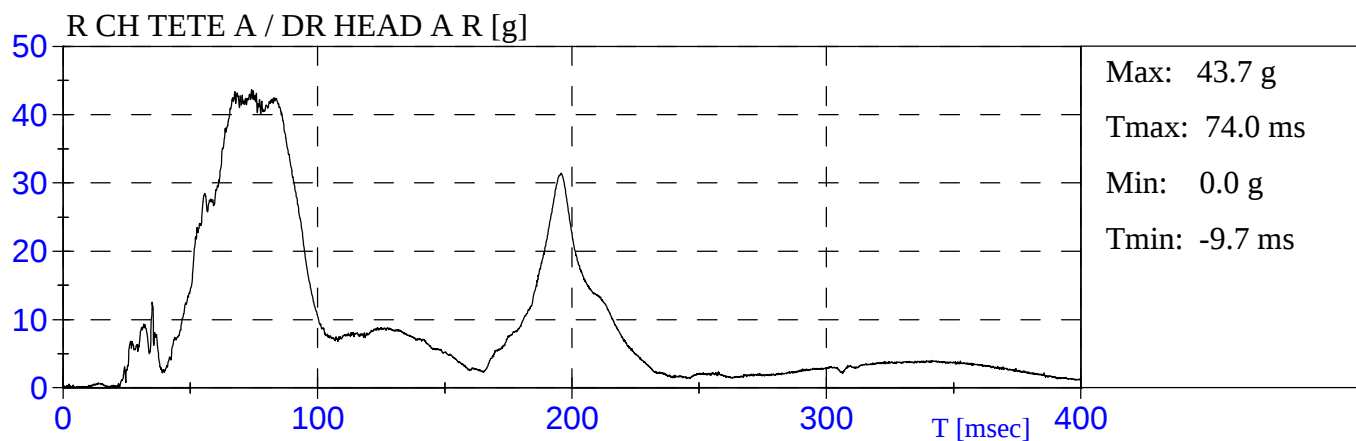
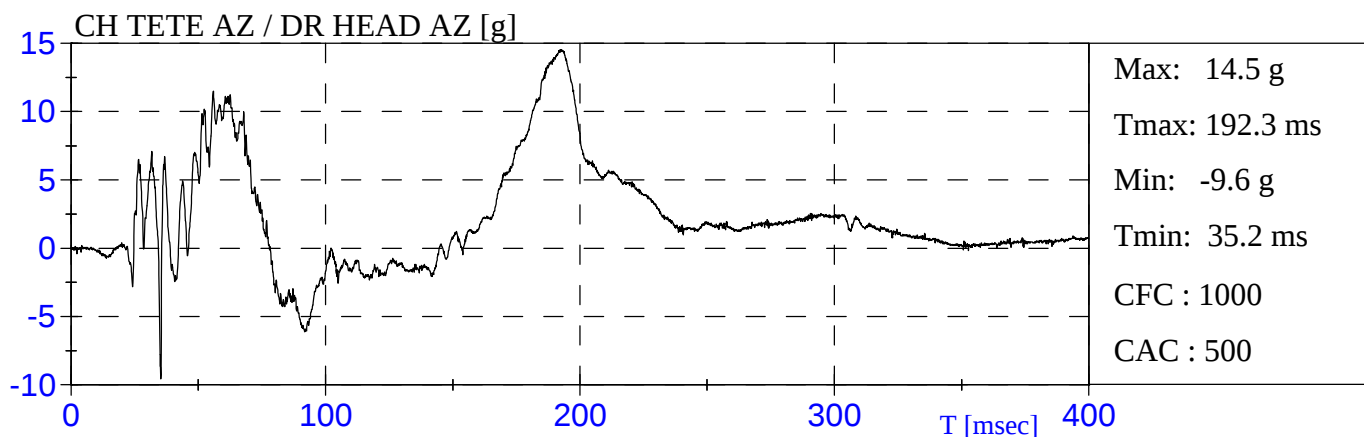
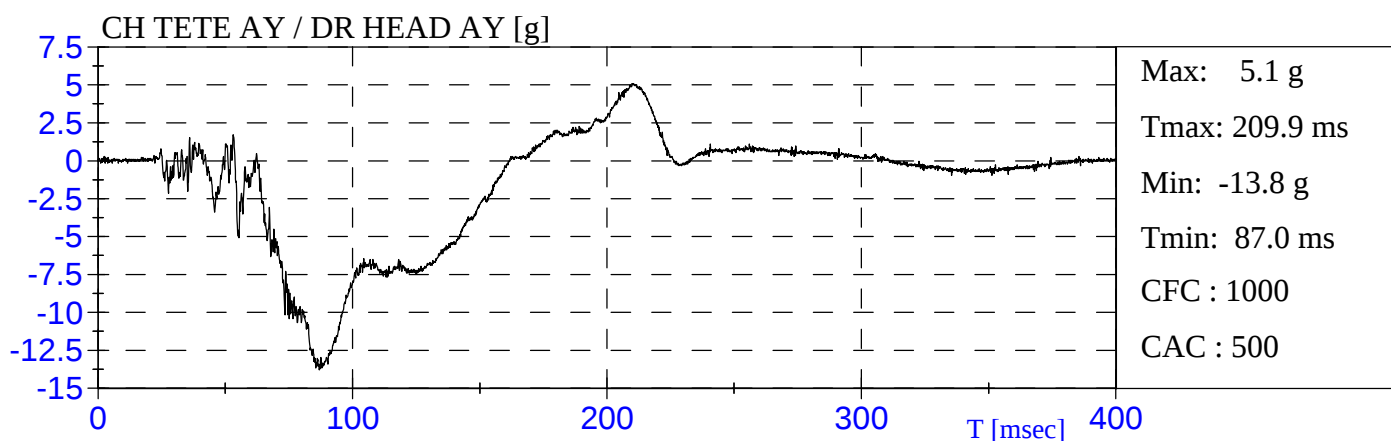
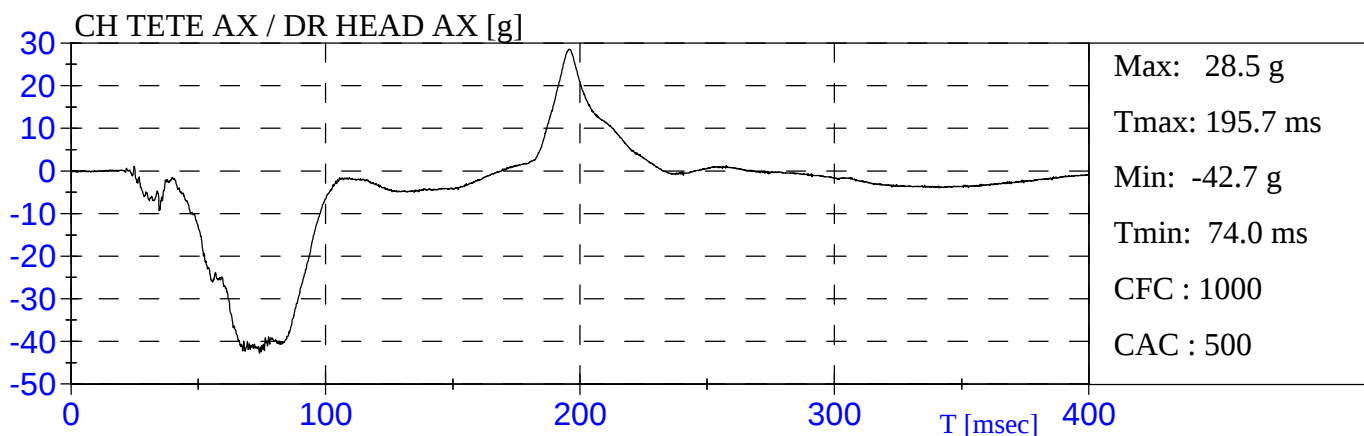
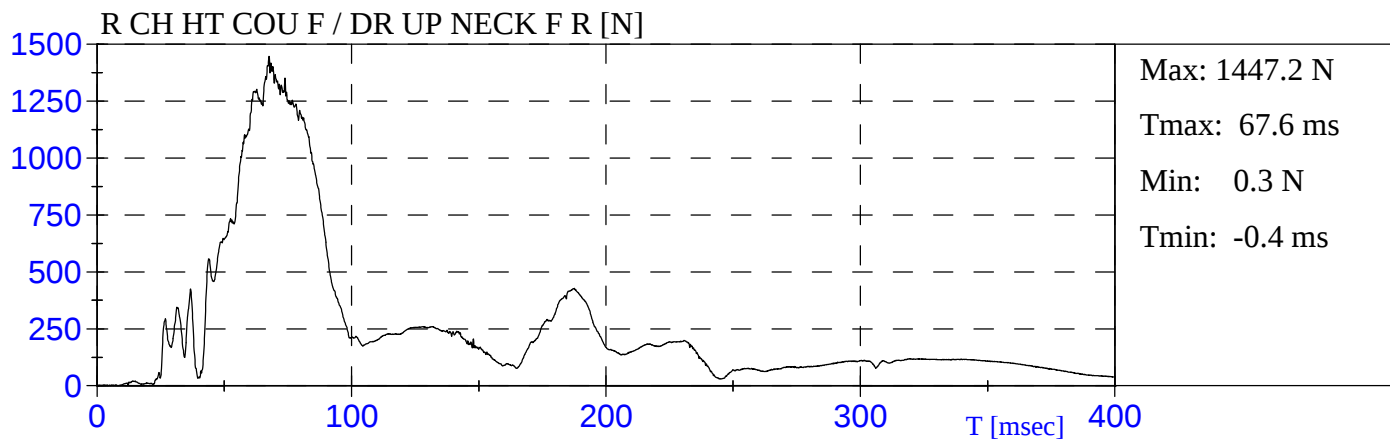
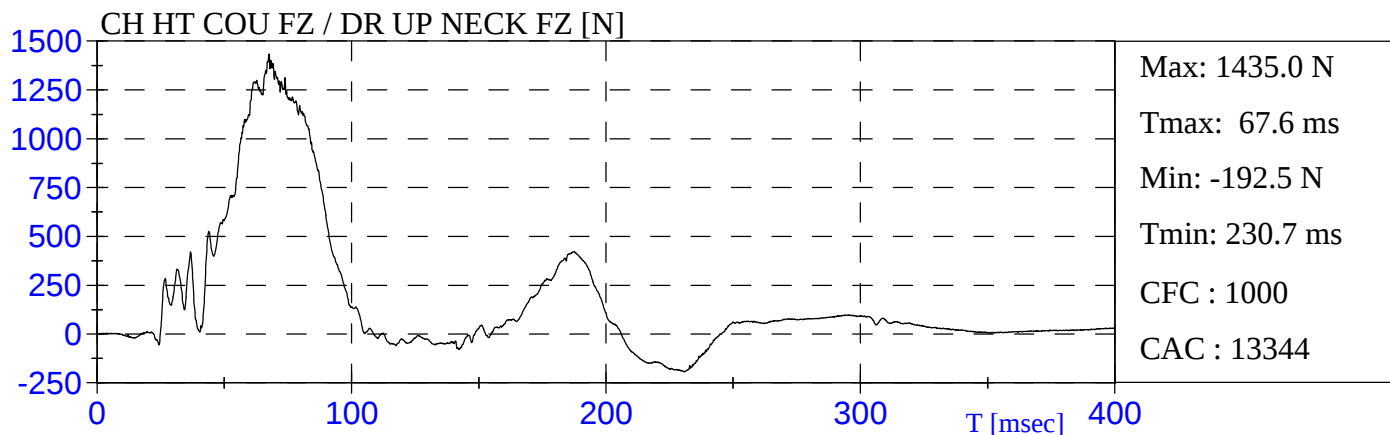
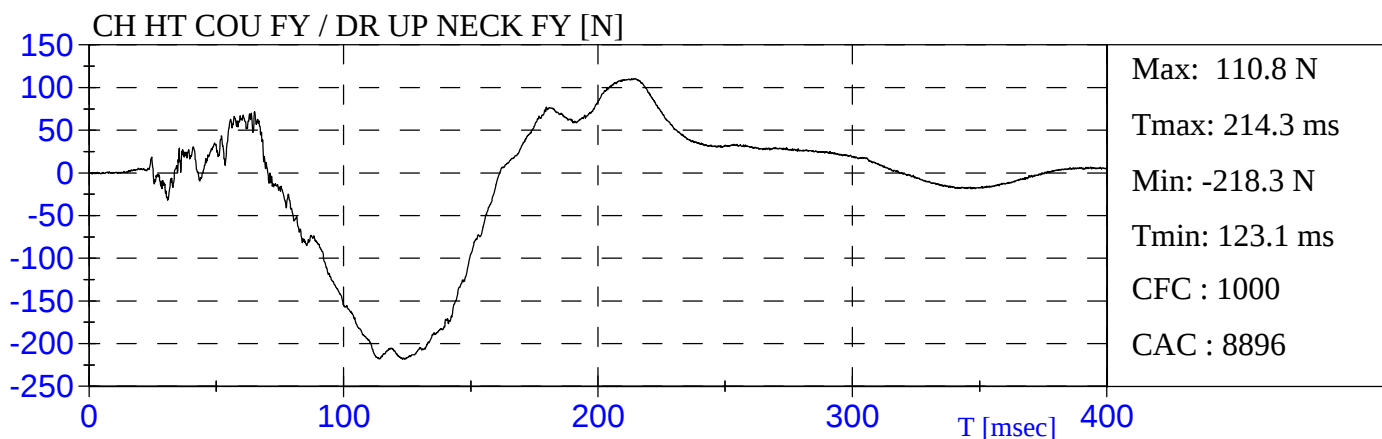
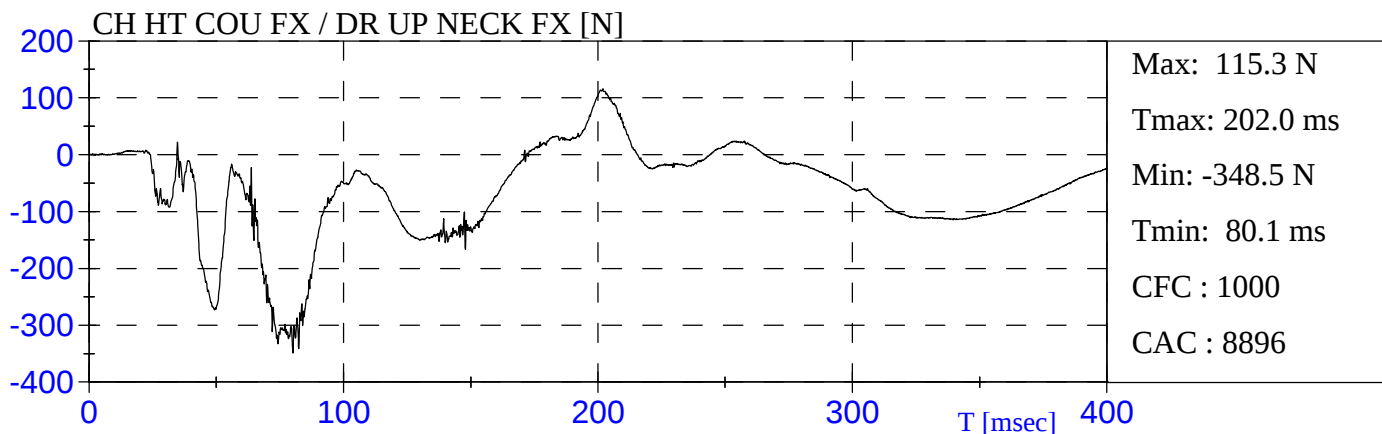
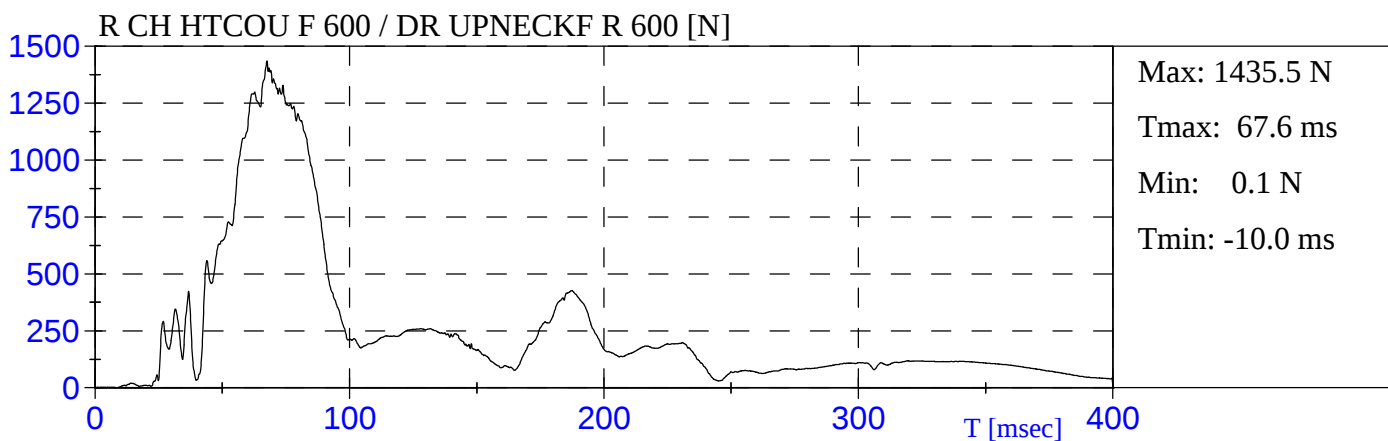
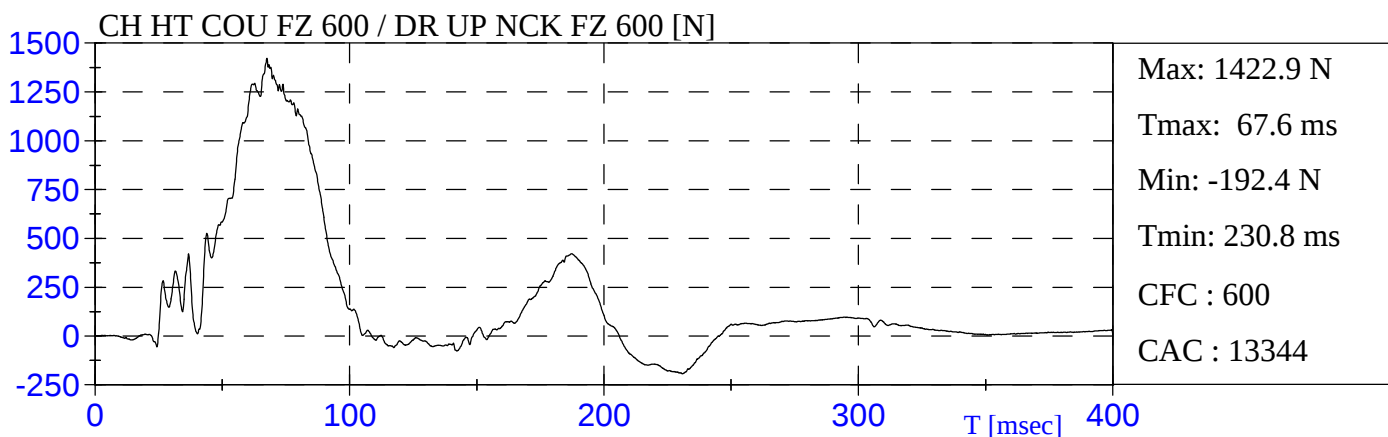
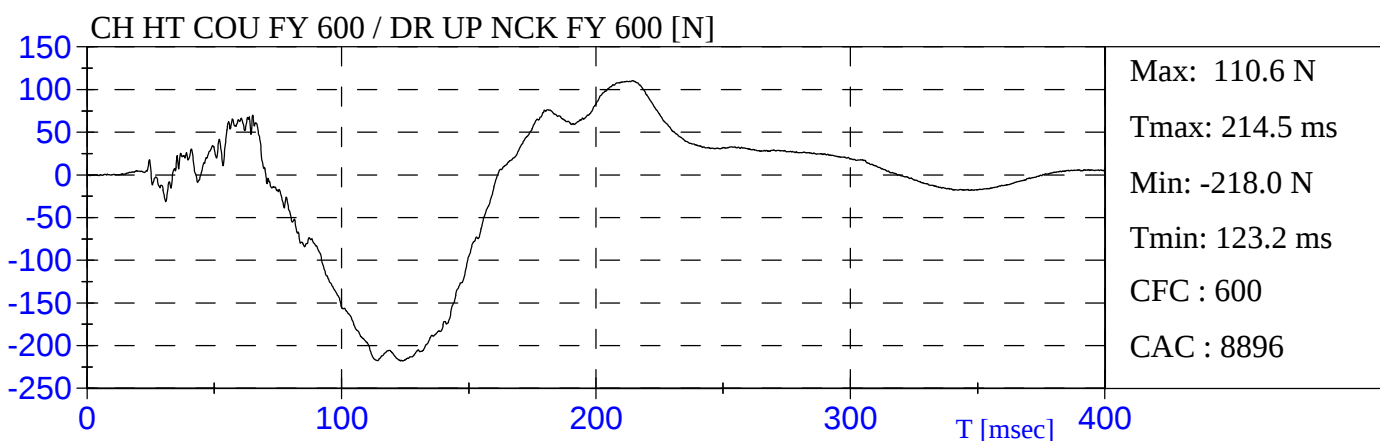
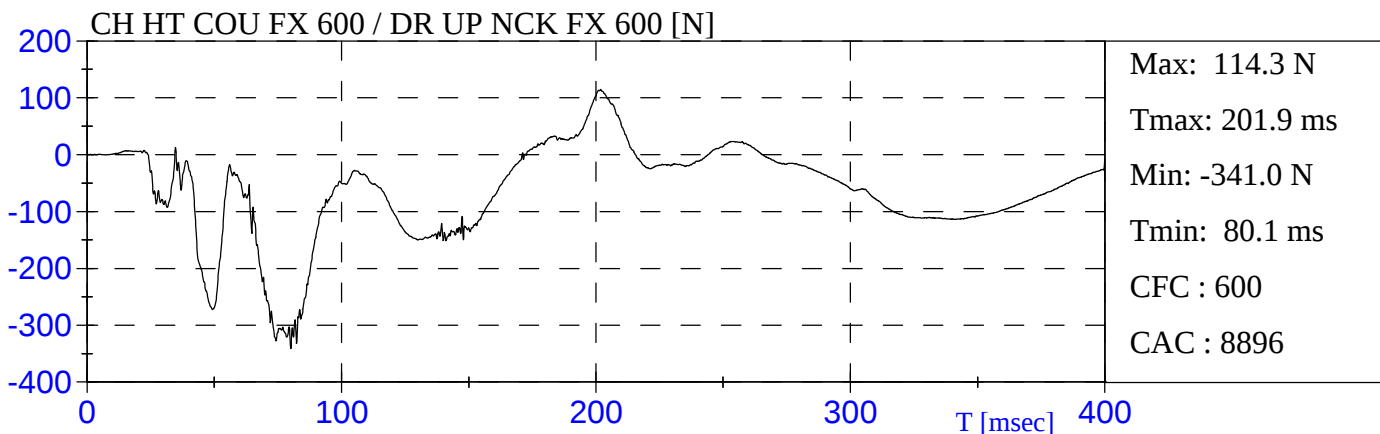


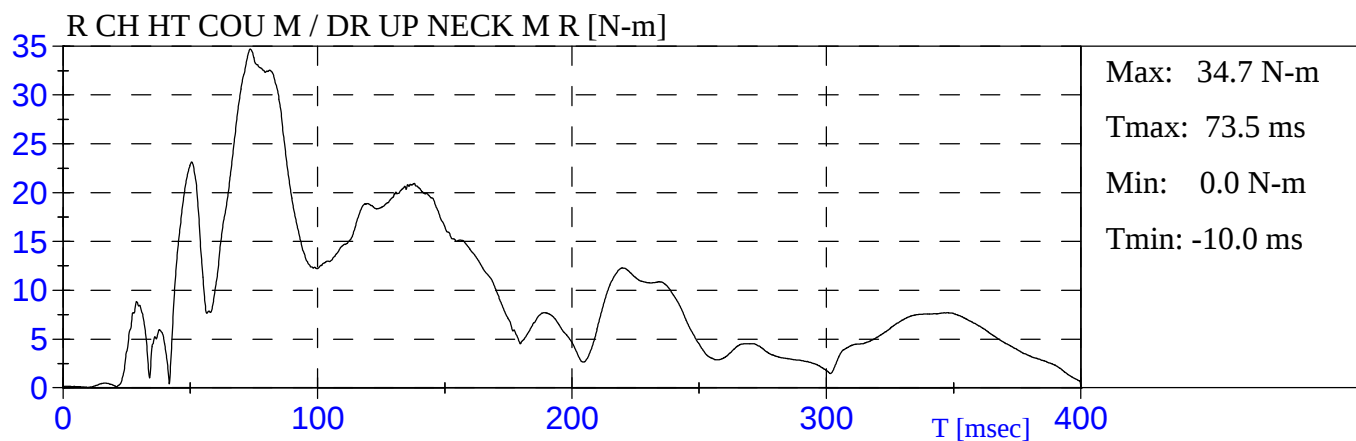
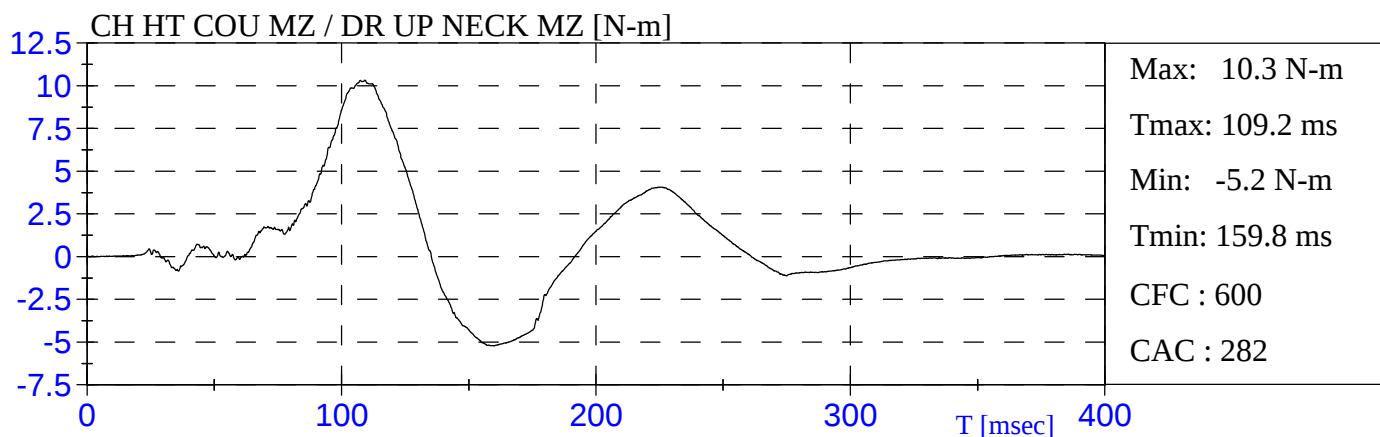
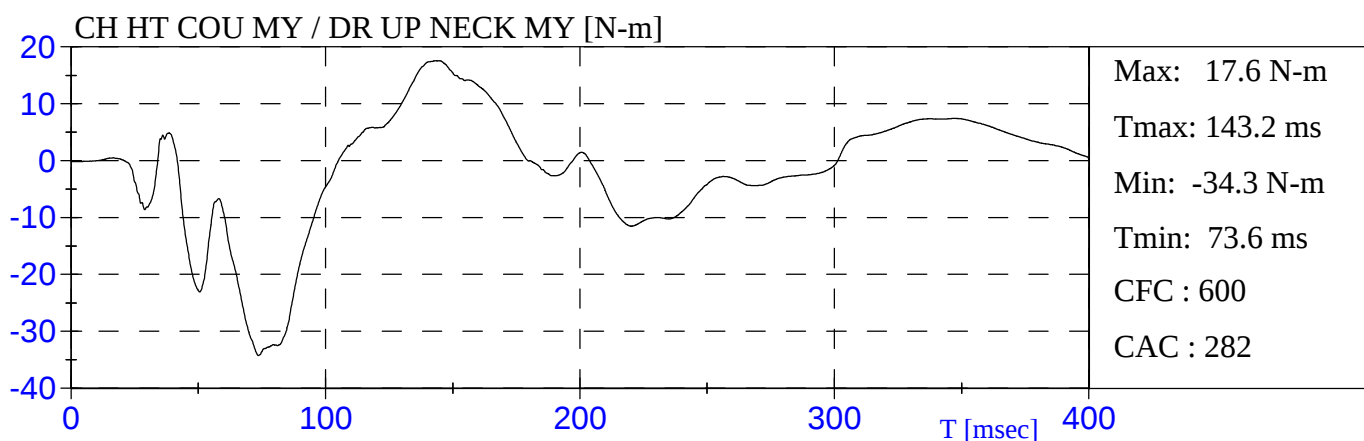
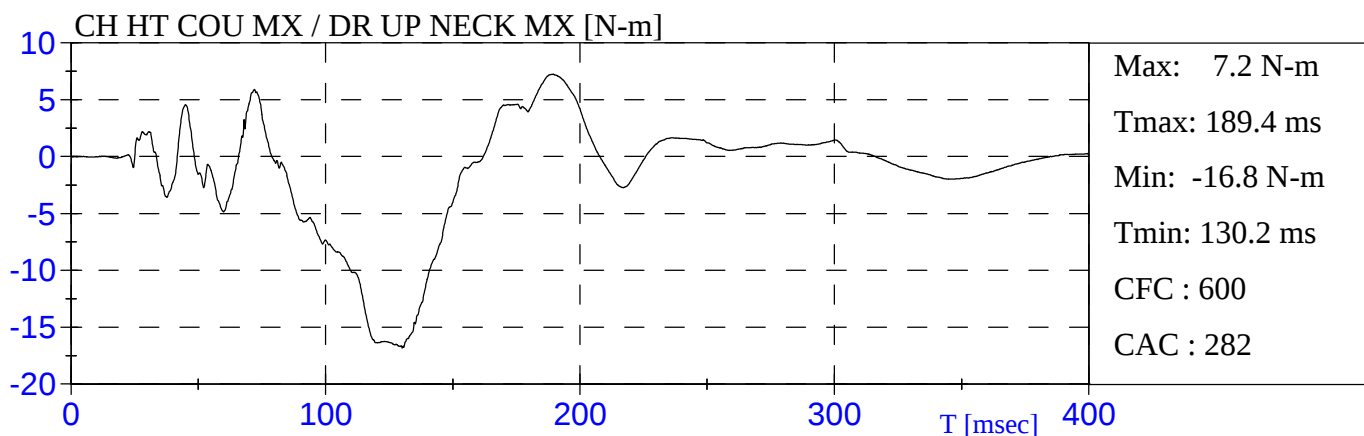


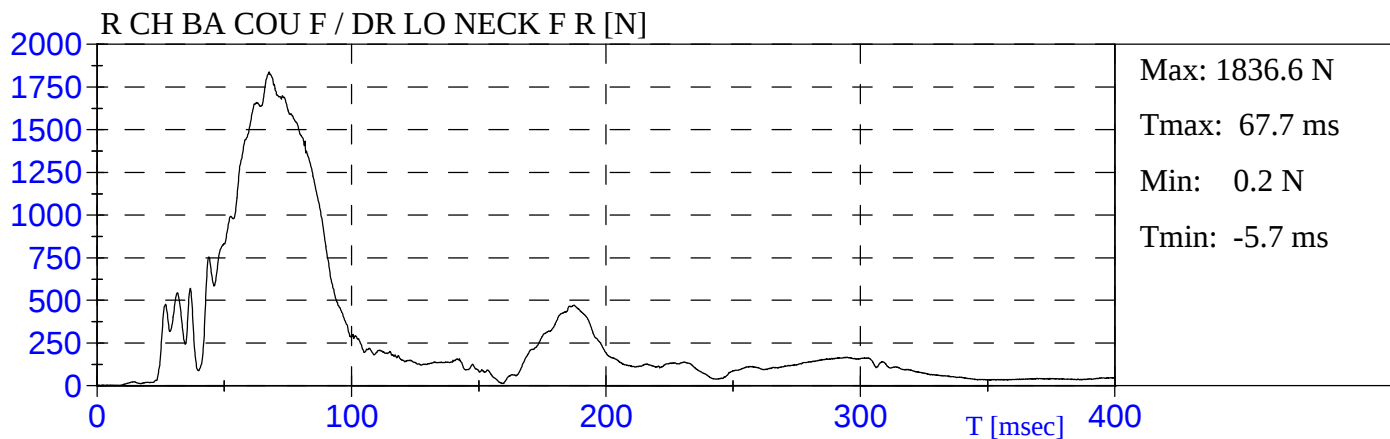
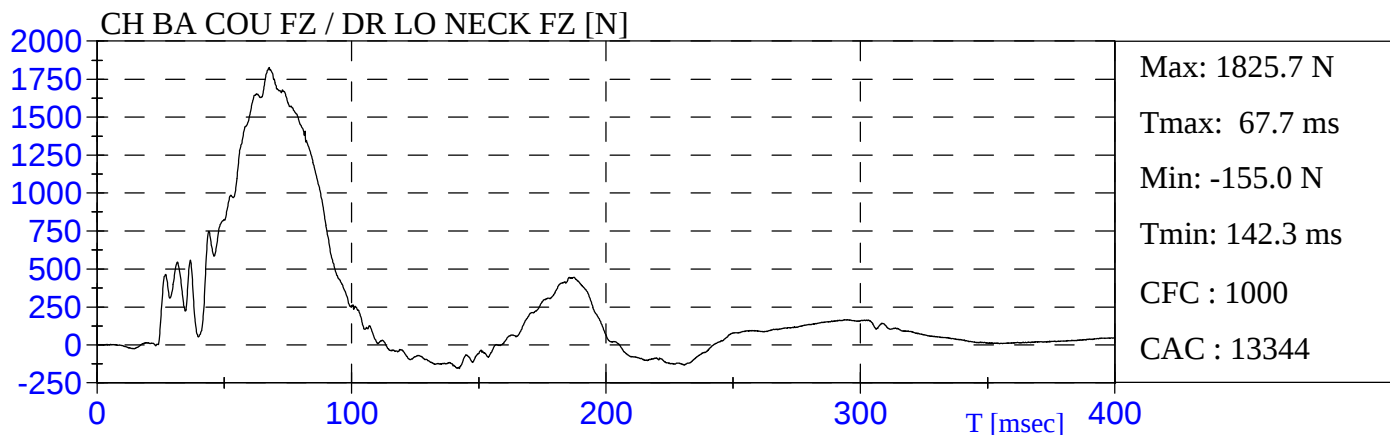
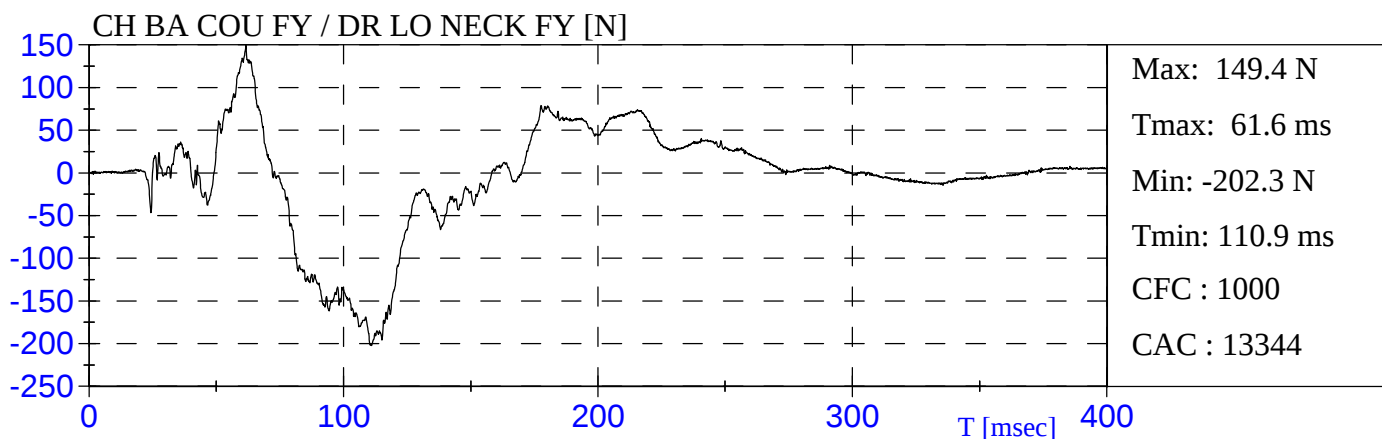
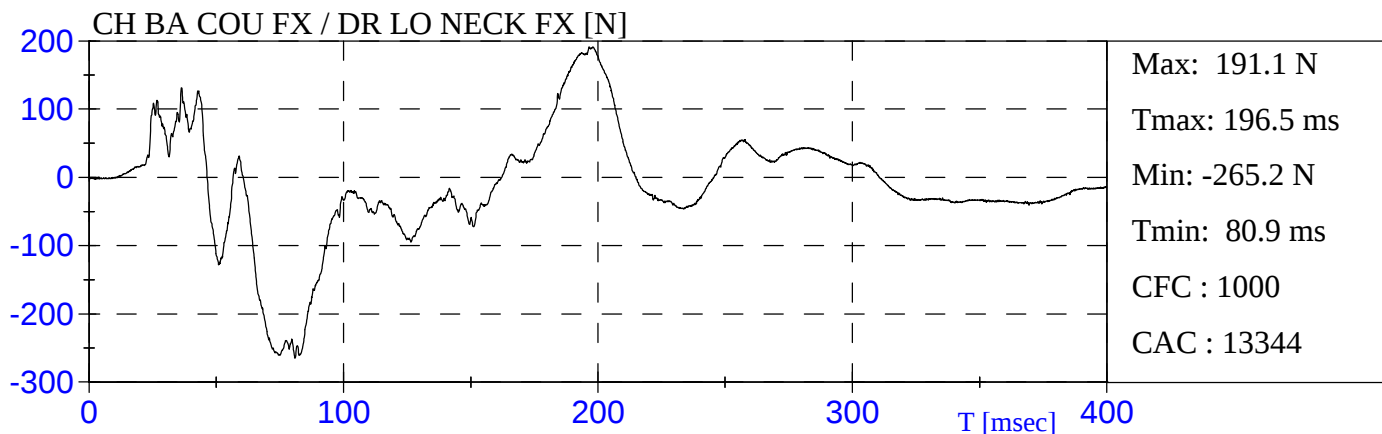
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	MITSUBISHI LANCER 2004
Numéro de TC Tc Number	TC04-126
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-24
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 5% F IR
Passager Passenger	HYBRID III 5% F IR
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 3Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 3Y

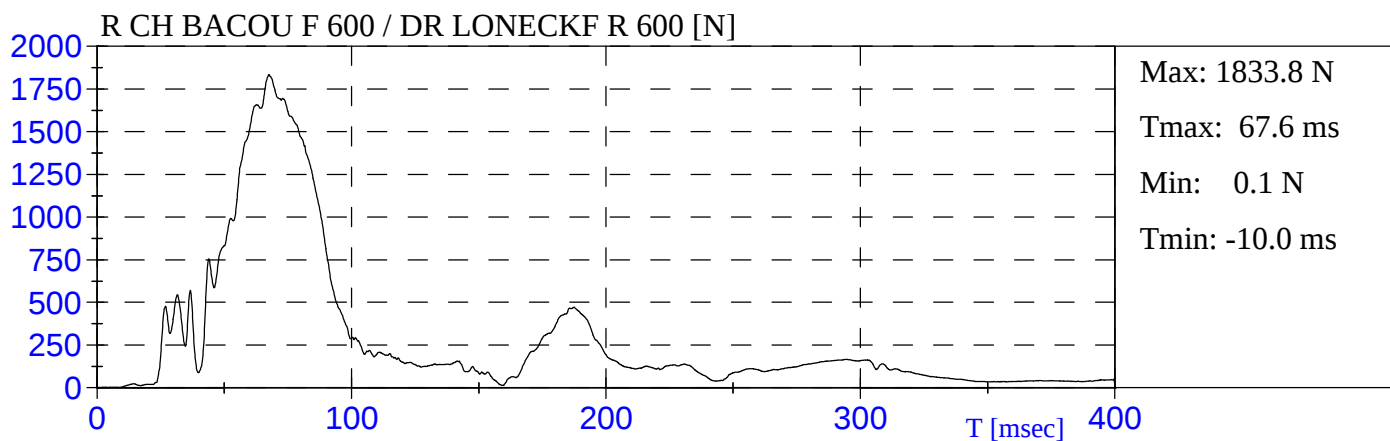
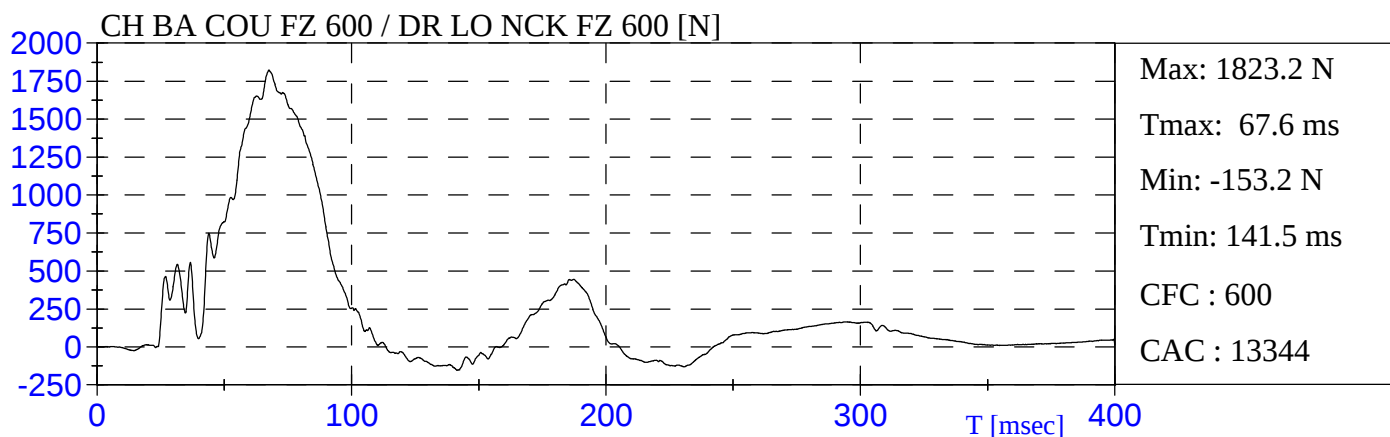
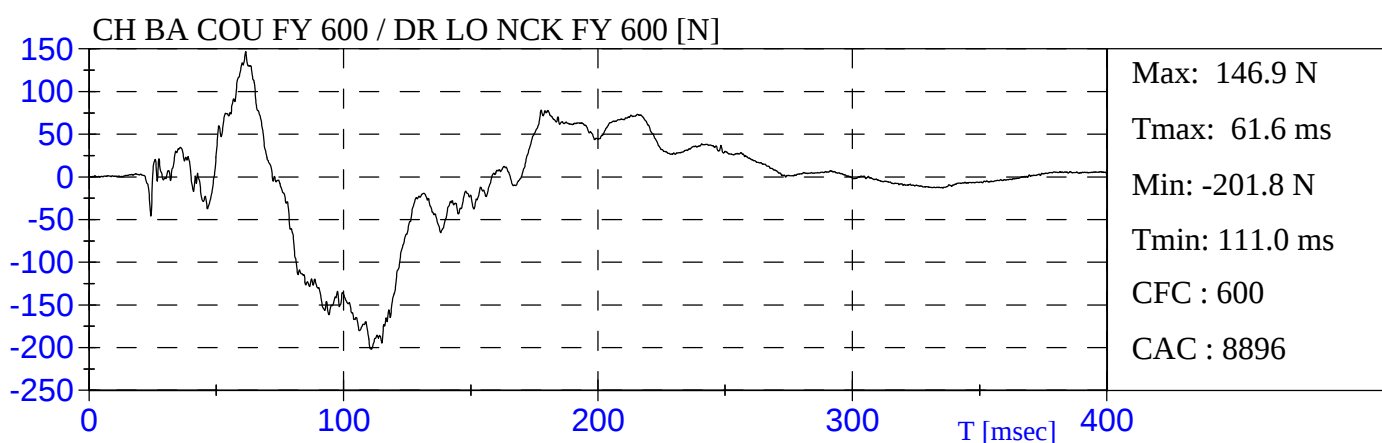
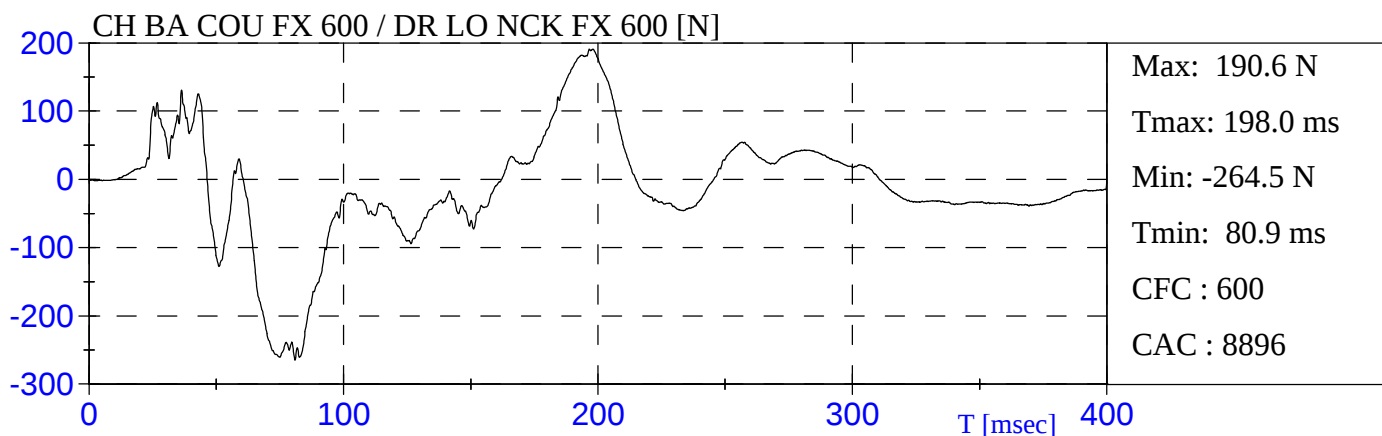


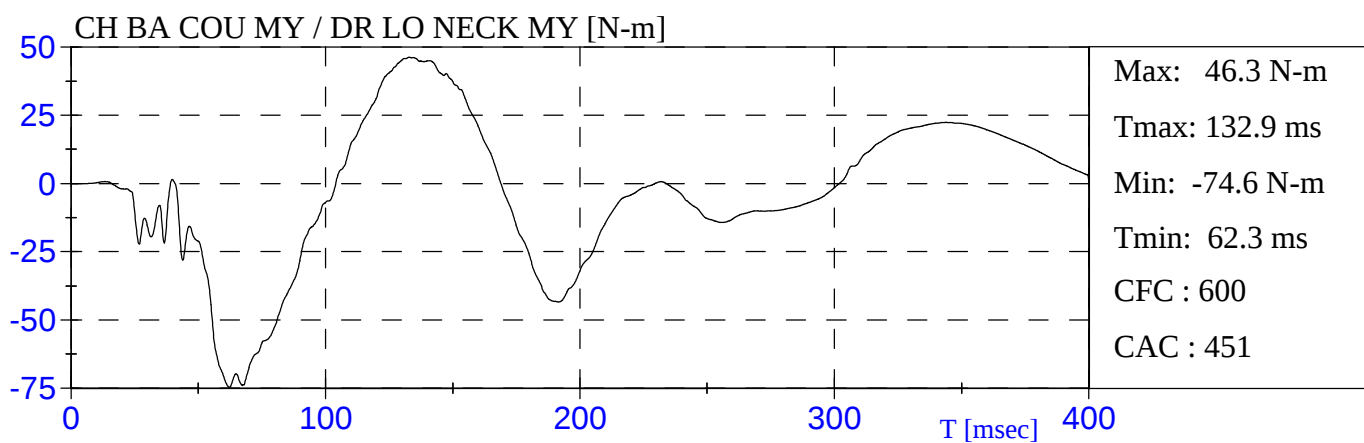
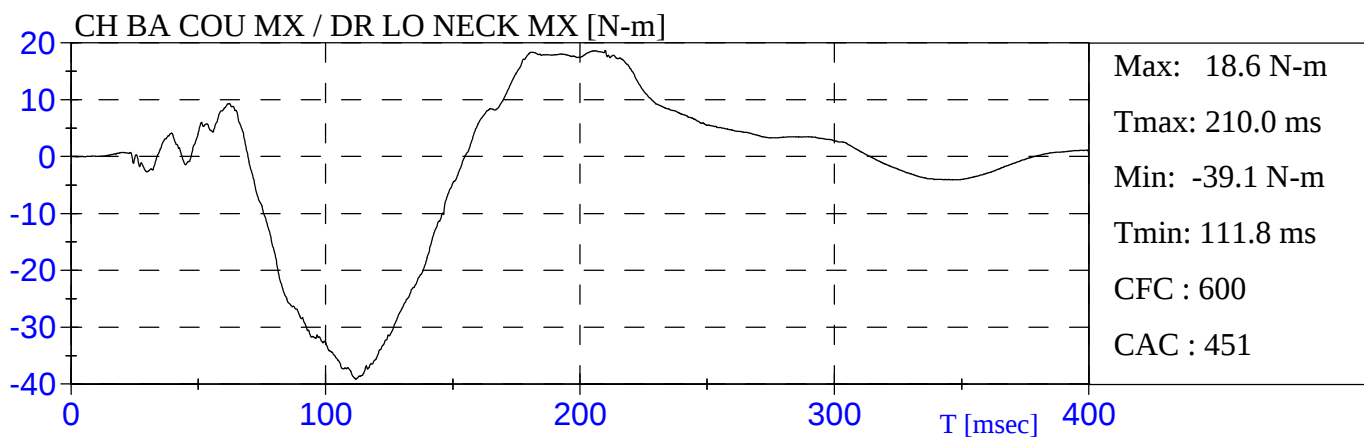


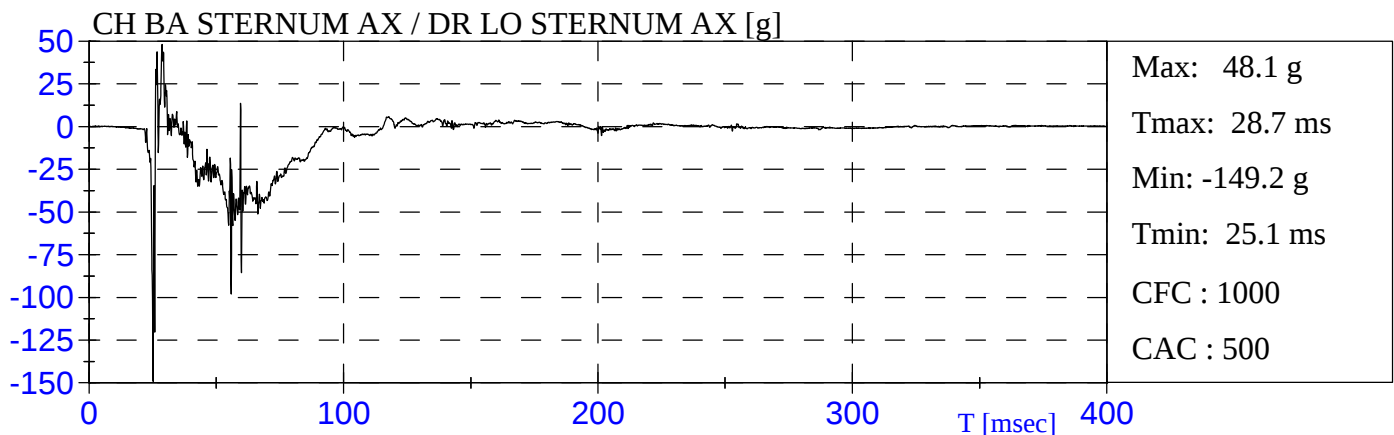
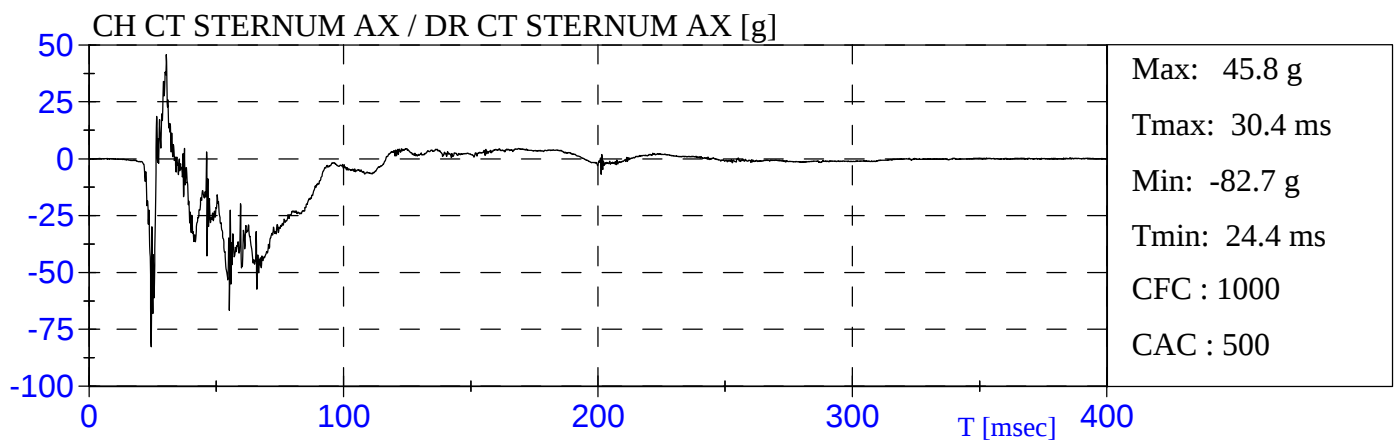
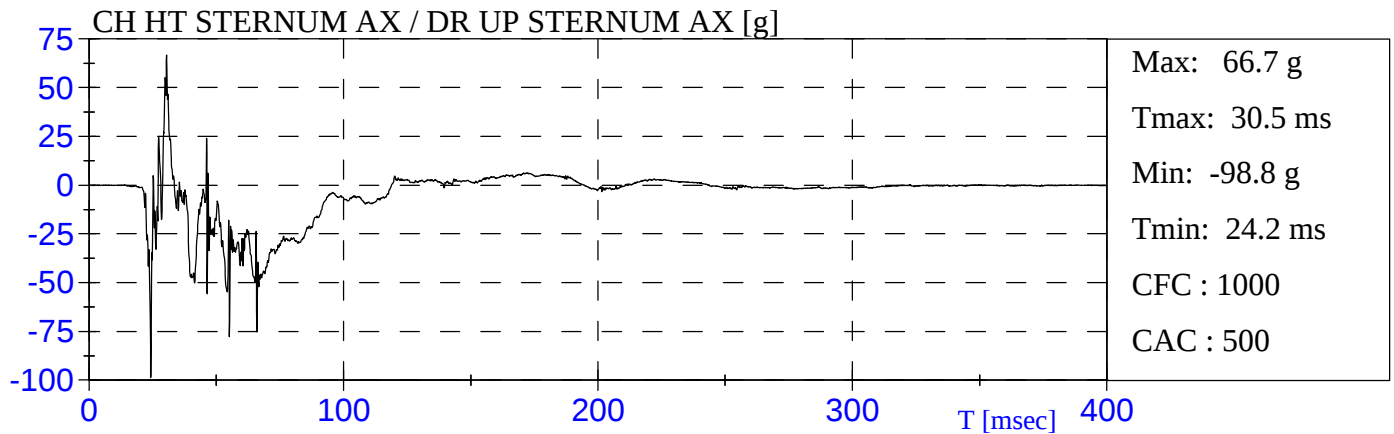


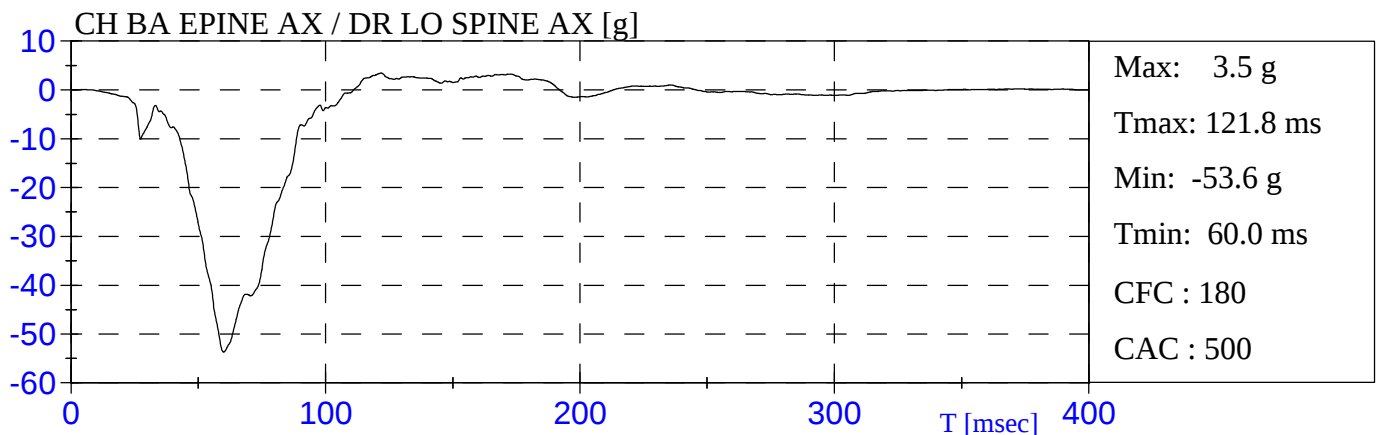
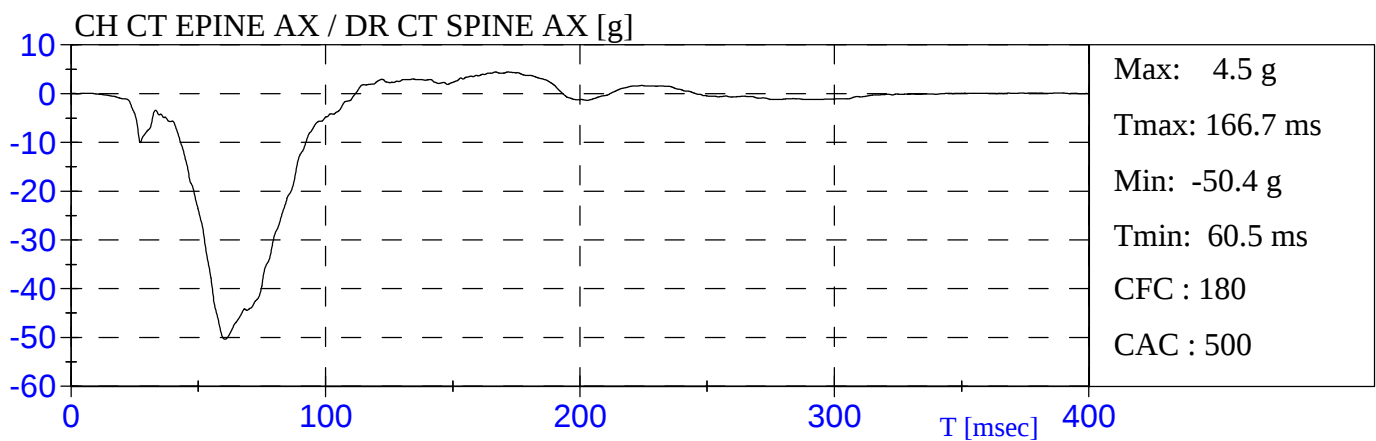
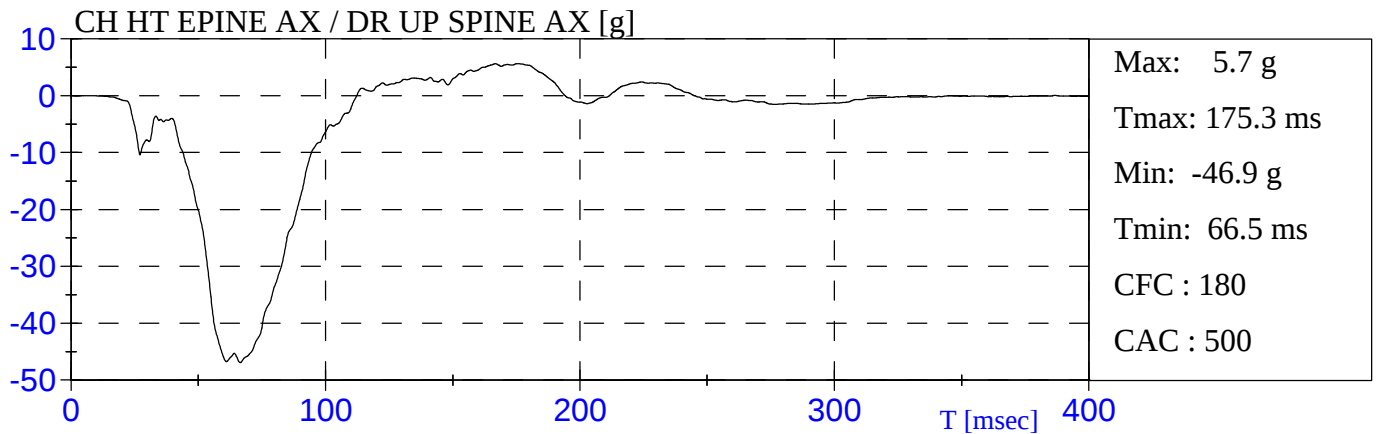


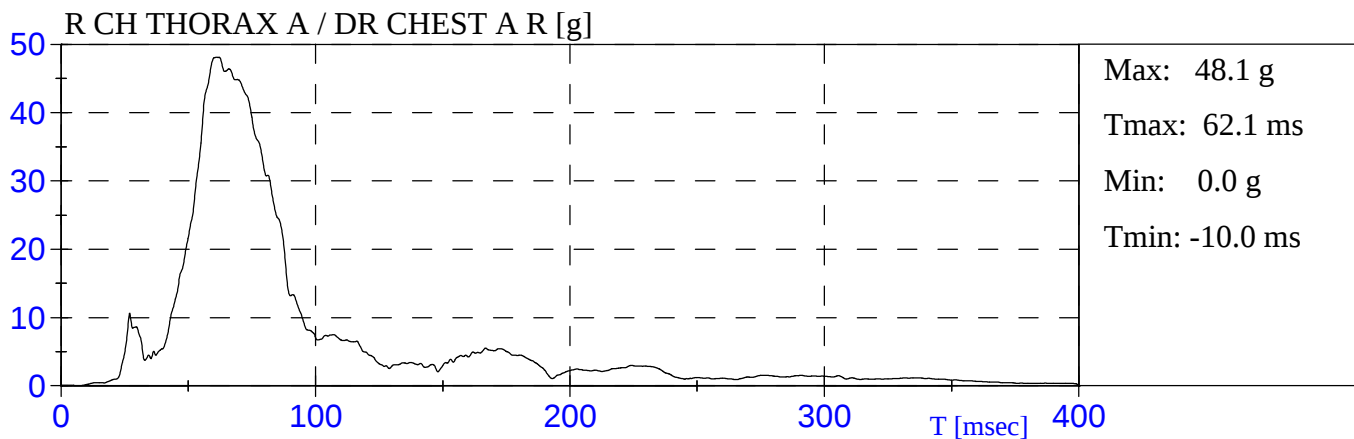
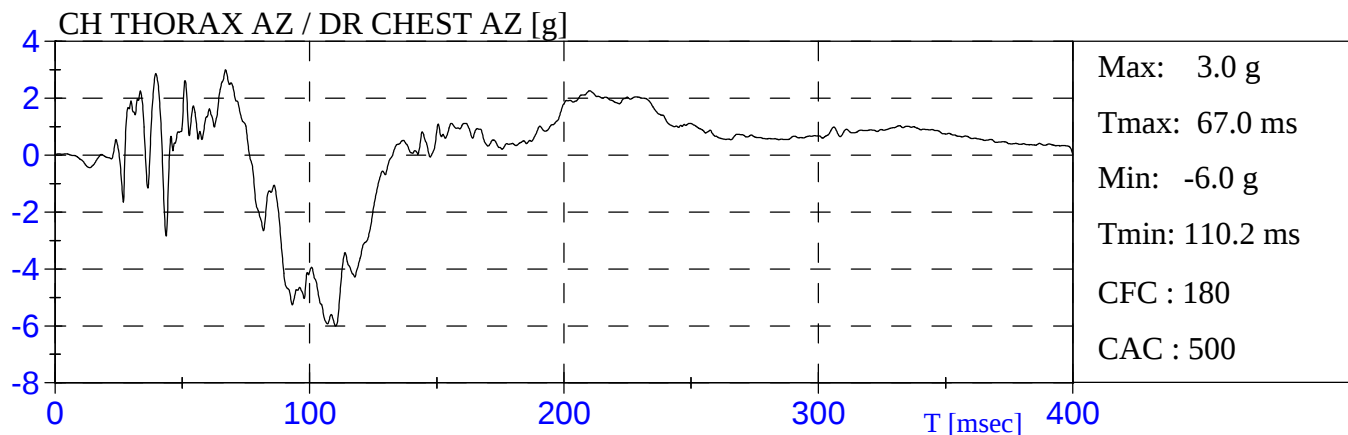
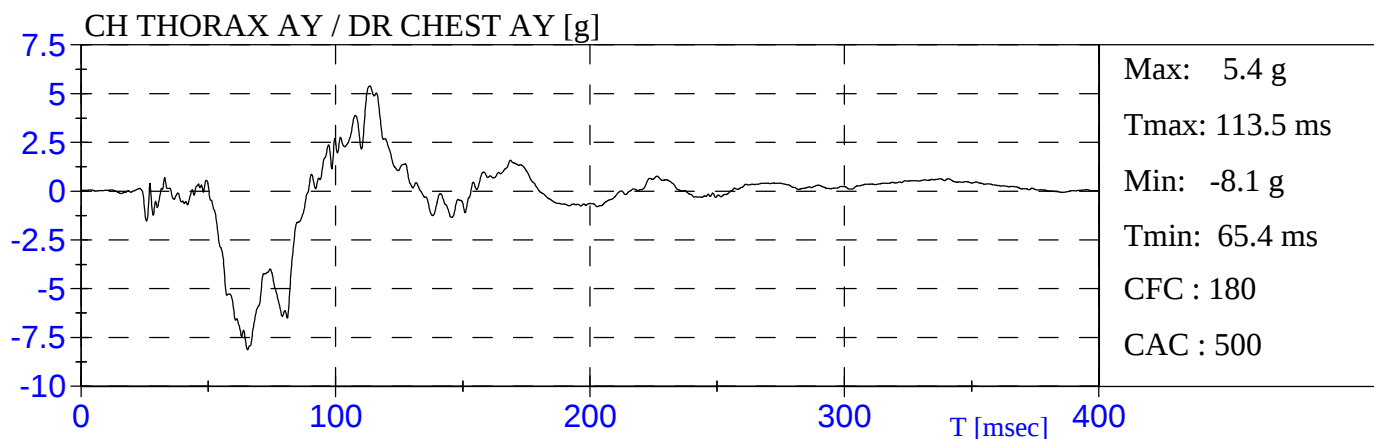
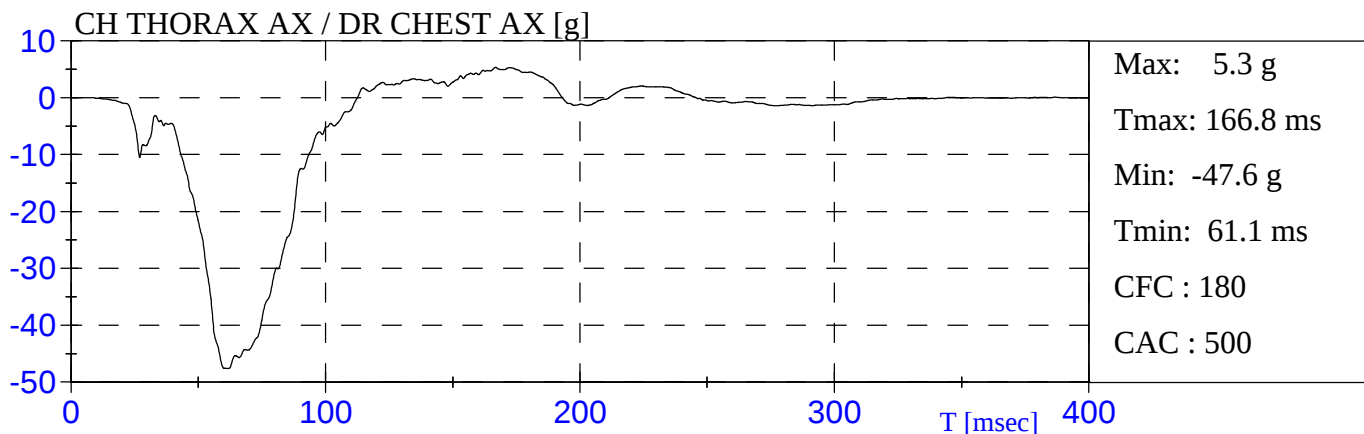


