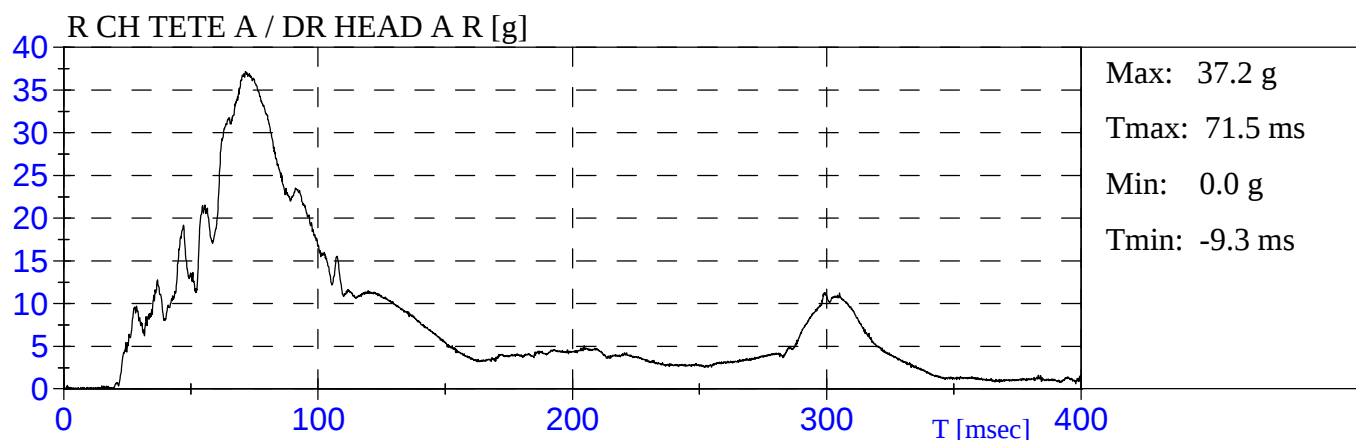
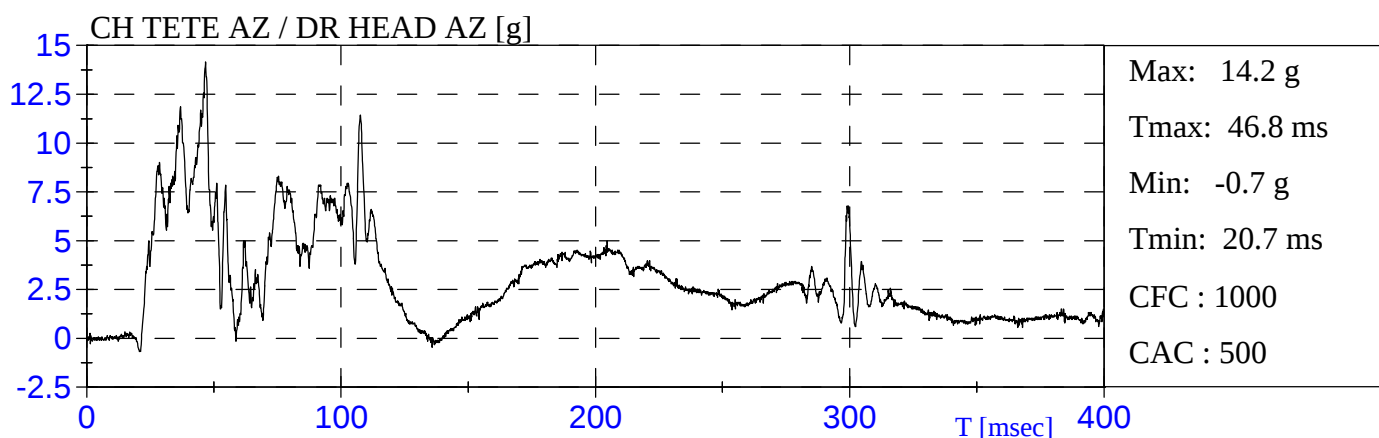
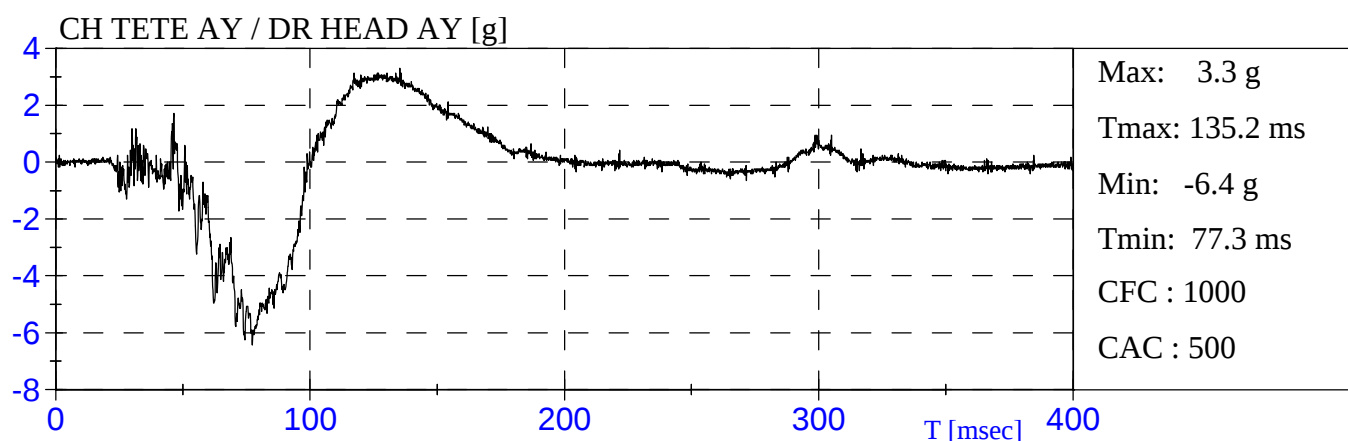
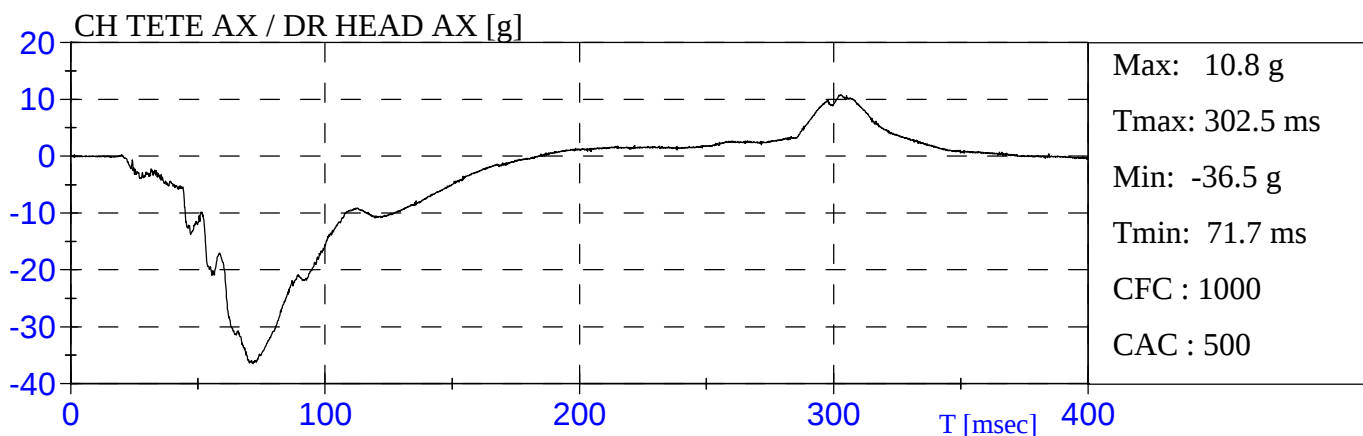
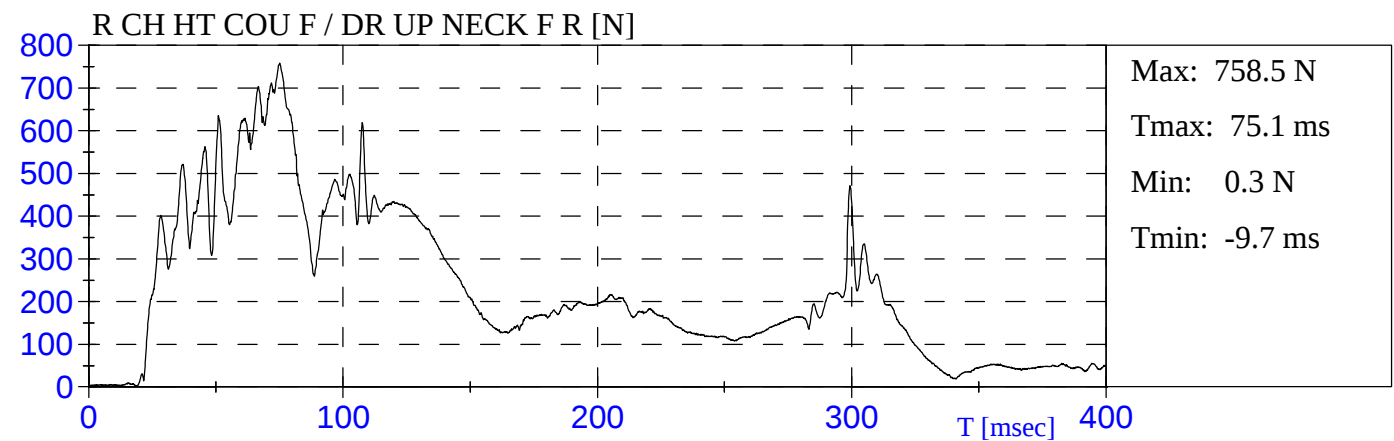
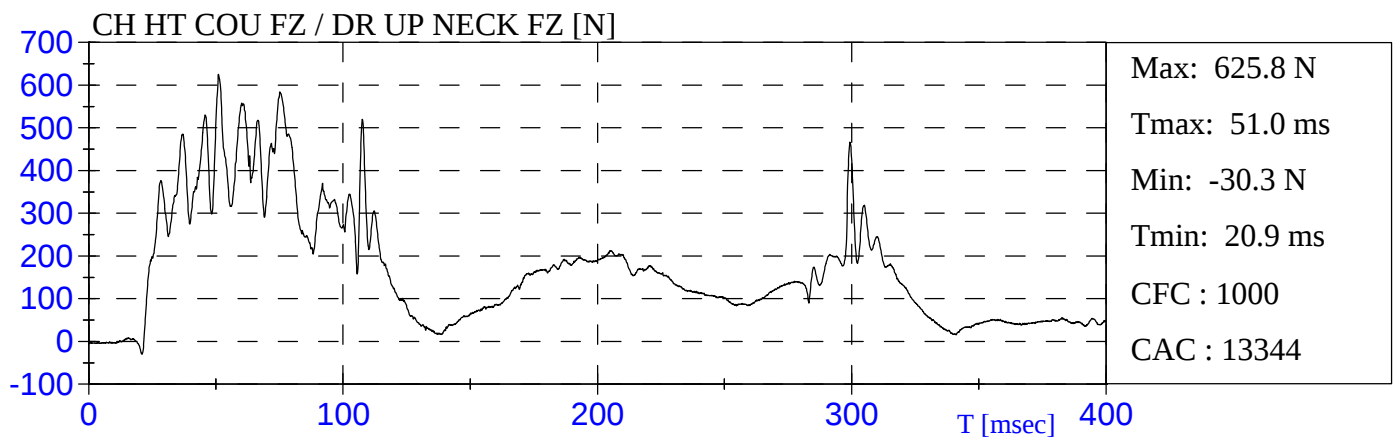
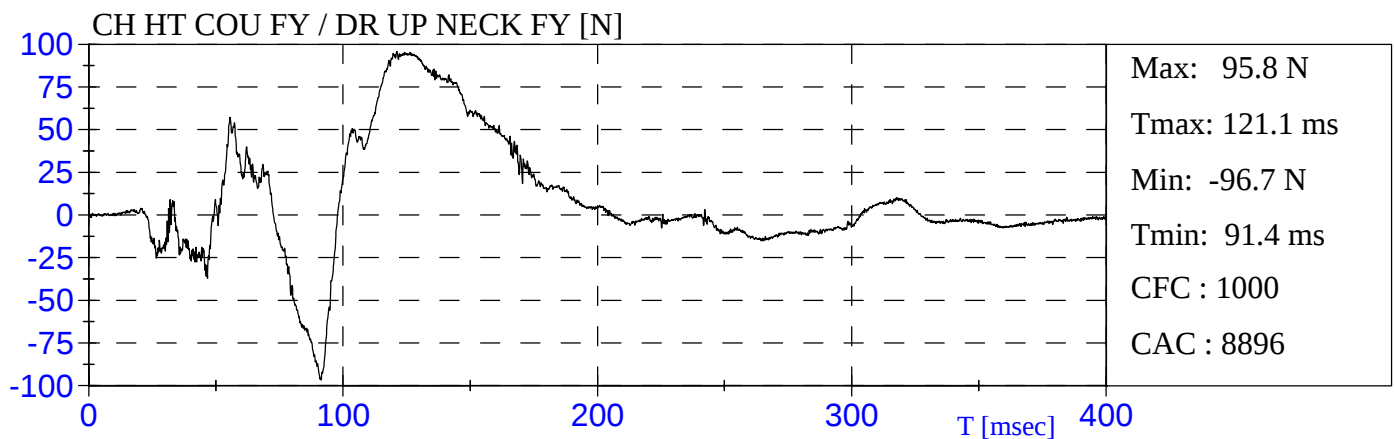
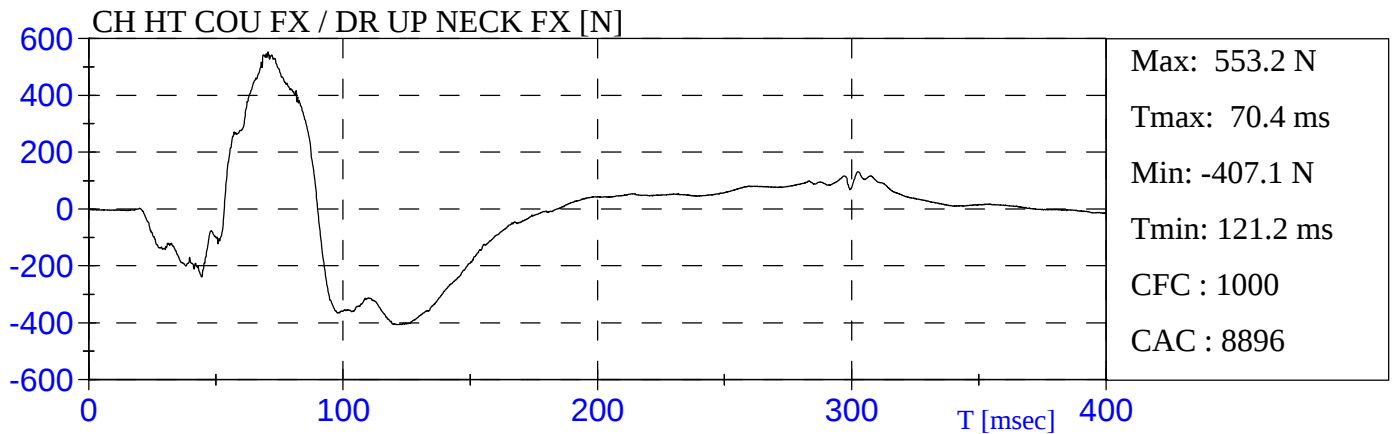
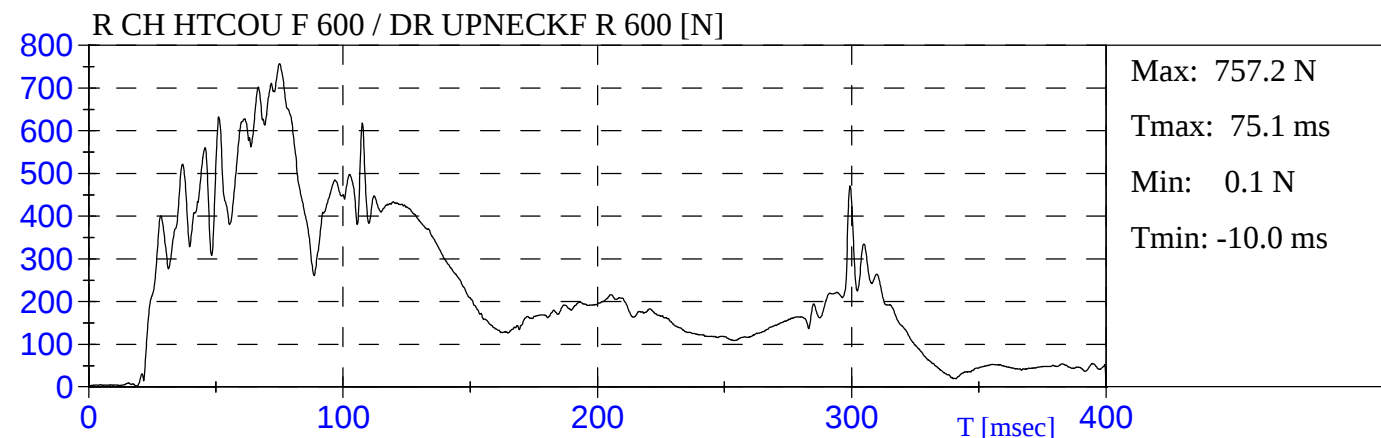
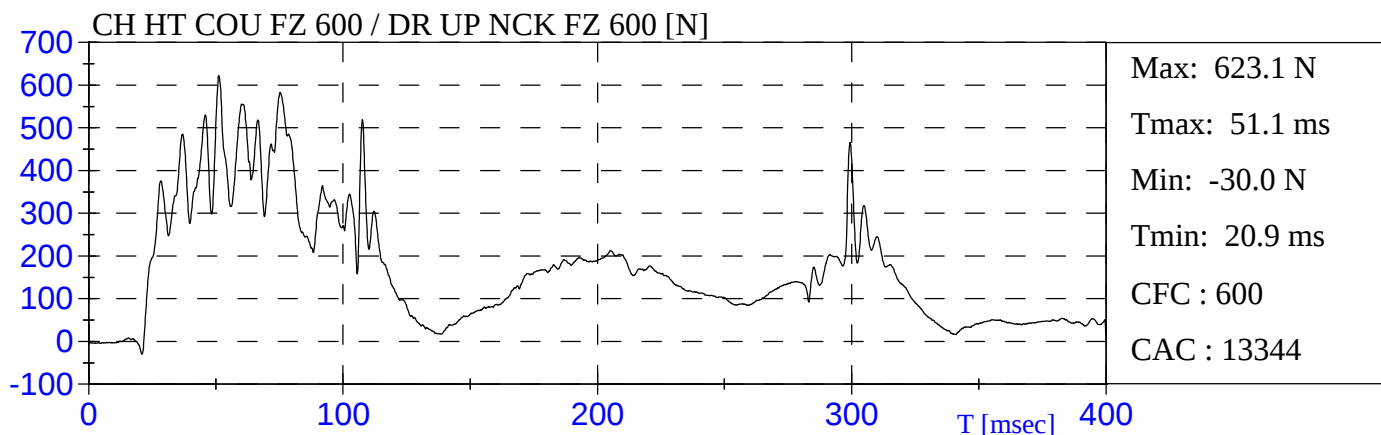
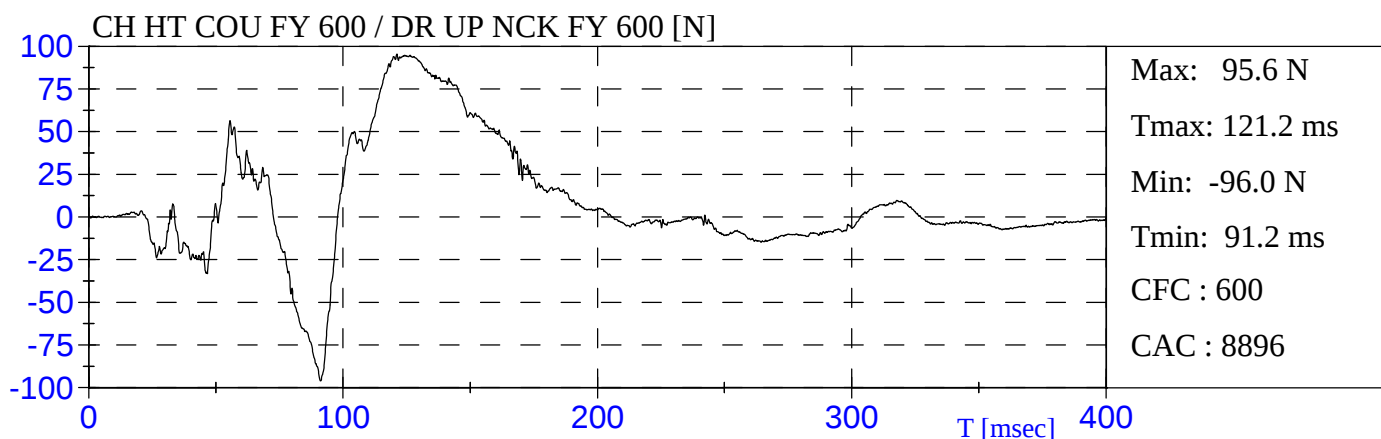
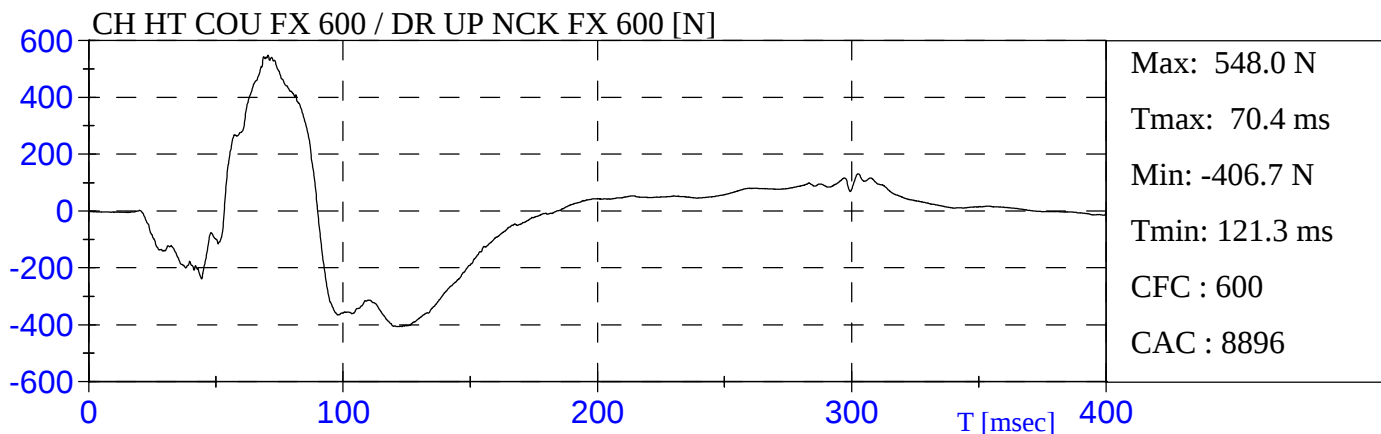


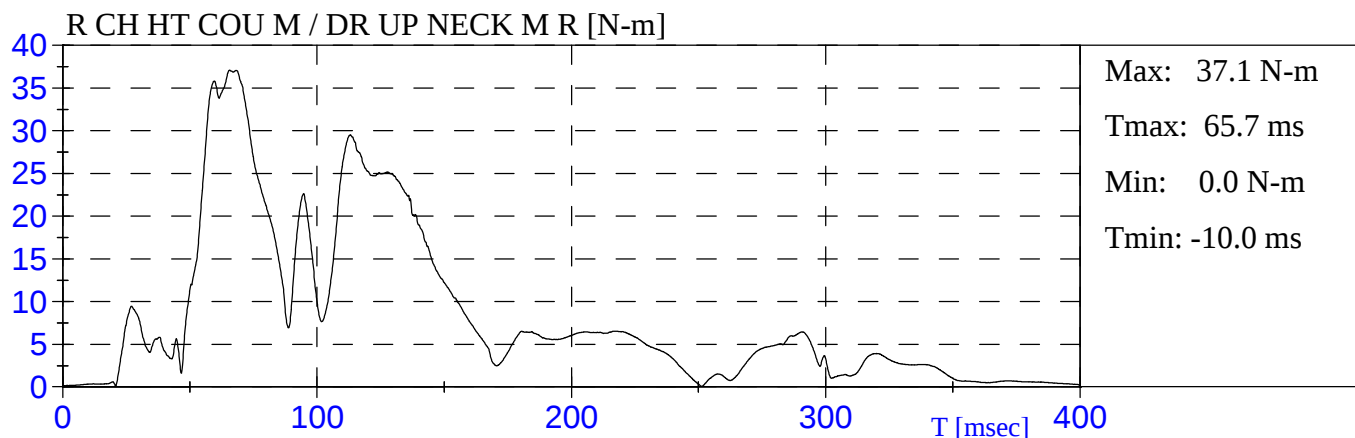
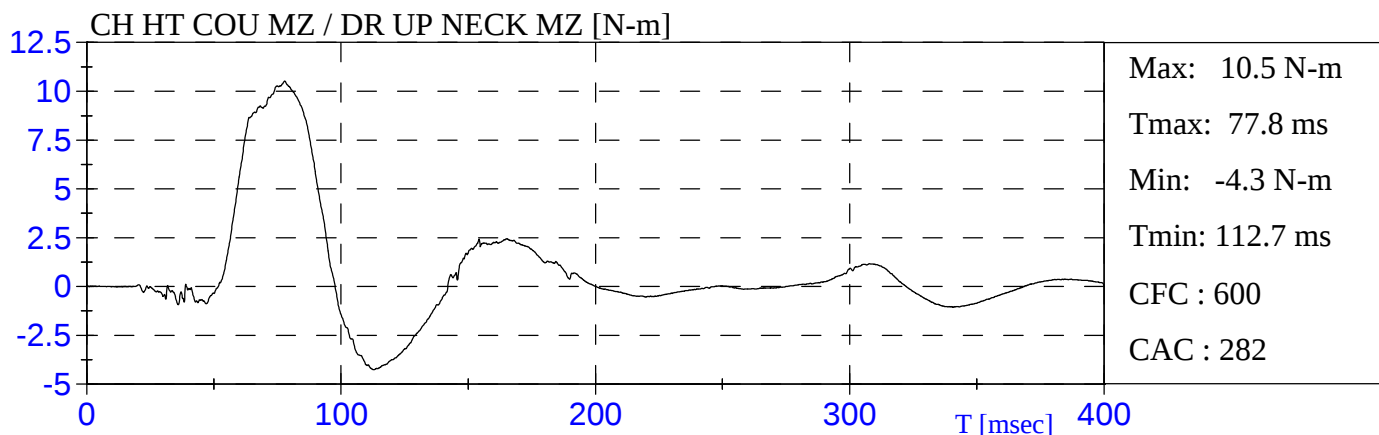
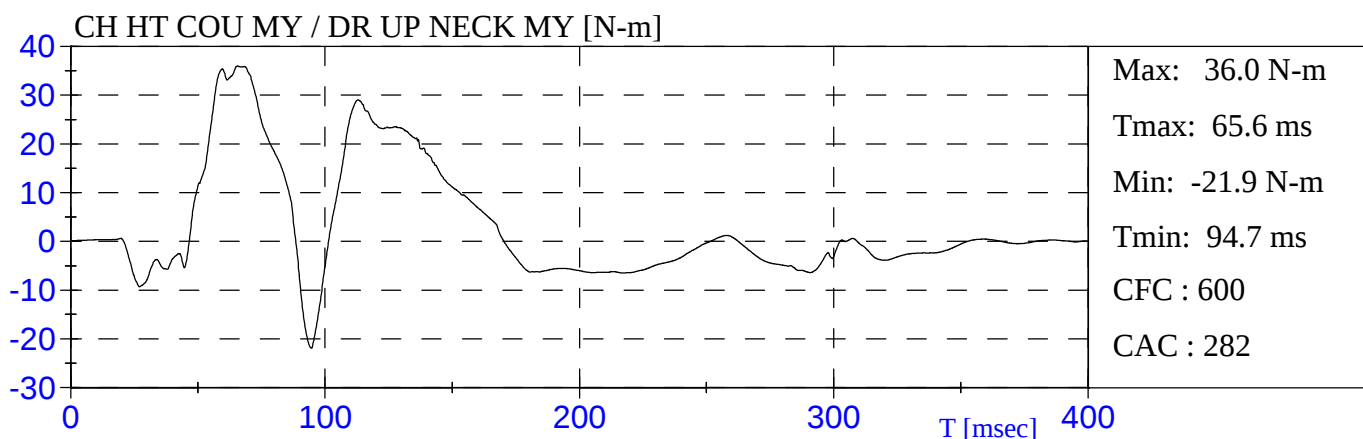
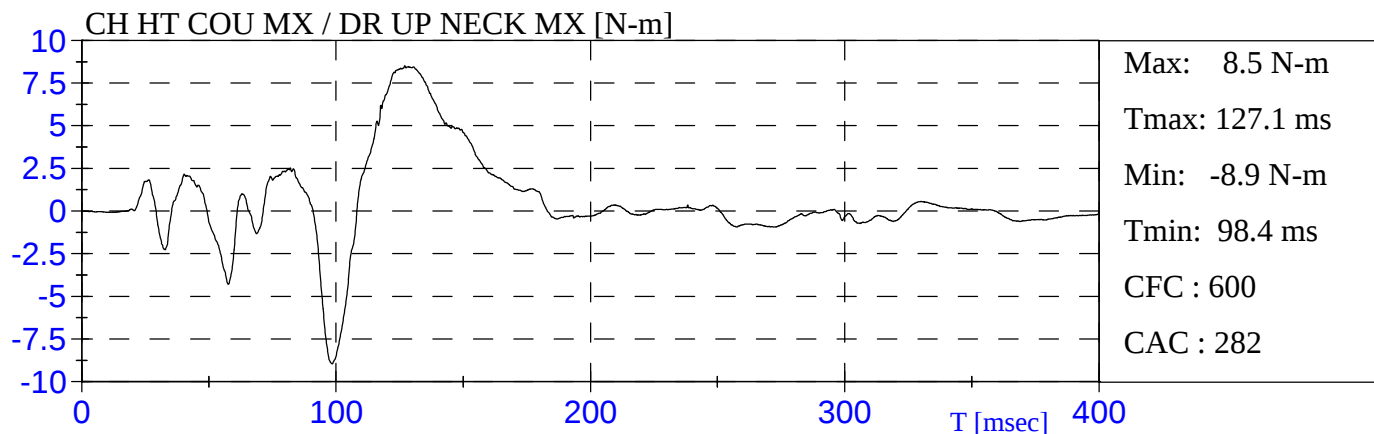


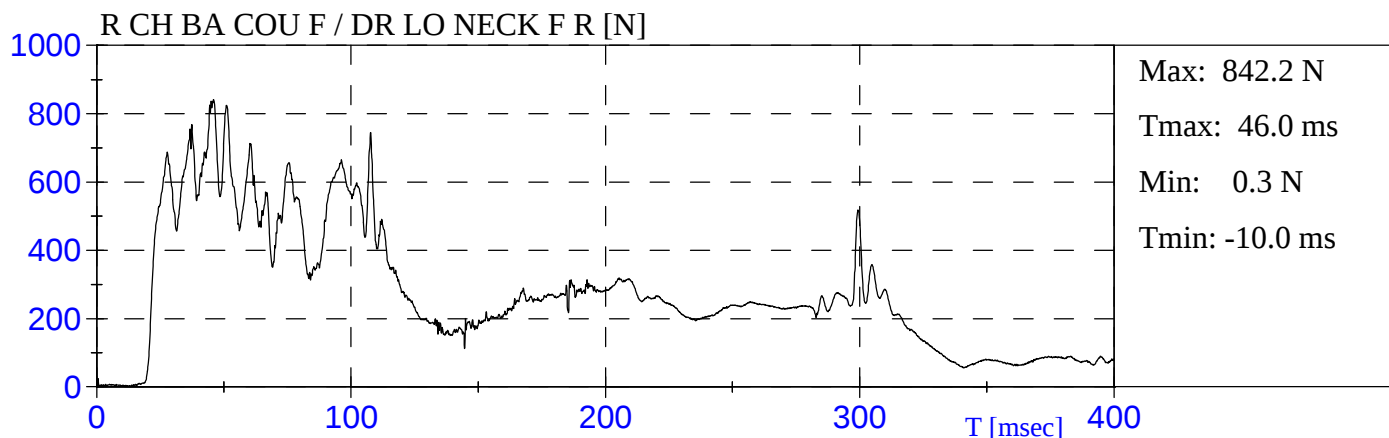
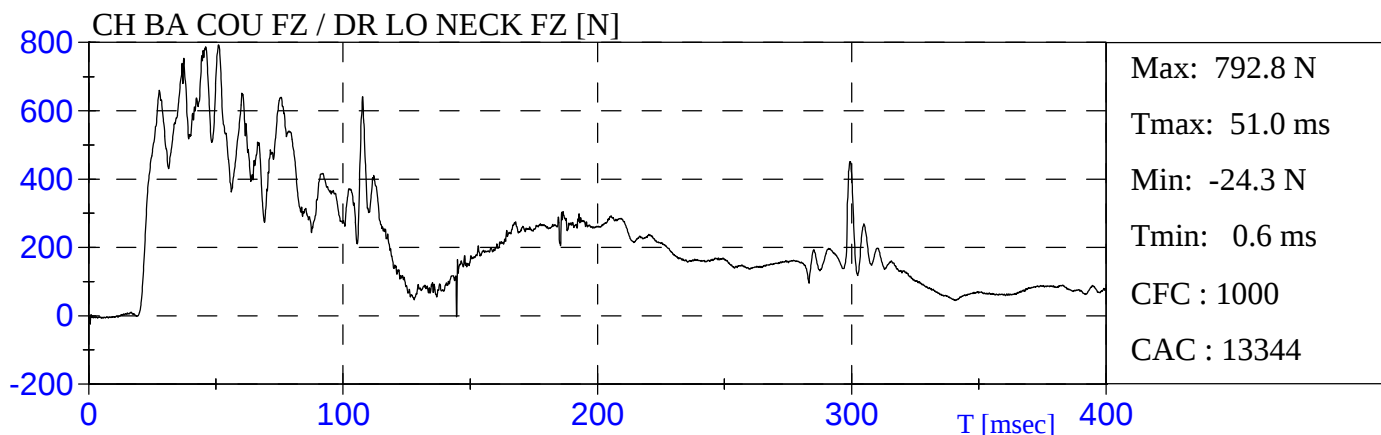
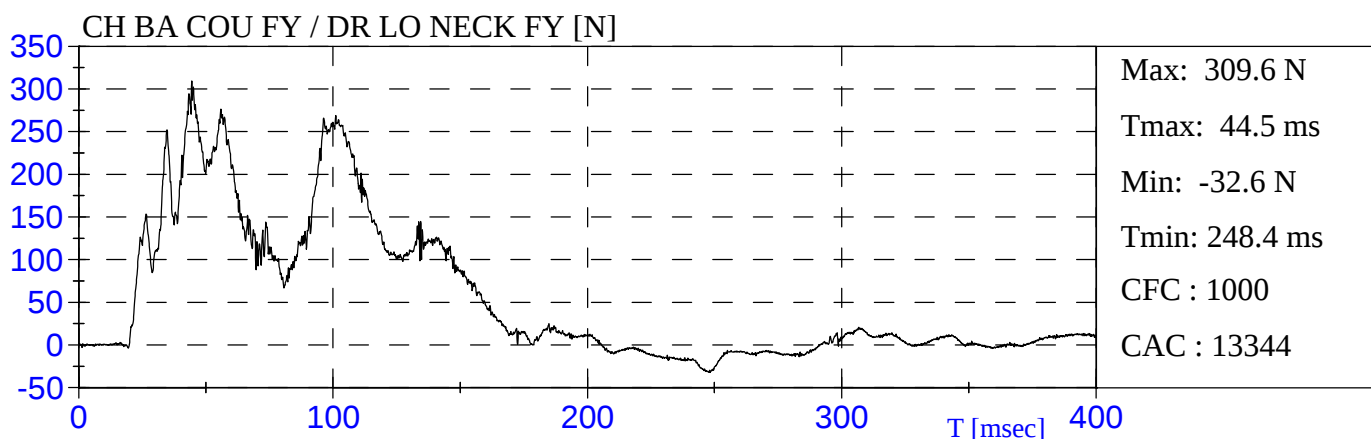
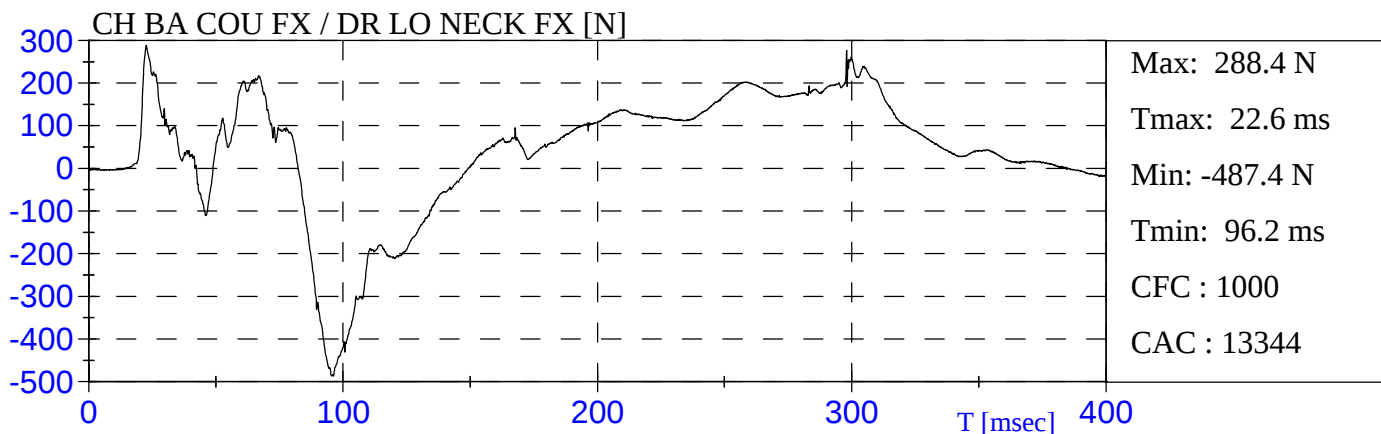
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	ACURA TSX 2004
Numéro de TC Tc Number	TC04-114
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-02-13
Titre du projet Project Title	COLLISION DE RECHERCHE COLLISION FRONTALE RESEARCH COLLISION TEST FRONTAL CRASH
MANNEQUIN / DUMMY	
Chauffeur Driver	HYBRID III 50% M
Passager Passenger	HYBRID III 50% M
Passager 1 (arrière gauche) Passenger 1 (rear left)	HYBRID III 6Y
Passager 2 (arrière droit) Passenger 2 (rear right)	HYBRID III 6Y











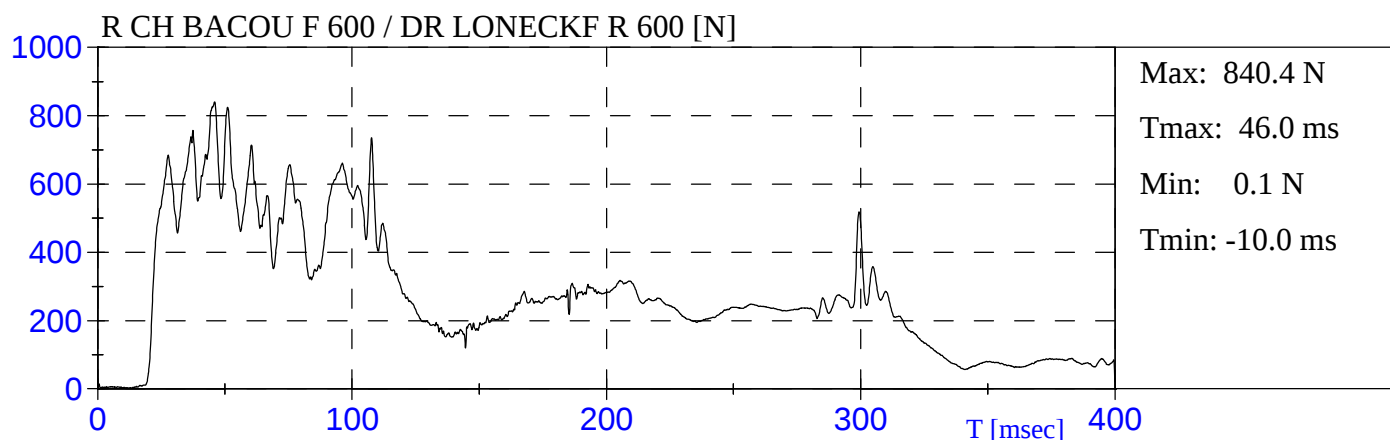
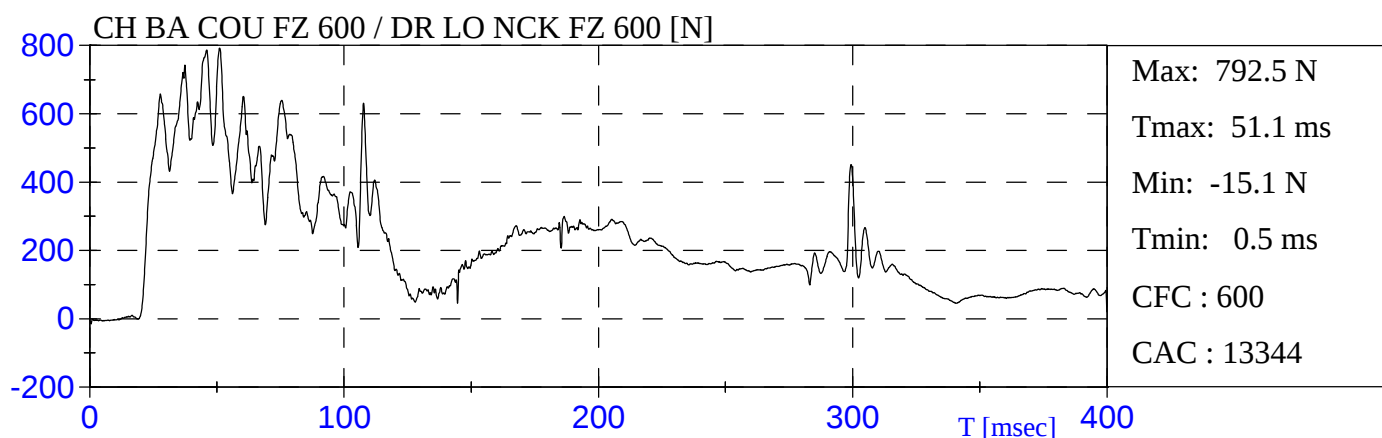
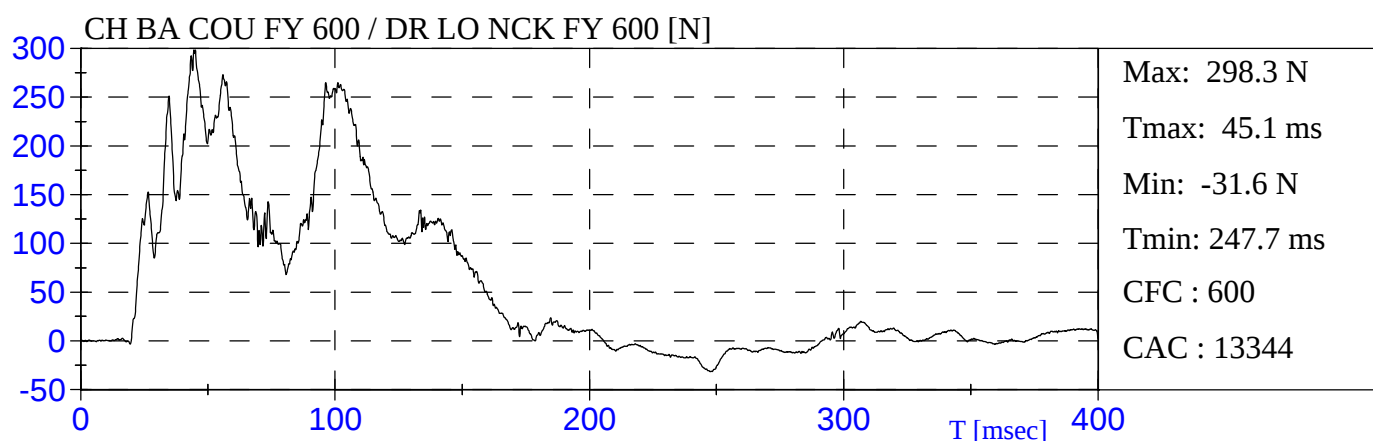
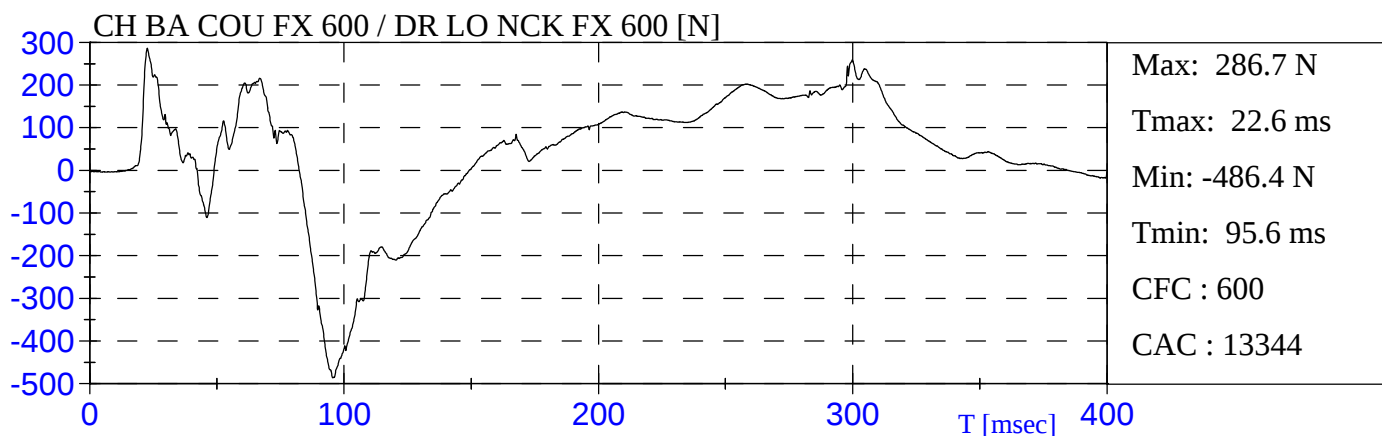


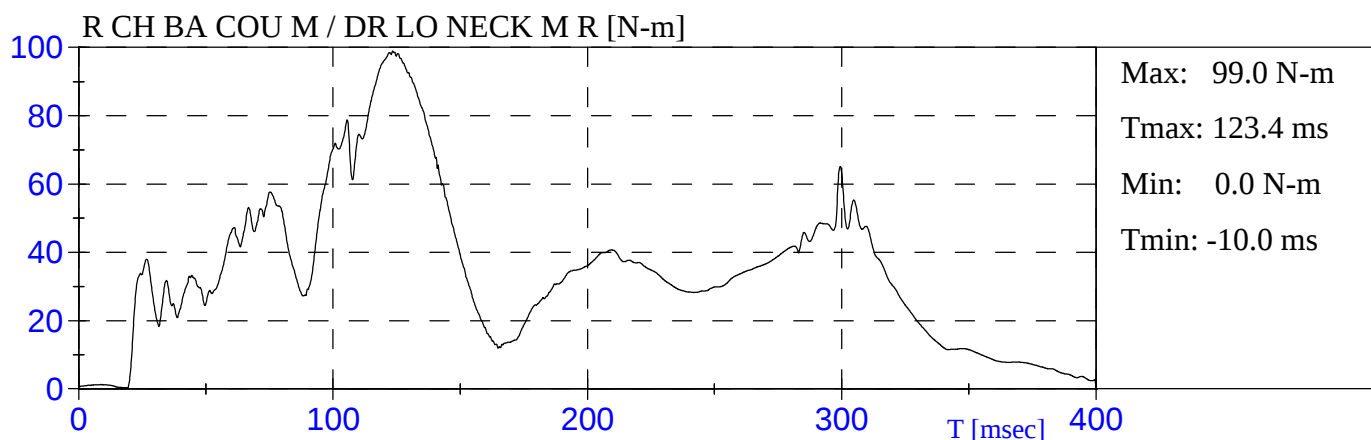
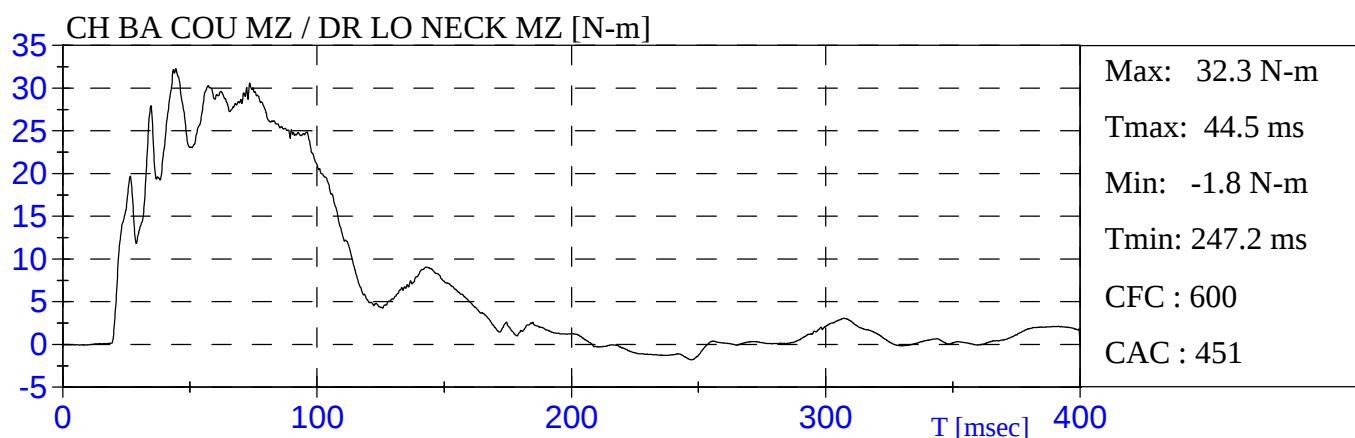
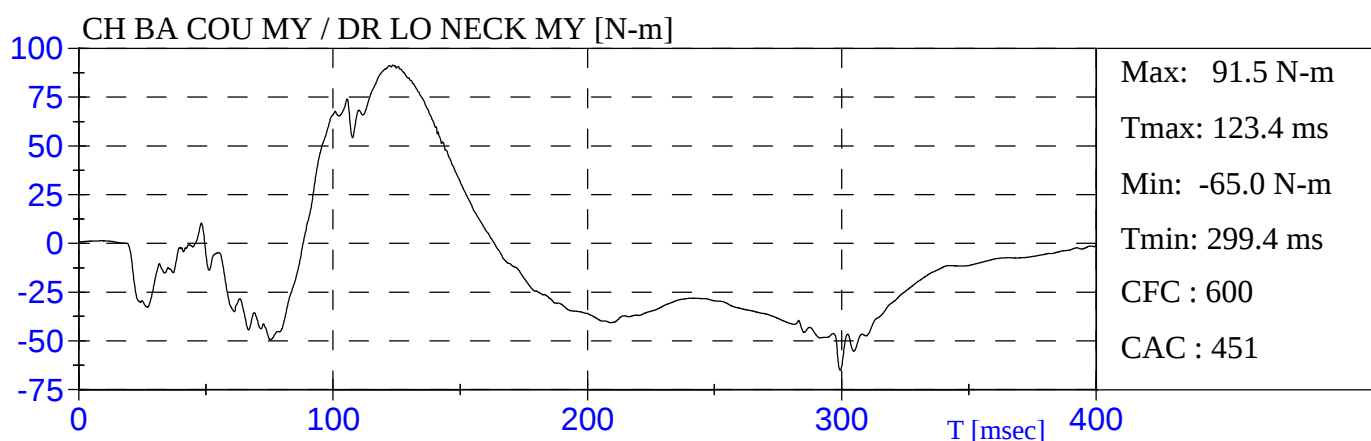
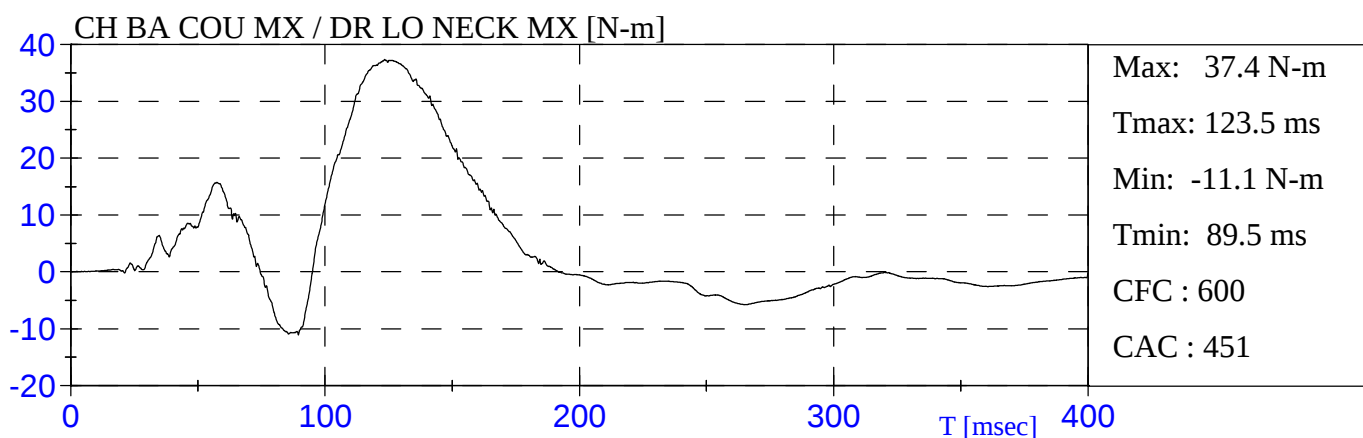
COLLISION FRONTALE
FRONTAL CRASH

