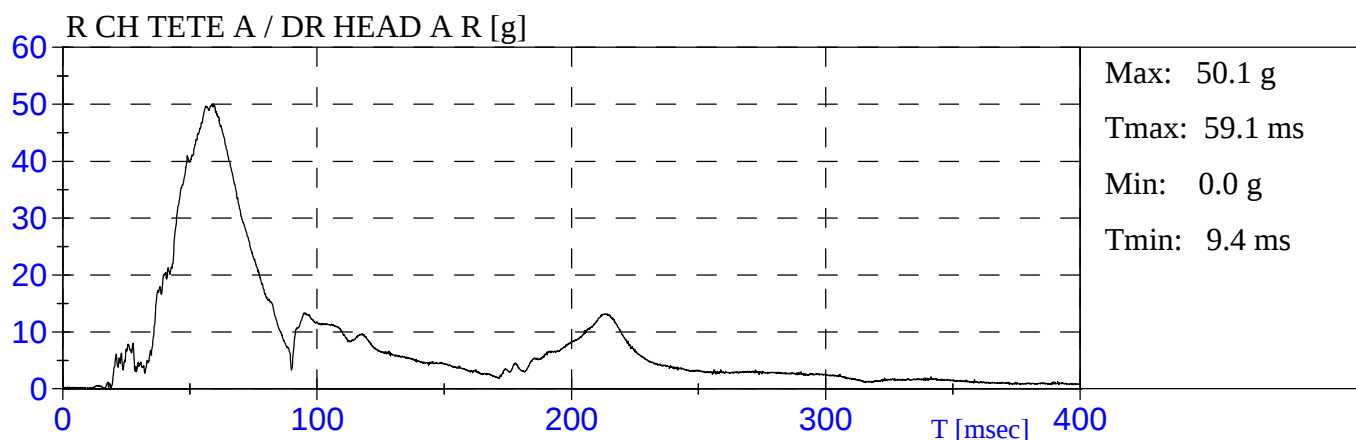
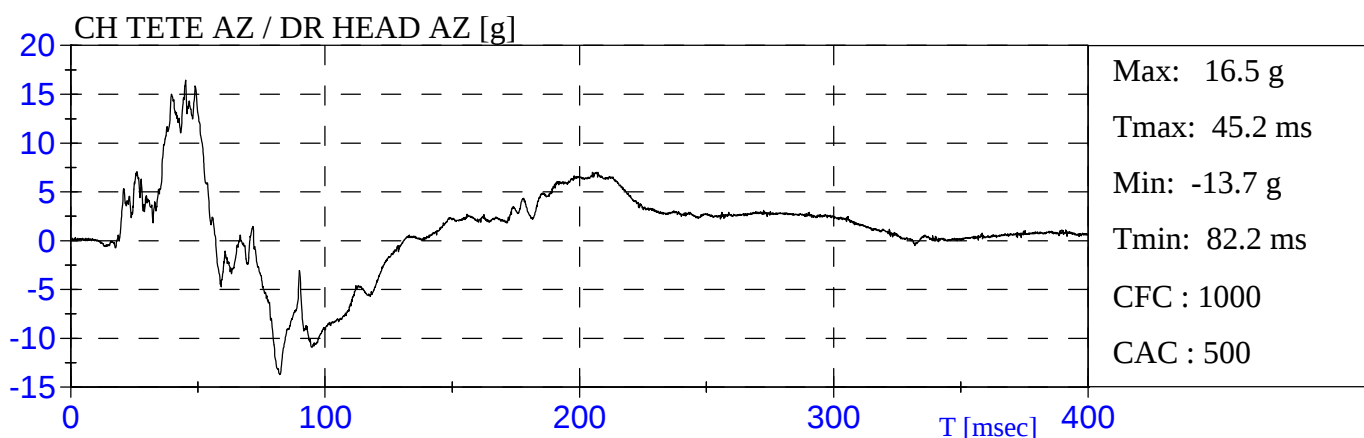
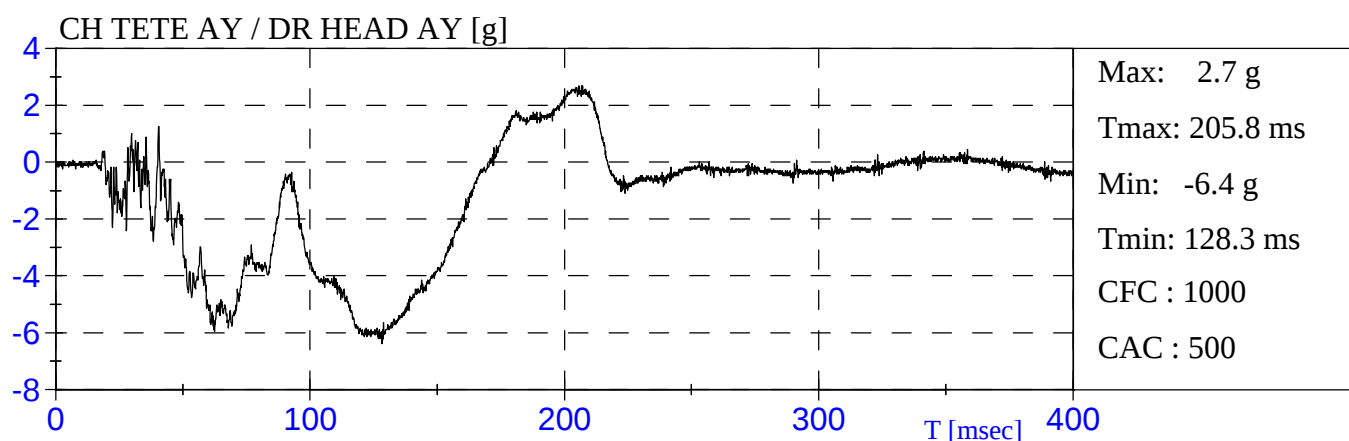
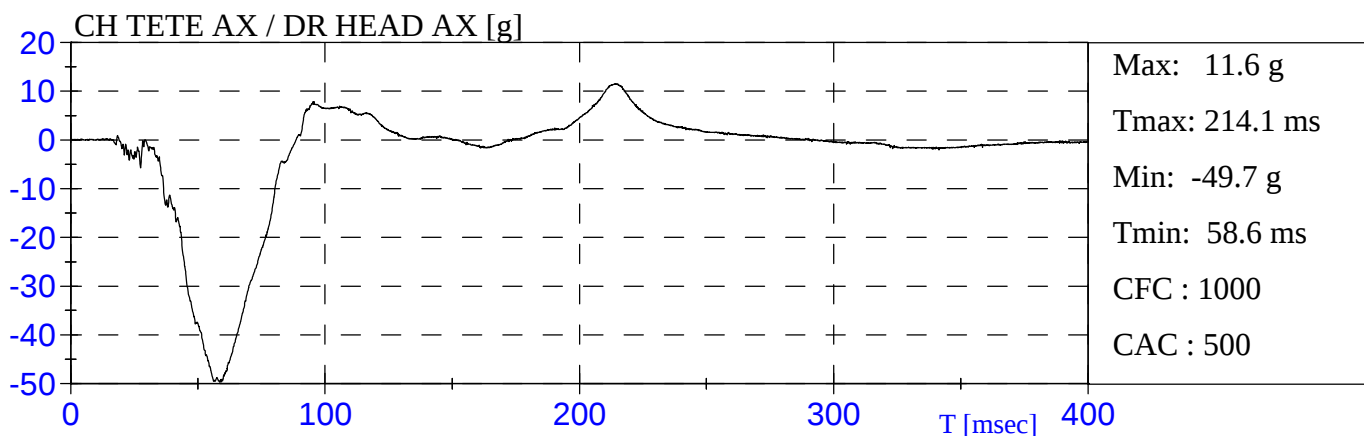
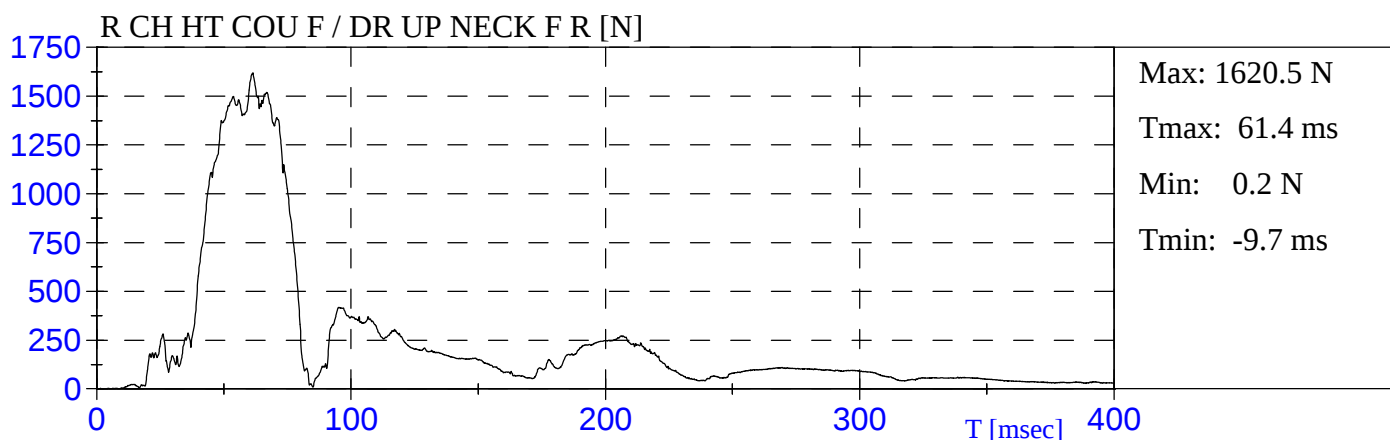
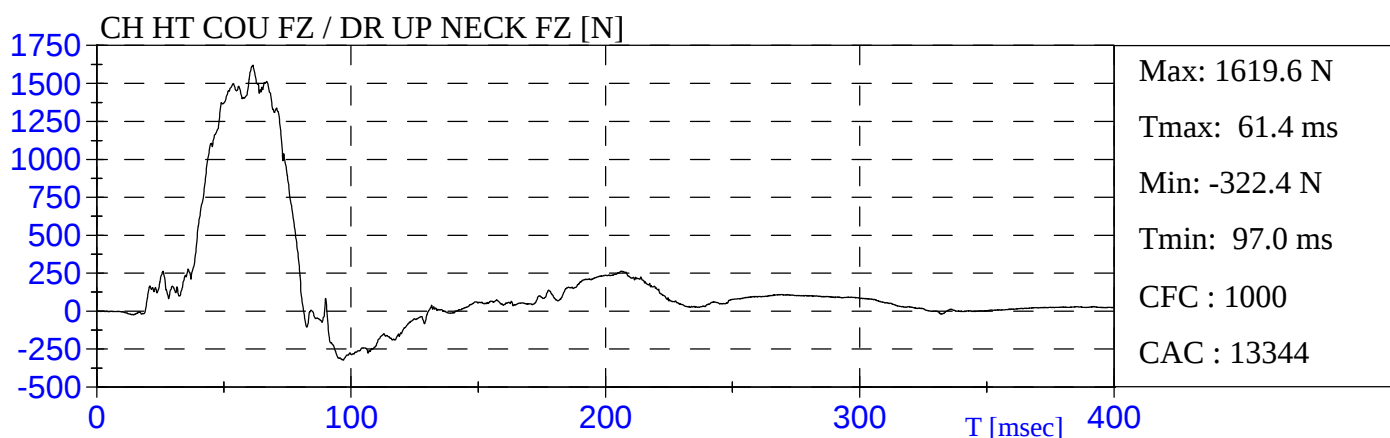
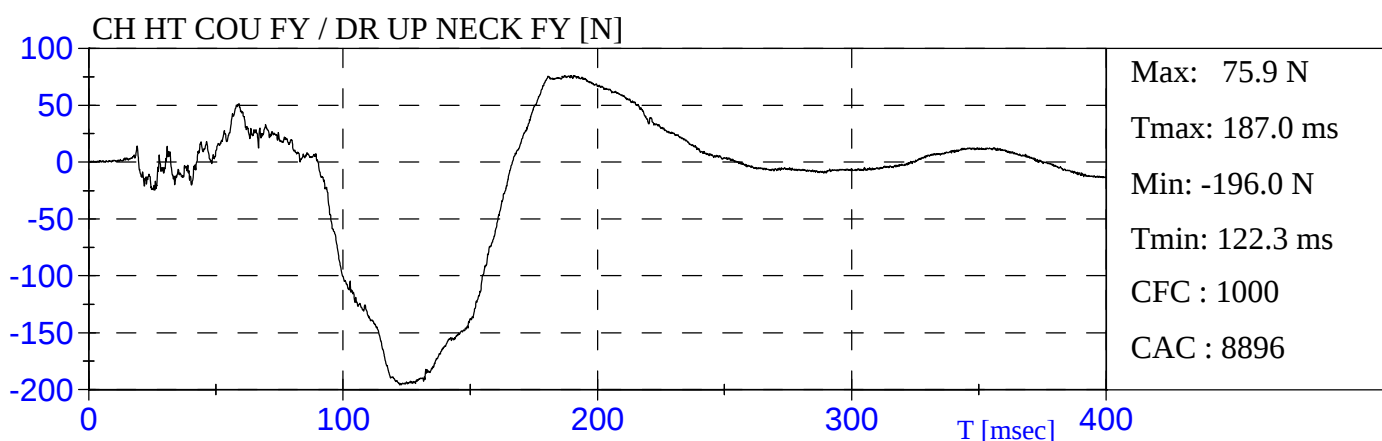
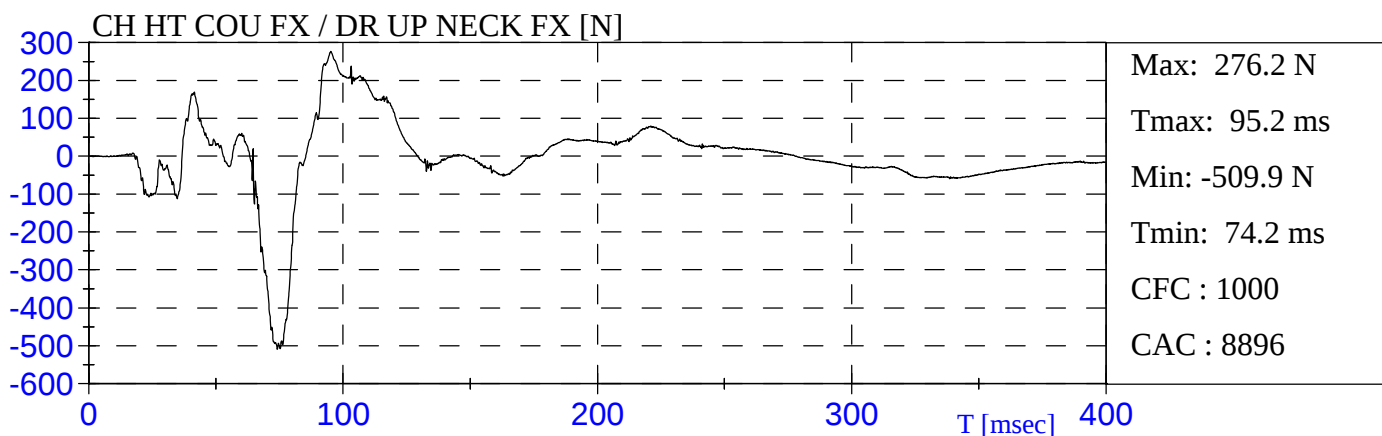
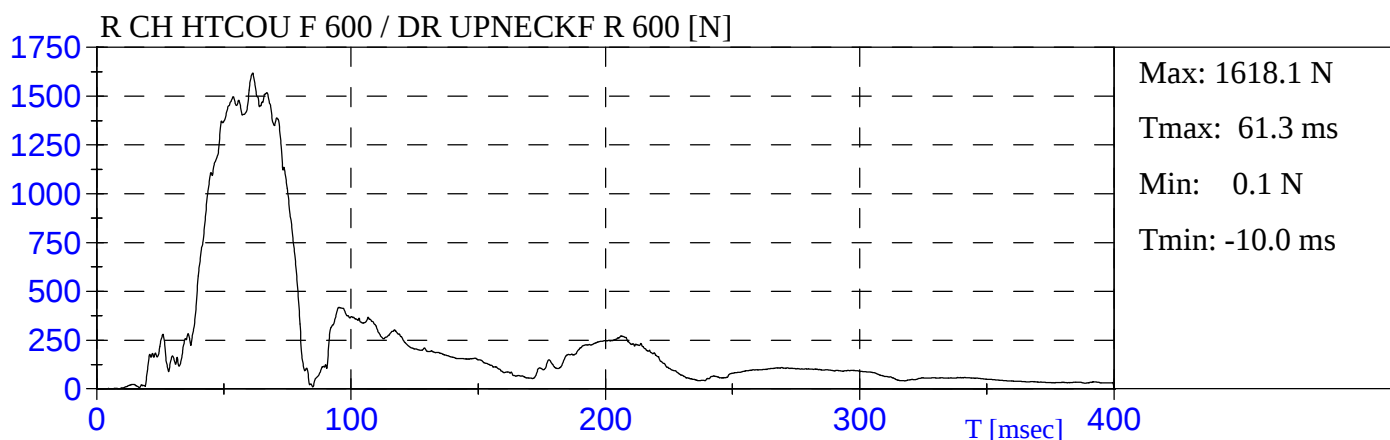
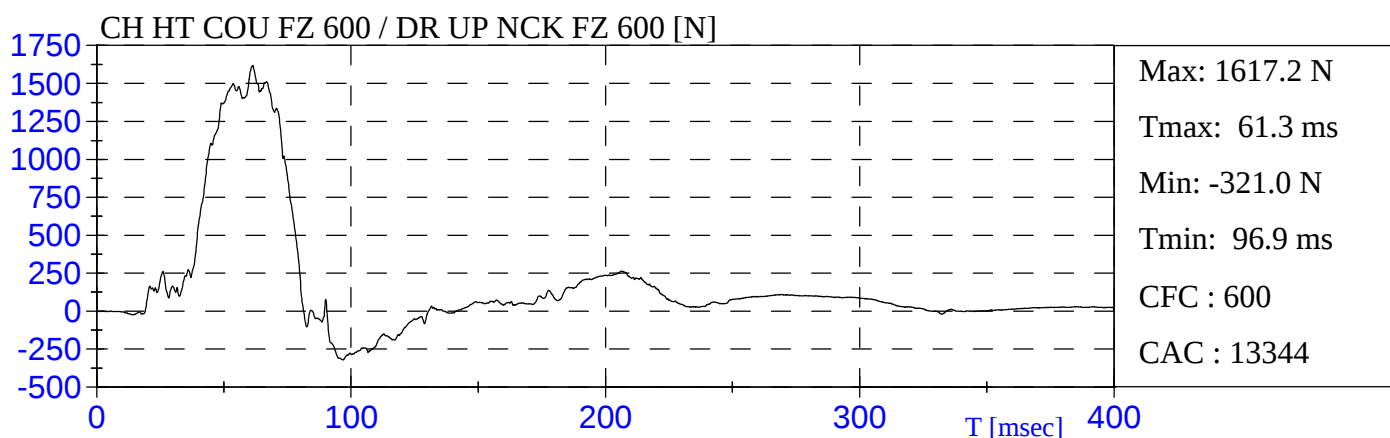
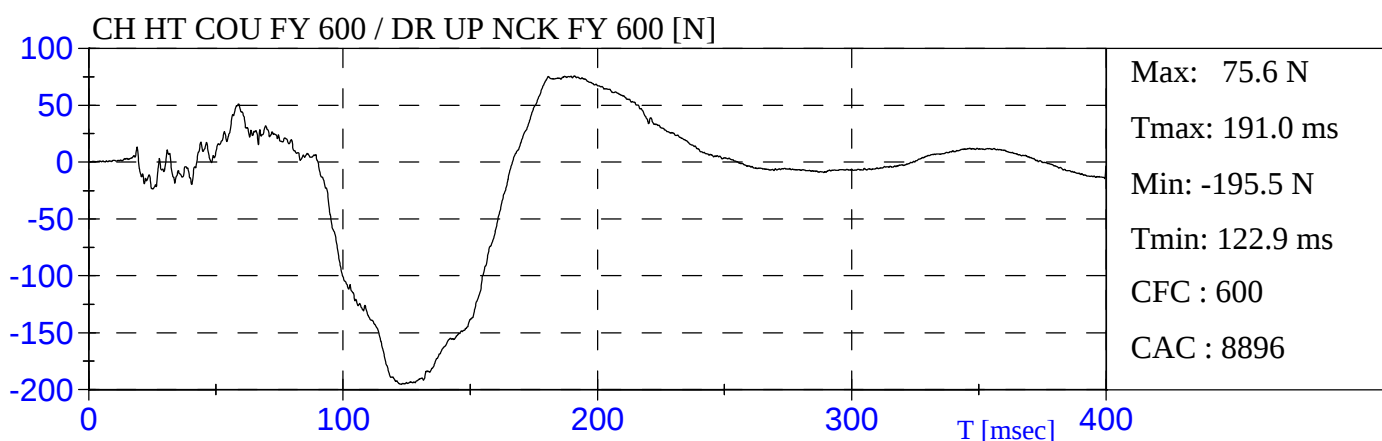
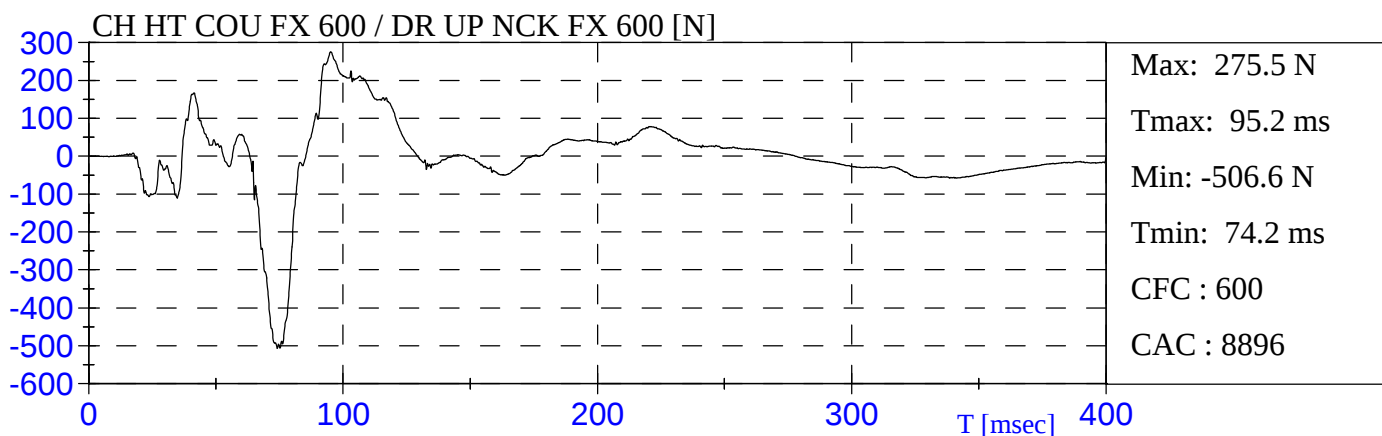


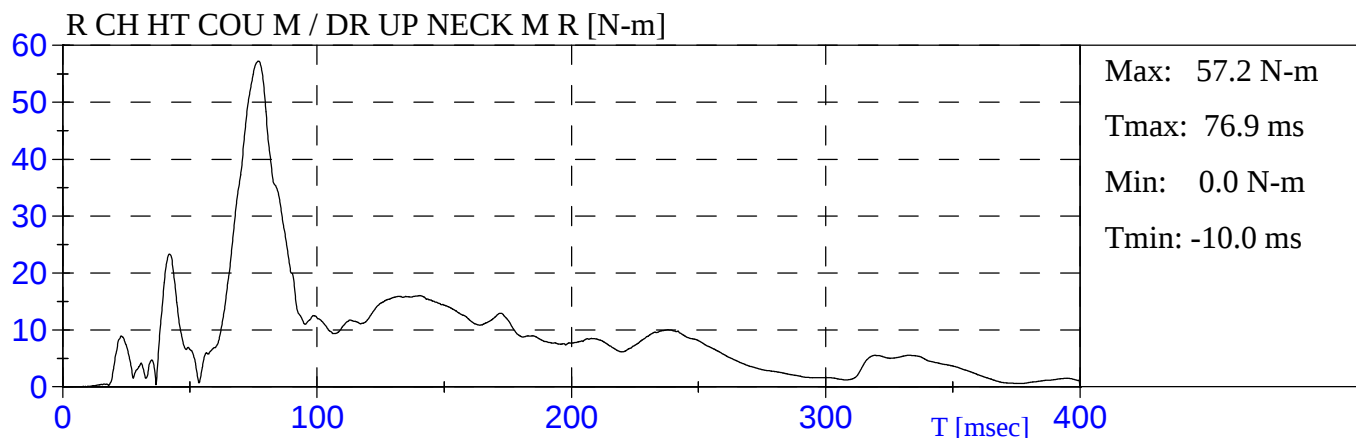
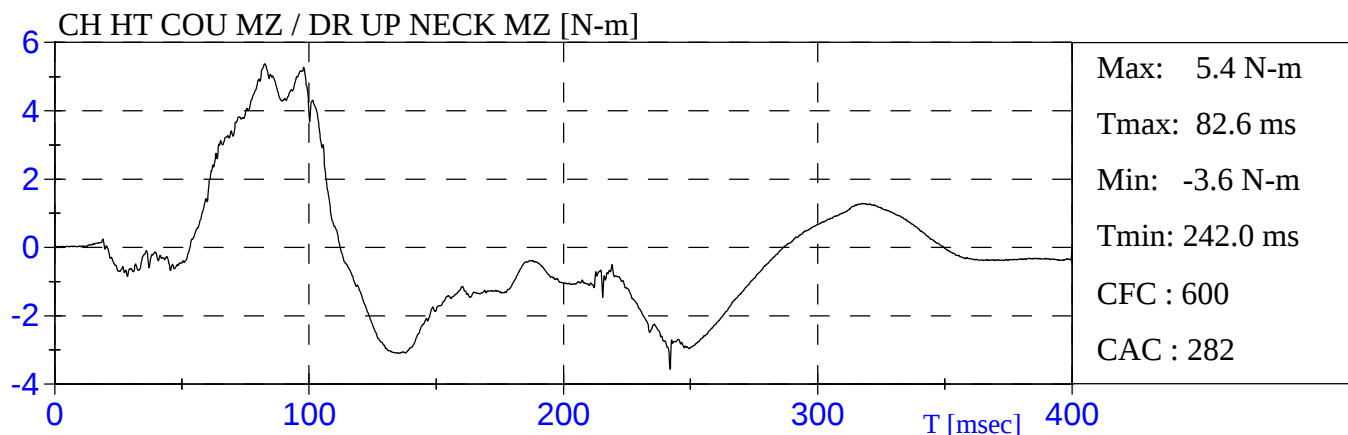
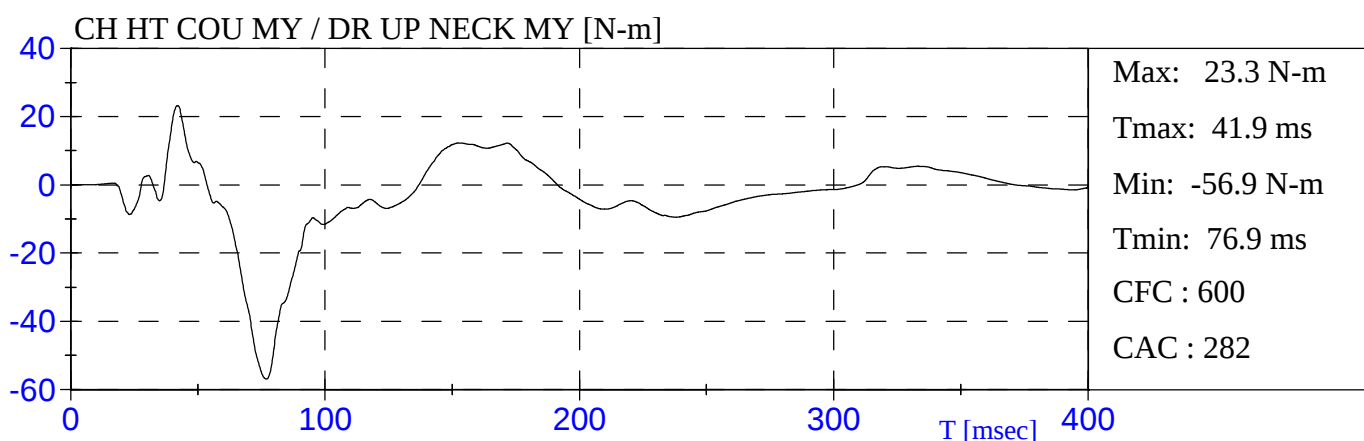
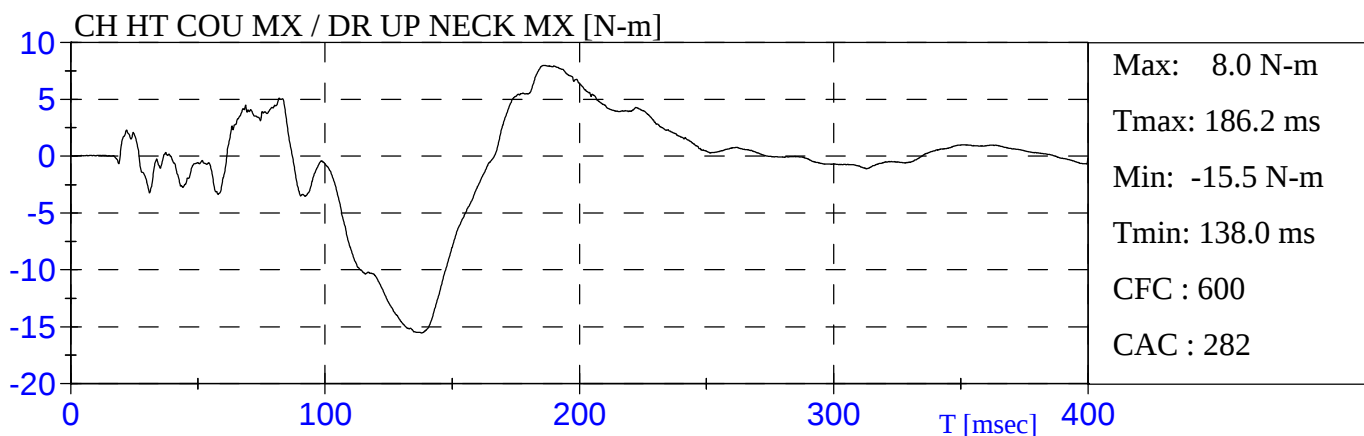


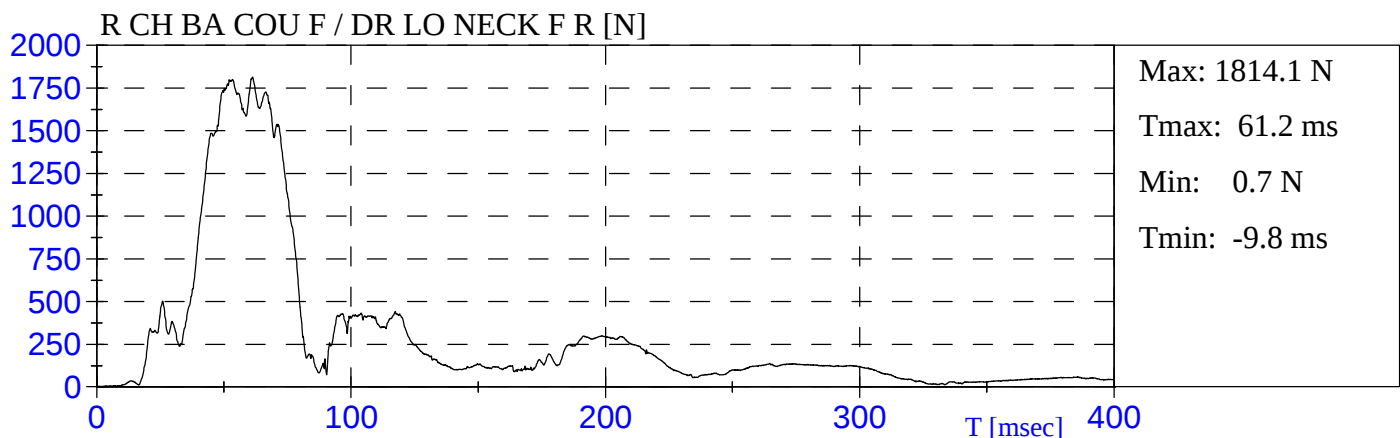
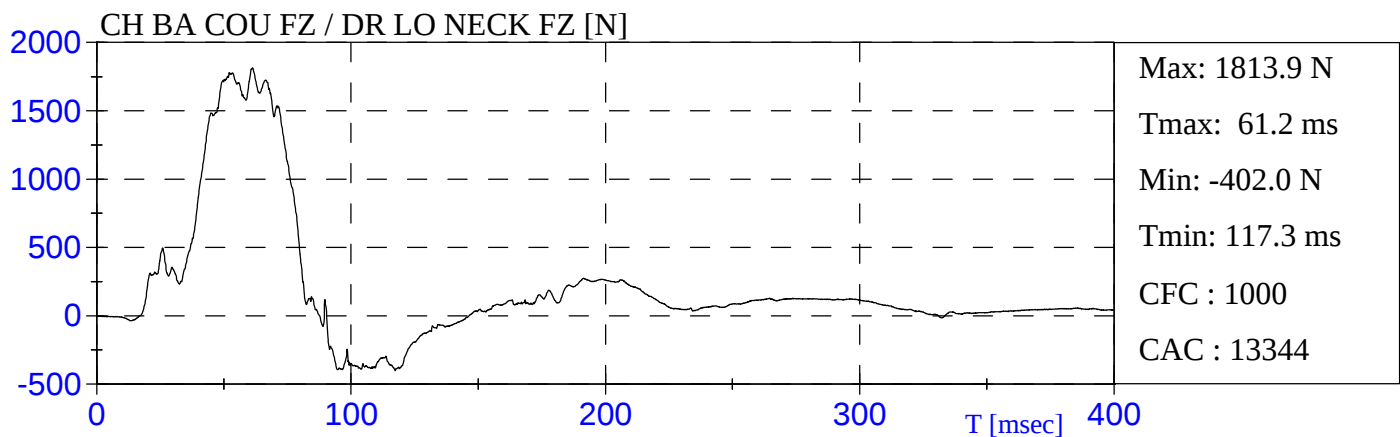
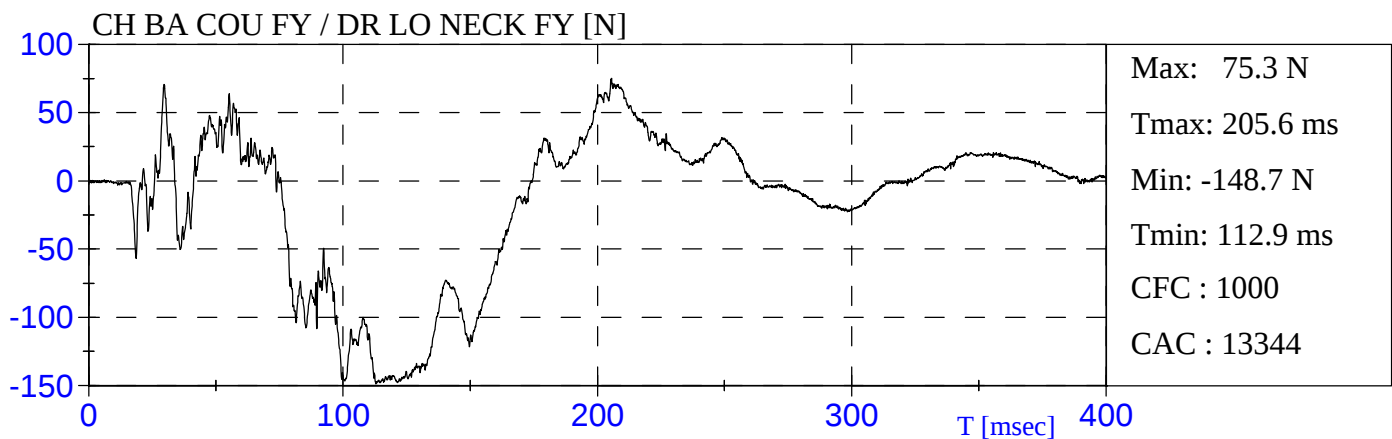
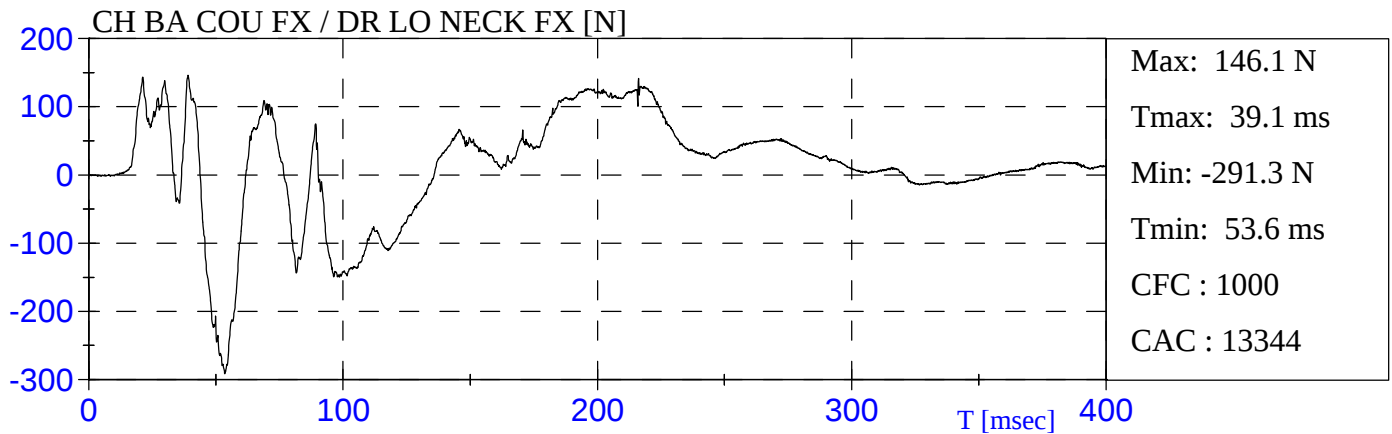
Nom du client Client Name	TRANSPORT CANADA
Type de véhicule Type of Vehicle	SUZUKI VERONA 2004
Numéro de TC Tc Number	TC04-133
Numéro de contrat Contract No	04-6008
Acquisition de données selon Data Acquisition according to	SAE J211/1 MAR 95
Date de l'essai Test date	2004-03-11
Titre du projet Project 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

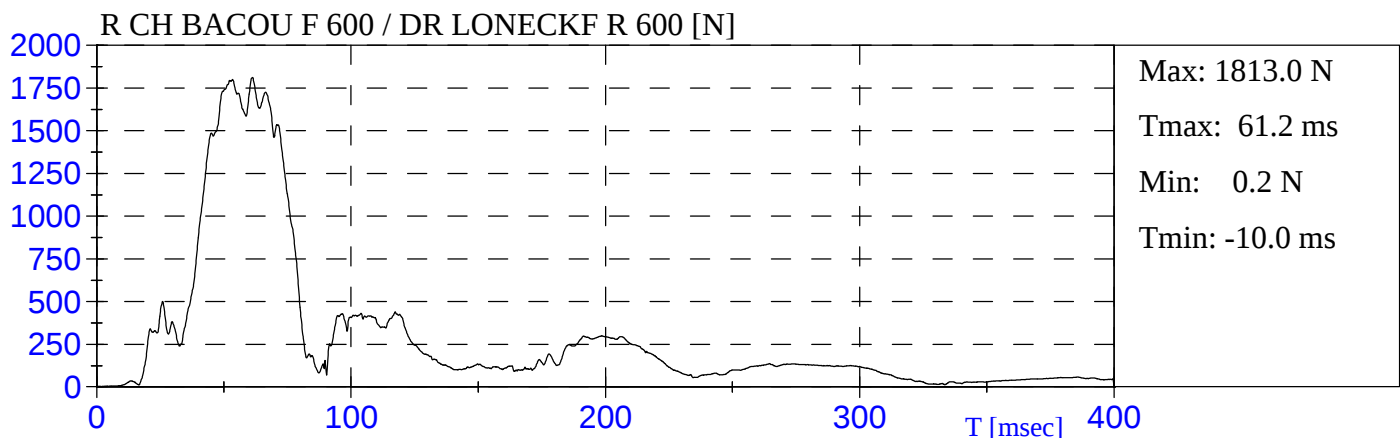
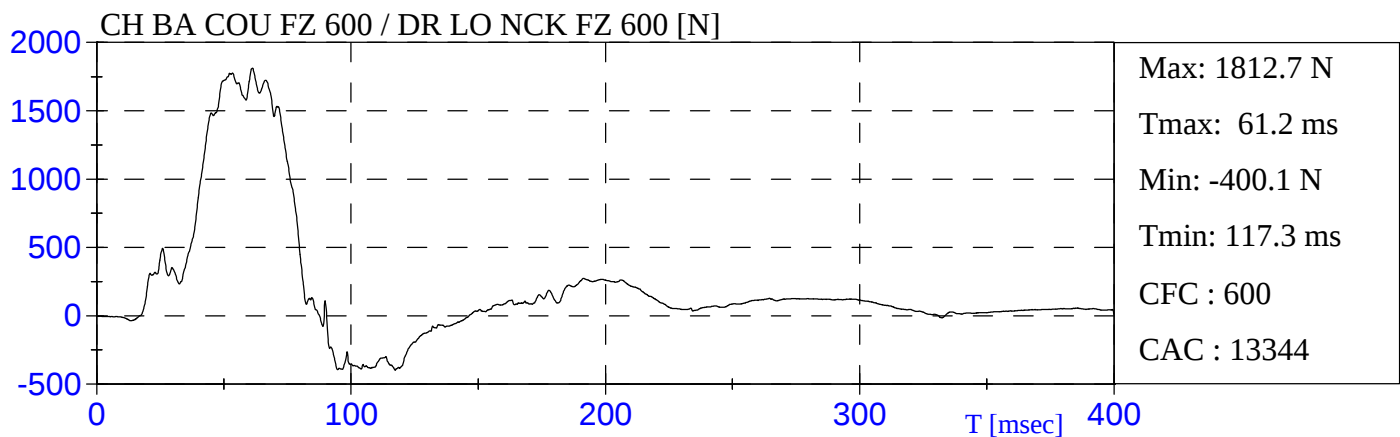
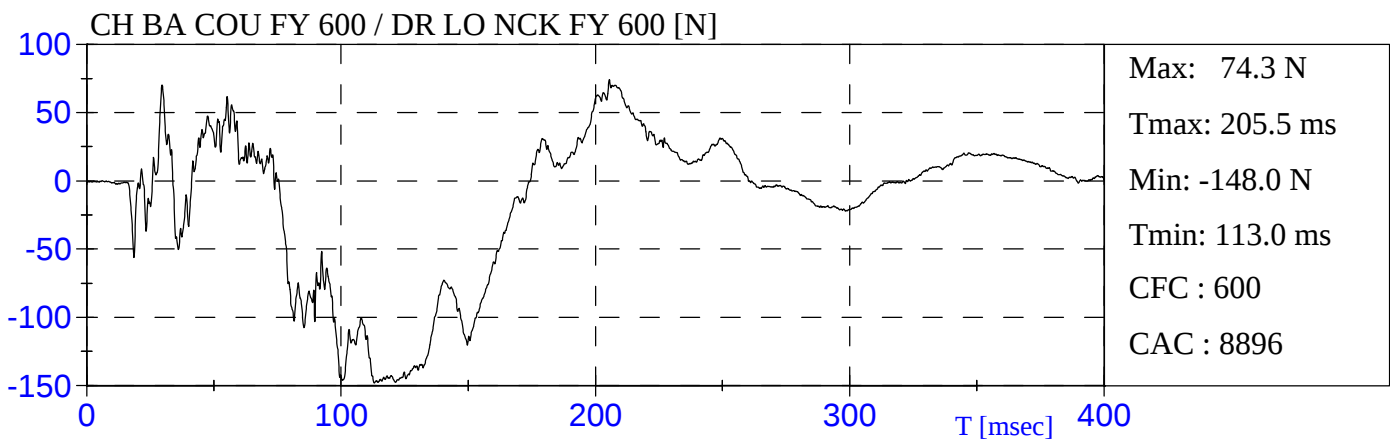
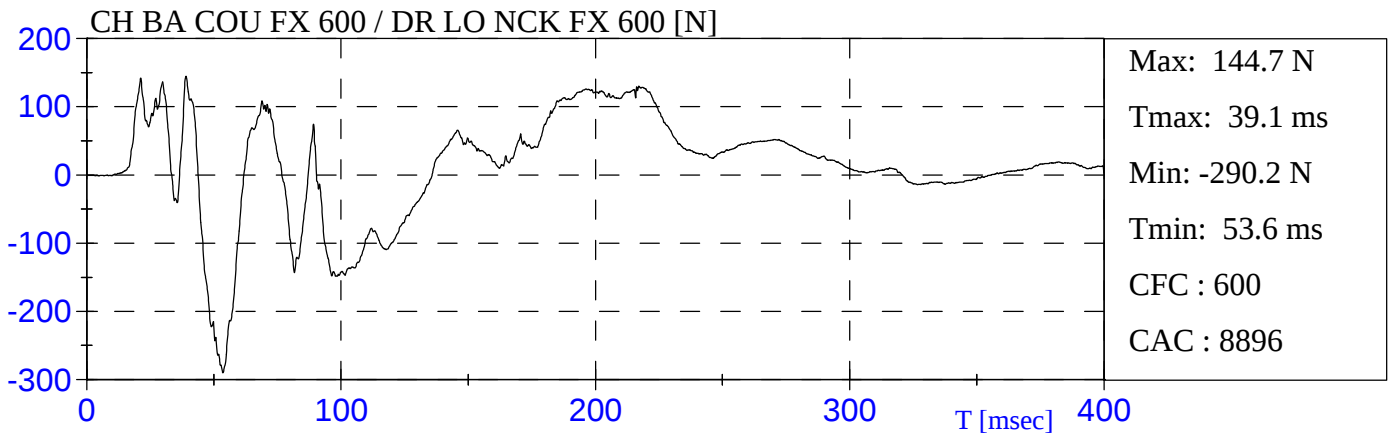


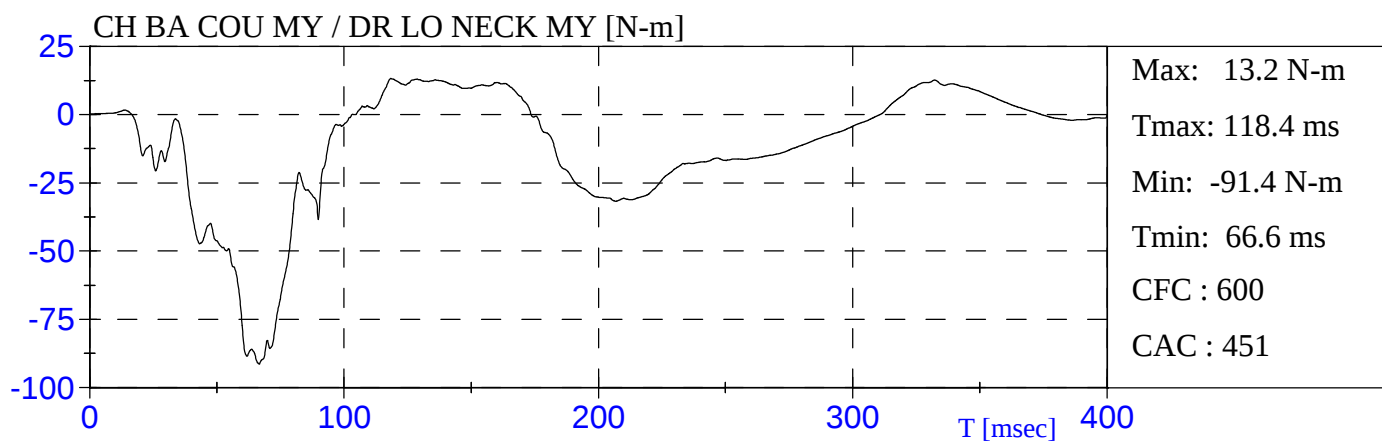
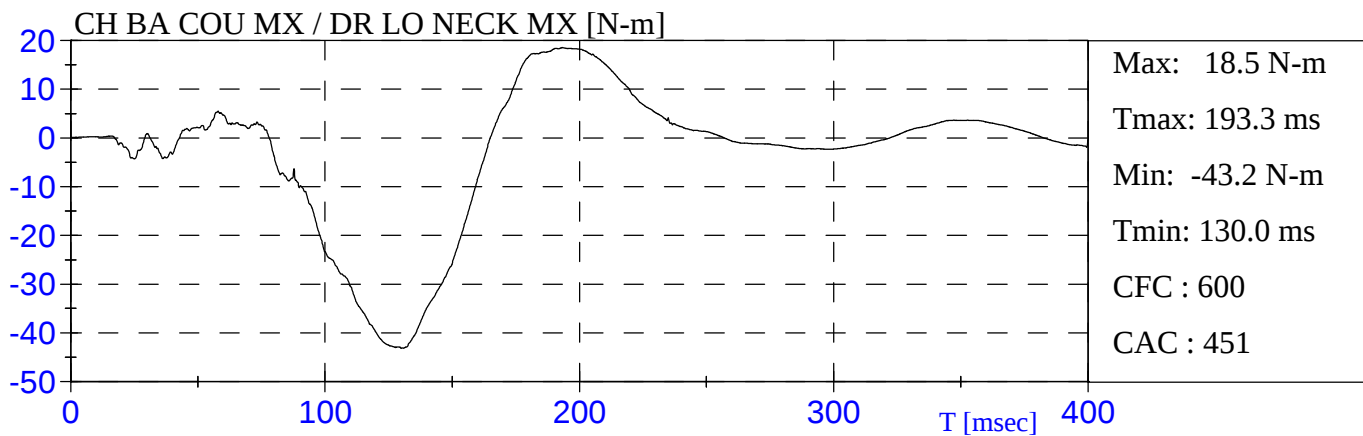


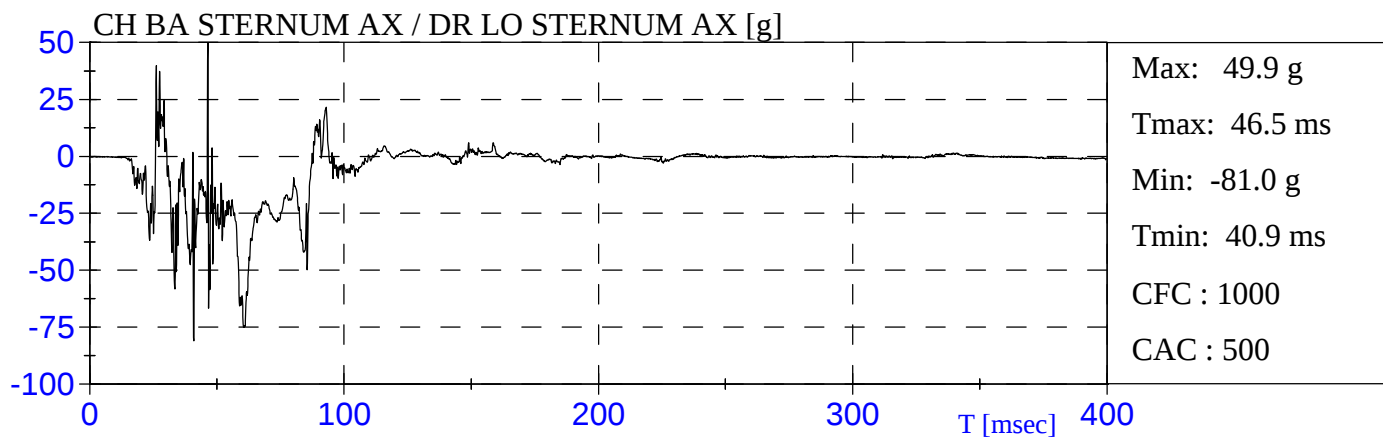
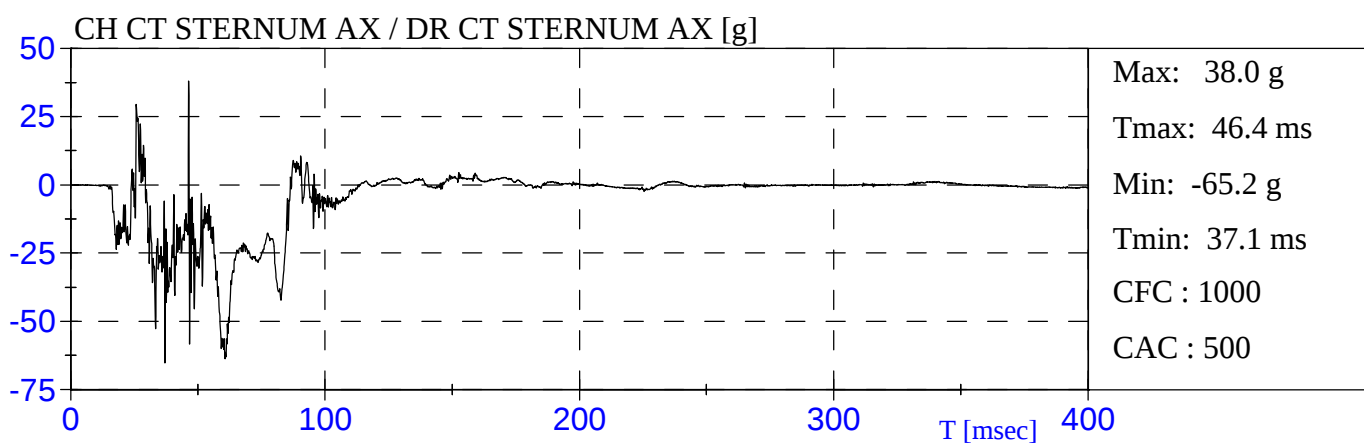
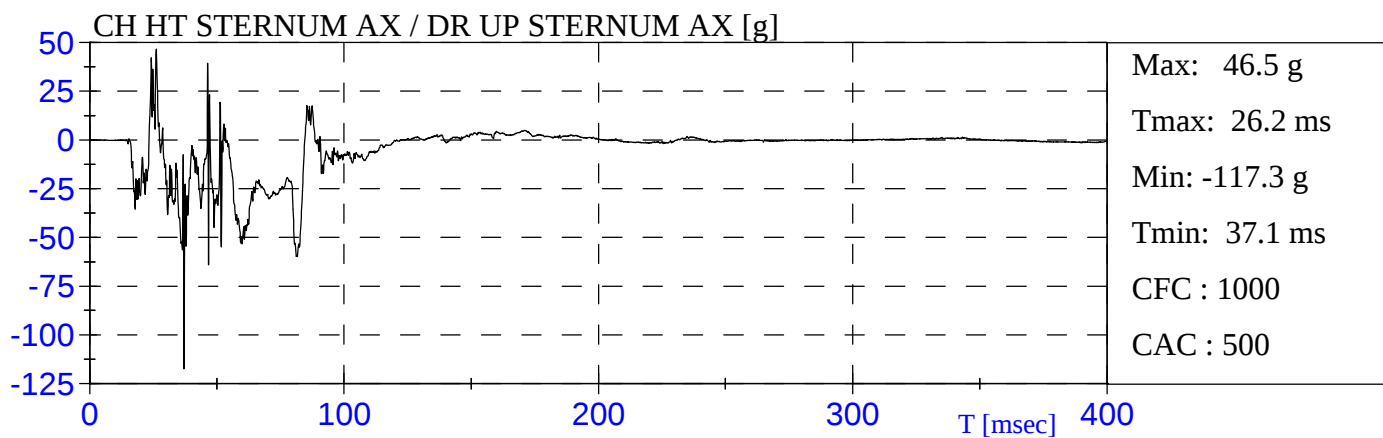


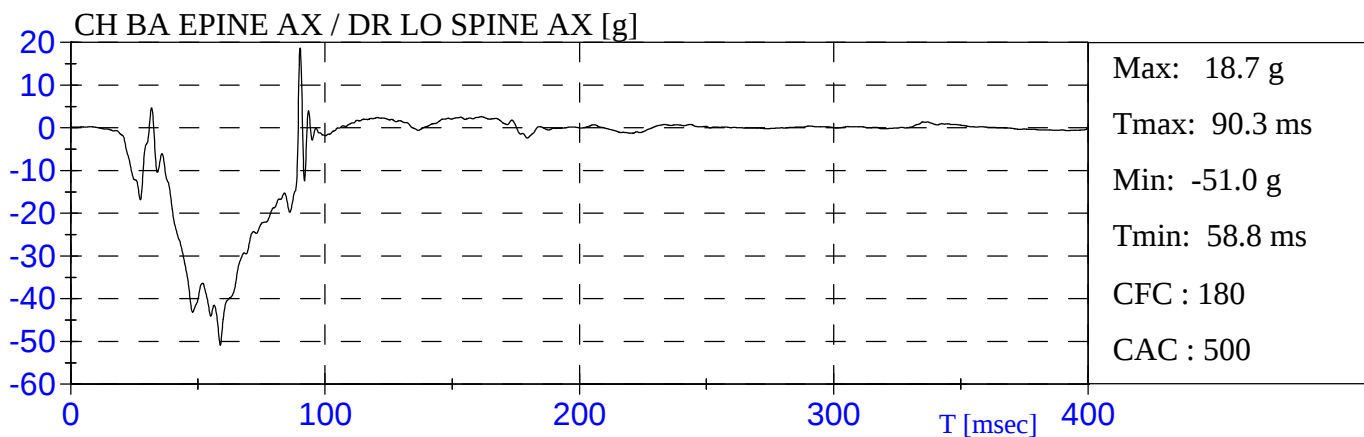
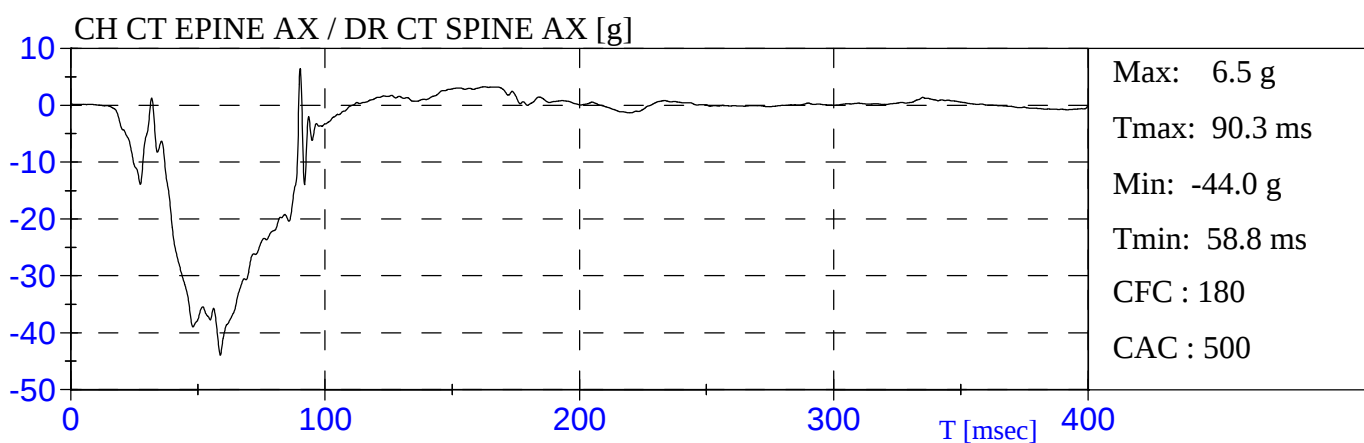
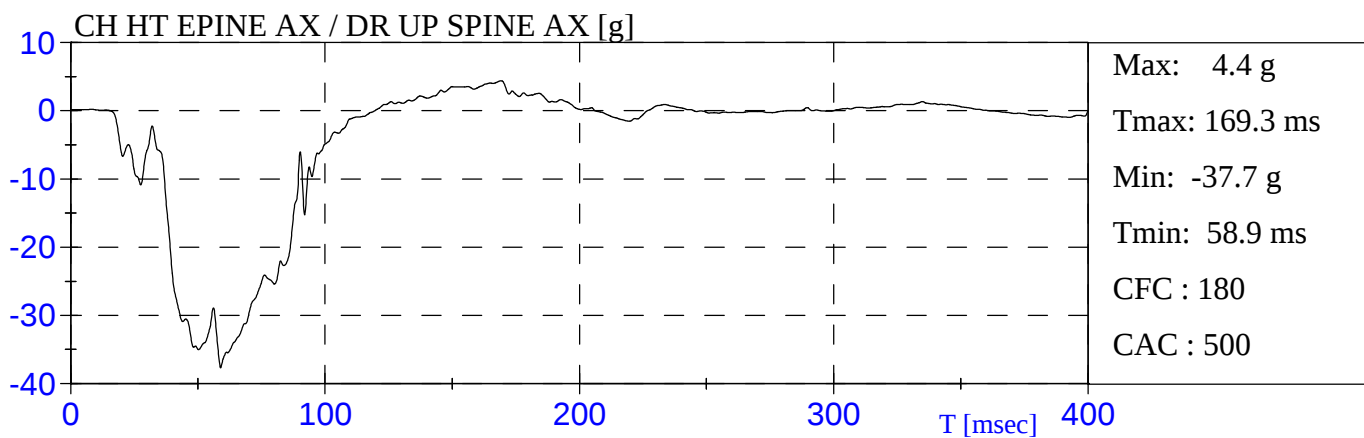


