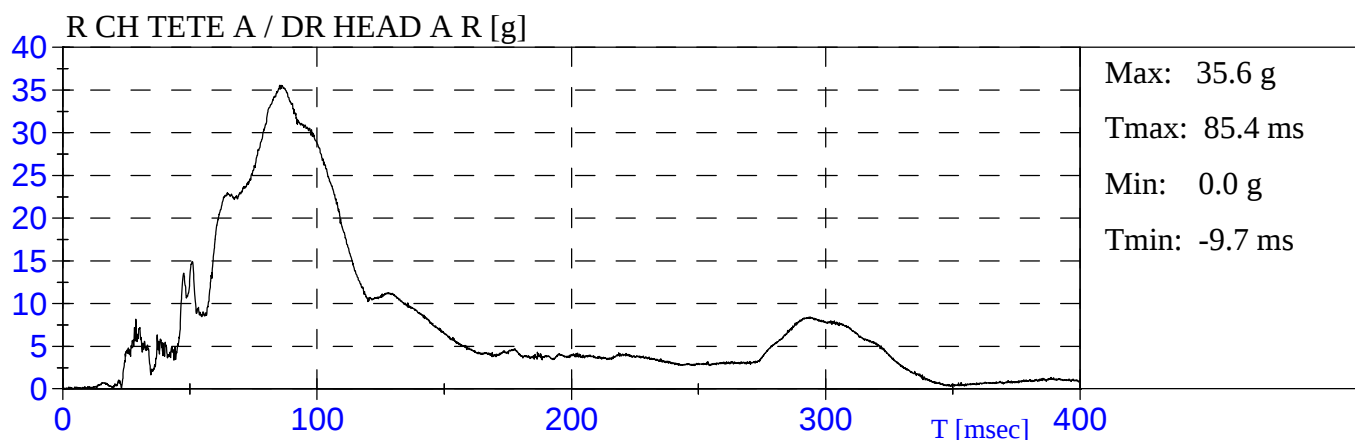
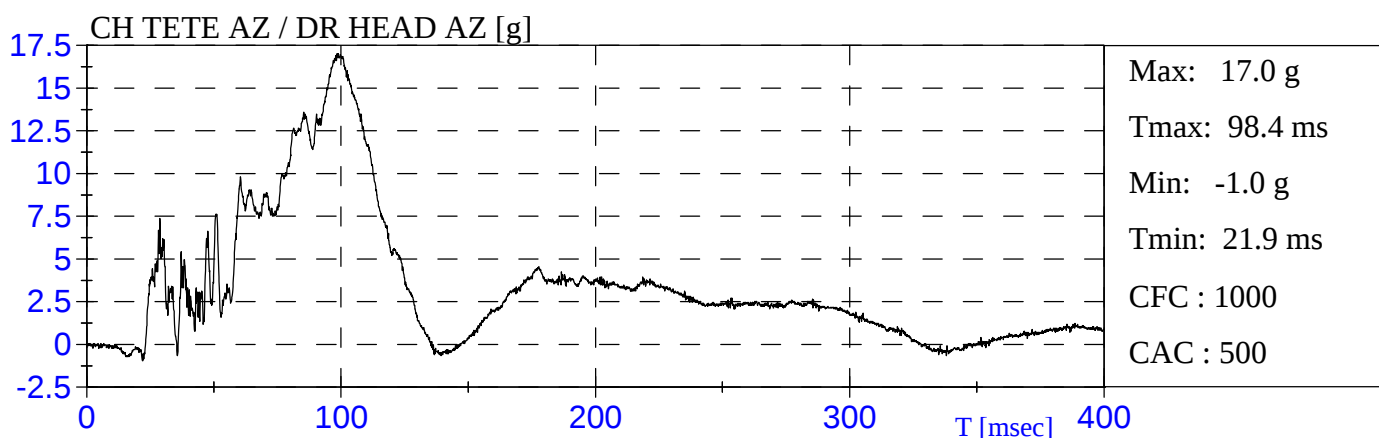
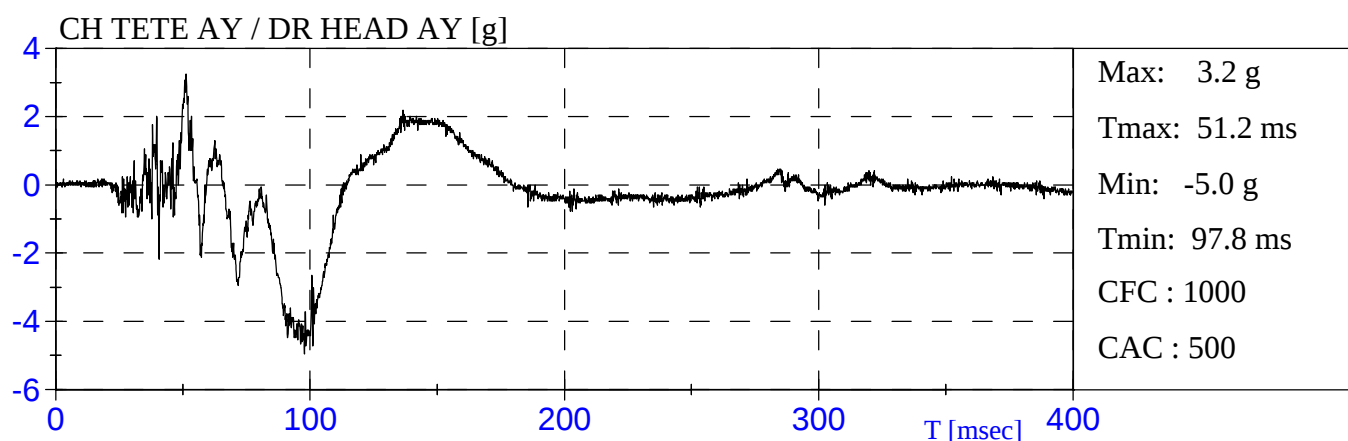
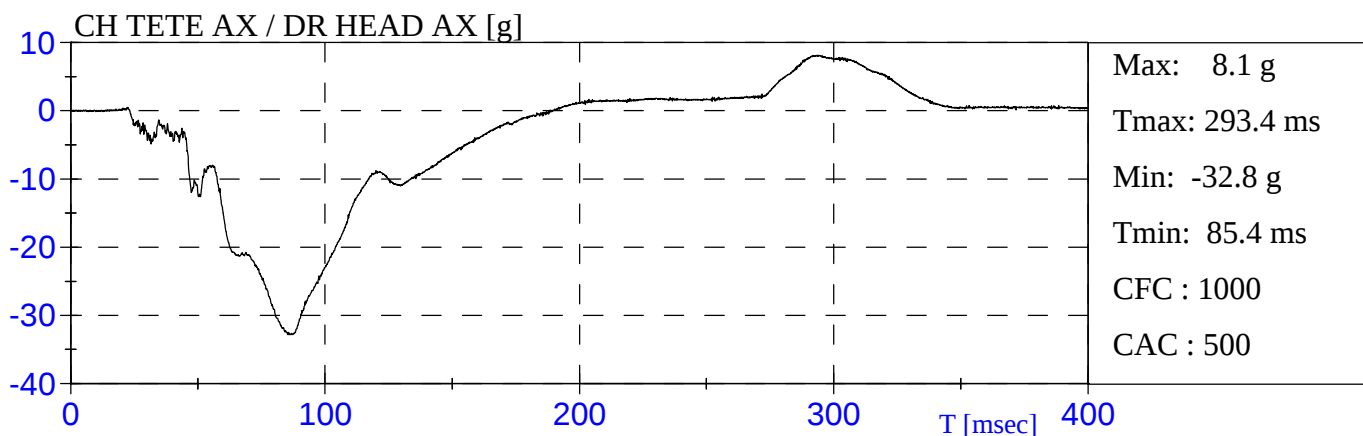
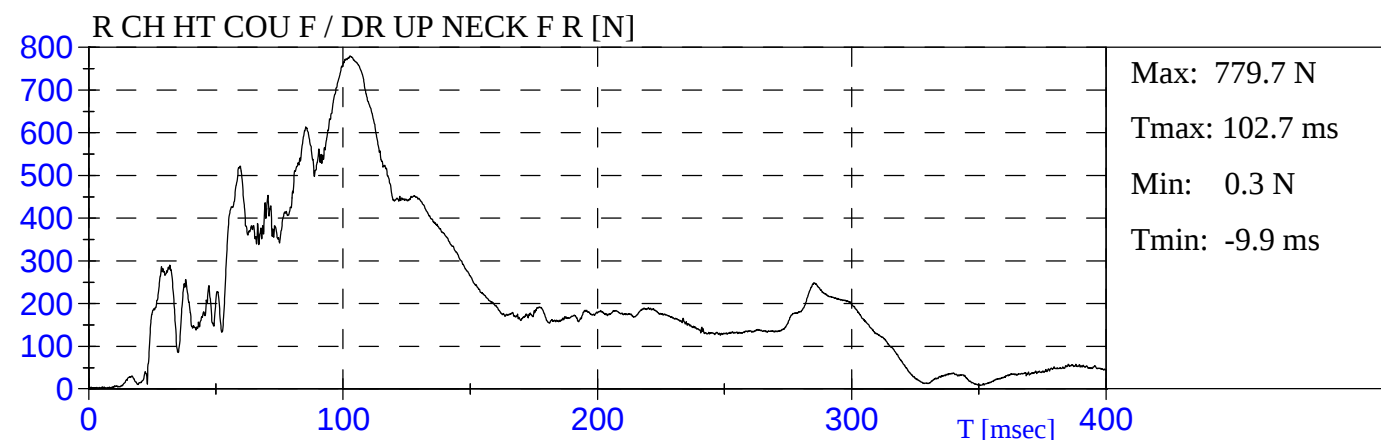
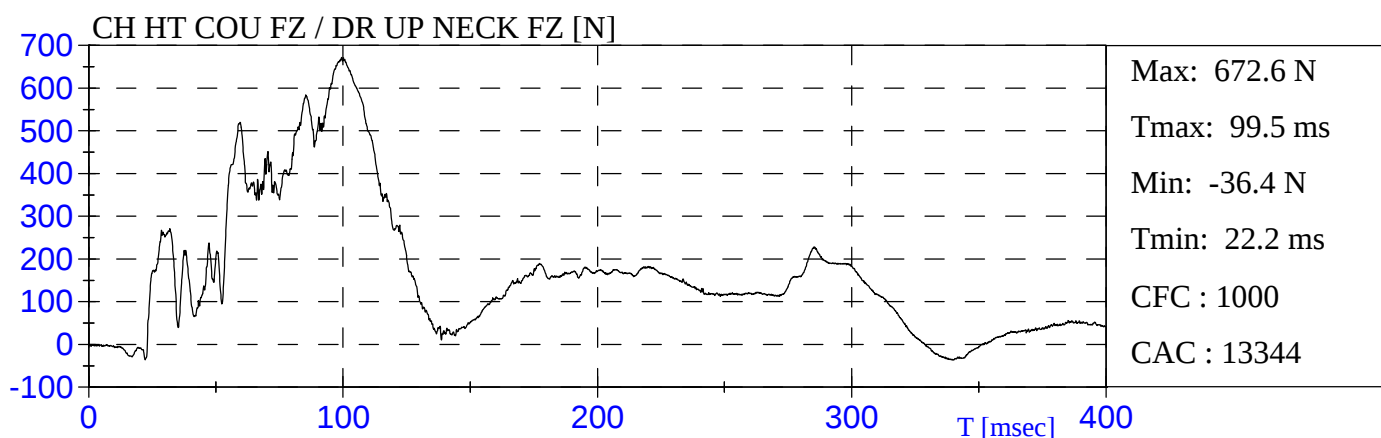
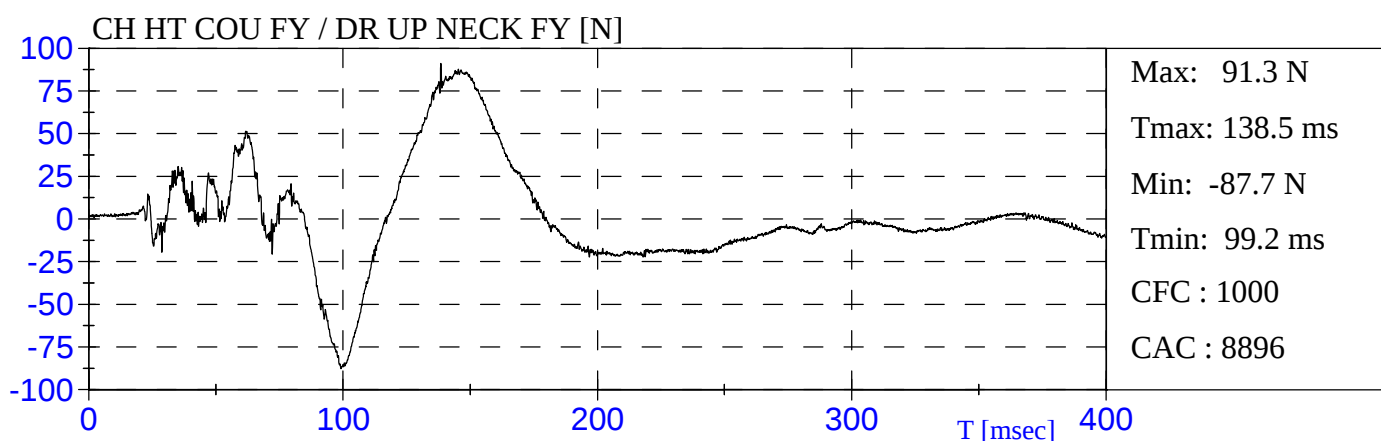
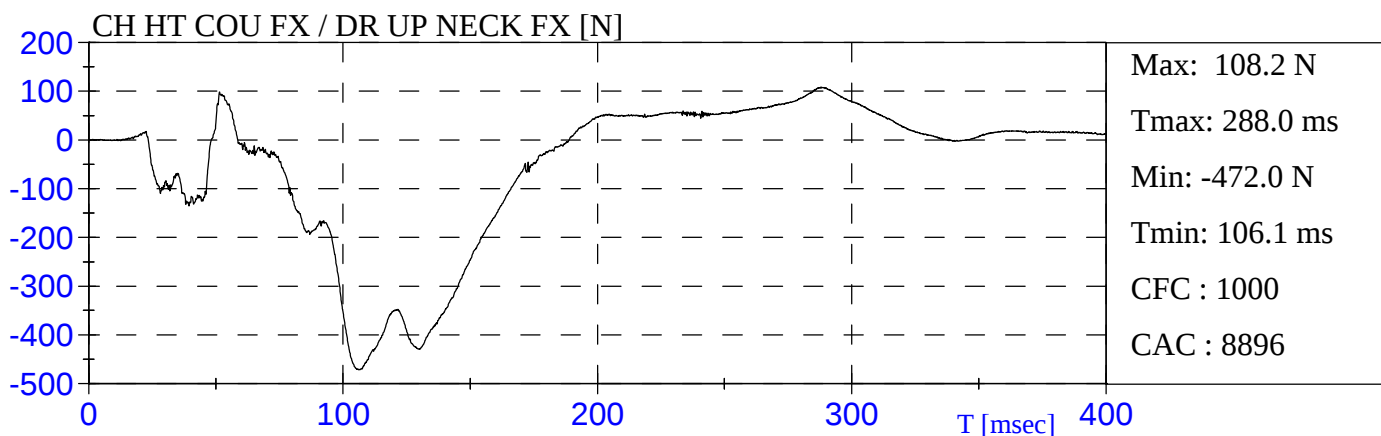
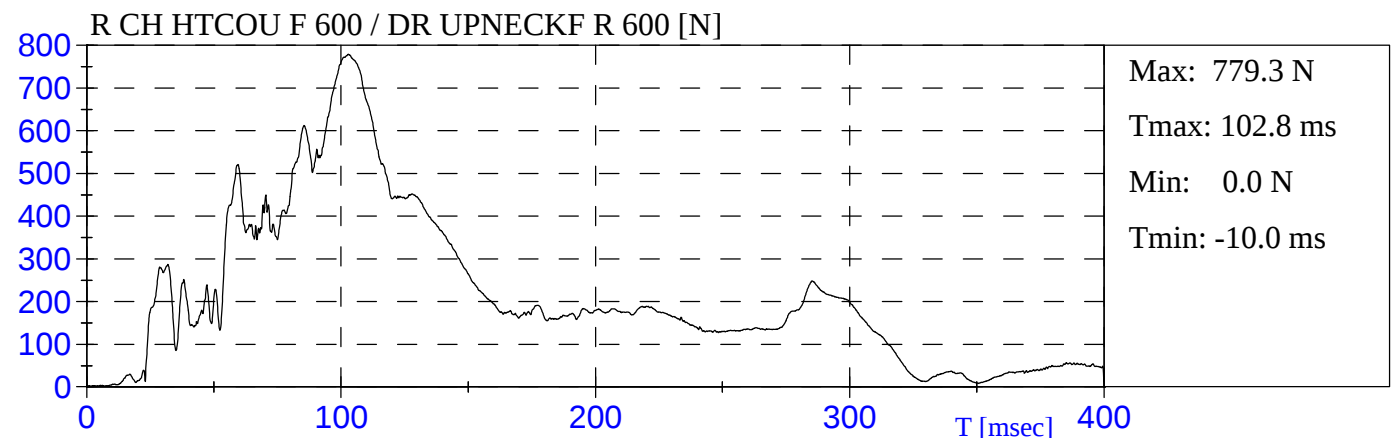
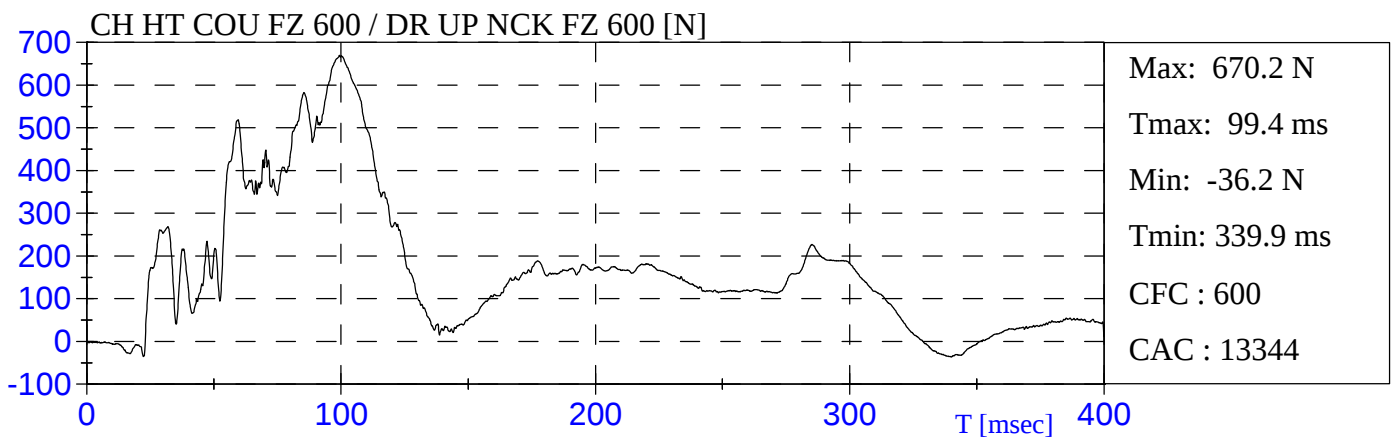
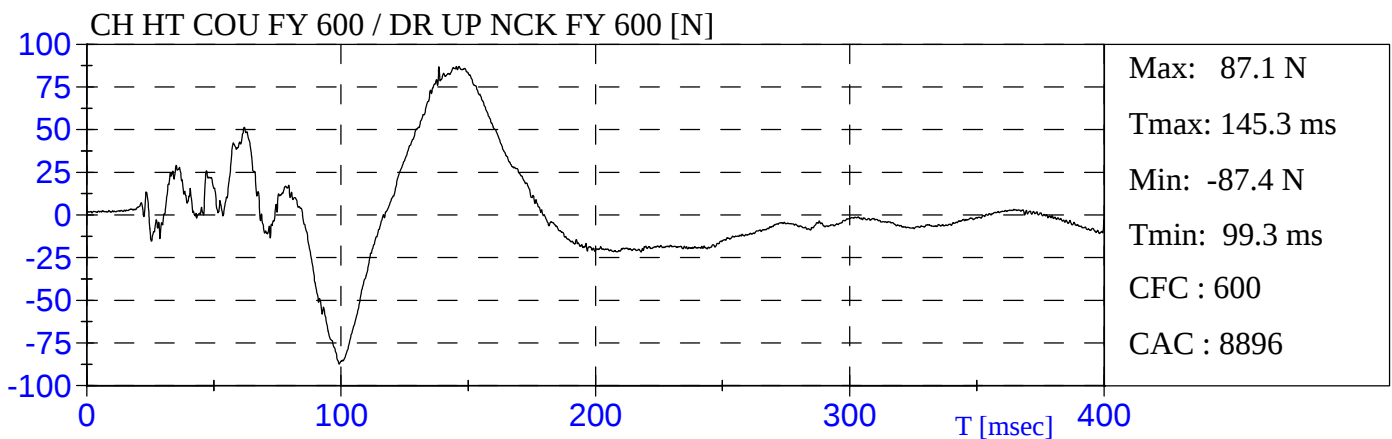
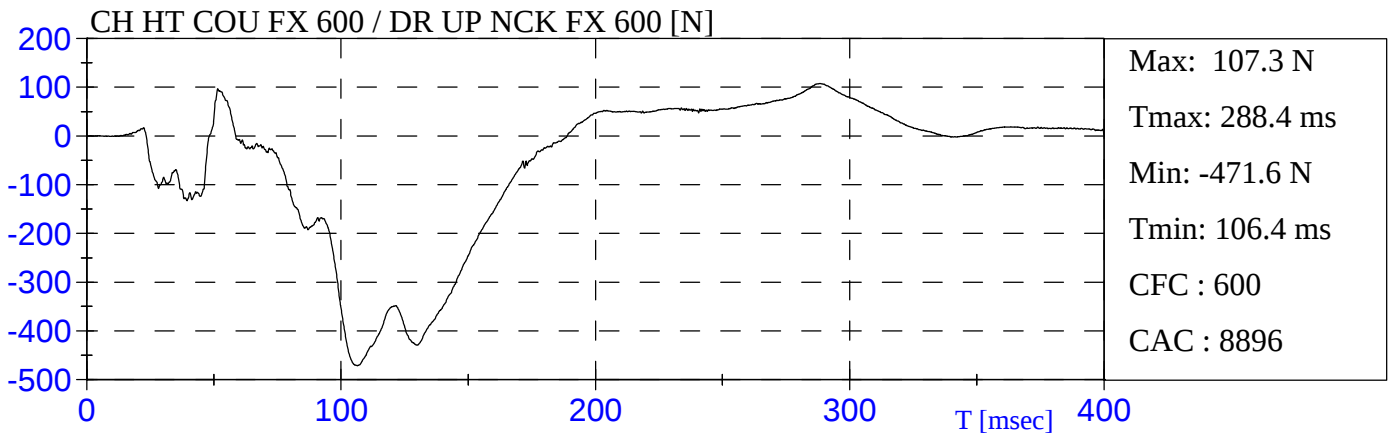


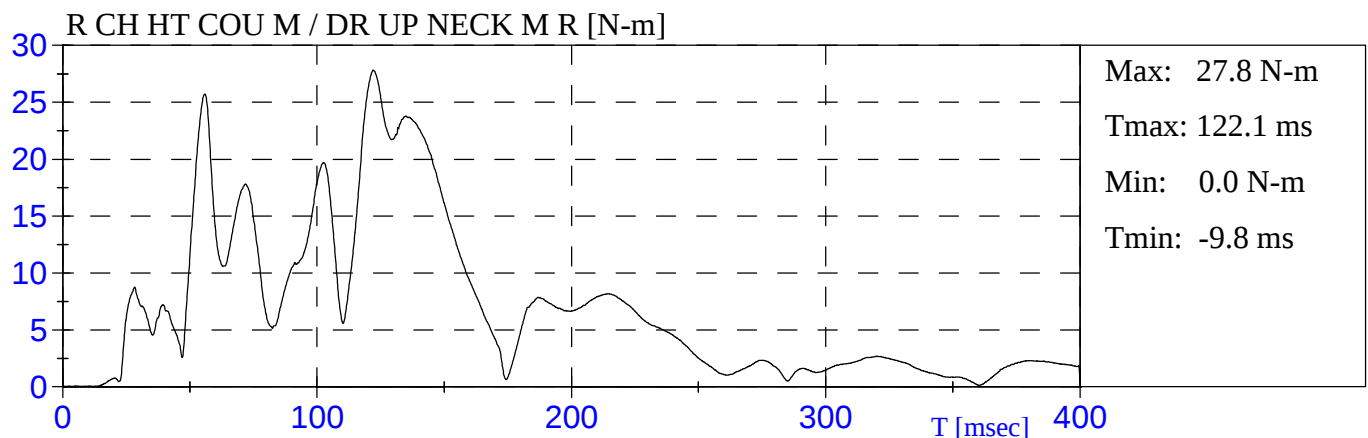
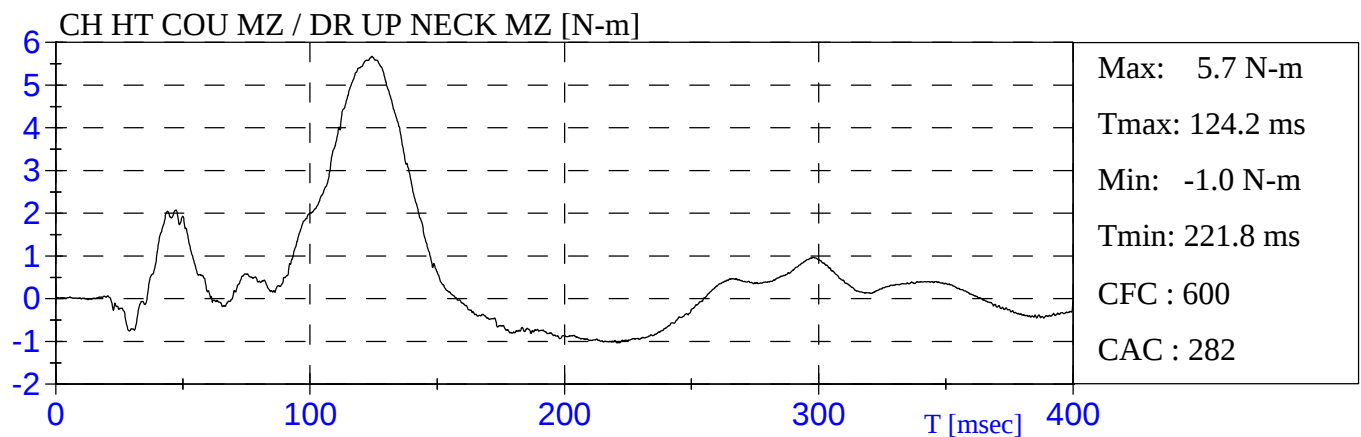
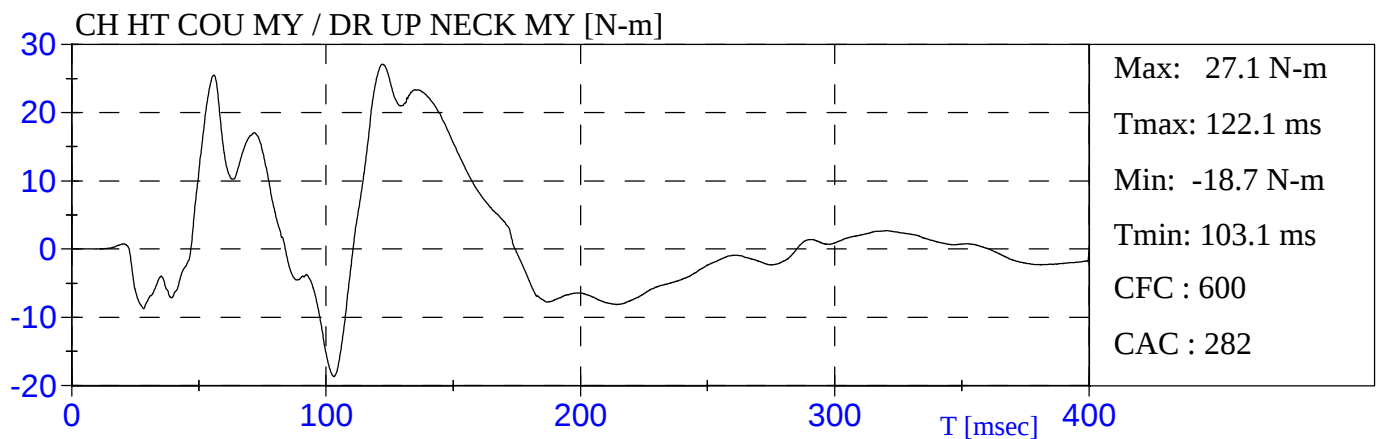
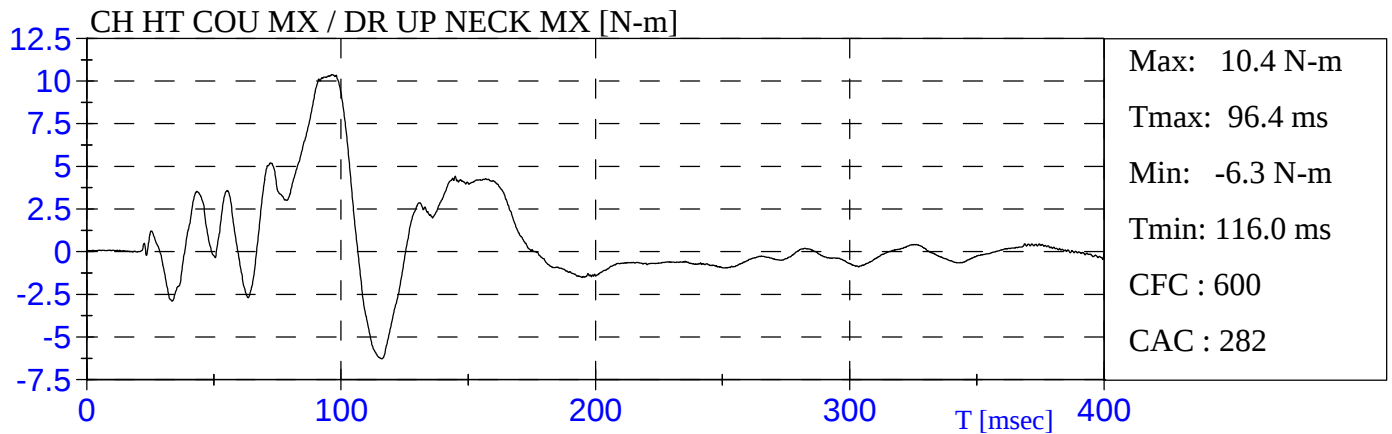


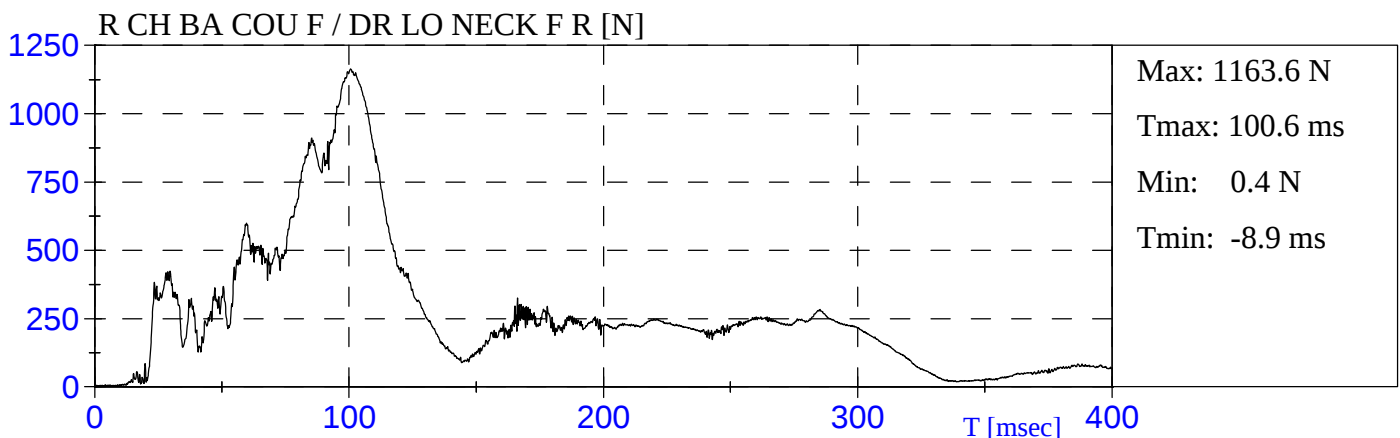
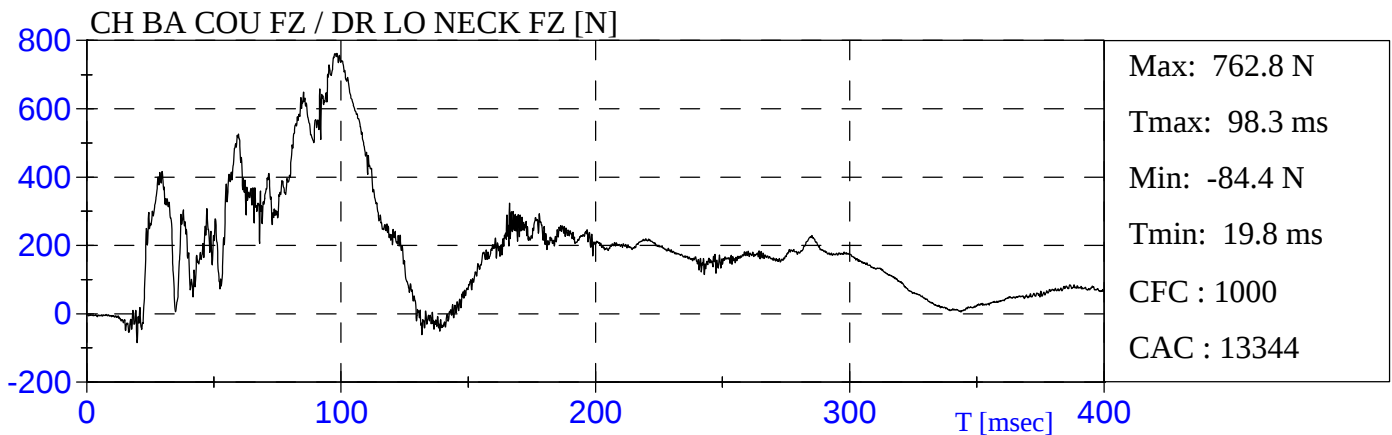
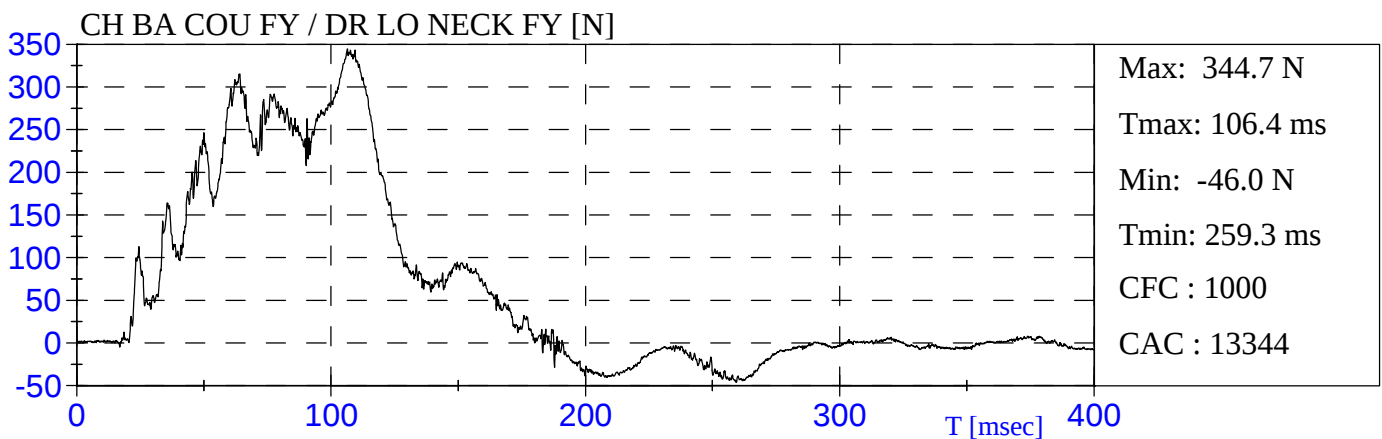
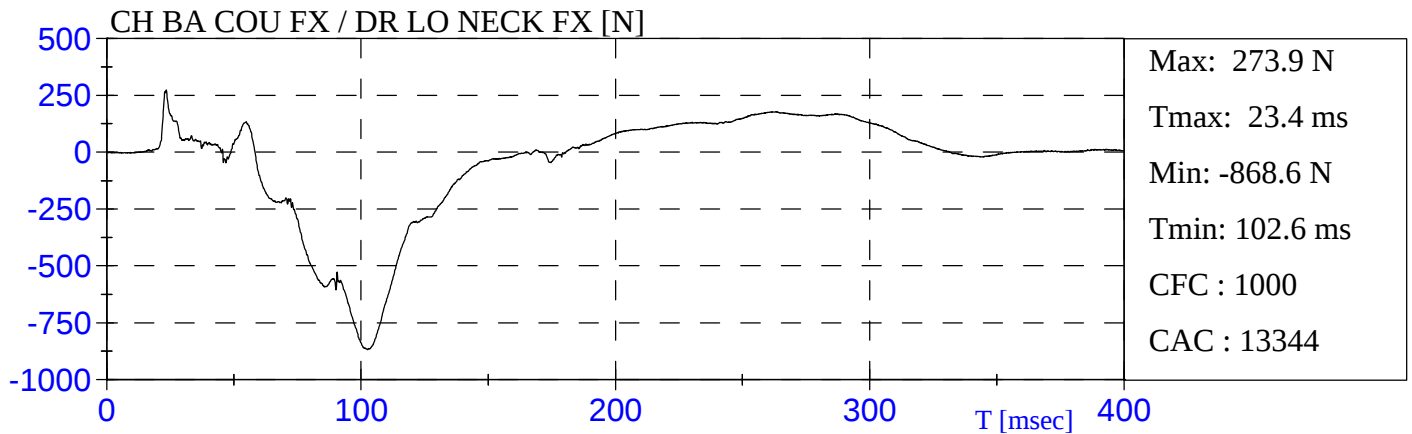
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	HYUNDAI TIBURON 2004
Numéro de TC Tc Number	TC04-125
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-16
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 5% F IR
Passager 2 (arrière droit) Passenger 2 (rear right)	

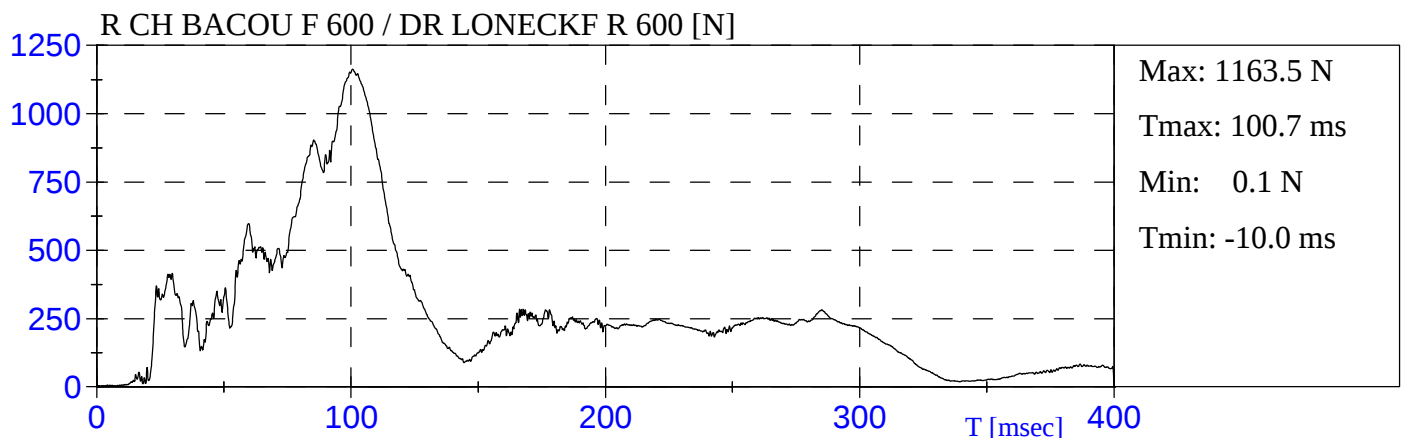
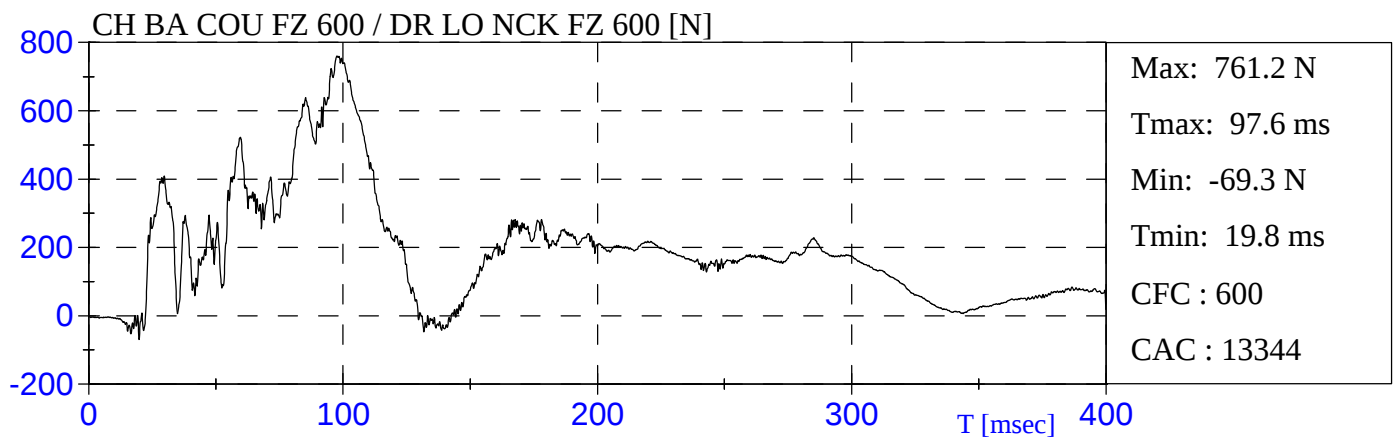
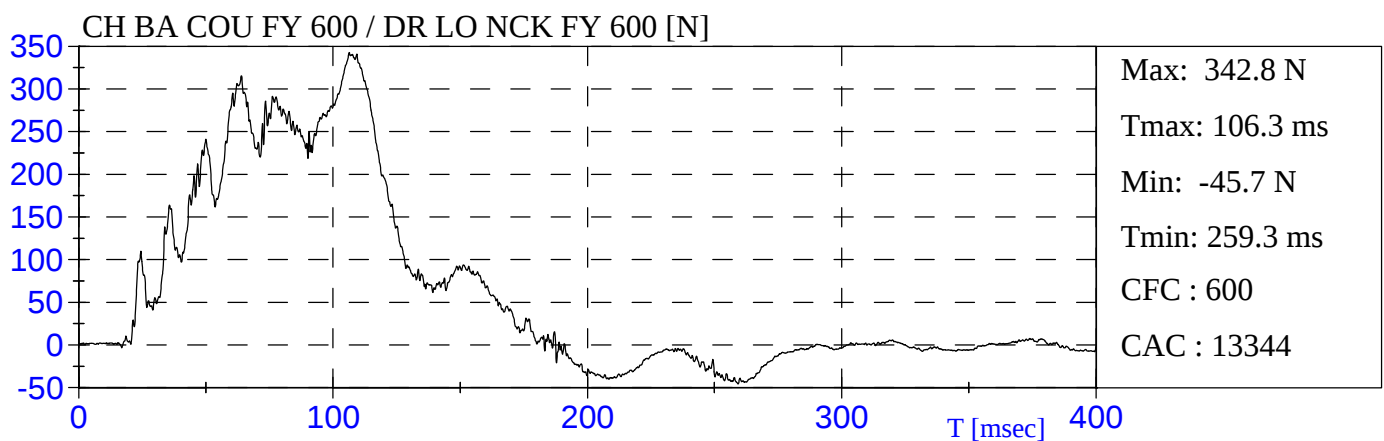
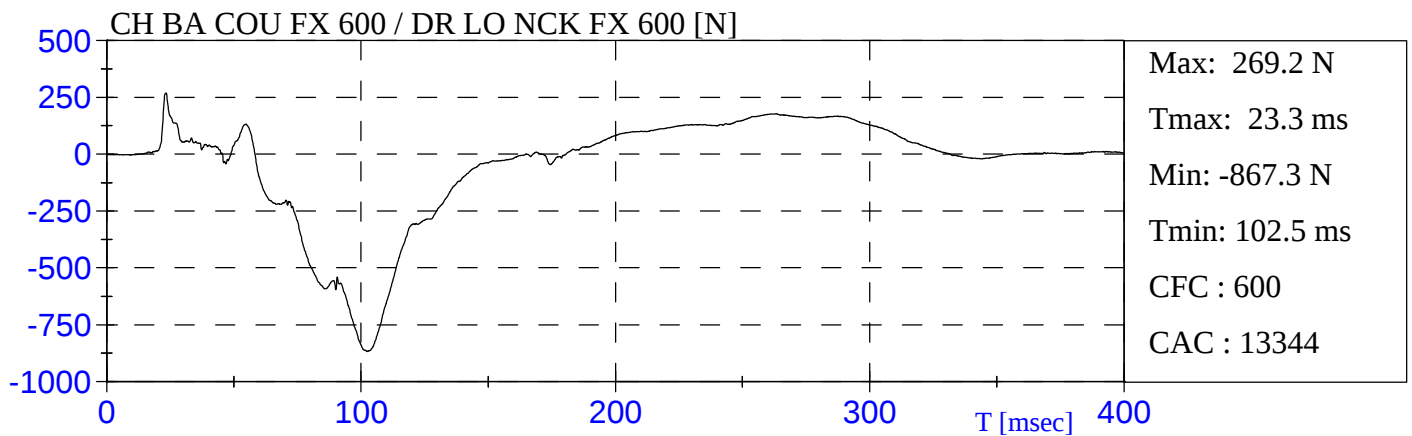


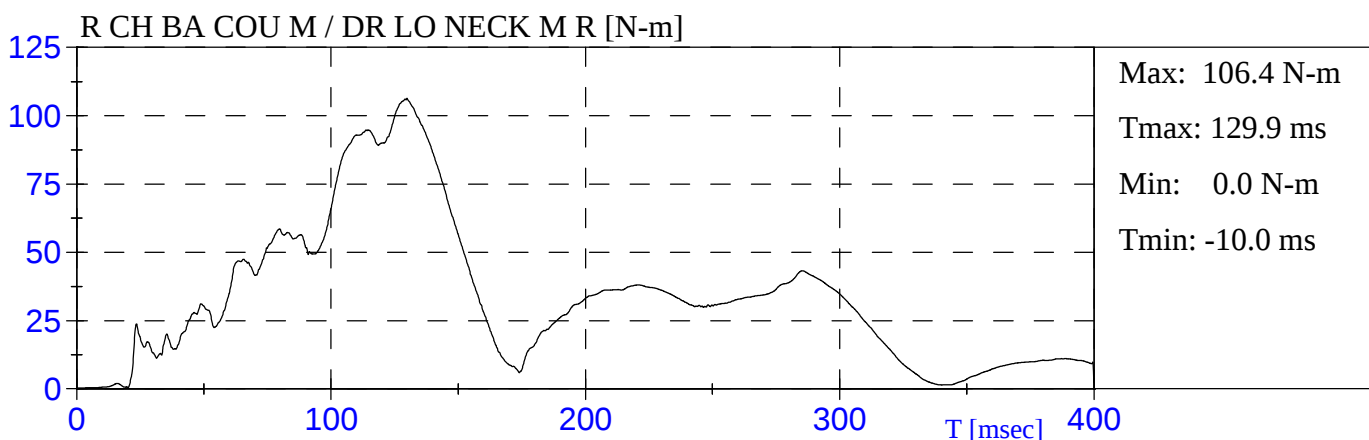
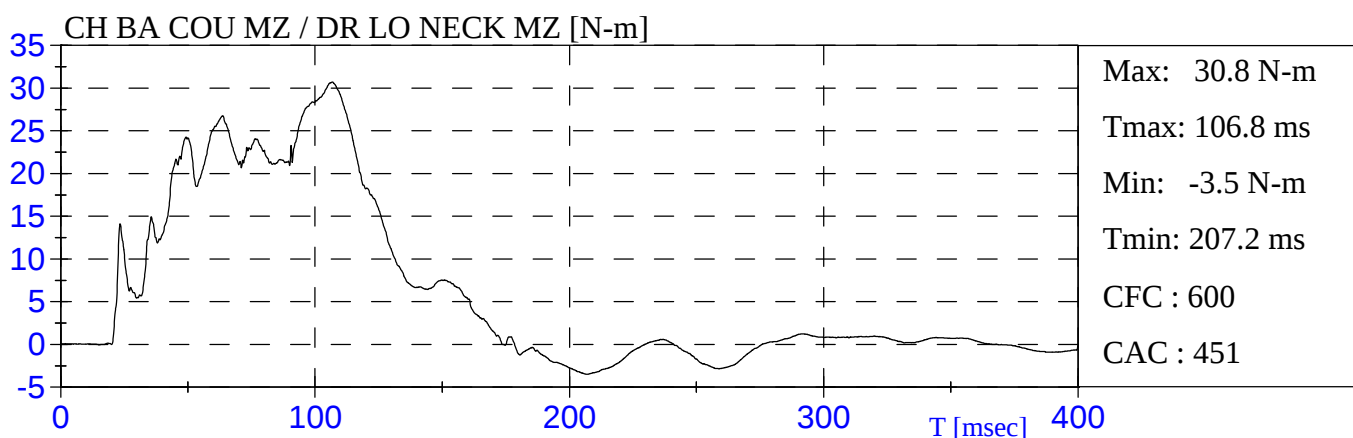
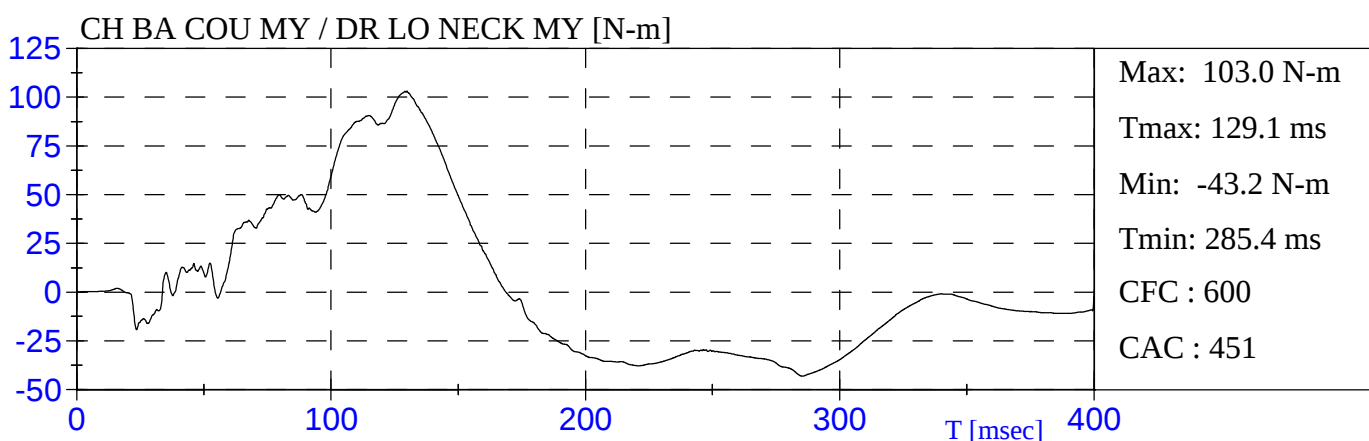
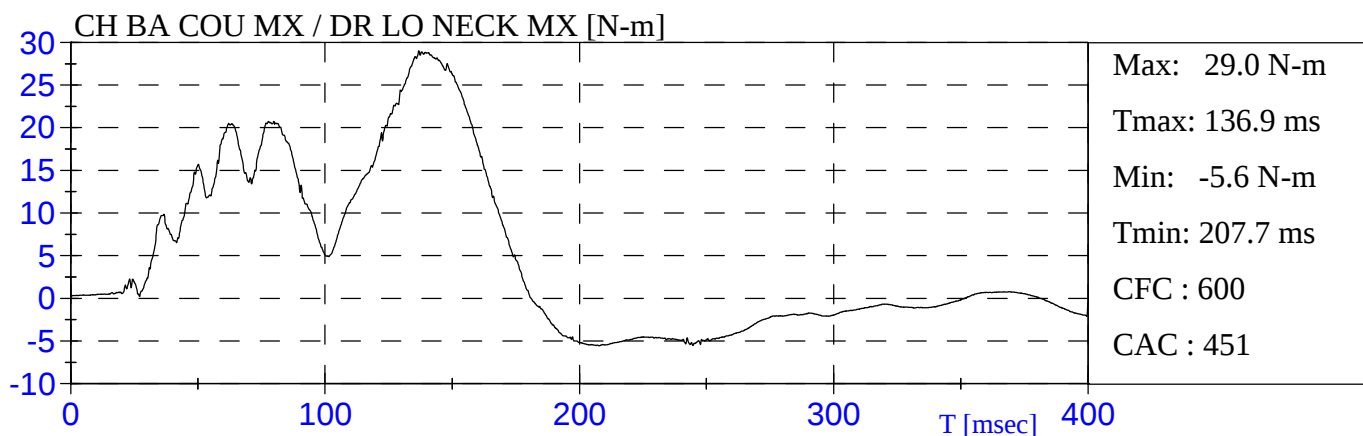


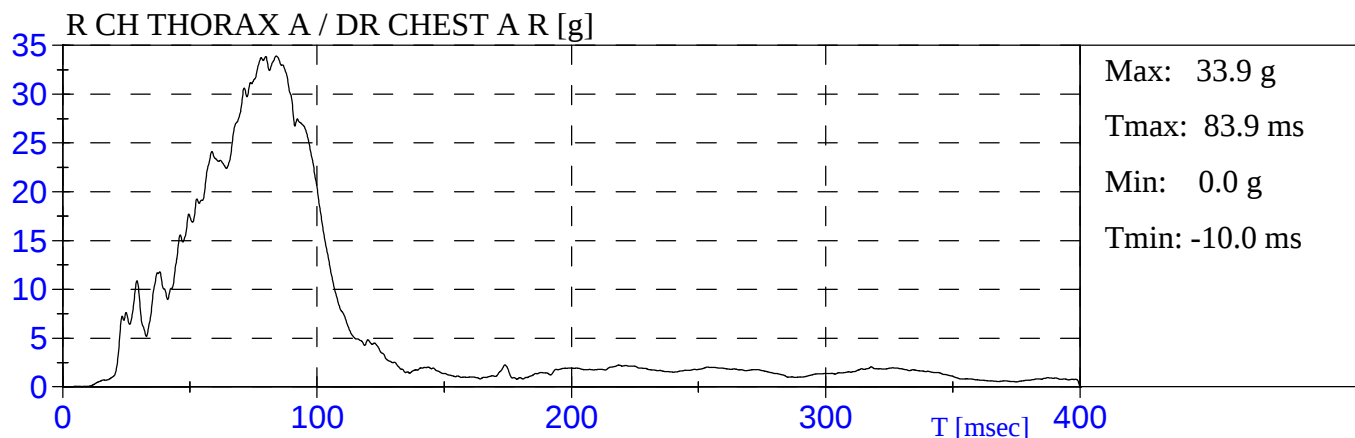
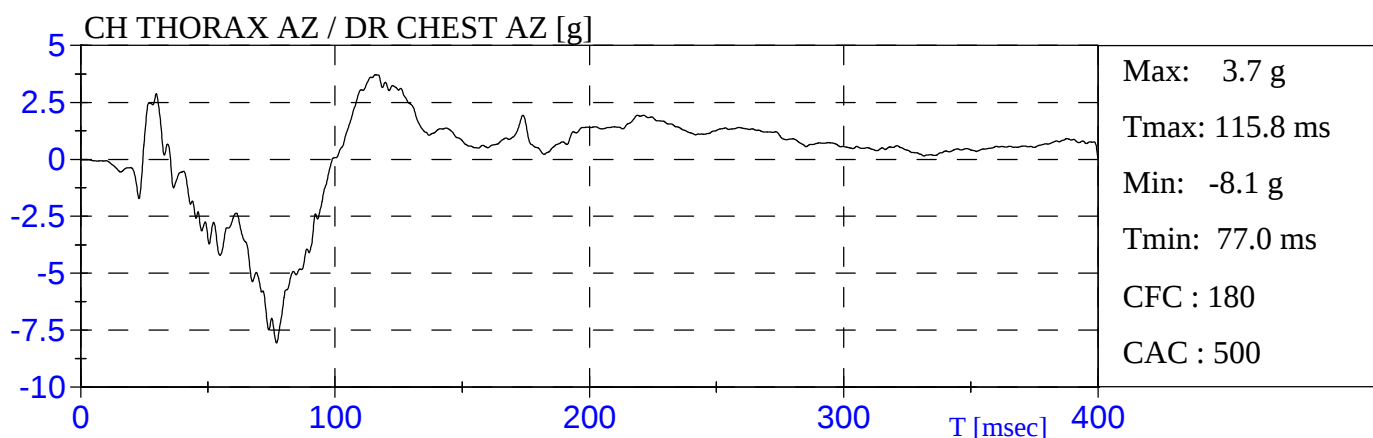
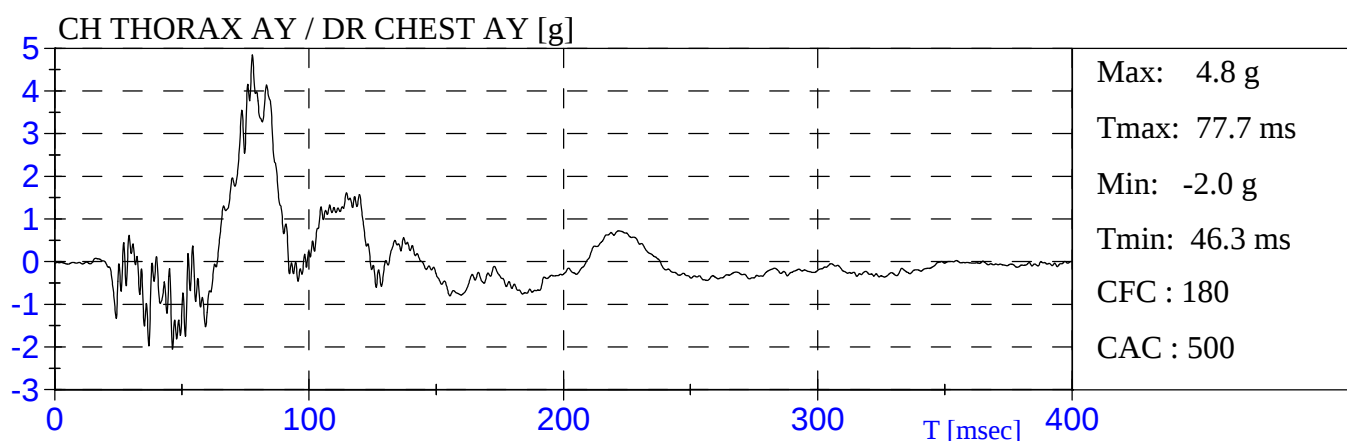
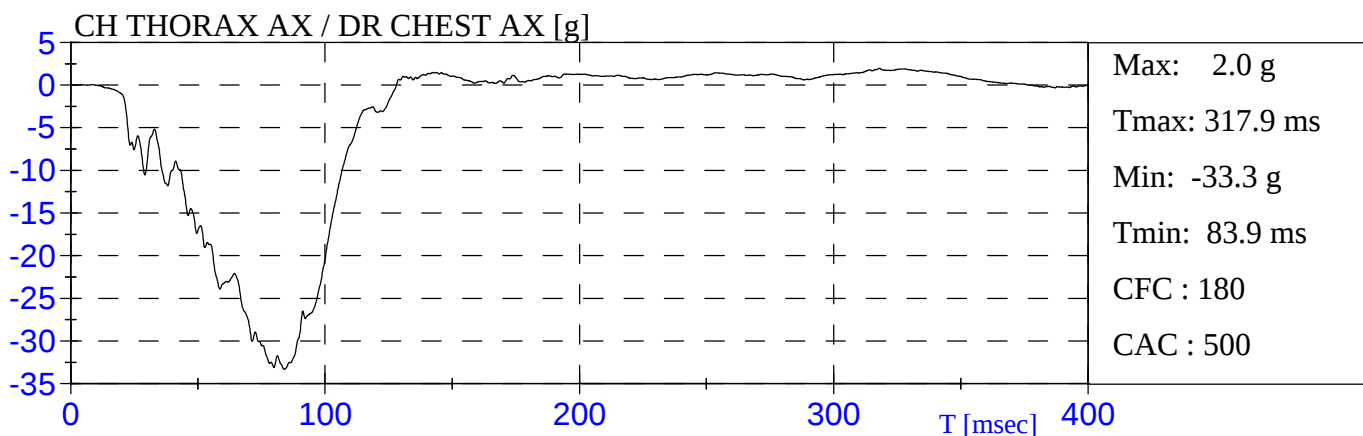