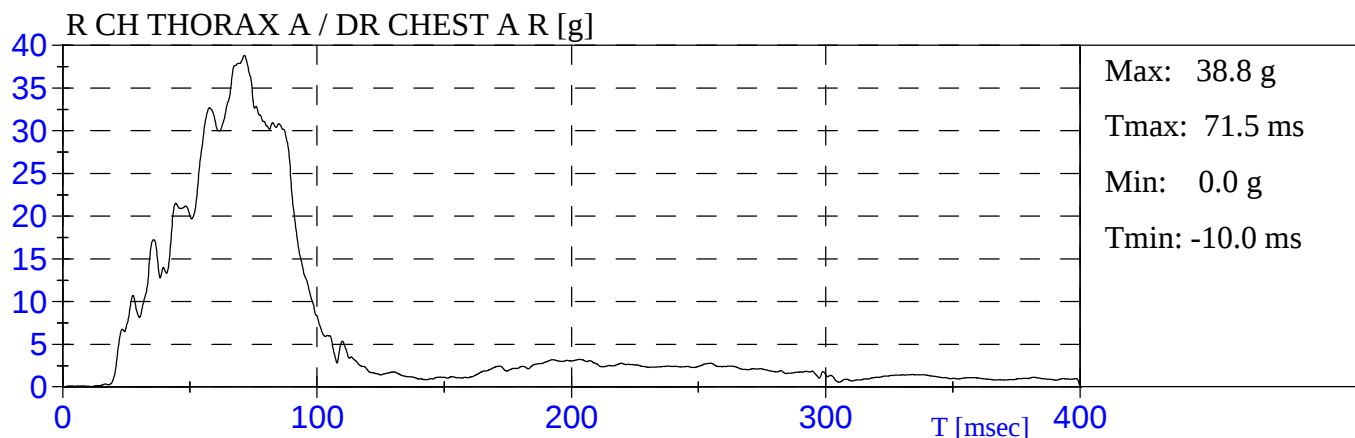
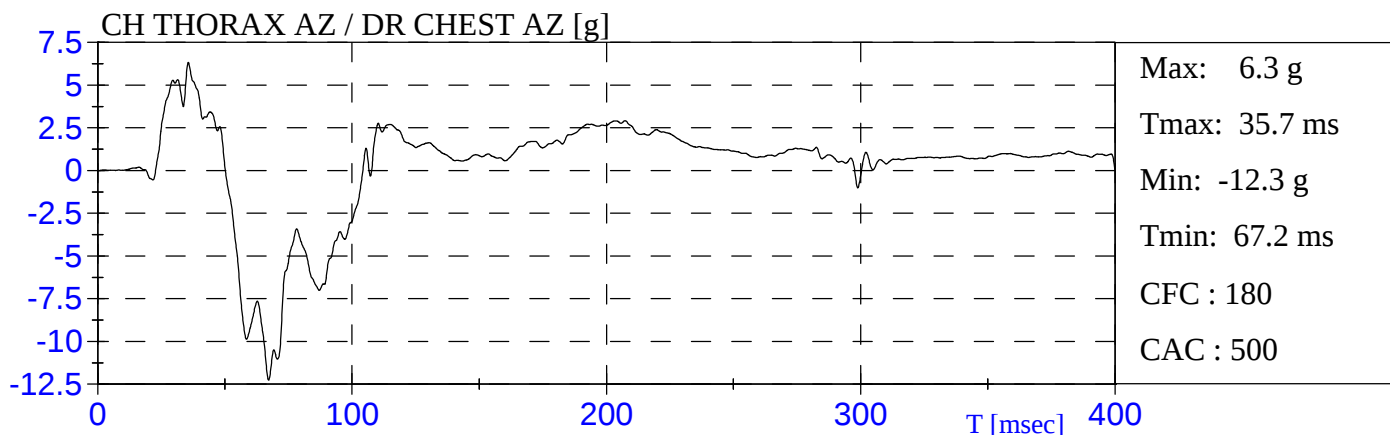
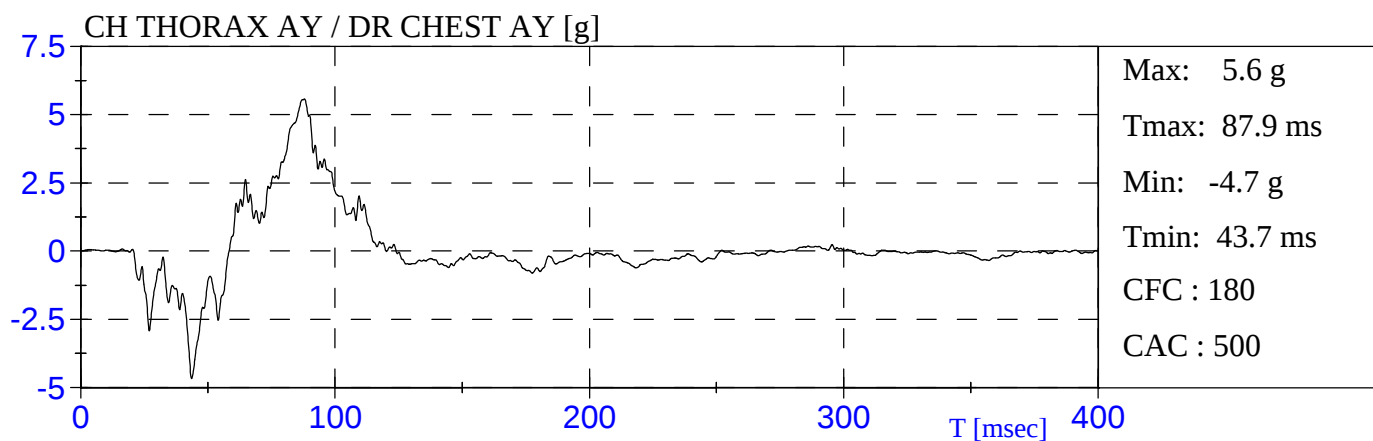
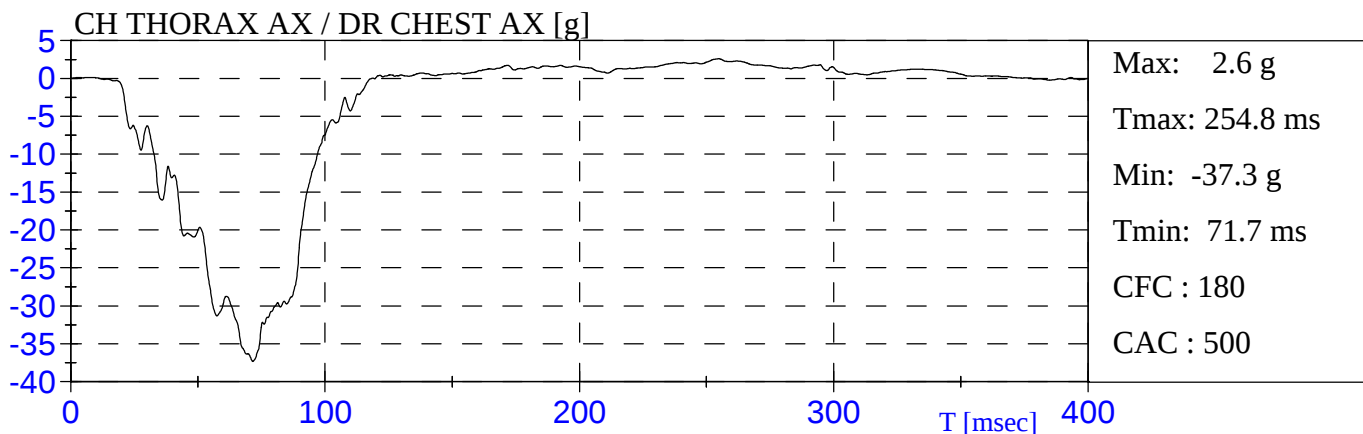
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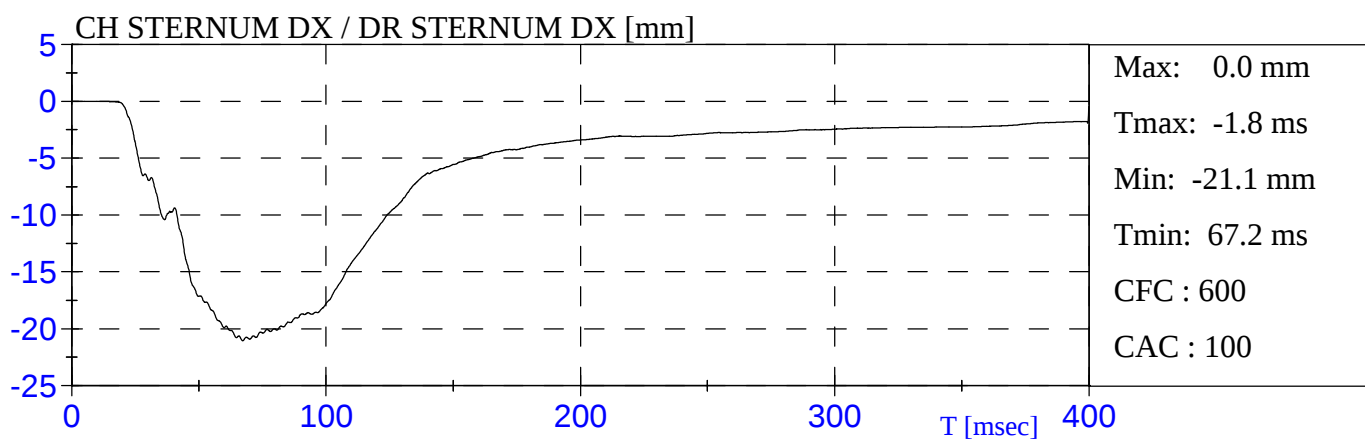
ACURA TSX 2004

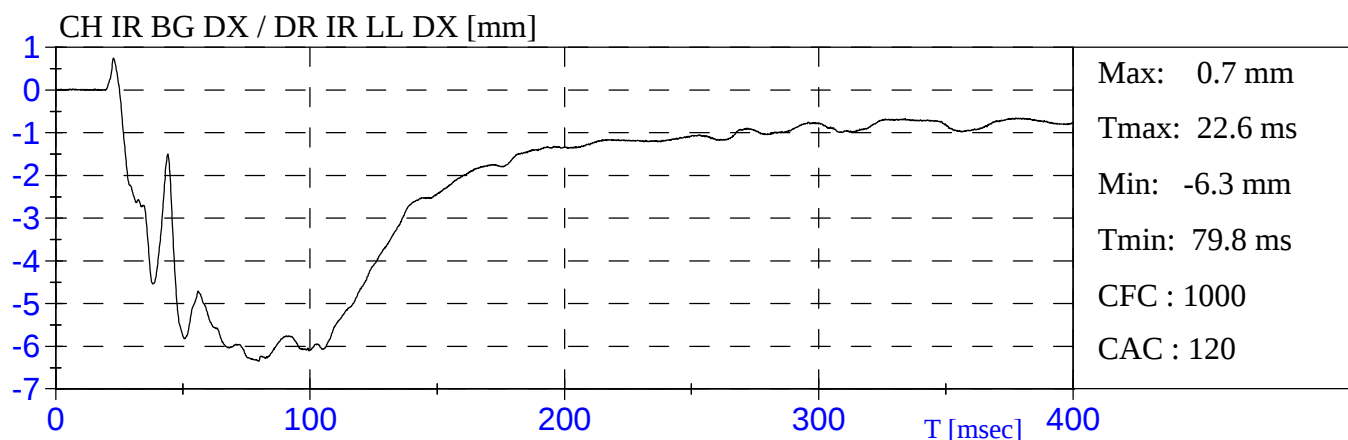
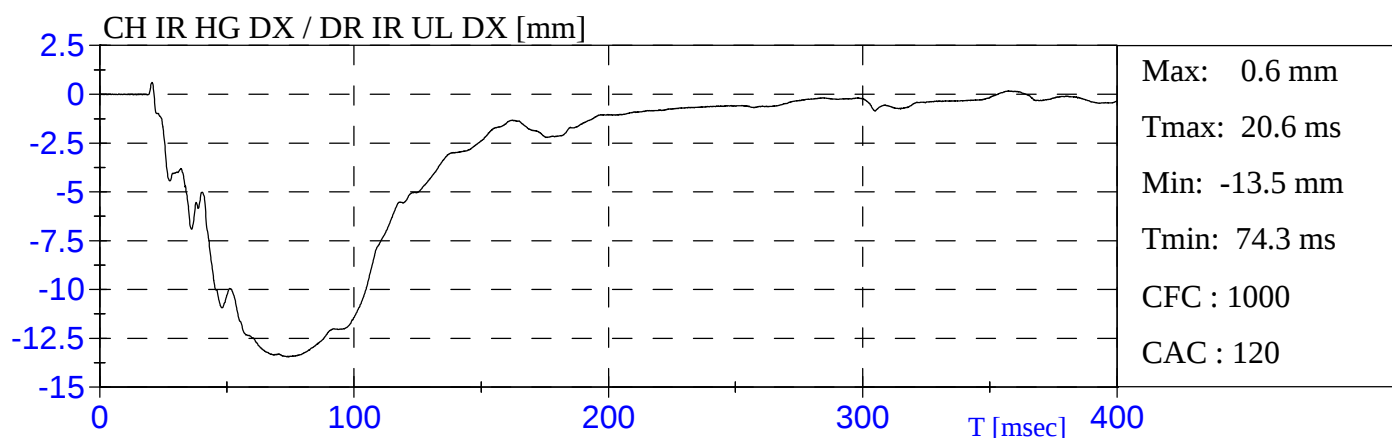
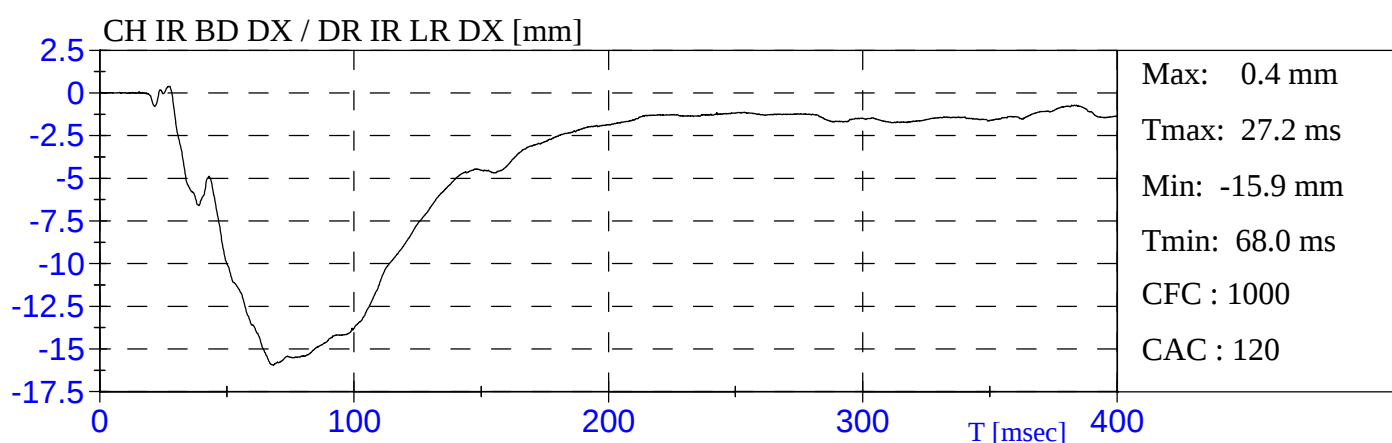
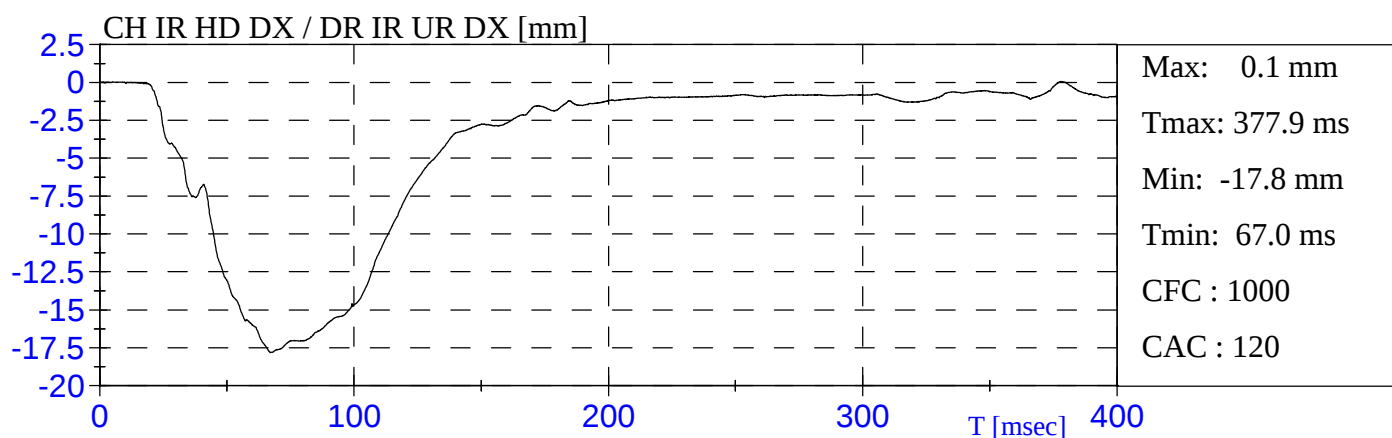
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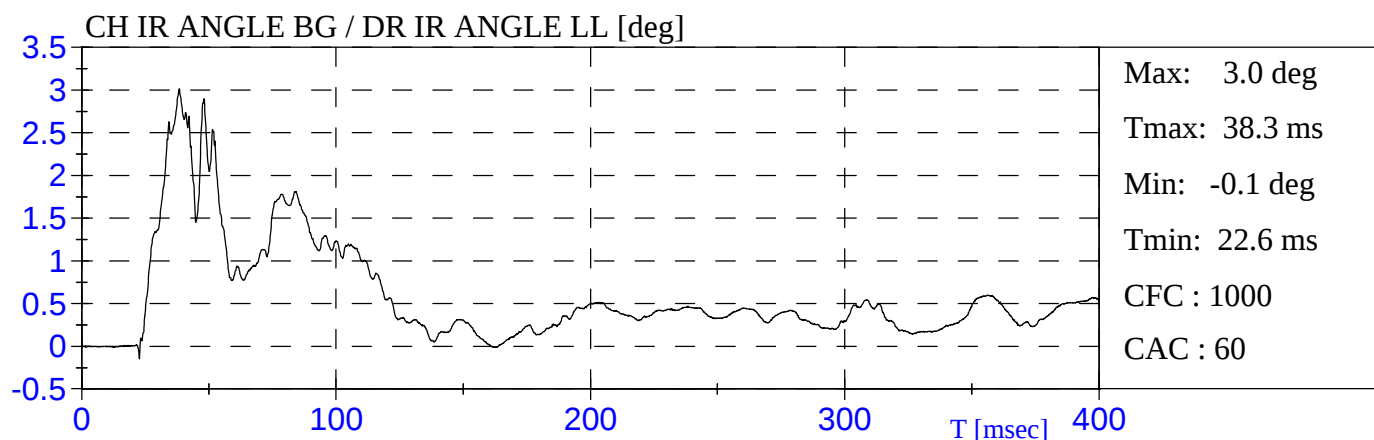
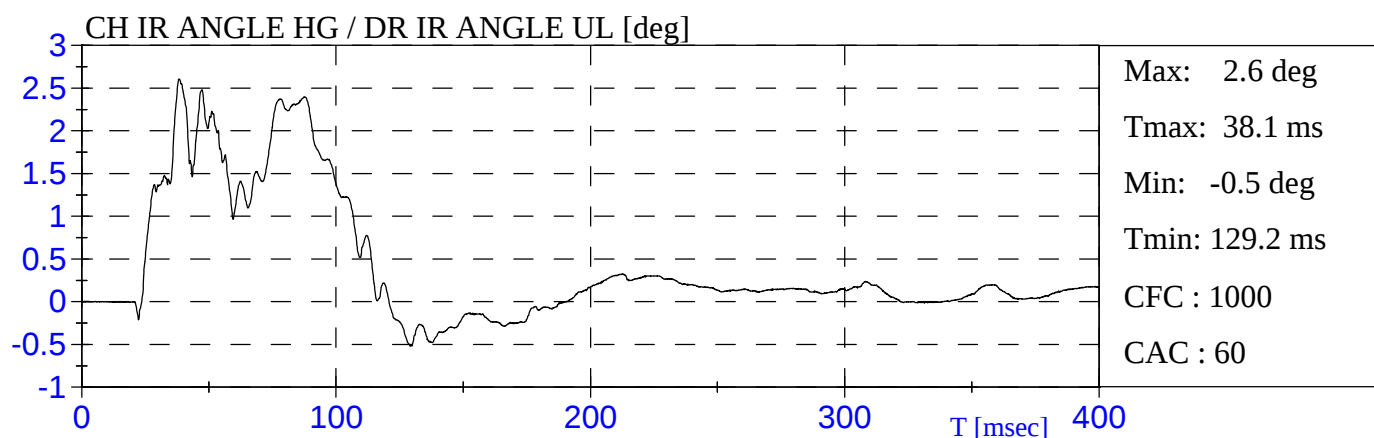
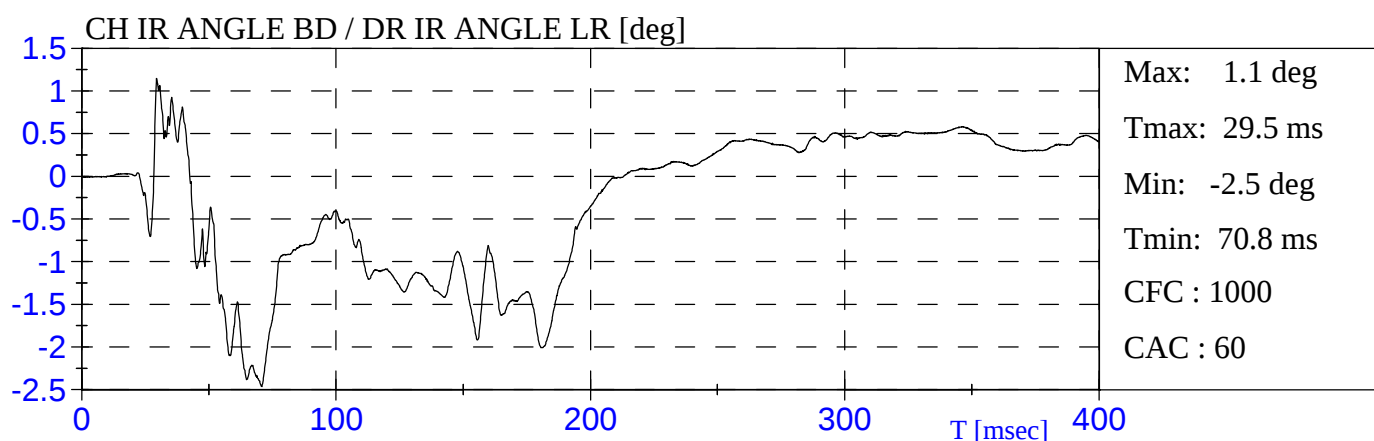
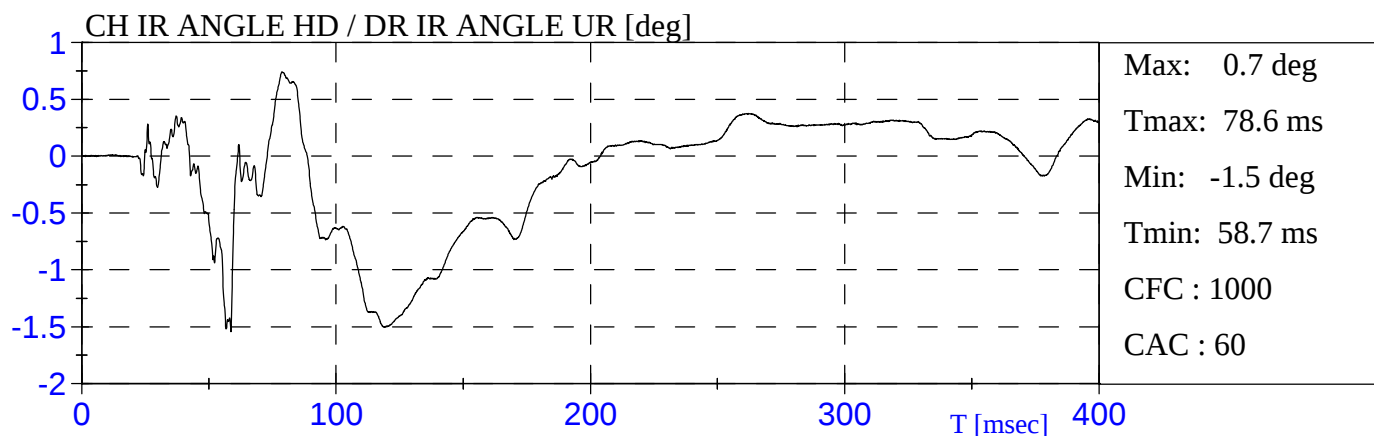


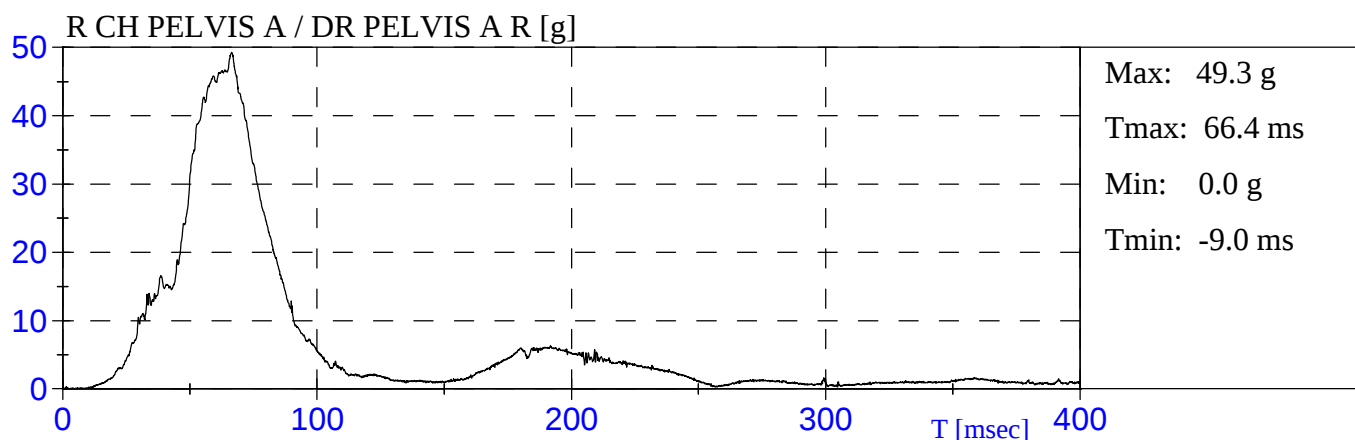
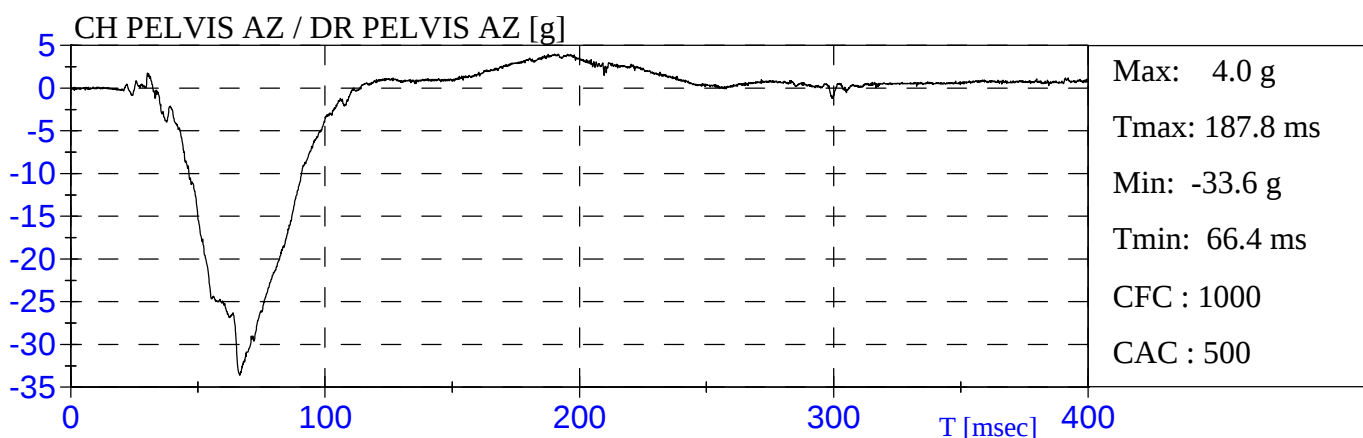
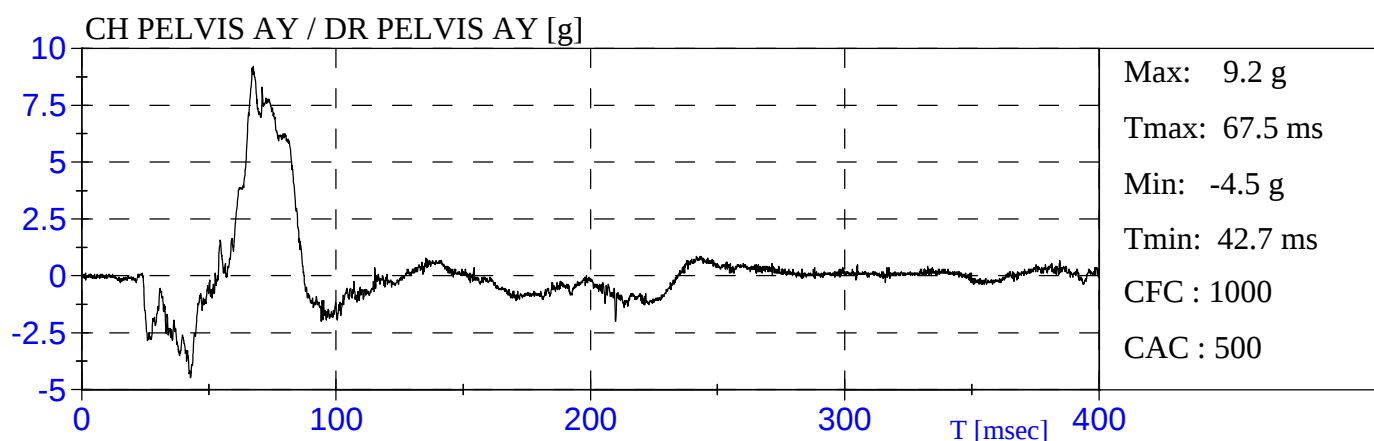
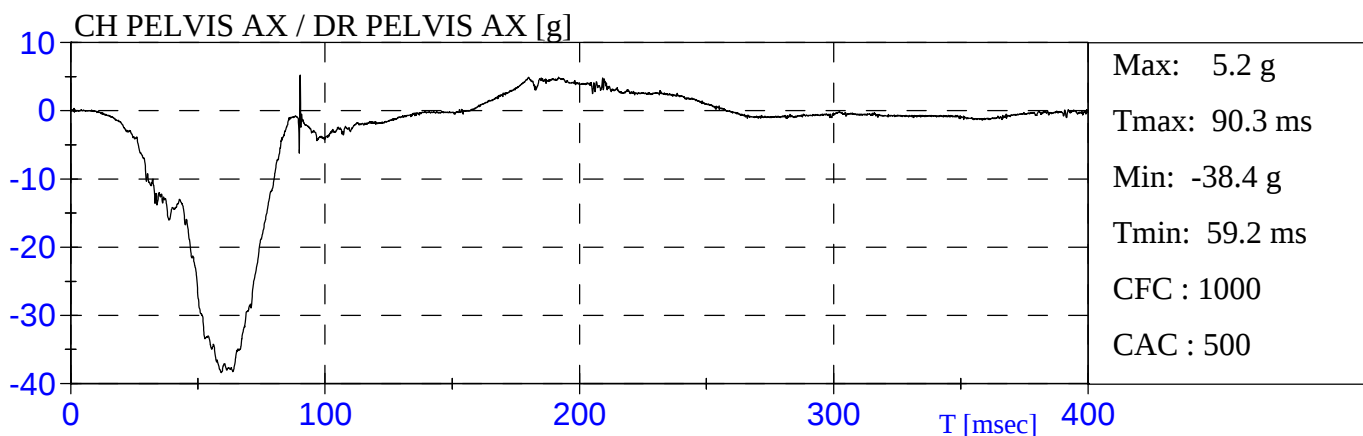


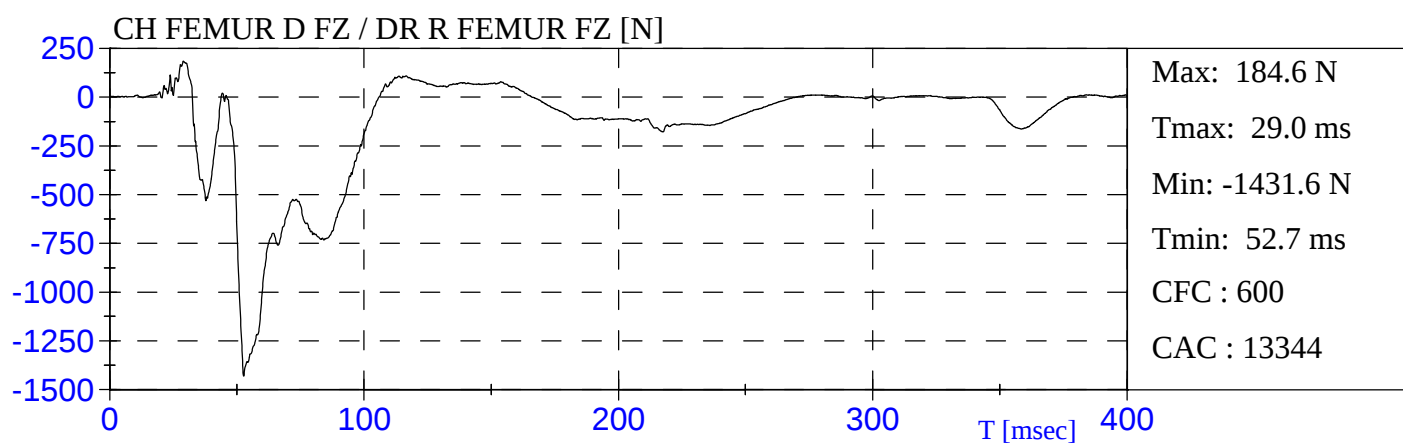
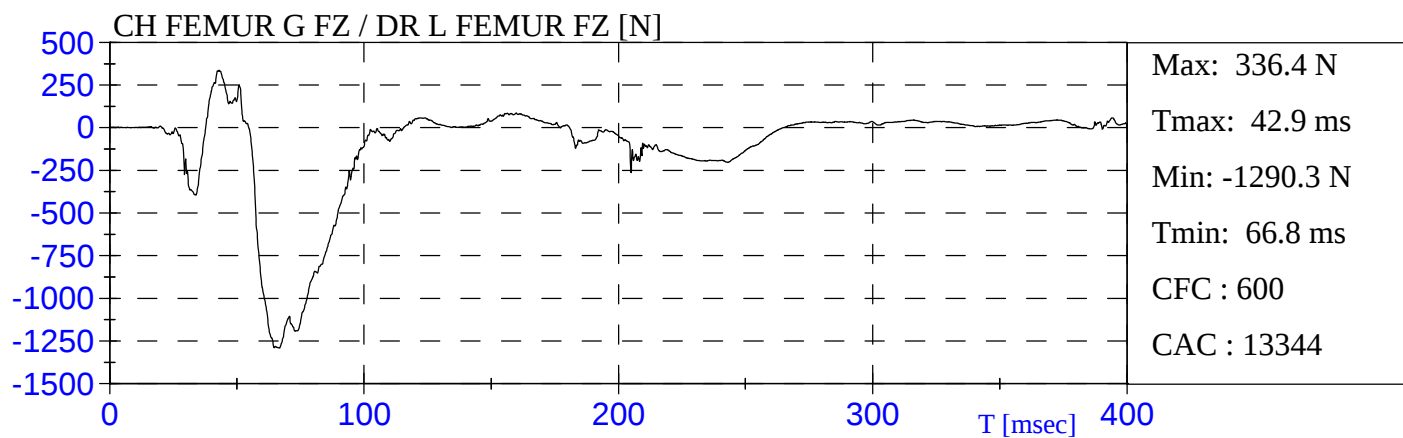


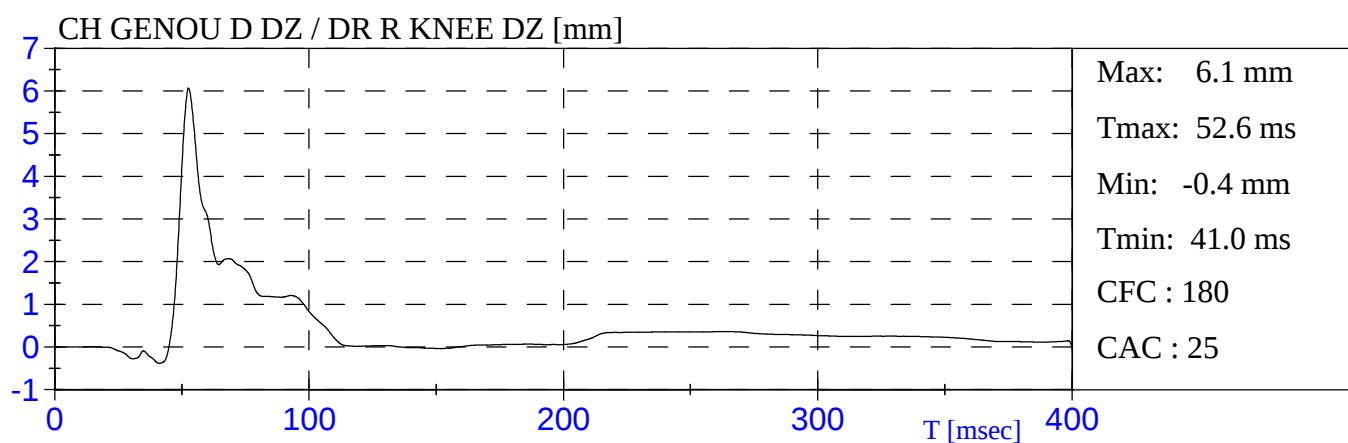
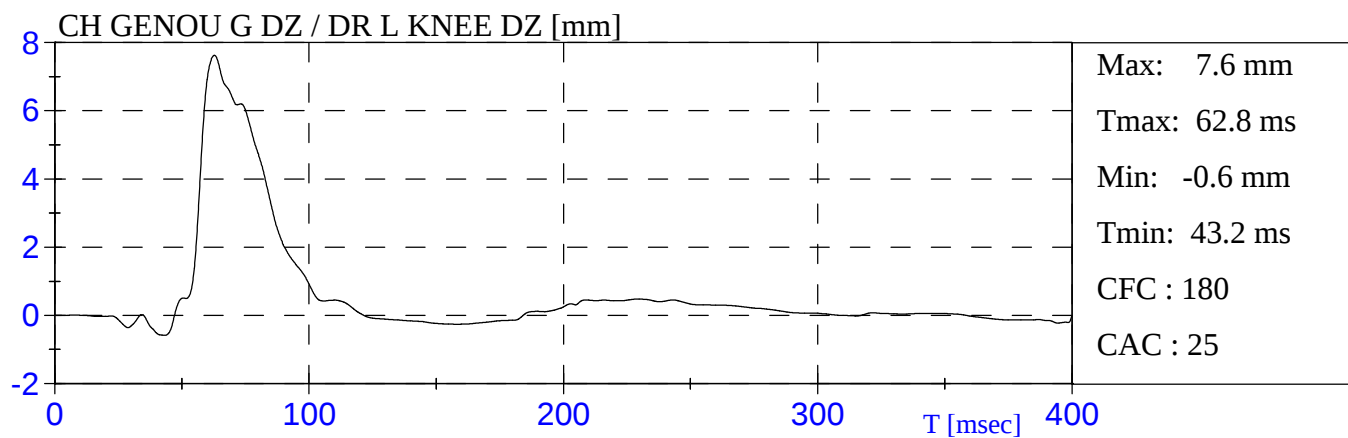


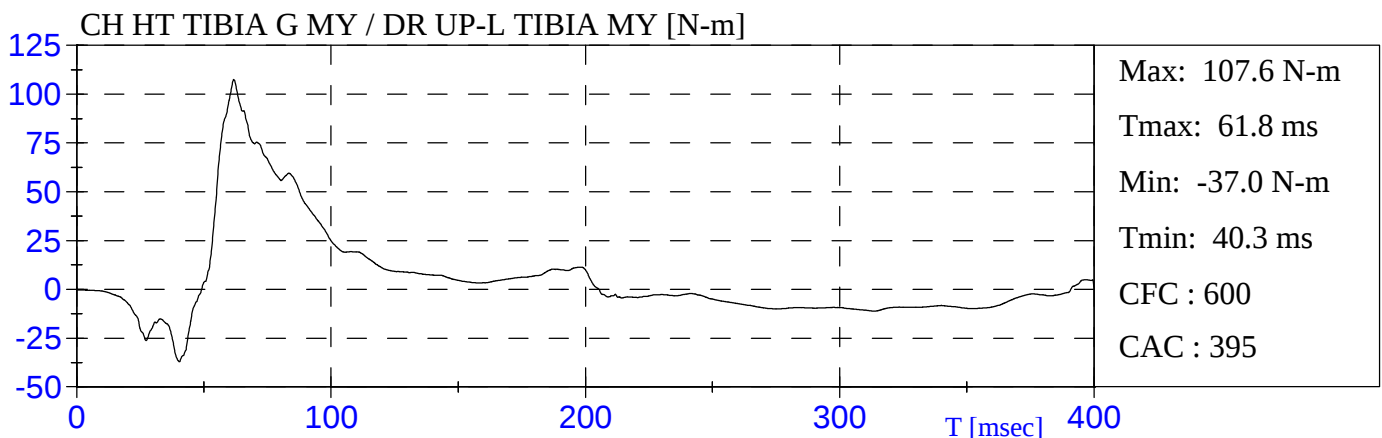
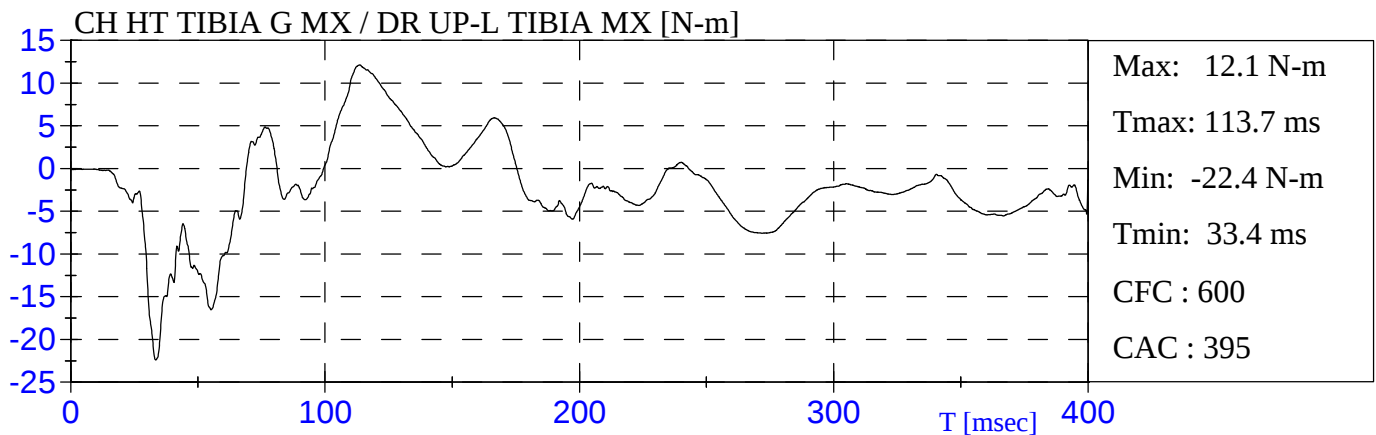
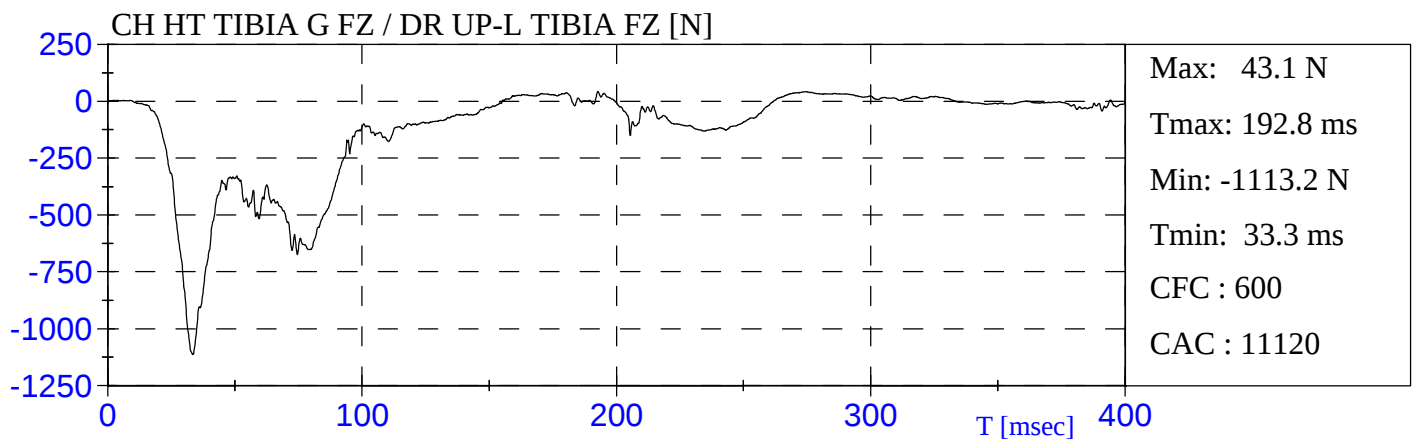
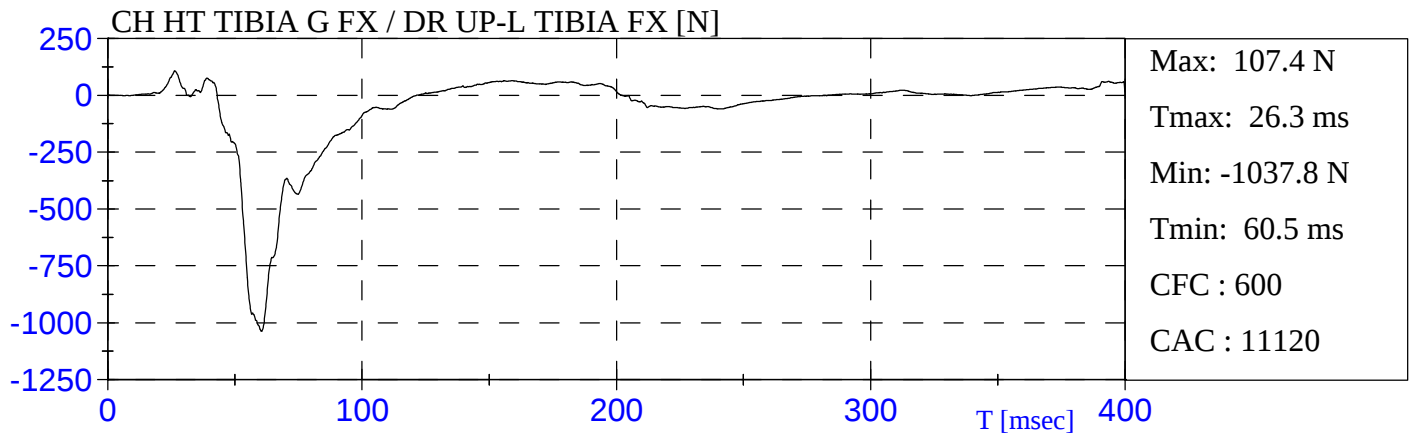


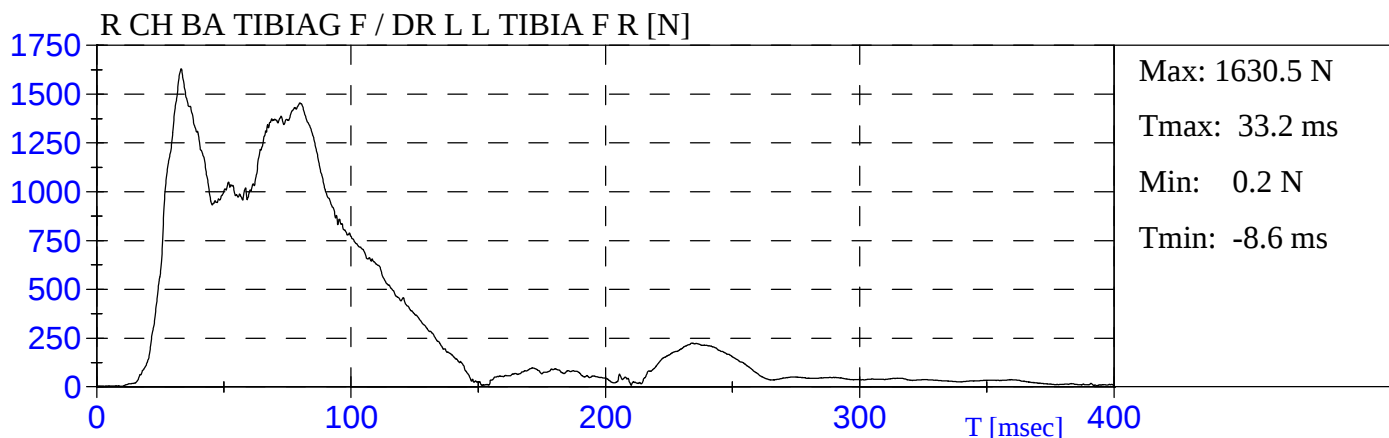
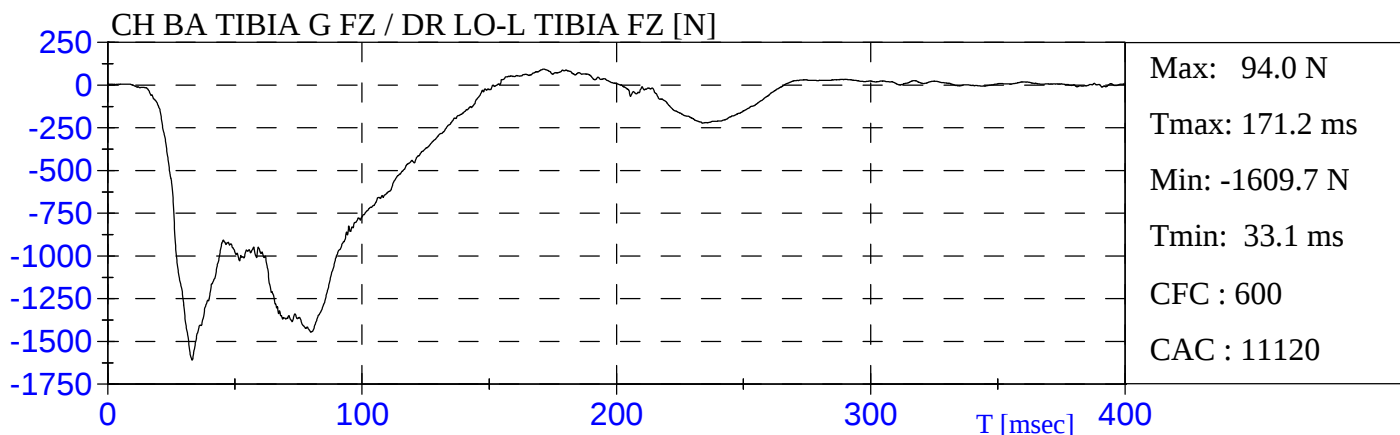
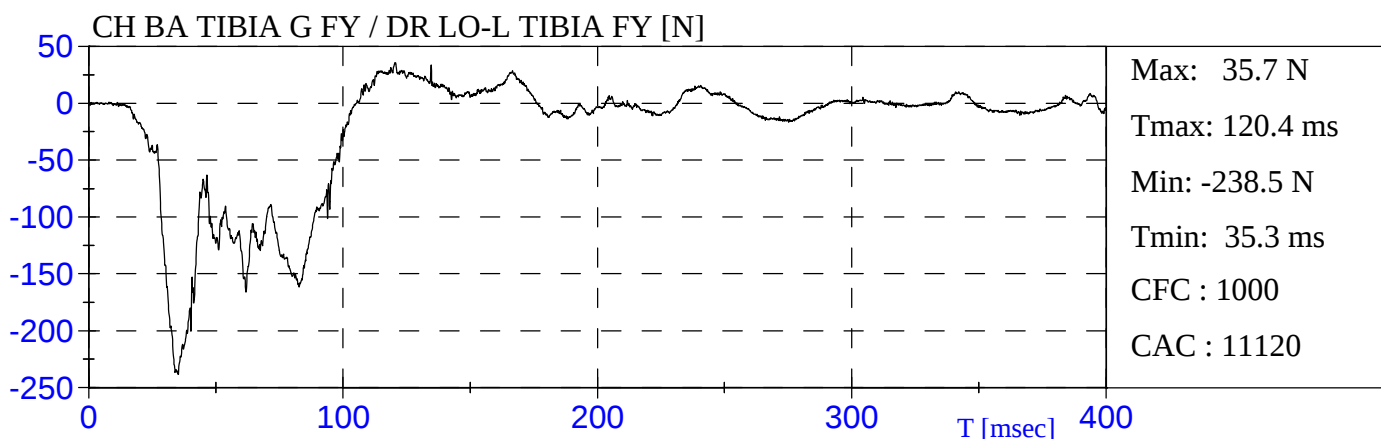
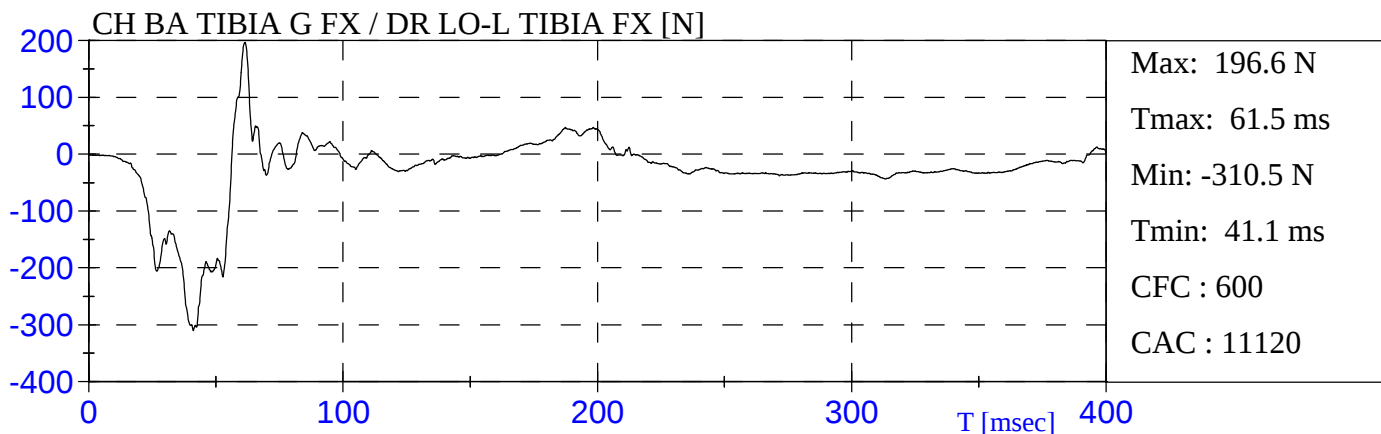


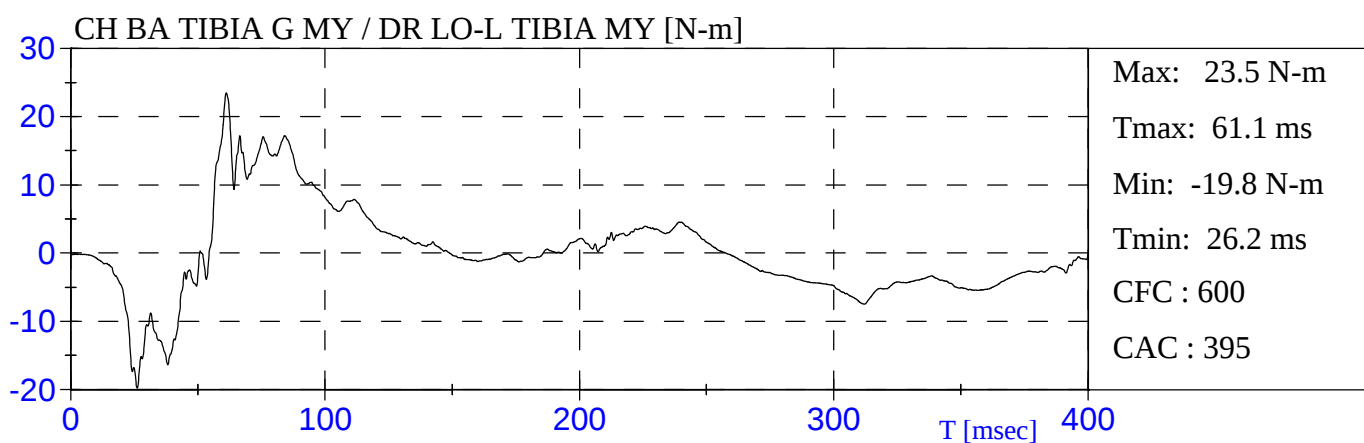
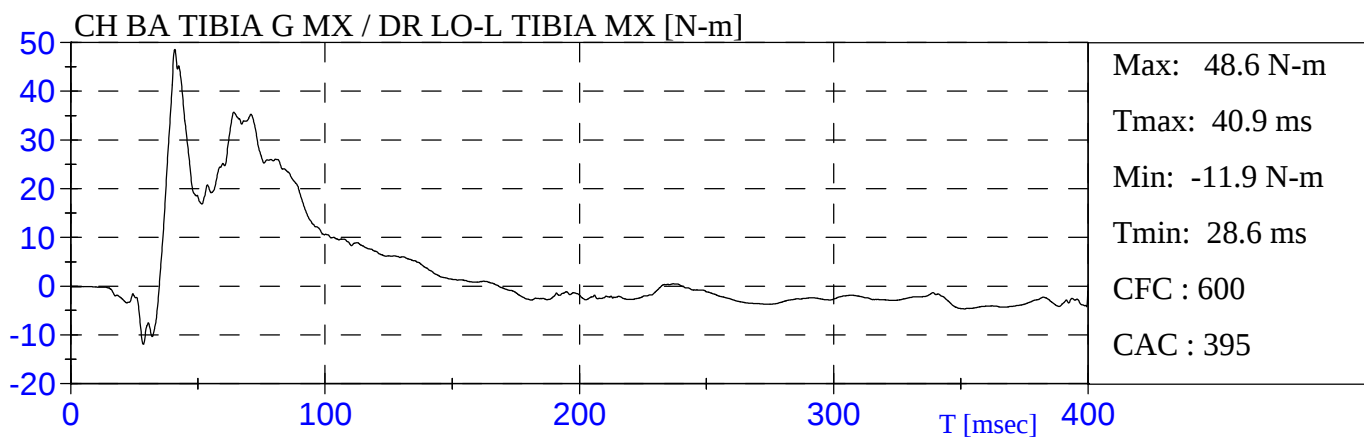


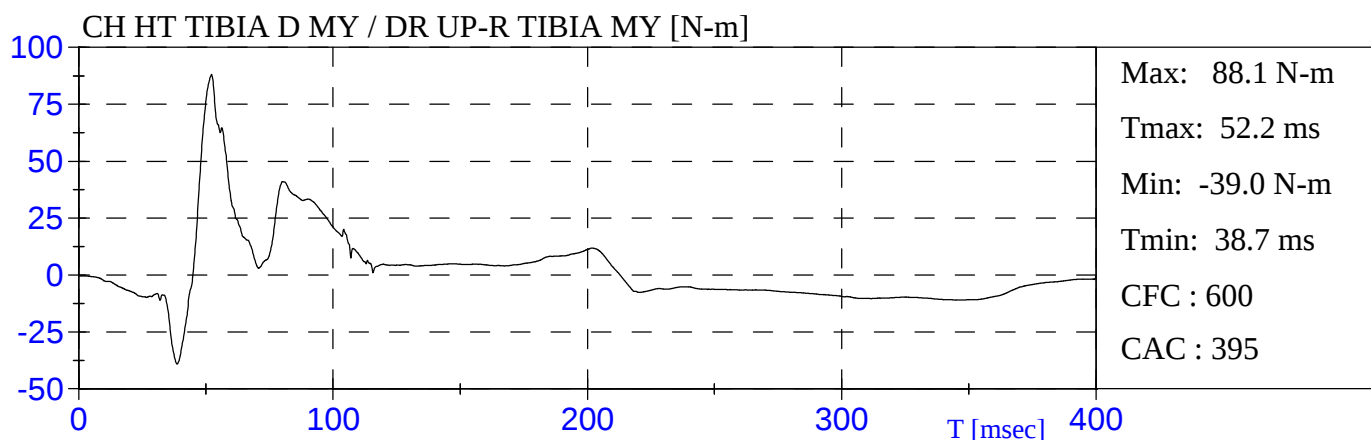
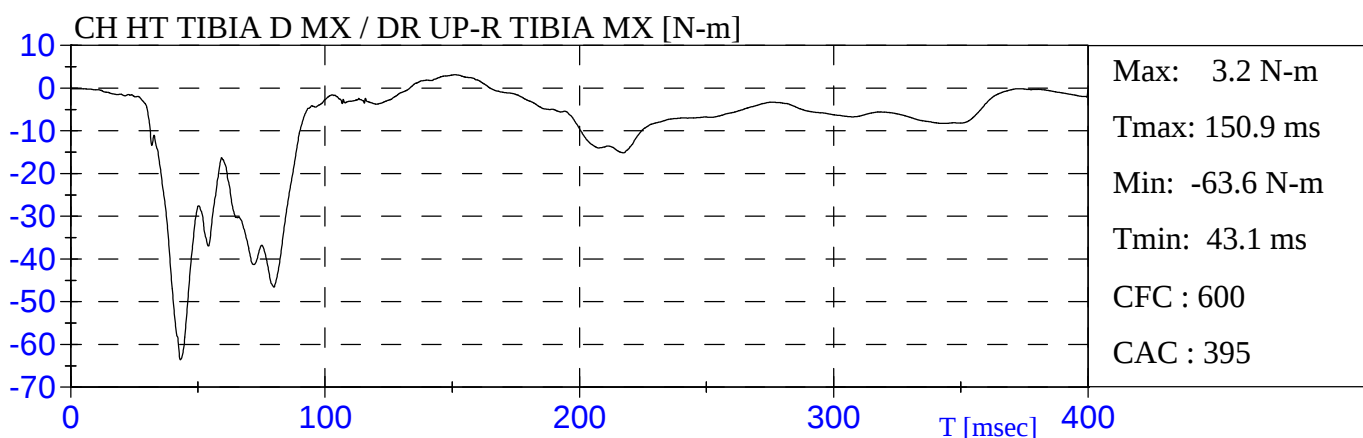
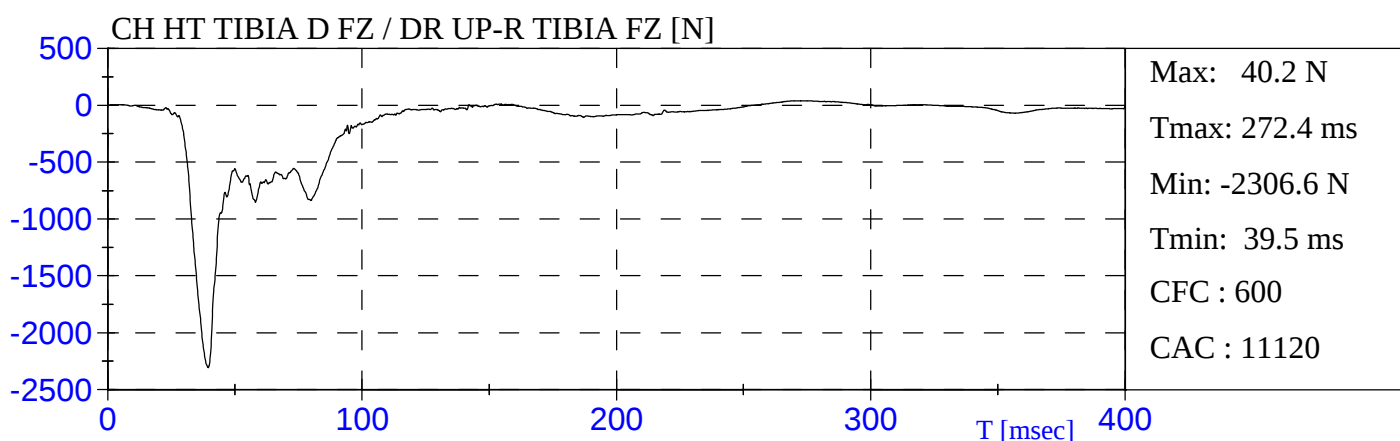
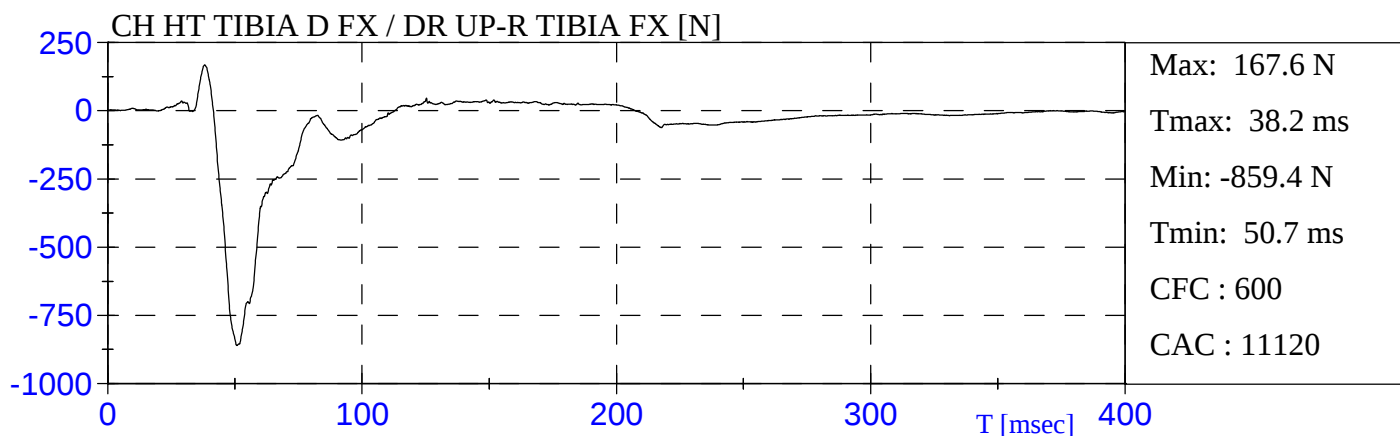


