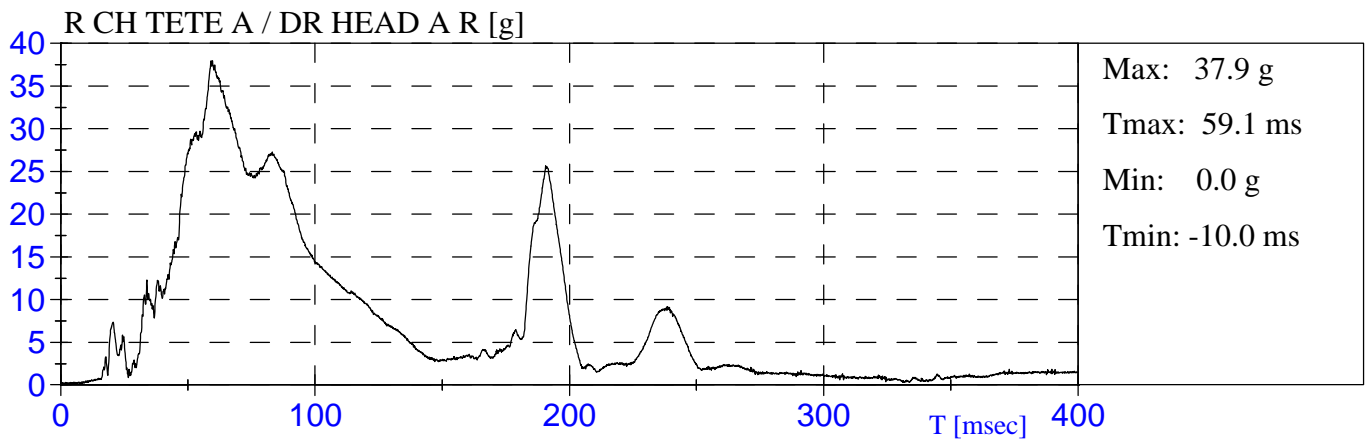
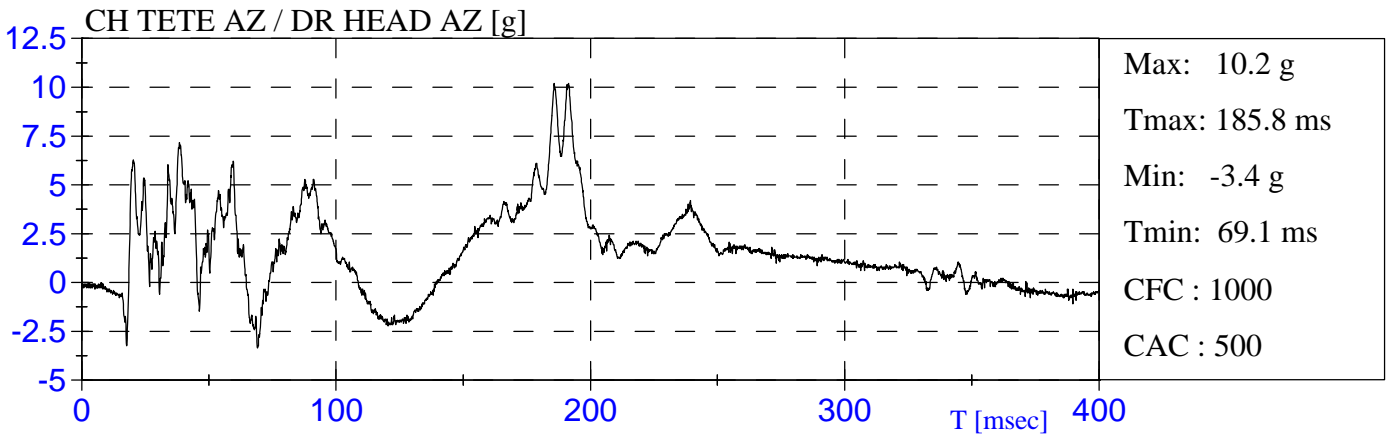
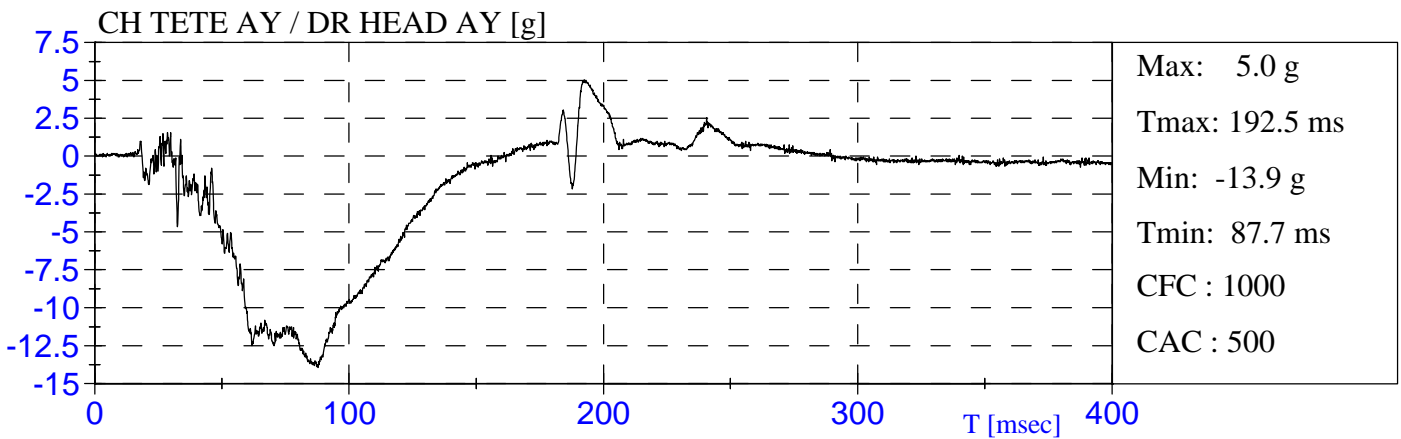
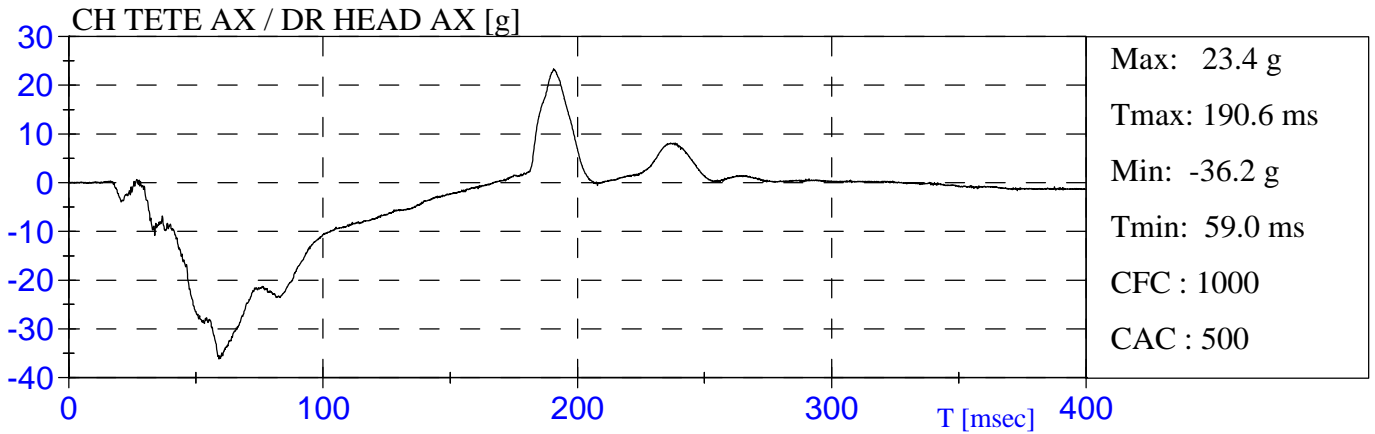
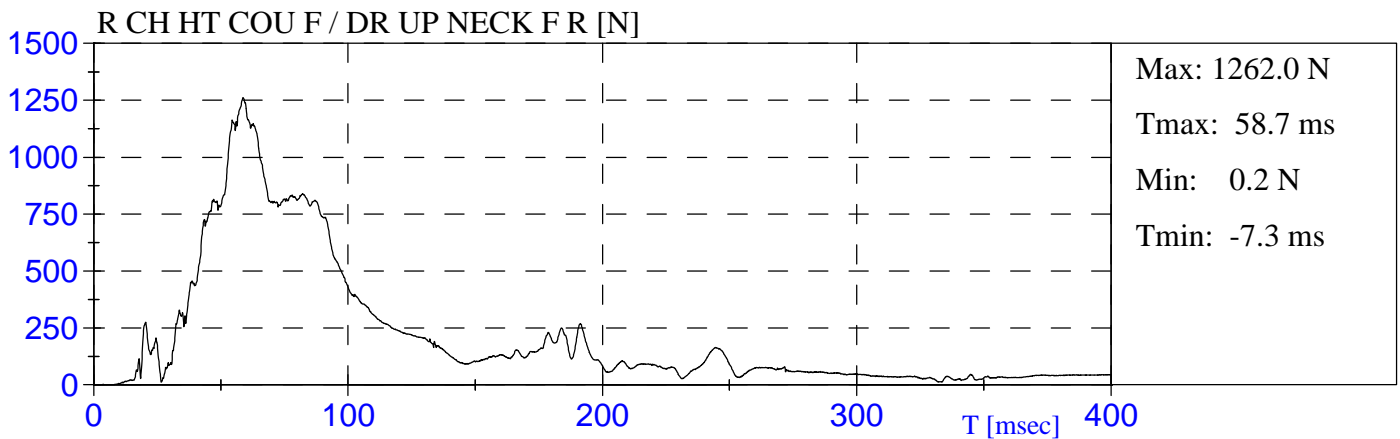
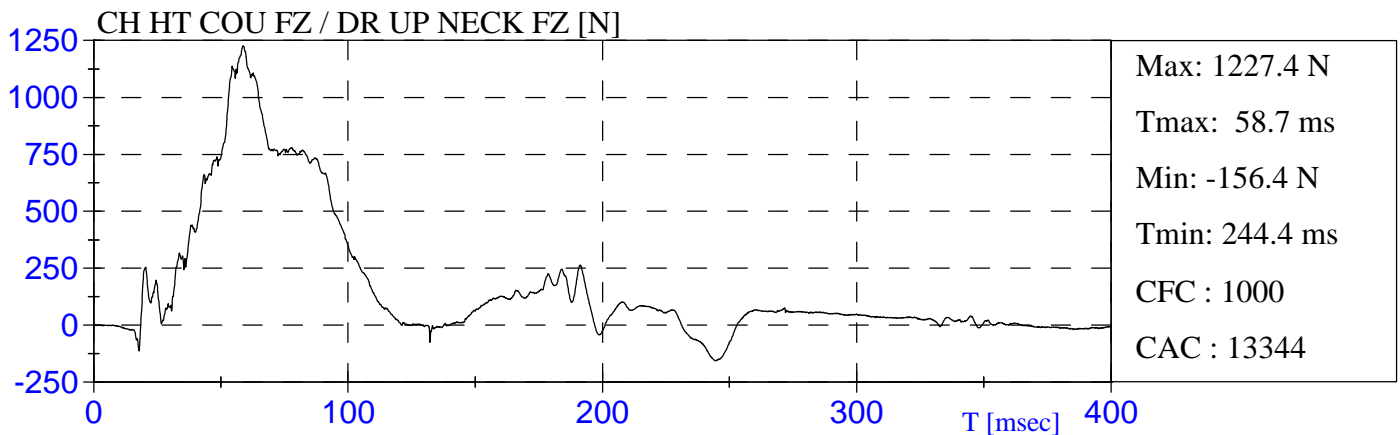
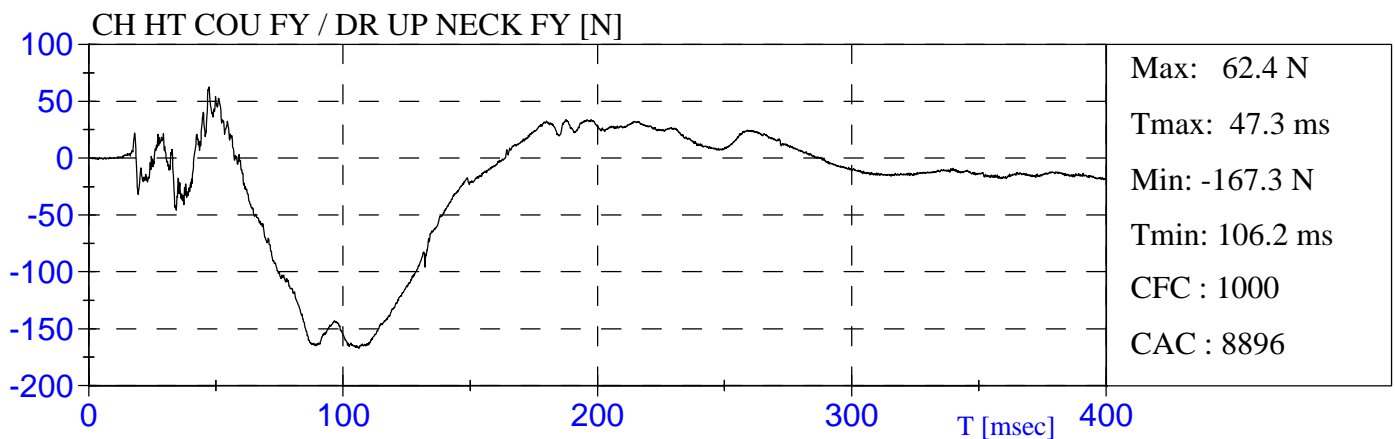
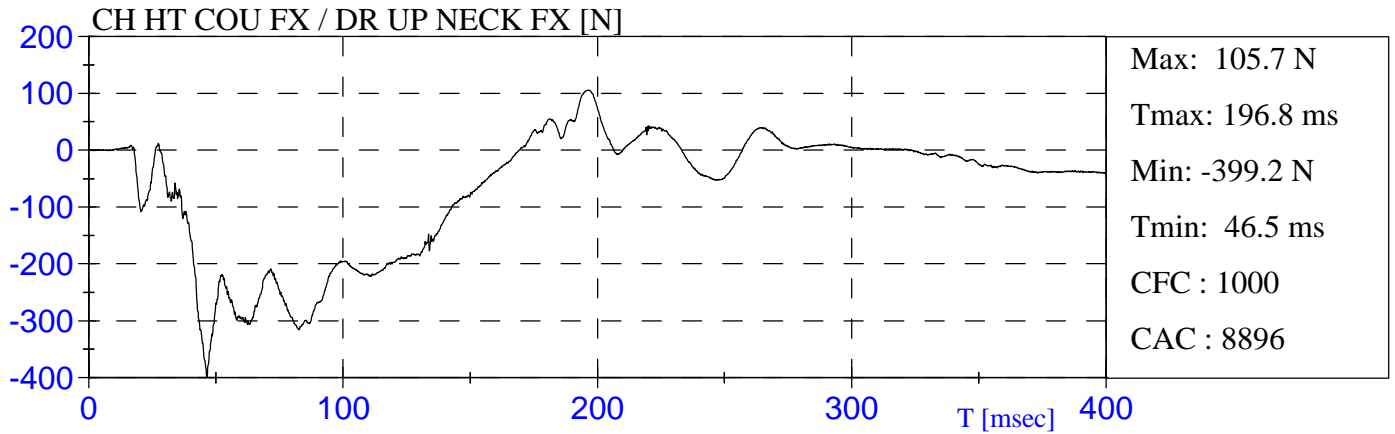
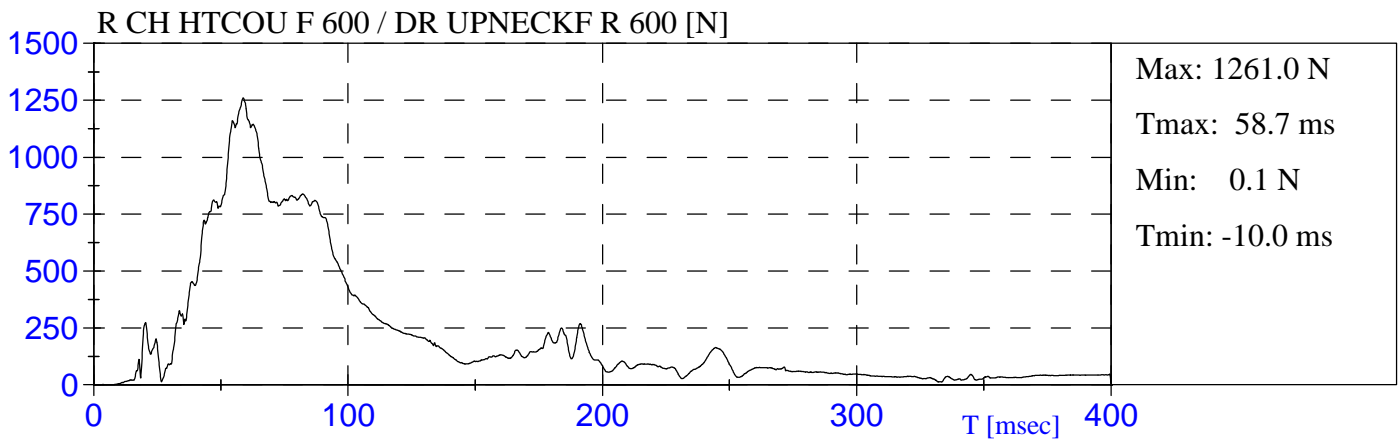
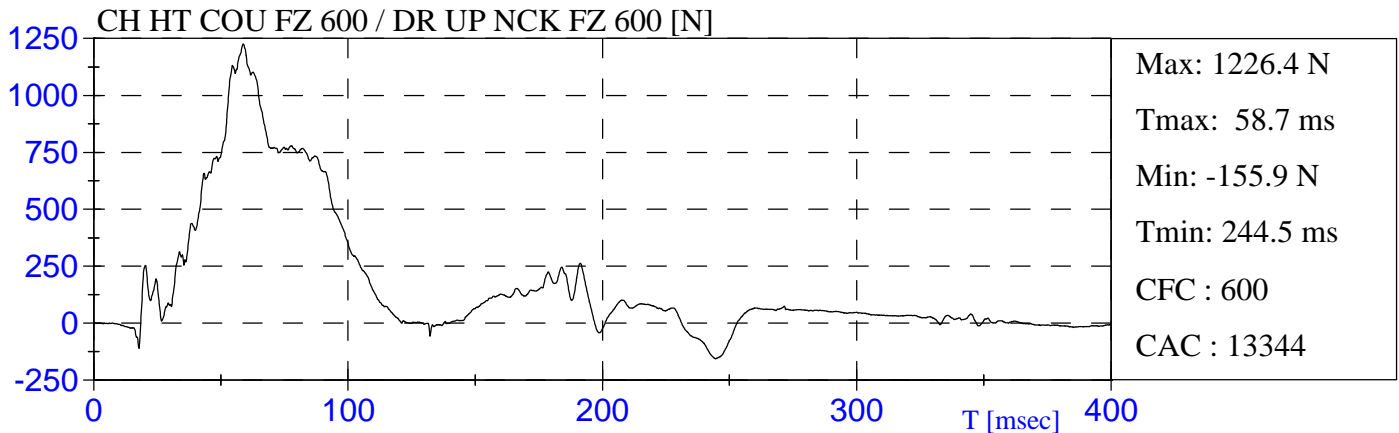
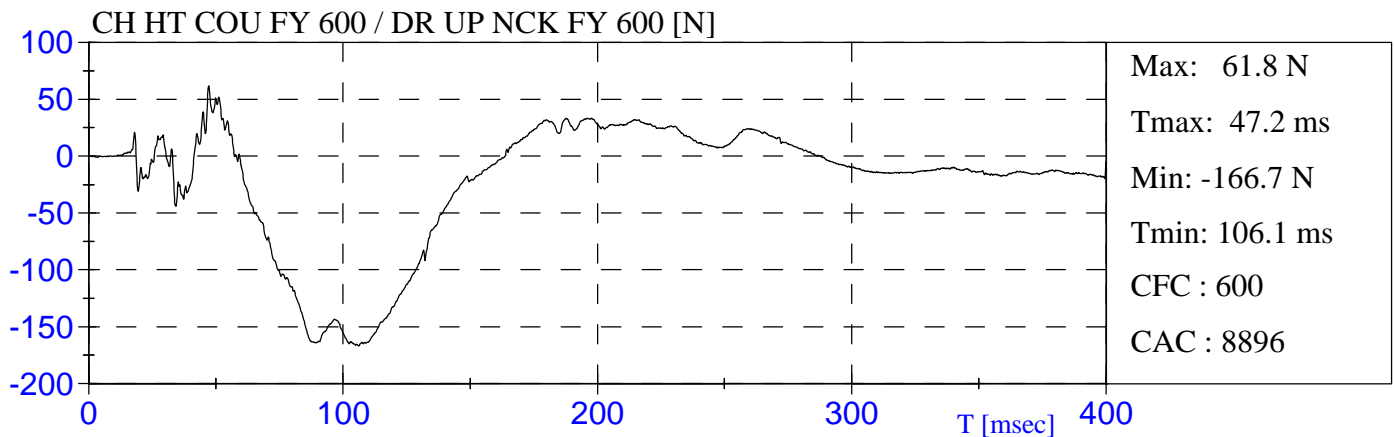
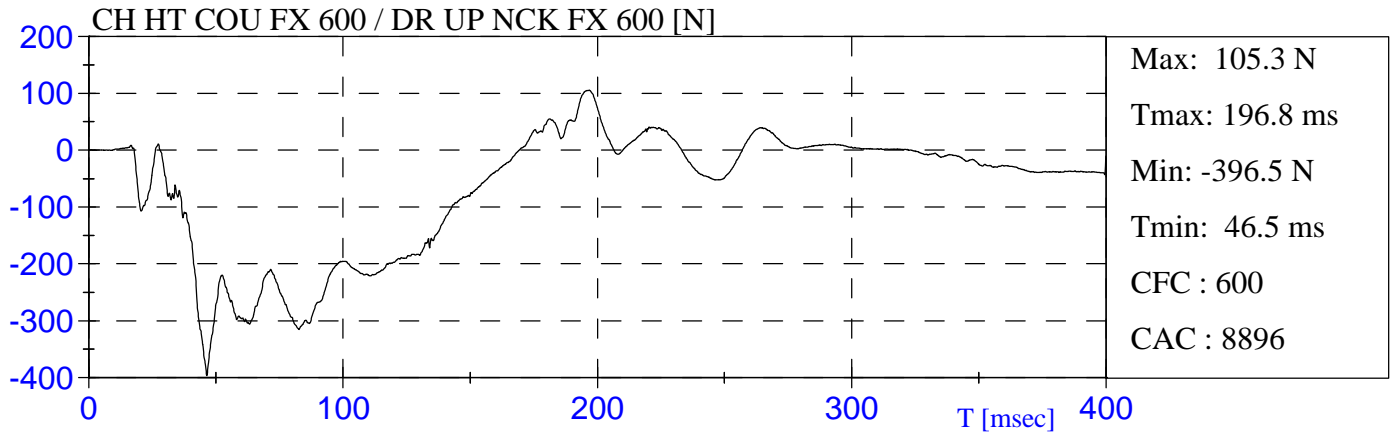


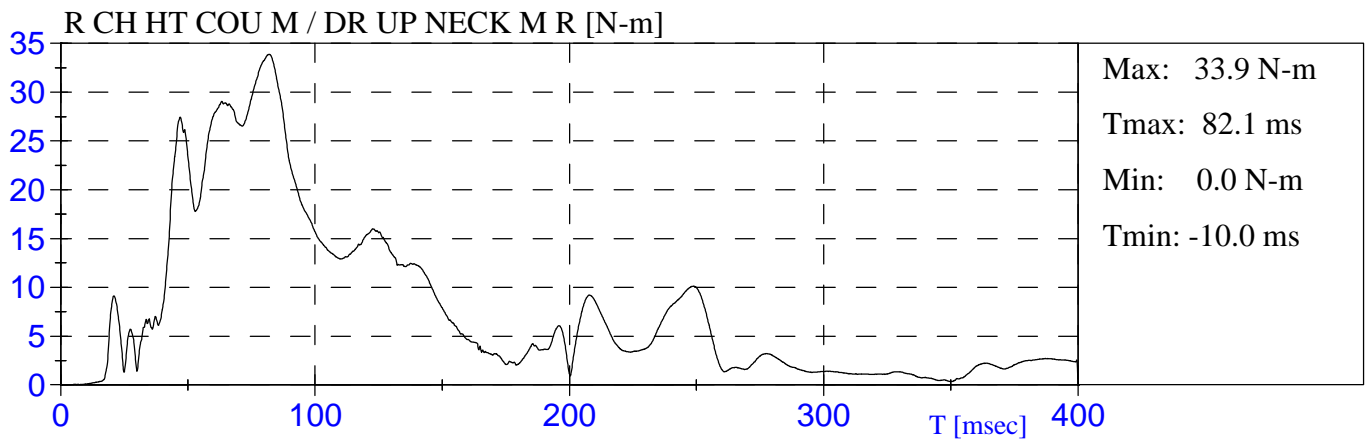
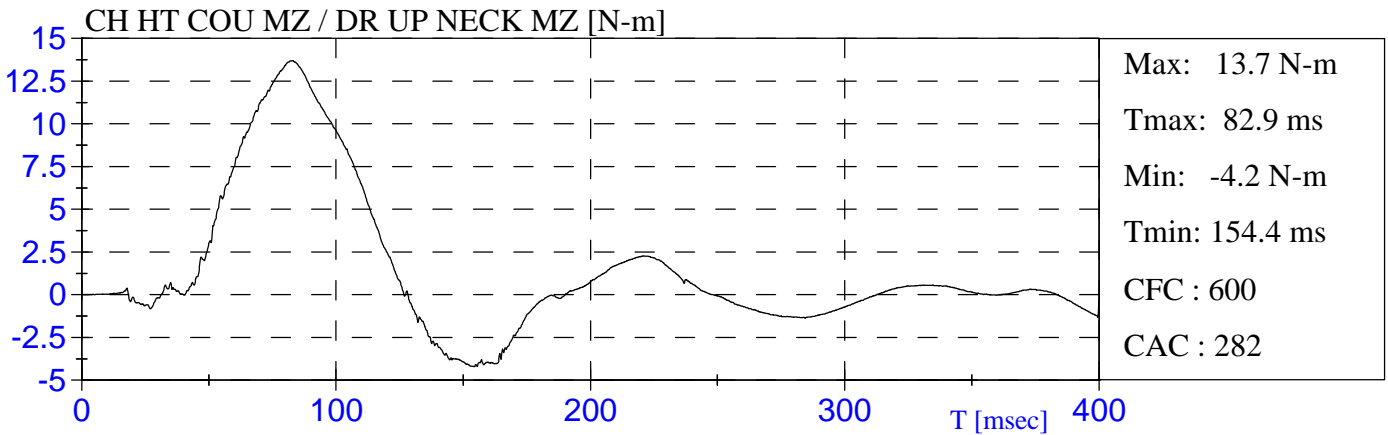
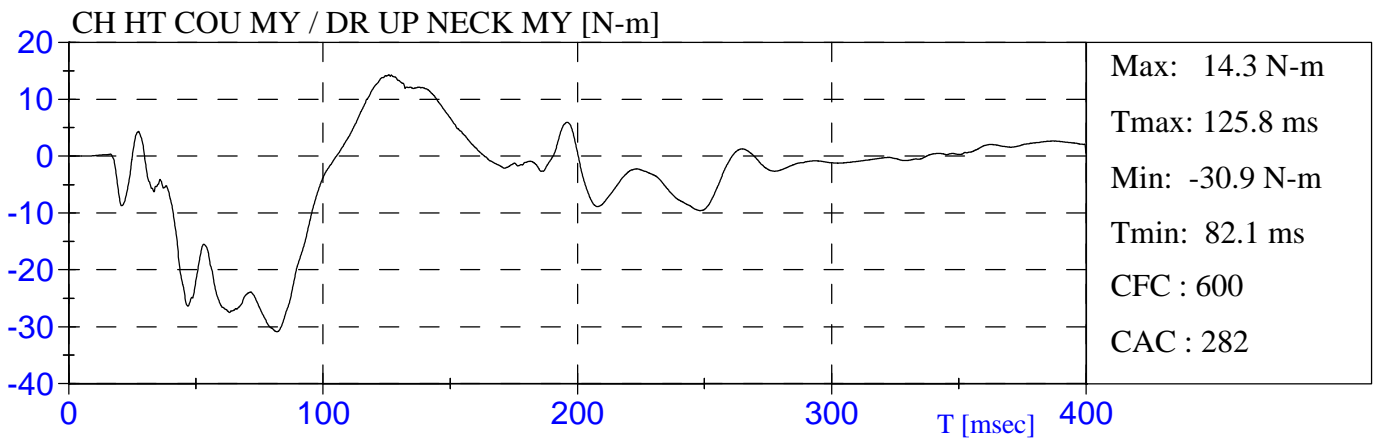
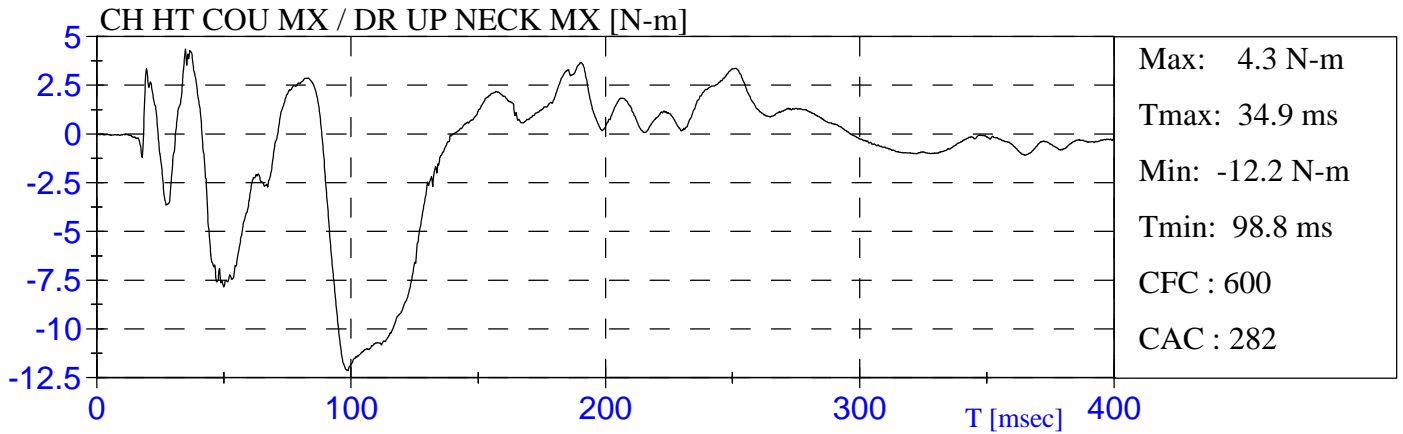


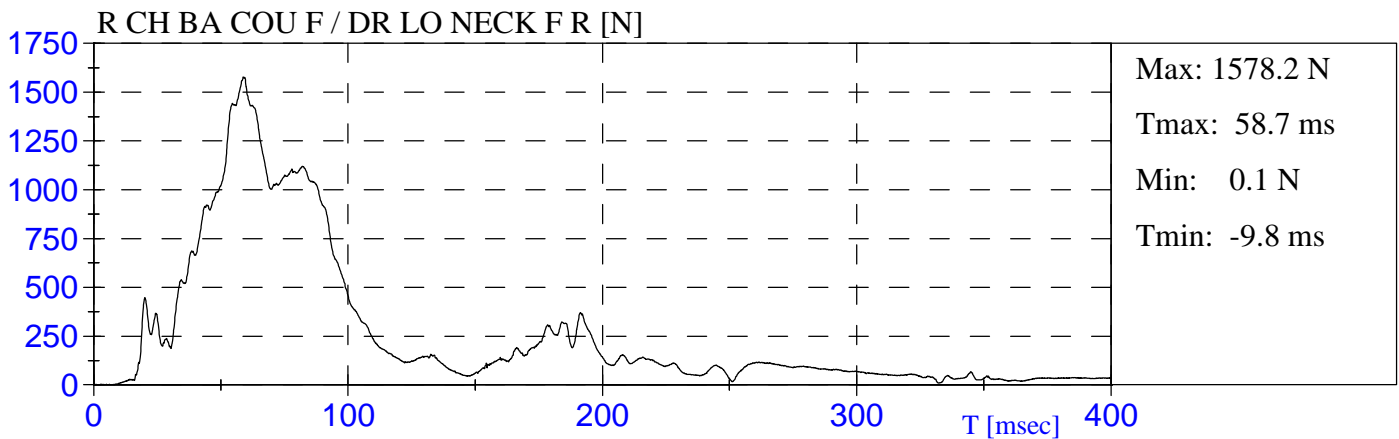
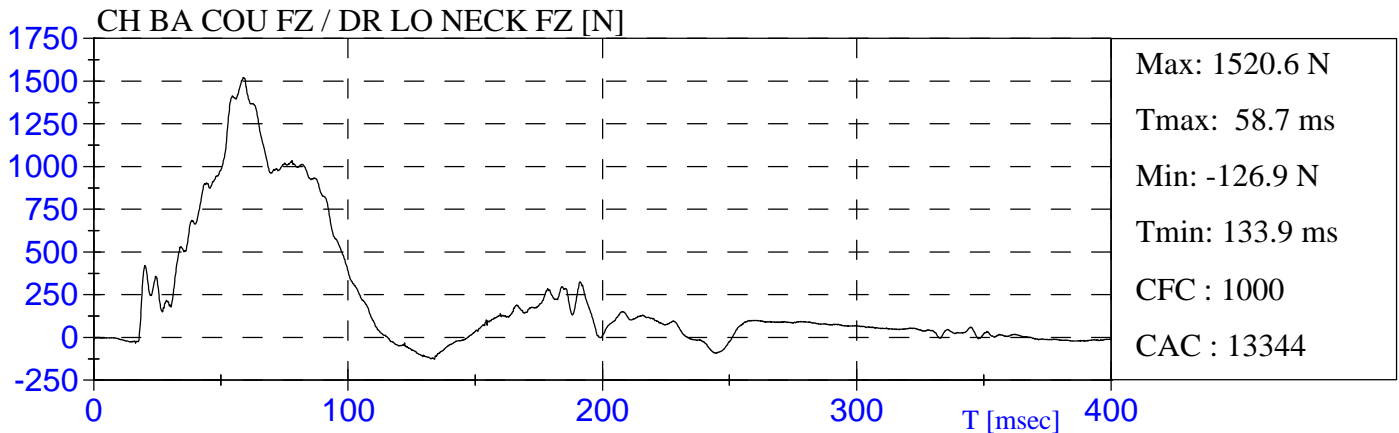
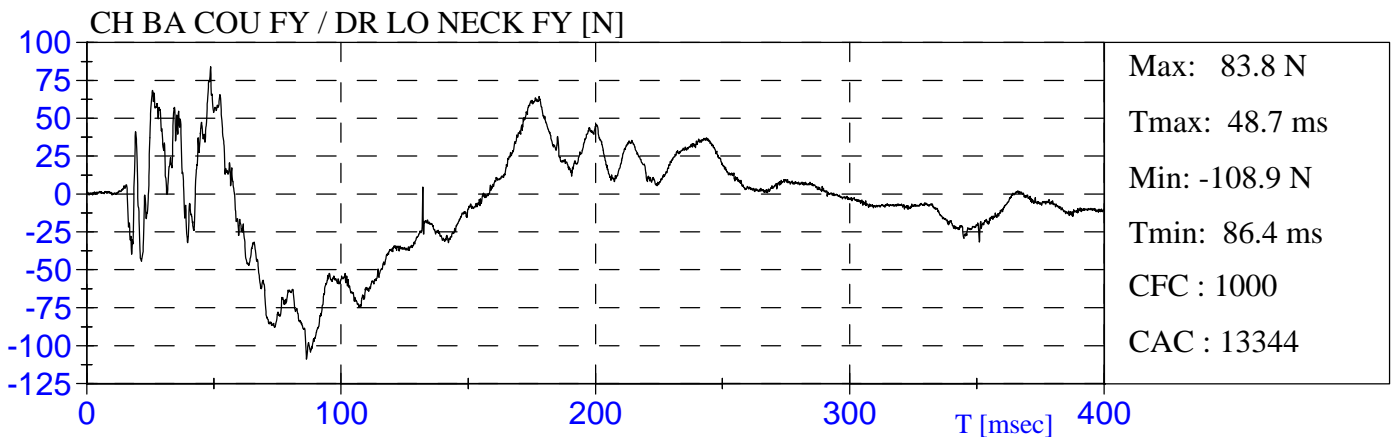
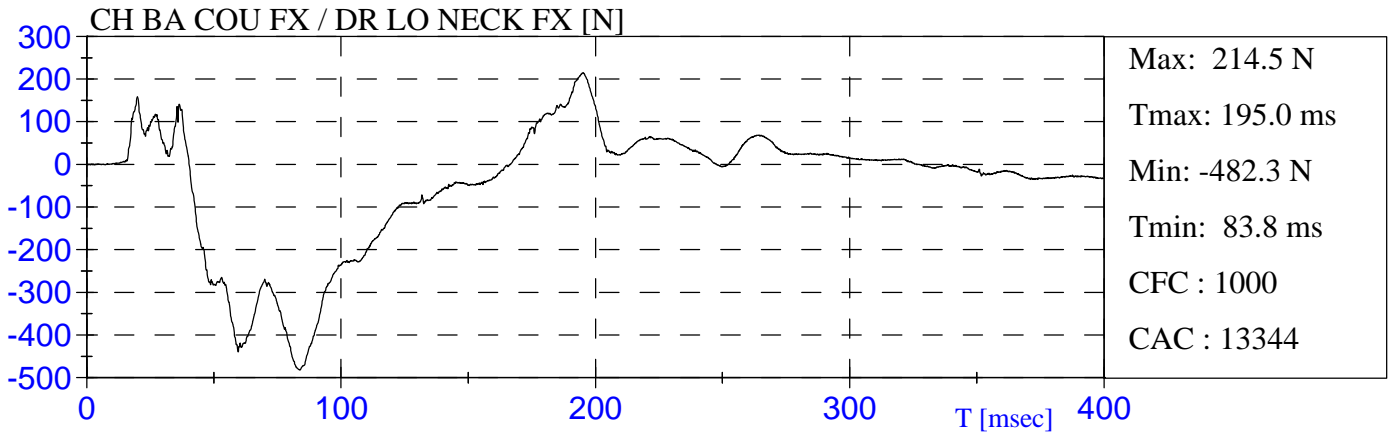
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<b>Numéro de TC</b> <b>Tc Number</b>	<b>TC04-120</b>
<b>Numéro de contrat</b> <b>Contract No</b>	<b>04-6008</b>
<b>Acquisition de données selon</b> <b>Data Acquisition according to</b>	<b>SAE J211/1 MAR 95</b>
<b>Date de l'essai</b> <b>Test date</b>	<b>2004-03-15</b>
<b>Titre du projet</b> <b>Project Title</b>	<b>COLLISION DE RECHERCHE</b> <b>COLLISION FRONTALE</b> <b>RESEARCH COLLISION TEST</b> <b>FRONTAL CRASH</b>
<b>MANNEQUIN / DUMMY</b>	
<b>Chauffeur</b> <b>Driver</b>	<b>HYBRID III 5% F IR</b>
<b>Passager</b> <b>Passenger</b>	<b>HYBRID III 5% F IR</b>
<b>Passager 1 (arrière gauche)</b> <b>Passenger 1 (rear left)</b>	<b>HYBRID III 6Y</b>
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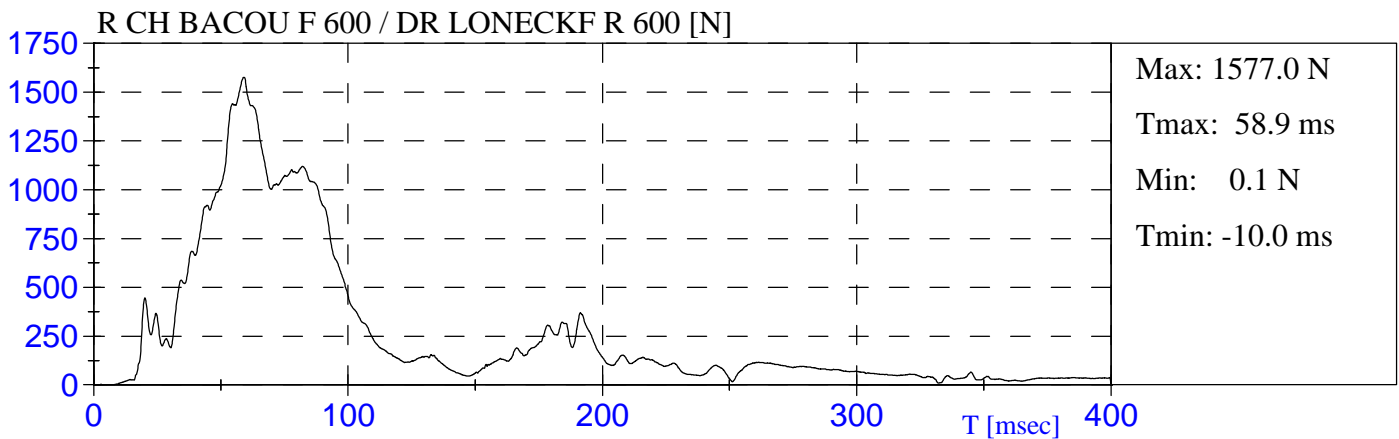
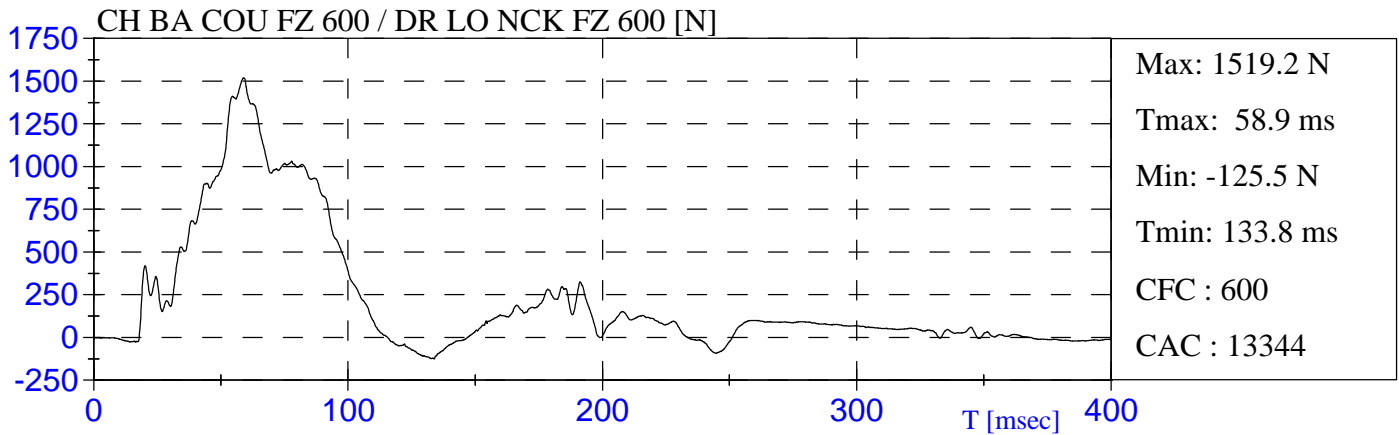
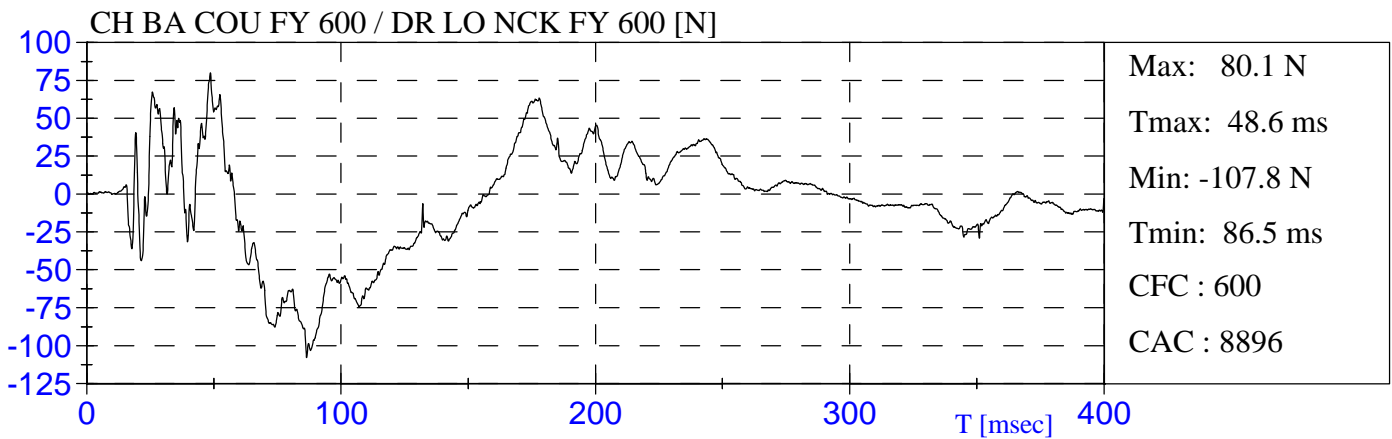
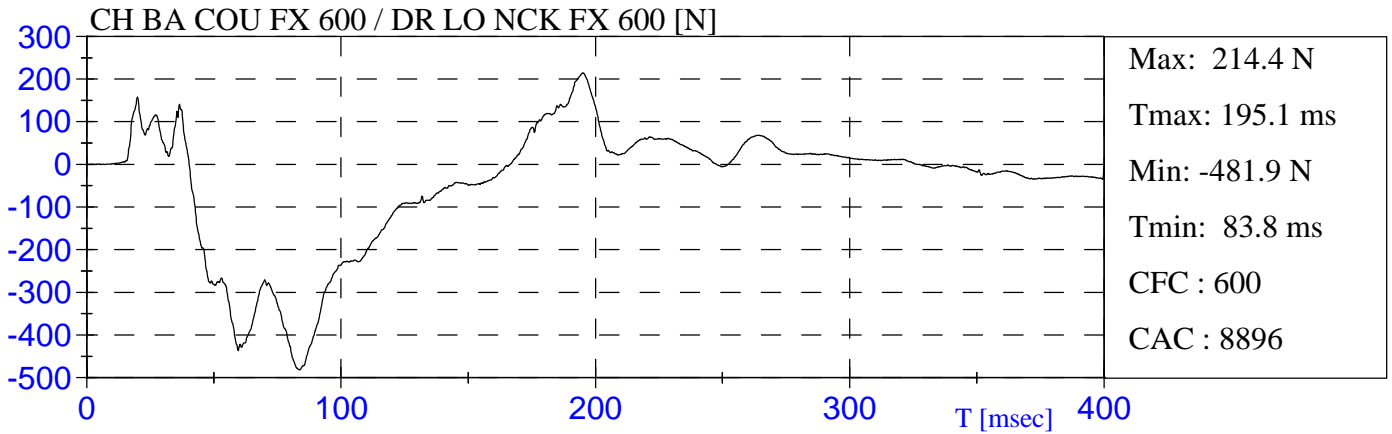


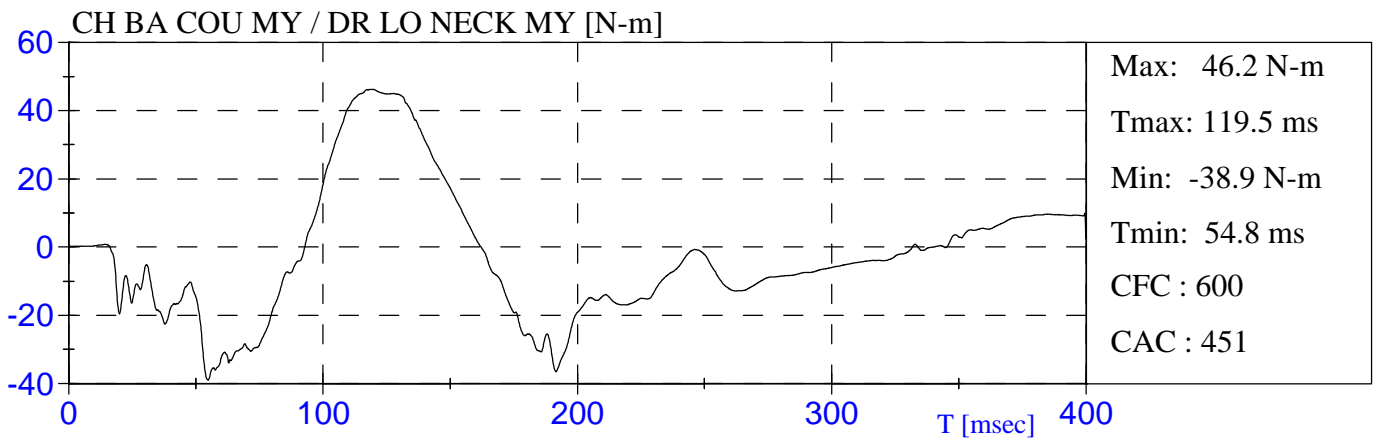
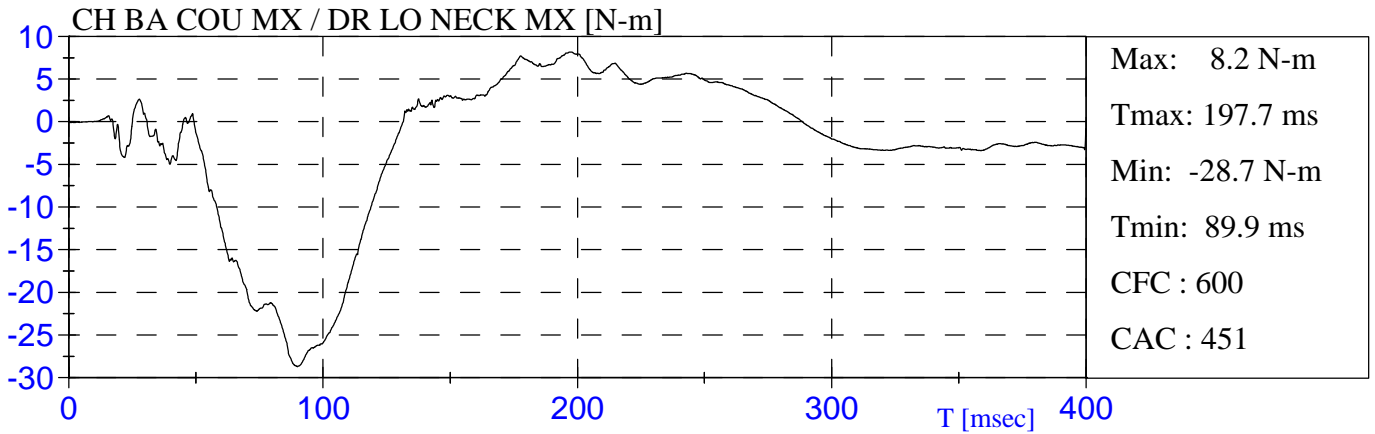


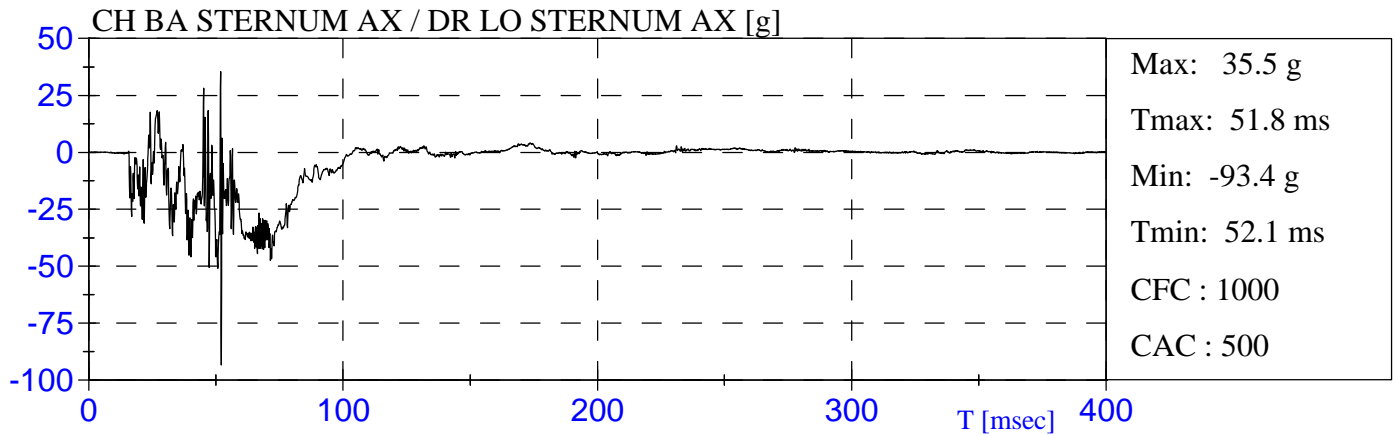
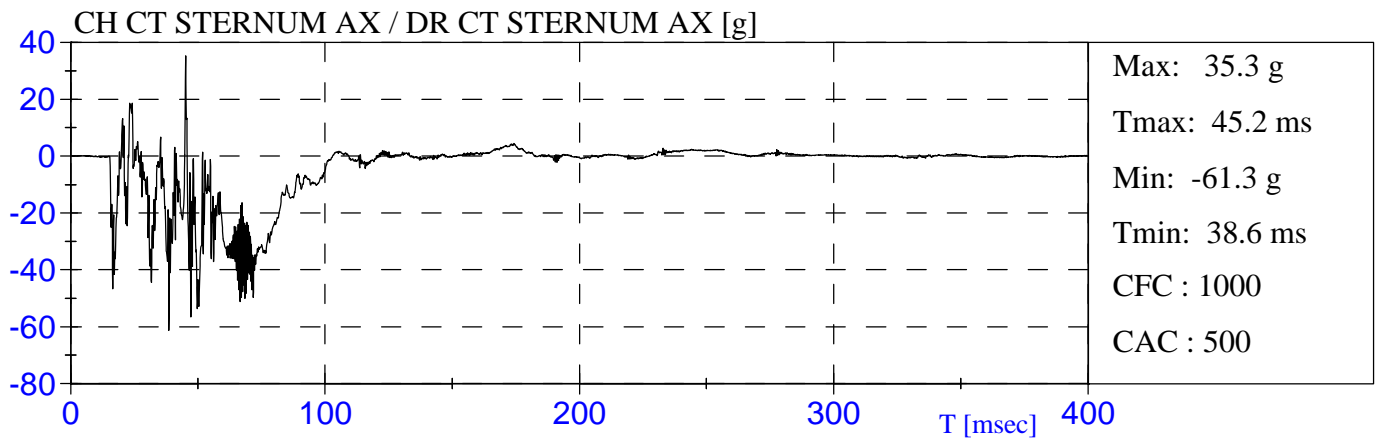
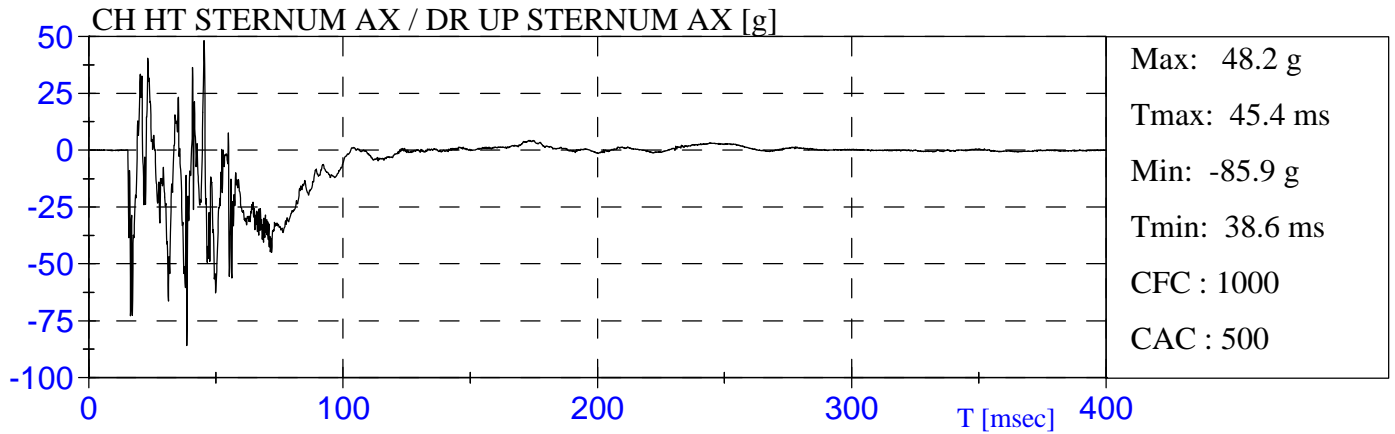


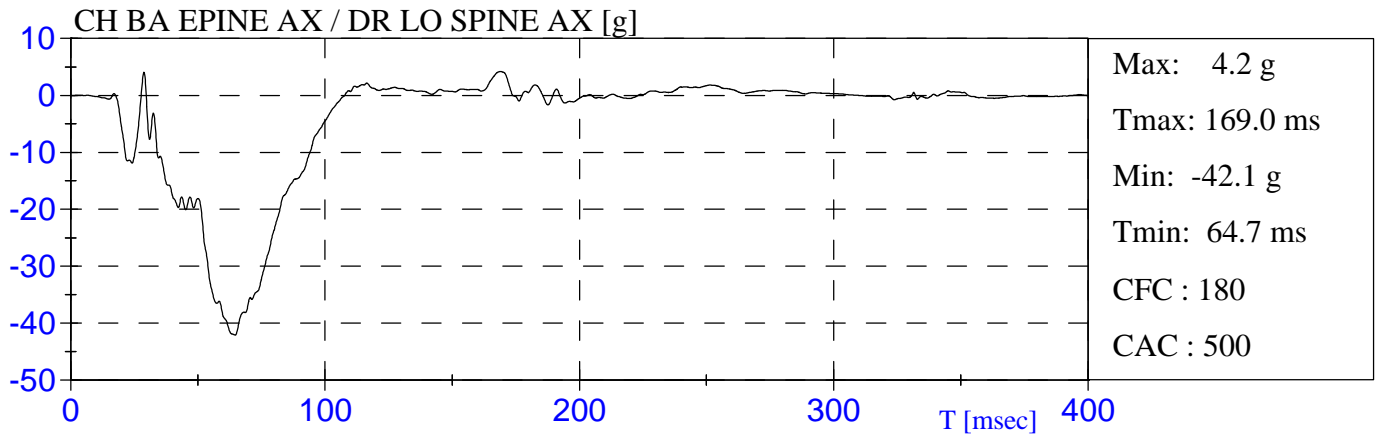
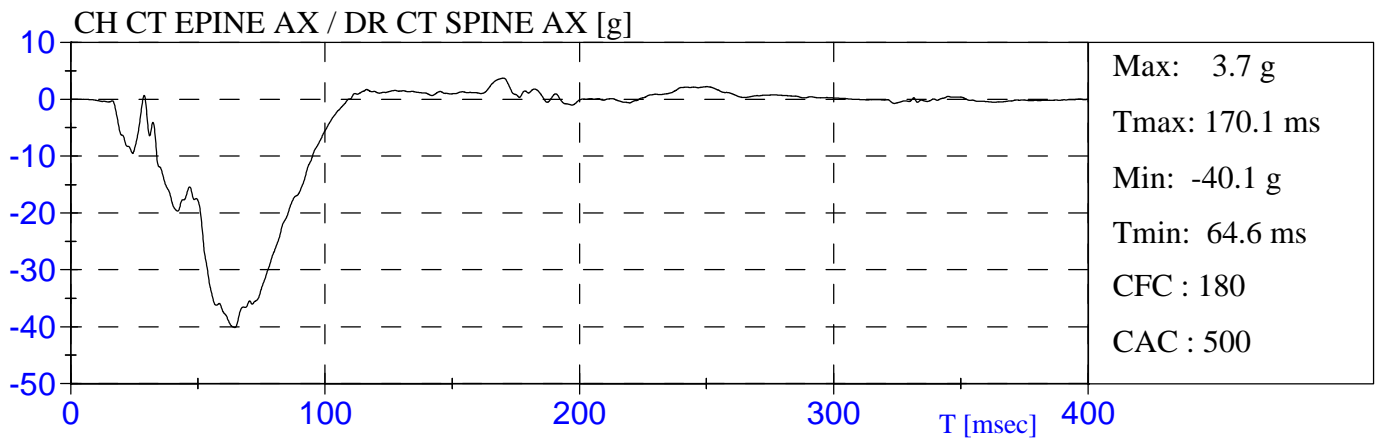
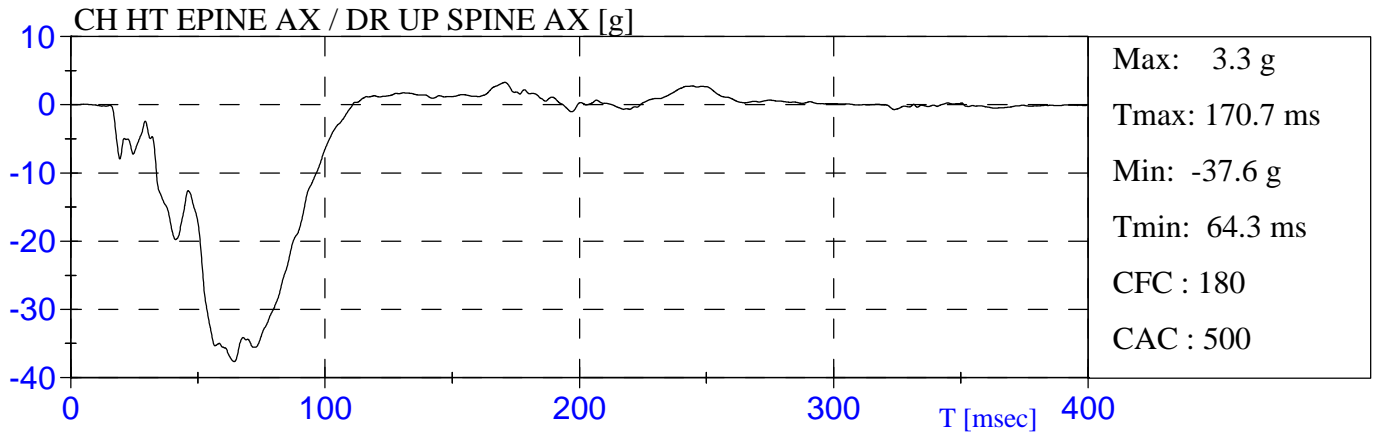


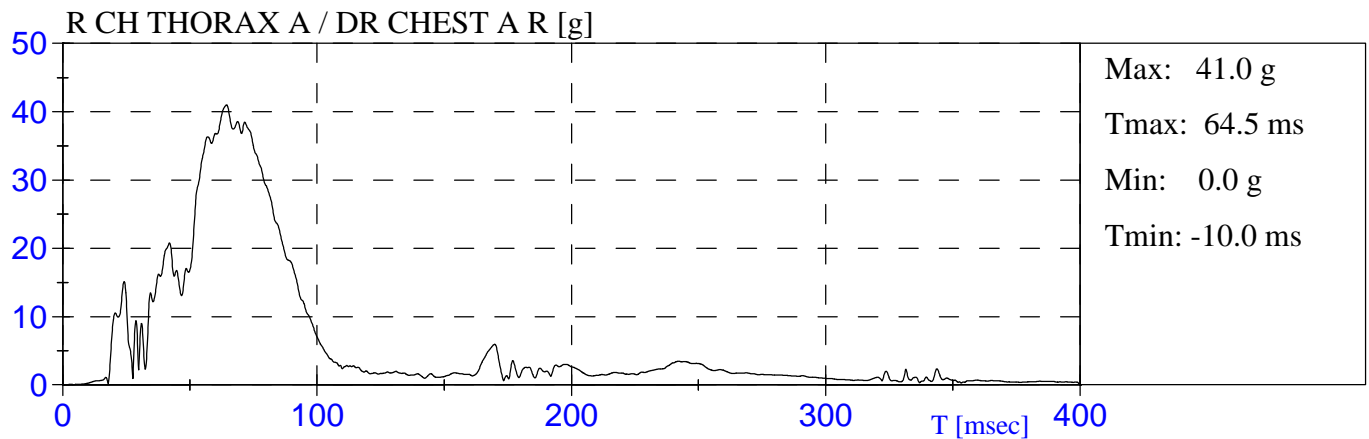
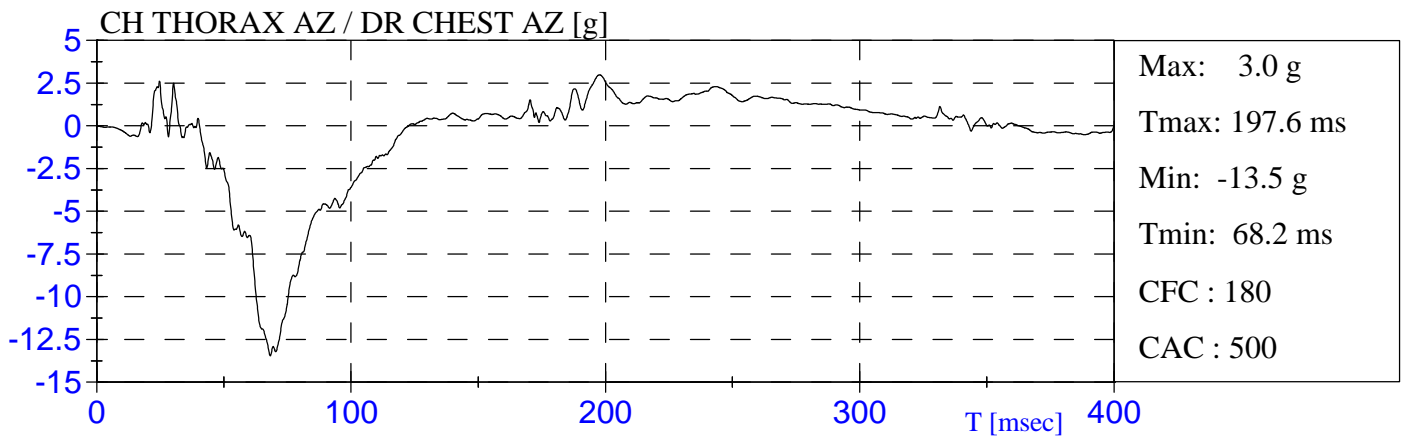
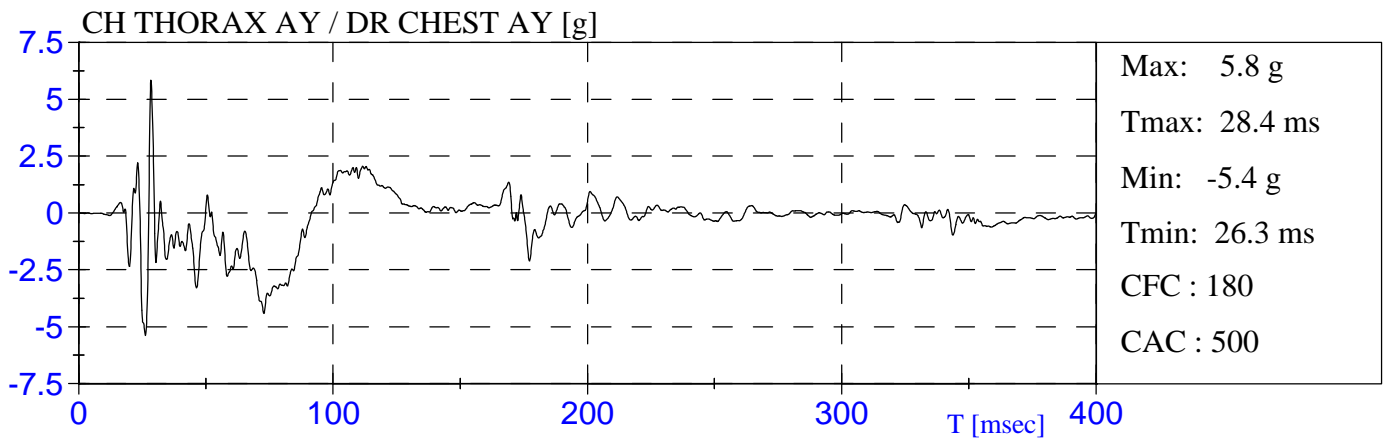
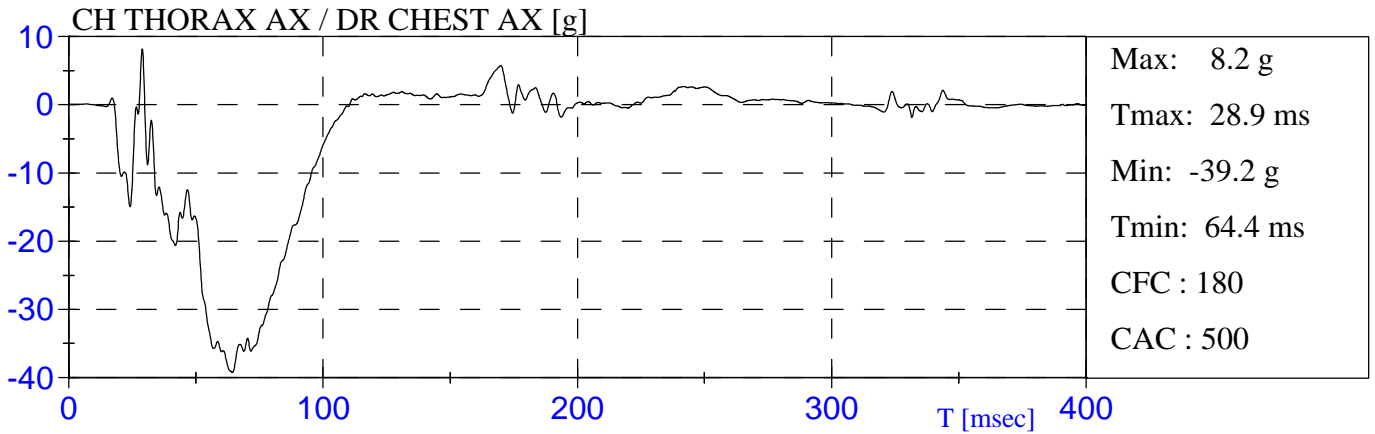