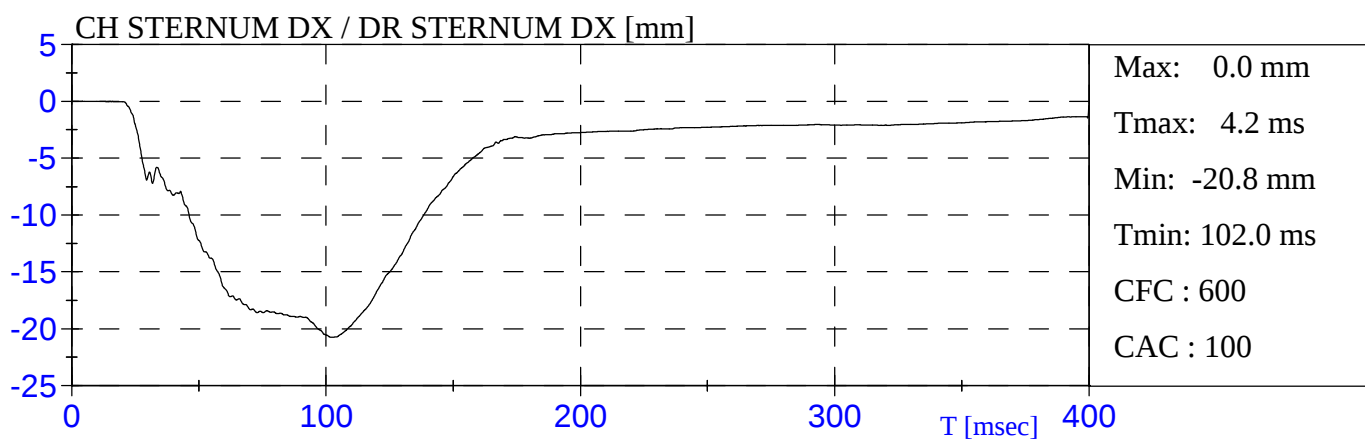


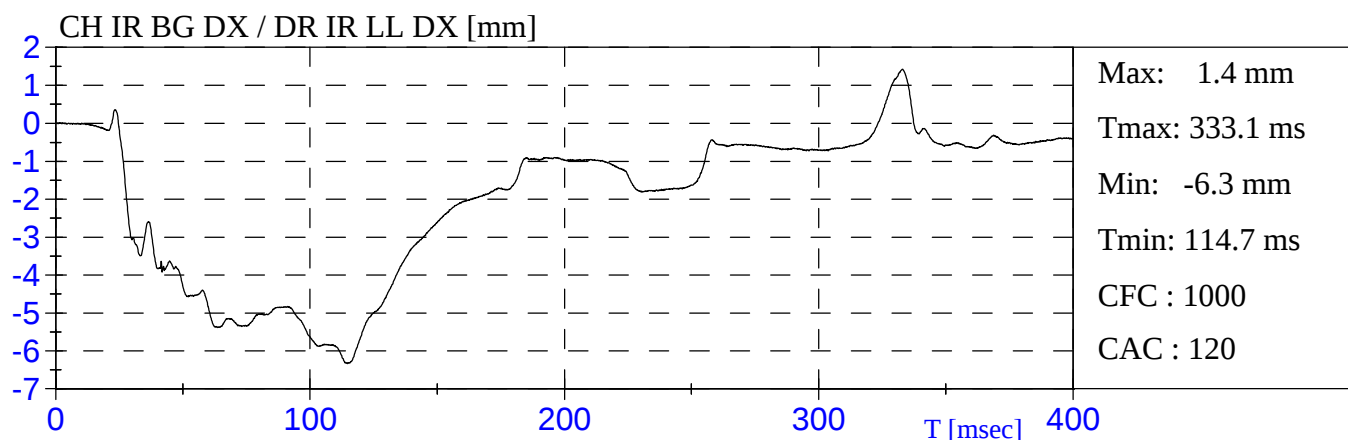
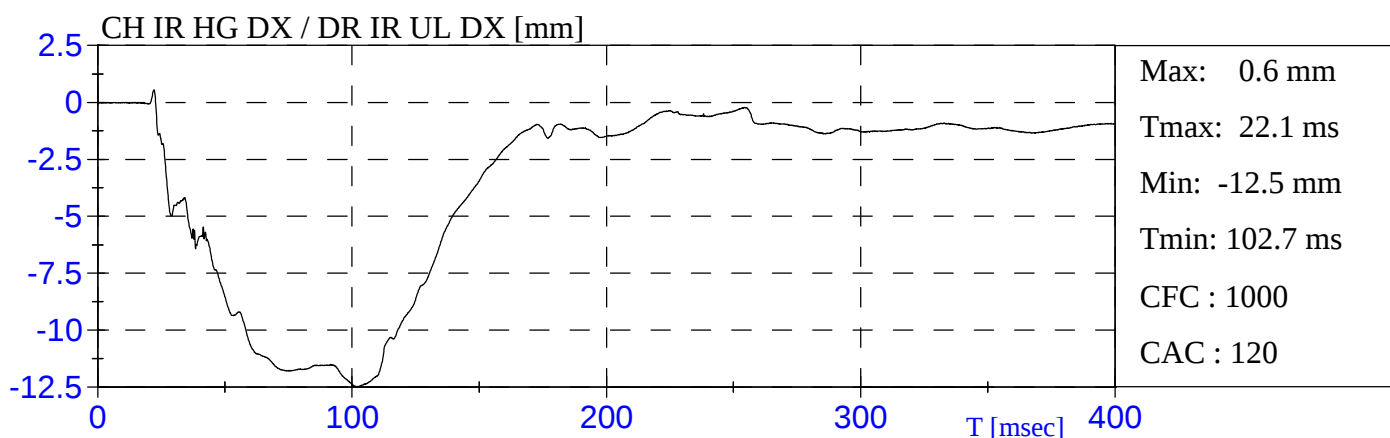
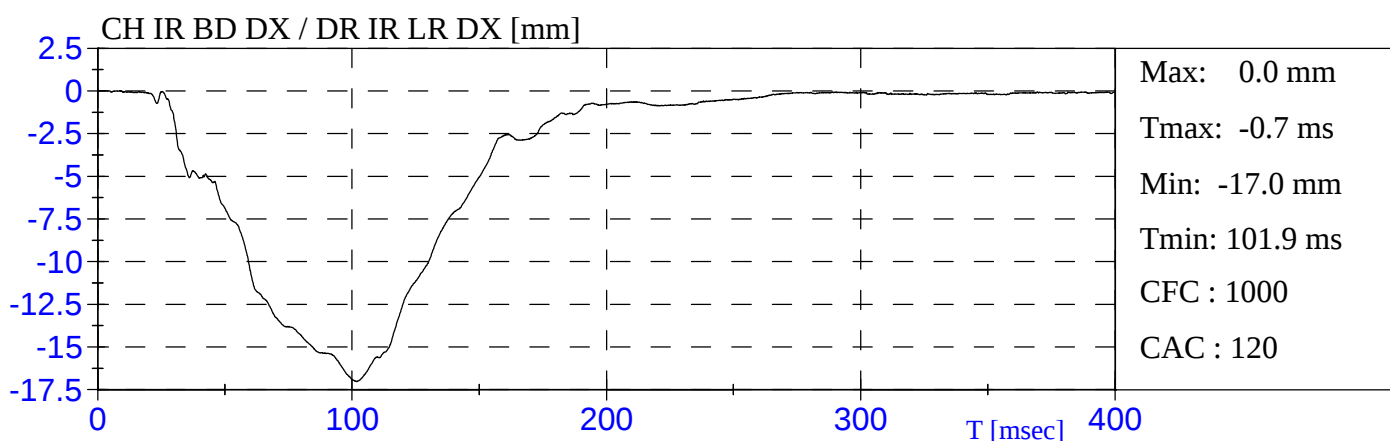
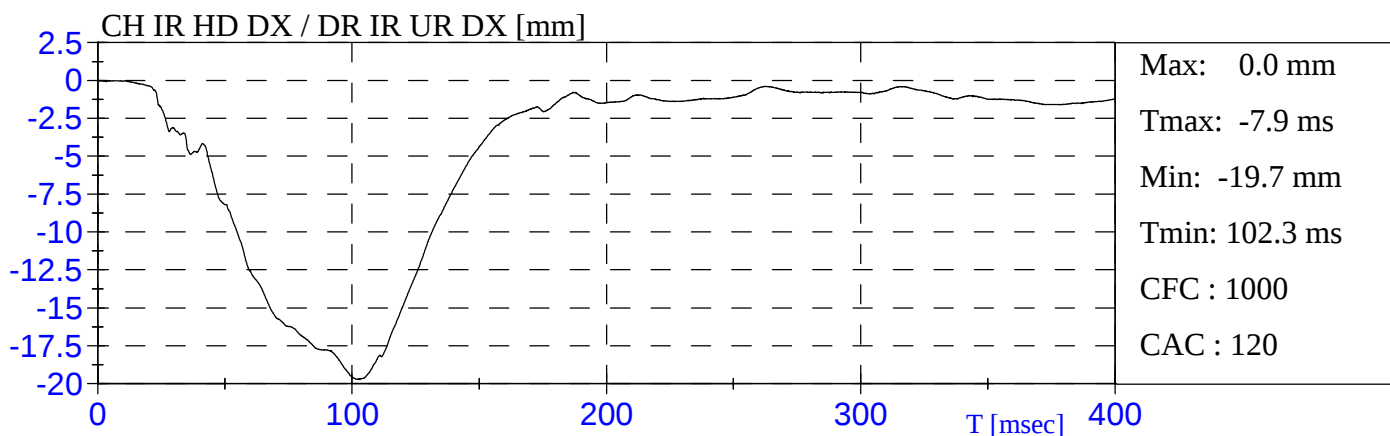


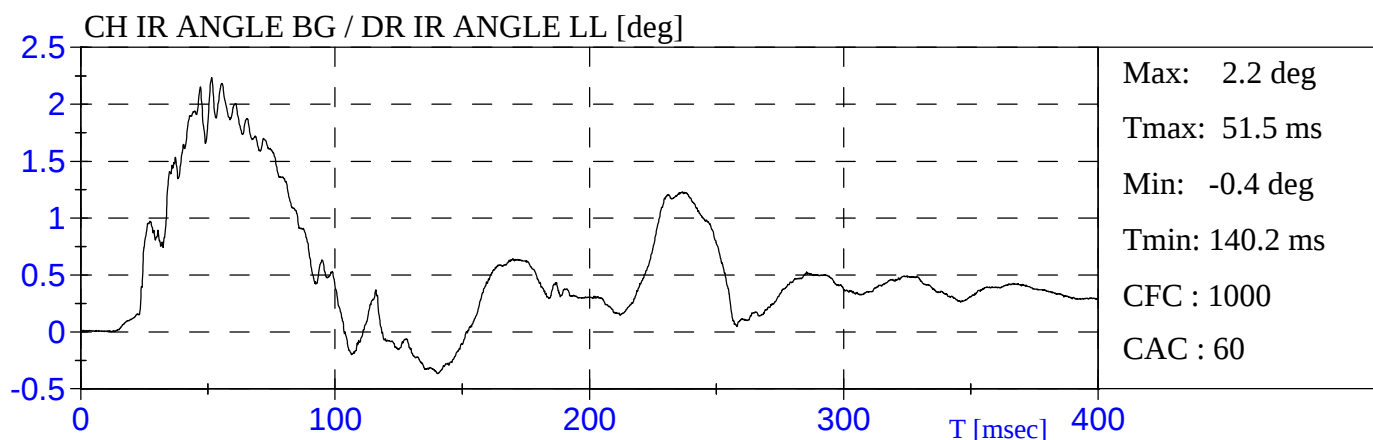
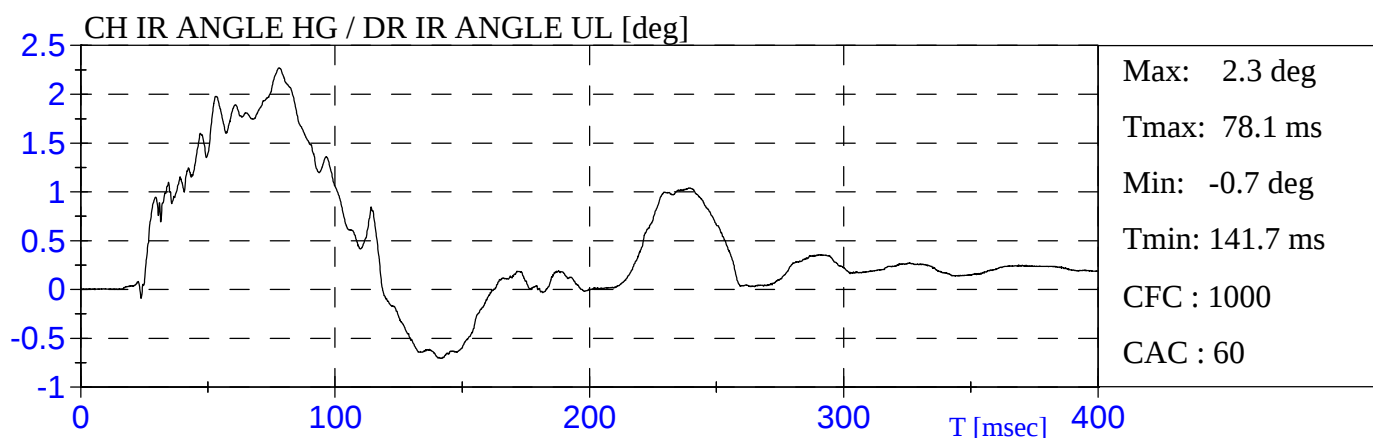
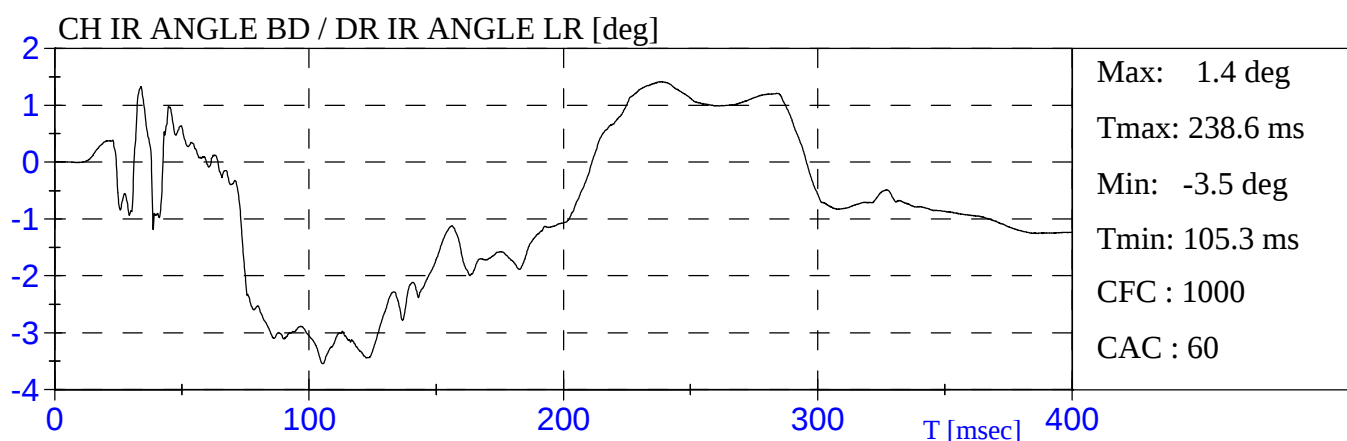
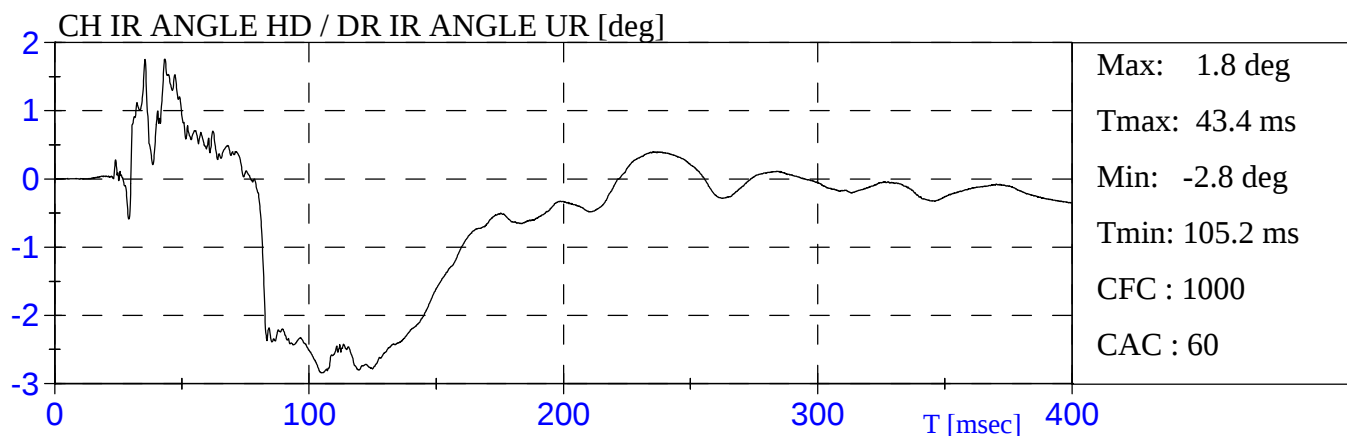


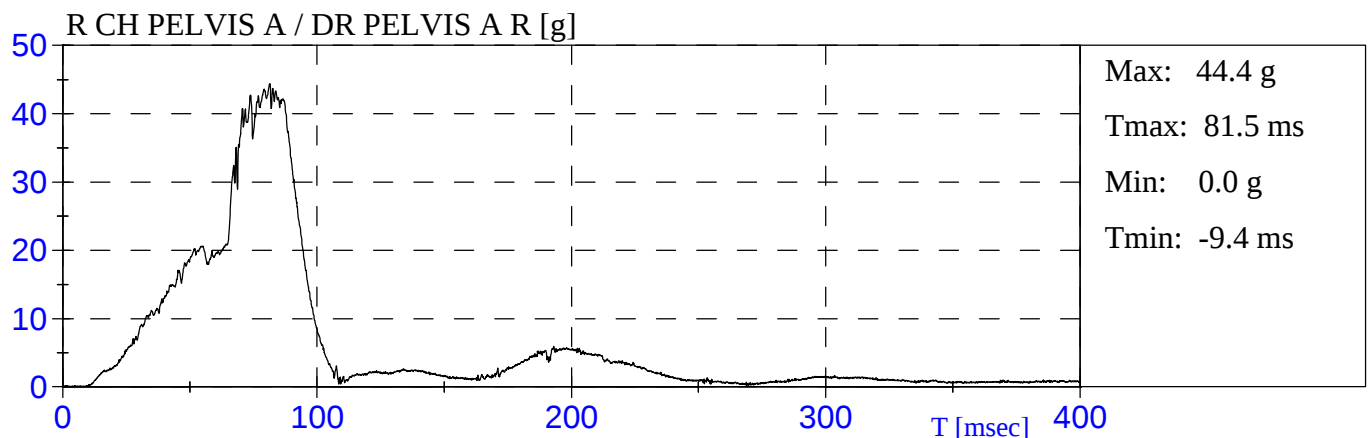
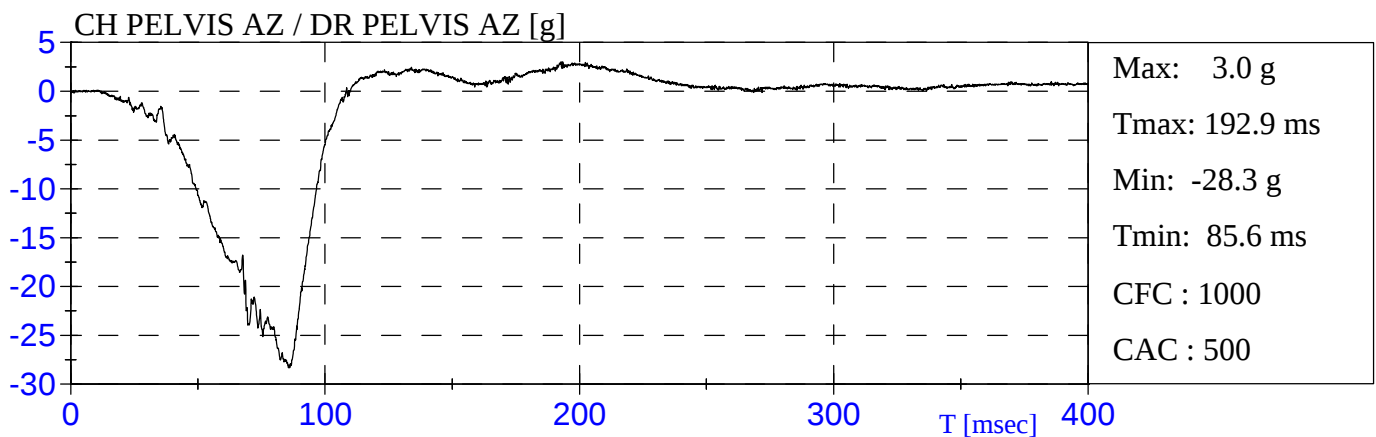
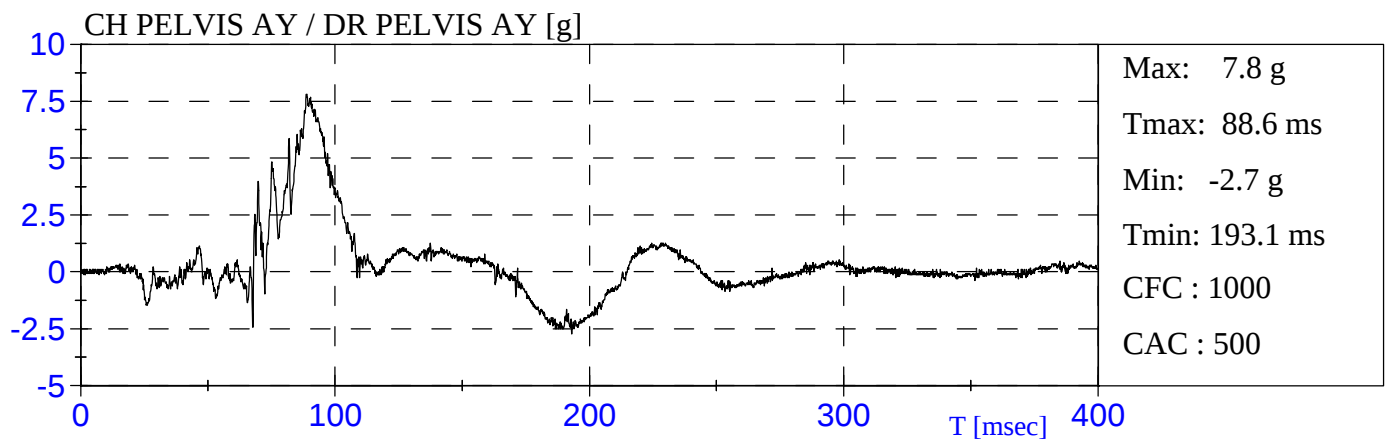
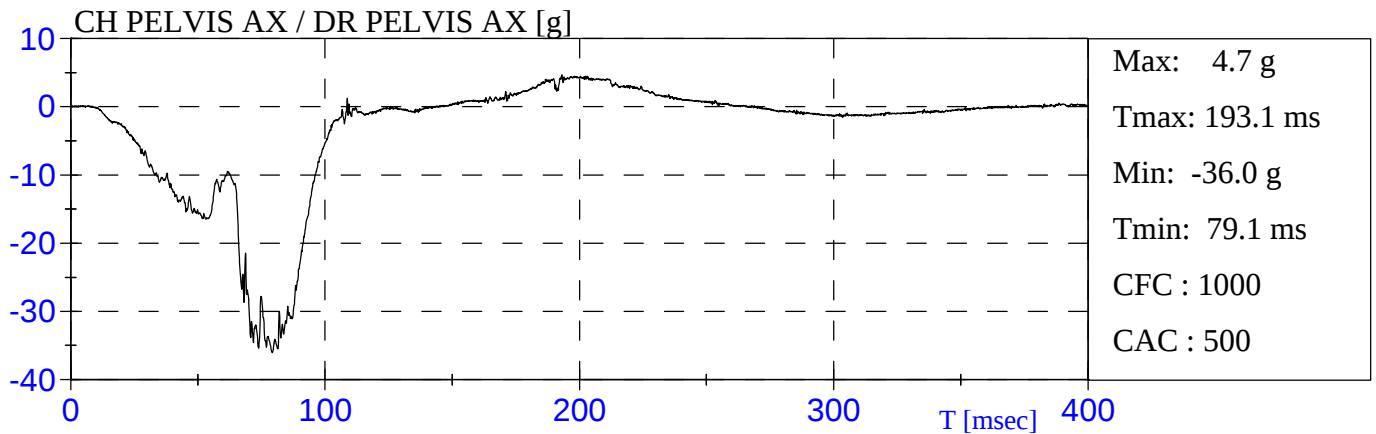


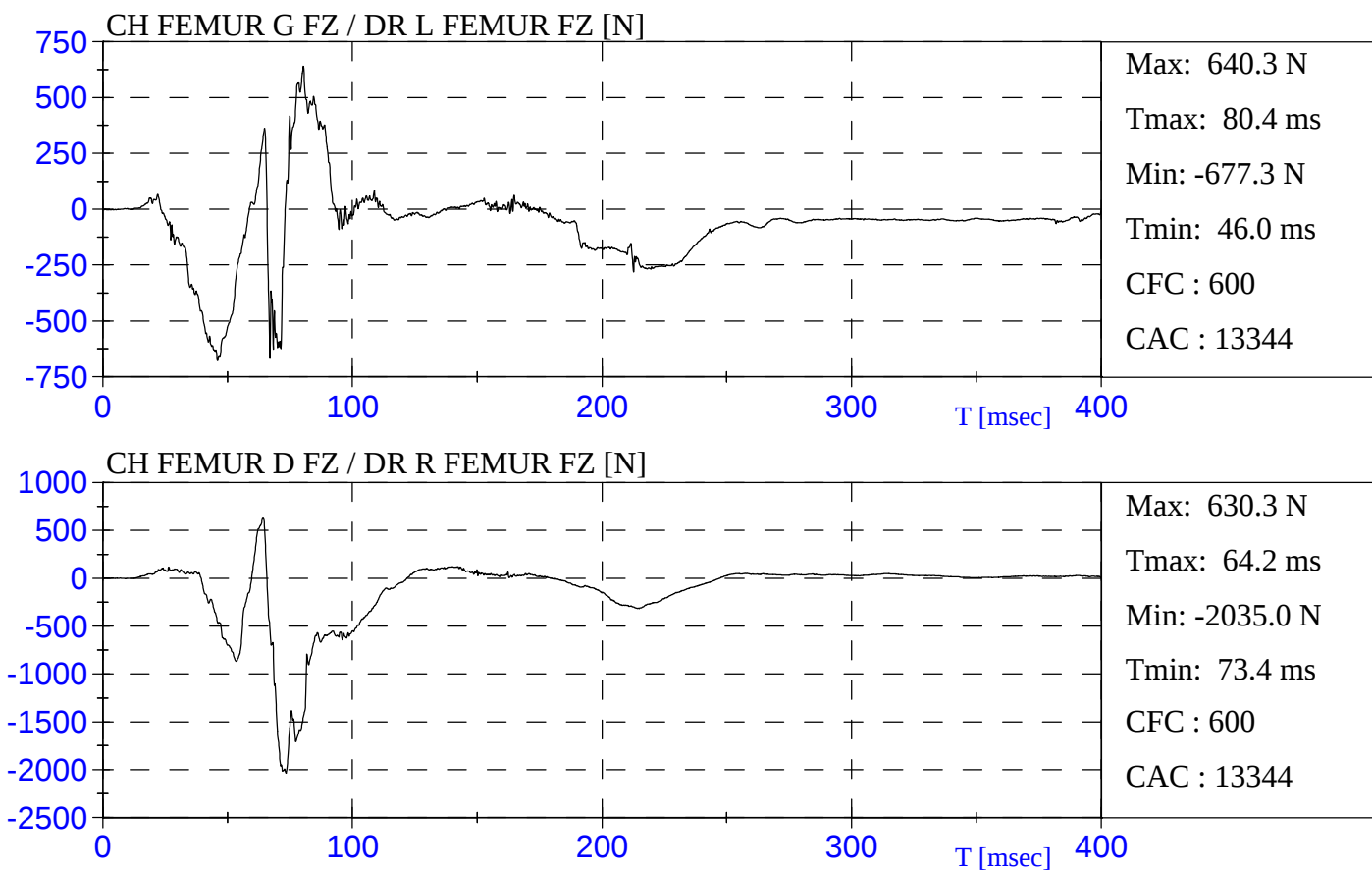


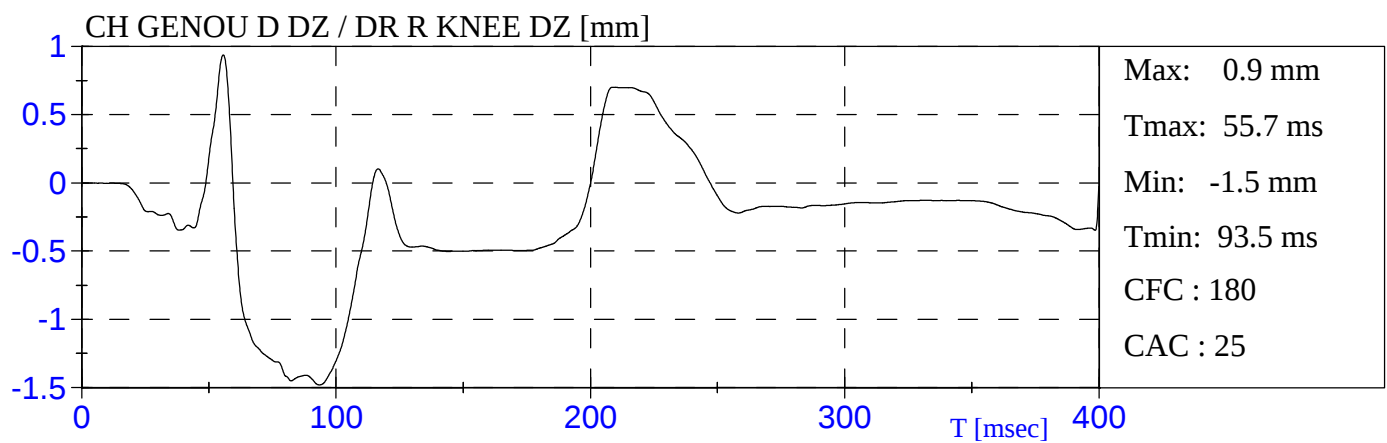
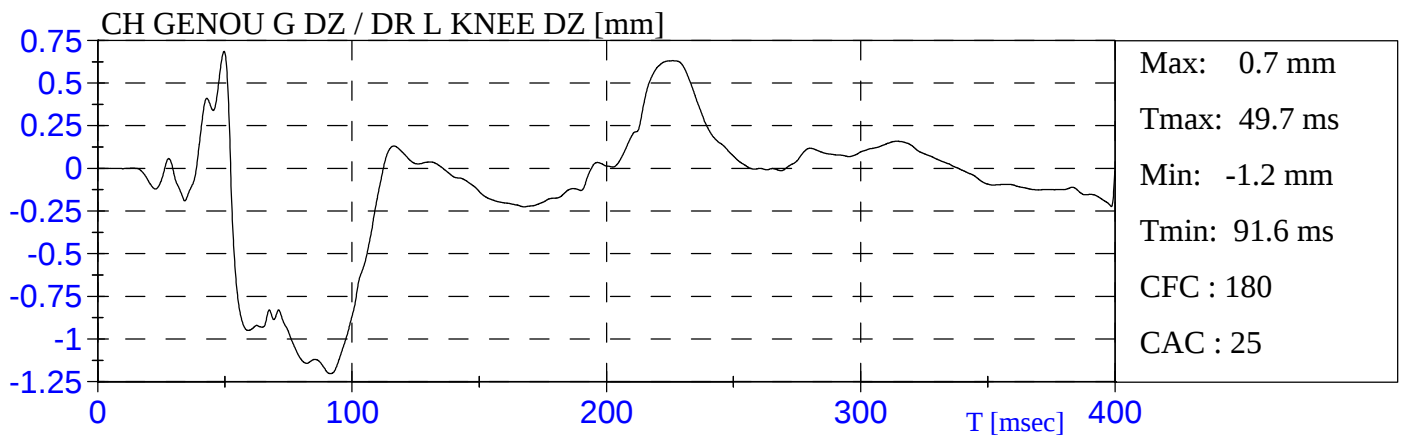


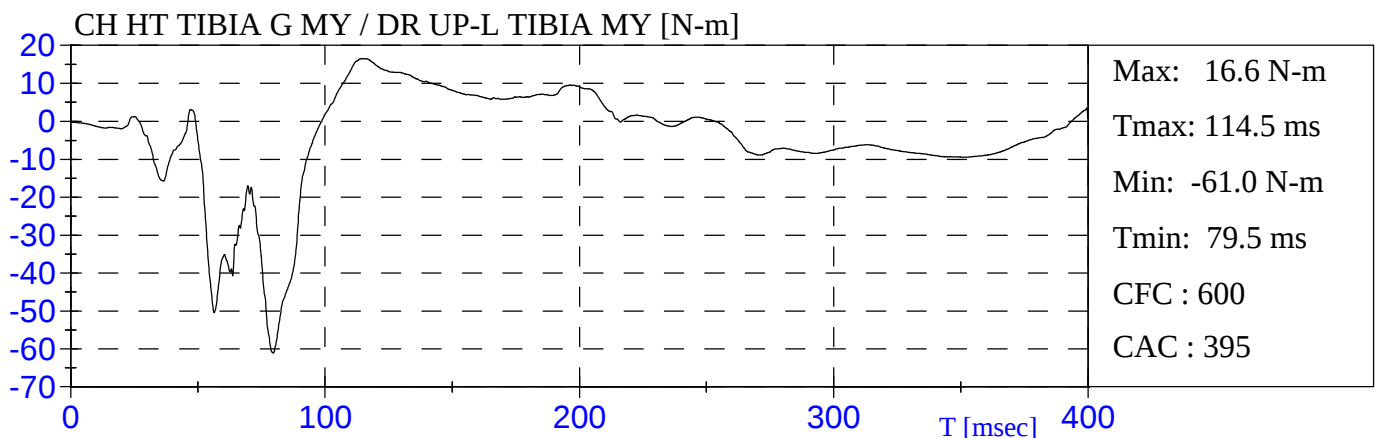
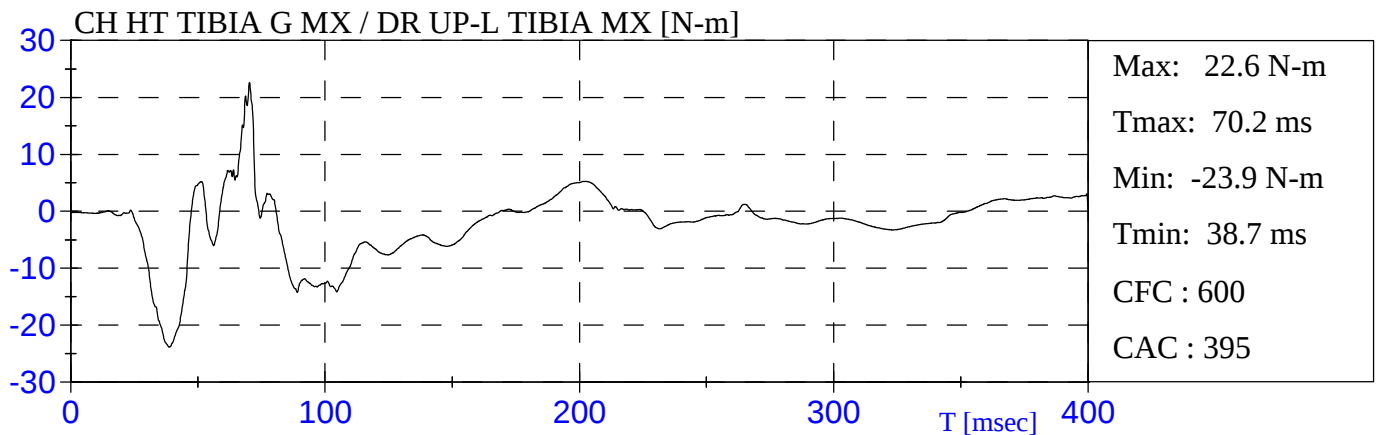
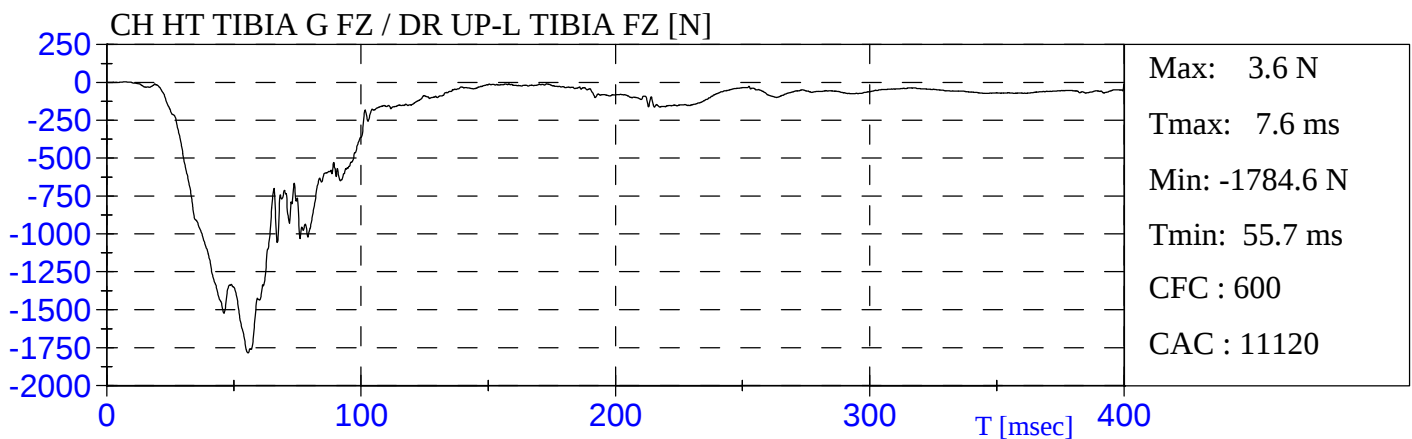
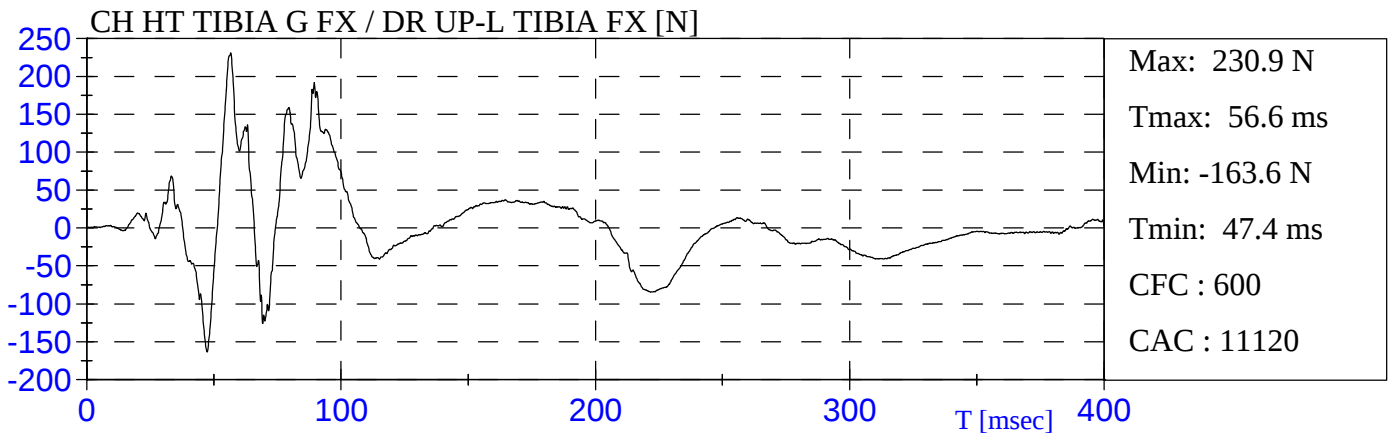


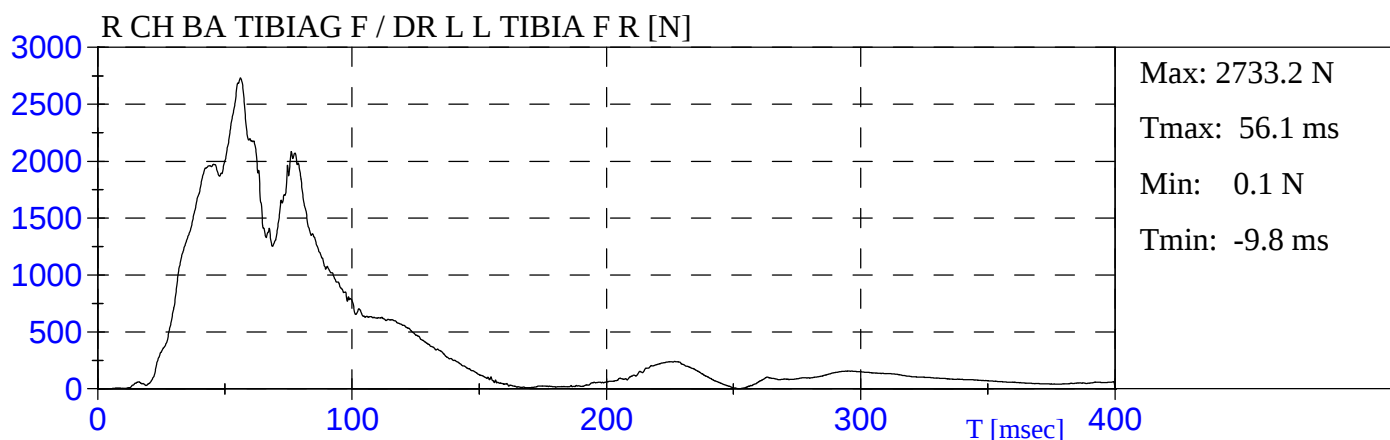
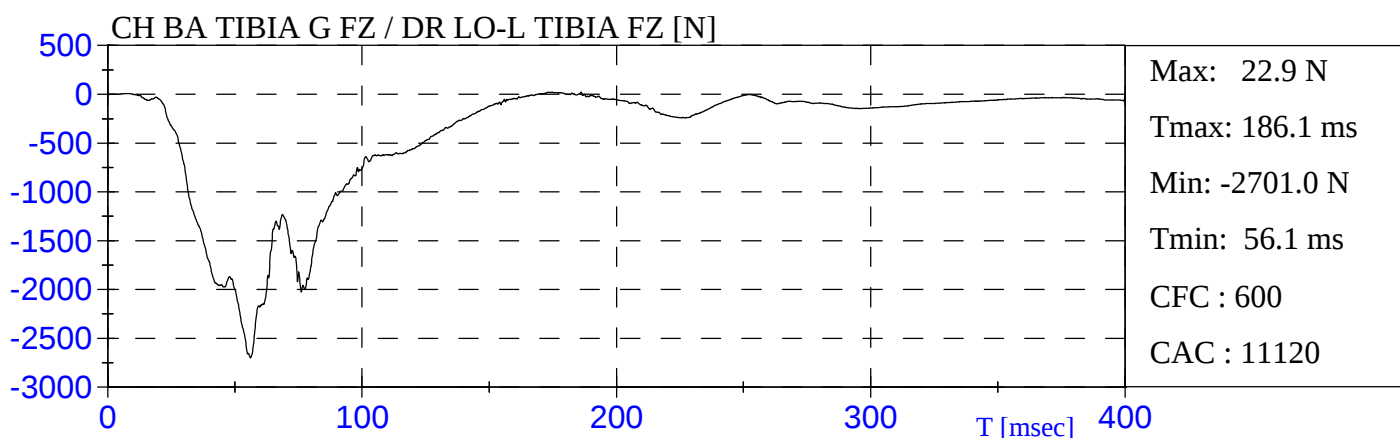
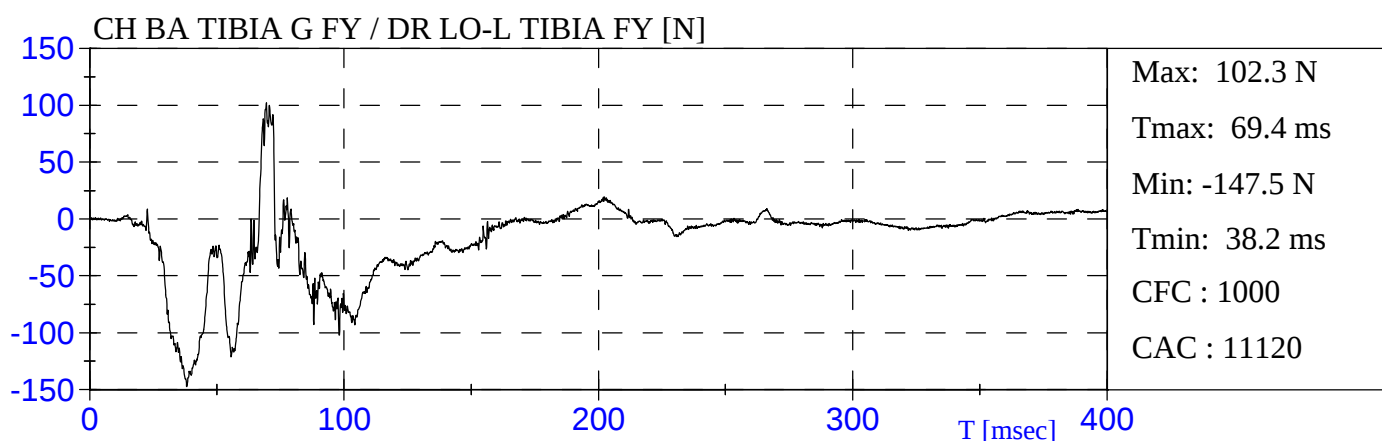
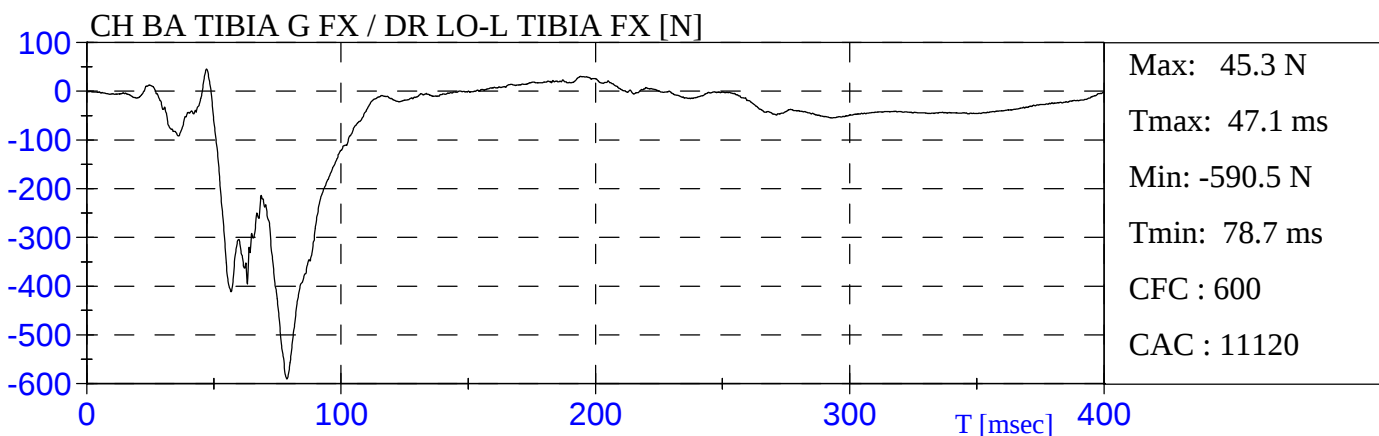


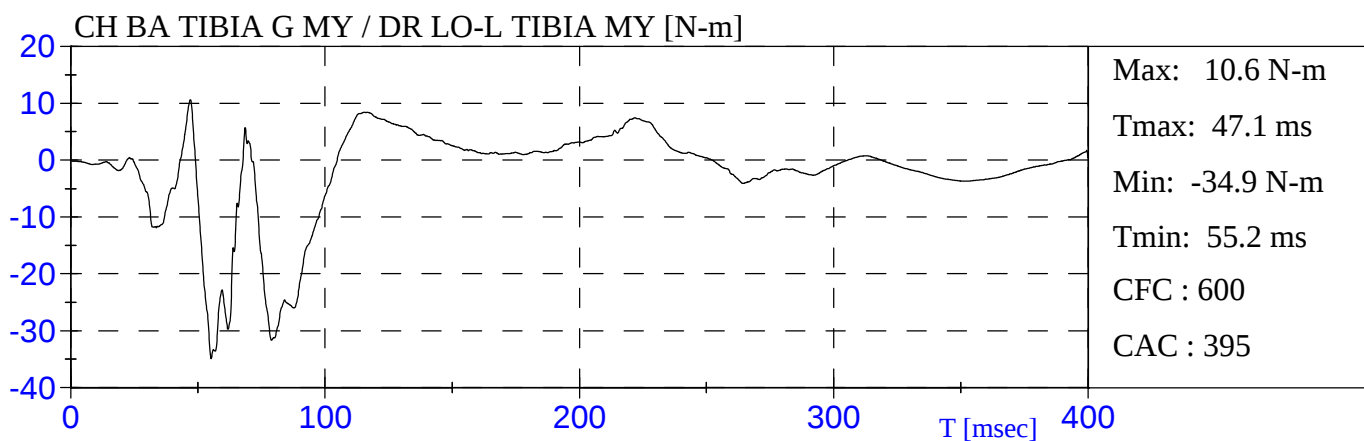
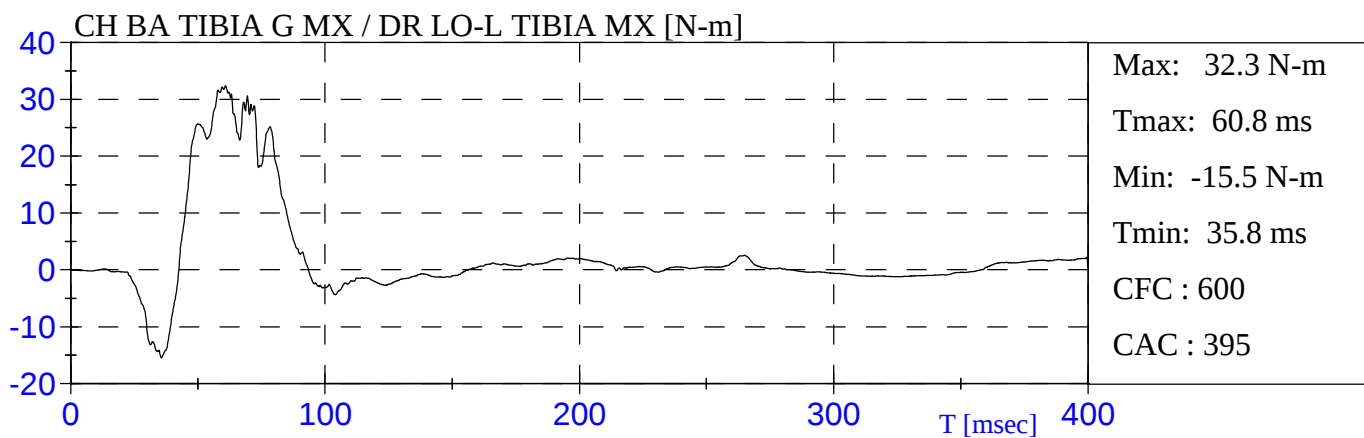


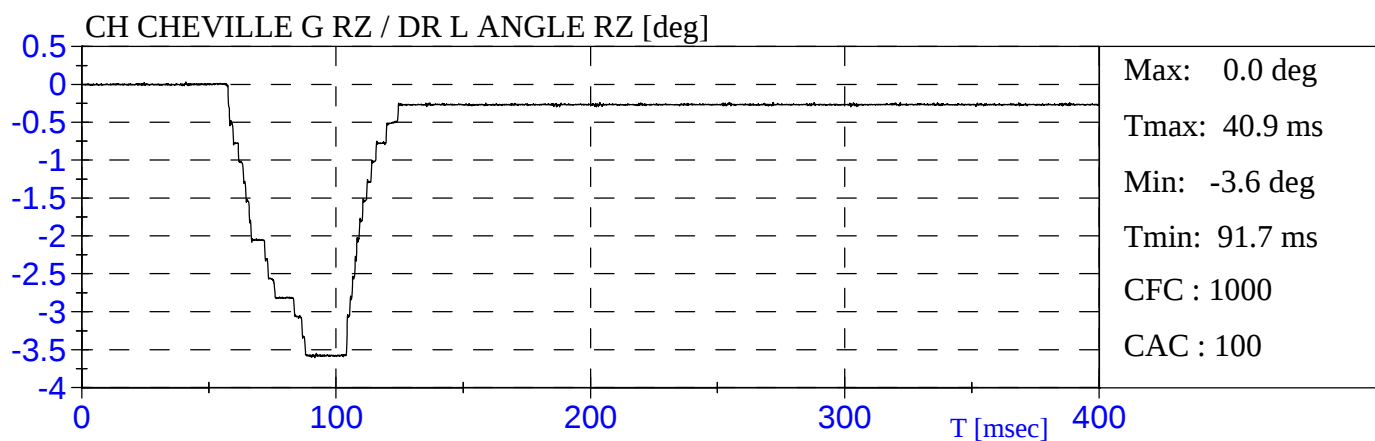
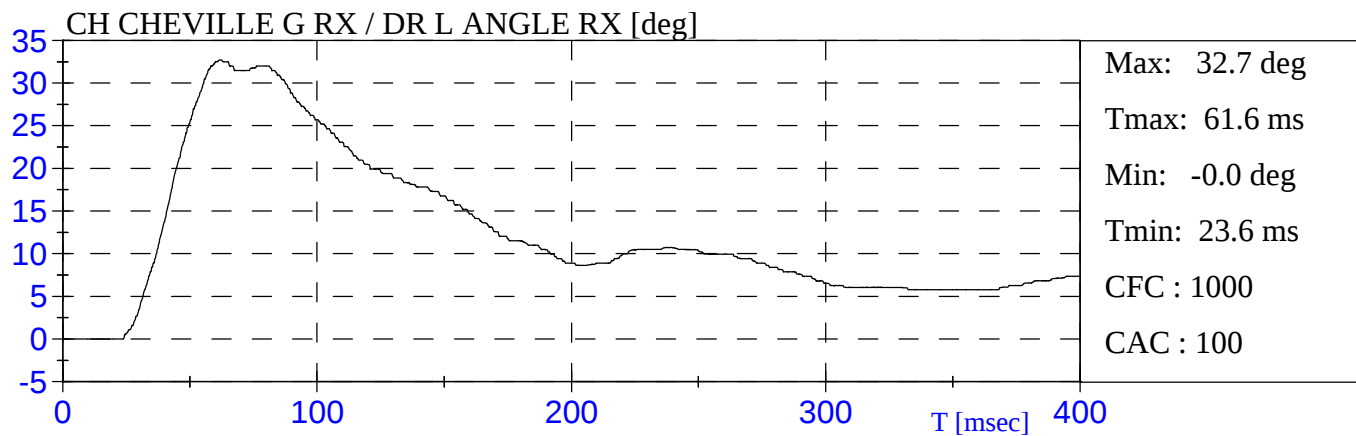


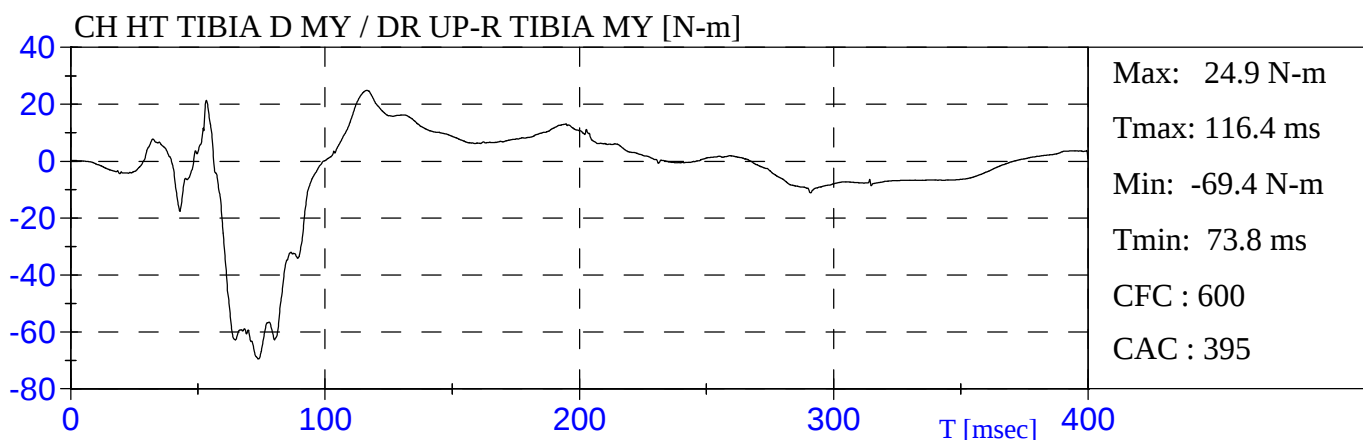
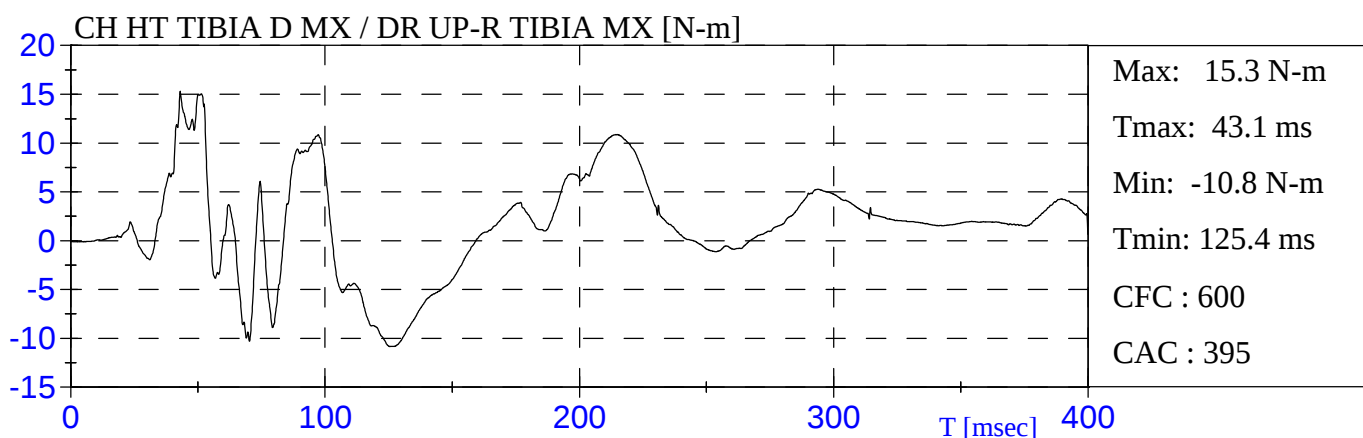
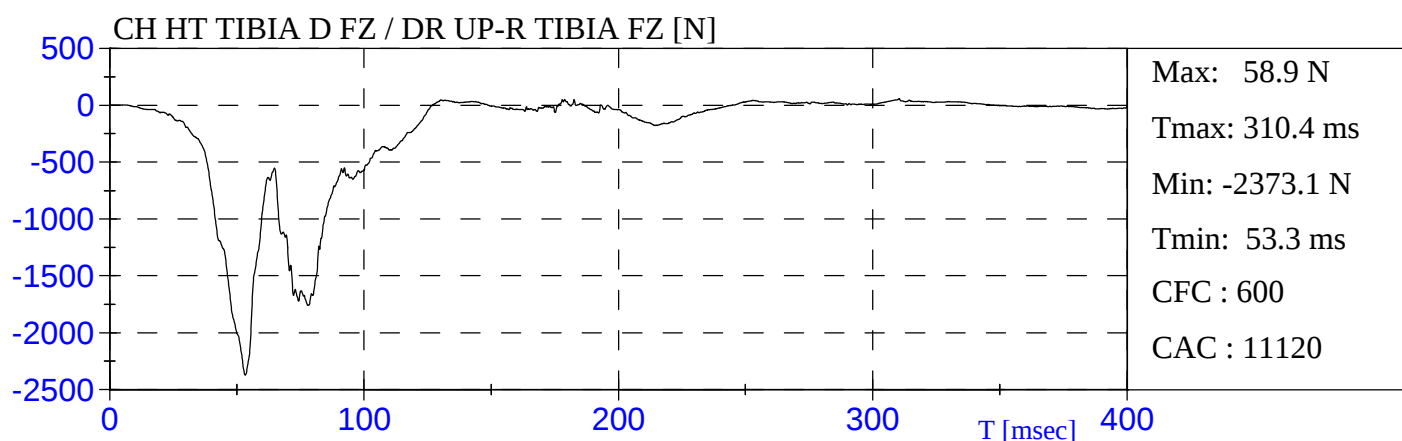
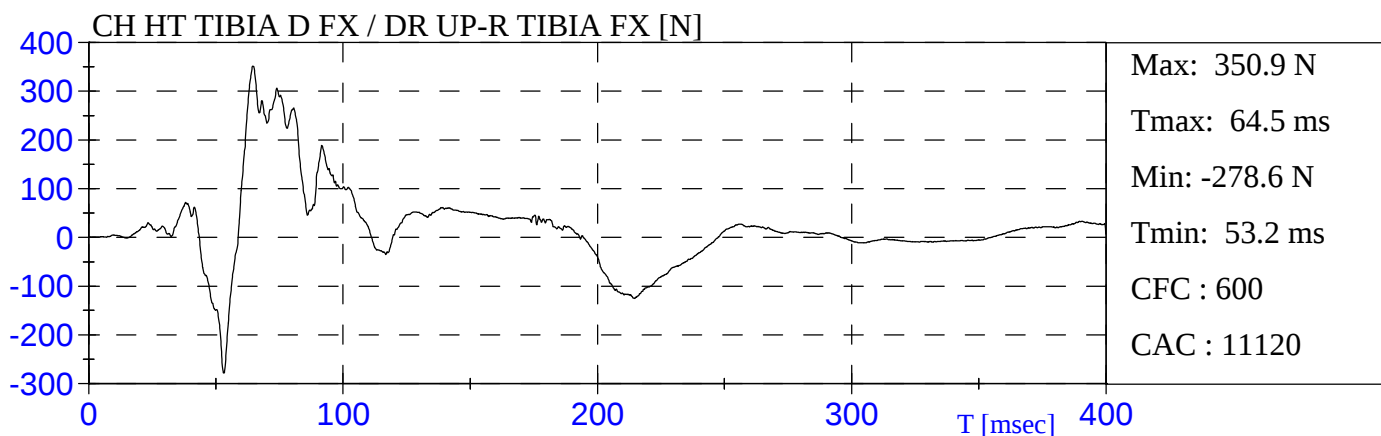


