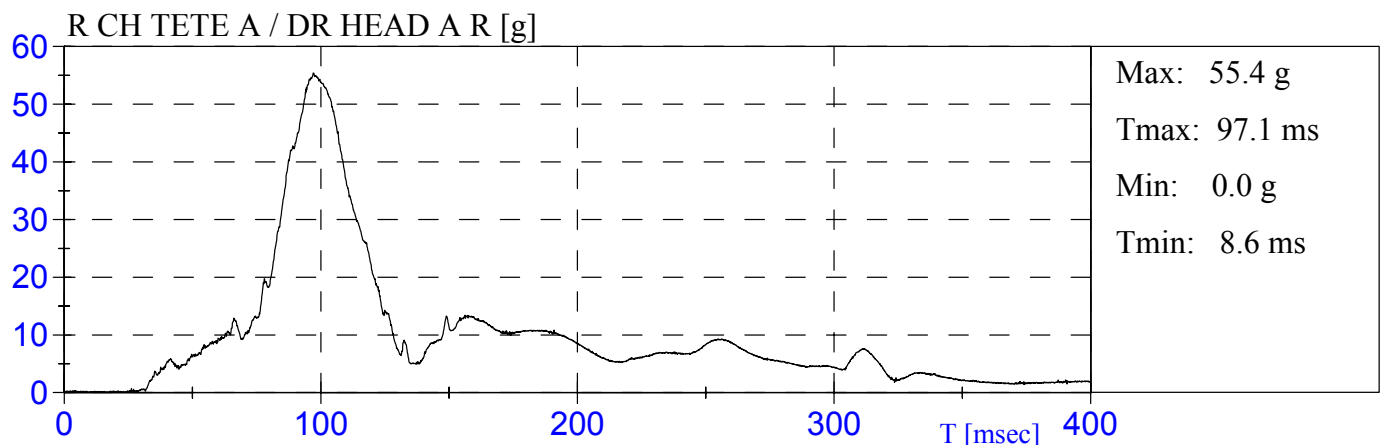
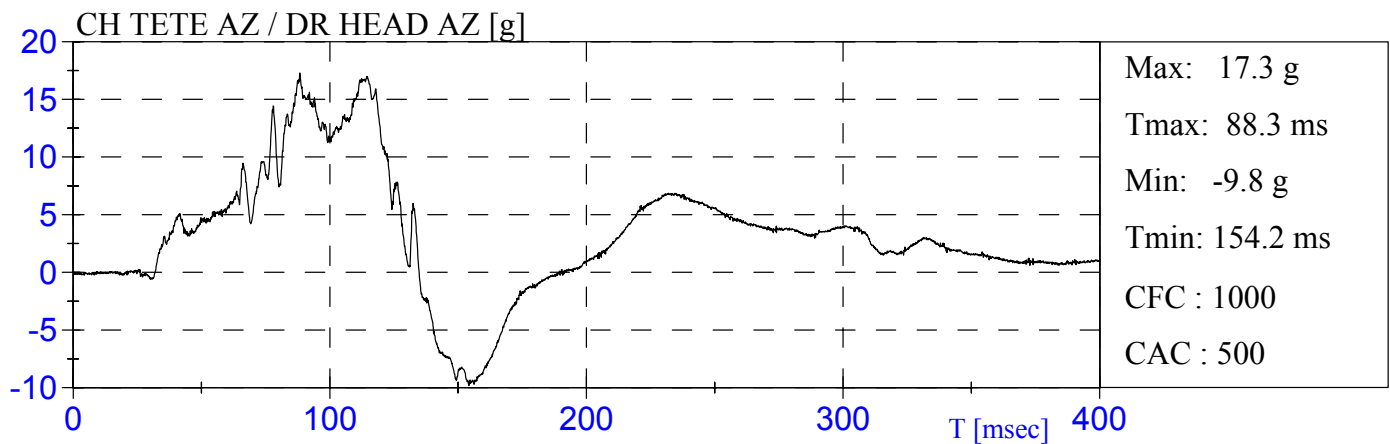
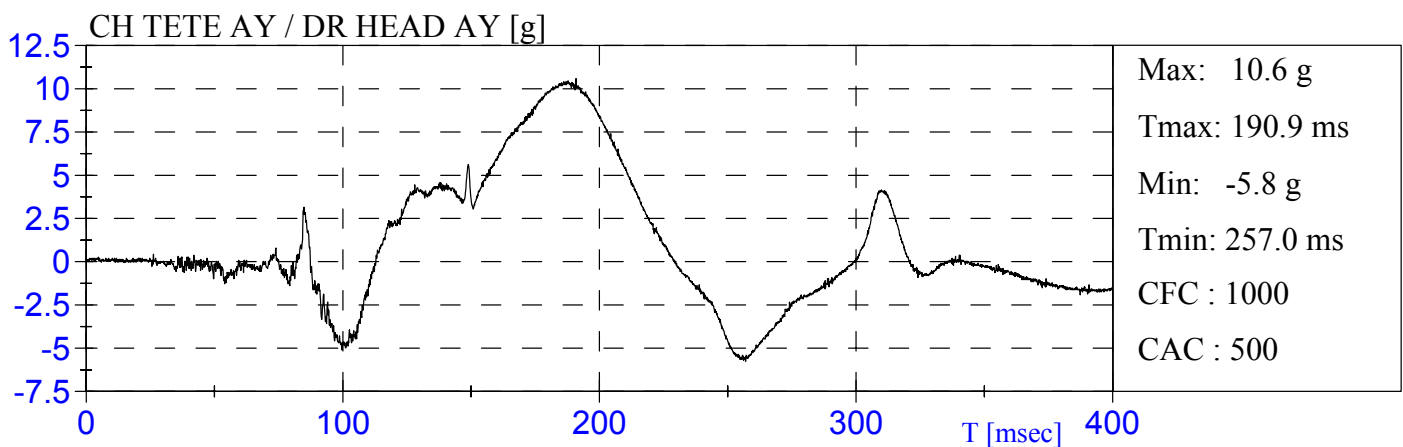
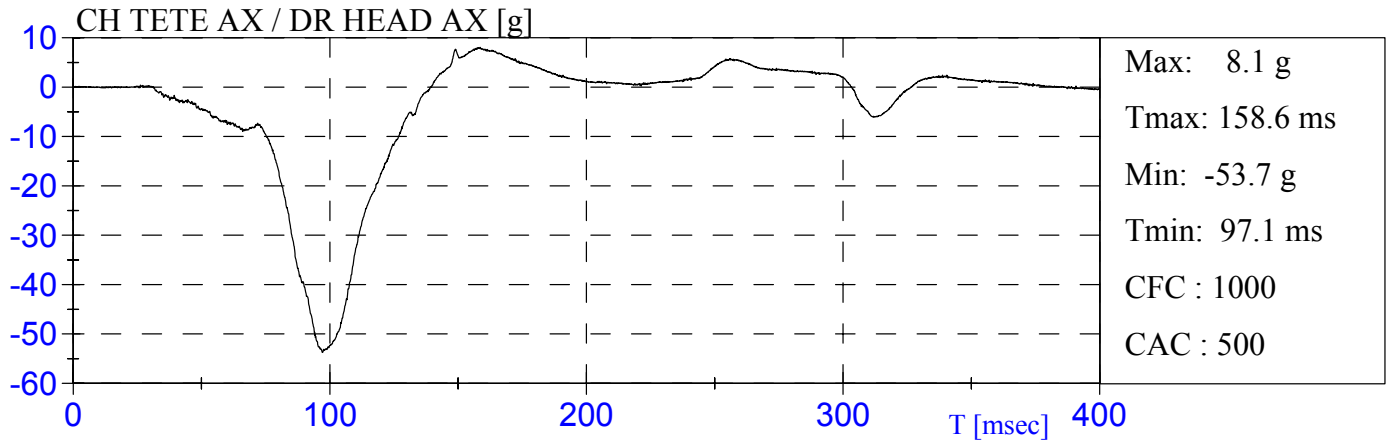
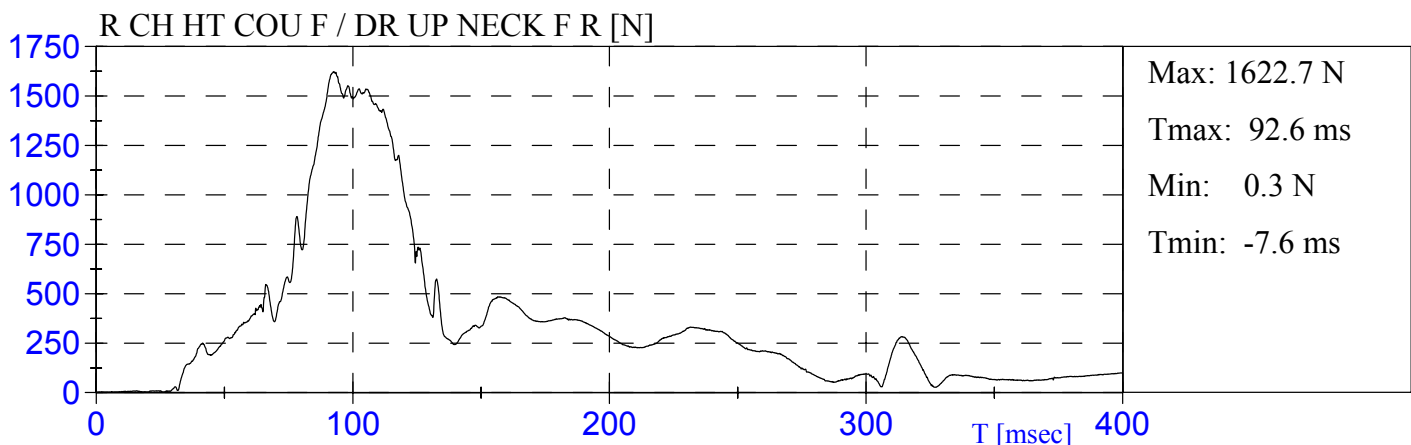
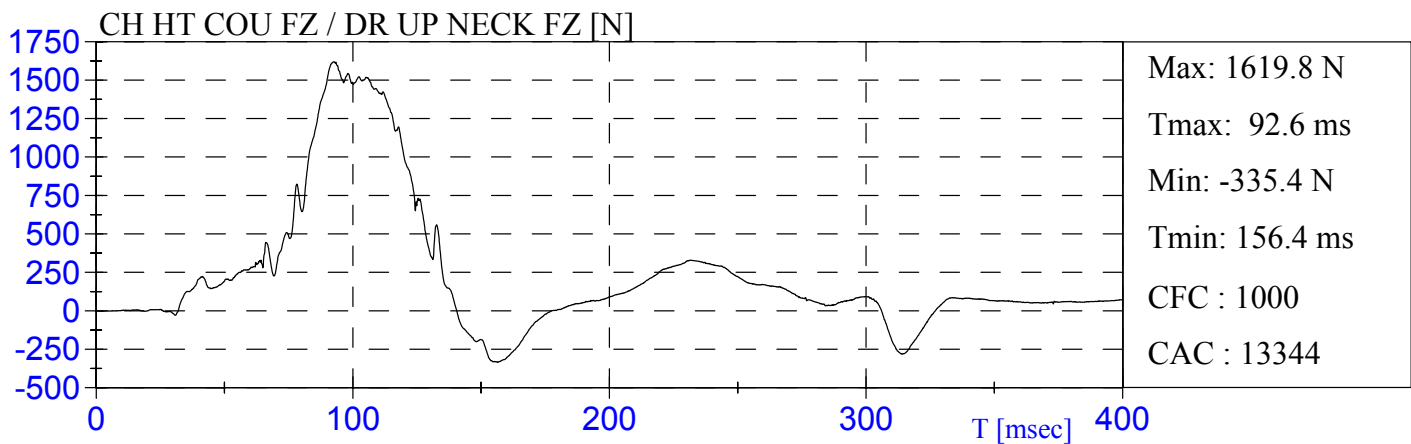
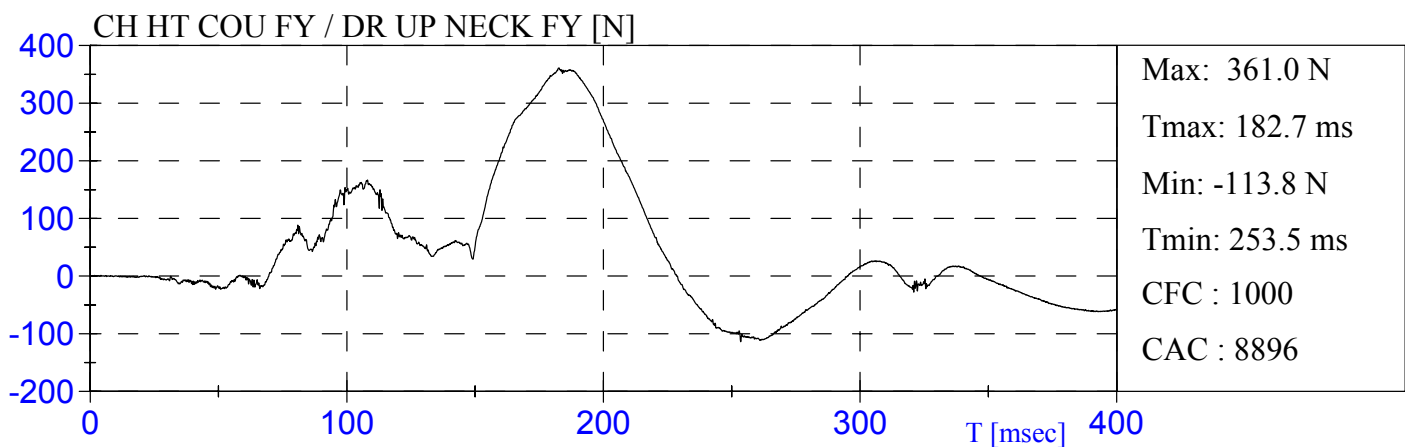
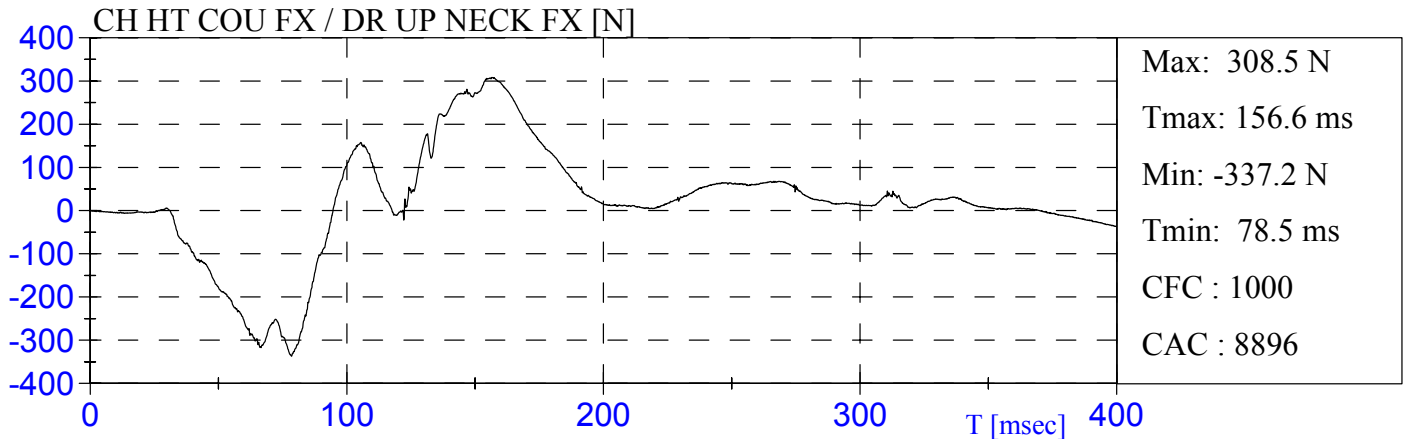
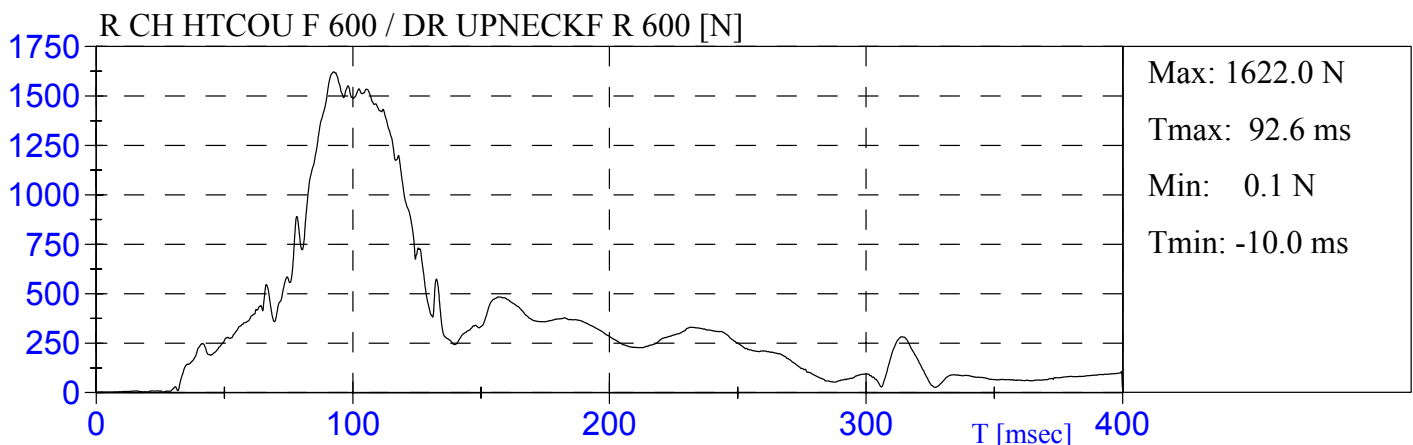
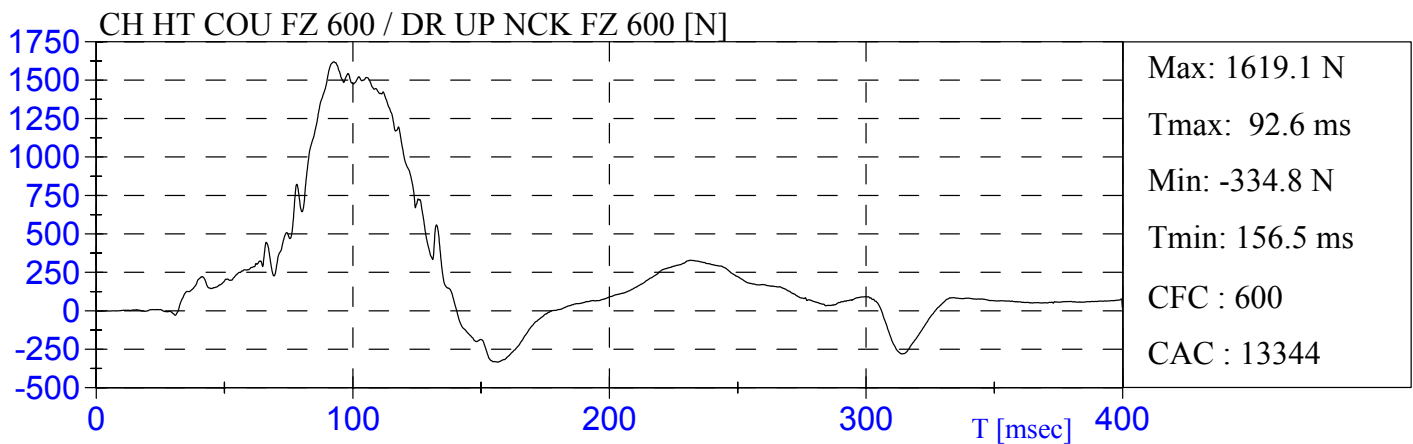
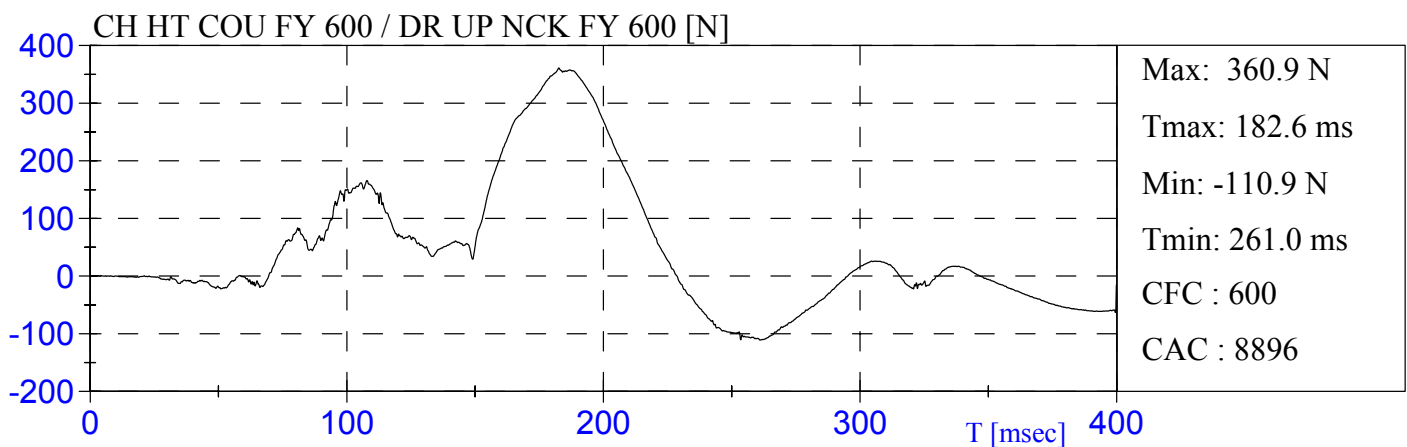
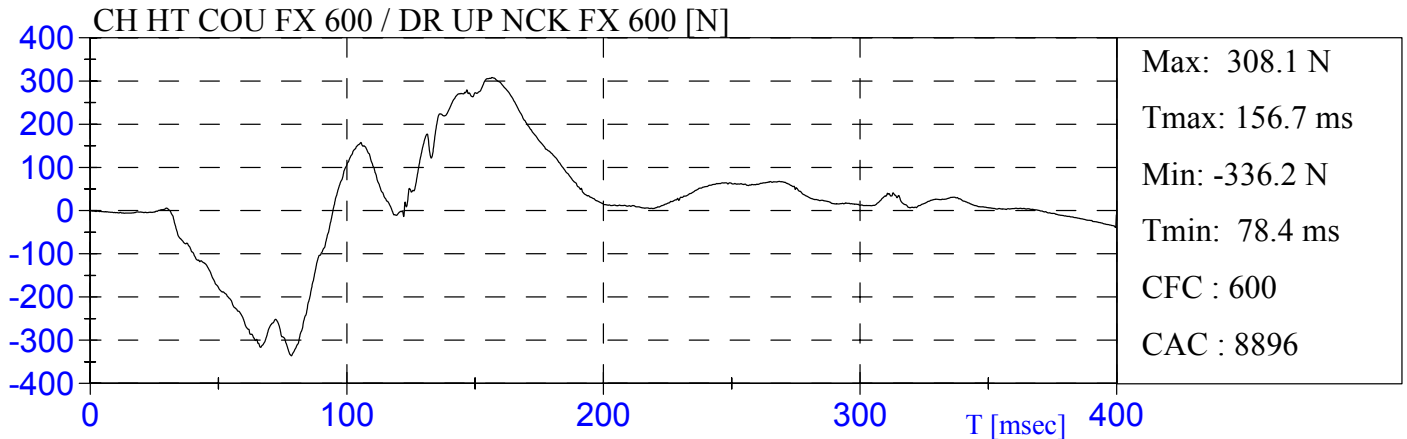


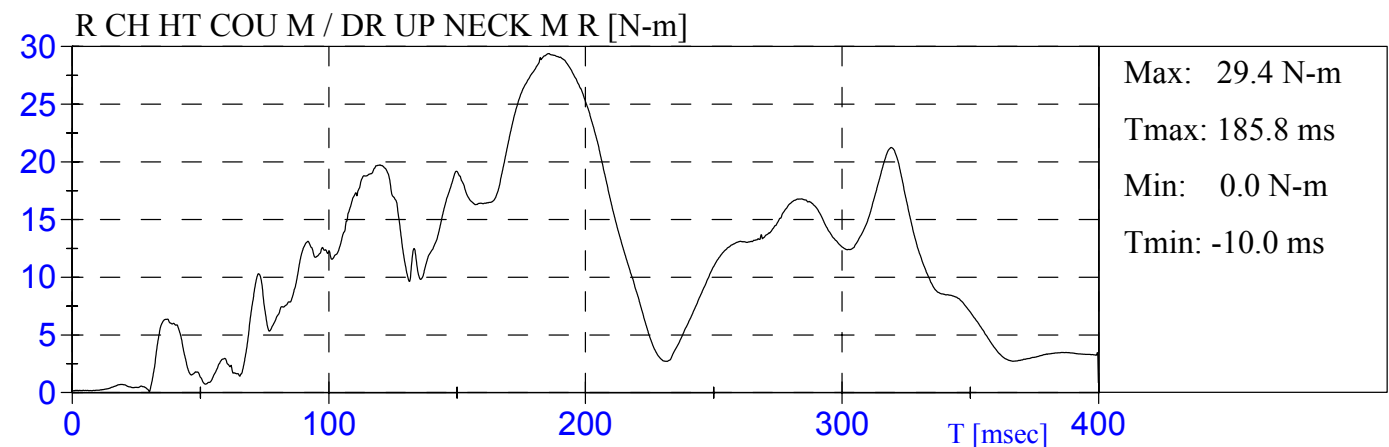
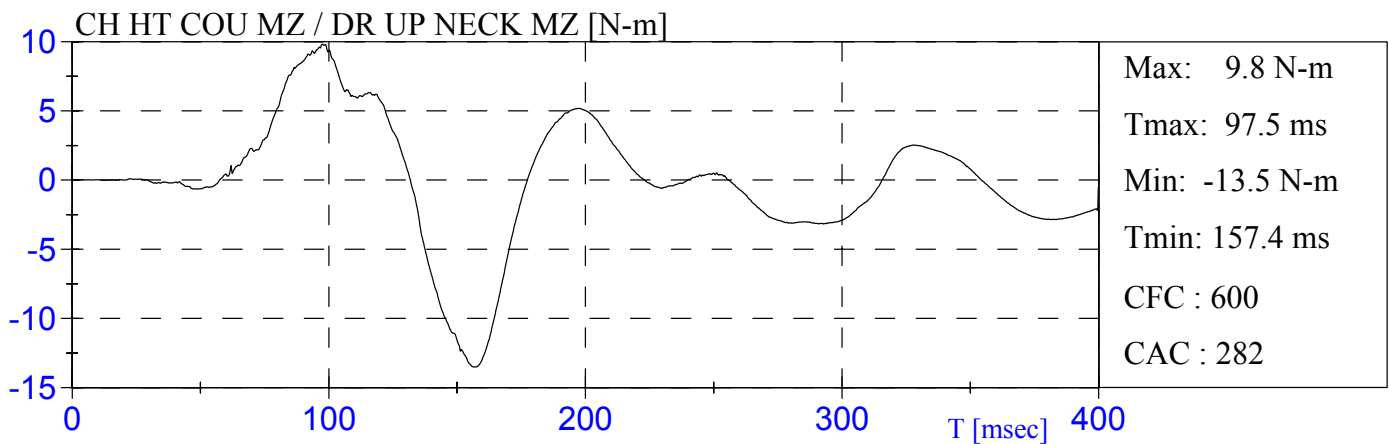
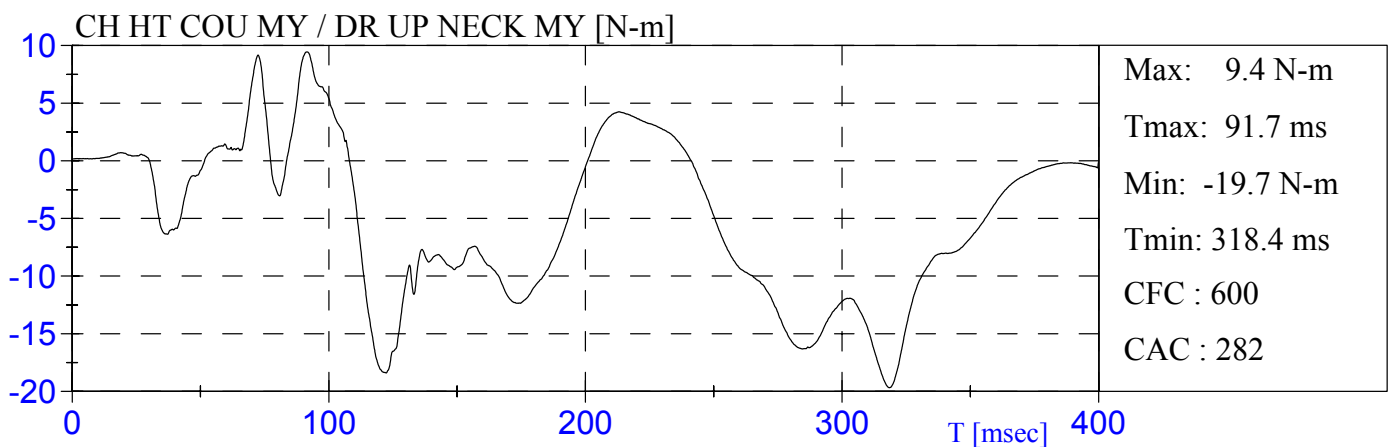
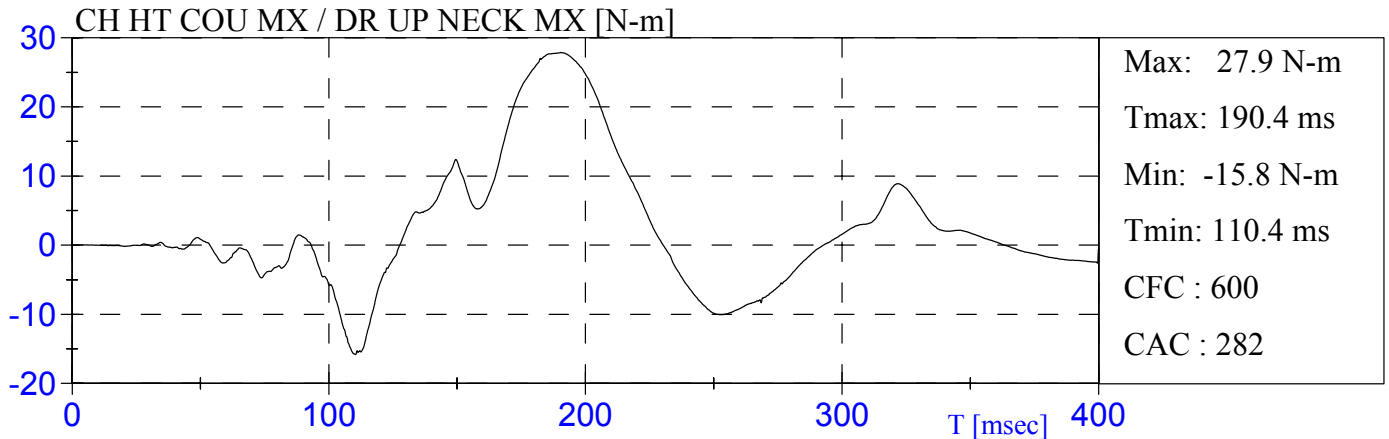


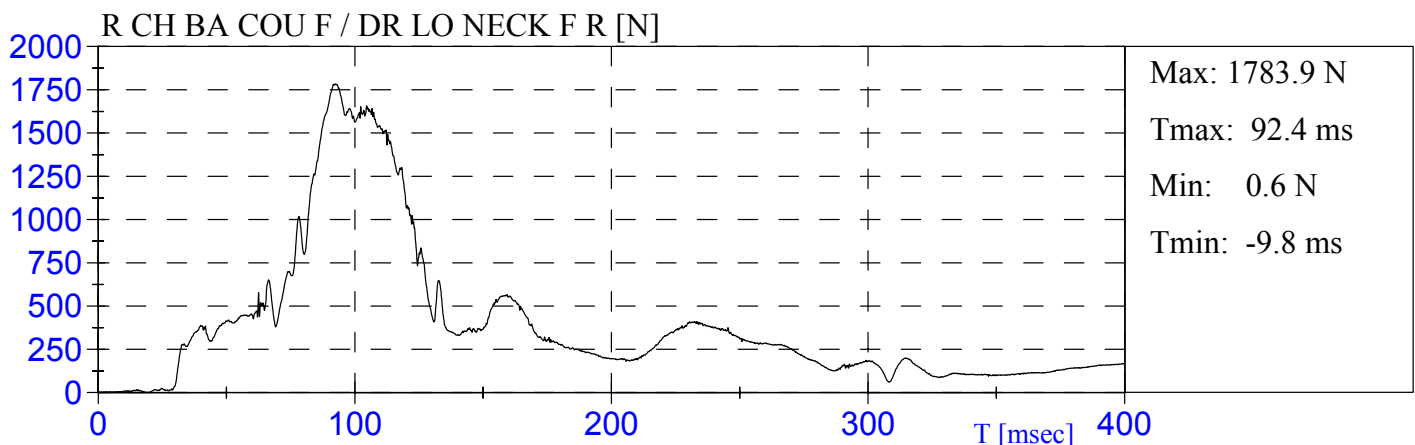
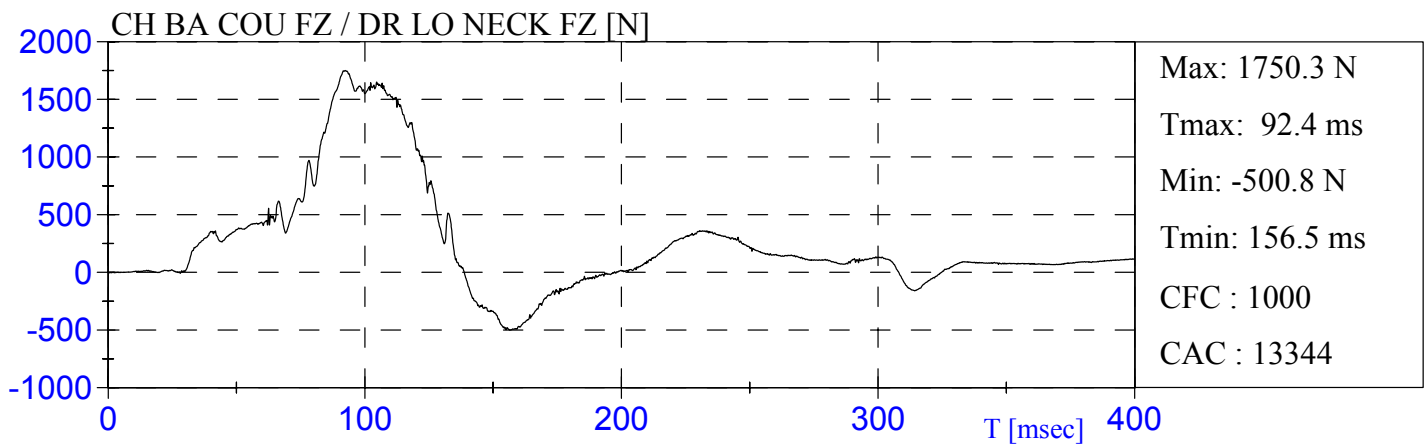
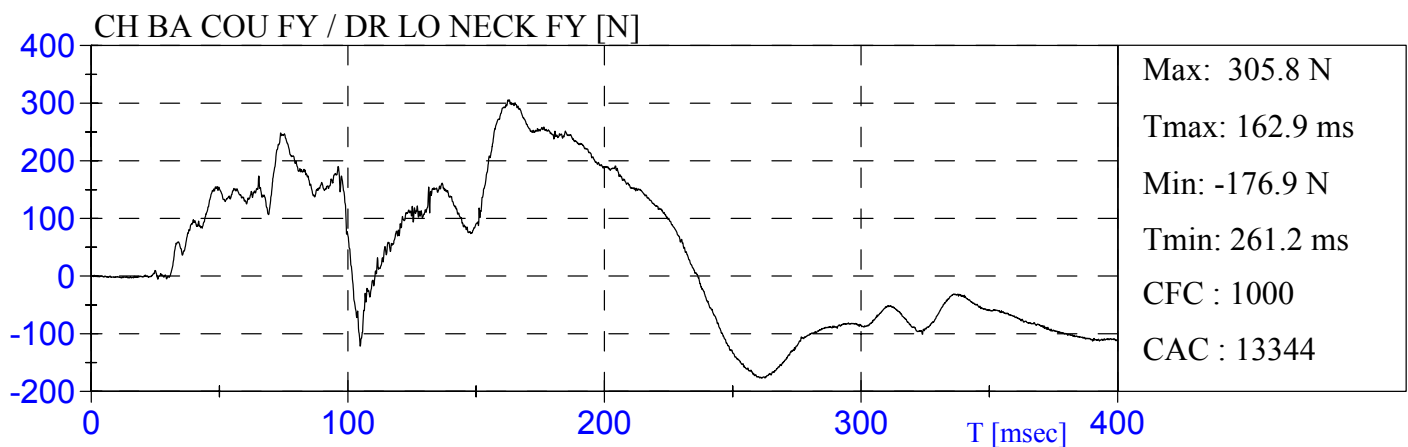
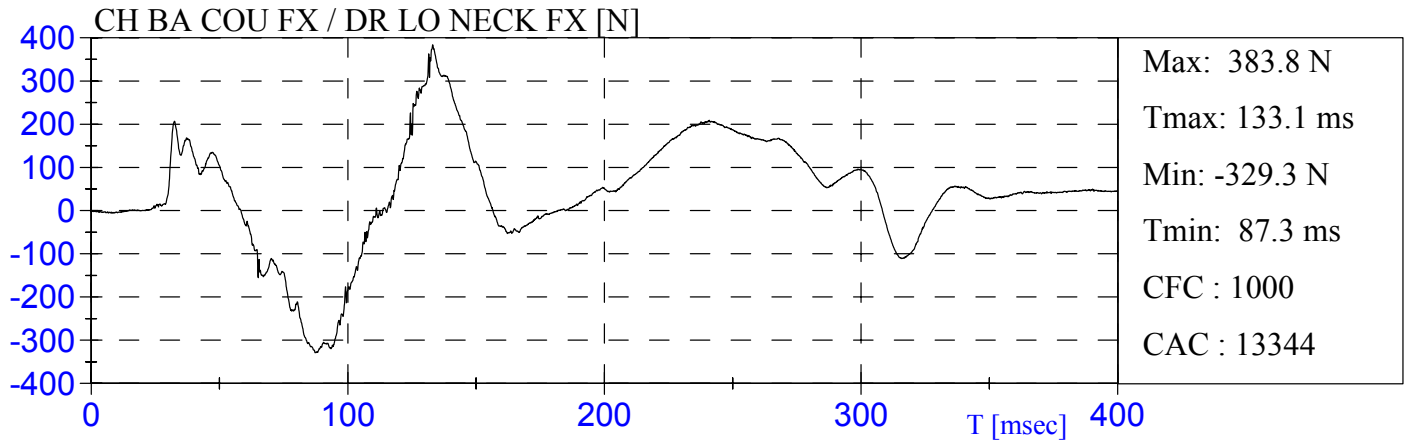
Nom du client Client Name	TRANSPORTS CANADA
Type de véhicule Type of Vehicle	NISSAN MAXIMA 2002
Numéro de TC Tc Number	TC02-229
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-02-11
Titre du projet Project Title	COLLISIONS DE RECHERCHE FRONTALE DÉCALÉE - 40% GAUCHE RESEARCH COLLISION TESTS OFFSET FRONTAL - 40% LEFT
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 6Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 10Y

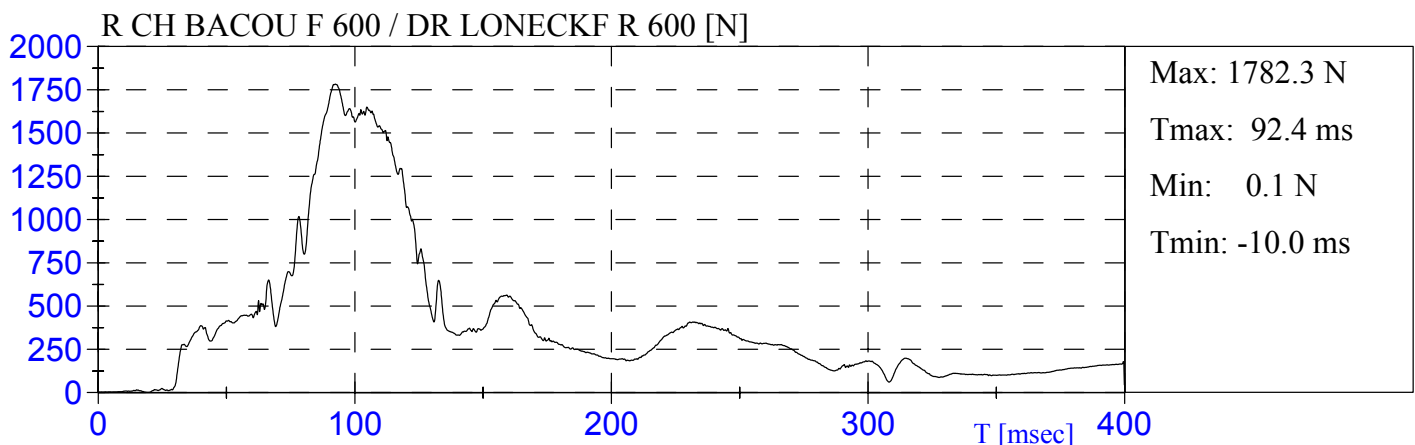
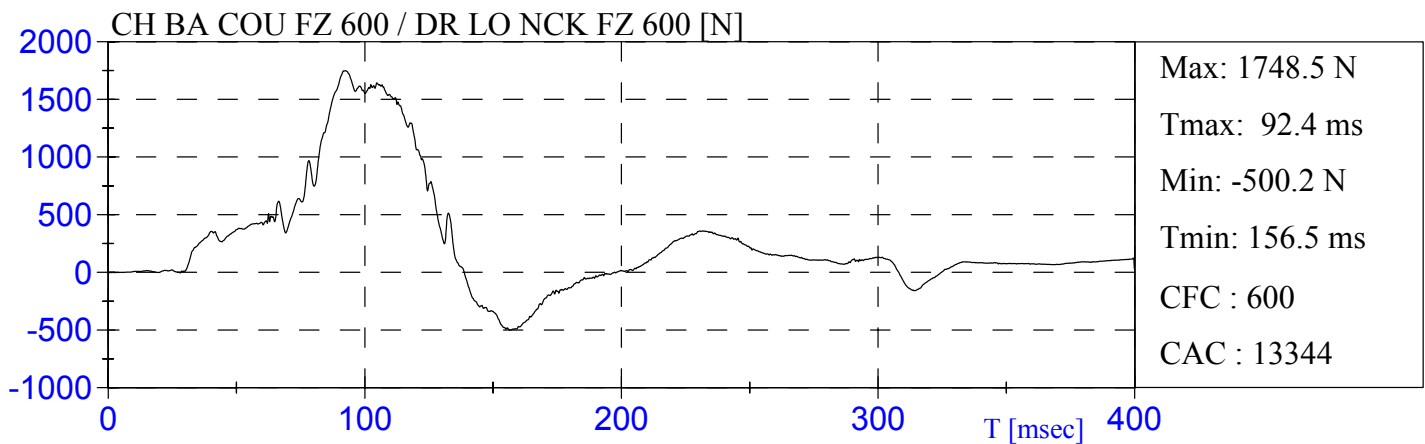
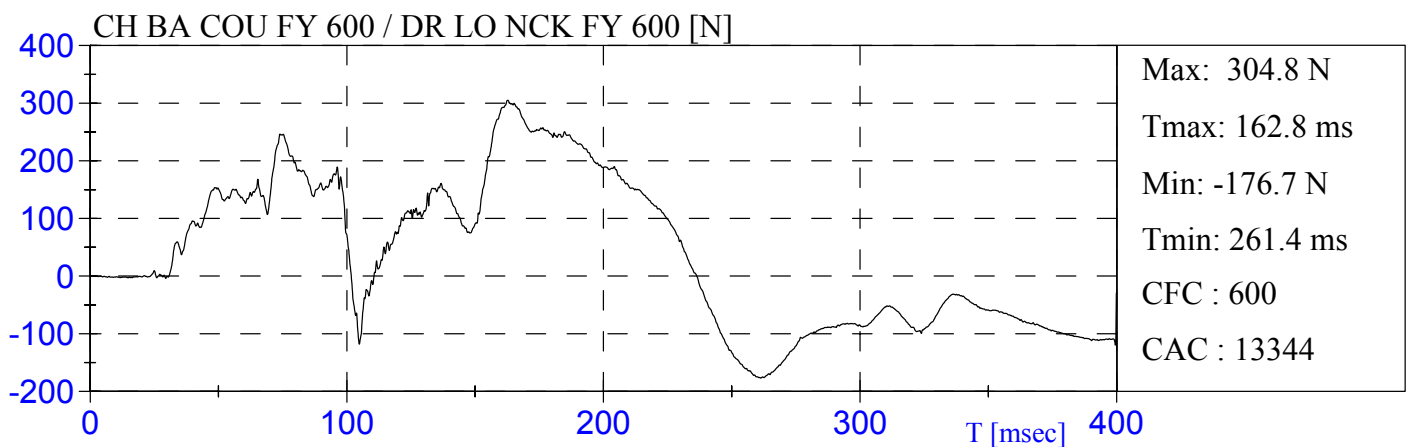
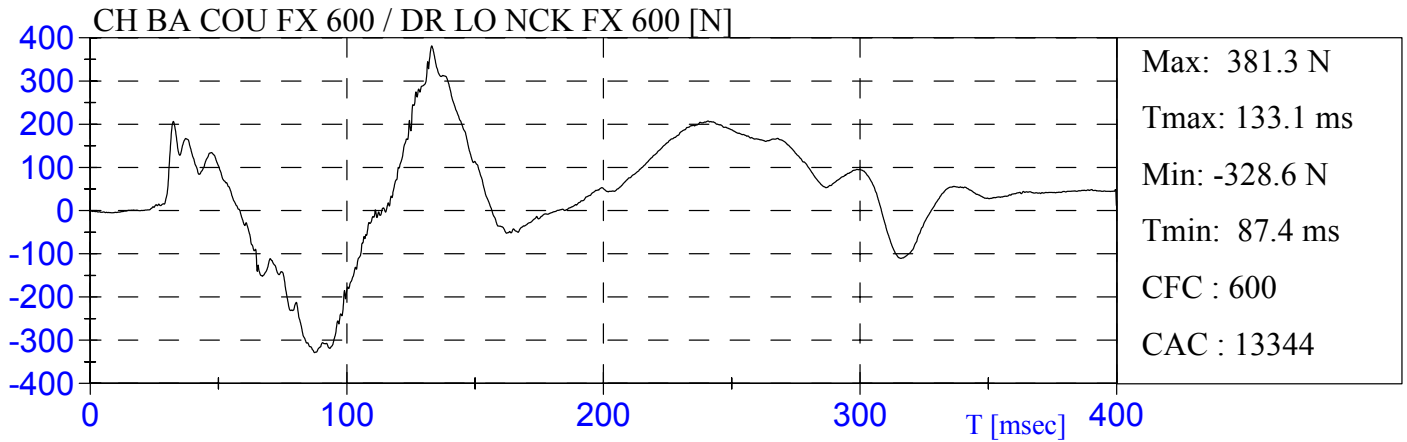


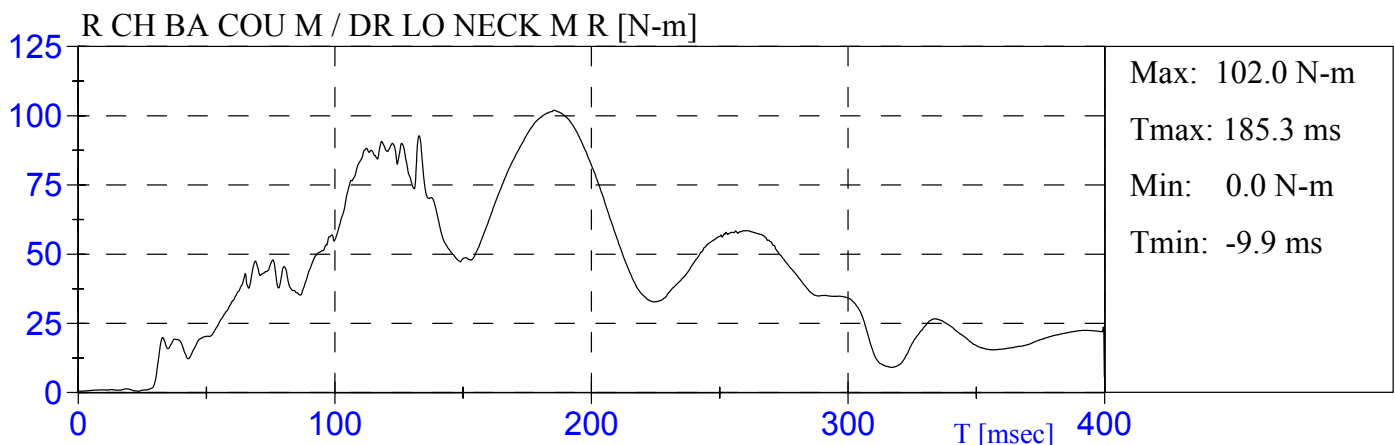
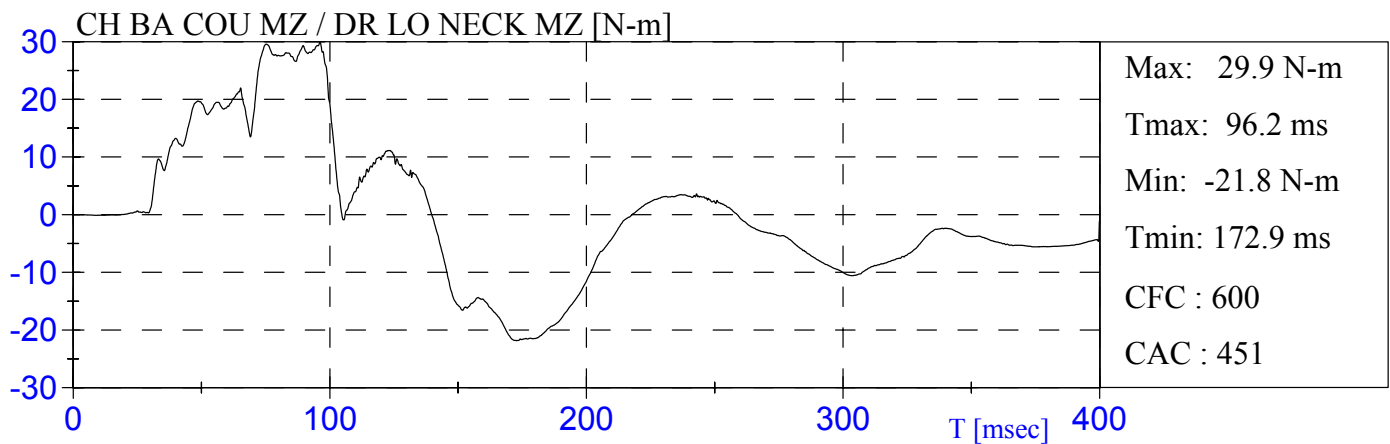
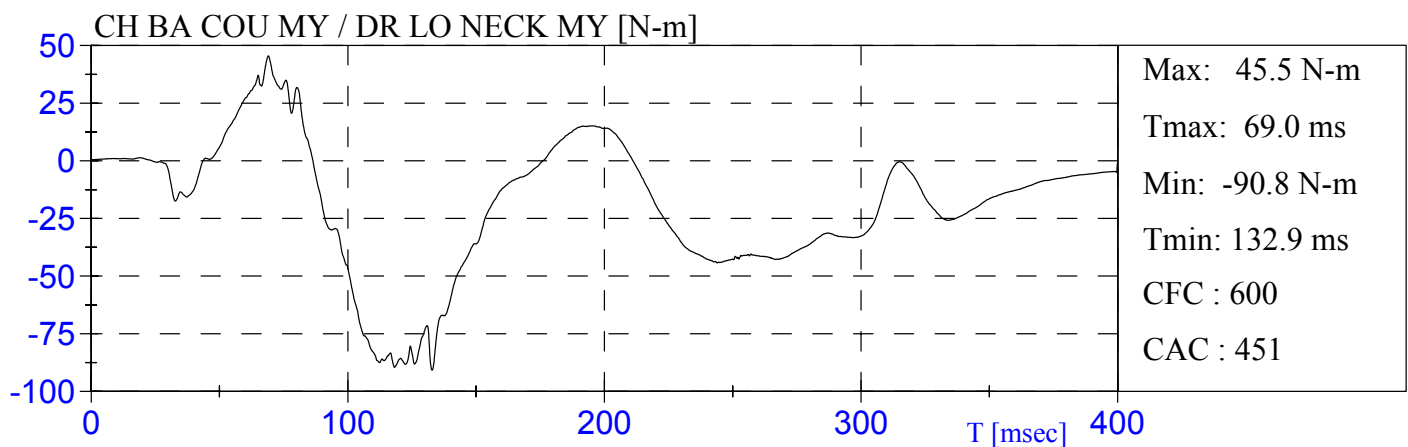
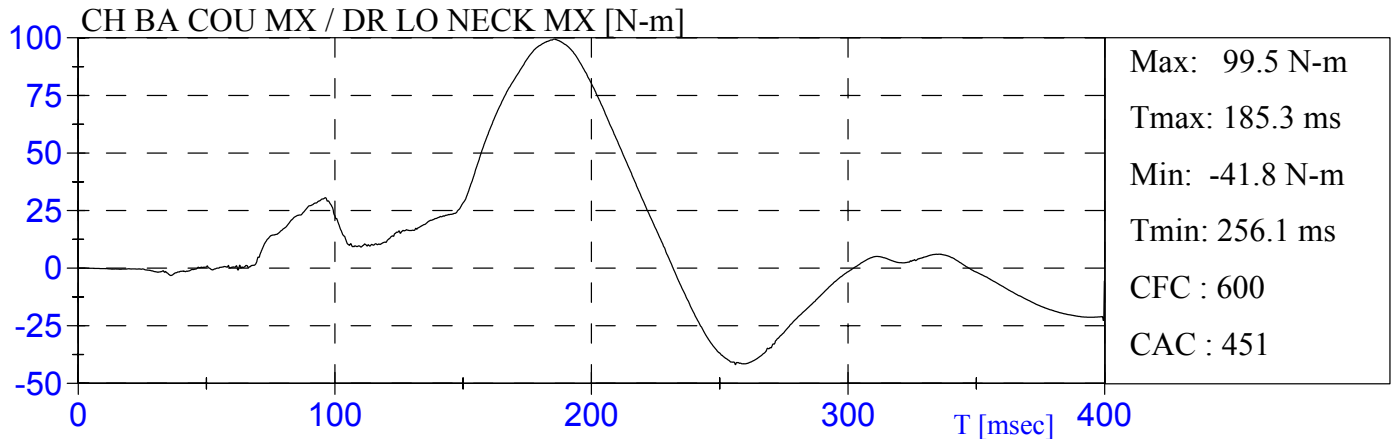


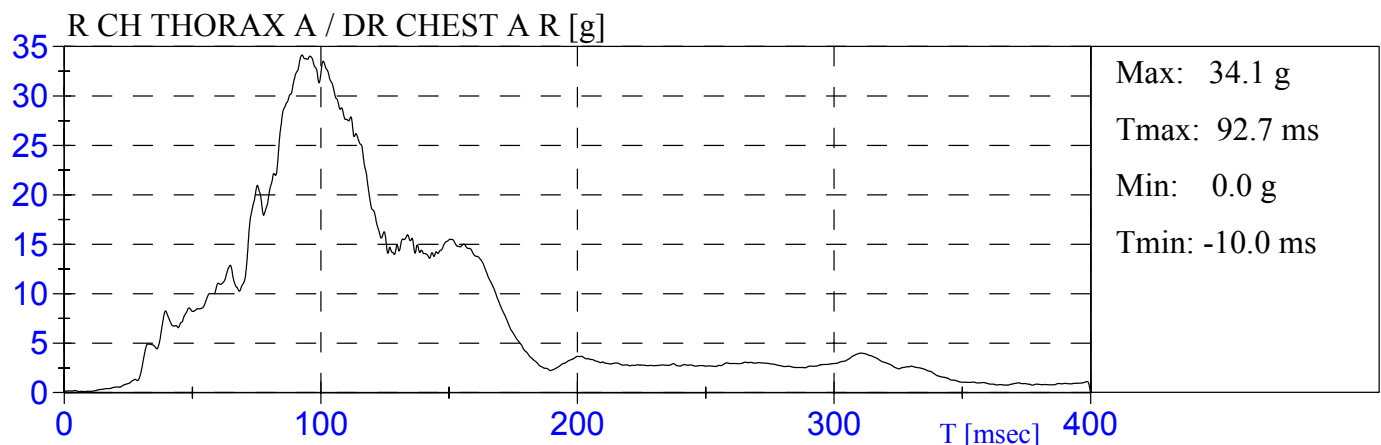
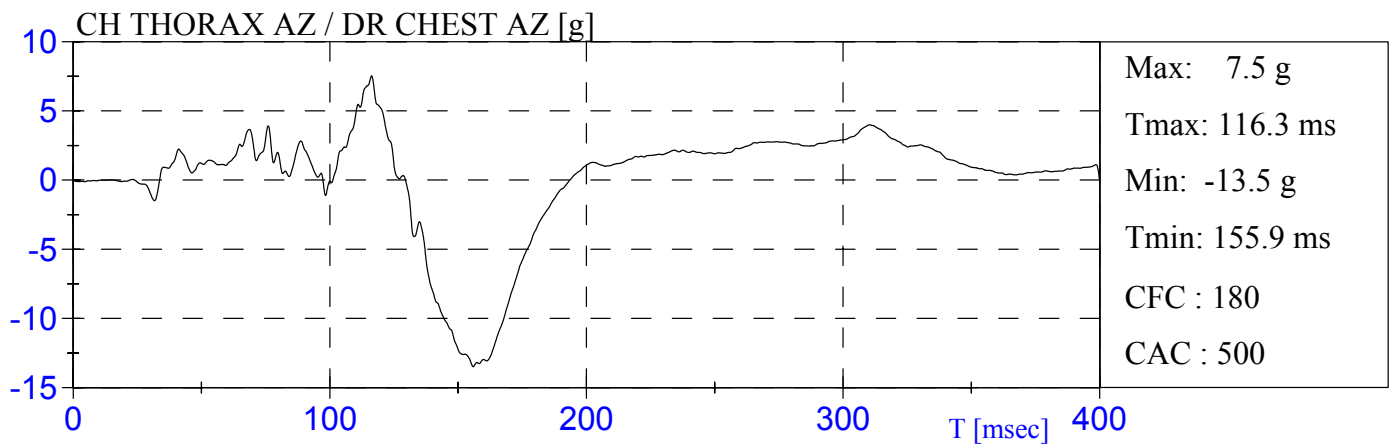
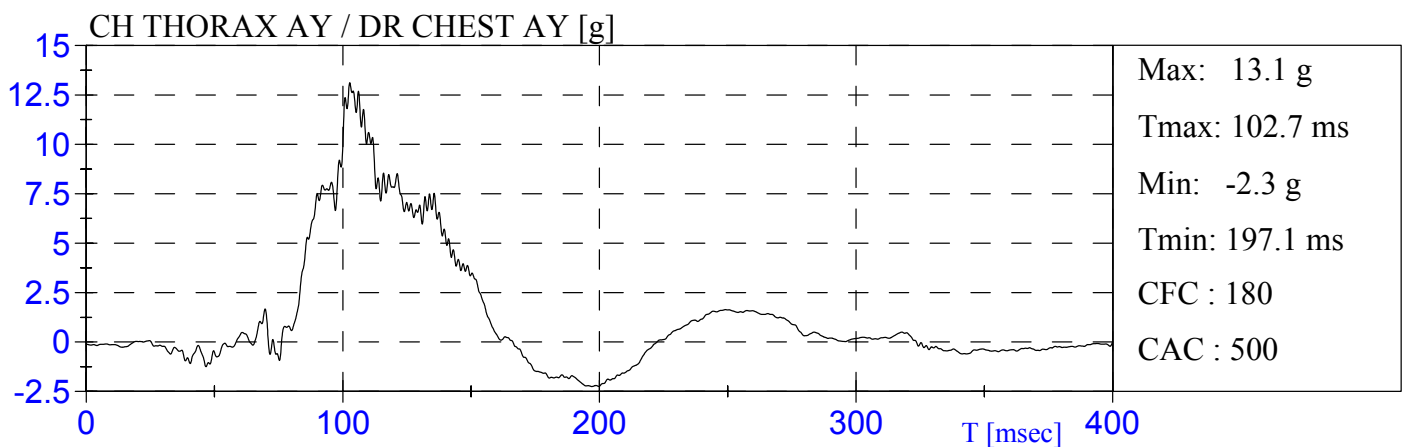
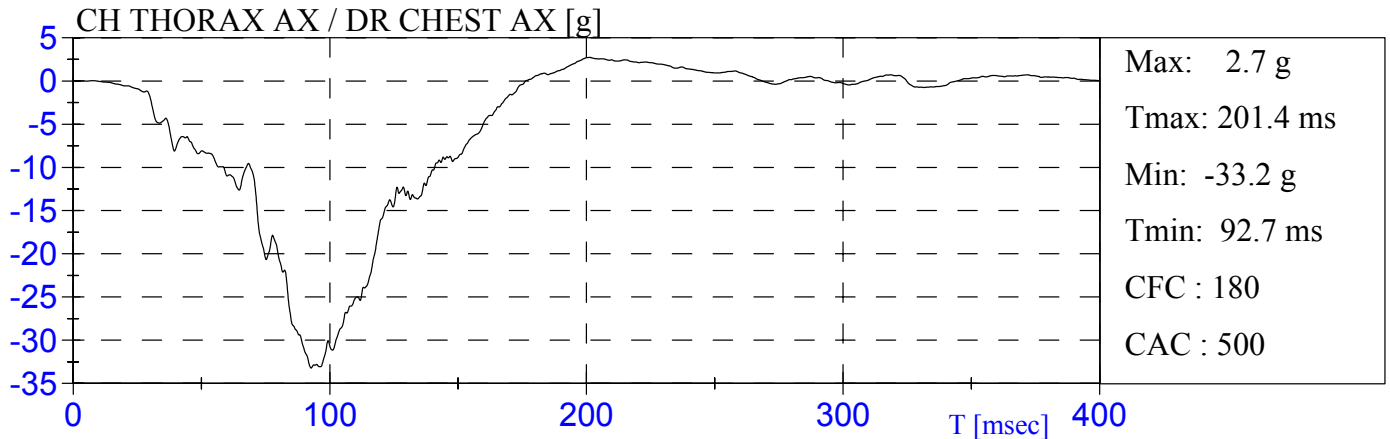