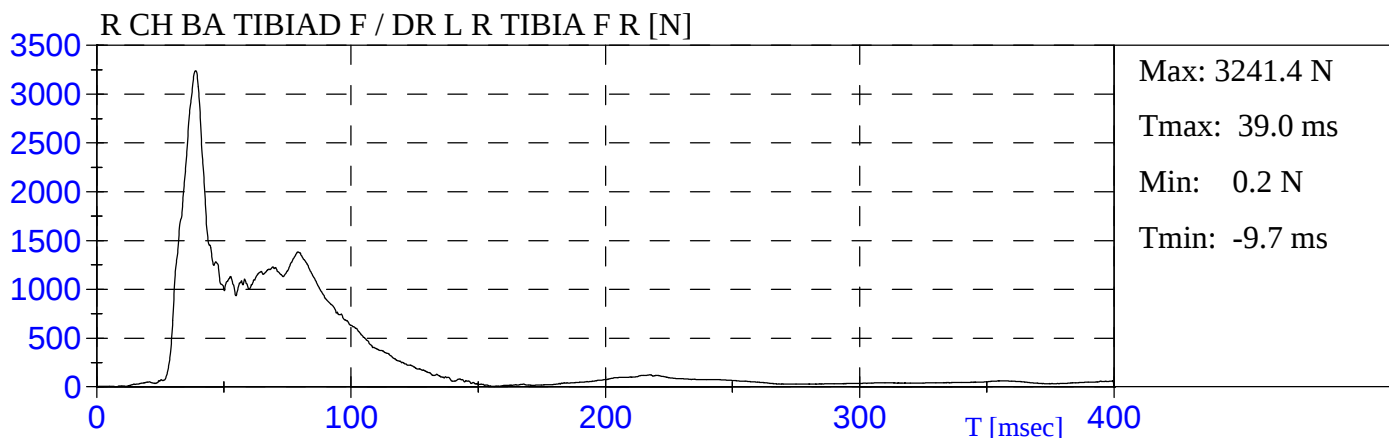
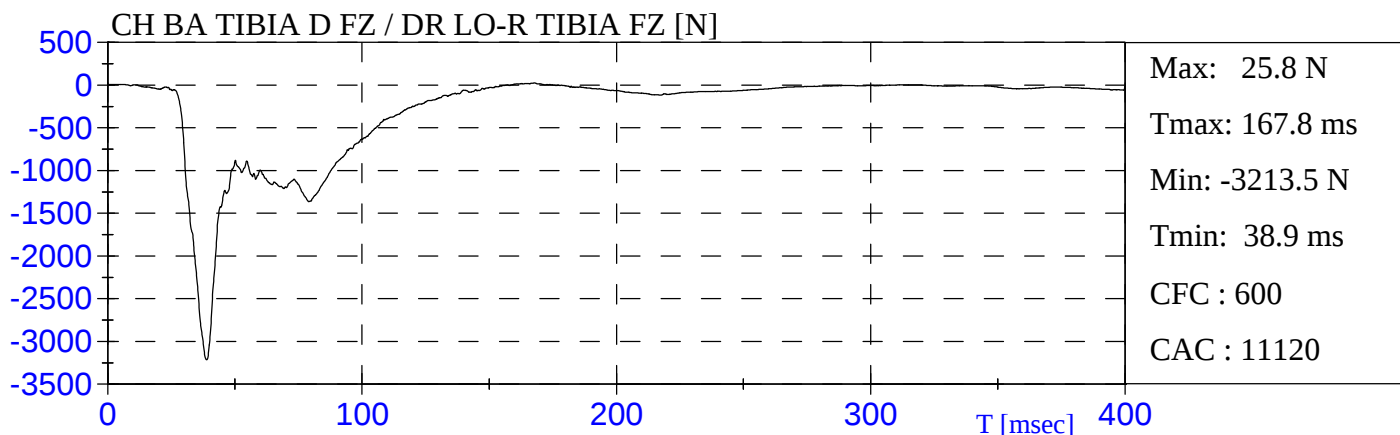
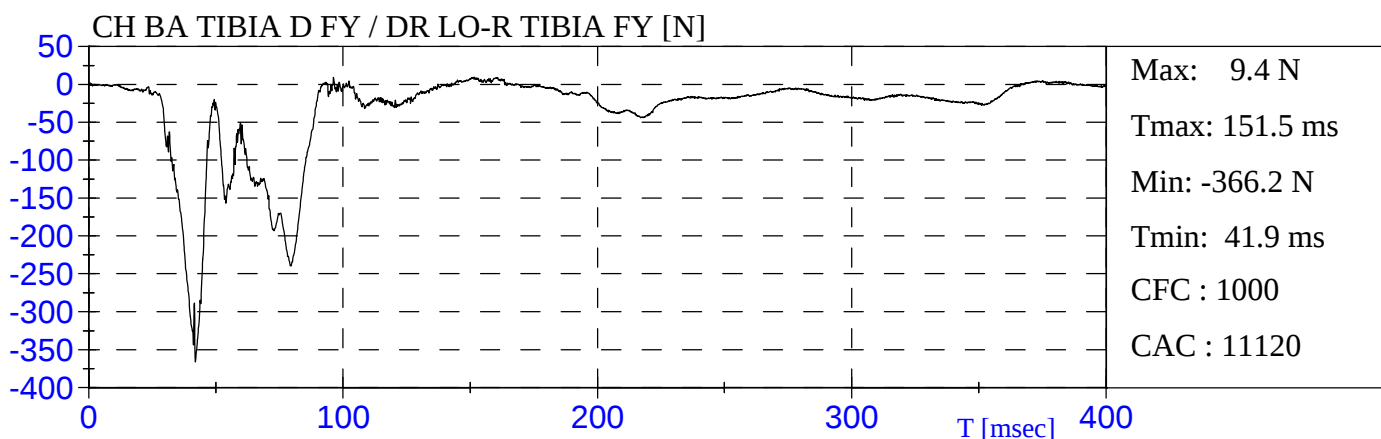
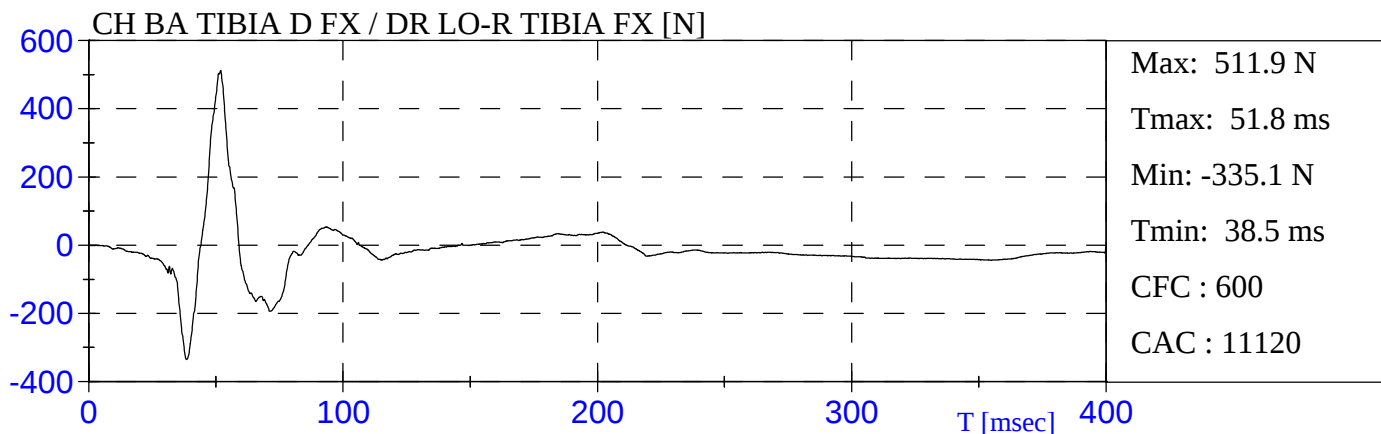


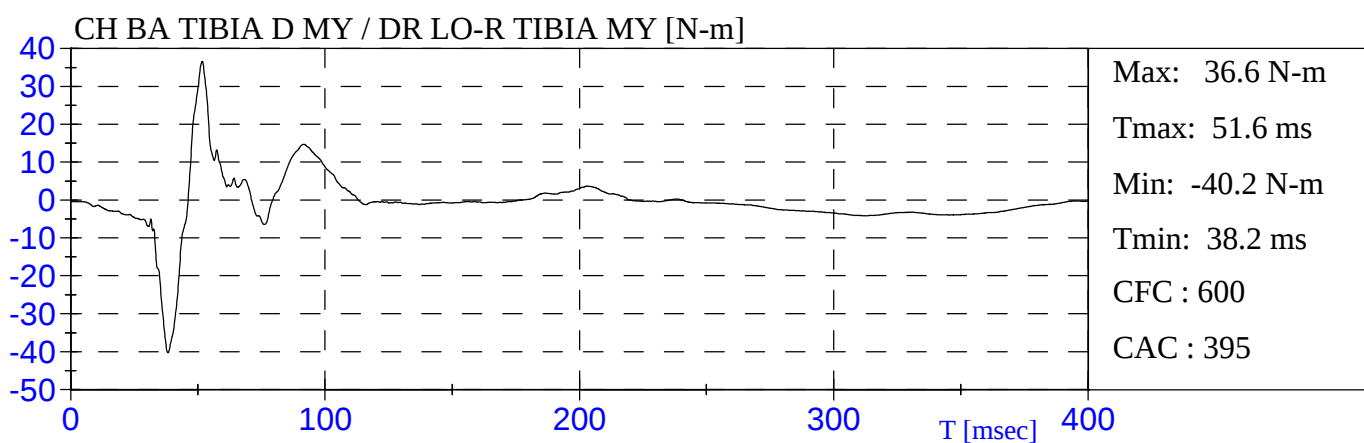
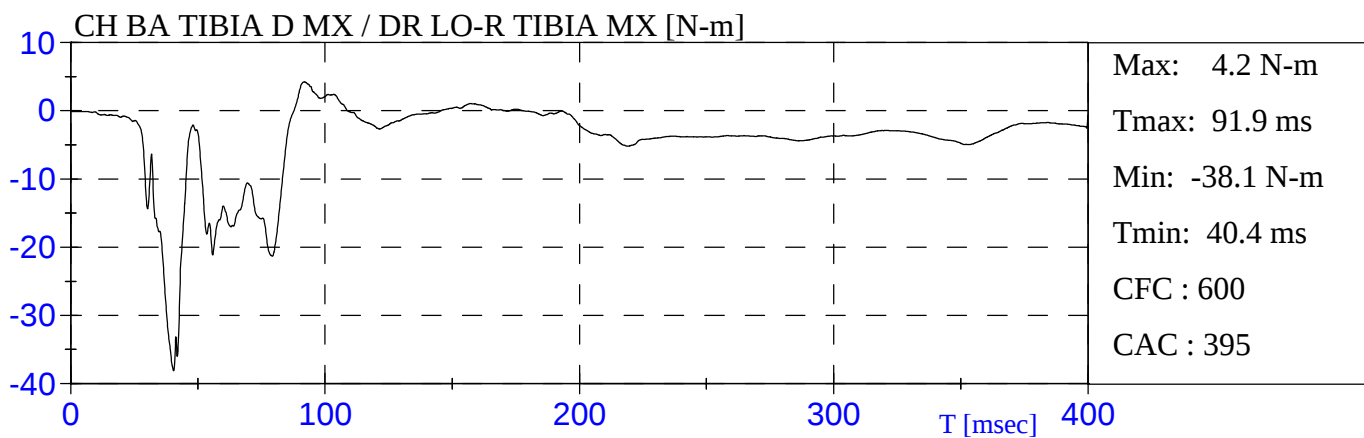


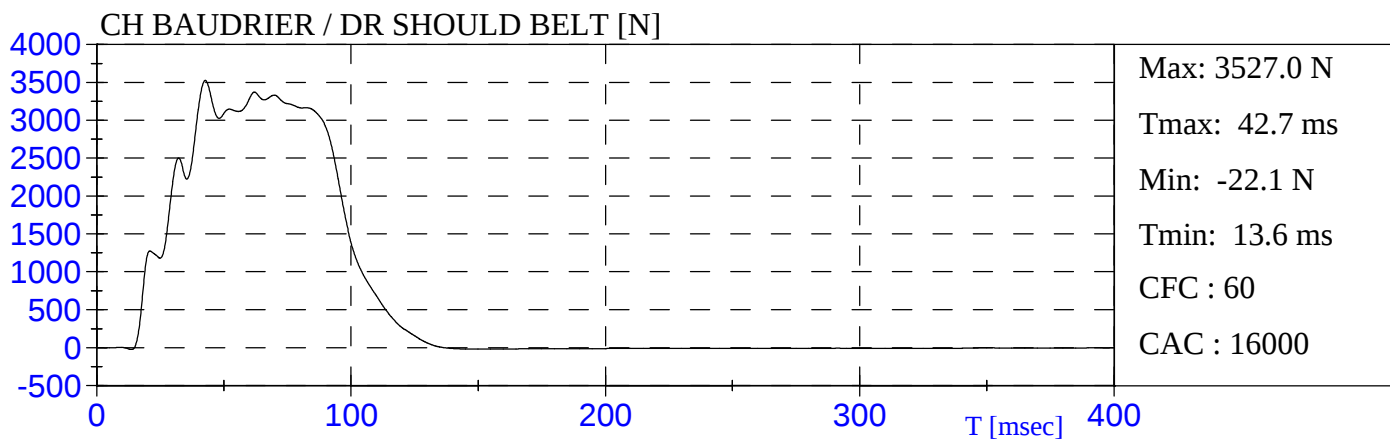
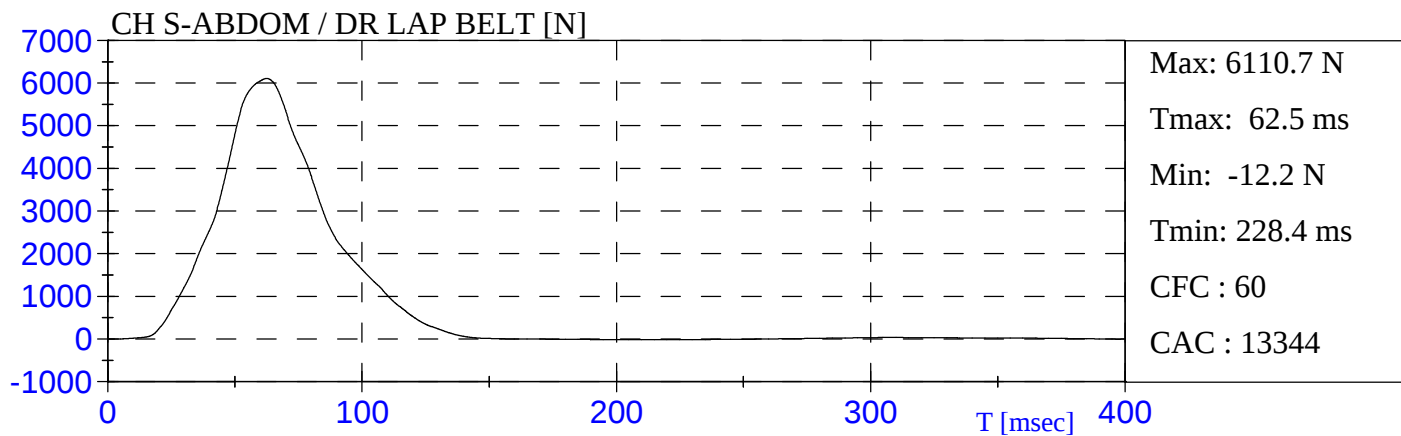


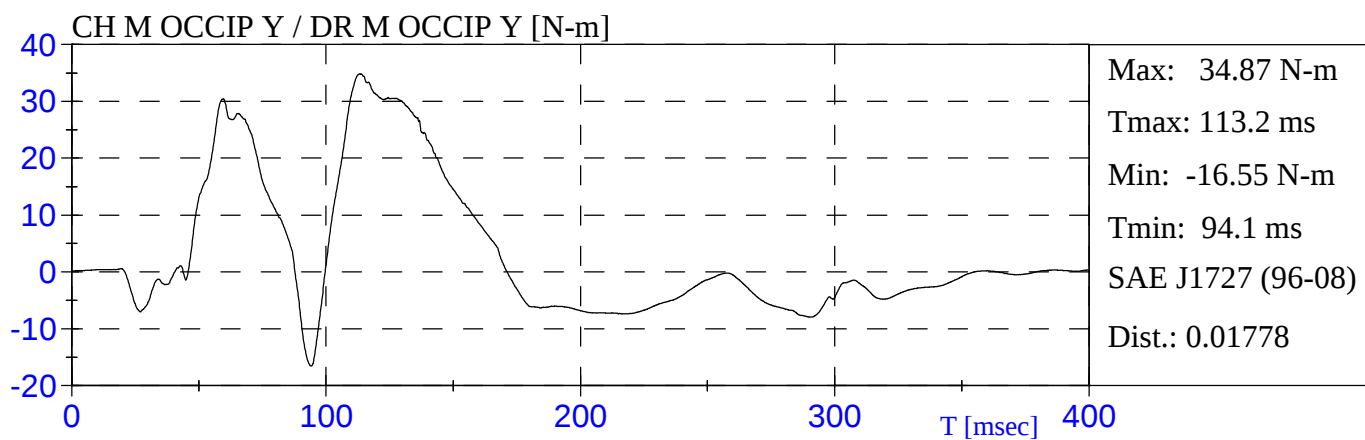


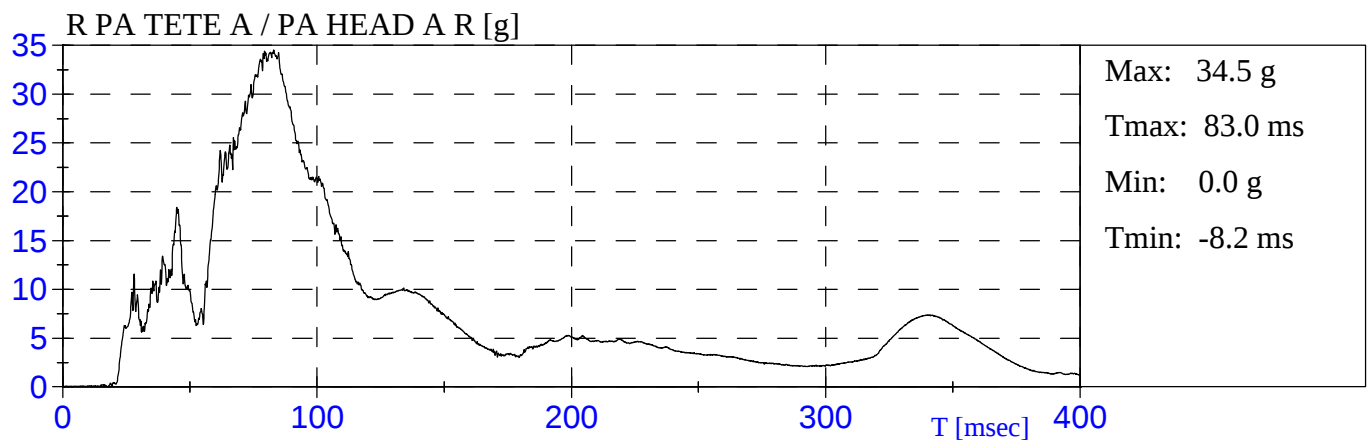
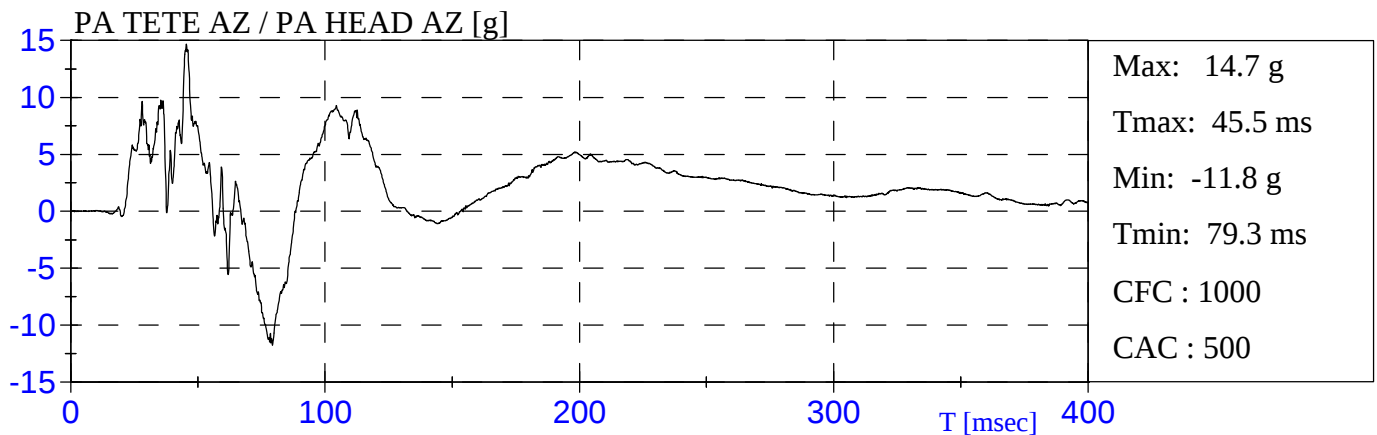
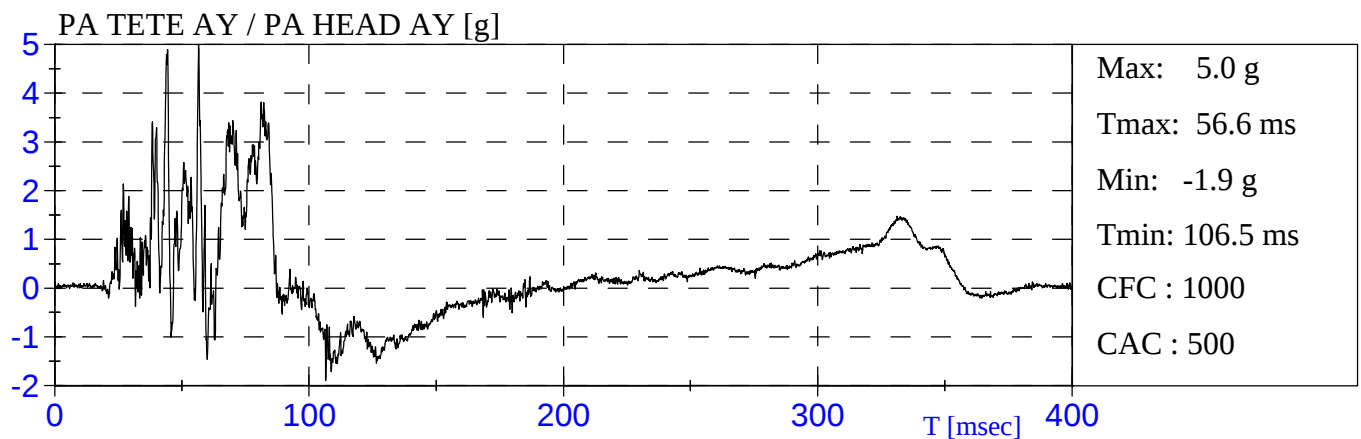
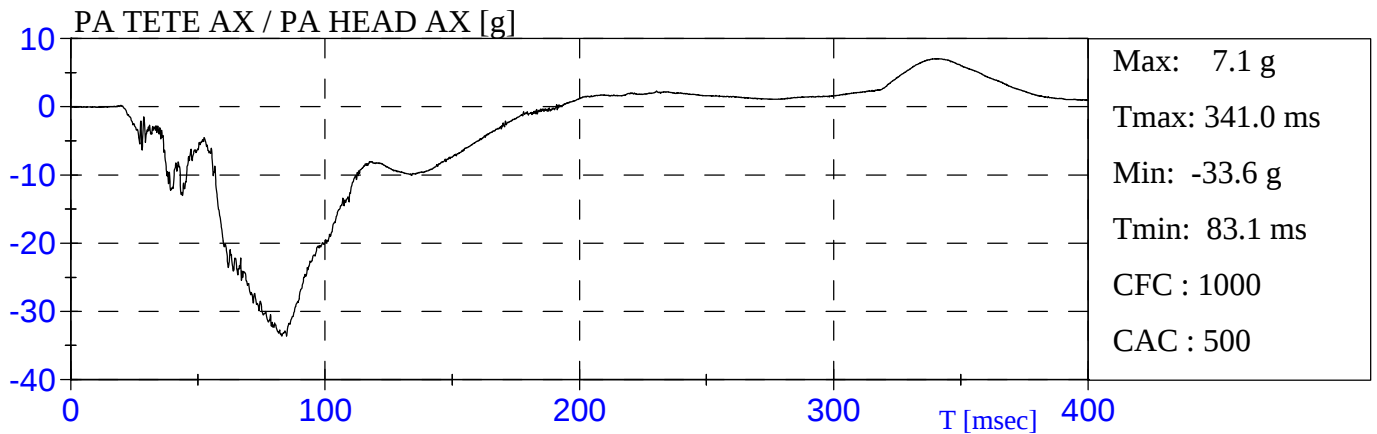


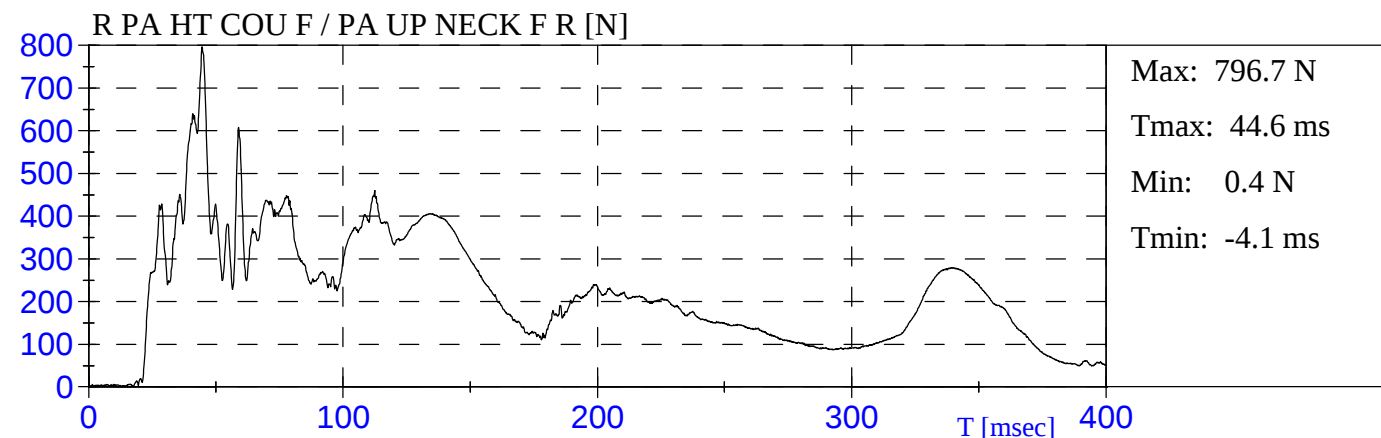
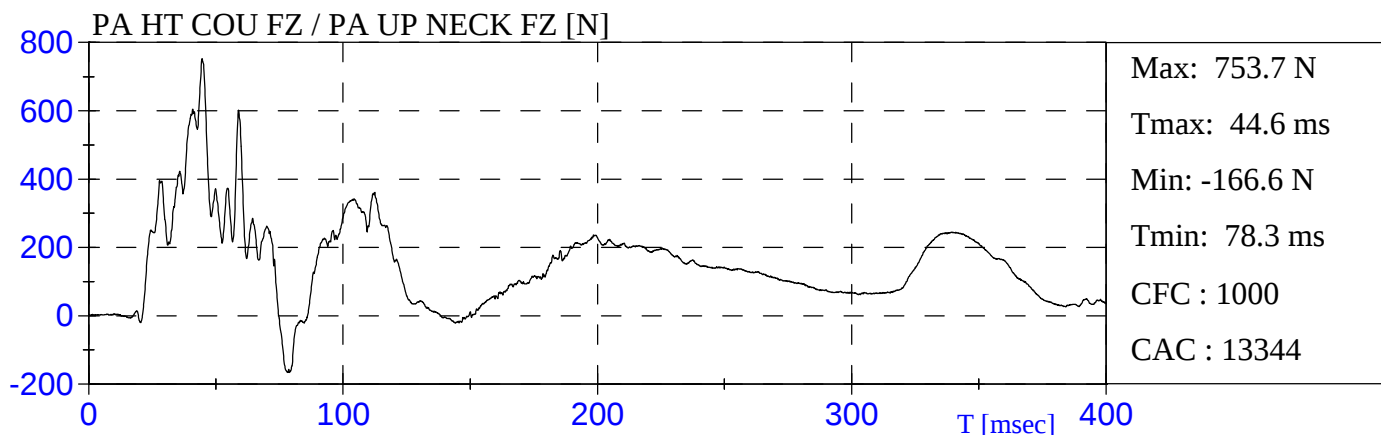
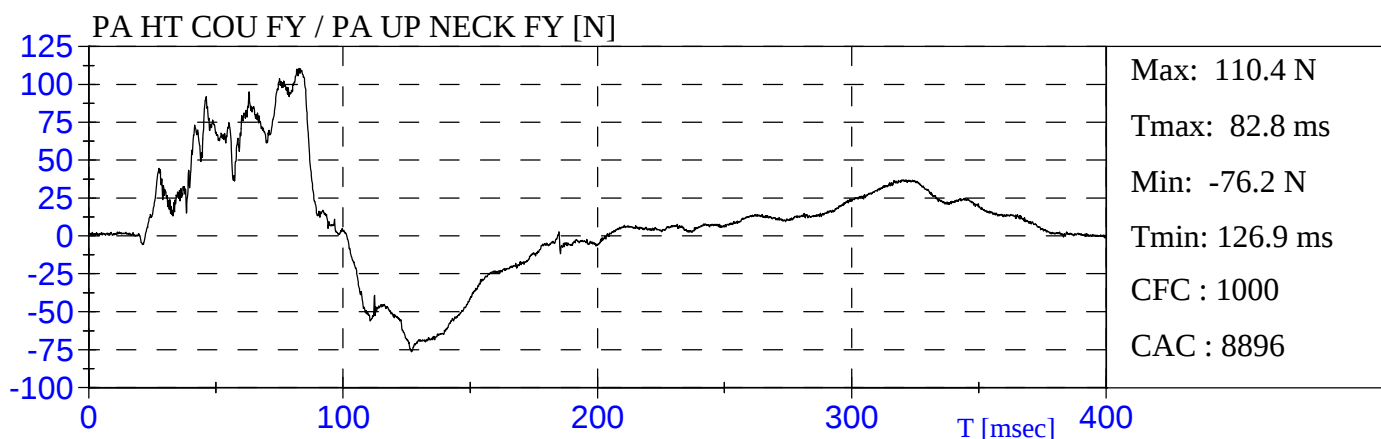
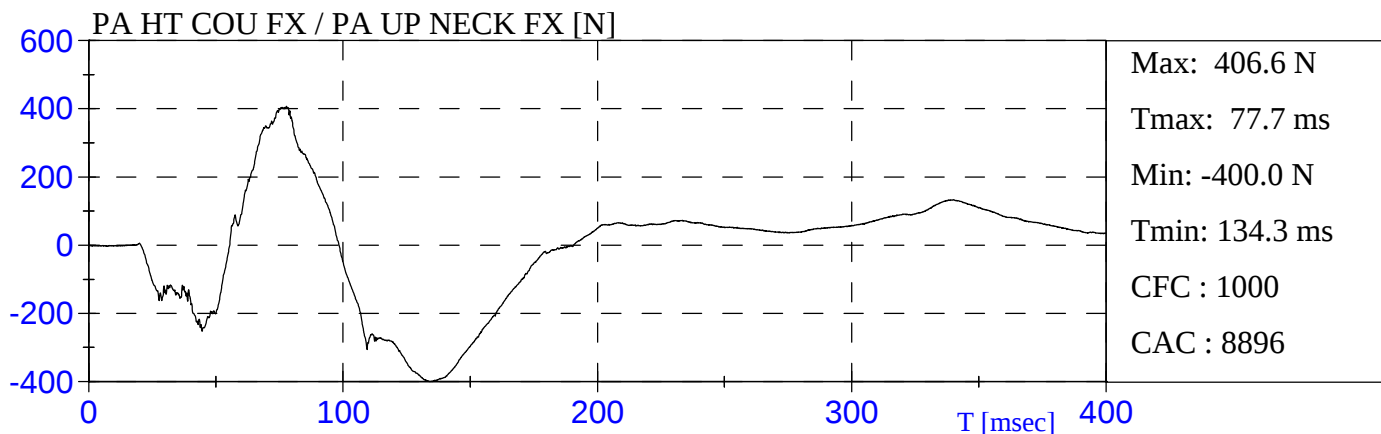


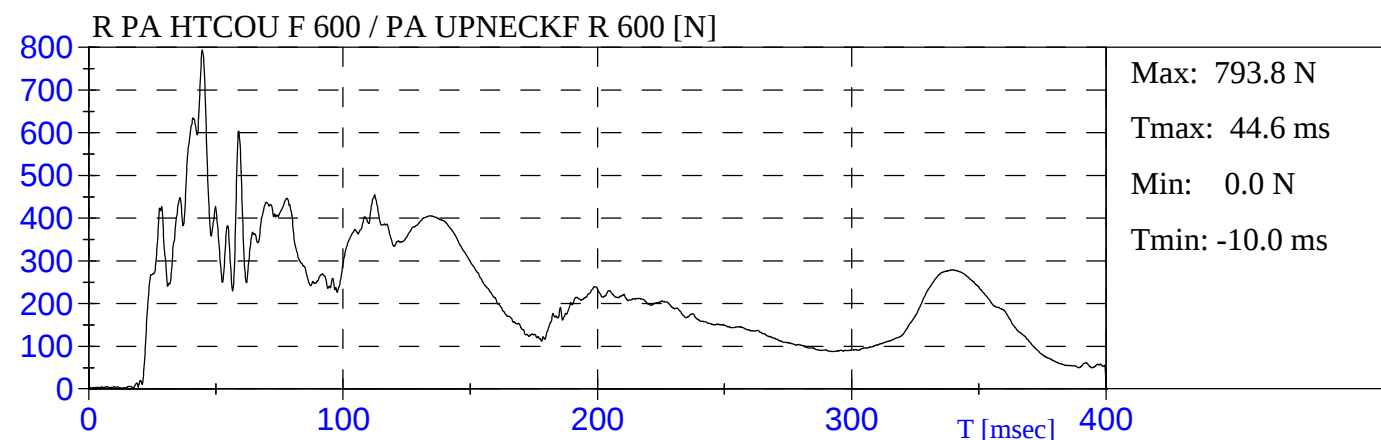
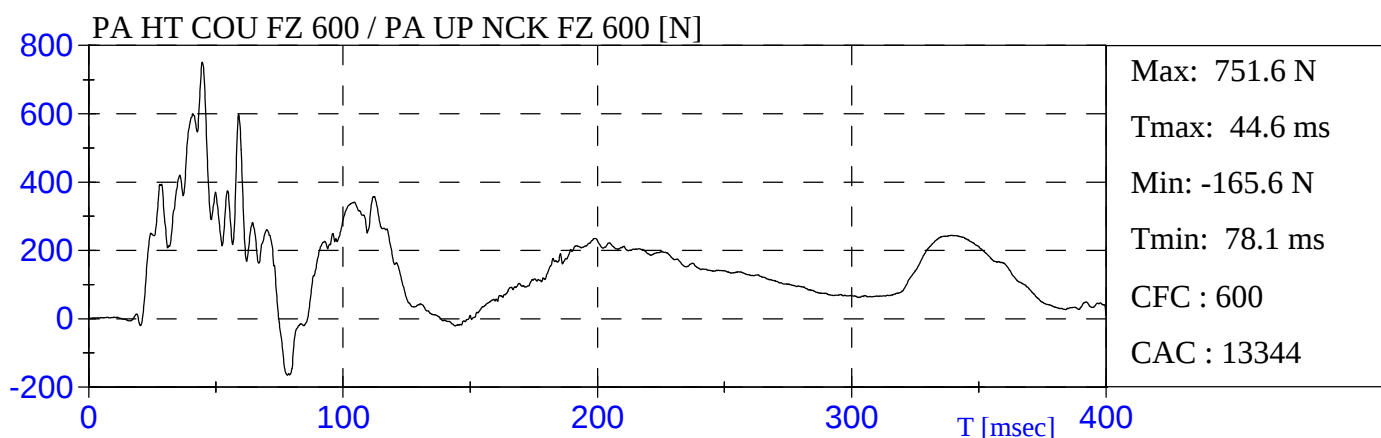
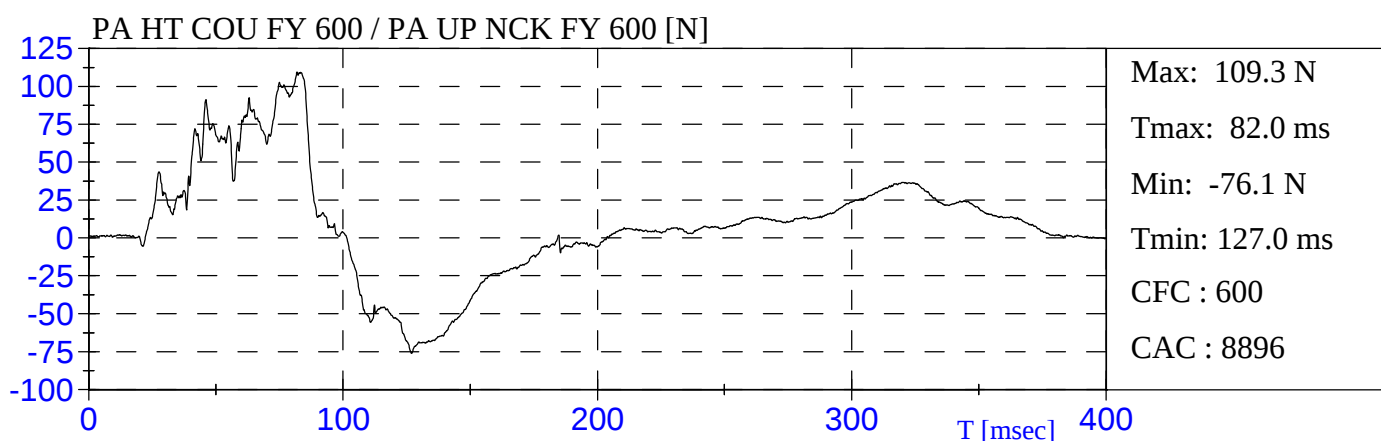
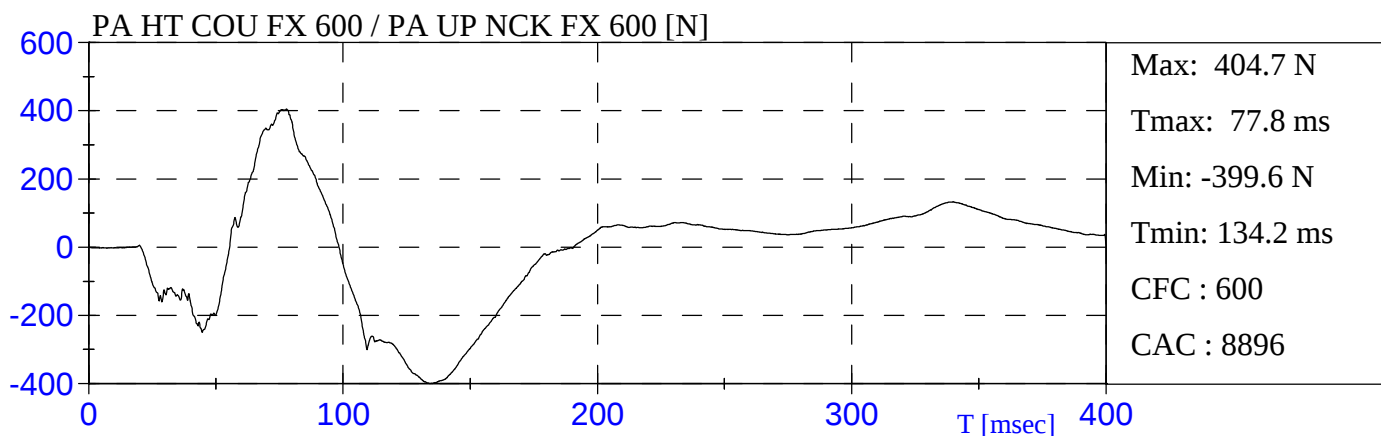


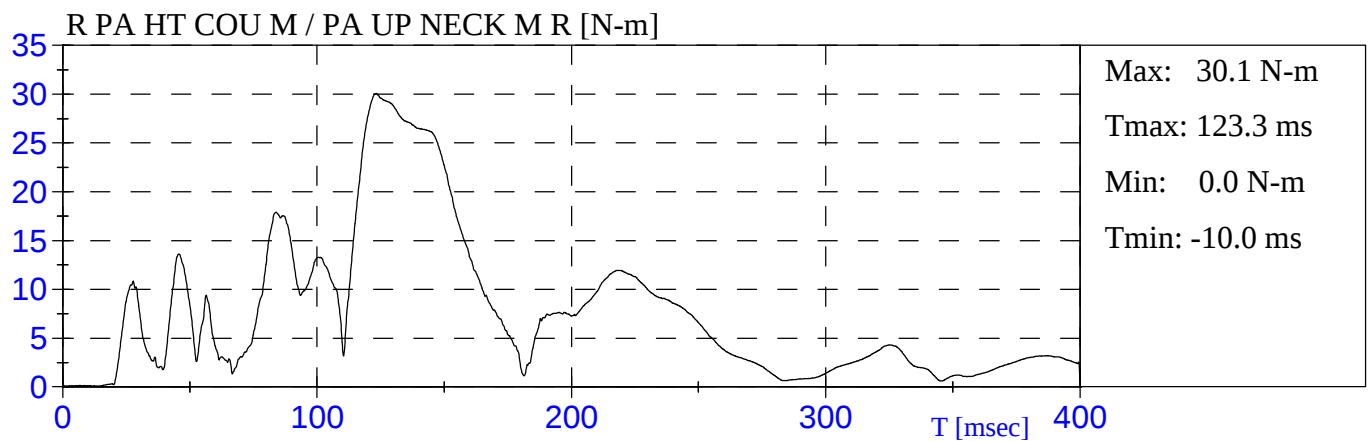
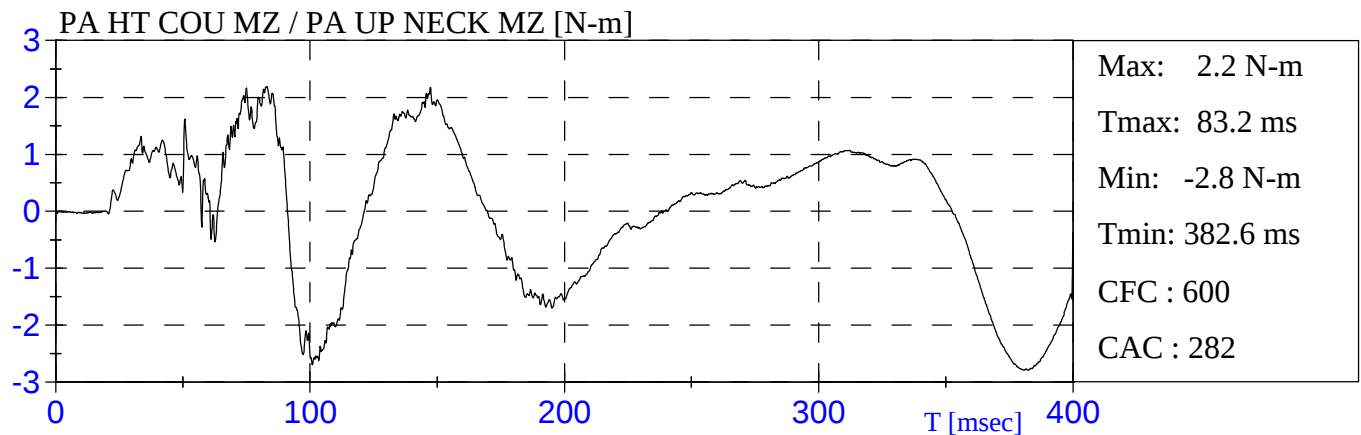
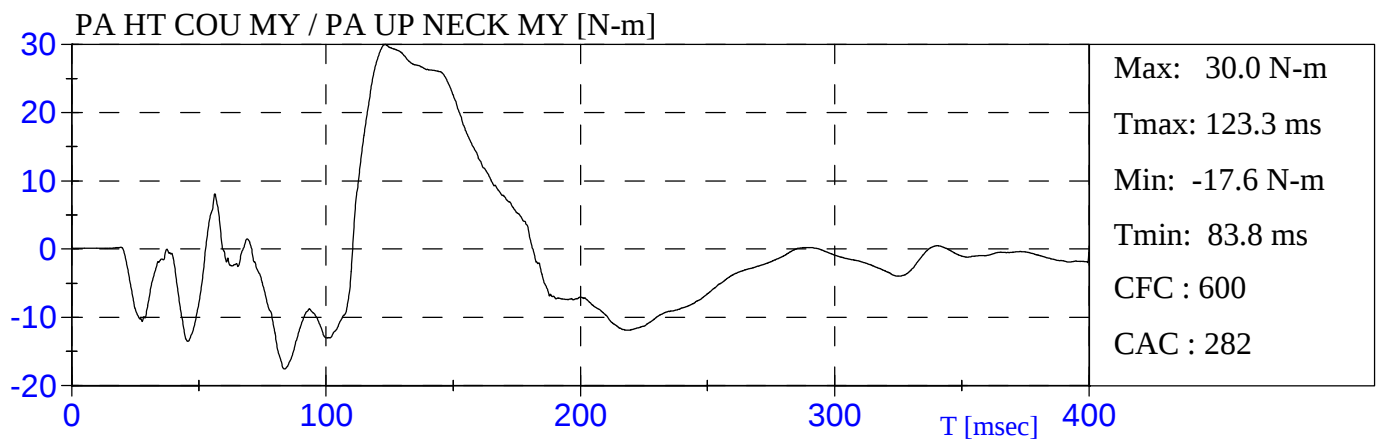
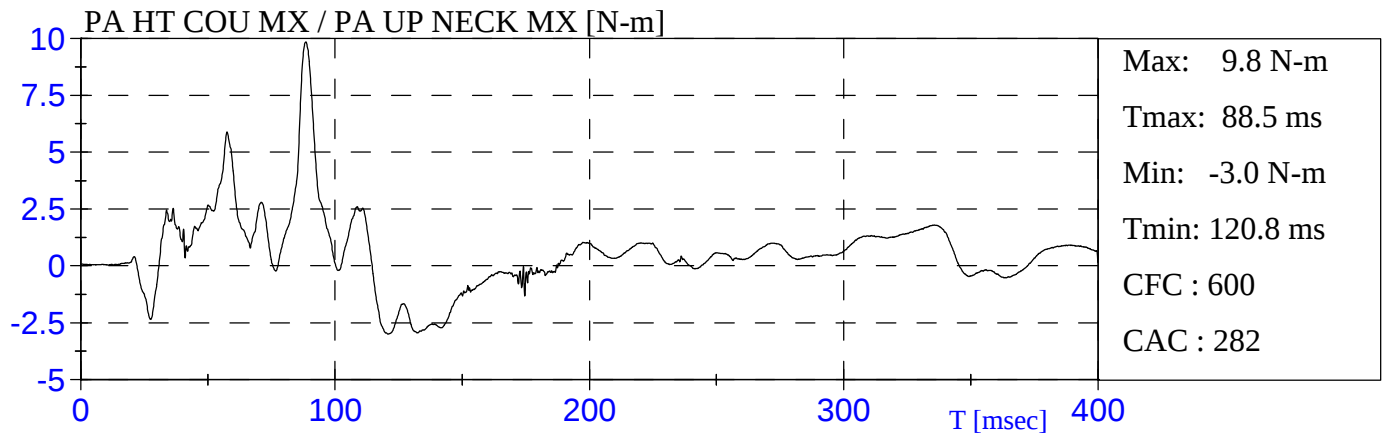


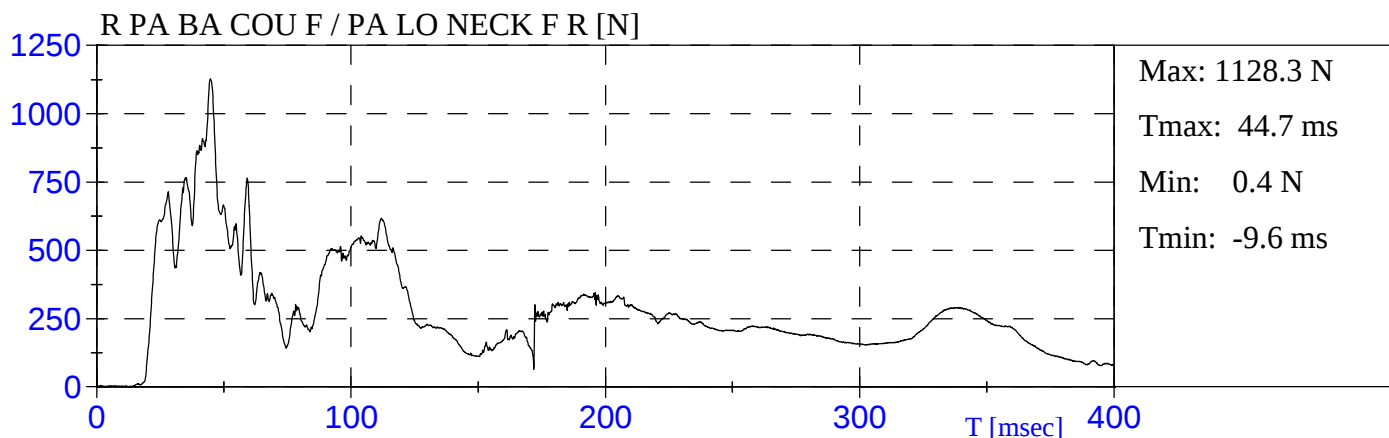
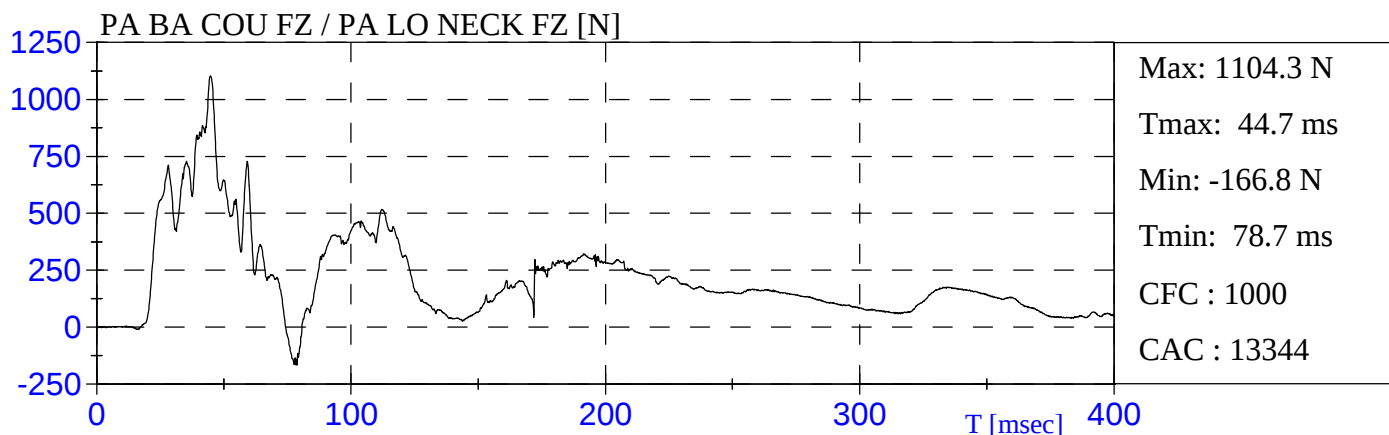
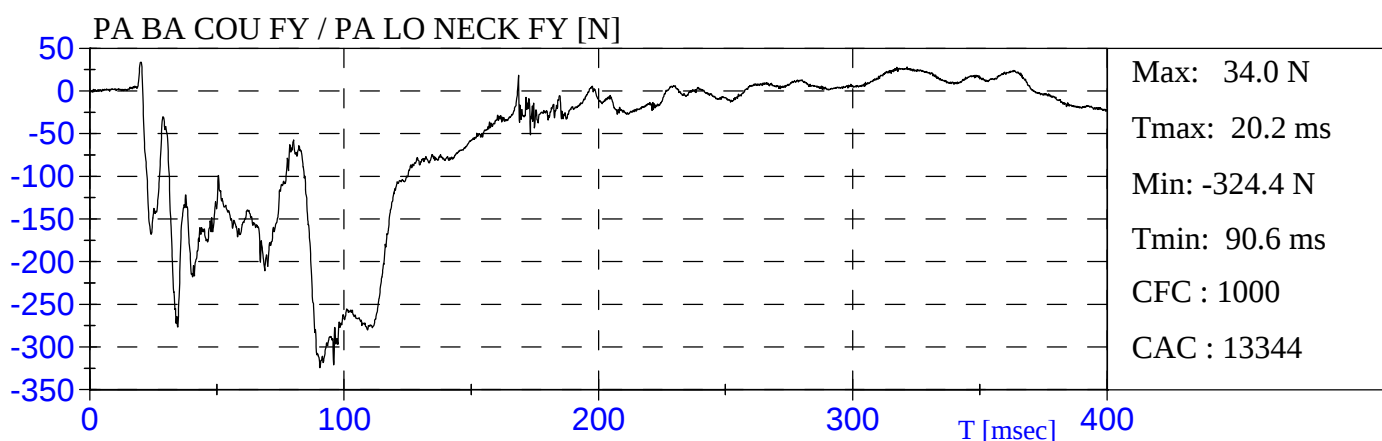
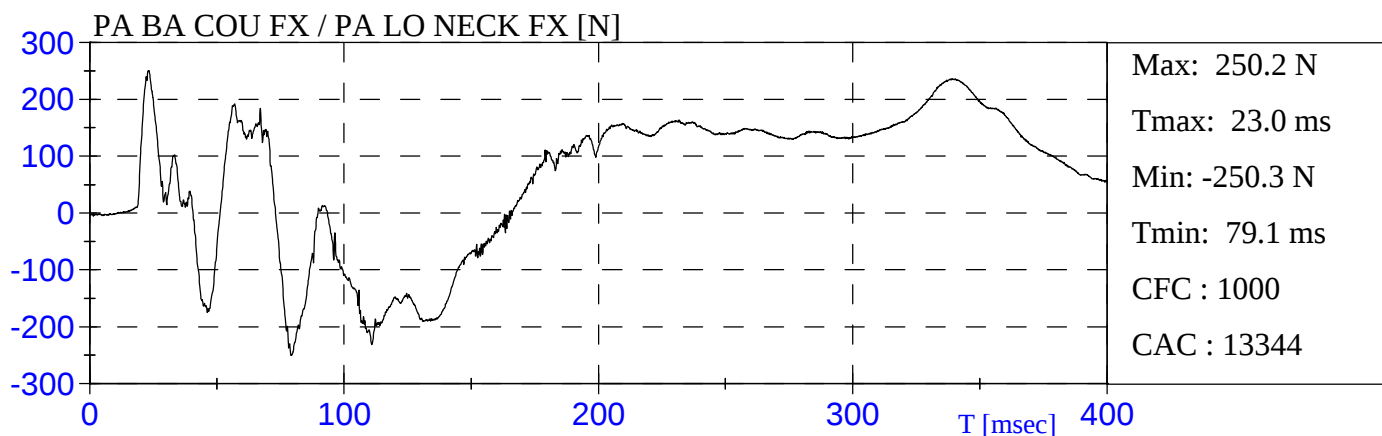