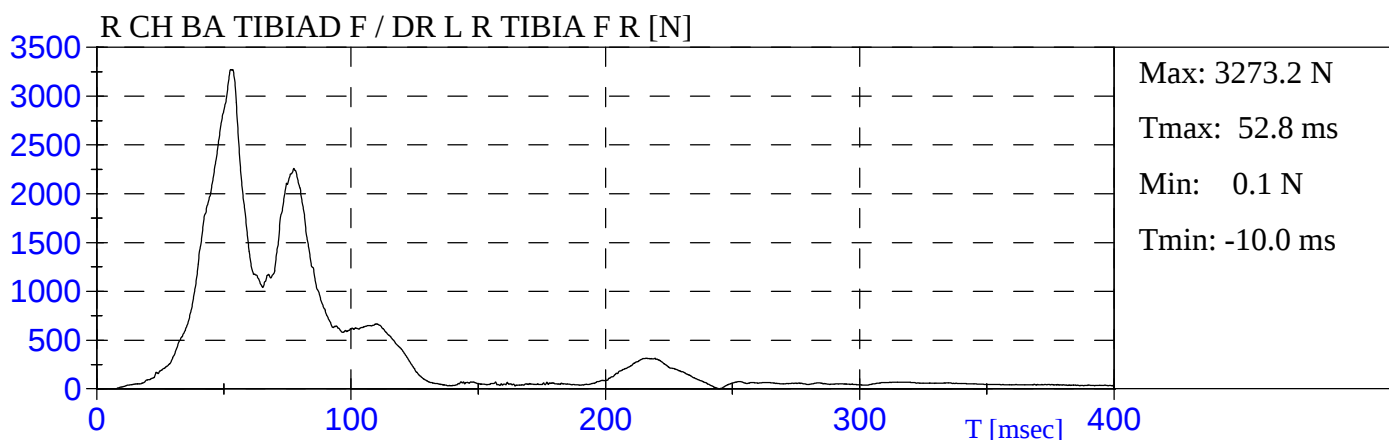
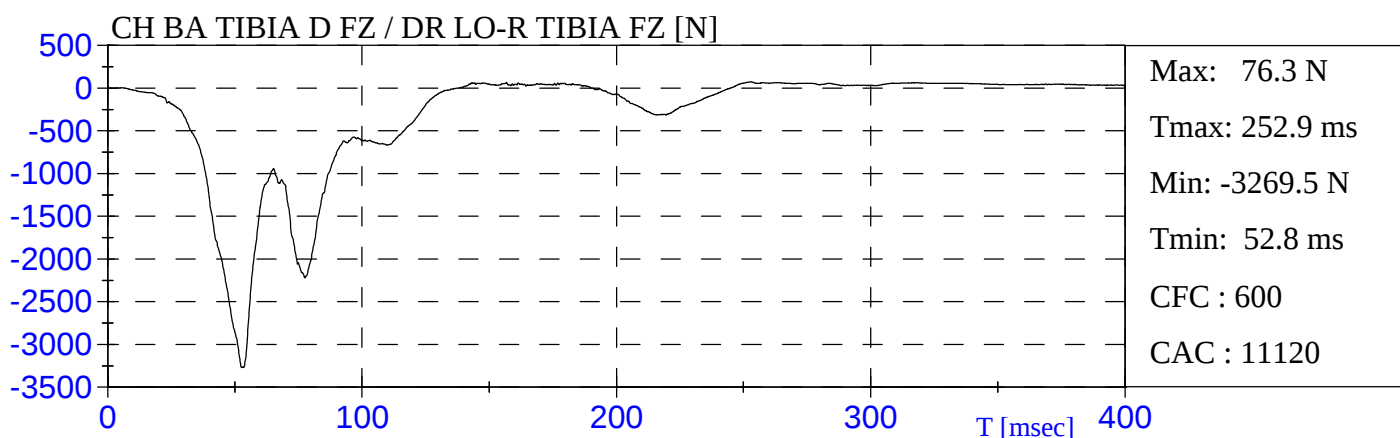
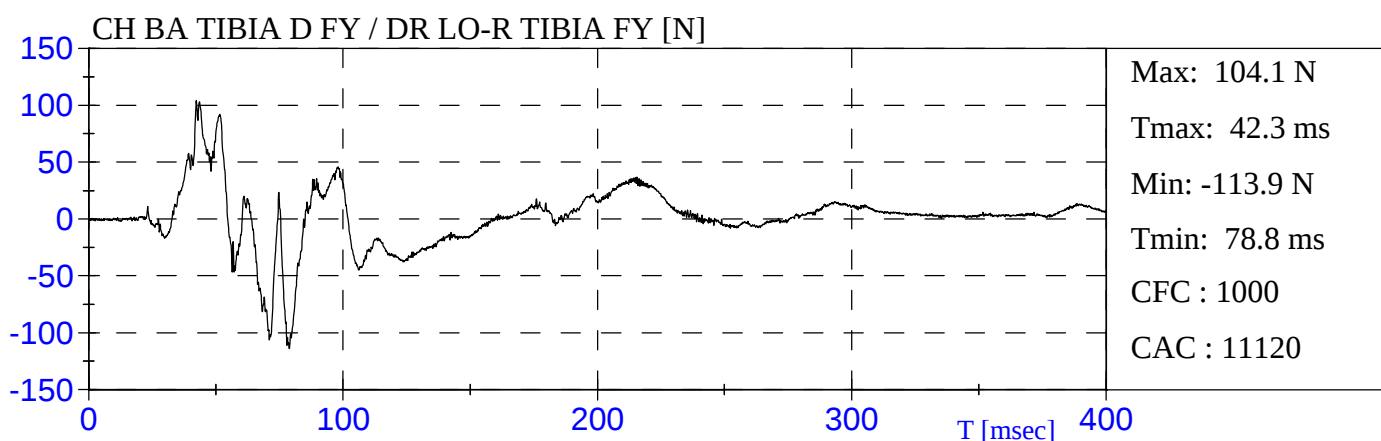
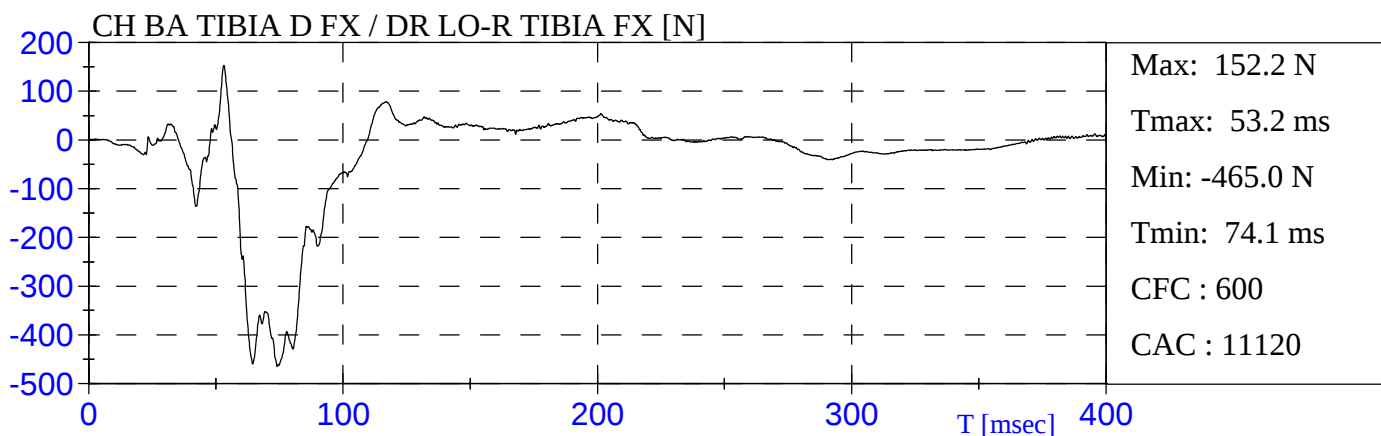


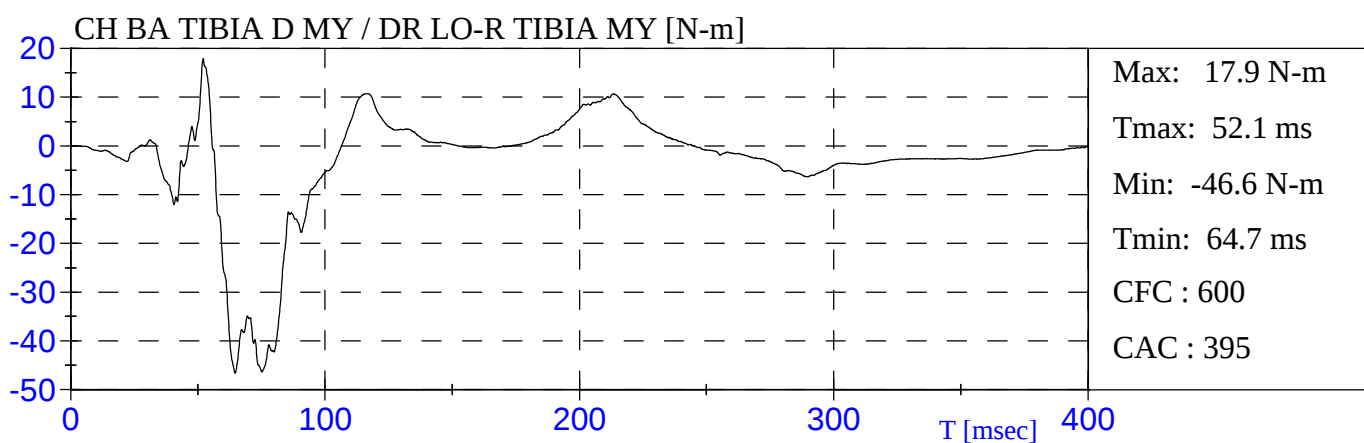
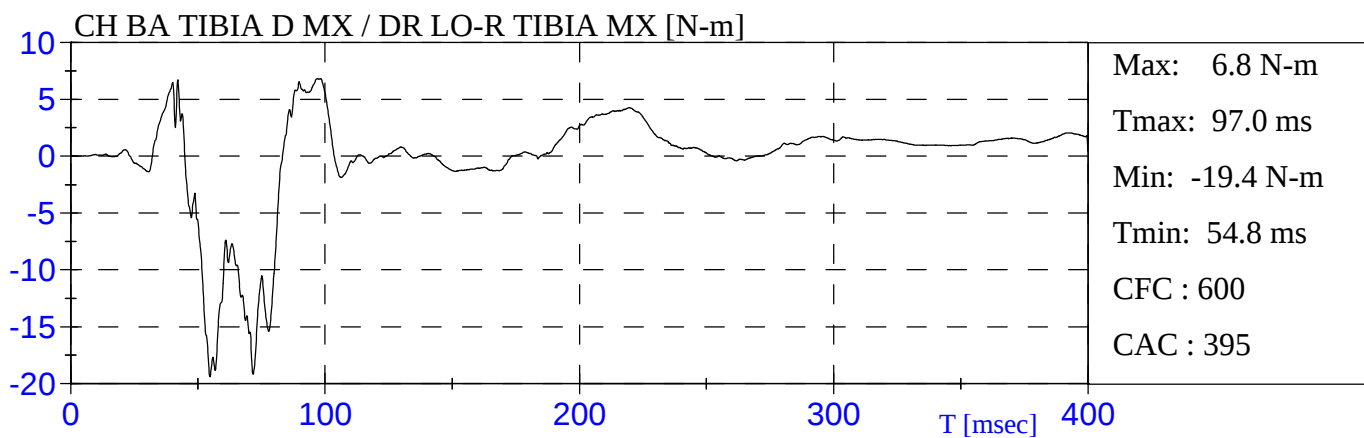


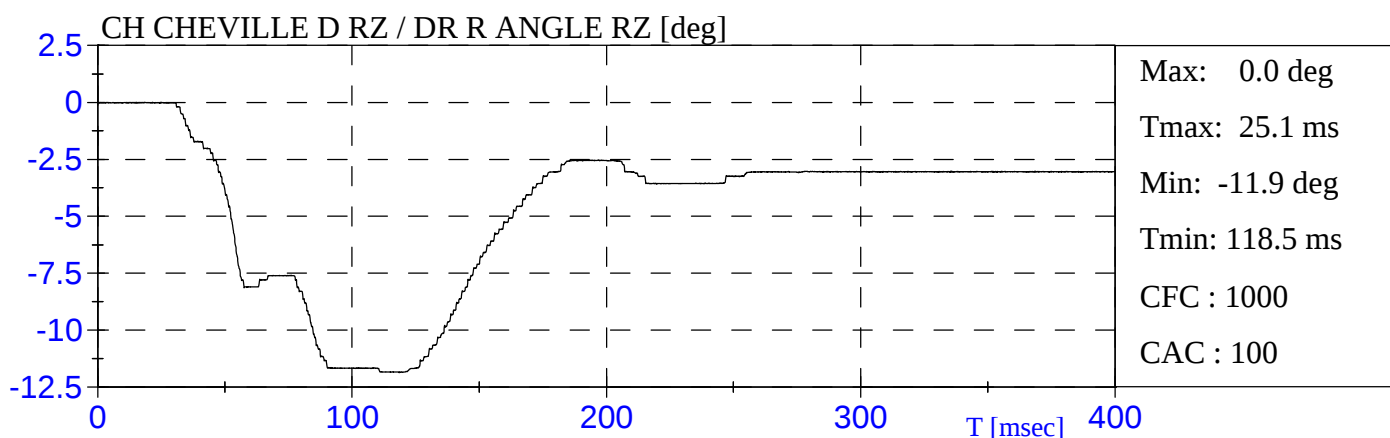
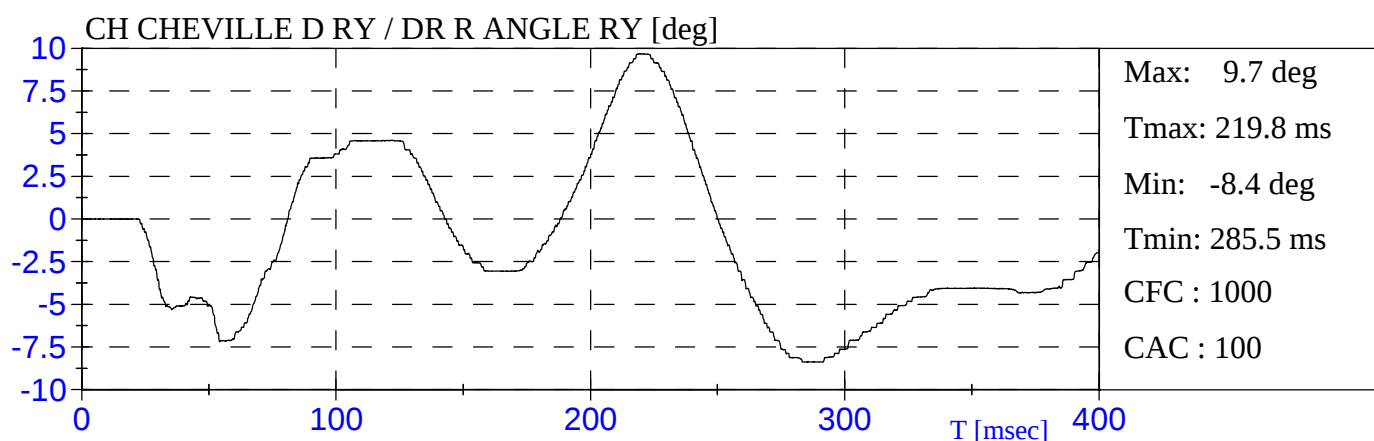
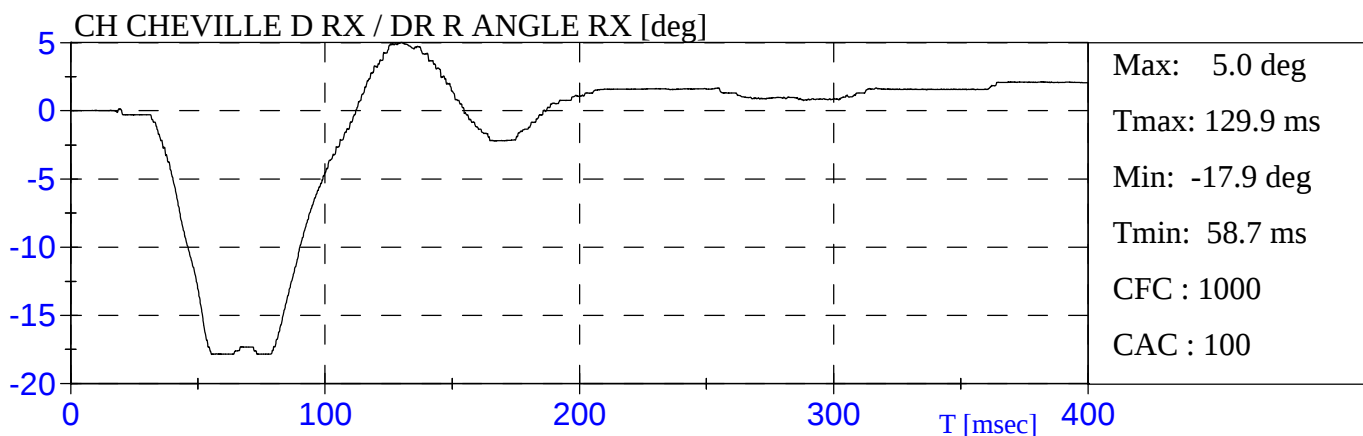


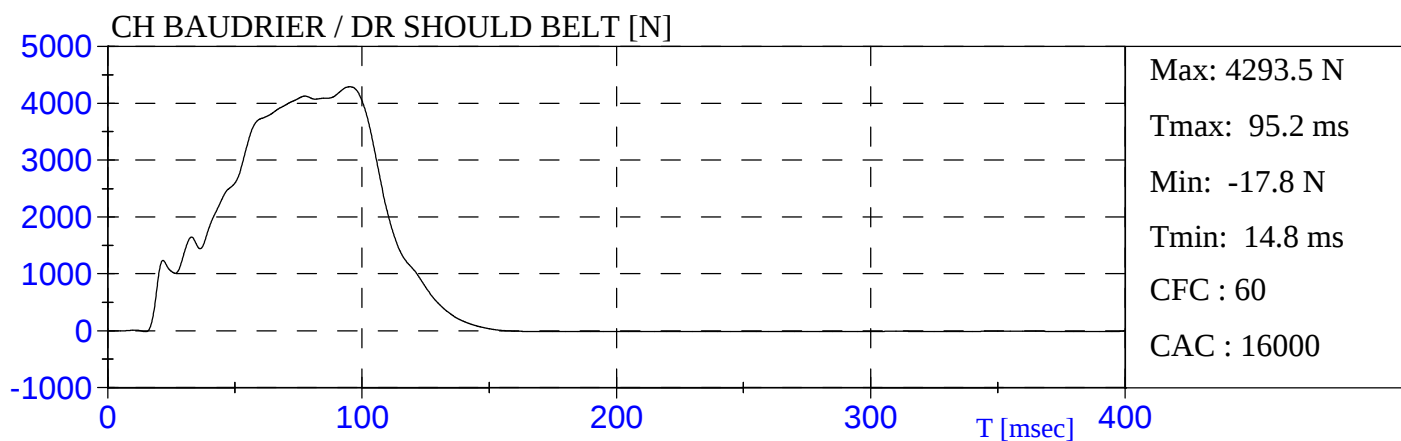
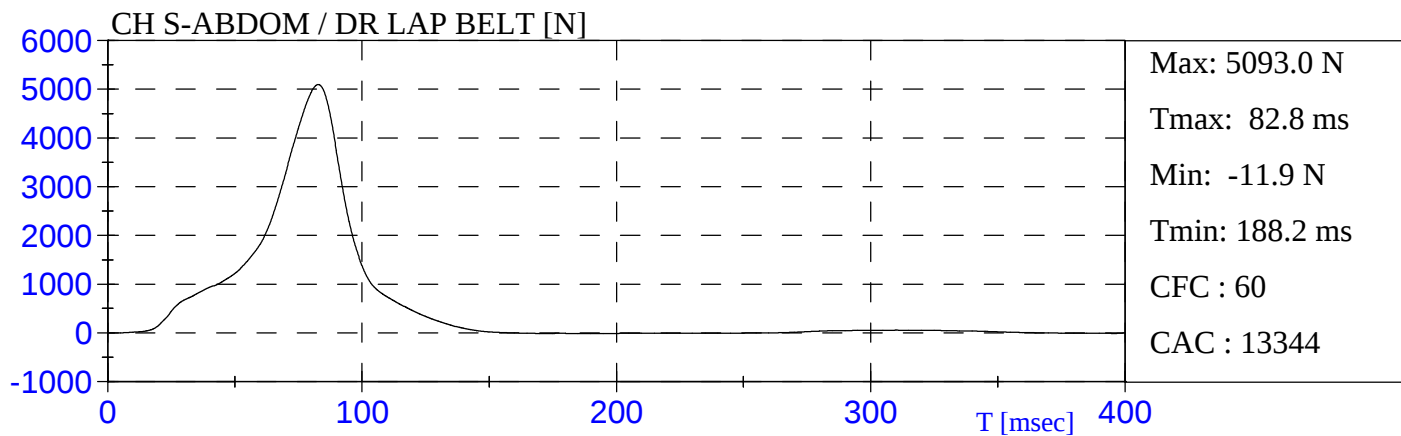


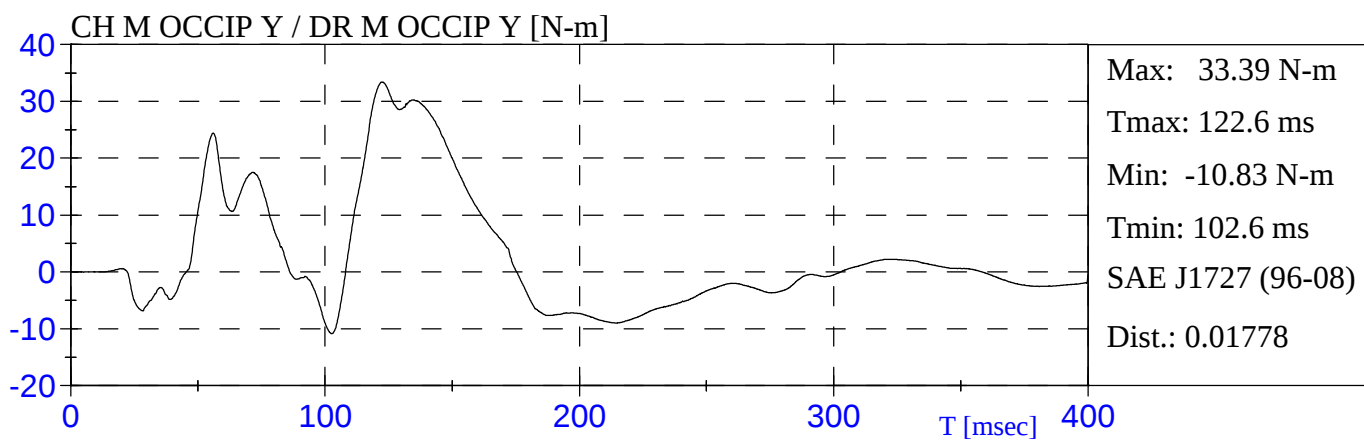


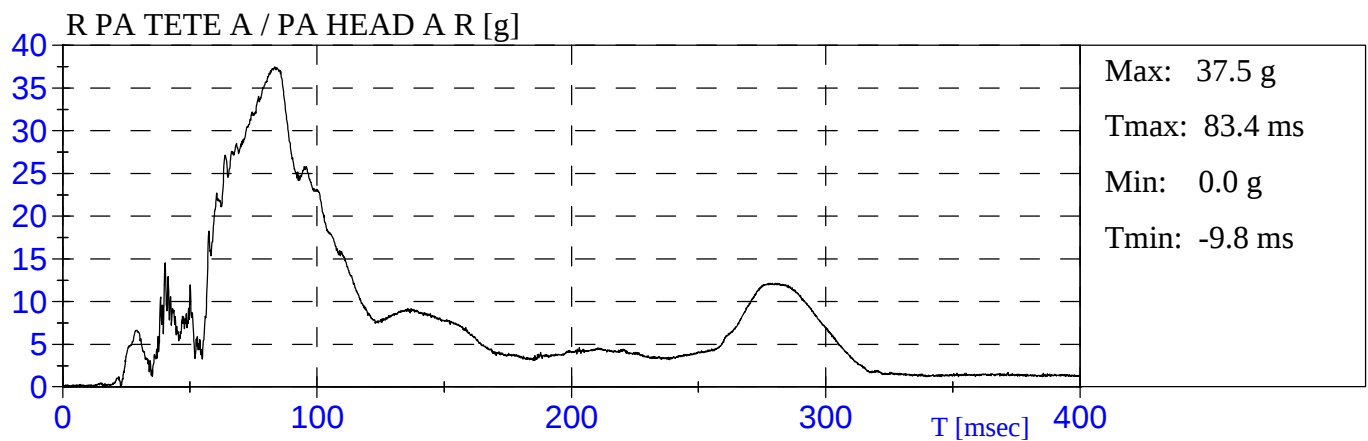
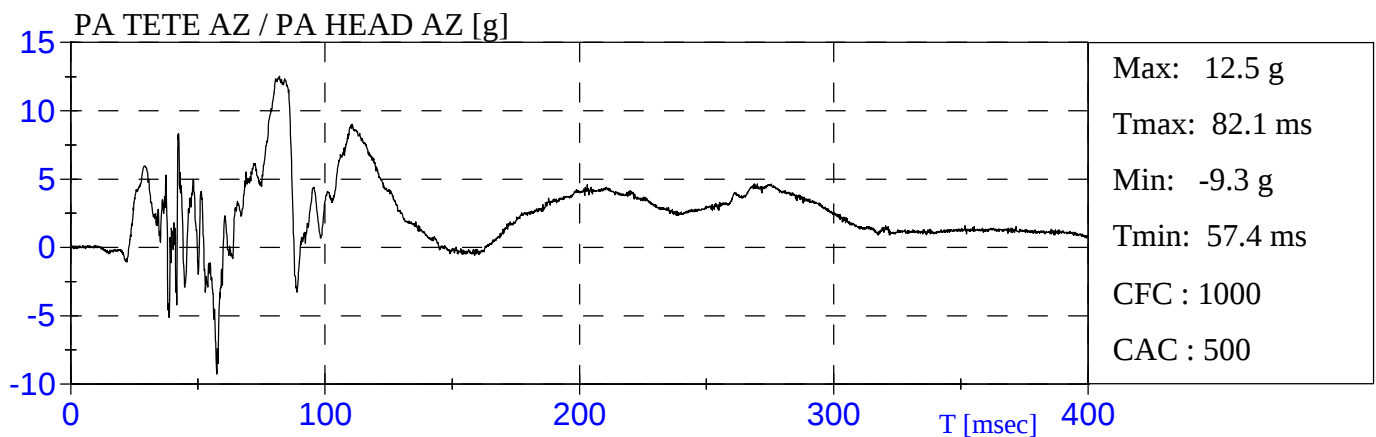
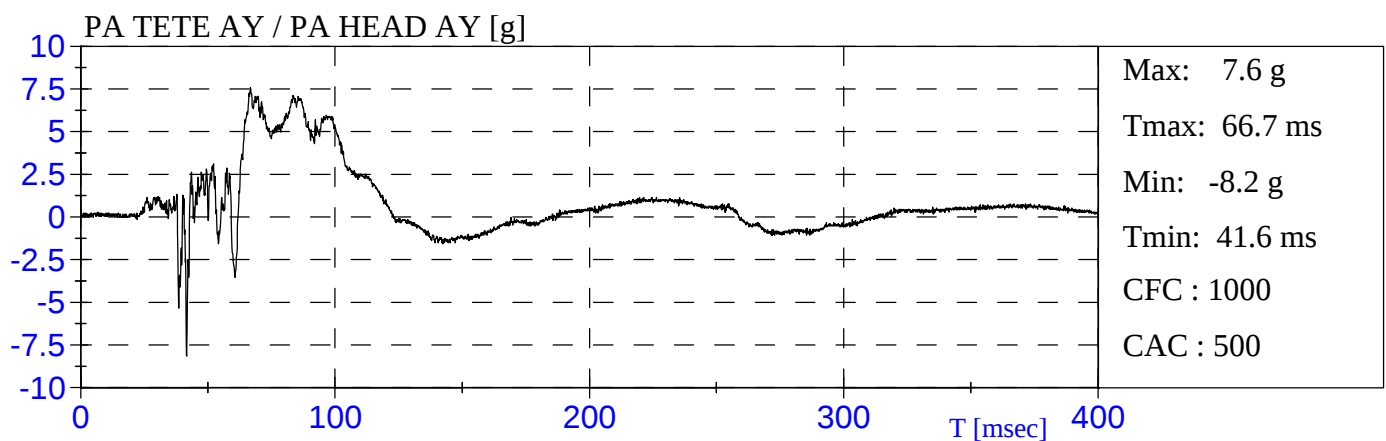
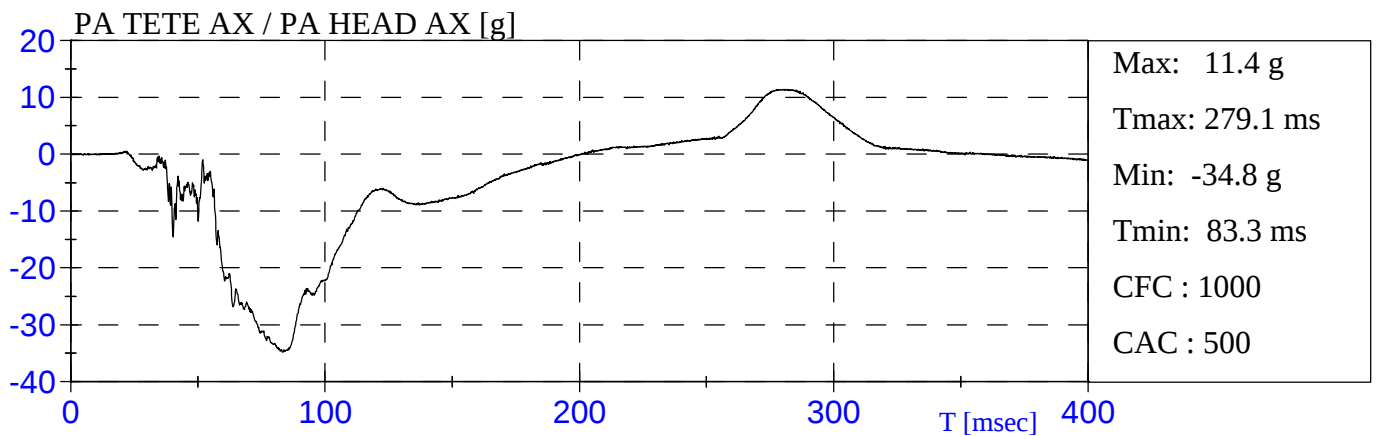


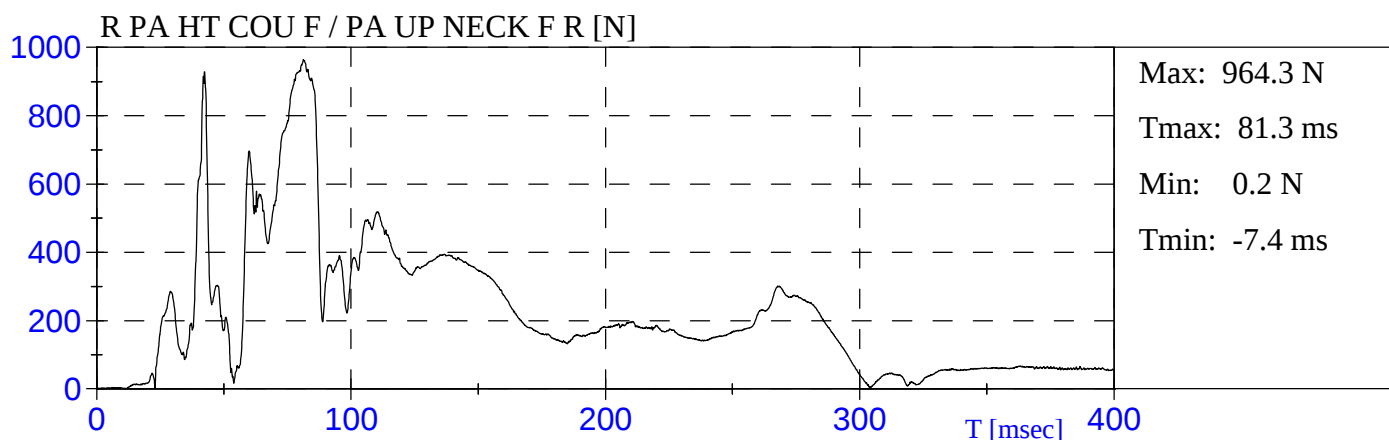
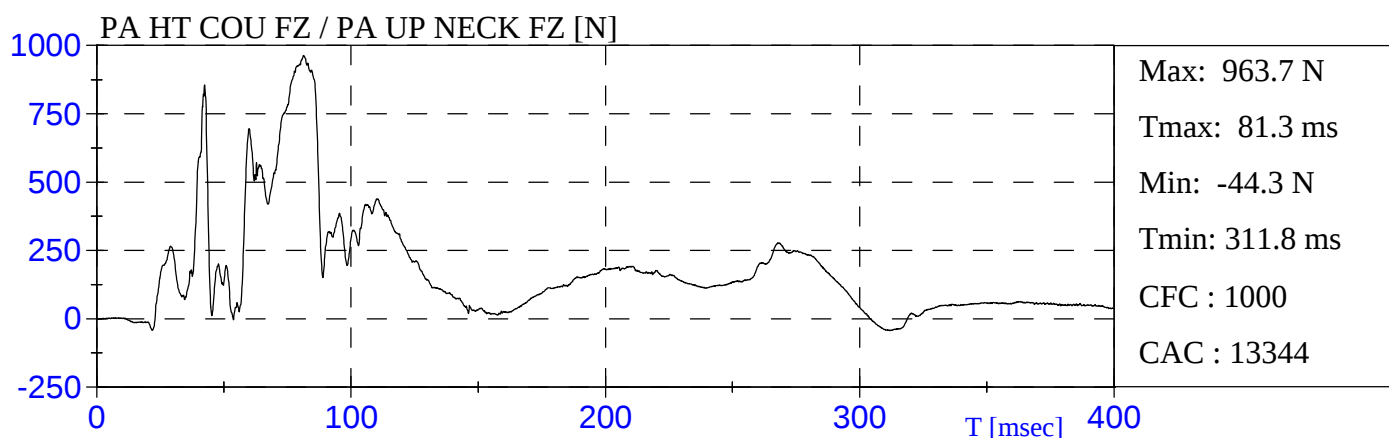
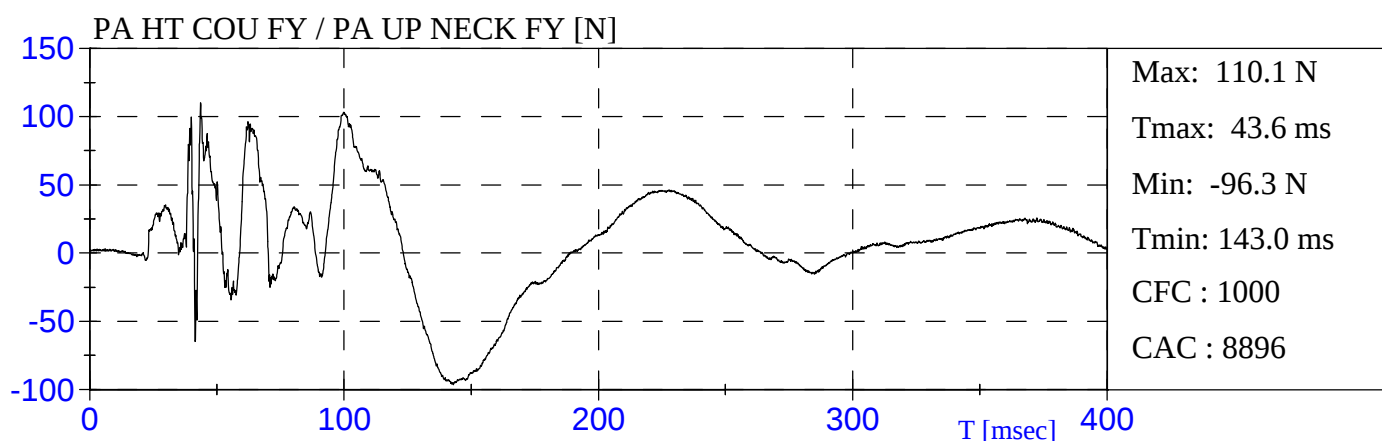
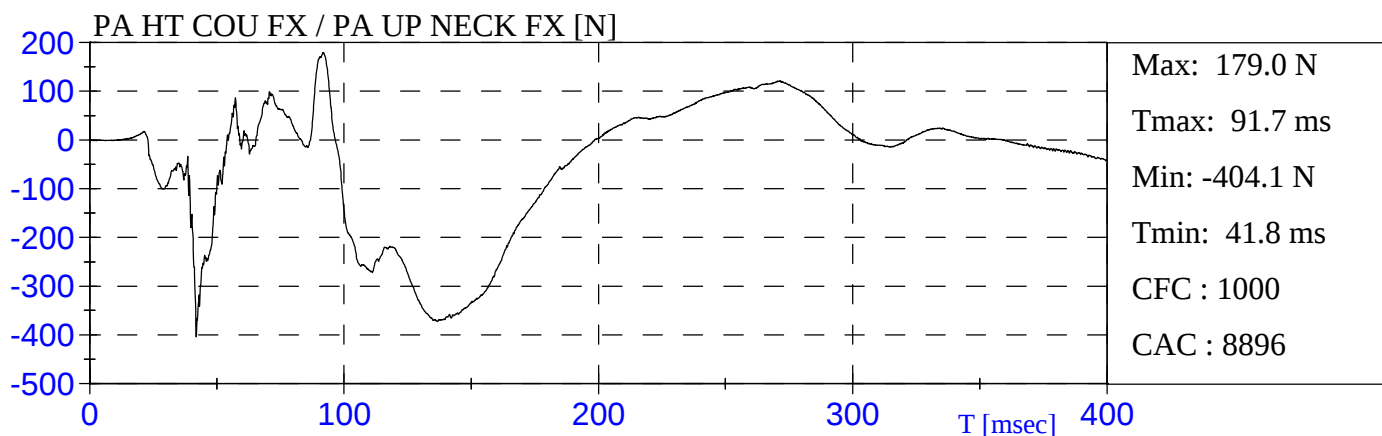


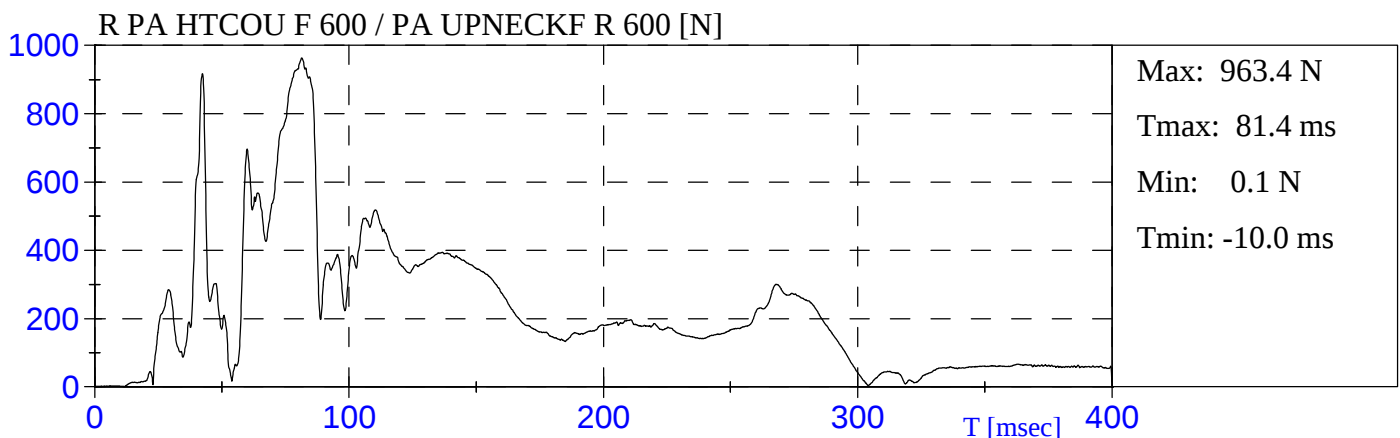
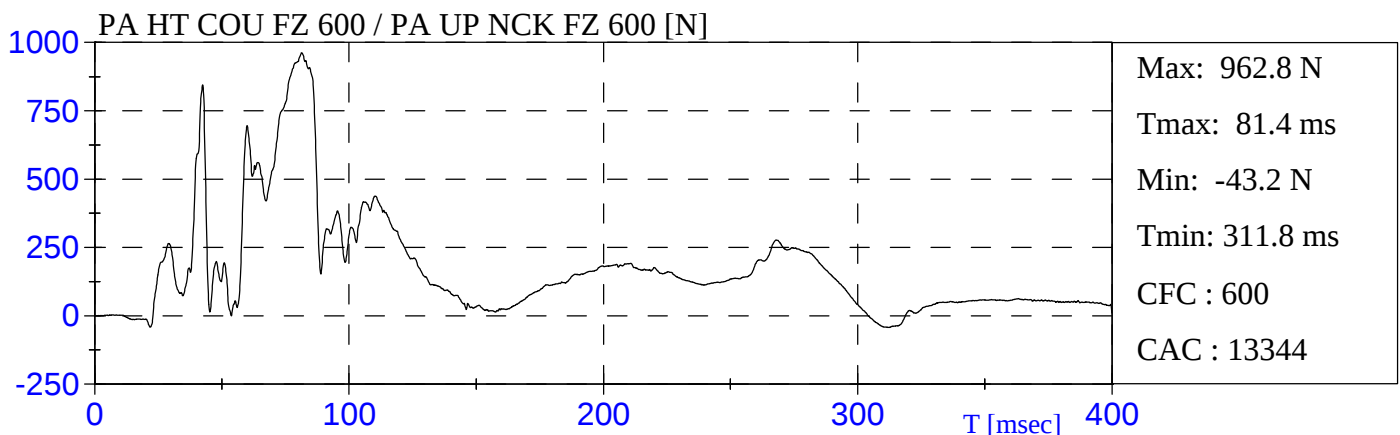
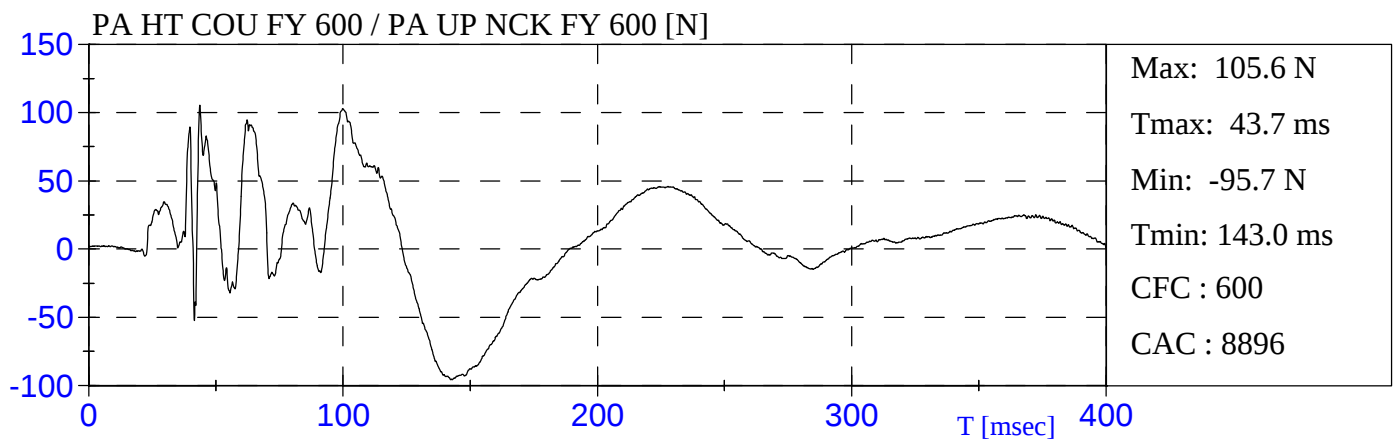
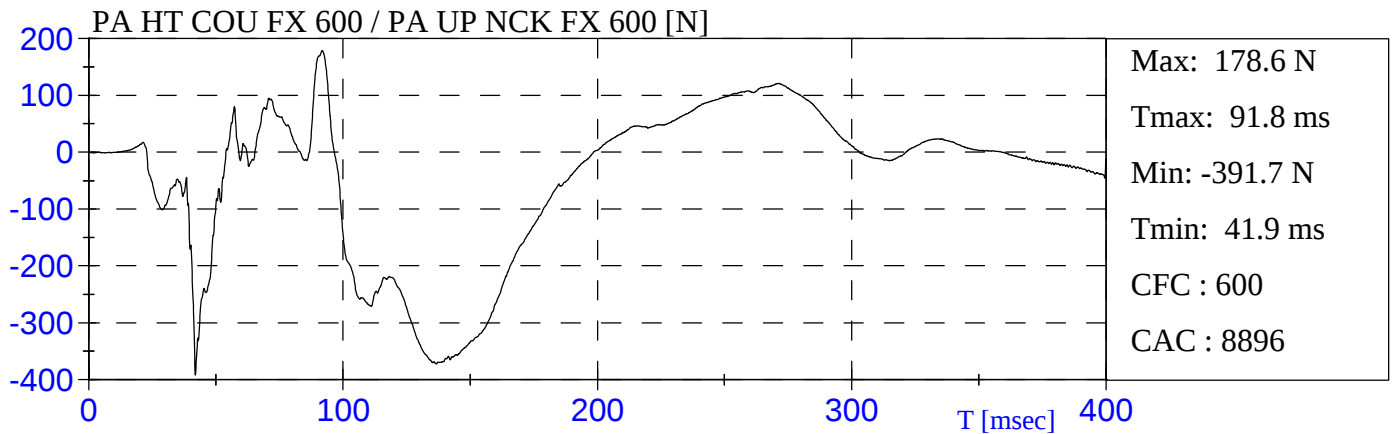


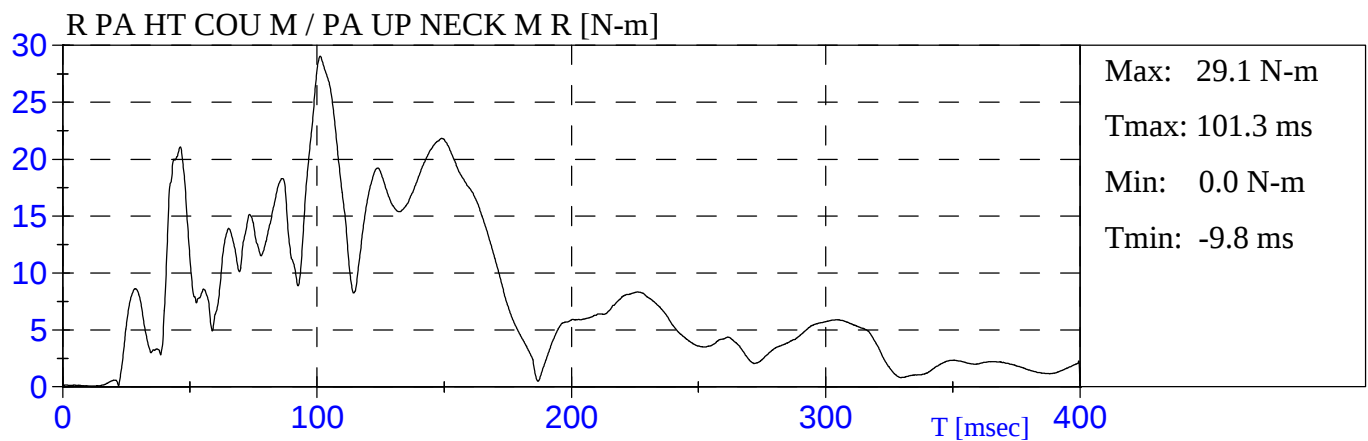
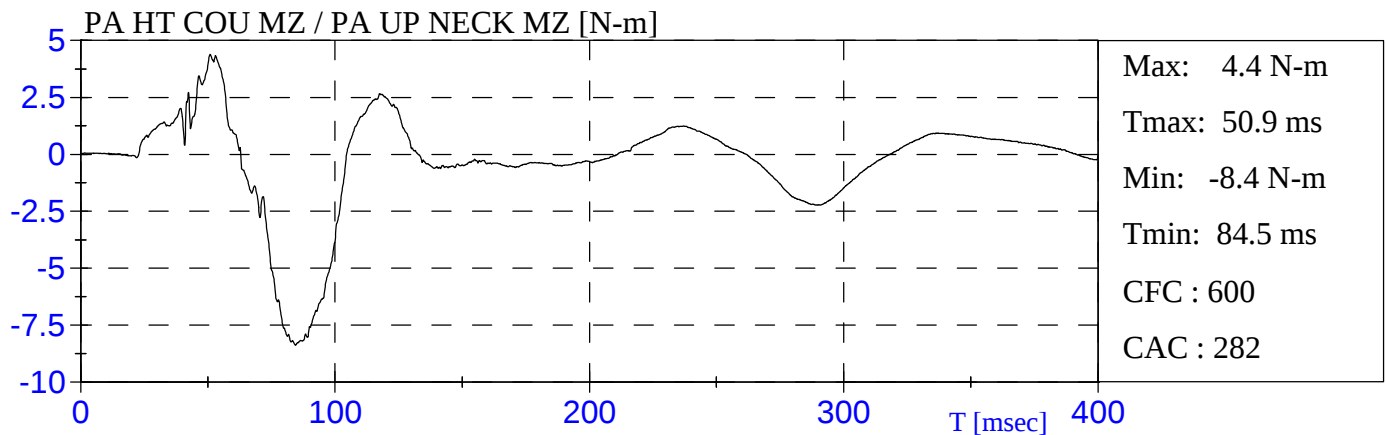
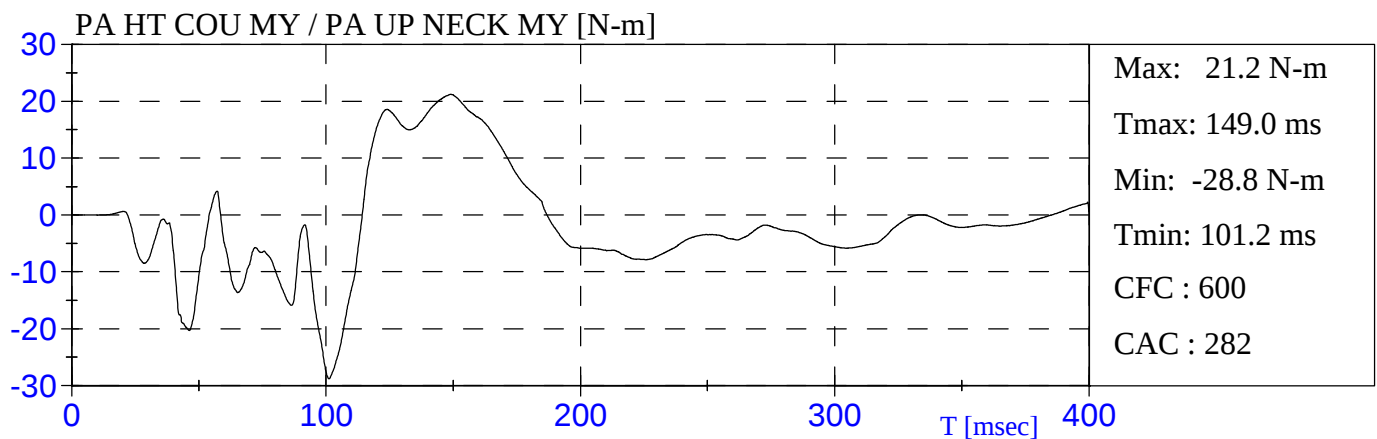
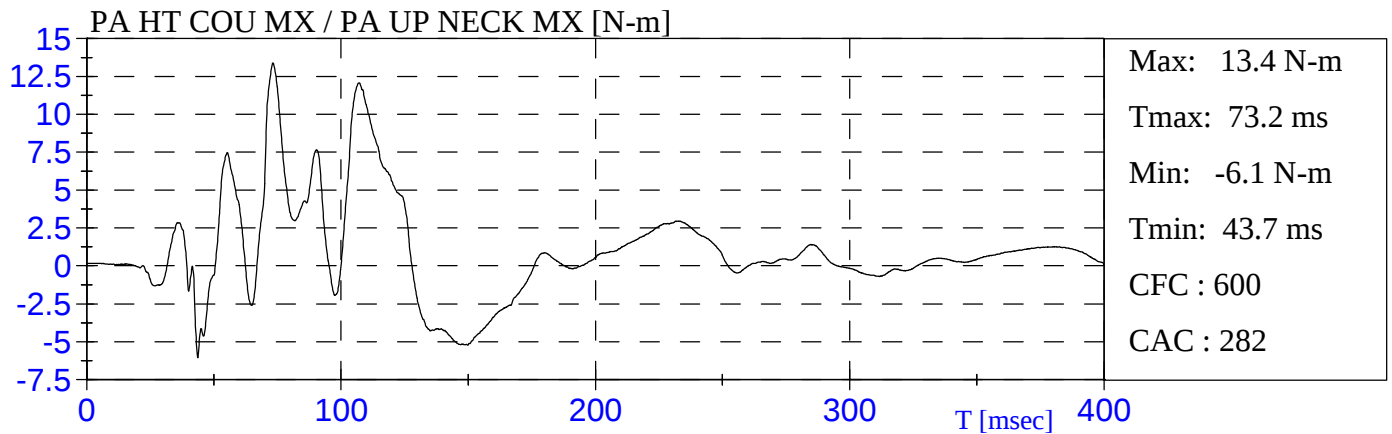


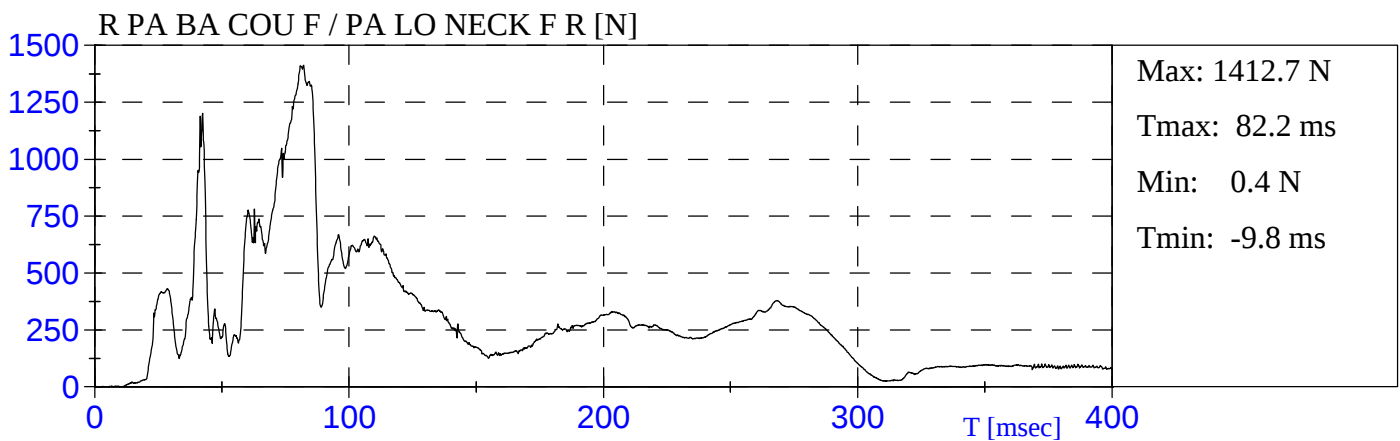
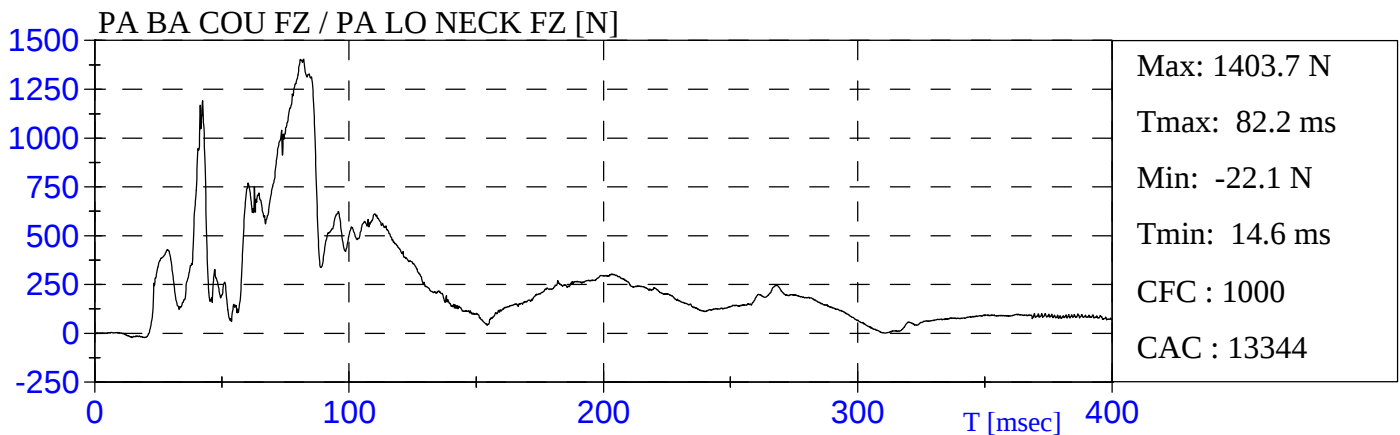
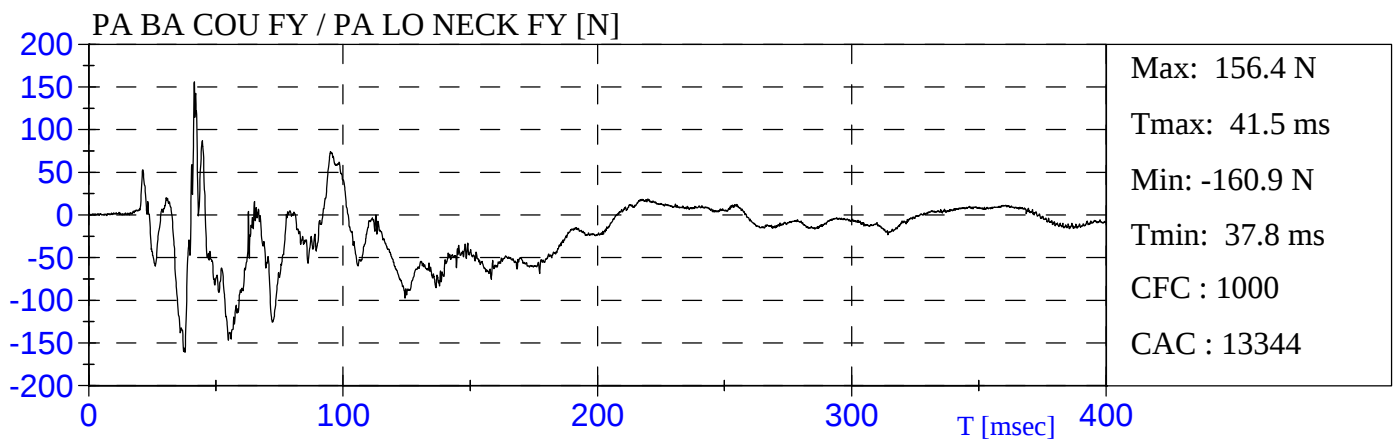
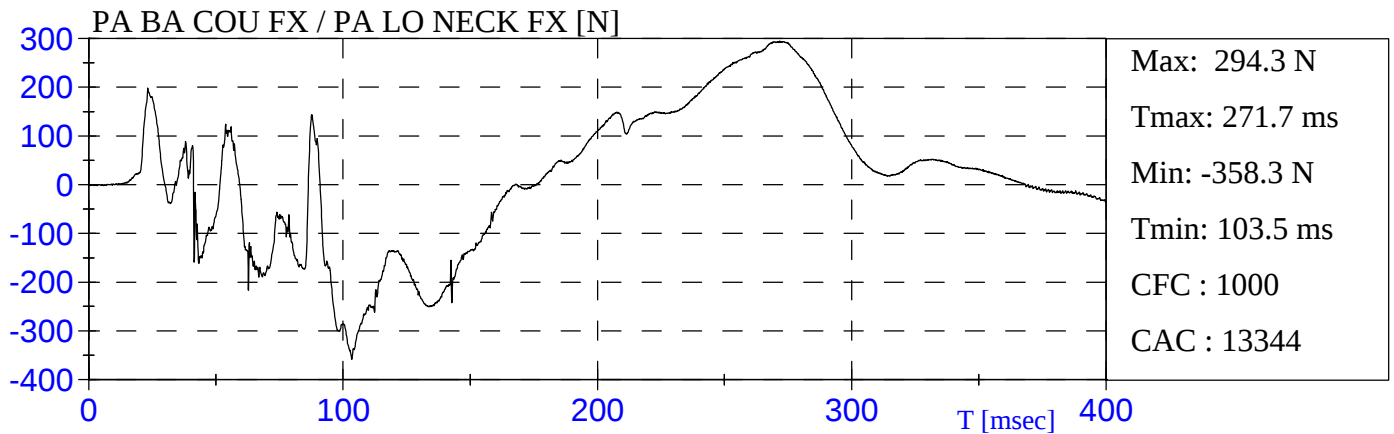


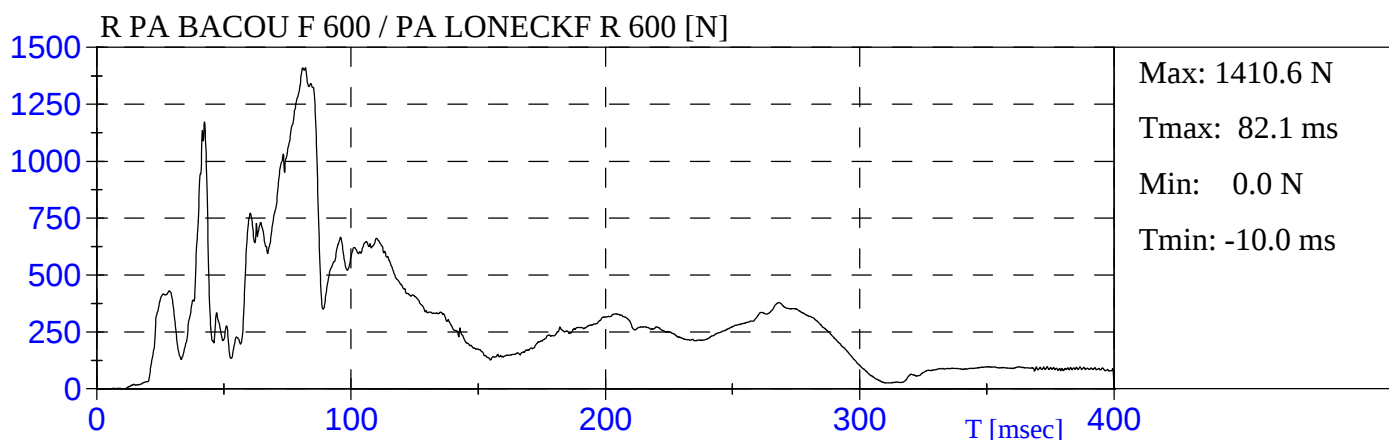
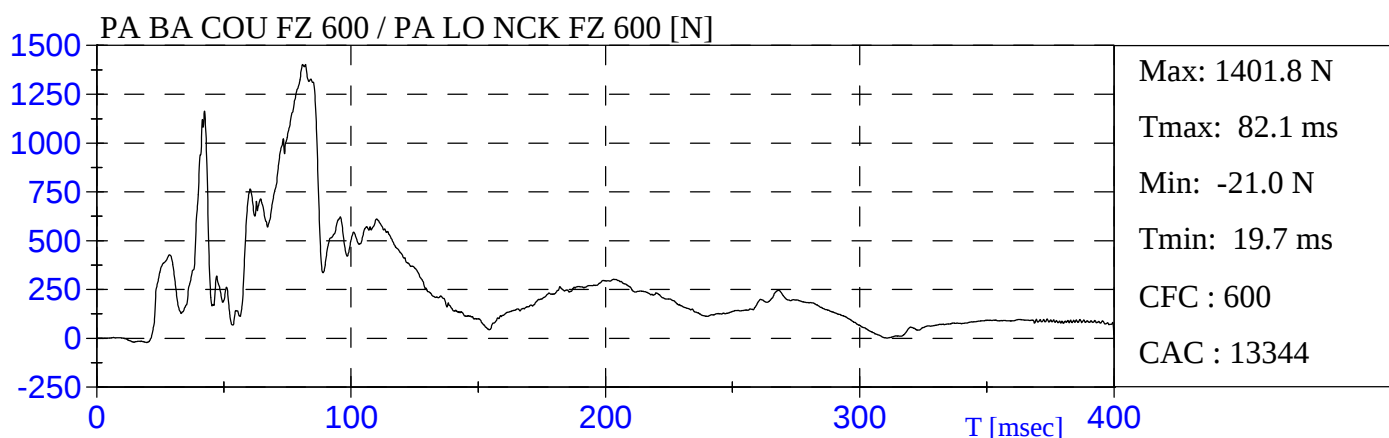
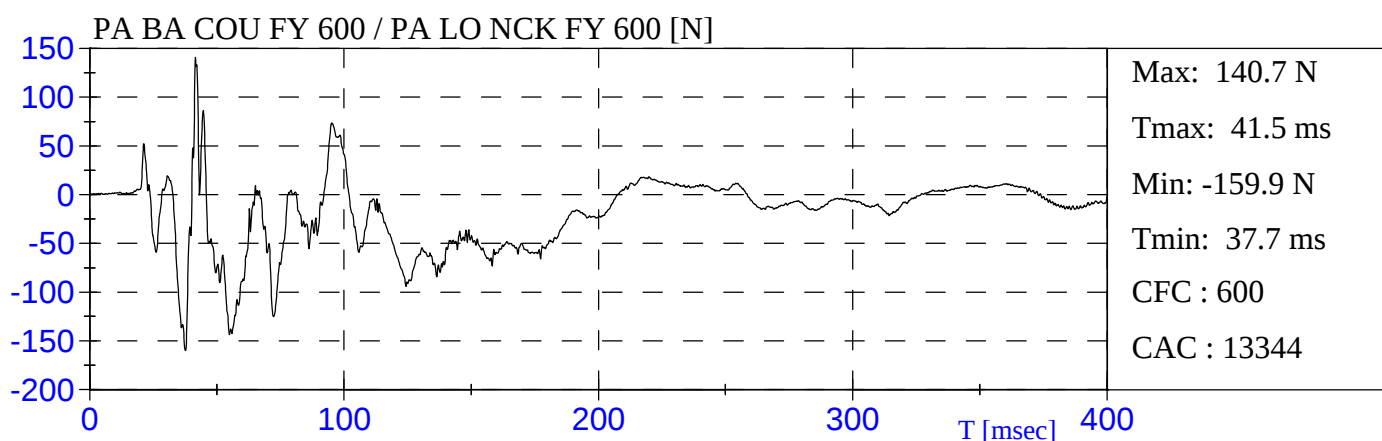
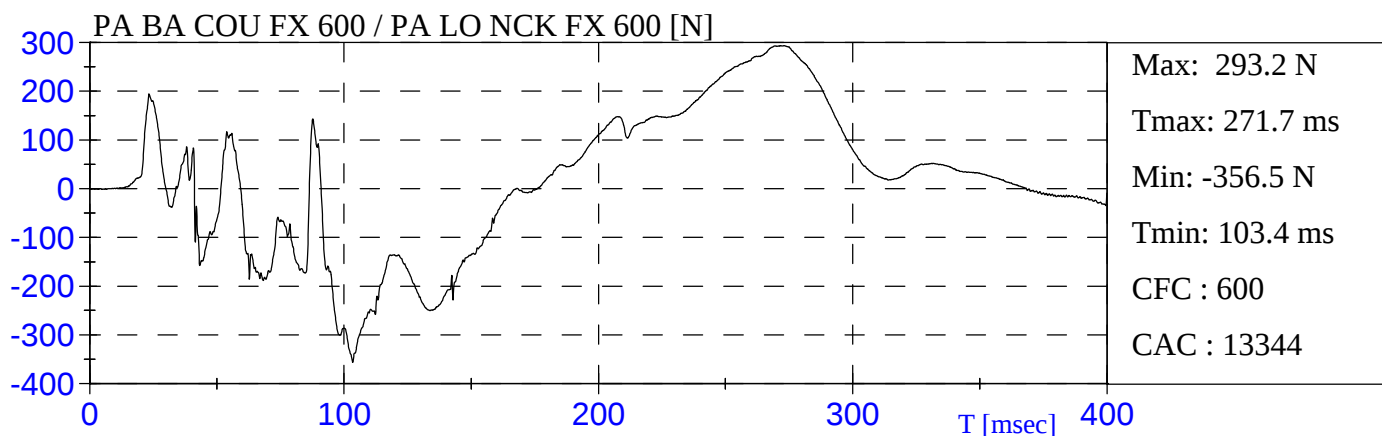