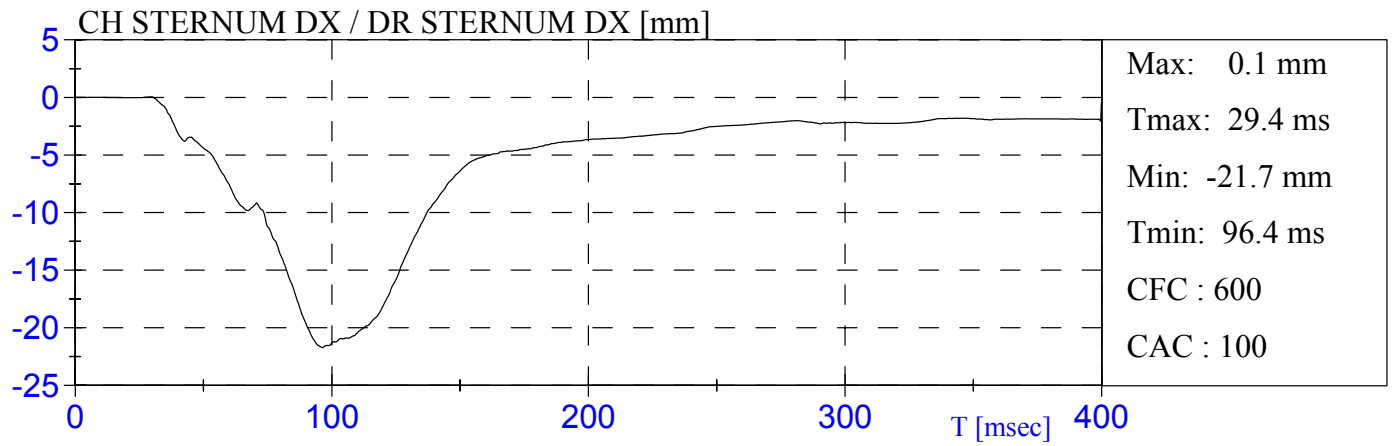


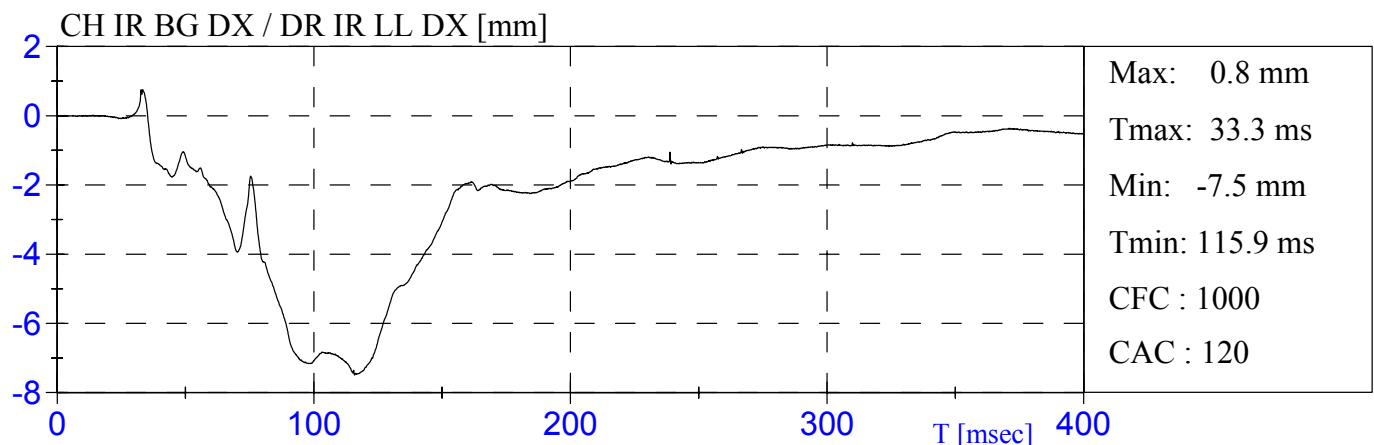
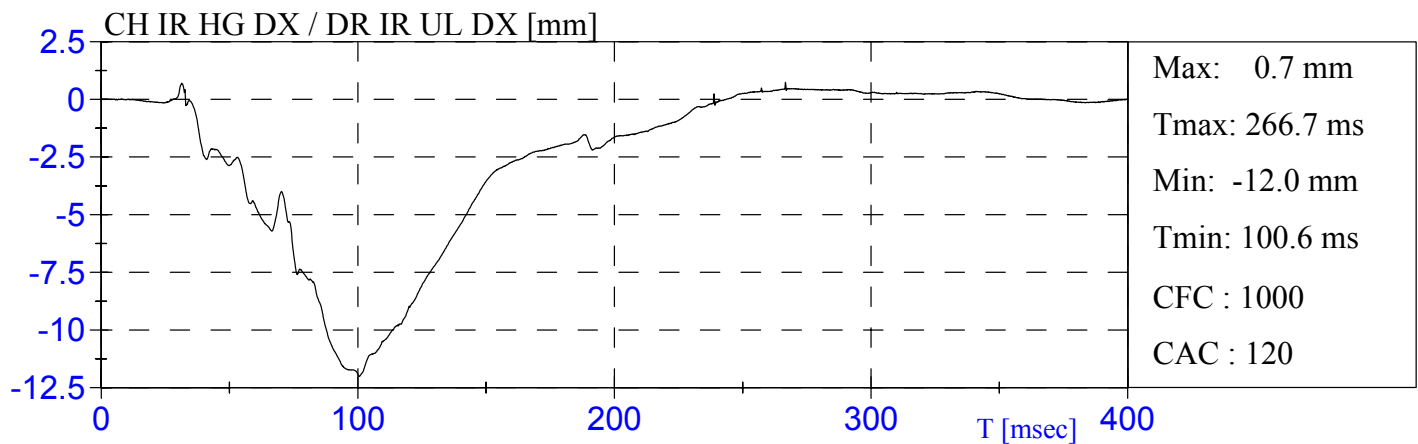
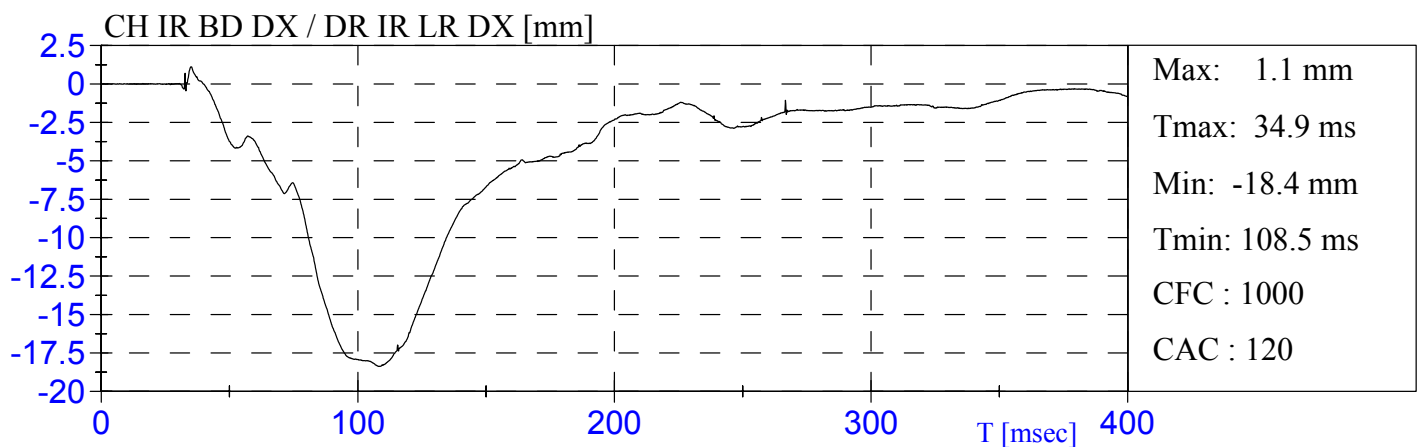
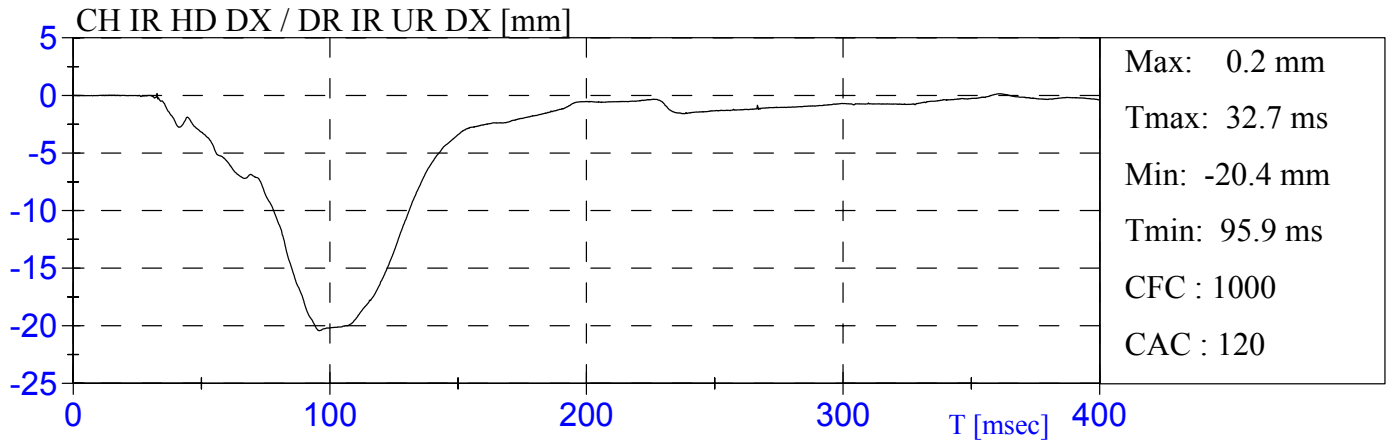


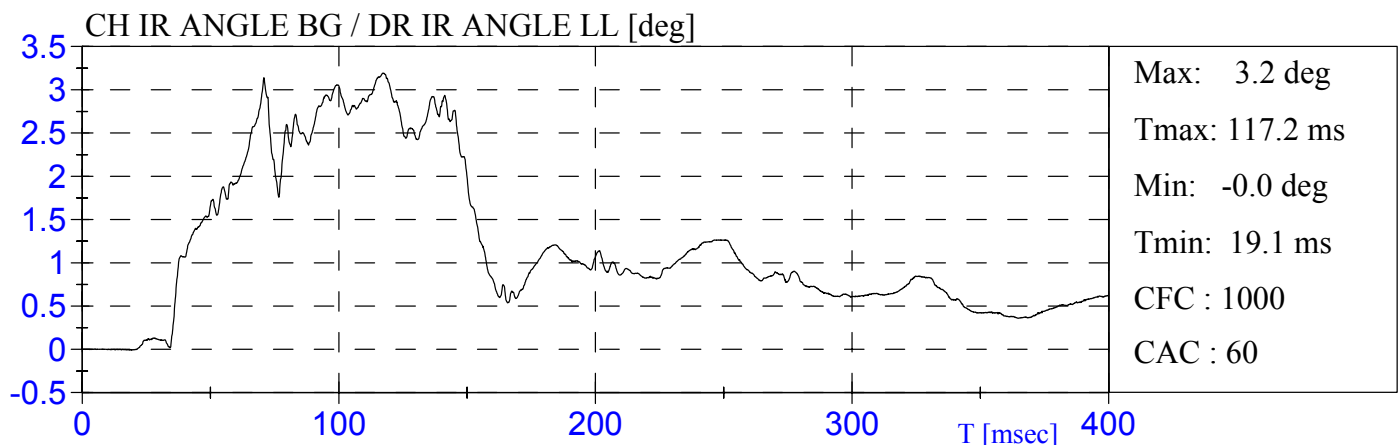
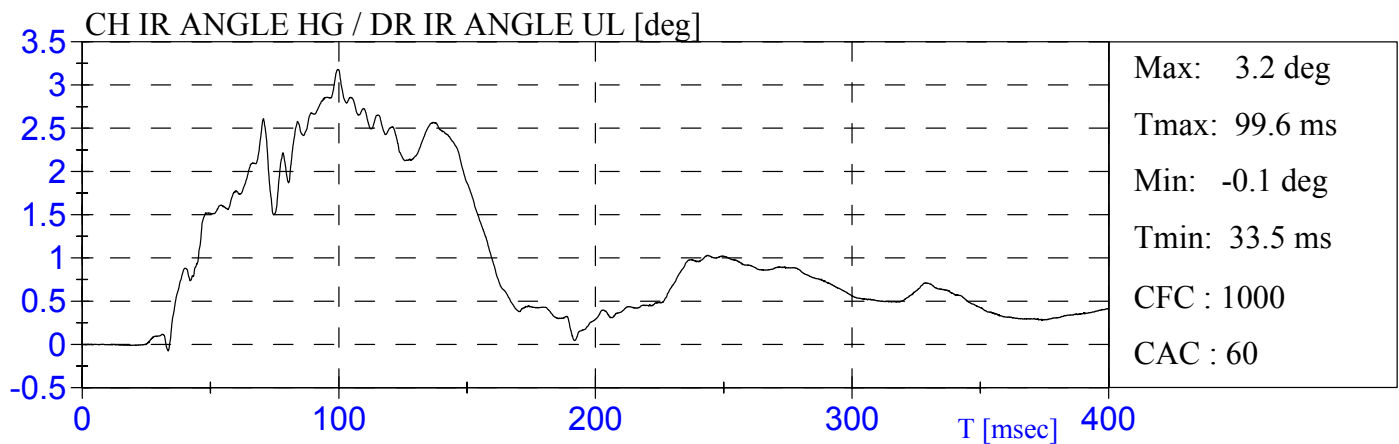
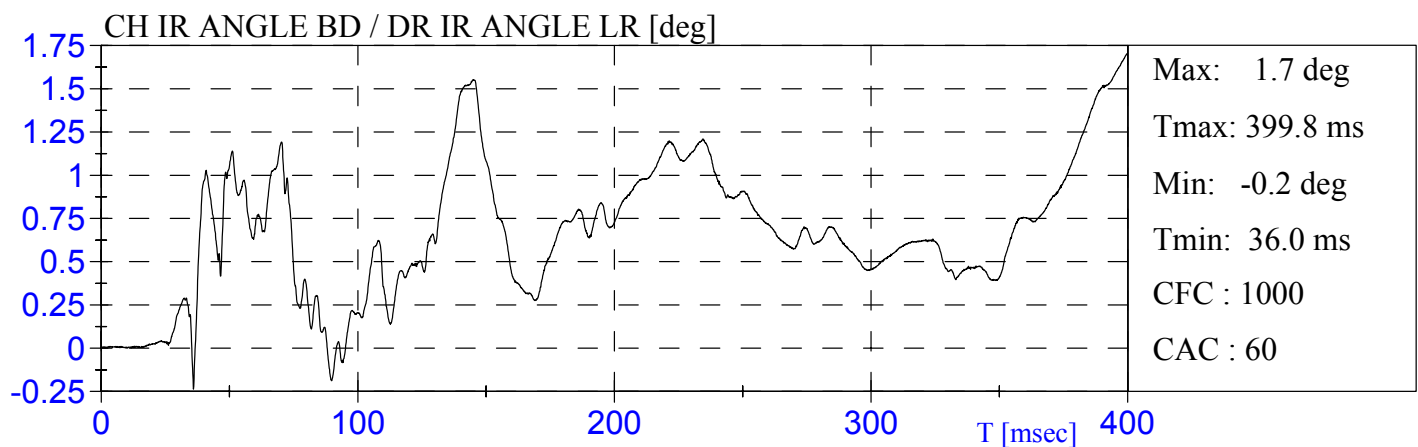
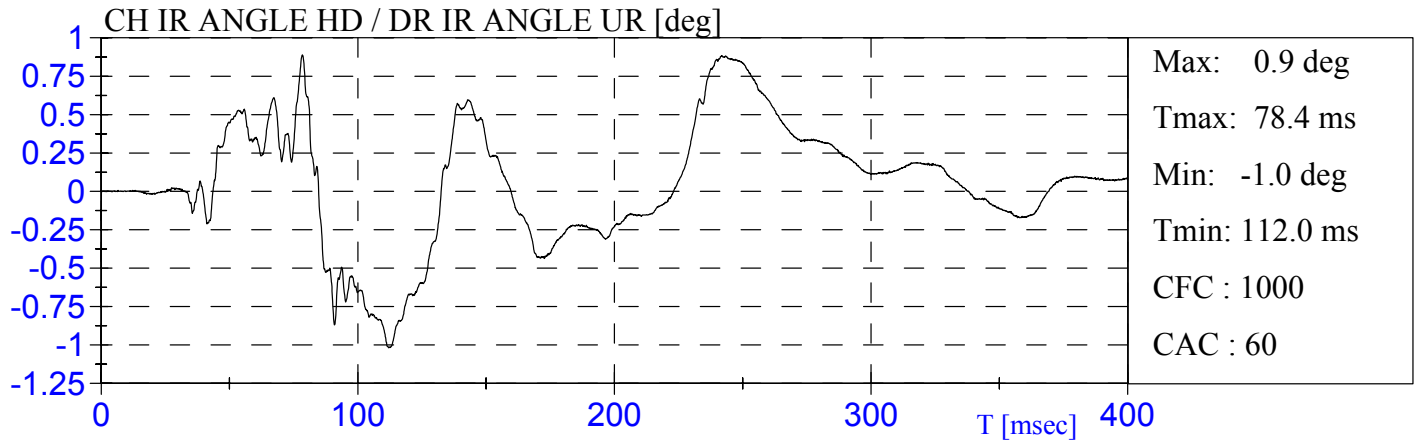


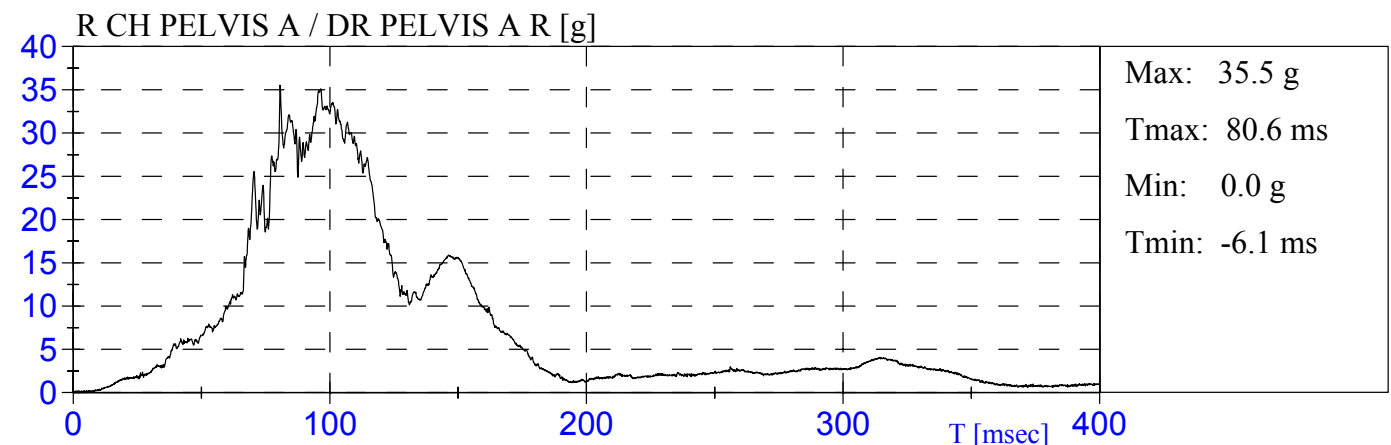
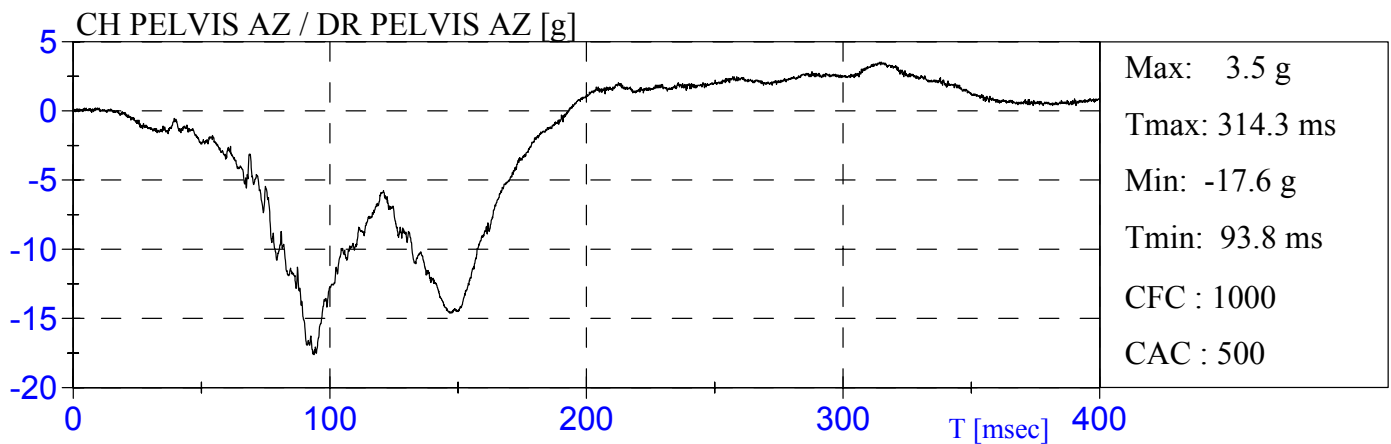
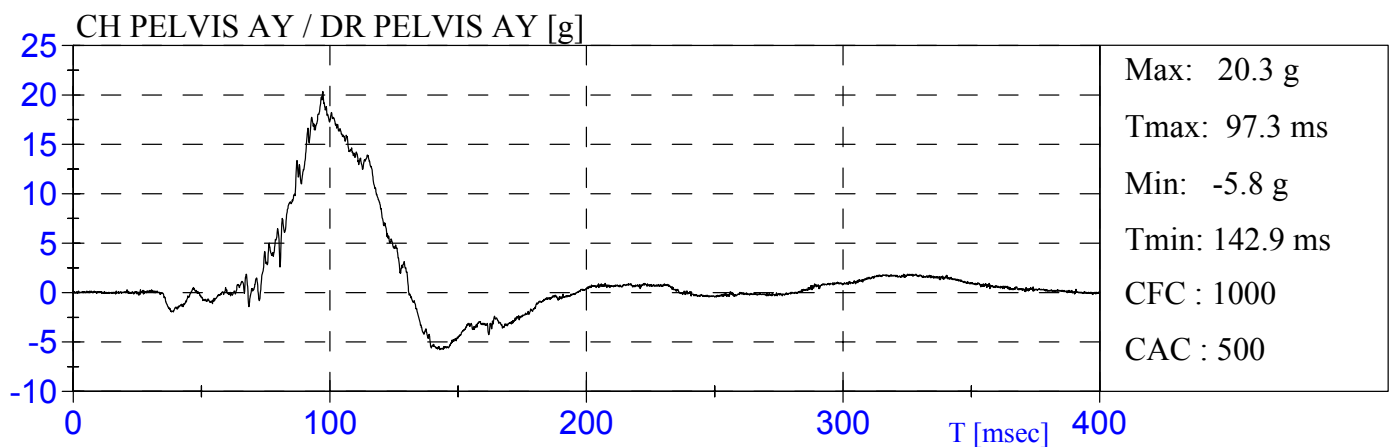
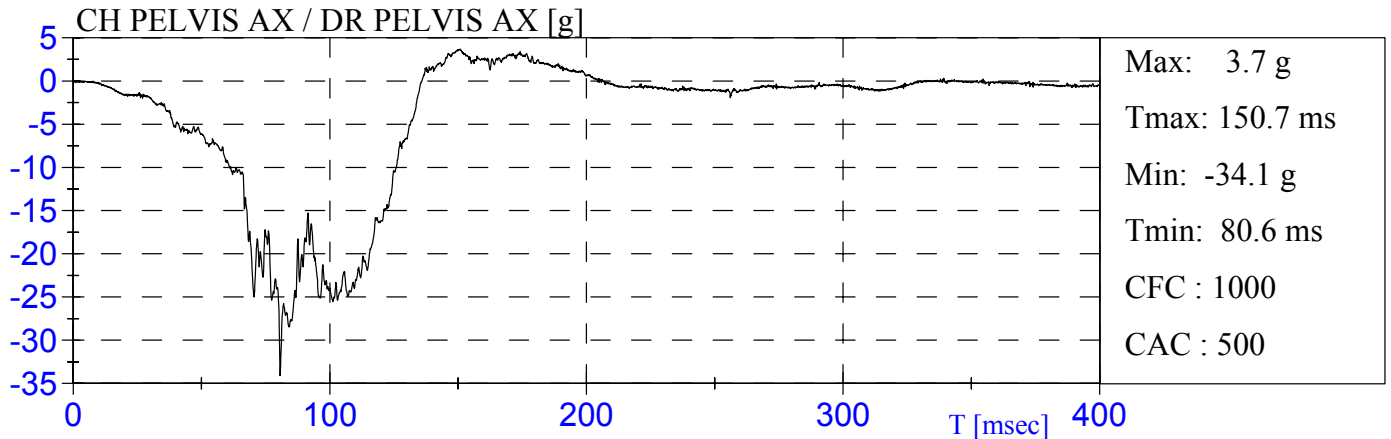


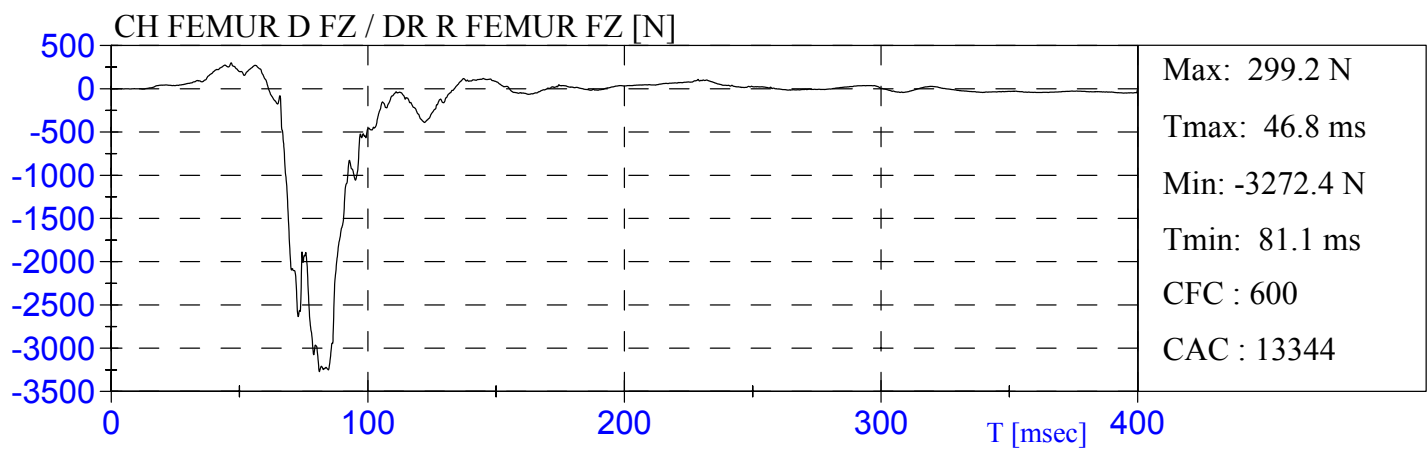
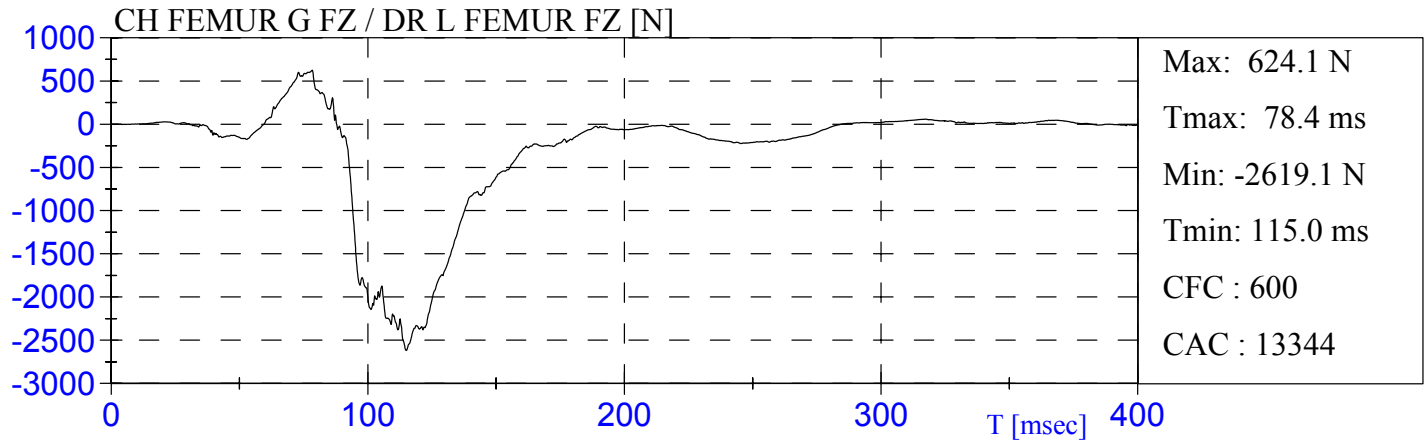


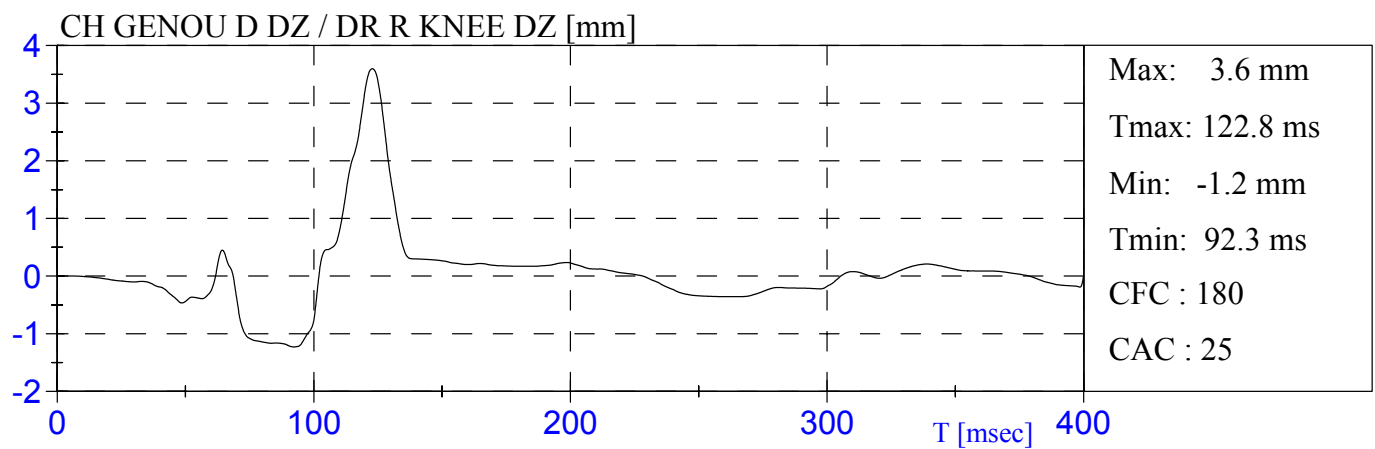
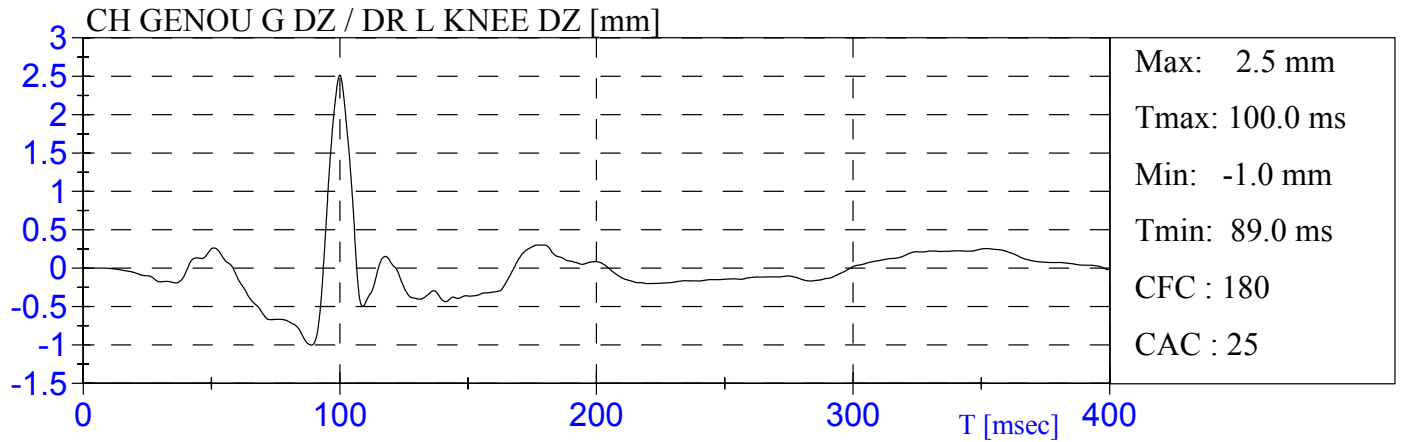


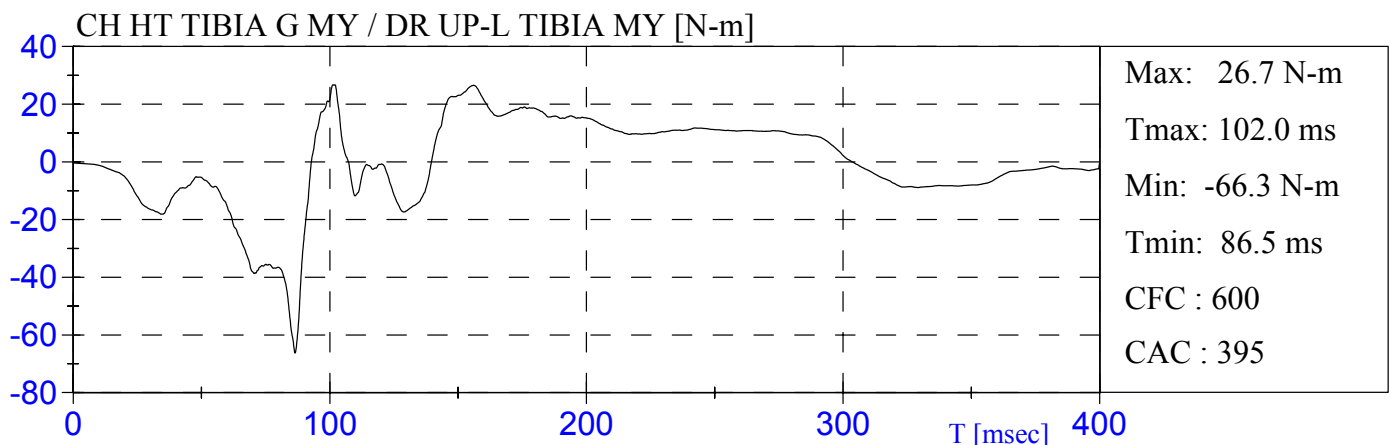
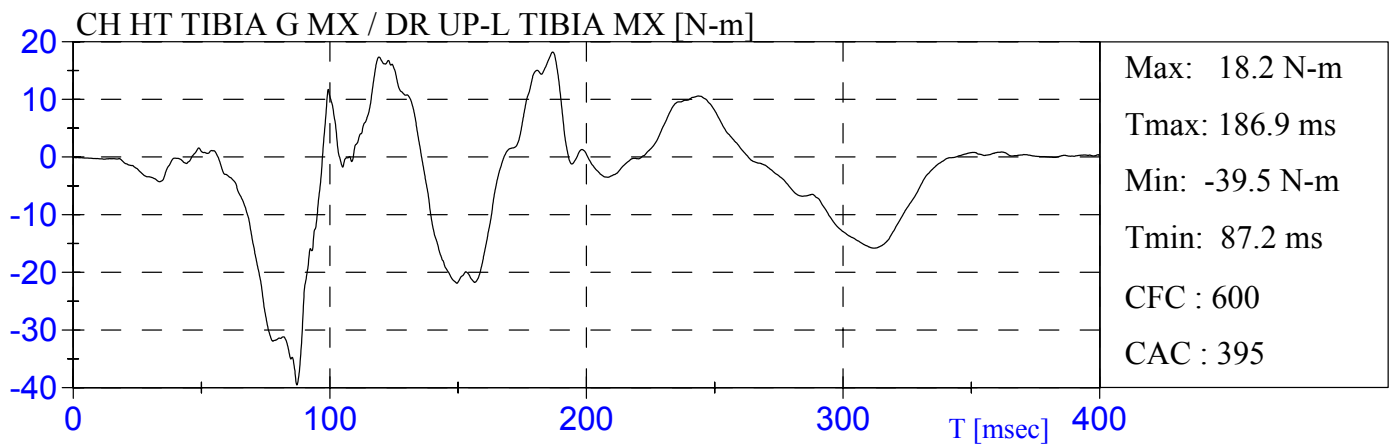
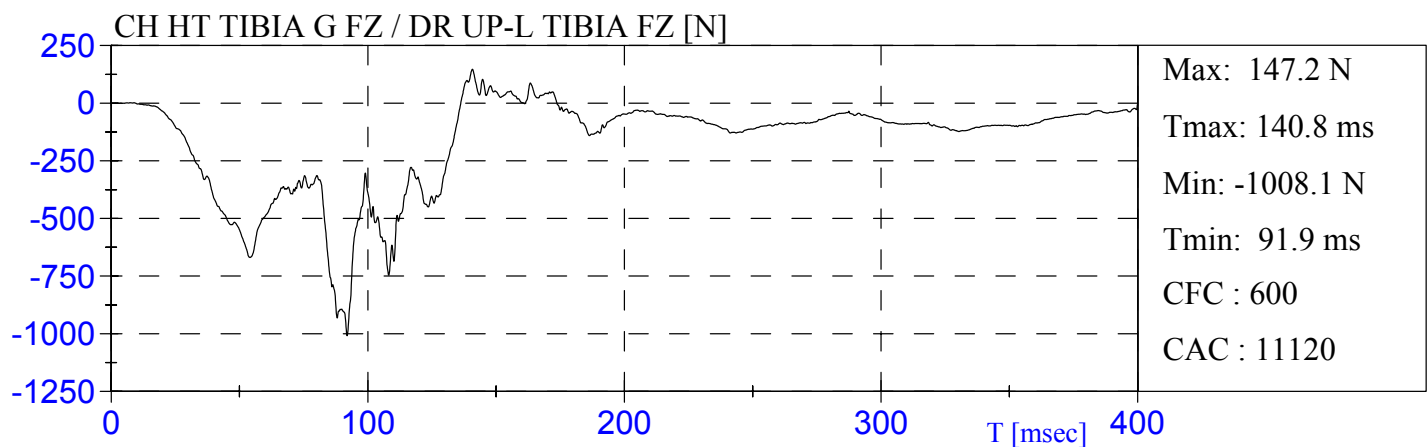
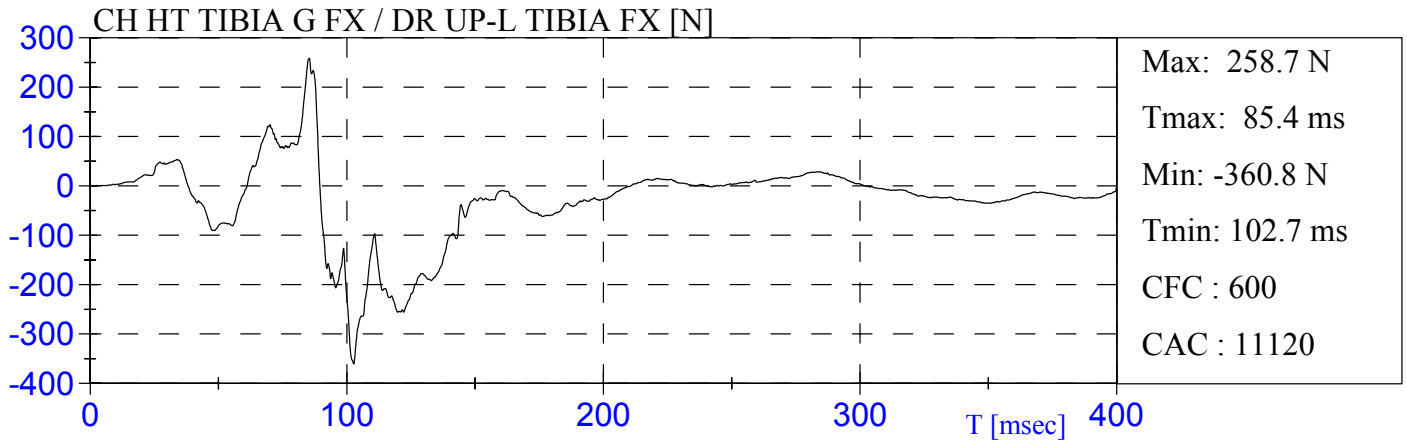


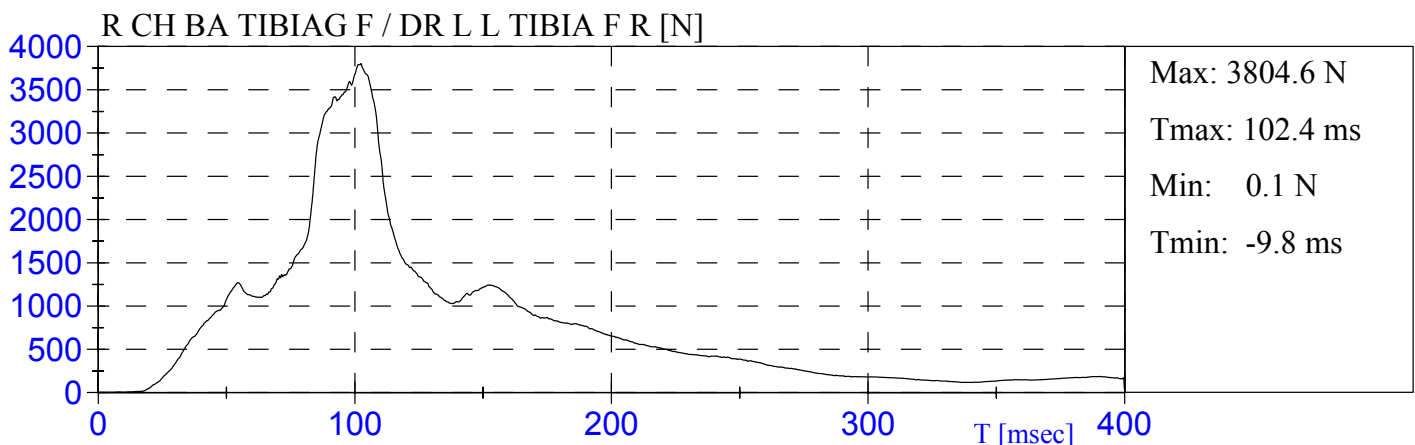
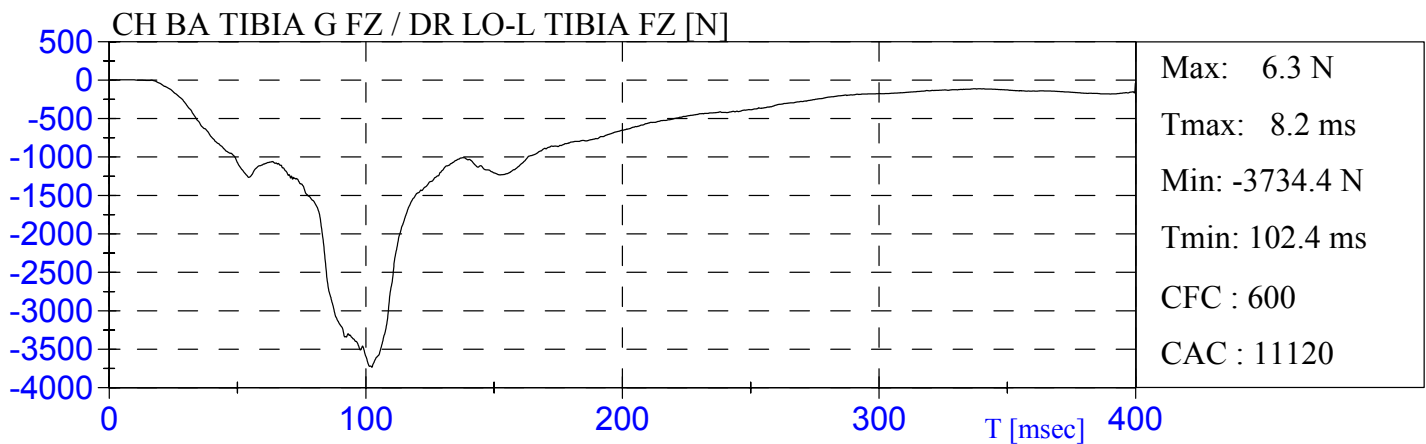
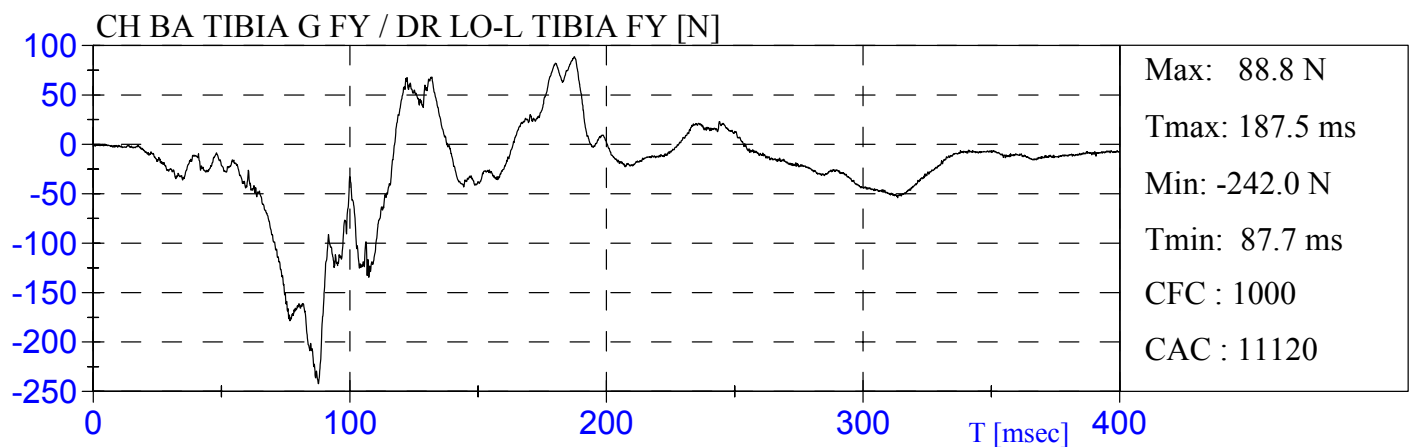
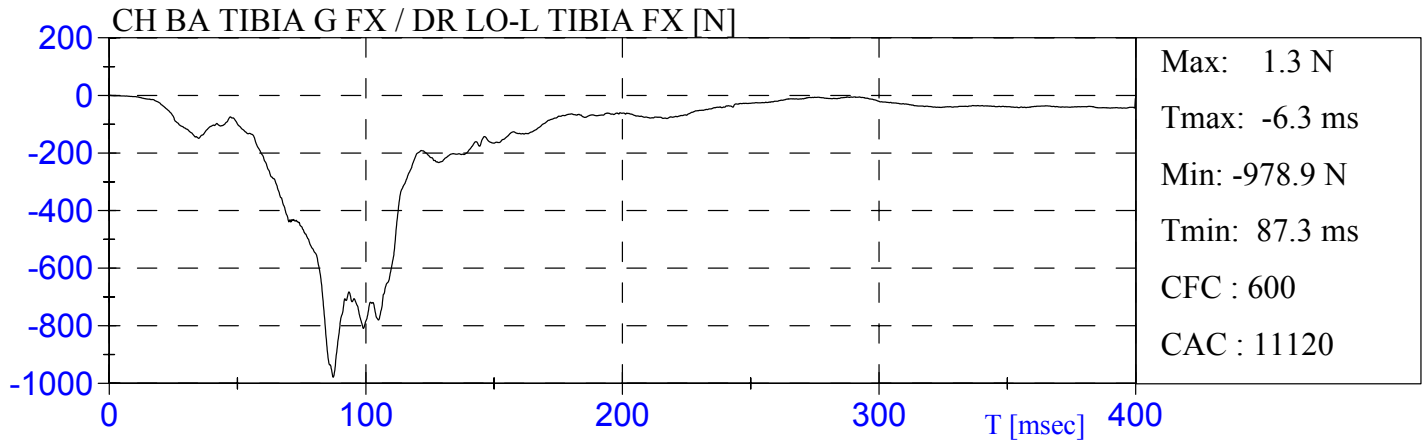


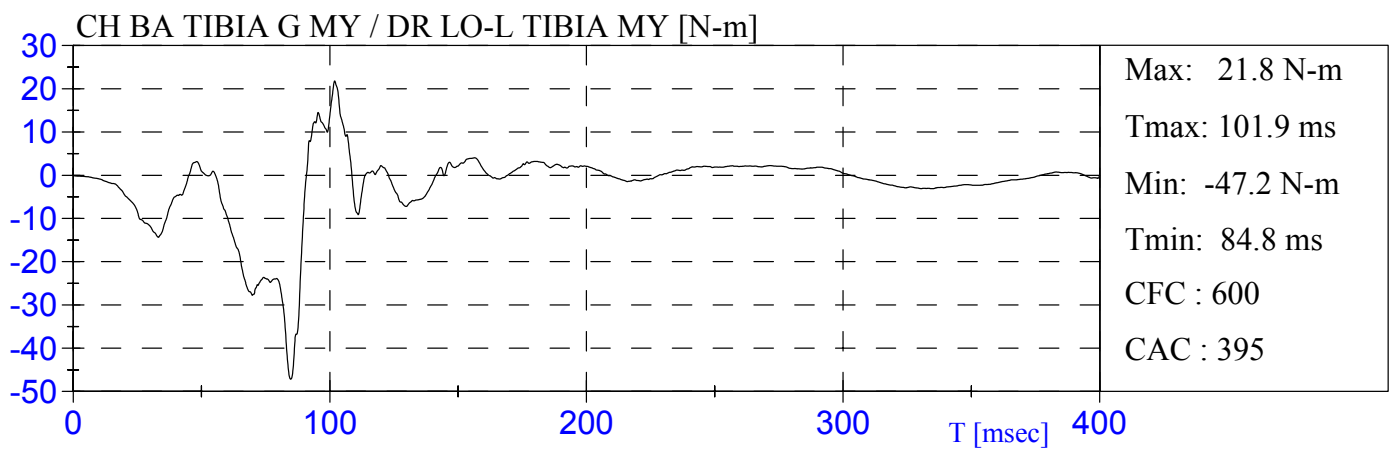
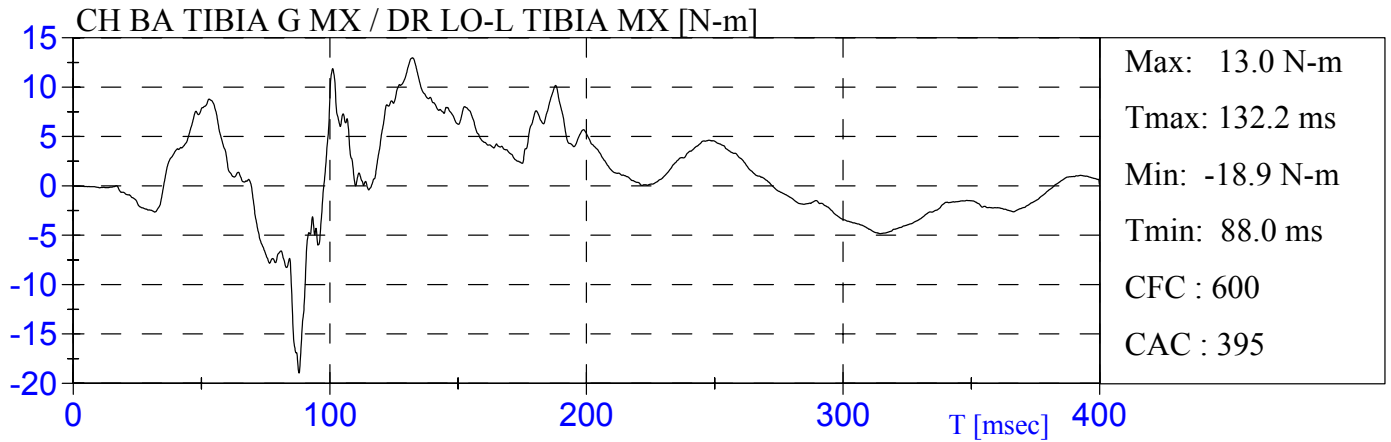




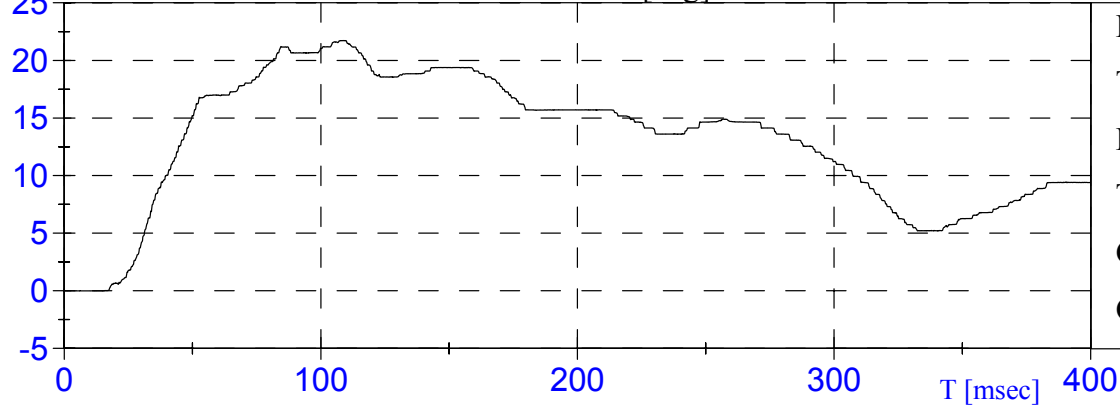






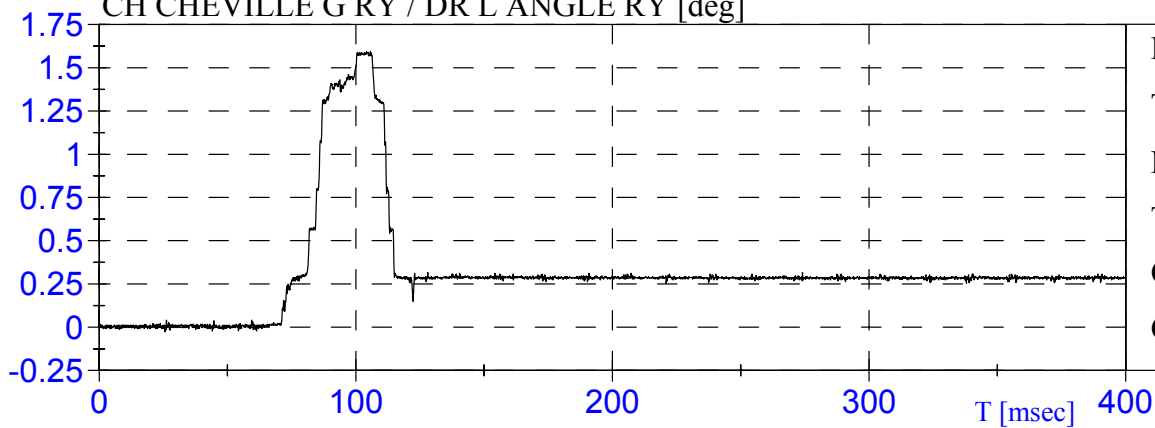


CH CHEVILLE G RX / DR L ANGLE RX [deg]



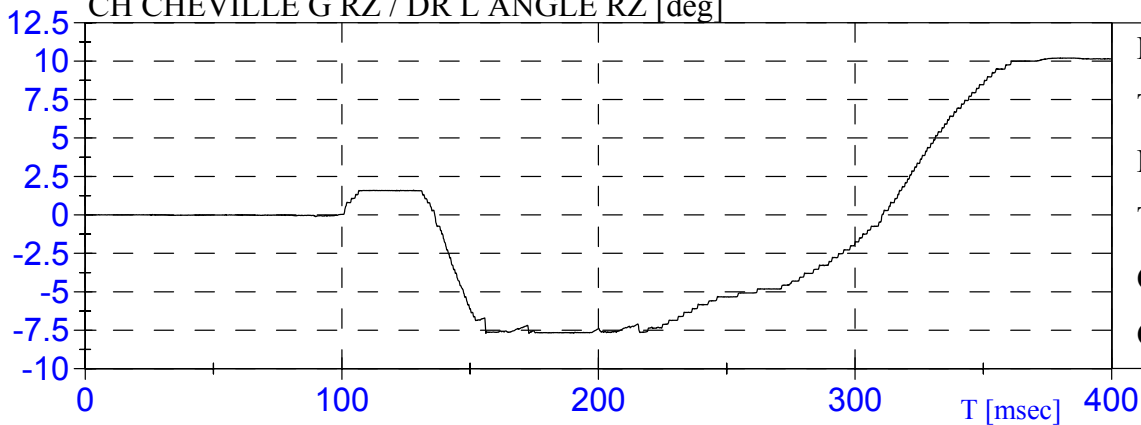
Max: 21.7 deg
 Tmax: 108.7 ms
 Min: -0.0 deg
 Tmin: -3.8 ms
 CFC : 1000
 CAC : 100

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

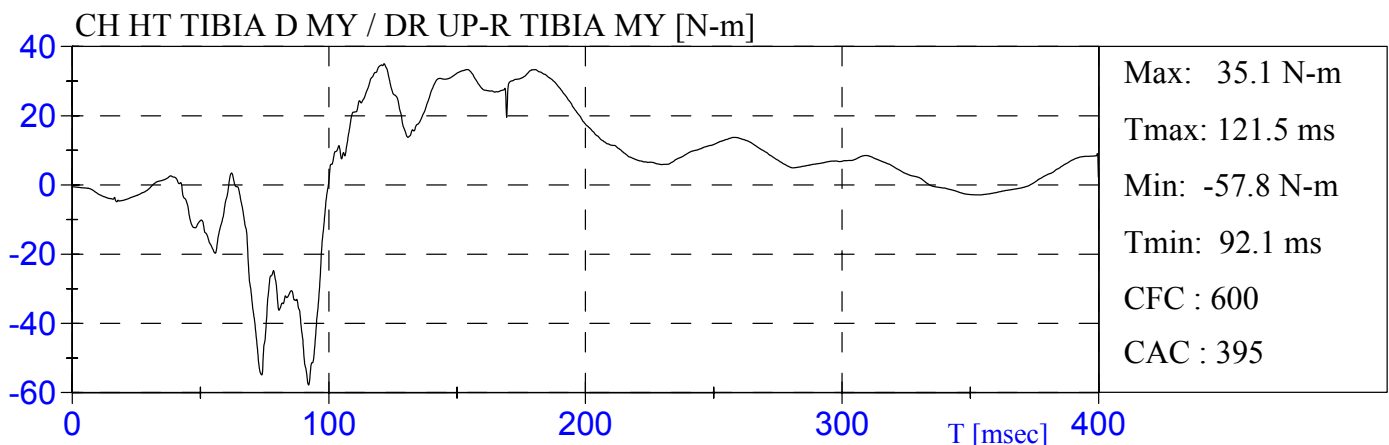
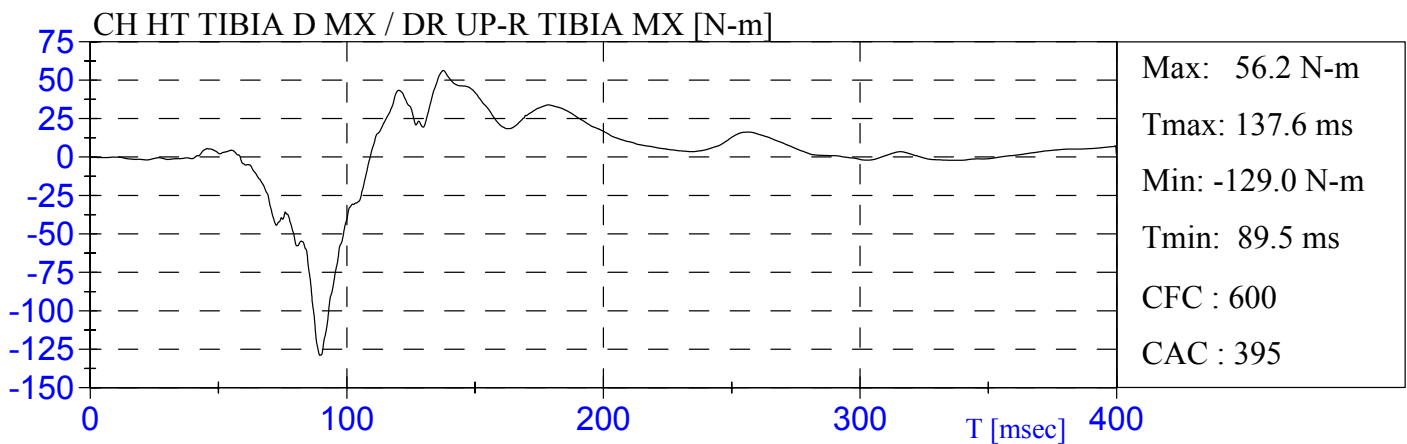
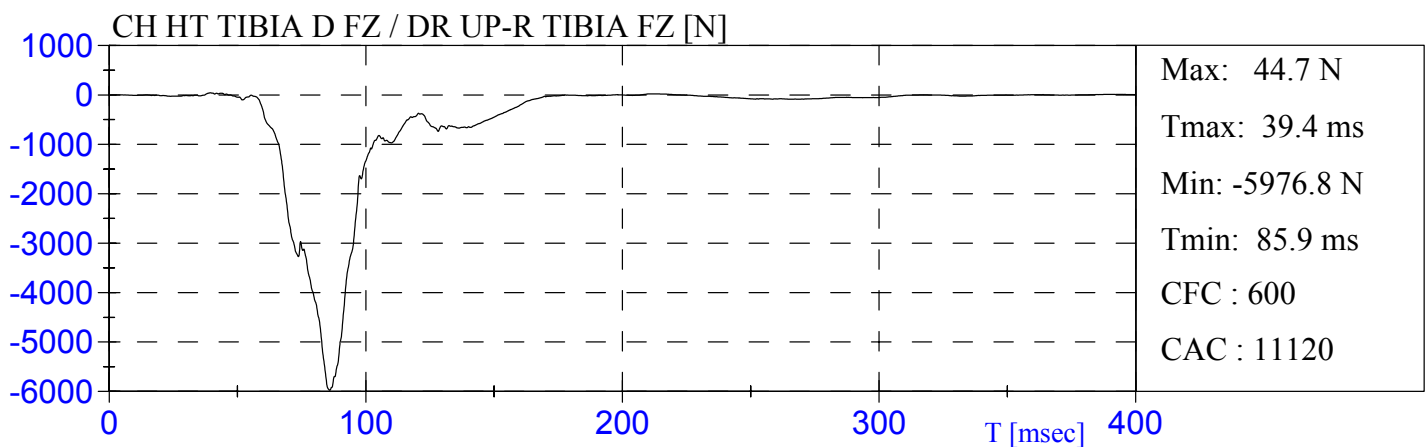
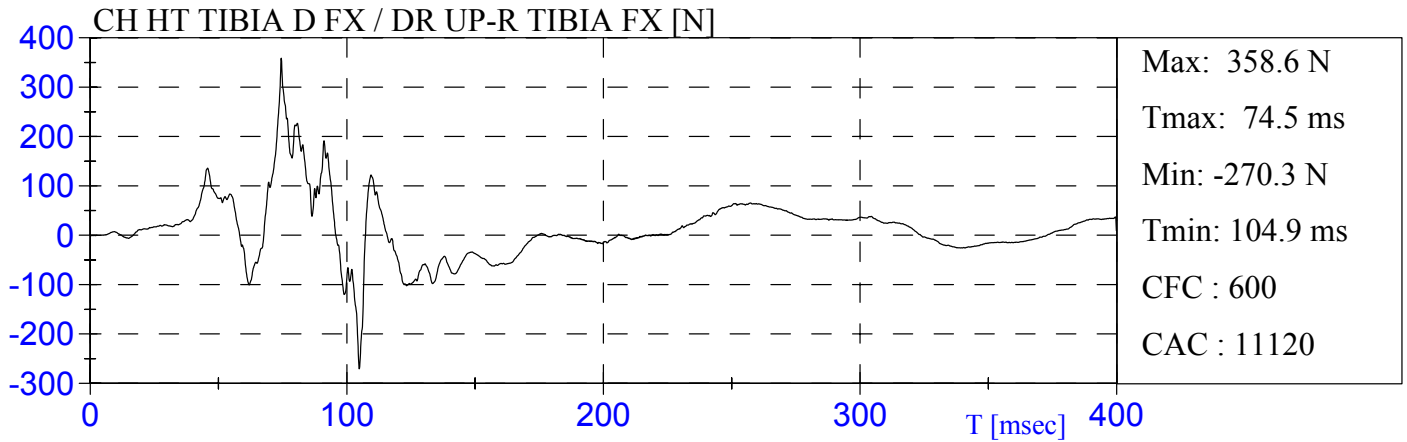