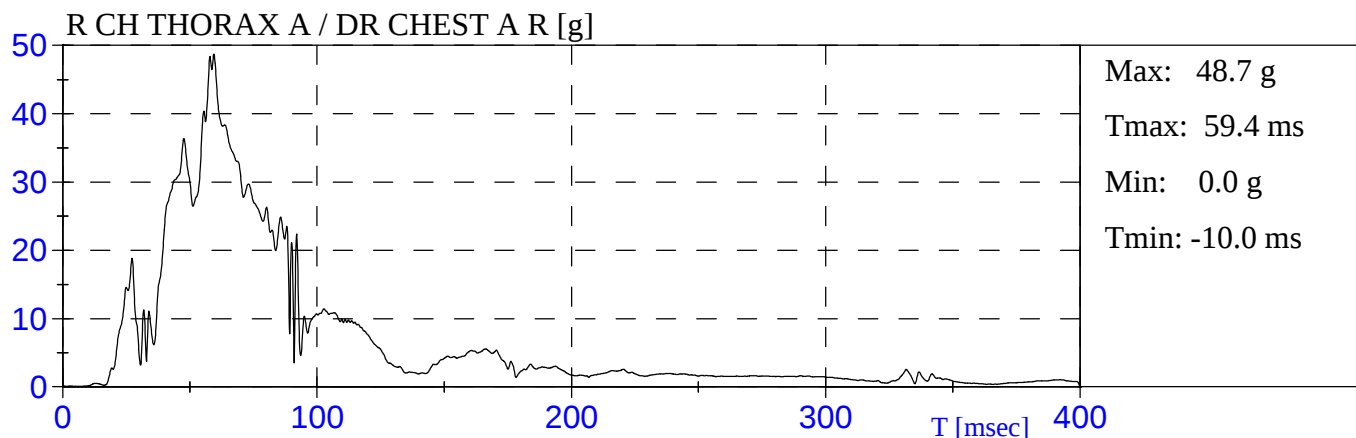
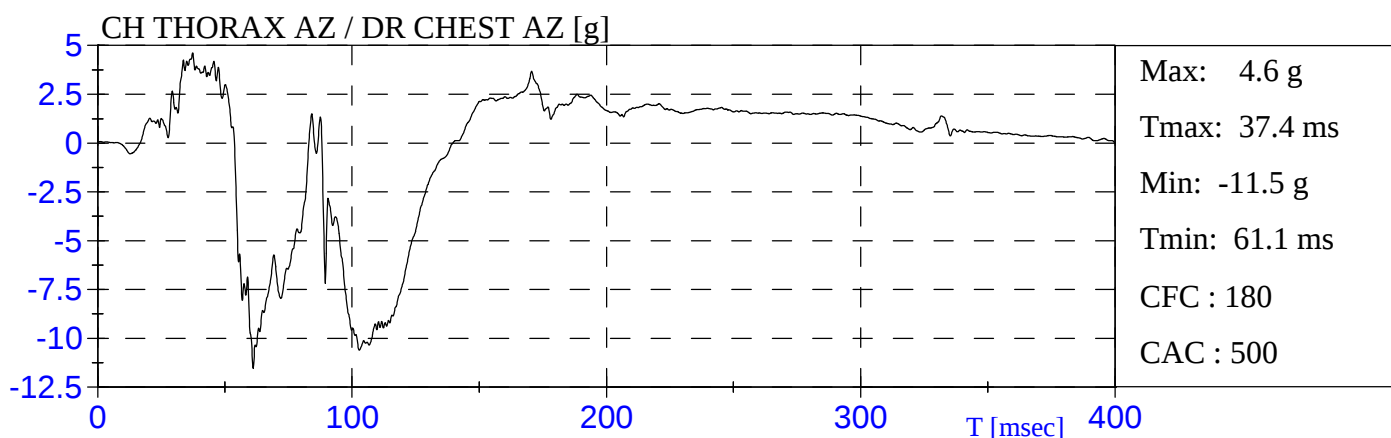
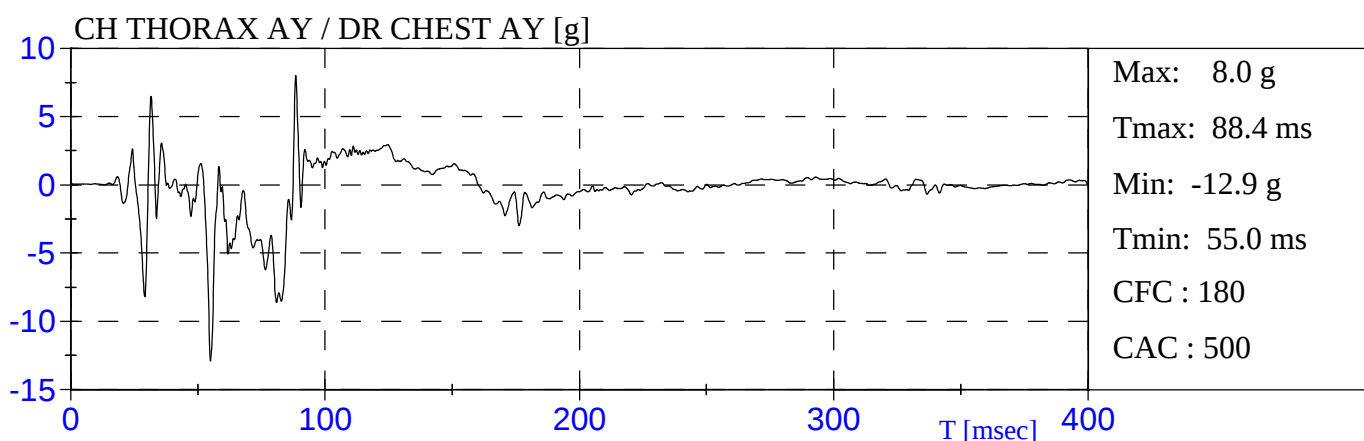
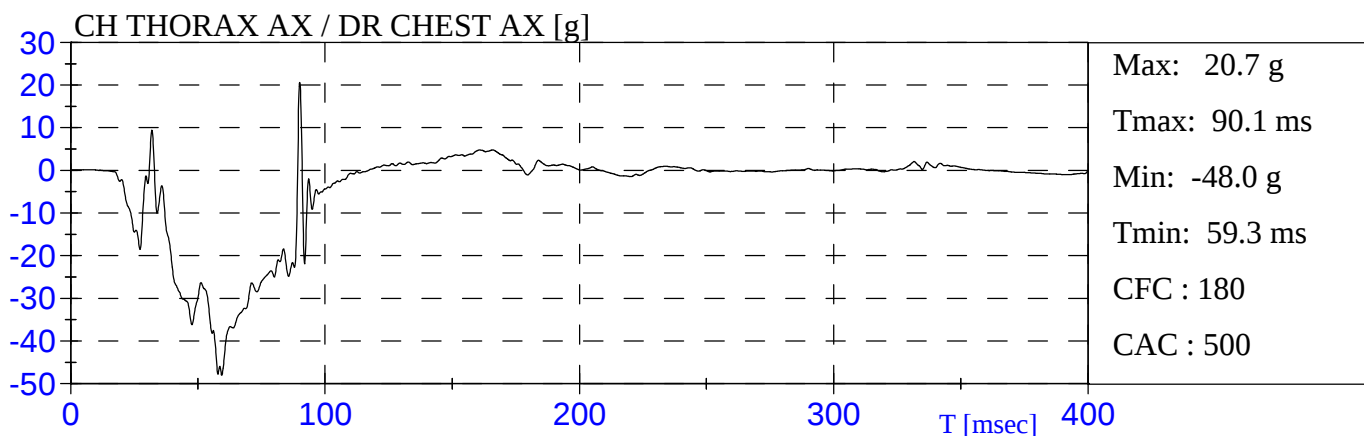


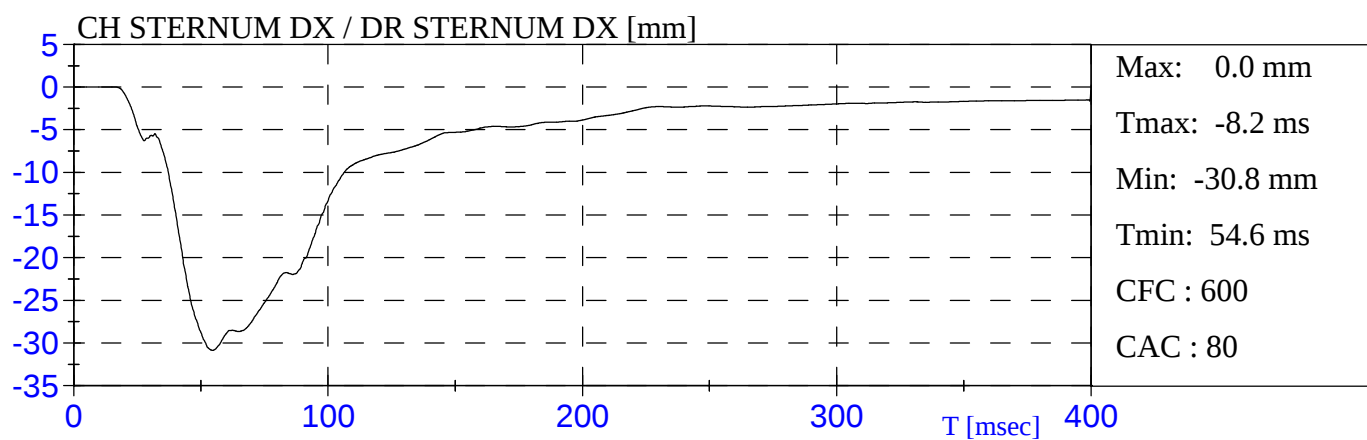


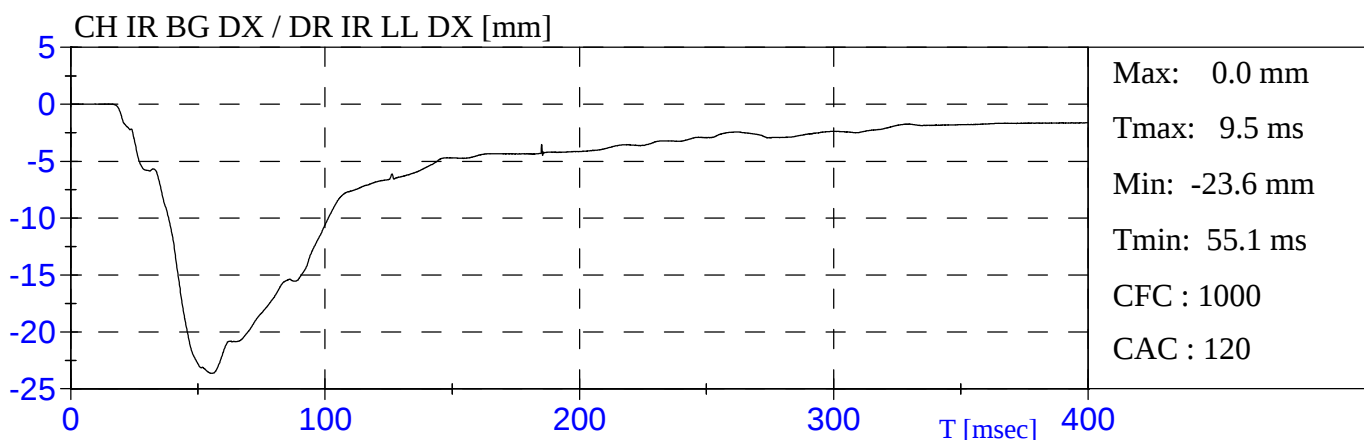
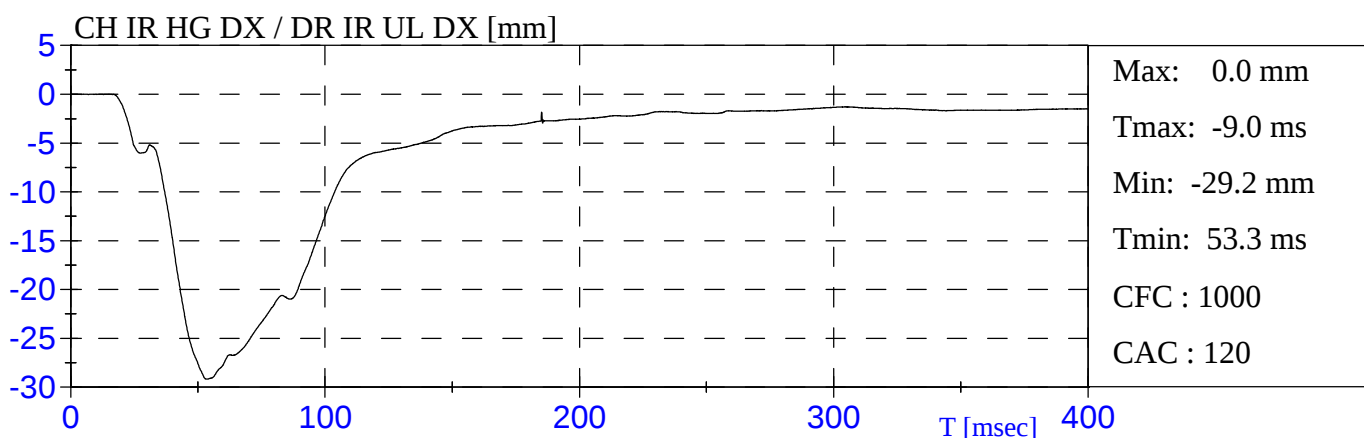
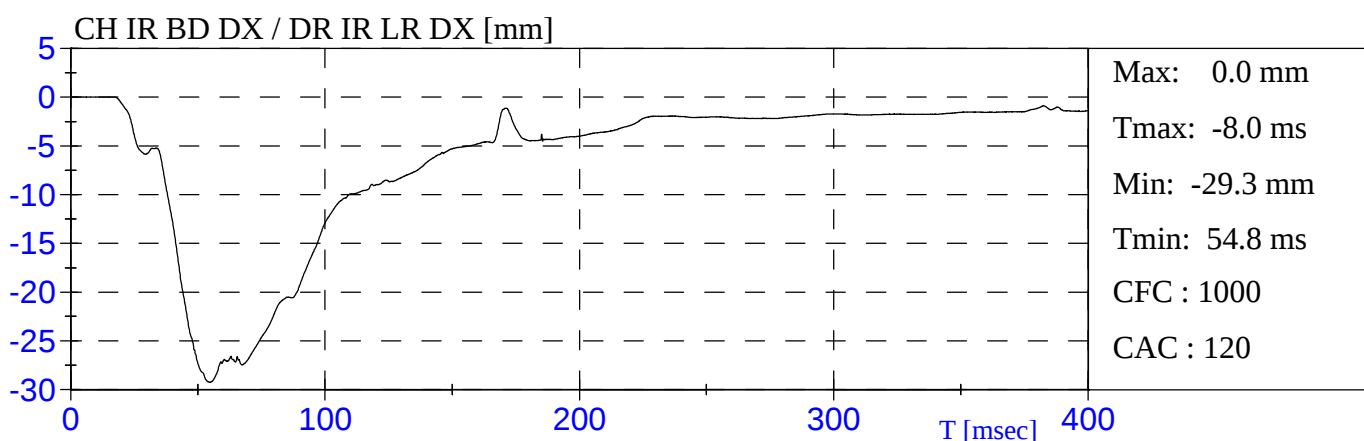
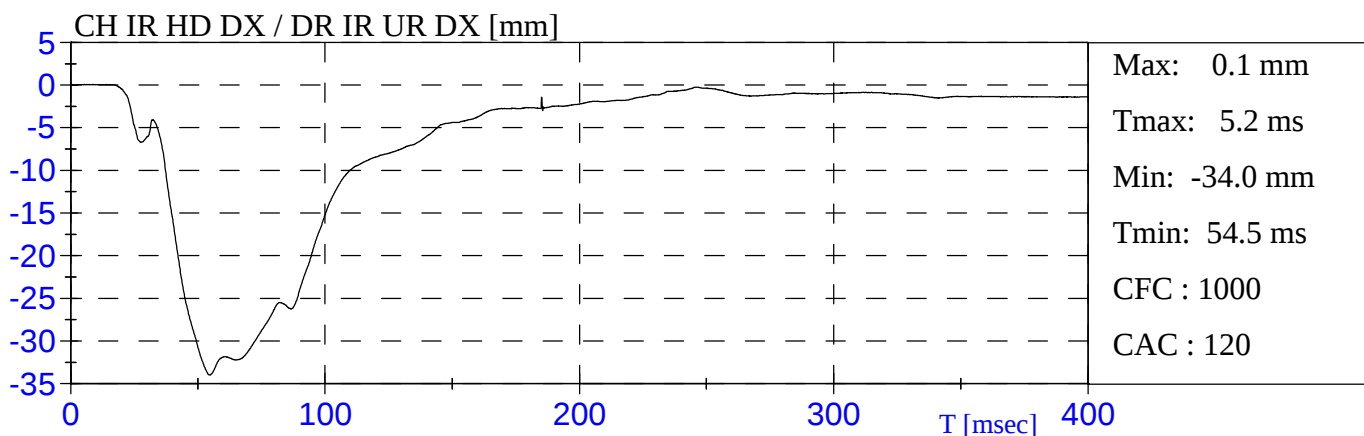


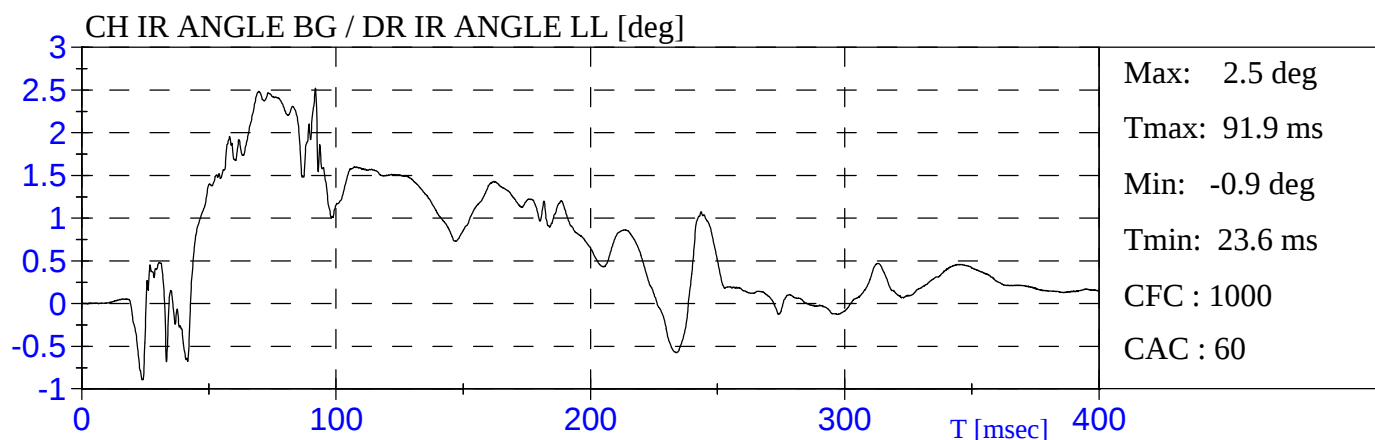
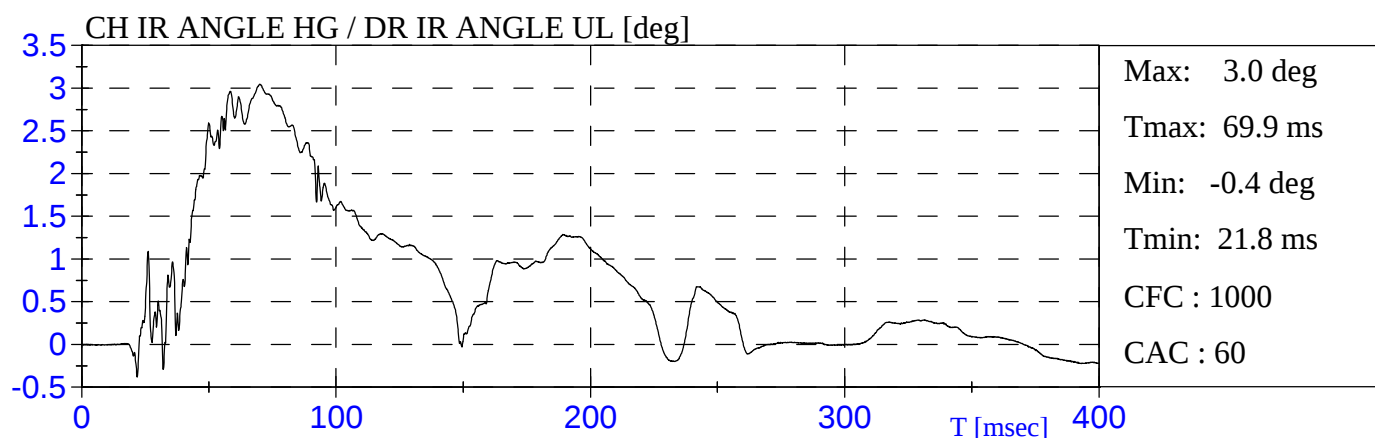
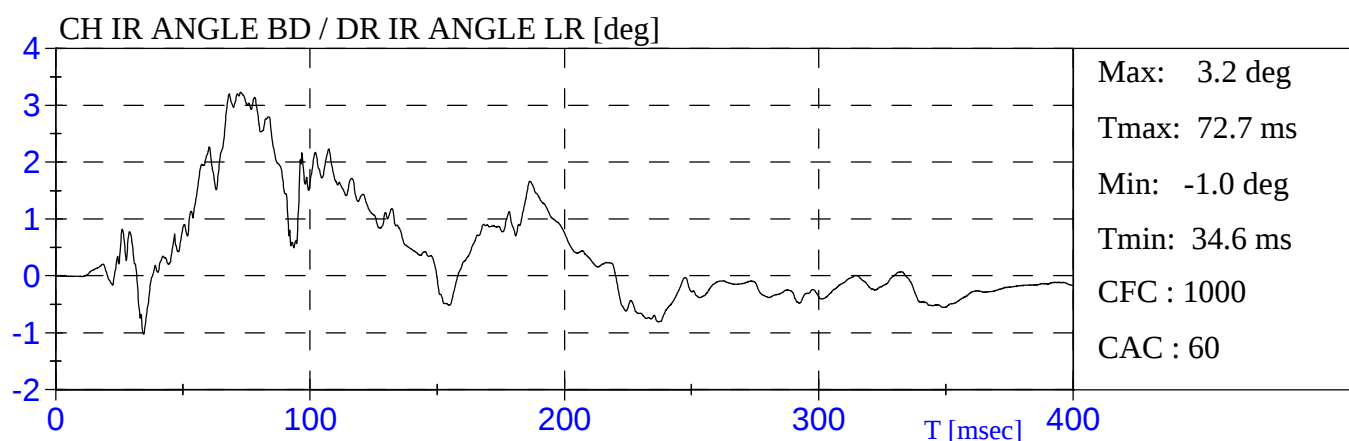
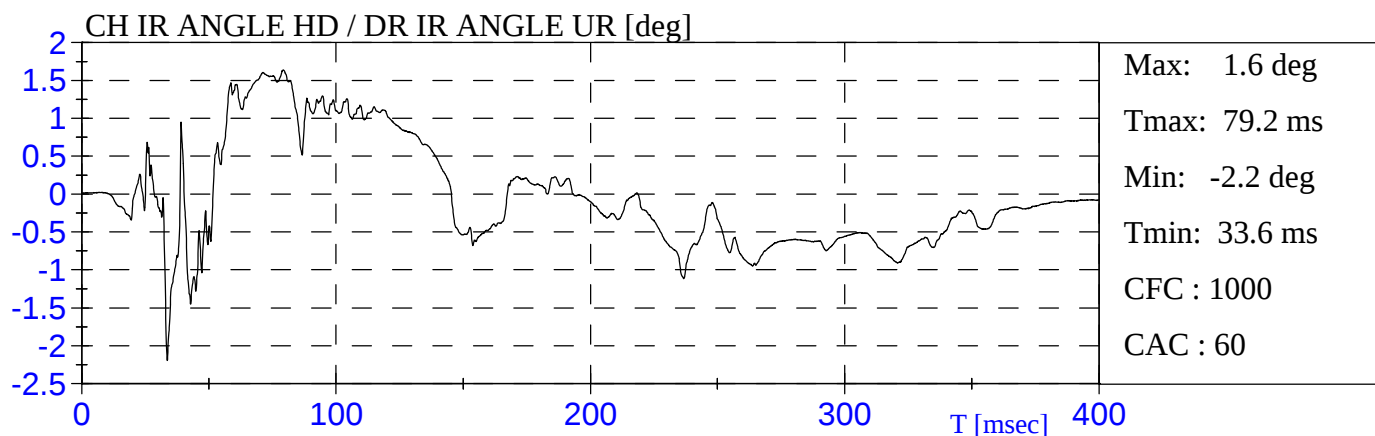


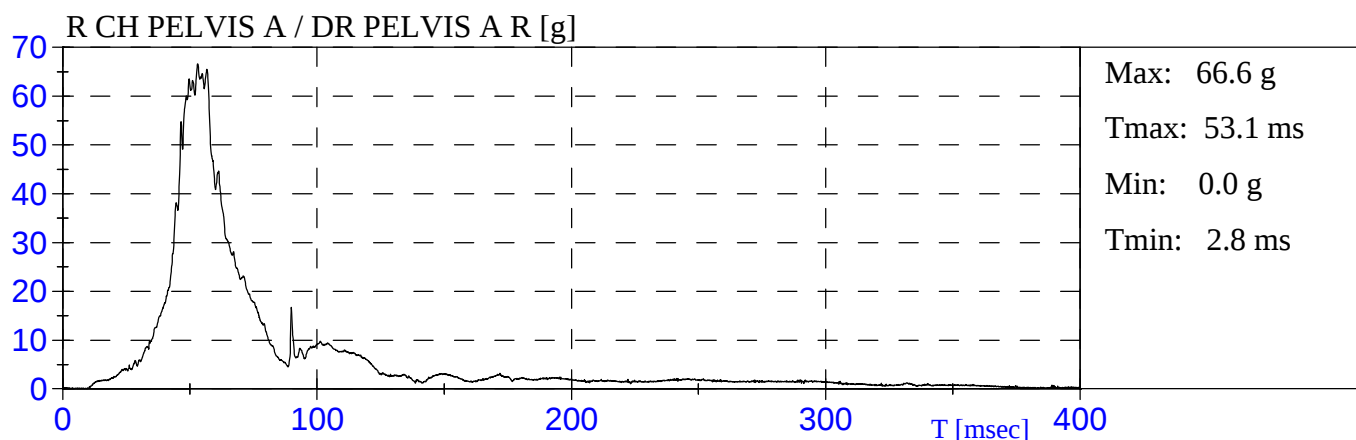
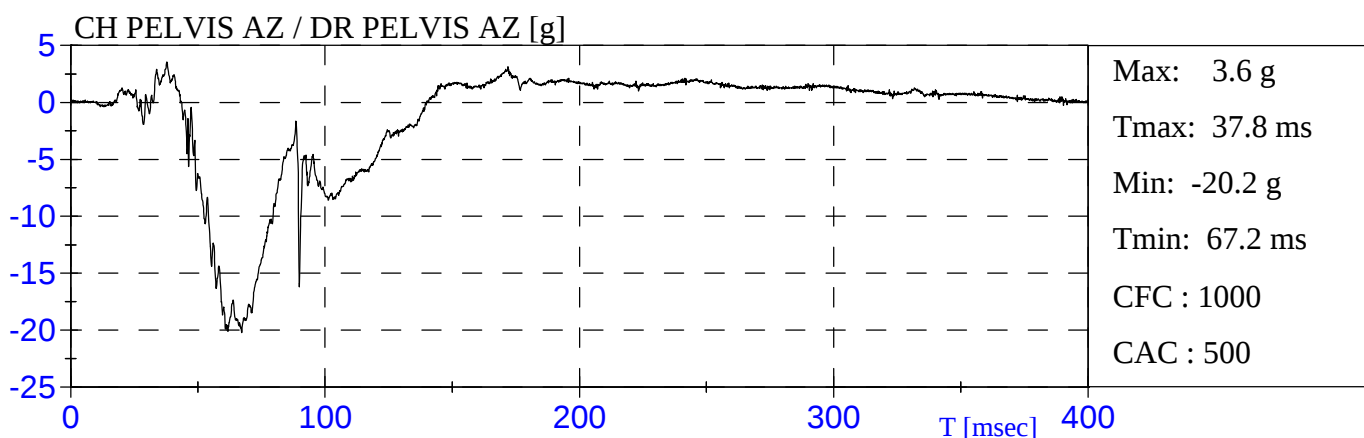
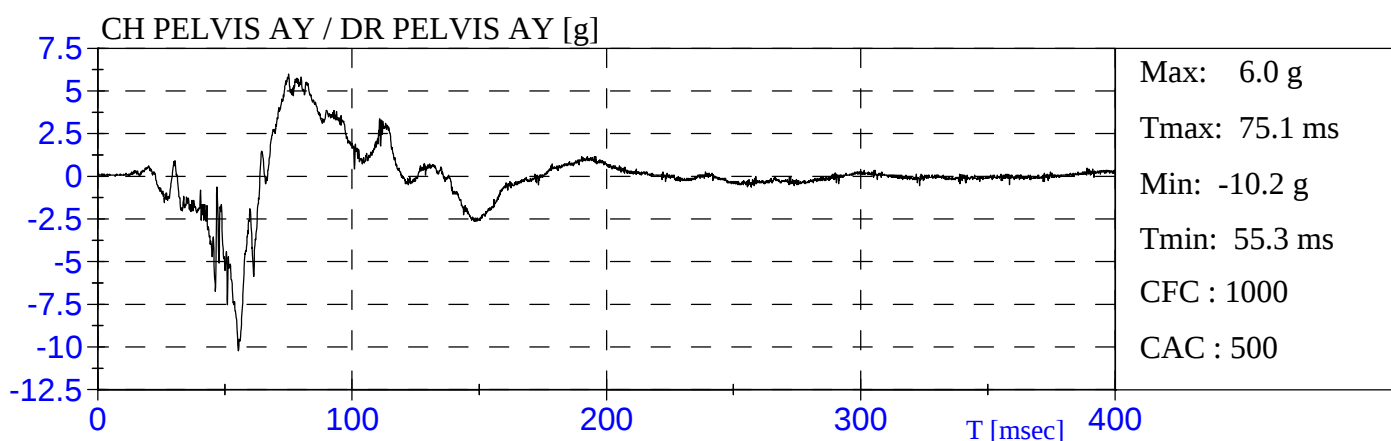
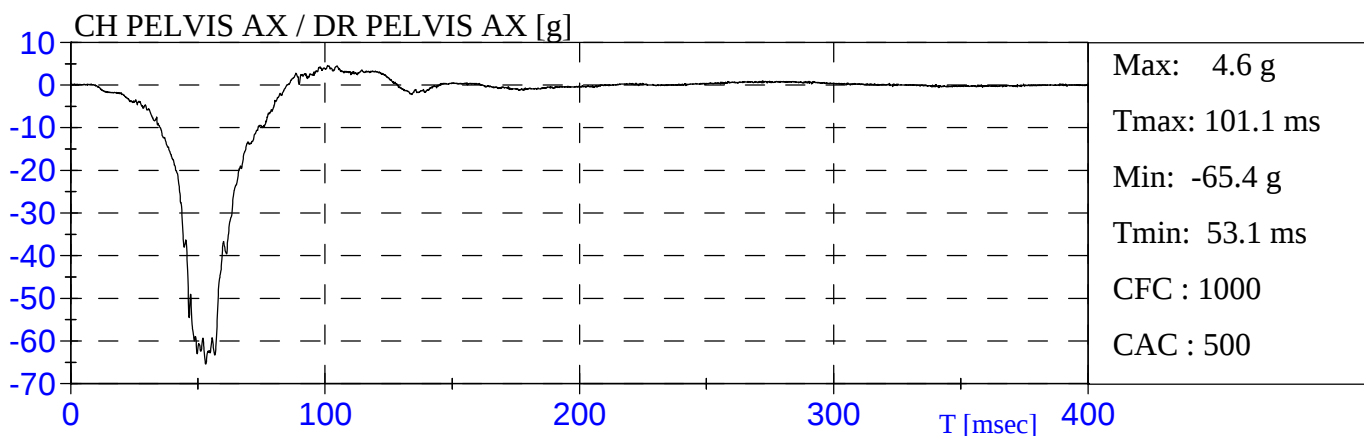


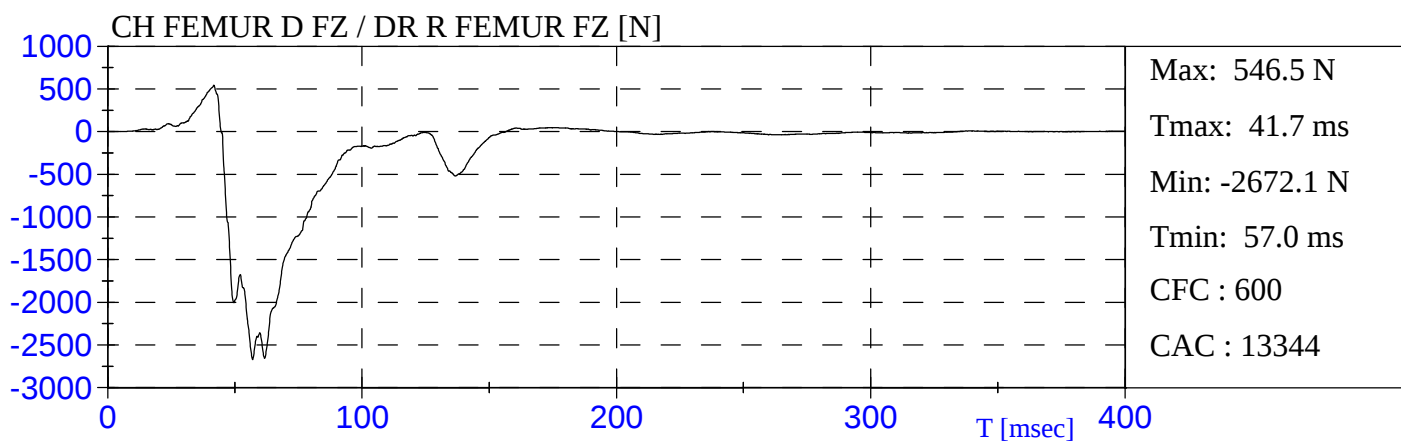
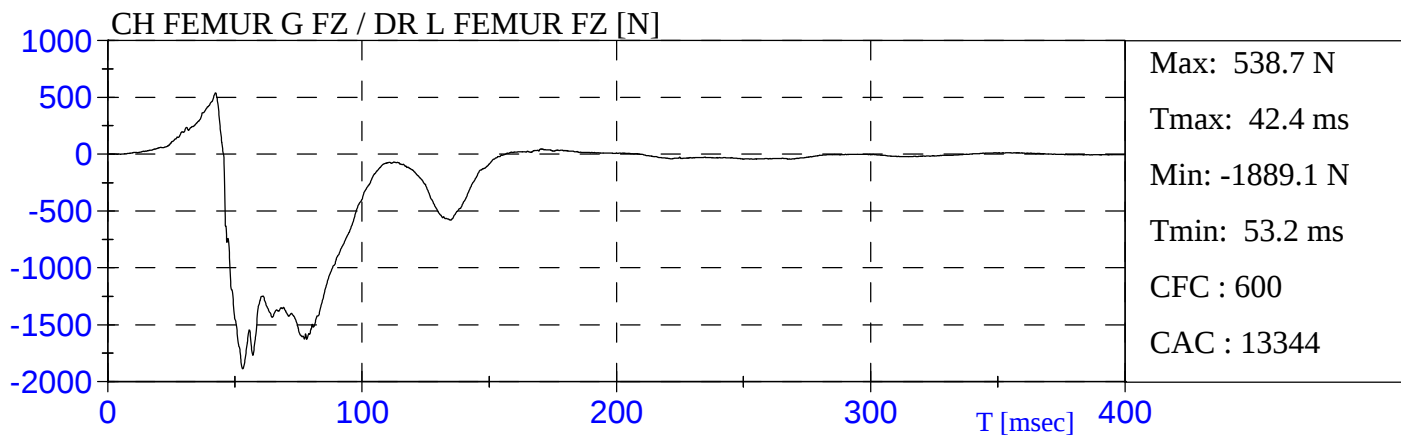


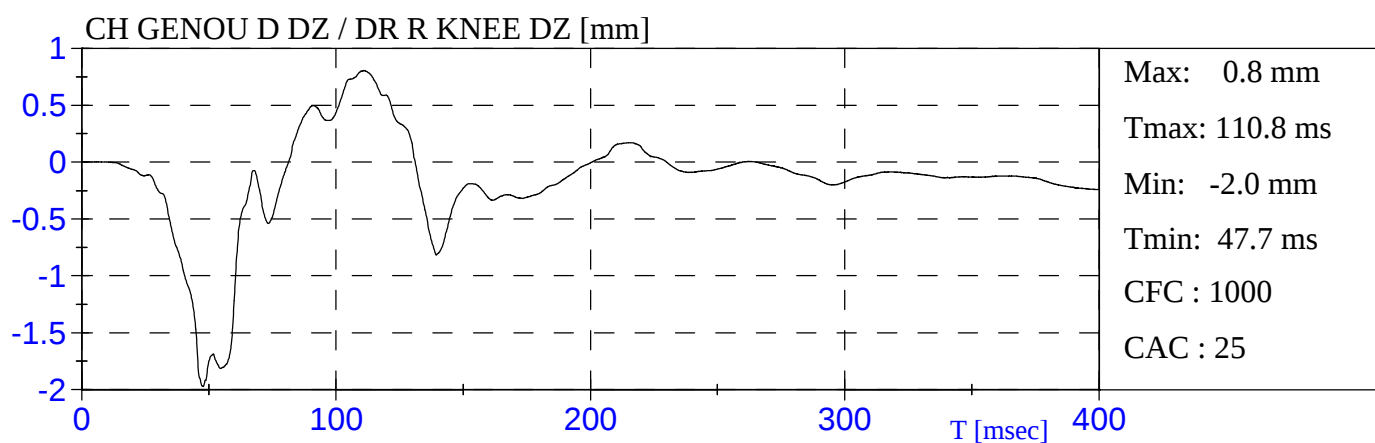
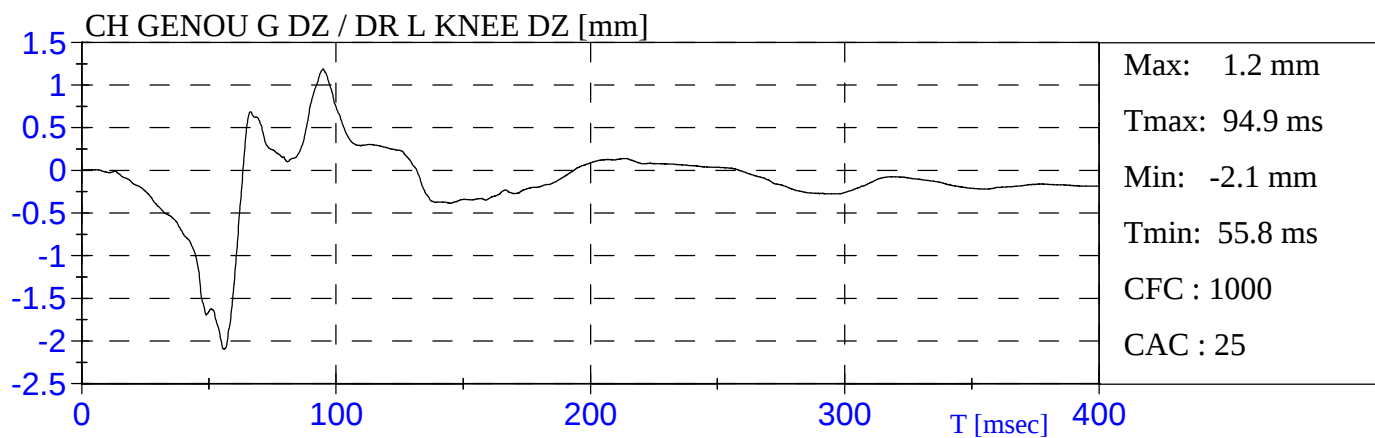


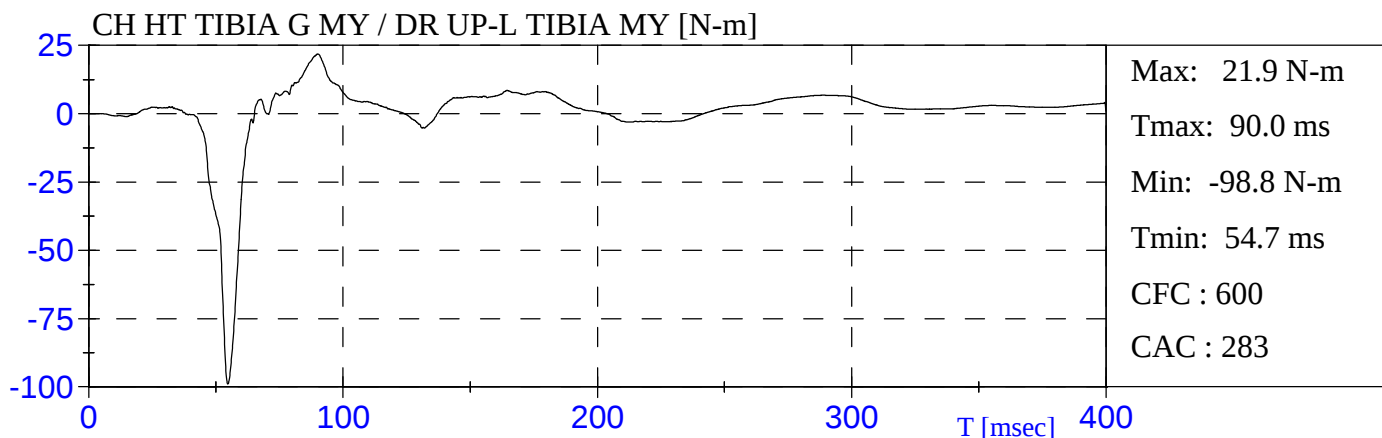
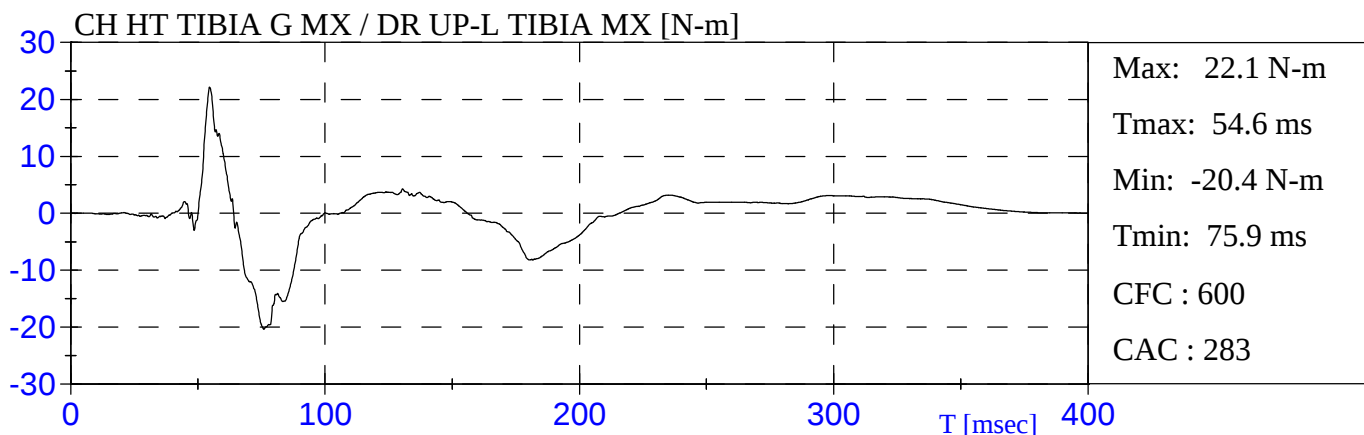
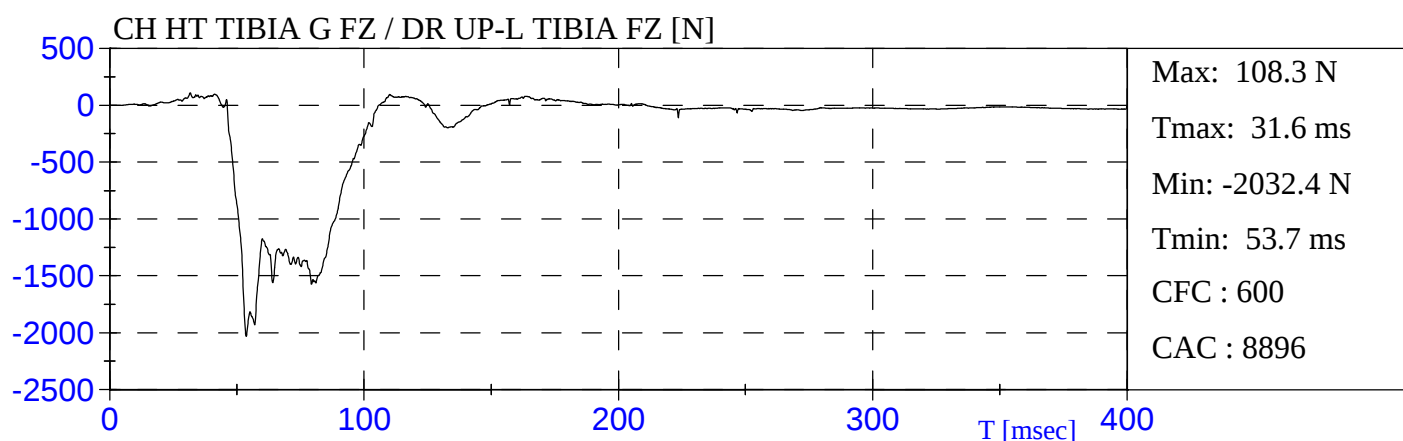
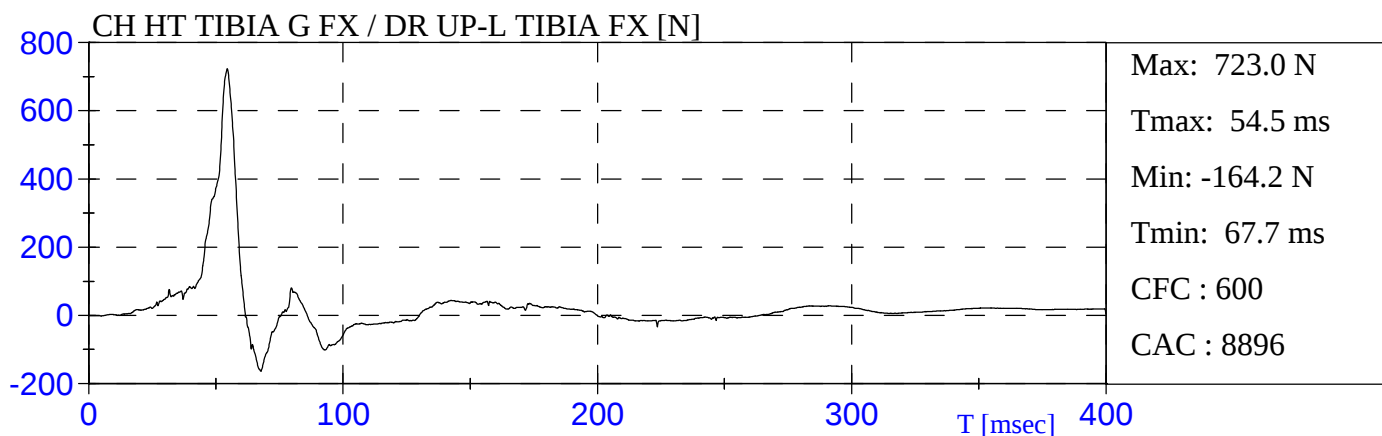


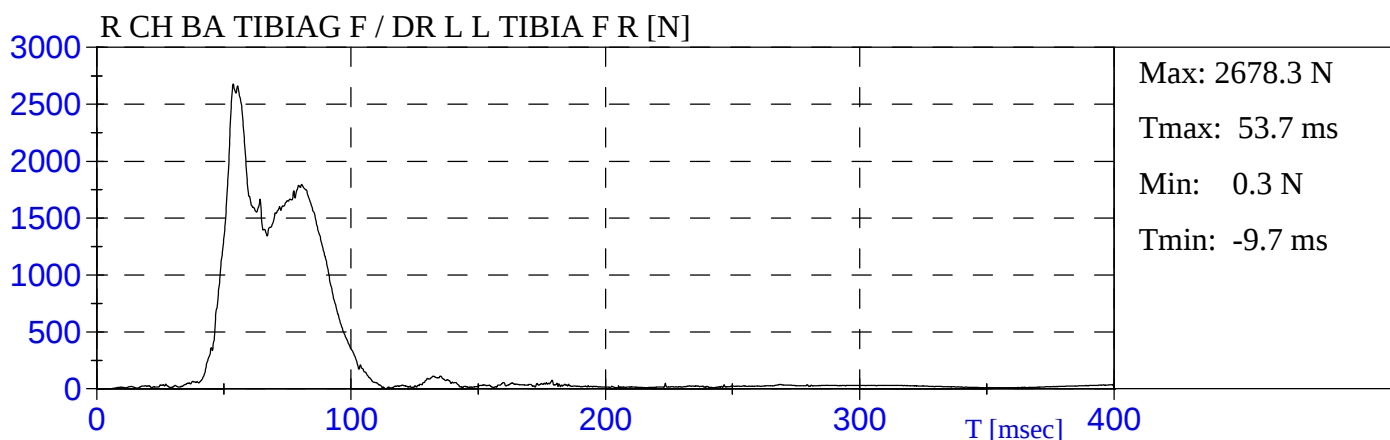
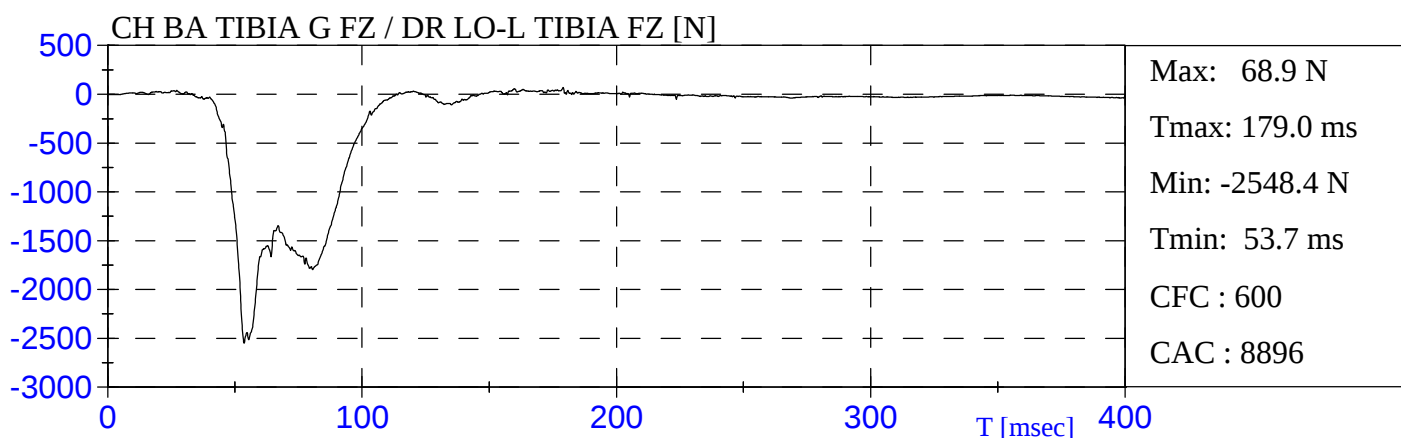
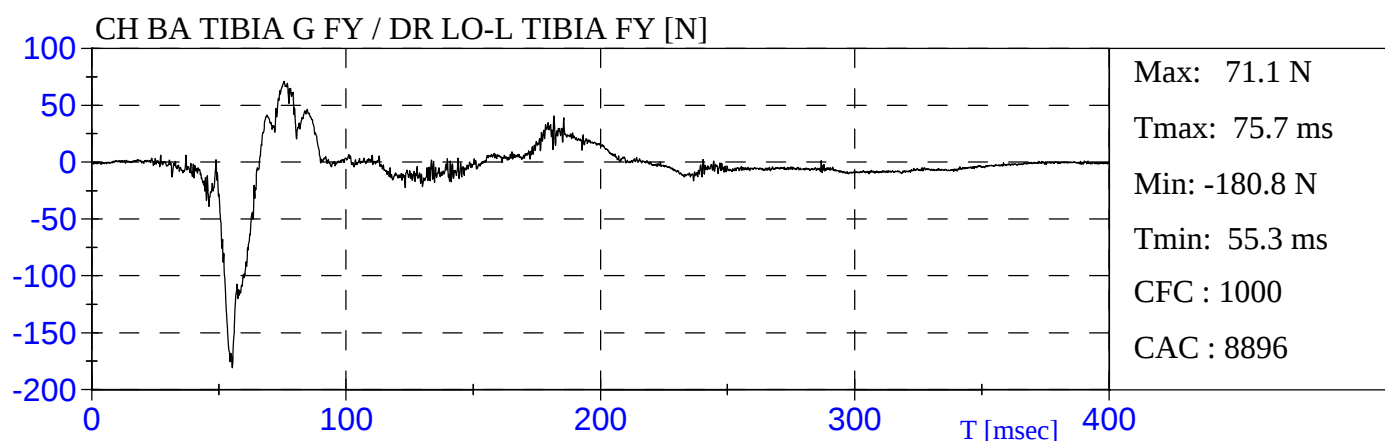
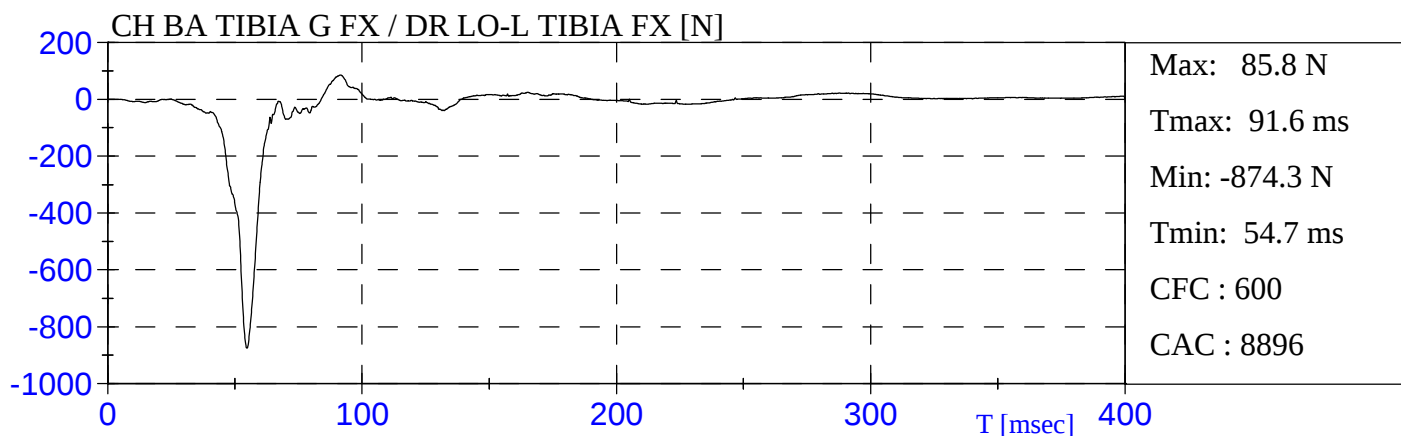


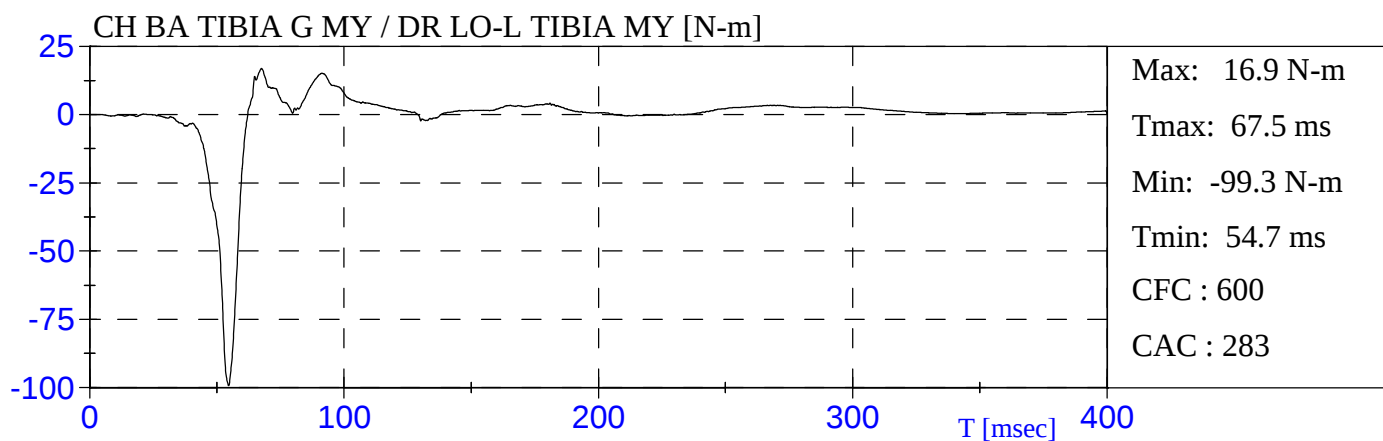
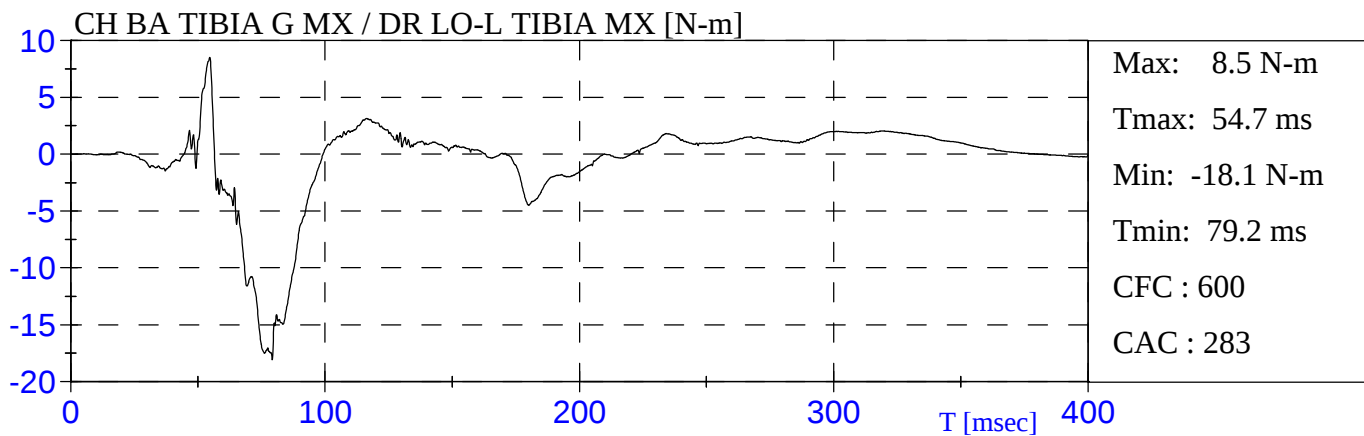