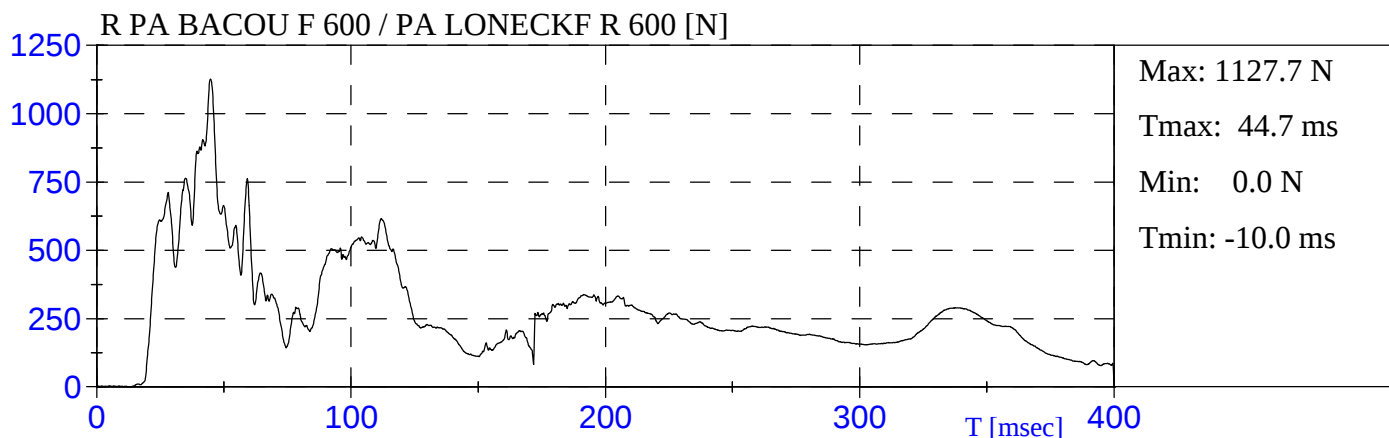
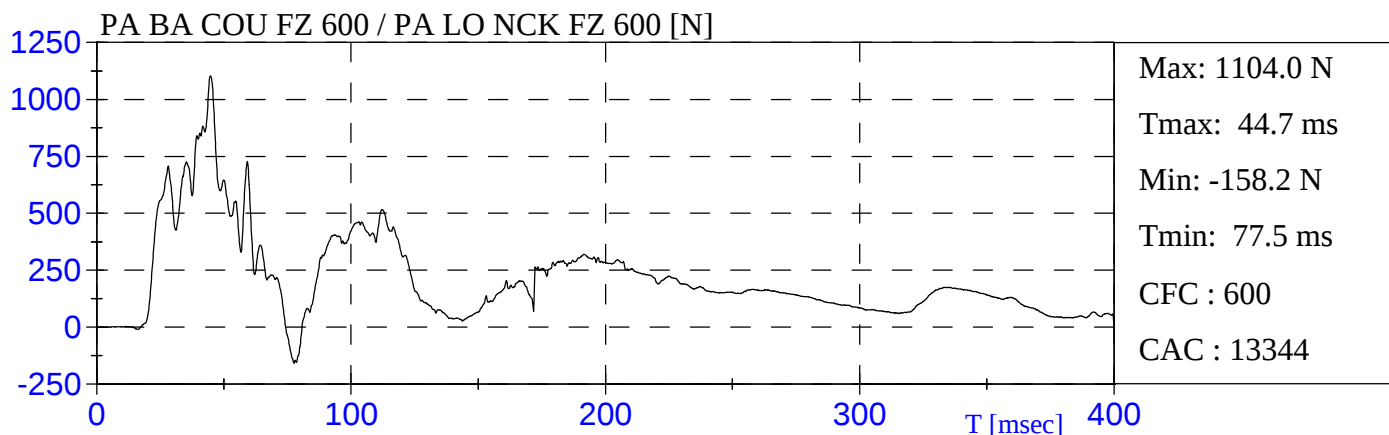
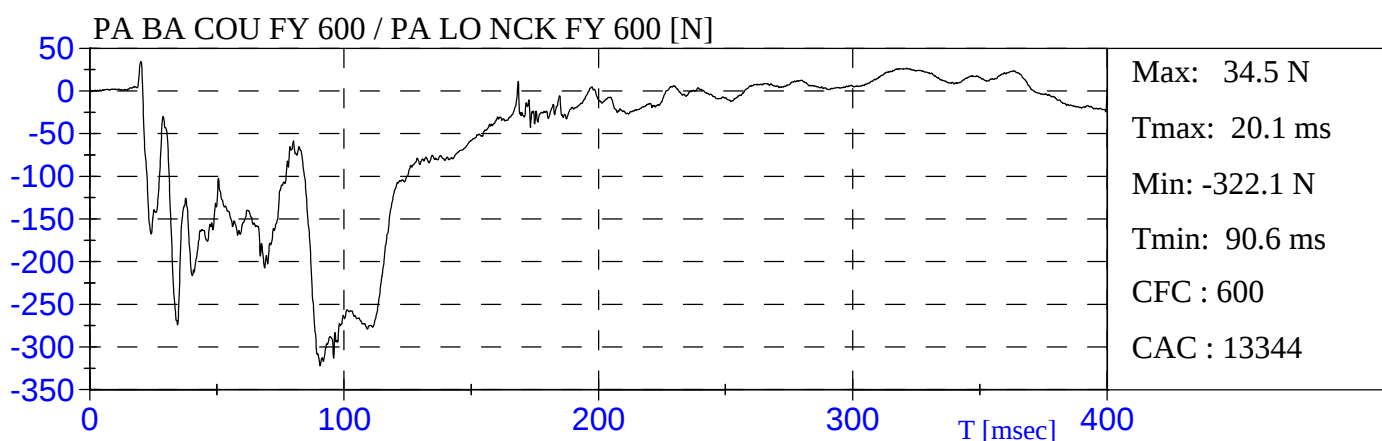
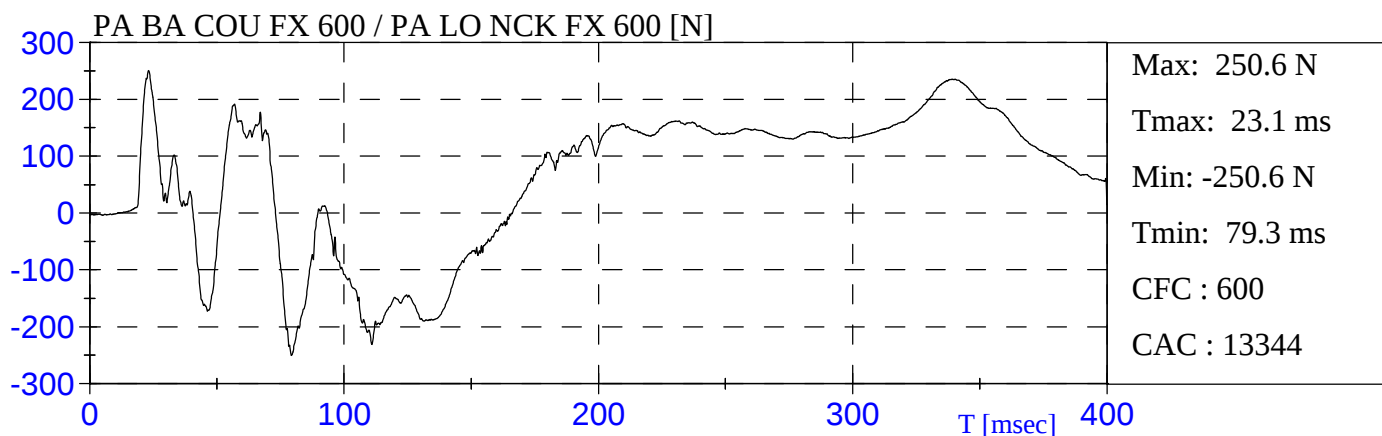


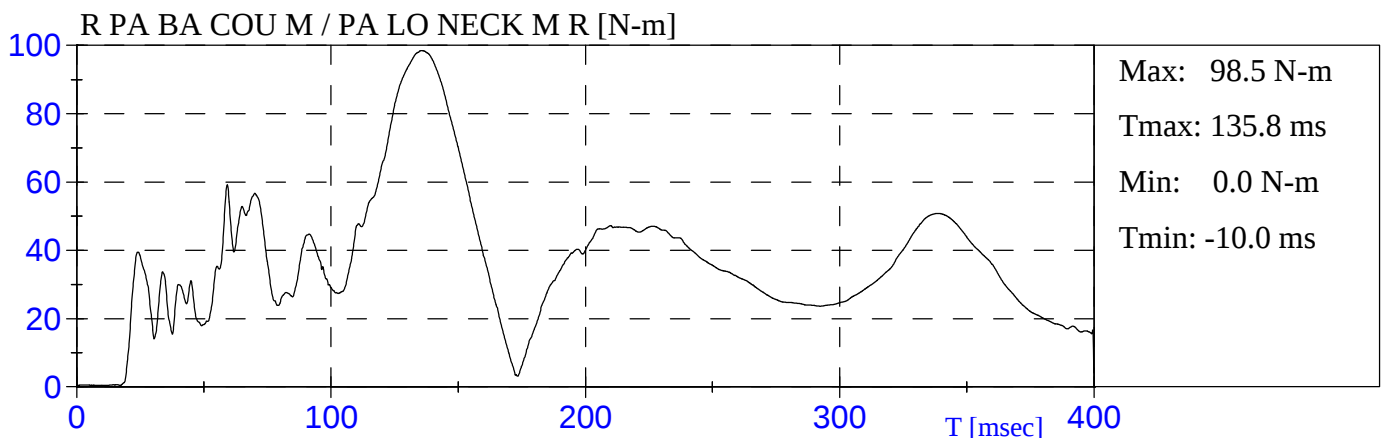
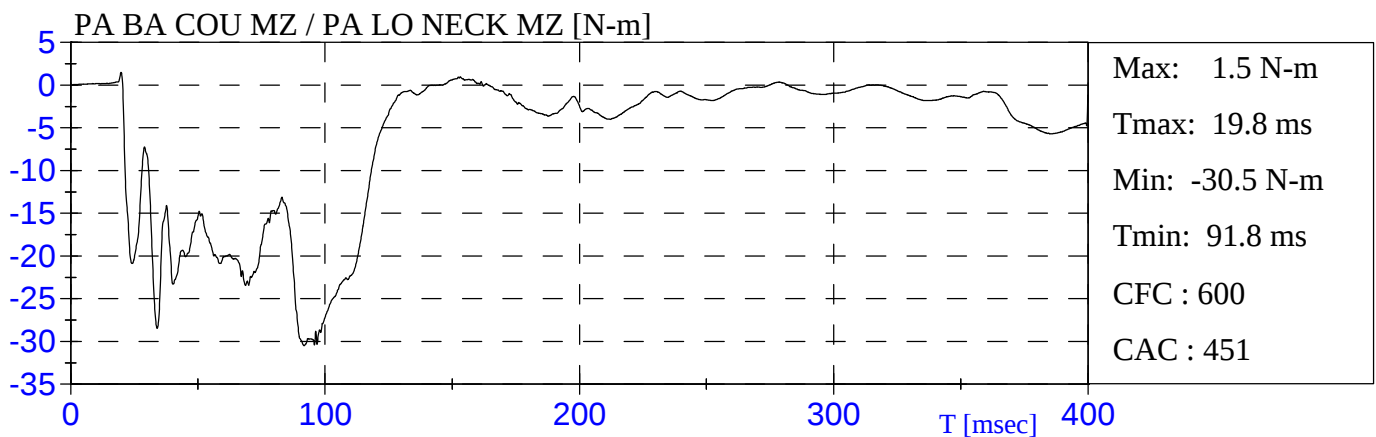
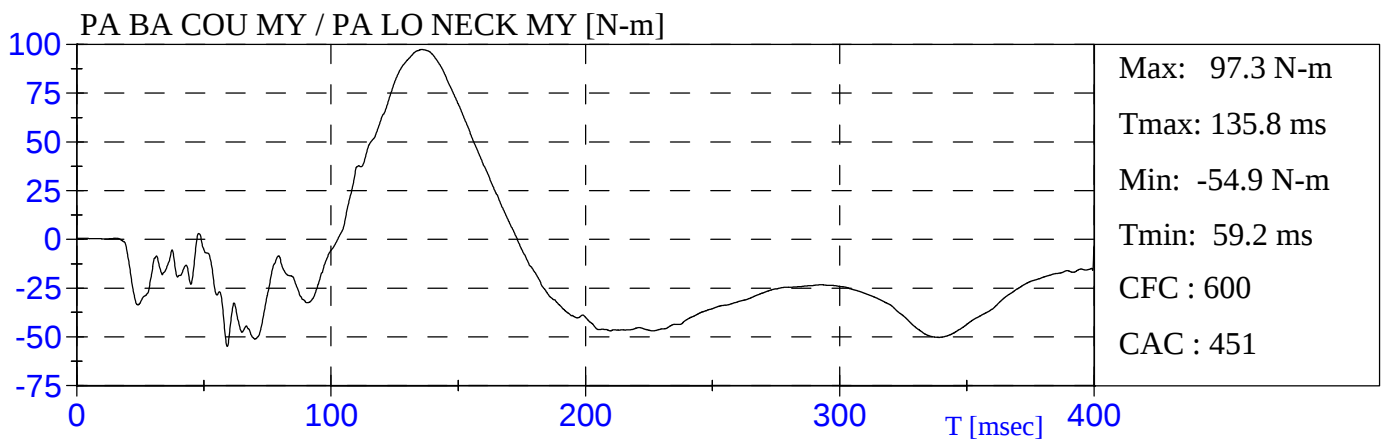
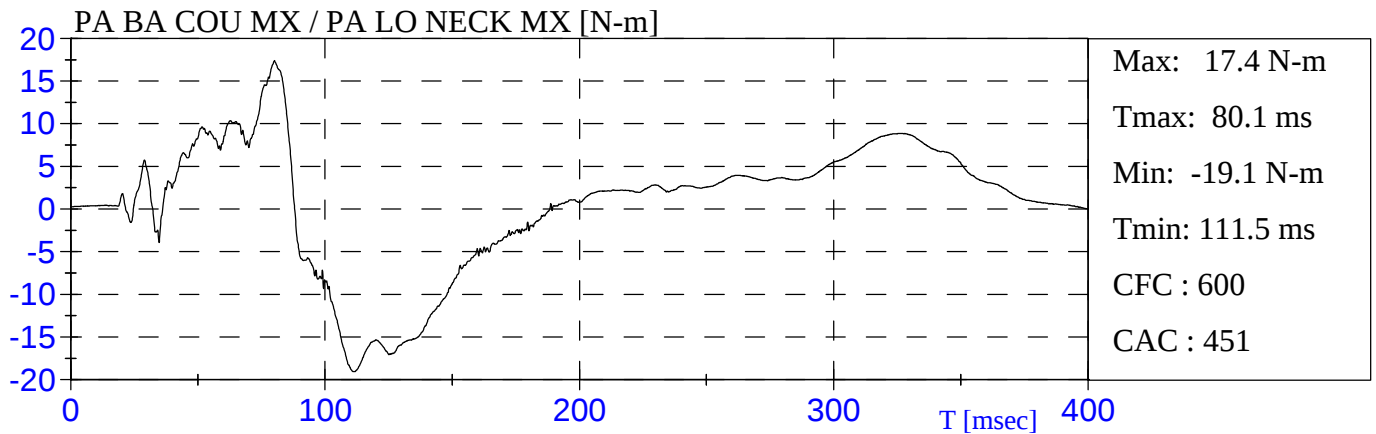


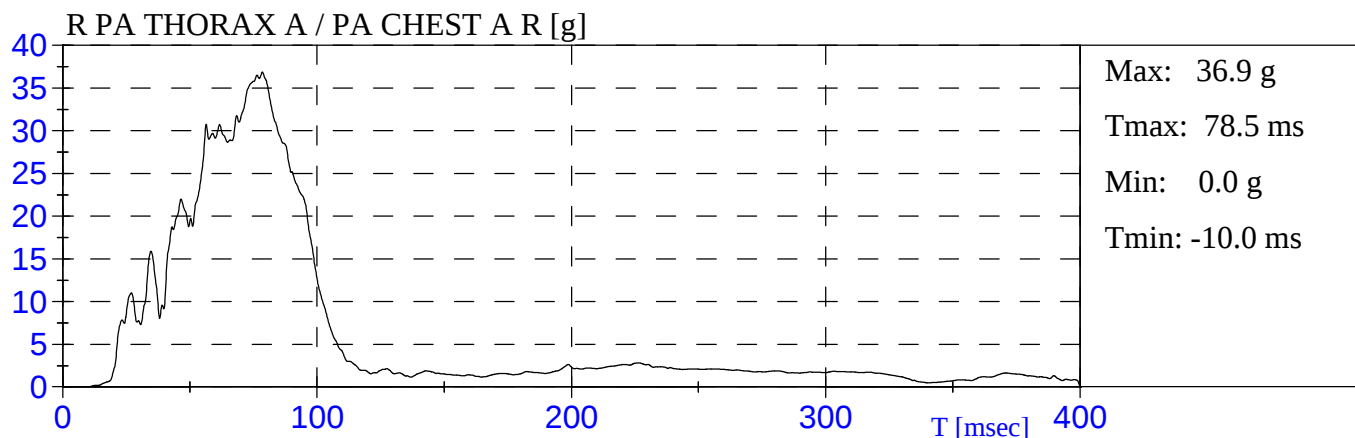
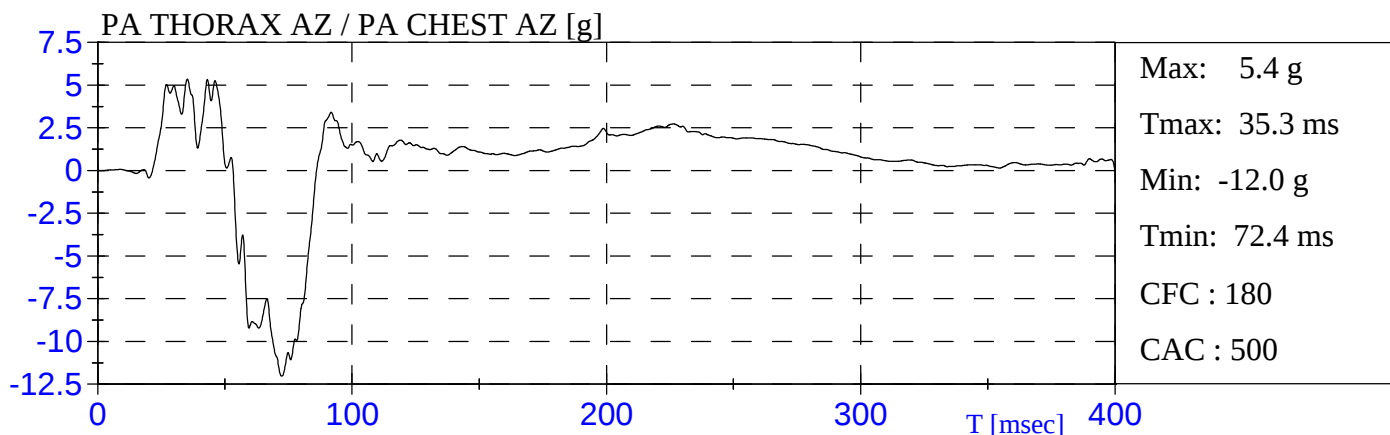
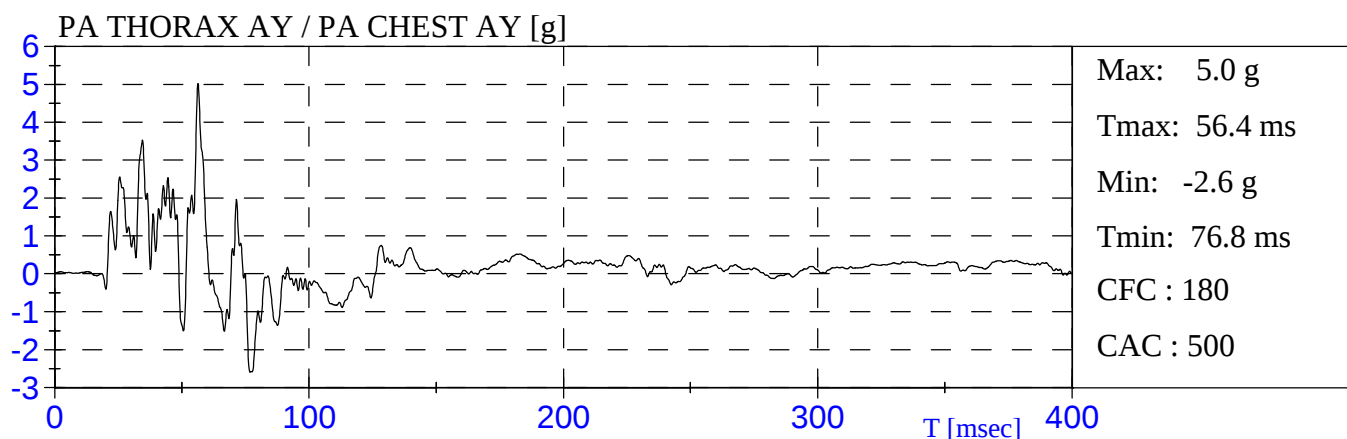
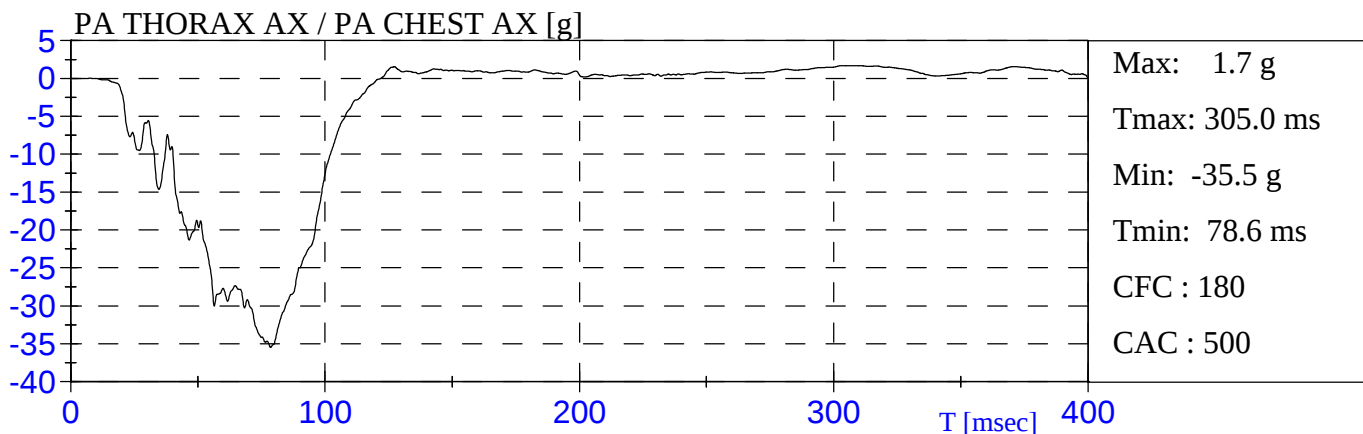












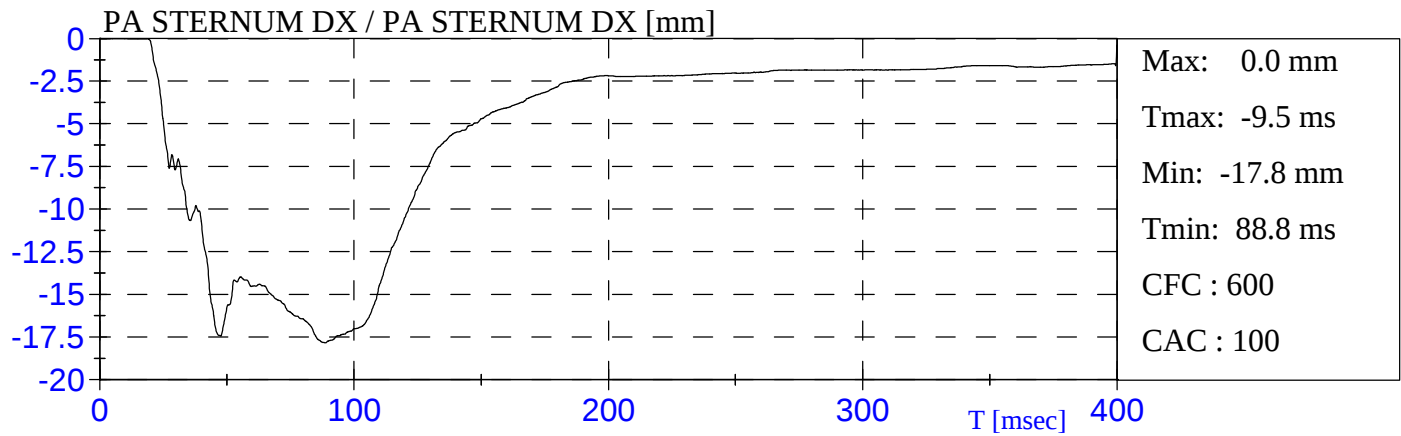


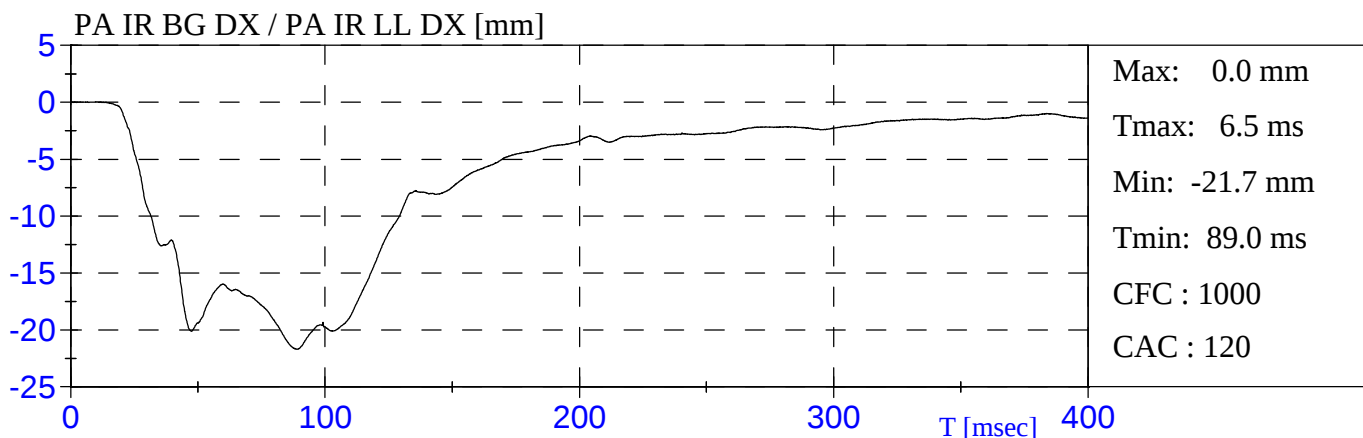
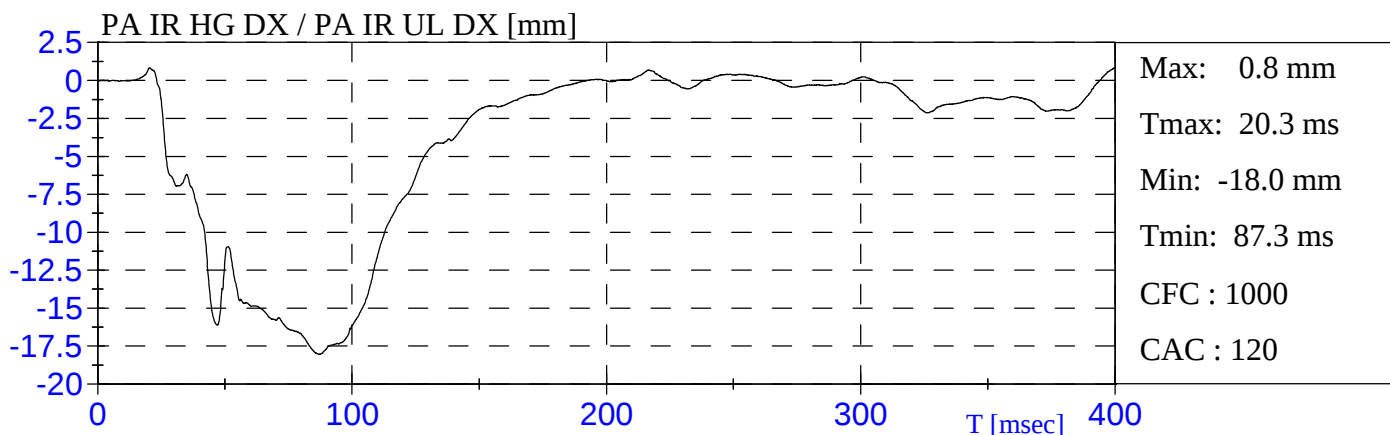
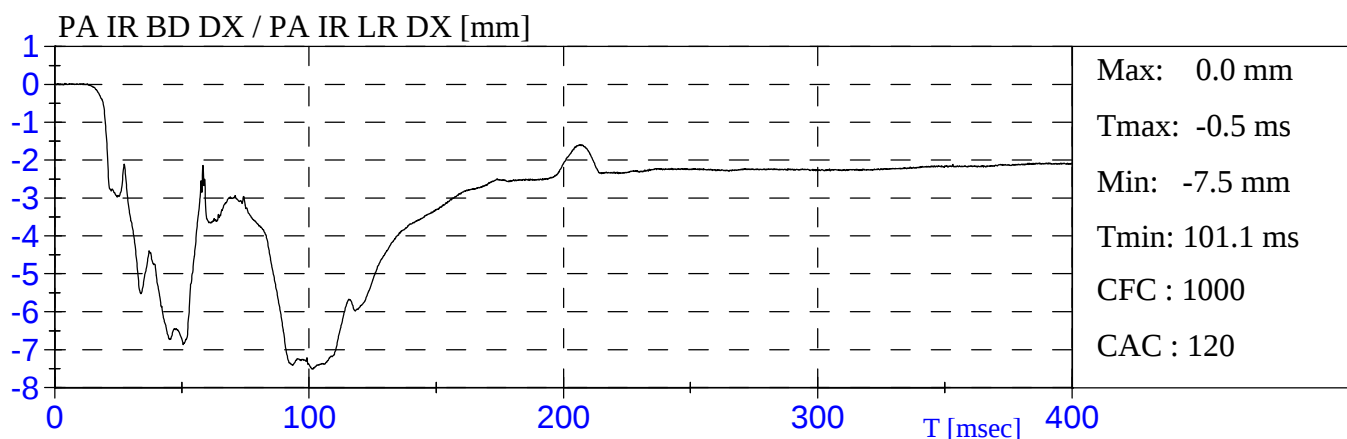
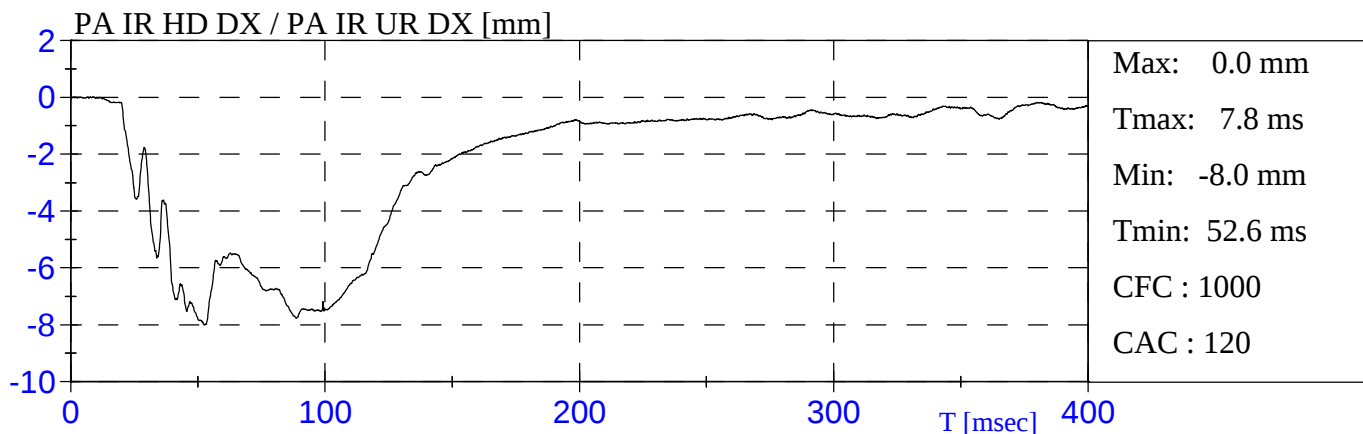
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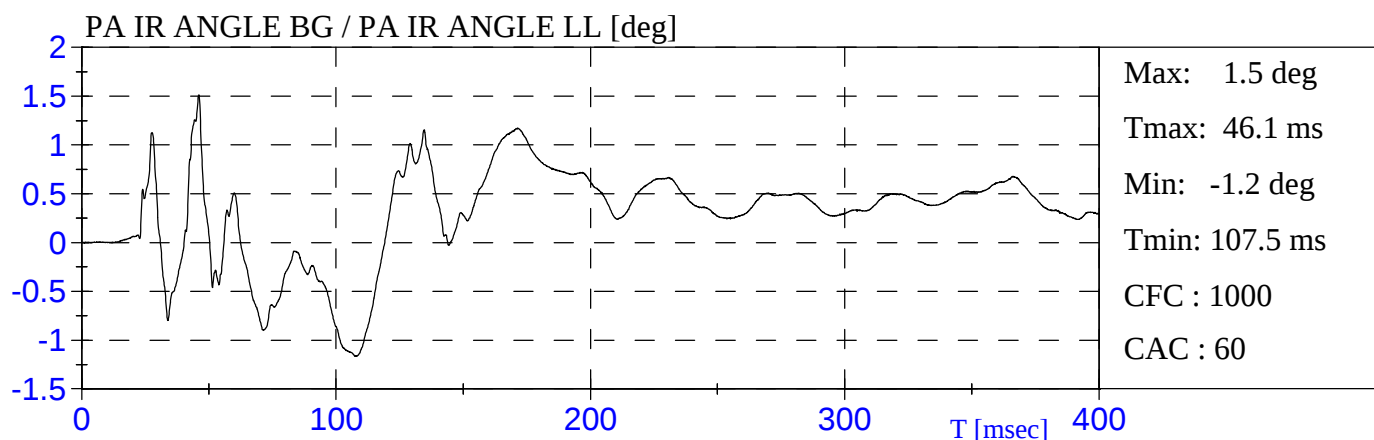
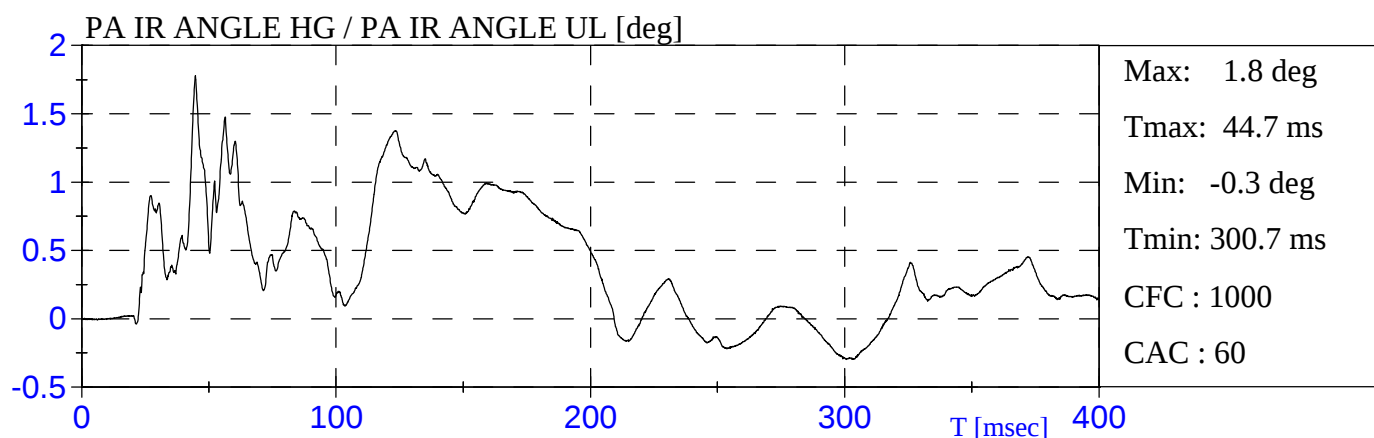
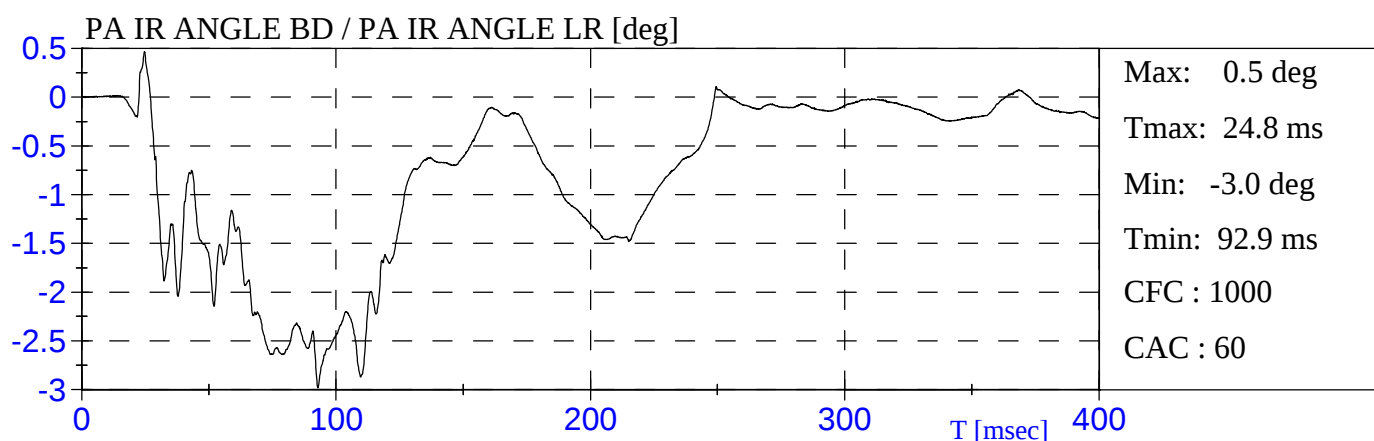
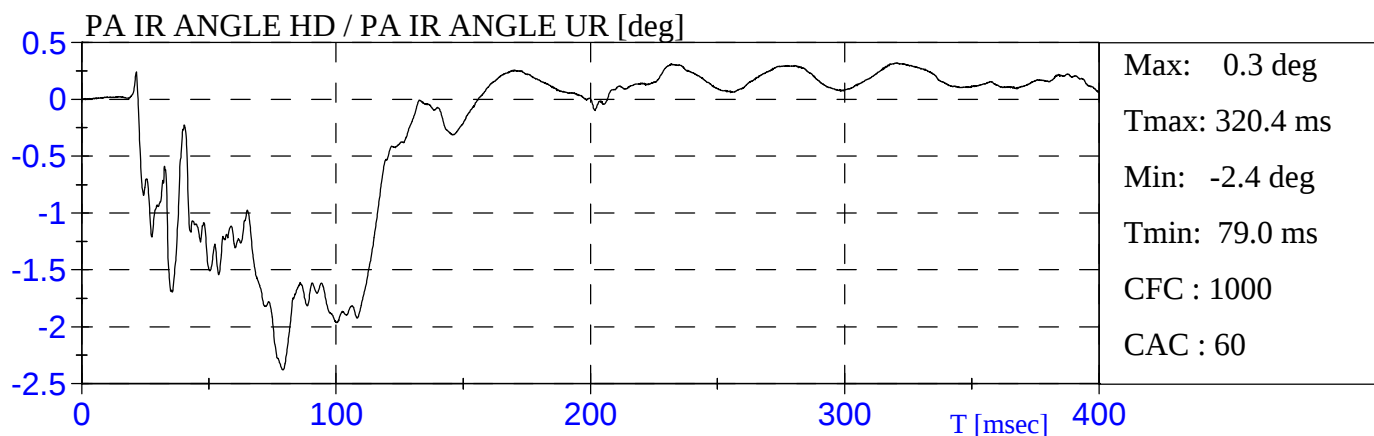
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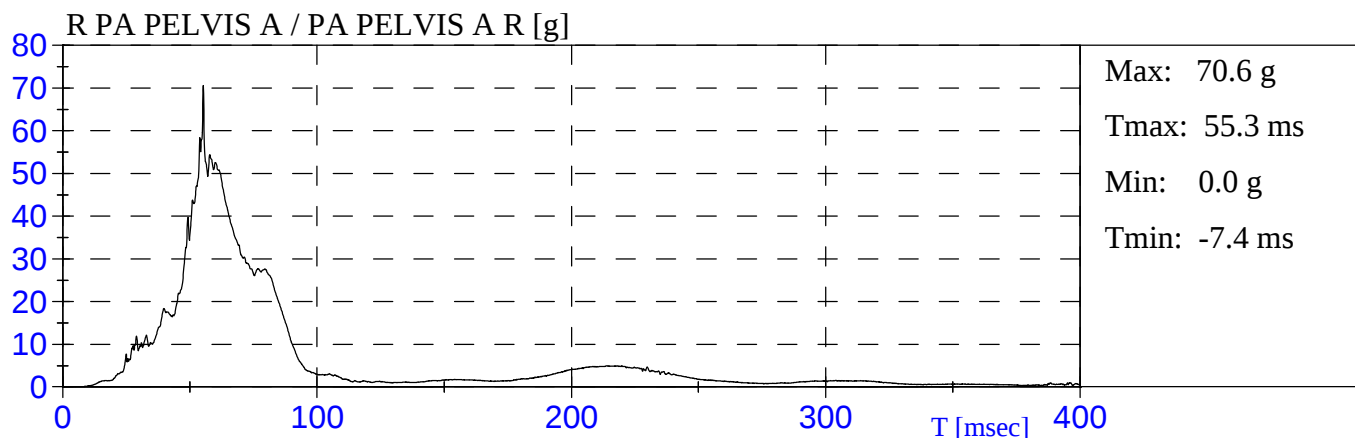
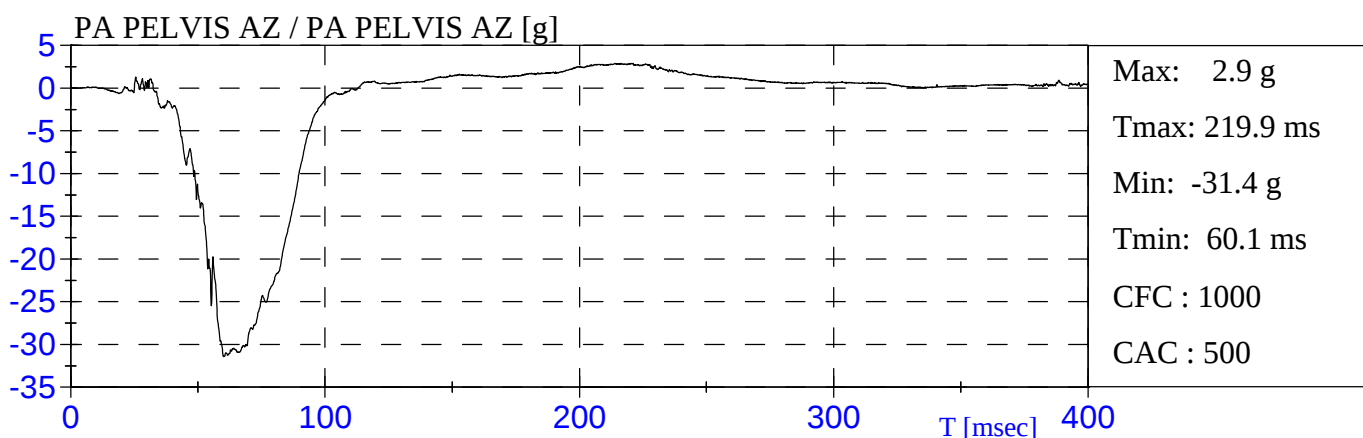
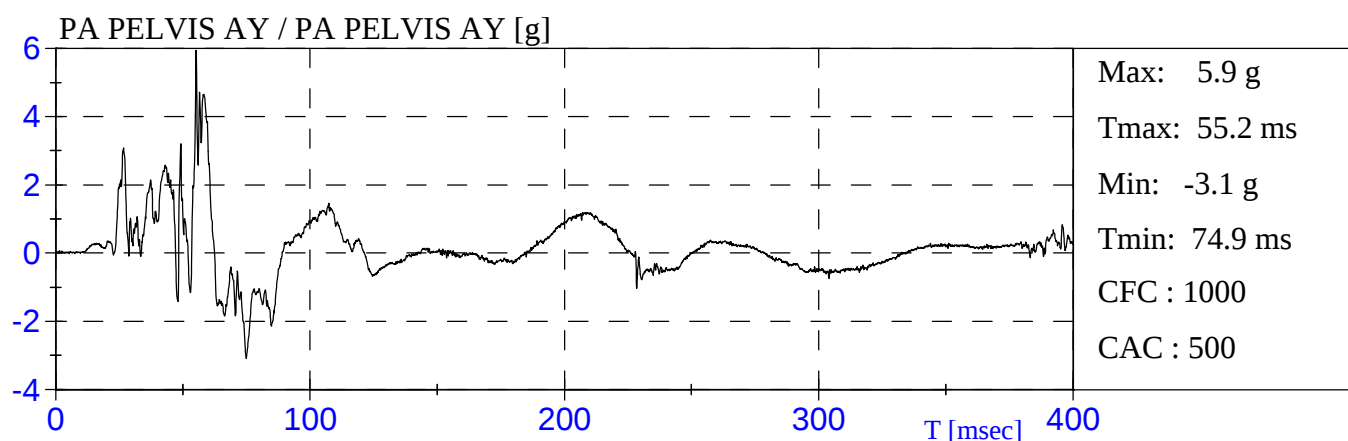
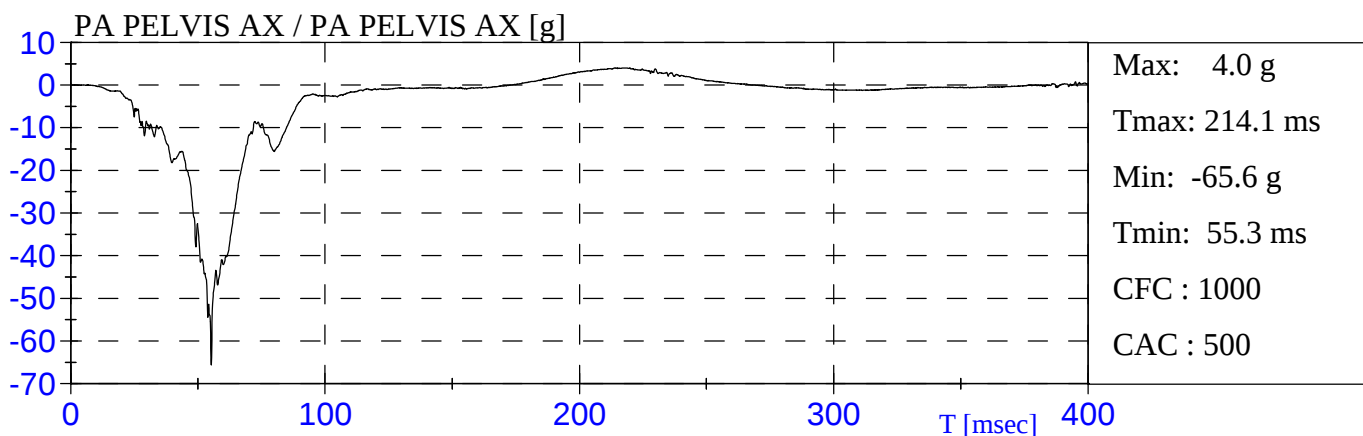
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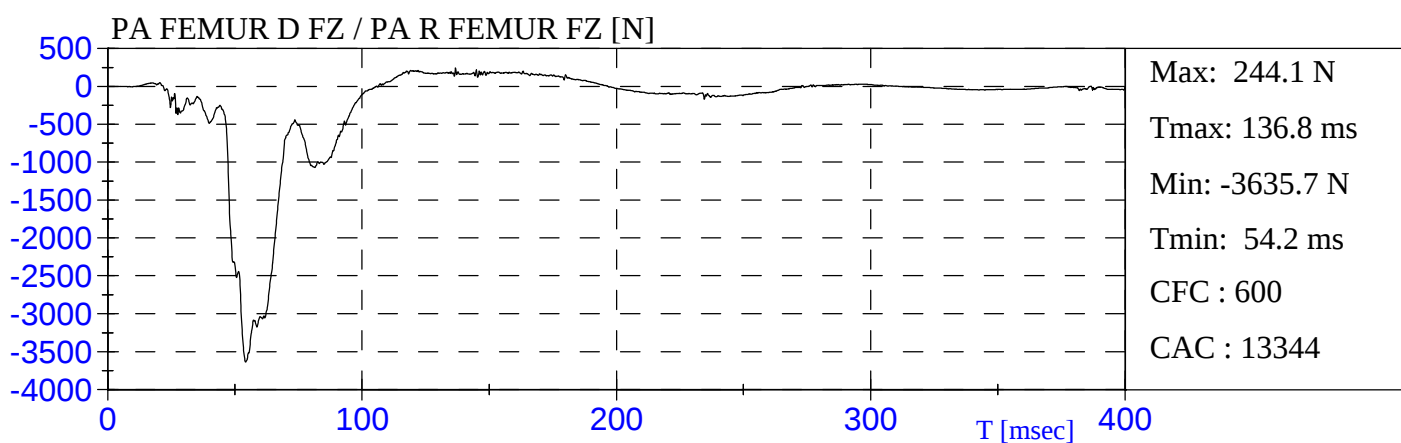
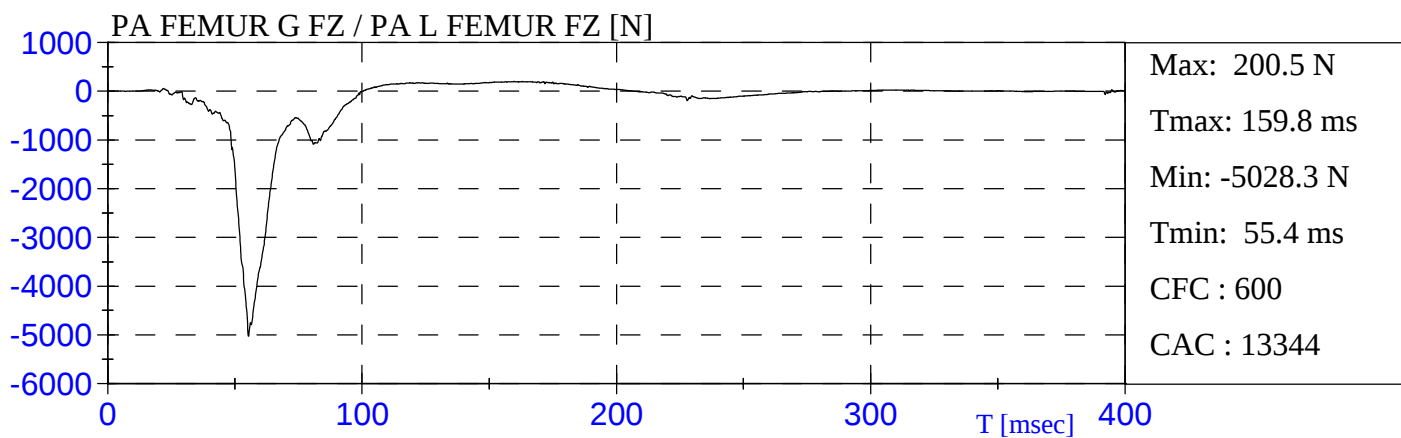
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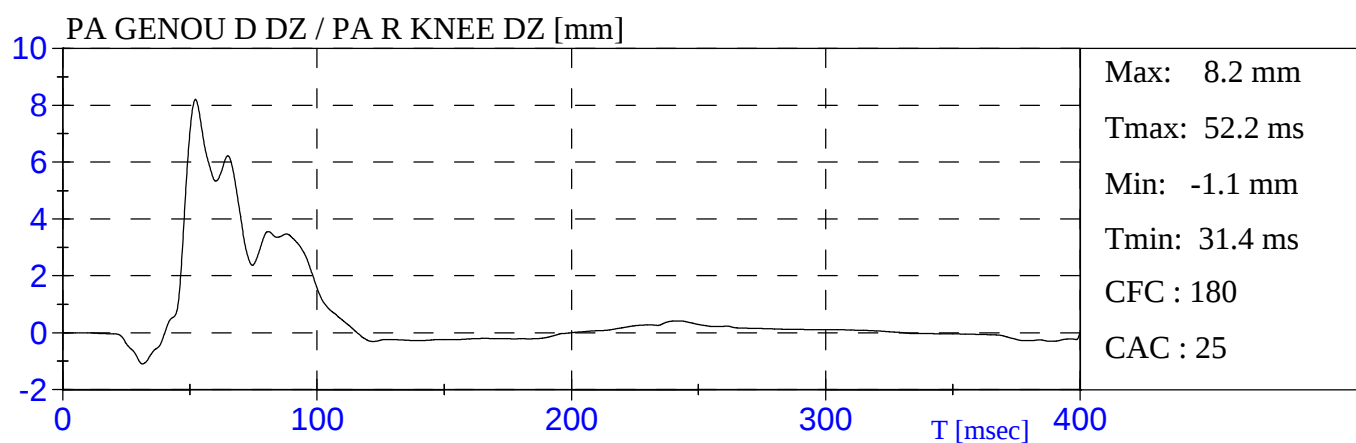
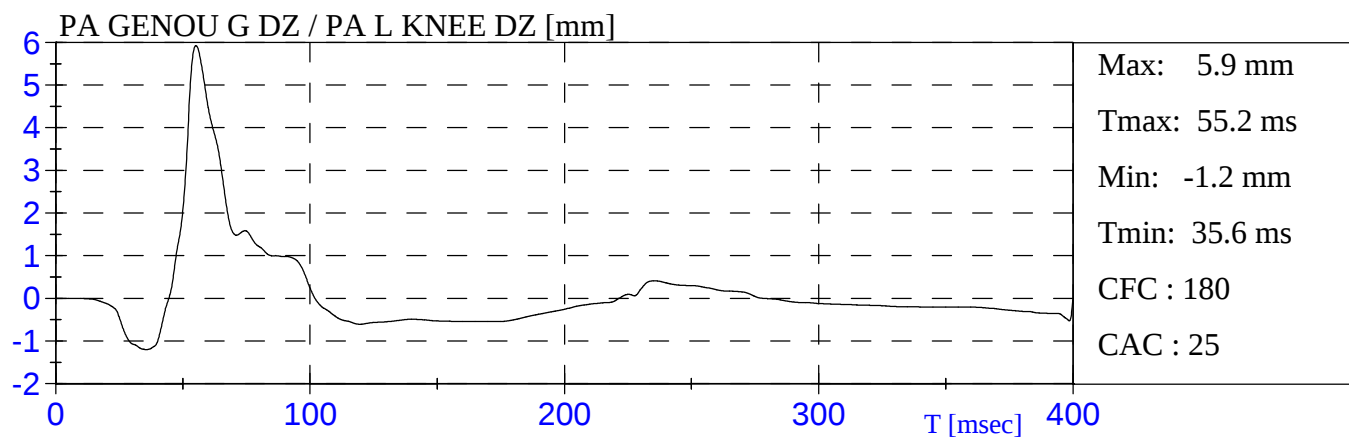