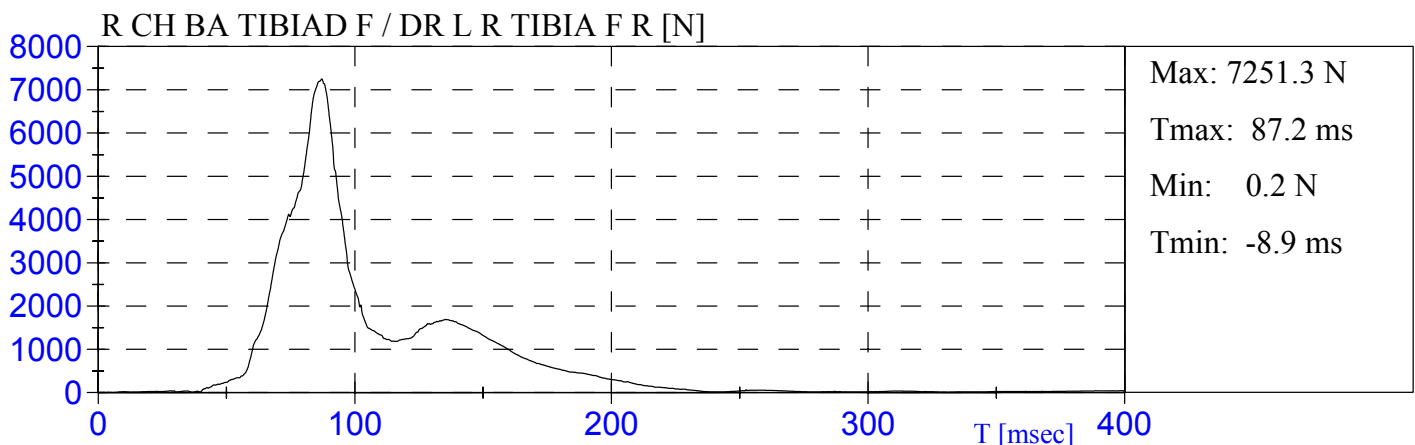
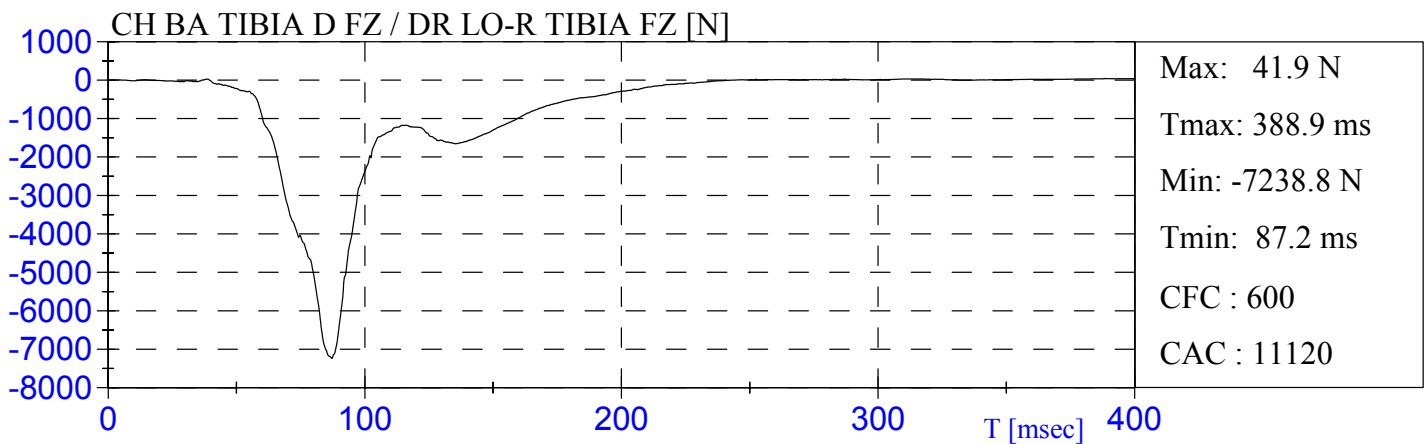
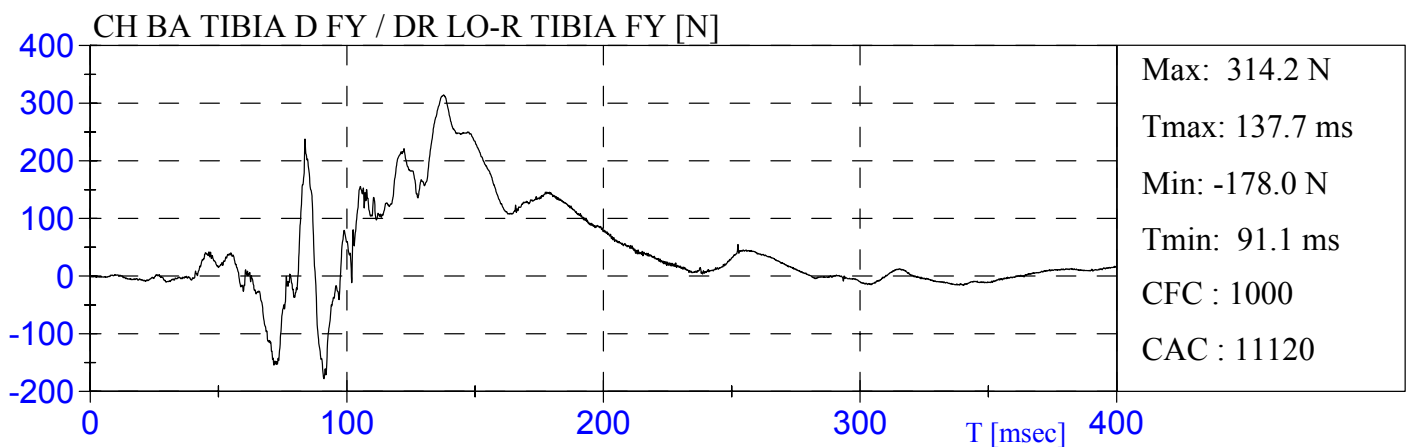
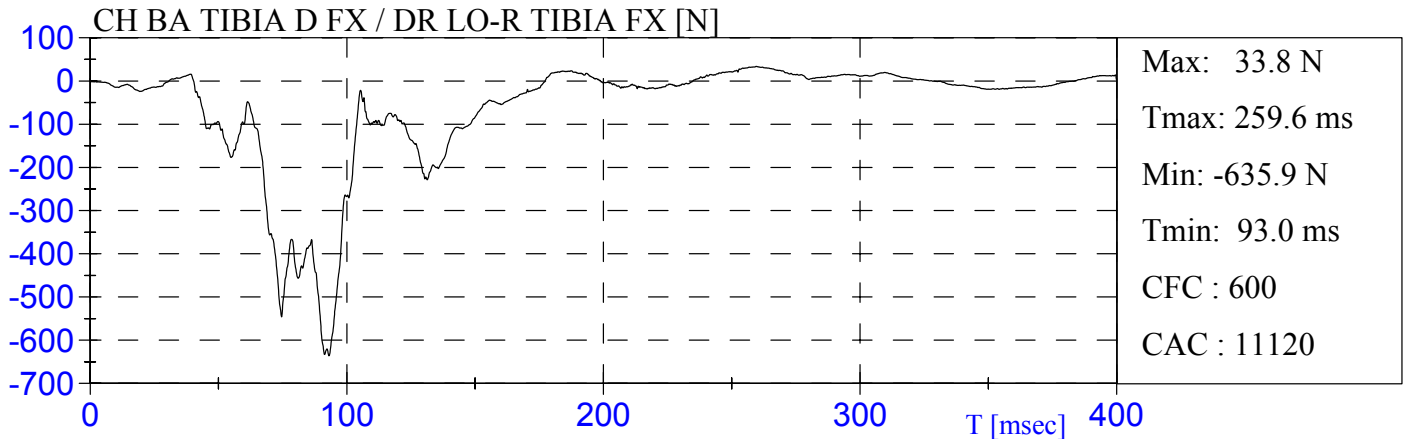
Max: 1.6 deg
 Tmax: 104.2 ms
 Min: -0.0 deg
 Tmin: 25.6 ms
 CFC : 1000
 CAC : 100

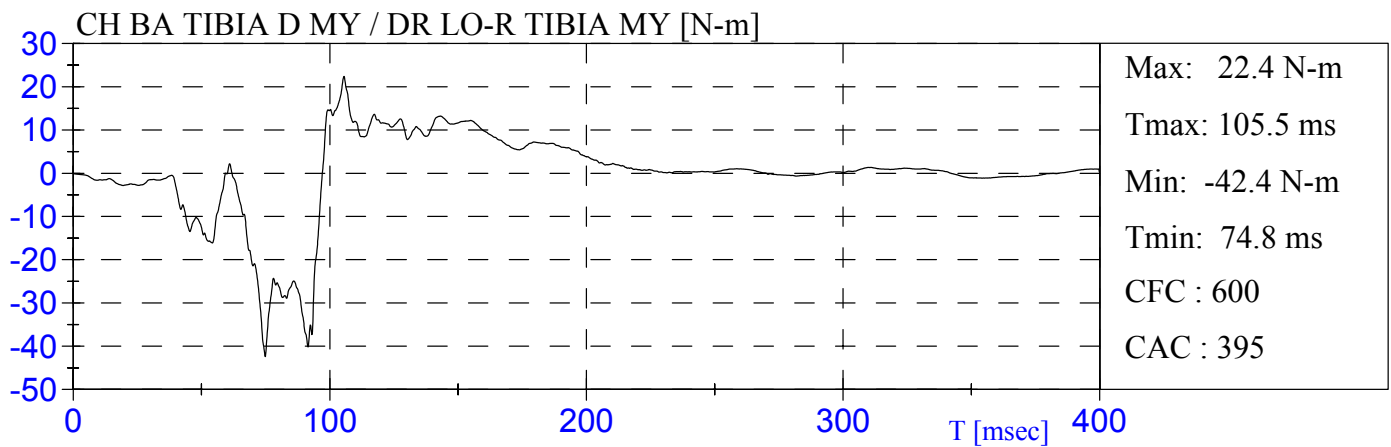
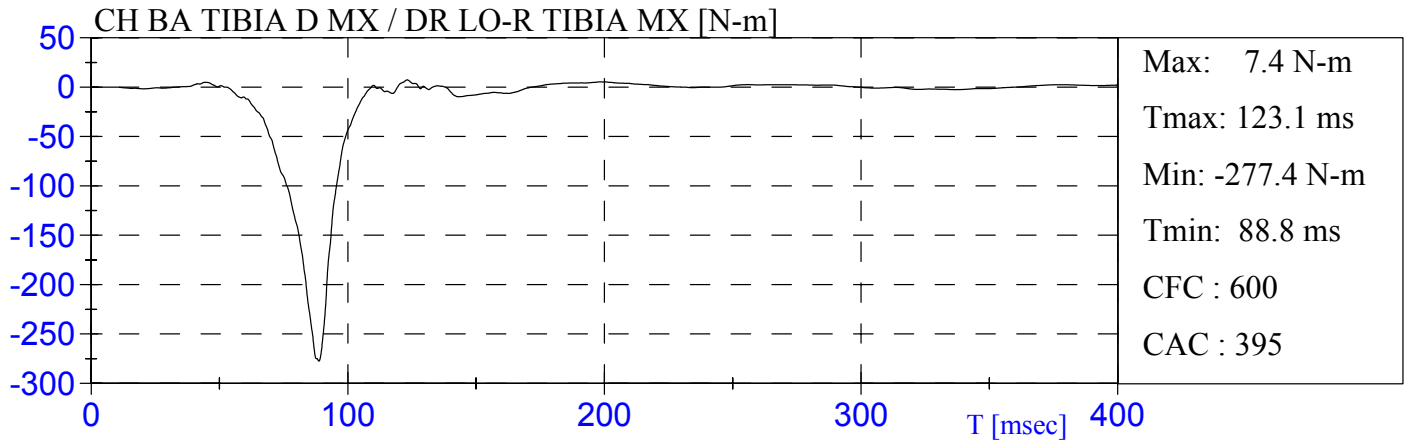
CH CHEVILLE G RZ / DR L ANGLE RZ [deg]

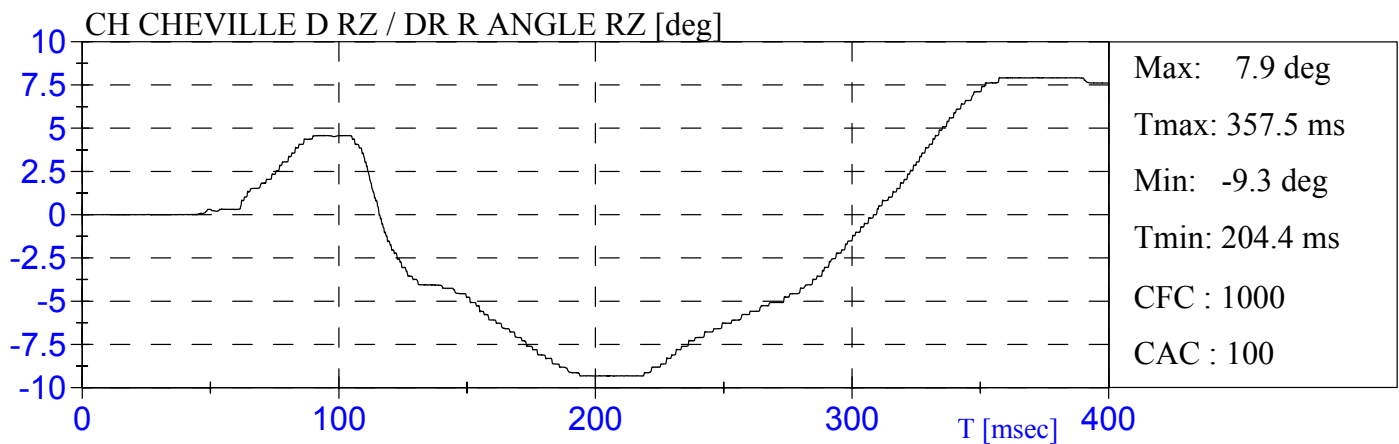
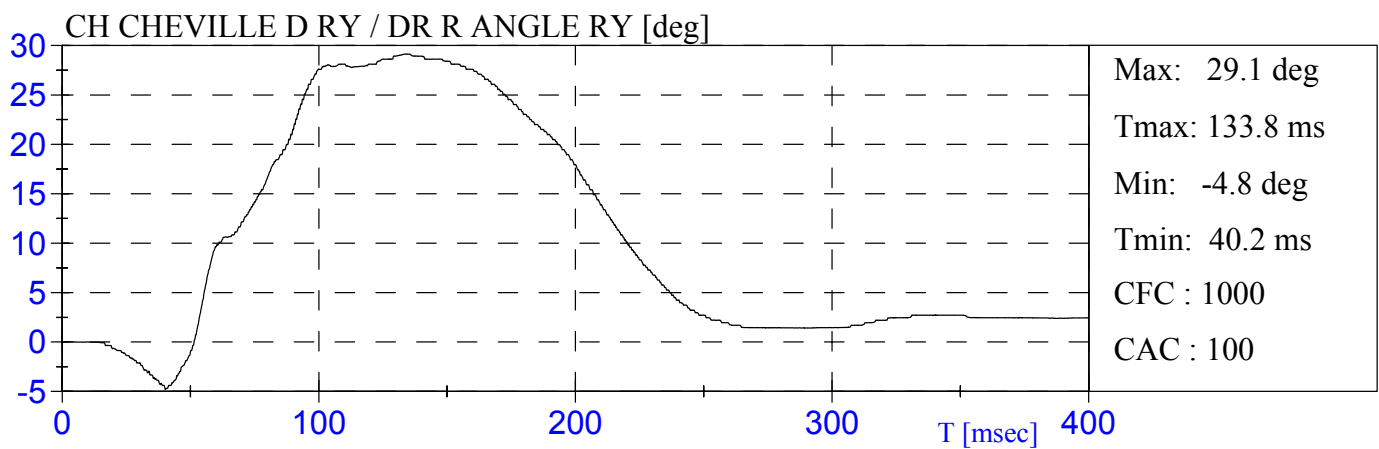
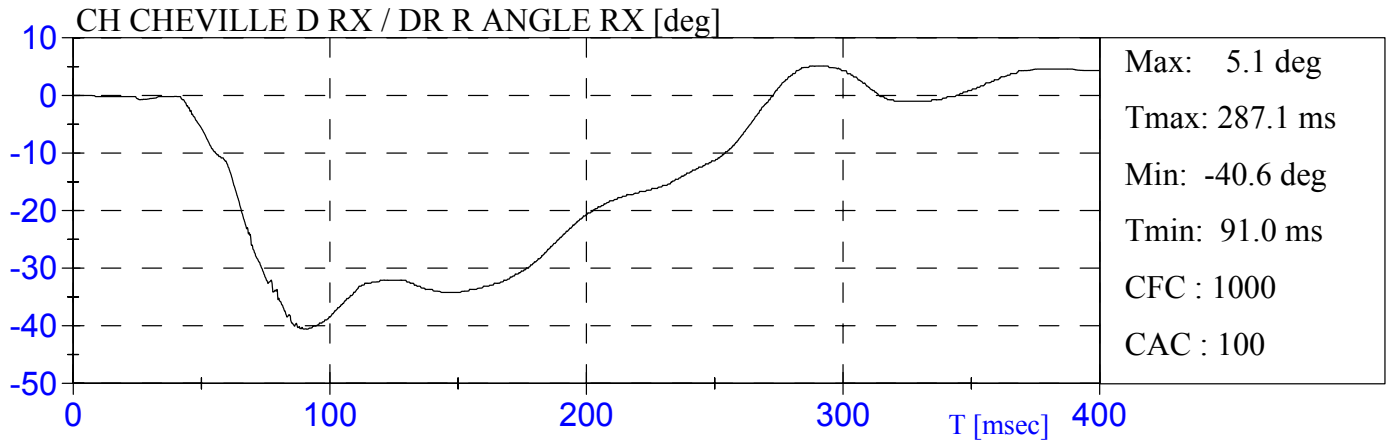


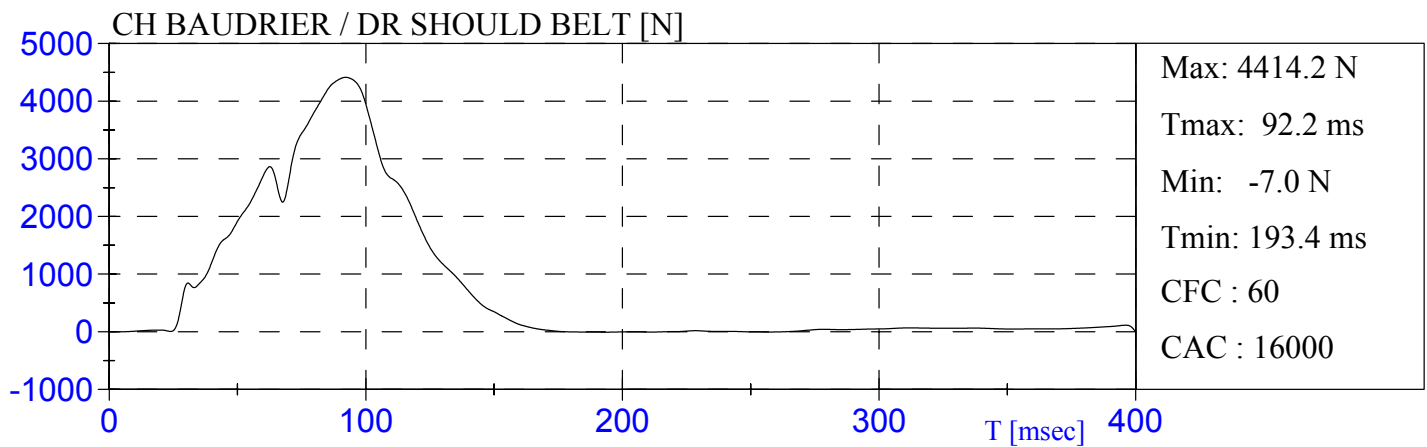
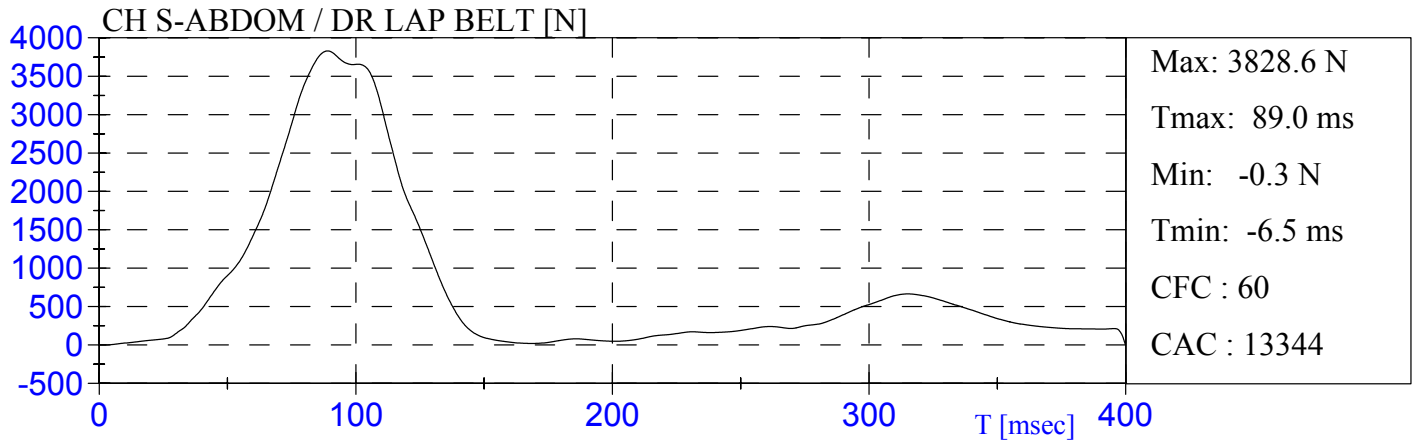
Max: 10.2 deg
 Tmax: 379.0 ms
 Min: -7.7 deg
 Tmin: 156.1 ms
 CFC : 1000
 CAC : 100

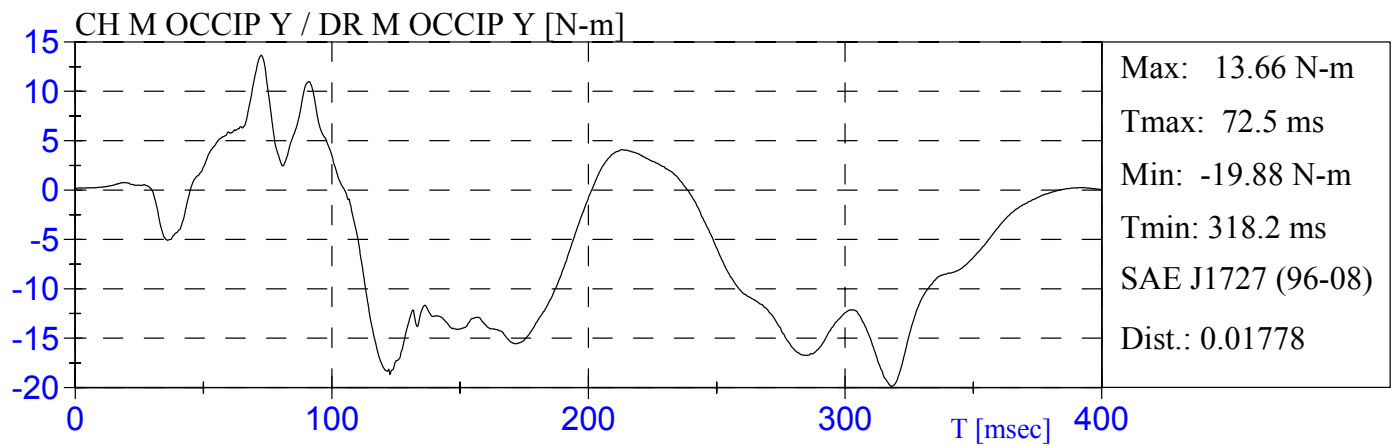


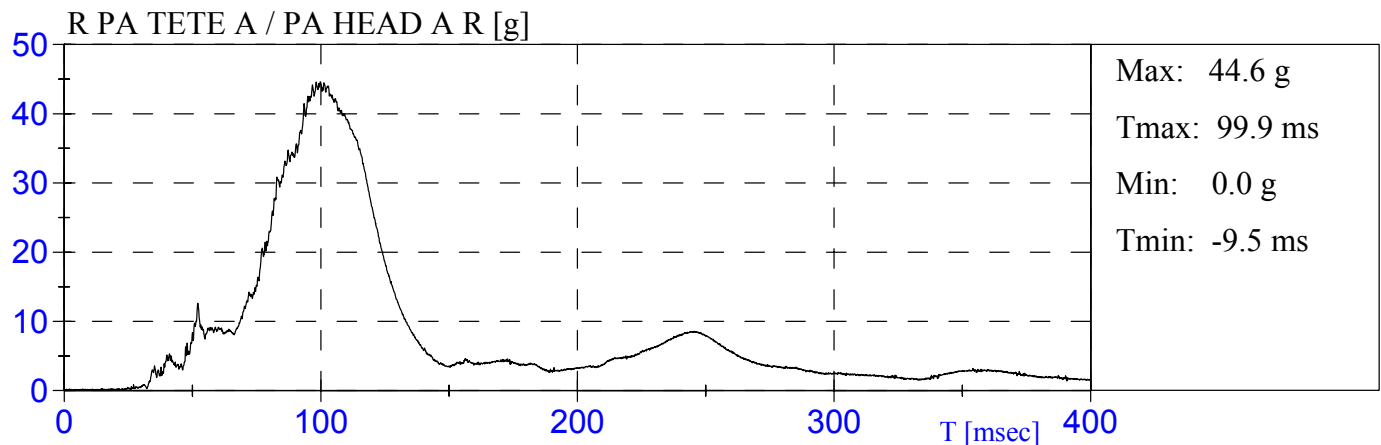
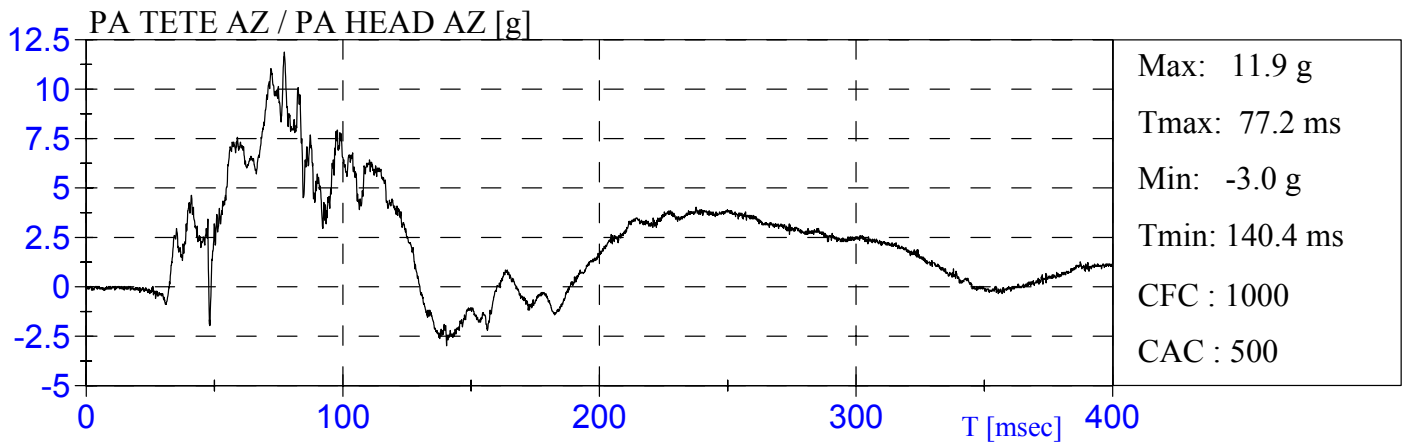
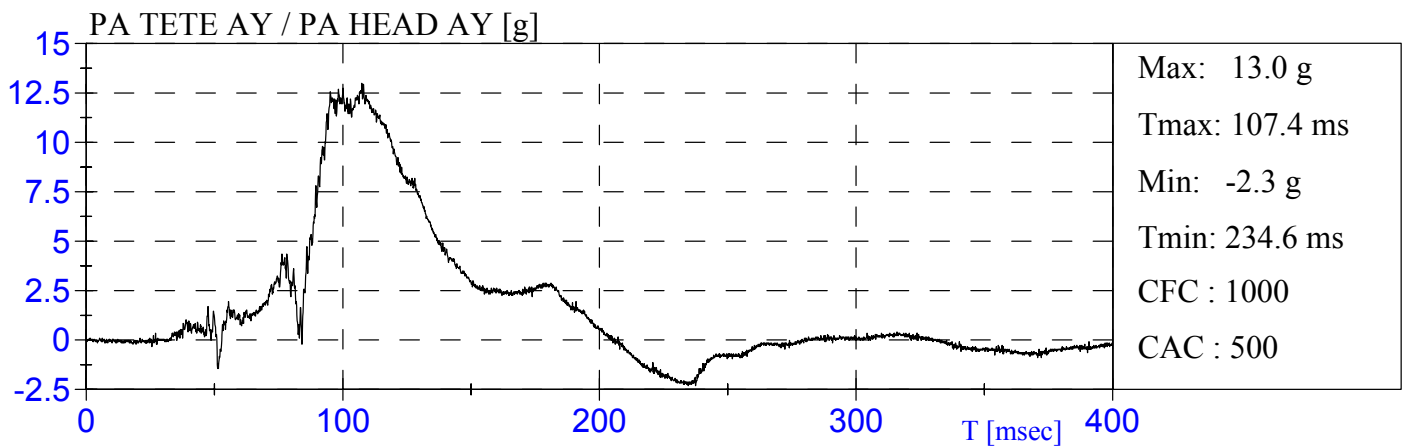
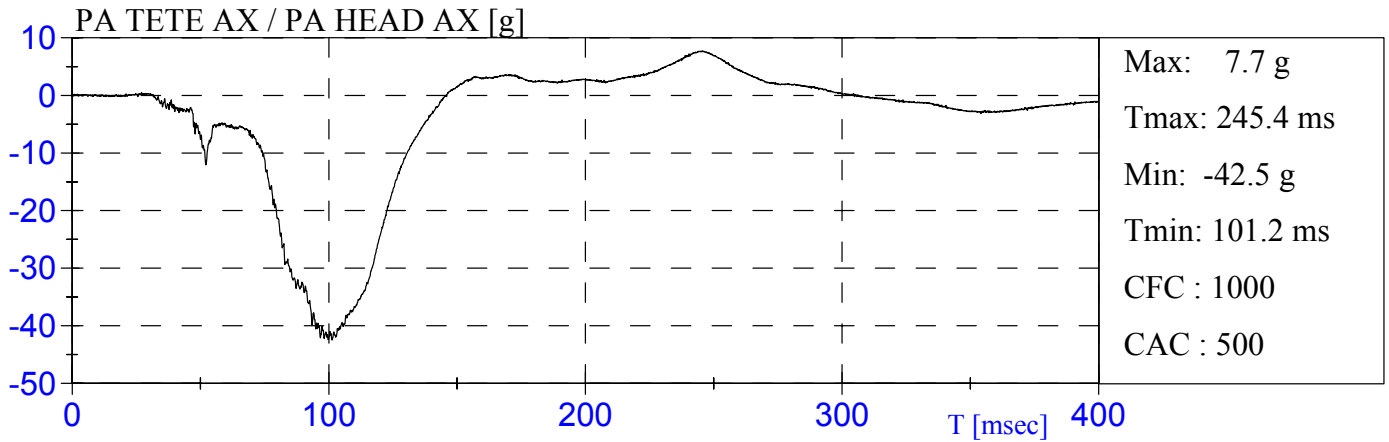


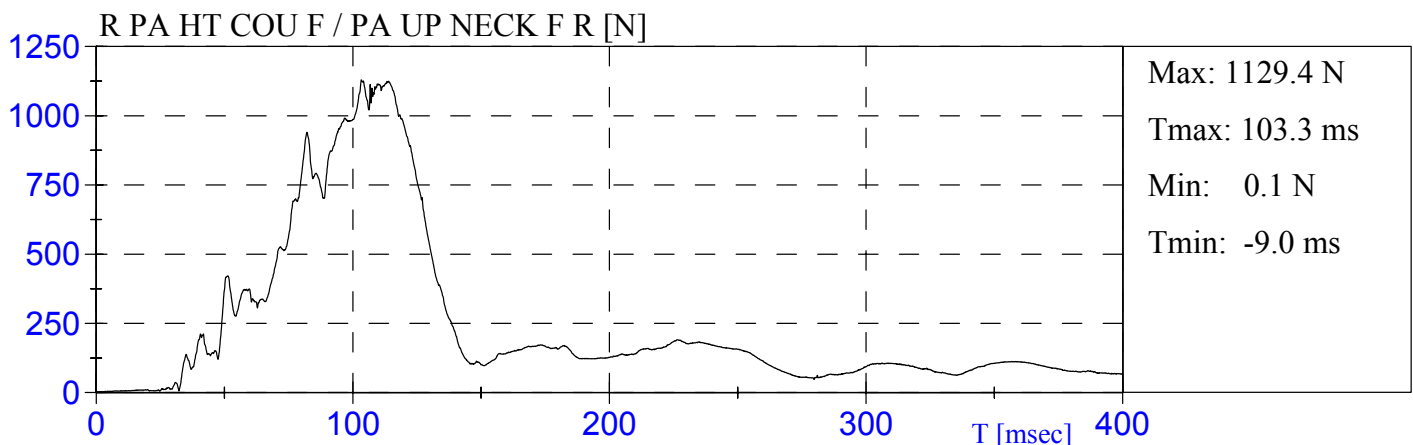
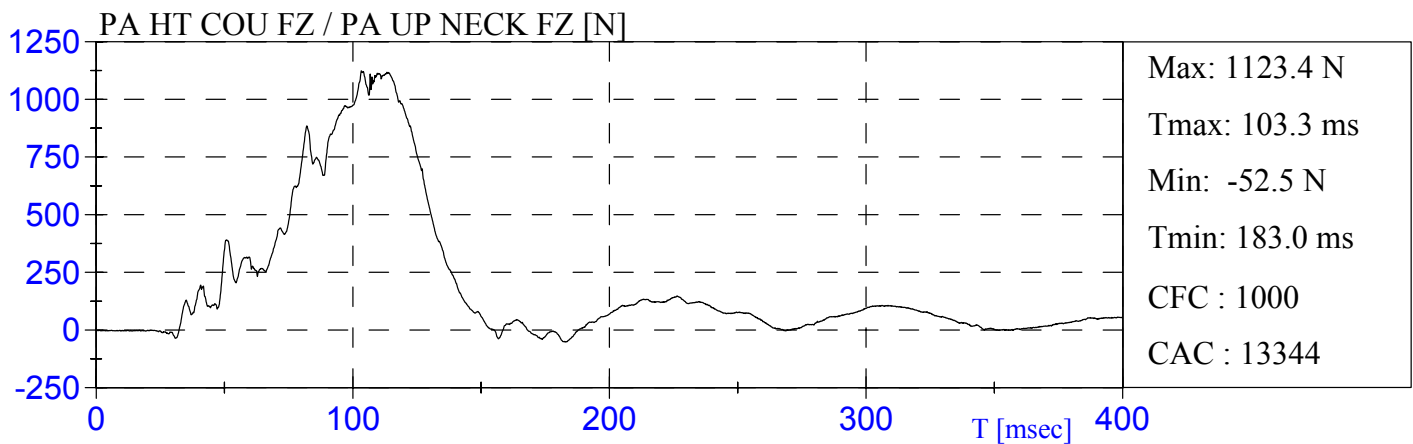
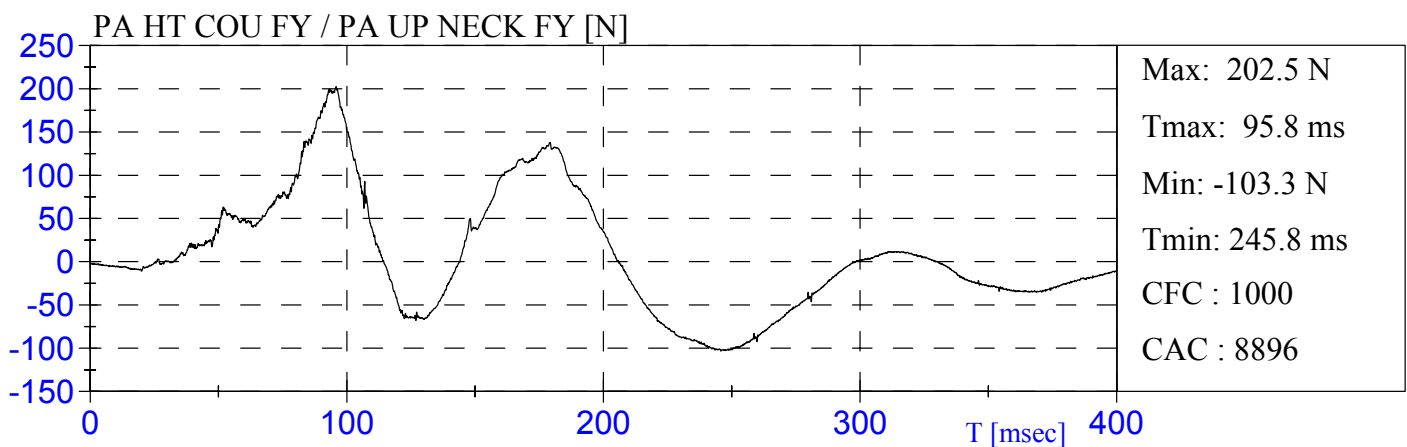
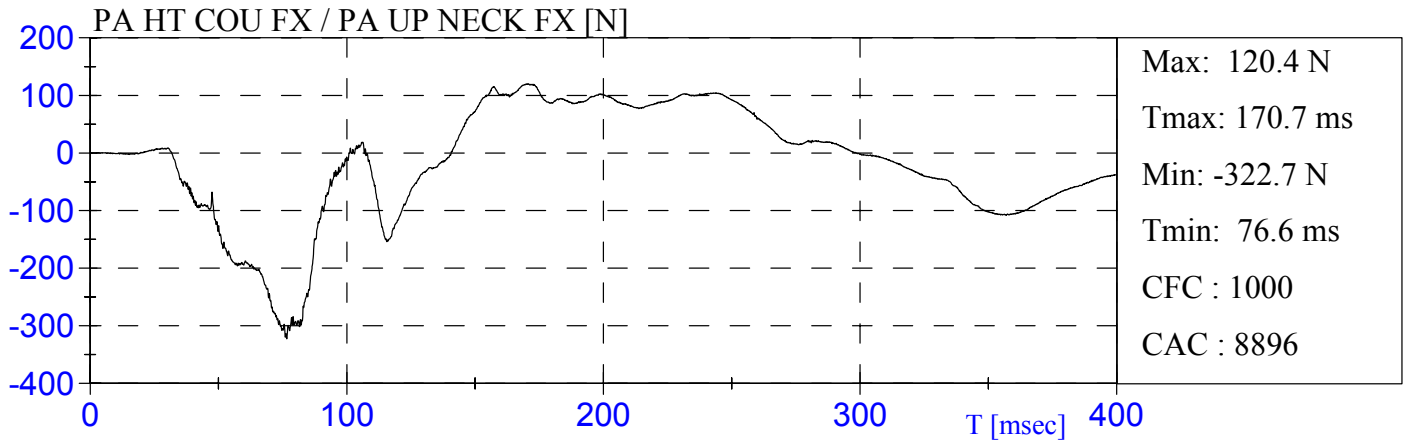


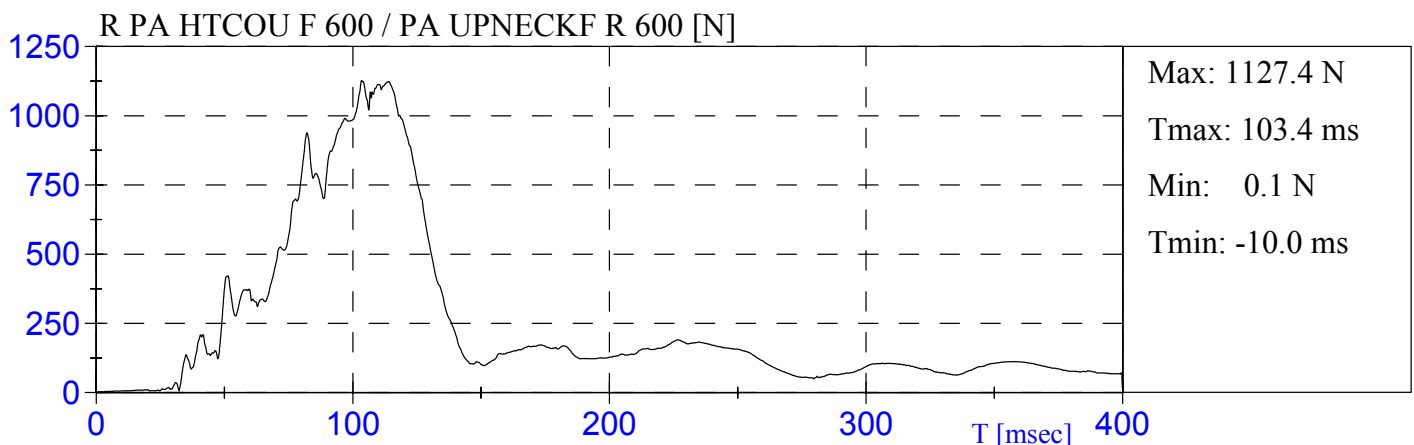
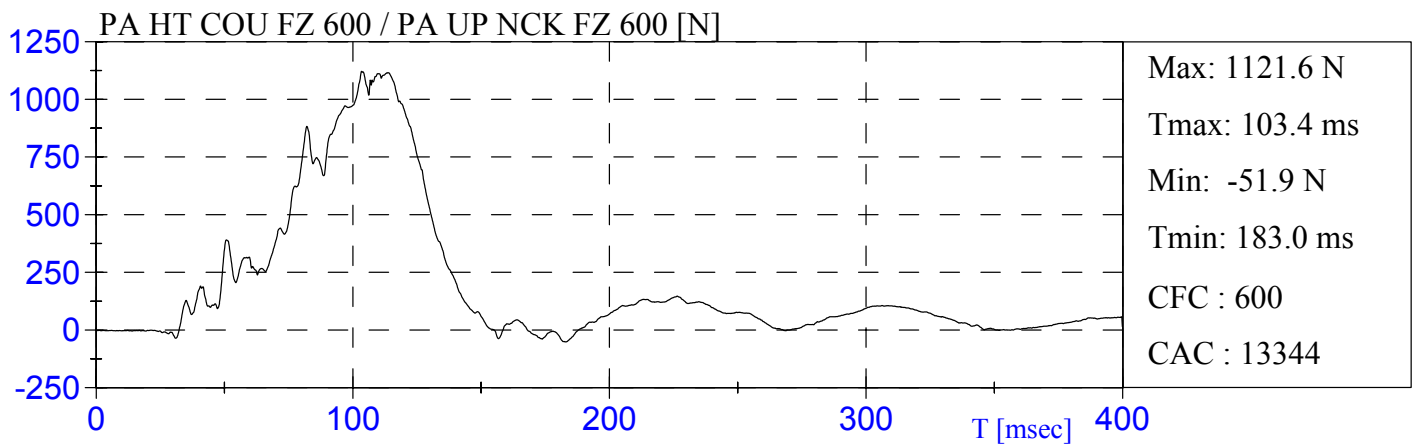
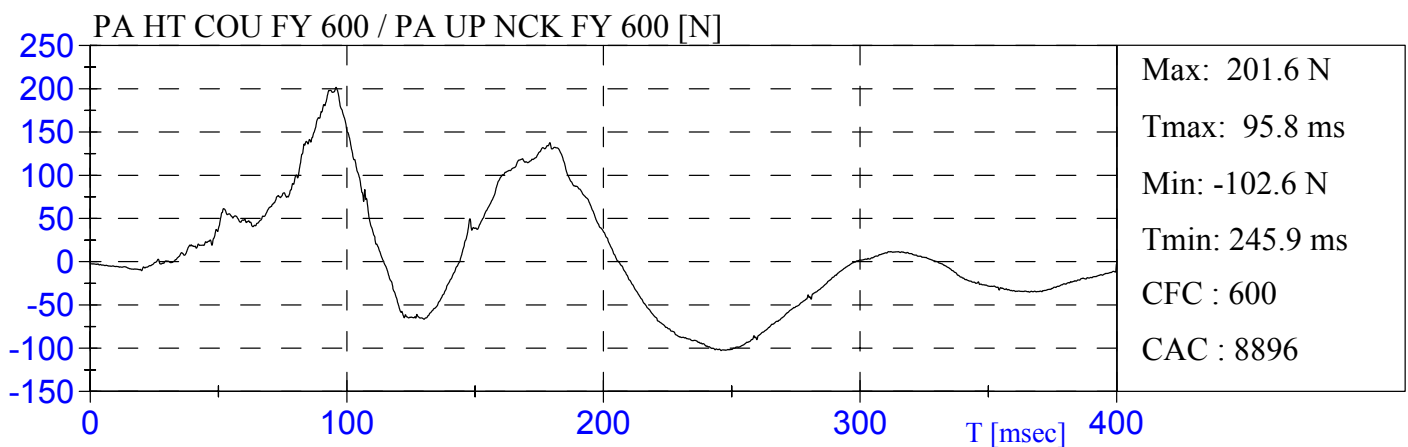
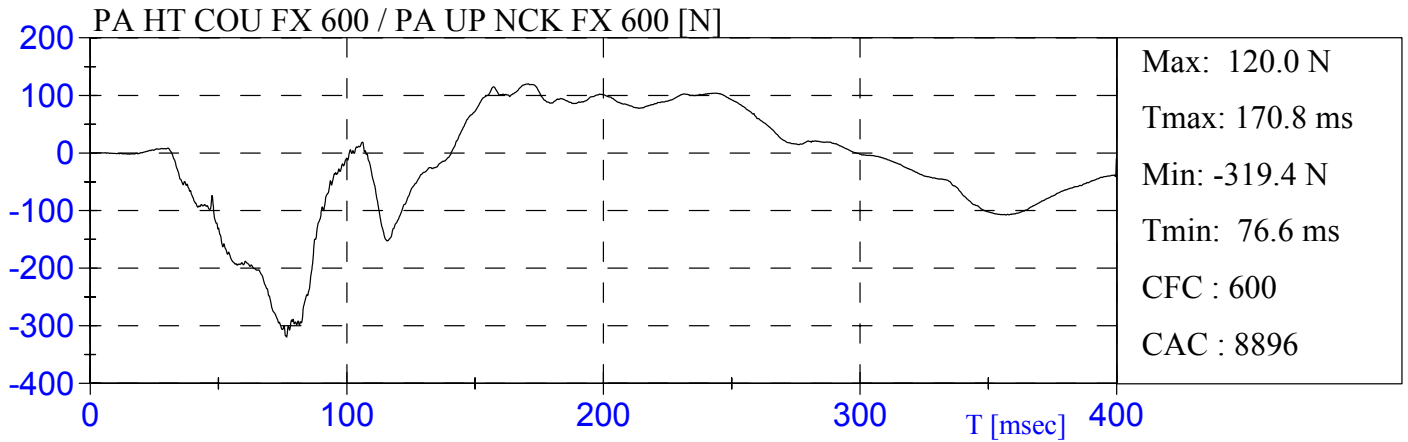


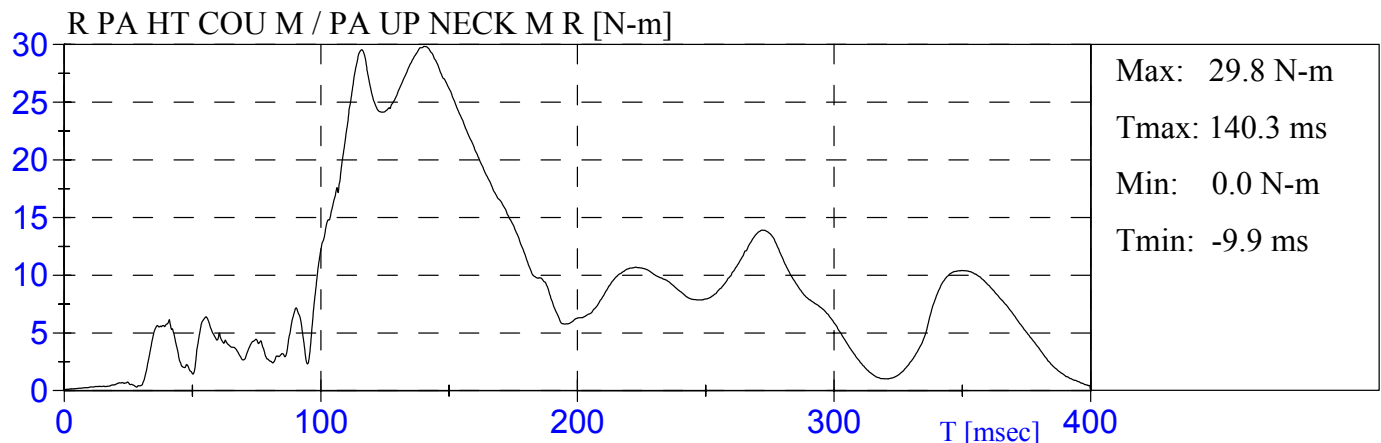
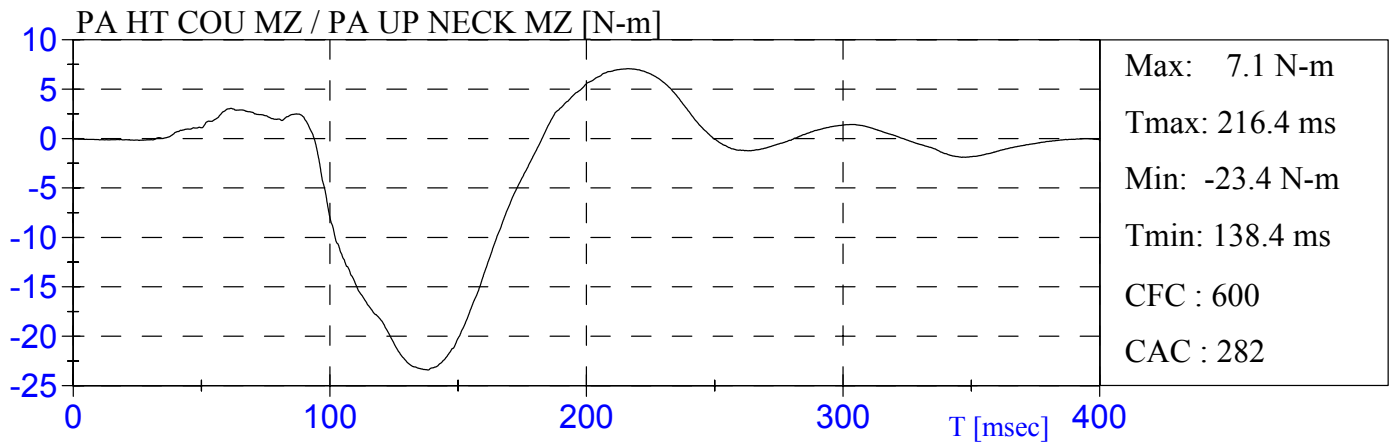
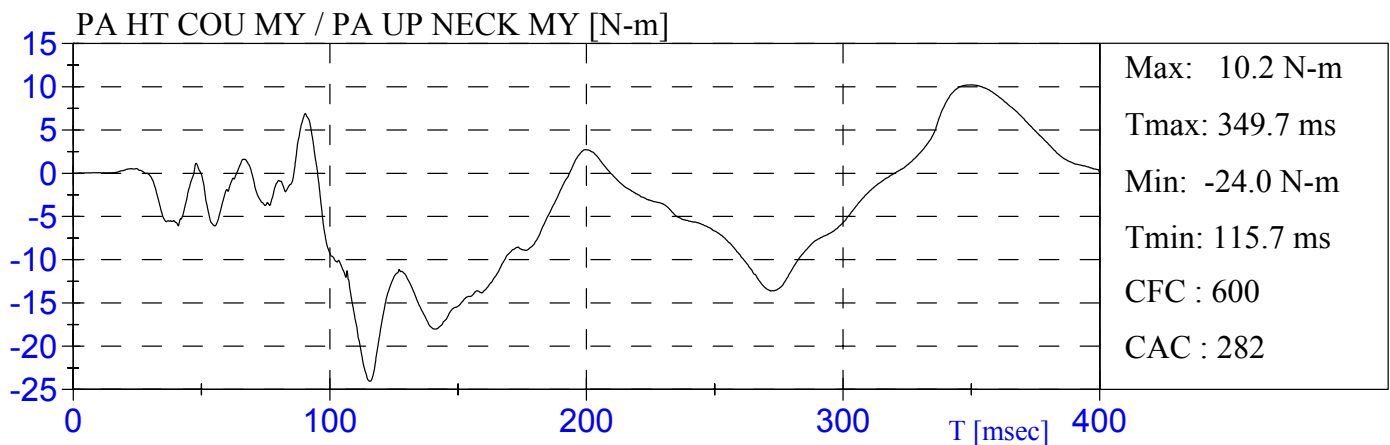
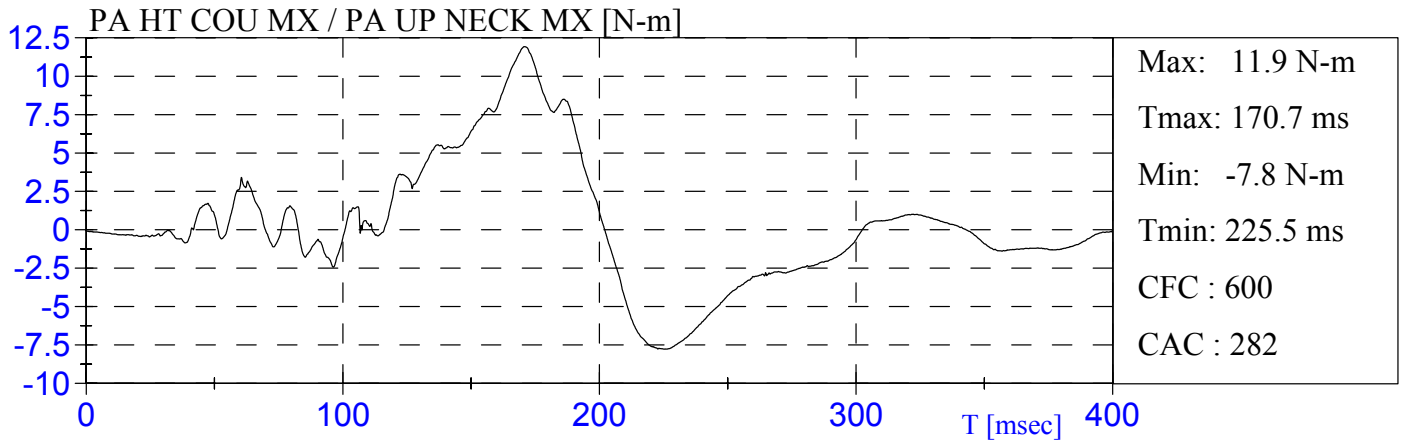


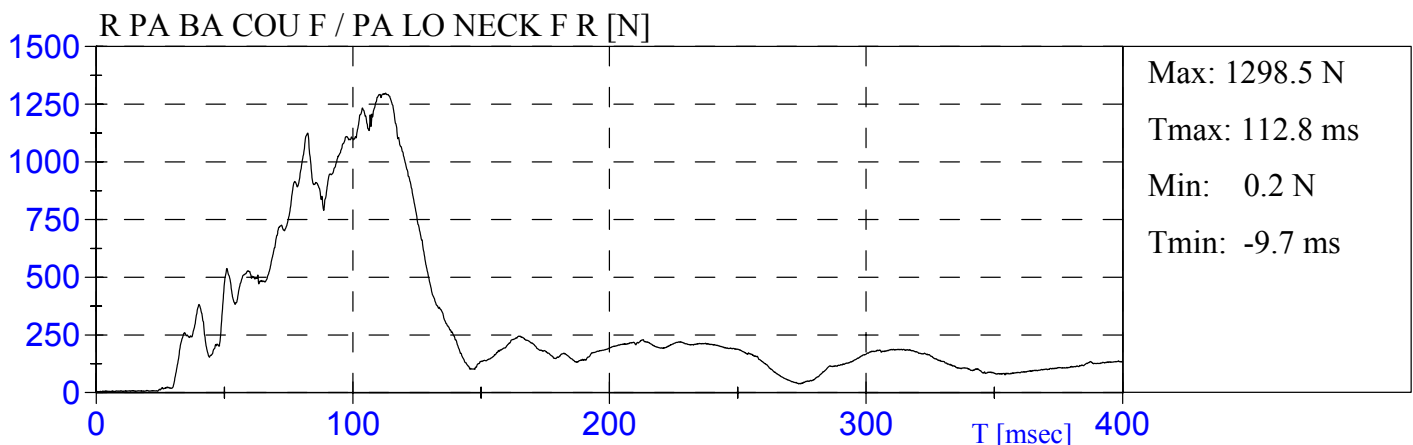
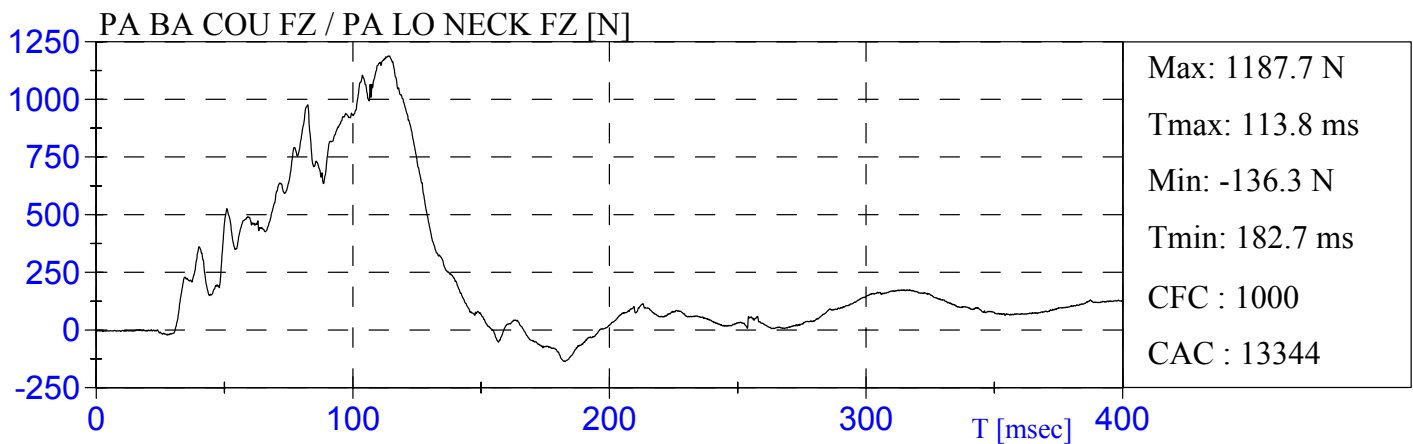
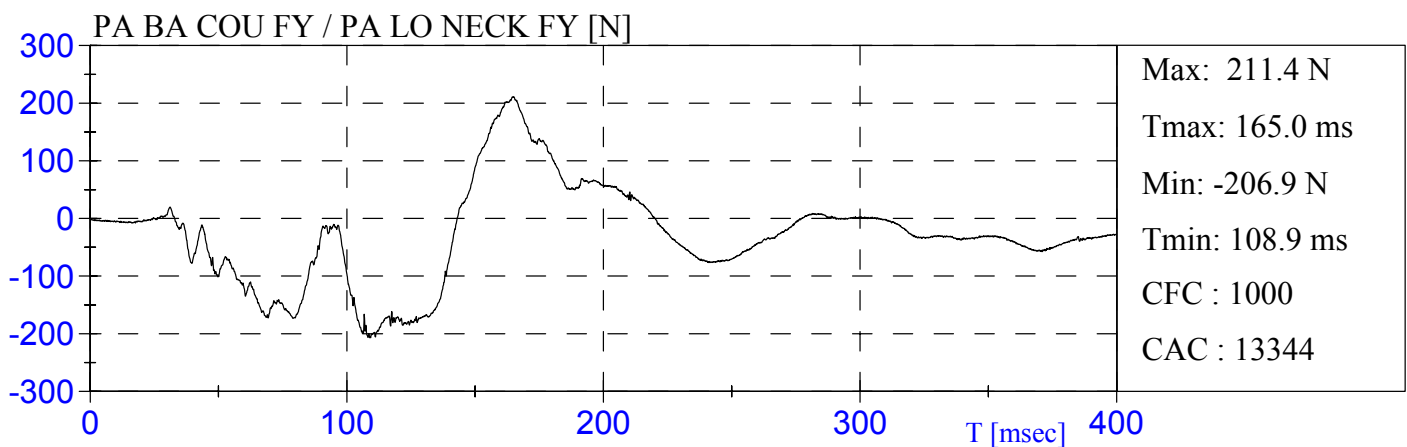
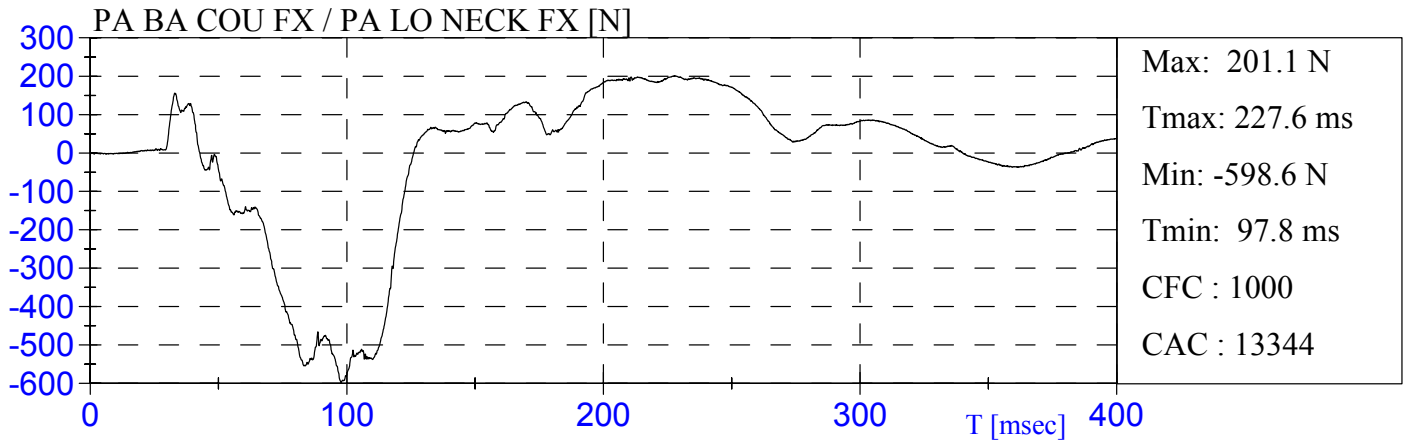