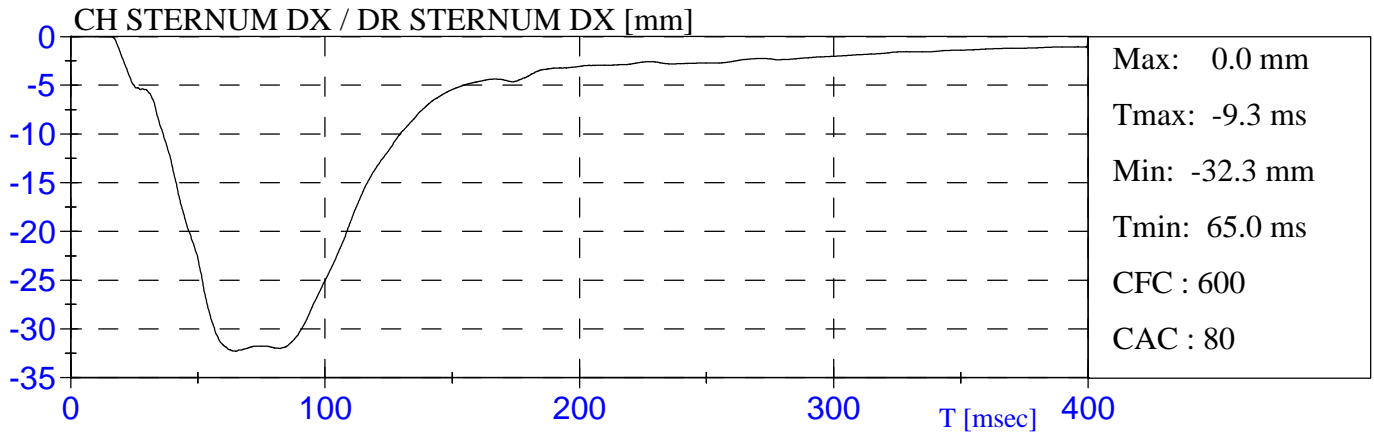


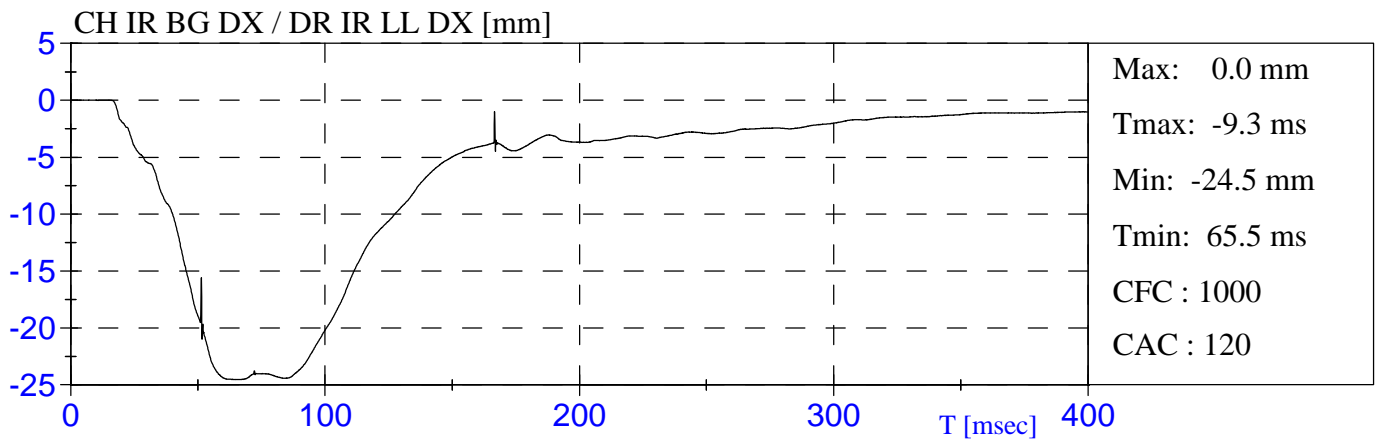
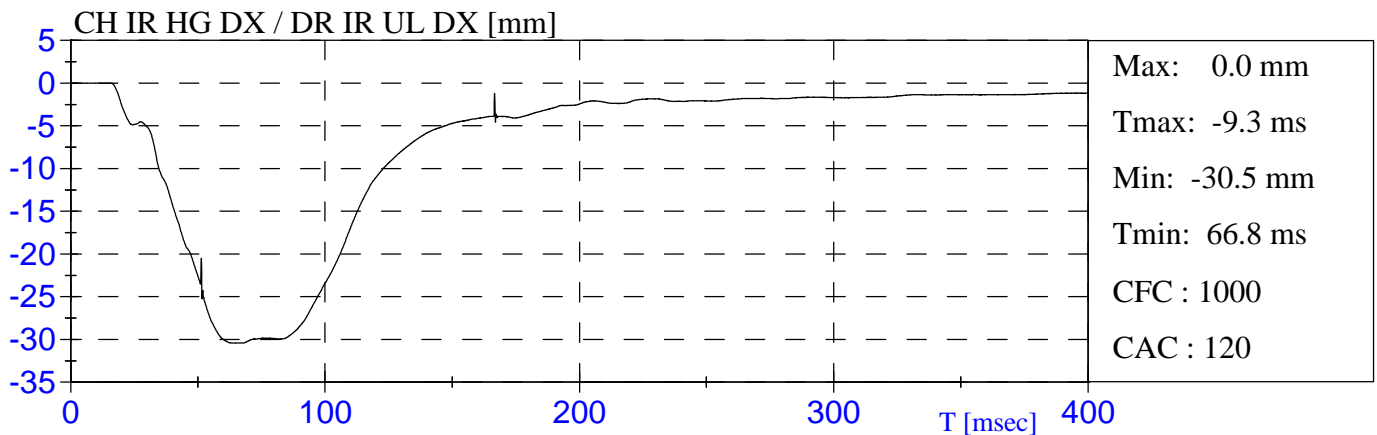
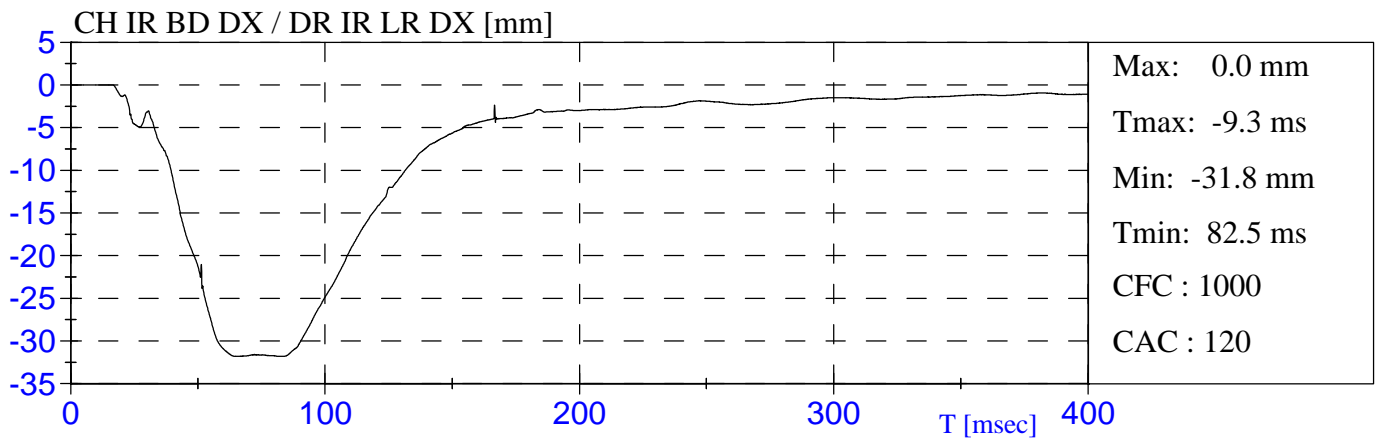
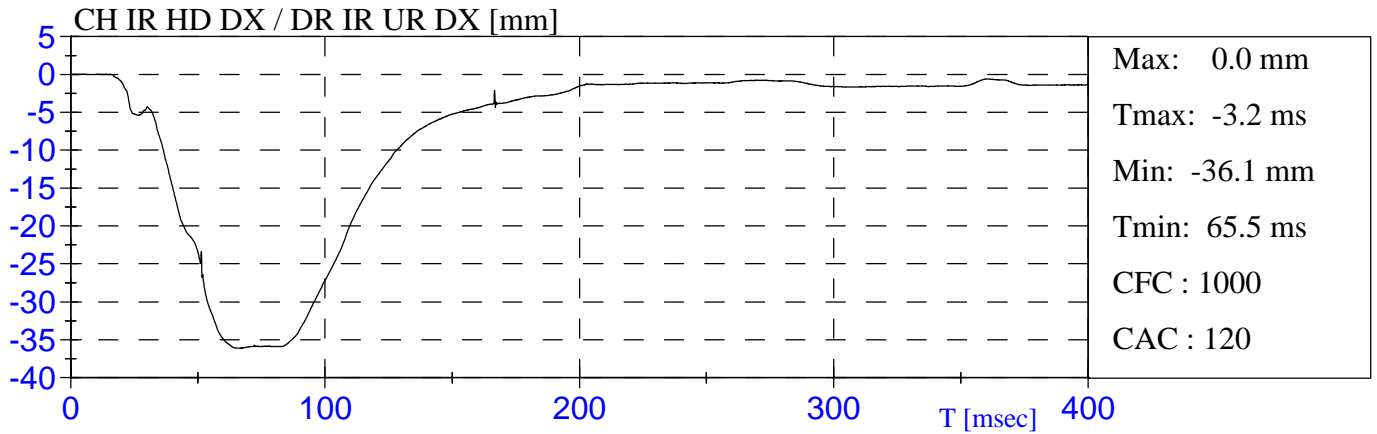


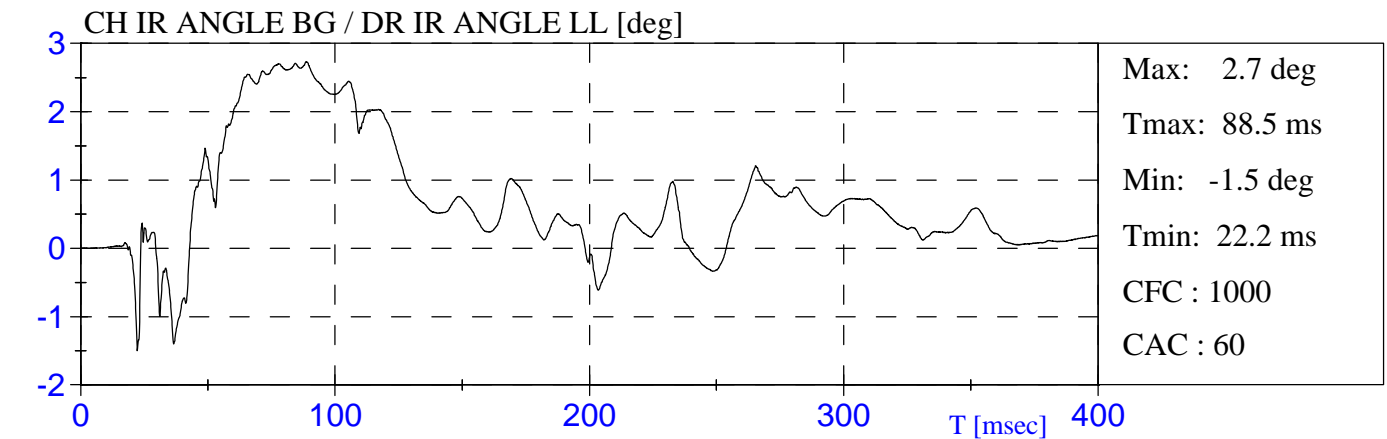
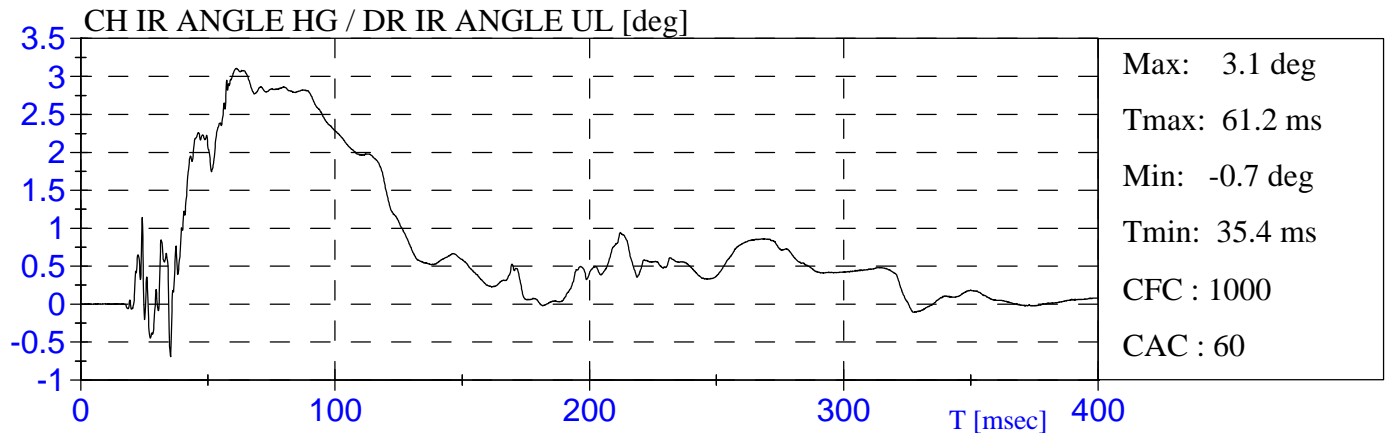
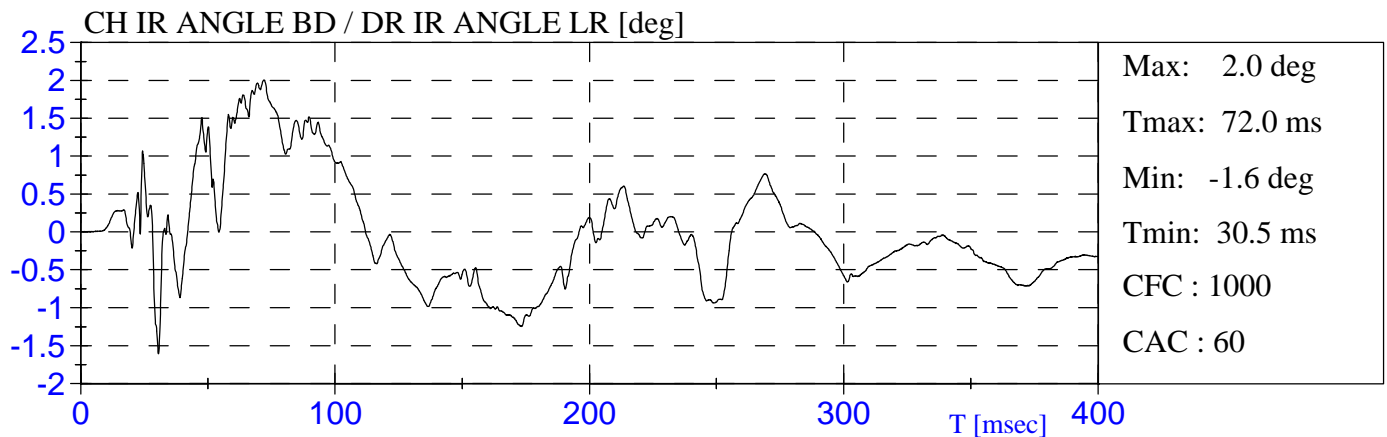
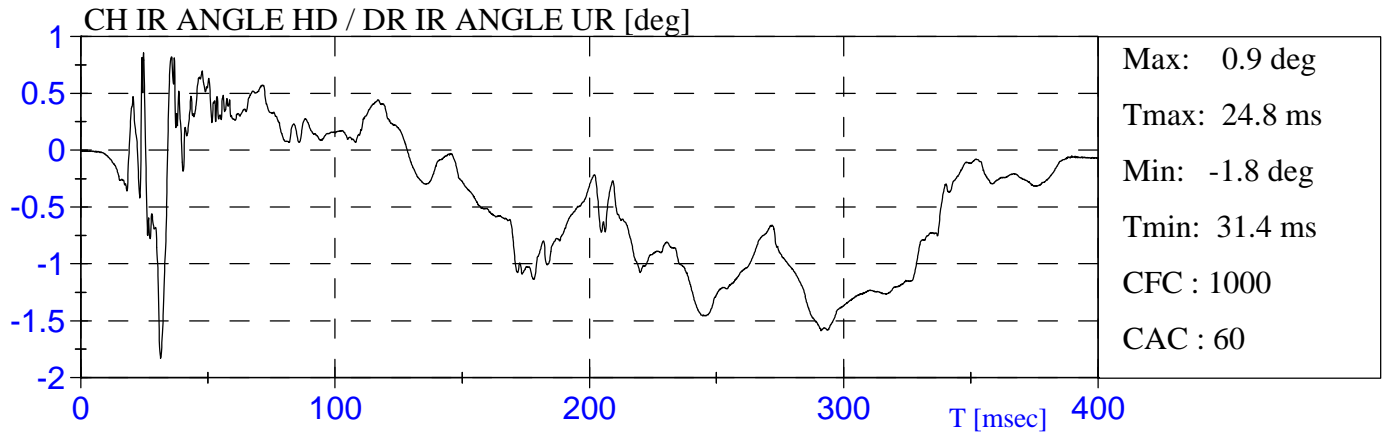


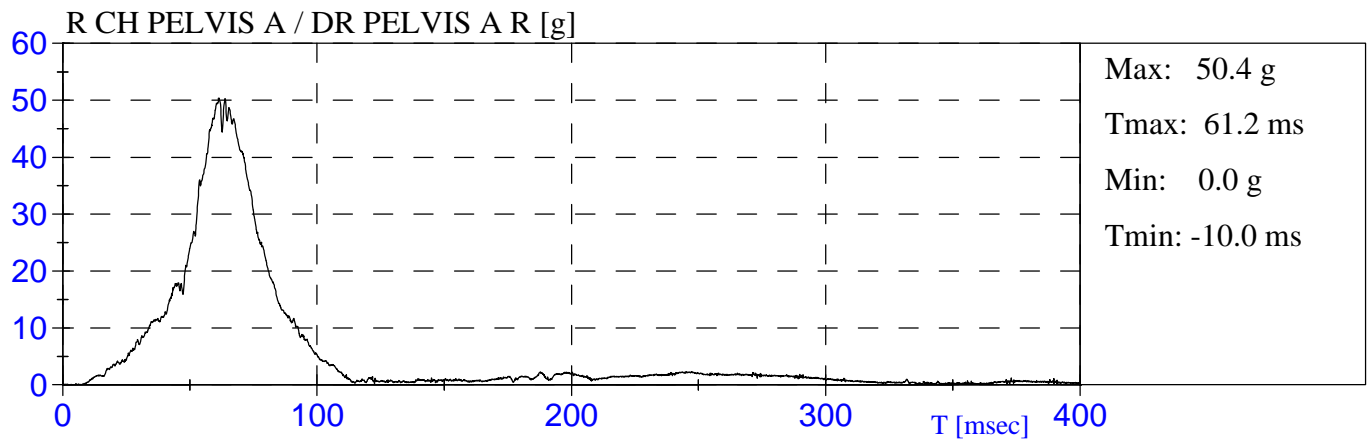
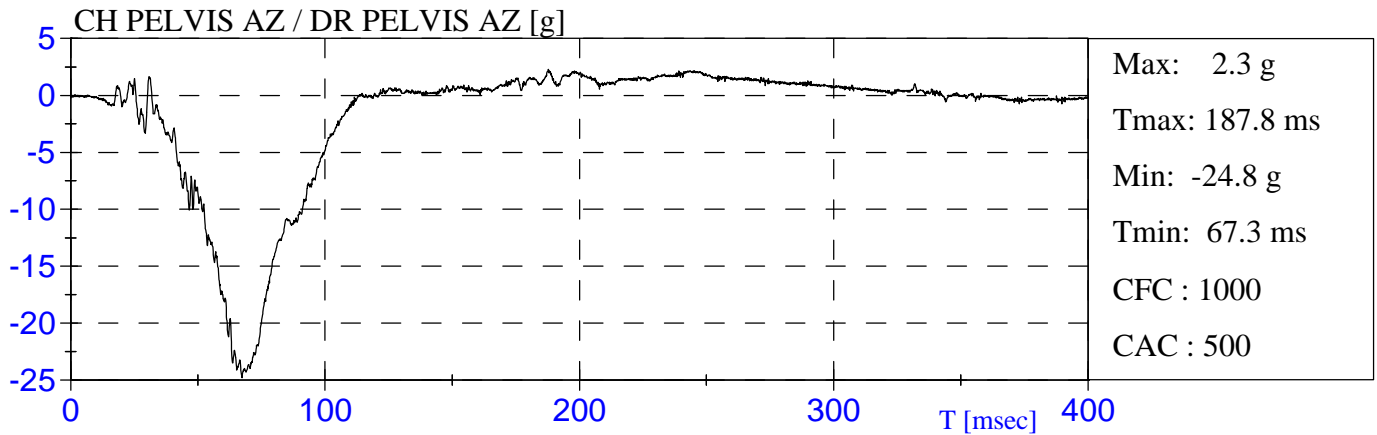
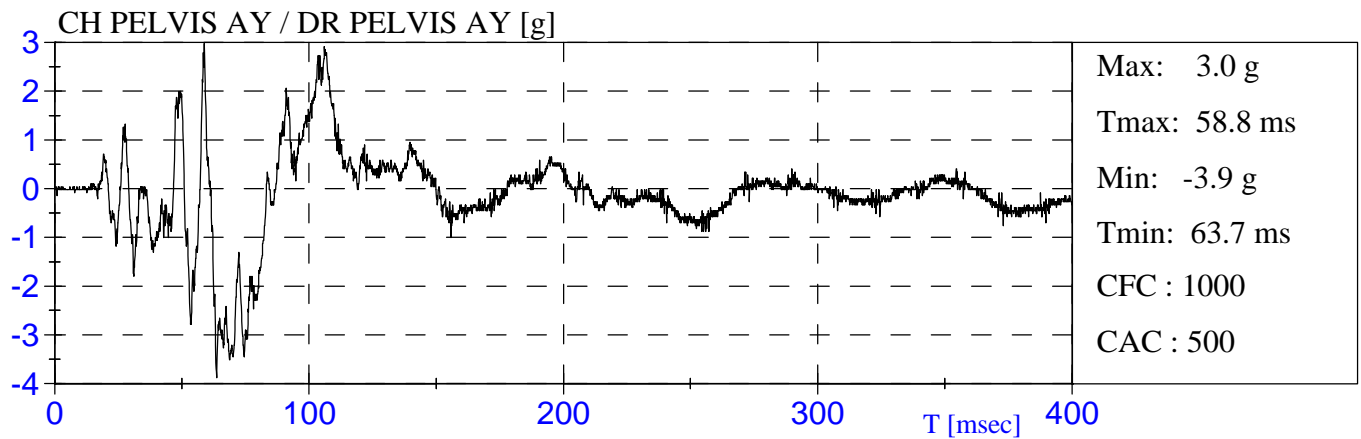
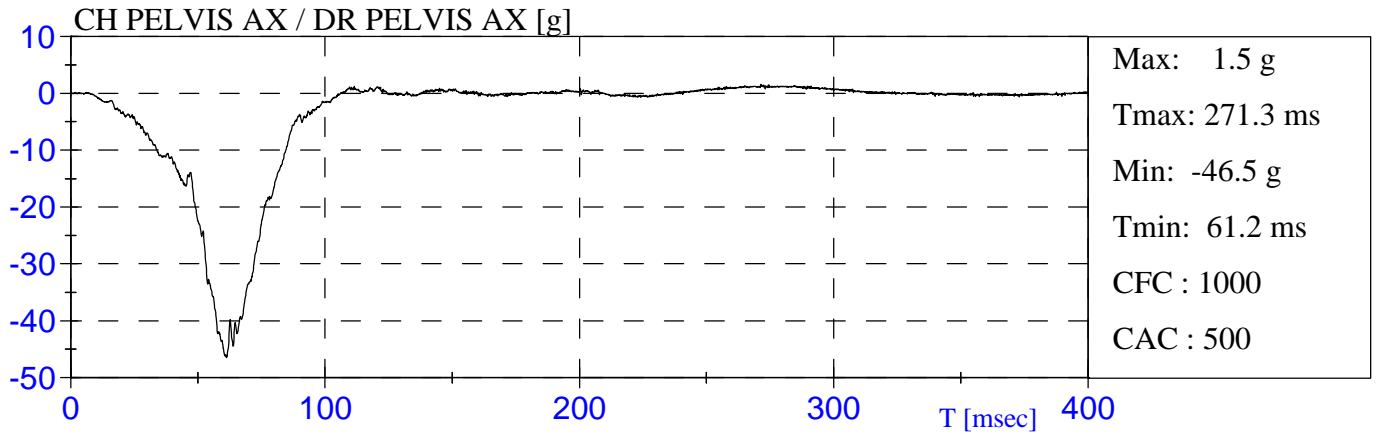


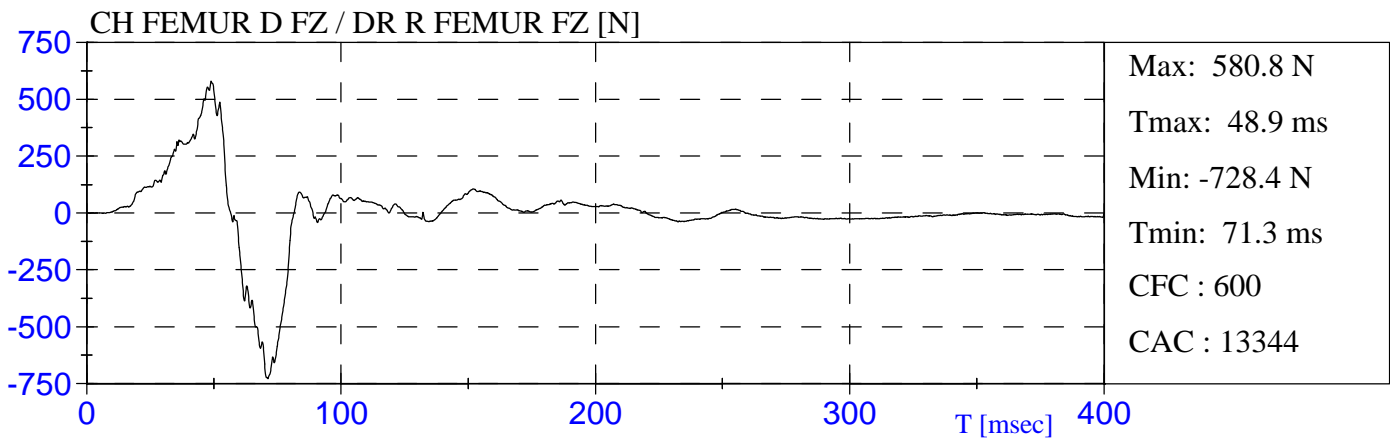
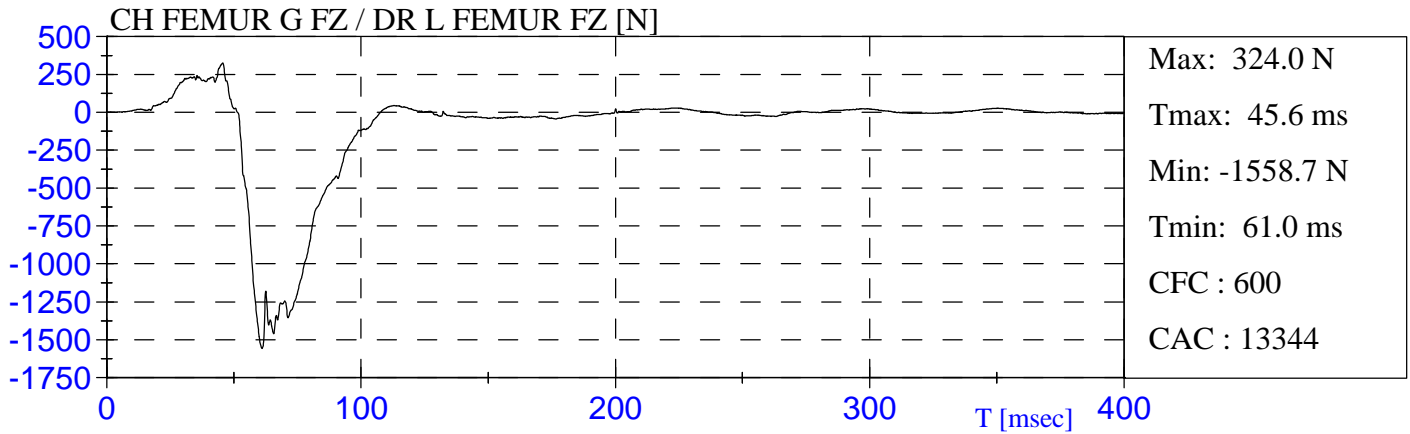


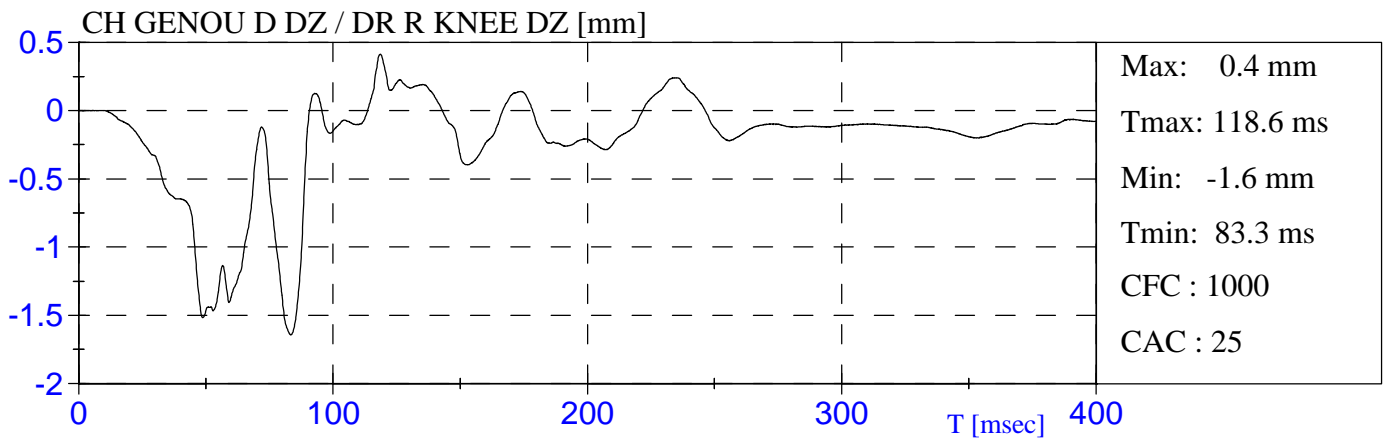
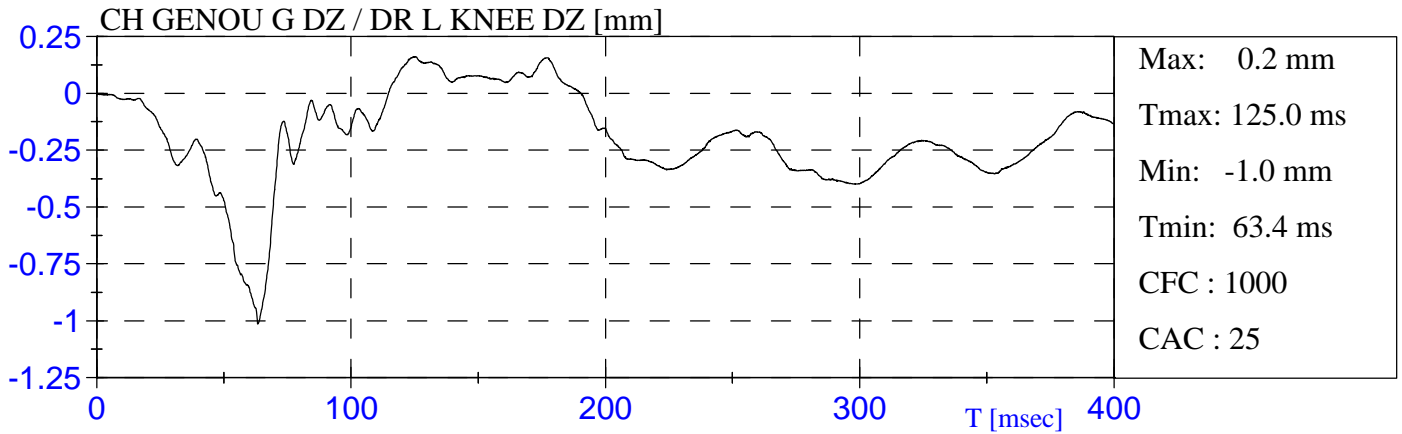


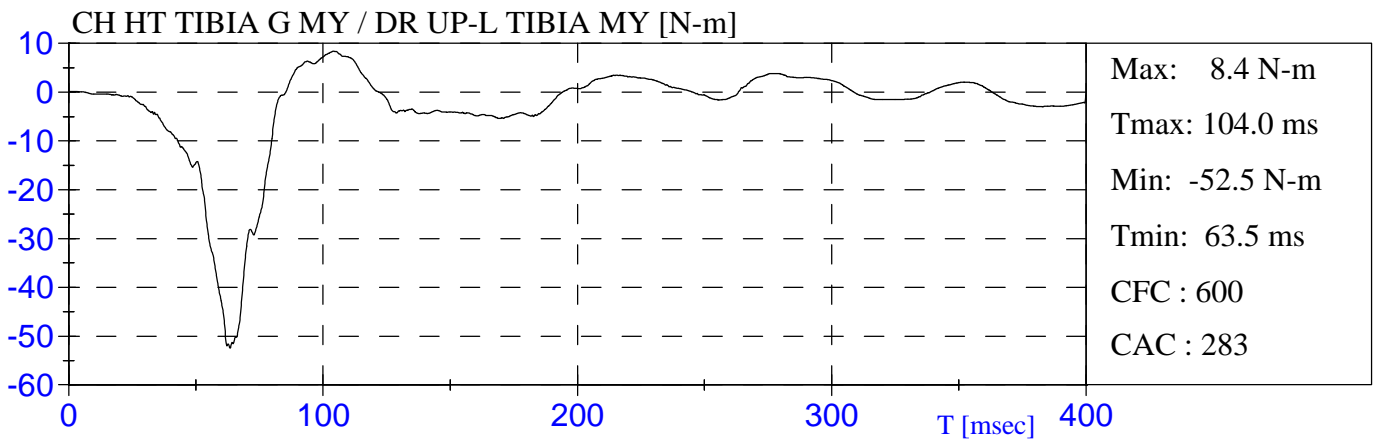
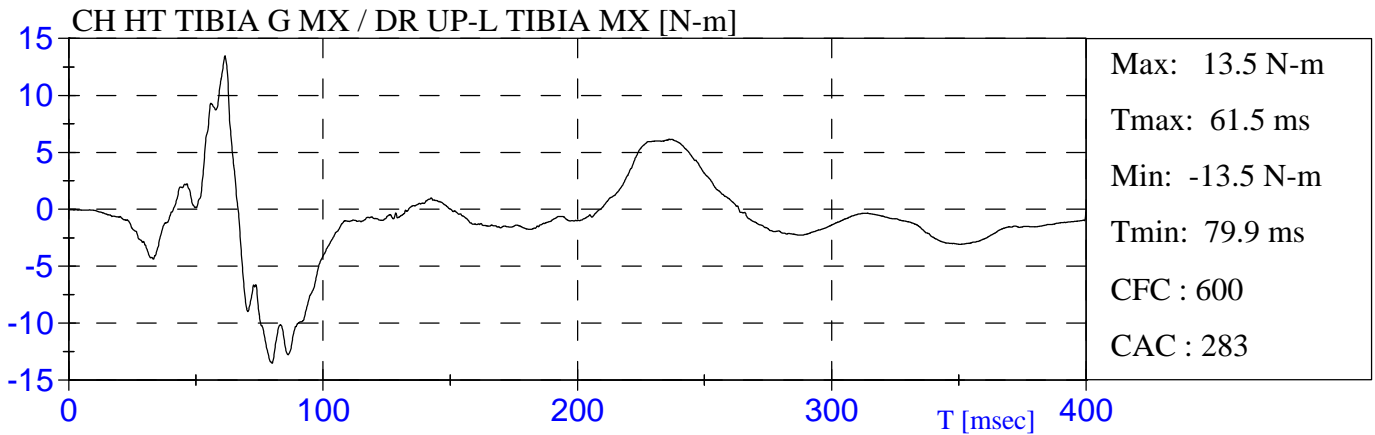
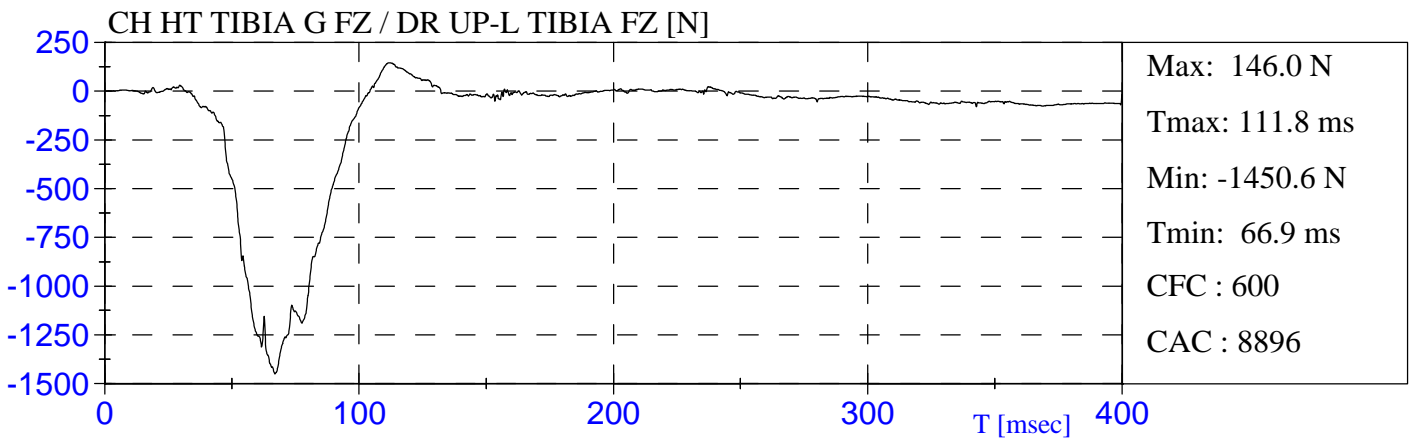
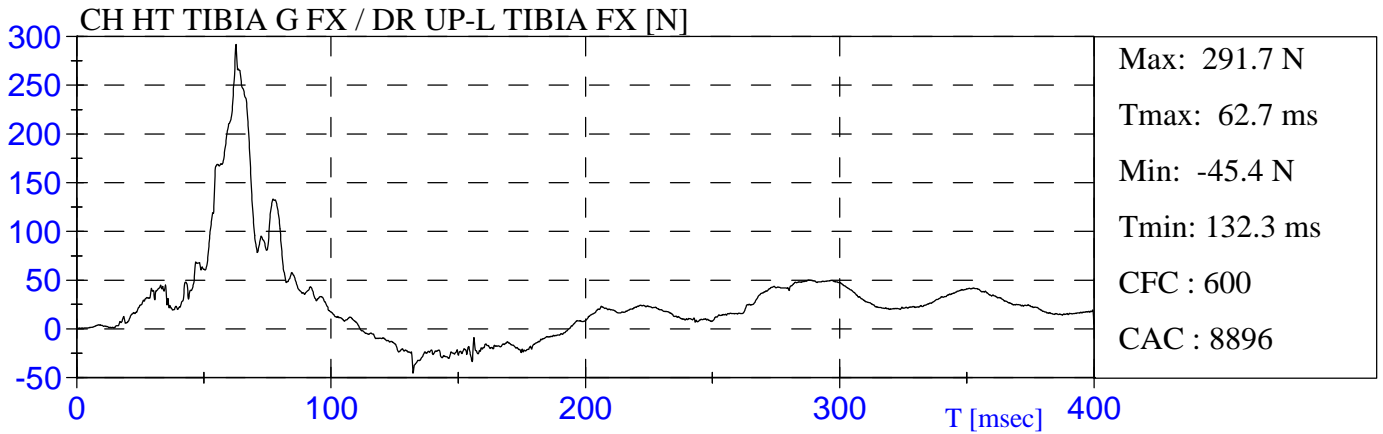


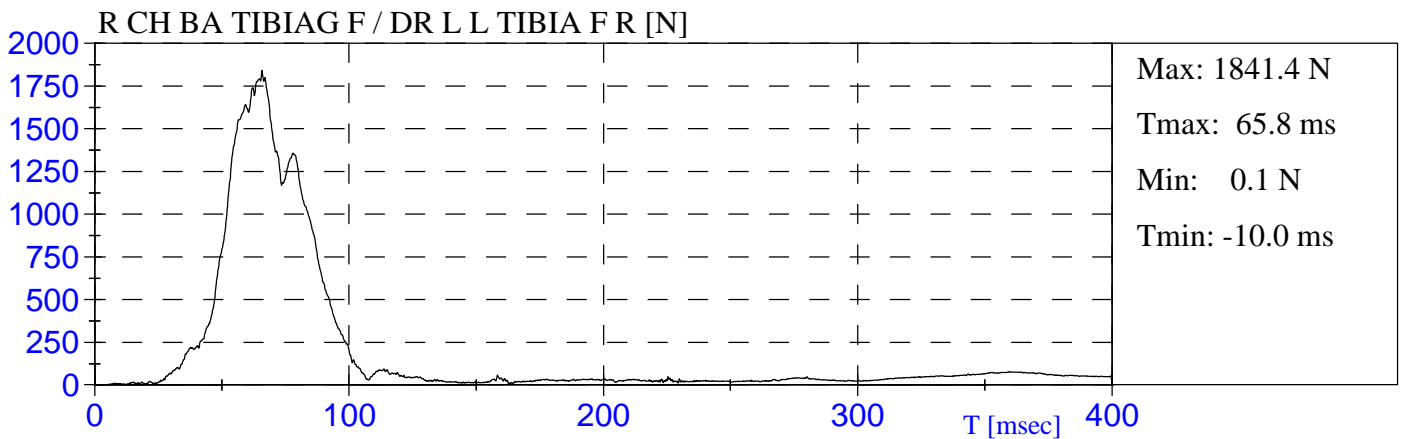
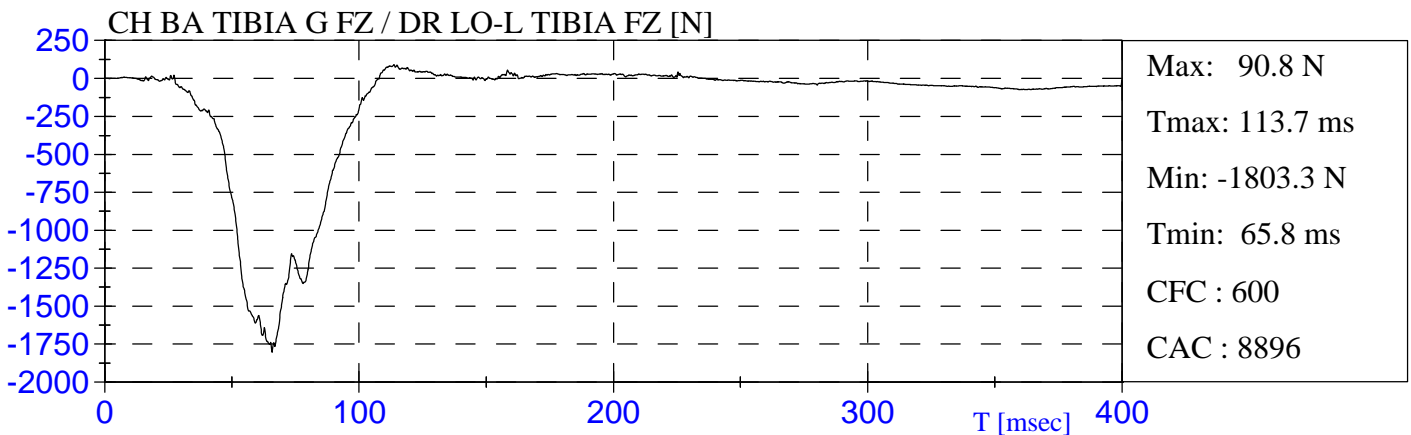
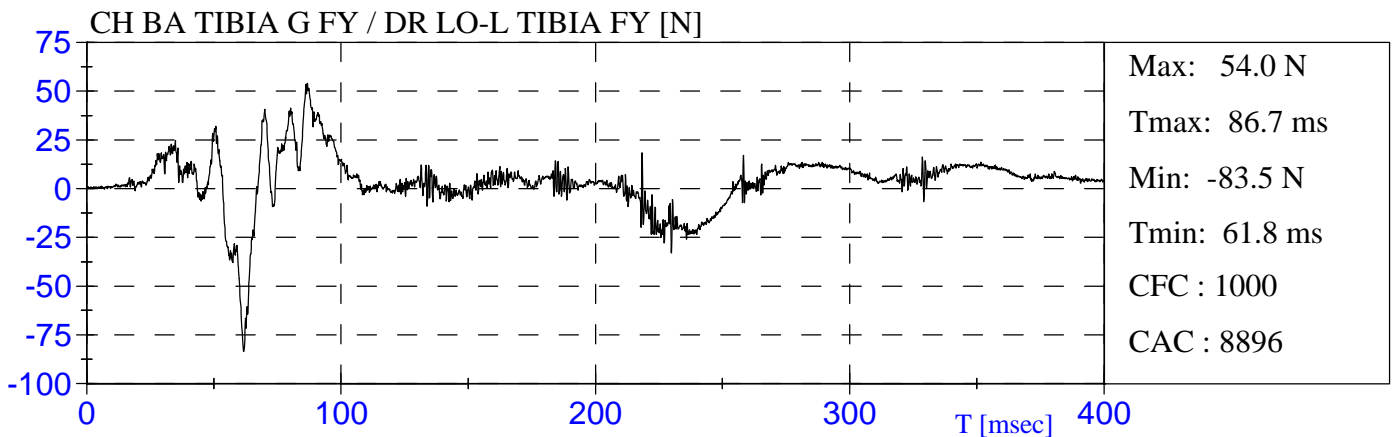
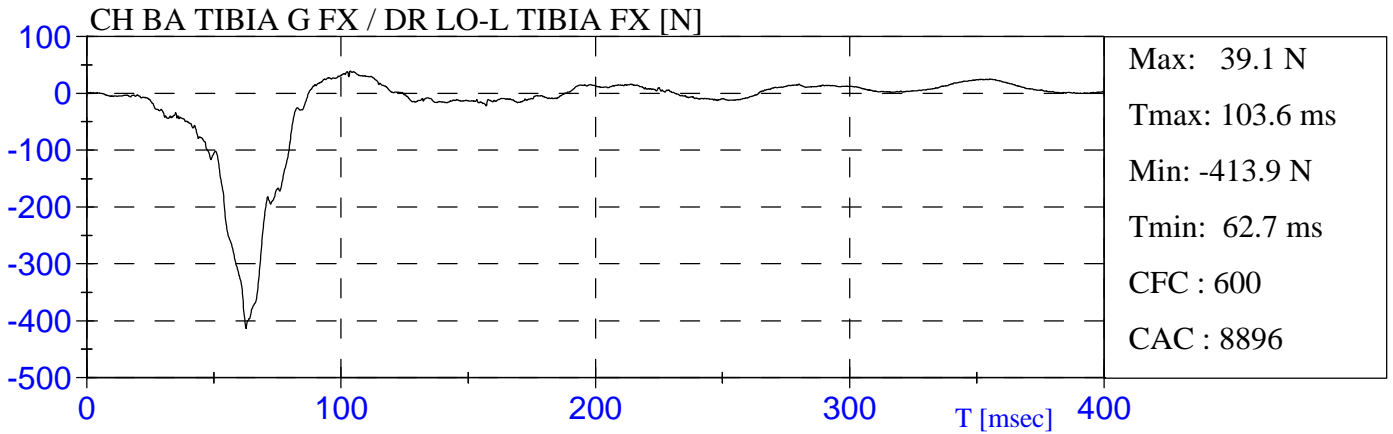


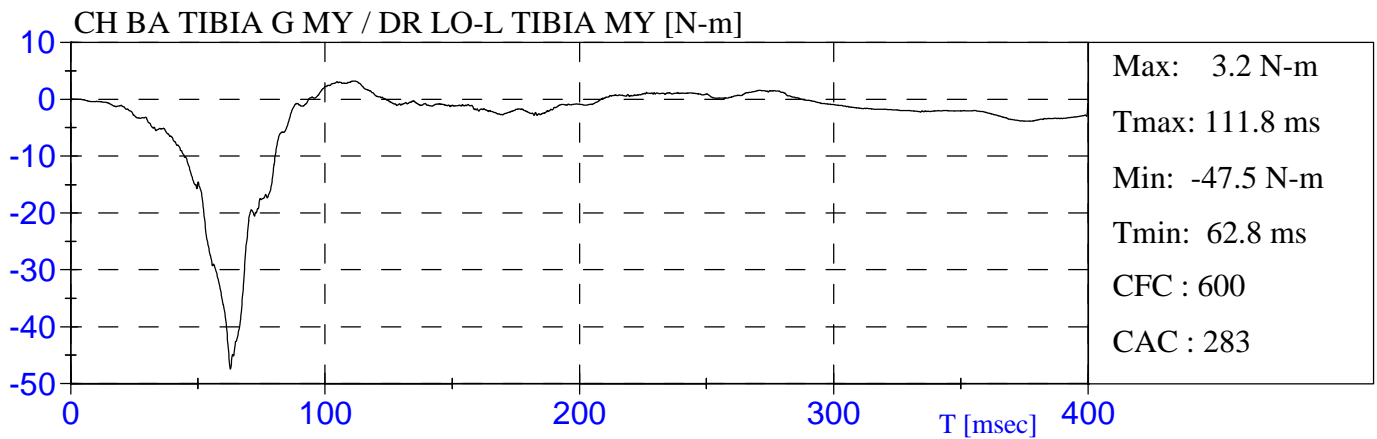
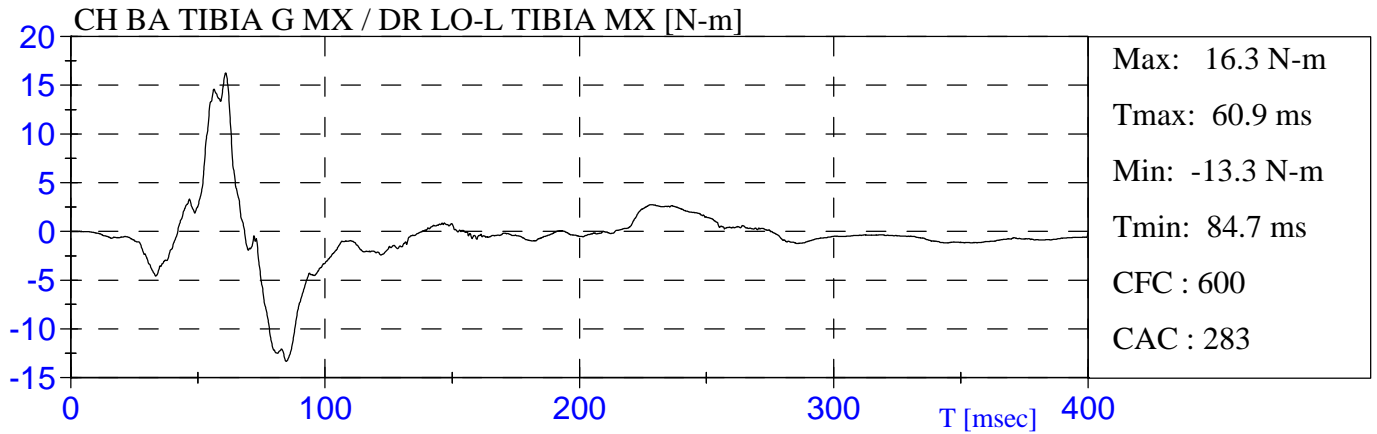


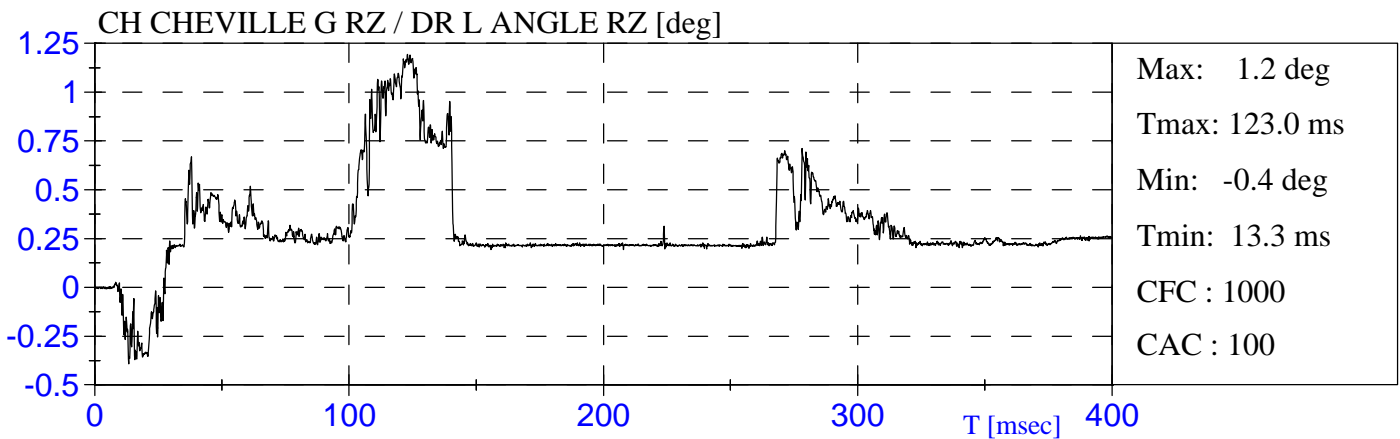
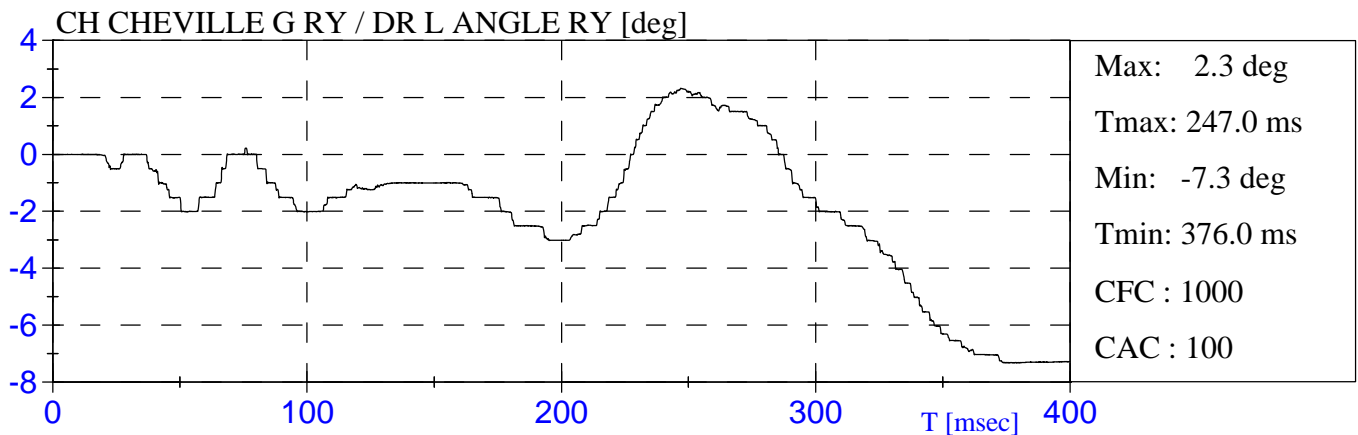
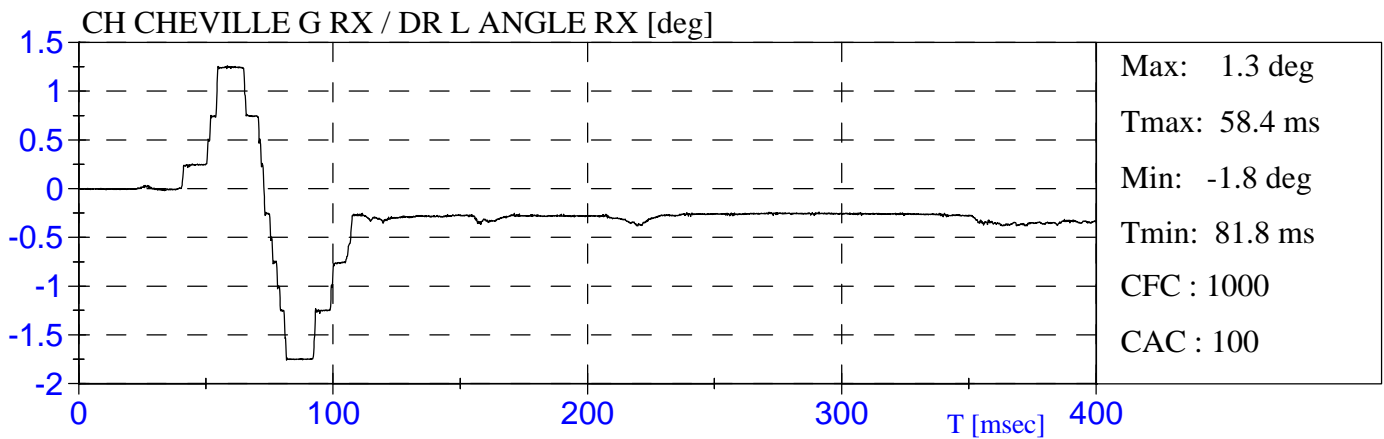
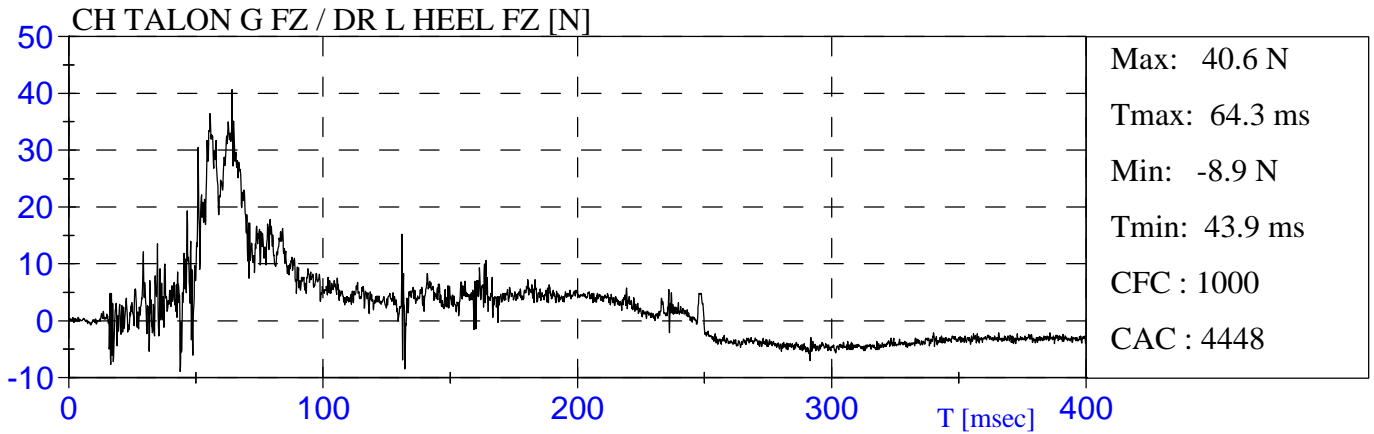


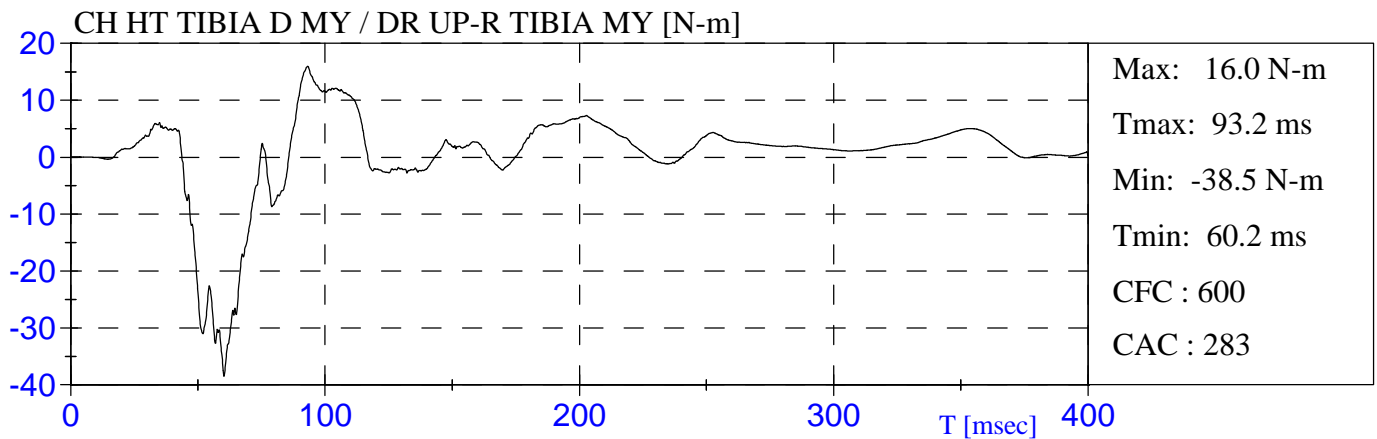
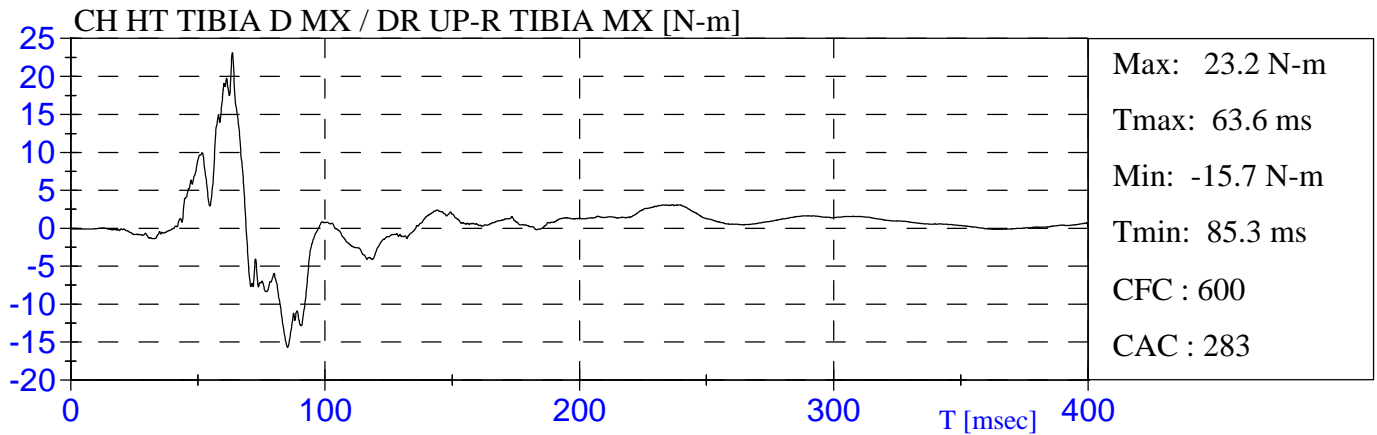
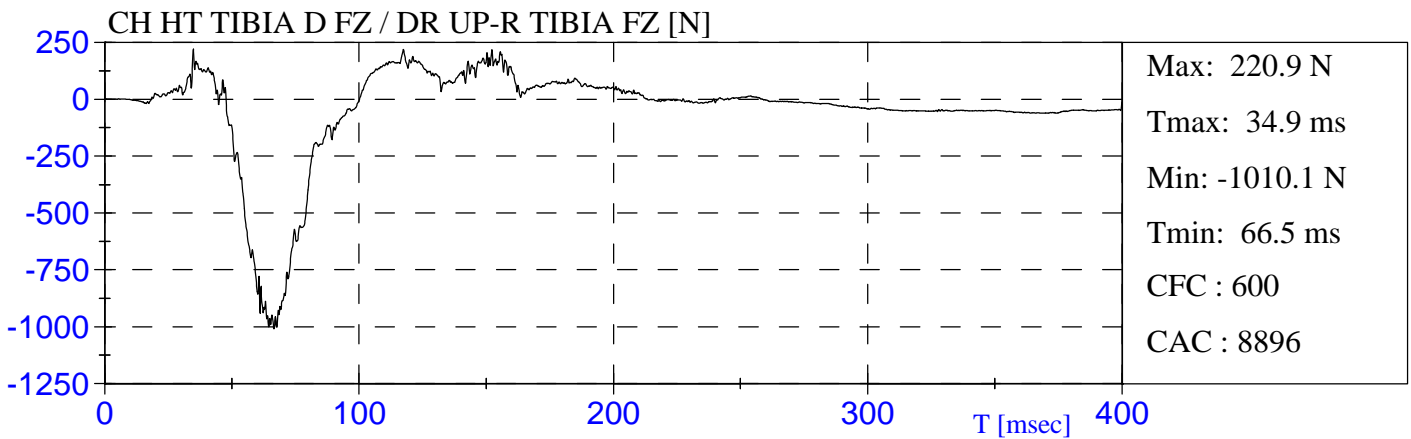
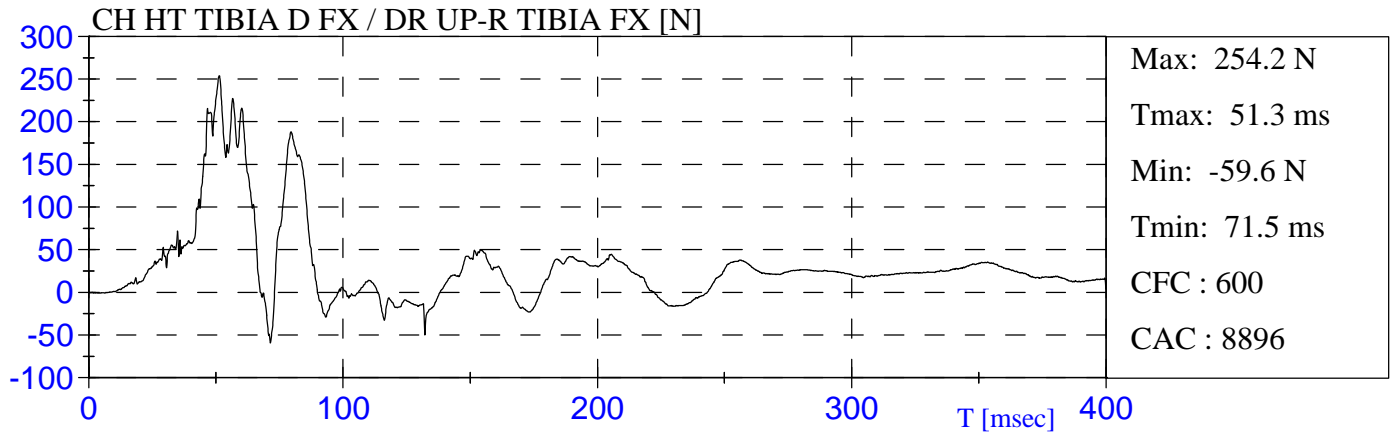