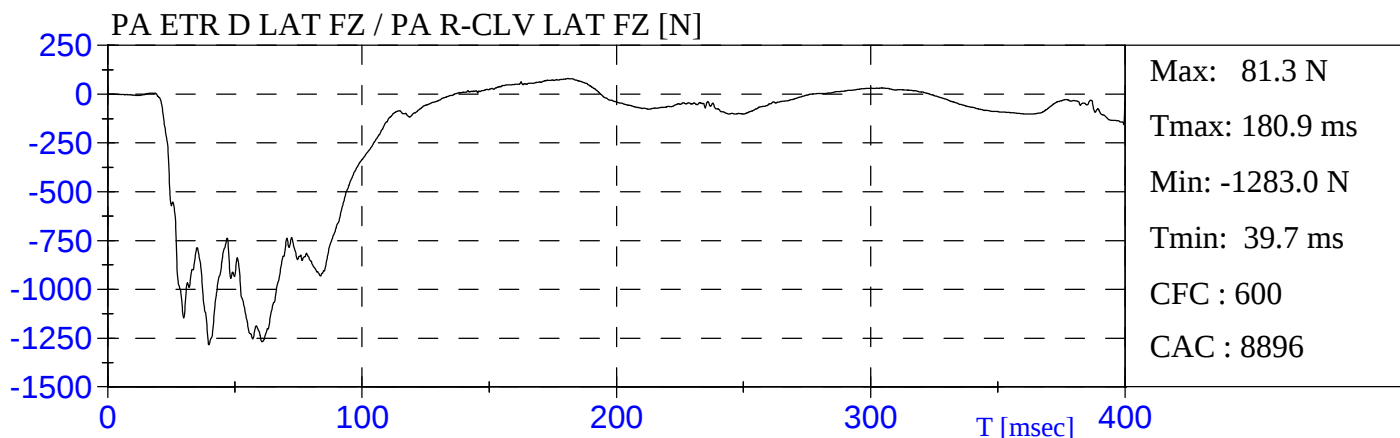
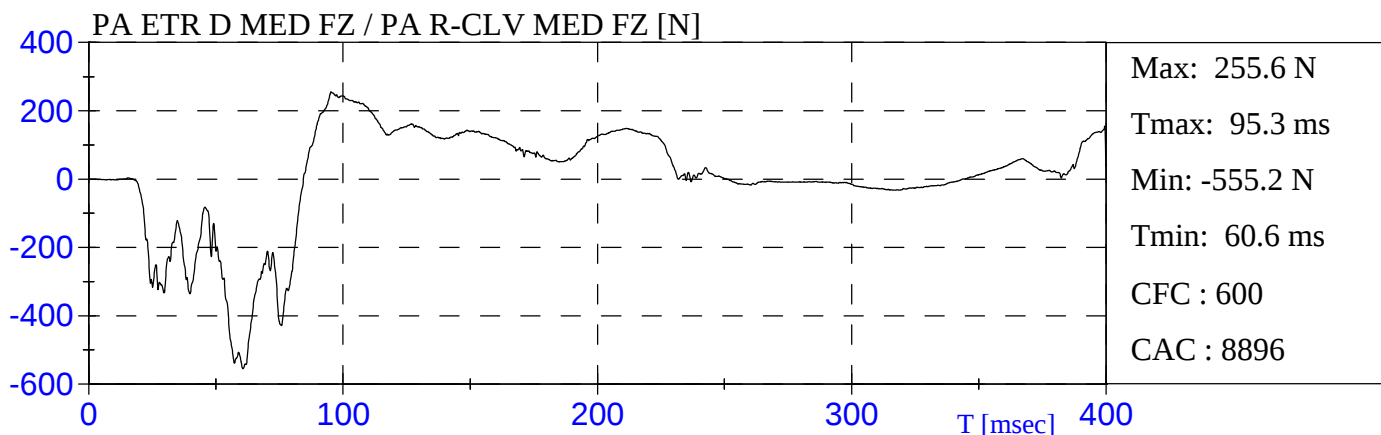
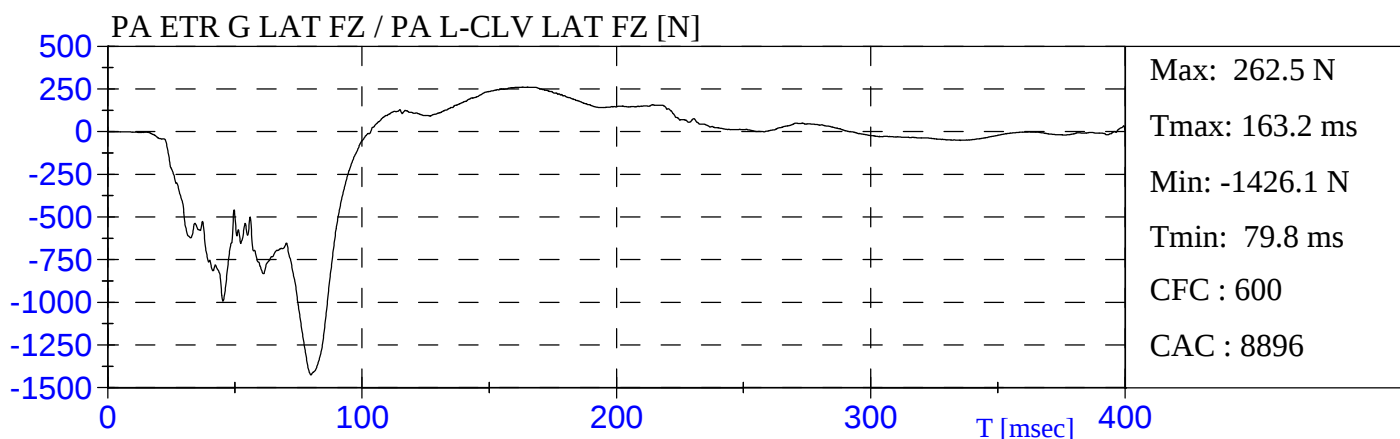
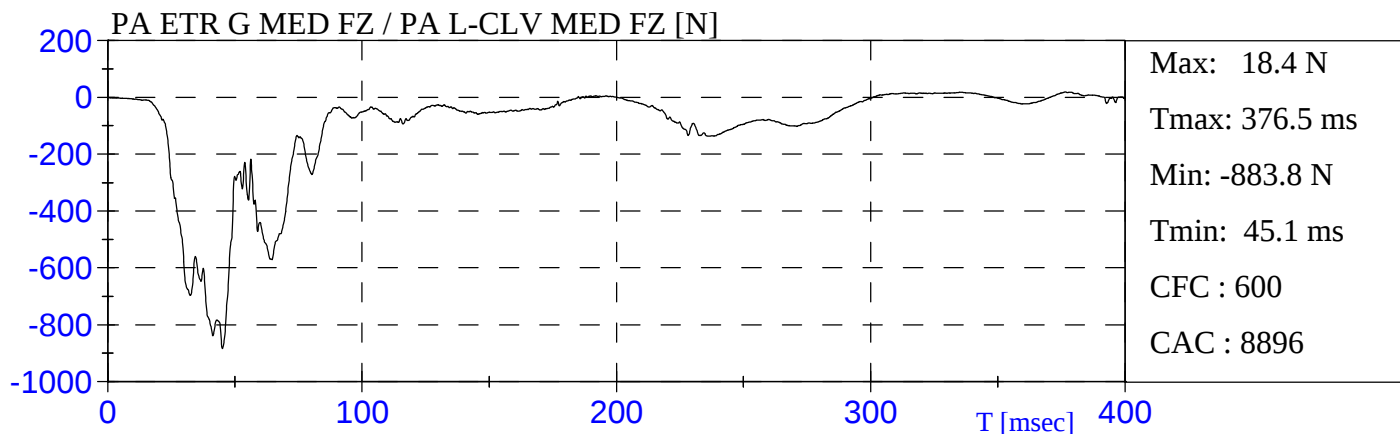


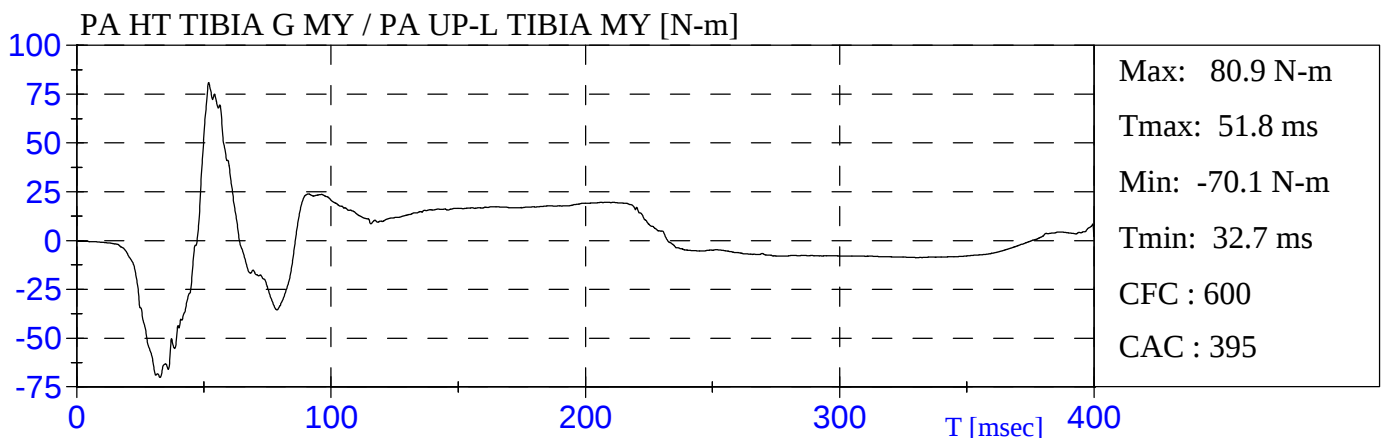
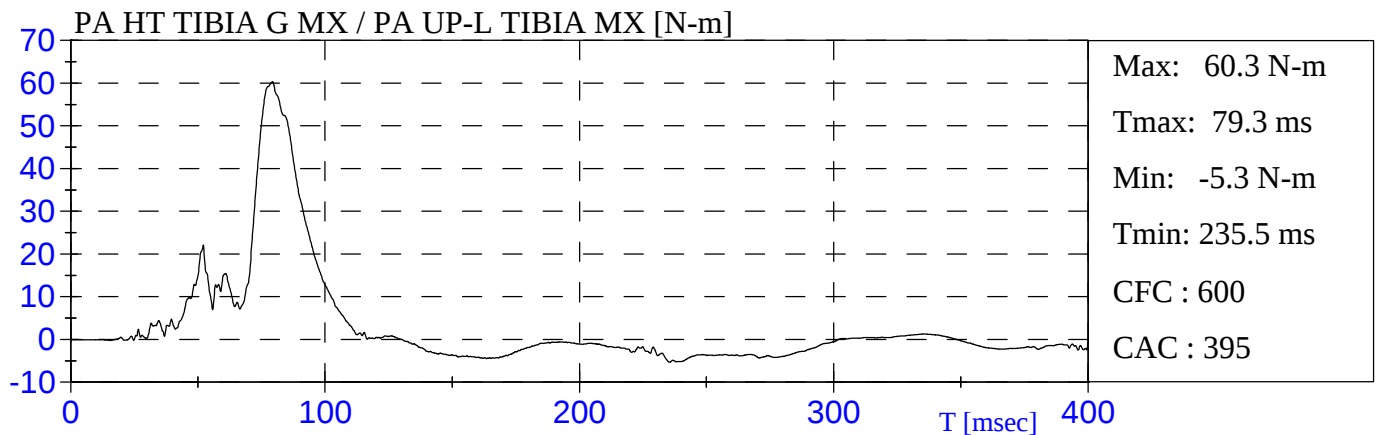
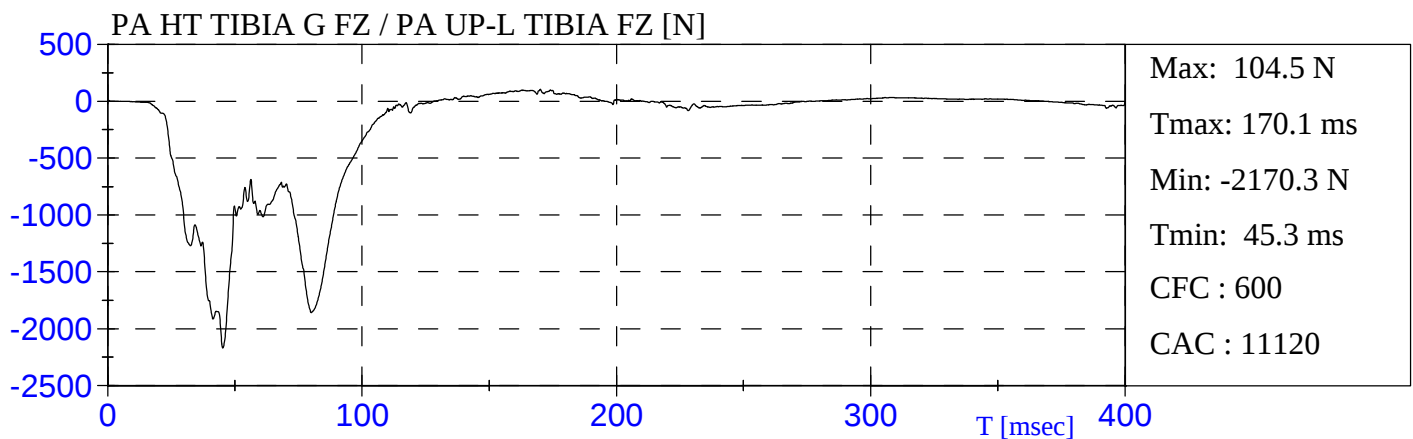
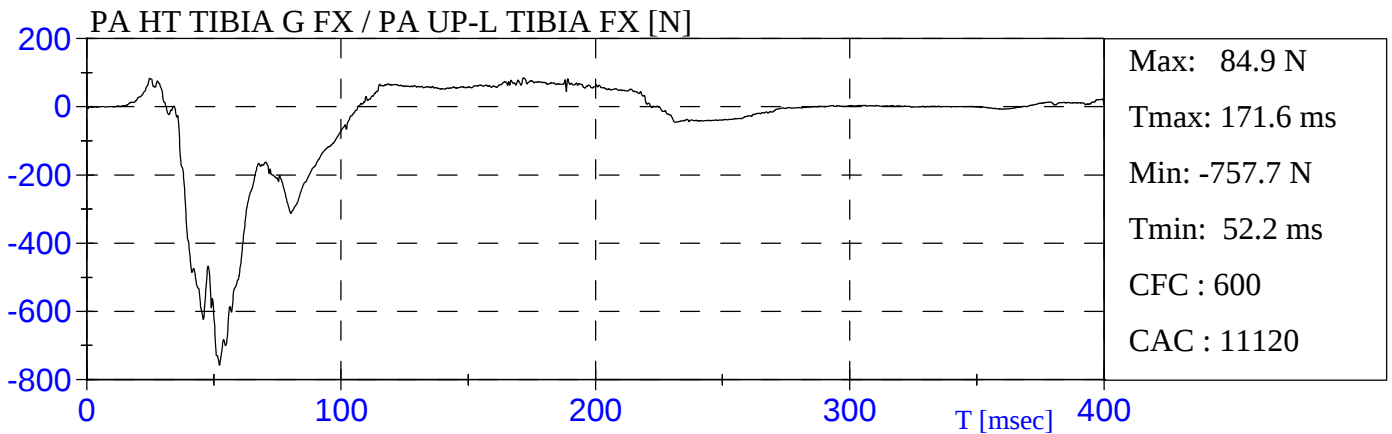


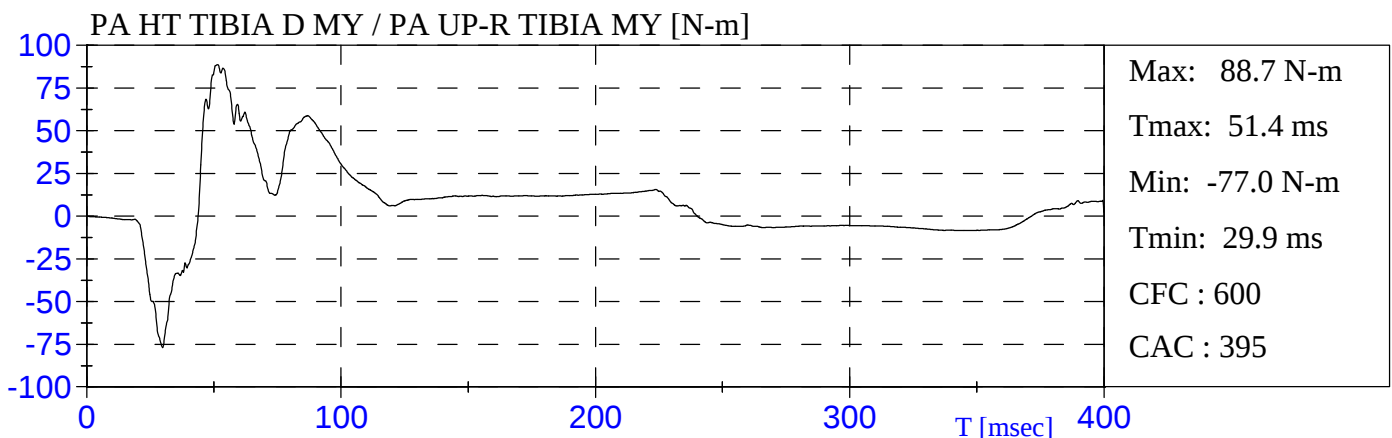
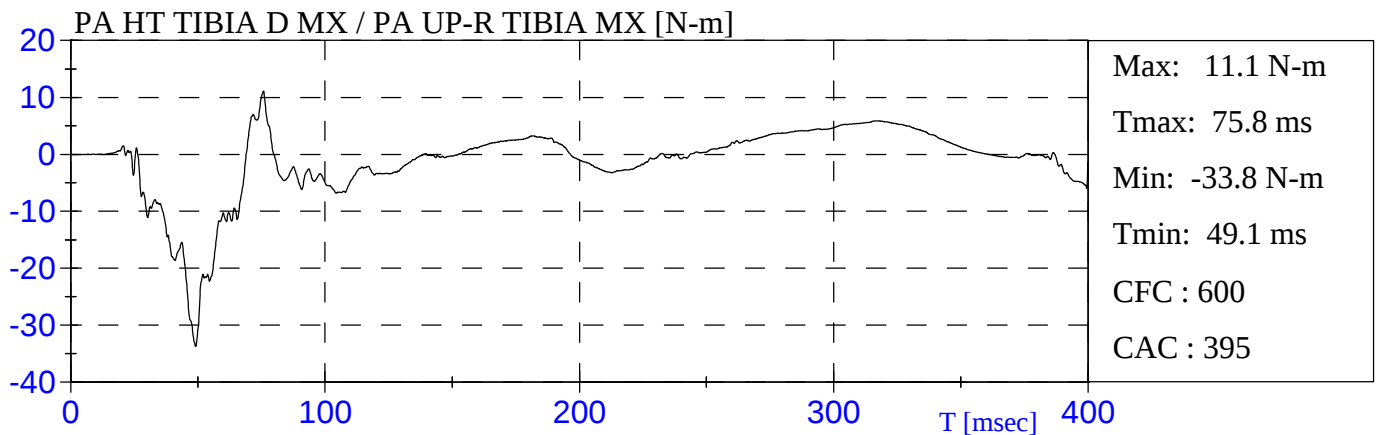
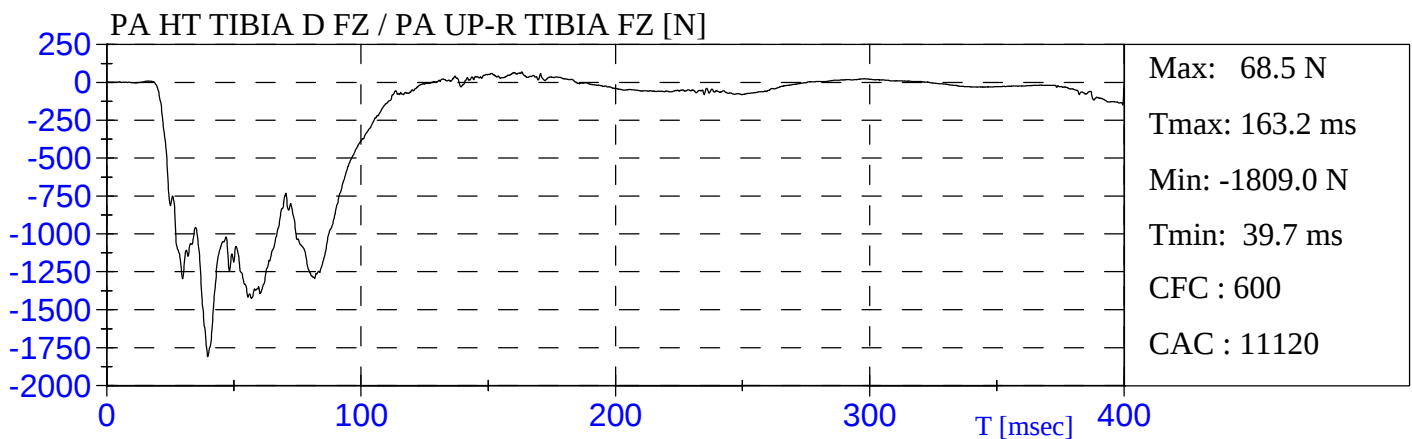
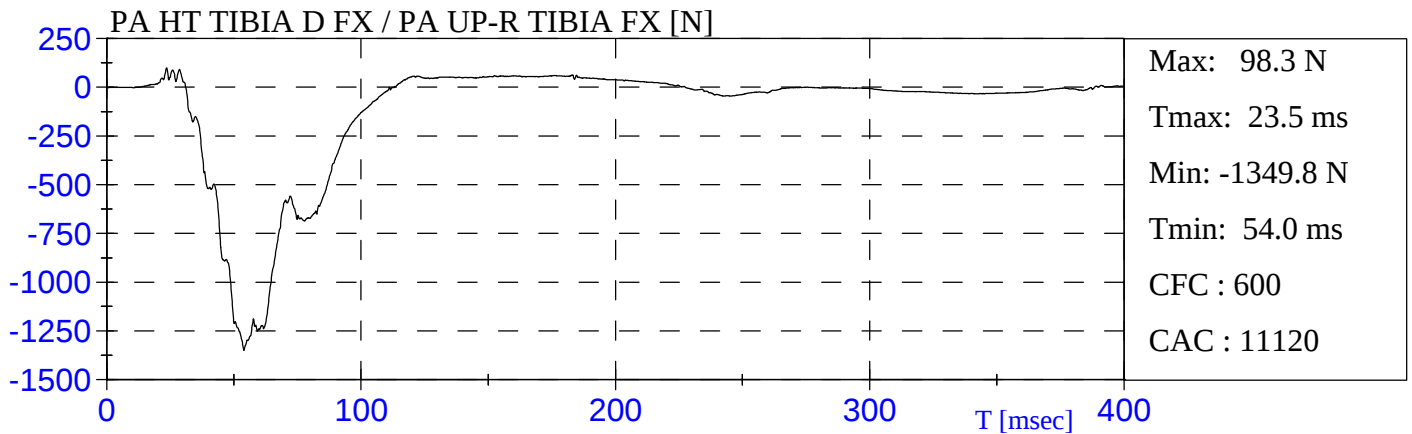


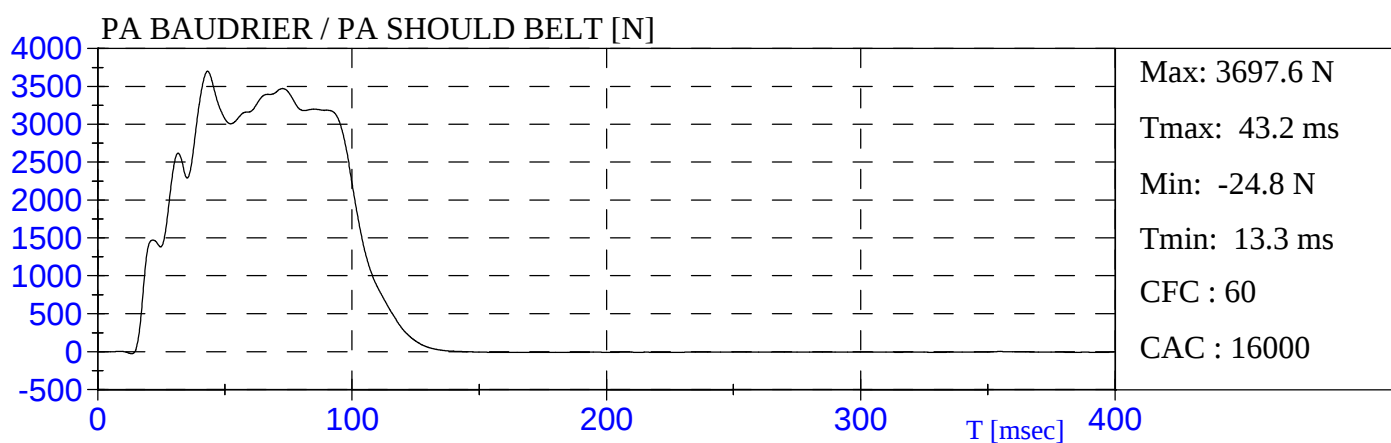
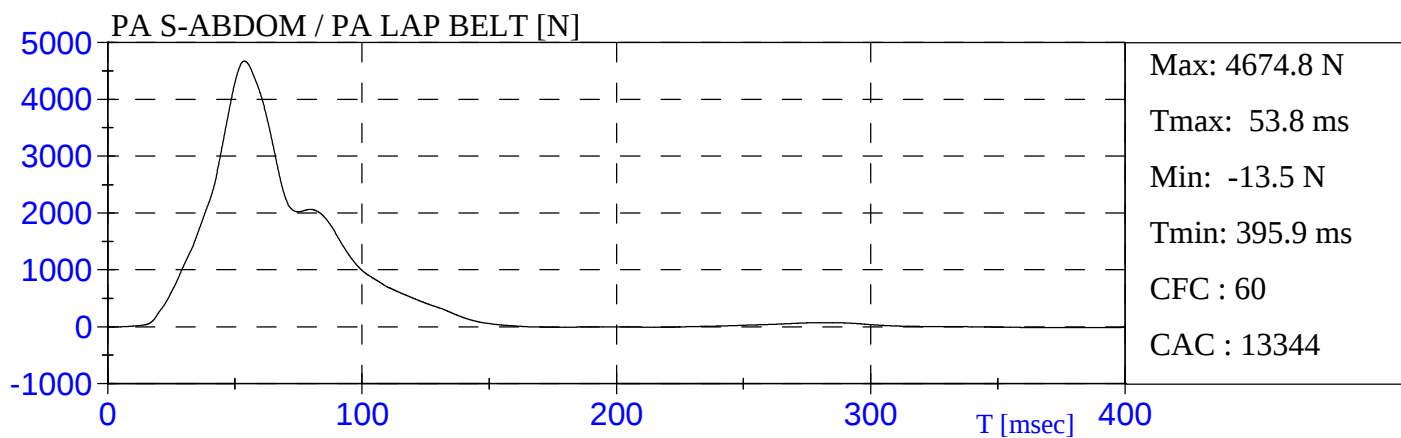


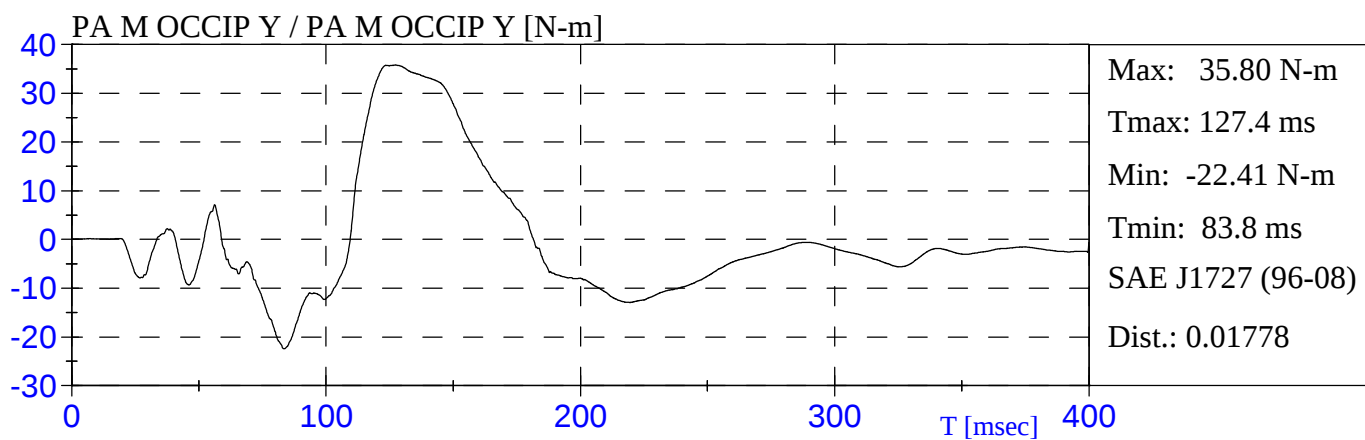


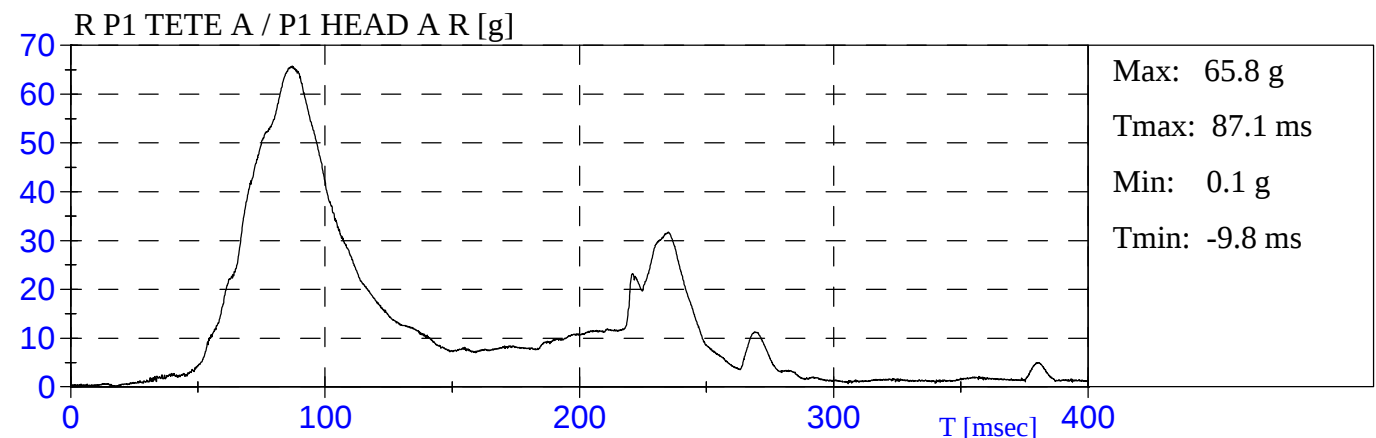
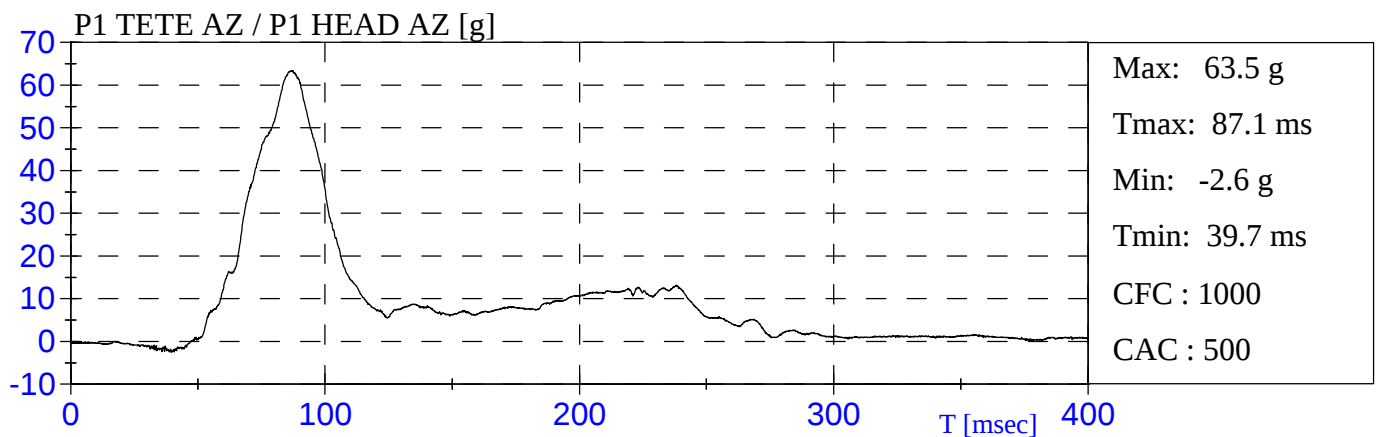
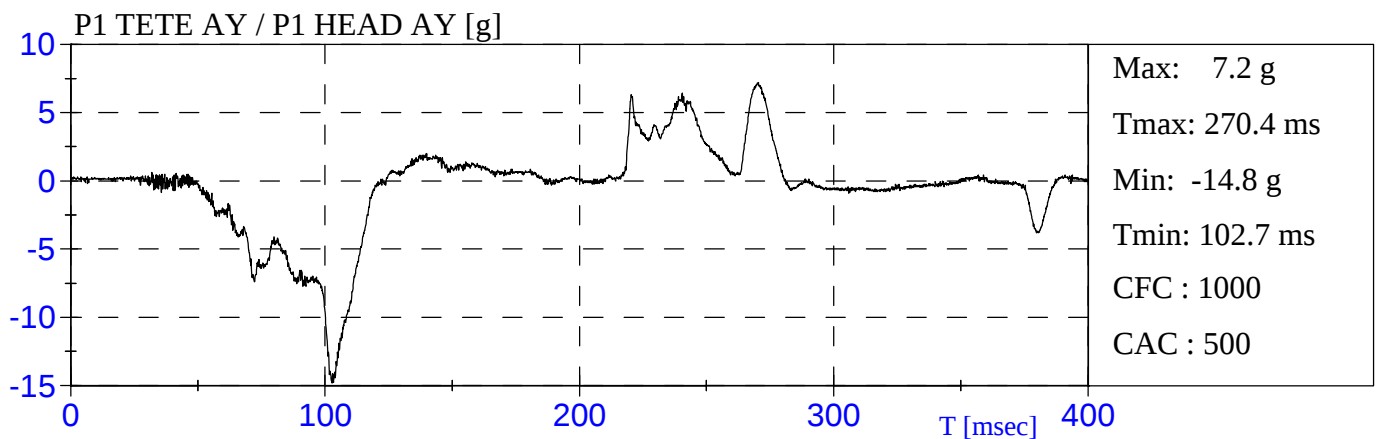
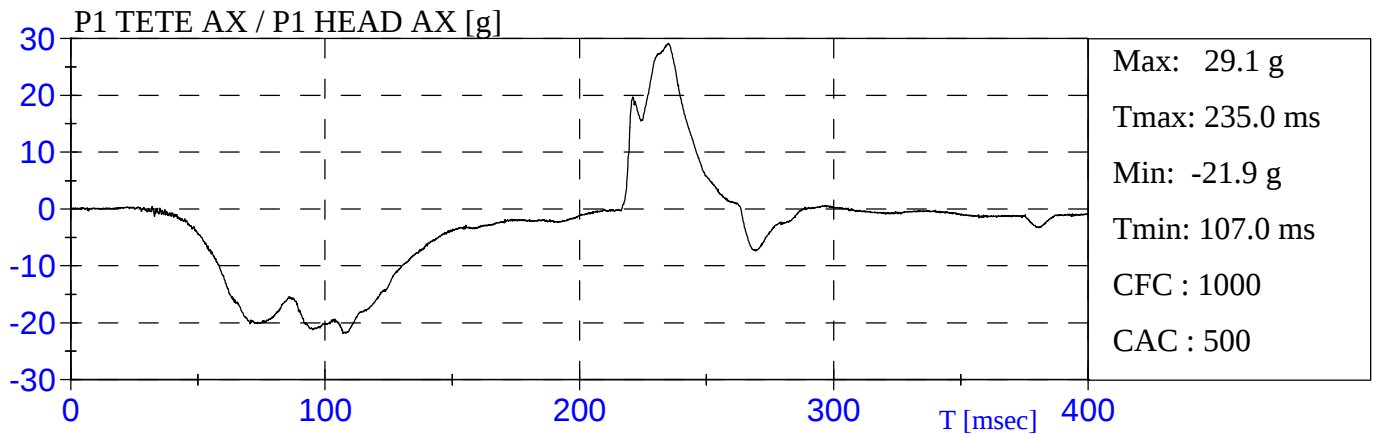


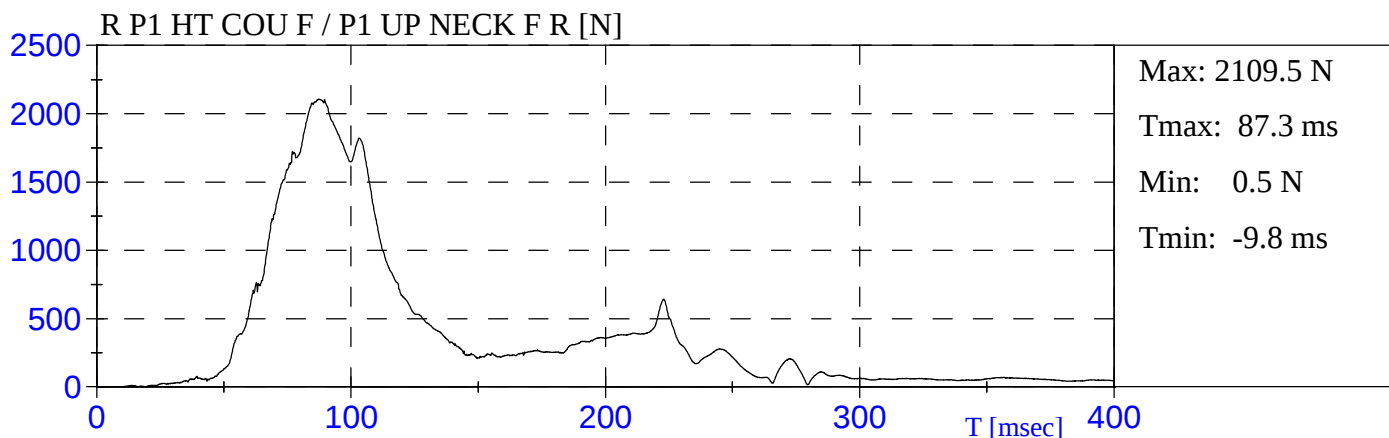
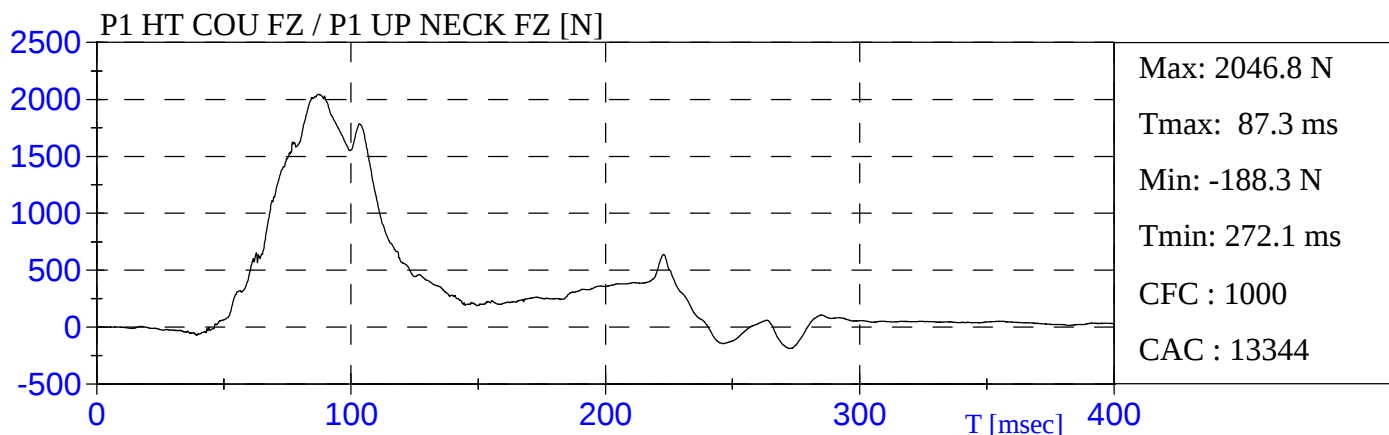
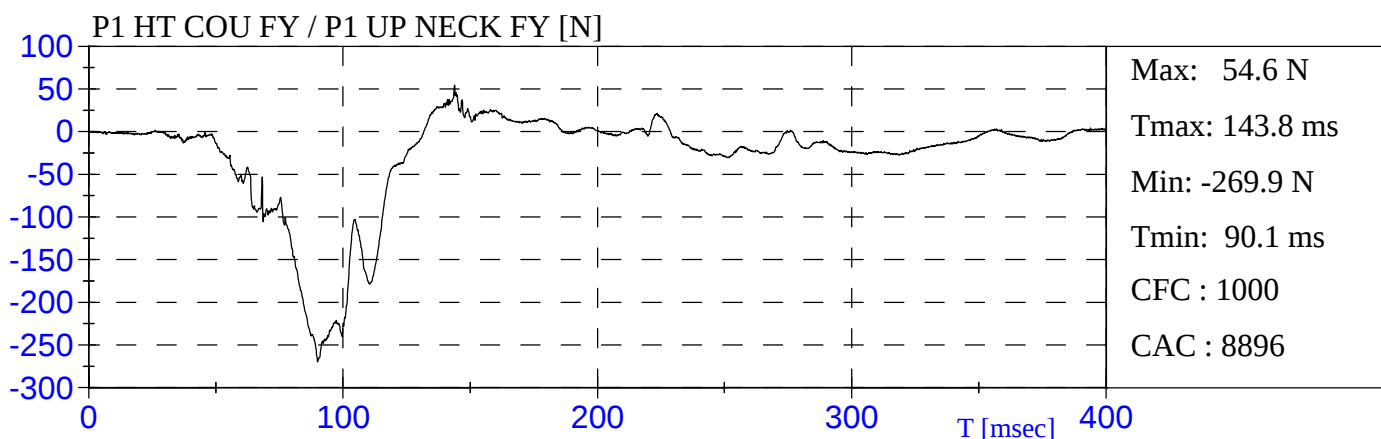
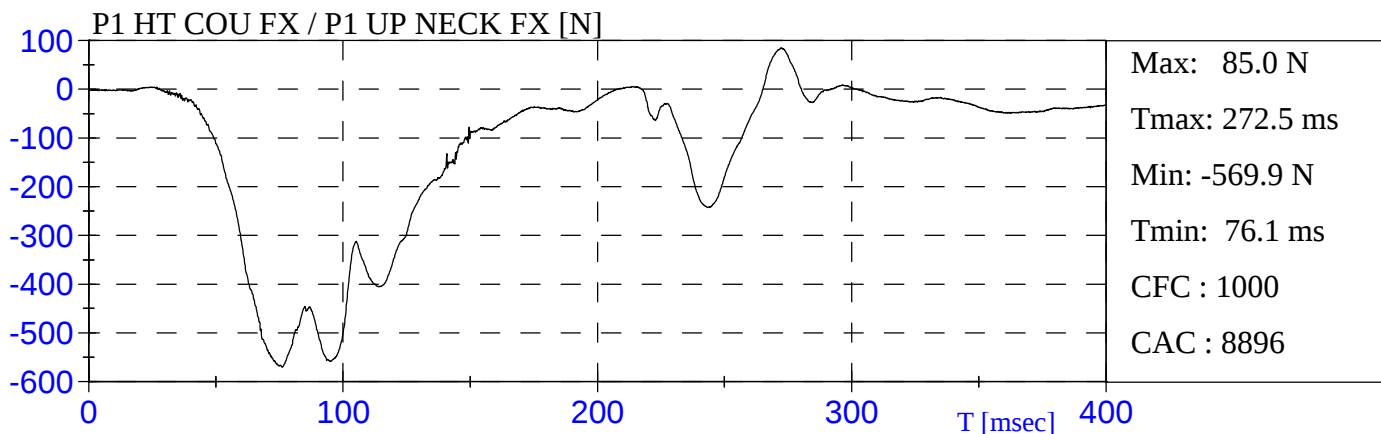


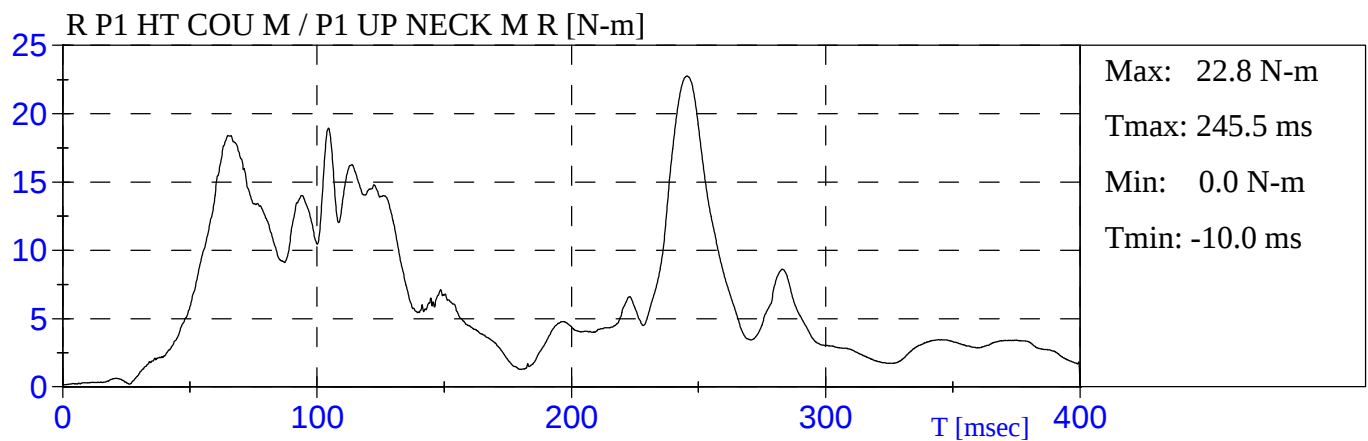
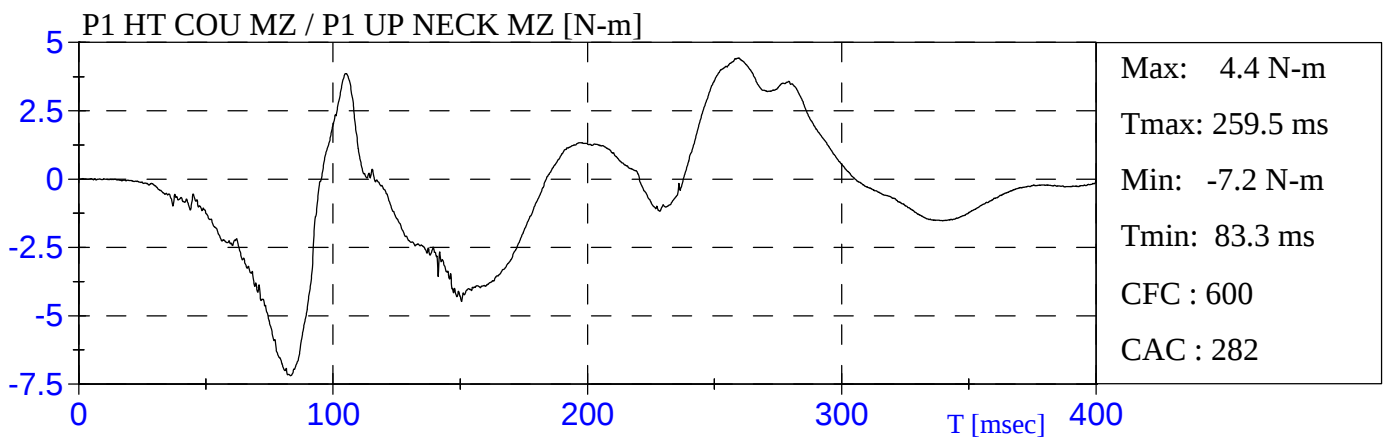
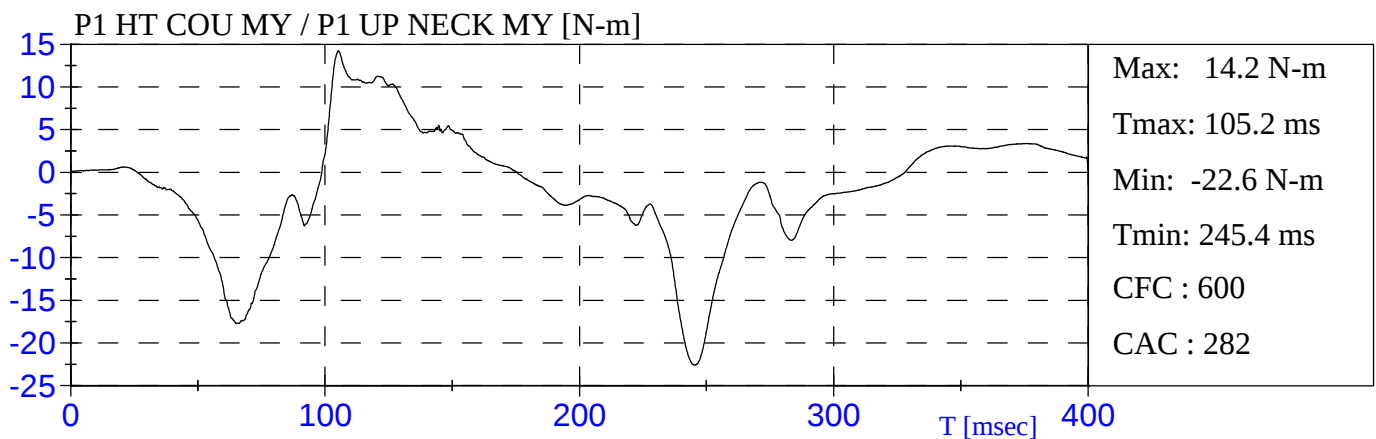
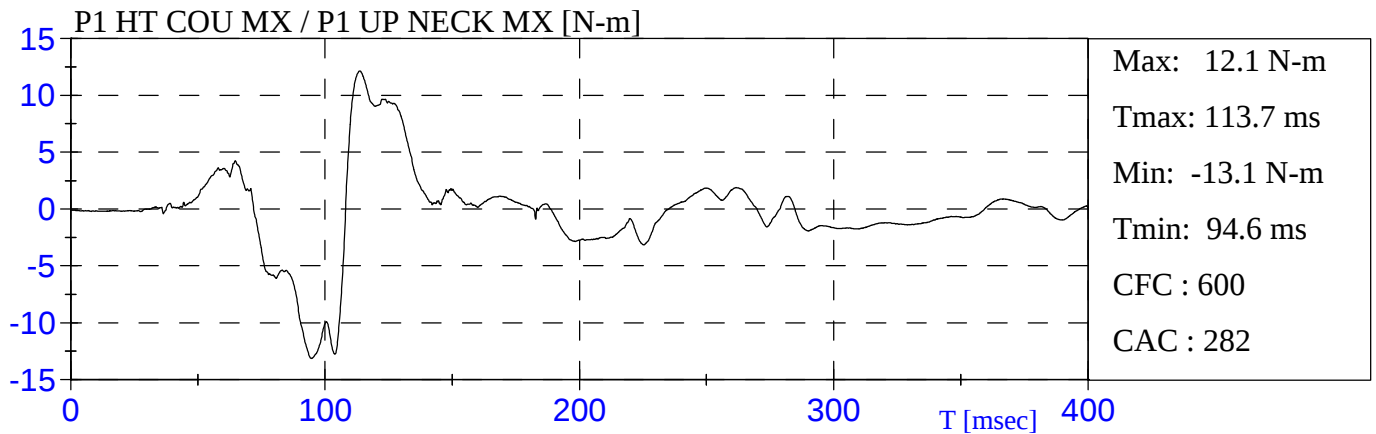


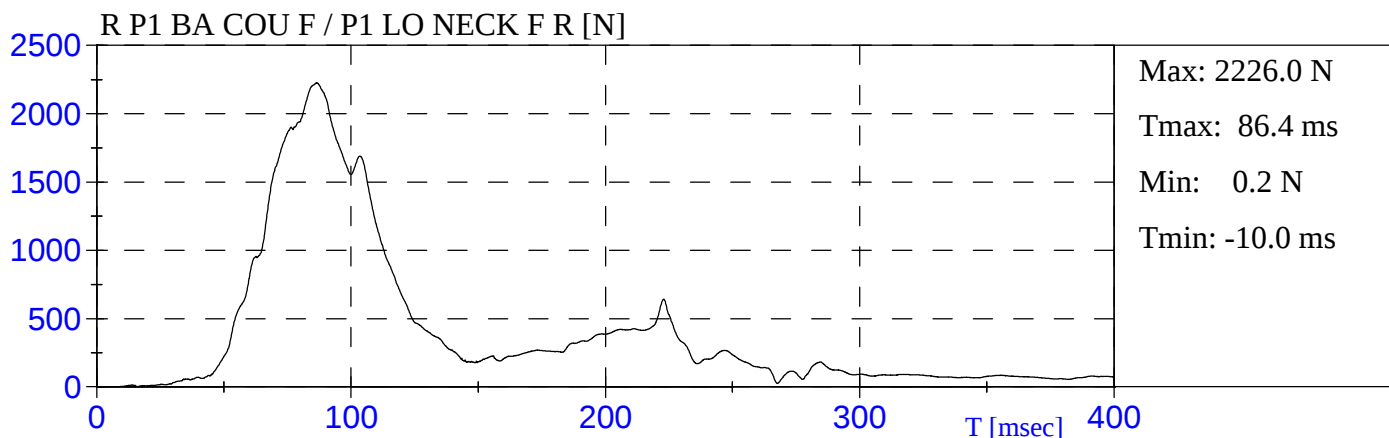
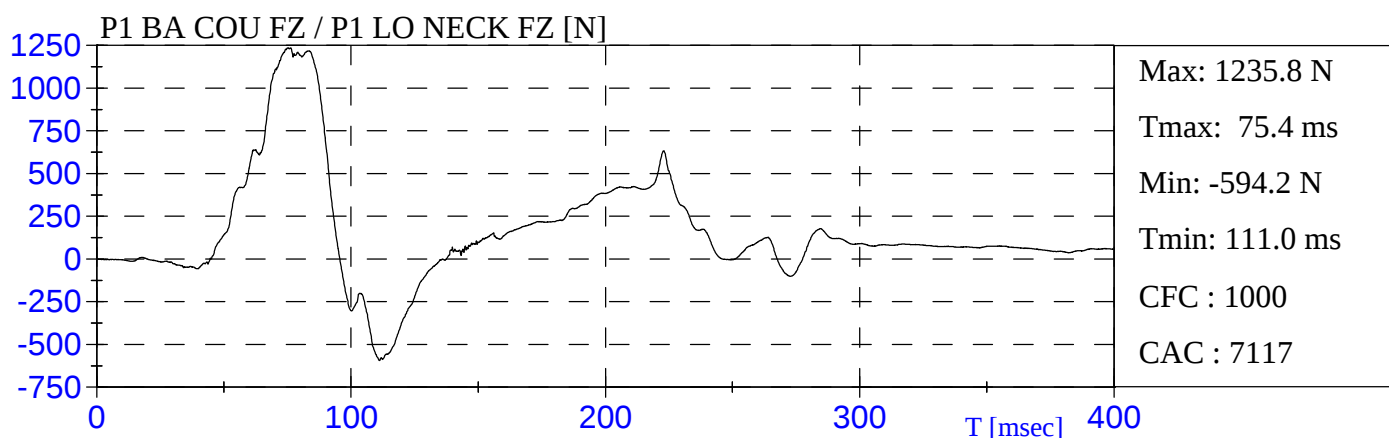
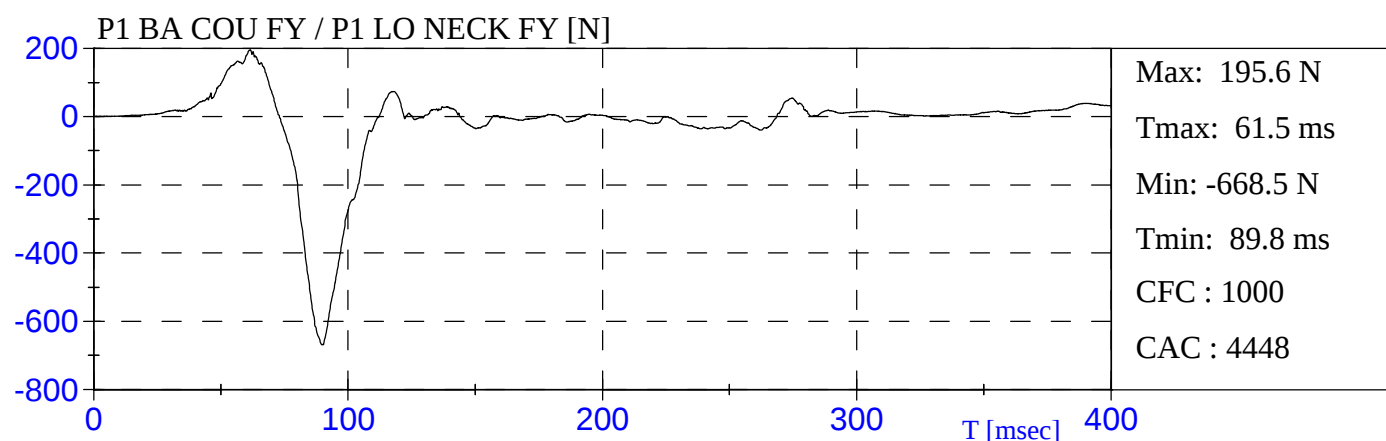
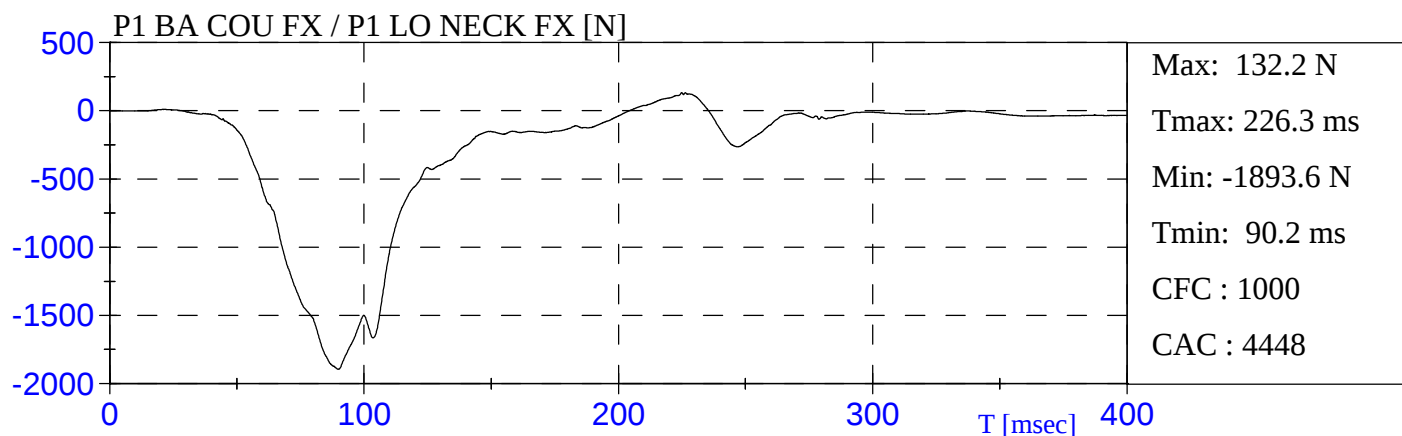