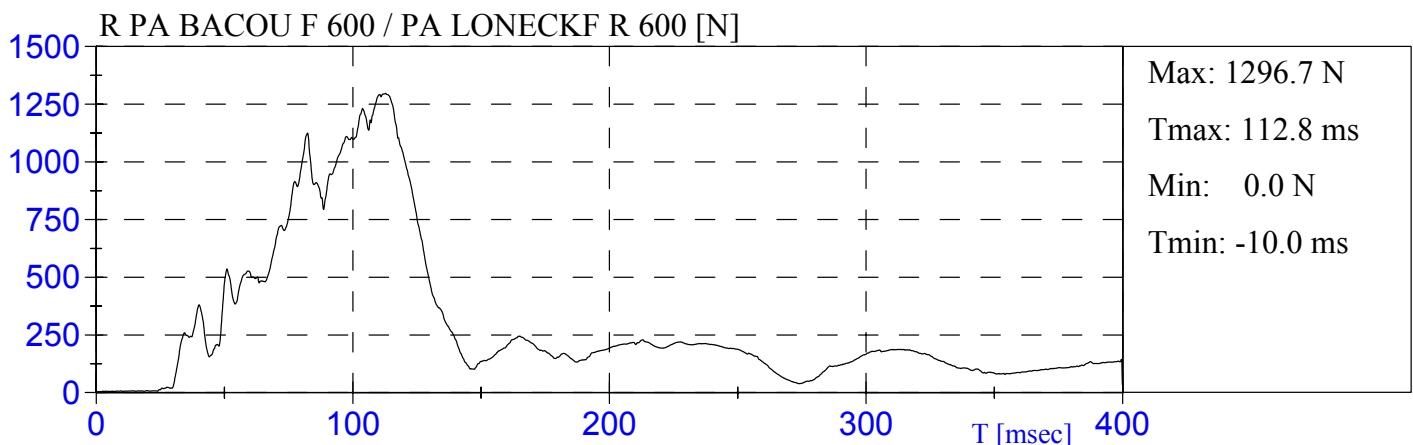
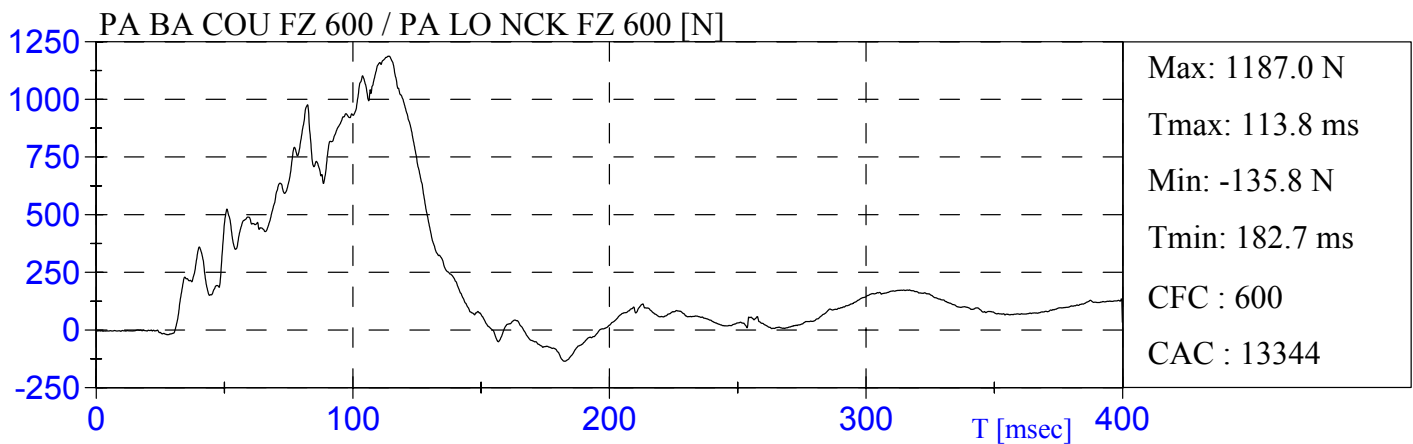
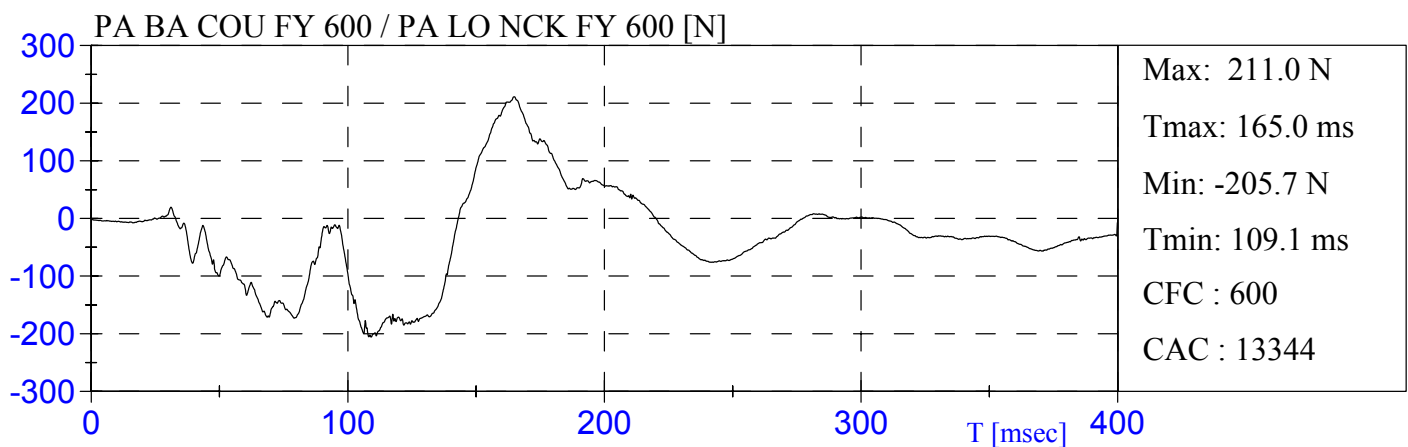
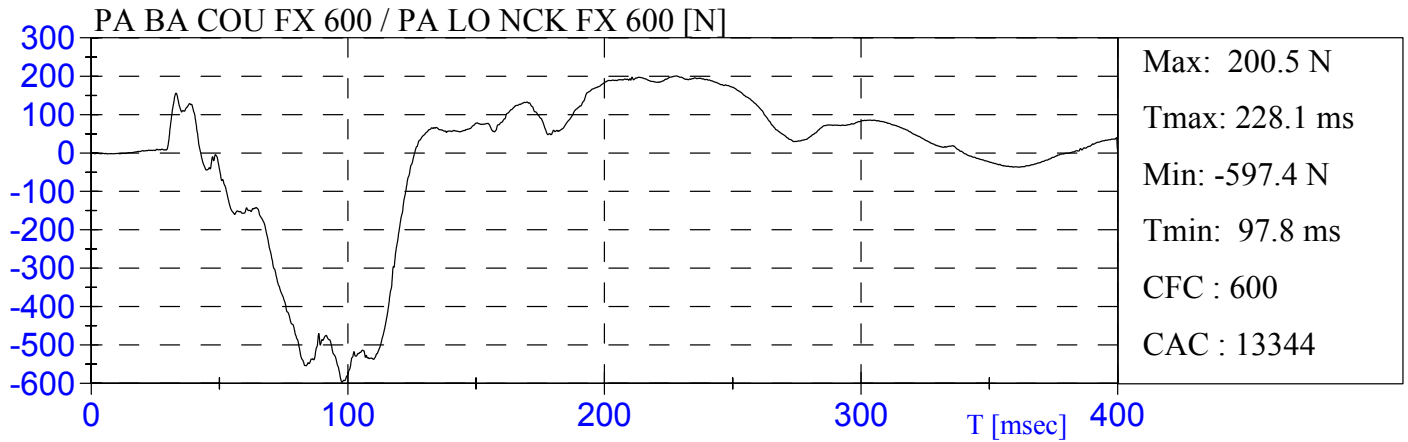


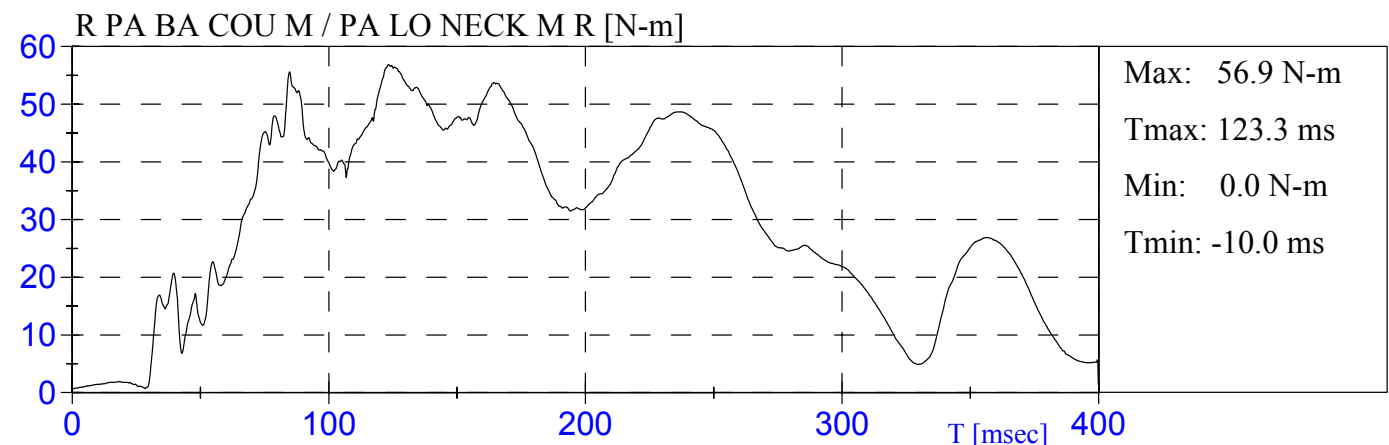
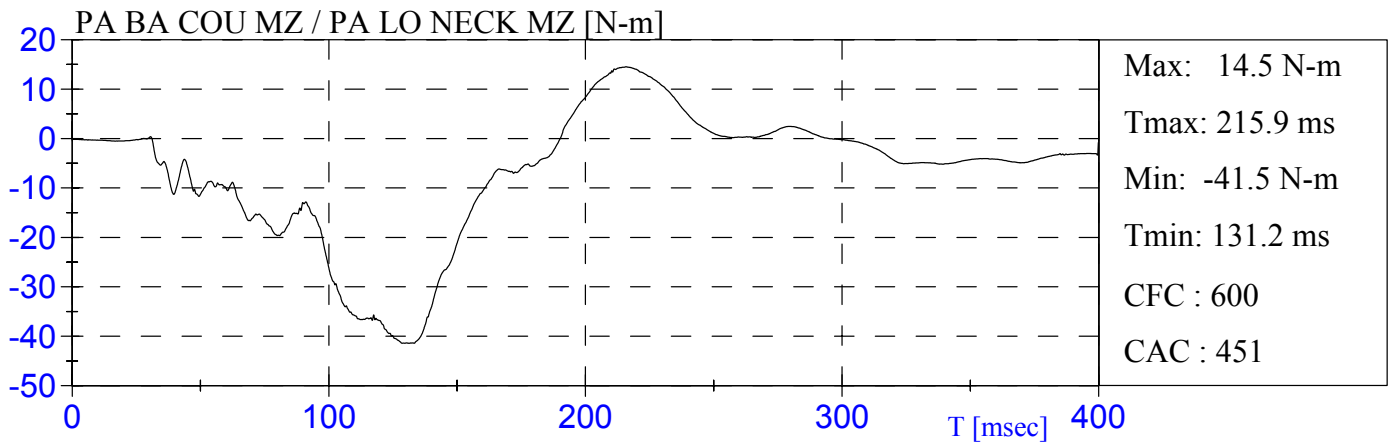
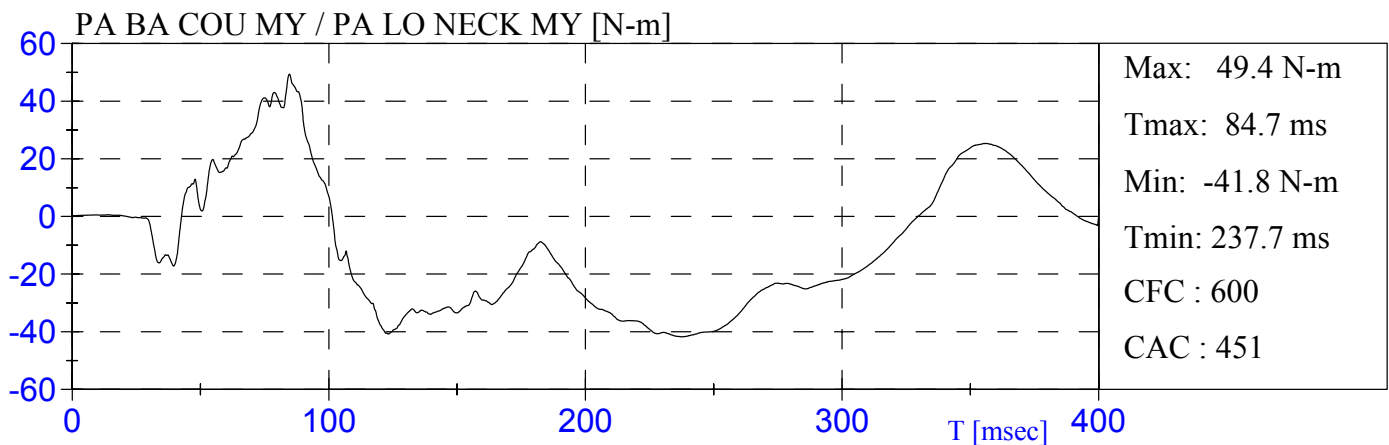
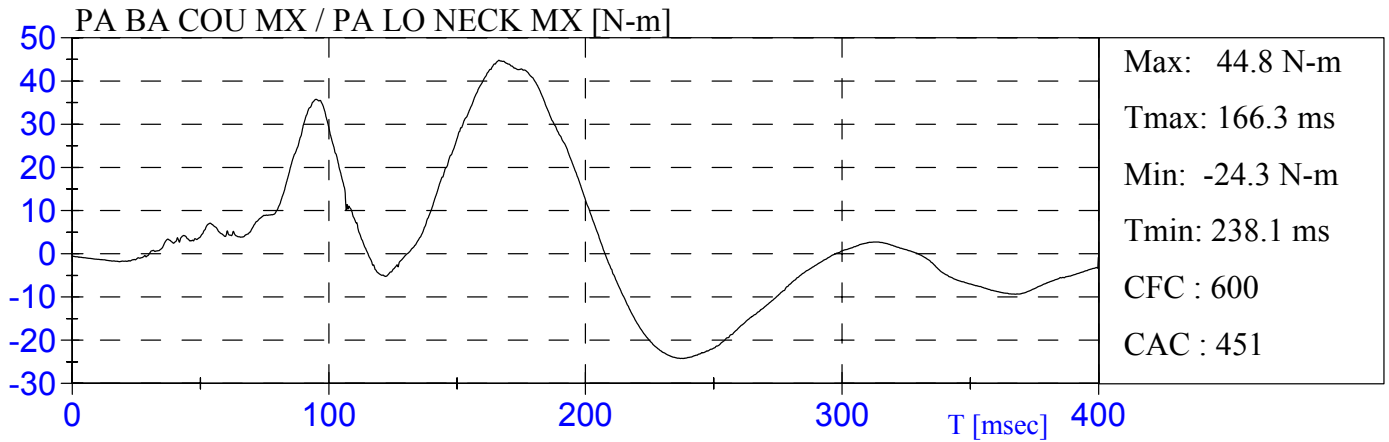


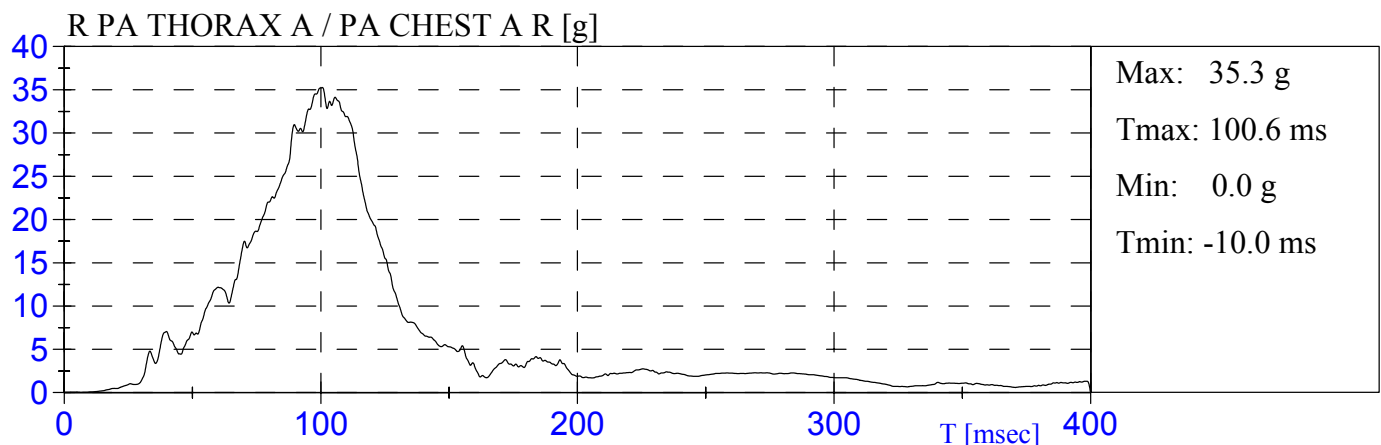
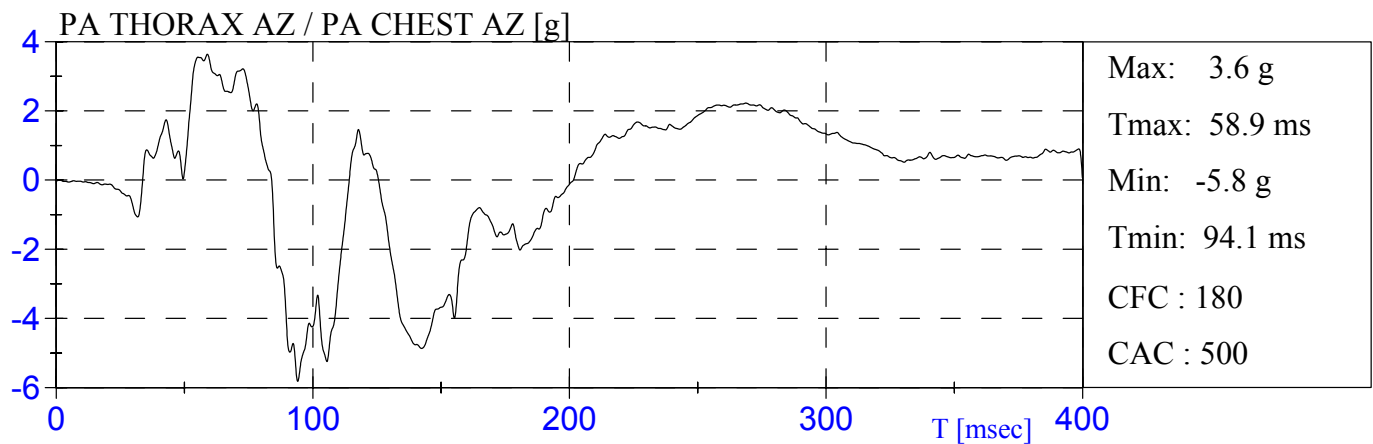
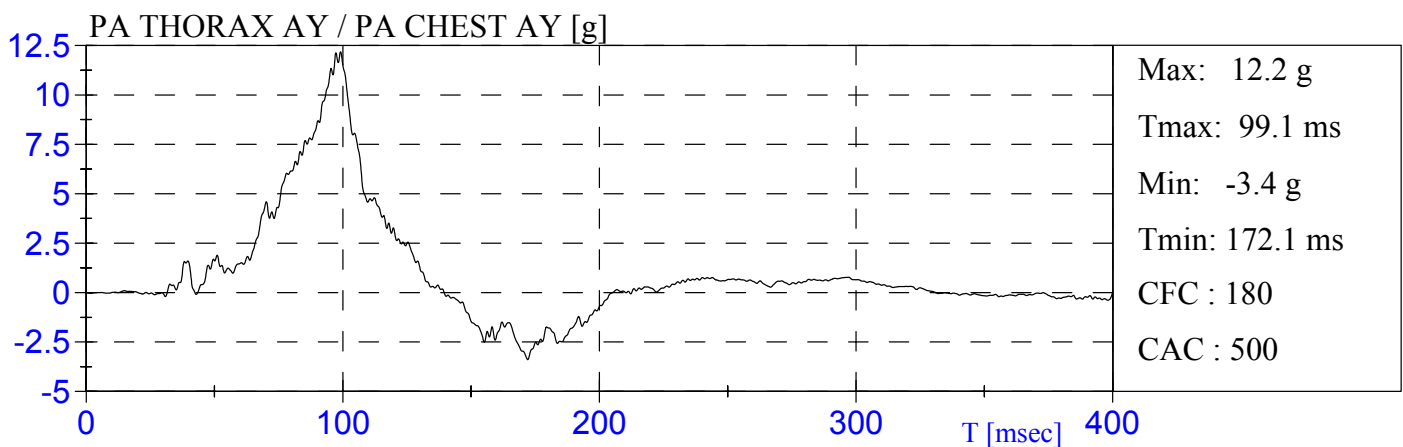
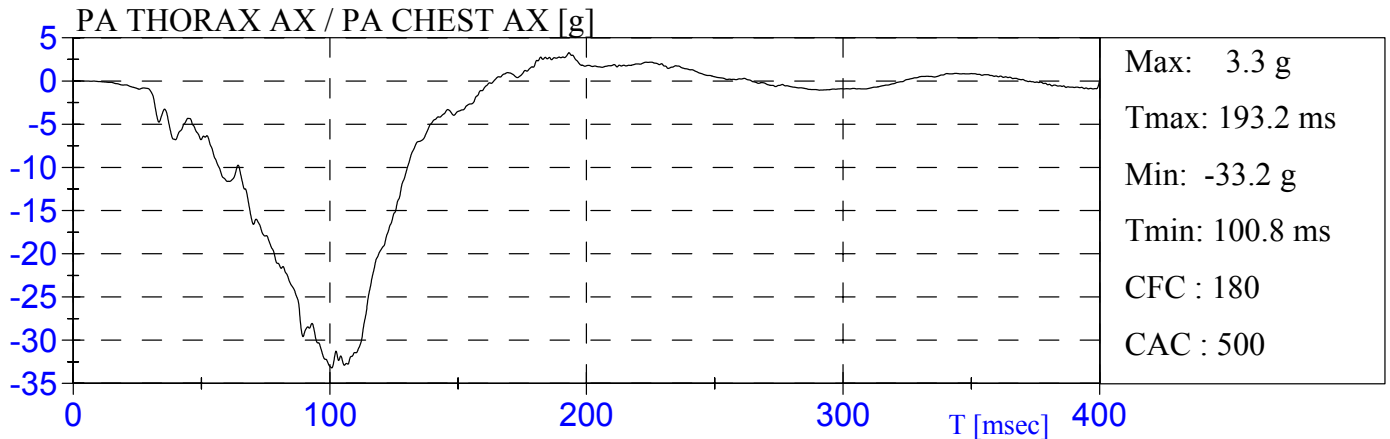


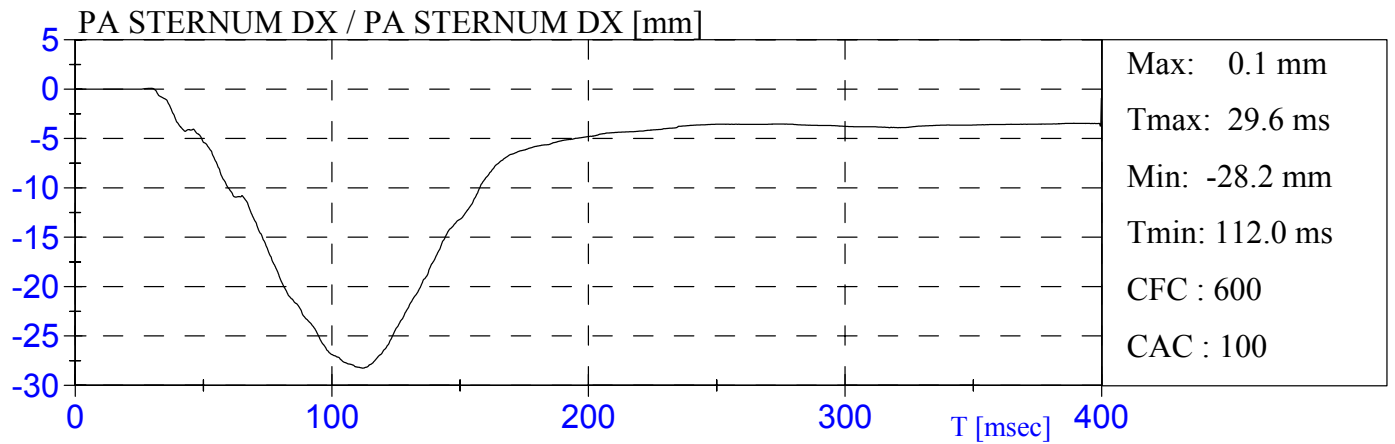


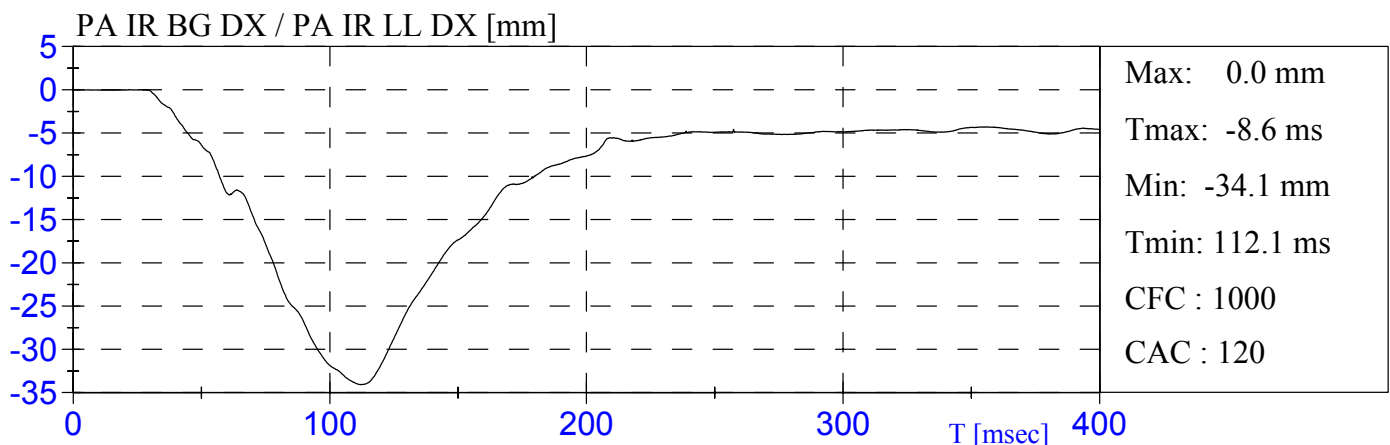
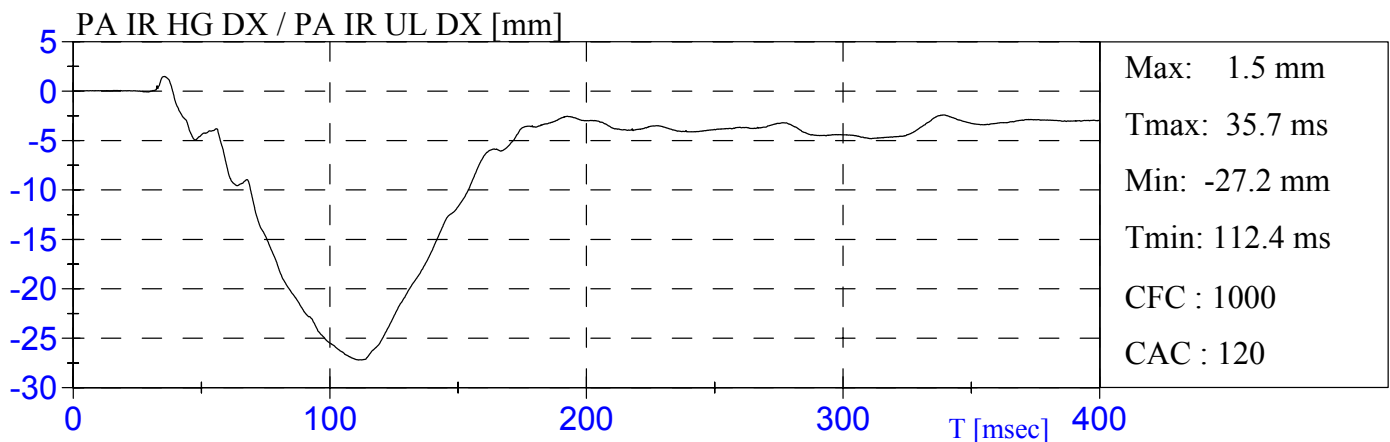
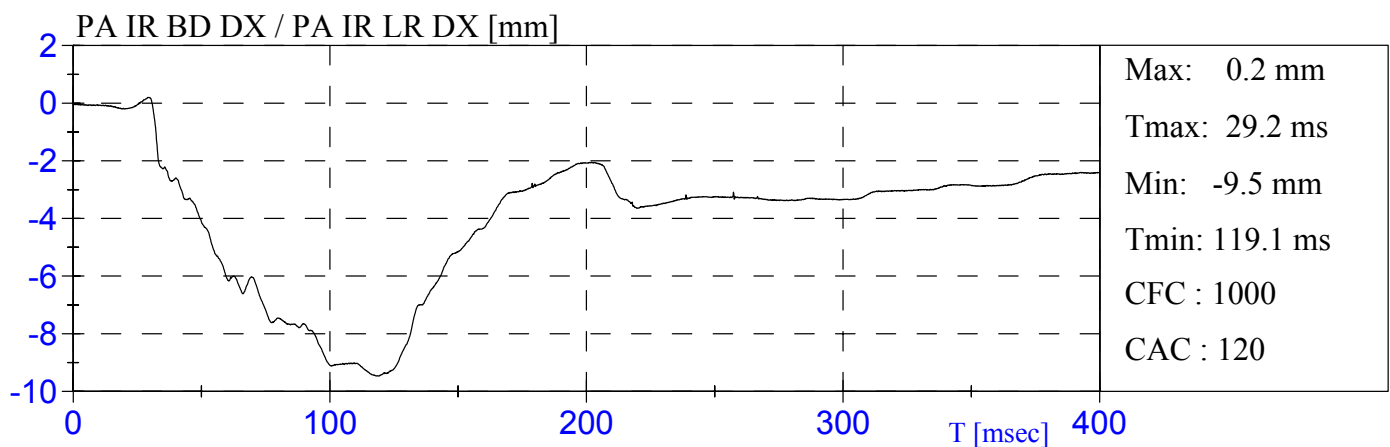
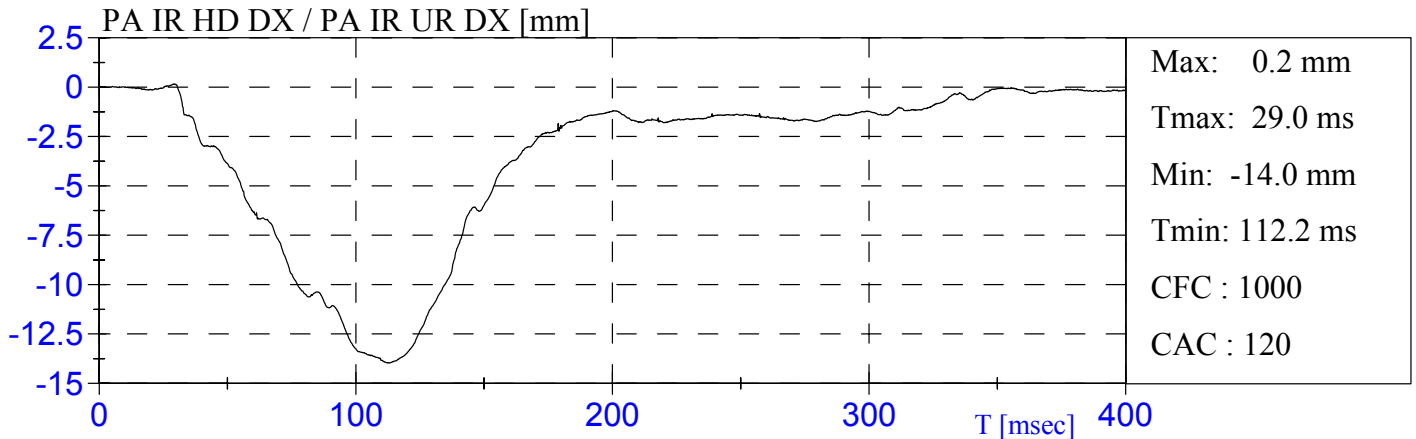


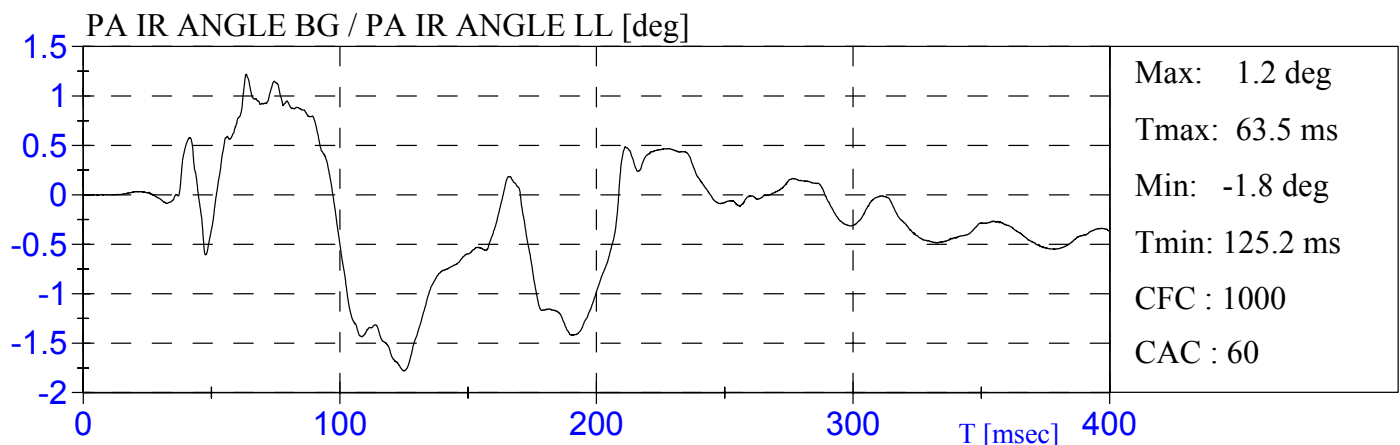
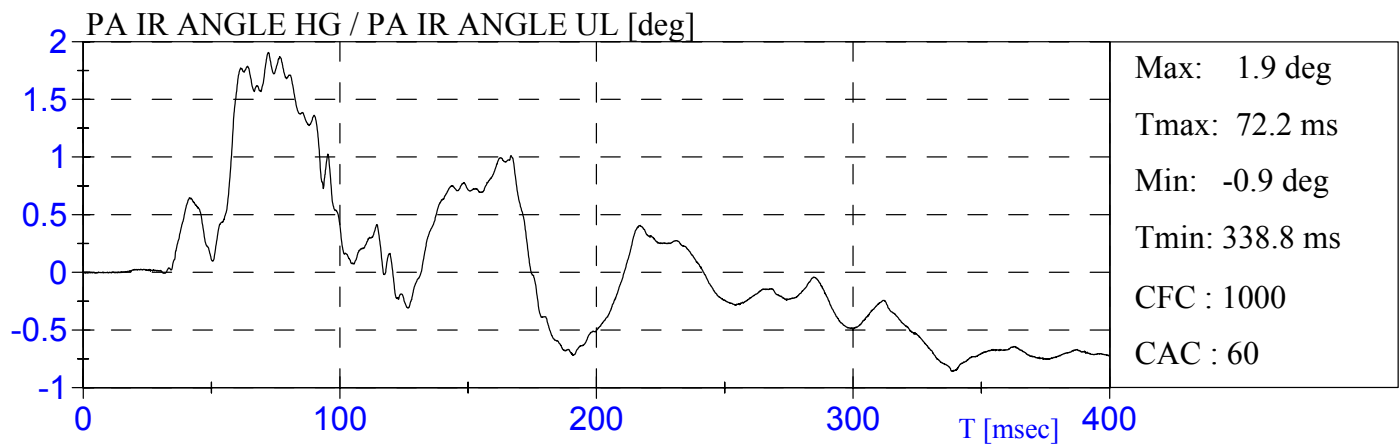
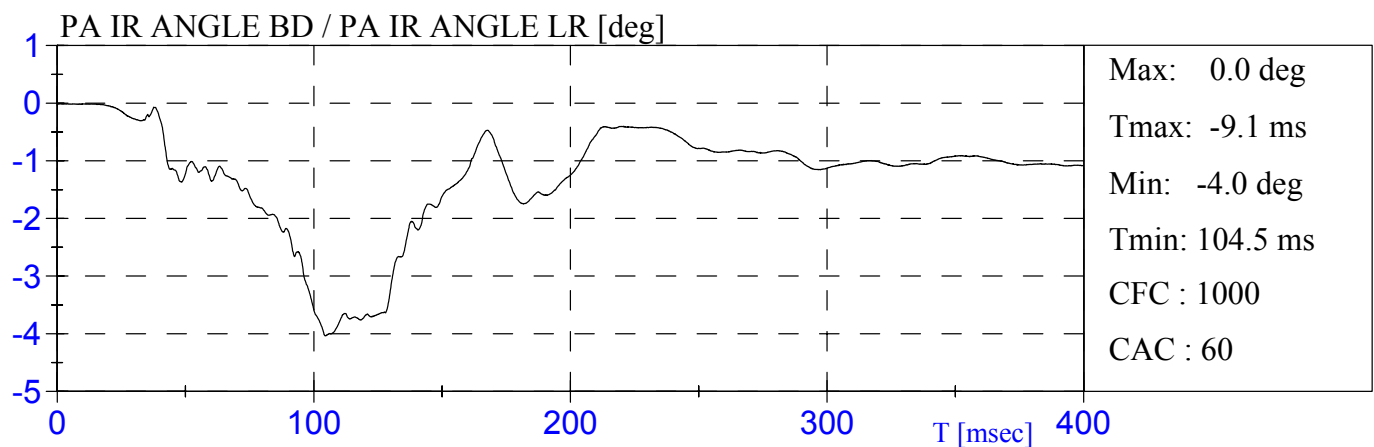
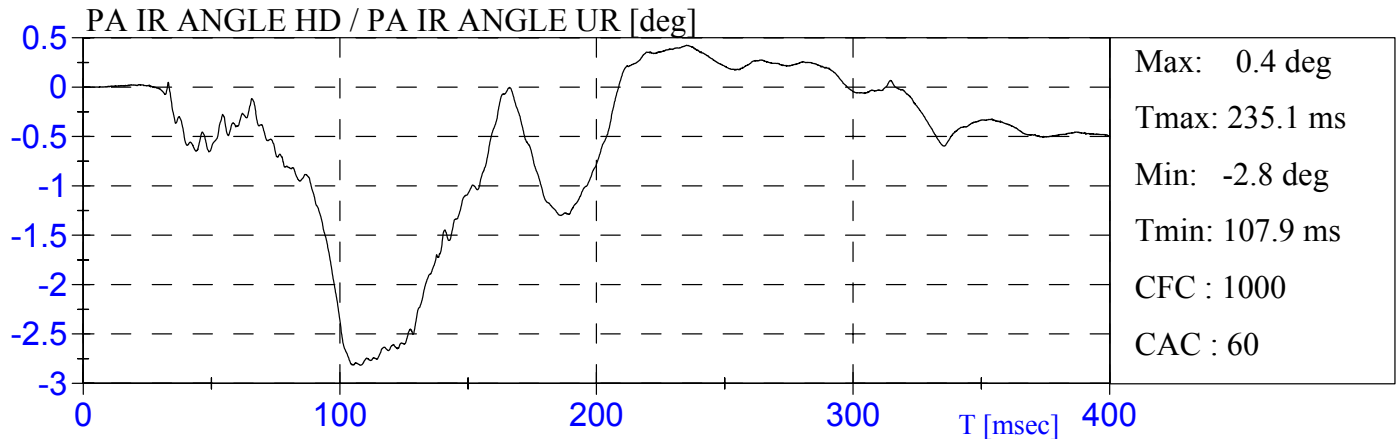


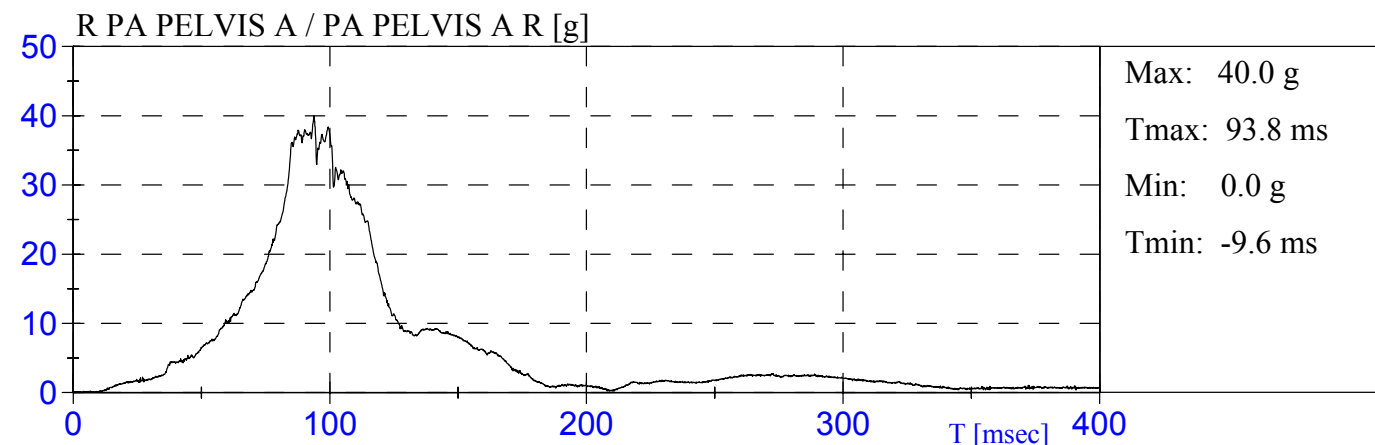
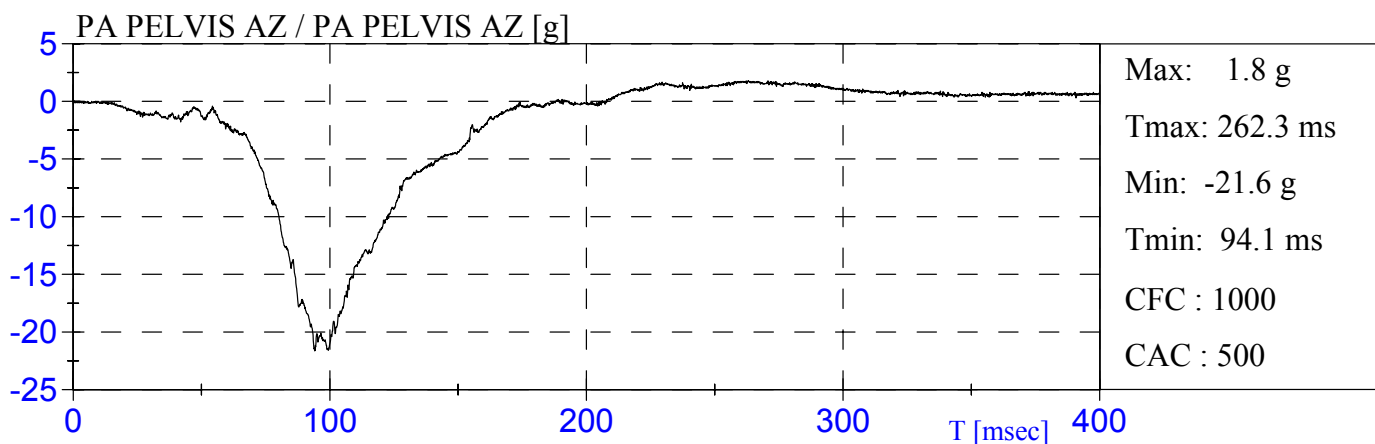
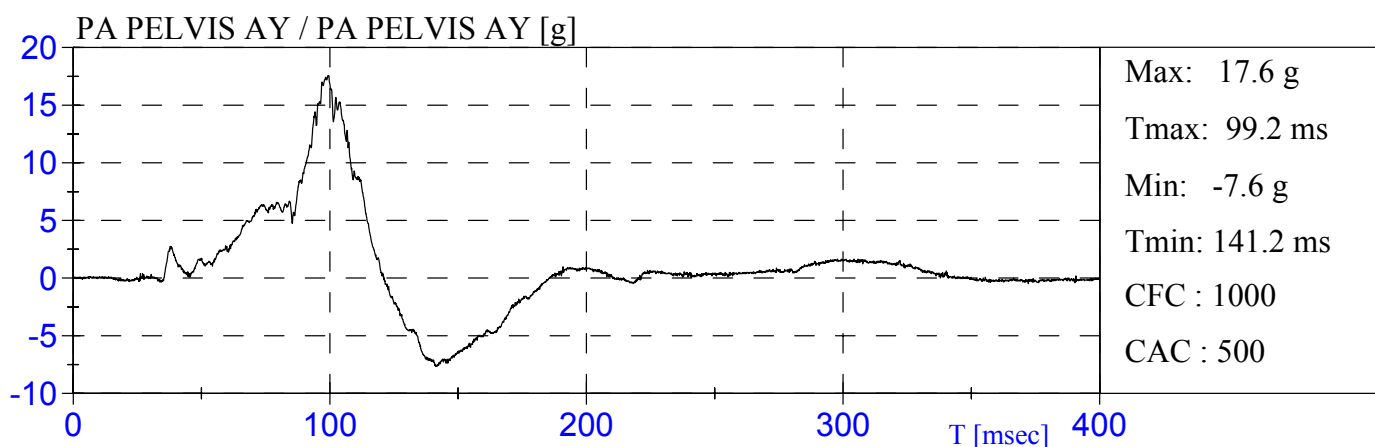
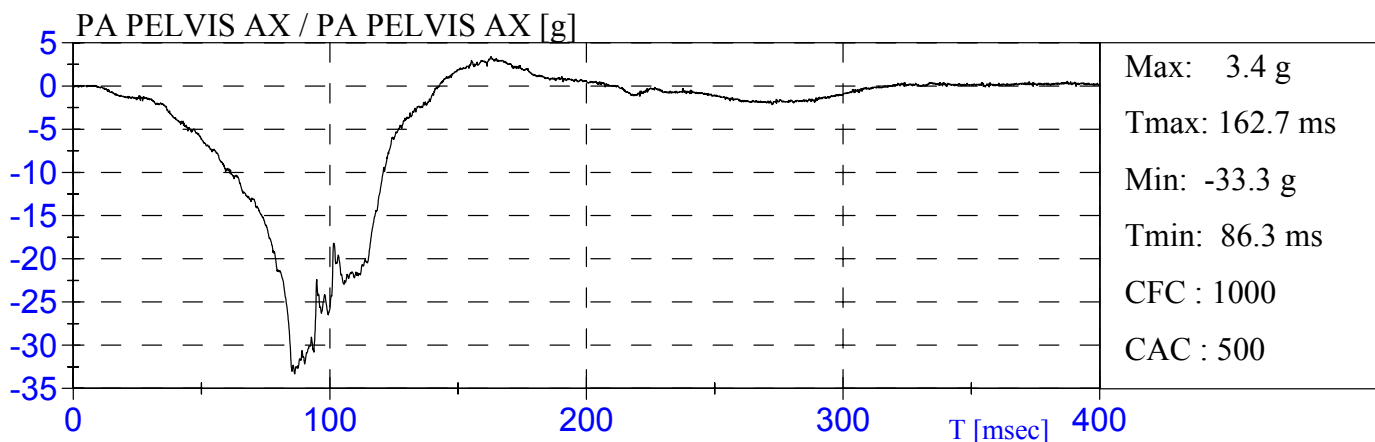


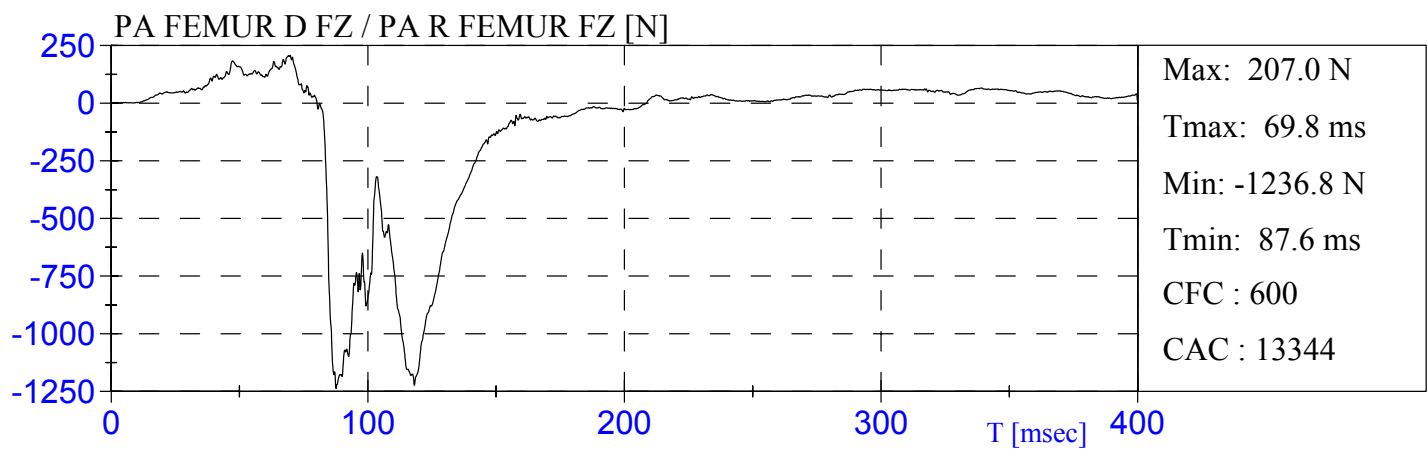
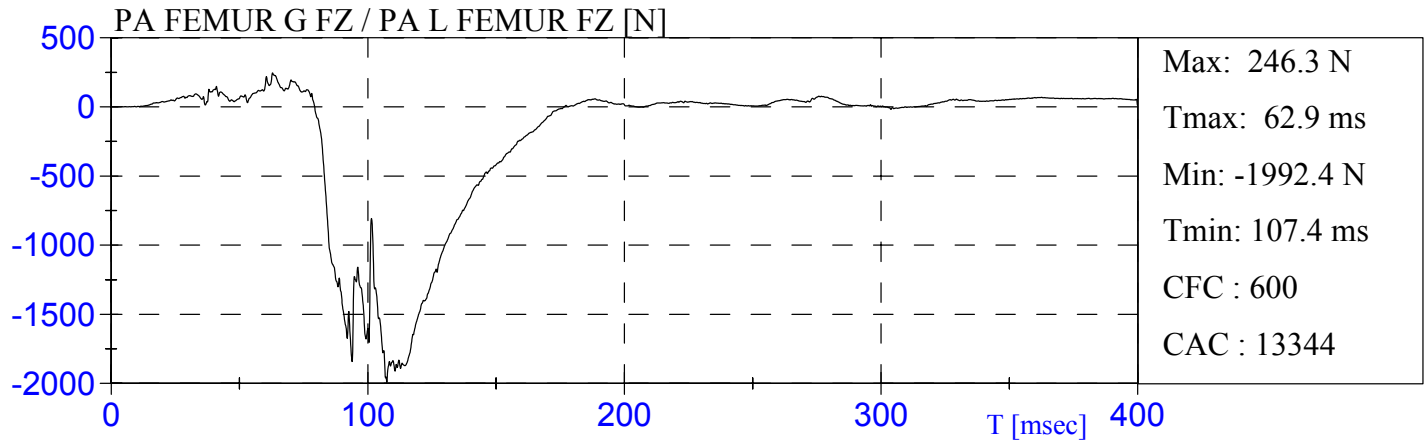


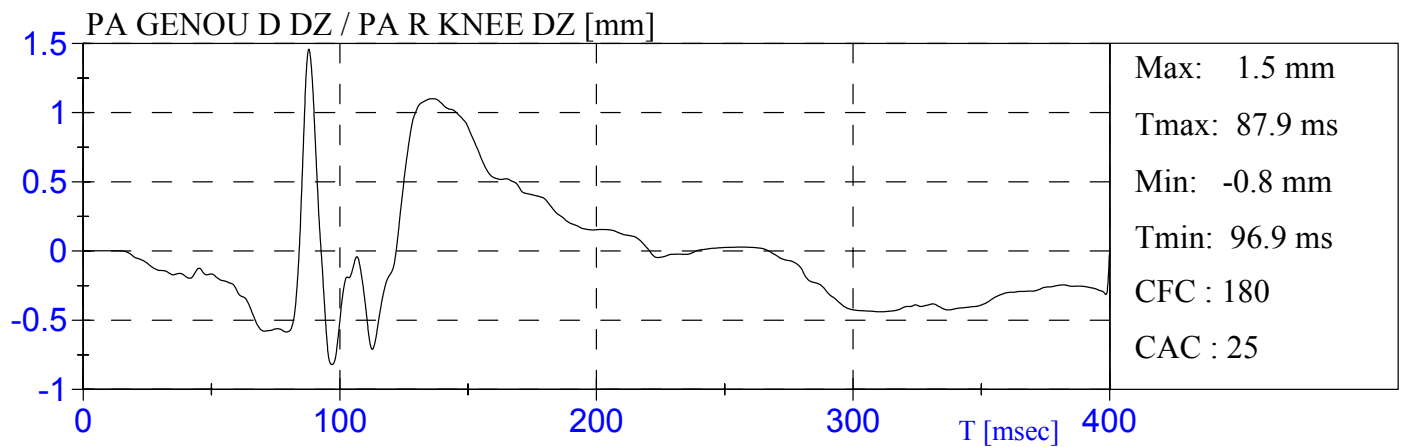
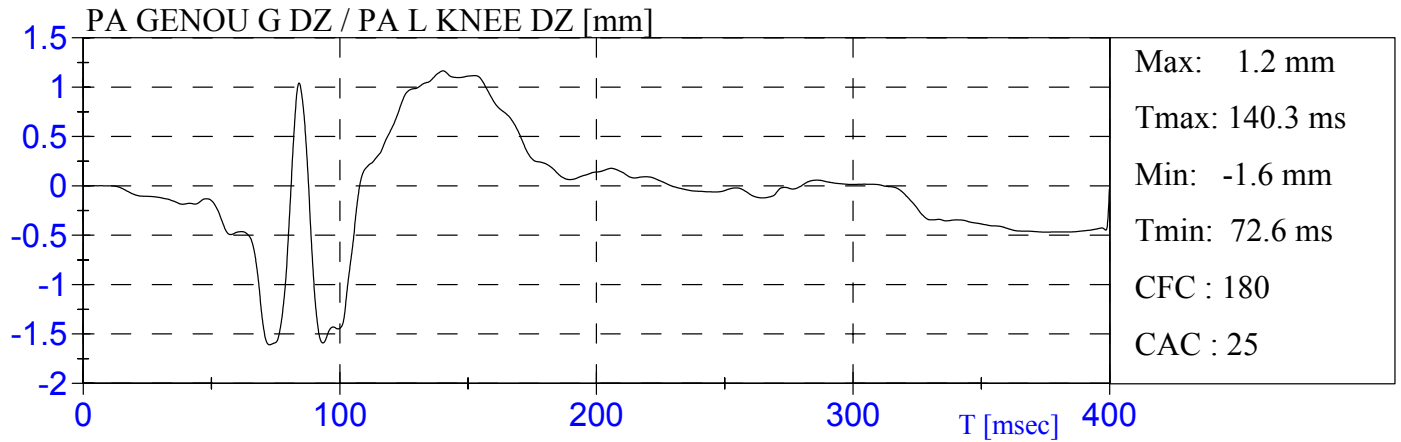


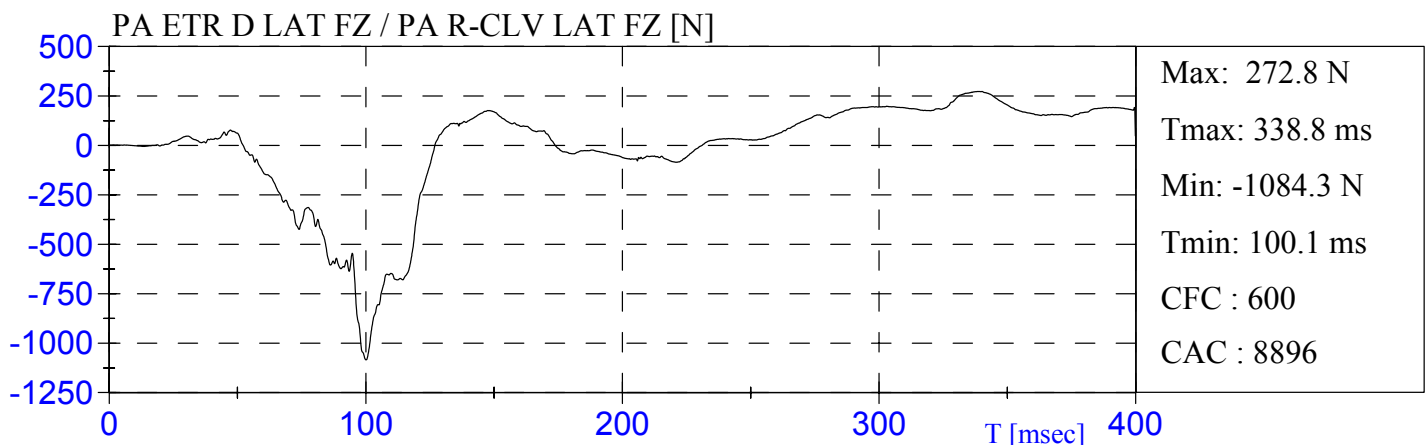
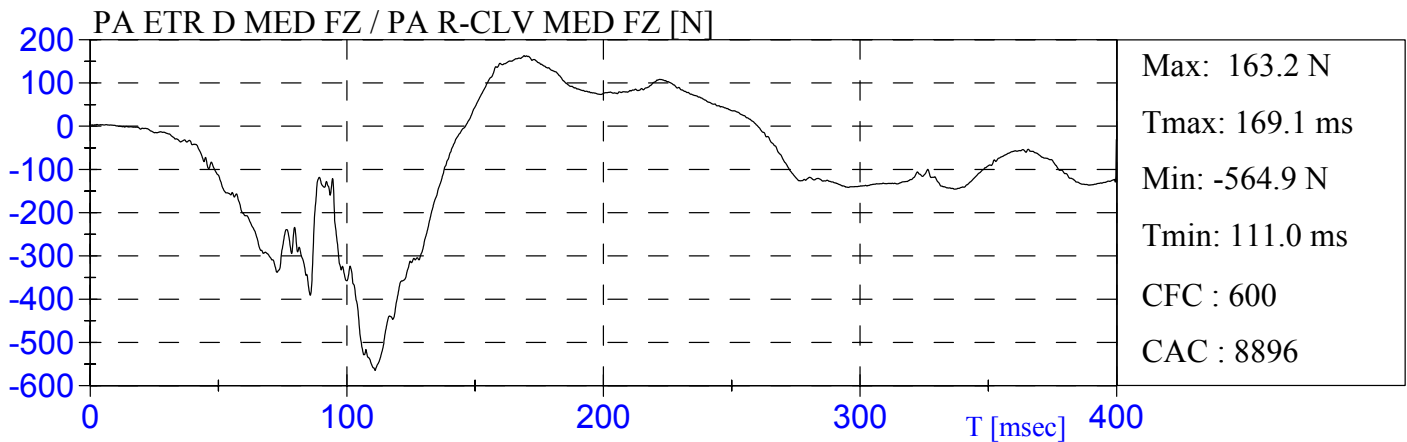
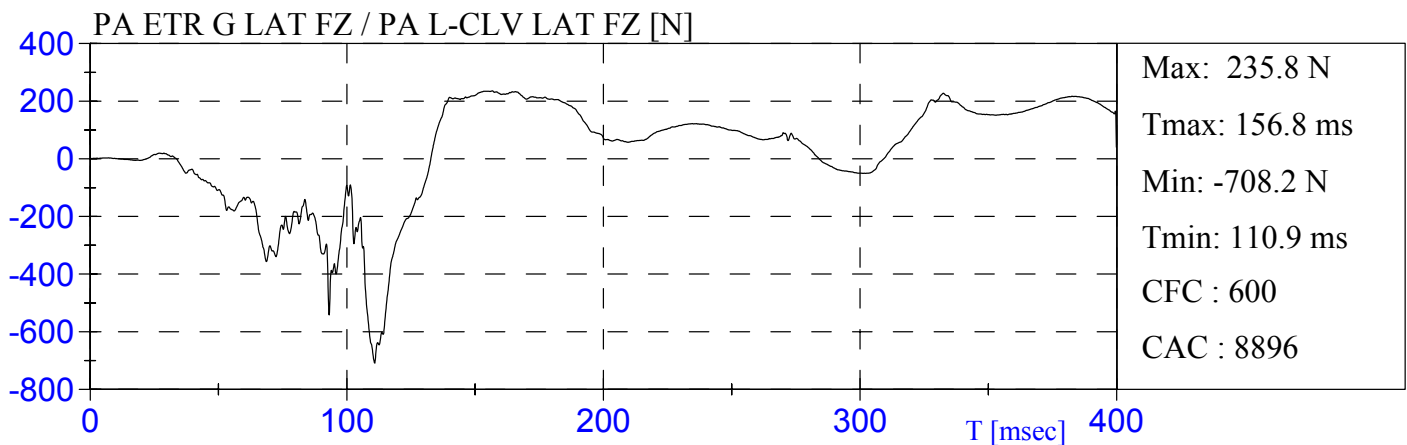
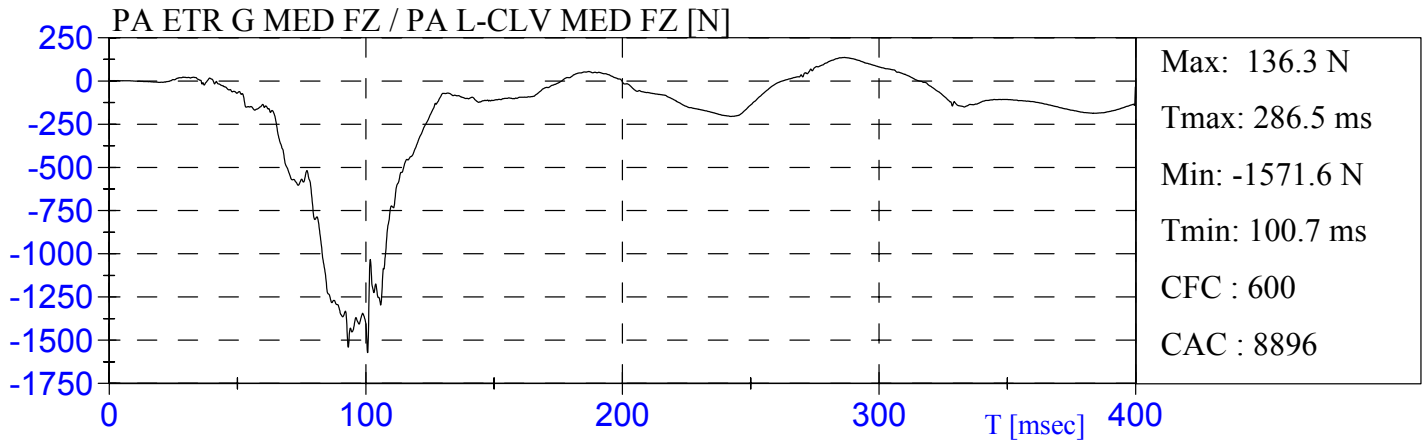