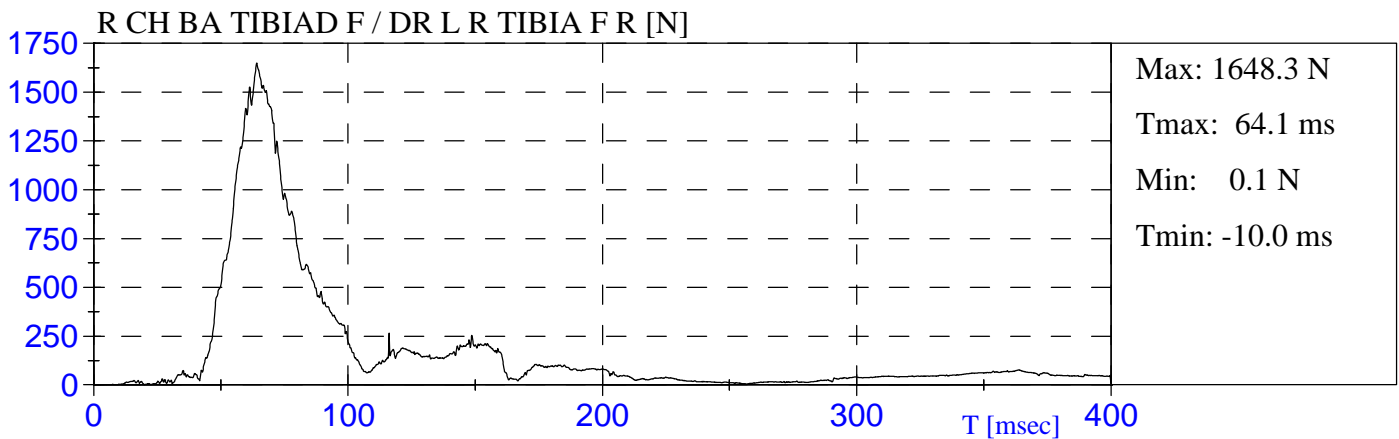
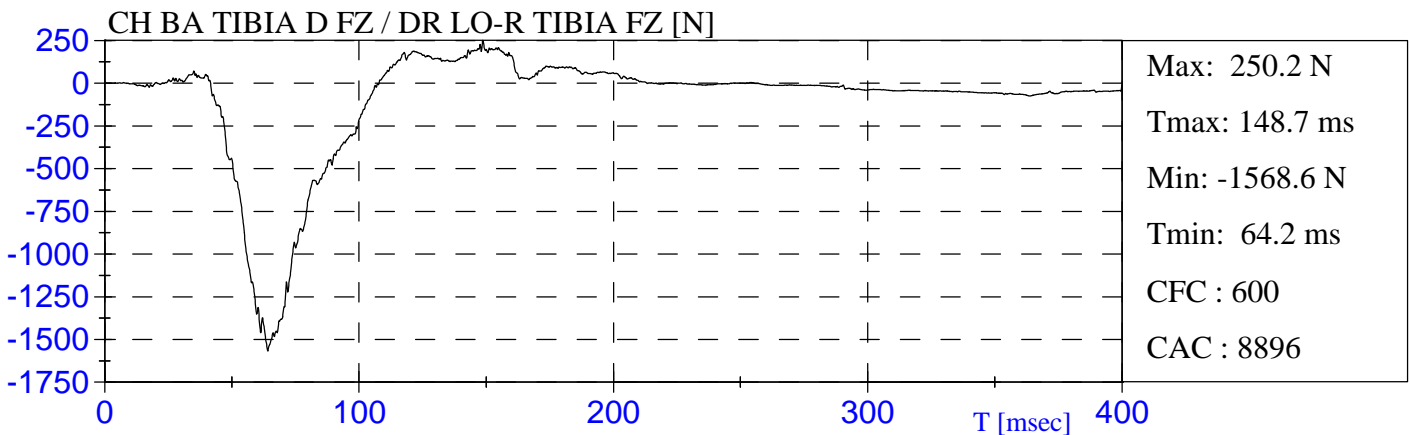
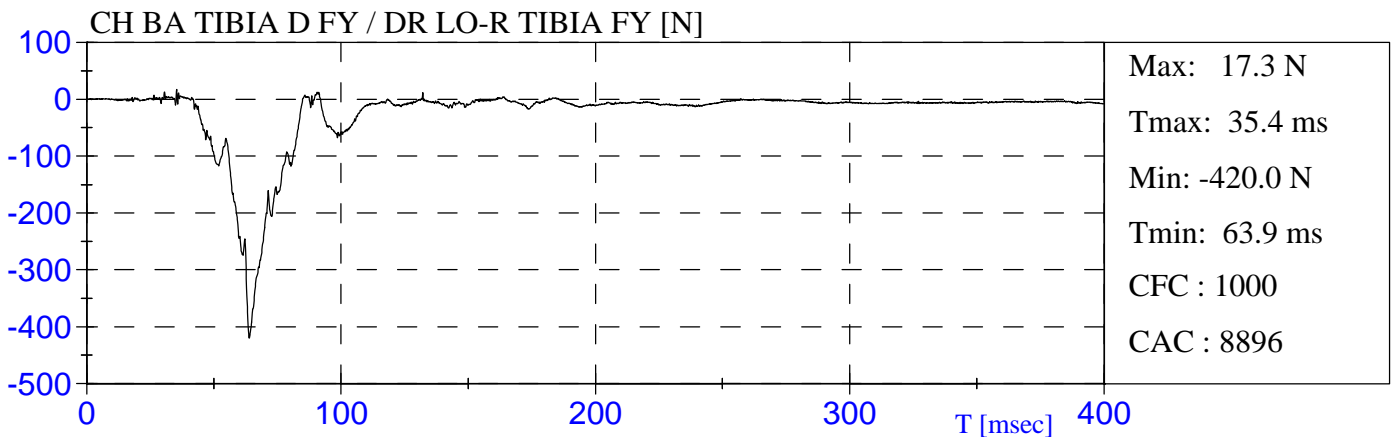
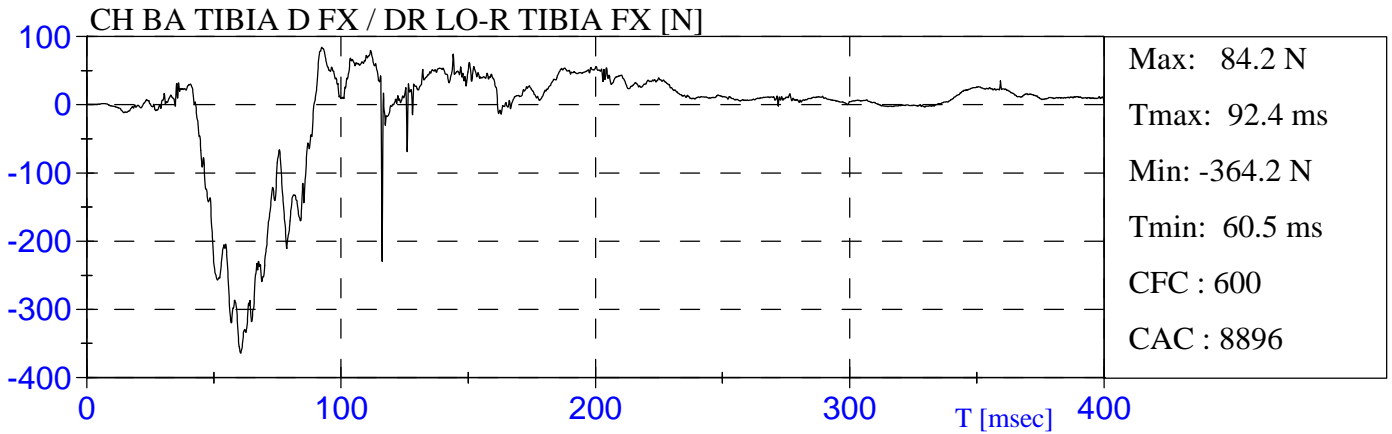


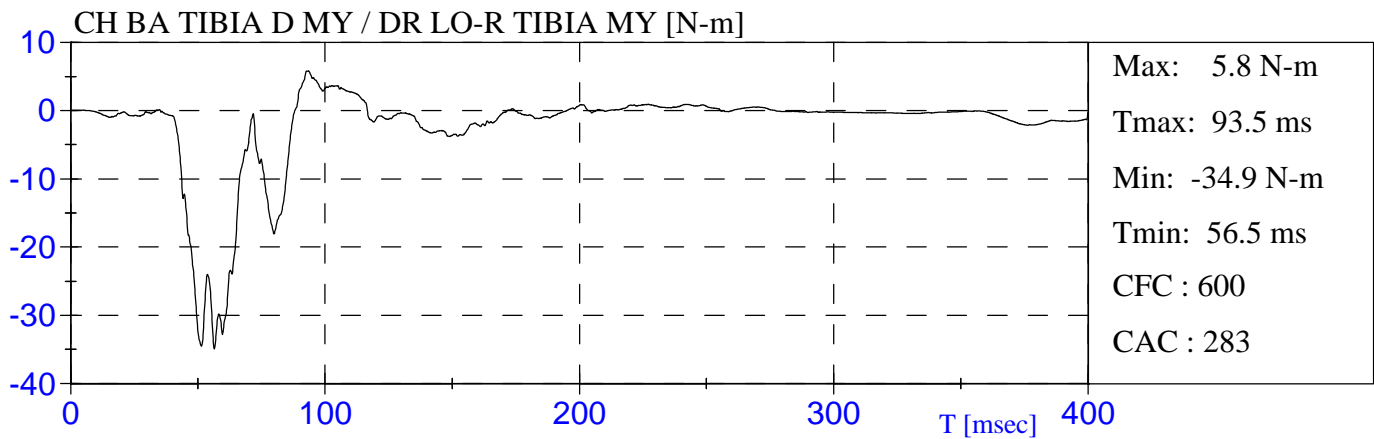
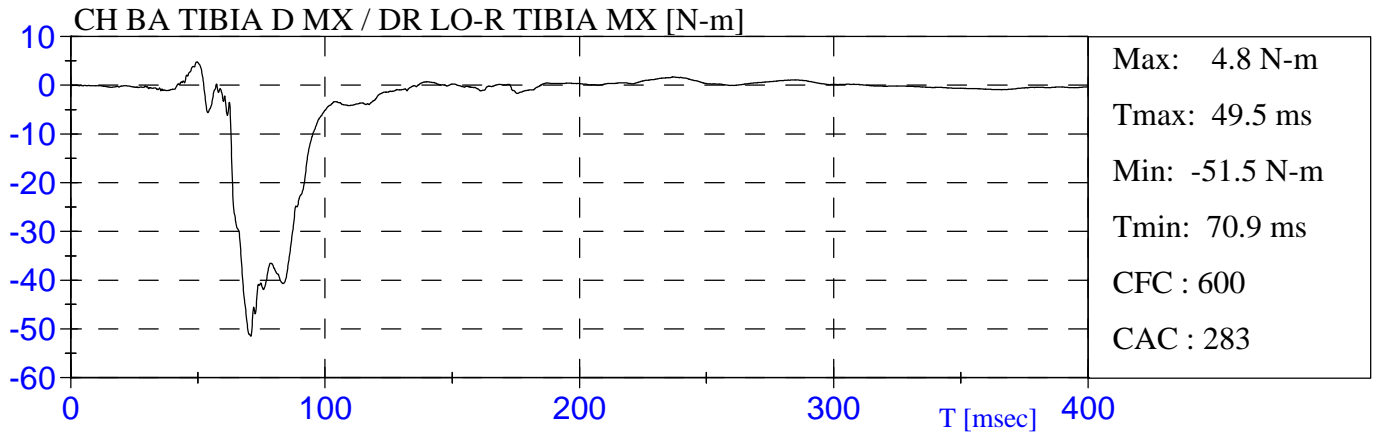


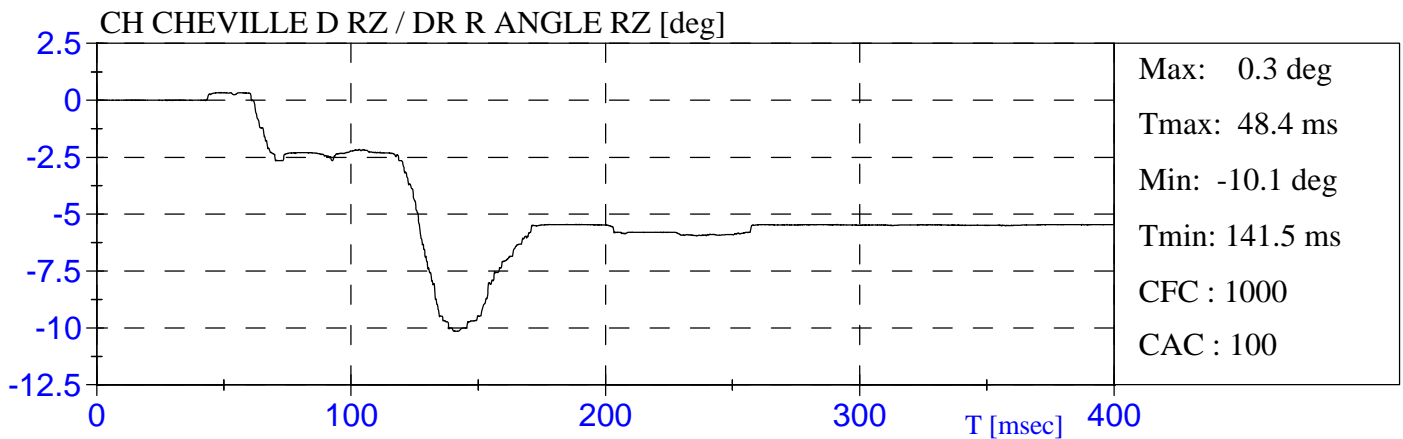
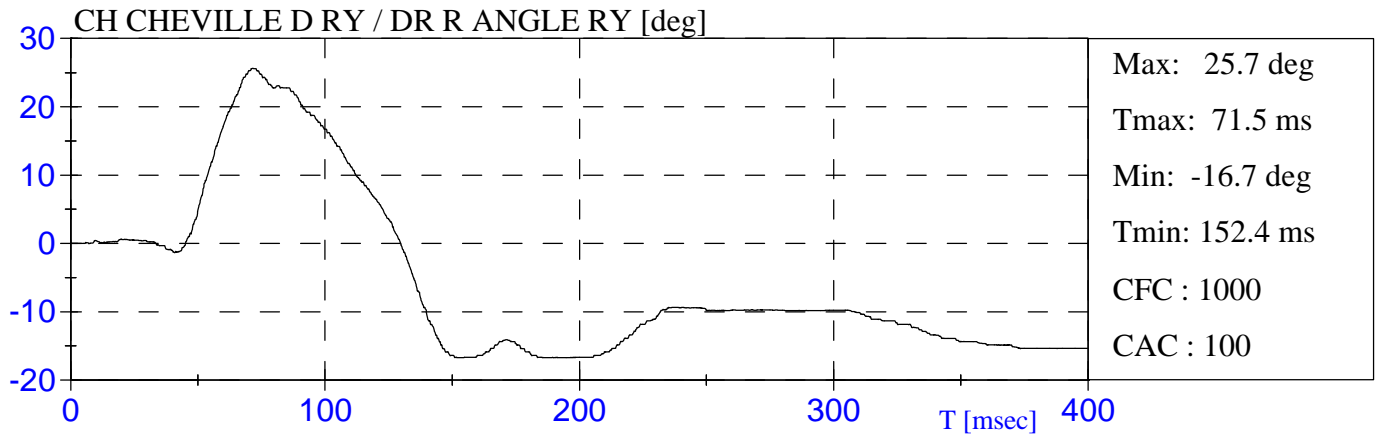
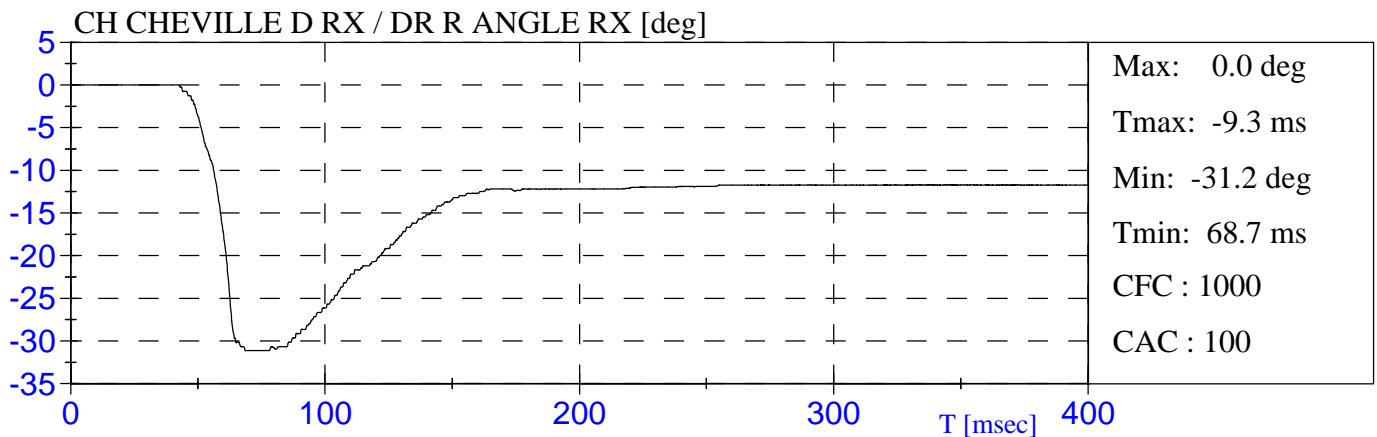
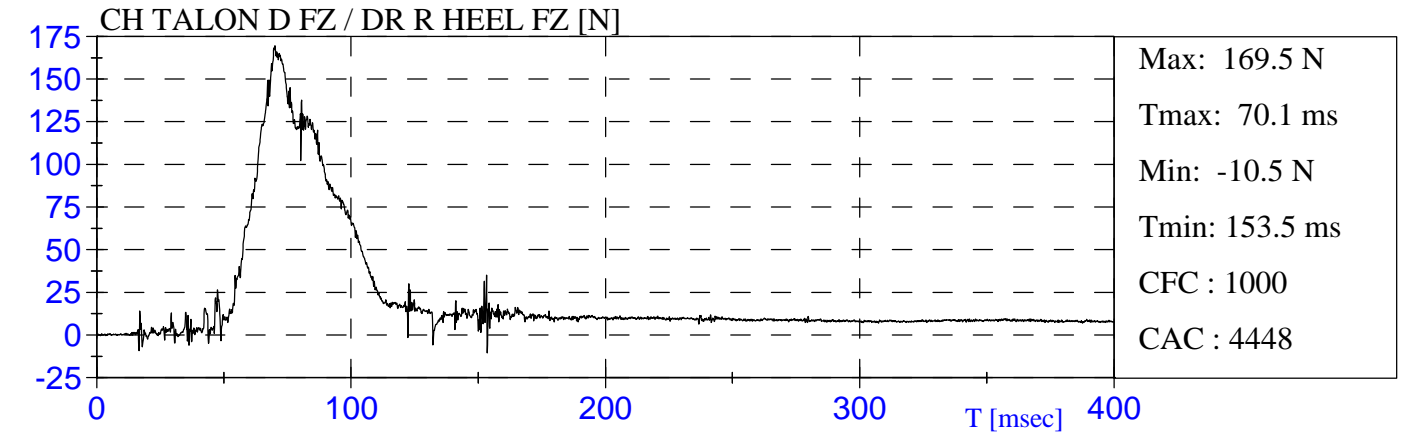


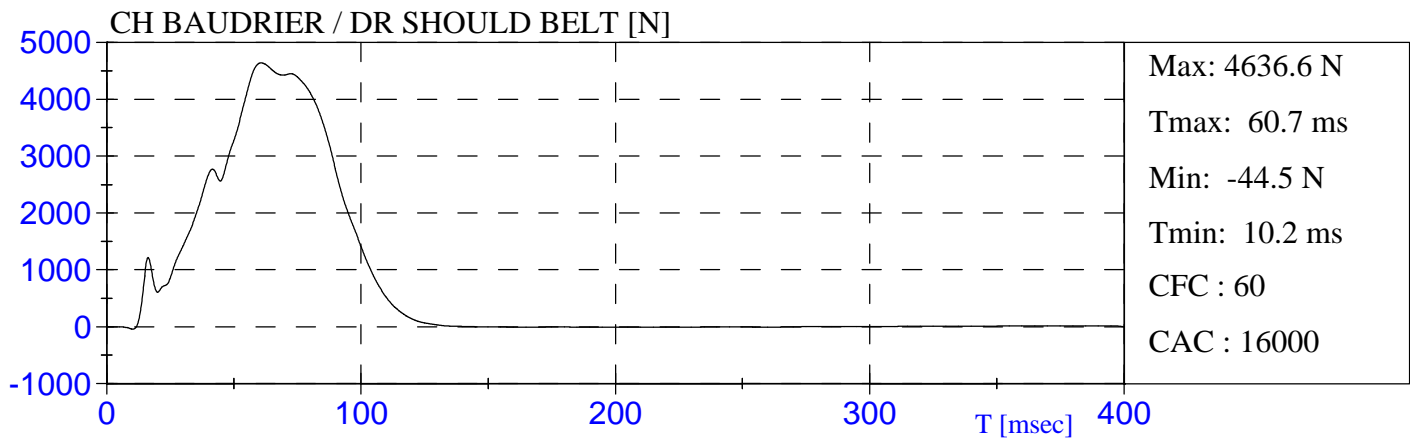
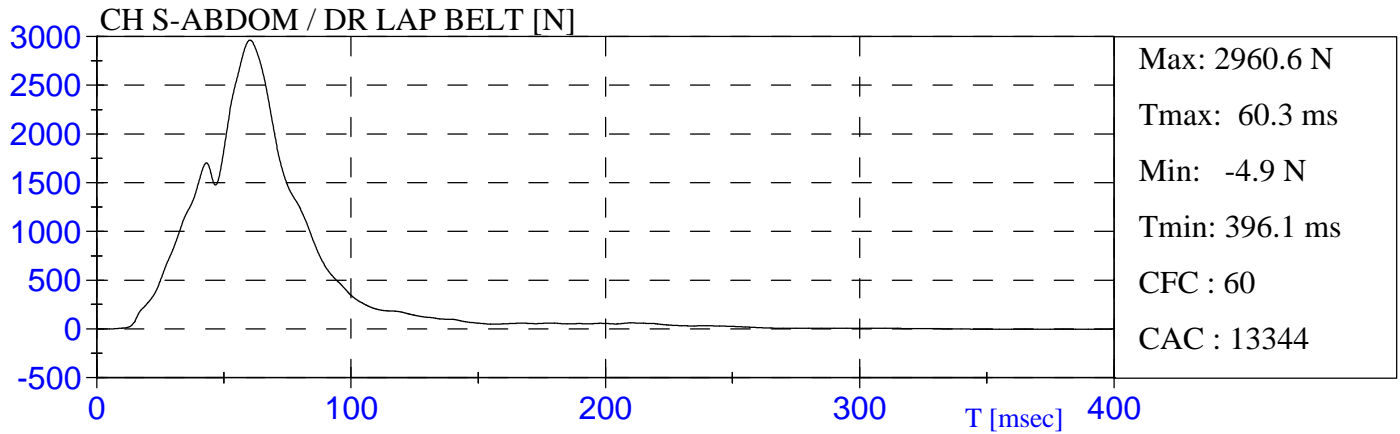


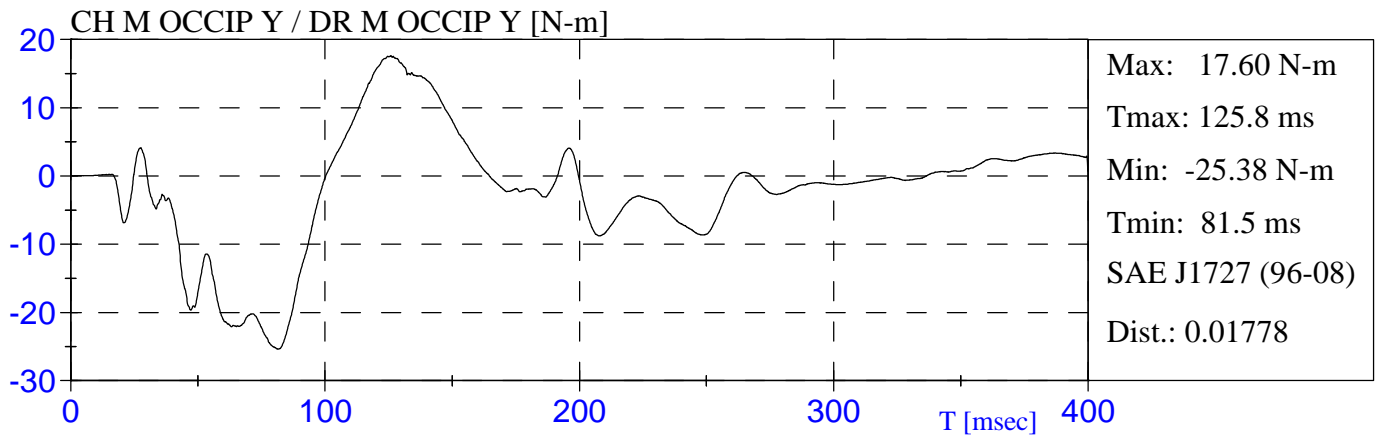


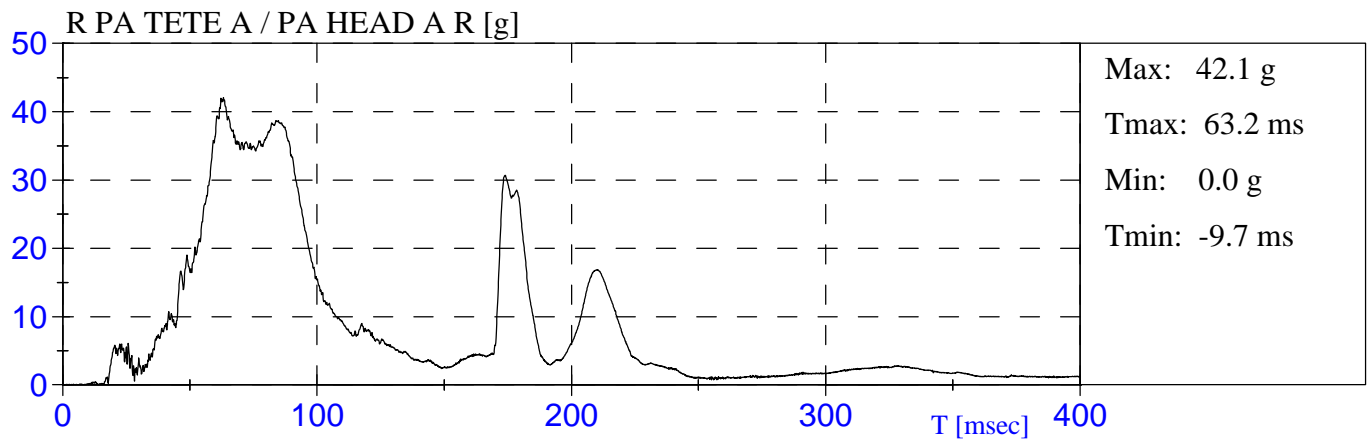
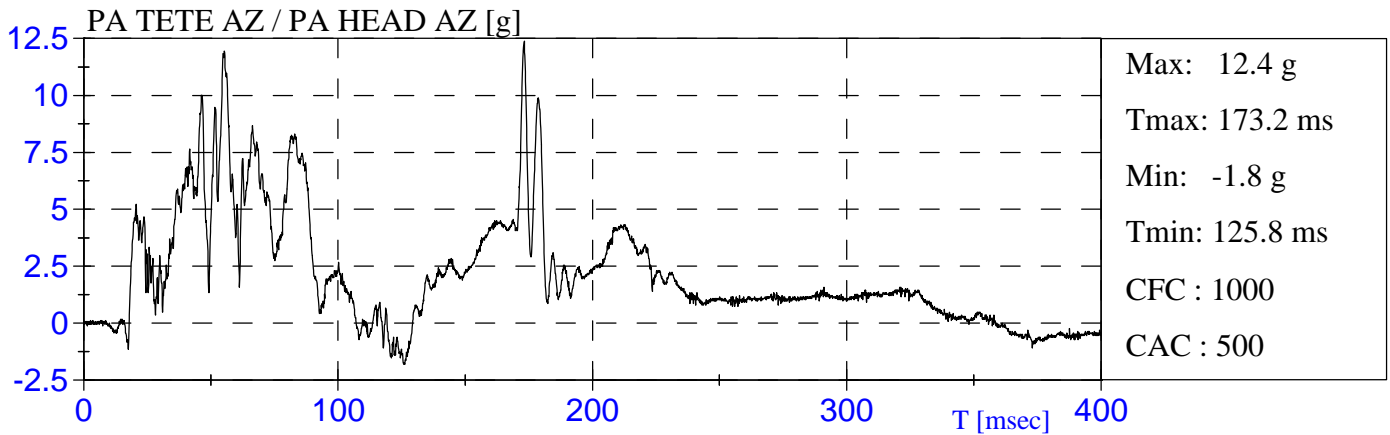
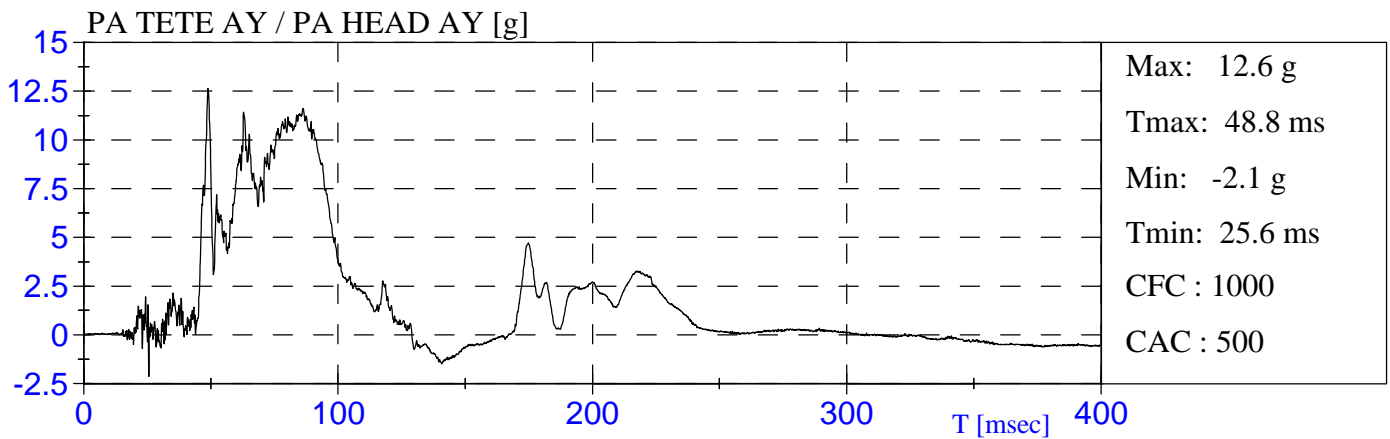
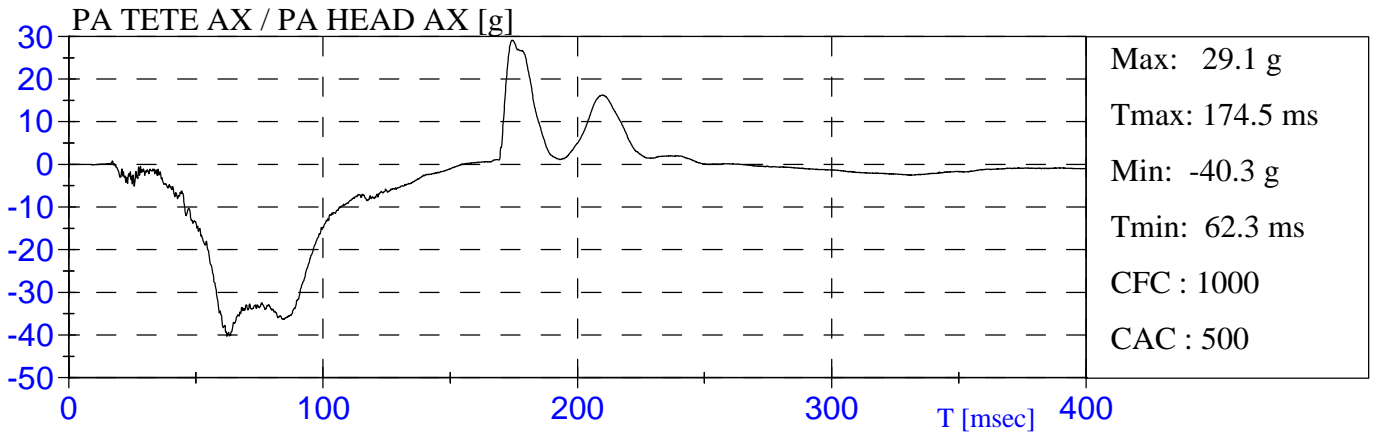


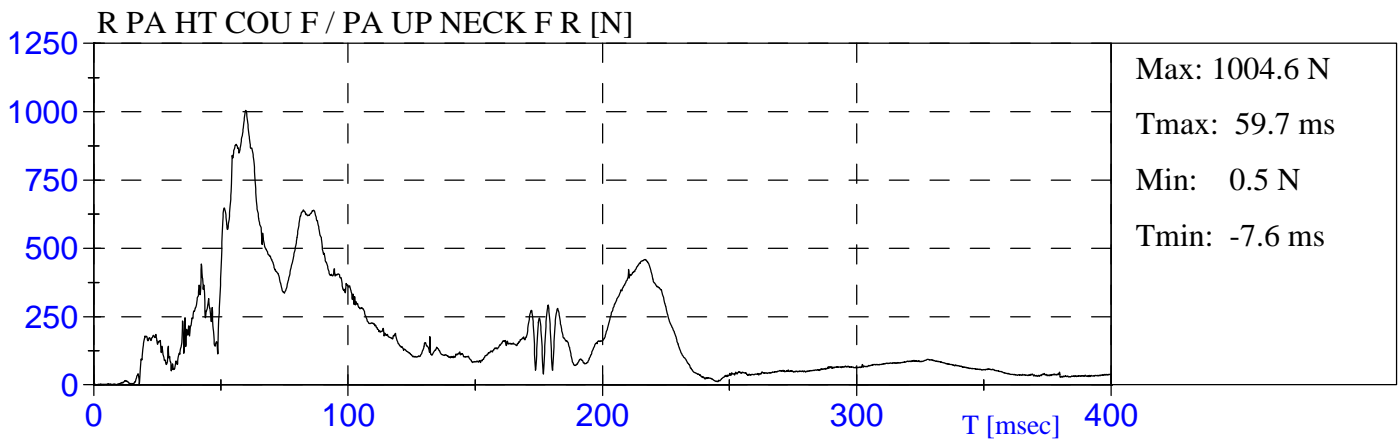
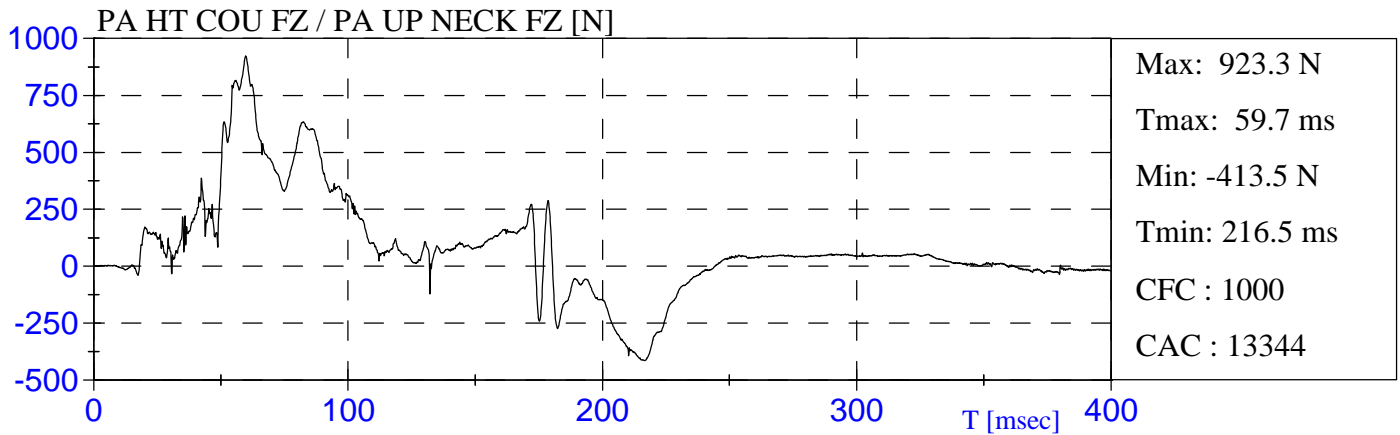
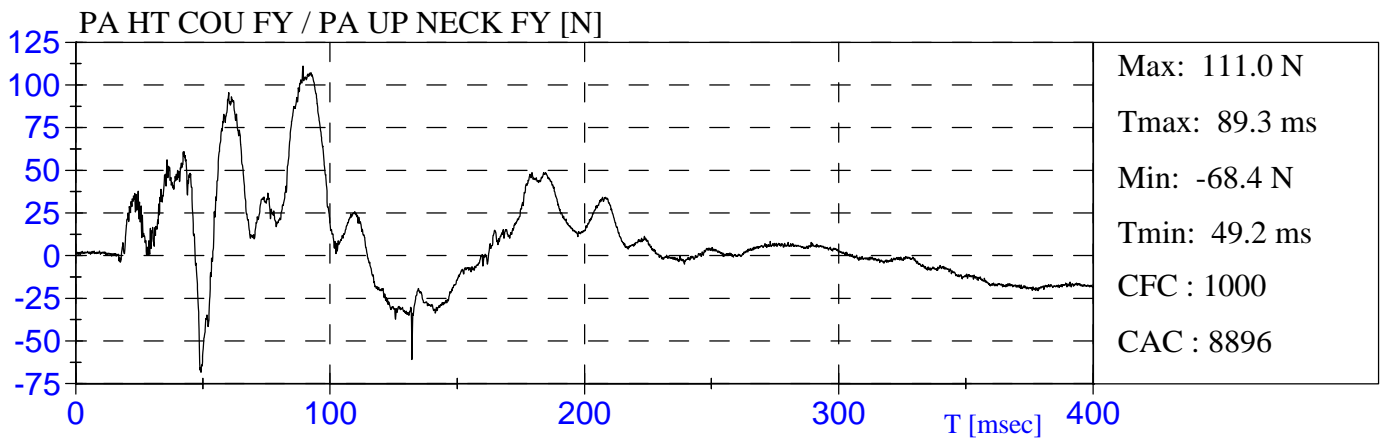
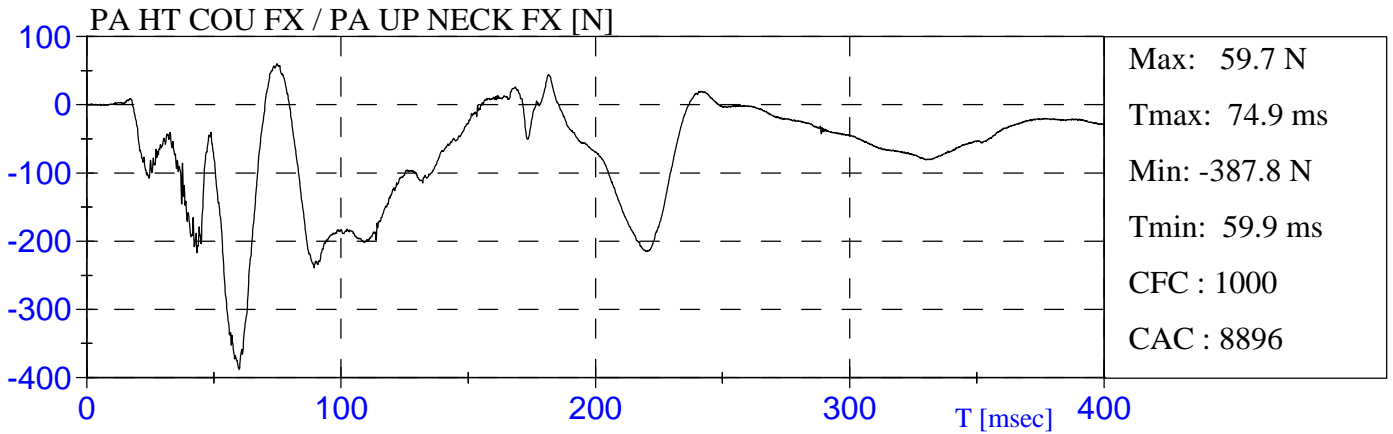


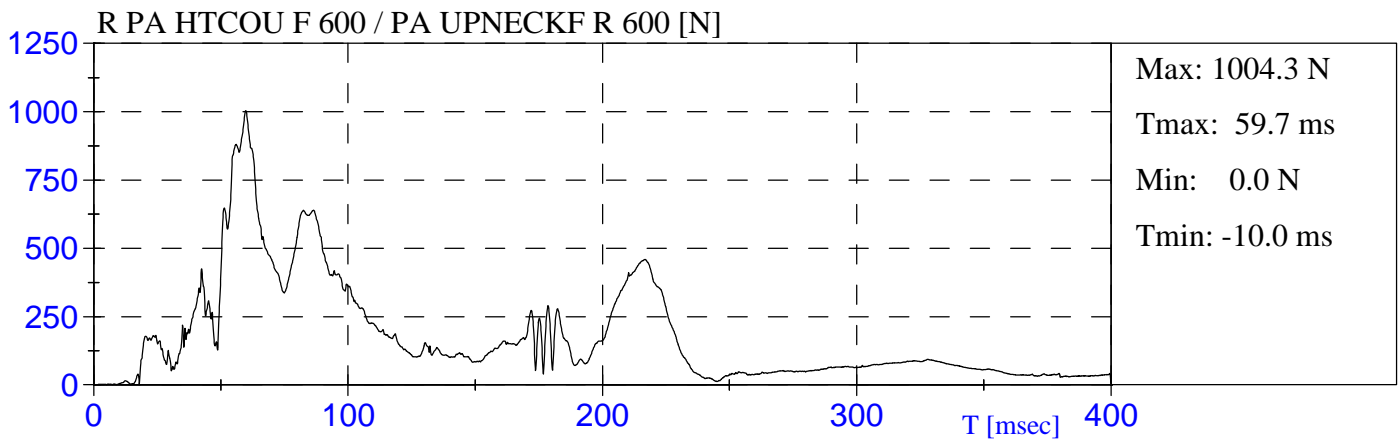
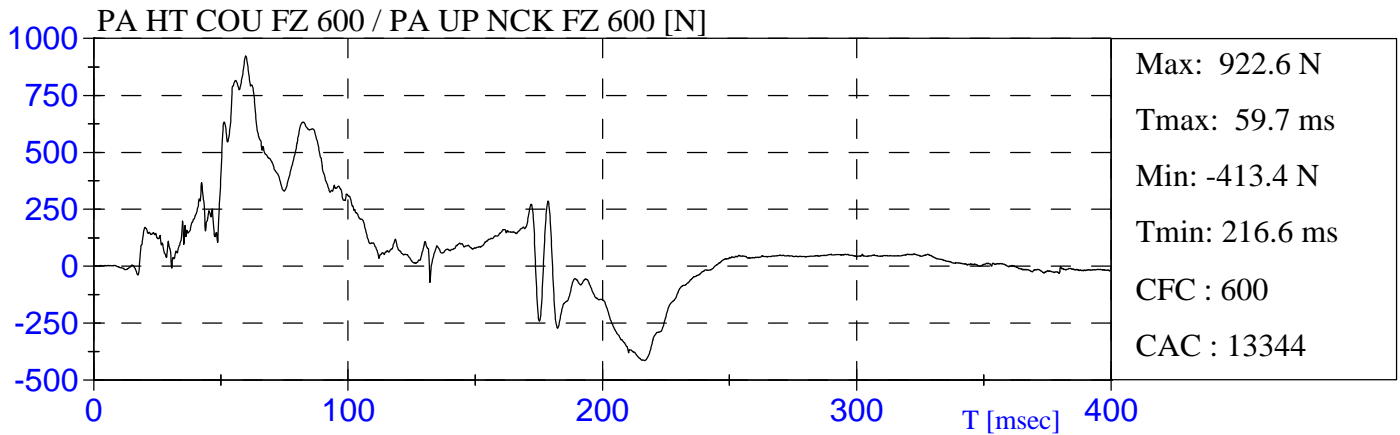
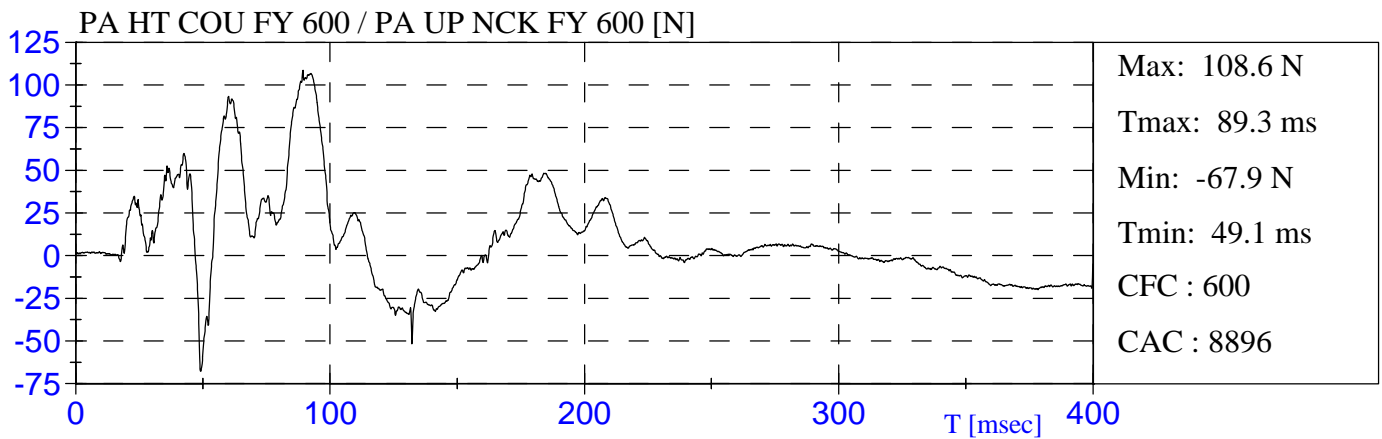
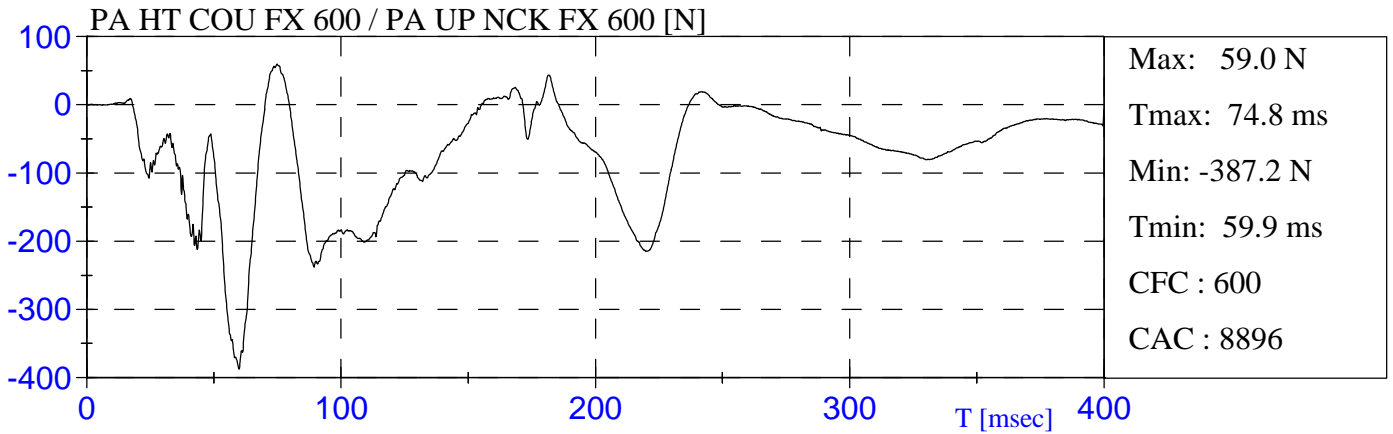


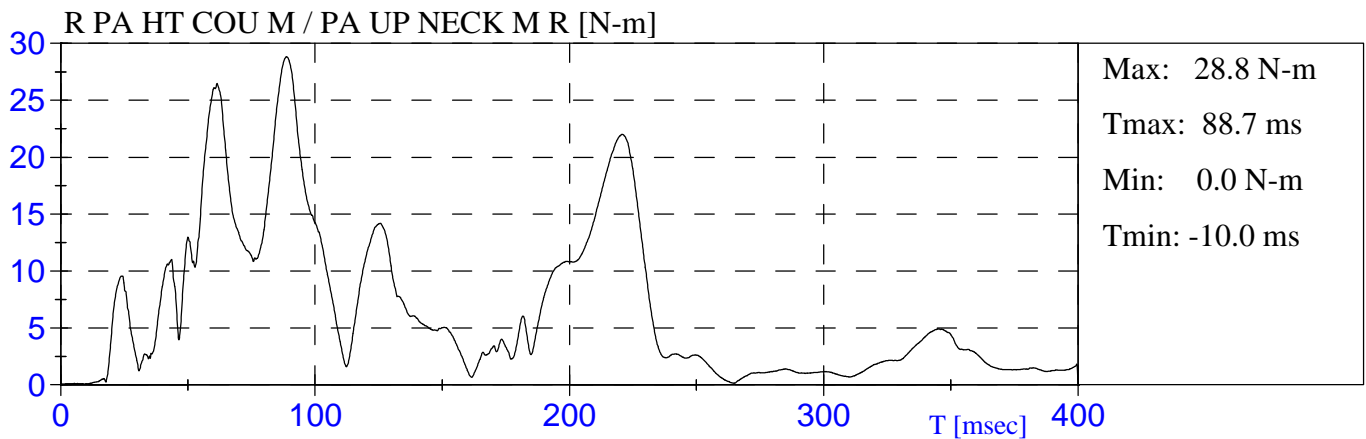
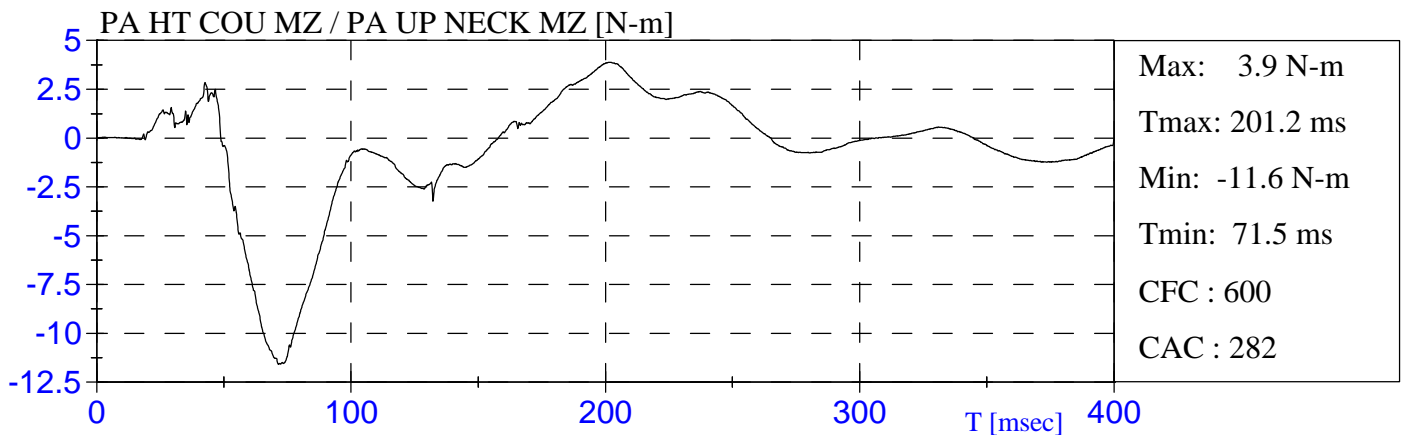
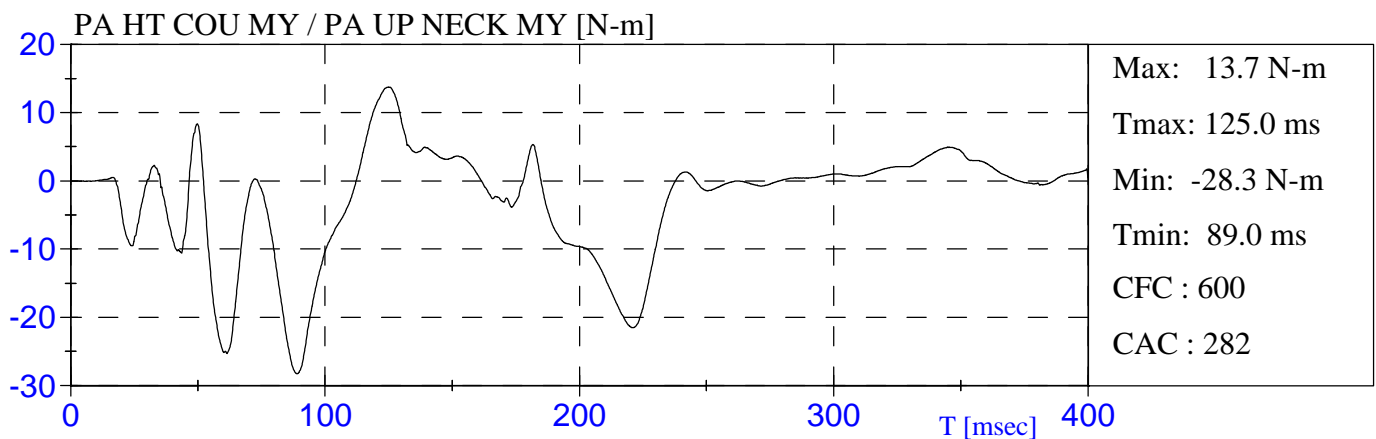
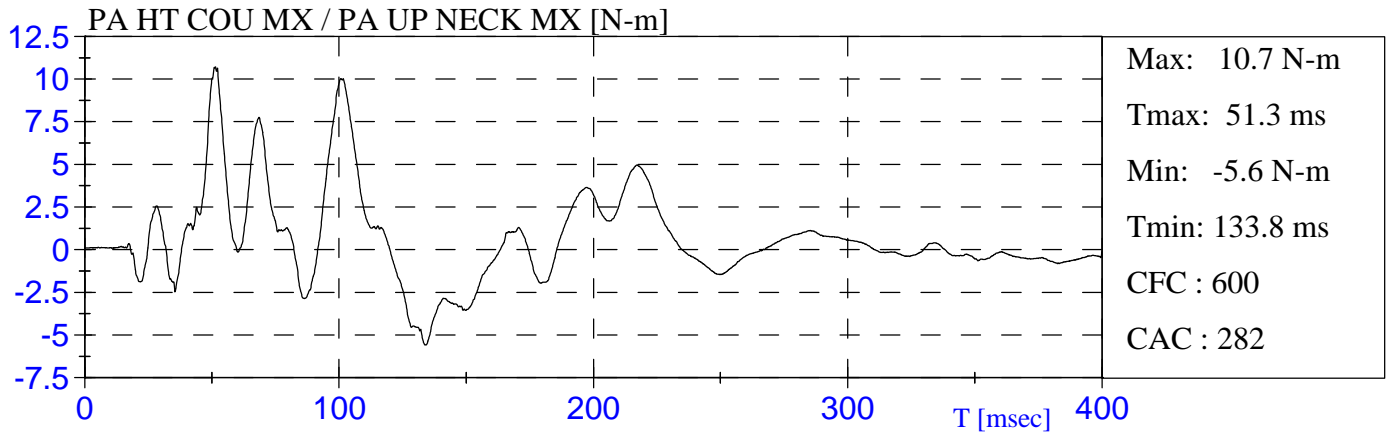


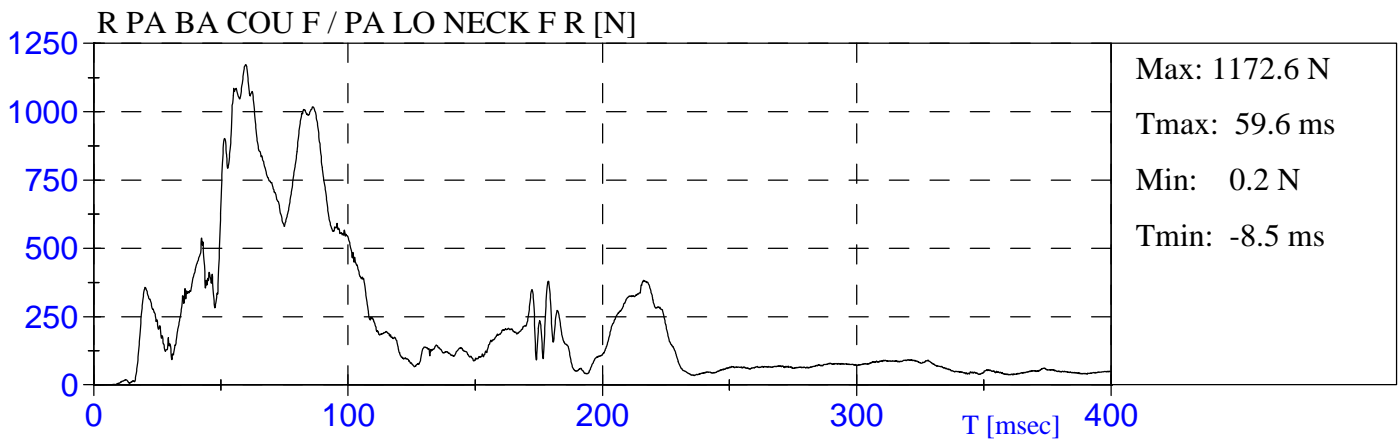
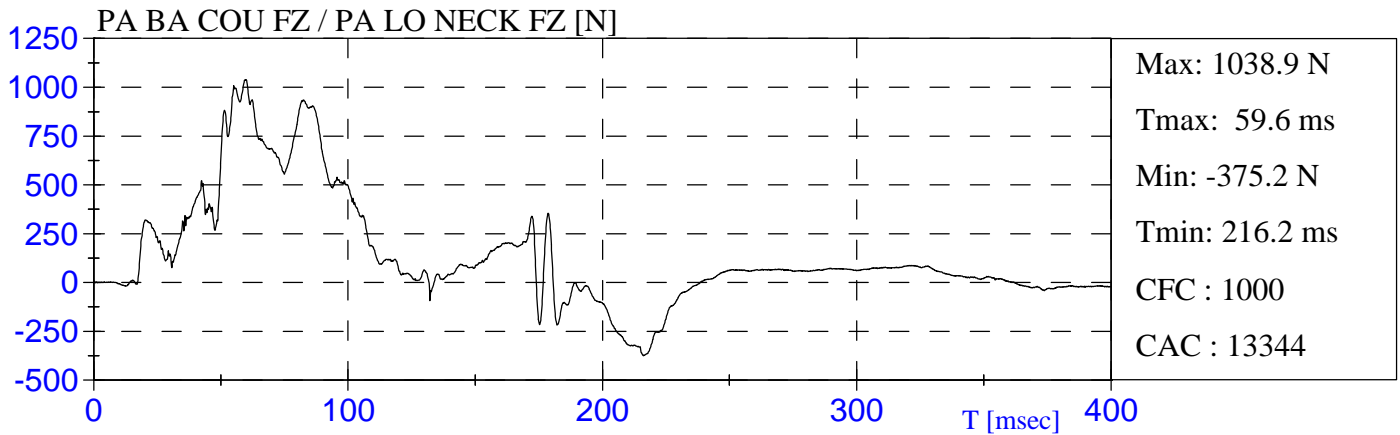
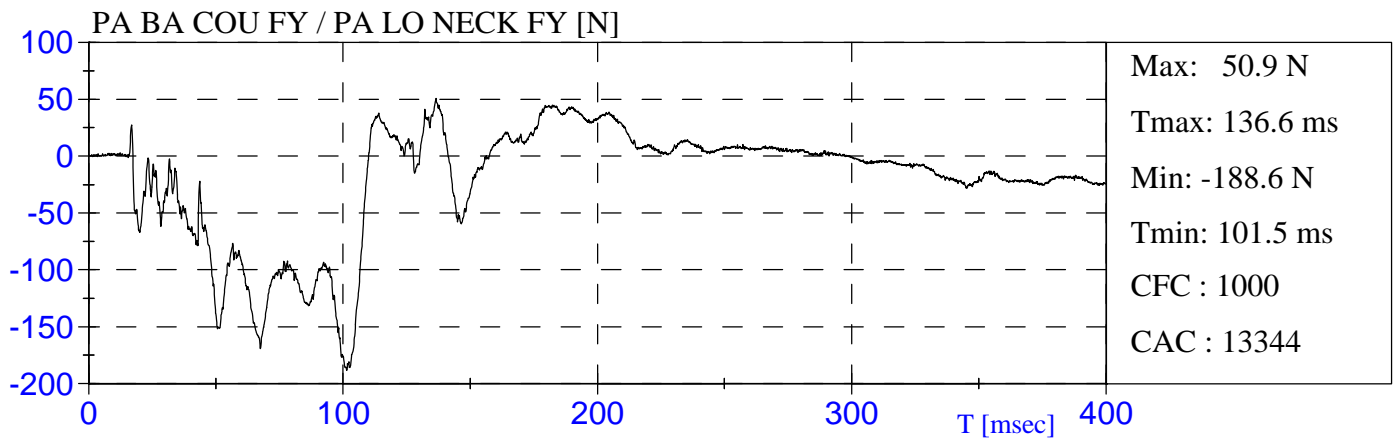
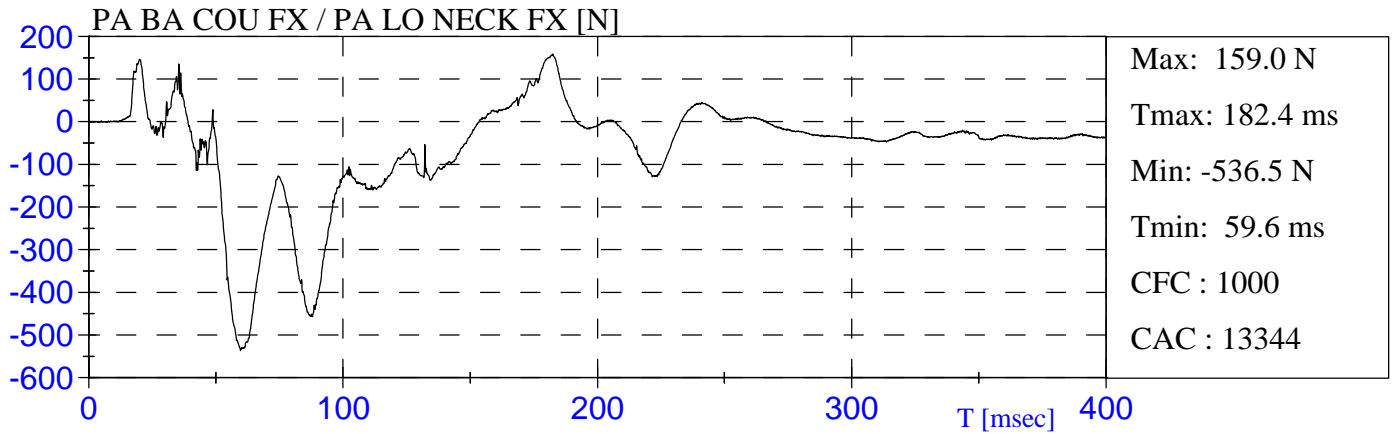