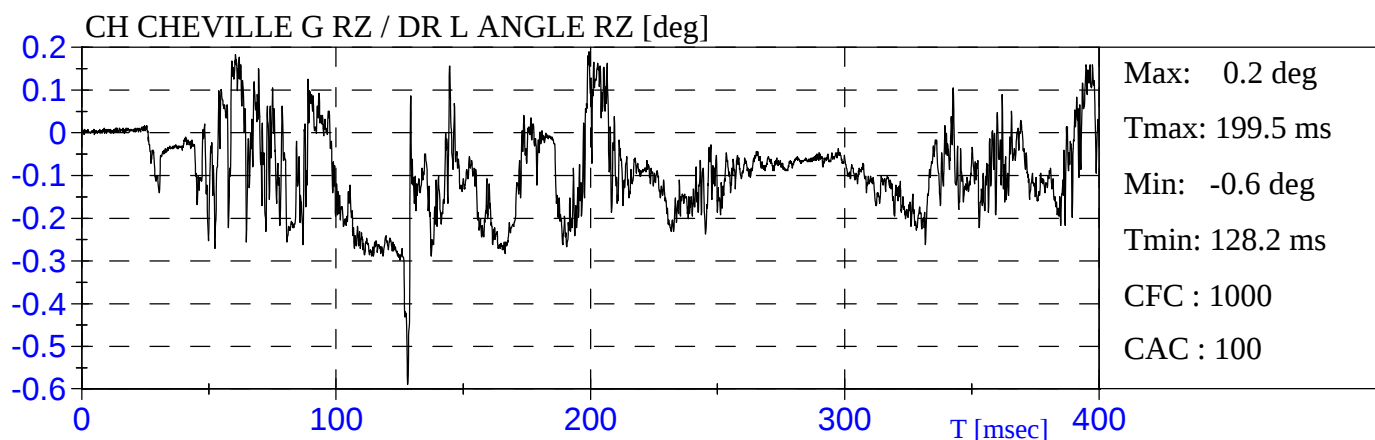
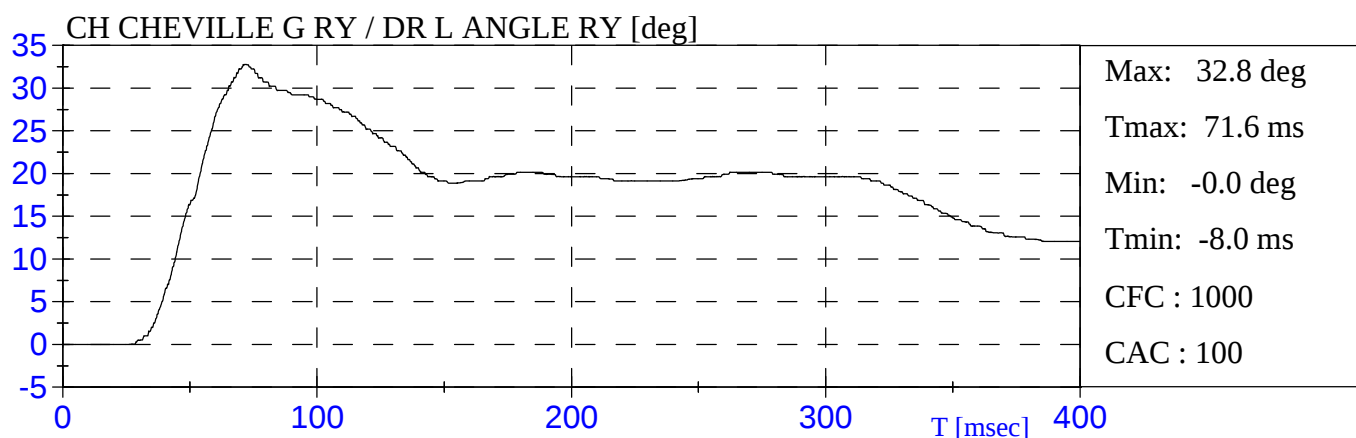
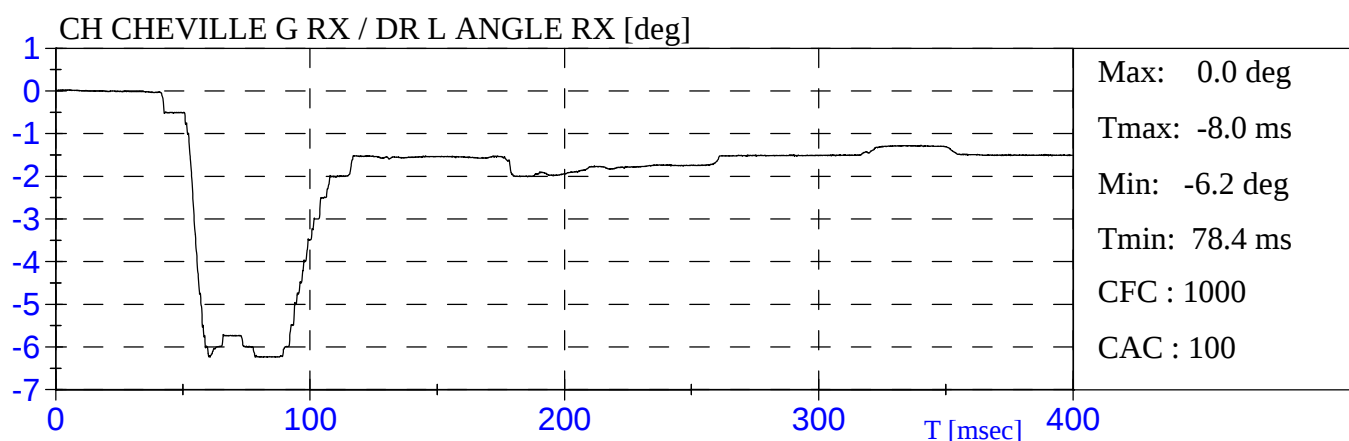
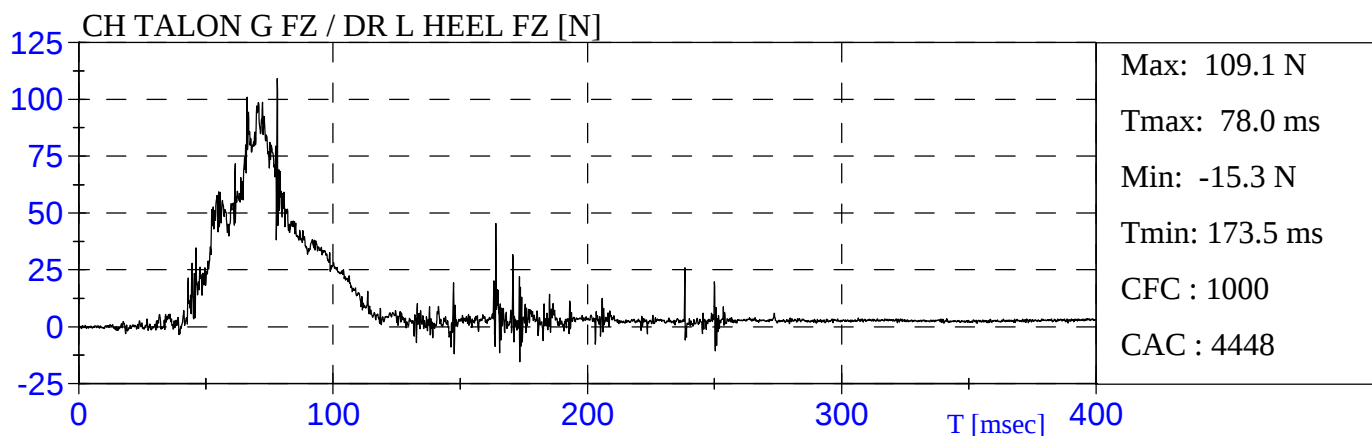


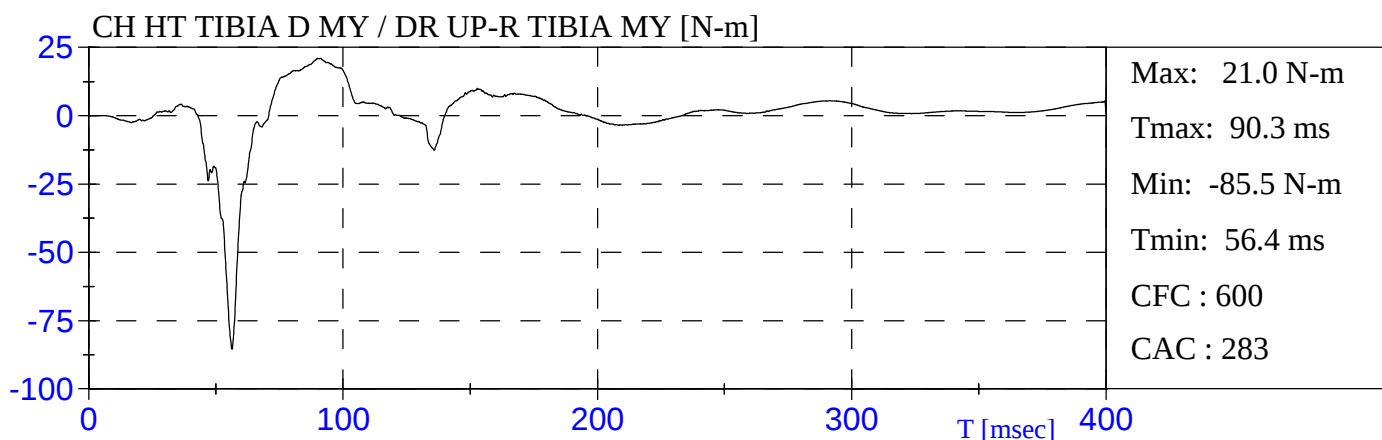
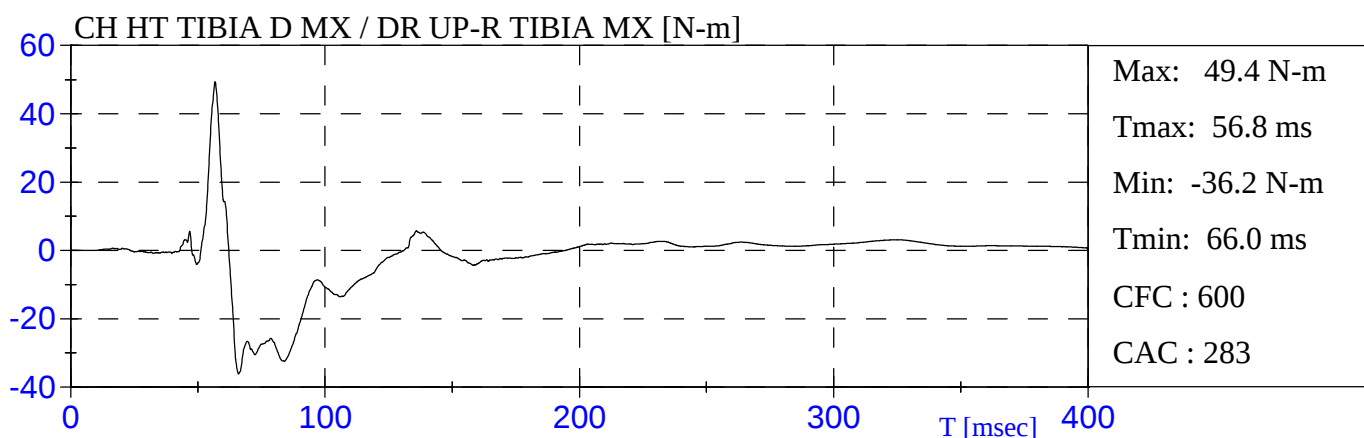
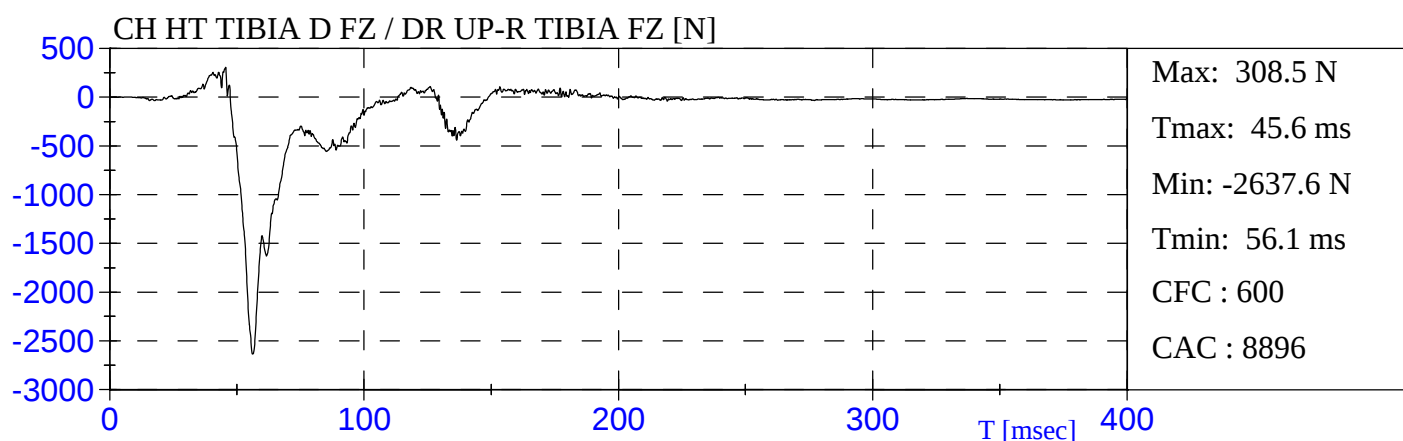
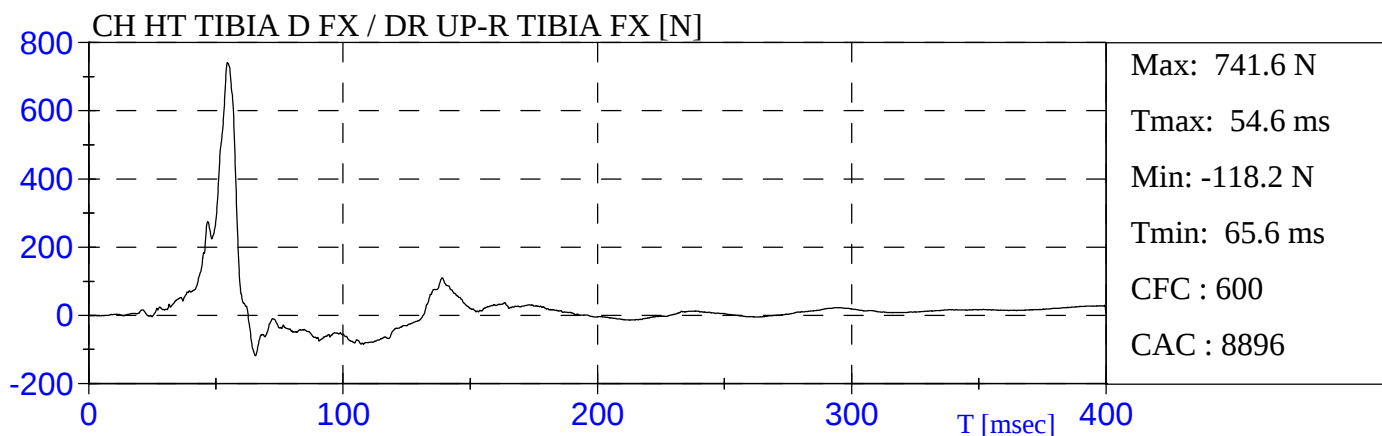


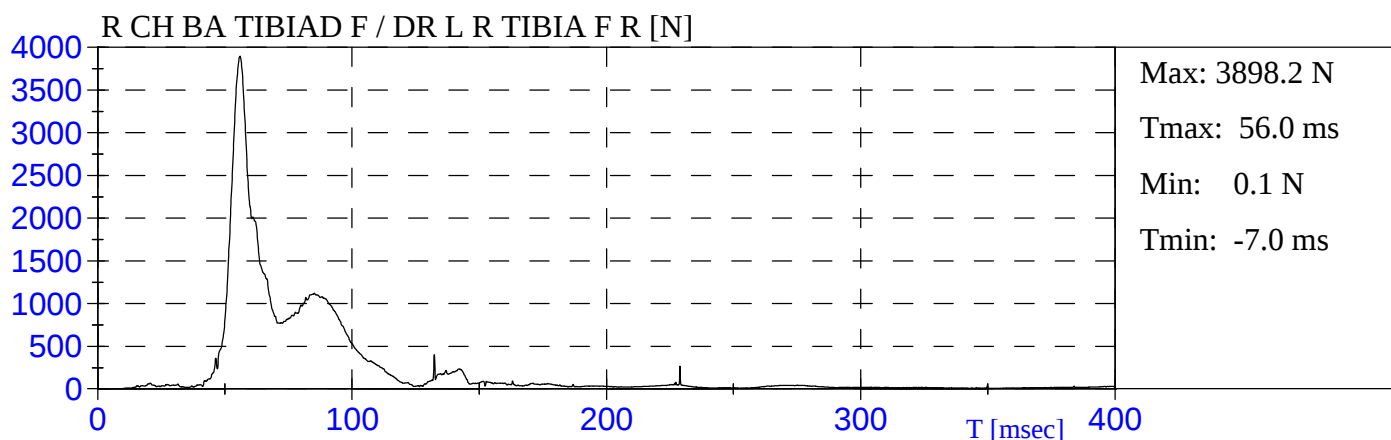
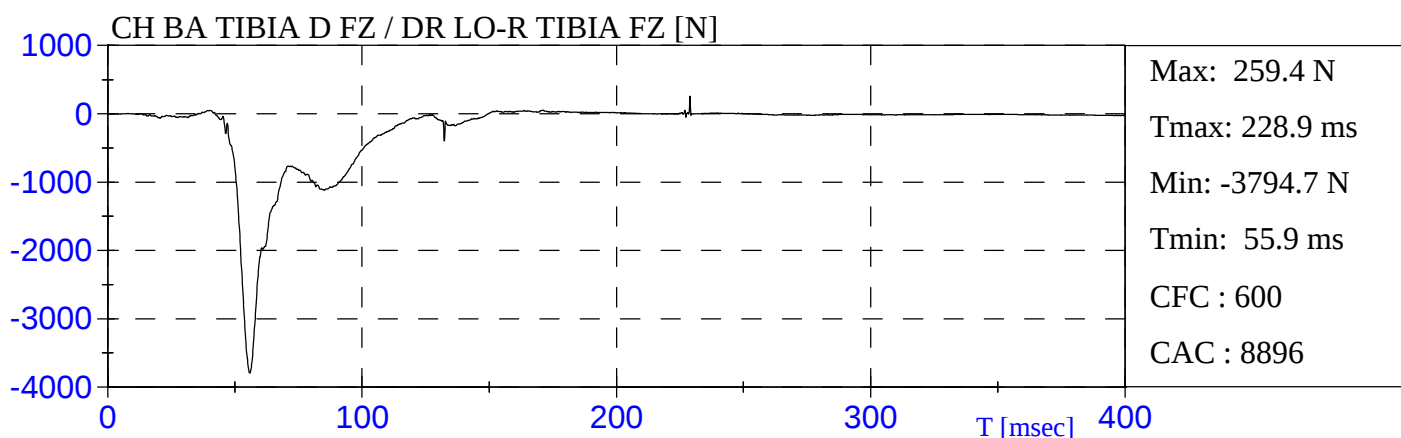
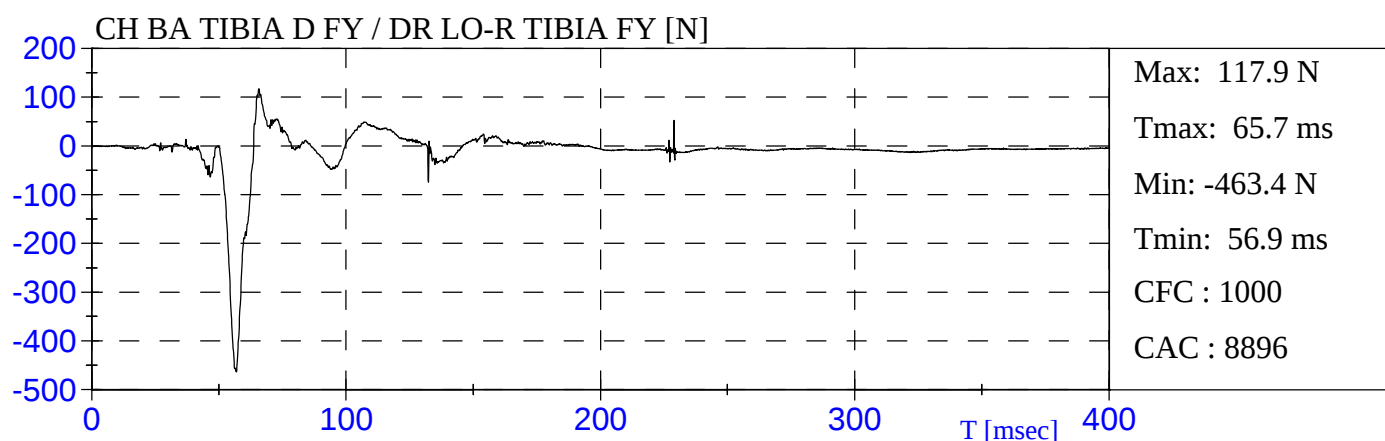
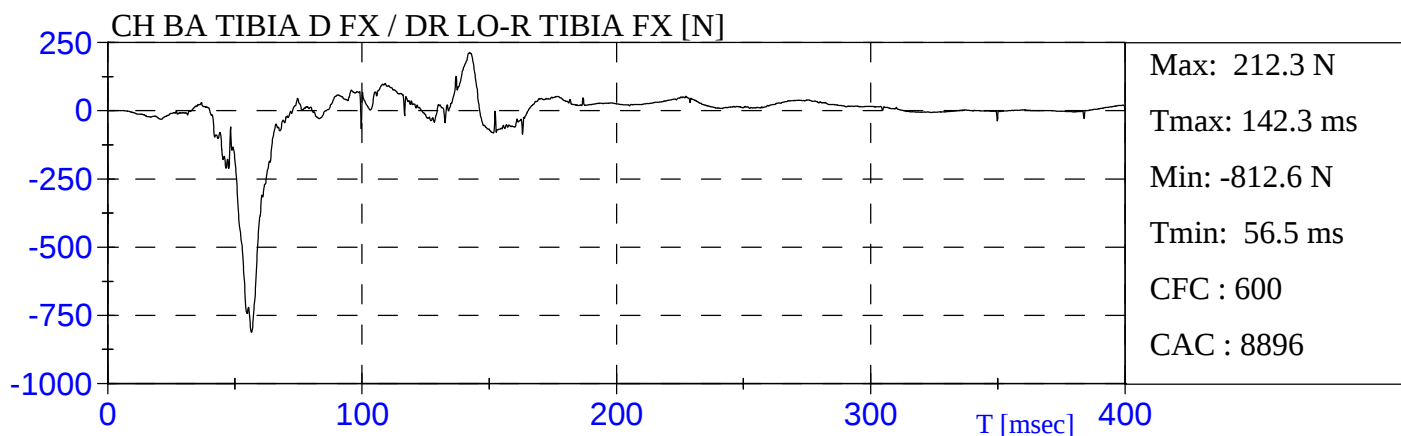


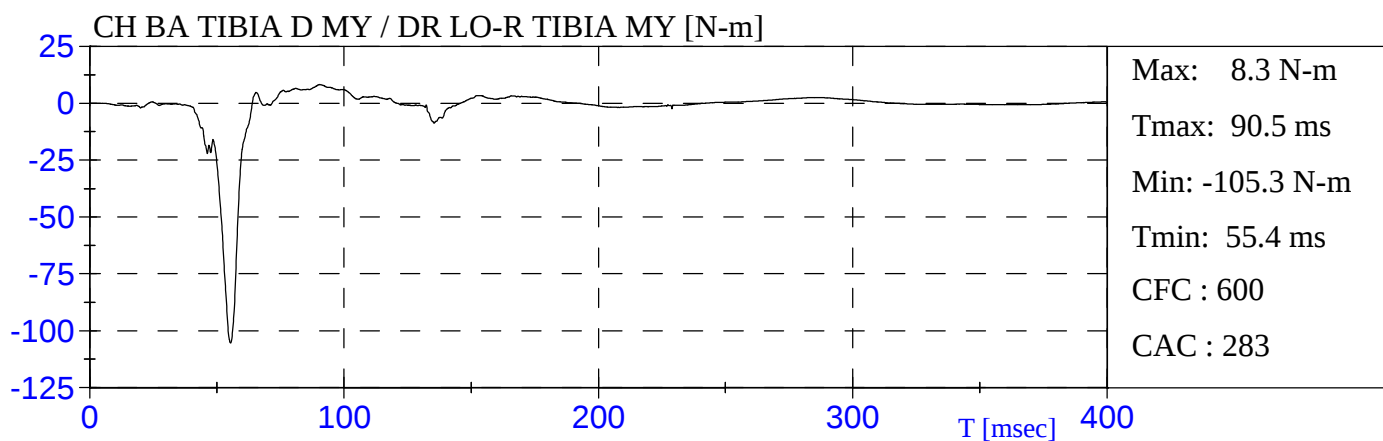
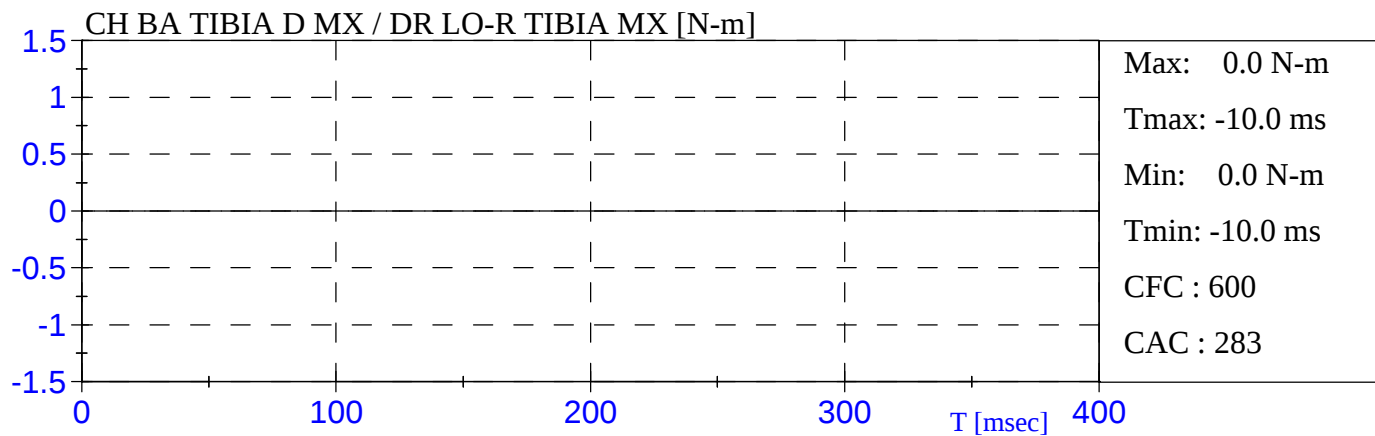


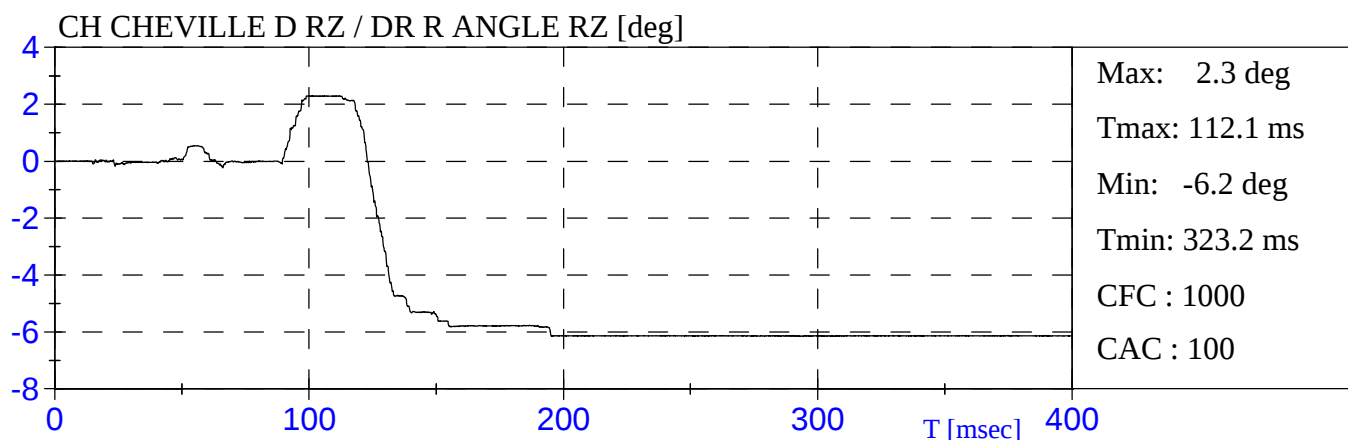
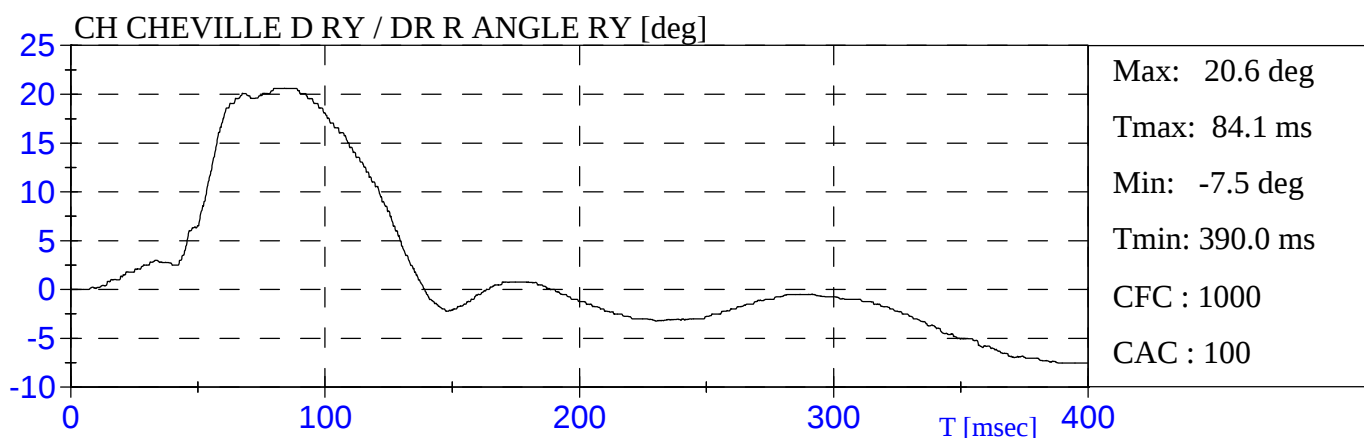
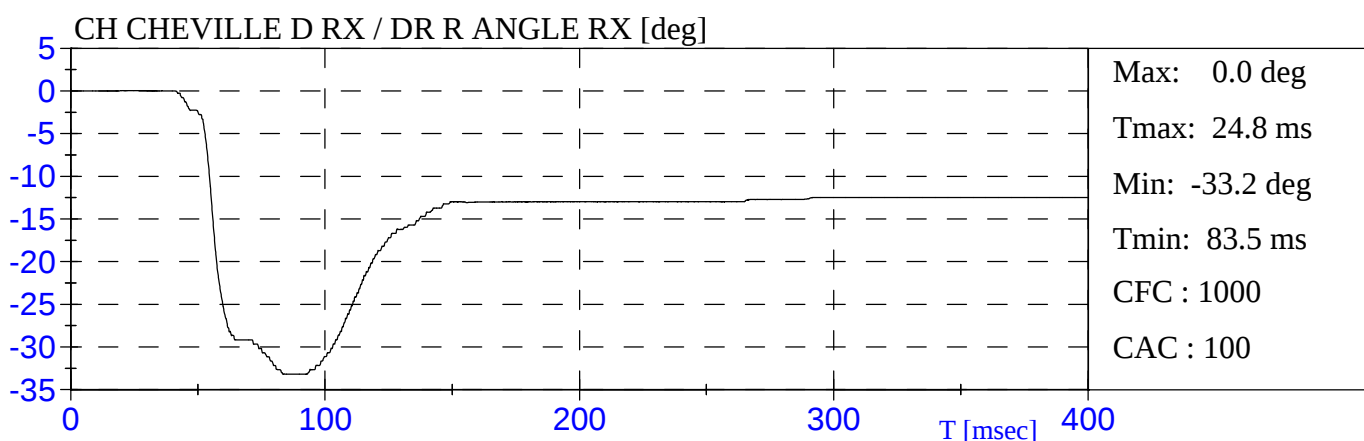
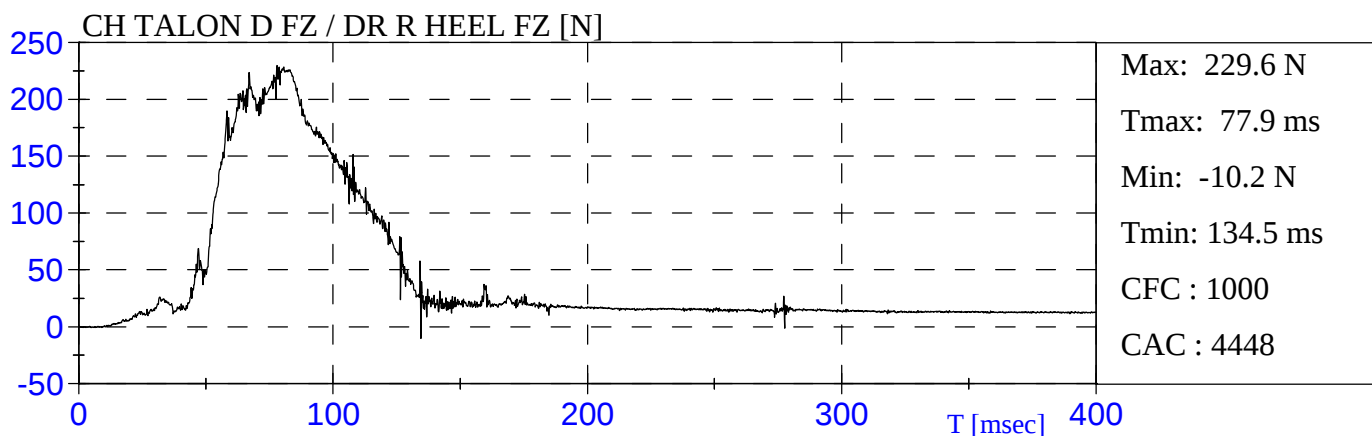


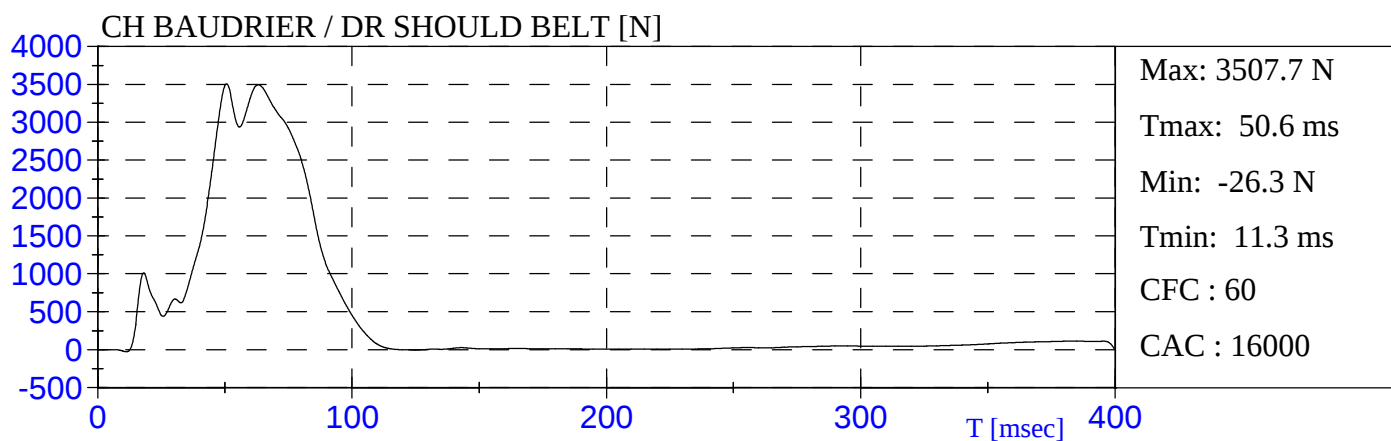
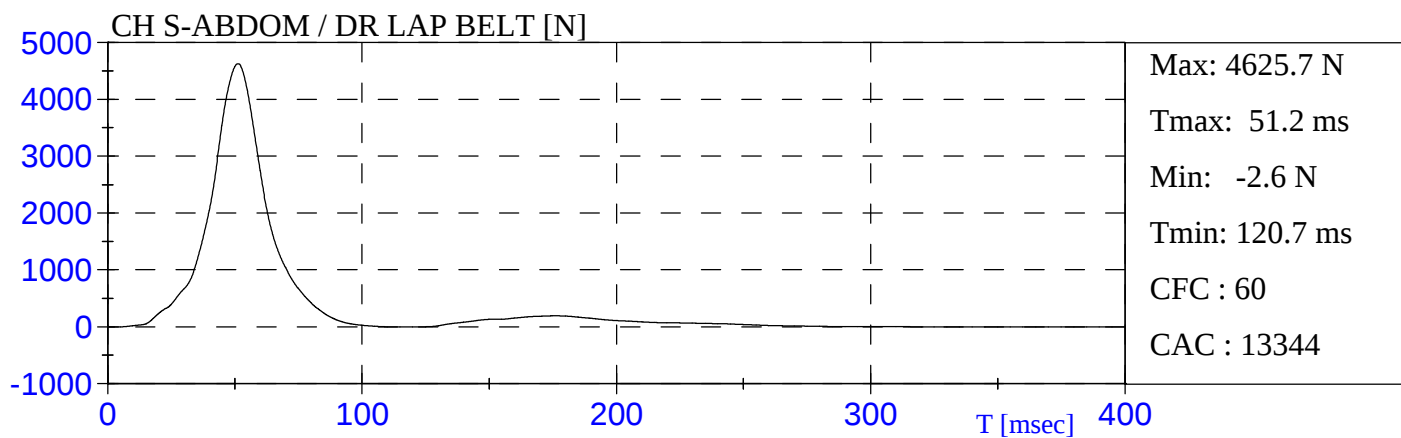


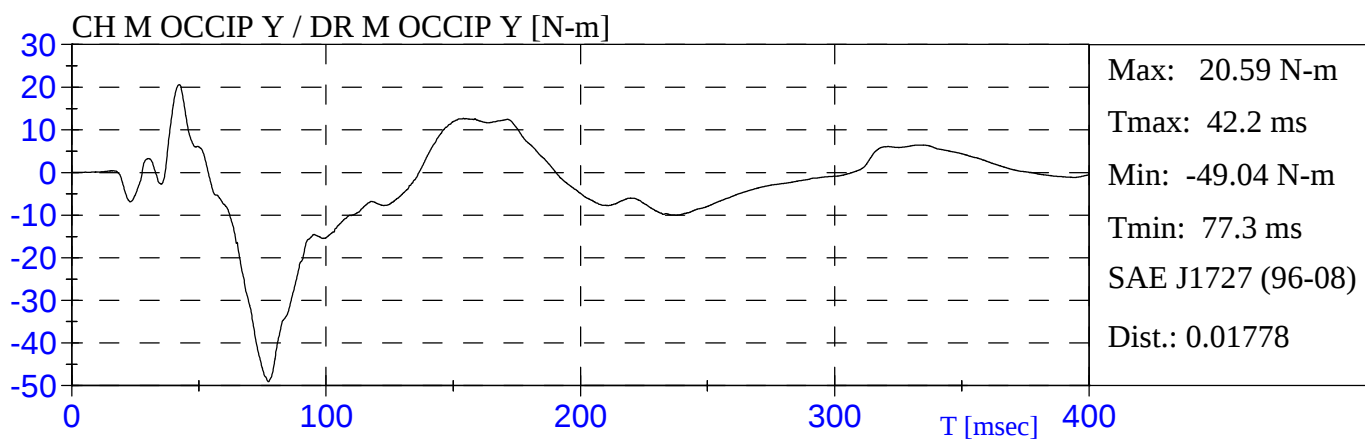


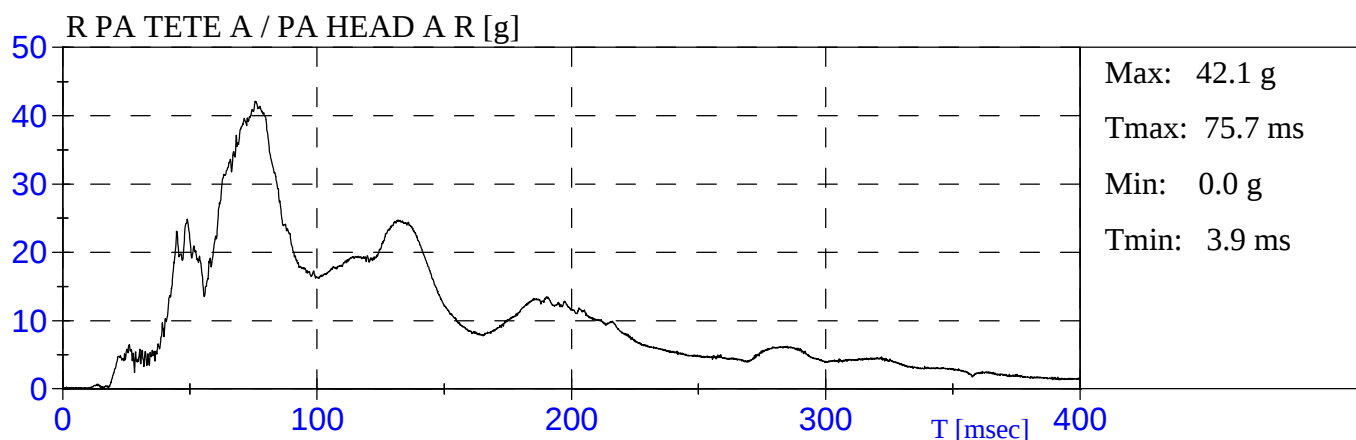
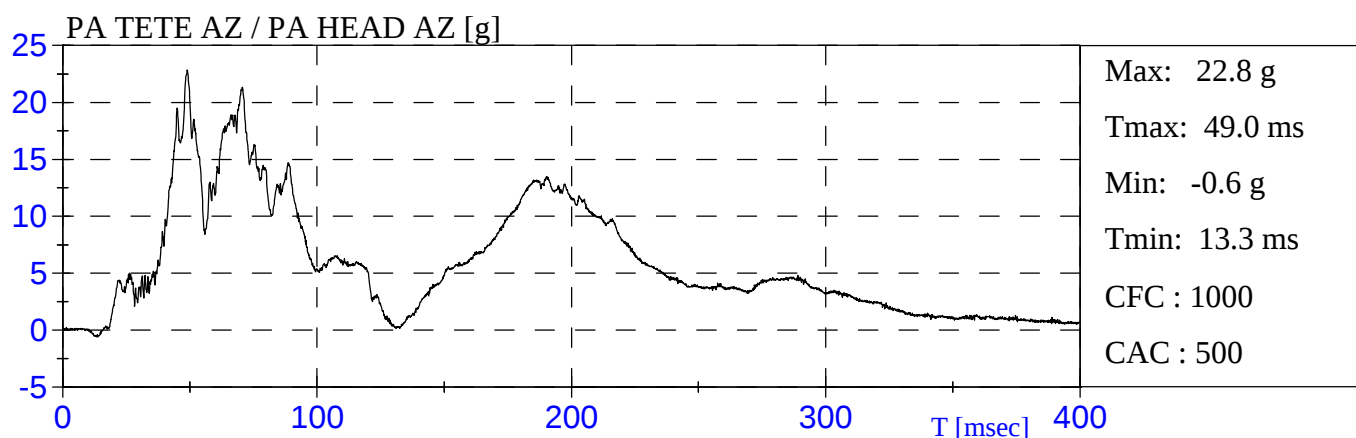
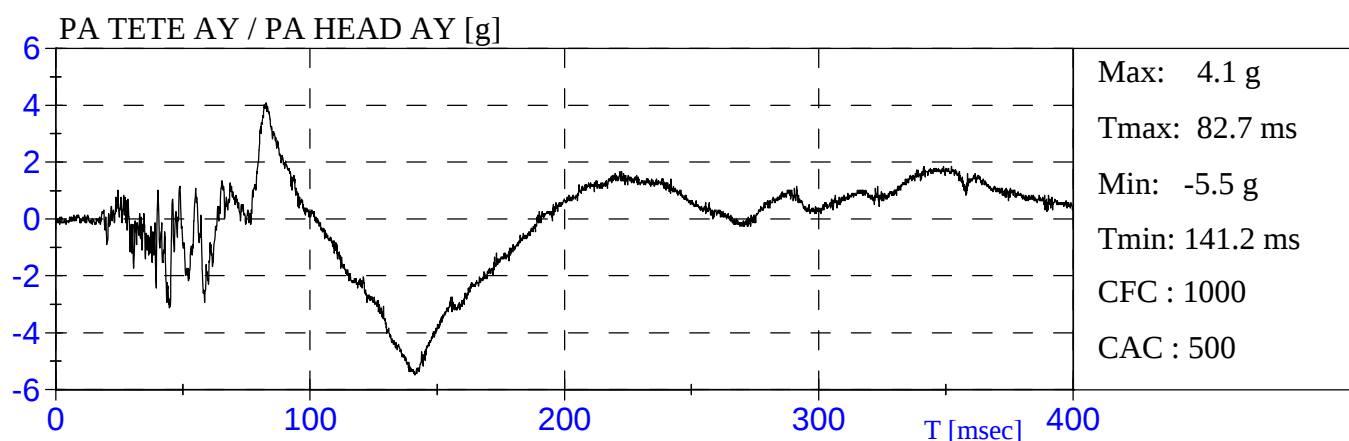
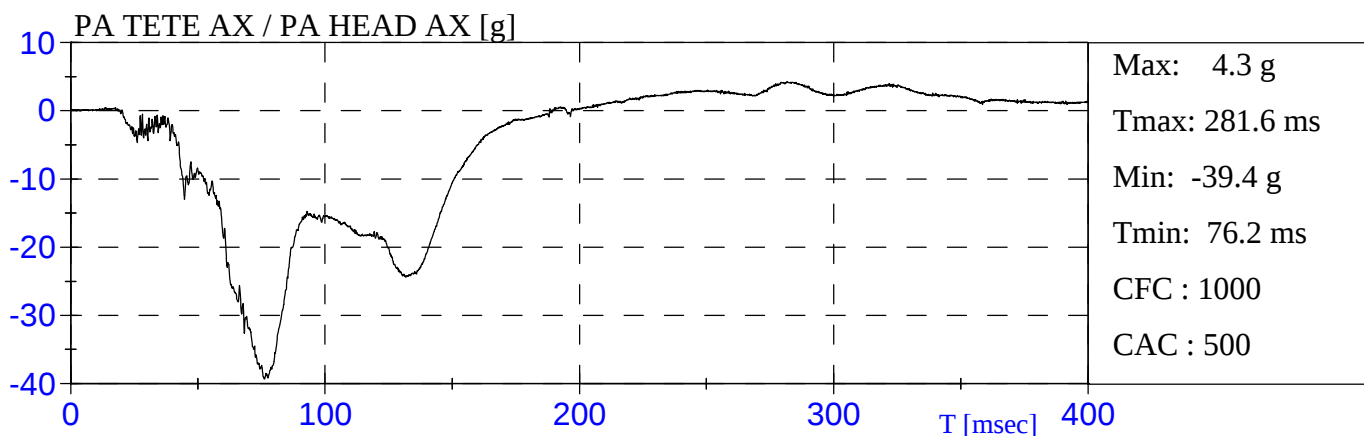


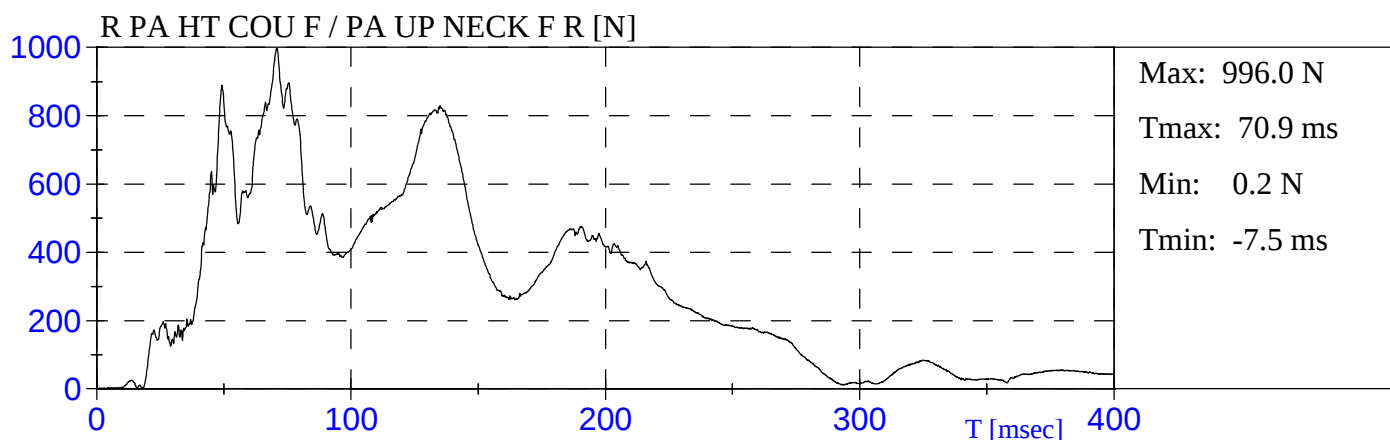
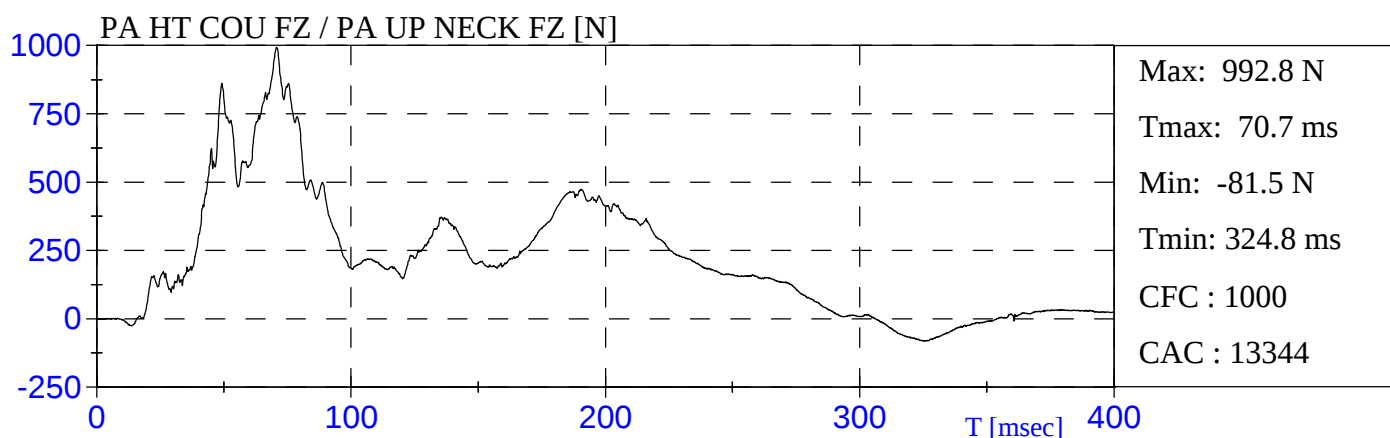
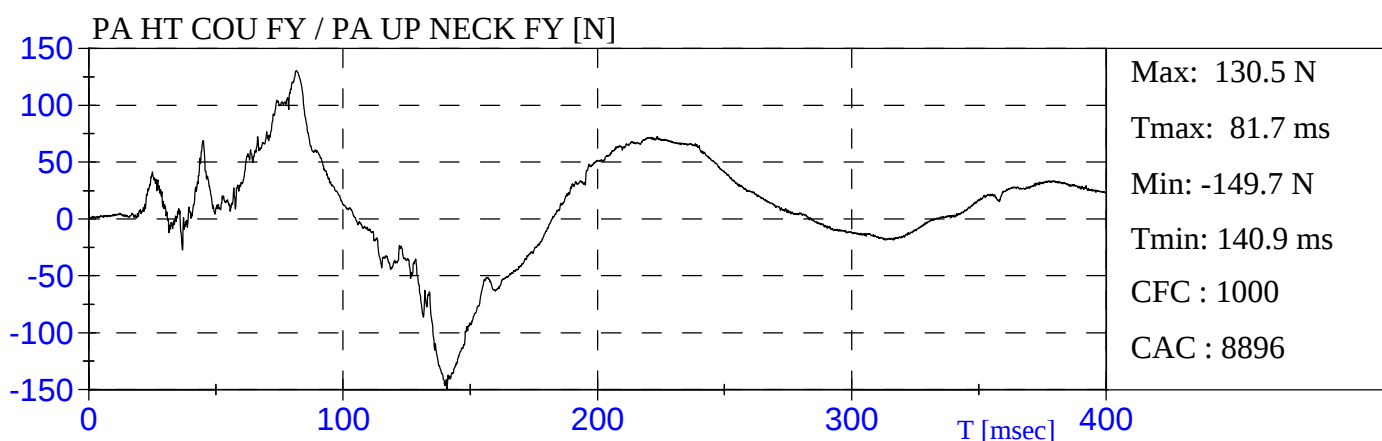
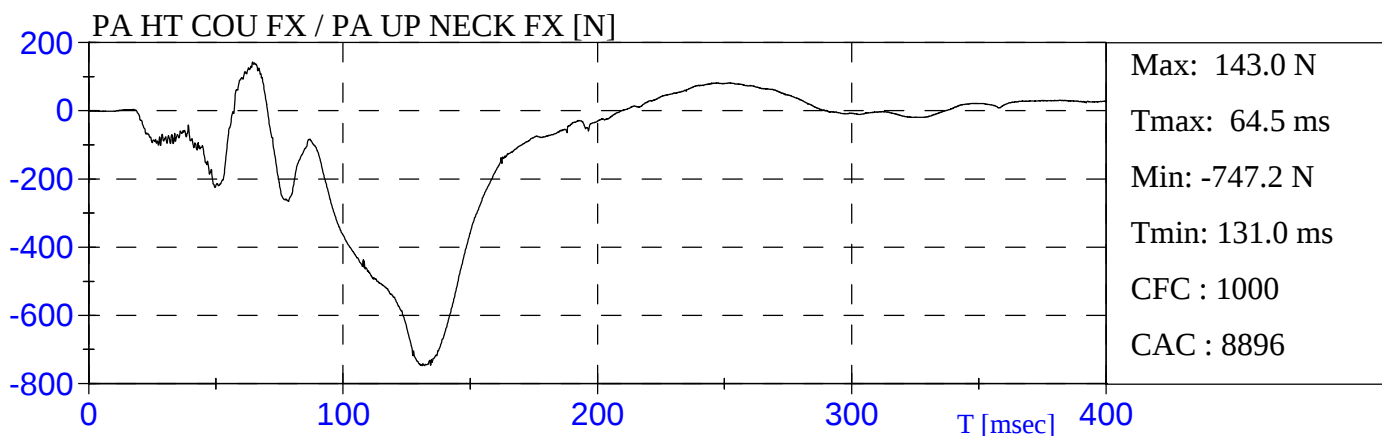


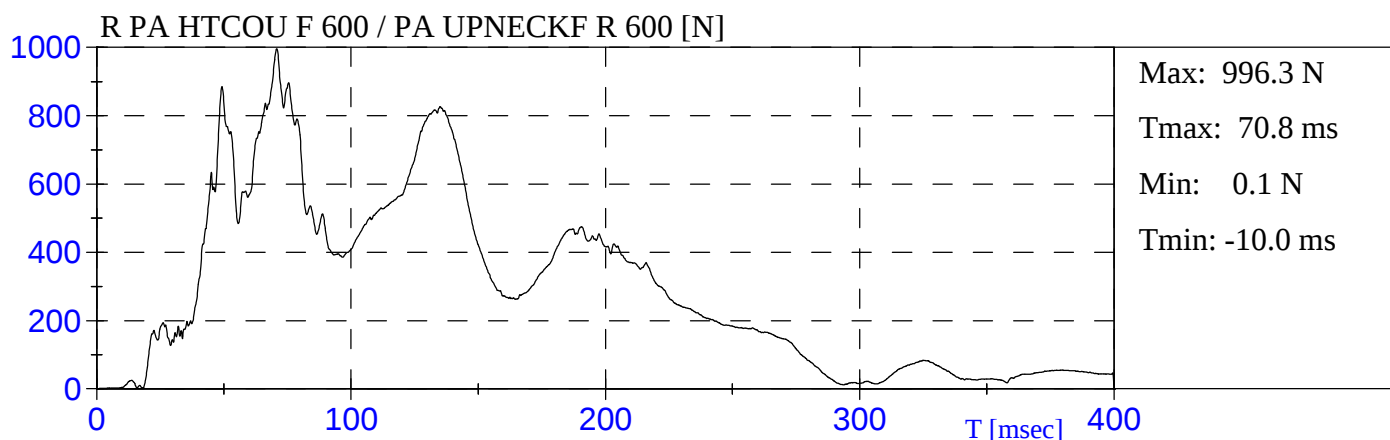
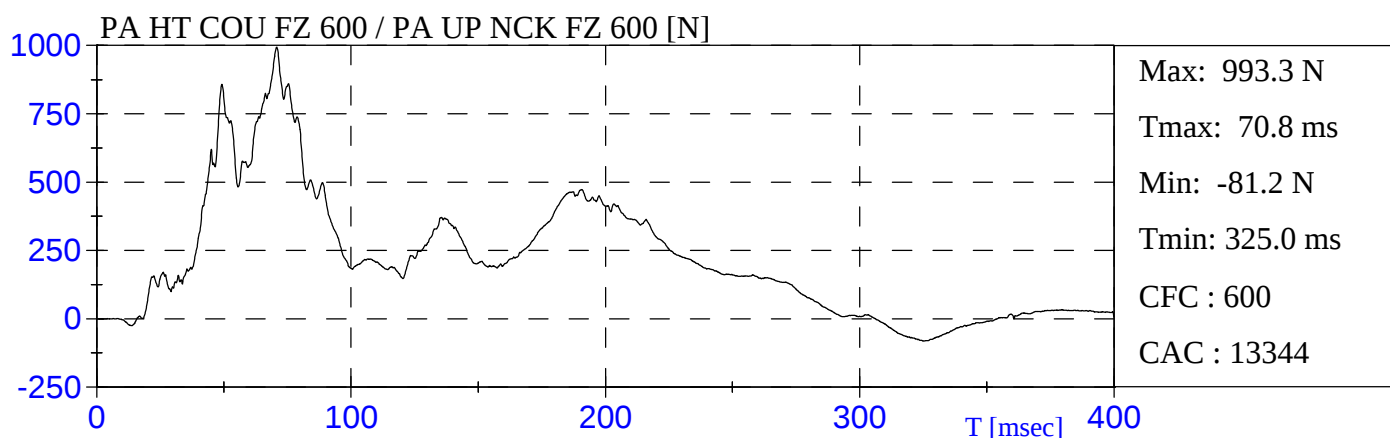
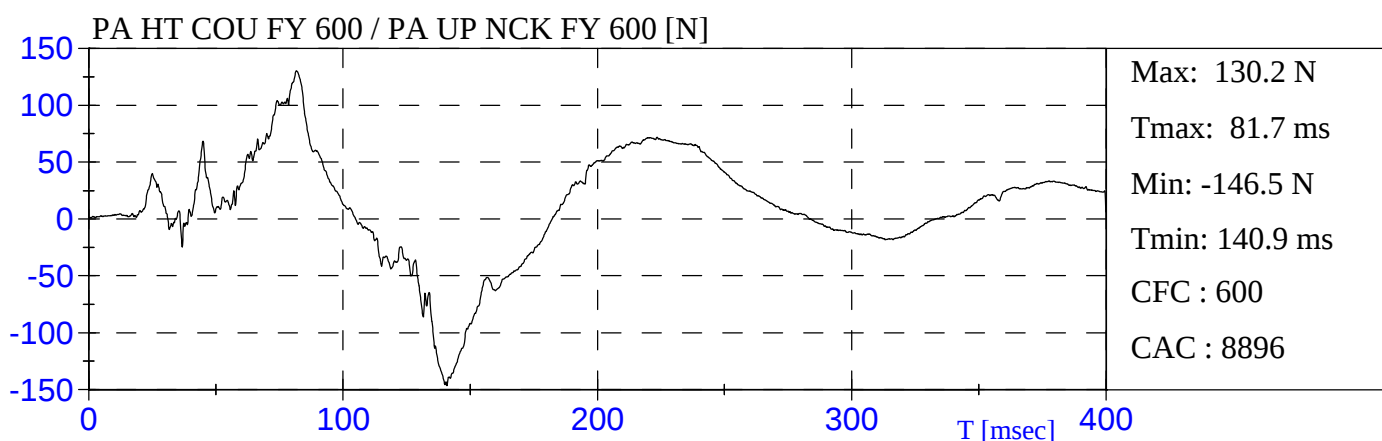
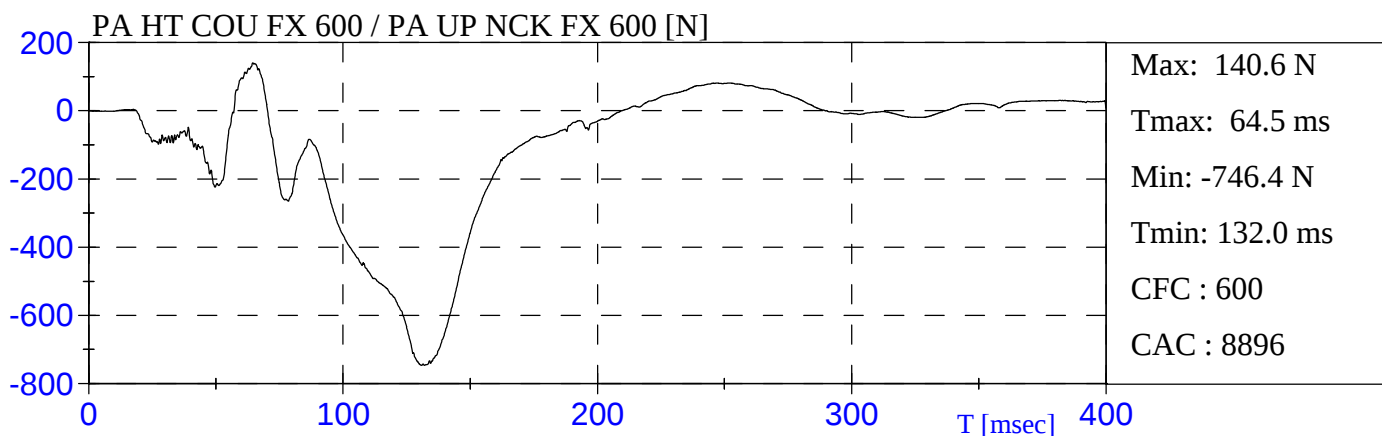