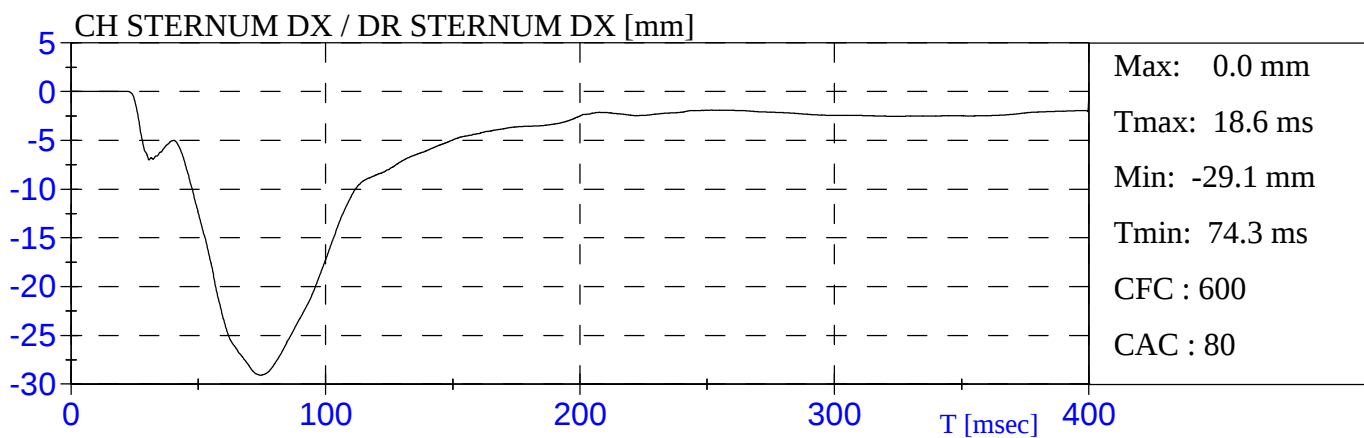


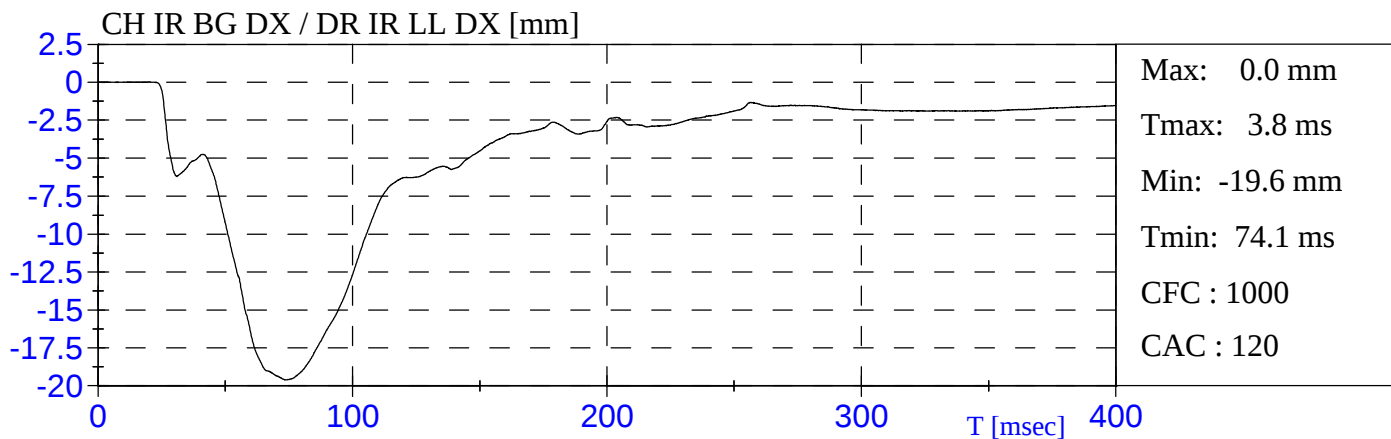
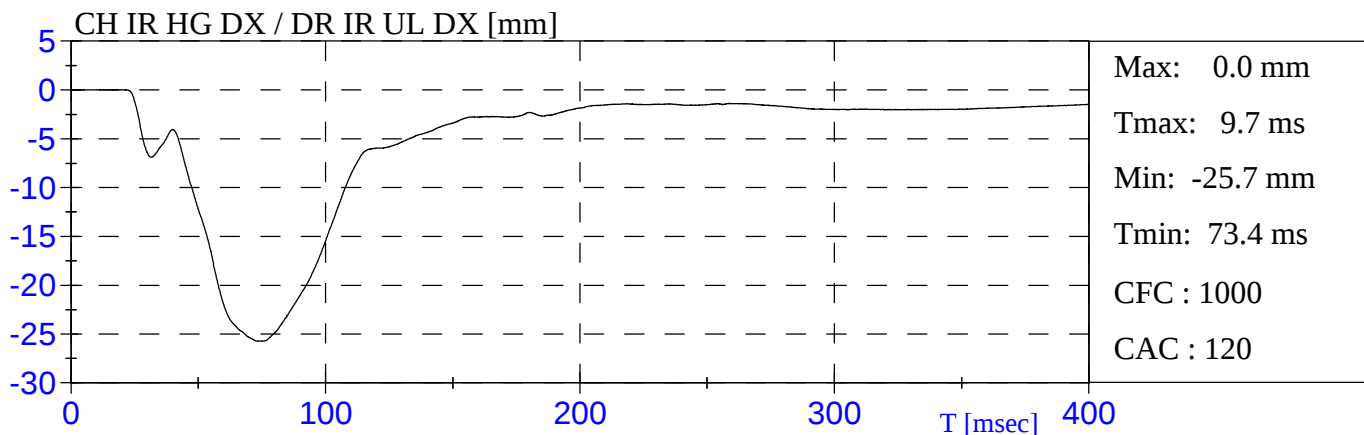
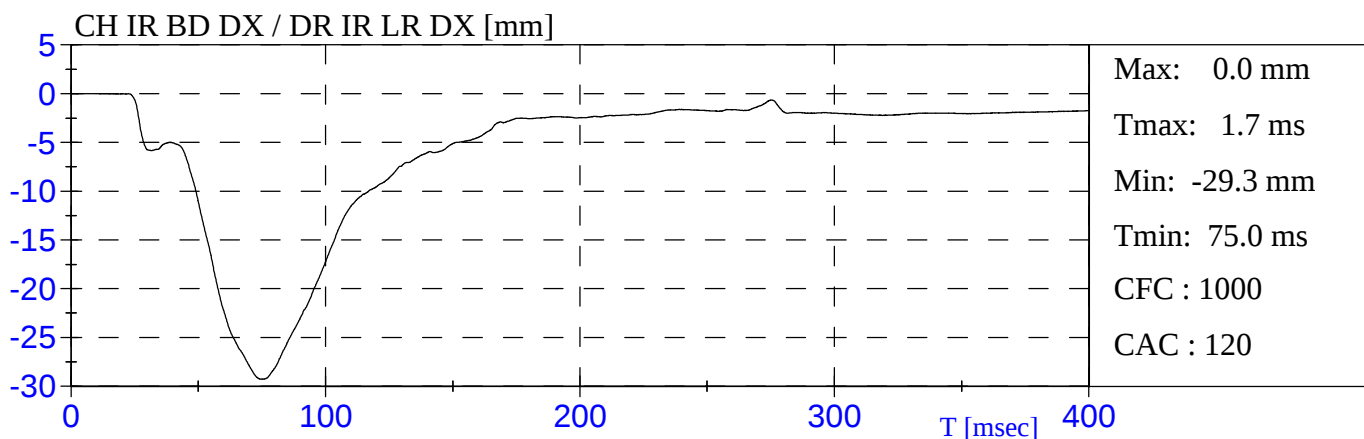
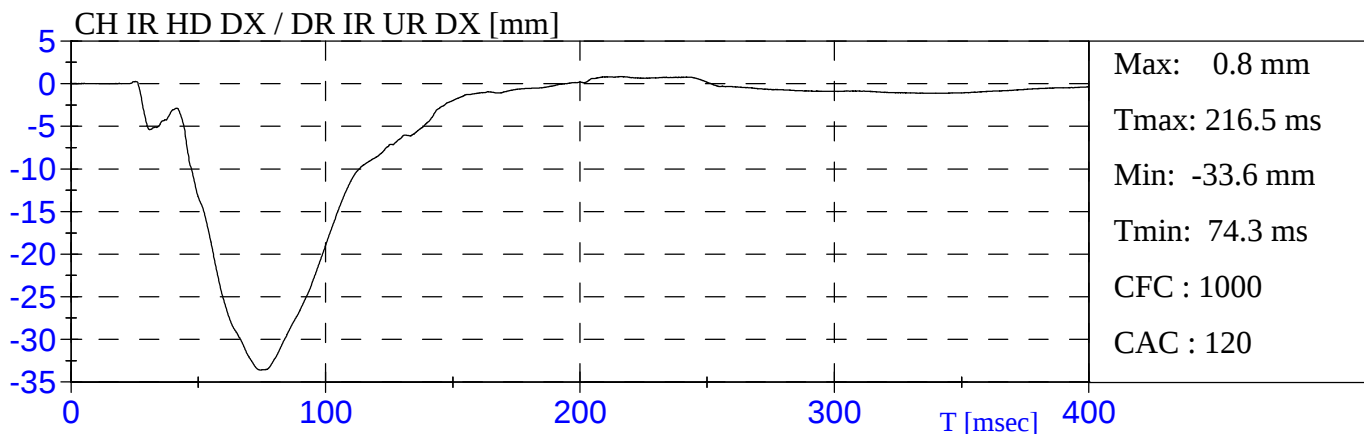


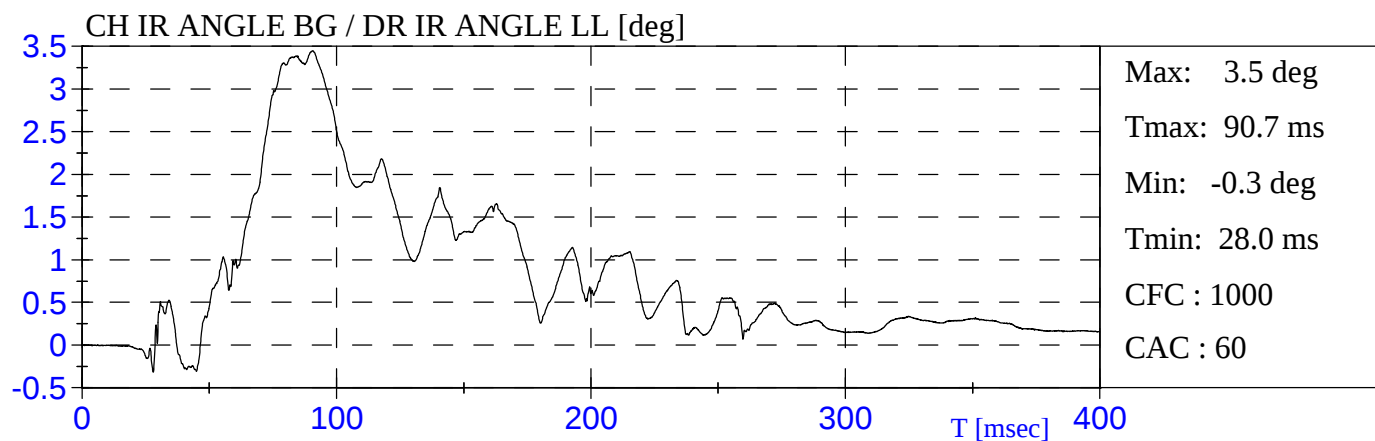
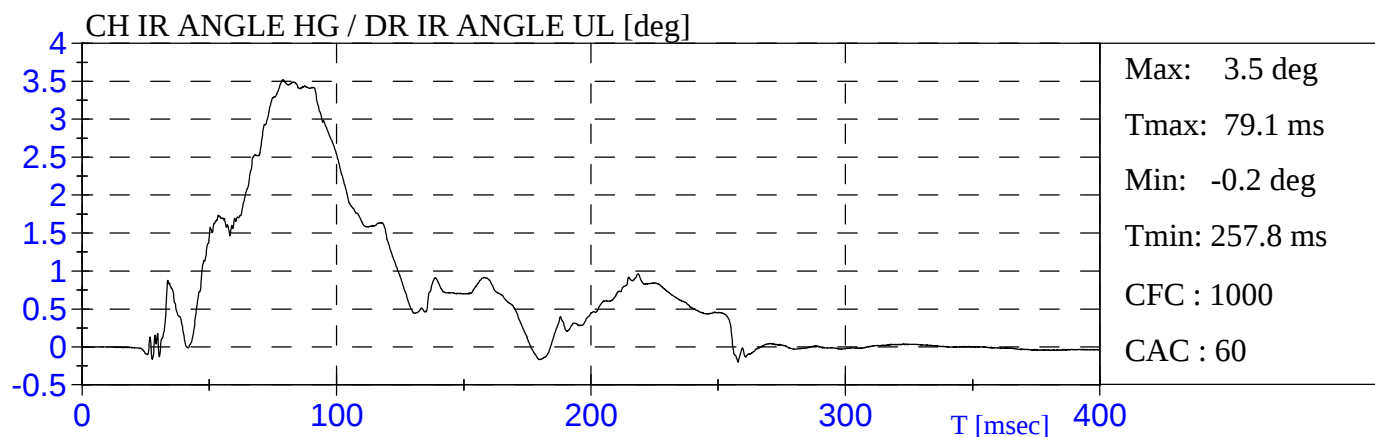
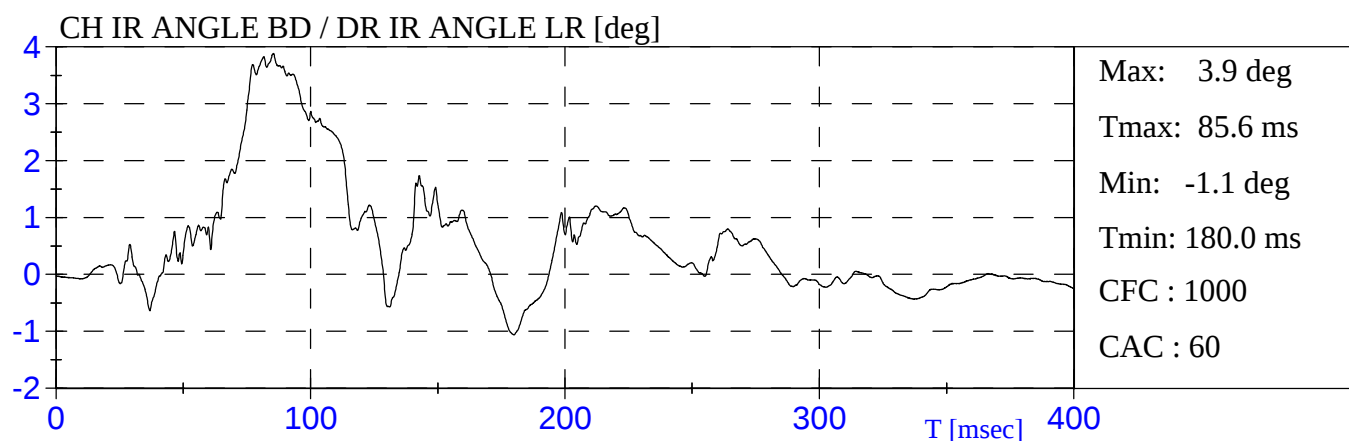
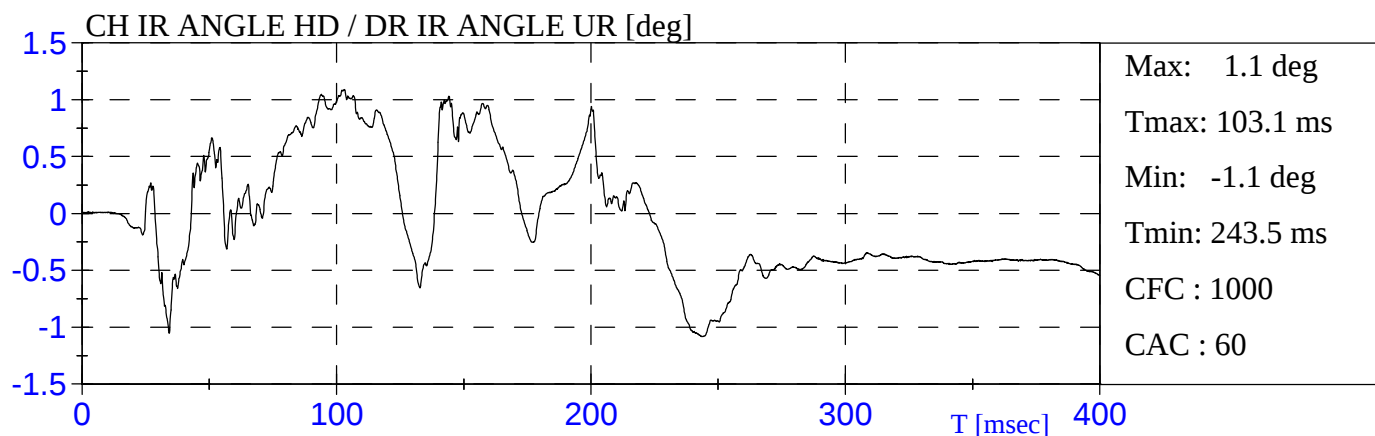


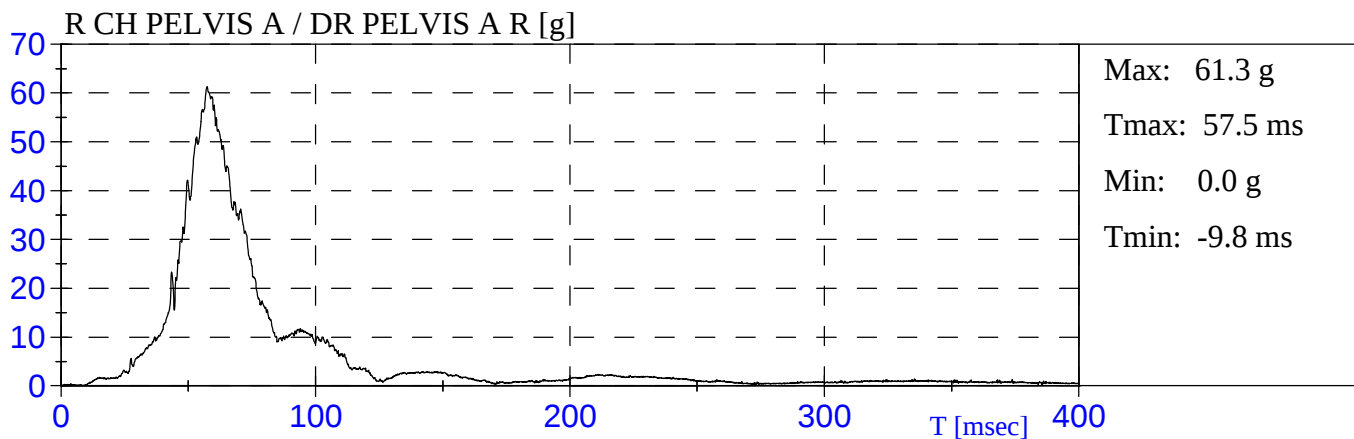
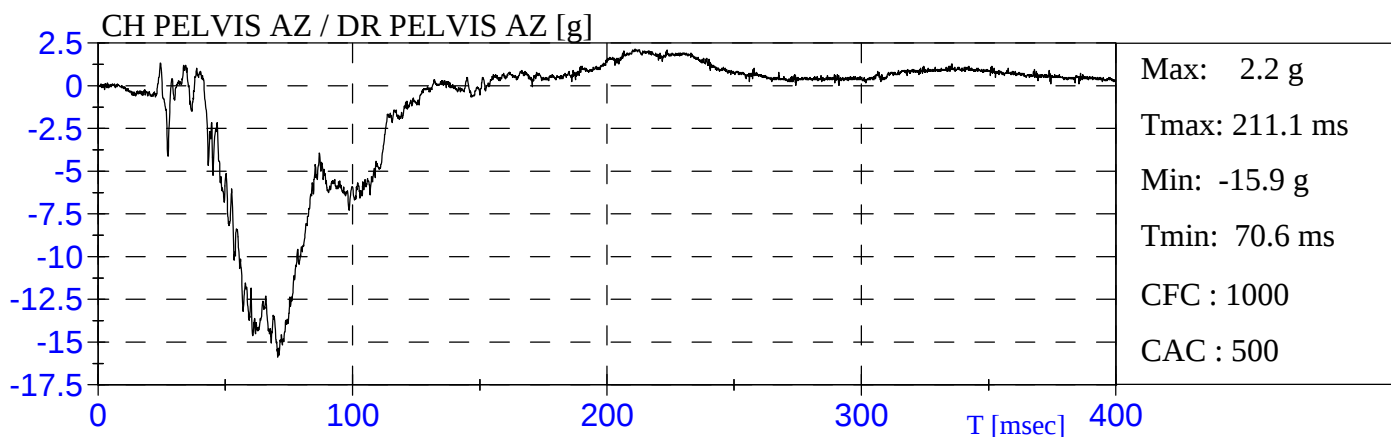
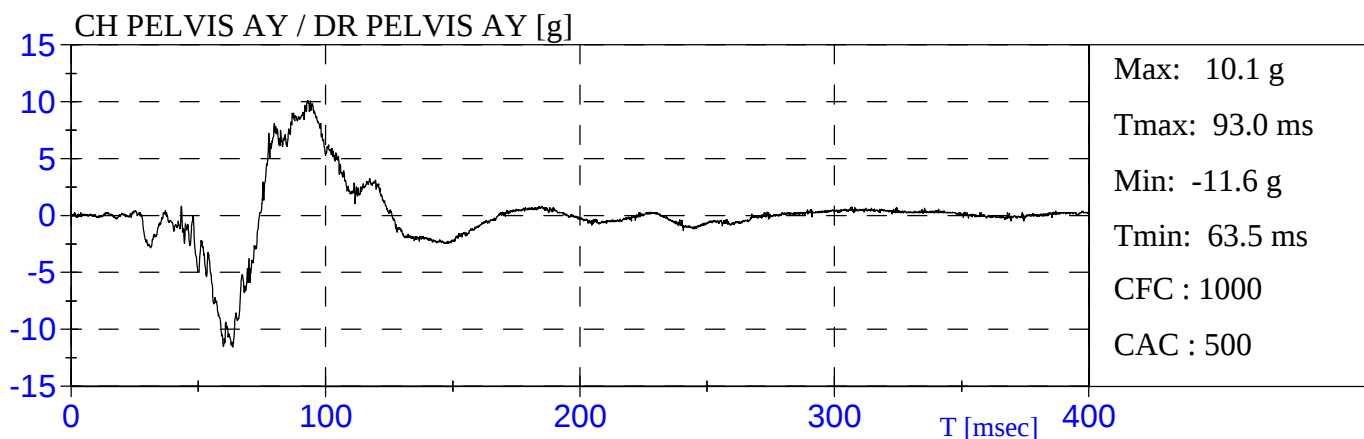
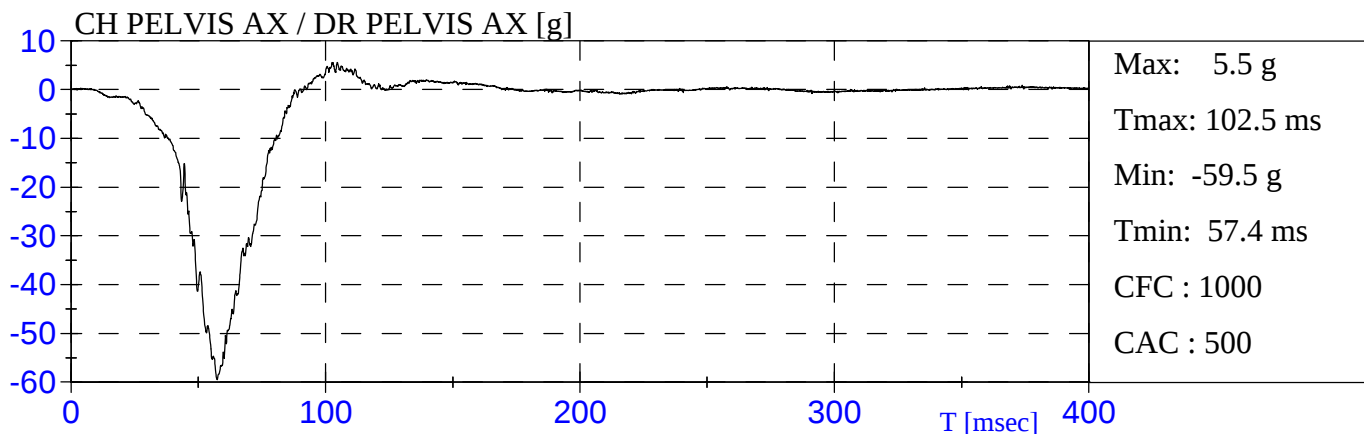


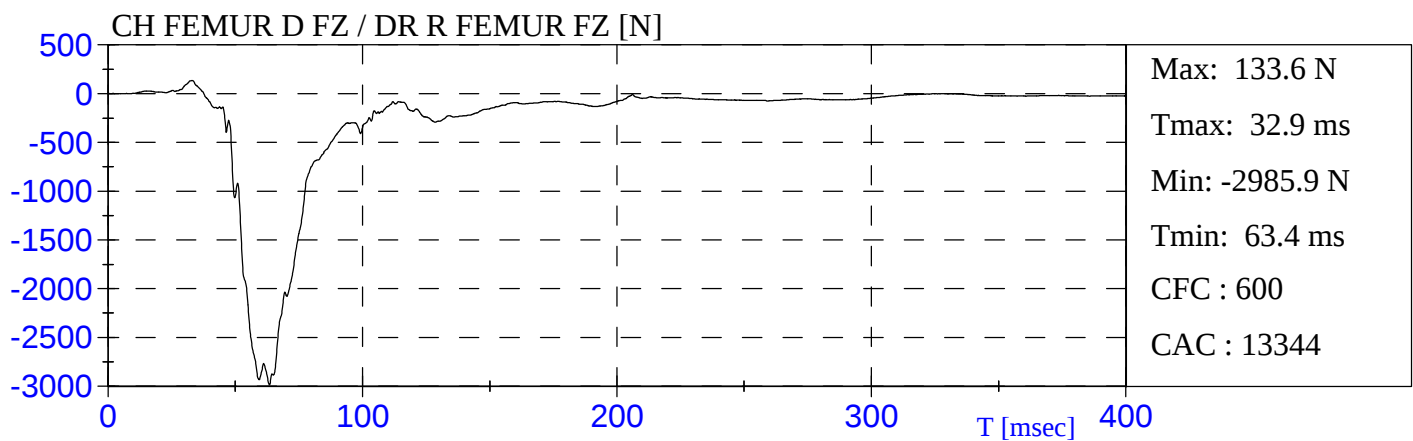
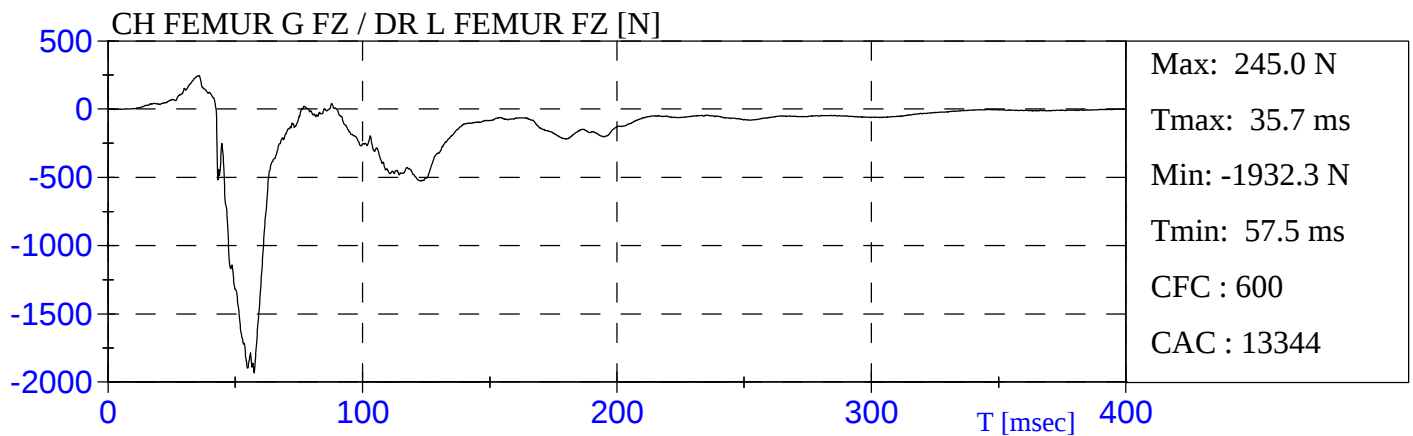


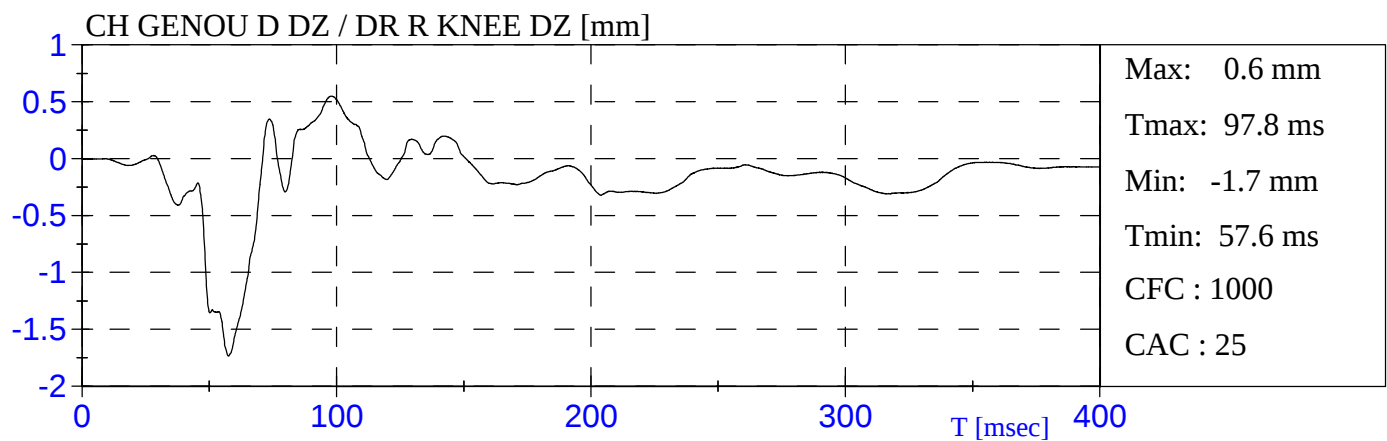
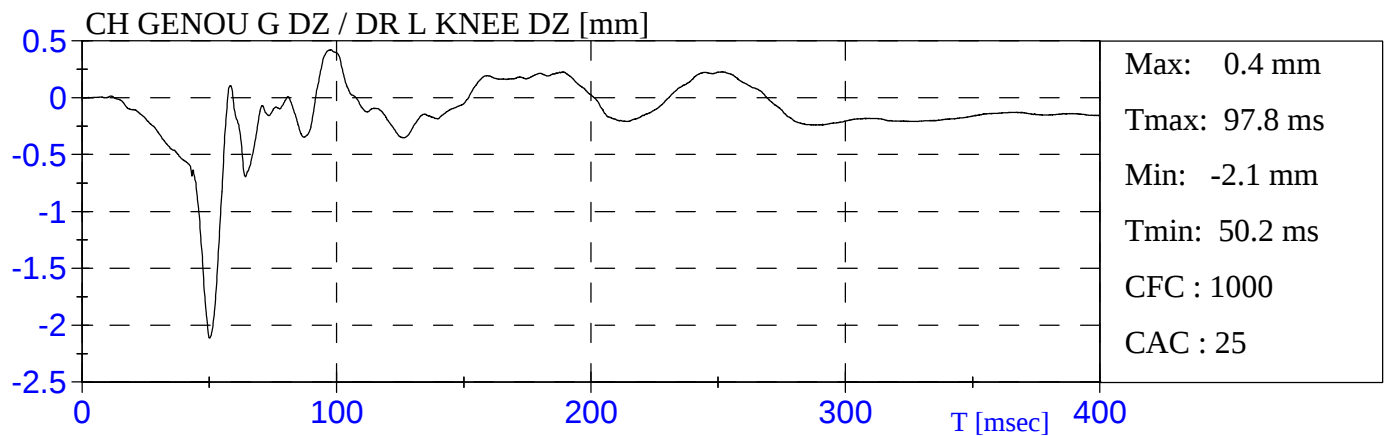


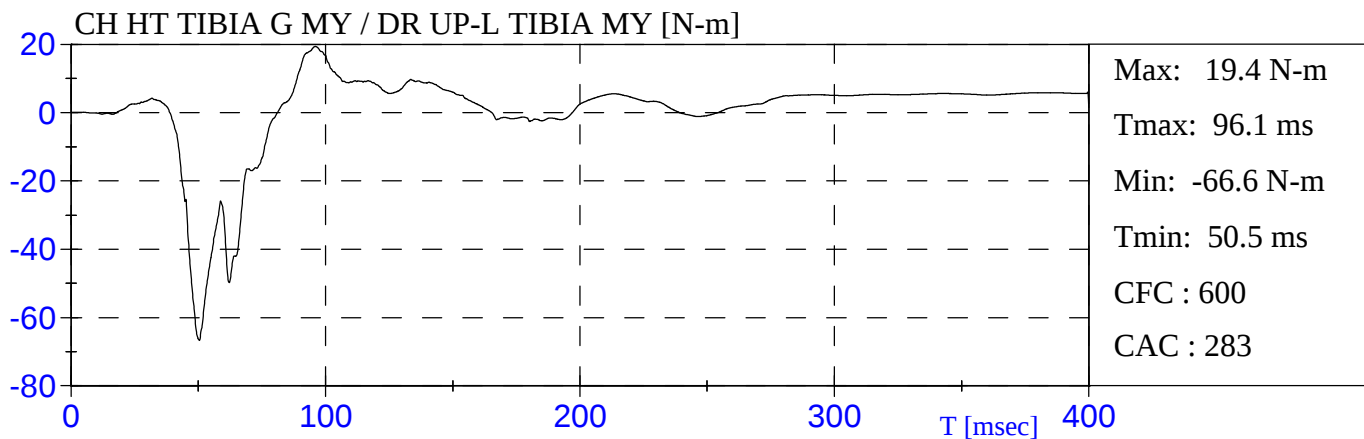
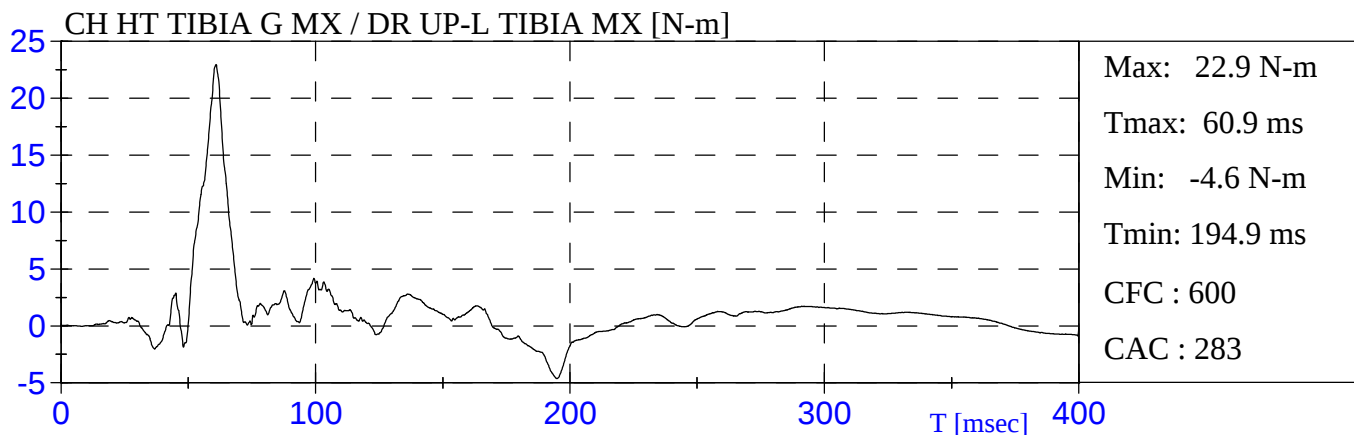
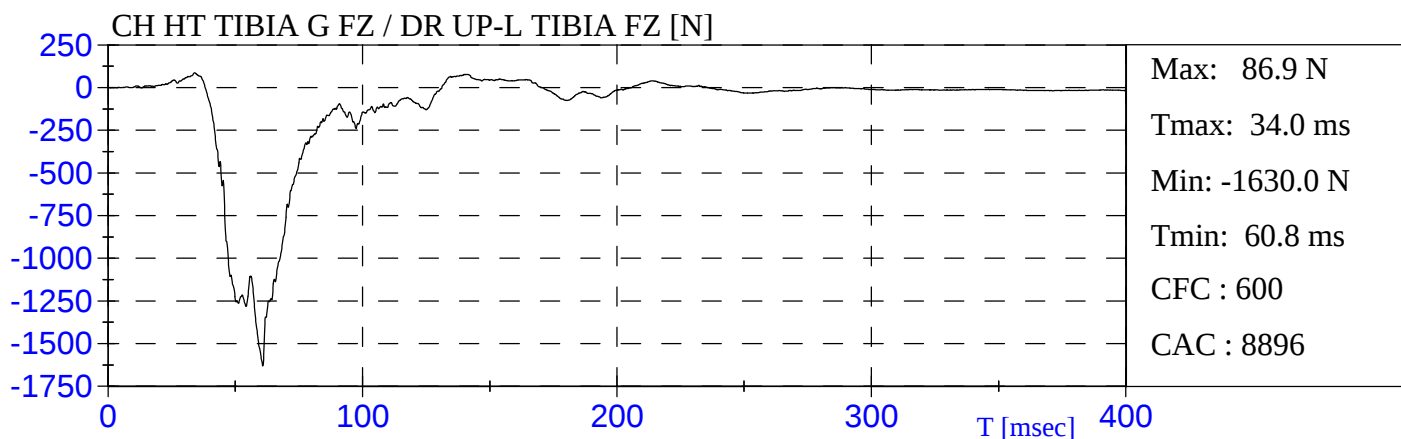
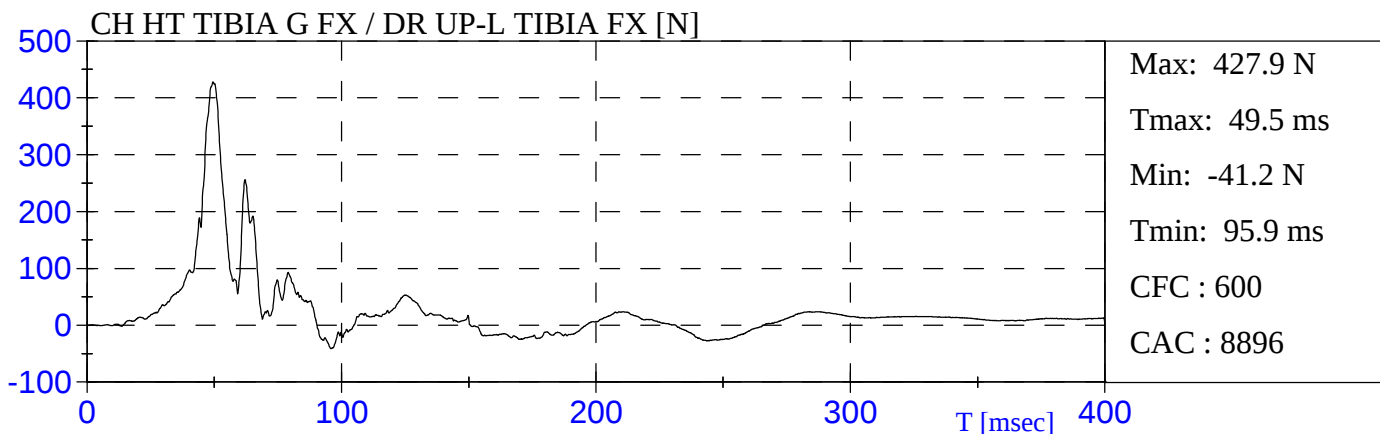


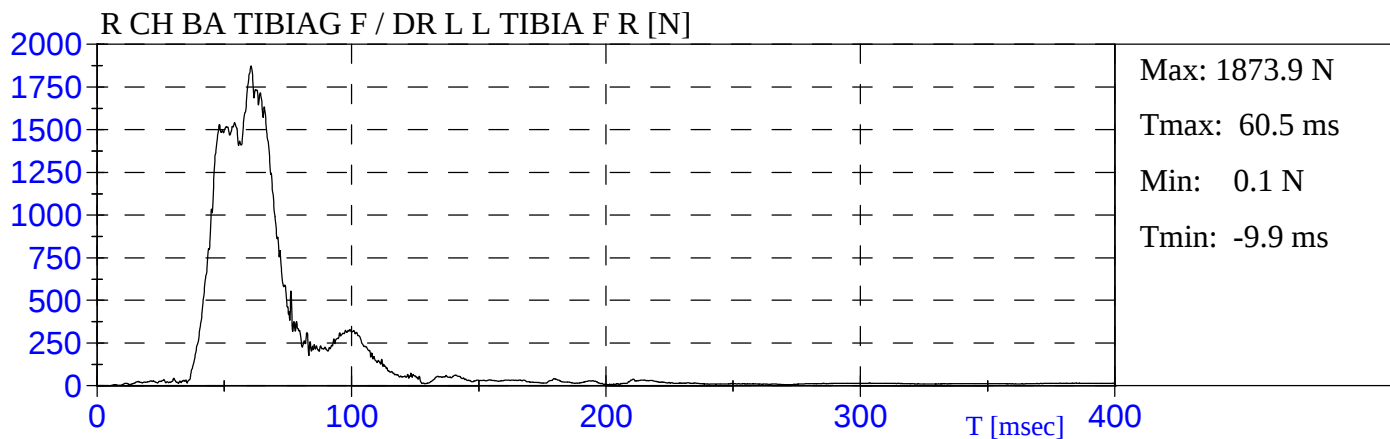
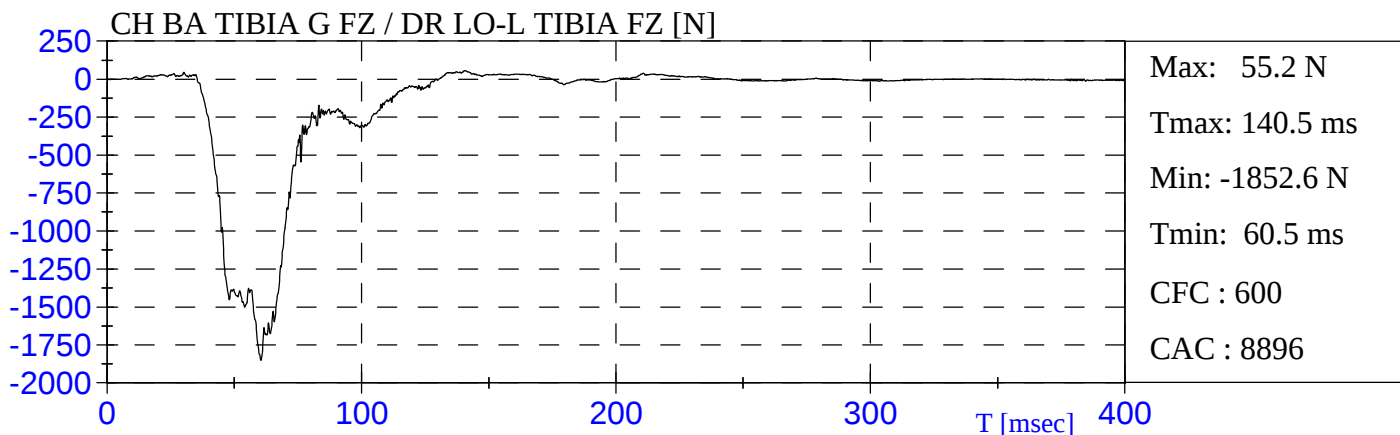
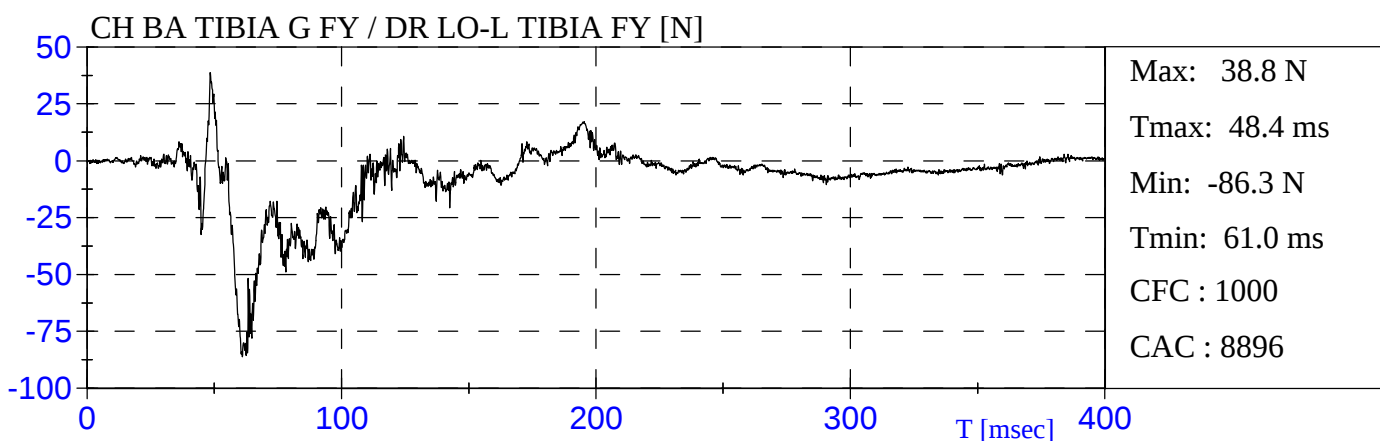
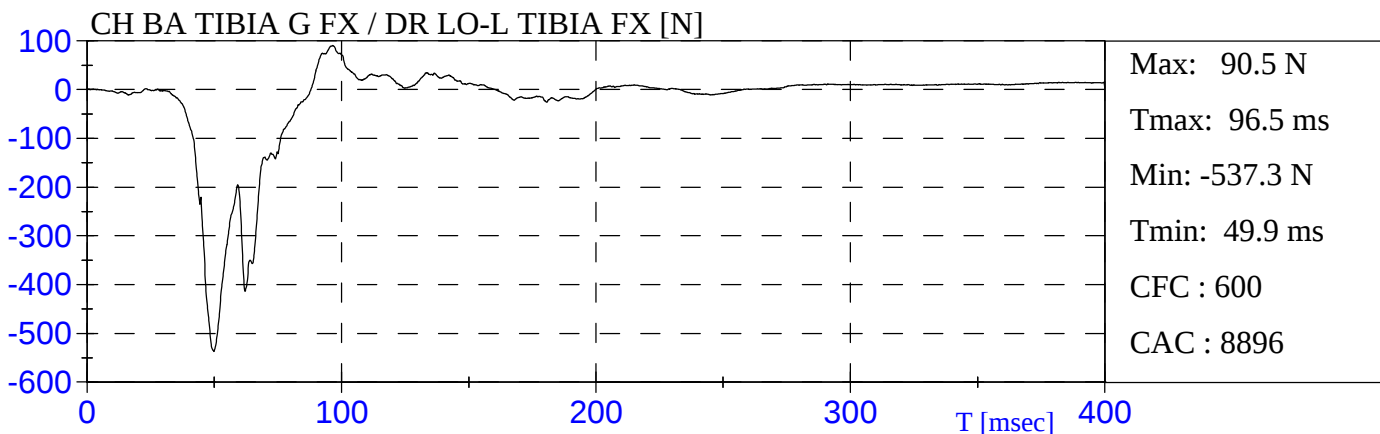


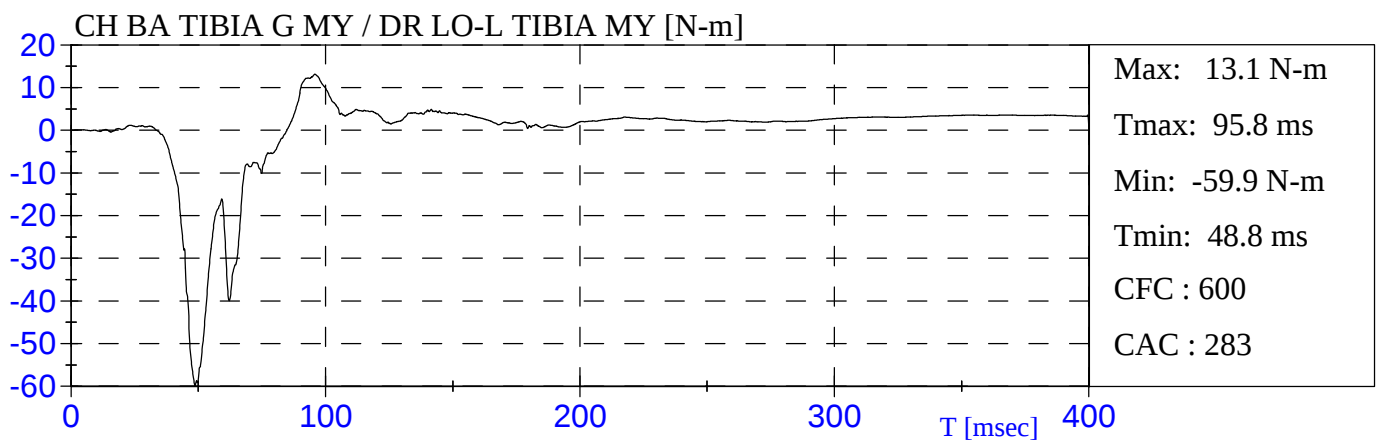
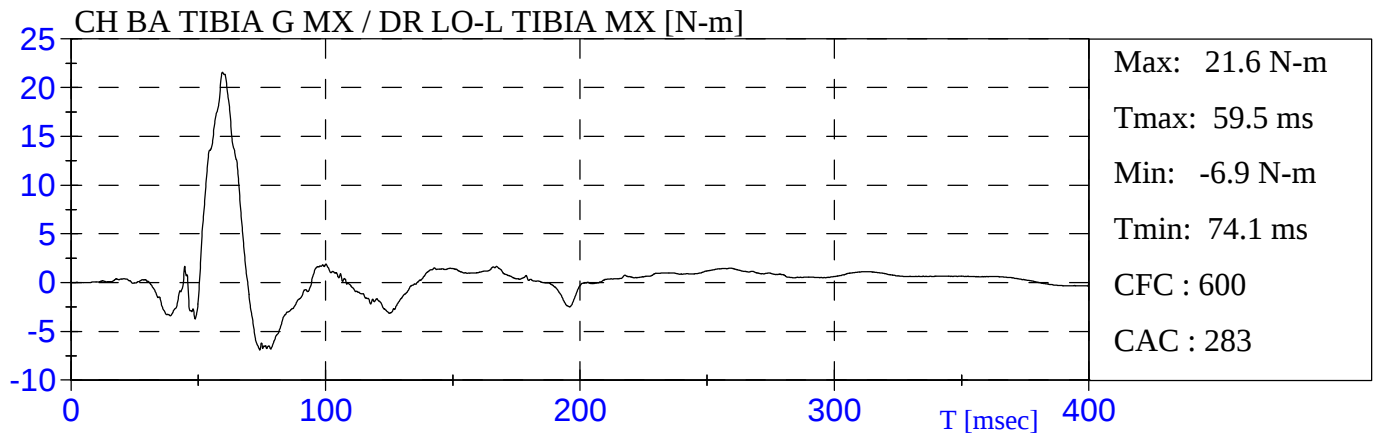


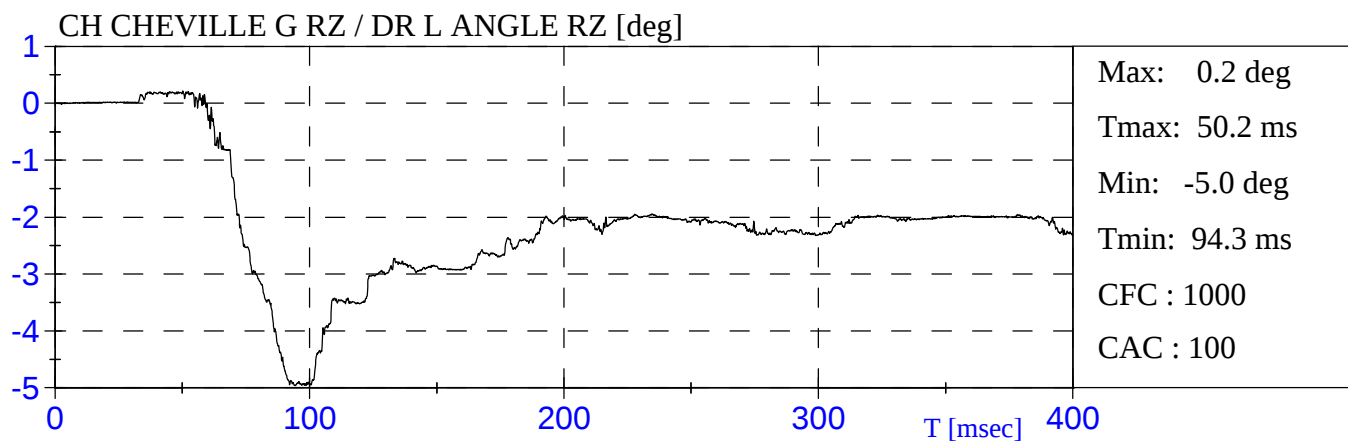
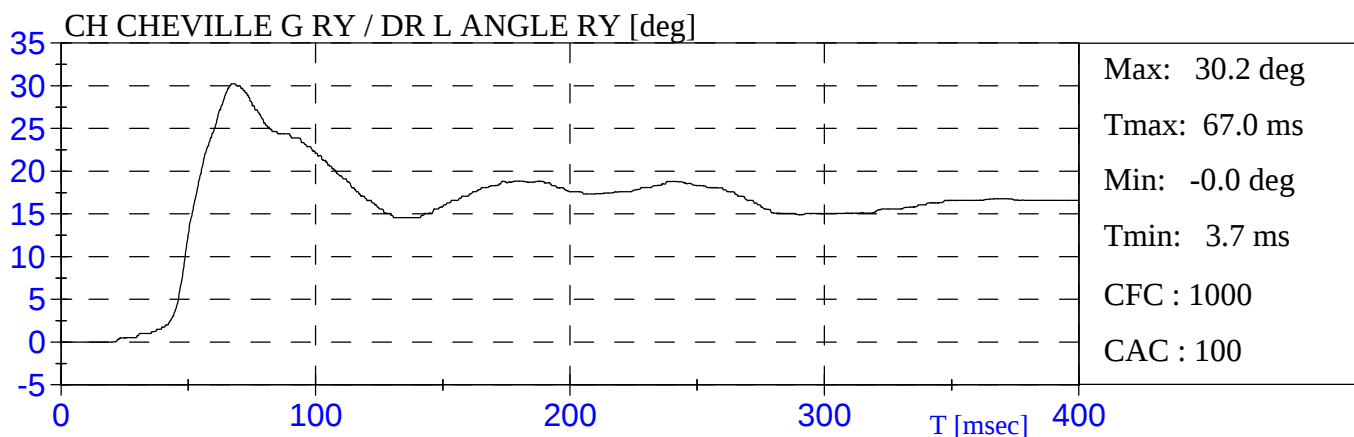
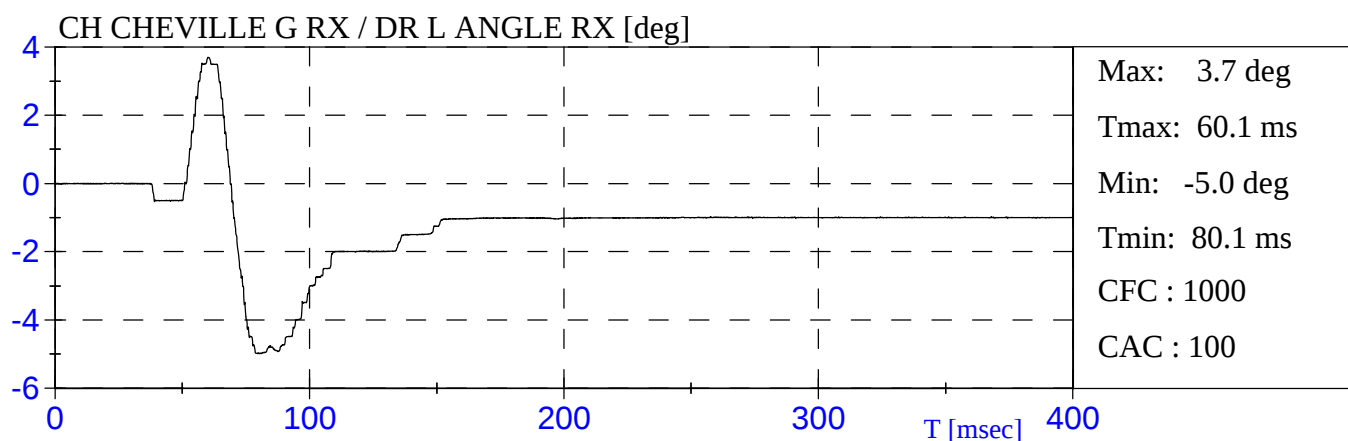
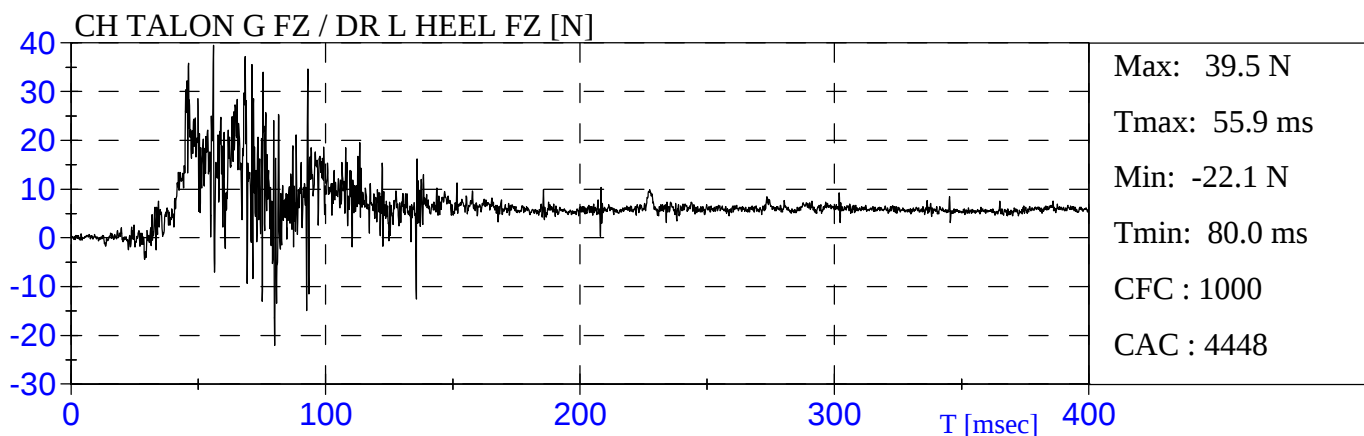


