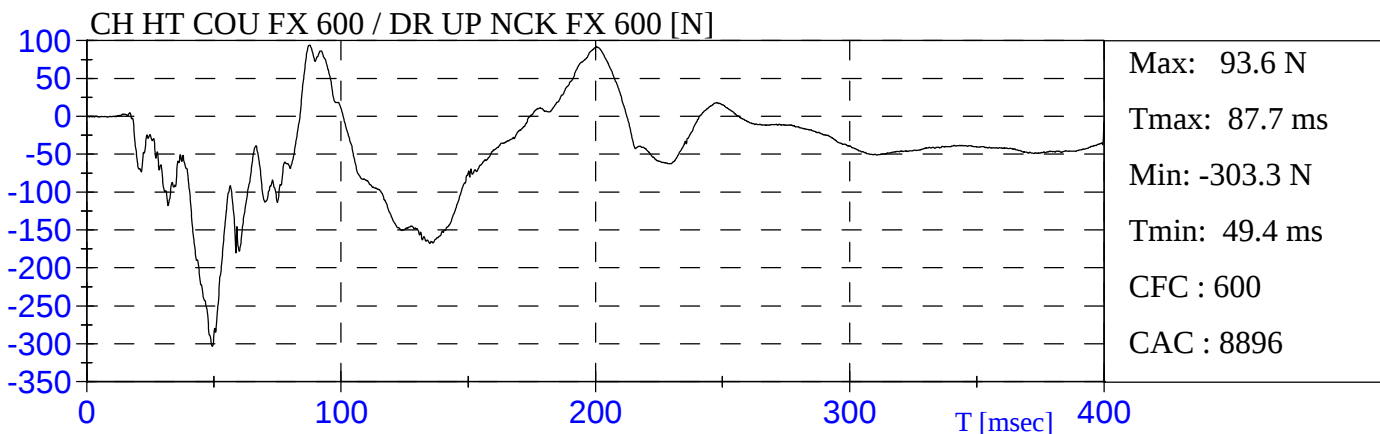


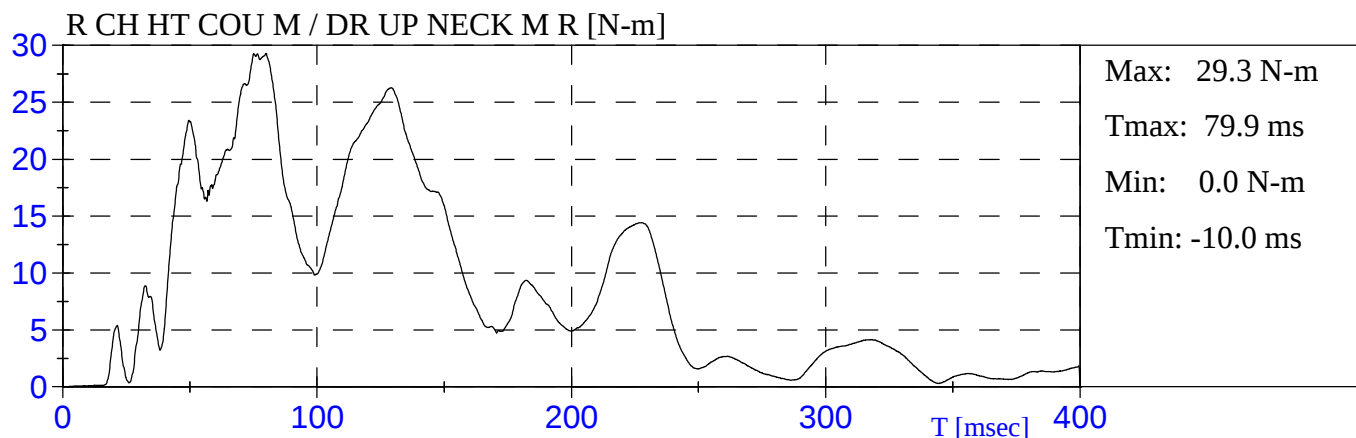
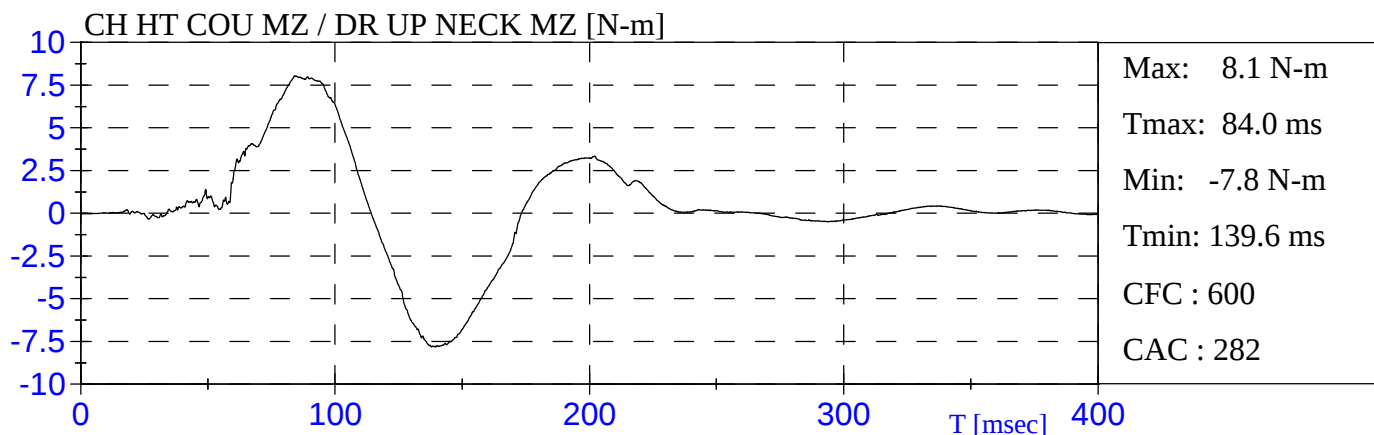
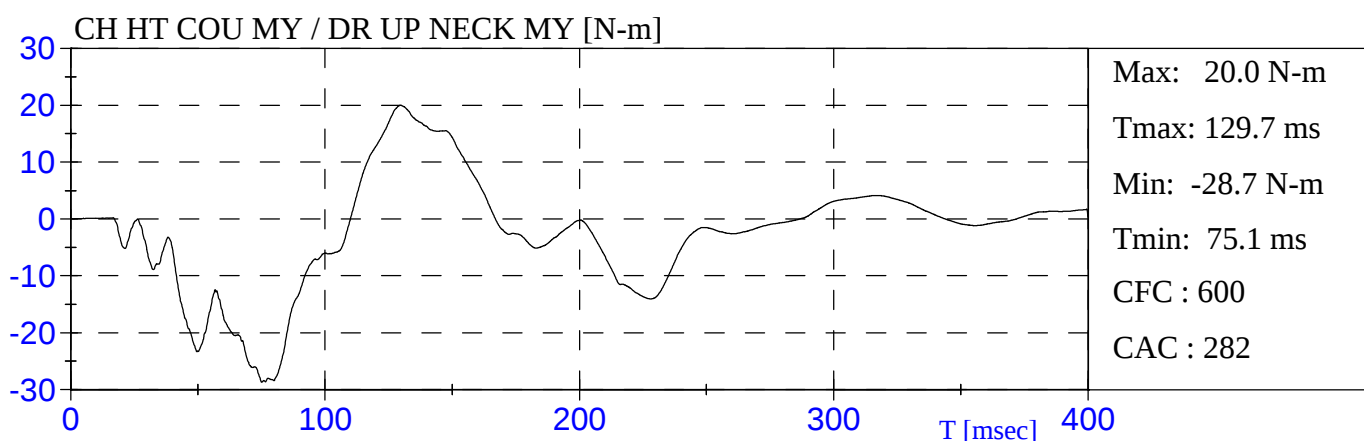
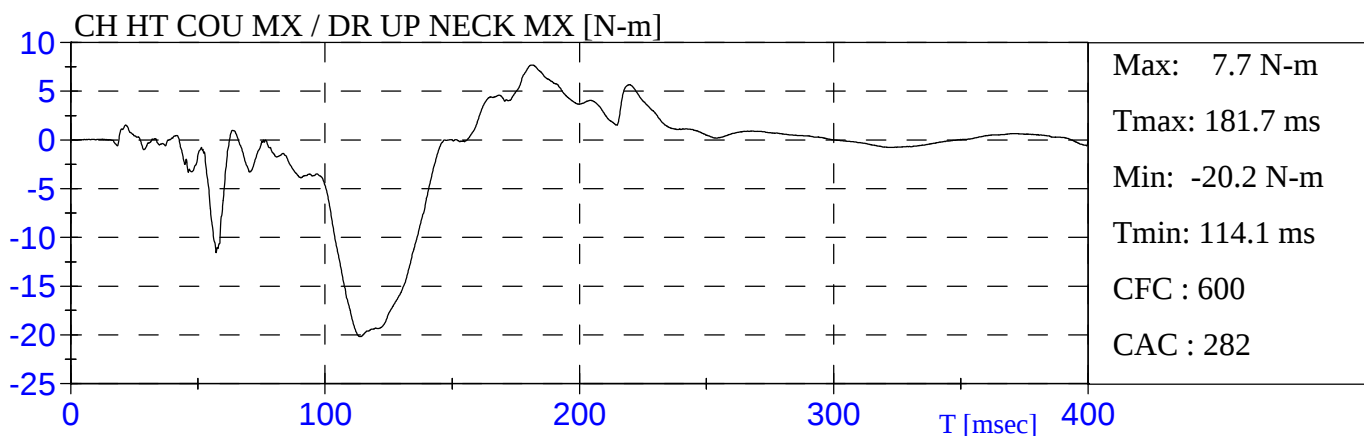
COLLISION FRONTALE
FRONTAL CRASH

Date: 2004-03-19

SUZUKI AERIO 2004

N° TC / TC No.: TC04-129





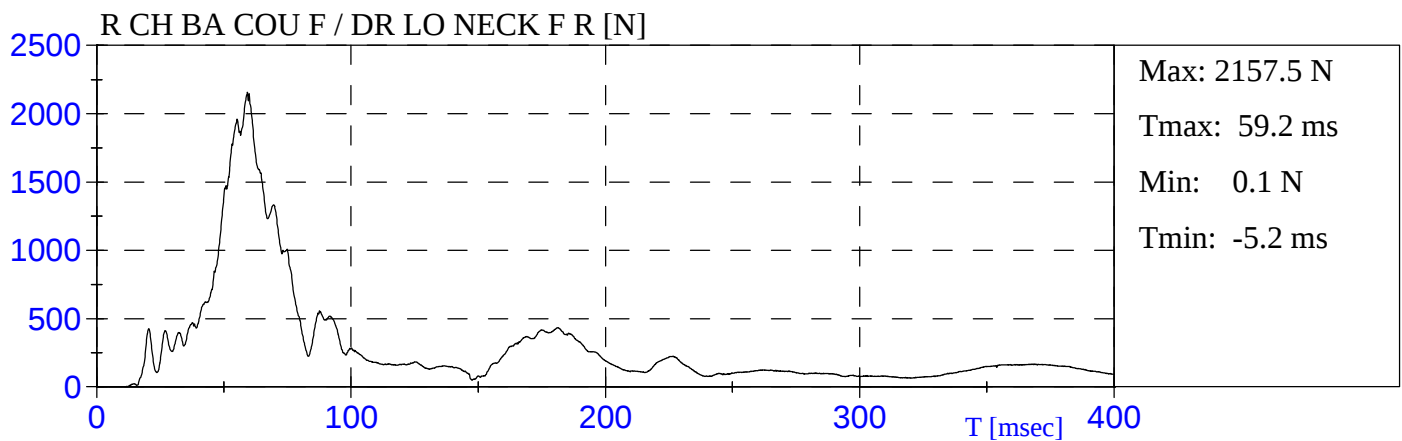
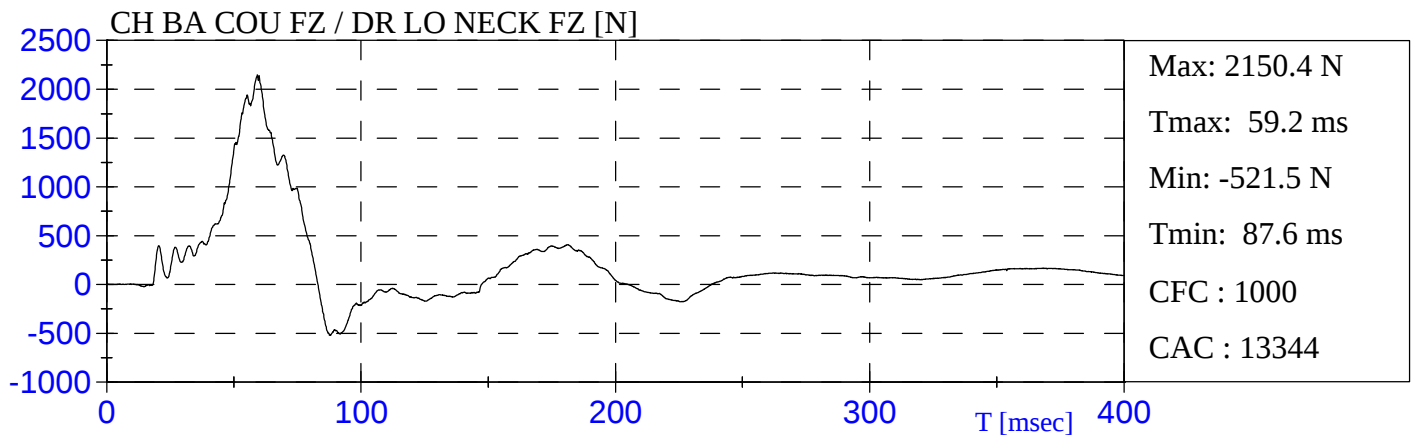
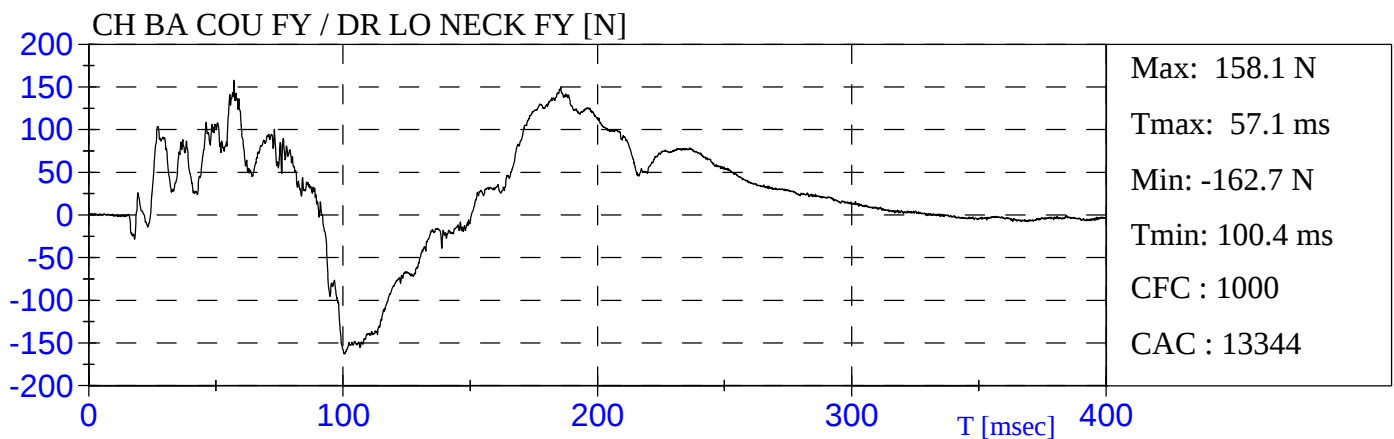
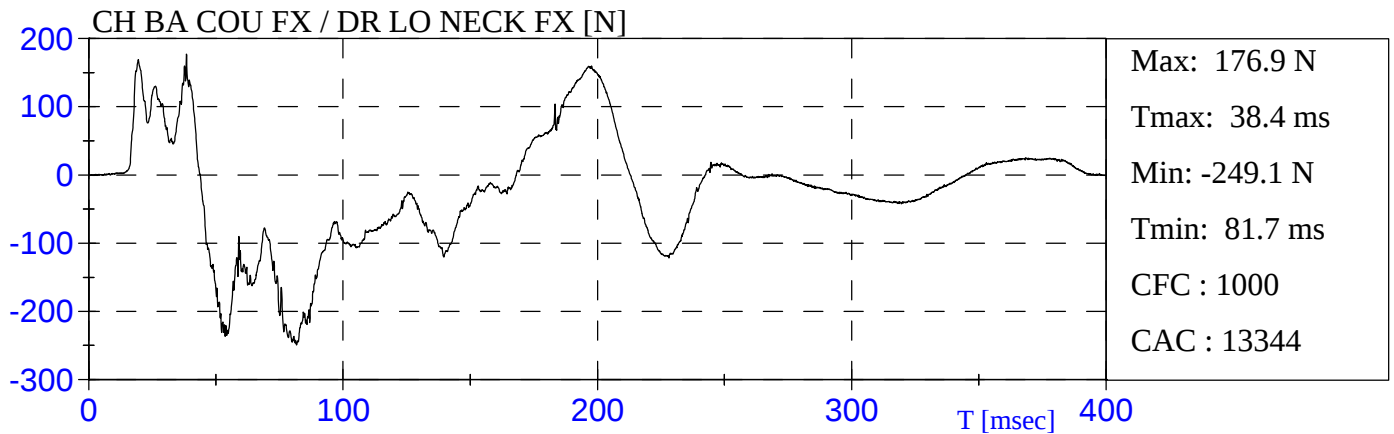


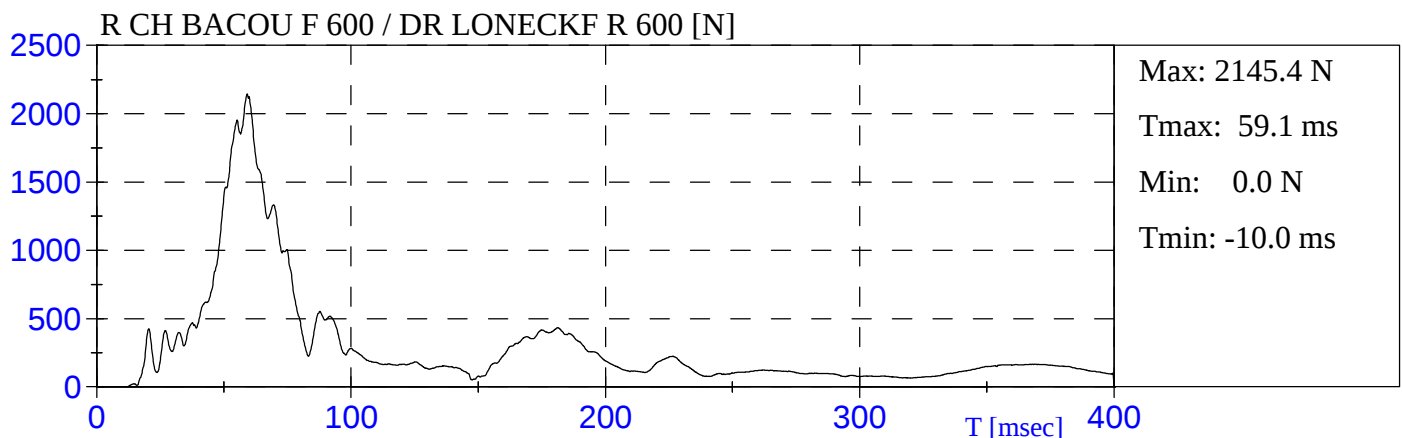
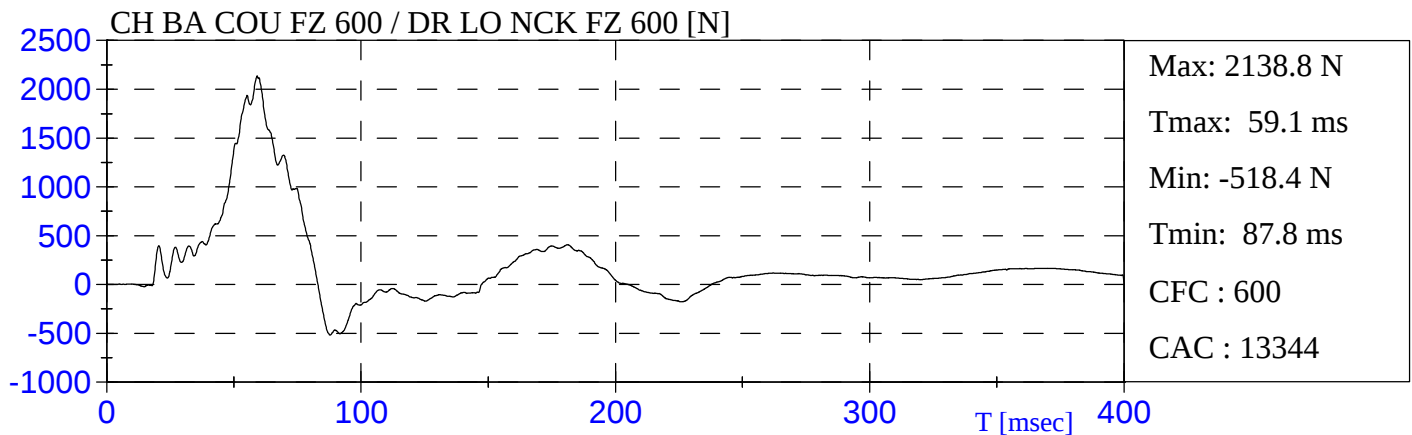
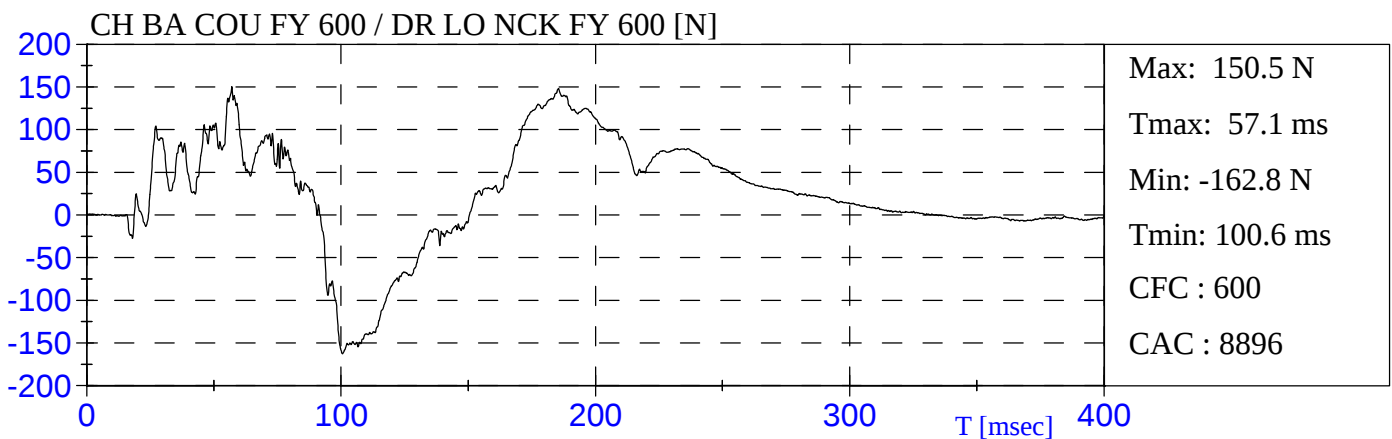
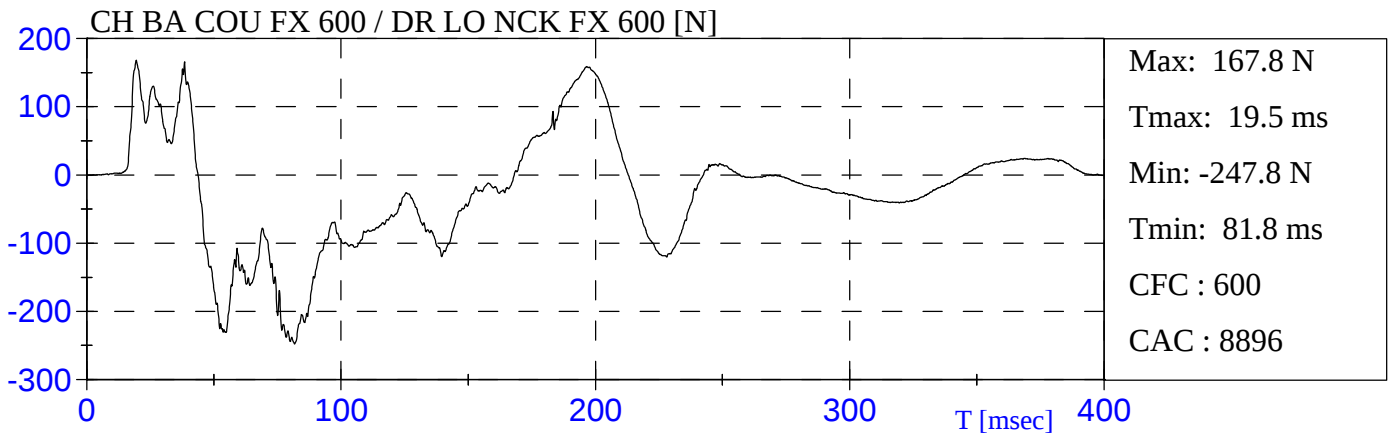
COLLISION FRONTALE
FRONTAL CRASH

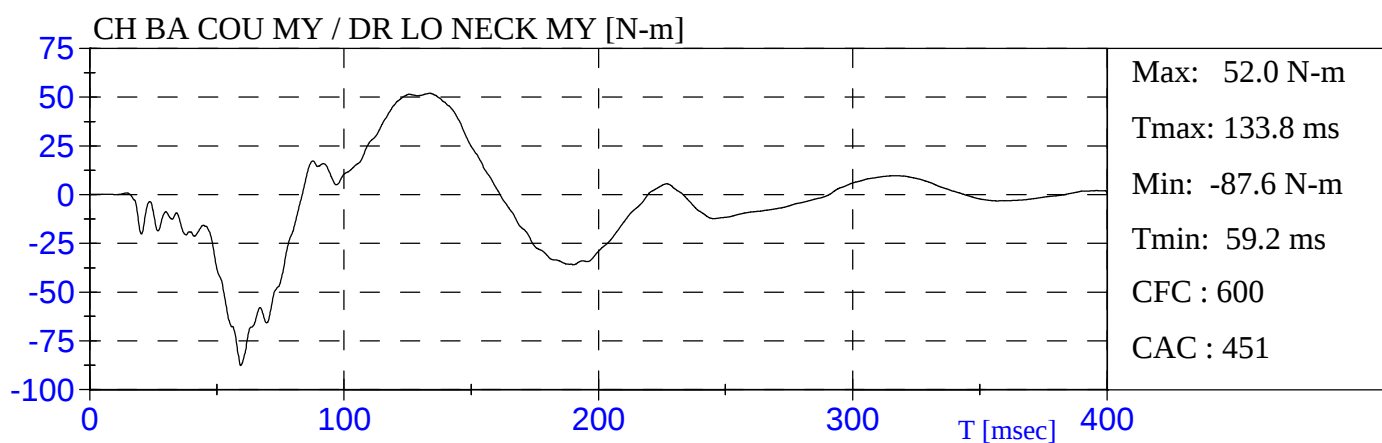
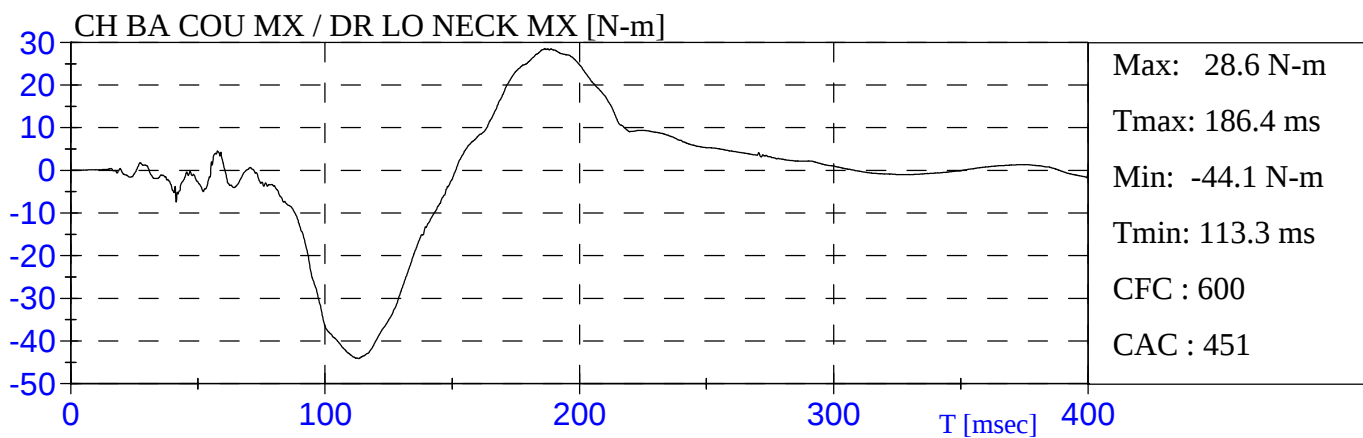
Date: 2004-03-19

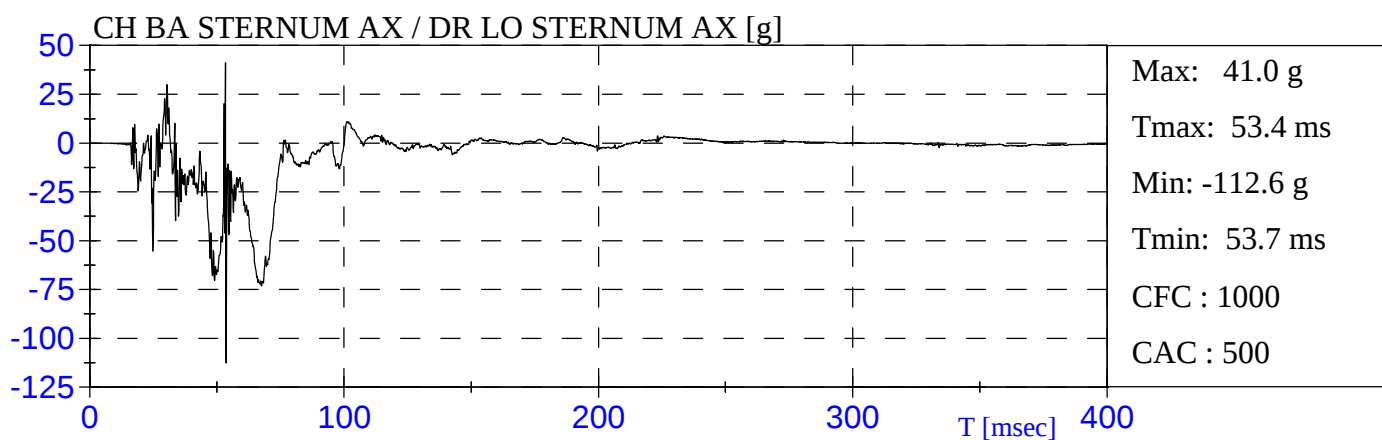
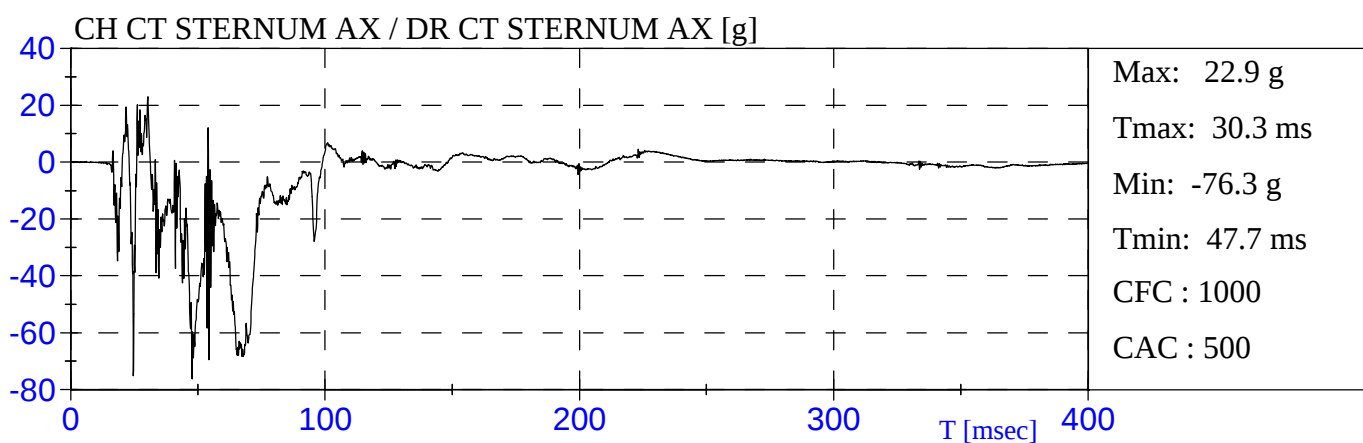
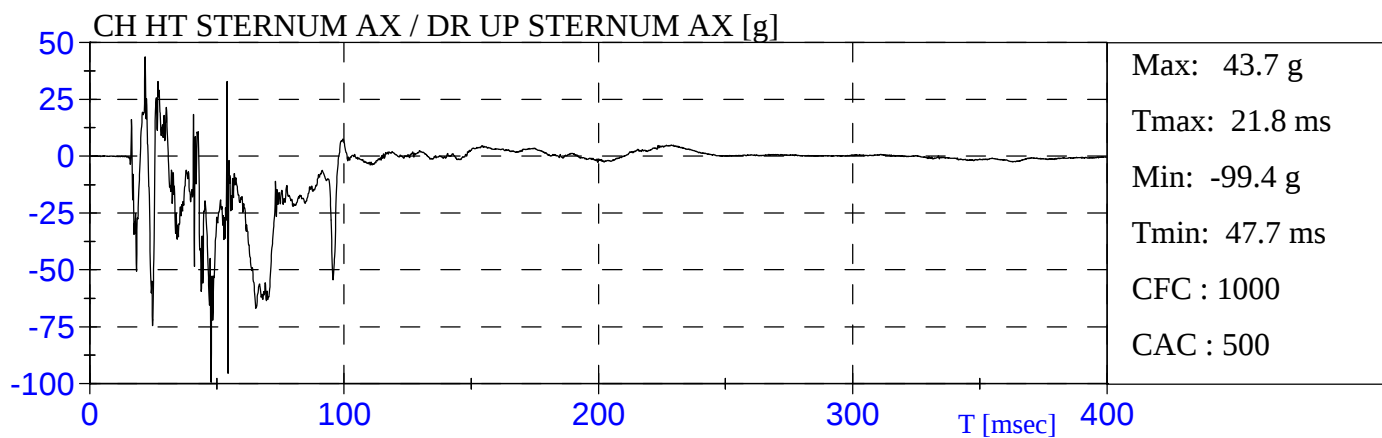
SUZUKI AERIO 2004

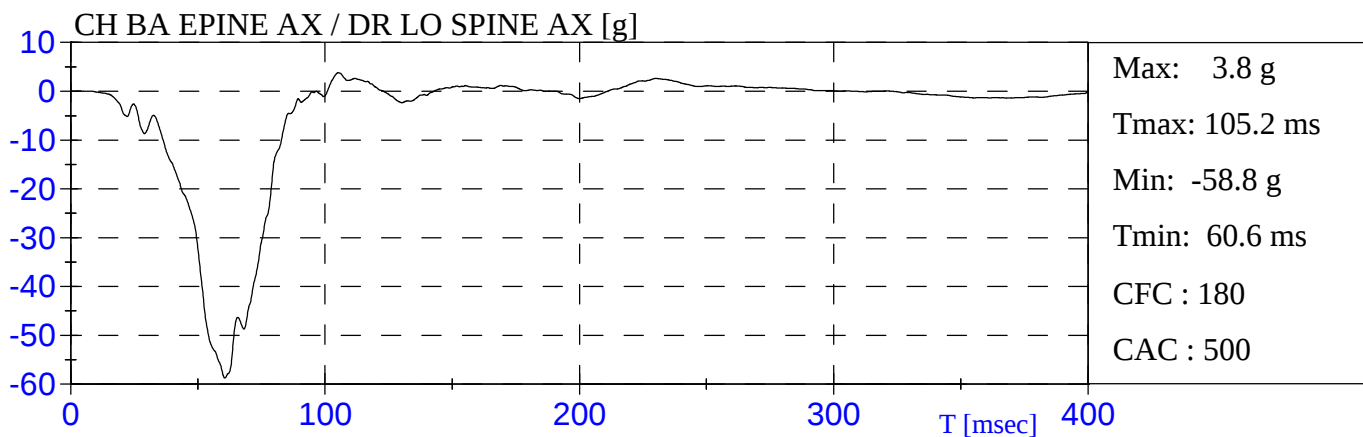
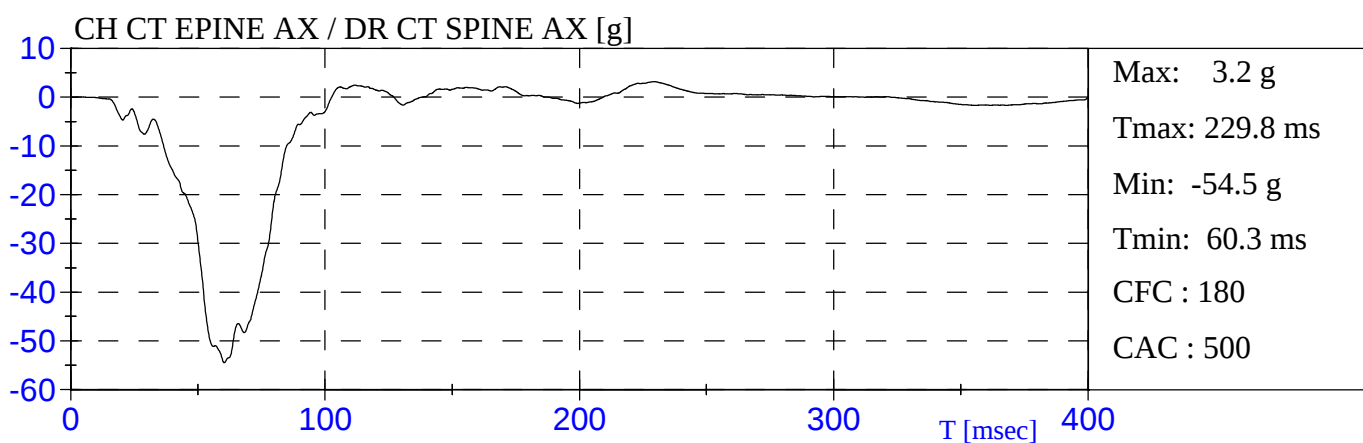
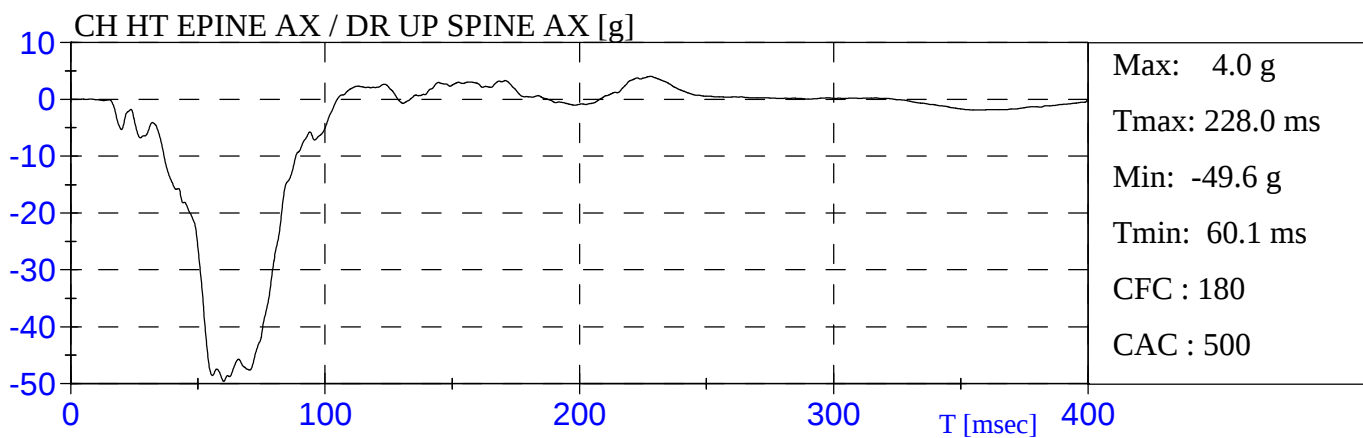
N° TC / TC No.: TC04-129

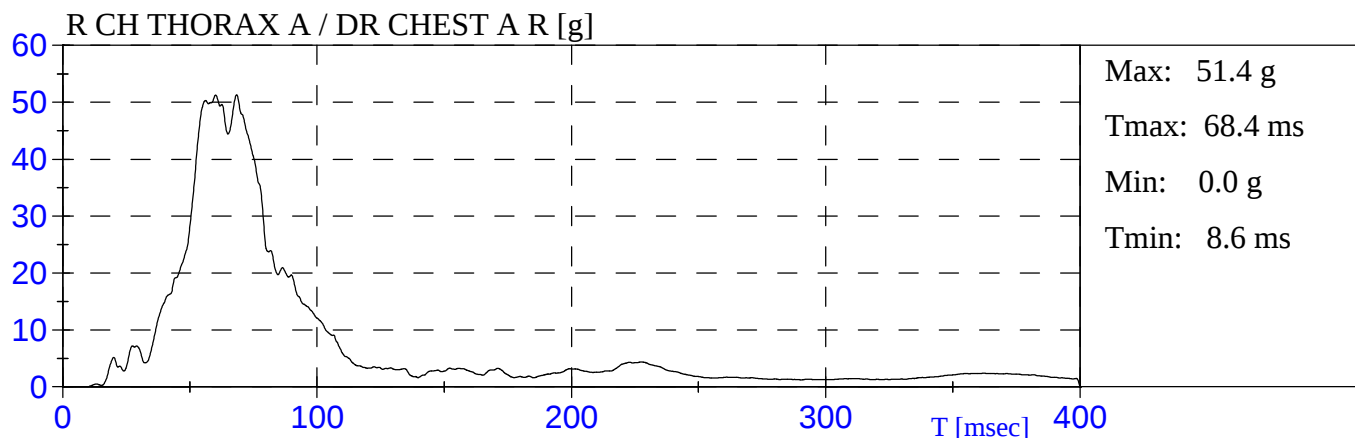
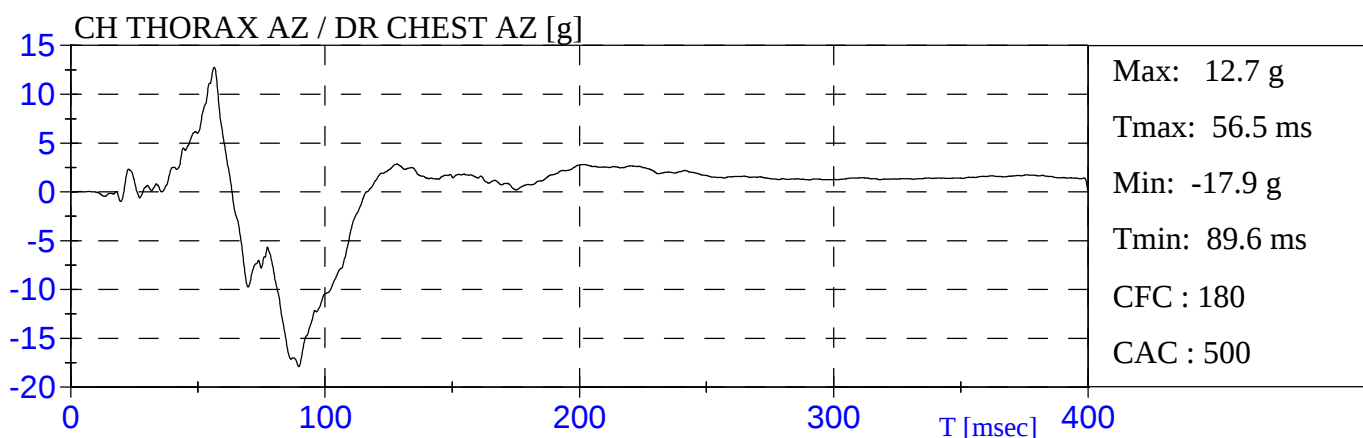
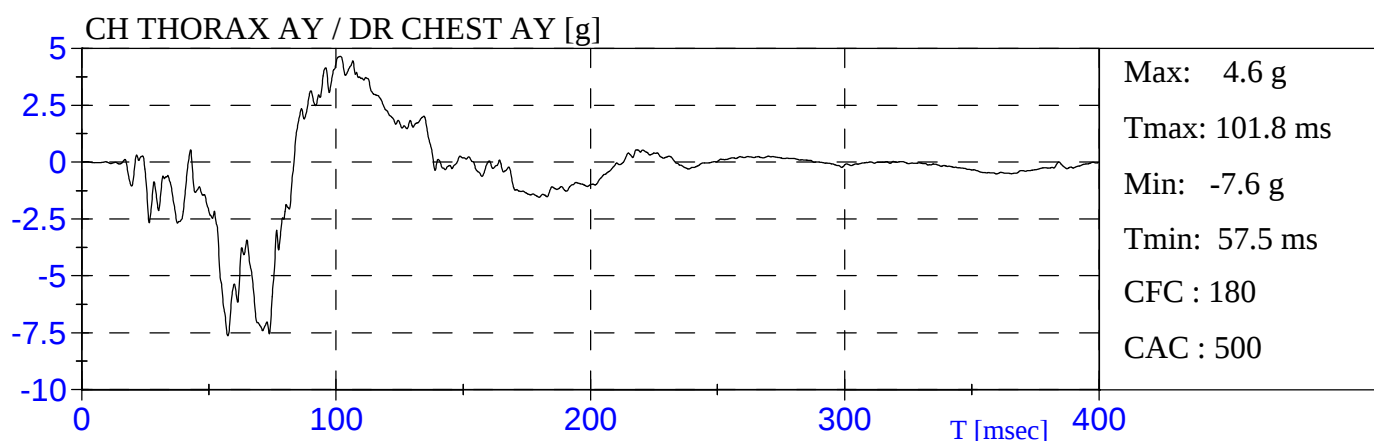
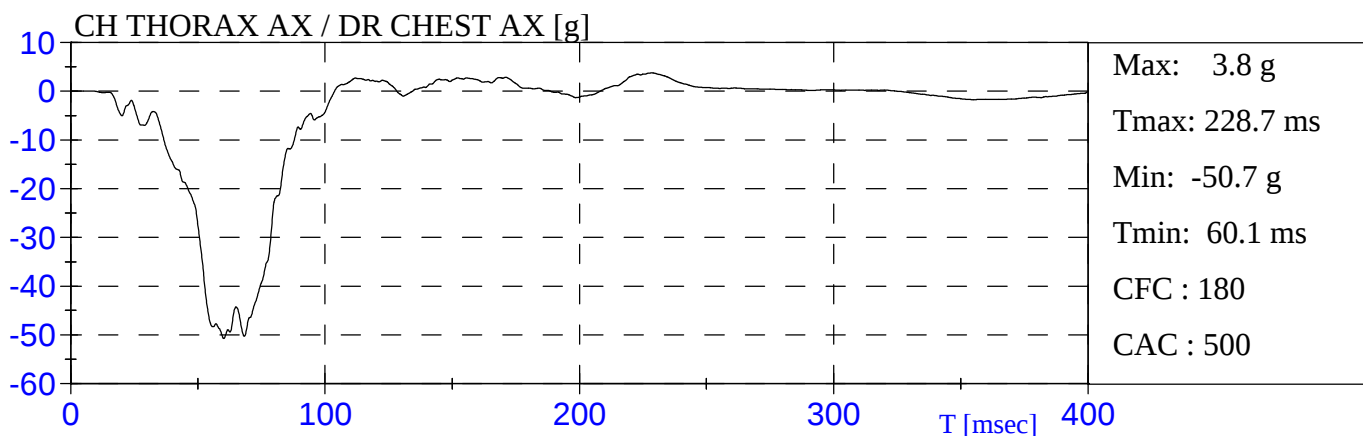


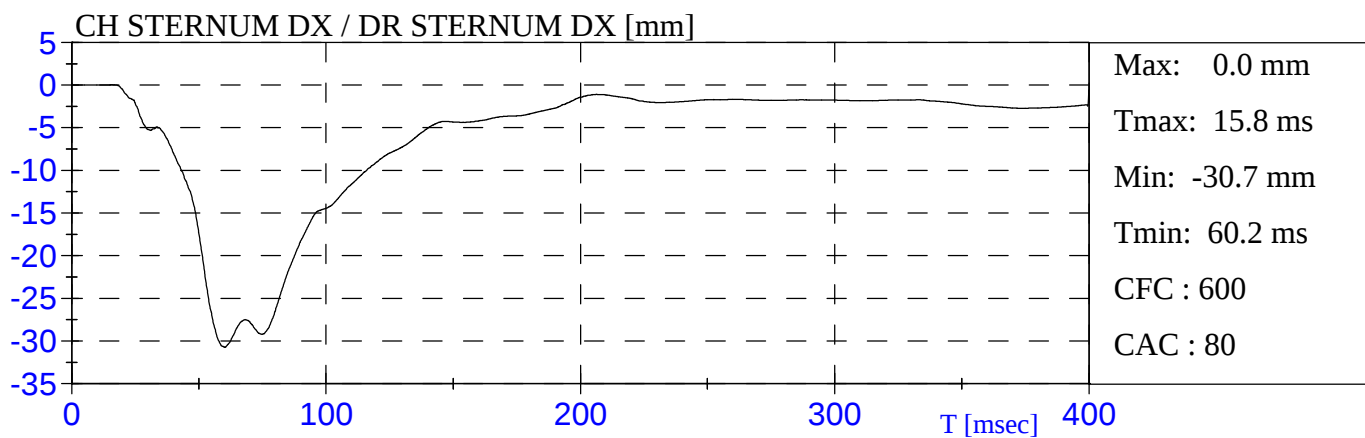








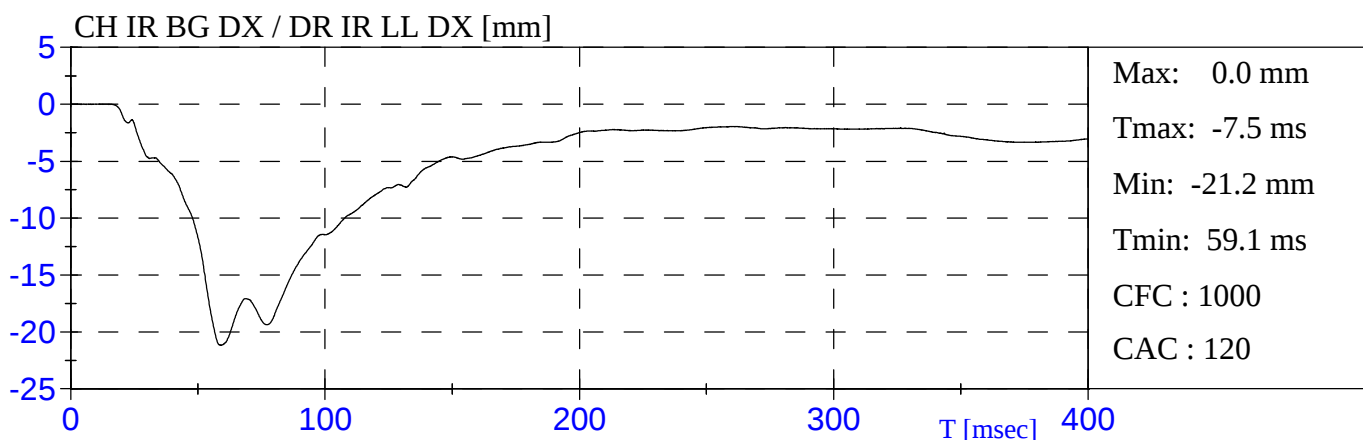
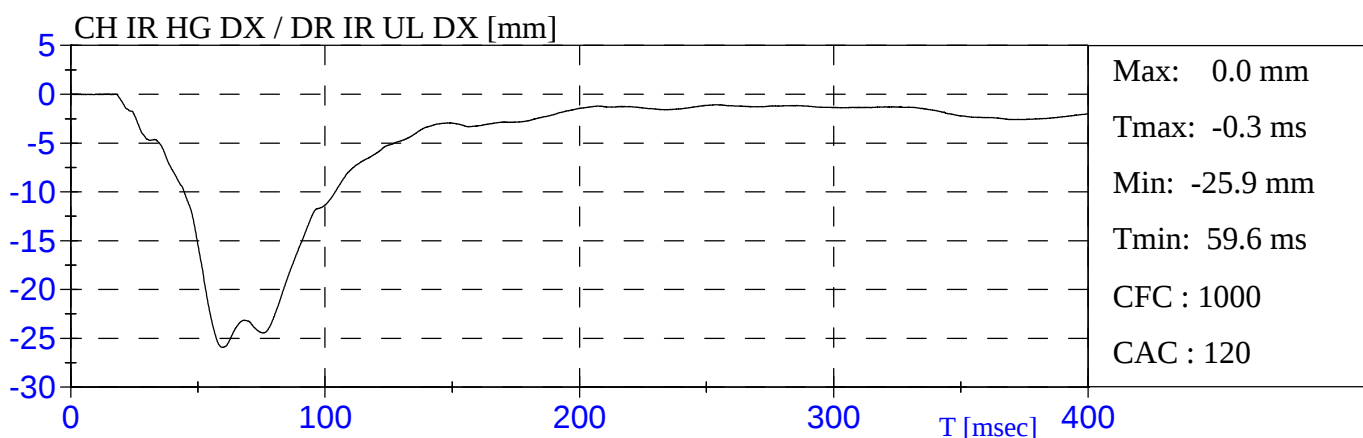
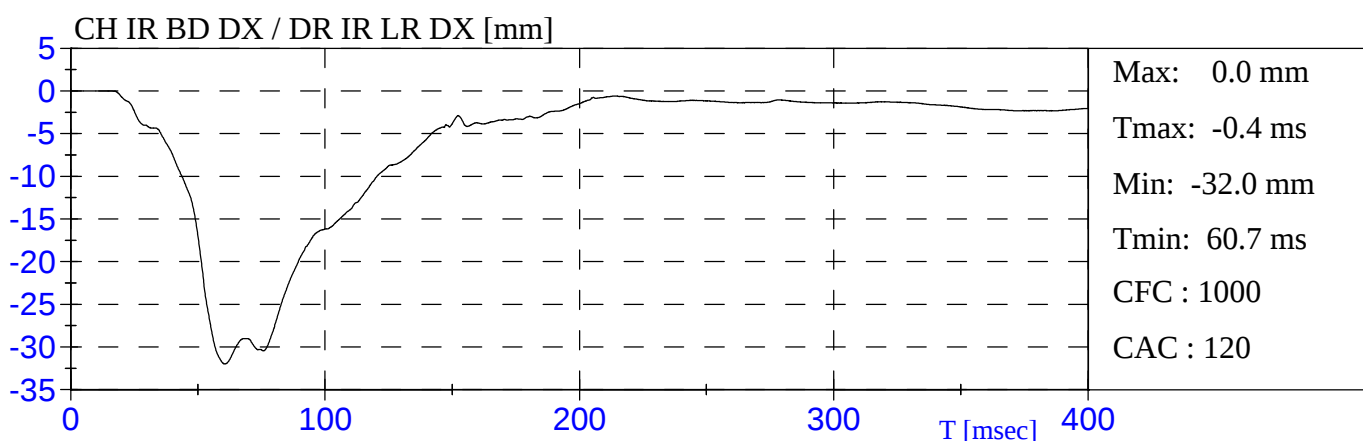
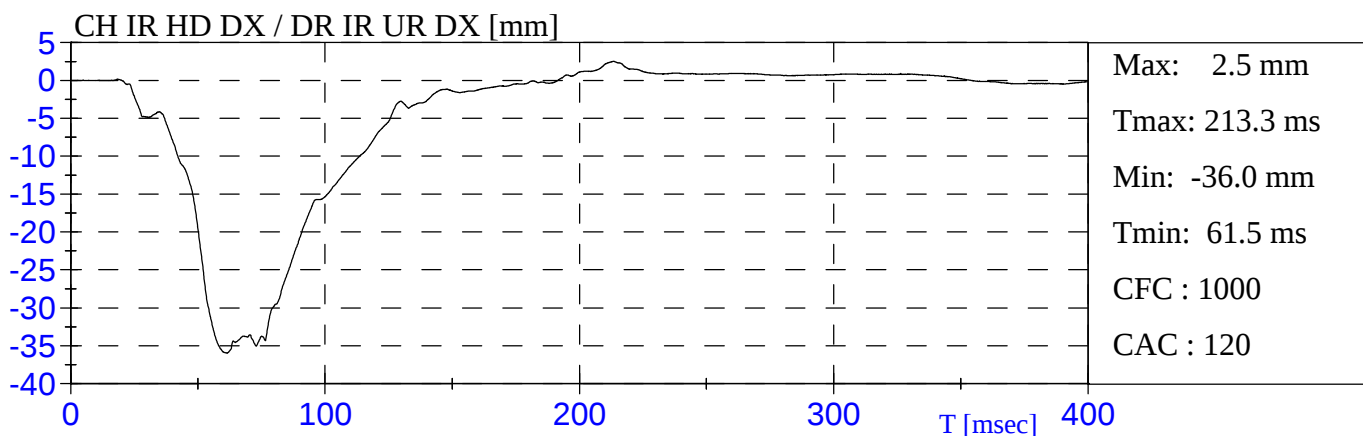


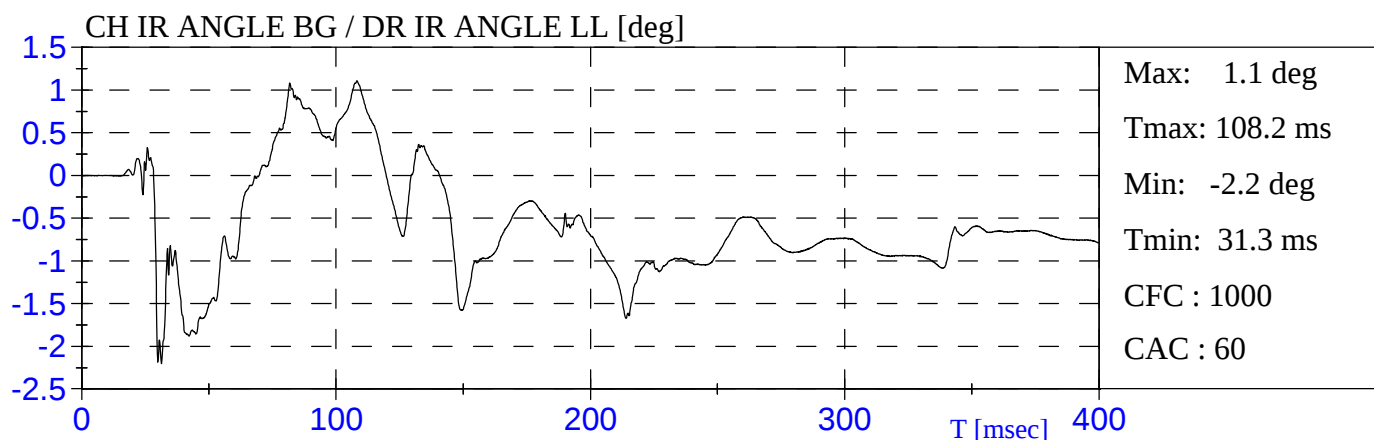
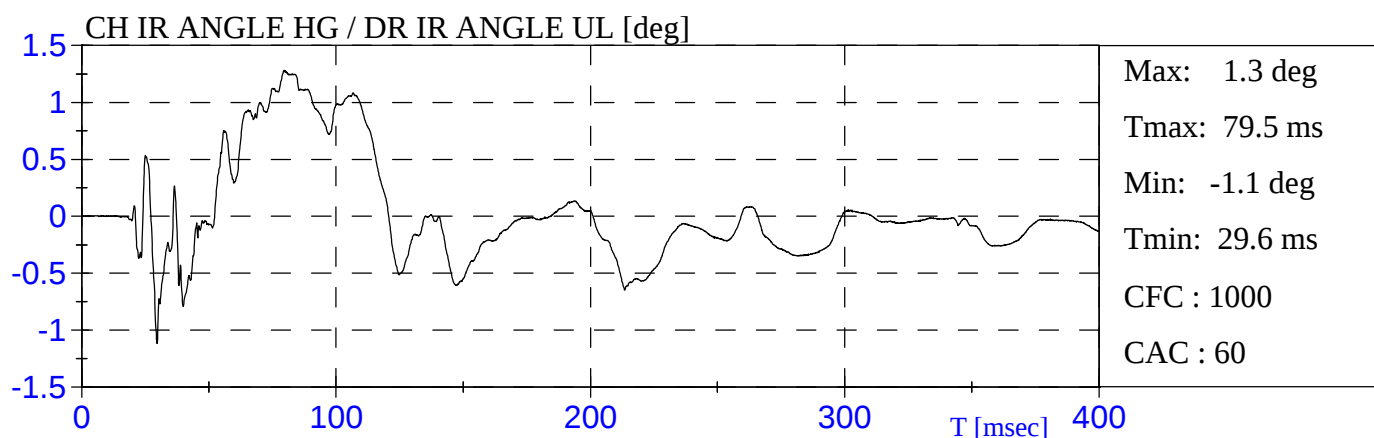
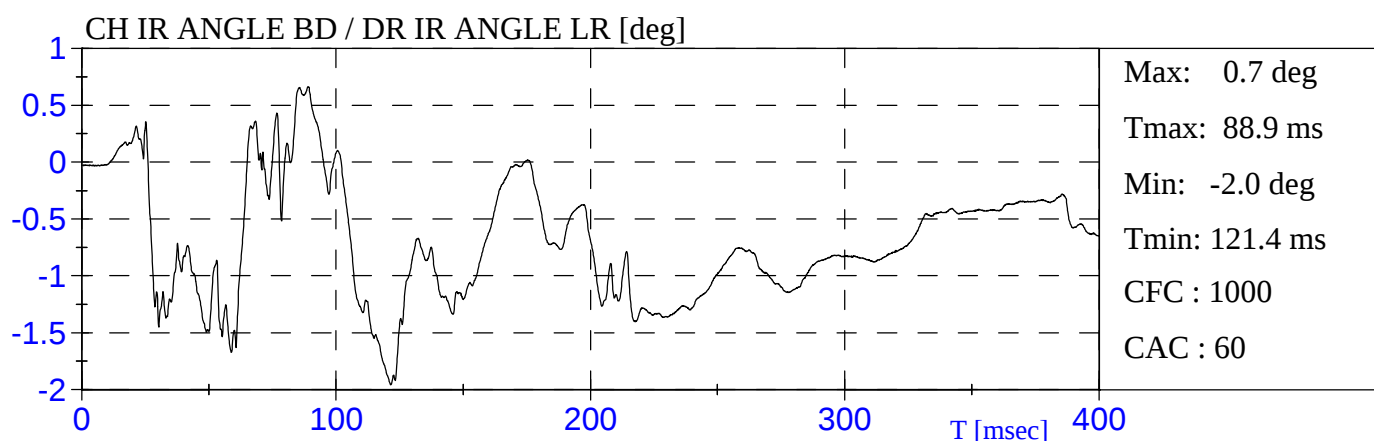
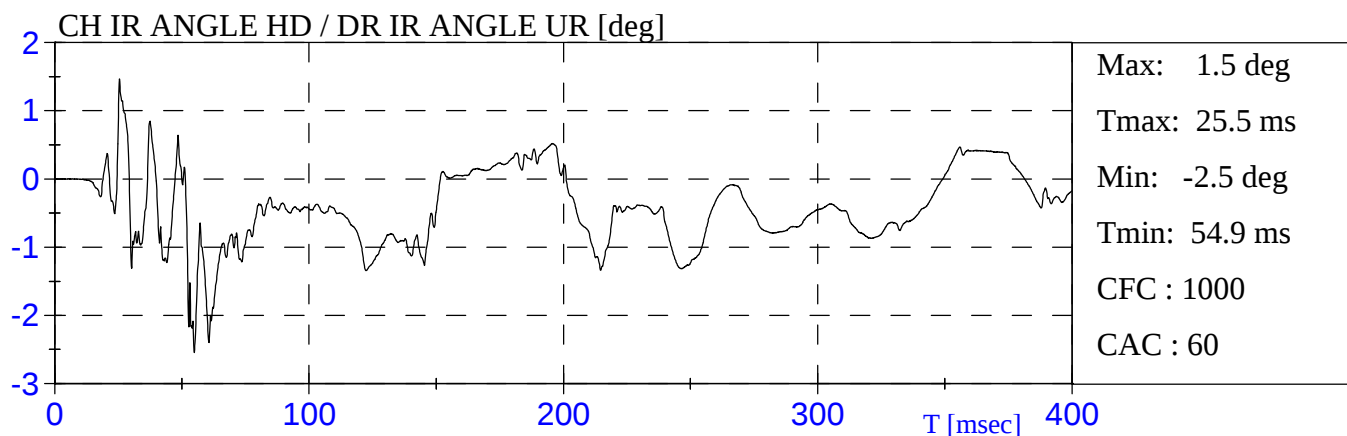