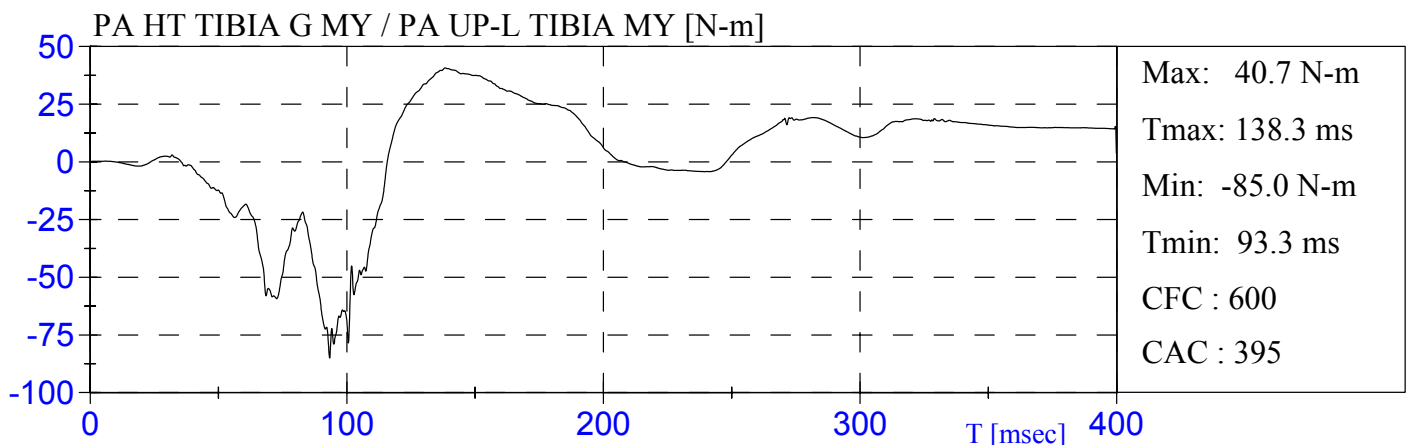
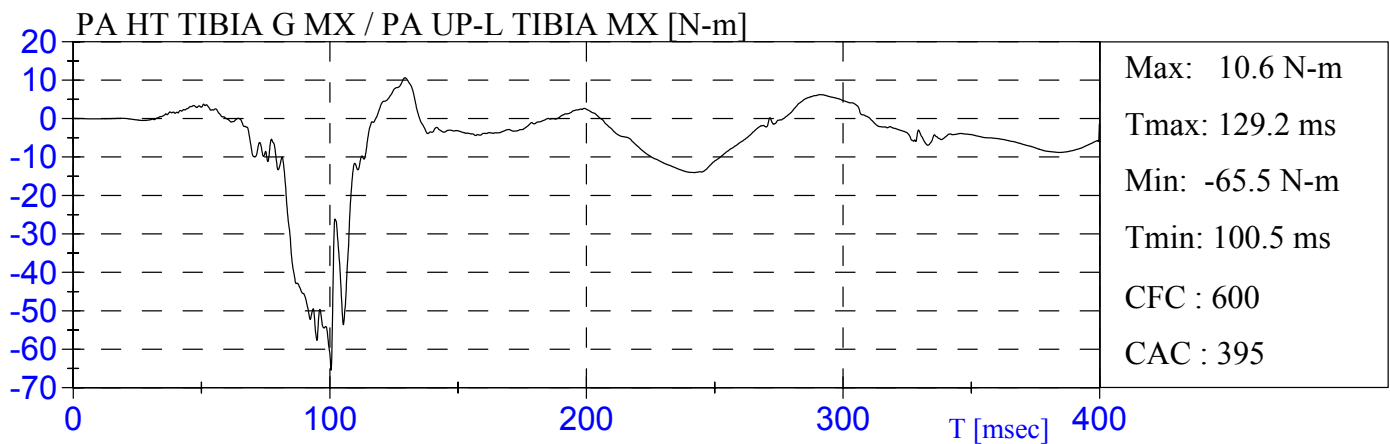
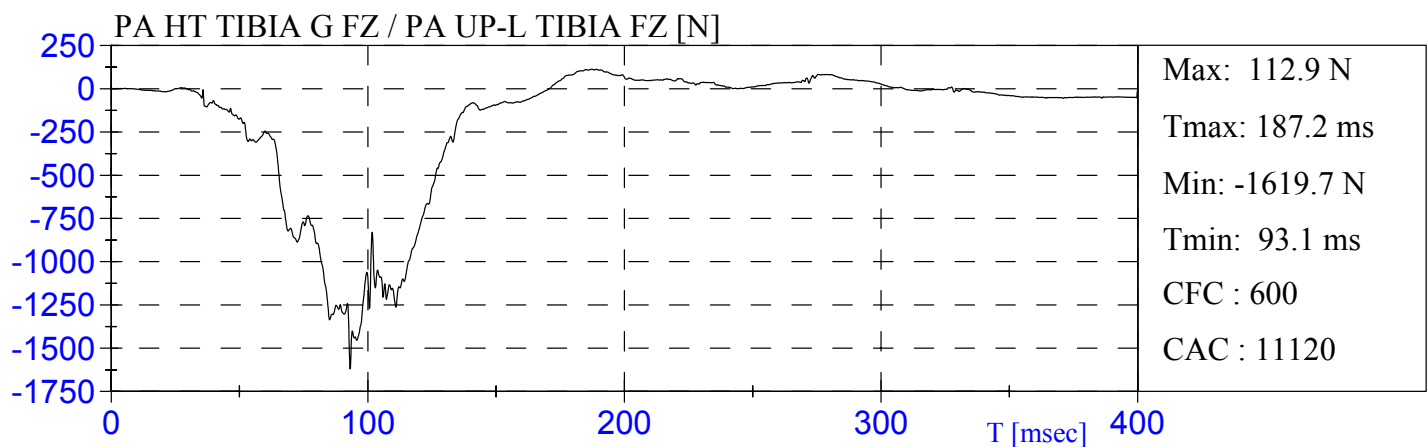
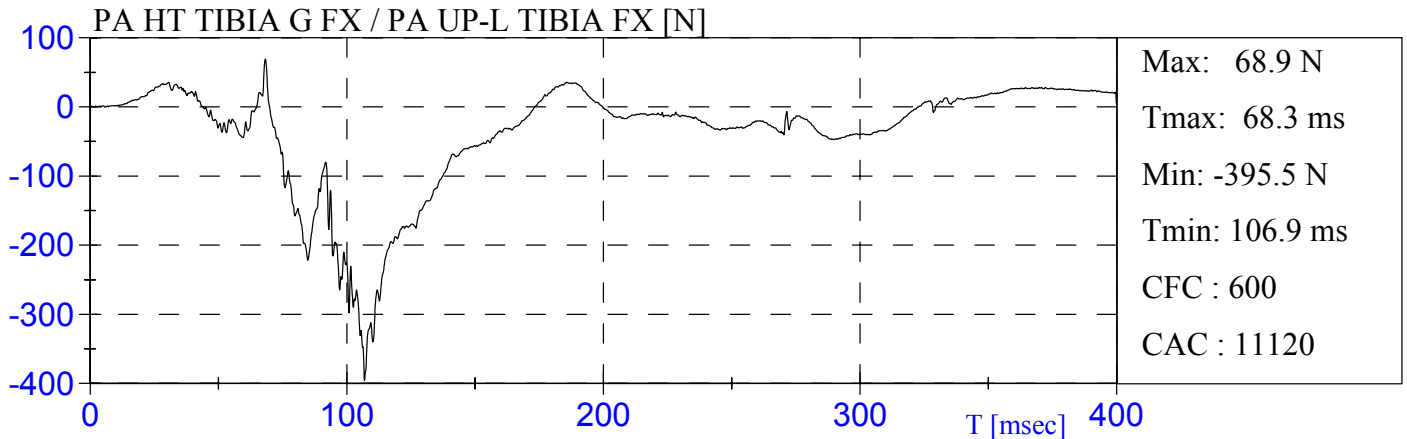


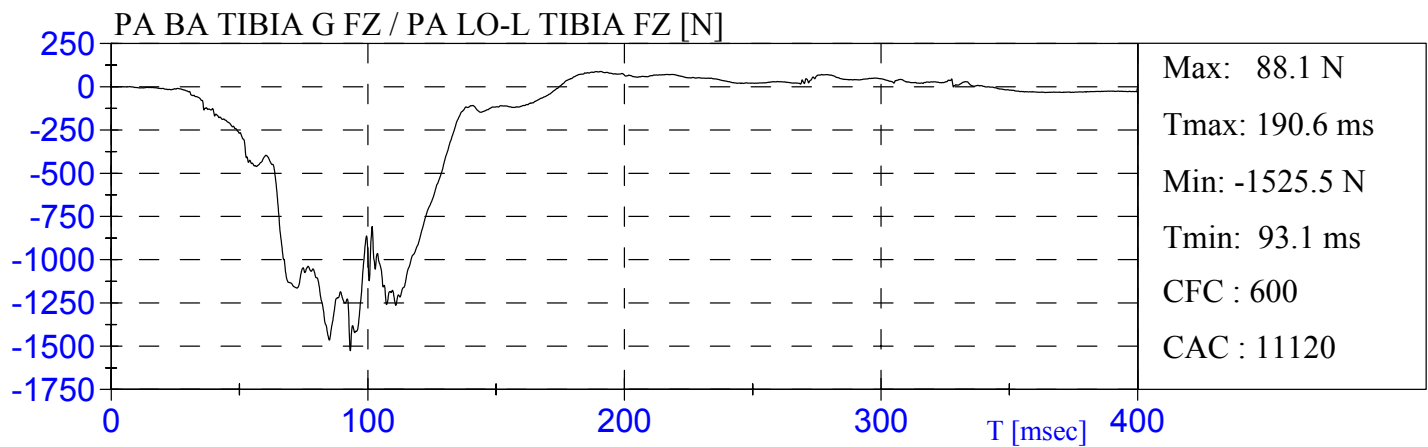
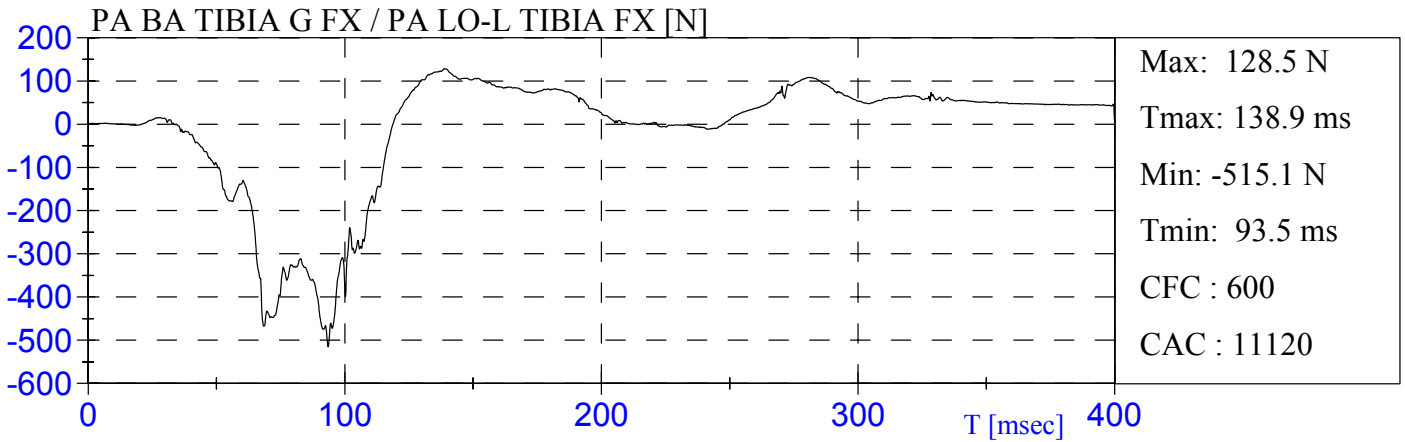


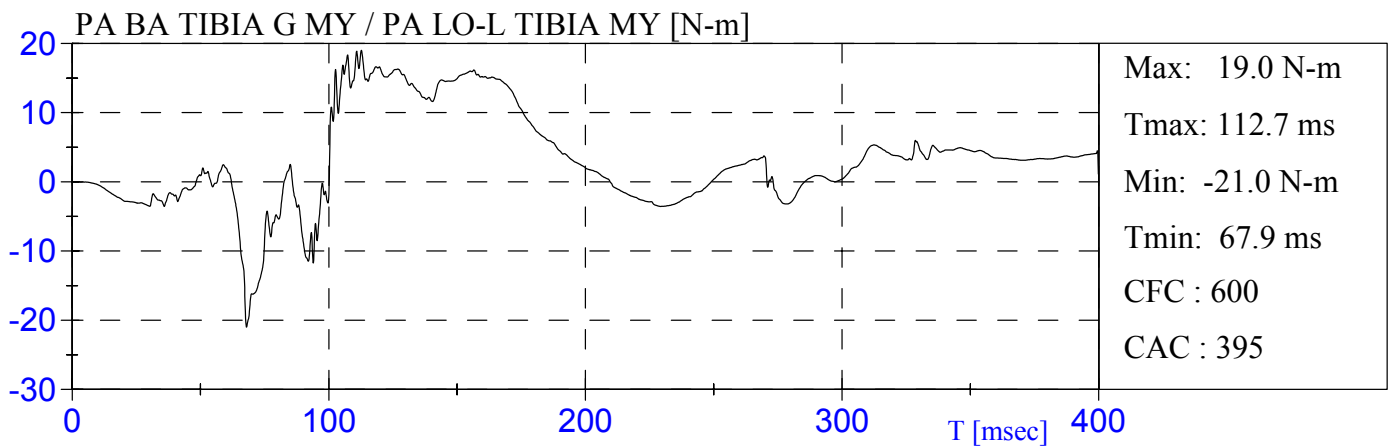
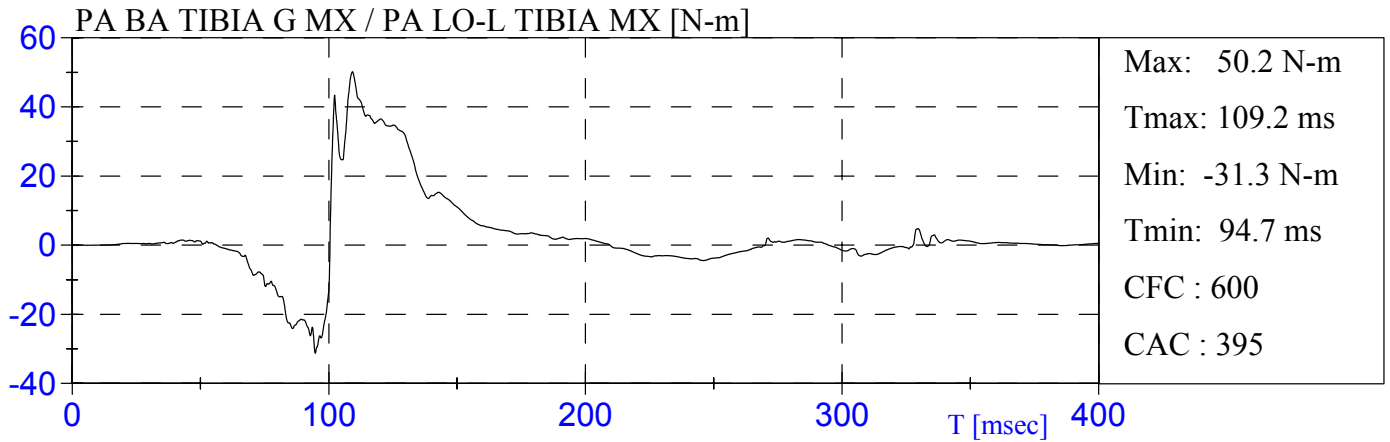


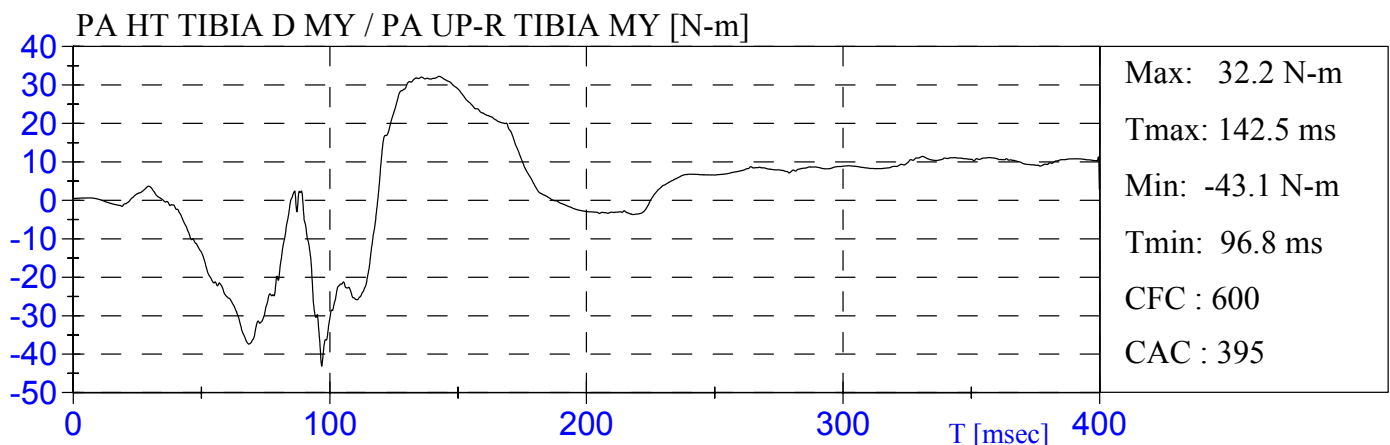
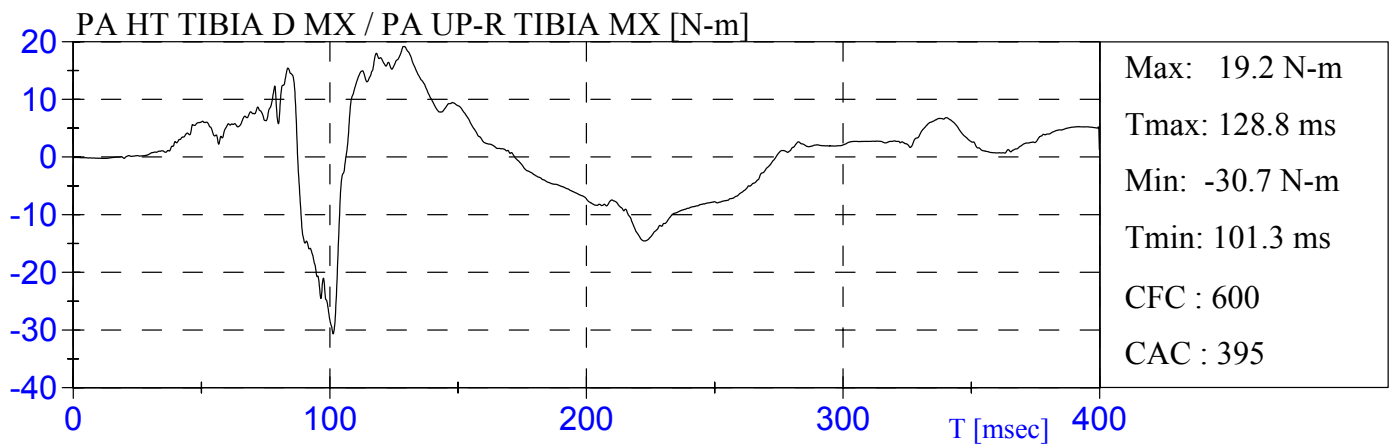
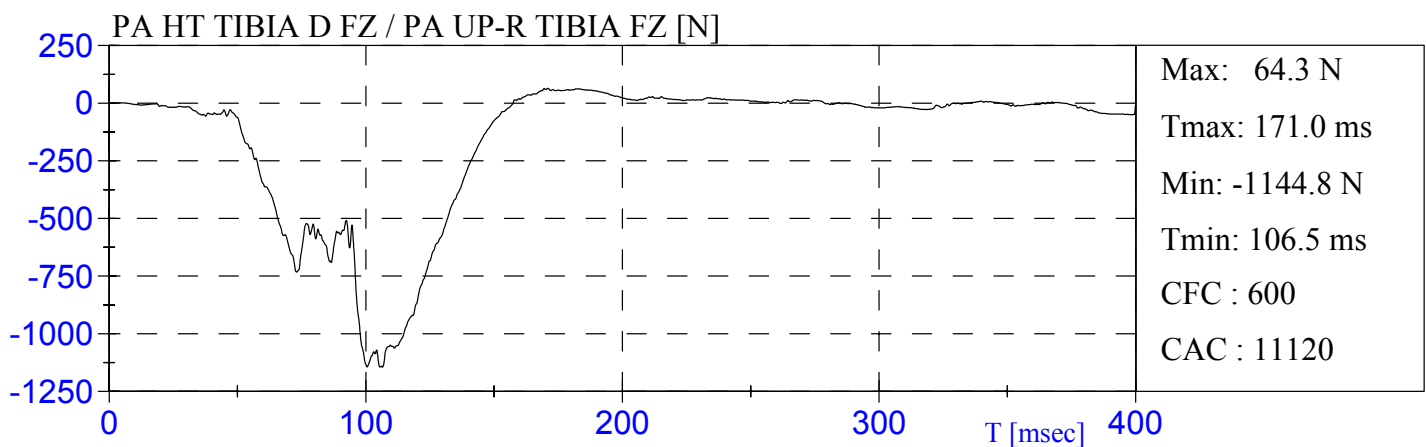
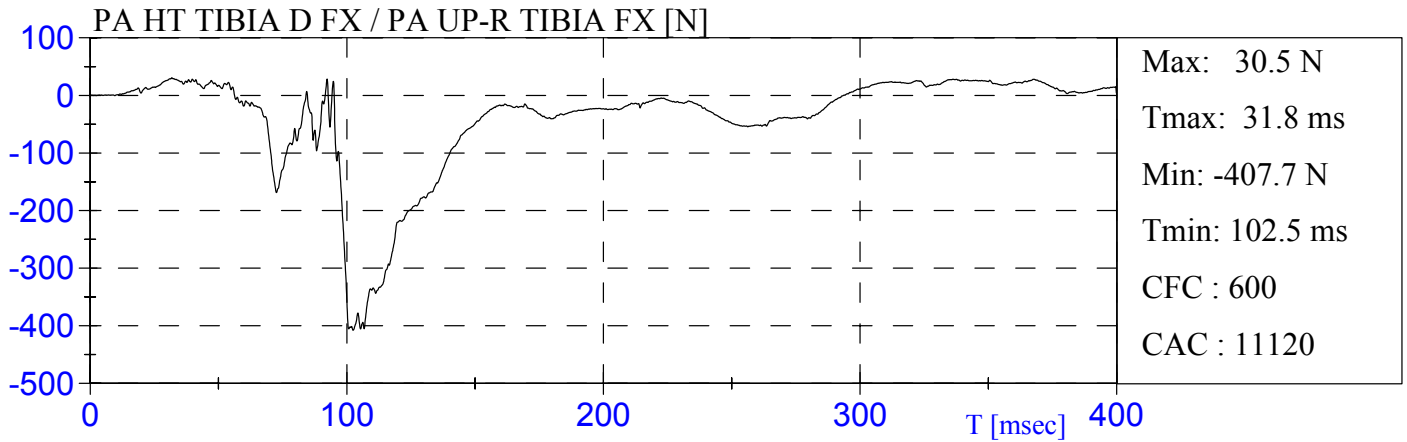


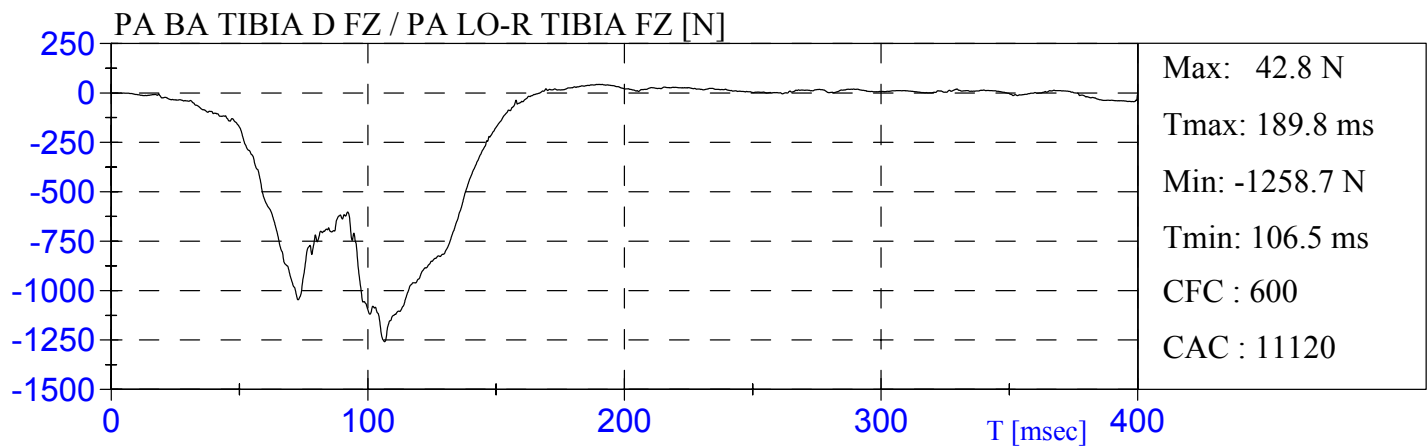
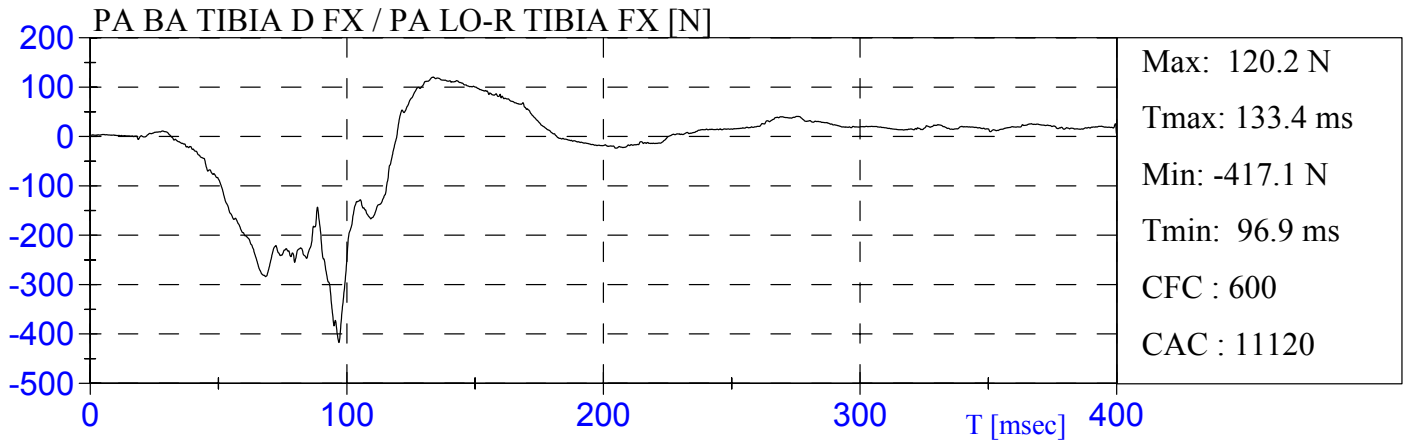


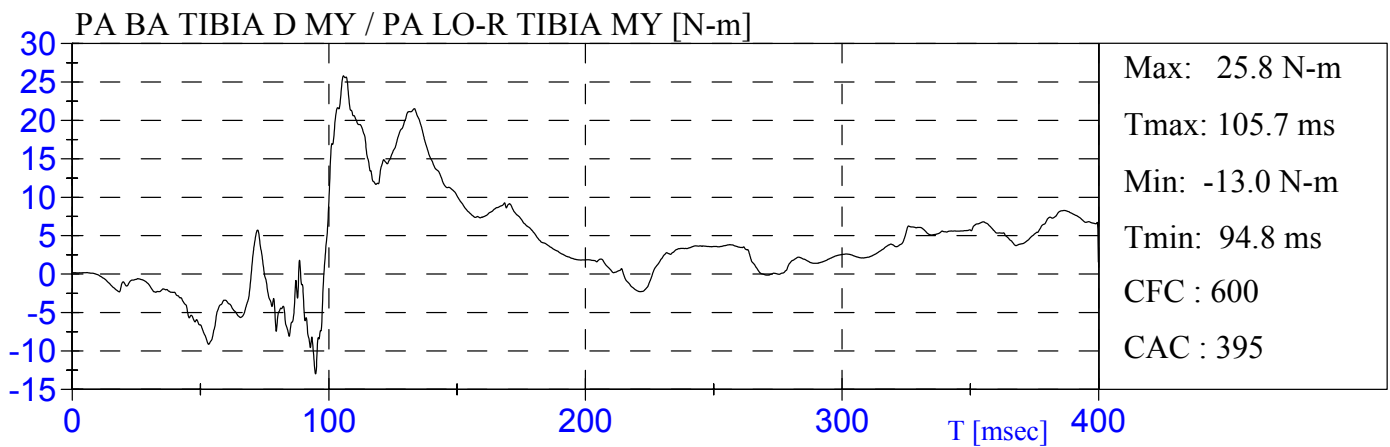
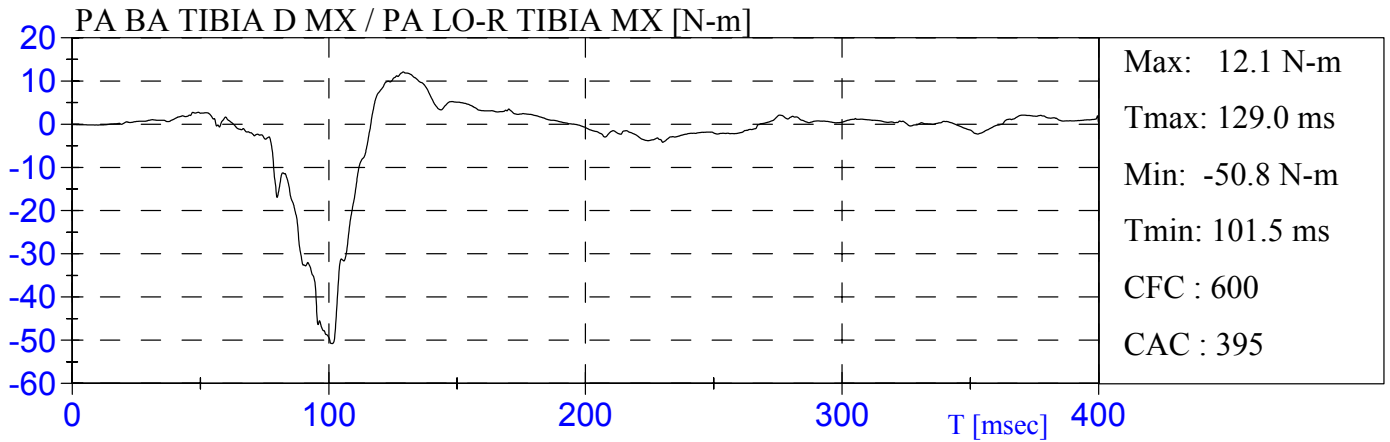


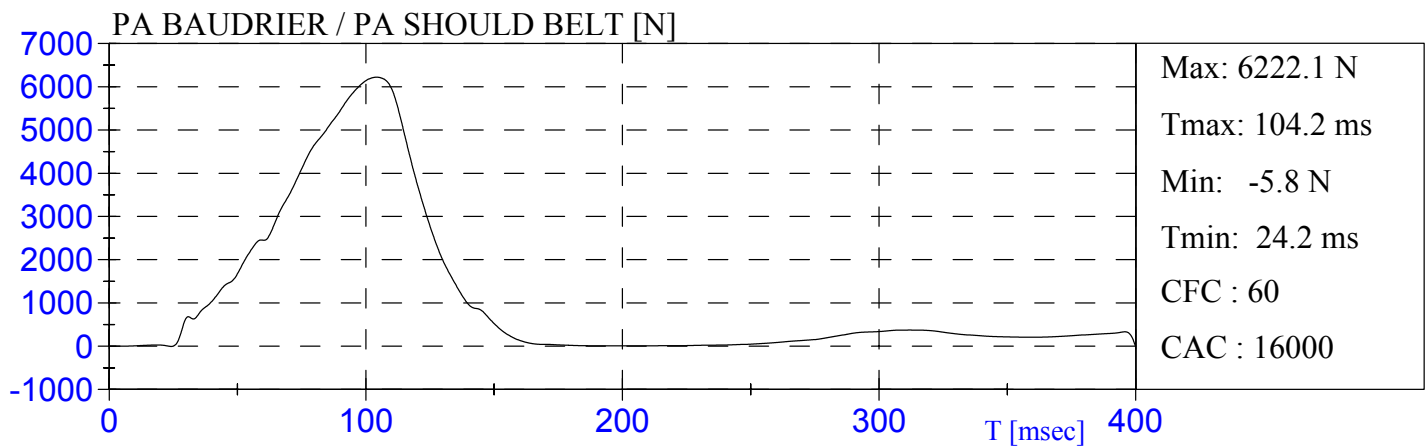
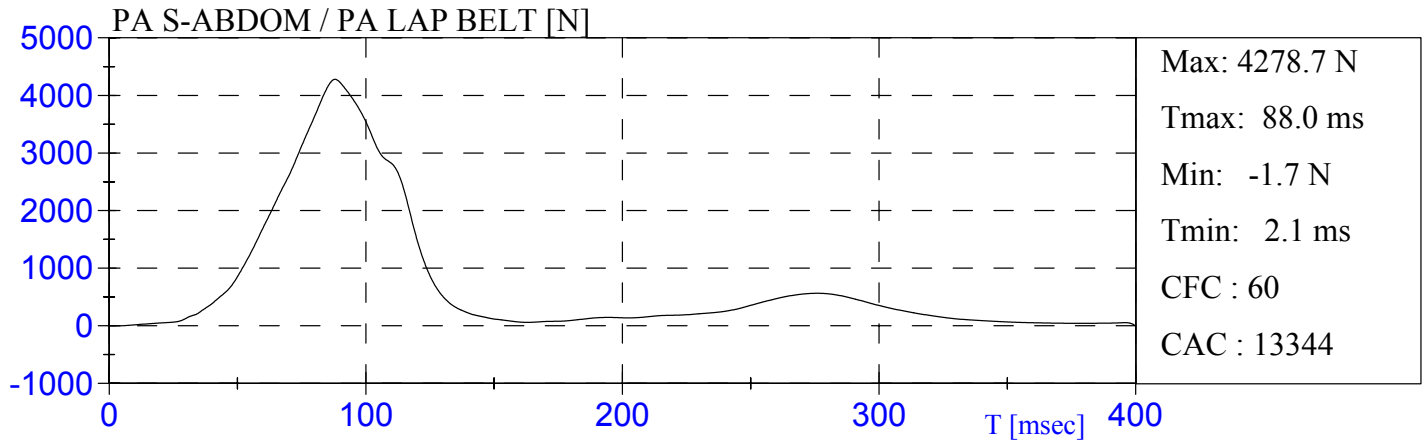


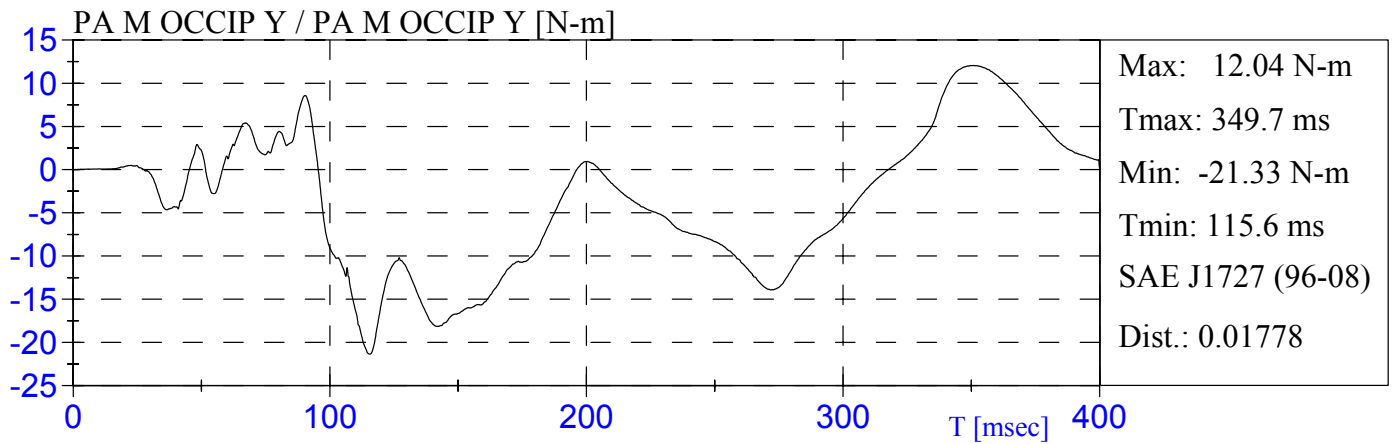


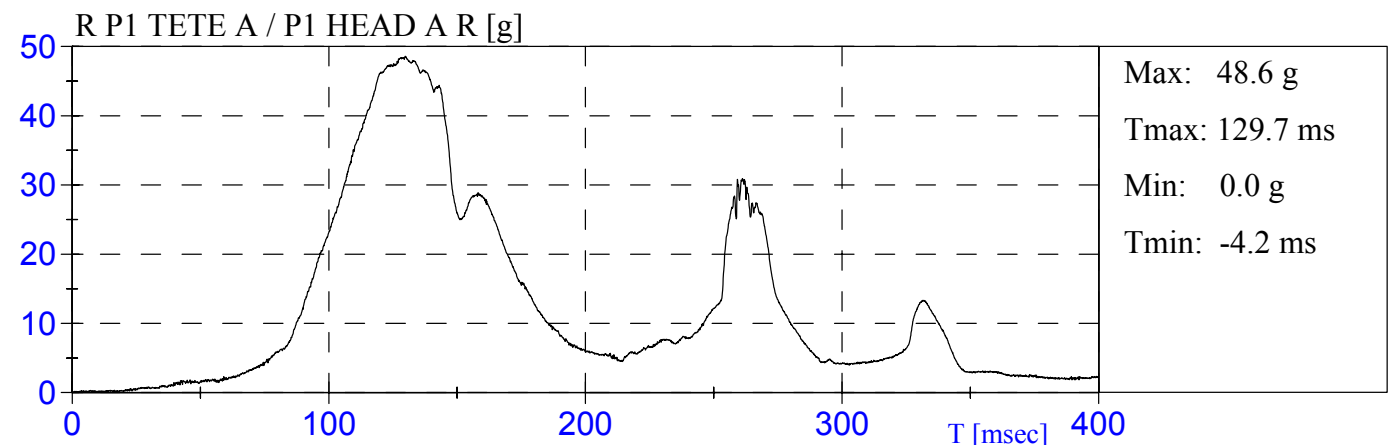
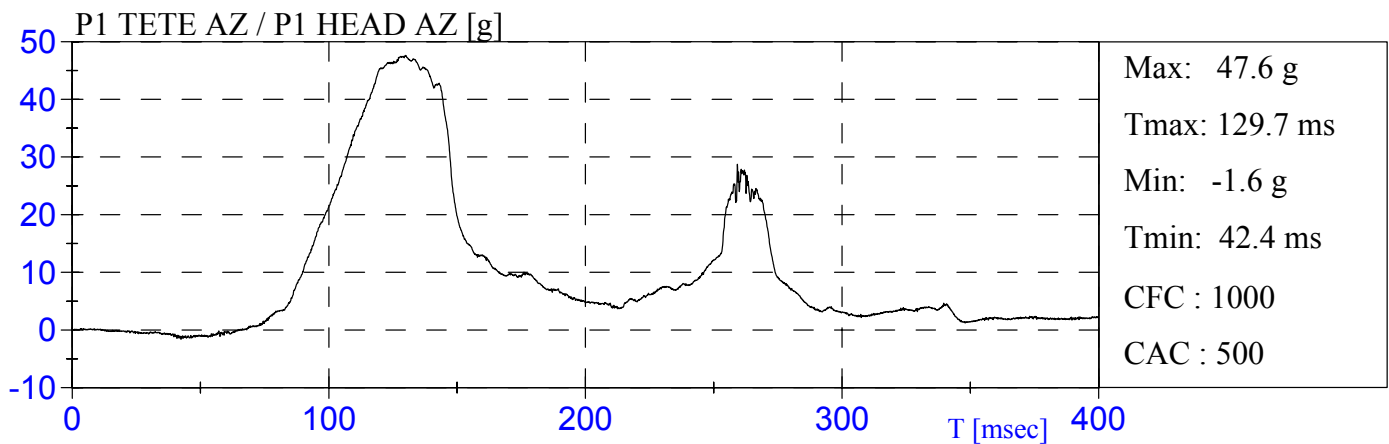
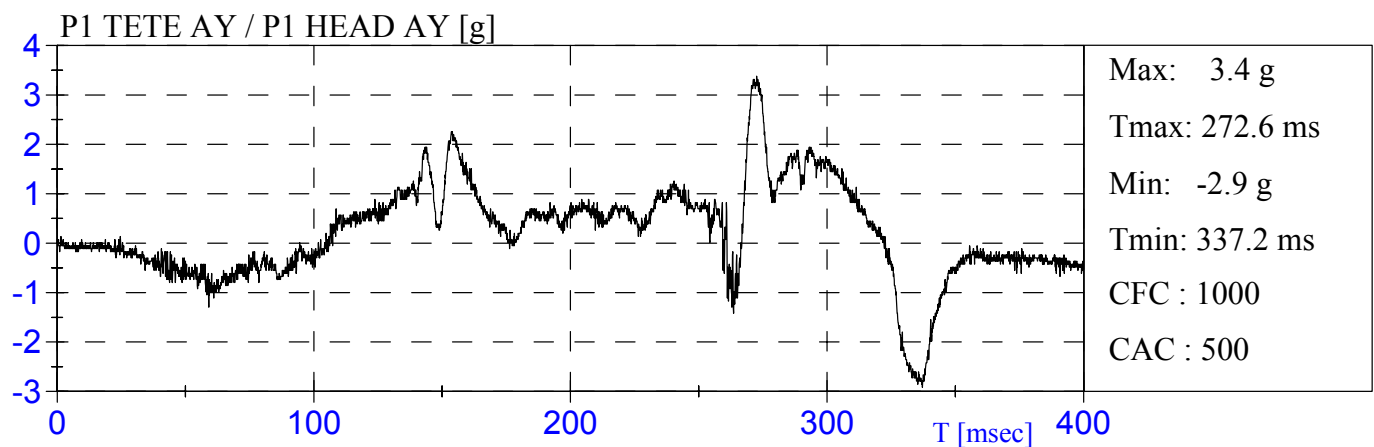
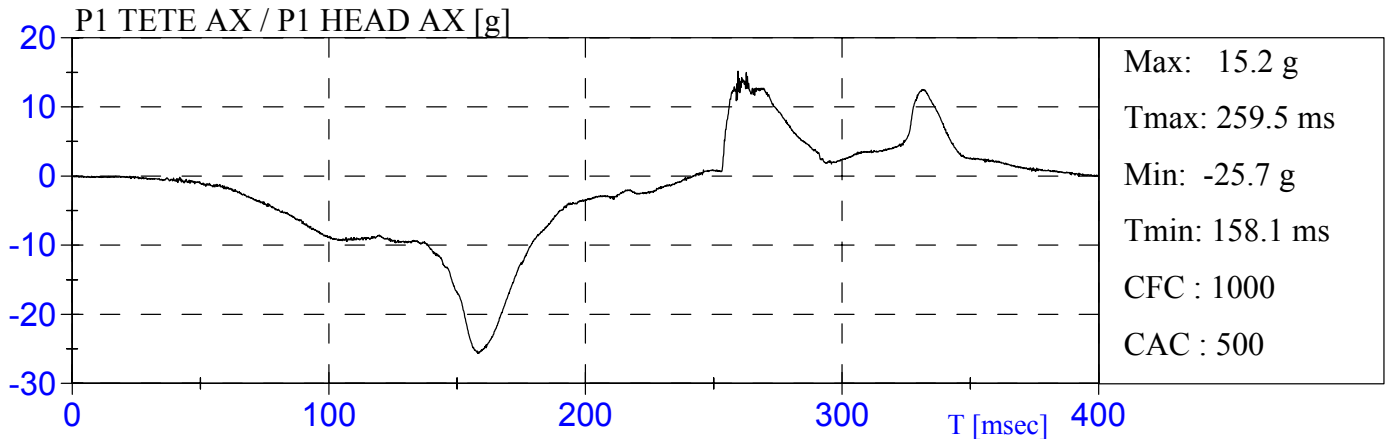


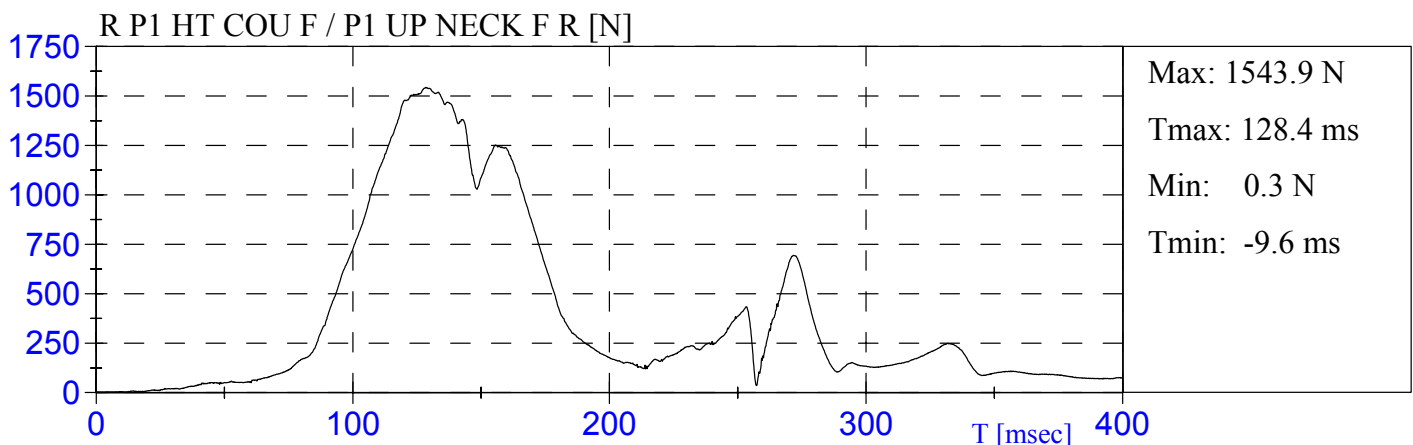
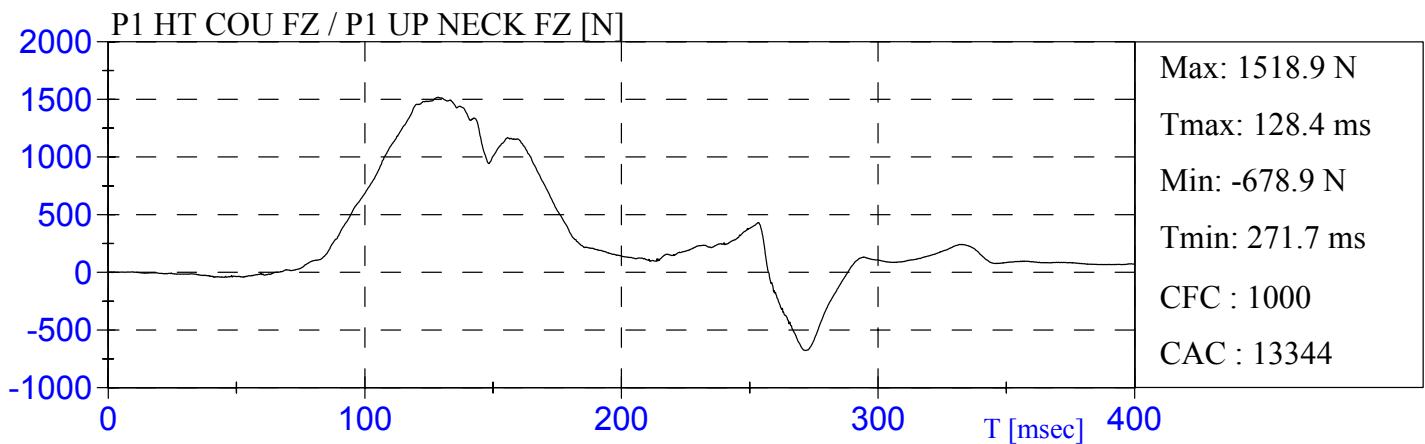
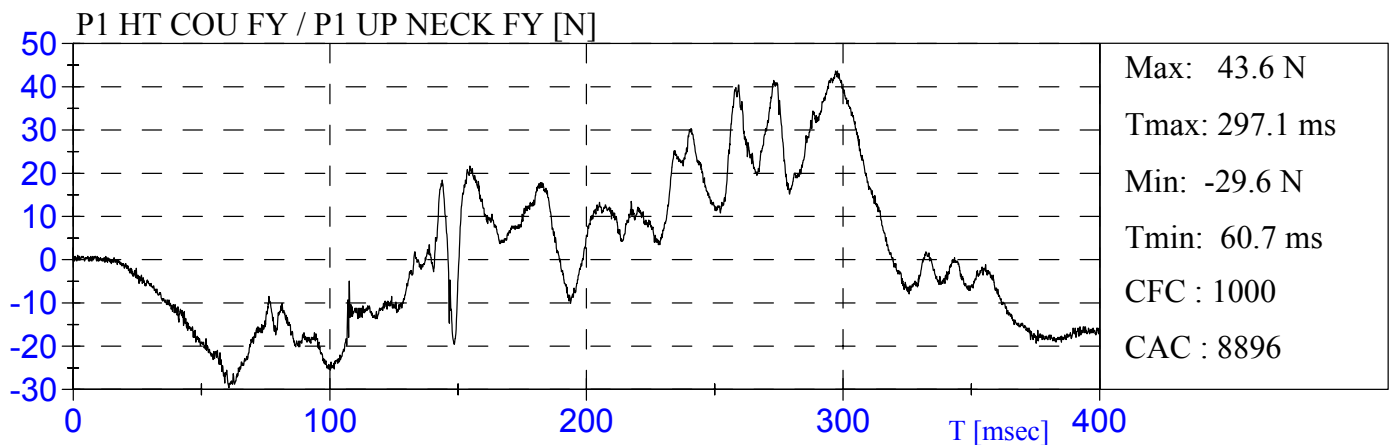
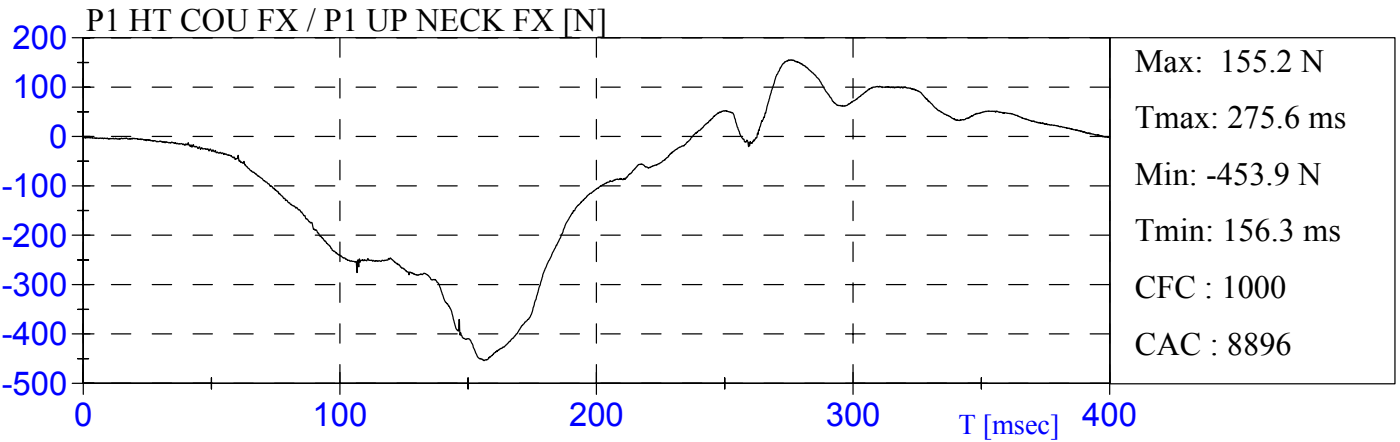


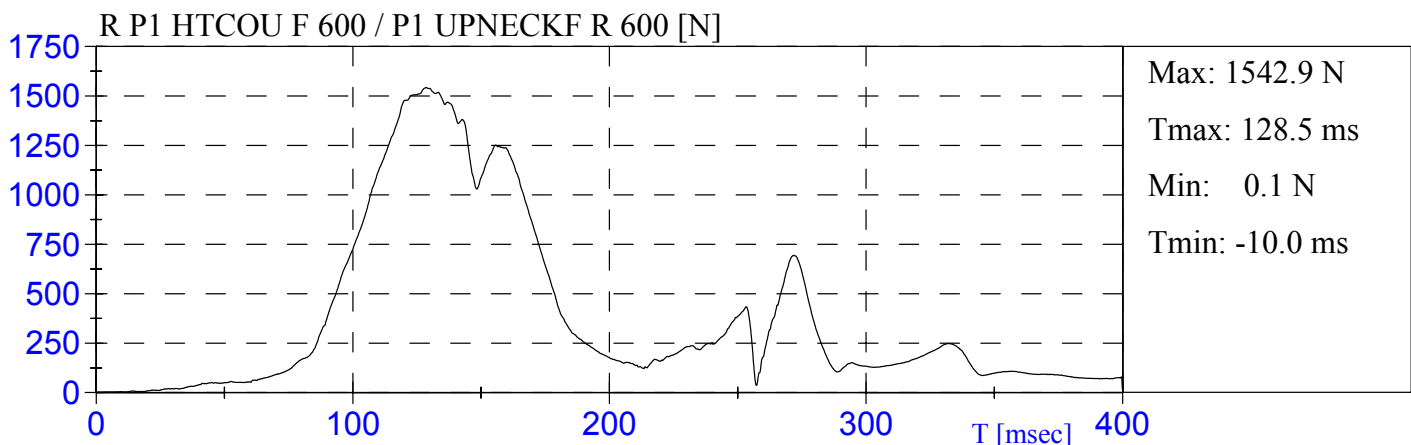
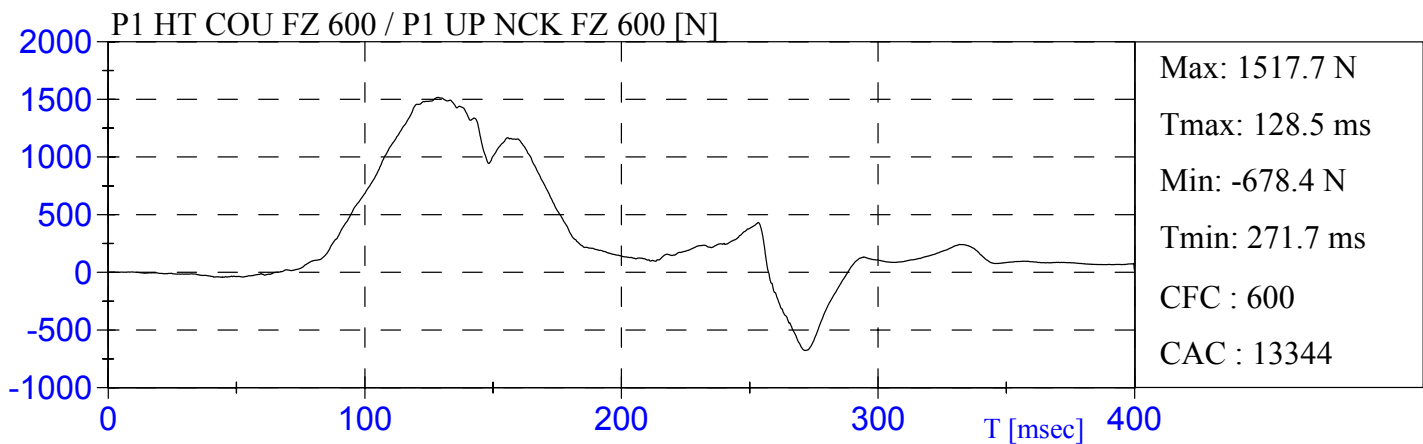
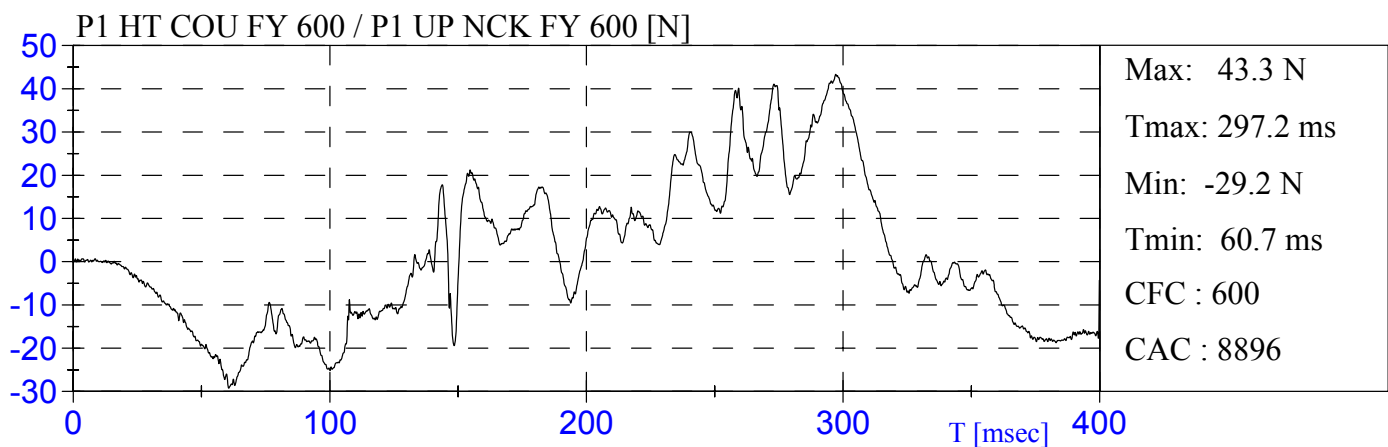
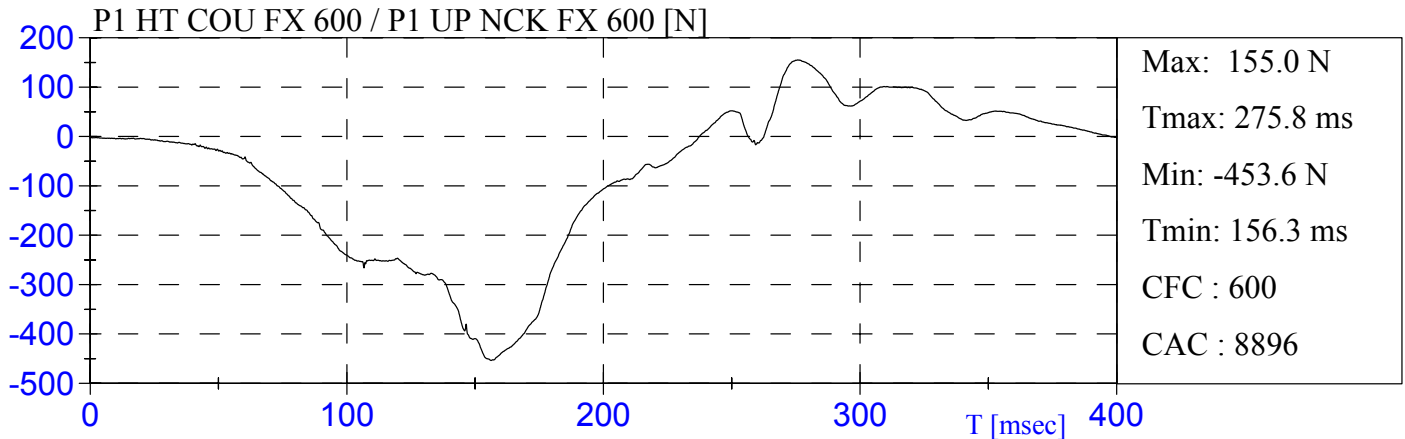