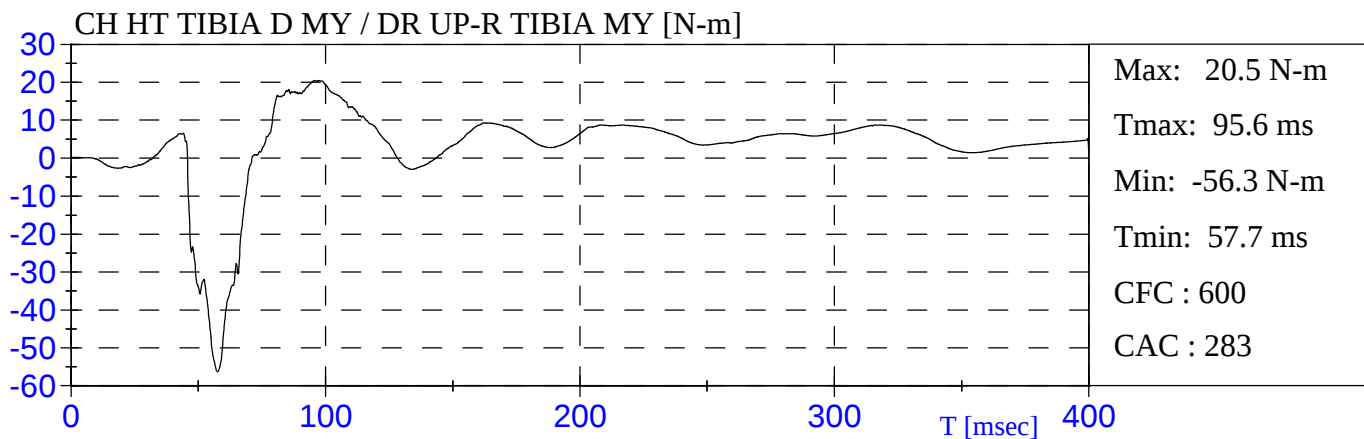
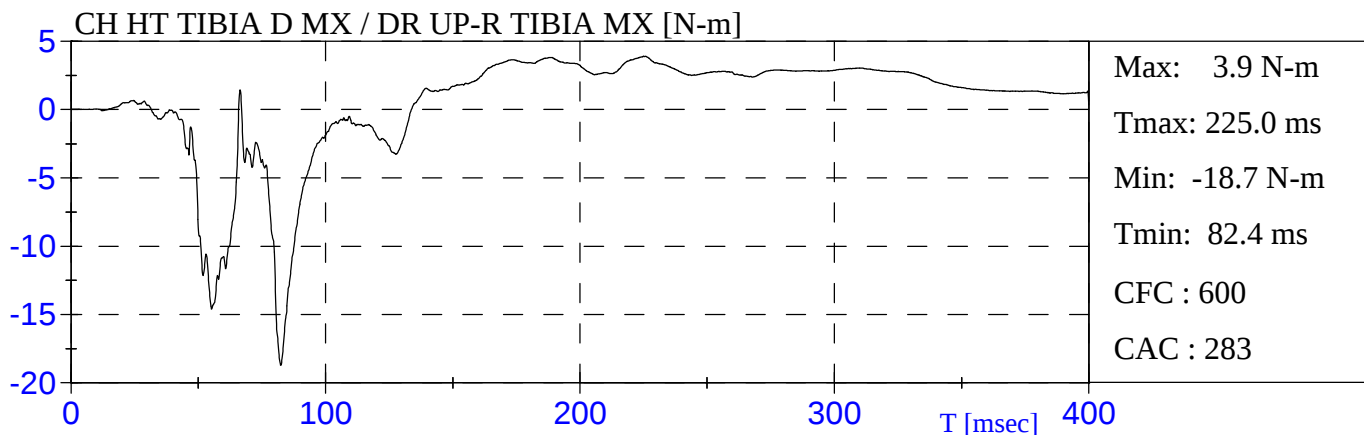
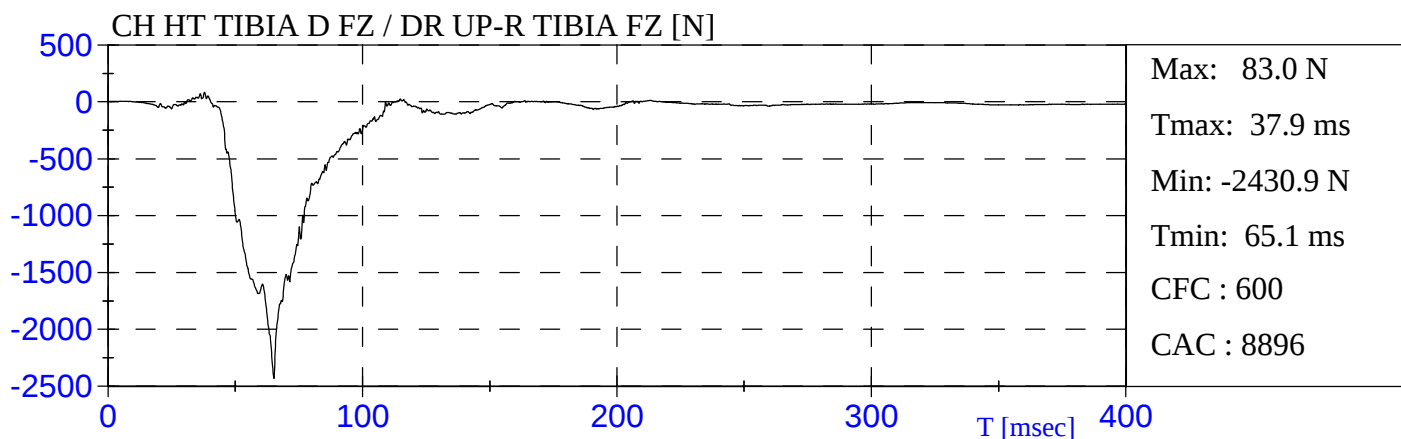
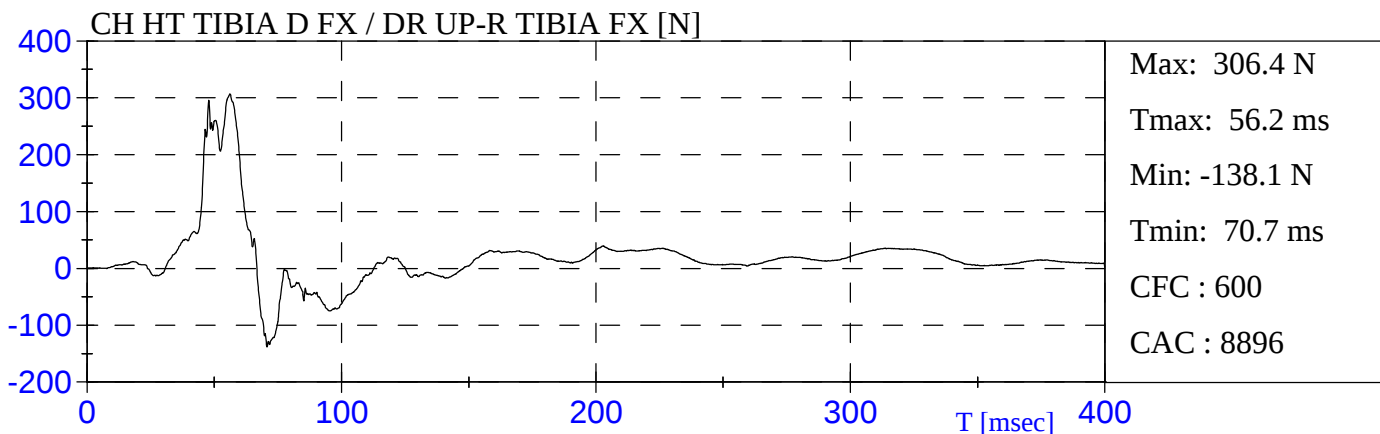


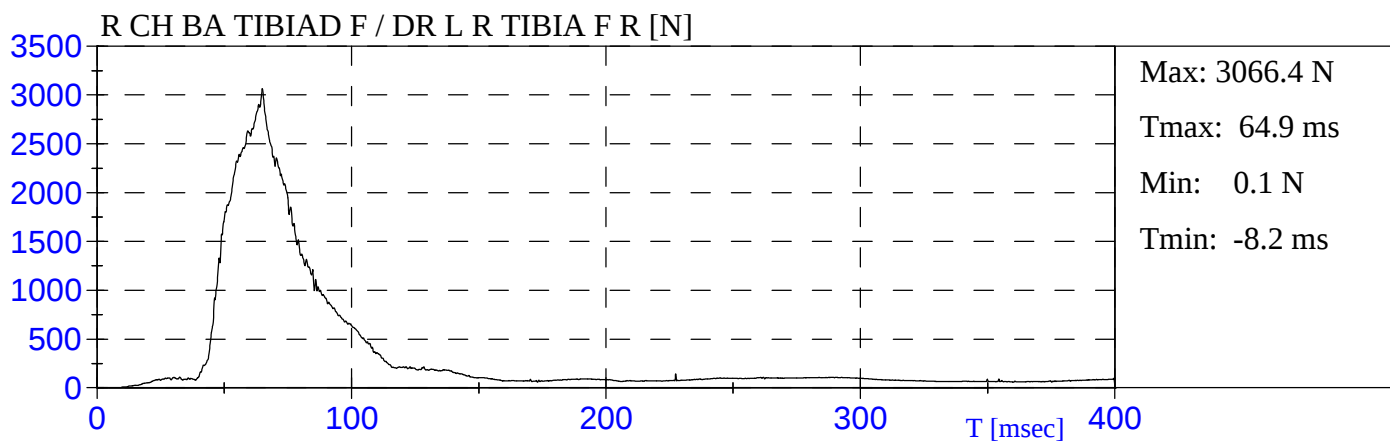
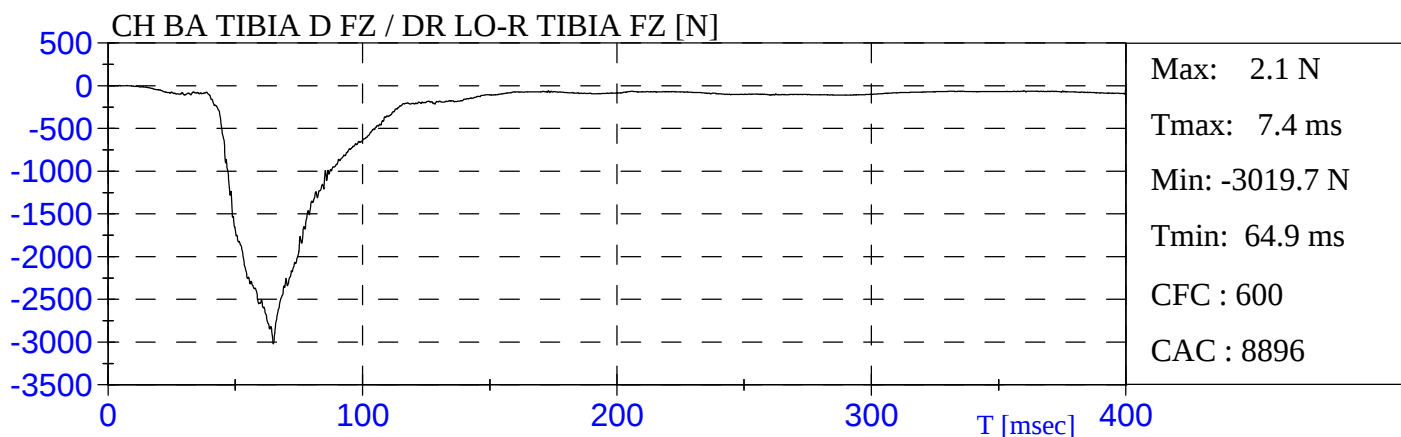
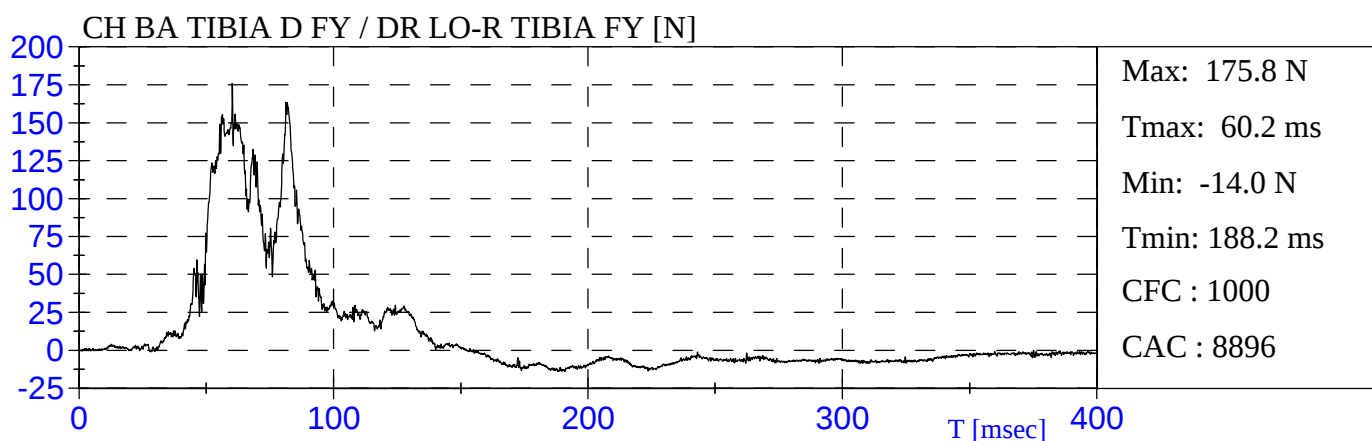
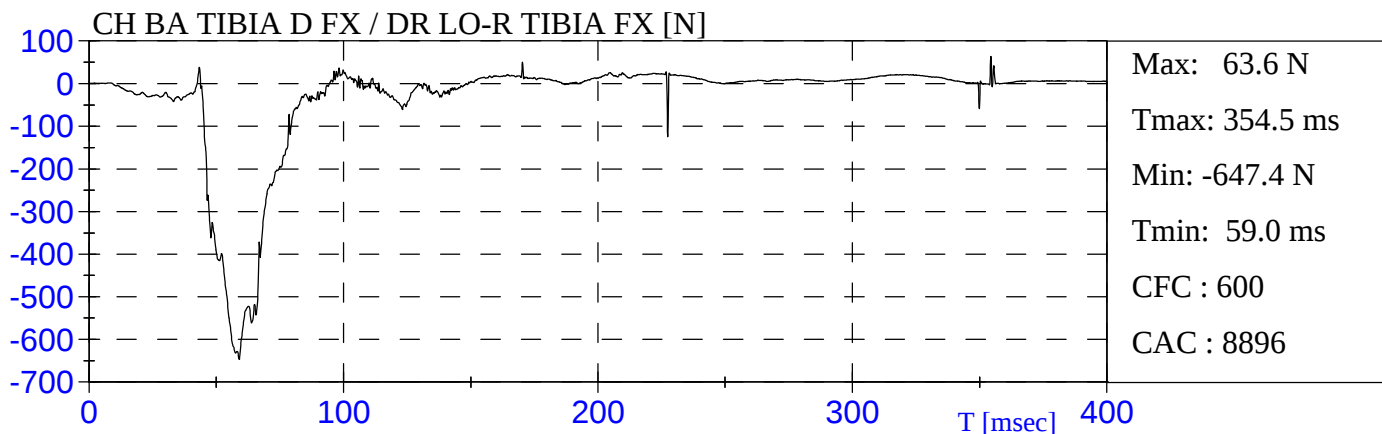


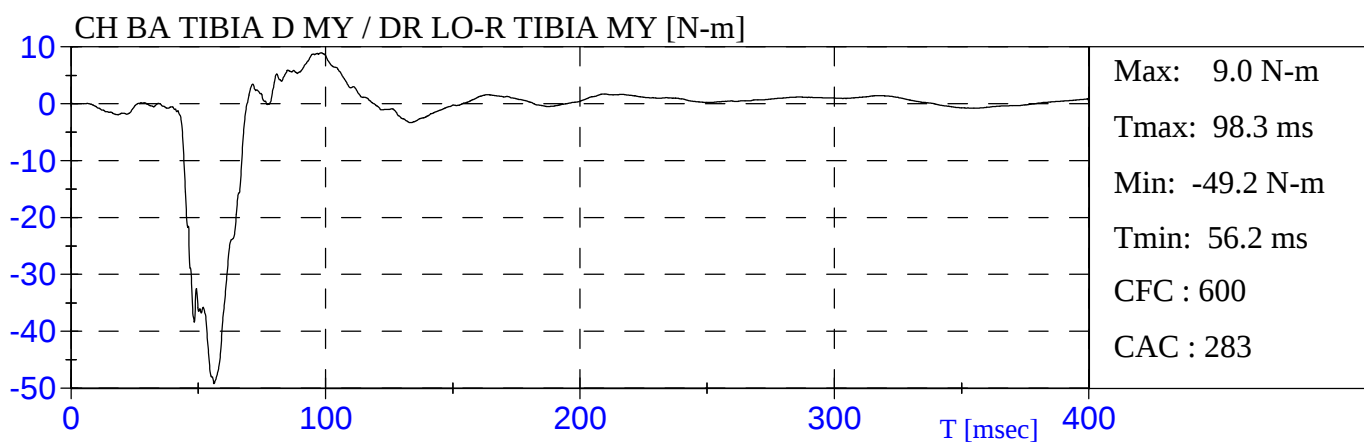
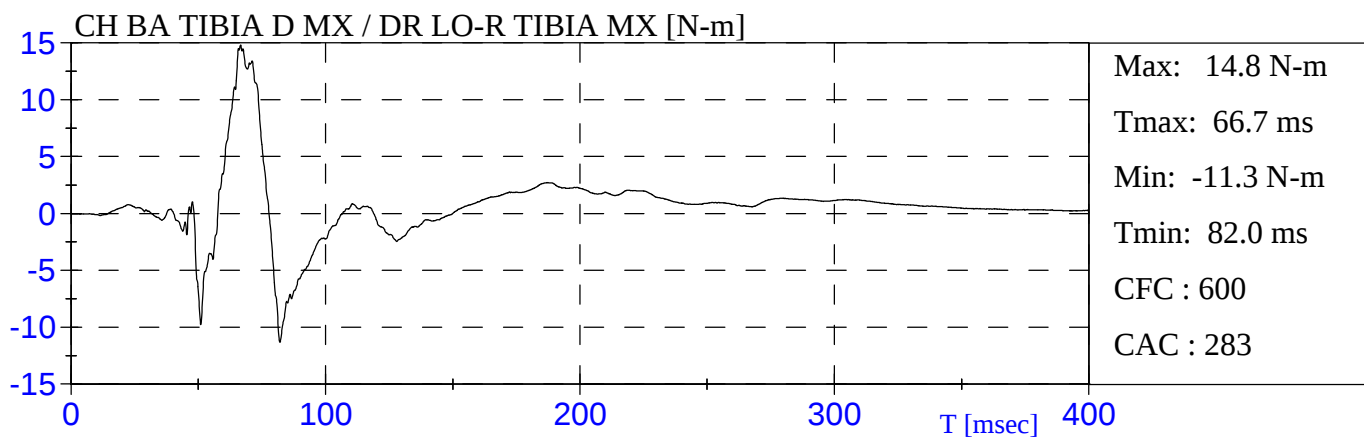


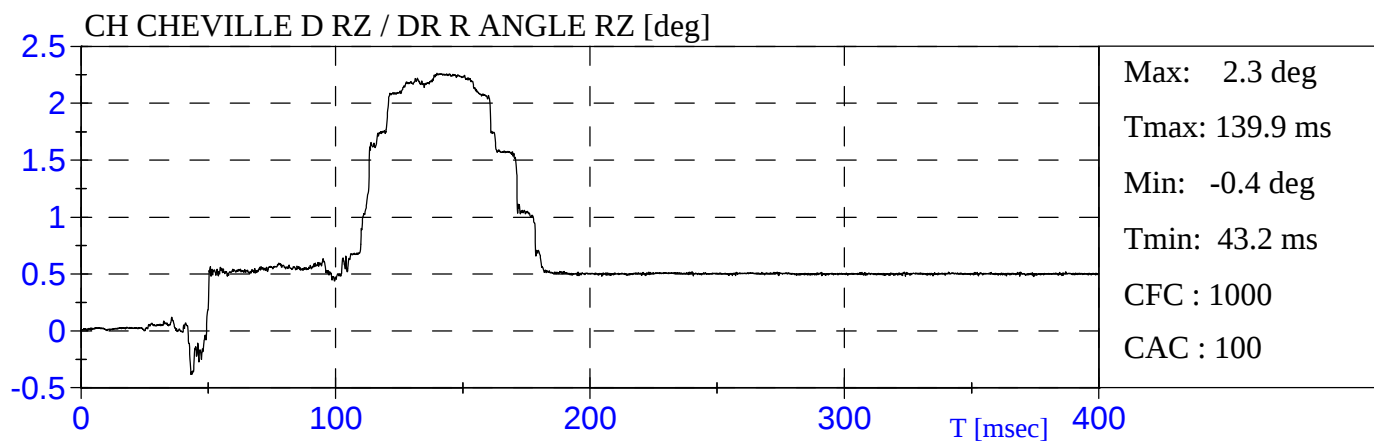
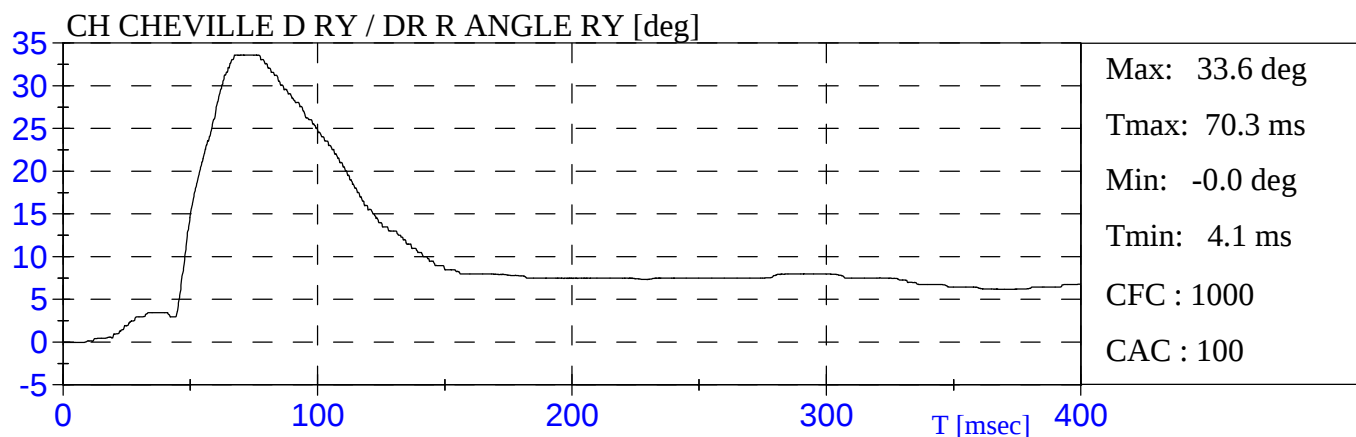
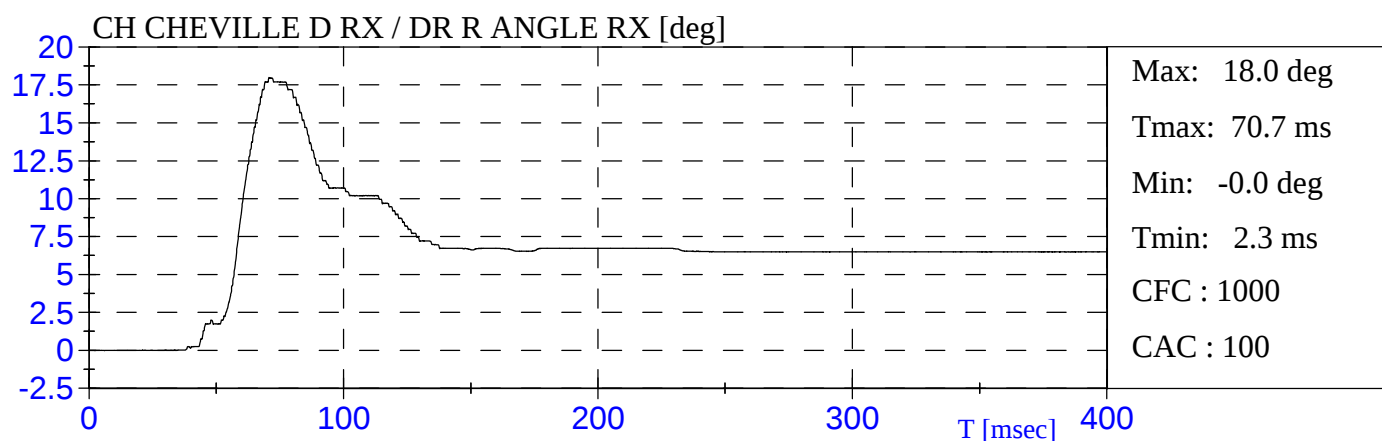
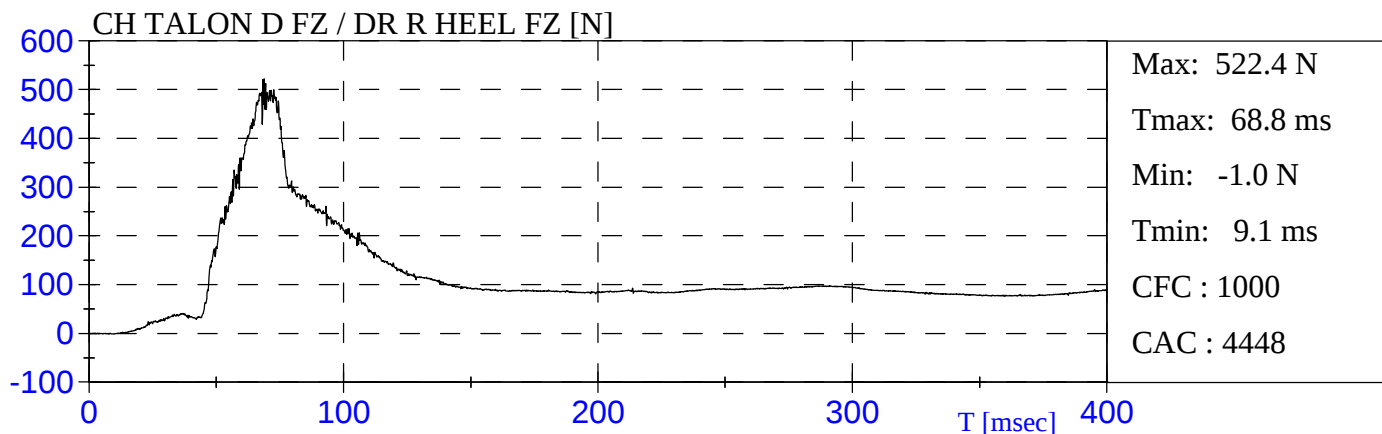


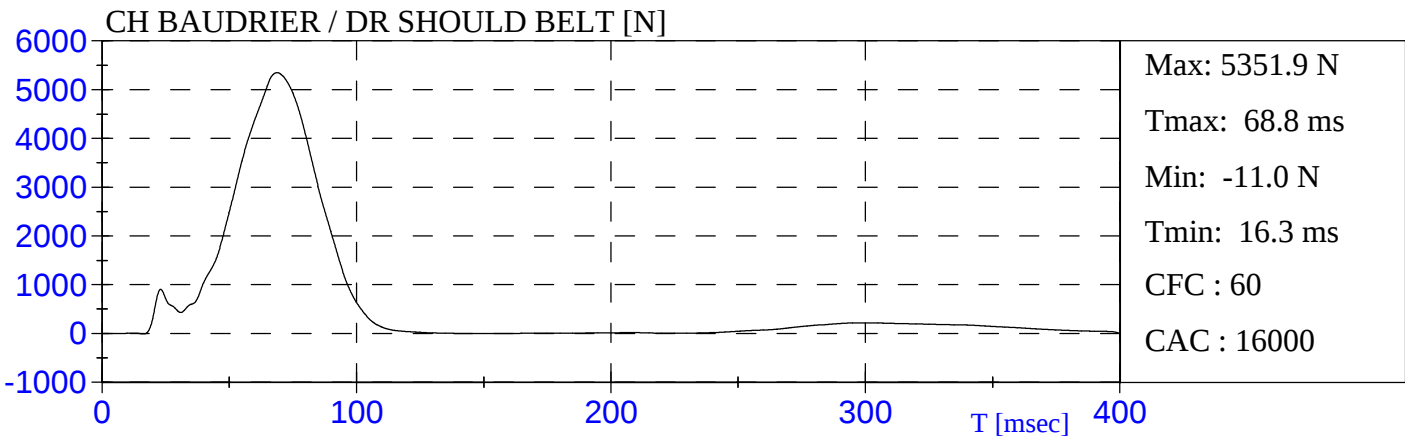
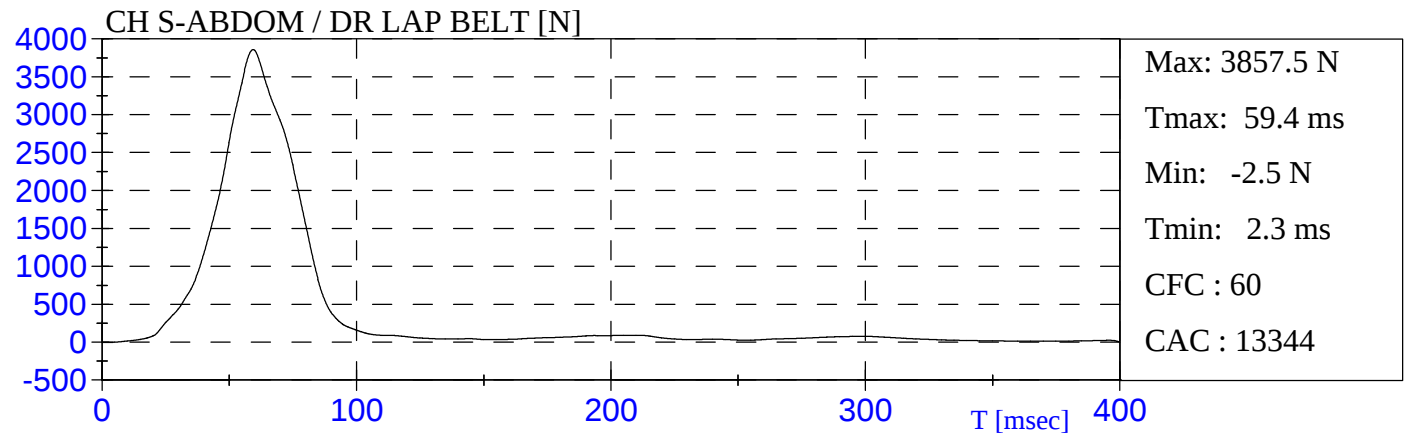


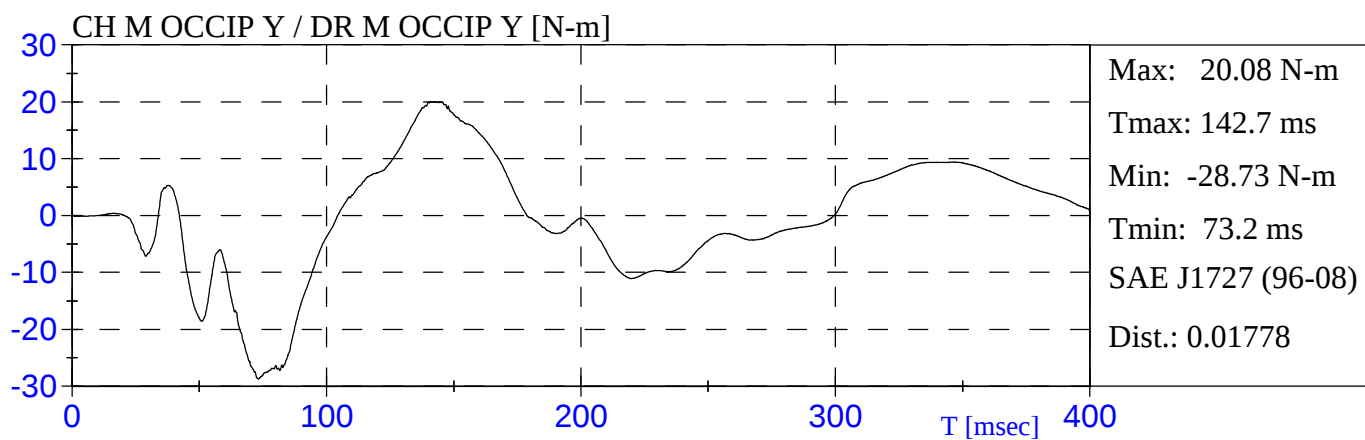


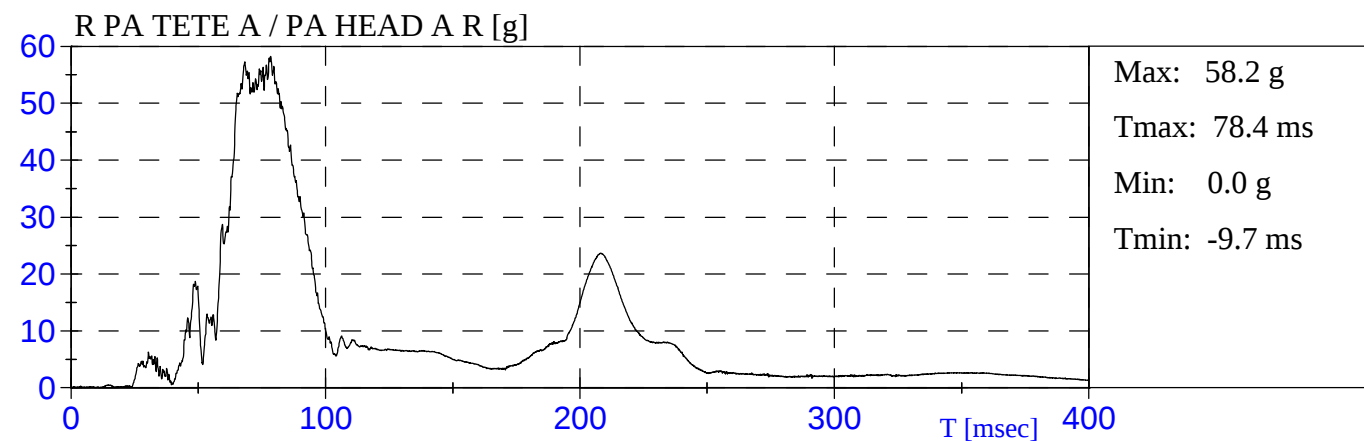
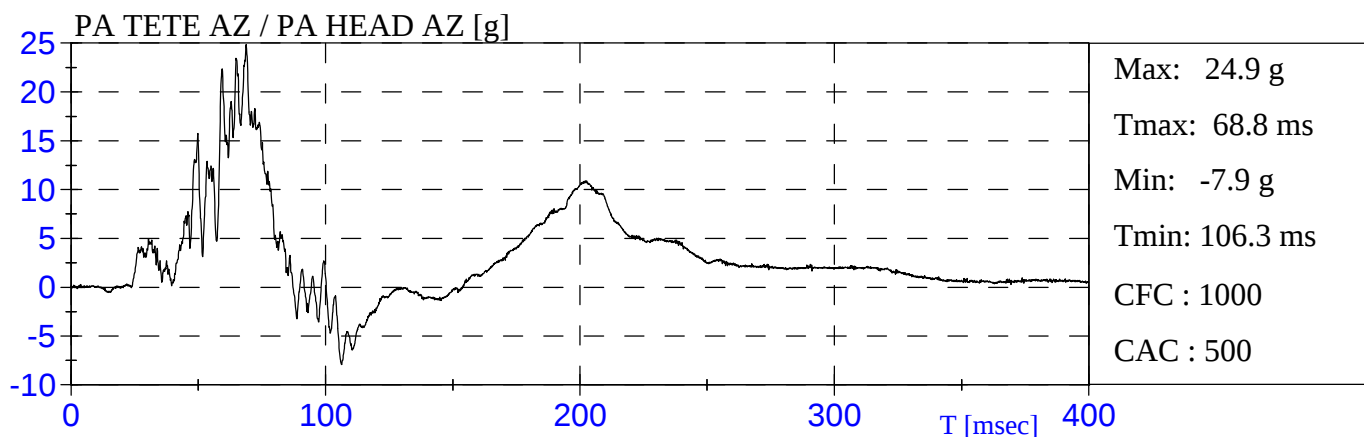
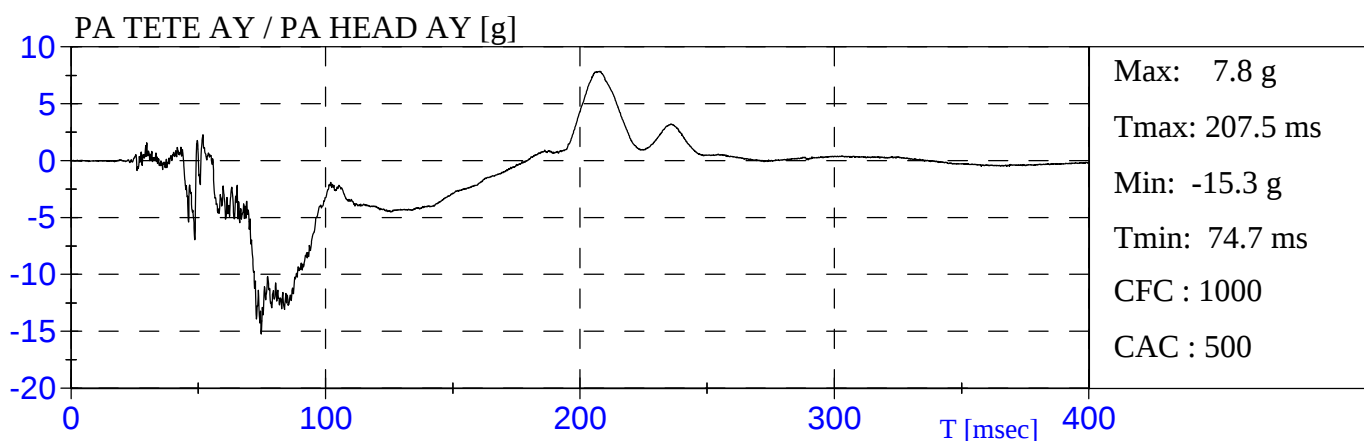
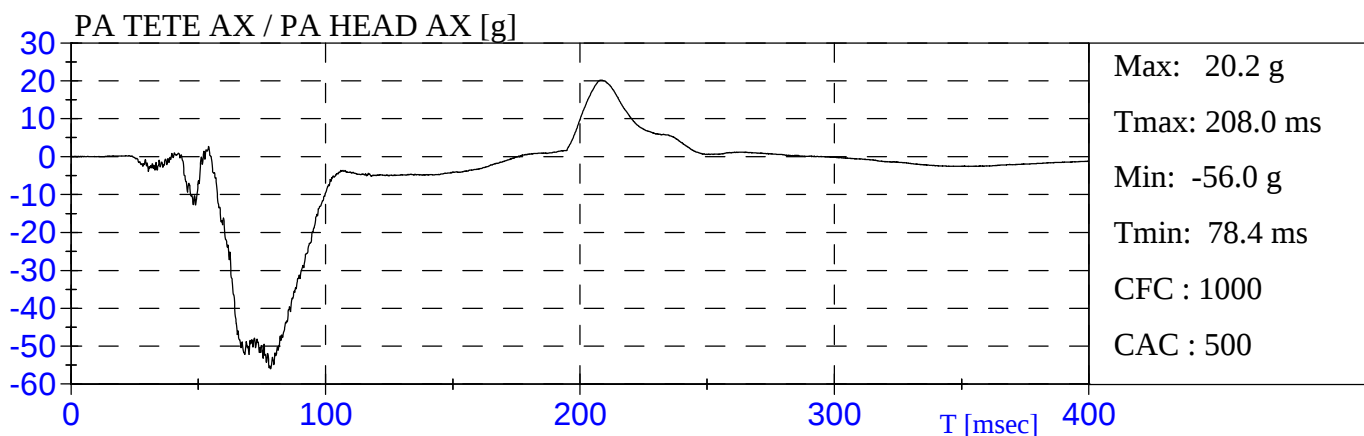


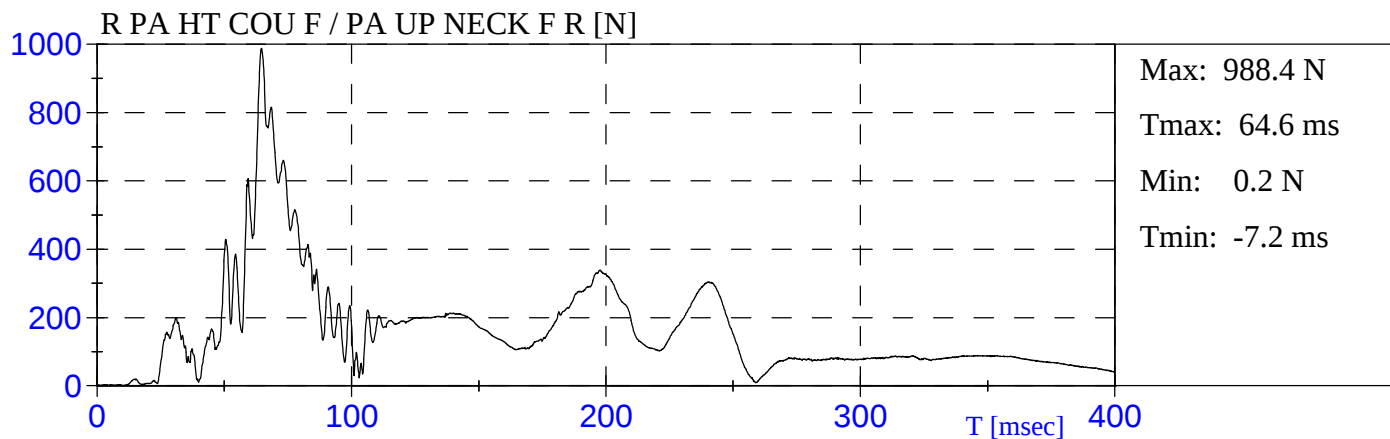
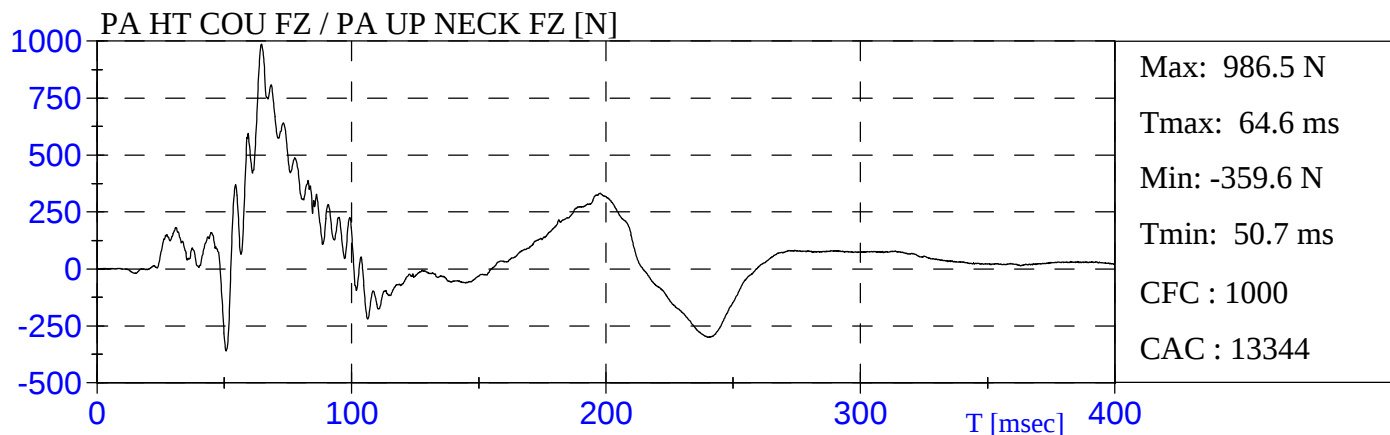
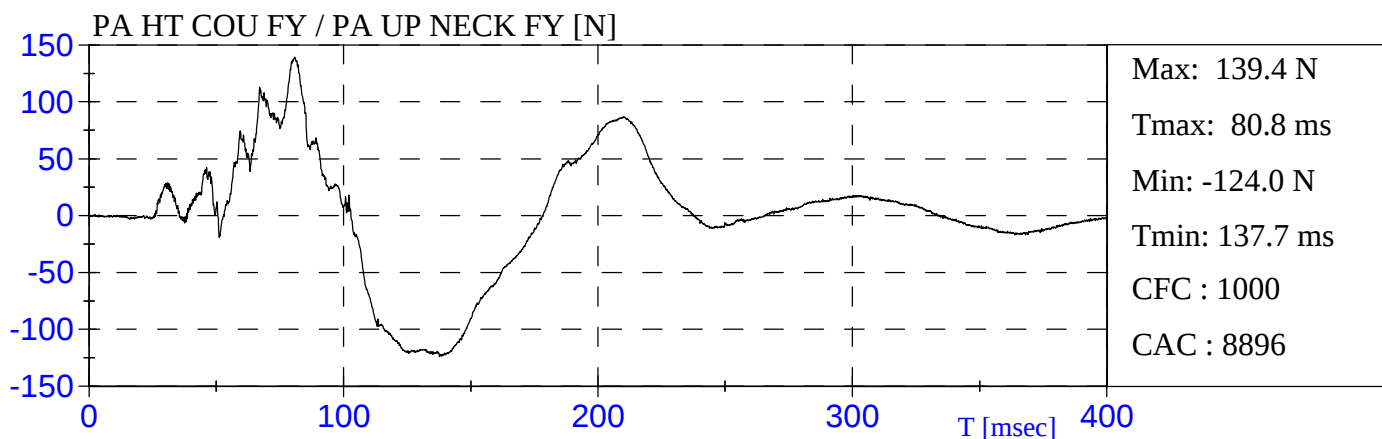
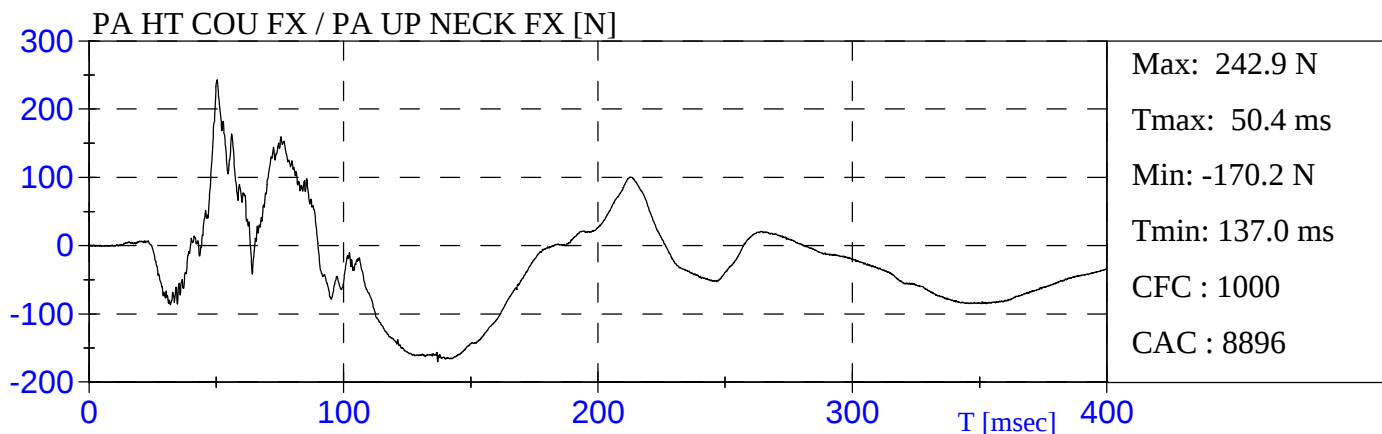


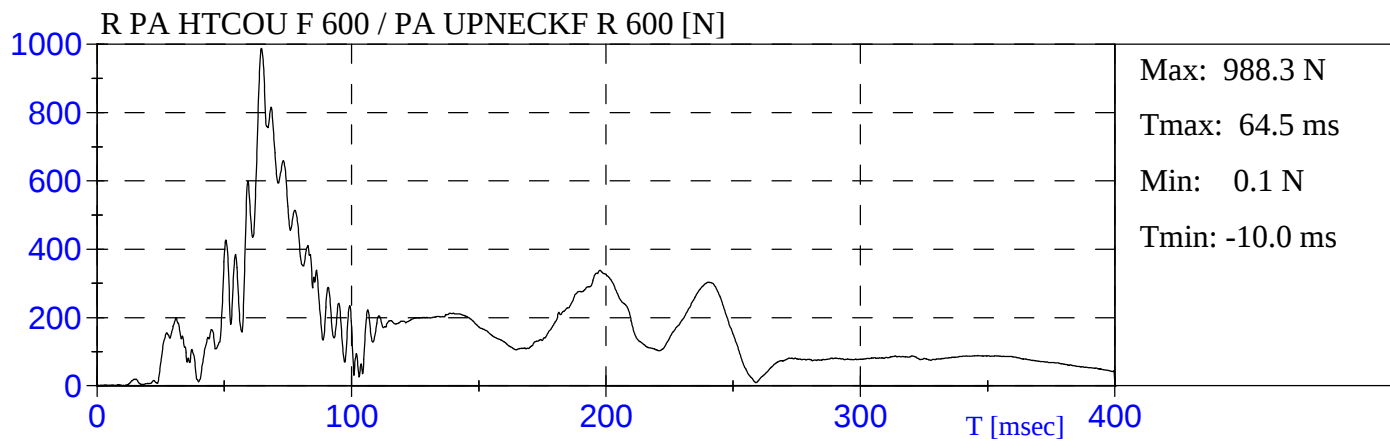
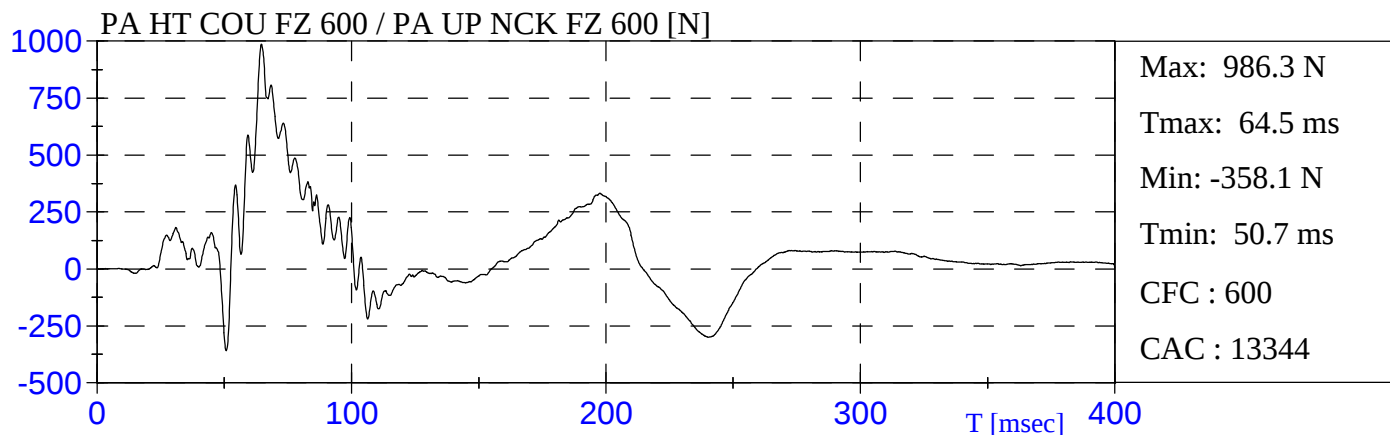
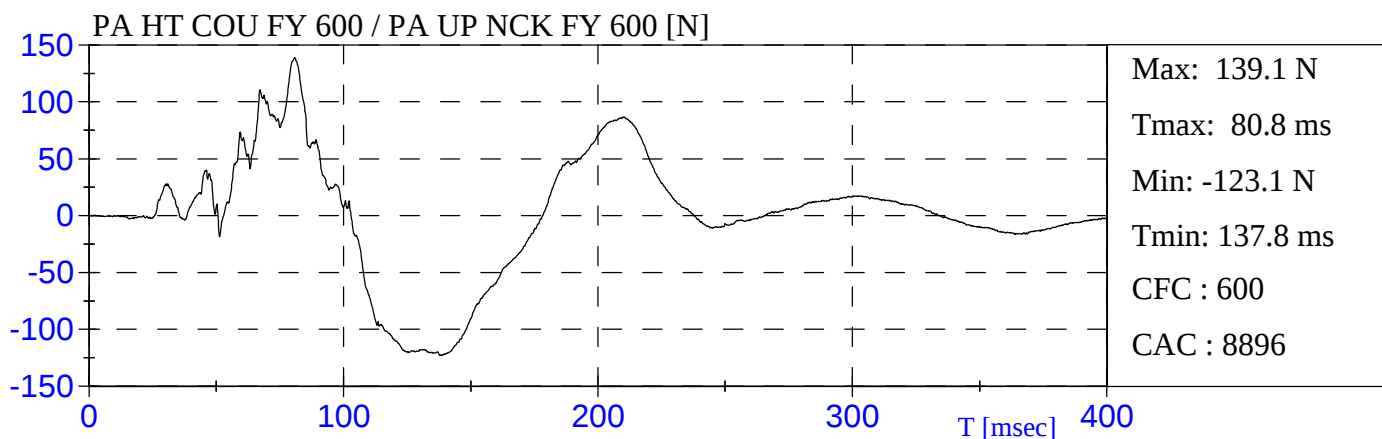
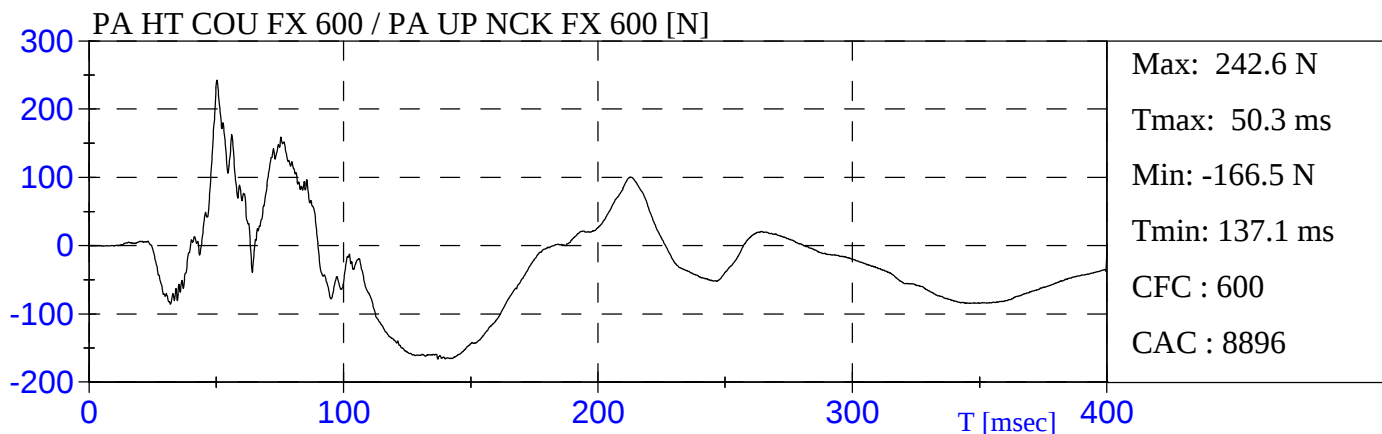


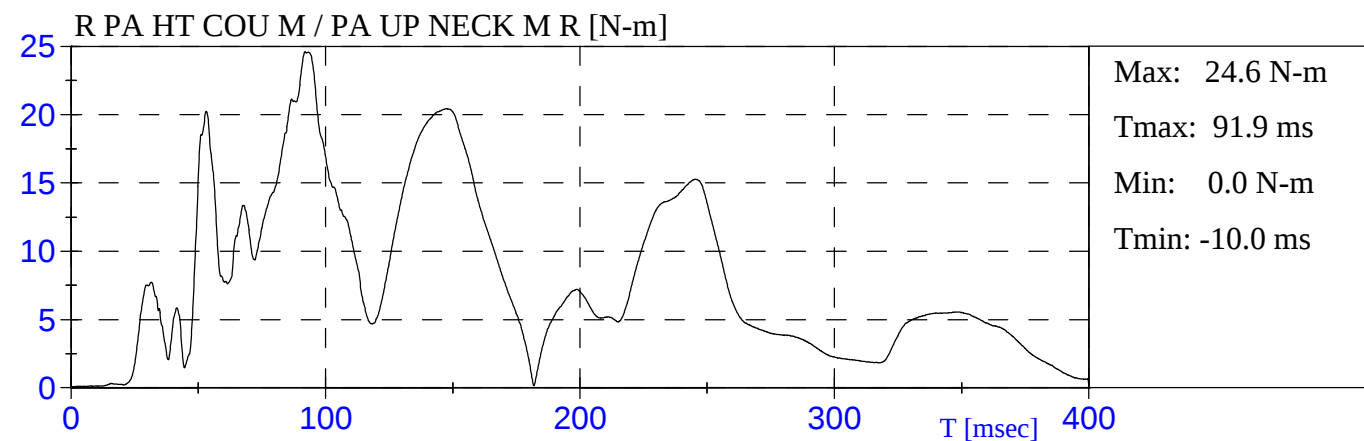
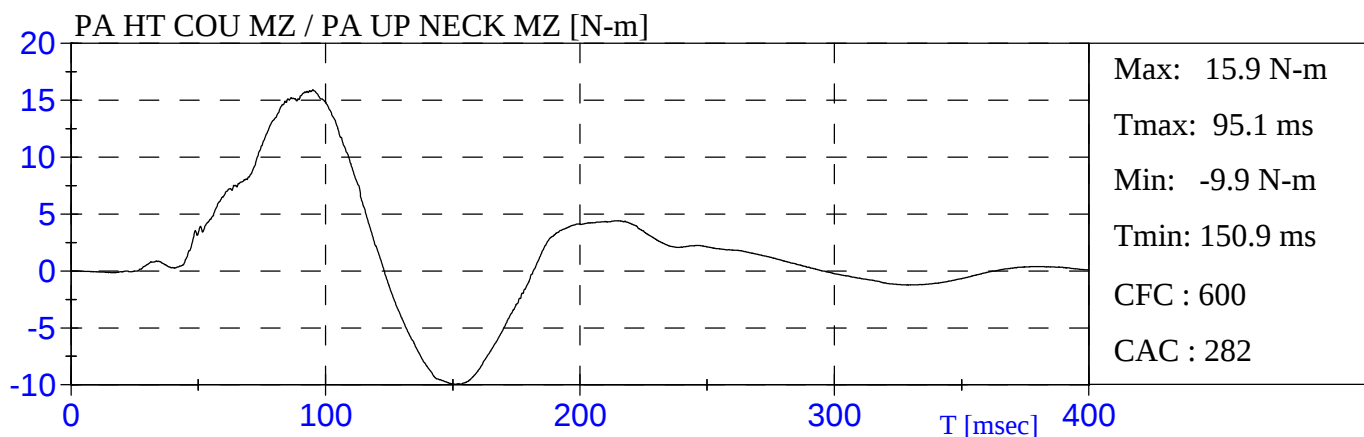
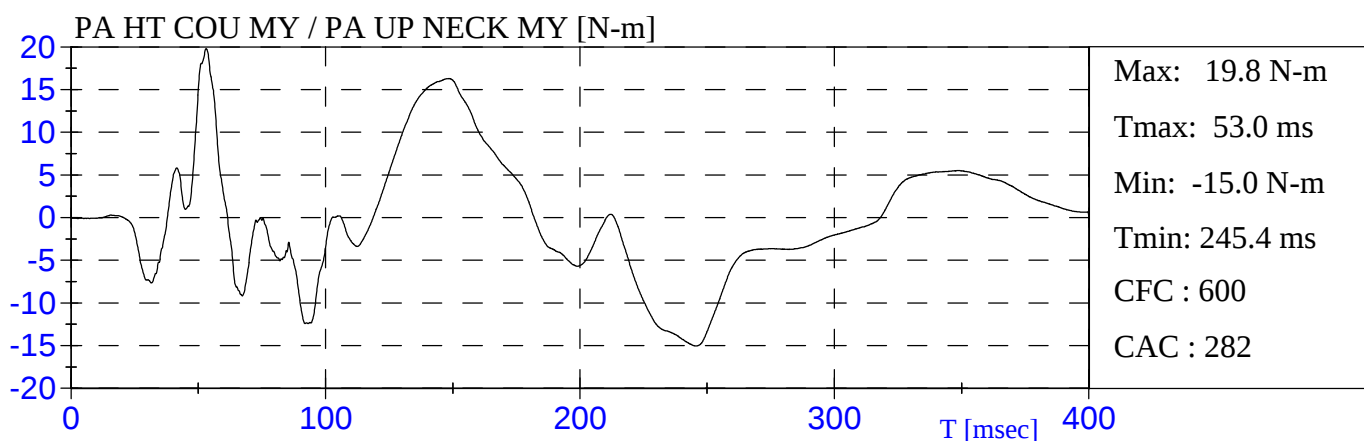
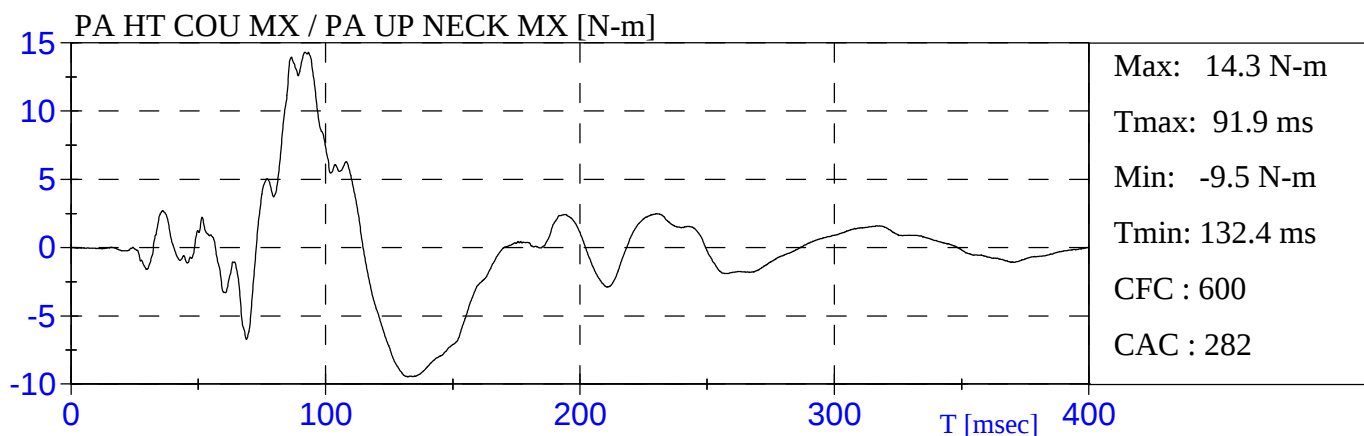


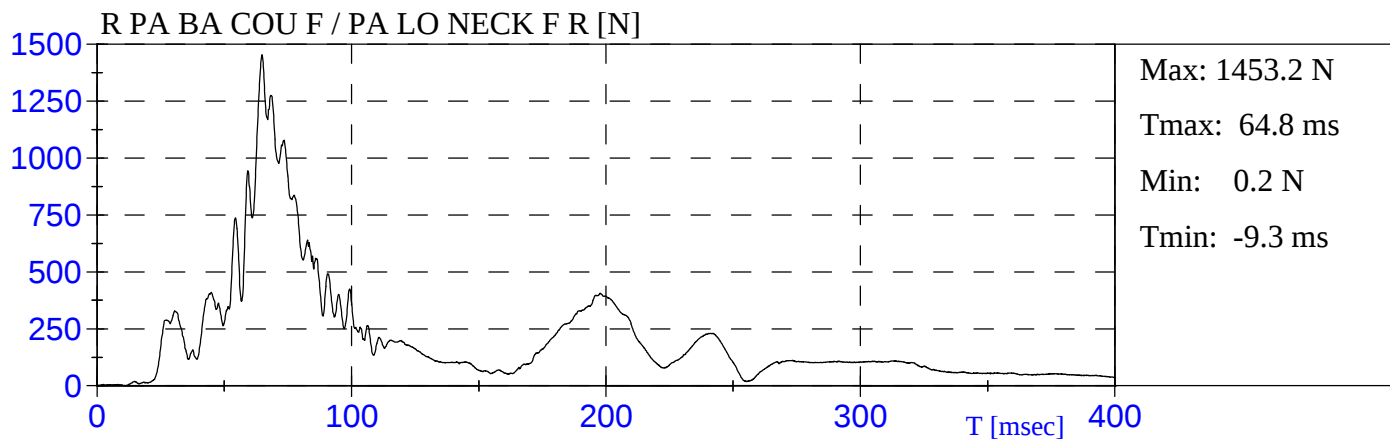
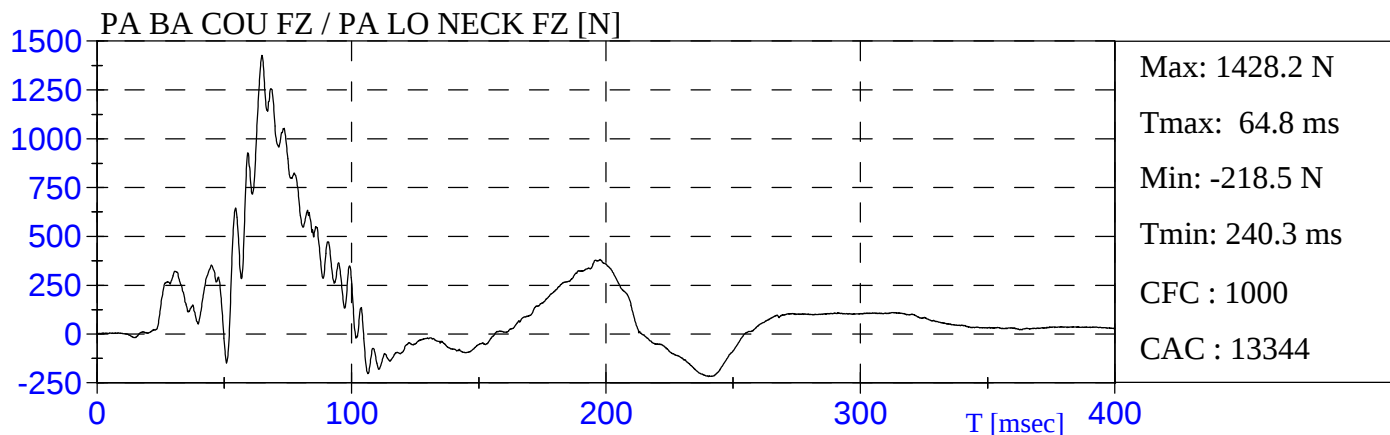
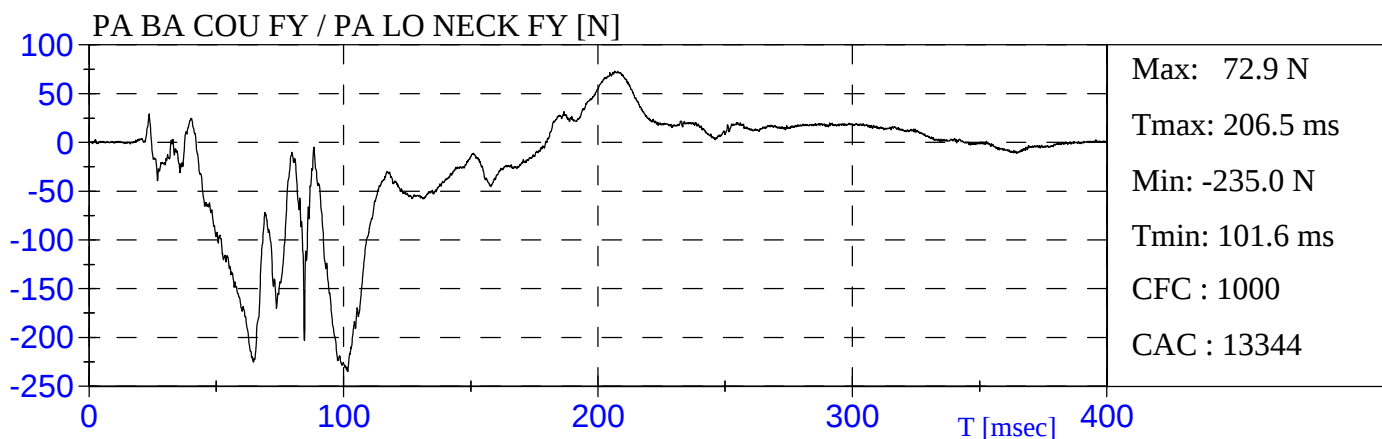
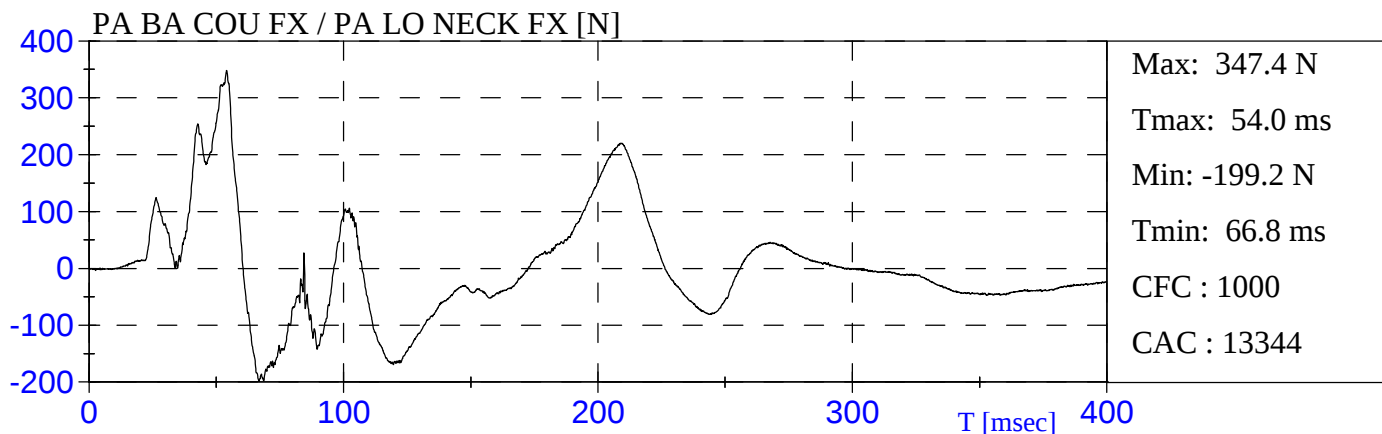