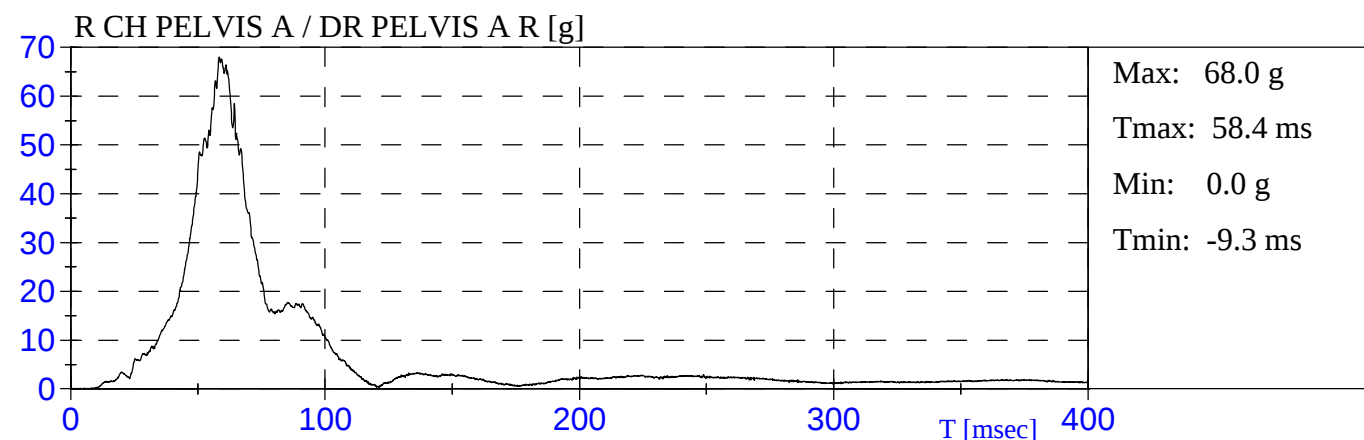
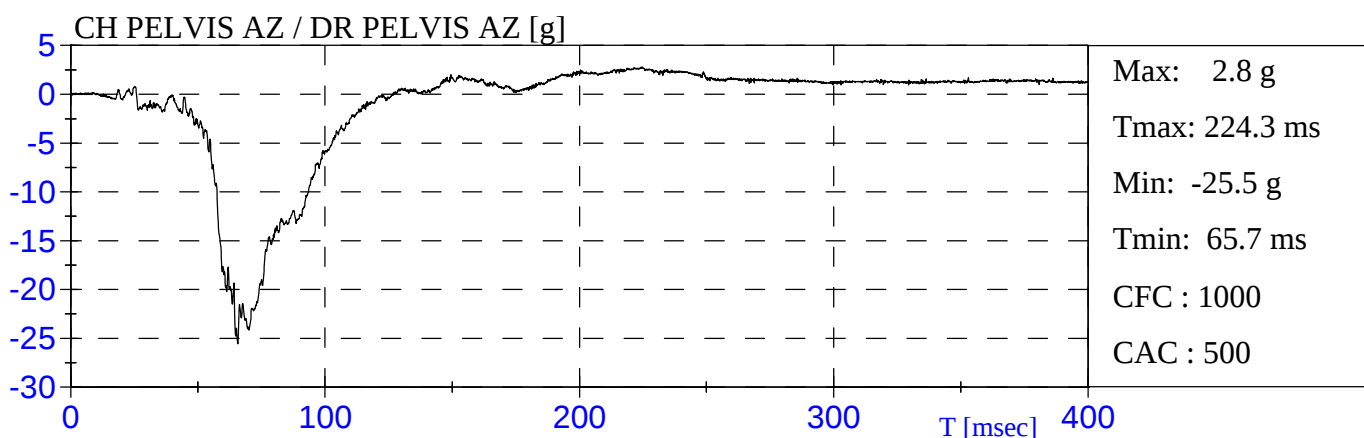
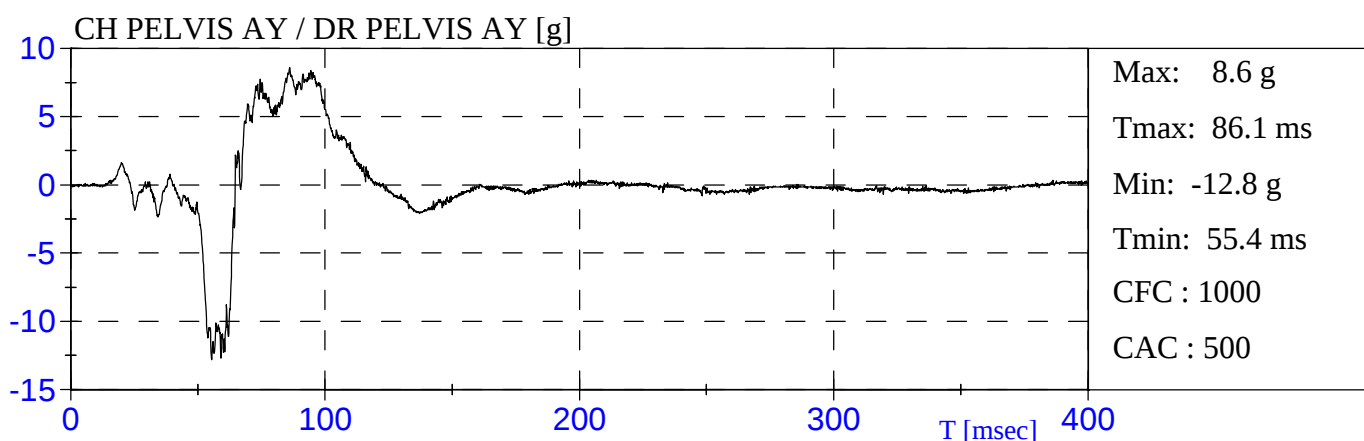
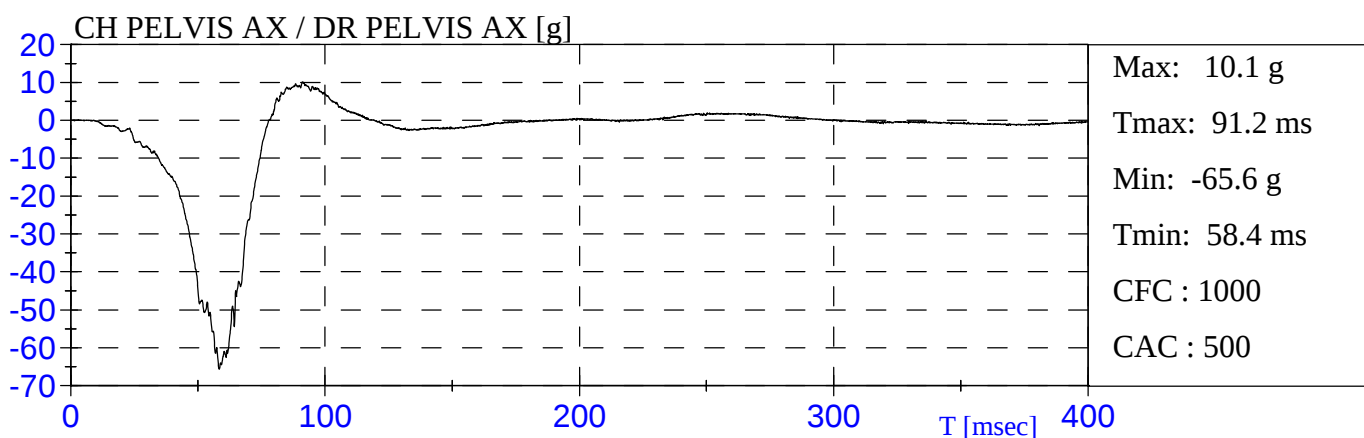


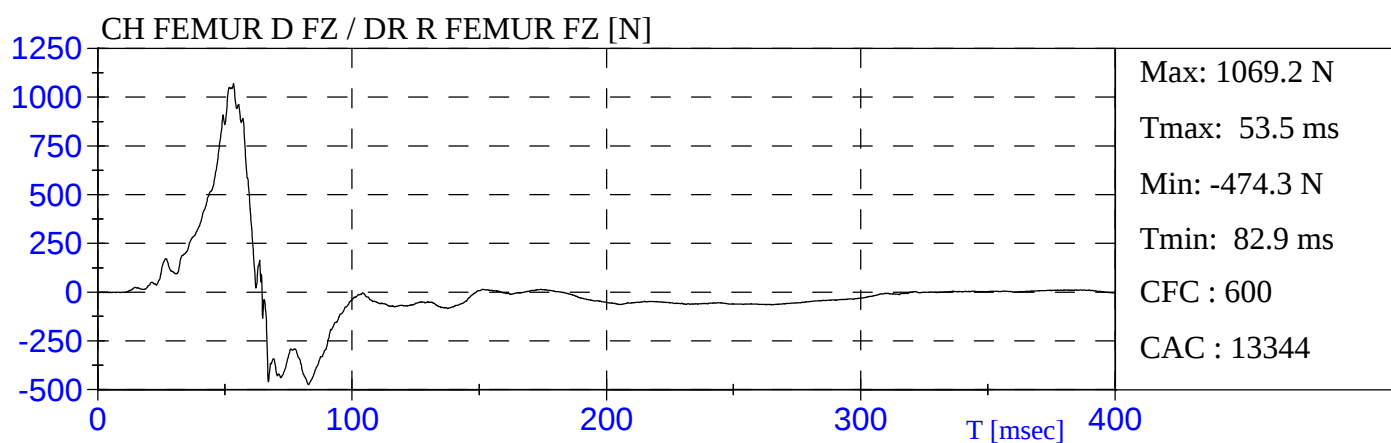
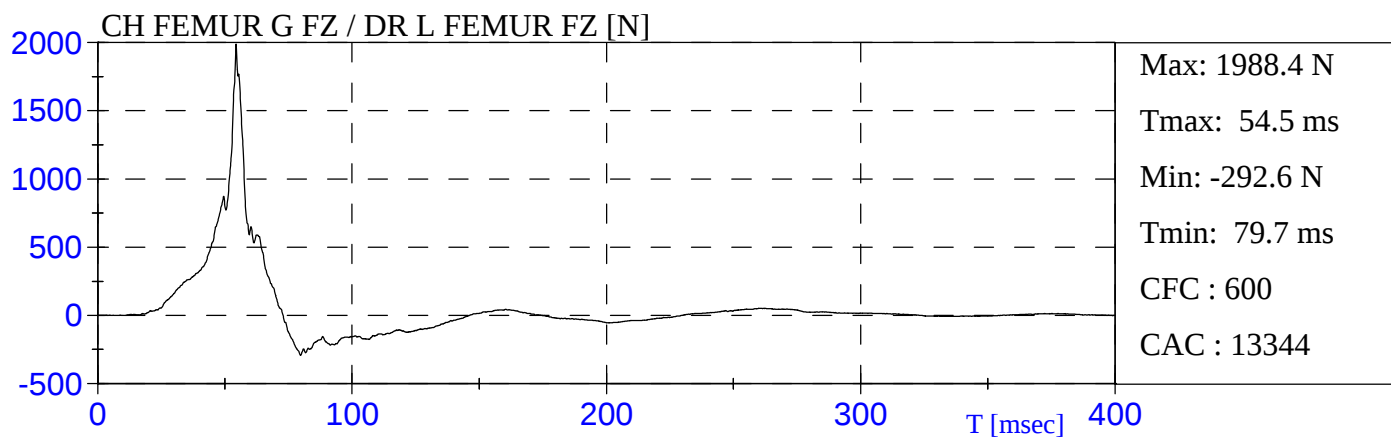
COLLISION FRONTALE
FRONTAL CRASH
SUZUKI AERIO 2004

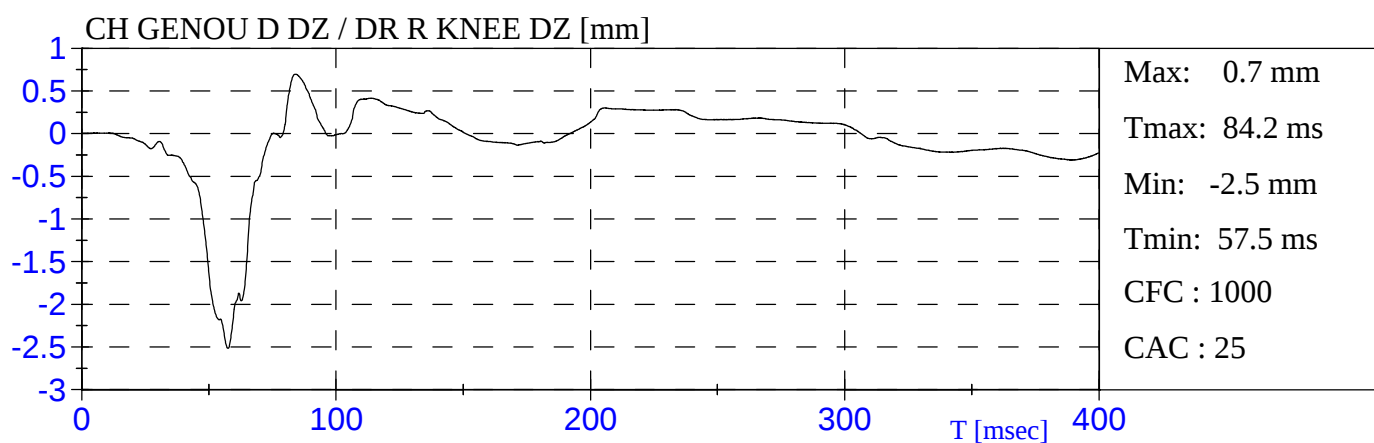
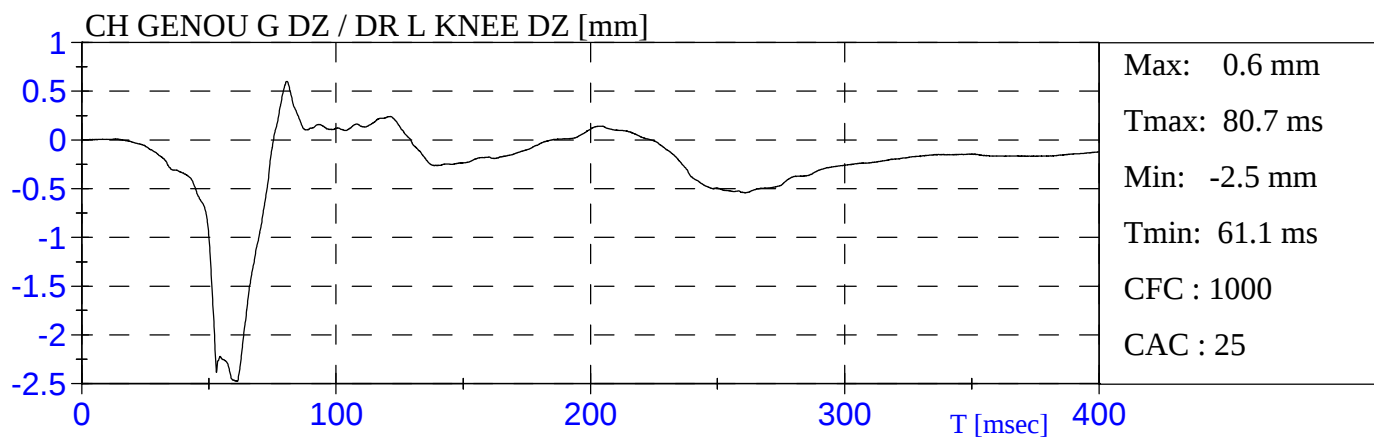
Date: 2004-03-19
N° TC / TC No.: TC04-129

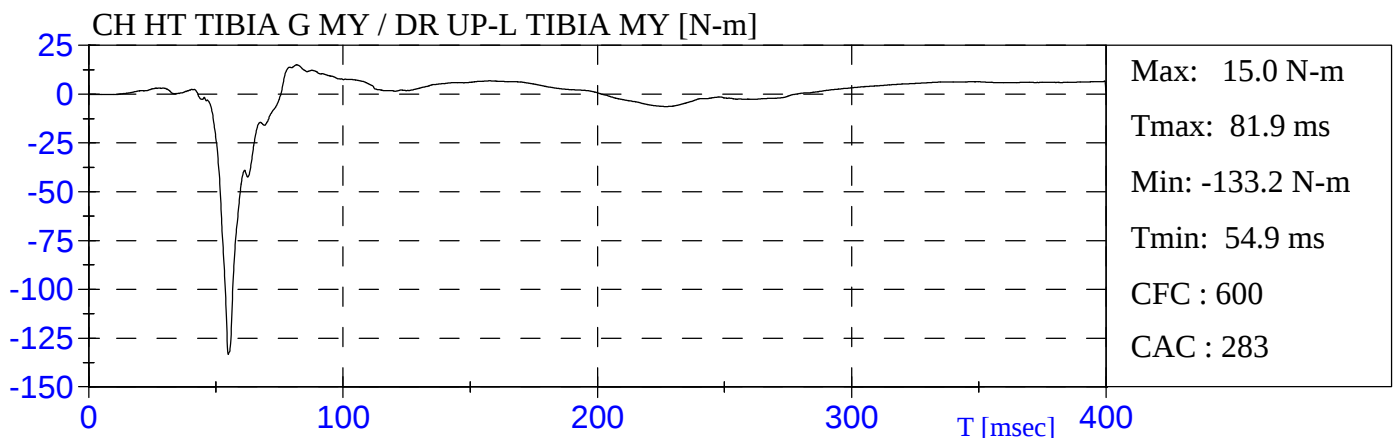
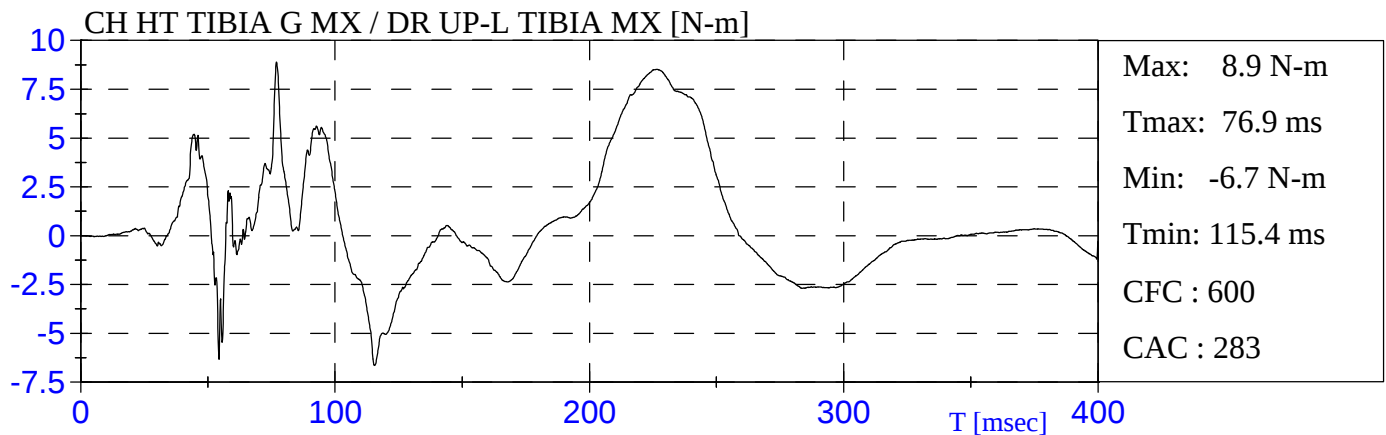
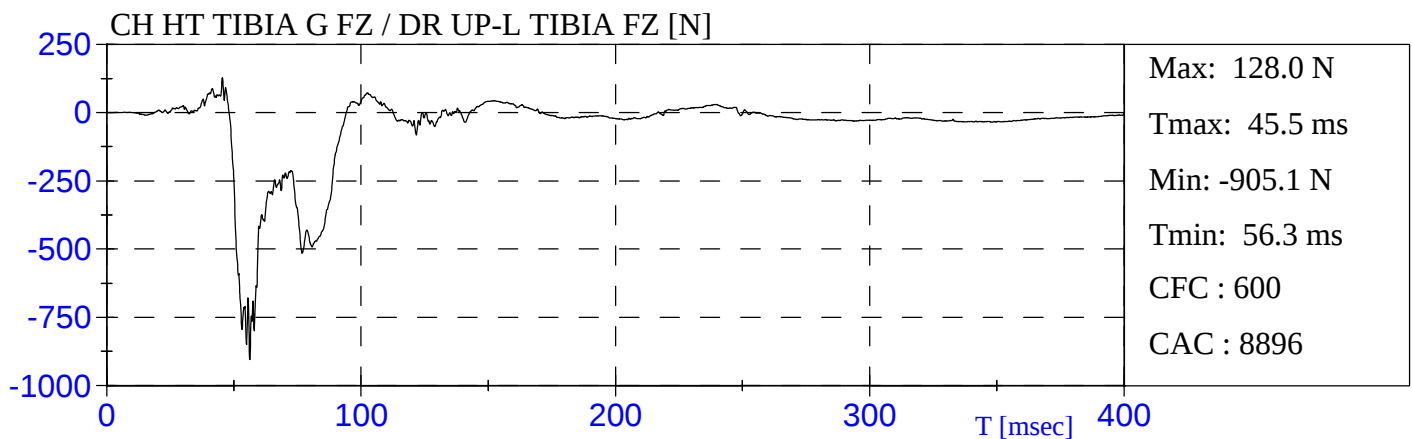
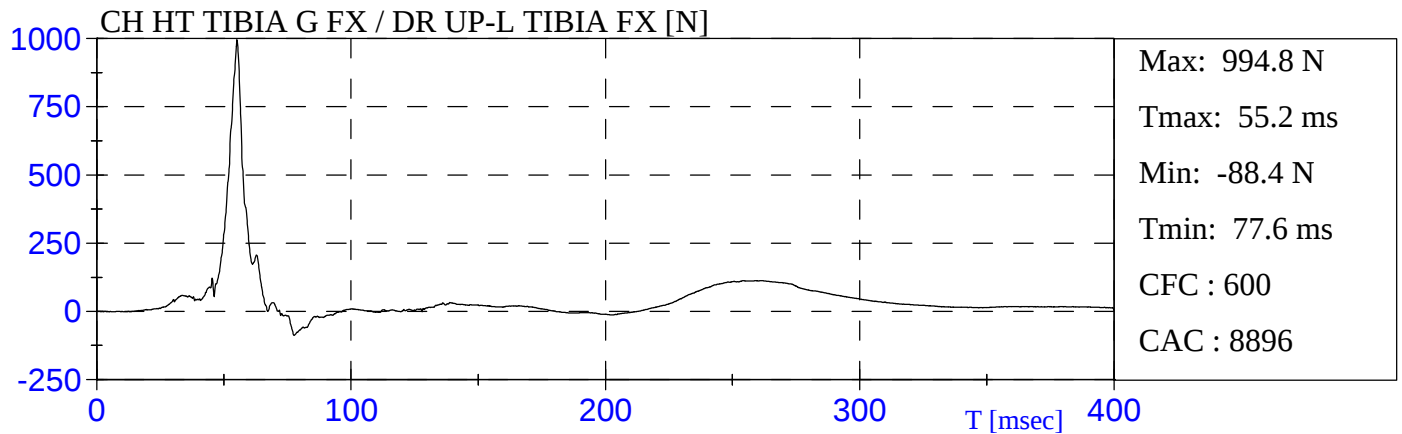


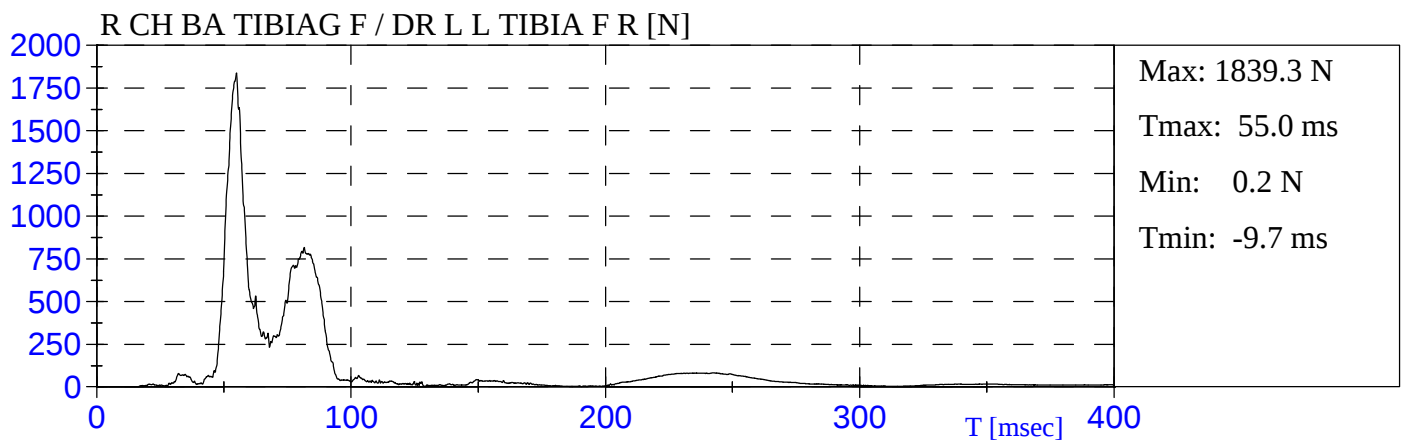
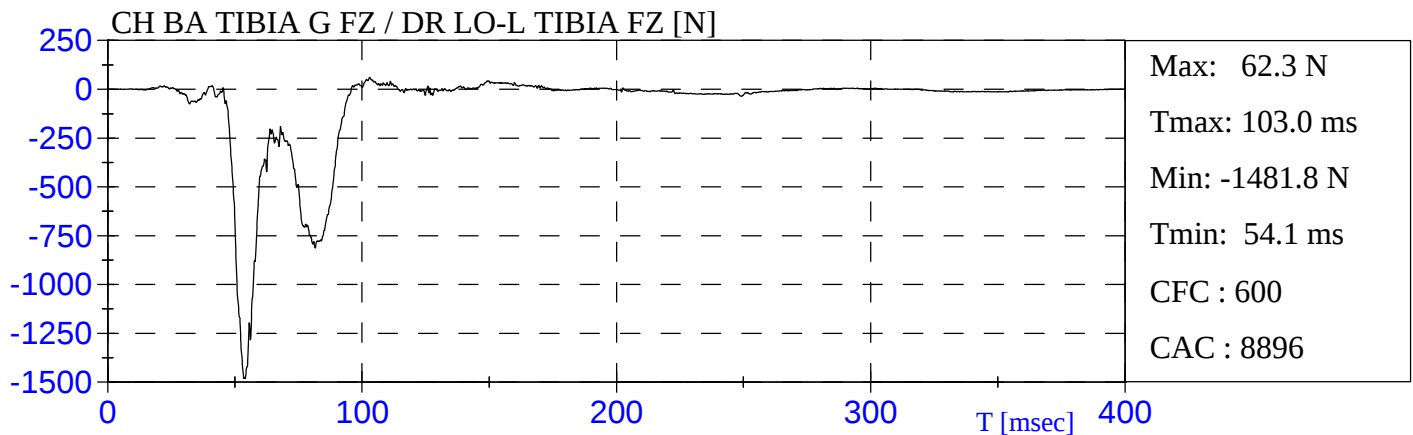
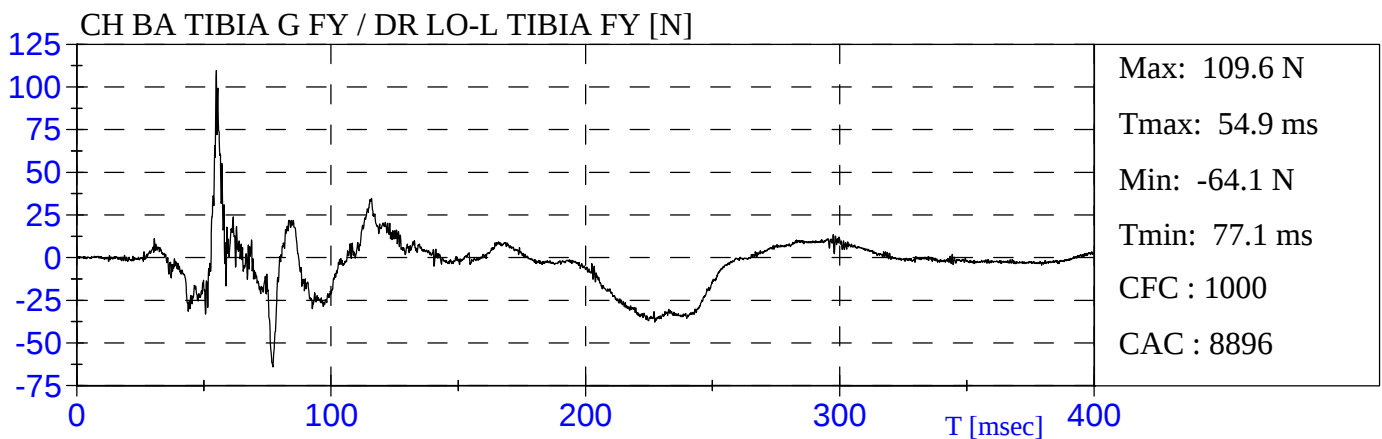
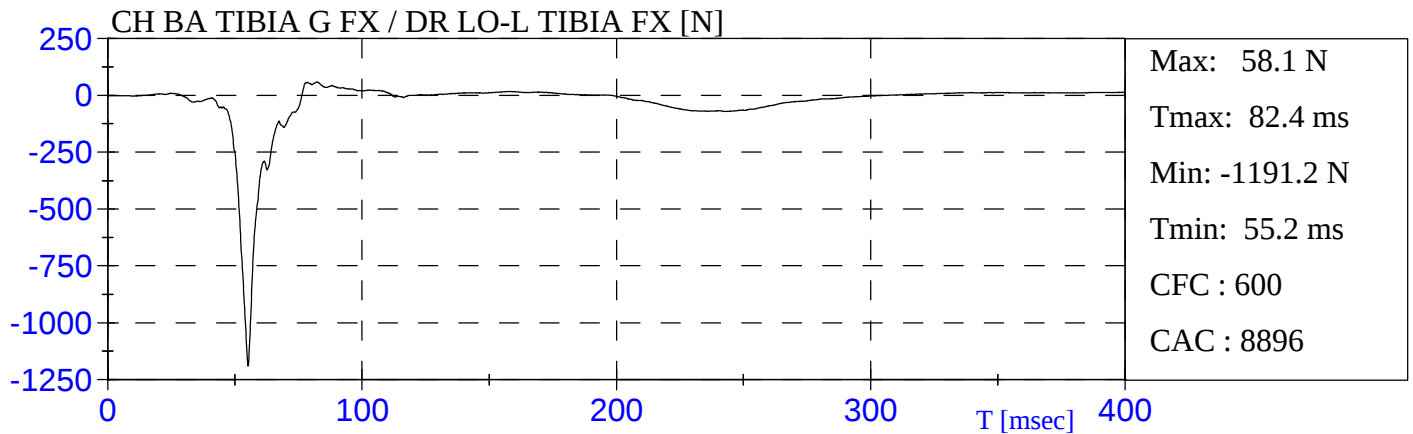


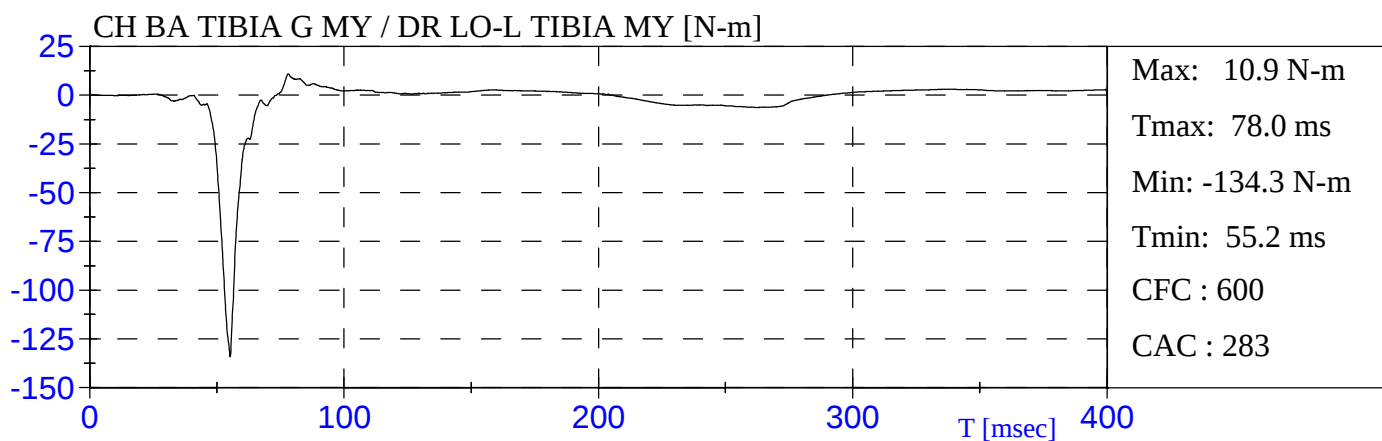
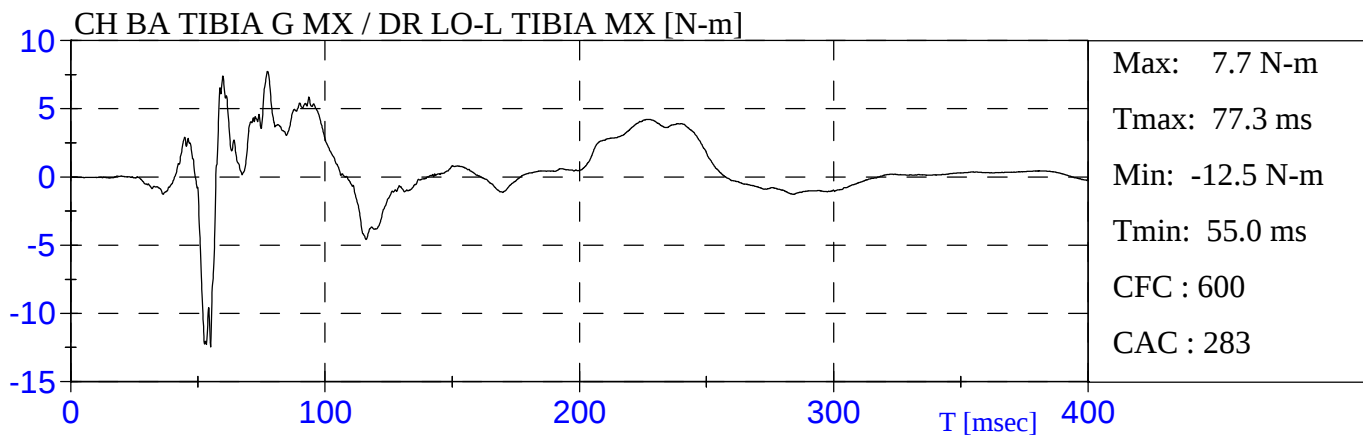




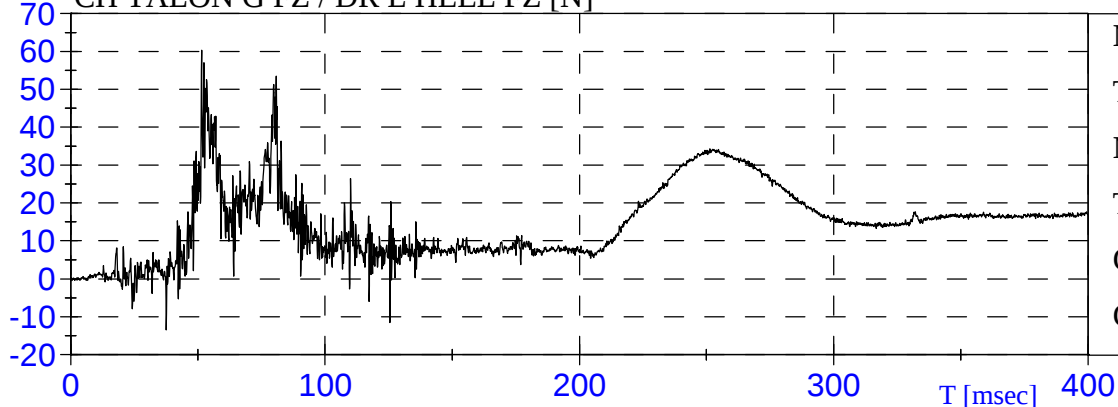






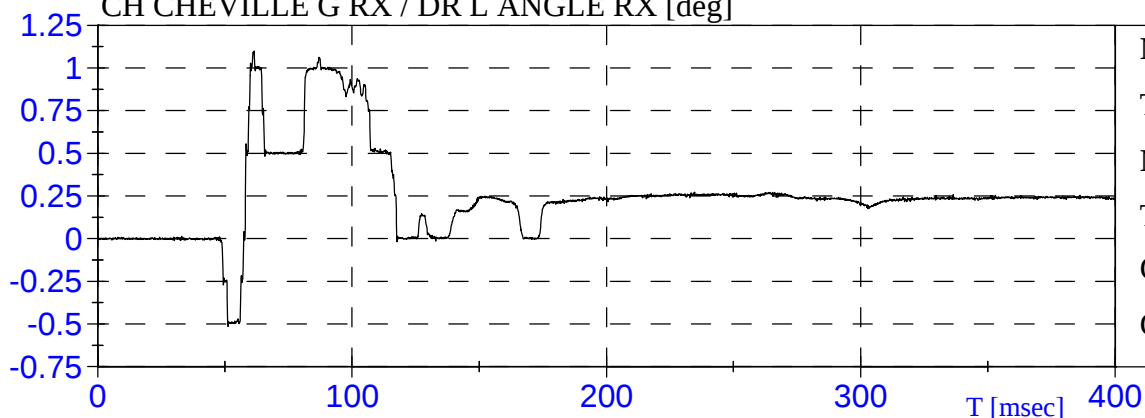


CH TALON G FZ / DR L HEEL FZ [N]



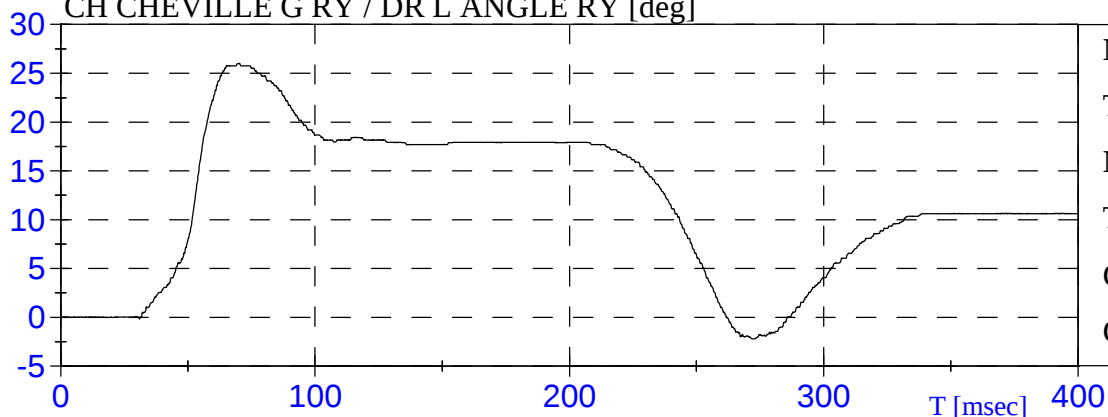
Max: 60.3 N
Tmax: 51.4 ms
Min: -13.5 N
Tmin: 37.6 ms
CFC : 1000
CAC : 4448

CH CHEVILLE G RX / DR L ANGLE RX [deg]



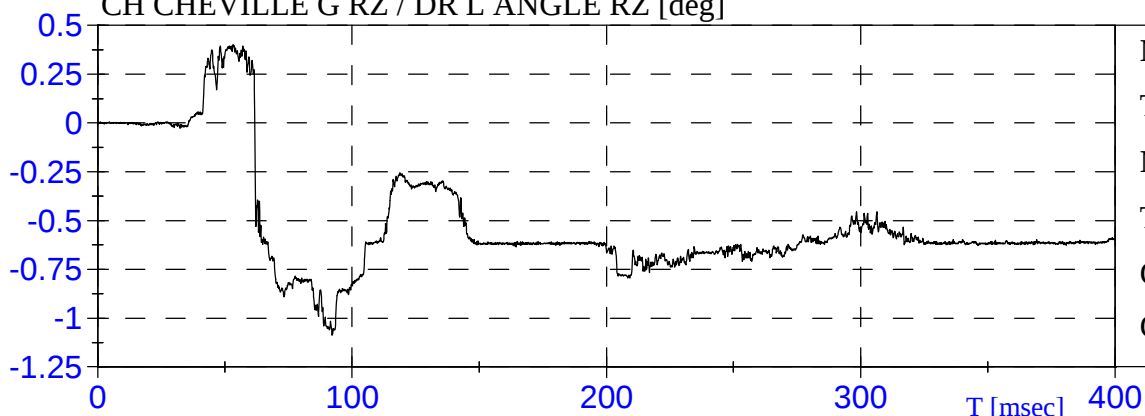
Max: 1.1 deg
Tmax: 61.5 ms
Min: -0.5 deg
Tmin: 51.2 ms
CFC : 1000
CAC : 100

CH CHEVILLE G RY / DR L ANGLE RY [deg]

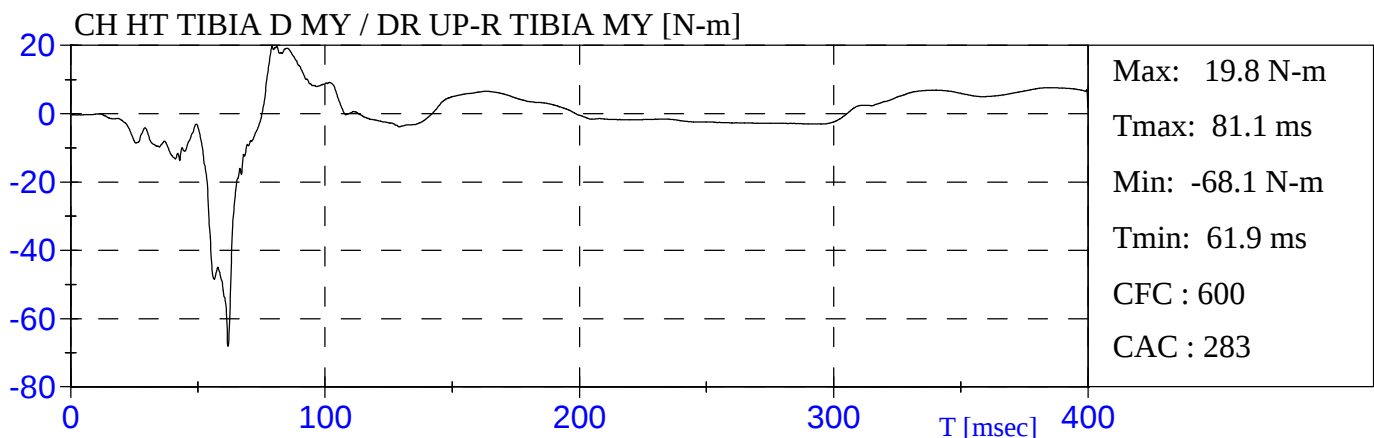
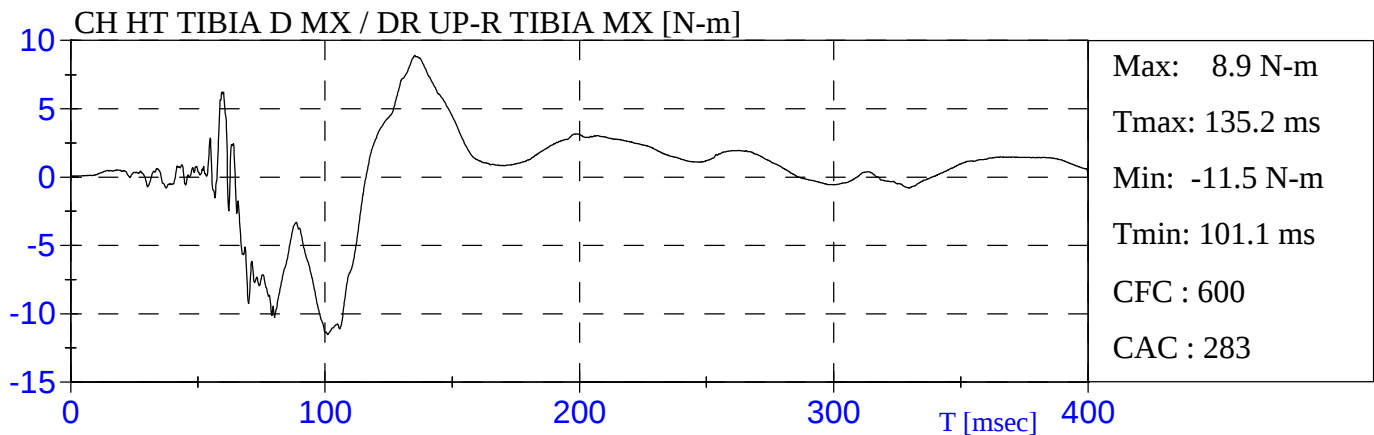
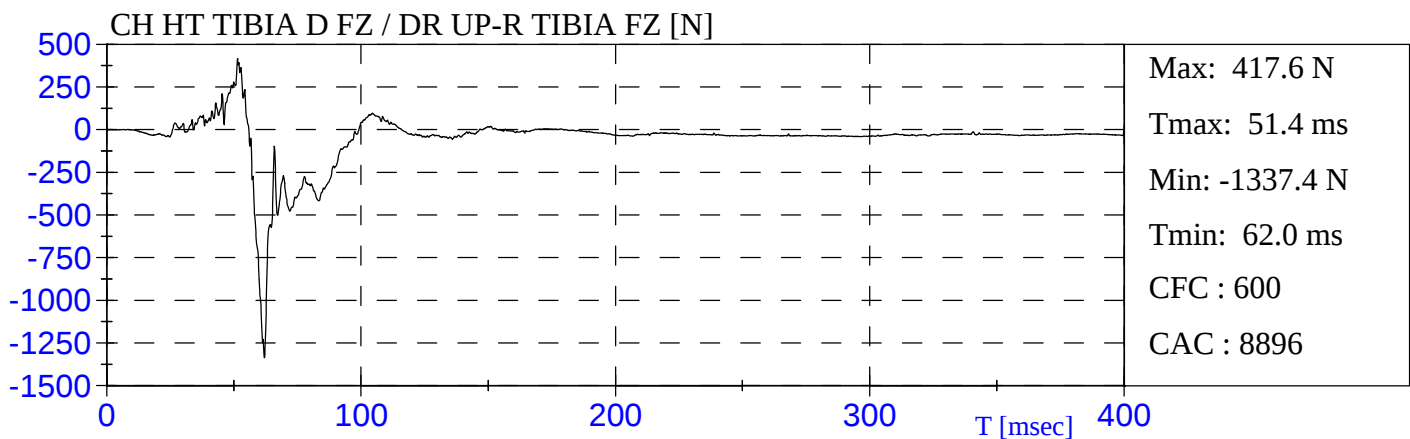
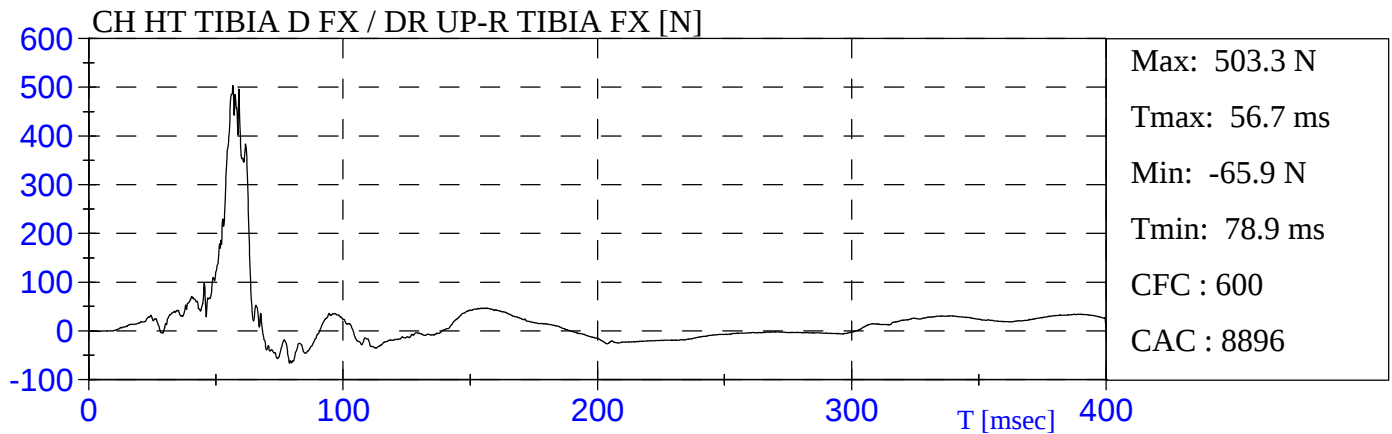


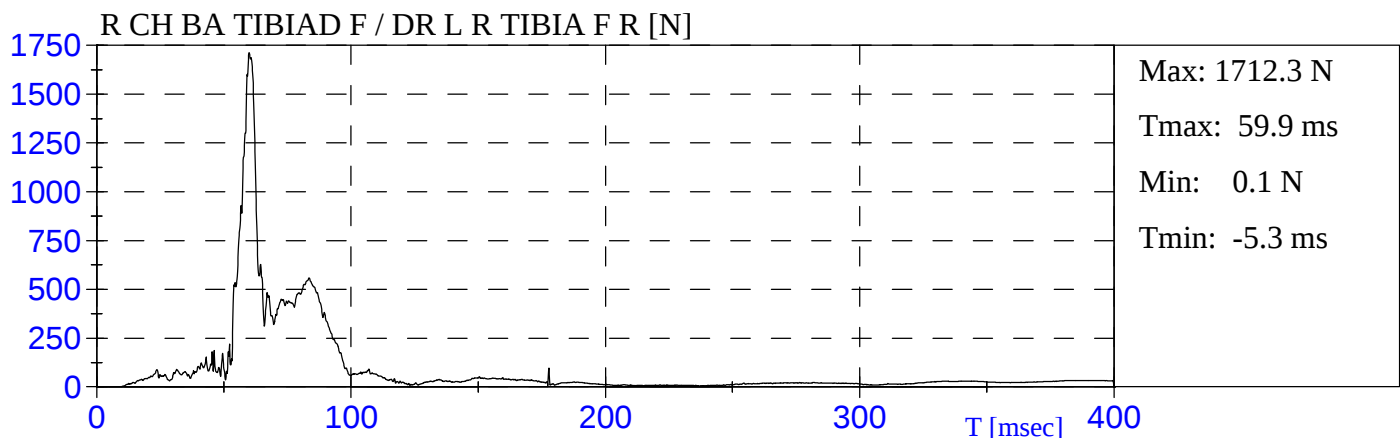
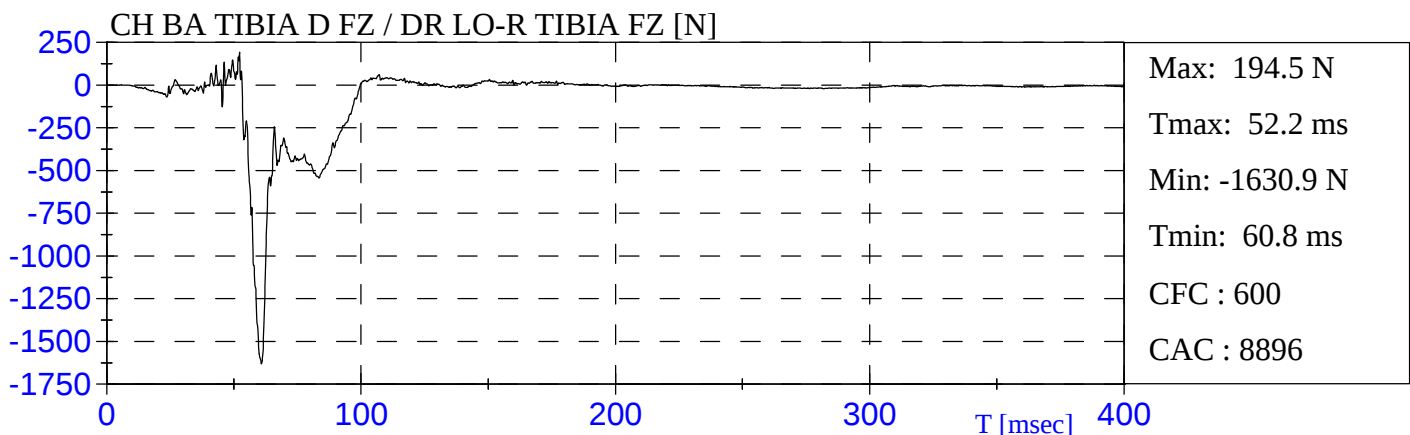
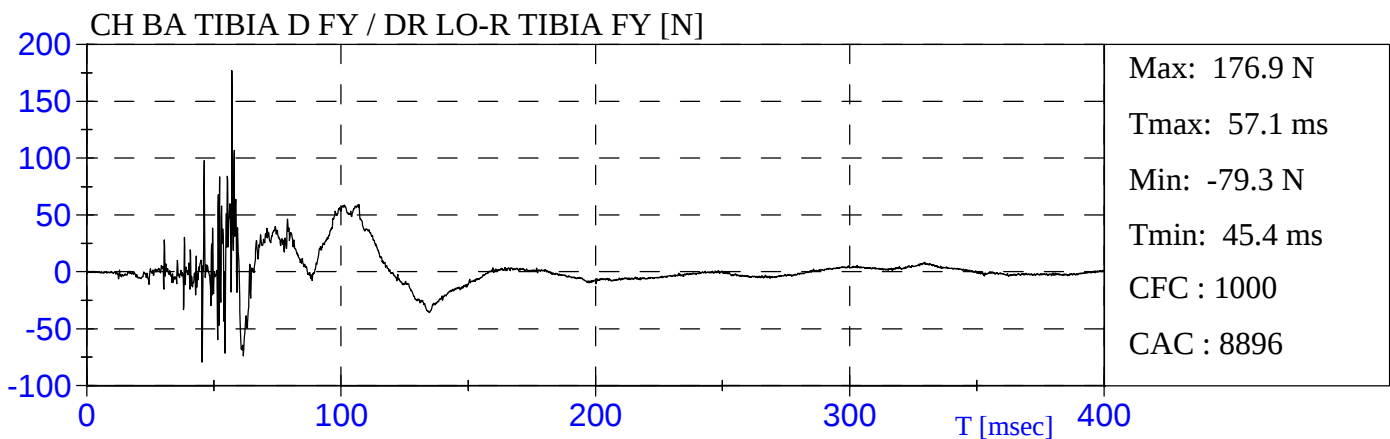
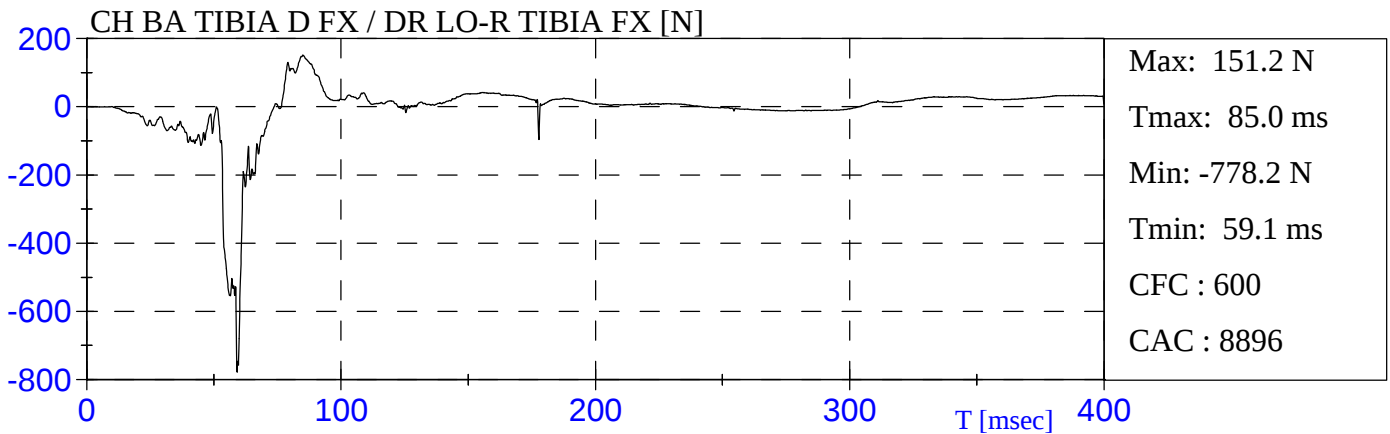
Max: 26.0 deg
Tmax: 70.1 ms
Min: -2.2 deg
Tmin: 271.8 ms
CFC : 1000
CAC : 100

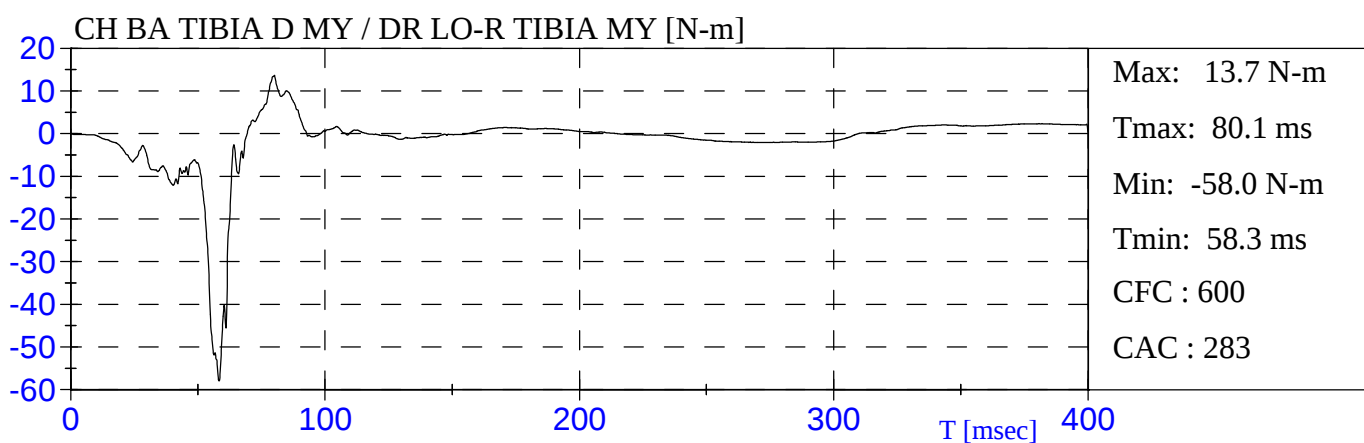
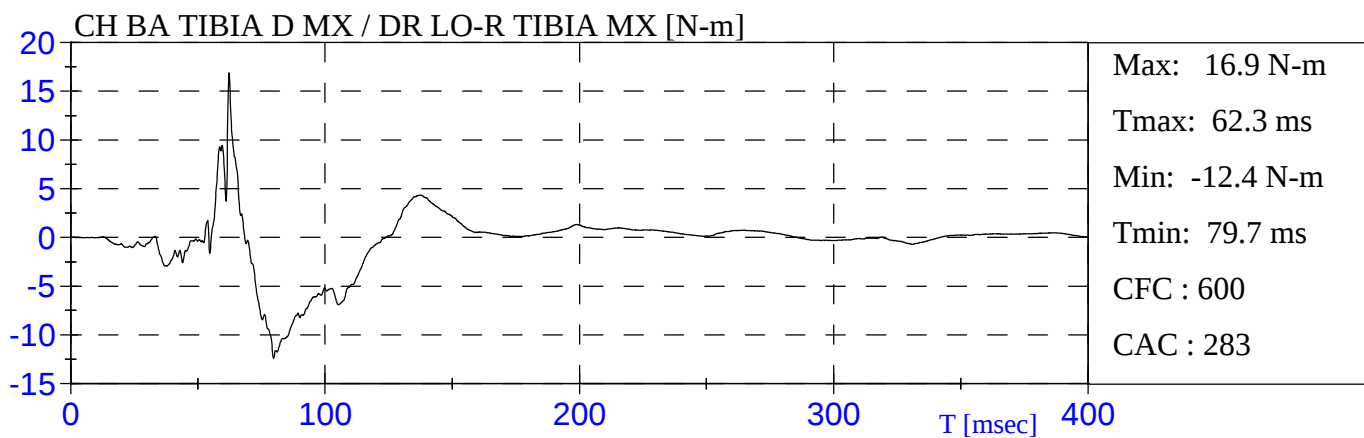
CH CHEVILLE G RZ / DR L ANGLE RZ [deg]