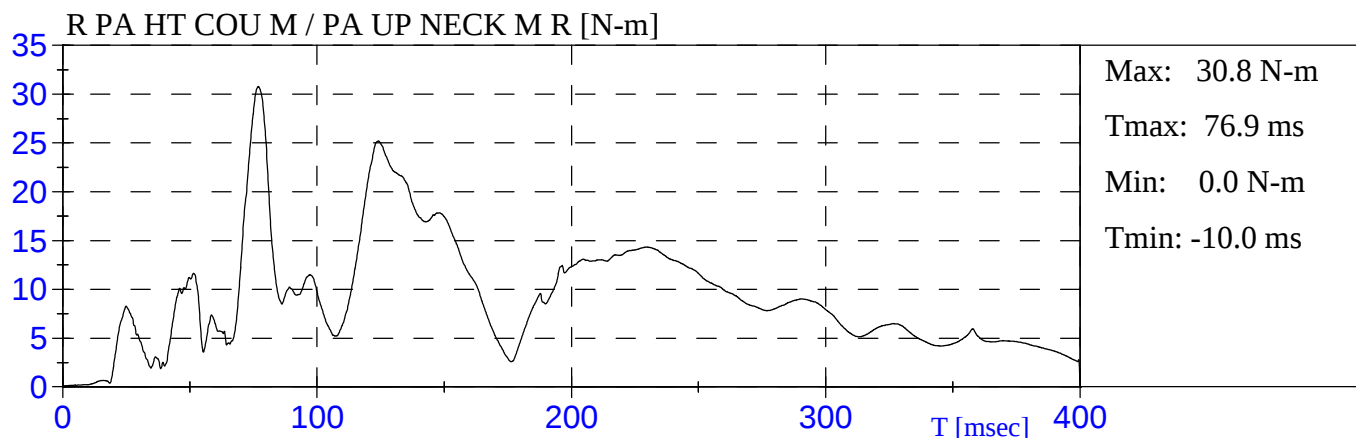
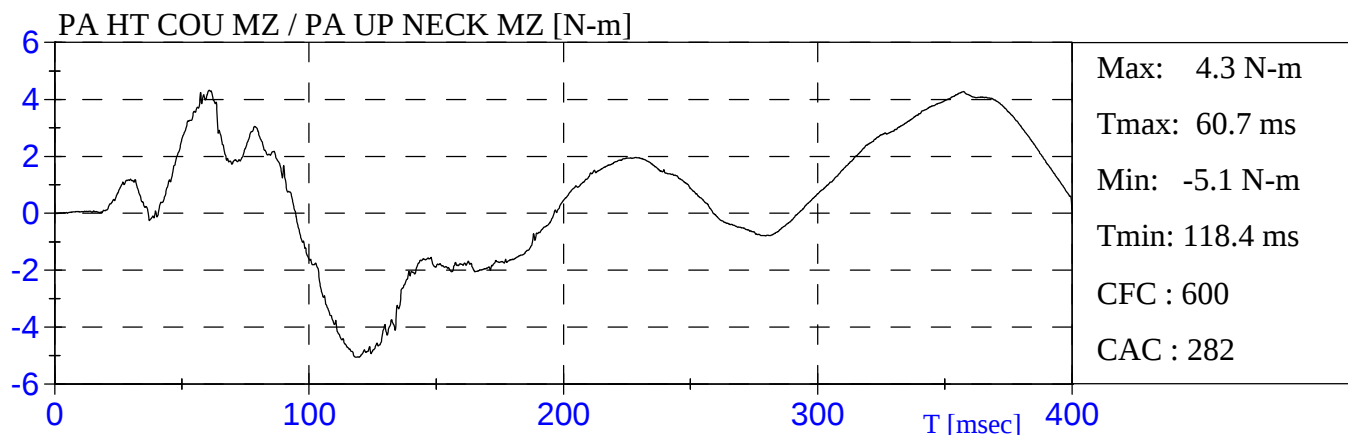
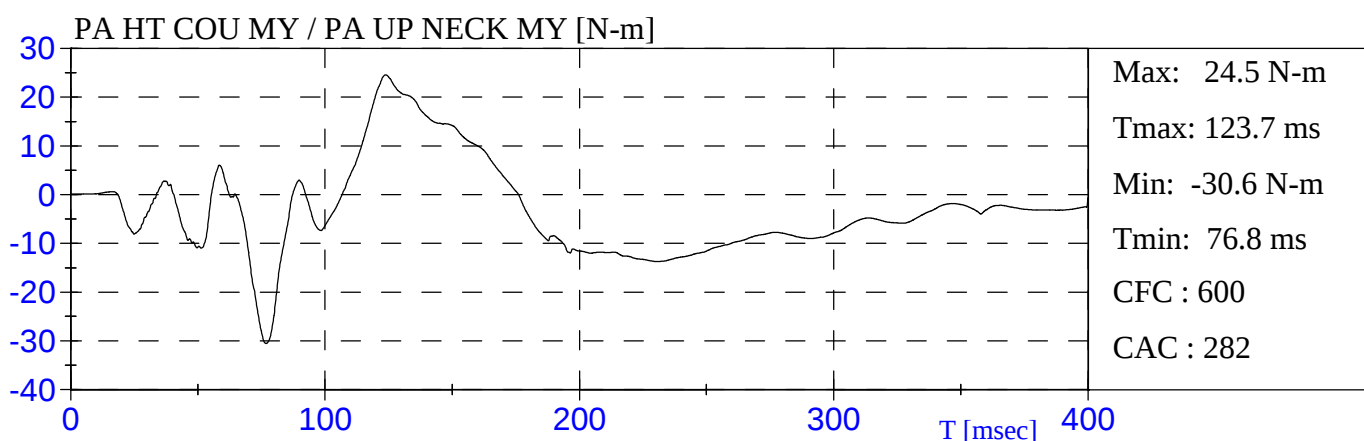
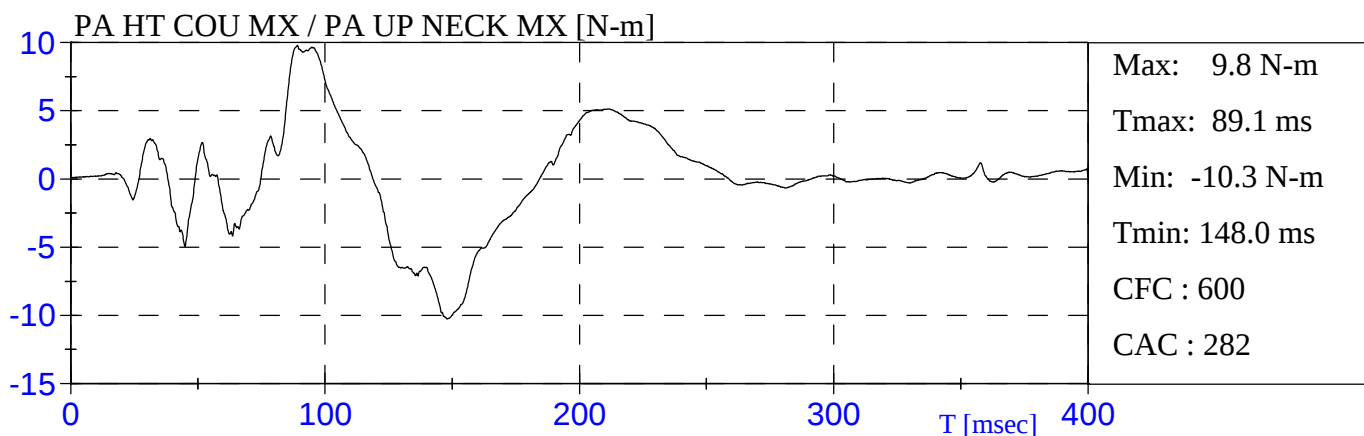


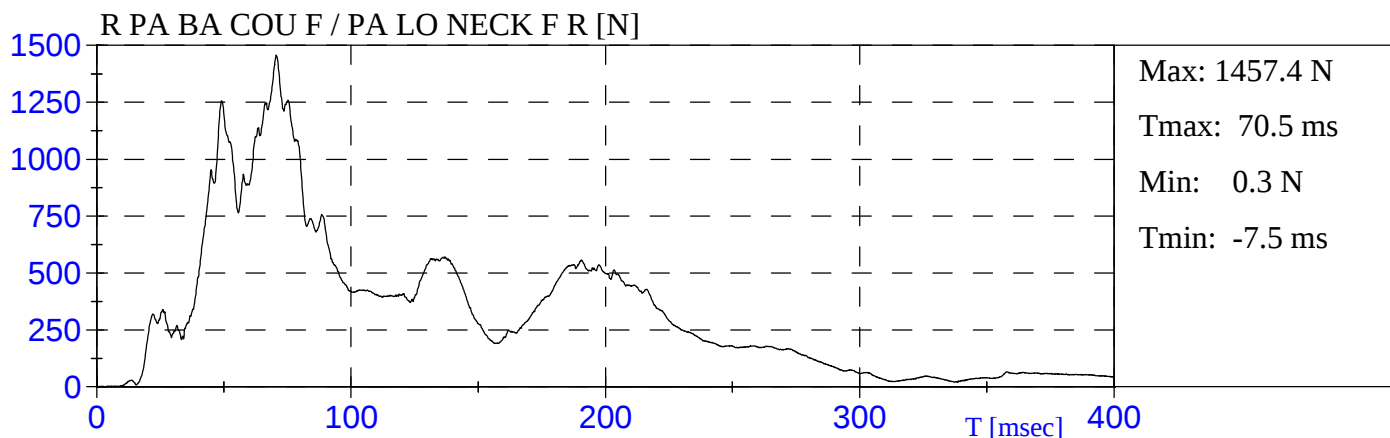
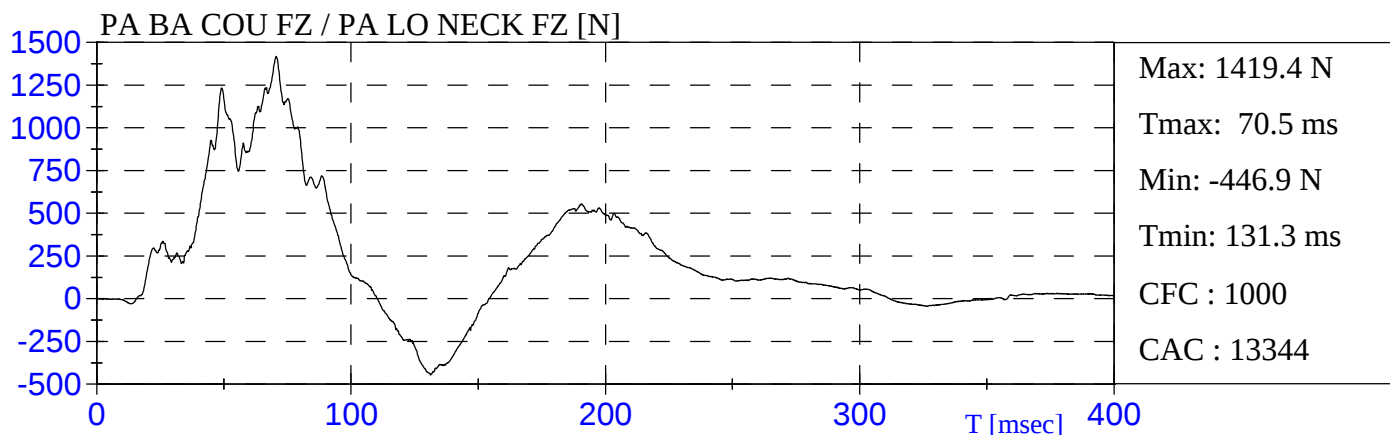
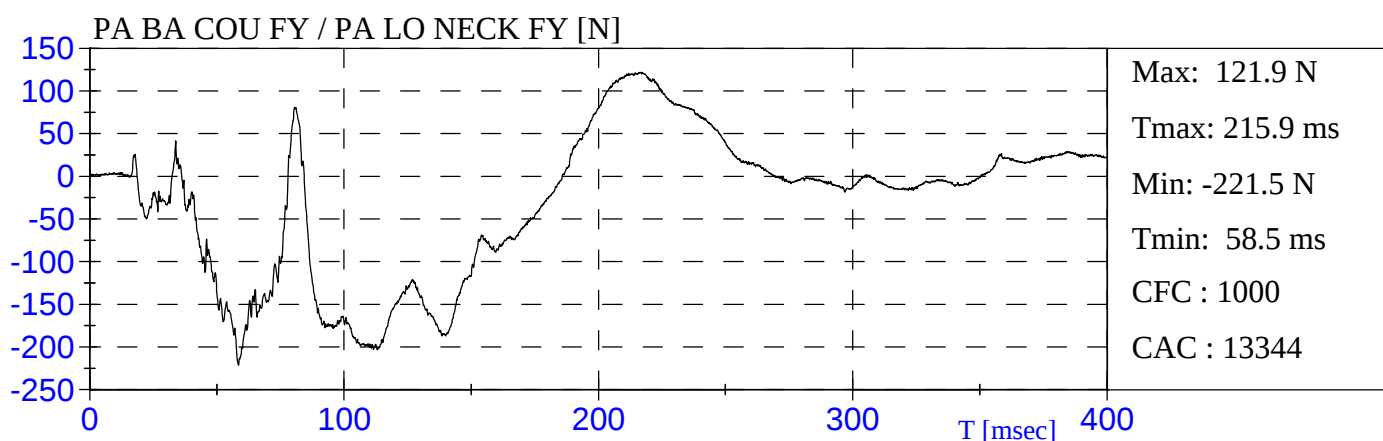
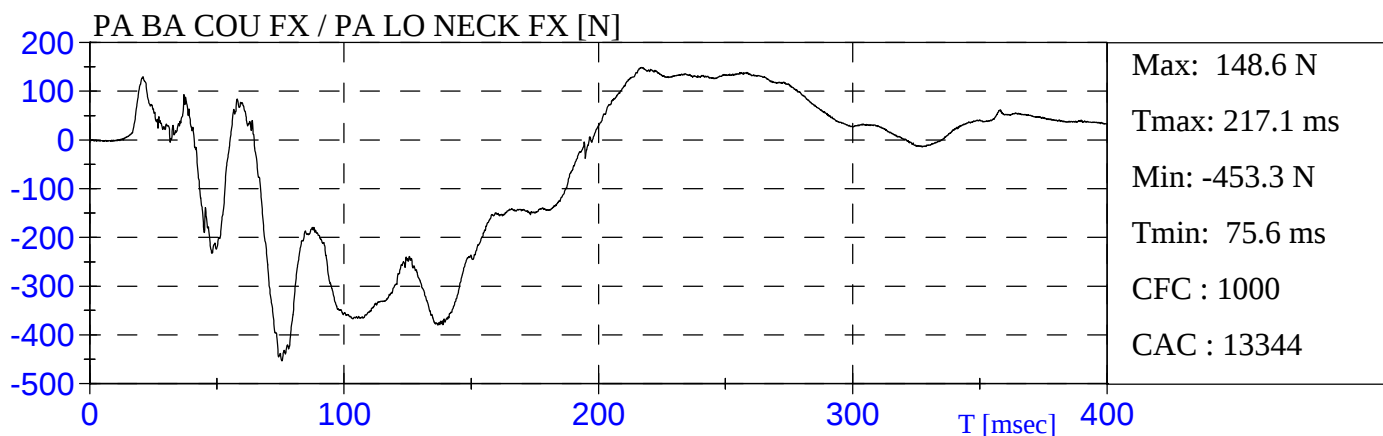


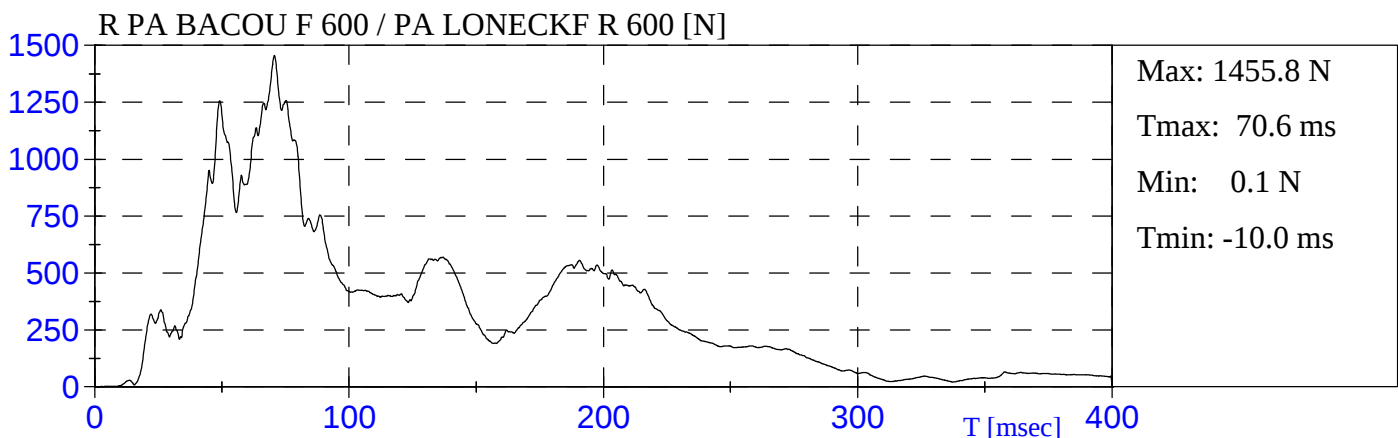
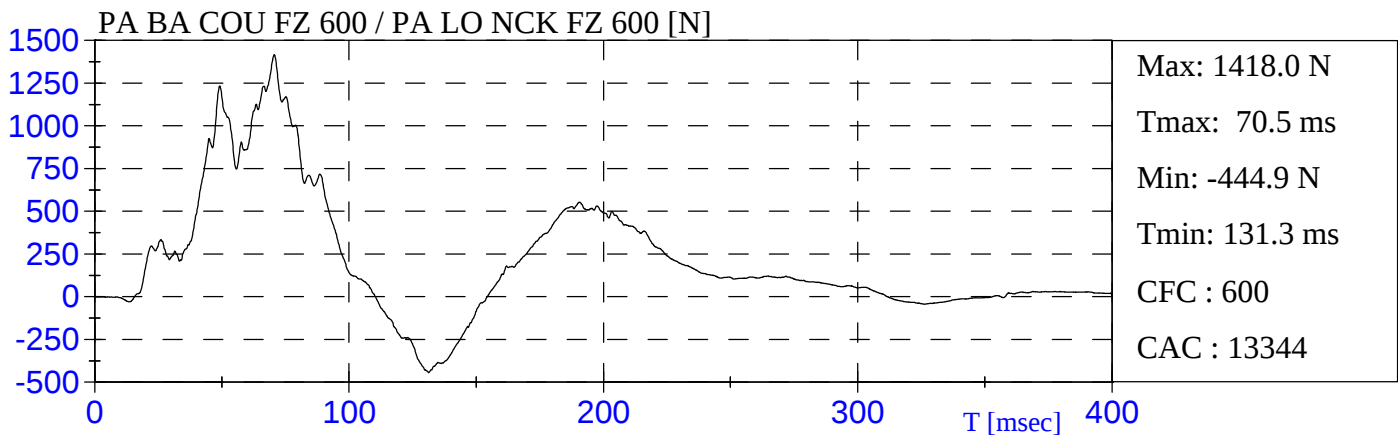
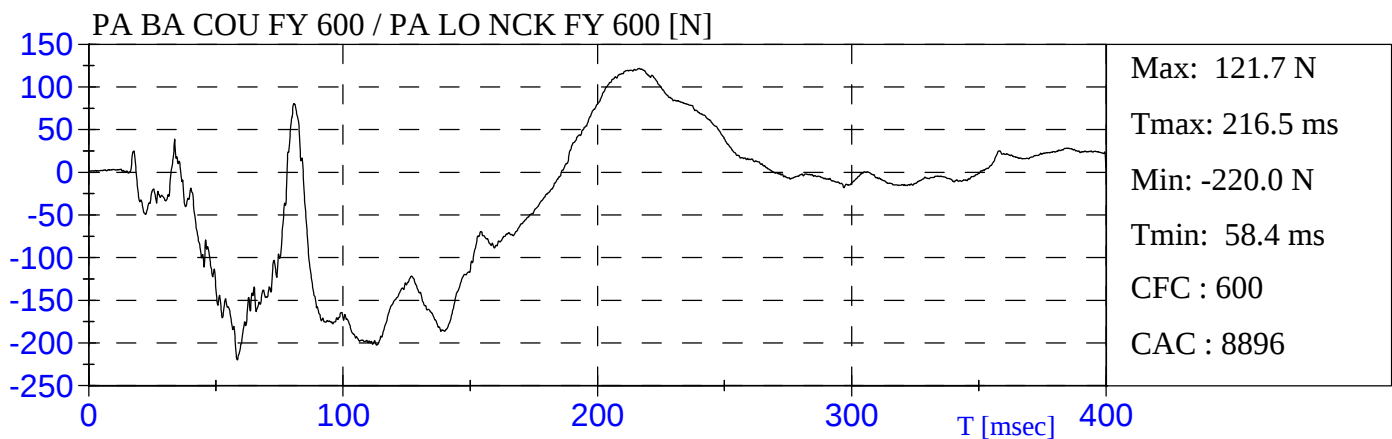
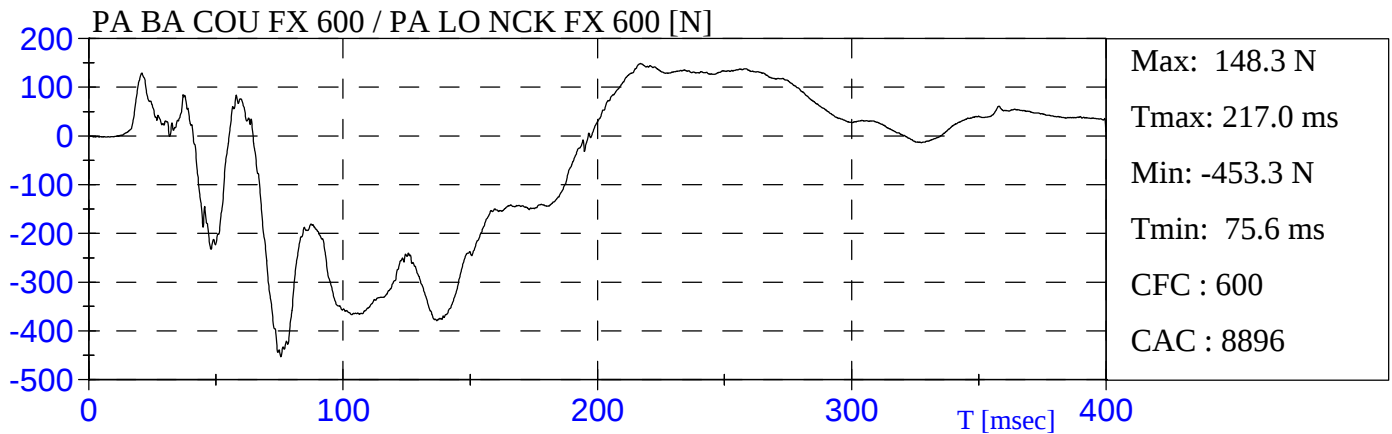


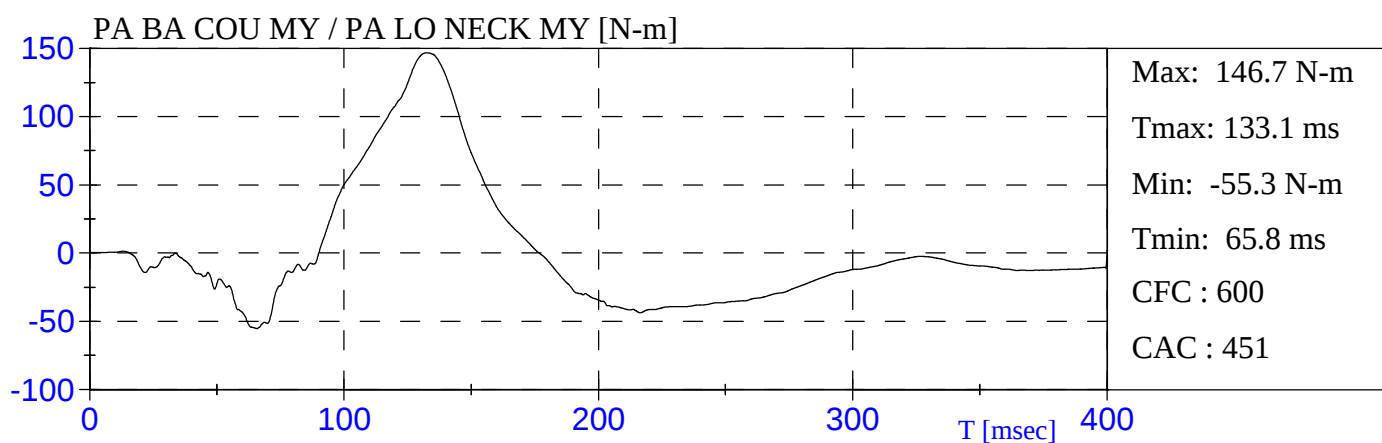
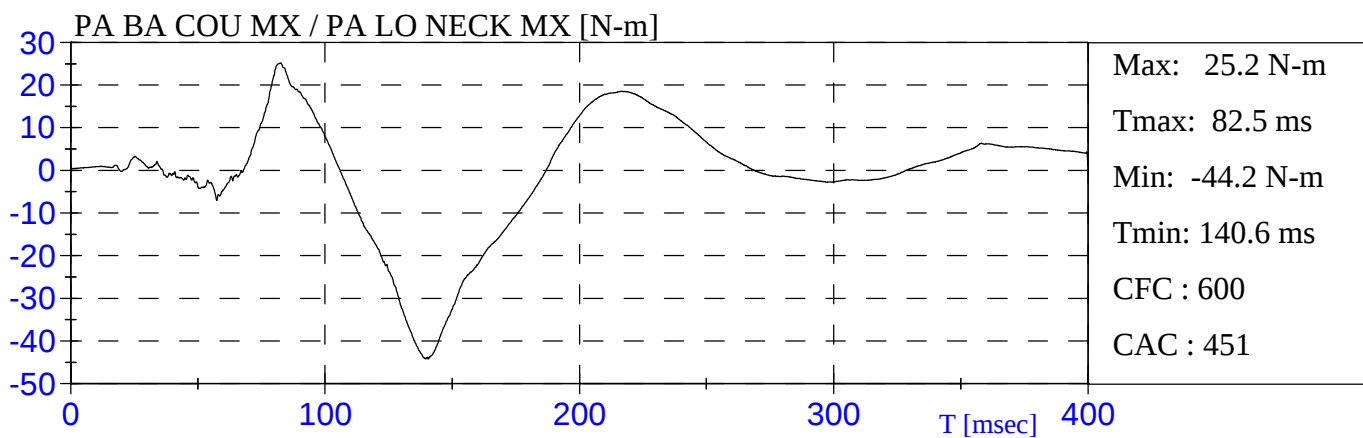


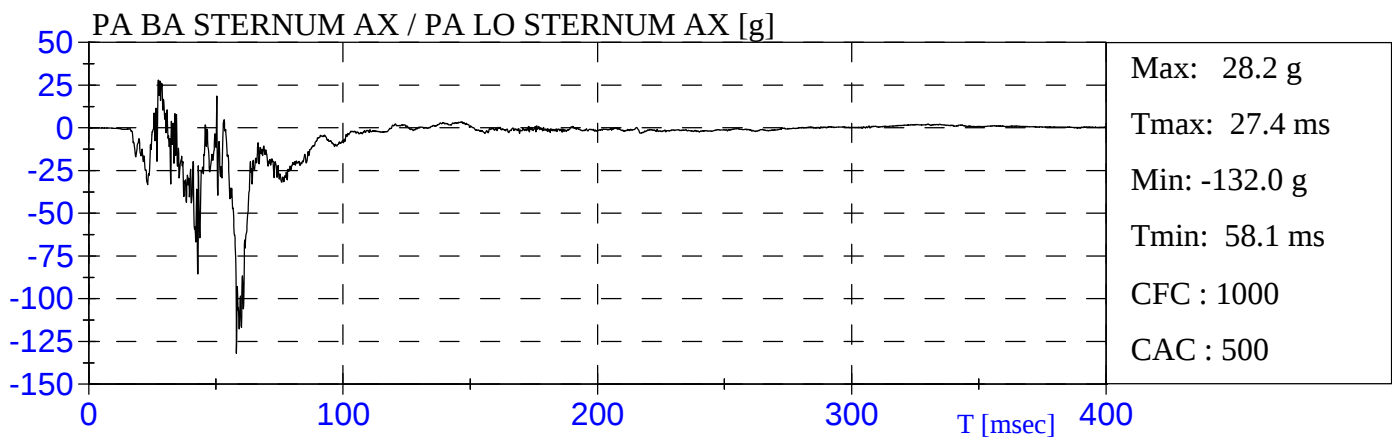
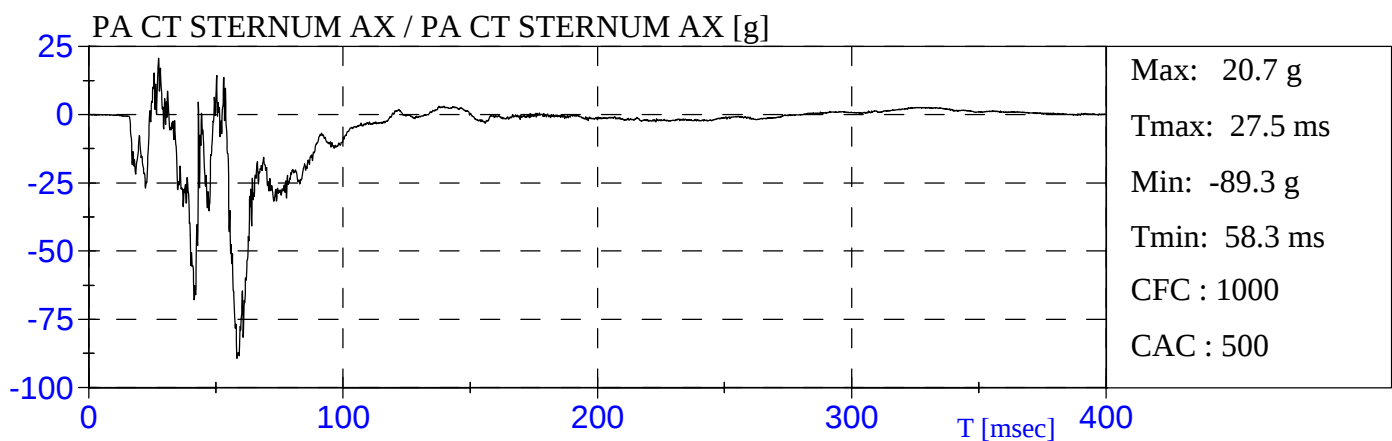
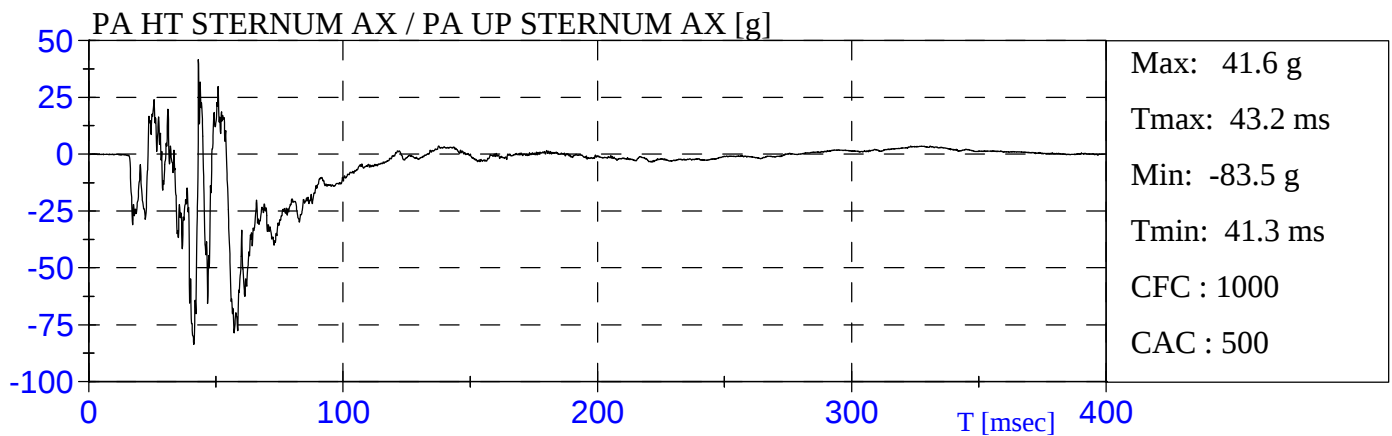


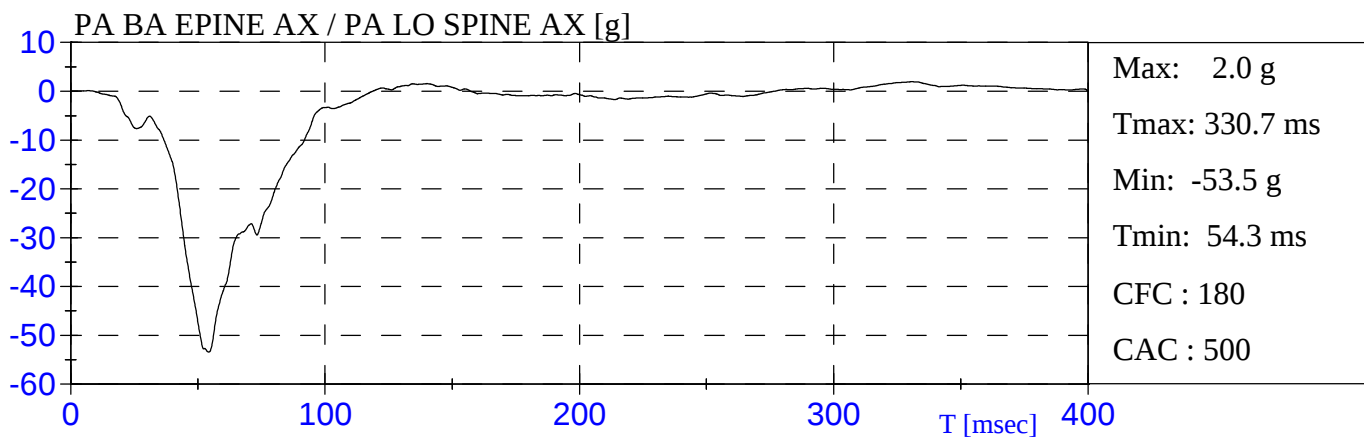
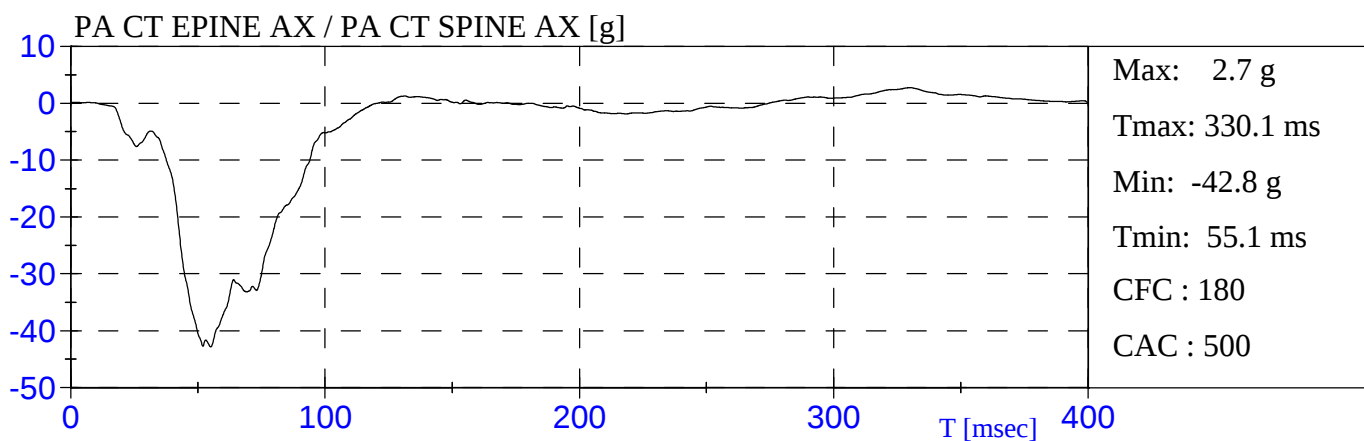
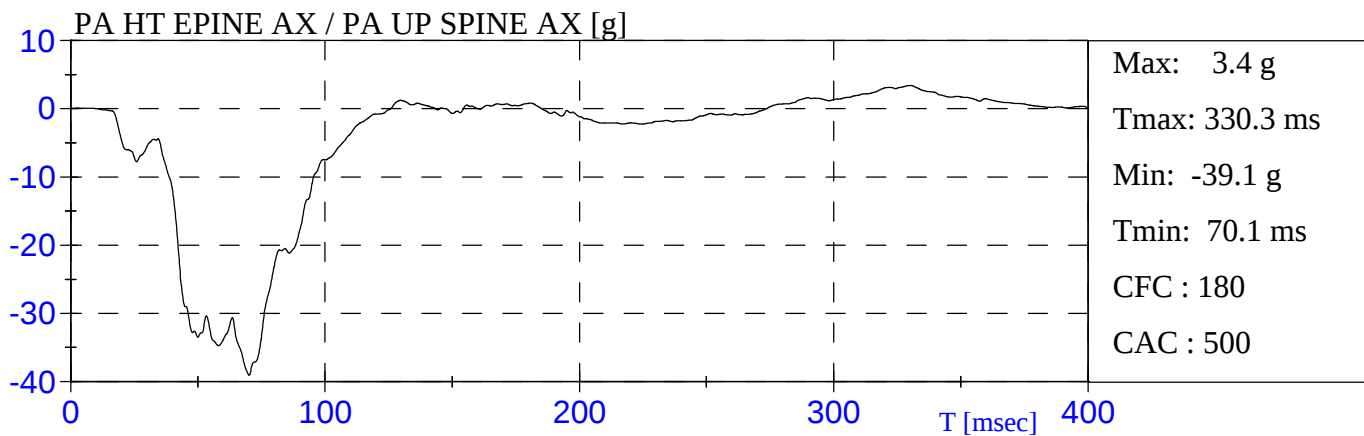


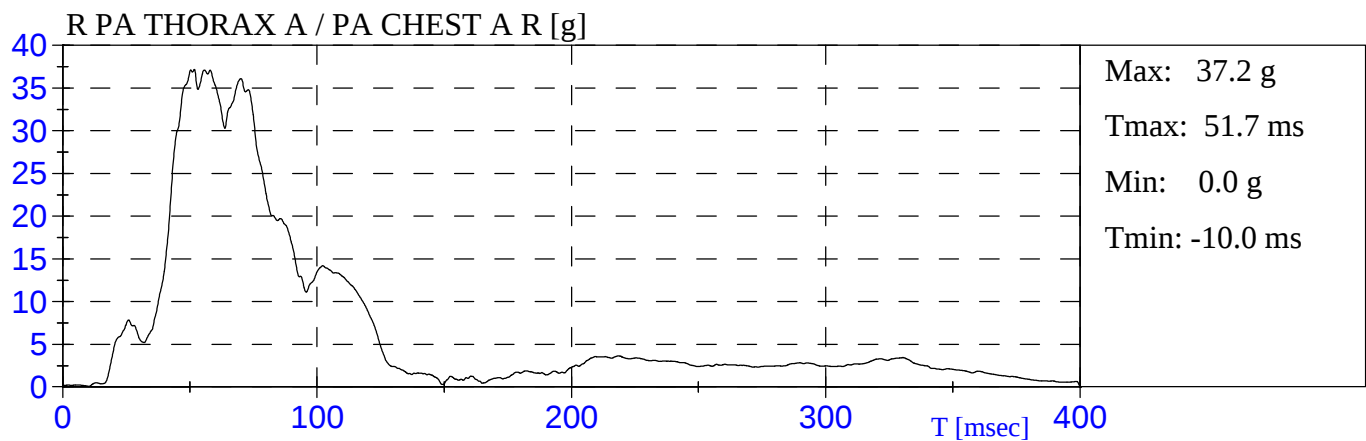
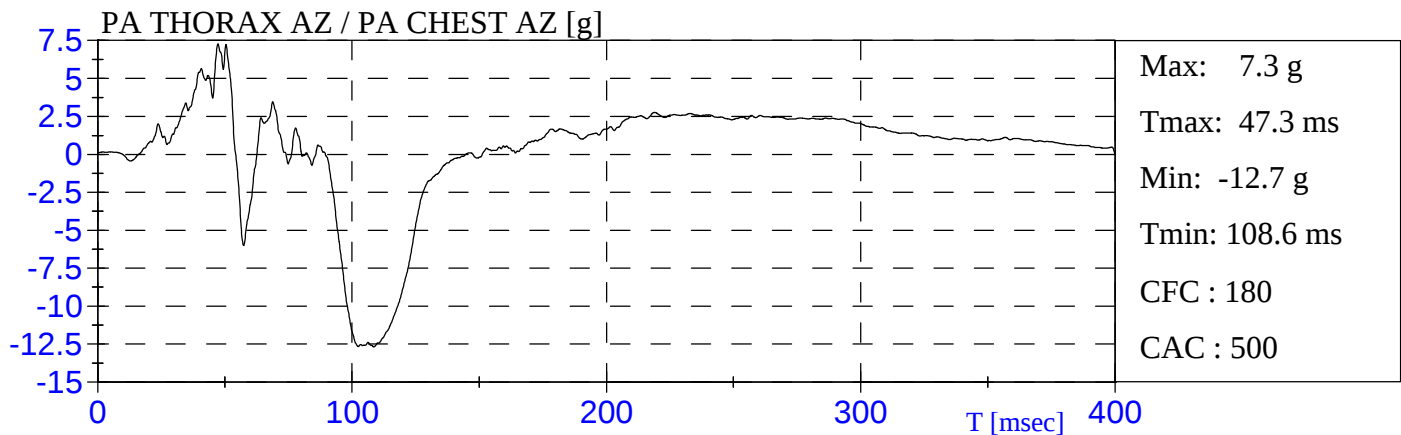
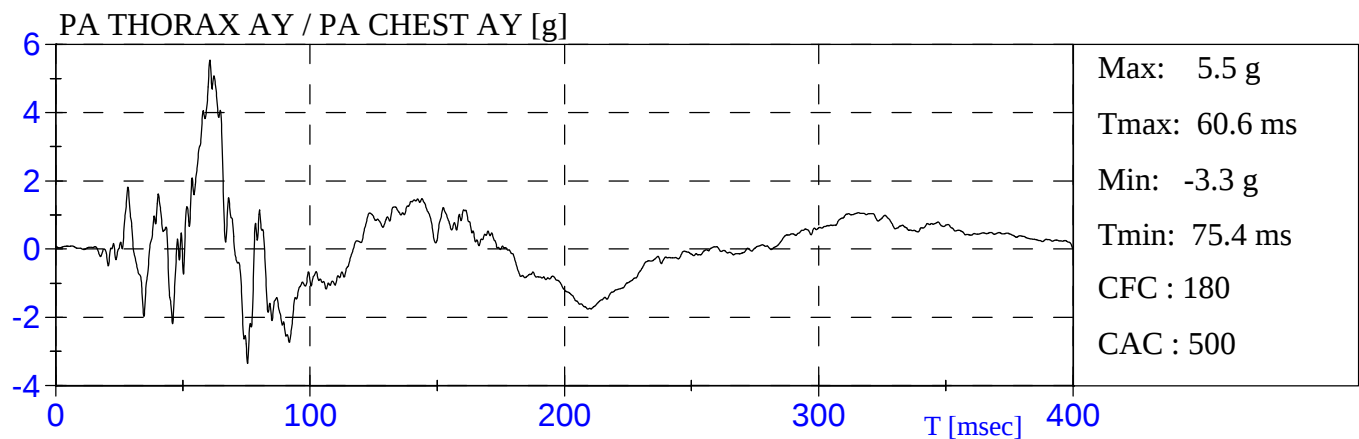
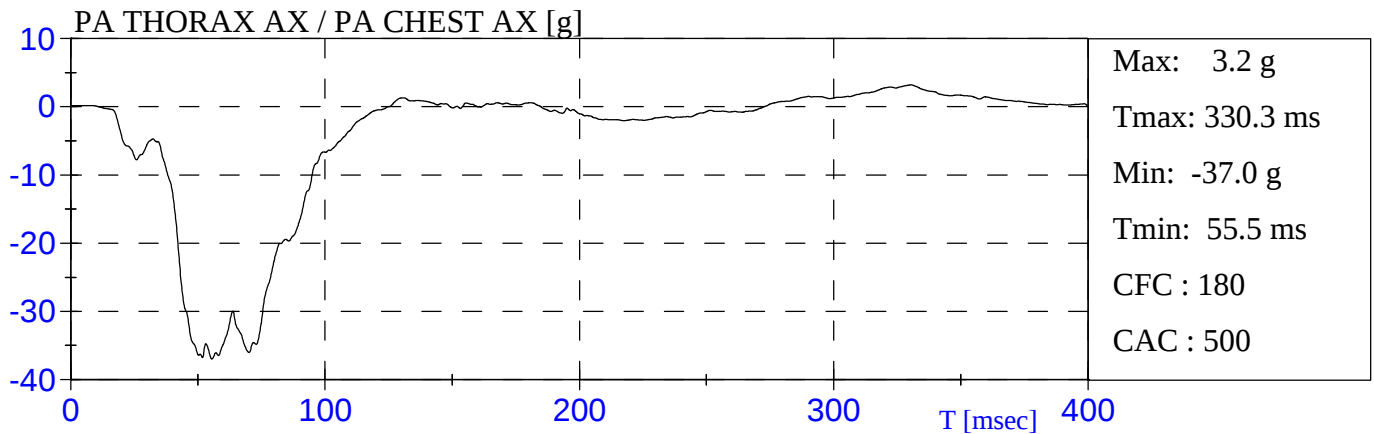


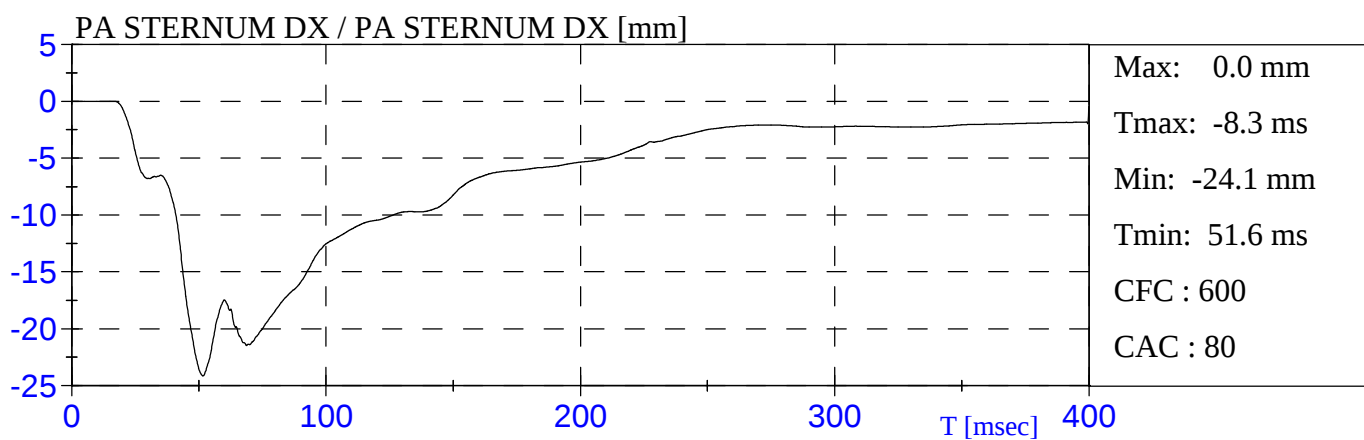


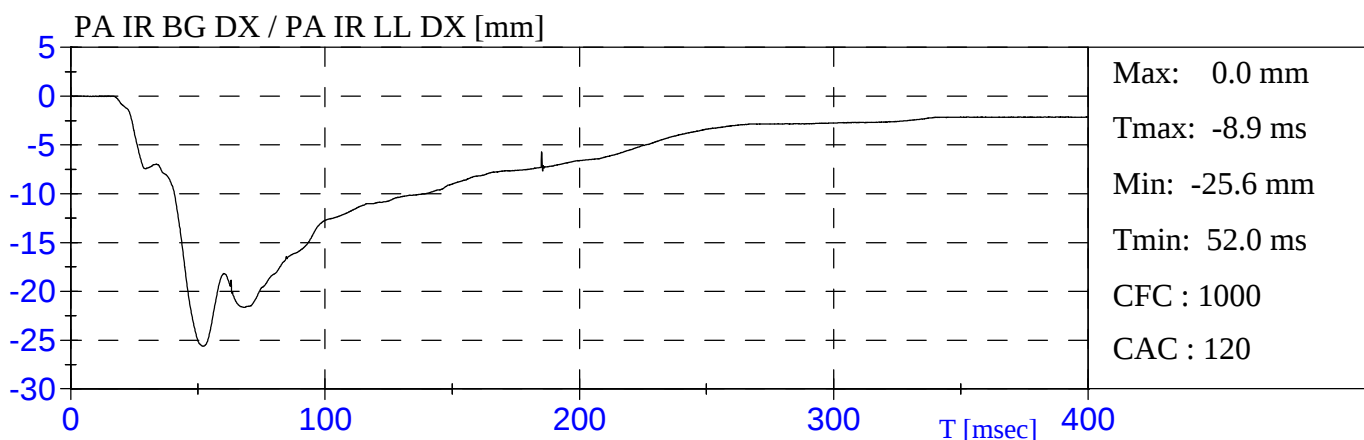
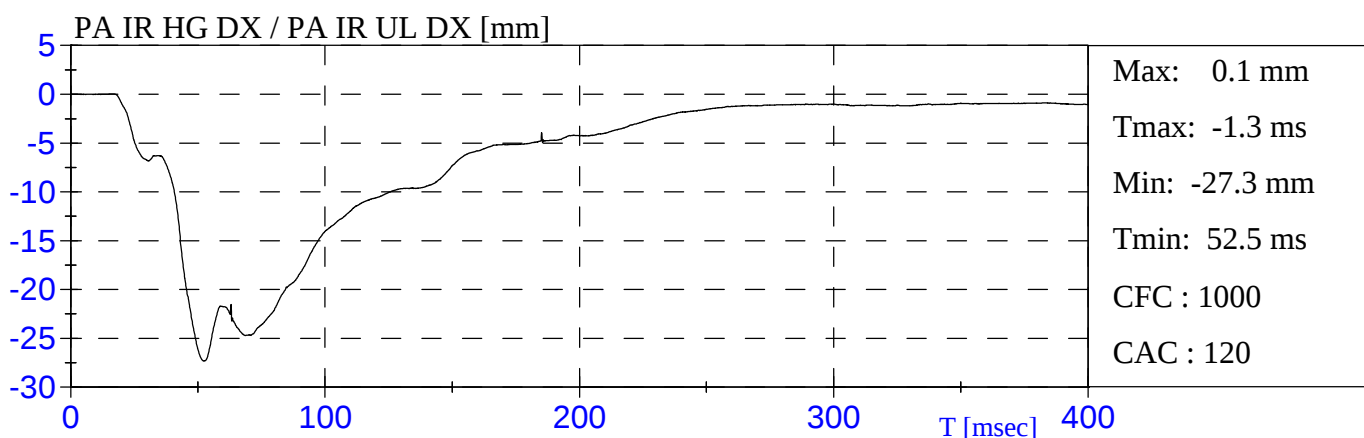
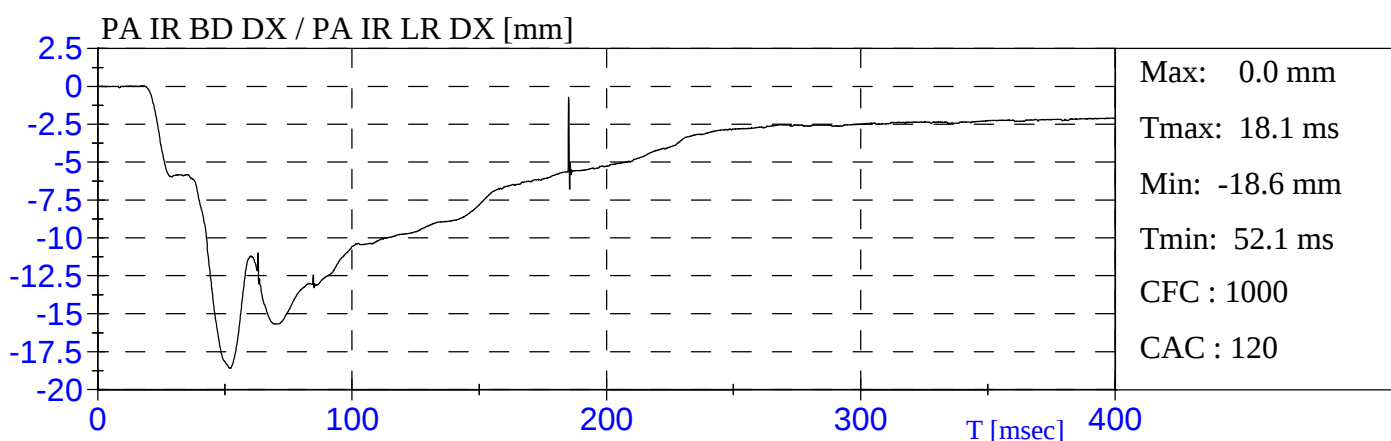
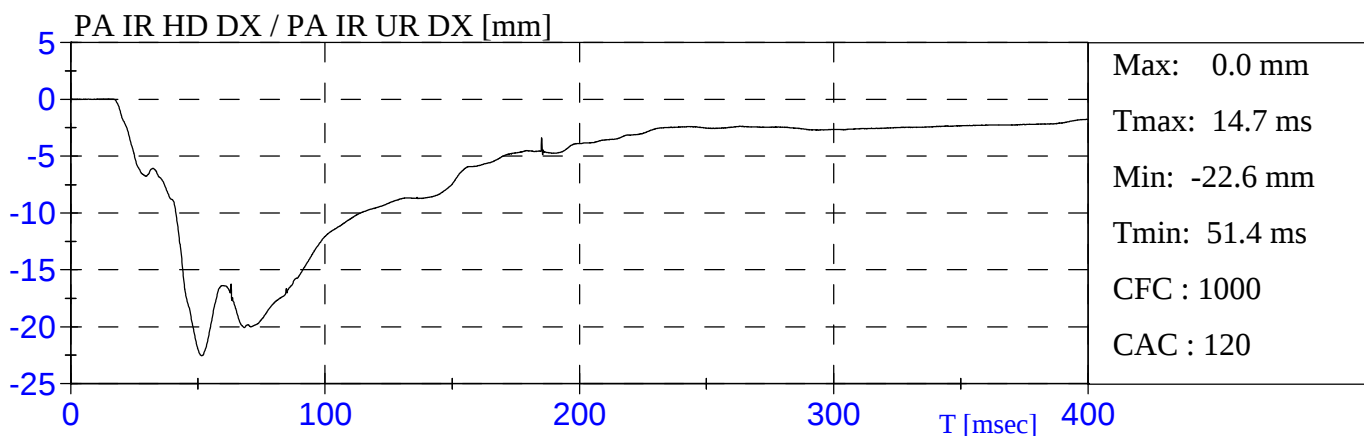


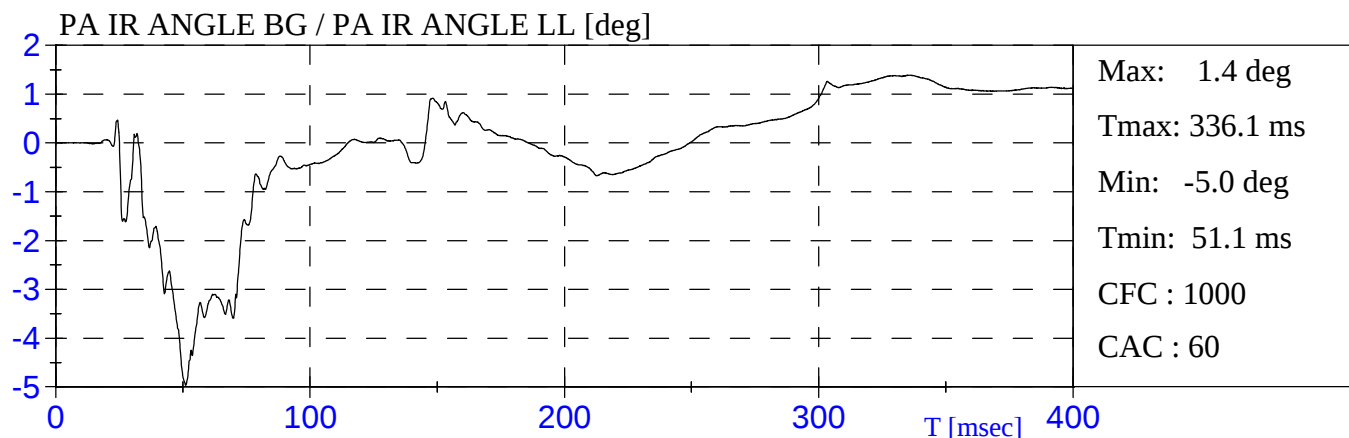
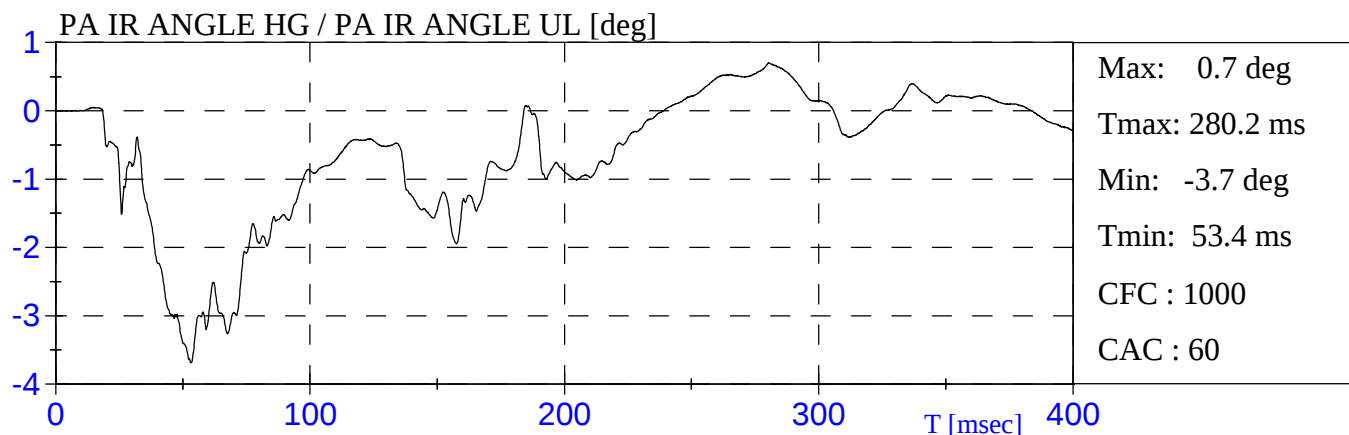
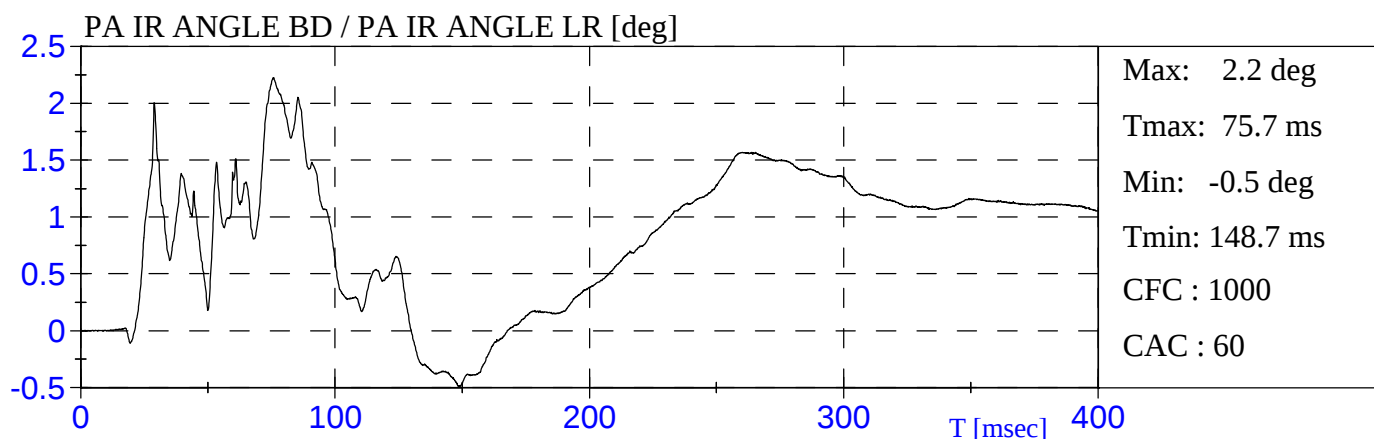
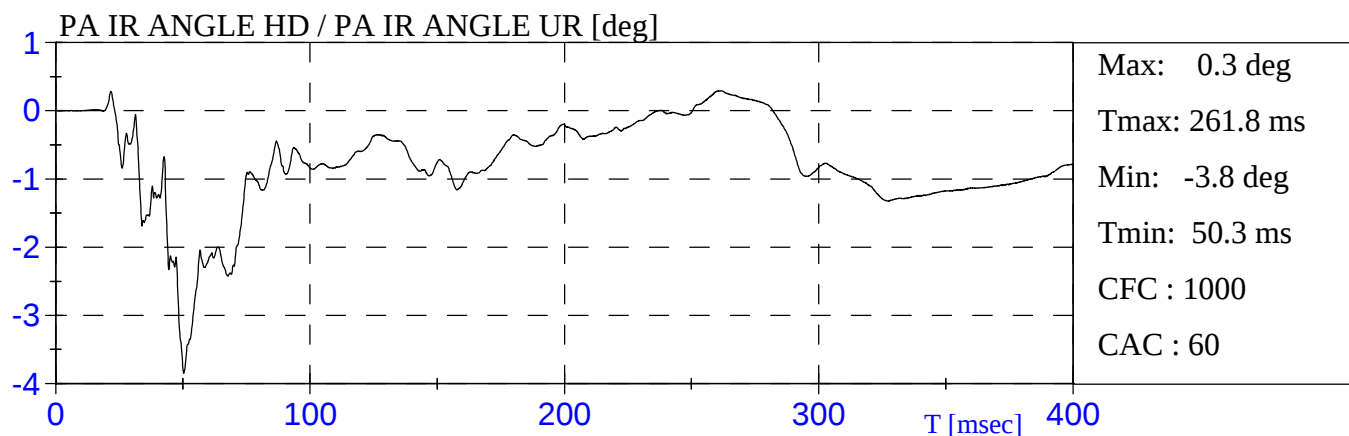