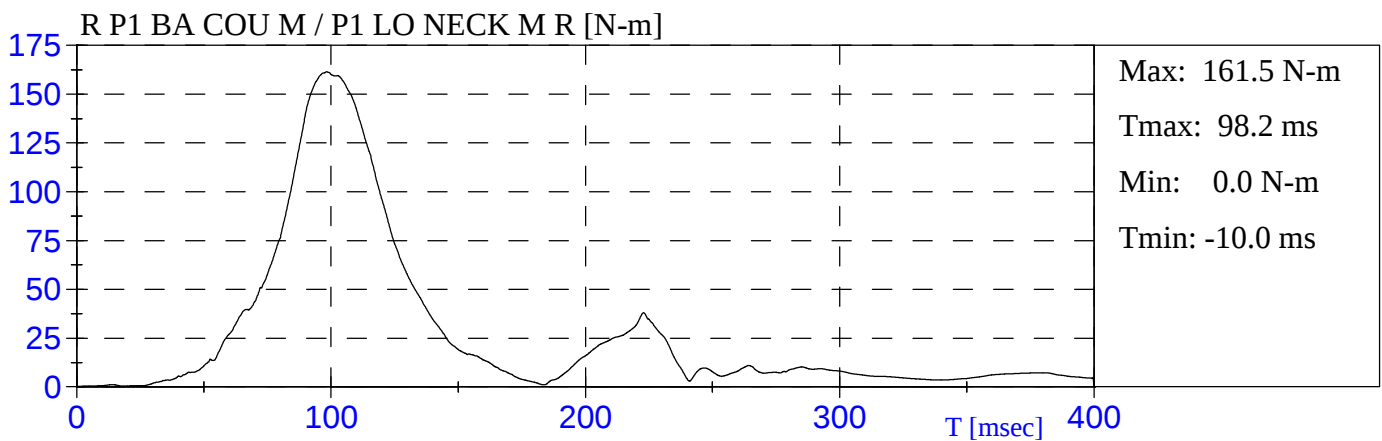
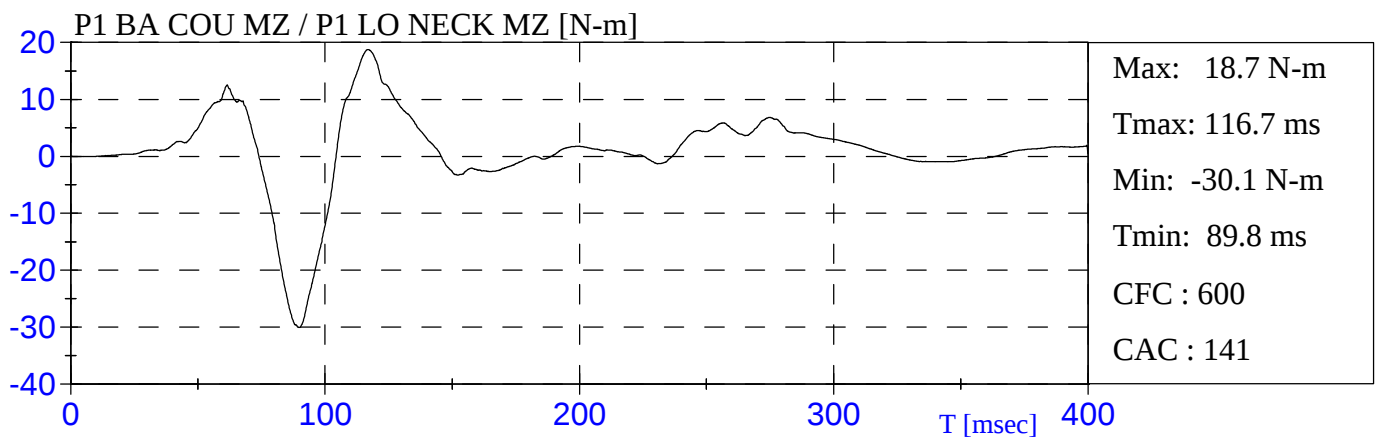
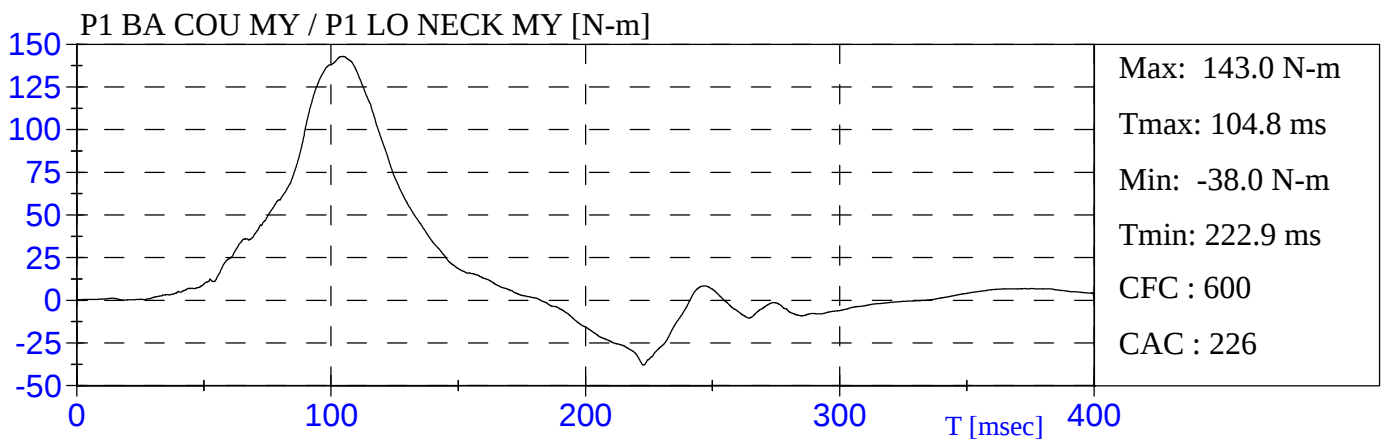
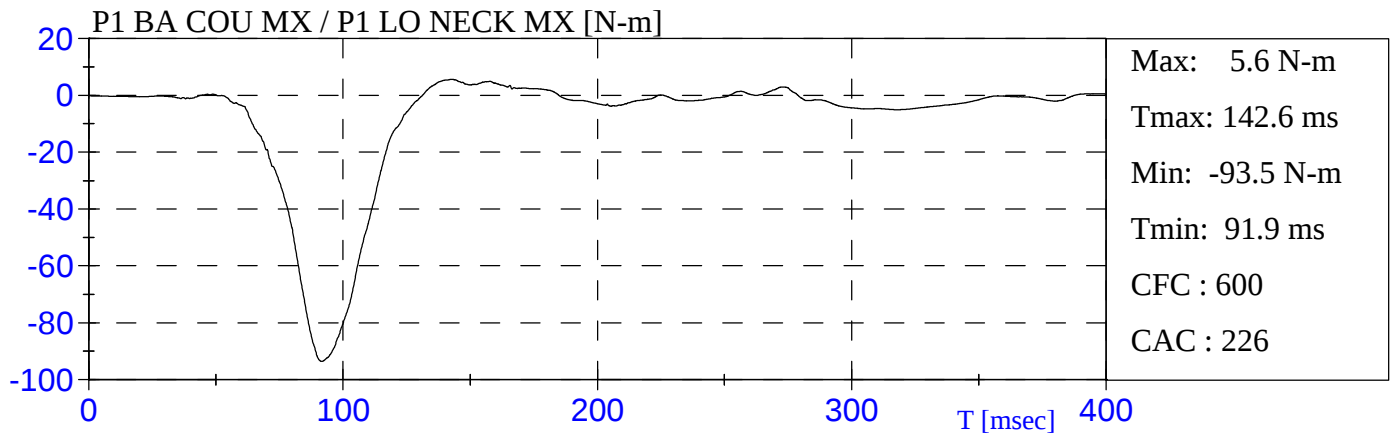


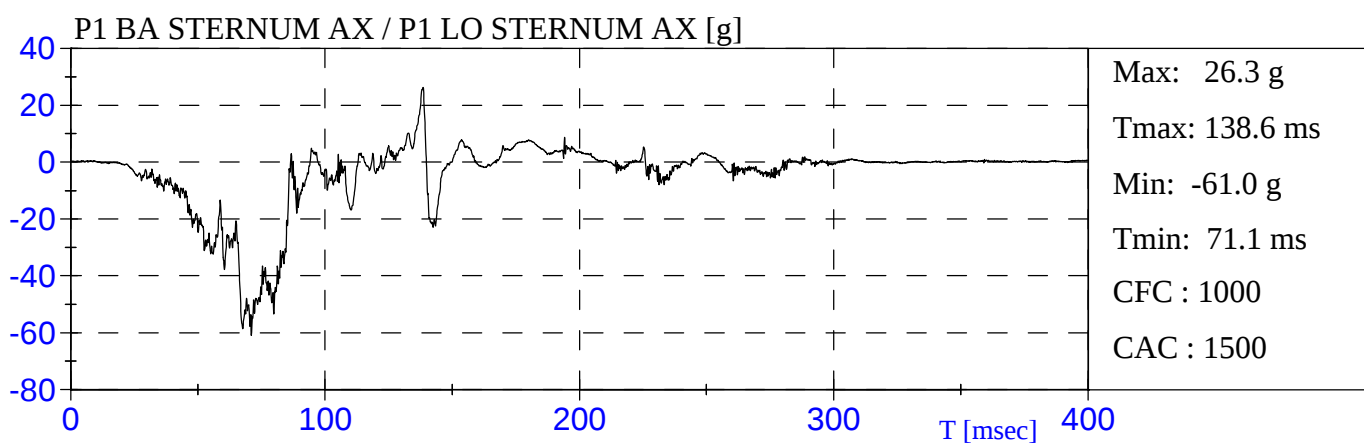
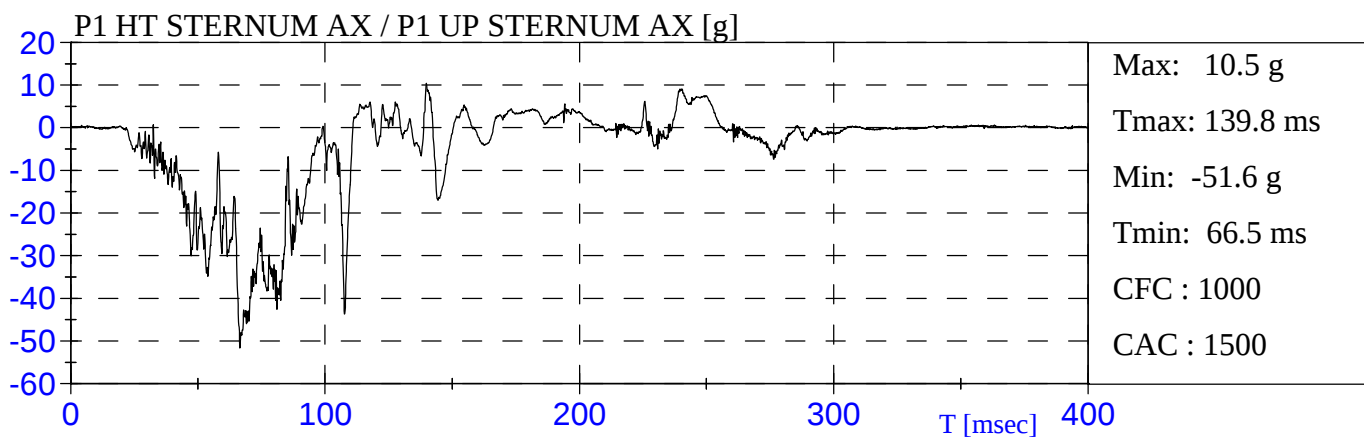


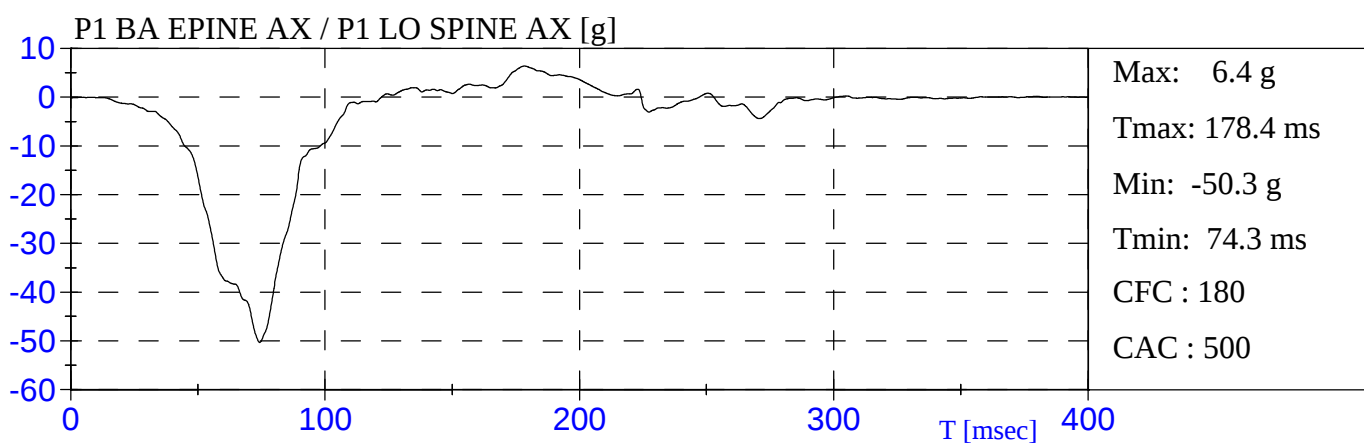
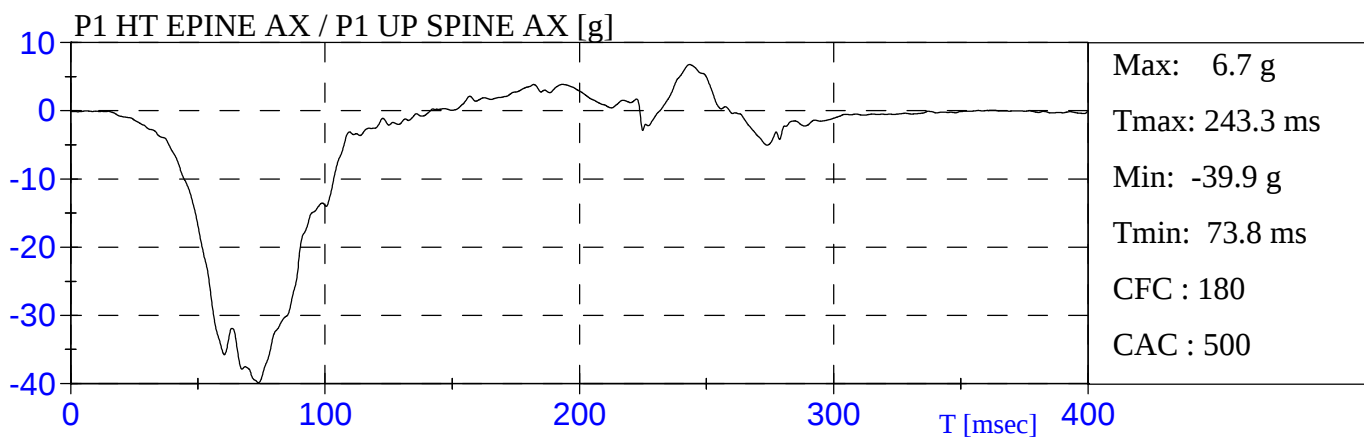


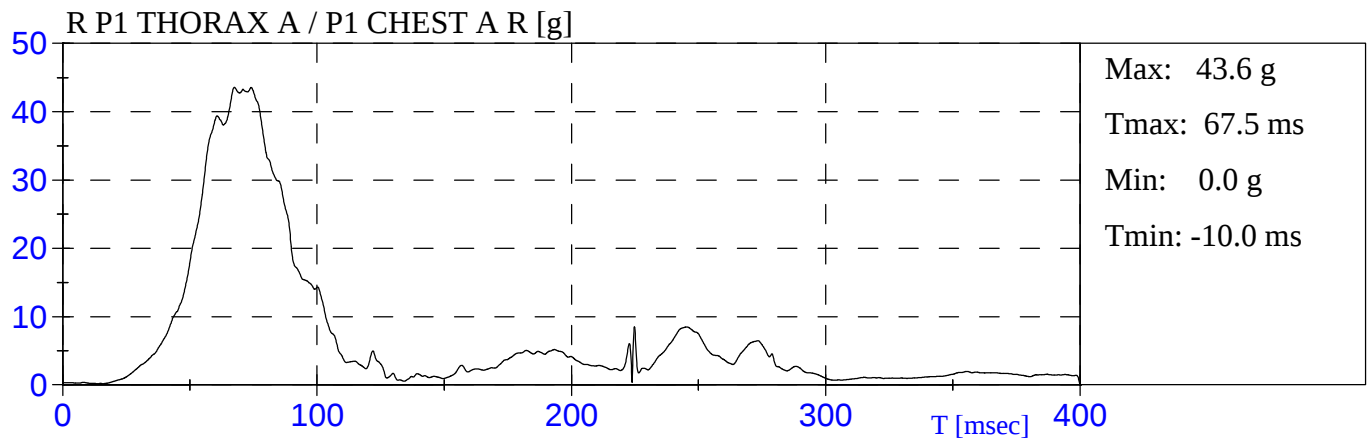
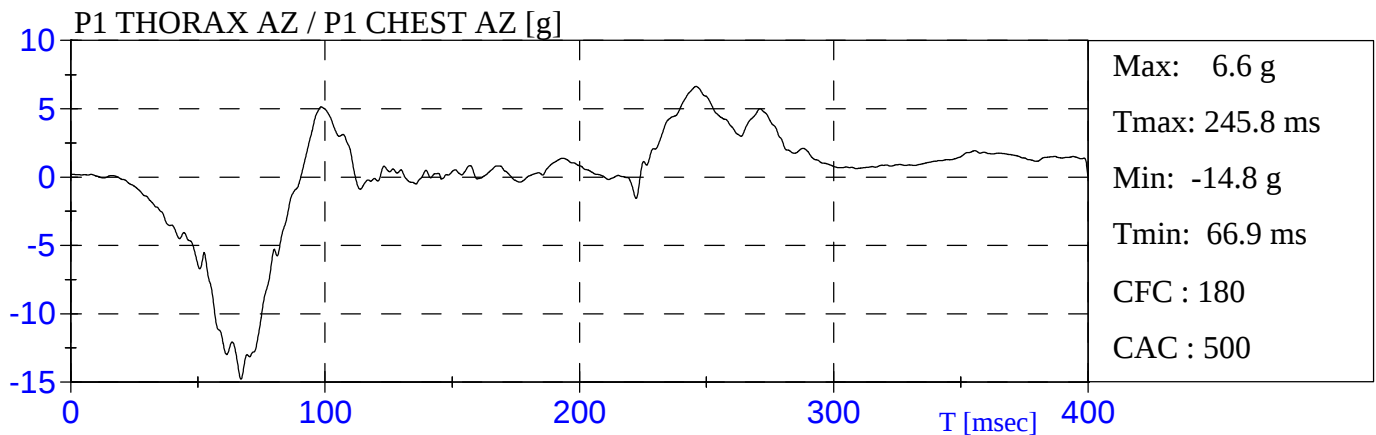
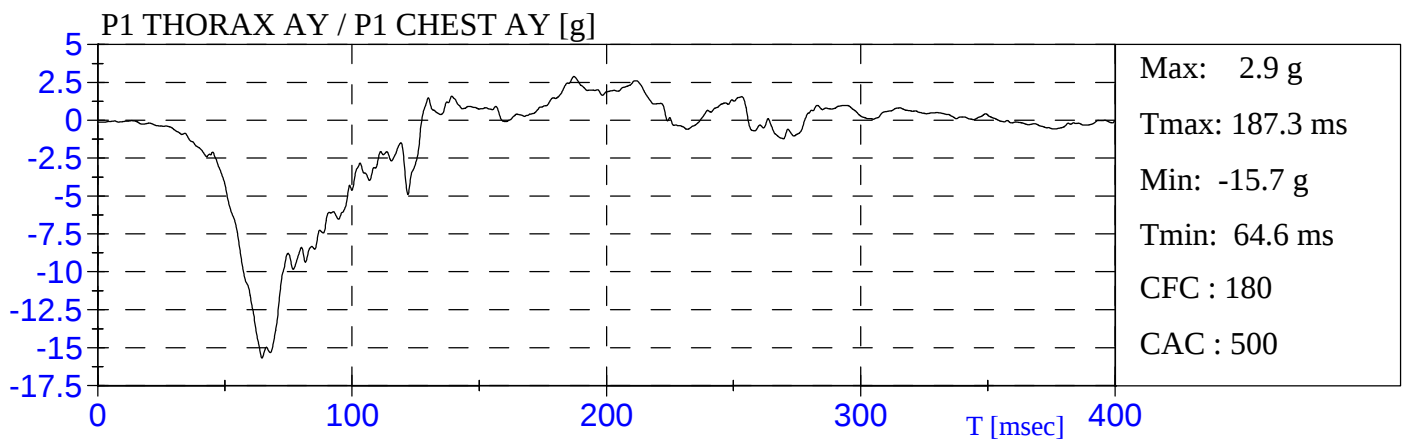
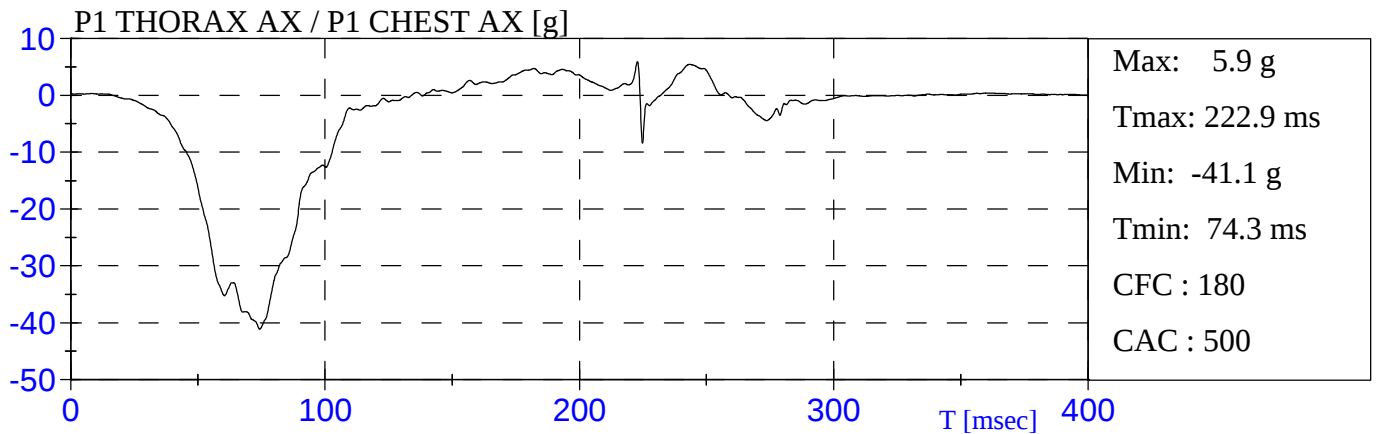


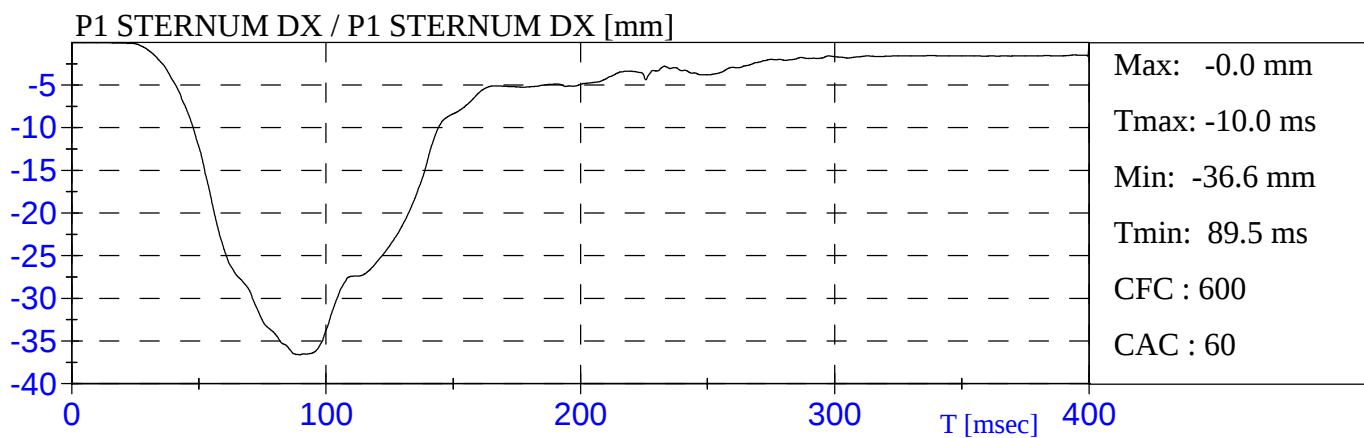


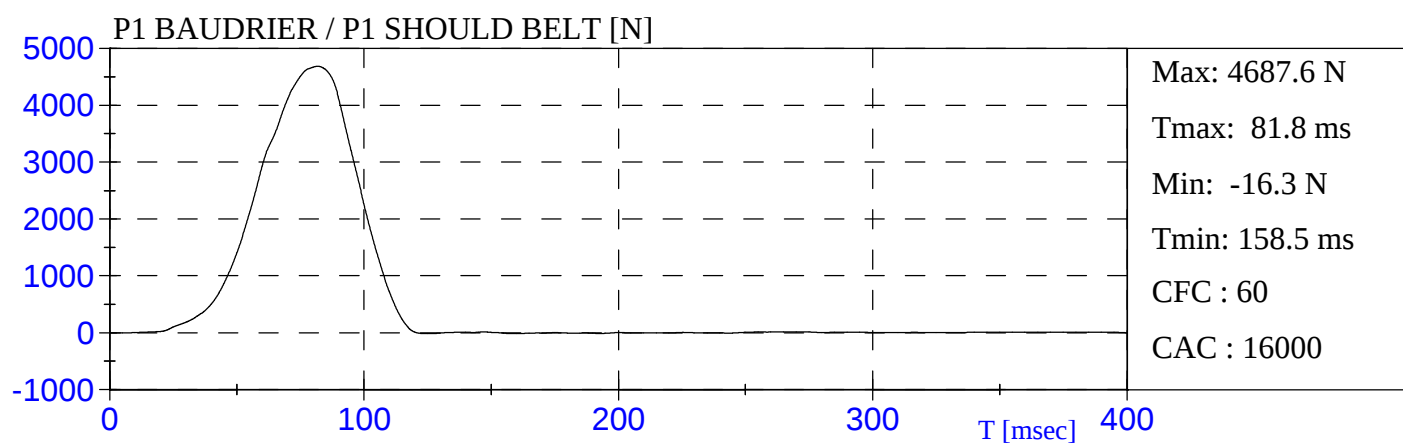
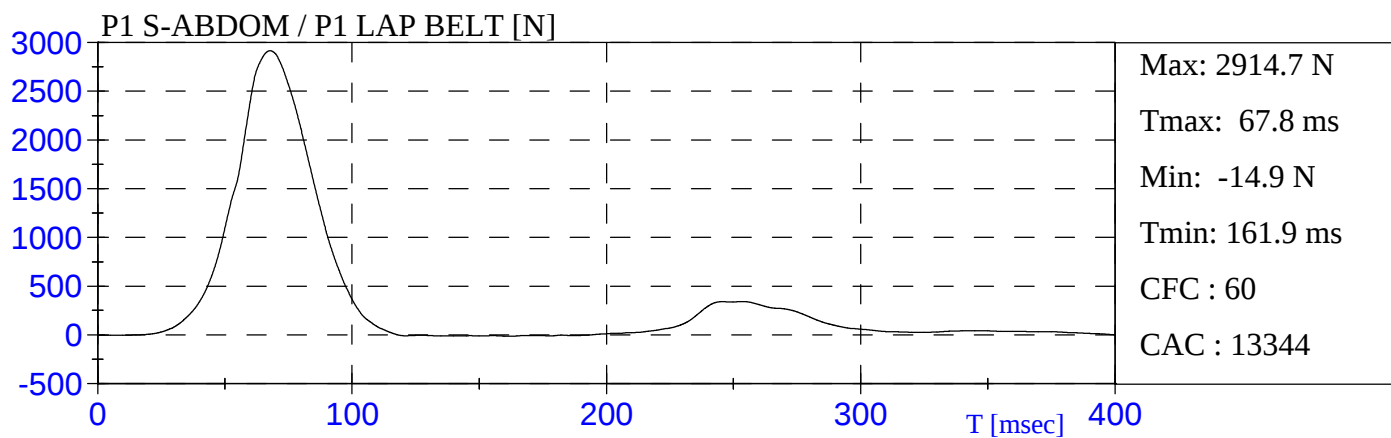


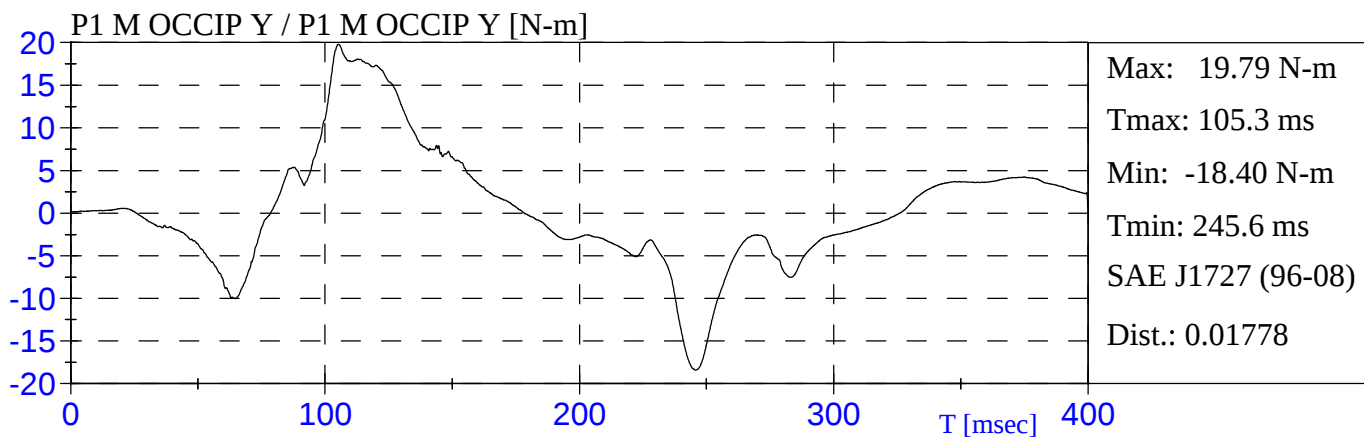


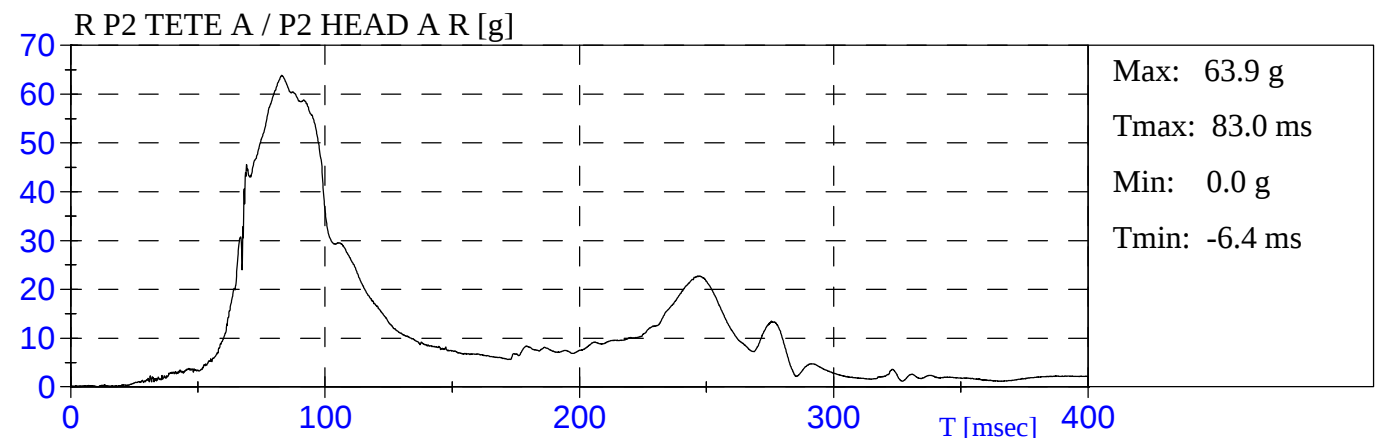
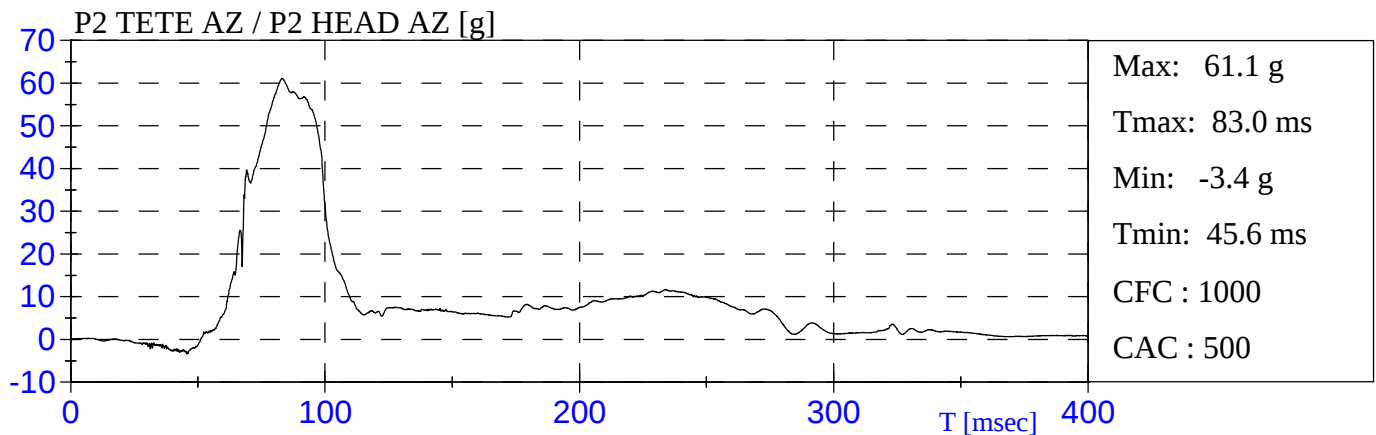
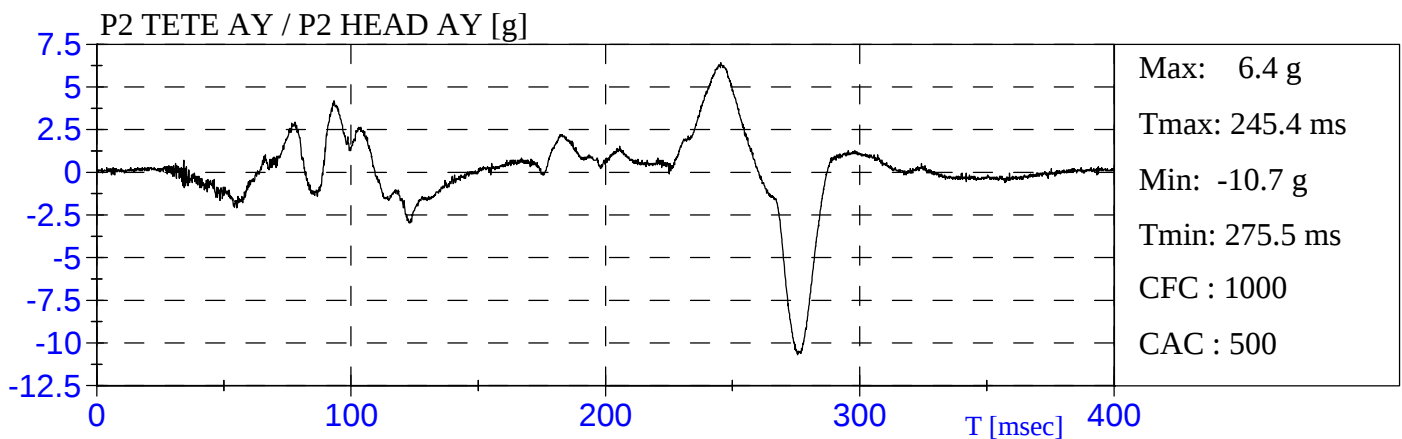
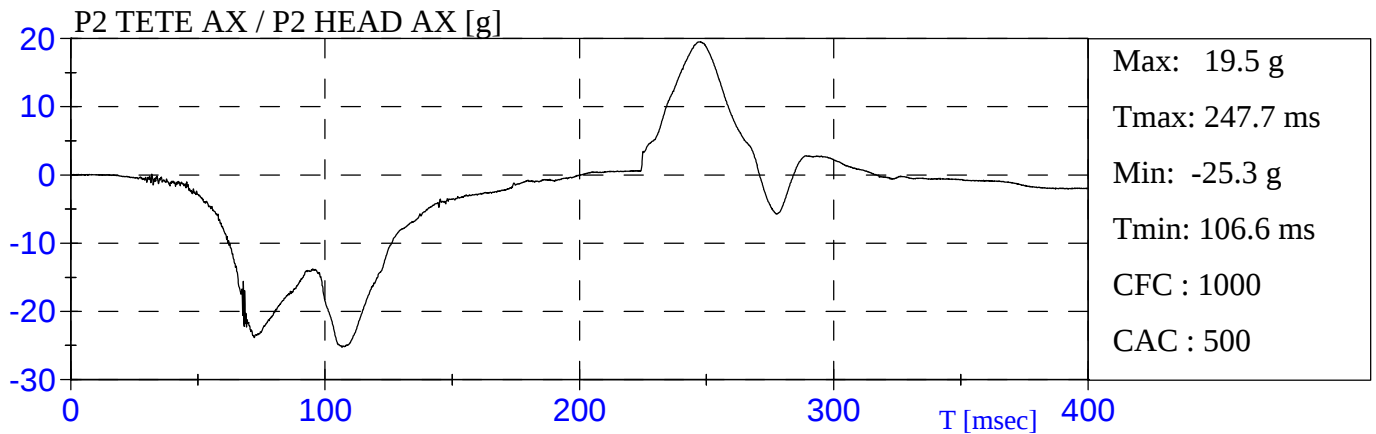


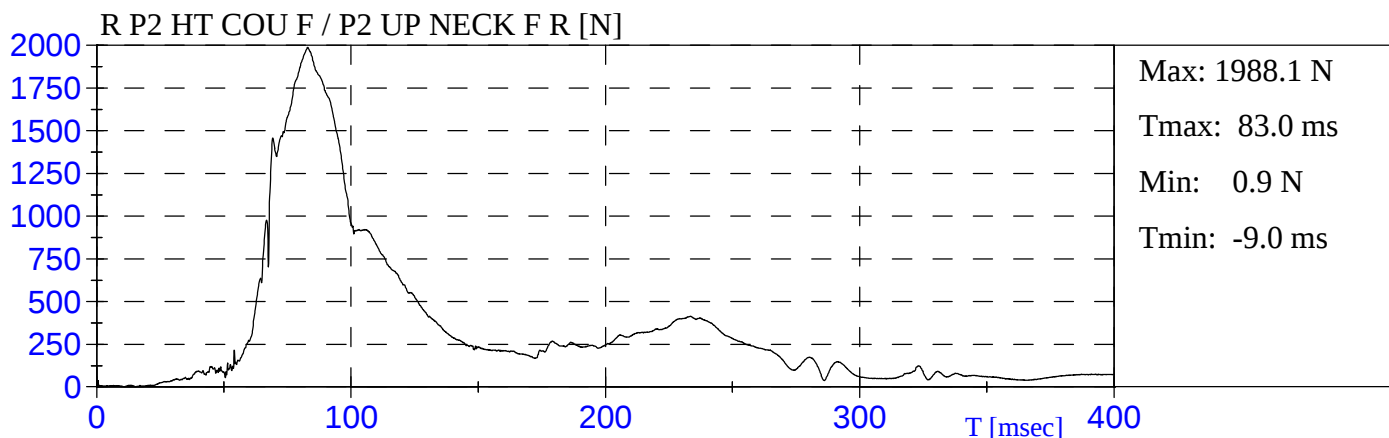
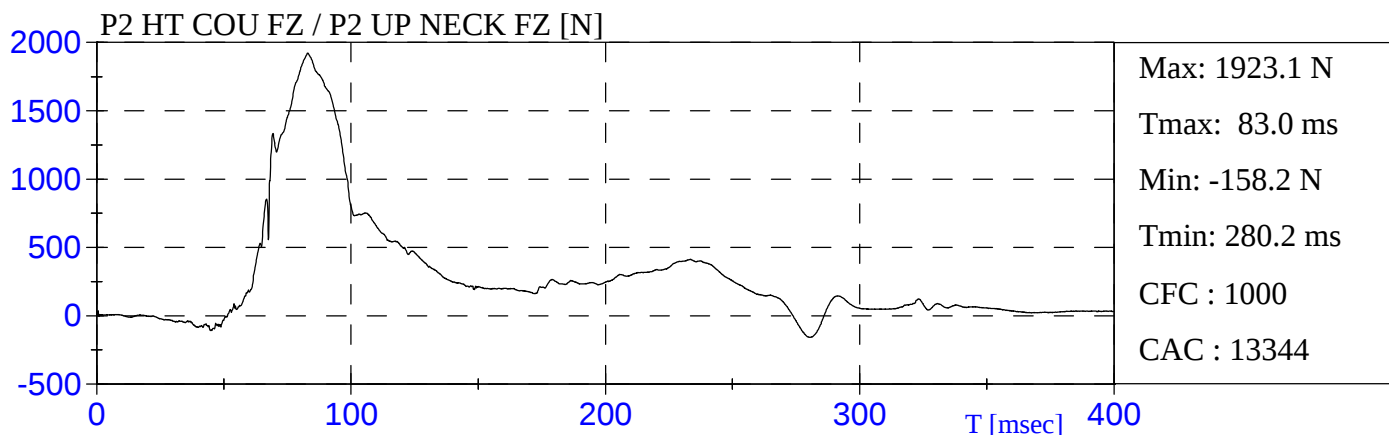
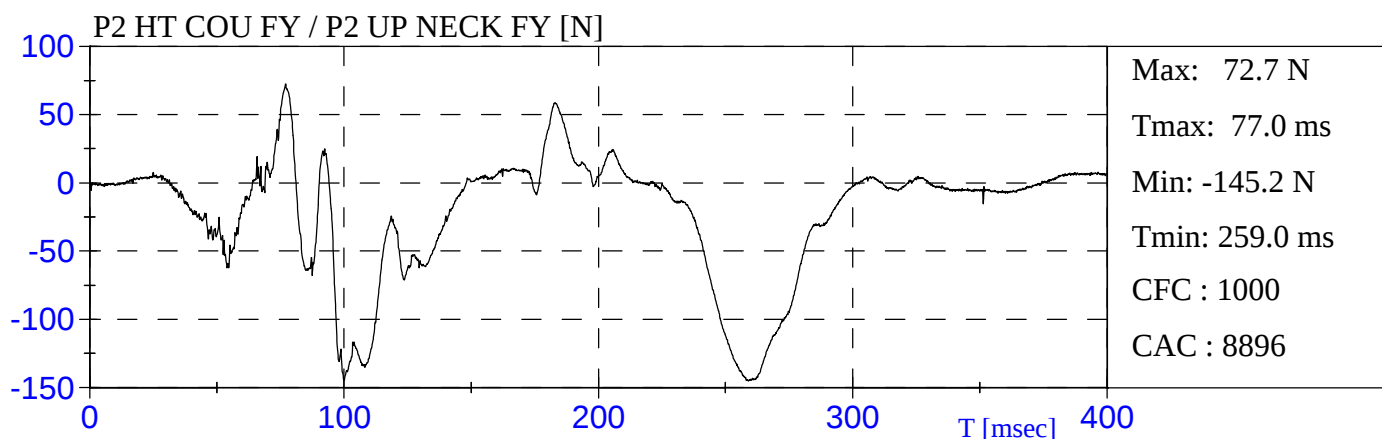
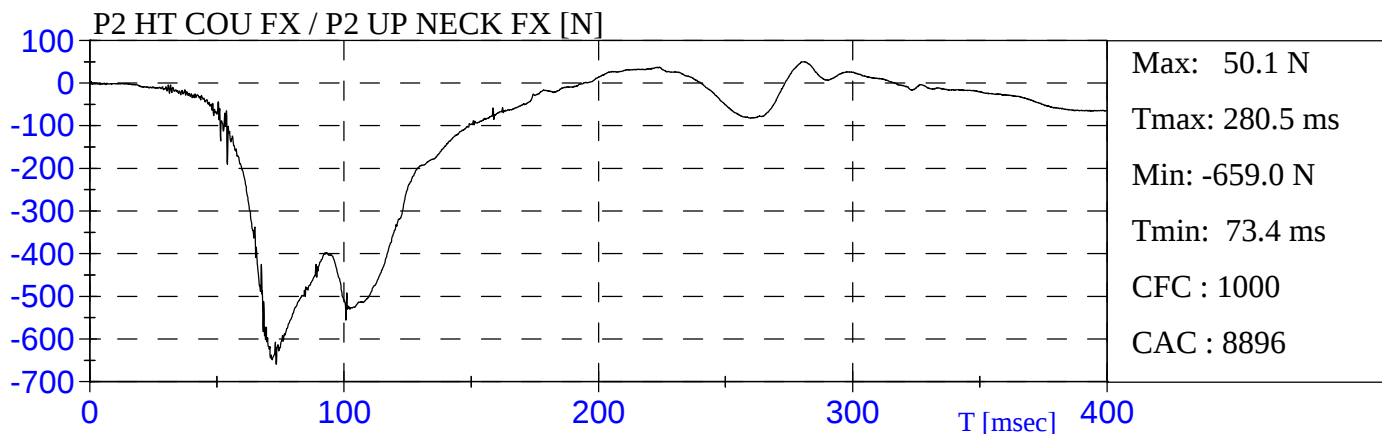


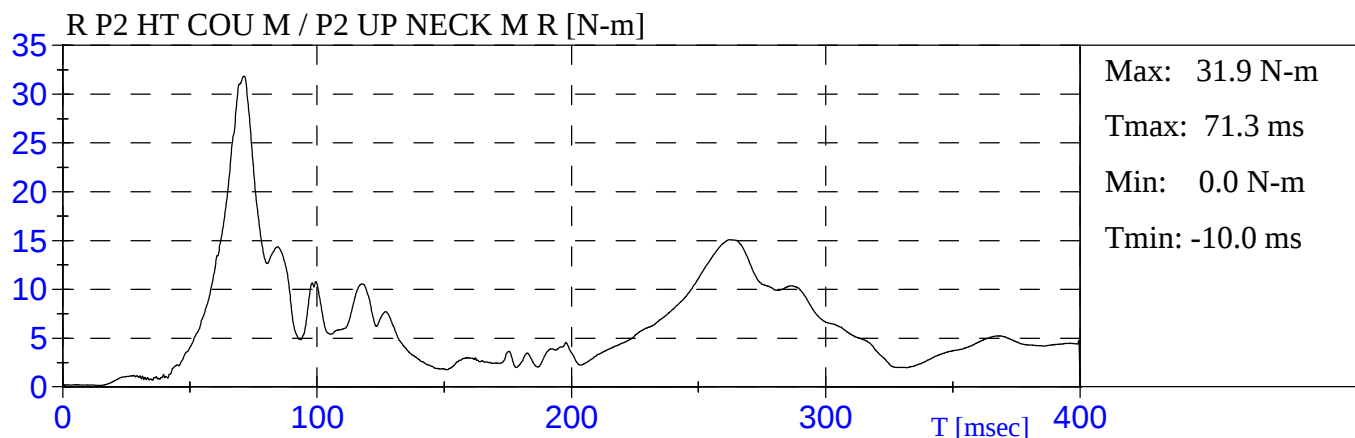
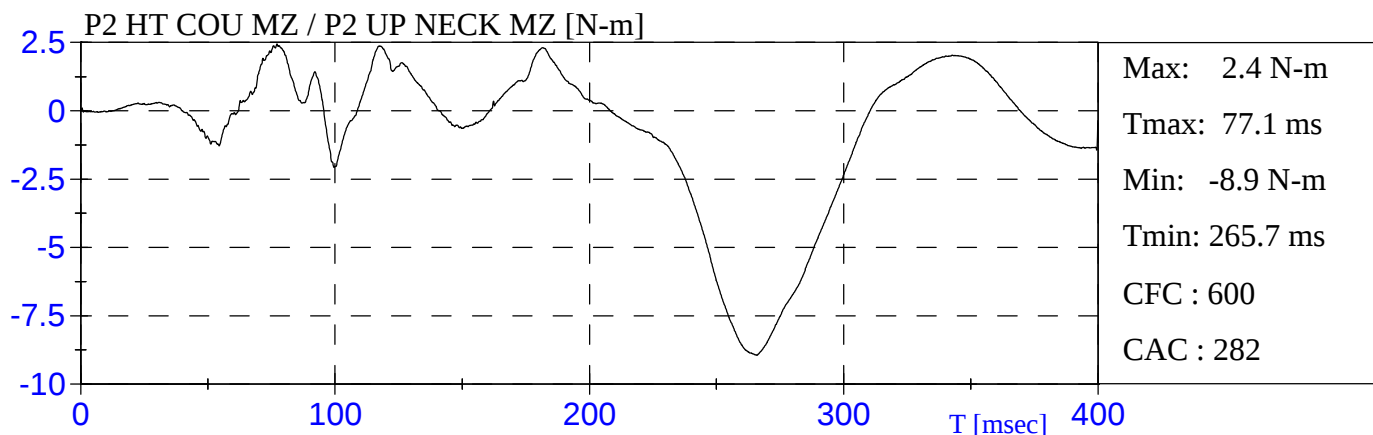
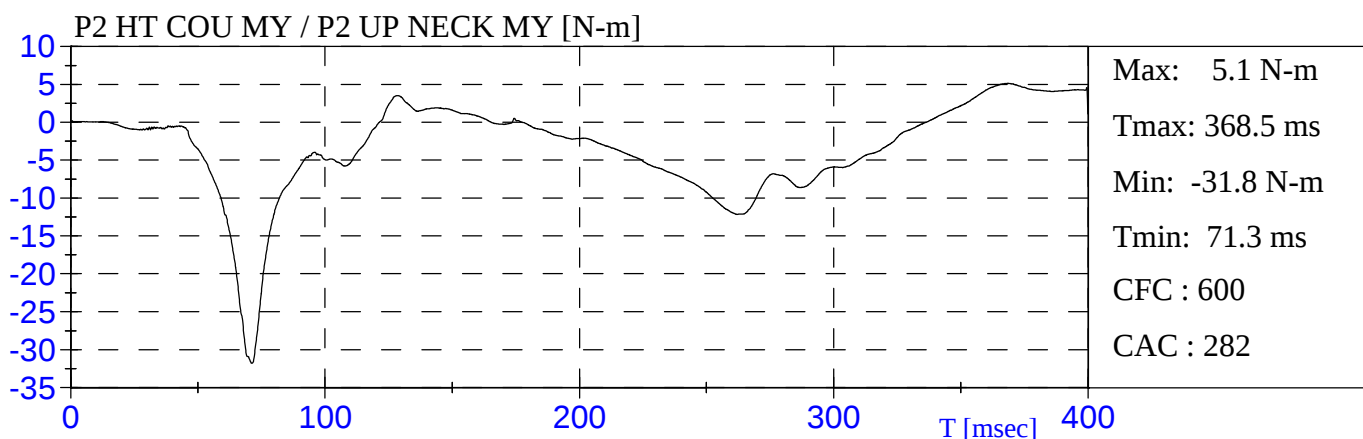
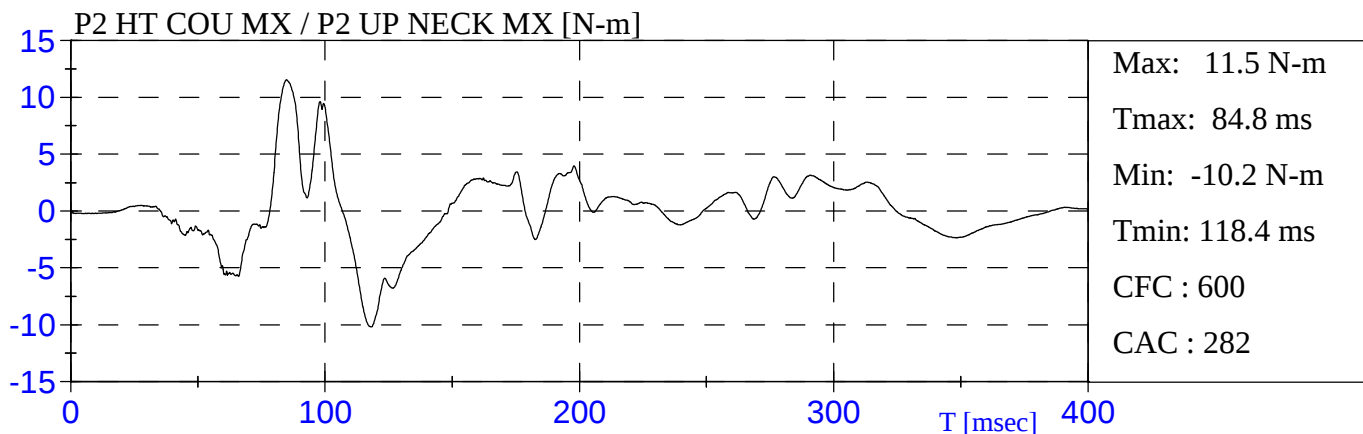


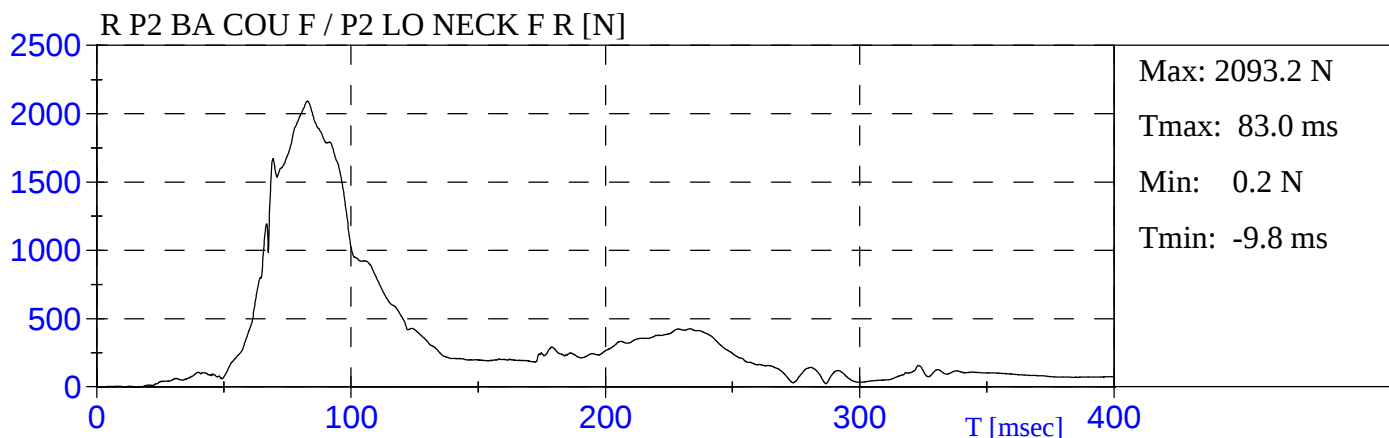
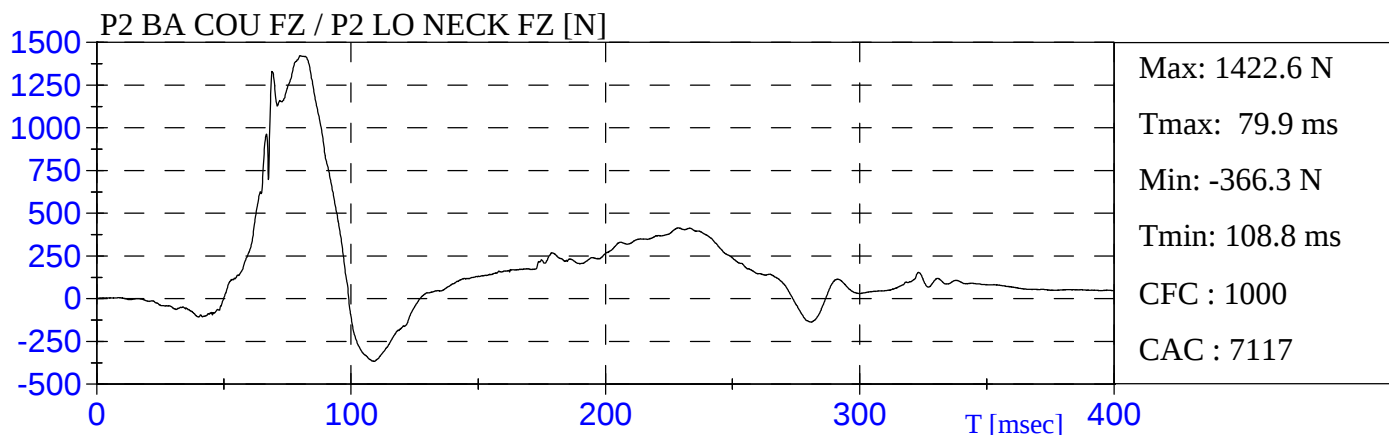
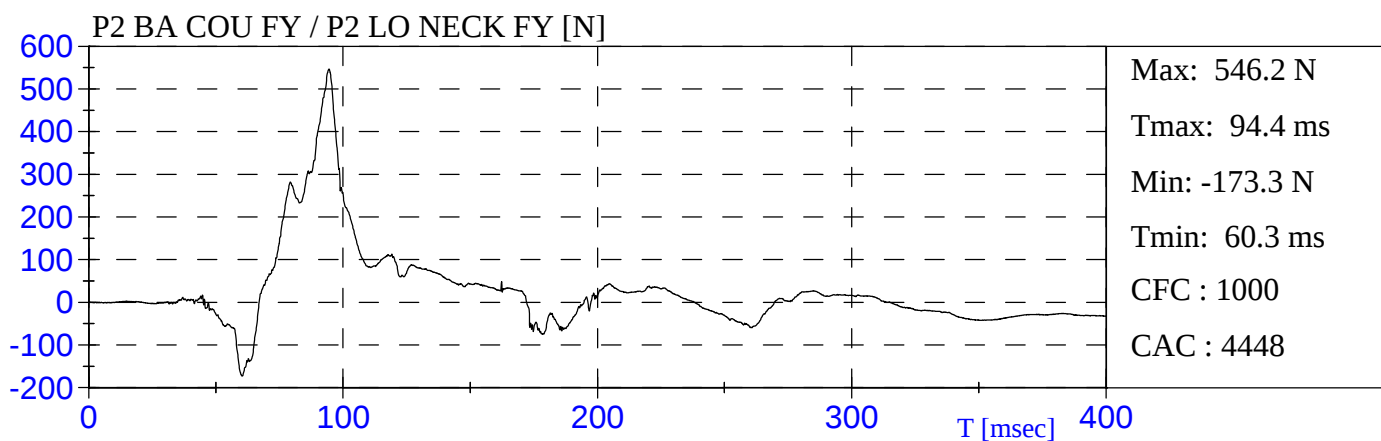
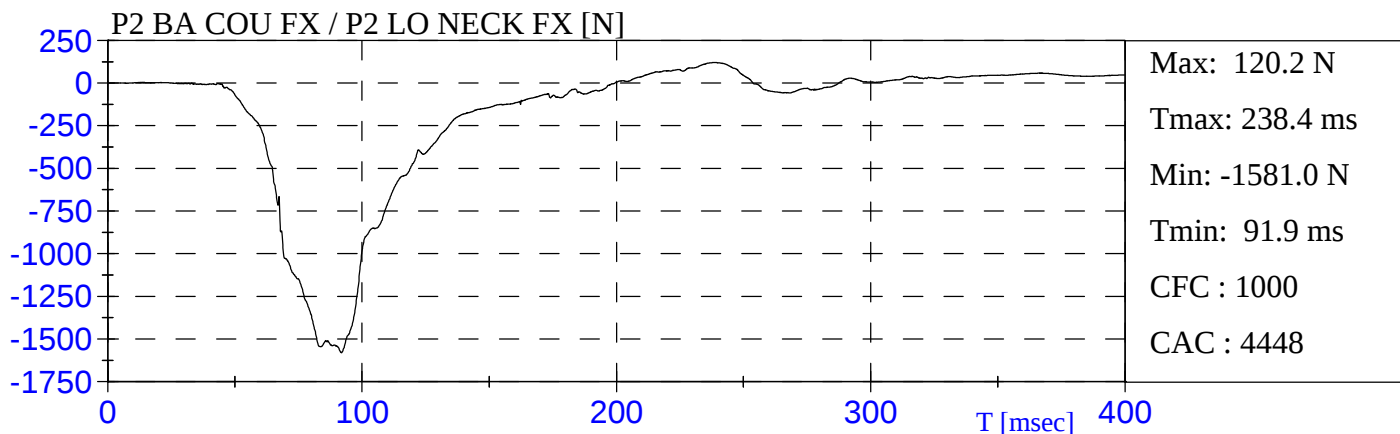