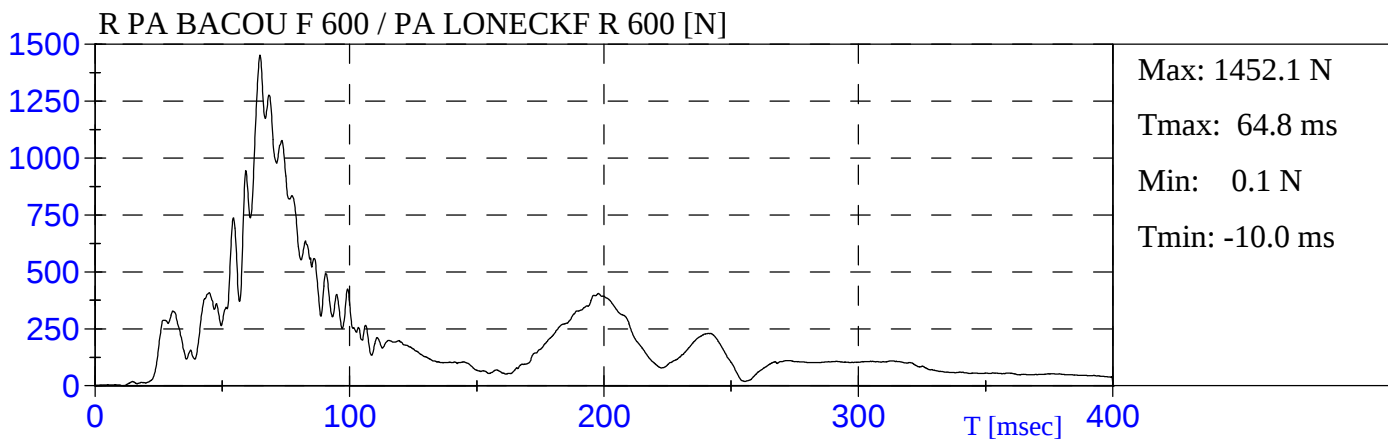
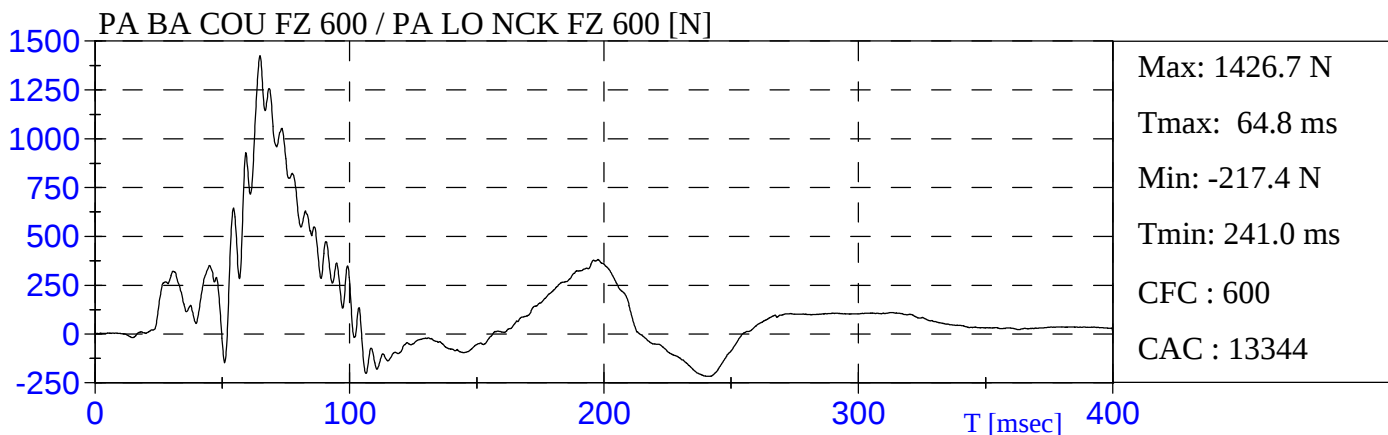
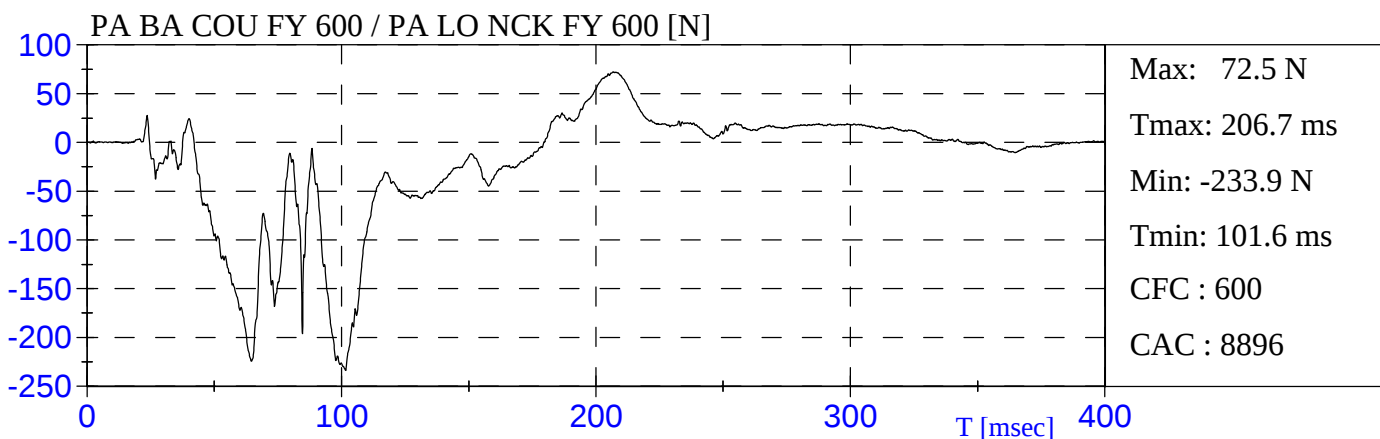
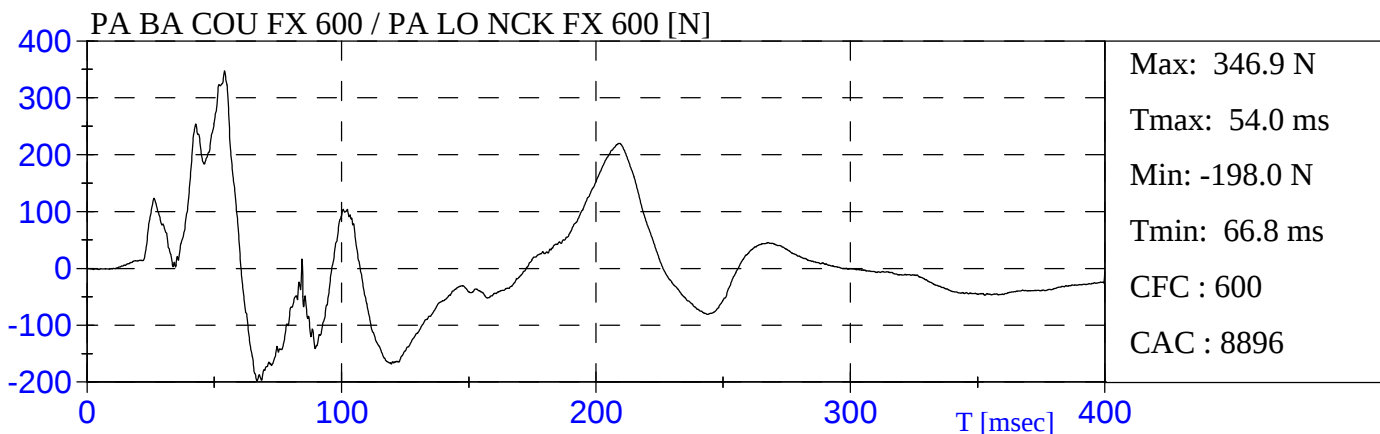


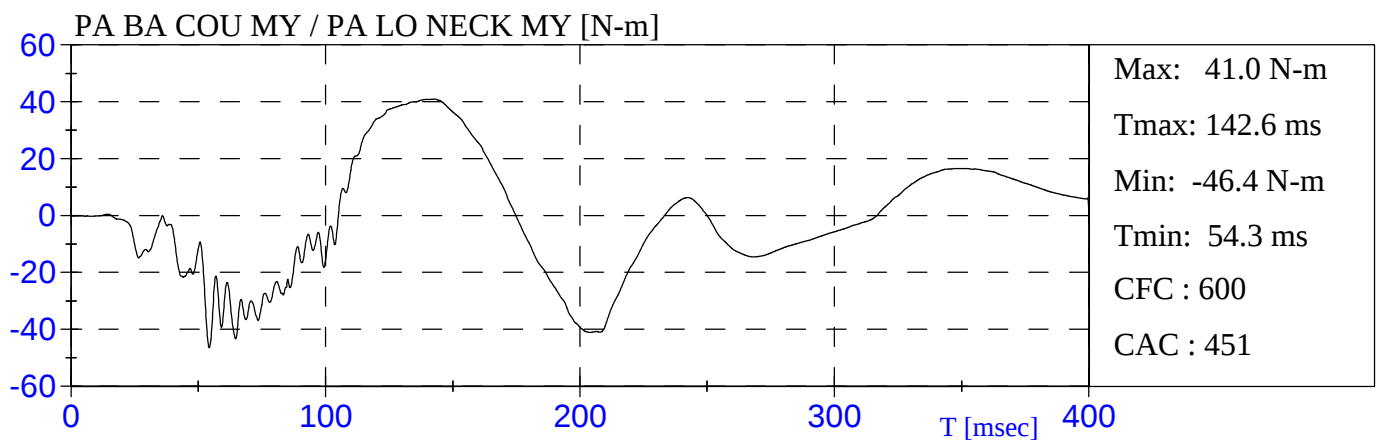
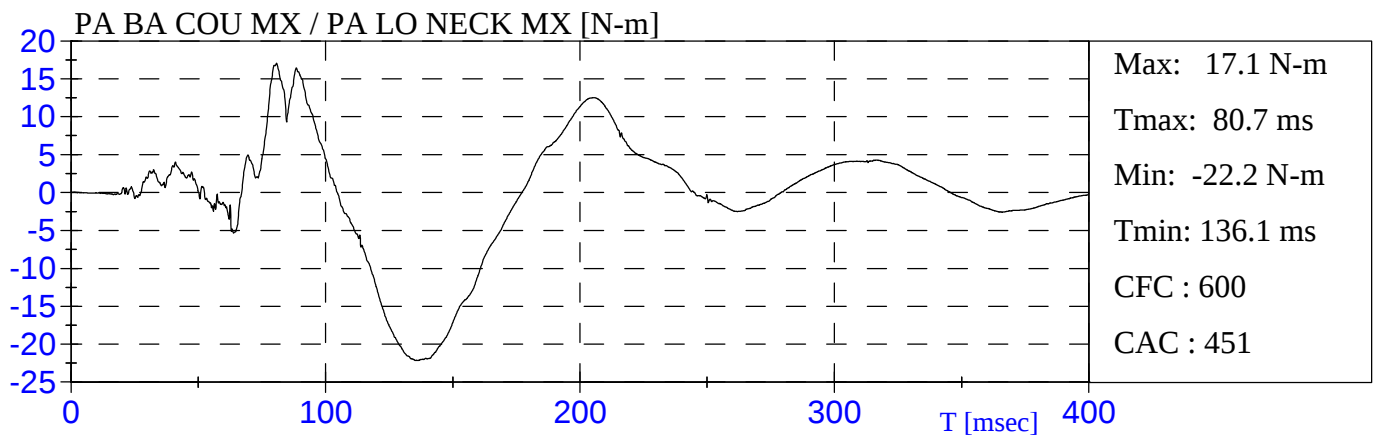


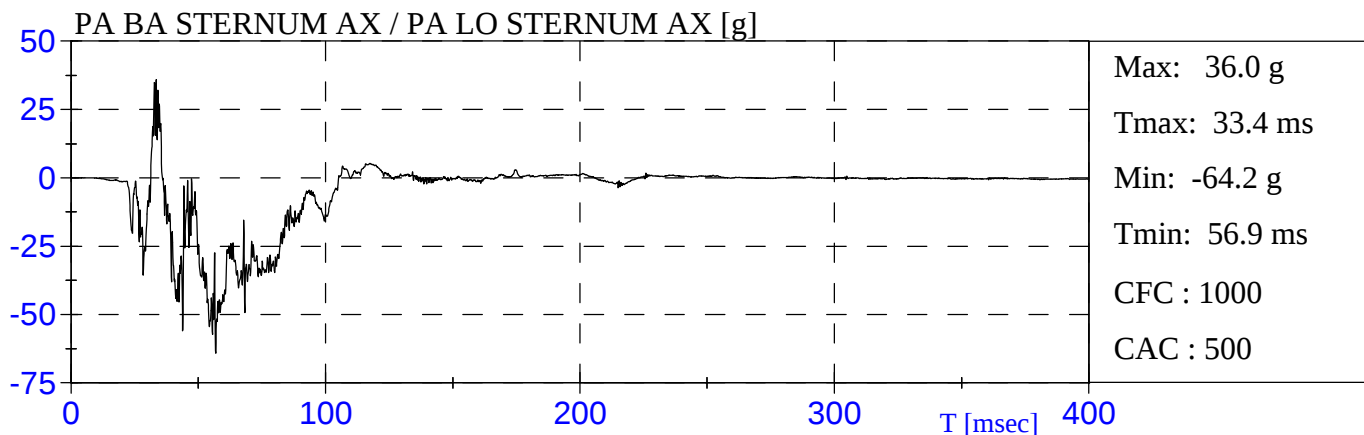
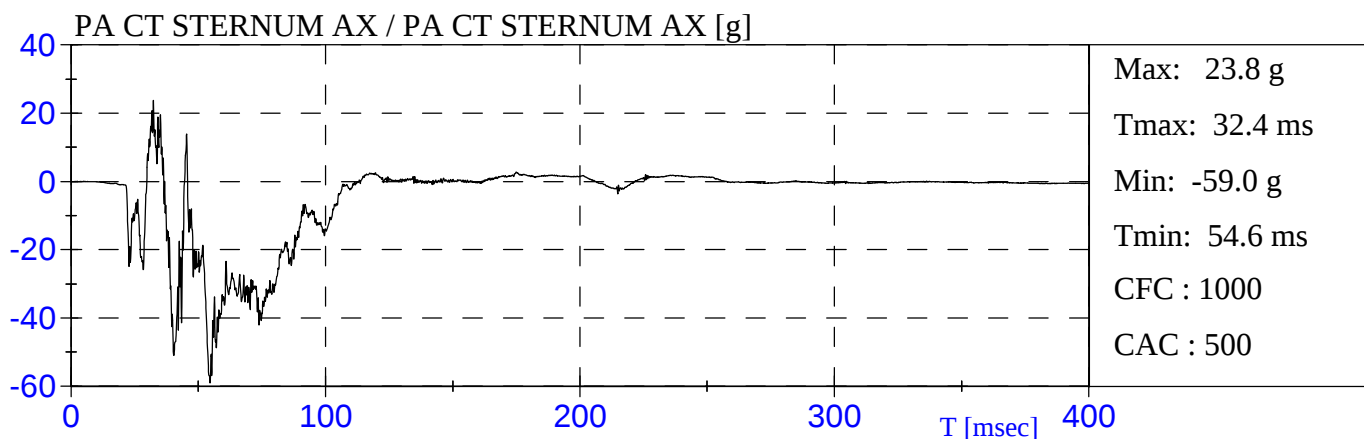
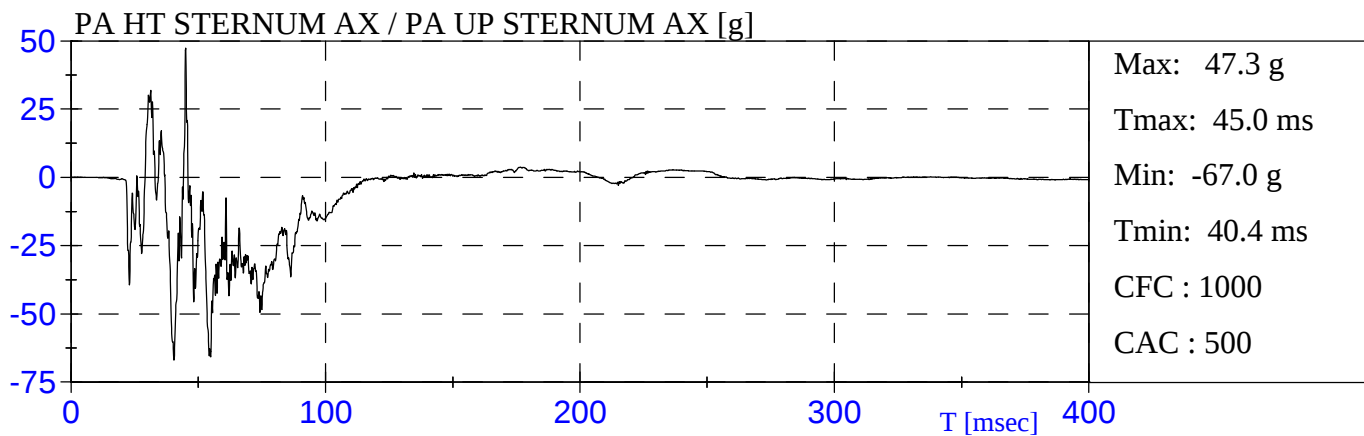


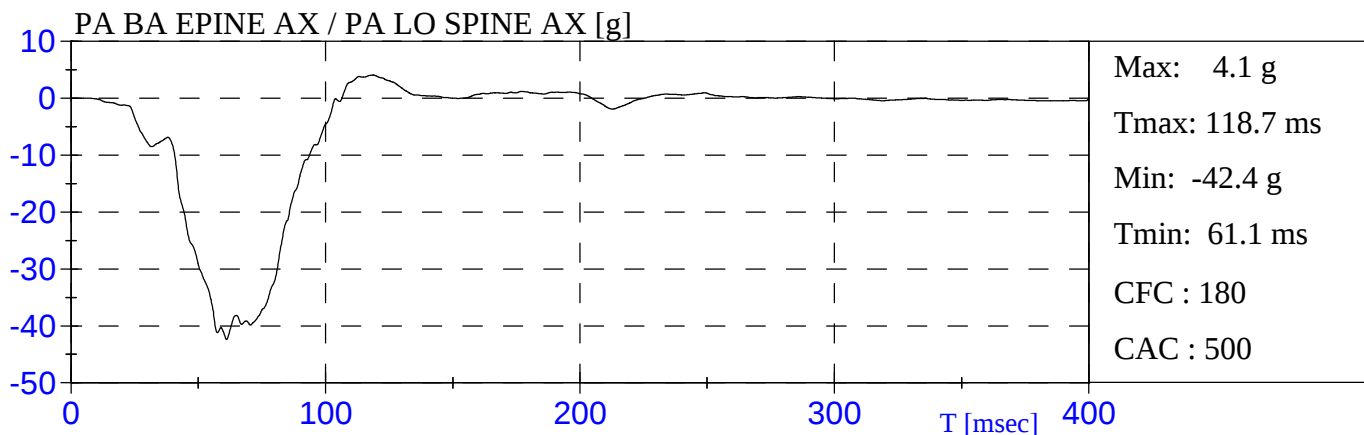
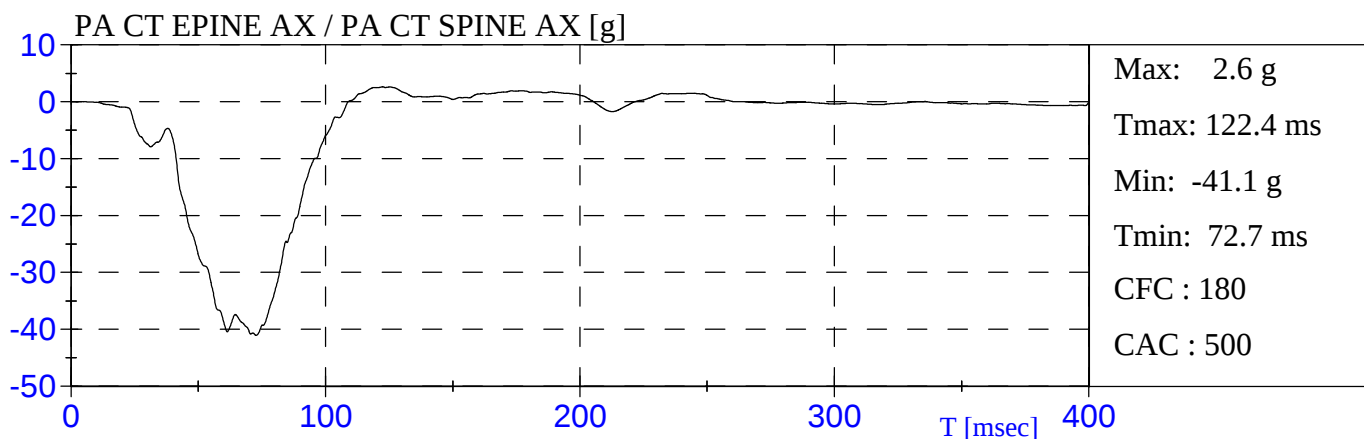
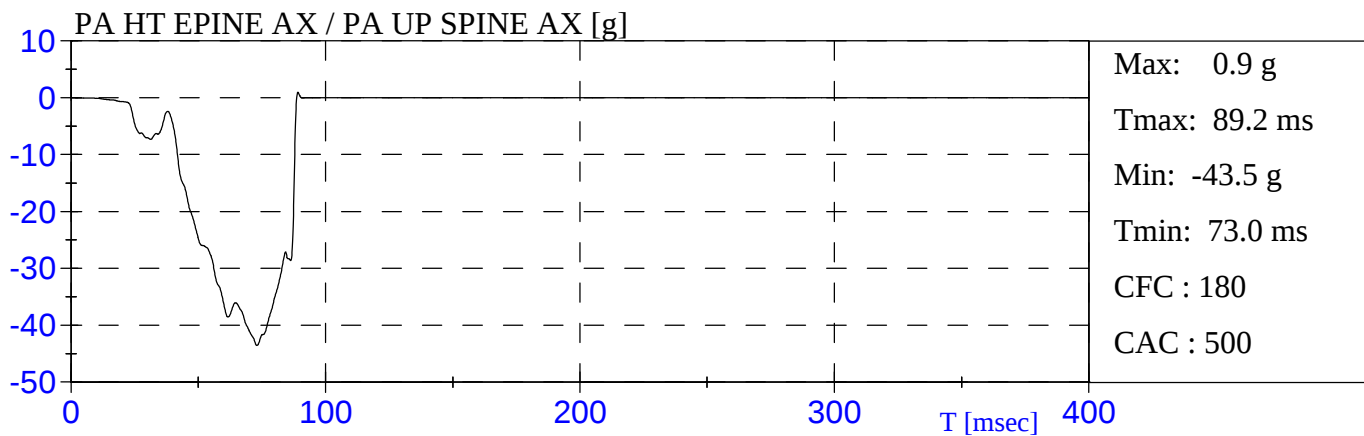


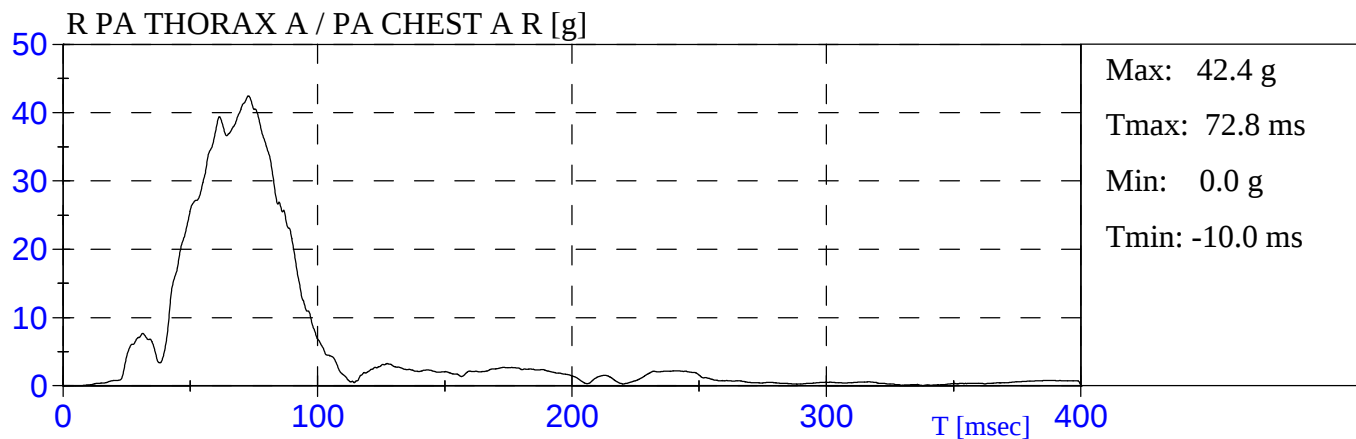
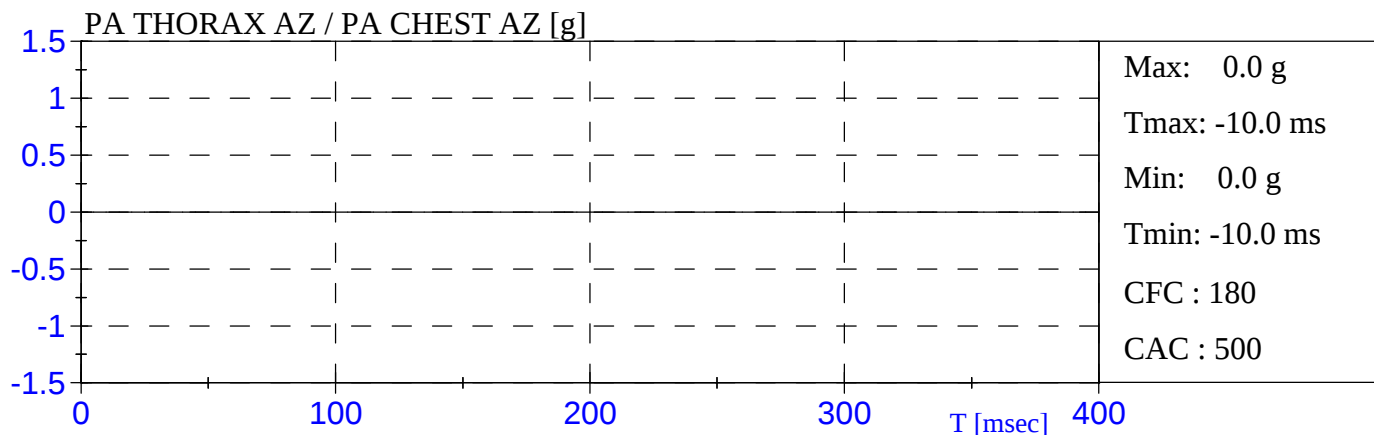
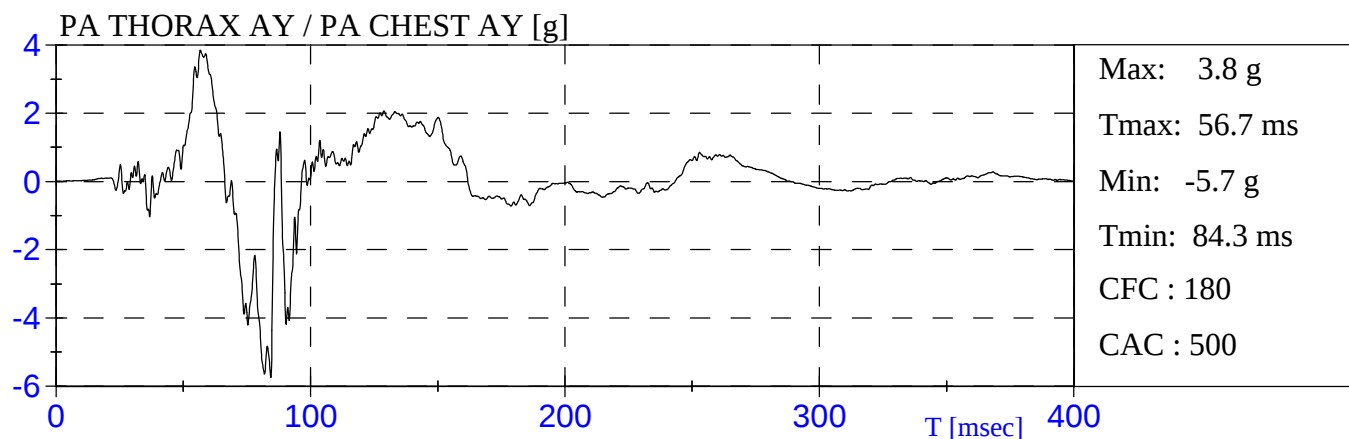
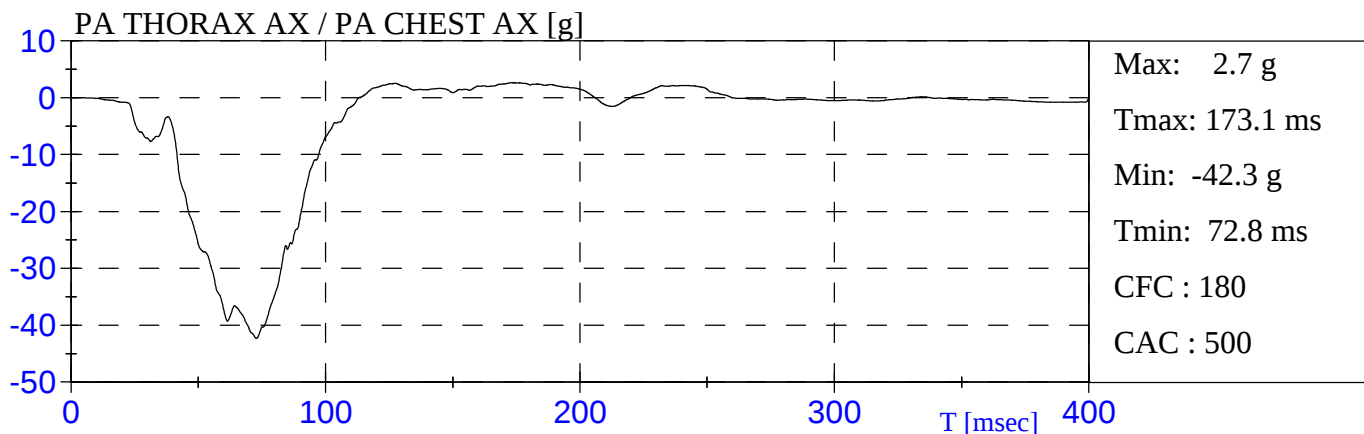


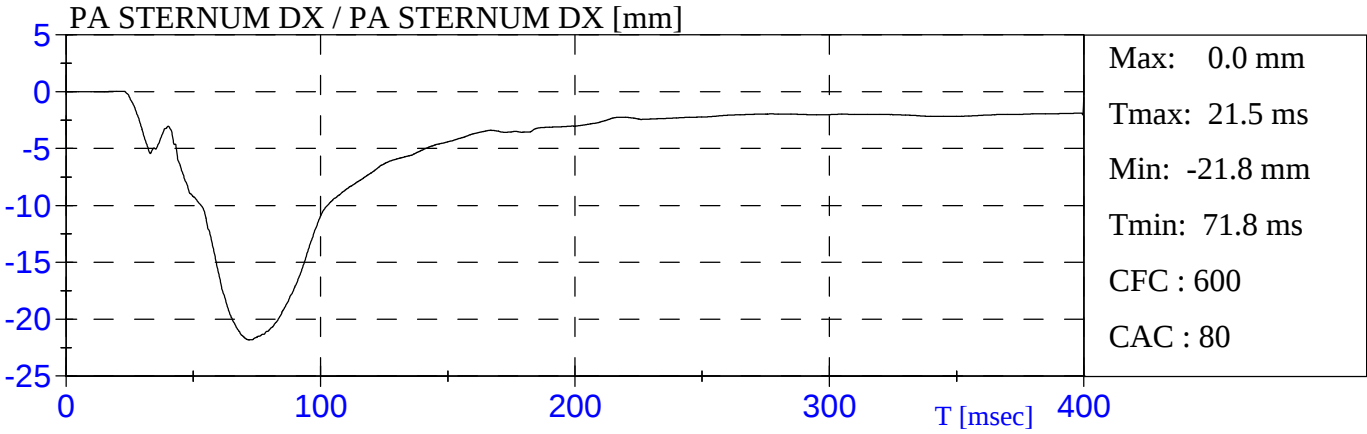


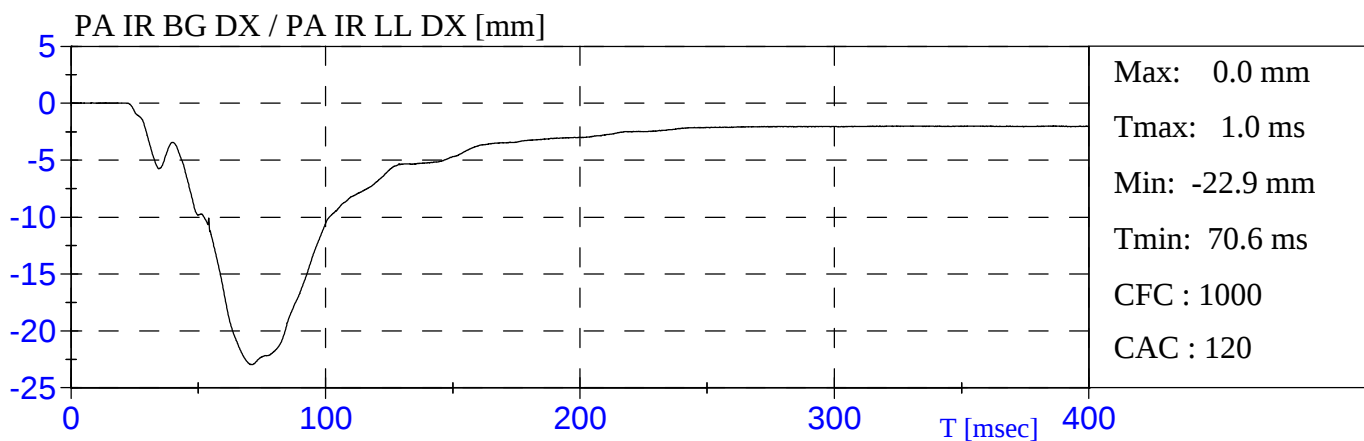
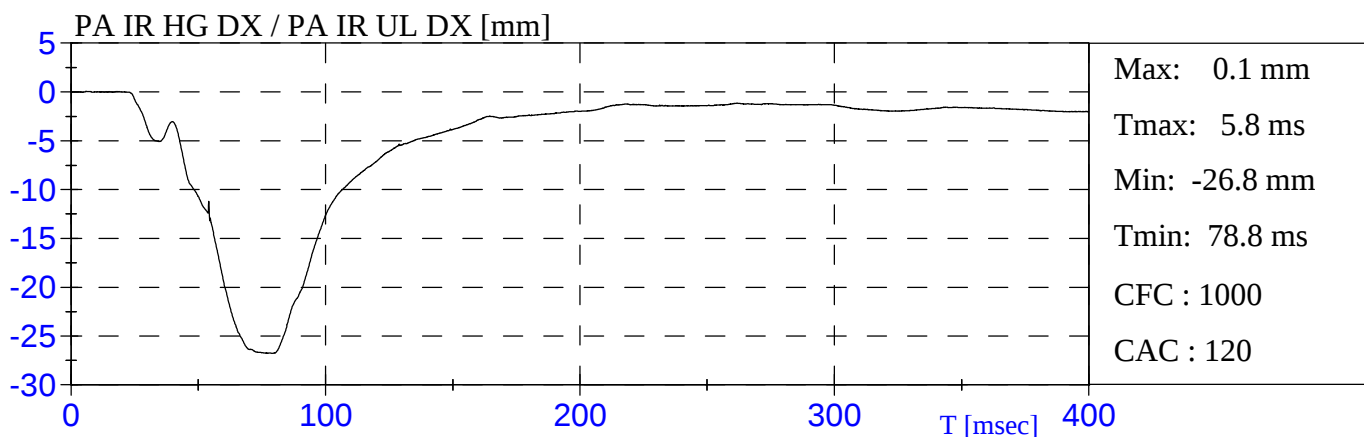
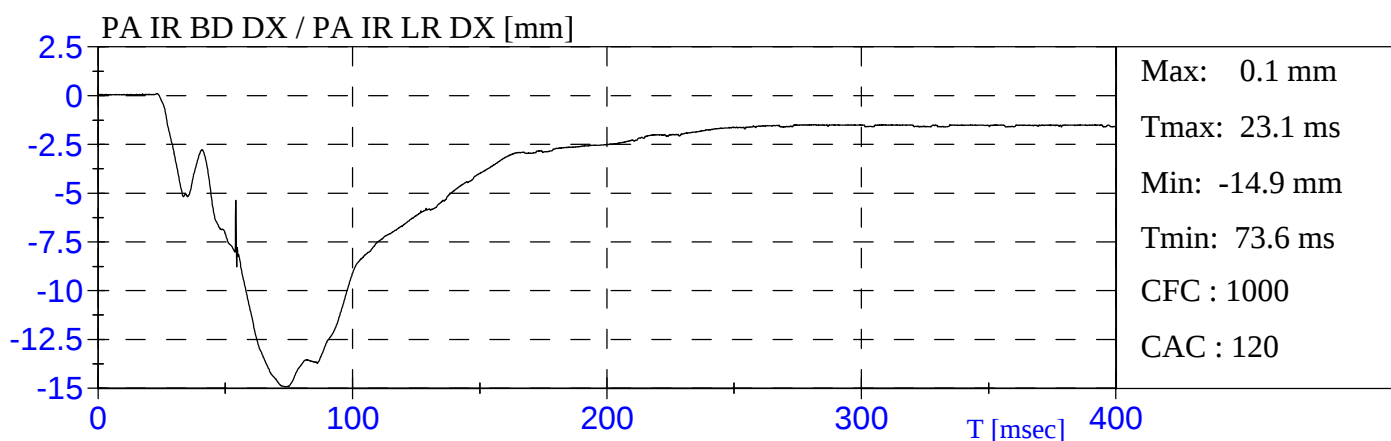
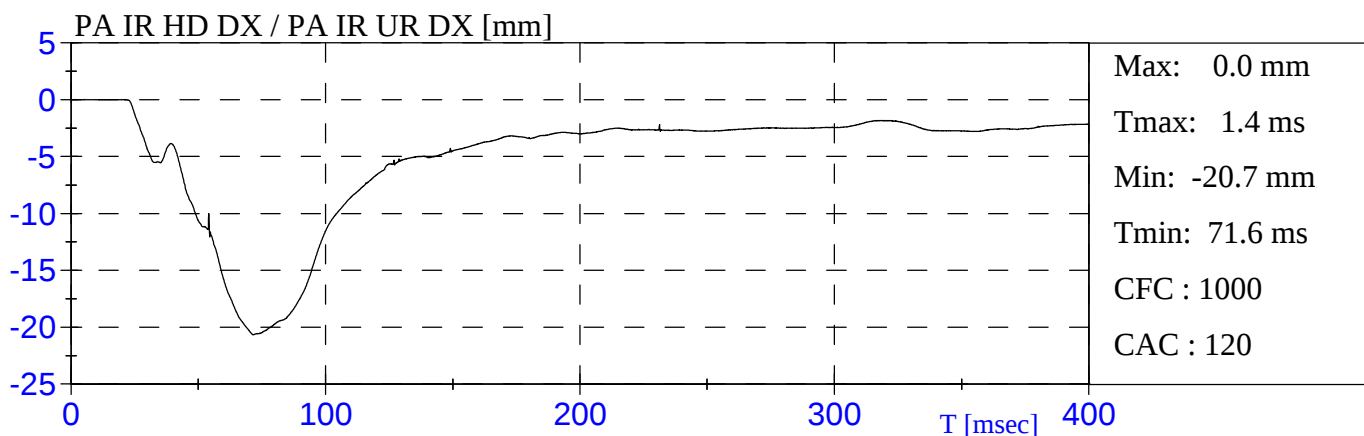


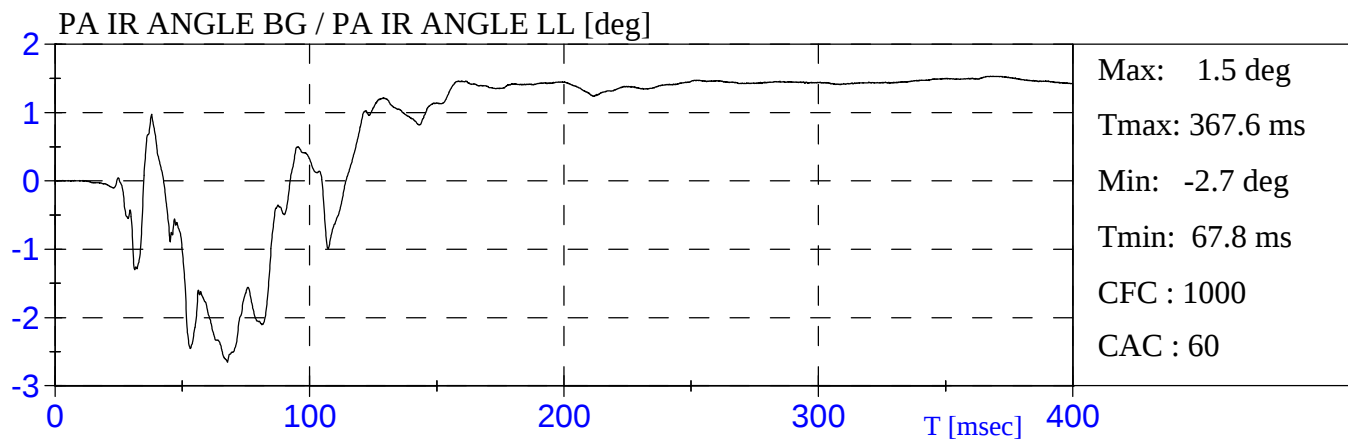
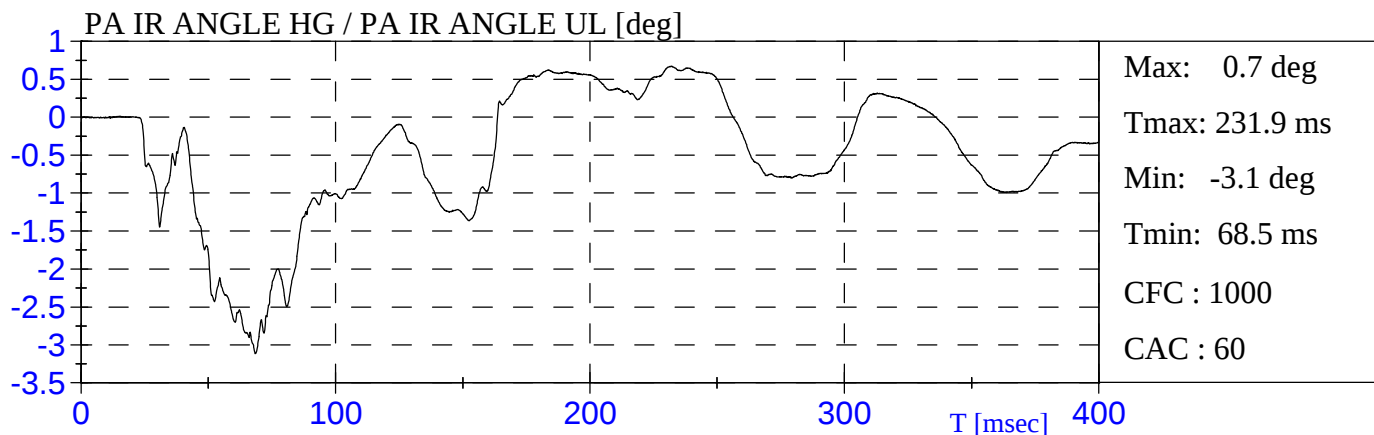
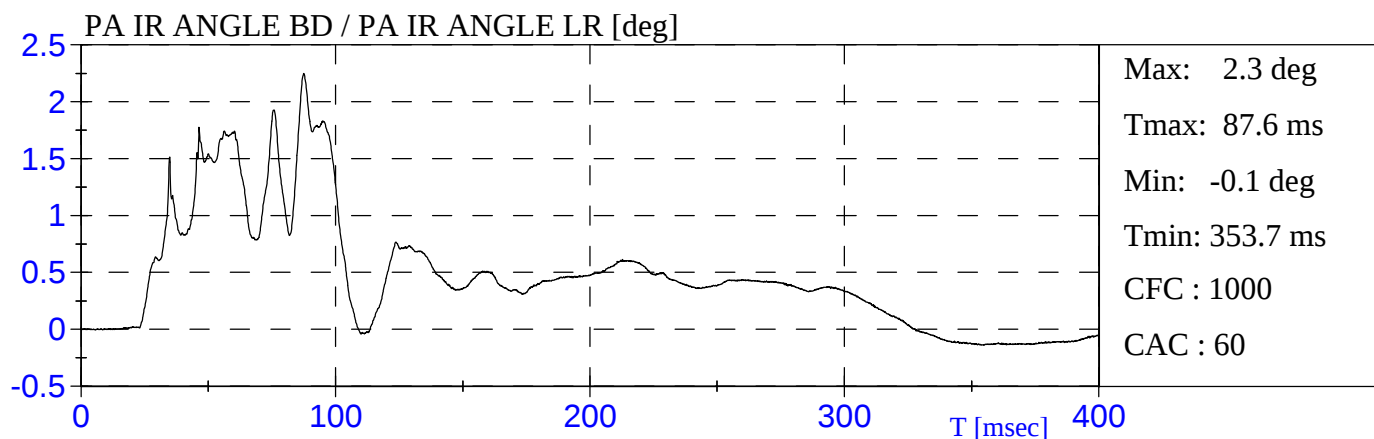
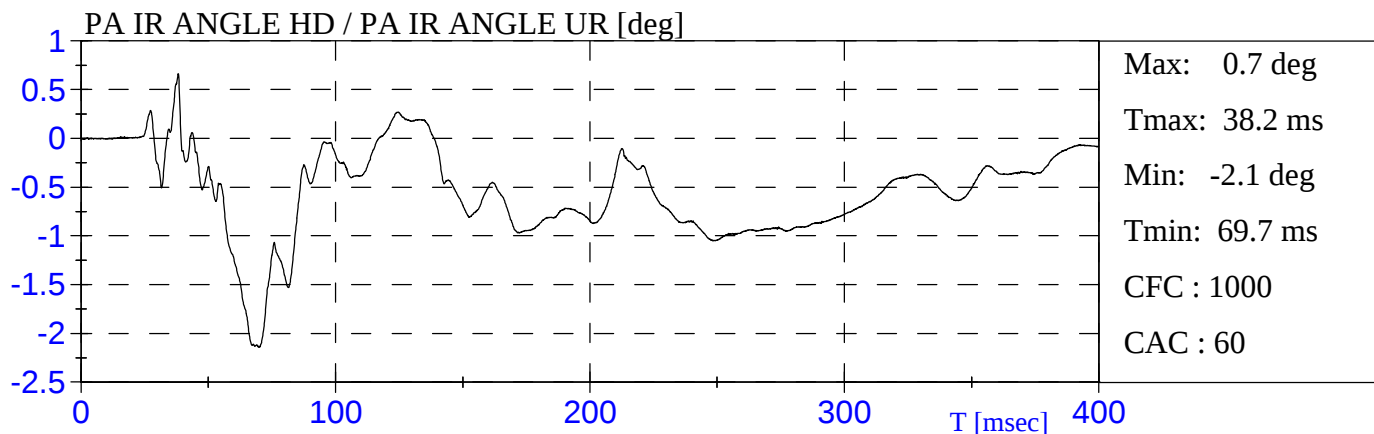


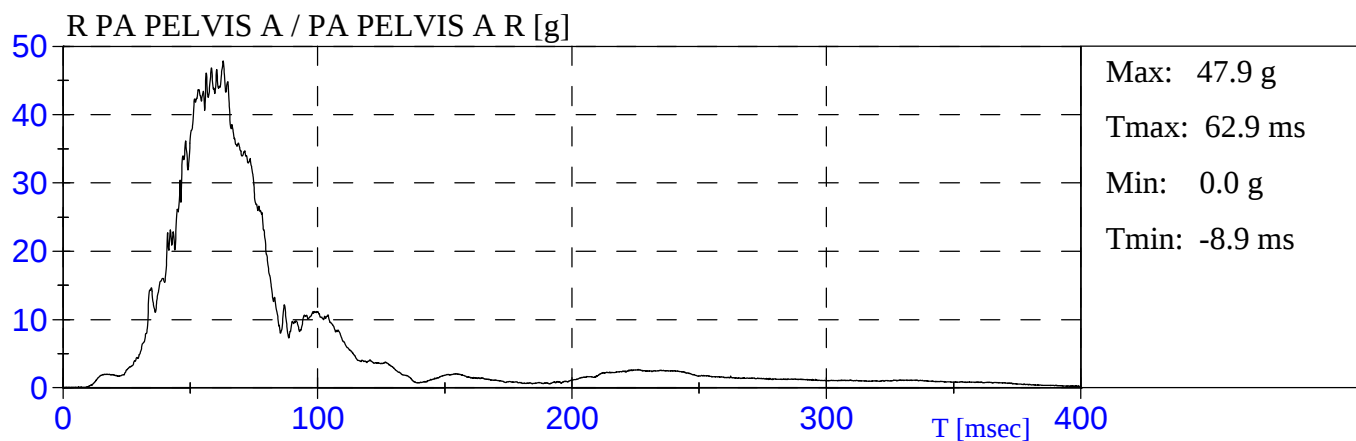
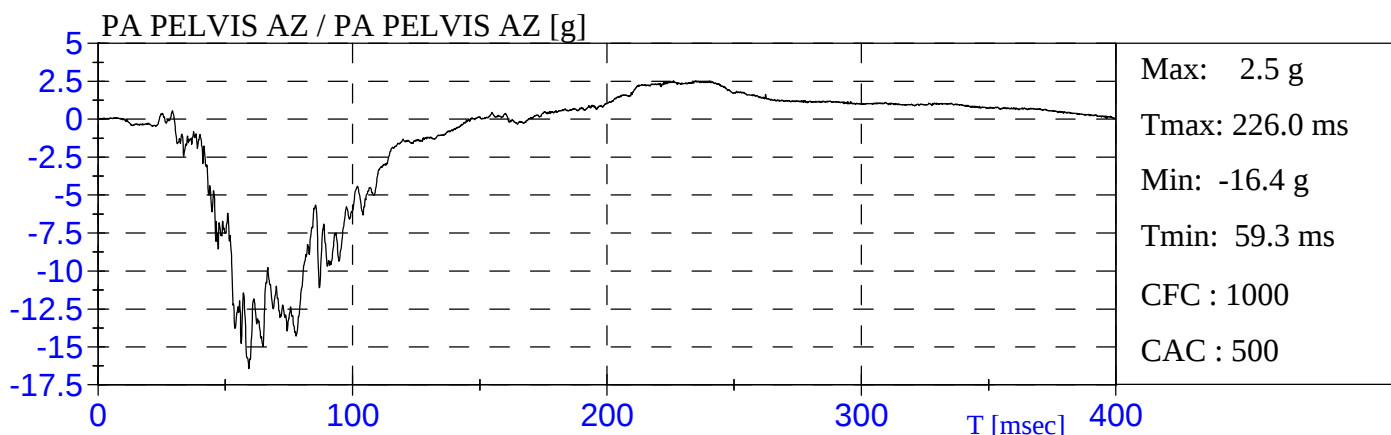
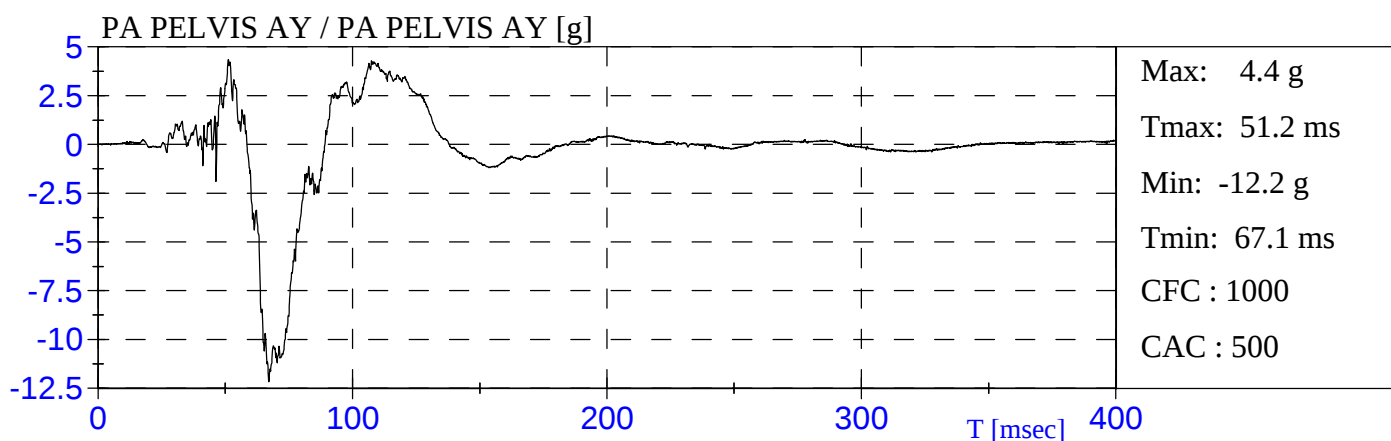
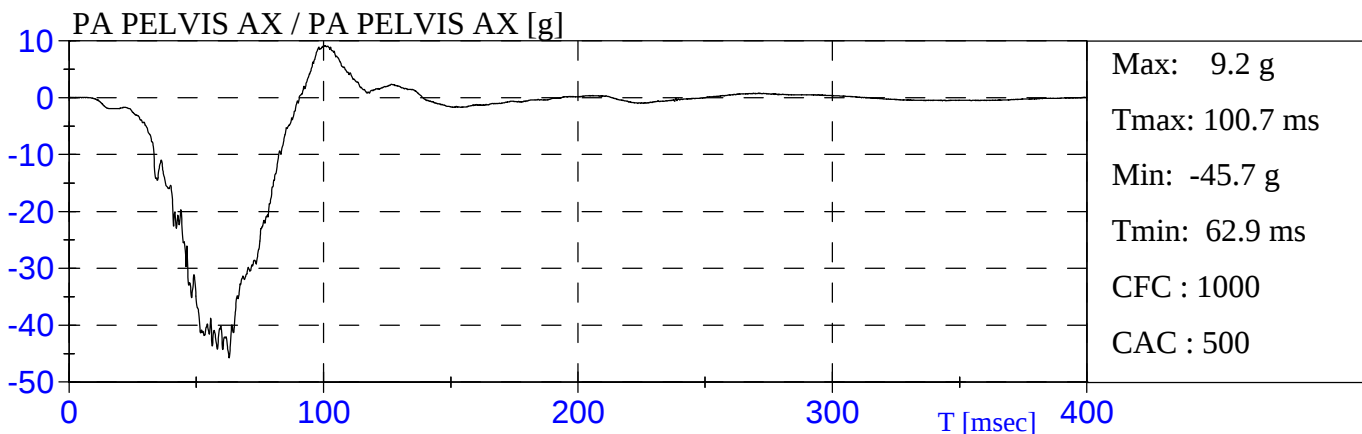


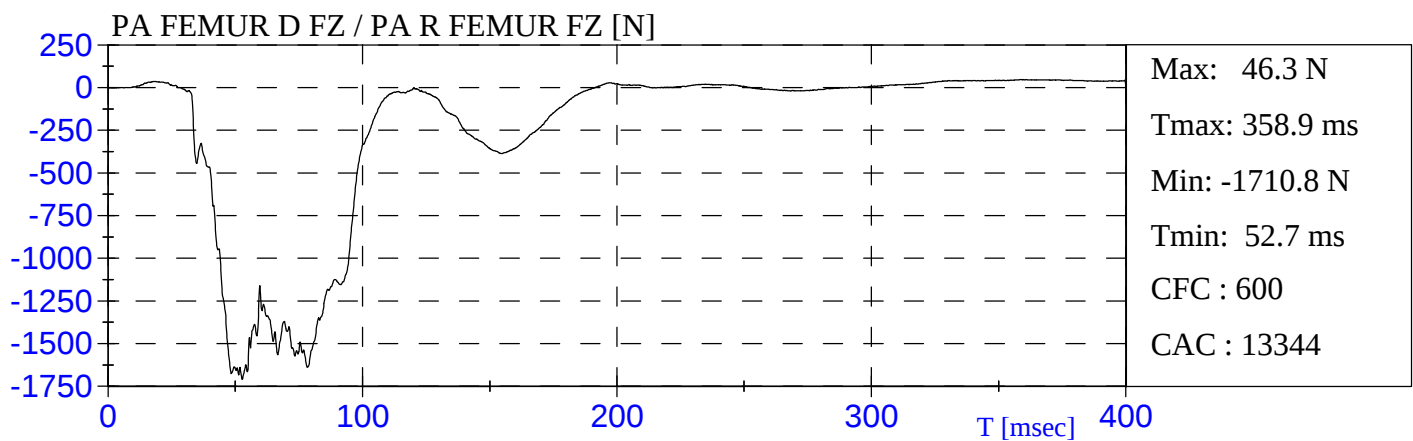
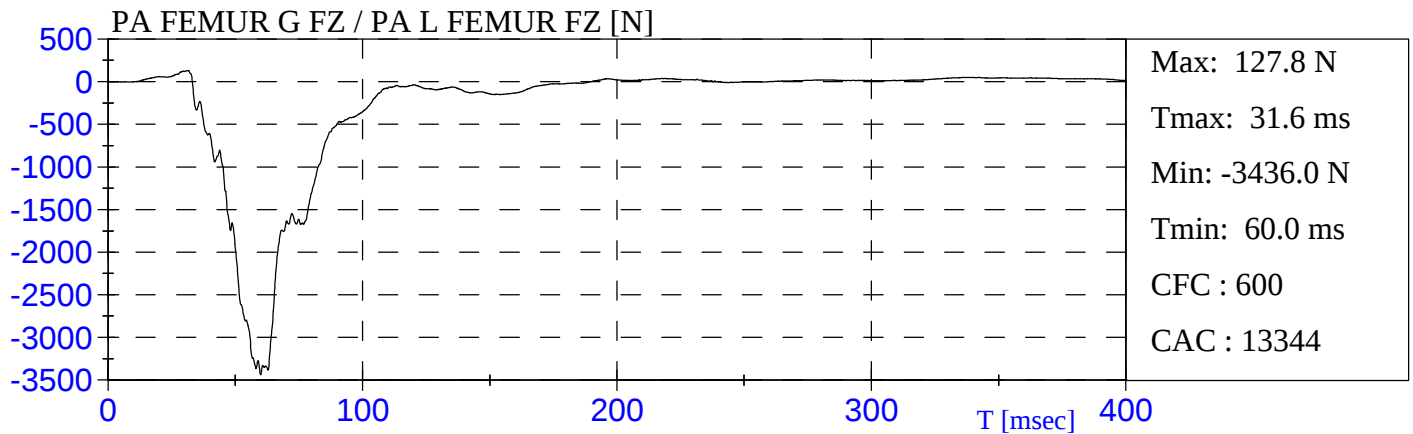


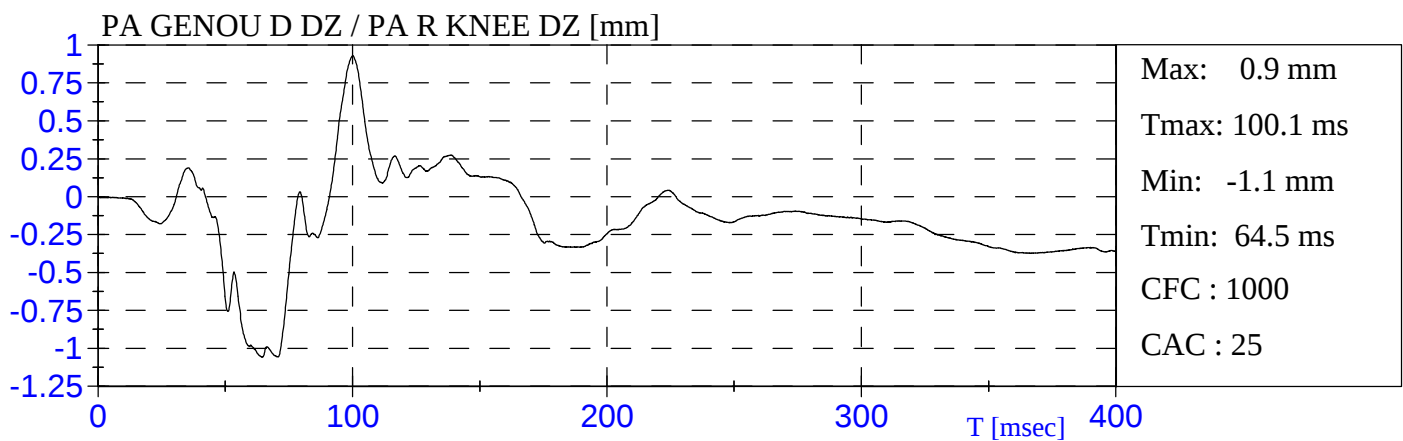
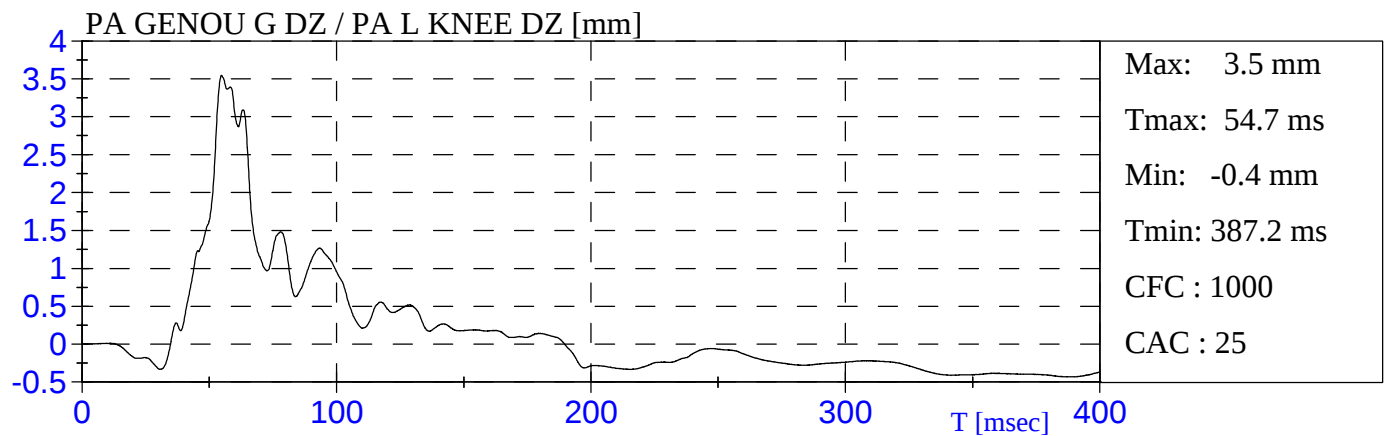