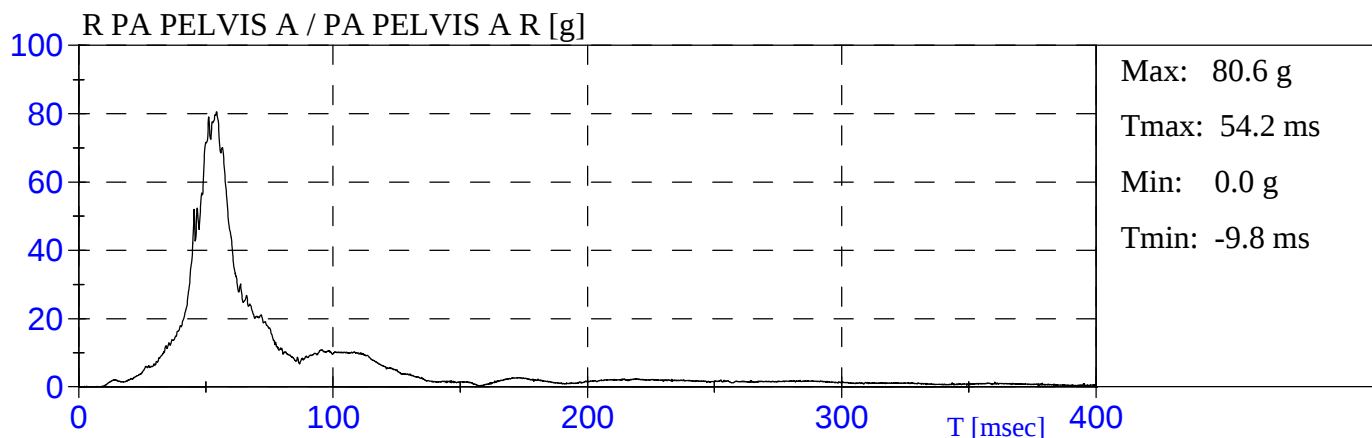
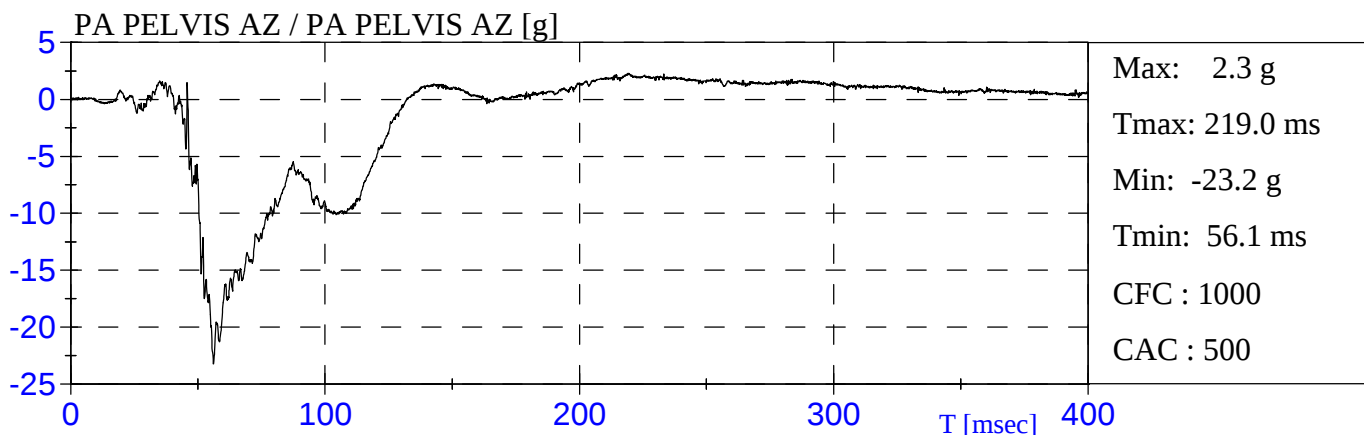
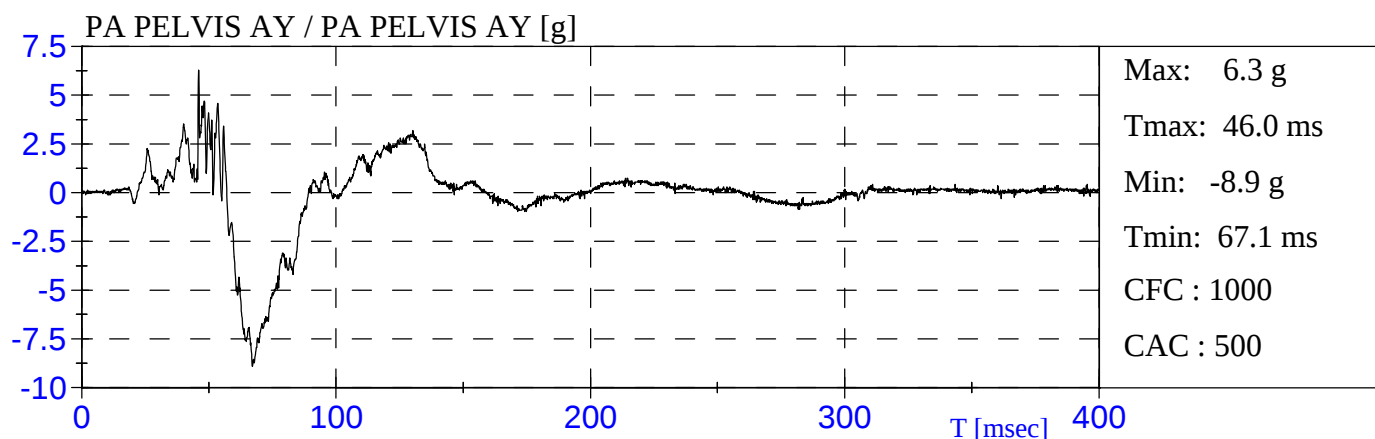
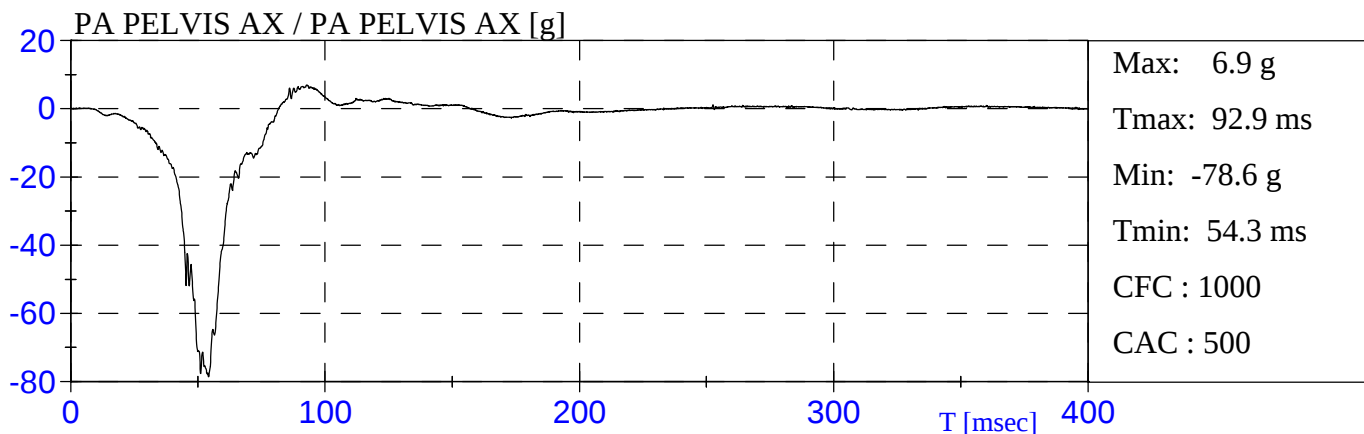


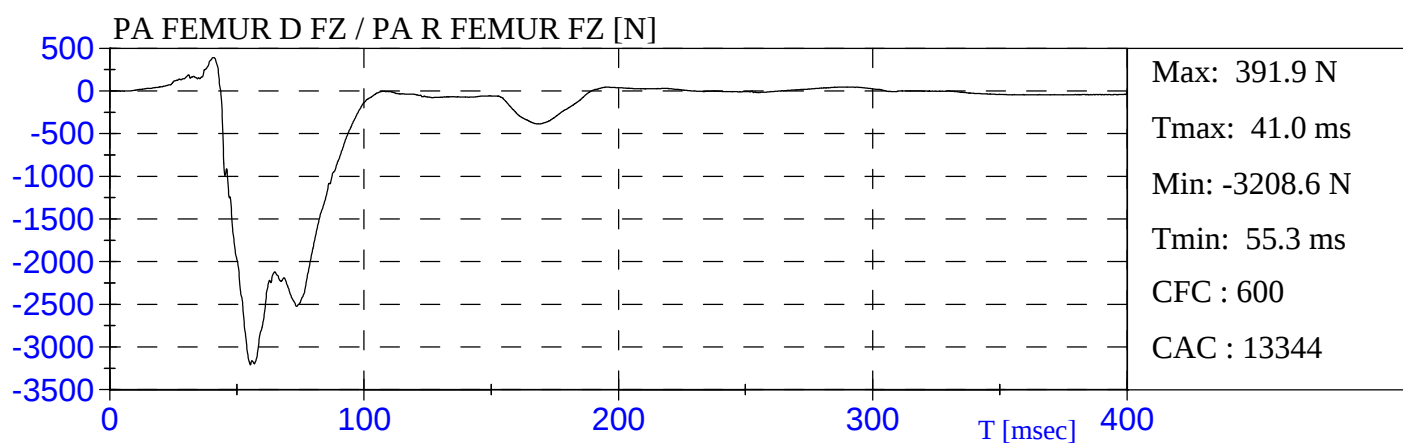
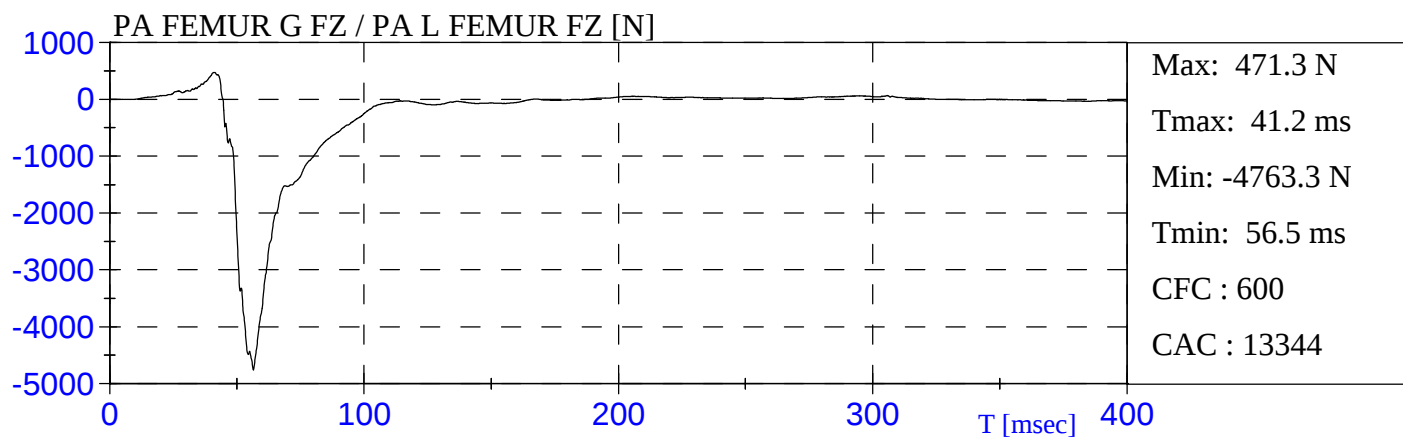


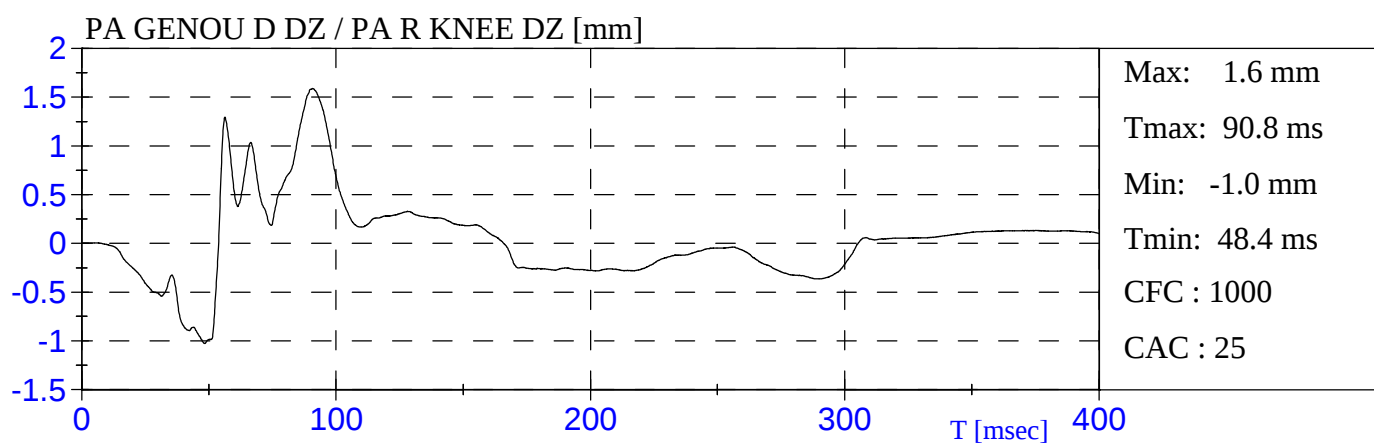
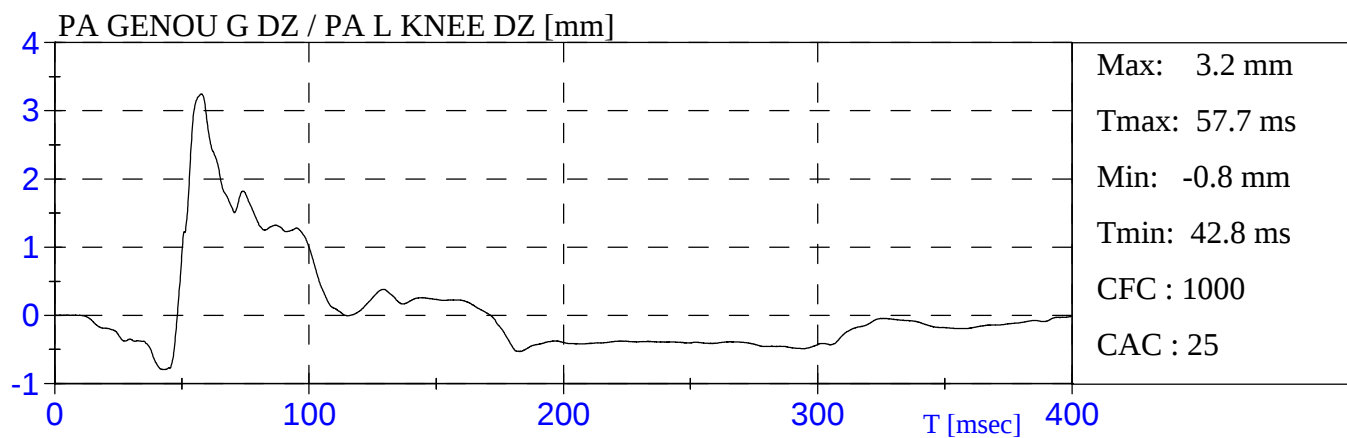


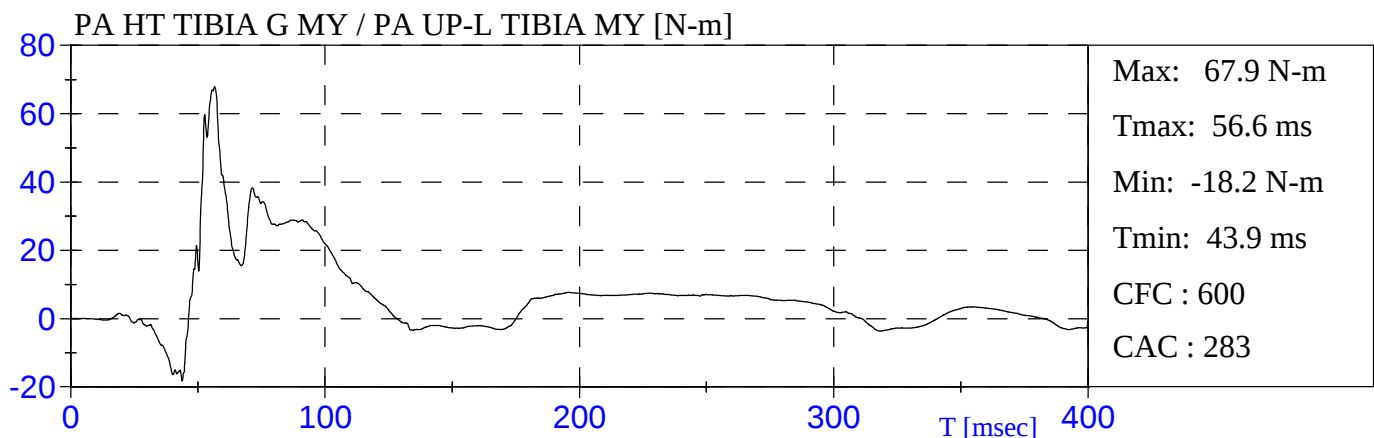
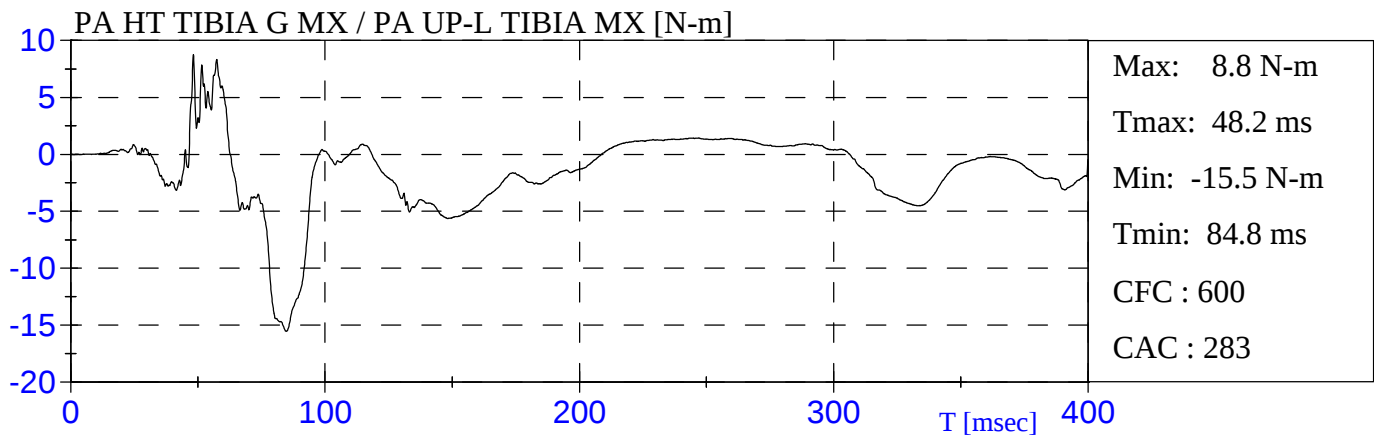
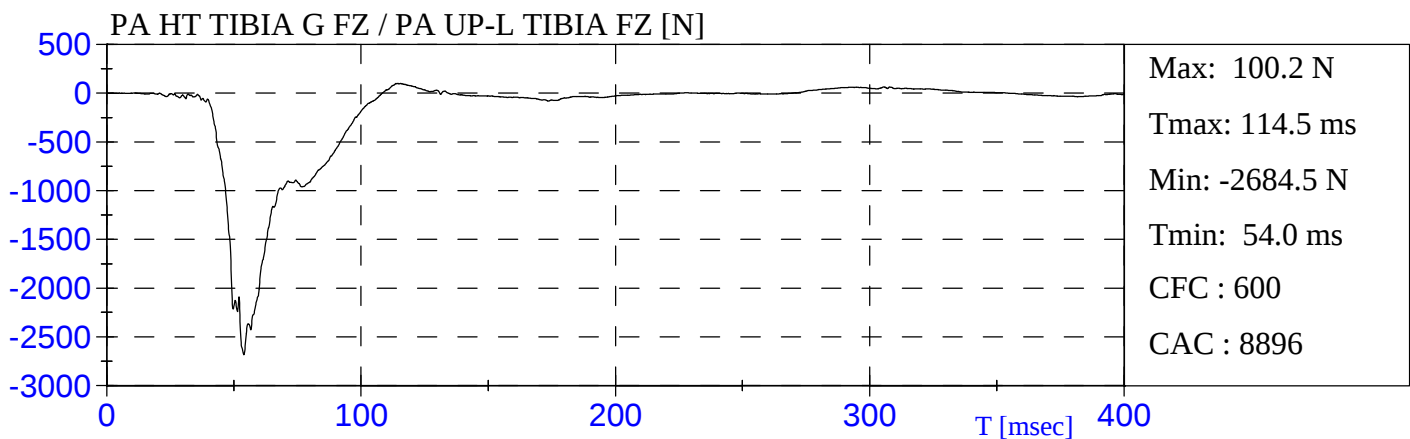
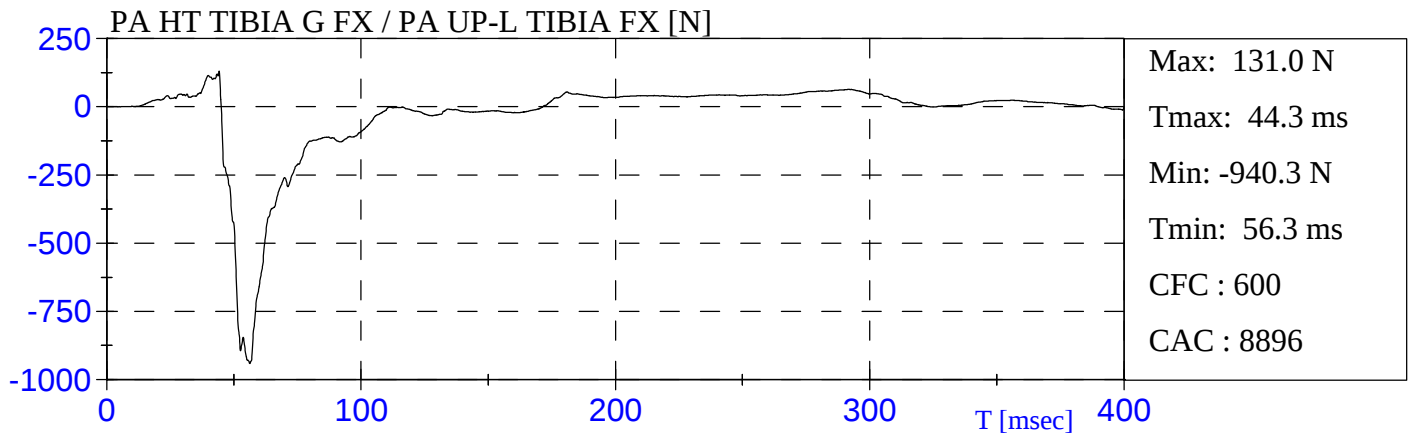


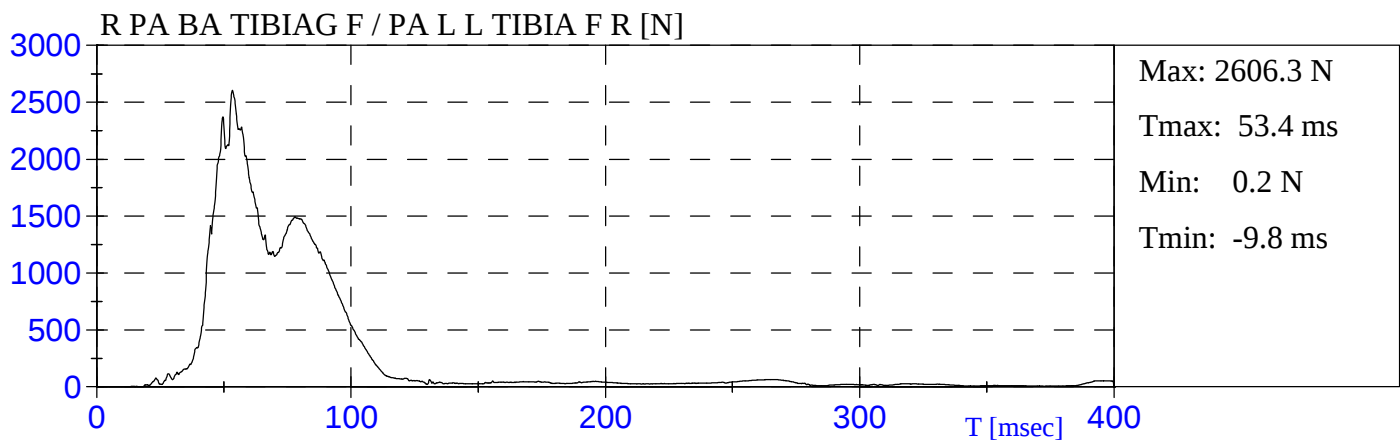
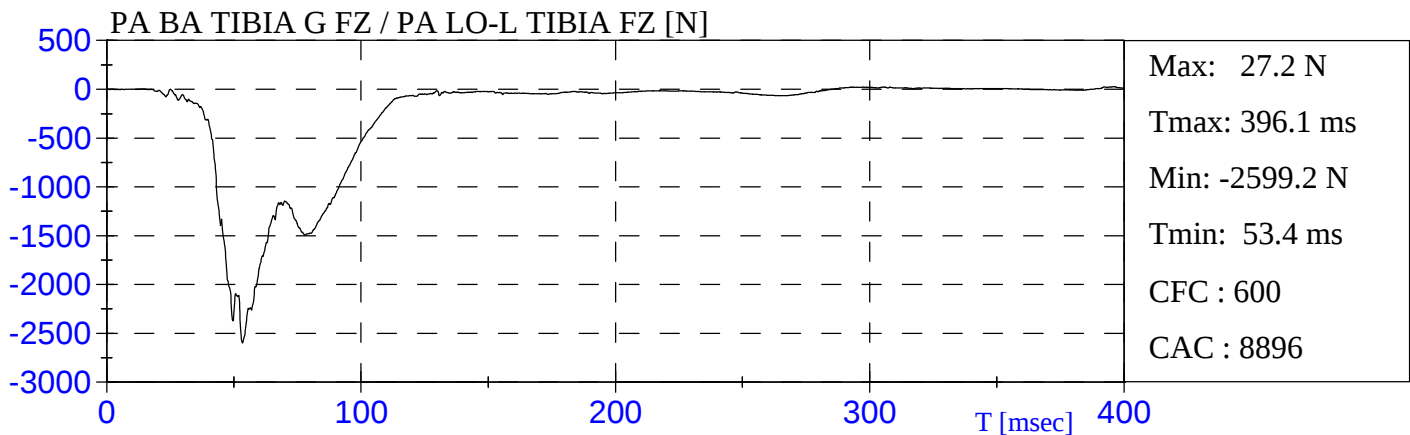
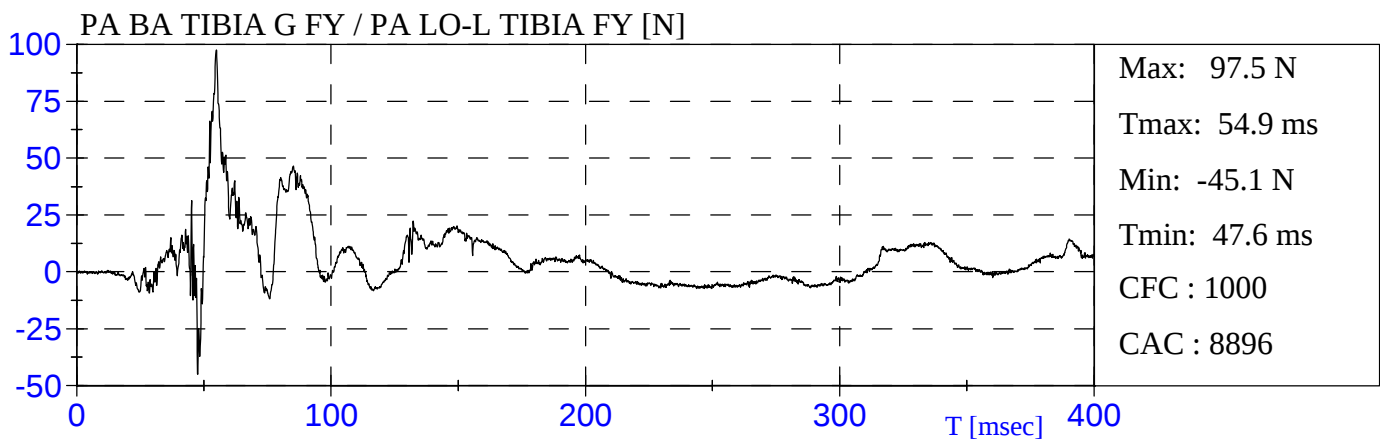
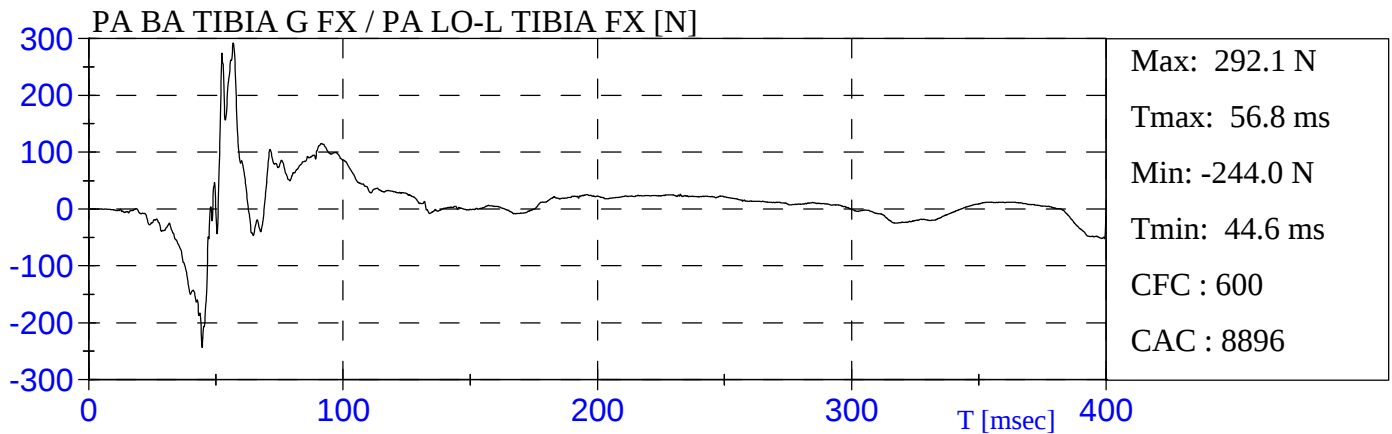


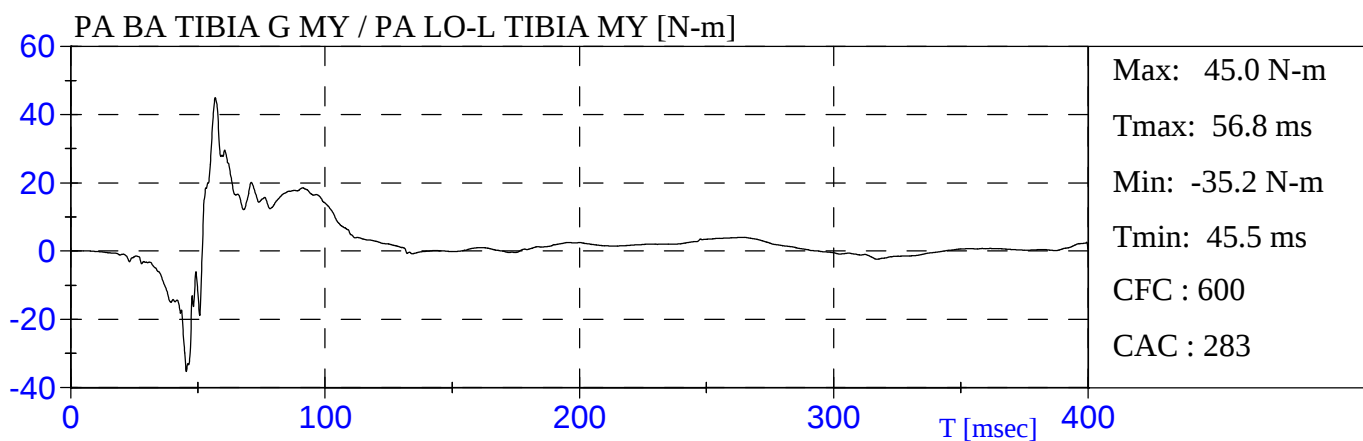
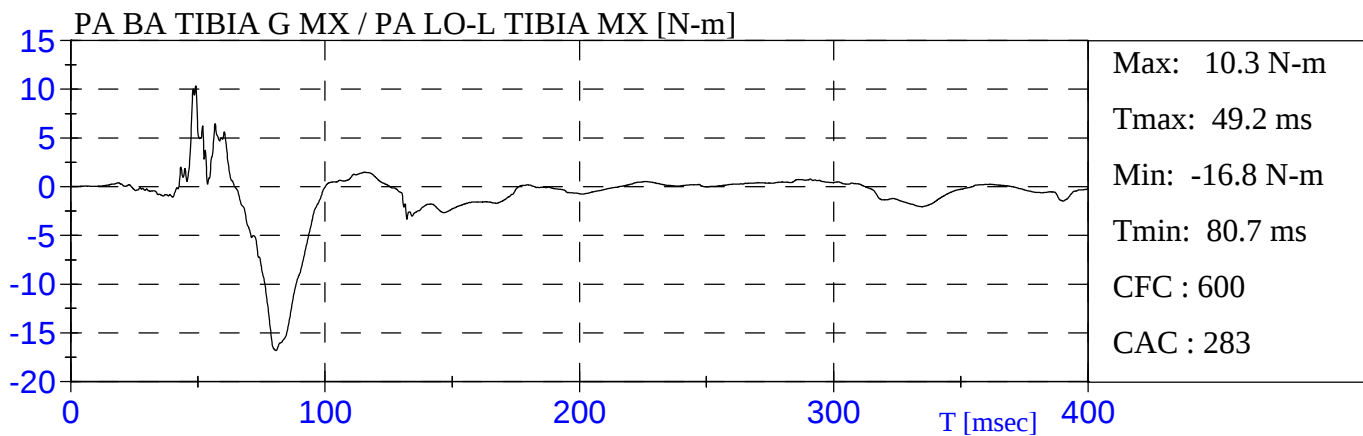


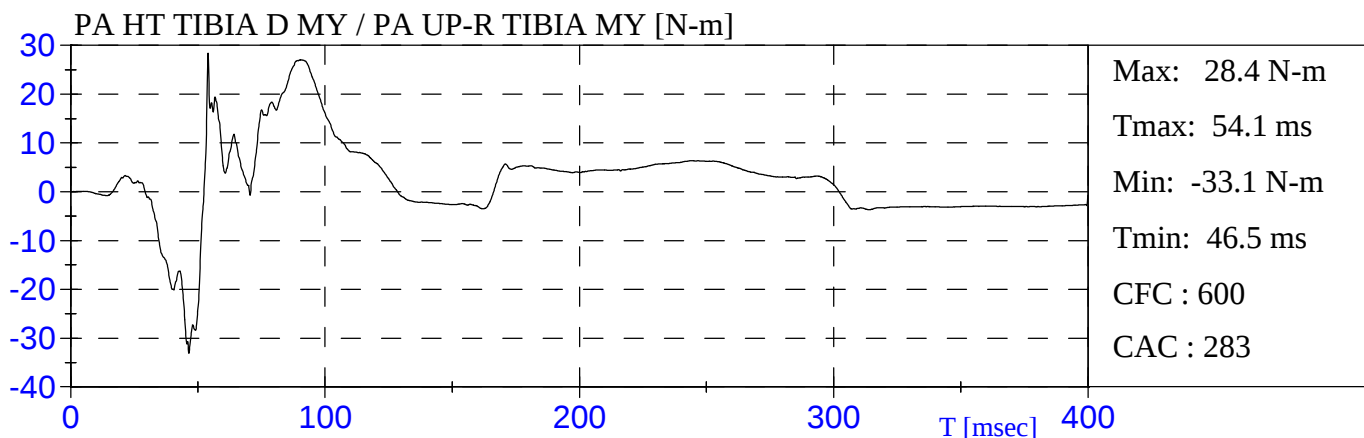
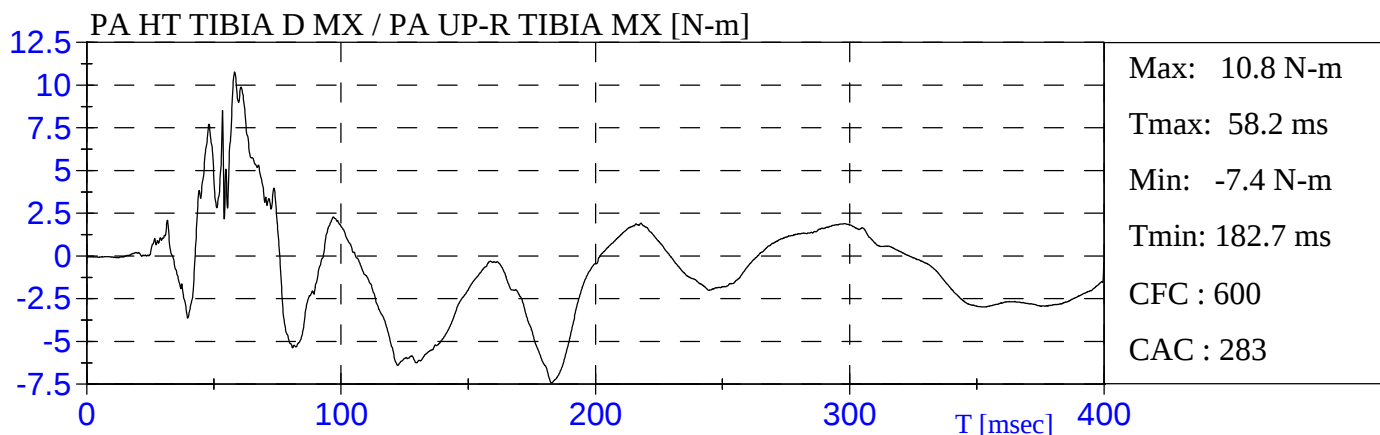
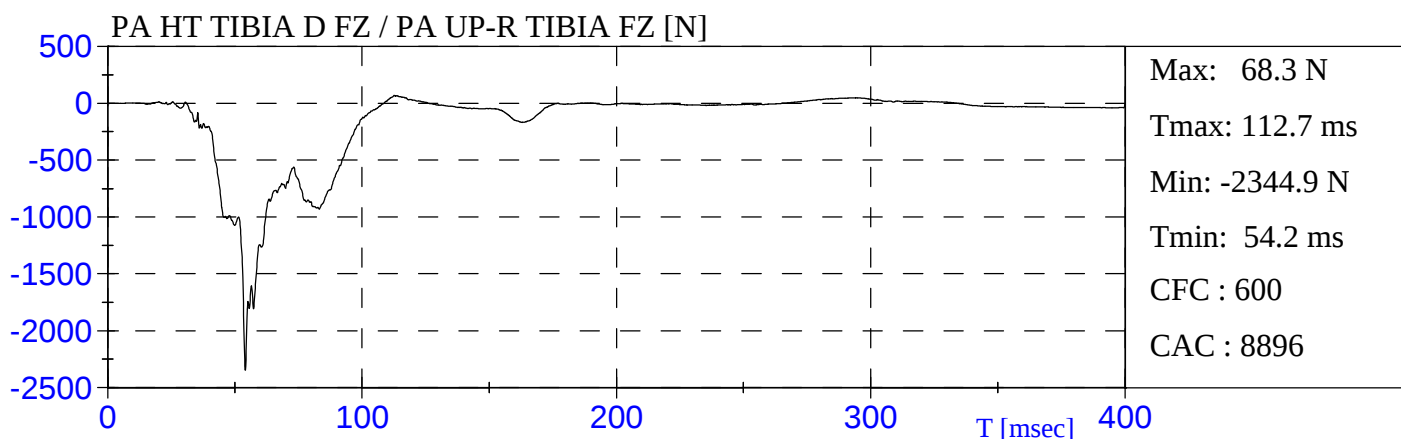
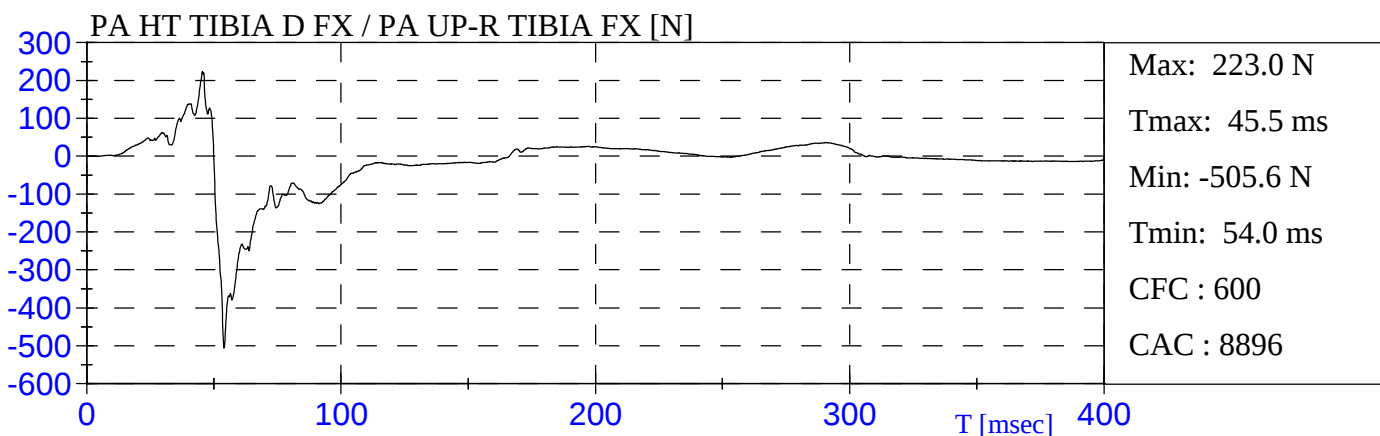


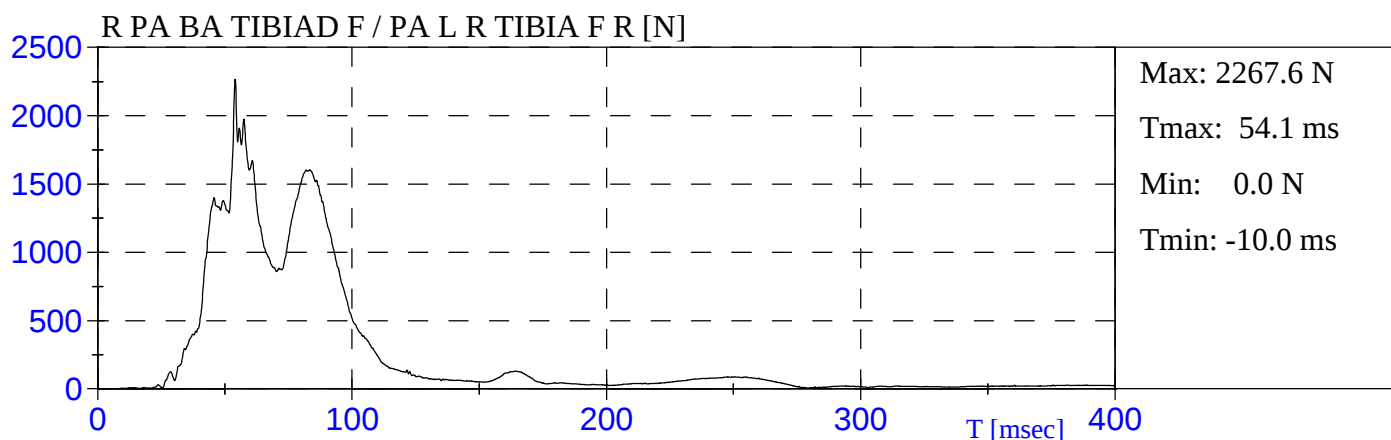
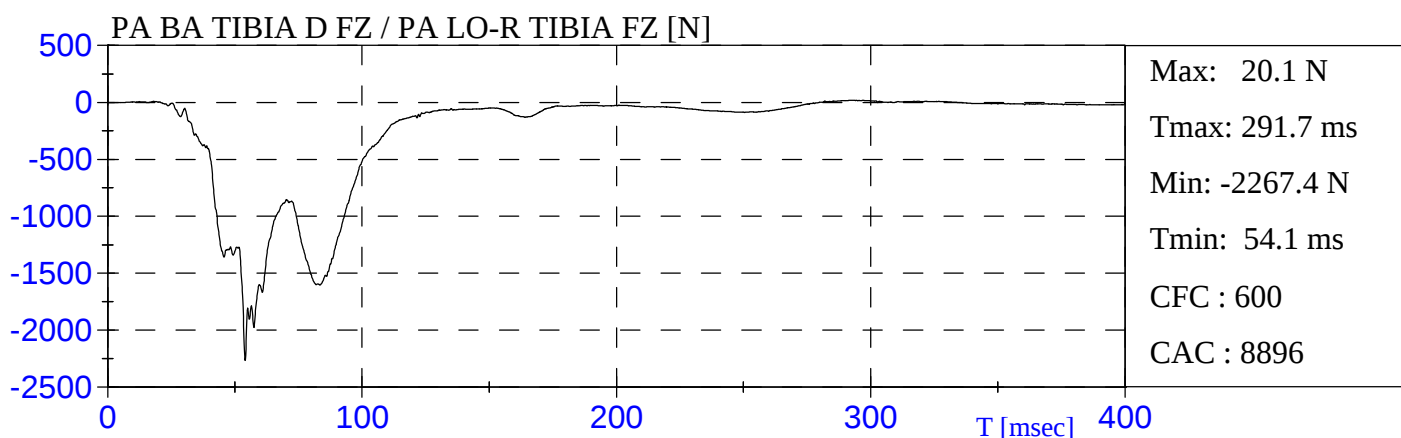
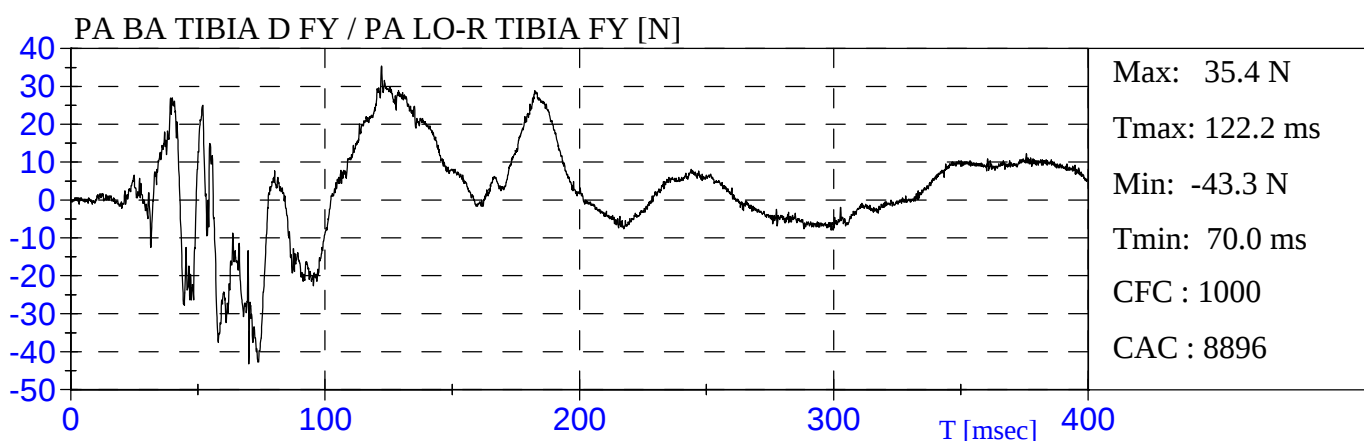
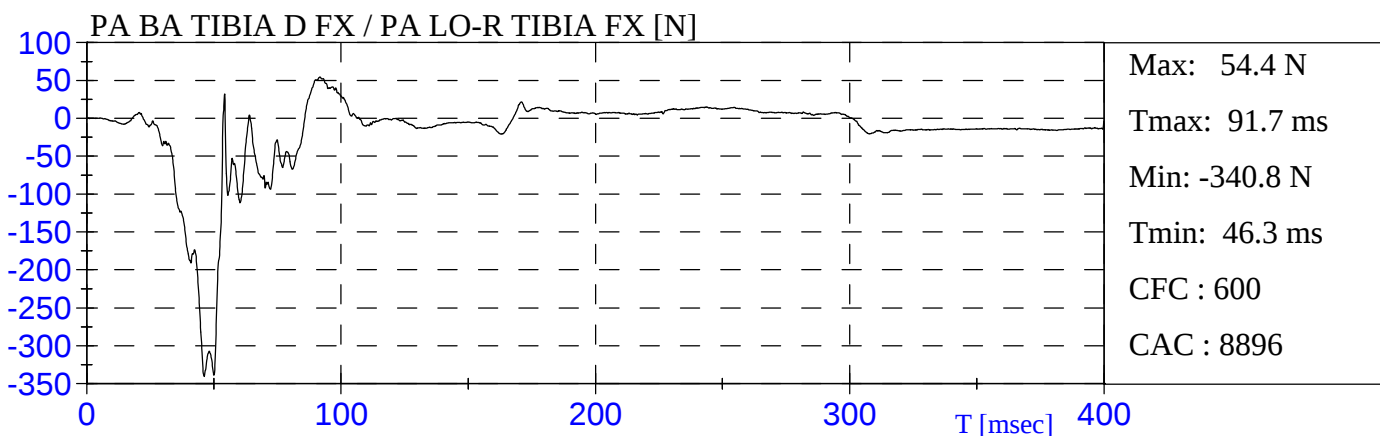


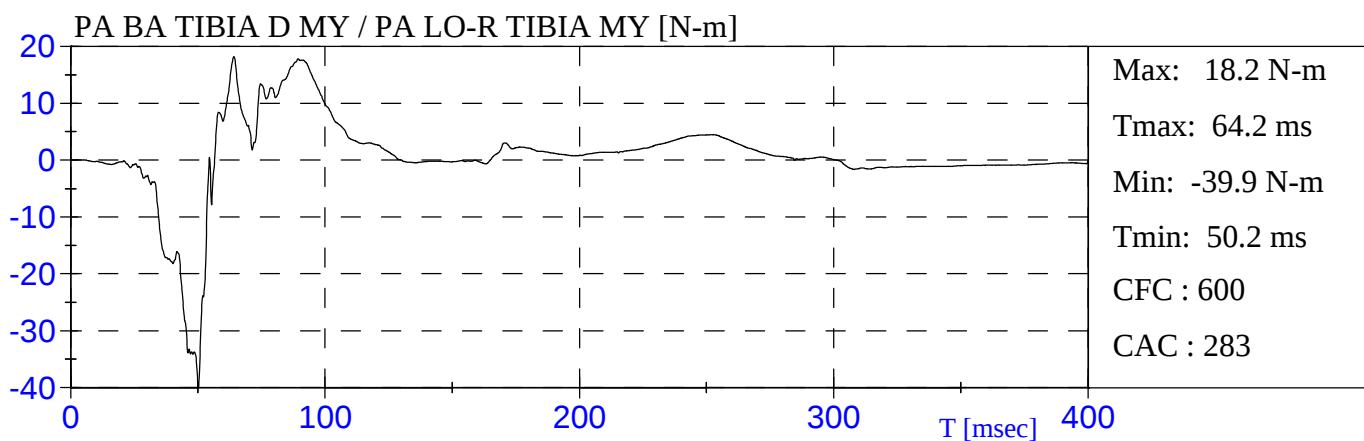
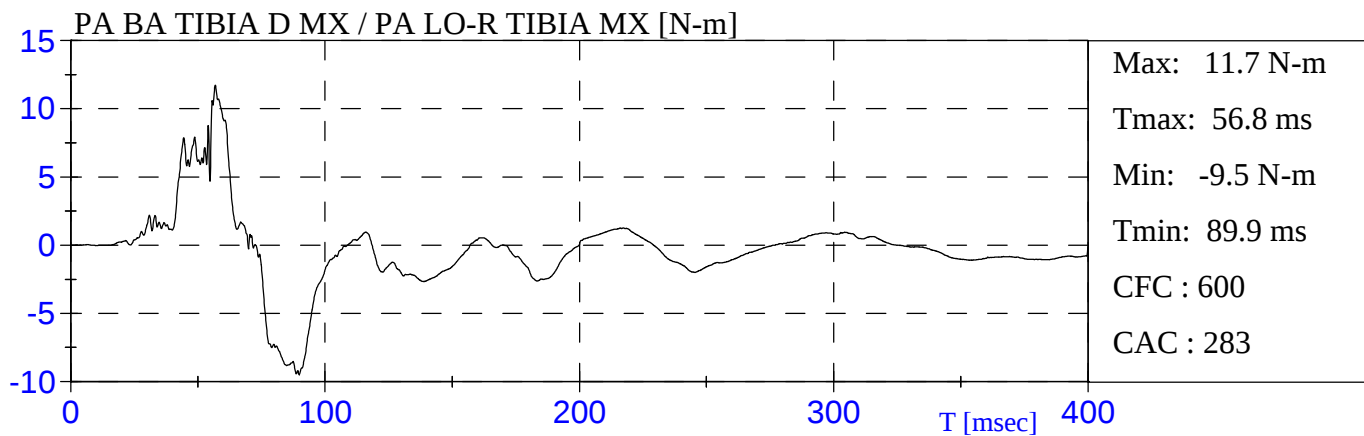


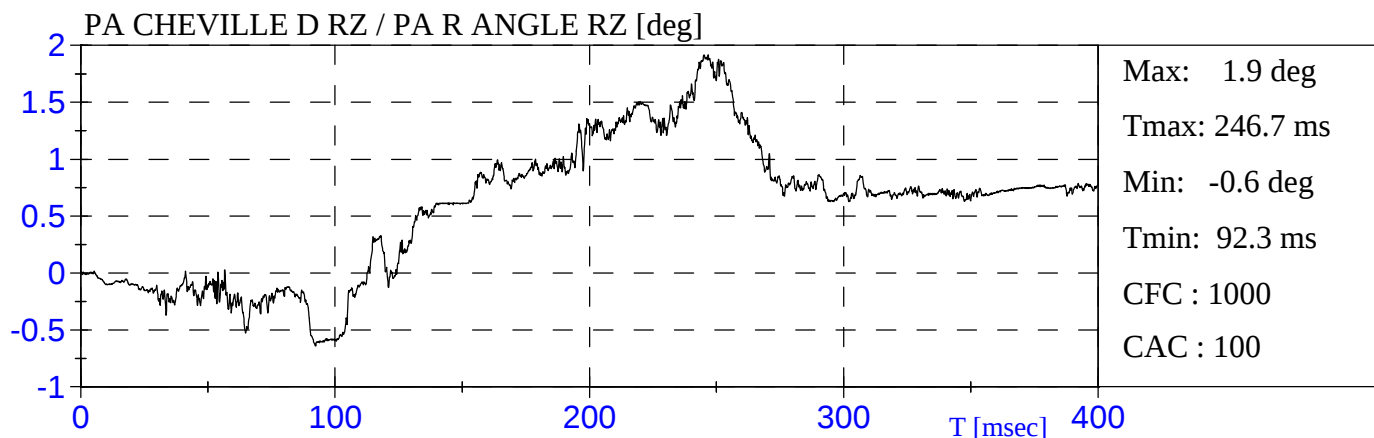
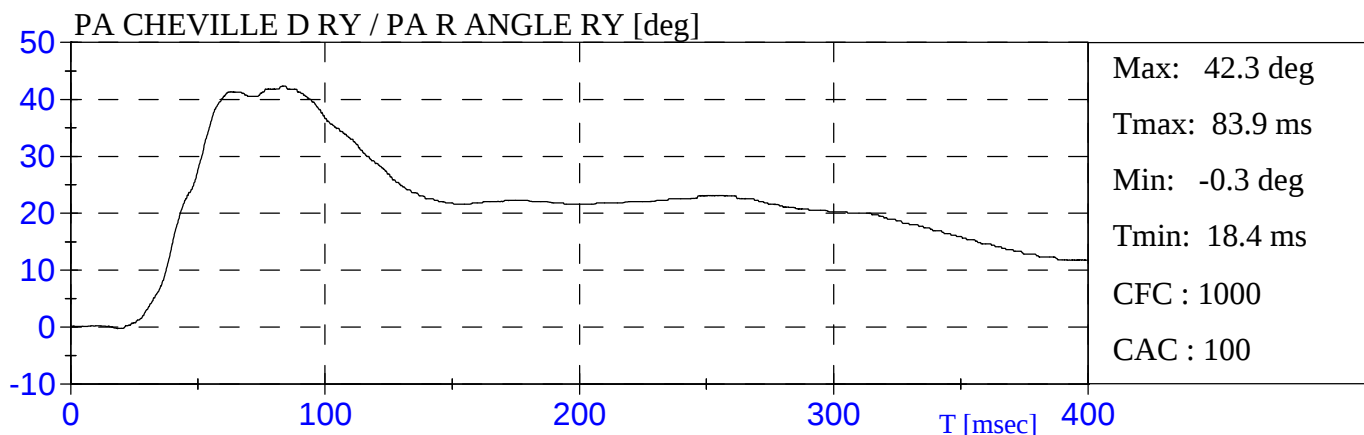
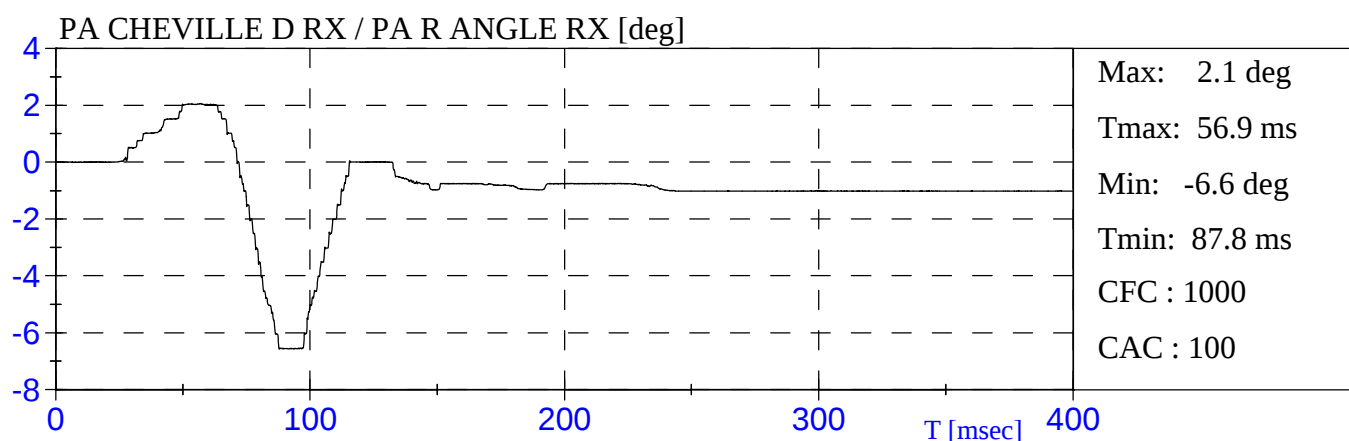
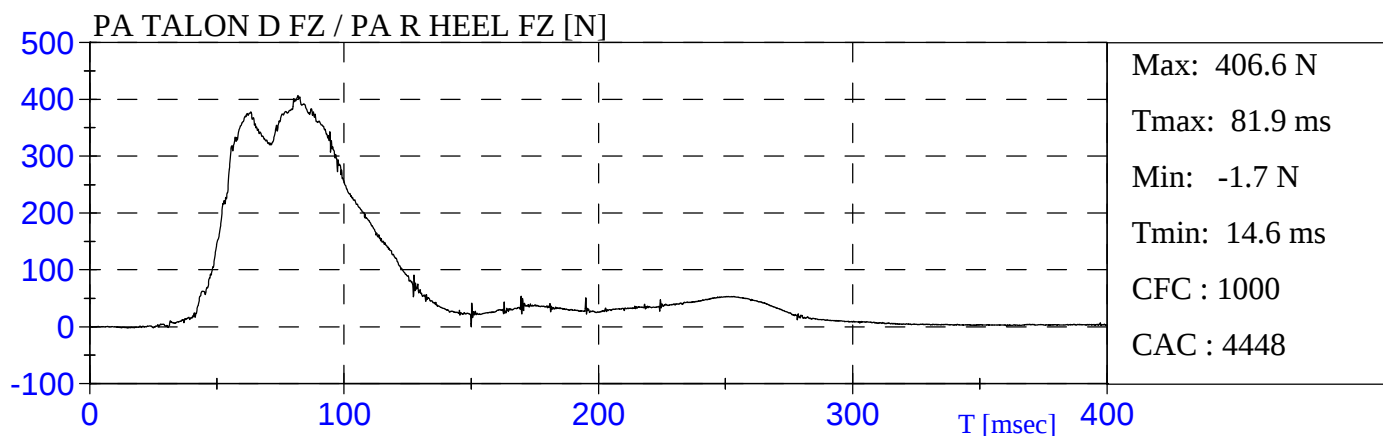