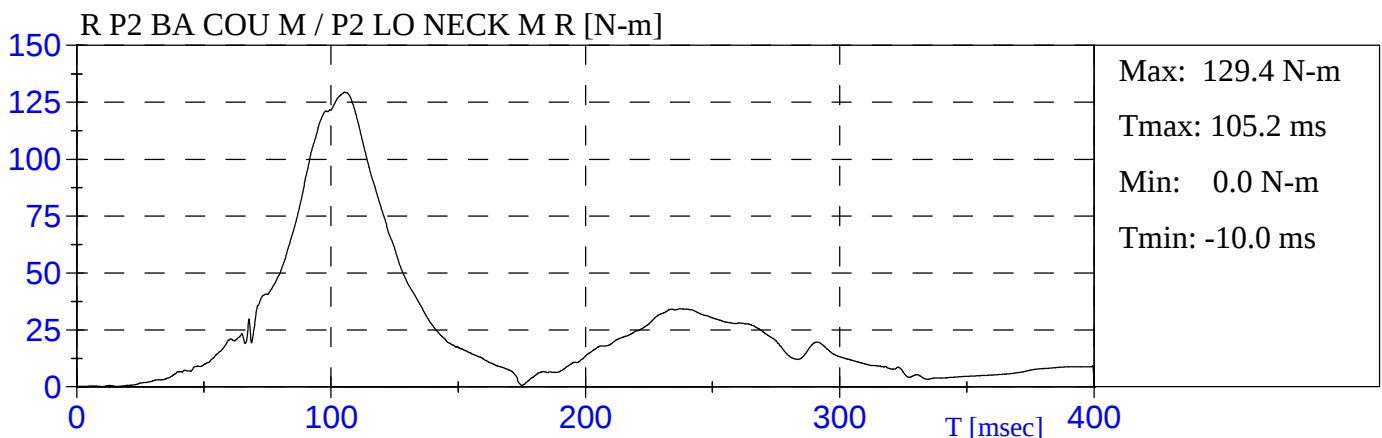
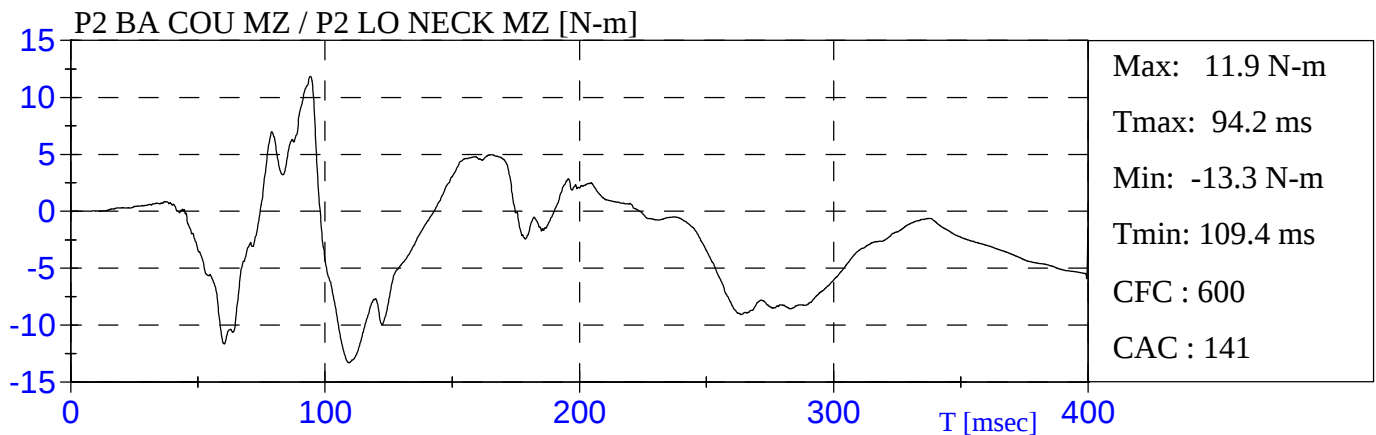
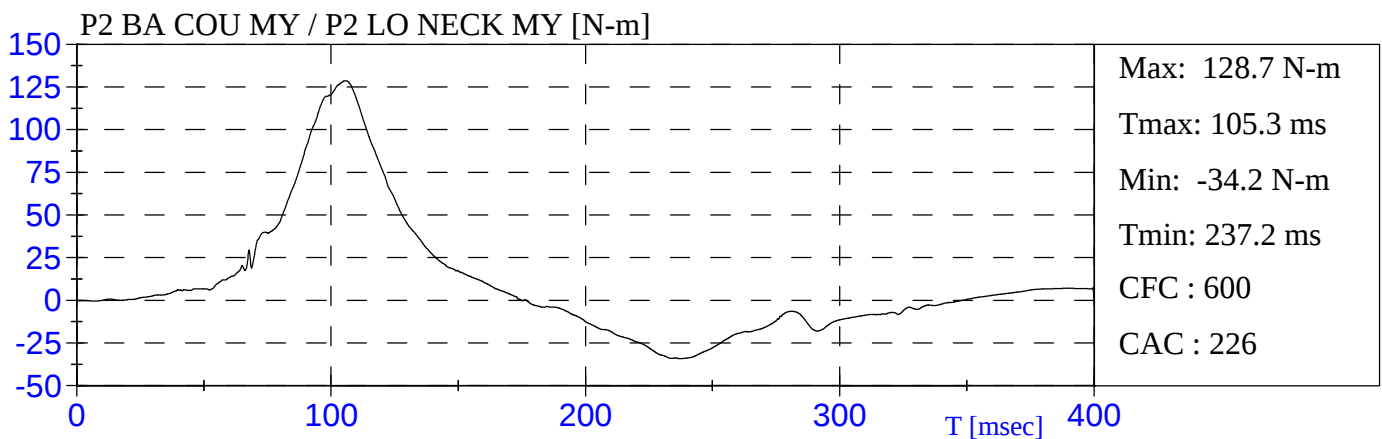
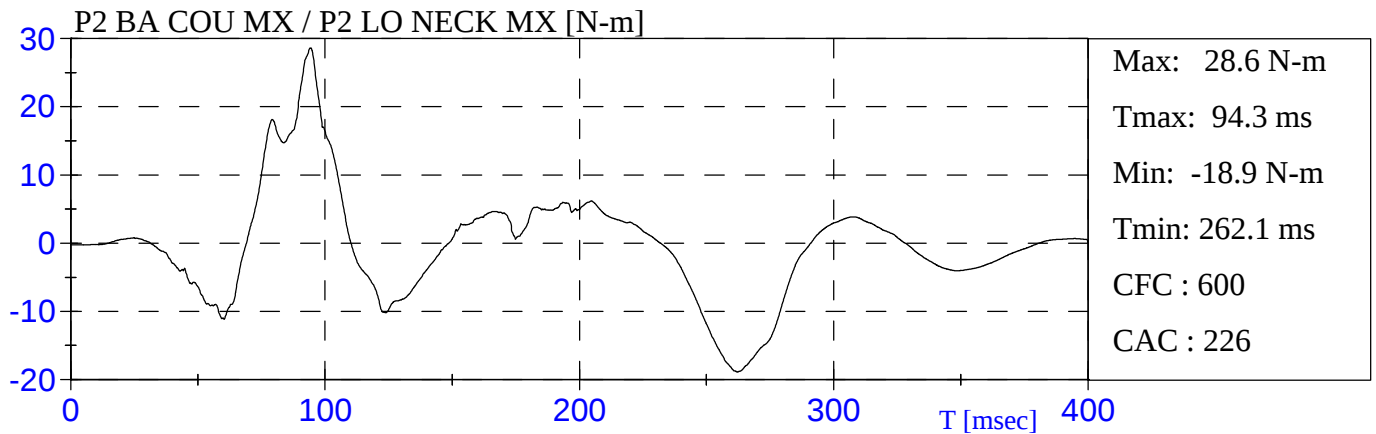


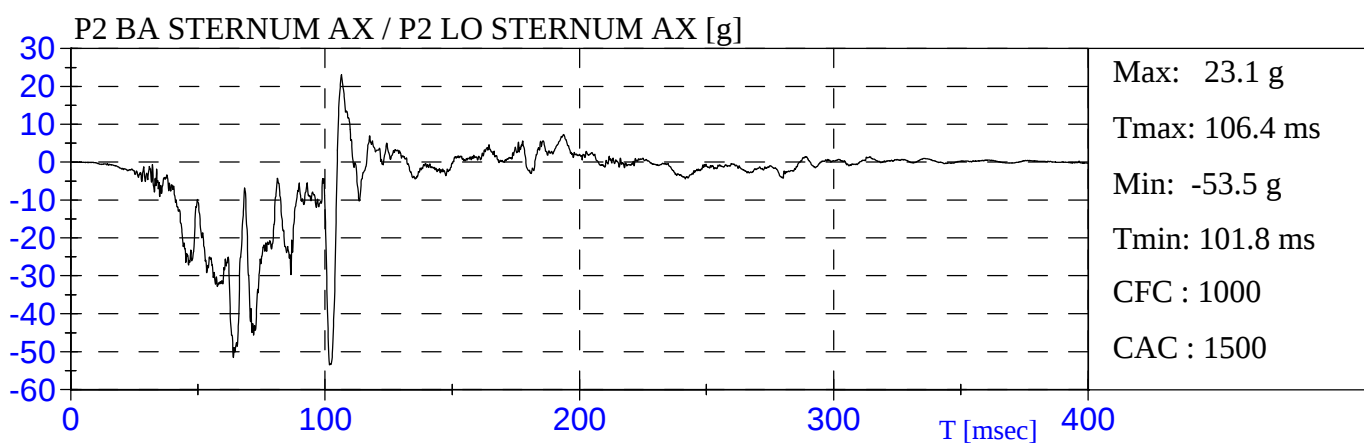
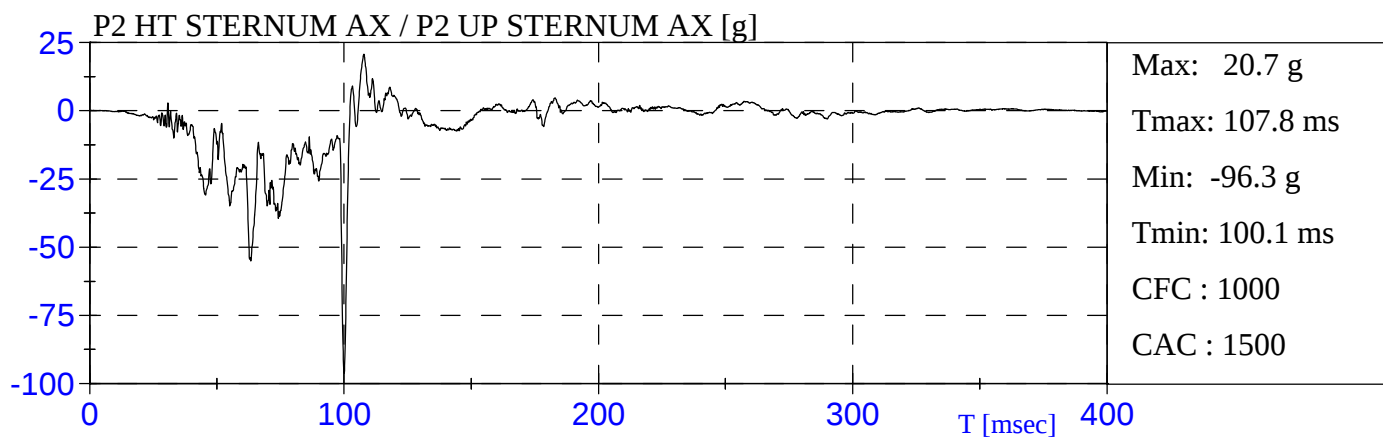


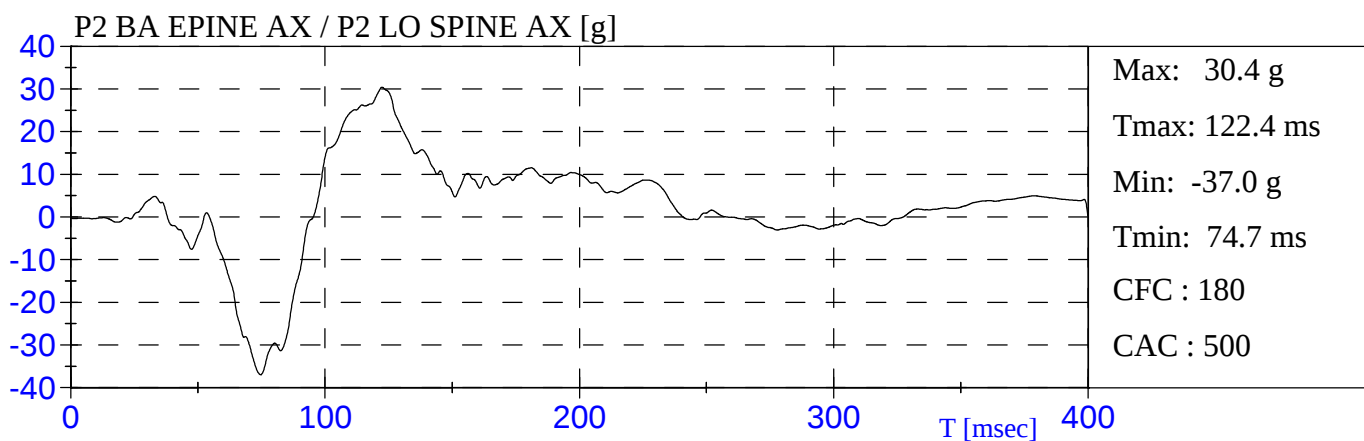
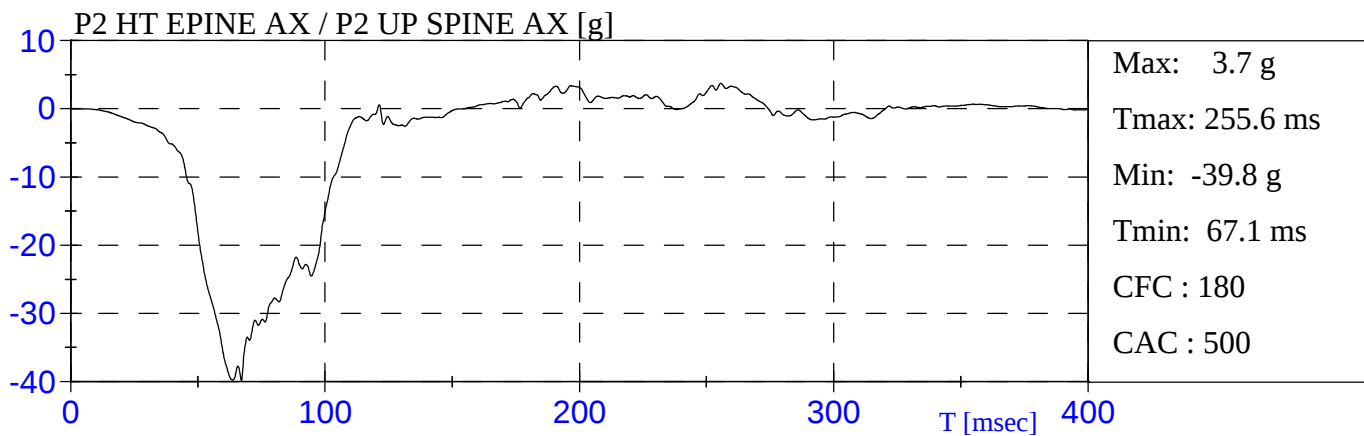


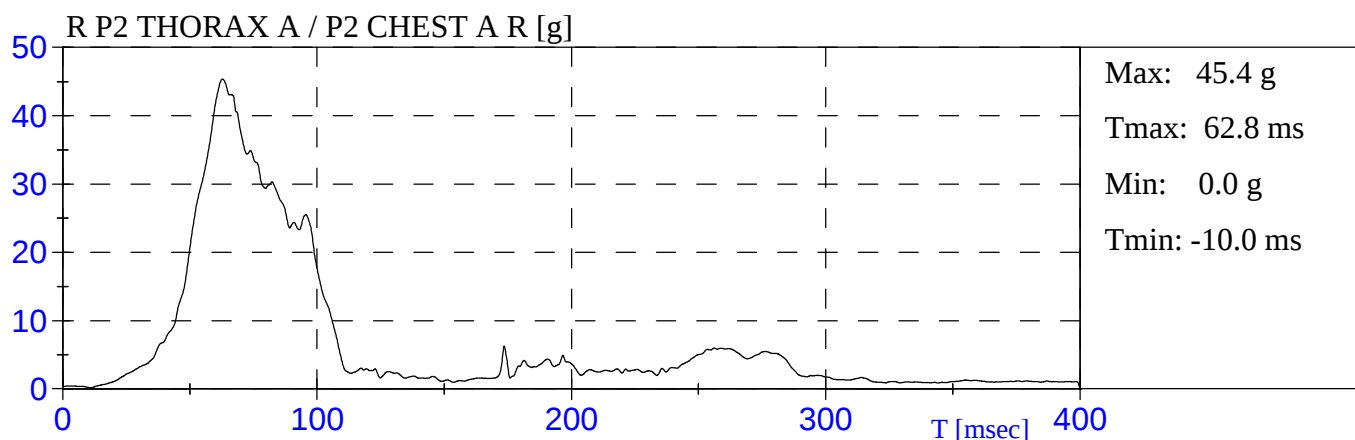
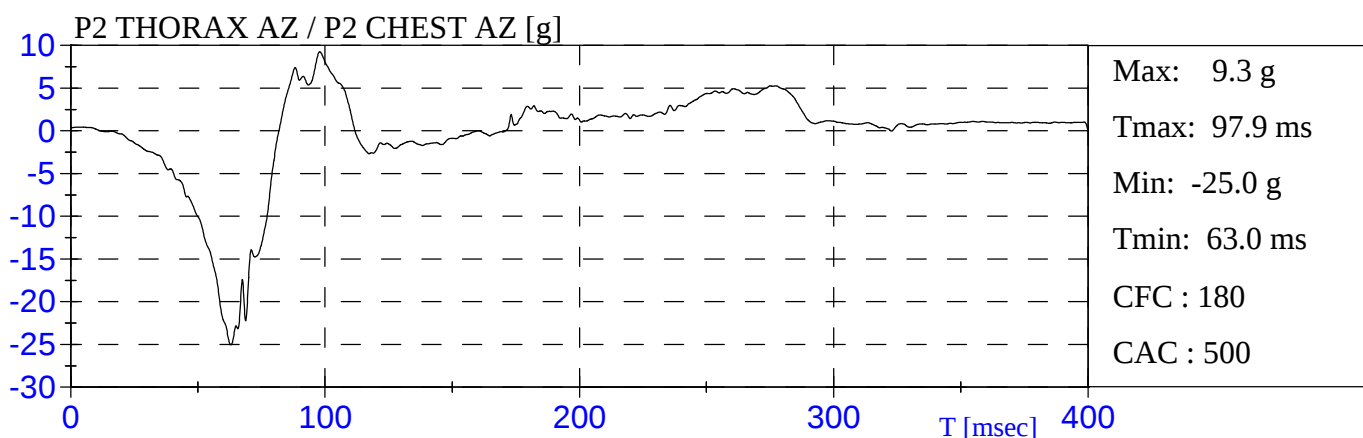
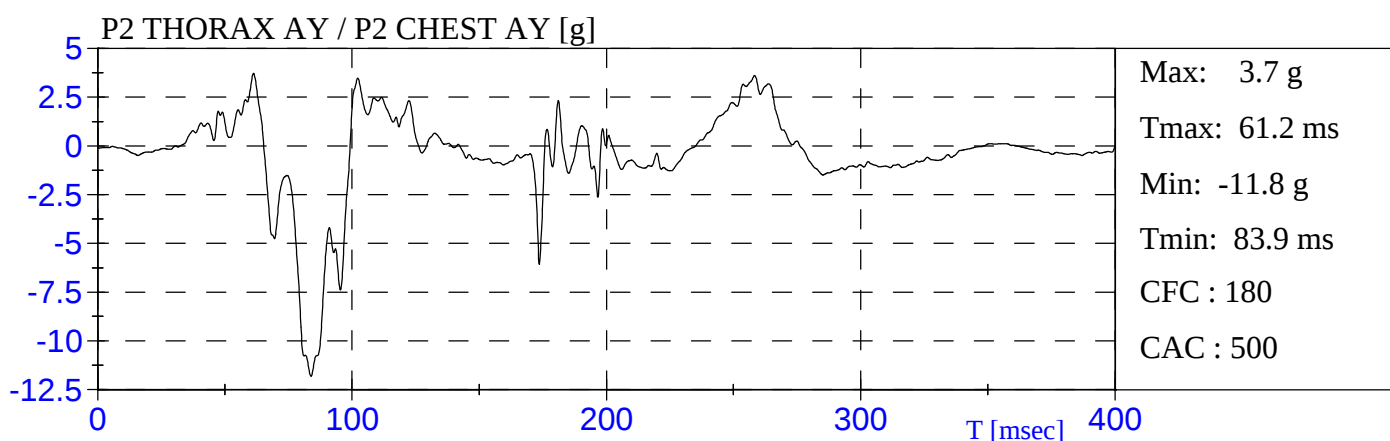
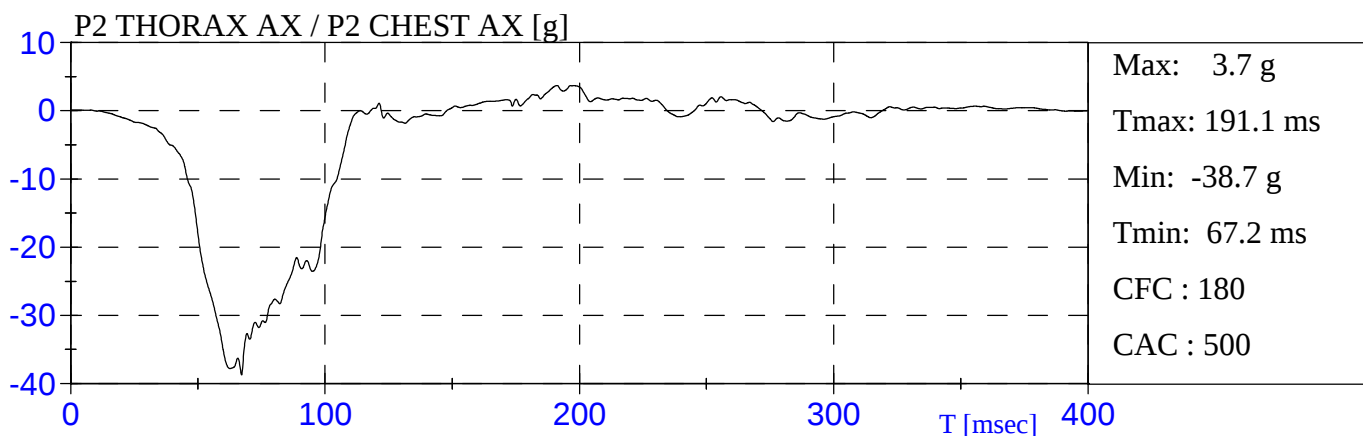


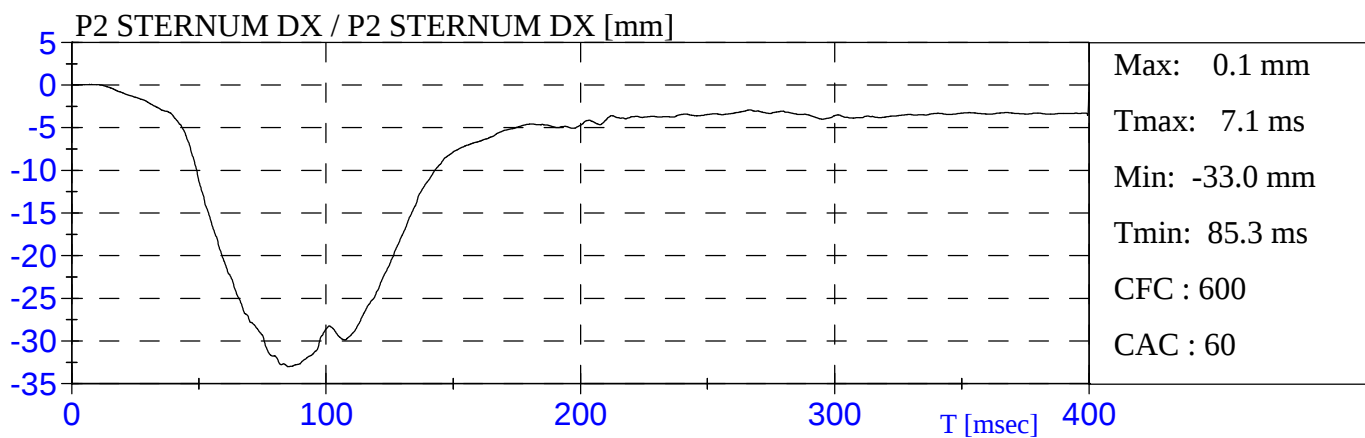


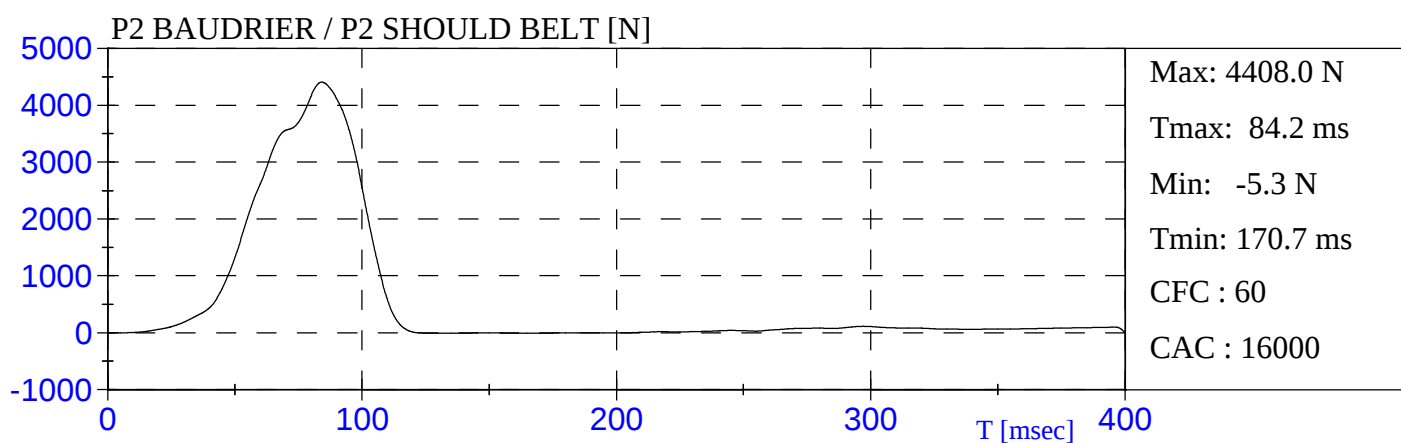
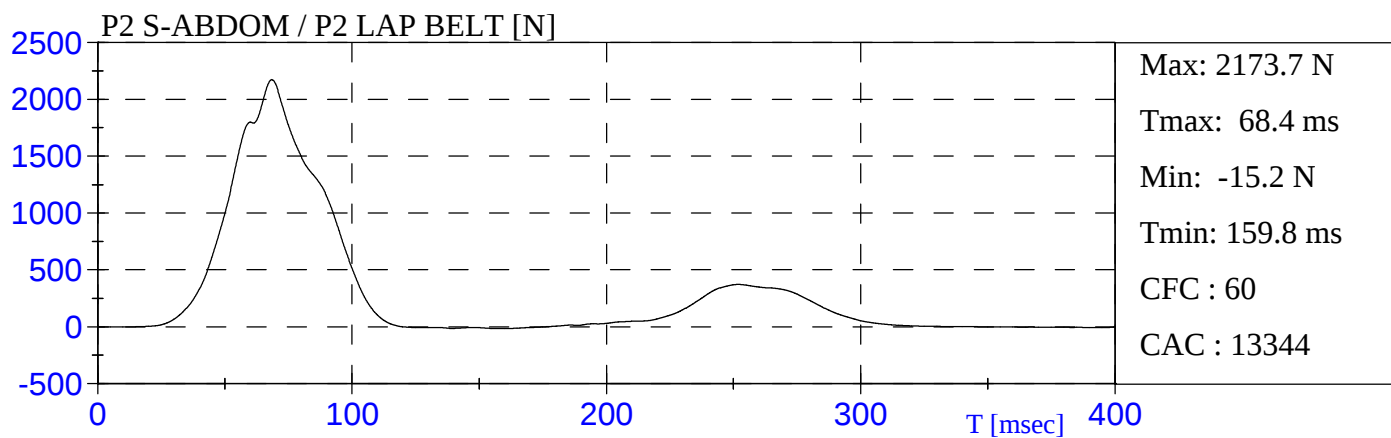


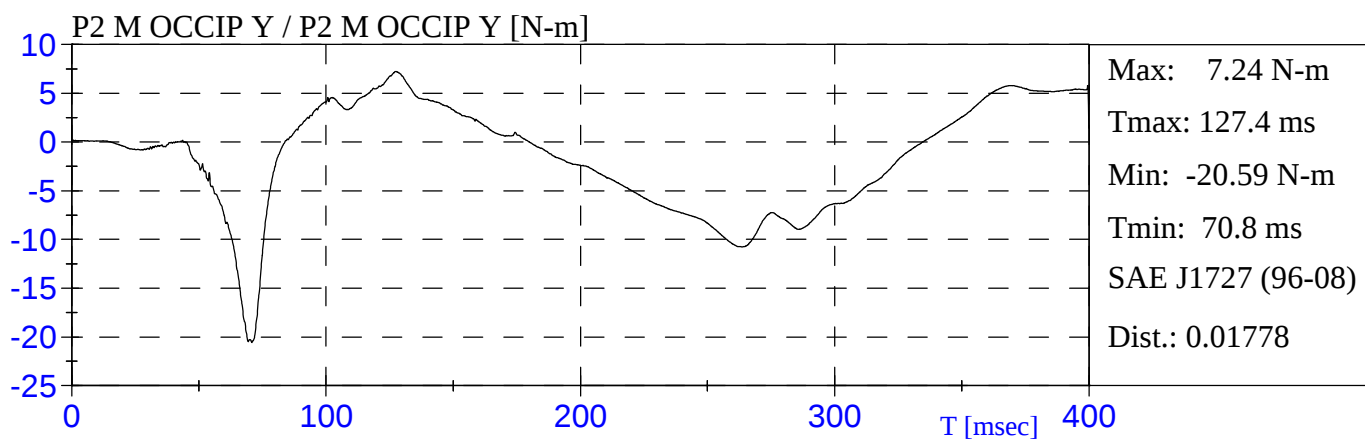


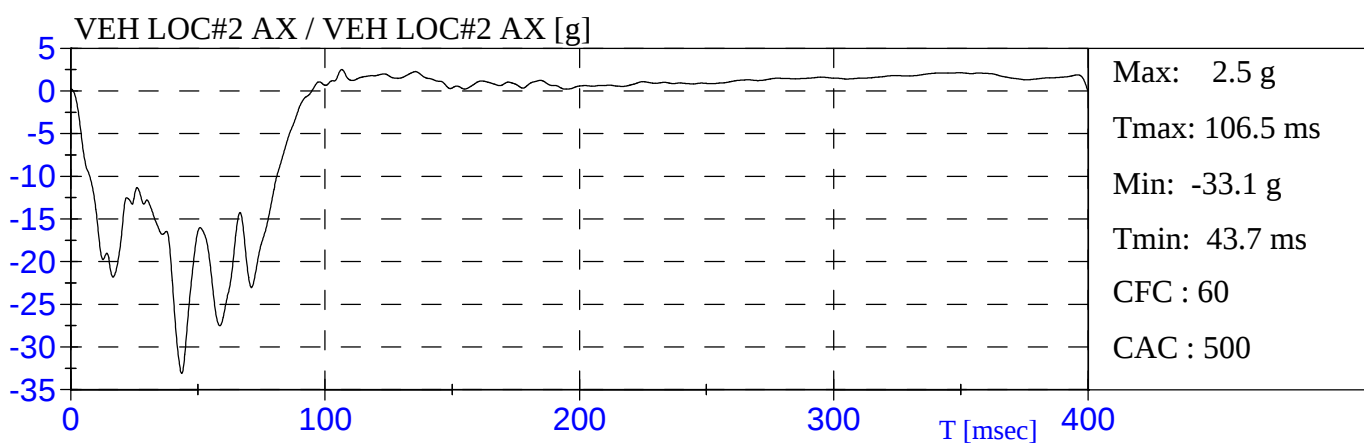
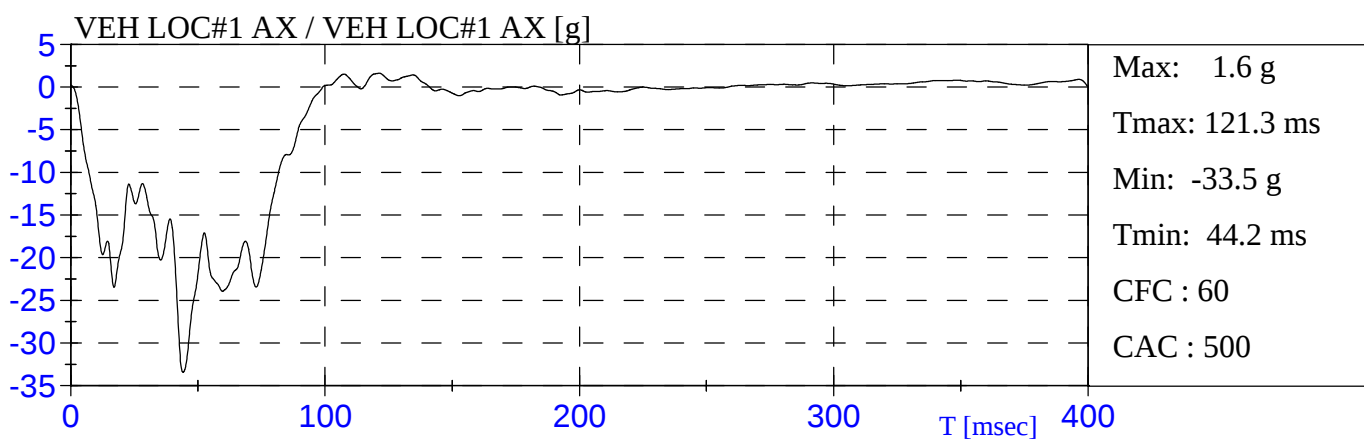


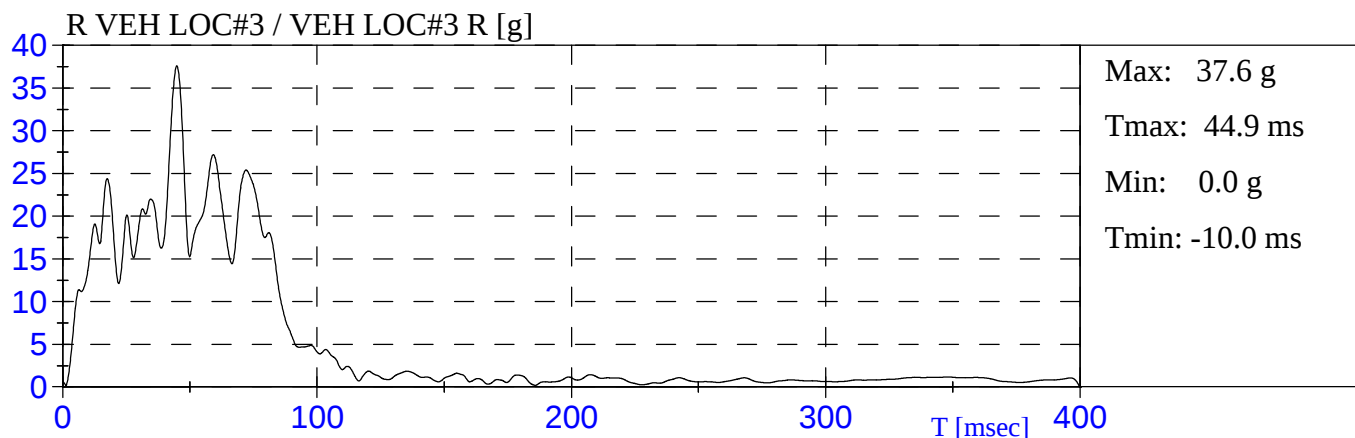
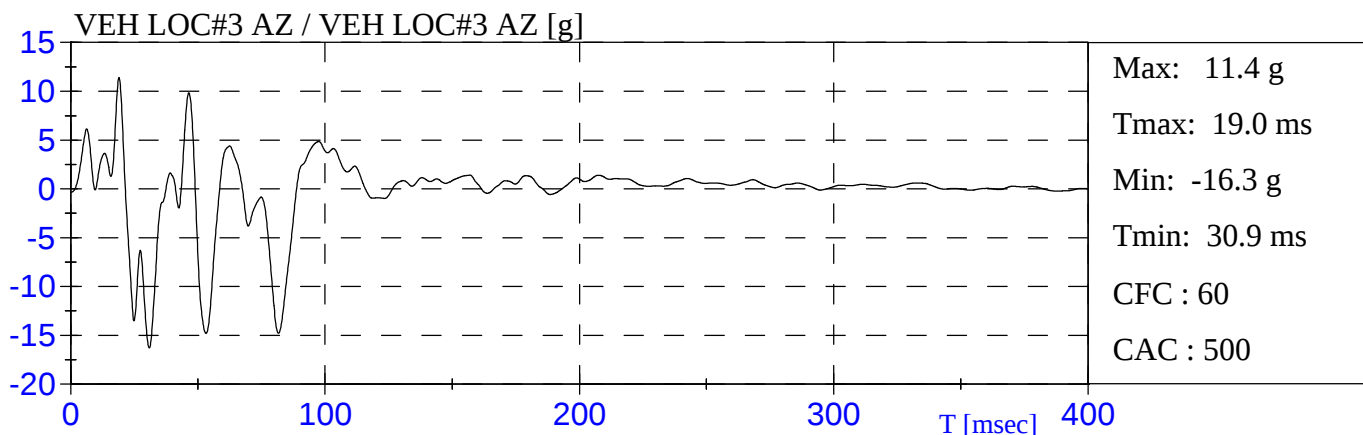
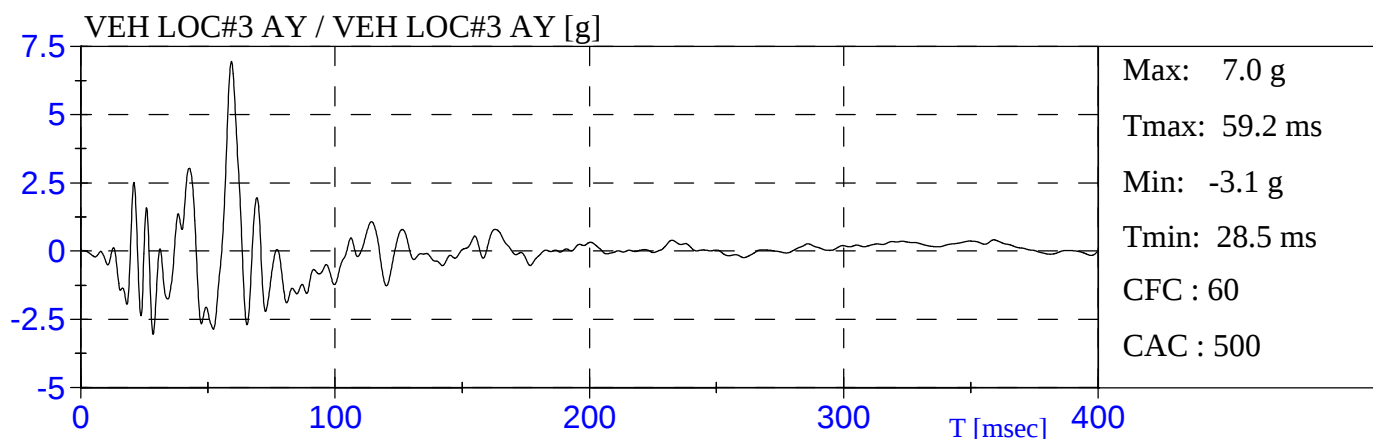
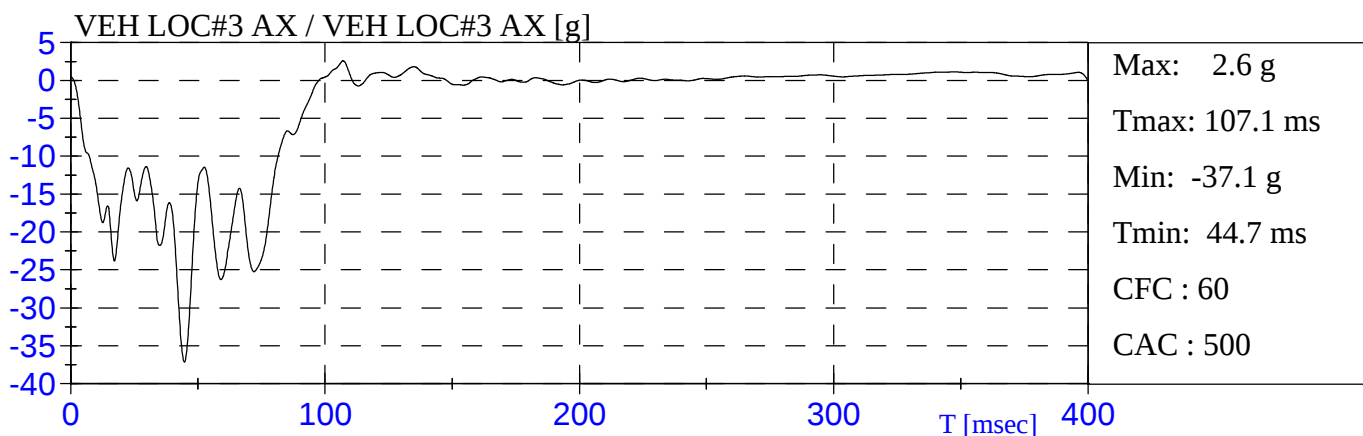


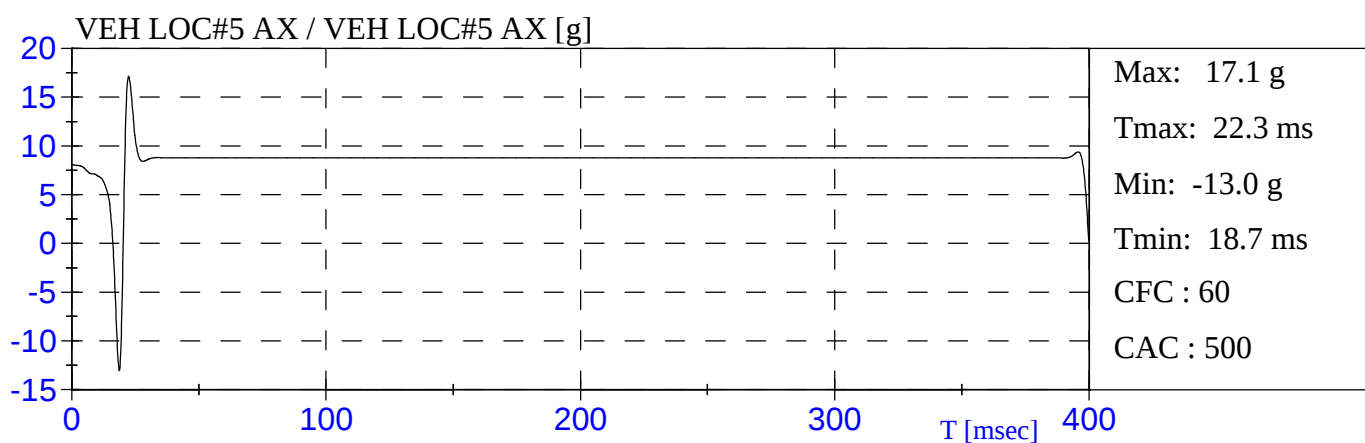
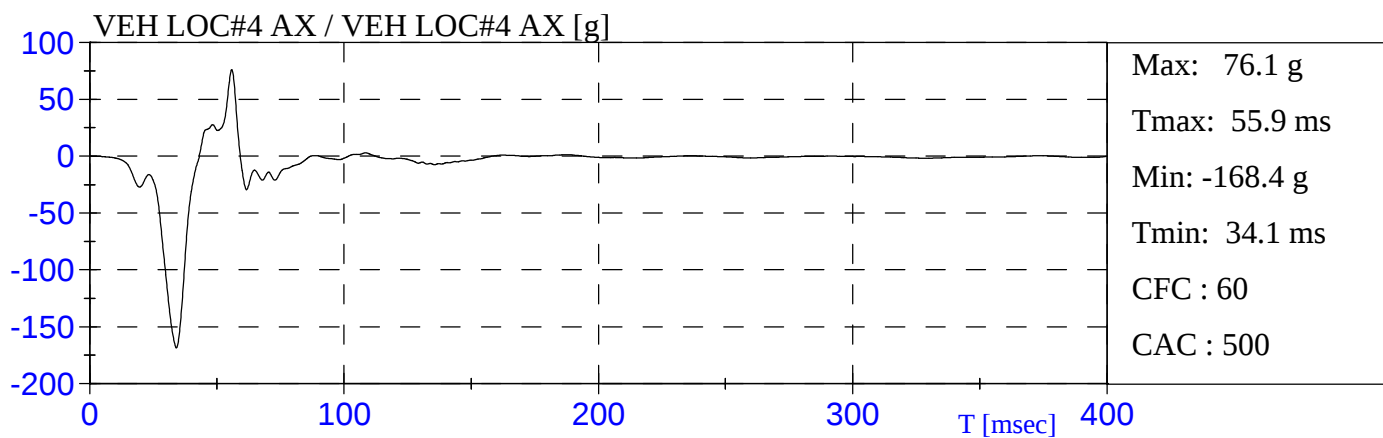


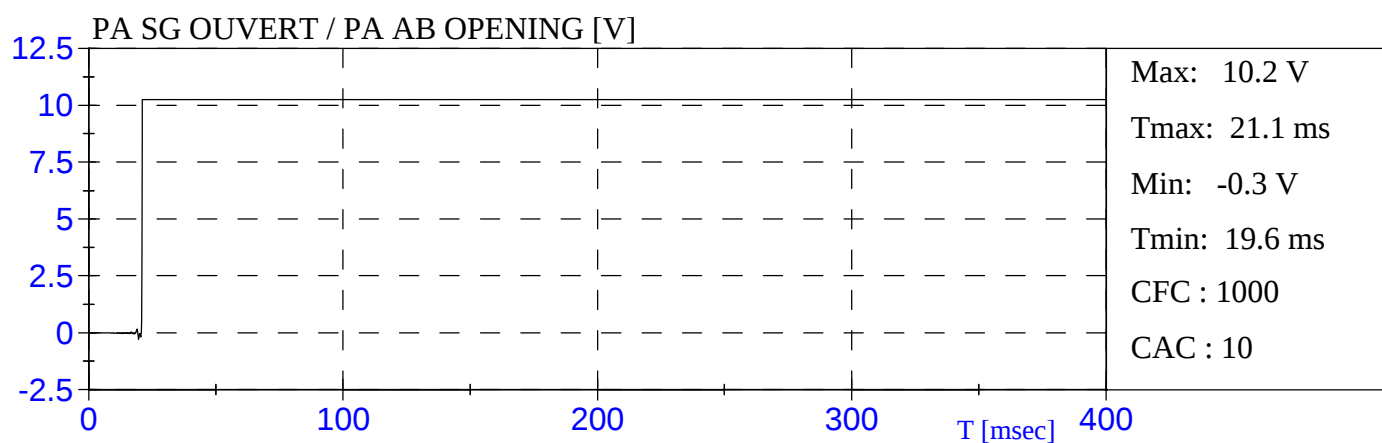
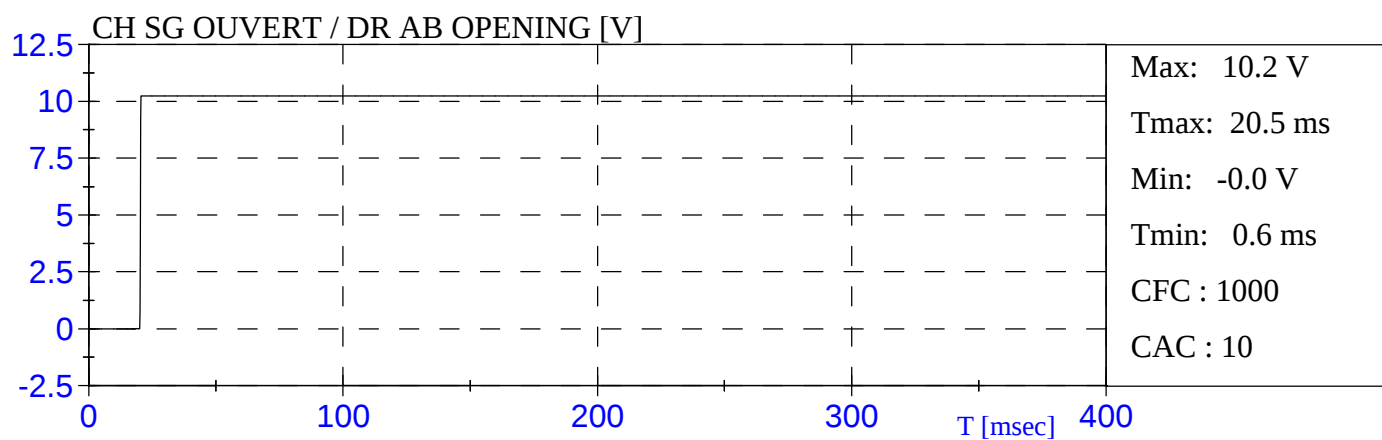


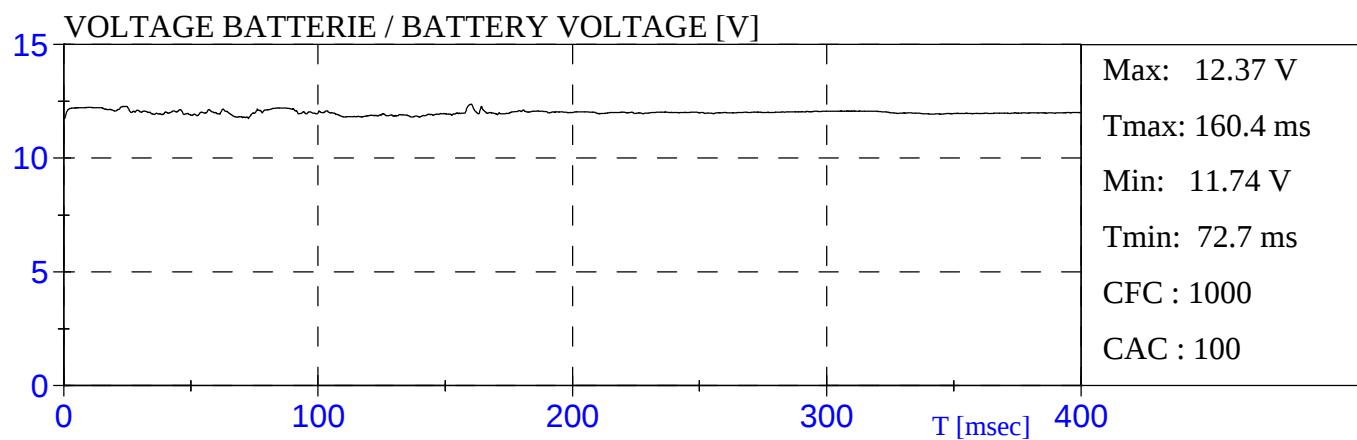


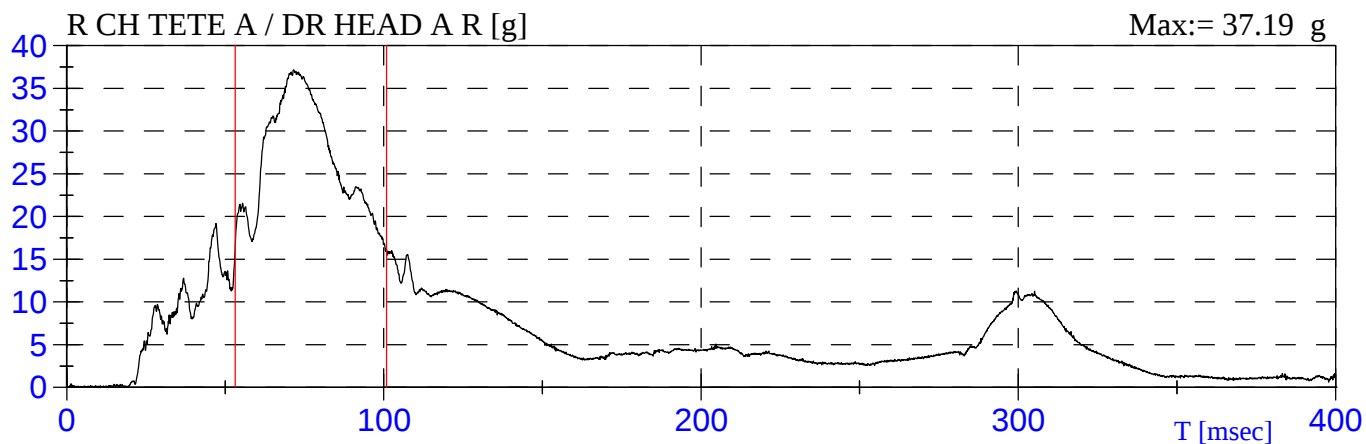










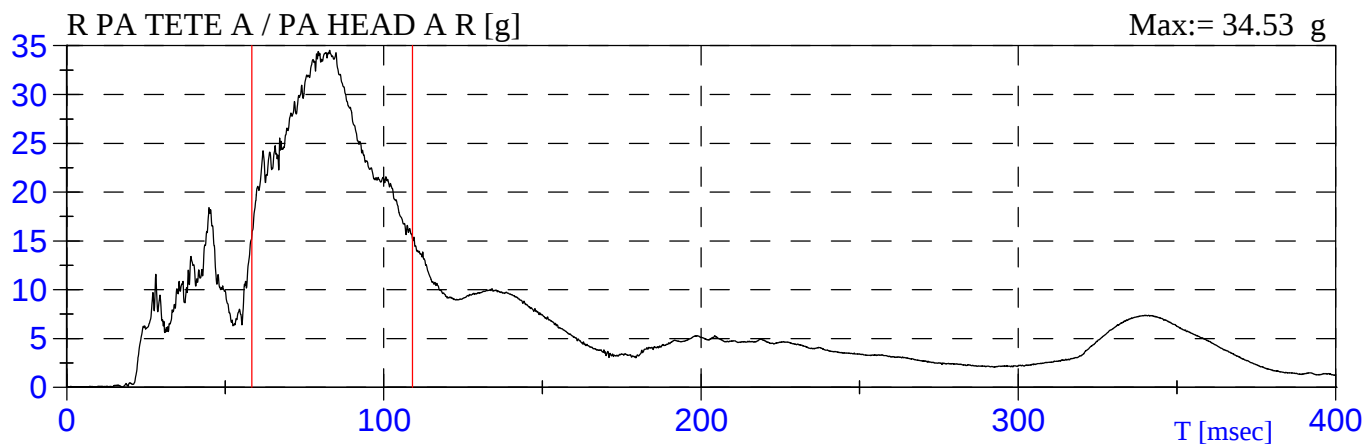


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 175	HIC(36ms):= 166	HIC(15ms):= 106
T1:= 53.2 ms	T1:= 60.4 ms	T1:= 65.7 ms
T2:= 100.9 ms	T2:= 96.4 ms	T2:= 80.7 ms

* Selon / According To: SAE J1727 96-08

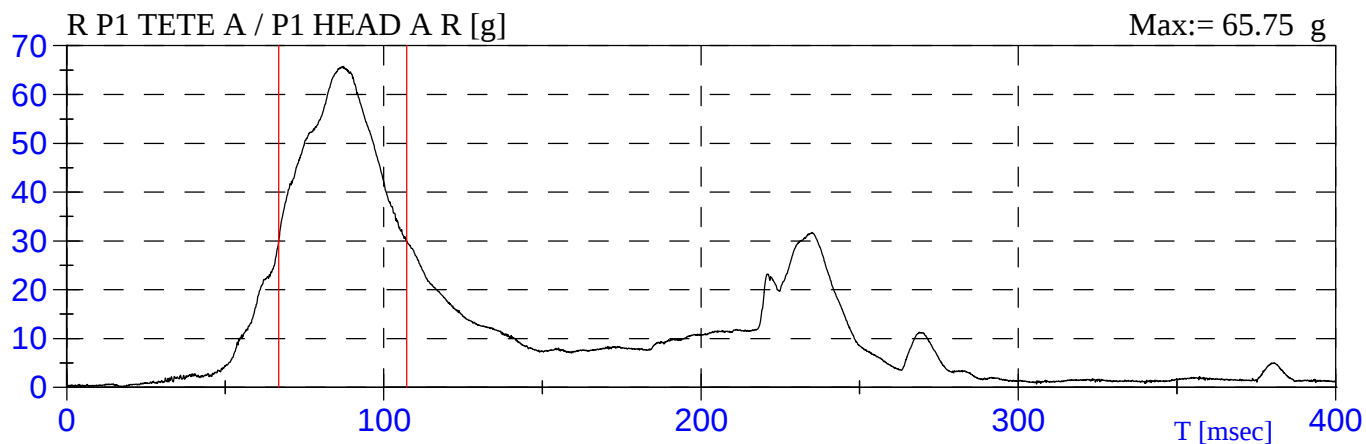


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 167	HIC(36ms):= 152	HIC(15ms):= 91
T1:= 58.4 ms	T1:= 61.2 ms	T1:= 73.0 ms
T2:= 109.0 ms	T2:= 97.2 ms	T2:= 88.0 ms