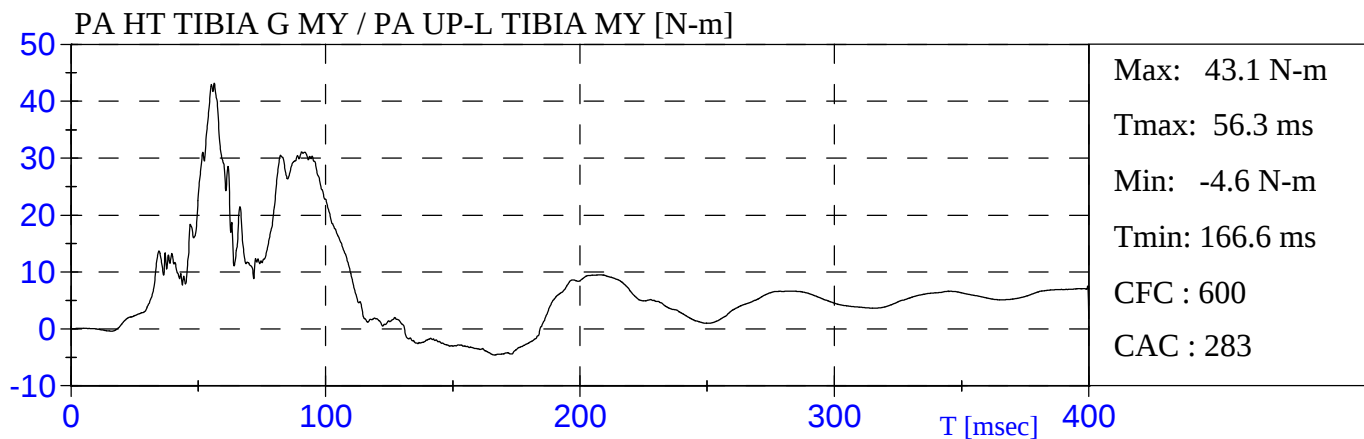
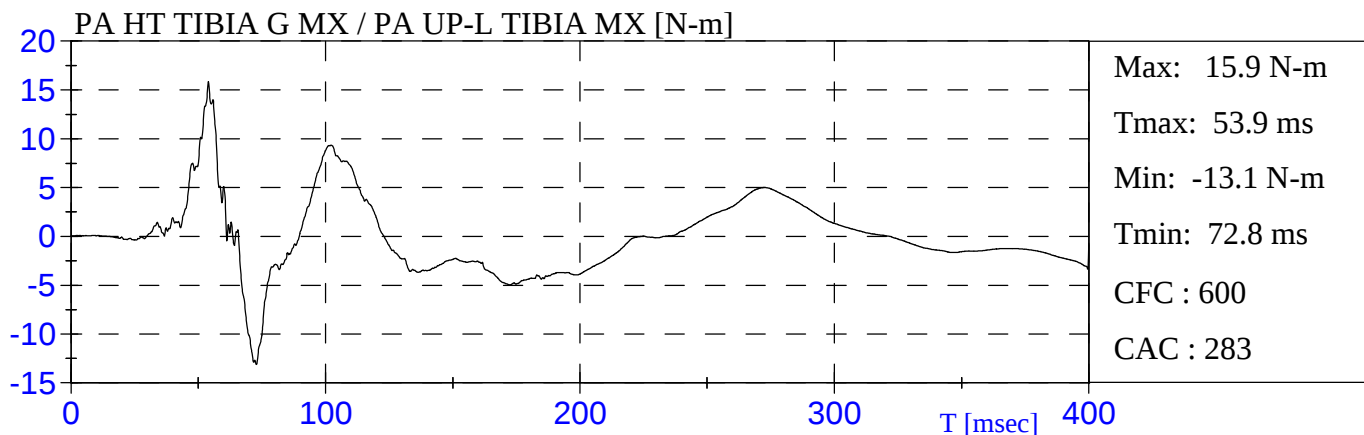
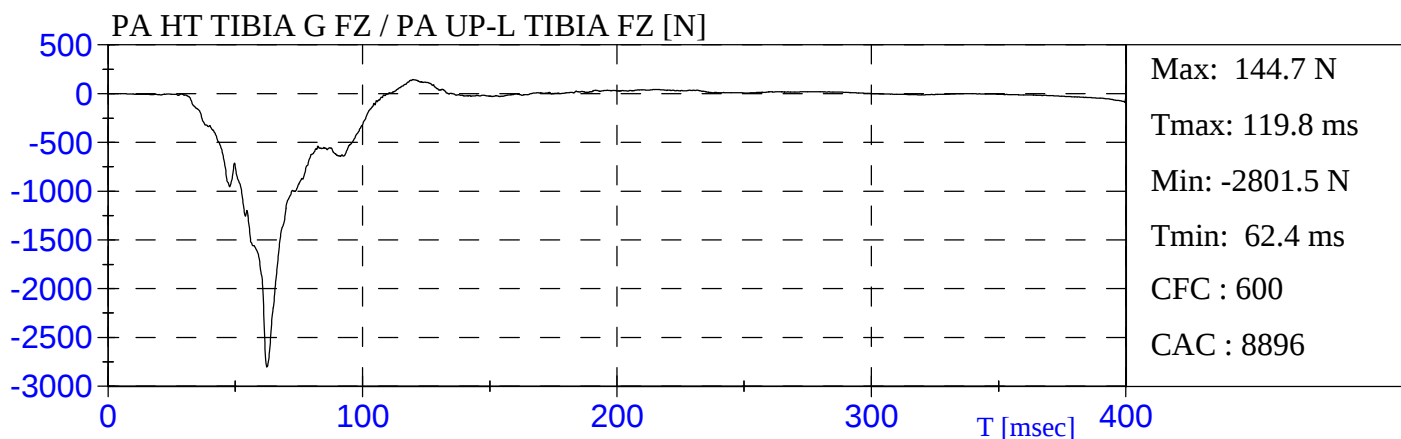
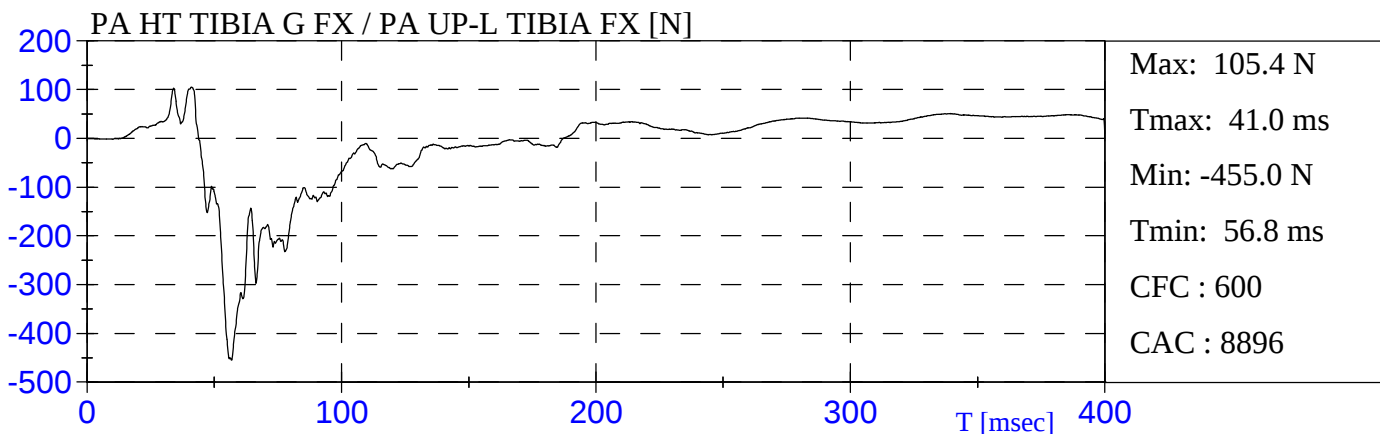


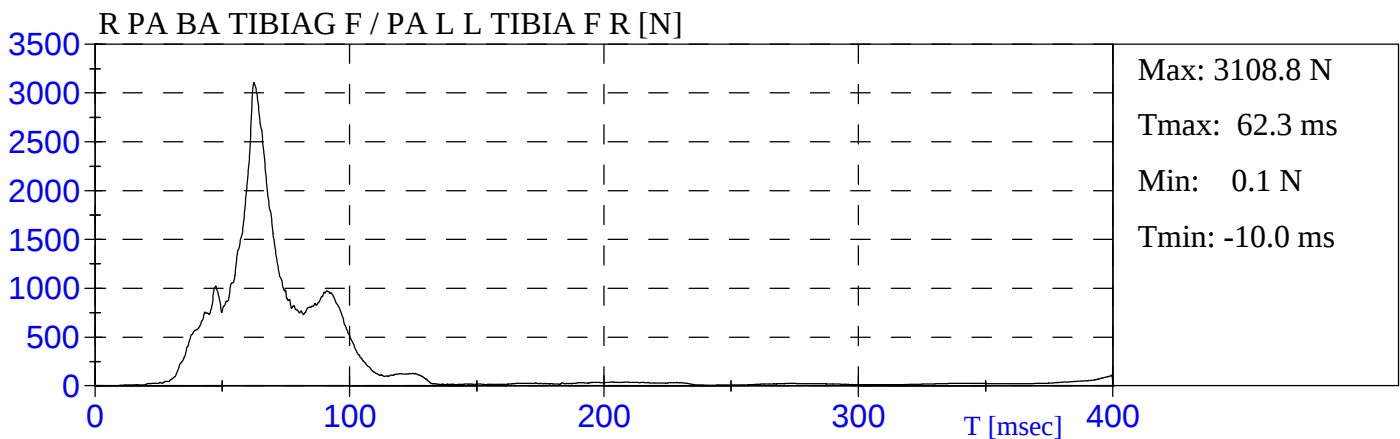
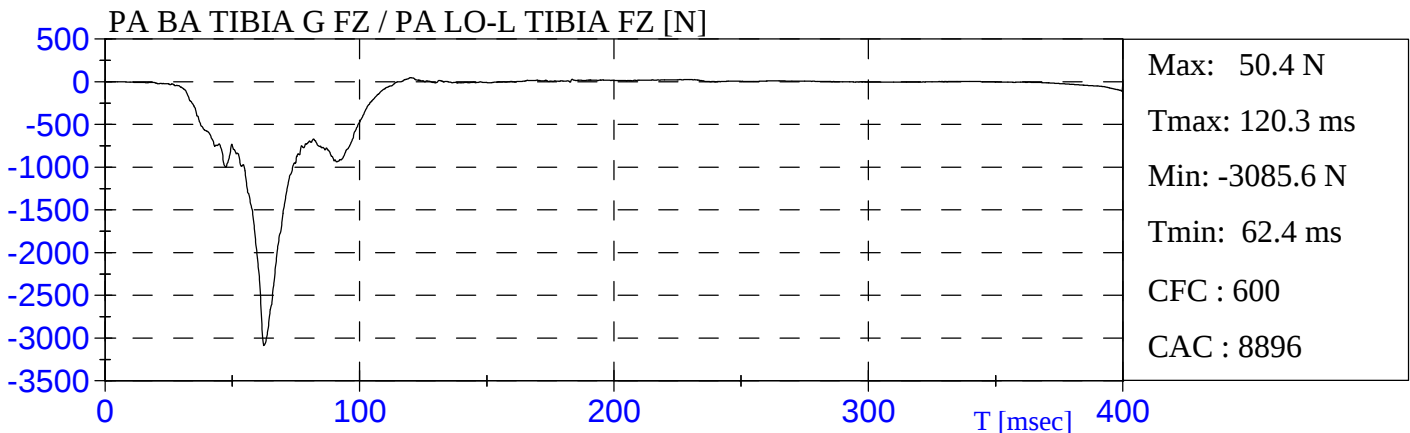
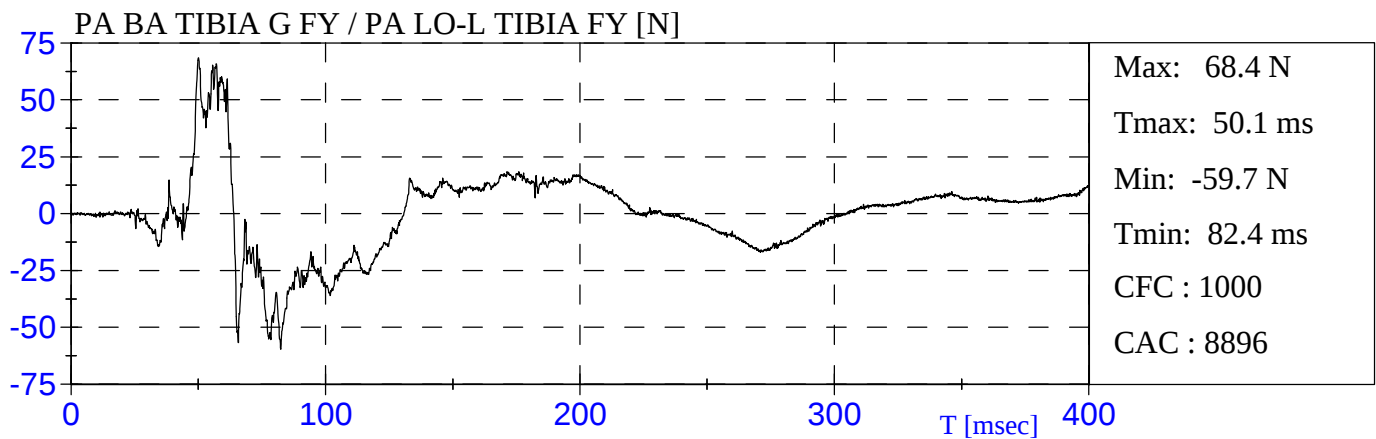
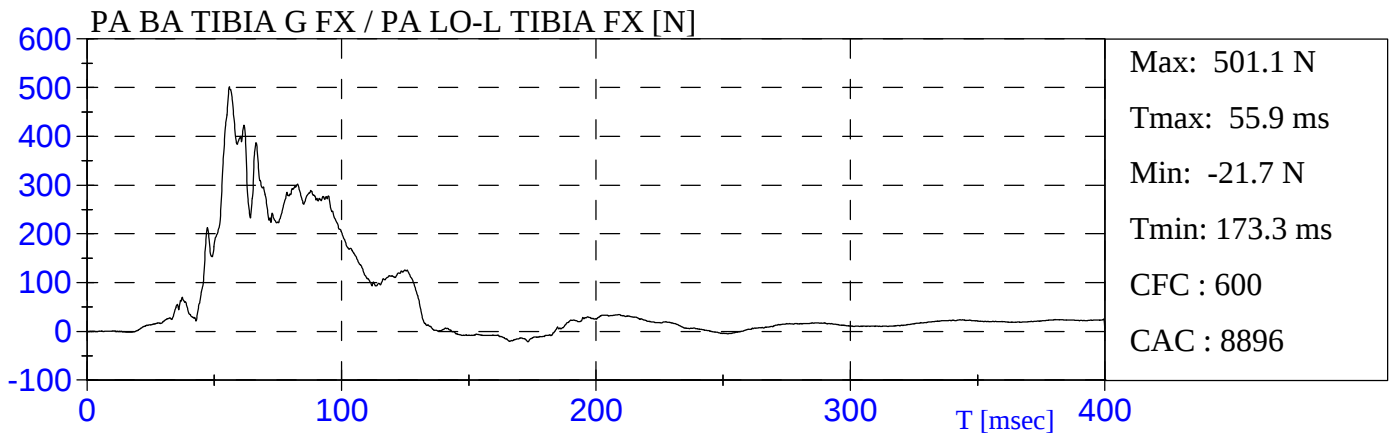


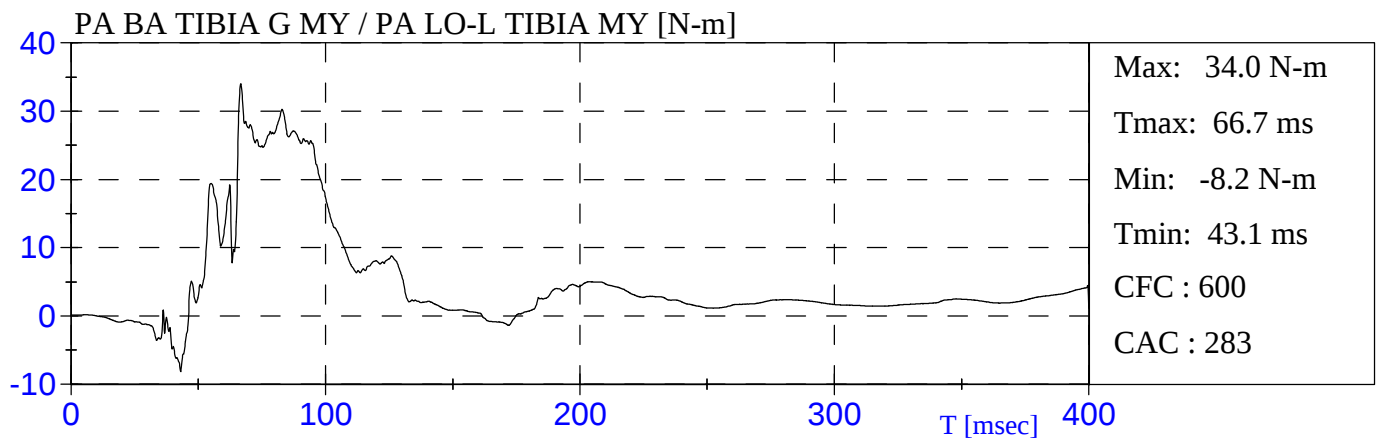
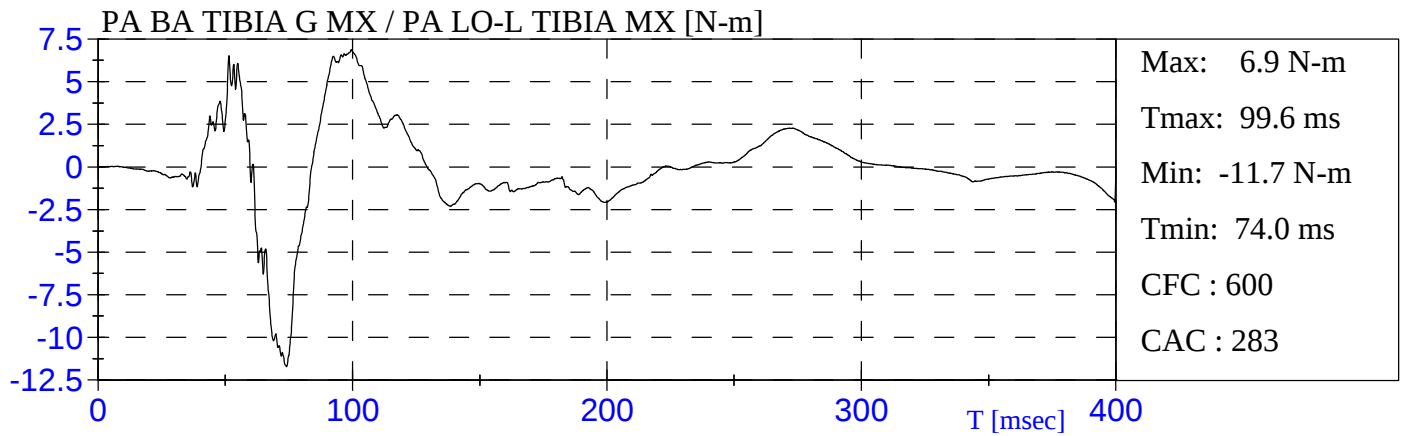


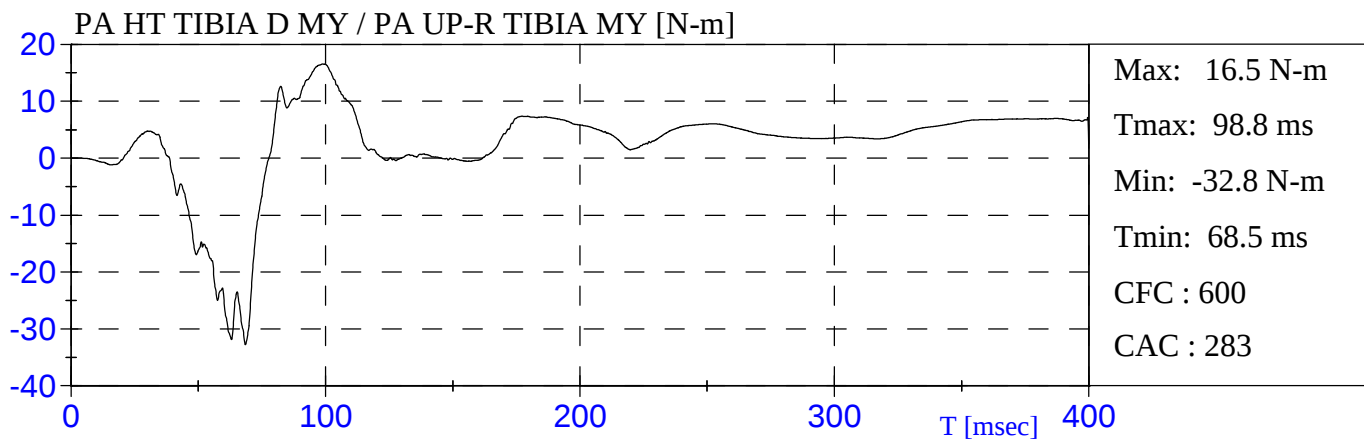
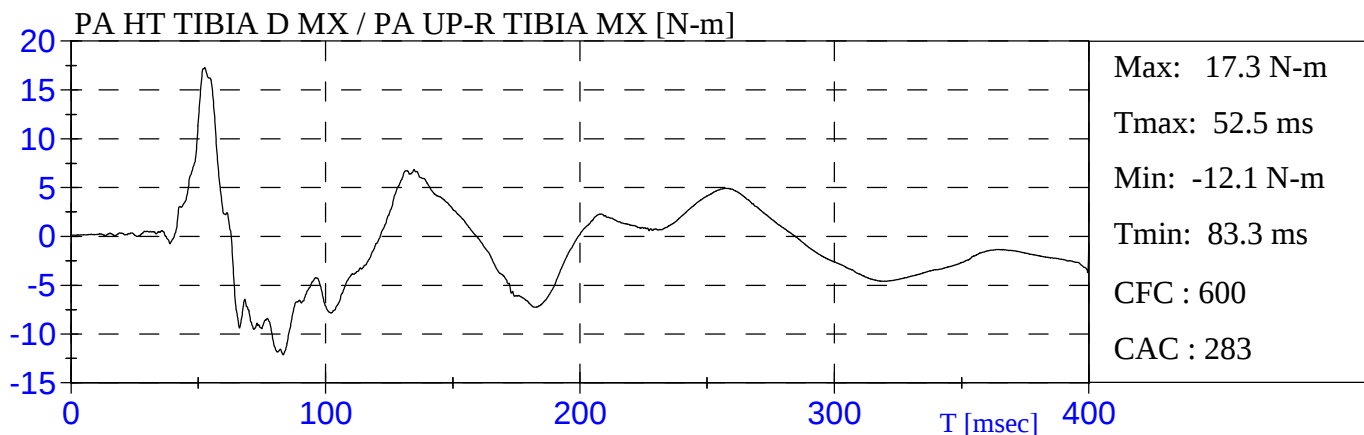
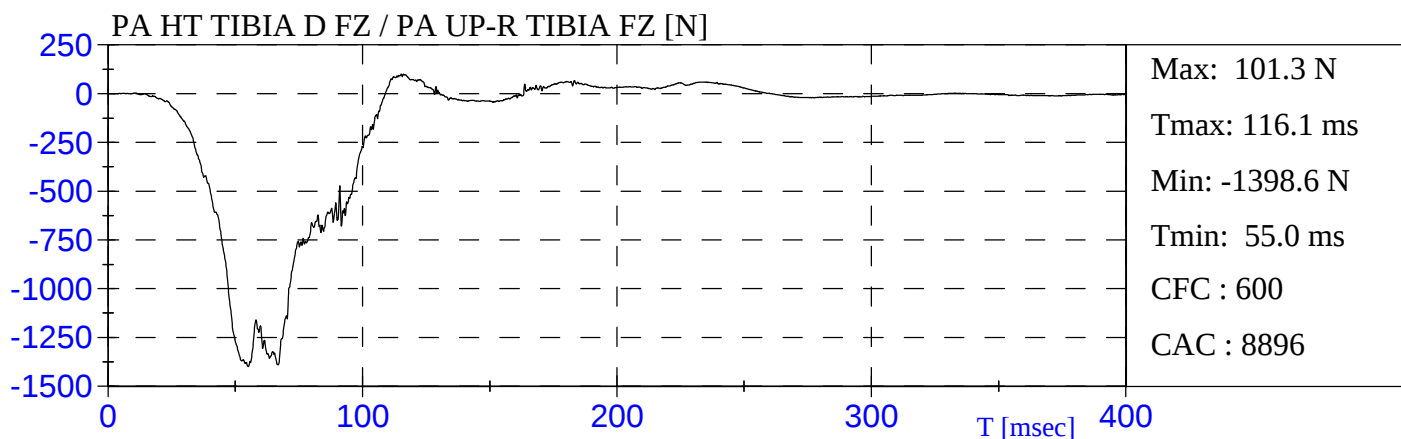
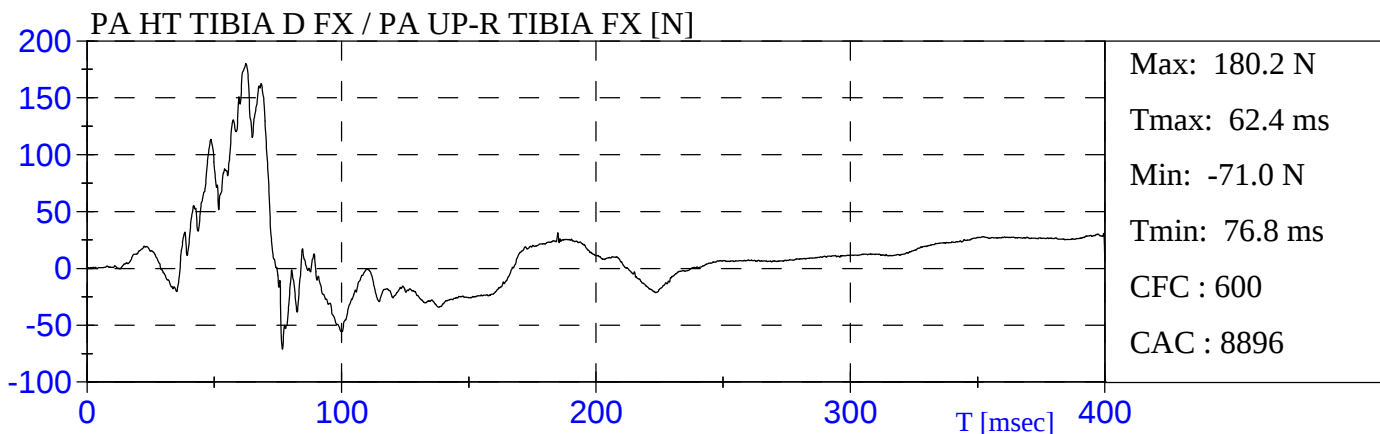


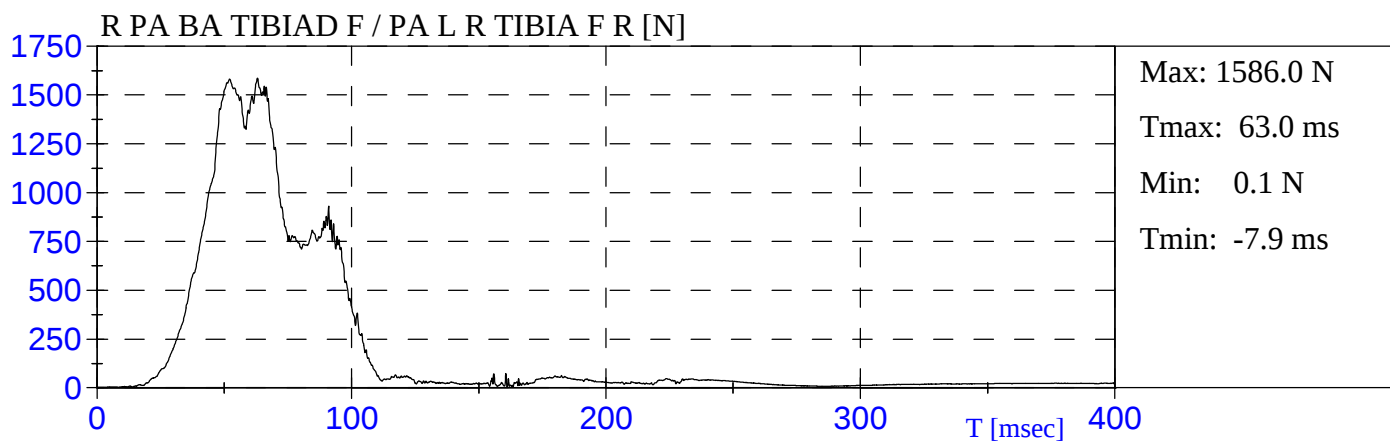
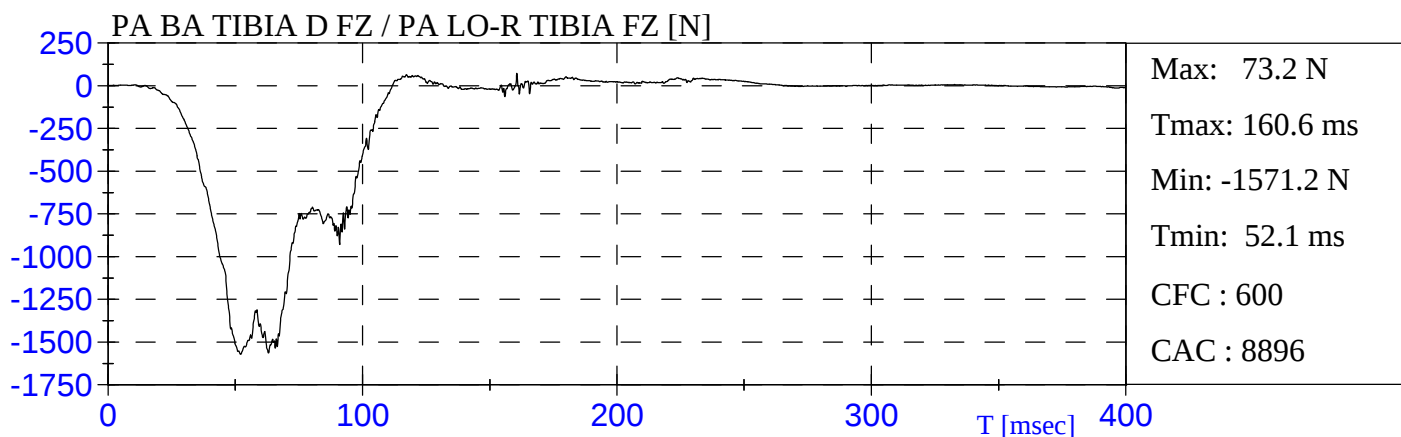
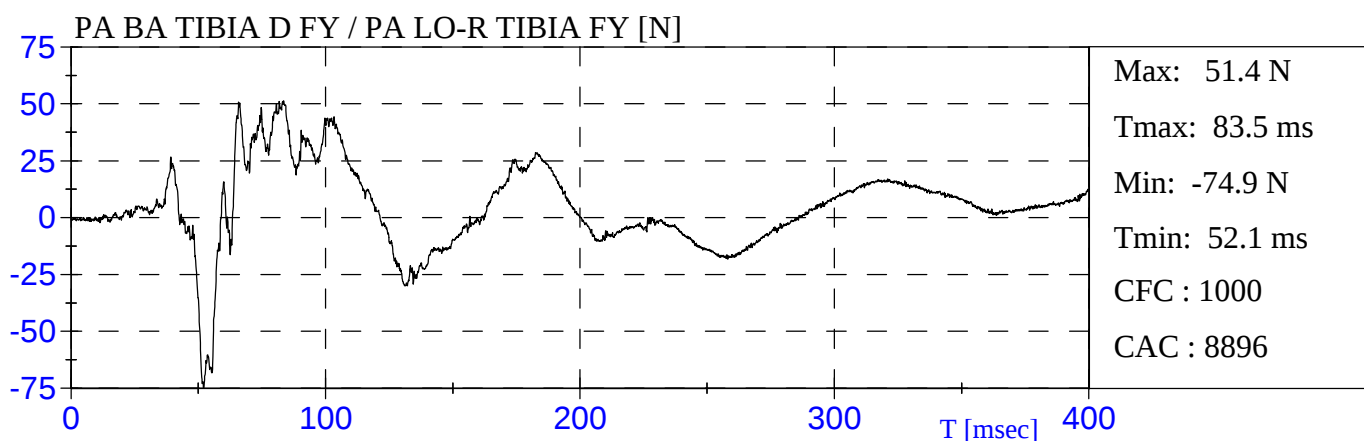
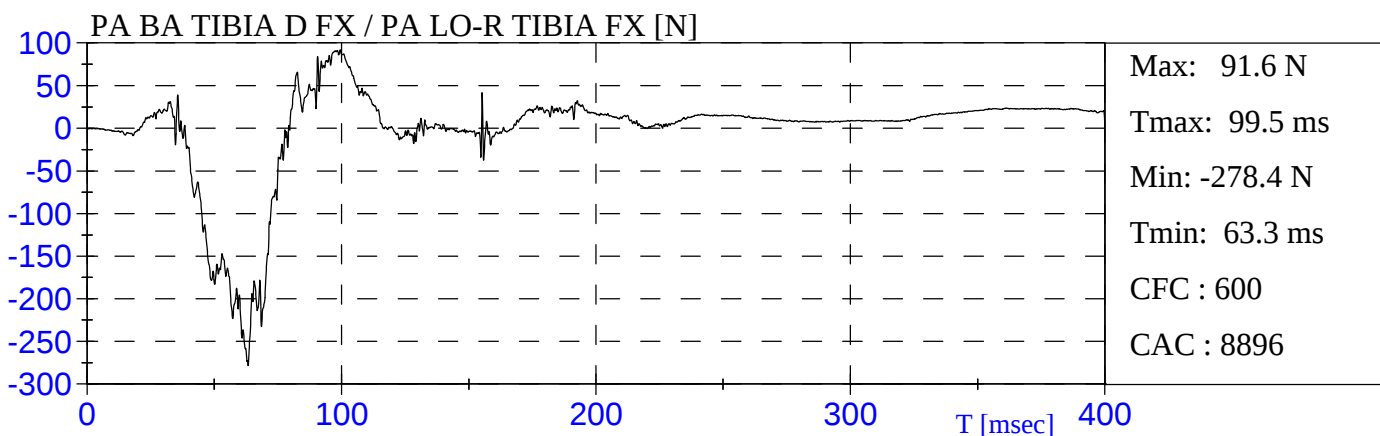


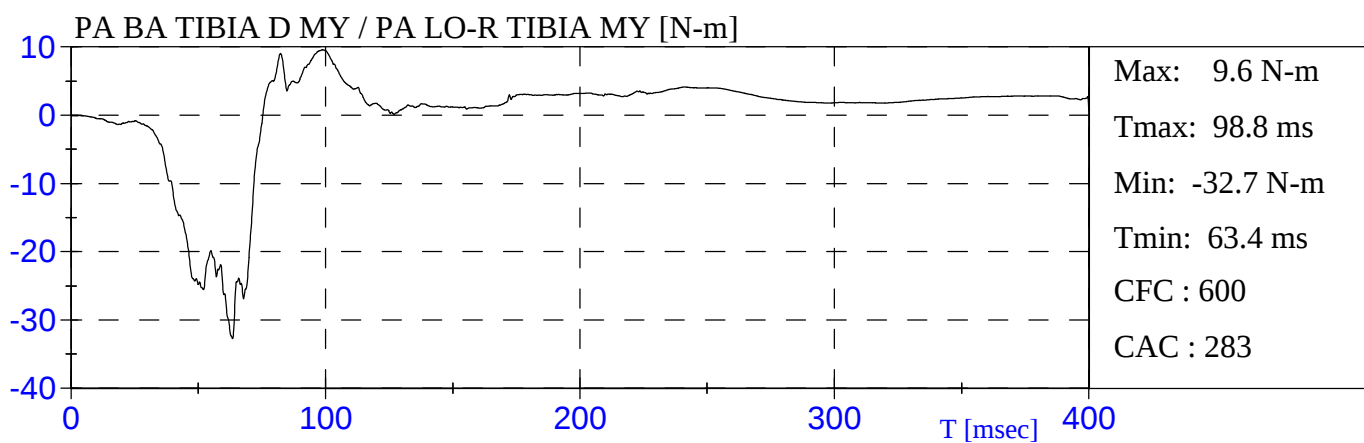
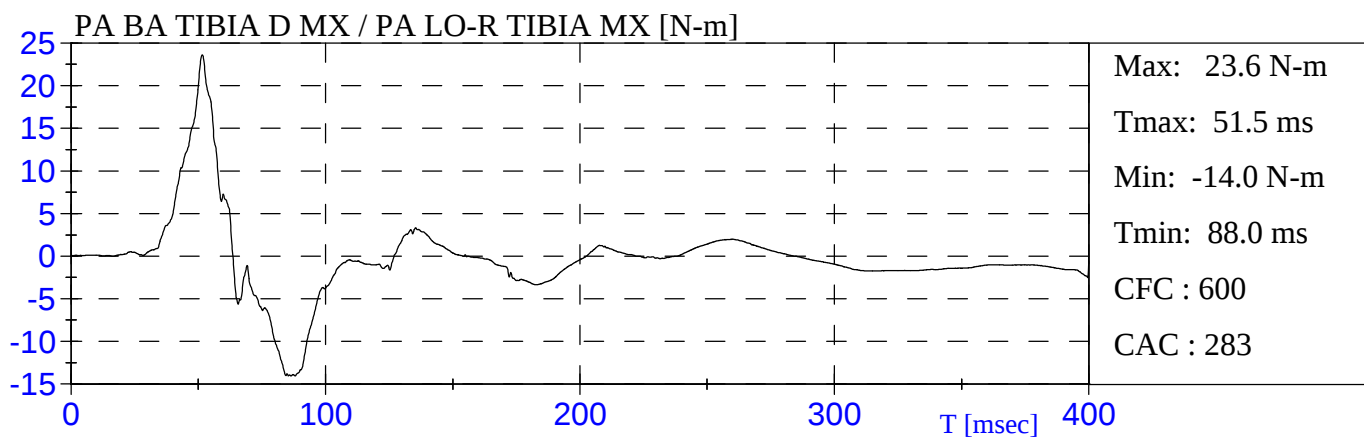


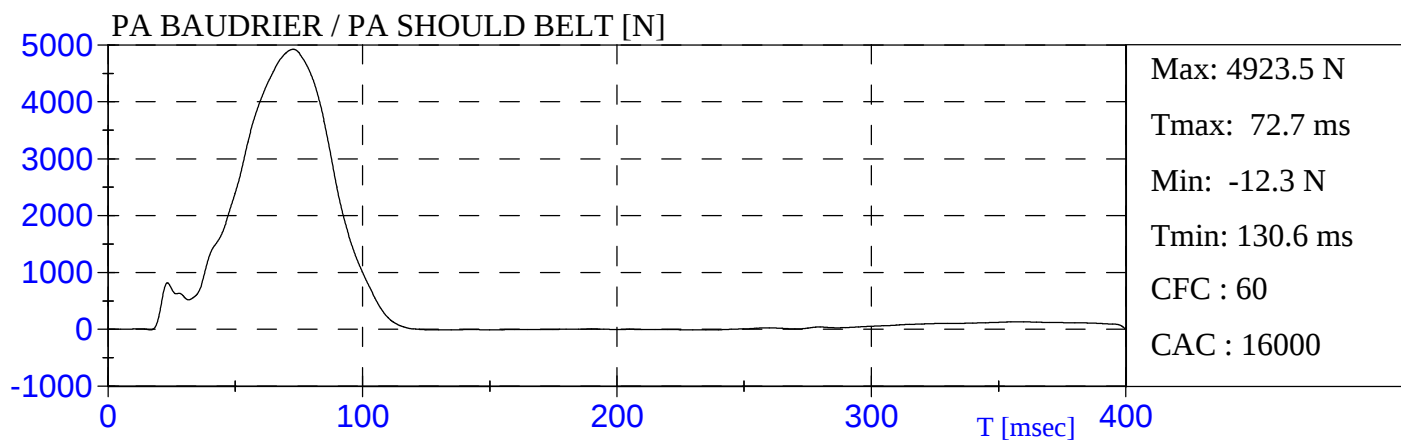
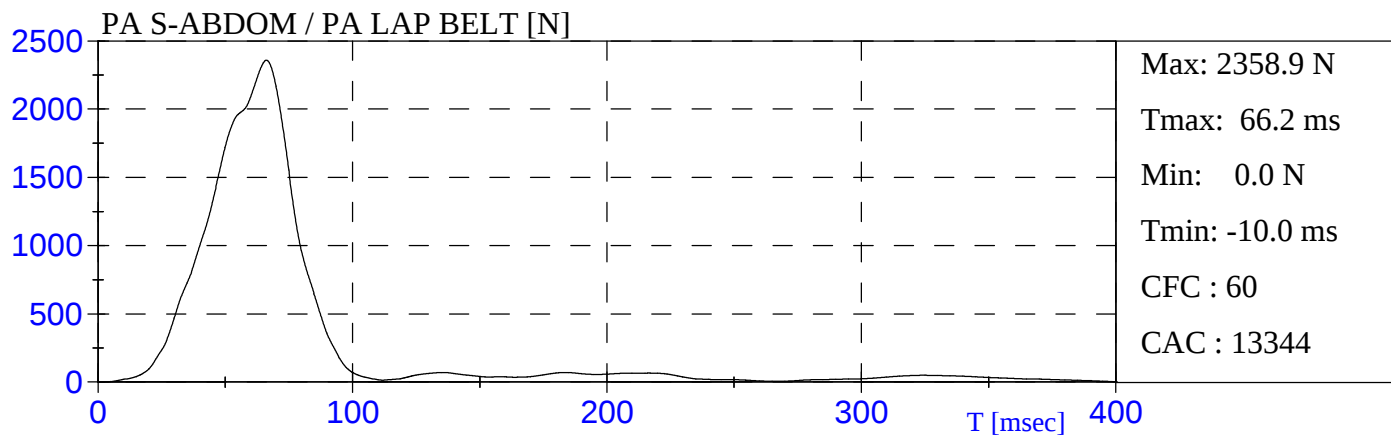


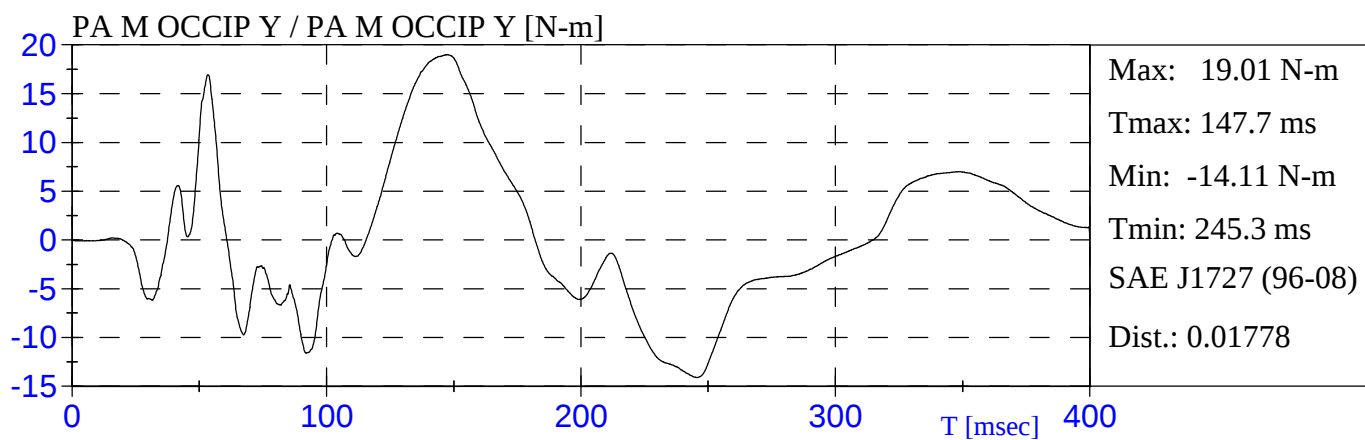


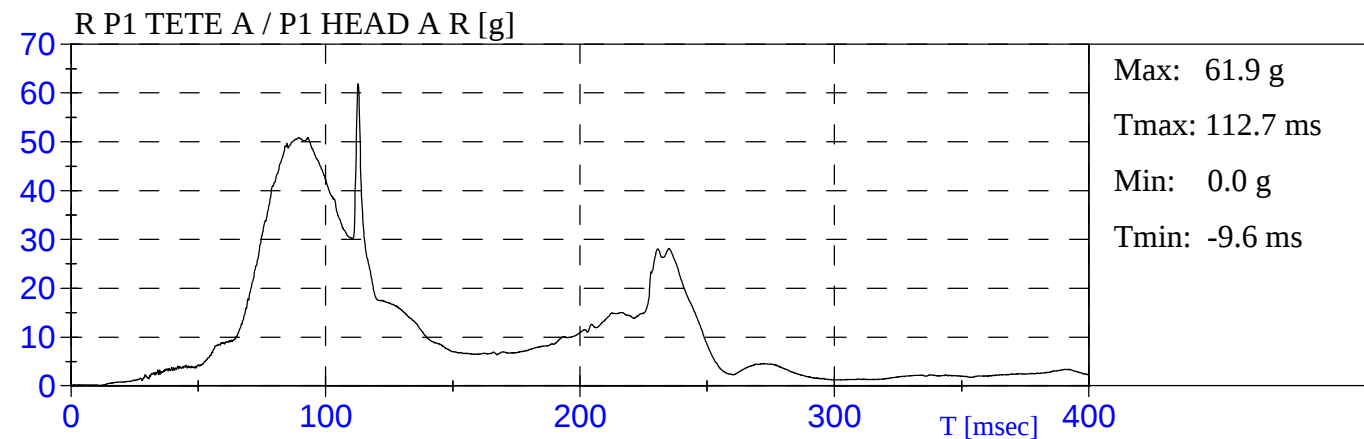
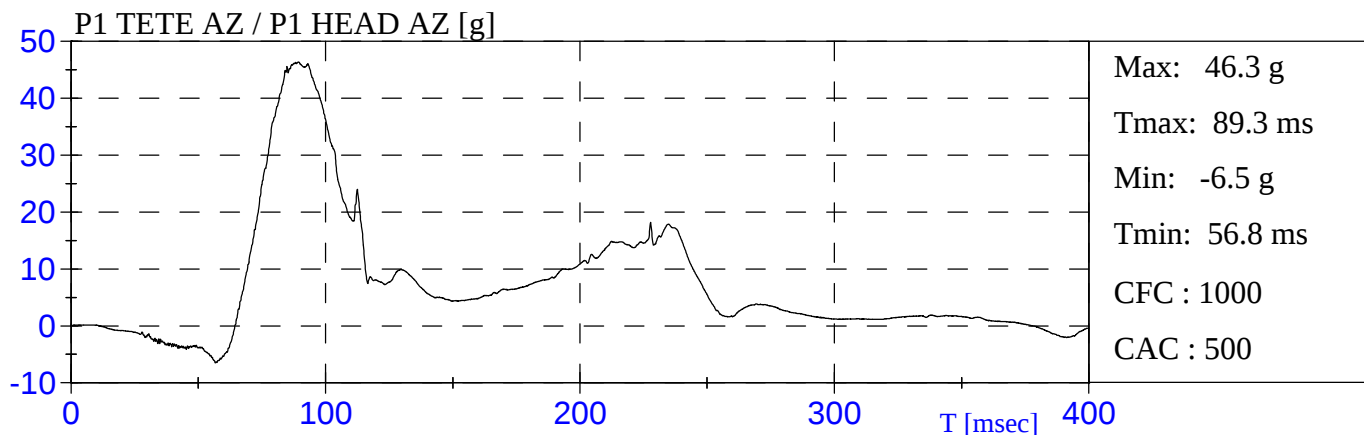
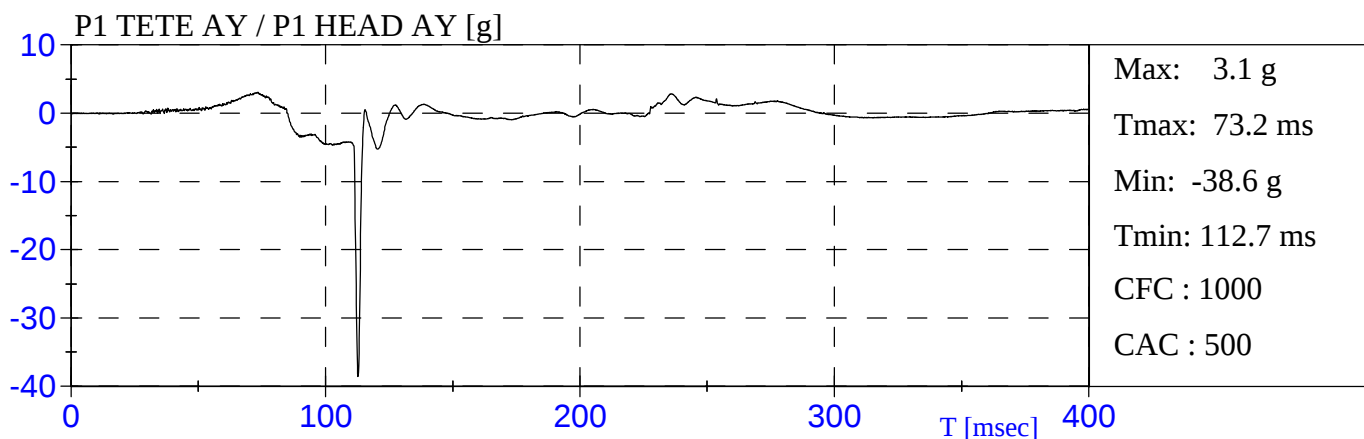
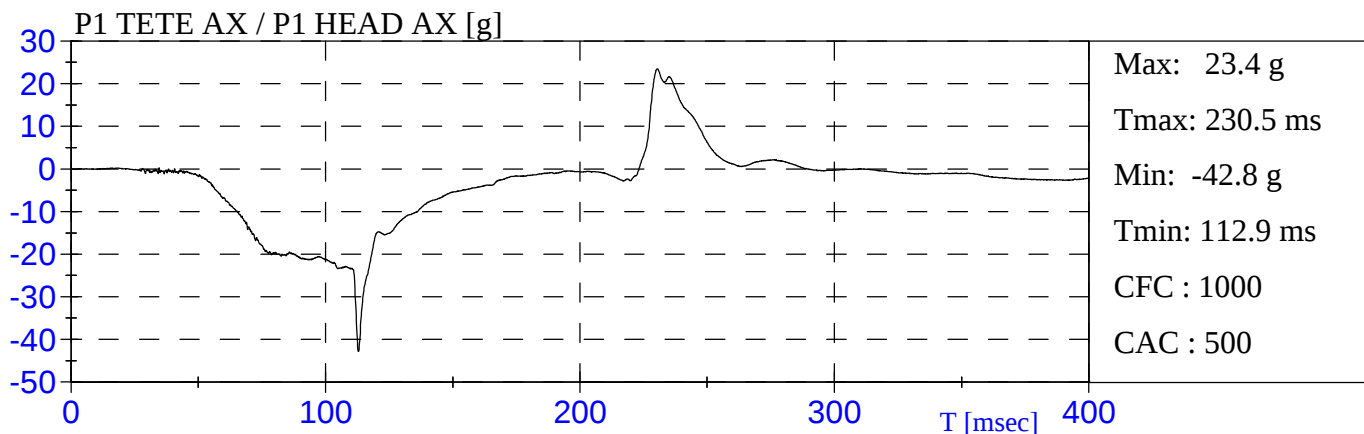


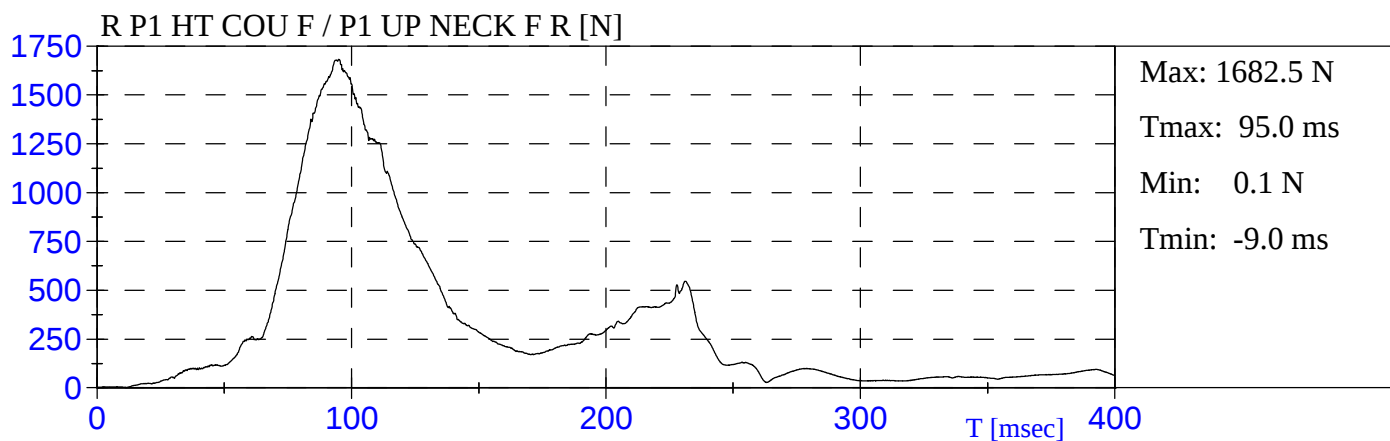
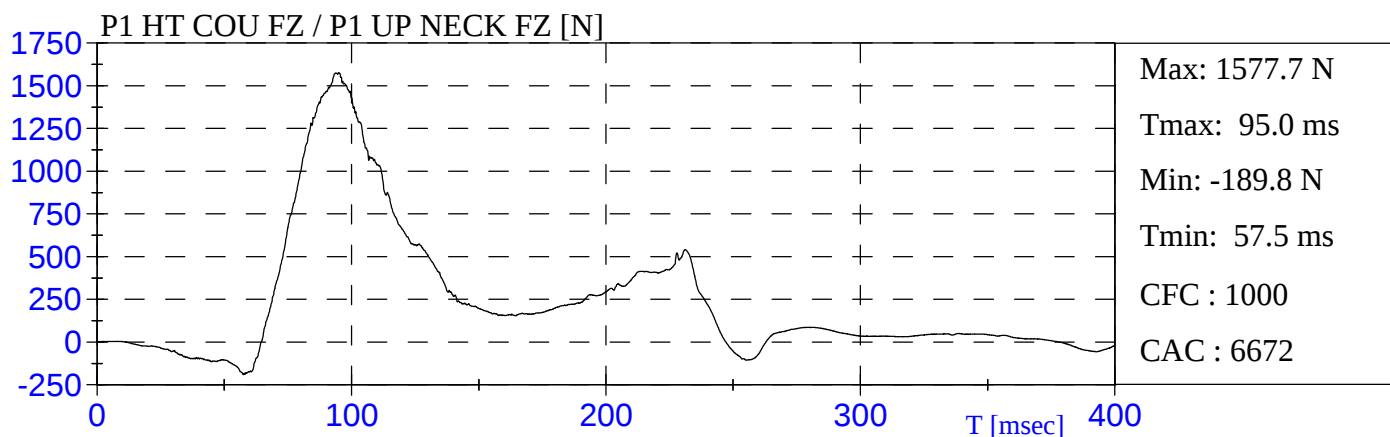
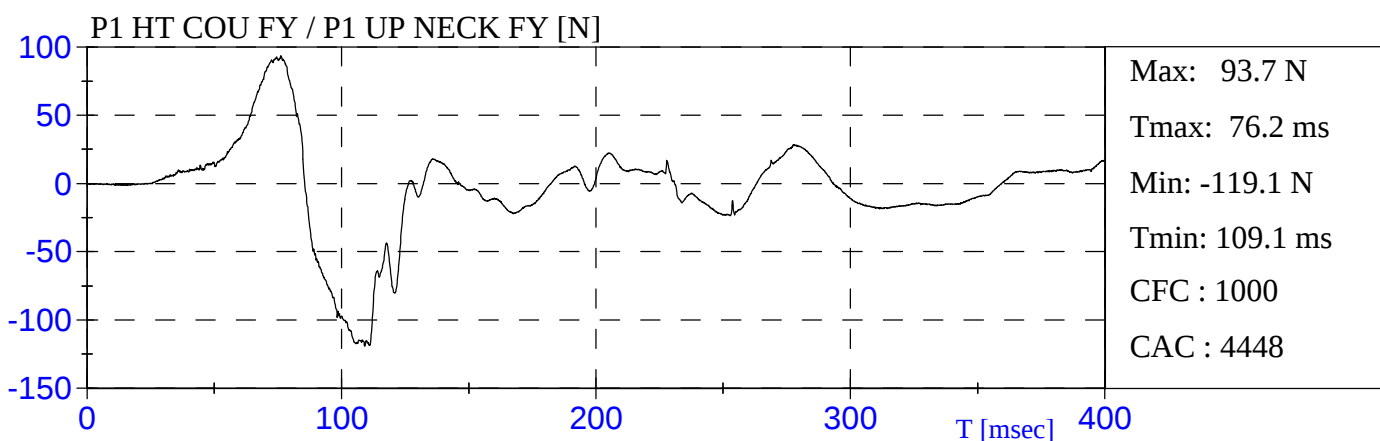
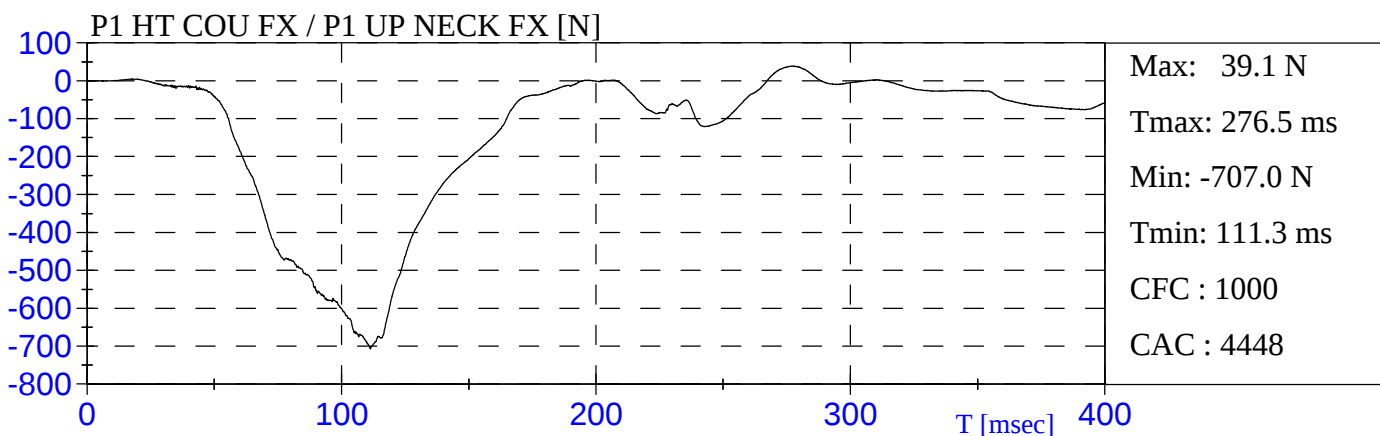


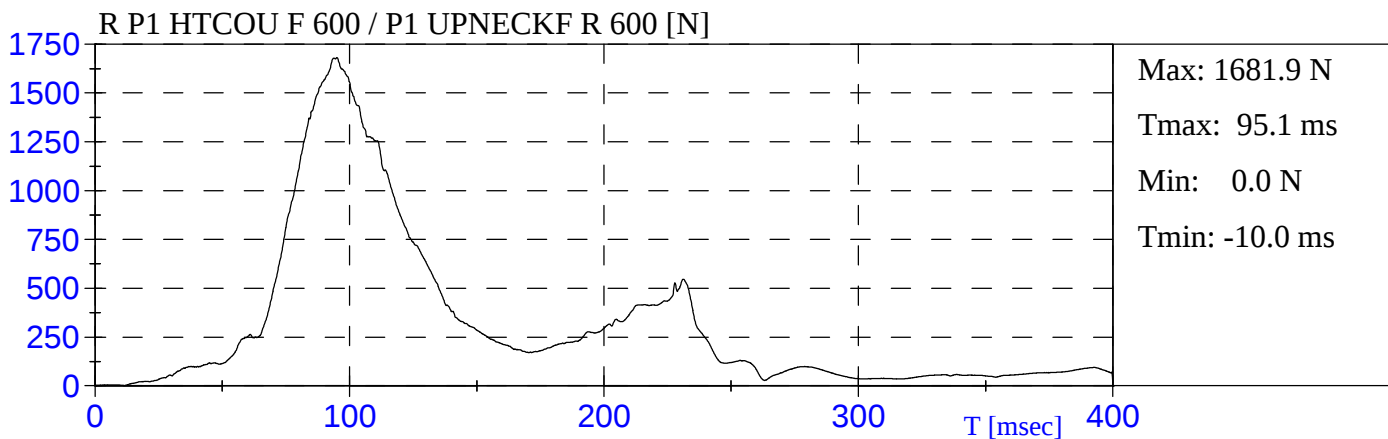
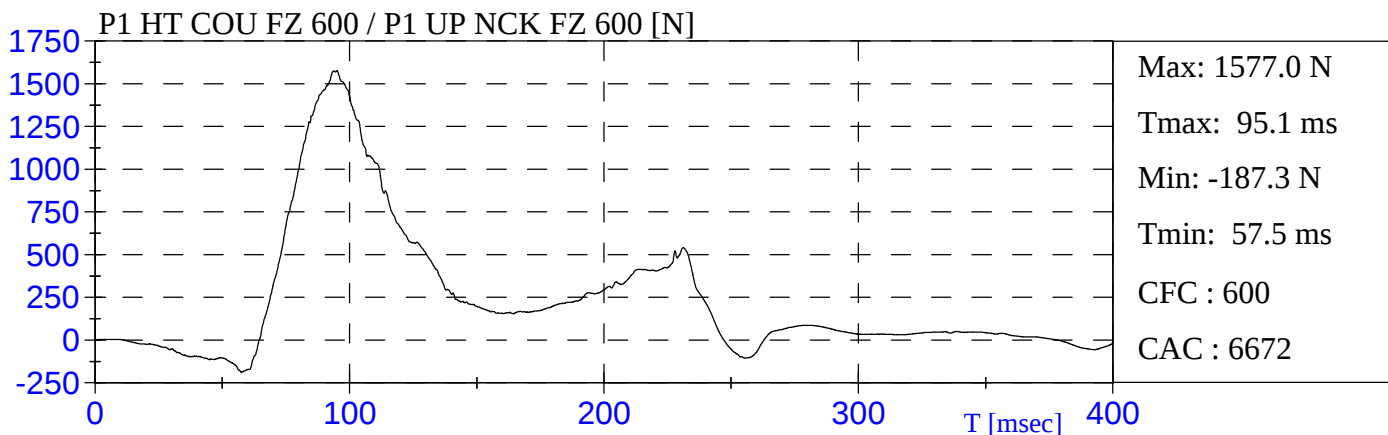
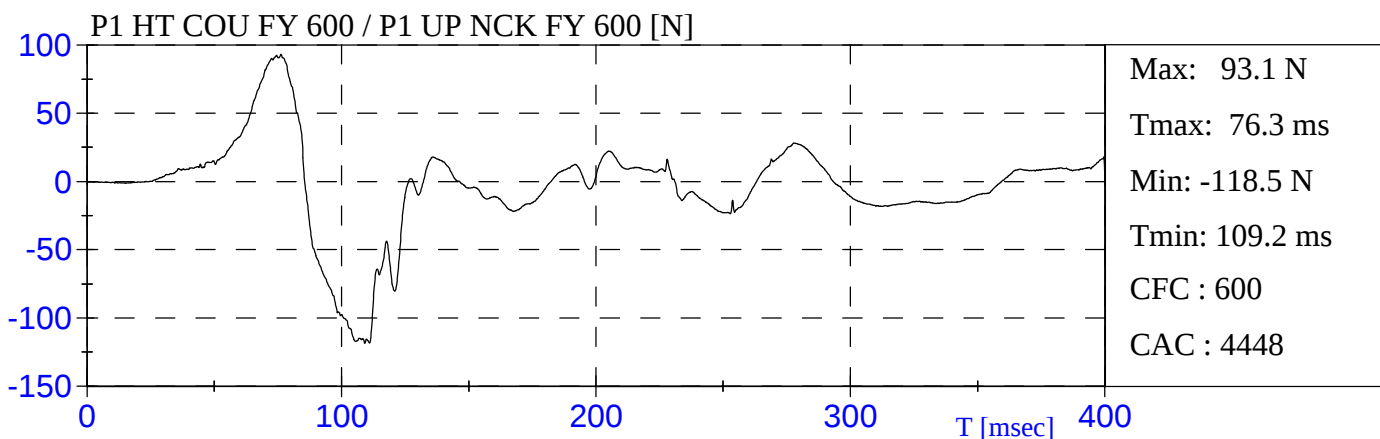
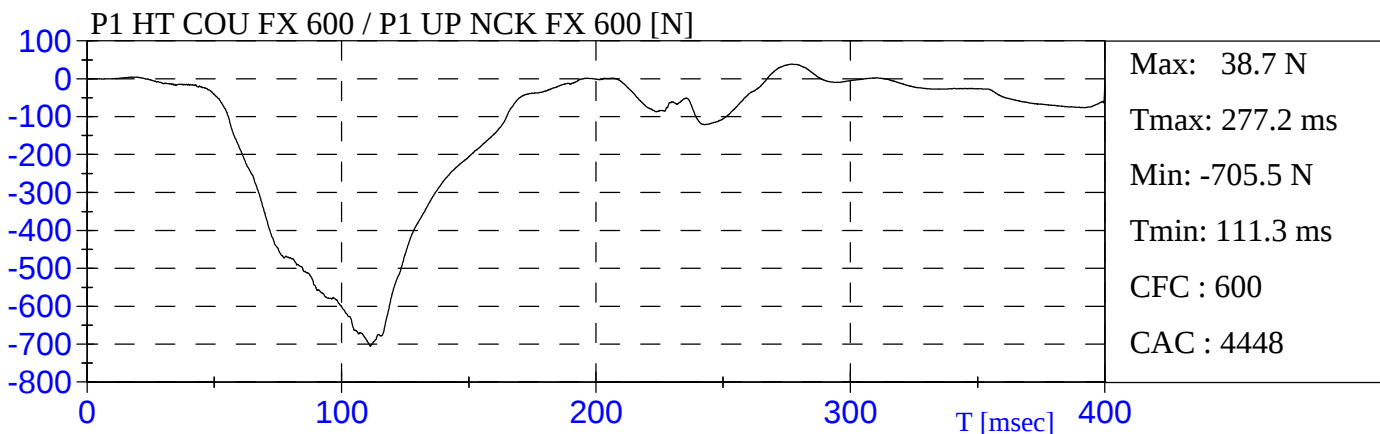