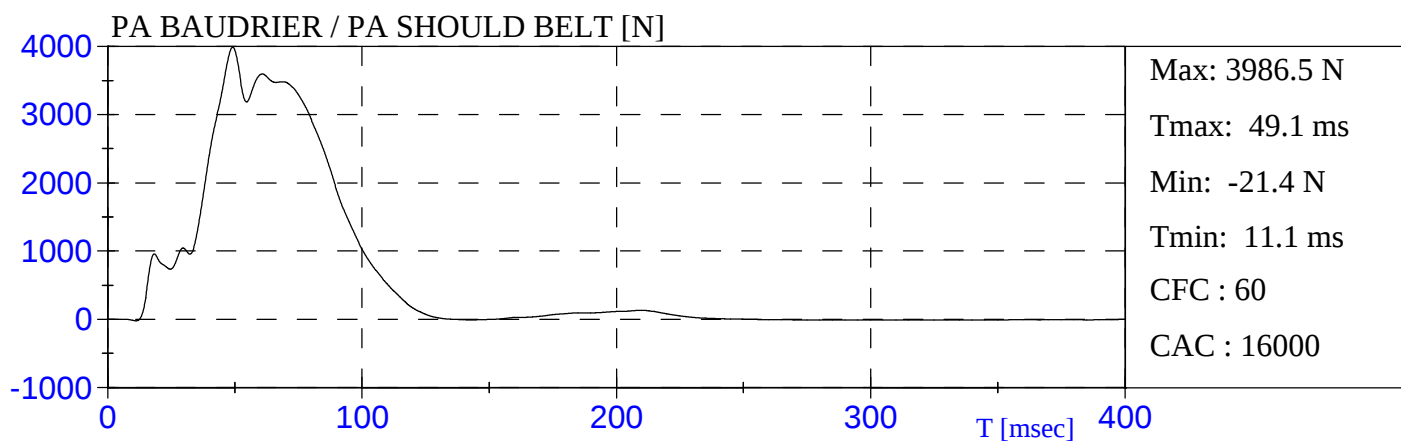
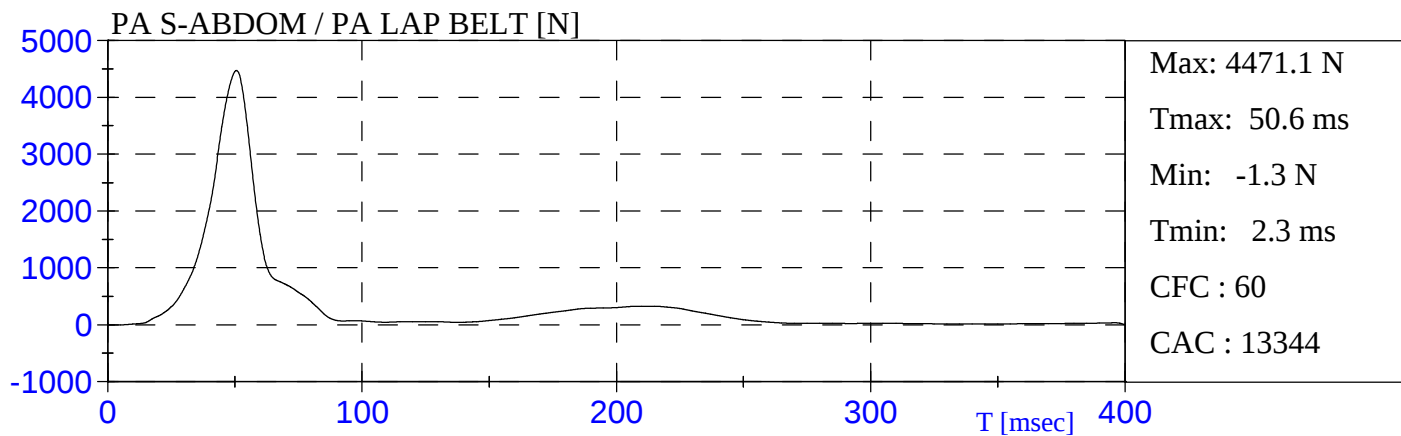


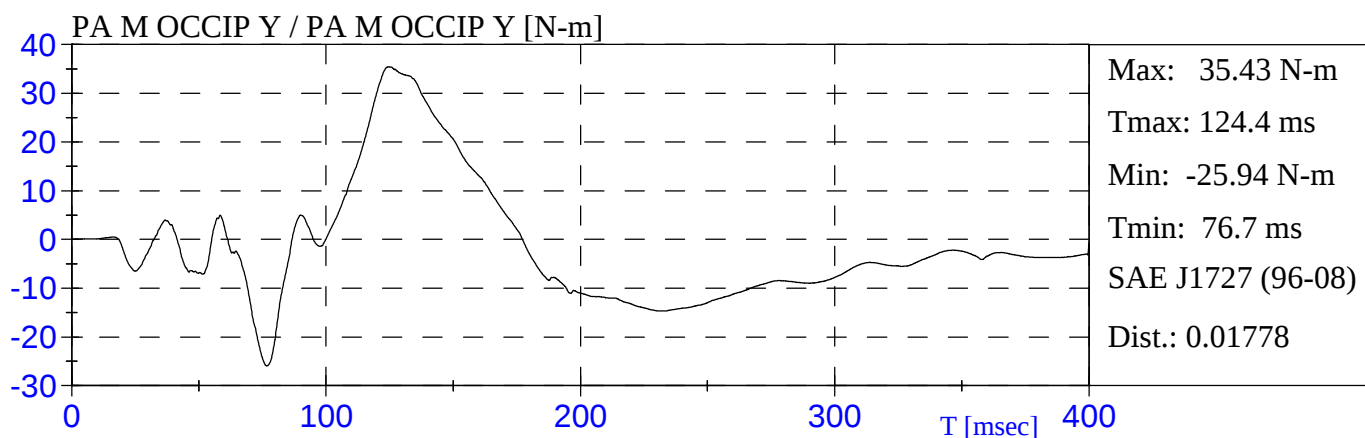


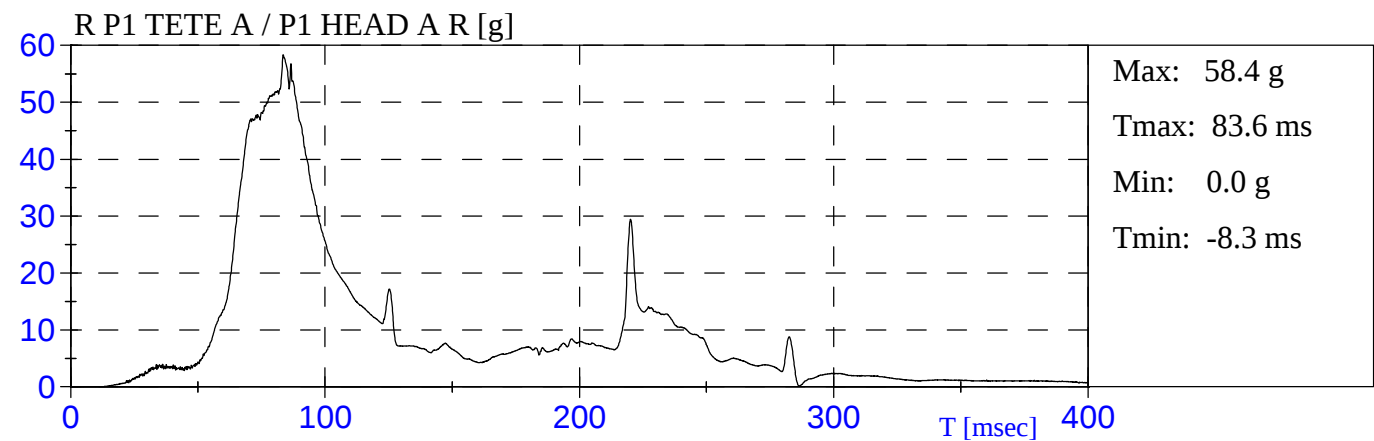
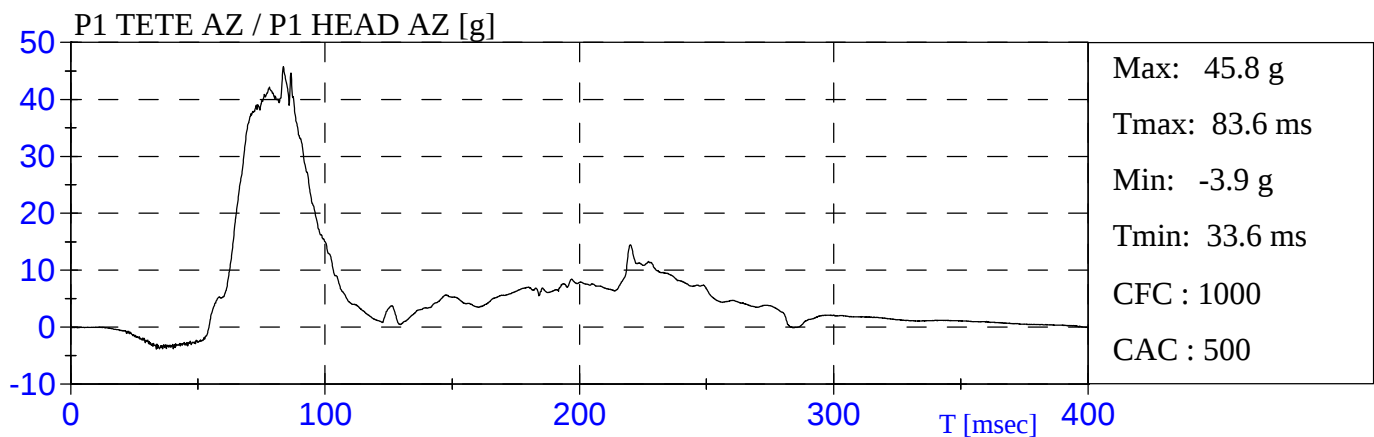
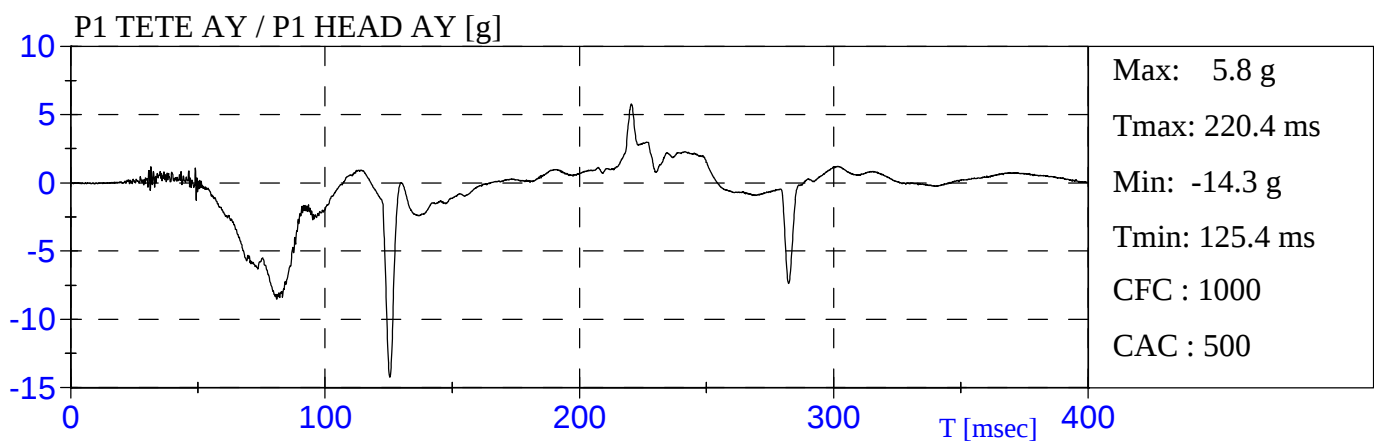
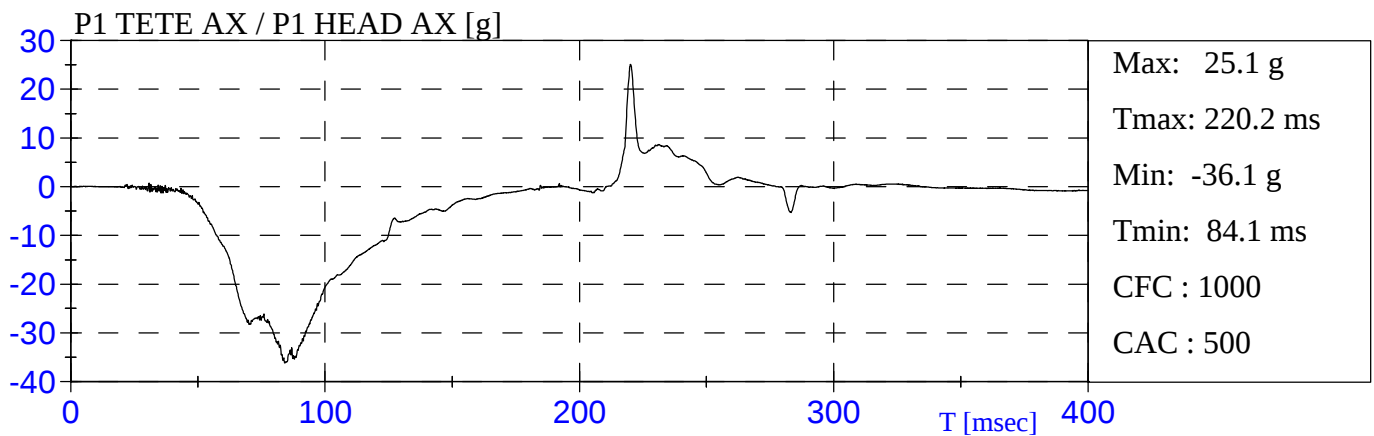


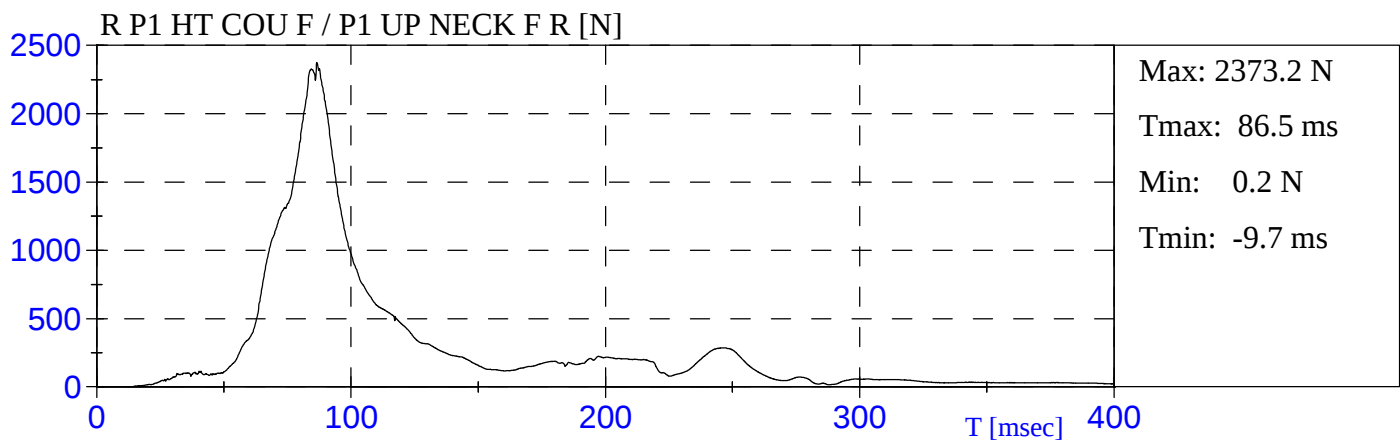
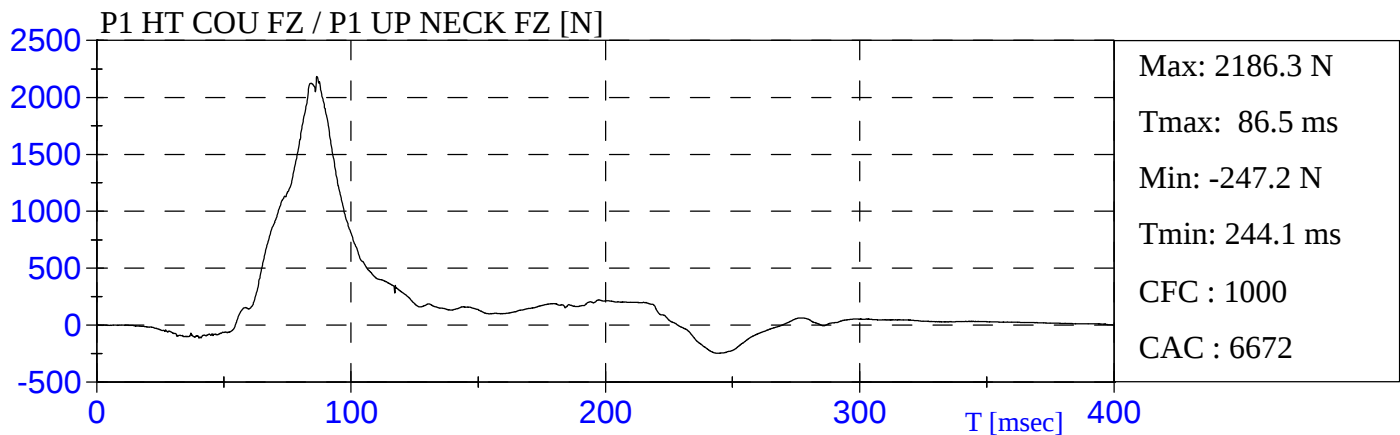
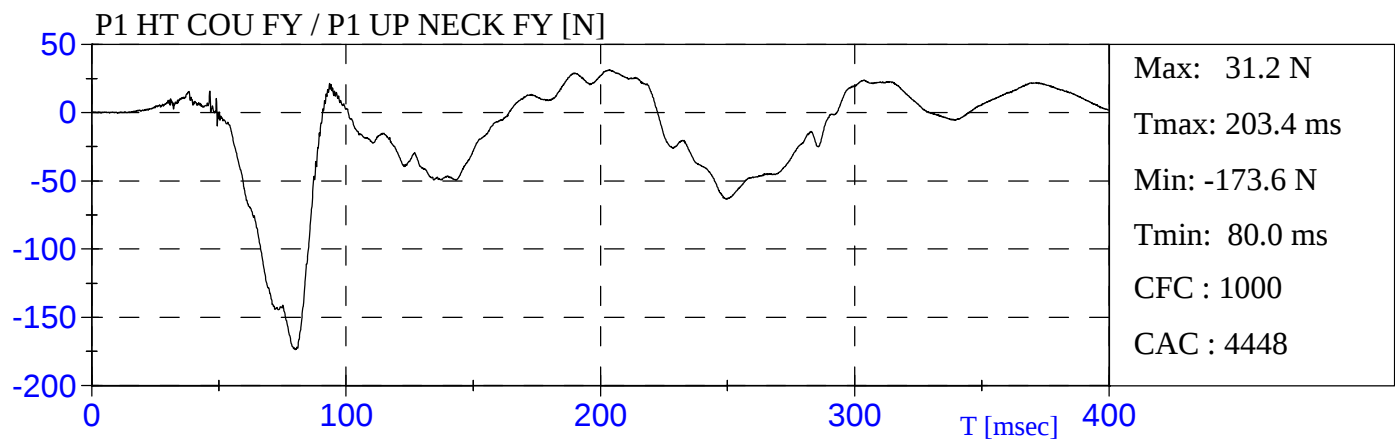
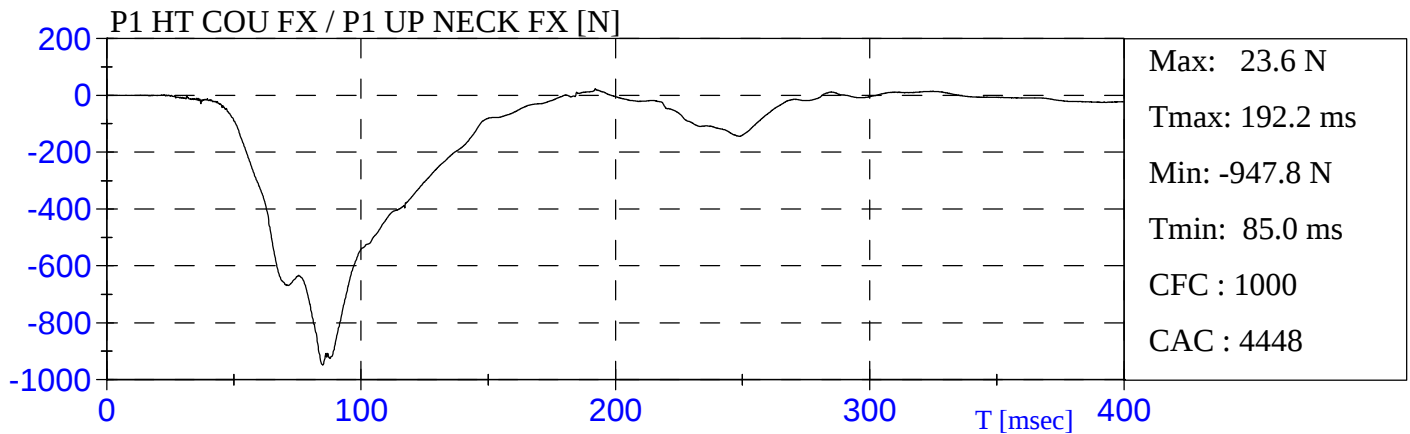


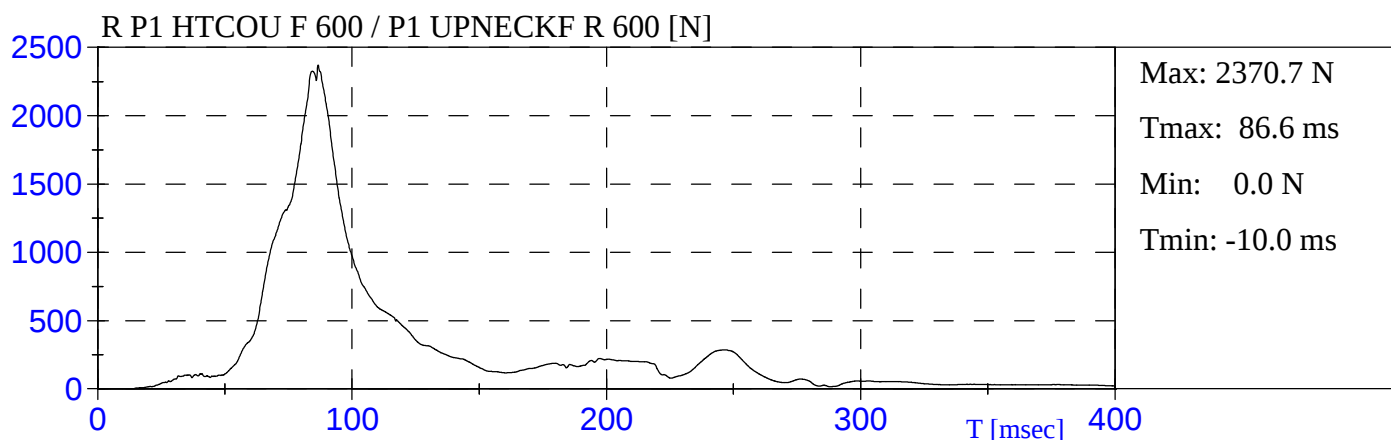
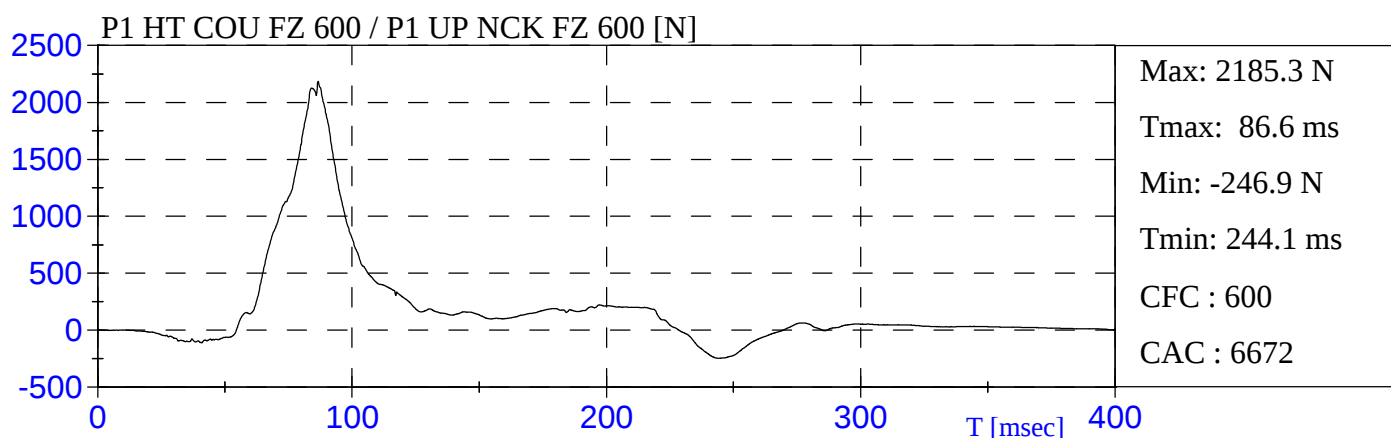
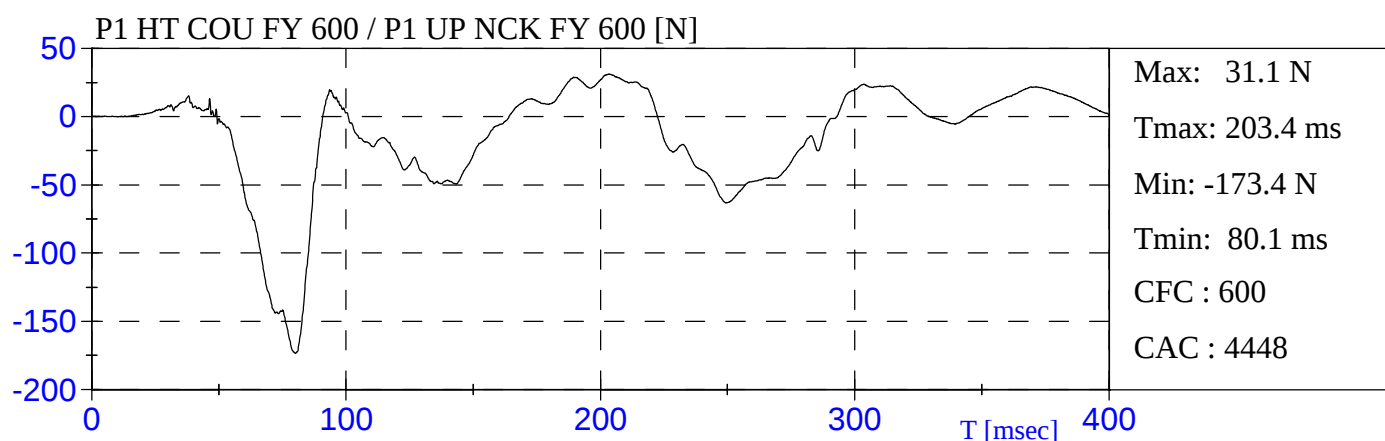
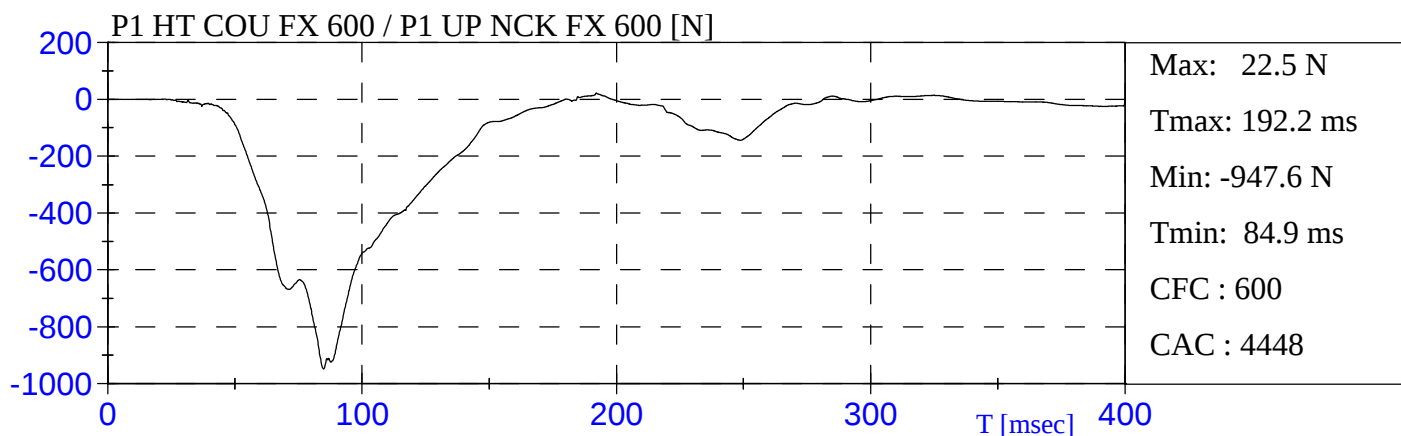


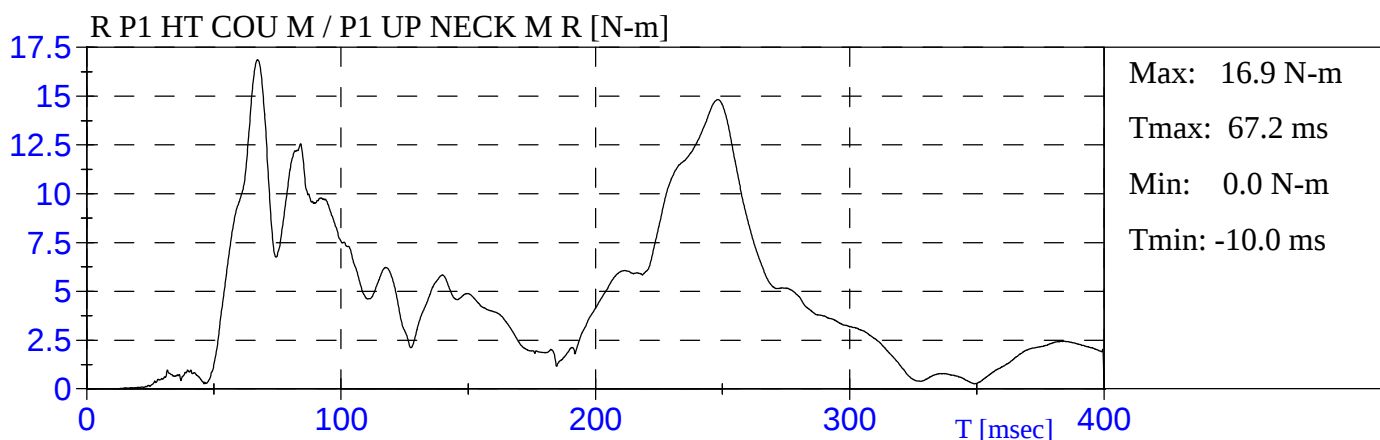
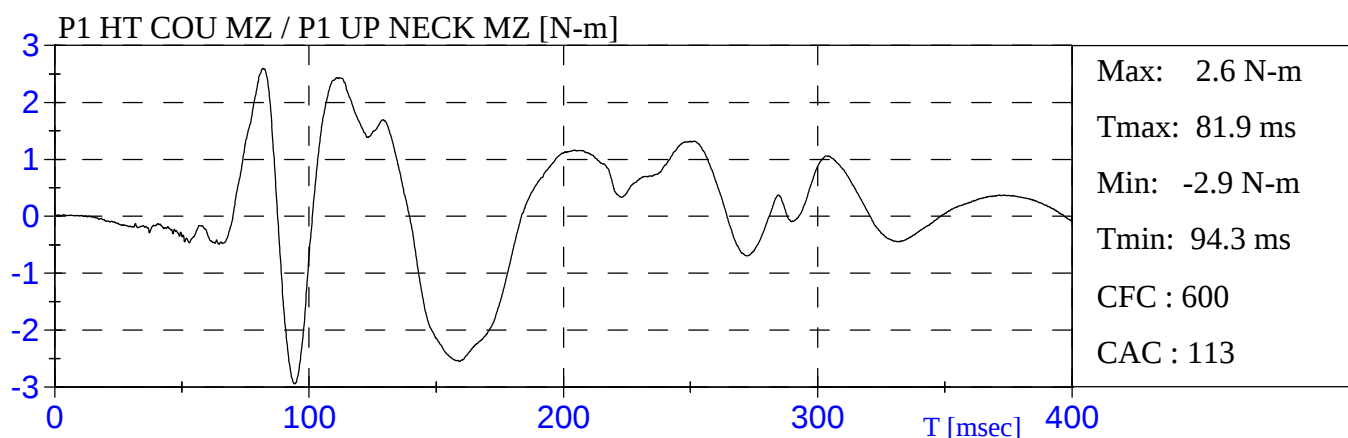
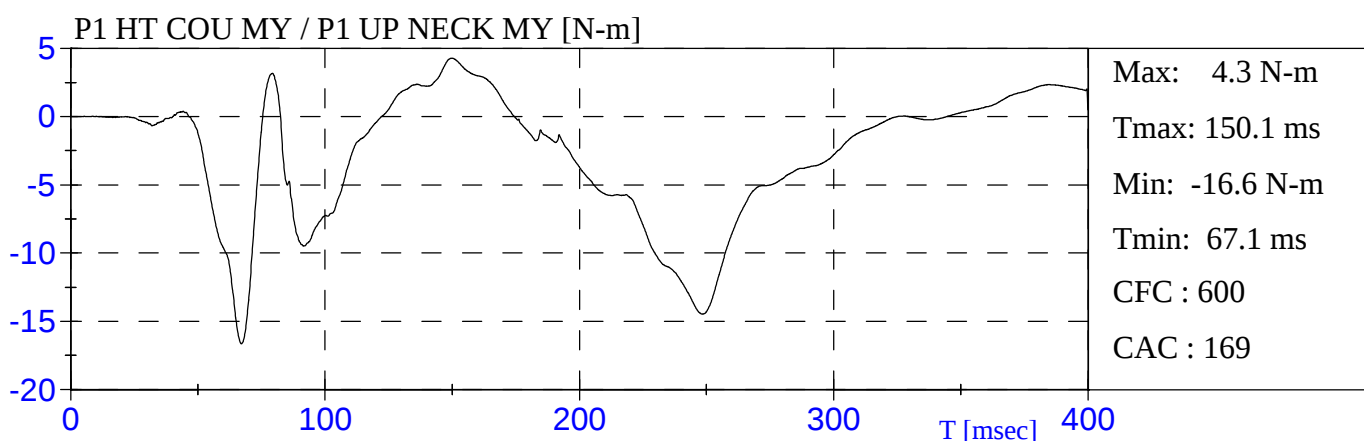
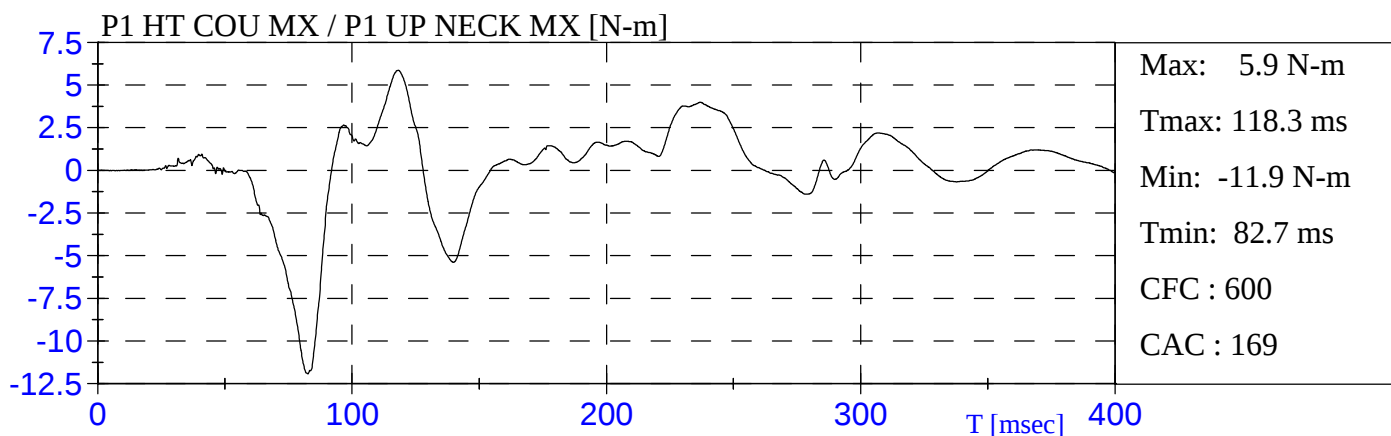


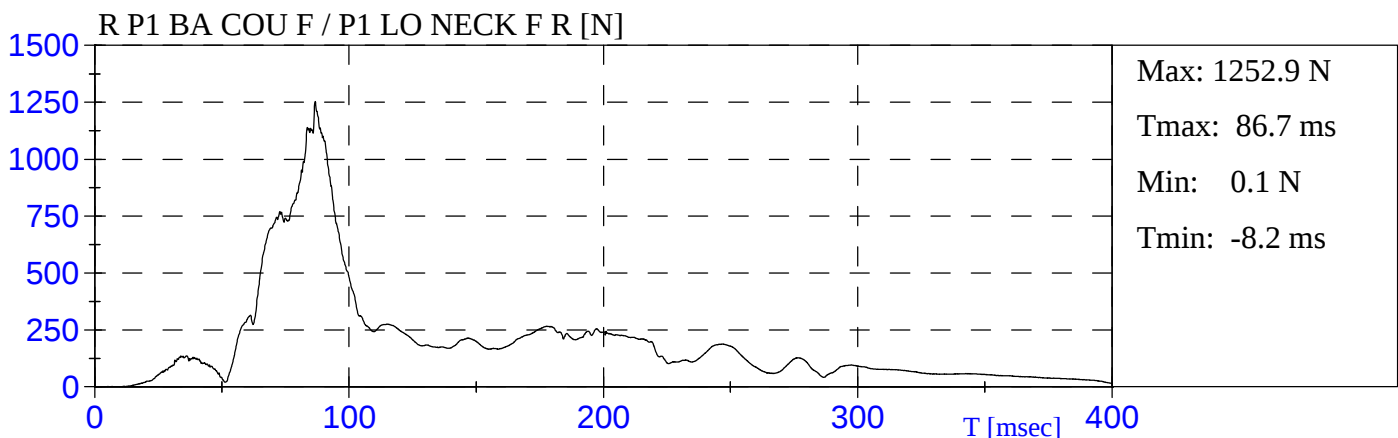
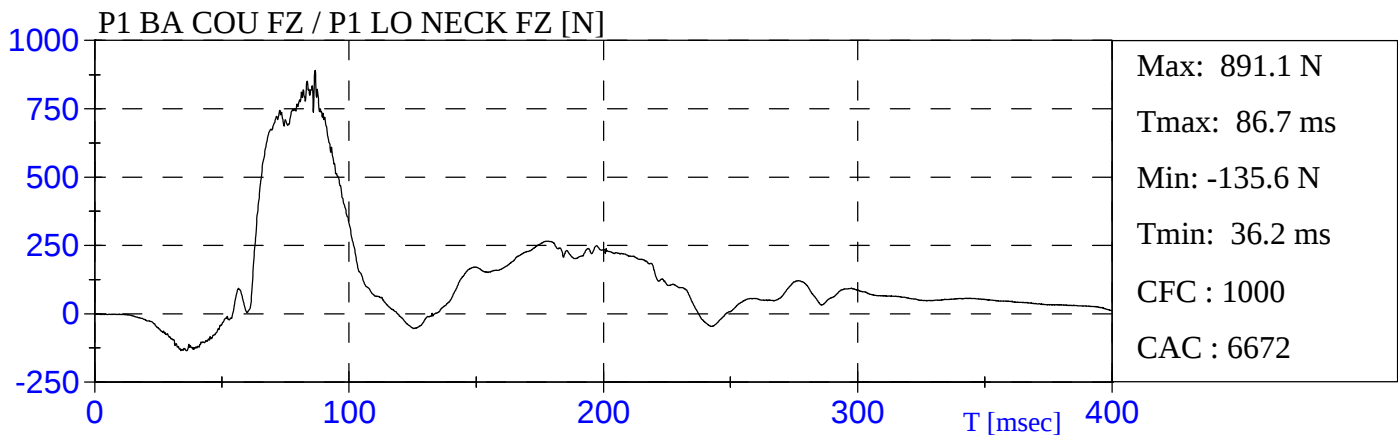
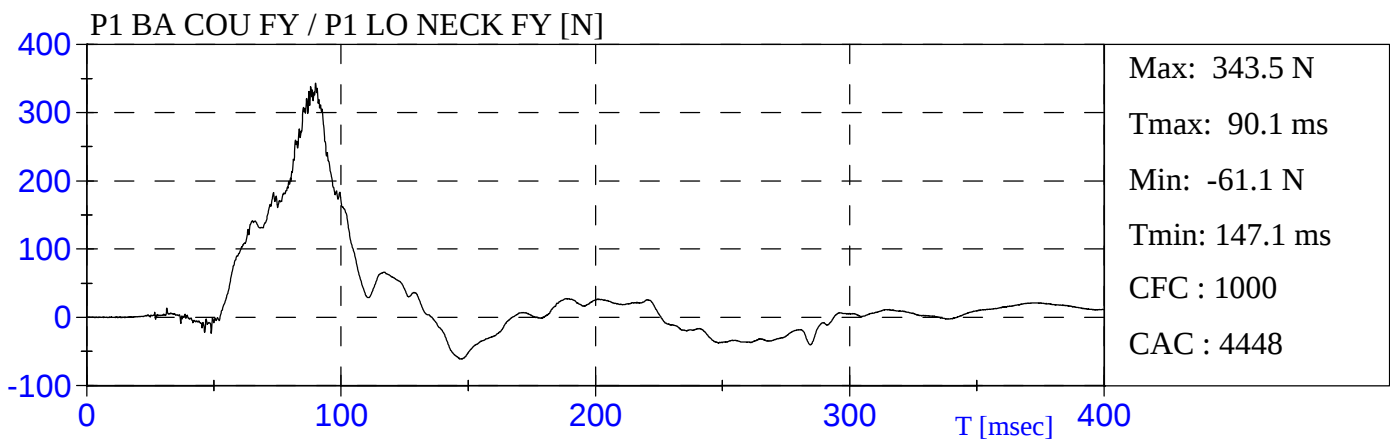
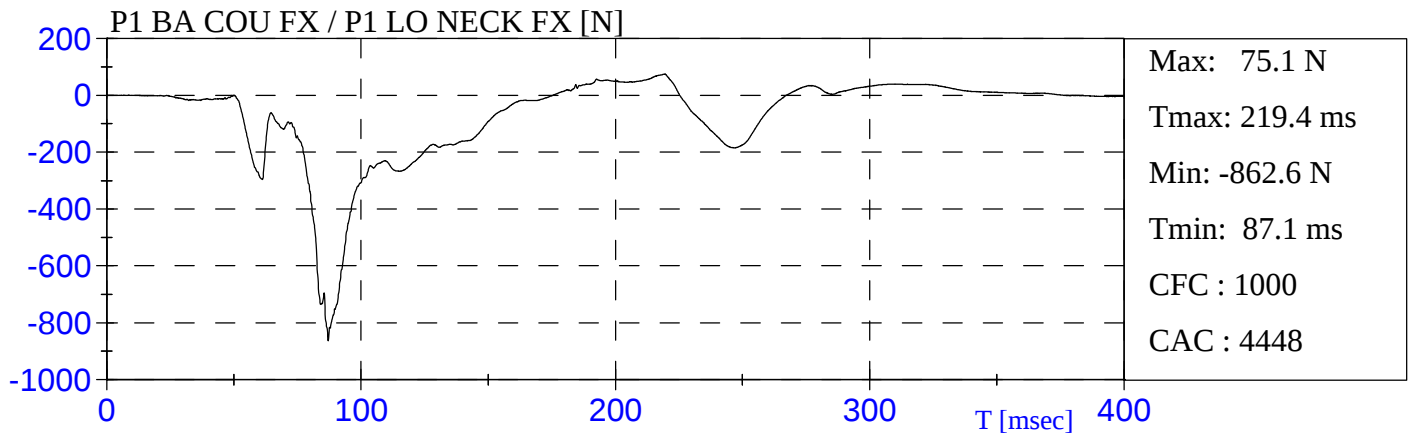


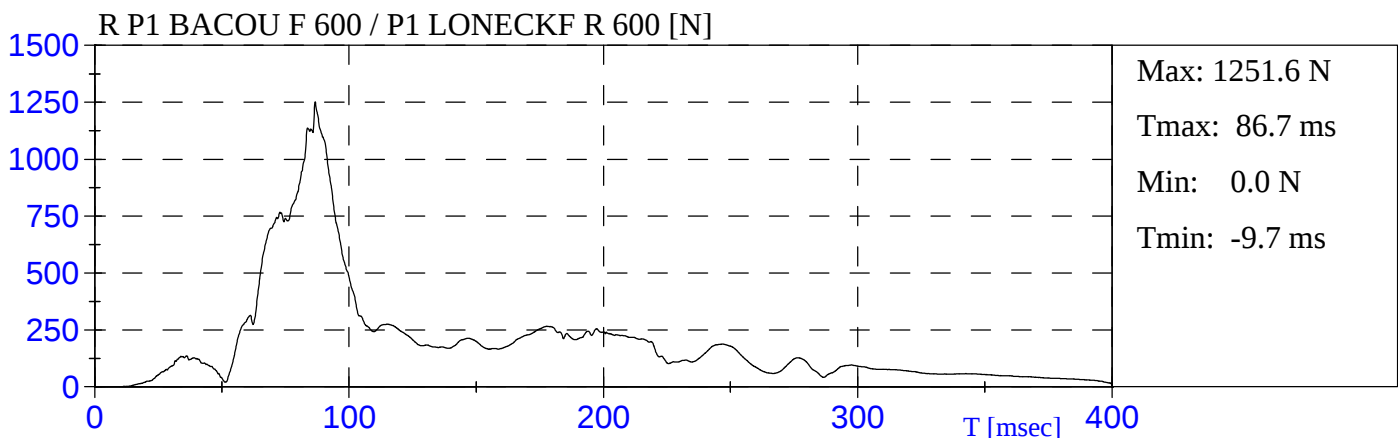
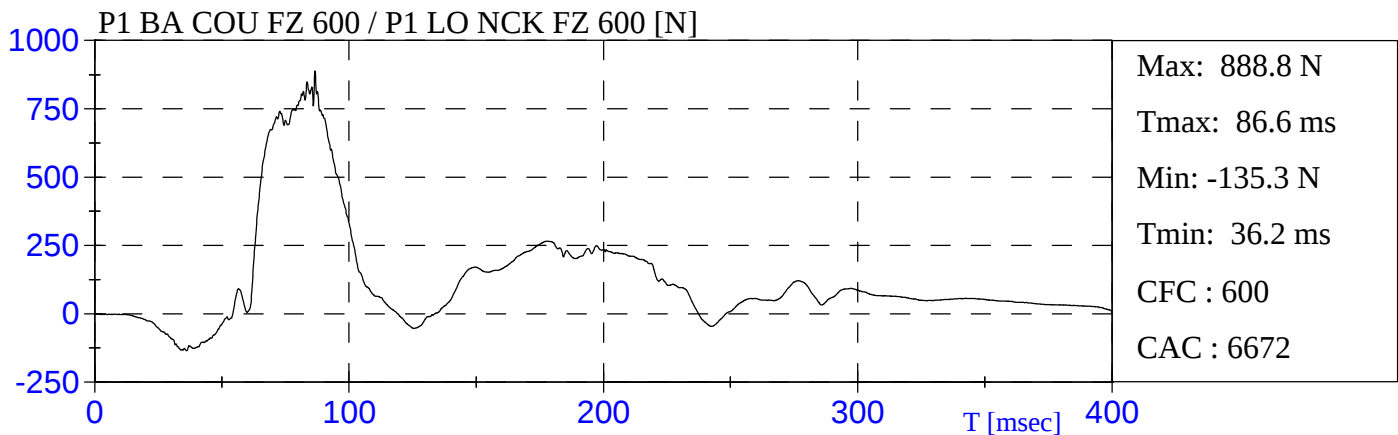
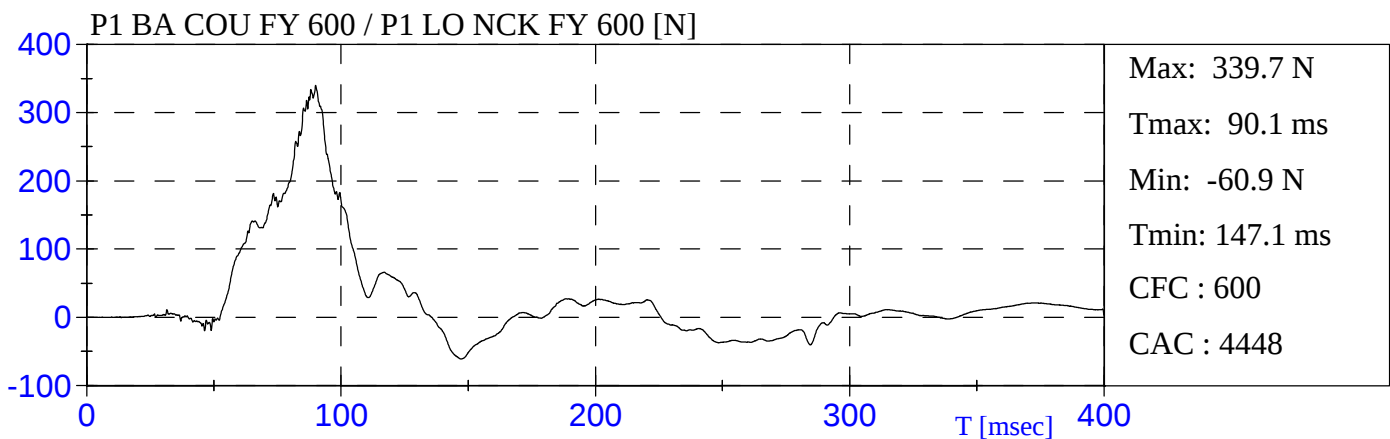
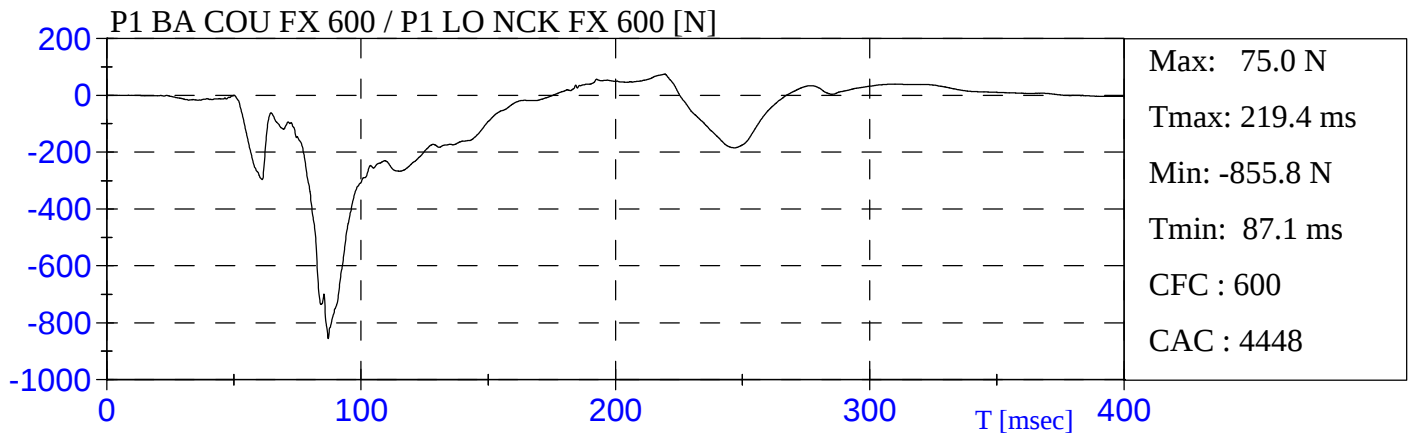


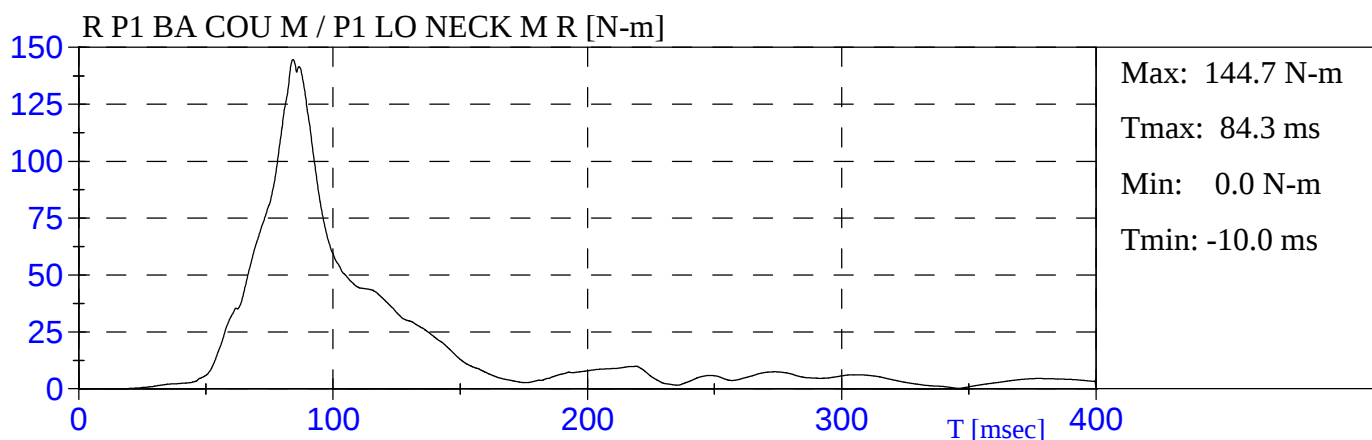
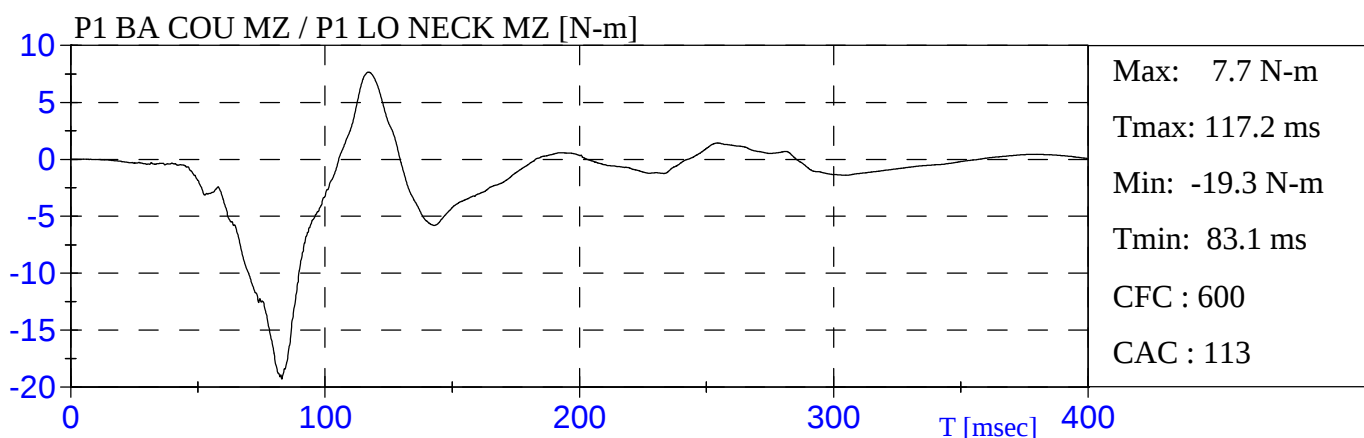
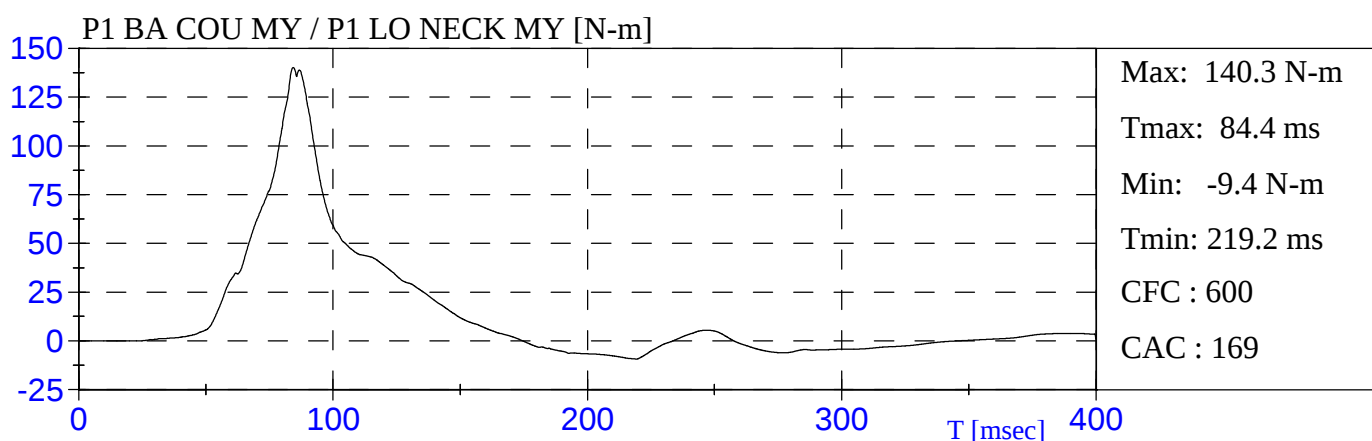
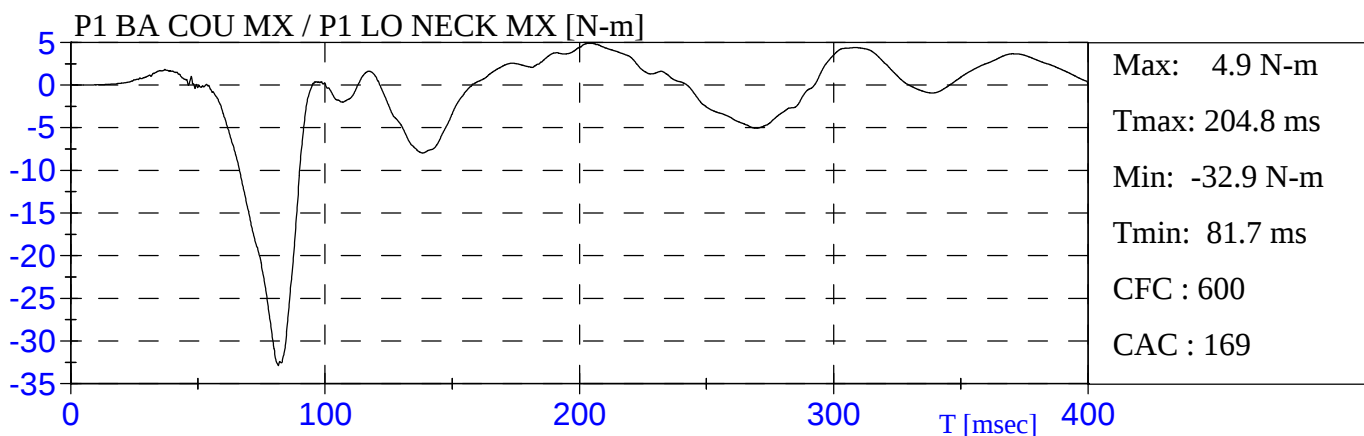