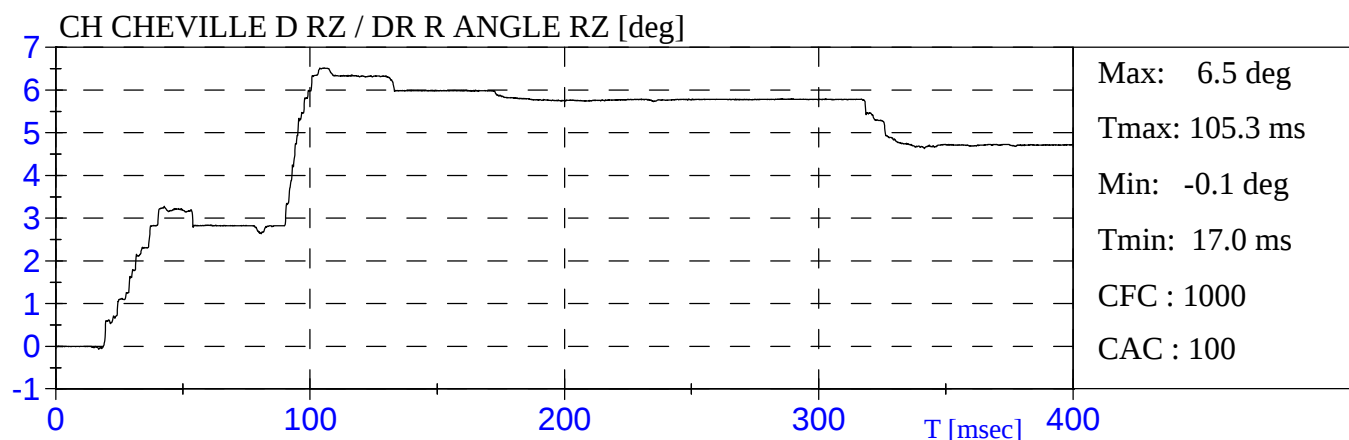
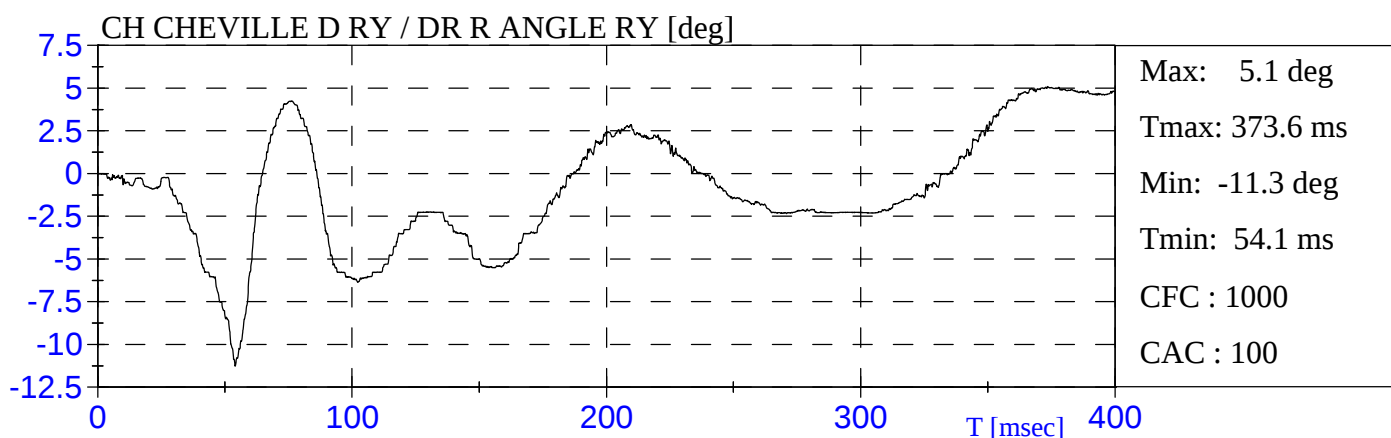
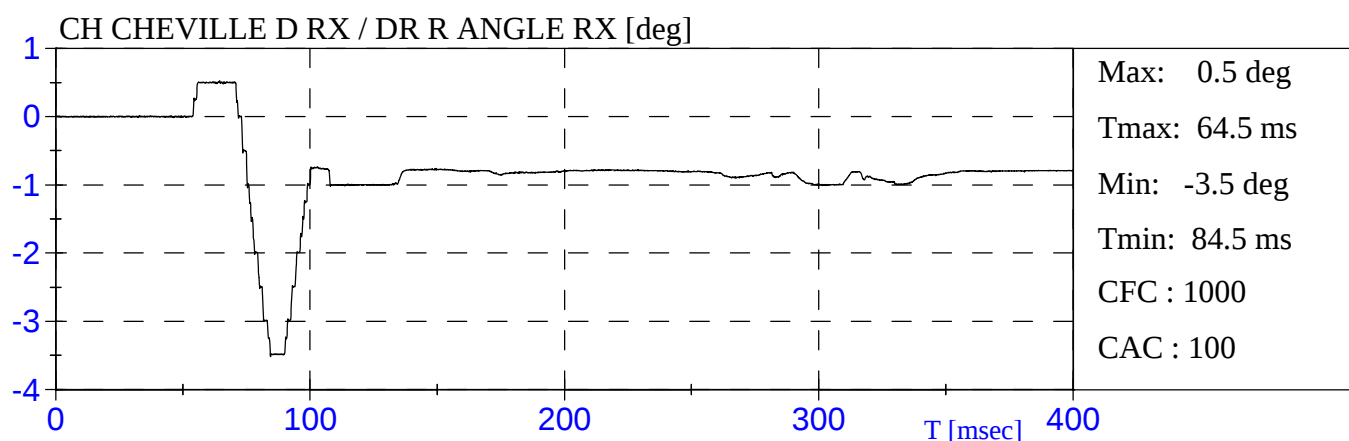
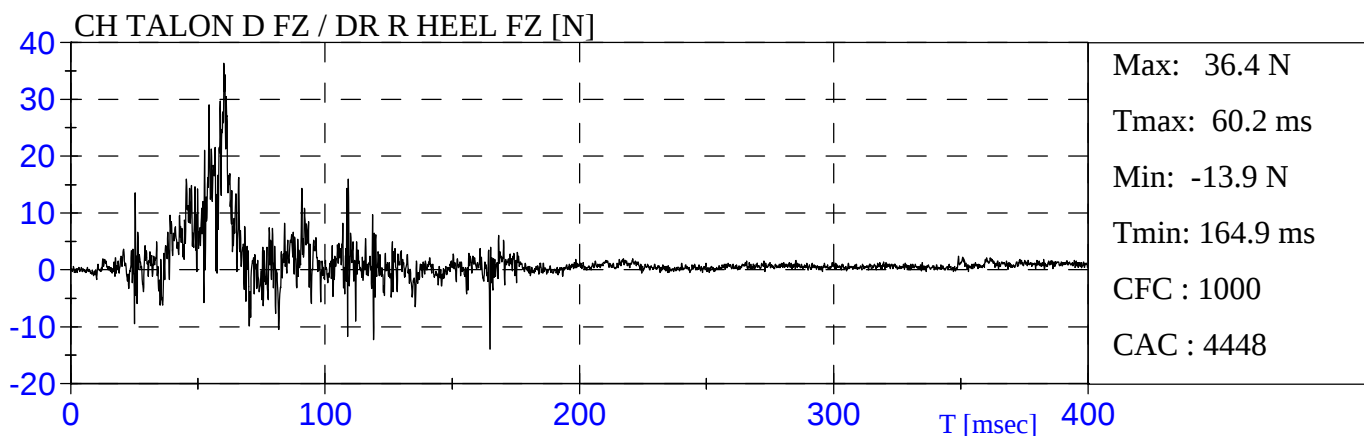


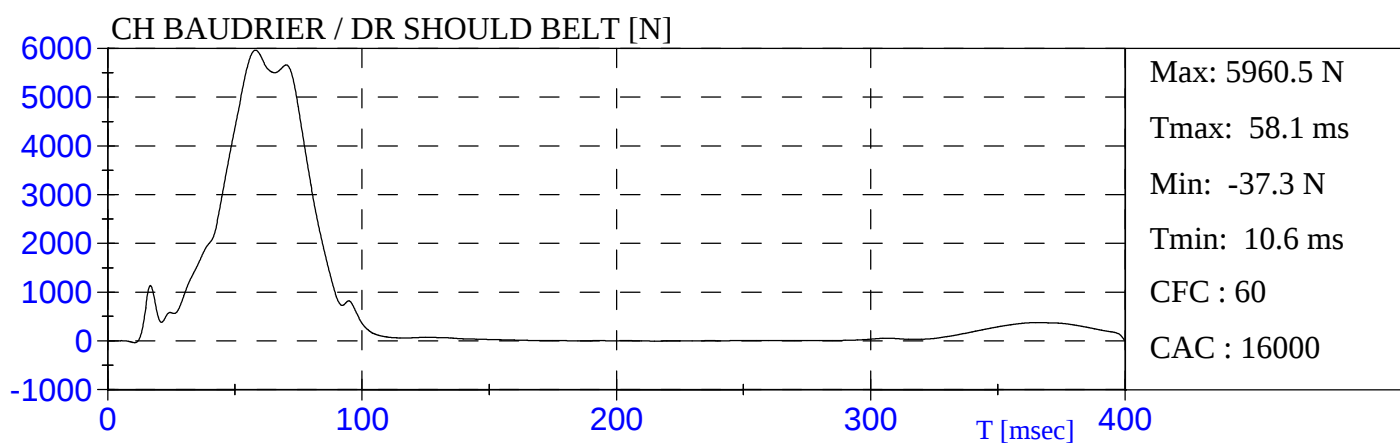
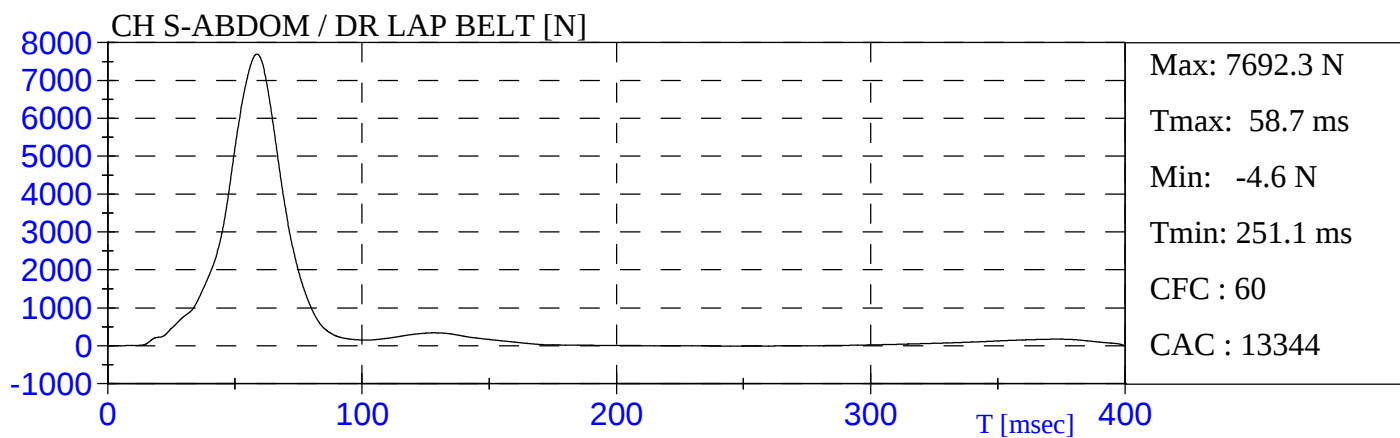
Max: 0.4 deg
Tmax: 53.2 ms
Min: -1.1 deg
Tmin: 92.2 ms
CFC : 1000
CAC : 100

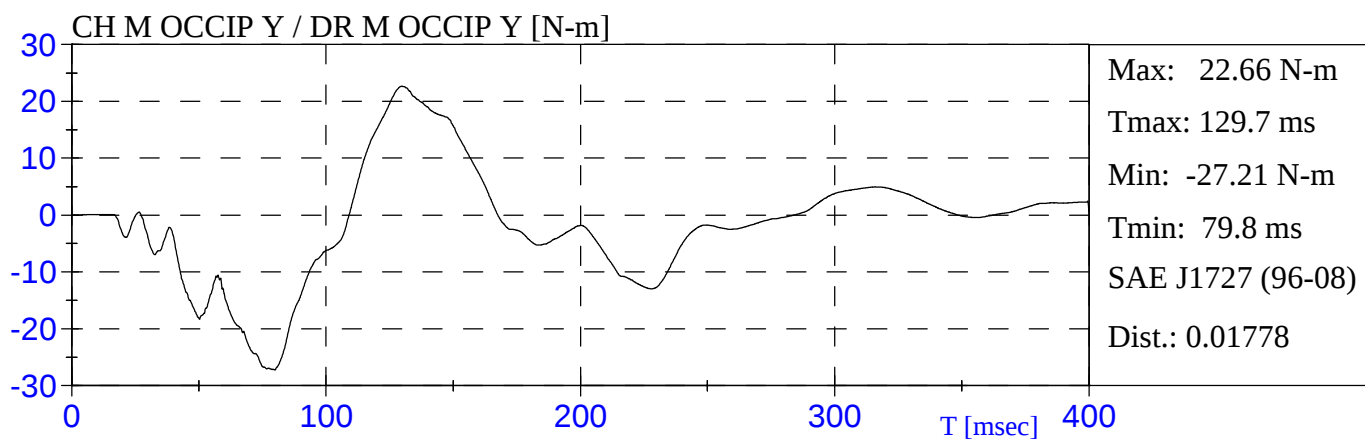


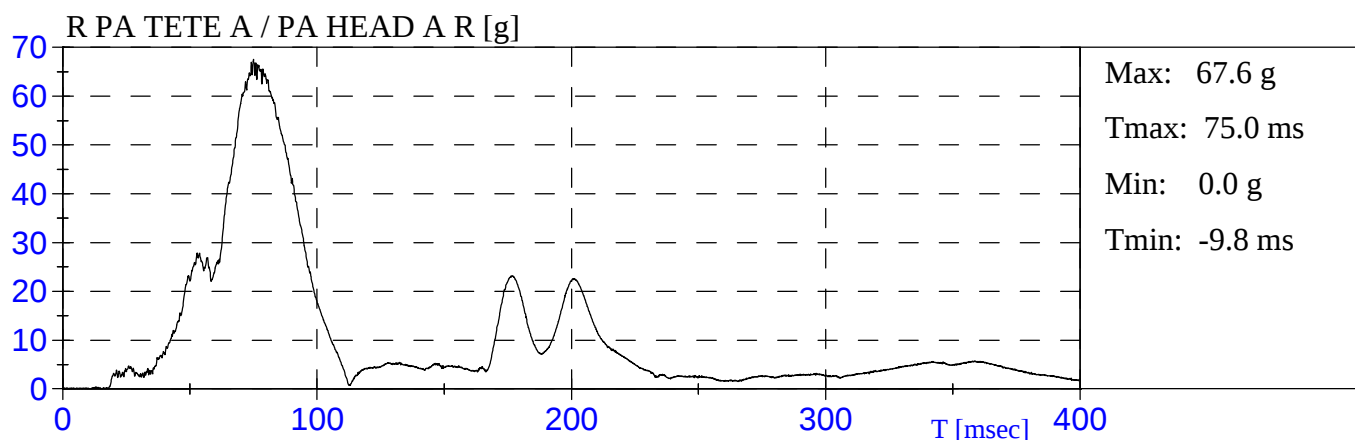
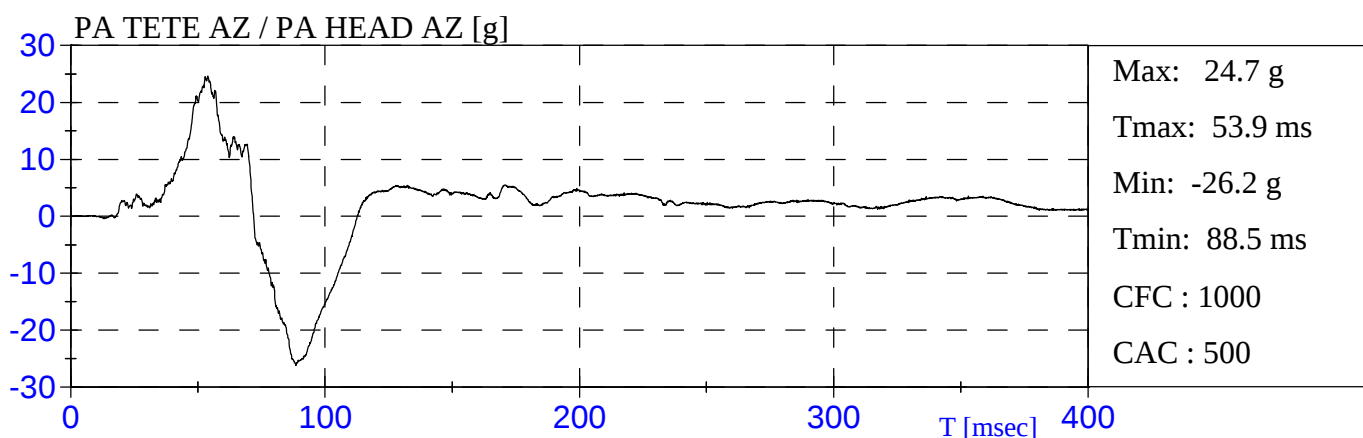
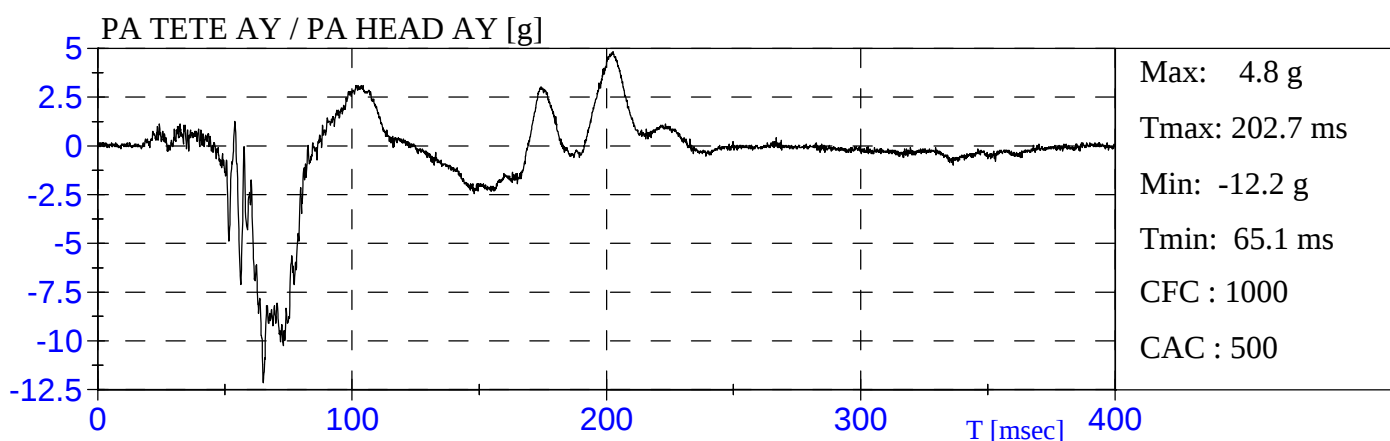
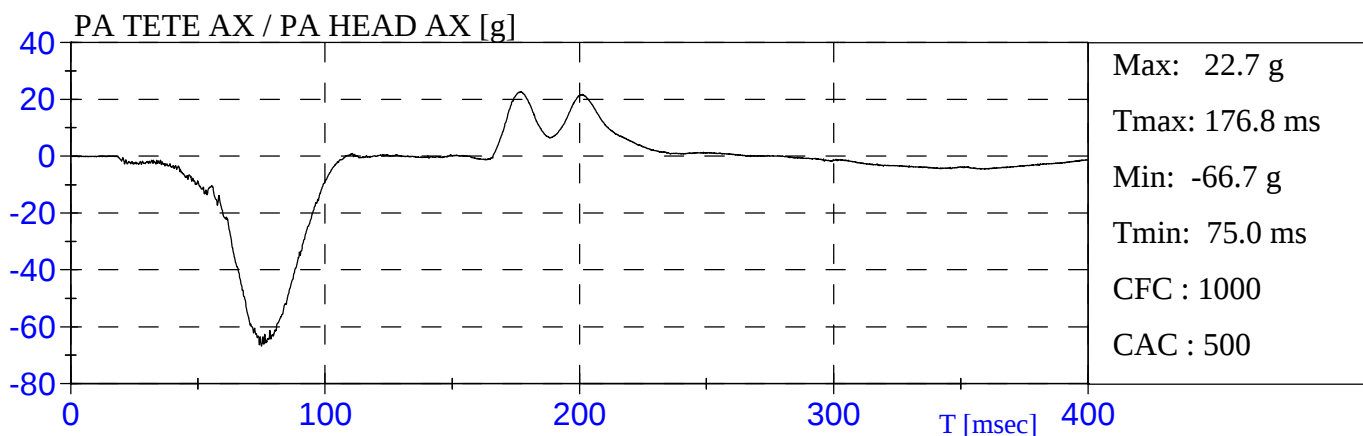


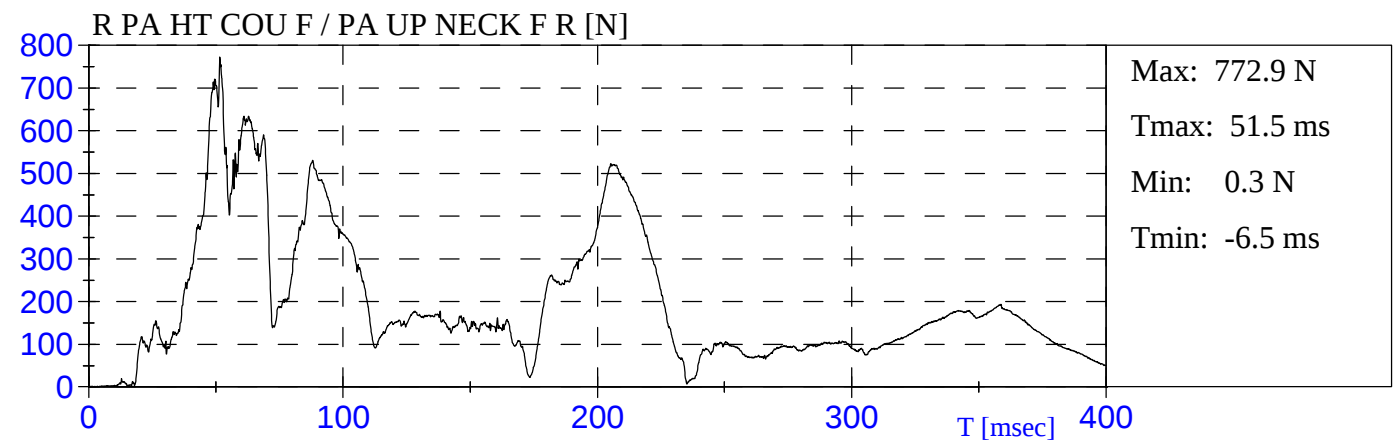
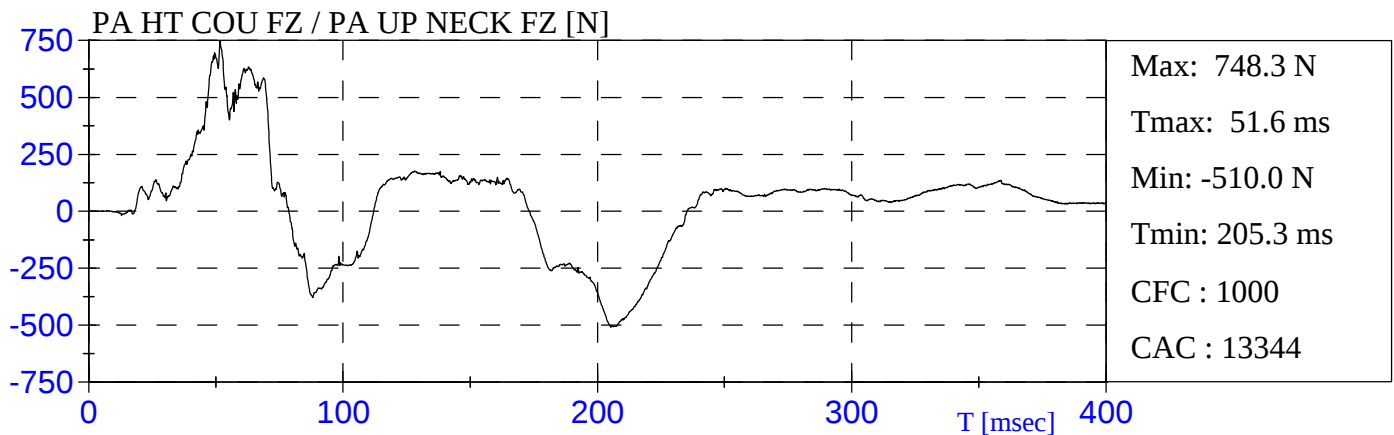
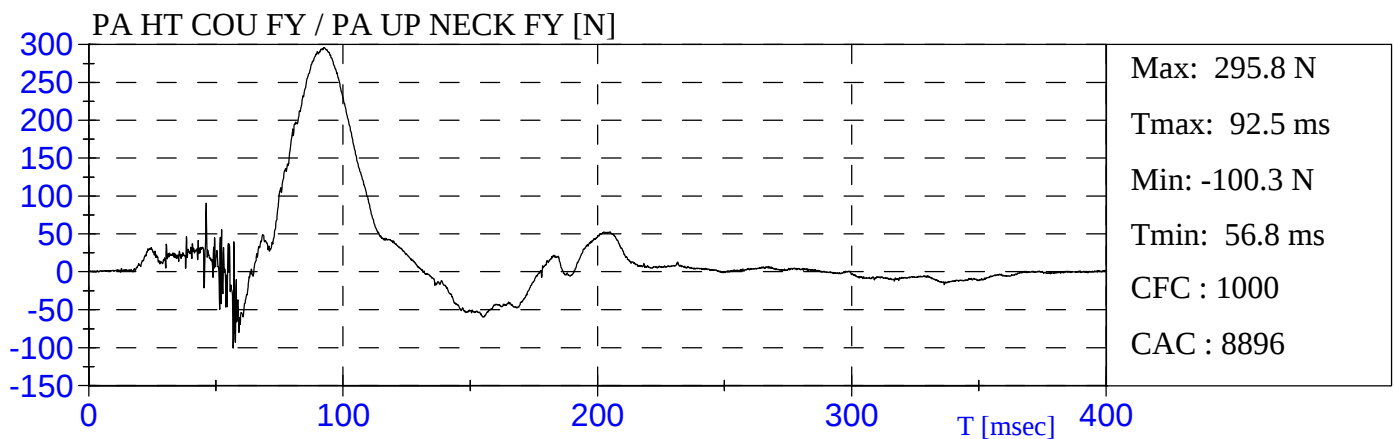
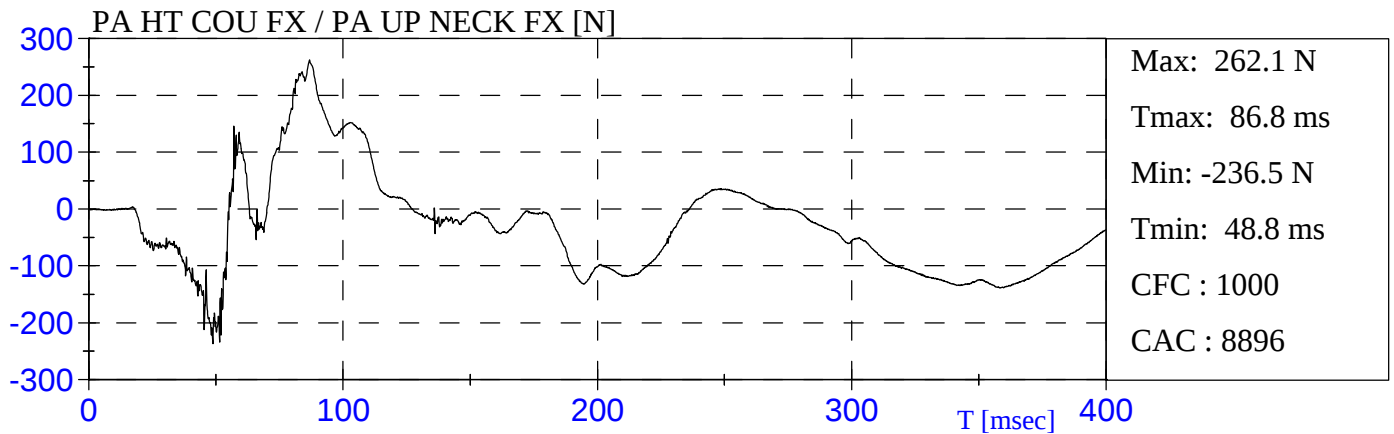


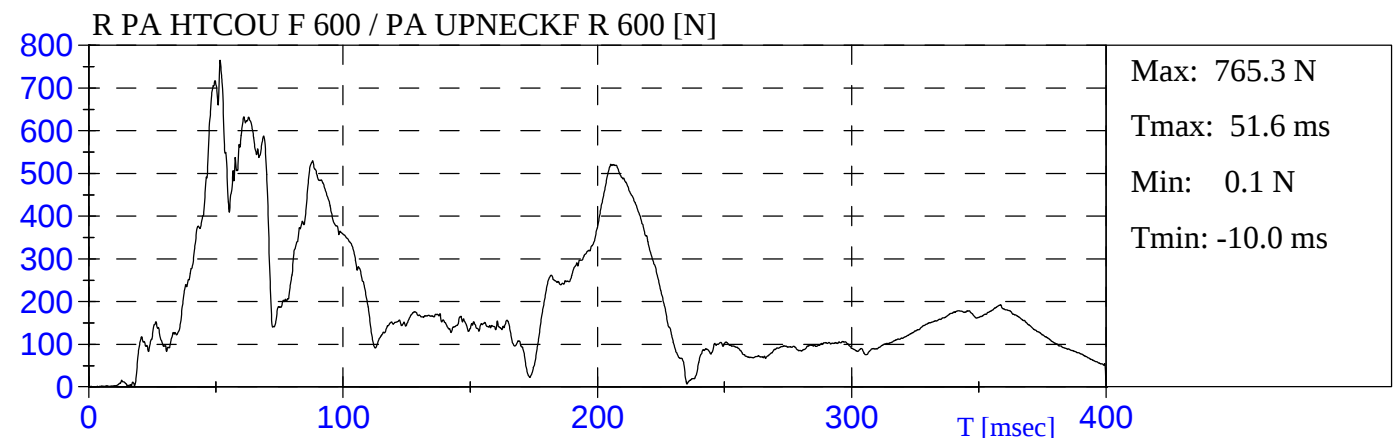
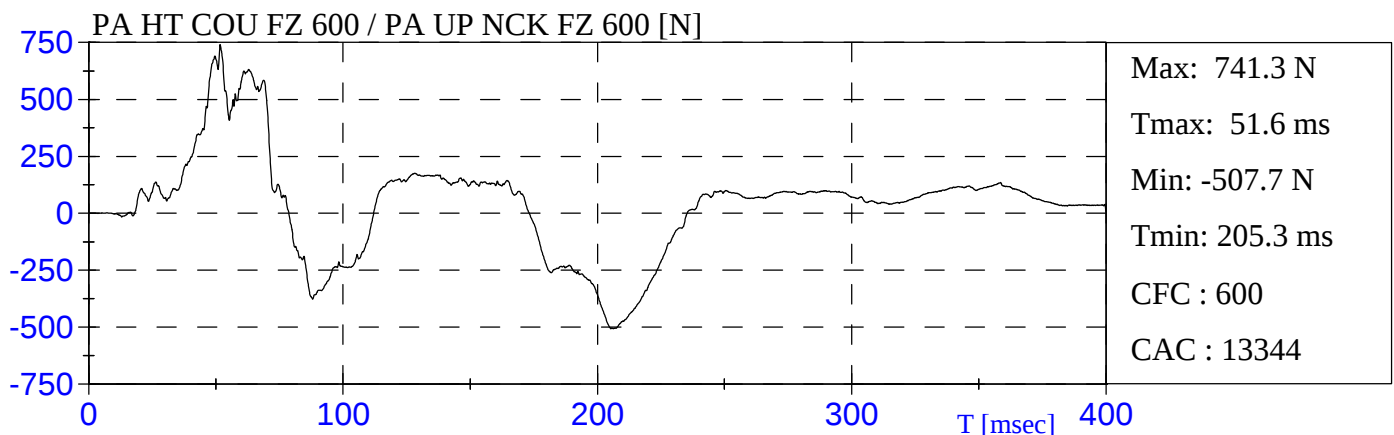
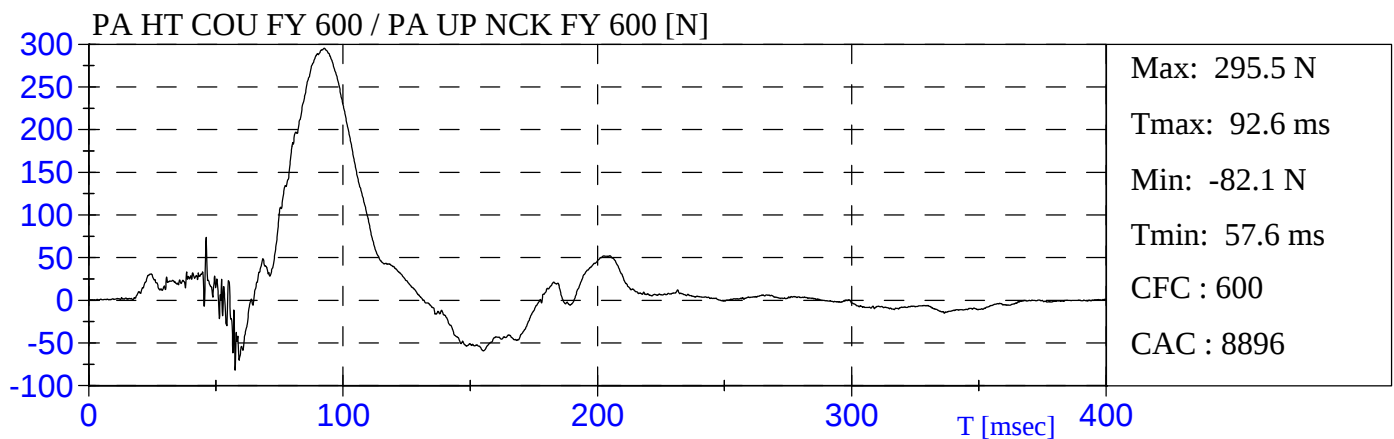
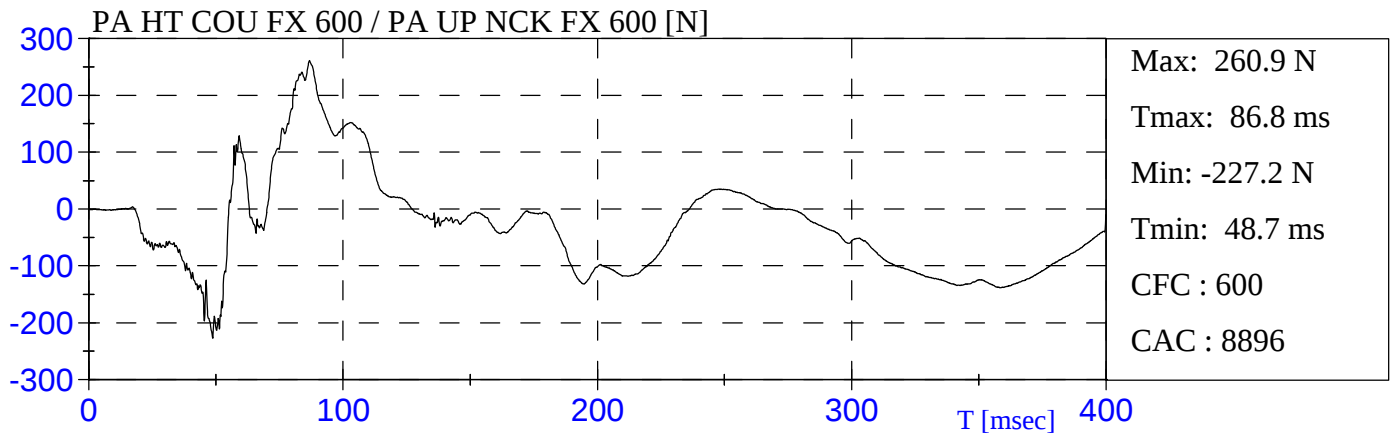


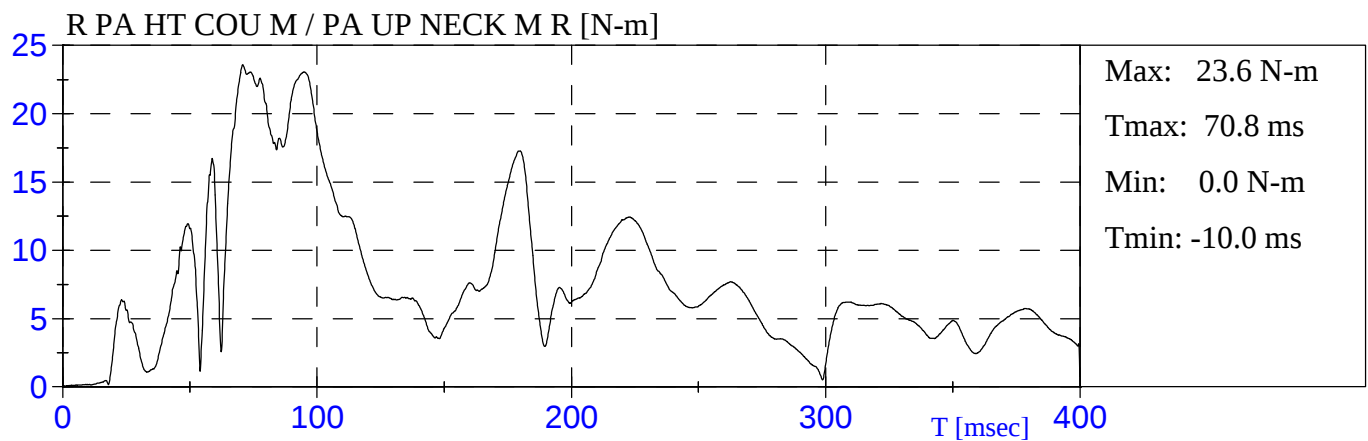
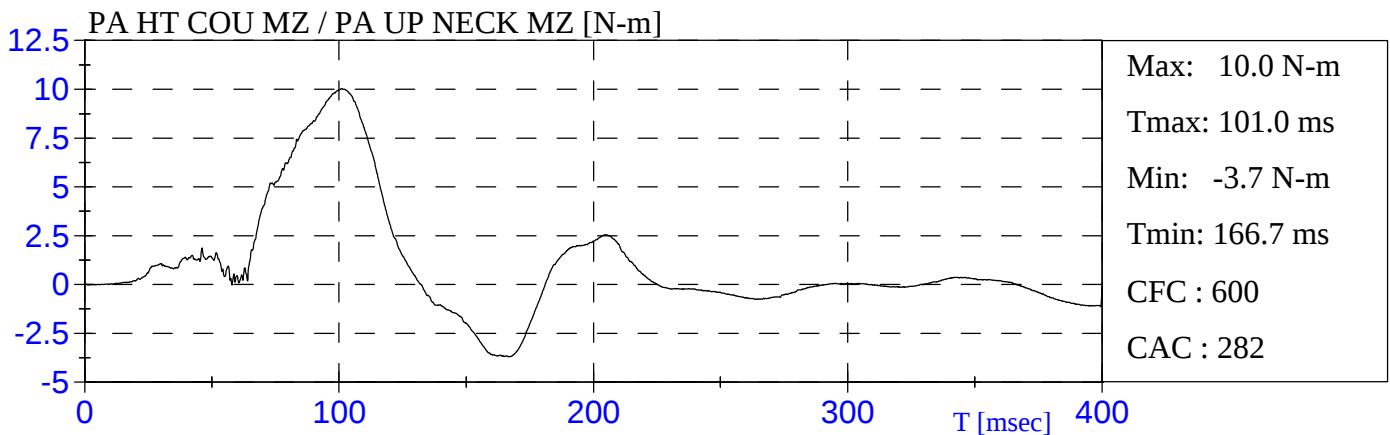
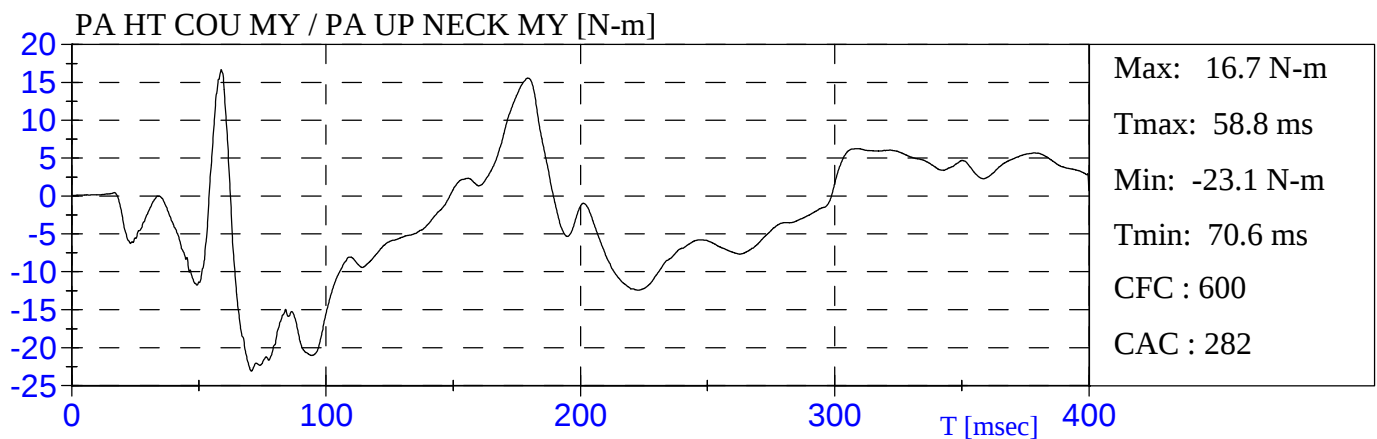
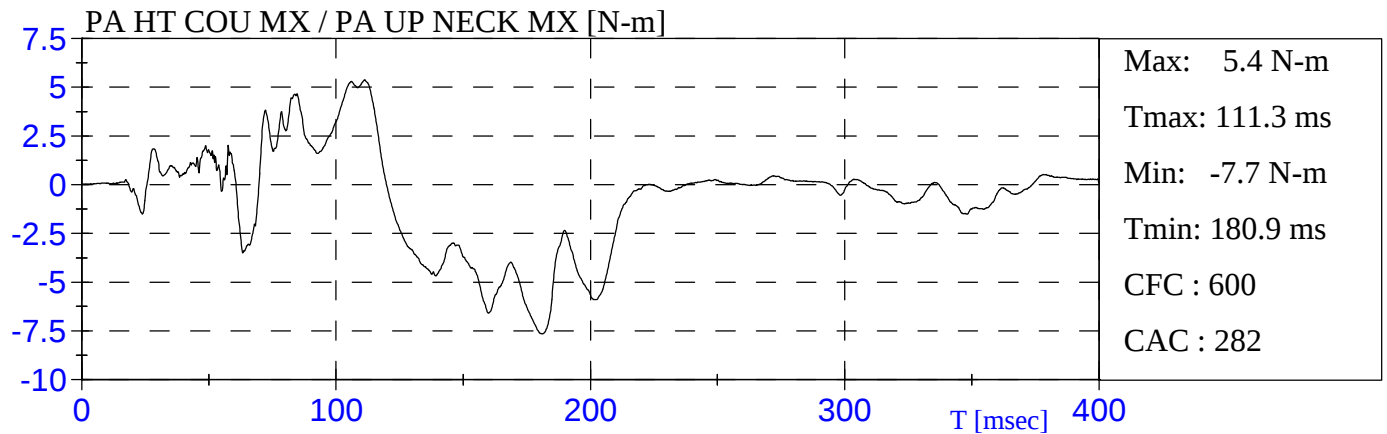


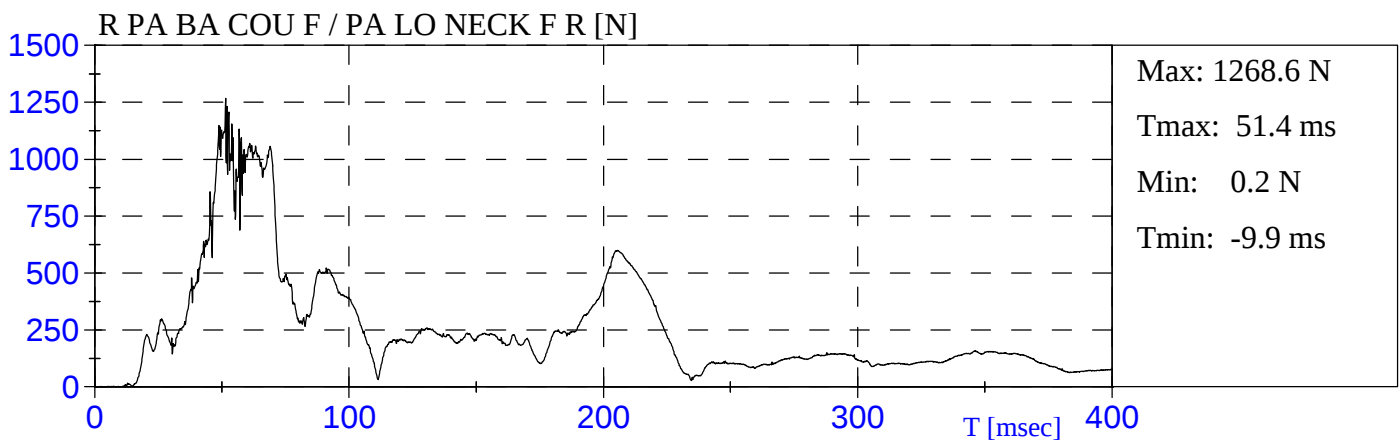
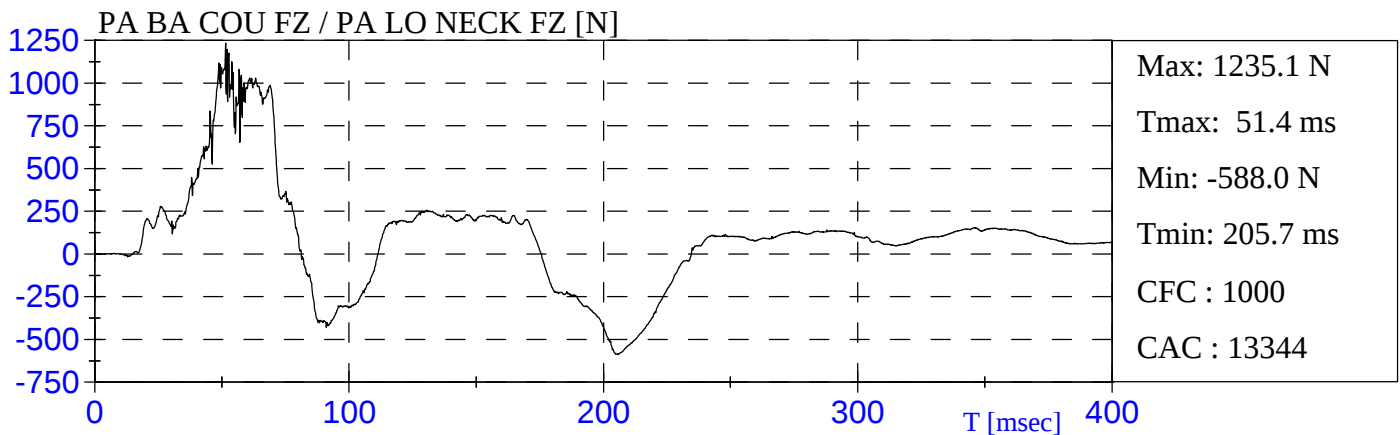
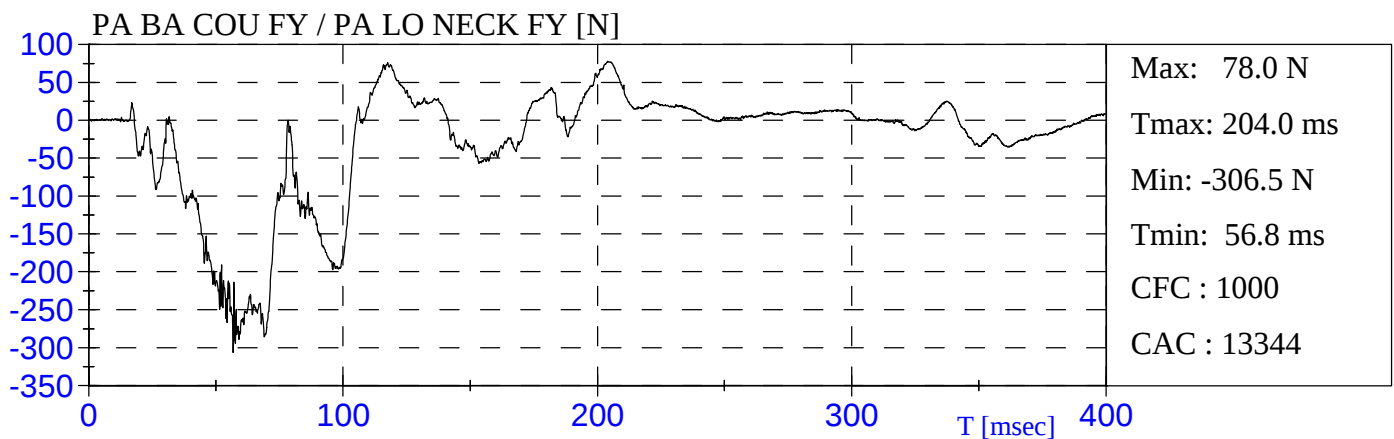
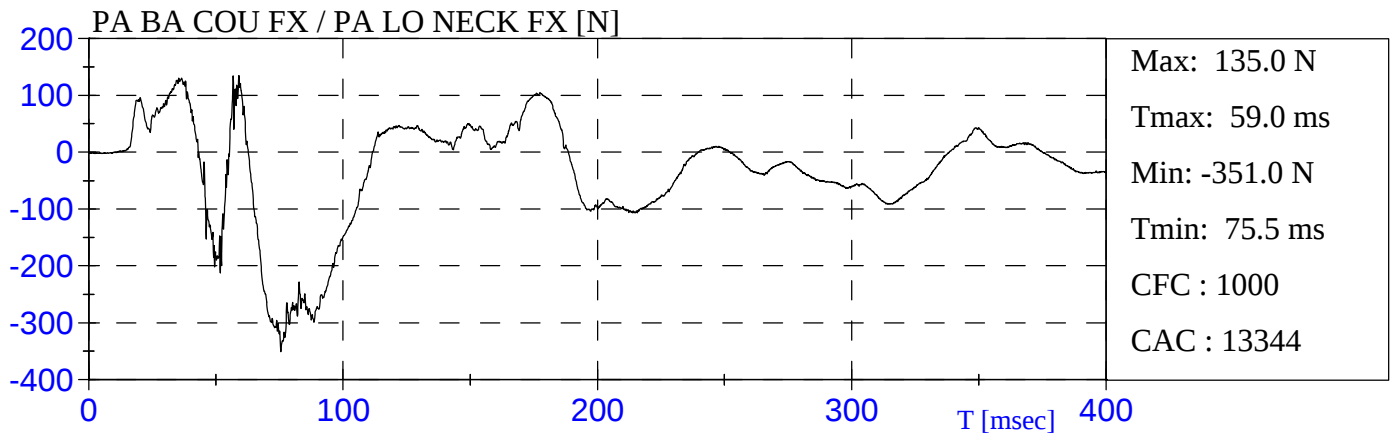


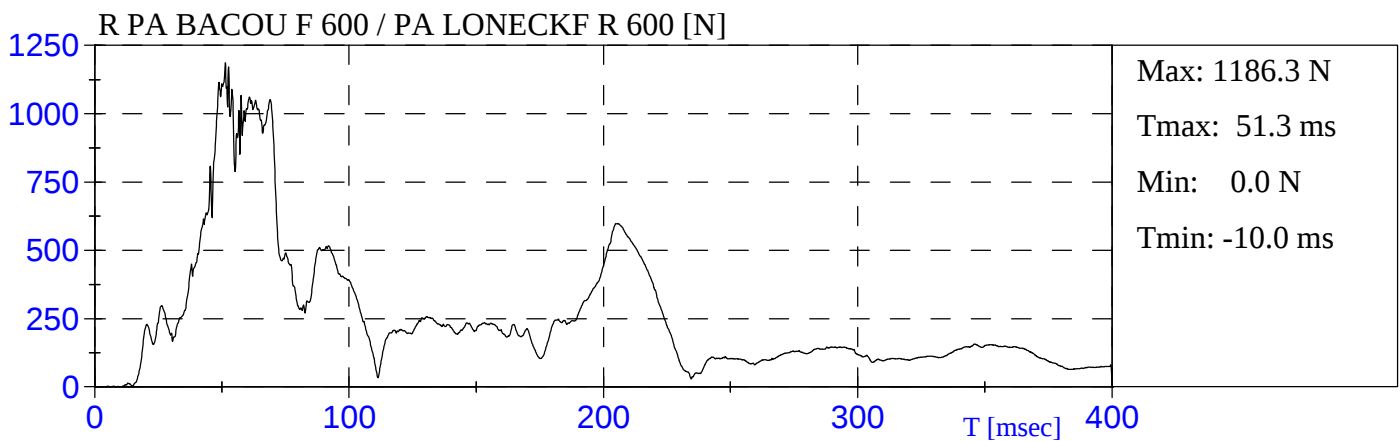
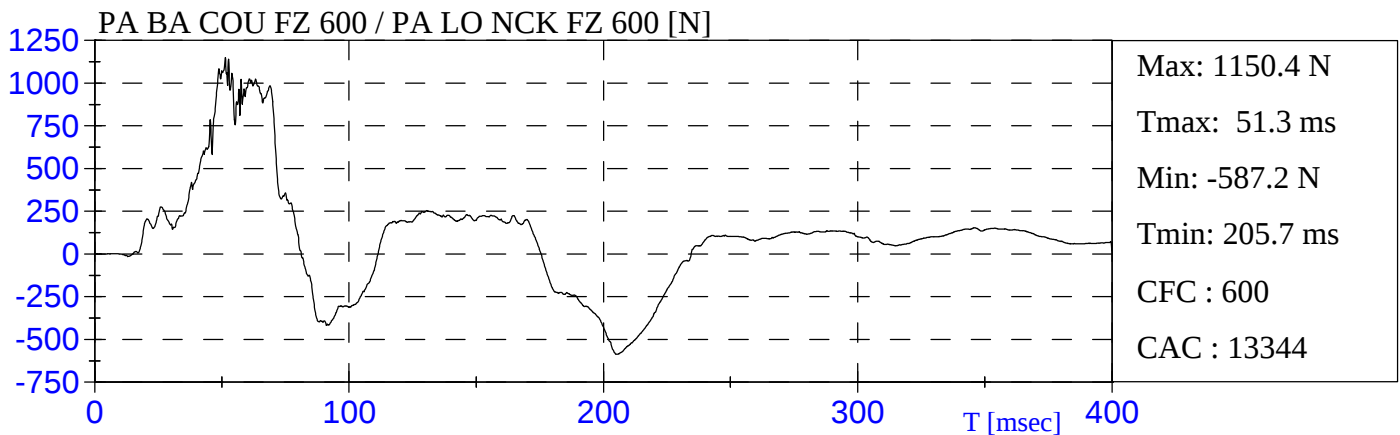
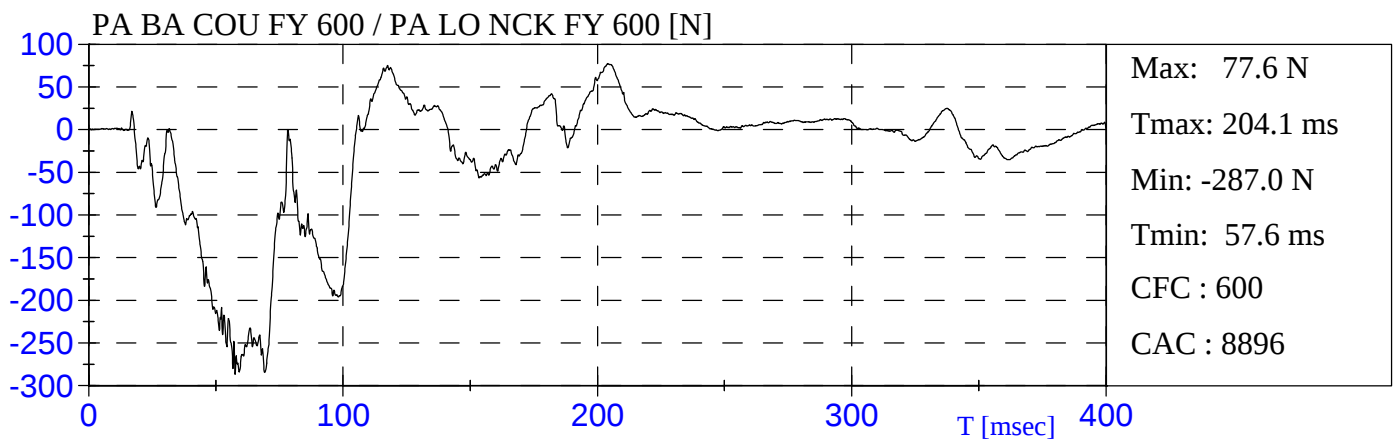
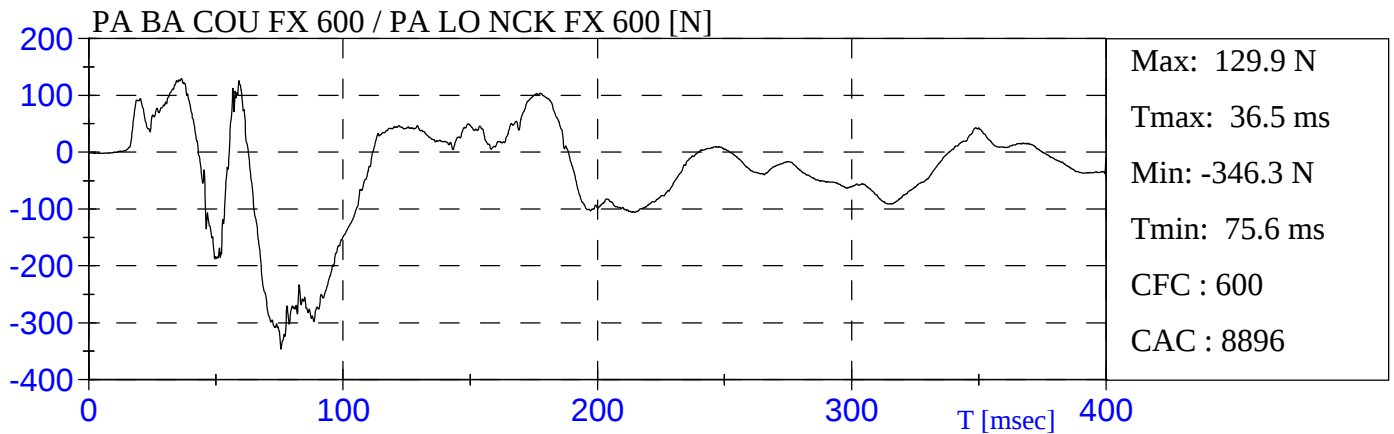


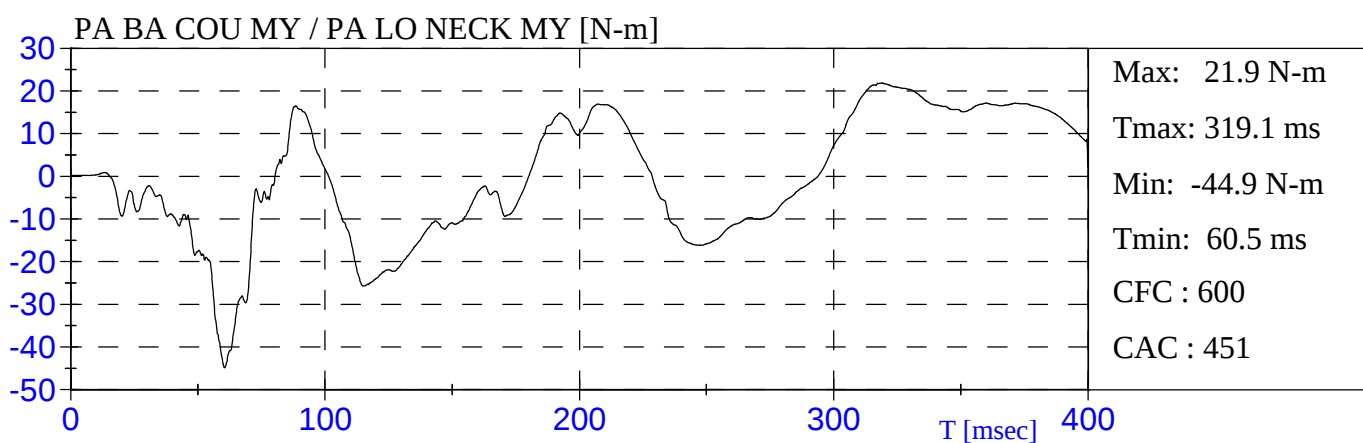
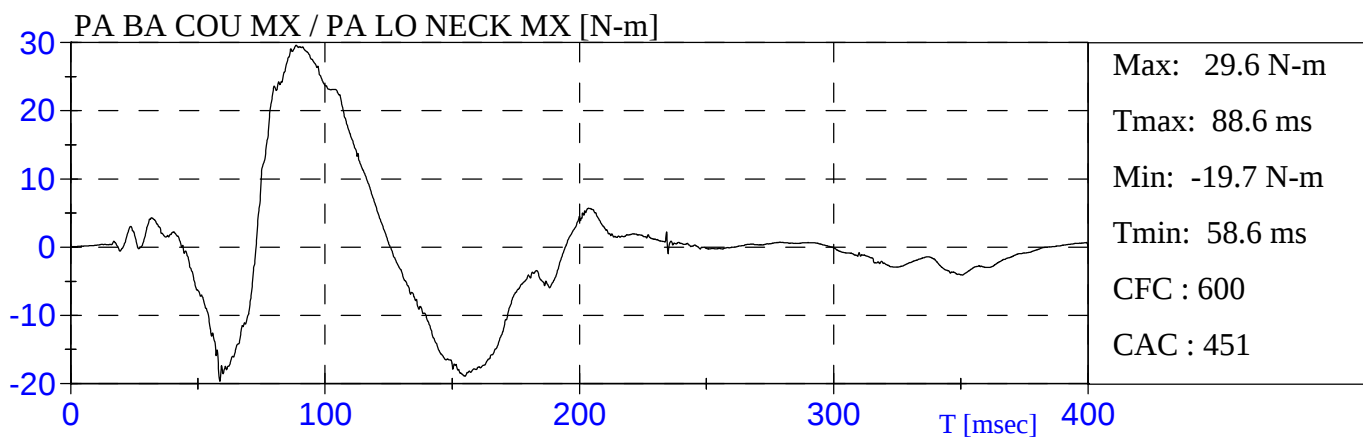


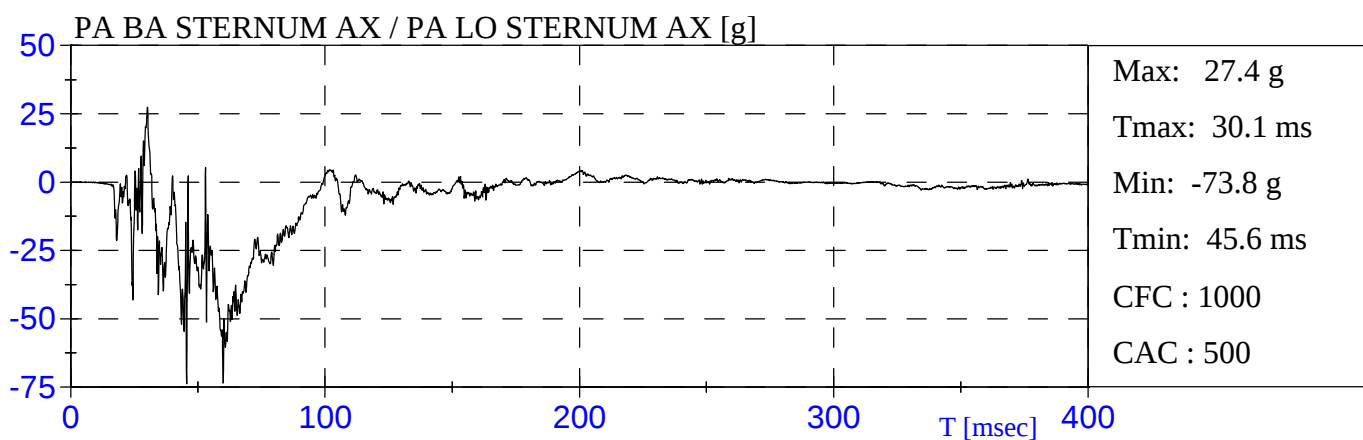
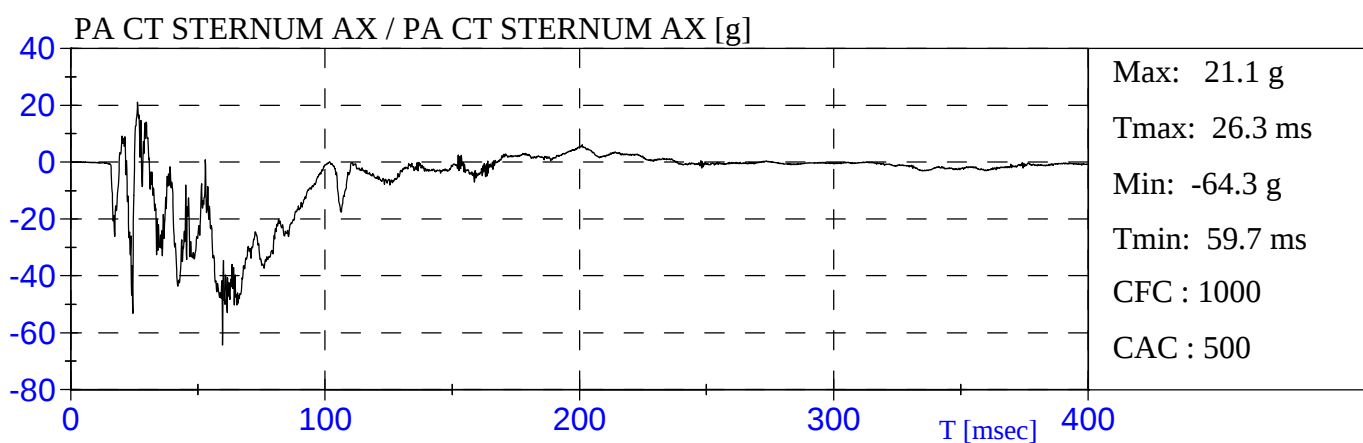
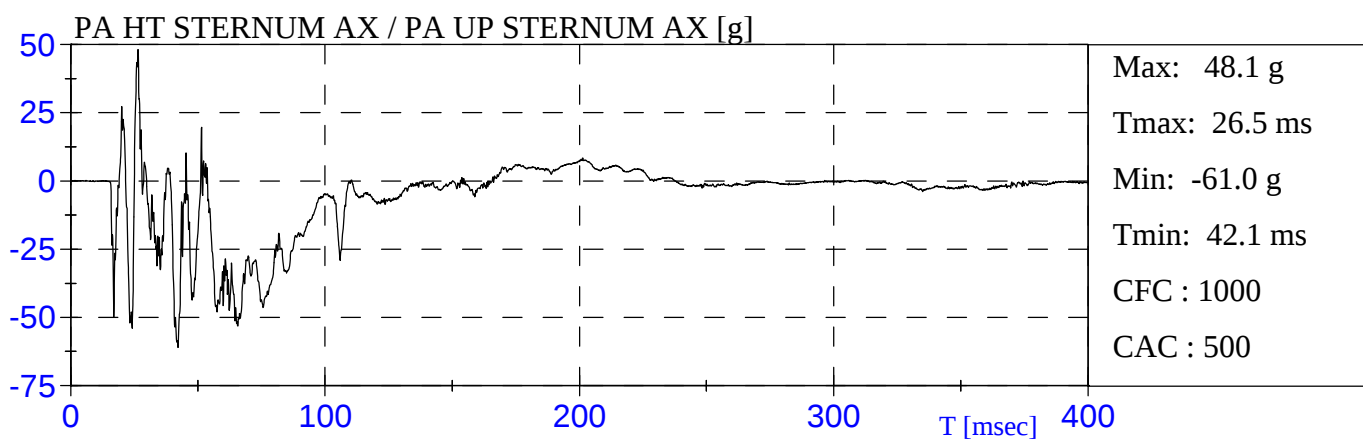