* Selon / According To: SAE J1727 96-08

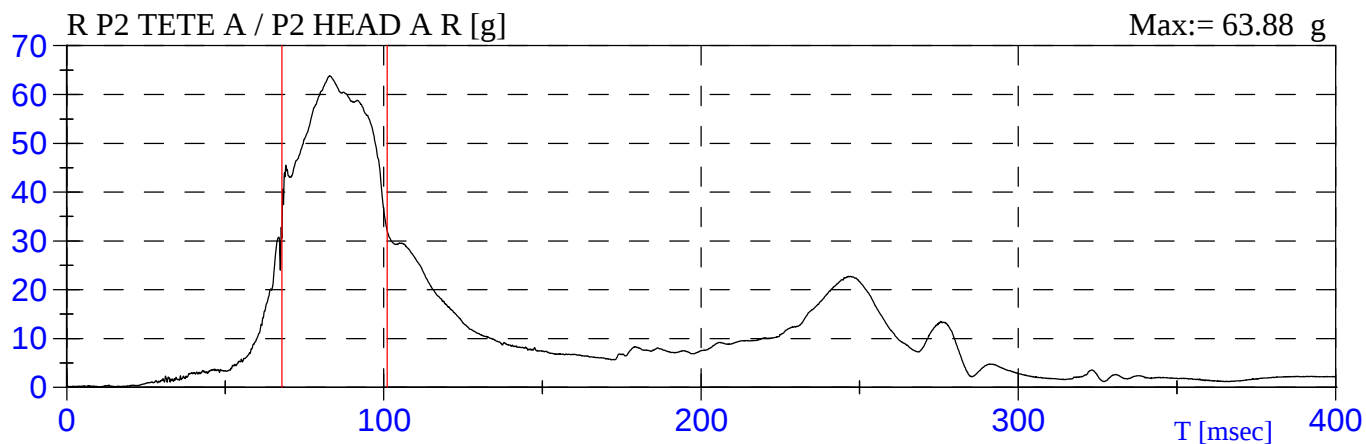


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 711	HIC(36ms):= 704	HIC(15ms):= 441
T1:= 66.8 ms	T1:= 67.8 ms	T1:= 79.4 ms
T2:= 107.2 ms	T2:= 103.8 ms	T2:= 94.4 ms

* Selon / According To: SAE J1727 96-08

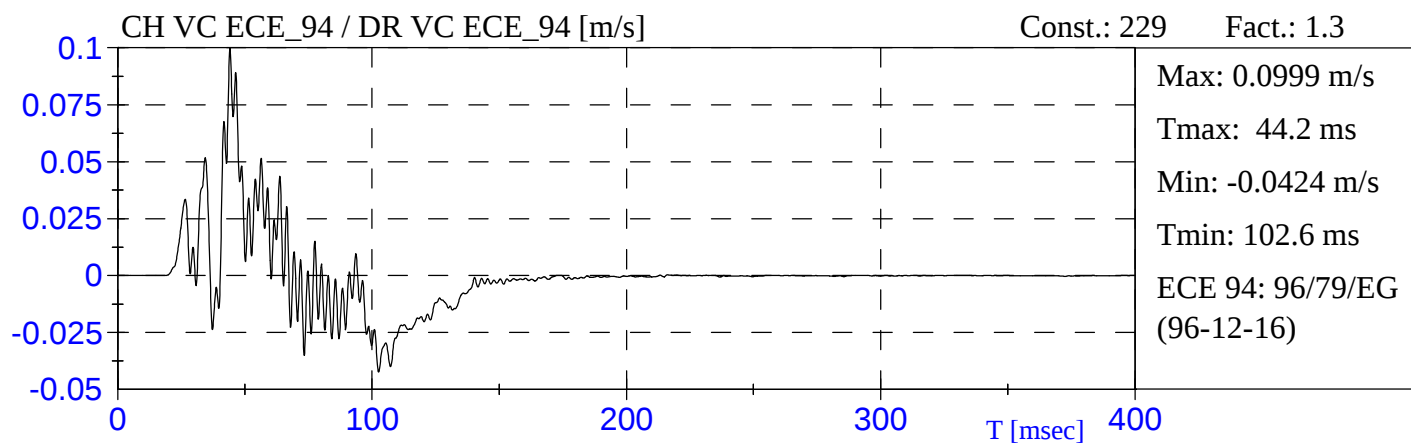
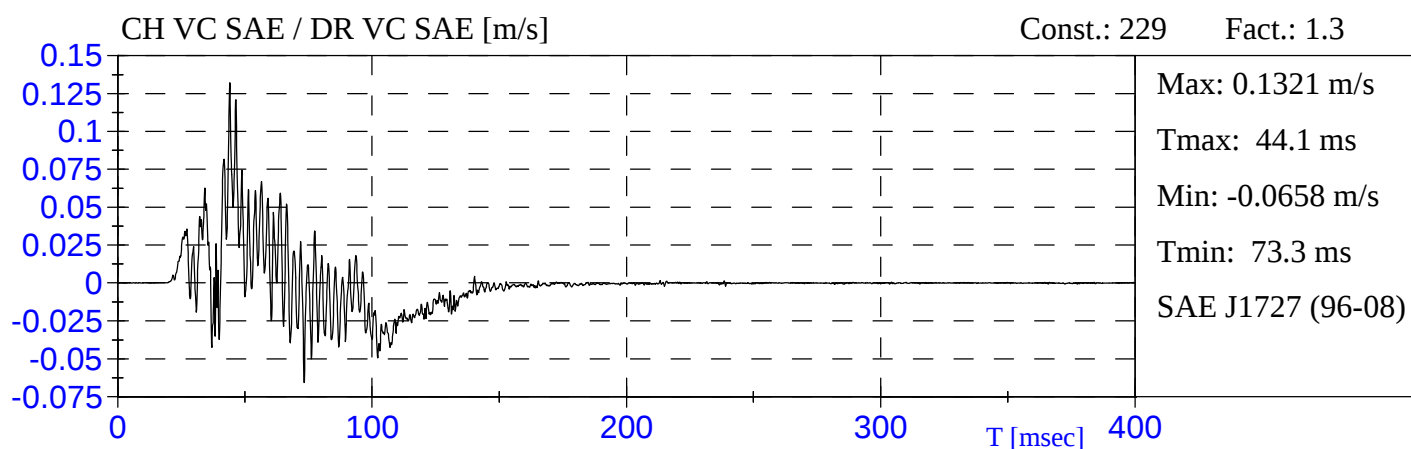
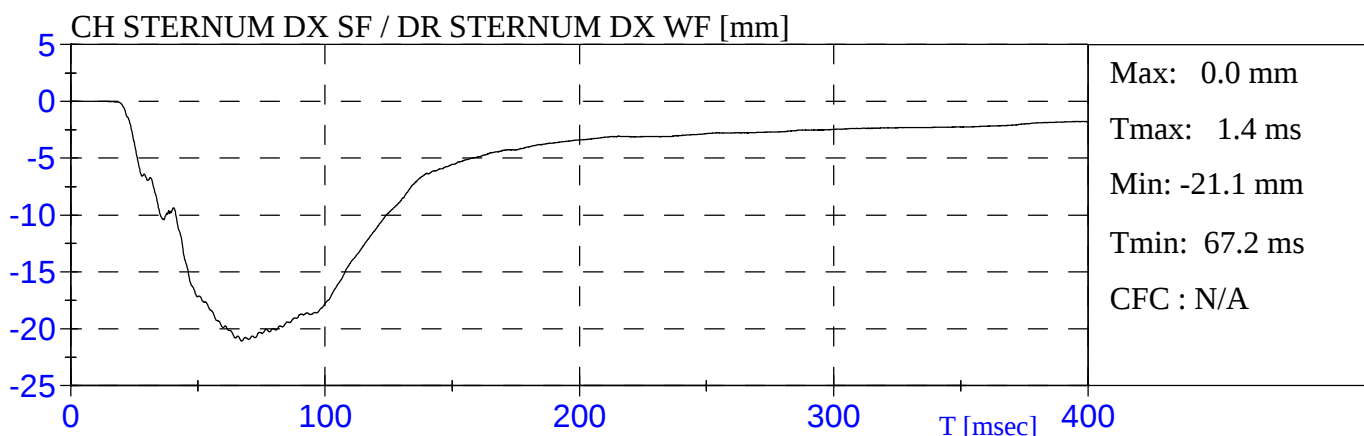


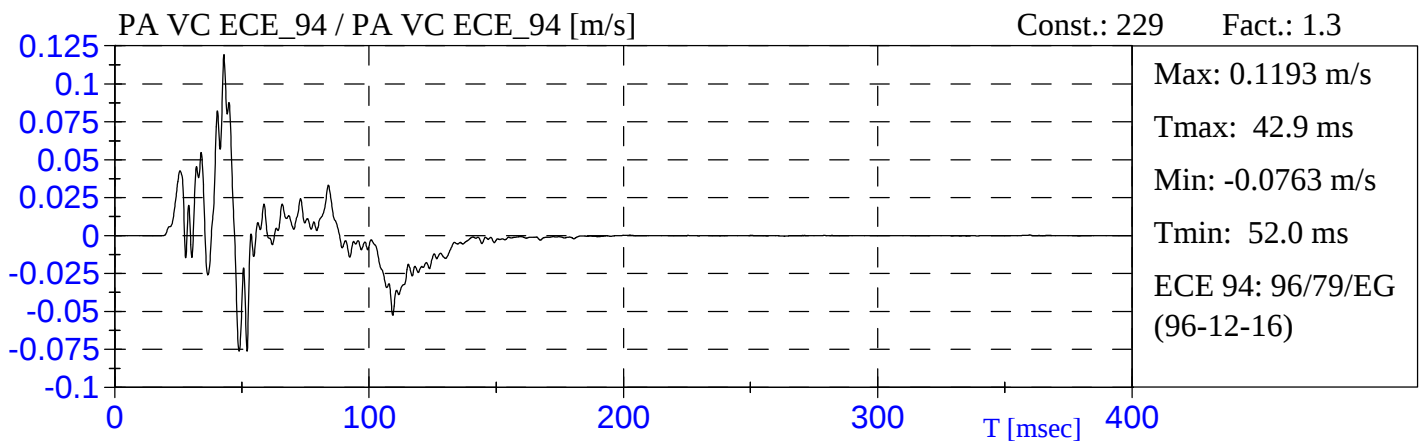
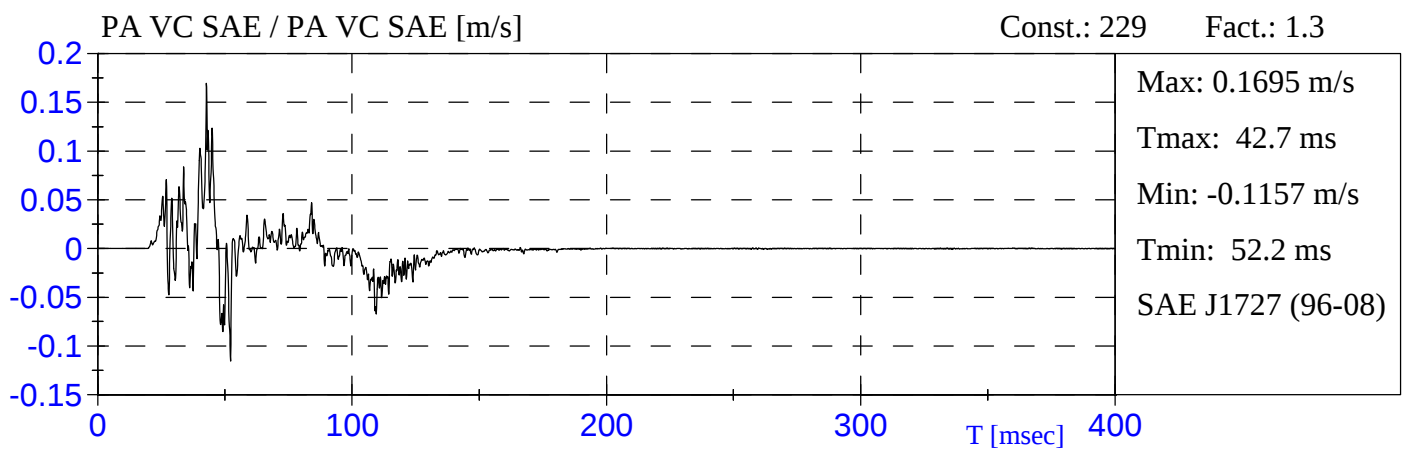
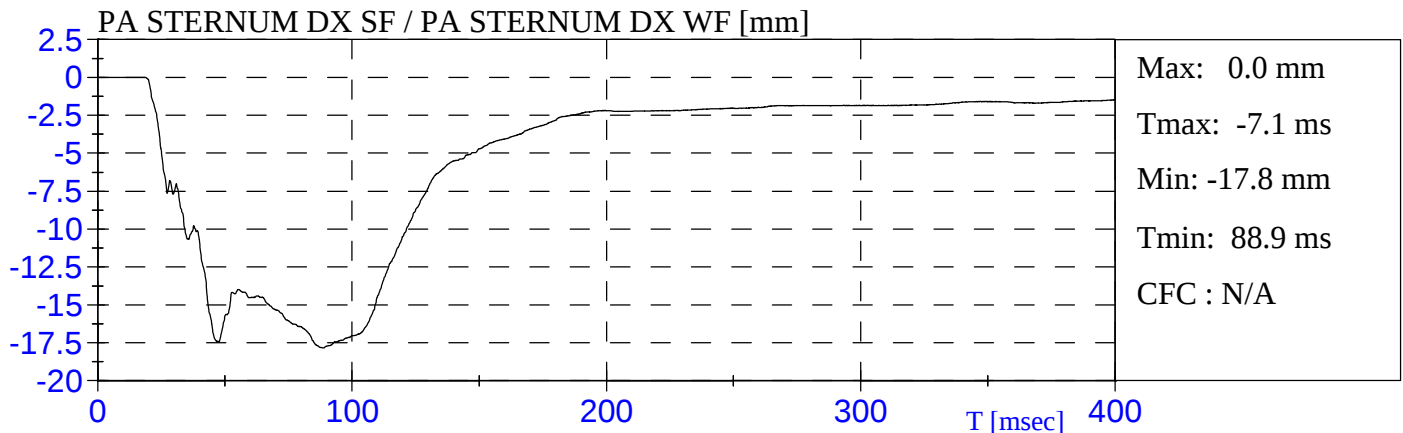
HEAD INJURY CRITERIA (HIC) *

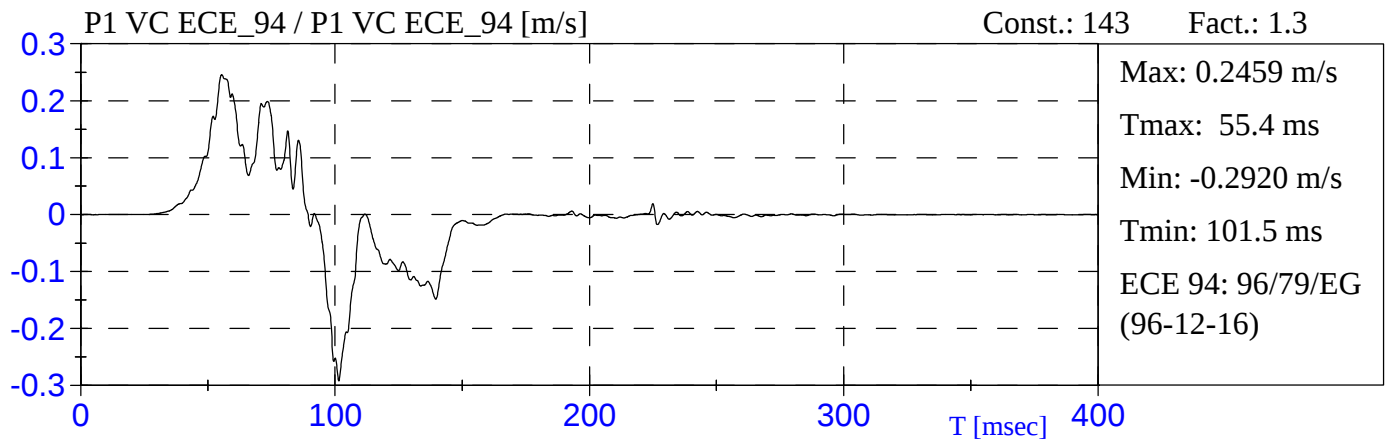
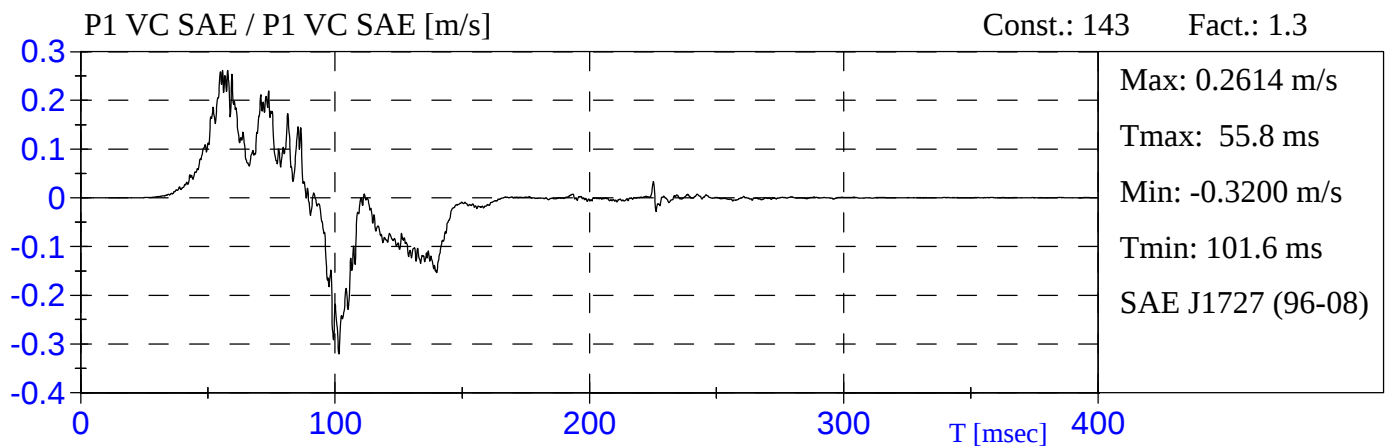
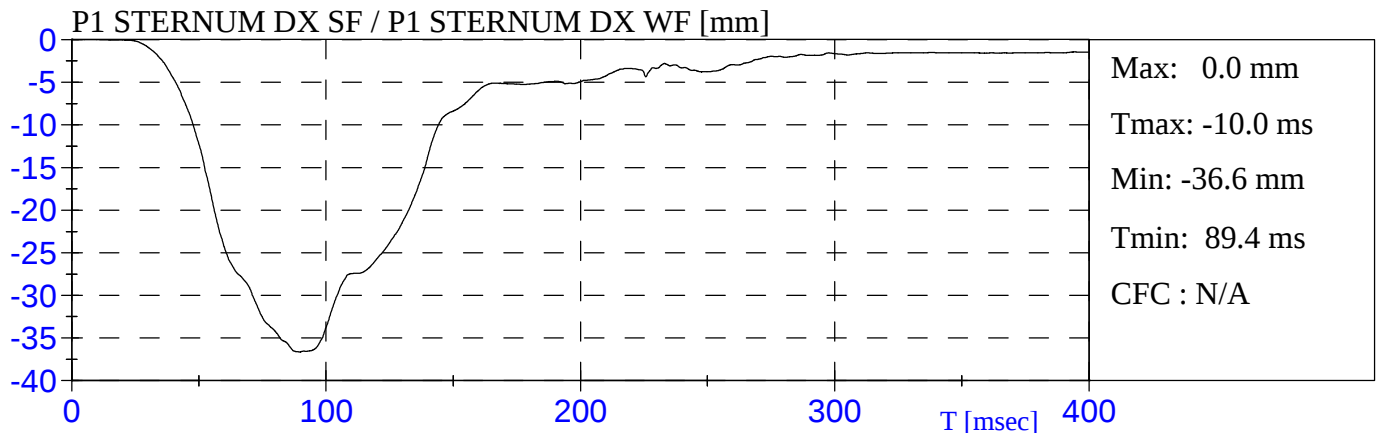
CRITÈRE DE BLESSURE DE LA TÊTE

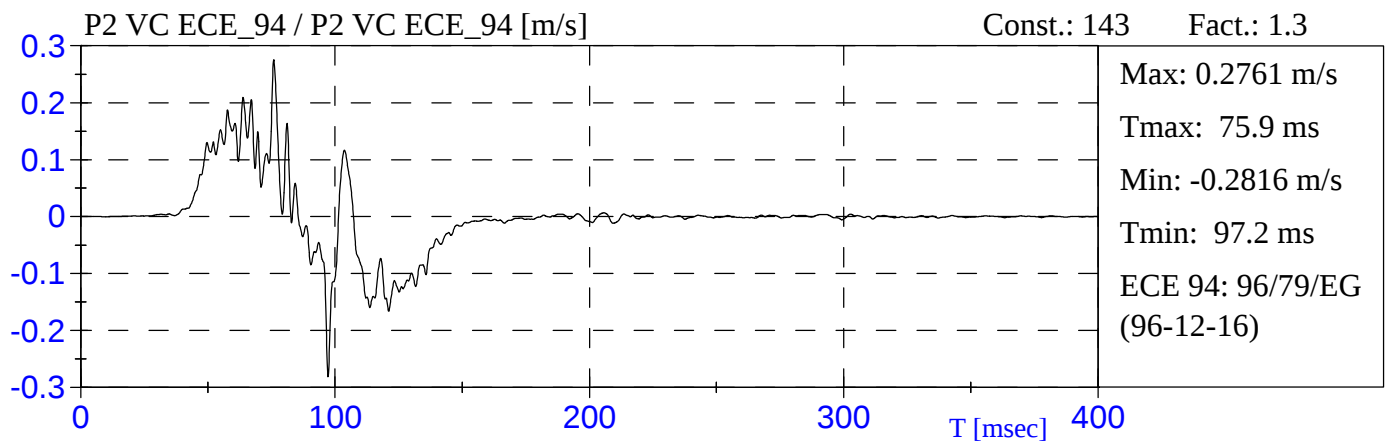
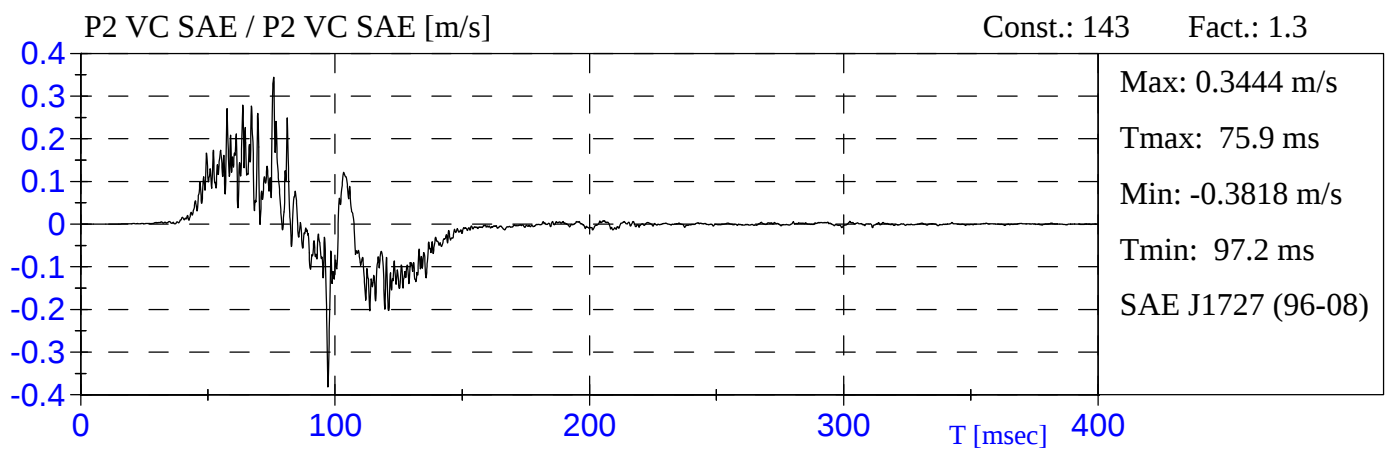
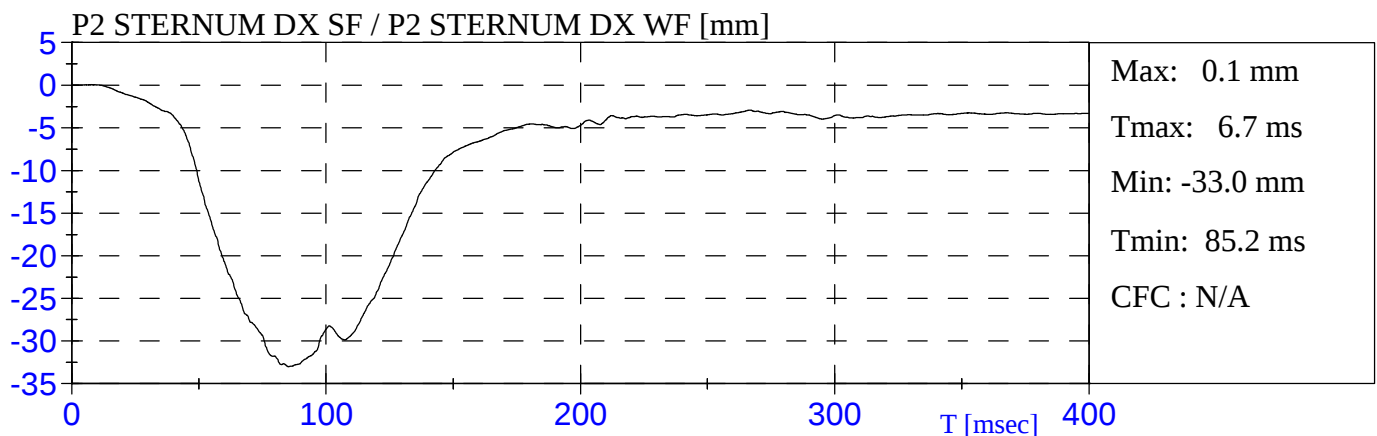
HIC:= 700	HIC(36ms):= 700	HIC(15ms):= 426
T1:= 67.9 ms	T1:= 67.9 ms	T1:= 78.2 ms
T2:= 101.1 ms	T2:= 101.1 ms	T2:= 93.2 ms

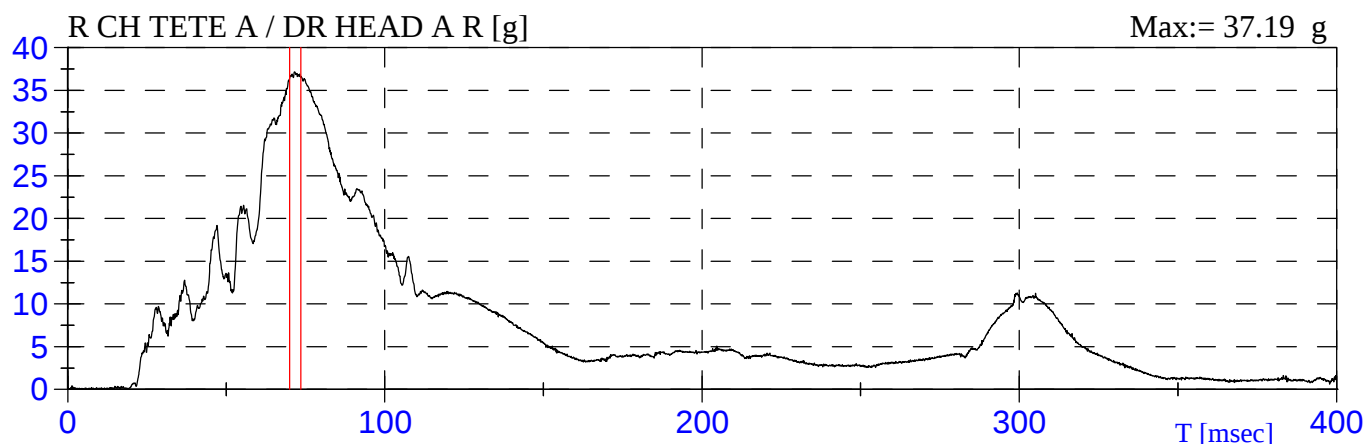
* Selon / According To: SAE J1727 96-08





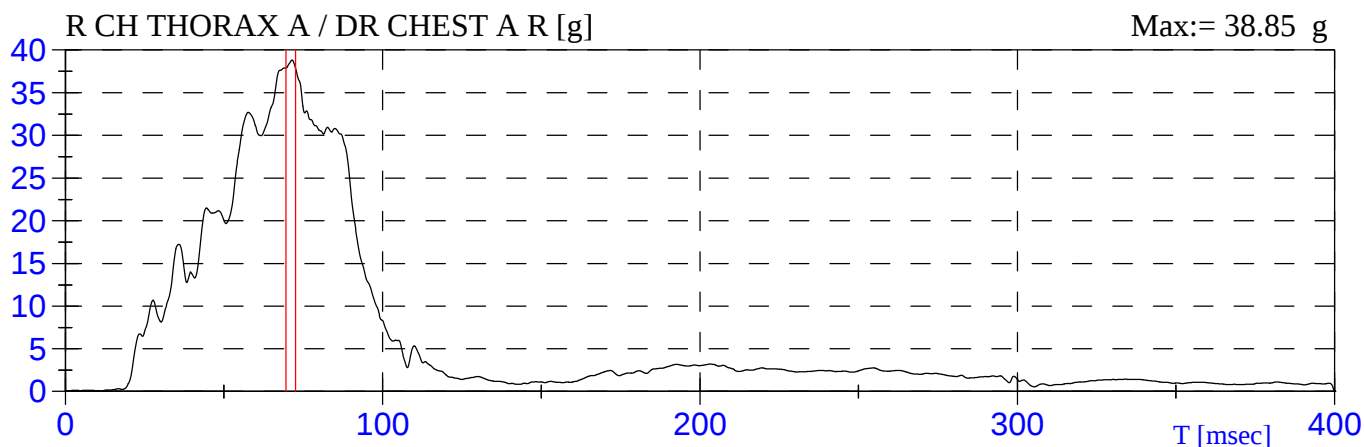






CLIP 3ms *

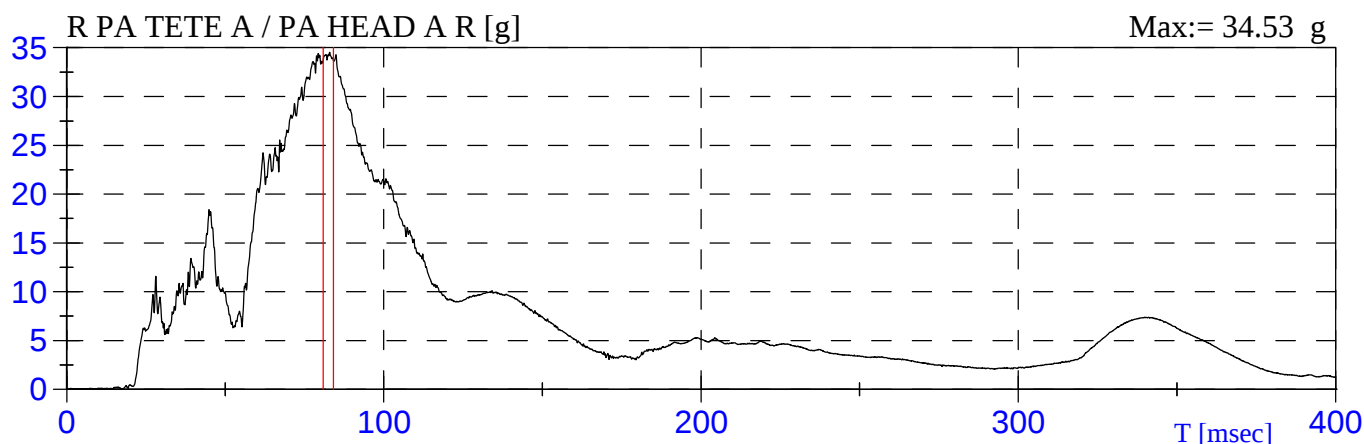
Acc. := 36.52 g	T1:= 70.0 ms	T2:= 73.5 ms
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CLIP 3ms *

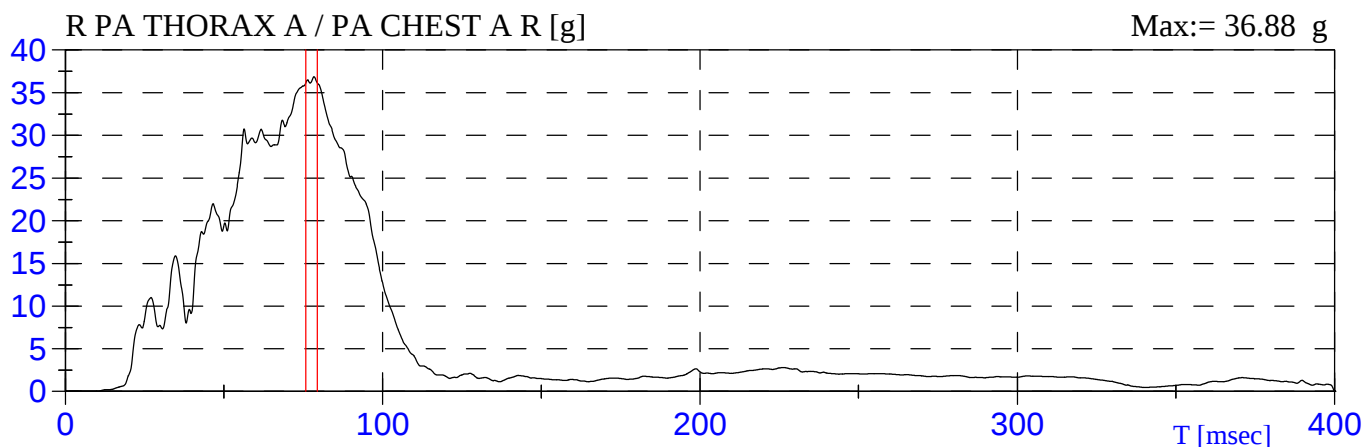
Acc. := 37.87 g	T1:= 69.6 ms	T2:= 72.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 33.77 g	T1:= 80.9 ms	T2:= 84.1 ms
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CLIP 3ms *

Acc. := 36.16 g	T1:= 75.8 ms	T2:= 79.5 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

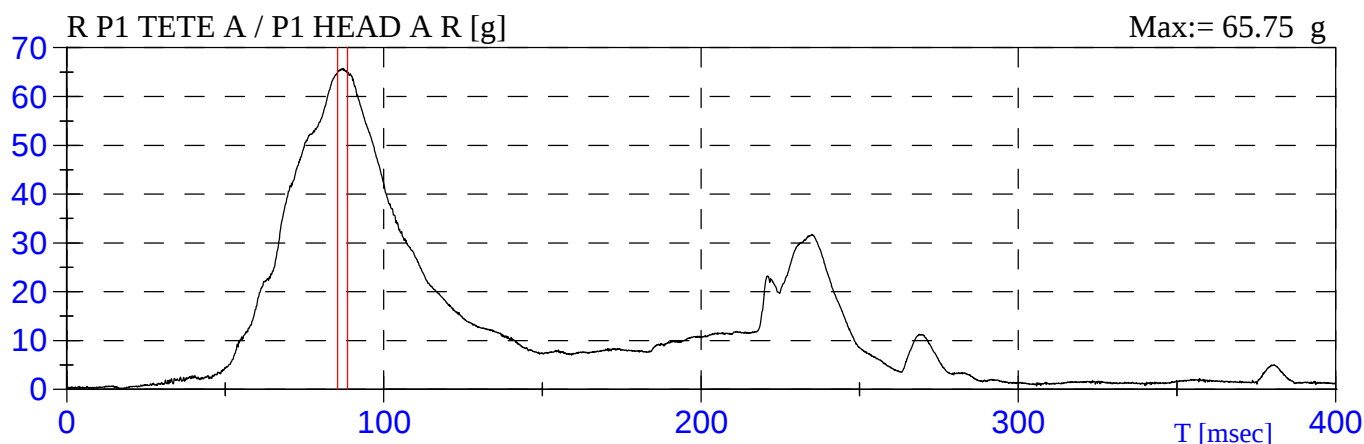


CLIP 3ms

Date: 2004-02-13

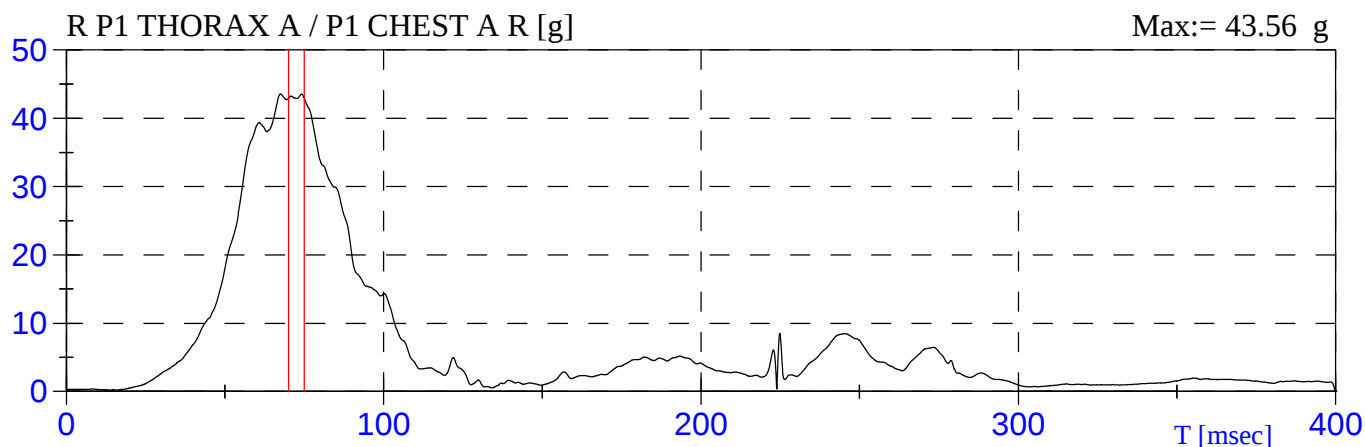
ACURA TSX 2004

N° TC / TC No.: TC04-114



CLIP 3ms *

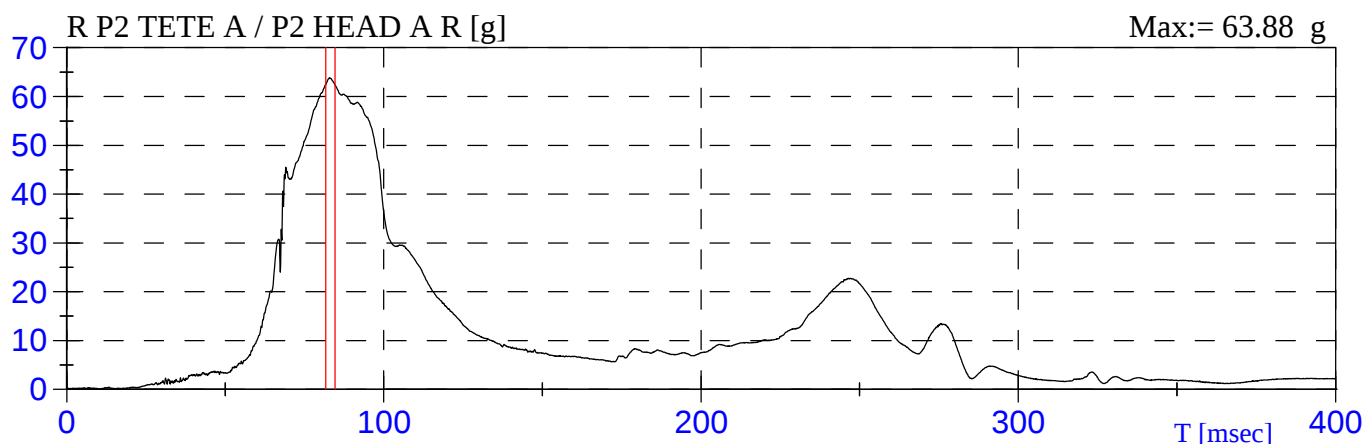
Acc. := 64.96 g	T1:= 85.4 ms	T2:= 88.5 ms
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CLIP 3ms *

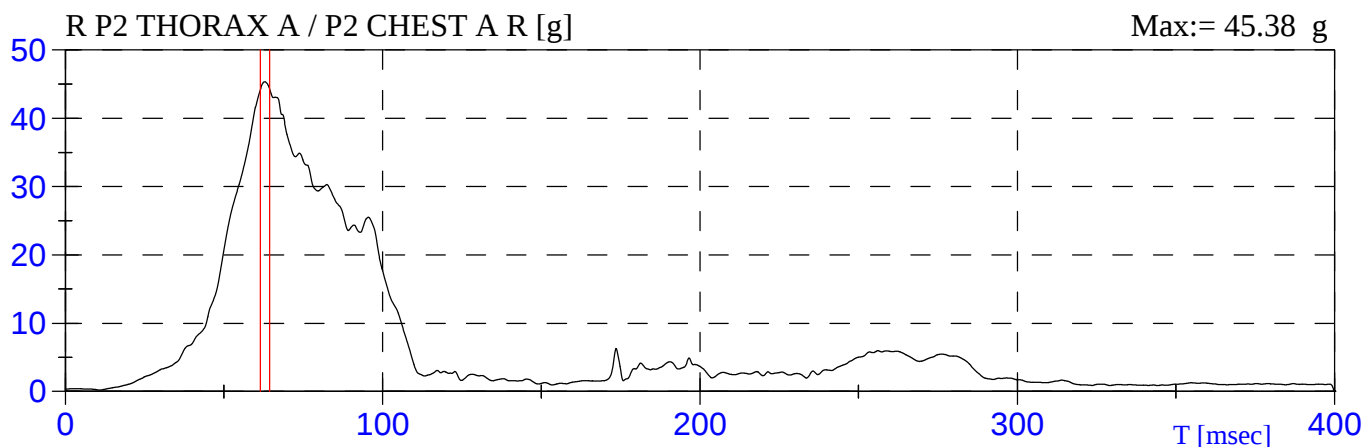
Acc. := 42.92 g	T1:= 70.1 ms	T2:= 75.0 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 62.43 g	T1:= 81.6 ms	T2:= 84.6 ms
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CLIP 3ms *

Acc. := 44.21 g	T1:= 61.5 ms	T2:= 64.5 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *
TIBIA INDEX *

TI Chauffeur / Driver

Mc := 225 N-m

Fc := 35.9 kN

TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.492	0.436
BAS / LOWER	0.255	0.321

TI Passenger / Passenger

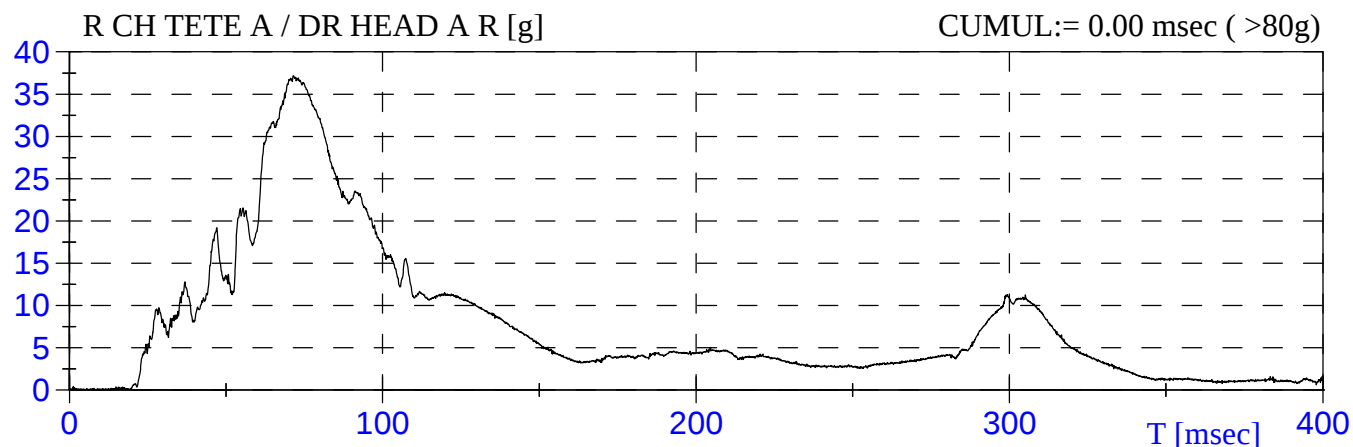
Mc := 225 N-m

Fc := 35.9 kN

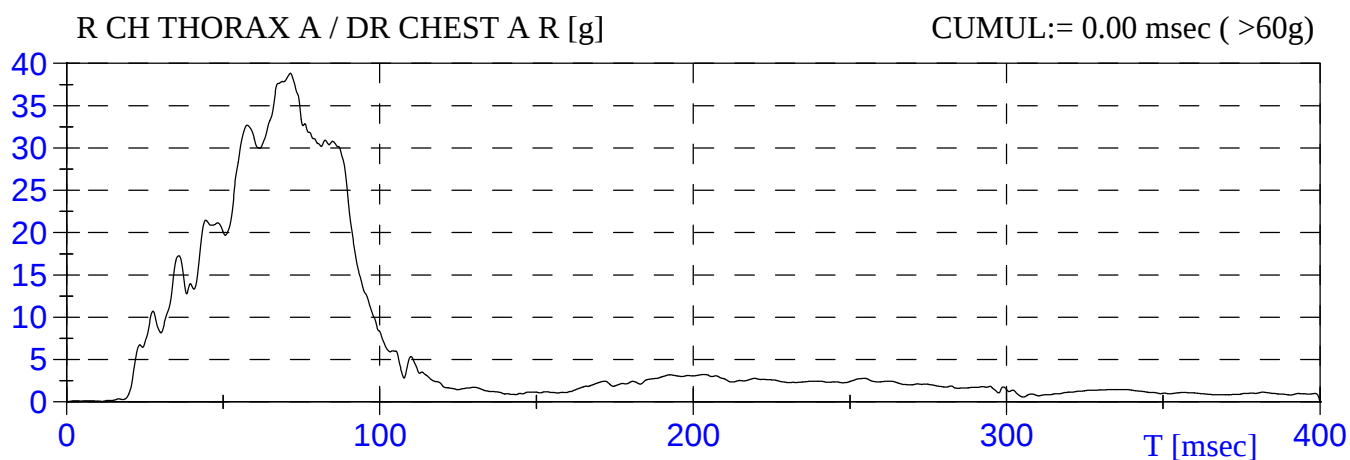
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.398	0.442
BAS / LOWER	0.311	0.322

* Selon / According To: SAE J1727 AUG 96

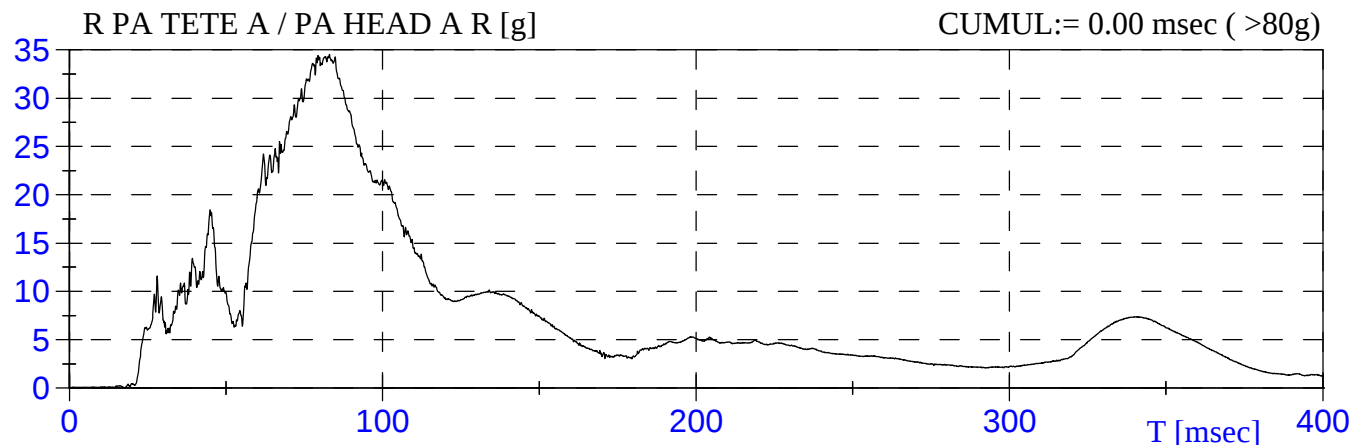
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



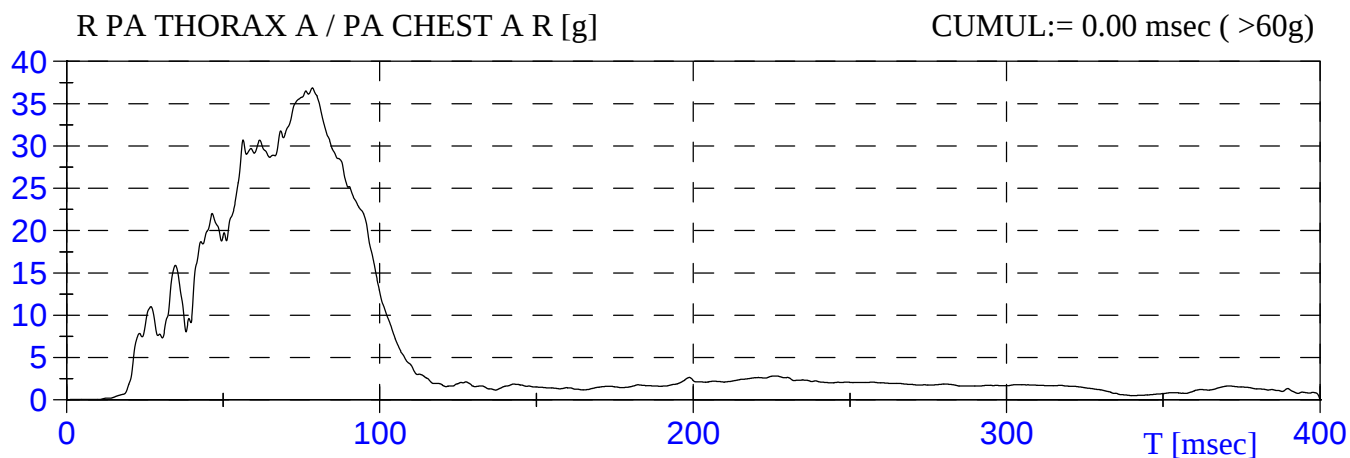
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



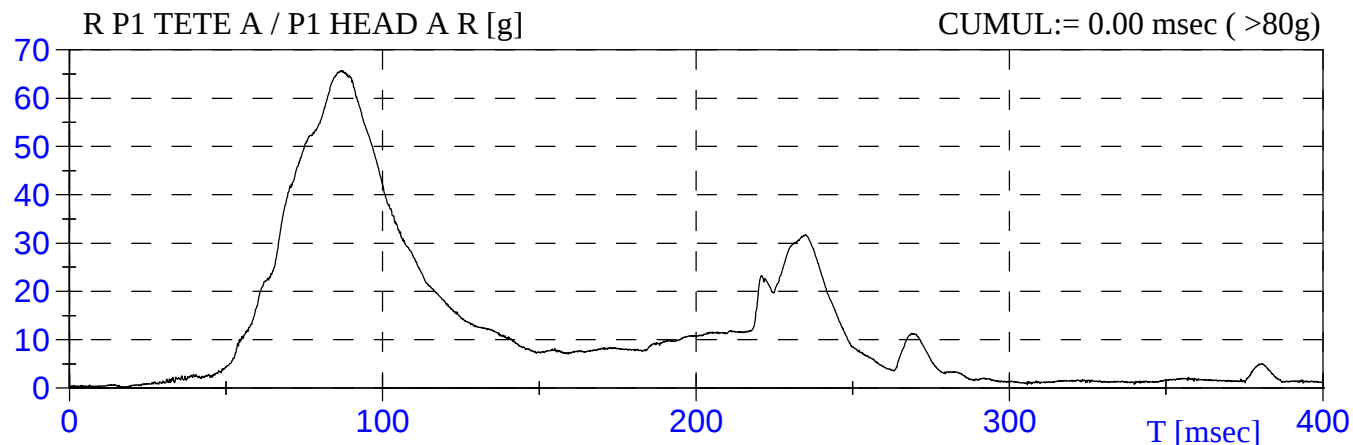
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



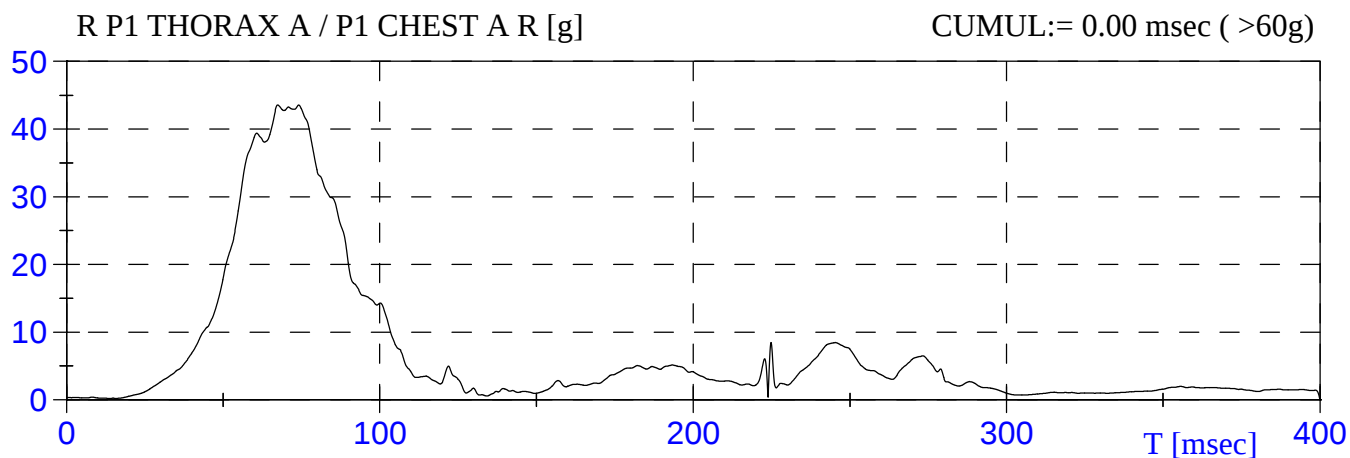
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



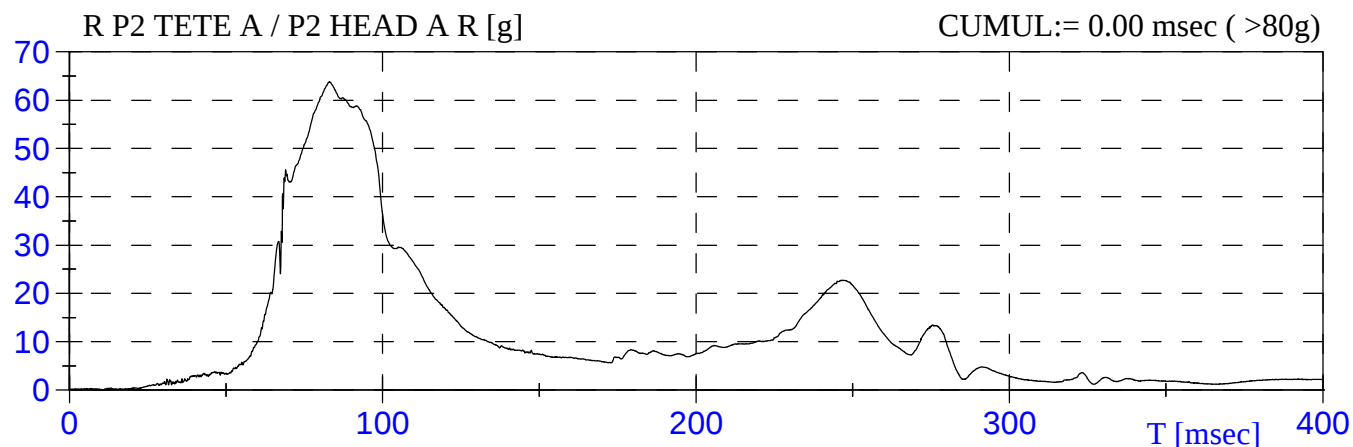
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



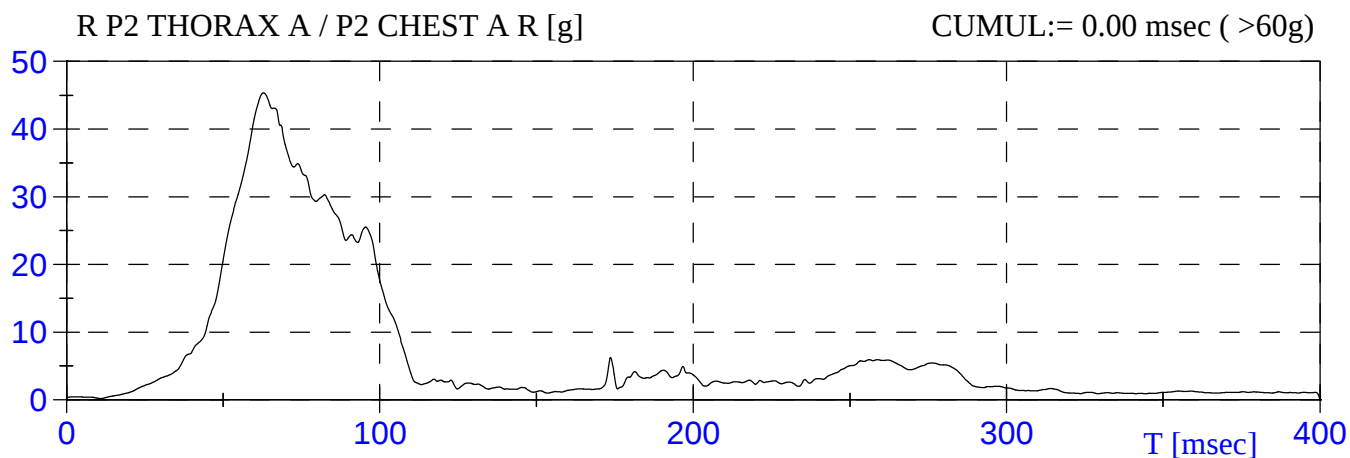
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$N_{ij}^* = 0.18$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.18	0.17	0.00	0.01	Fc	310
				Ec	135

Passager / Passenger

$N_{ij}^* = 0.18$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	6806
				Cc	6160
0.13	0.18	0.11	0.17	Fc	310
				Ec	135

* Selon / According To: Federal Register 5/2000

COMMENTAIRES / COMMENTS

VEH LOC#5 AX: N'est pas valide à partir de 21.7 ms.
VEH LOC#5 AX: Is not valid from 21.7 ms.