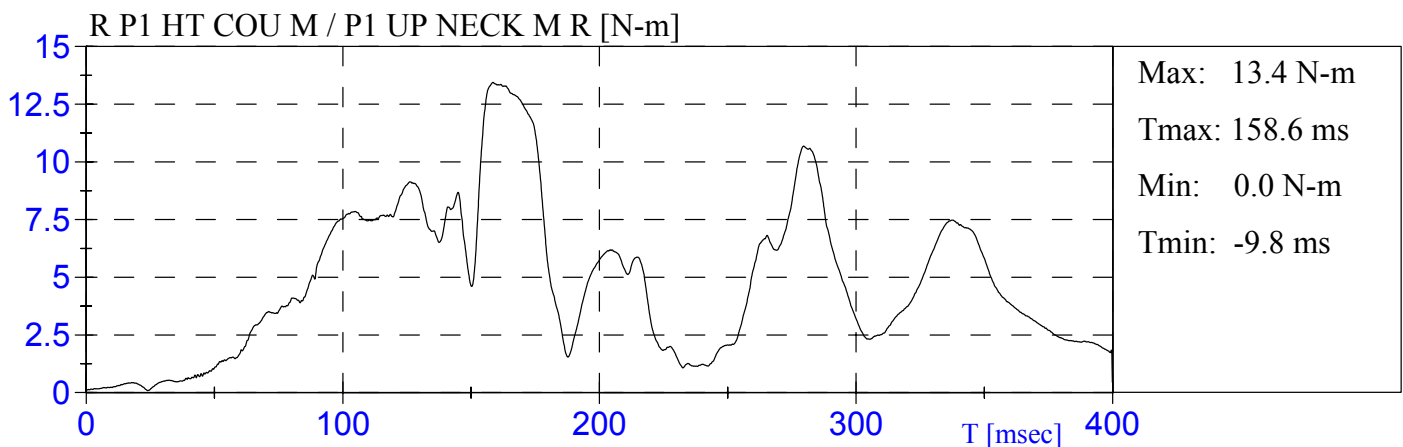
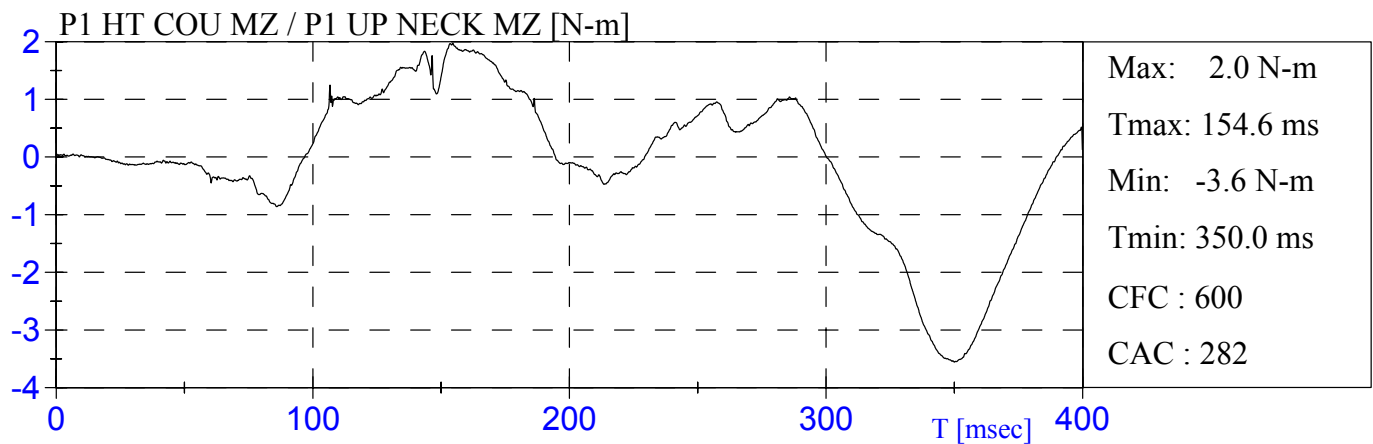
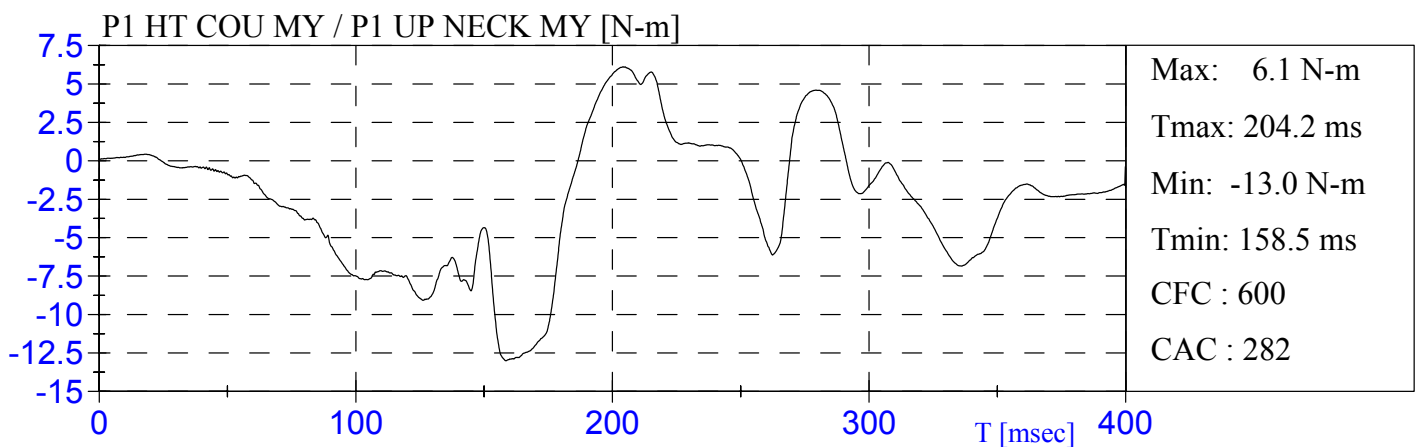
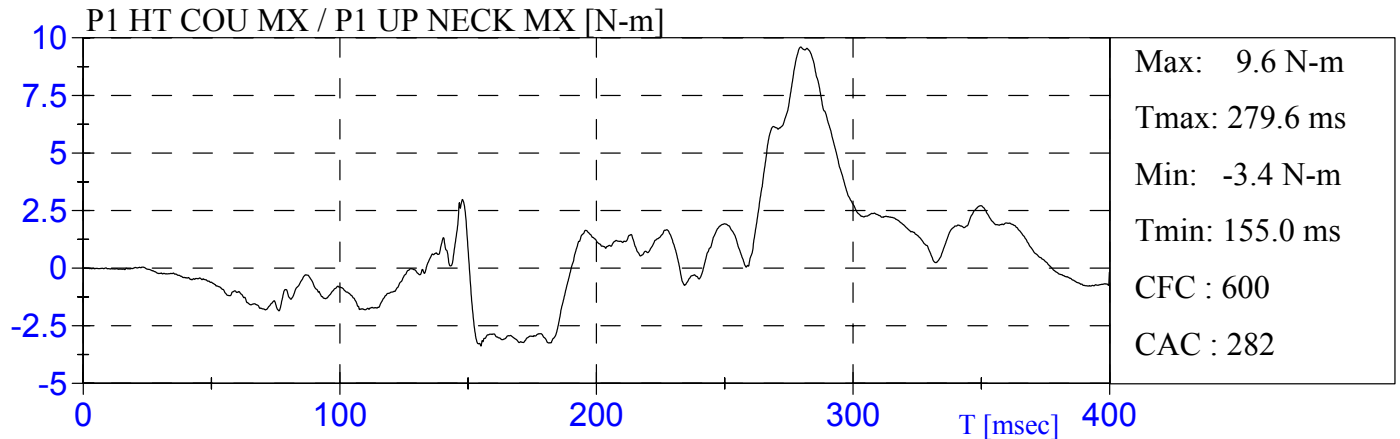


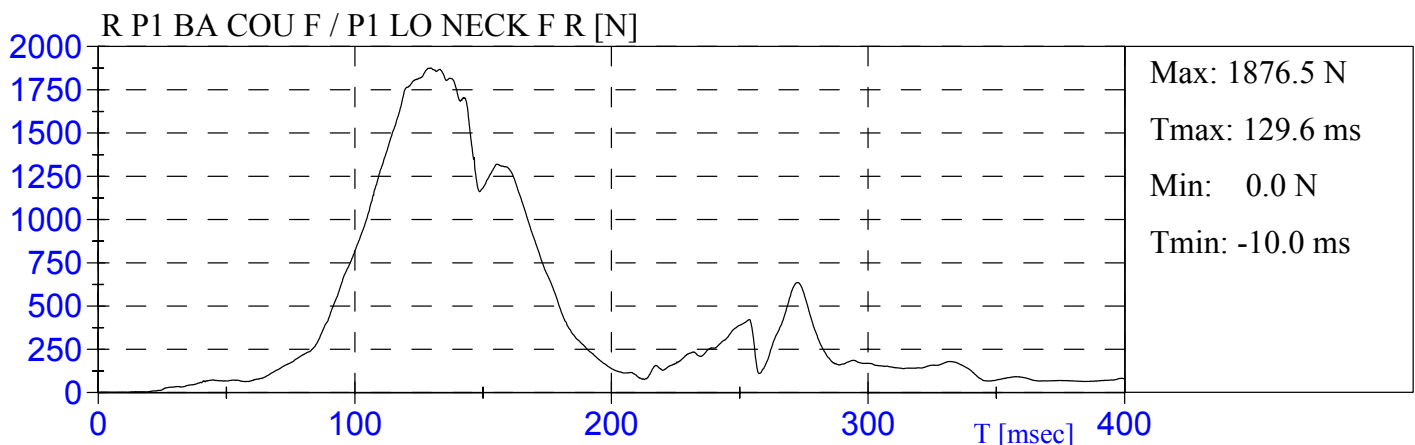
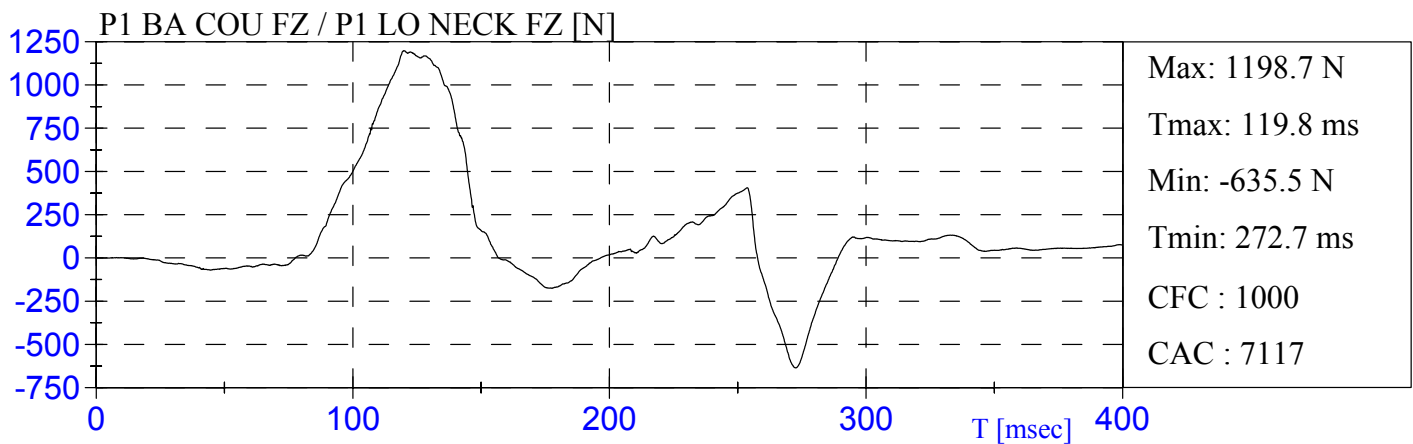
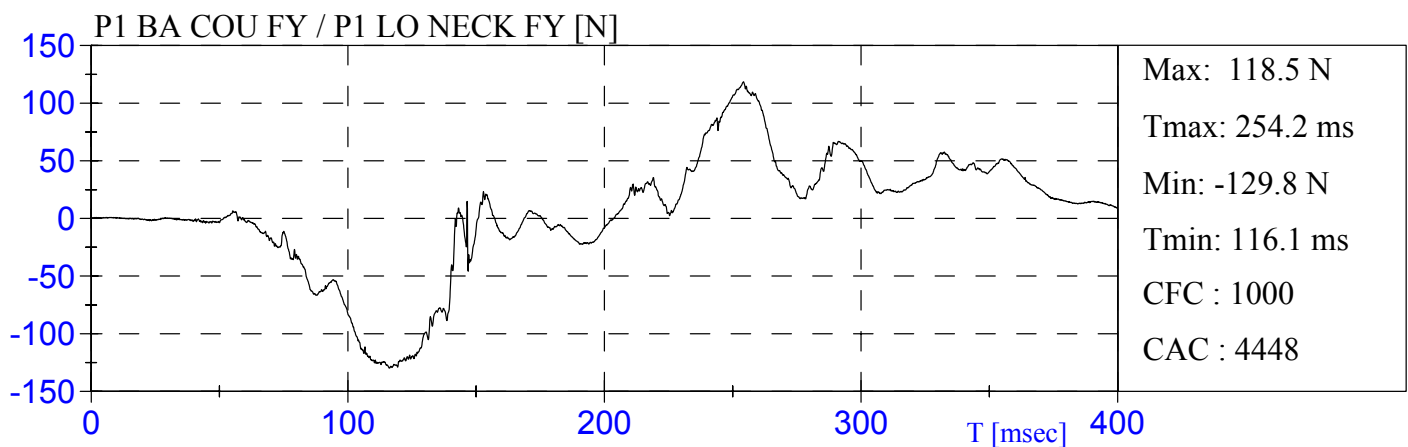
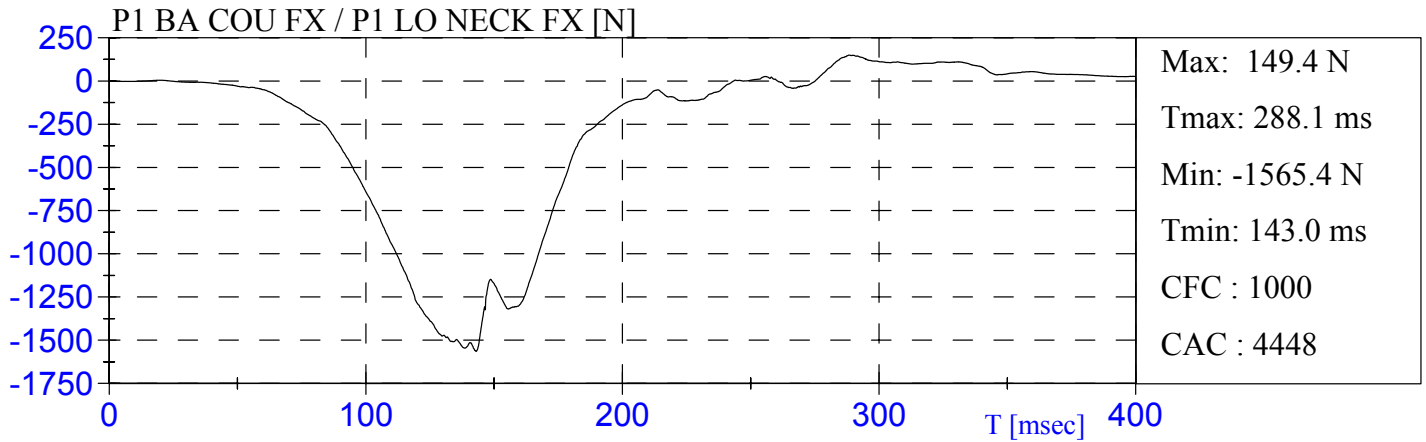


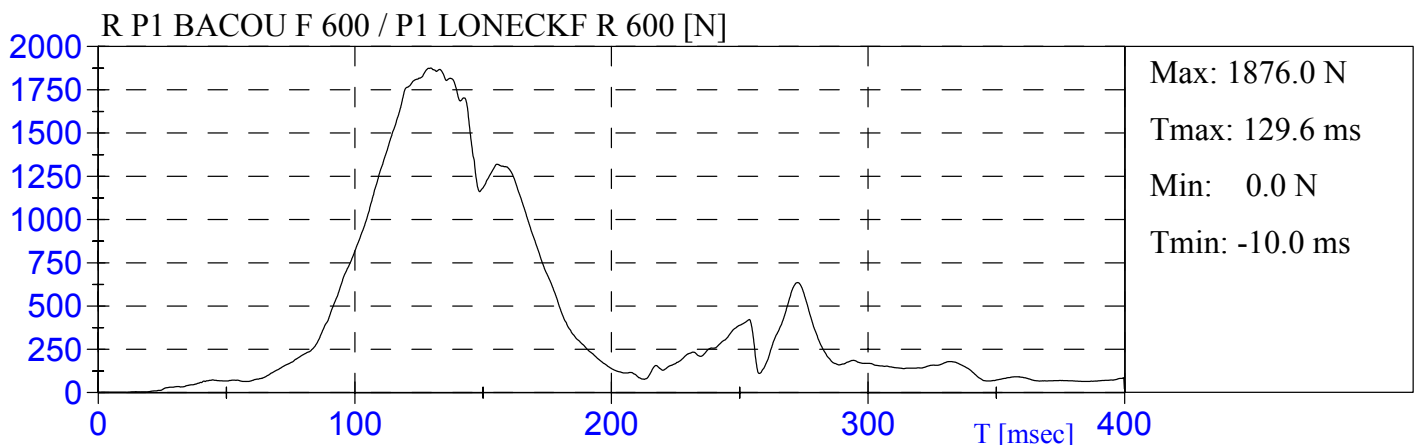
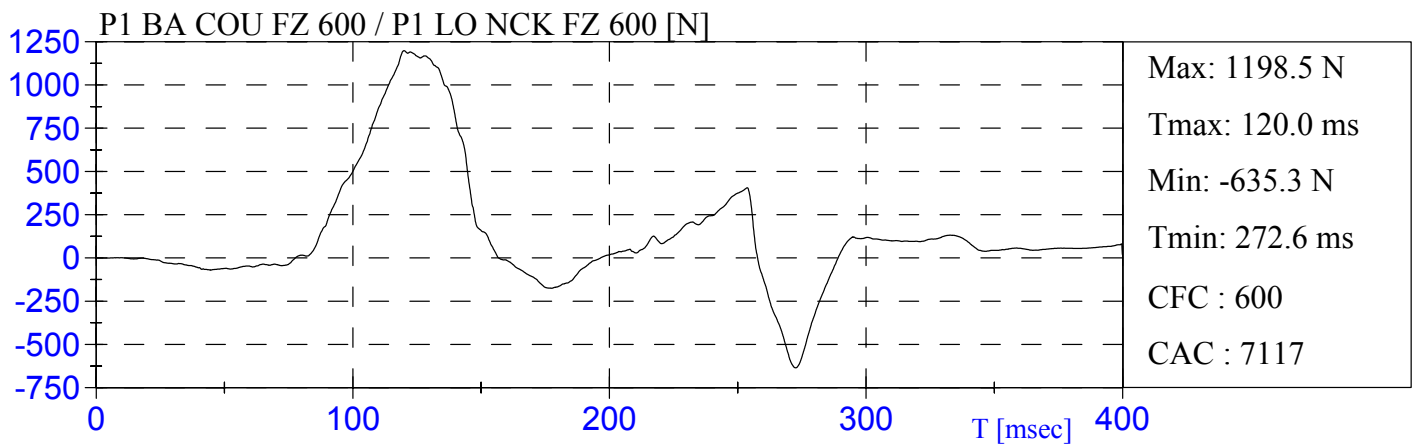
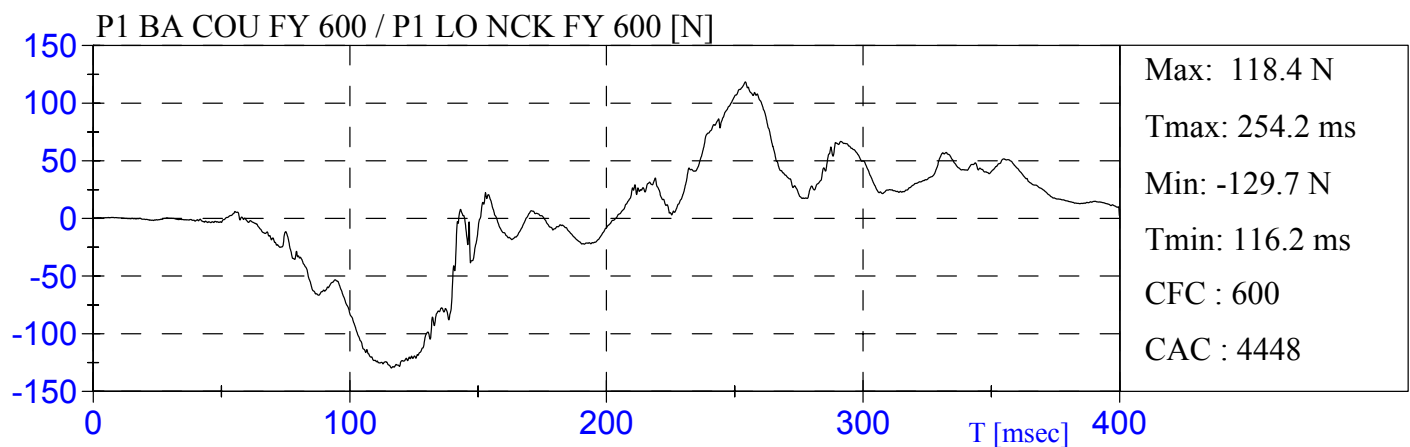
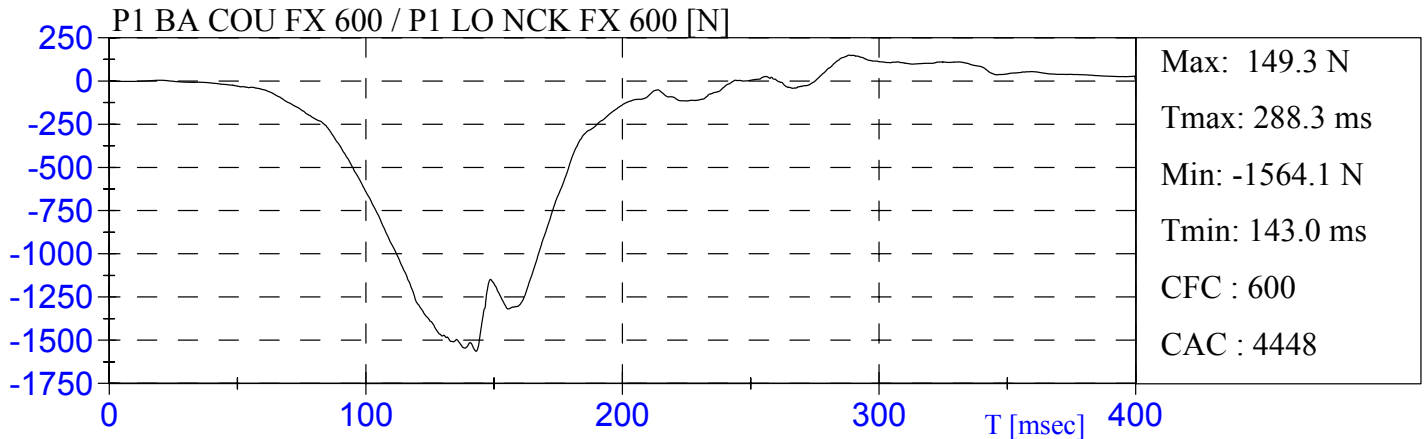


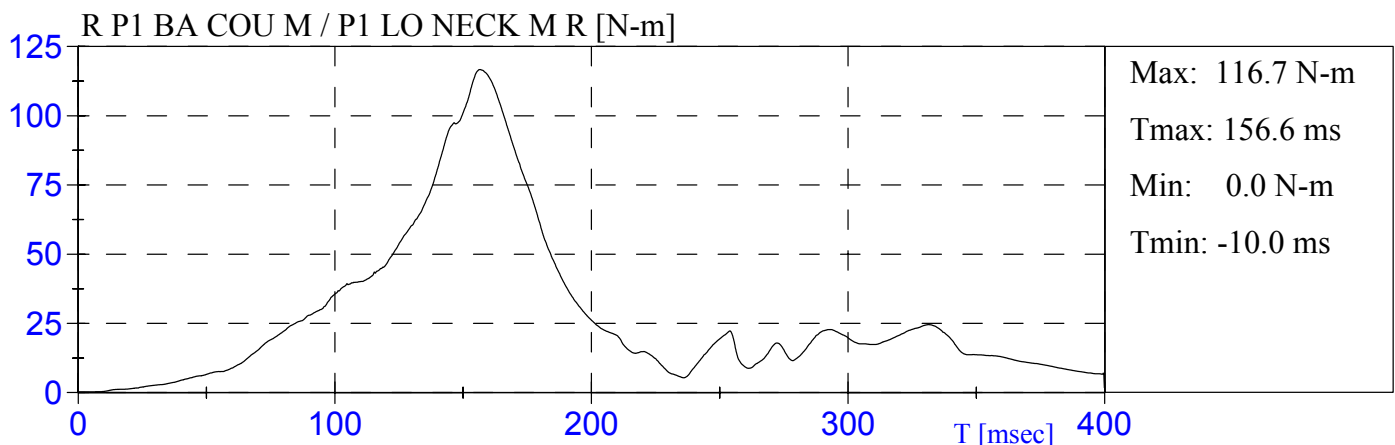
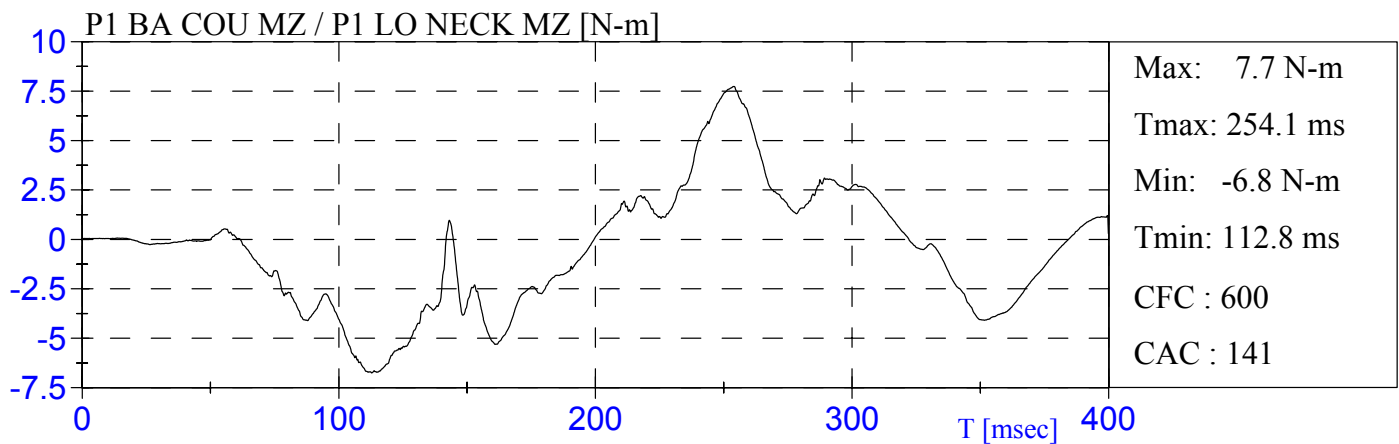
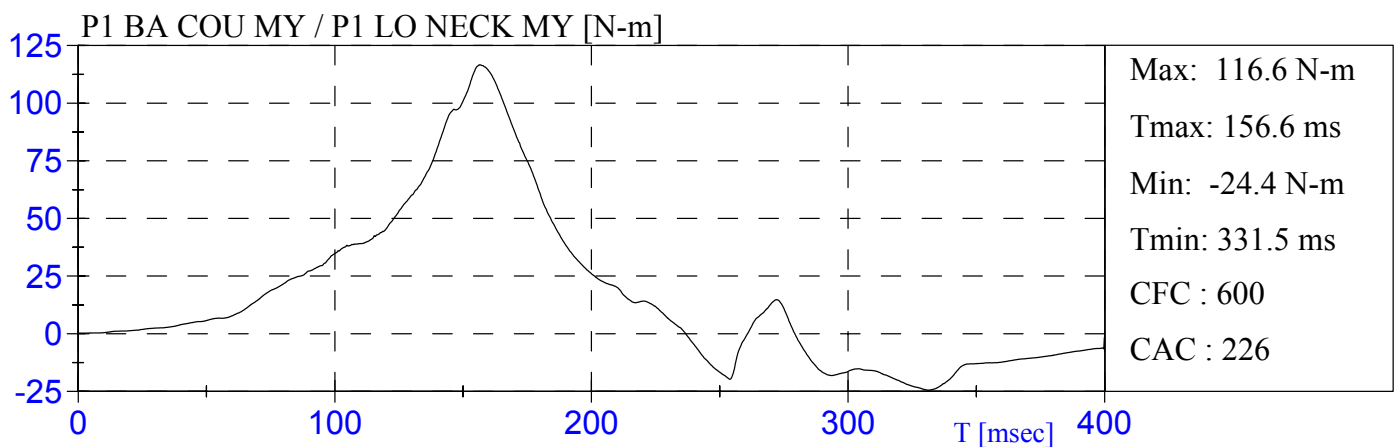
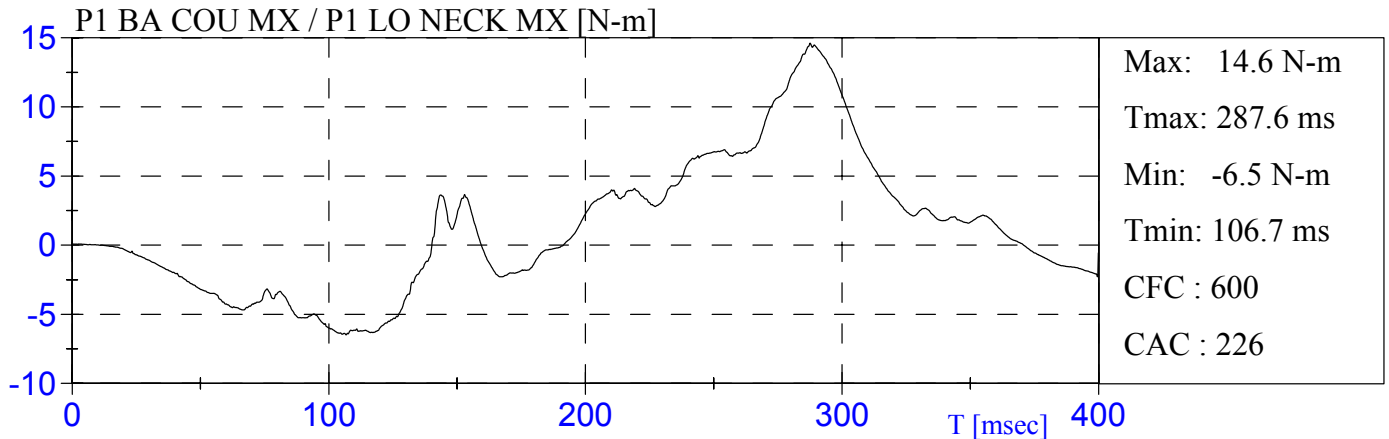


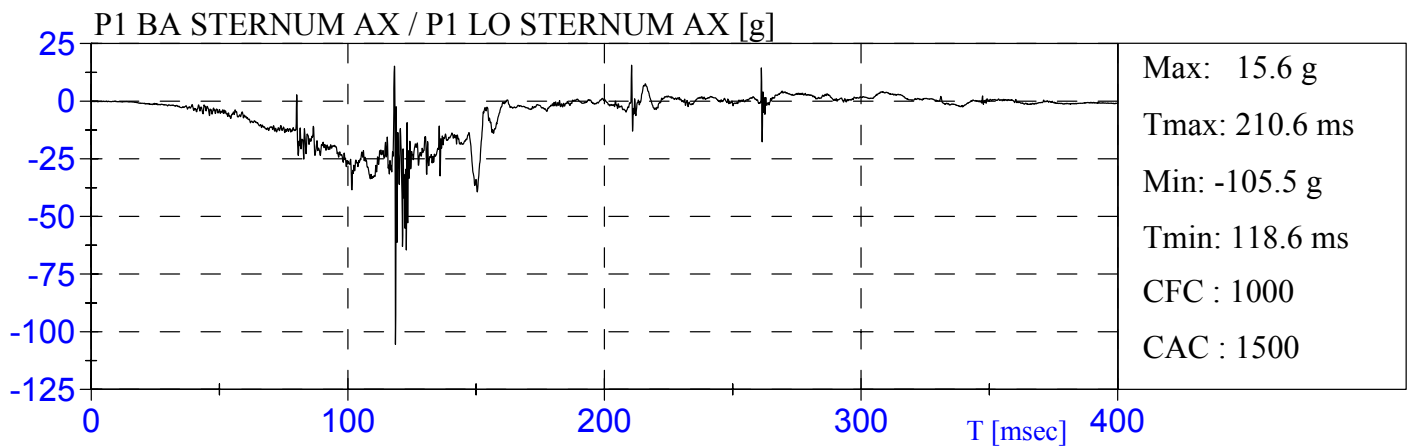
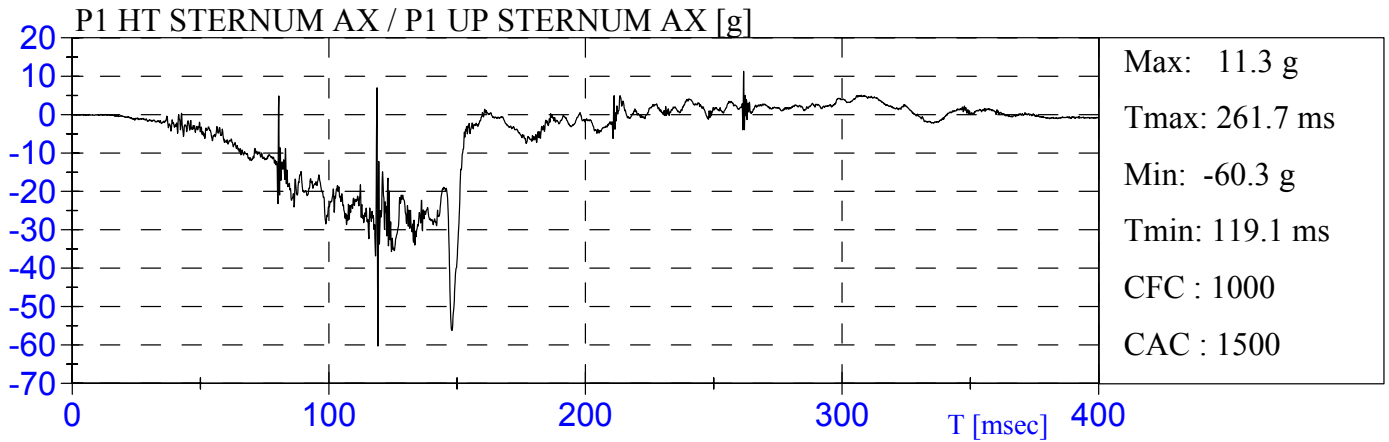


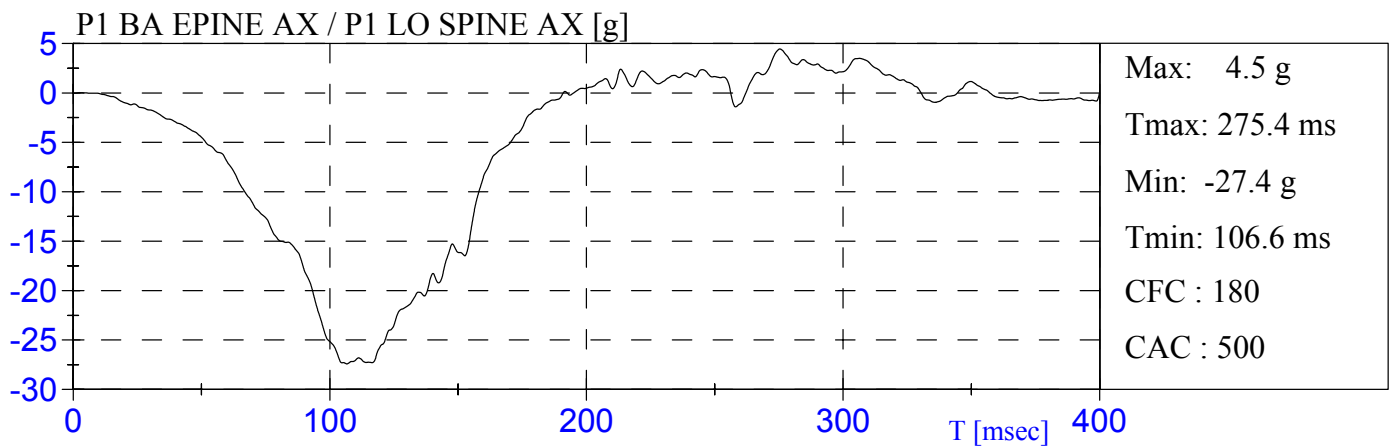
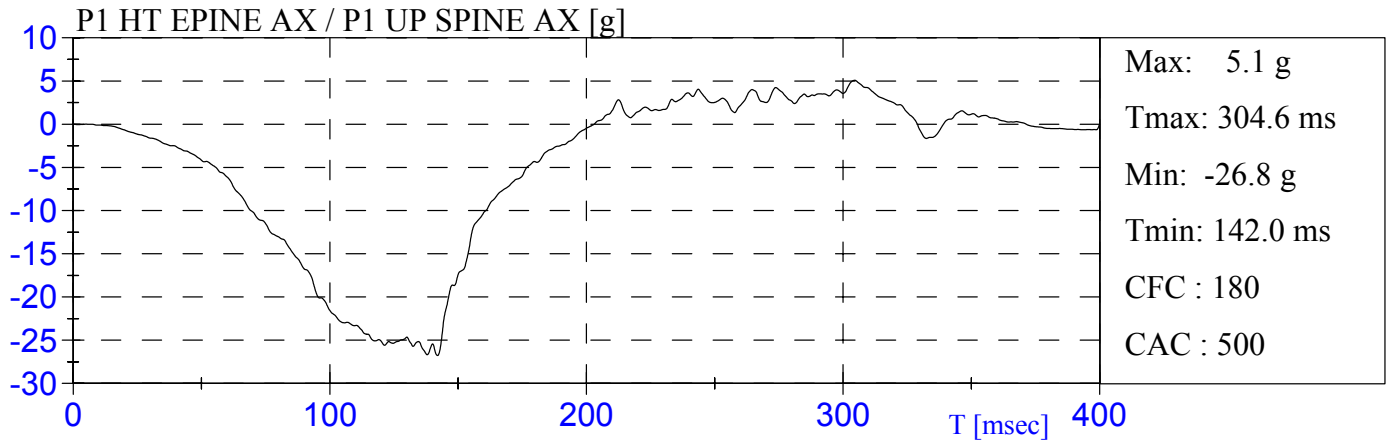


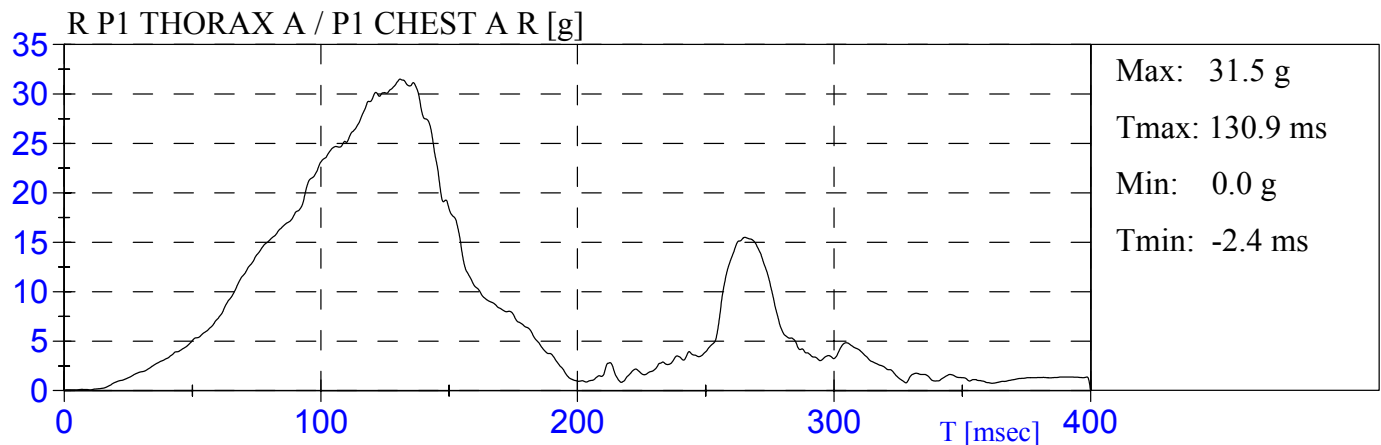
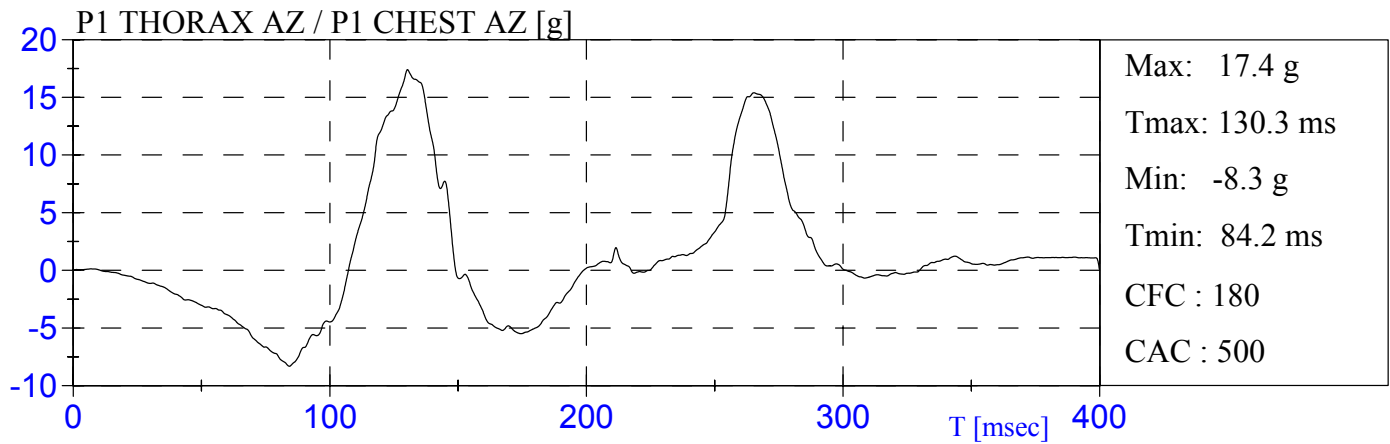
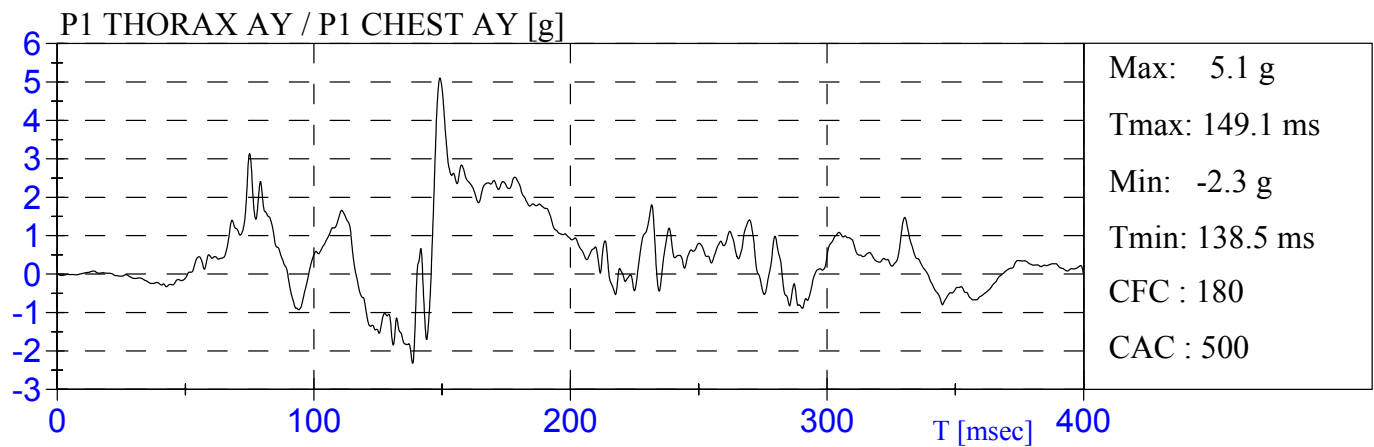
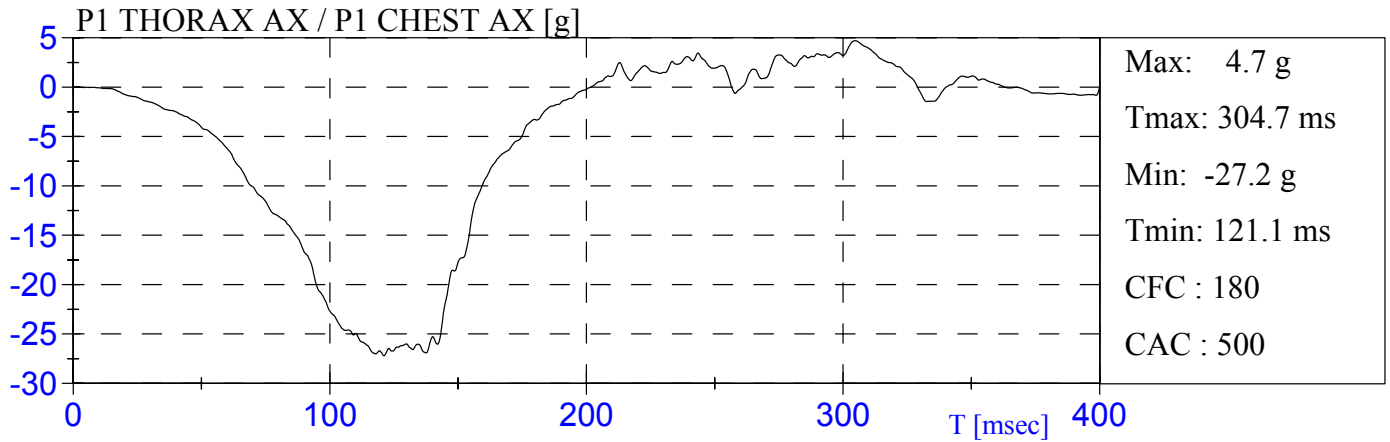


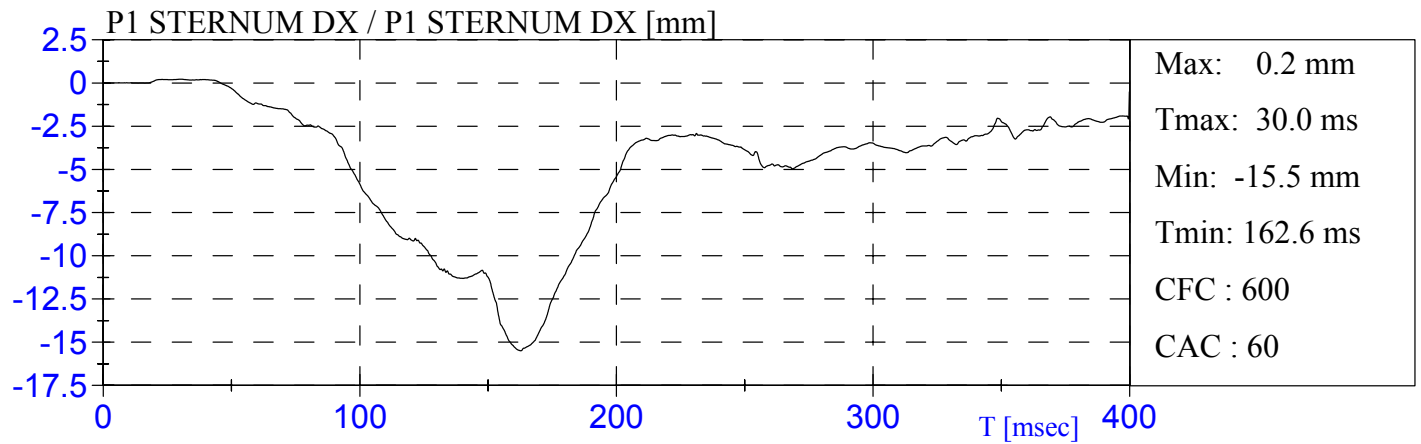


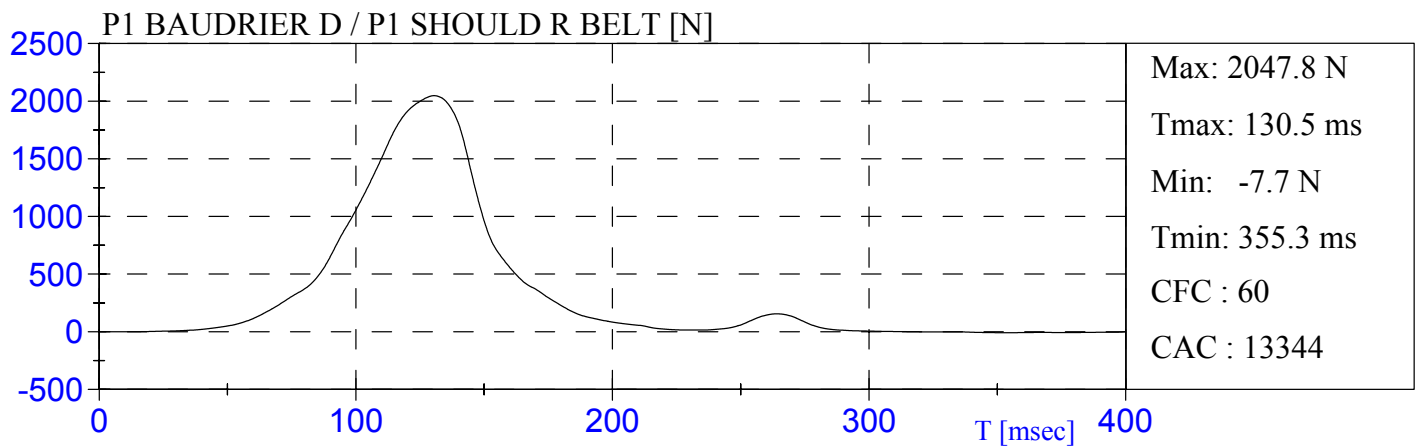
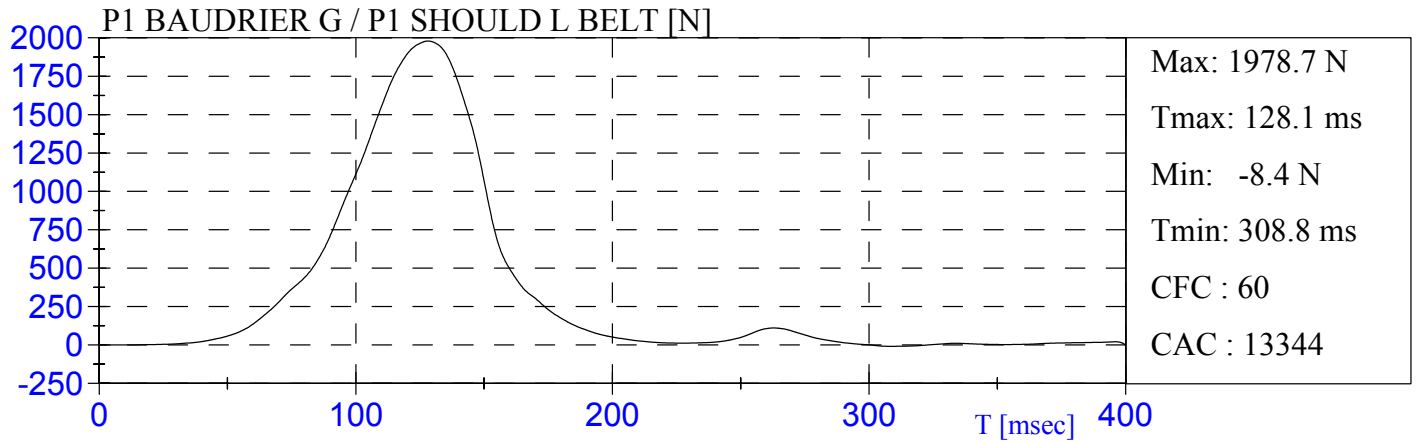


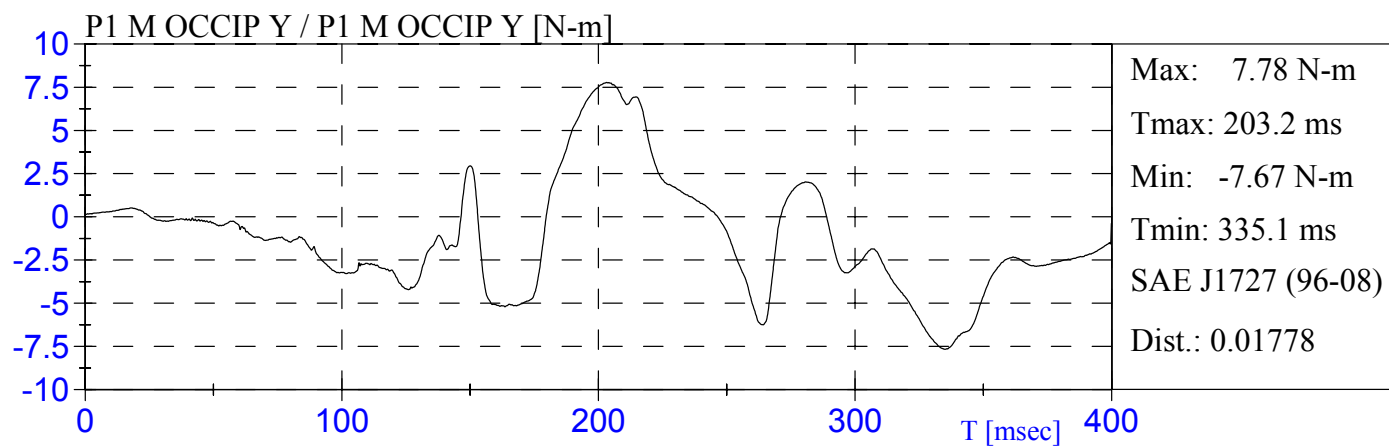


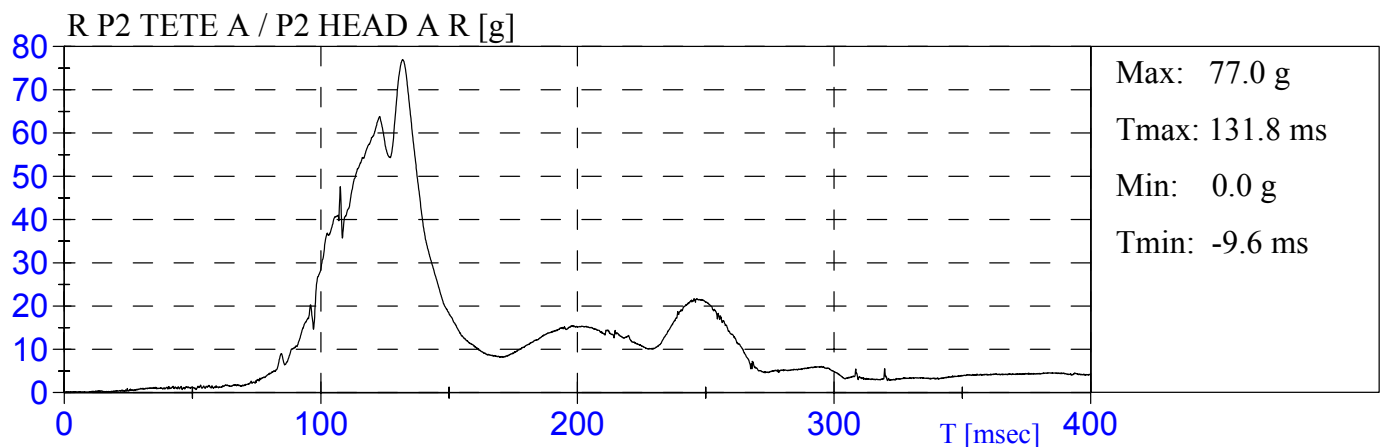
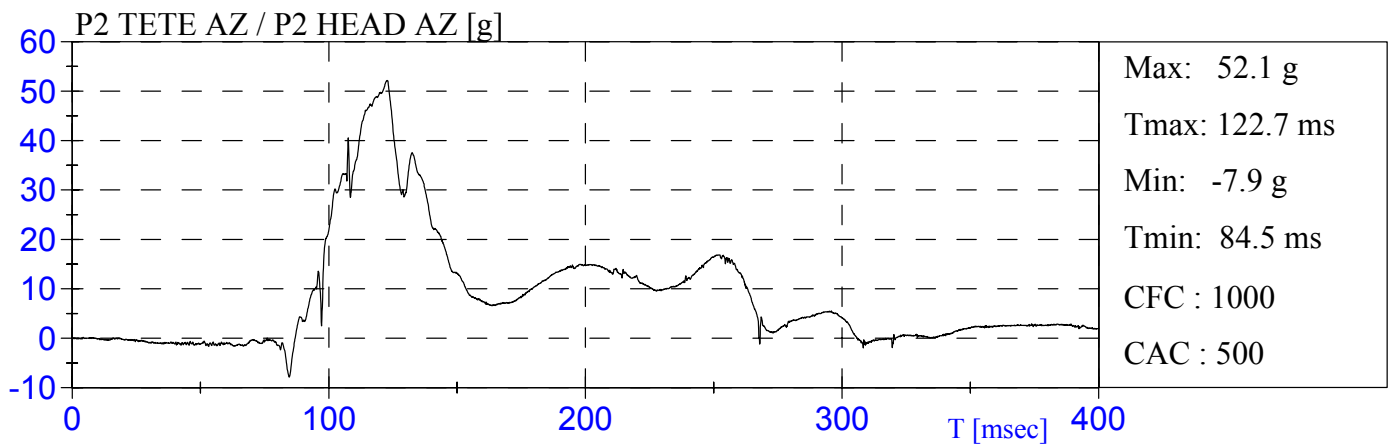
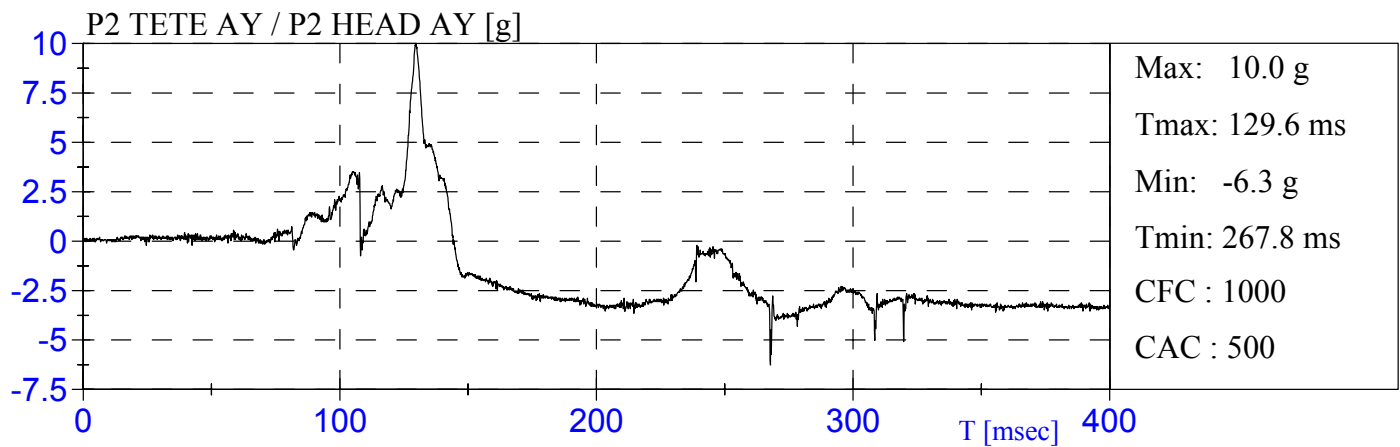
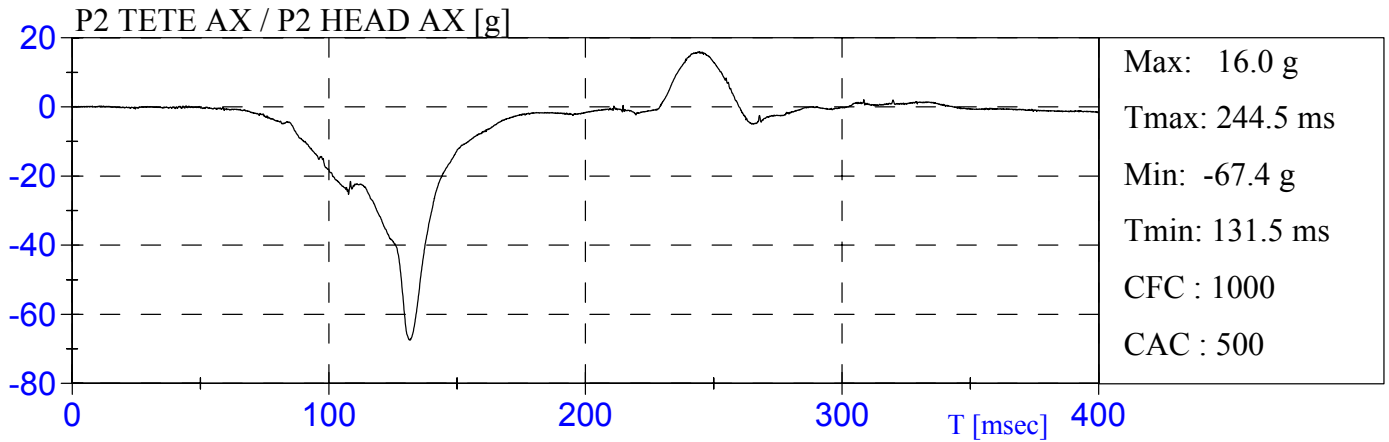


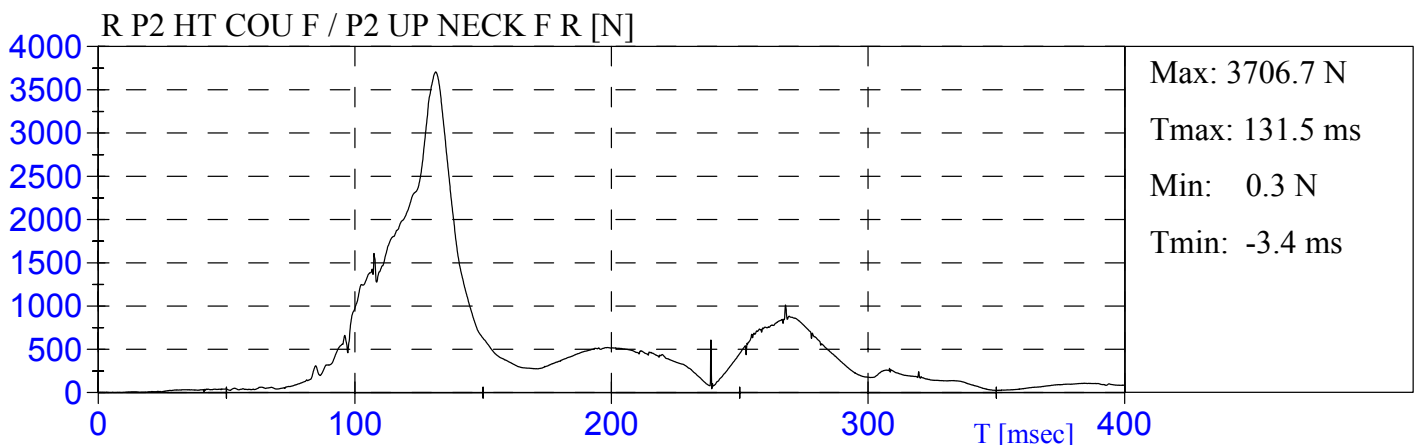
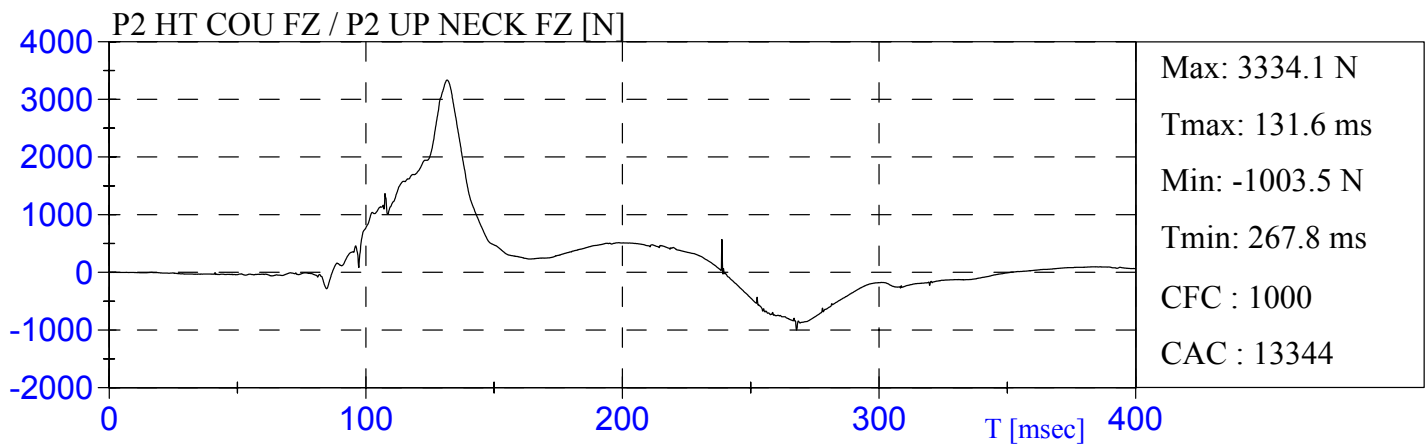
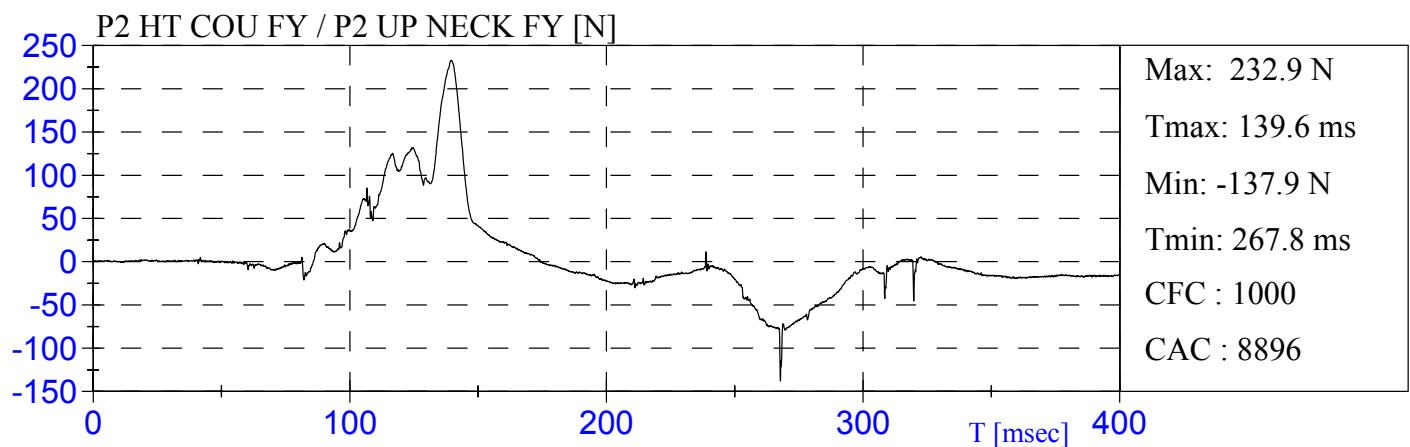
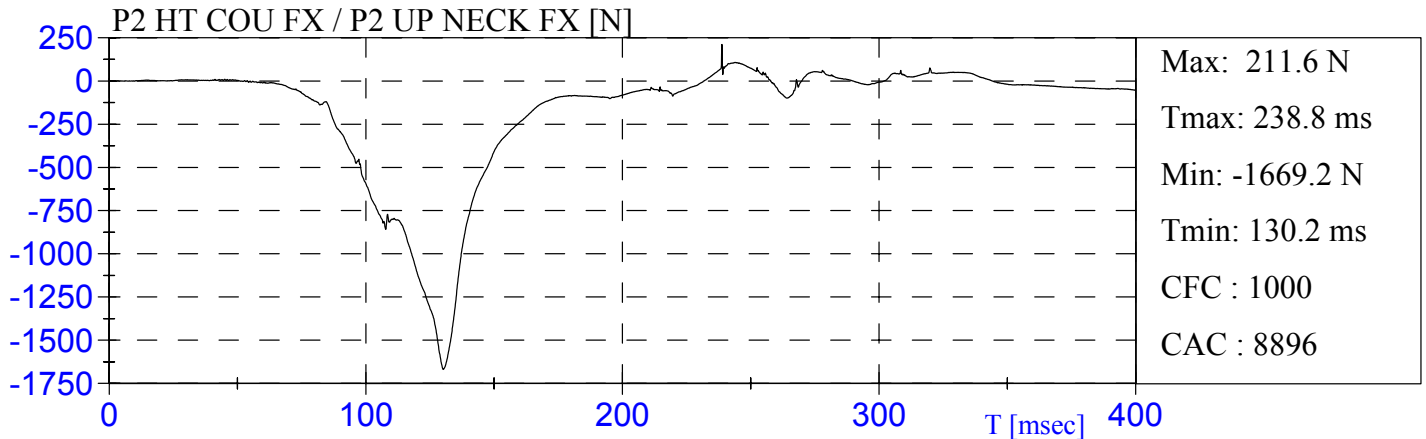