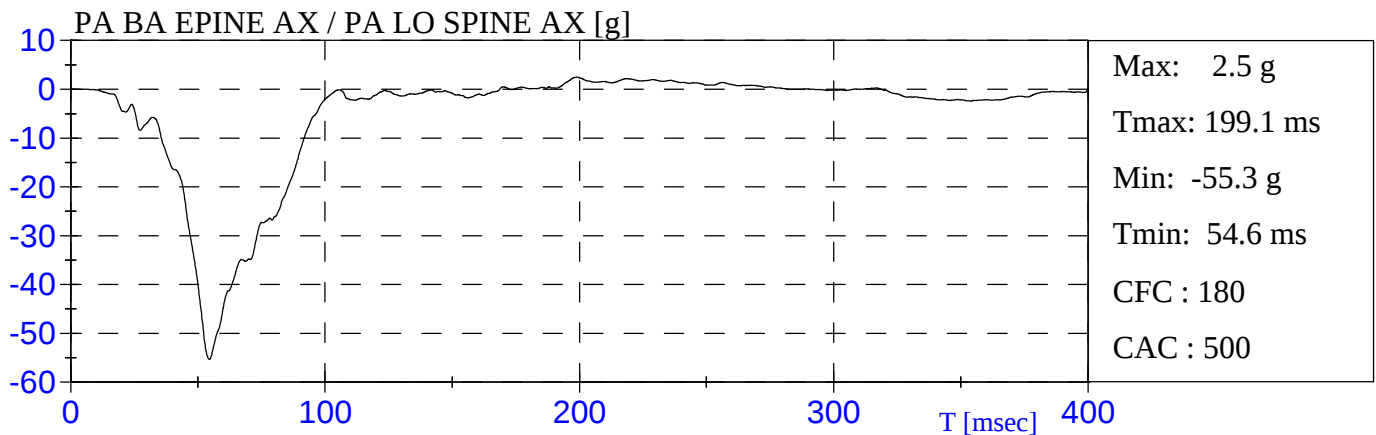
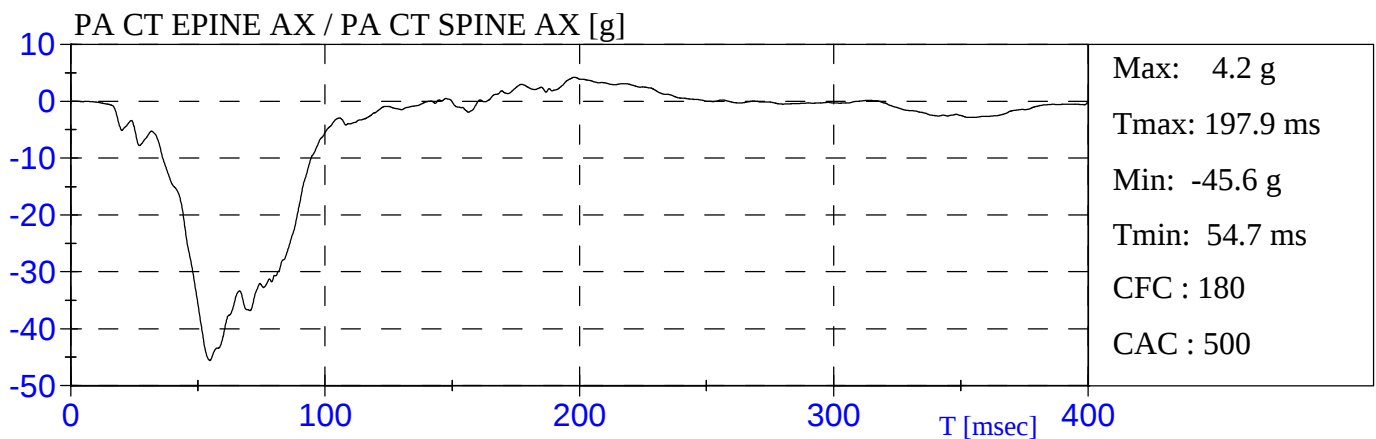
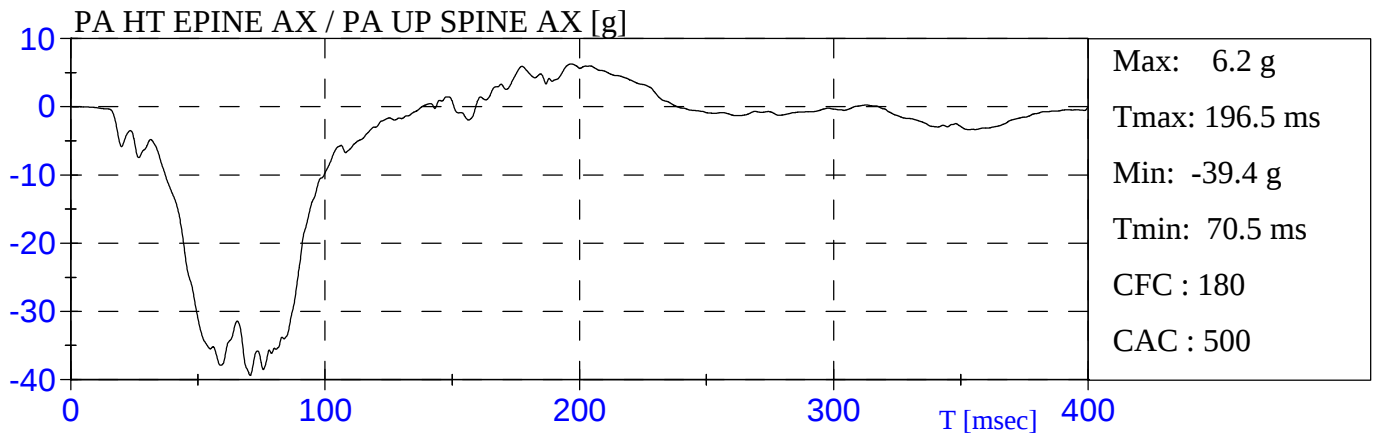


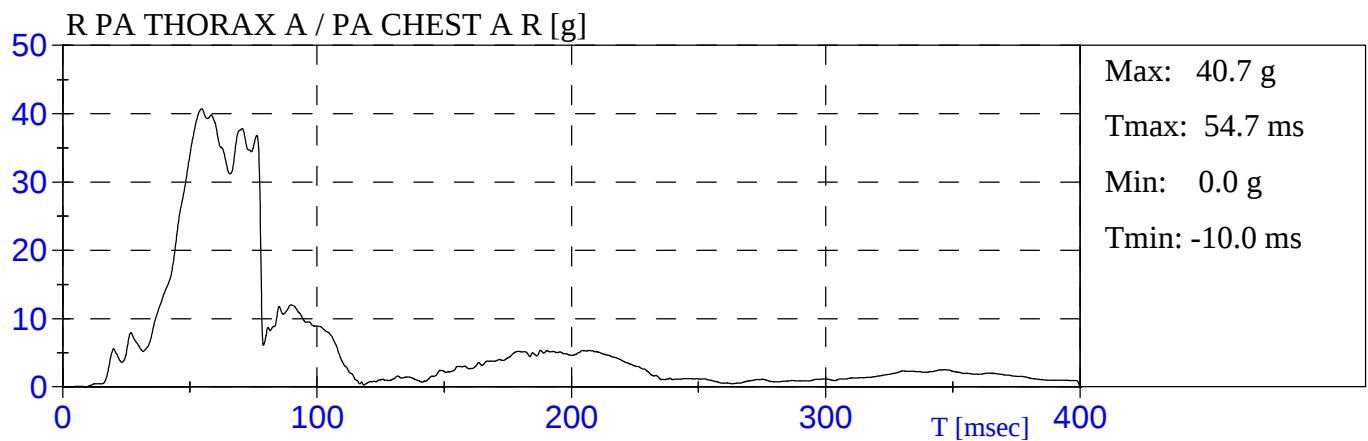
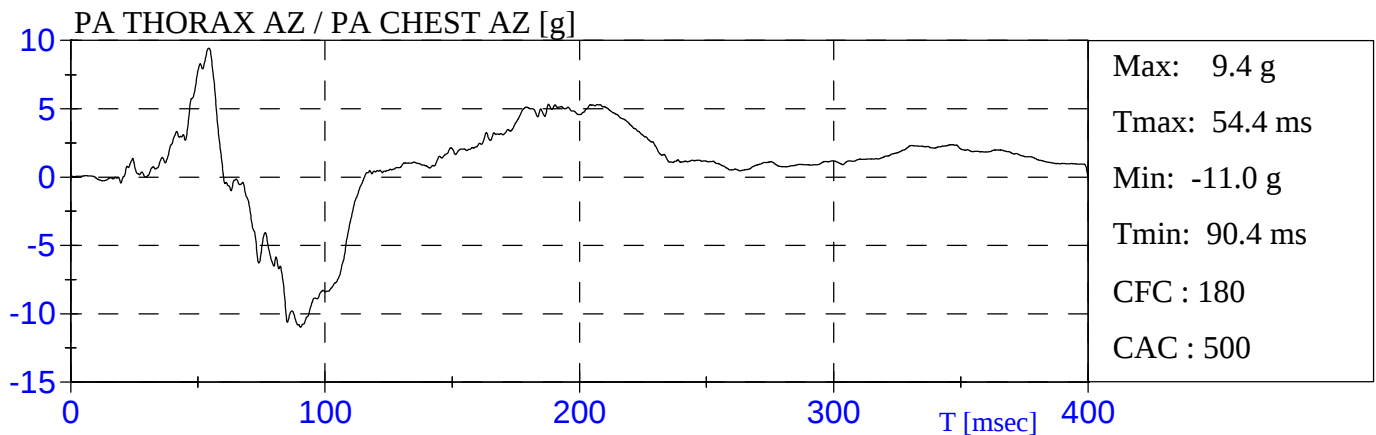
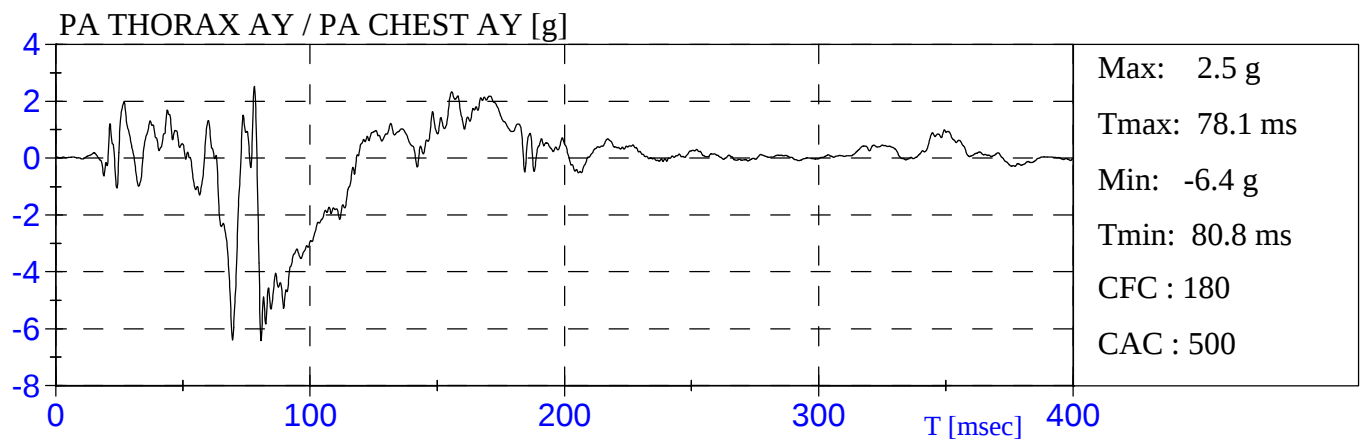
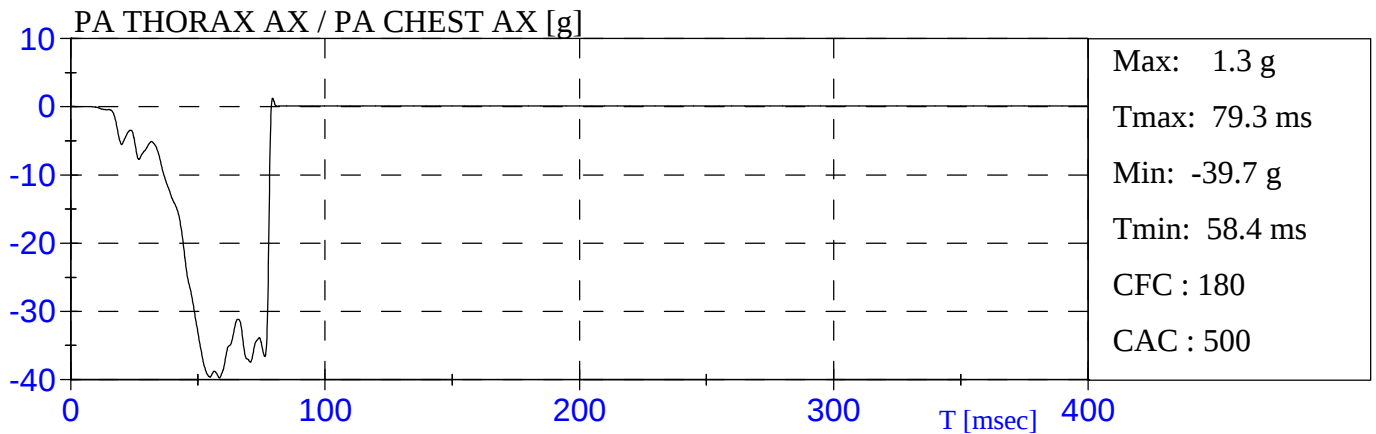


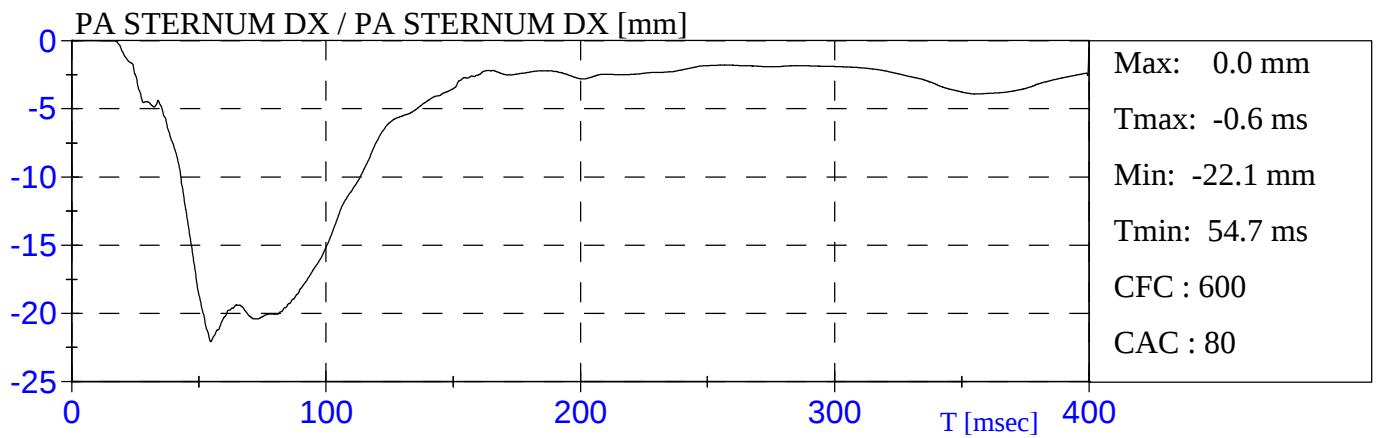


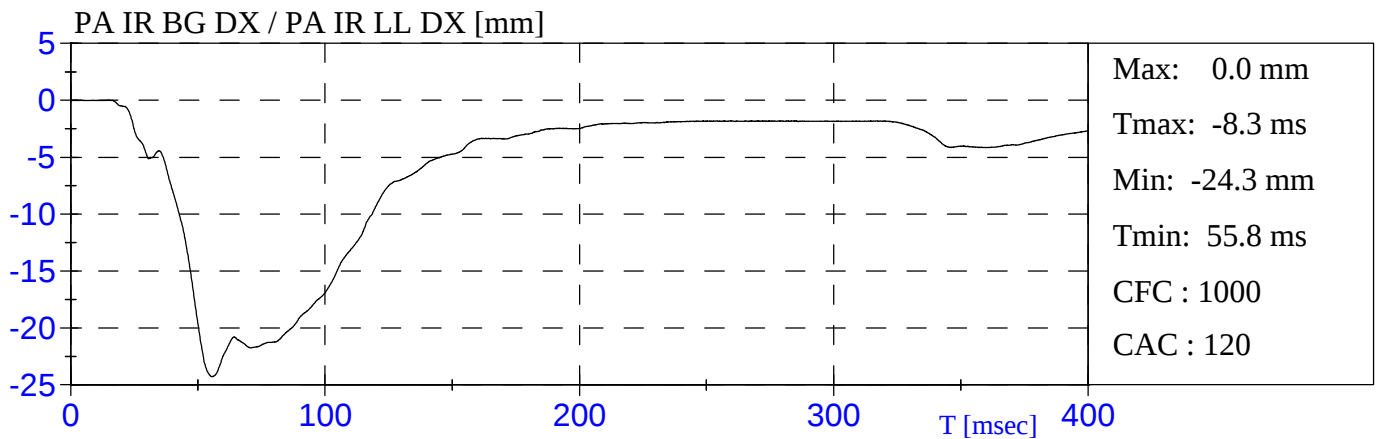
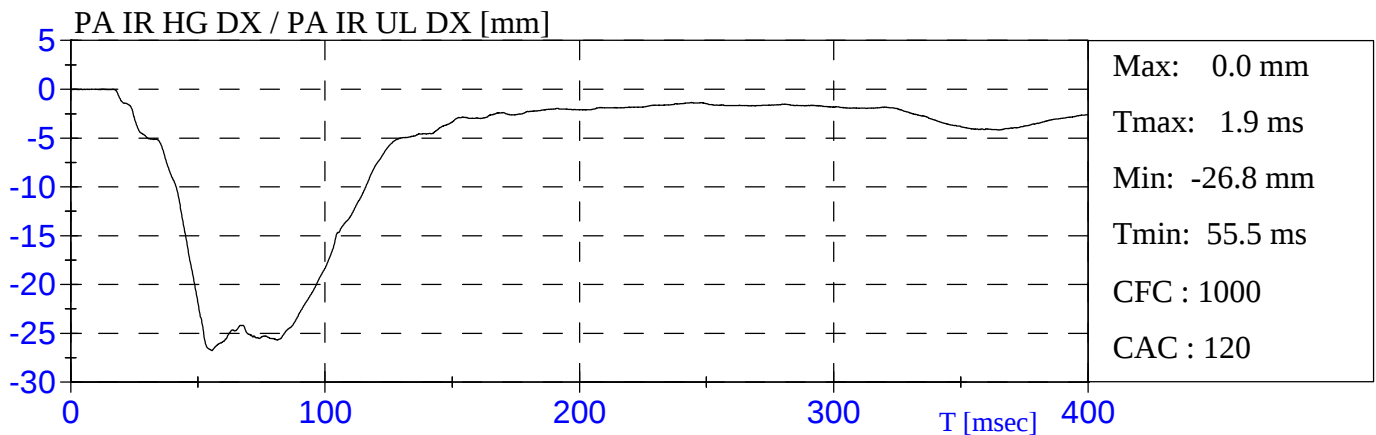
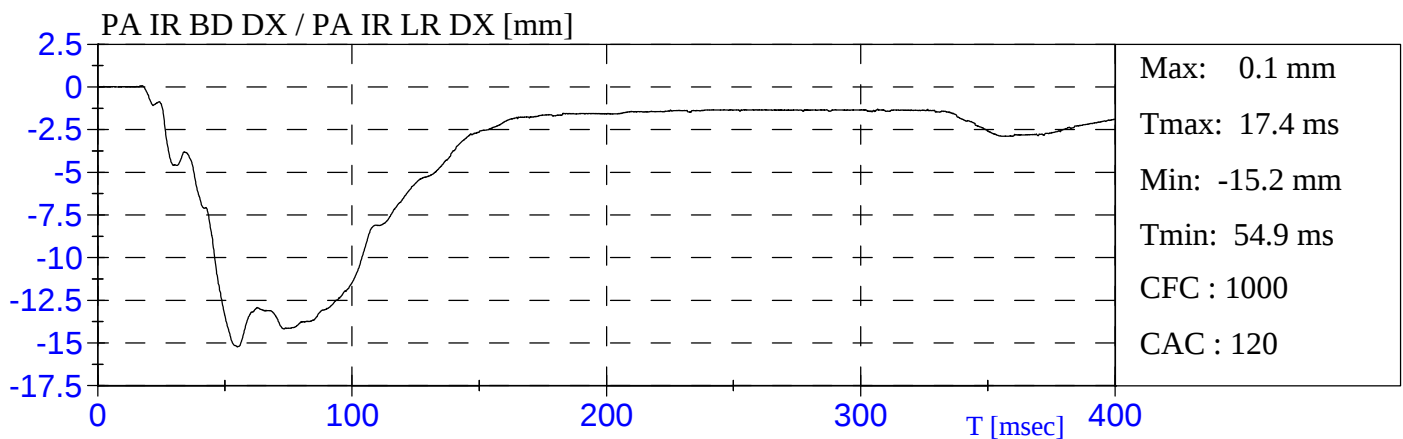
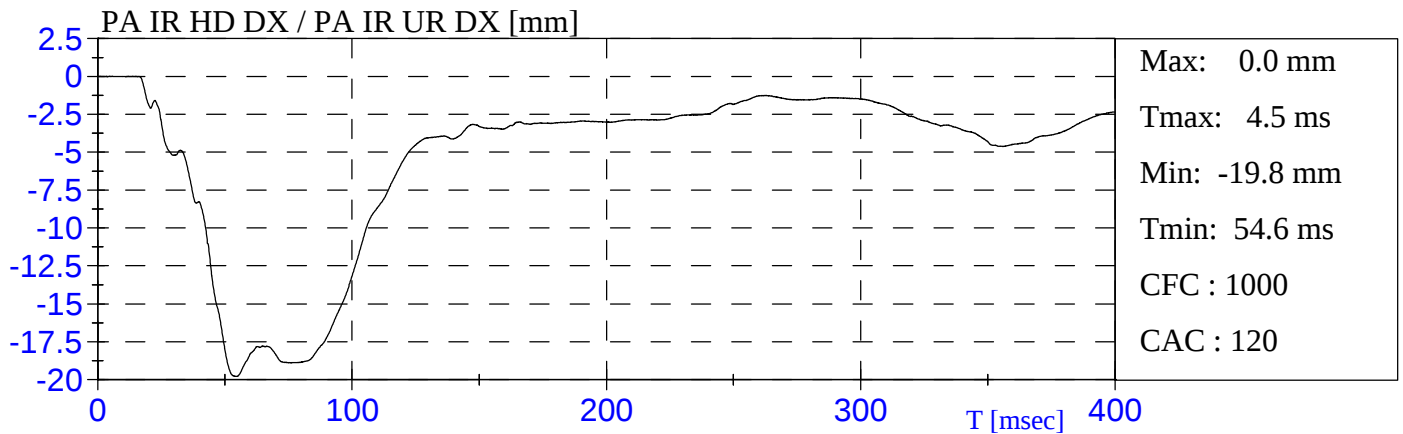


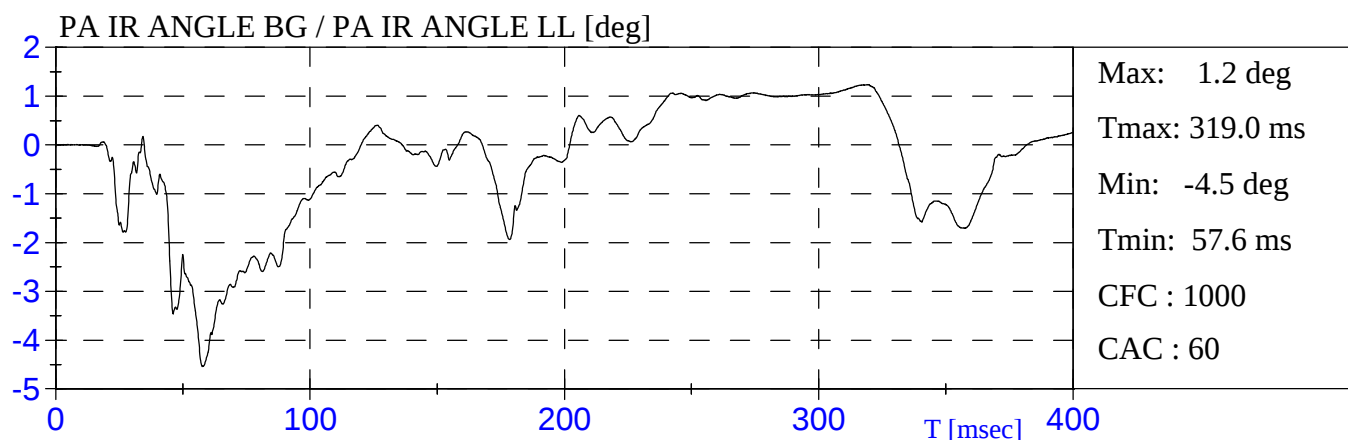
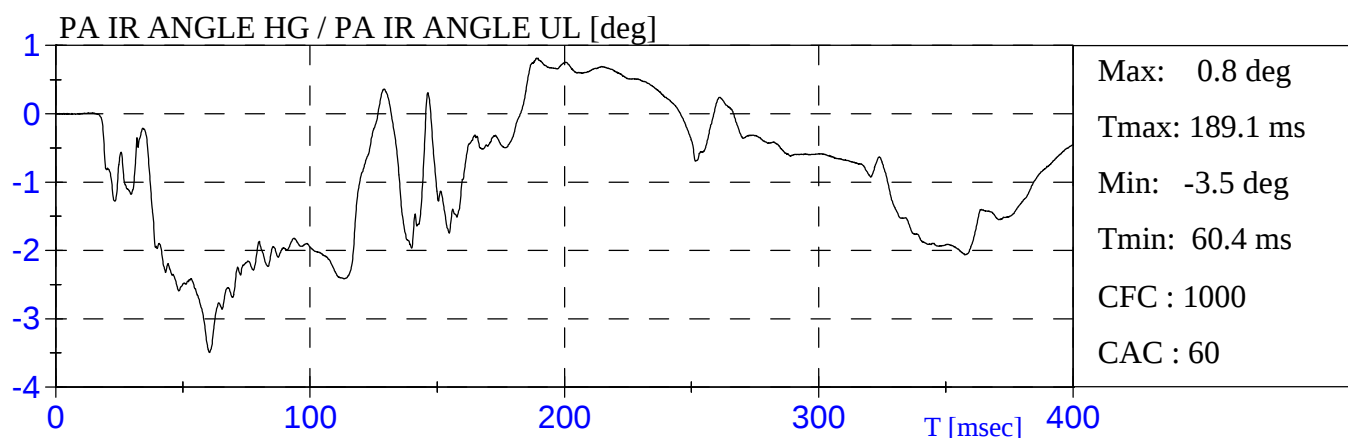
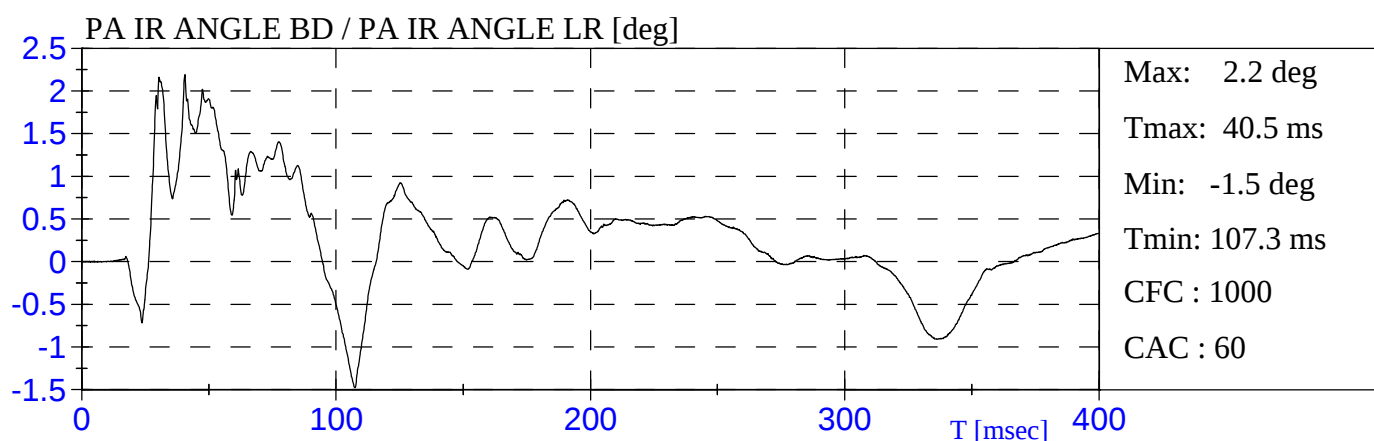
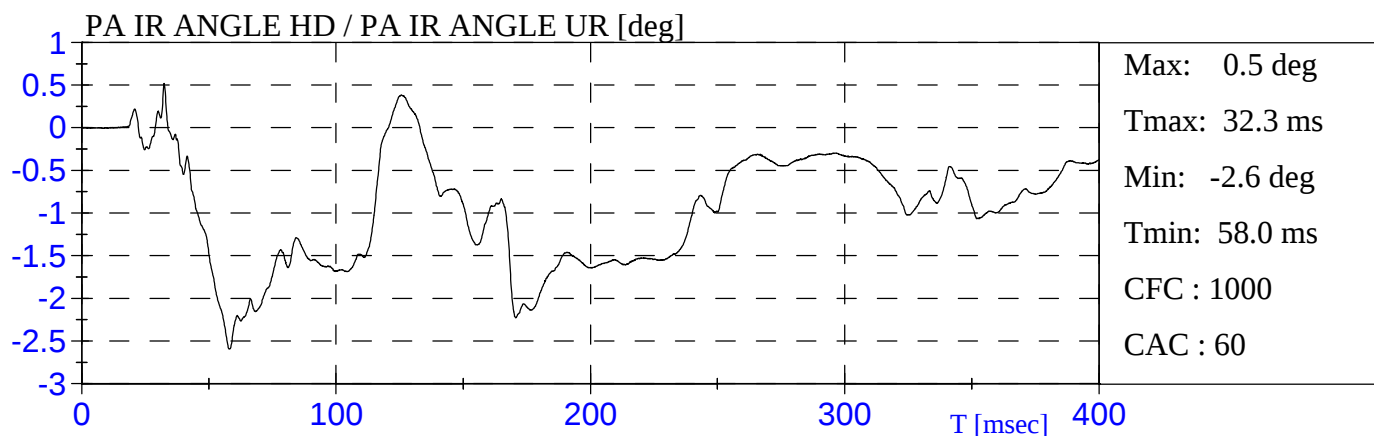


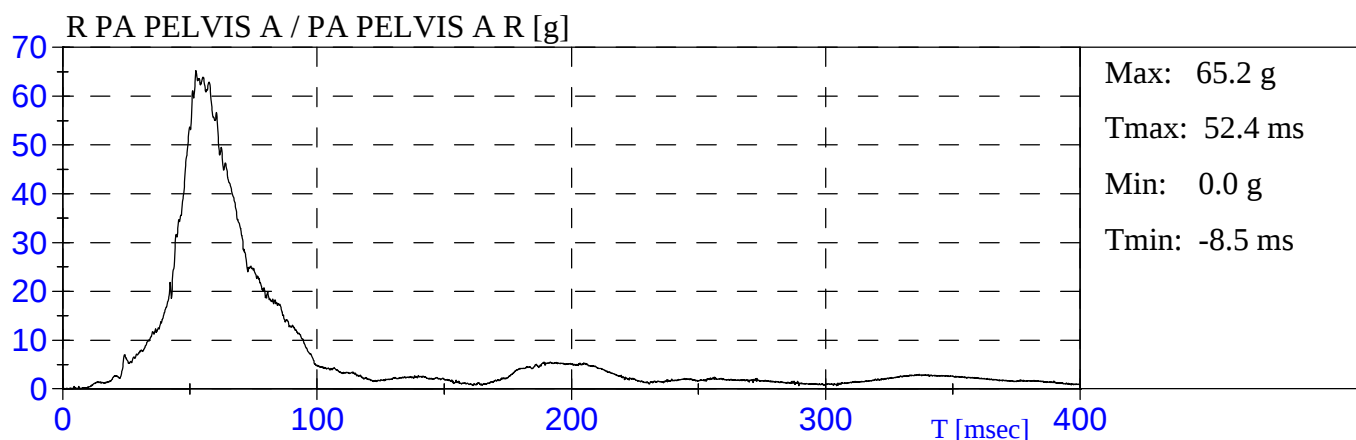
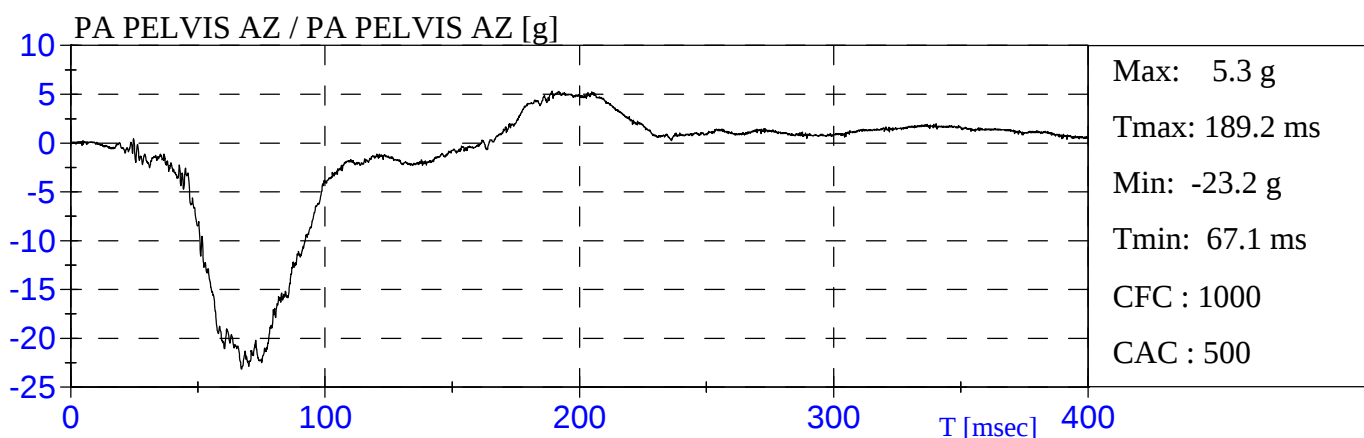
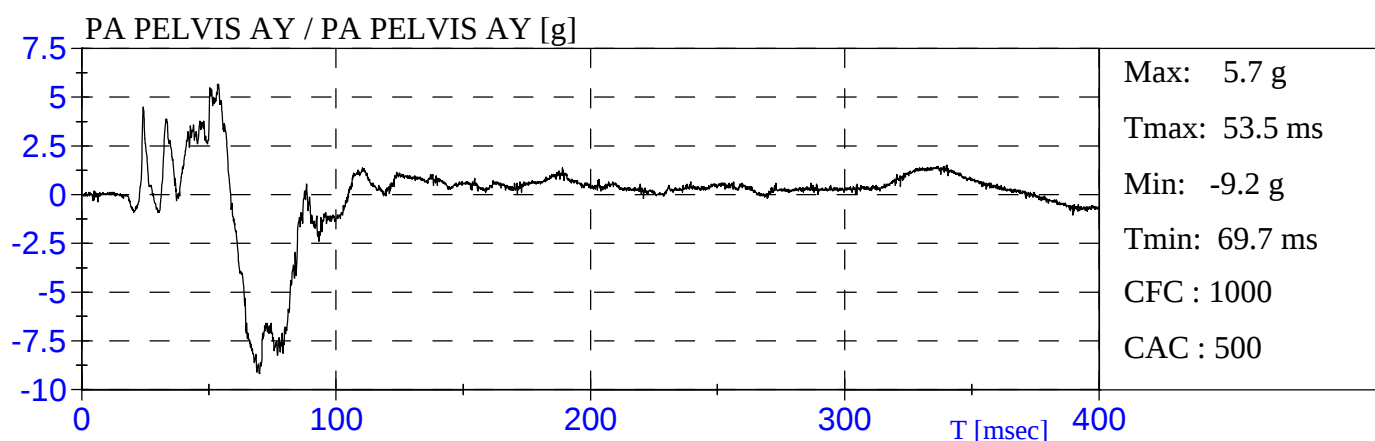
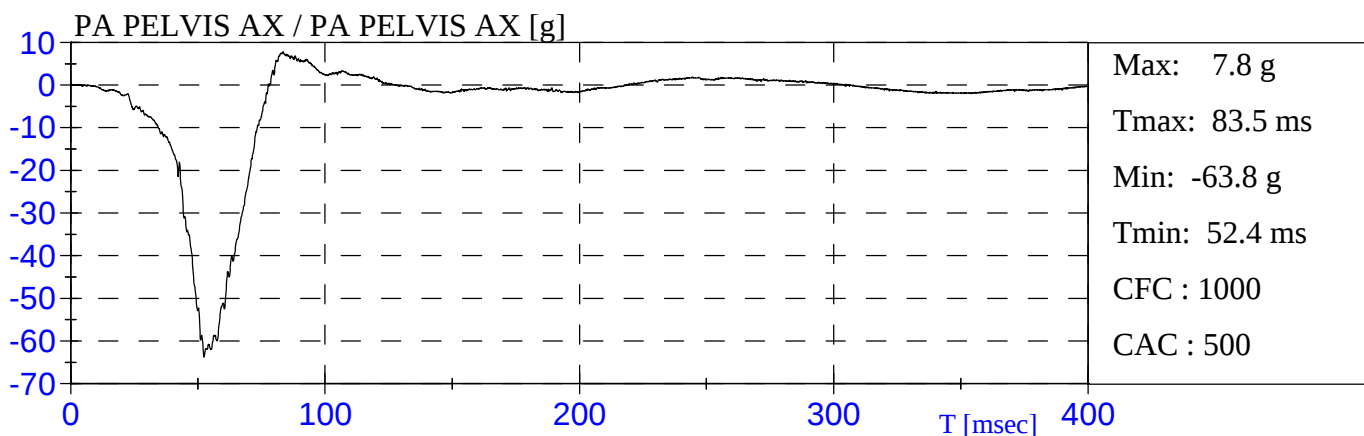


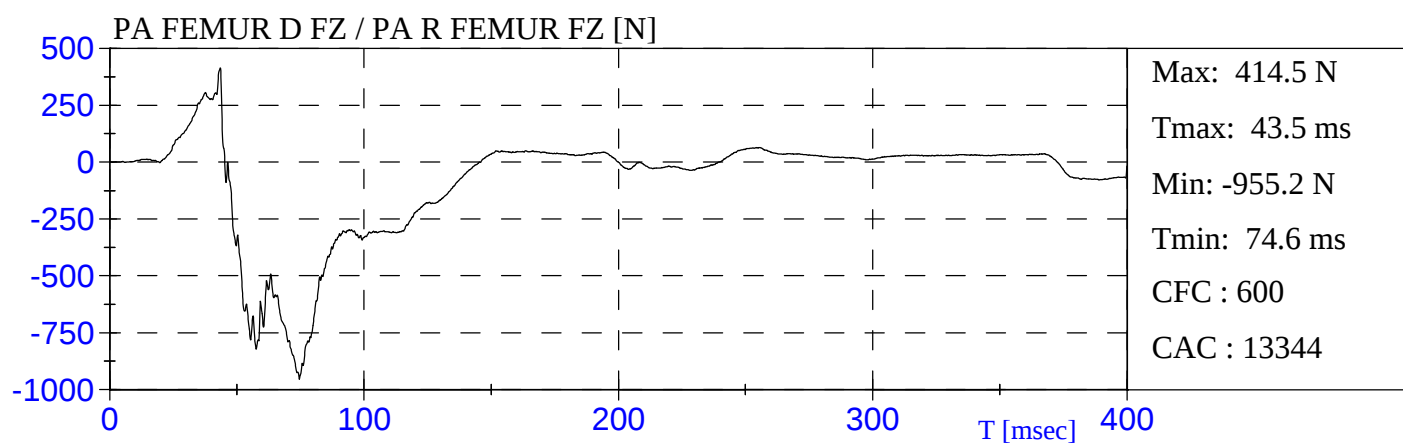
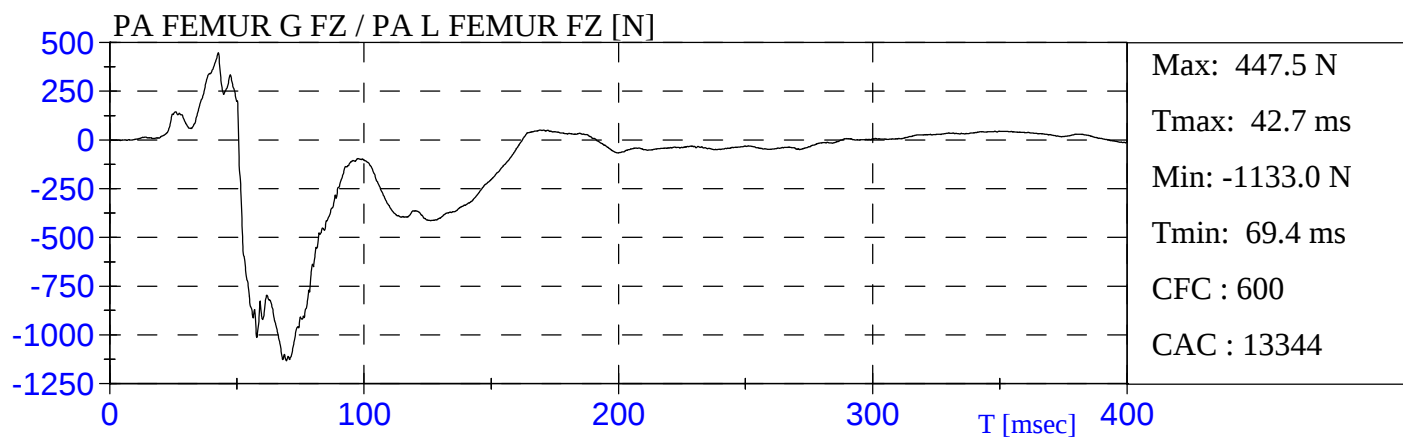


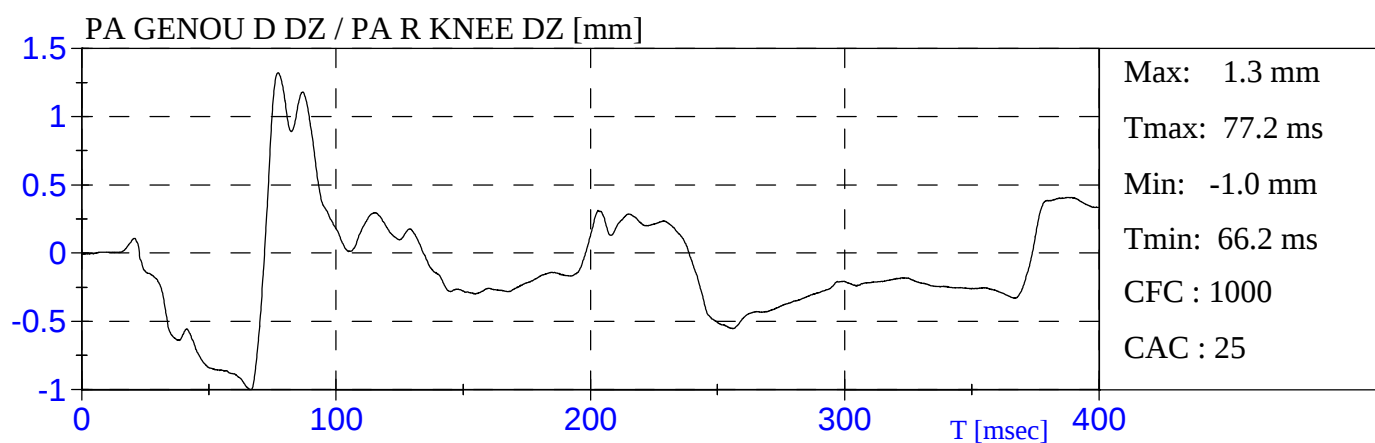
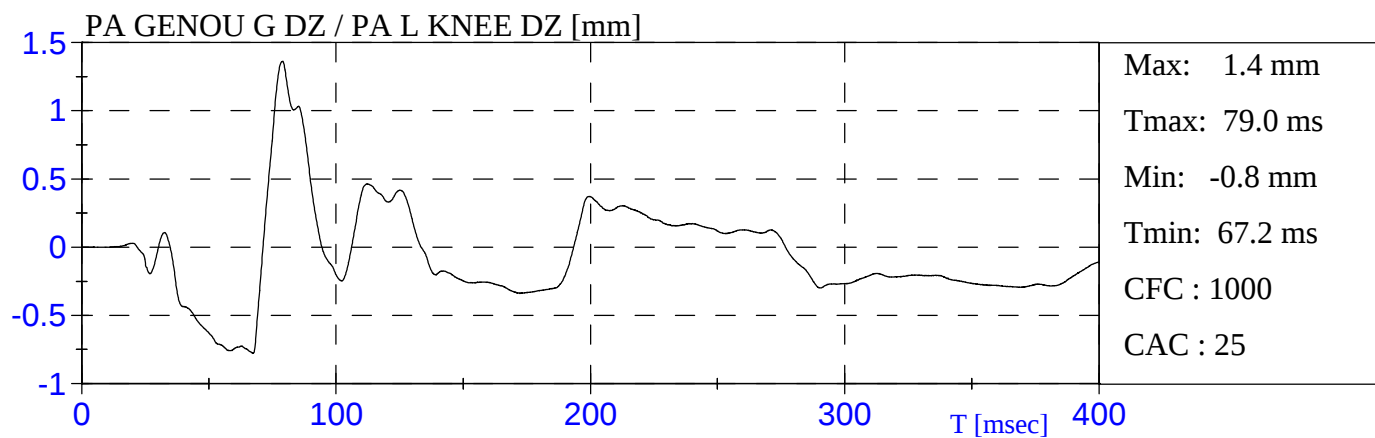


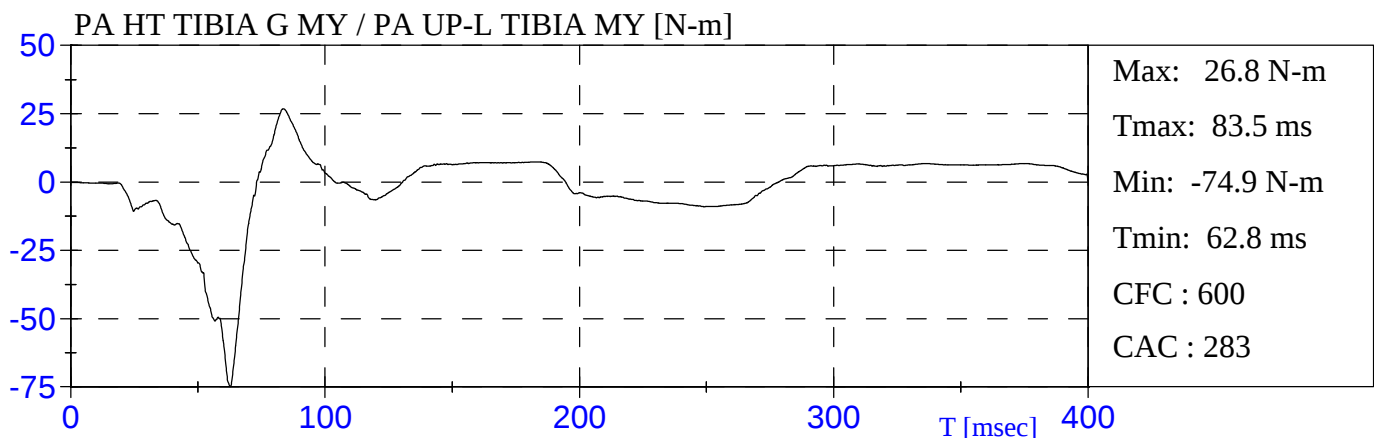
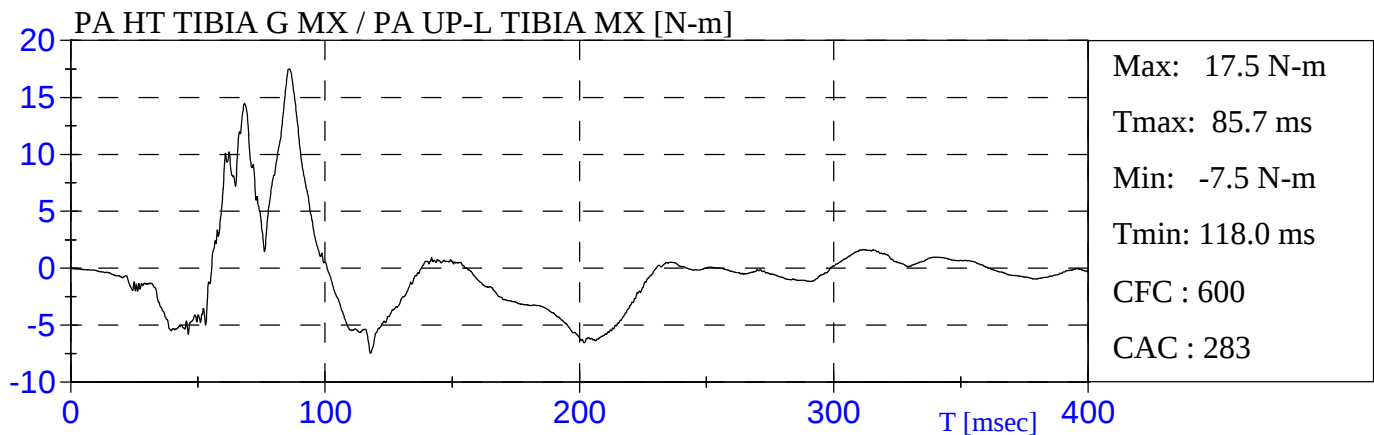
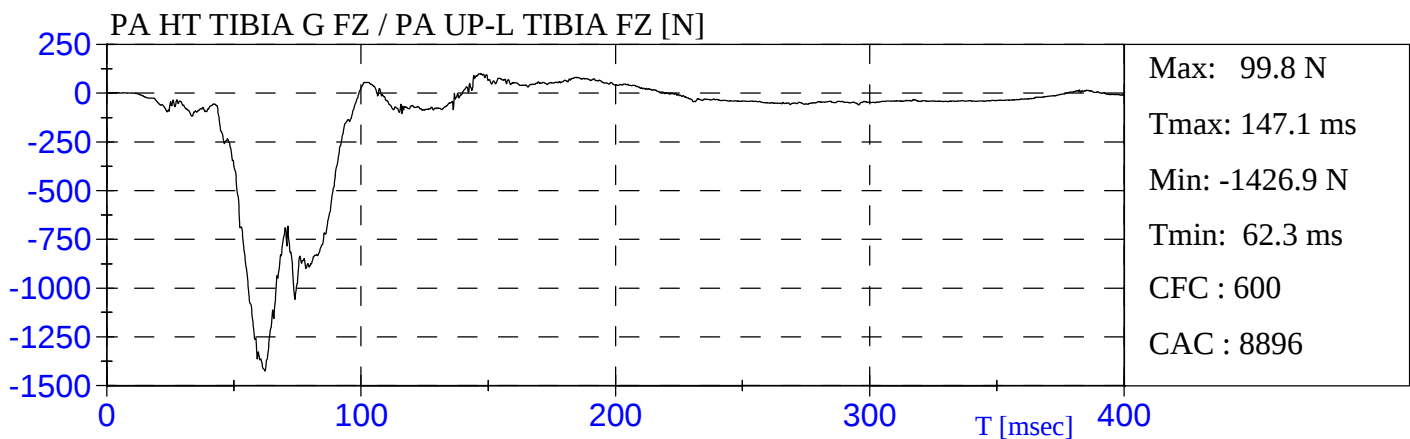
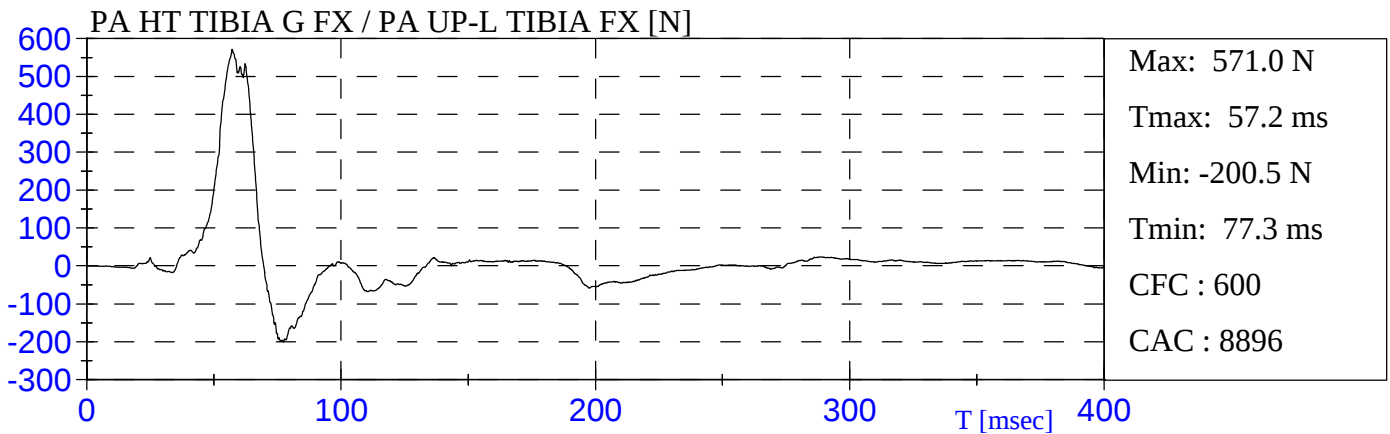


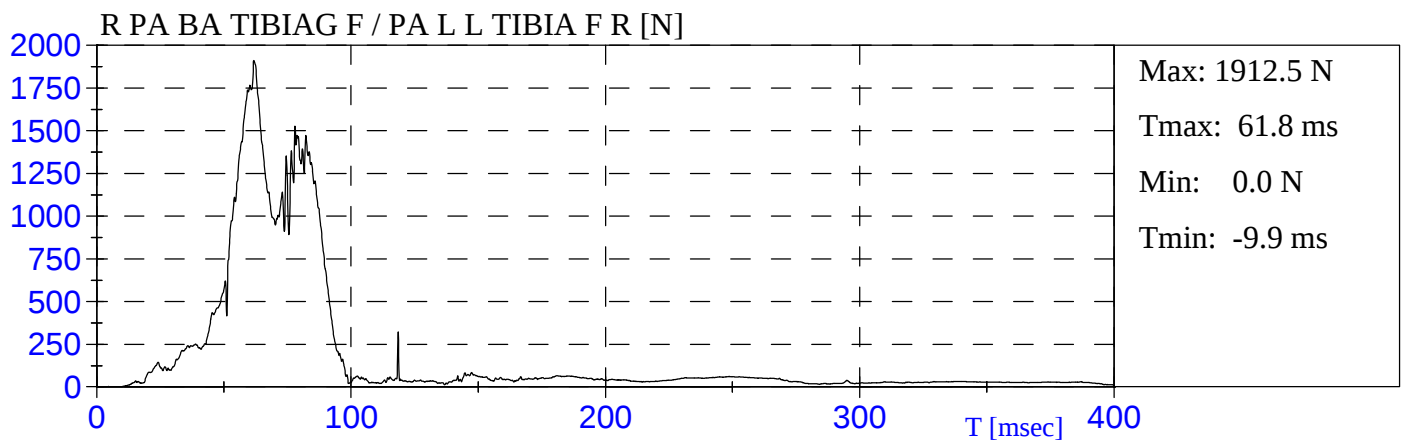
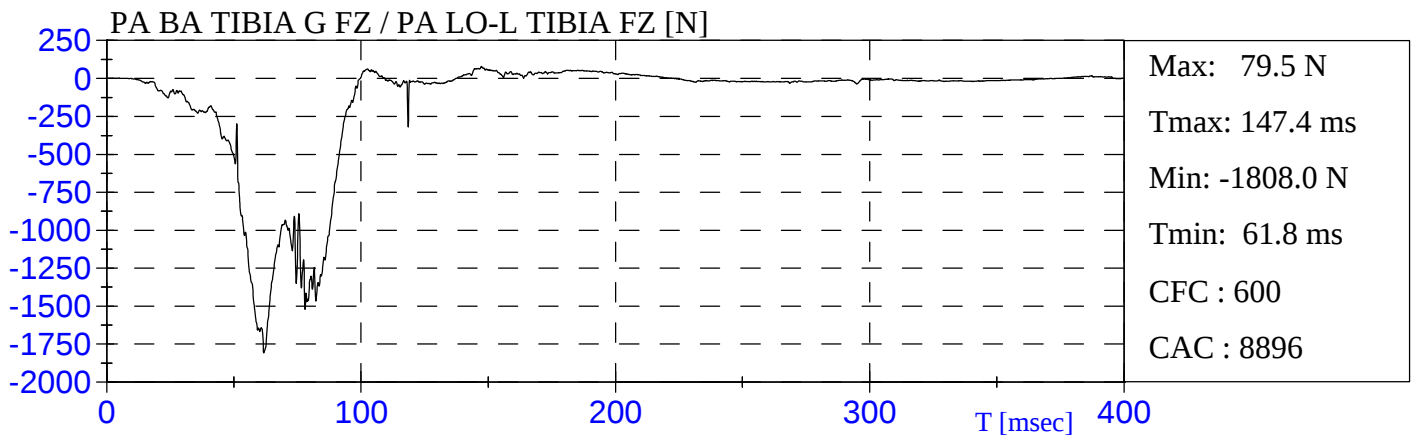
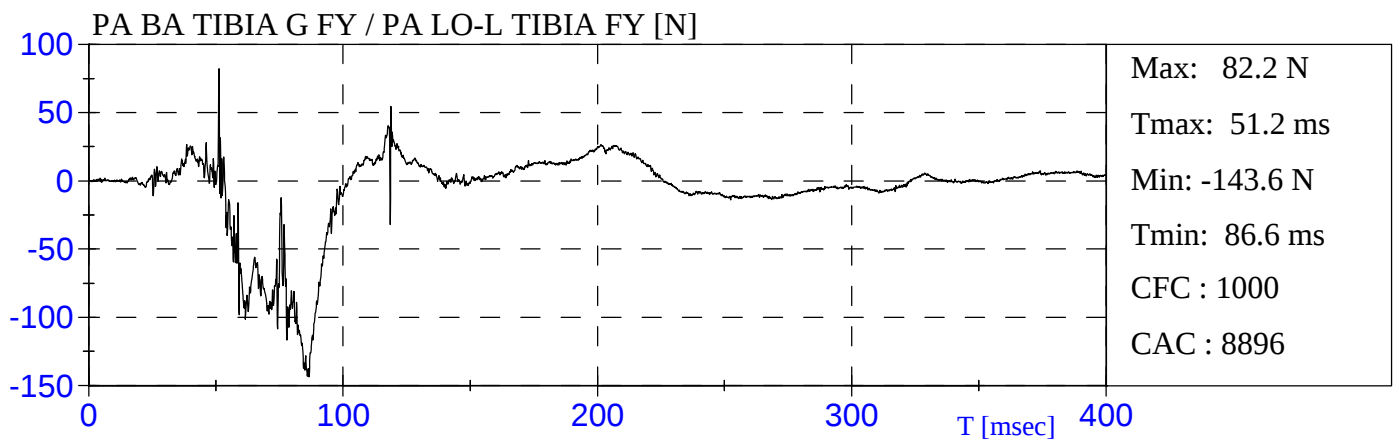
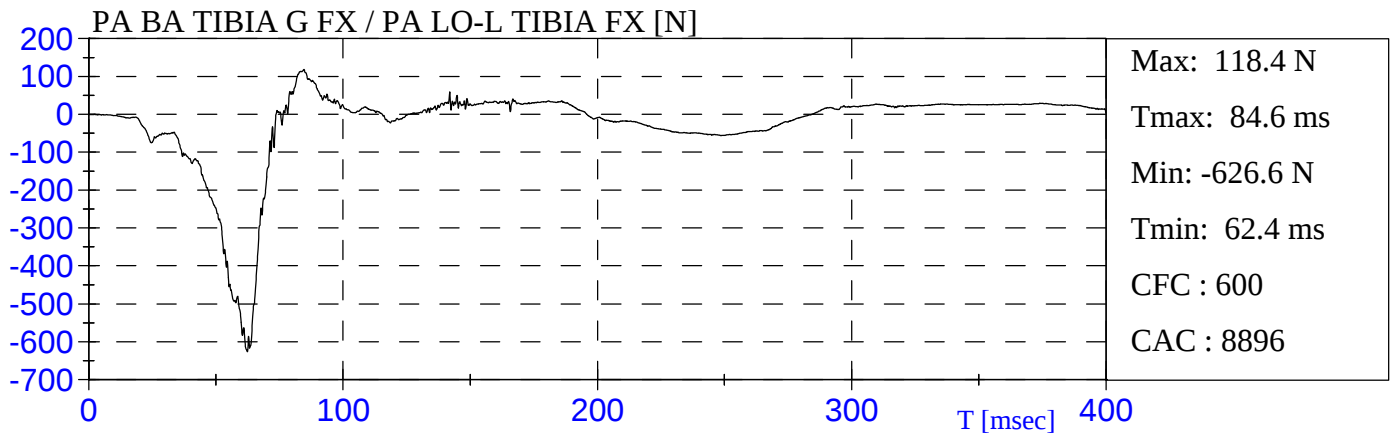


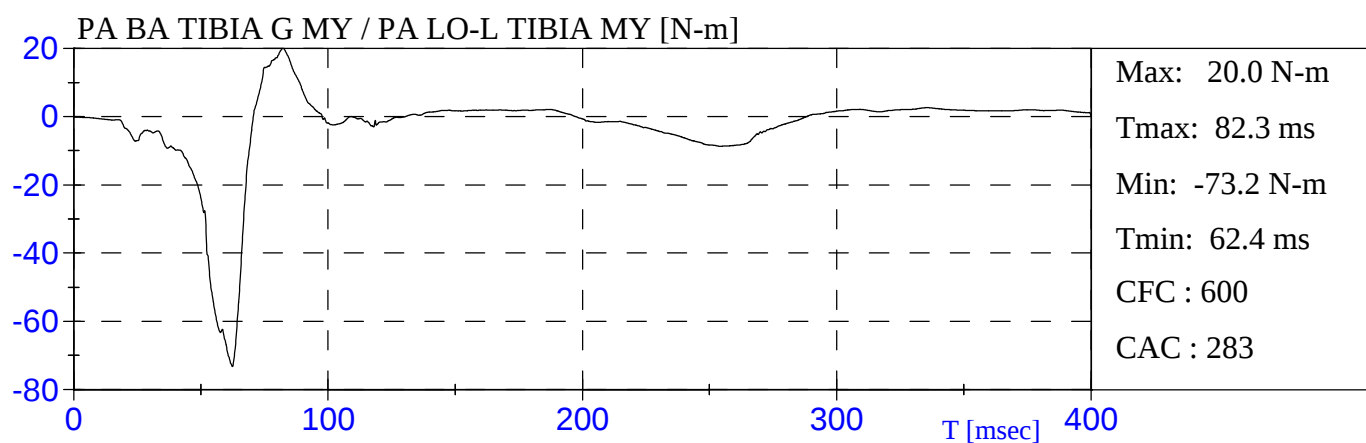
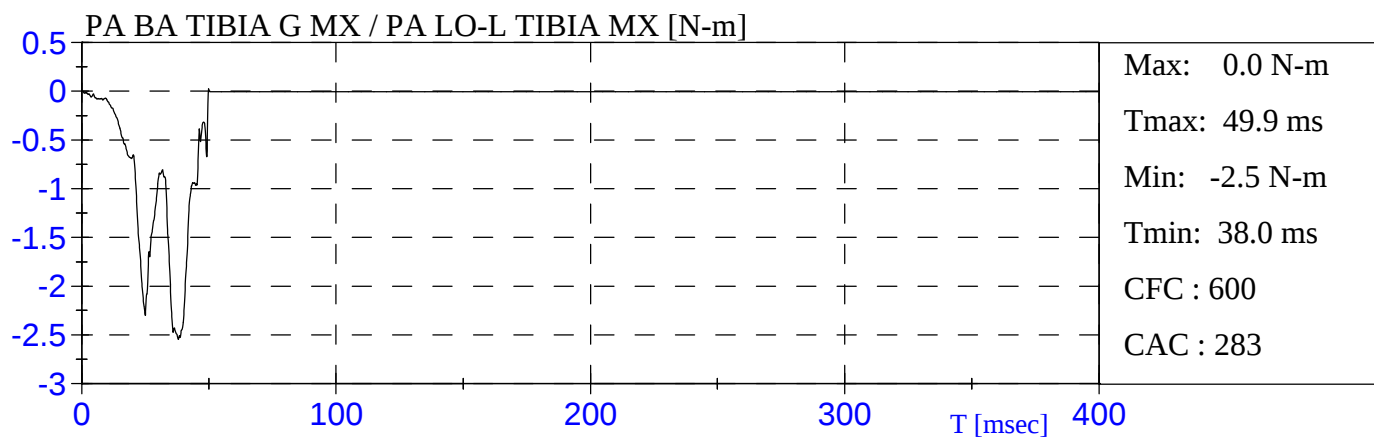