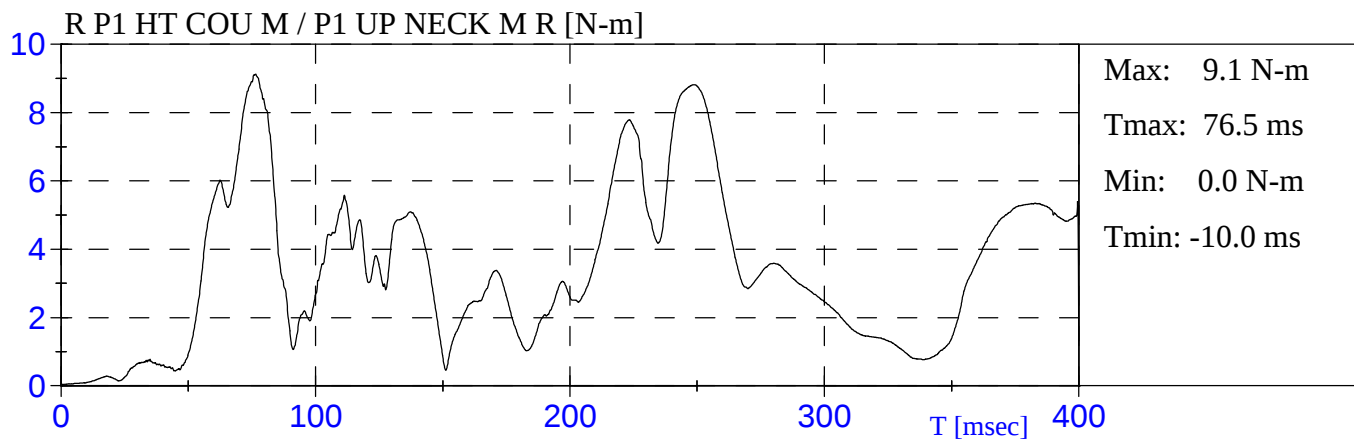
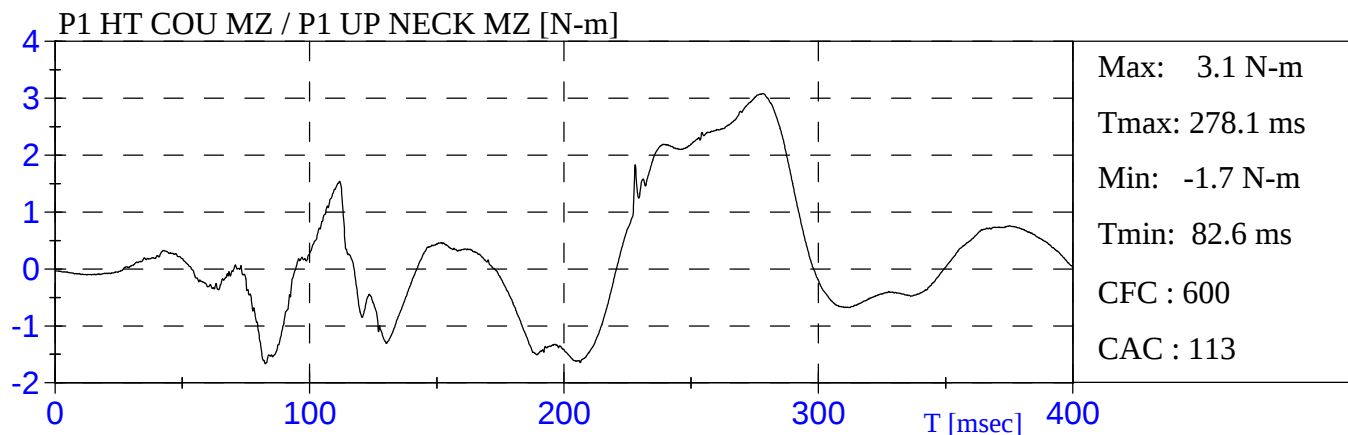
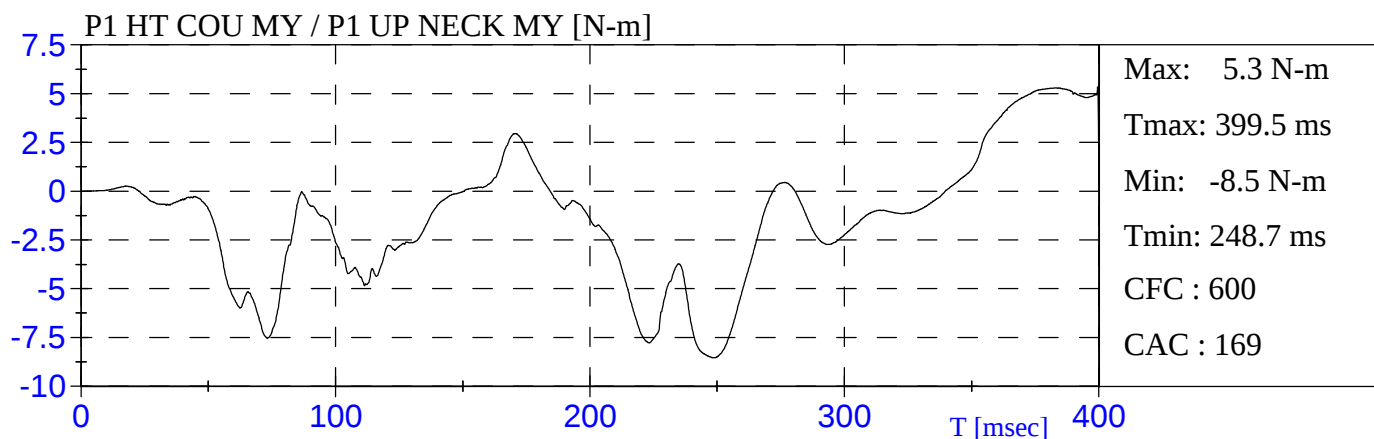
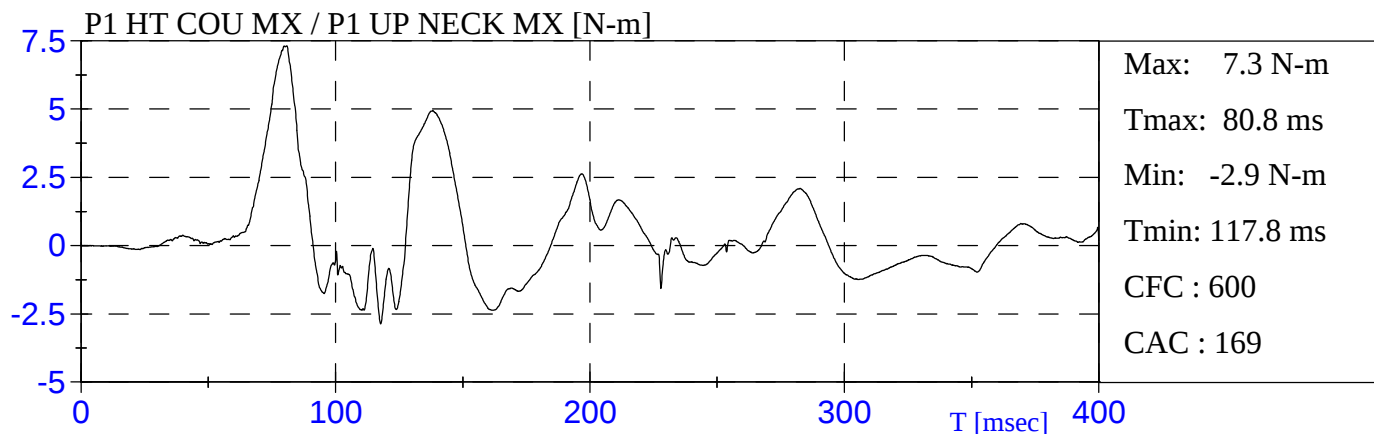


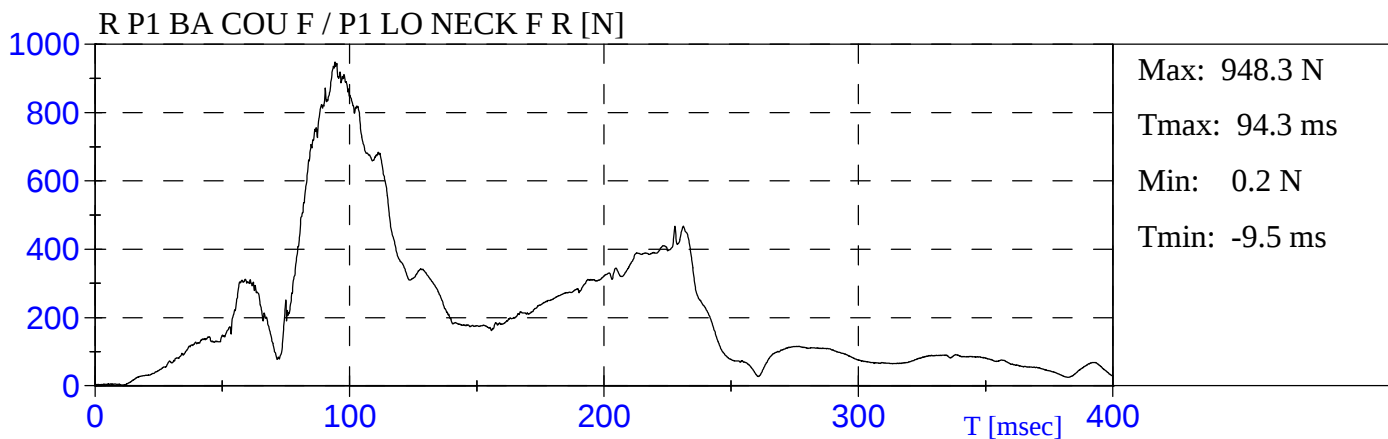
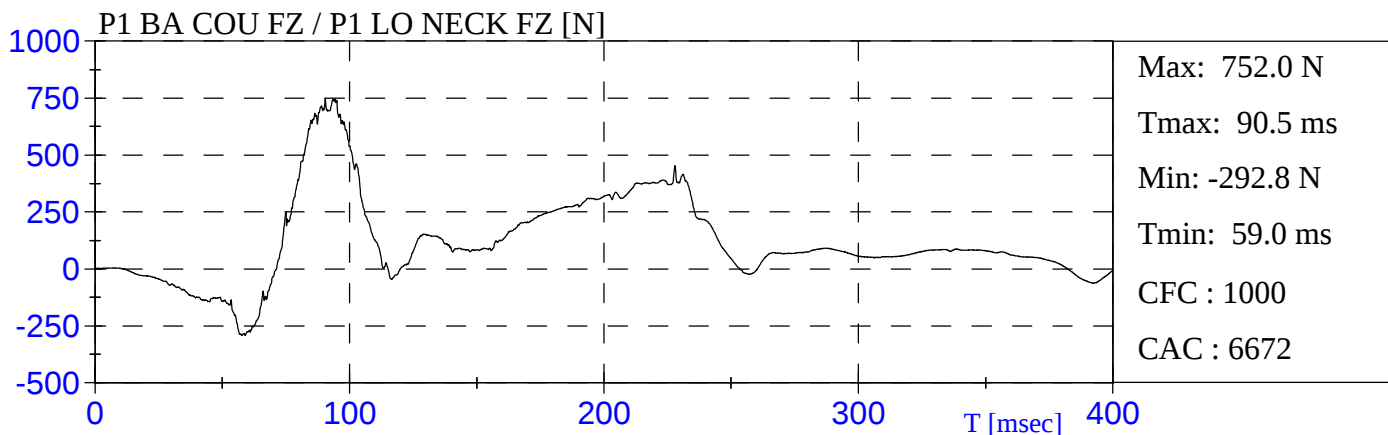
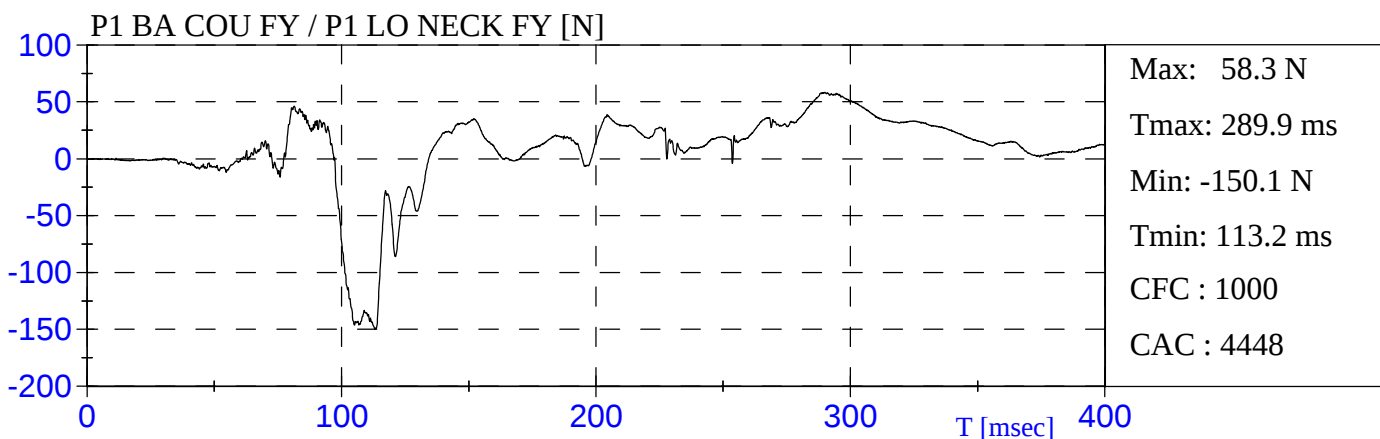
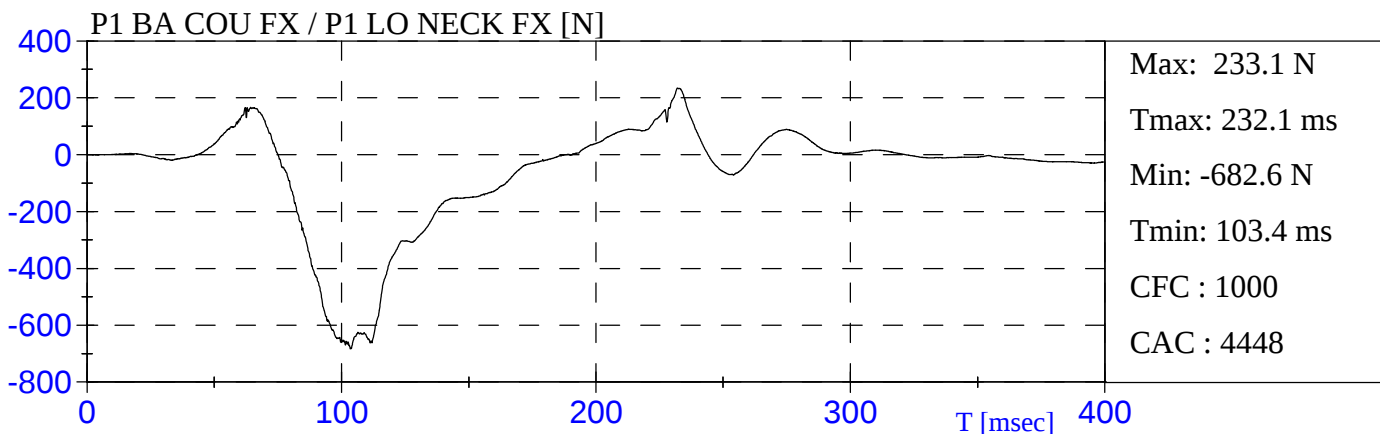


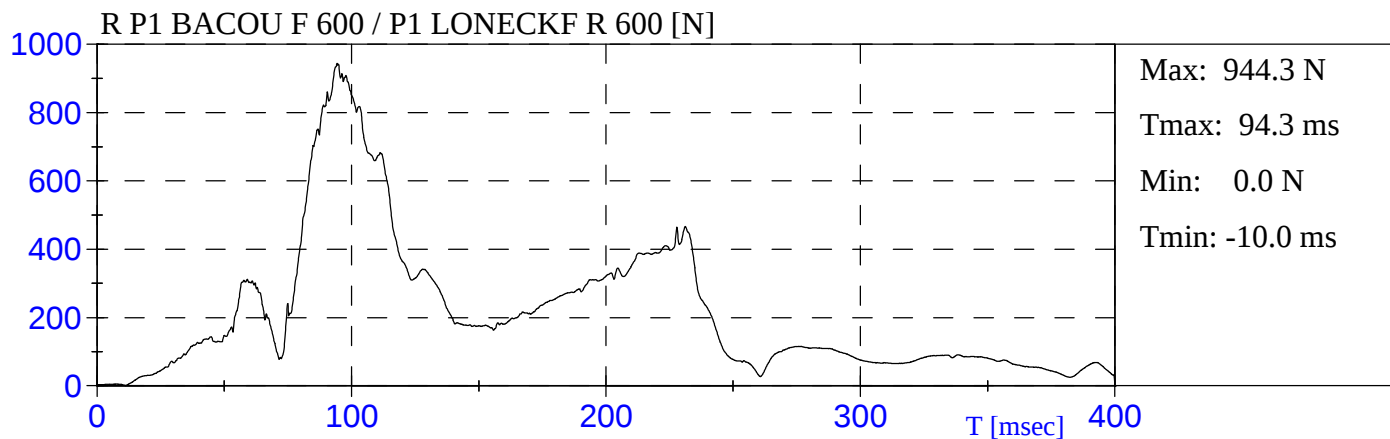
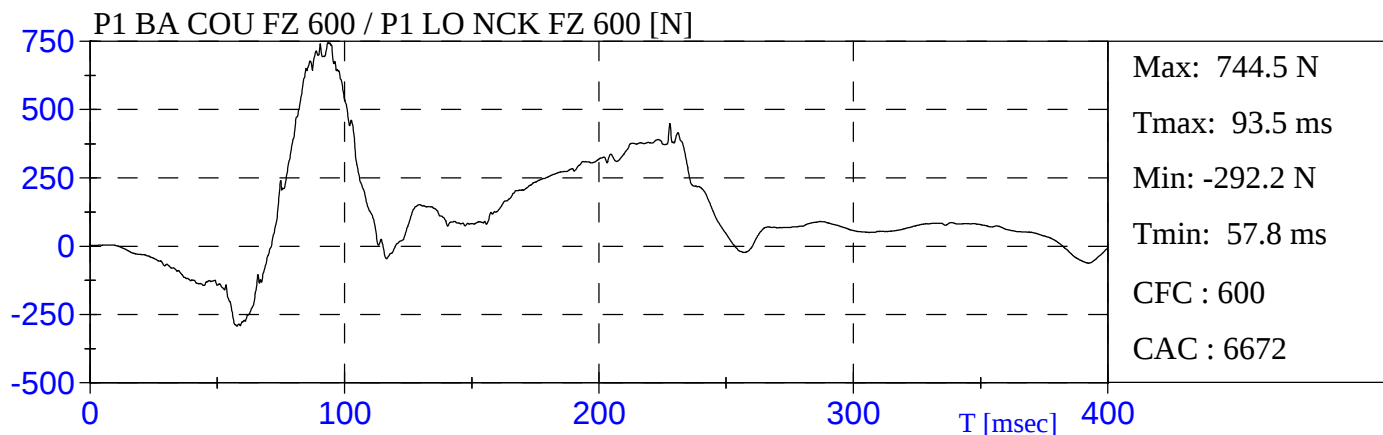
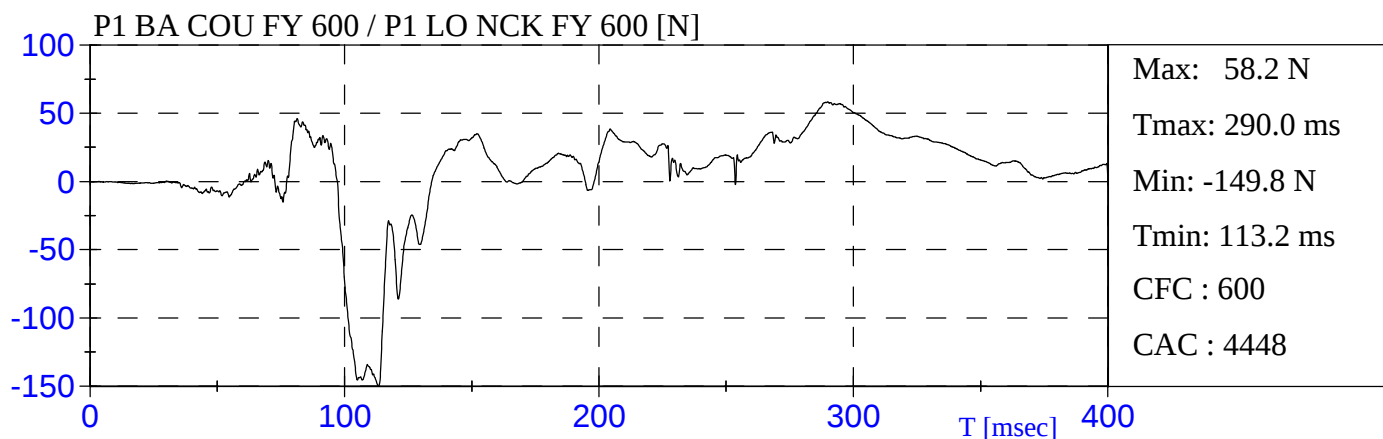
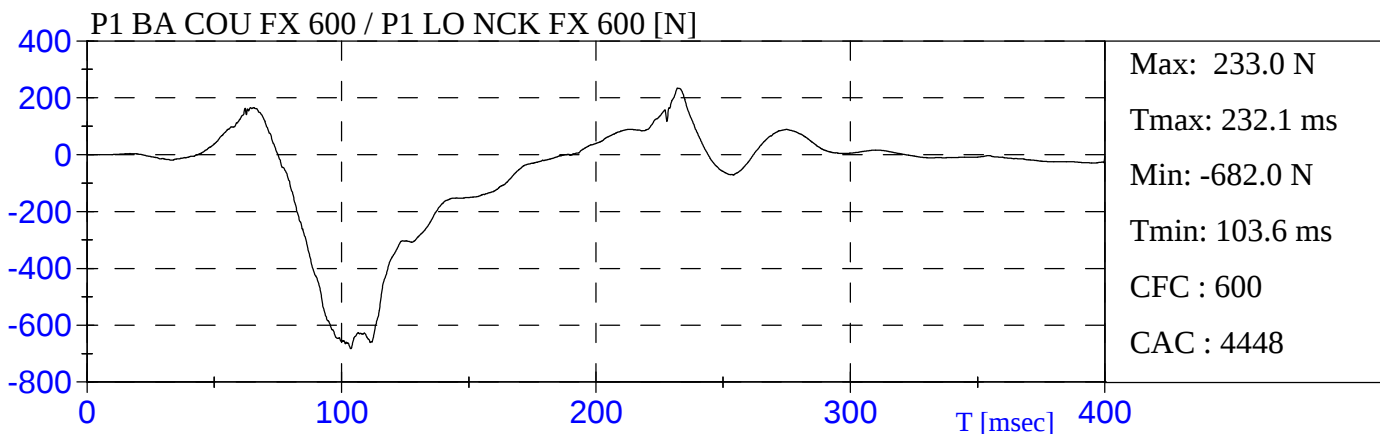


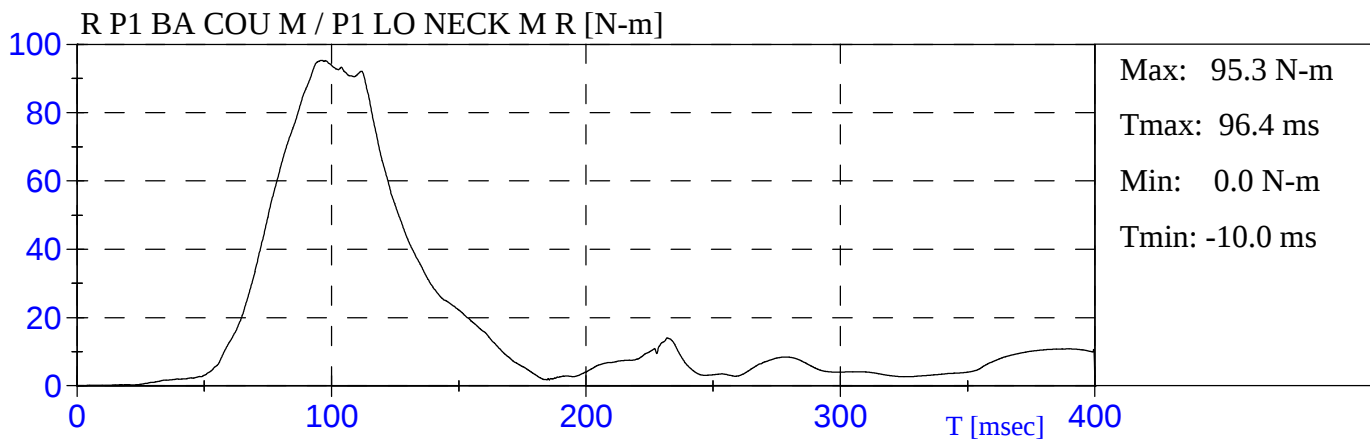
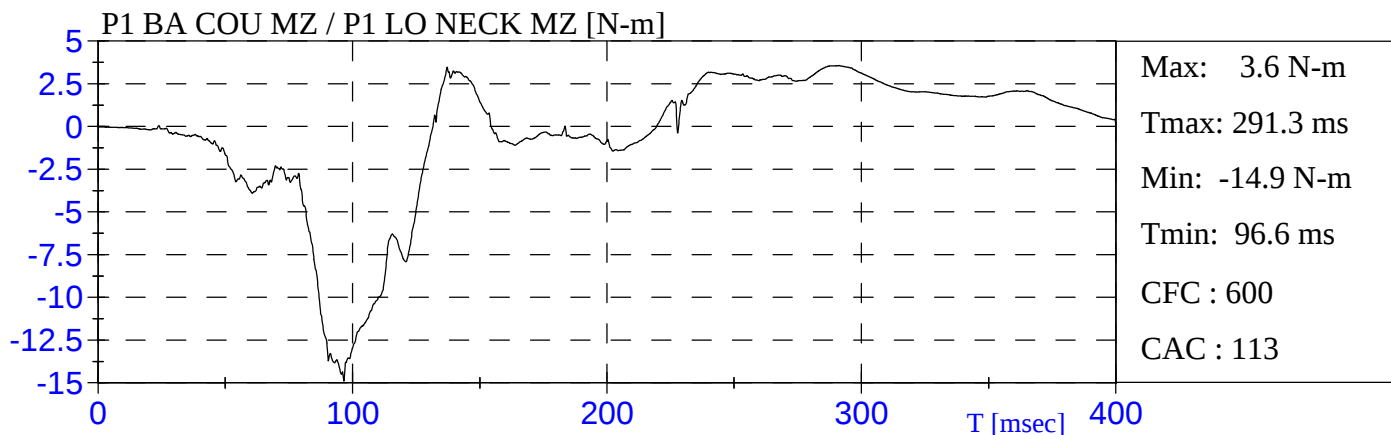
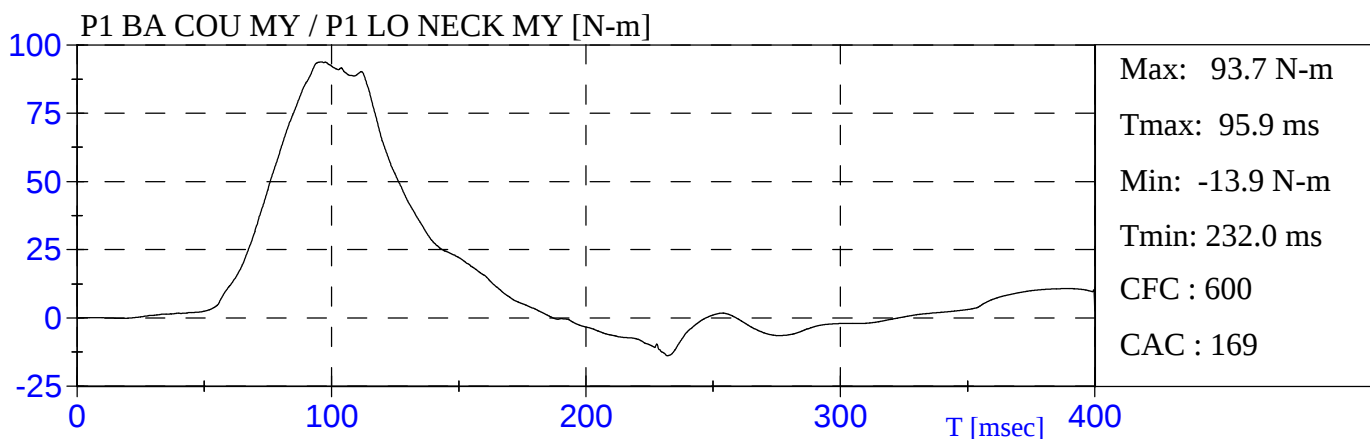
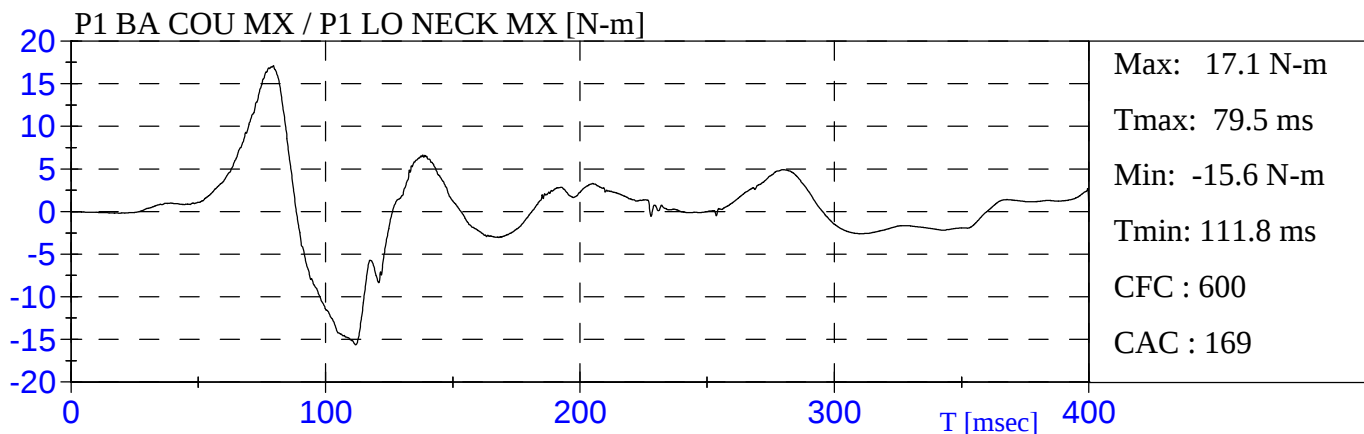


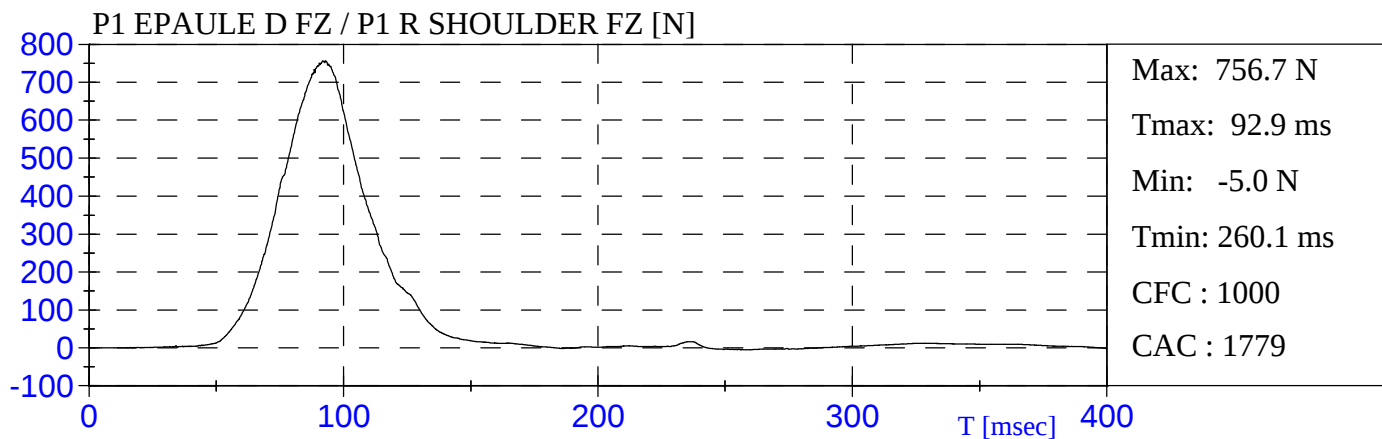
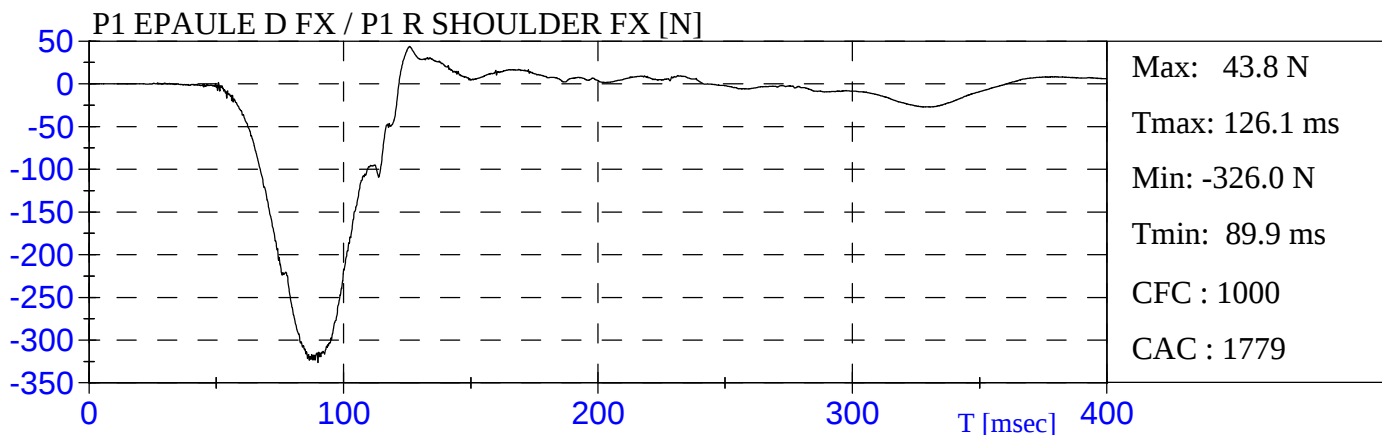
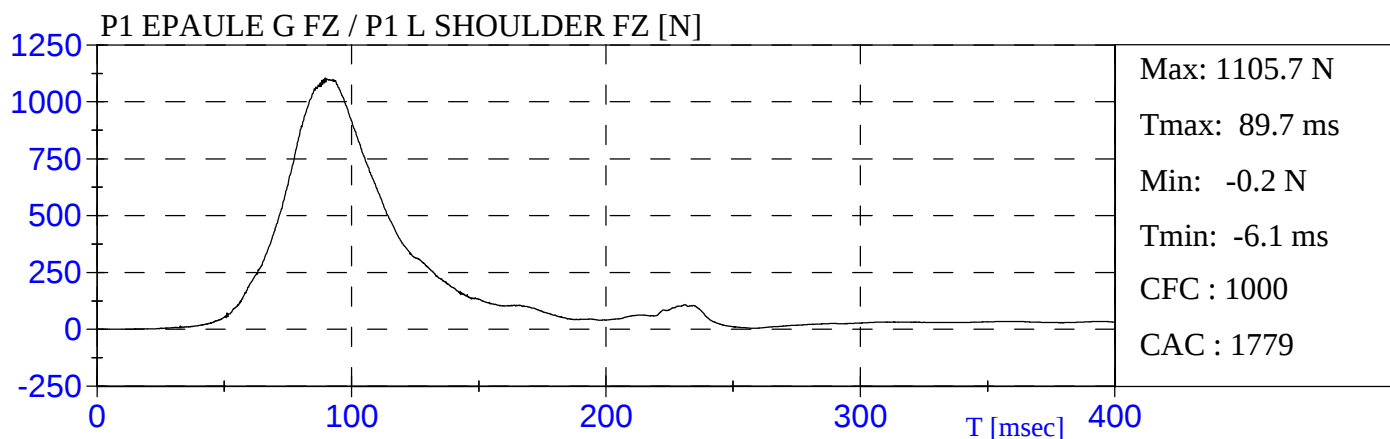
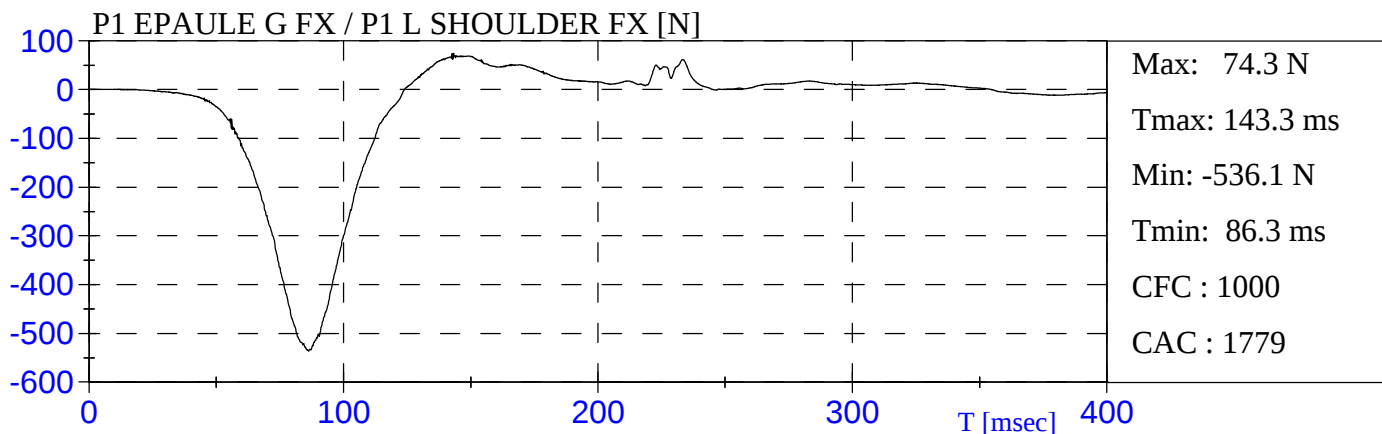


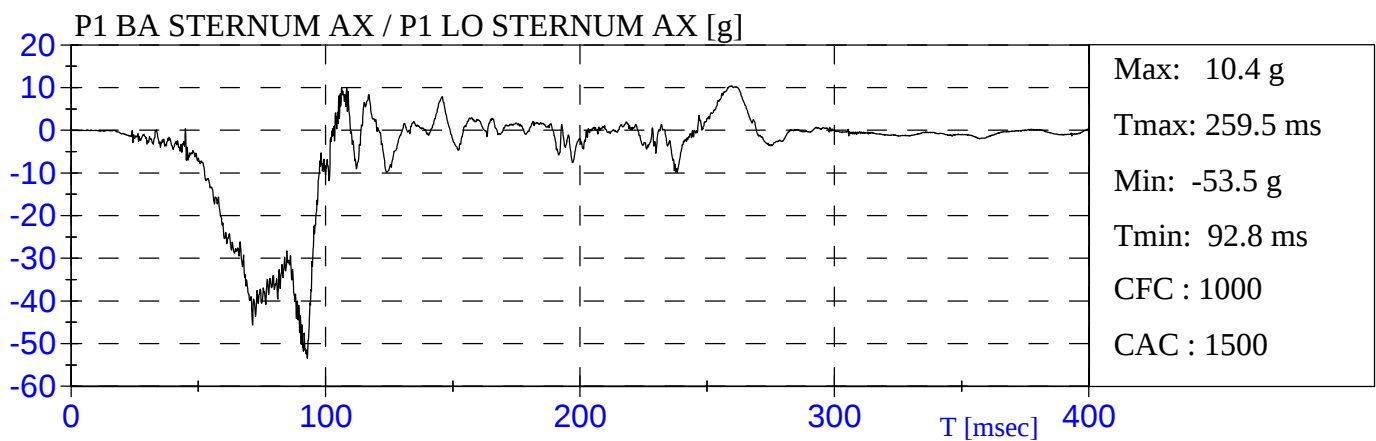
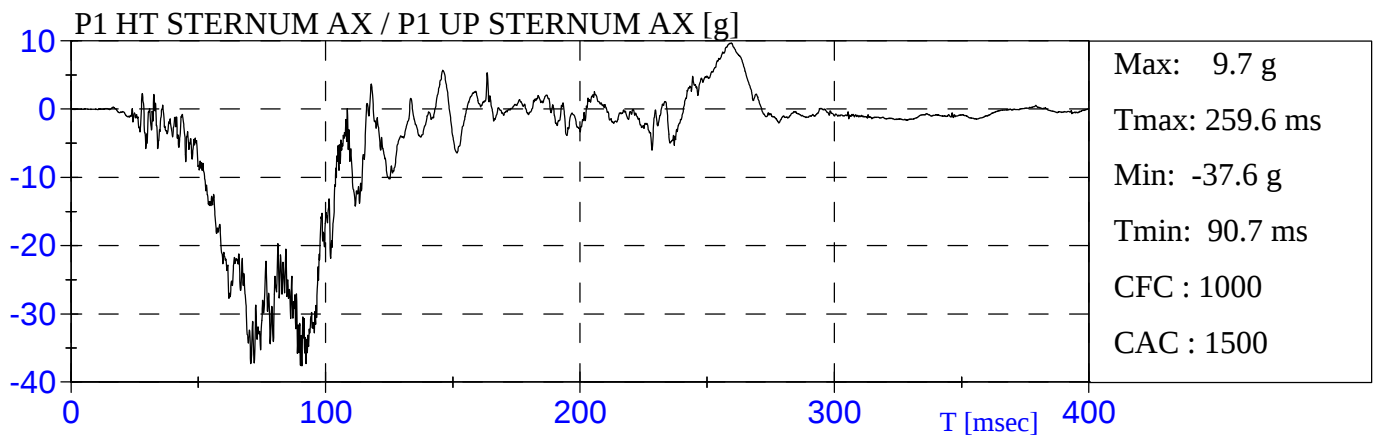


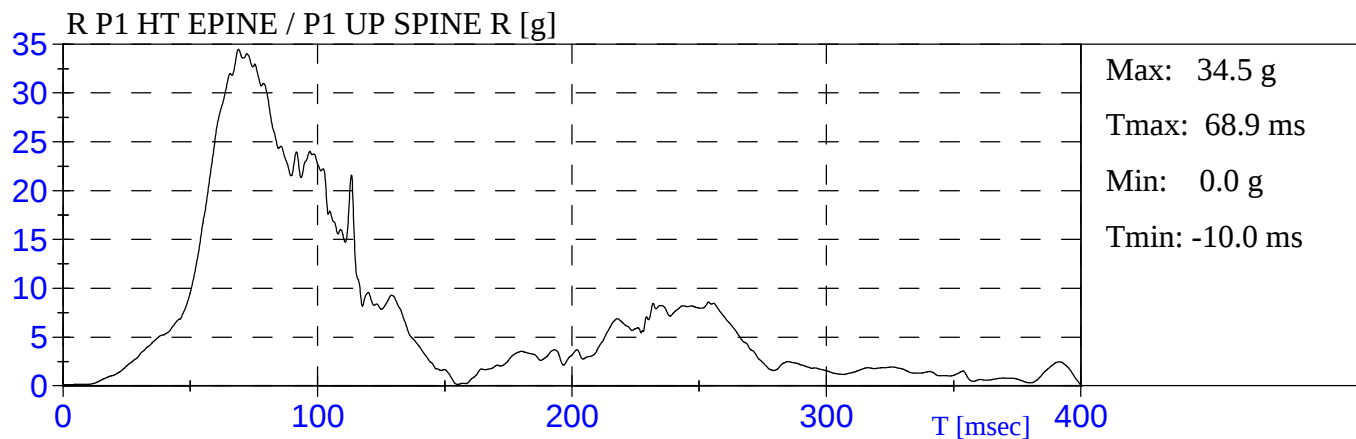
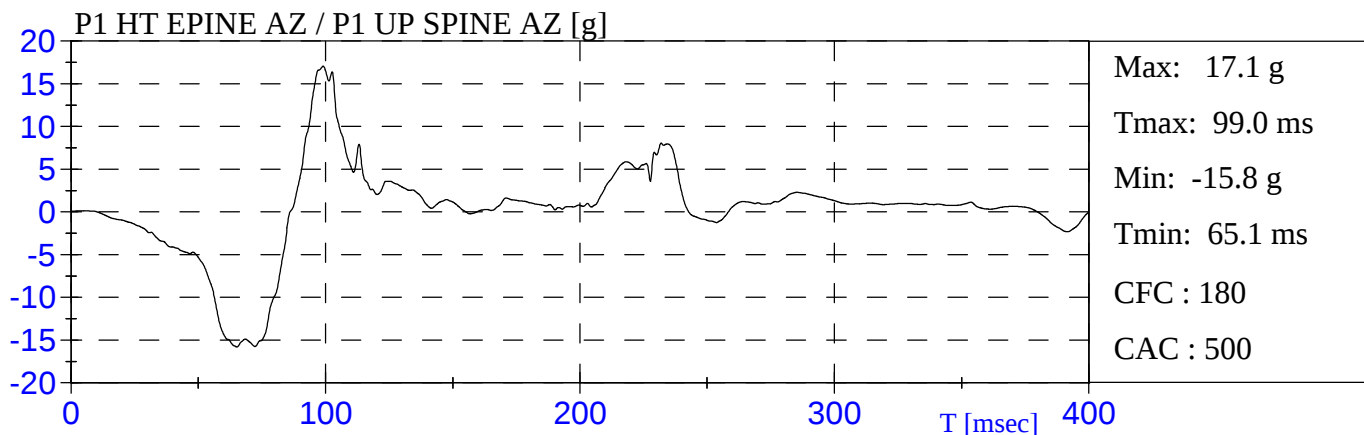
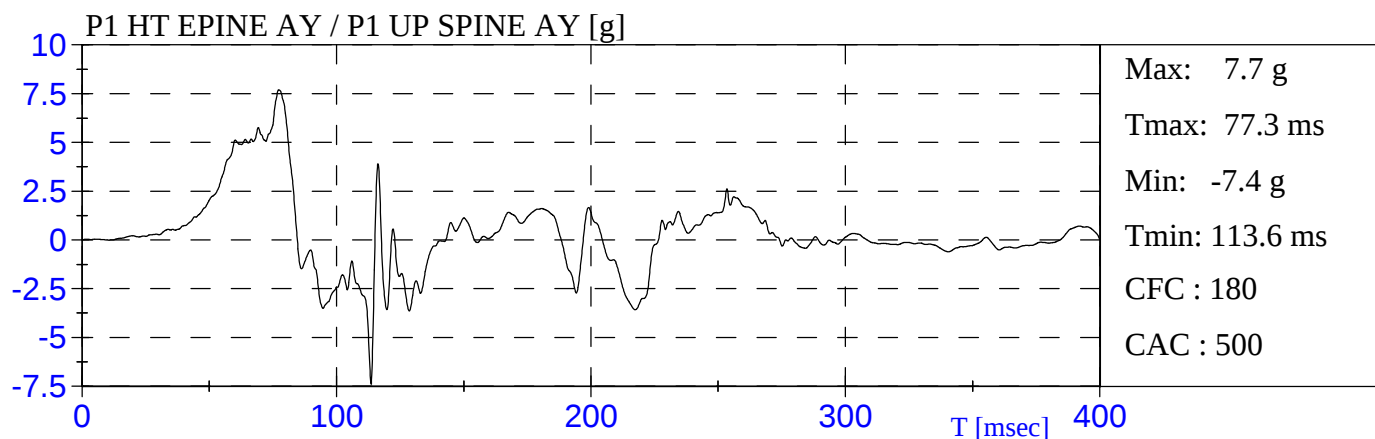
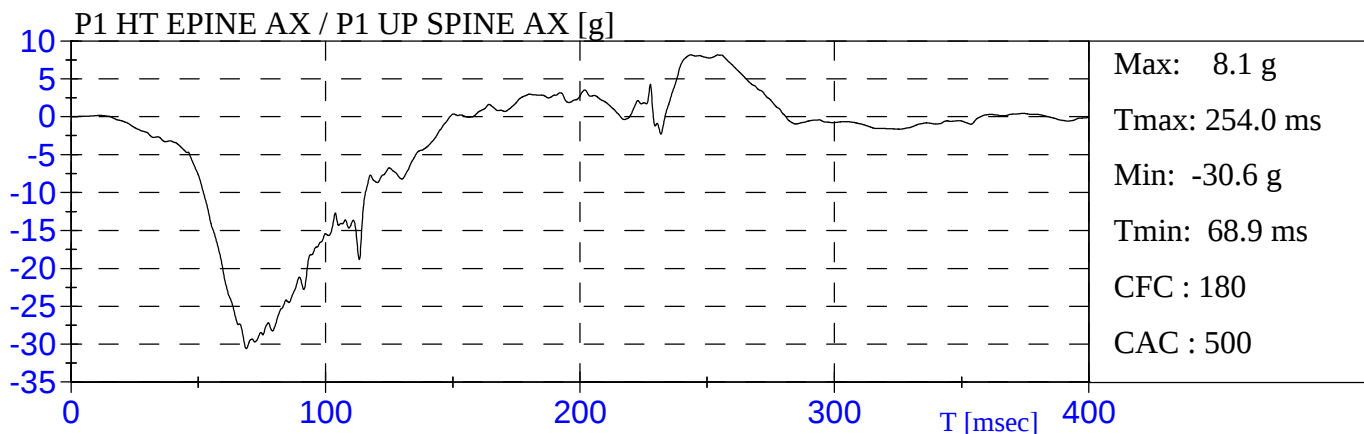


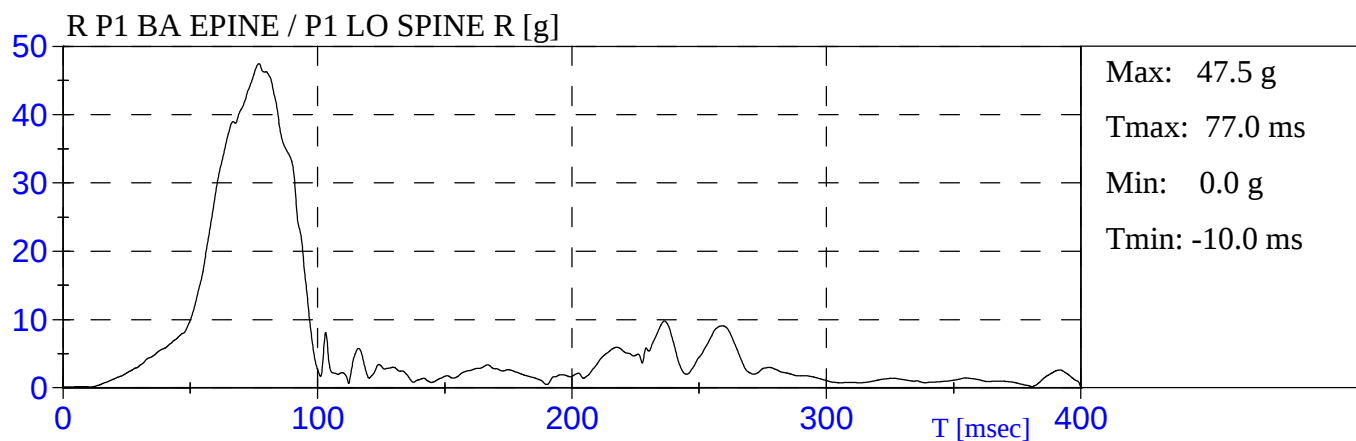
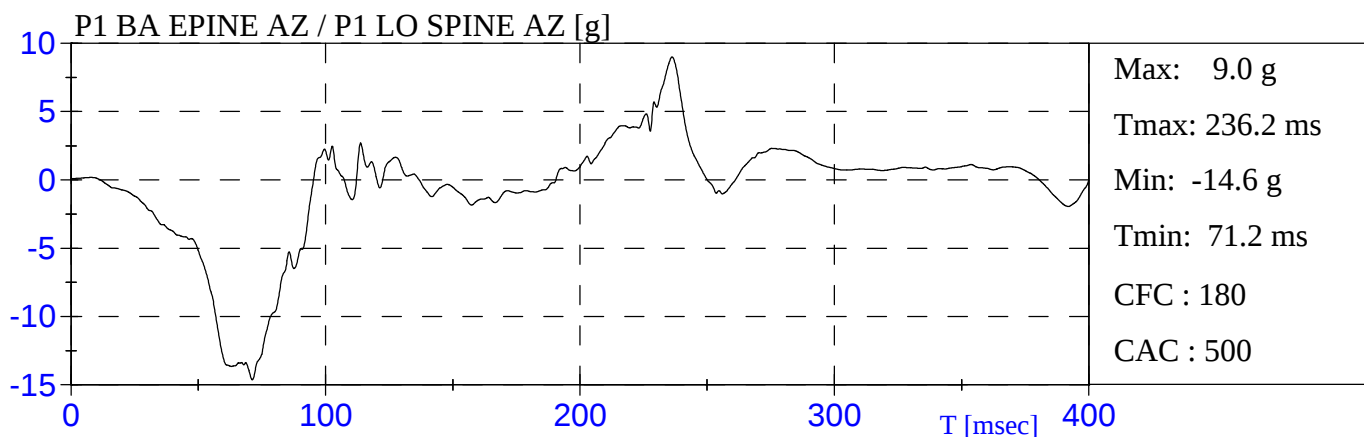
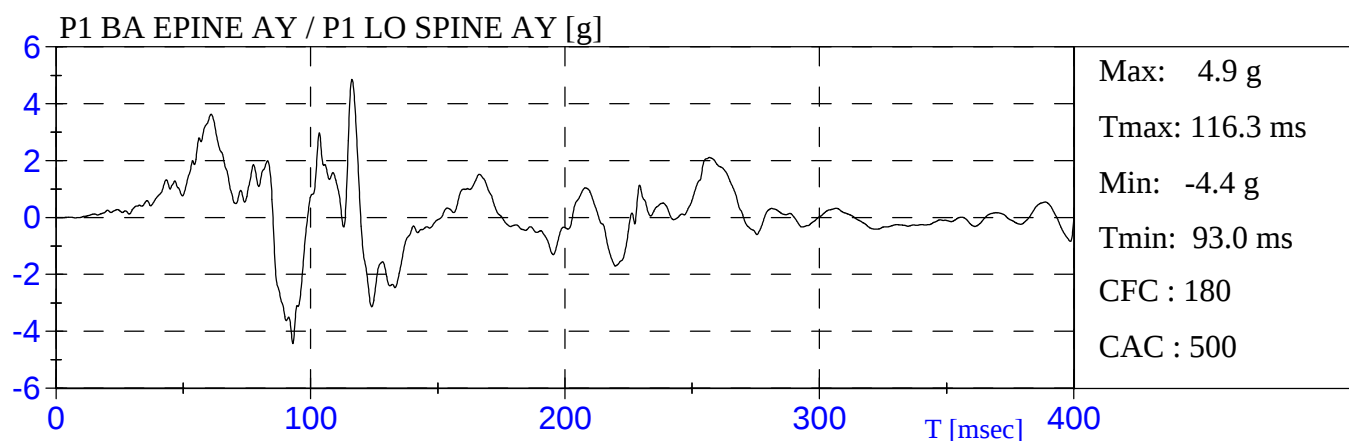
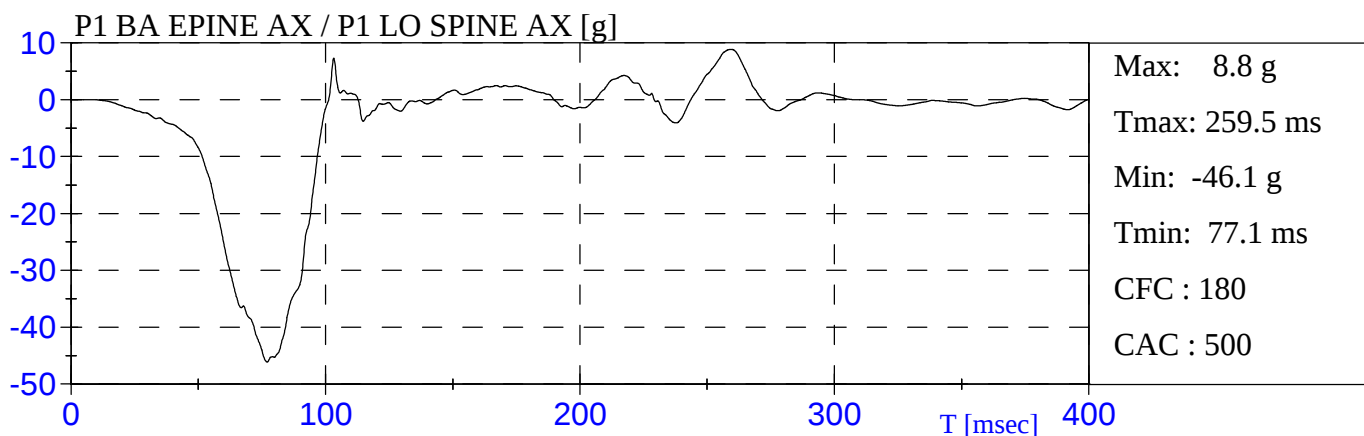


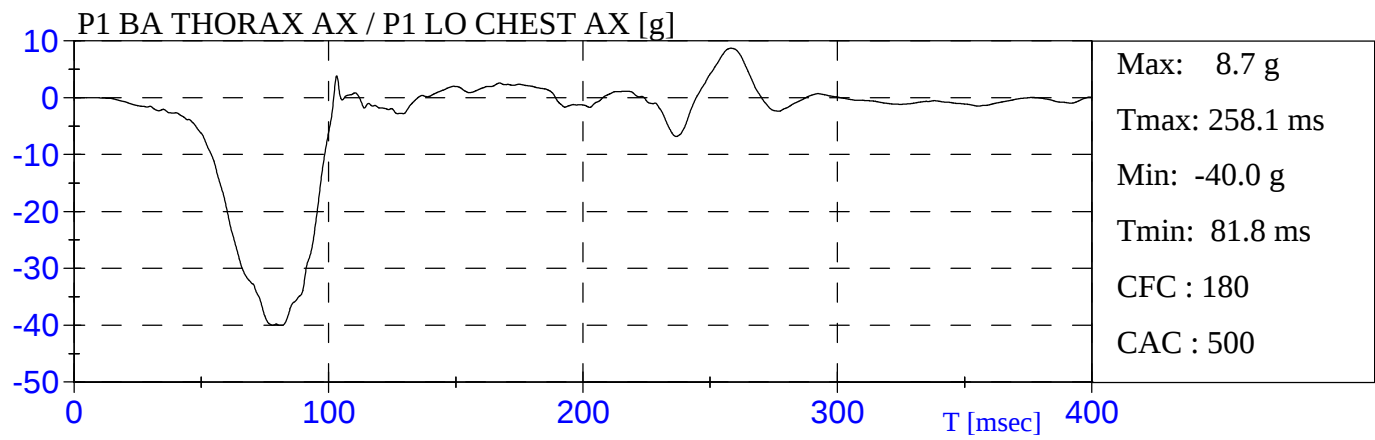


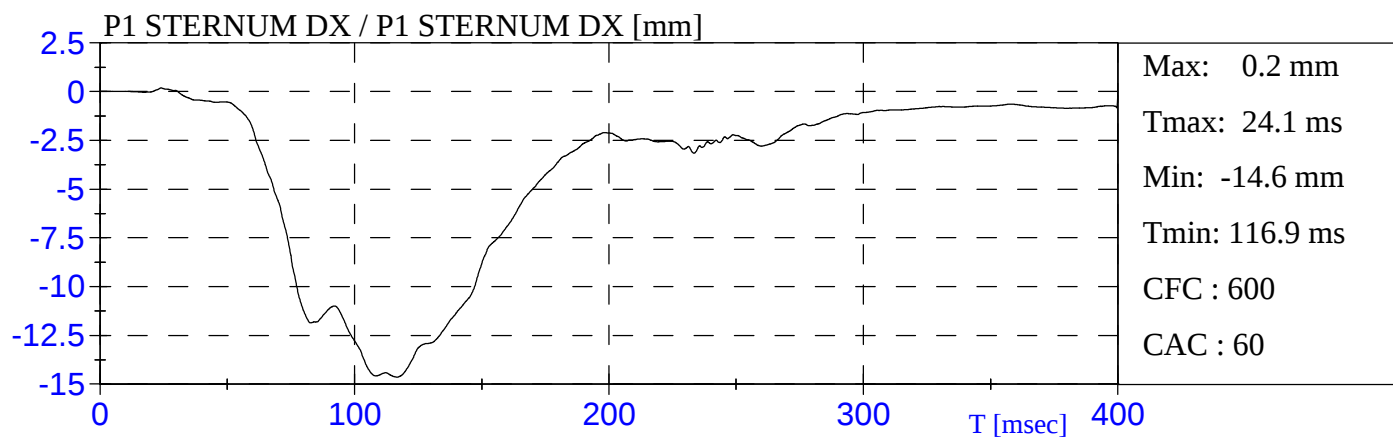


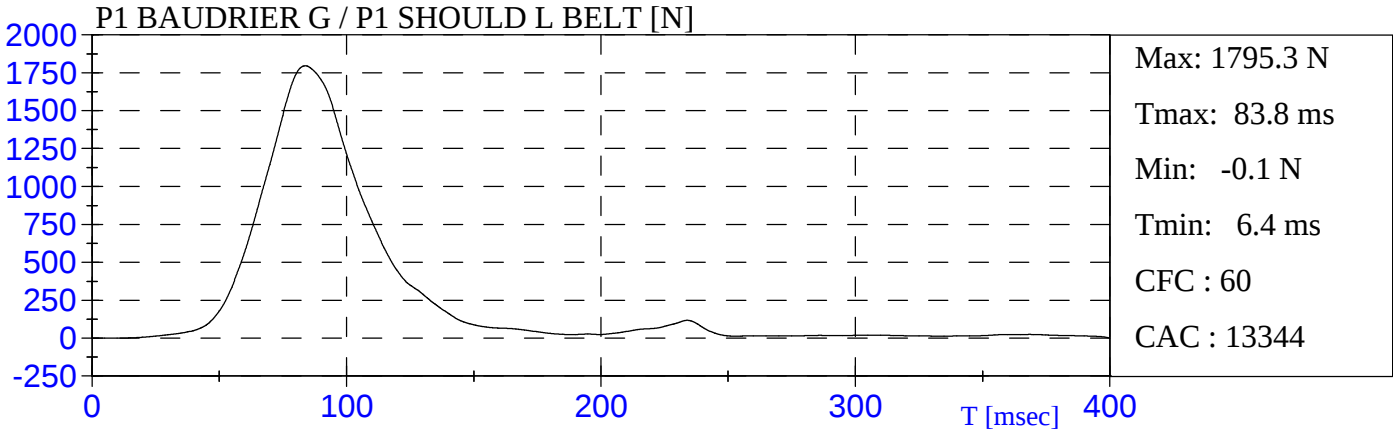


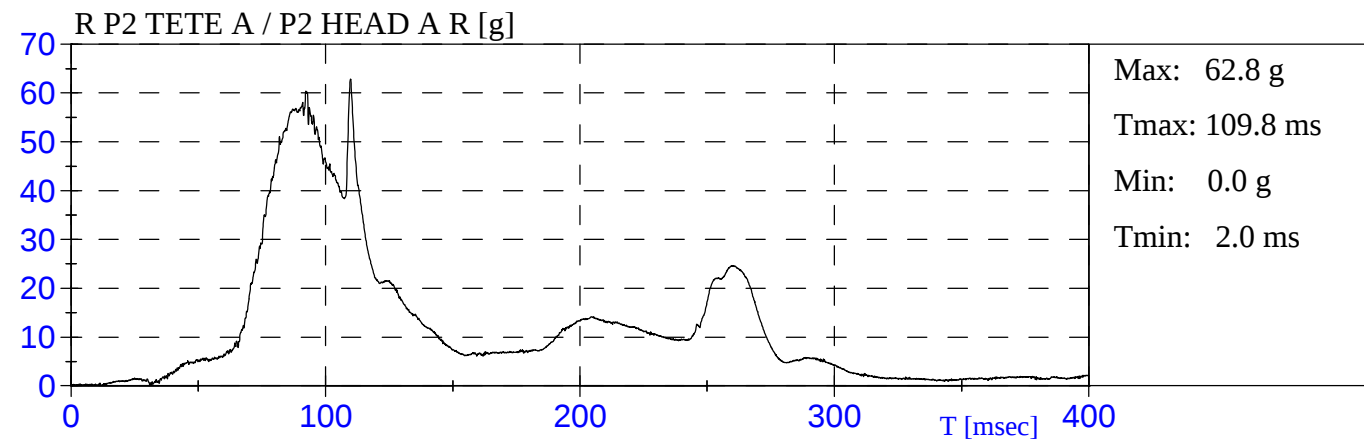
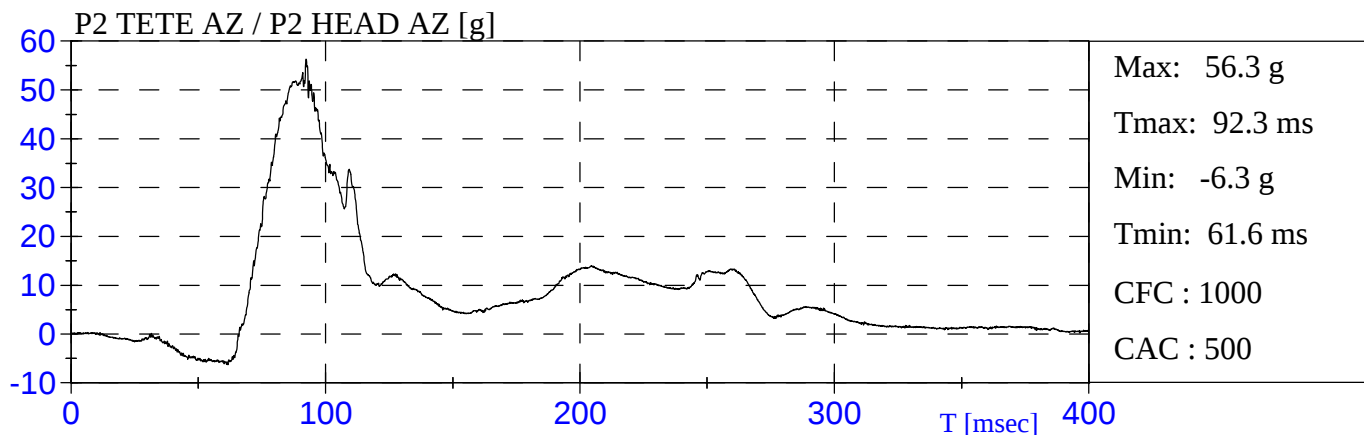
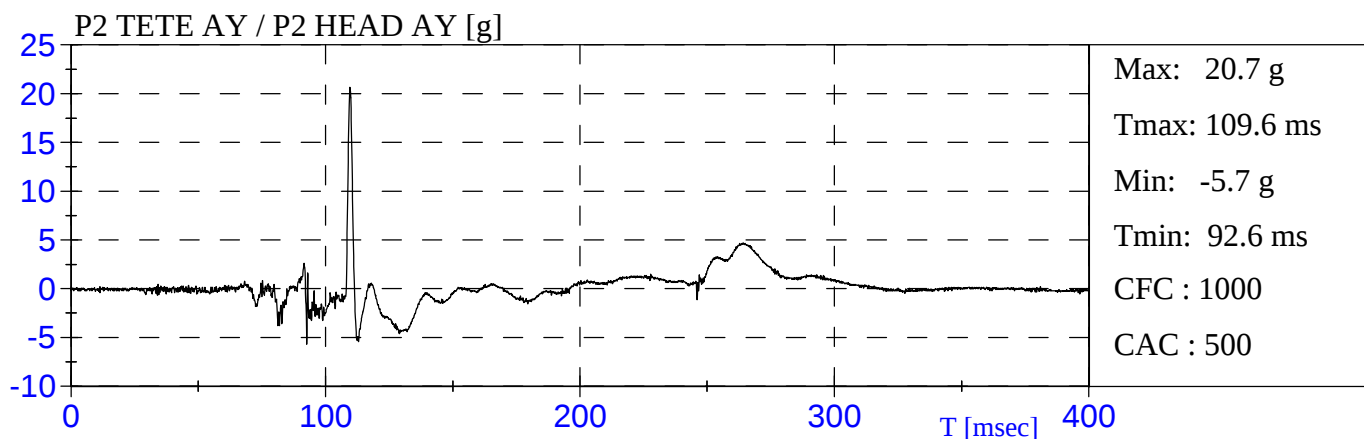
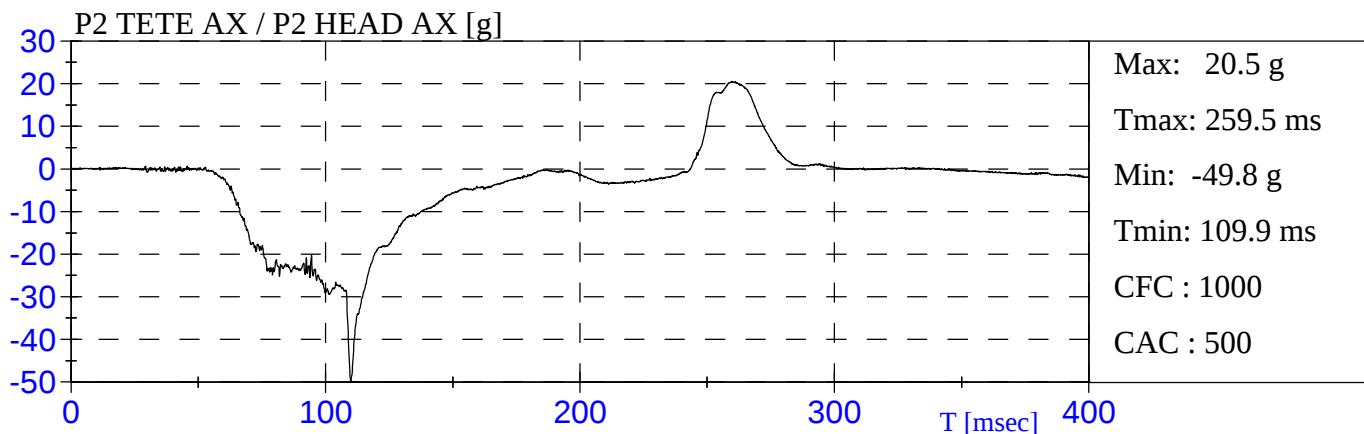