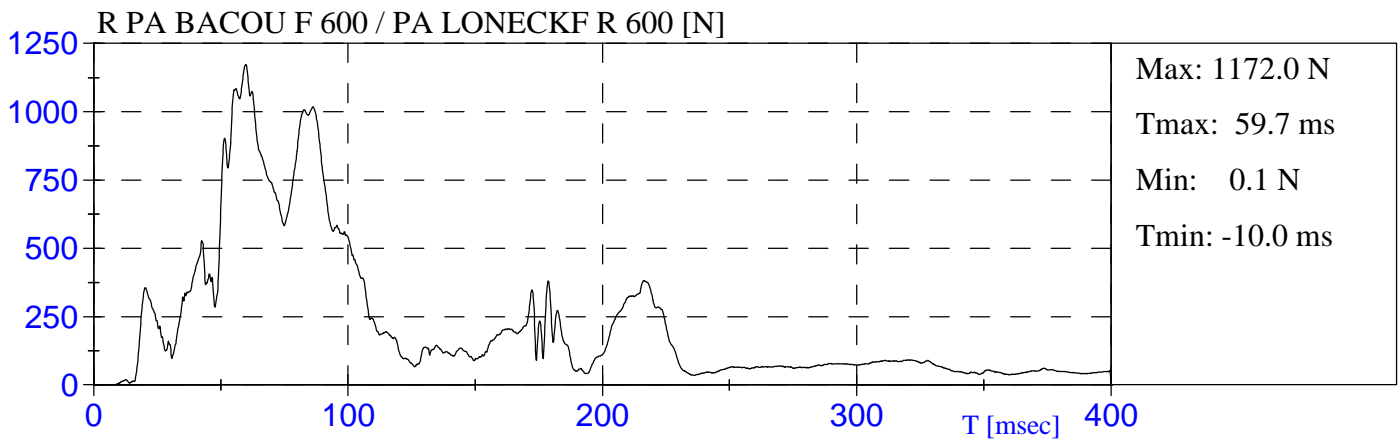
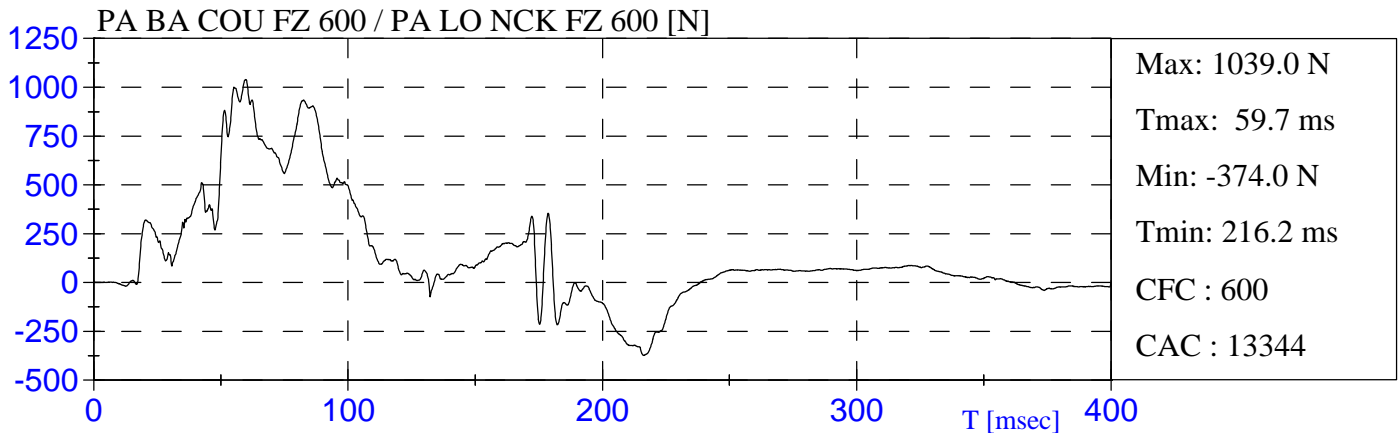
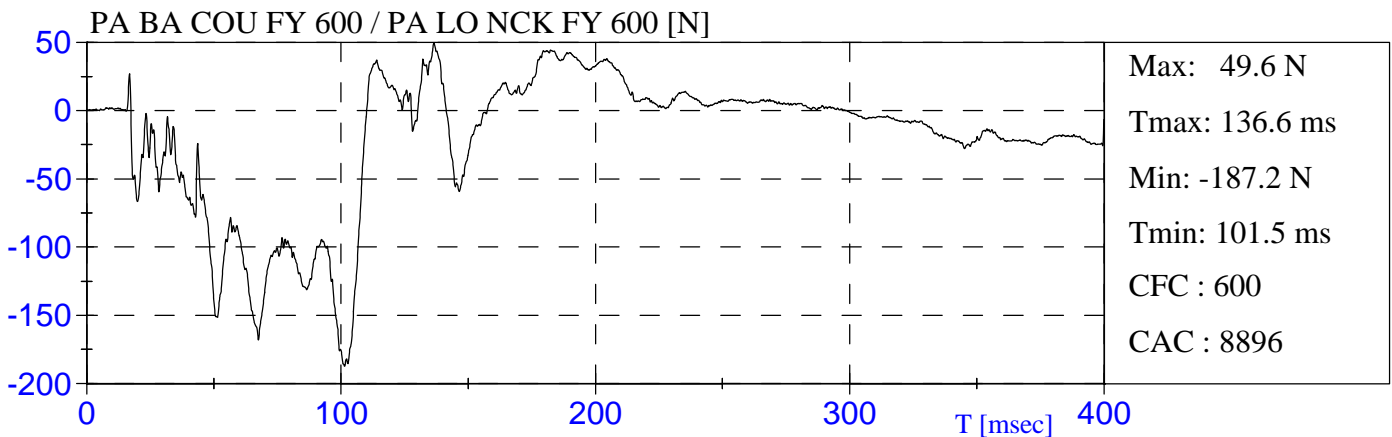
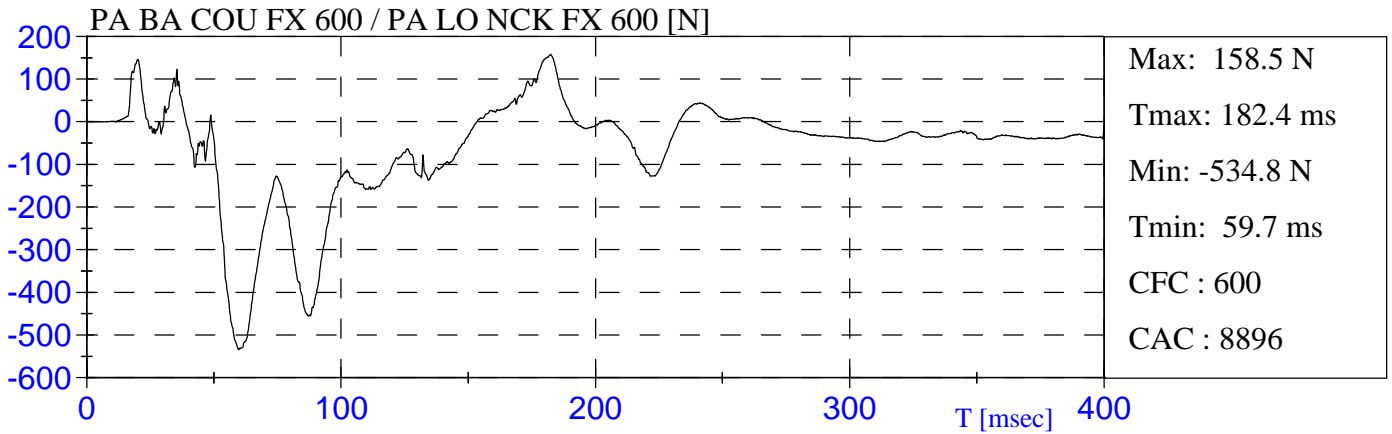


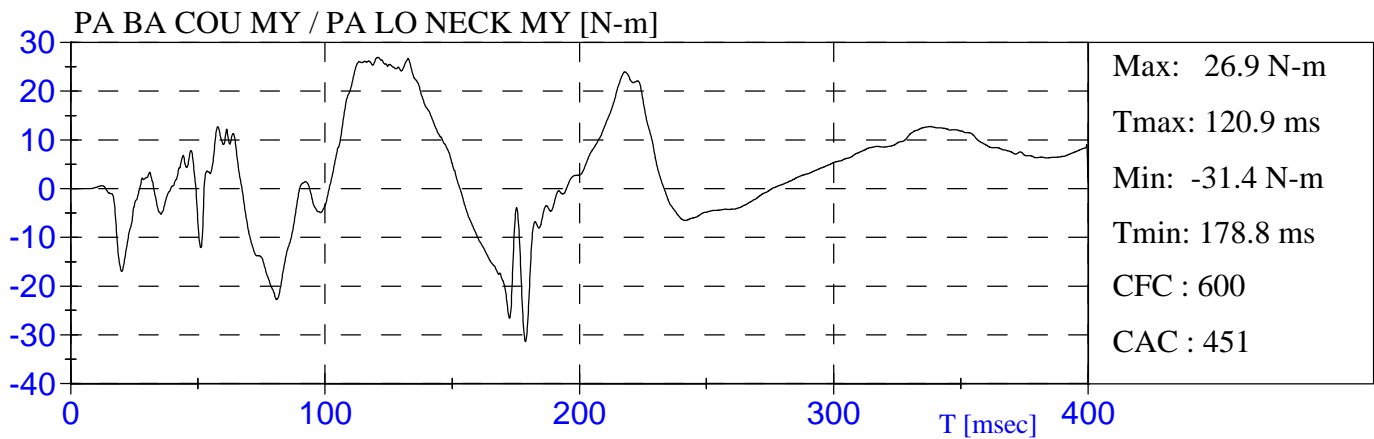
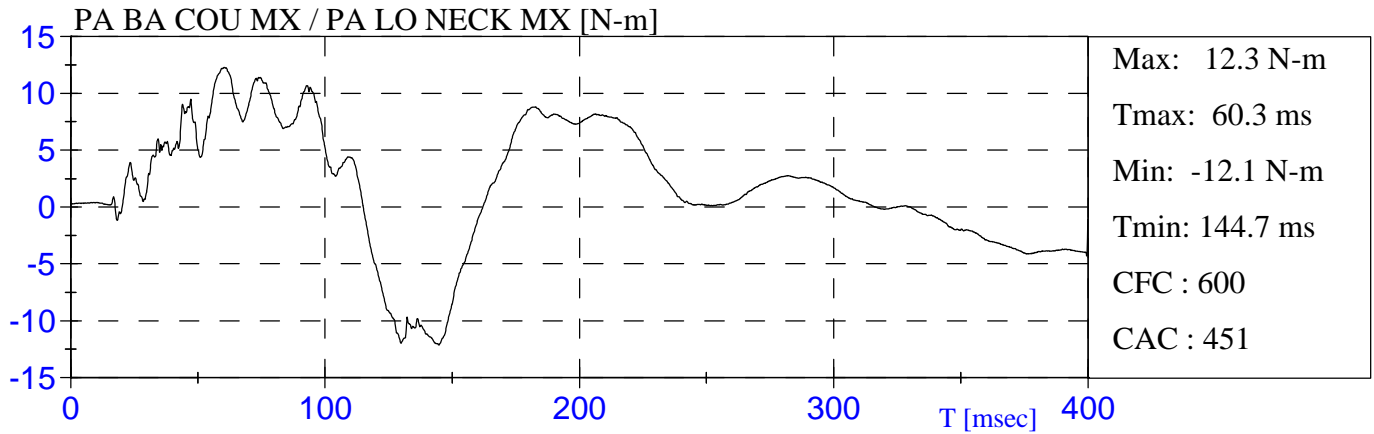


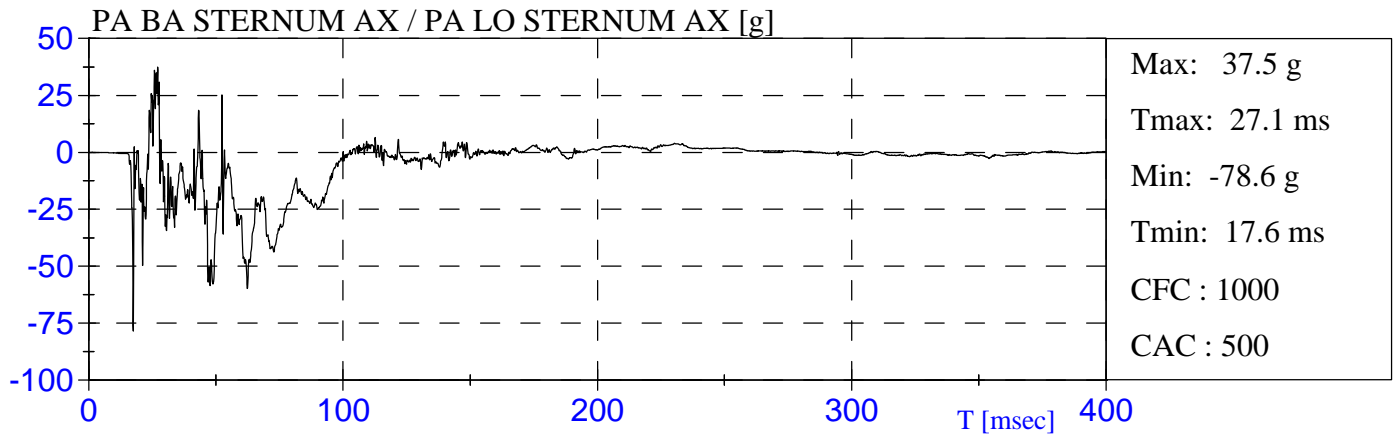
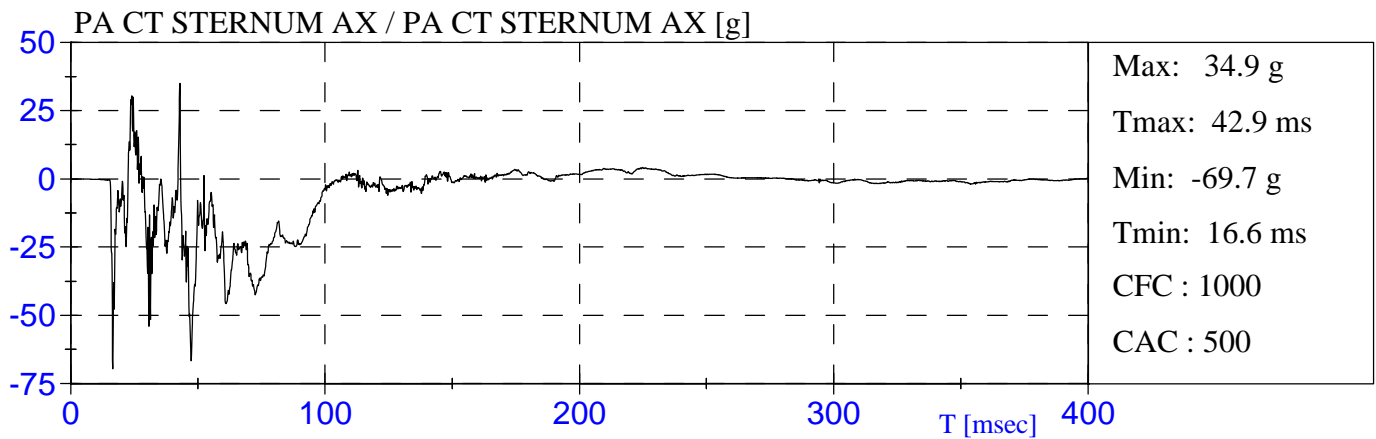
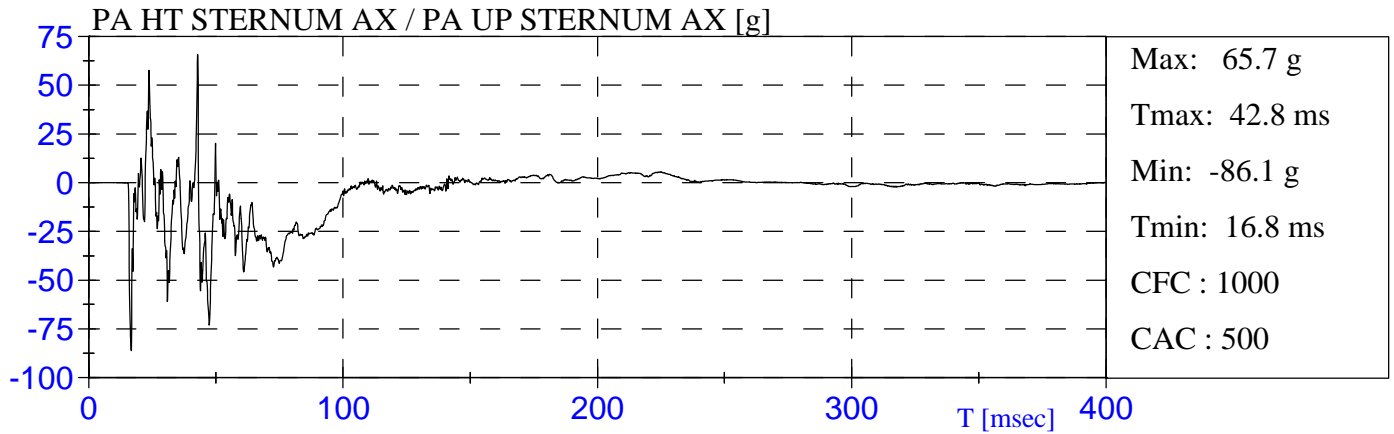


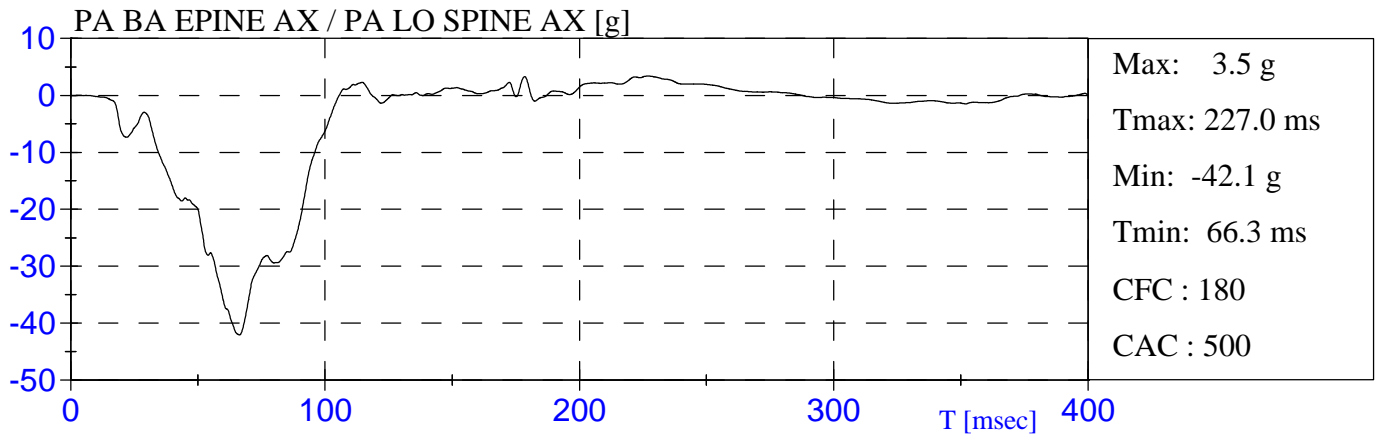
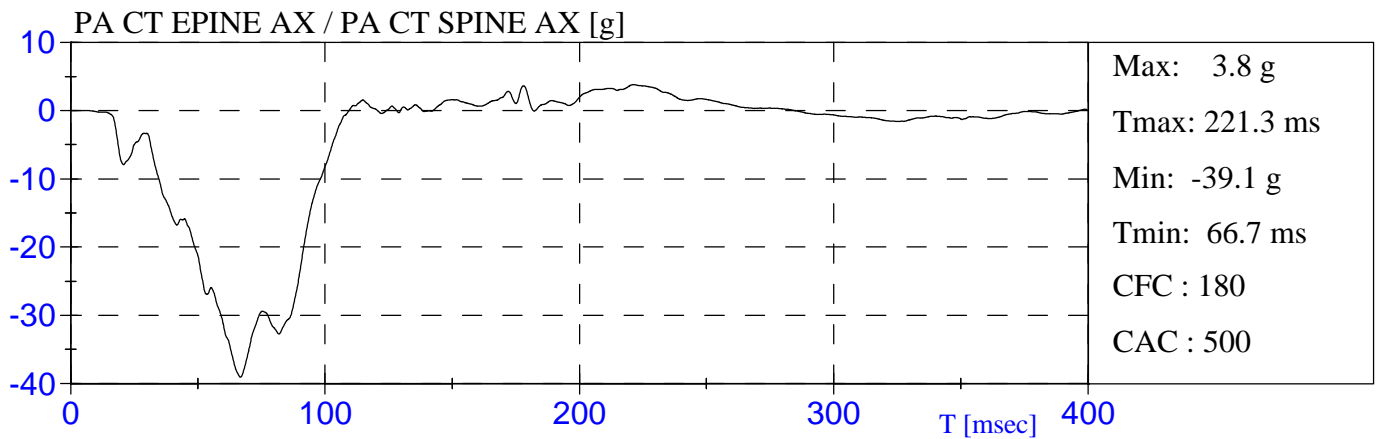
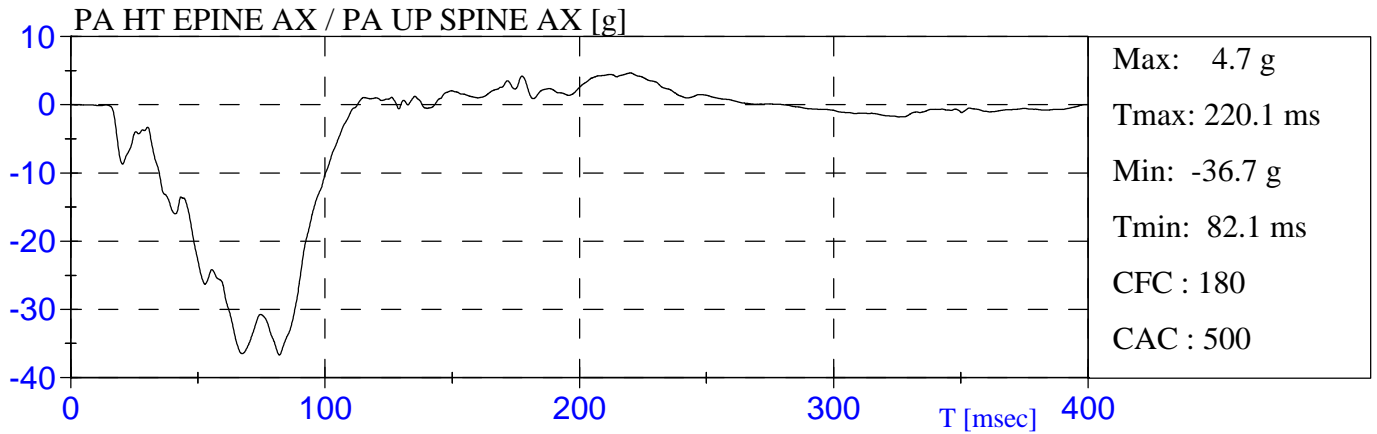


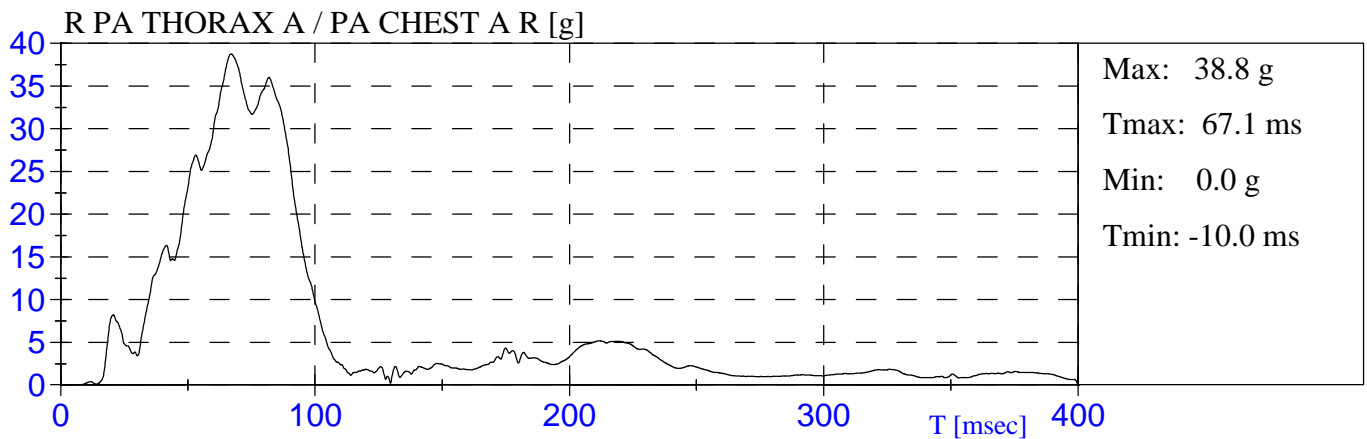
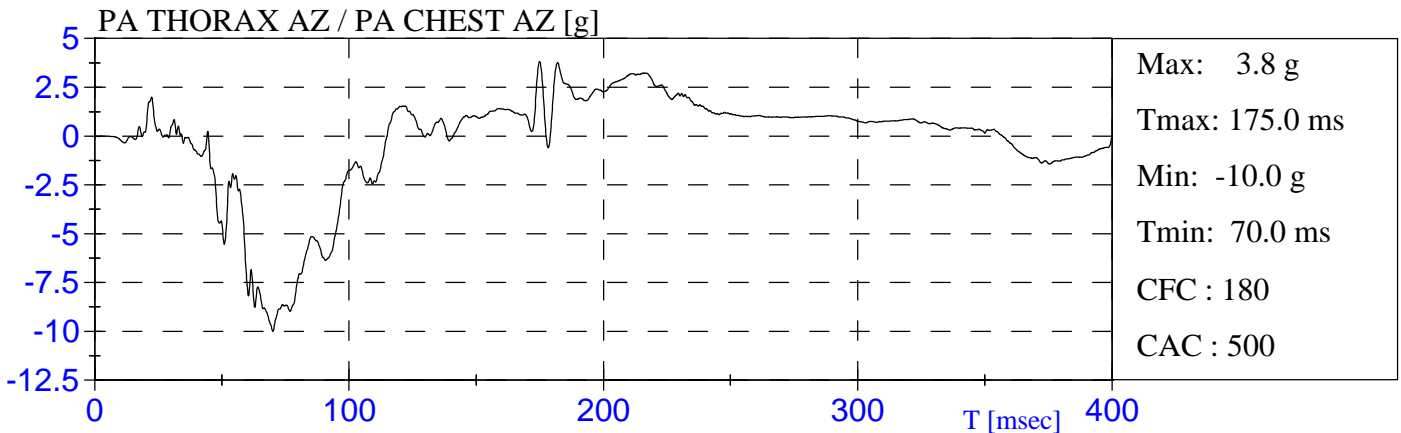
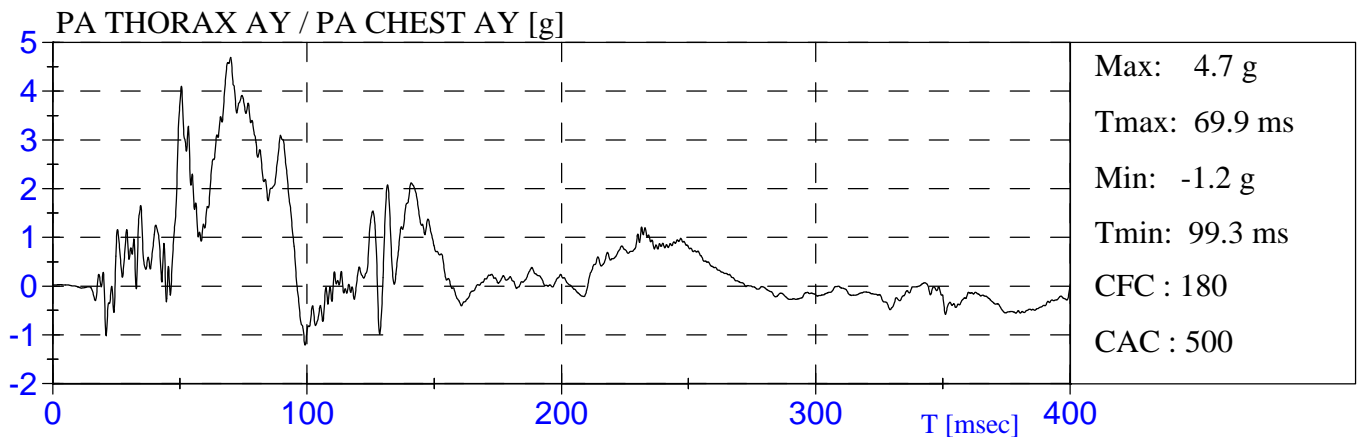
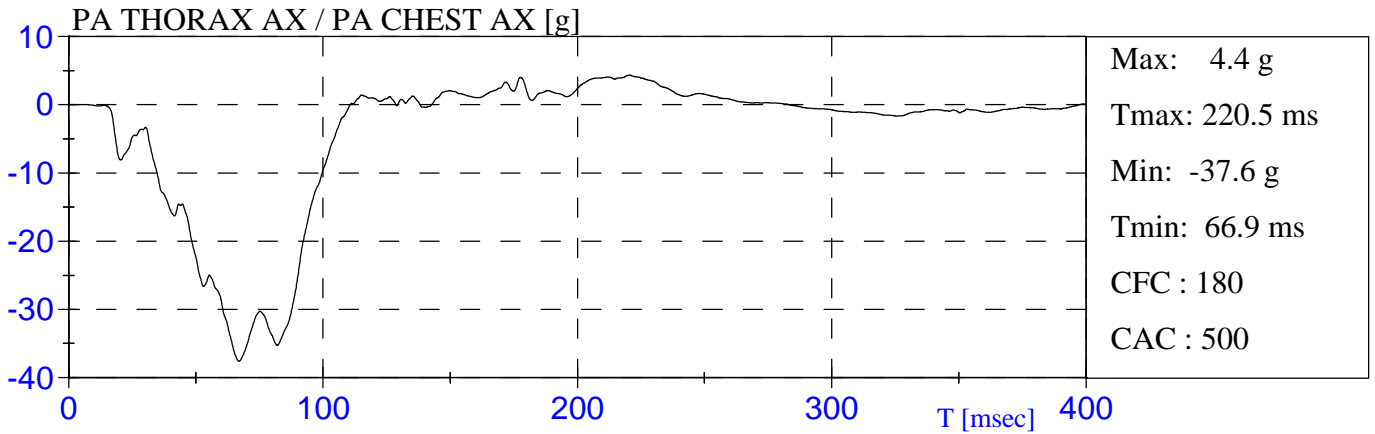


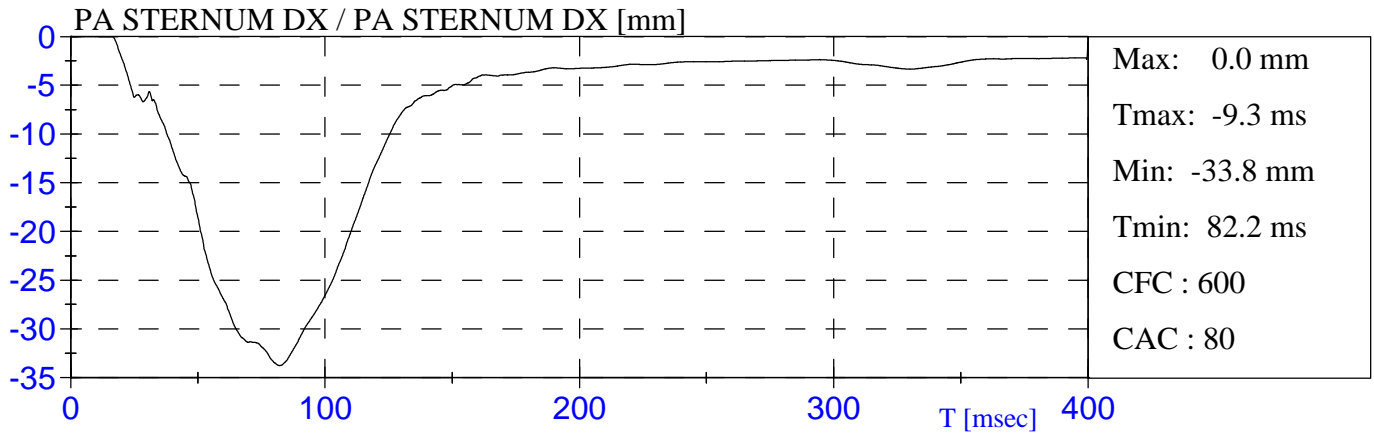


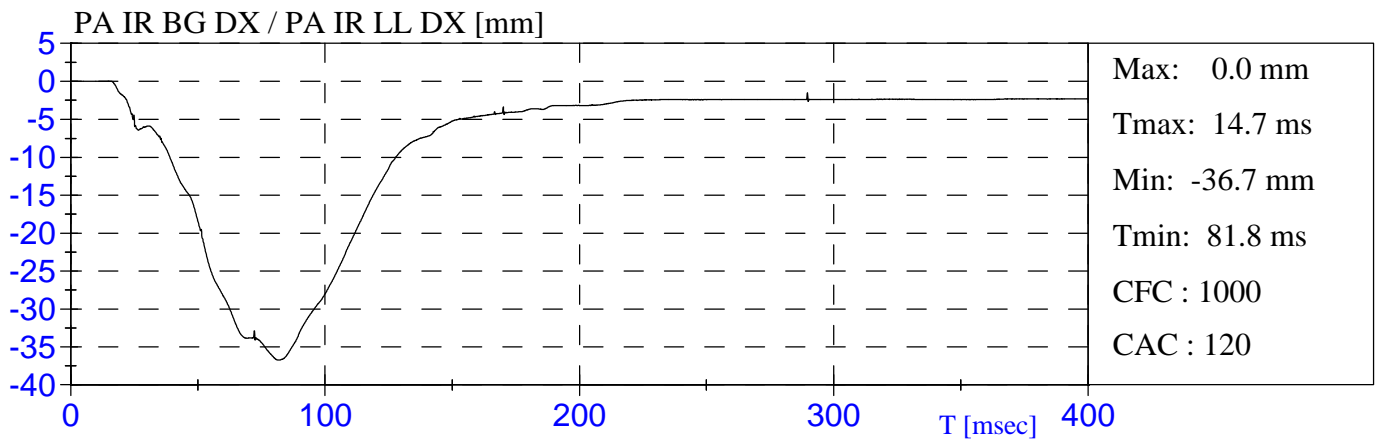
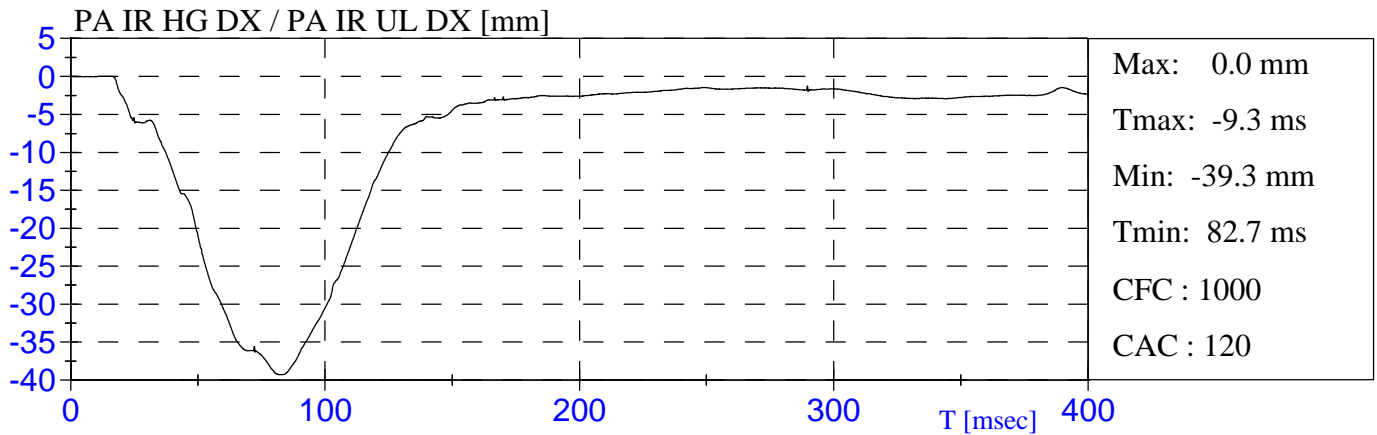
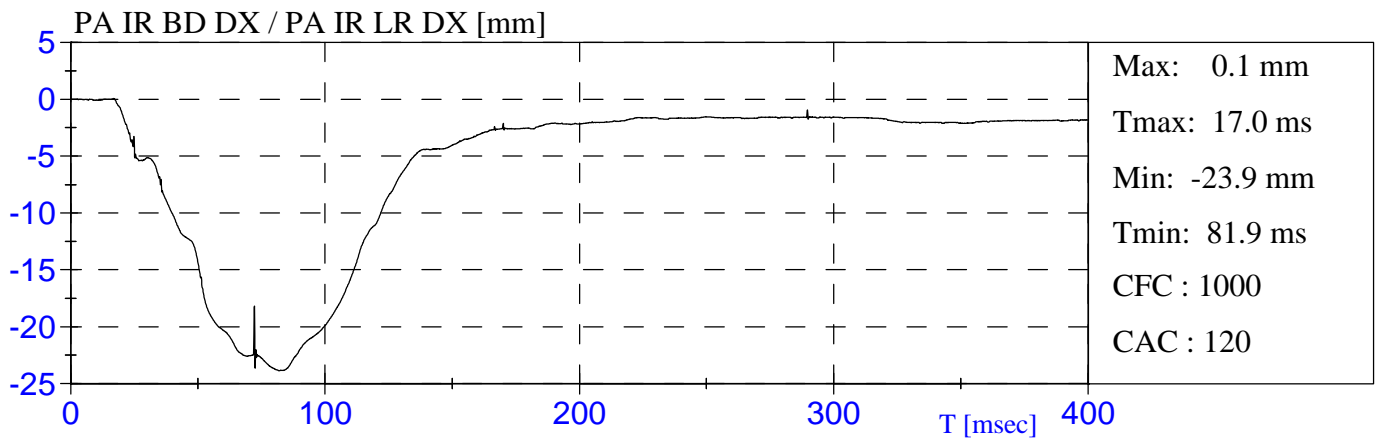
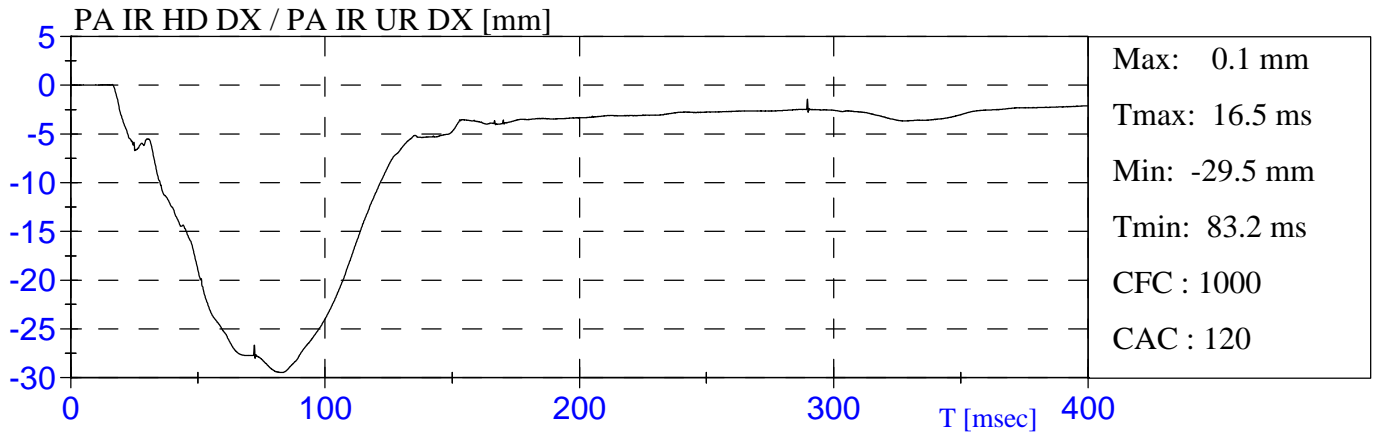


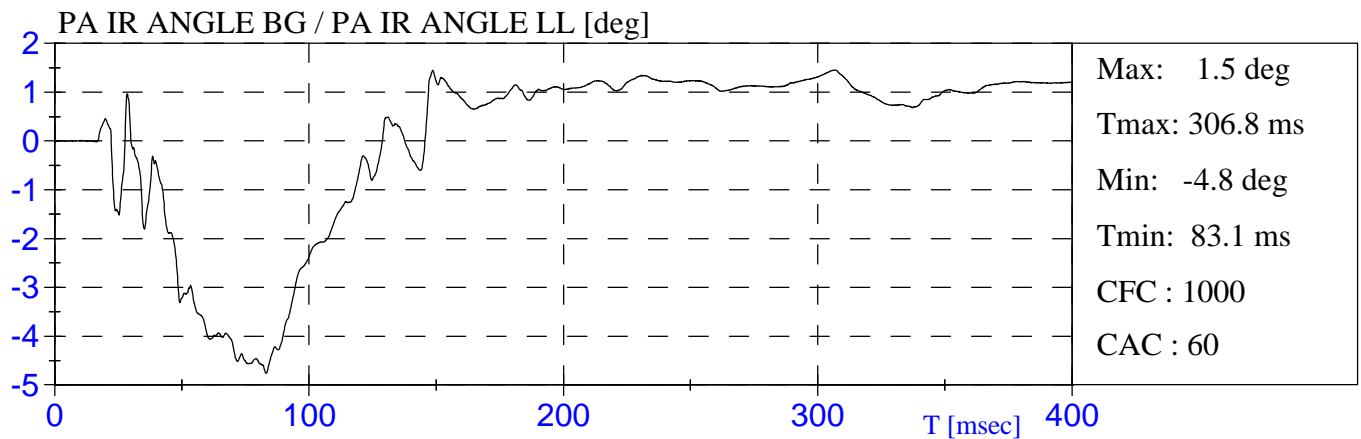
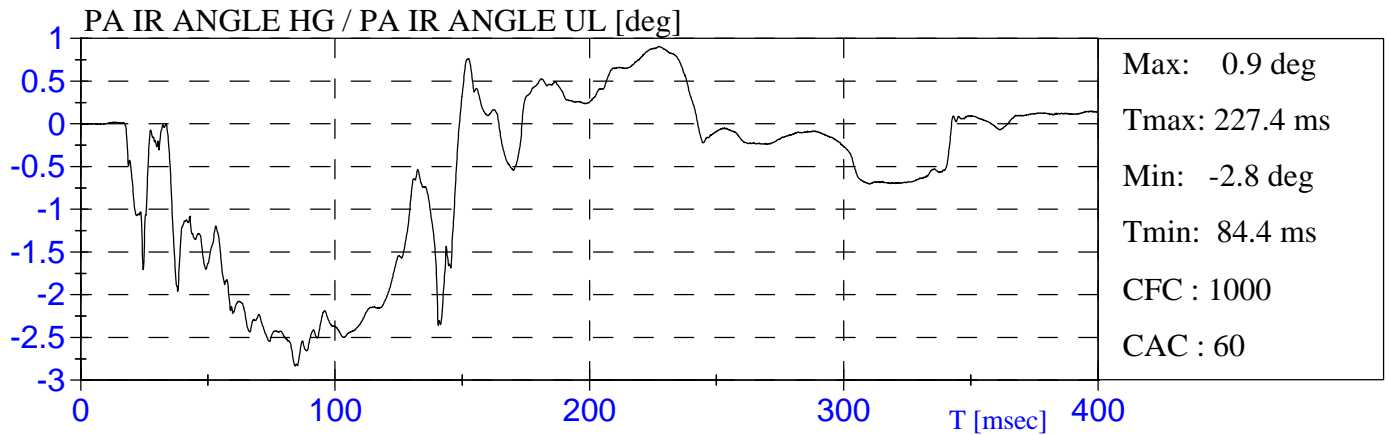
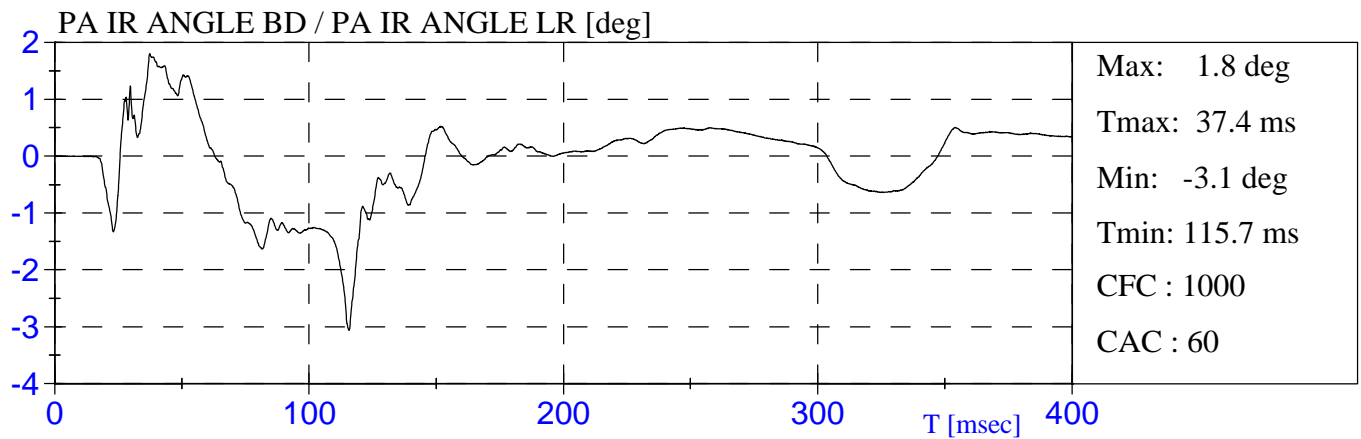
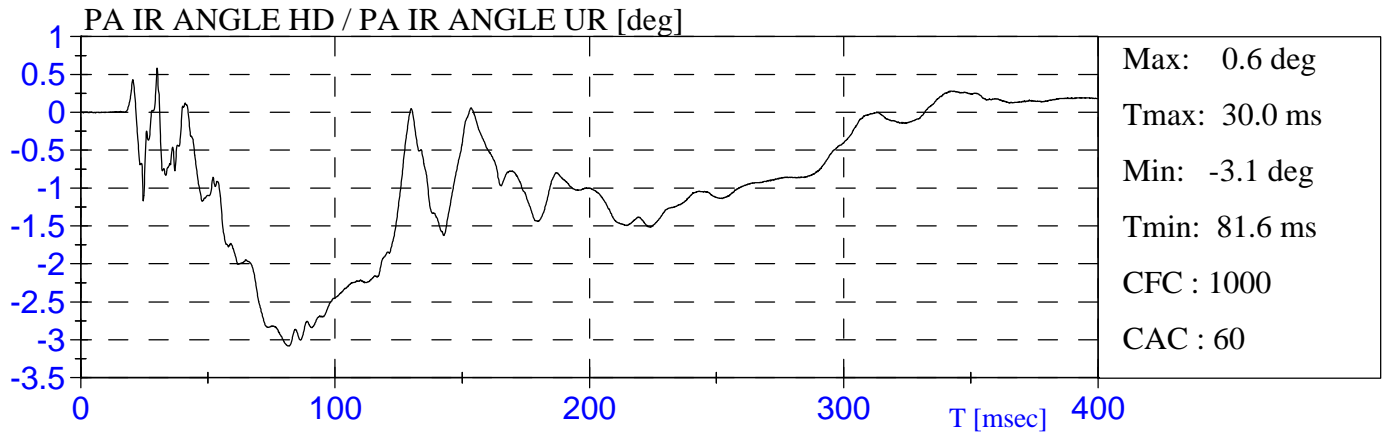


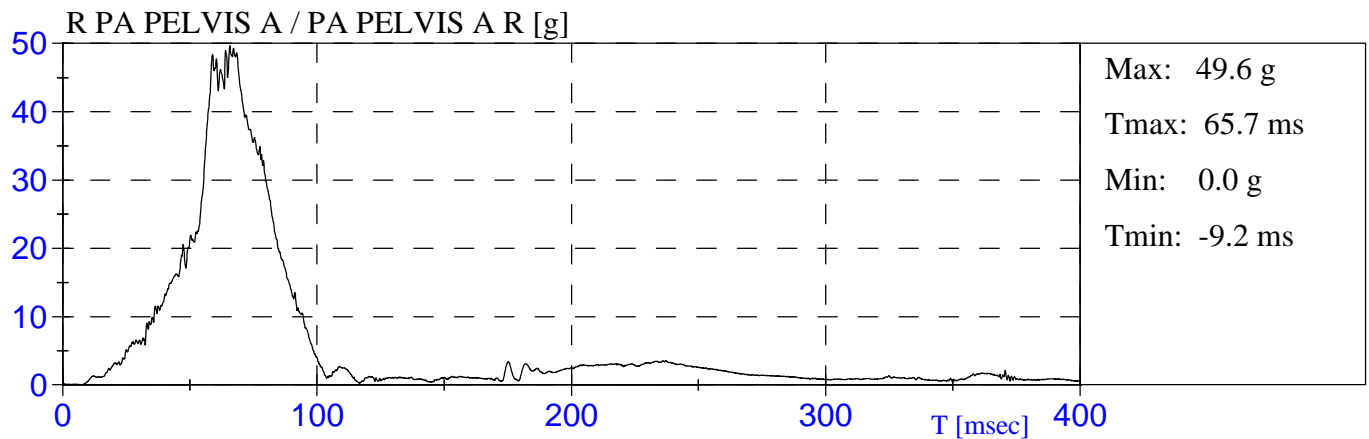
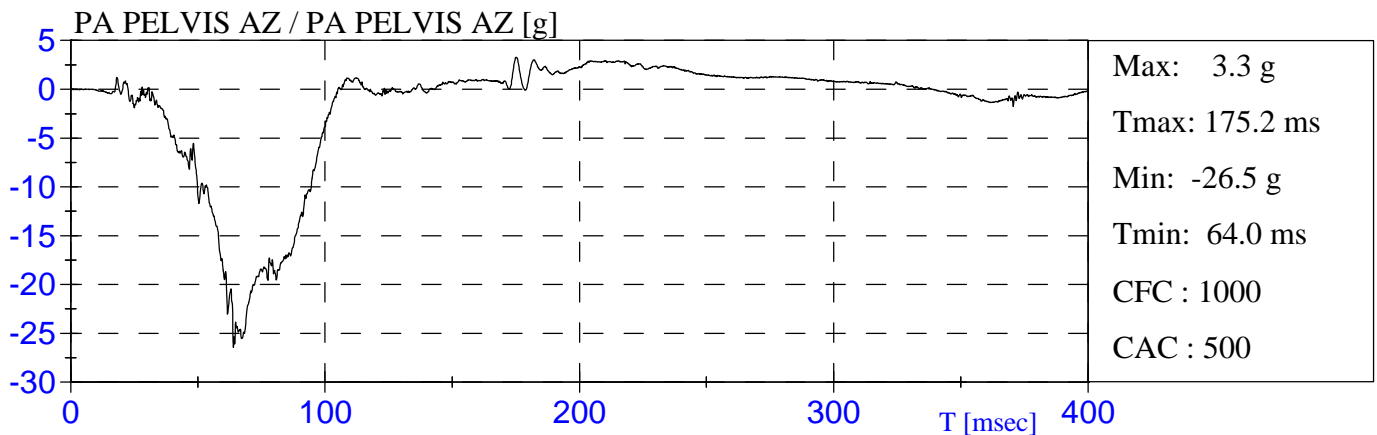
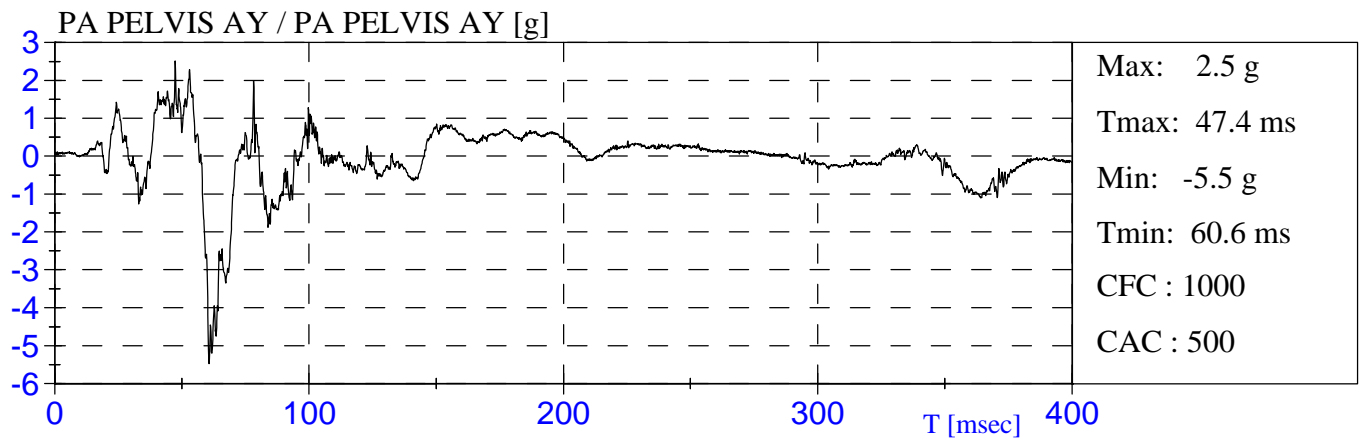
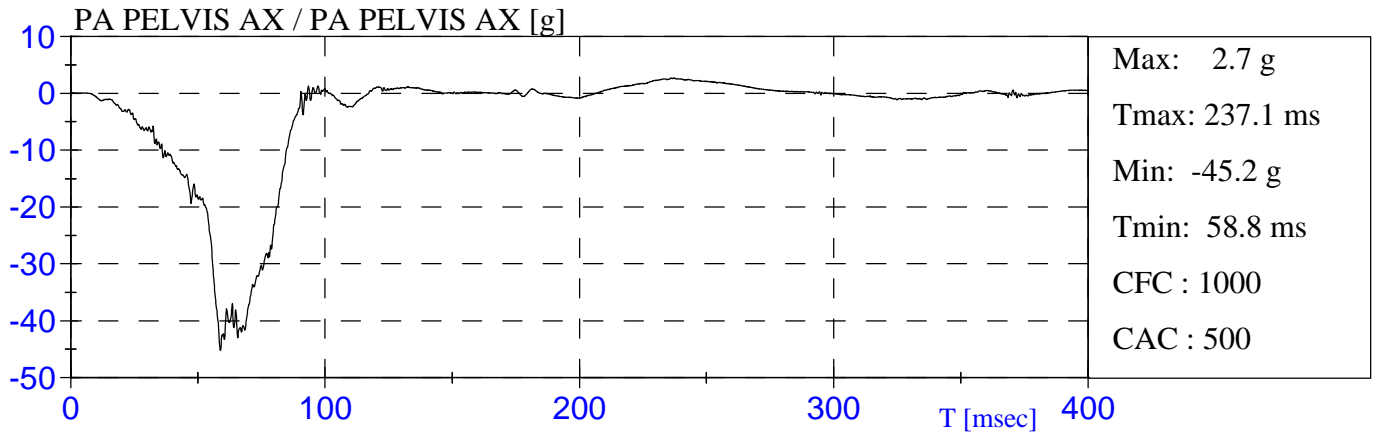


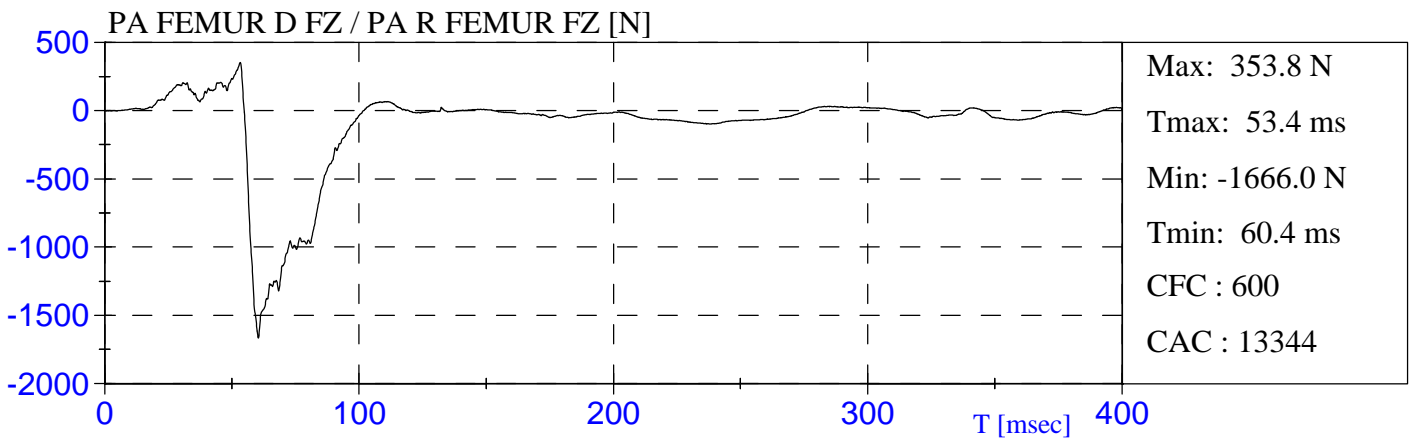
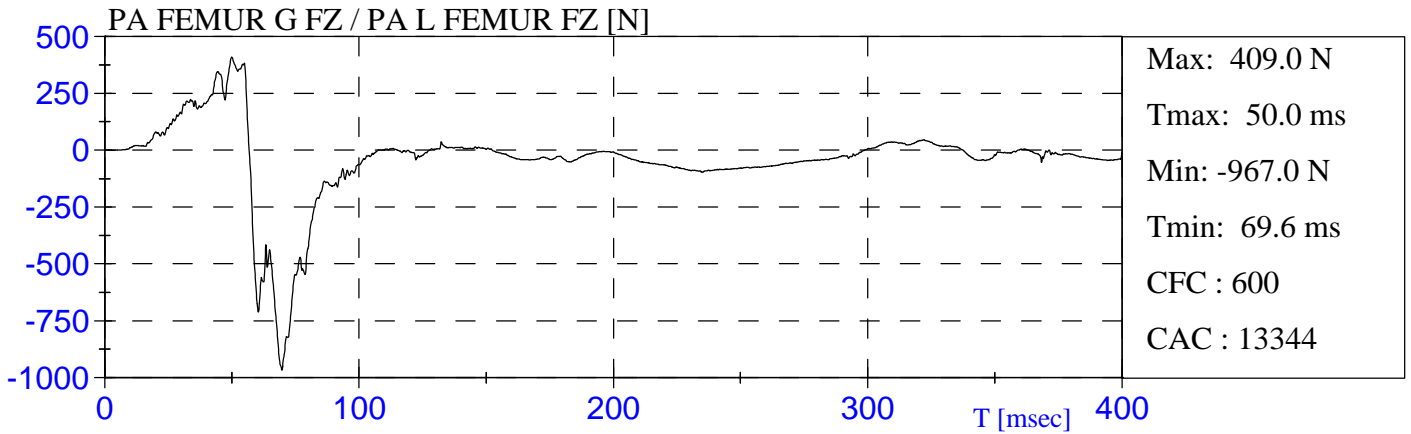


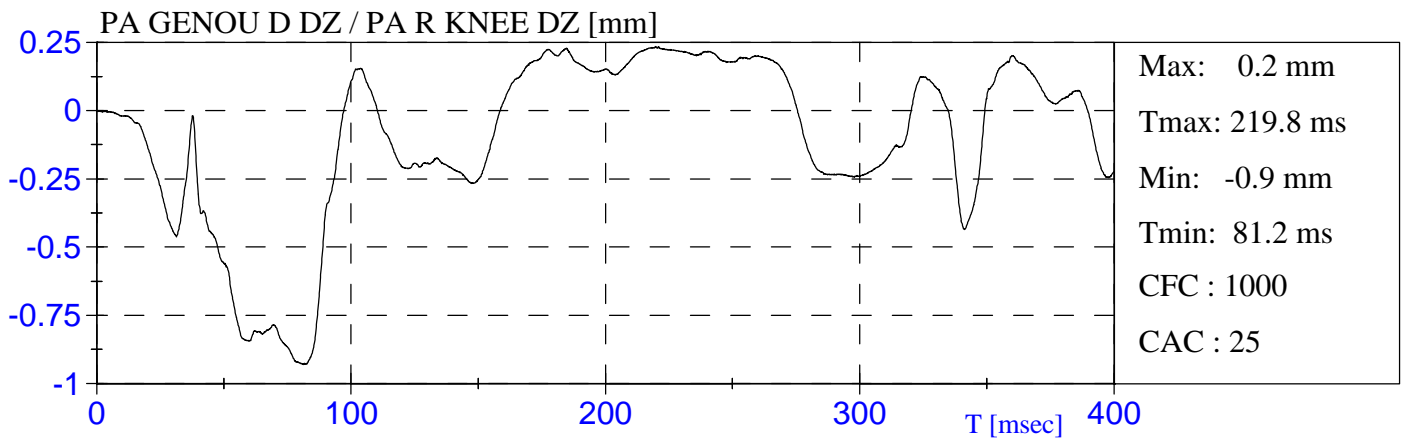
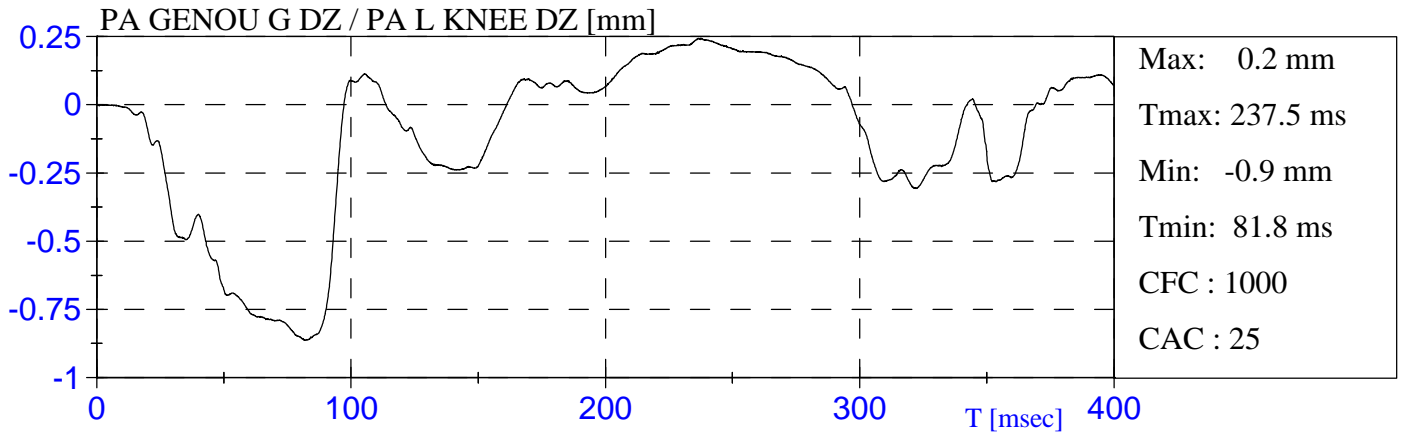


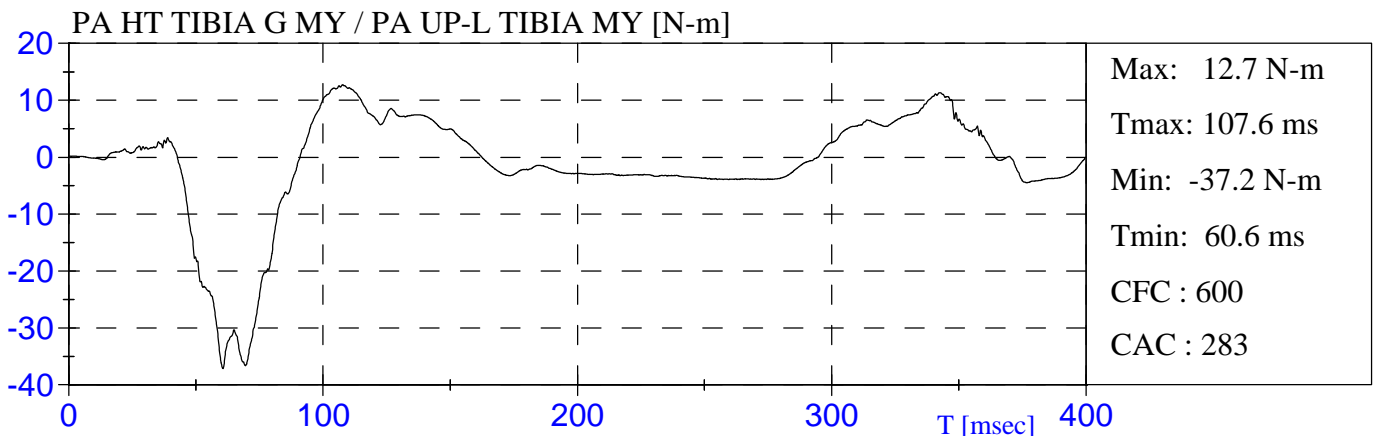
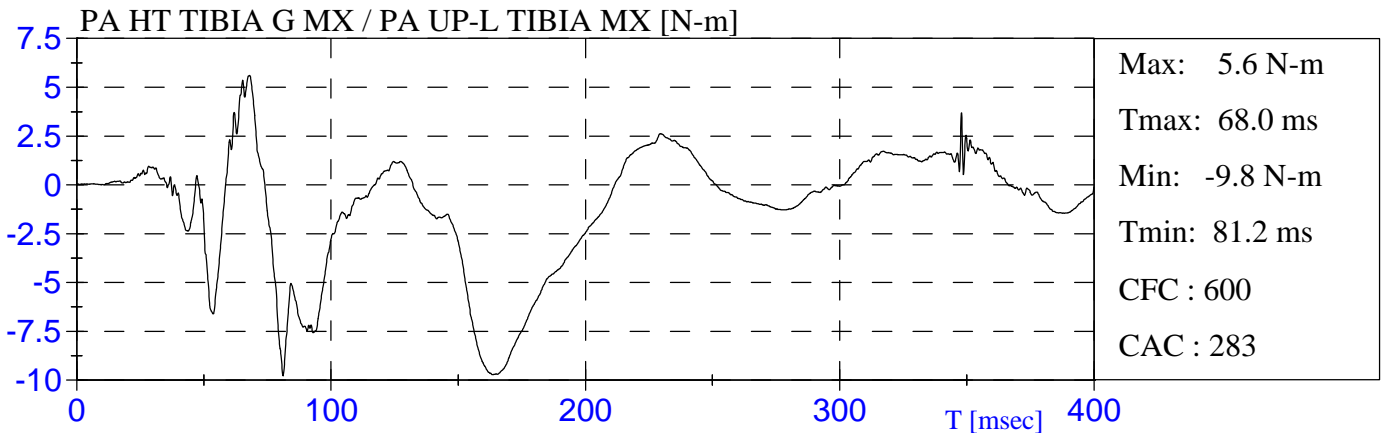
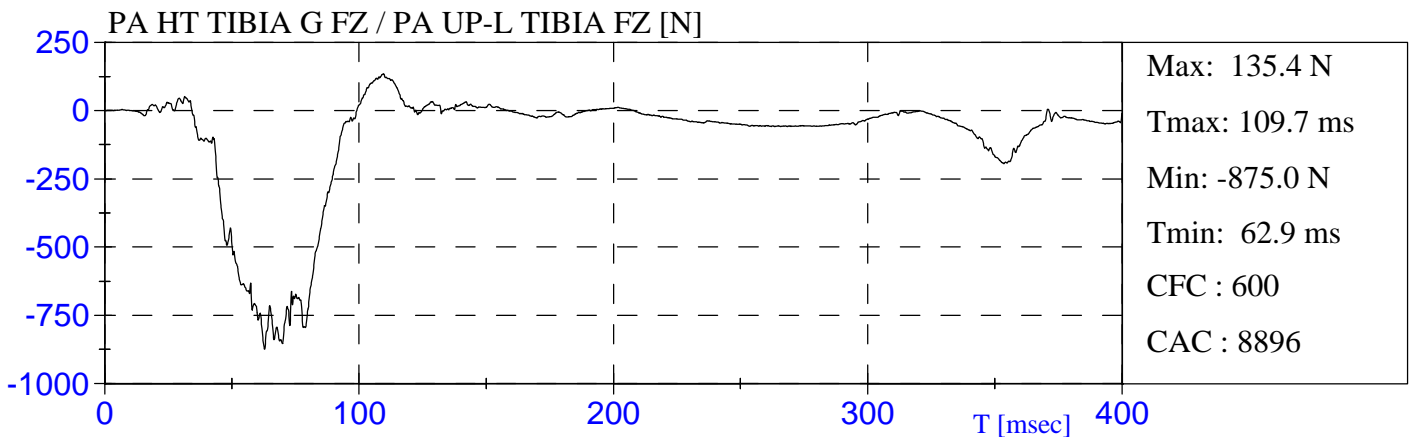
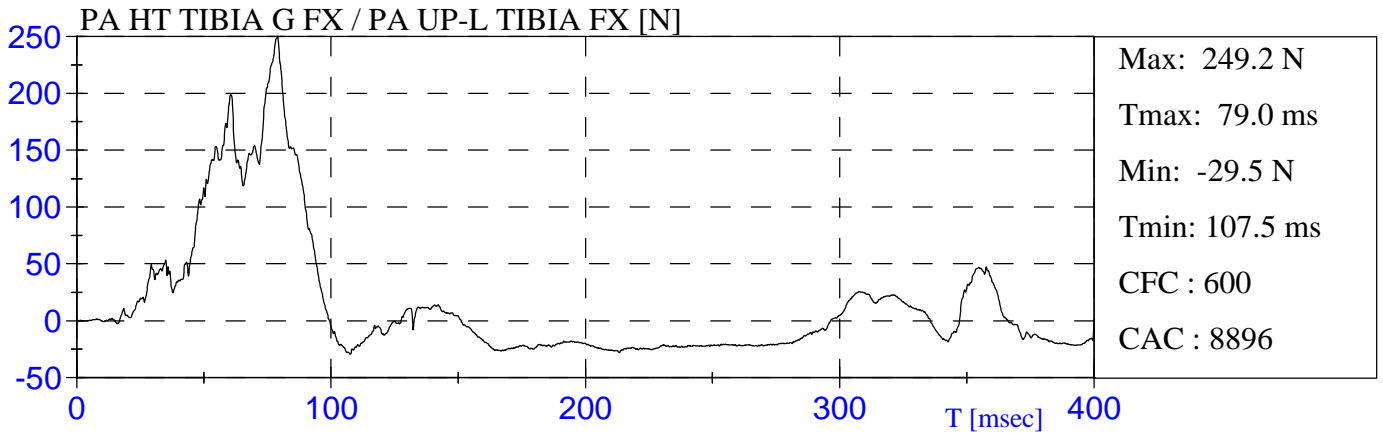