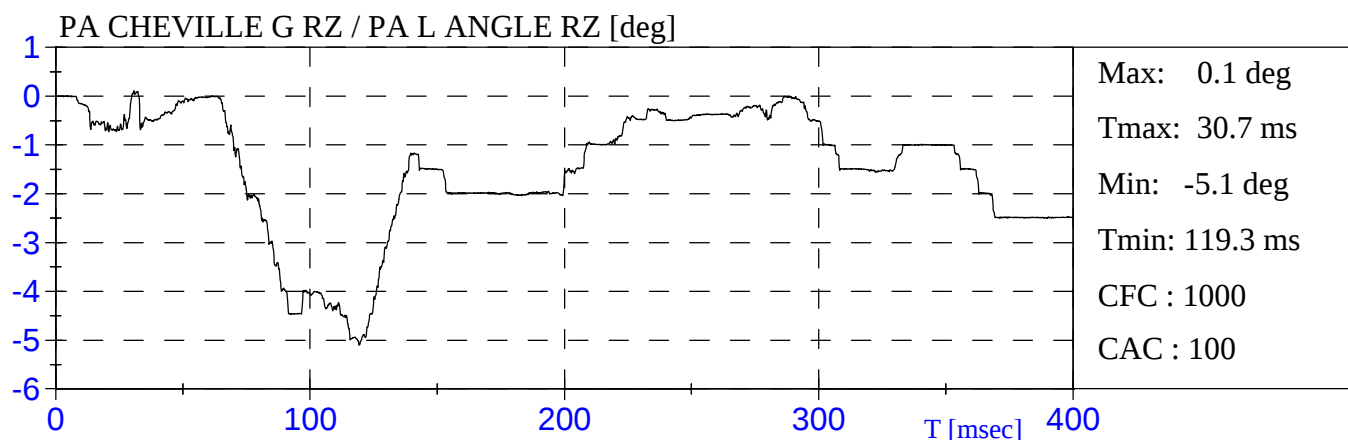
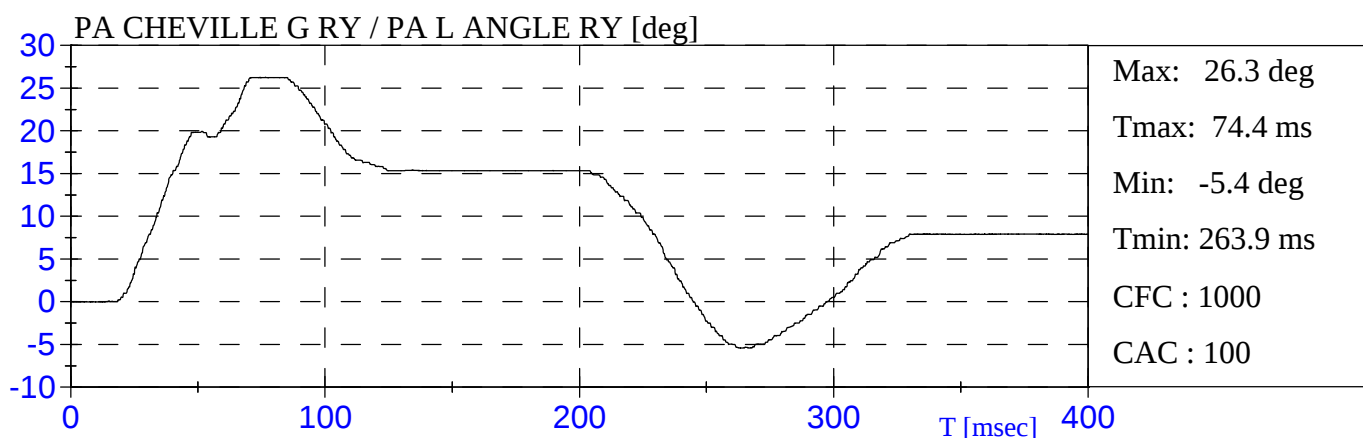
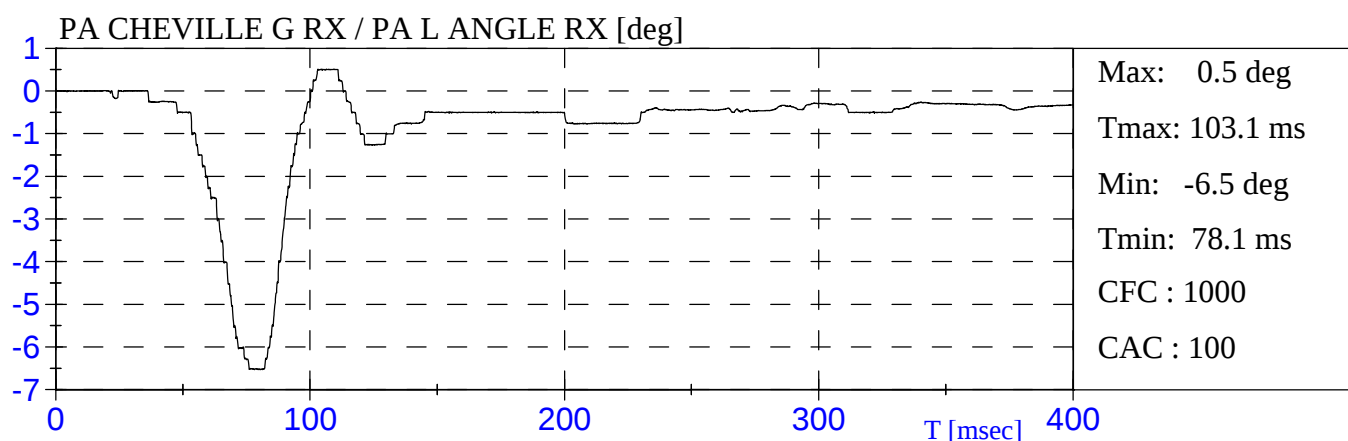
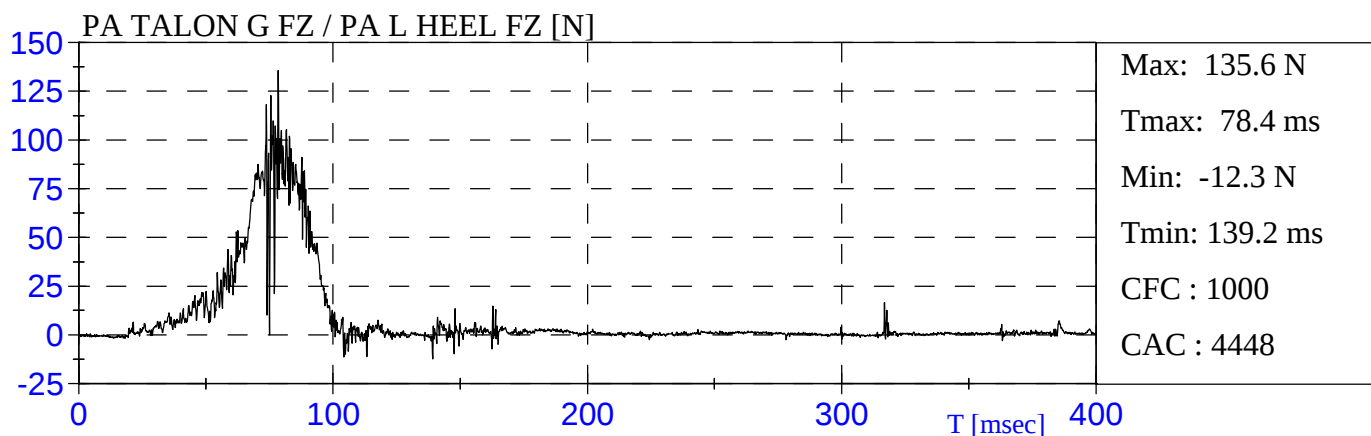


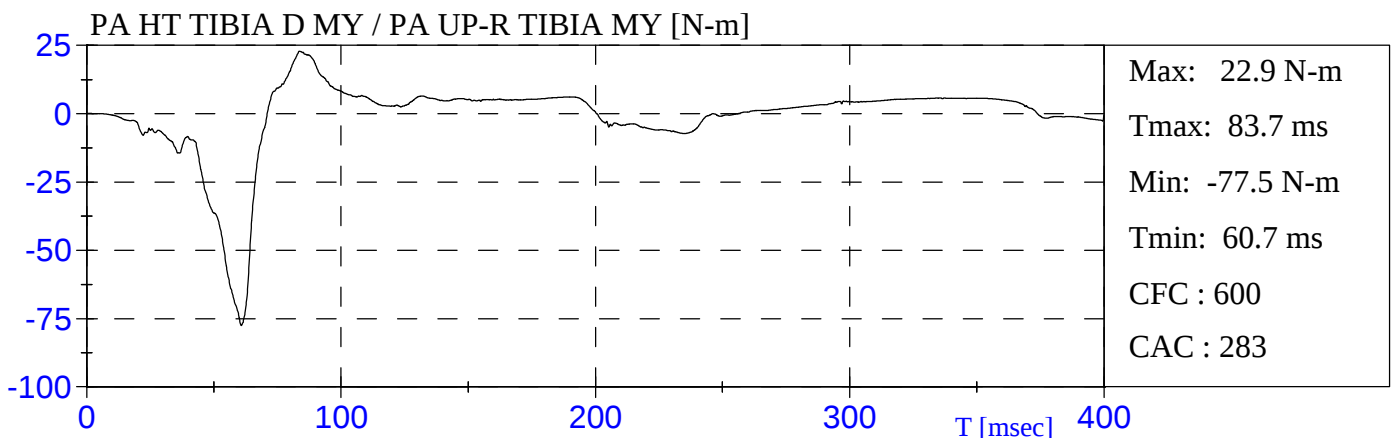
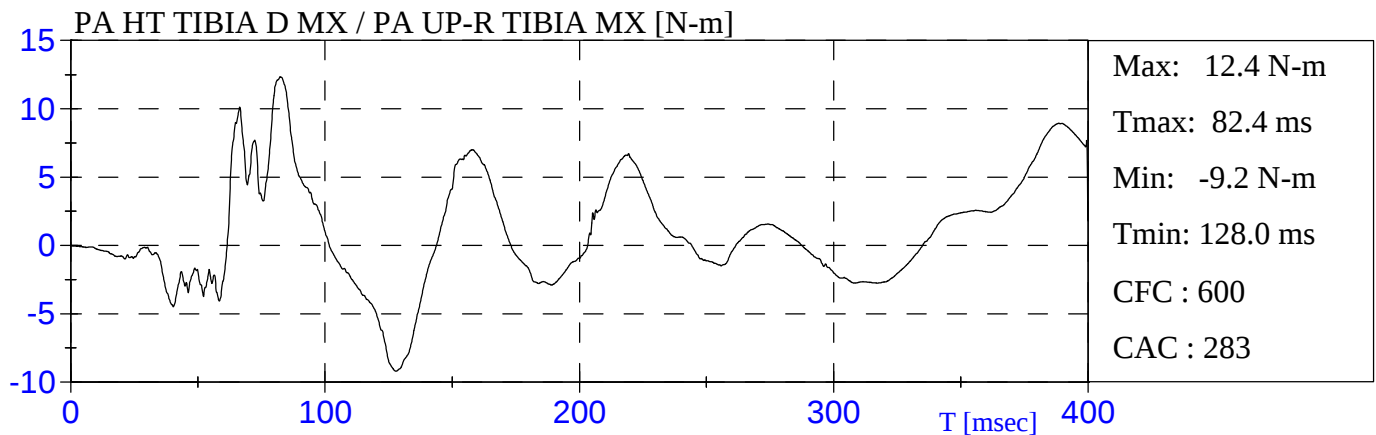
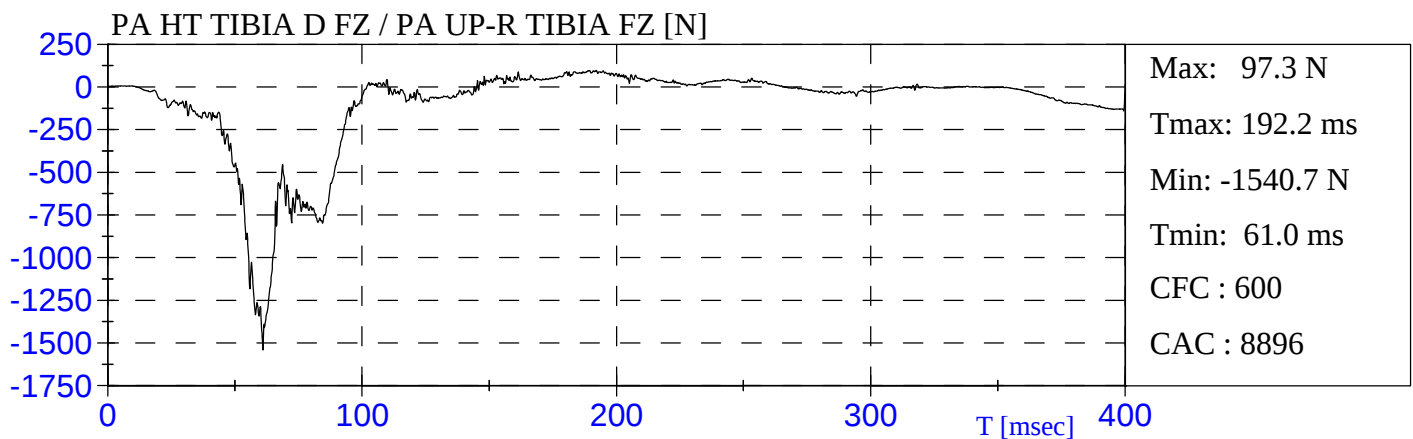
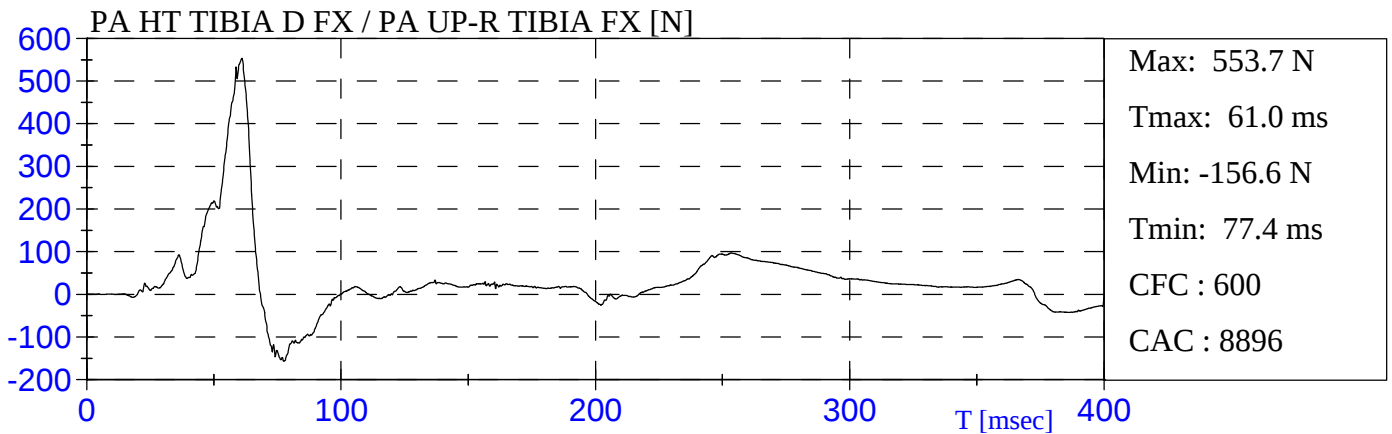


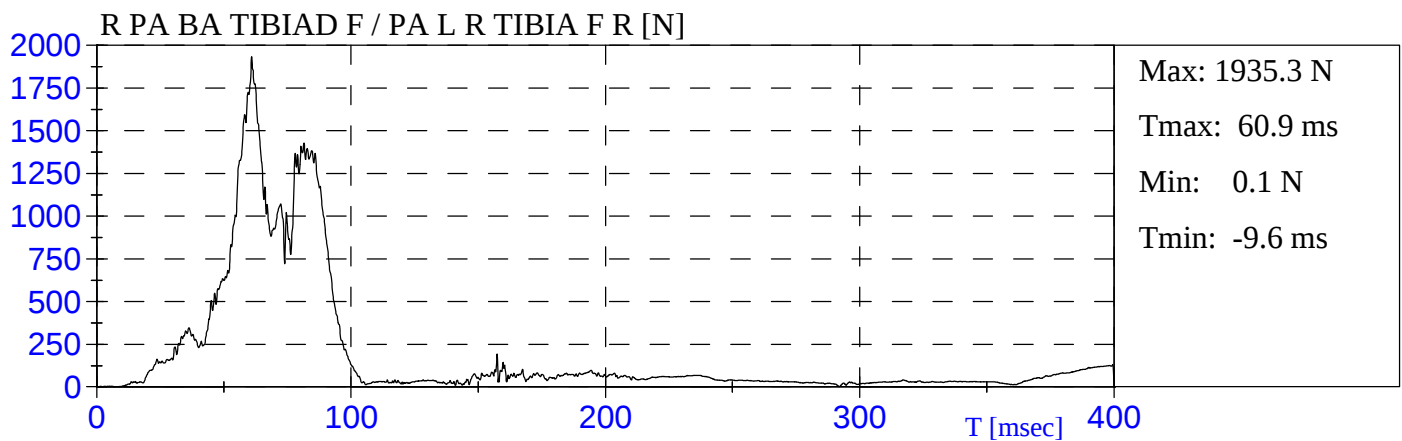
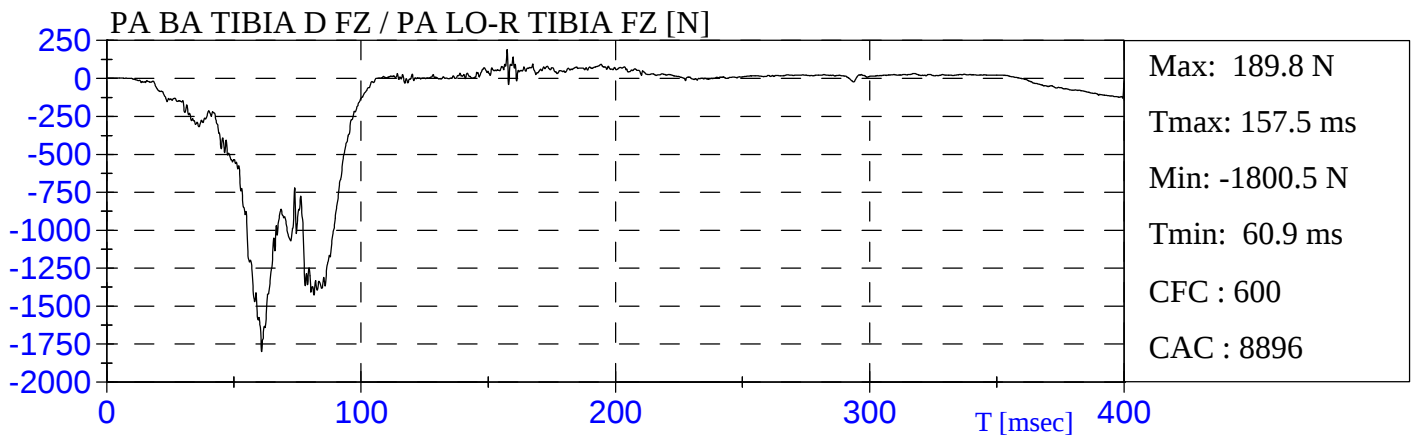
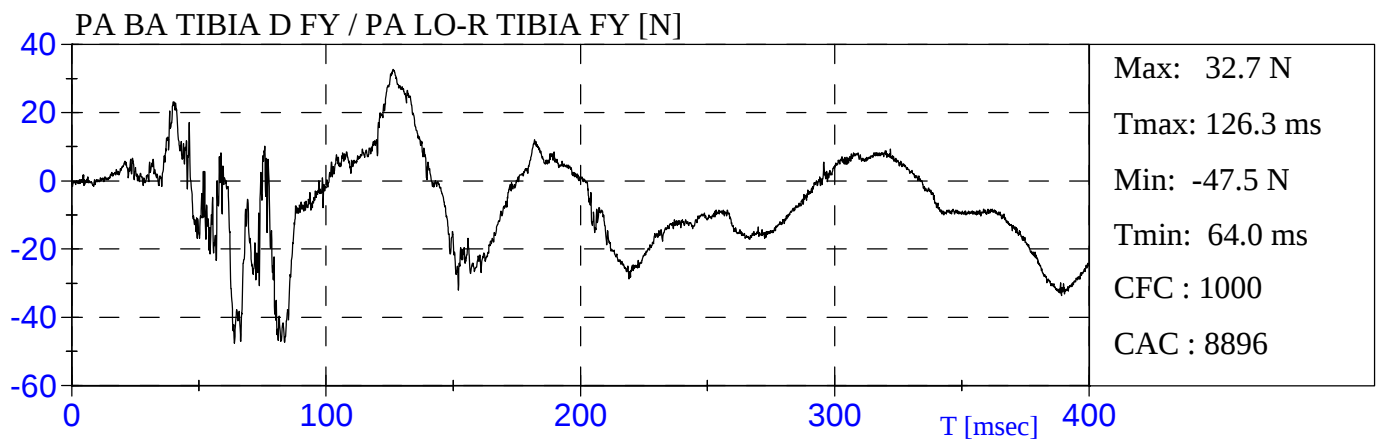
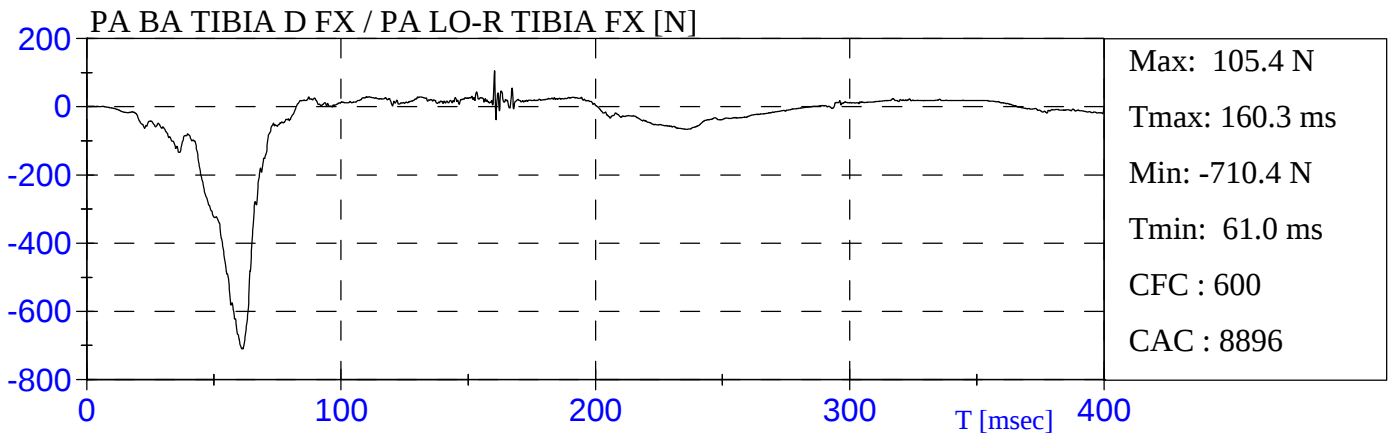


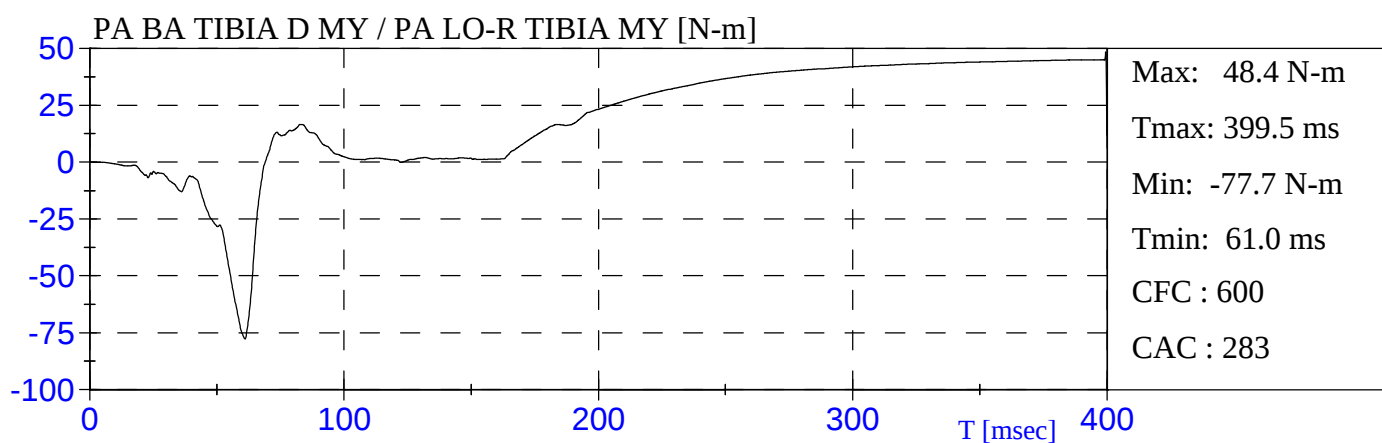
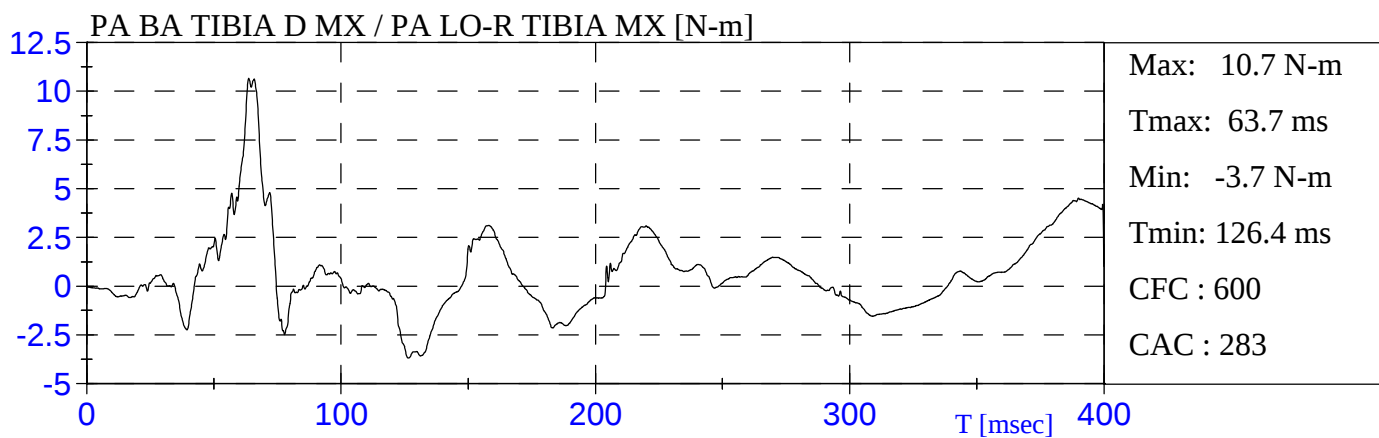


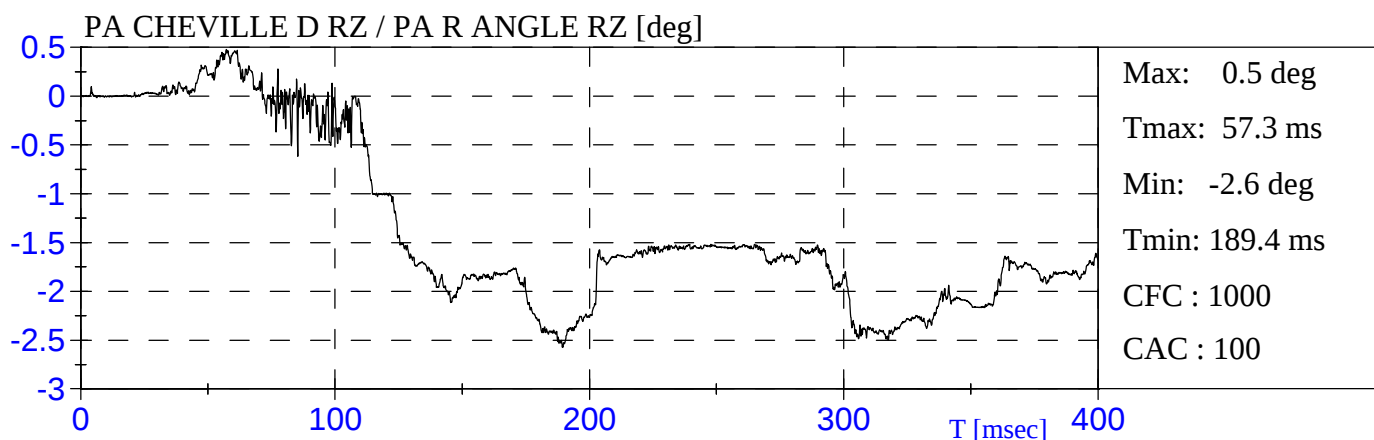
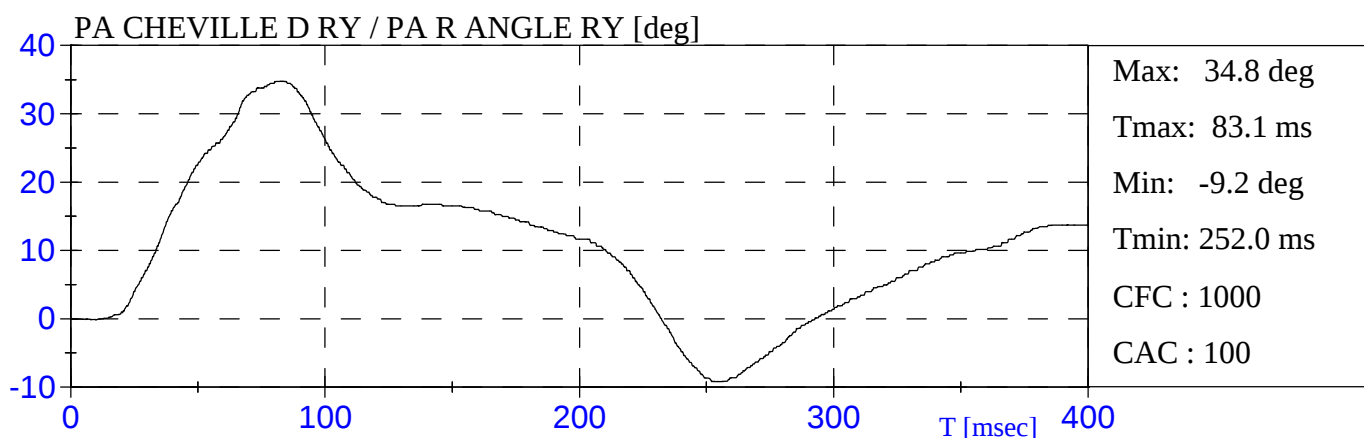
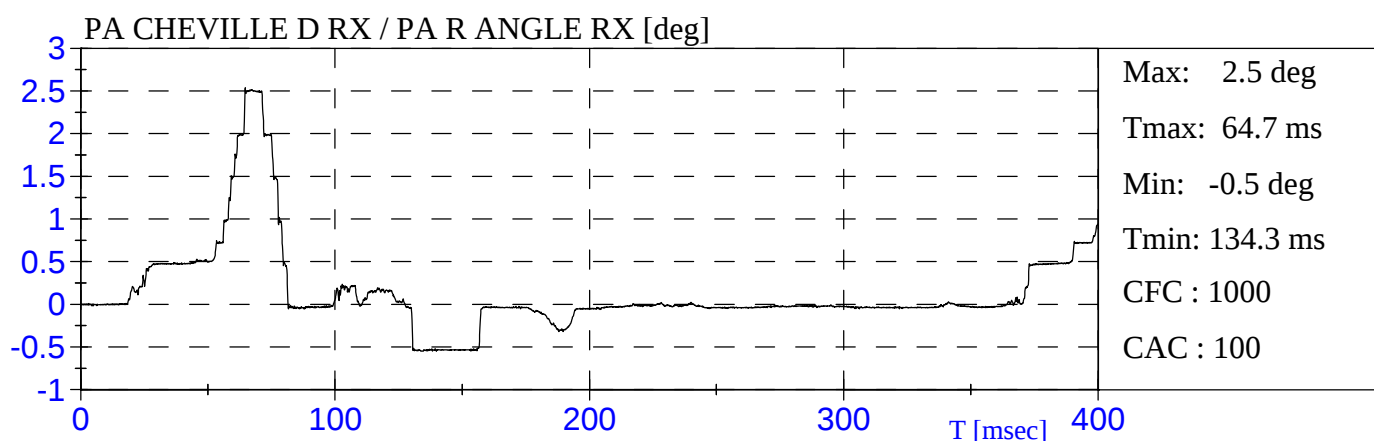
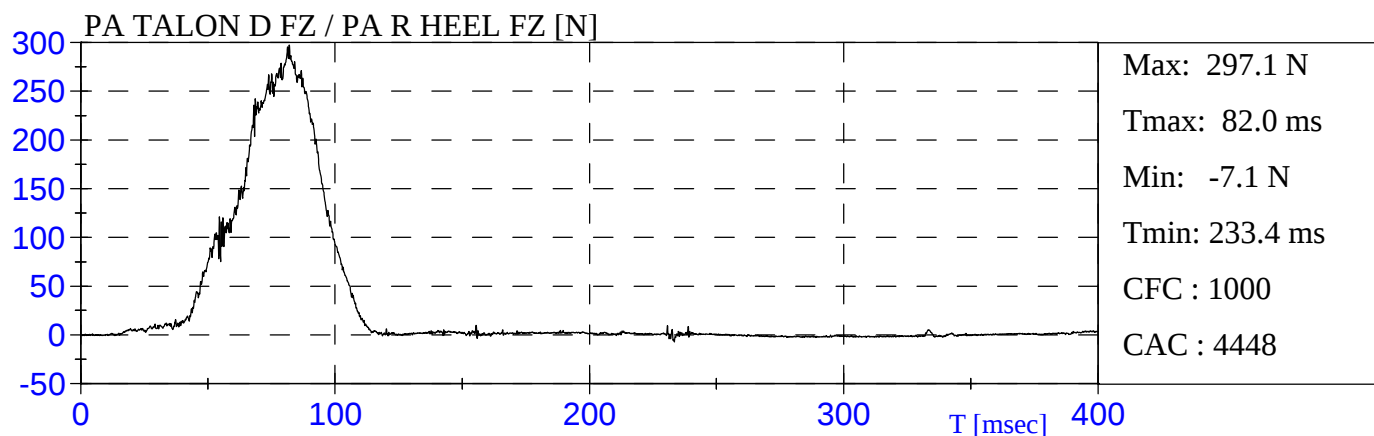


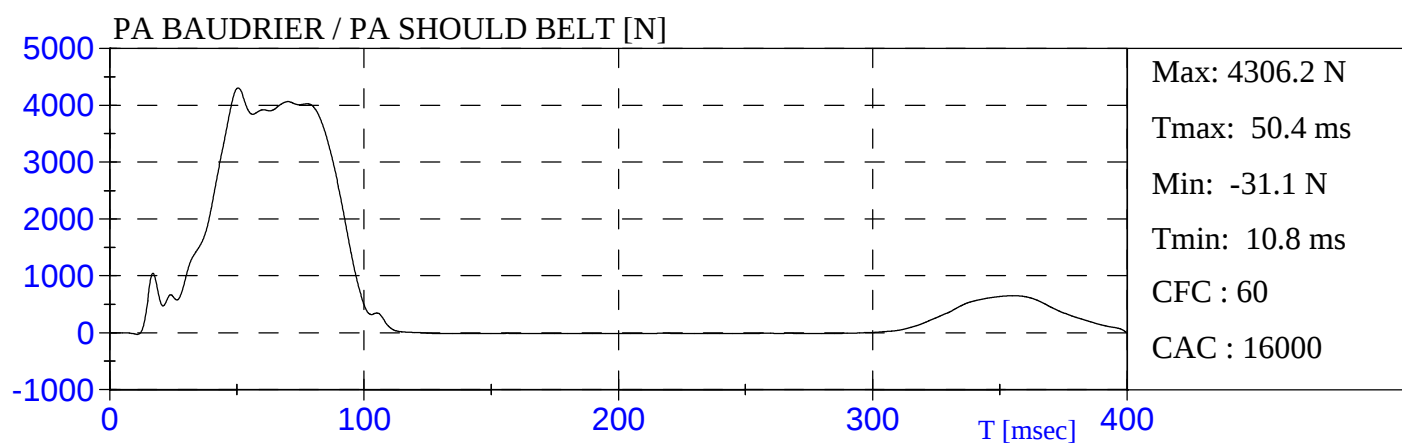
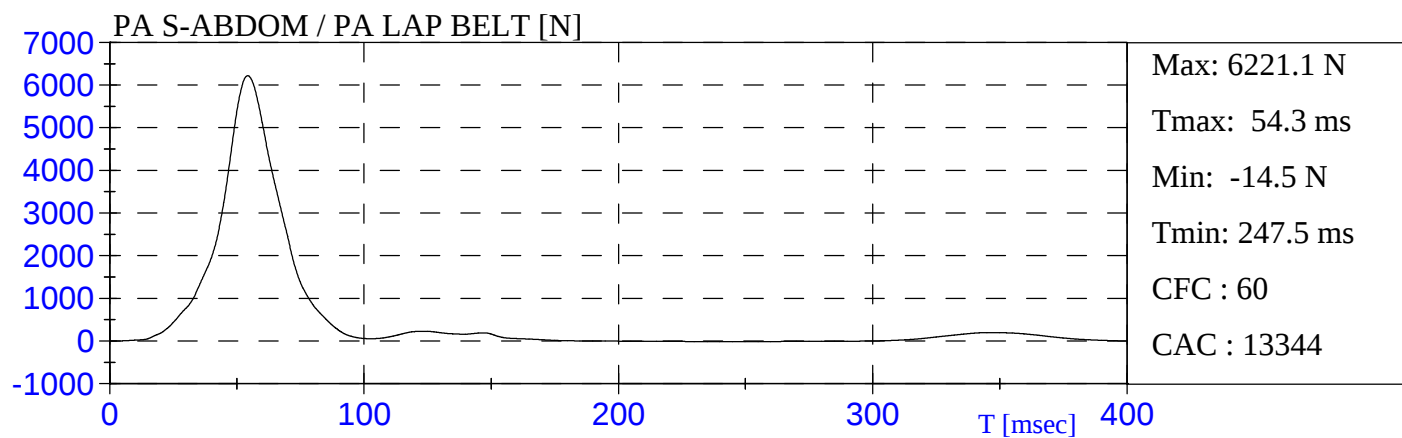


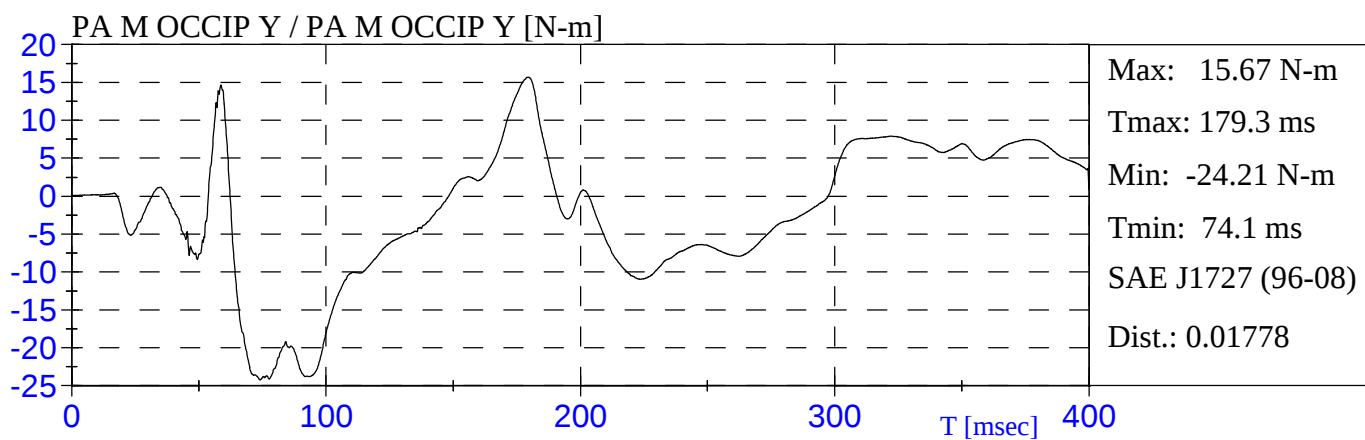


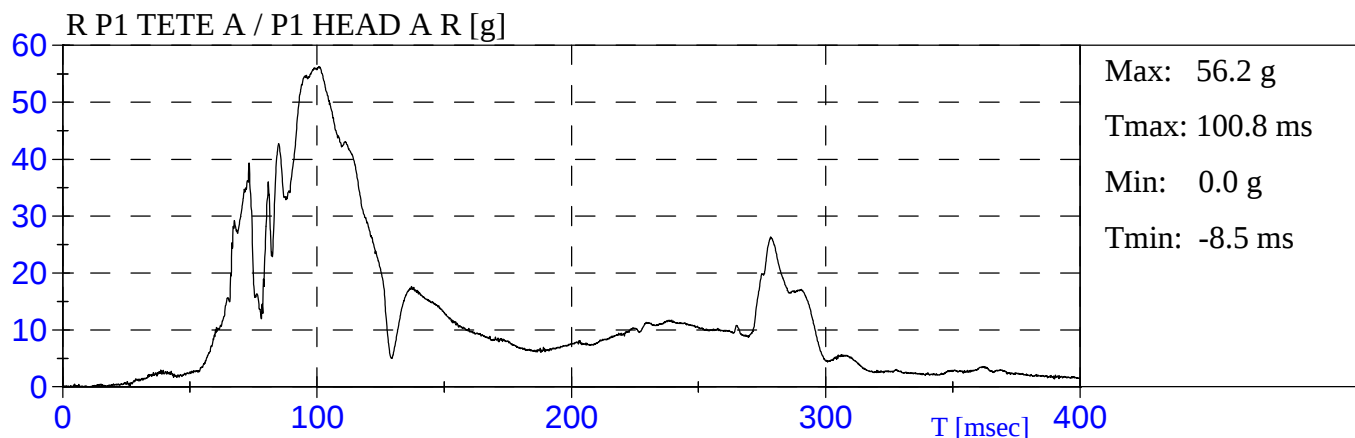
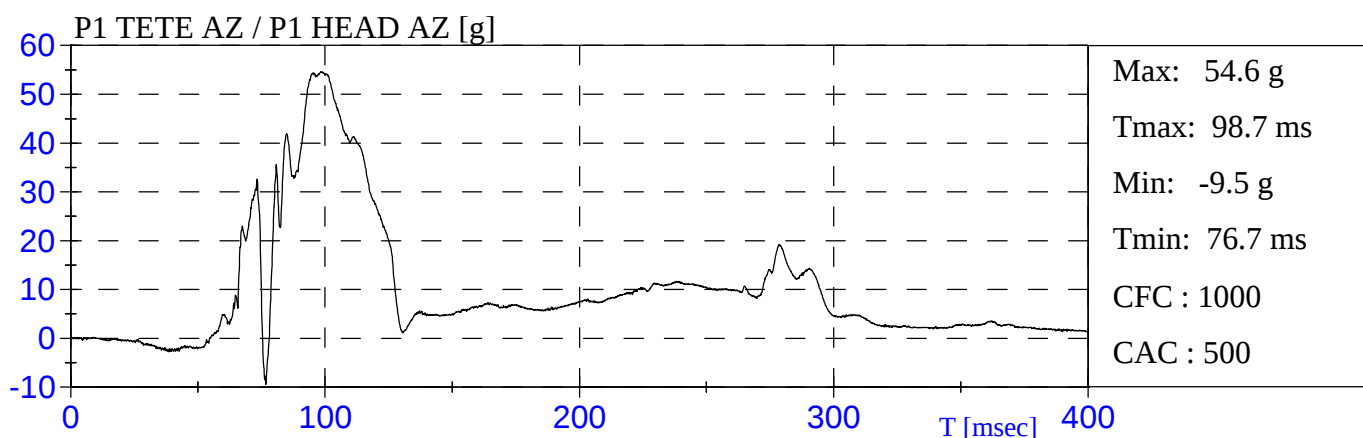
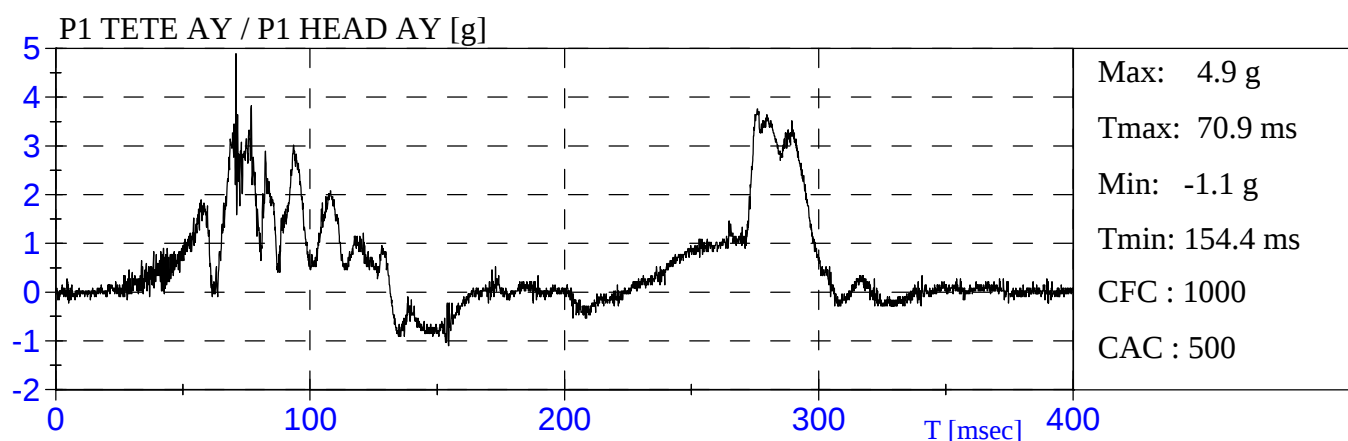
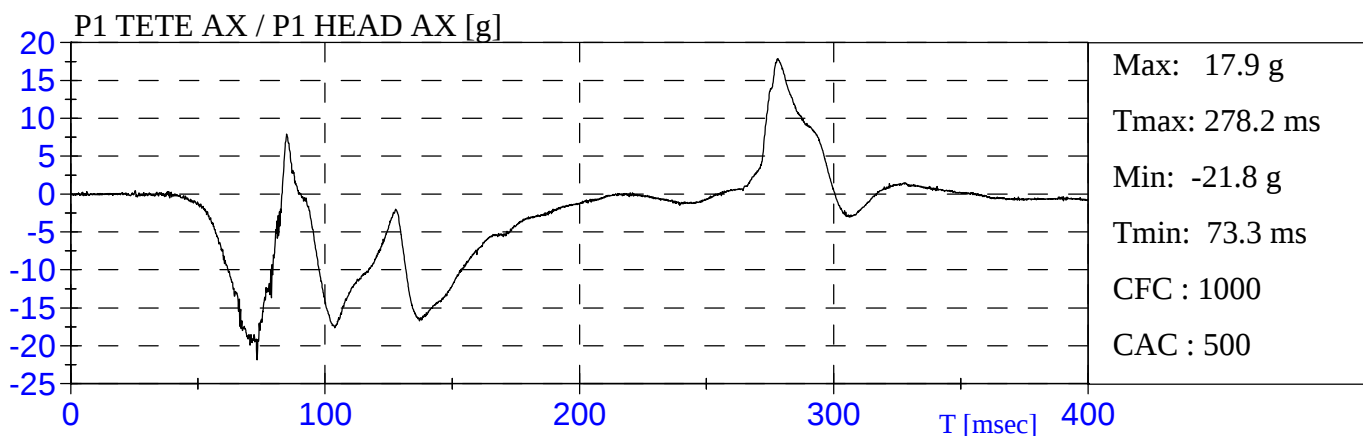


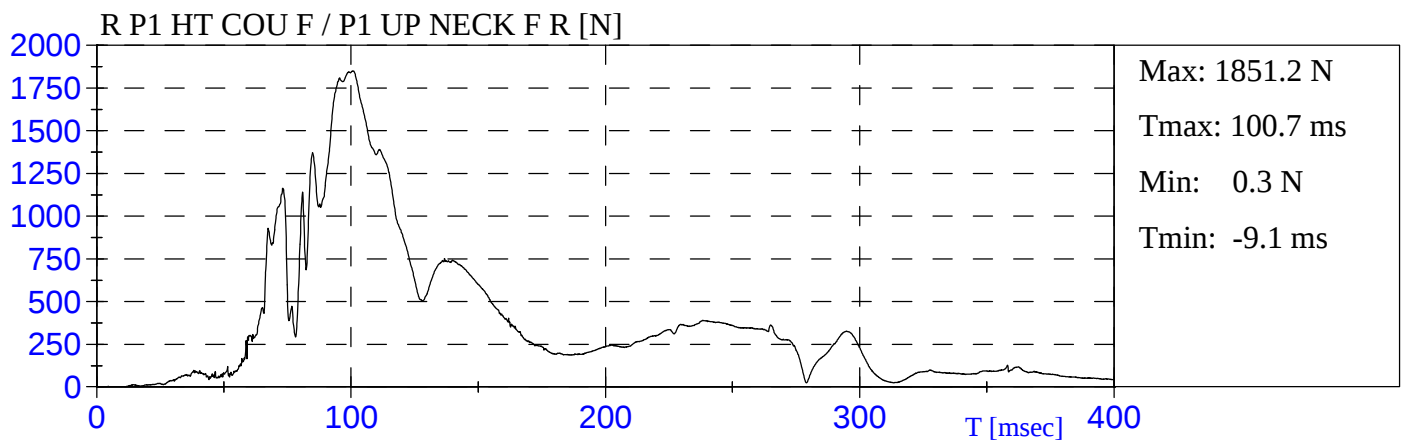
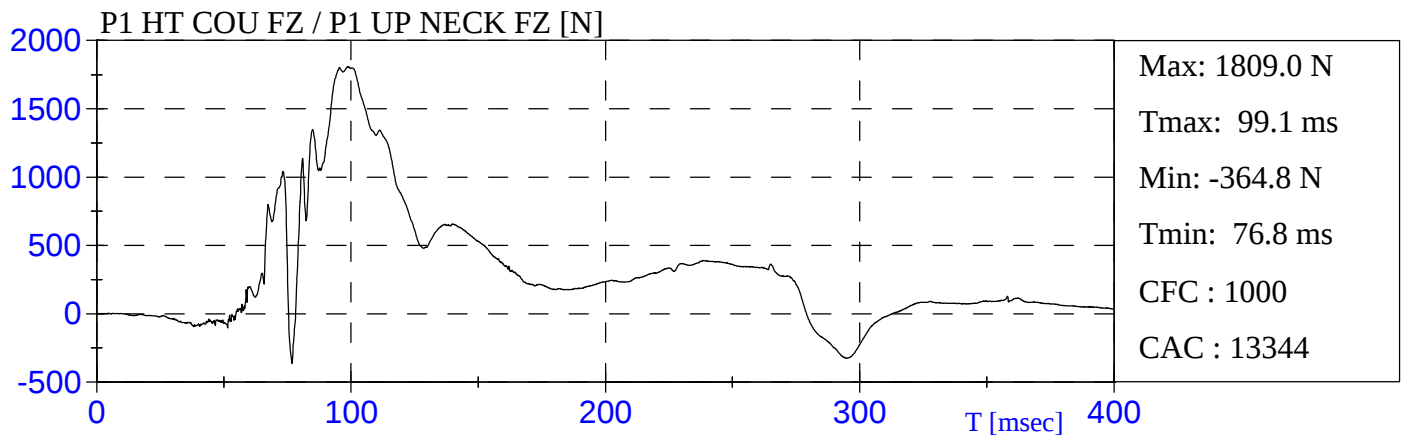
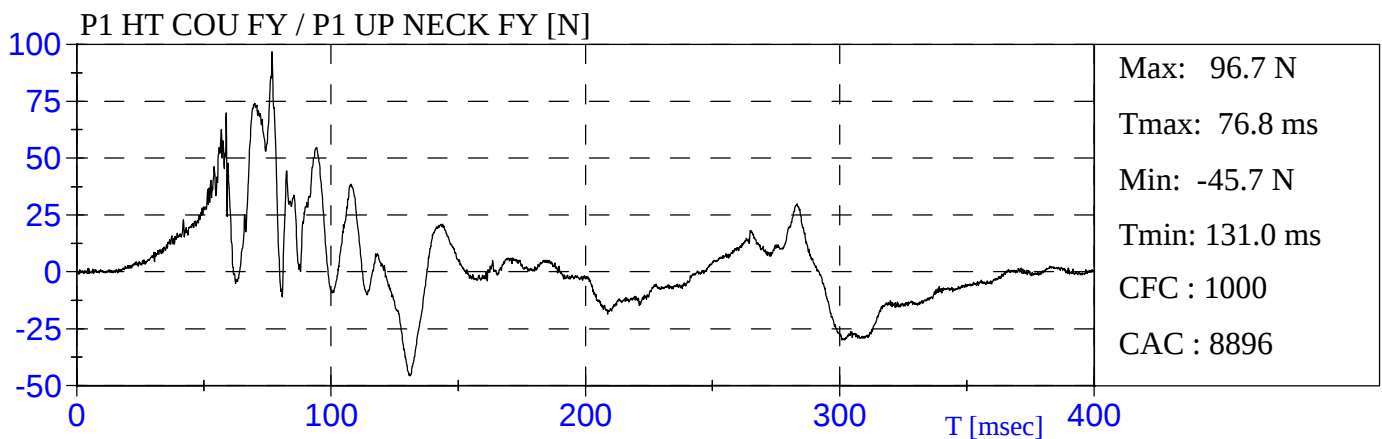
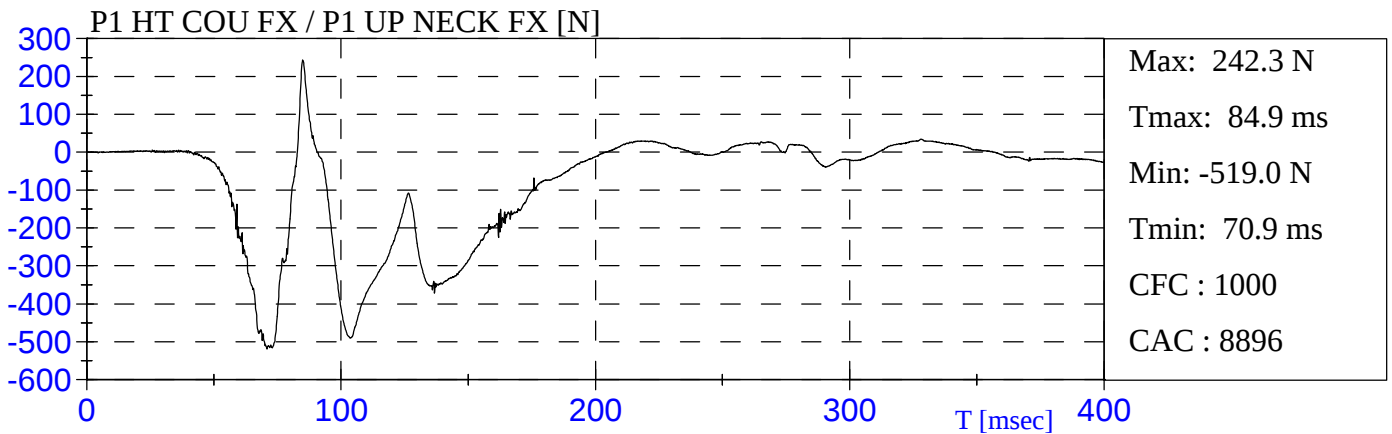


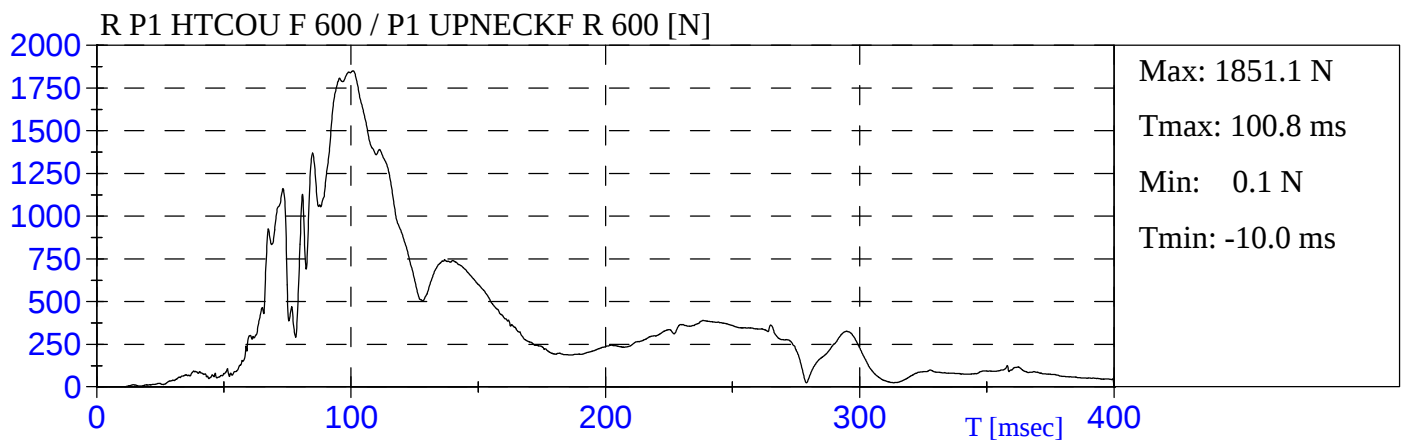
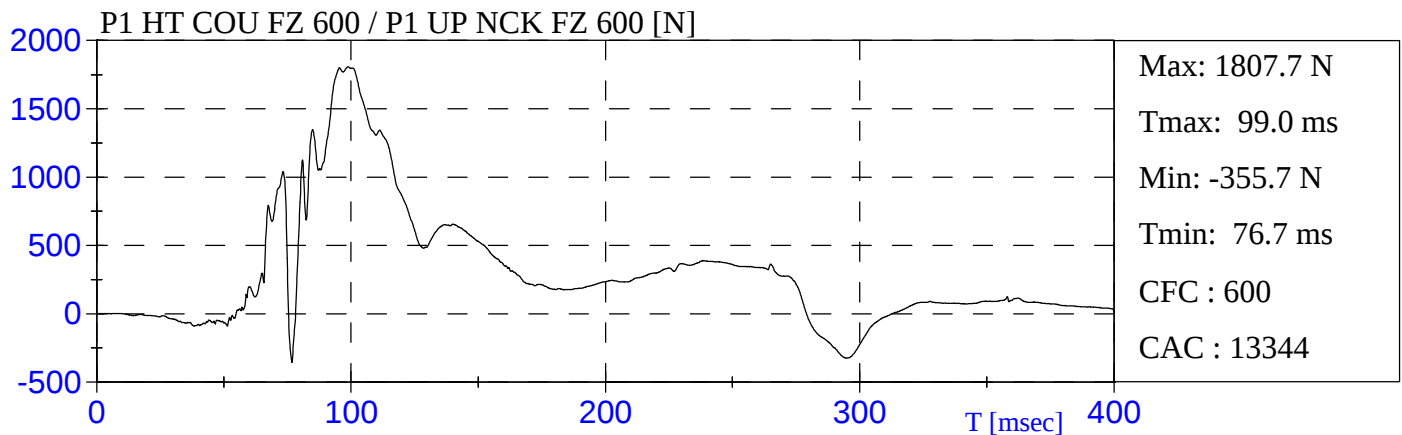
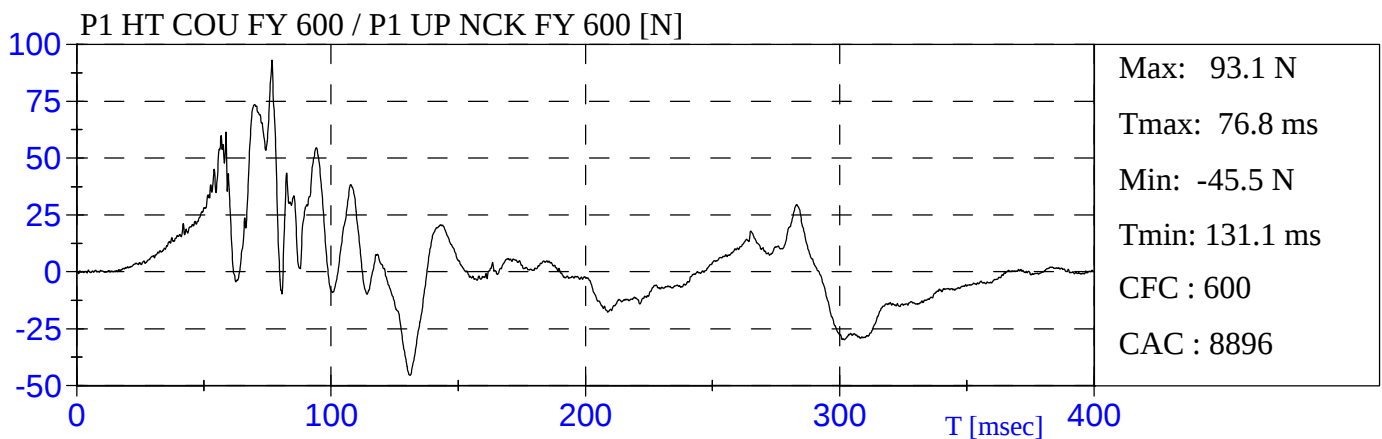
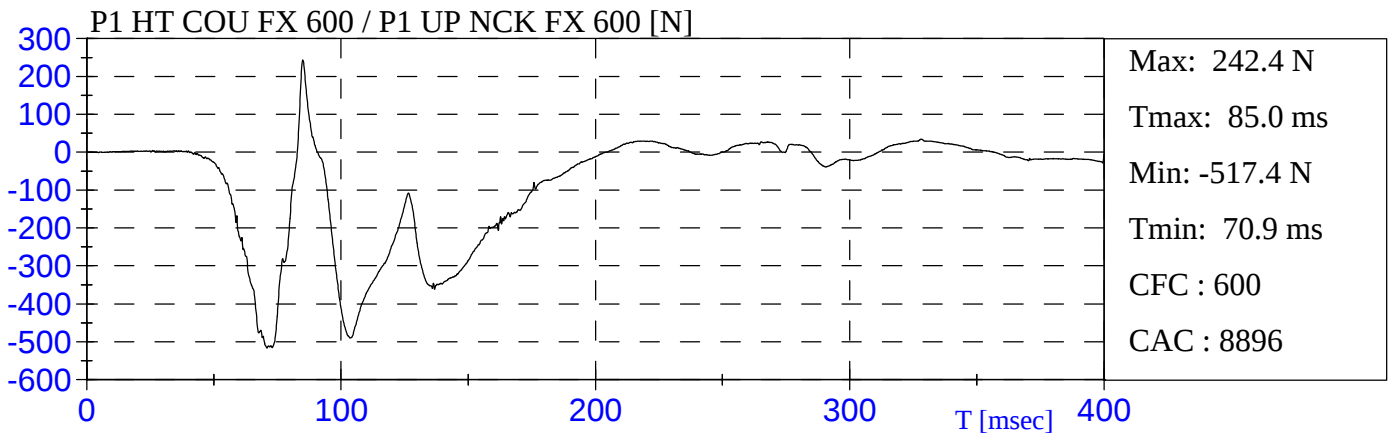