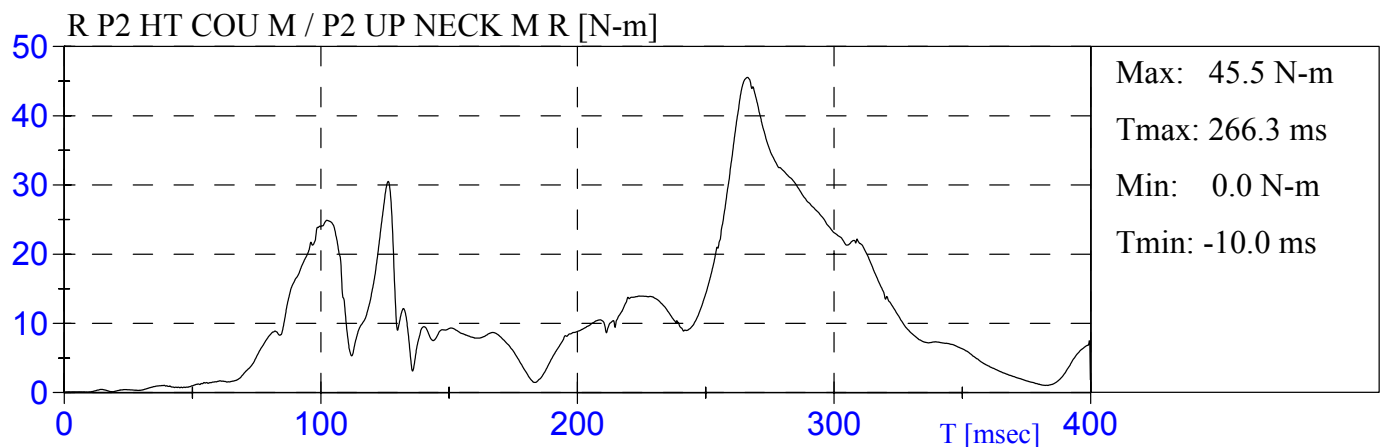
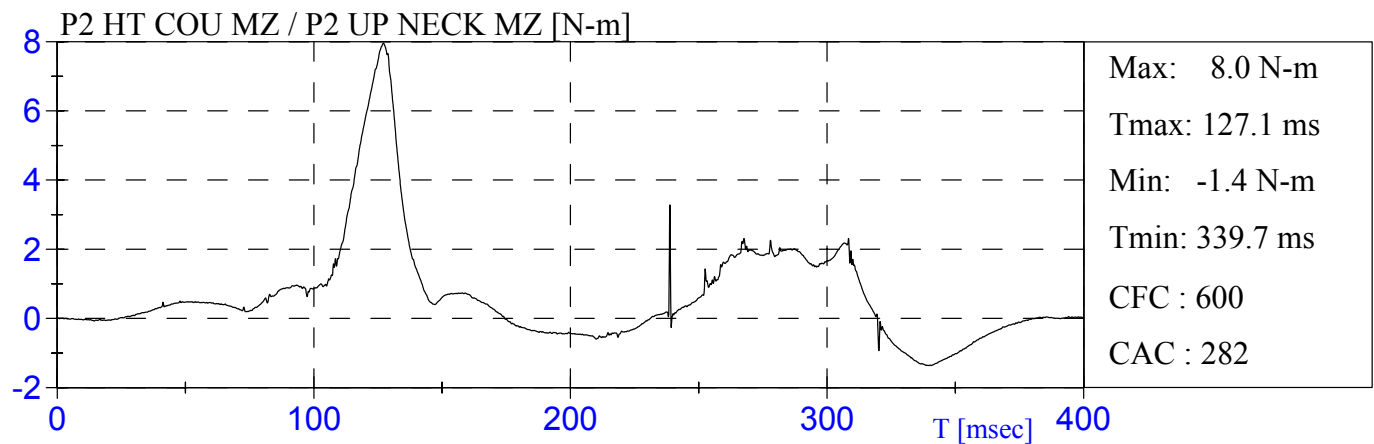
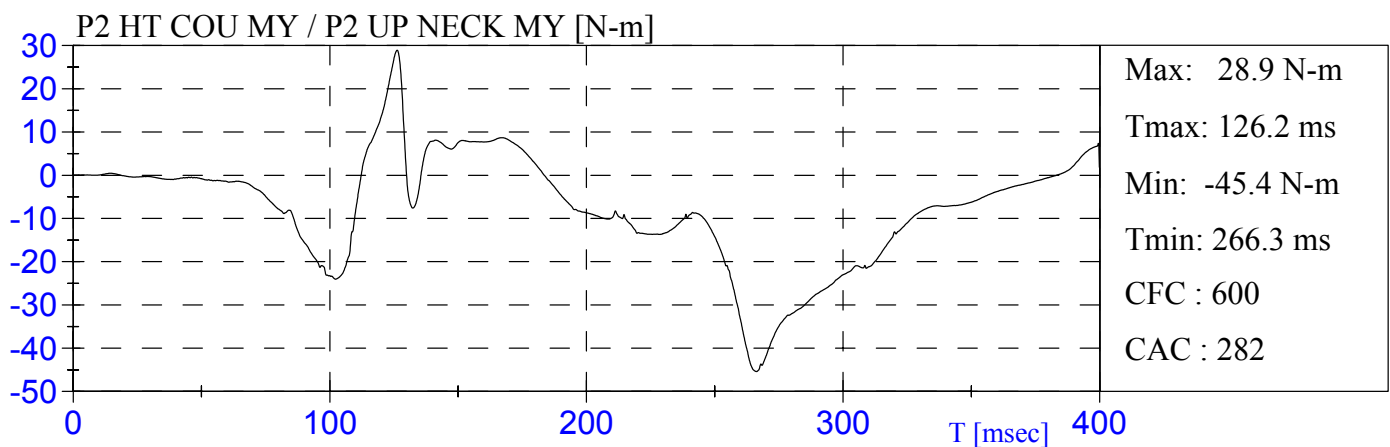
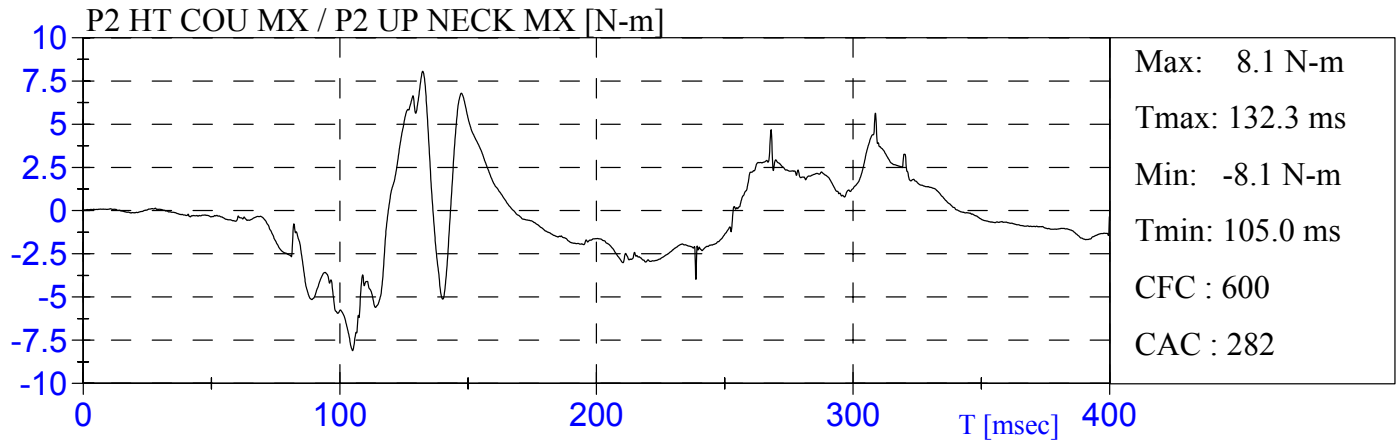


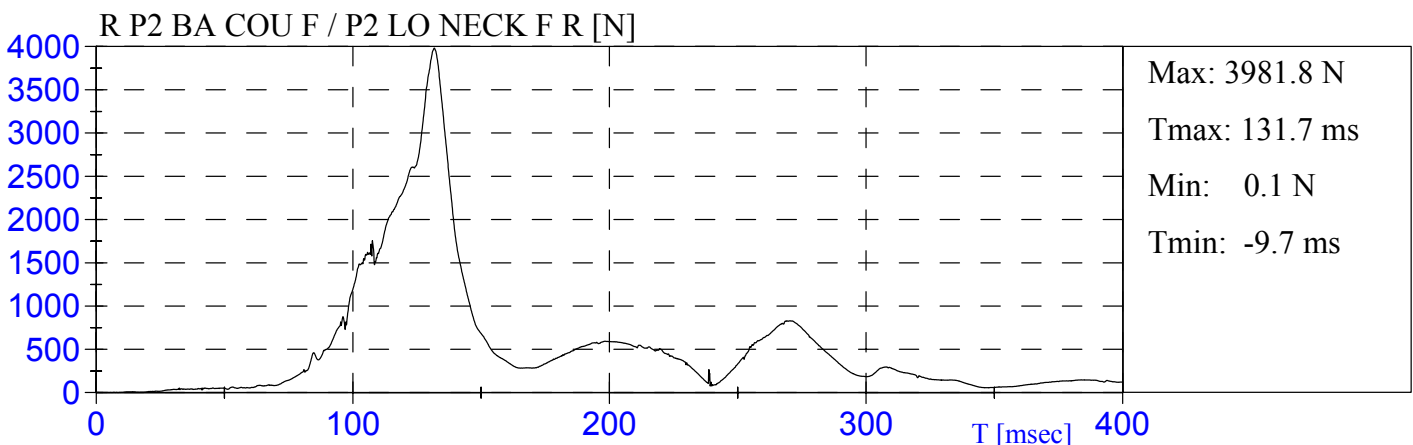
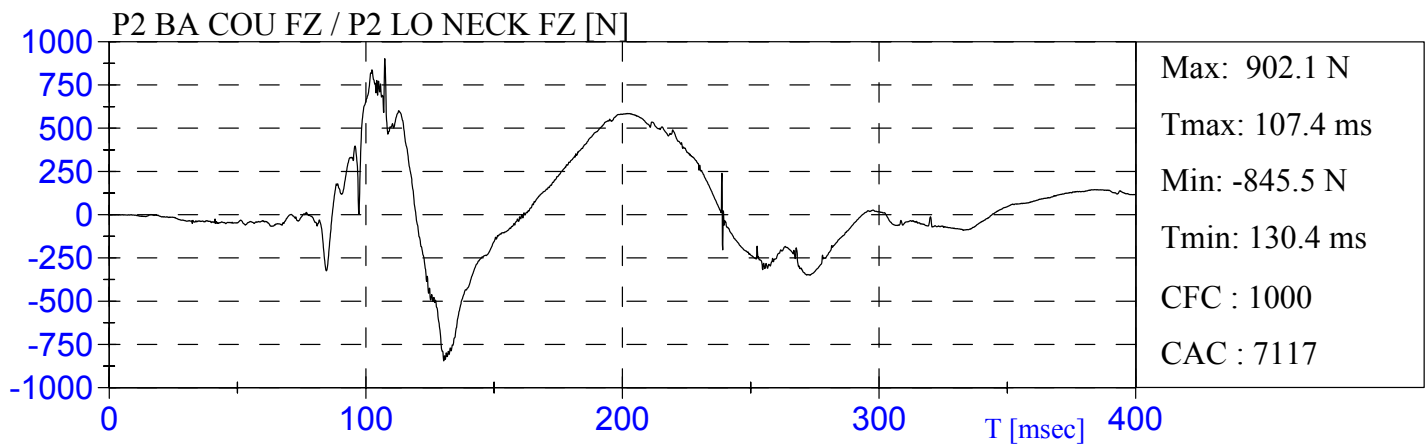
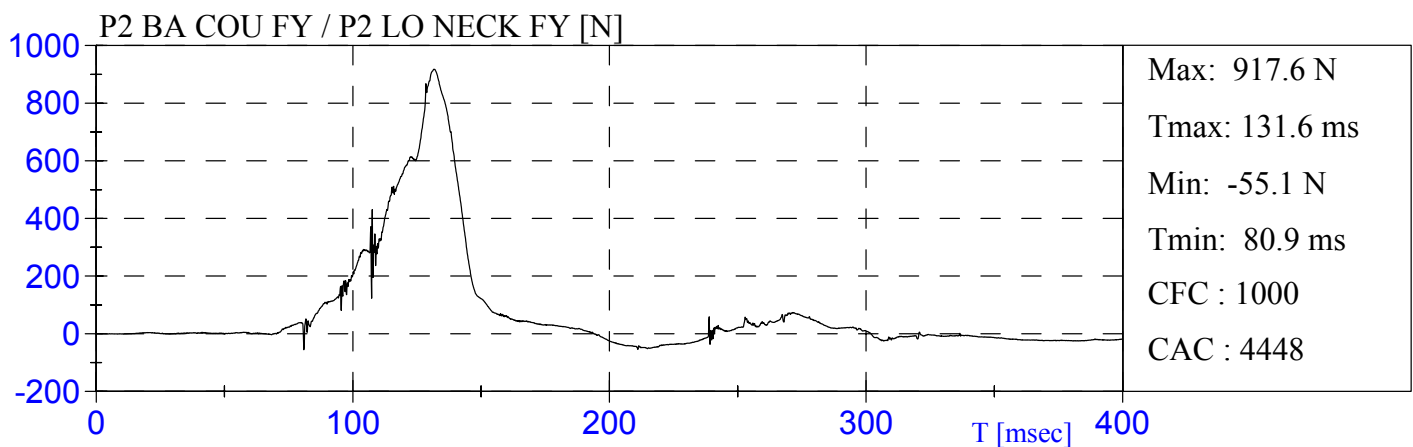
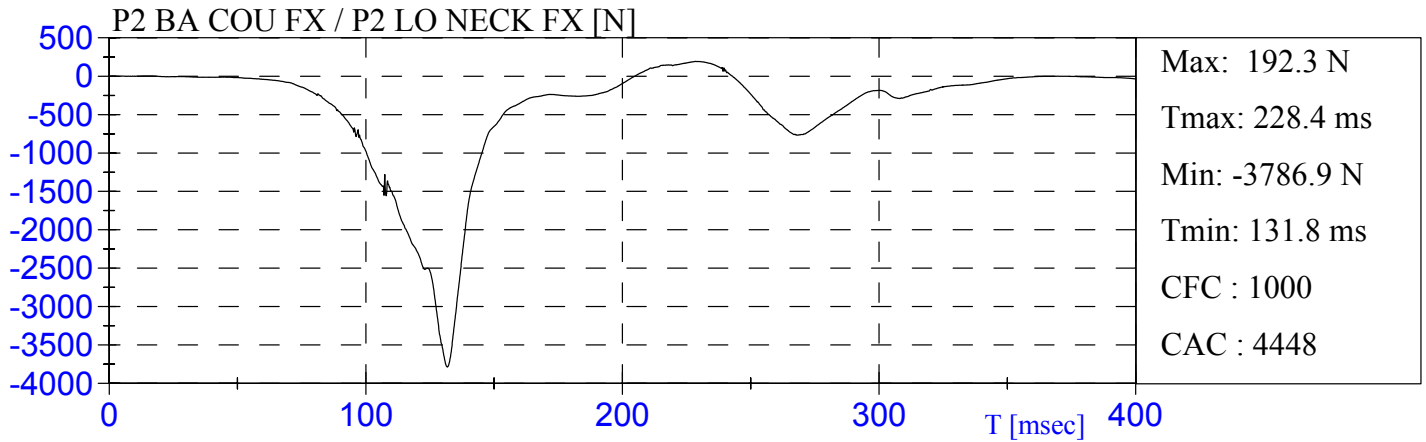


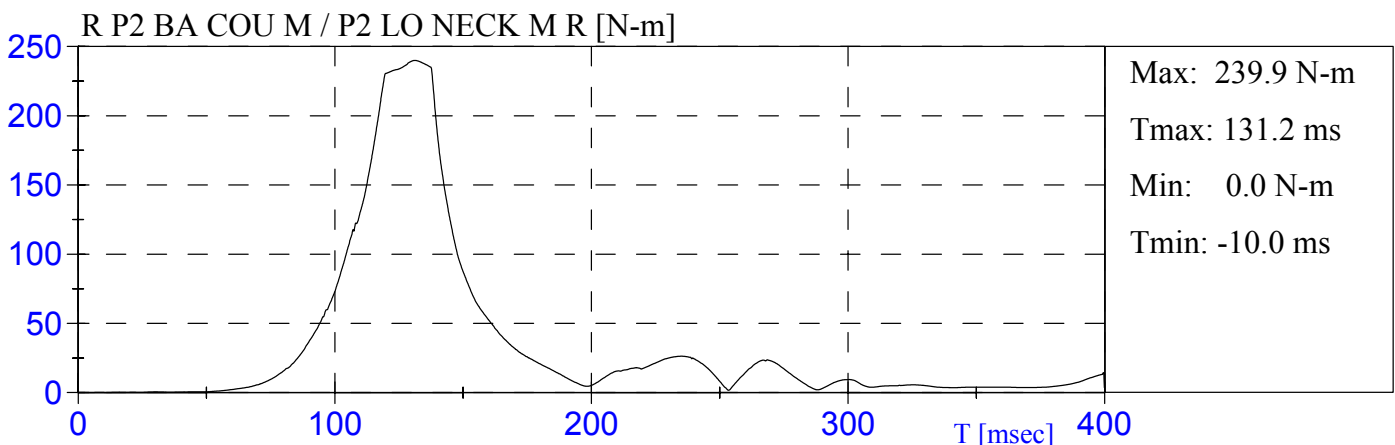
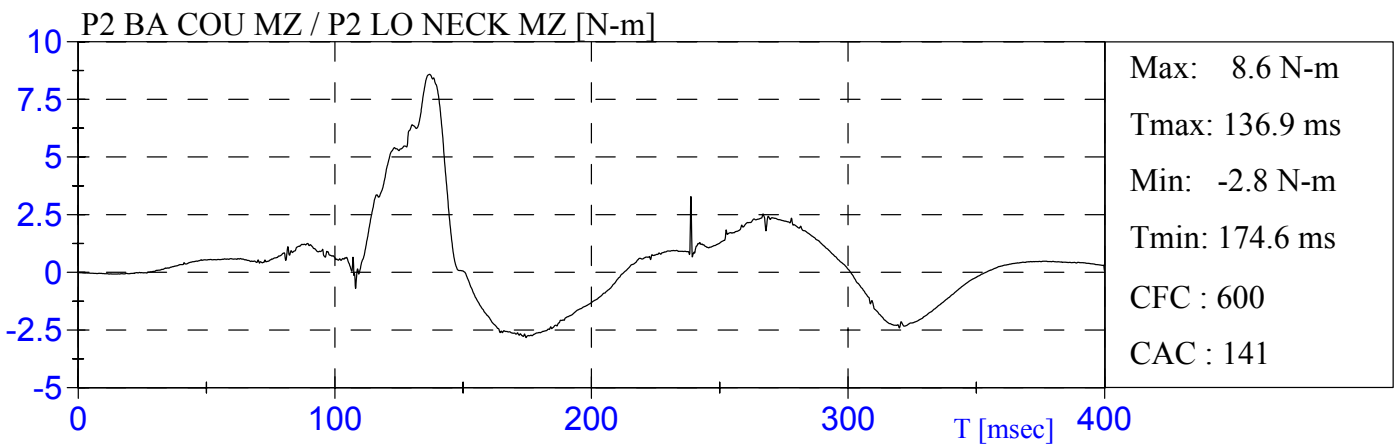
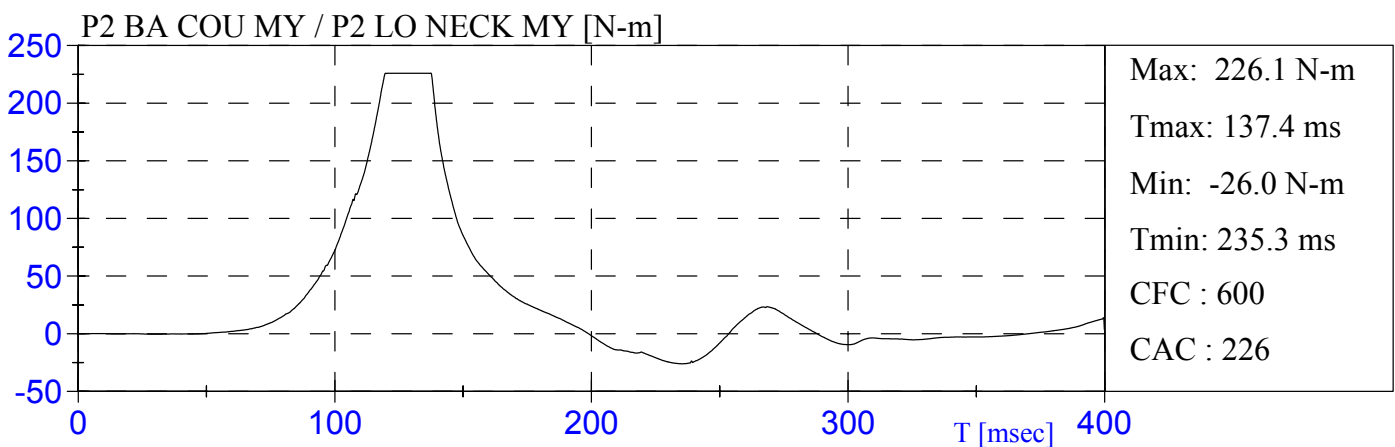
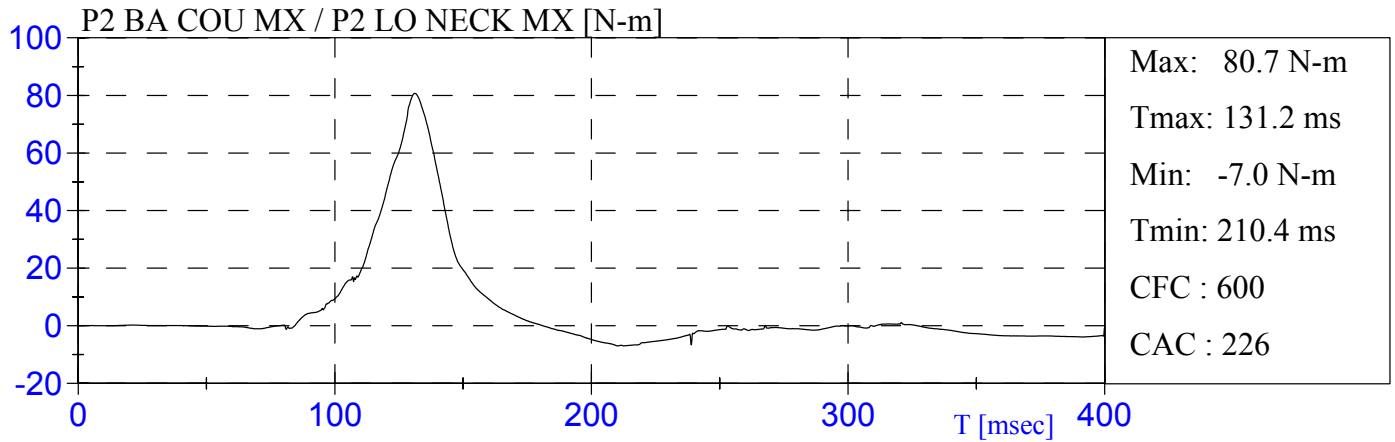


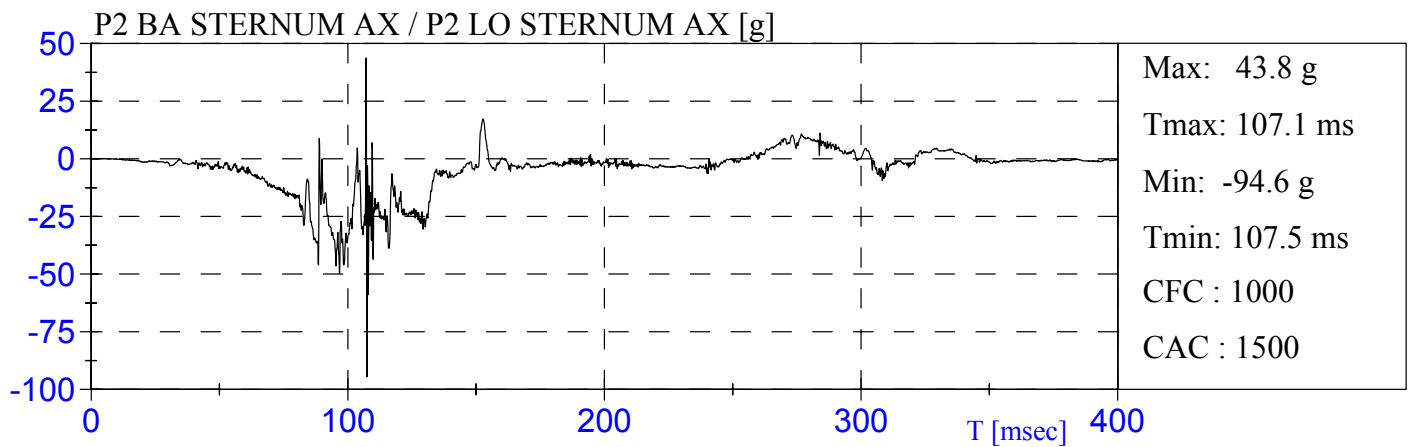
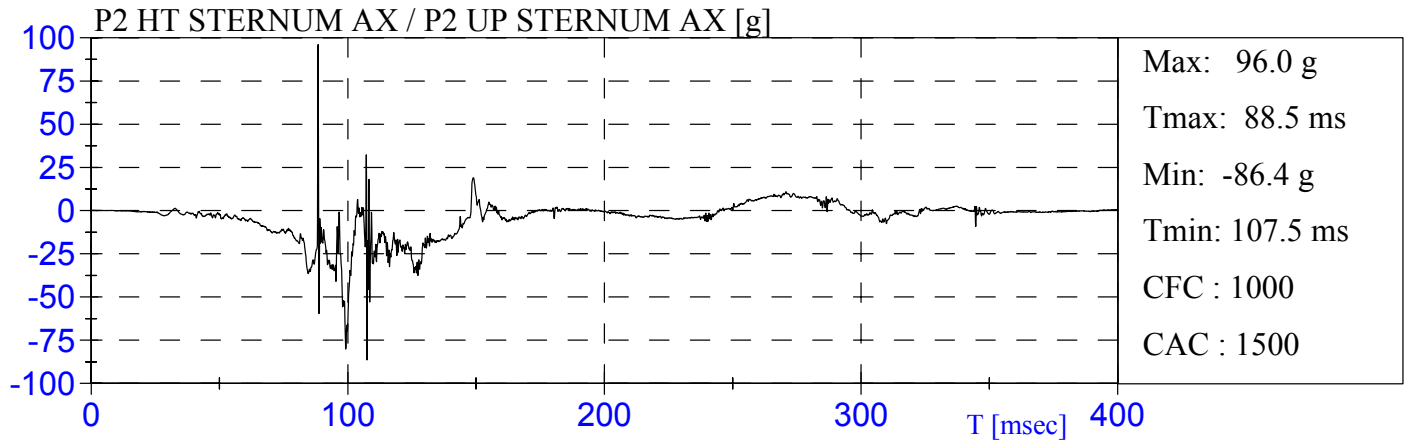


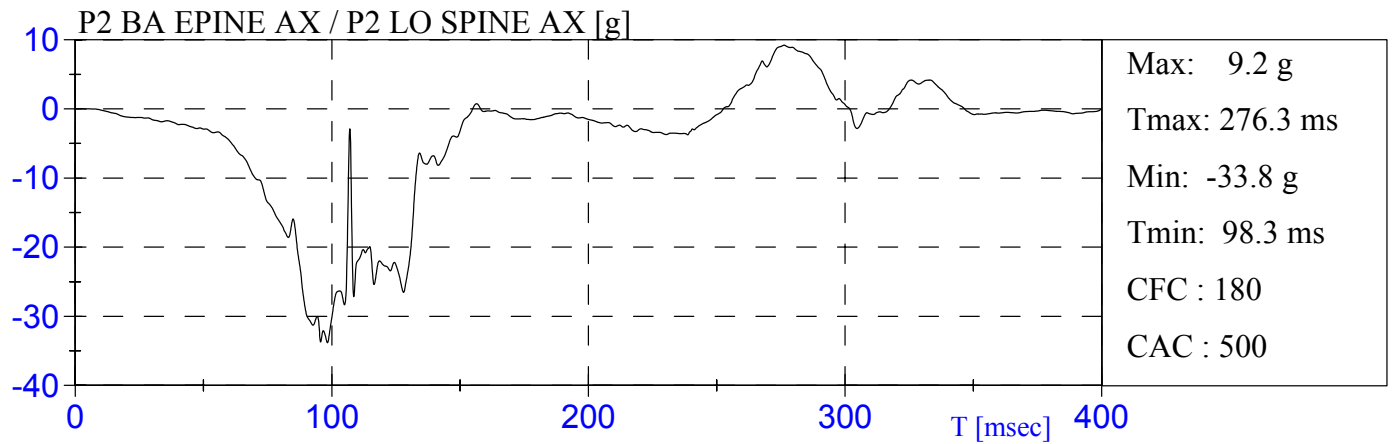


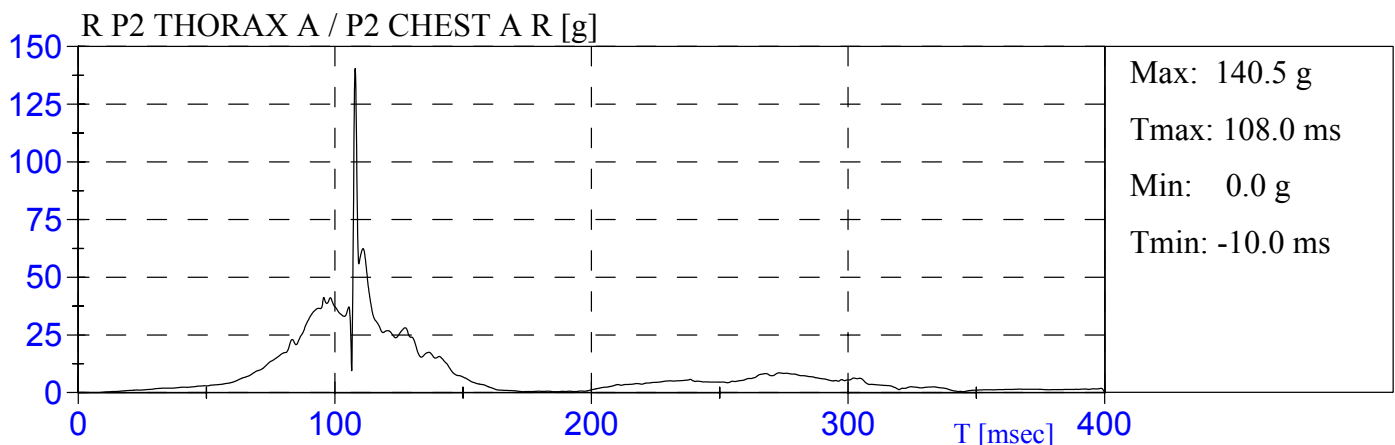
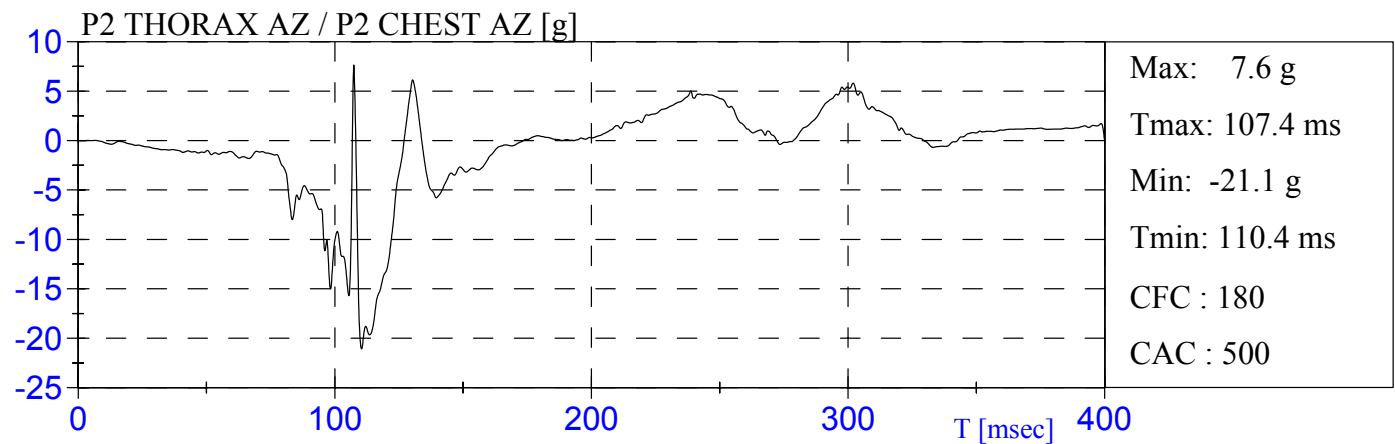
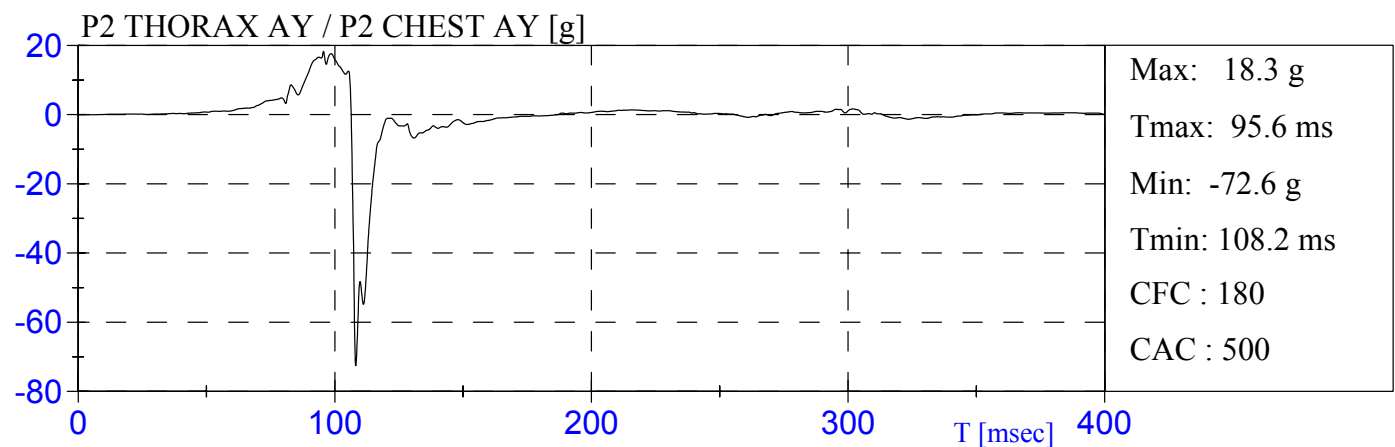
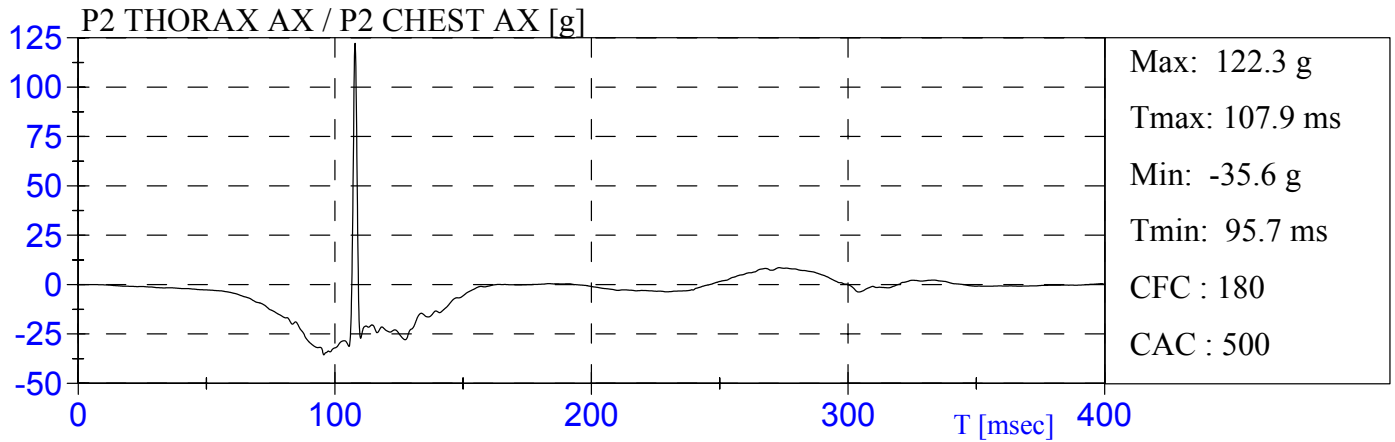


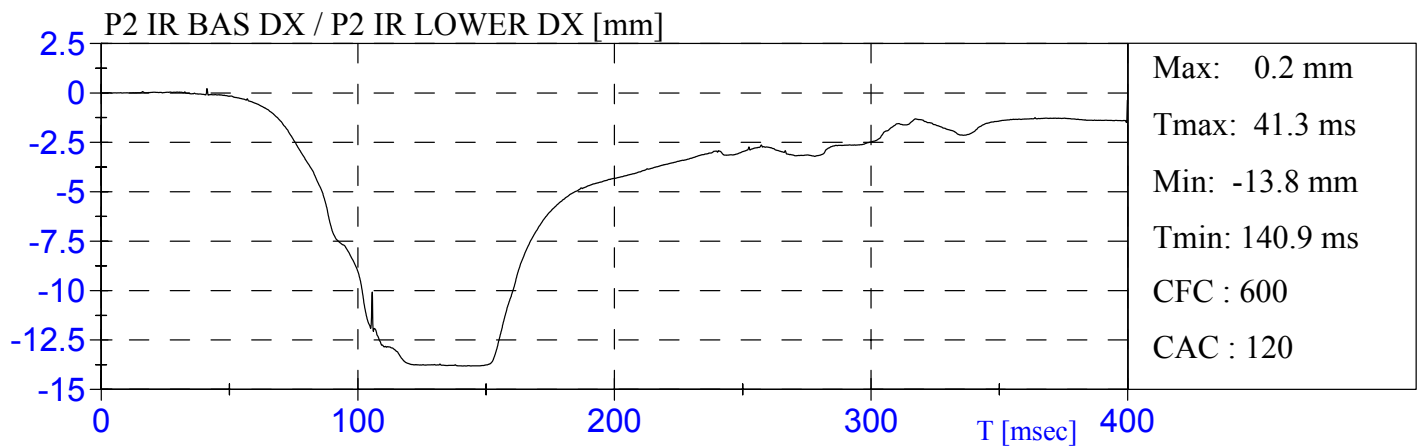
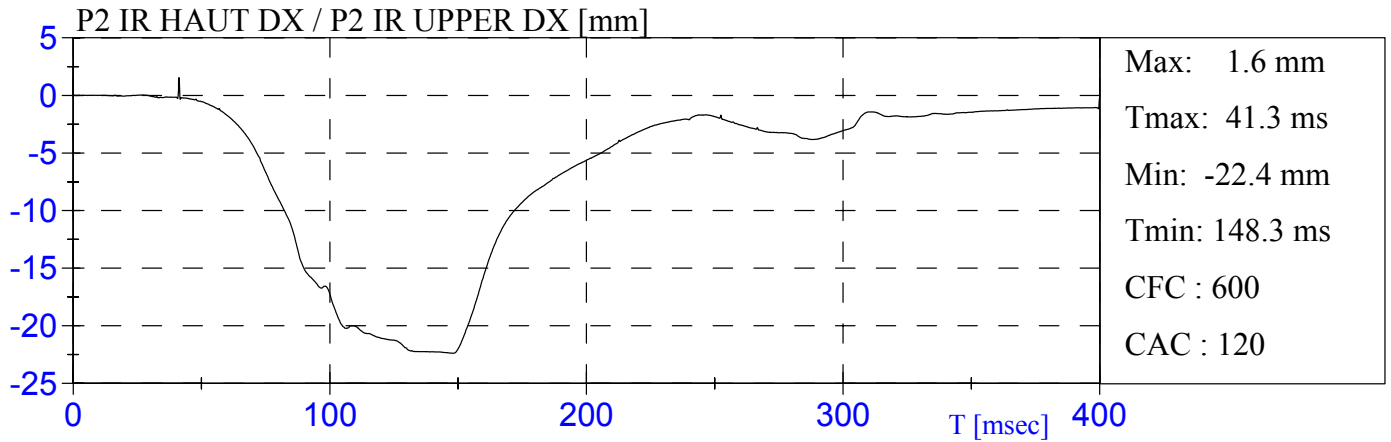


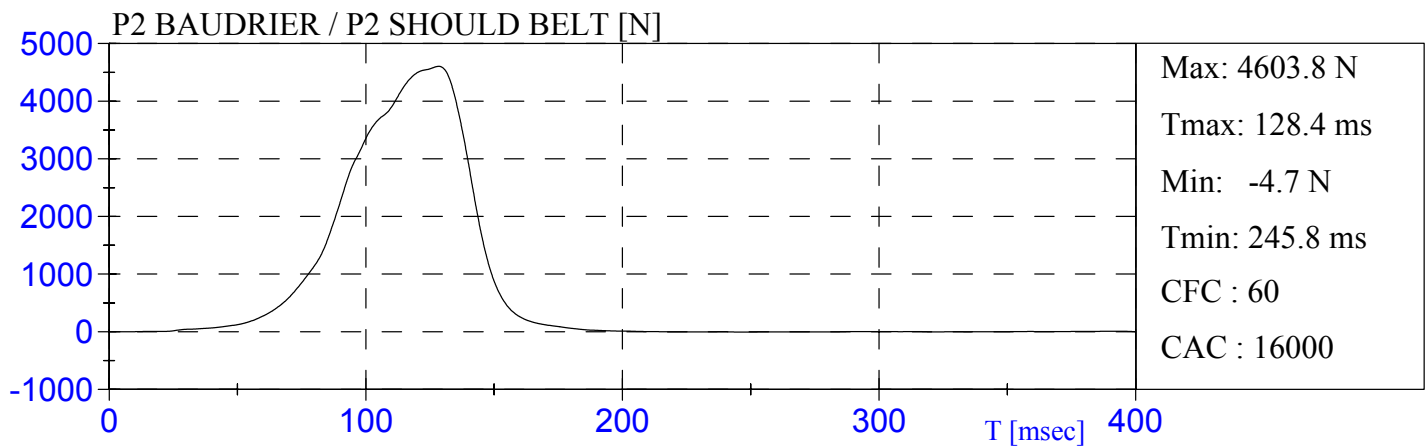
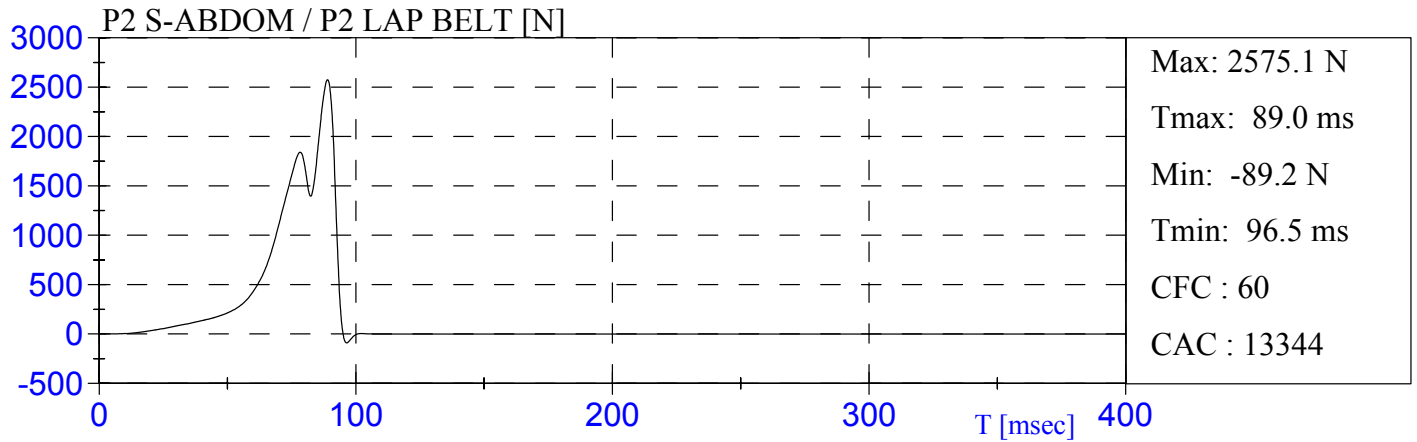


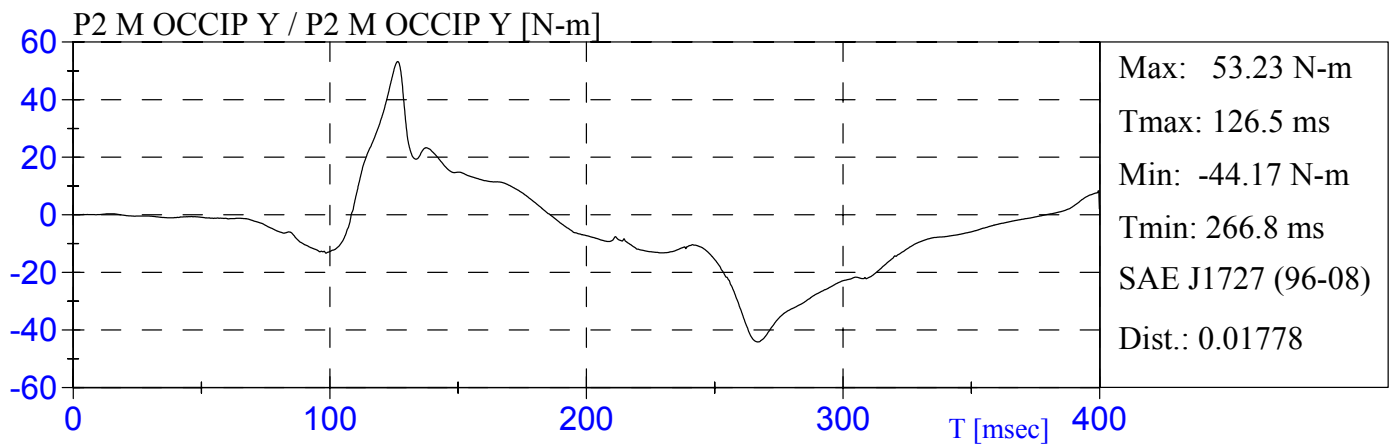


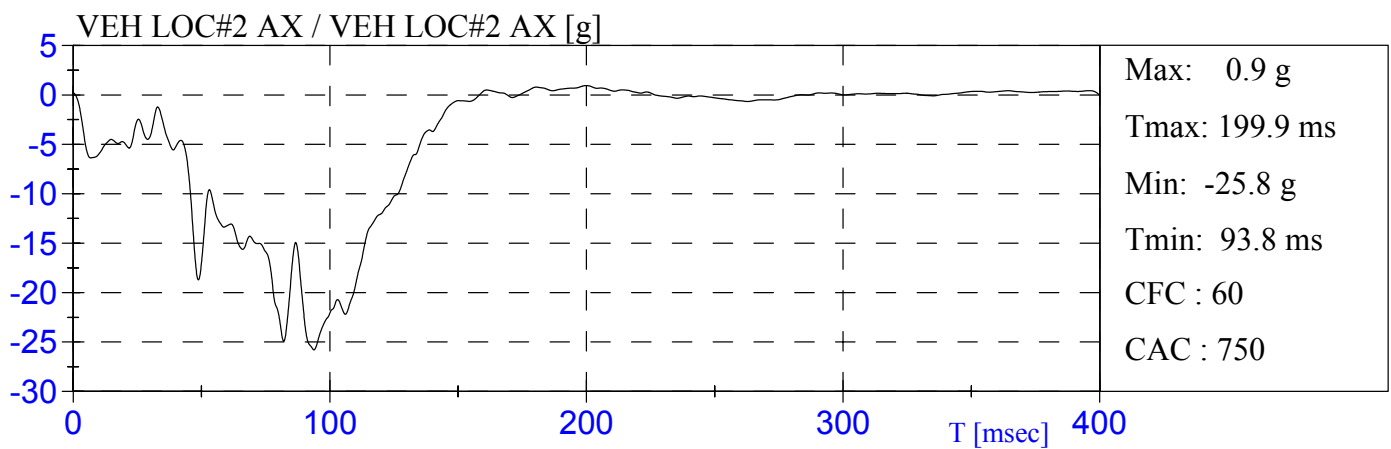
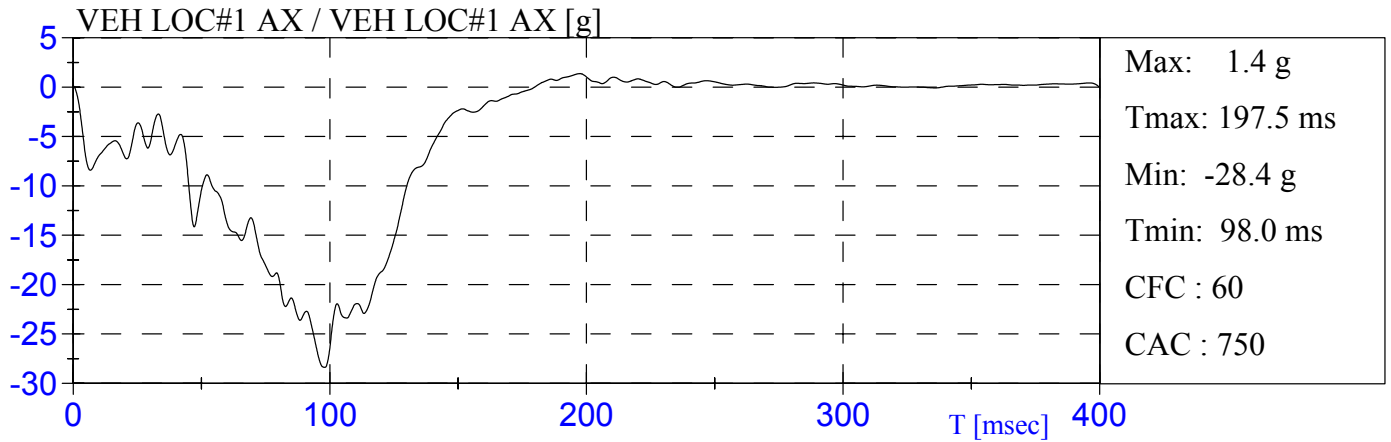


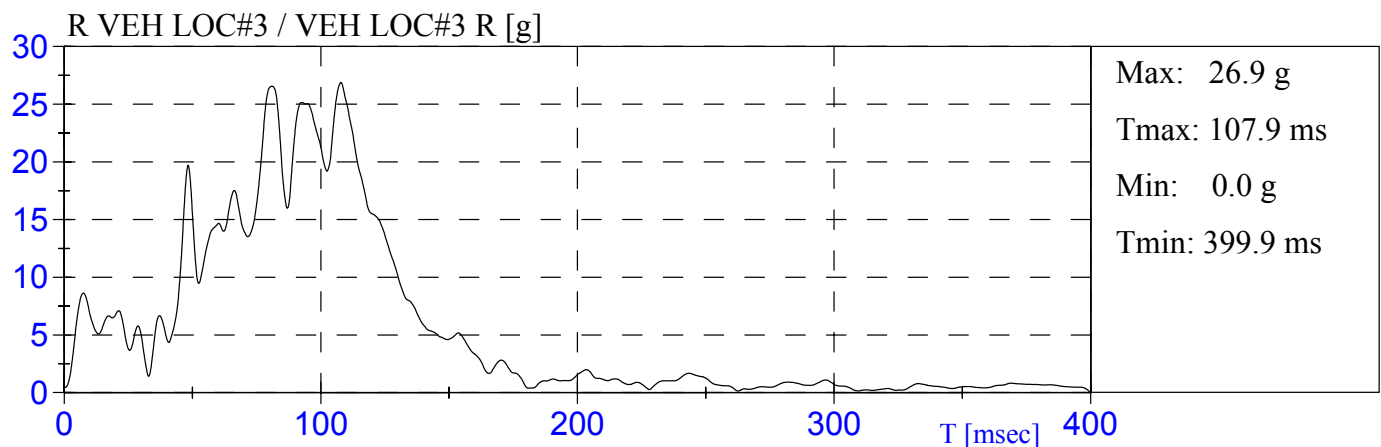
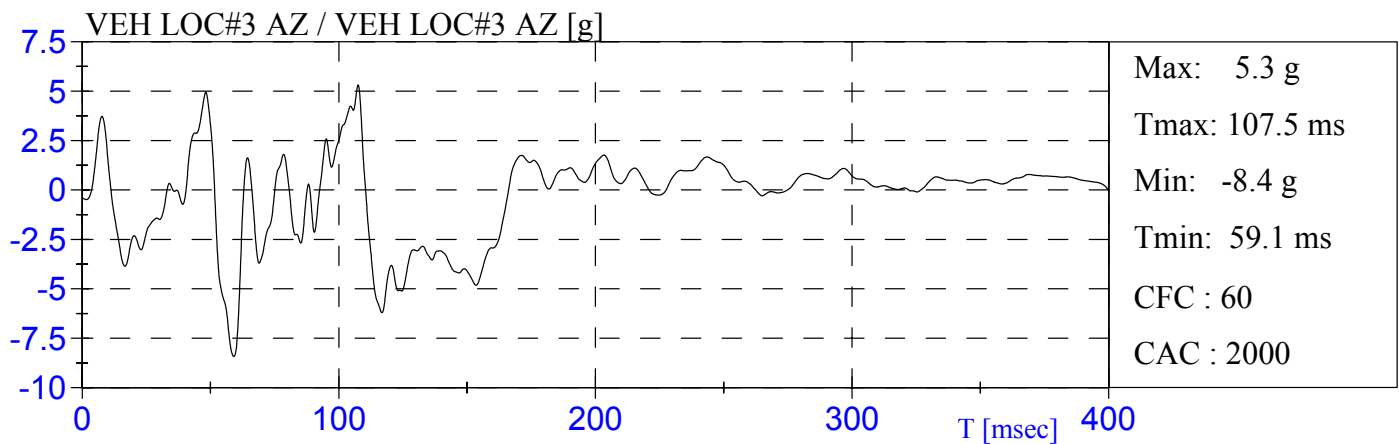
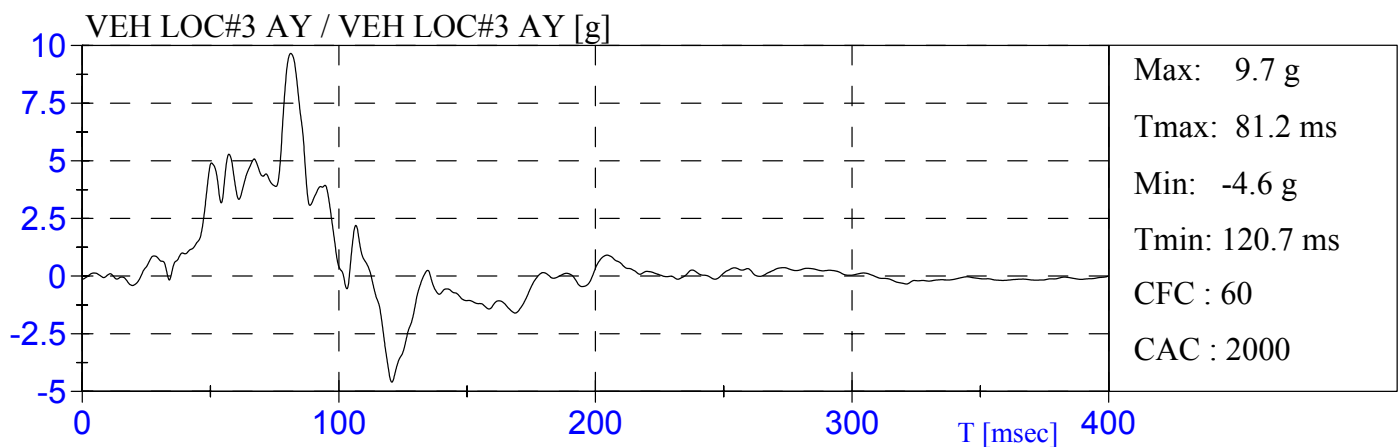
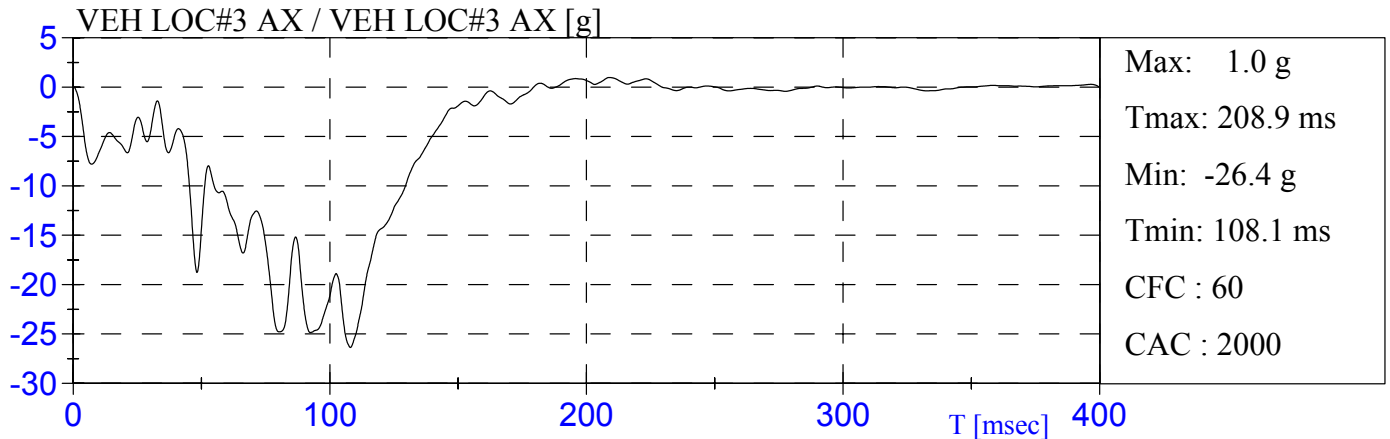


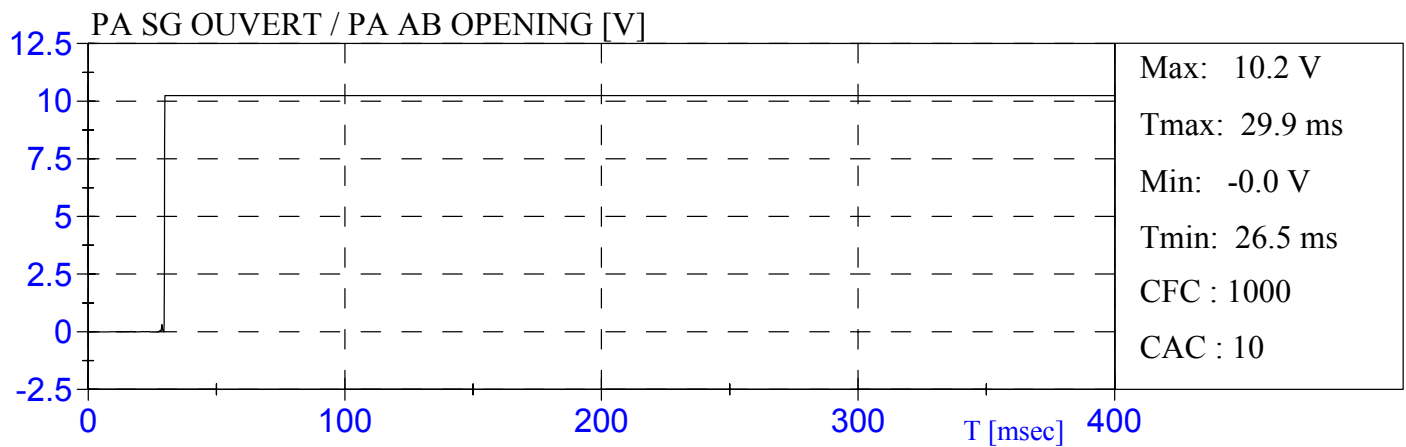
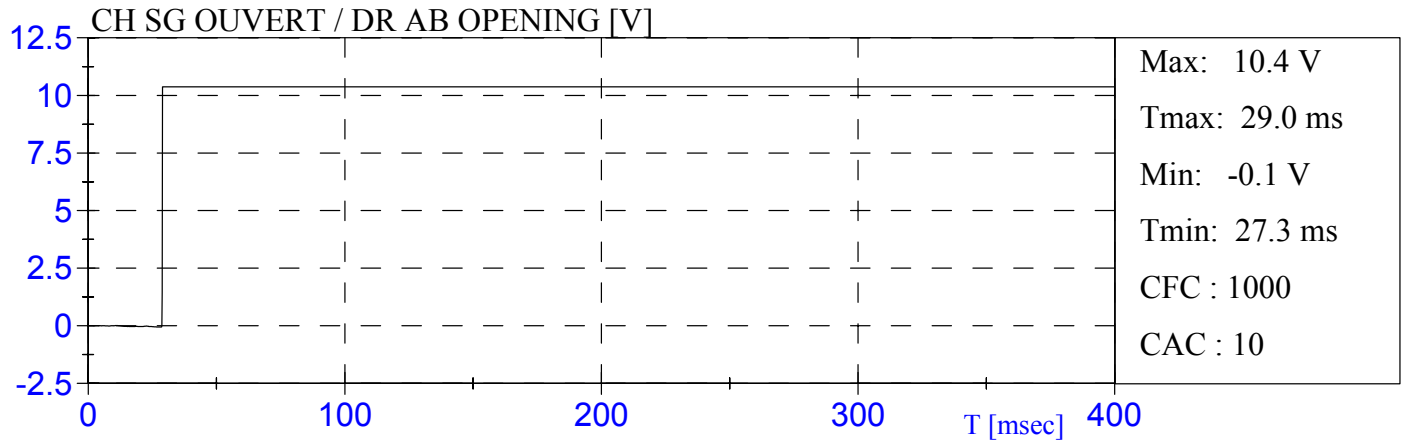