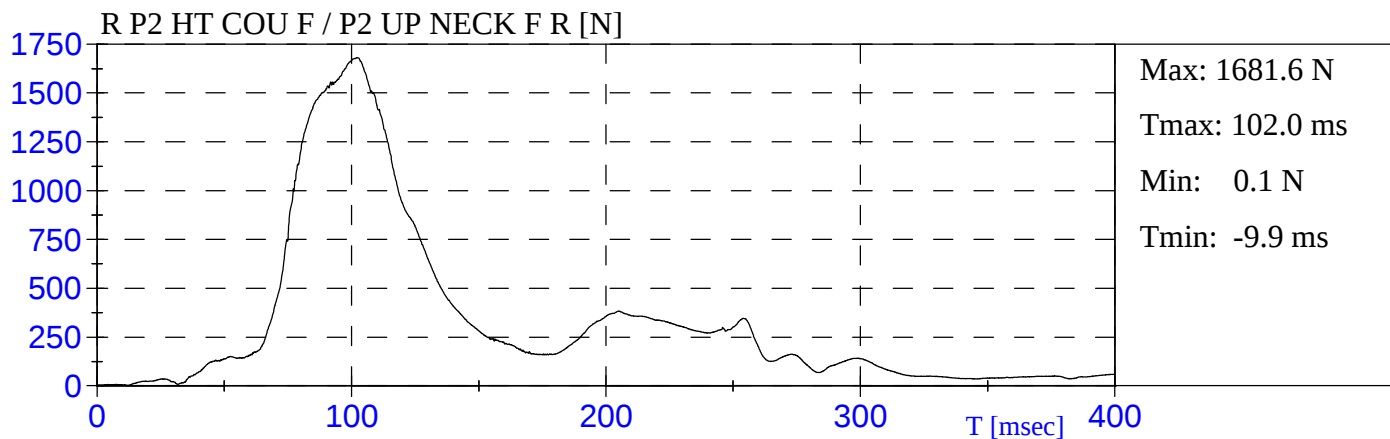
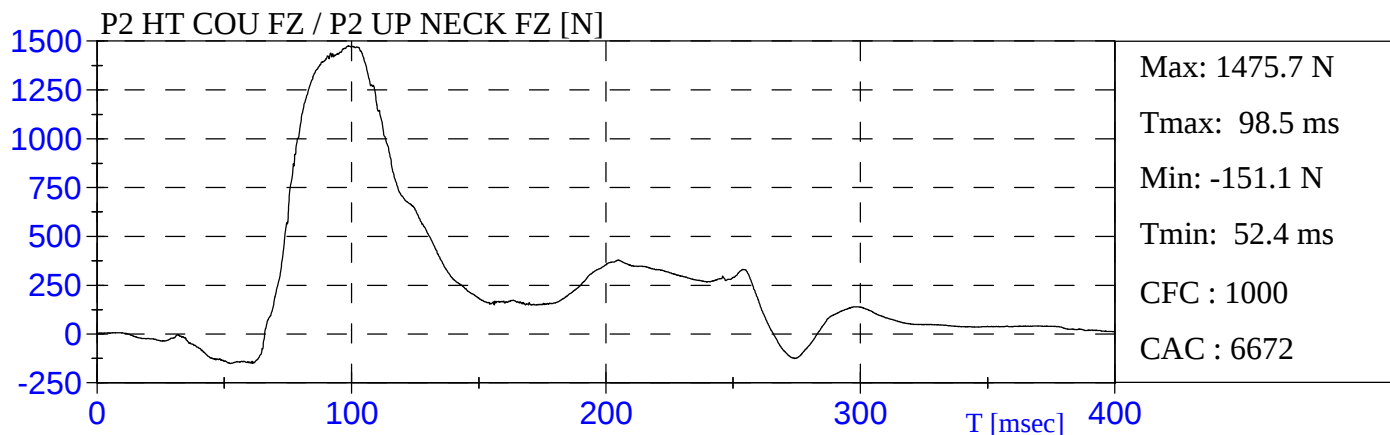
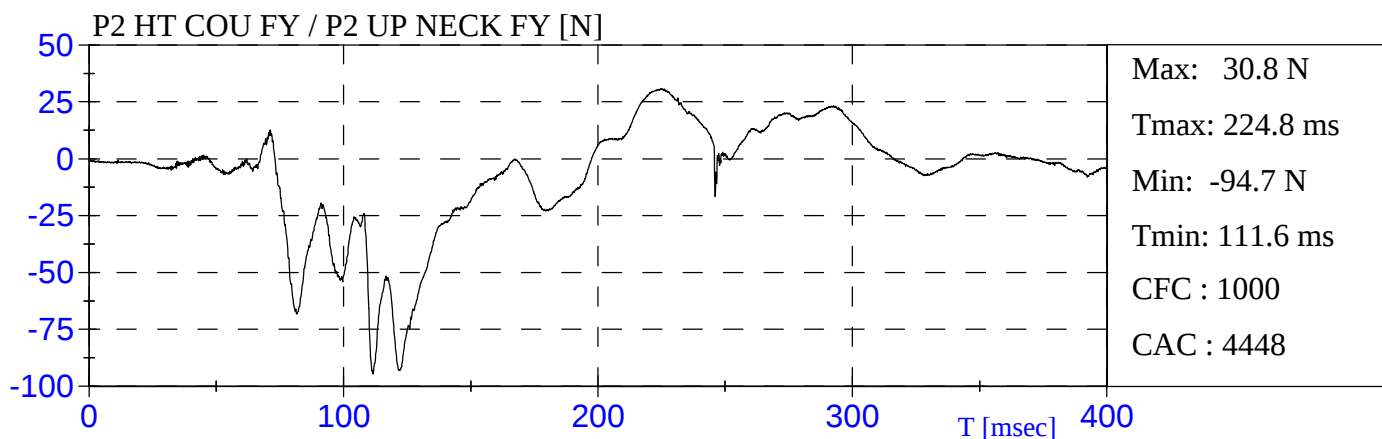
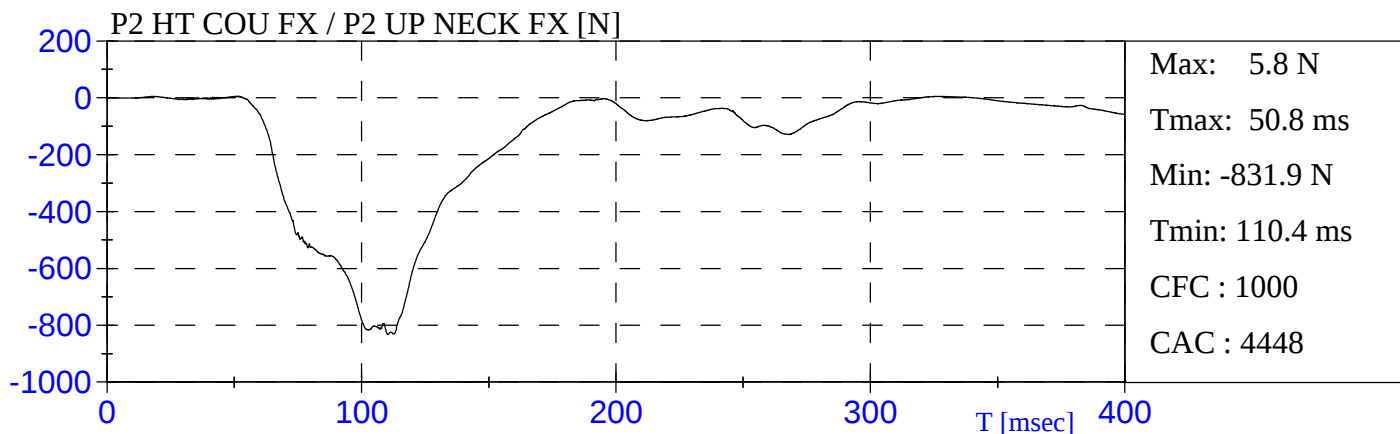


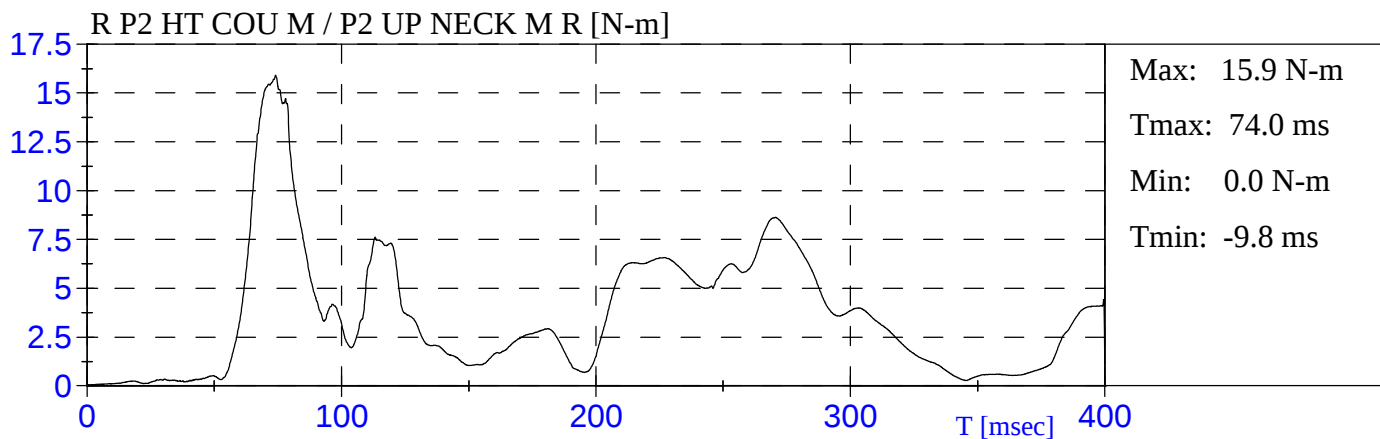
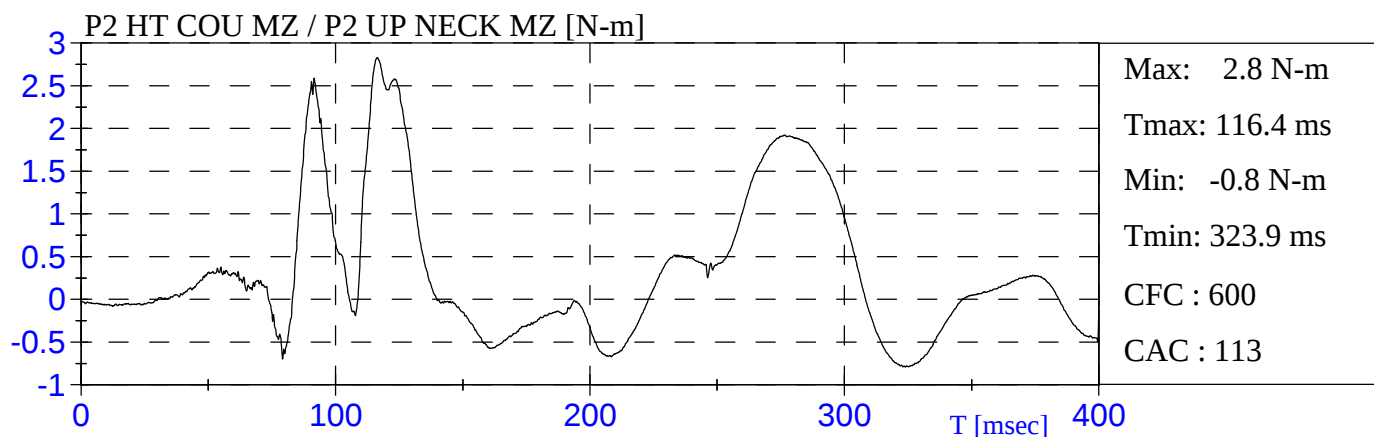
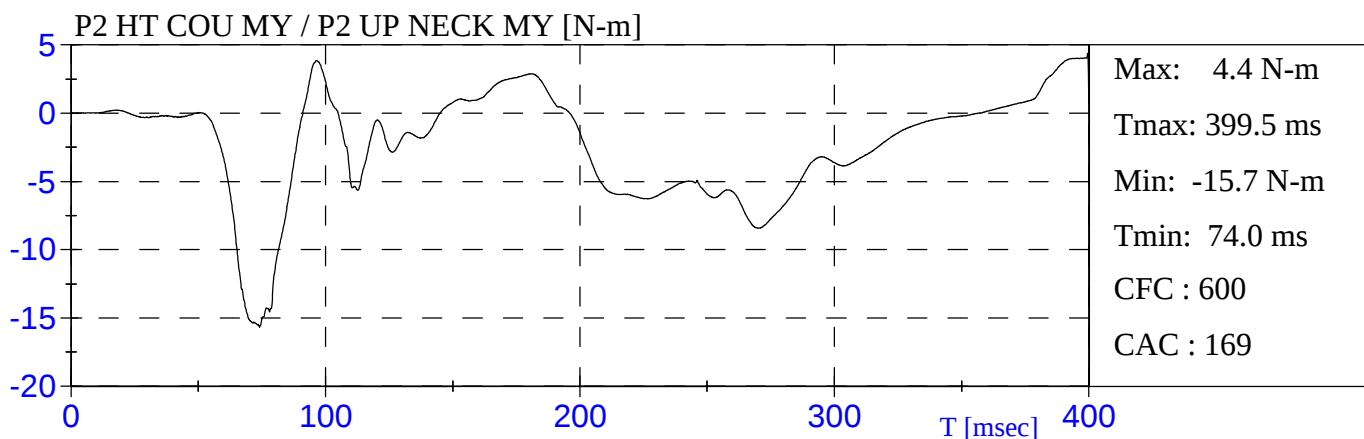
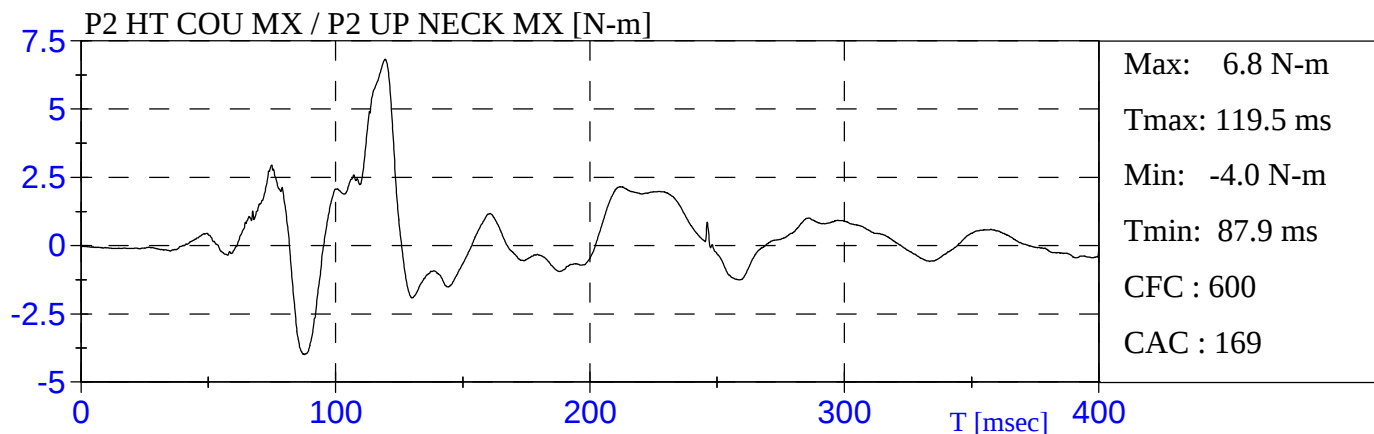


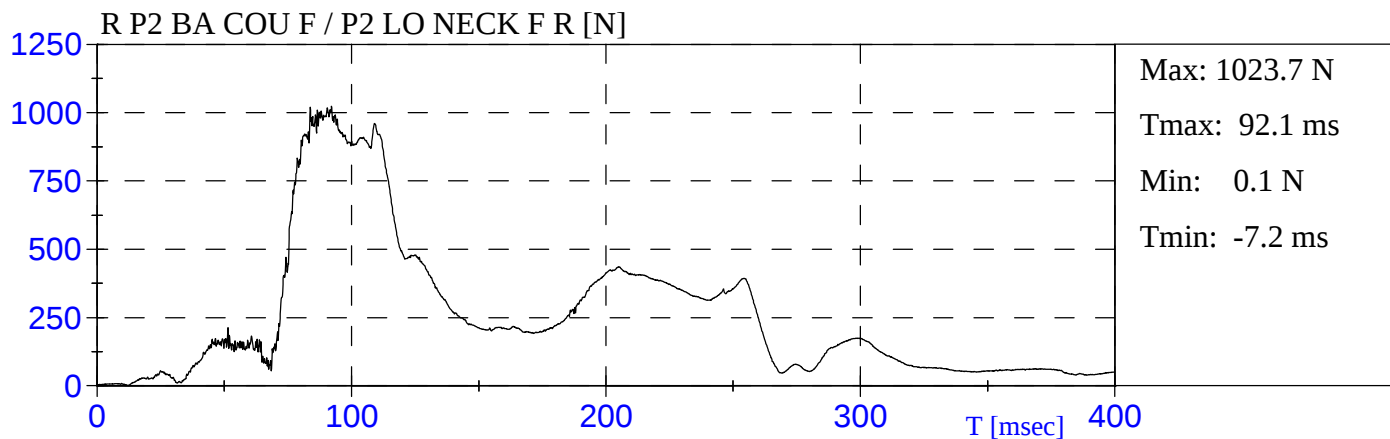
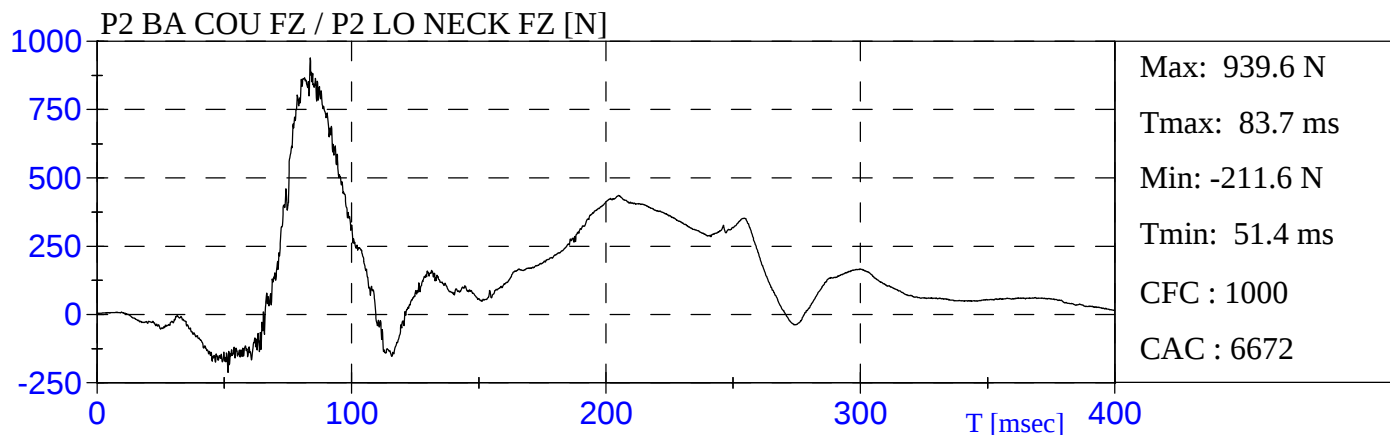
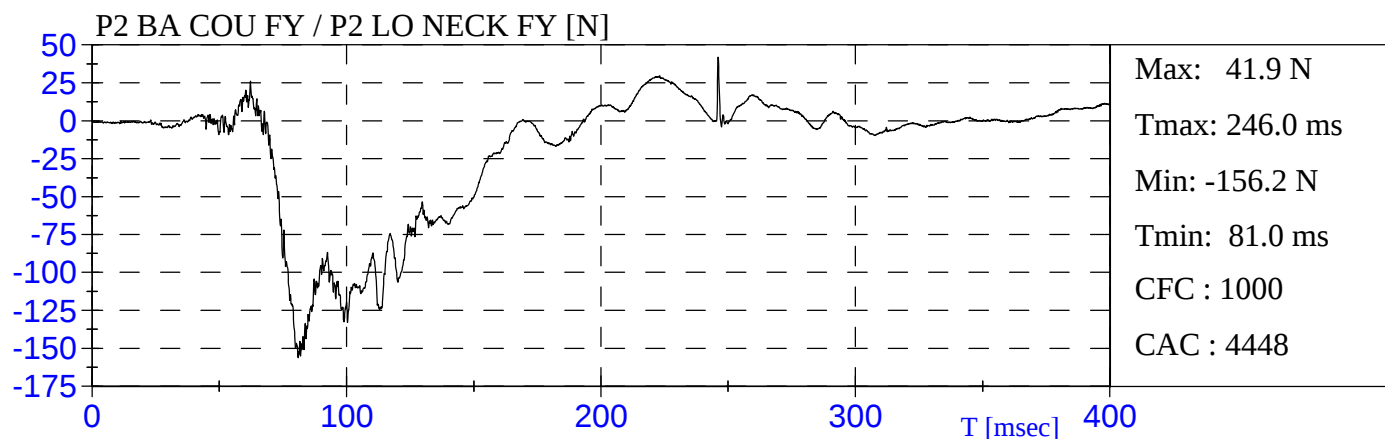
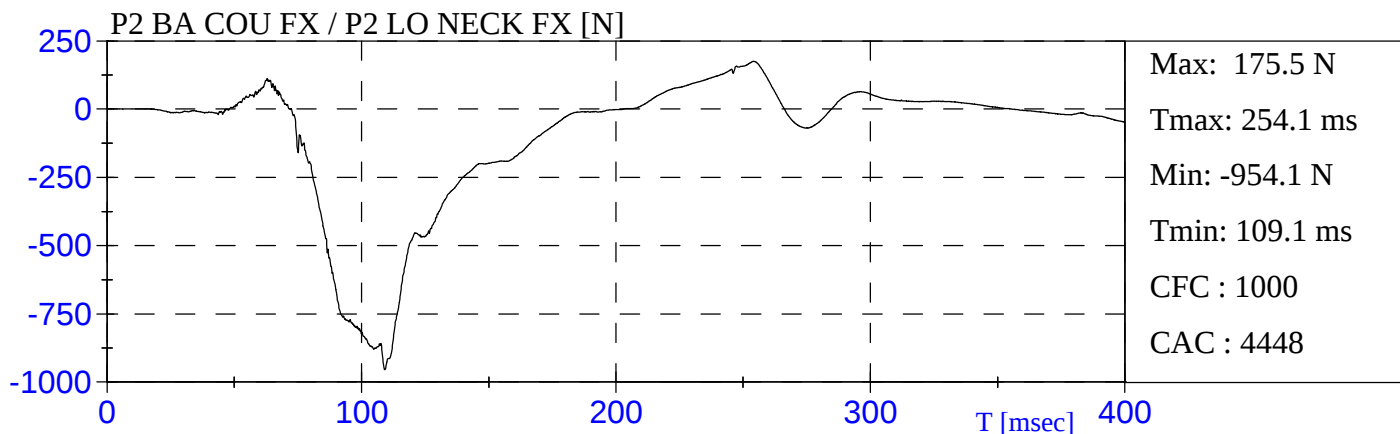


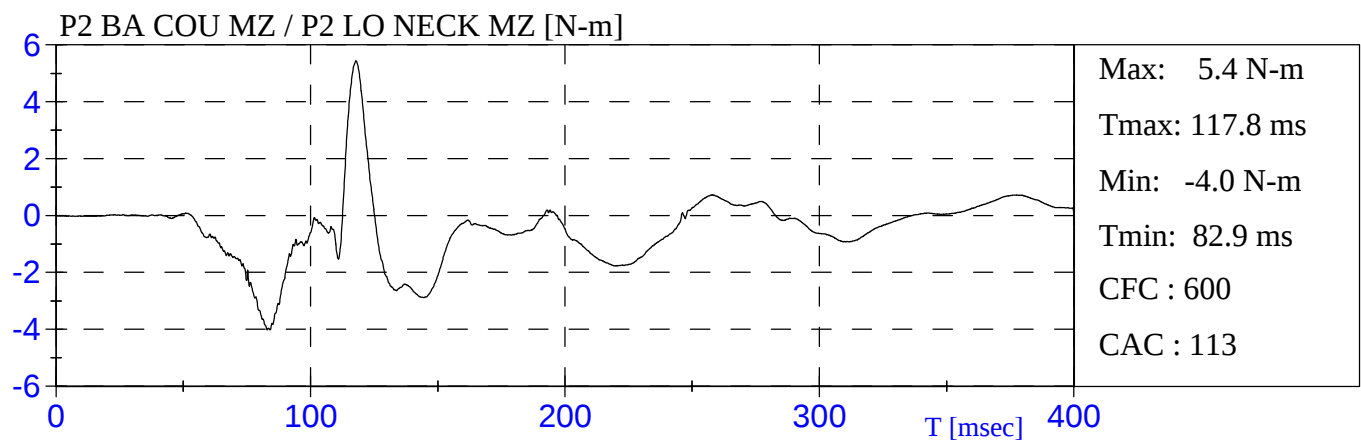
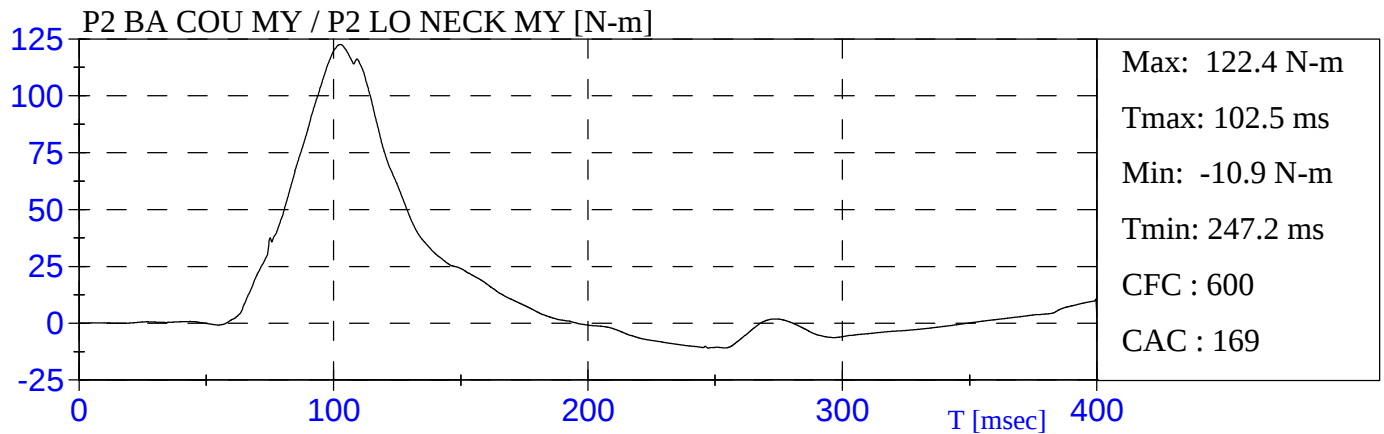


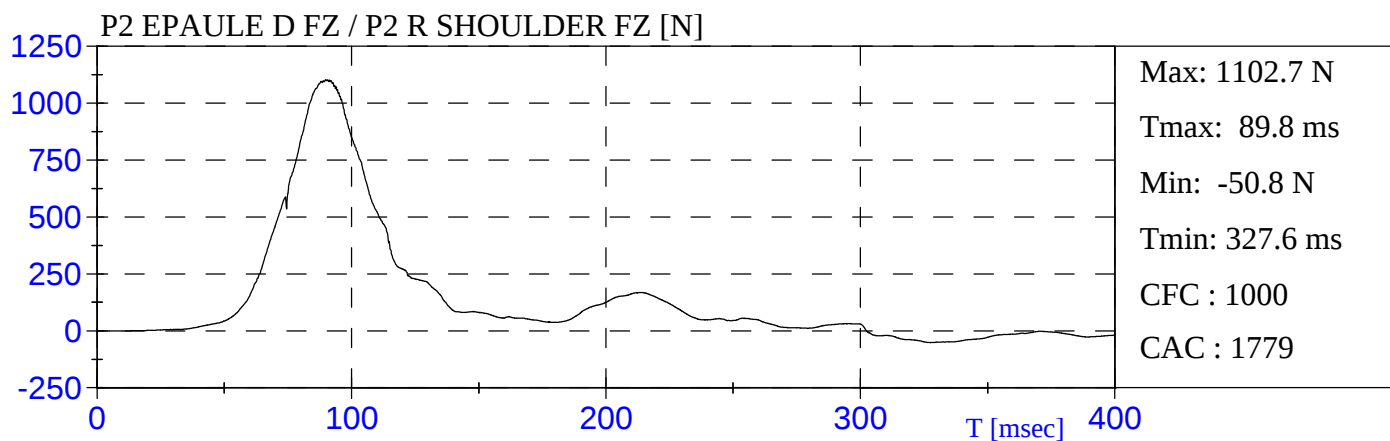
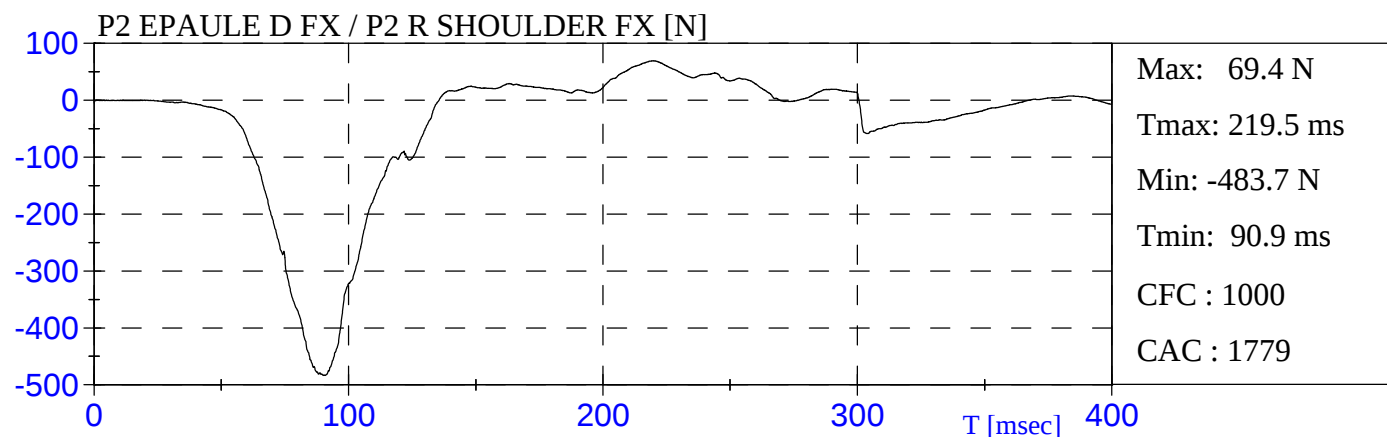
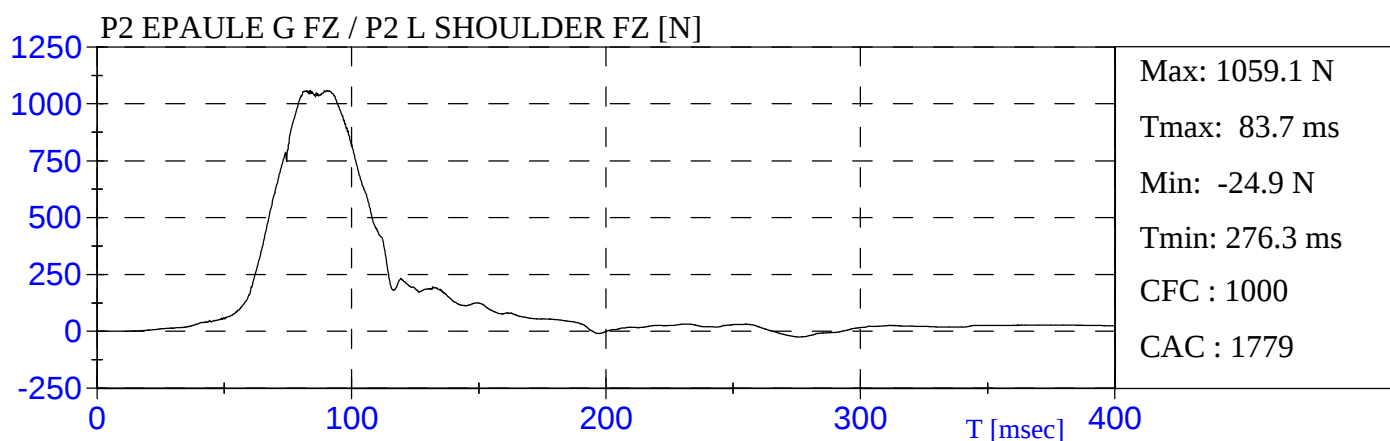
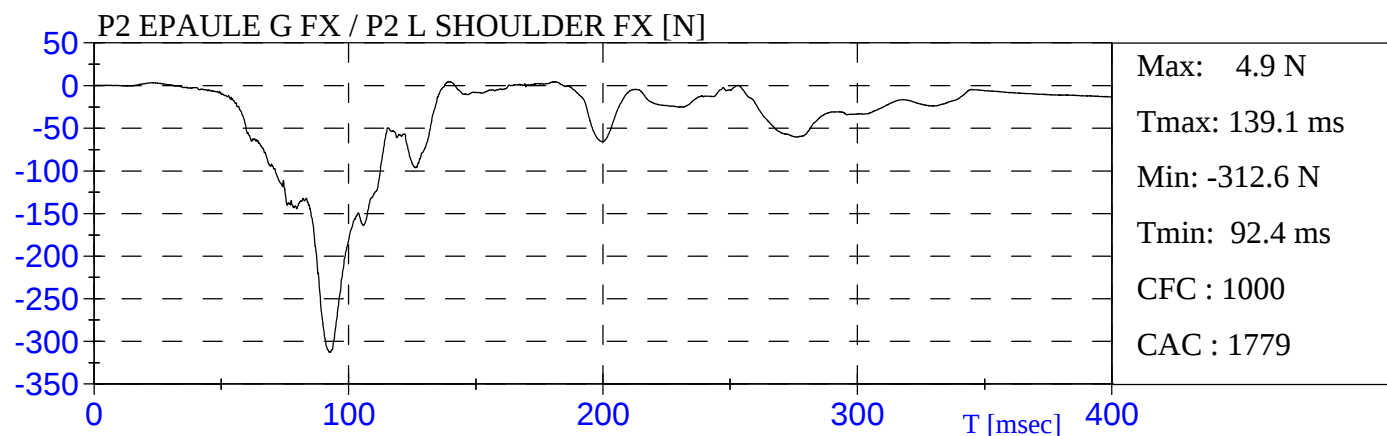


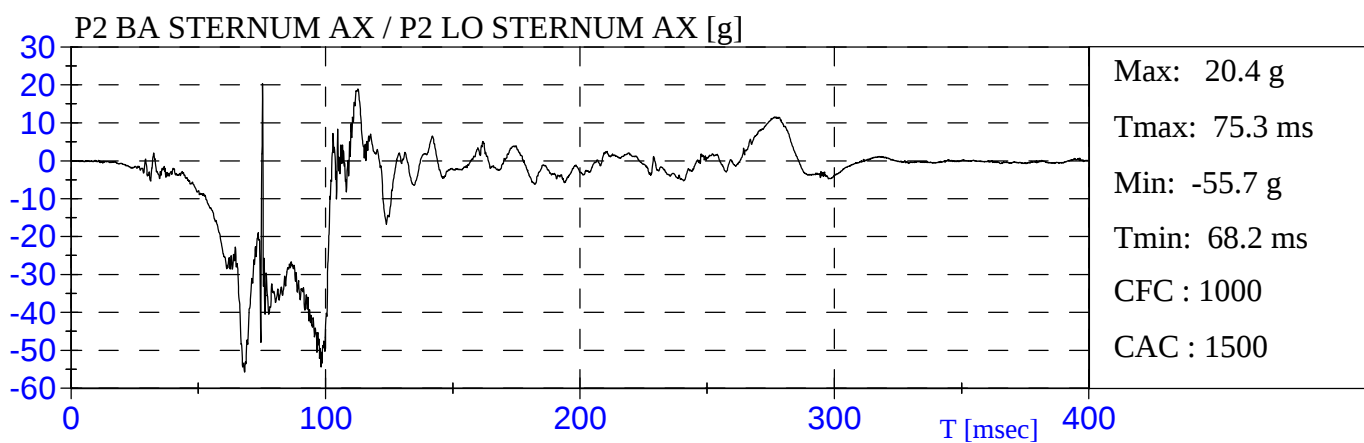
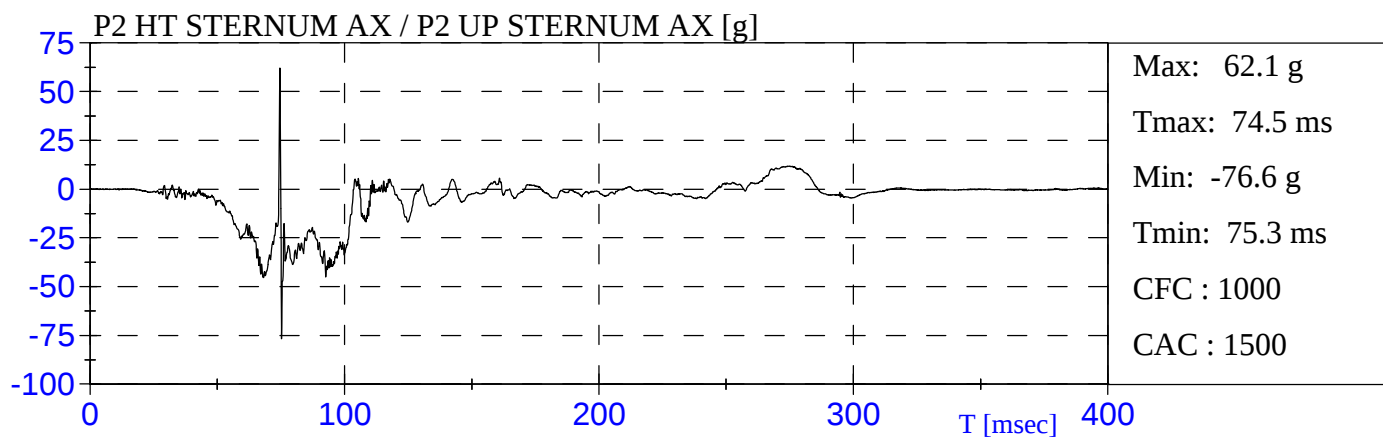


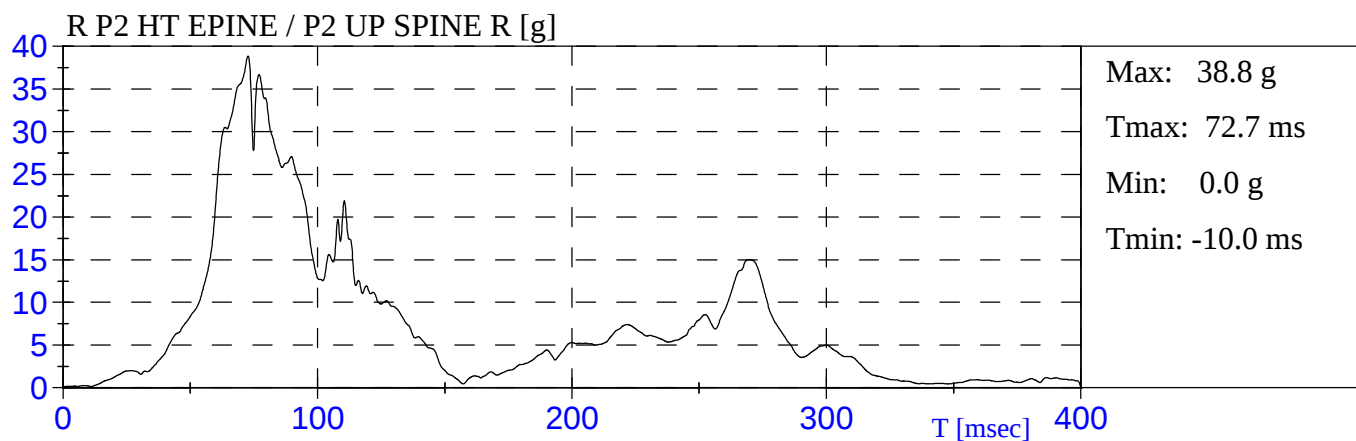
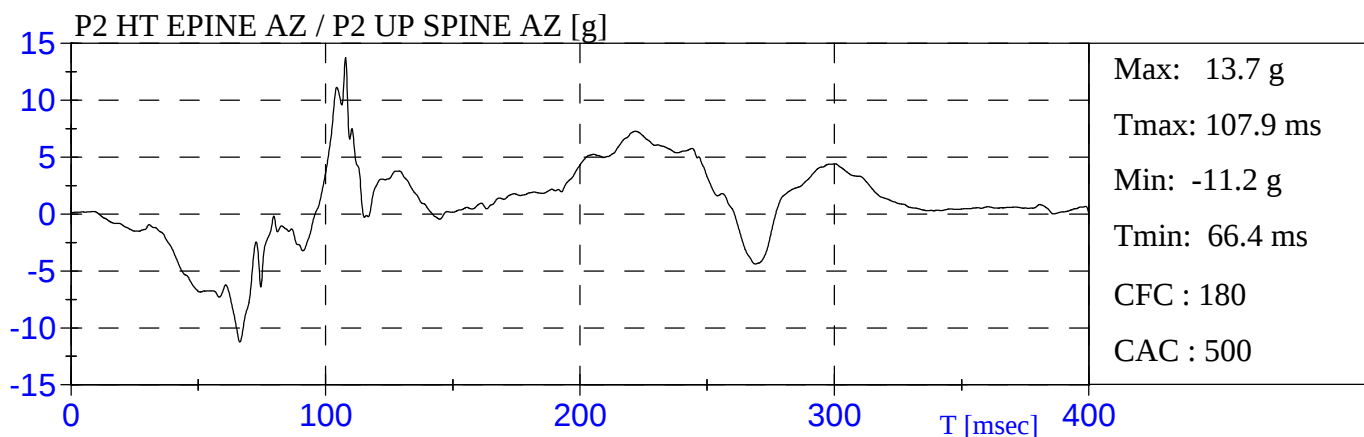
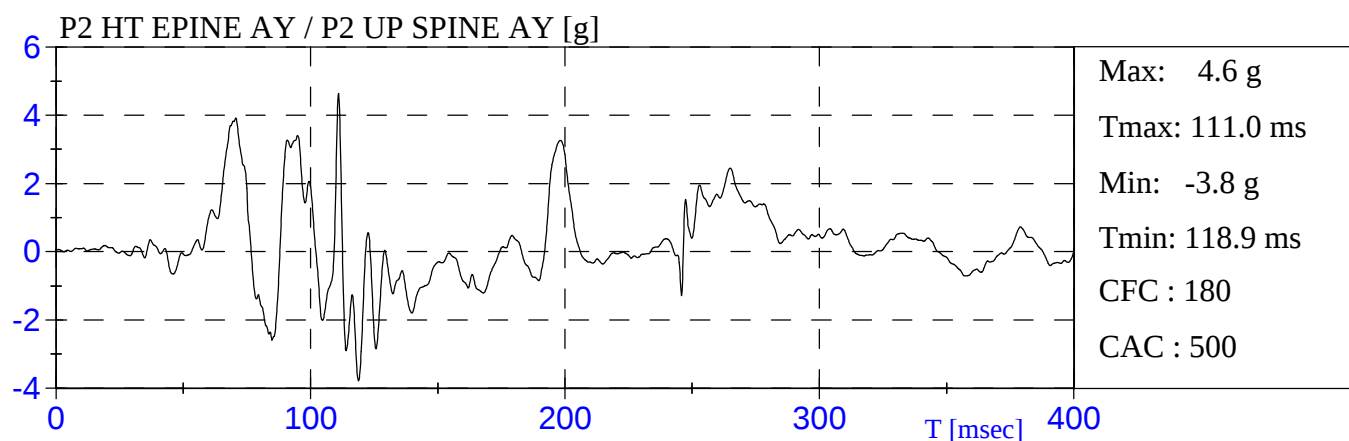
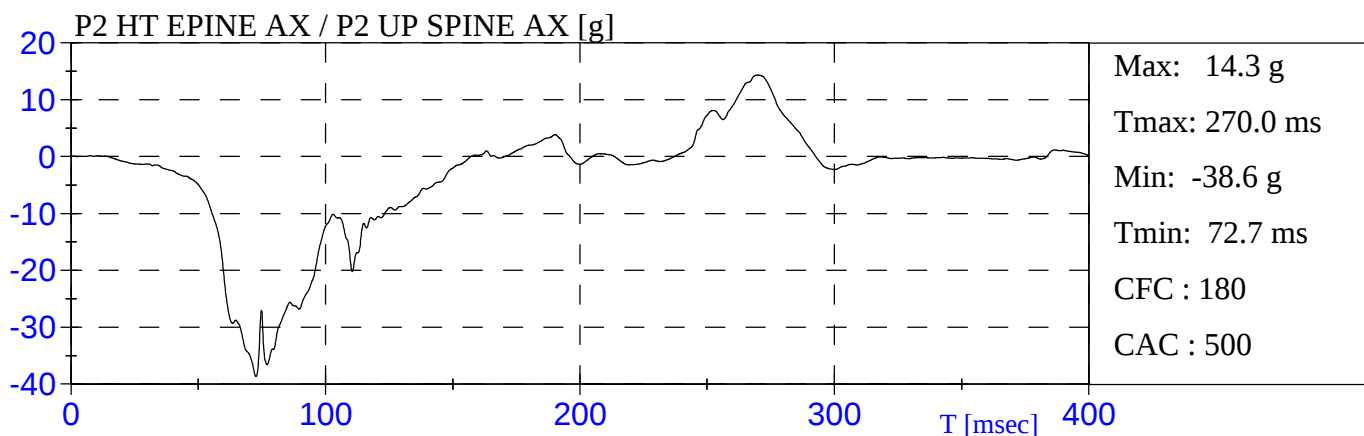


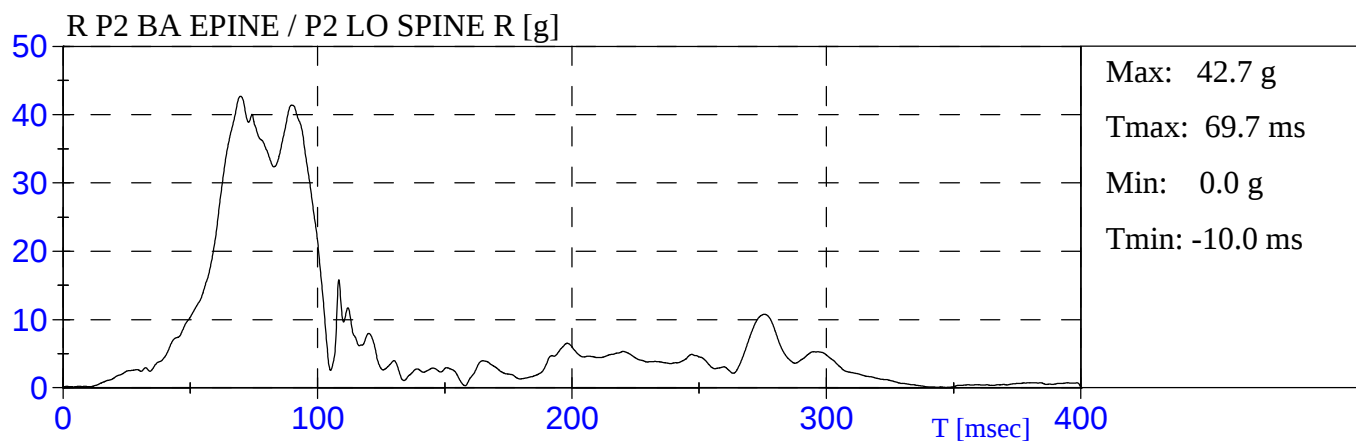
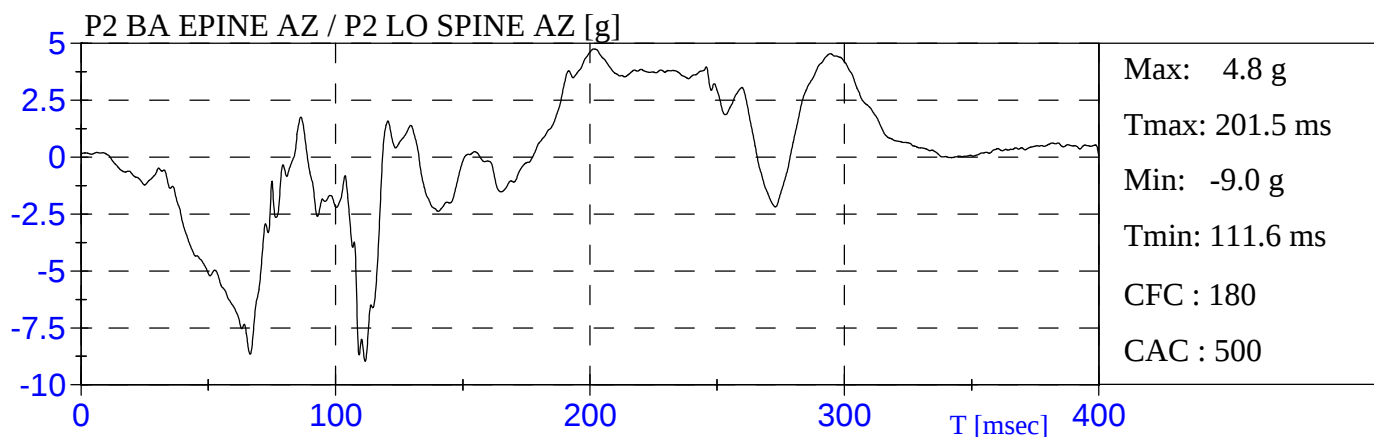
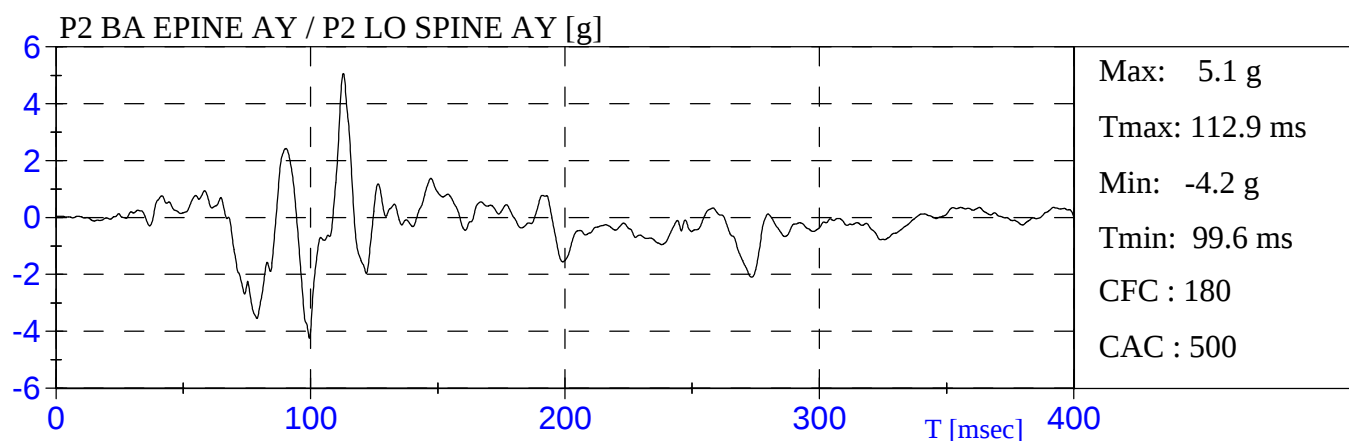
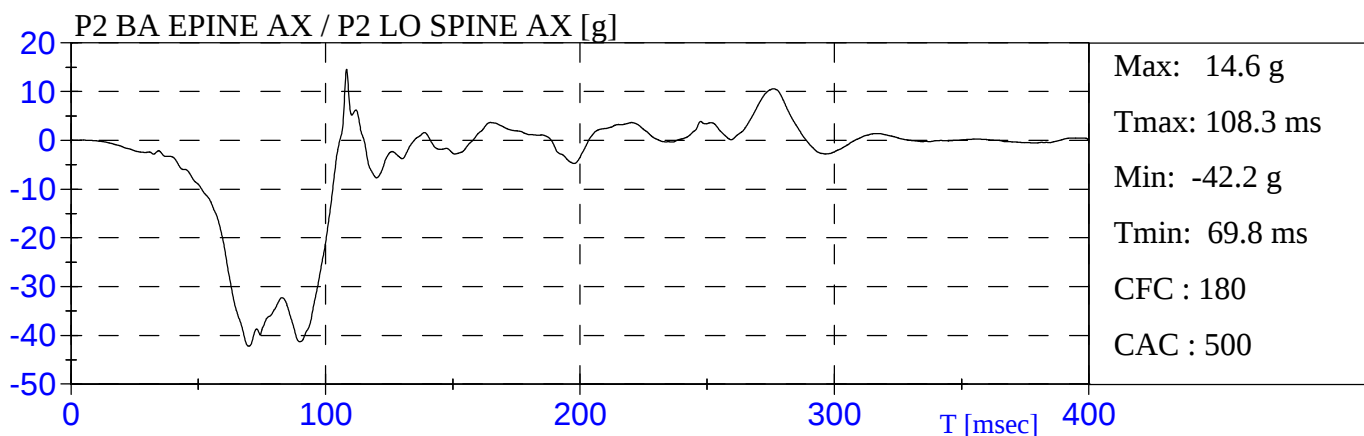


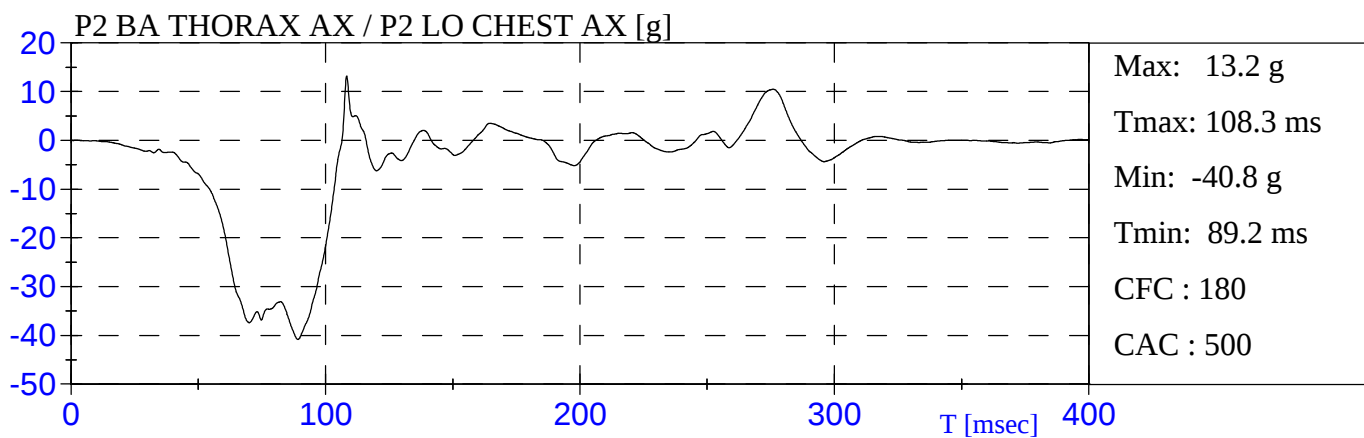


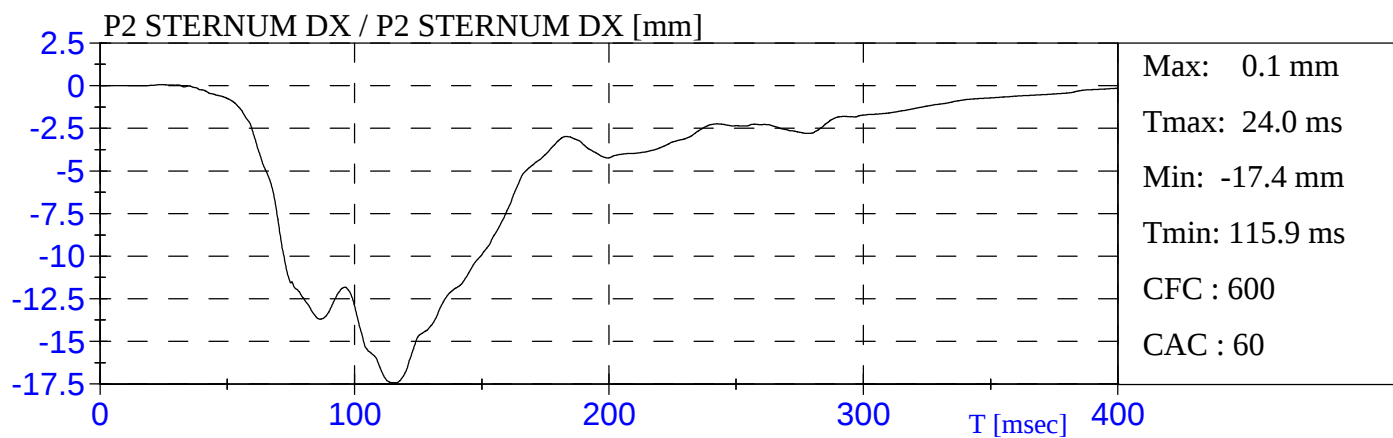








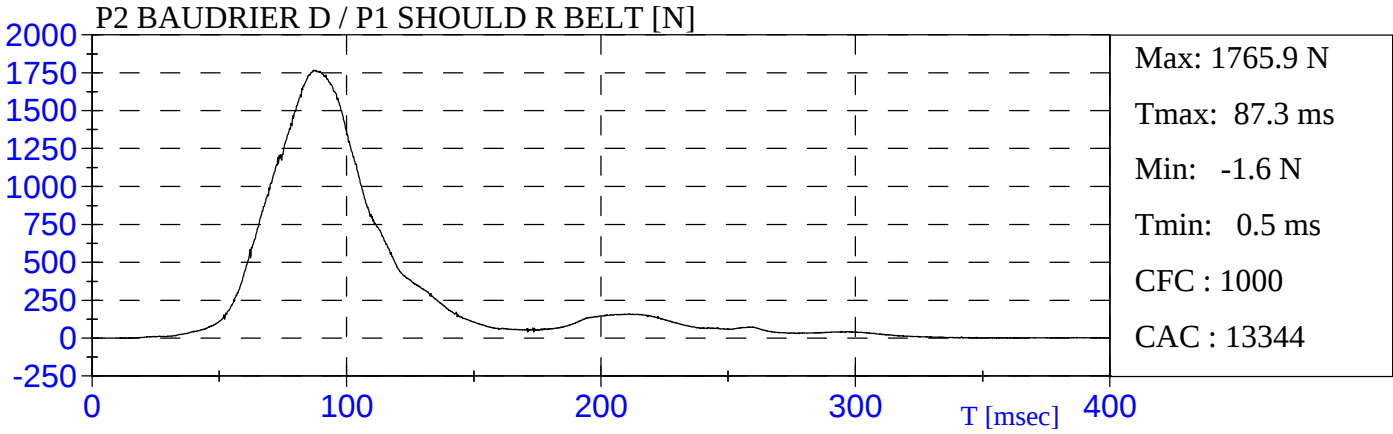


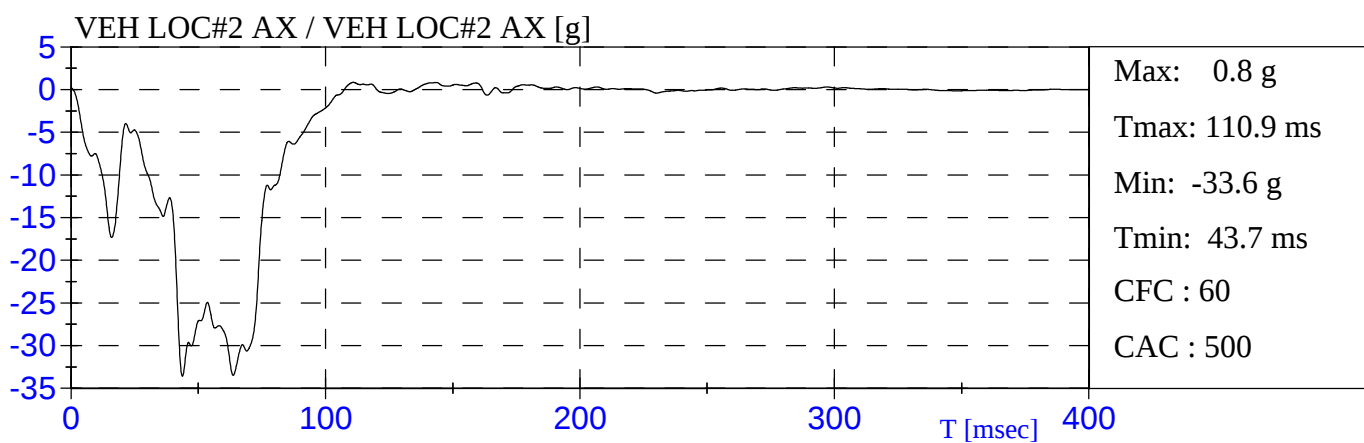
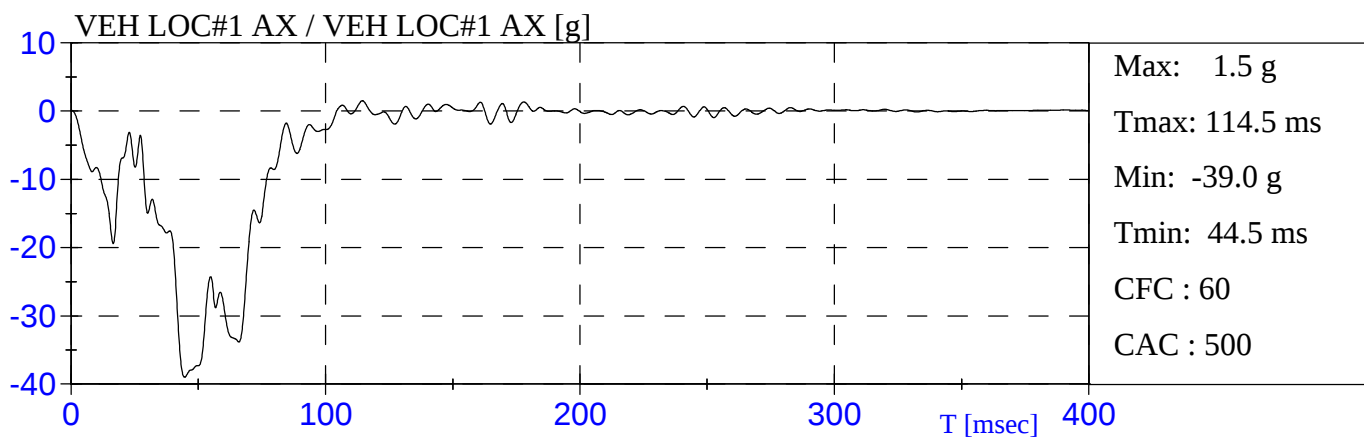