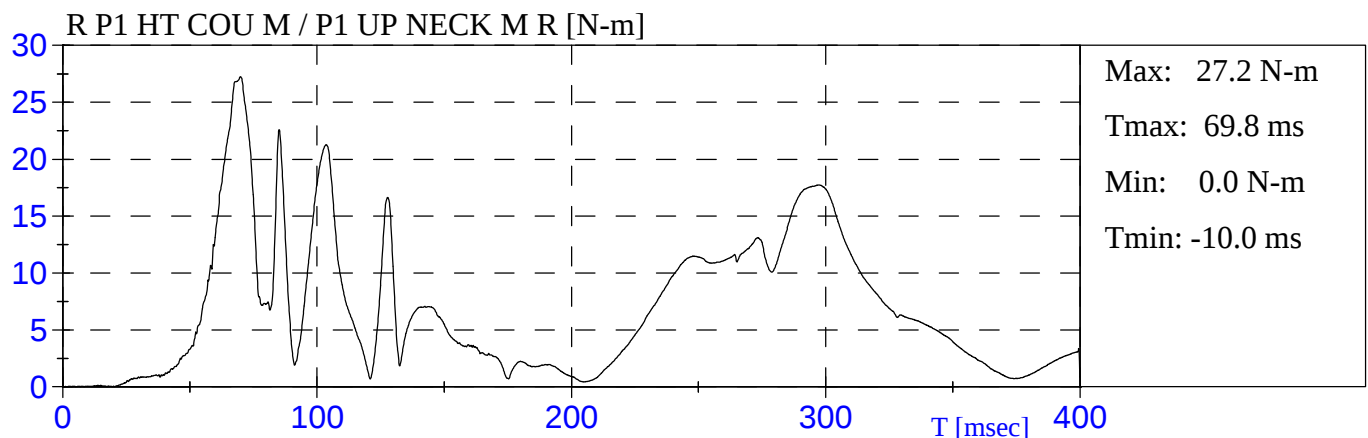
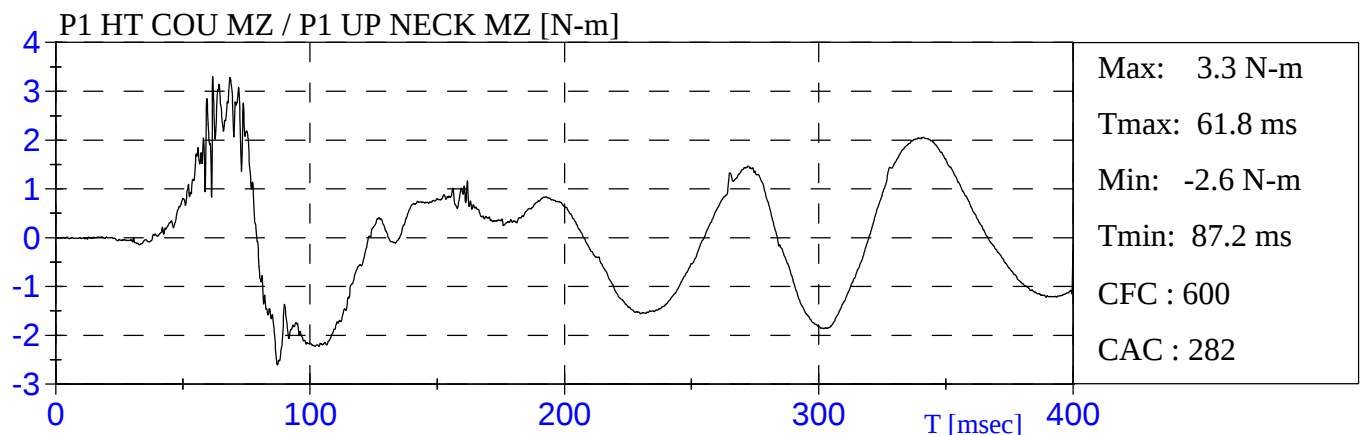
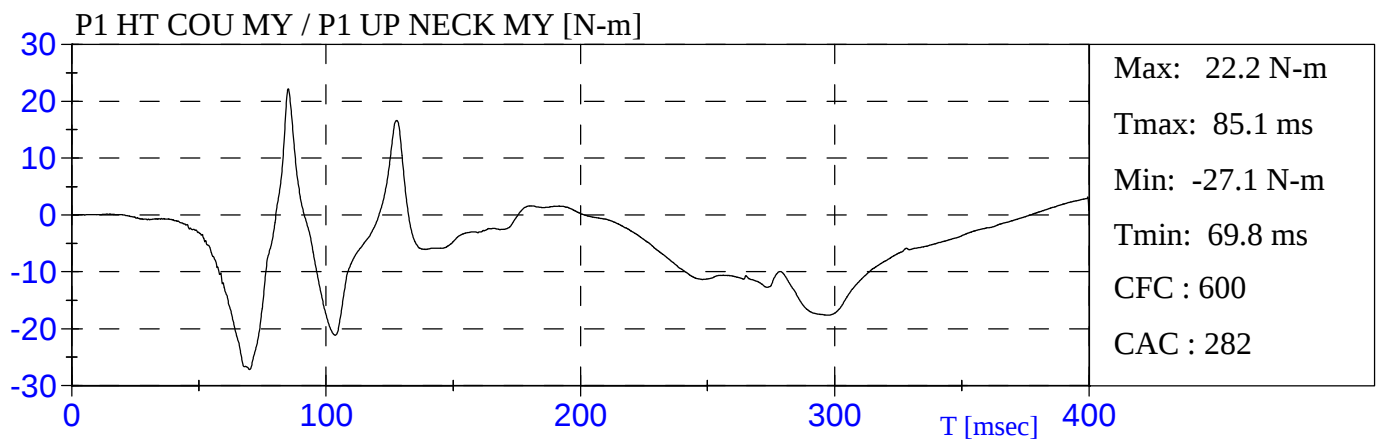
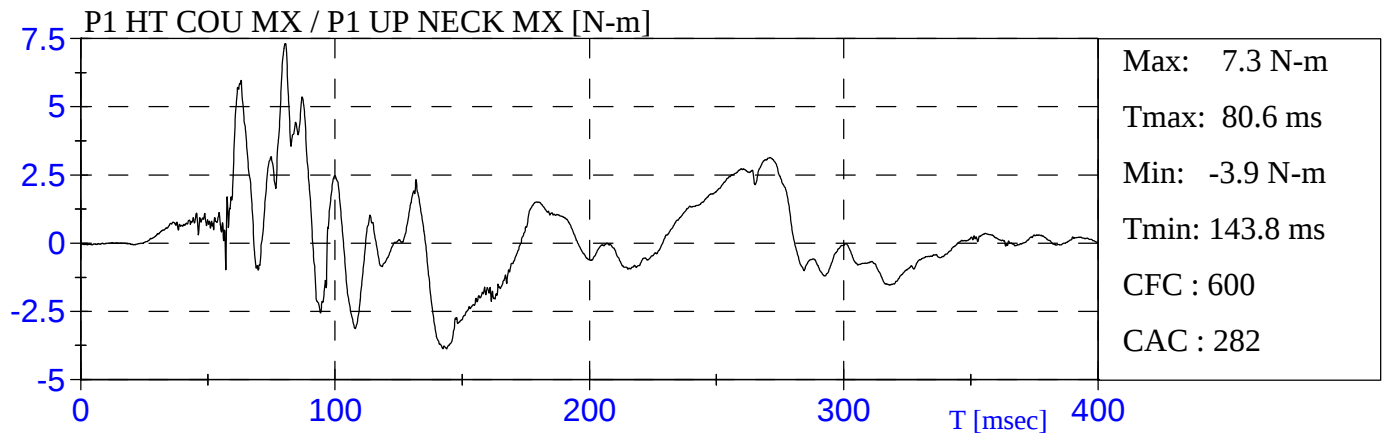


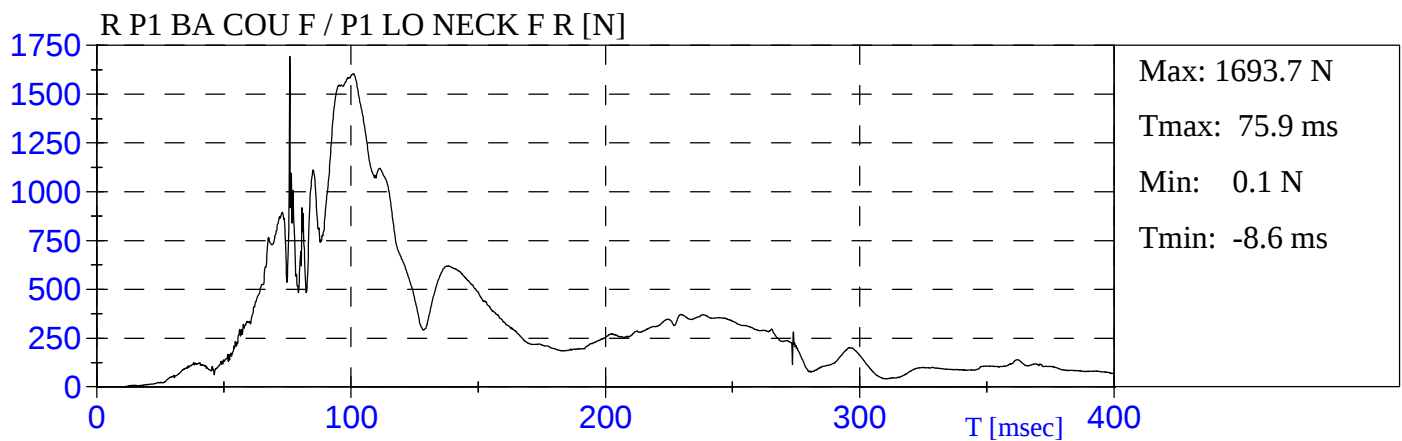
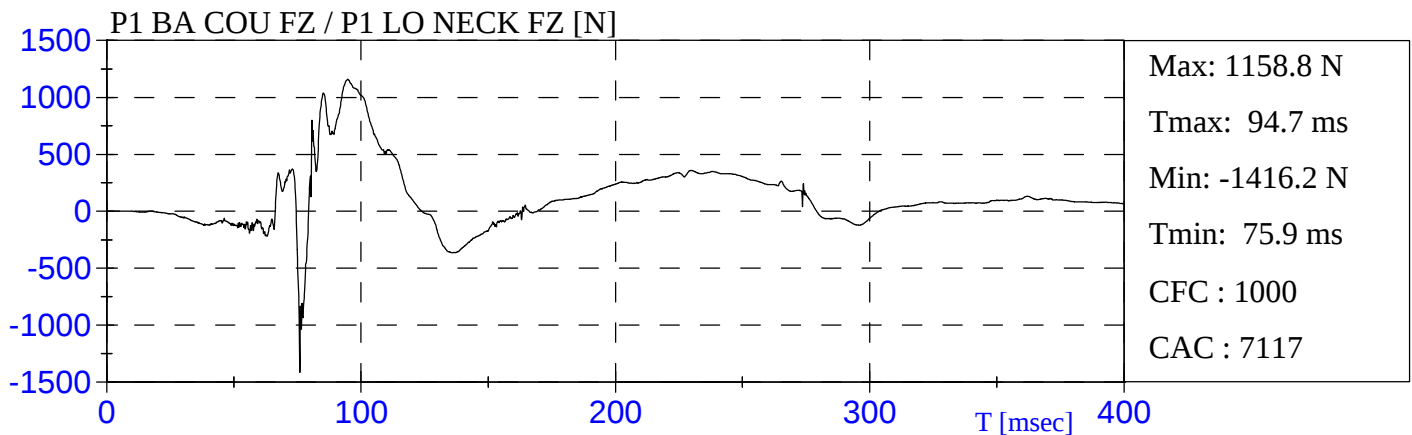
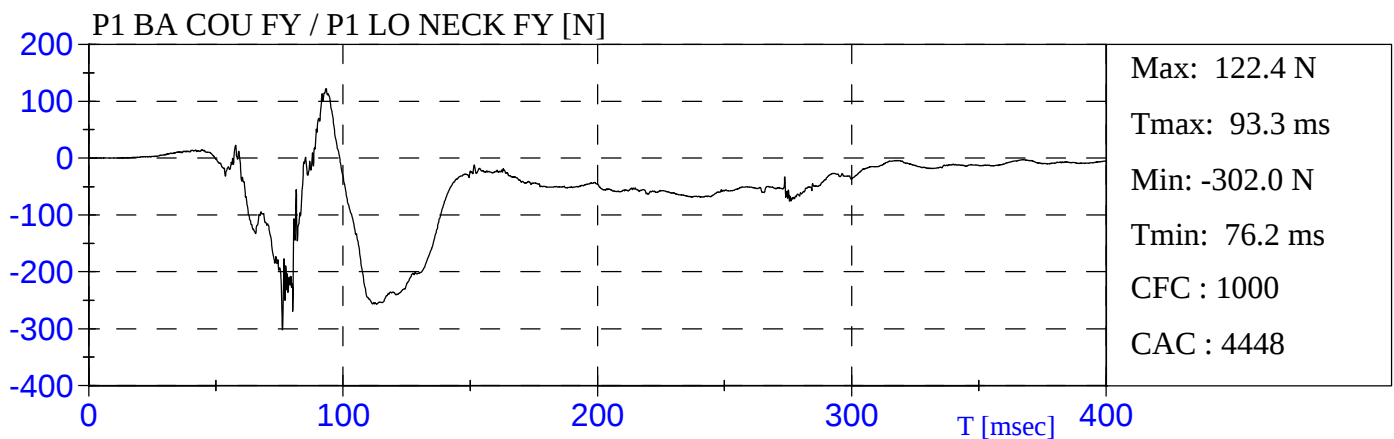
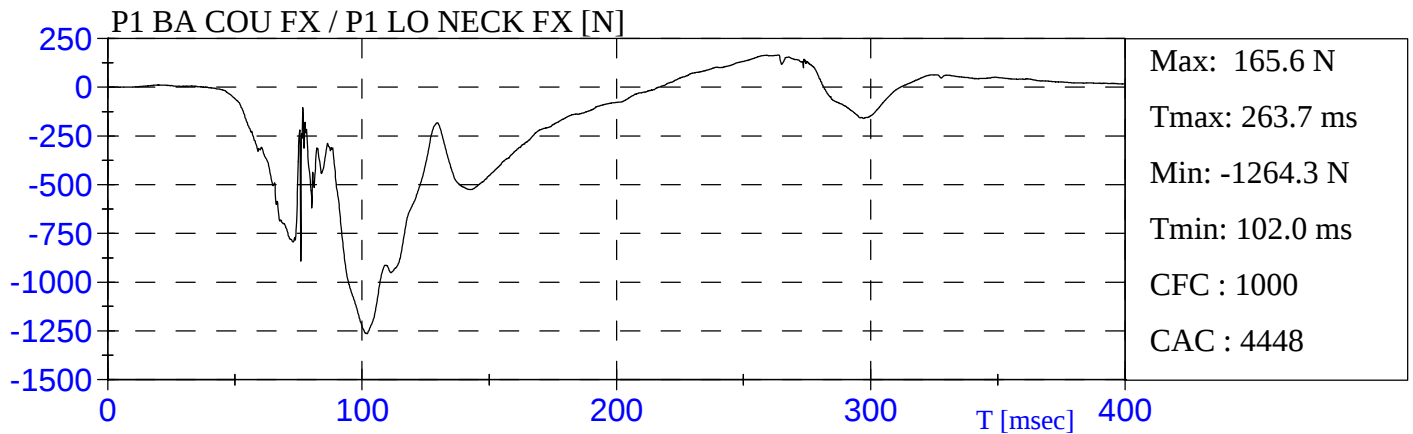


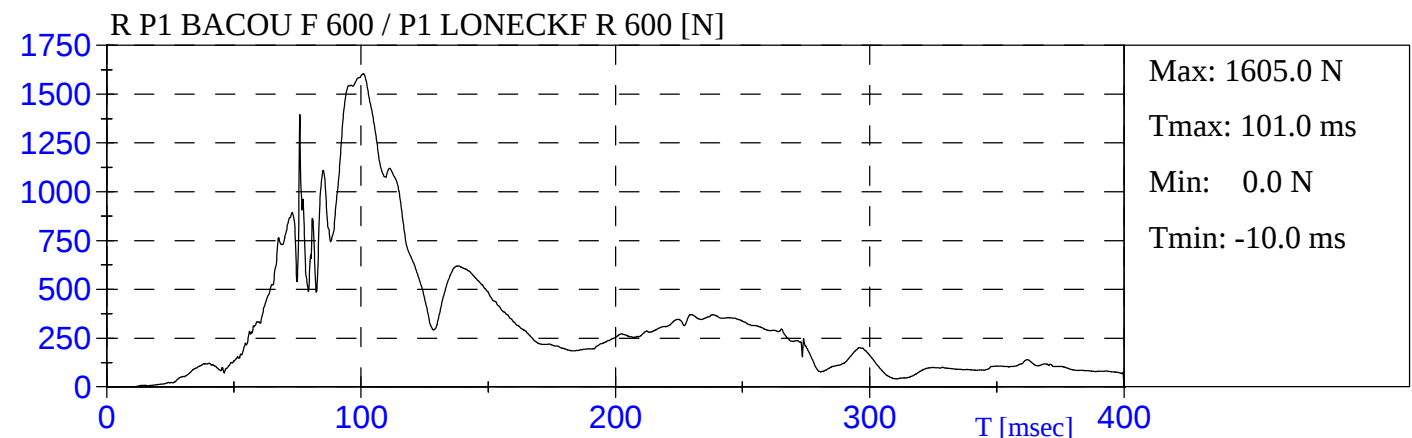
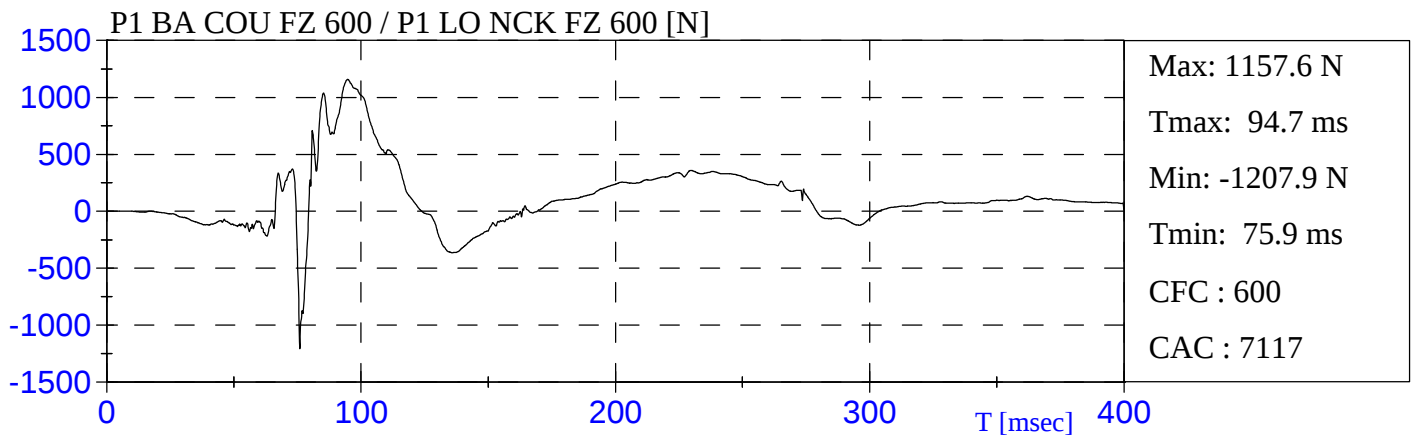
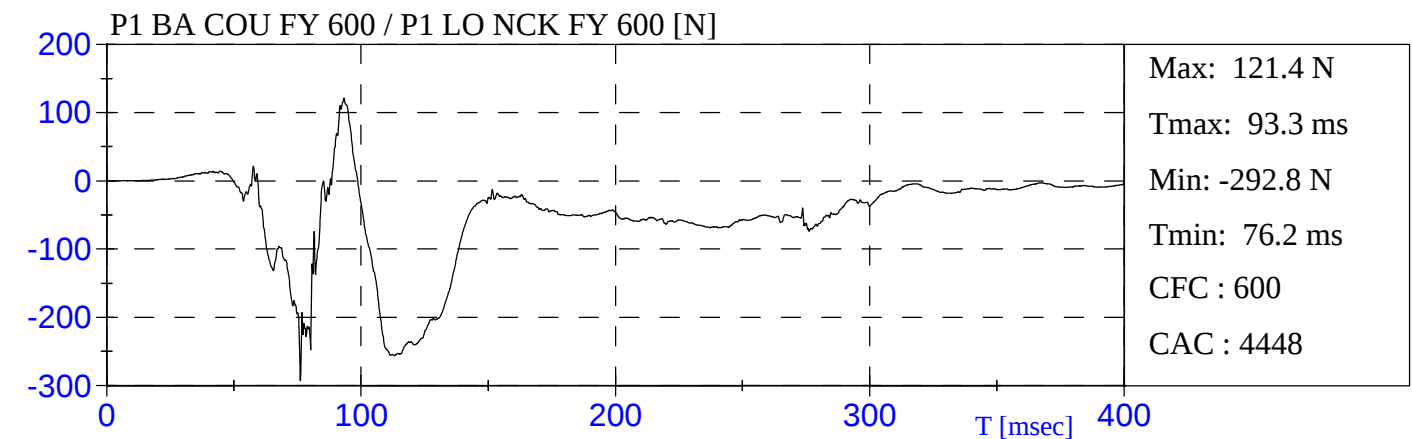
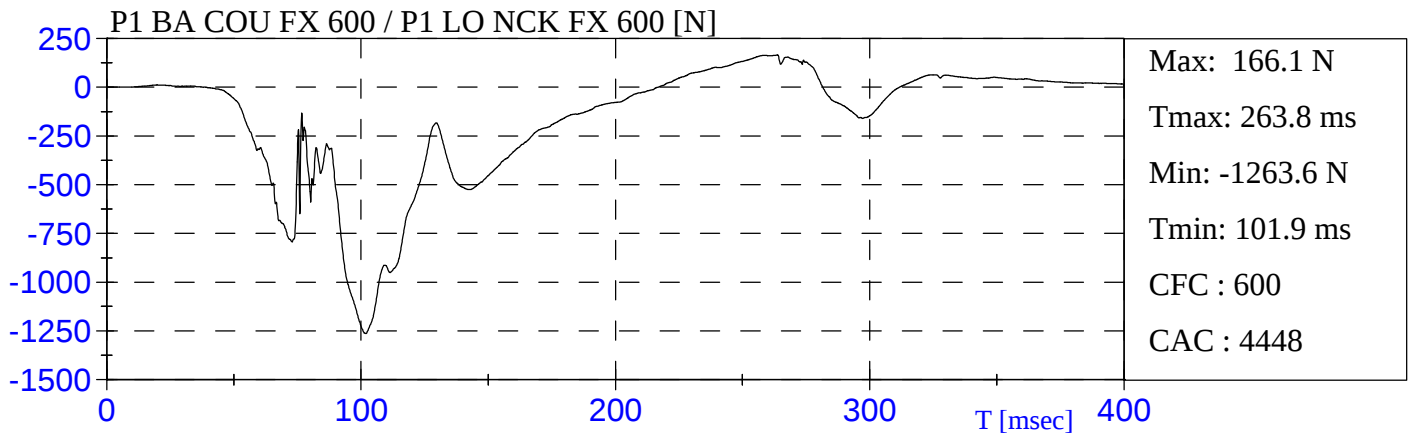


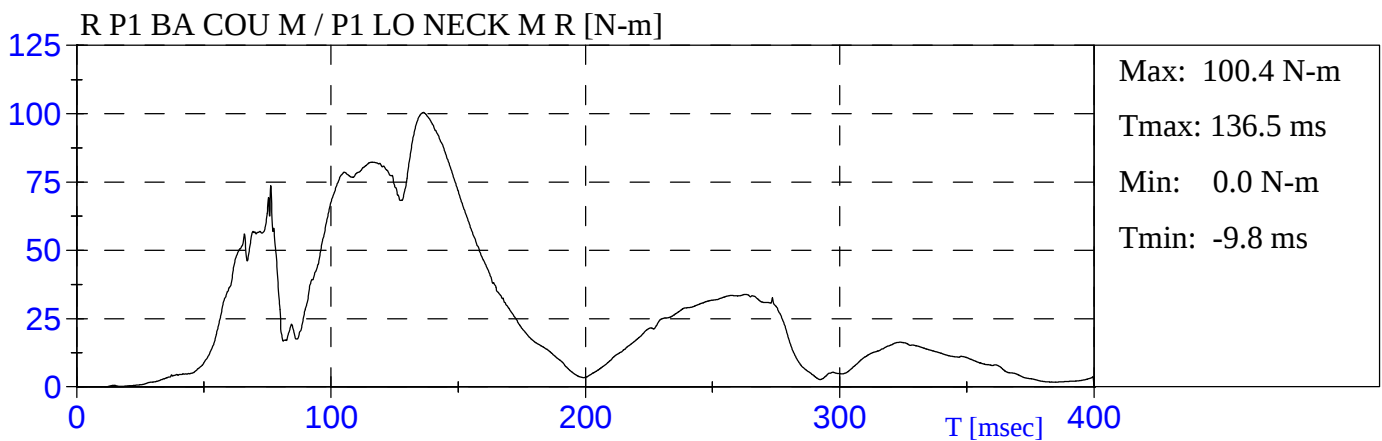
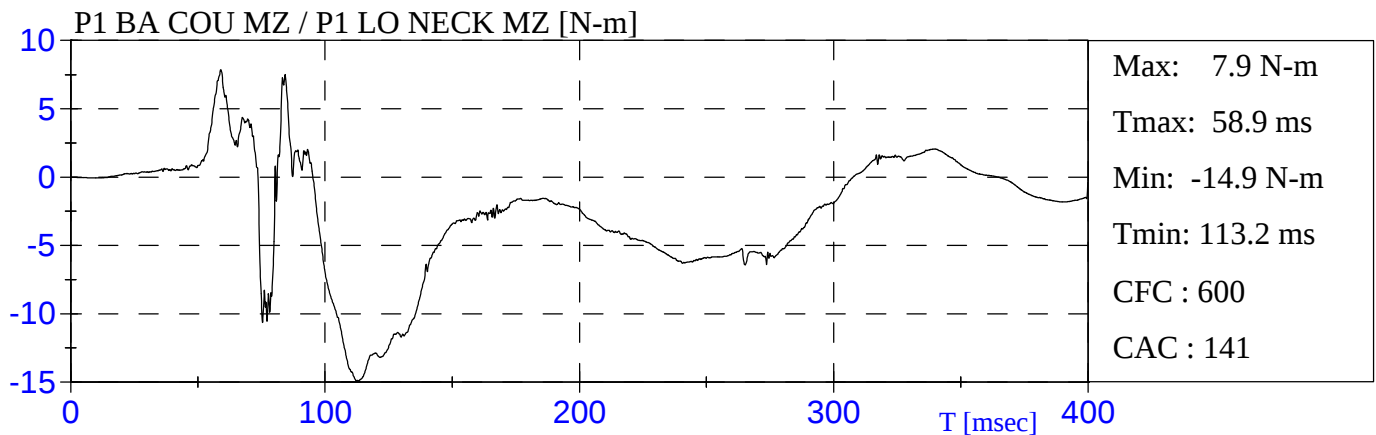
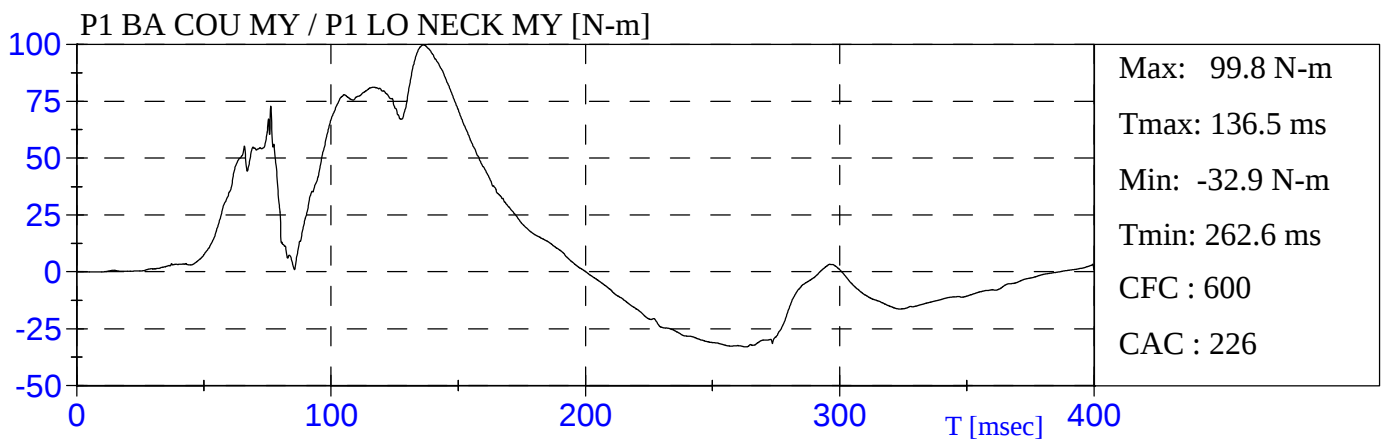
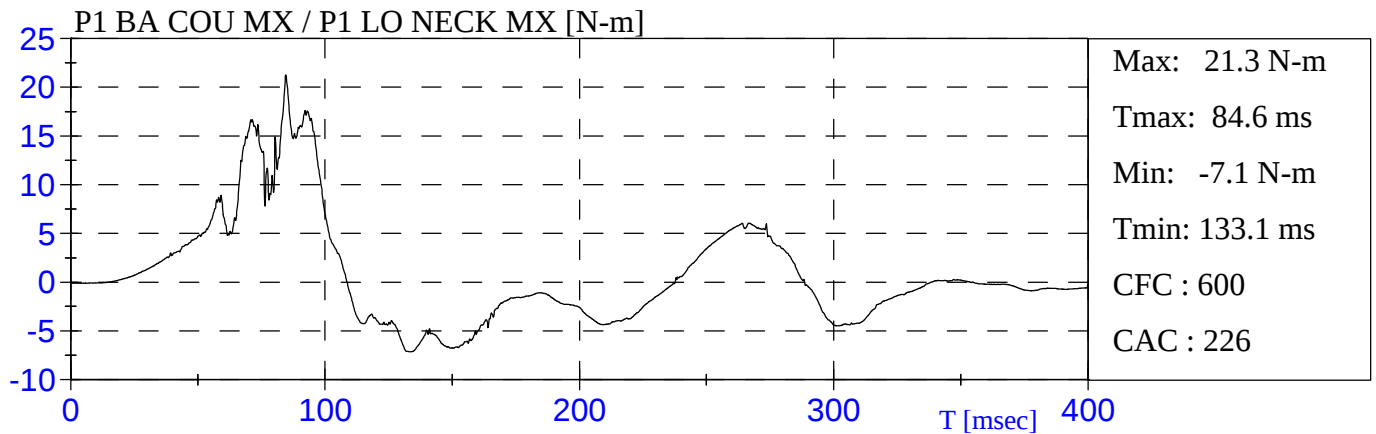


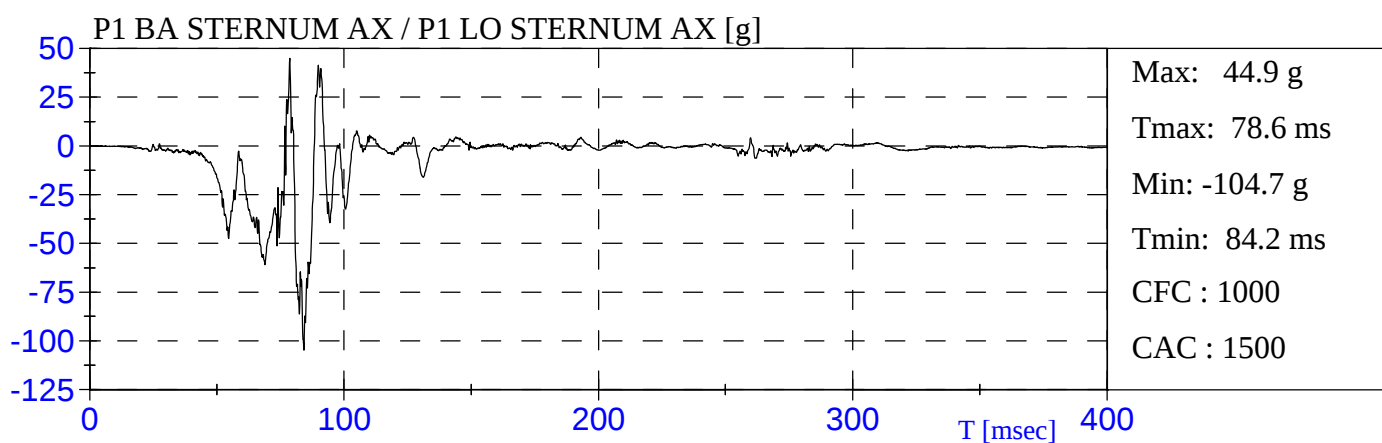
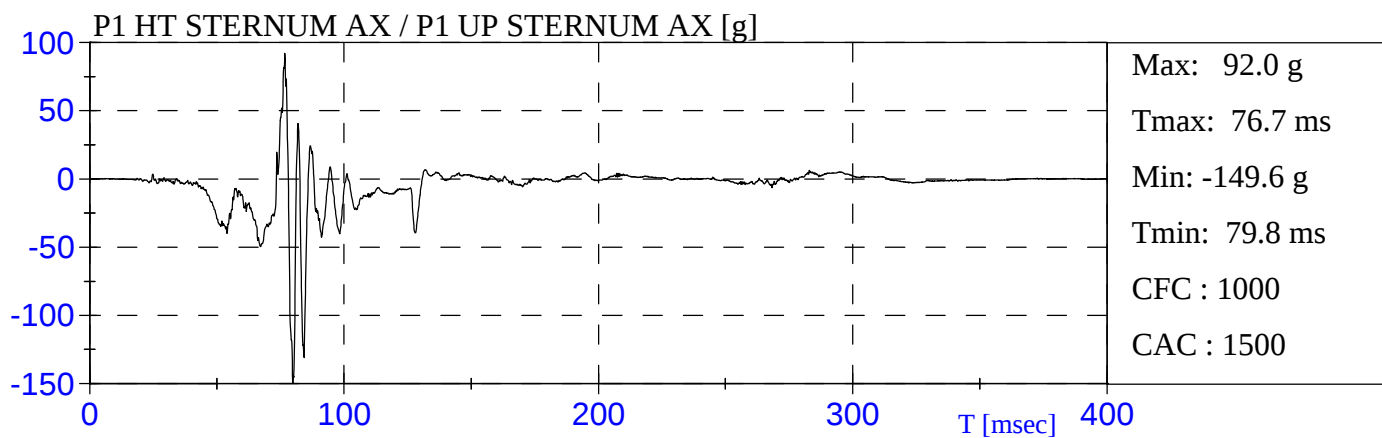


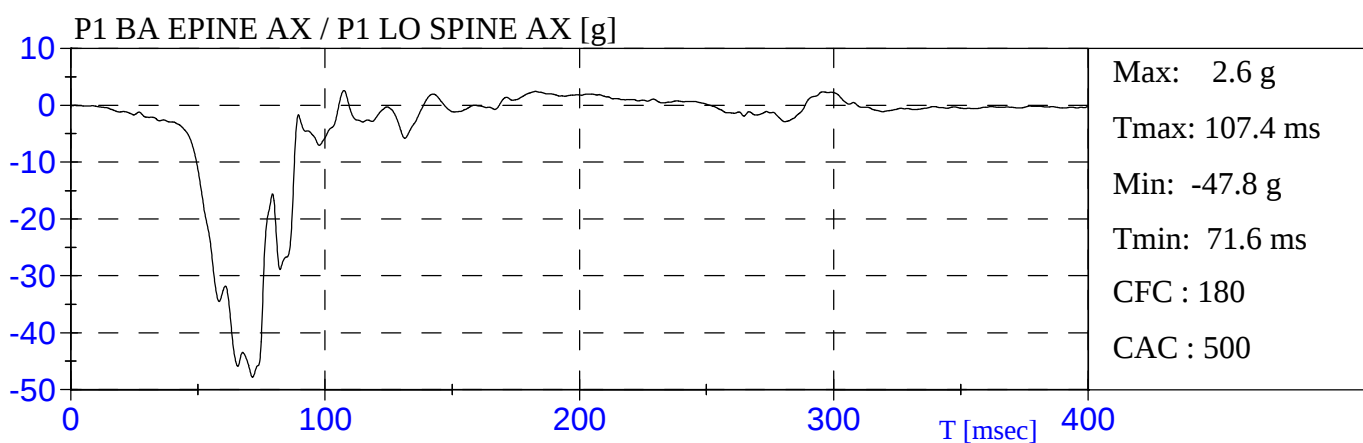
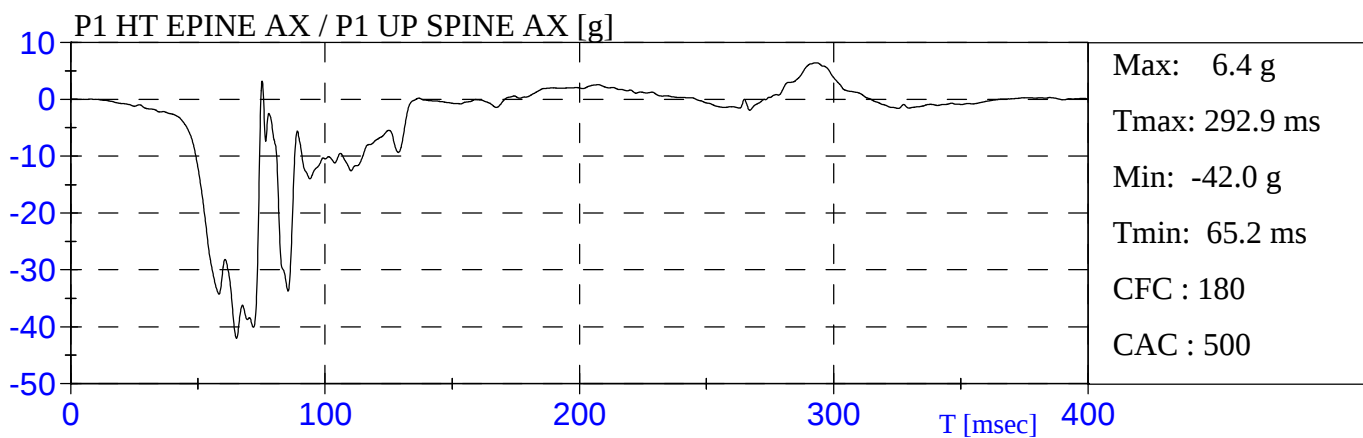


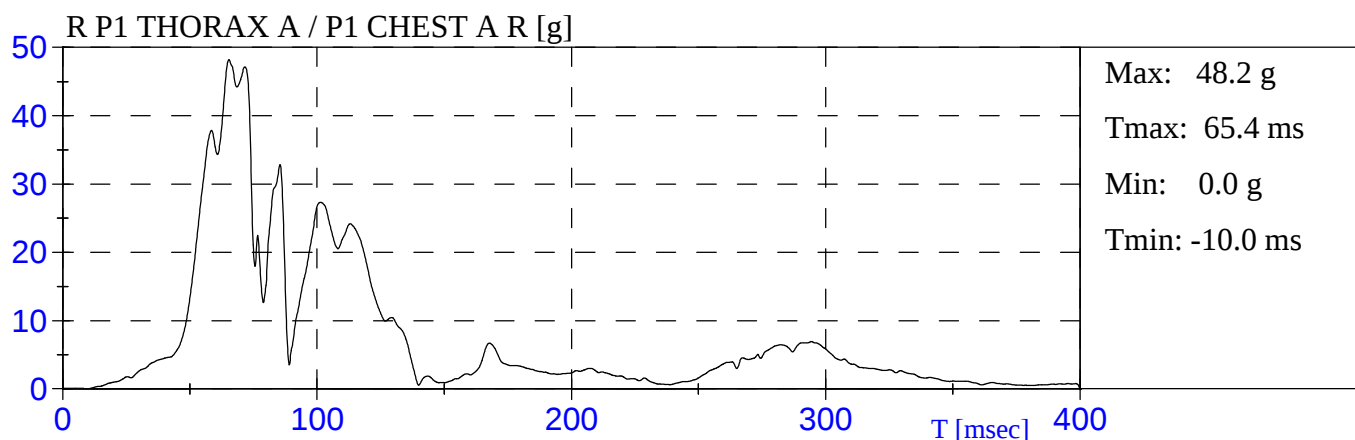
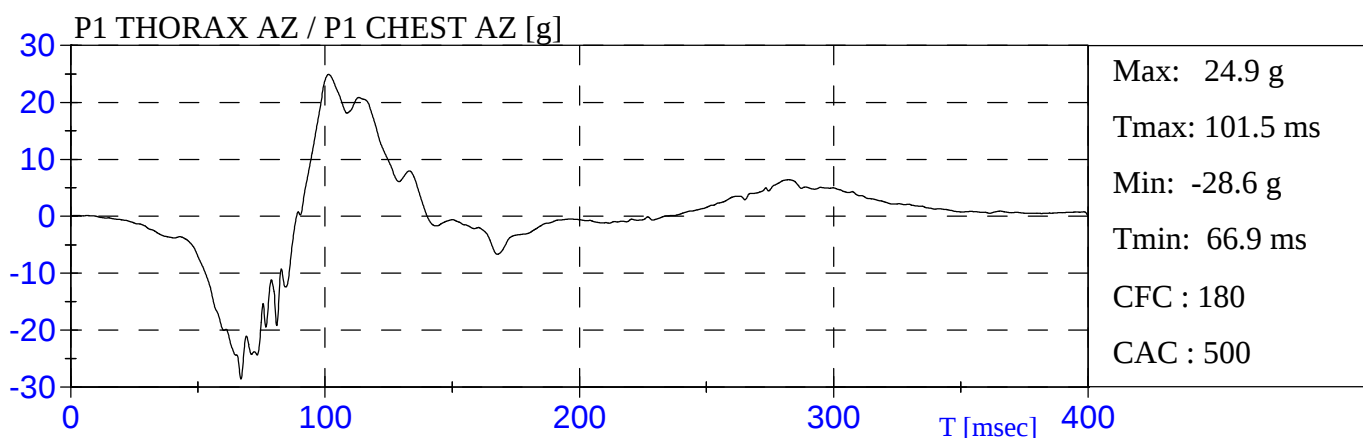
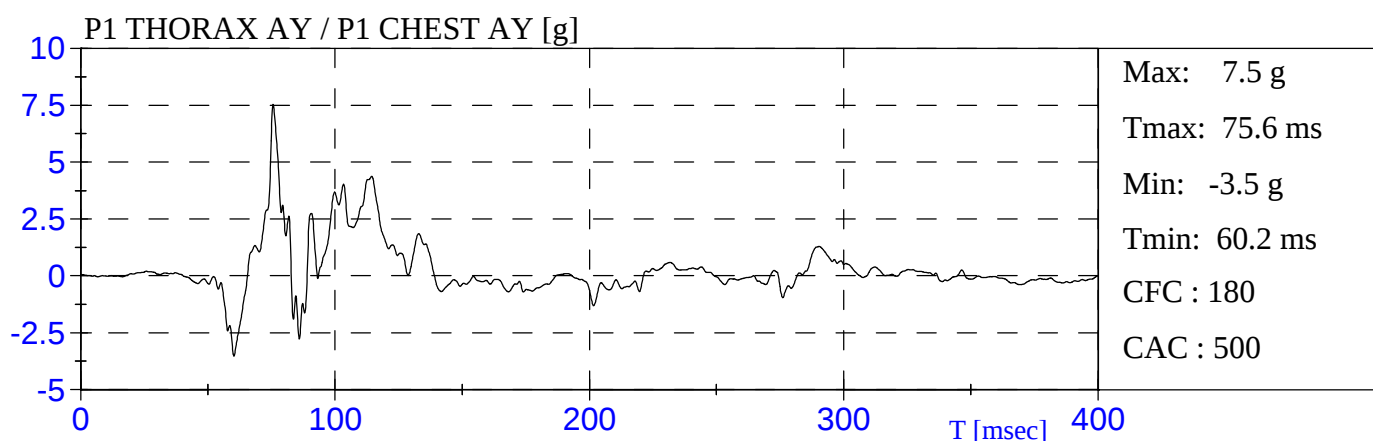
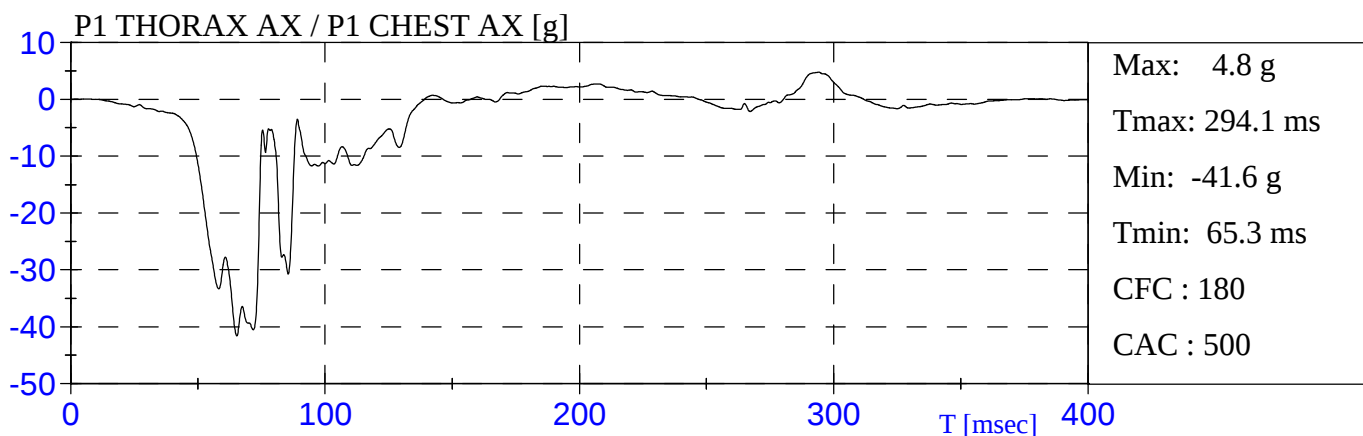


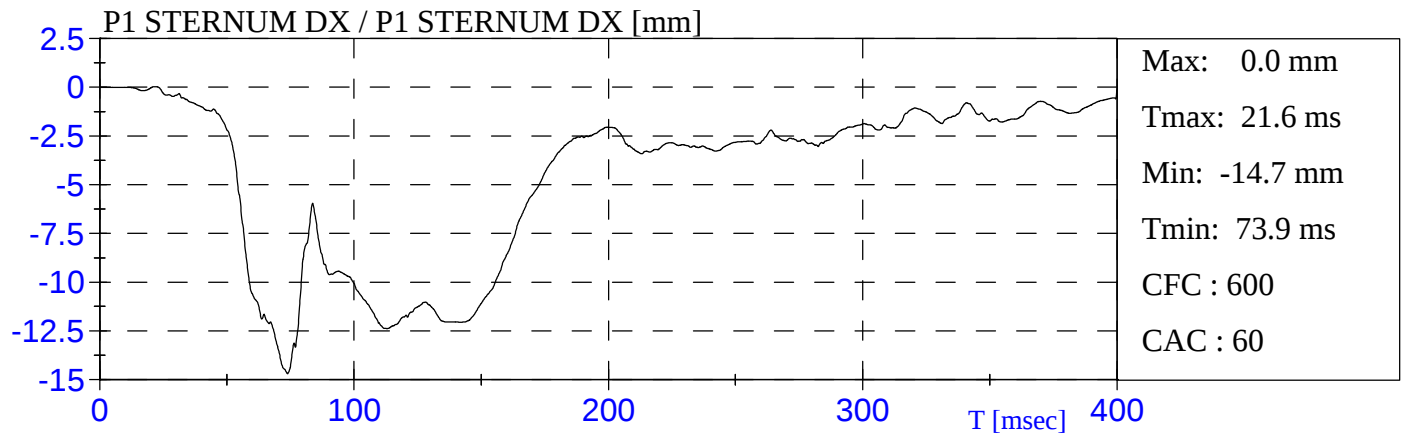








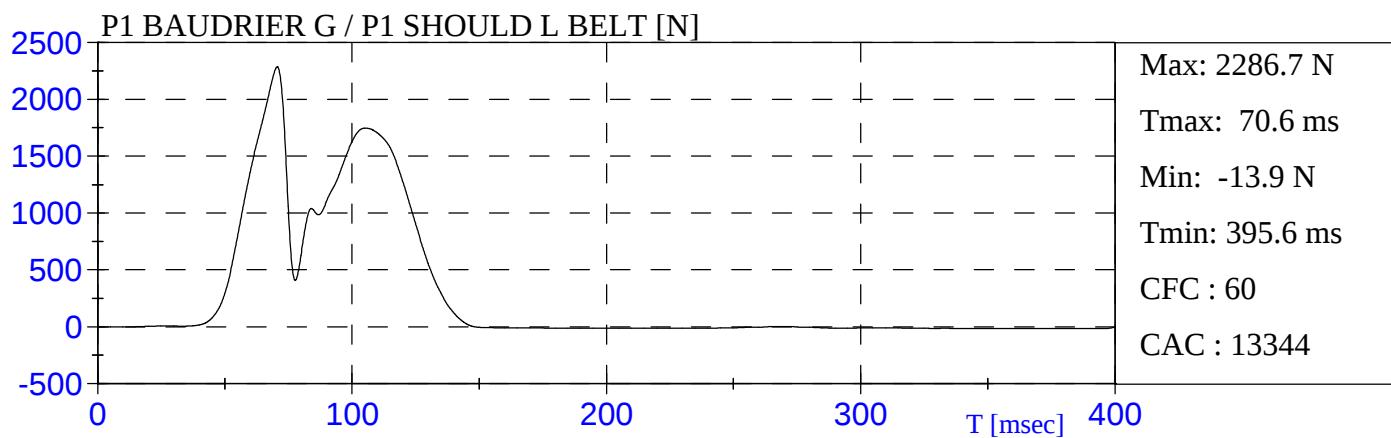


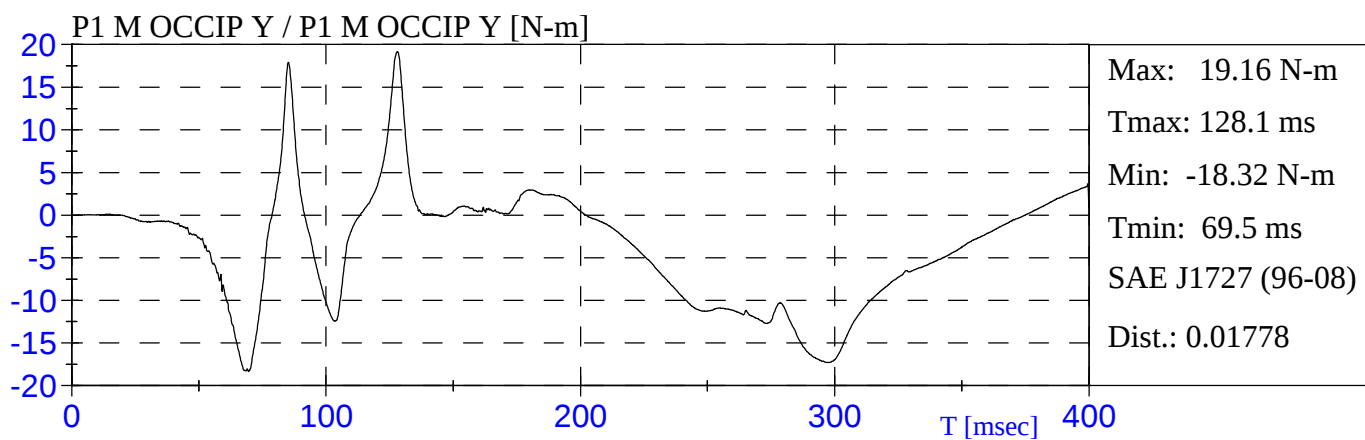


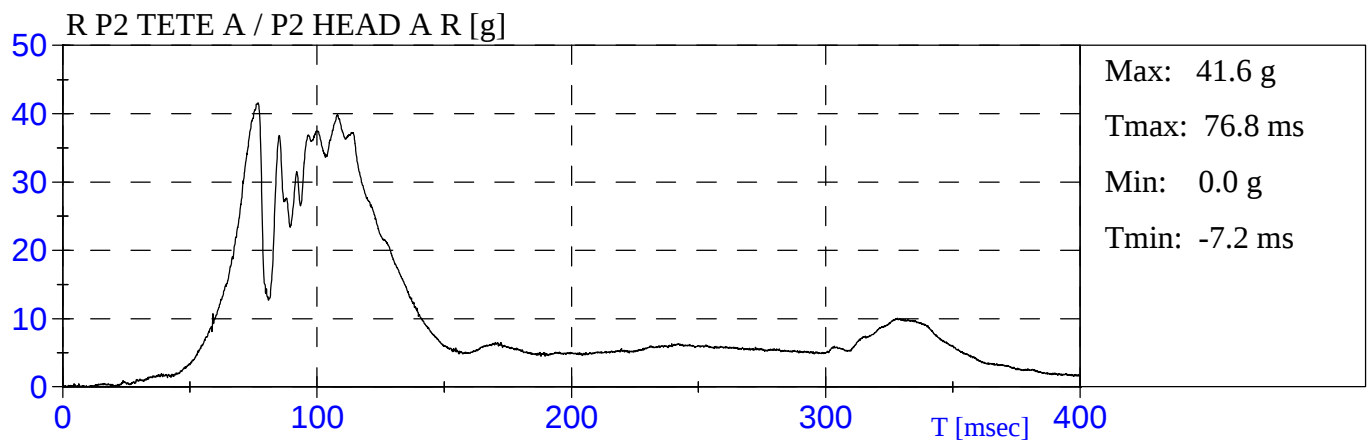
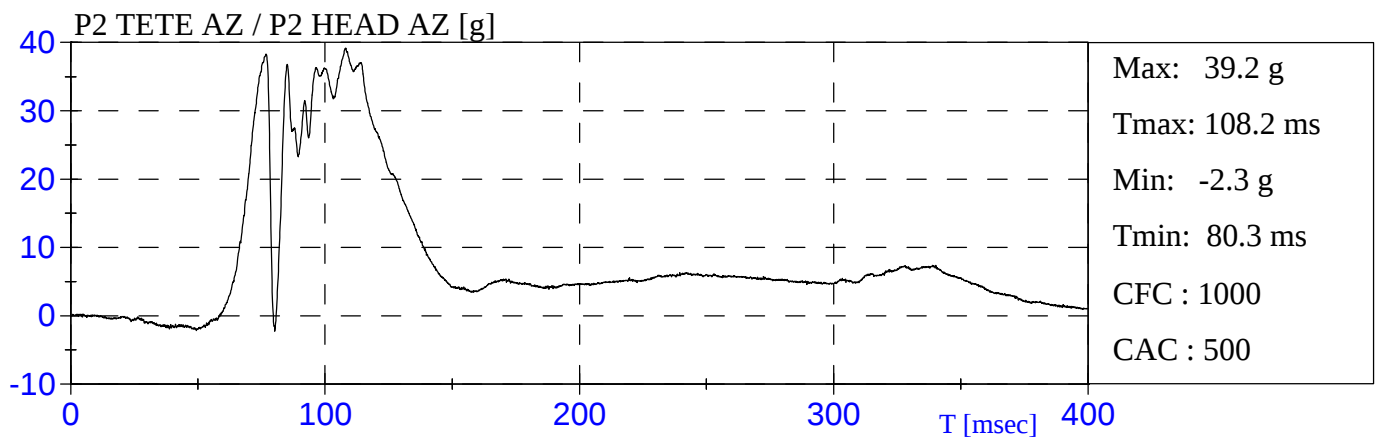
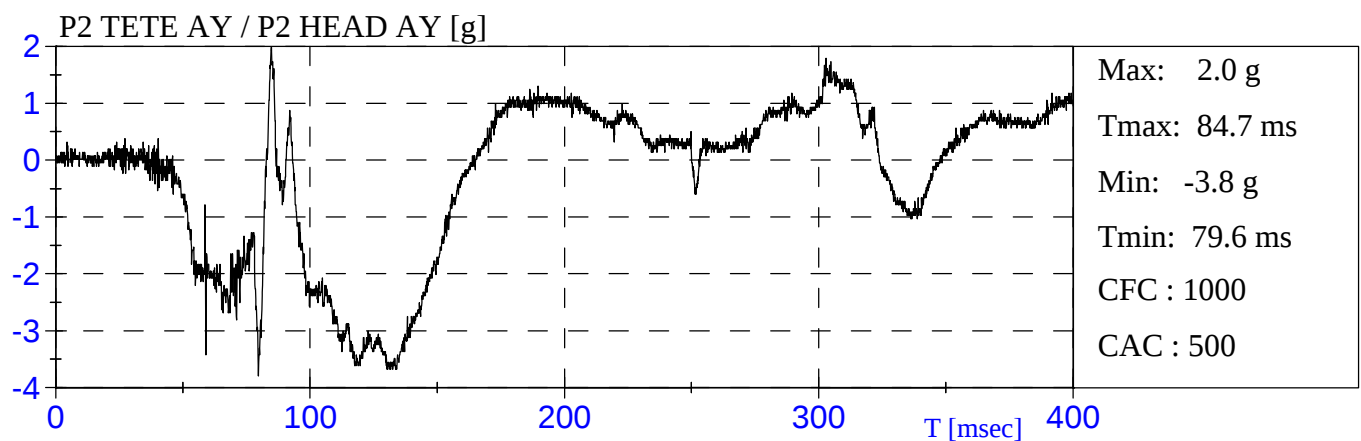
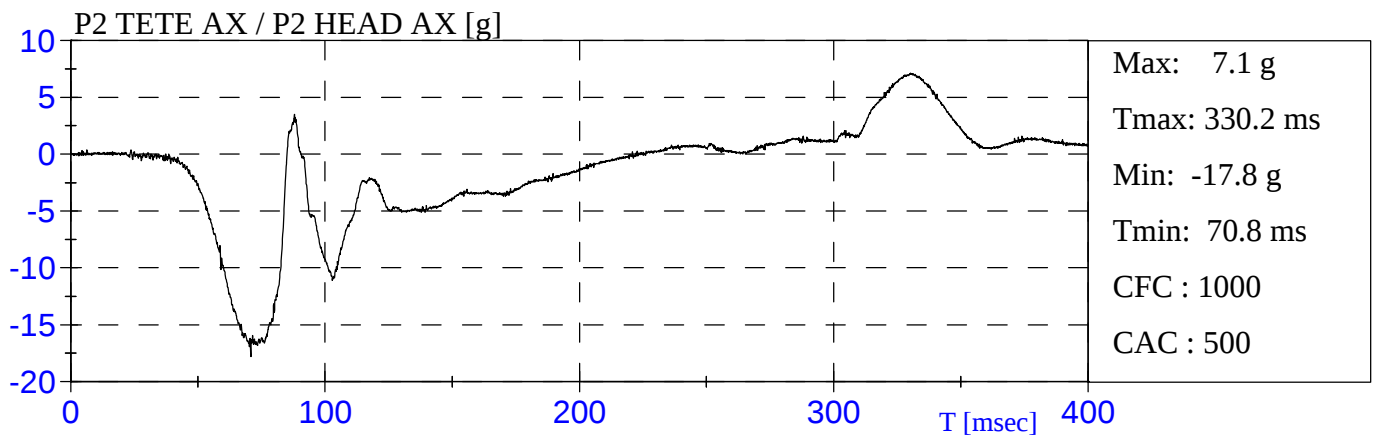


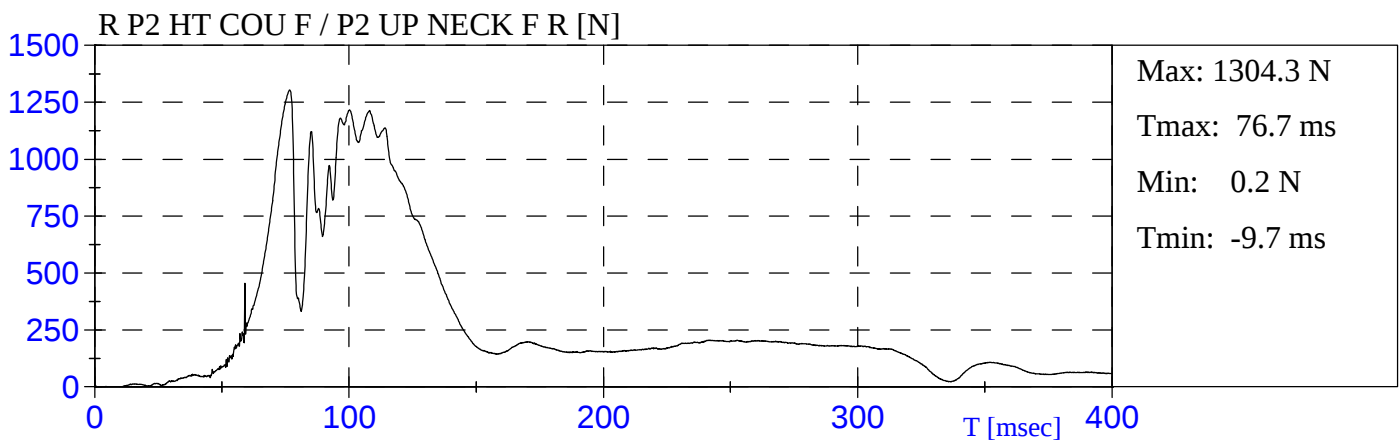
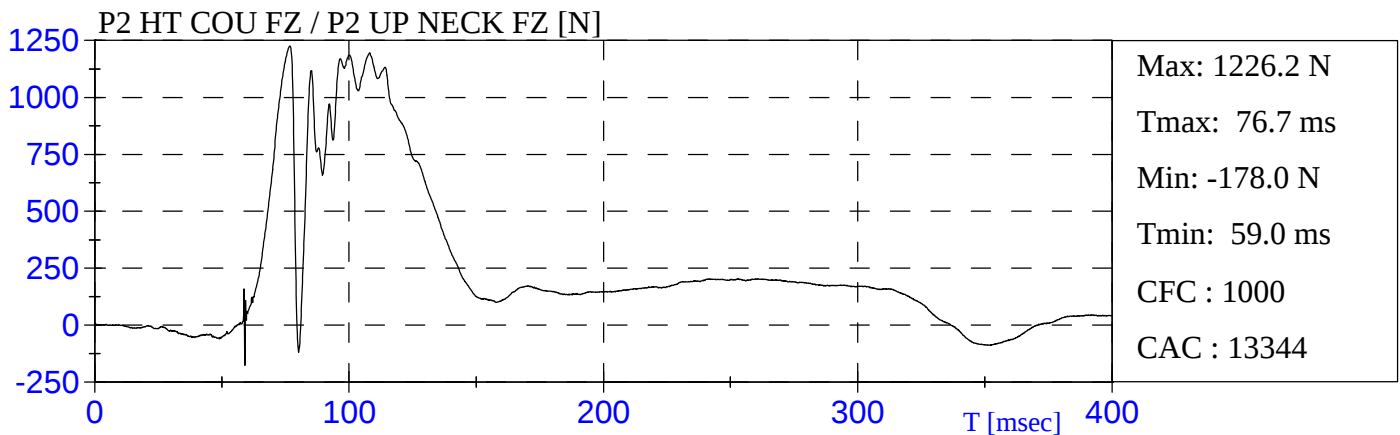
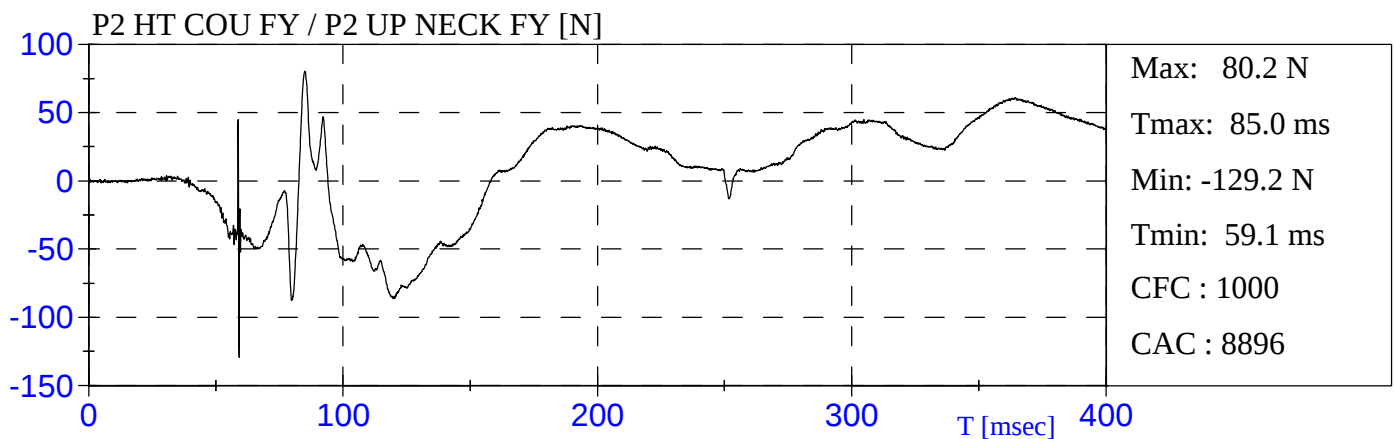
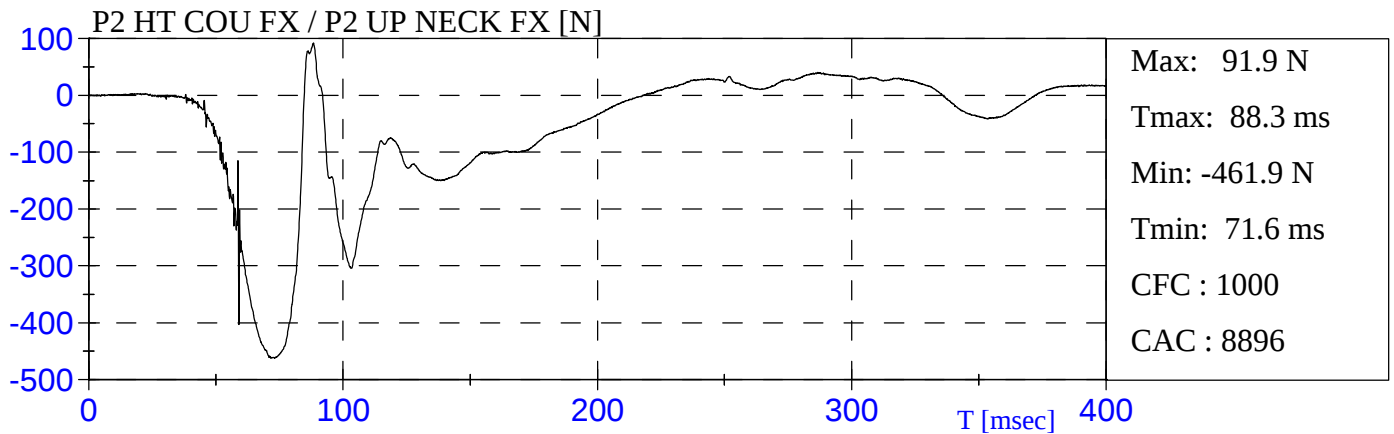
COLLISION FRONTALE
FRONTAL CRASH
SUZUKI AERIO 2004