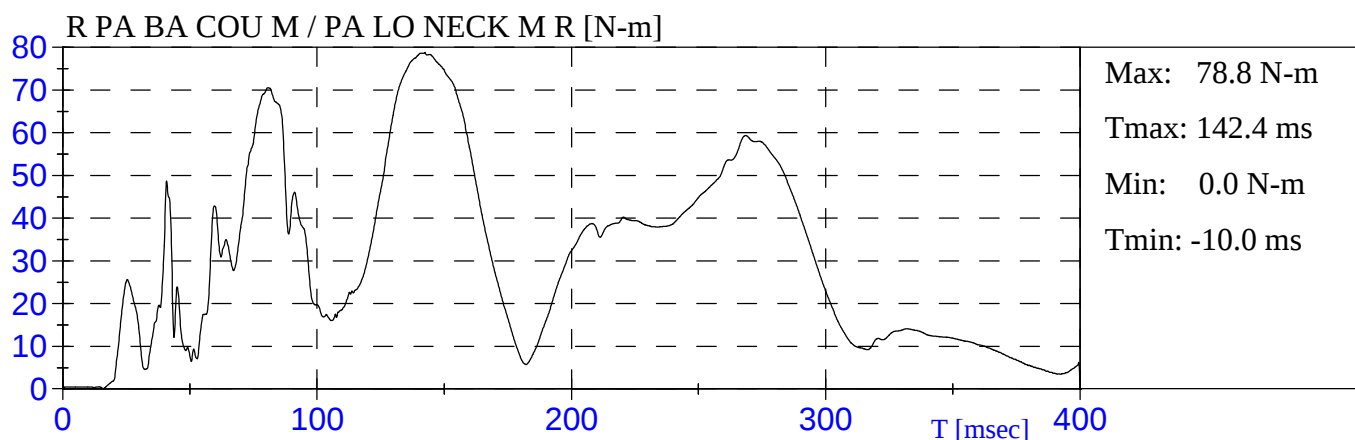
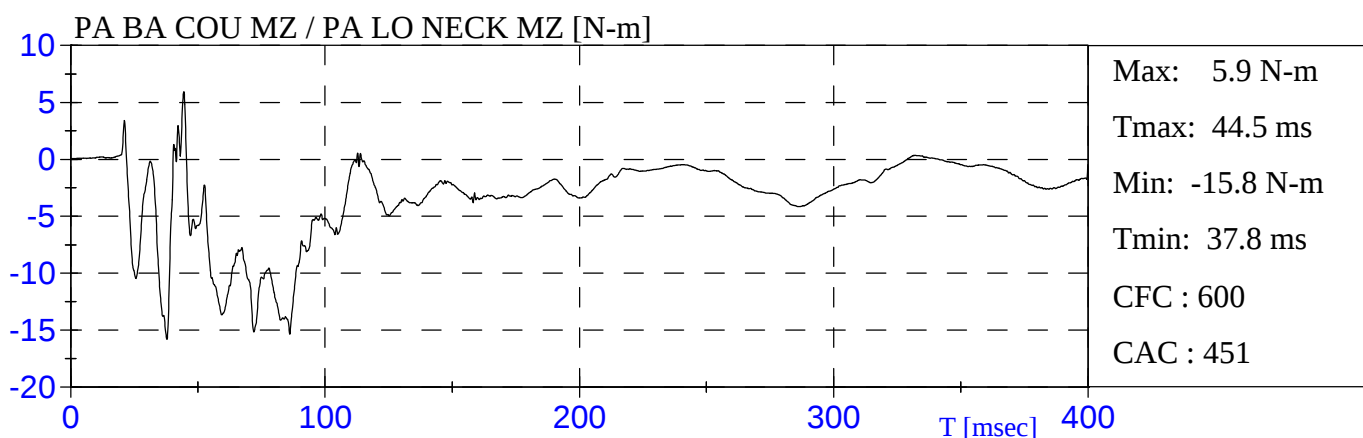
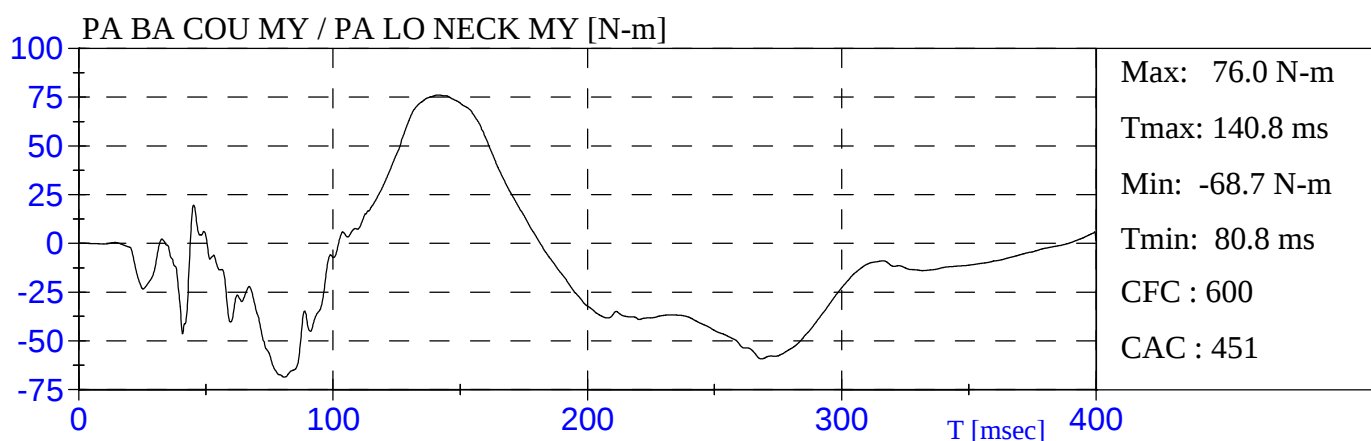
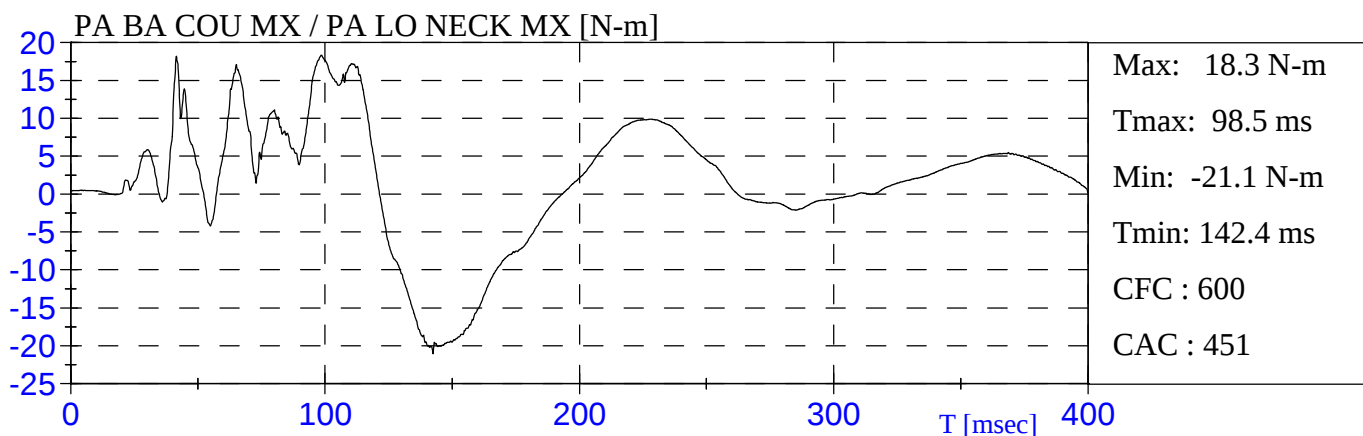


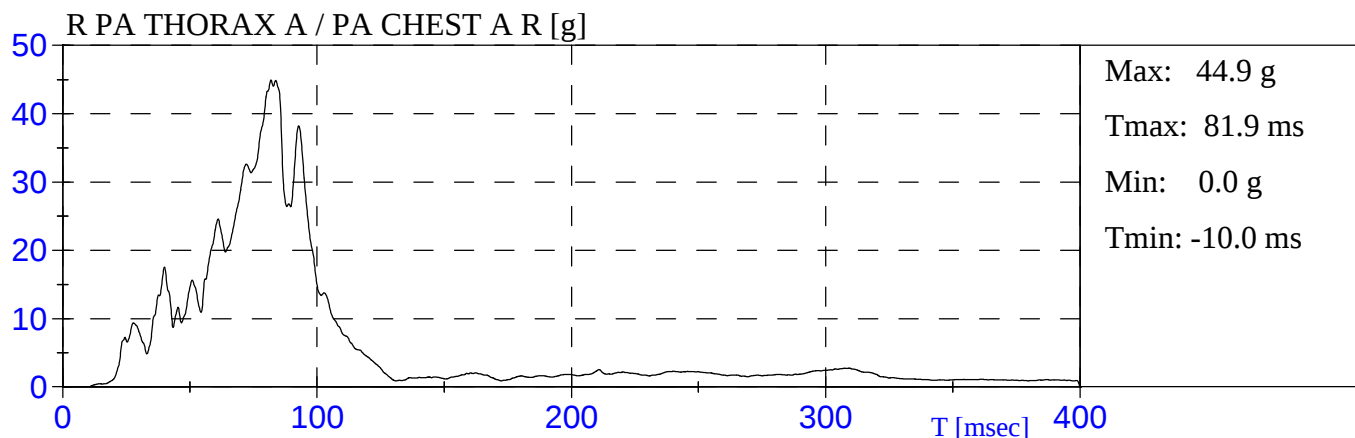
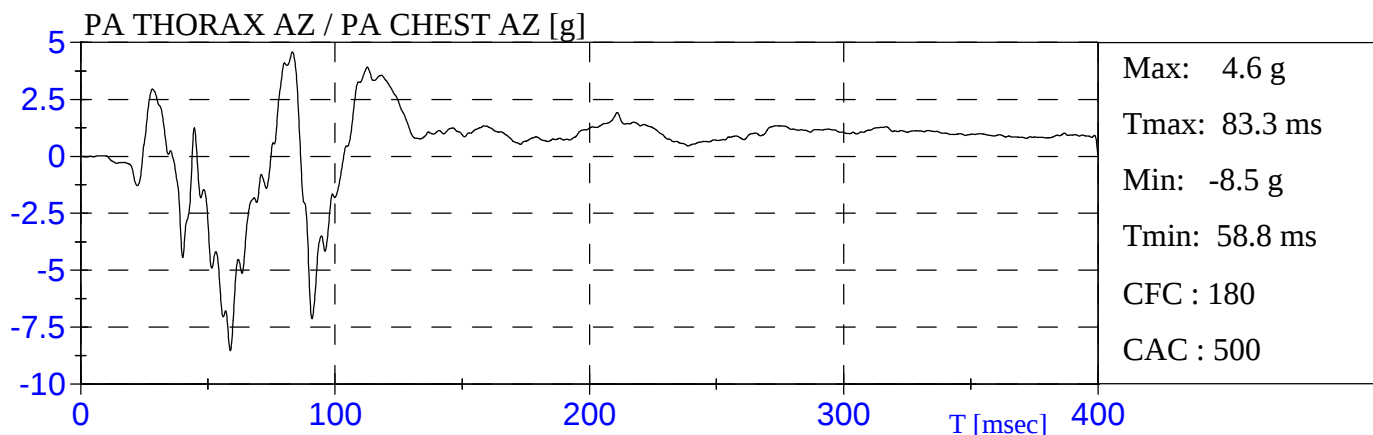
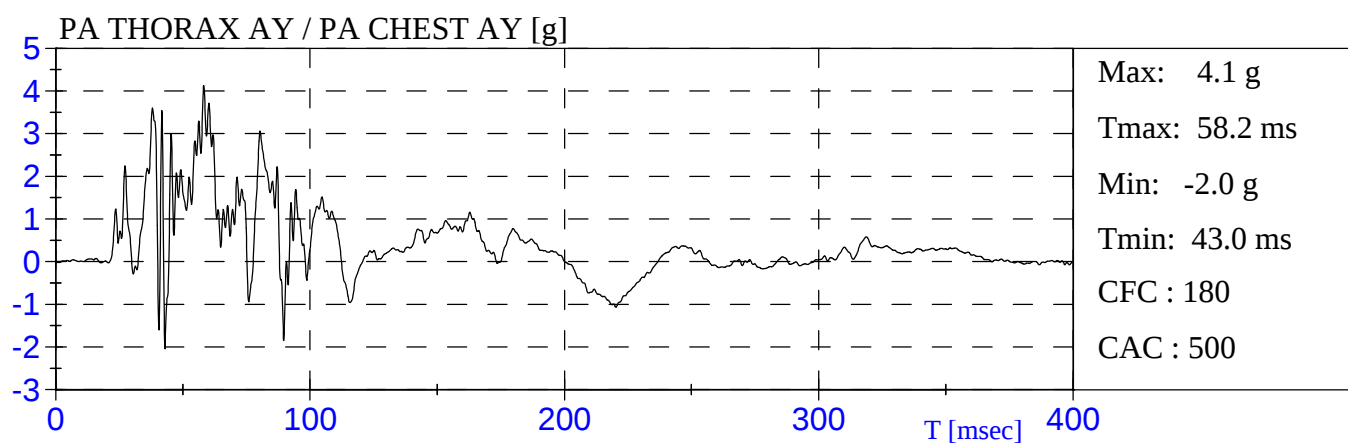
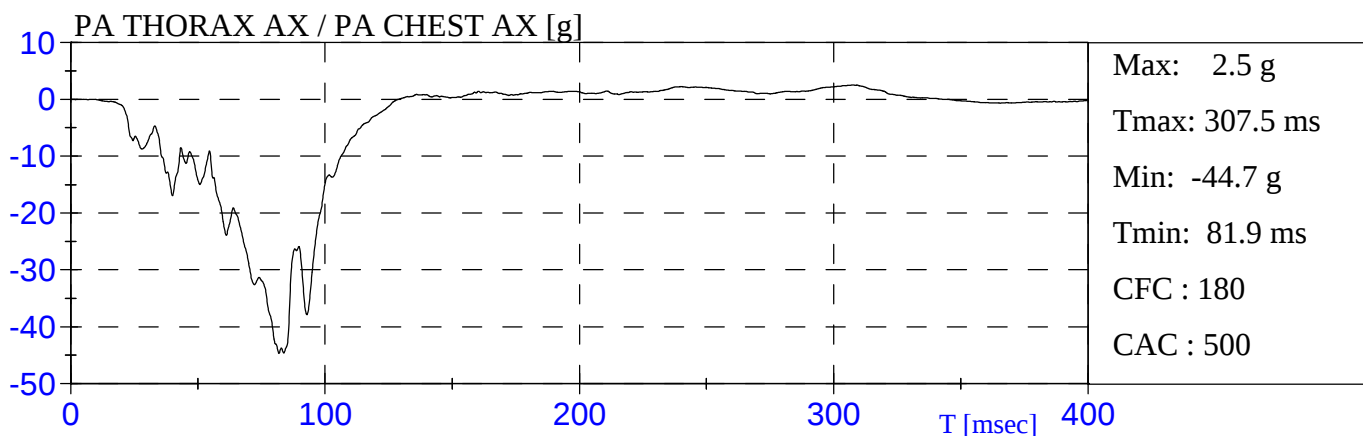


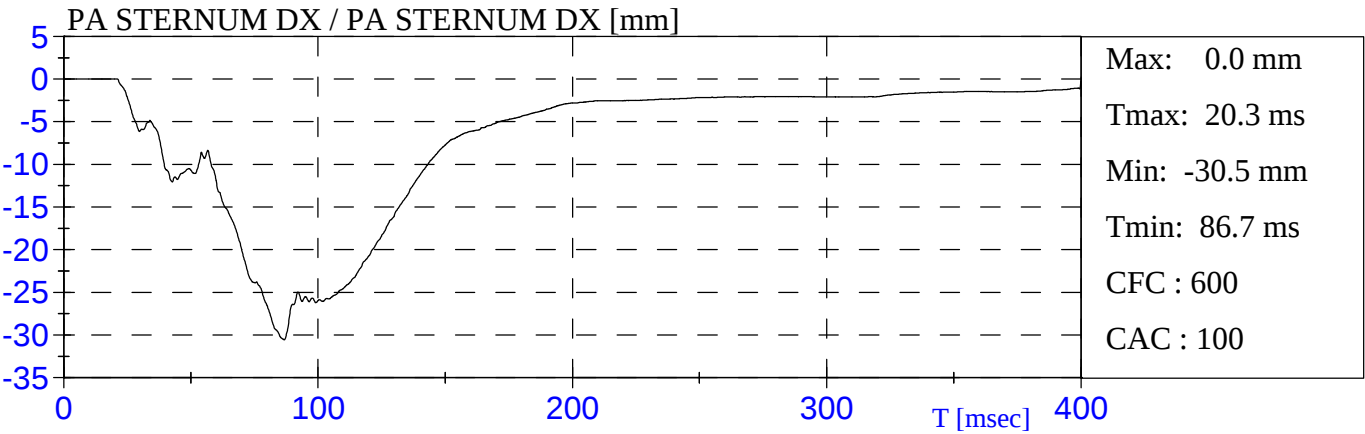


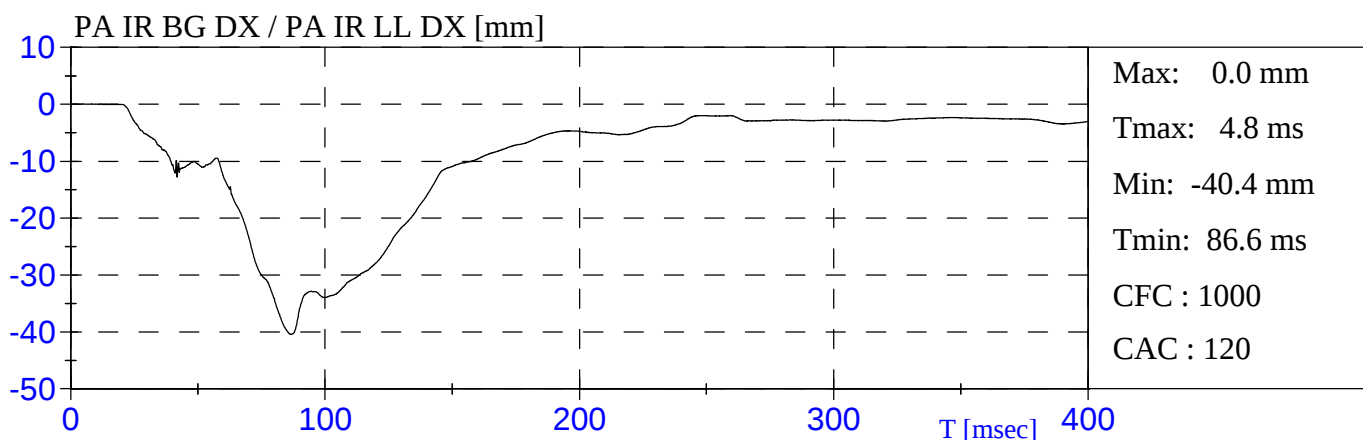
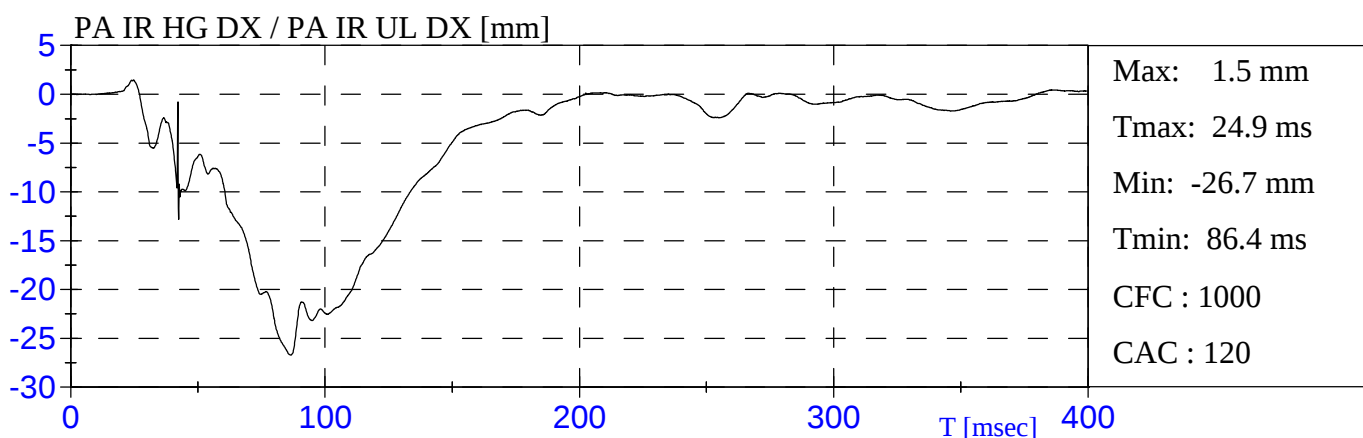
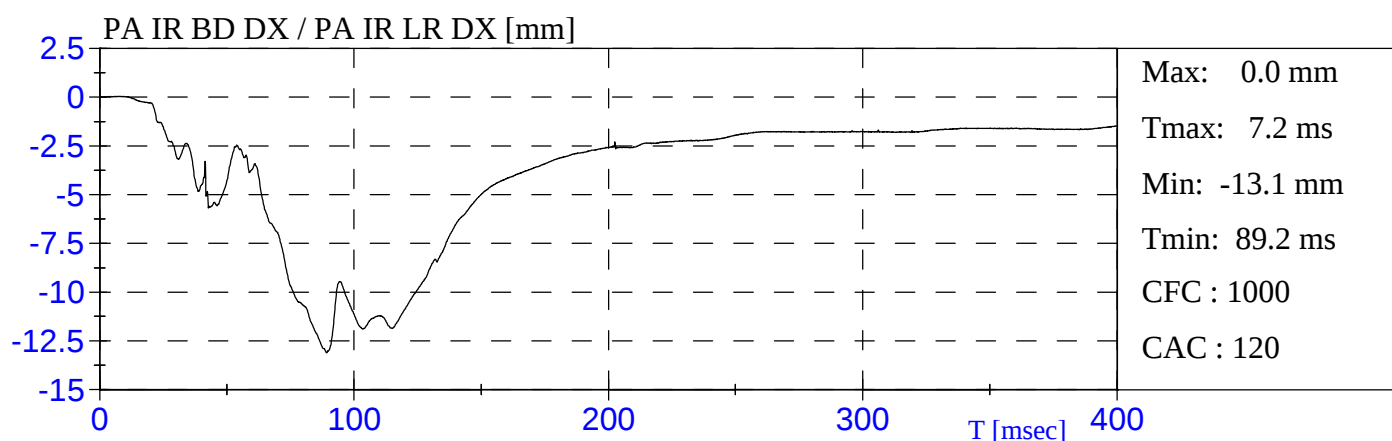
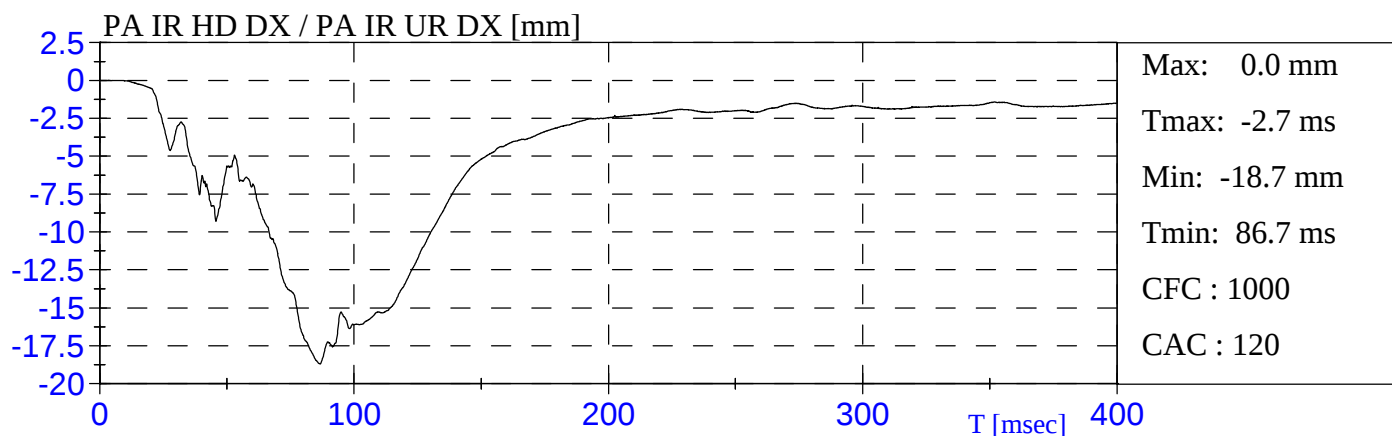


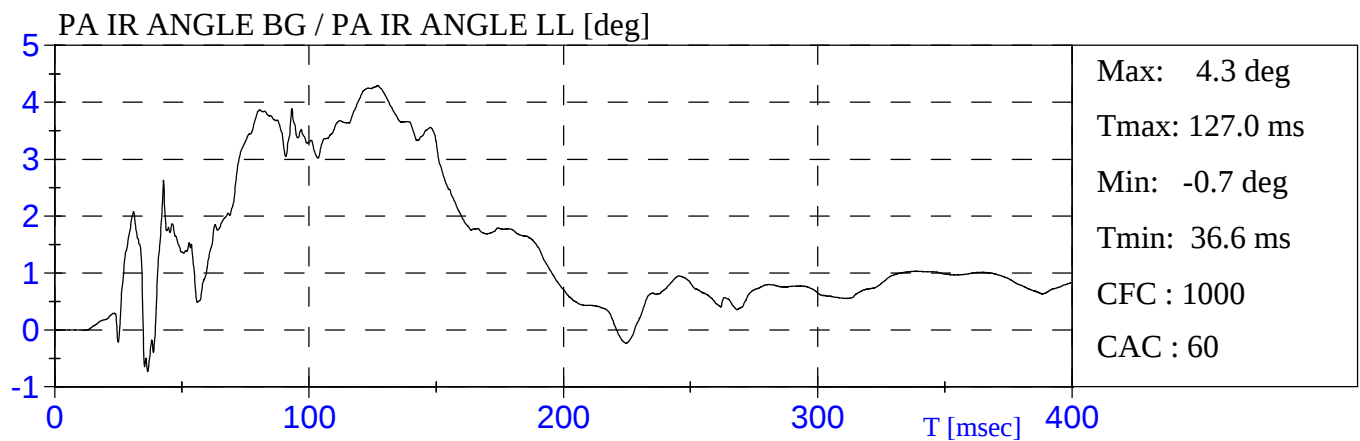
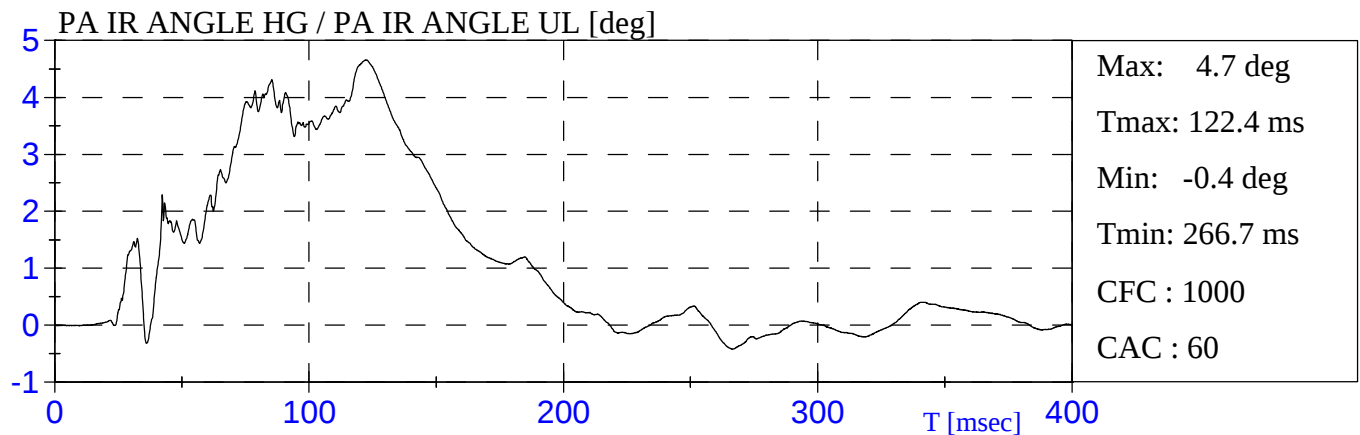
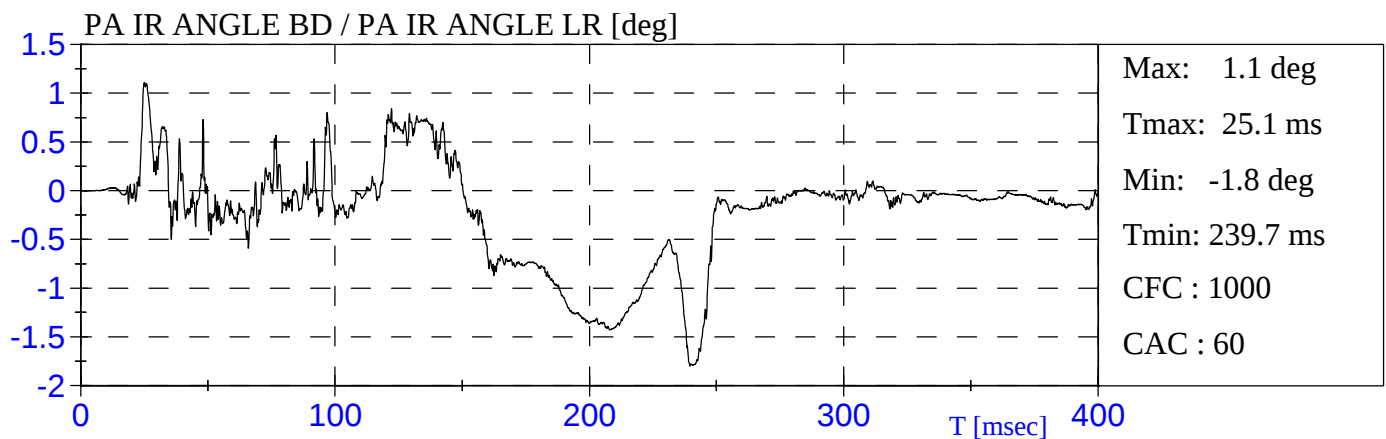
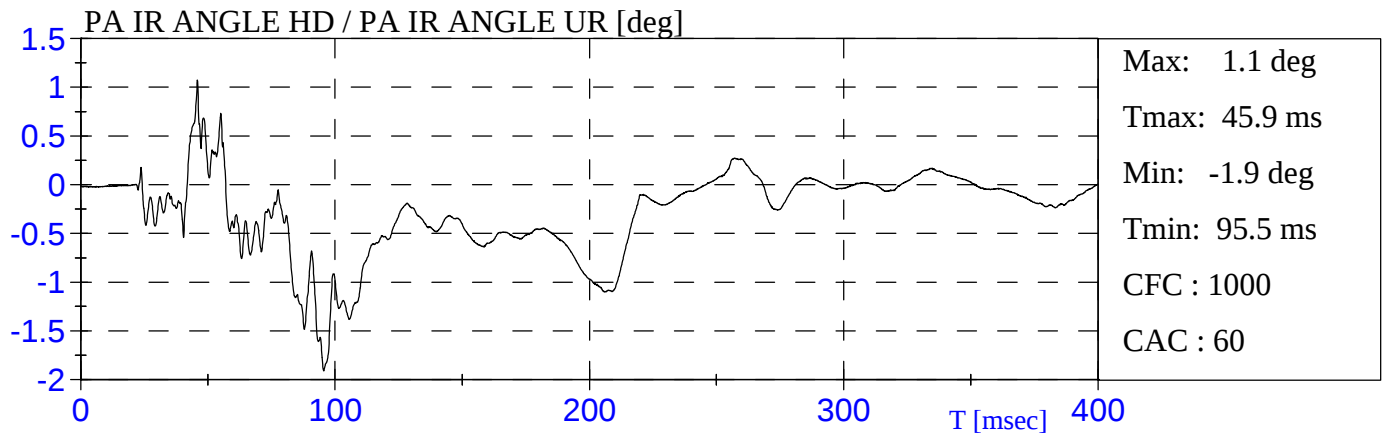


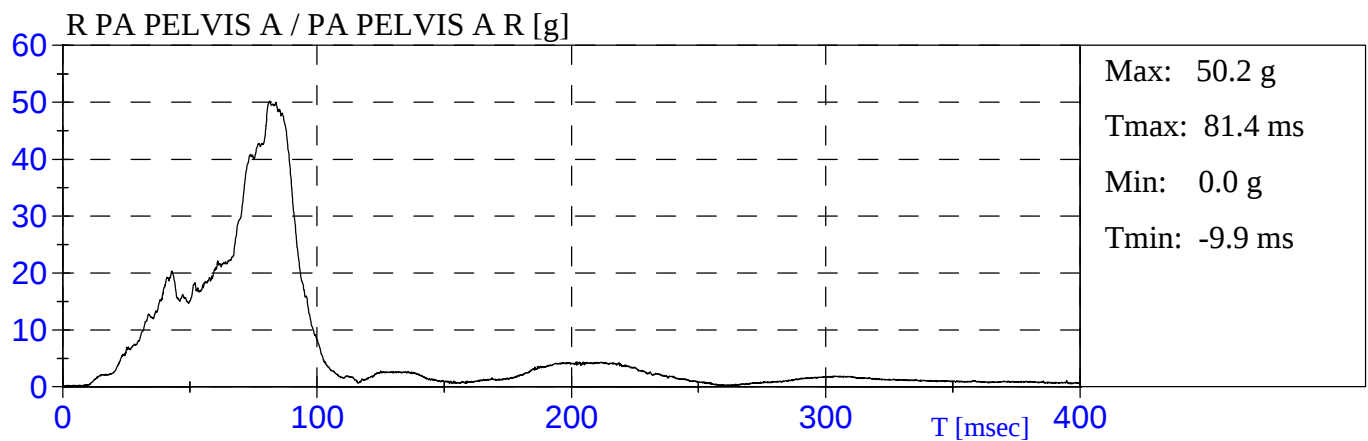
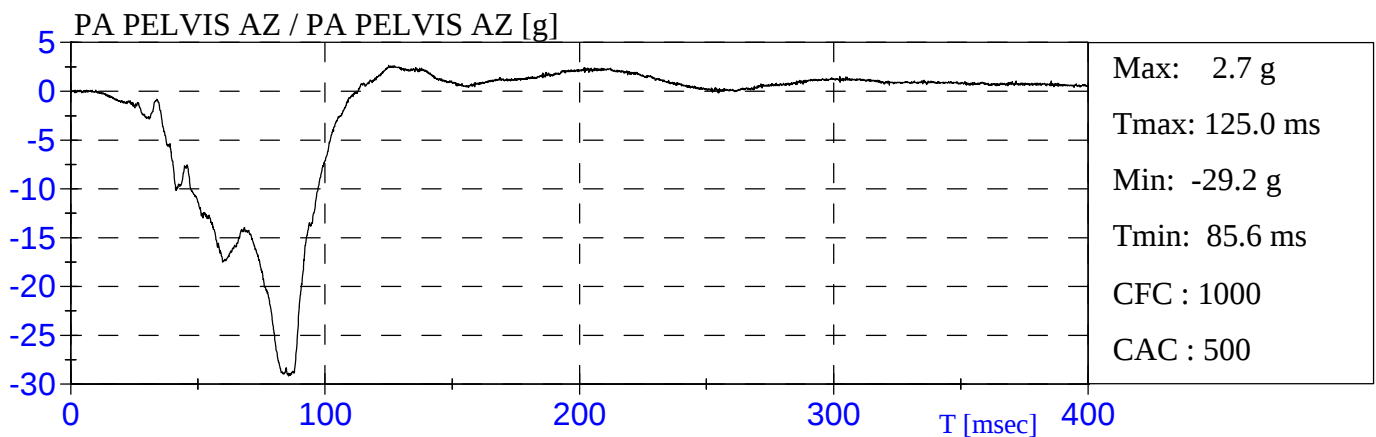
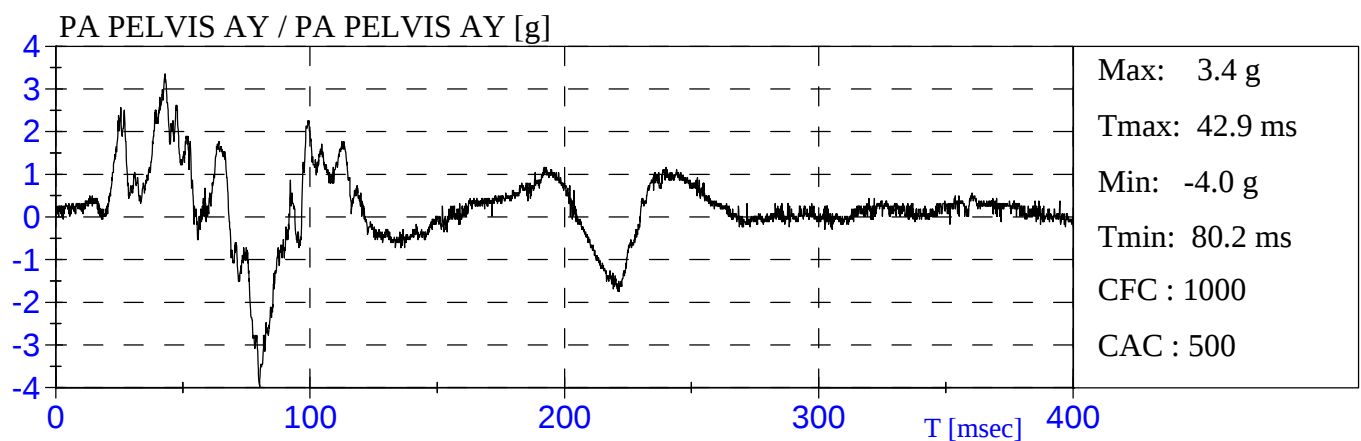
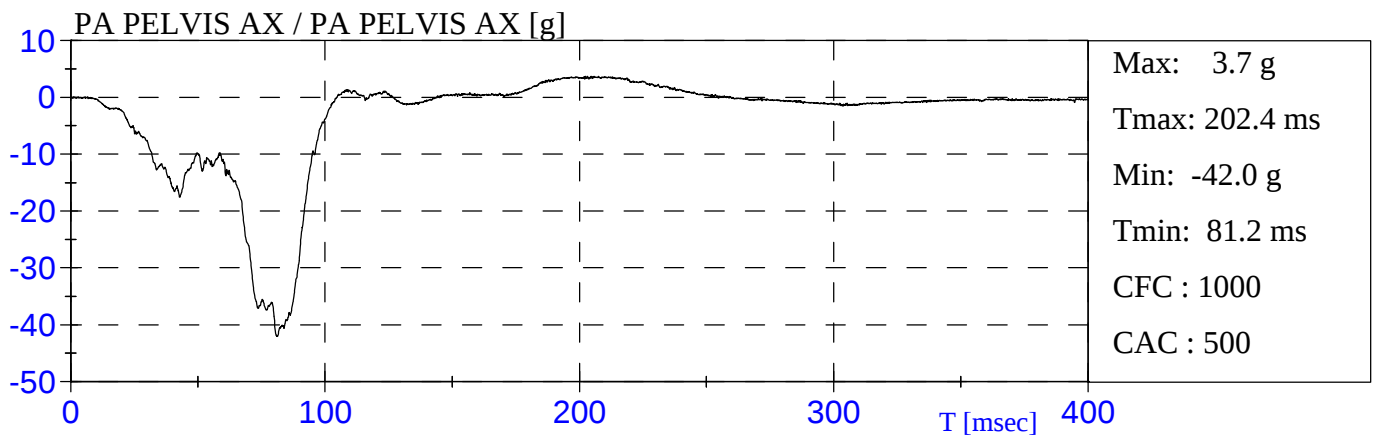


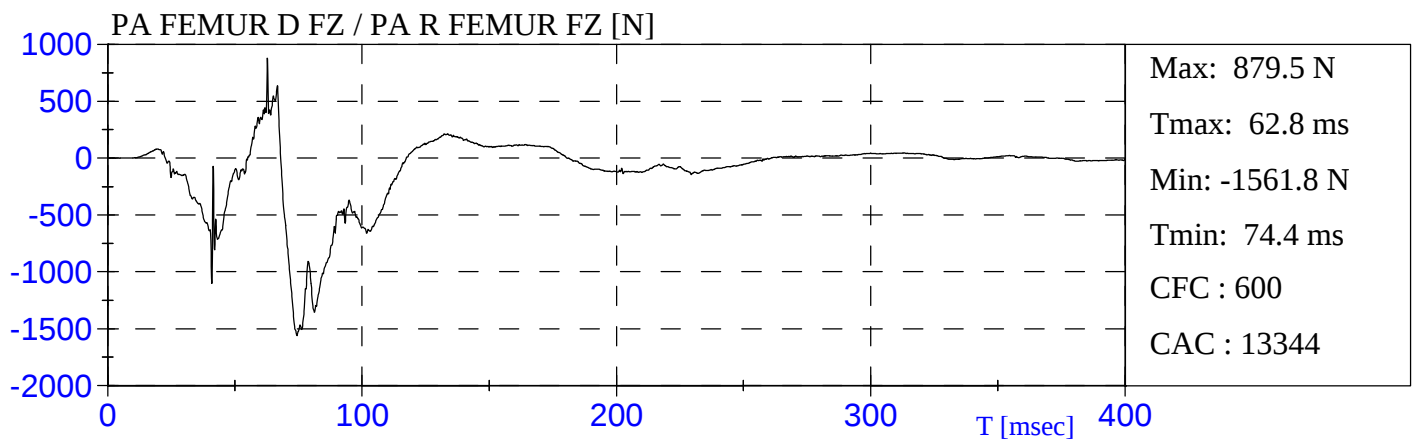
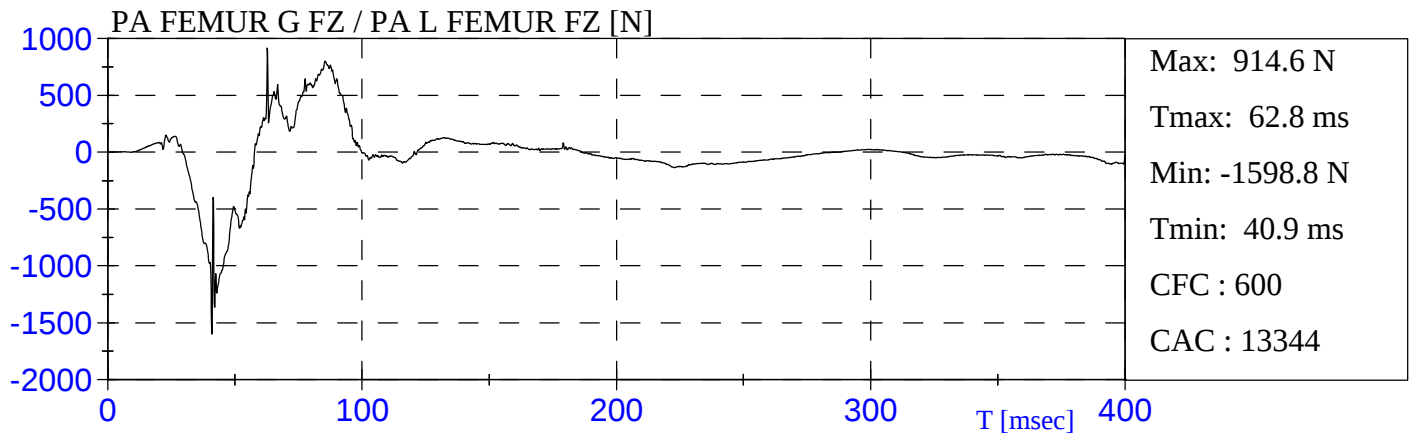


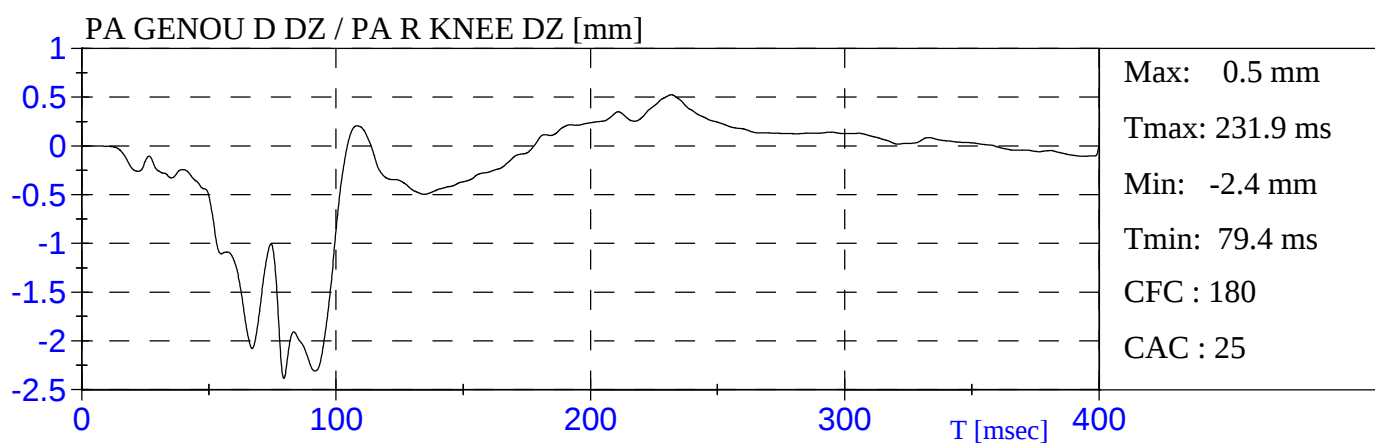
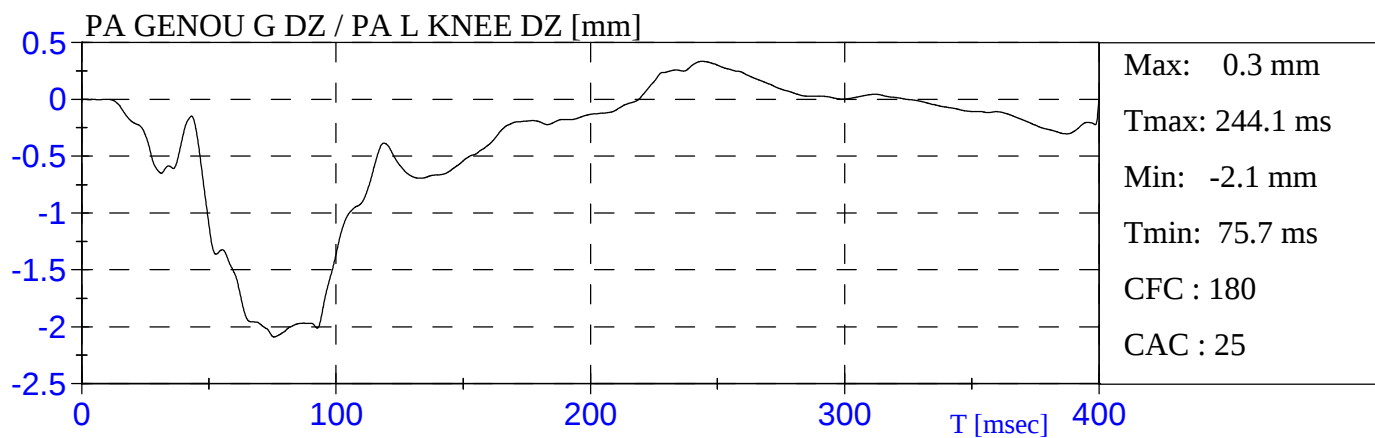


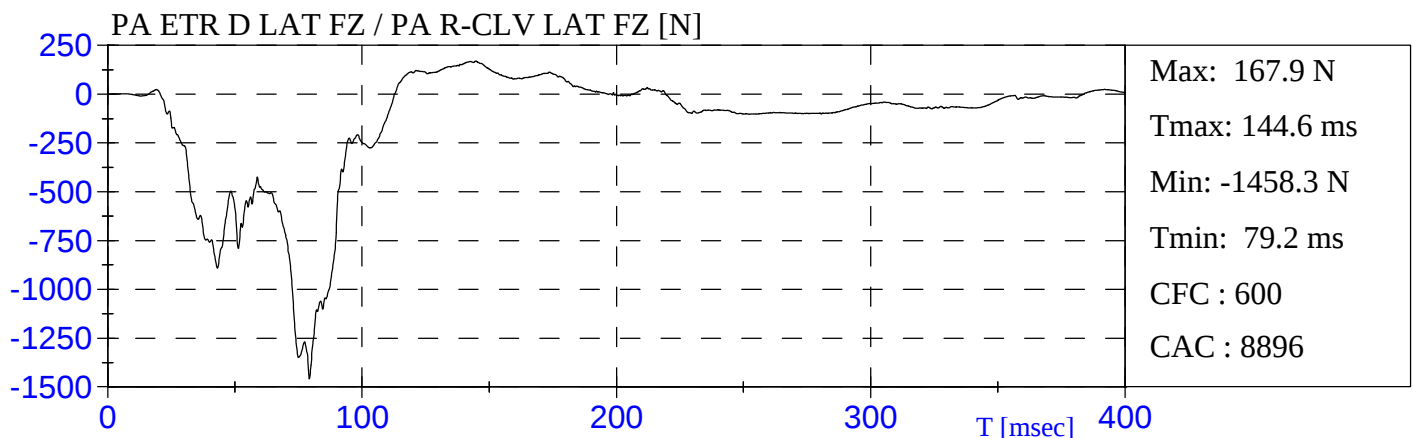
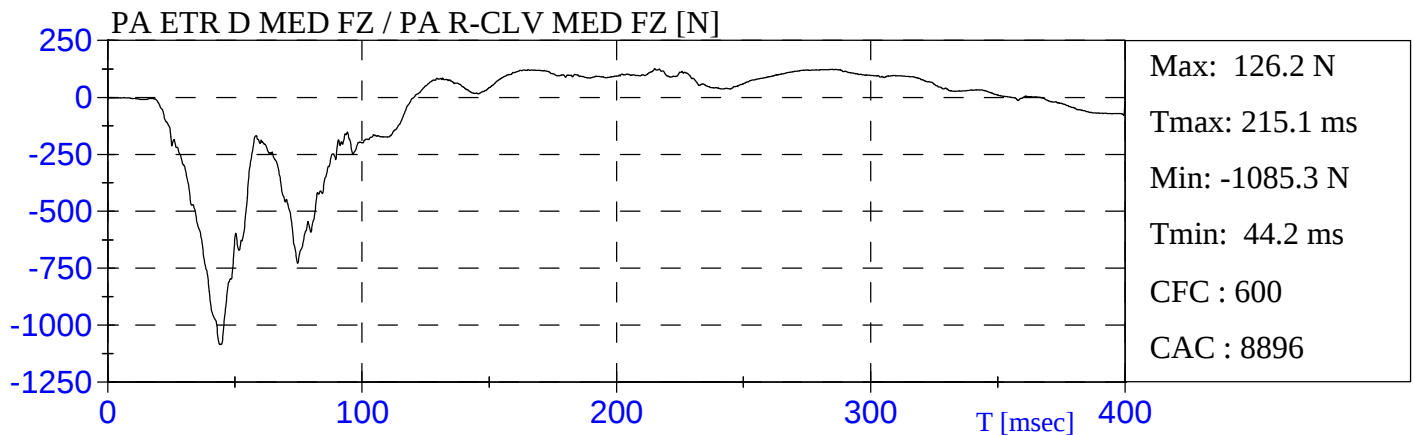
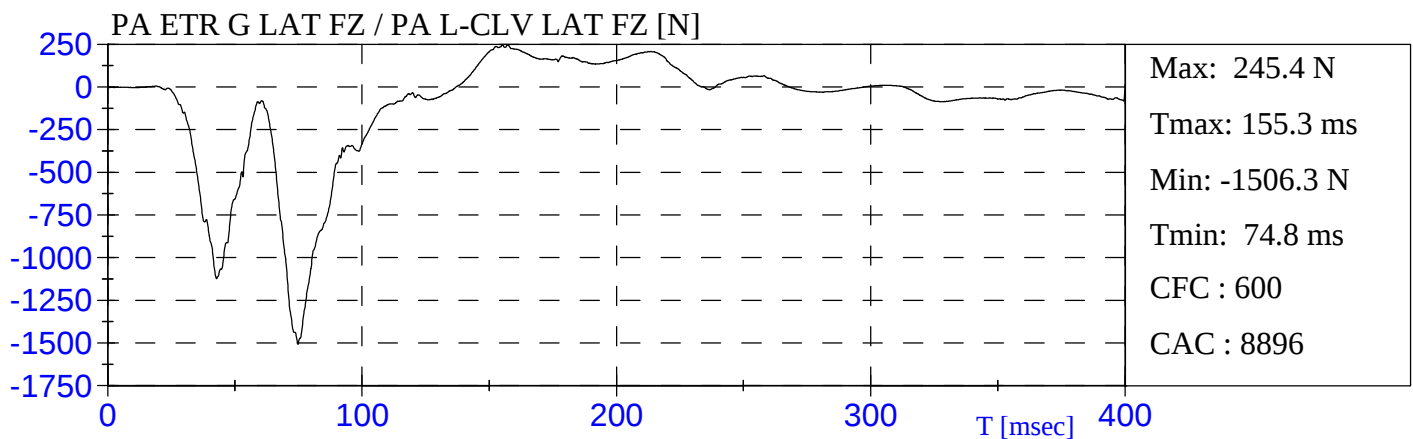
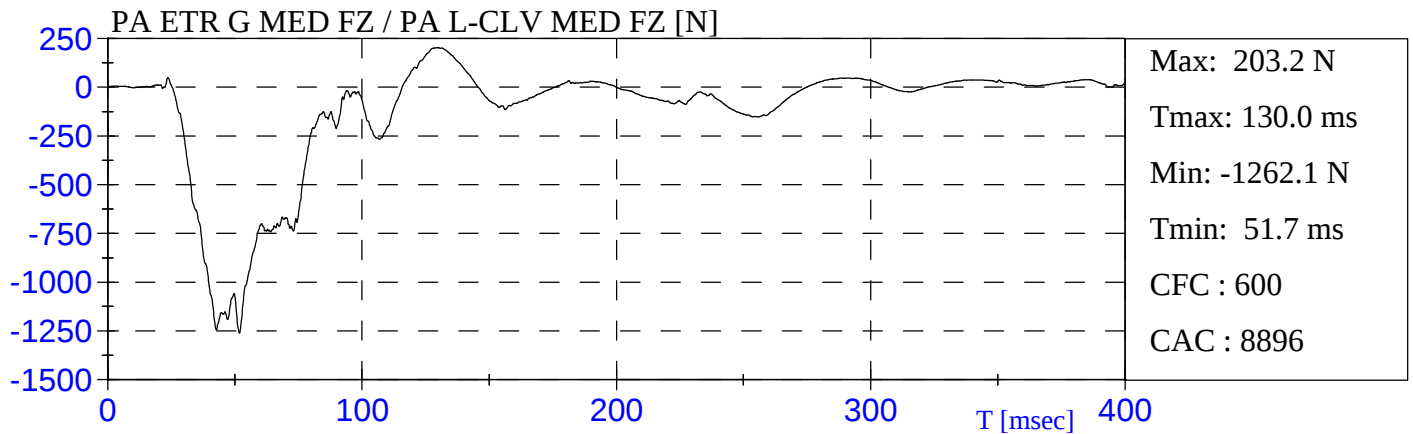


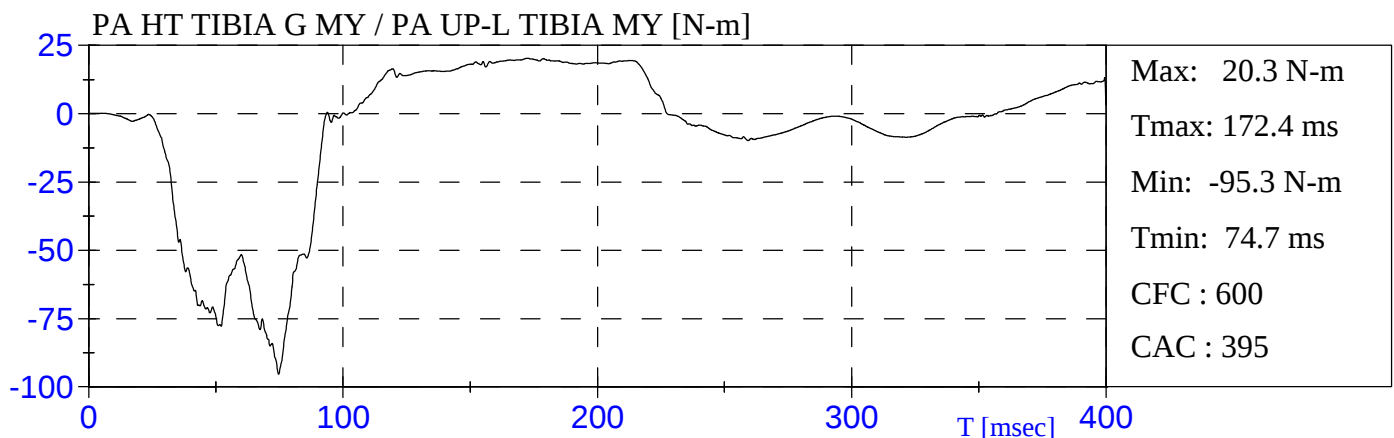
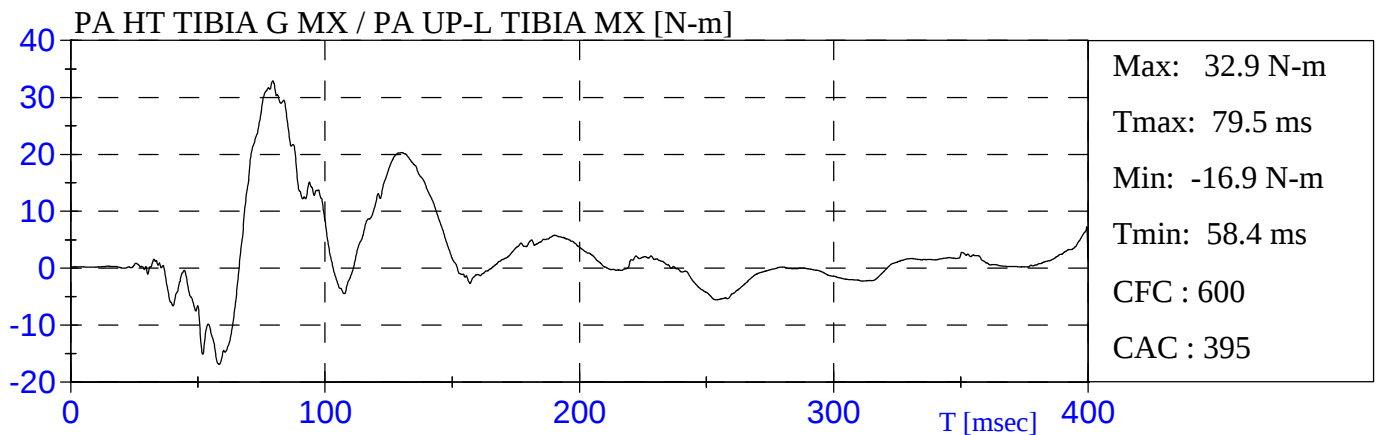
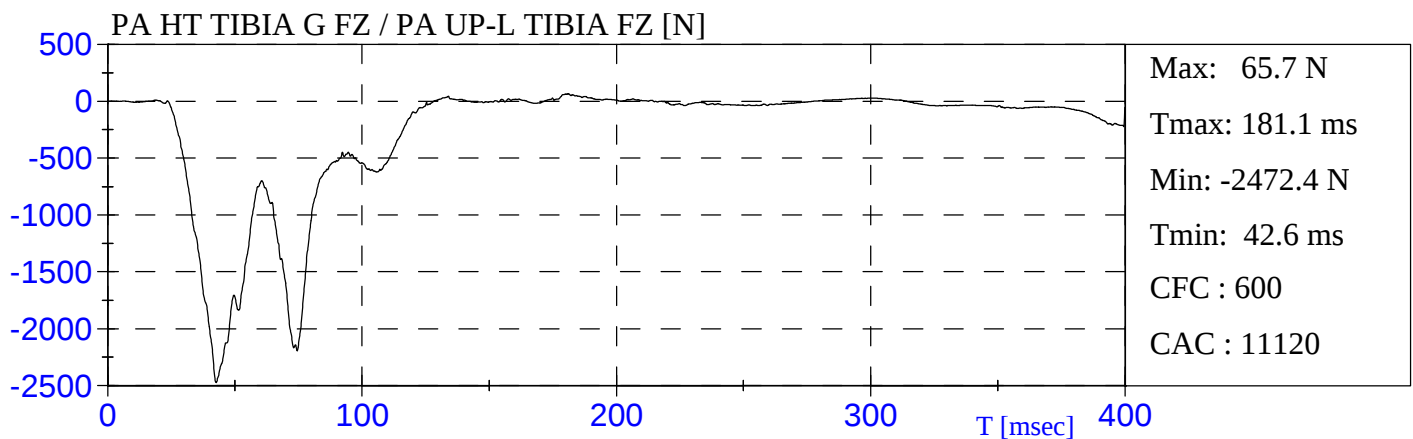
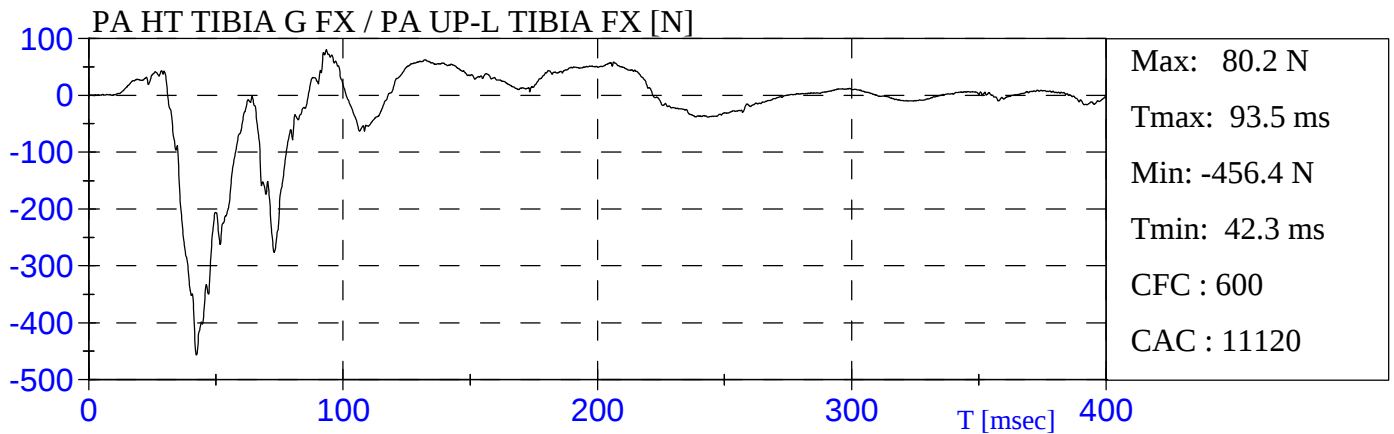