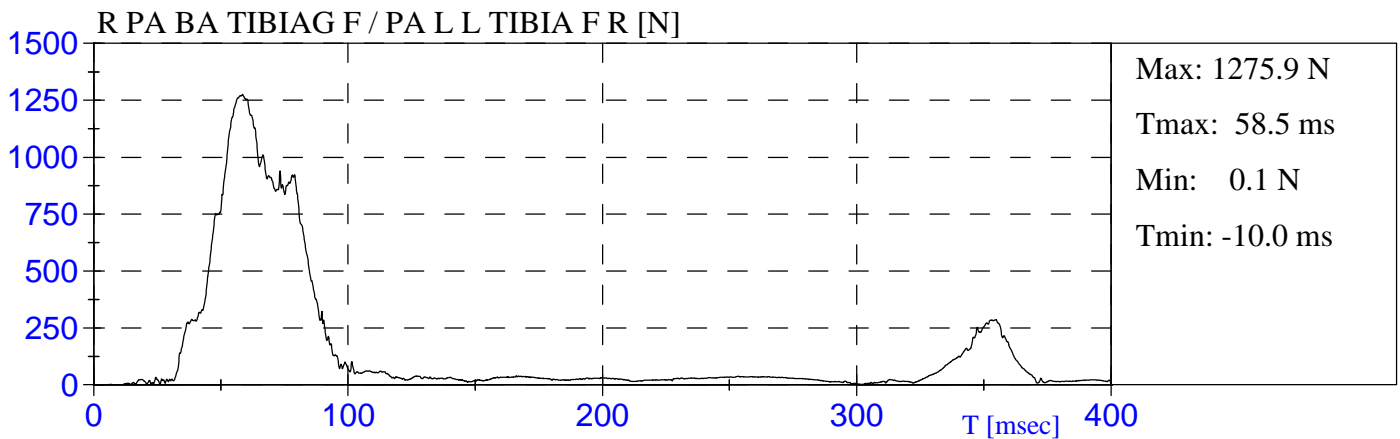
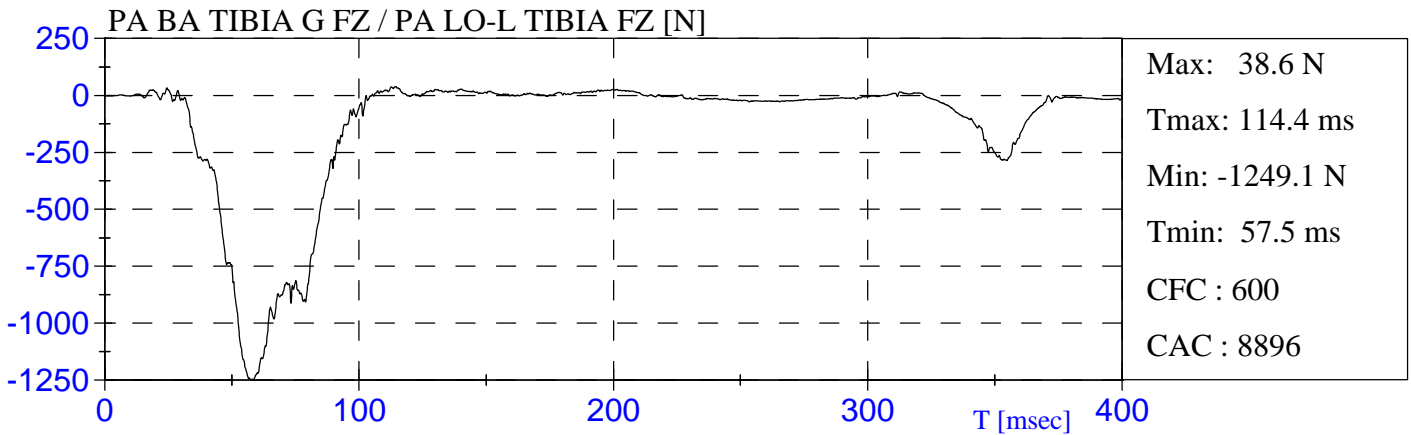
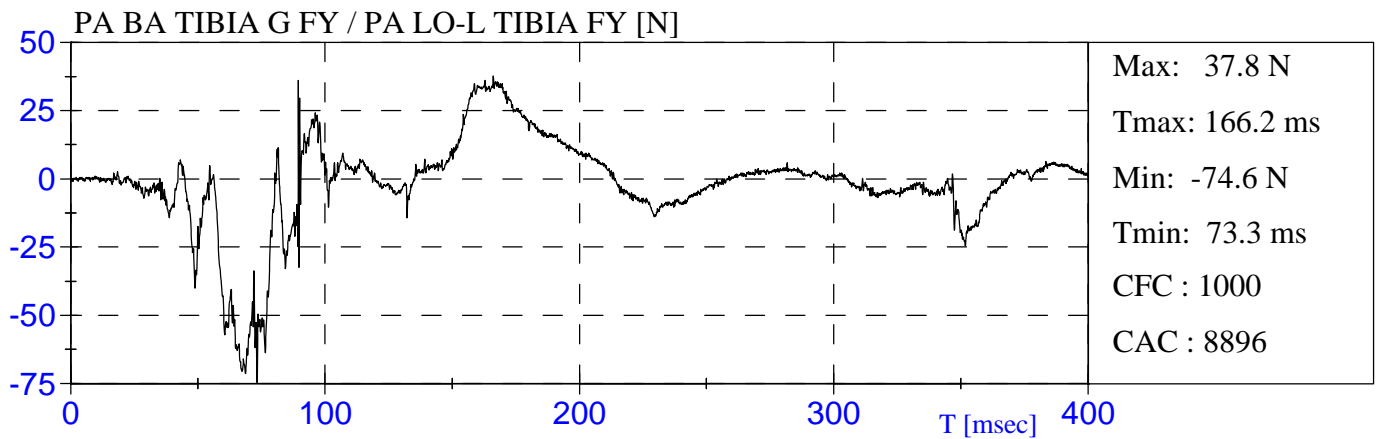
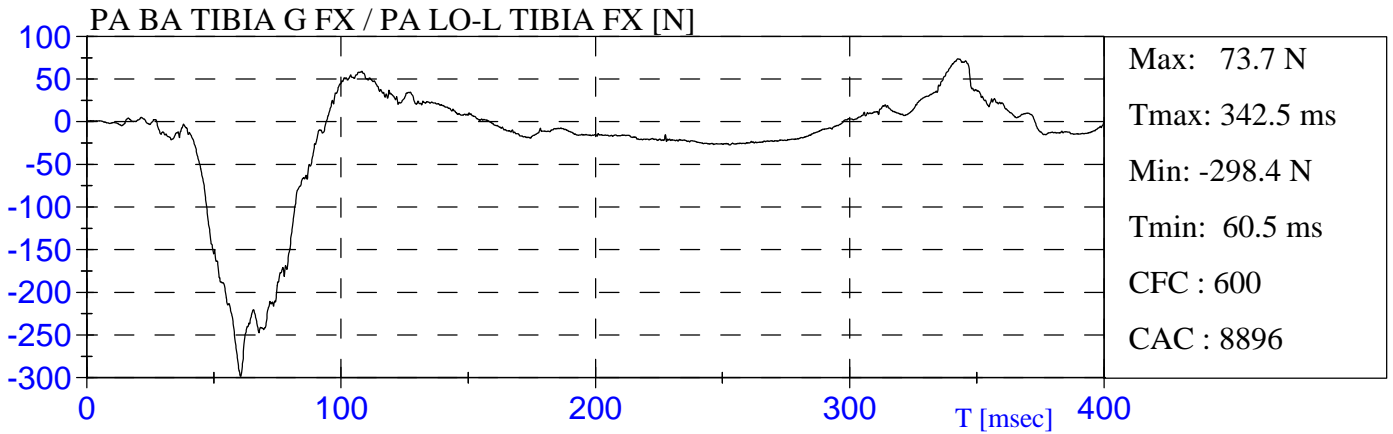


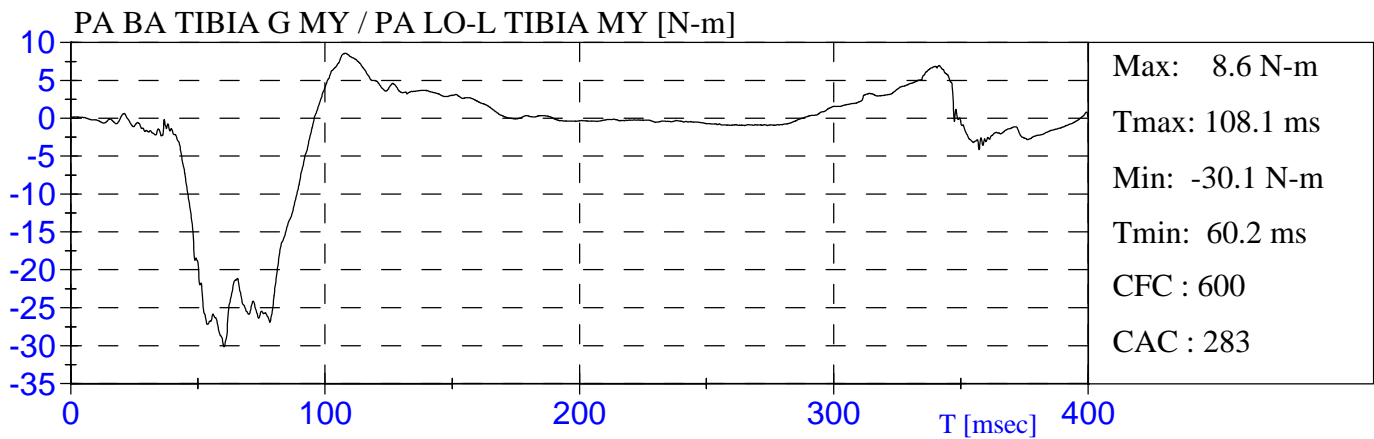
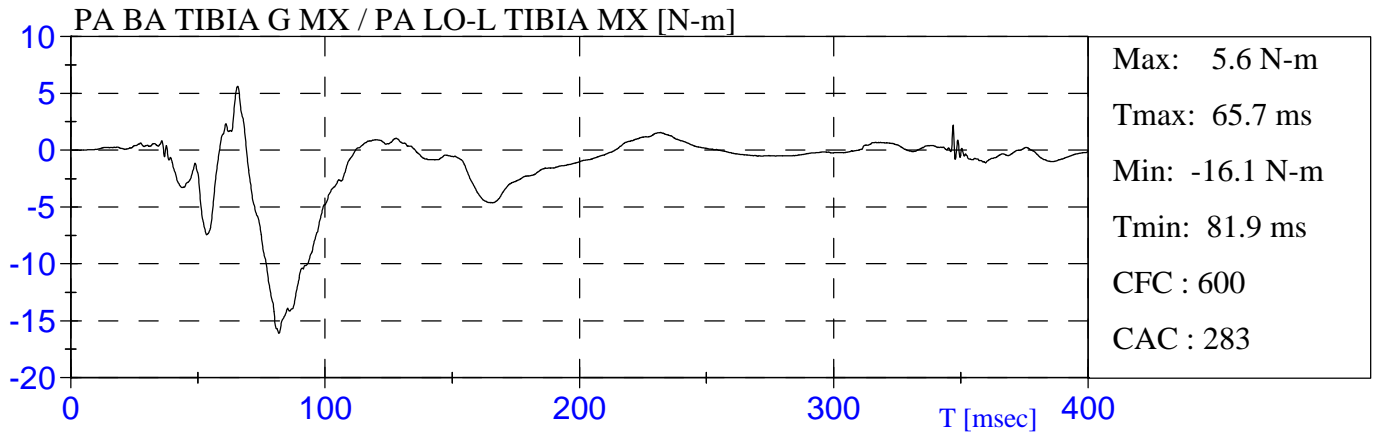


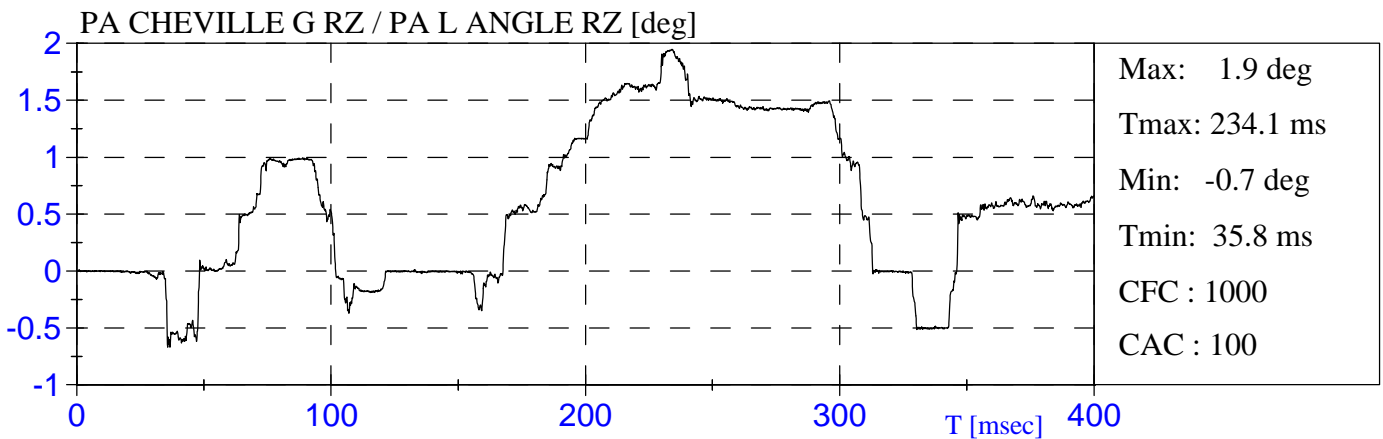
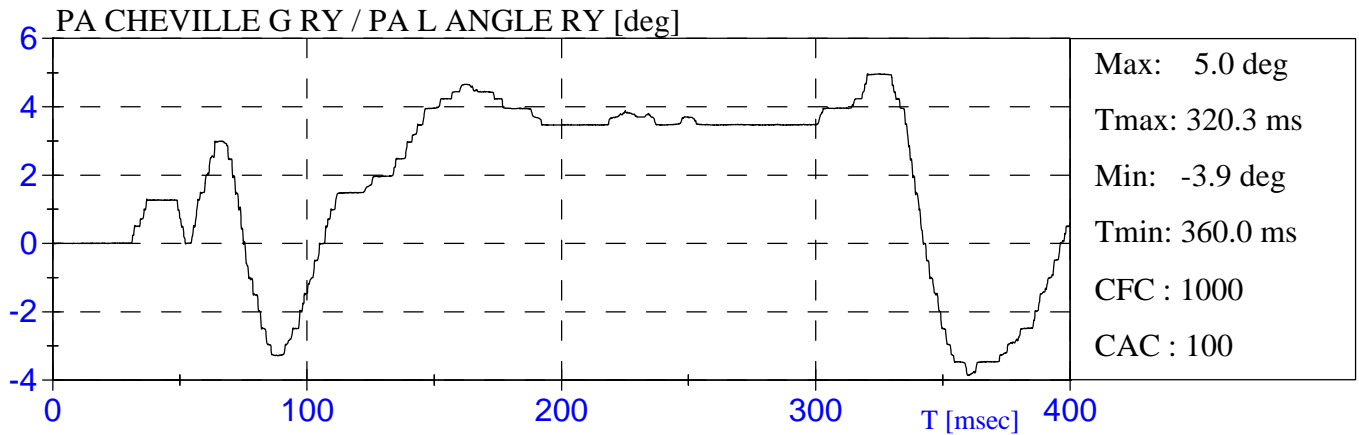
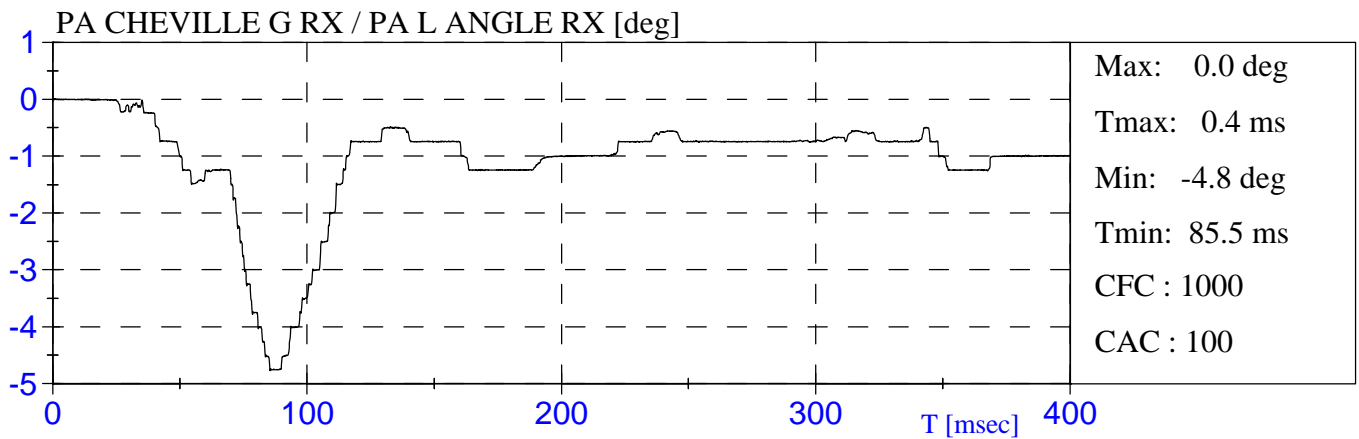
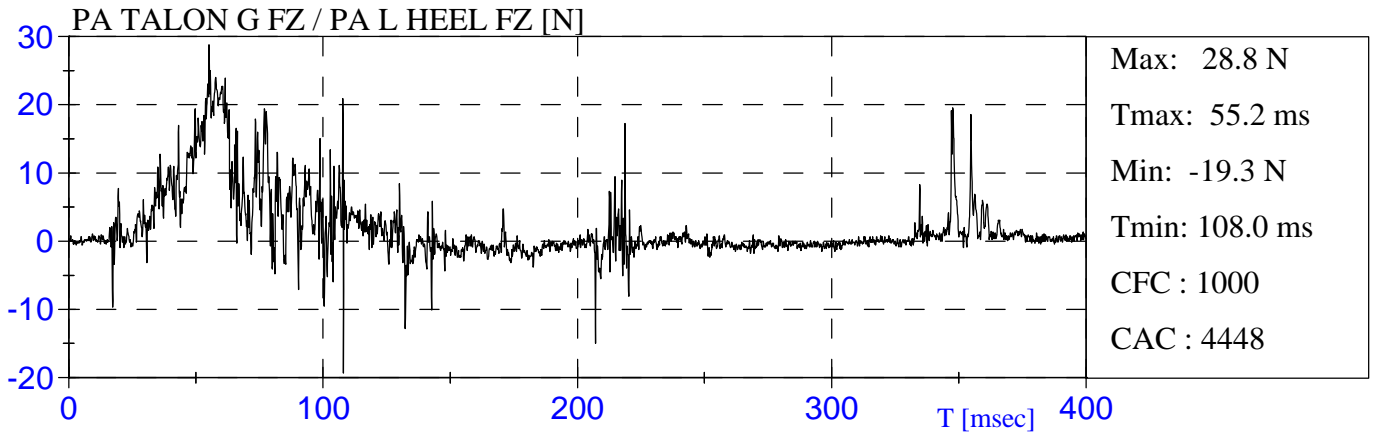


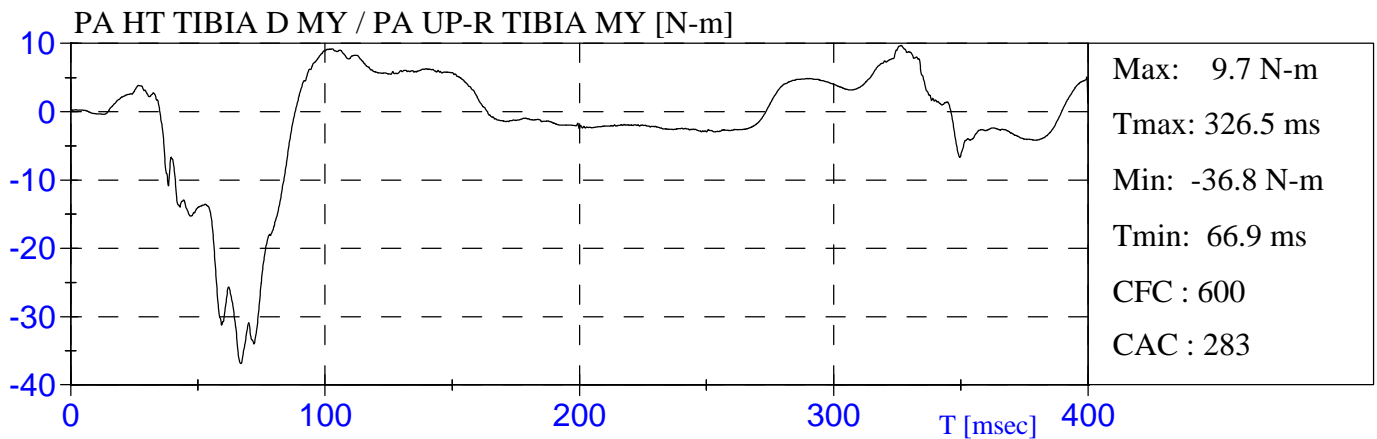
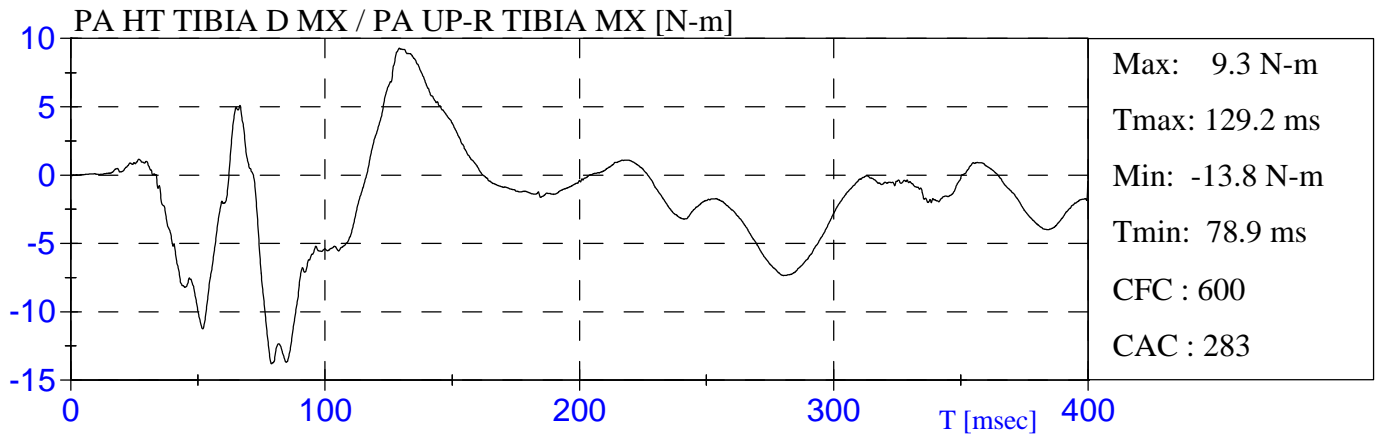
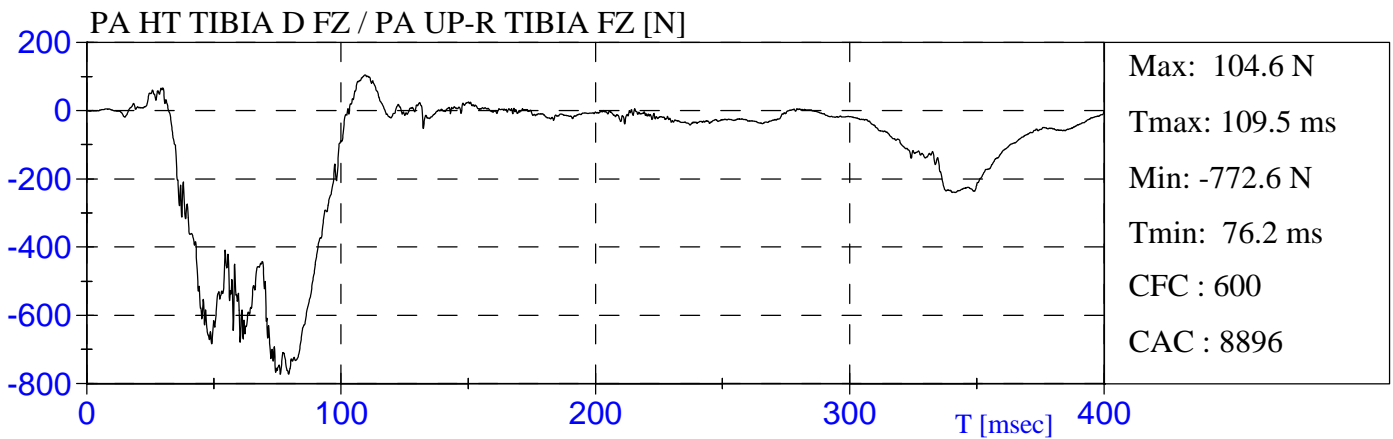
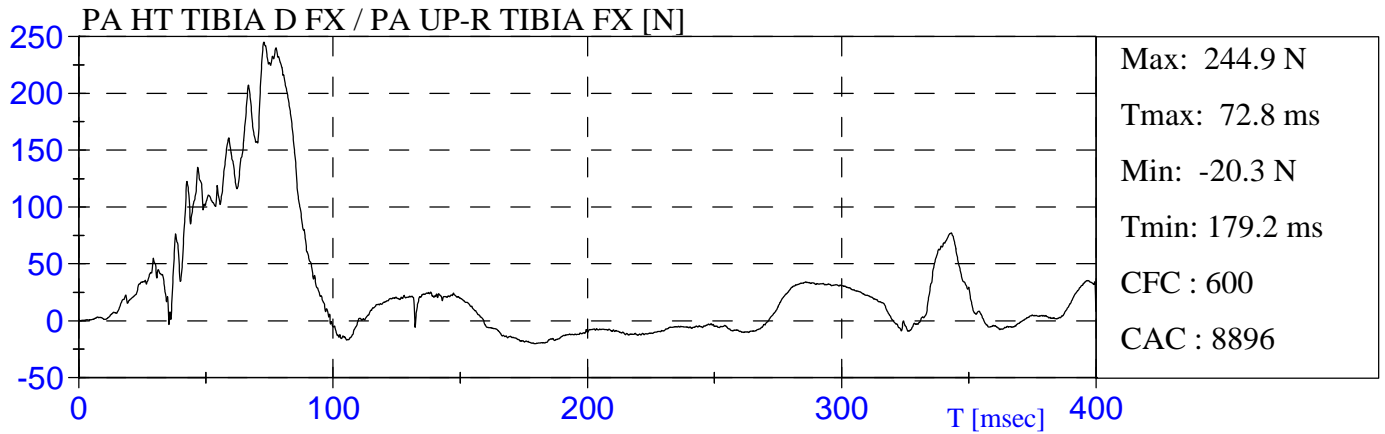


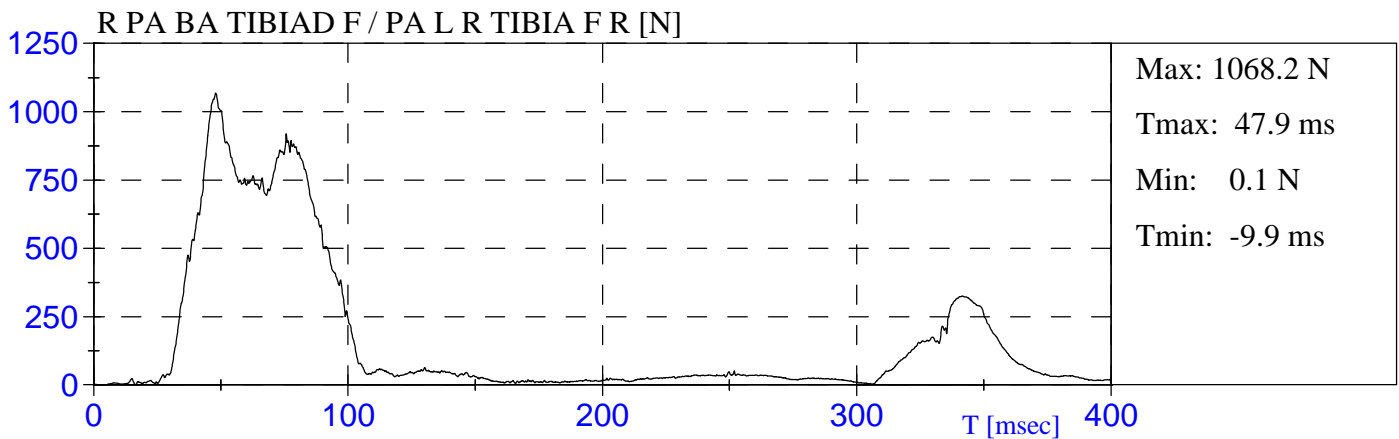
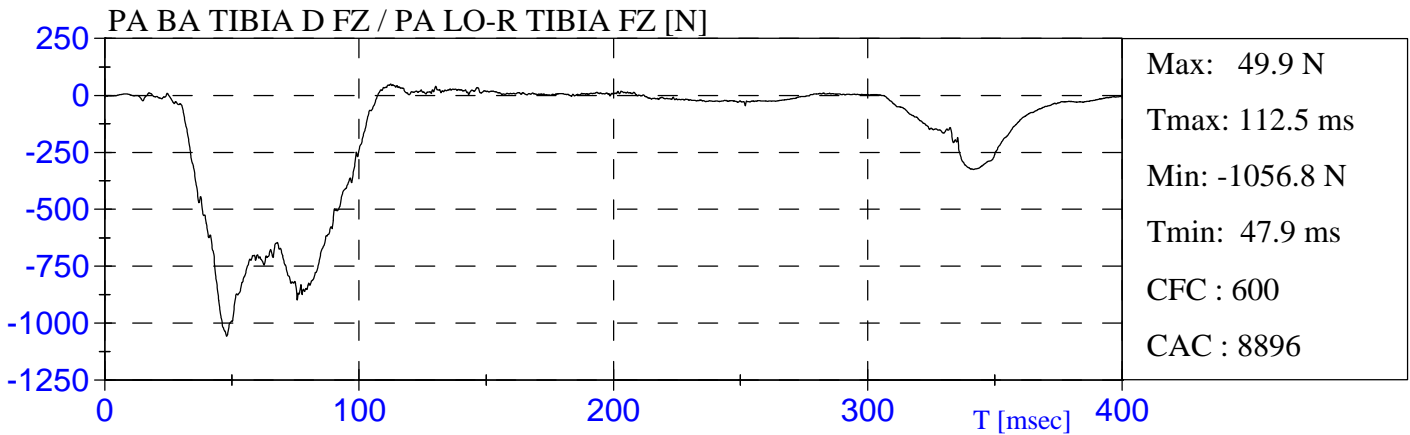
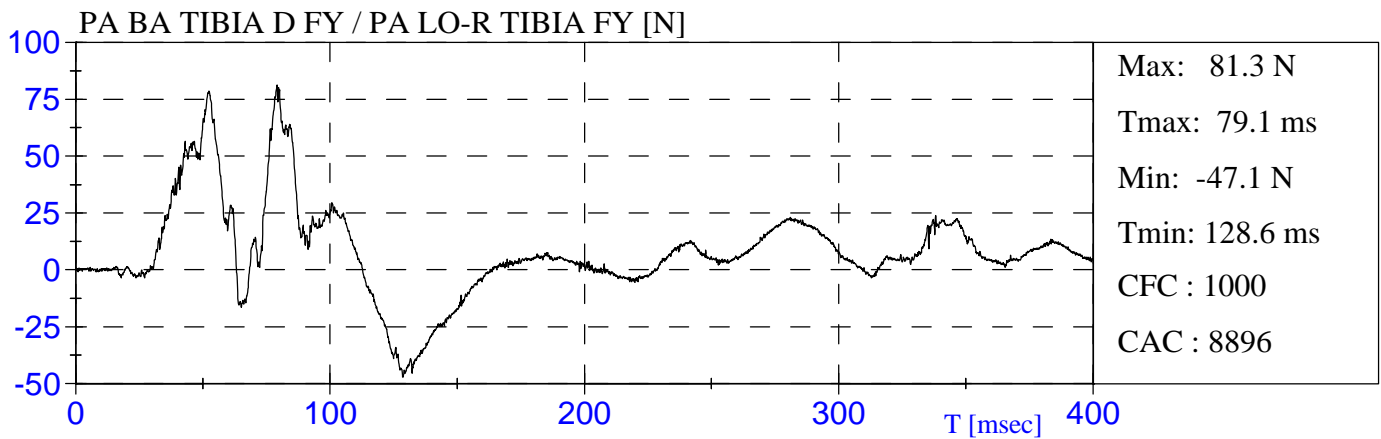
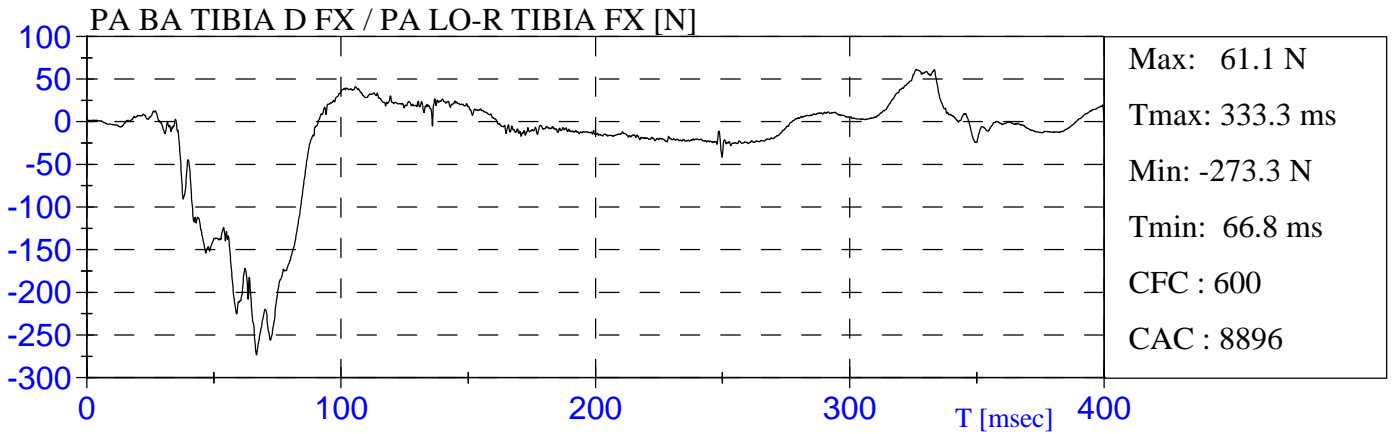


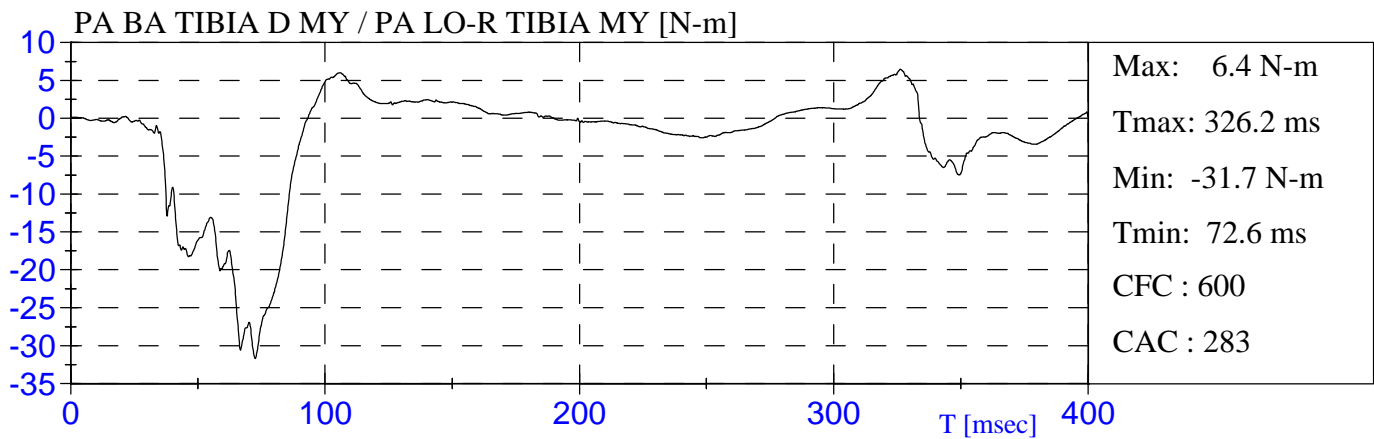
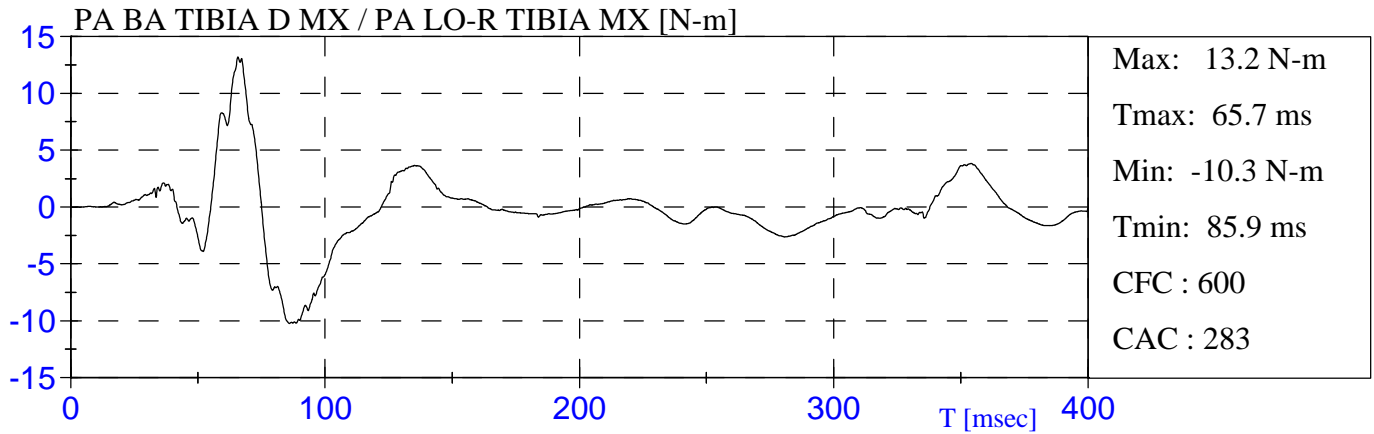


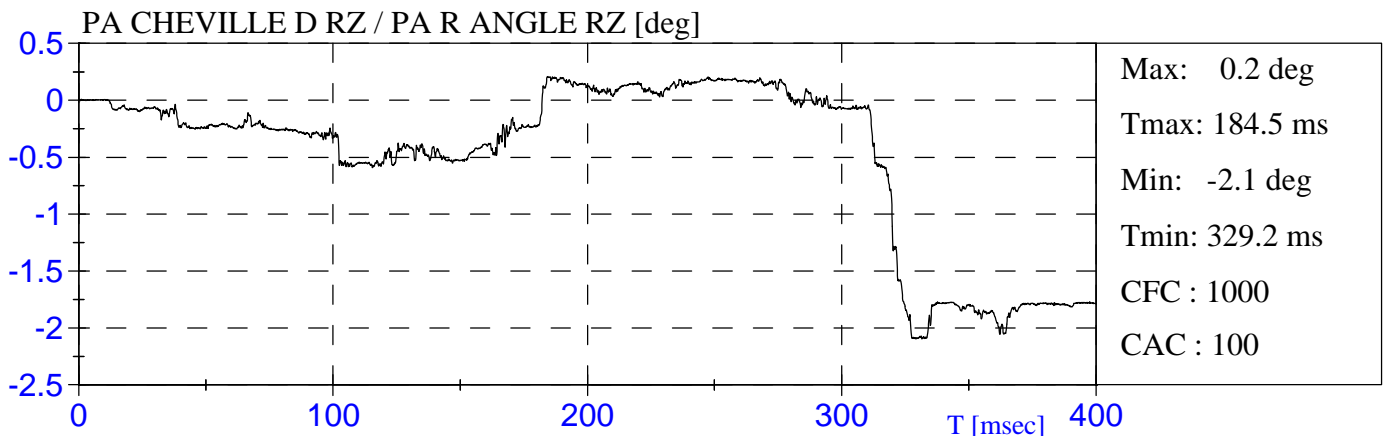
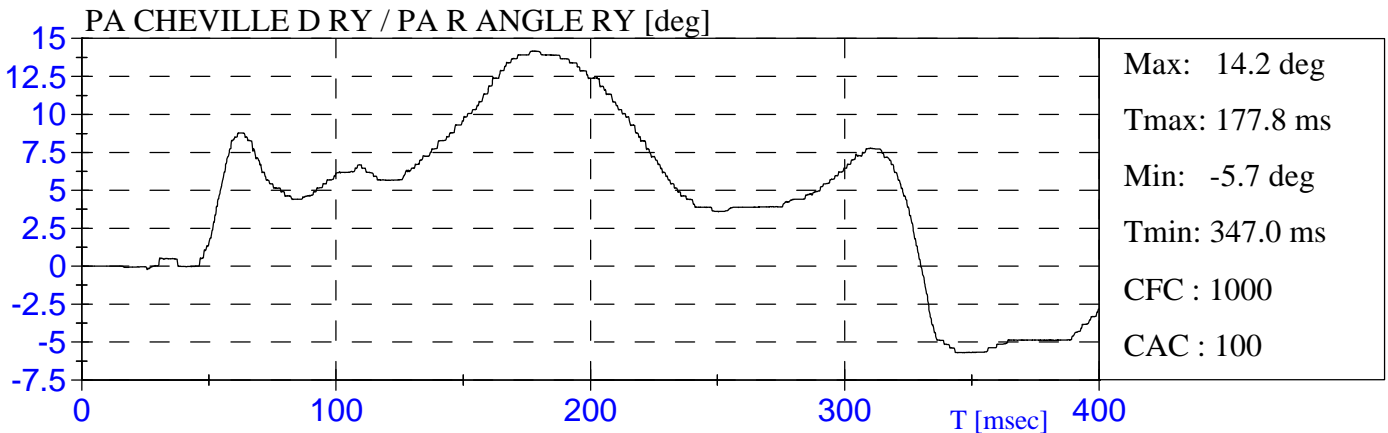
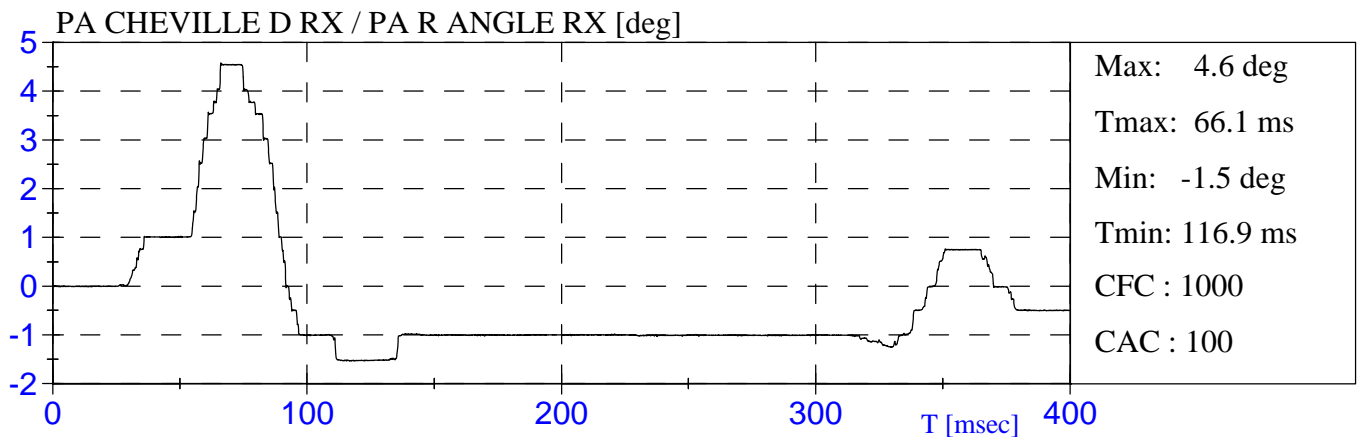
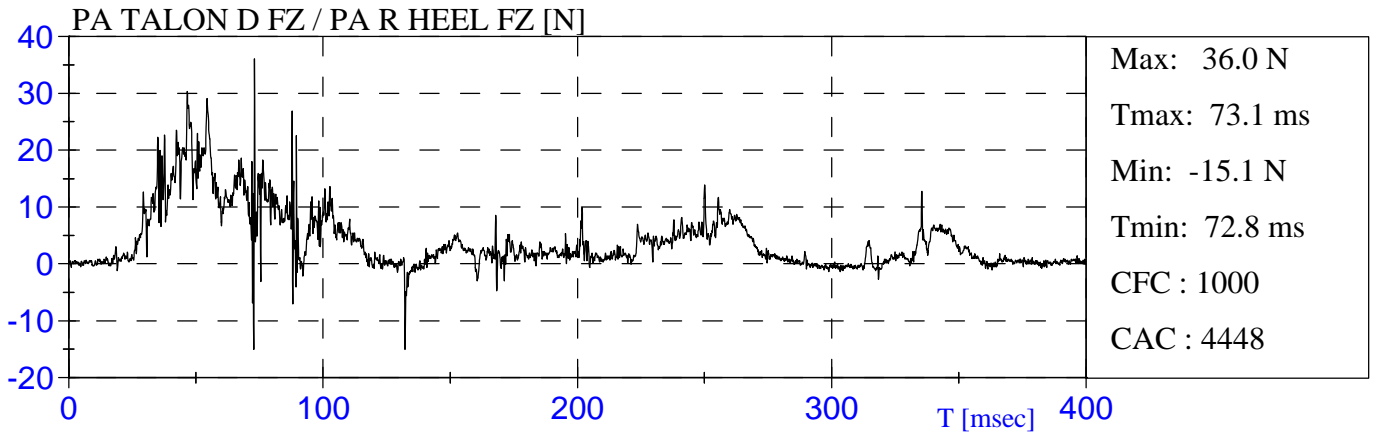


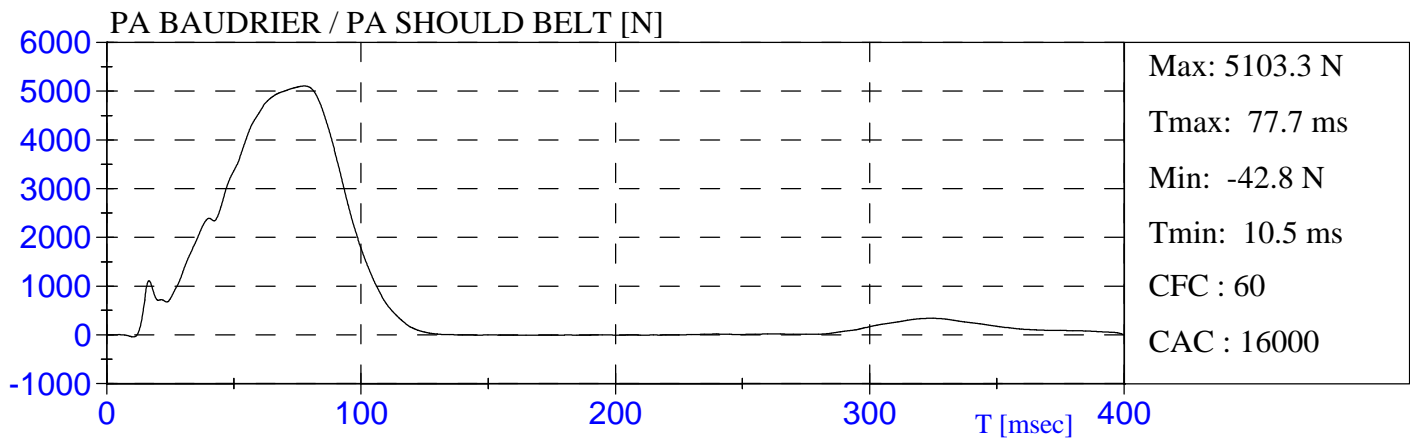
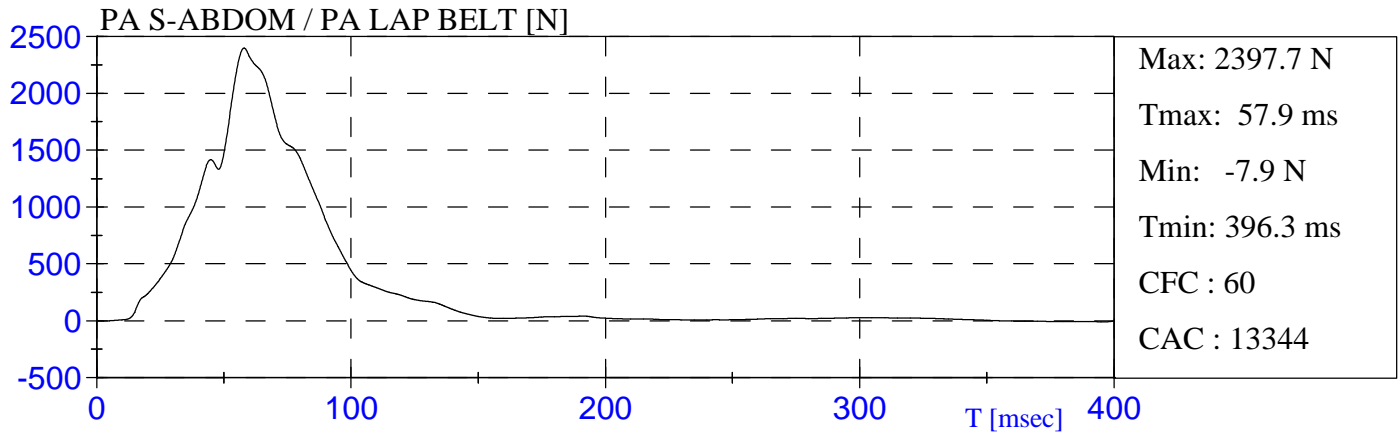


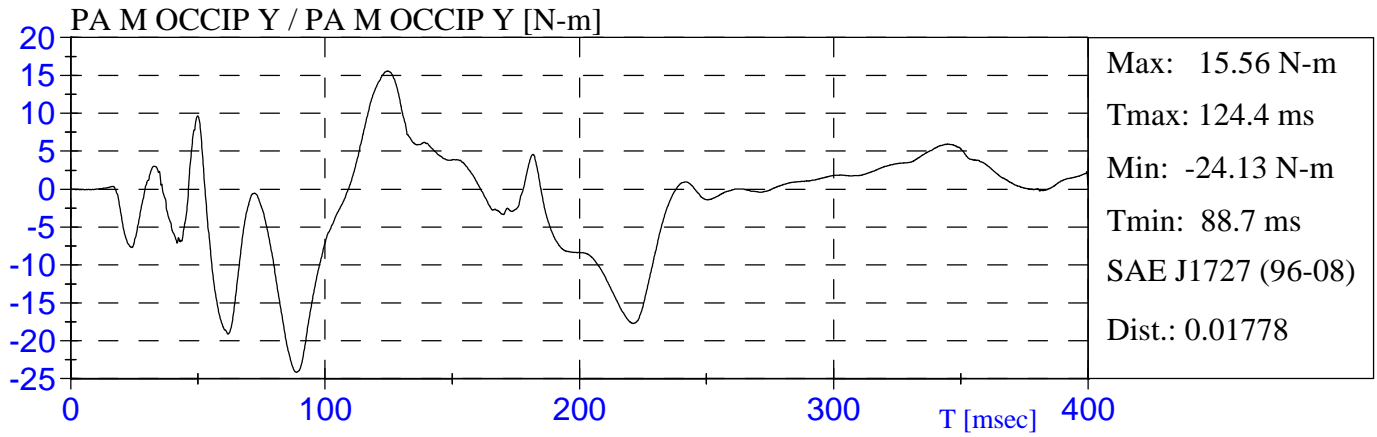


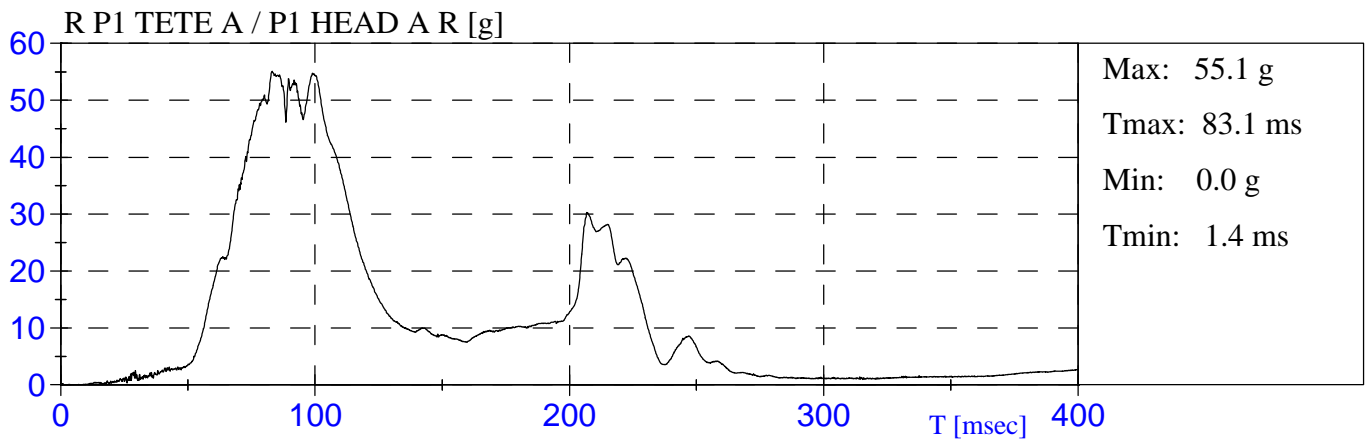
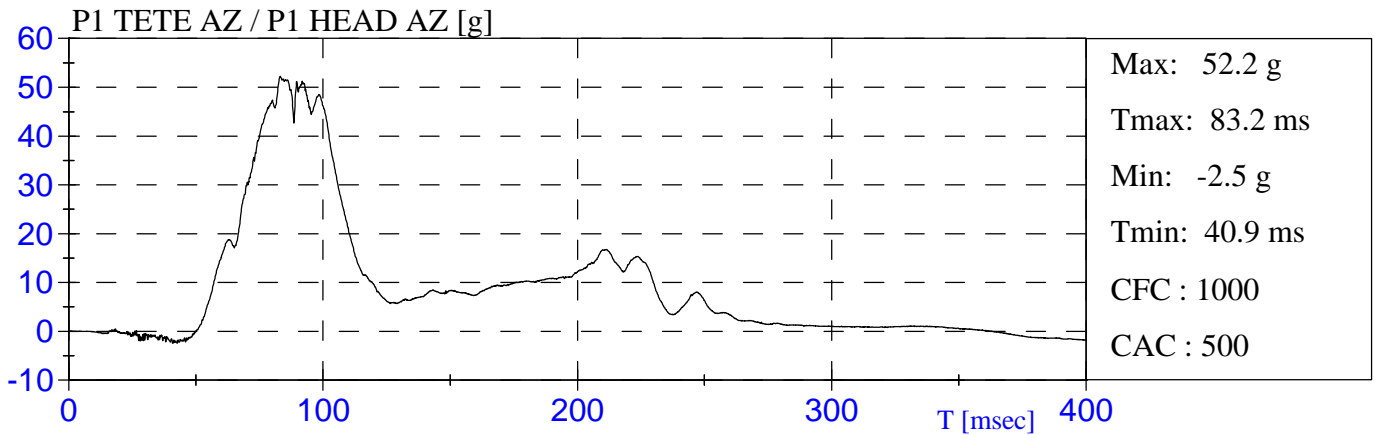
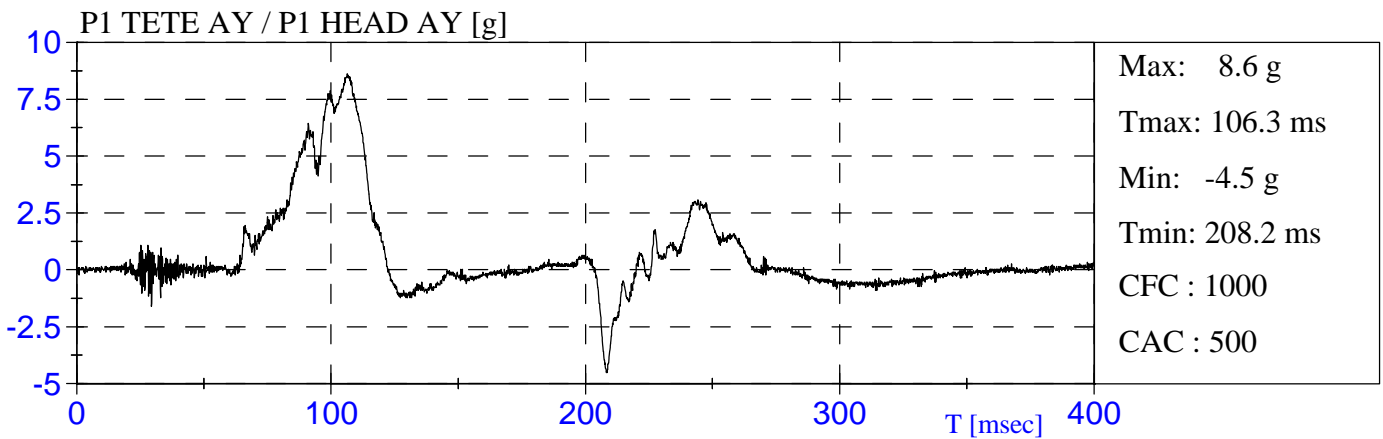
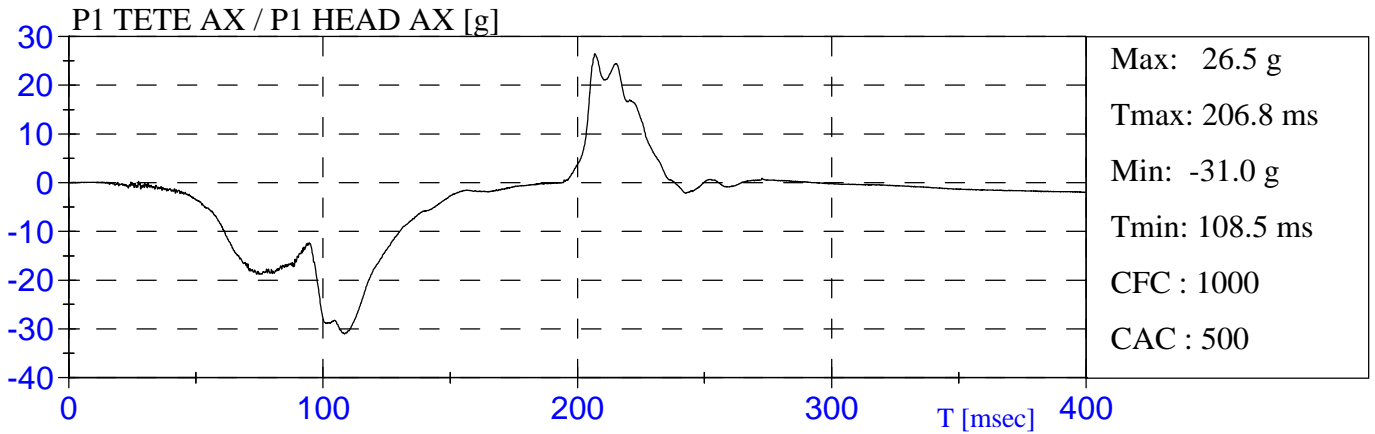


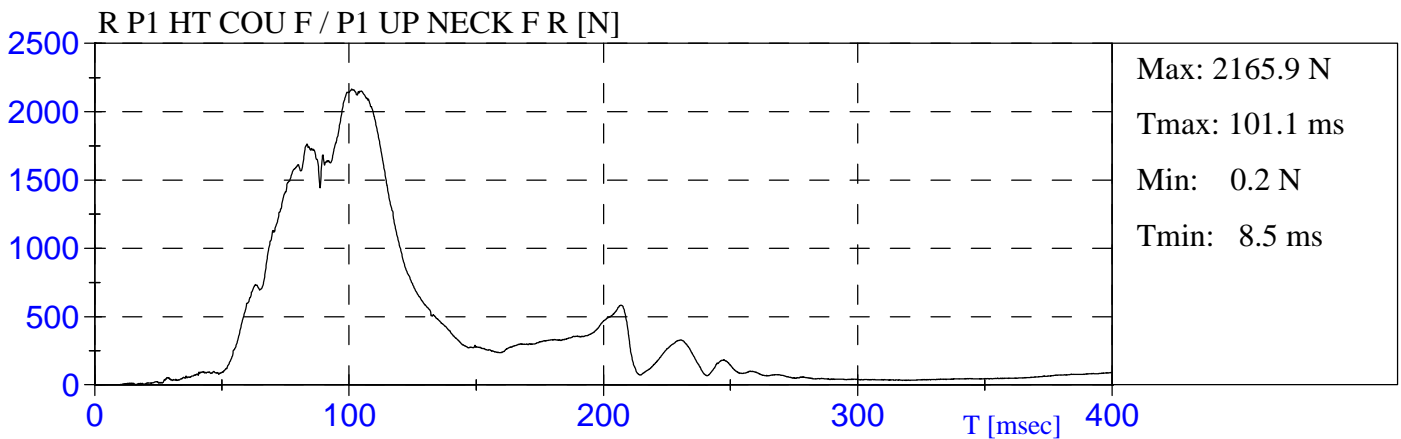
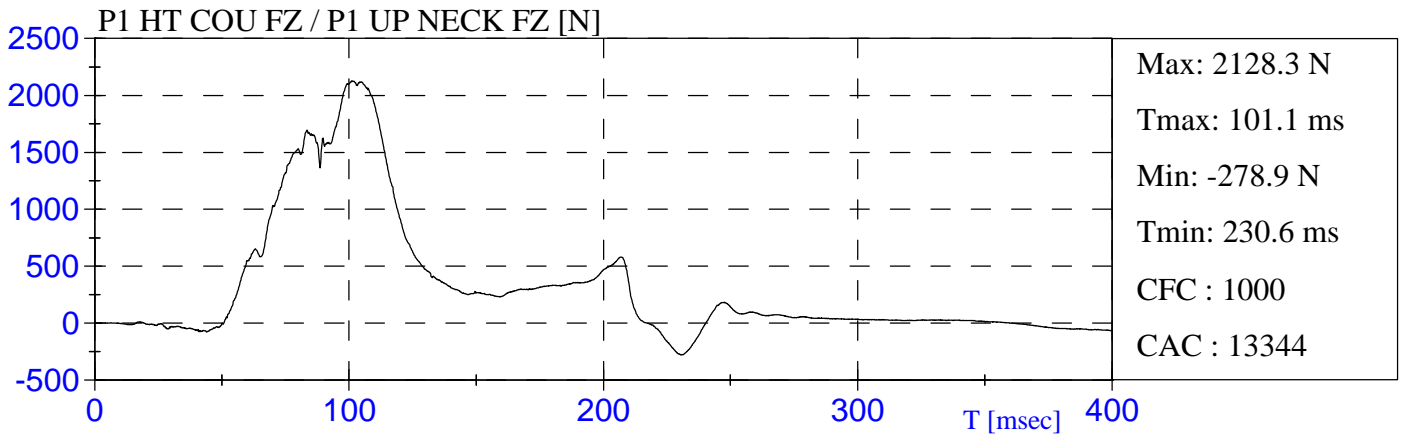
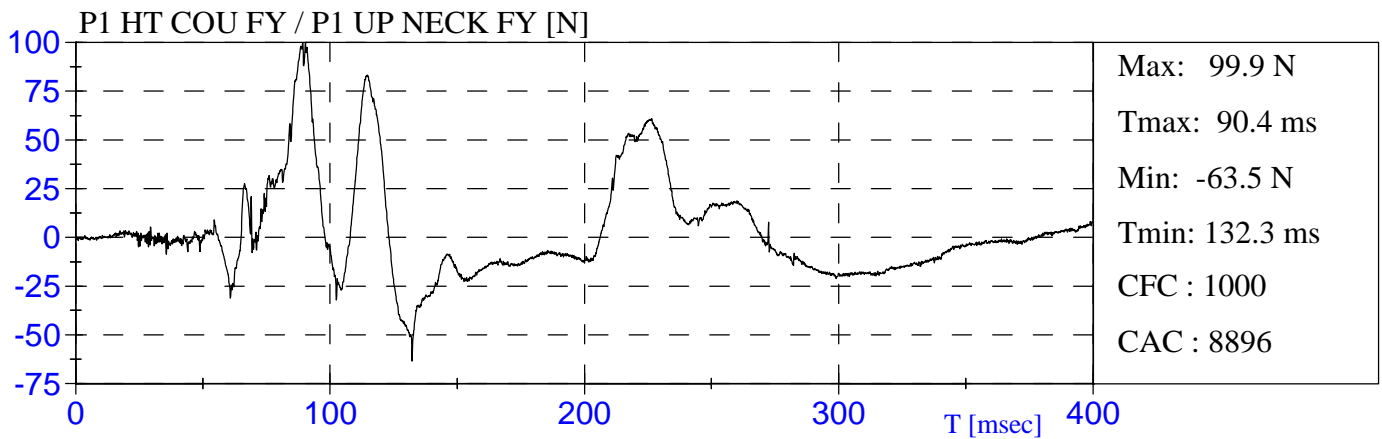
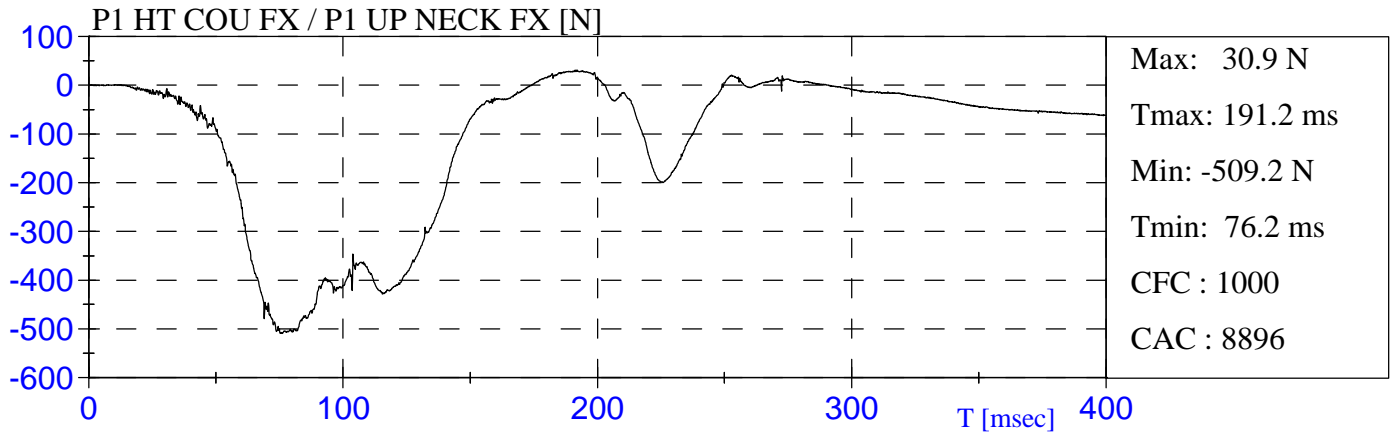