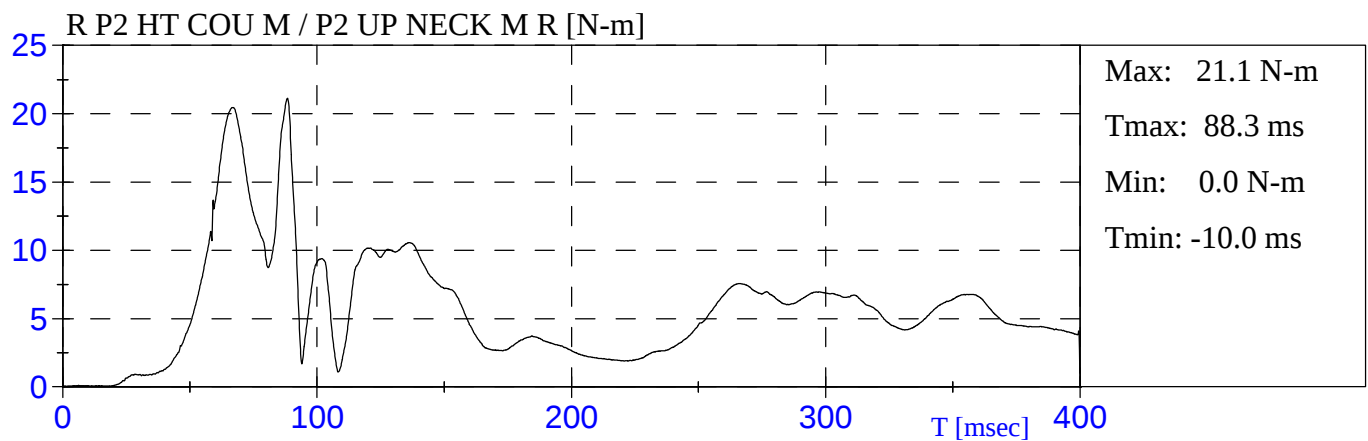
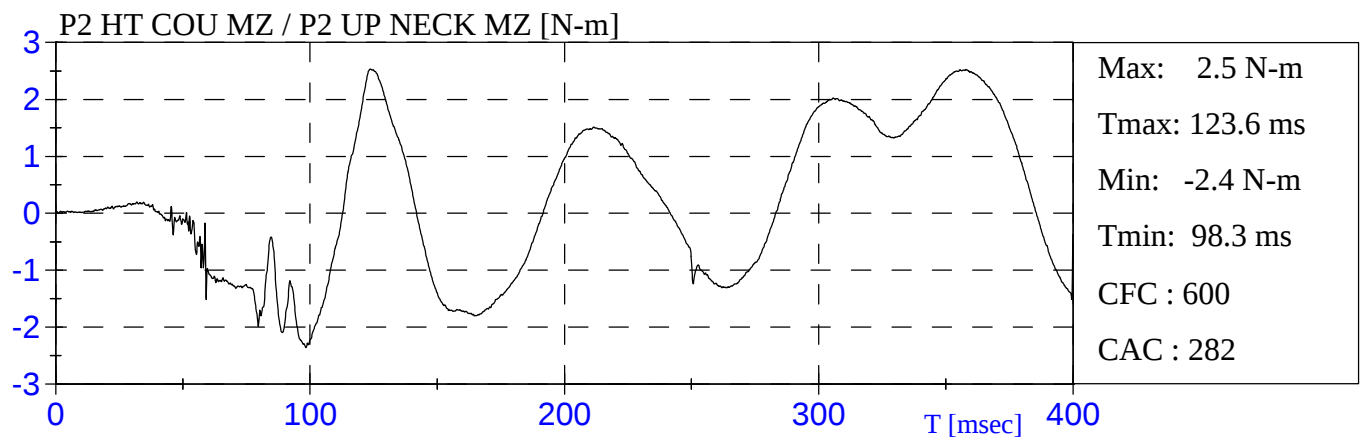
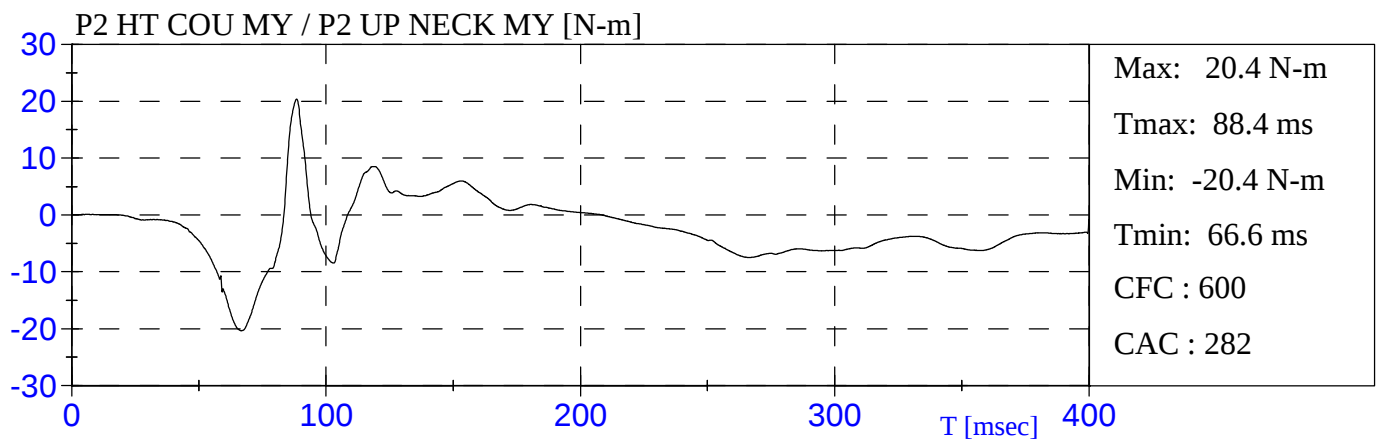
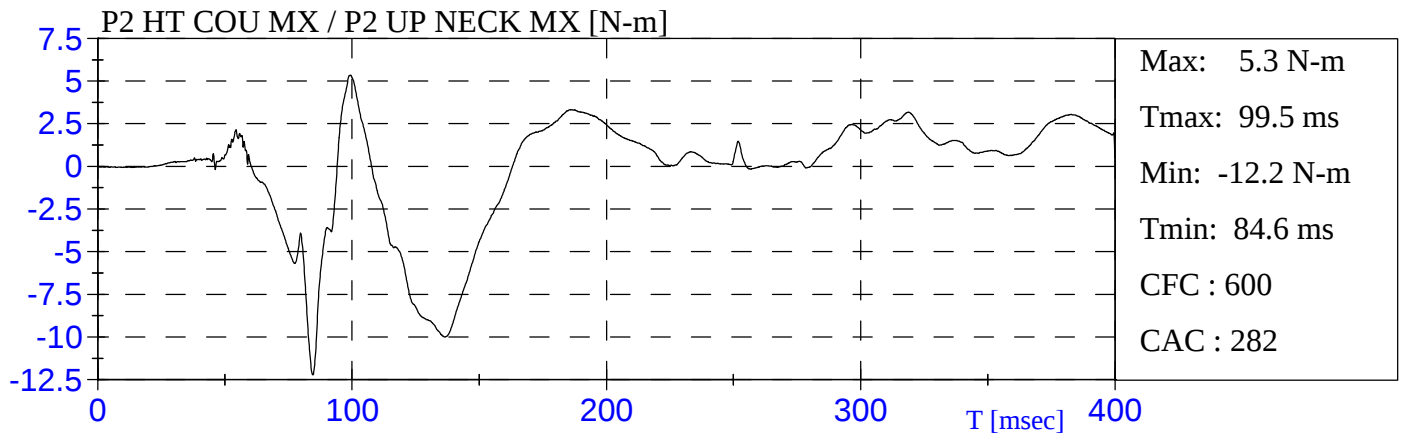
Date: 2004-03-19
N° TC / TC No.: TC04-129

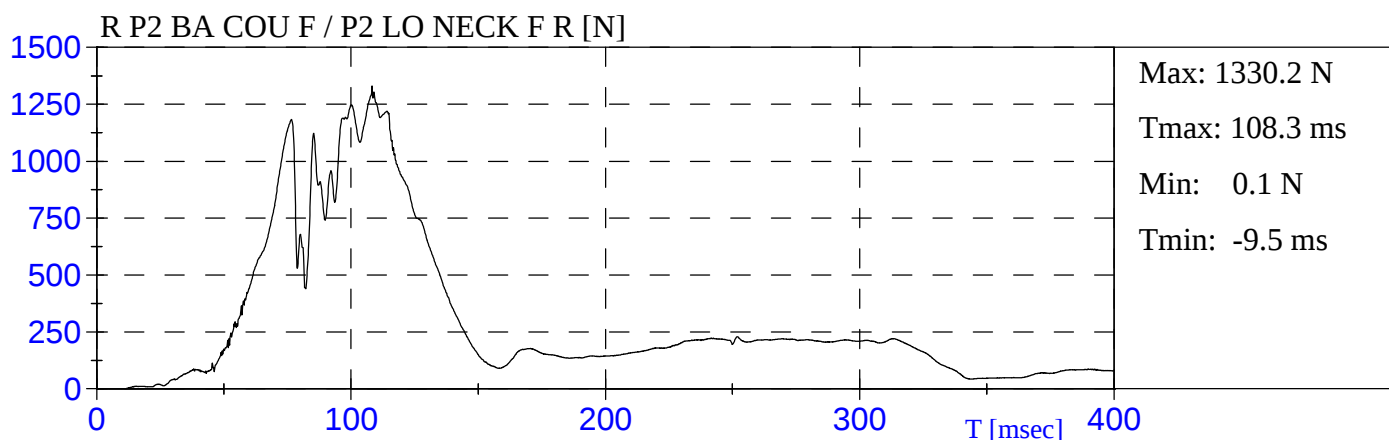
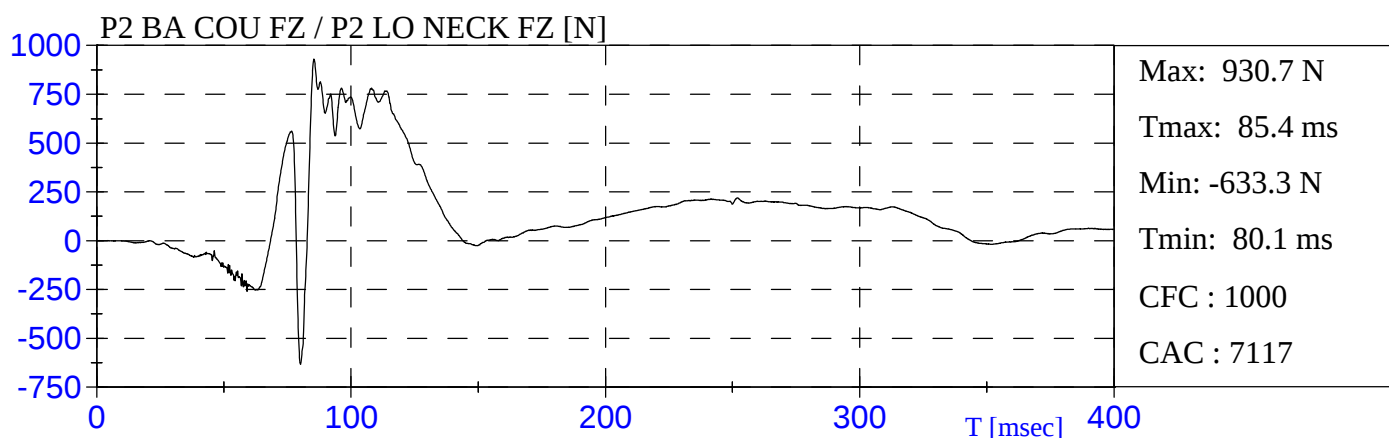
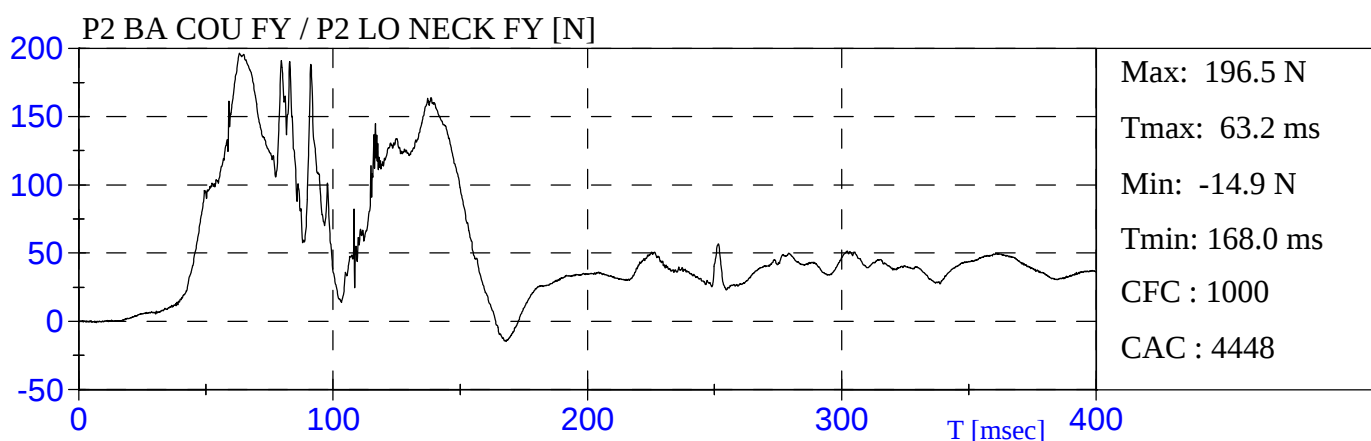
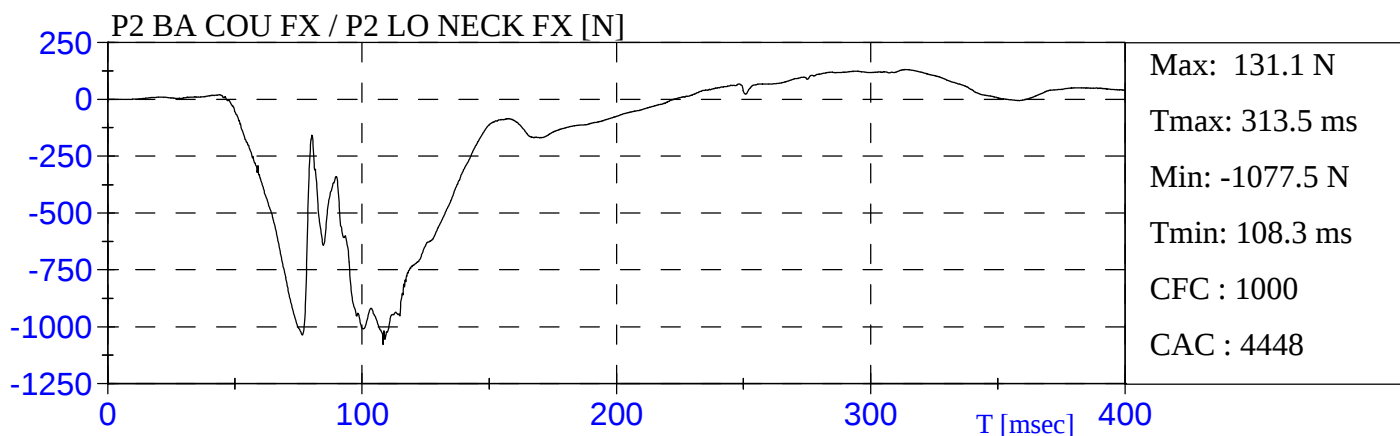


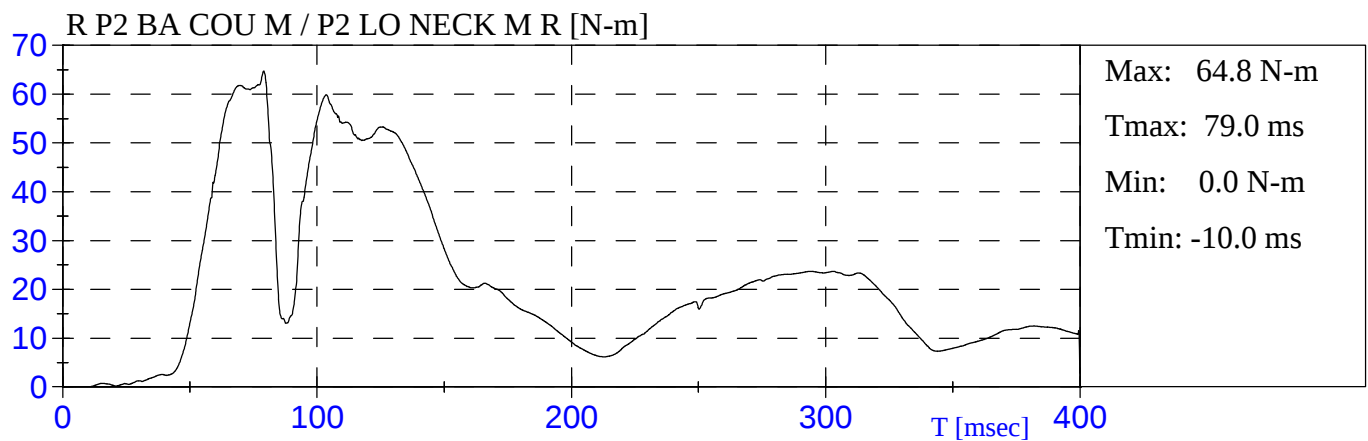
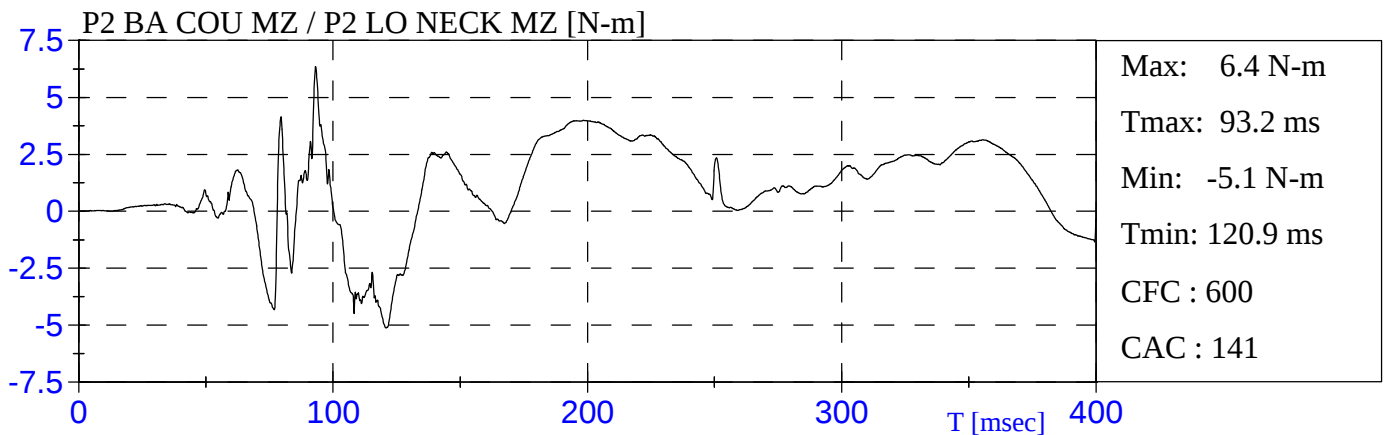
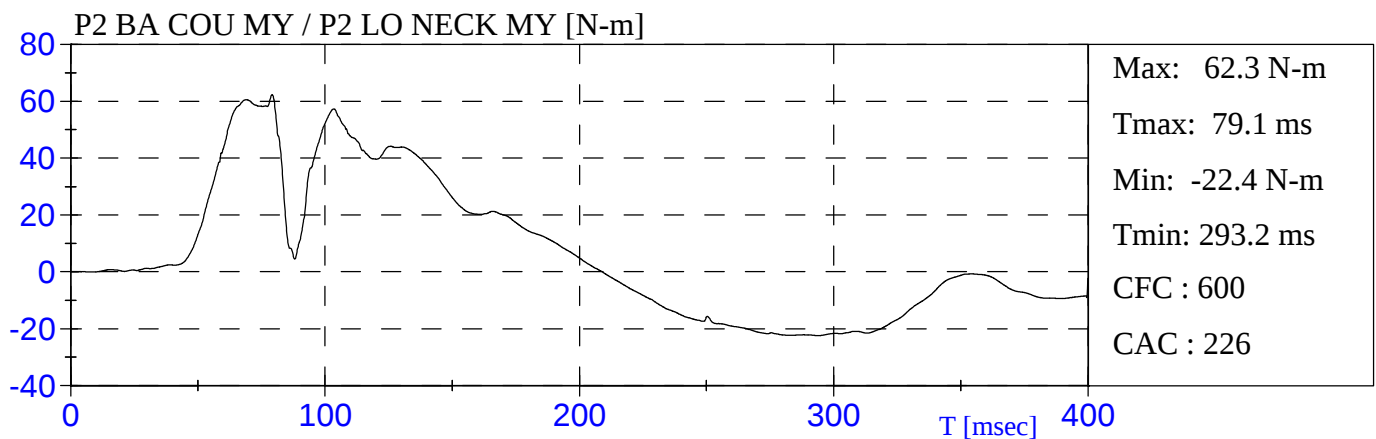
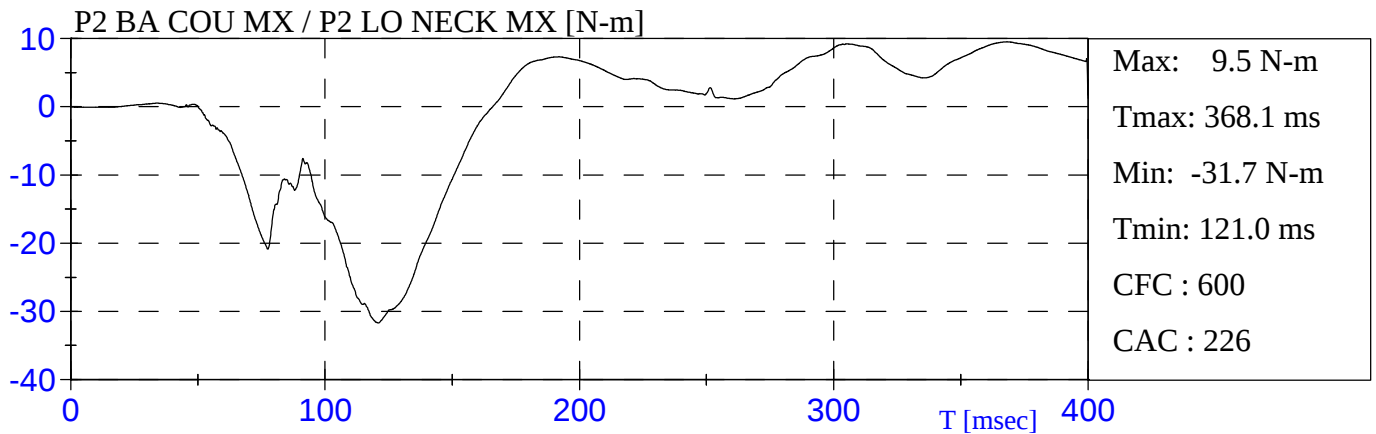


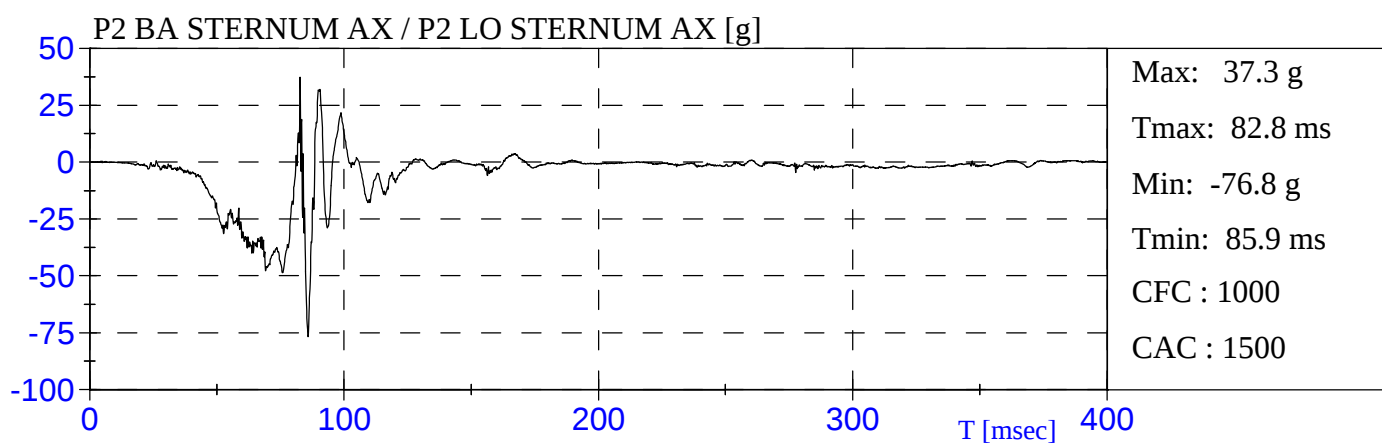
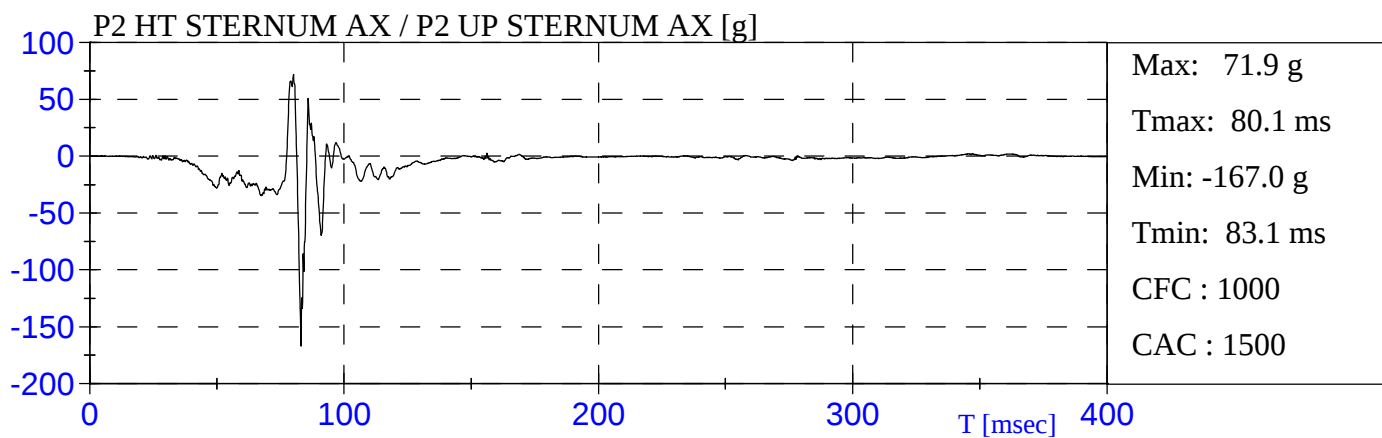


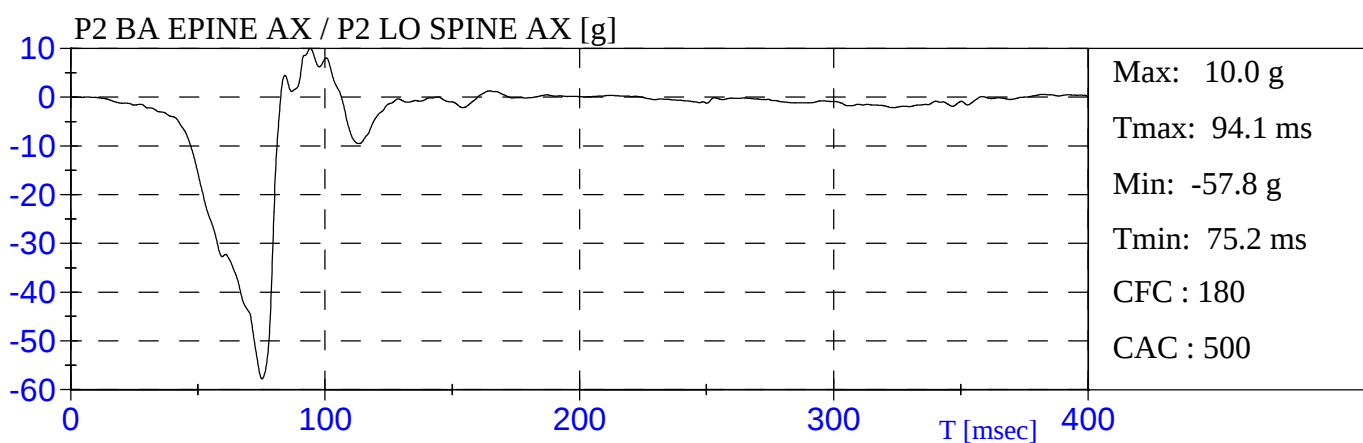
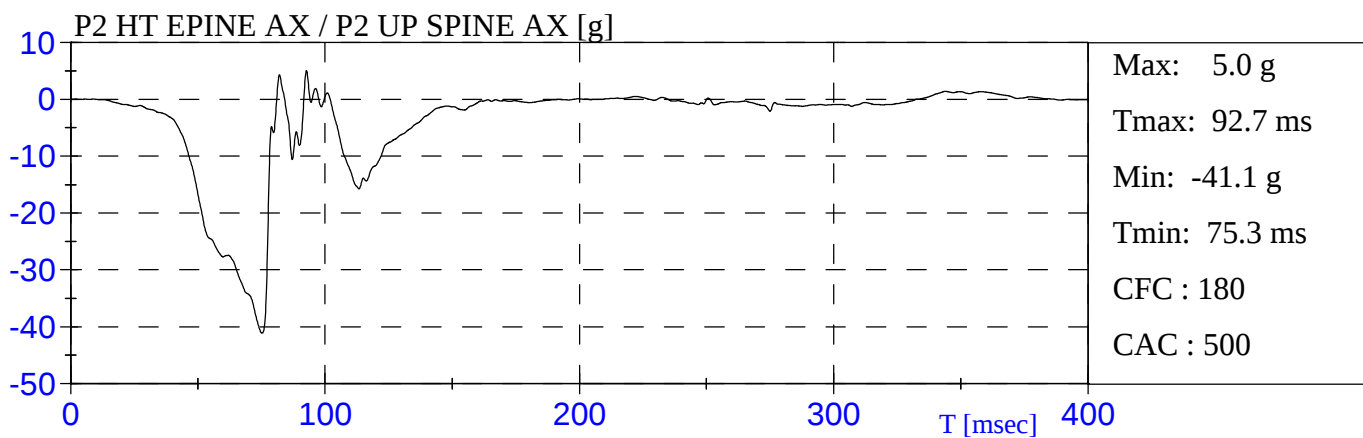


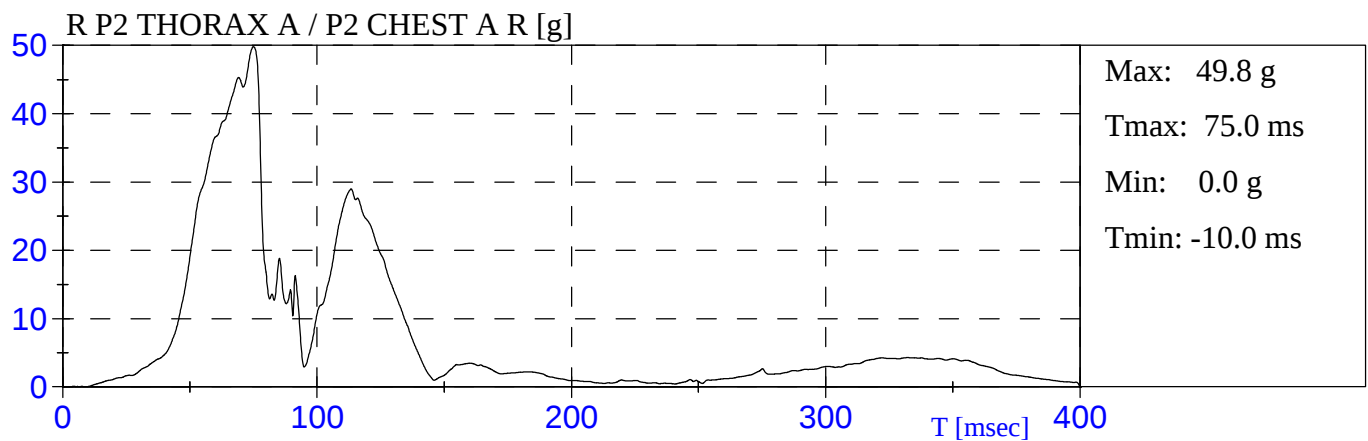
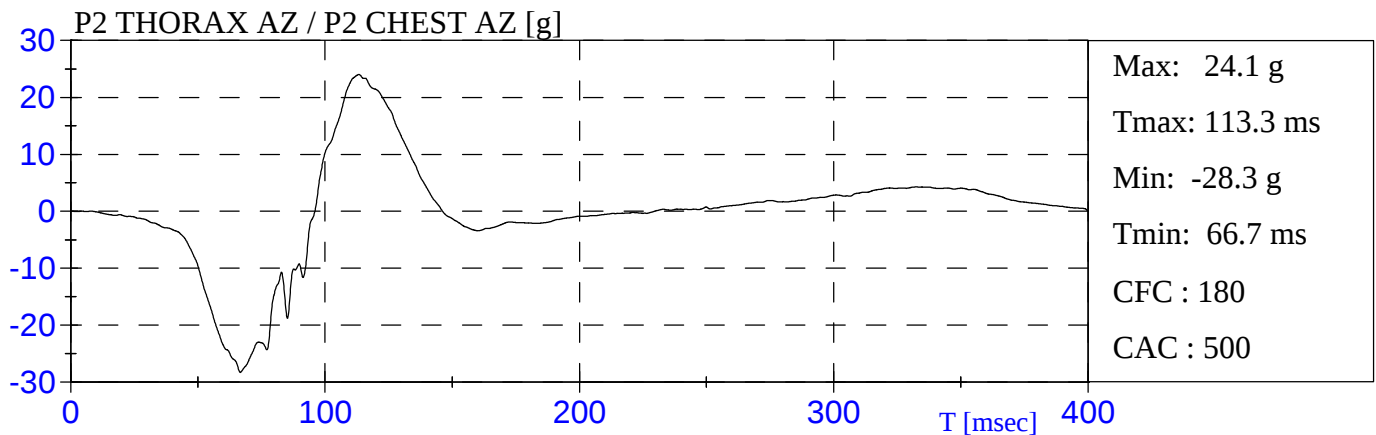
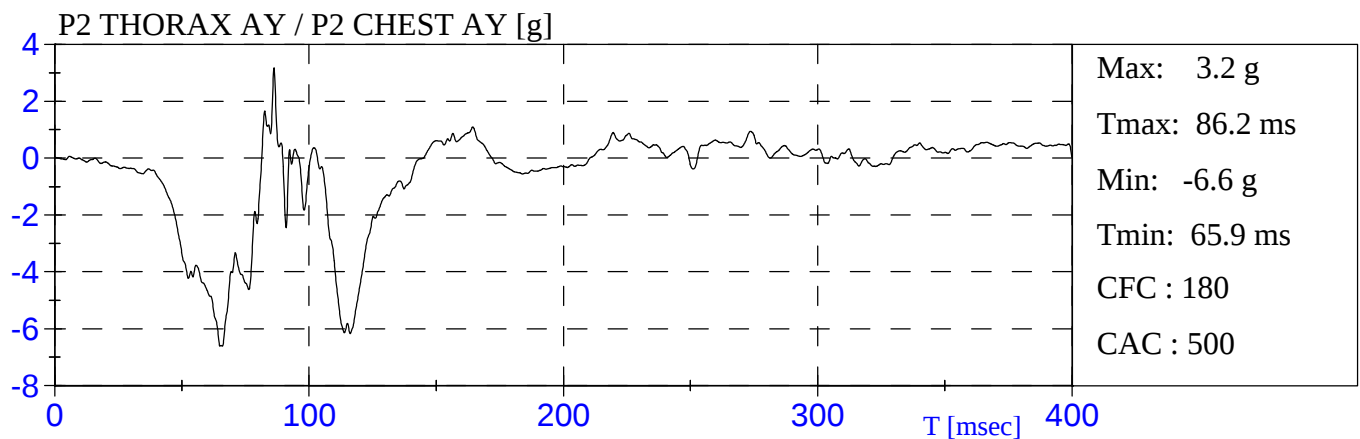
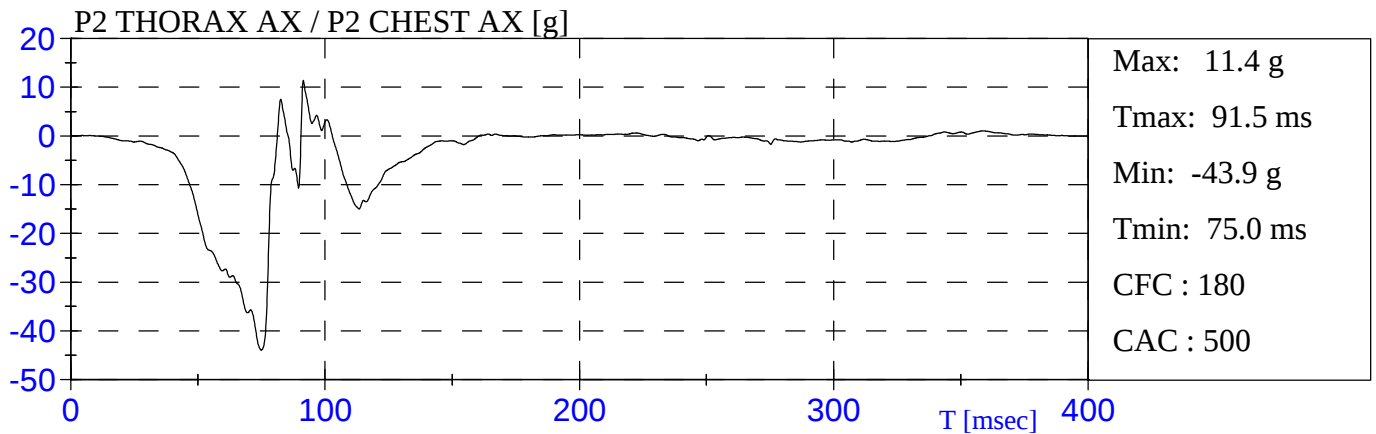


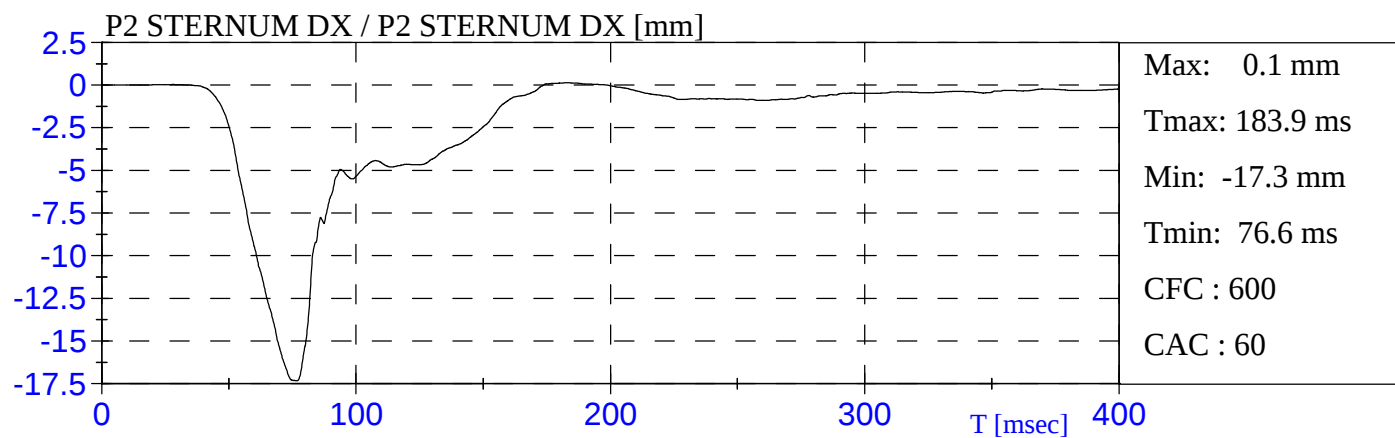








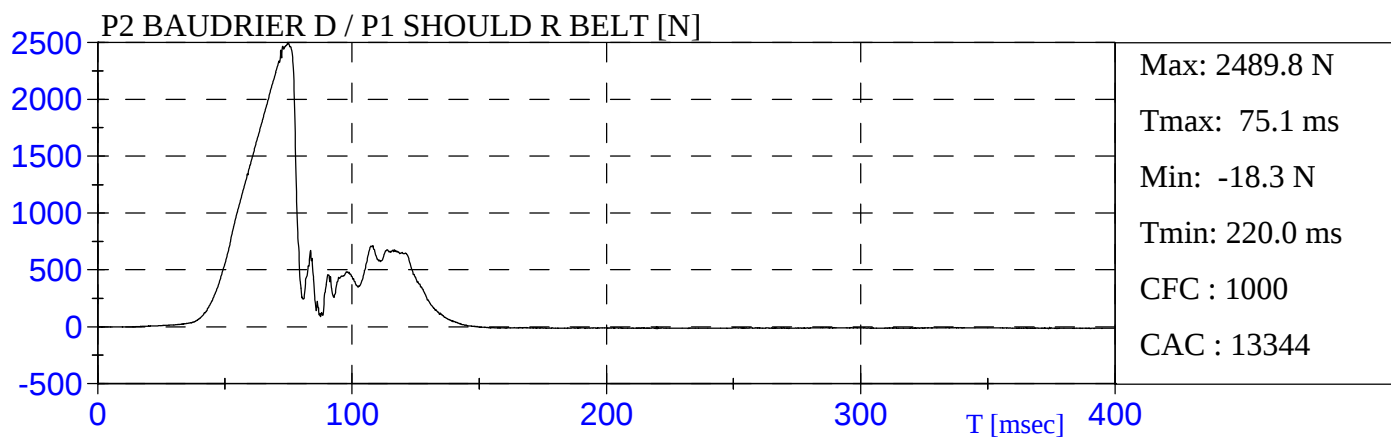


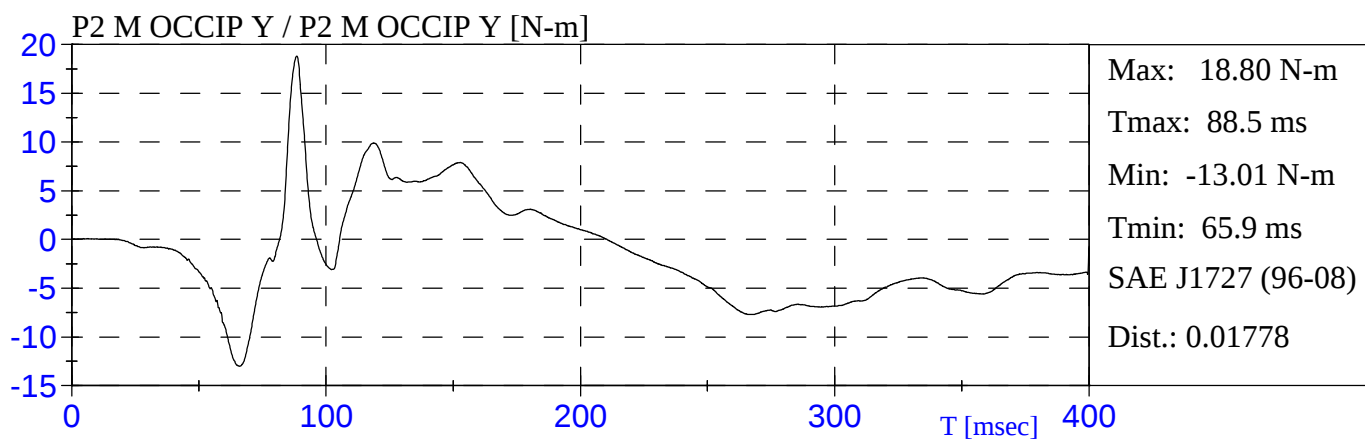


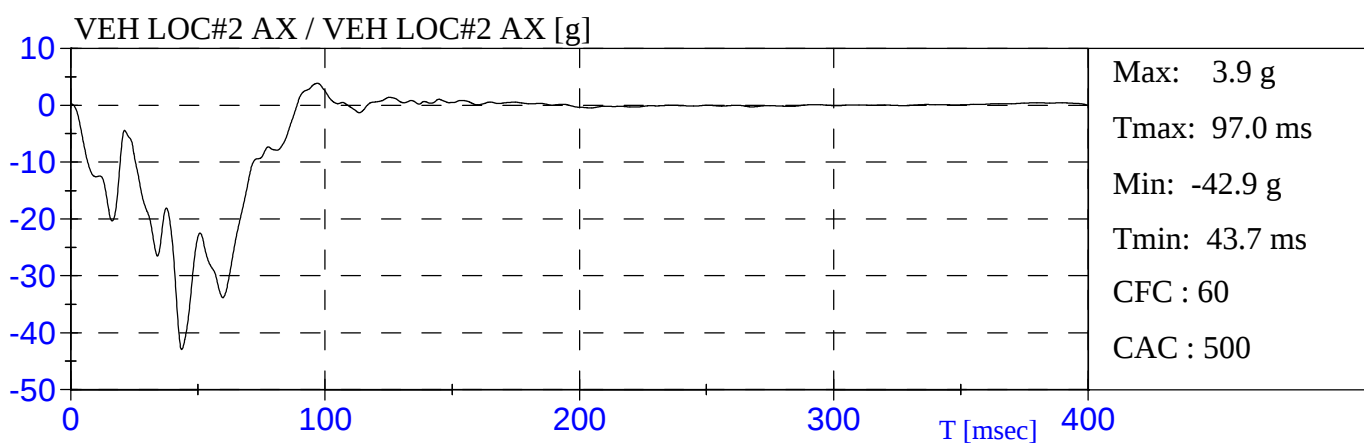
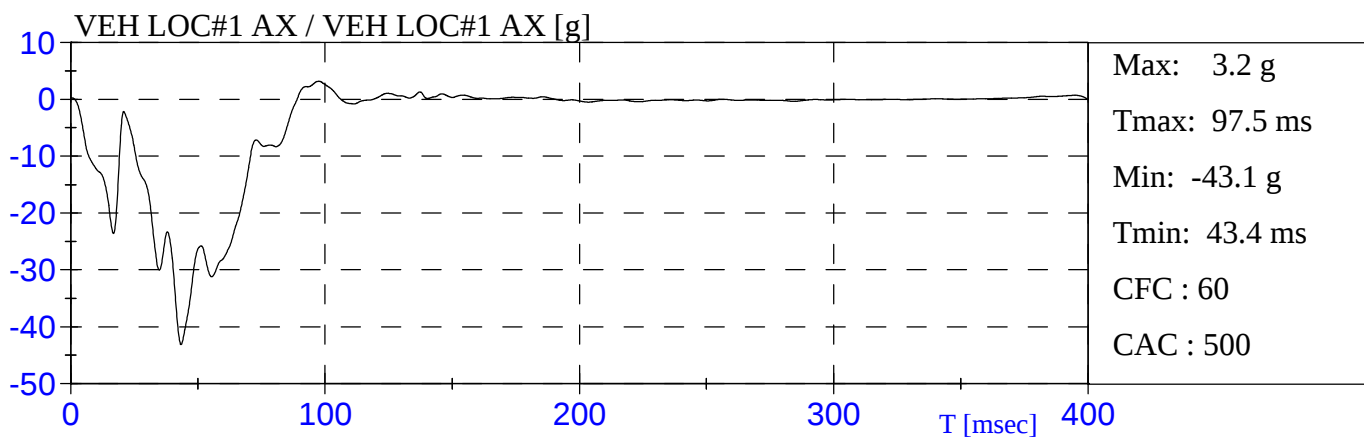


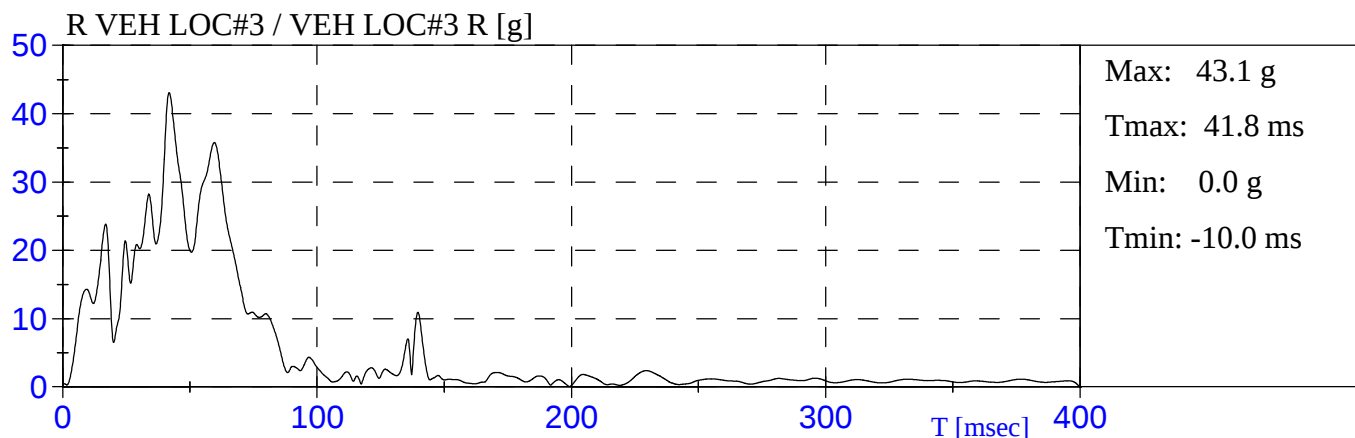
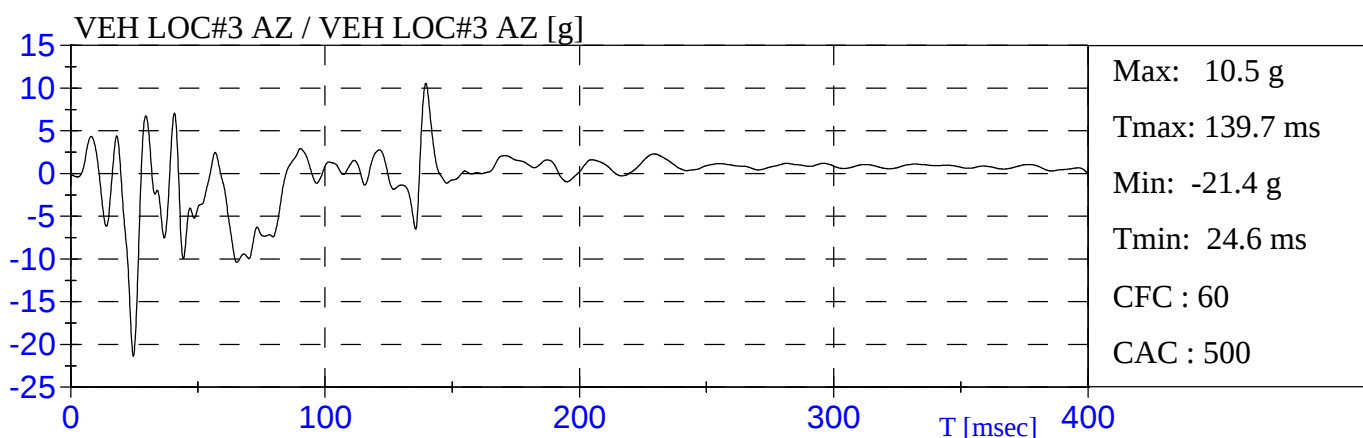
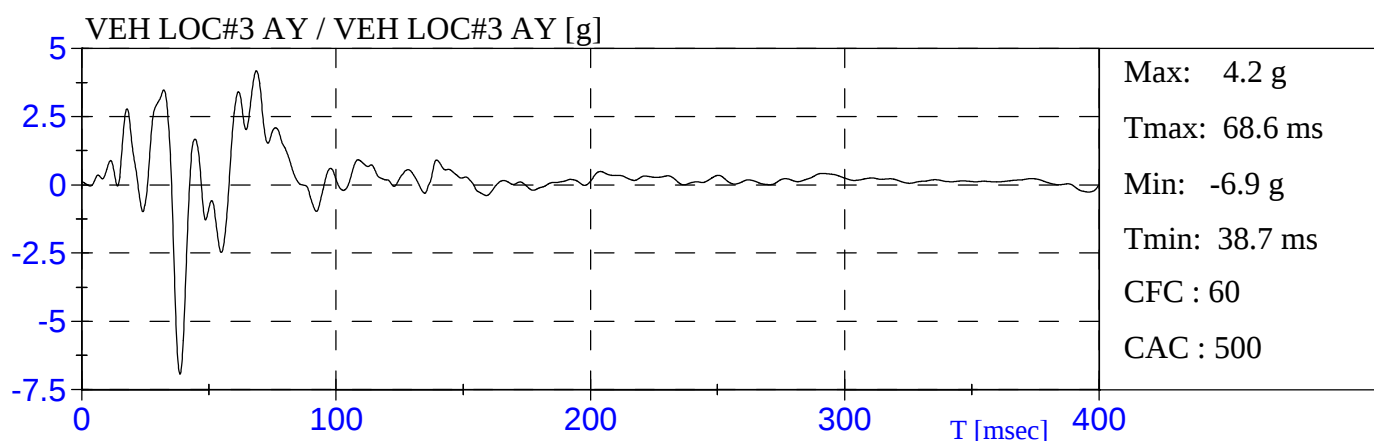
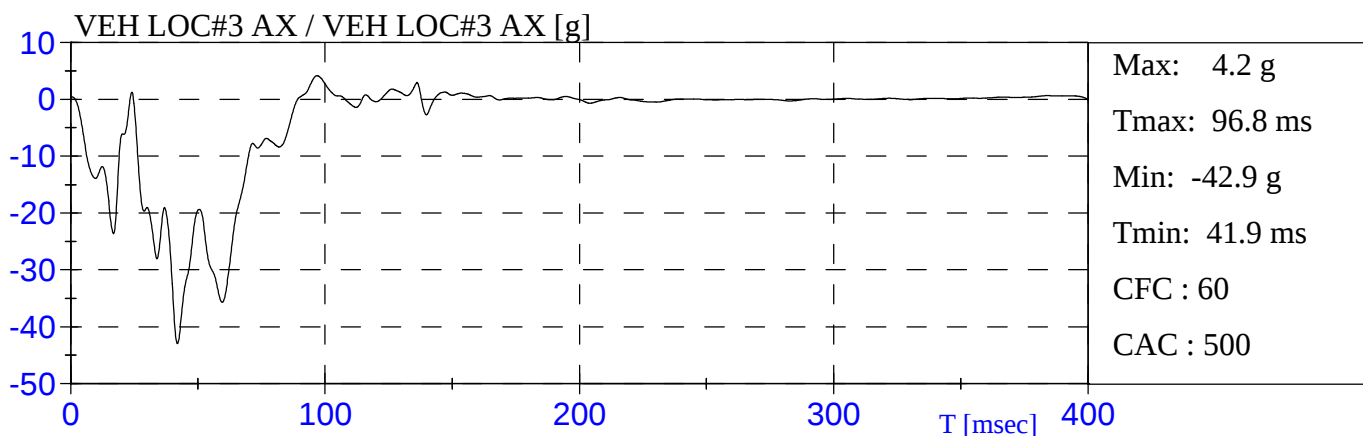
COLLISION FRONTALE
FRONTAL CRASH
SUZUKI AERIO 2004

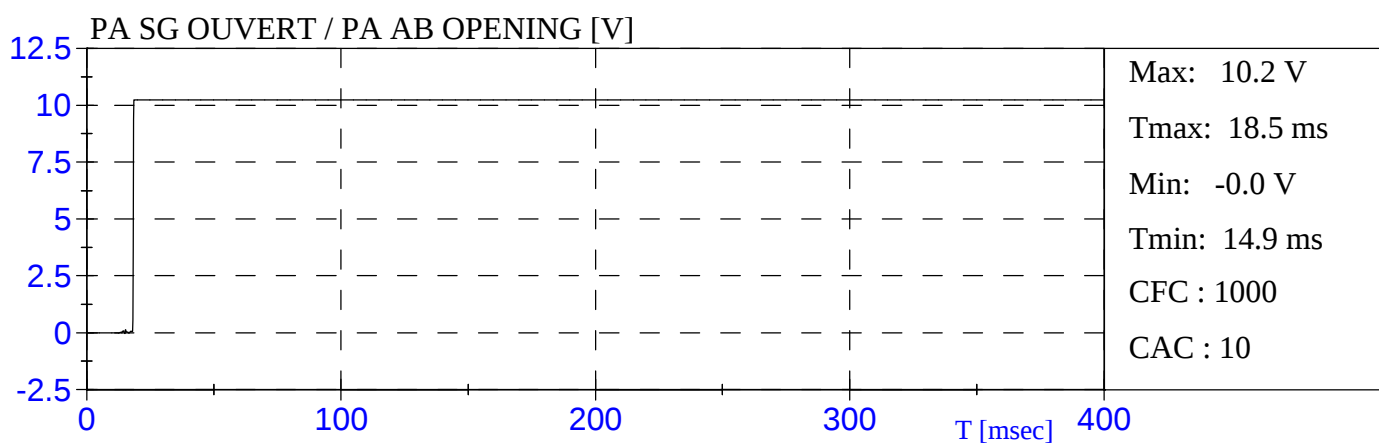
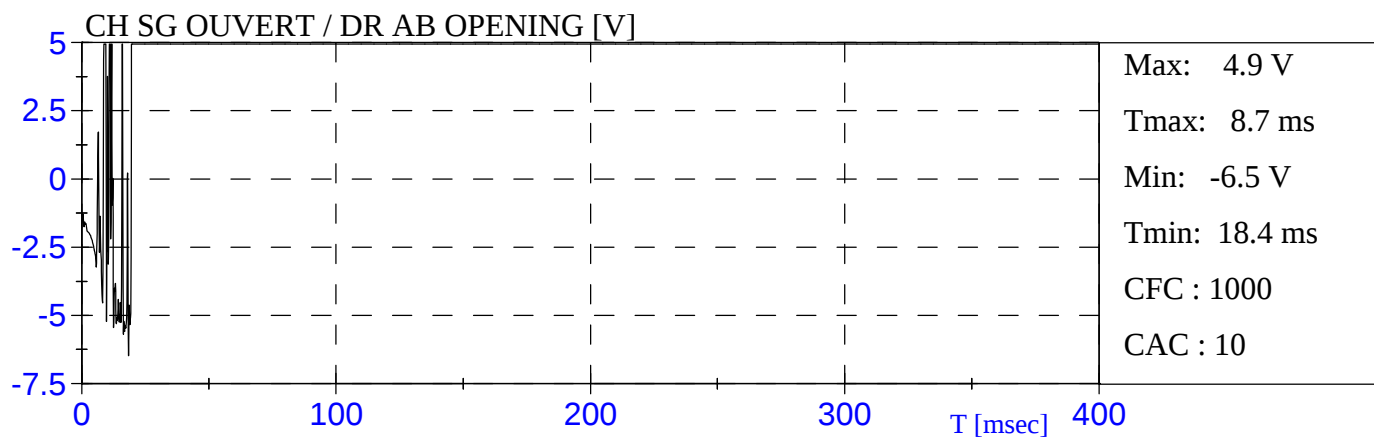
Date: 2004-03-19
N° TC / TC No.: TC04-129