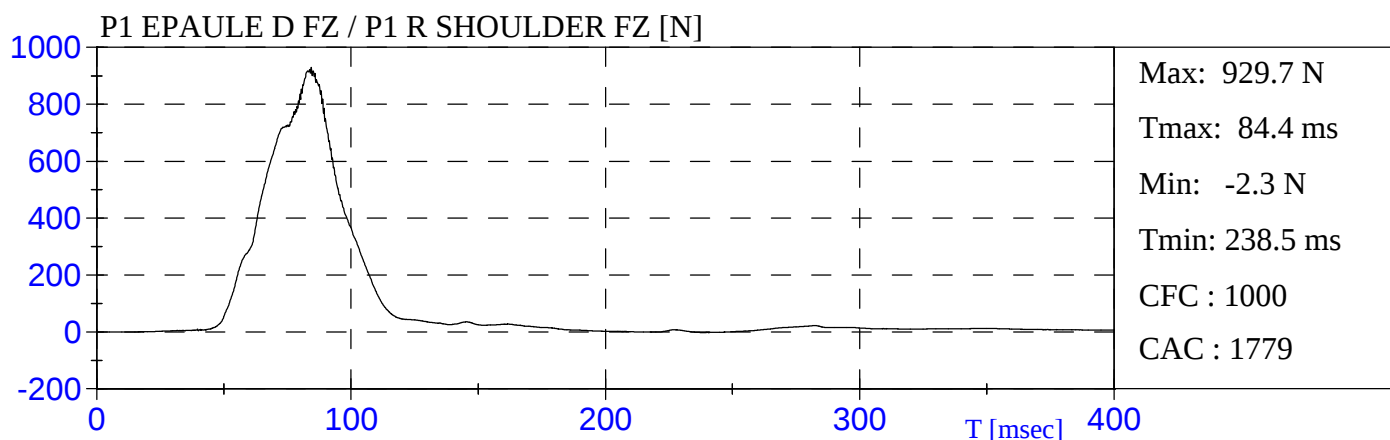
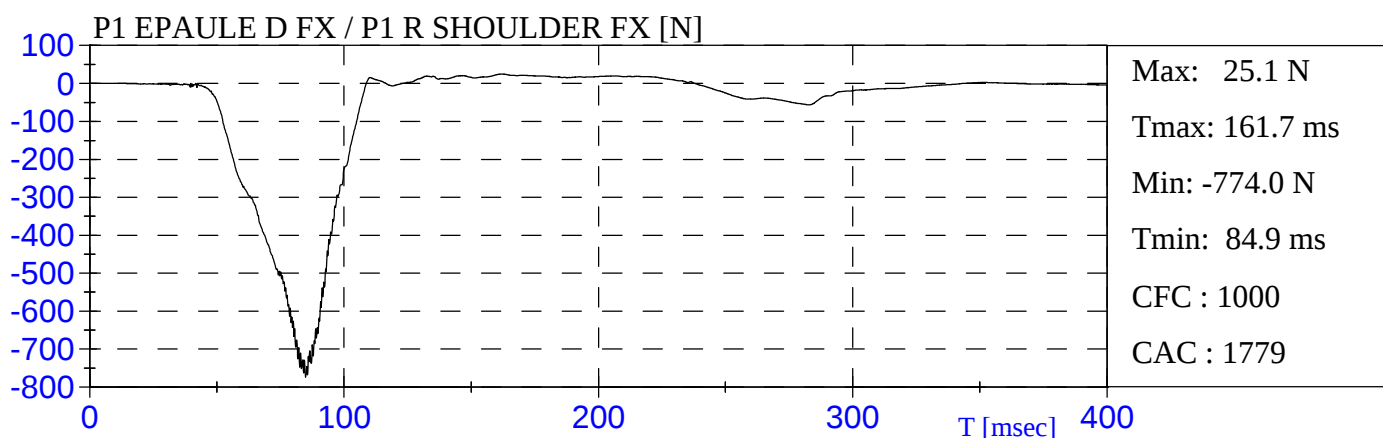
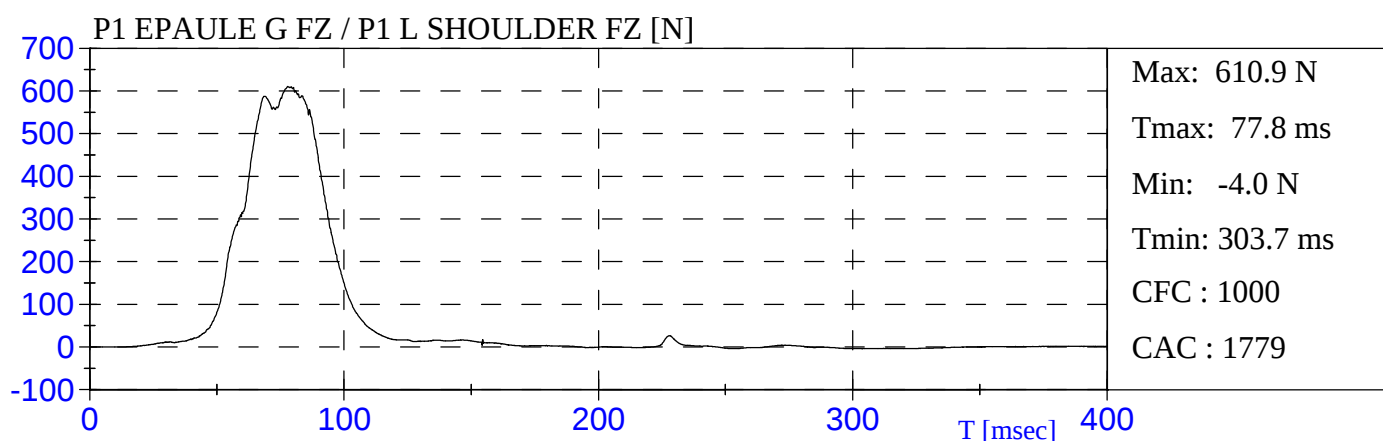
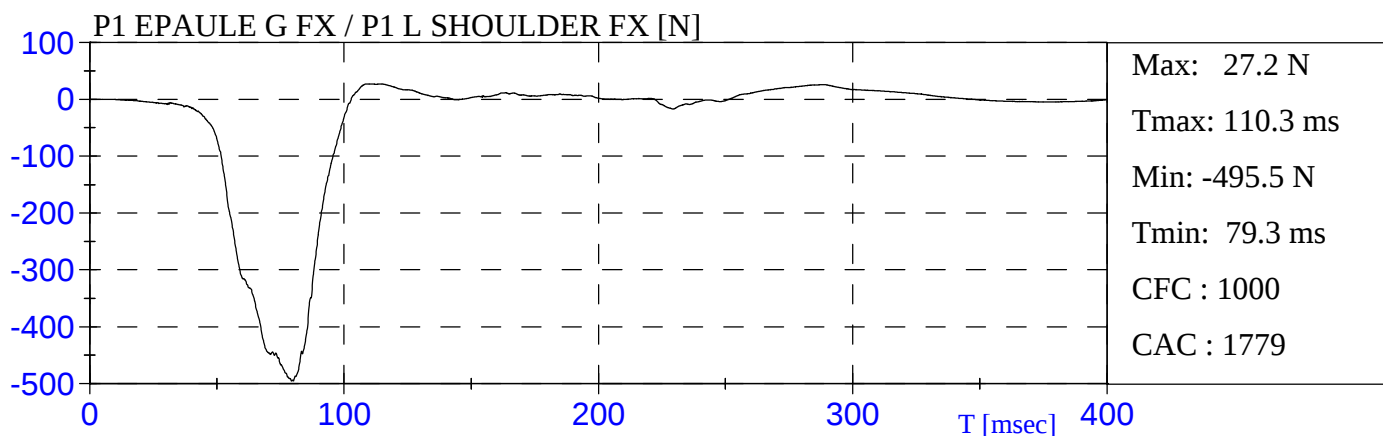


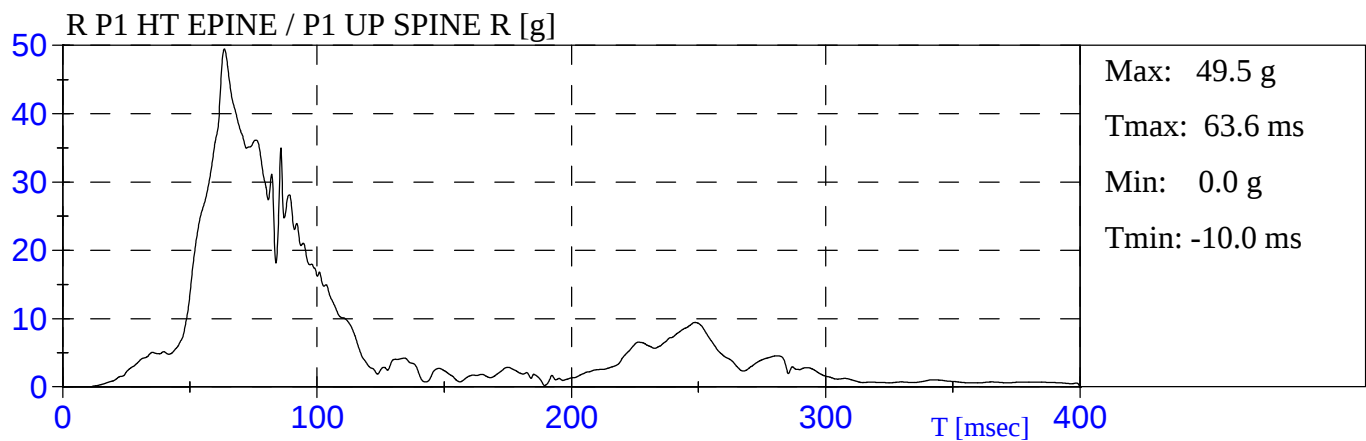
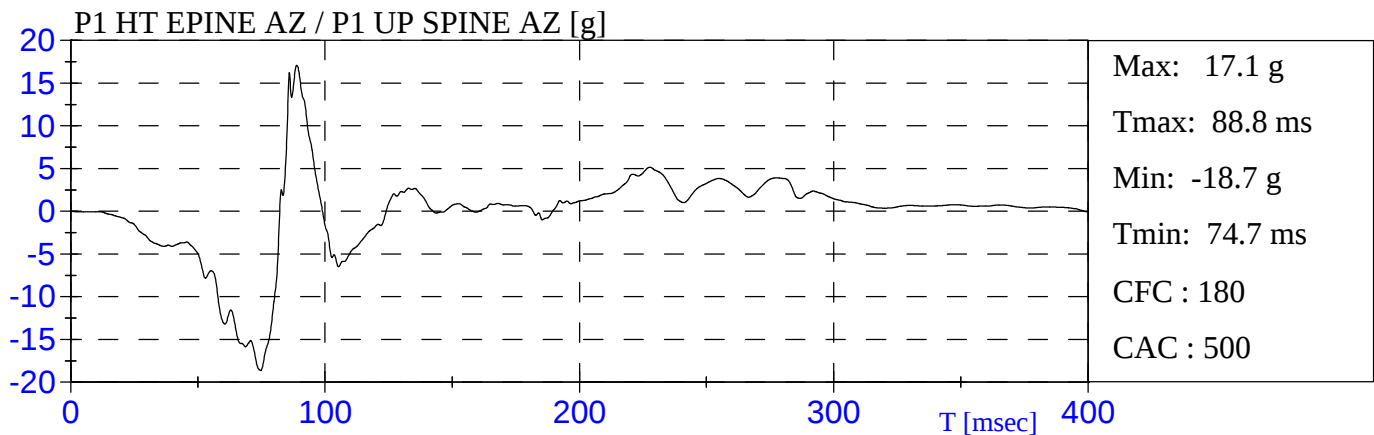
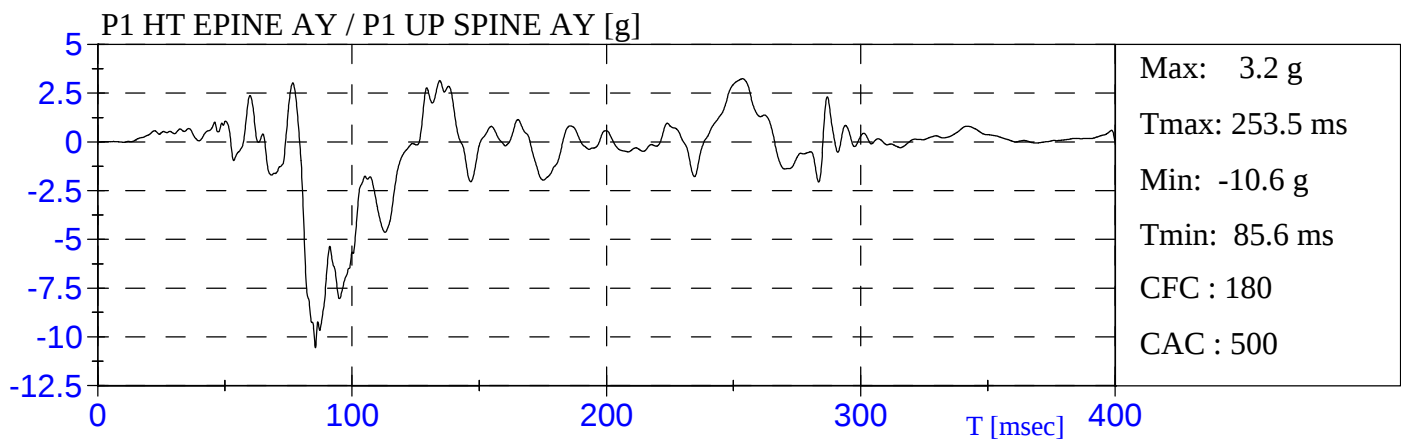
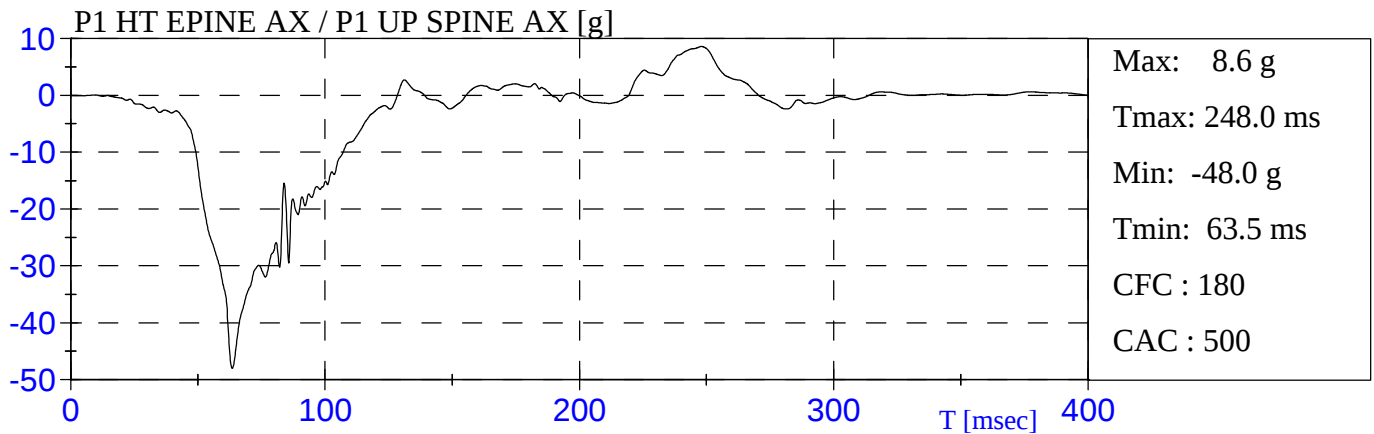


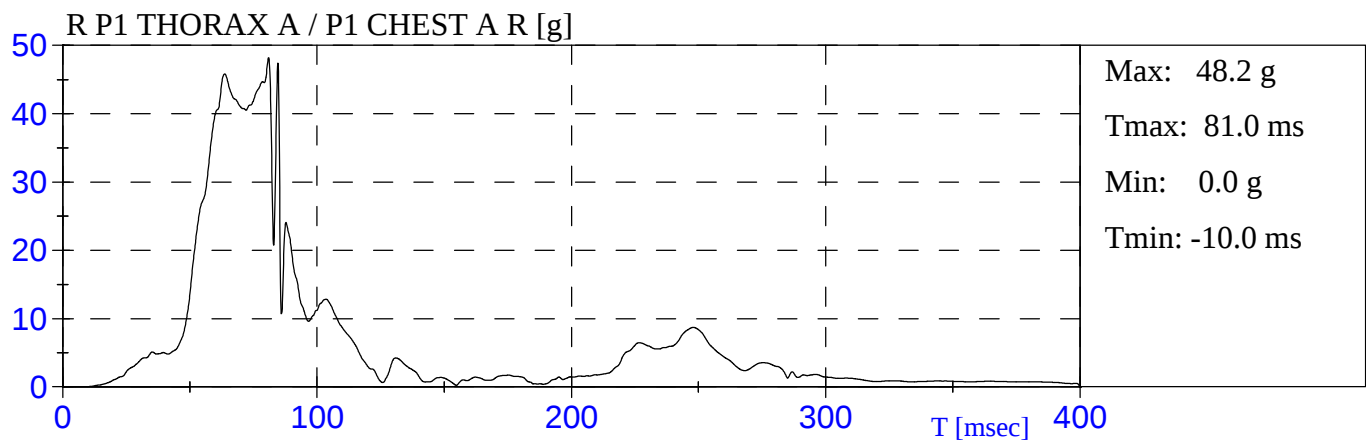
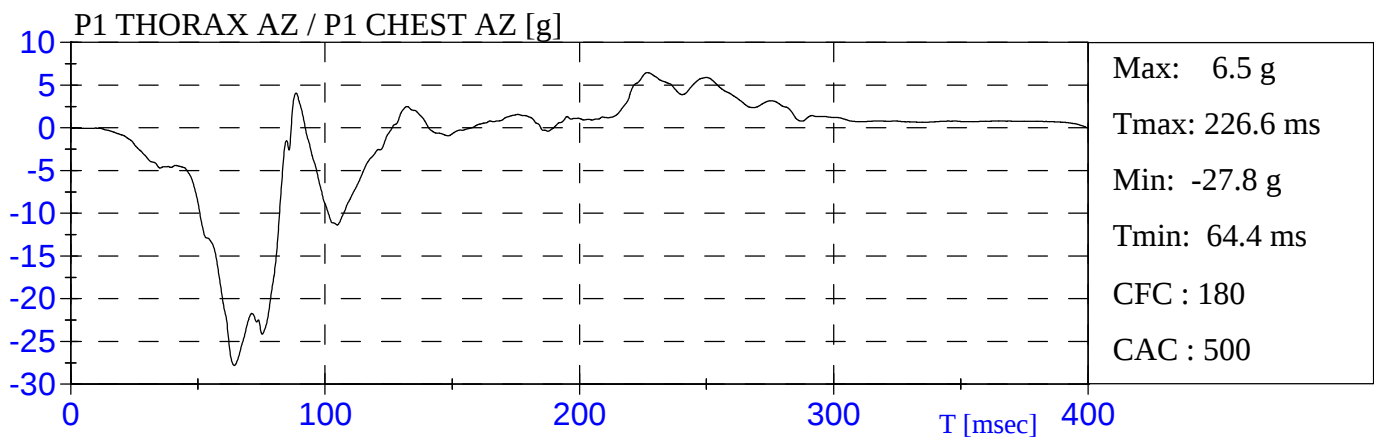
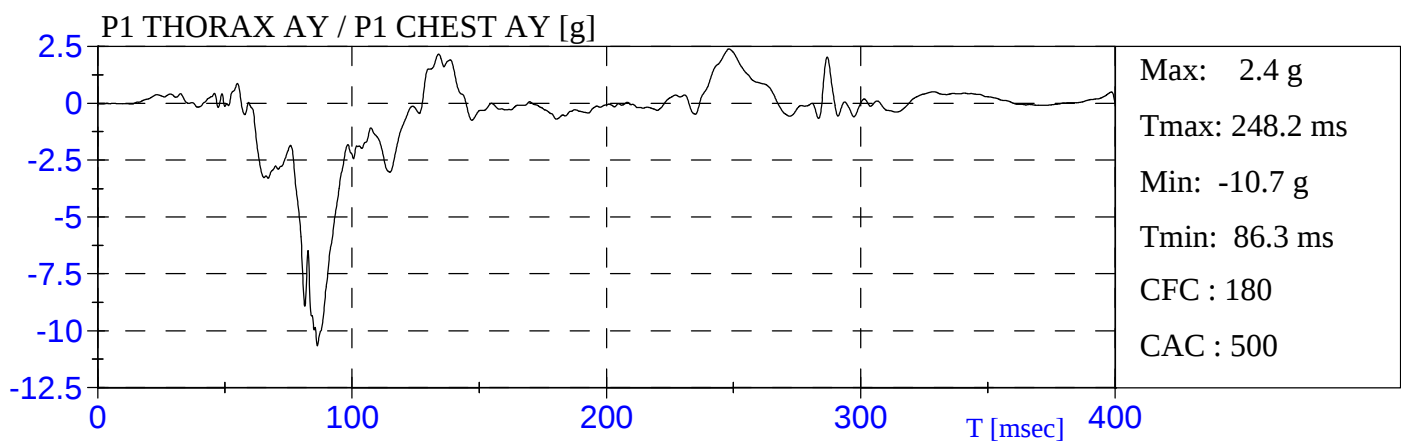
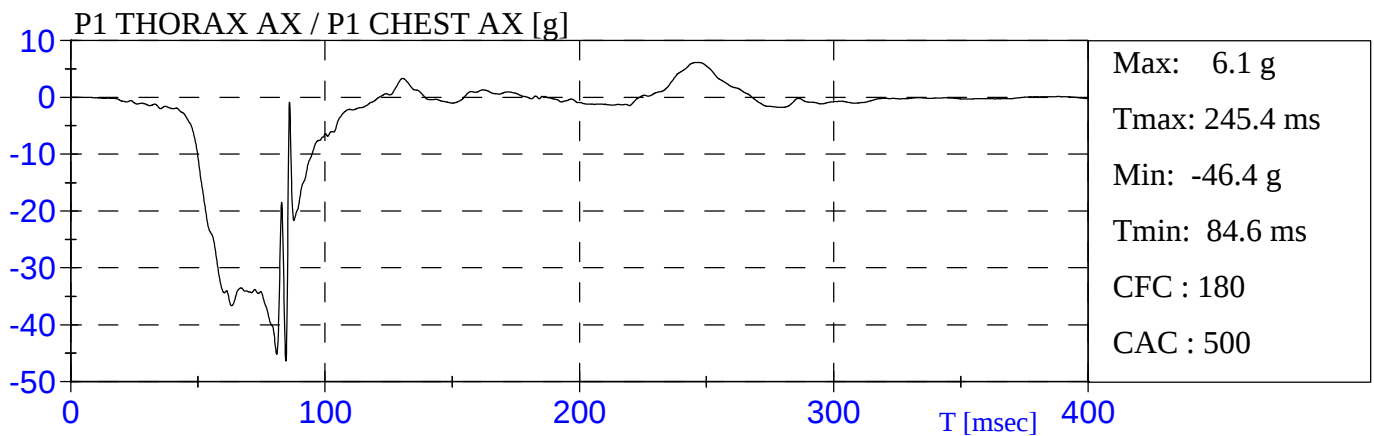


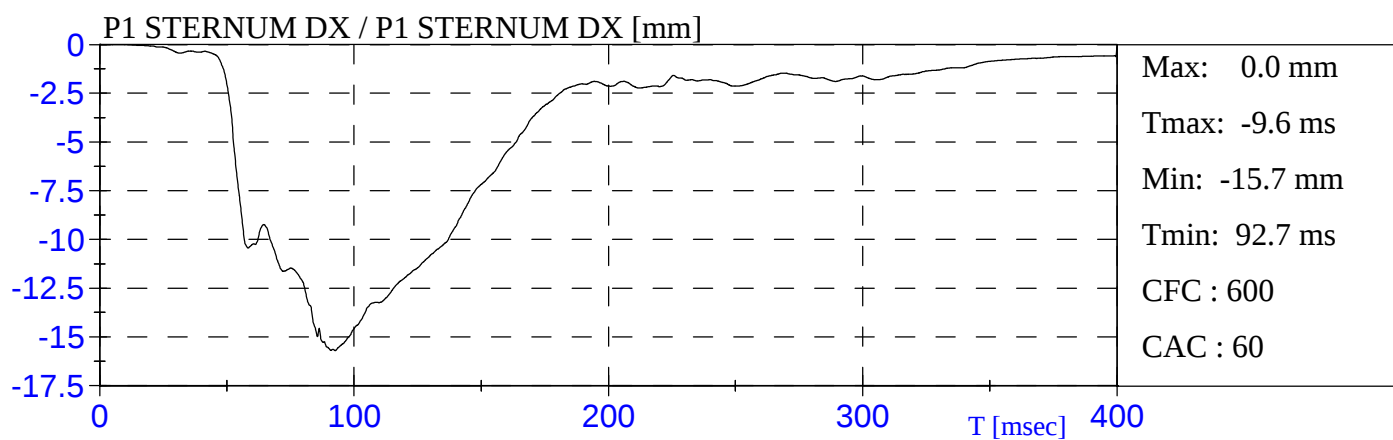


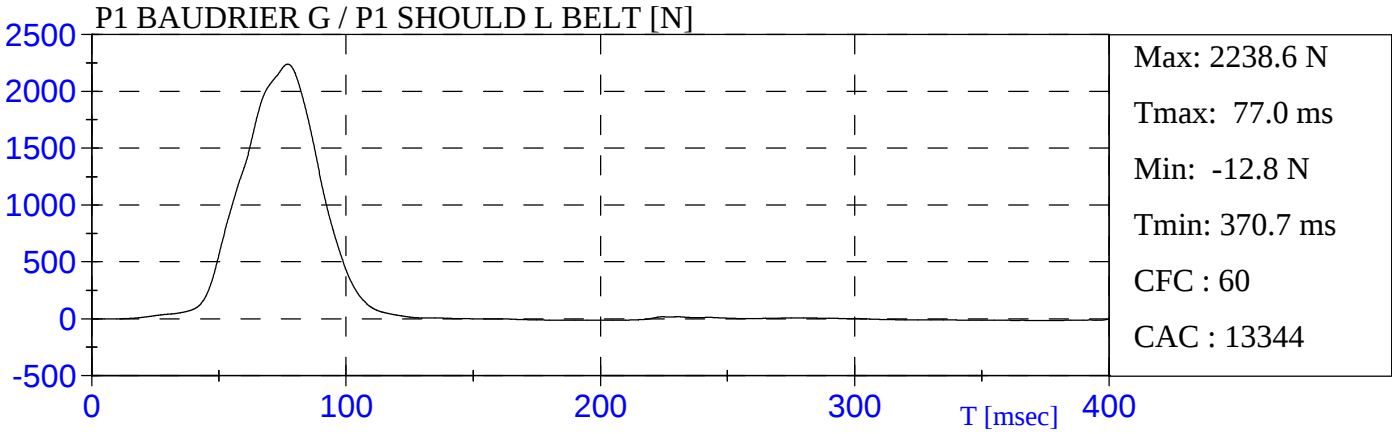


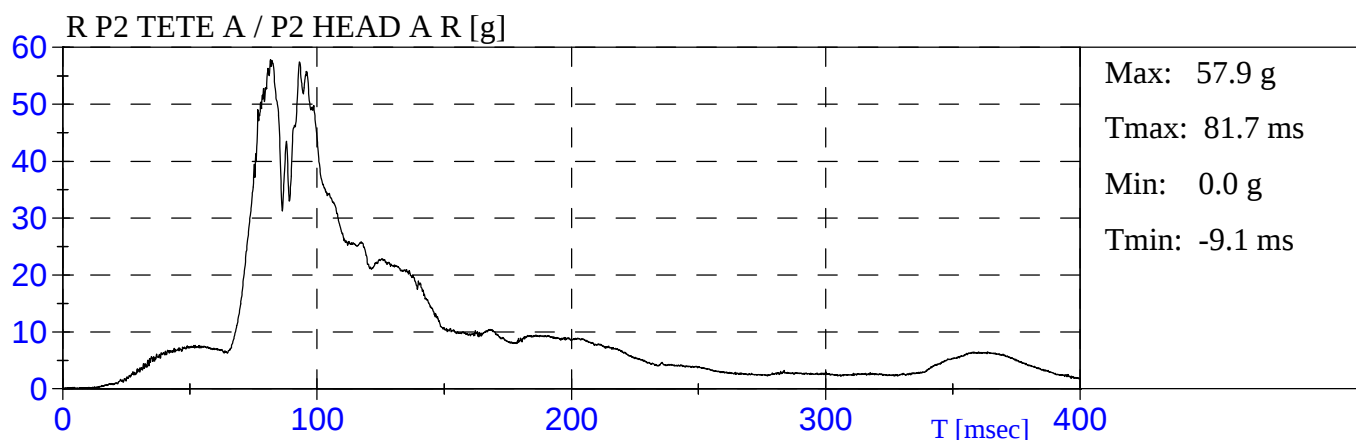
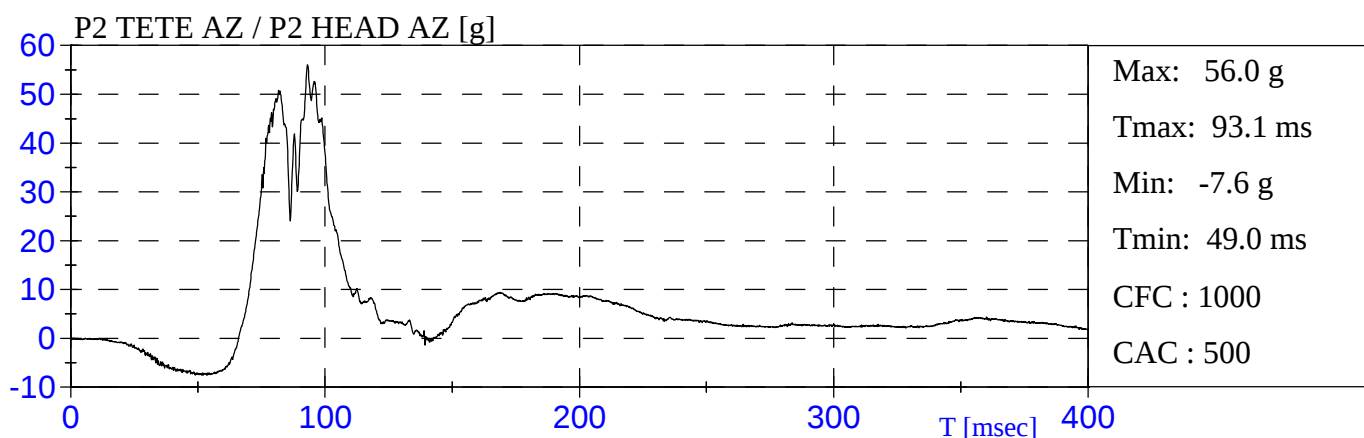
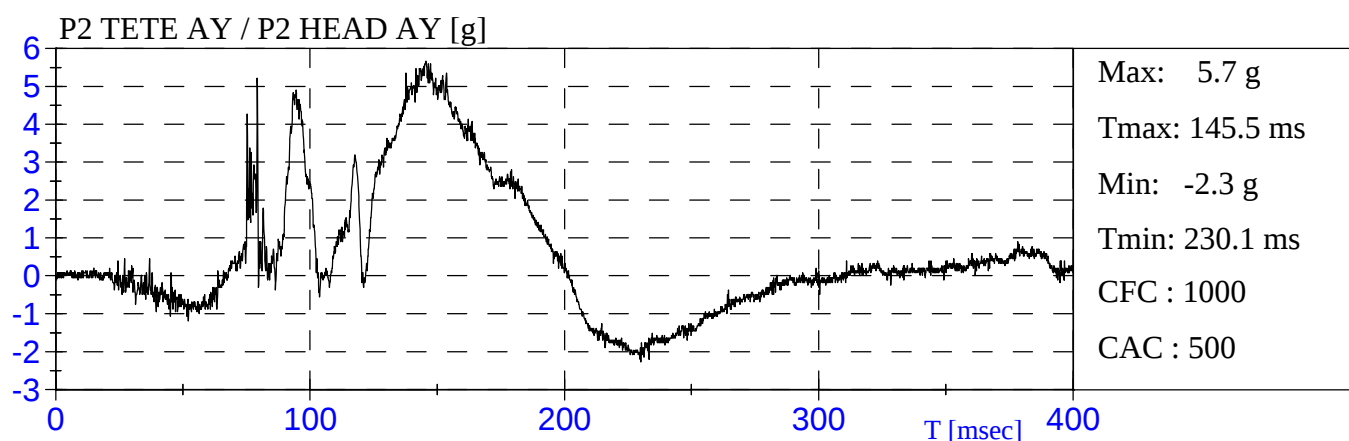
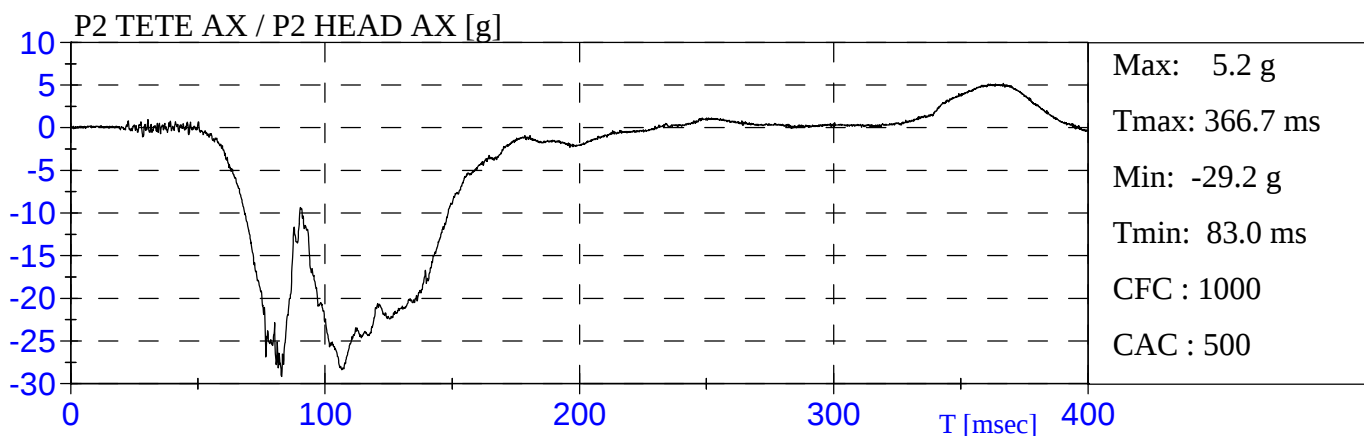


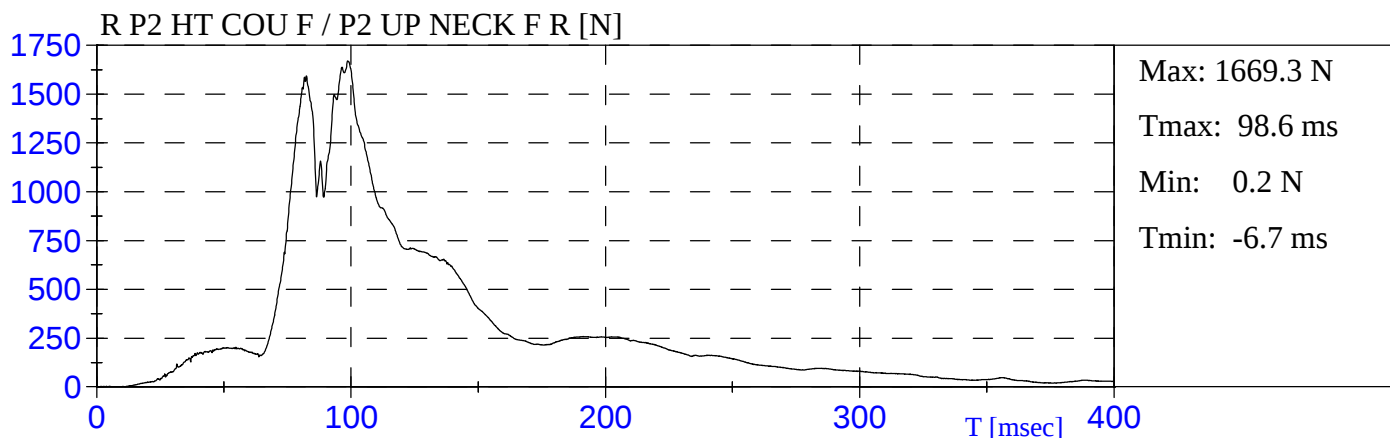
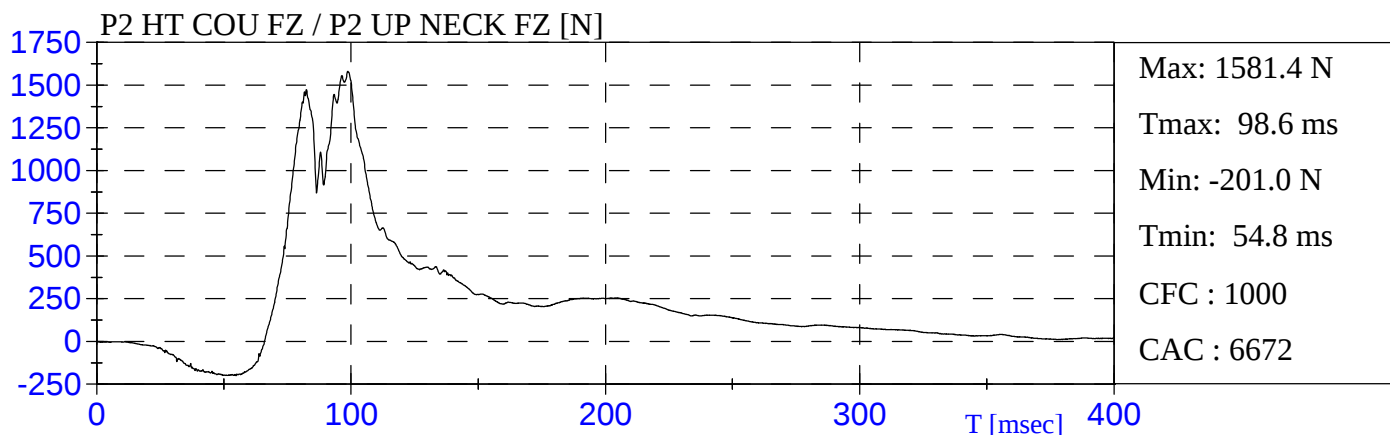
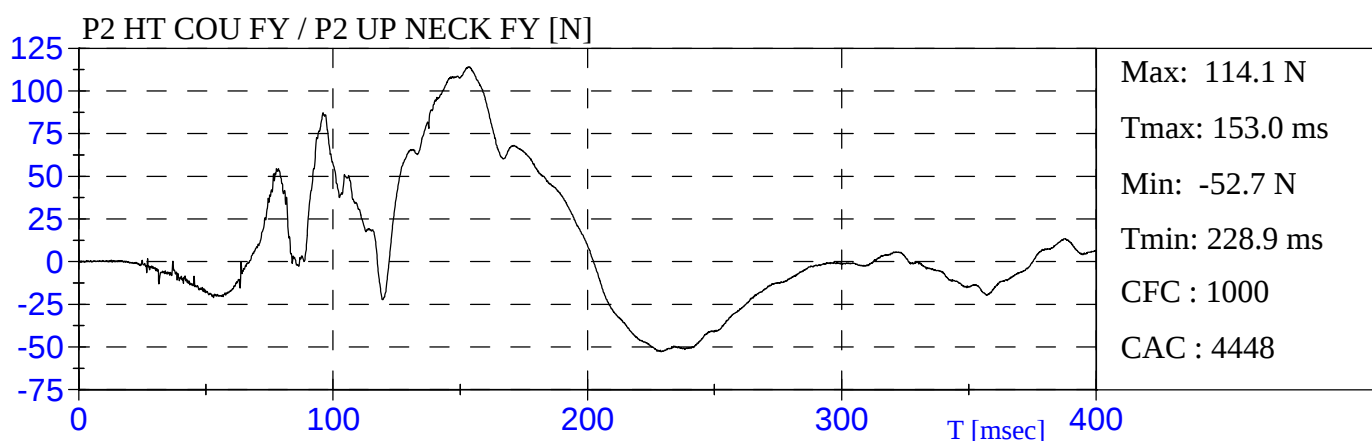
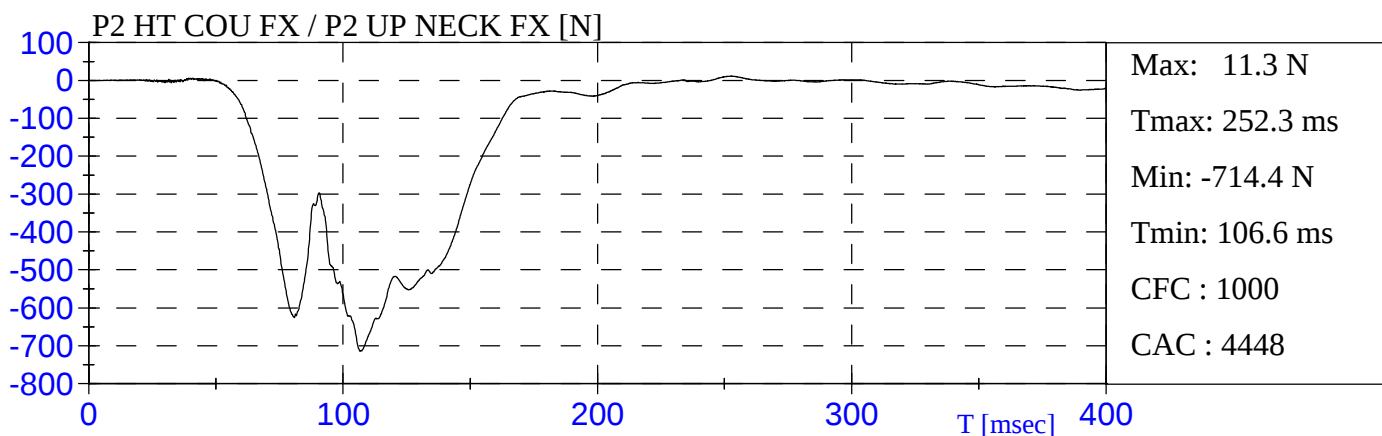


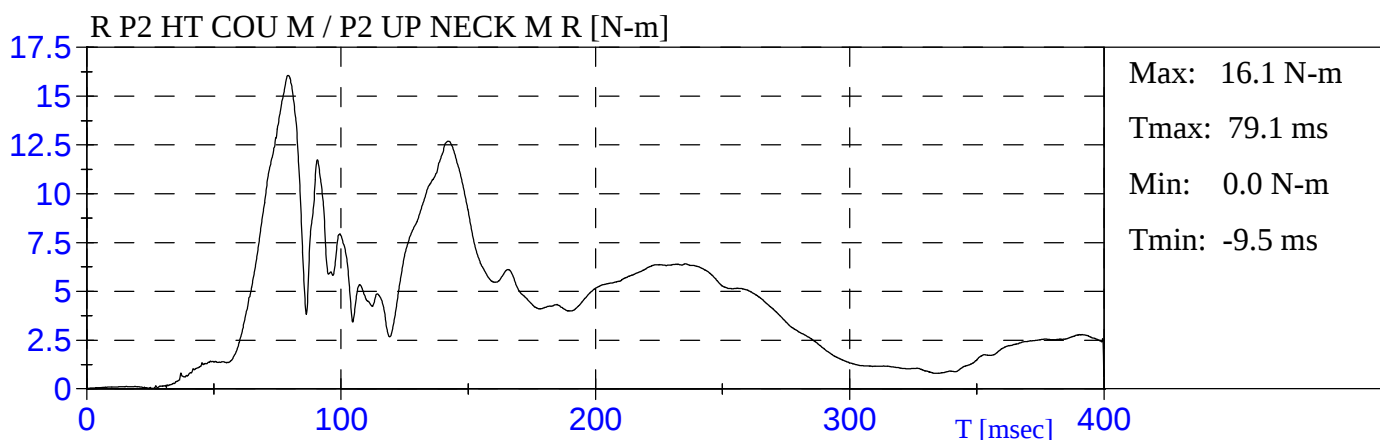
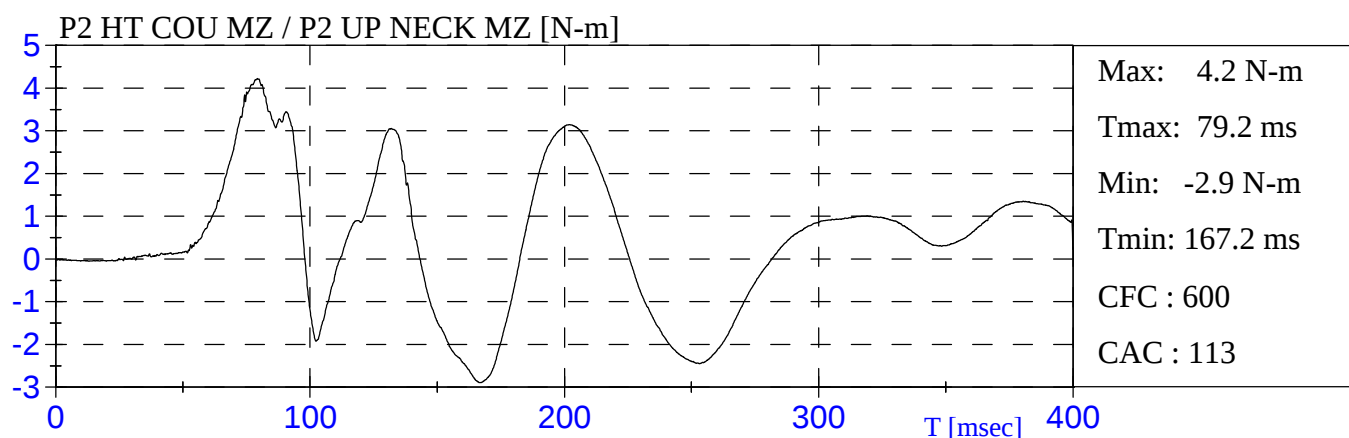
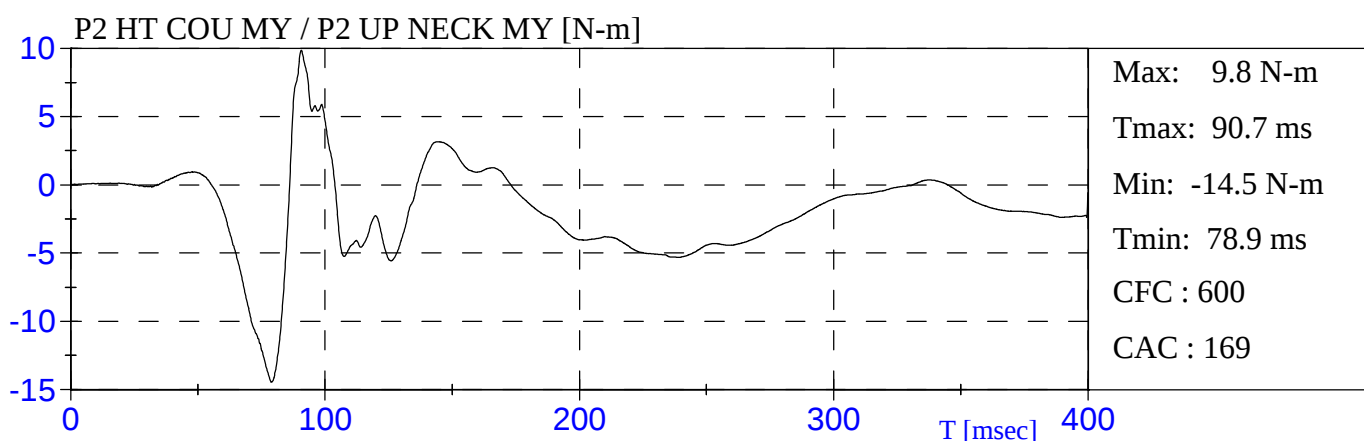
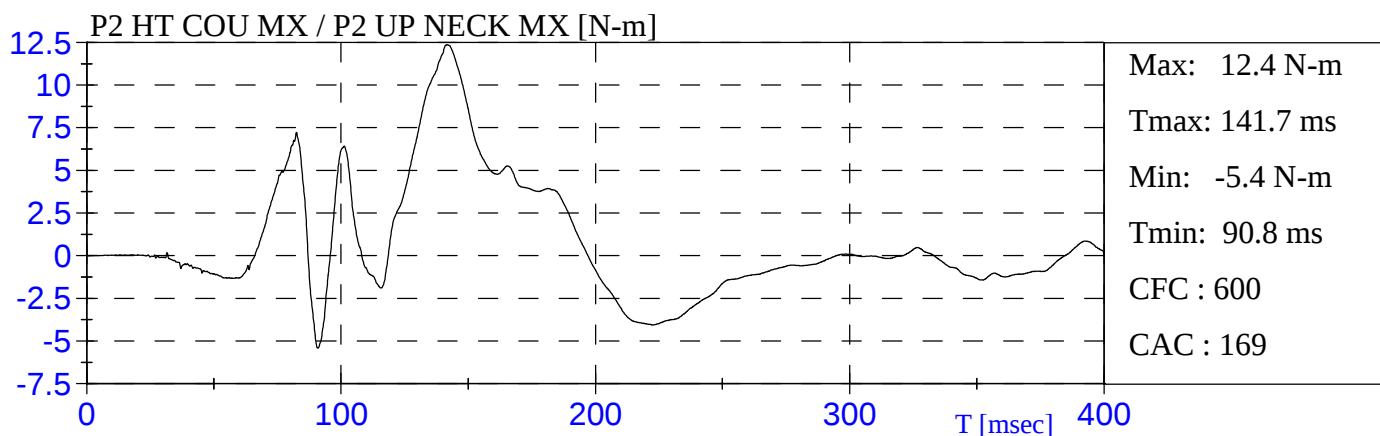


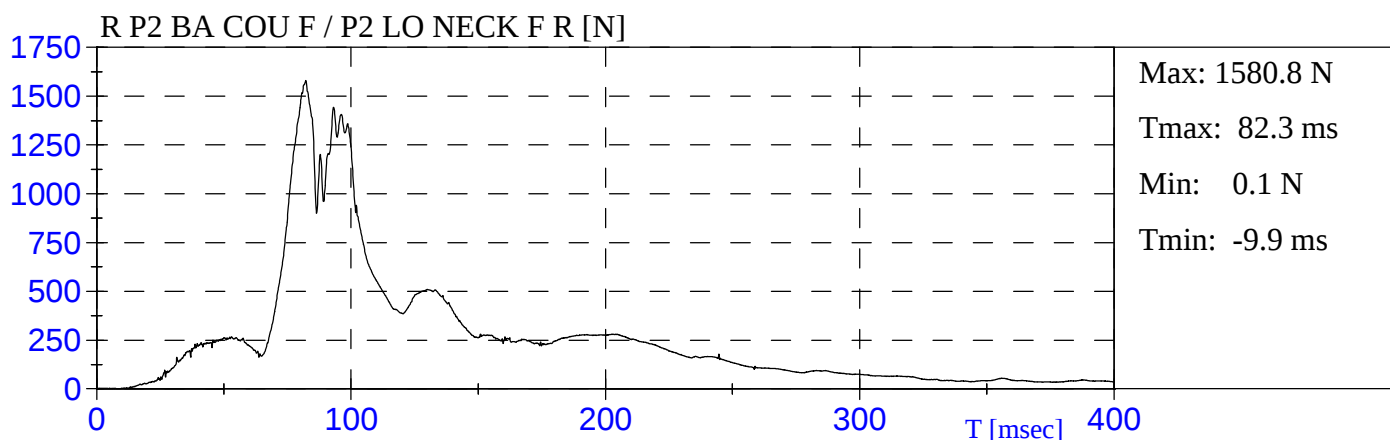
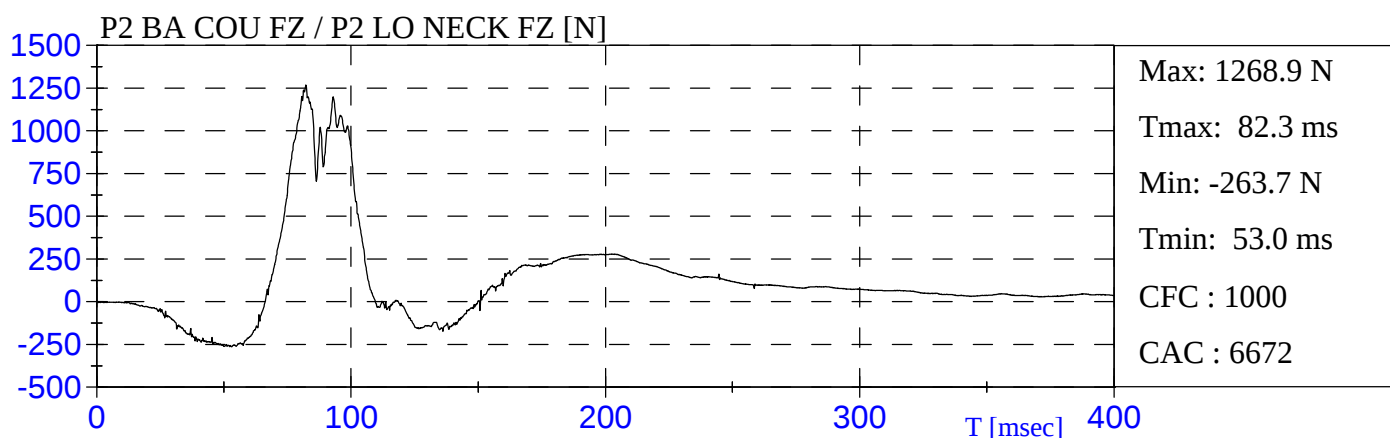
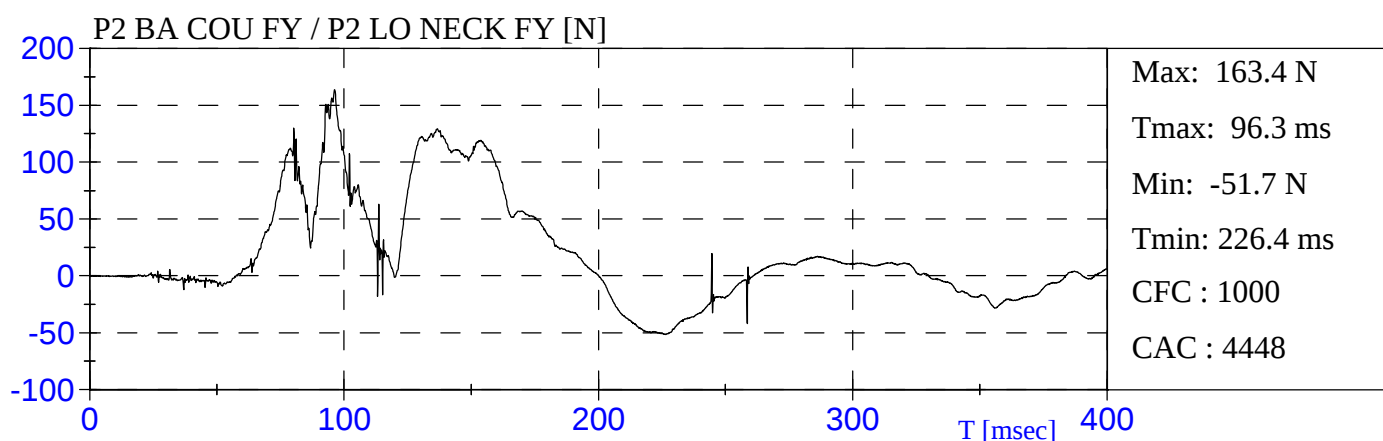
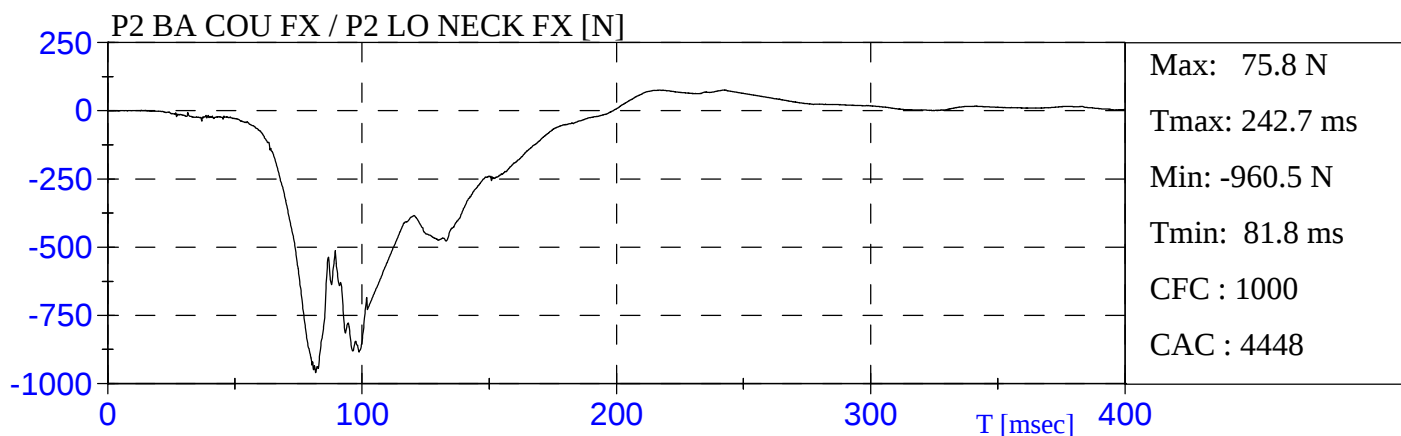