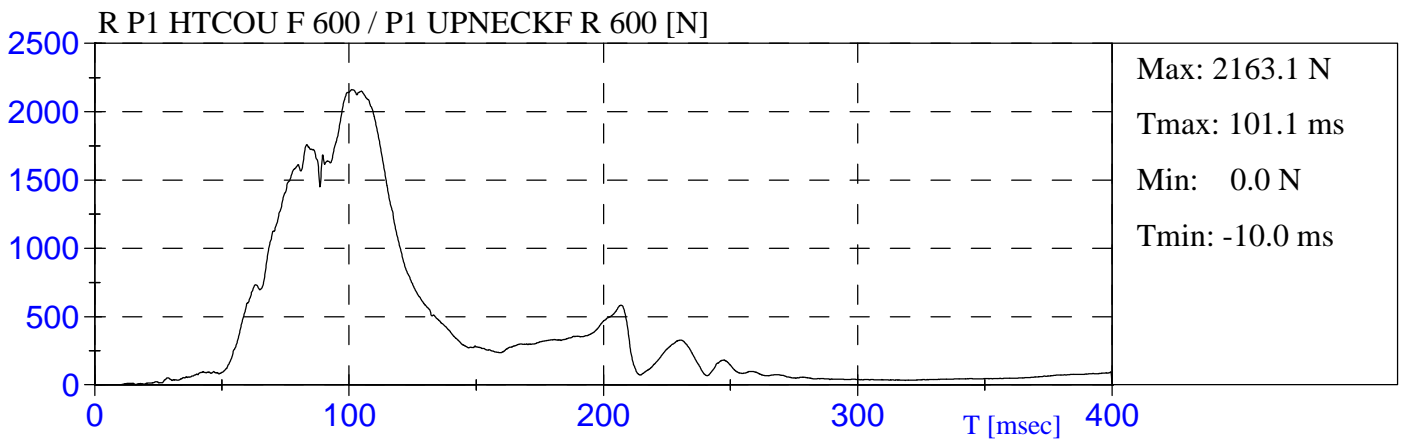
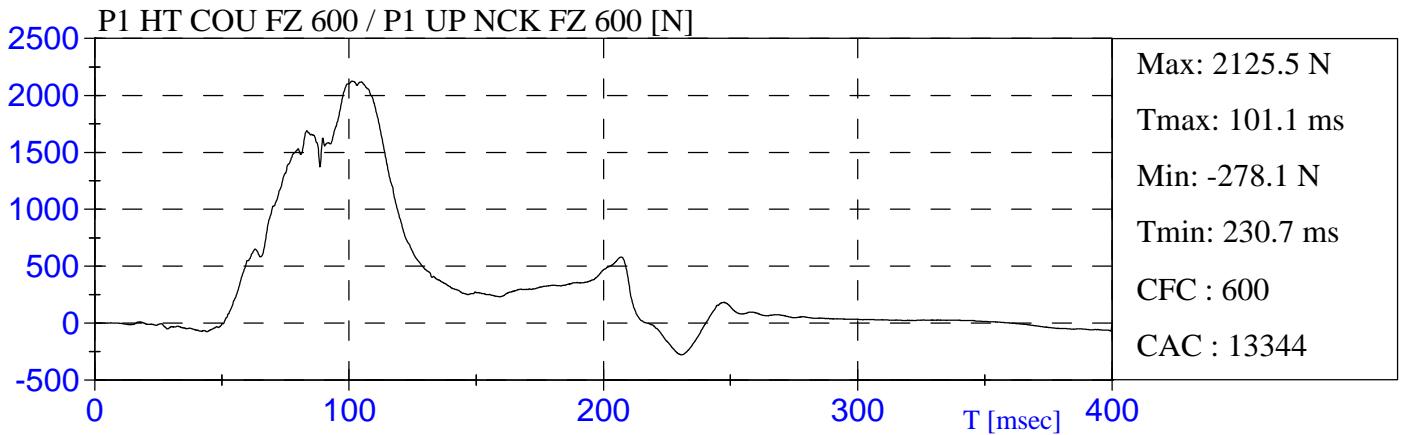
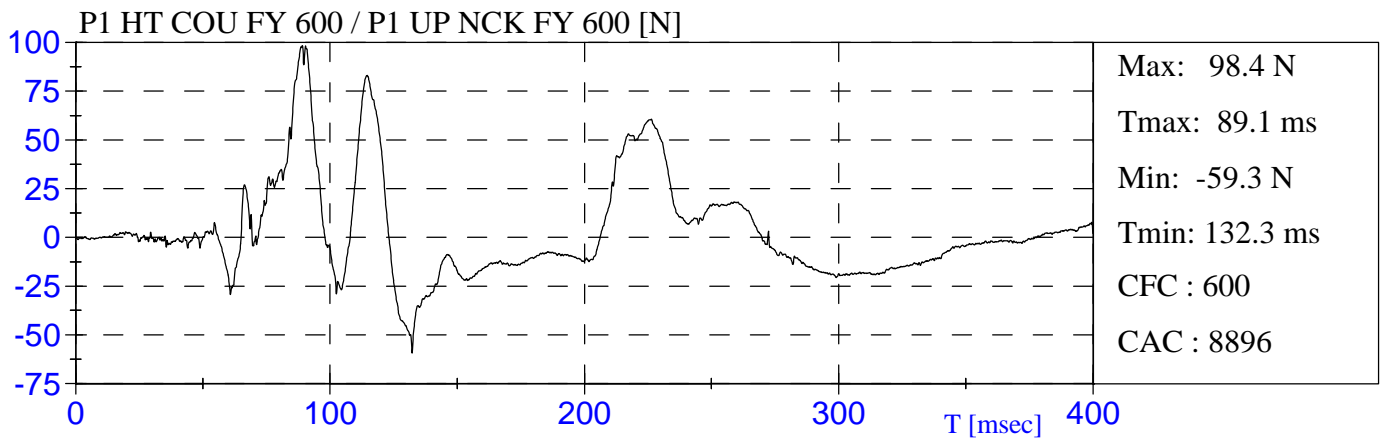
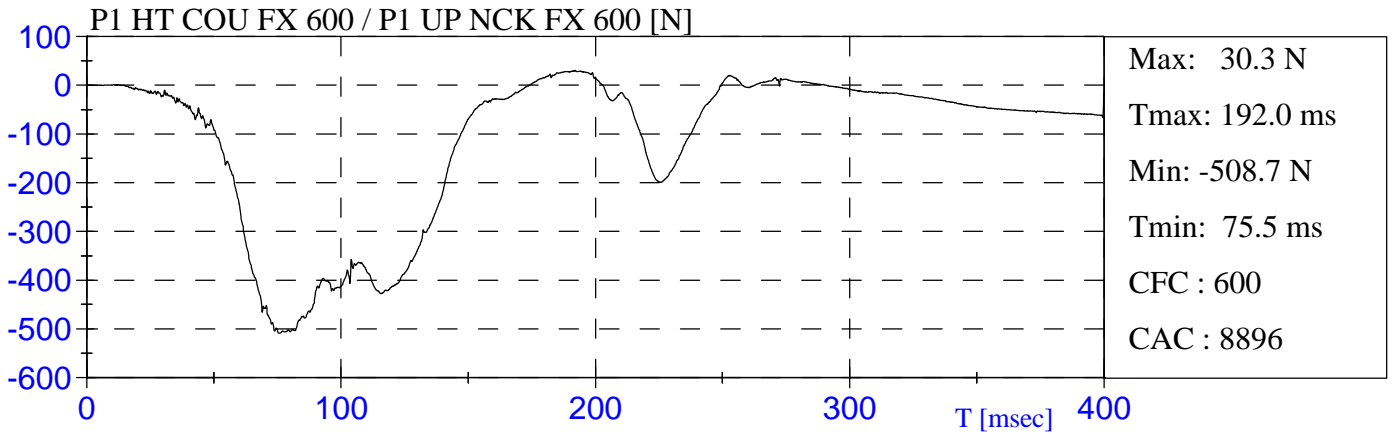


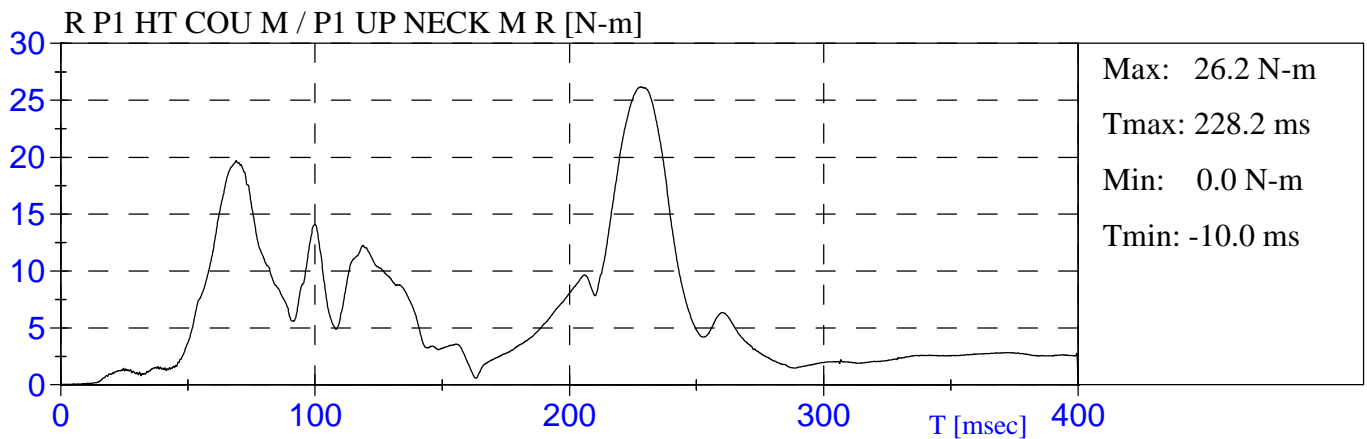
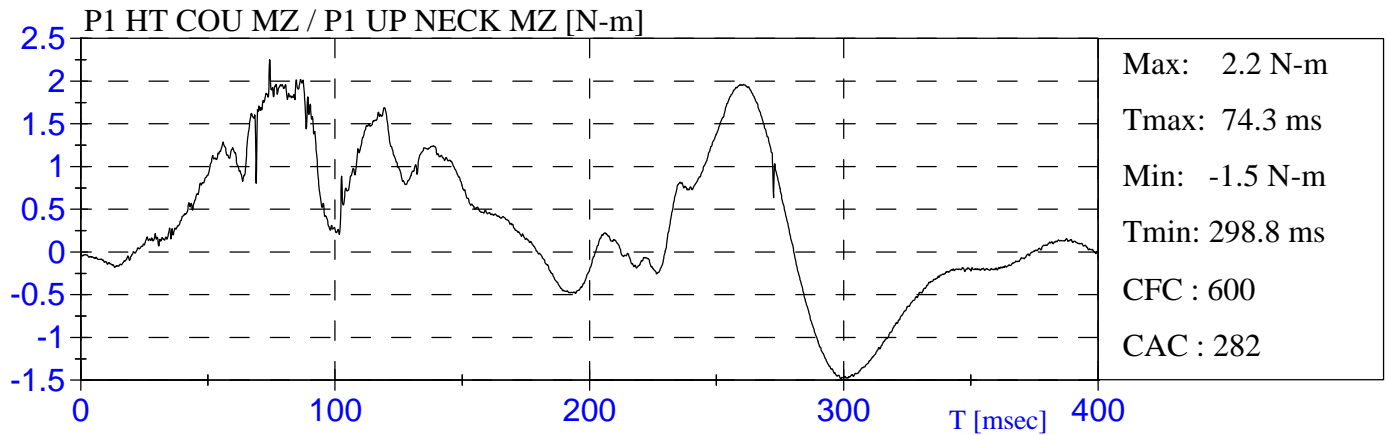
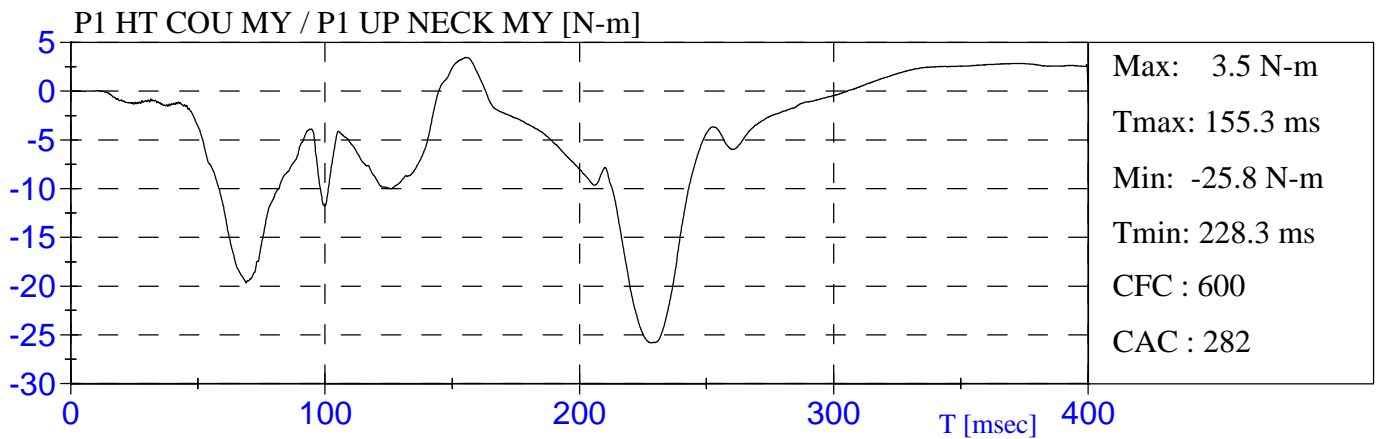
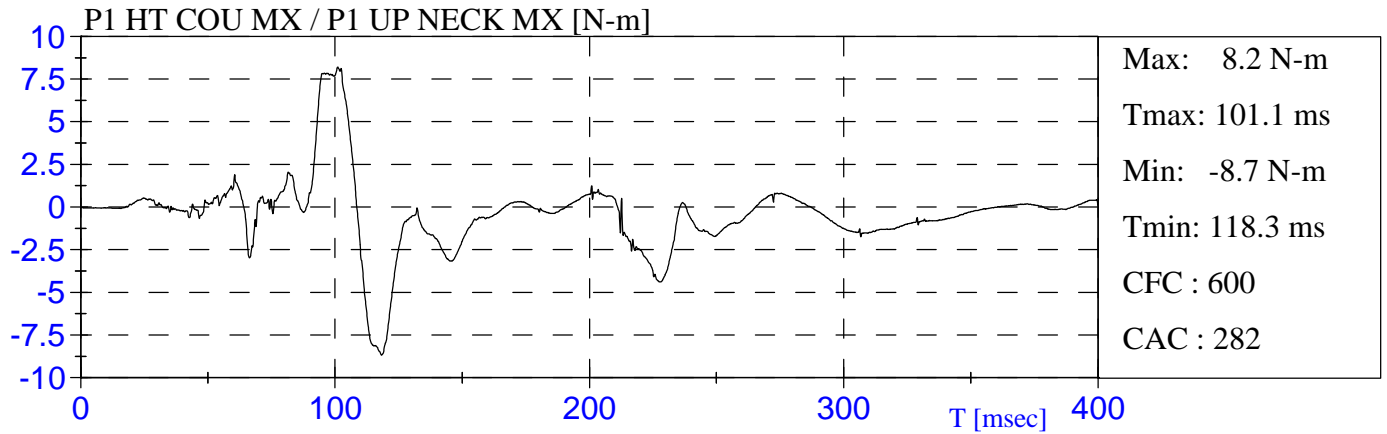


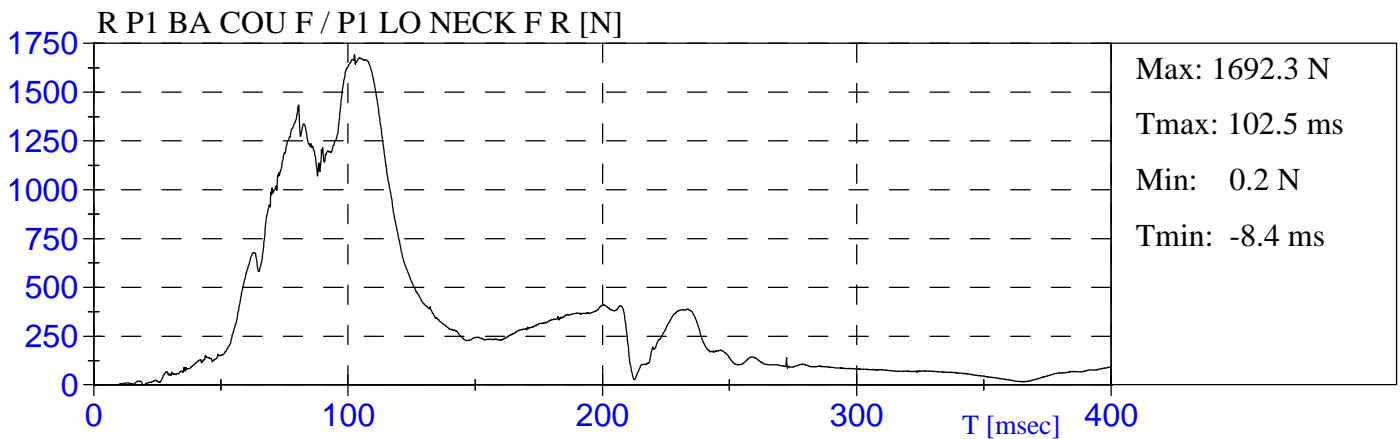
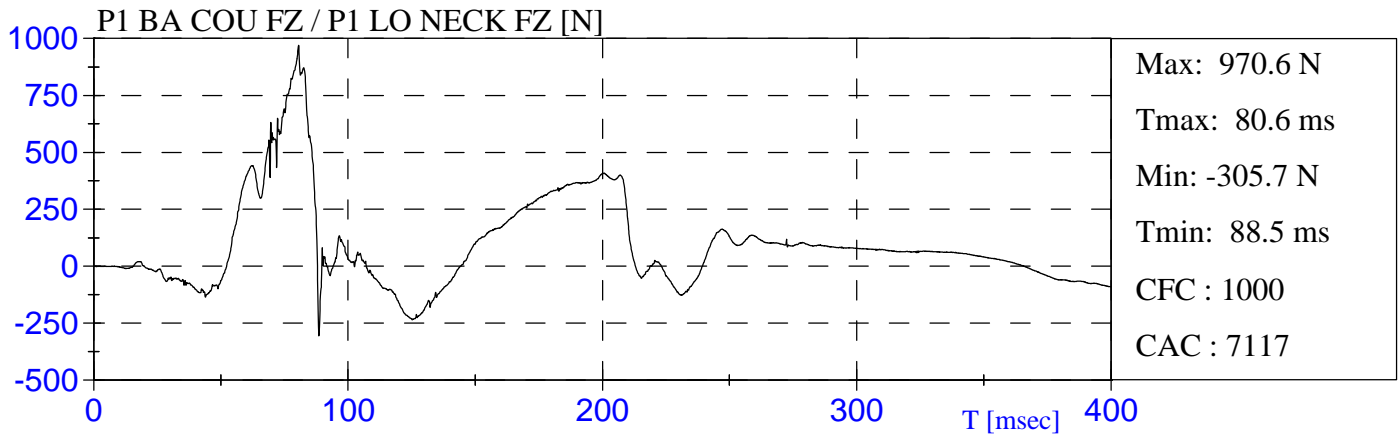
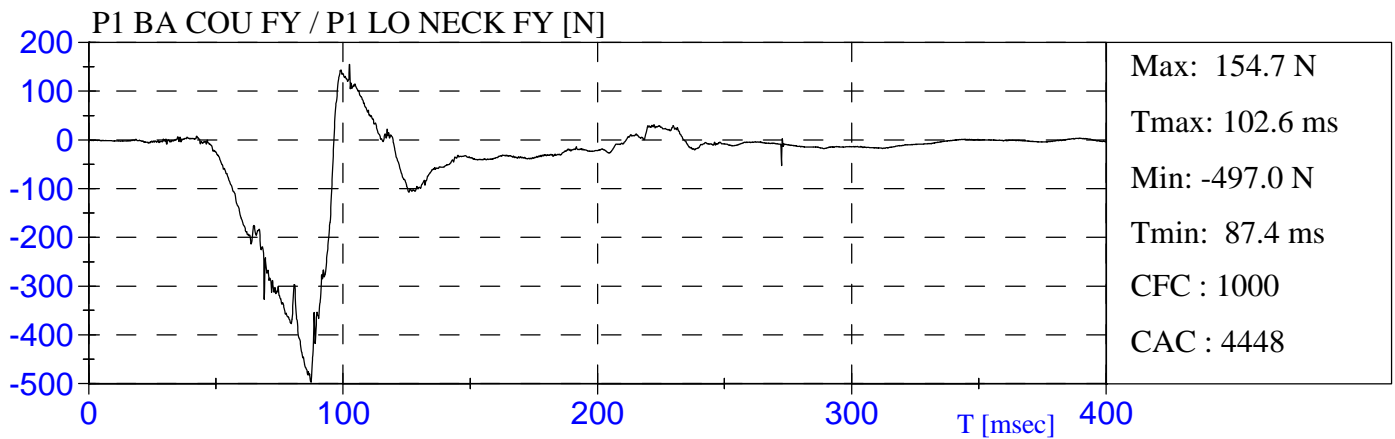
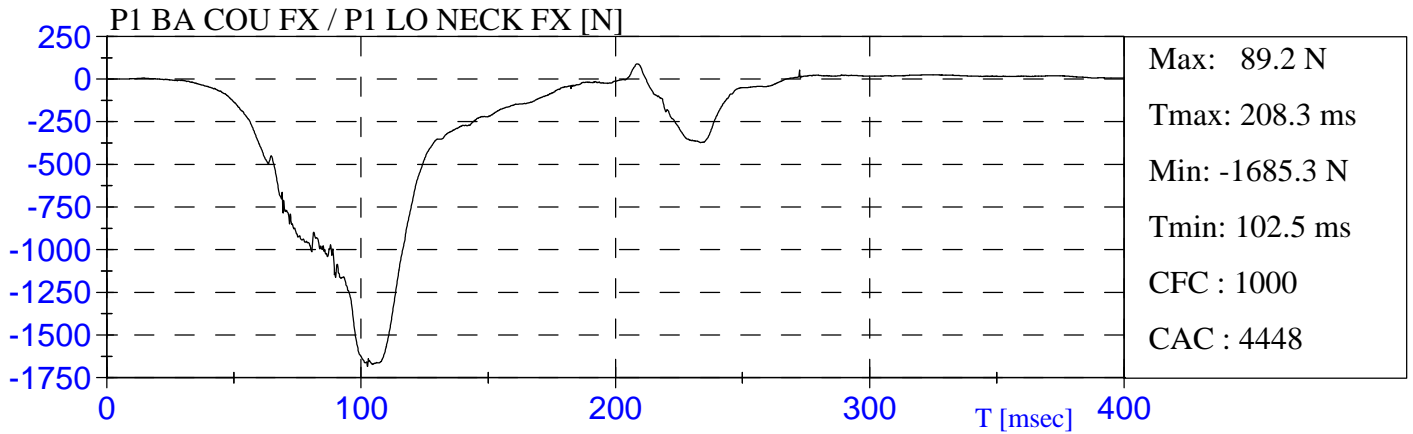


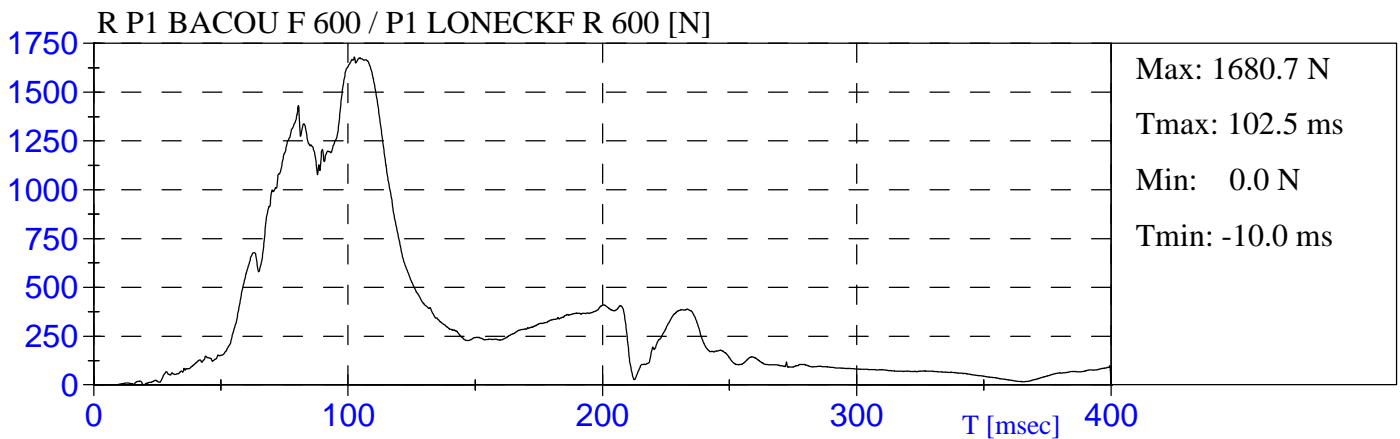
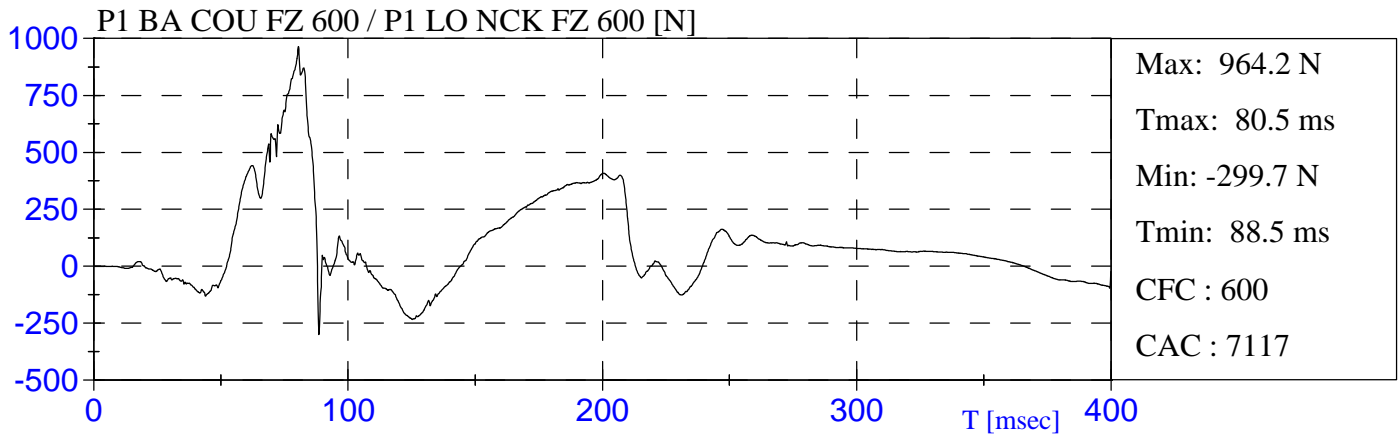
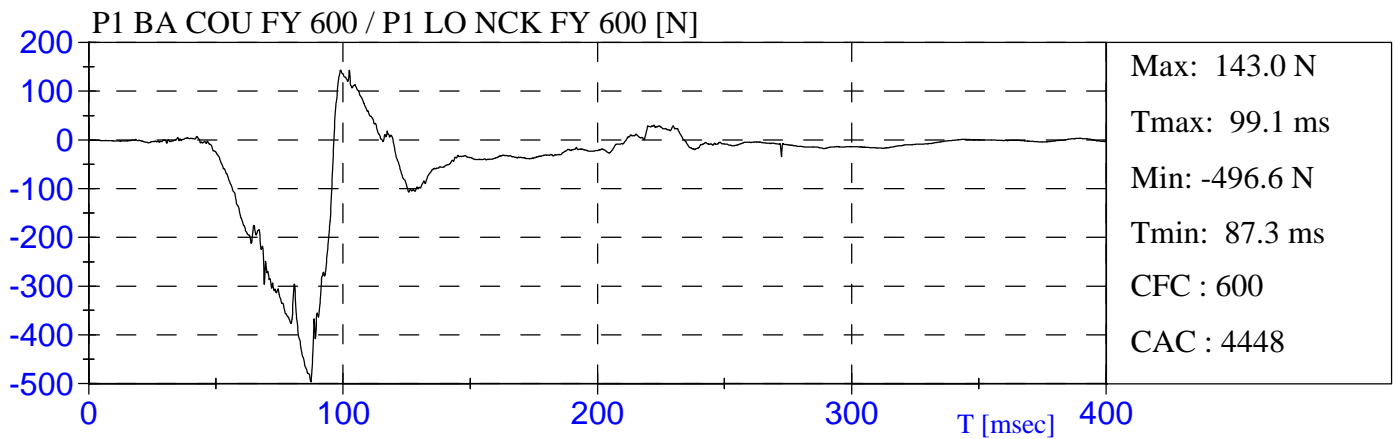
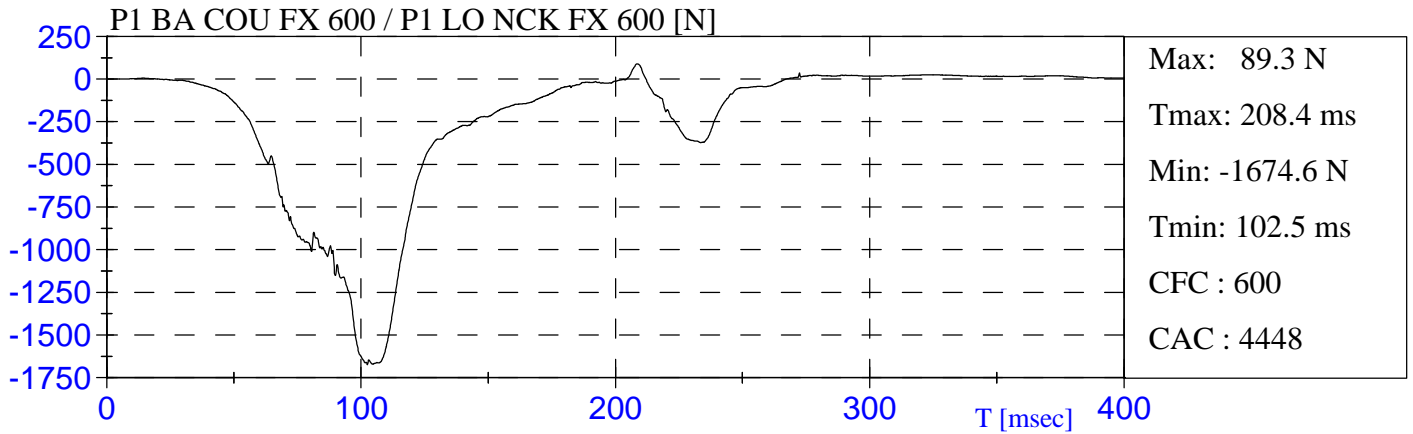


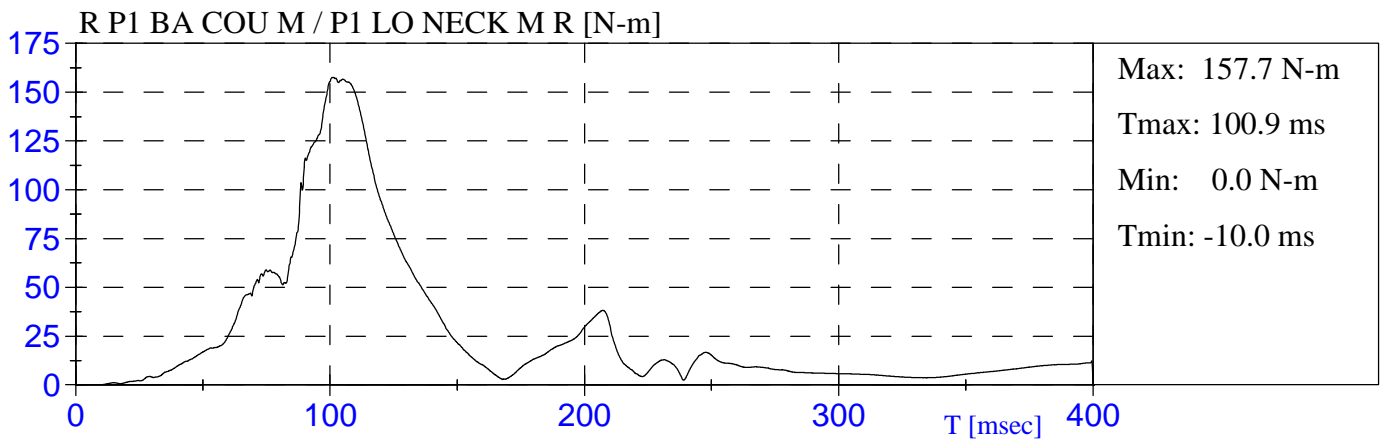
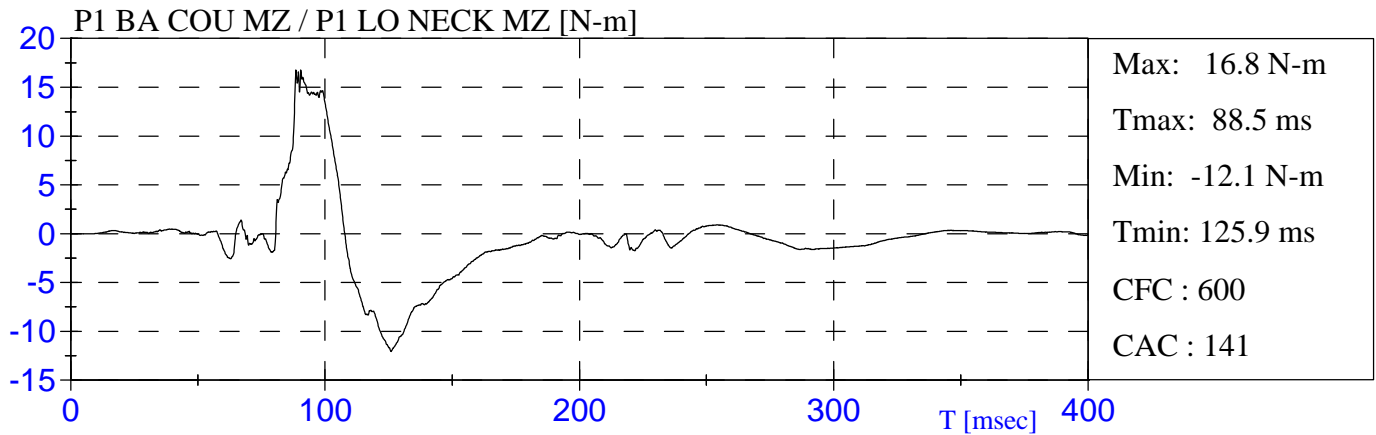
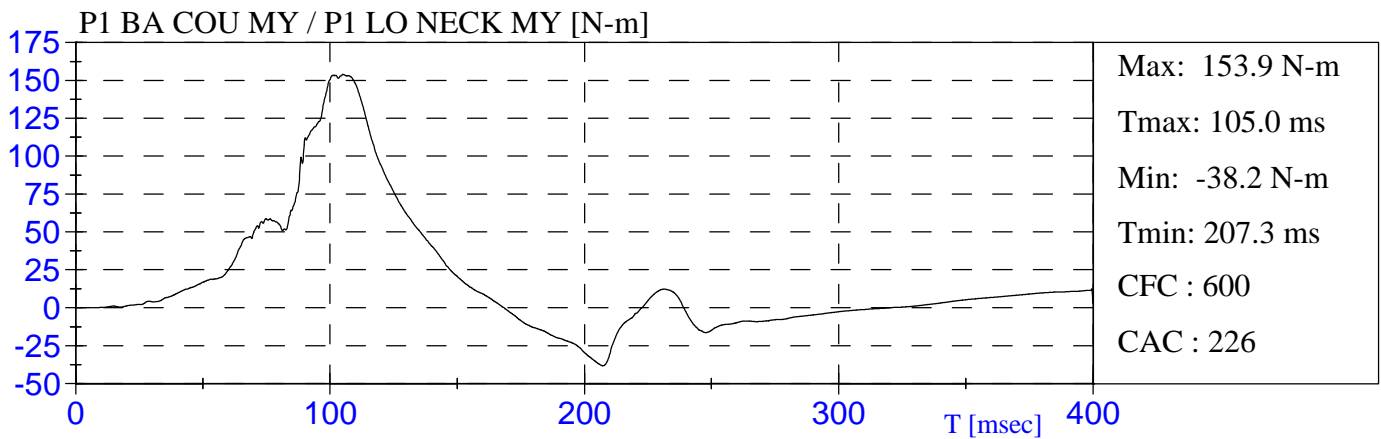
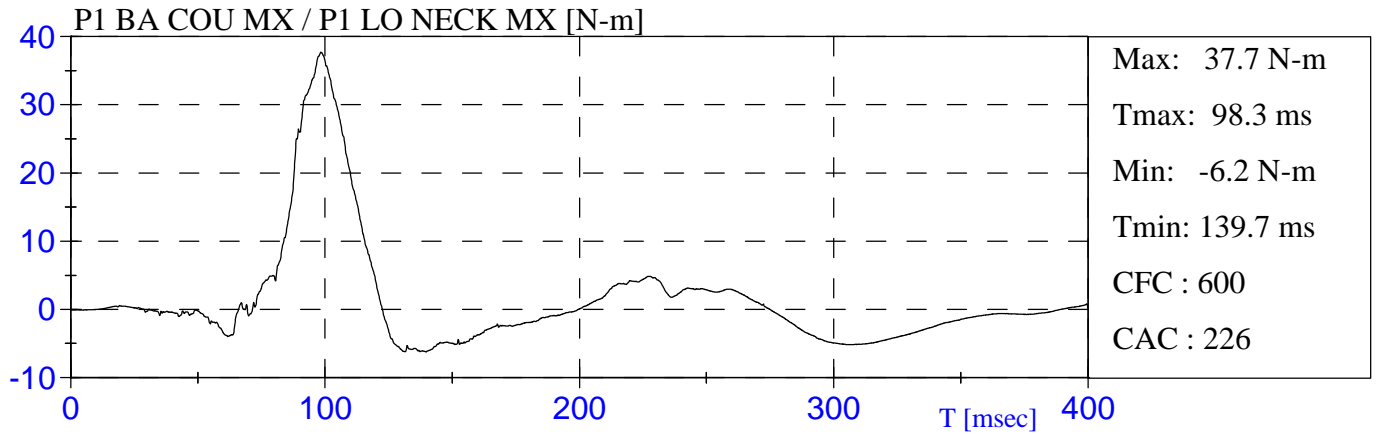


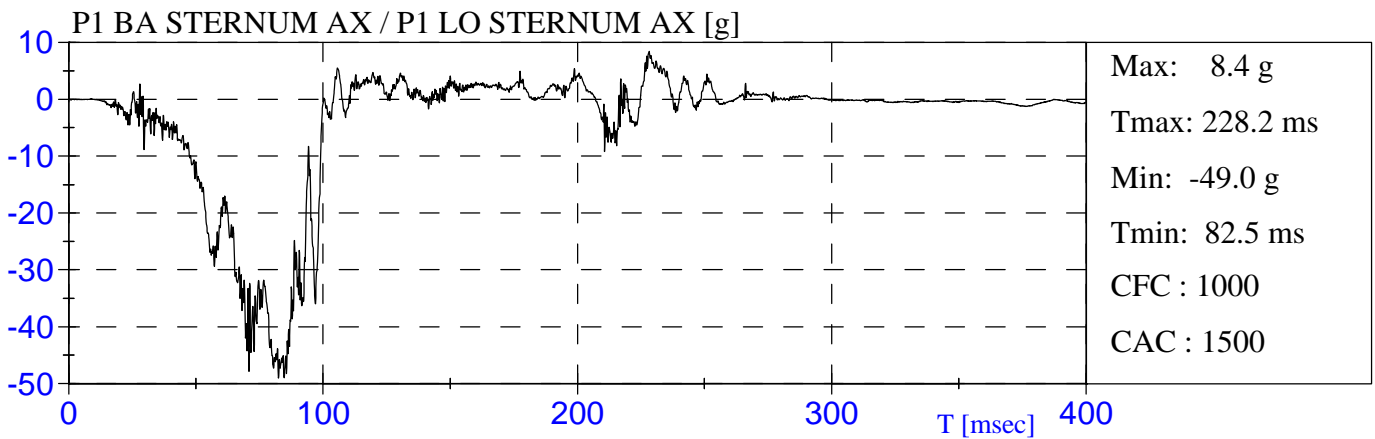
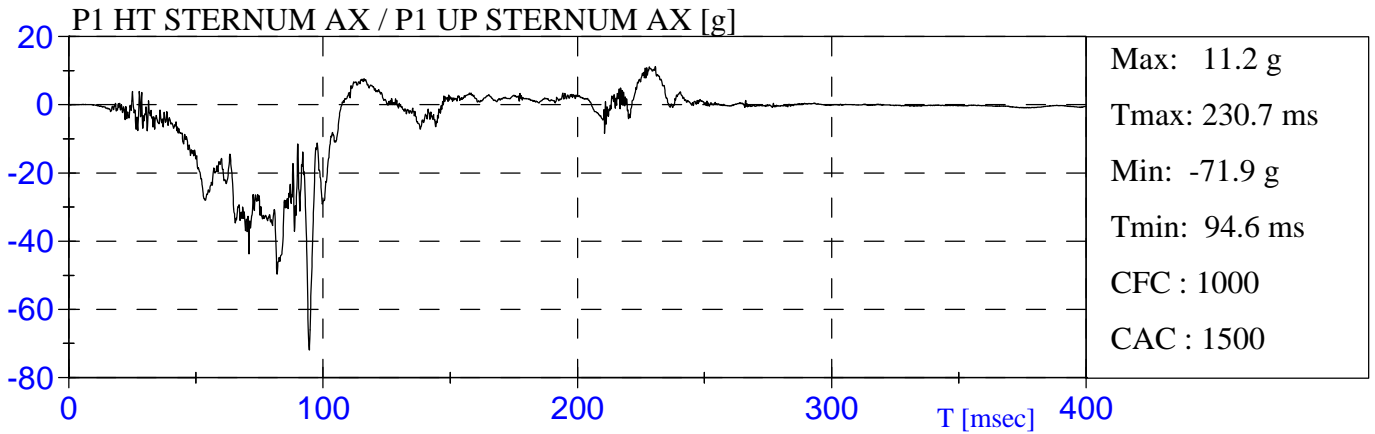


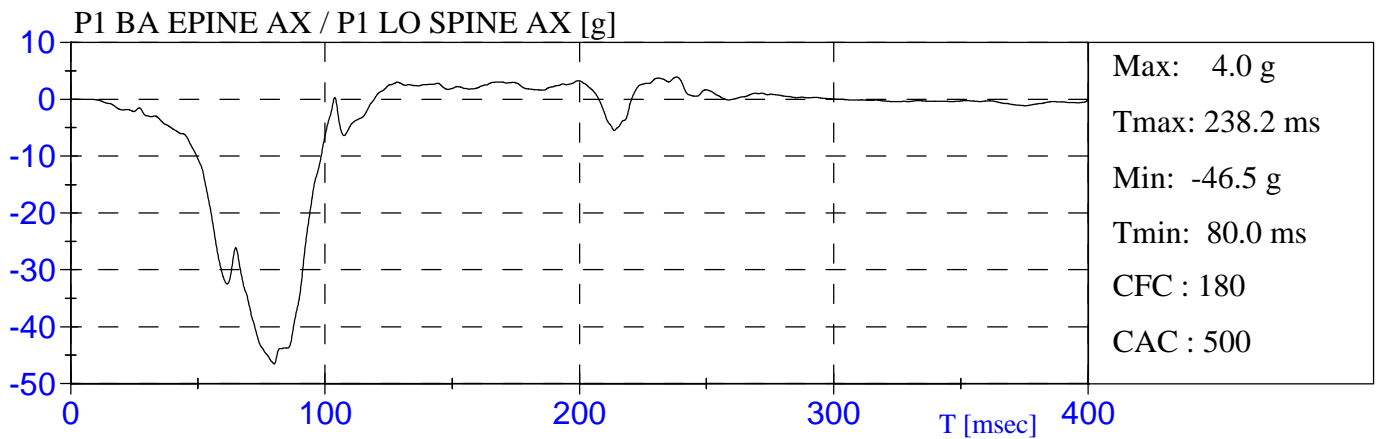
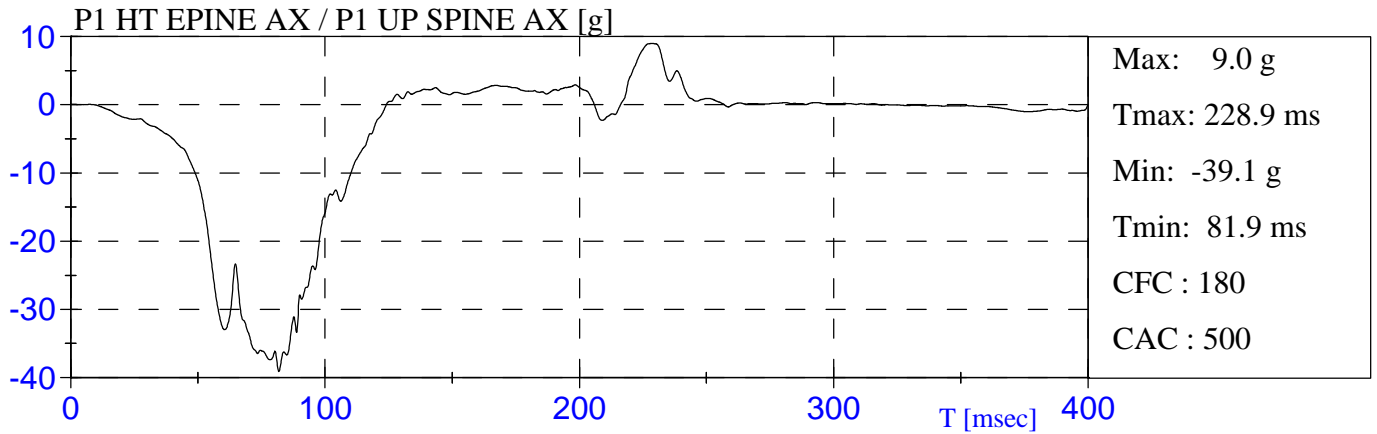


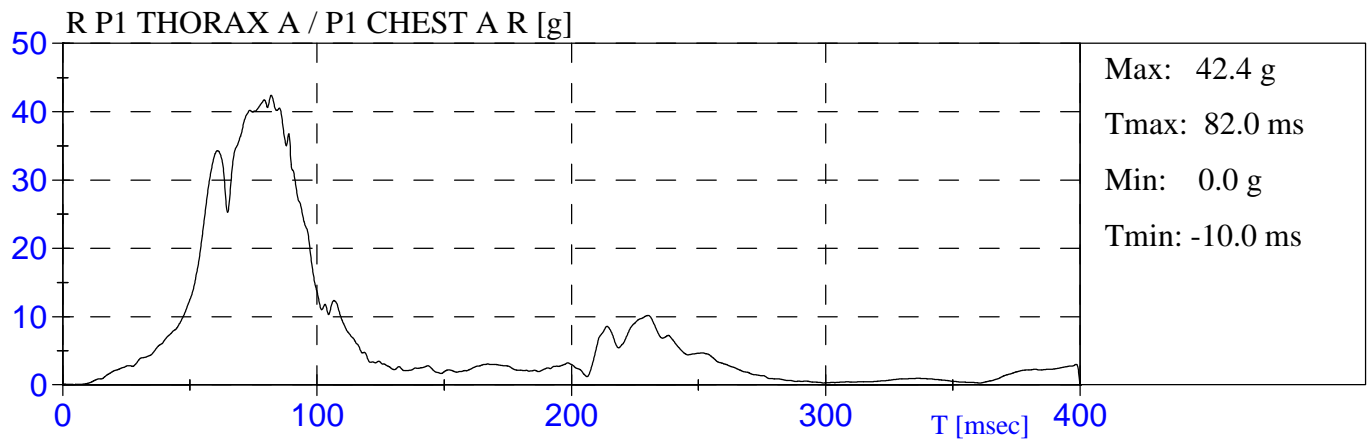
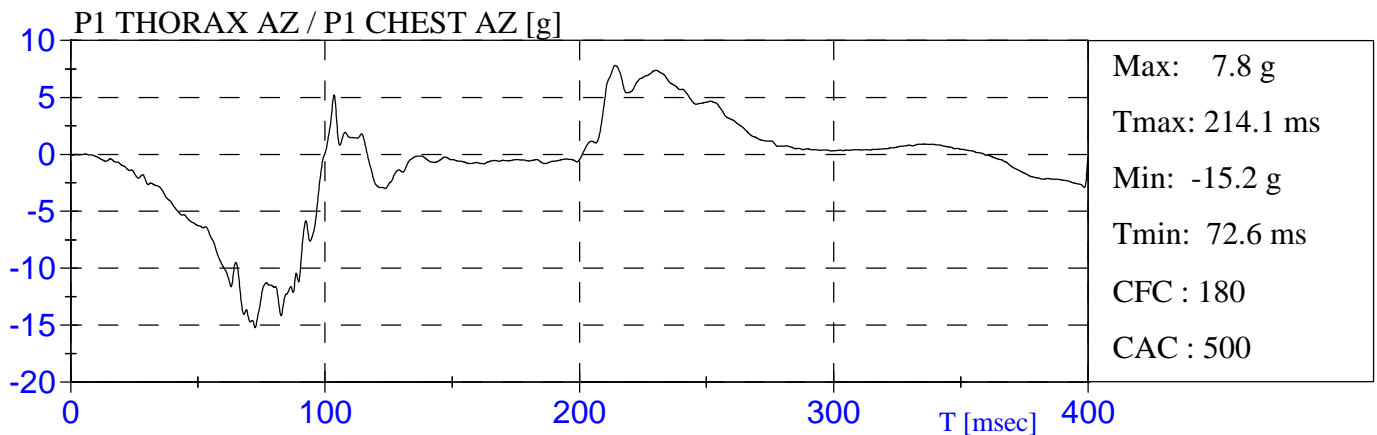
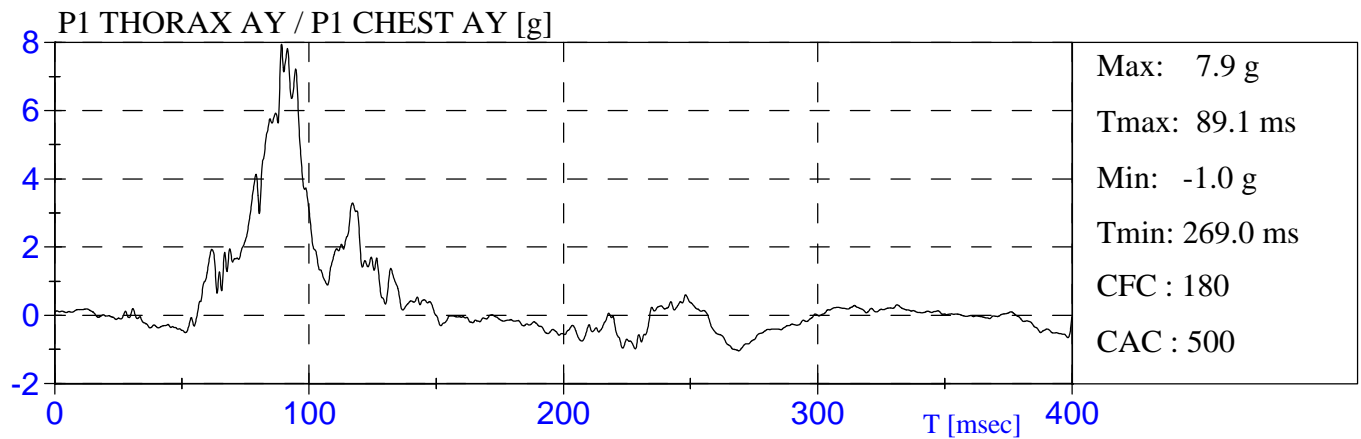
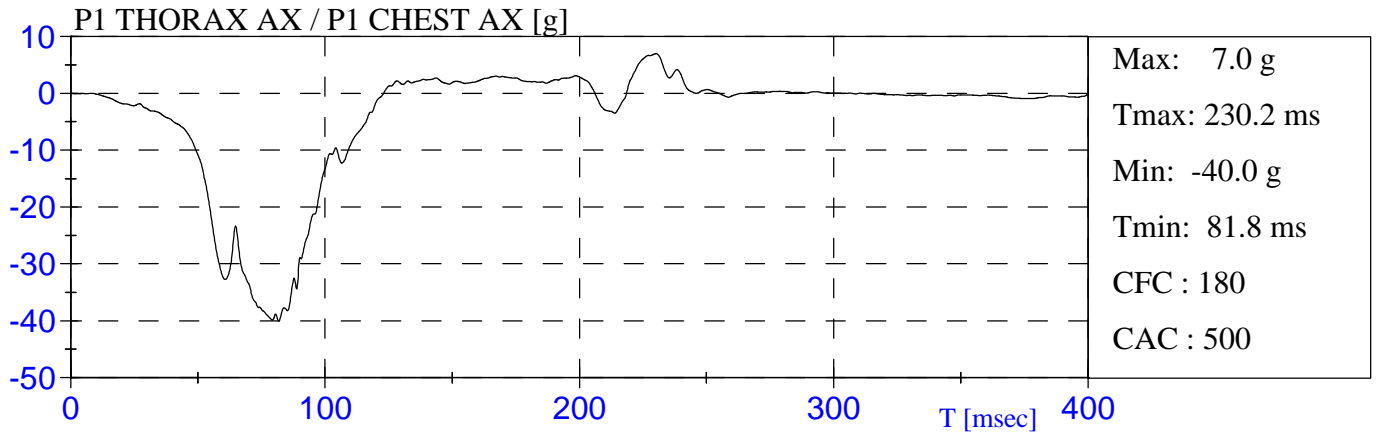


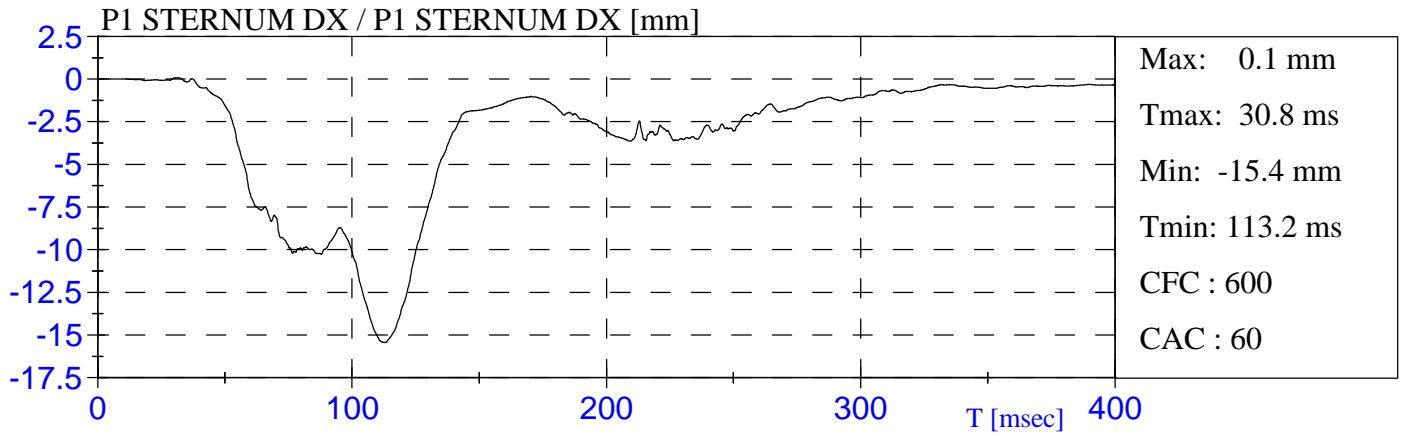


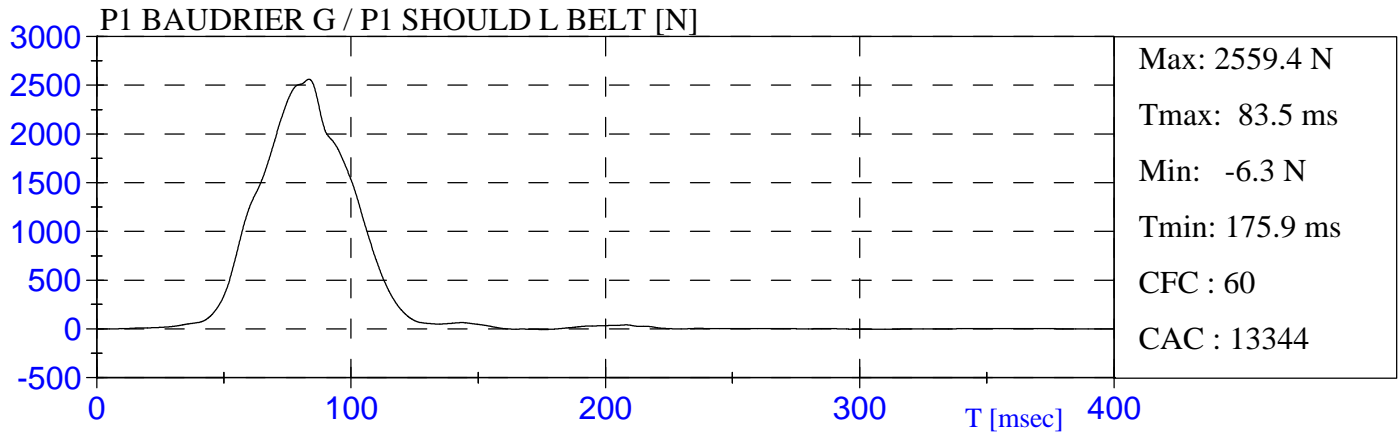


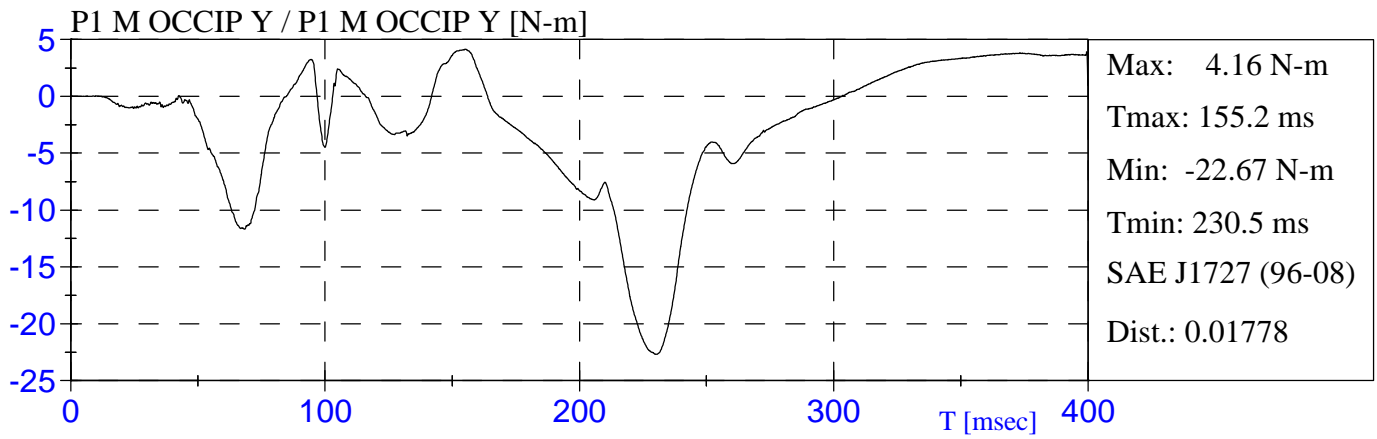


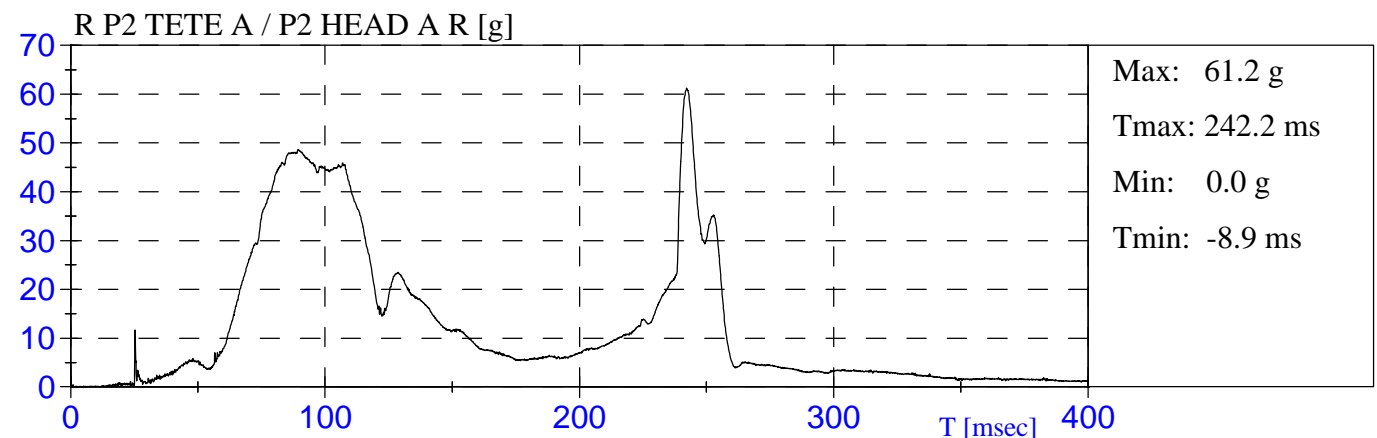
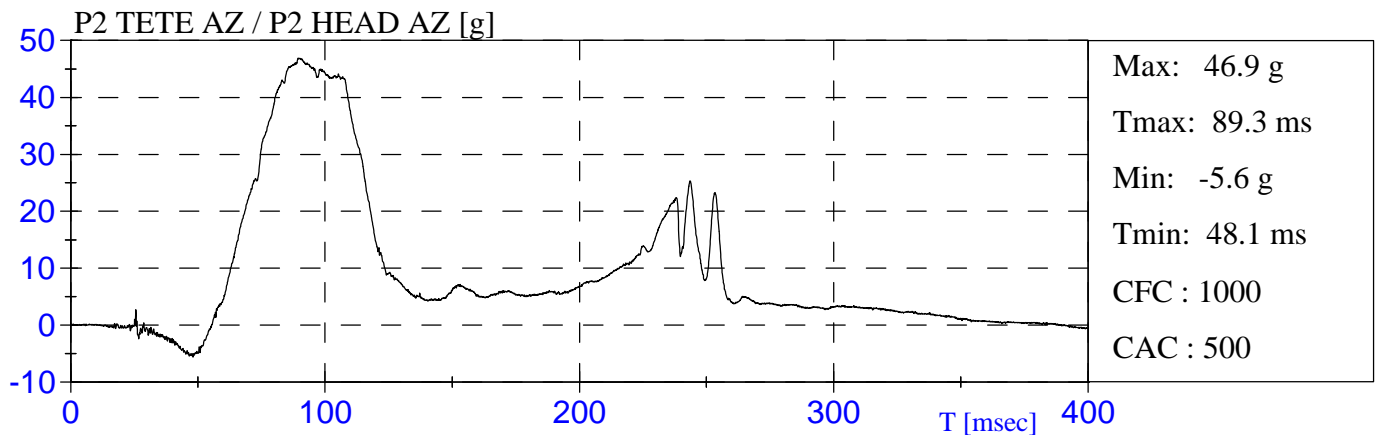
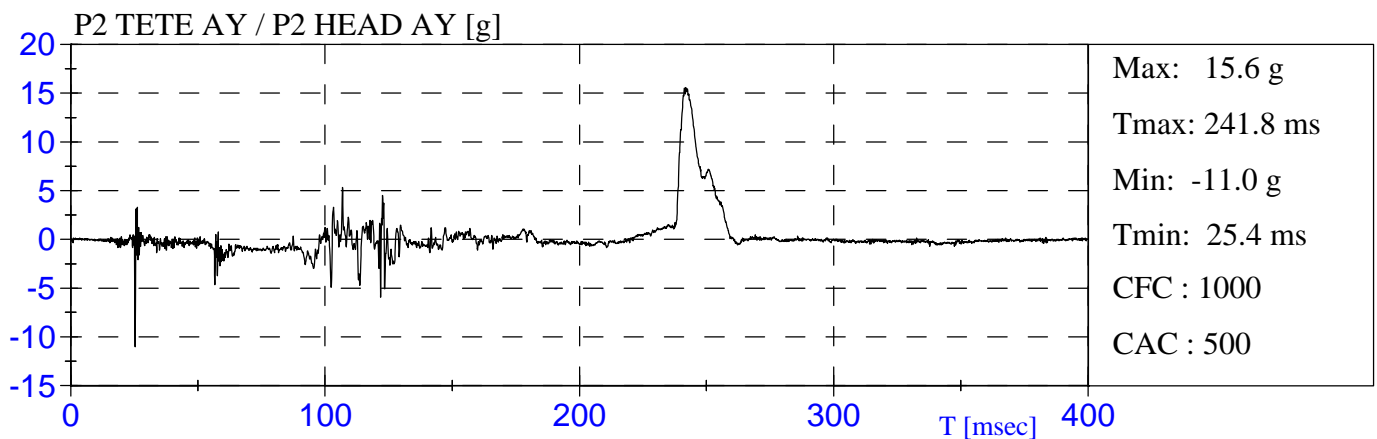
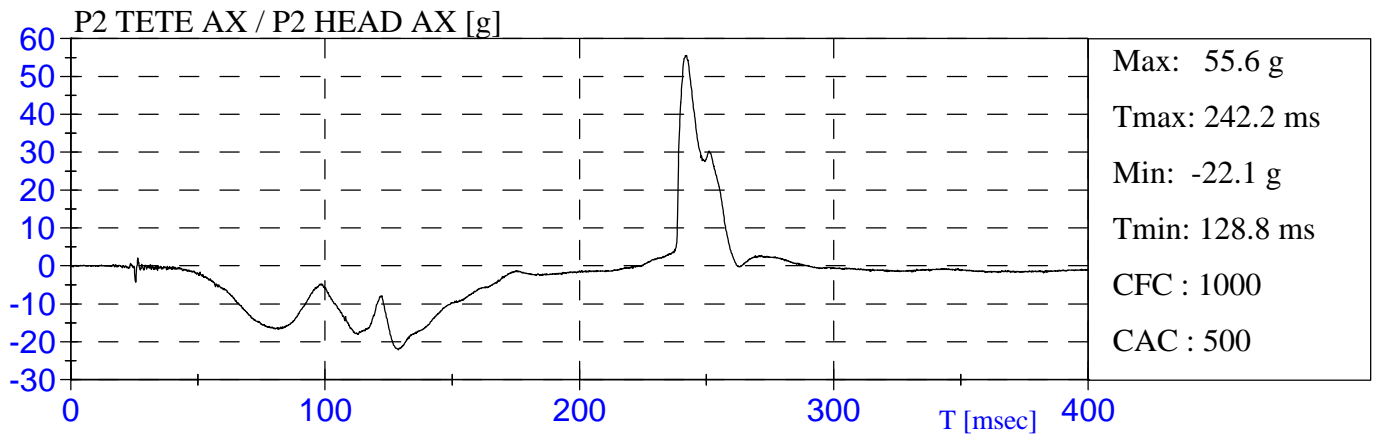