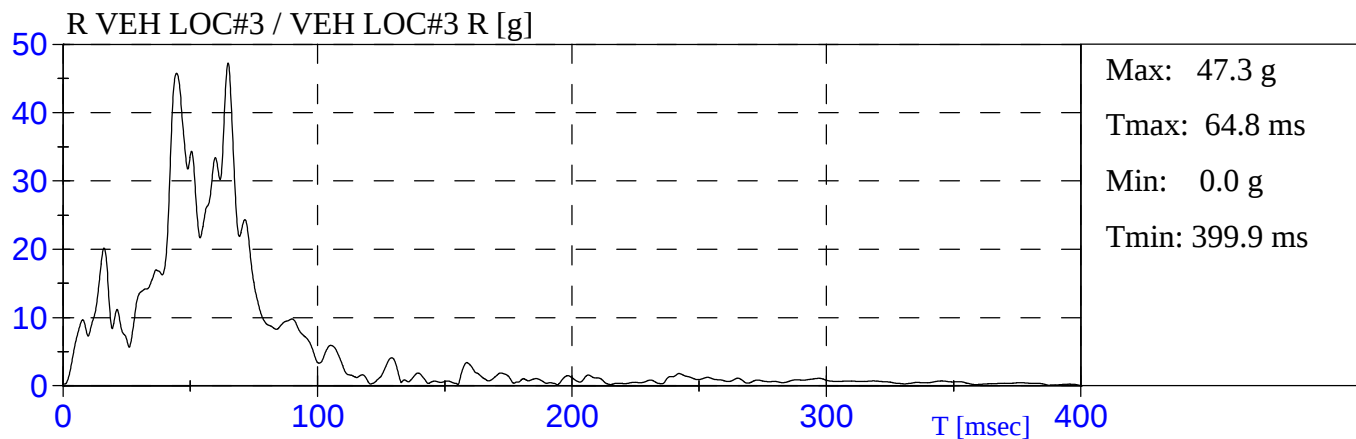
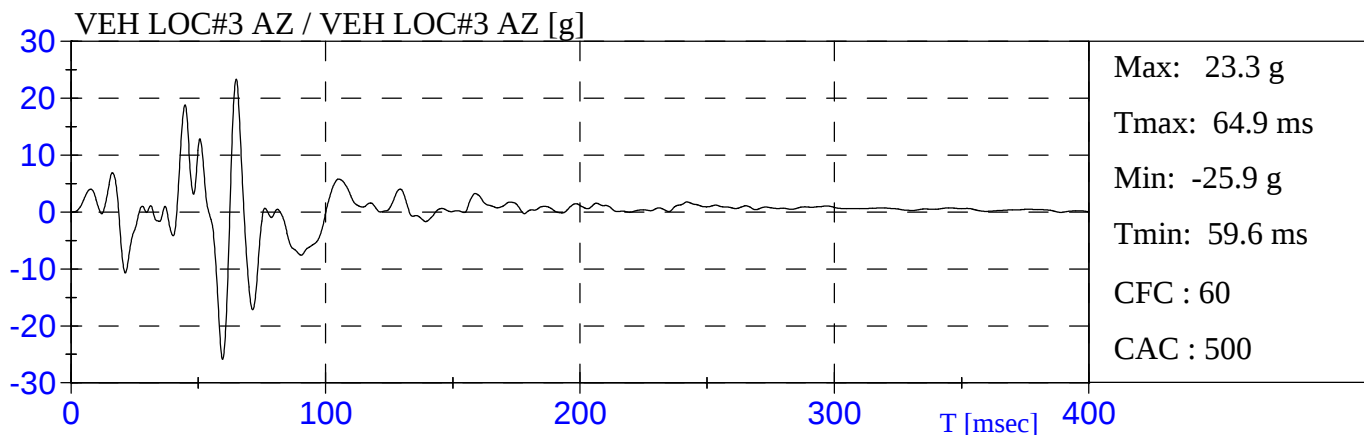
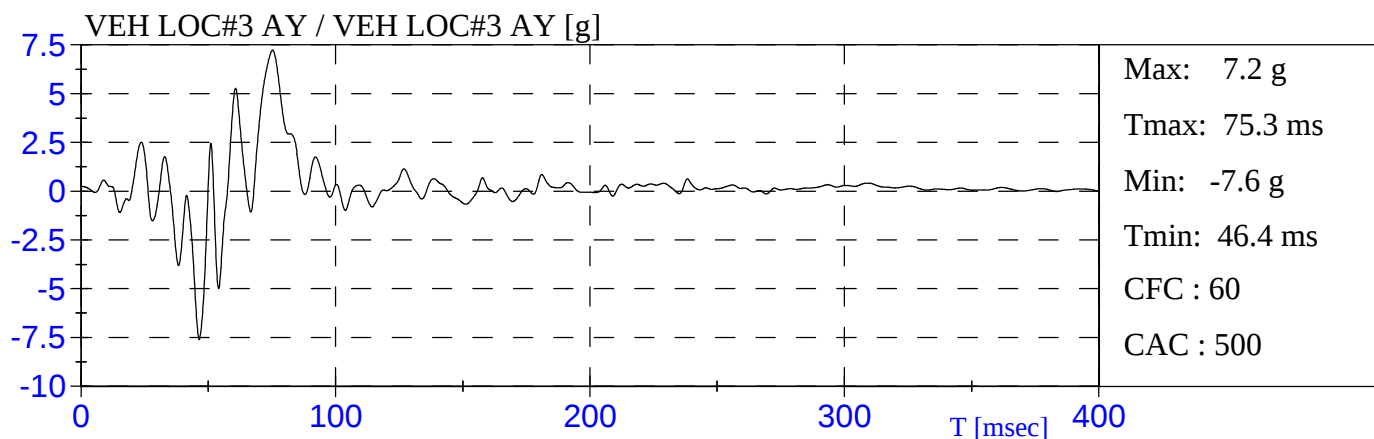
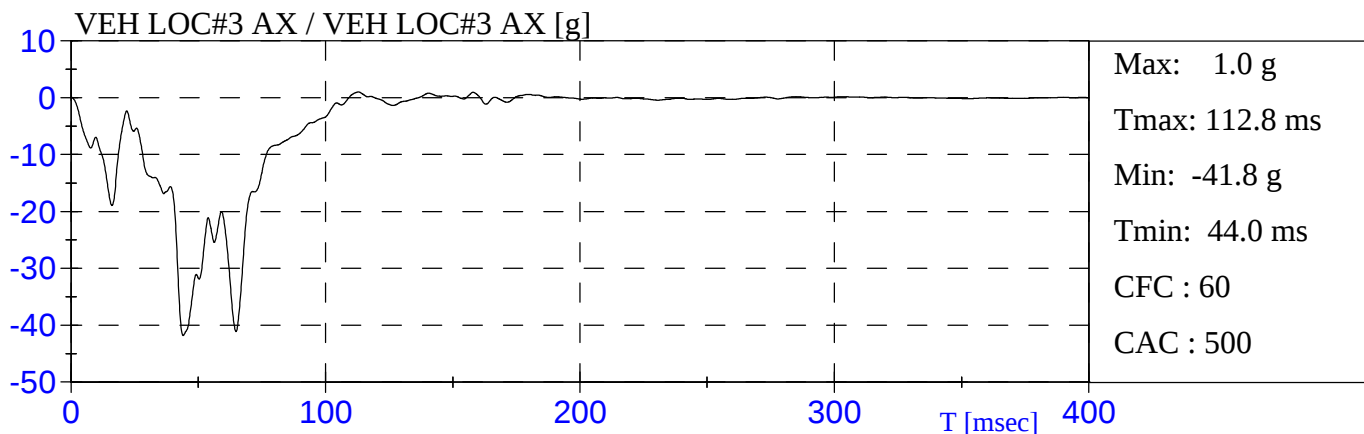


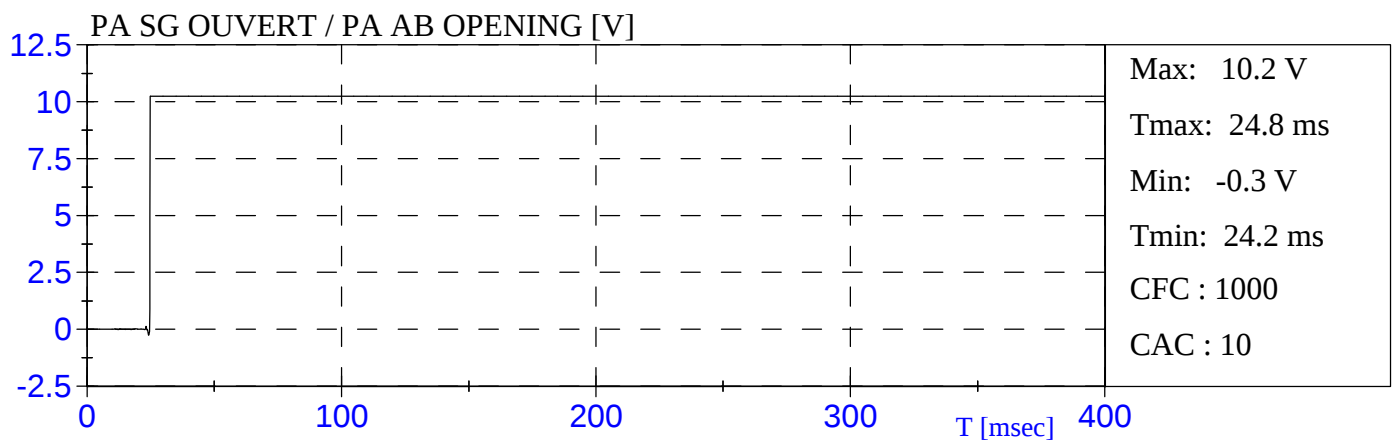
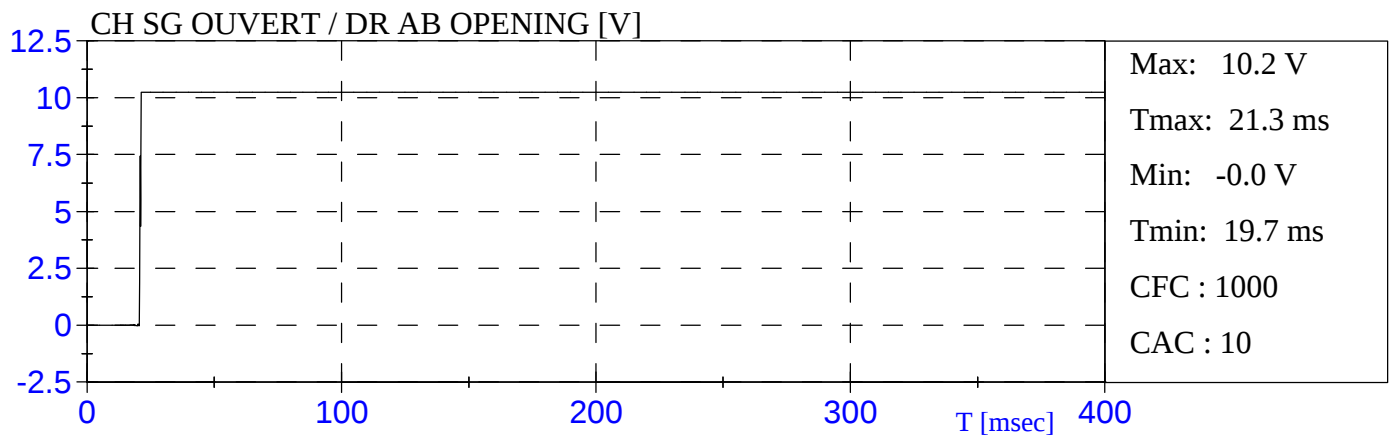
MITSUBISHI LANCER 2004

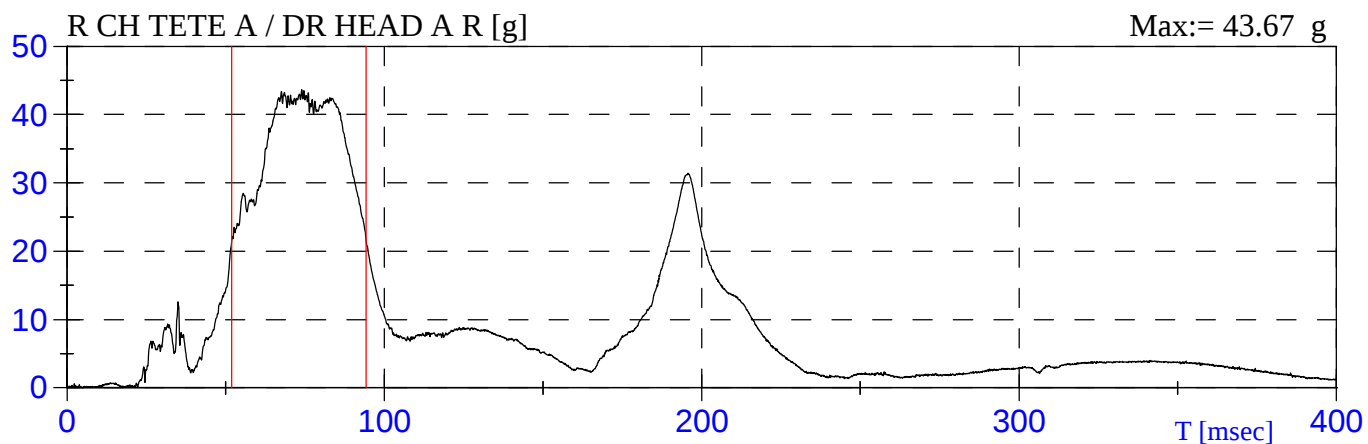
N° TC / TC No.: TC04-126









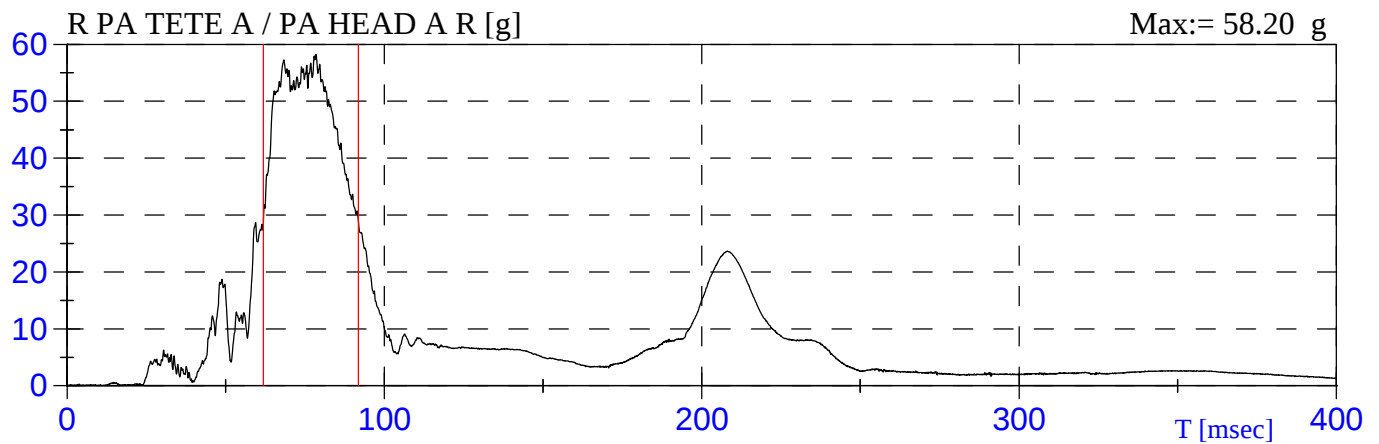


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 324	HIC(36ms):= 314	HIC(15ms):= 171
T1:= 51.9 ms	T1:= 55.5 ms	T1:= 66.3 ms
T2:= 94.3 ms	T2:= 91.5 ms	T2:= 81.3 ms

* Selon / According To: SAE J1727 96-08

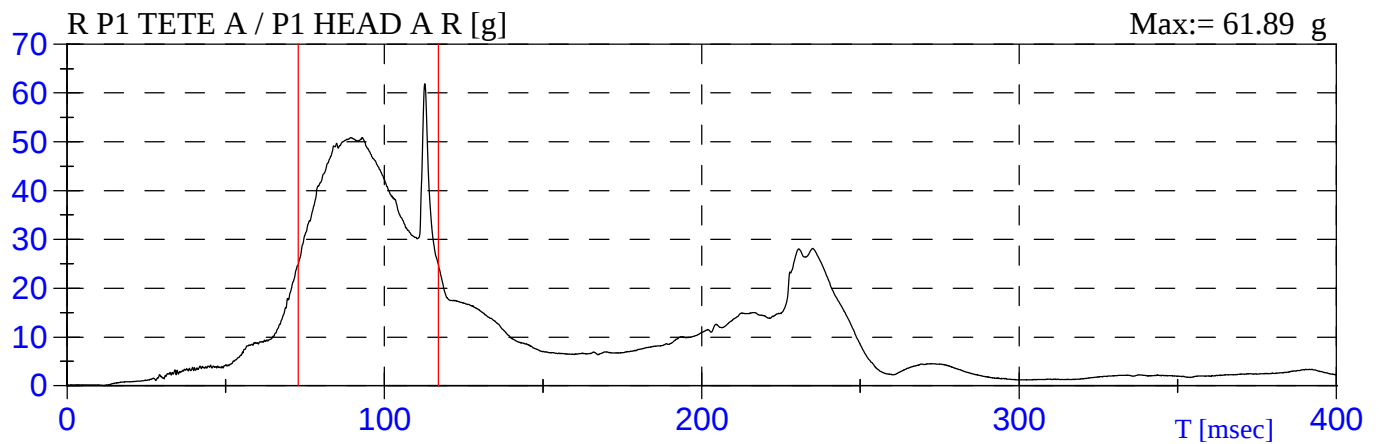


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 474	HIC(36ms):= 474	HIC(15ms):= 329
T1:= 61.9 ms	T1:= 61.9 ms	T1:= 66.5 ms
T2:= 91.8 ms	T2:= 91.8 ms	T2:= 81.5 ms

* Selon / According To: SAE J1727 96-08

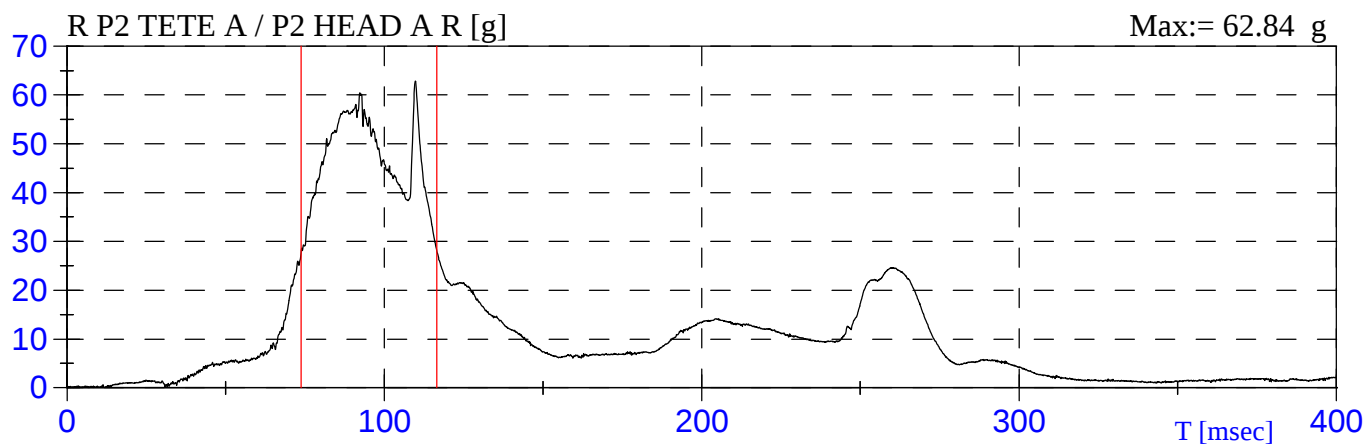


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 483	HIC(36ms):= 452	HIC(15ms):= 255
T1:= 72.9 ms	T1:= 78.3 ms	T1:= 82.4 ms
T2:= 117.0 ms	T2:= 114.3 ms	T2:= 97.4 ms

* Selon / According To: SAE J1727 96-08

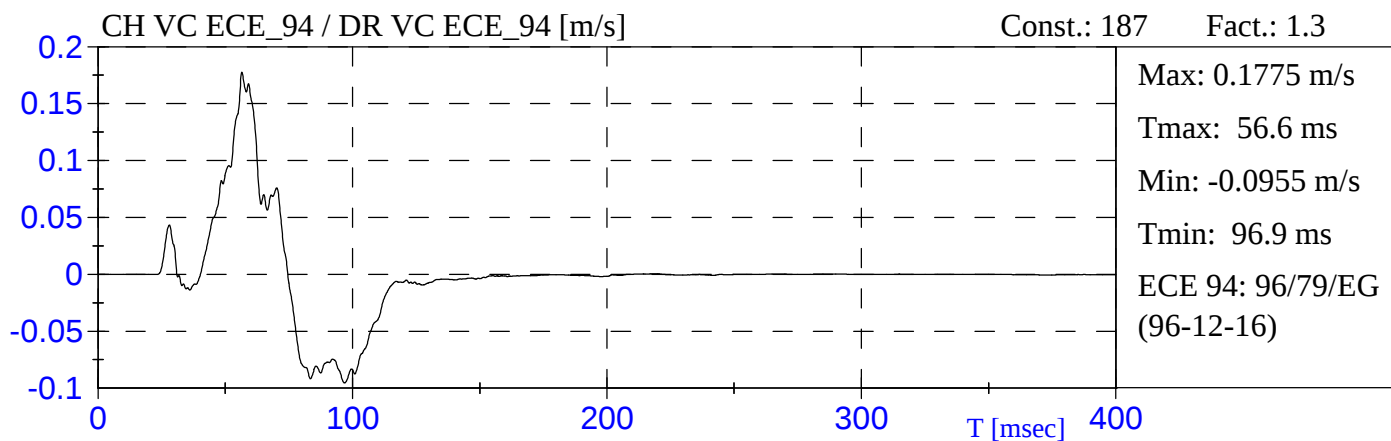
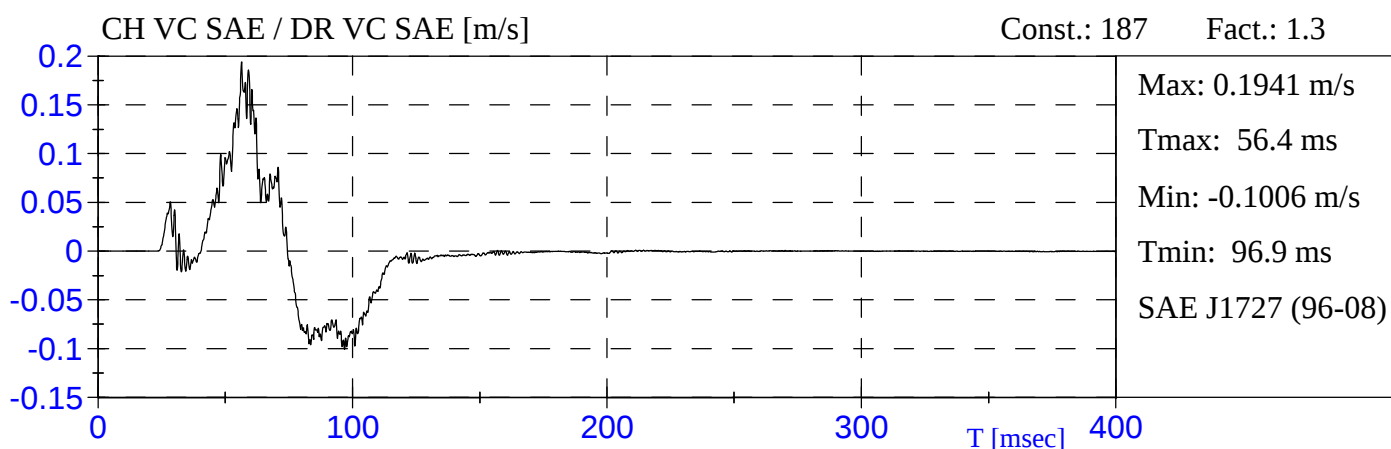
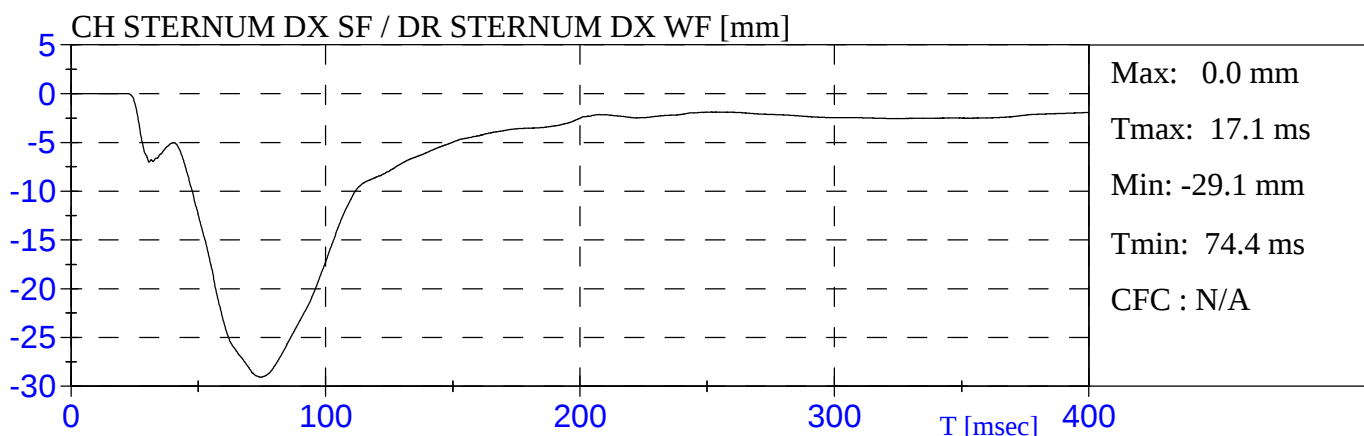


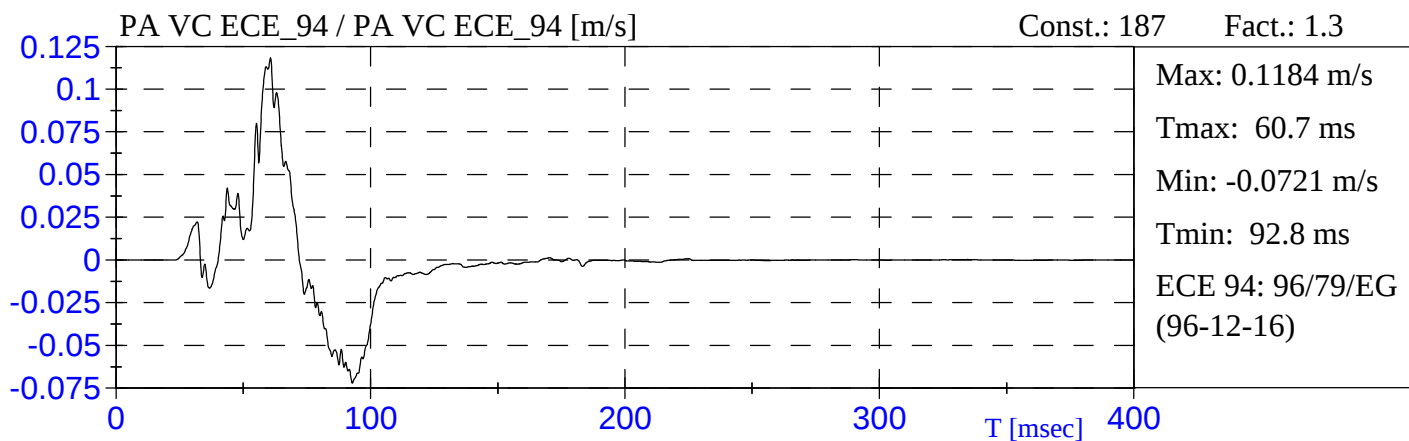
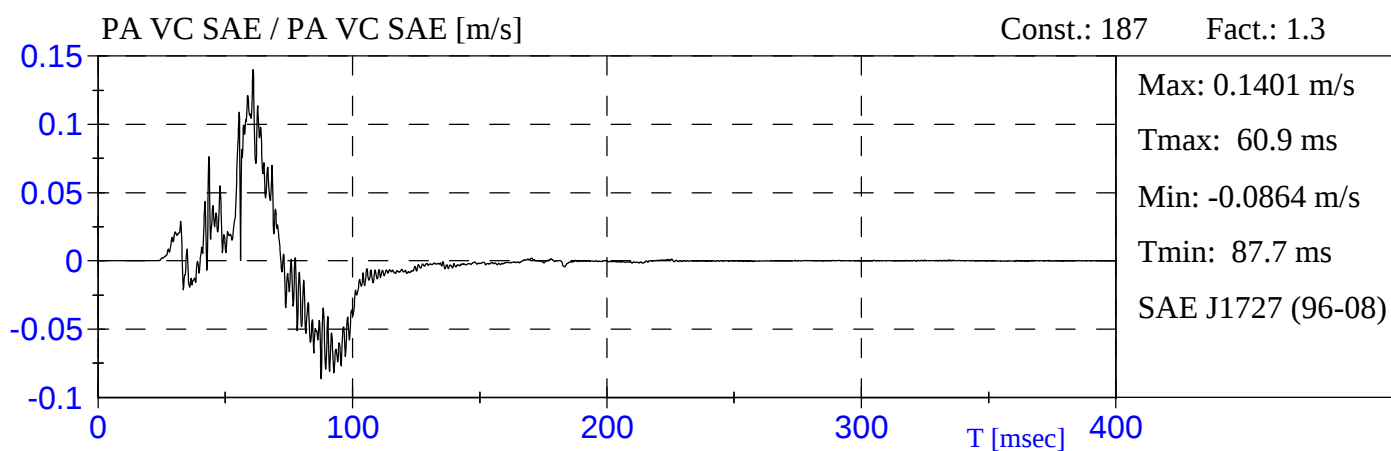
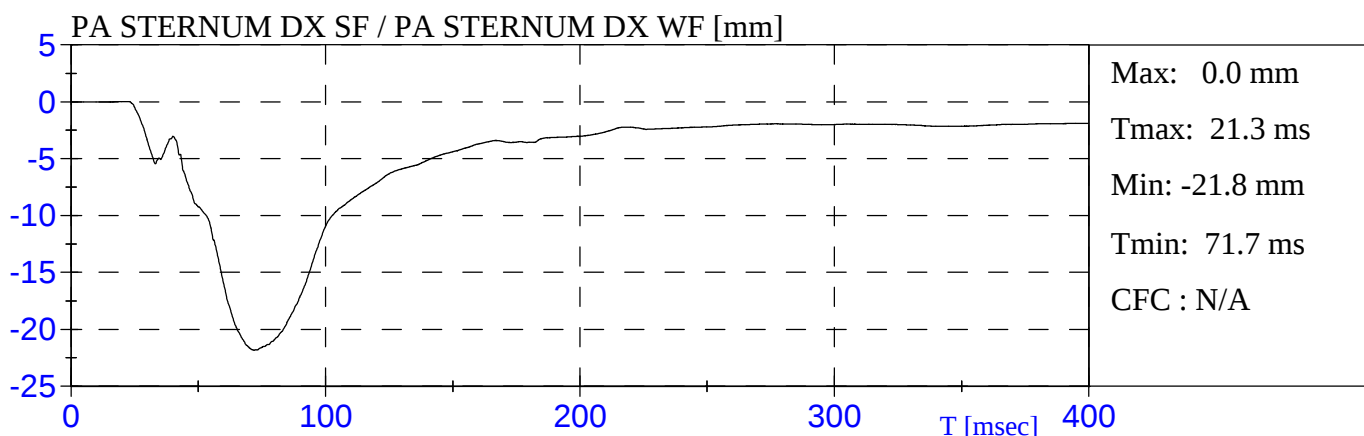
HEAD INJURY CRITERIA (HIC) *

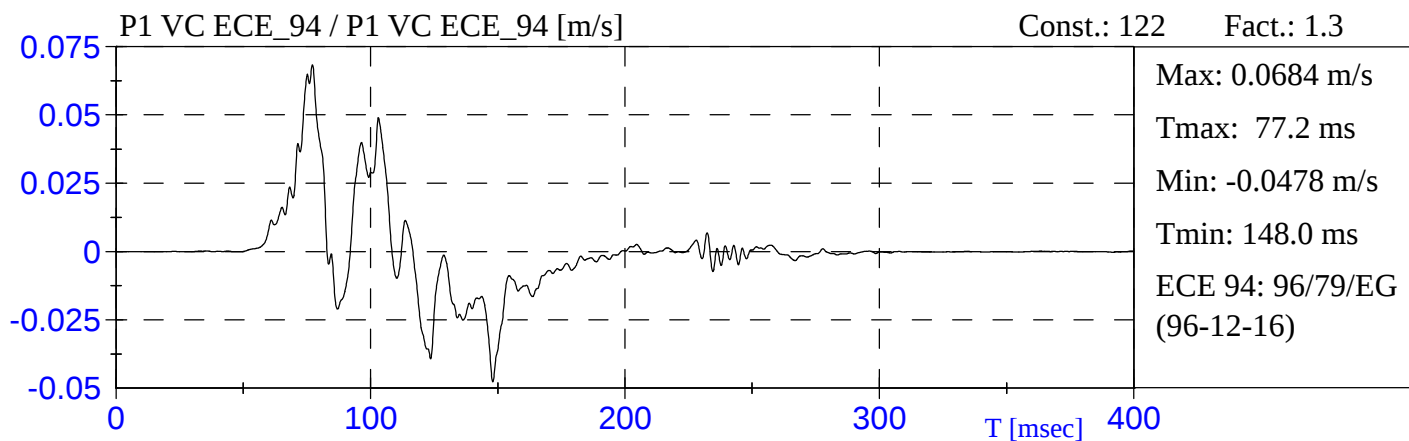
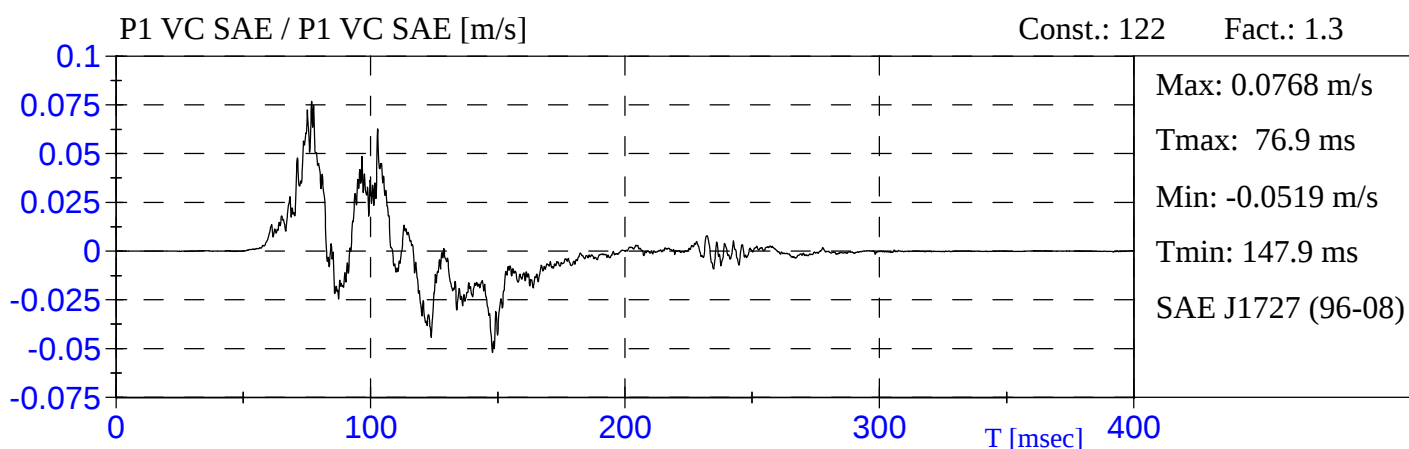
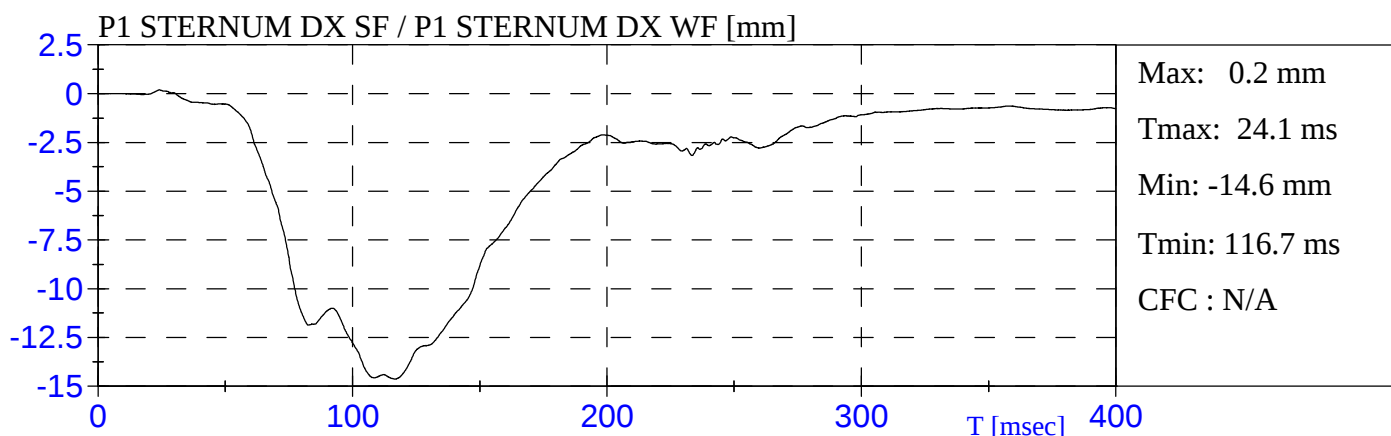
CRITÈRE DE BLESSURE DE LA TÊTE

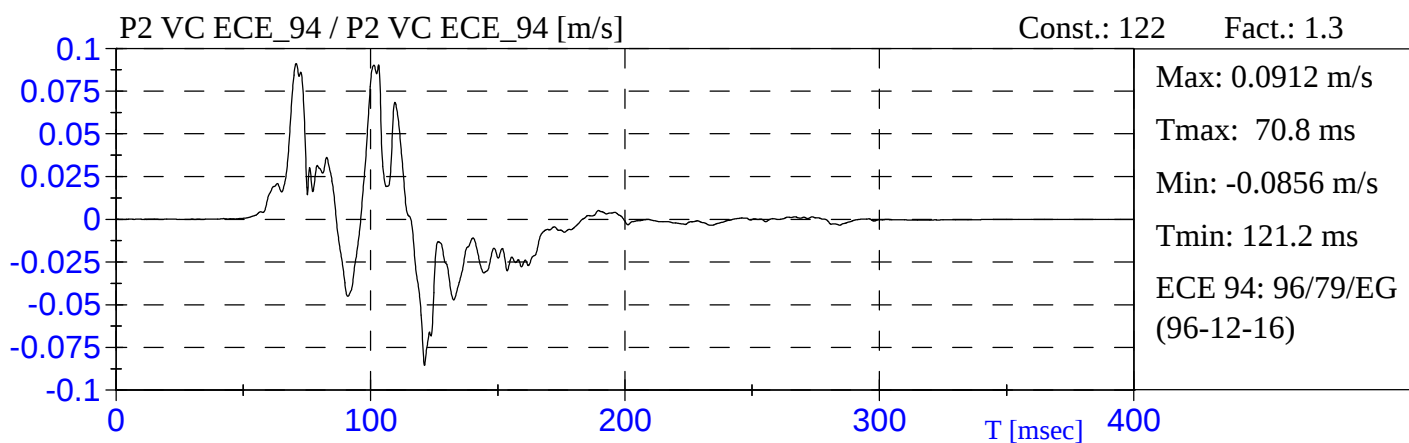
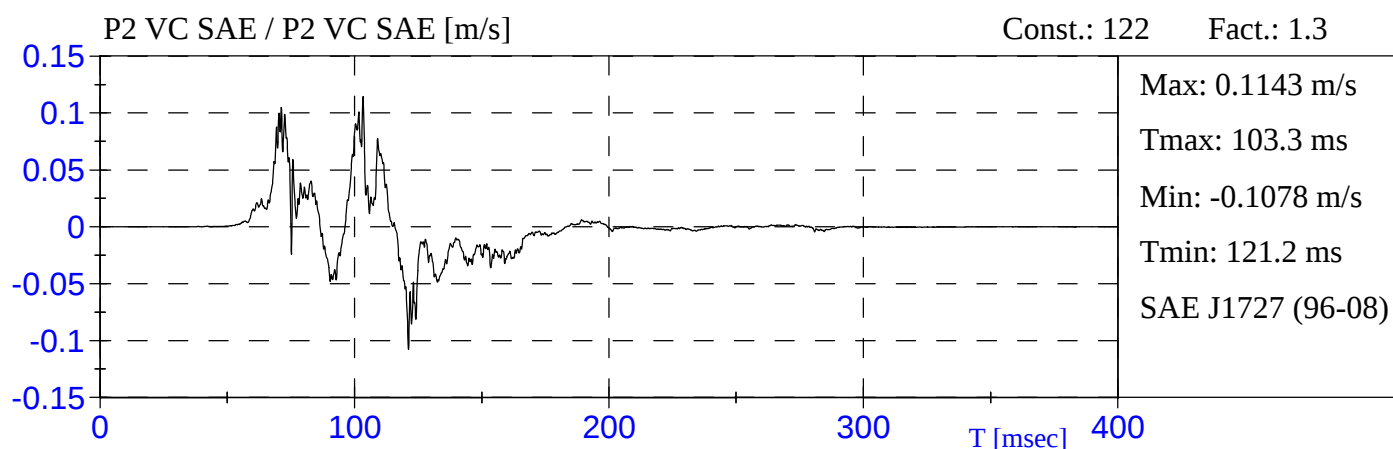
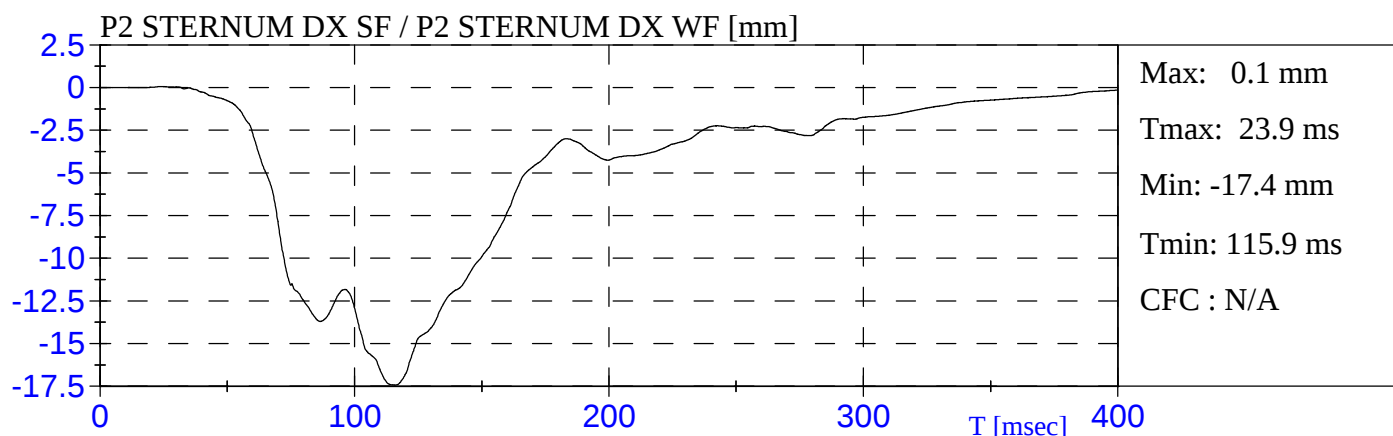
HIC:= 639	HIC(36ms):= 616	HIC(15ms):= 337
T1:= 73.8 ms	T1:= 77.4 ms	T1:= 82.7 ms
T2:= 116.5 ms	T2:= 113.4 ms	T2:= 97.7 ms

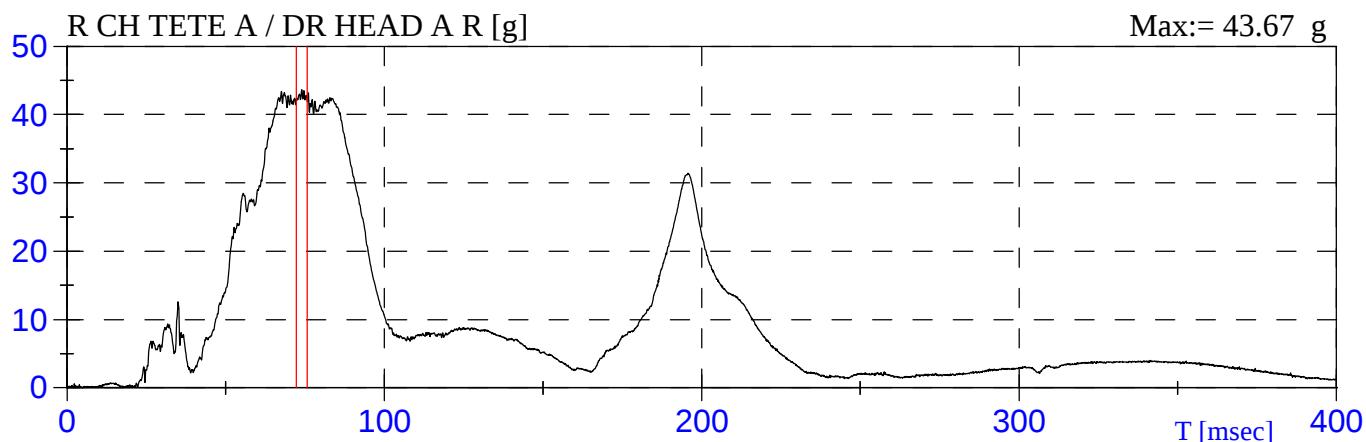
* Selon / According To: SAE J1727 96-08





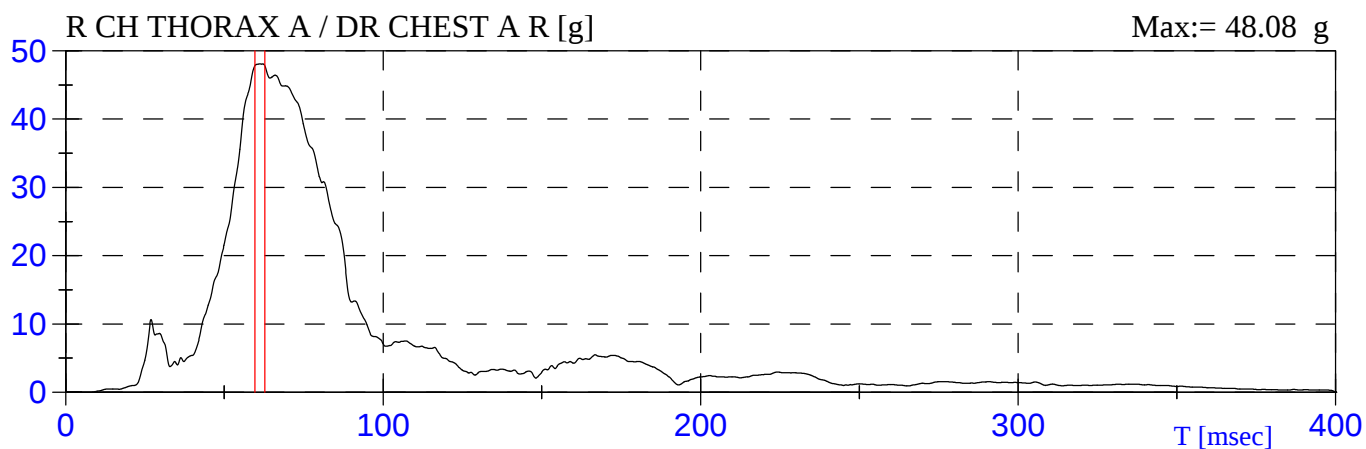






CLIP 3ms *

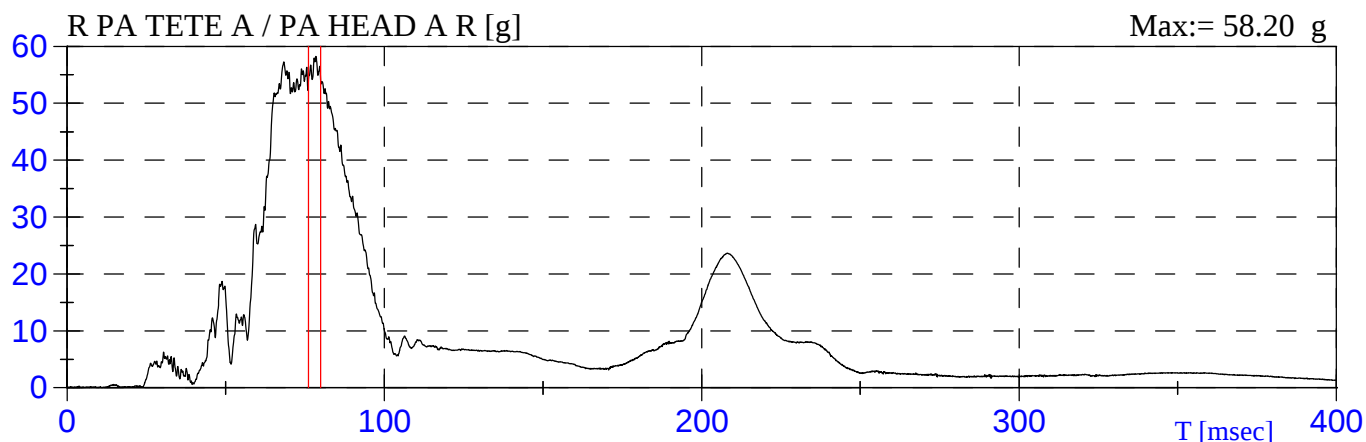
Acc. := 42.13 g	T1:= 72.3 ms	T2:= 75.7 ms
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CLIP 3ms *

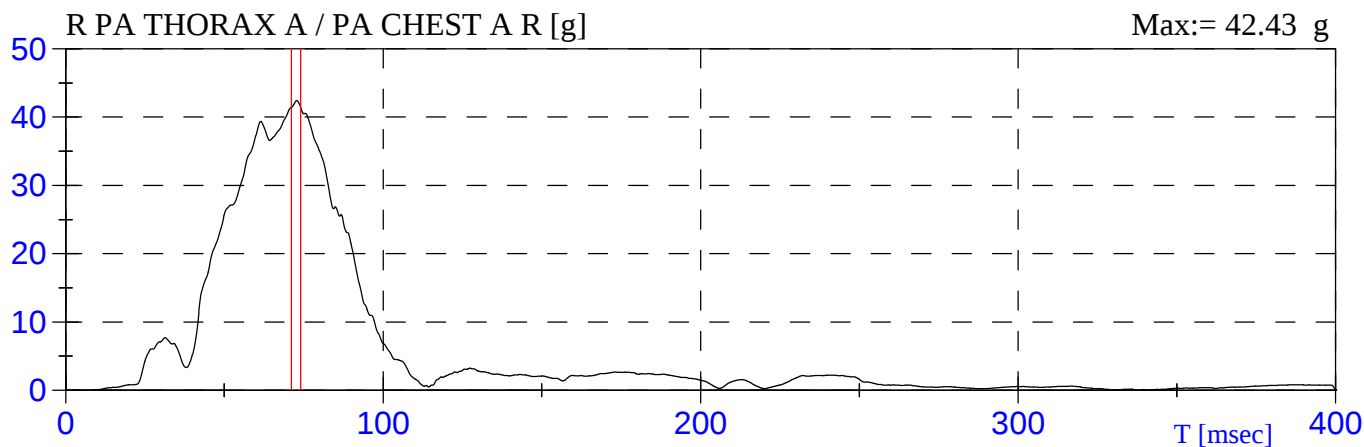
Acc. := 47.79 g	T1:= 59.7 ms	T2:= 62.7 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 54.17 g	T1:= 76.1 ms	T2:= 80.0 ms
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CLIP 3ms *

Acc. := 41.39 g	T1:= 71.1 ms	T2:= 74.1 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *

TIBIA INDEX *

TI Chauffeur / Driver

Mc := 115 N-m

Fc := 22.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.634	0.572
BAS / LOWER	0.582	0.529

* Selon / According To: SAE J1727 AUG 96

INDEX DU TIBIA *

TIBIA INDEX *

TI Passenger / Passenger

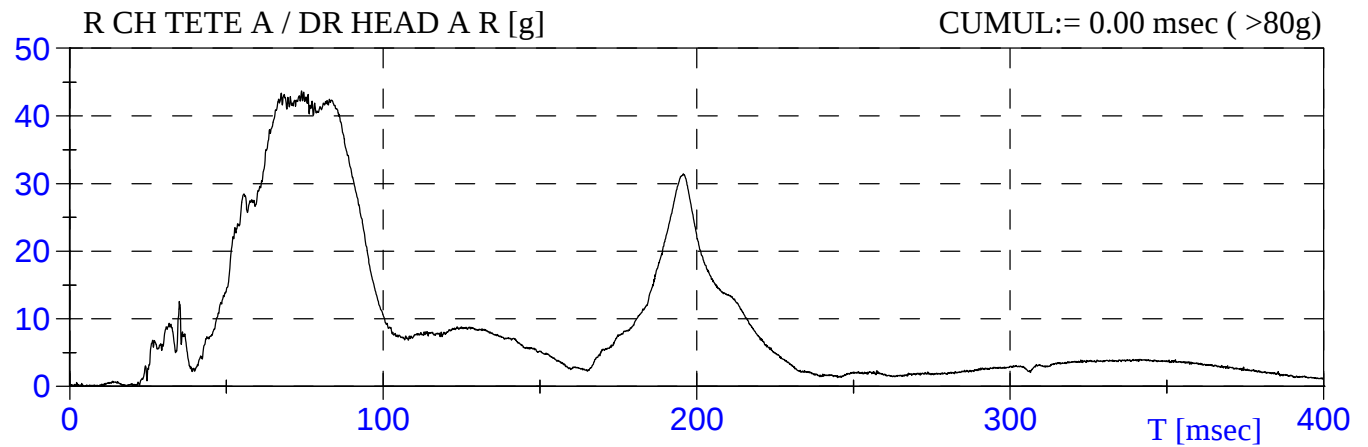
Mc := 115 N-m

Fc := 22.9 kN

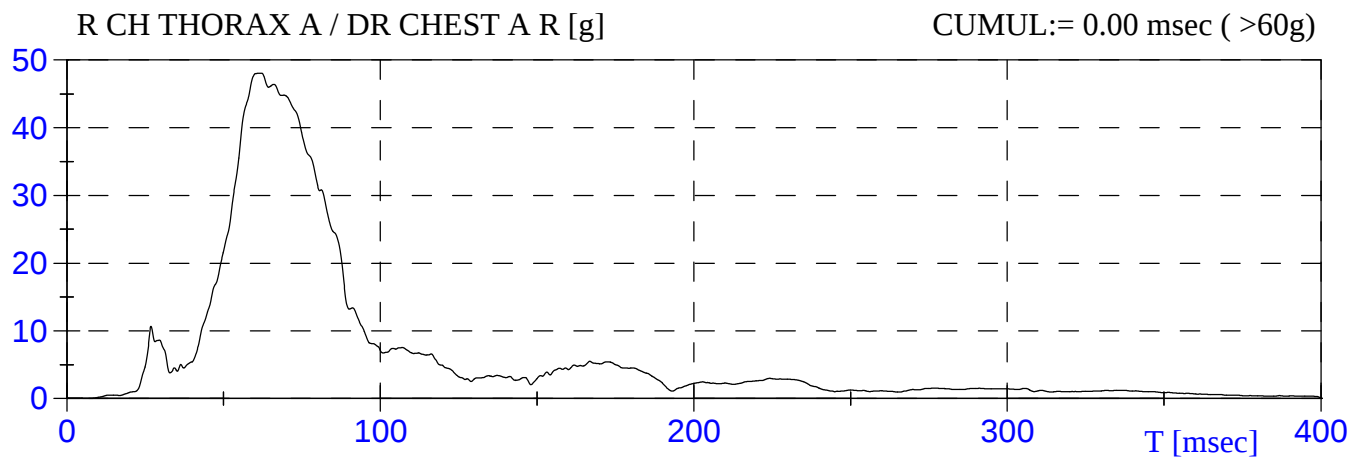
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.457	0.345
BAS / LOWER	0.401	0.370

* Selon / According To: SAE J1727 AUG 96

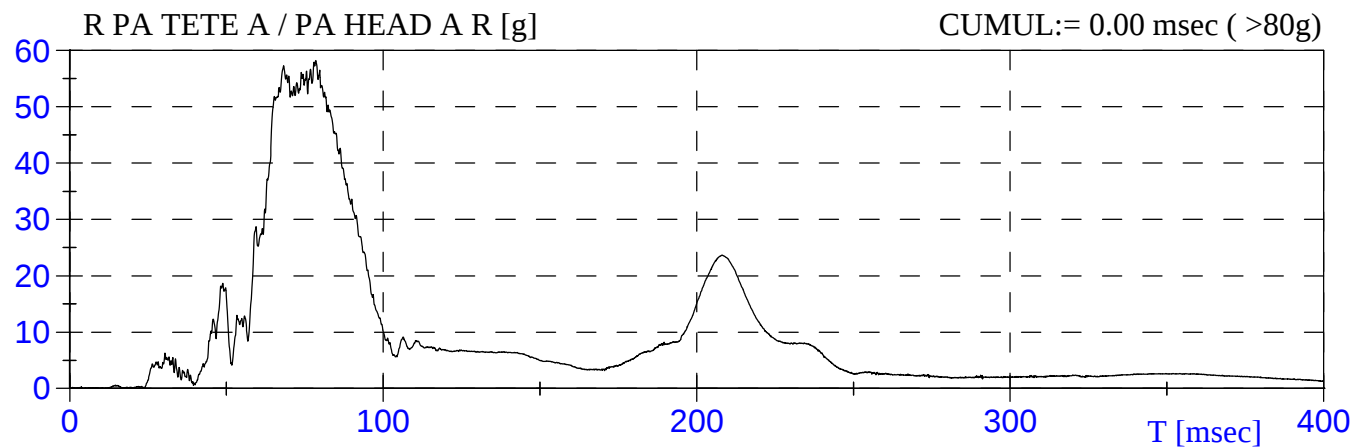
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



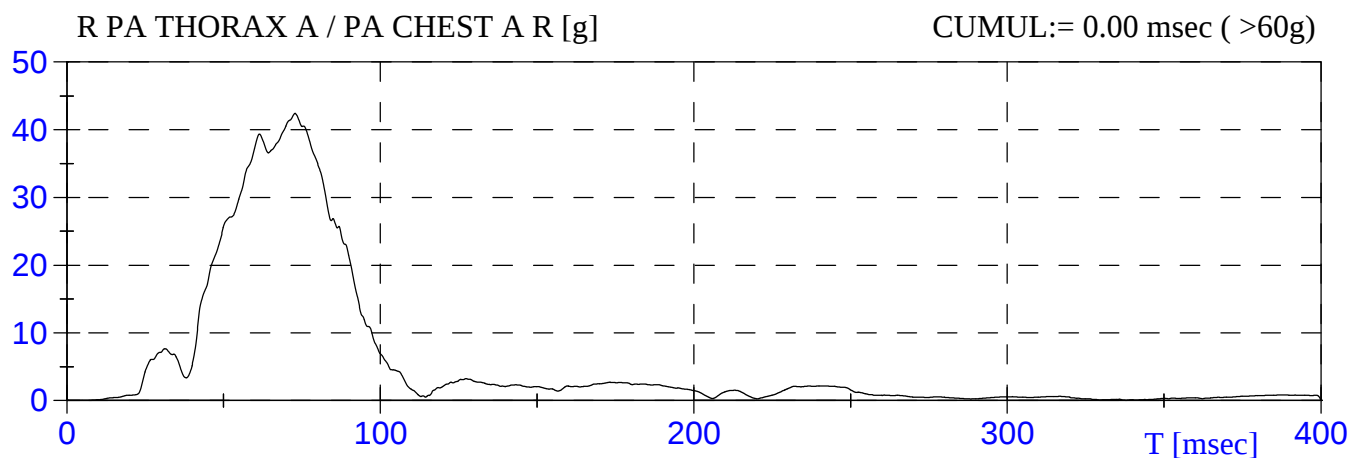
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$$N_{ij}^* = 0.73$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.13	0.73	0.15	0.20	Fc	155
				Ec	67

Passager / Passenger

$$N_{ij}^* = 0.35$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	Tc	4287
				Cc	3880
0.19	0.35	0.18	0.28	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

Chauffeur / Driver

$$N_{ij}^* = 0.73$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	4287
				C _c	3880
0.13	0.73	0.15	0.20	F _c	155
				E _c	67

Passager / Passenger

$$N_{ij}^* = 0.35$$

Valeurs critiques
Criticals Values

N _{tf}	N _{te}	N _{cf}	N _{ce}	T _c	4287
				C _c	3880
0.19	0.35	0.18	0.28	F _c	155
				E _c	67

* Selon / According To: Federal Register 5/2000



COMMENTAIRES / COMMENTS

PA HT EPINE AX:	N'est pas valide à partir de 87.8 ms.
PA THORAX AZ:	N'est pas valide.
PA UP SPINE AX:	Is not valid from 87.8 ms.
PA CHEST AZ:	Is not valid.