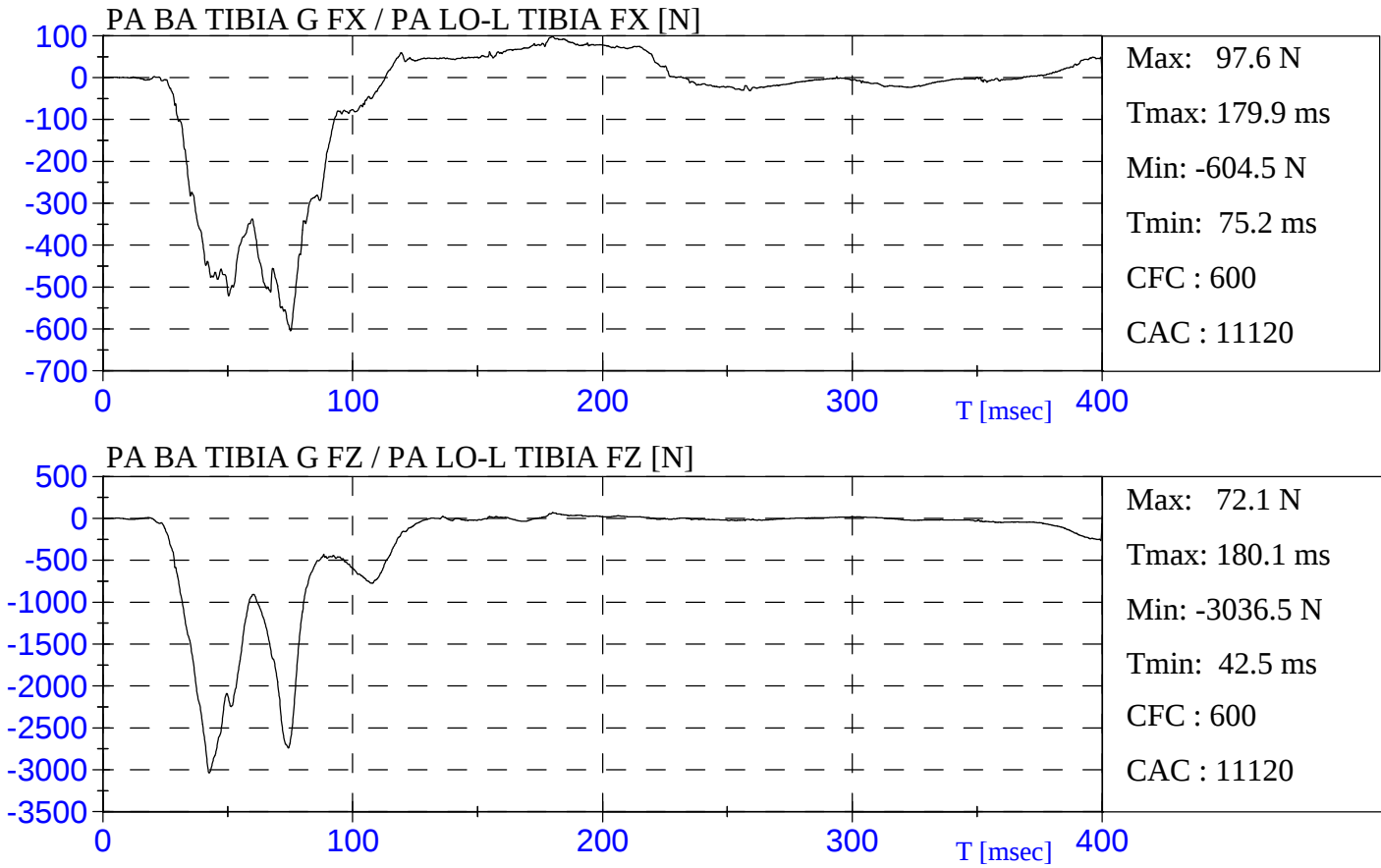


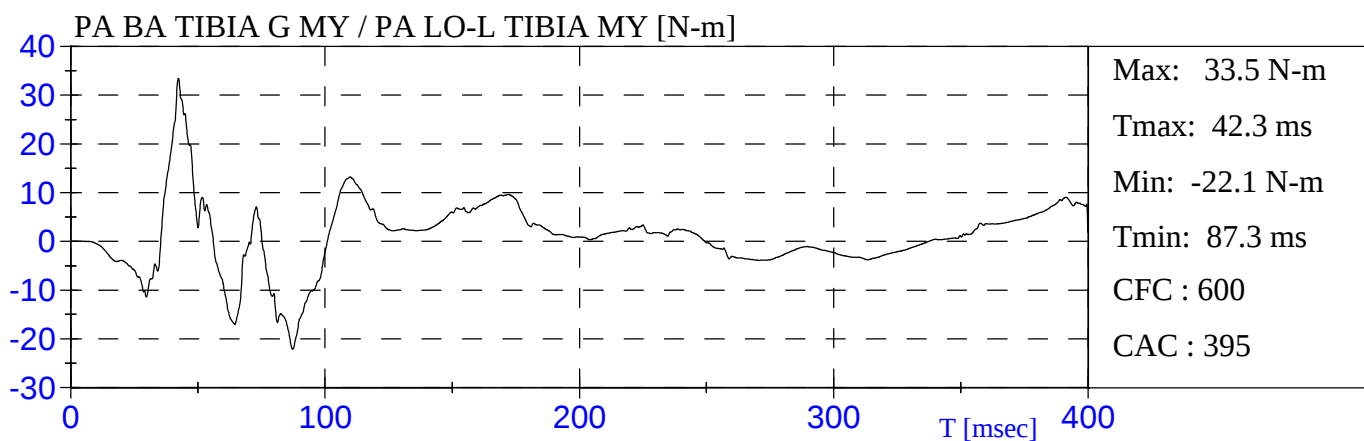
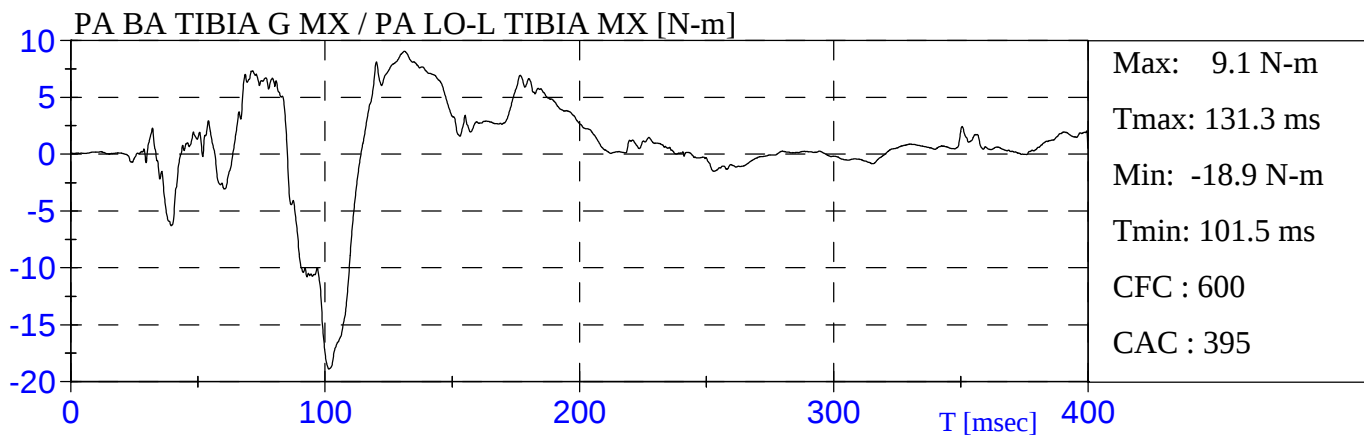


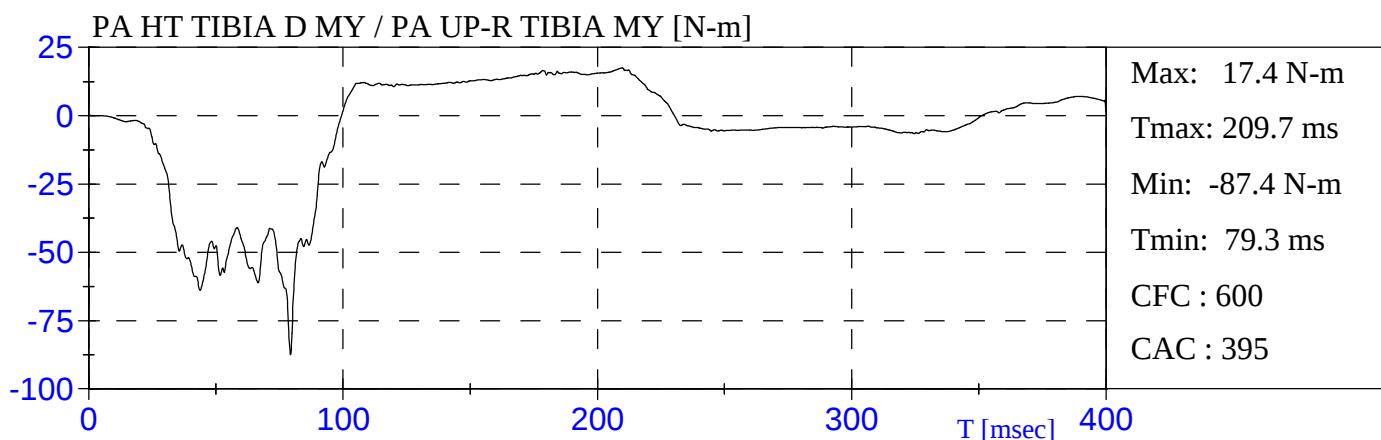
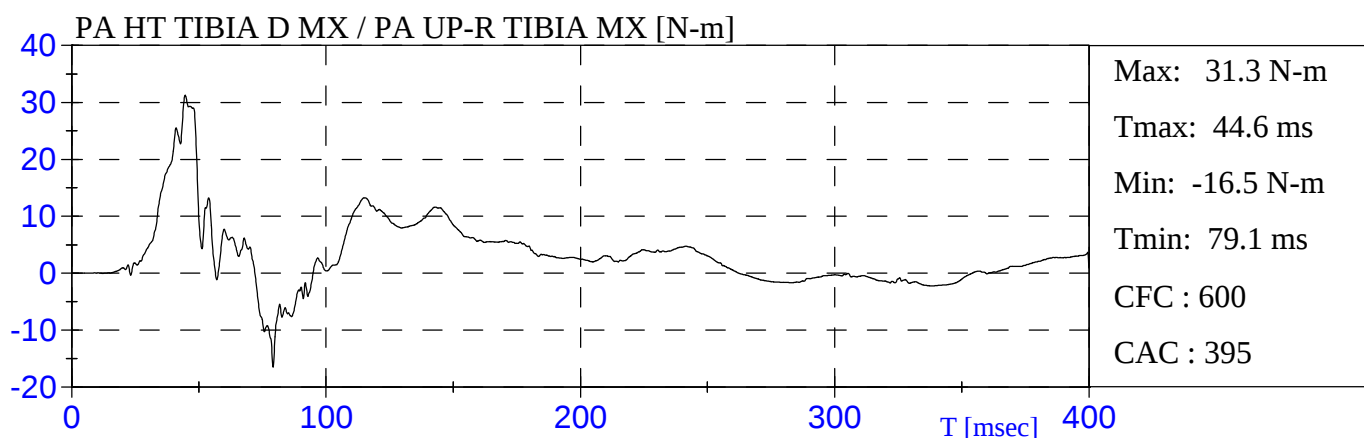
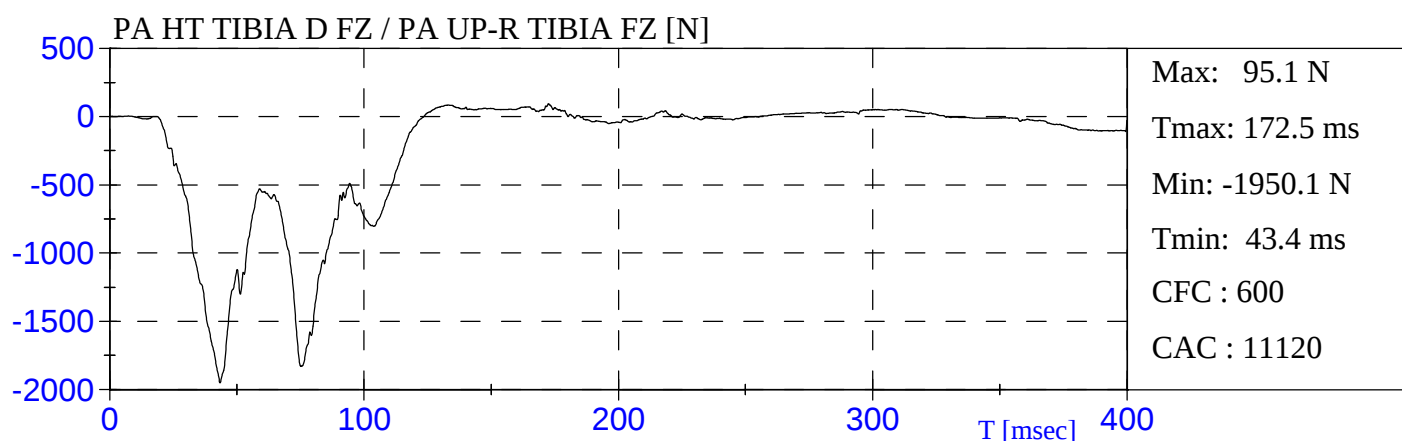
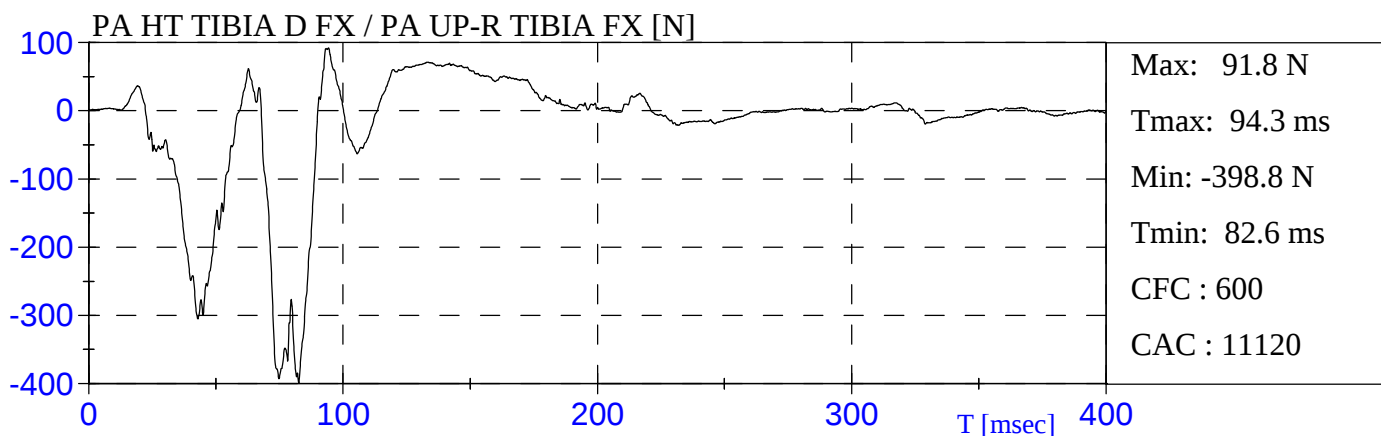


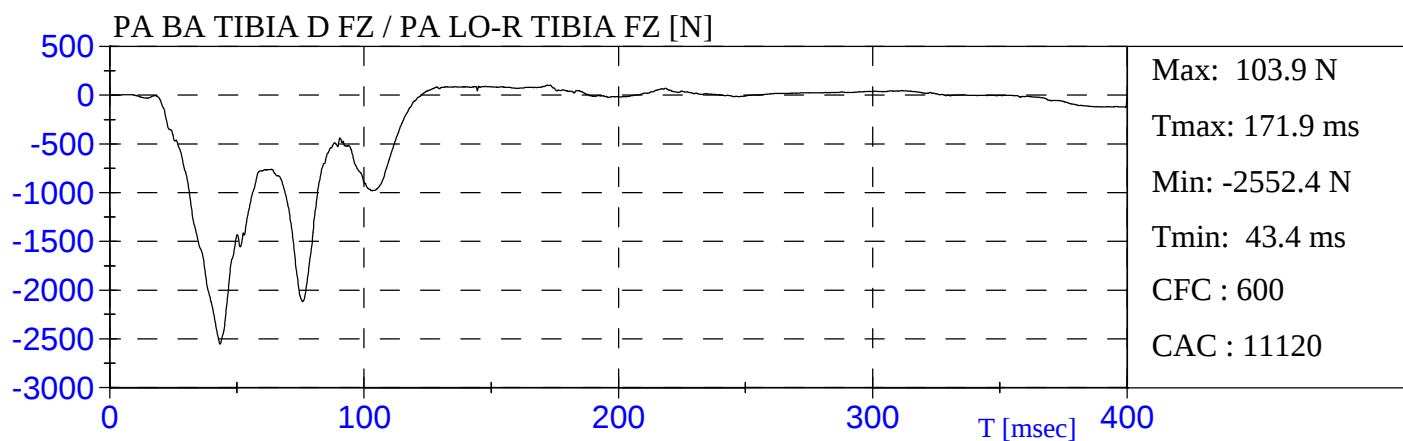
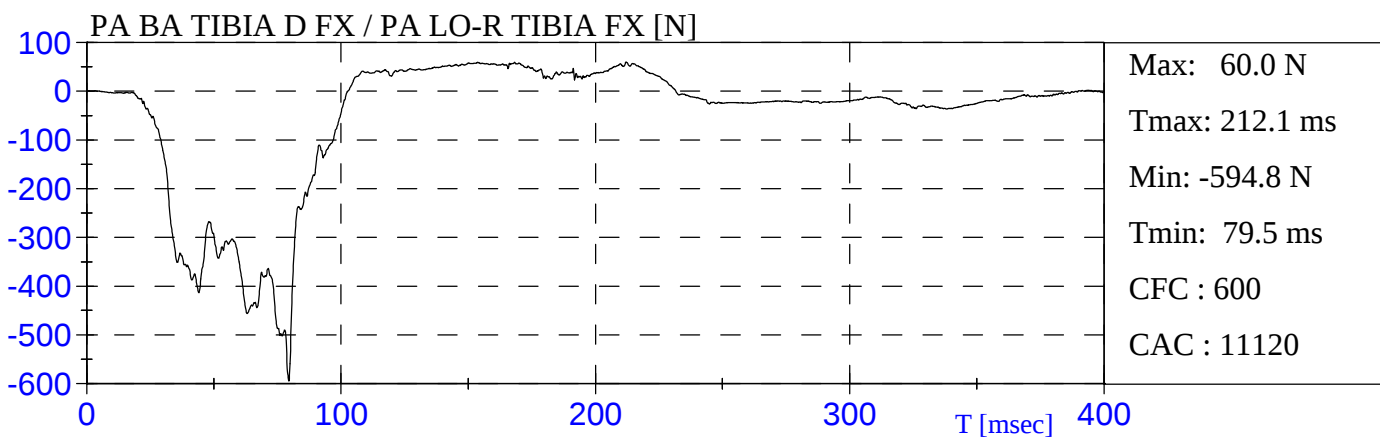


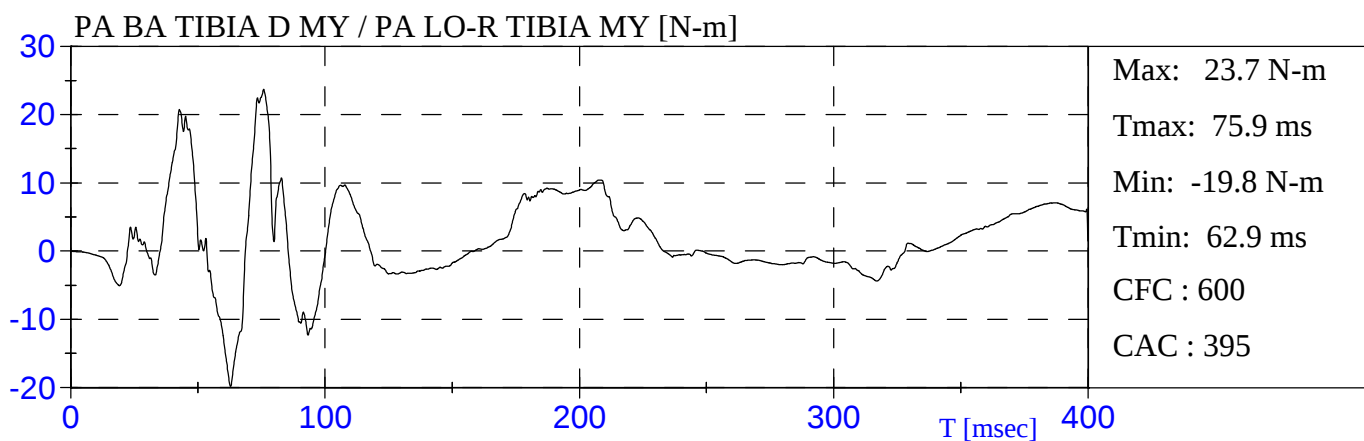
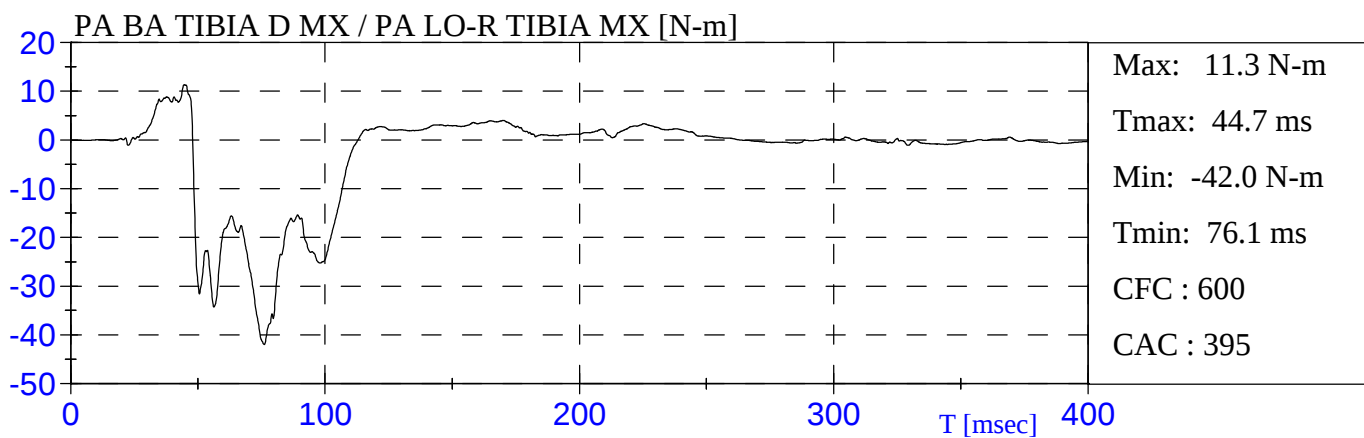


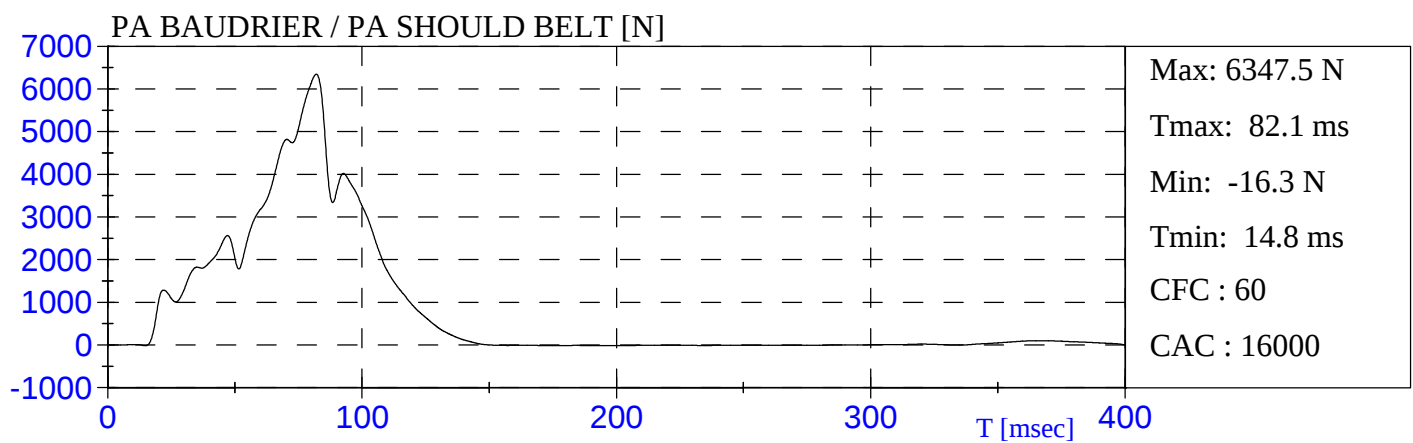
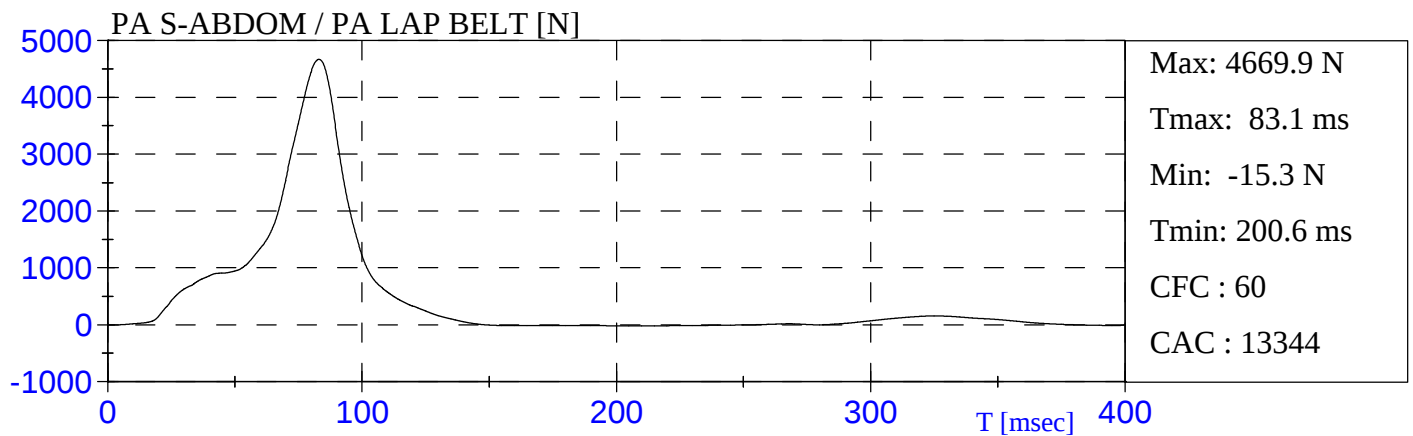


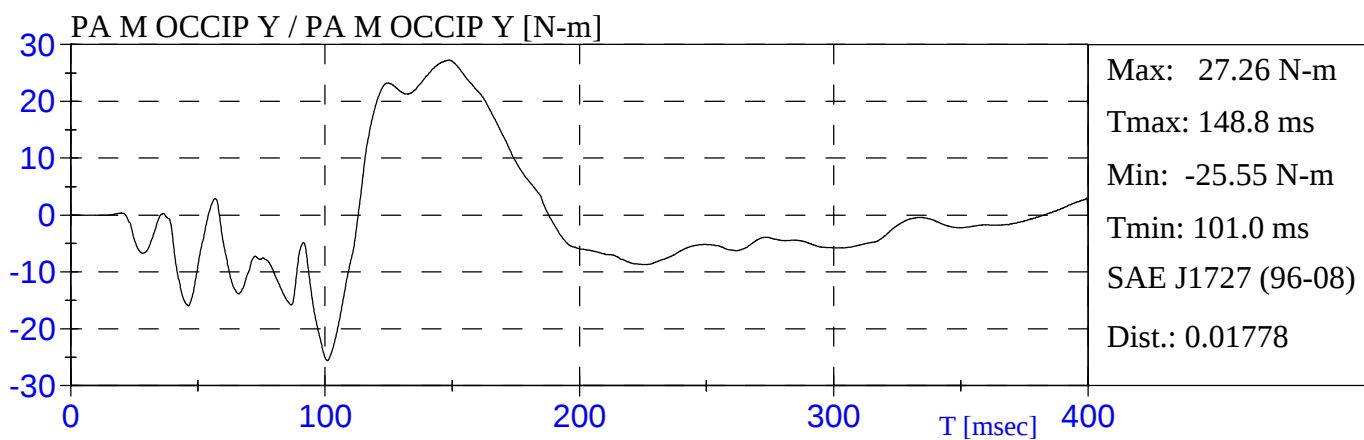


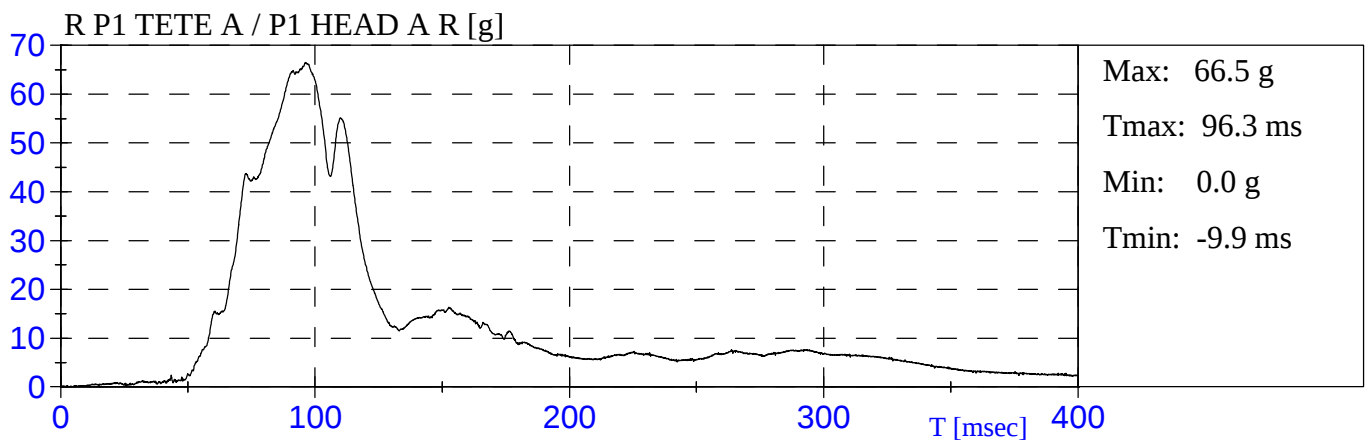
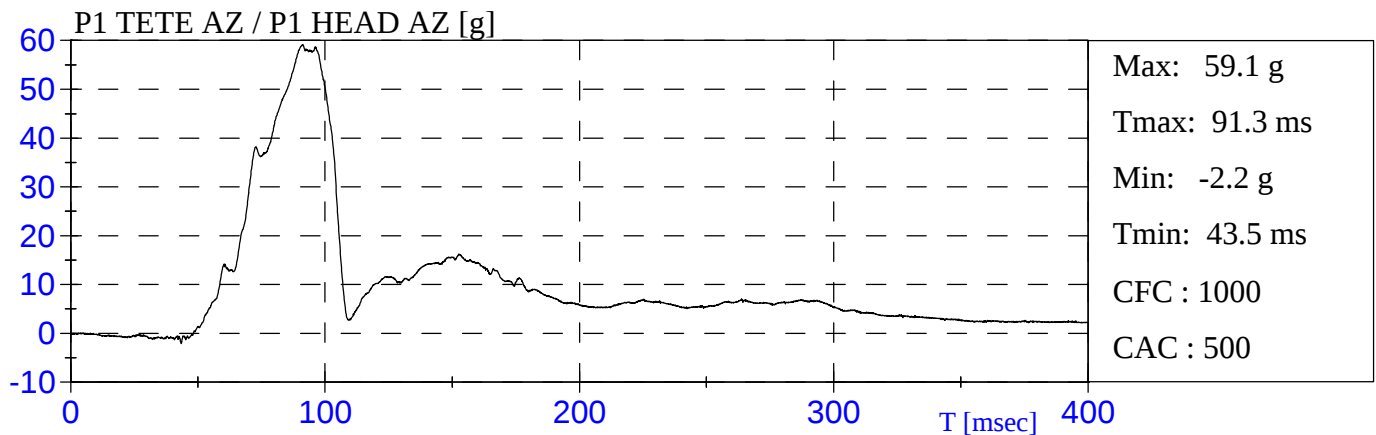
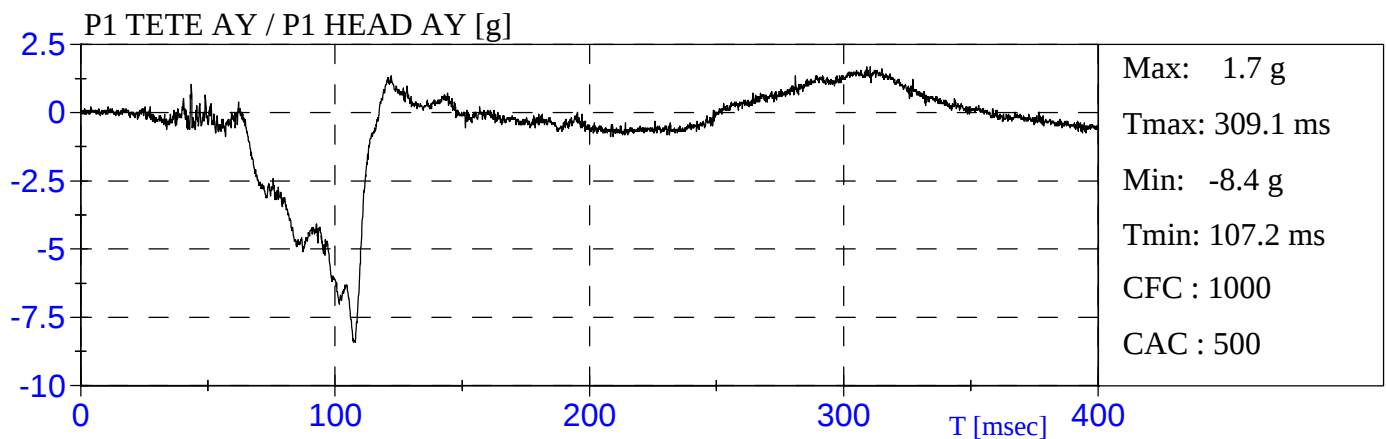
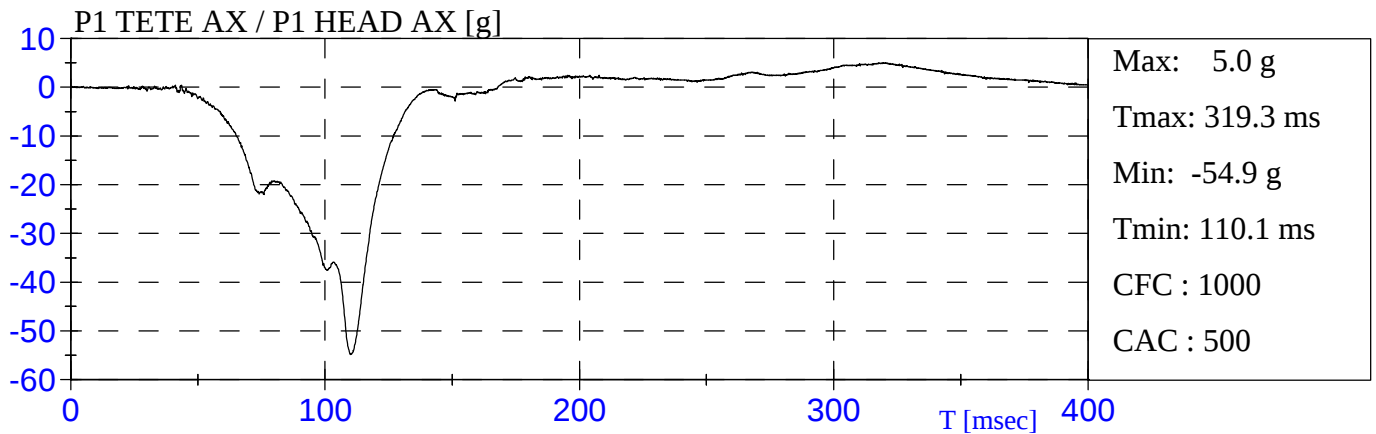


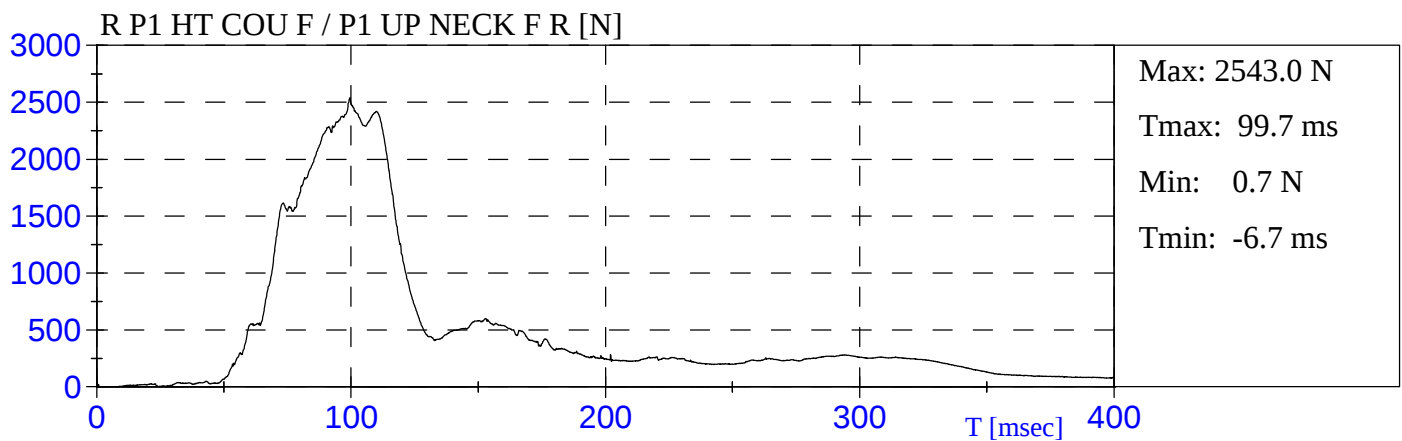
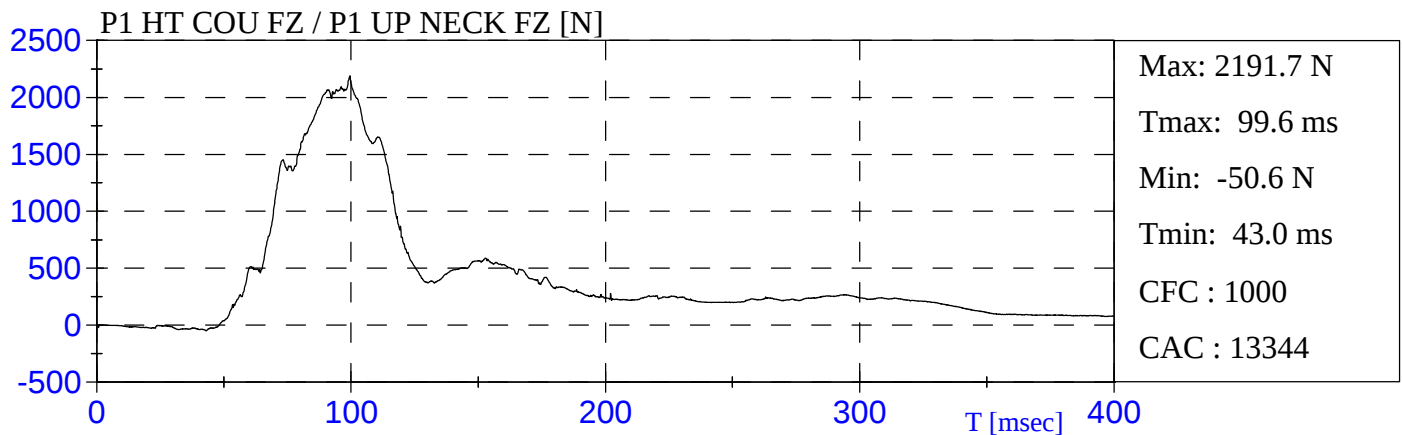
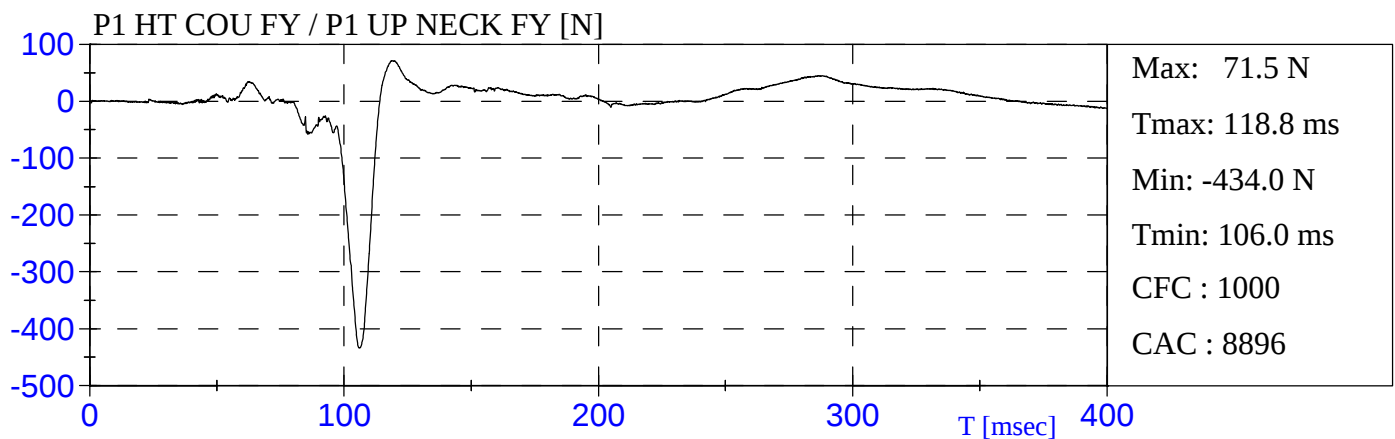
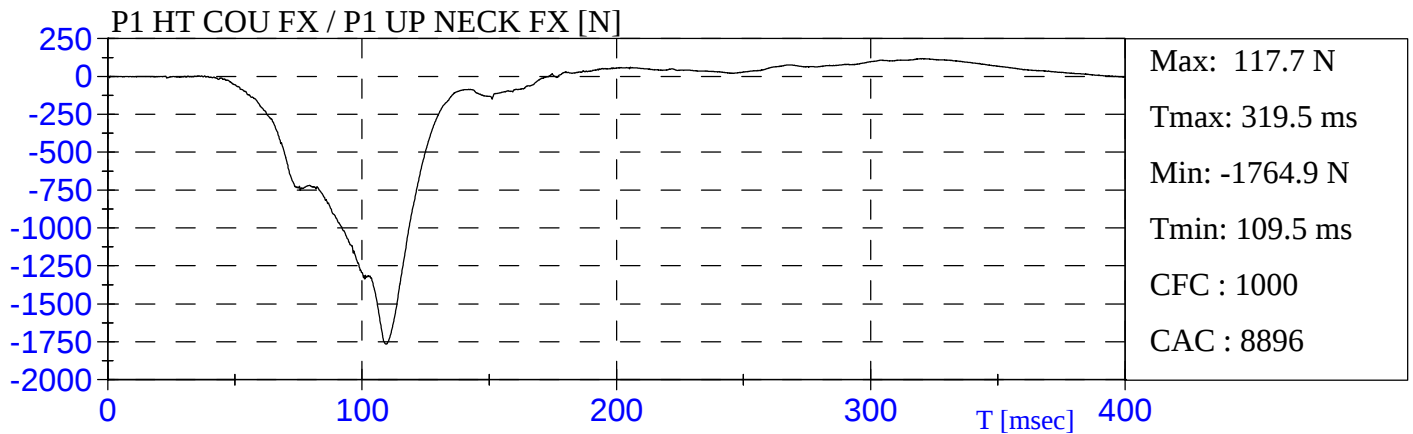


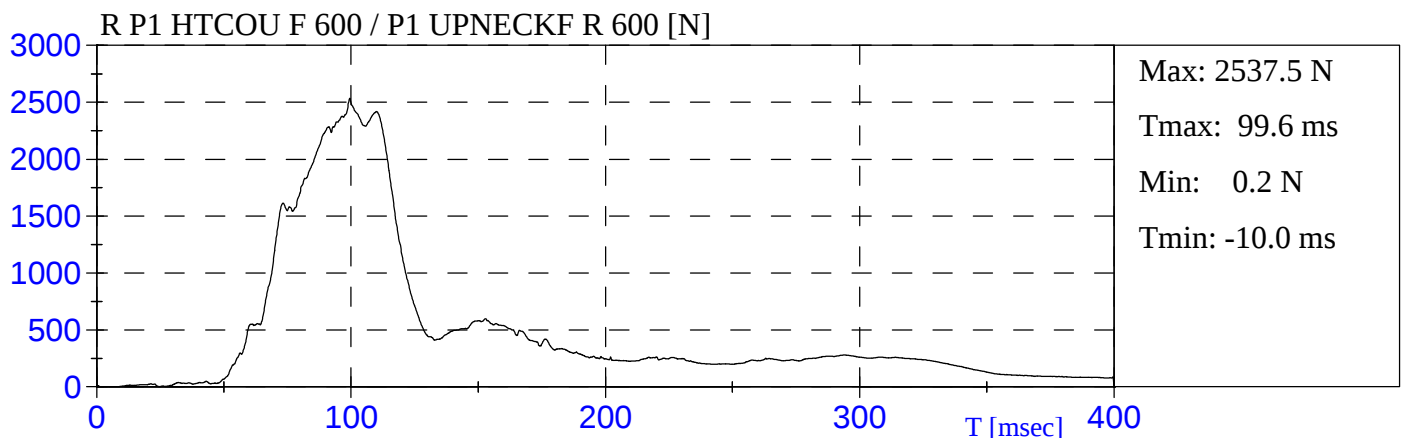
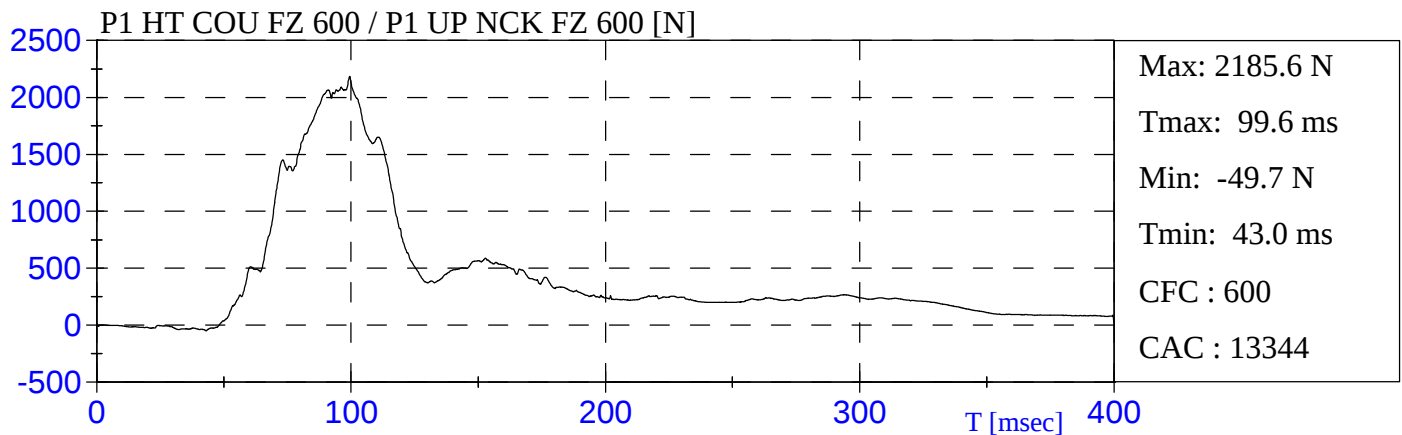
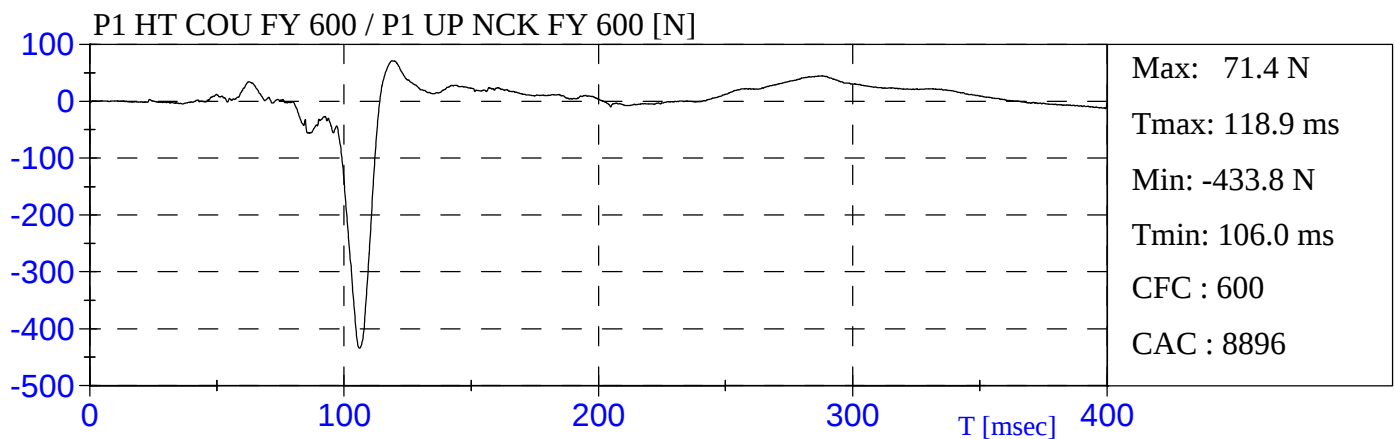
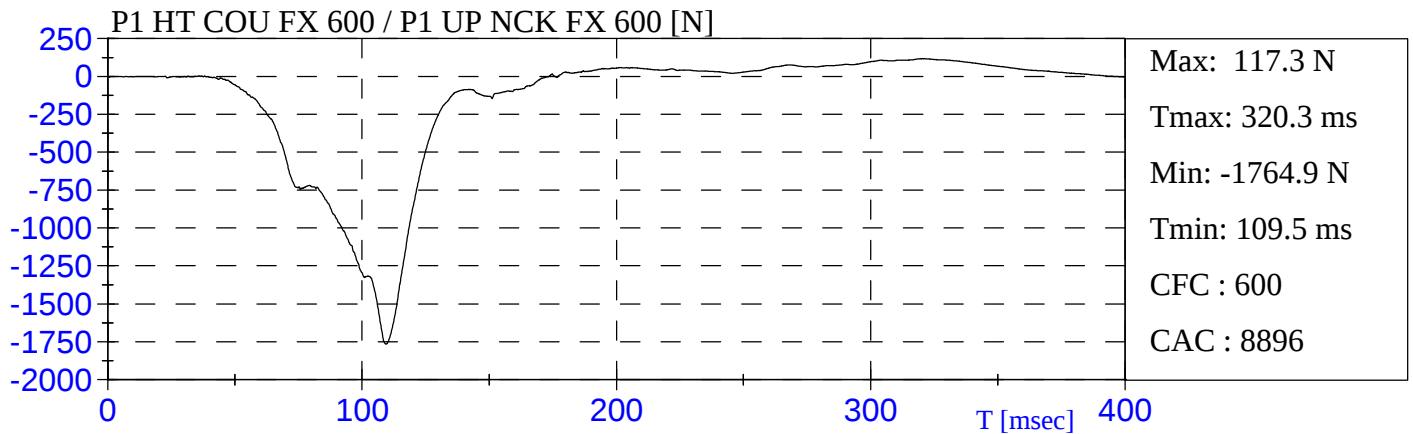


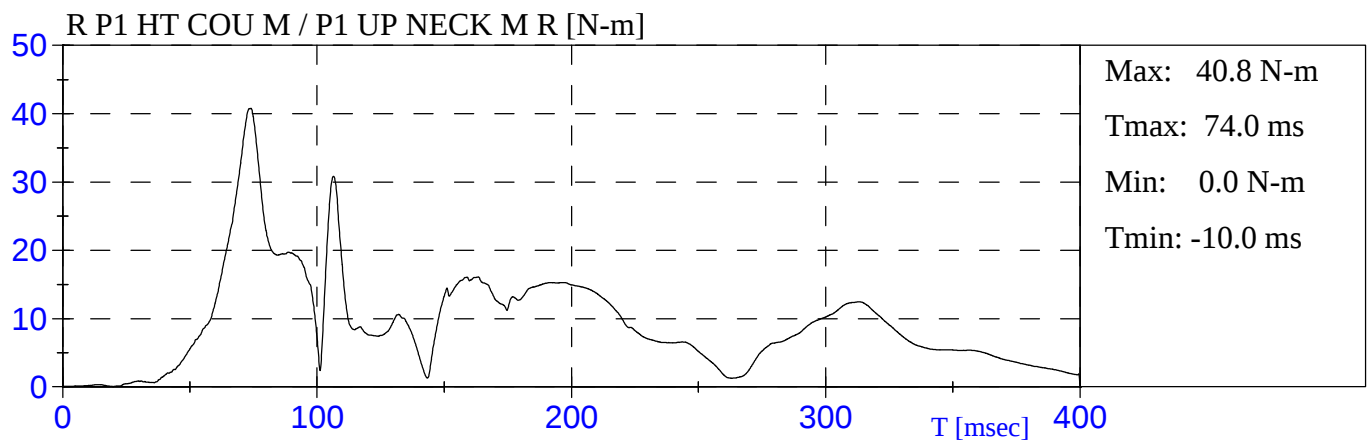
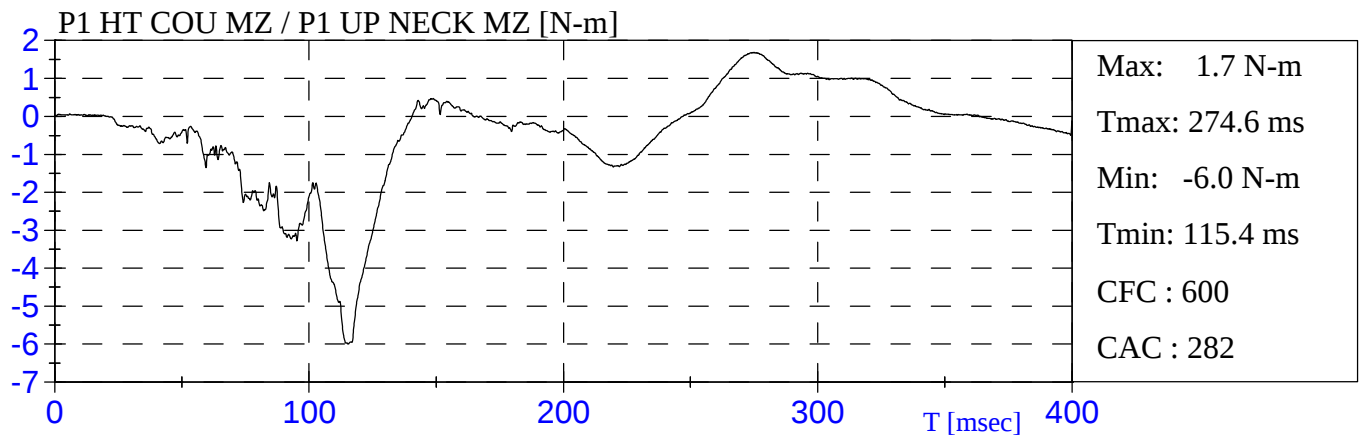
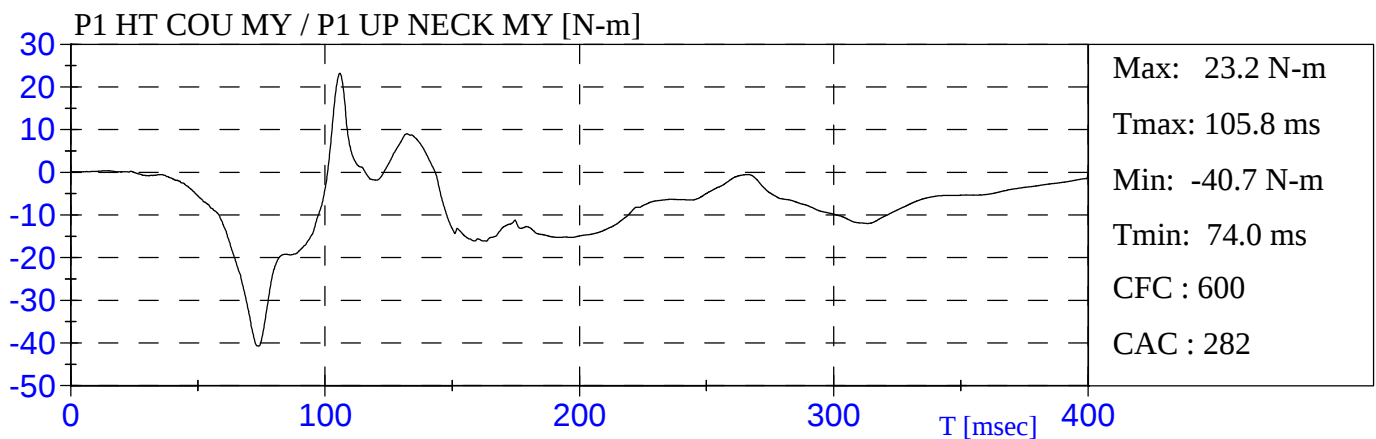
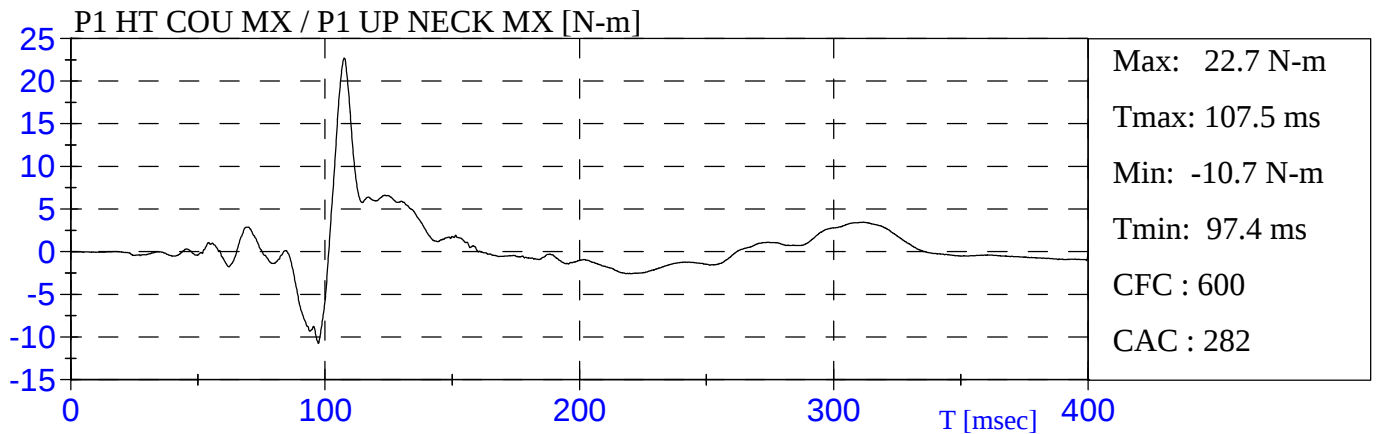