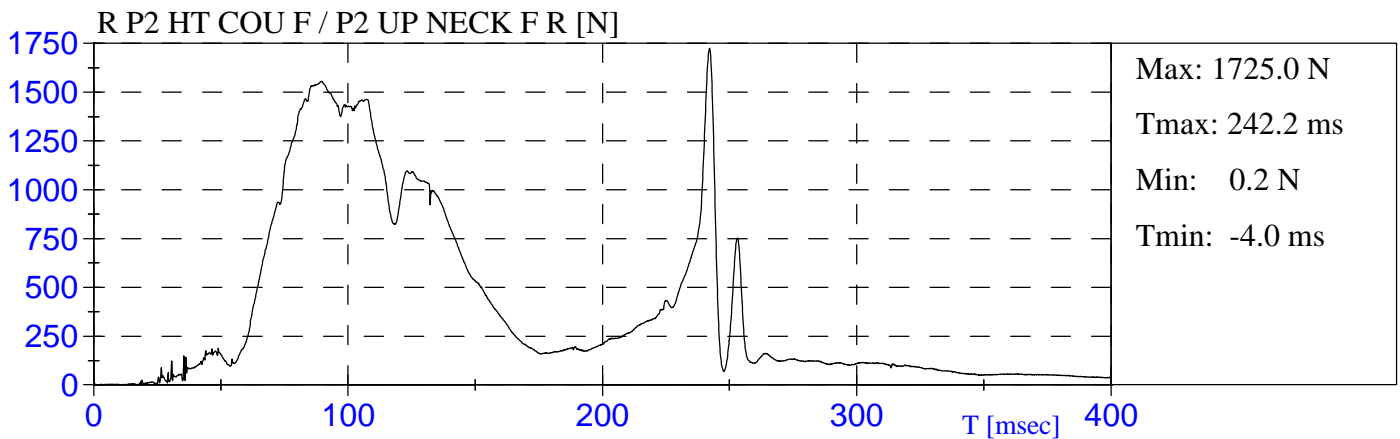
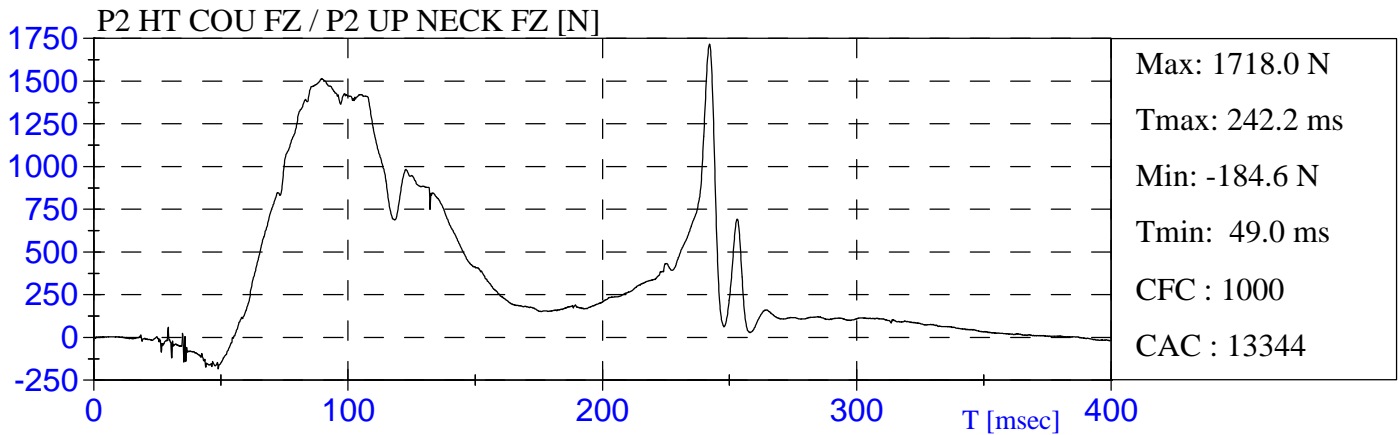
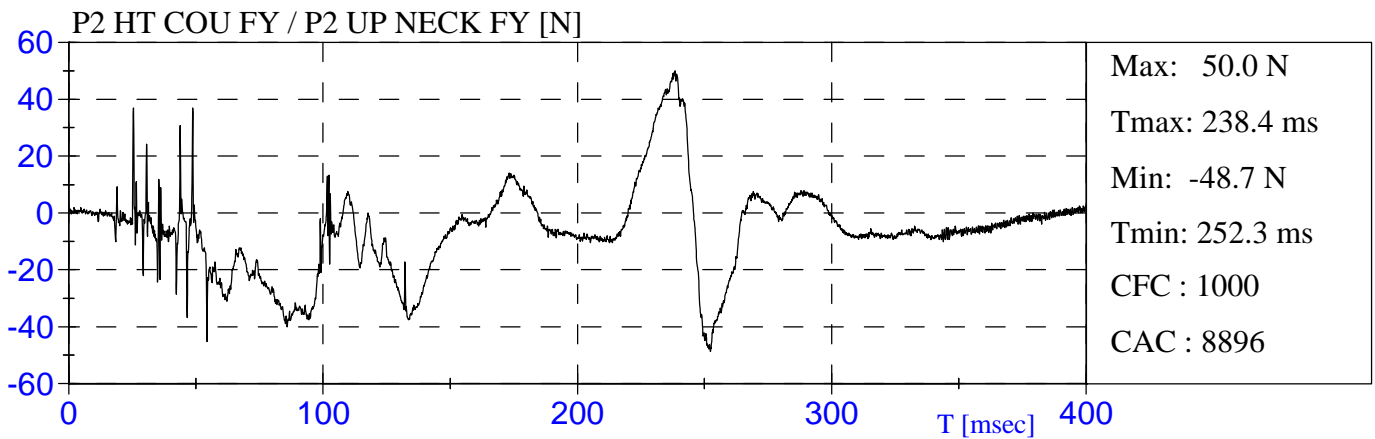
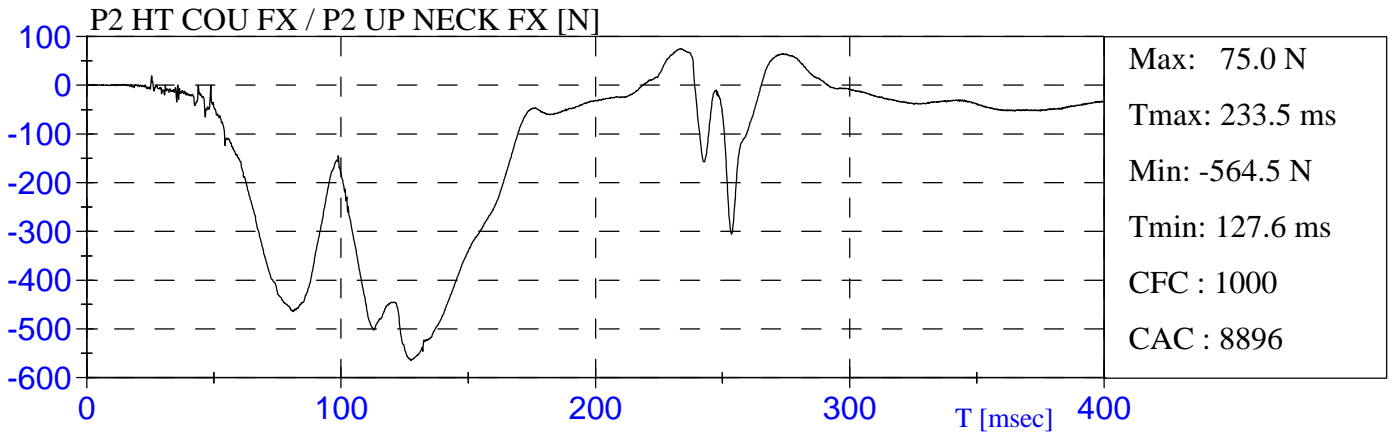


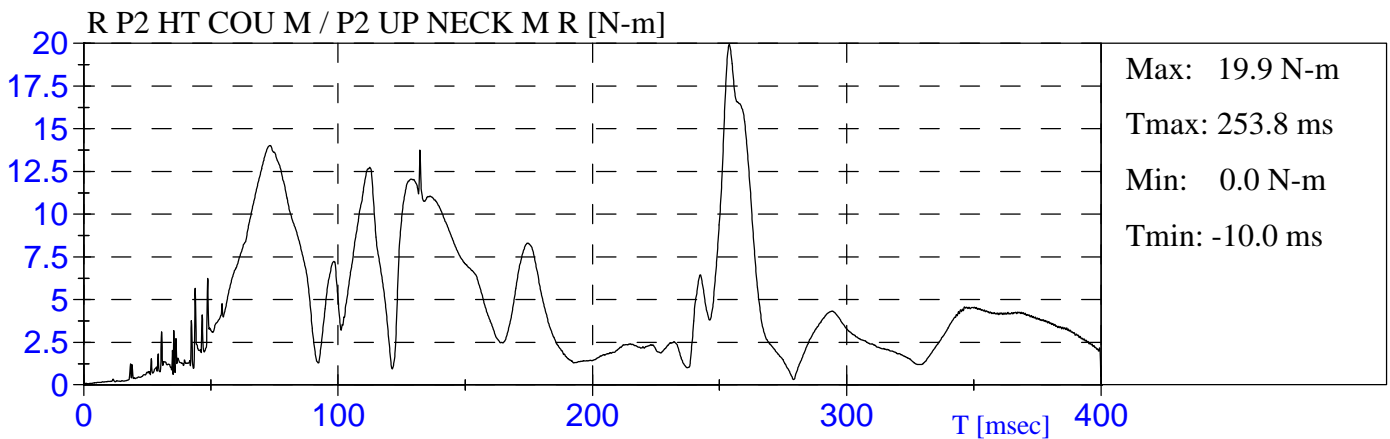
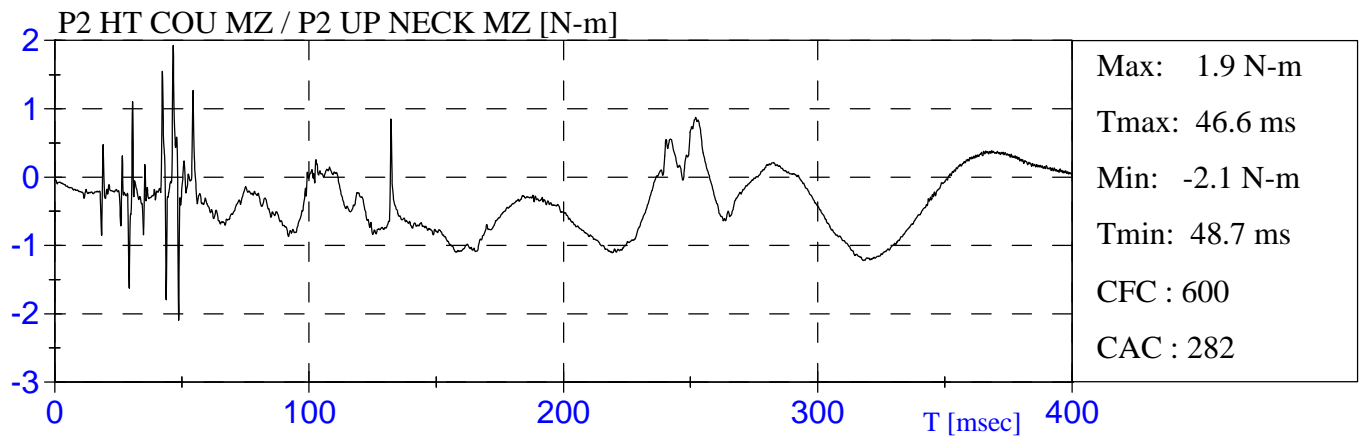
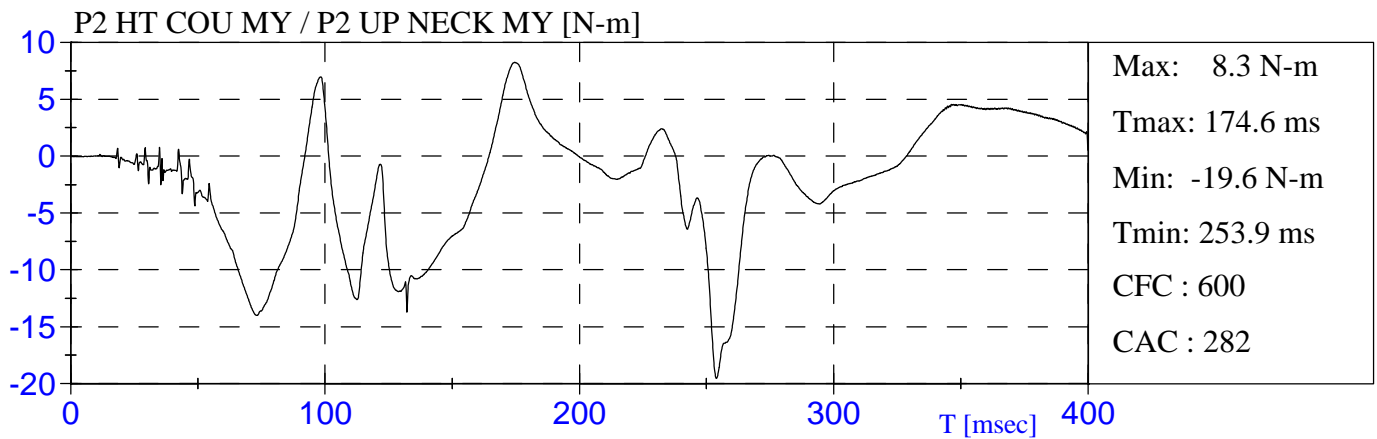
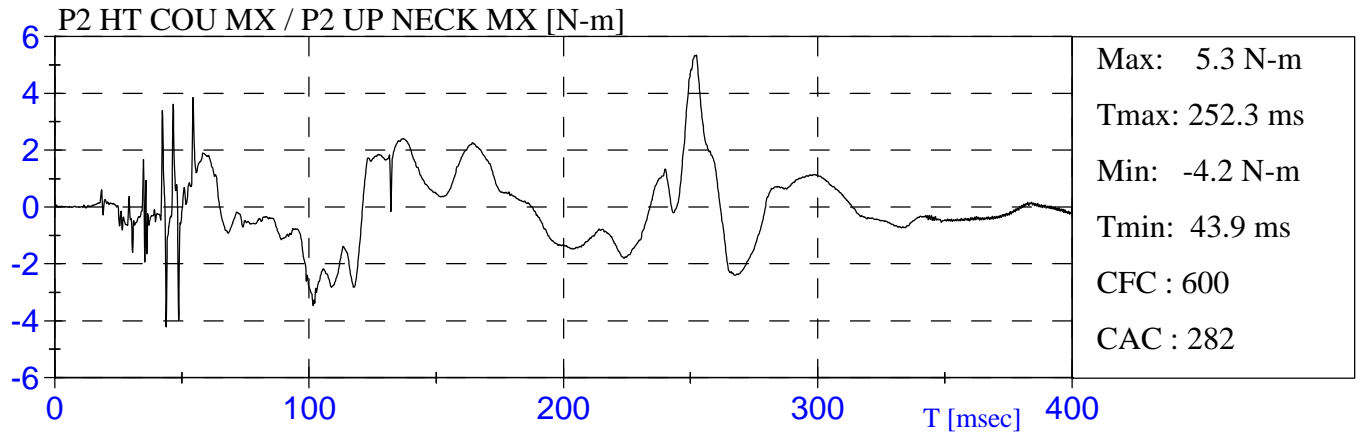


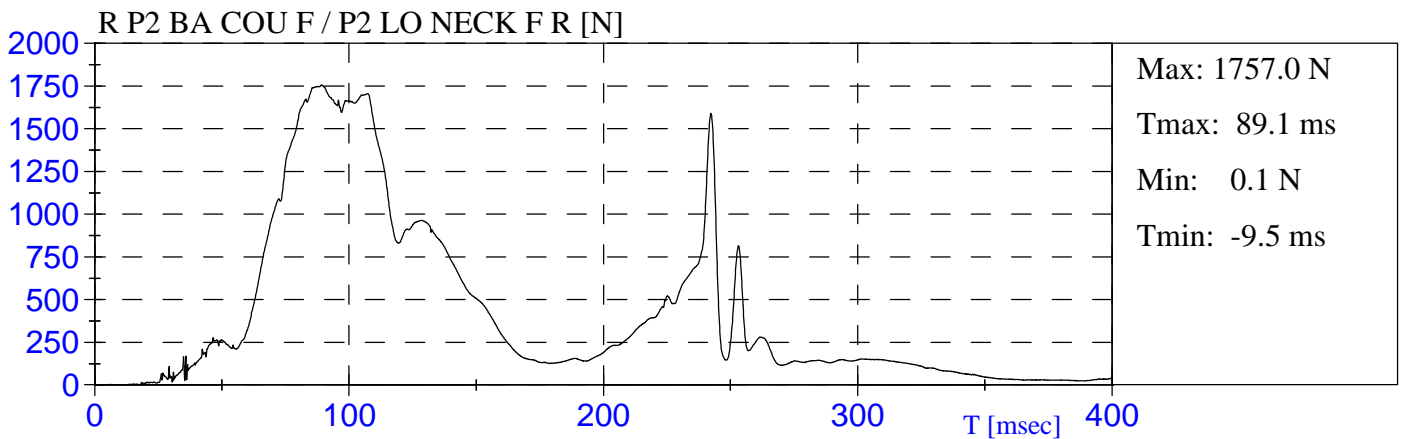
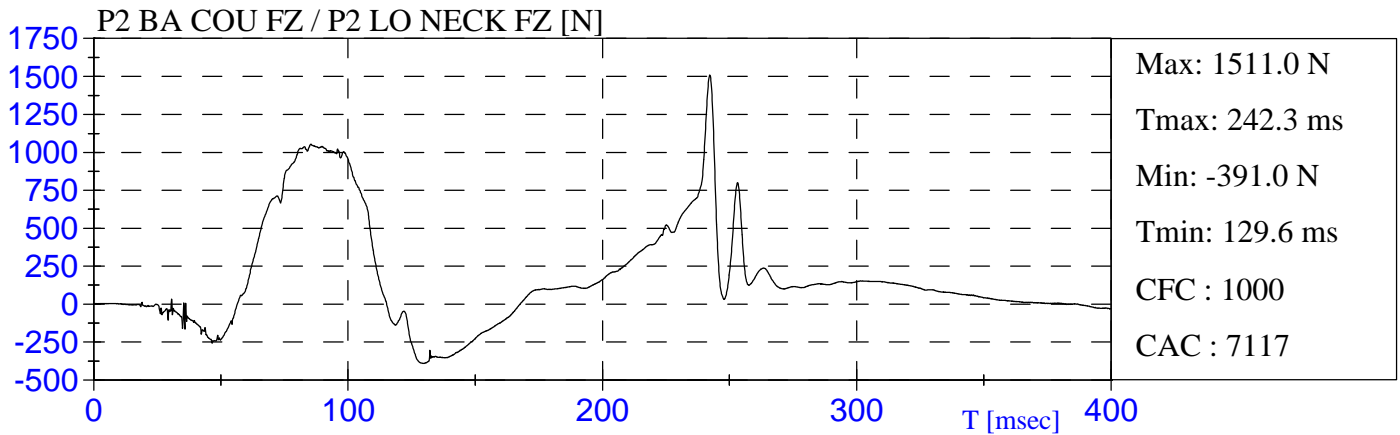
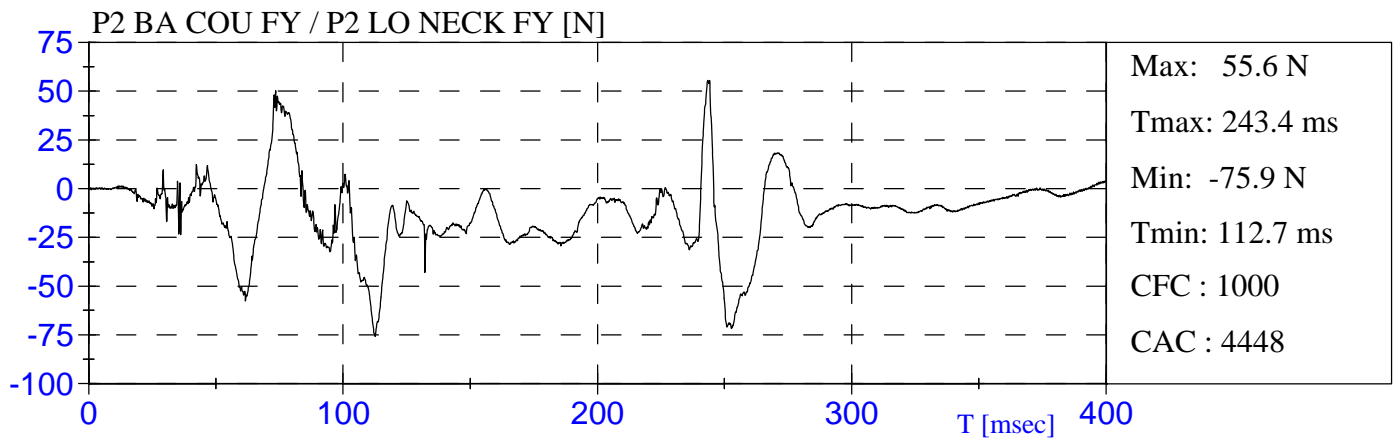
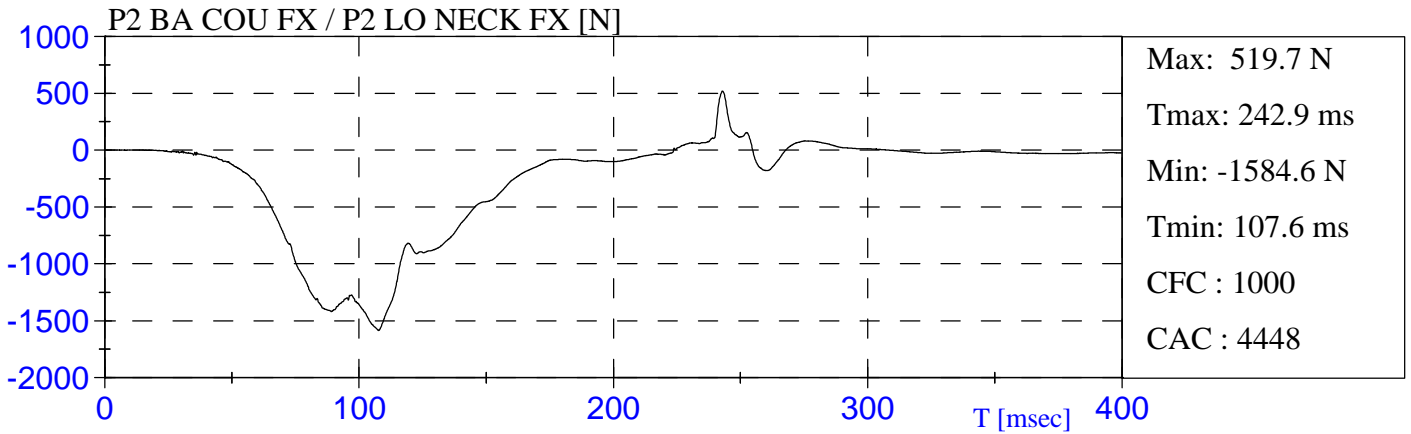


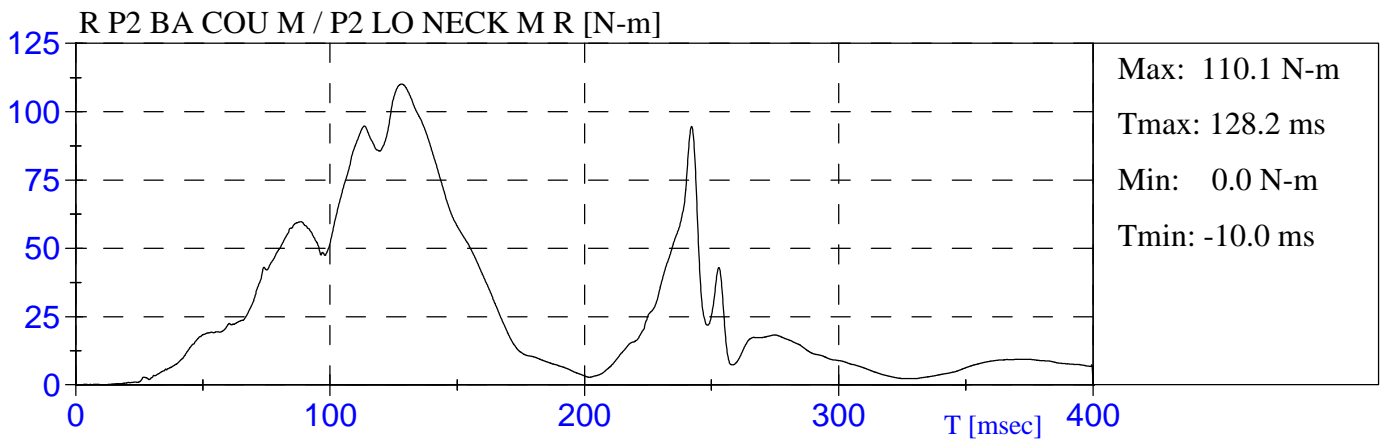
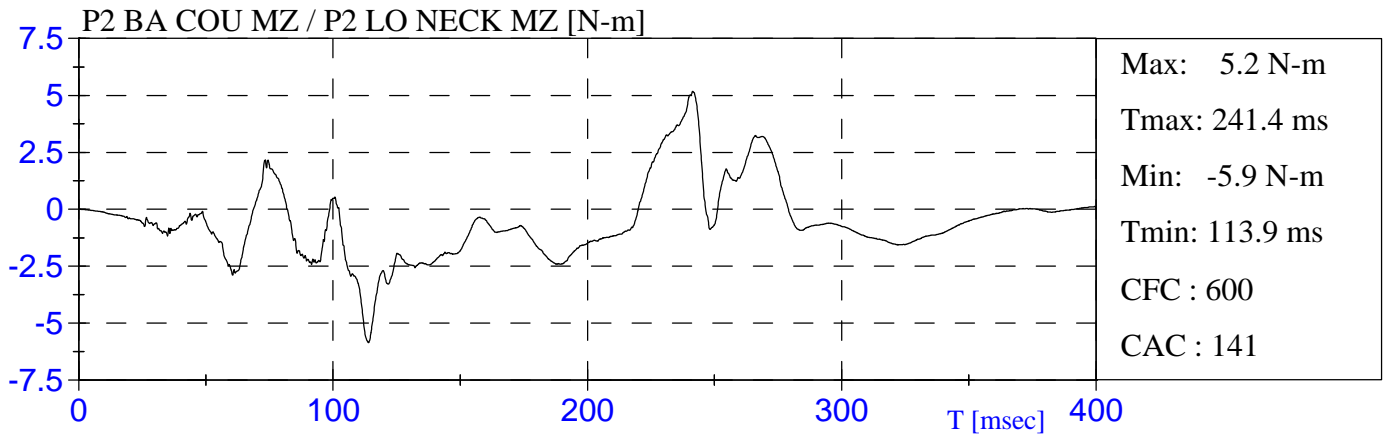
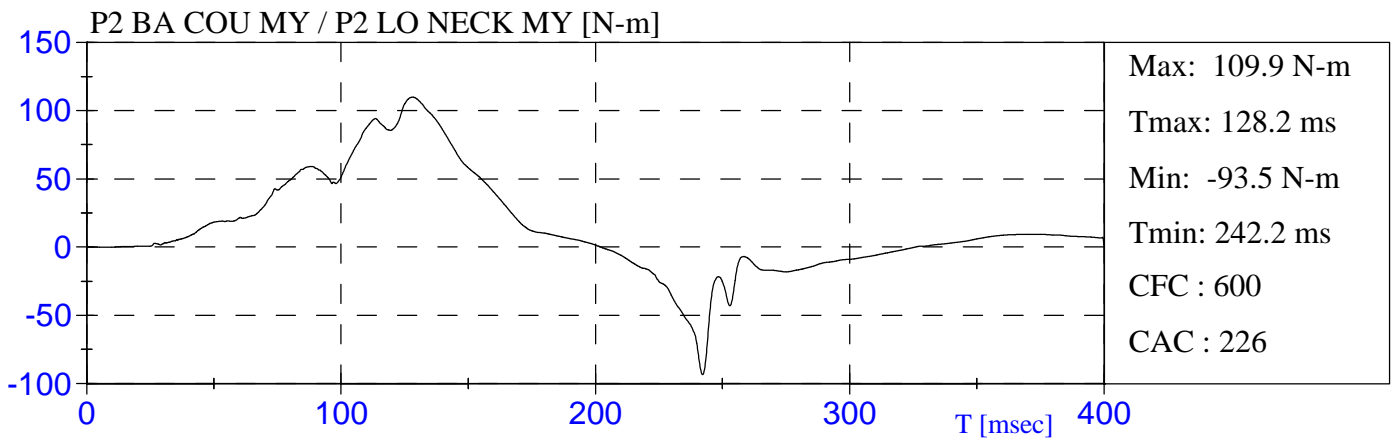
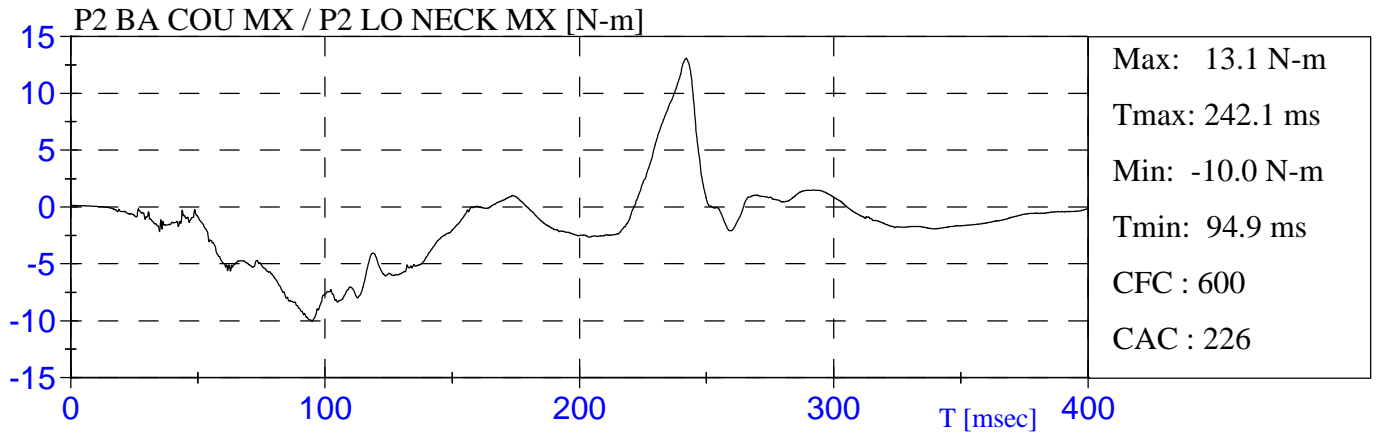


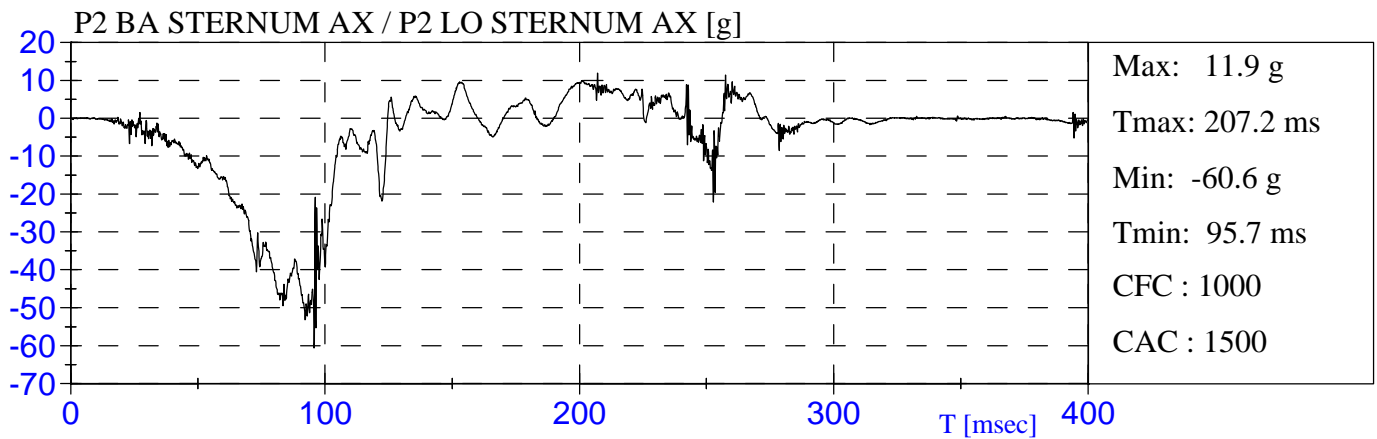
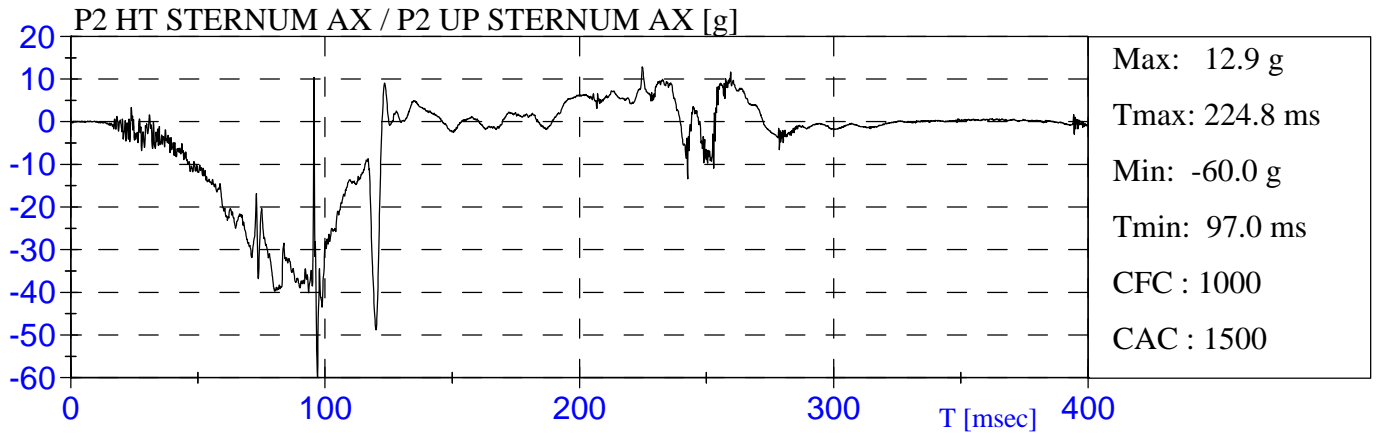


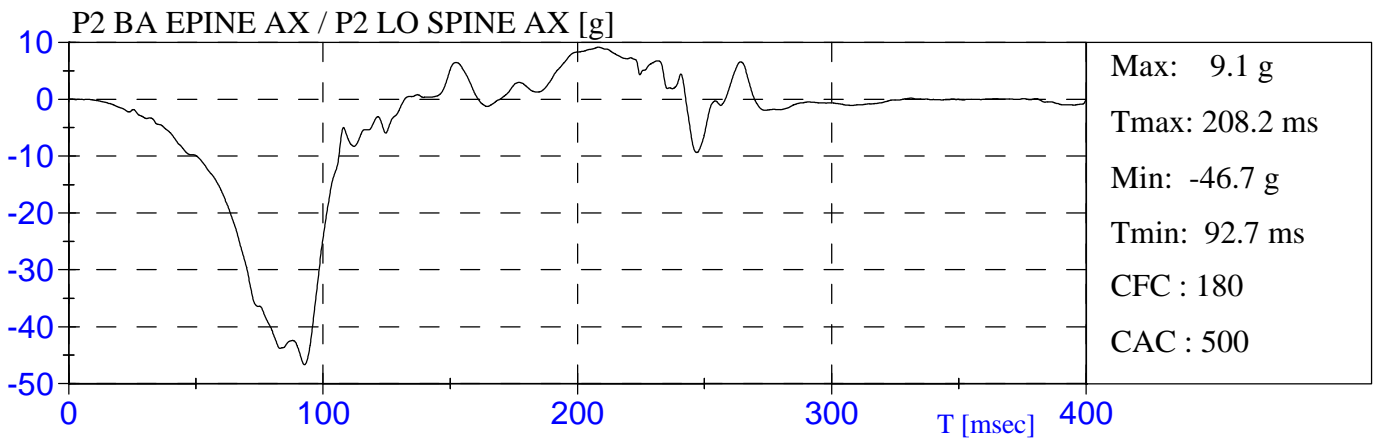
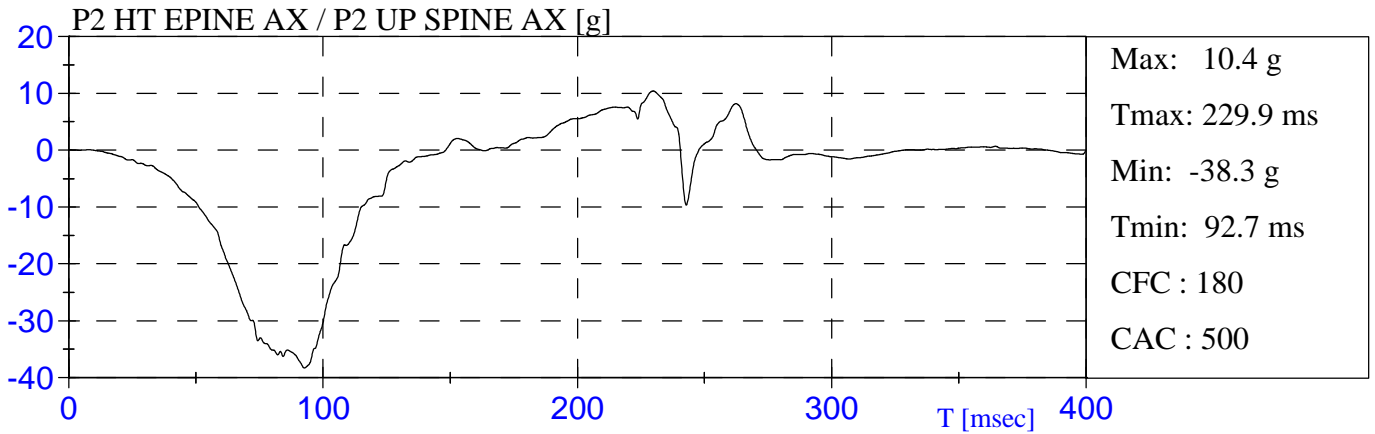


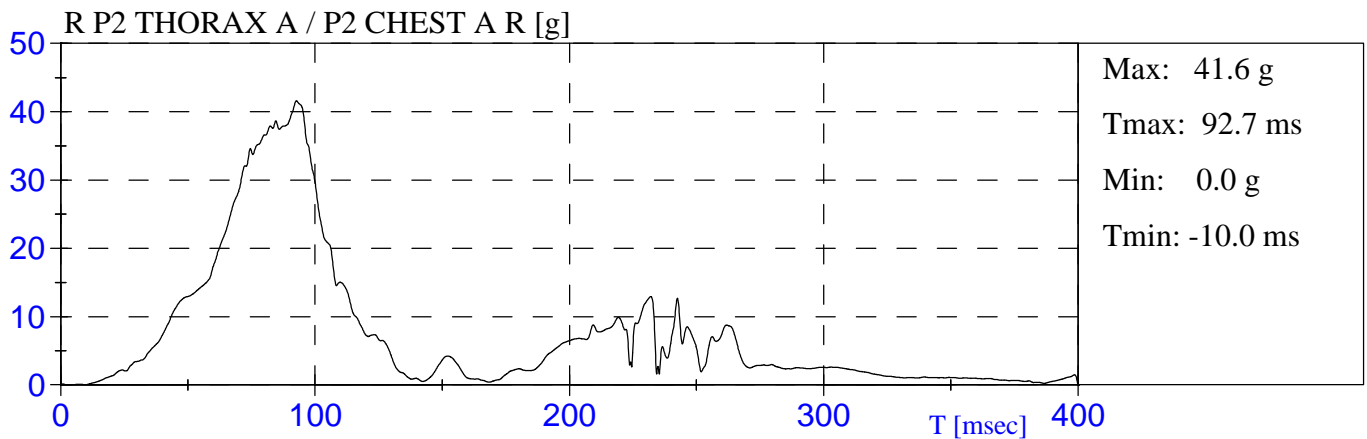
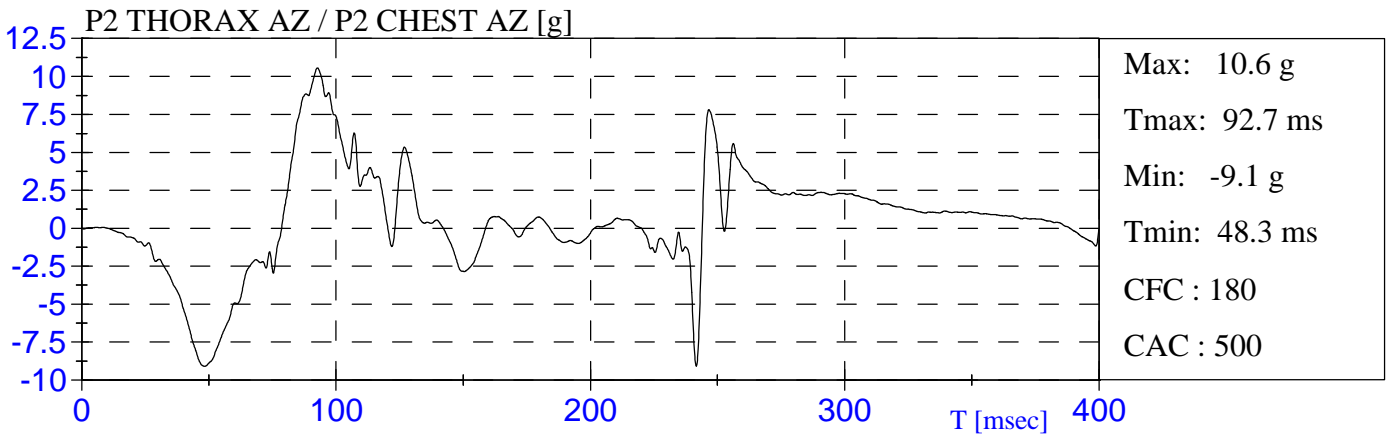
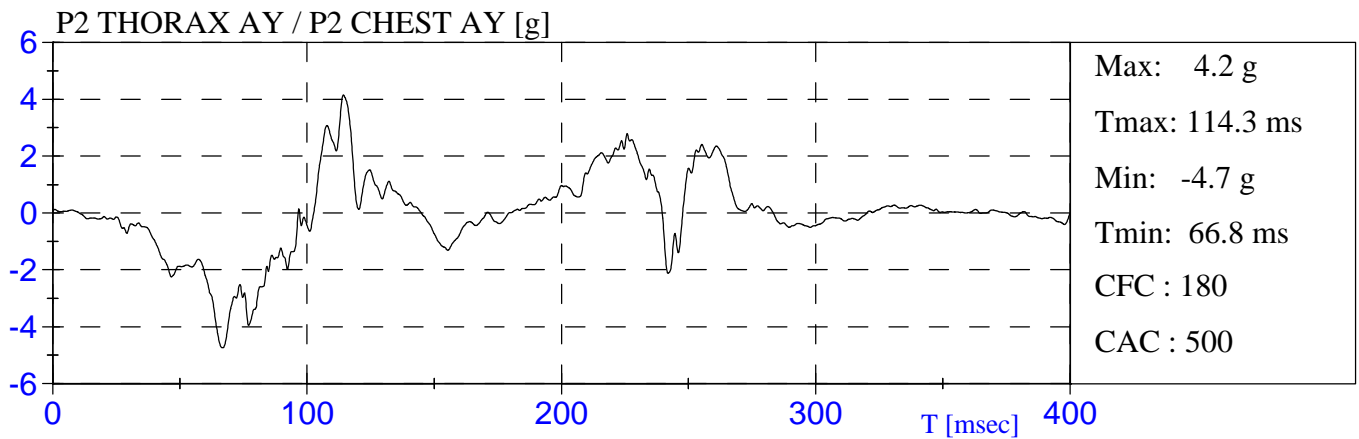
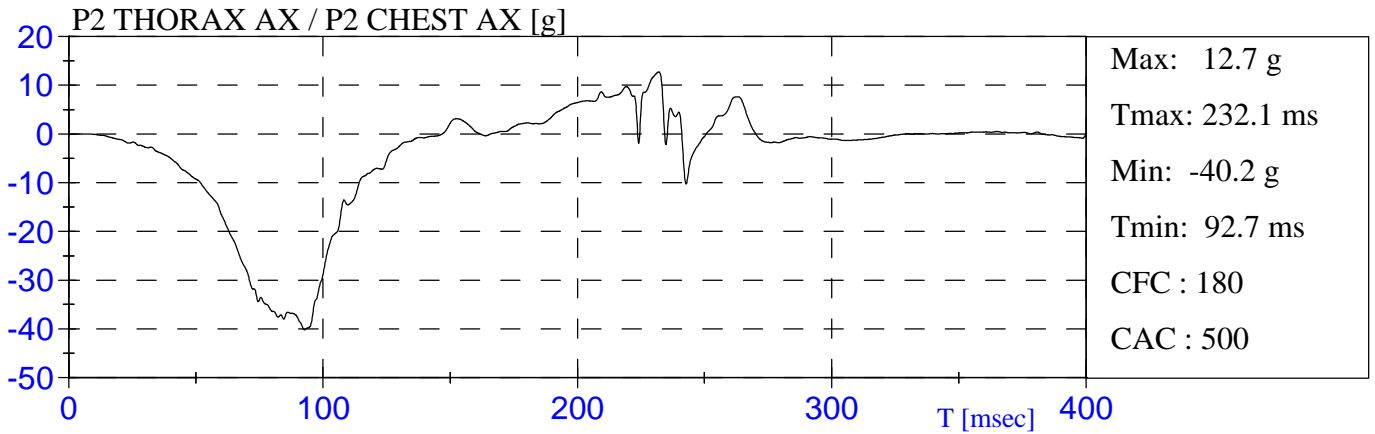


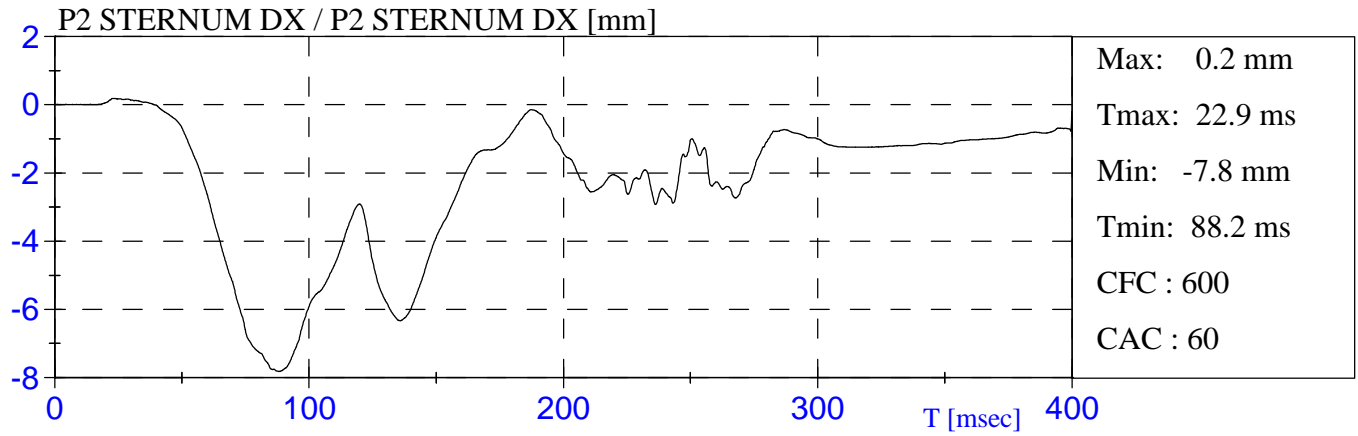


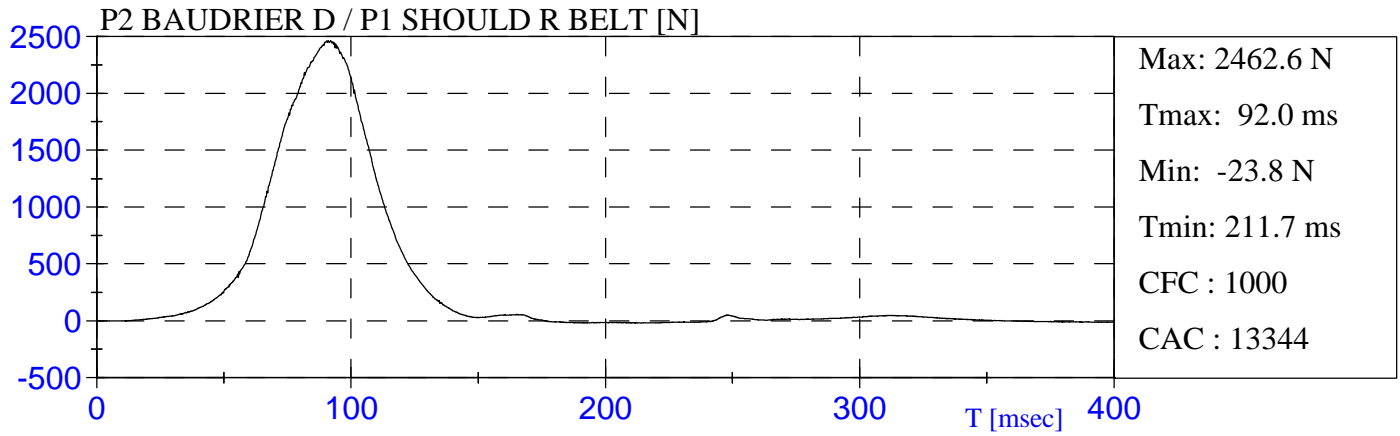


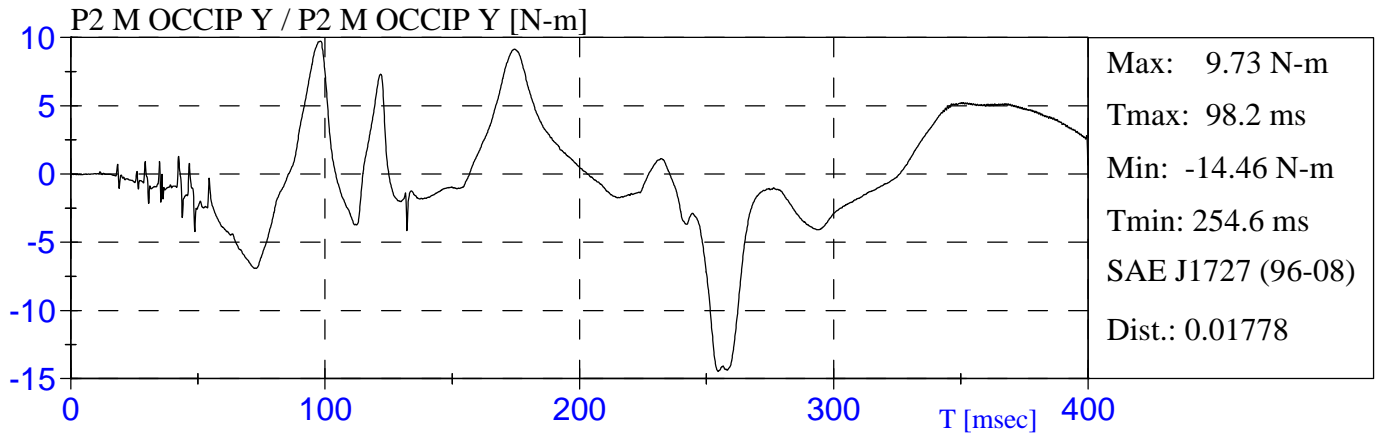


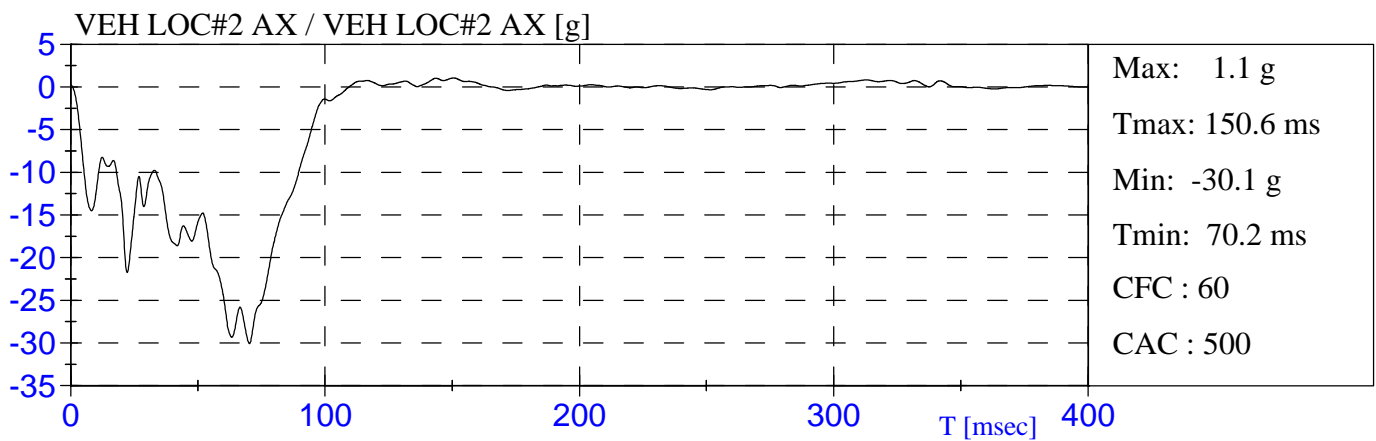
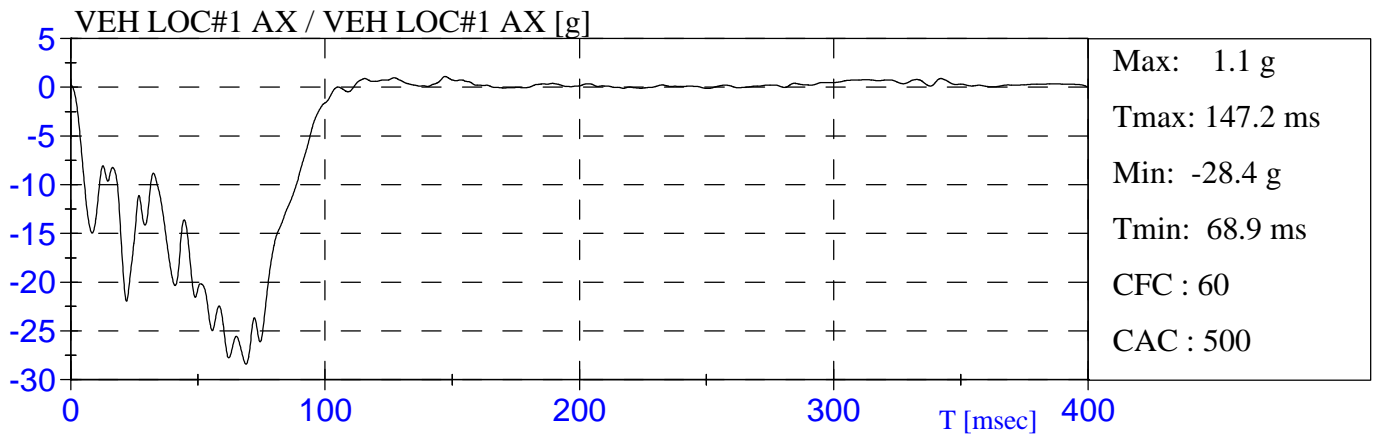


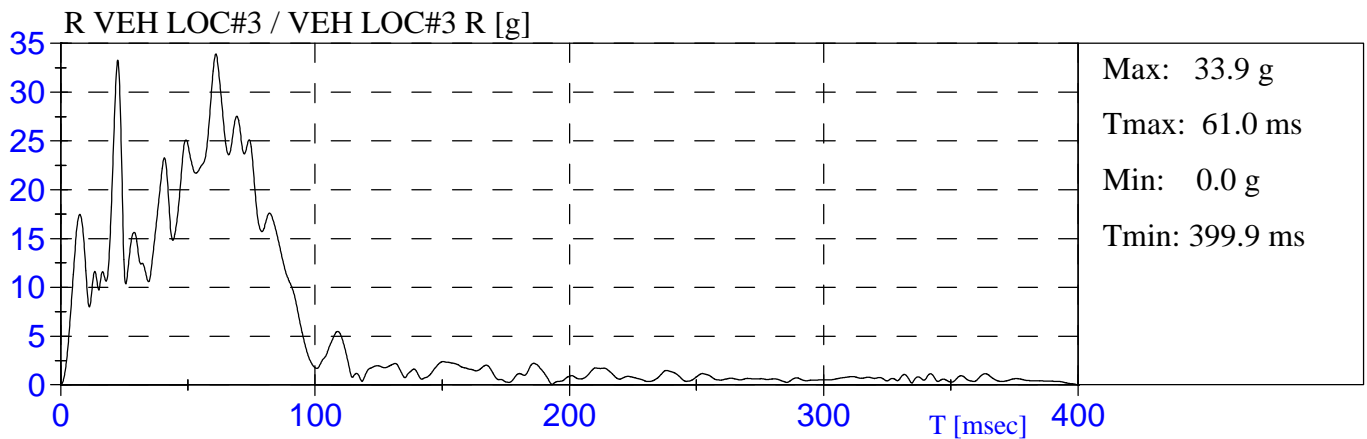
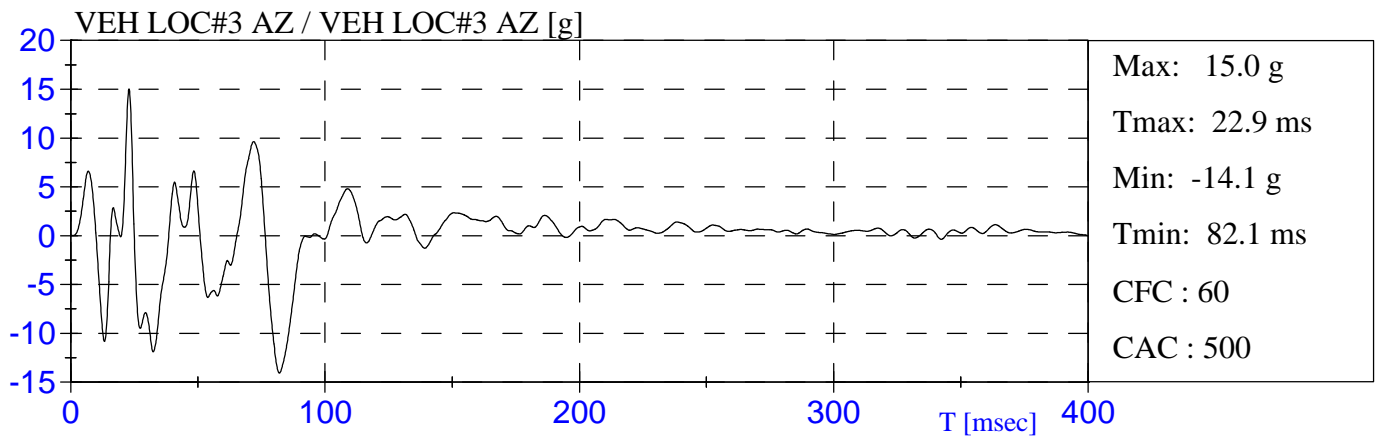
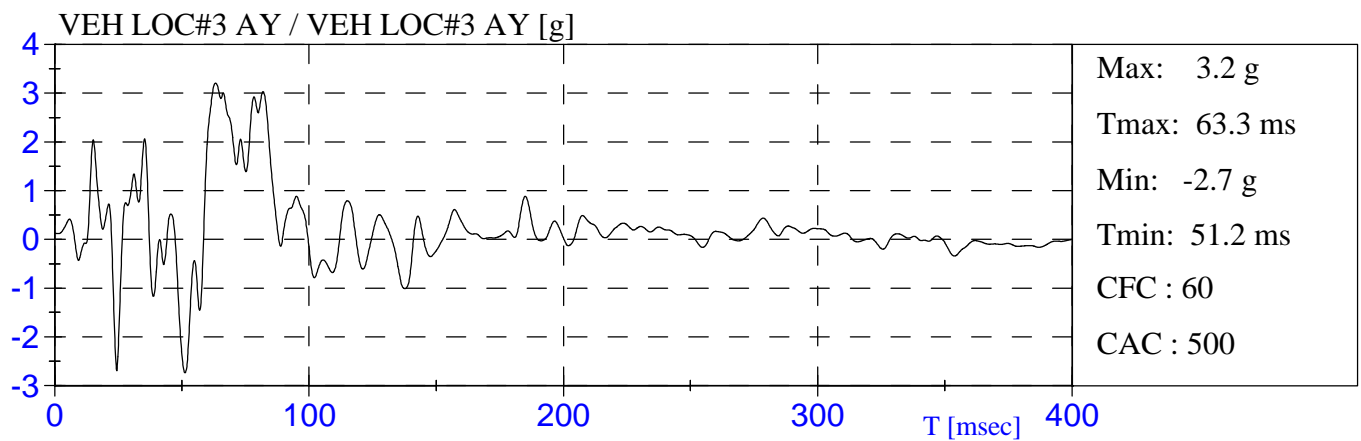
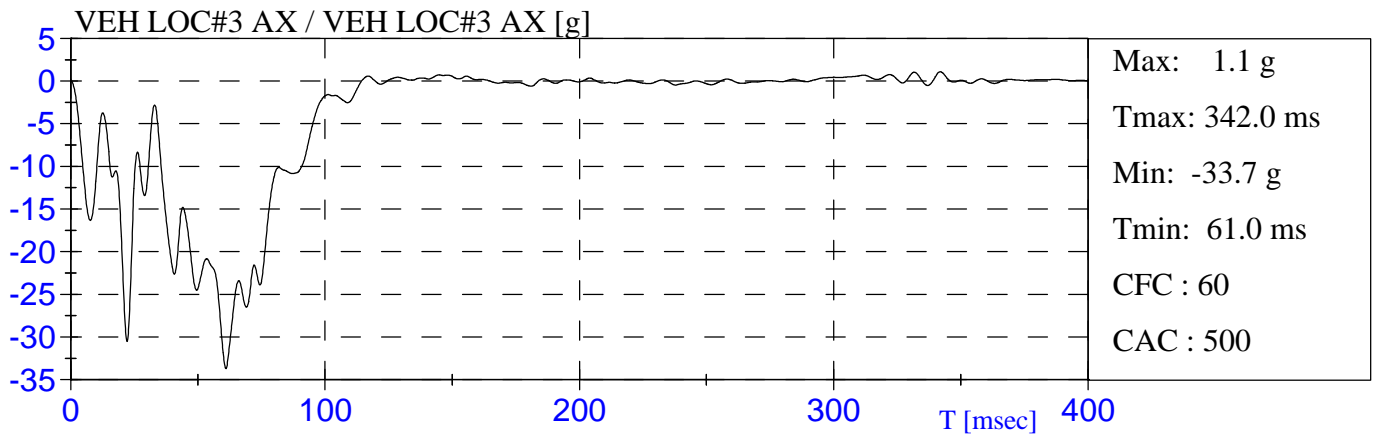


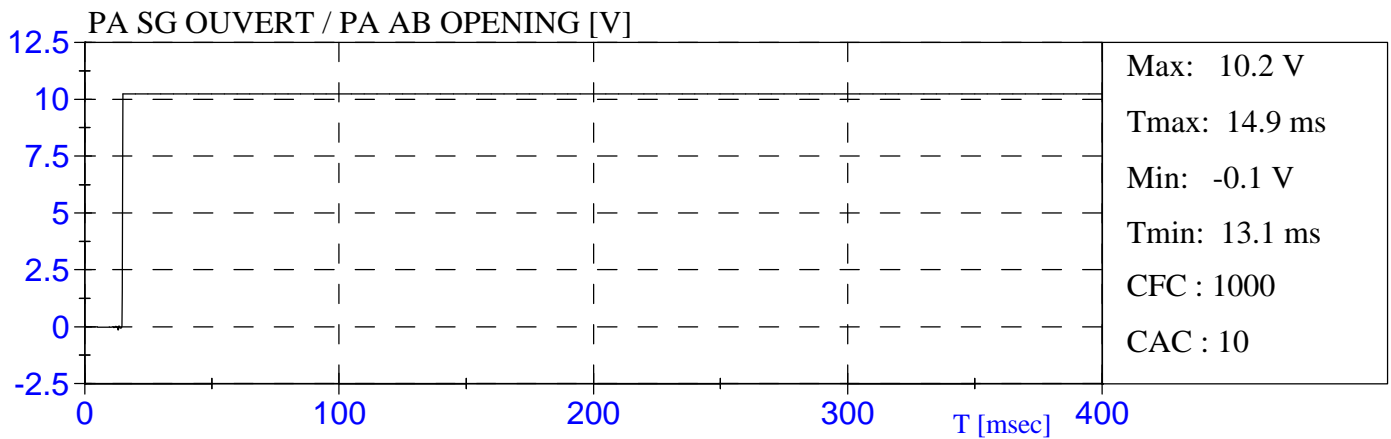
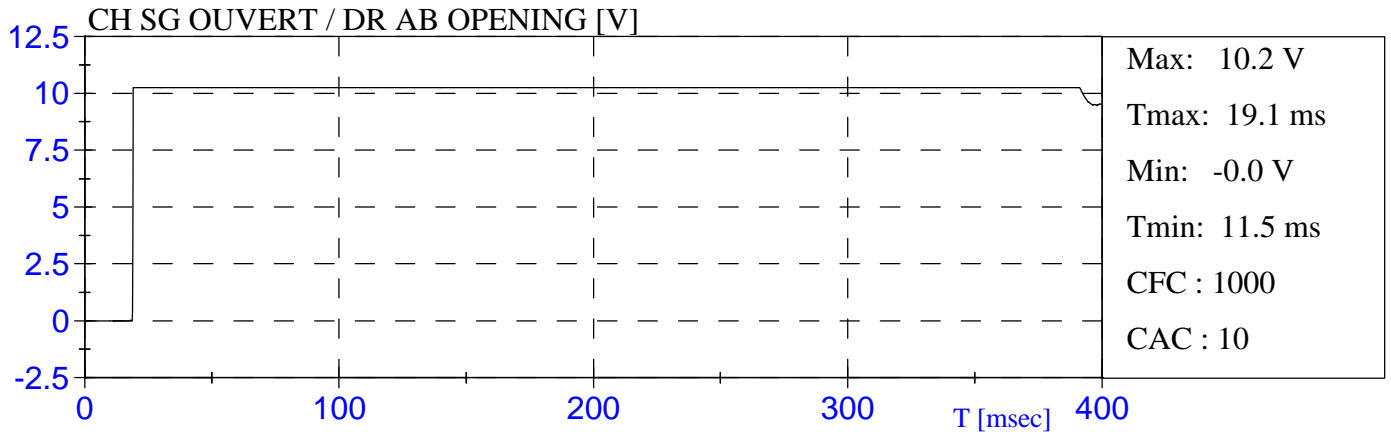