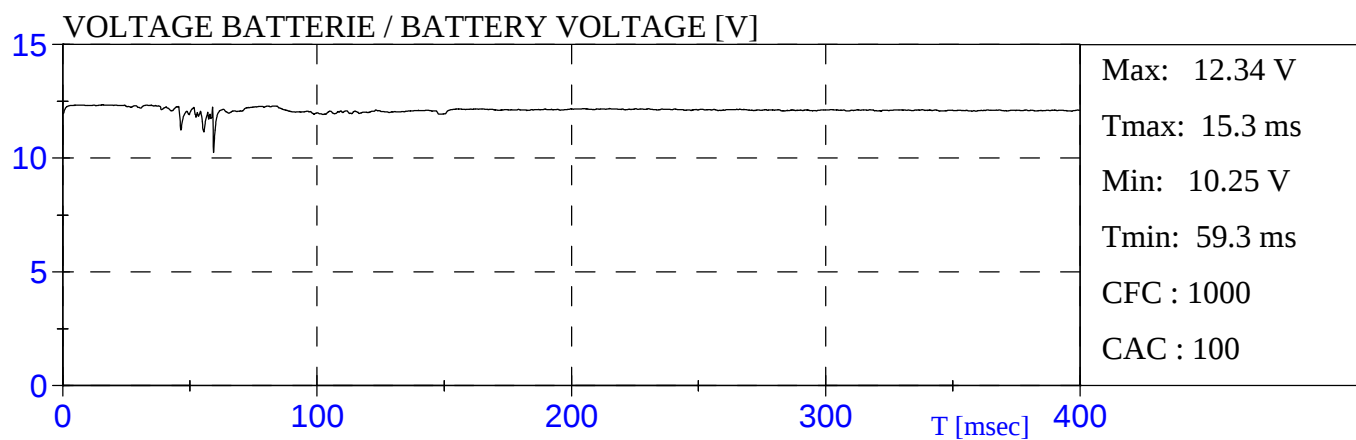


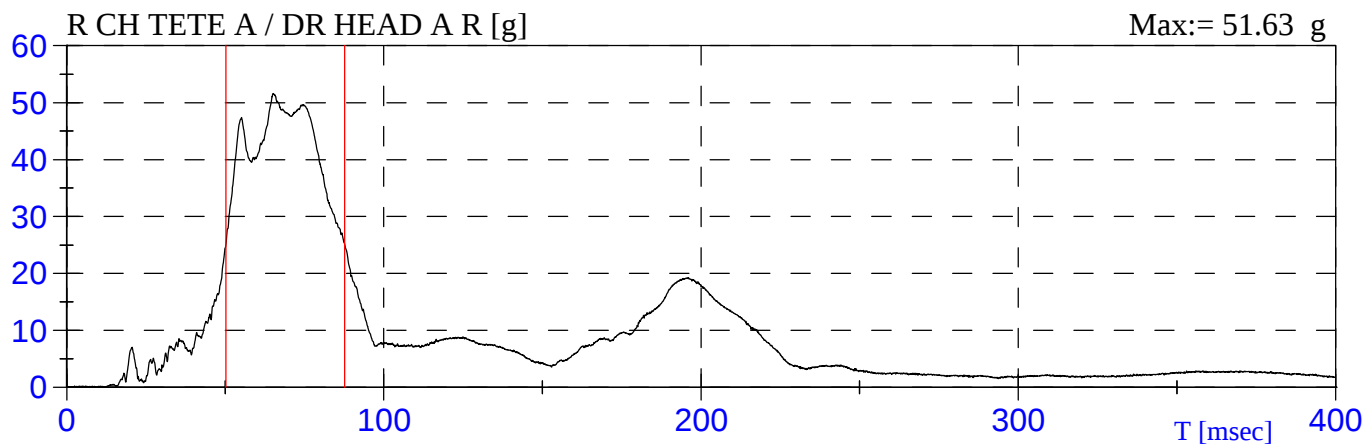










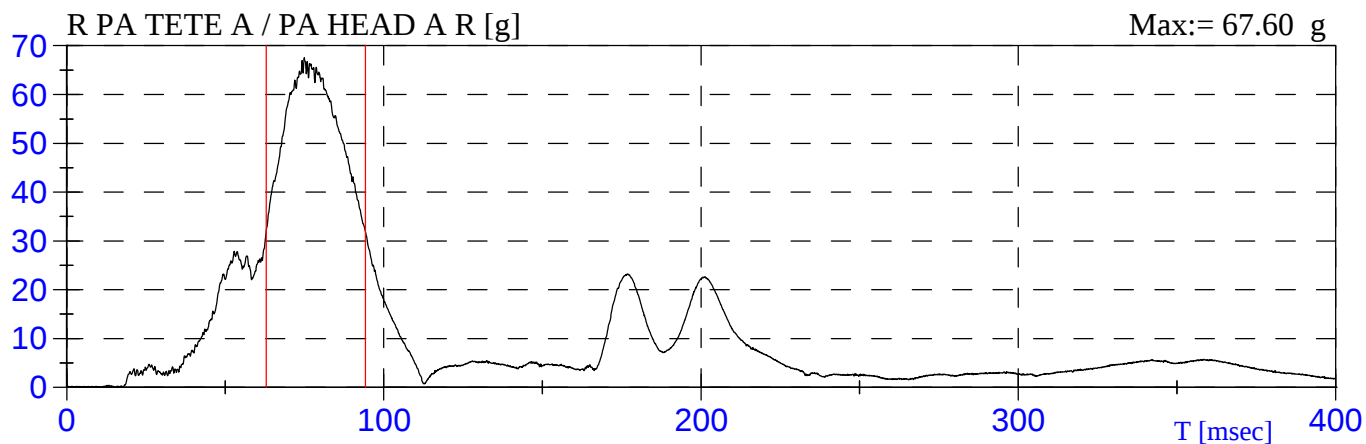


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 425	HIC(36ms):= 424	HIC(15ms):= 248
T1:= 50.2 ms	T1:= 50.5 ms	T1:= 62.8 ms
T2:= 87.6 ms	T2:= 86.5 ms	T2:= 77.8 ms

* Selon / According To: SAE J1727 96-08

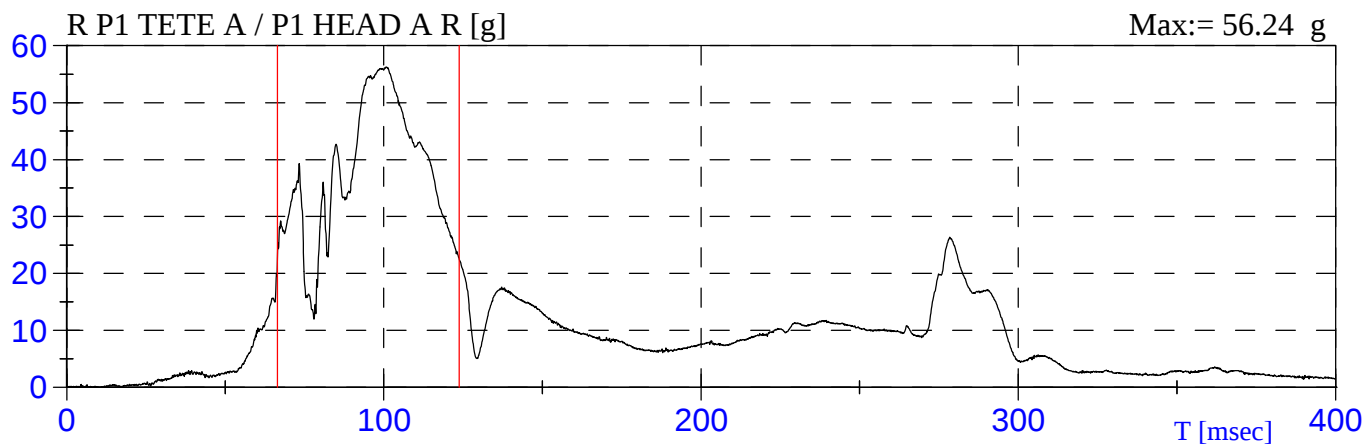


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 644	HIC(36ms):= 644	HIC(15ms):= 464
T1:= 63.0 ms	T1:= 63.0 ms	T1:= 69.1 ms
T2:= 94.2 ms	T2:= 94.2 ms	T2:= 84.1 ms

* Selon / According To: SAE J1727 96-08

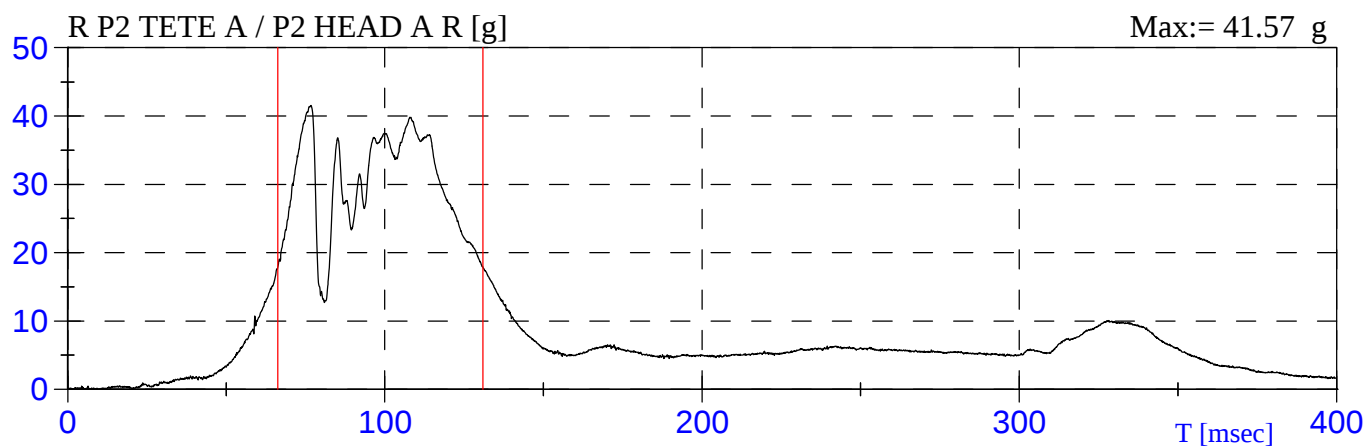


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 502	HIC(36ms):= 477	HIC(15ms):= 306
T1:= 66.4 ms	T1:= 83.1 ms	T1:= 92.0 ms
T2:= 123.8 ms	T2:= 119.1 ms	T2:= 107.0 ms

* Selon / According To: SAE J1727 96-08

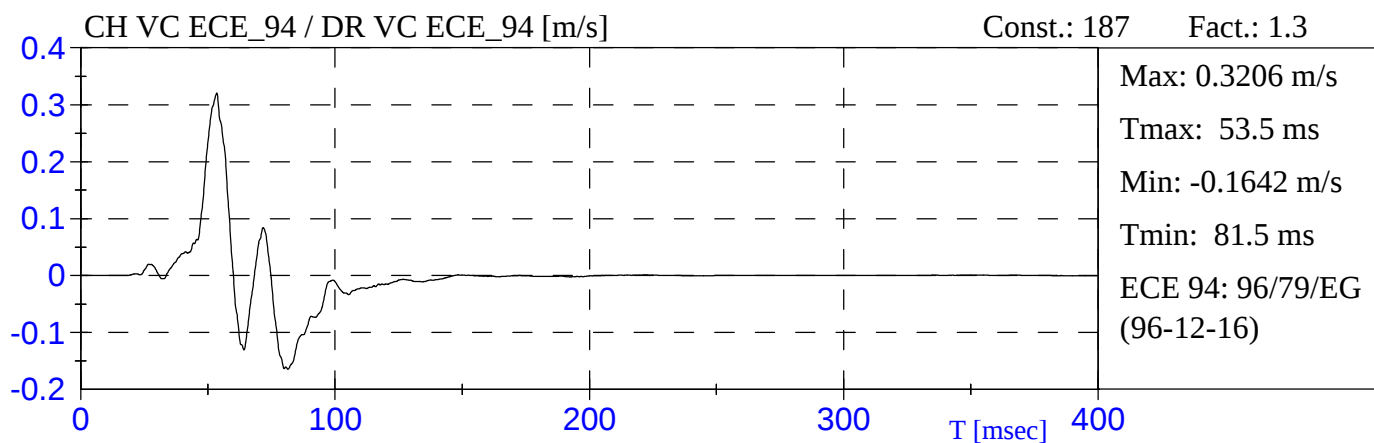
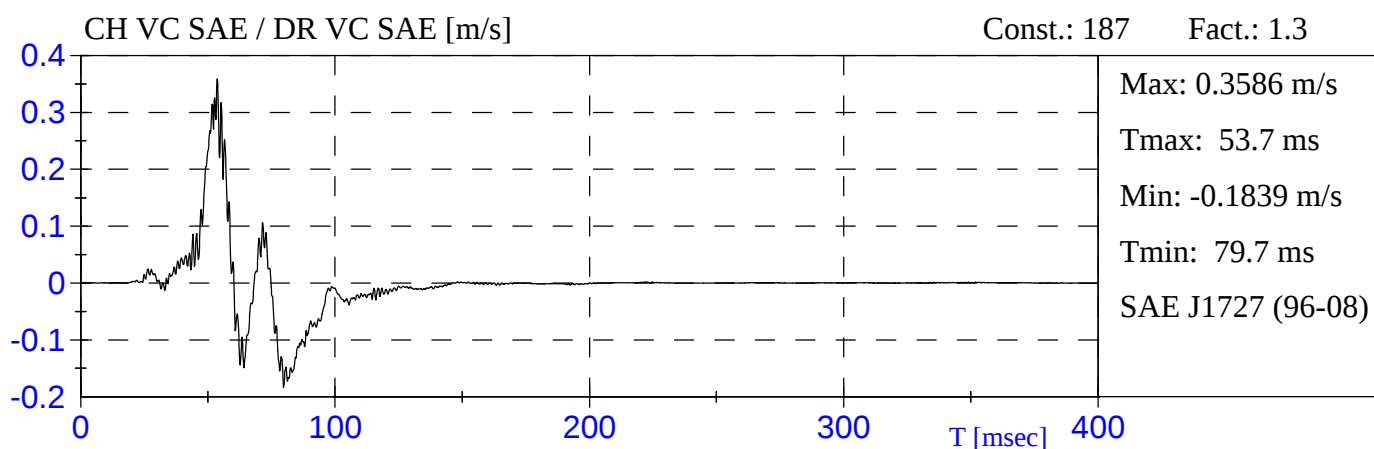
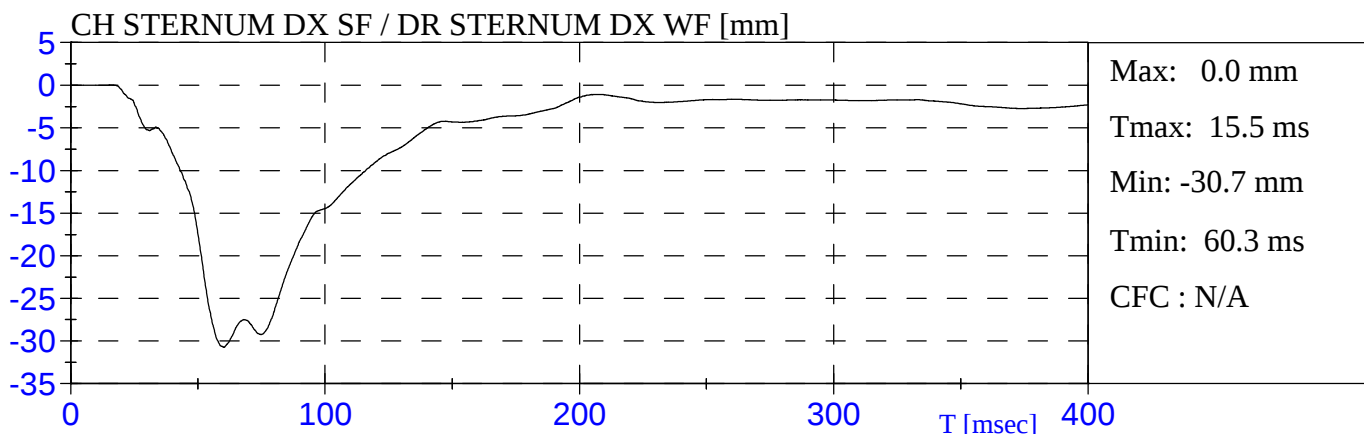


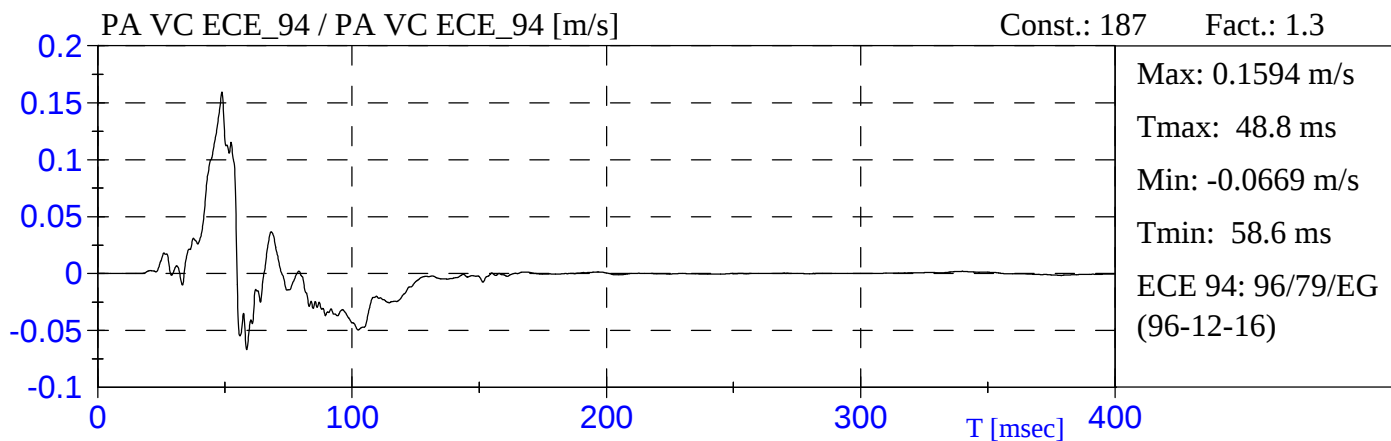
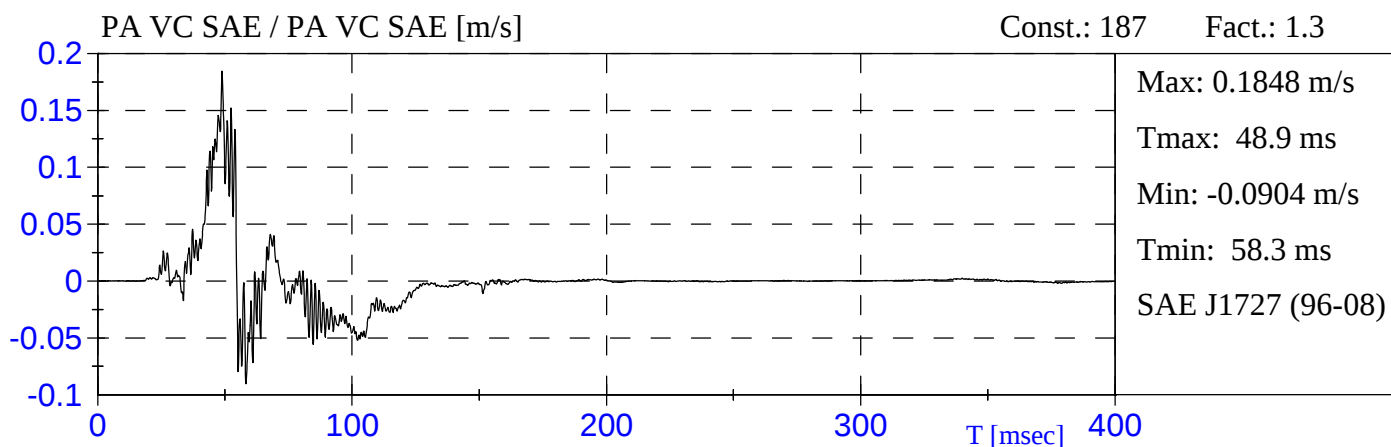
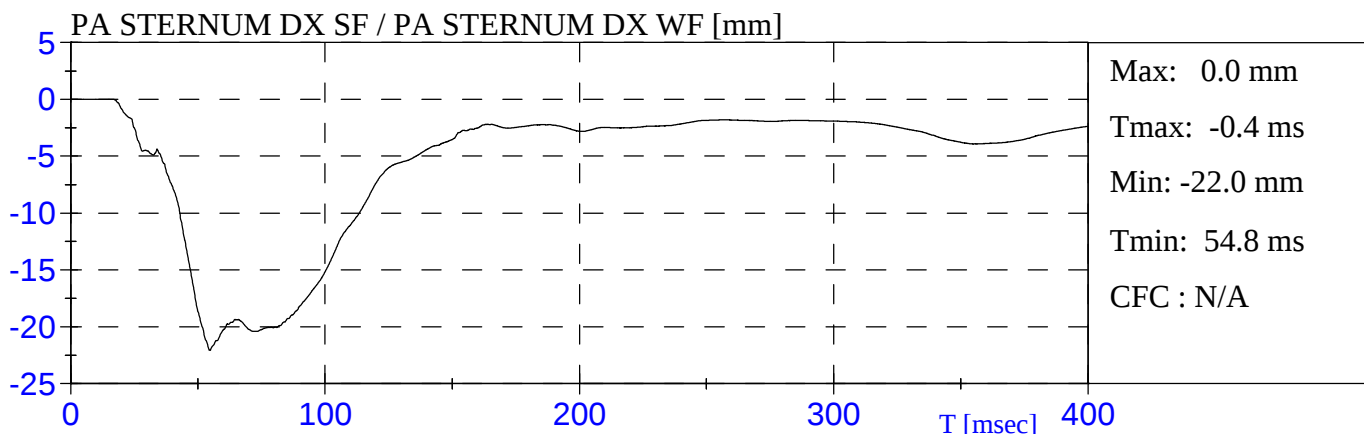
HEAD INJURY CRITERIA (HIC) *

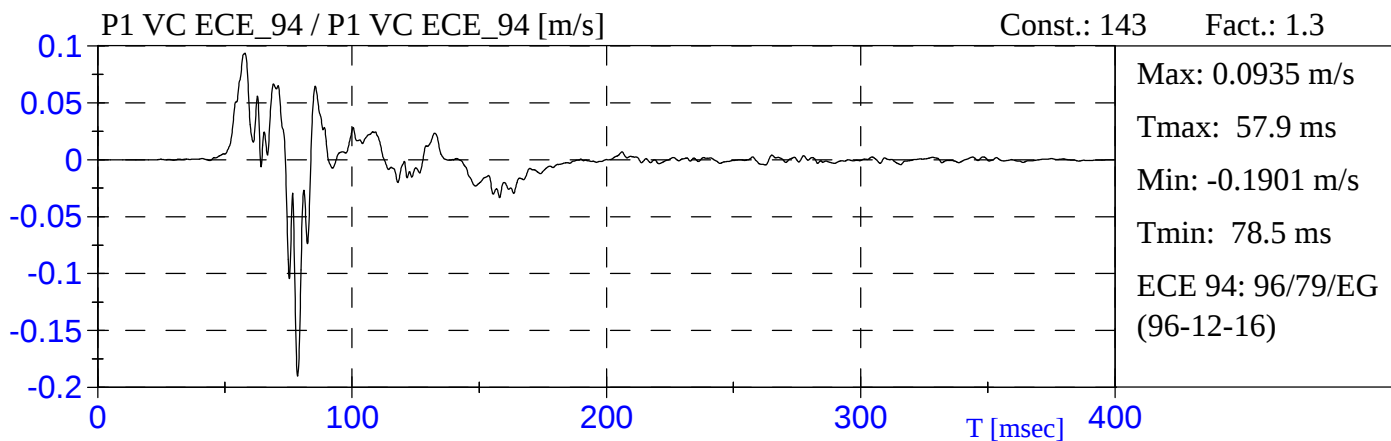
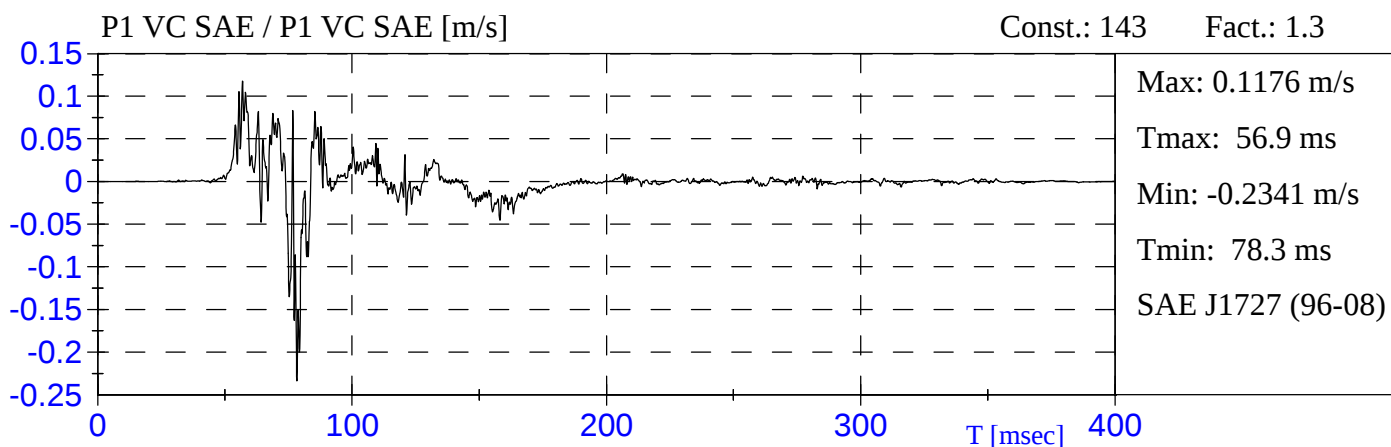
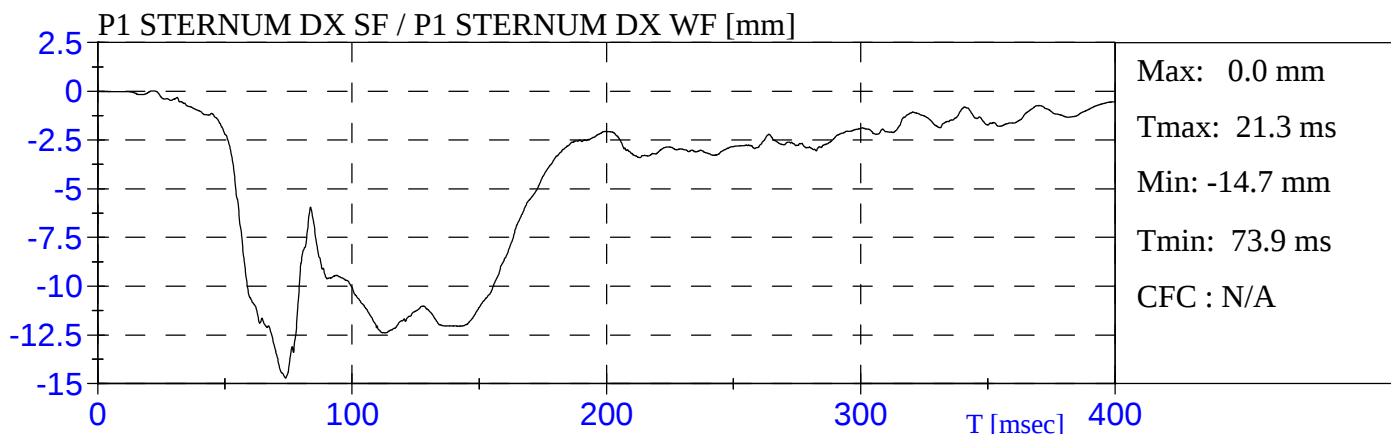
CRITÈRE DE BLESSURE DE LA TÊTE

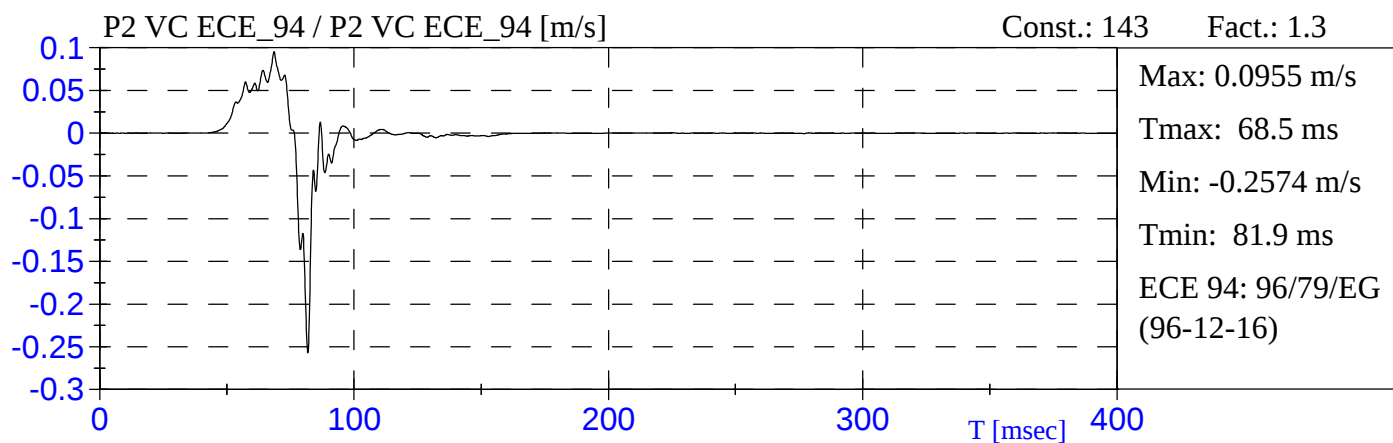
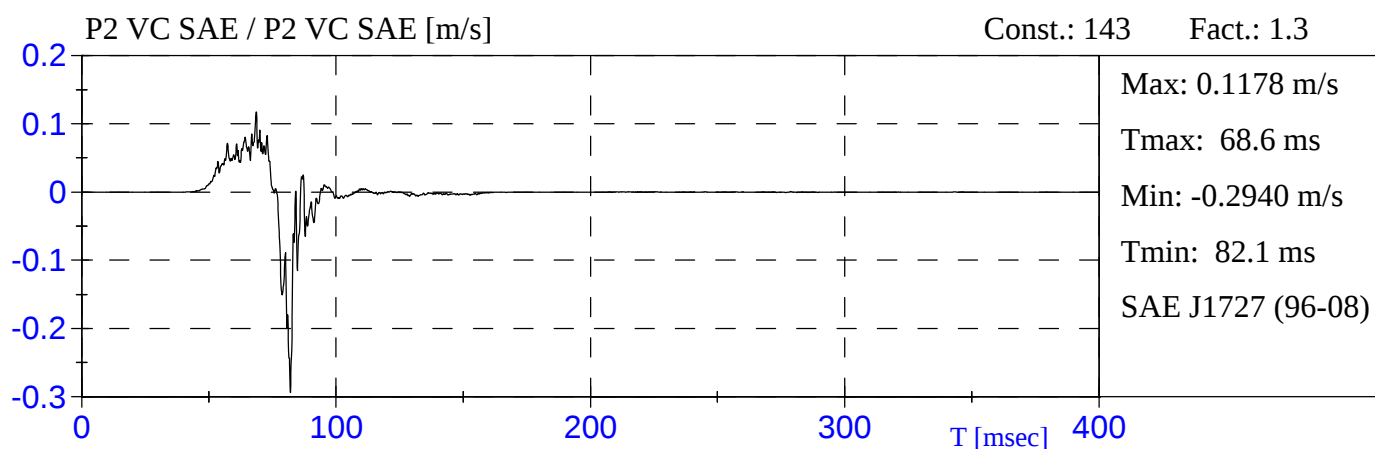
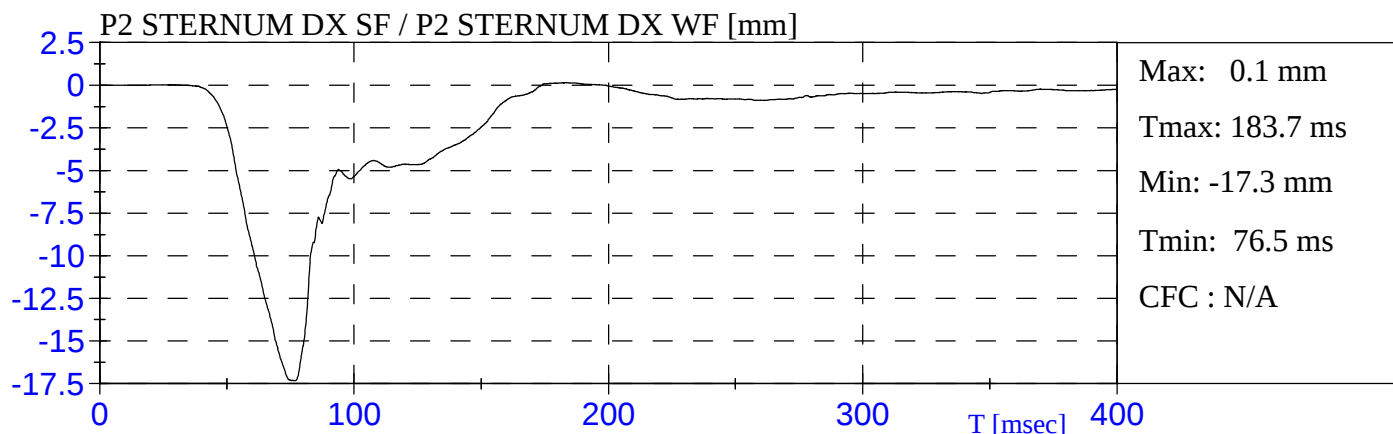
HIC:= 316	HIC(36ms):= 234	HIC(15ms):= 124
T1:= 66.2 ms	T1:= 83.6 ms	T1:= 99.4 ms
T2:= 130.9 ms	T2:= 119.6 ms	T2:= 114.4 ms

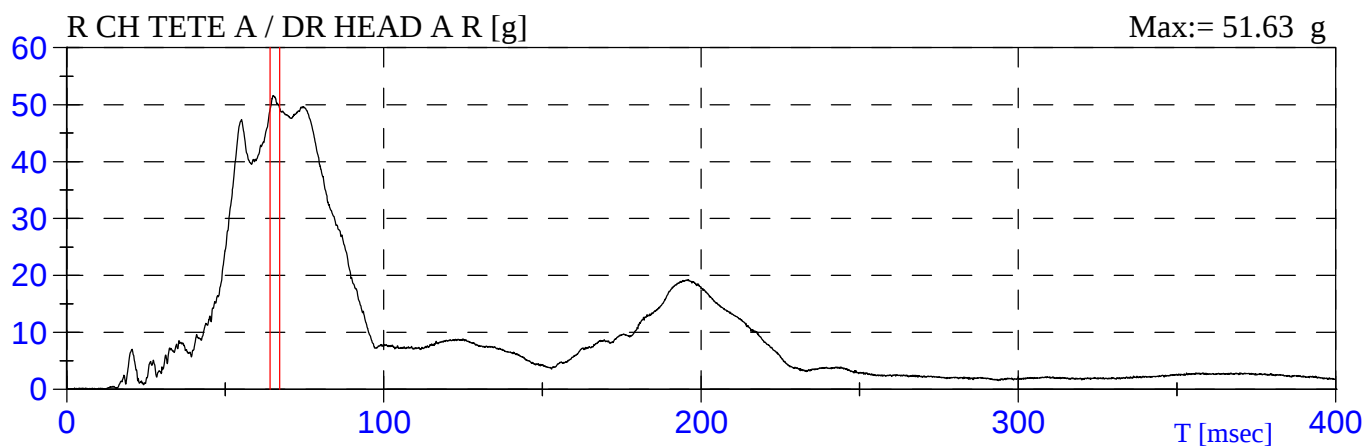
* Selon / According To: SAE J1727 96-08





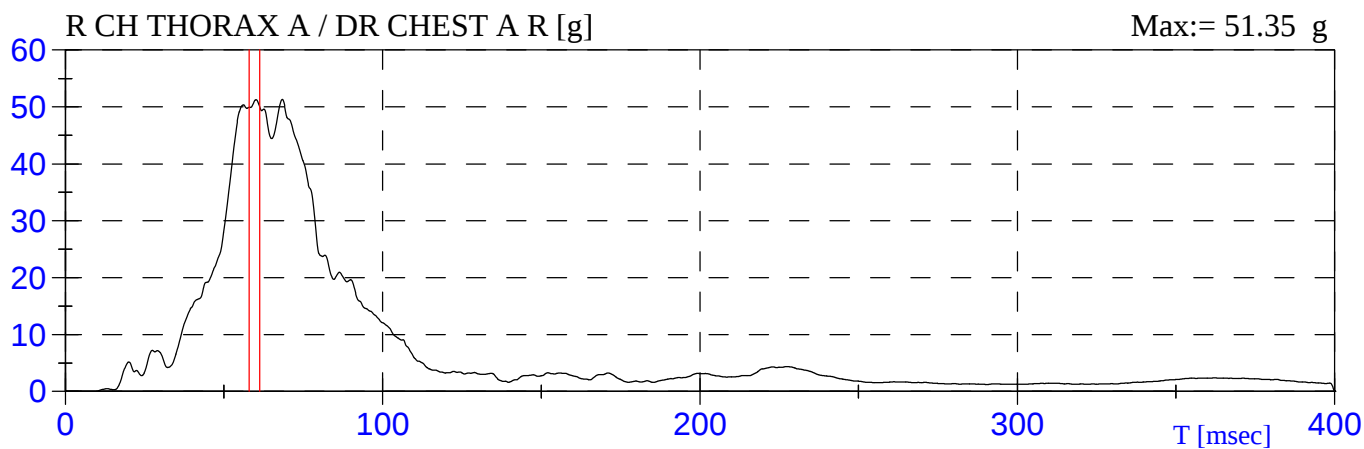






CLIP 3ms *

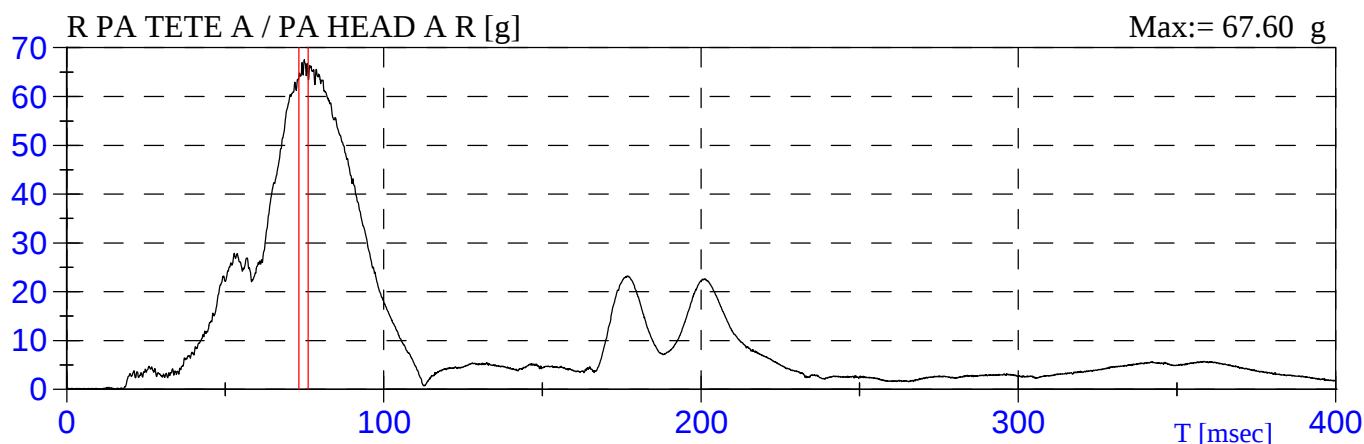
Acc. := 49.27 g	T1:= 64.1 ms	T2:= 67.1 ms
-----------------	--------------	--------------



CLIP 3ms *

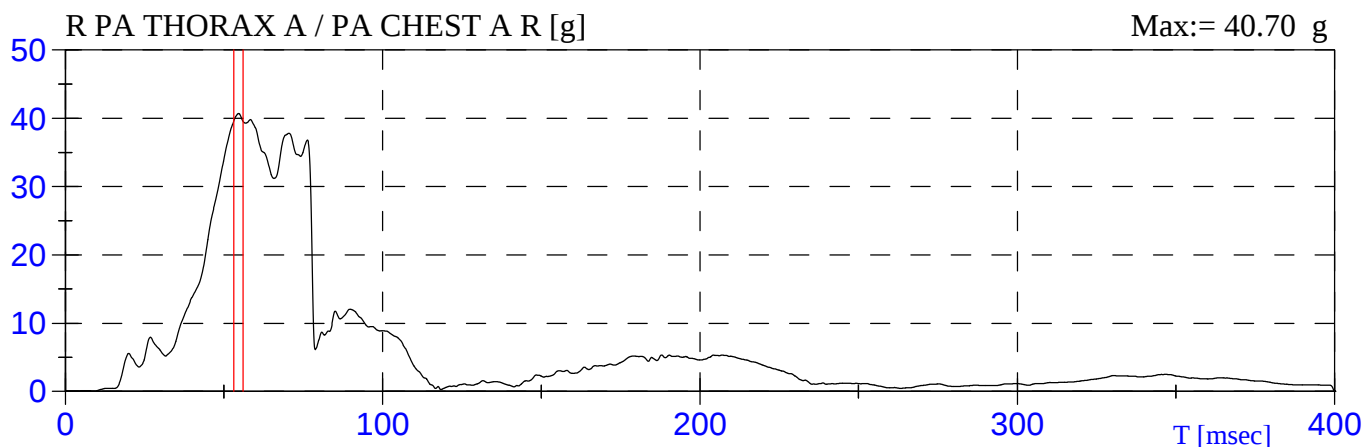
Acc. := 49.92 g	T1:= 57.9 ms	T2:= 61.2 ms
-----------------	--------------	--------------

* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 64.05 g	T1:= 73.2 ms	T2:= 76.2 ms
-----------------	--------------	--------------



CLIP 3ms *

Acc. := 39.58 g	T1:= 53.1 ms	T2:= 56.1 ms
-----------------	--------------	--------------

* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

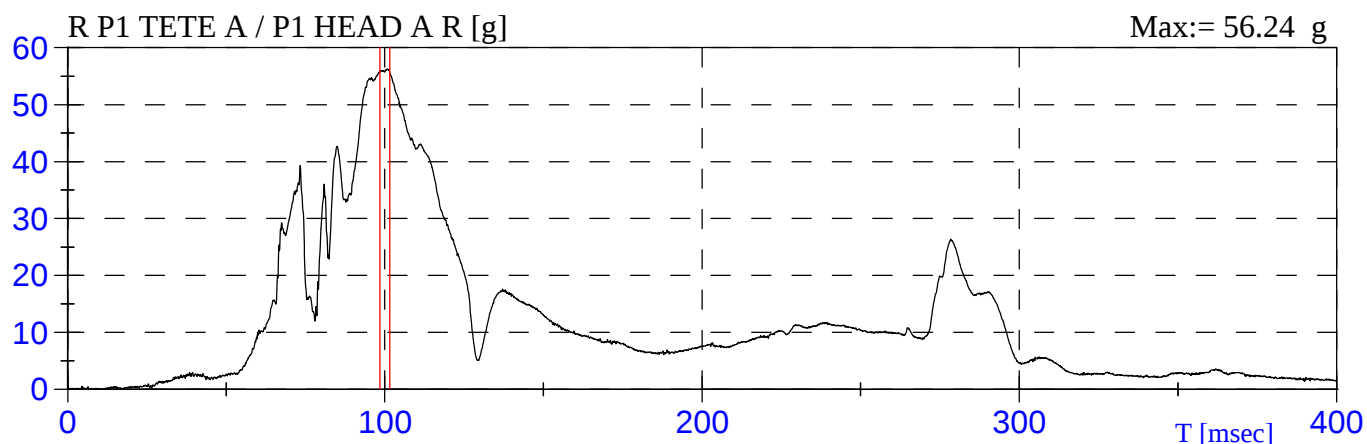


CLIP 3ms

Date: 2004-03-19

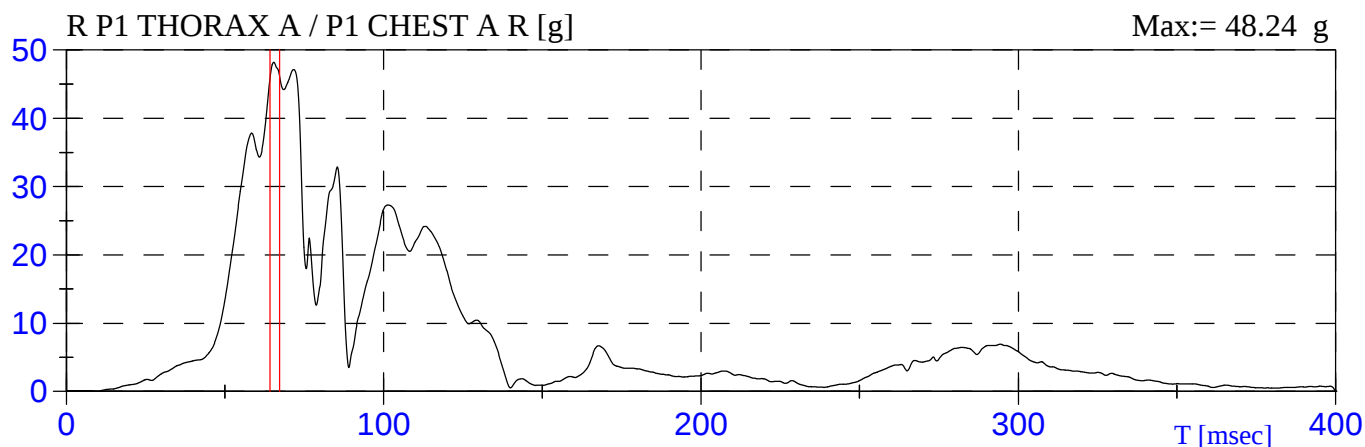
SUZUKI AERIO 2004

N° TC / TC No.: TC04-129



CLIP 3ms *

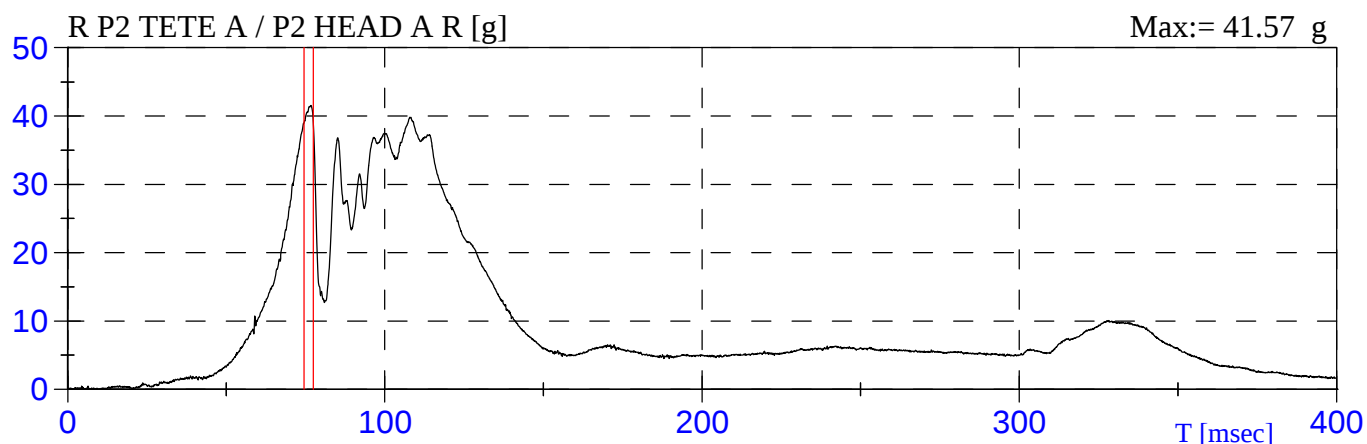
Acc. := 55.72 g	T1:= 98.5 ms	T2:= 101.6 ms
-----------------	--------------	---------------



CLIP 3ms *

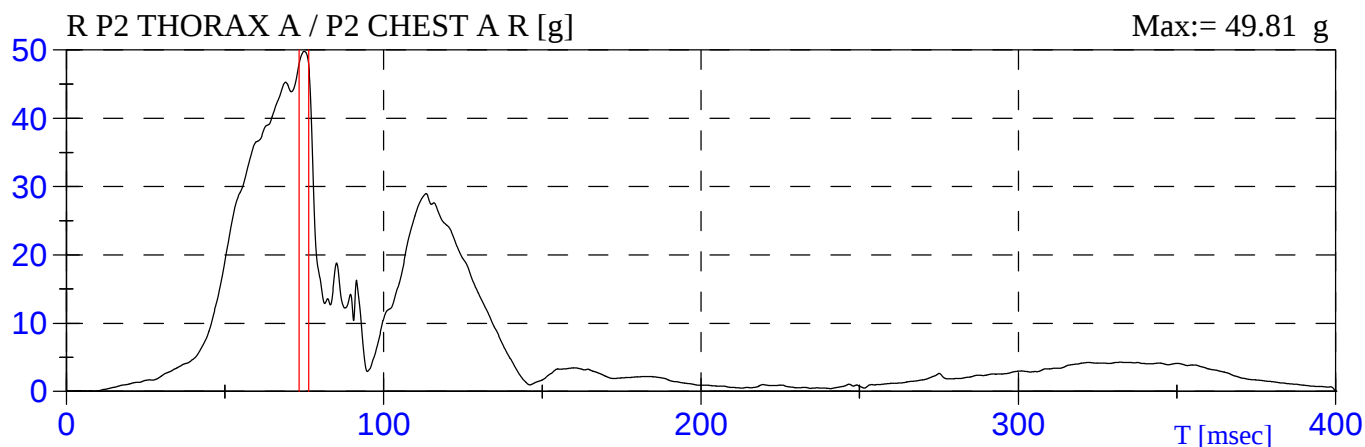
Acc. := 46.07 g	T1:= 64.2 ms	T2:= 67.2 ms
-----------------	--------------	--------------

* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 39.02 g	T1:= 74.5 ms	T2:= 77.5 ms
-----------------	--------------	--------------



CLIP 3ms *

Acc. := 47.96 g	T1:= 73.4 ms	T2:= 76.4 ms
-----------------	--------------	--------------

* 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	1.196	0.650
BAS / LOWER	1.232	0.562

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *
TIBIA INDEX *

TI Passenger / Passenger

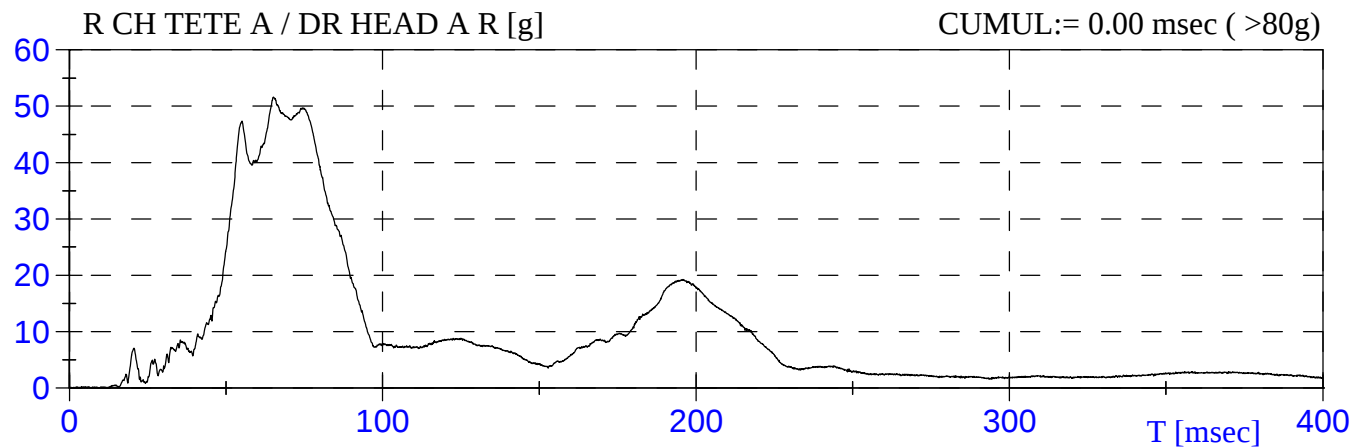
Mc := 115 N-m

Fc := 22.9 kN

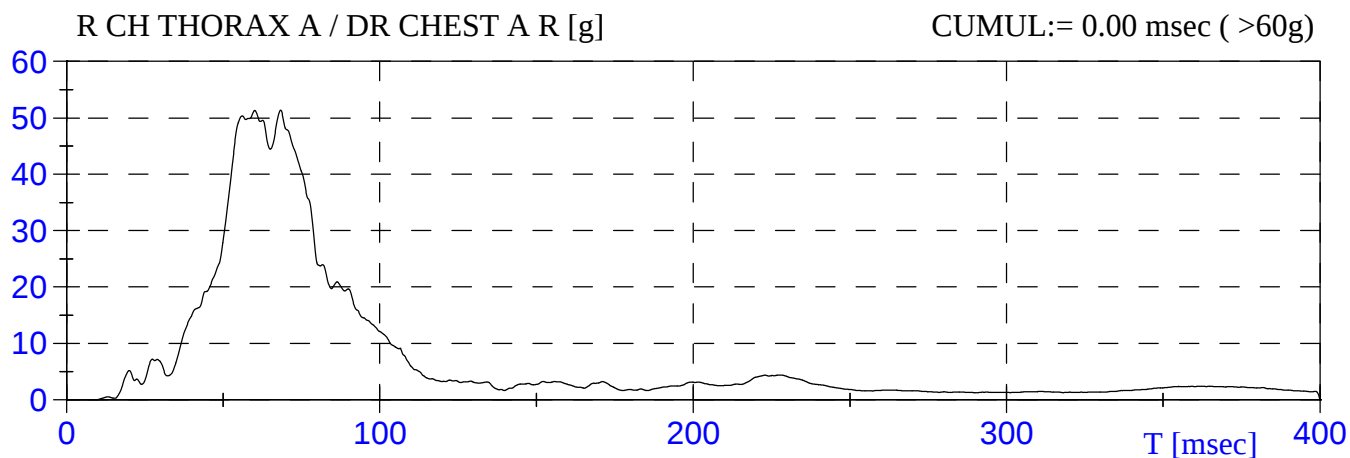
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.717	0.739
BAS / LOWER	0.715	0.756

* Selon / According To: SAE J1727 AUG 96

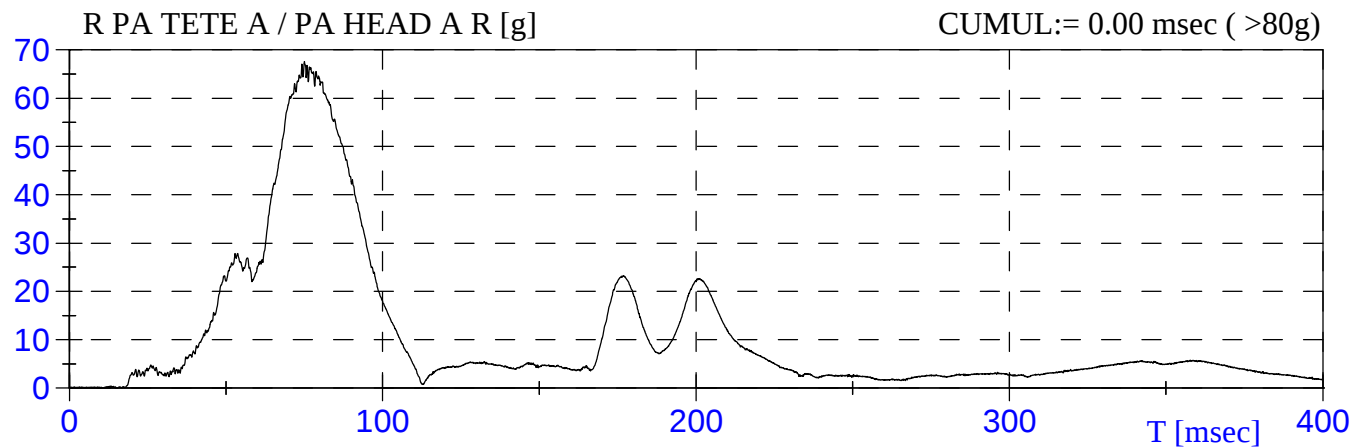
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



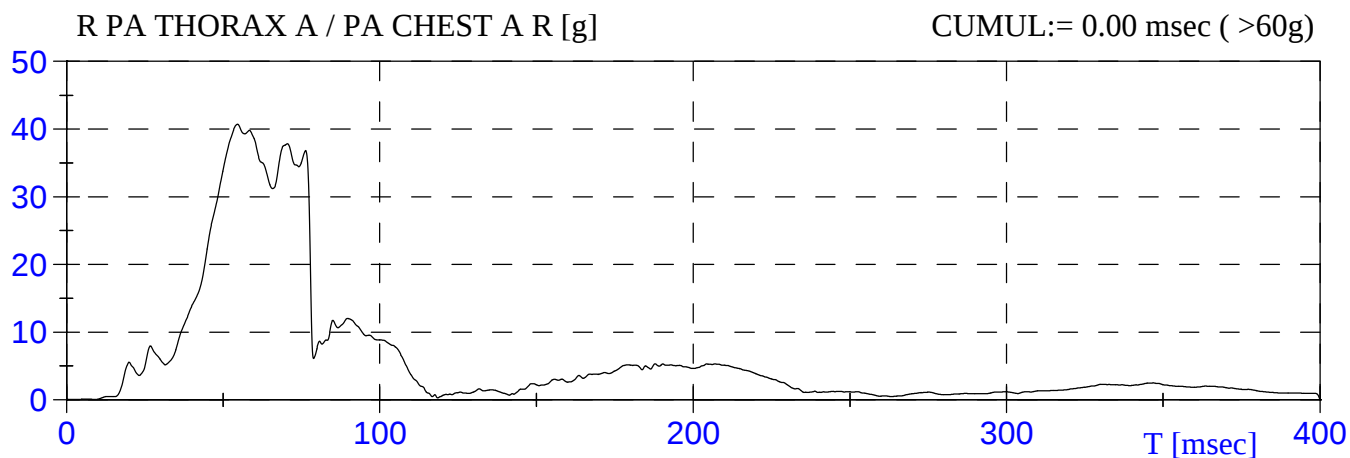
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



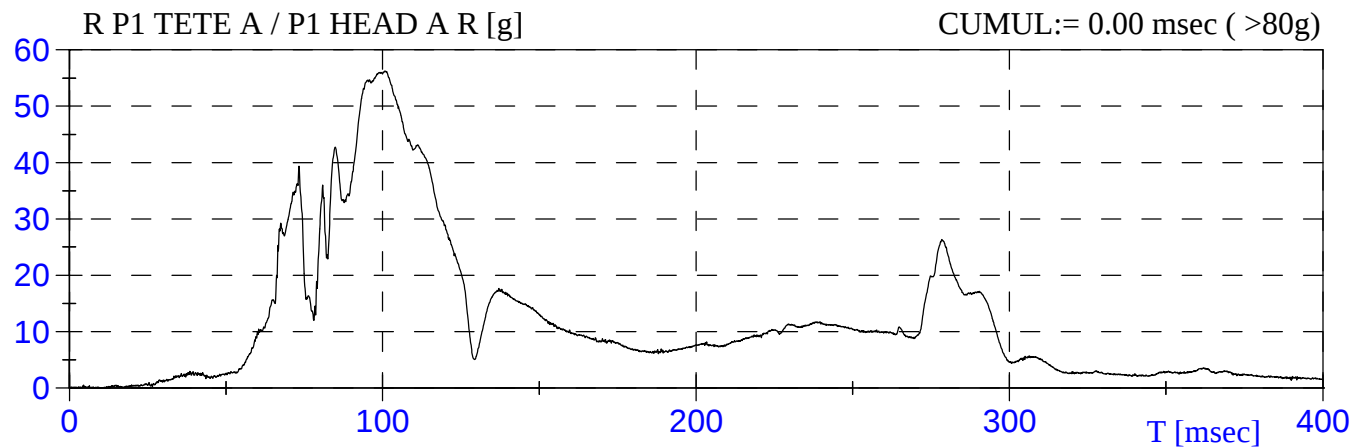
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



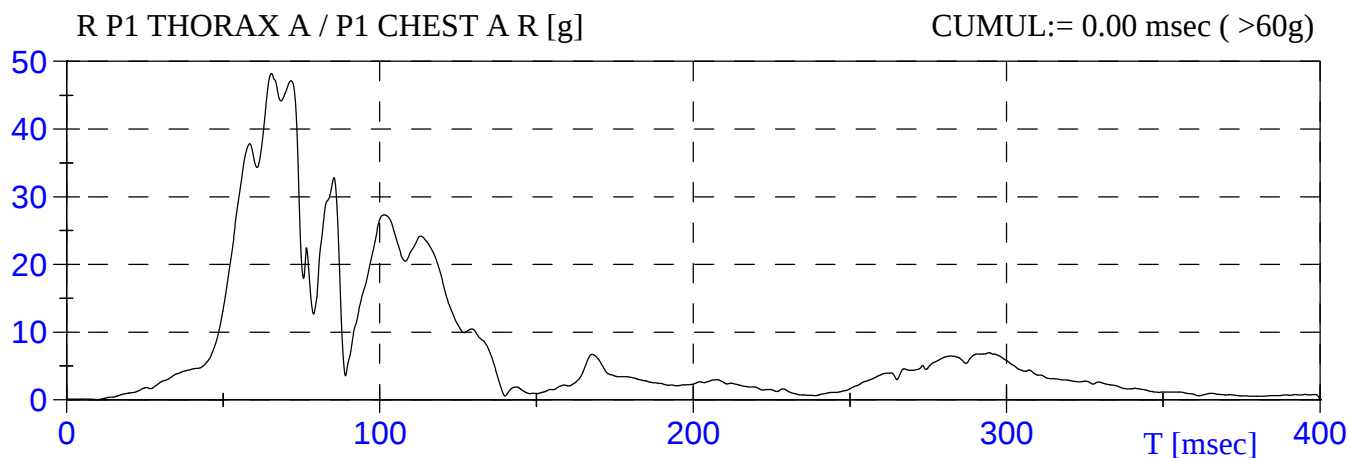
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



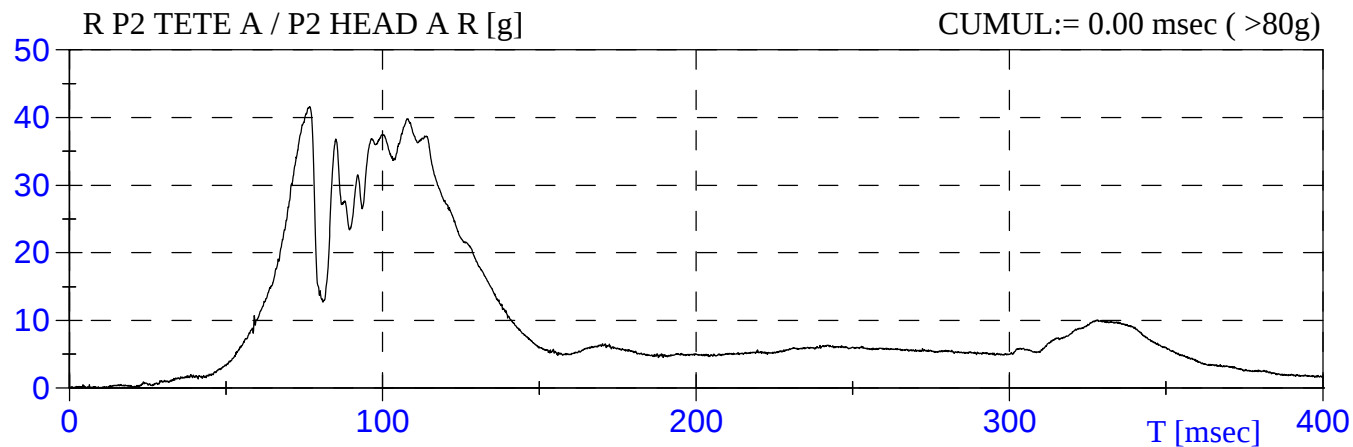
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



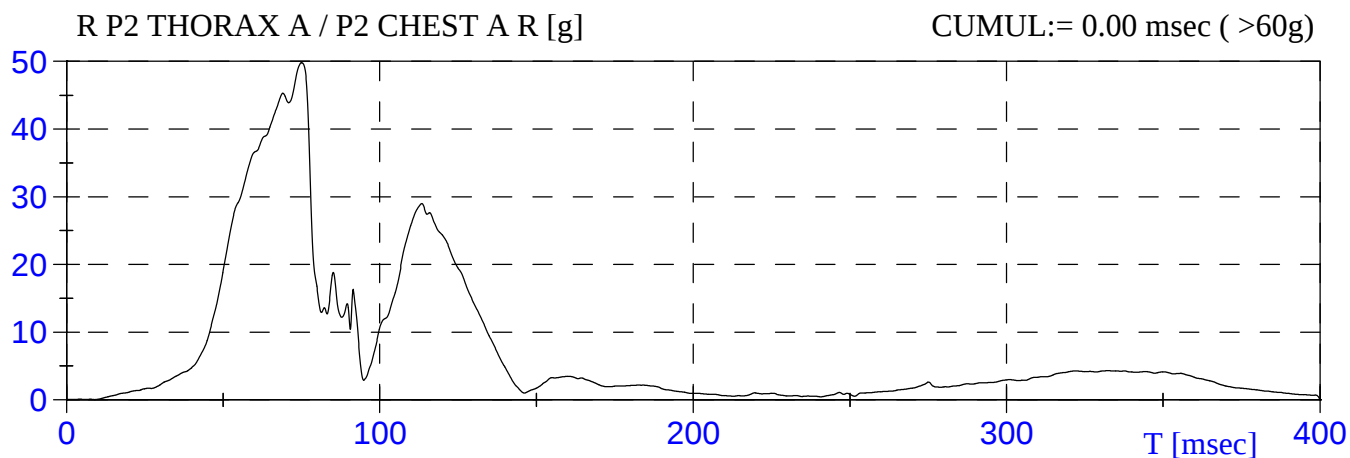
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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
0.13	0.61	0.15	0.36	F _c	155
				E _c	67

Passager / Passenger

$$N_{ij}^* = 0.45$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	4287
				C _c	3880
0.22	0.45	0.16	0.44	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
0.13	0.61	0.15	0.36	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 0.45$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.22	0.45	0.16	0.44	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000



COMMENTAIRES / COMMENTS

PA THORAX AX:	N'est pas valide à partir de 49.5 ms.
PA BA TIBIA G MX:	N'est pas valide à partir de 78.0 ms.
PA CHEST AX:	Is not valid from 49.5 ms.
PA LO-L TIBIA MX:	Is not valid from 78.0 ms.