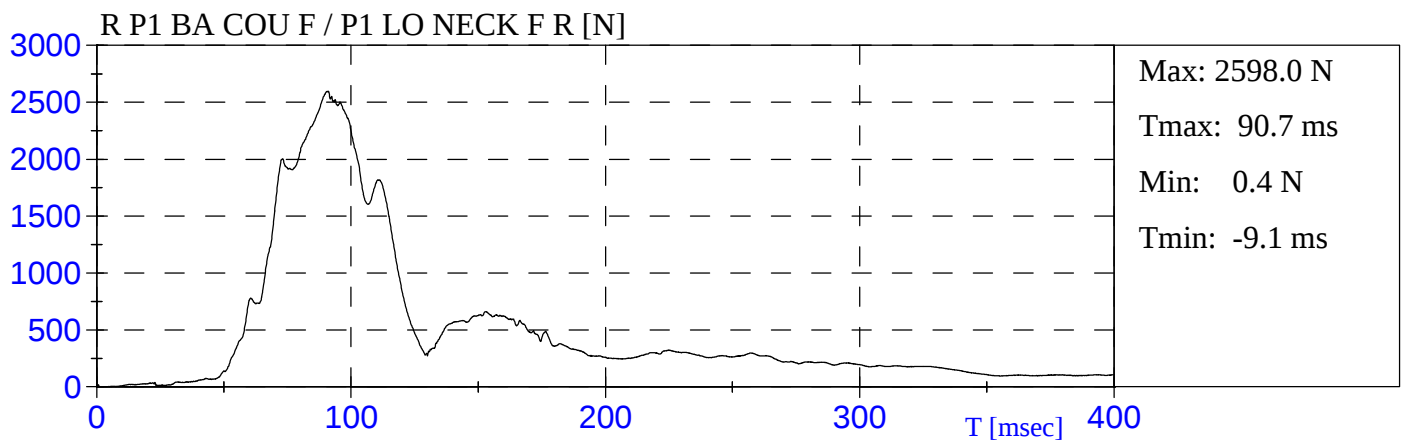
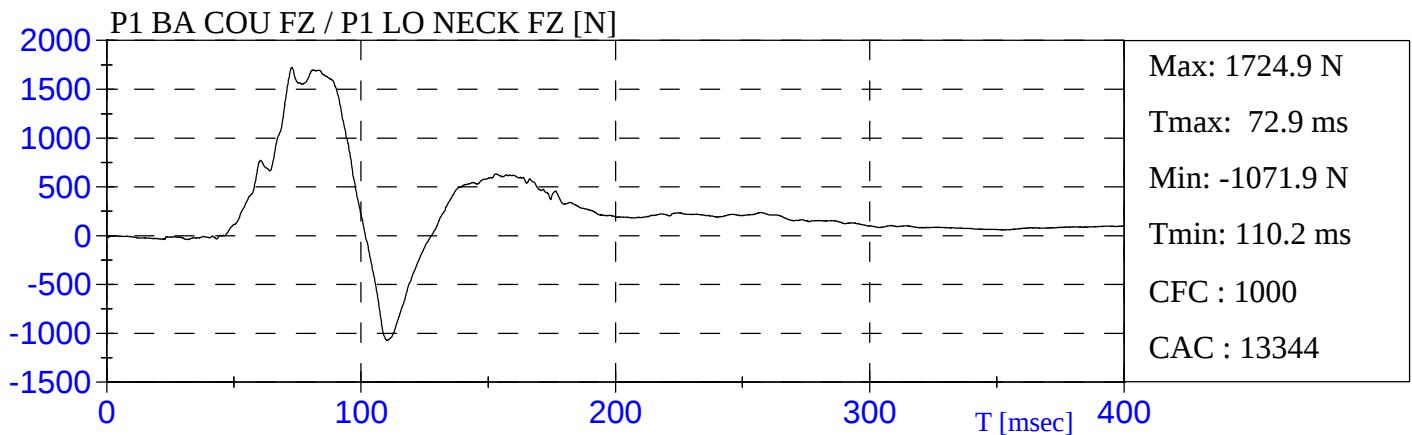
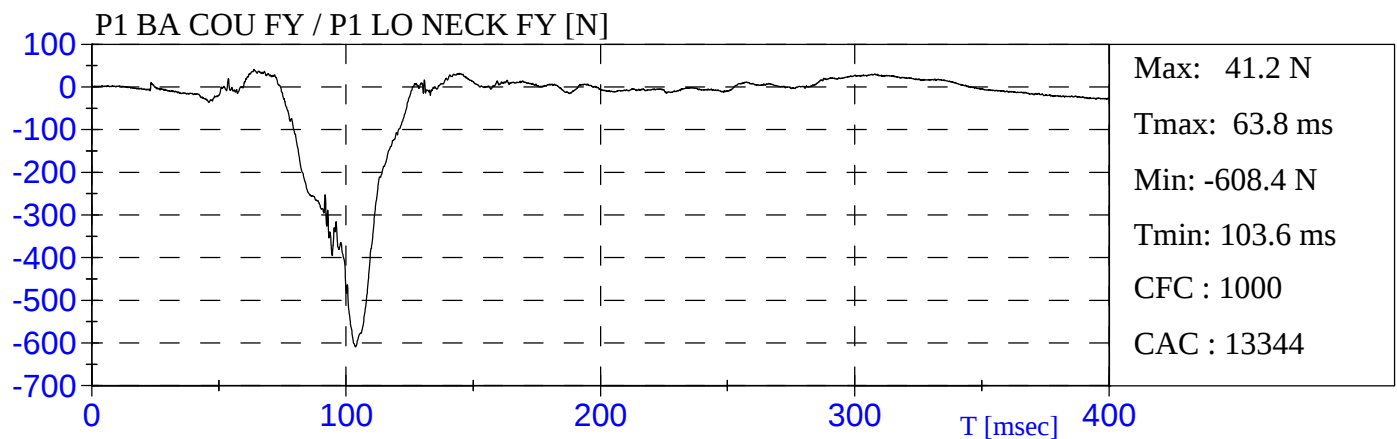
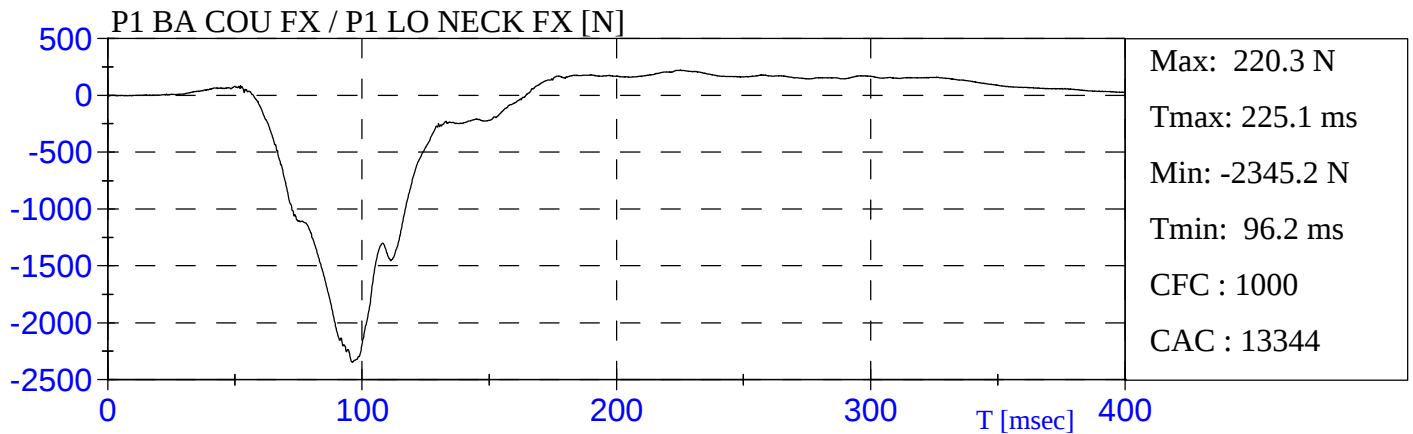


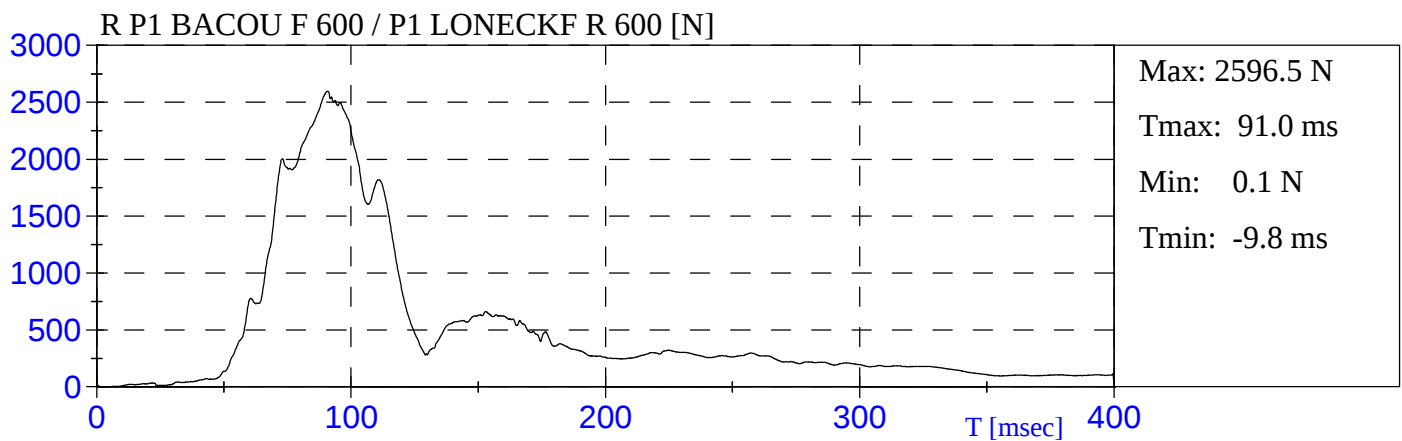
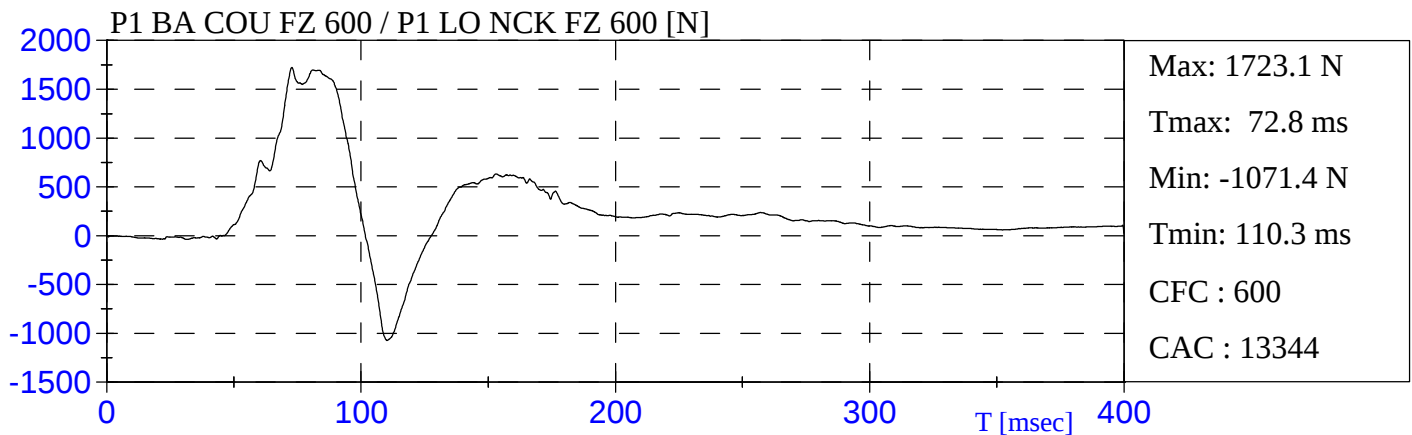
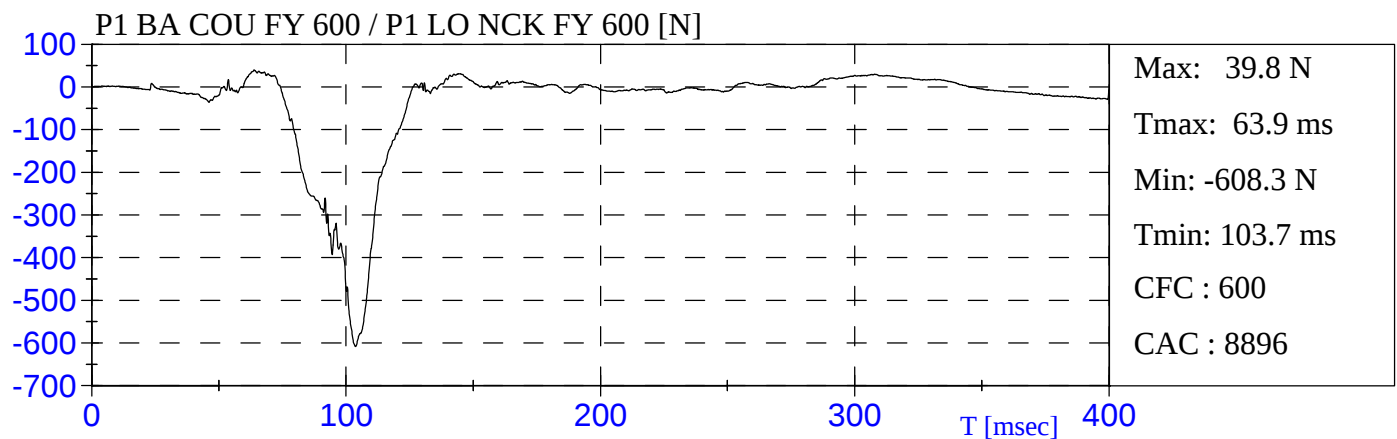
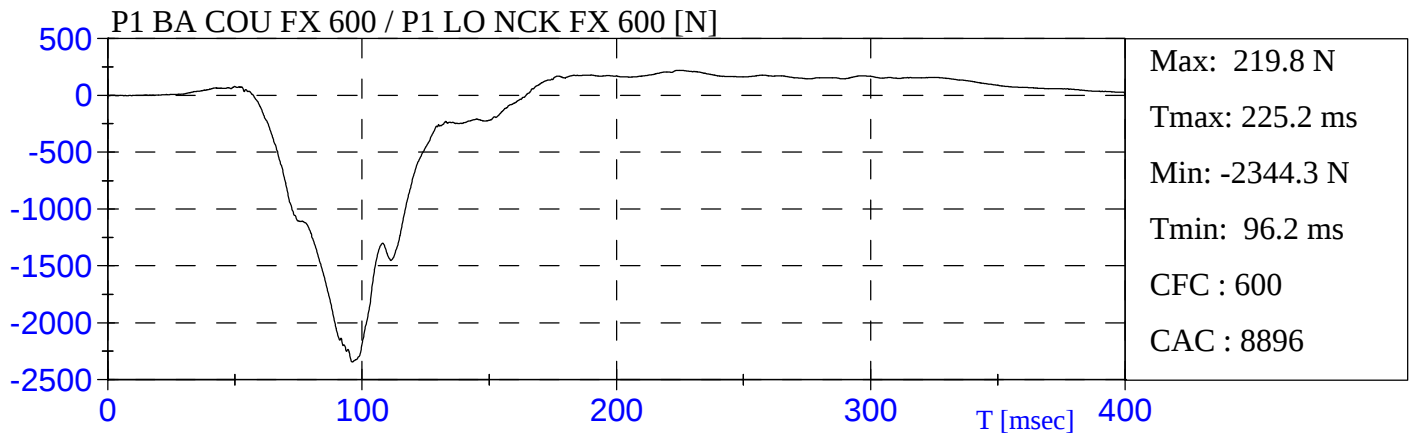


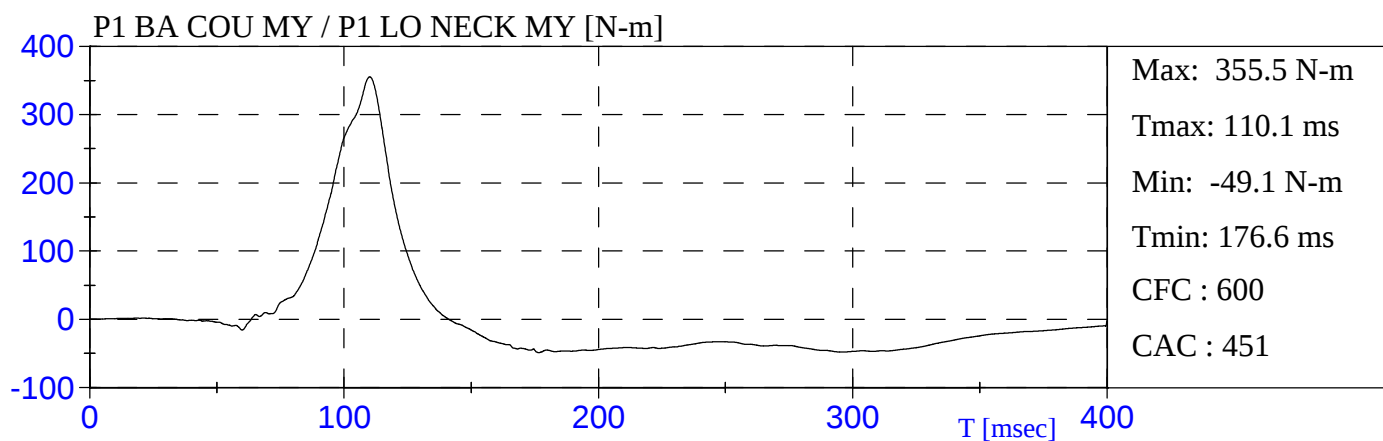
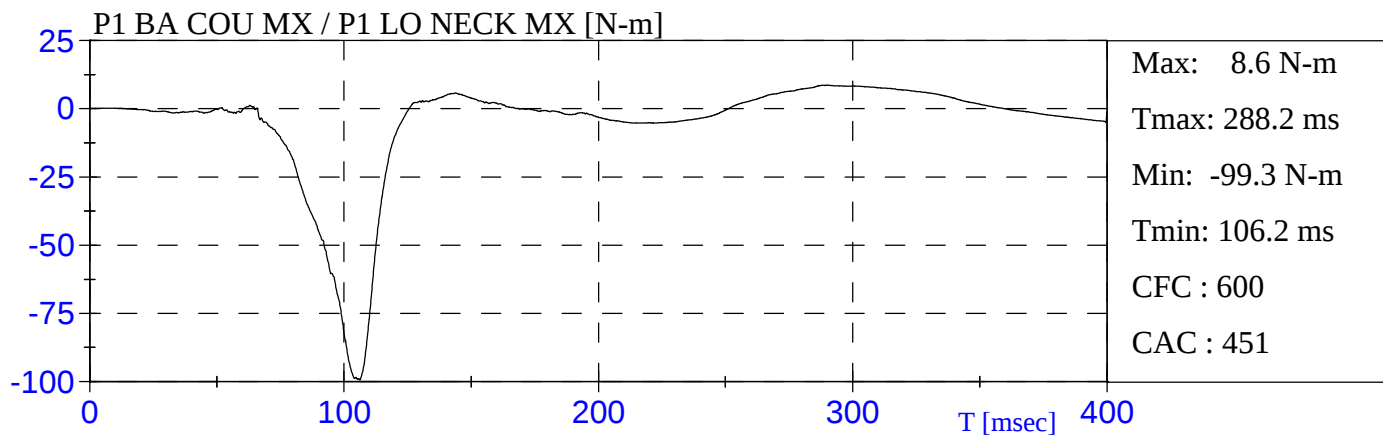


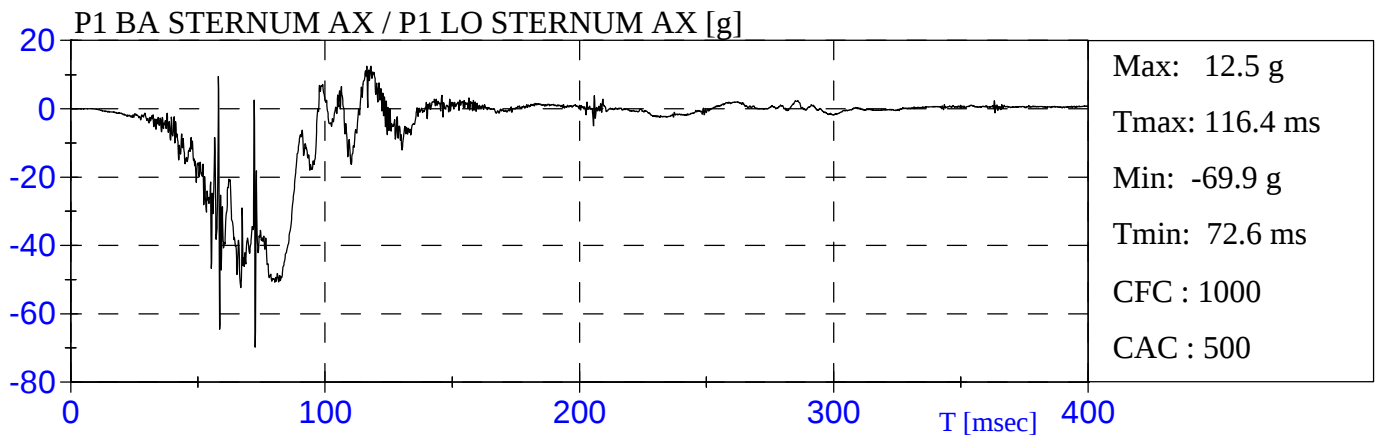
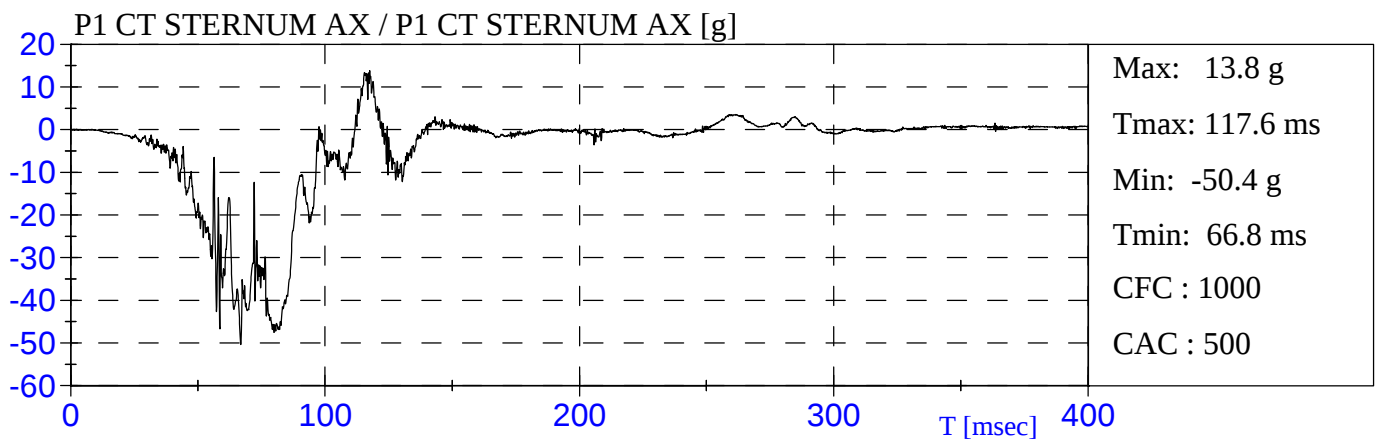
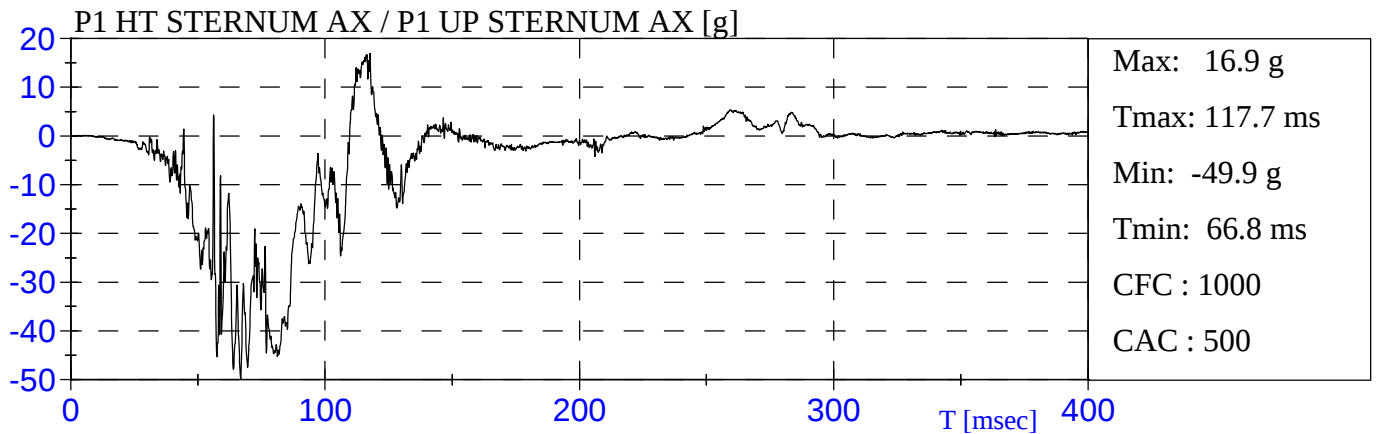


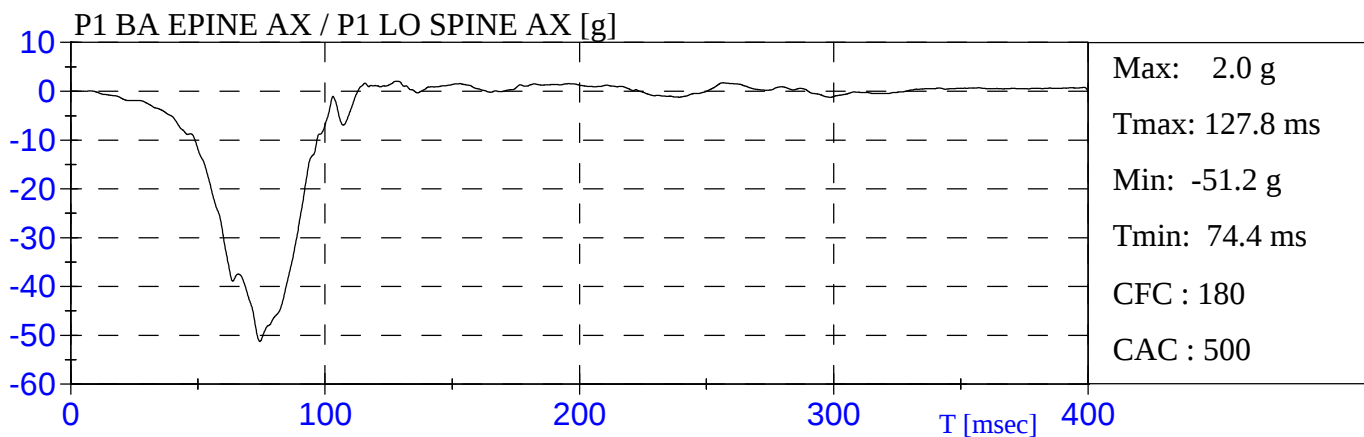
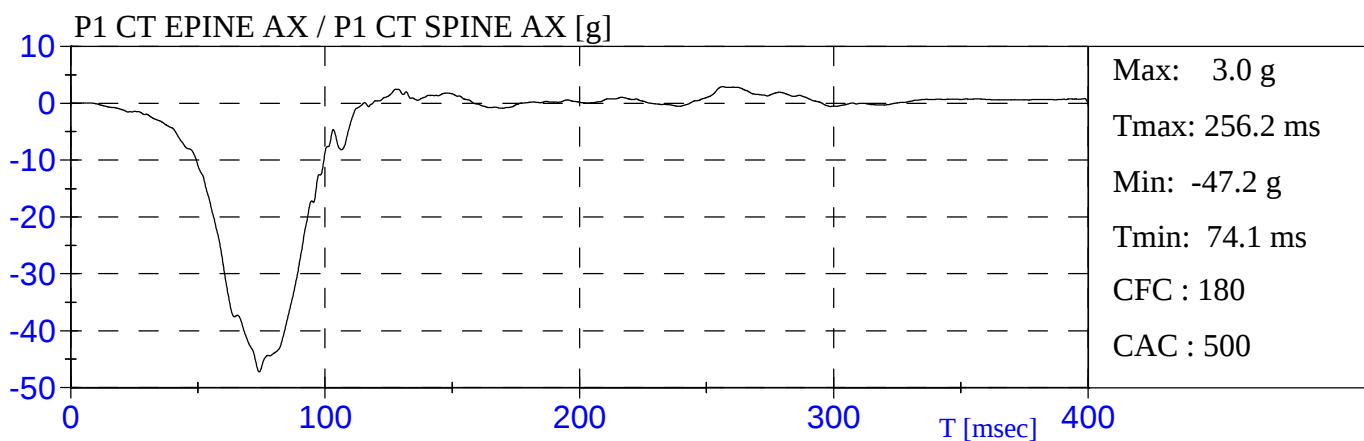
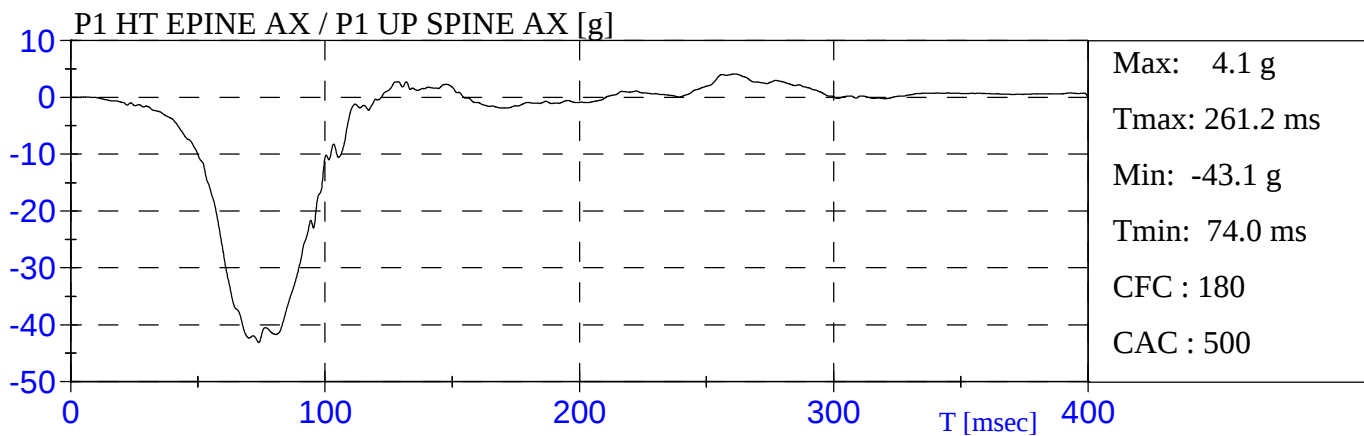


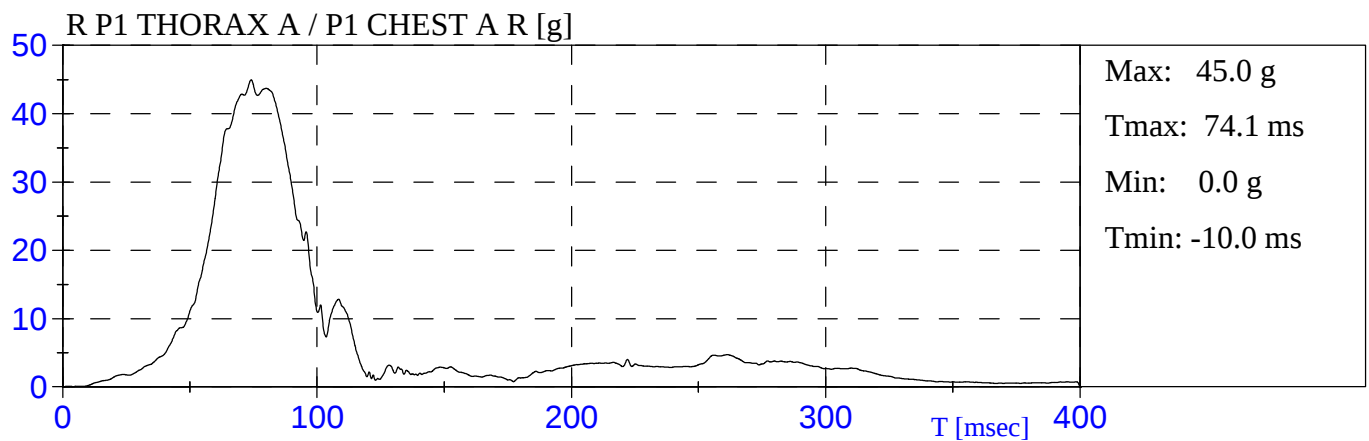
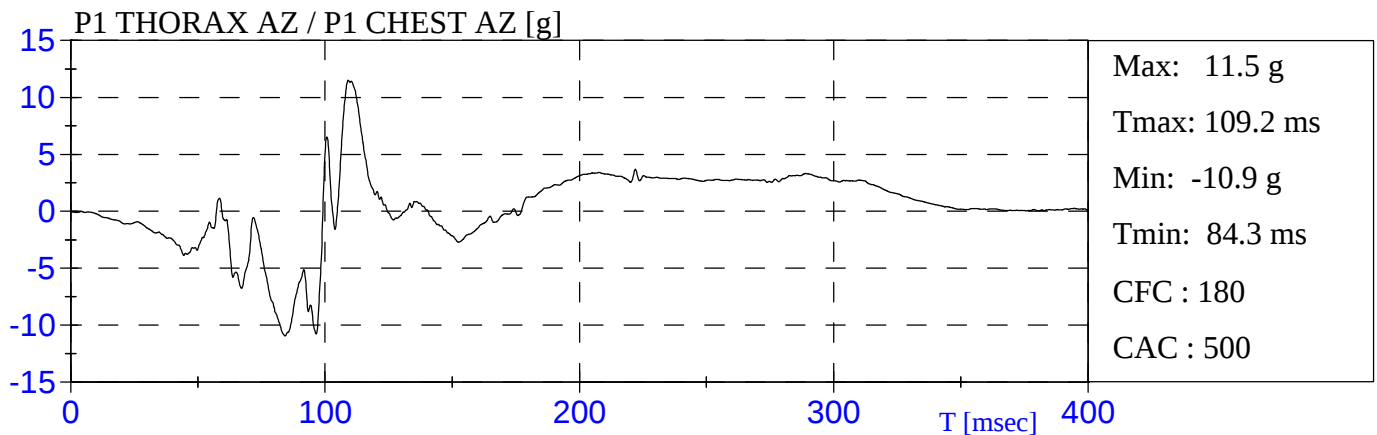
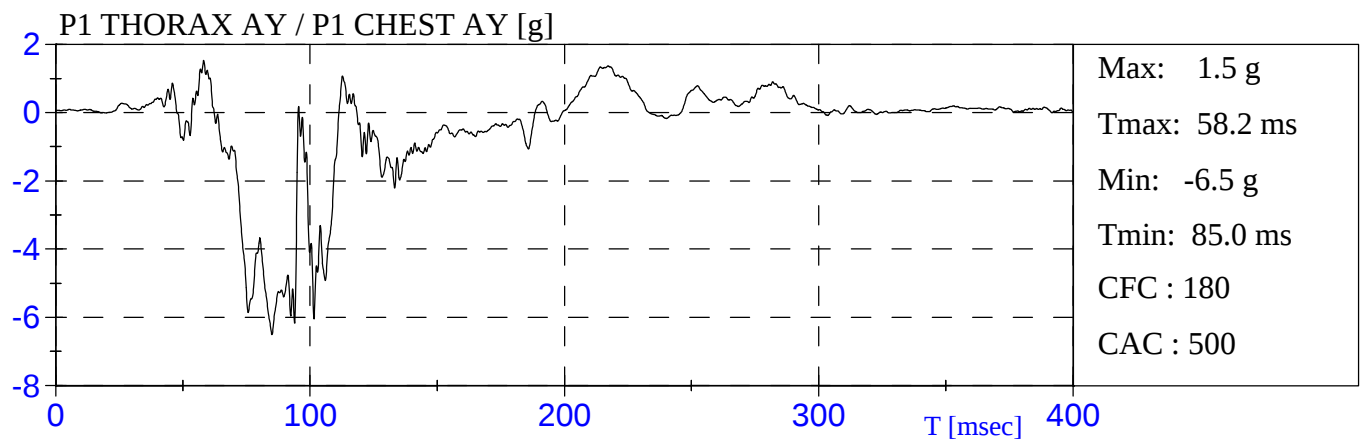
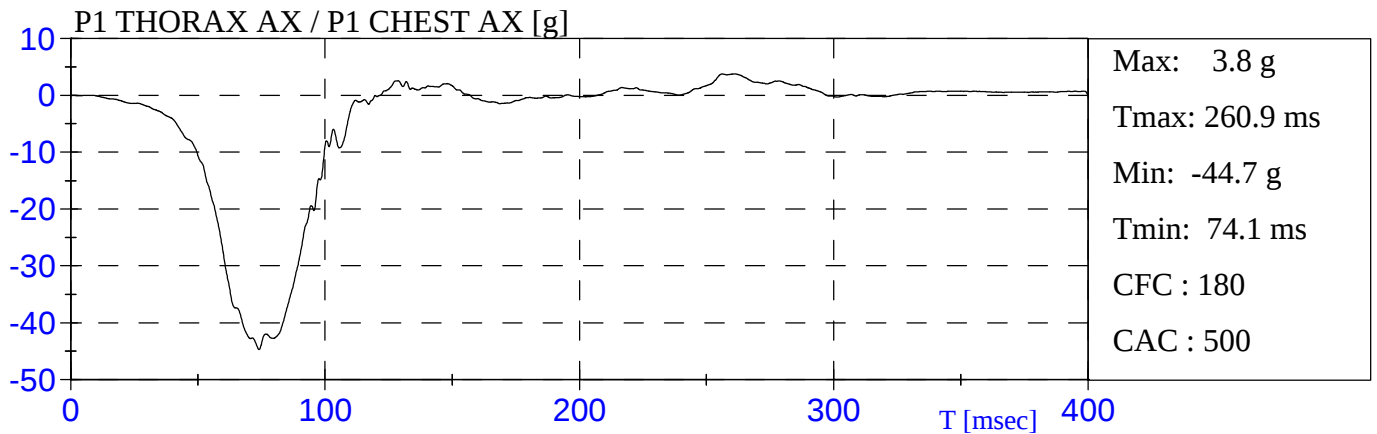


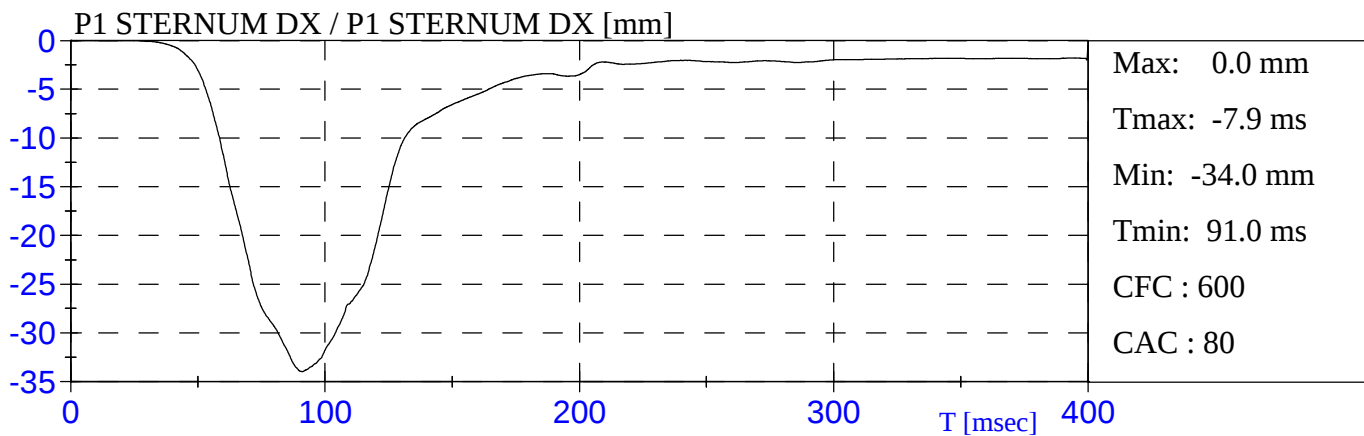


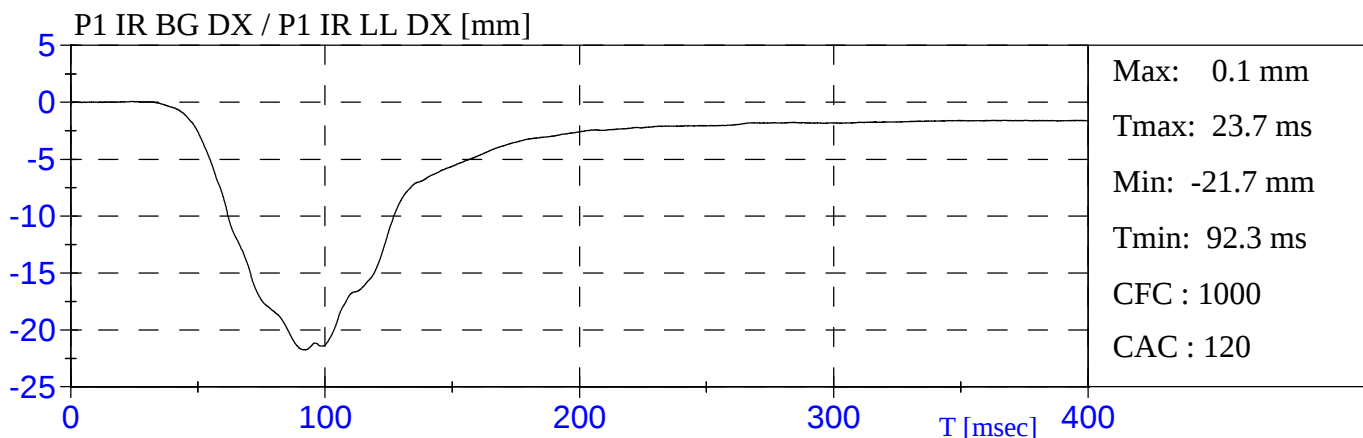
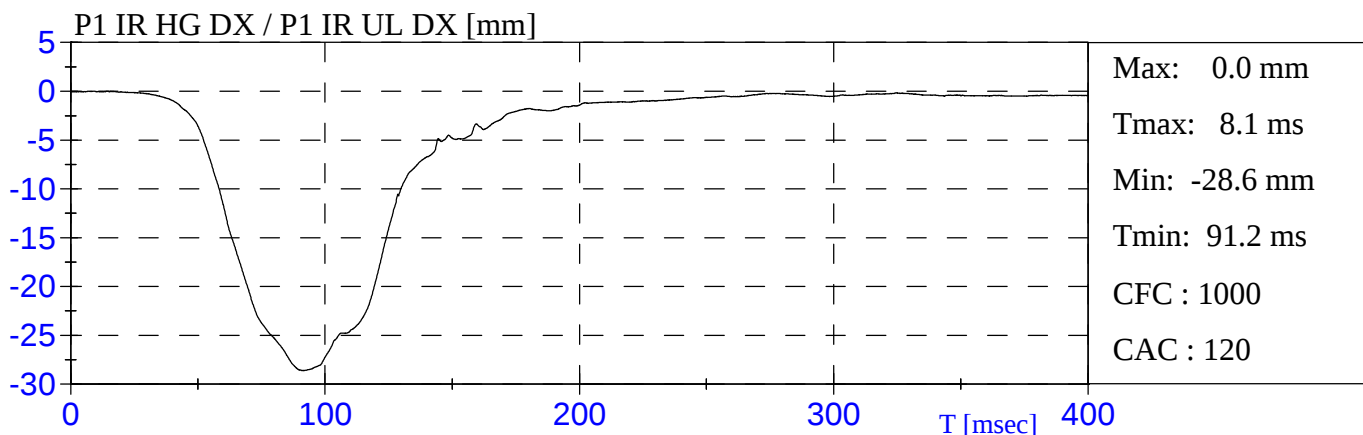
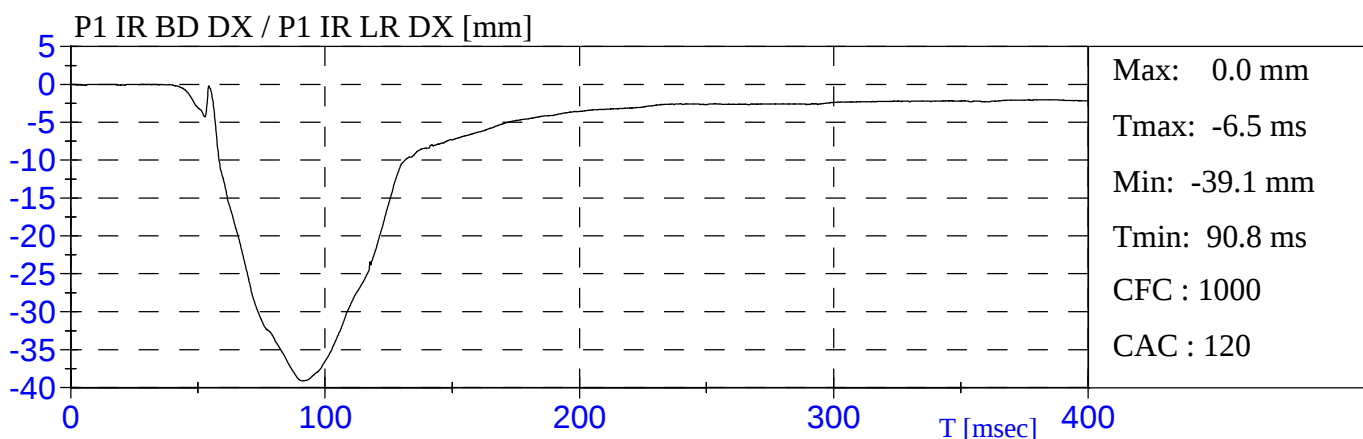
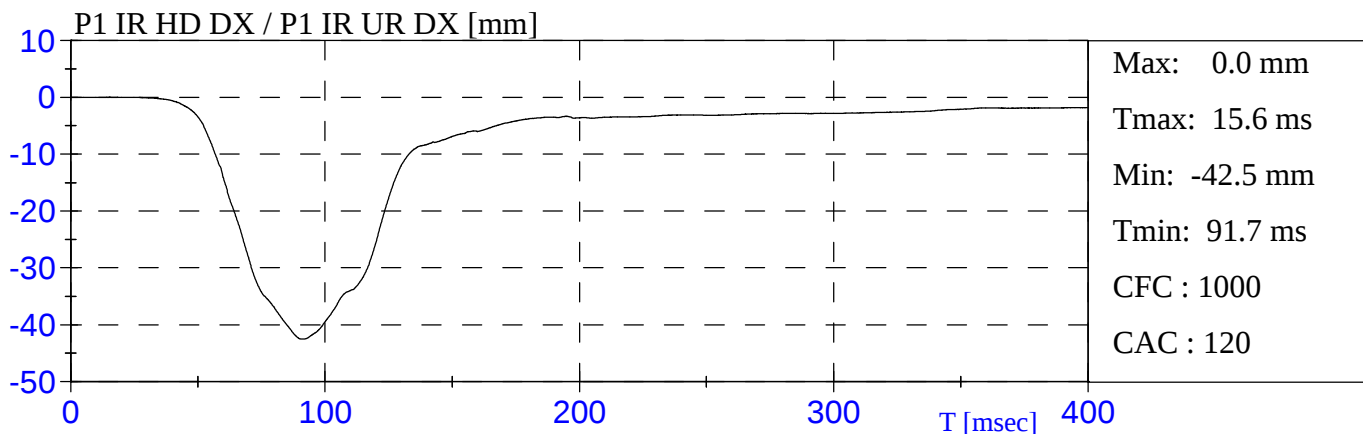


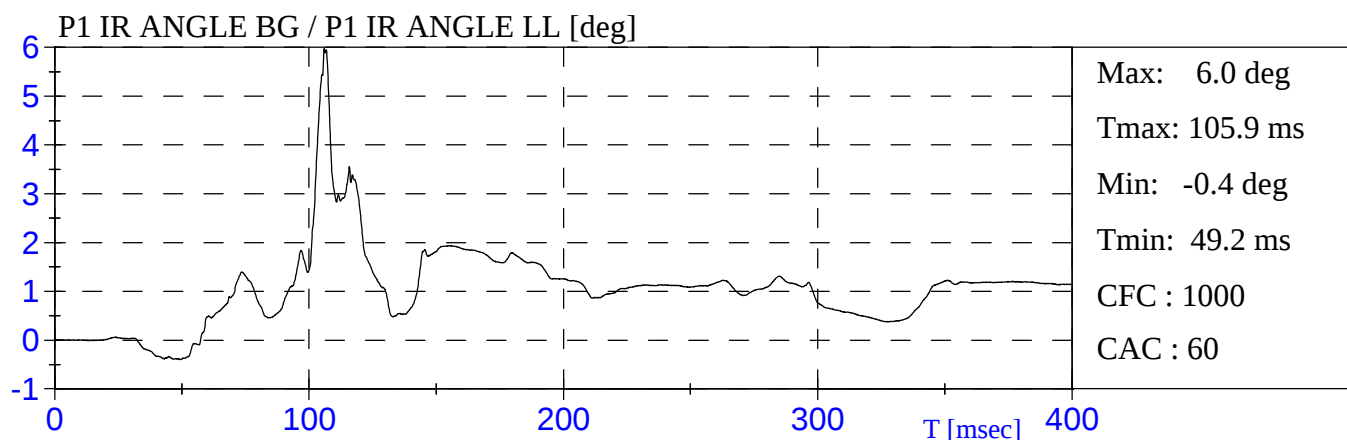
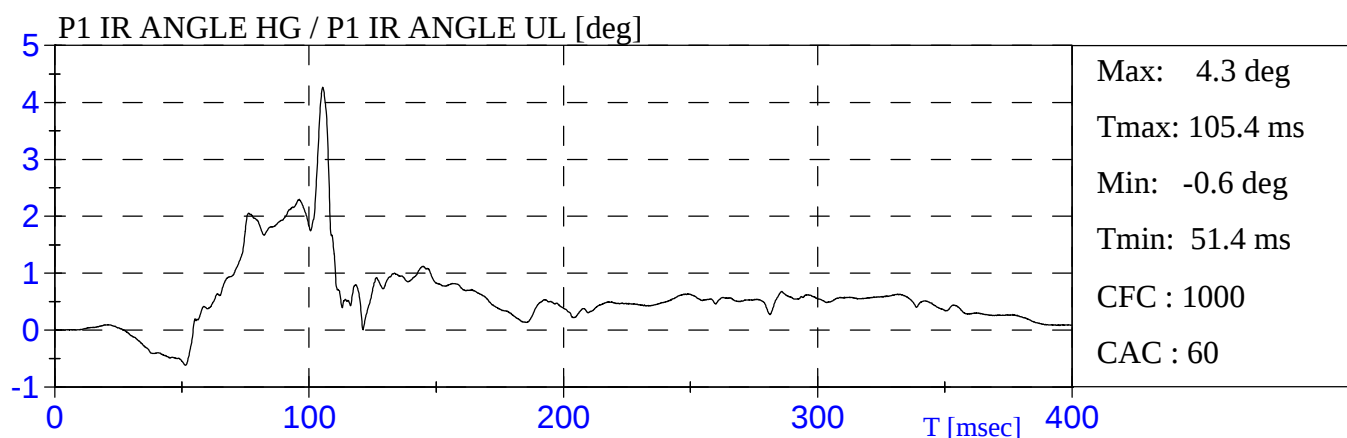
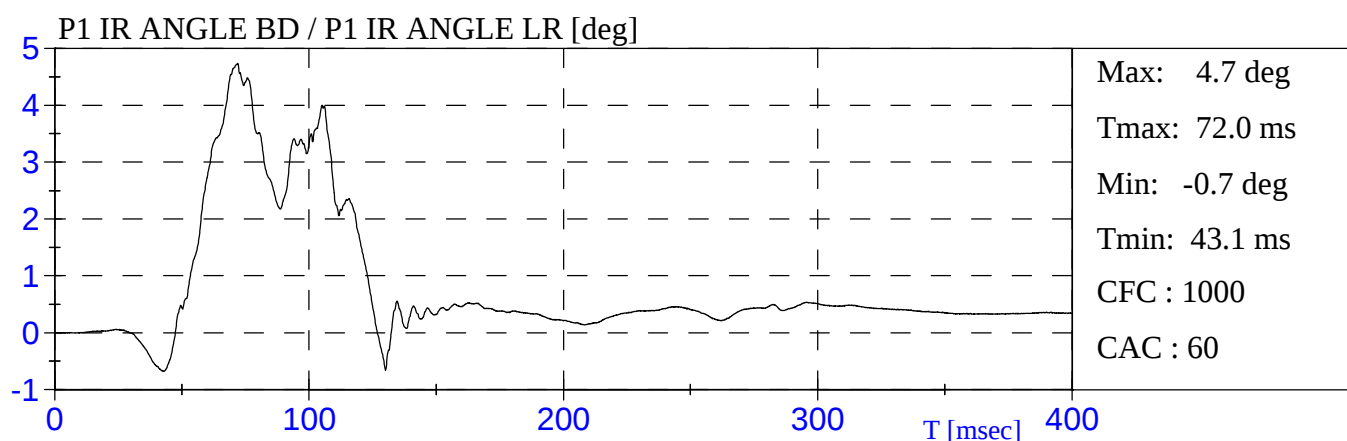
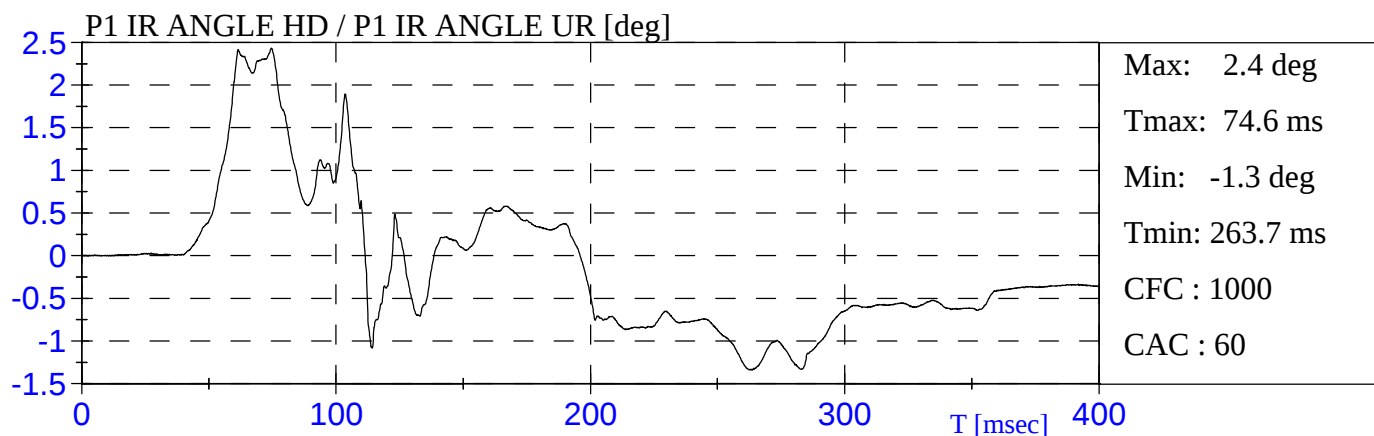


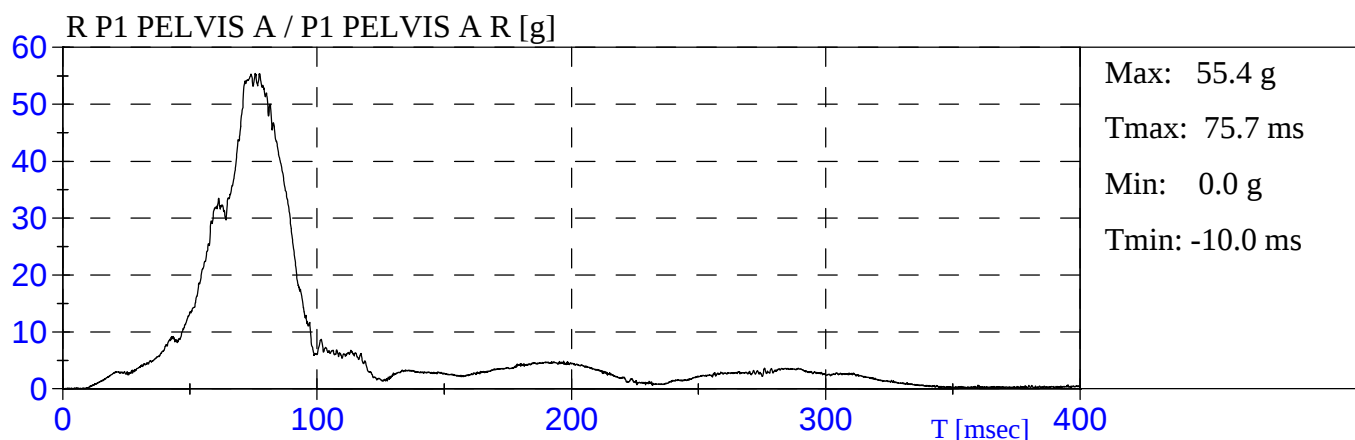
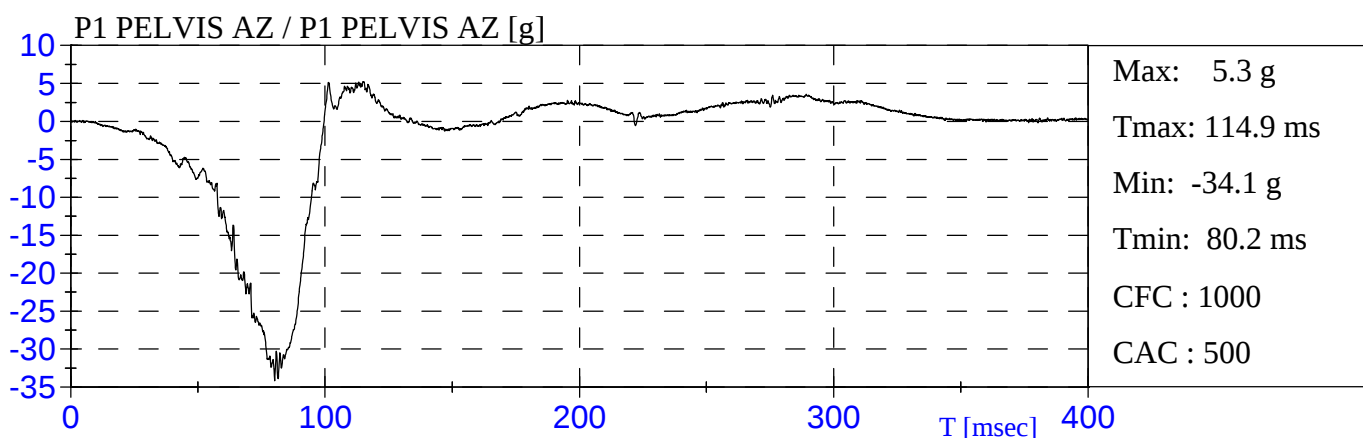
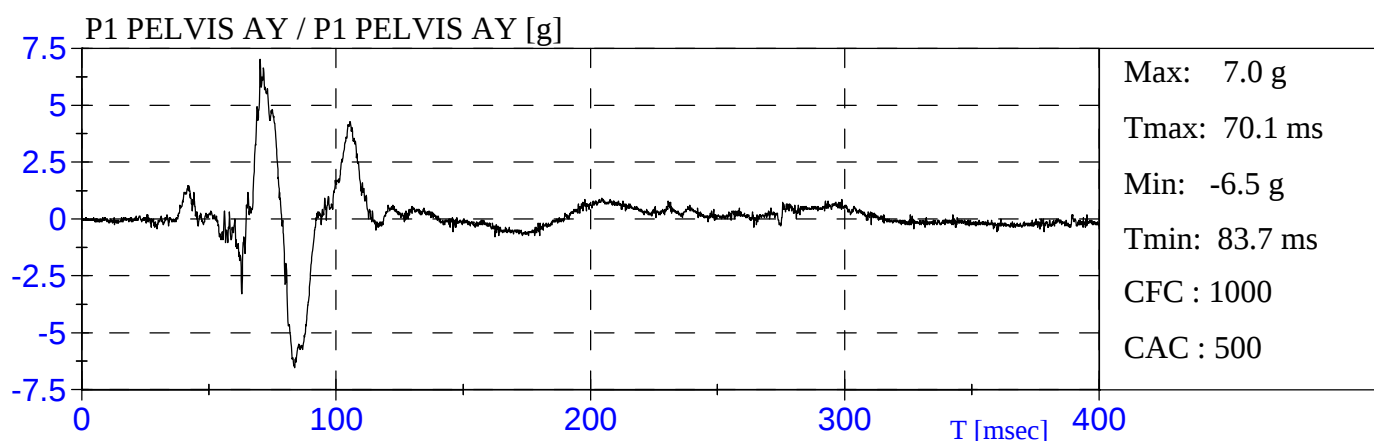
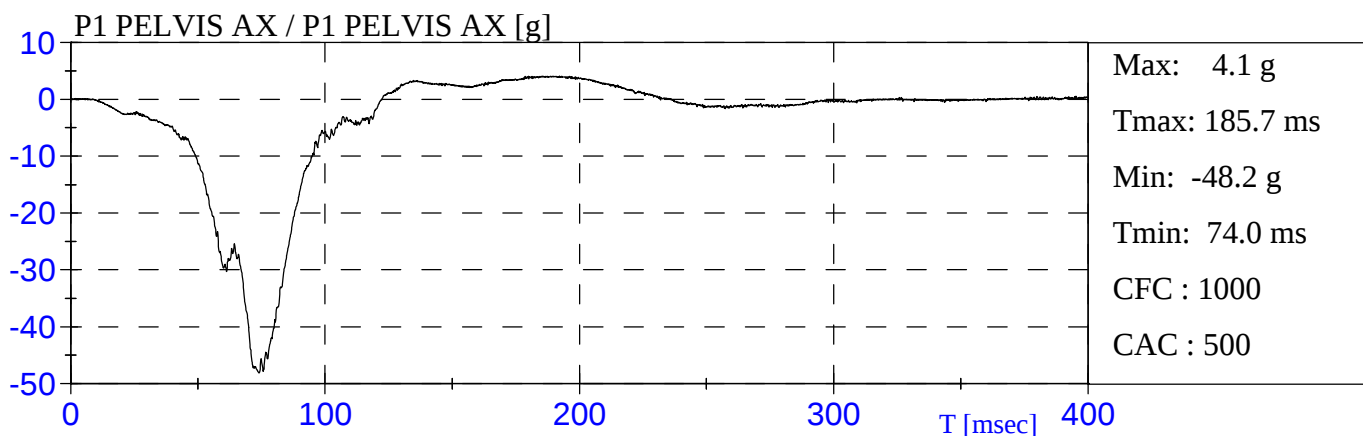


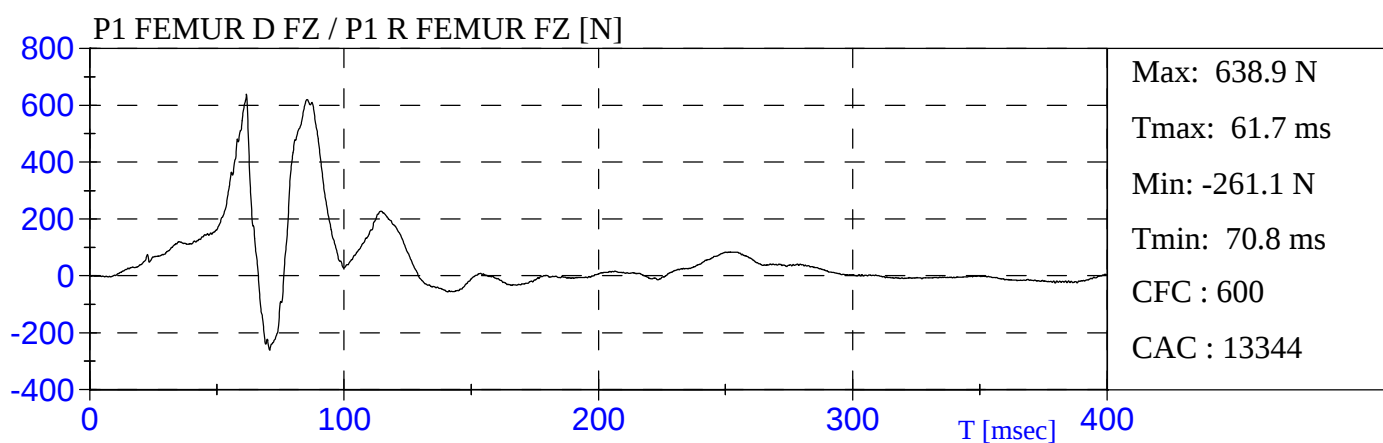
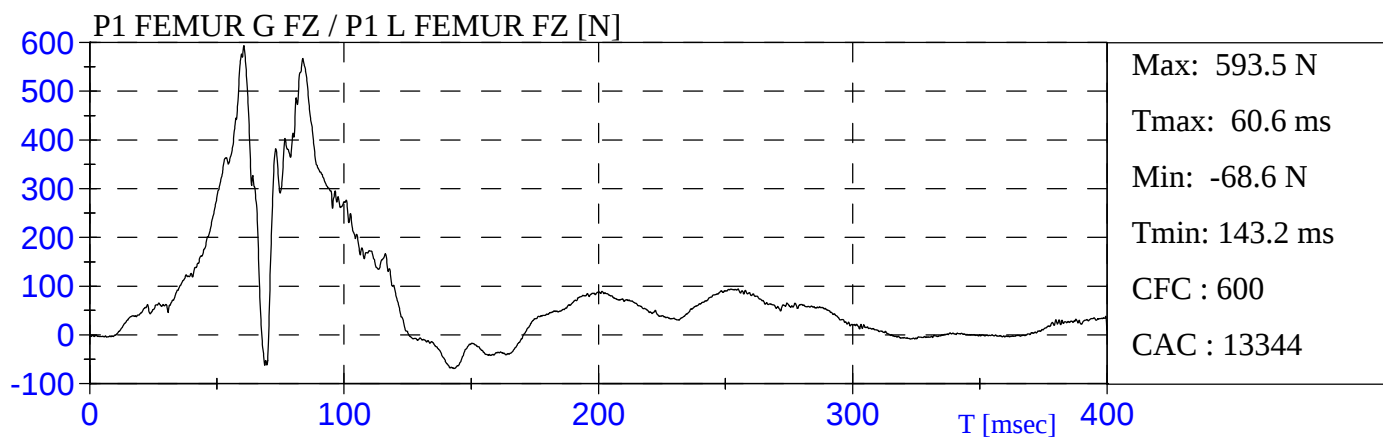