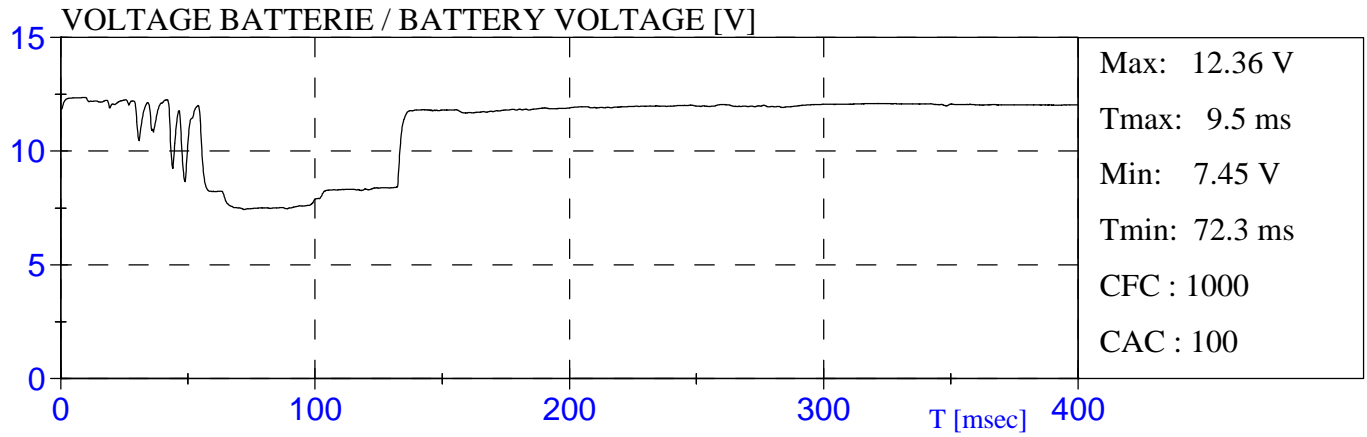


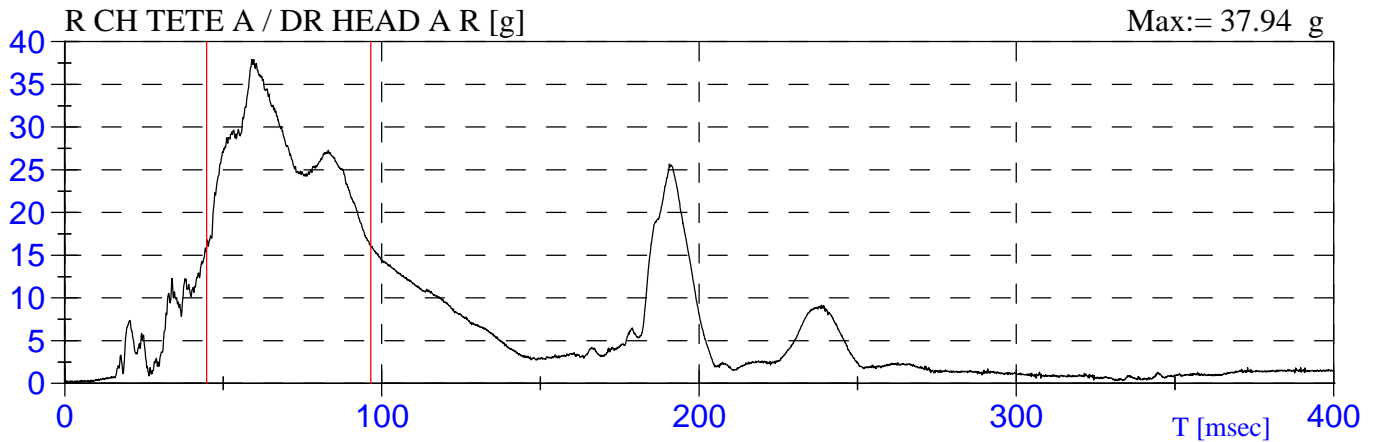








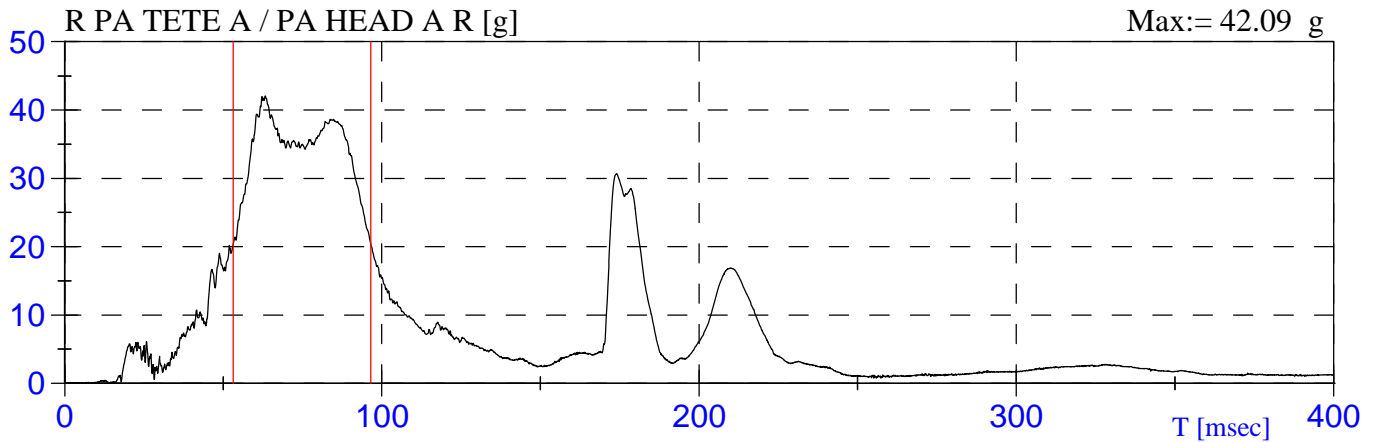




HEAD INJURY CRITERIA (HIC) \*  
CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 192	HIC(36ms):= 167	HIC(15ms):= 95
T1:= 44.7 ms	T1:= 49.3 ms	T1:= 53.9 ms
T2:= 96.5 ms	T2:= 85.3 ms	T2:= 68.9 ms

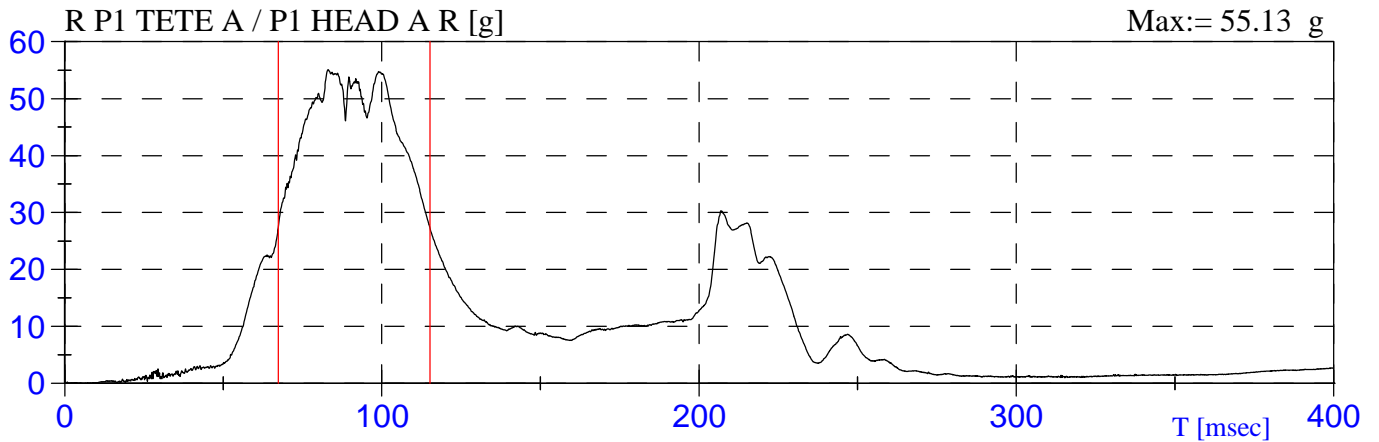
\* Selon / According To: SAE J1727 96-08



**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

HIC:= 293	HIC(36ms):= 281	HIC(15ms):= 128
T1:= 53.2 ms	T1:= 56.9 ms	T1:= 58.9 ms
T2:= 96.5 ms	T2:= 92.9 ms	T2:= 73.9 ms

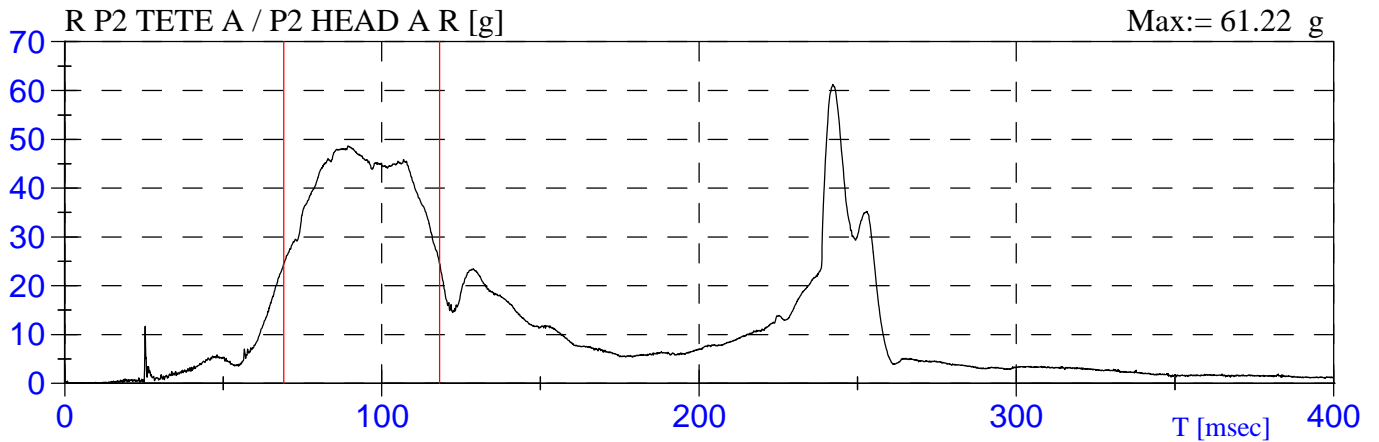
\* Selon / According To: SAE J1727 96-08



**HEAD INJURY CRITERIA (HIC) \***  
**CRITÈRE DE BLESSURE DE LA TÊTE**

HIC:= 668	HIC(36ms):= 615	HIC(15ms):= 294
T1:= 67.4 ms	T1:= 72.7 ms	T1:= 78.8 ms
T2:= 115.2 ms	T2:= 108.7 ms	T2:= 93.8 ms

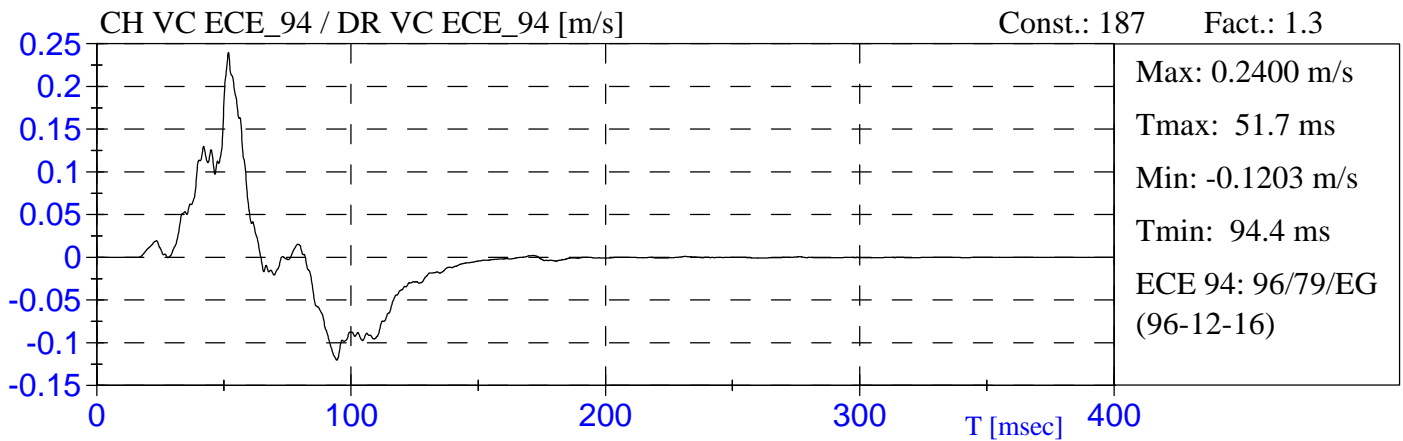
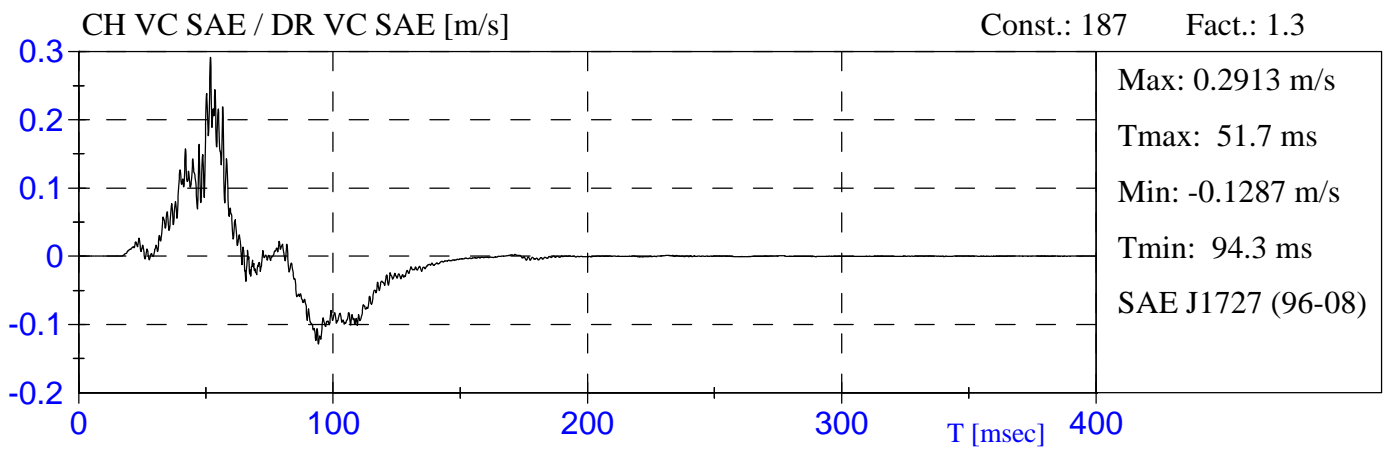
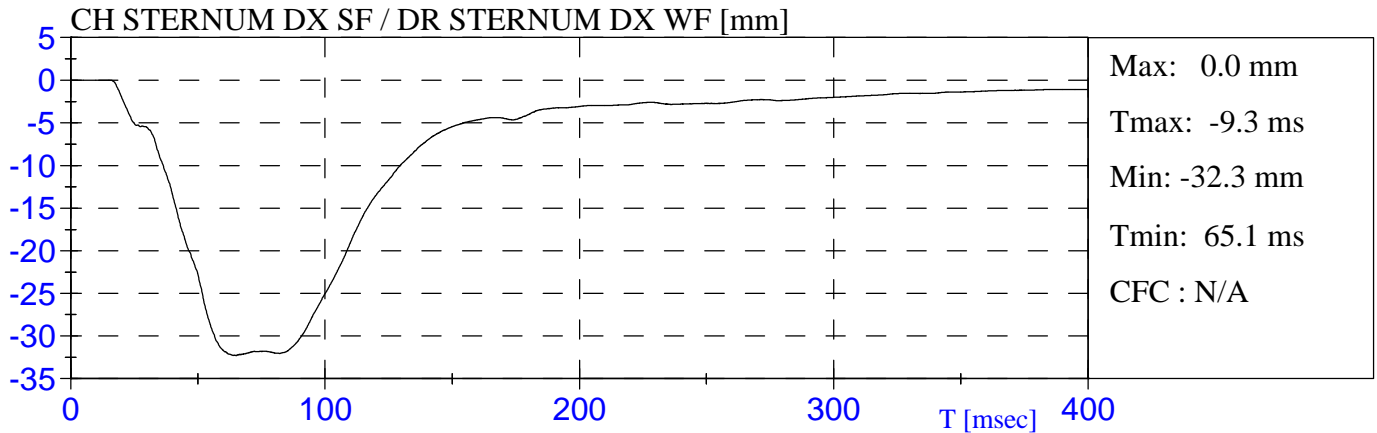
\* Selon / According To: SAE J1727 96-08

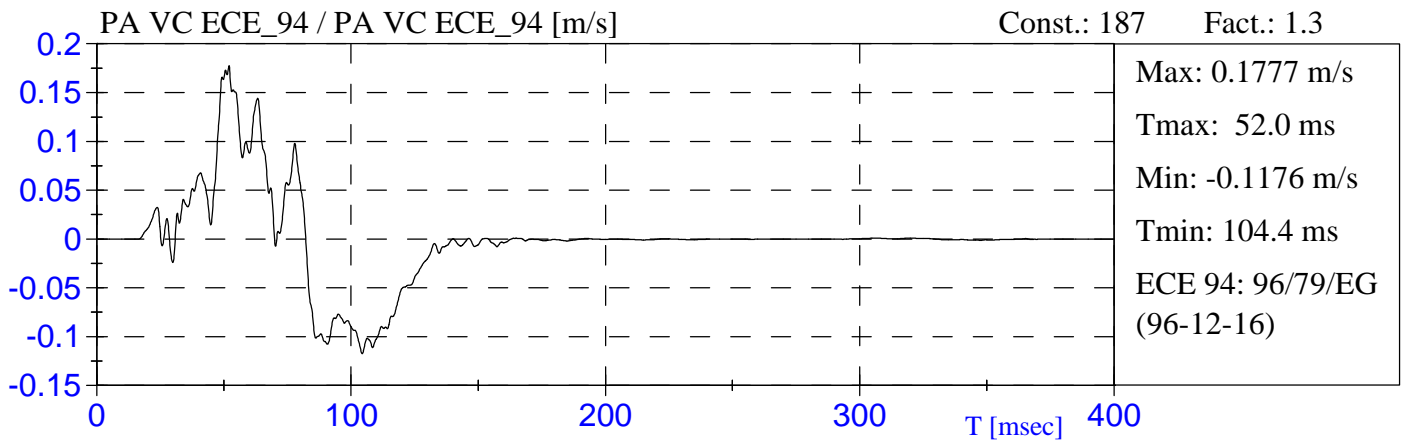
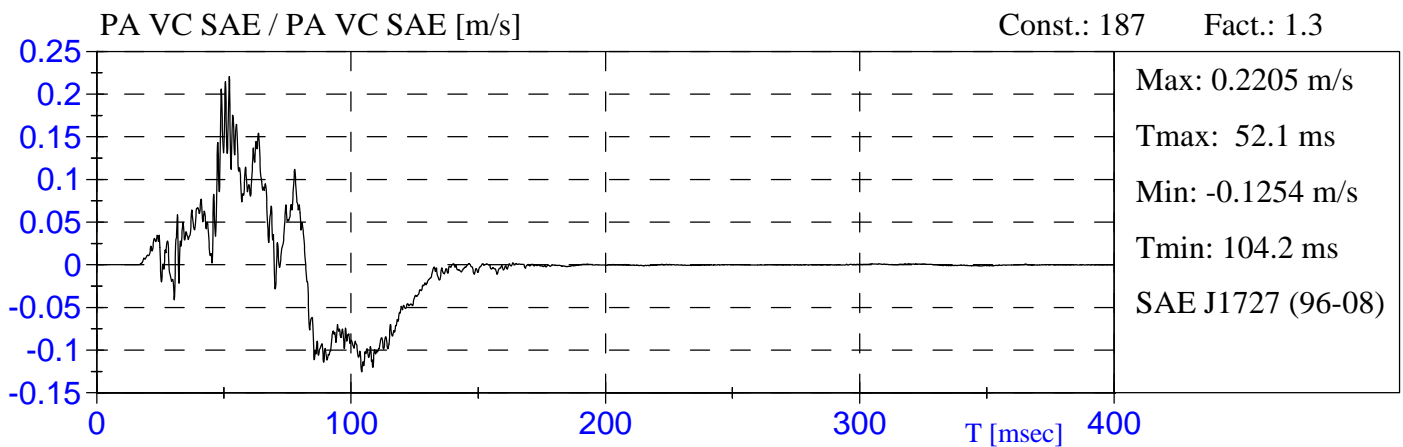
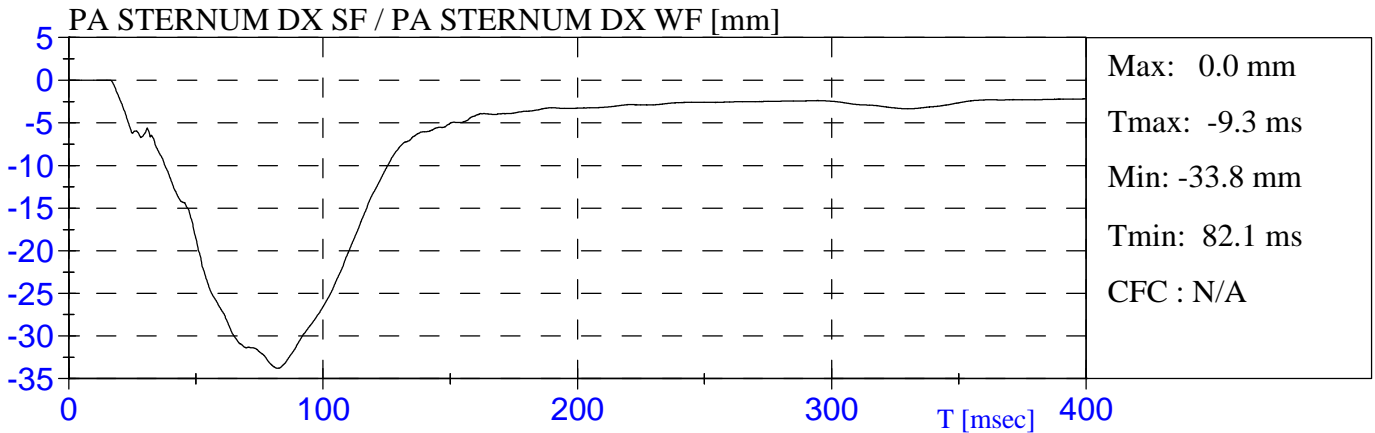


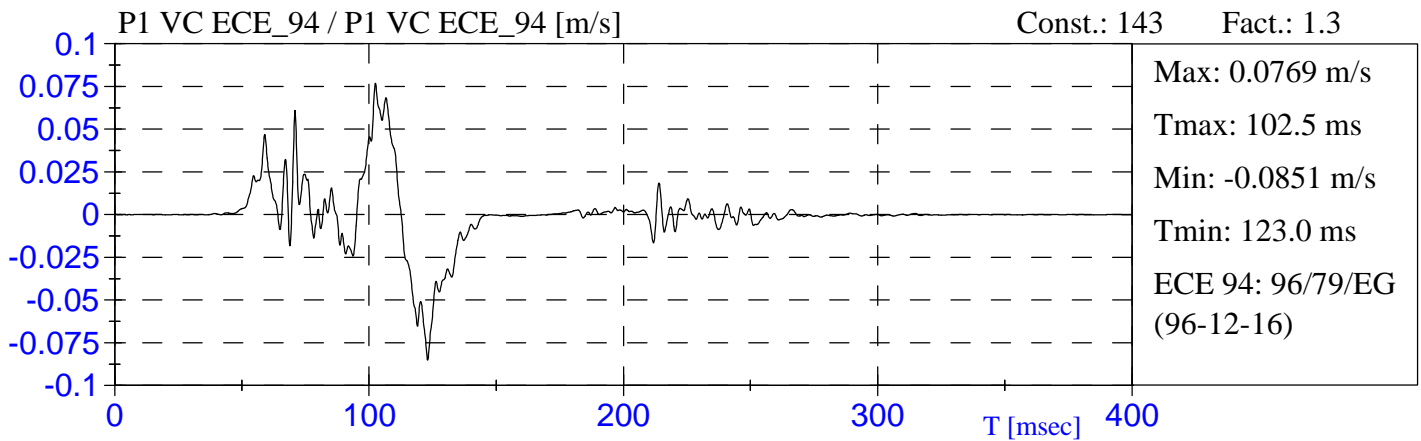
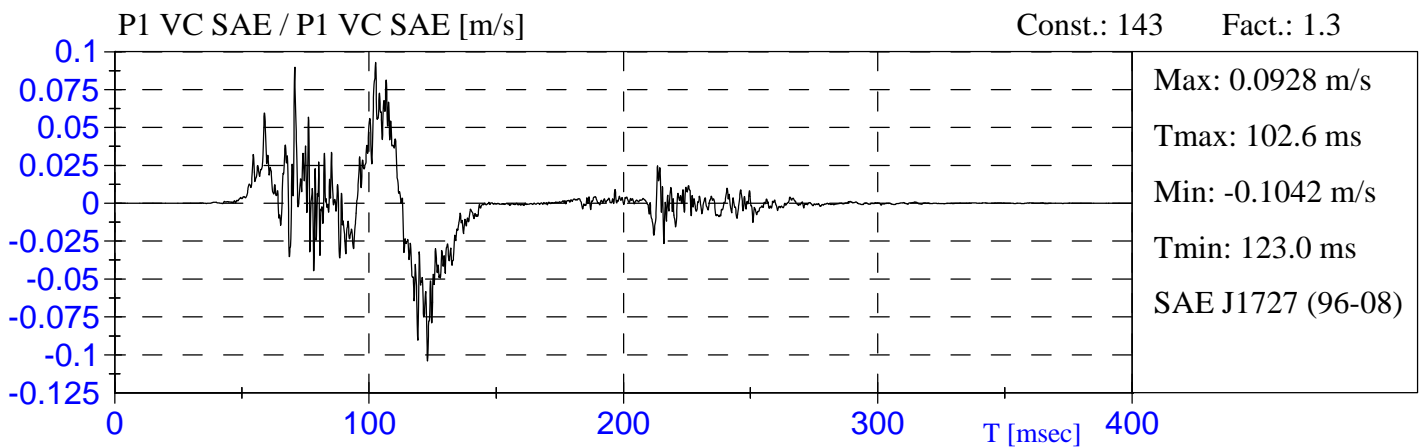
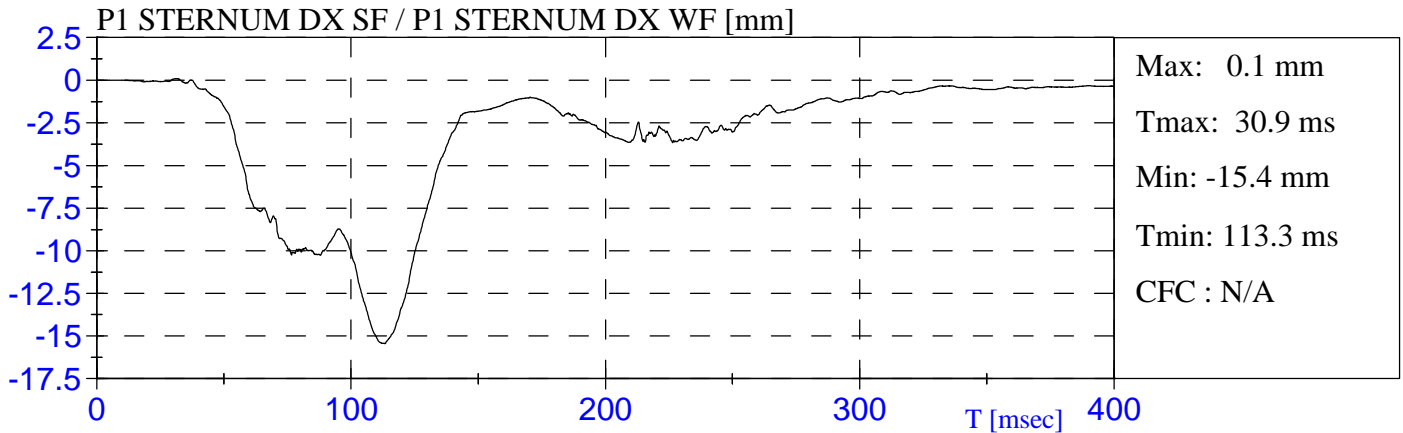
HEAD INJURY CRITERIA (HIC) \*  
CRITÈRE DE BLESSURE DE LA TÊTE

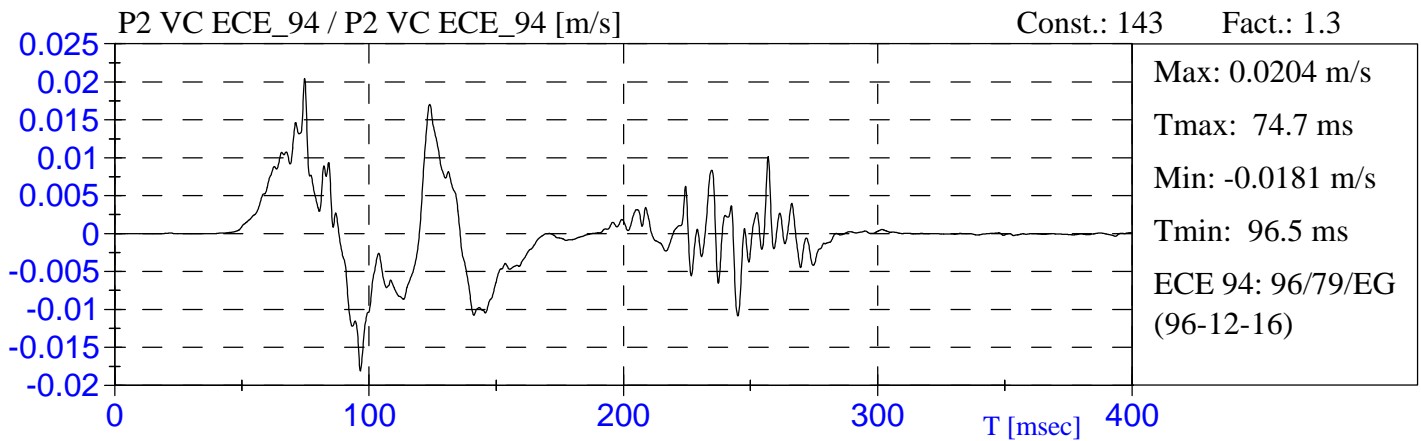
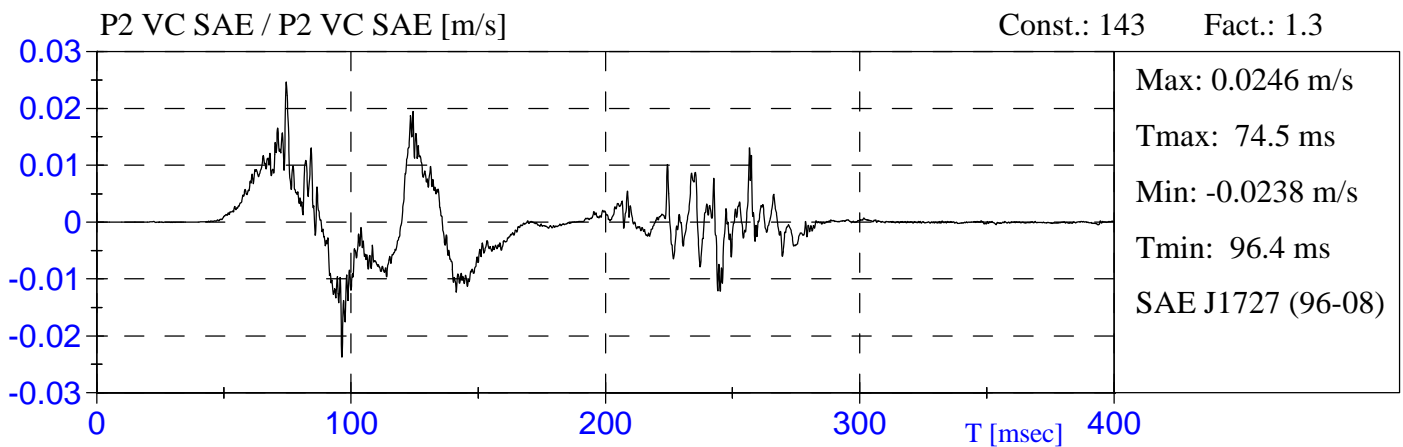
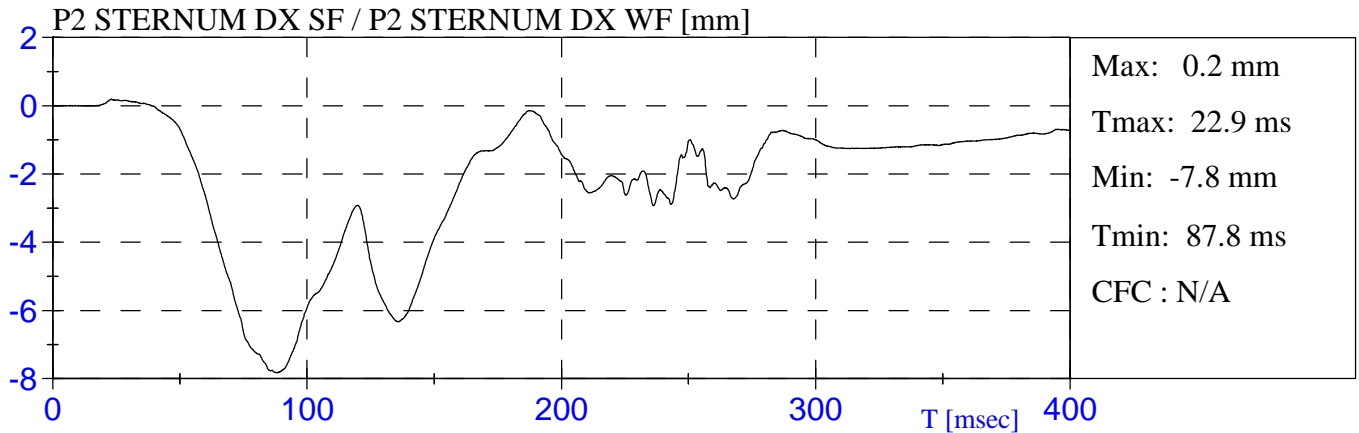
HIC:= 525	HIC(36ms):= 478	HIC(15ms):= 226
T1:= 69.1 ms	T1:= 76.4 ms	T1:= 81.5 ms
T2:= 118.2 ms	T2:= 112.4 ms	T2:= 96.5 ms

\* Selon / According To: SAE J1727 96-08









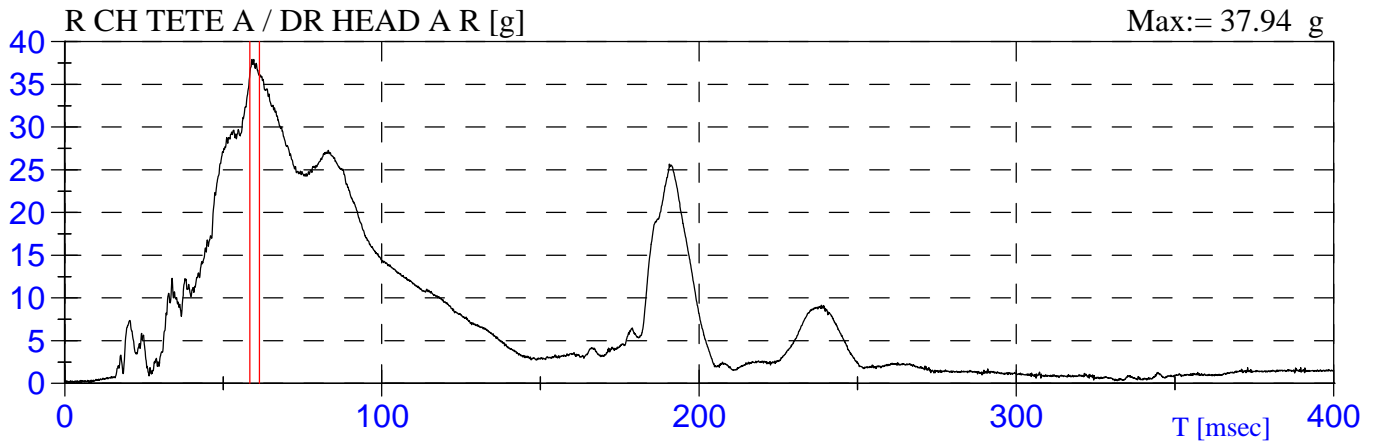


# CLIP 3ms

Date: 2004-03-15

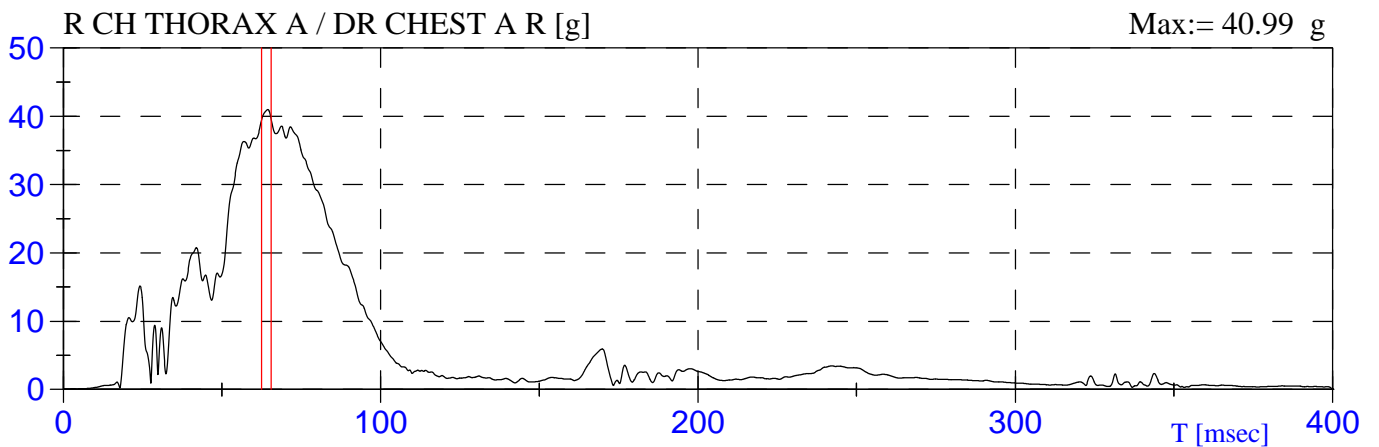
SAAB 9.3 2004

N° TC / TC No.: TC04-120



CLIP 3ms \*

Acc. := 36.11 g	T1:= 58.4 ms	T2:= 61.5 ms
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CLIP 3ms \*

Acc. := 39.52 g	T1:= 62.5 ms	T2:= 65.5 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

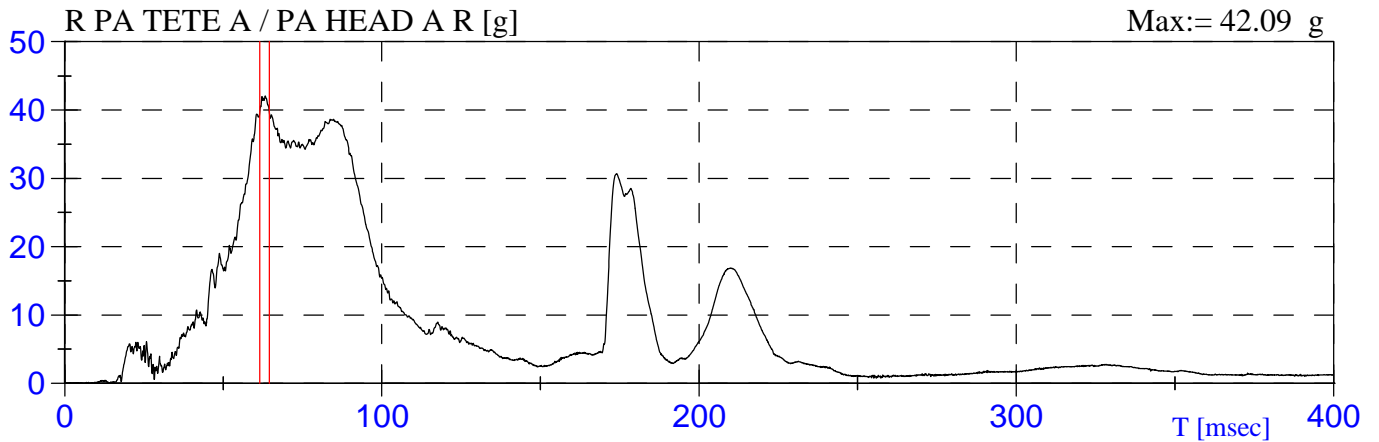


# CLIP 3ms

Date: 2004-03-15

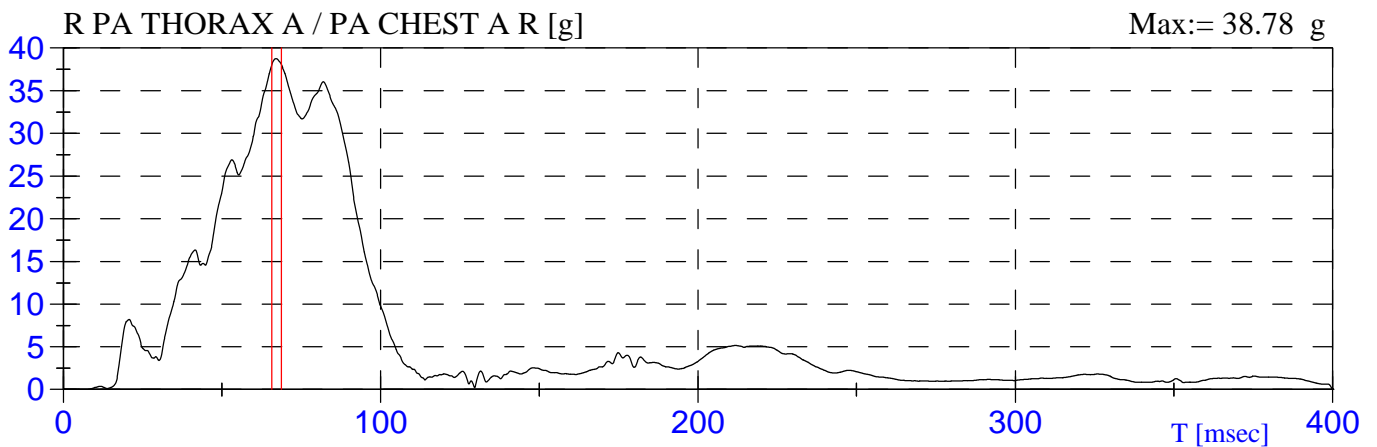
SAAB 9.3 2004

N° TC / TC No.: TC04-120



CLIP 3ms \*

Acc. := 39.46 g	T1:= 61.6 ms	T2:= 64.6 ms
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CLIP 3ms \*

Acc. := 38.04 g	T1:= 65.7 ms	T2:= 68.7 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

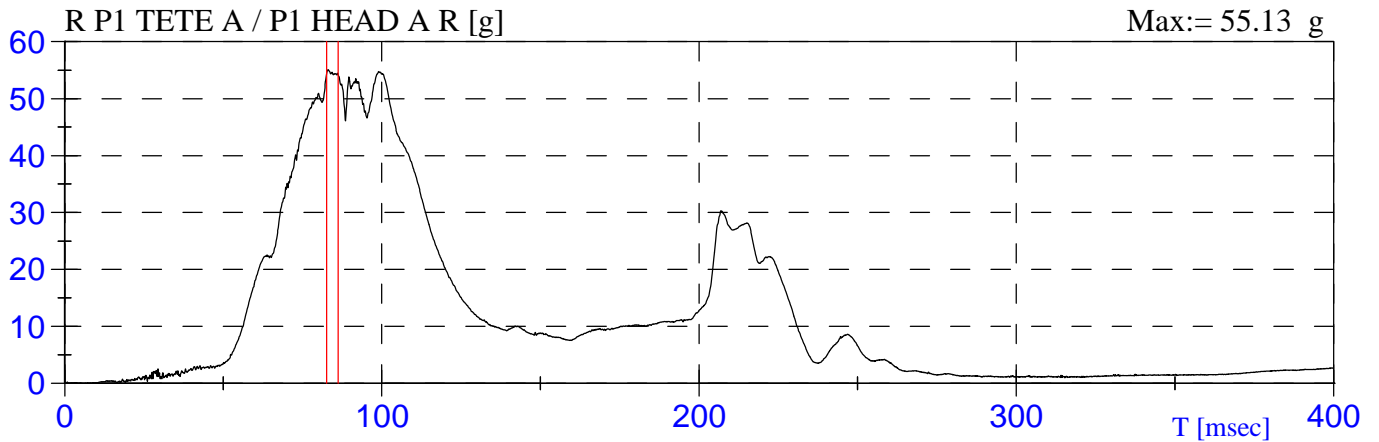


# CLIP 3ms

Date: 2004-03-15

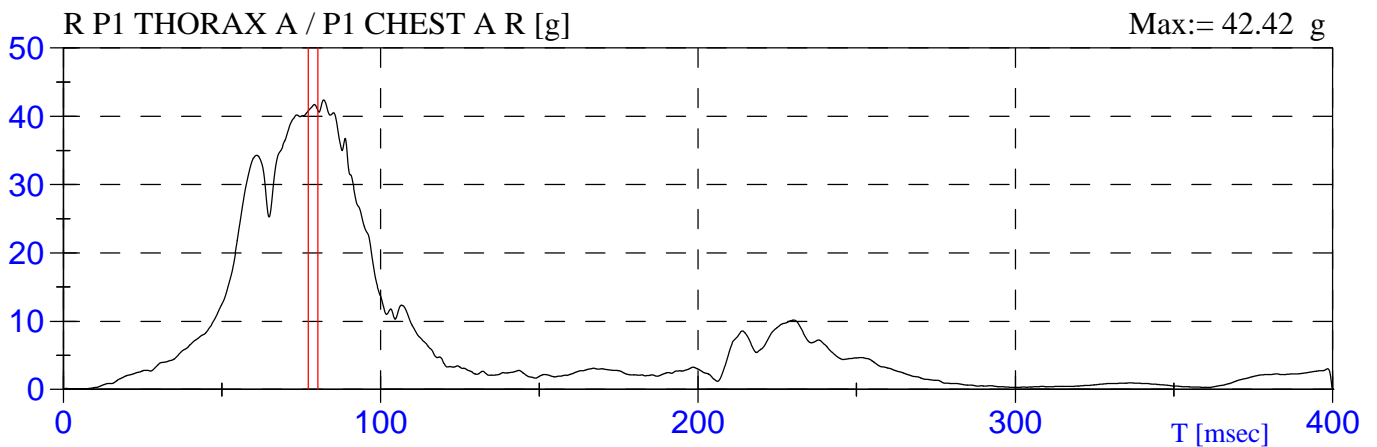
SAAB 9.3 2004

N° TC / TC No.: TC04-120



CLIP 3ms \*

Acc. := 54.20 g	T1:= 82.6 ms	T2:= 86.2 ms
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CLIP 3ms \*

Acc. := 40.79 g	T1:= 77.3 ms	T2:= 80.3 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

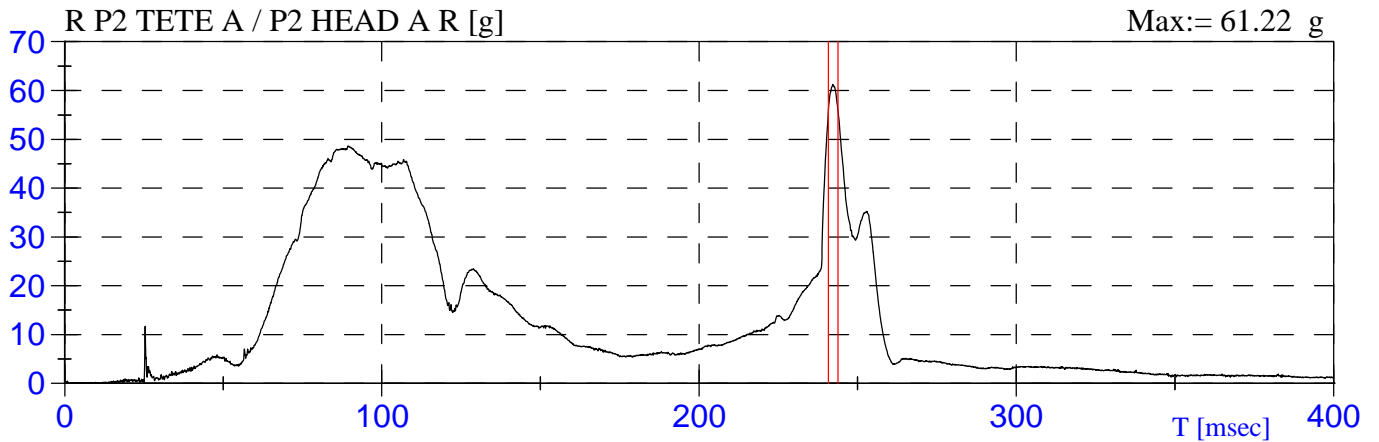


# CLIP 3ms

Date: 2004-03-15

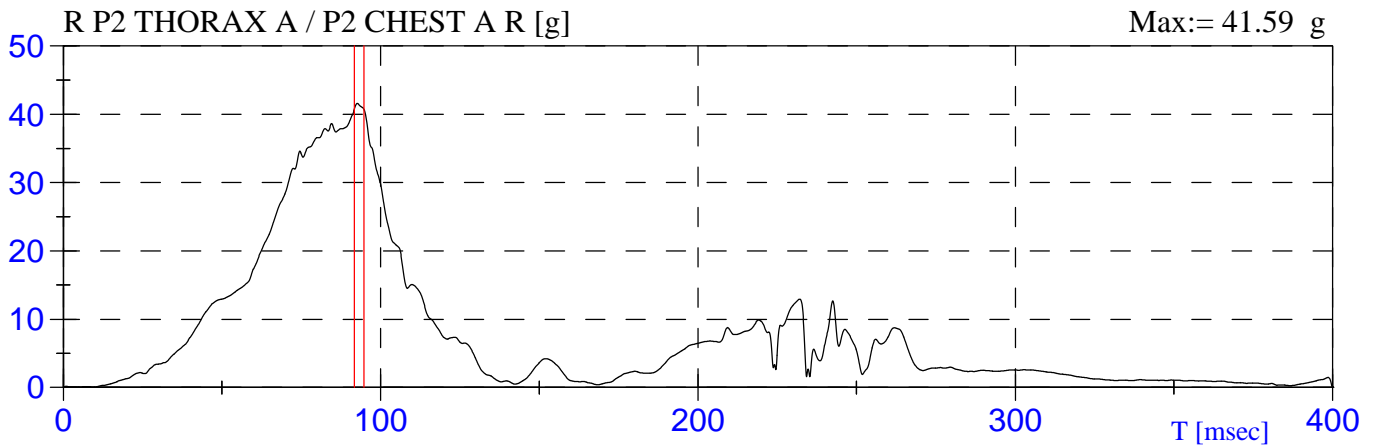
SAAB 9.3 2004

N° TC / TC No.: TC04-120



CLIP 3ms \*

Acc. := 55.96 g	T1:= 240.8 ms	T2:= 243.8 ms
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CLIP 3ms \*

Acc. := 40.76 g	T1:= 91.8 ms	T2:= 94.8 ms
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\* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA \*  
TIBIA INDEX \*

TI Chauffeur / Driver

Mc := 115 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	<b>0.521</b>	<b>0.411</b>
BAS / LOWER	<b>0.496</b>	<b>0.505</b>

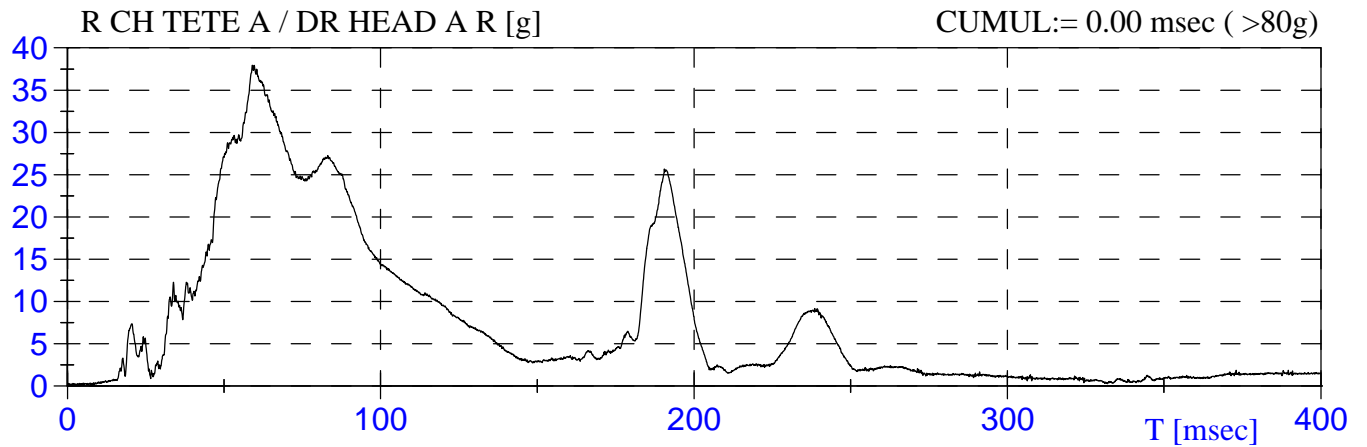
\* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA \*  
TIBIA INDEX \*TI Passenger / Passenger       $M_c := 115 \text{ N-m}$        $F_c := 22.9 \text{ kN}$ 

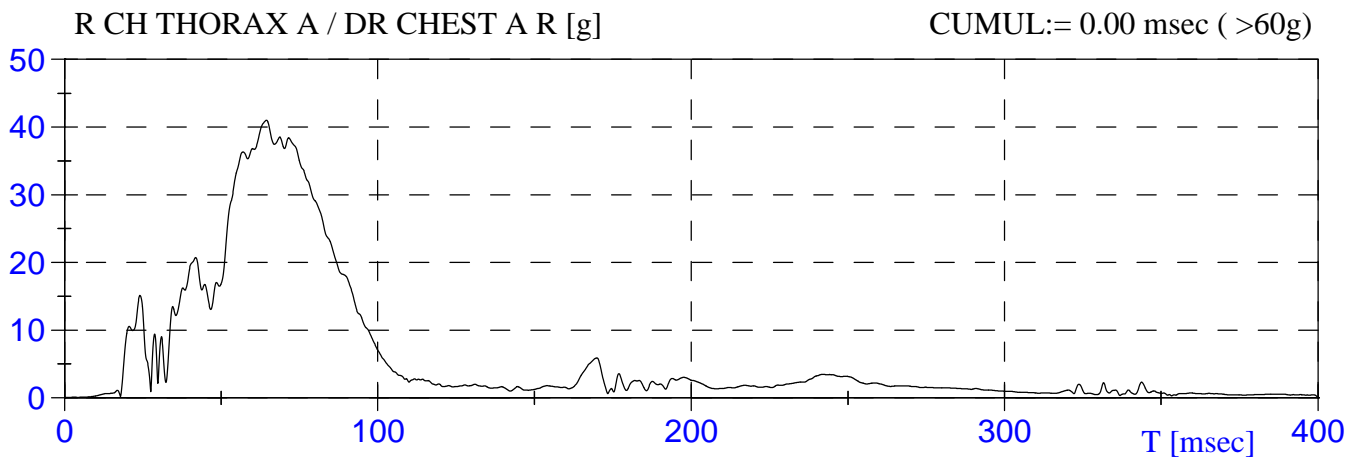
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	<b>0.358</b>	<b>0.343</b>
BAS / LOWER	<b>0.316</b>	<b>0.318</b>

\* Selon / According To: SAE J1727 AUG 96

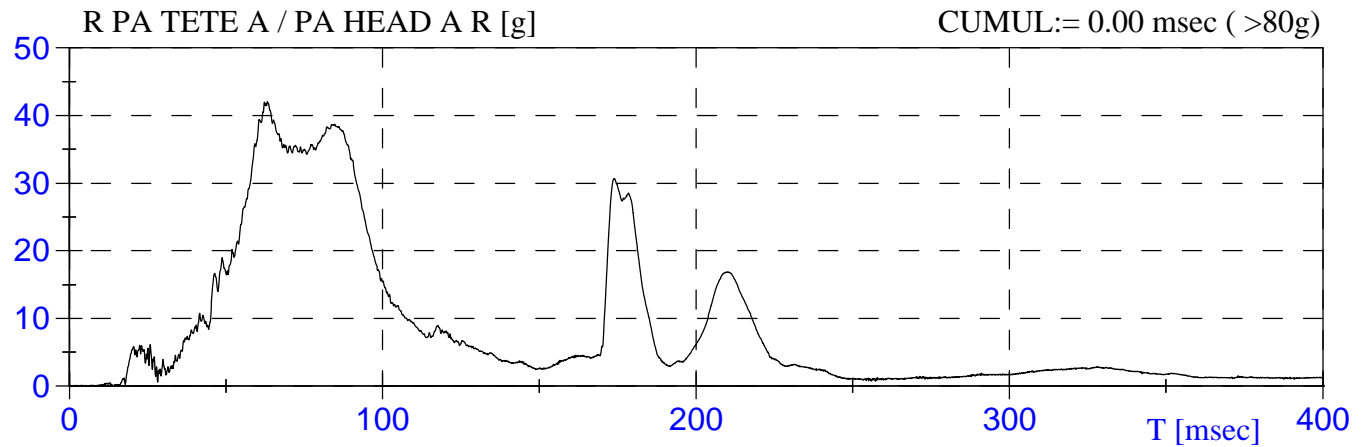
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



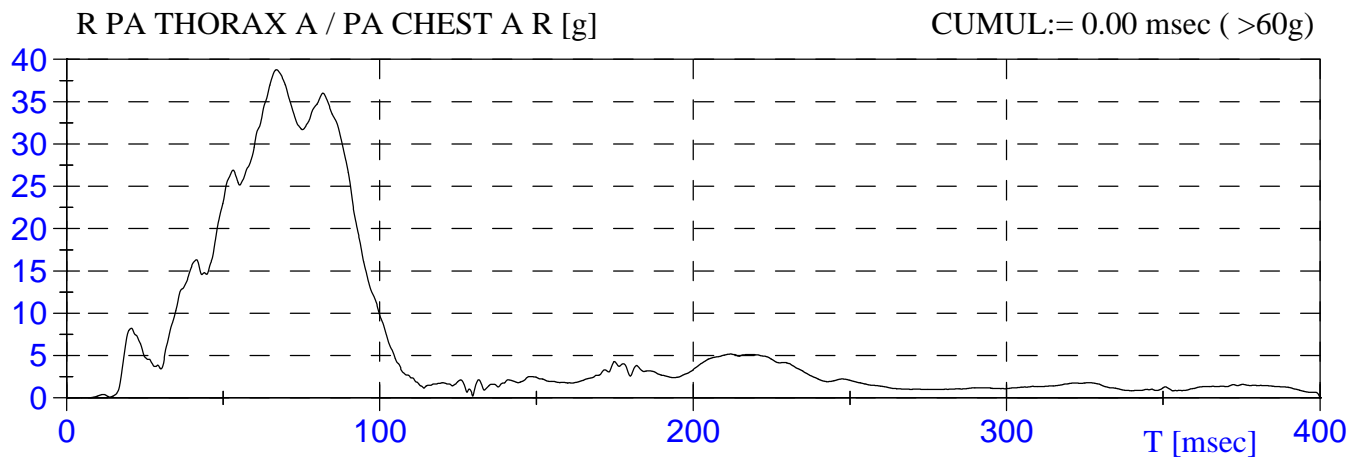
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



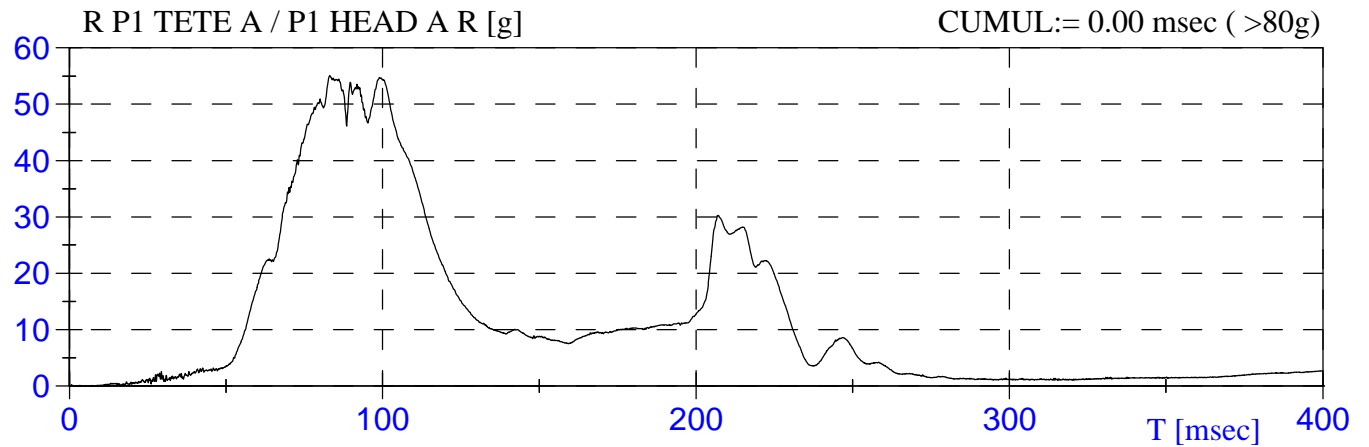
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



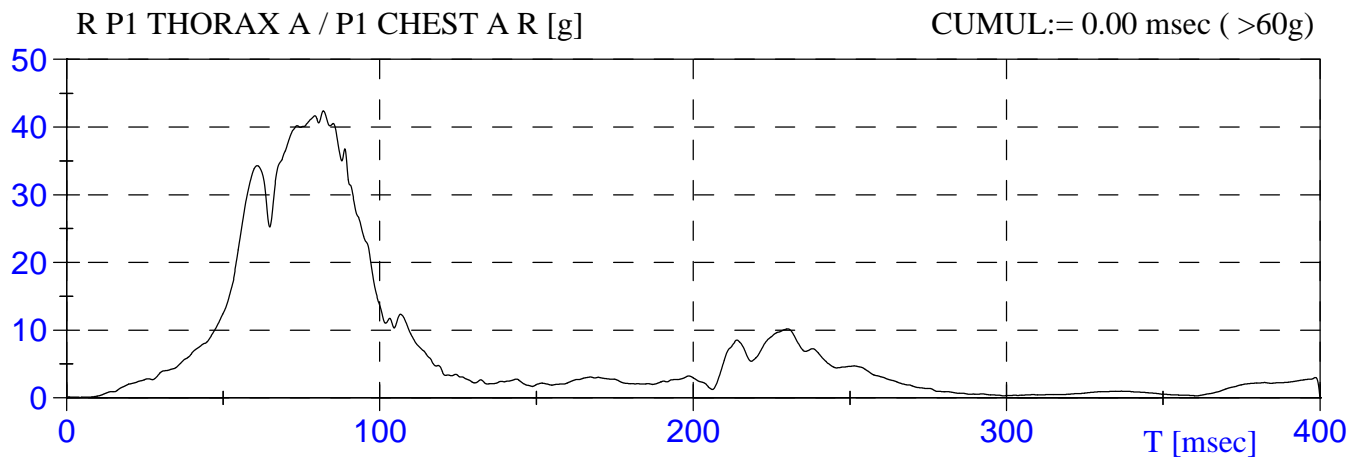
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



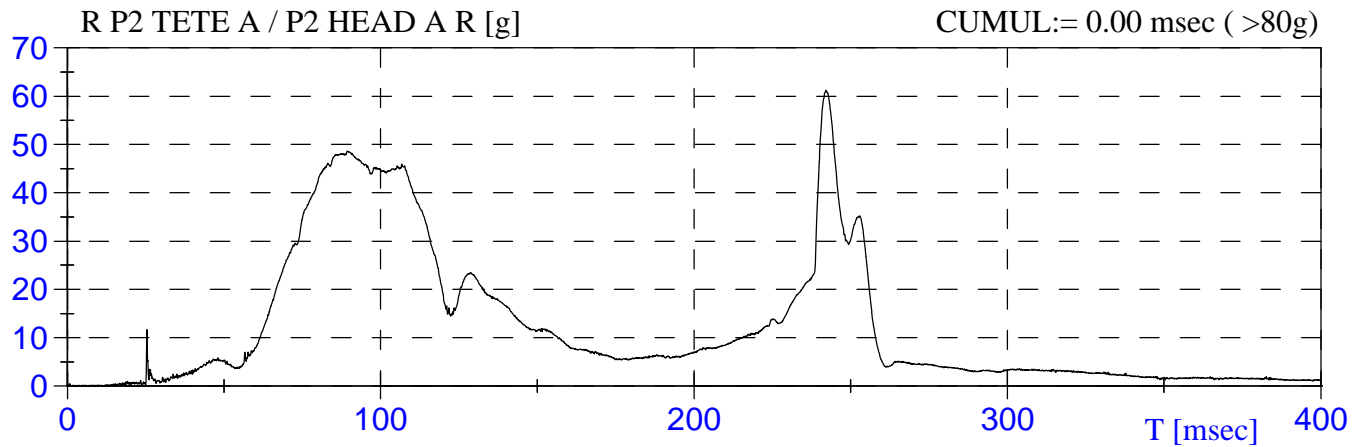
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



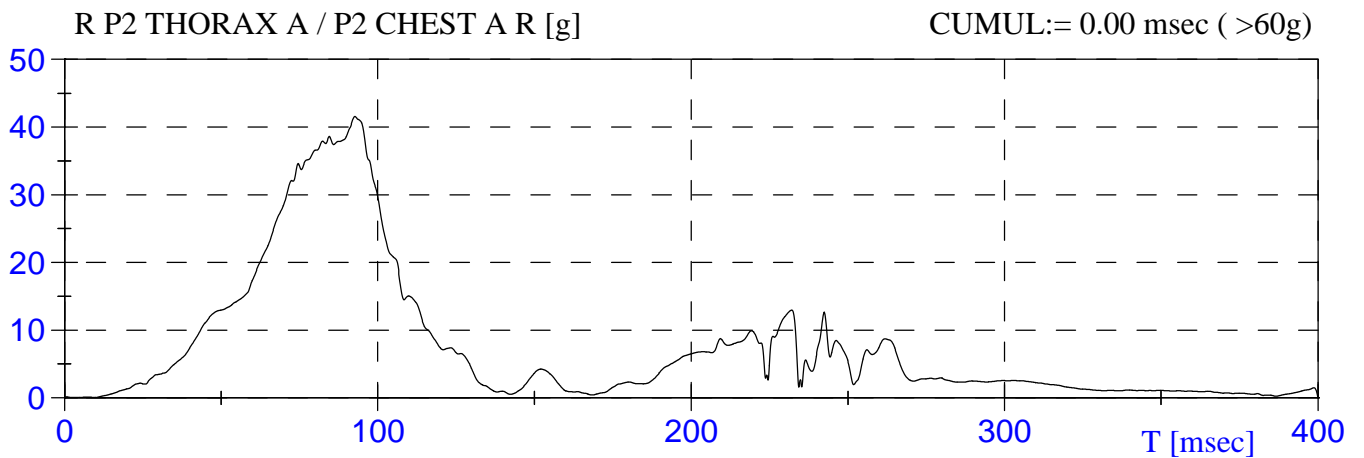
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



## Chauffeur / Driver

$$N_{ij}^* = 0.59$$

Valeurs critiques  
Criticals Values

N <sub>tf</sub>	N <sub>te</sub>	N <sub>cf</sub>	N <sub>ce</sub>	Tc	4287
0.11	0.59	0.11	0.16	Cc	3880
				Fc	155
				Ec	67

## Passager / Passenger

$$N_{ij}^* = 0.49$$

Valeurs critiques  
Criticals Values

N <sub>tf</sub>	N <sub>te</sub>	N <sub>cf</sub>	N <sub>ce</sub>	Tc	4287
0.20	0.49	0.10	0.35	Cc	3880
				Fc	155
				Ec	67

\* Selon / According To: Federal Register 5/2000

## Chauffeur / Driver

$$N_{ij}^* = 0.59$$

Valeurs critiques  
Criticals Values

N <sub>tf</sub>	N <sub>te</sub>	N <sub>cf</sub>	N <sub>ce</sub>	Tc	4287
0.11	0.59	0.11	0.16	Cc	3880
				Fc	155
				Ec	67

## Passager / Passenger

$$N_{ij}^* = 0.49$$

Valeurs critiques  
Criticals Values

N <sub>tf</sub>	N <sub>te</sub>	N <sub>cf</sub>	N <sub>ce</sub>	Tc	4287
0.20	0.49	0.10	0.35	Cc	3880
				Fc	155
				Ec	67

\* Selon / According To: Federal Register 5/2000



## COMMENTAIRES / COMMENTS

VEH LOC#3 AY:            Transitoire réparé de 102.8 ms à 111.8 ms.  
VEH LOC#3 AY:            Glitch removed from 102.8 ms to 111.8 ms.