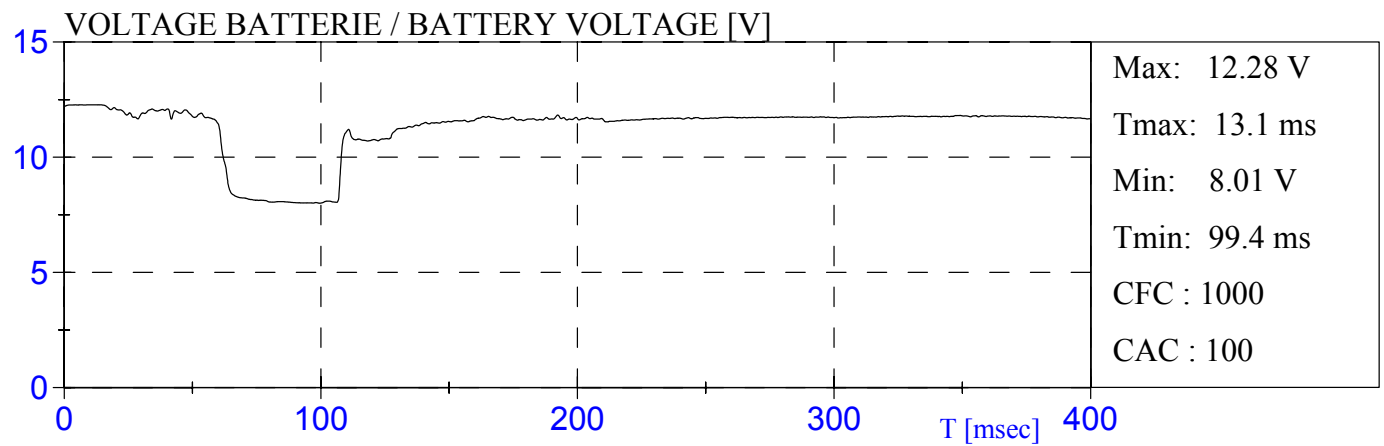


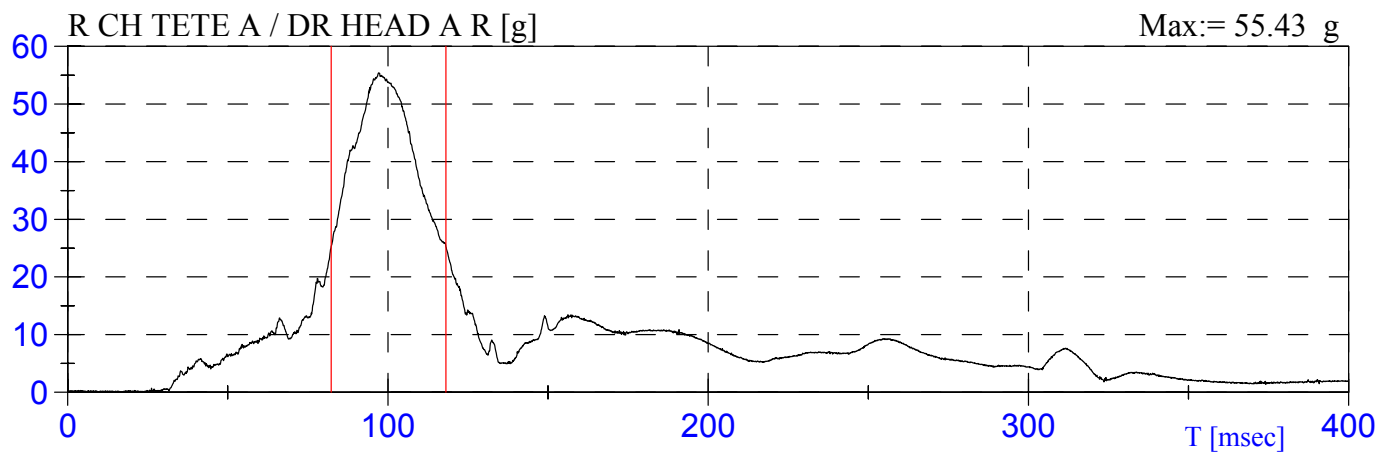










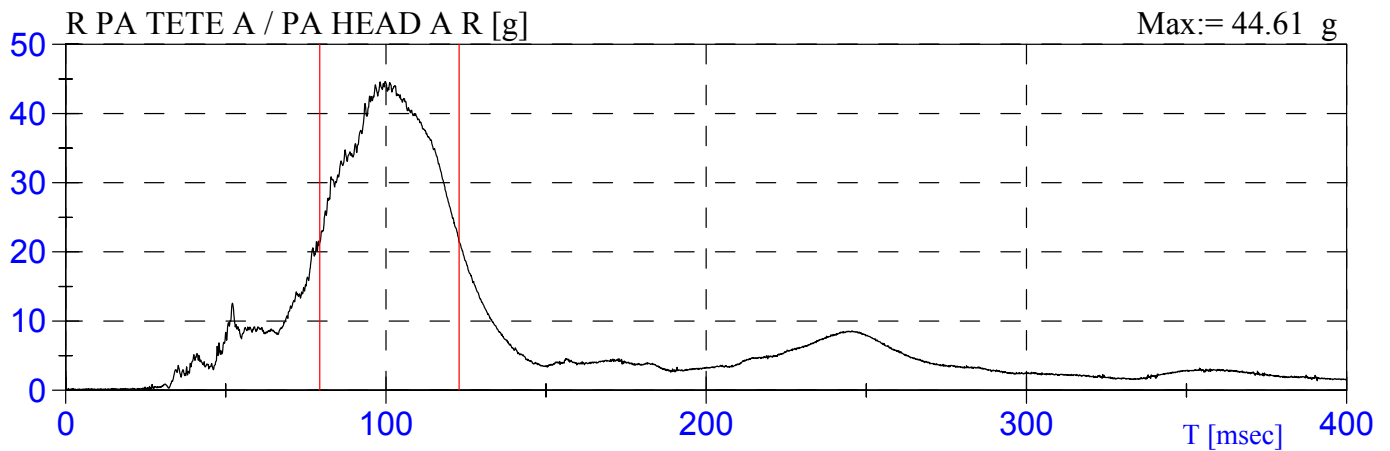


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 409	HIC(36ms):= 409	HIC(15ms):= 289
T1:= 82.3 ms	T1:= 82.3 ms	T1:= 91.4 ms
T2:= 118.1 ms	T2:= 118.1 ms	T2:= 106.4 ms

* Selon / According To: SAE J1727 96-08

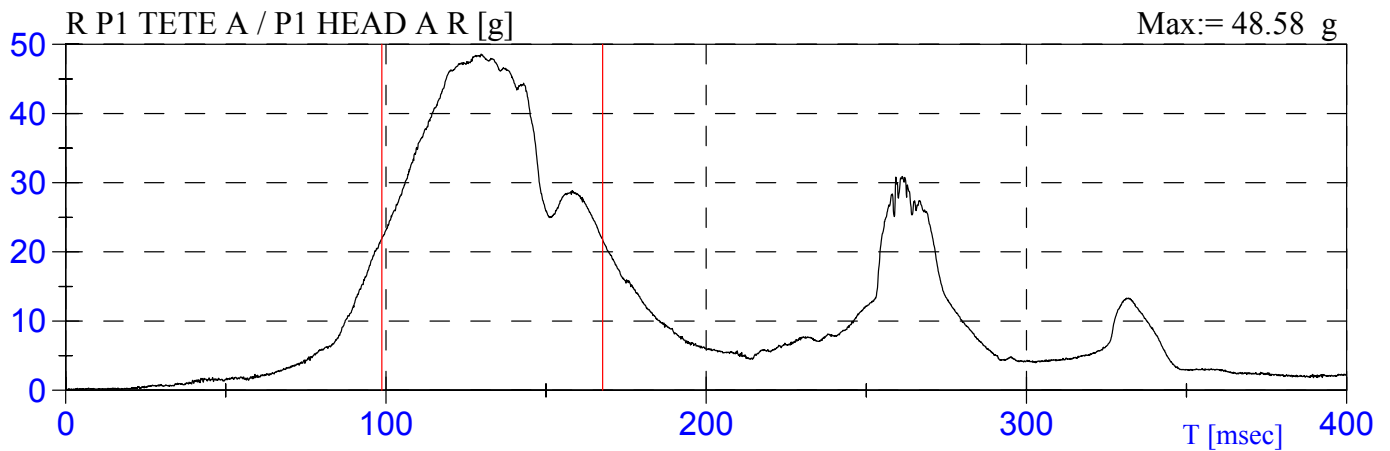


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 333	HIC(36ms):= 320	HIC(15ms):= 177
T1:= 79.4 ms	T1:= 82.6 ms	T1:= 93.2 ms
T2:= 122.9 ms	T2:= 118.6 ms	T2:= 108.2 ms

* Selon / According To: SAE J1727 96-08

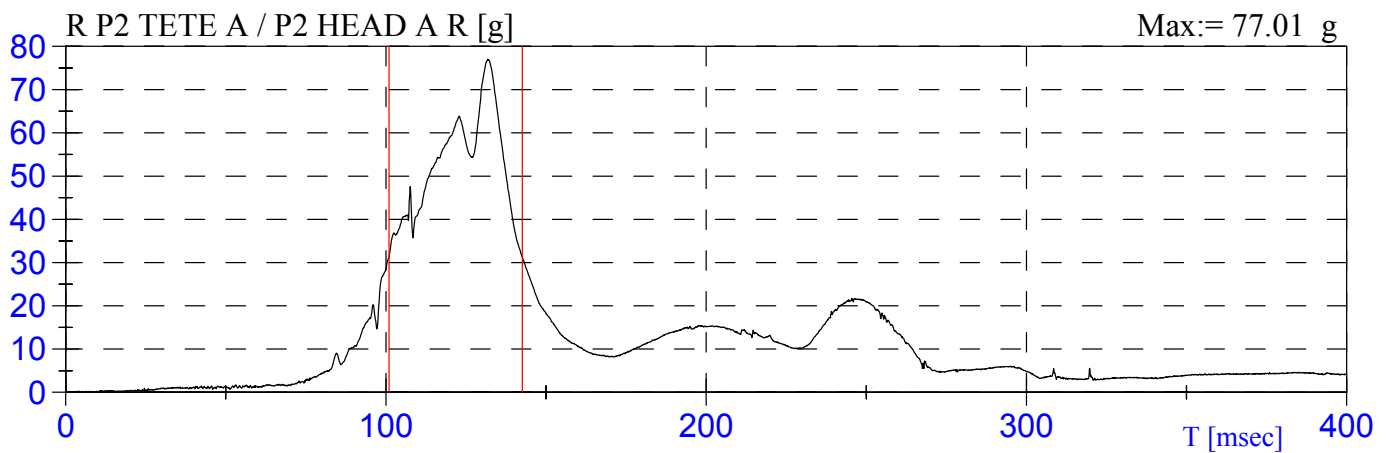


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 553	HIC(36ms):= 478	HIC(15ms):= 234
T1:= 98.7 ms	T1:= 110.6 ms	T1:= 121.7 ms
T2:= 167.7 ms	T2:= 146.6 ms	T2:= 136.7 ms

* Selon / According To: SAE J1727 96-08



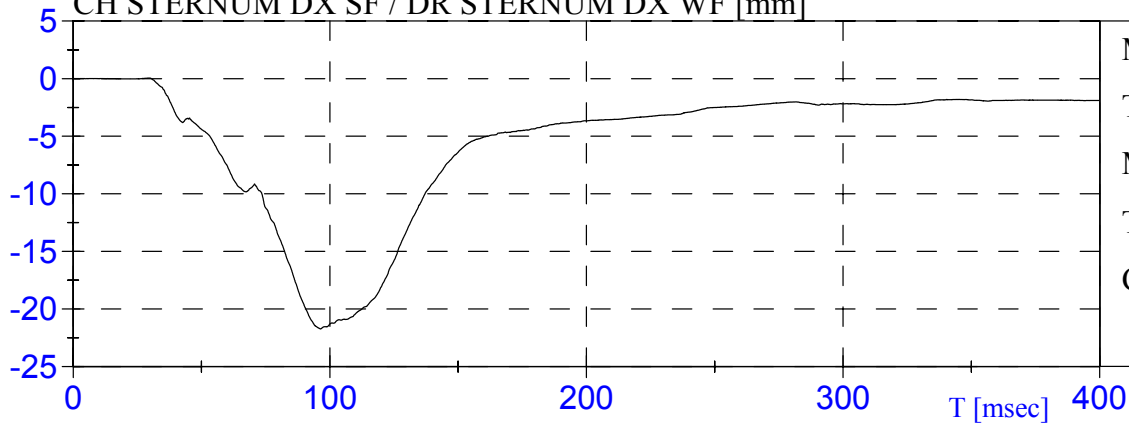
HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 819	HIC(36ms):= 803	HIC(15ms):= 500
T1:= 101.0 ms	T1:= 104.1 ms	T1:= 120.7 ms
T2:= 142.6 ms	T2:= 140.1 ms	T2:= 135.7 ms

* Selon / According To: SAE J1727 96-08

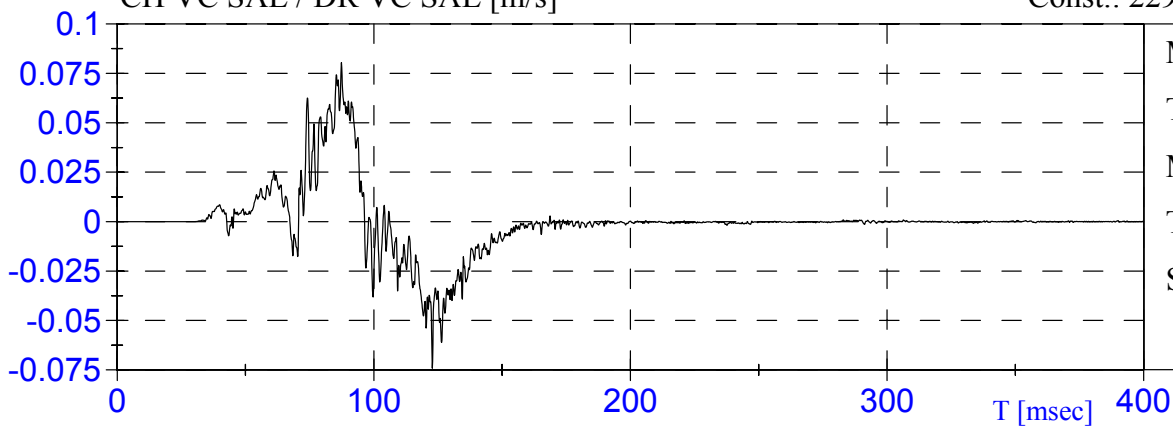
CH STERNUM DX SF / DR STERNUM DX WF [mm]



Max: 0.1 mm
Tmax: 29.3 ms
Min: -21.7 mm
Tmin: 96.4 ms
CFC : N/A

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

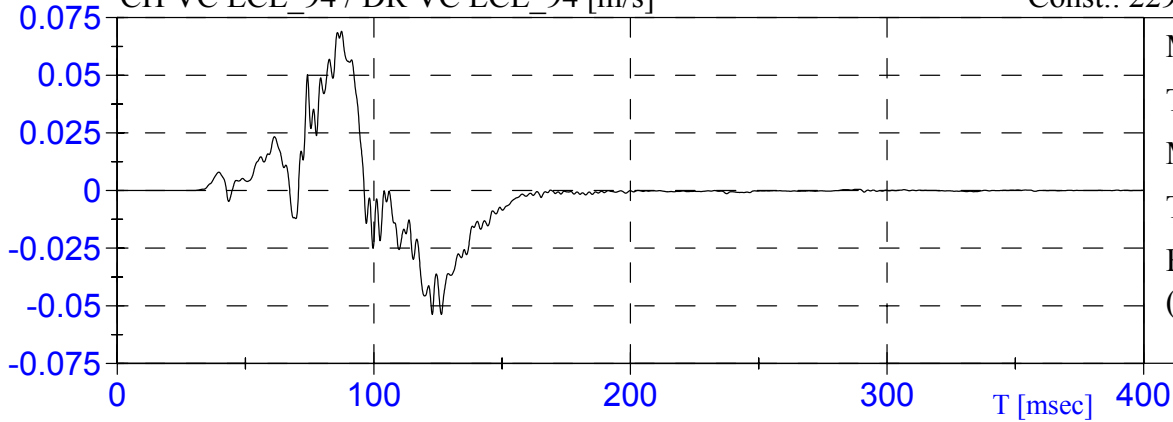
Const.: 229 Fact.: 1.3



Max: 0.0804 m/s
Tmax: 87.4 ms
Min: -0.0741 m/s
Tmin: 122.8 ms
SAE J1727 (96-08)

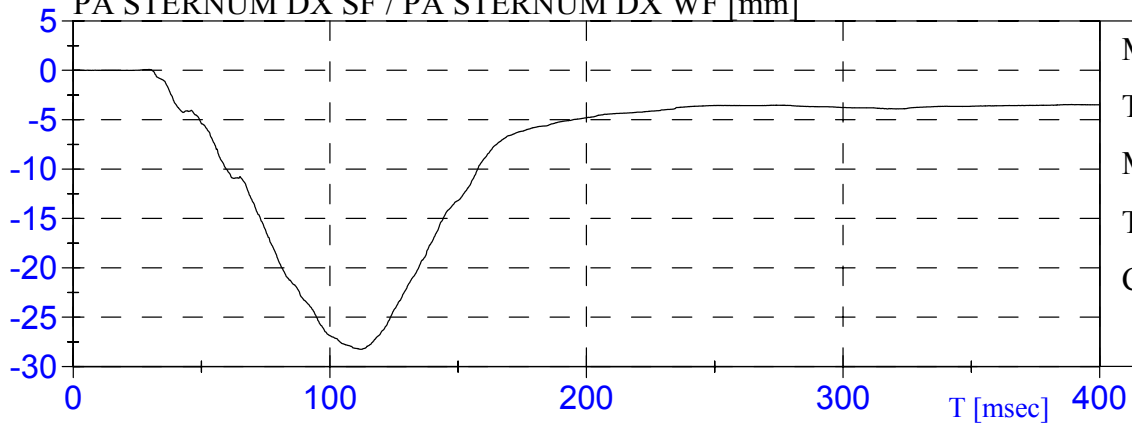
CH VC ECE_94 / DR VC ECE_94 [m/s]

Const.: 229 Fact.: 1.3



Max: 0.0691 m/s
Tmax: 87.4 ms
Min: -0.0538 m/s
Tmin: 126.3 ms
ECE 94: 96/79/EG
(96-12-16)

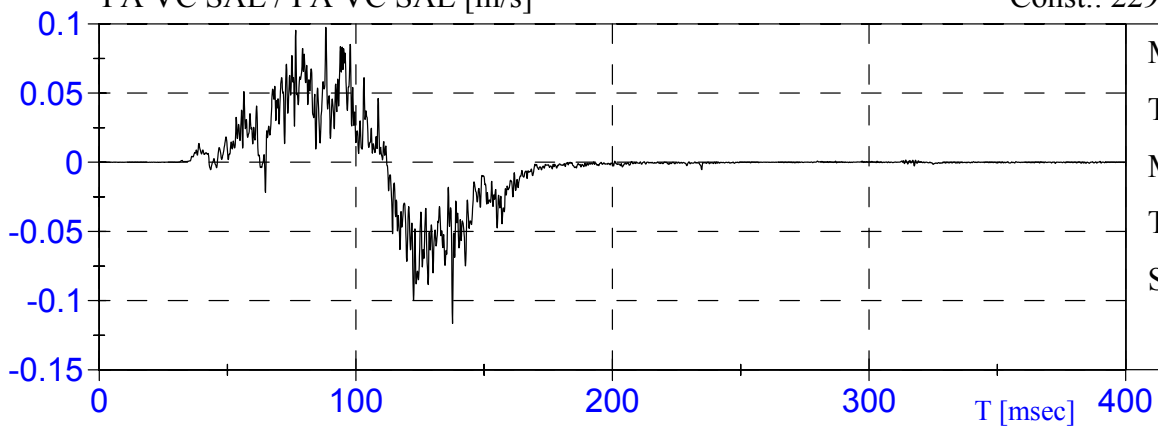
PA STERNUM DX SF / PA STERNUM DX WF [mm]



Max: 0.1 mm
Tmax: 29.4 ms
Min: -28.2 mm
Tmin: 111.9 ms
CFC : N/A

PA VC SAE / PA VC SAE [m/s]

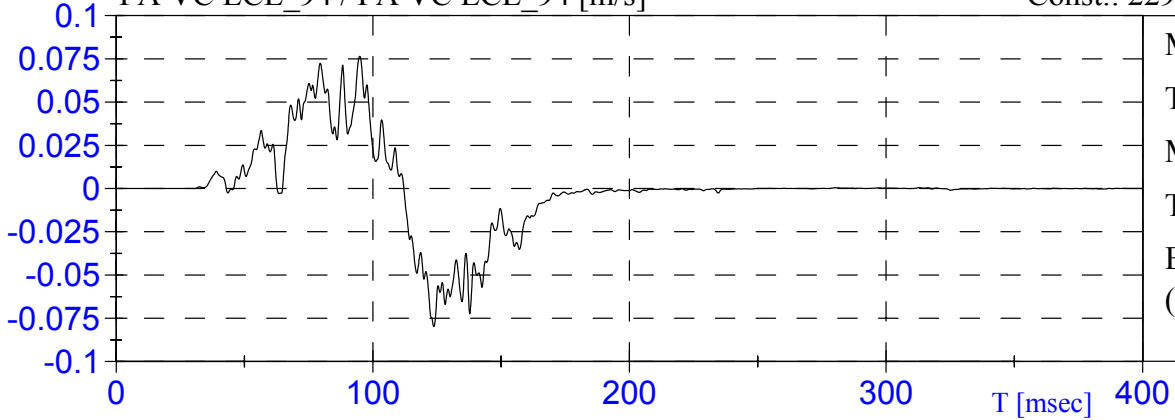
Const.: 229 Fact.: 1.3



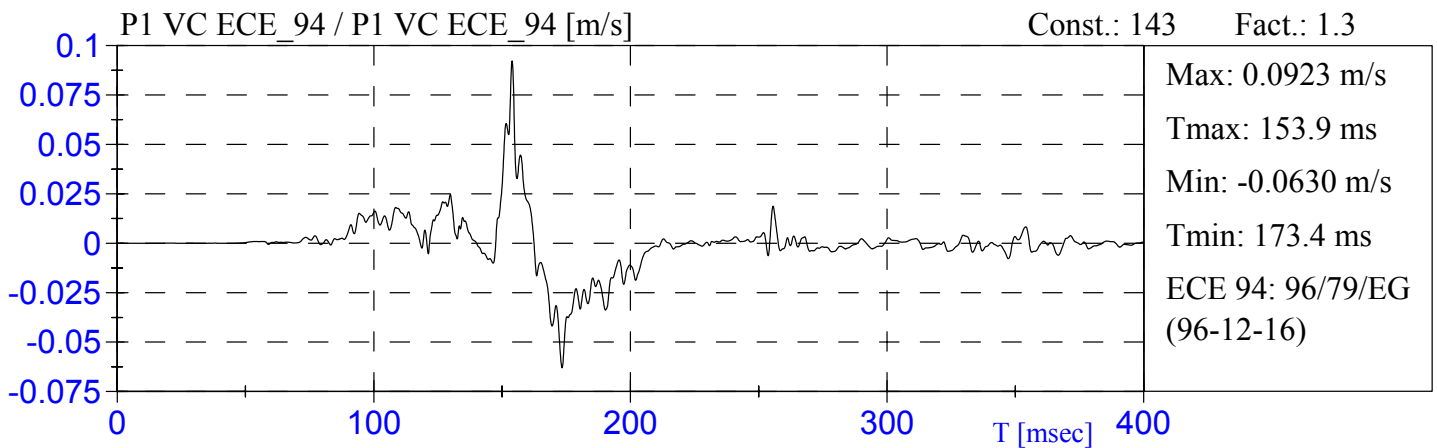
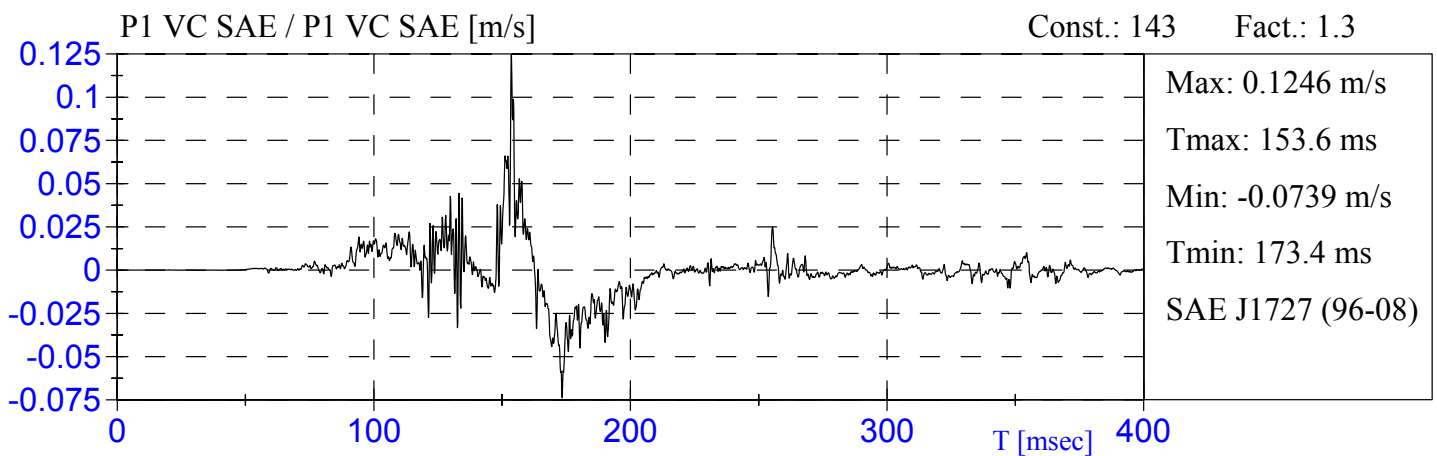
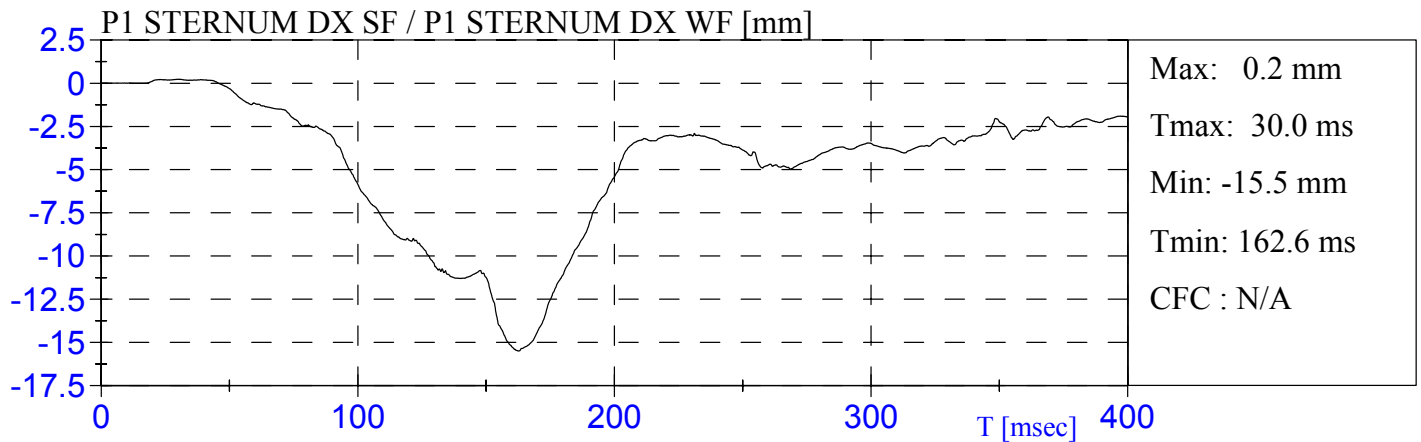
Max: 0.0975 m/s
Tmax: 88.3 ms
Min: -0.1165 m/s
Tmin: 137.7 ms
SAE J1727 (96-08)

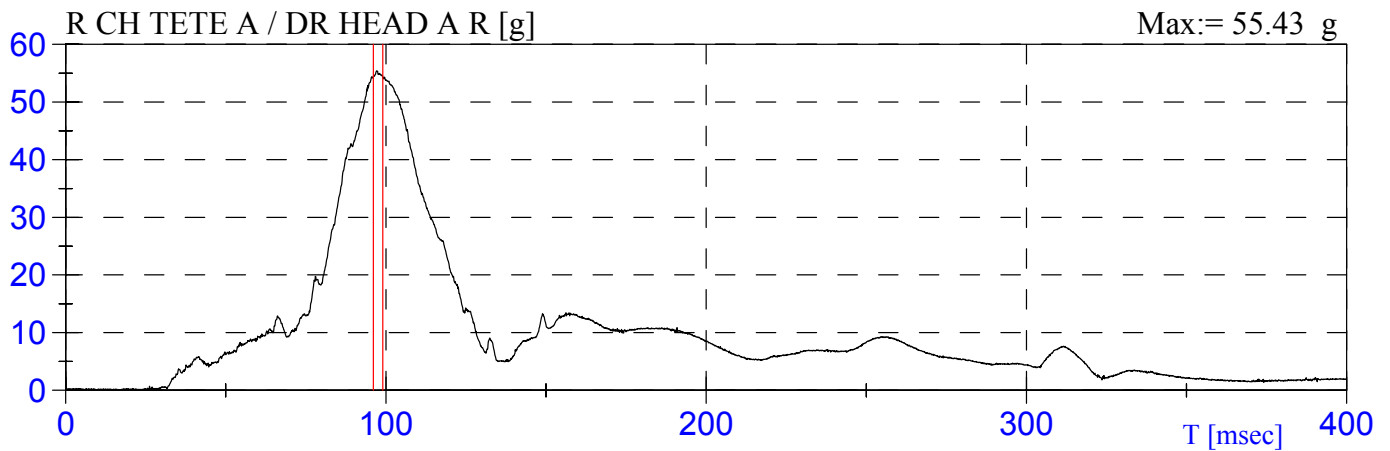
PA VC ECE_94 / PA VC ECE_94 [m/s]

Const.: 229 Fact.: 1.3



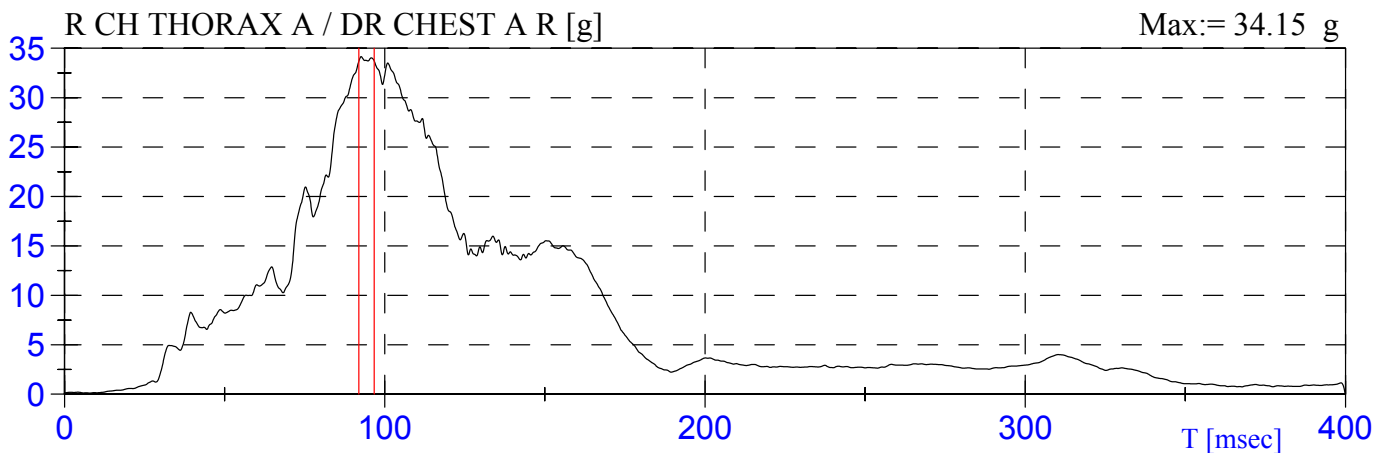
Max: 0.0764 m/s
Tmax: 94.9 ms
Min: -0.0798 m/s
Tmin: 123.8 ms
ECE 94: 96/79/EG
(96-12-16)





CLIP 3ms *

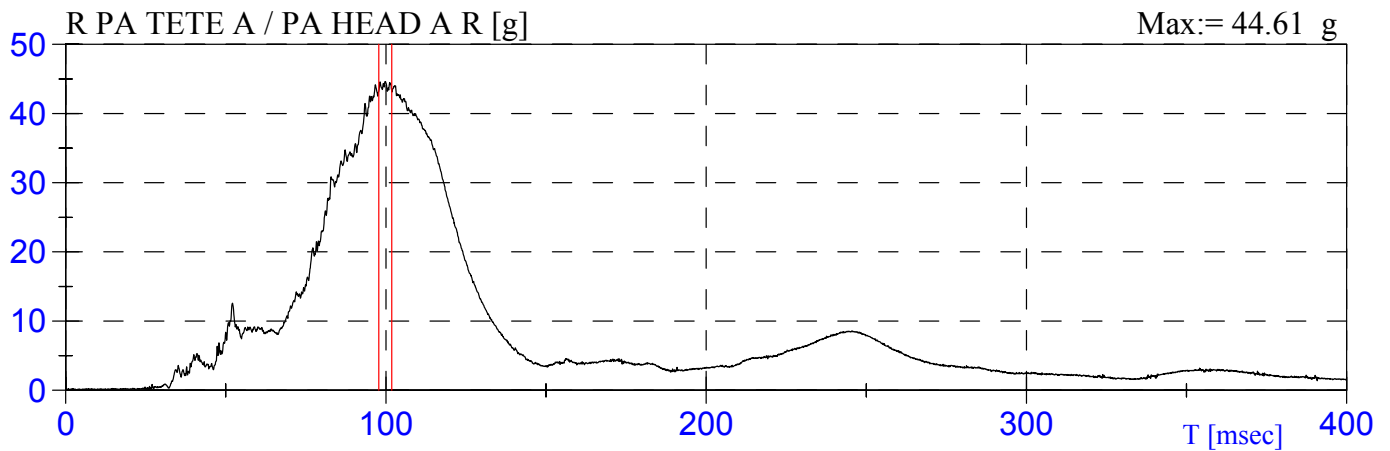
Acc. := 54.38 g	T1:= 96.0 ms	T2:= 99.0 ms
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CLIP 3ms *

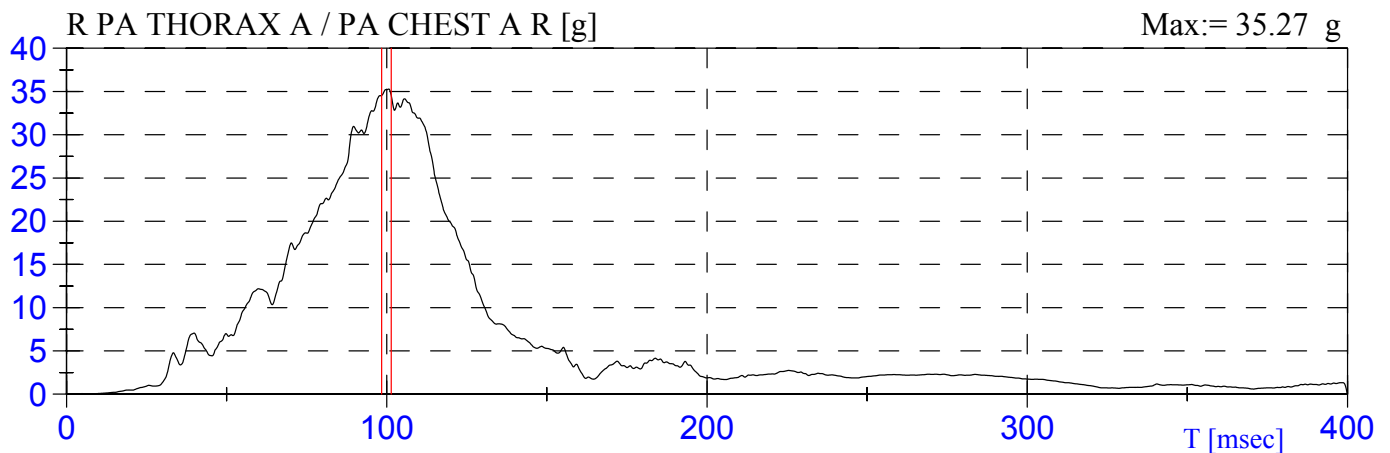
Acc. := 33.71 g	T1:= 91.9 ms	T2:= 96.7 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

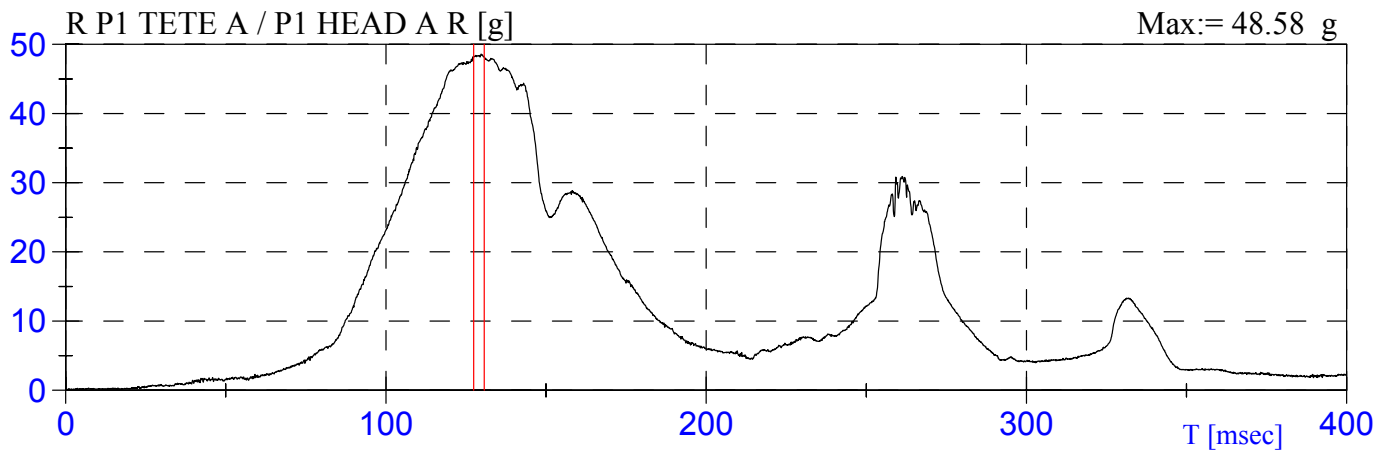
Acc. := 43.20 g	T1:= 97.8 ms	T2:= 101.9 ms
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CLIP 3ms *

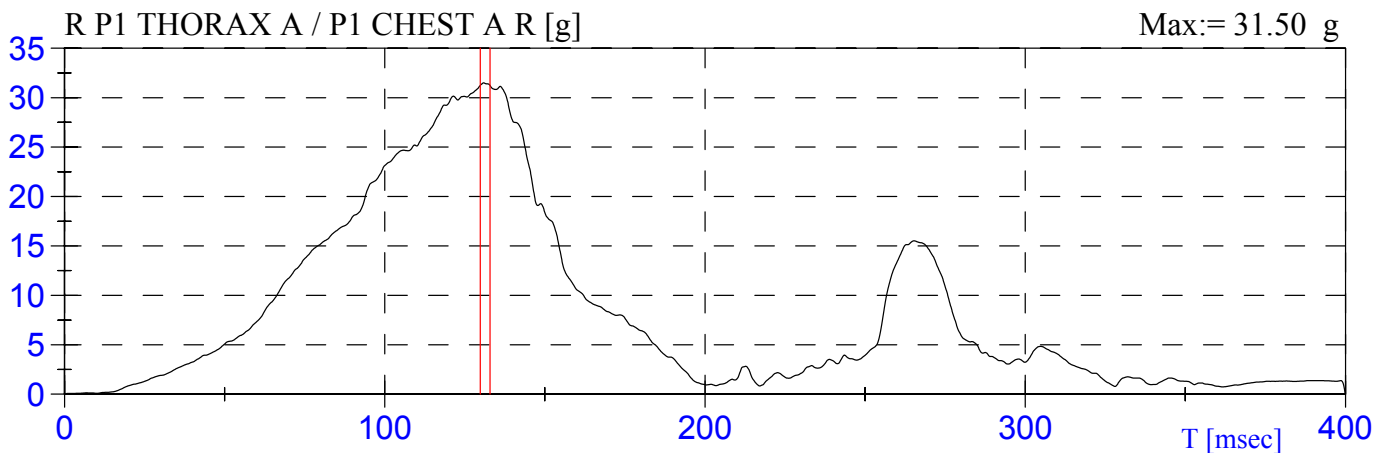
Acc. := 34.52 g	T1:= 98.4 ms	T2:= 101.4 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

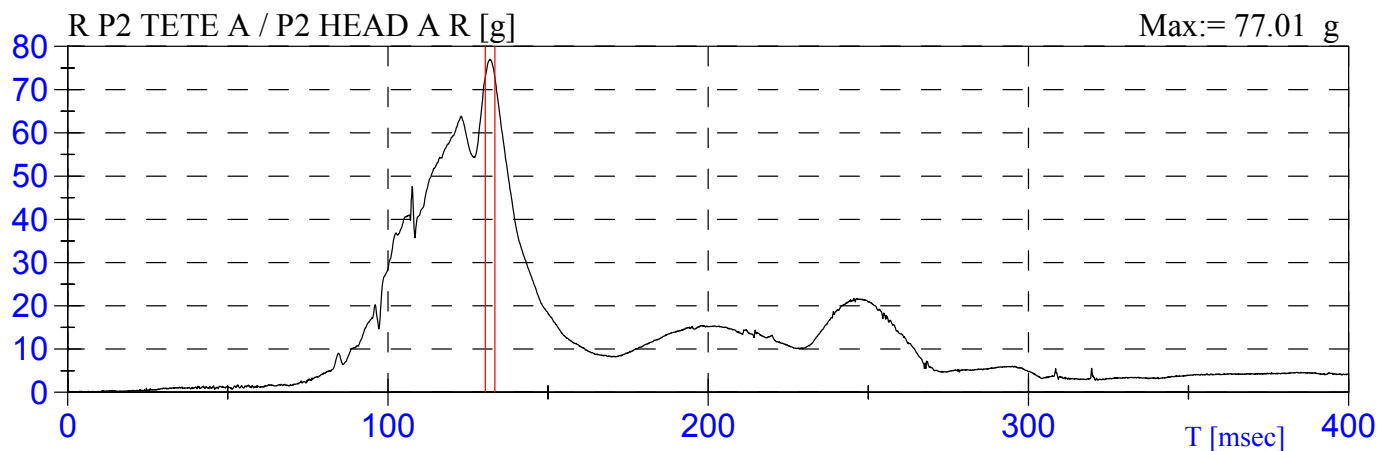
Acc. := 48.15 g	T1:= 127.4 ms	T2:= 130.7 ms
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CLIP 3ms *

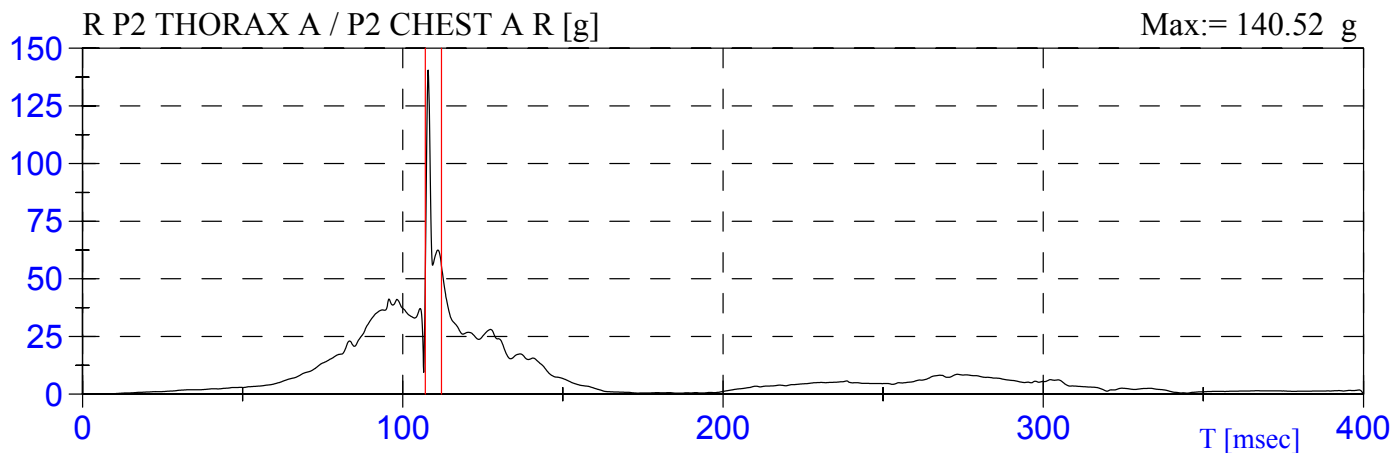
Acc. := 31.24 g	T1:= 129.9 ms	T2:= 132.9 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 72.88 g	T1:= 130.4 ms	T2:= 133.4 ms
-----------------	---------------	---------------



CLIP 3ms *

Acc. := 55.87 g	T1:= 107.1 ms	T2:= 112.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.361	0.751
BAS / LOWER	0.288	1.434

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

TIBIA INDEX *

TI Passenger / Passenger

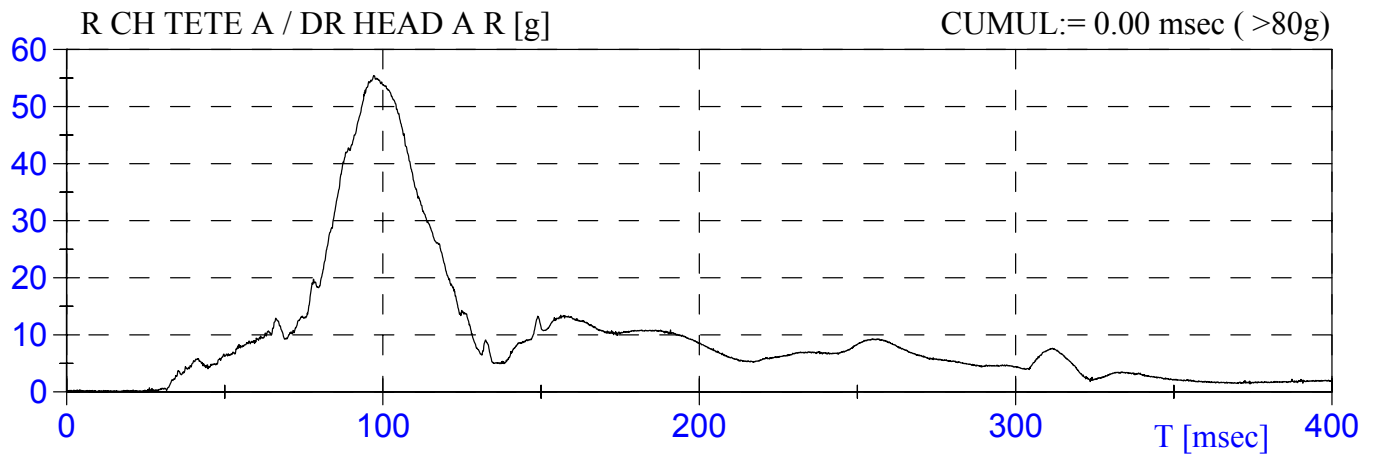
Mc := 225 N-m

Fc := 35.9 kN

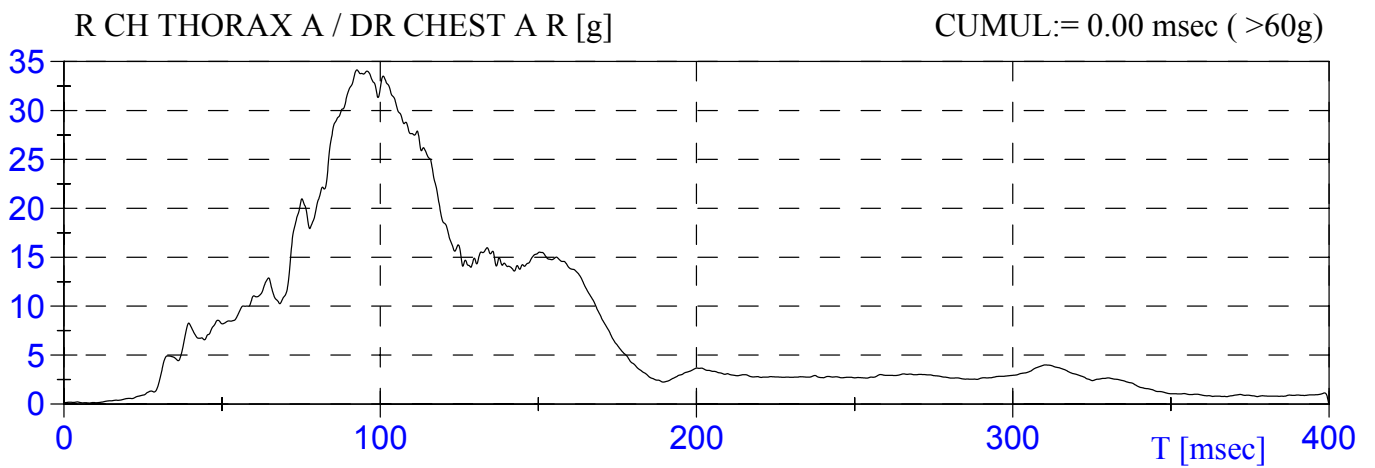
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.489	0.244
BAS / LOWER	0.265	0.269

* Selon / According To: SAE J1727 AUG 96

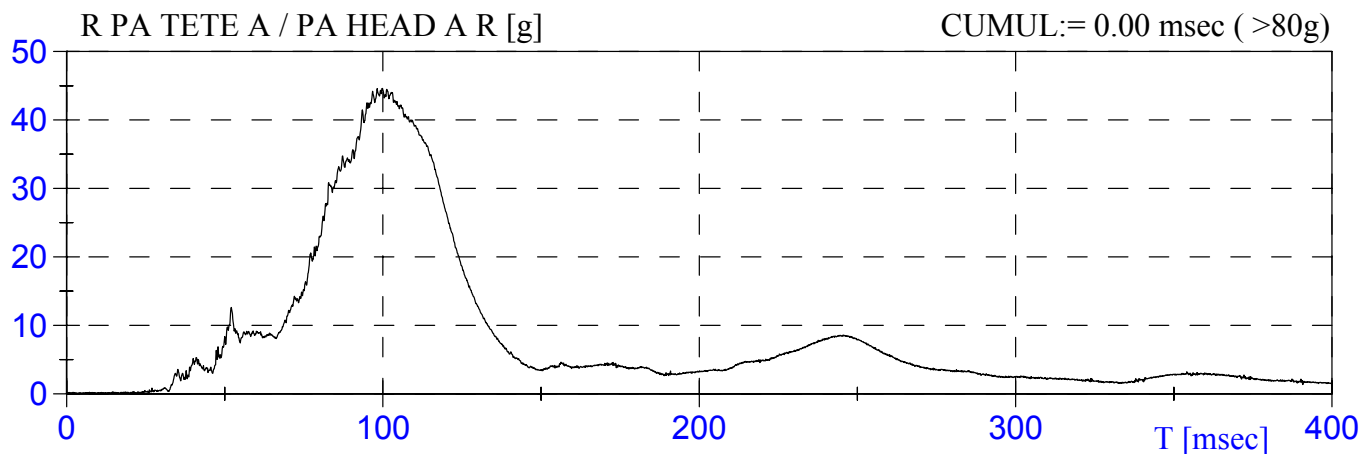
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



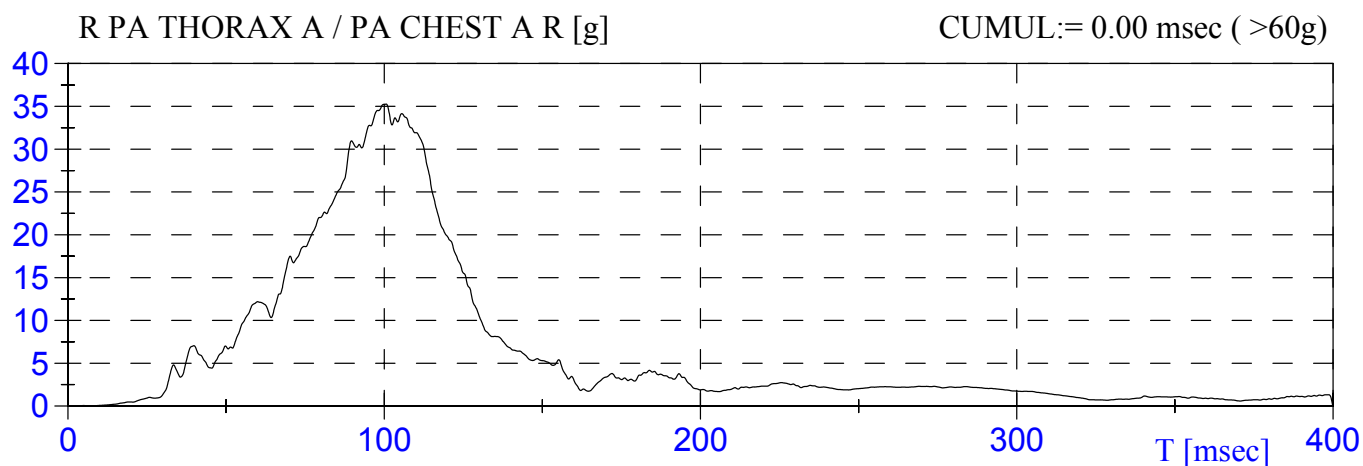
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



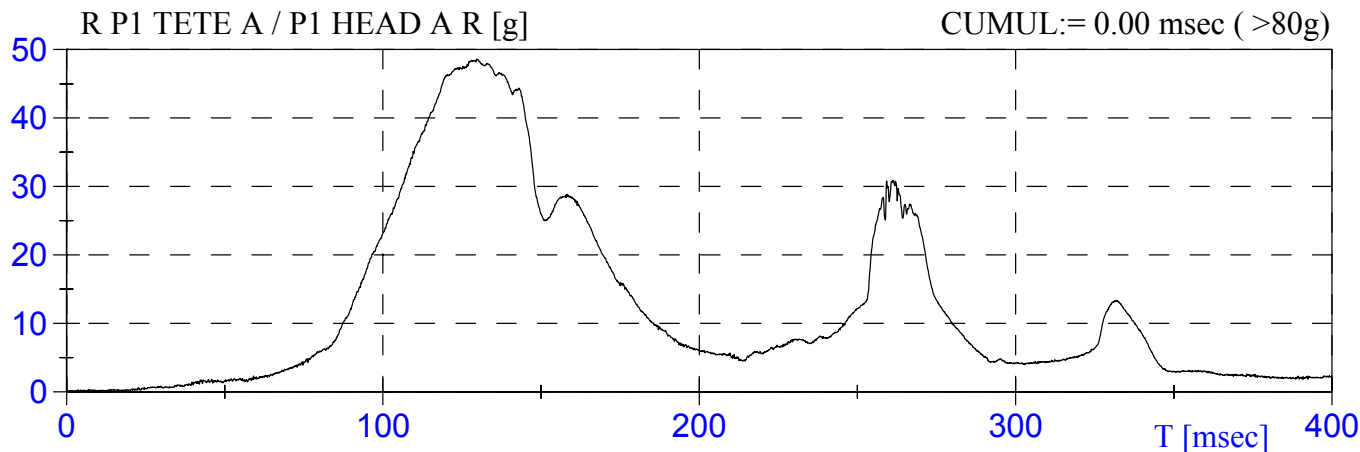
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



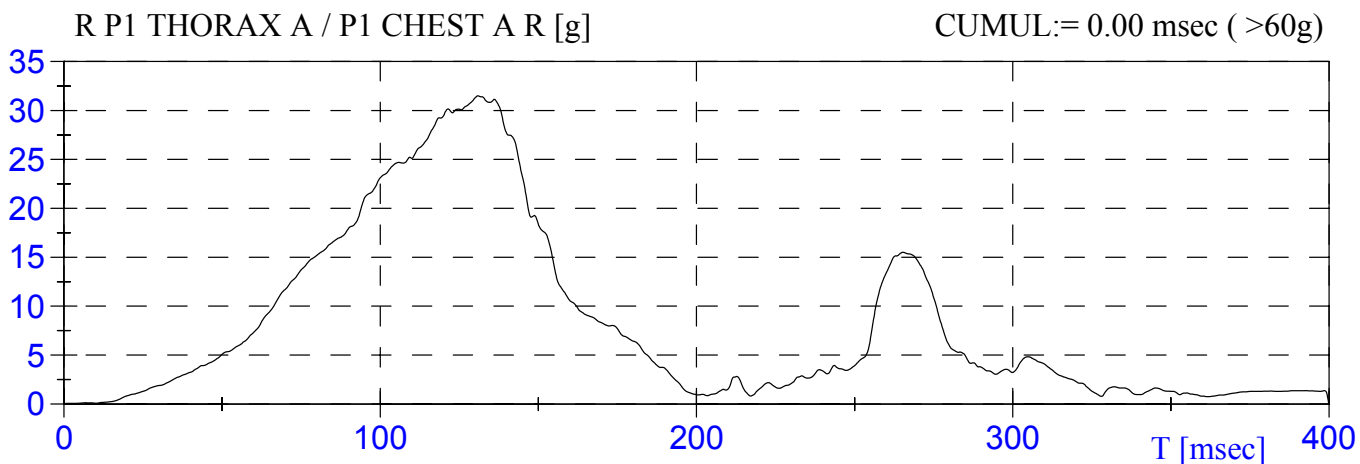
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



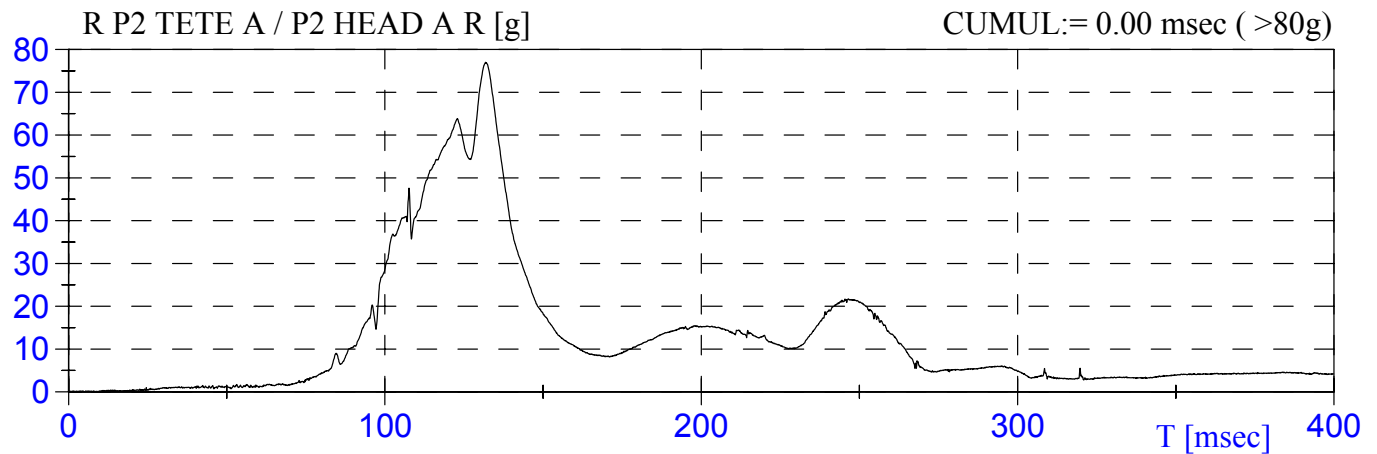
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



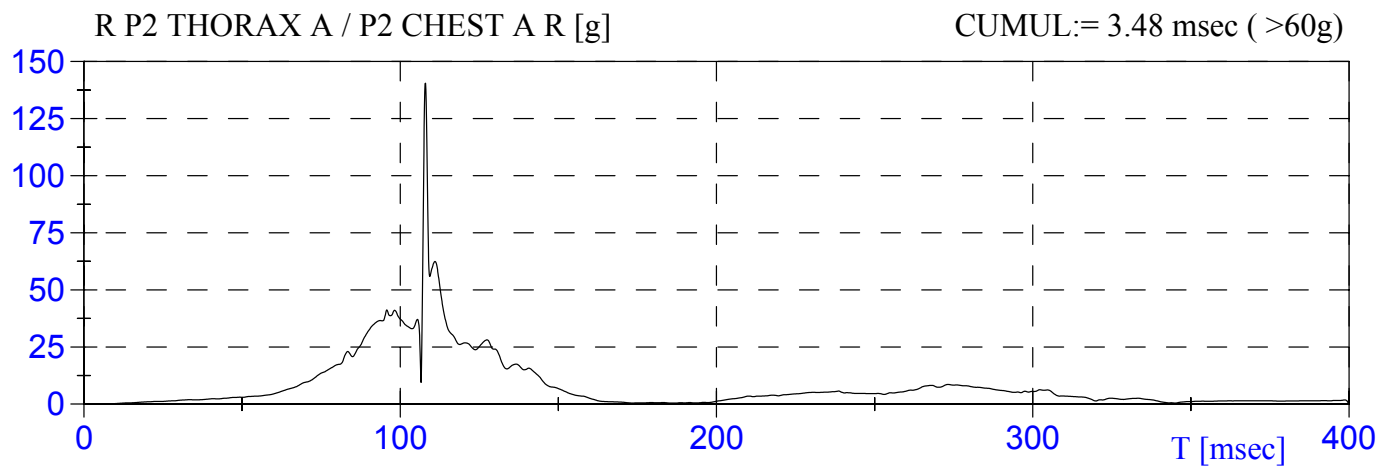
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.30$$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.27	0.30	0.00	0.19	Fc	310
				Ec	135

Passager / Passenger

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

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.15	0.32	0.04	0.12	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

Chauffeur / Driver

$$N_{ij}^* = 0.30$$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
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Valeurs critiques
Criticals Values

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				Cc	6160
0.15	0.32	0.04	0.12	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

P2 IR HAUT DX: Transitoire réparé de 238.6 ms à 239.9 ms.

P2 IR BAS DX: Transitoire réparé de 238.6 ms à 239.9 ms.

P2 S-ABDOM: N'es pas valide à partir de 92.2 ms.

P2 IR UPPER DX: Glitch removed from 238.6 ms to 239.9 ms.

P2 IR LOWER DX: Glitch removed from 238.6 ms to 239.9 ms.

P2 LAP BELT: Is not valid from 92.2 ms.