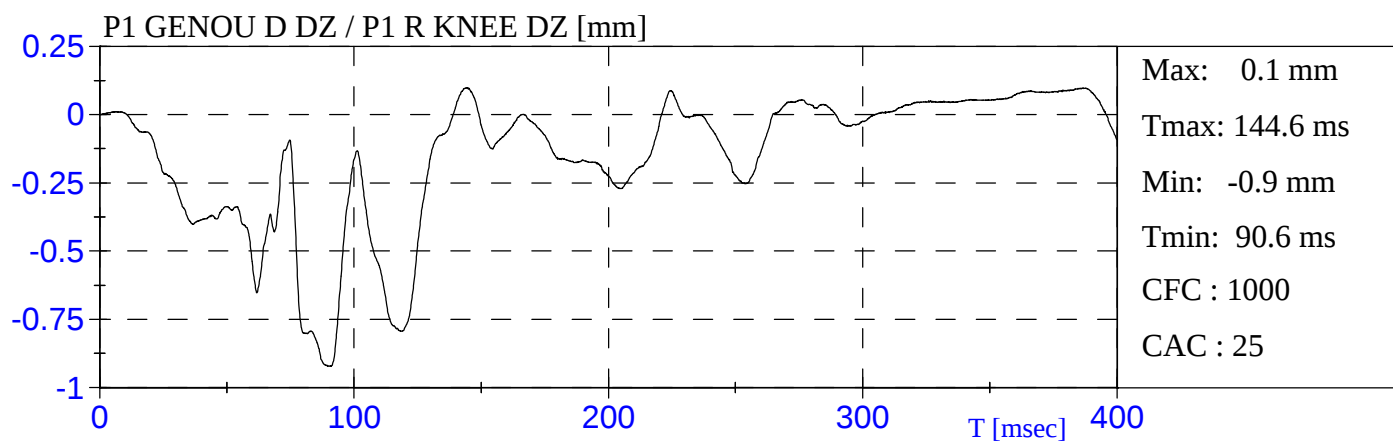
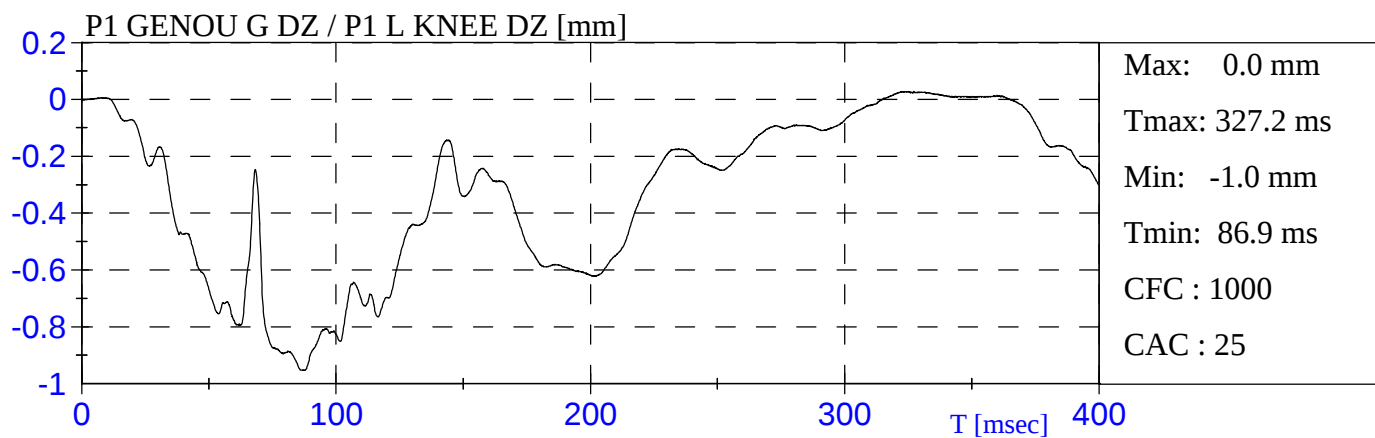


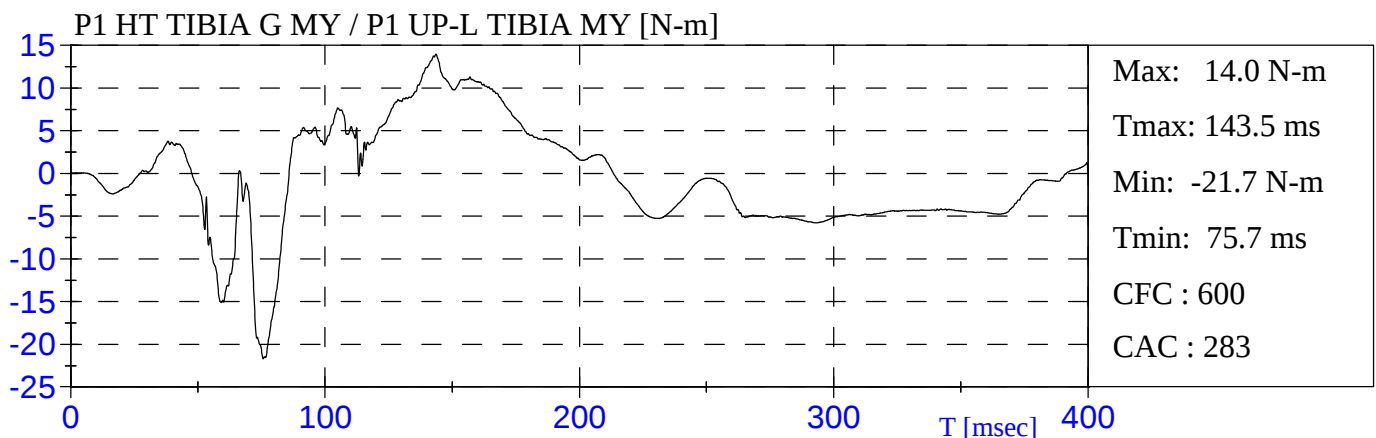
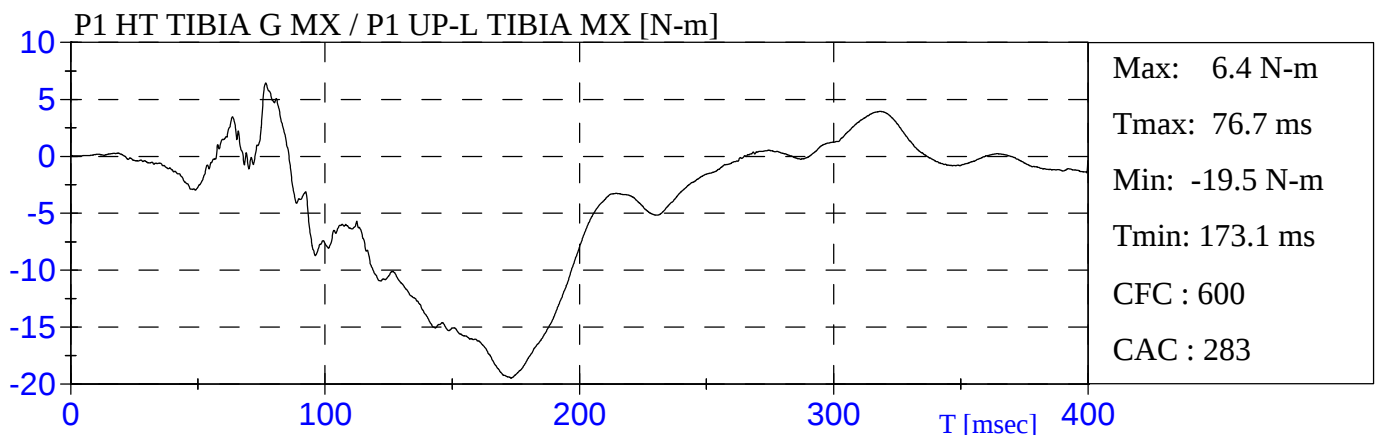
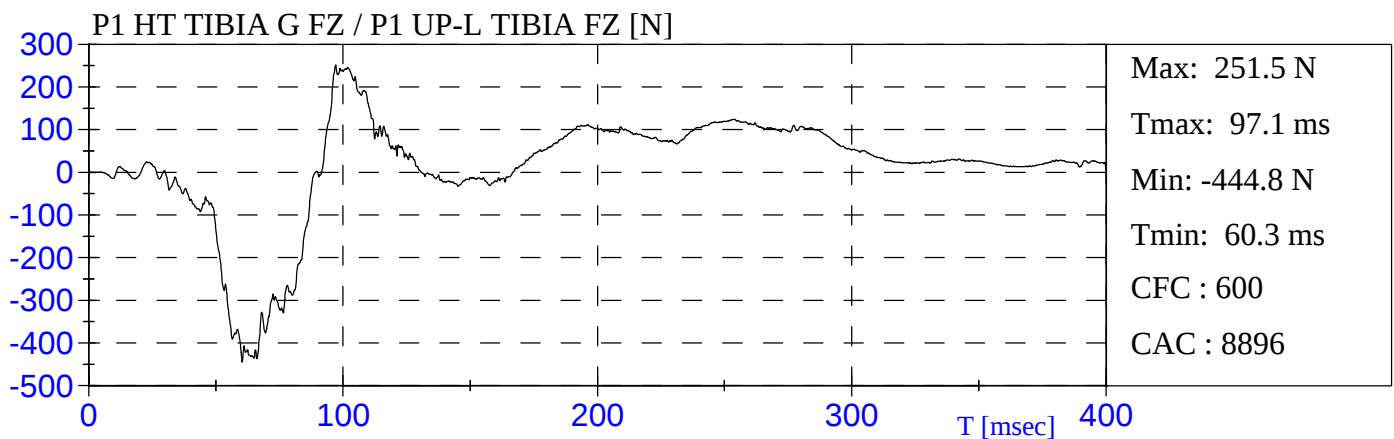
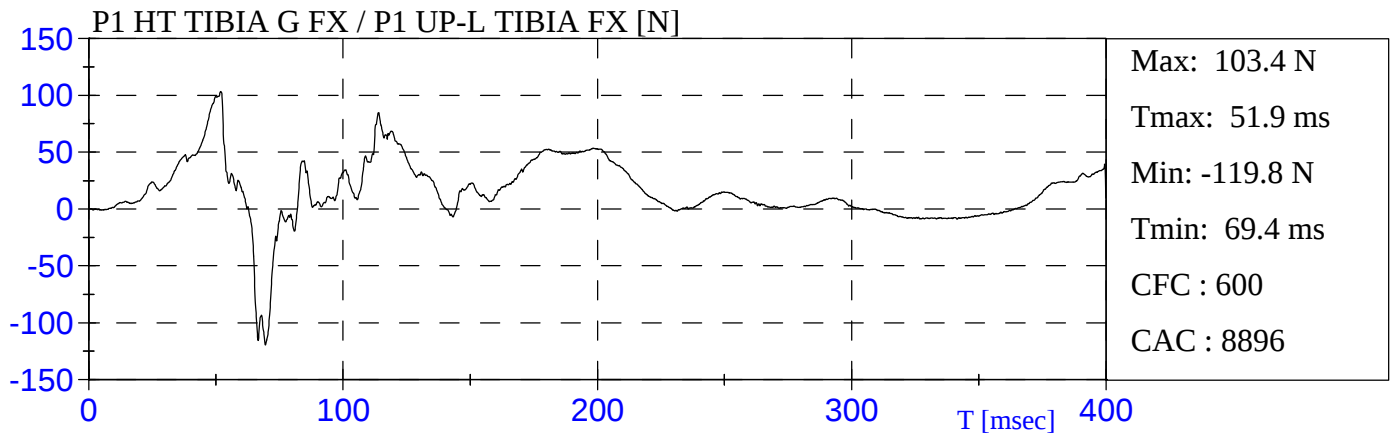


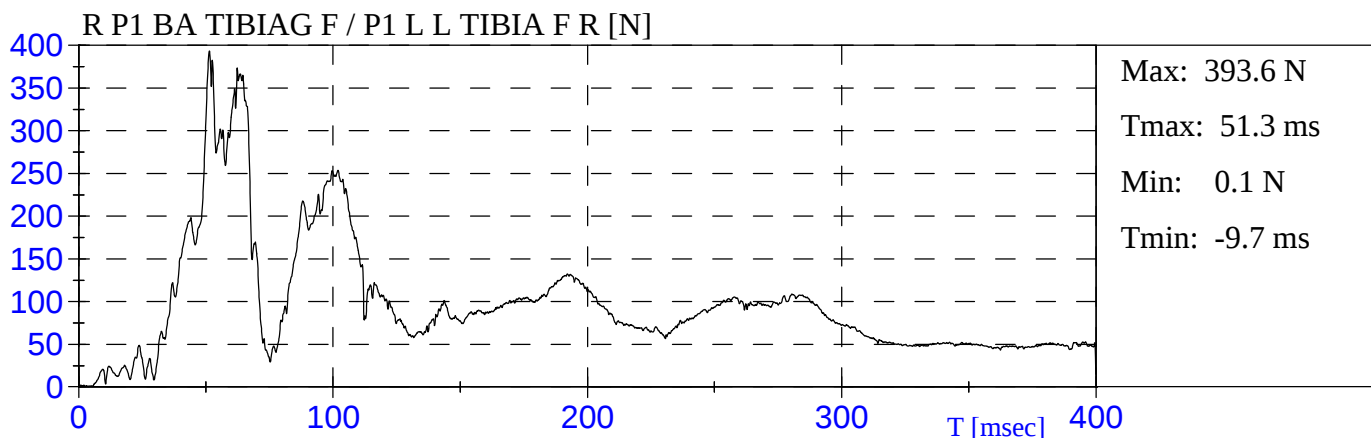
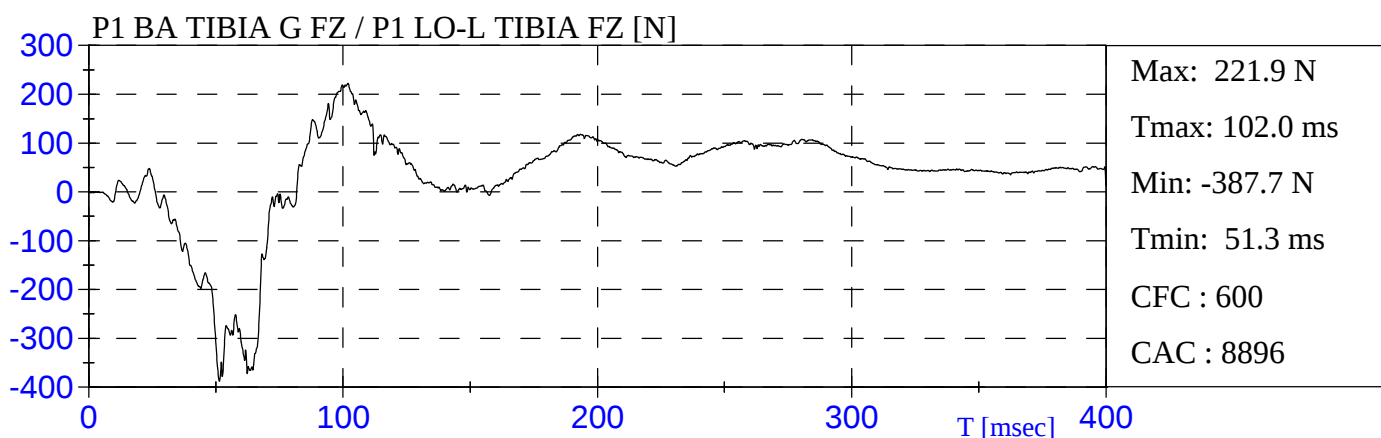
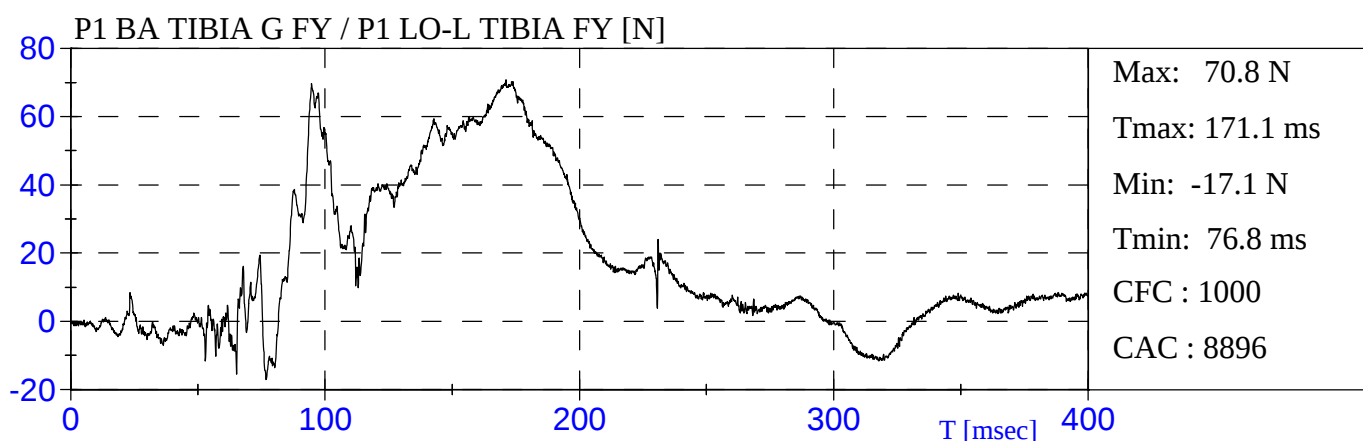
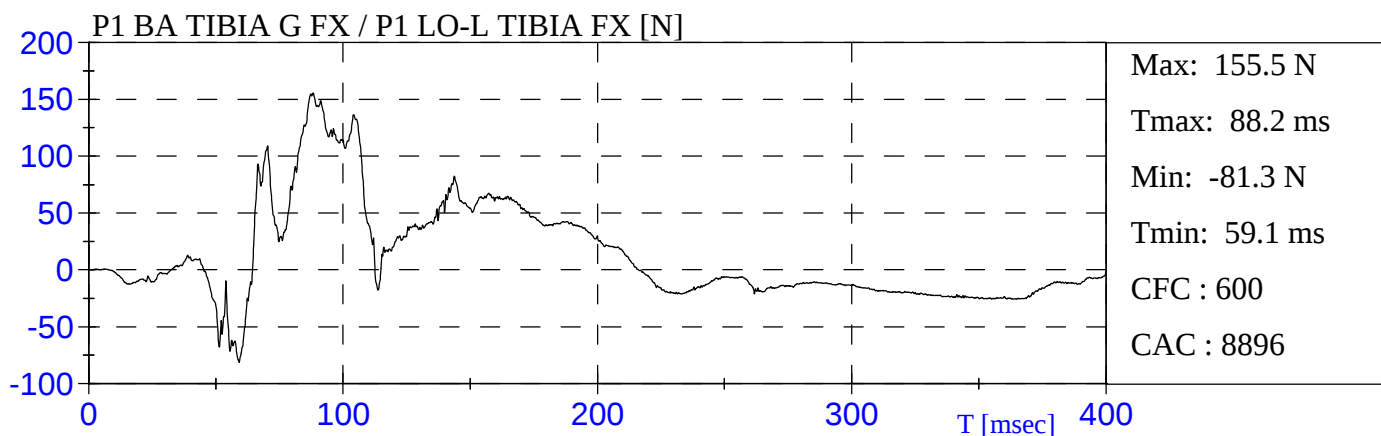


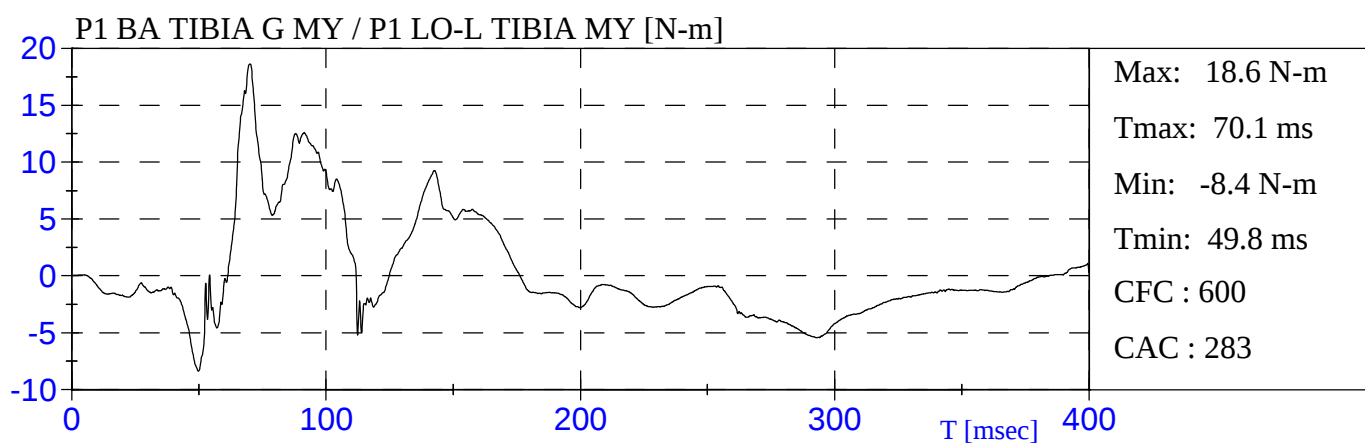
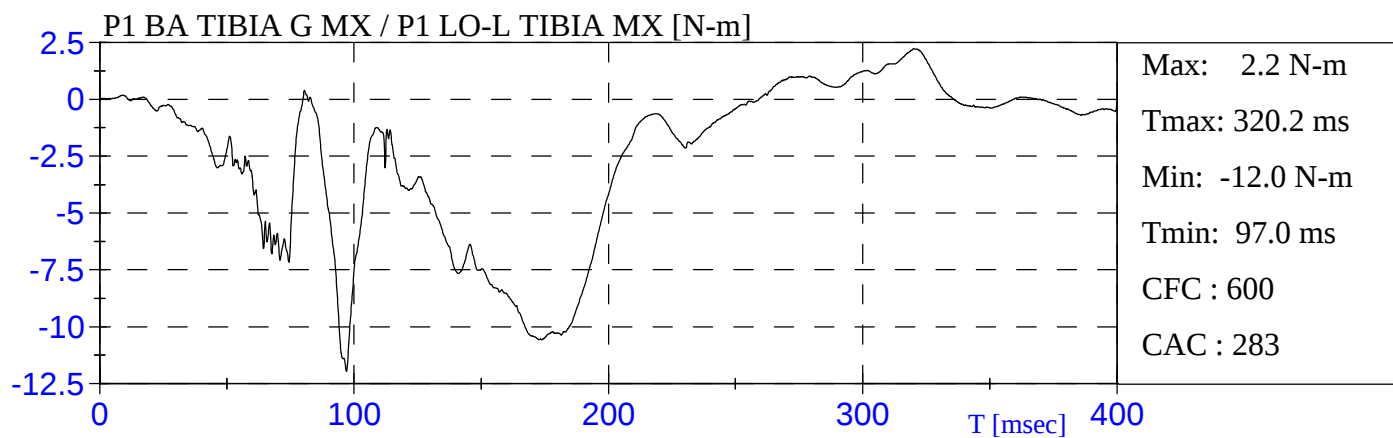


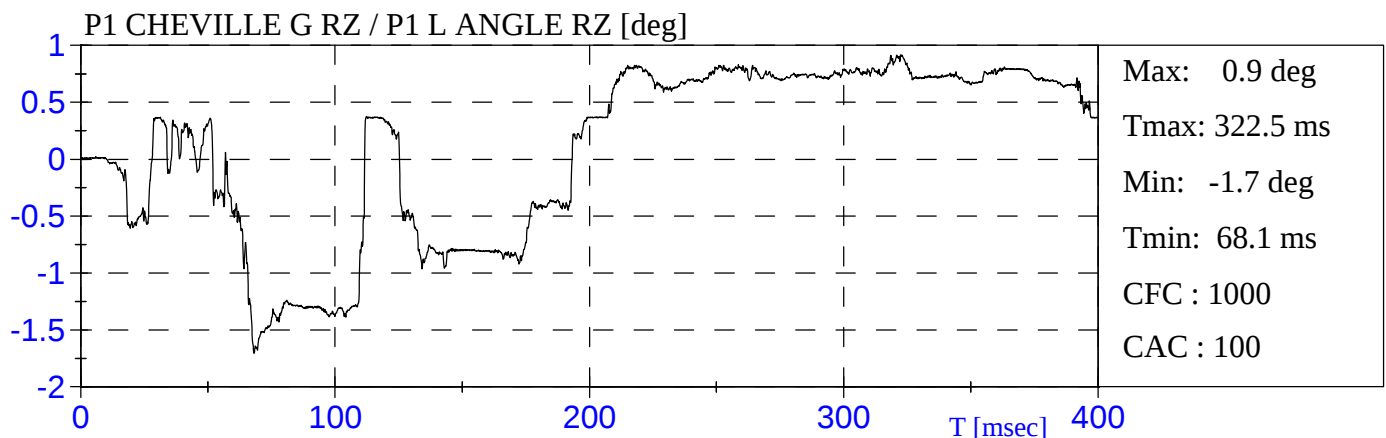
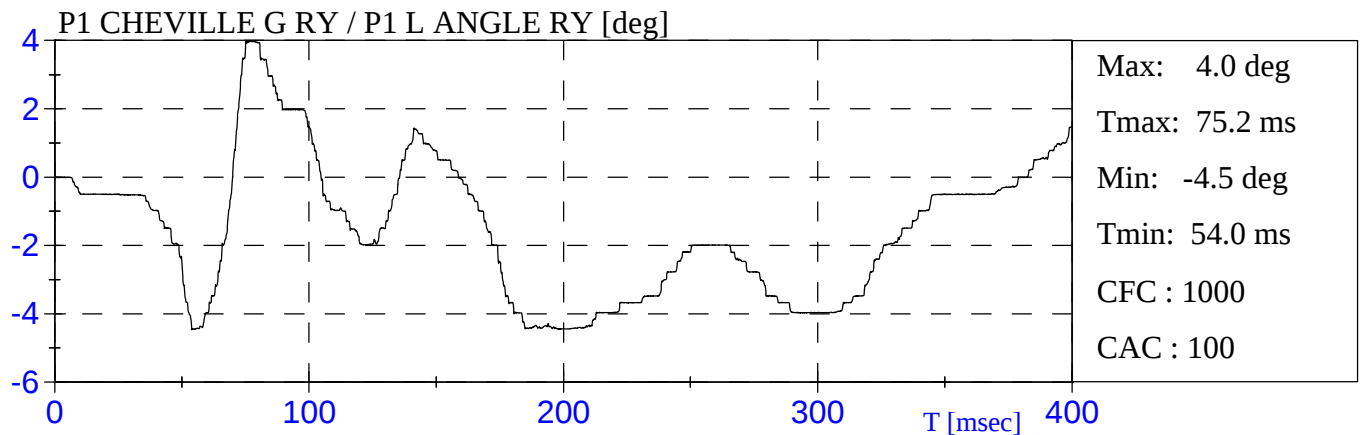
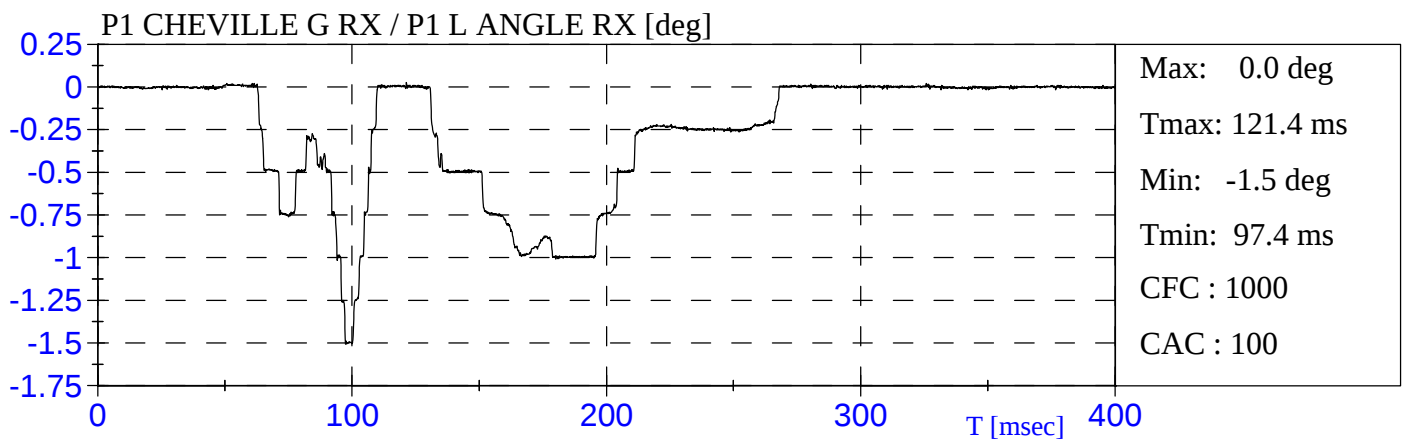
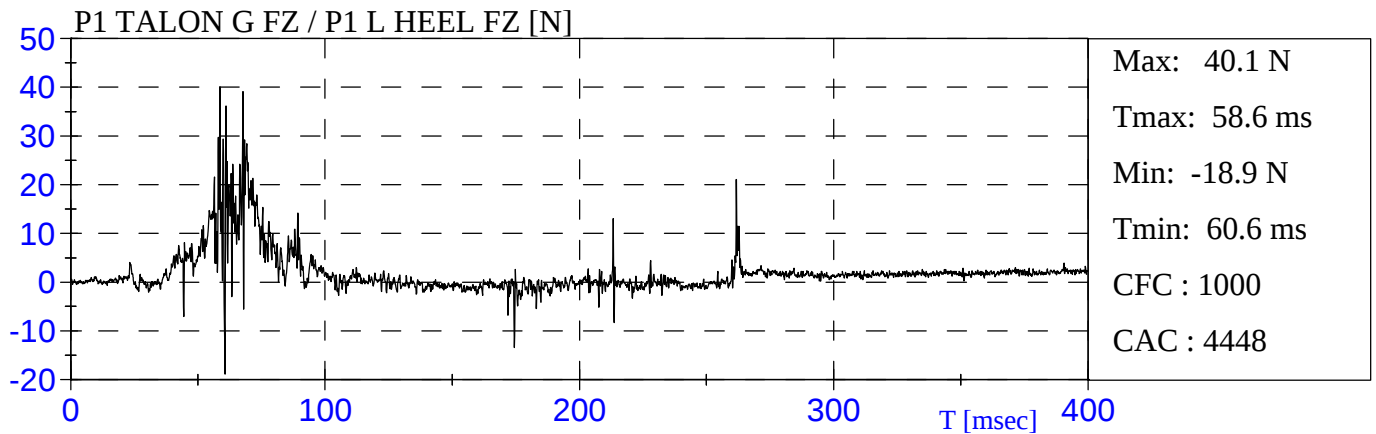


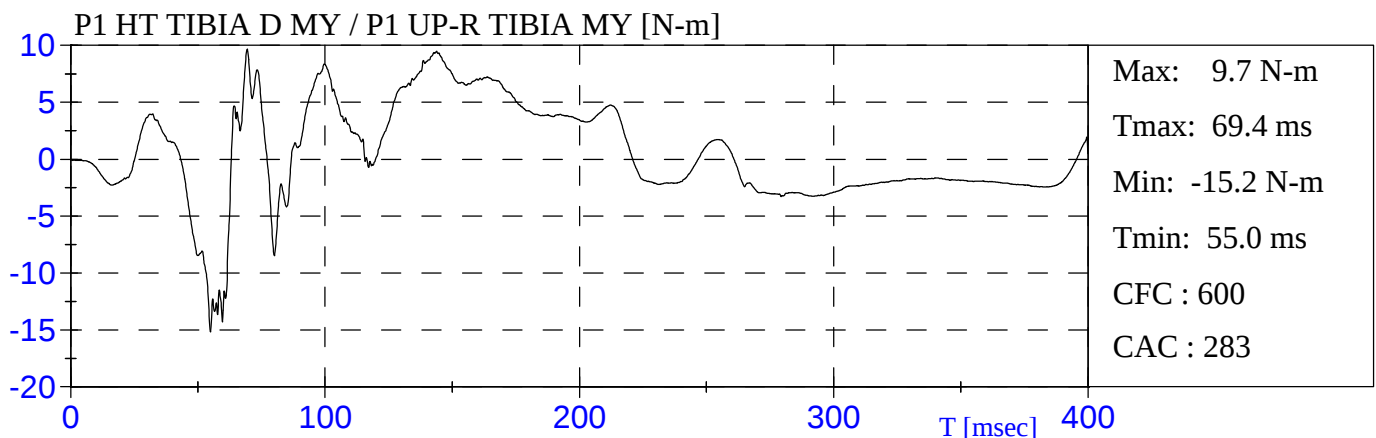
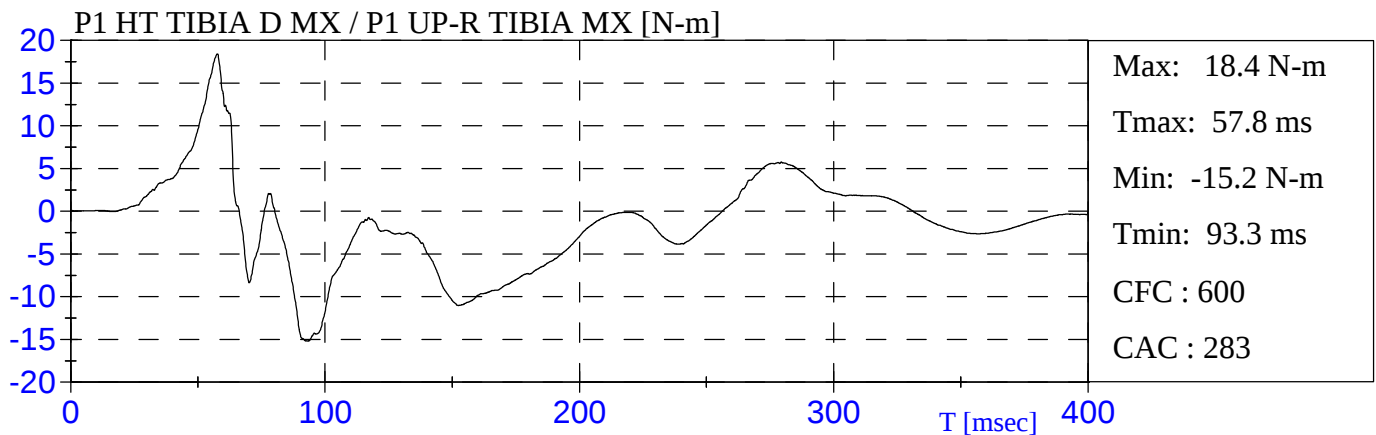
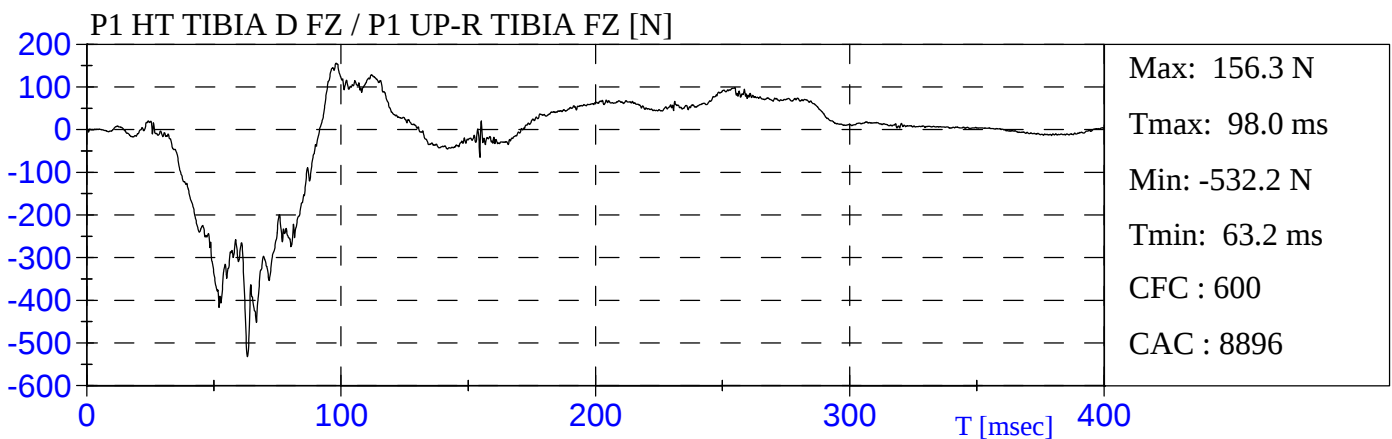
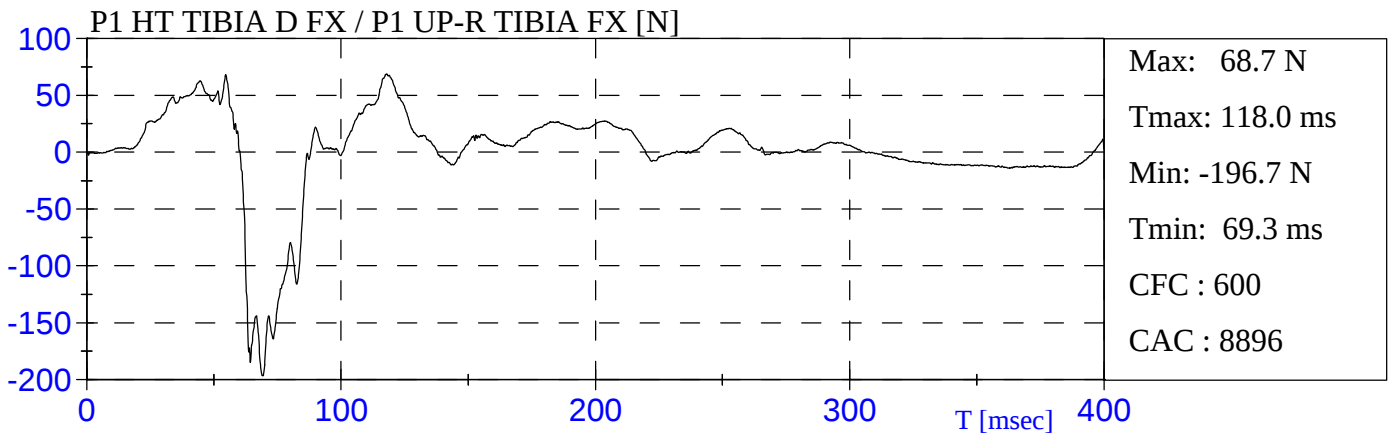


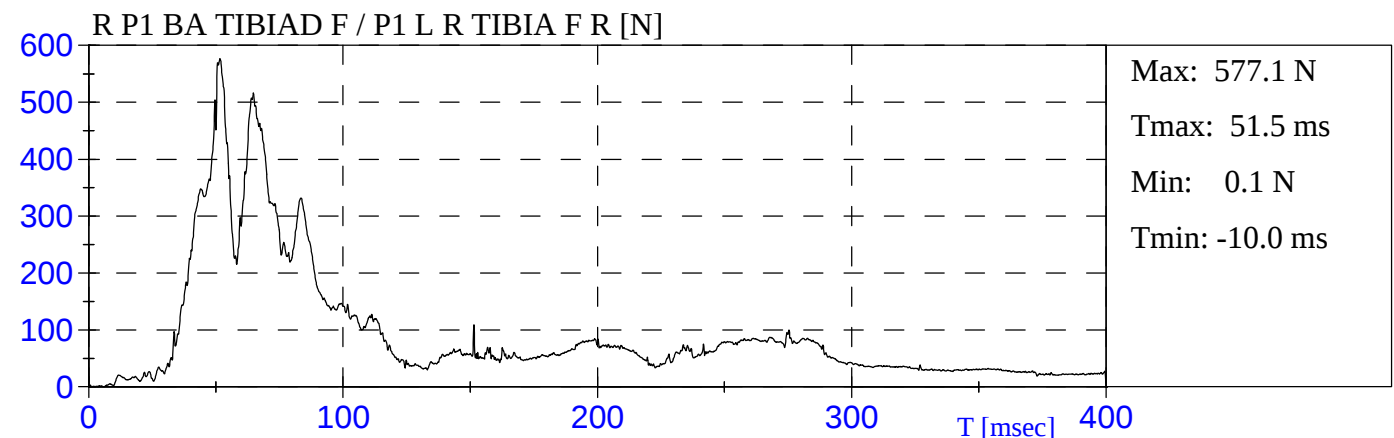
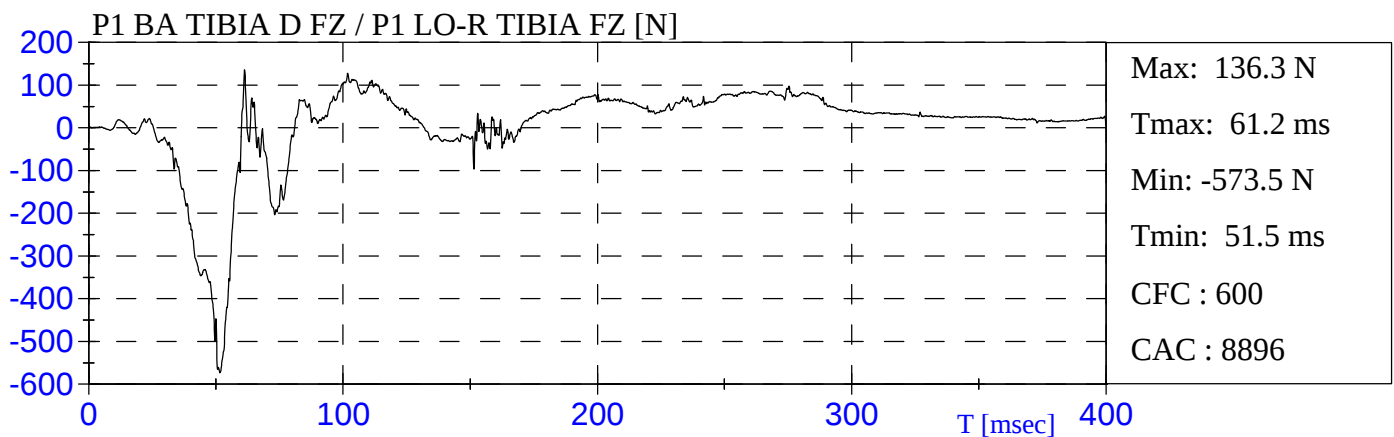
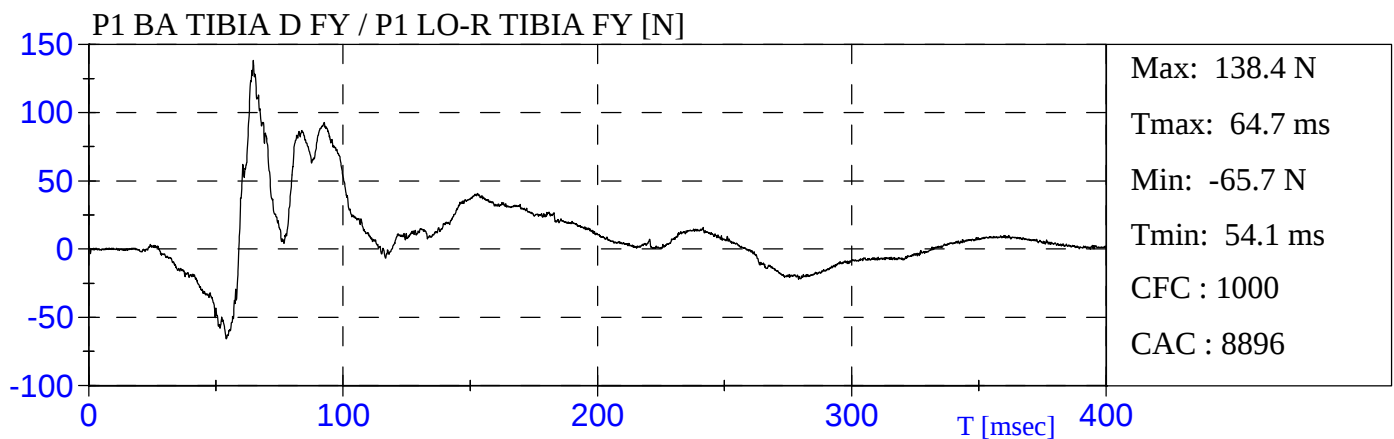
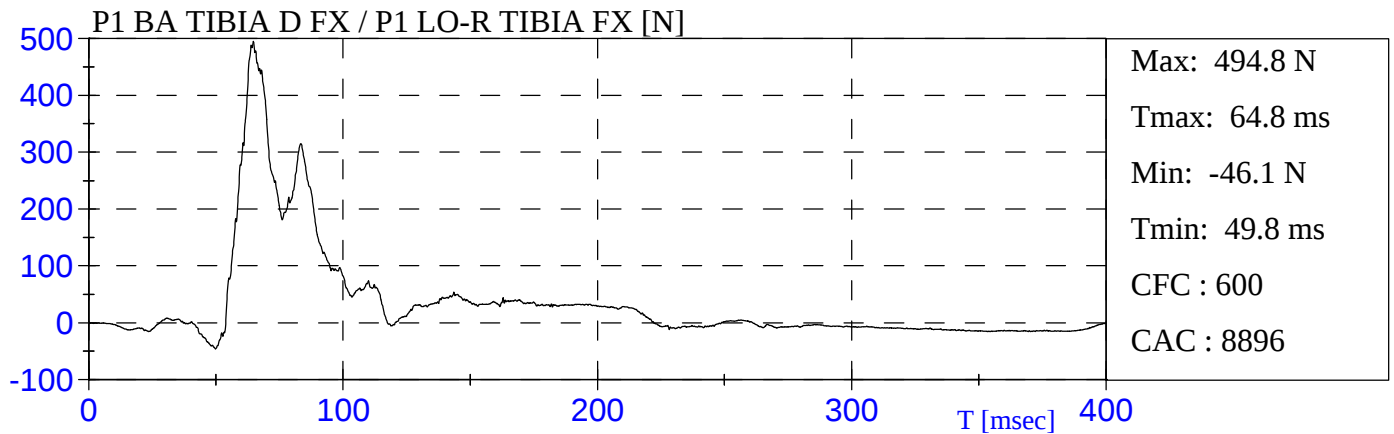


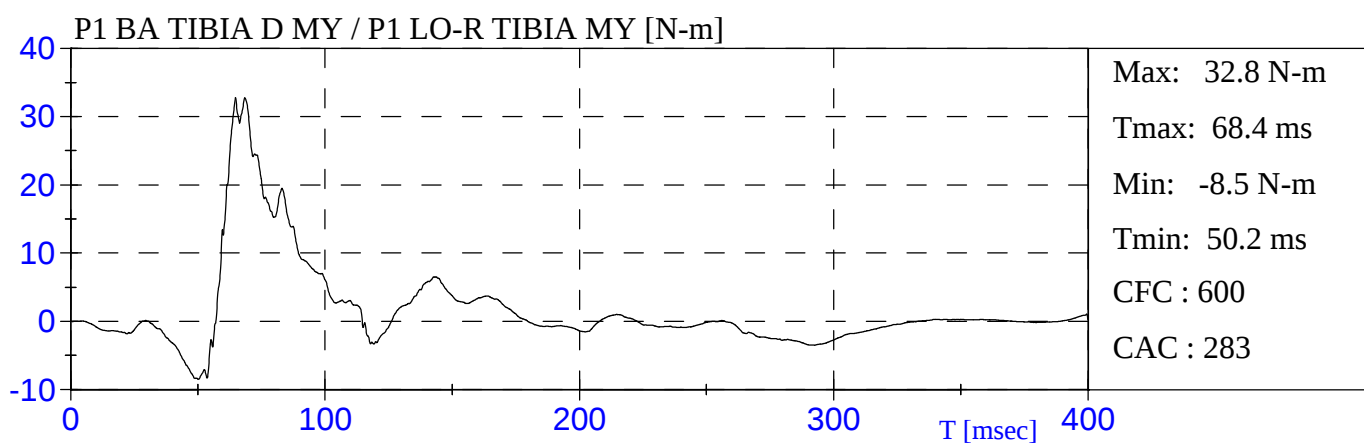
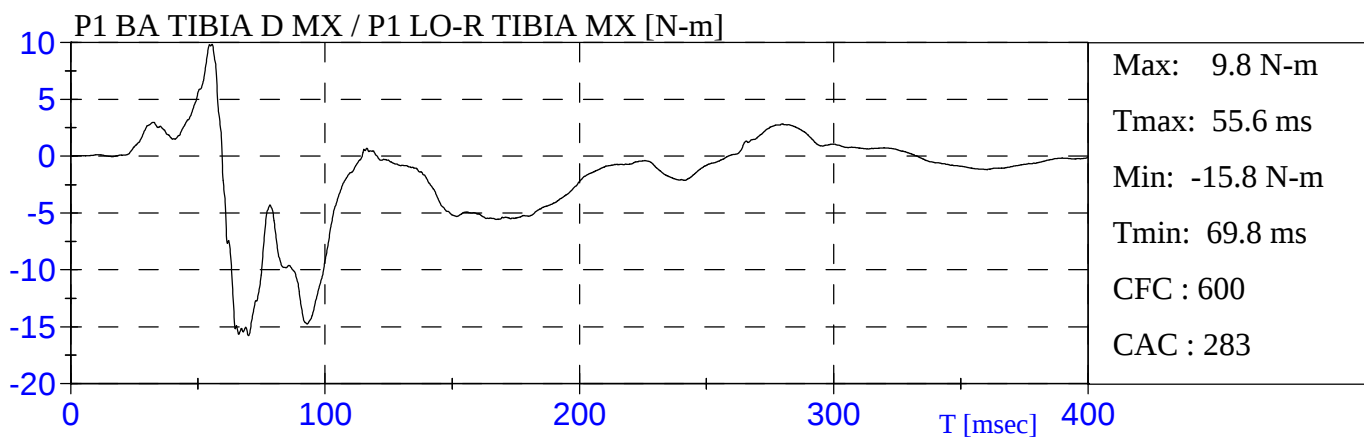


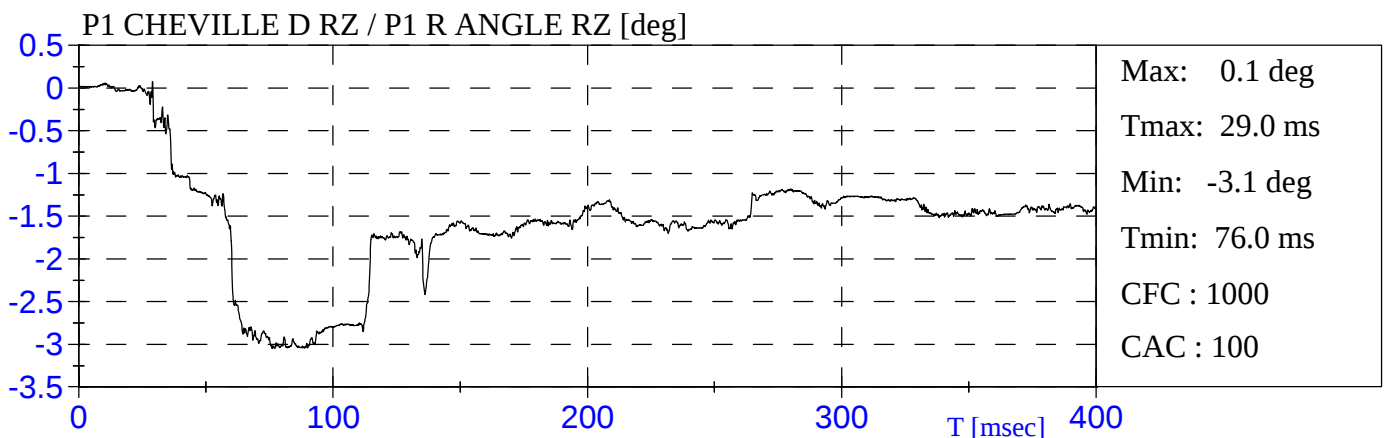
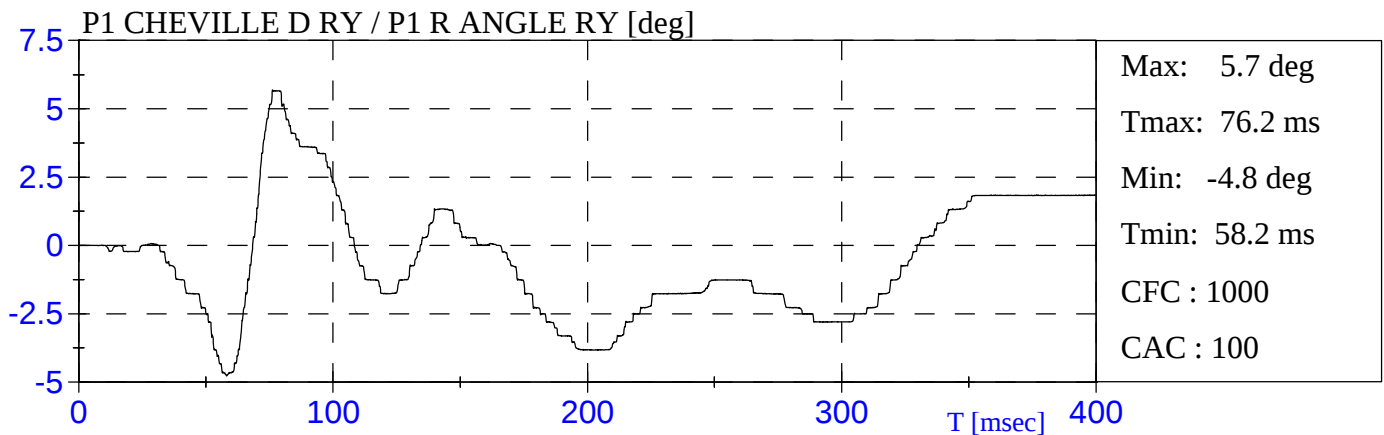
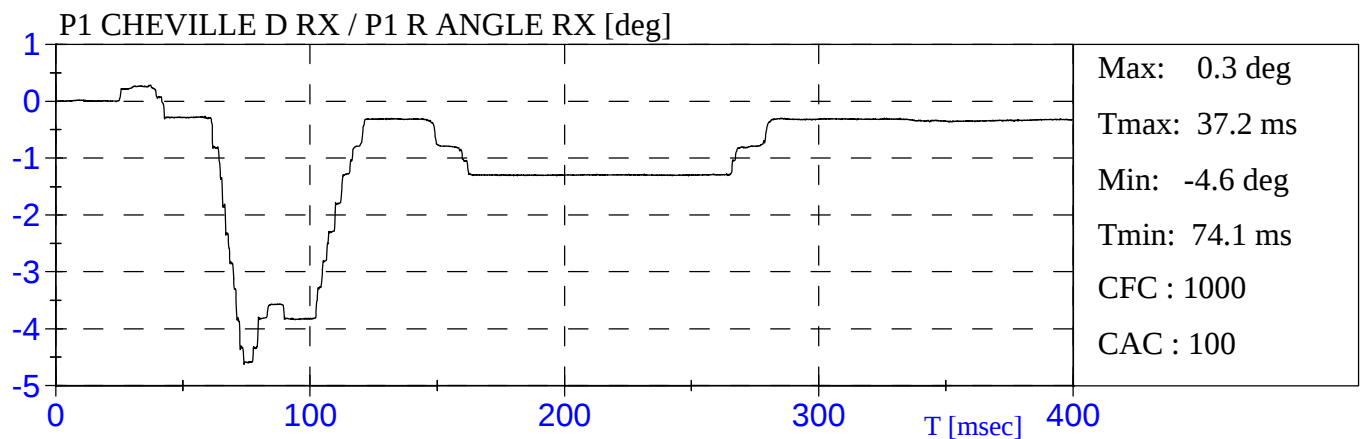
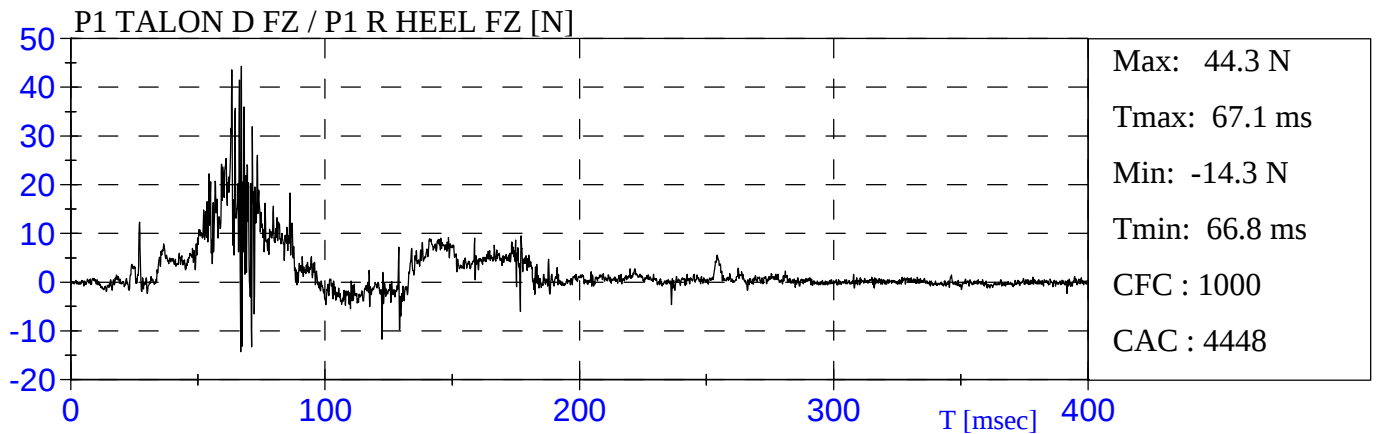


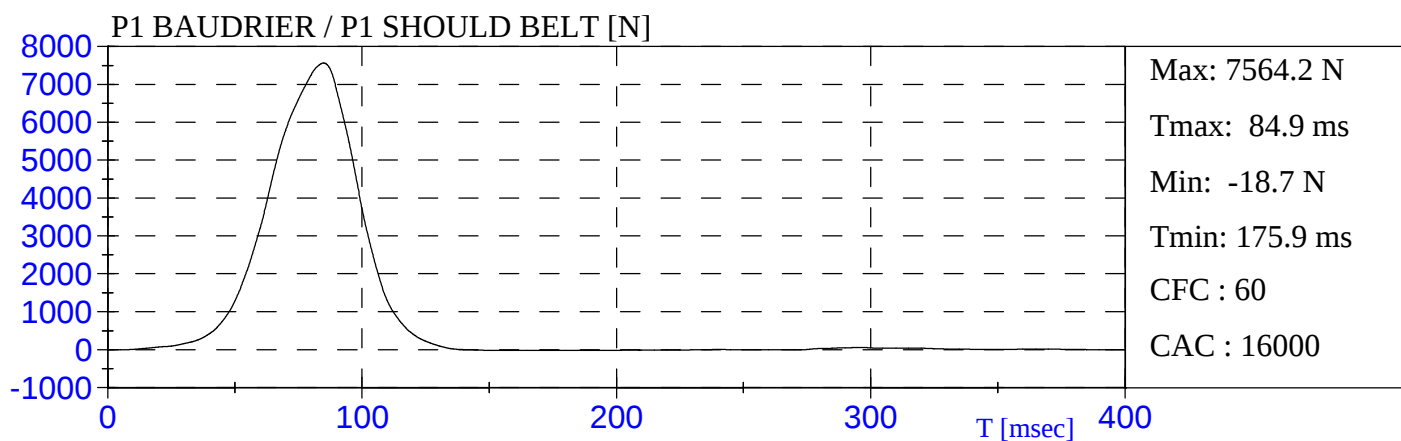
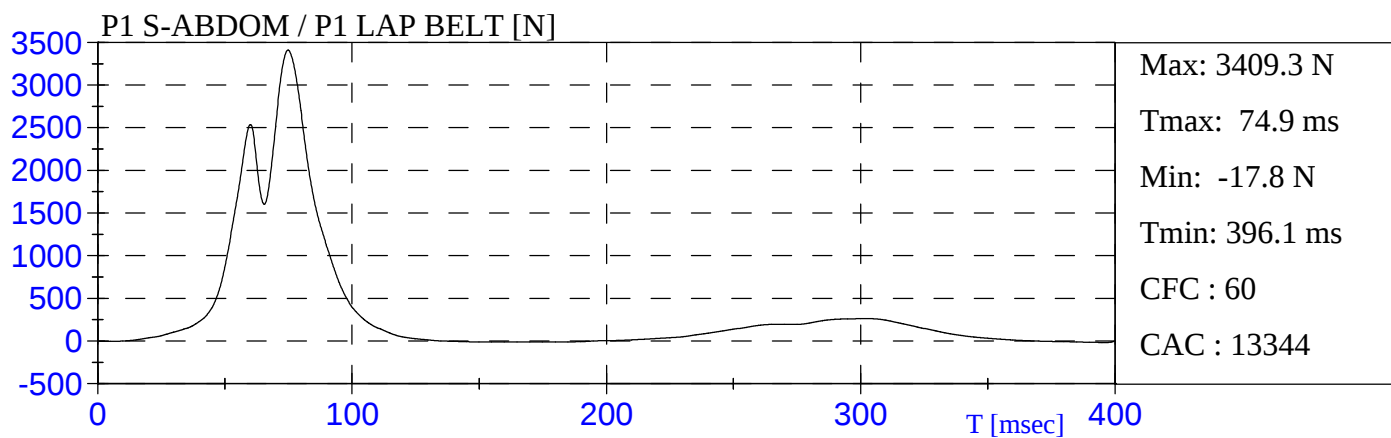


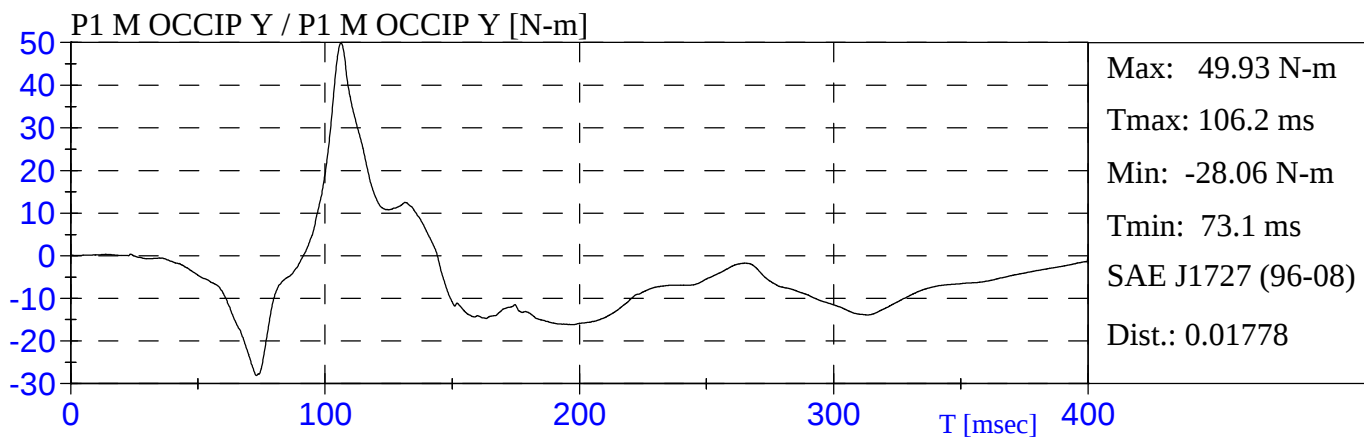


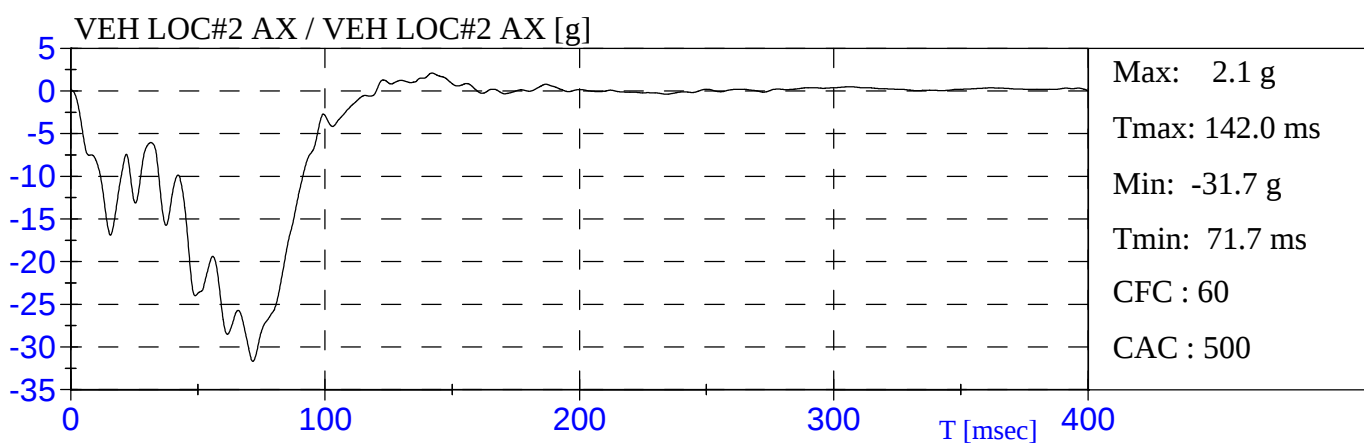
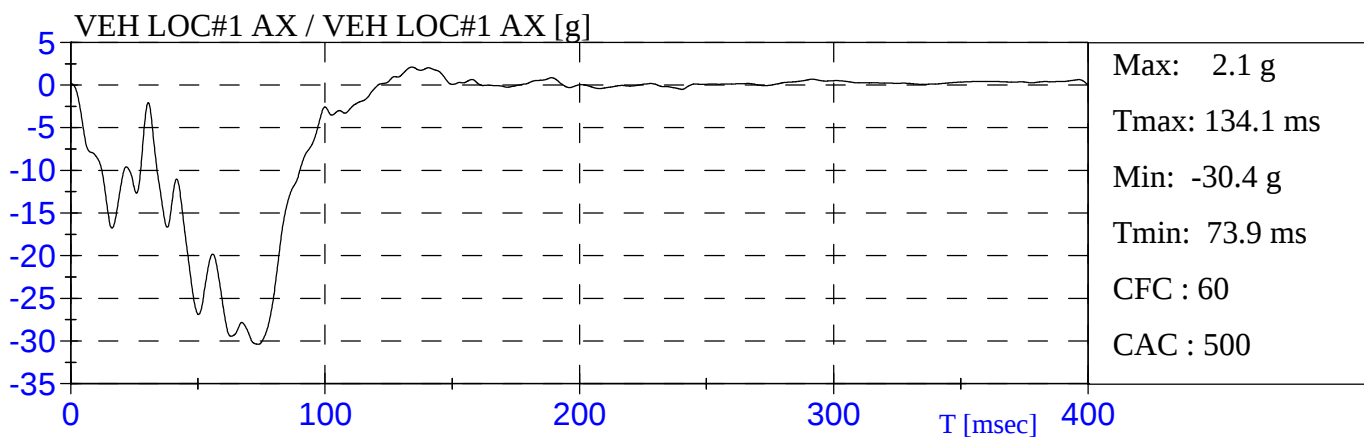


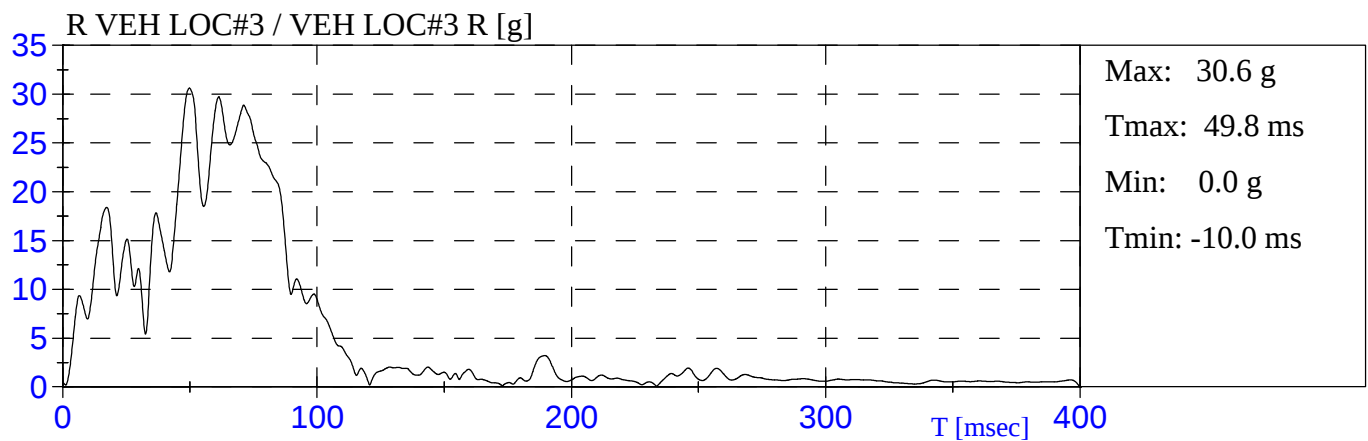
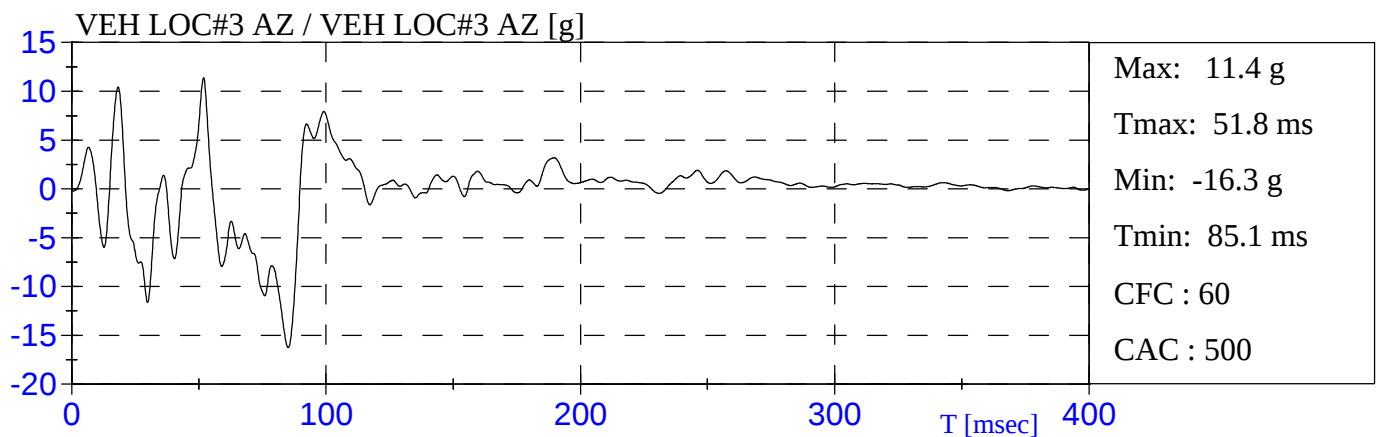
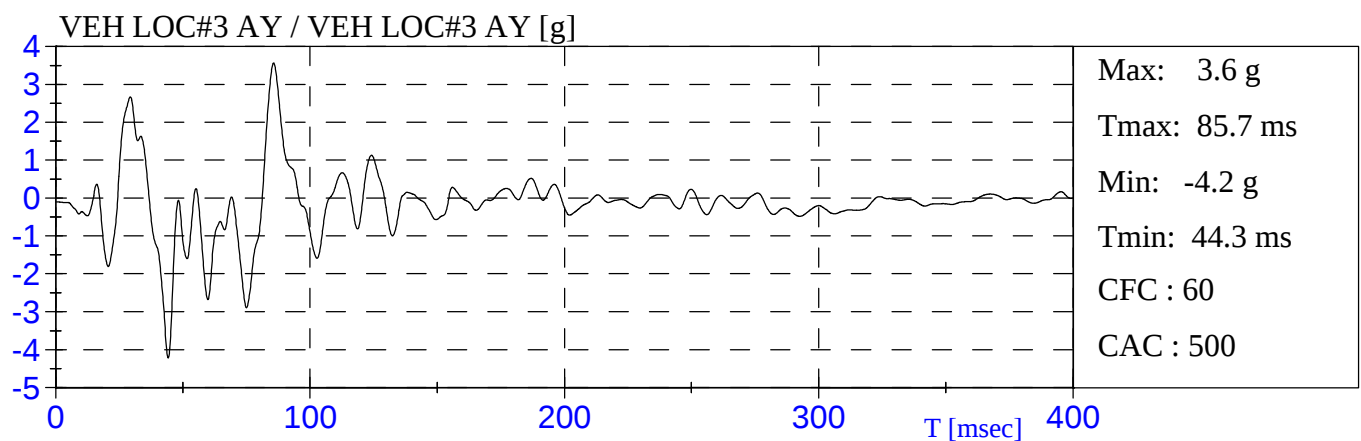
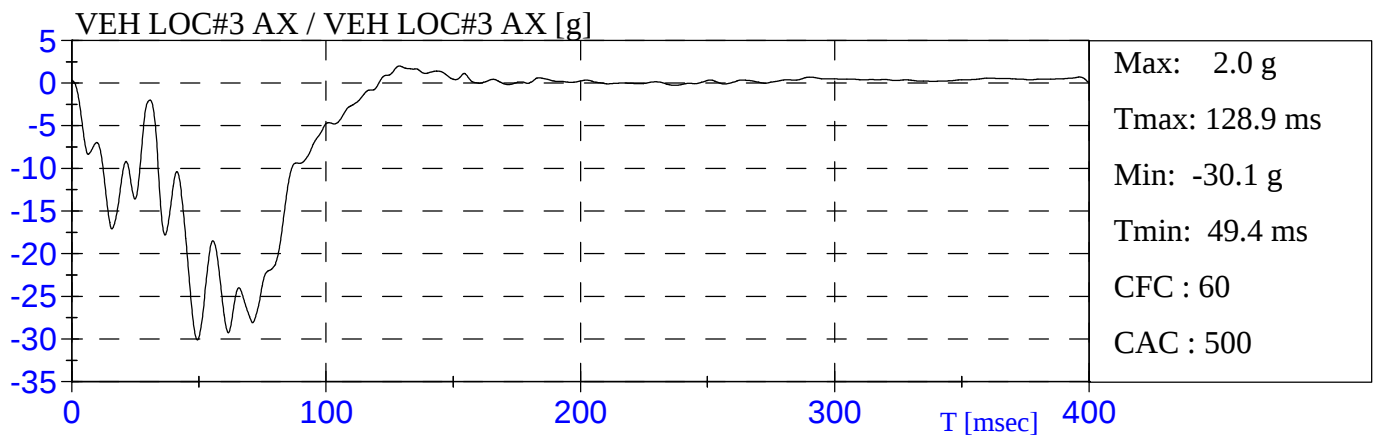


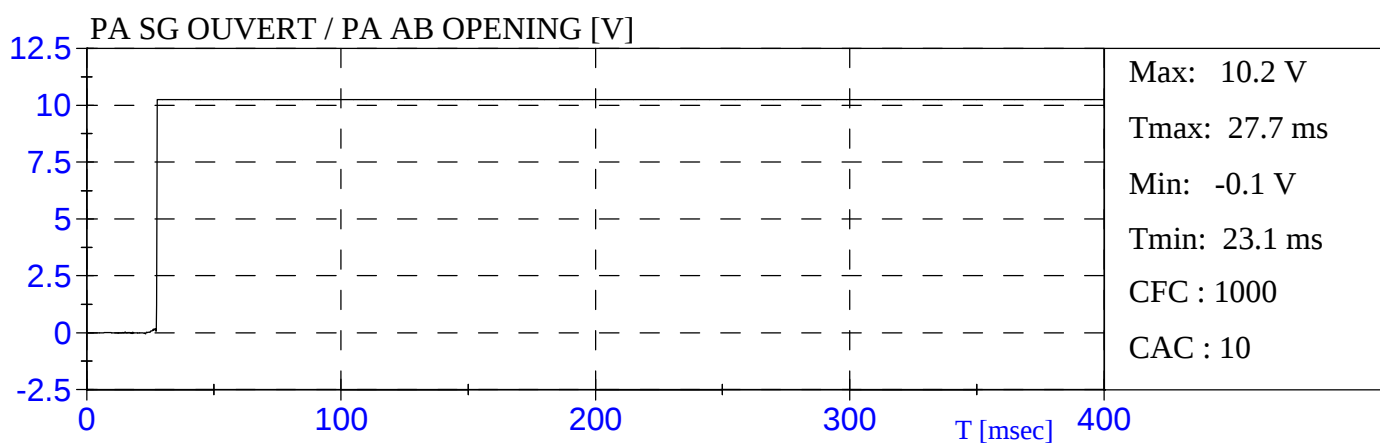
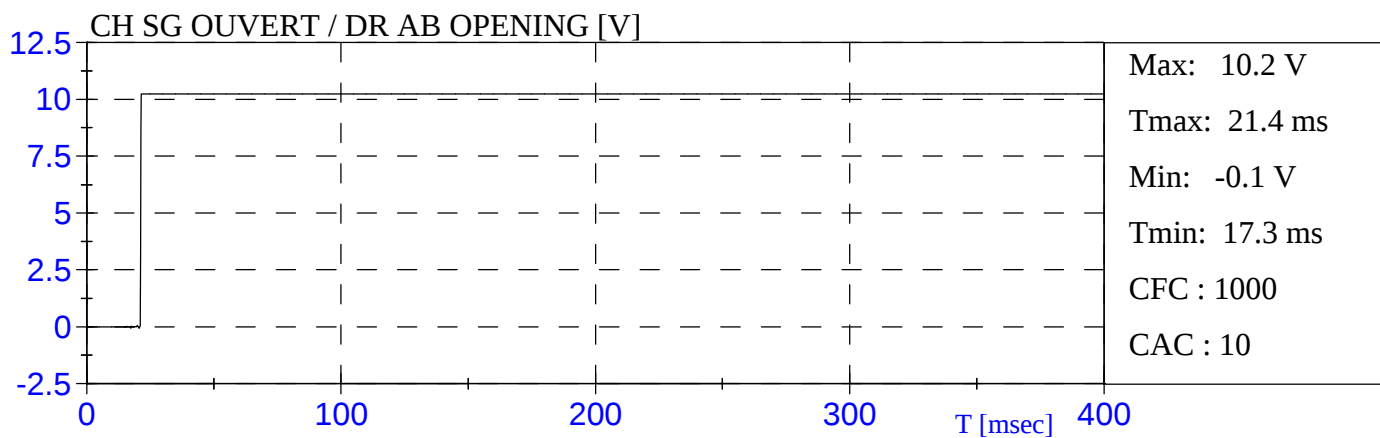


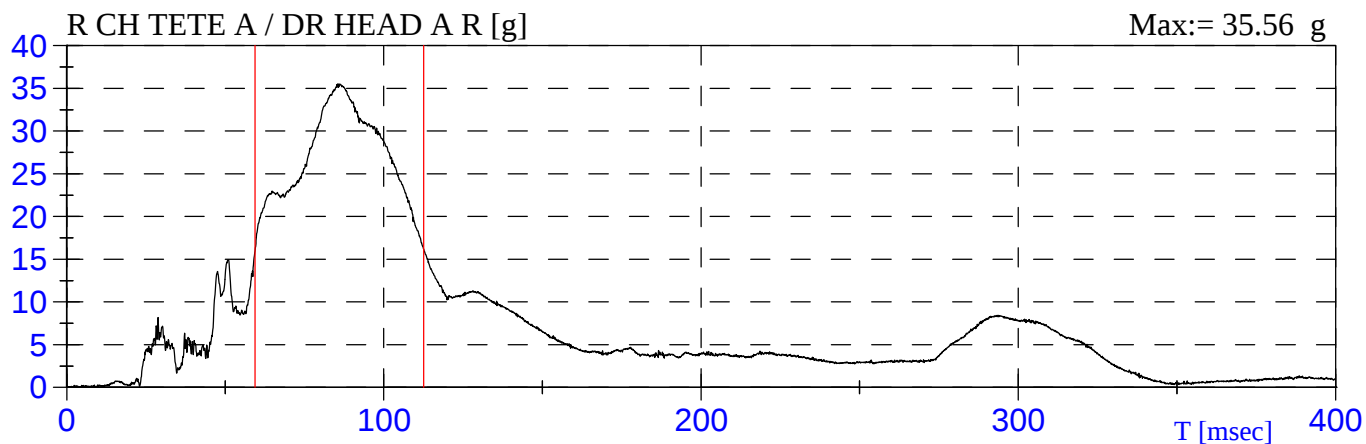










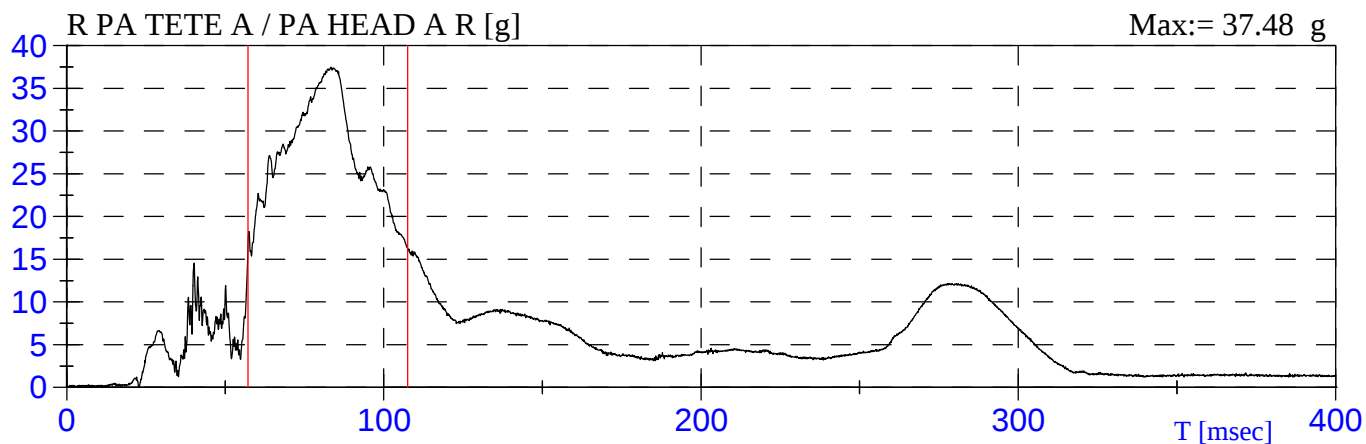


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 199	HIC(36ms):= 174	HIC(15ms):= 96
T1:= 59.4 ms	T1:= 70.5 ms	T1:= 79.6 ms
T2:= 112.6 ms	T2:= 106.5 ms	T2:= 94.6 ms

* Selon / According To: SAE J1727 96-08

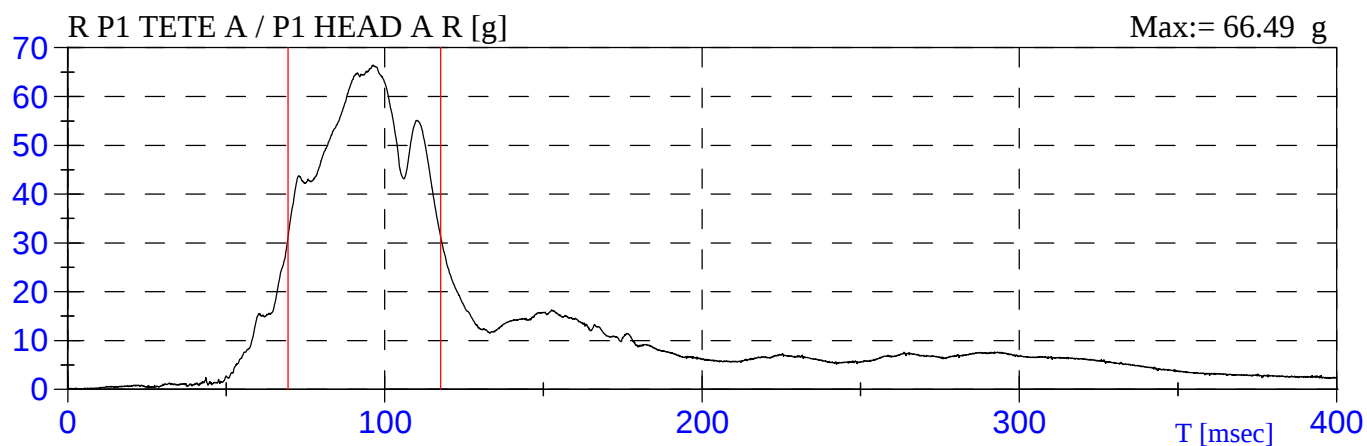


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 192	HIC(36ms):= 177	HIC(15ms):= 107
T1:= 57.2 ms	T1:= 63.0 ms	T1:= 73.3 ms
T2:= 107.5 ms	T2:= 99.0 ms	T2:= 88.3 ms

* Selon / According To: SAE J1727 96-08

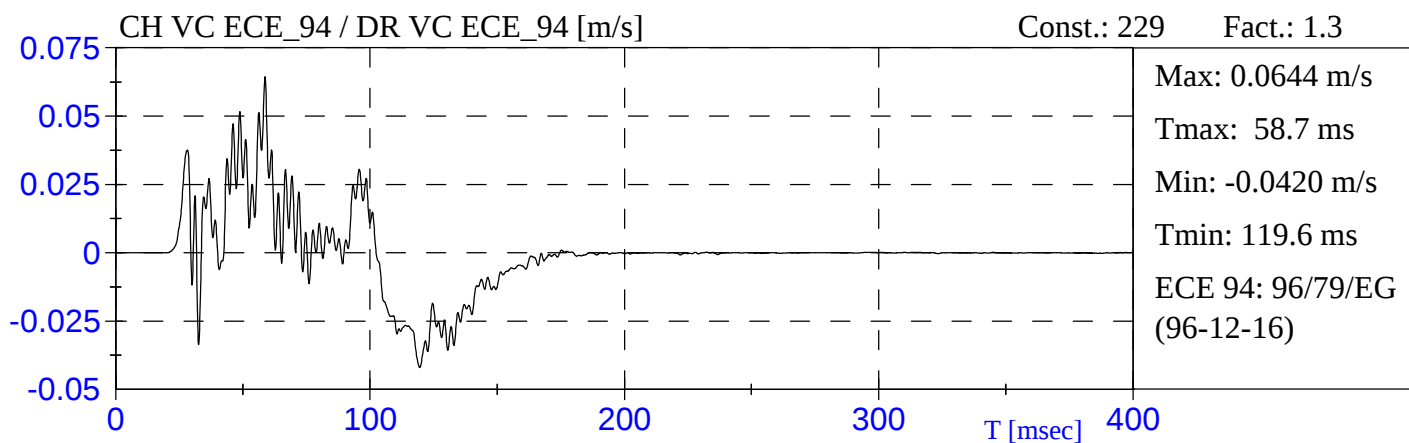
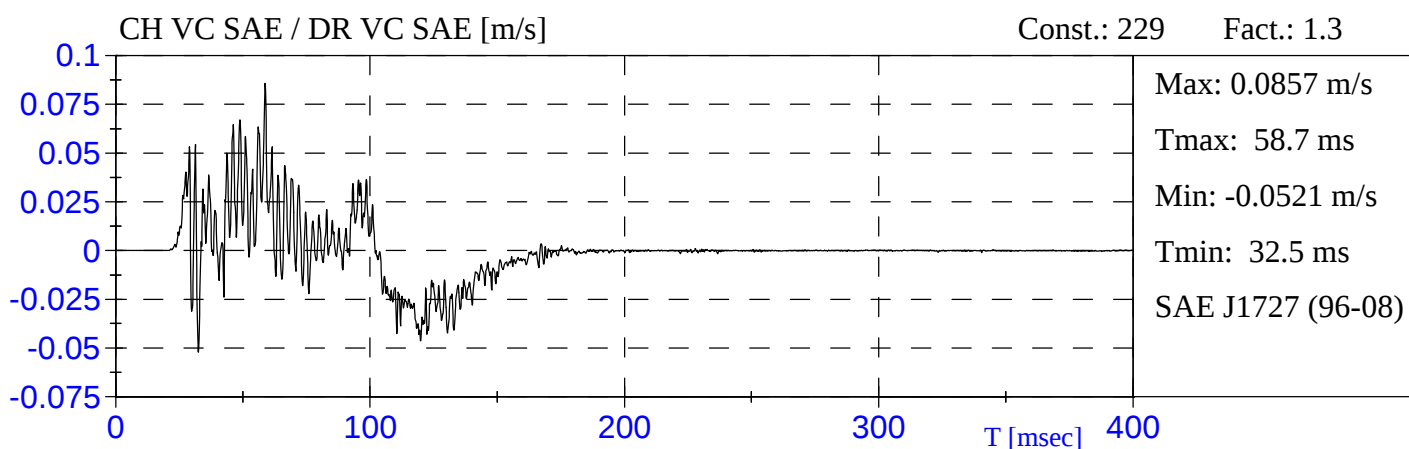
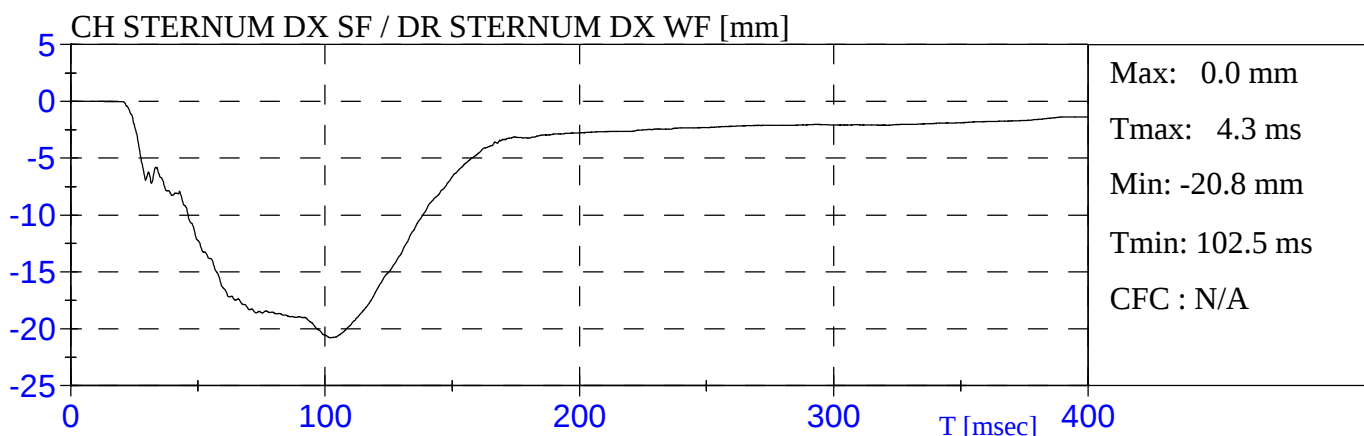


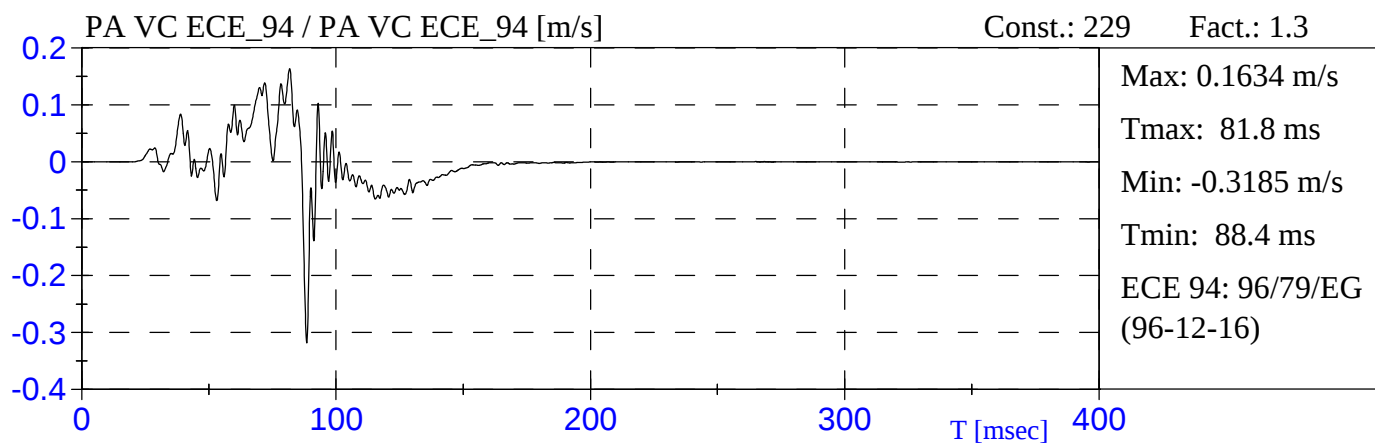
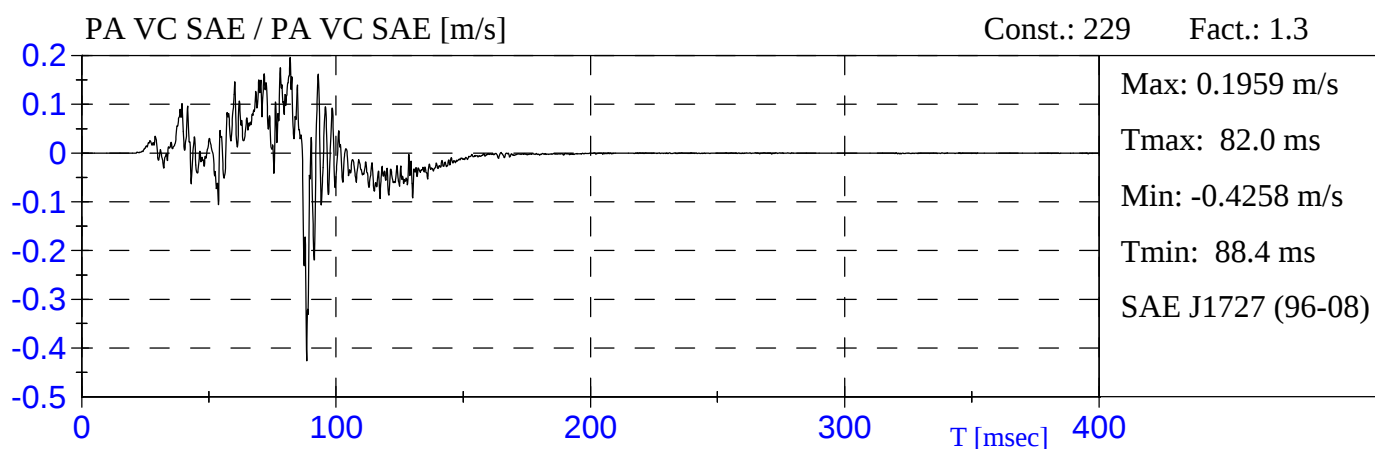
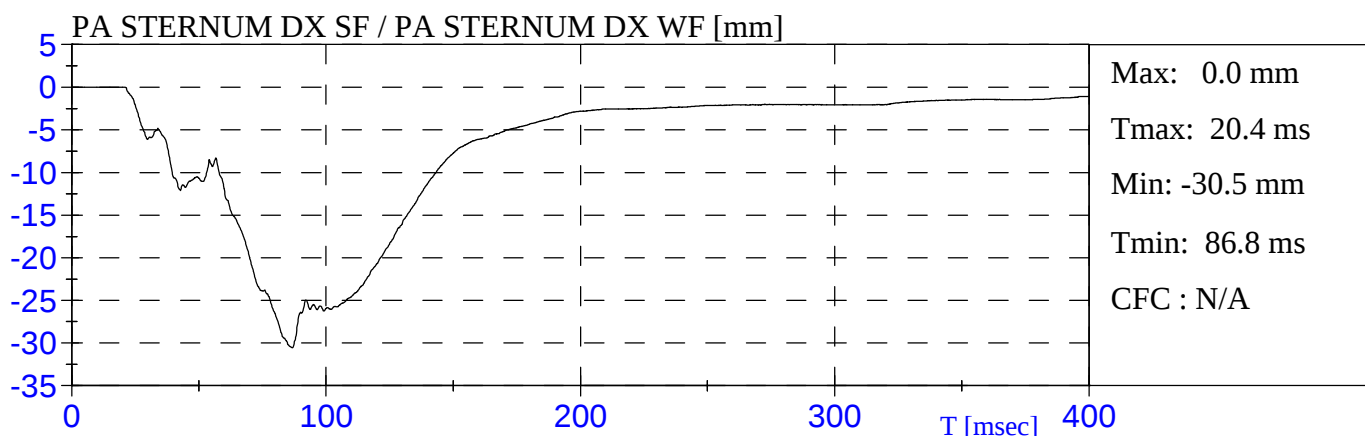
HEAD INJURY CRITERIA (HIC) *

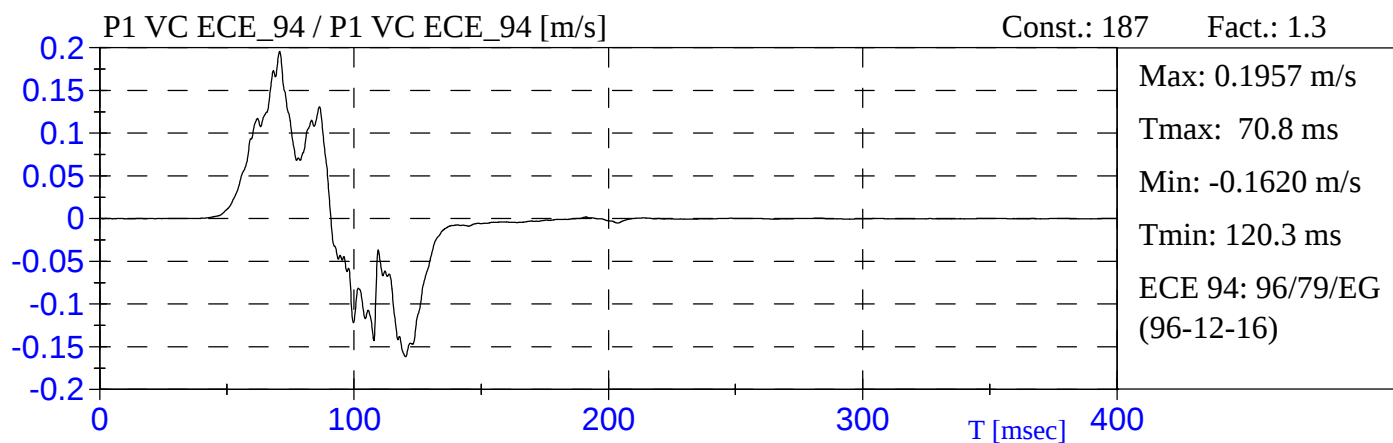
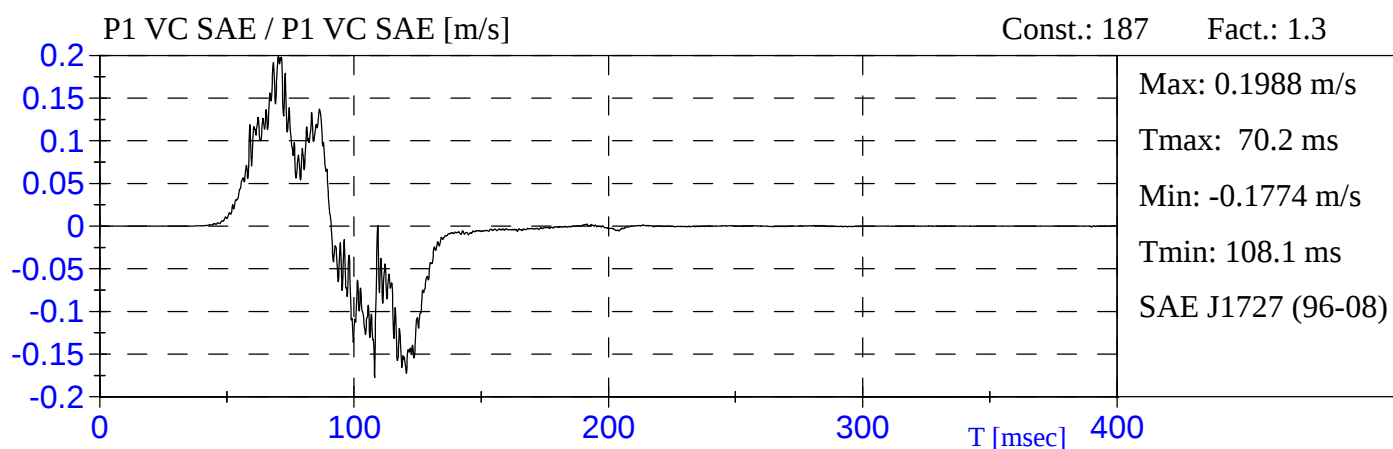
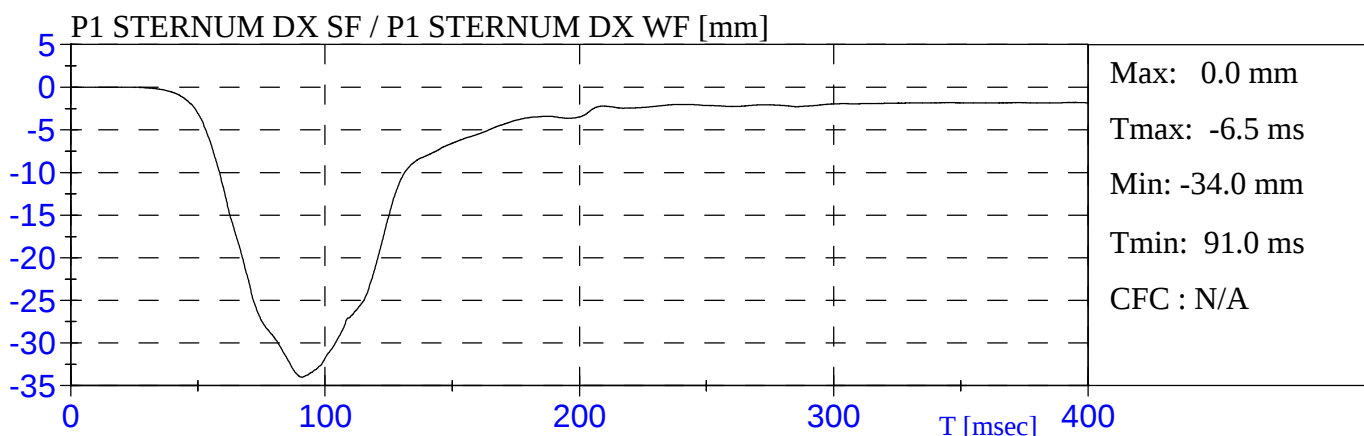
CRITÈRE DE BLESSURE DE LA TÊTE

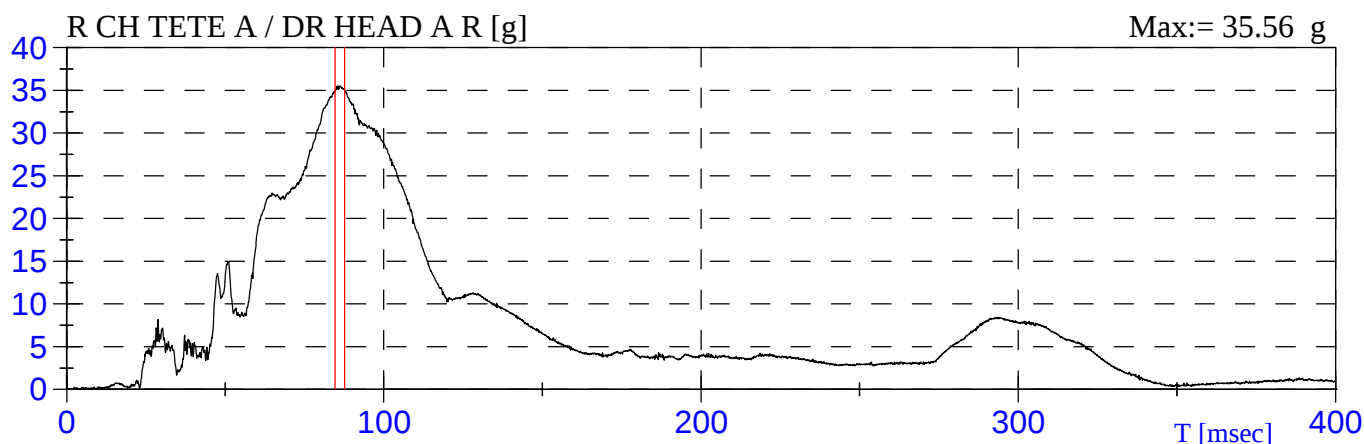
HIC:= 934	HIC(36ms):= 841	HIC(15ms):= 483
T1:= 69.5 ms	T1:= 78.3 ms	T1:= 86.8 ms
T2:= 117.6 ms	T2:= 114.3 ms	T2:= 101.8 ms

* Selon / According To: SAE J1727 96-08



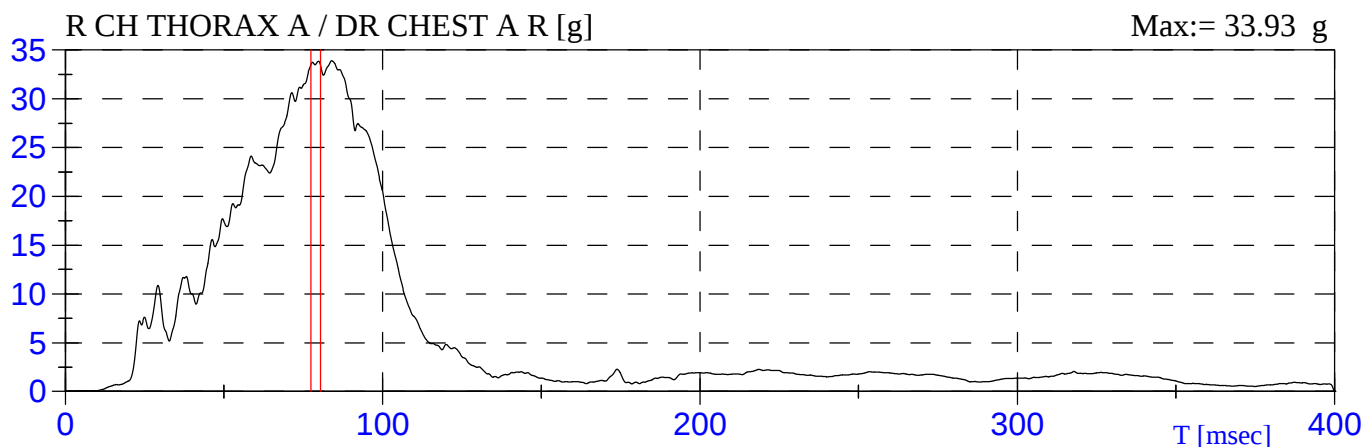






CLIP 3ms *

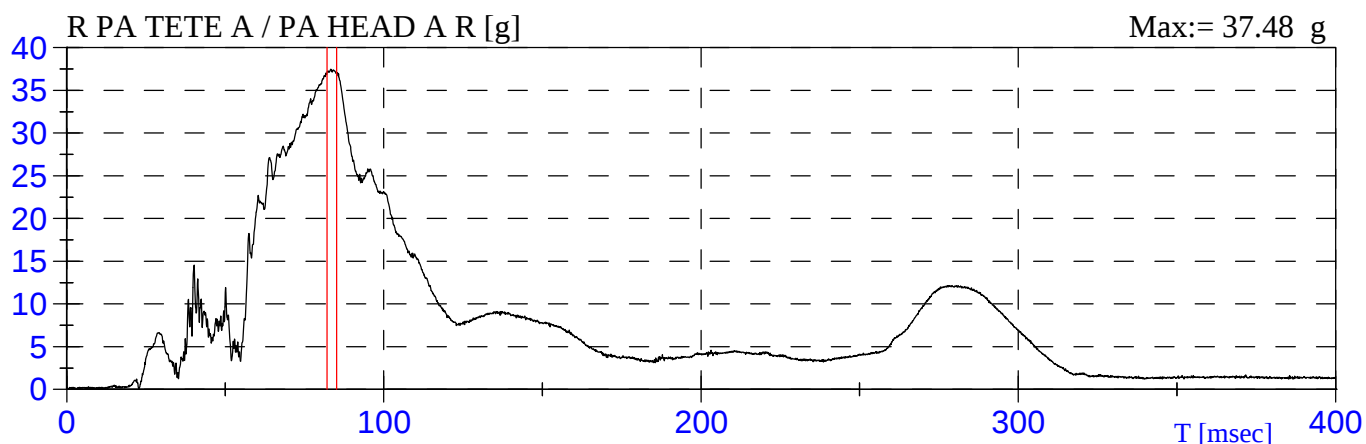
Acc. := 34.95 g	T1:= 84.7 ms	T2:= 87.7 ms
-----------------	--------------	--------------



CLIP 3ms *

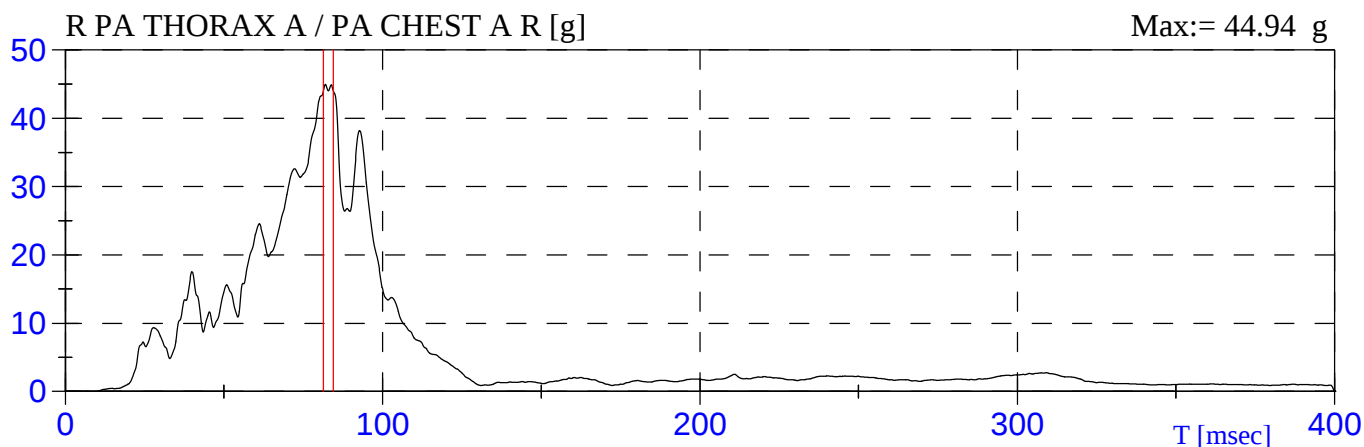
Acc. := 33.41 g	T1:= 77.4 ms	T2:= 80.4 ms
-----------------	--------------	--------------

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



CLIP 3ms *

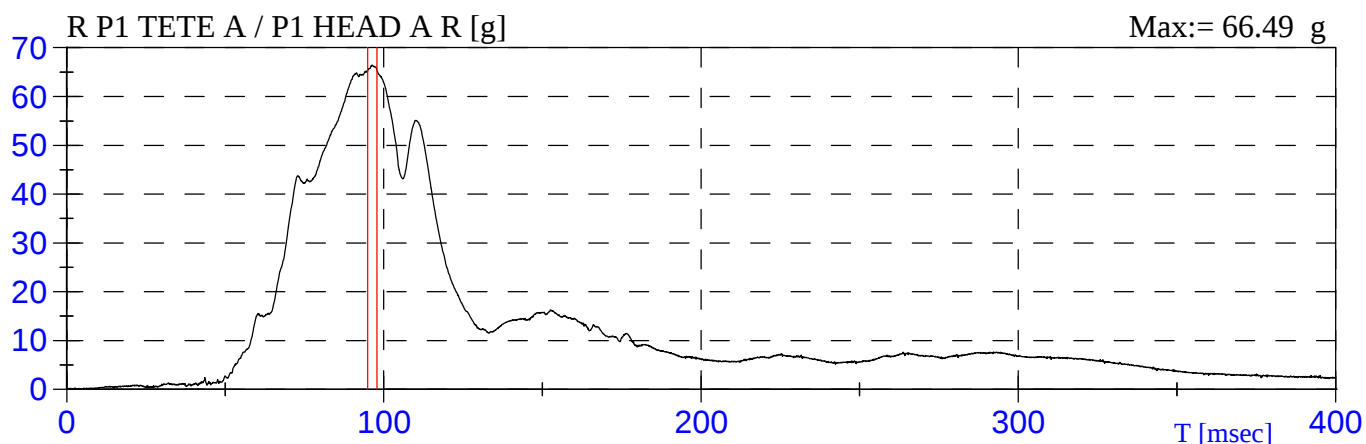
Acc. := 37.01 g	T1:= 82.1 ms	T2:= 85.1 ms
-----------------	--------------	--------------



CLIP 3ms *

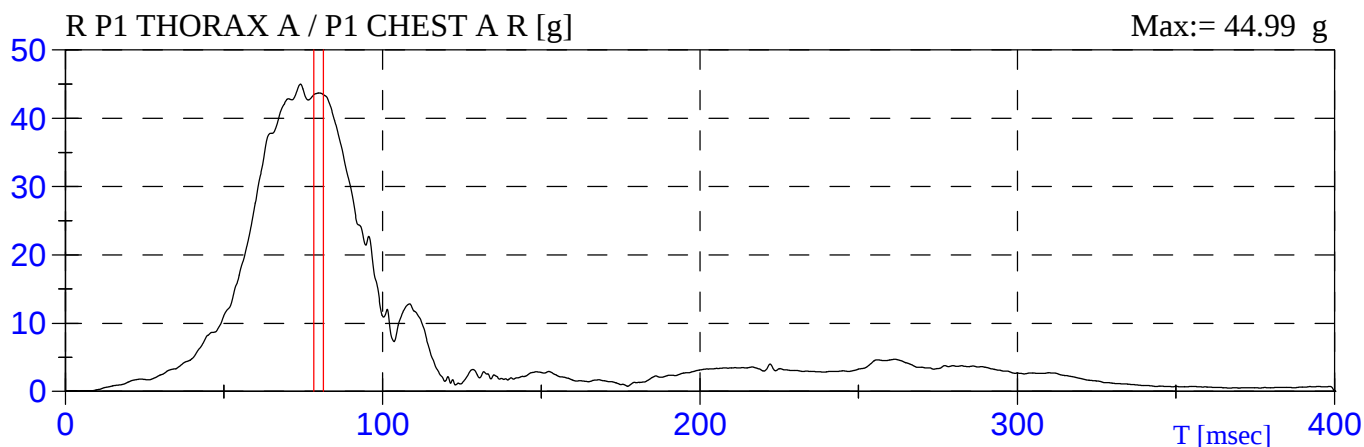
Acc. := 44.01 g	T1:= 81.3 ms	T2:= 84.5 ms
-----------------	--------------	--------------

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



CLIP 3ms *

Acc. := 65.33 g	T1:= 94.9 ms	T2:= 97.9 ms
-----------------	--------------	--------------



CLIP 3ms *

Acc. := 43.45 g	T1:= 78.4 ms	T2:= 81.4 ms
-----------------	--------------	--------------

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

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.299	0.357
BAS / LOWER	0.270	0.270

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

TIBIA INDEX *

TI Passenger / Passenger

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.501	0.440
BAS / LOWER	0.233	0.273

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

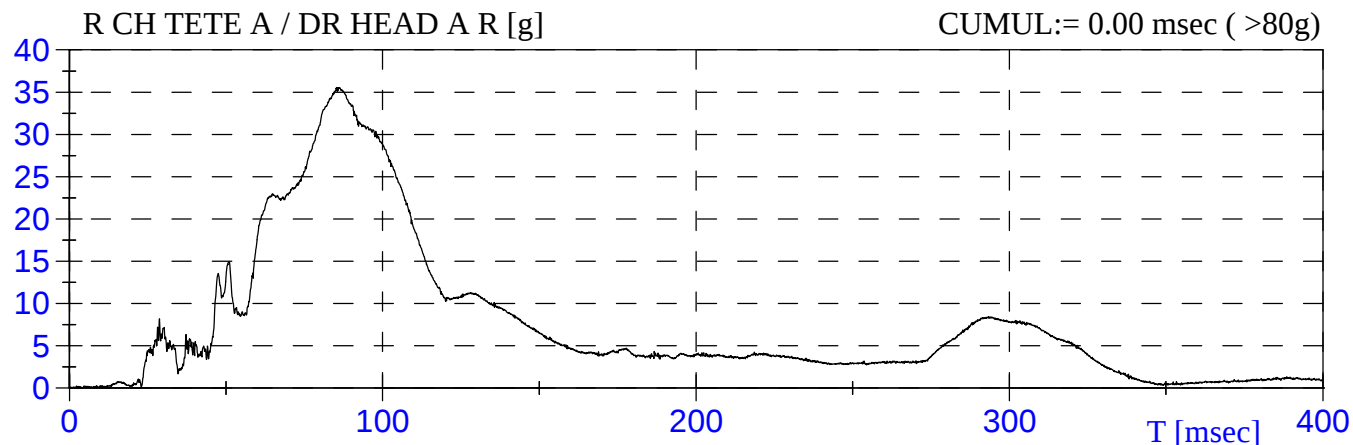
TIBIA INDEX *

TI Passenger 1 / Passenger 1 $M_c := 225 \text{ N-m}$ $F_c := 35.9 \text{ kN}$

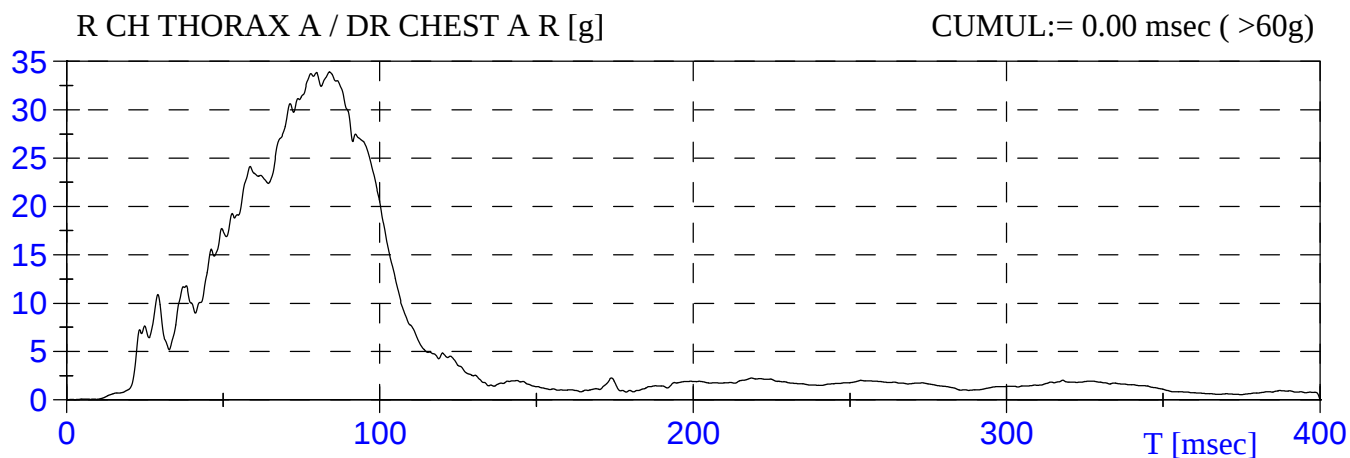
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.210	0.212
BAS / LOWER	0.175	0.316

* Selon / According To: SAE J1727 AUG 96

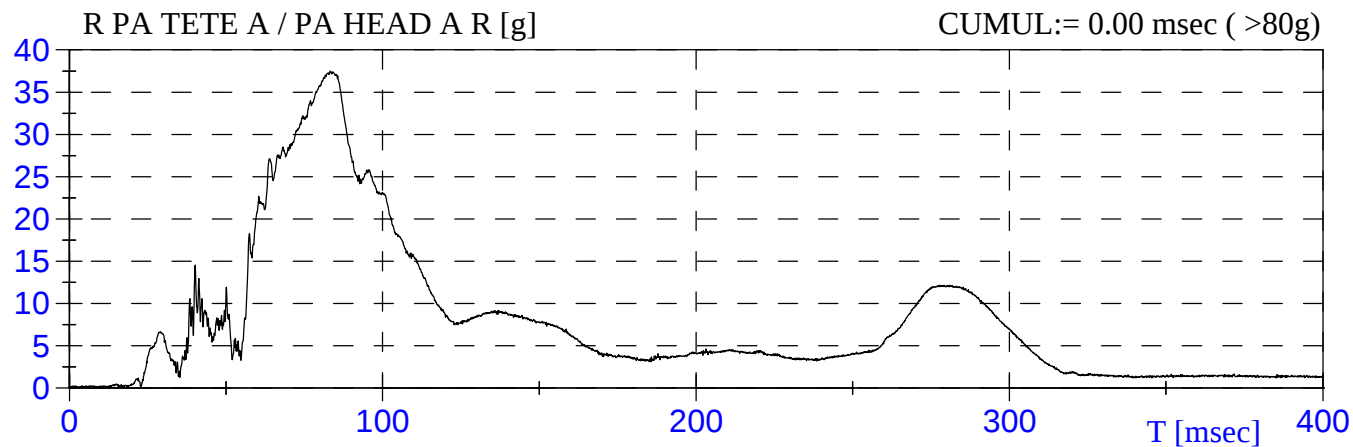
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



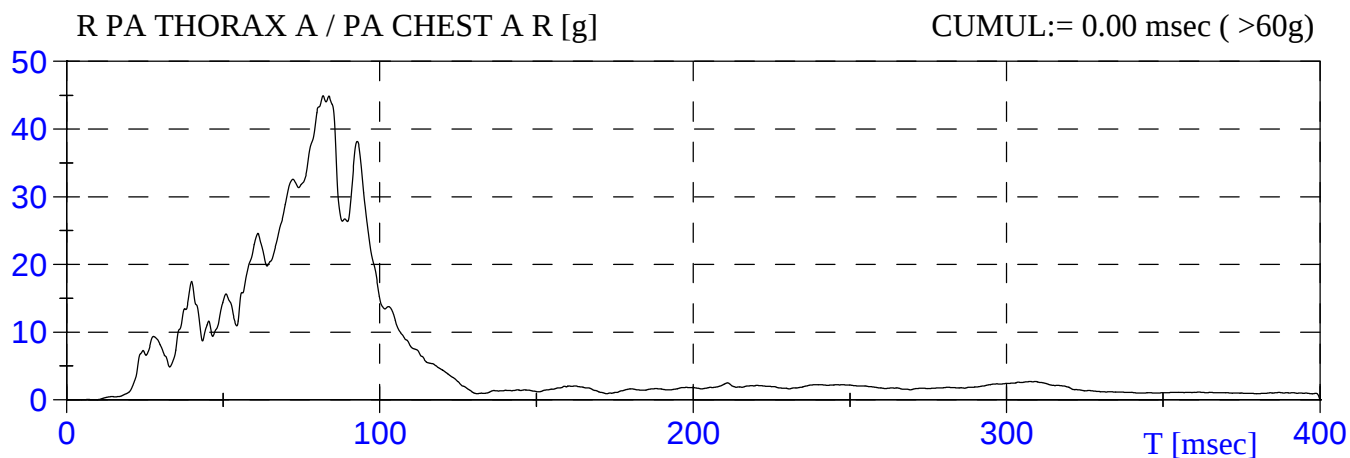
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



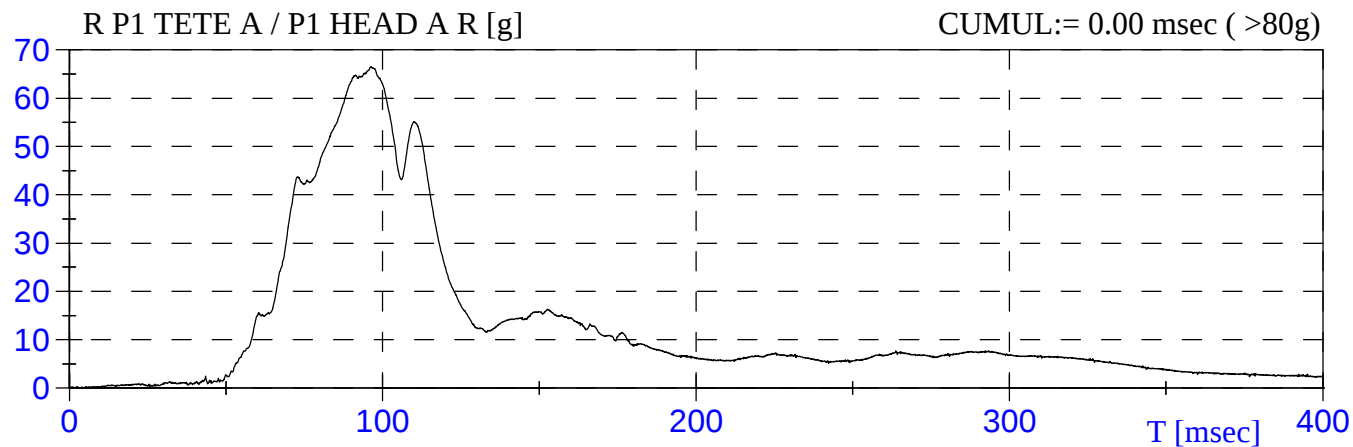
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



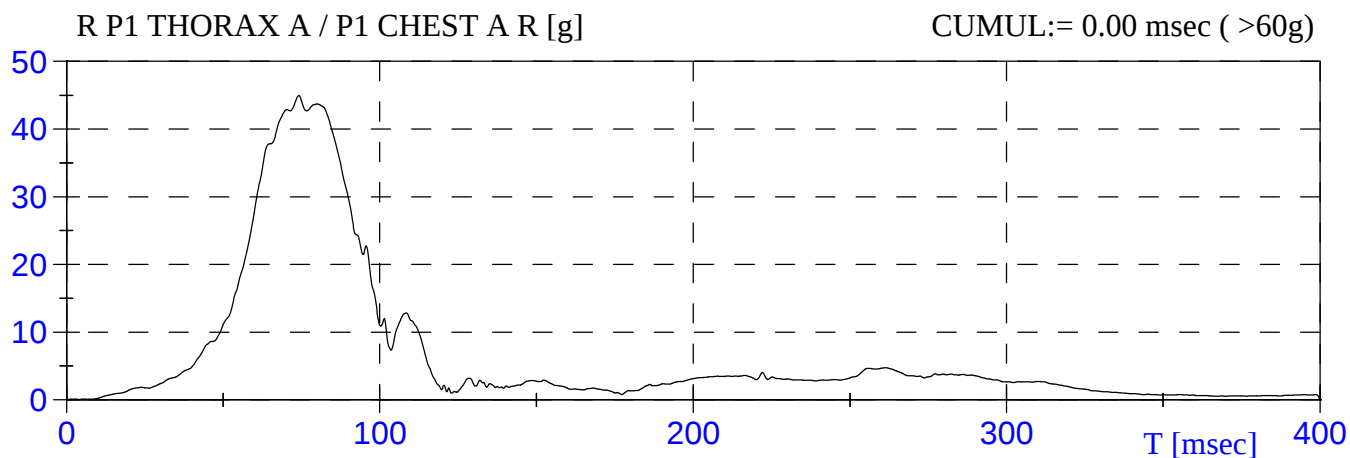
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.17$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	6806
				C _c	6160
0.15	0.17	0.01	0.01	F _c	310
				E _c	135

Passager / Passenger

$$N_{ij}^* = 0.24$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	6806
				C _c	6160
0.11	0.24	0.01	0.05	F _c	310
				E _c	135

* Selon / According To: Federal Register 5/2000

Passager 1 / Passenger 1

$N_{ij}^* = 0.76$

Valeurs critiques
Criticals Values

N_{tf}	N_{te}	N_{cf}	N_{ce}	Tc	4287
				Cc	3880
0.72	0.76	0.01	0.06	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000