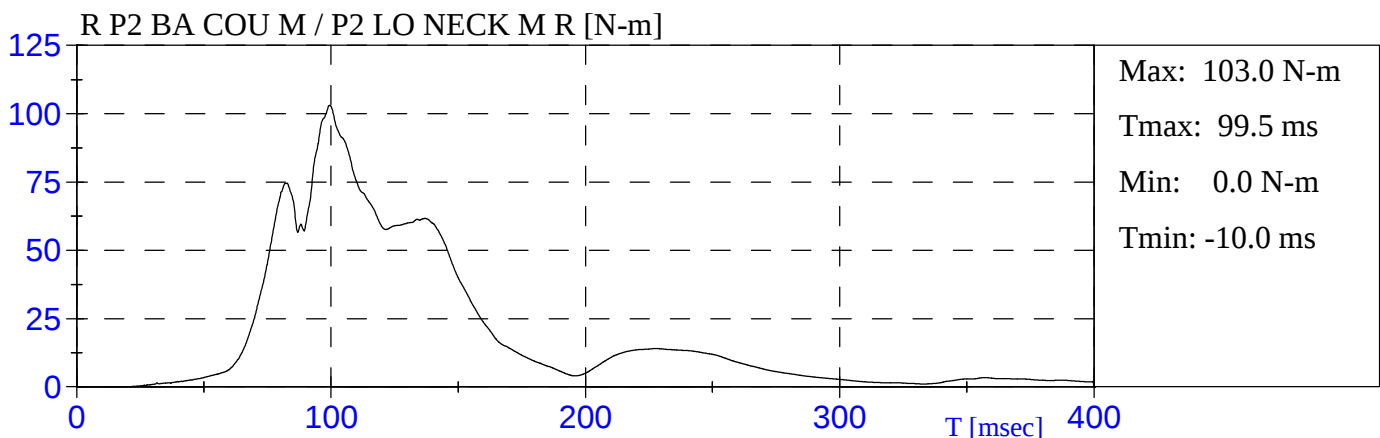
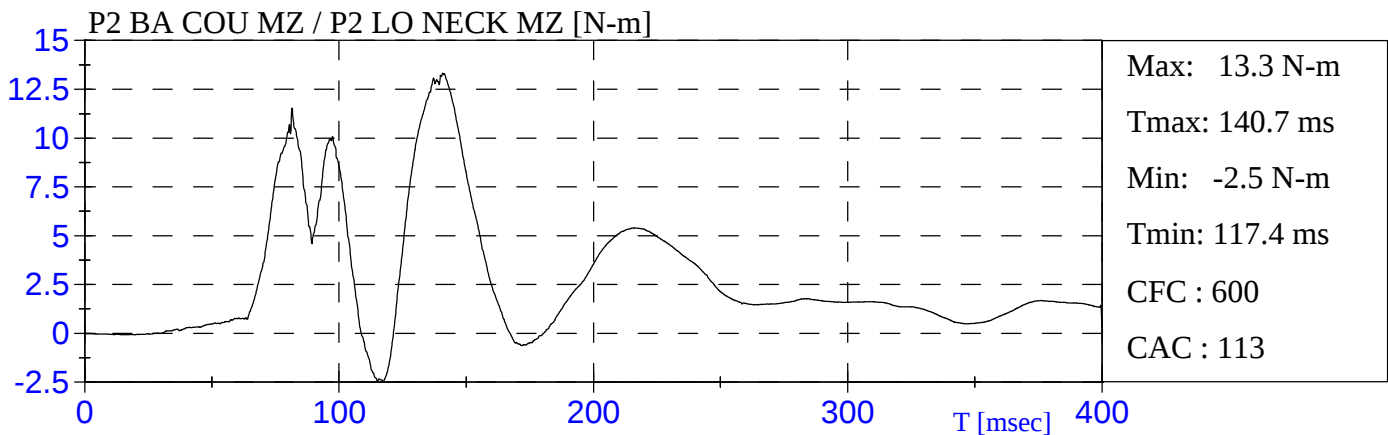
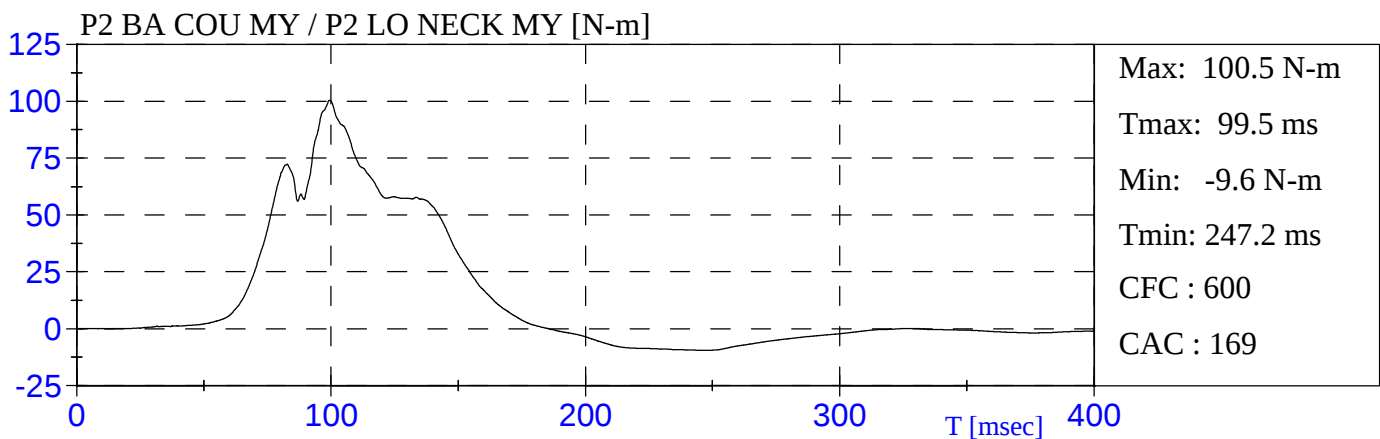
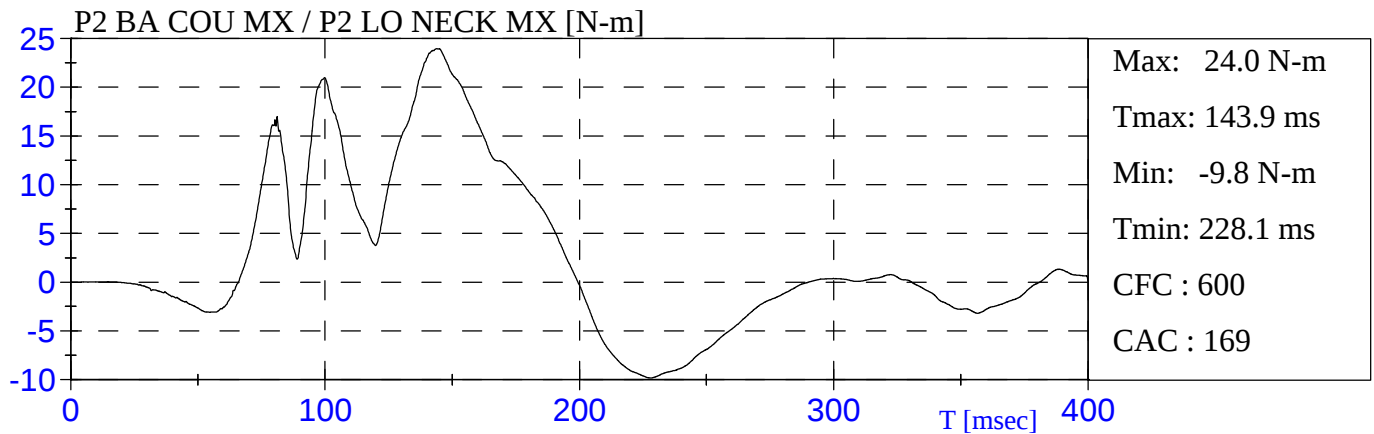


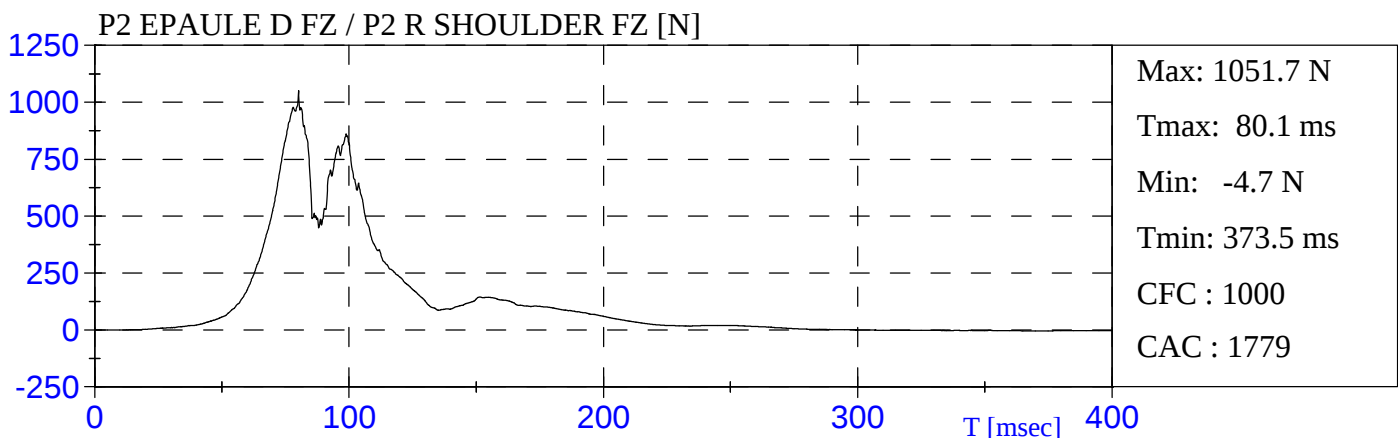
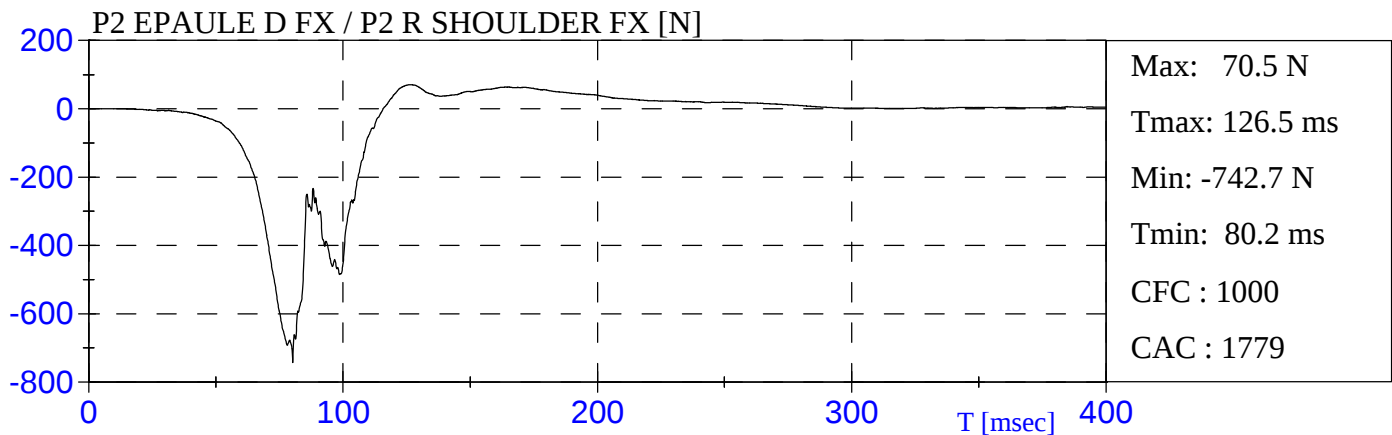
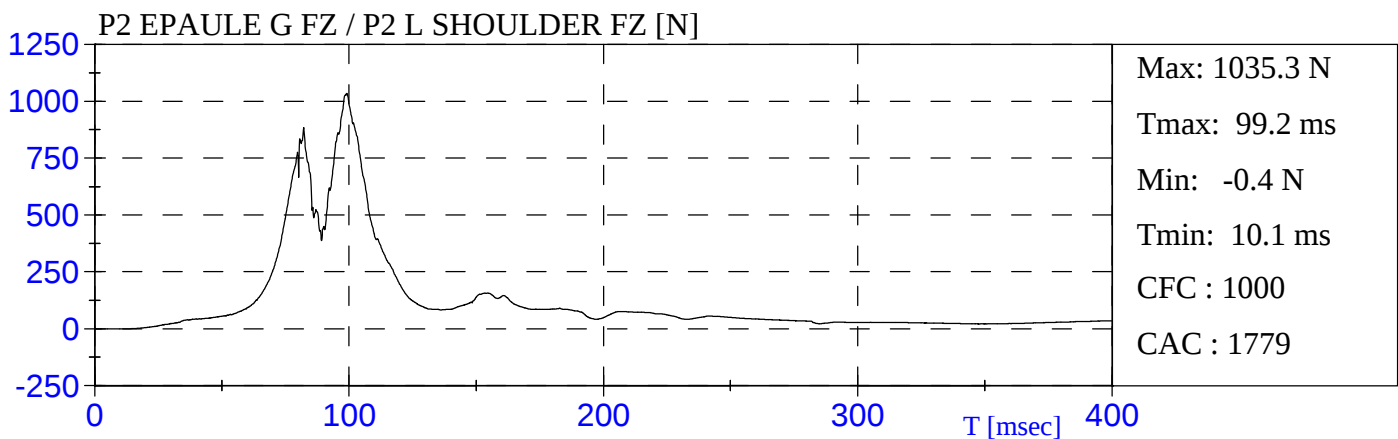
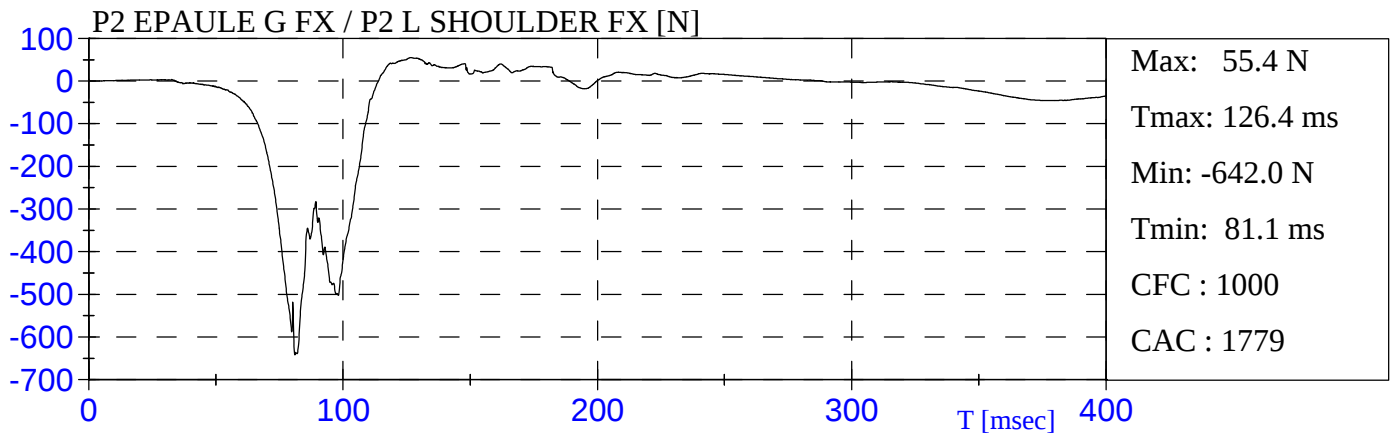


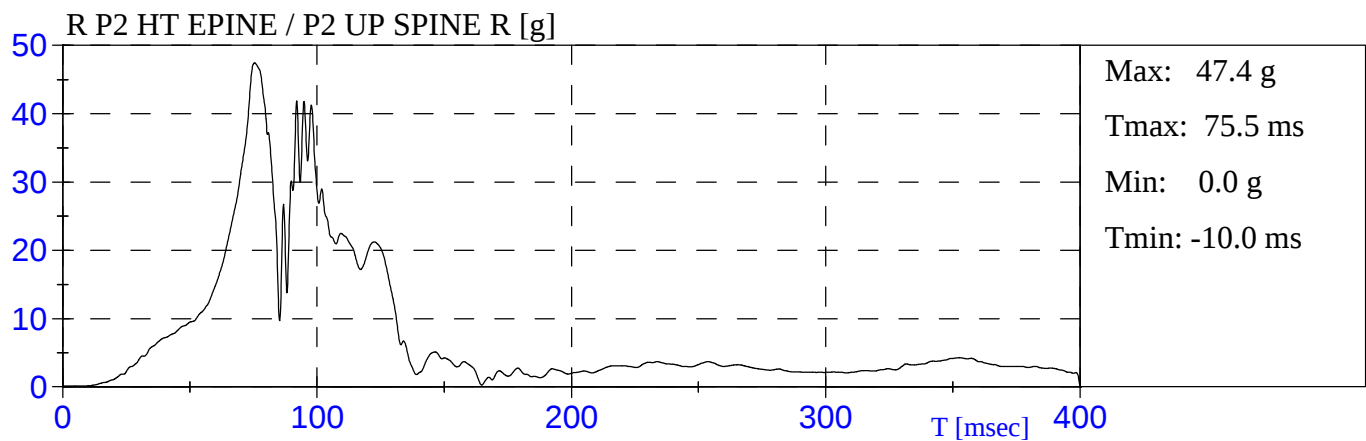
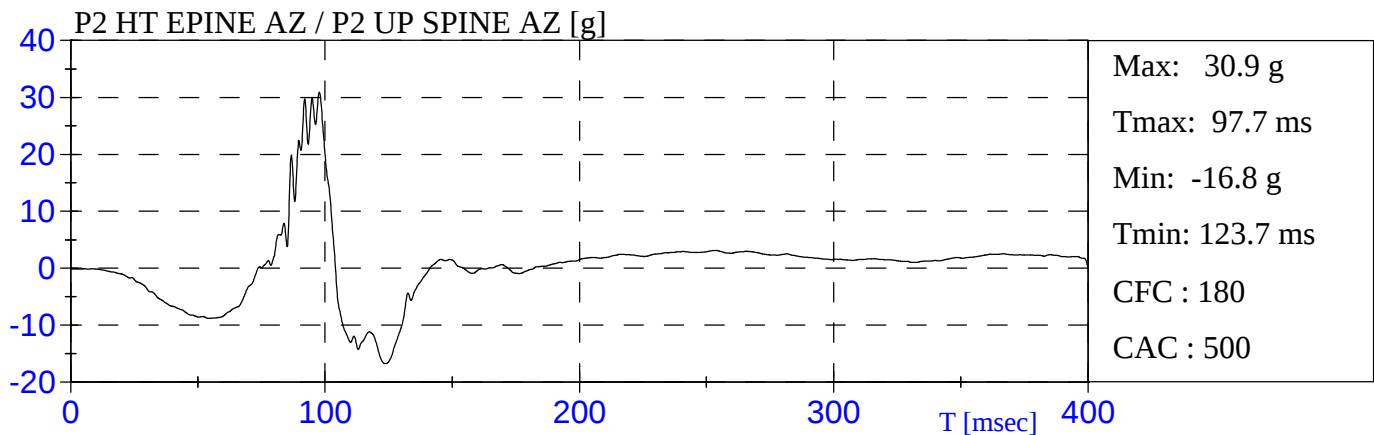
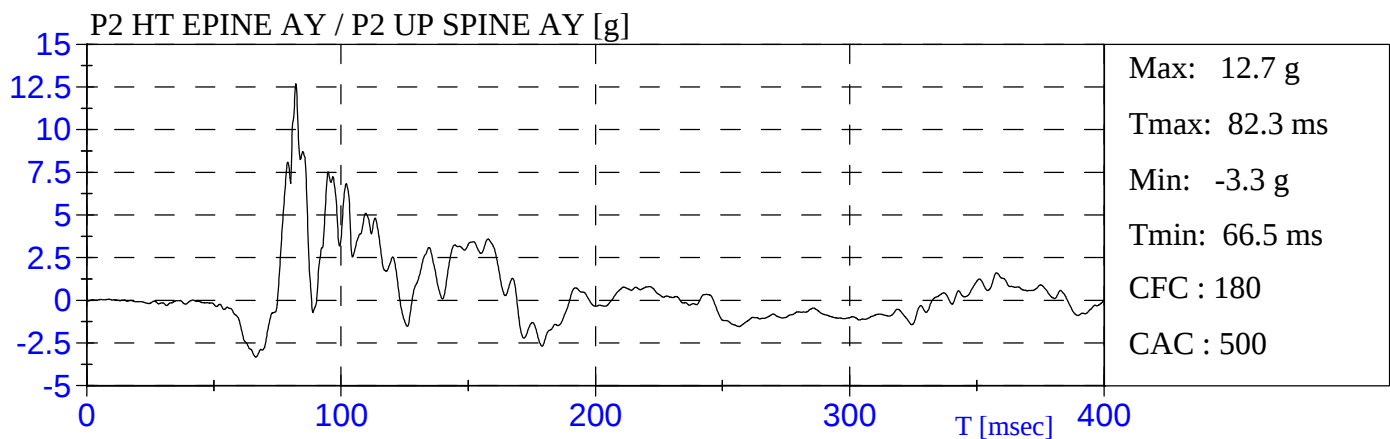
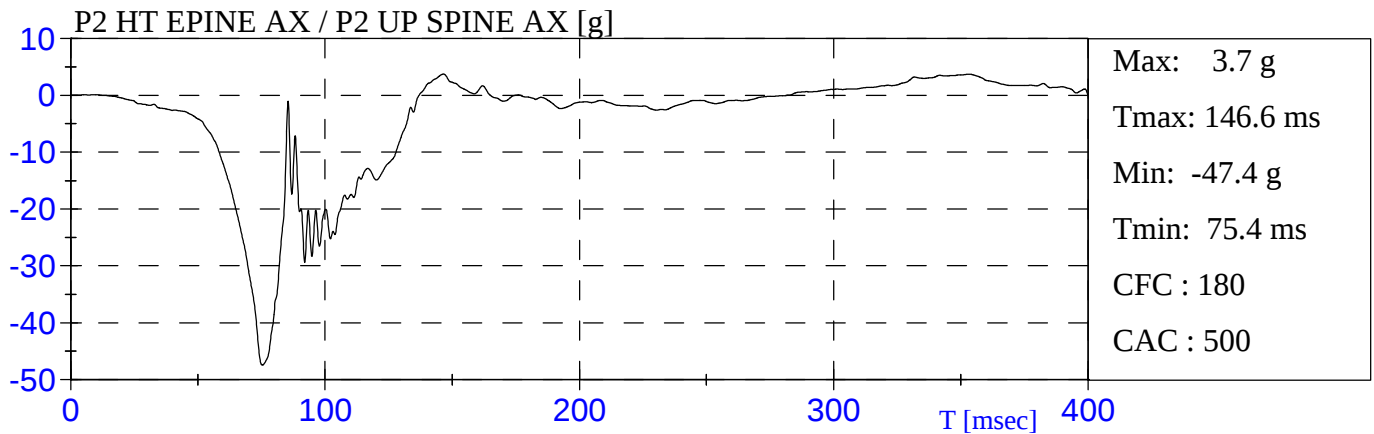


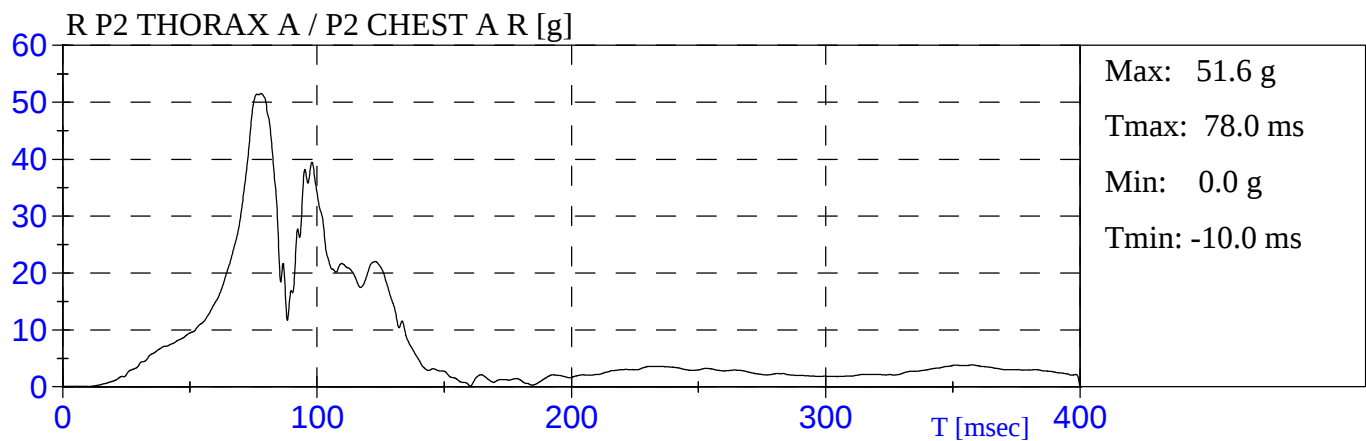
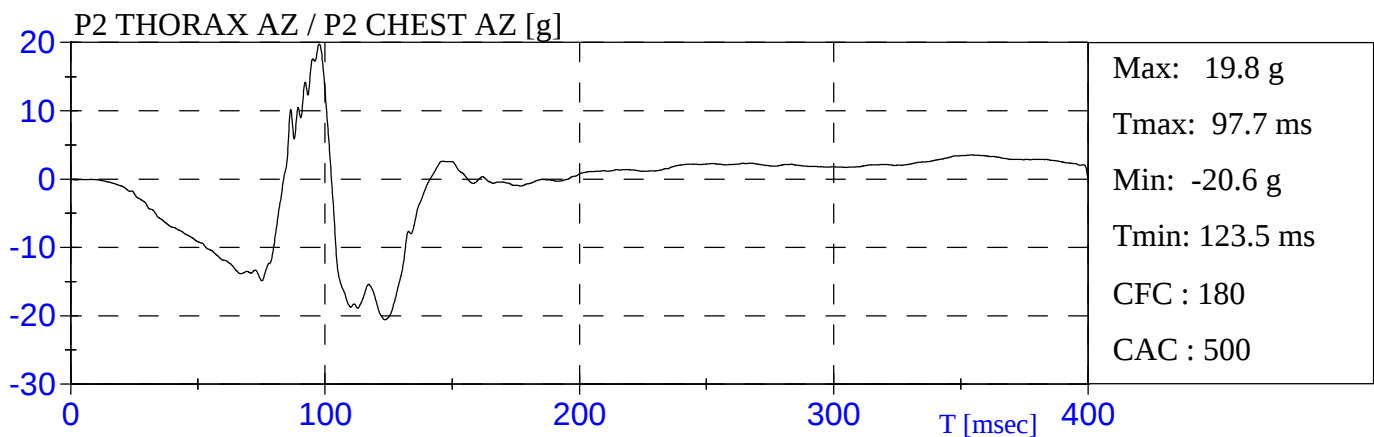
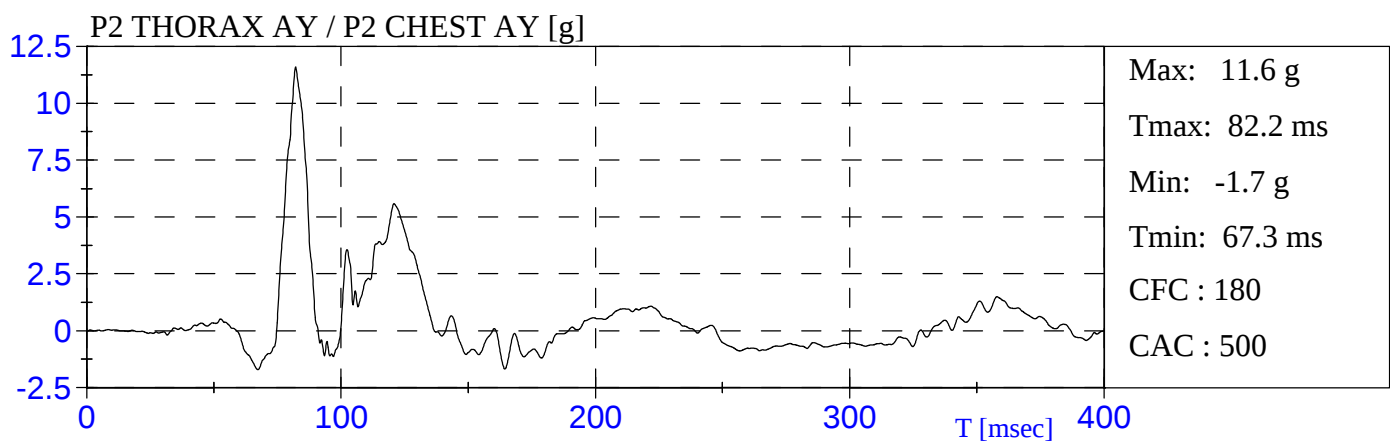
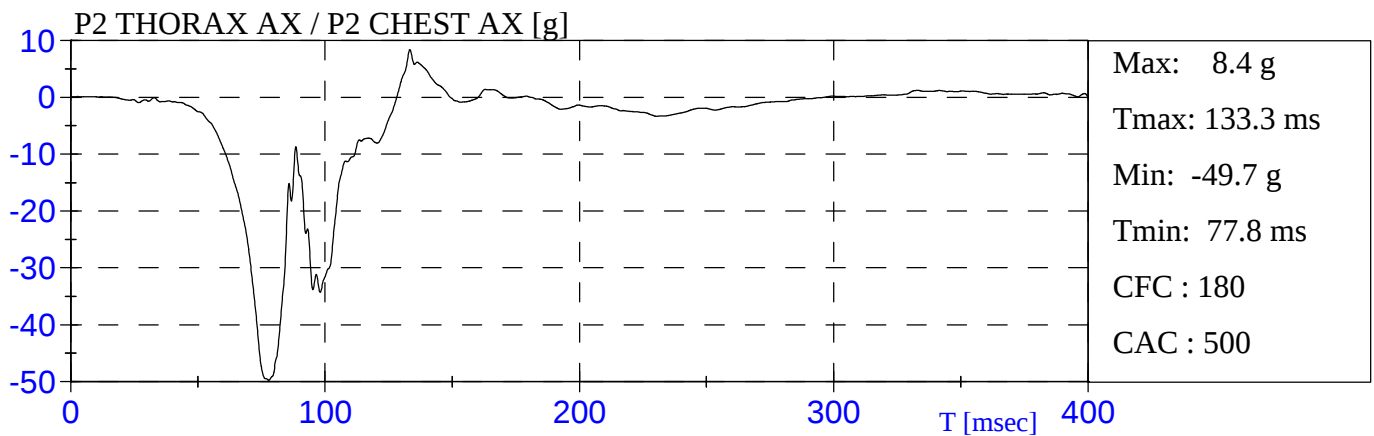


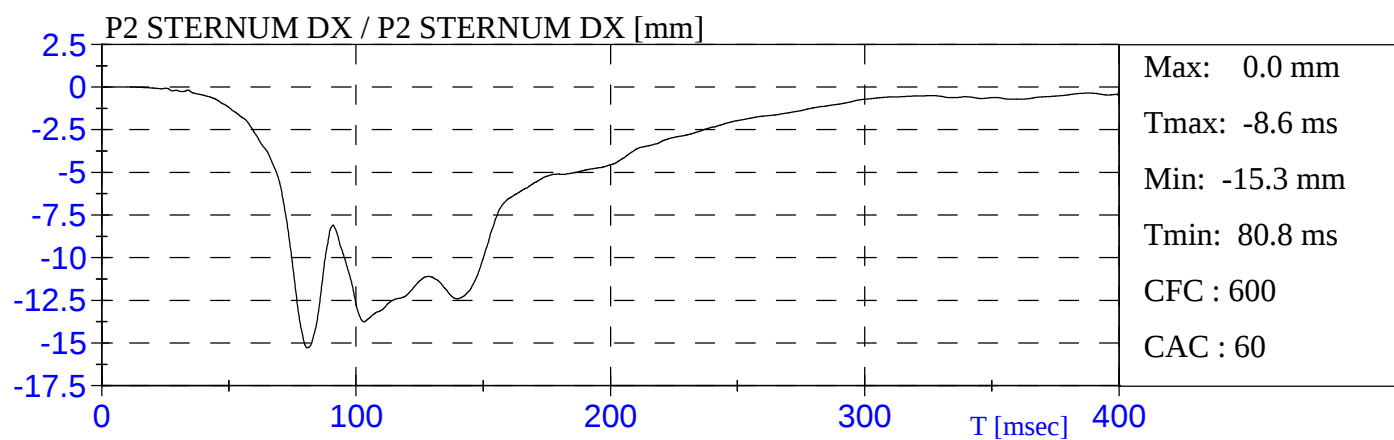


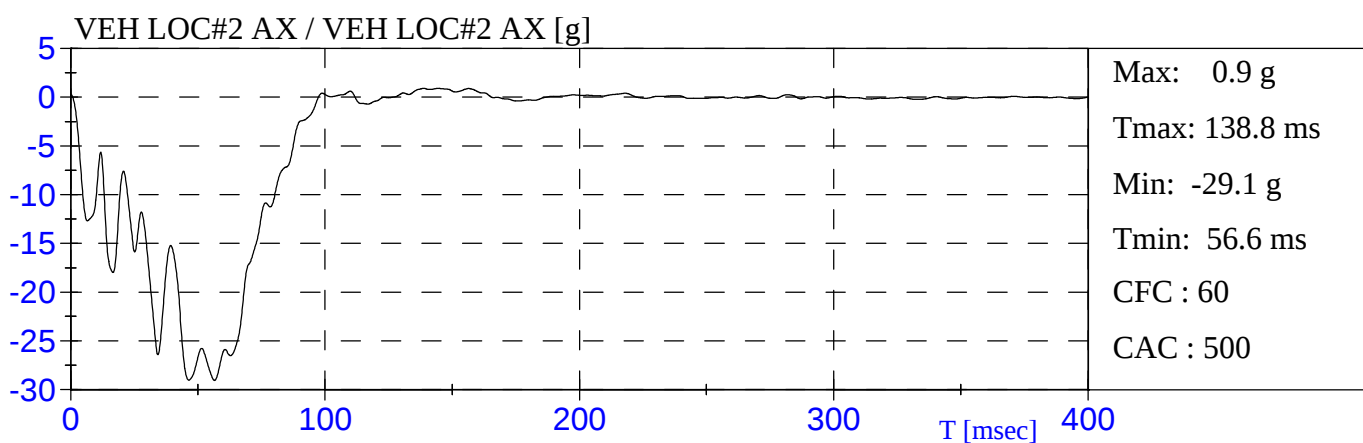
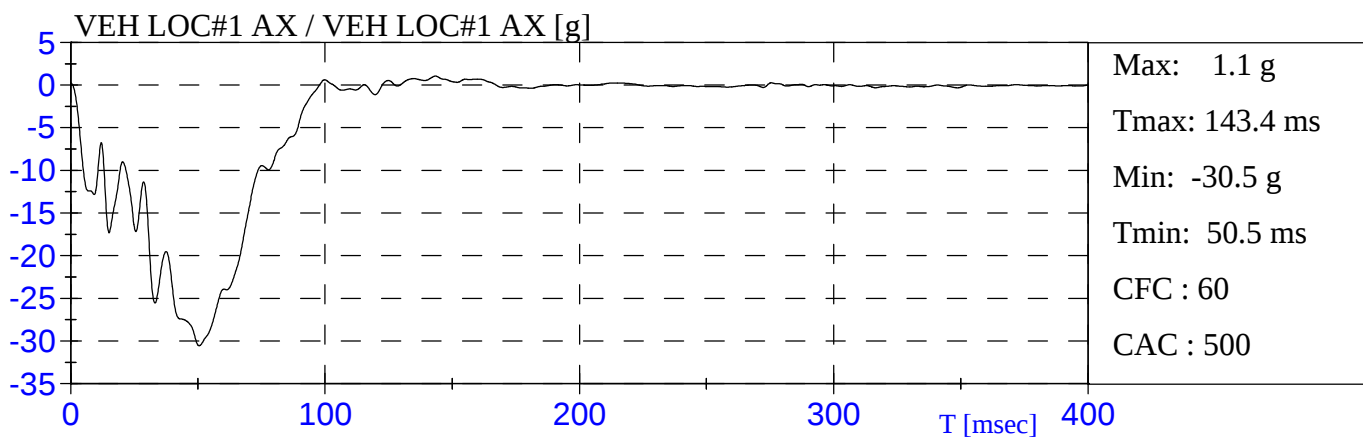


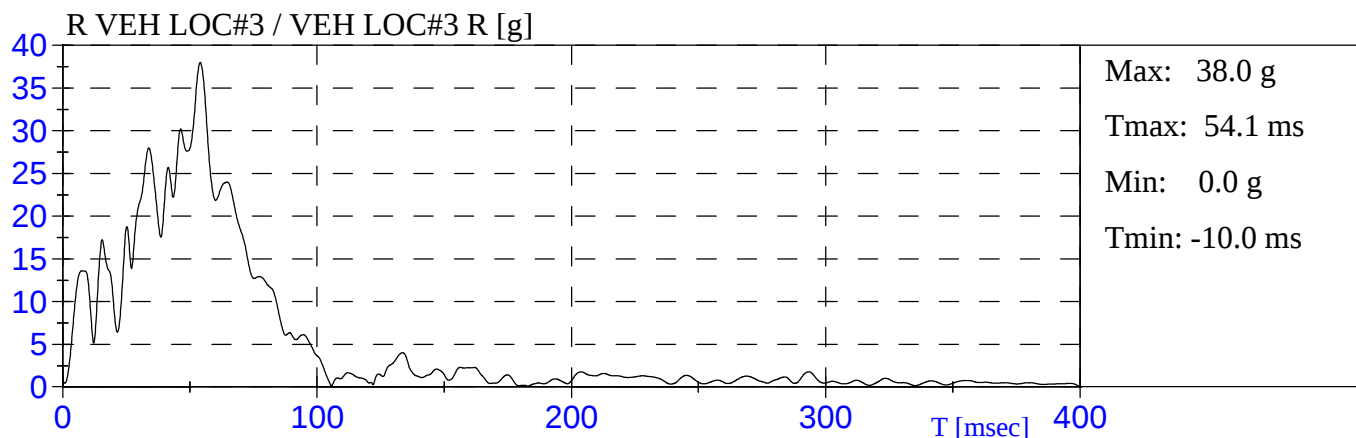
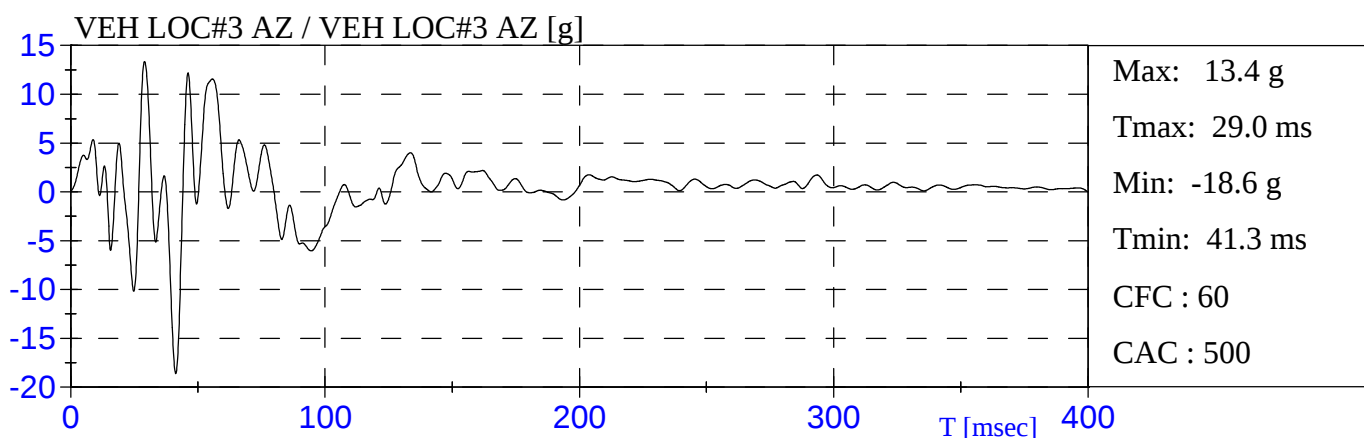
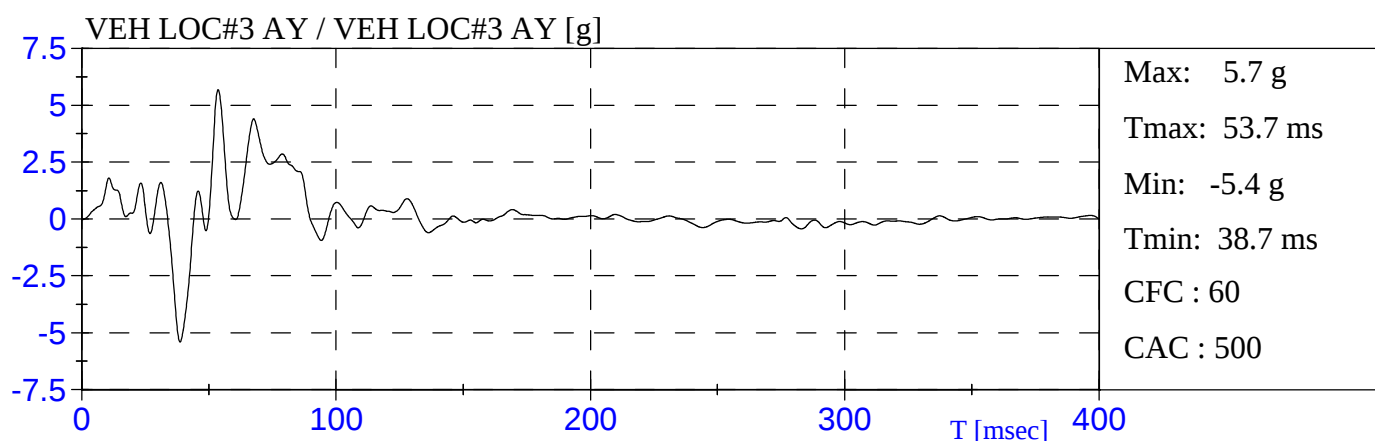
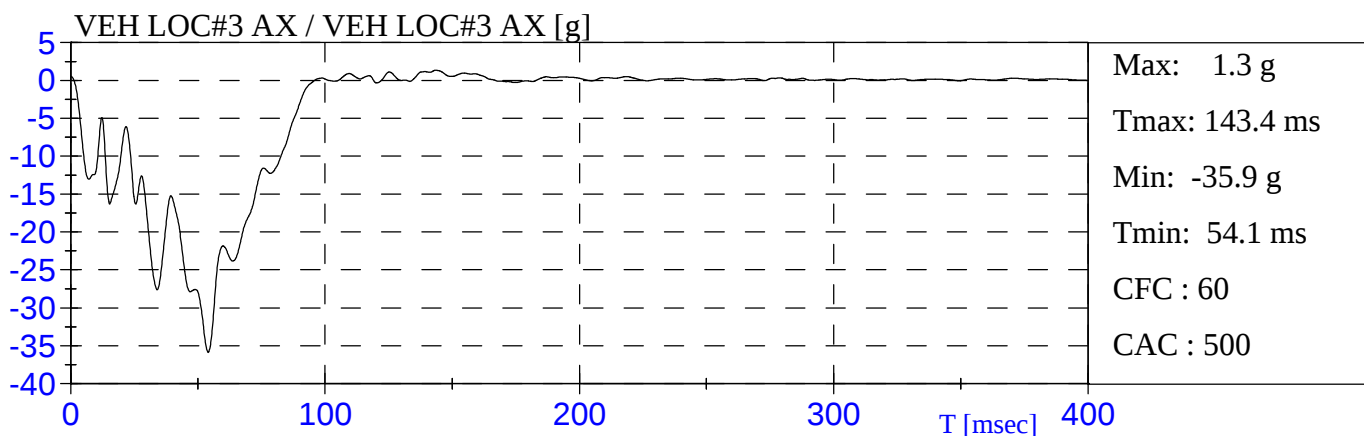


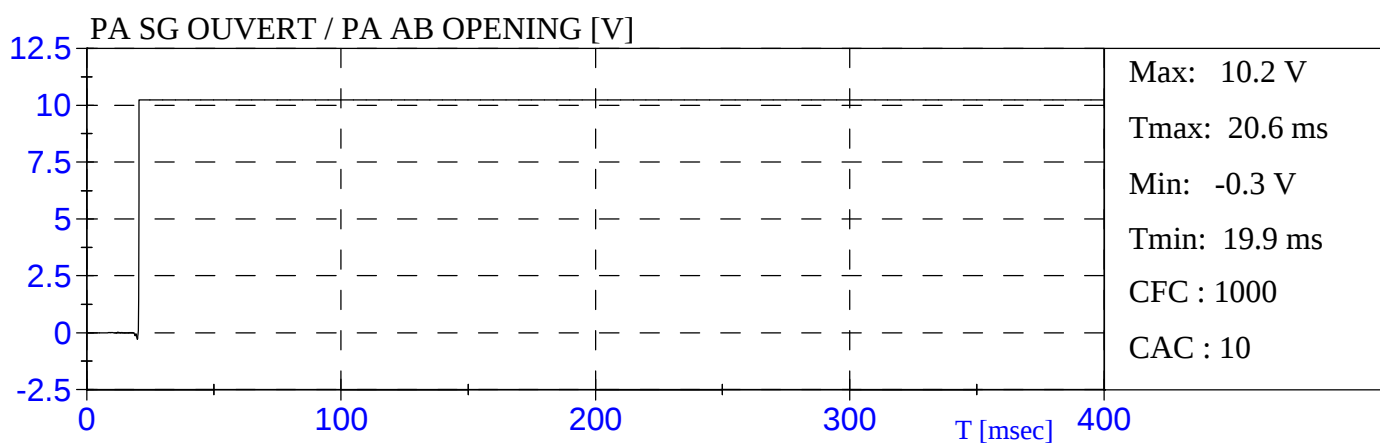
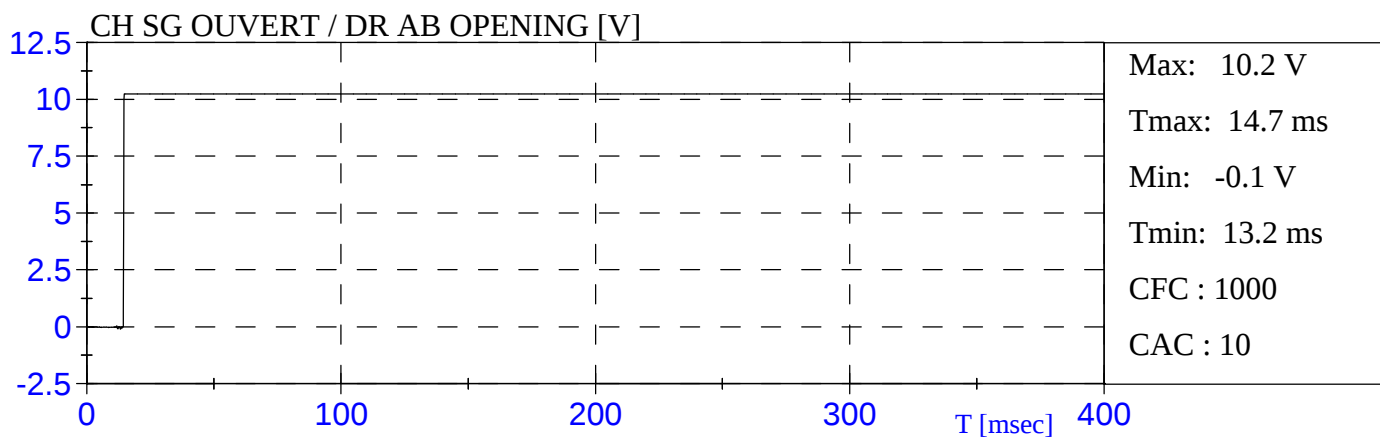


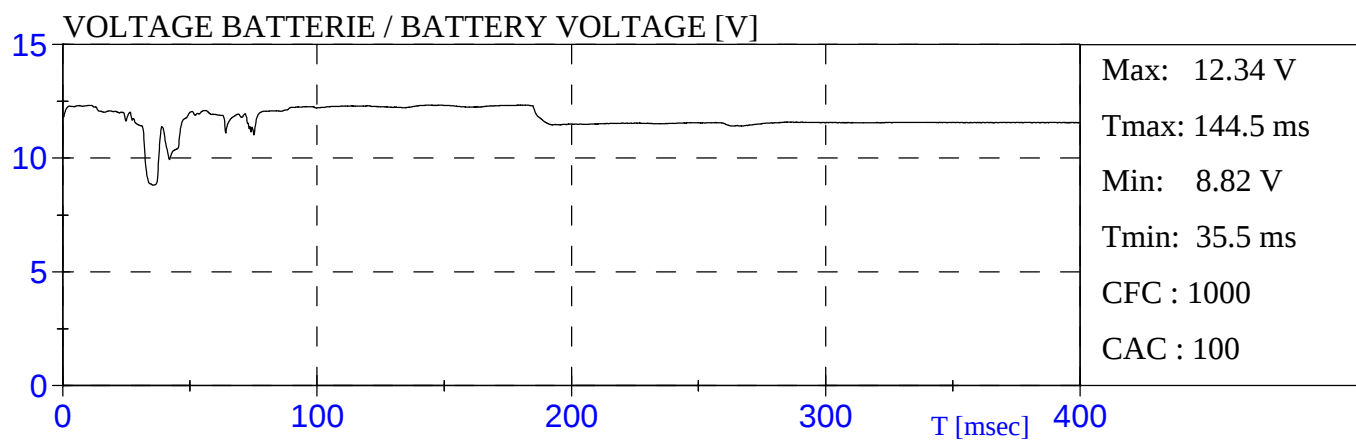


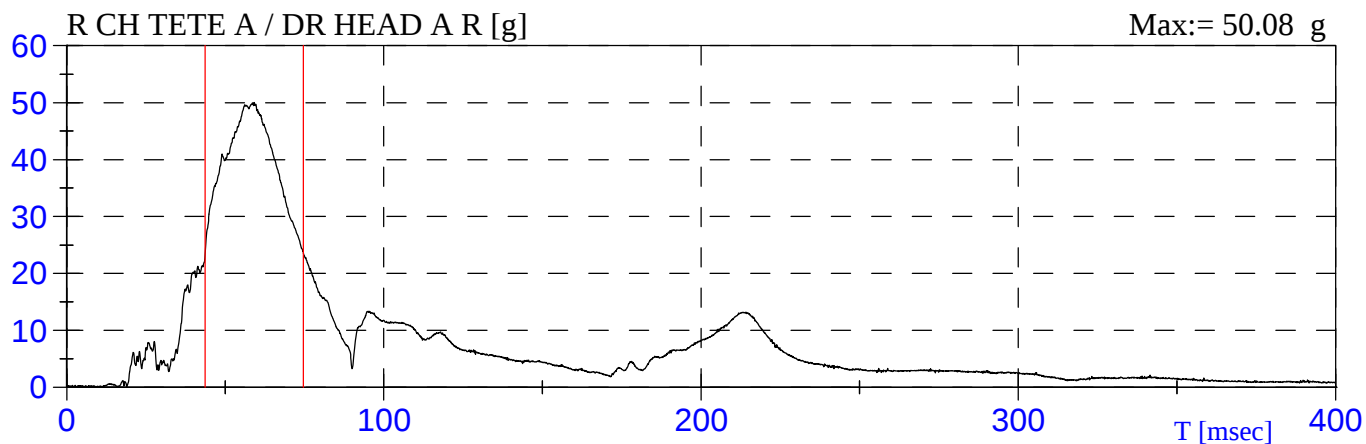










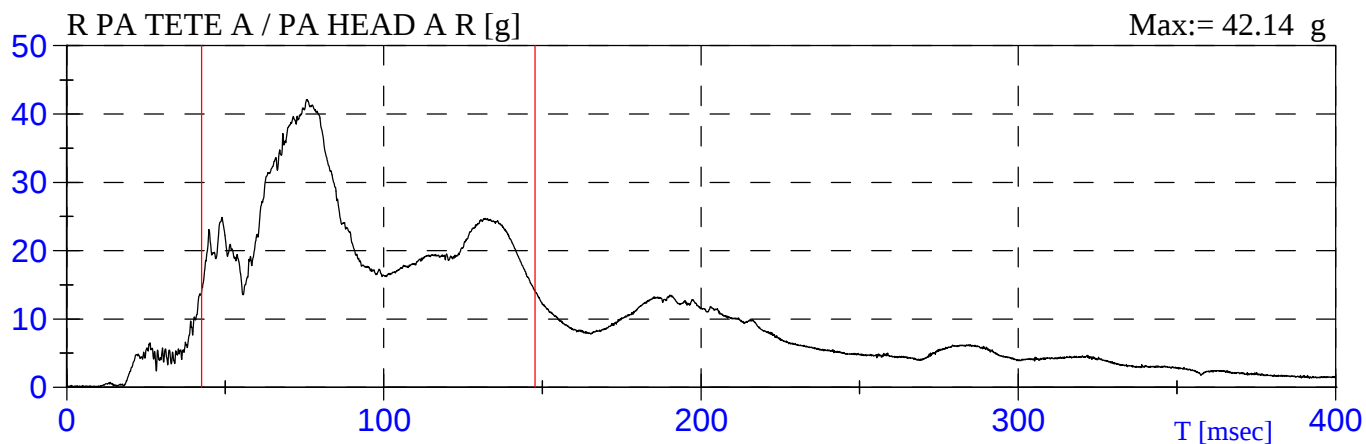


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 300	HIC(36ms):= 300	HIC(15ms):= 216
T1:= 43.6 ms	T1:= 43.6 ms	T1:= 50.3 ms
T2:= 74.7 ms	T2:= 74.7 ms	T2:= 65.3 ms

* Selon / According To: SAE J1727 96-08

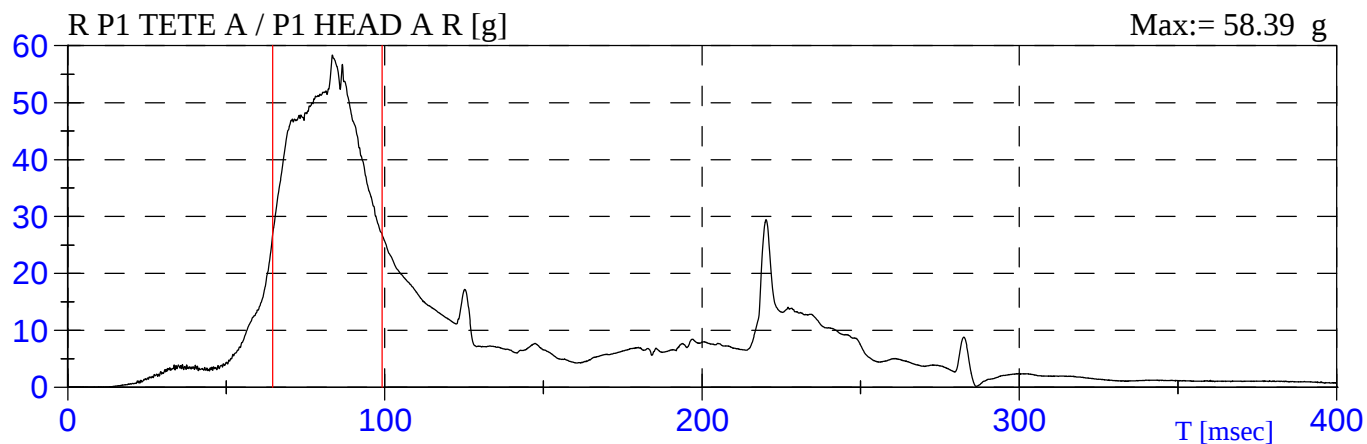


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 281	HIC(36ms):= 195	HIC(15ms):= 140
T1:= 42.5 ms	T1:= 59.0 ms	T1:= 66.8 ms
T2:= 147.6 ms	T2:= 91.0 ms	T2:= 81.8 ms

* Selon / According To: SAE J1727 96-08

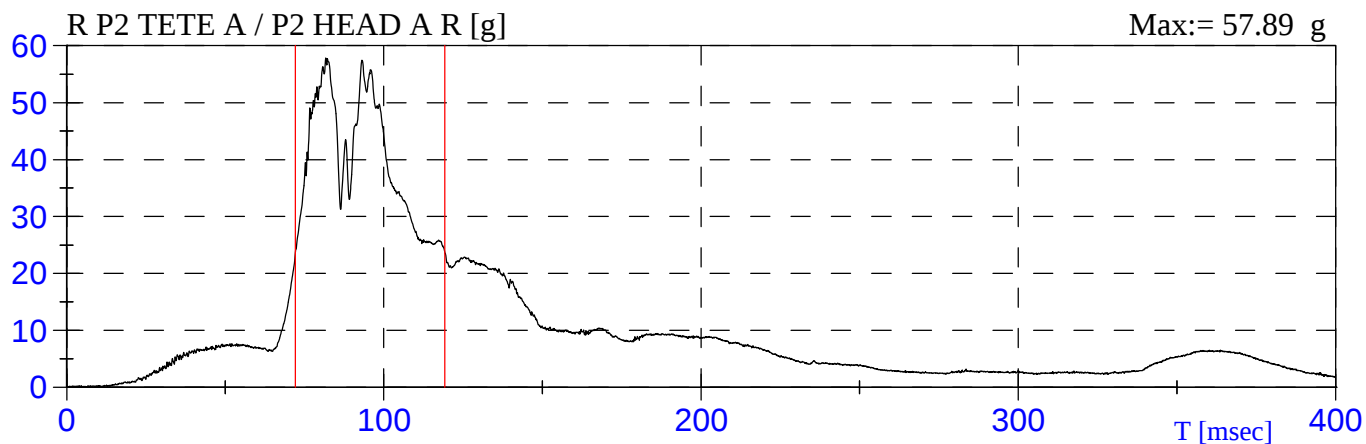


HEAD INJURY CRITERIA (HIC) *

CRITÈRE DE BLESSURE DE LA TÊTE

HIC:= 466	HIC(36ms):= 466	HIC(15ms):= 295
T1:= 64.6 ms	T1:= 64.6 ms	T1:= 74.7 ms
T2:= 99.2 ms	T2:= 99.2 ms	T2:= 89.7 ms

* Selon / According To: SAE J1727 96-08

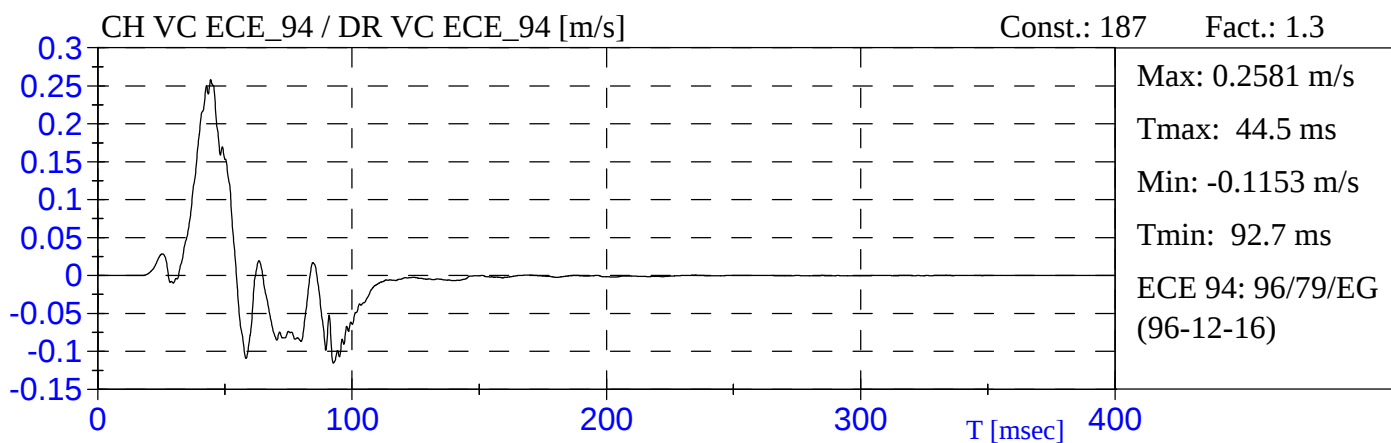
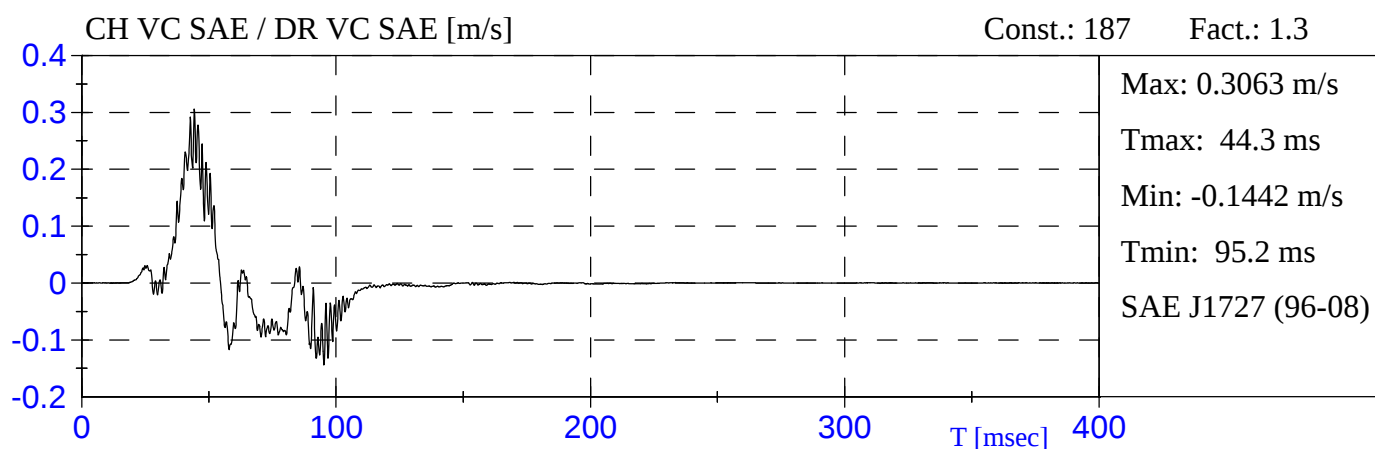
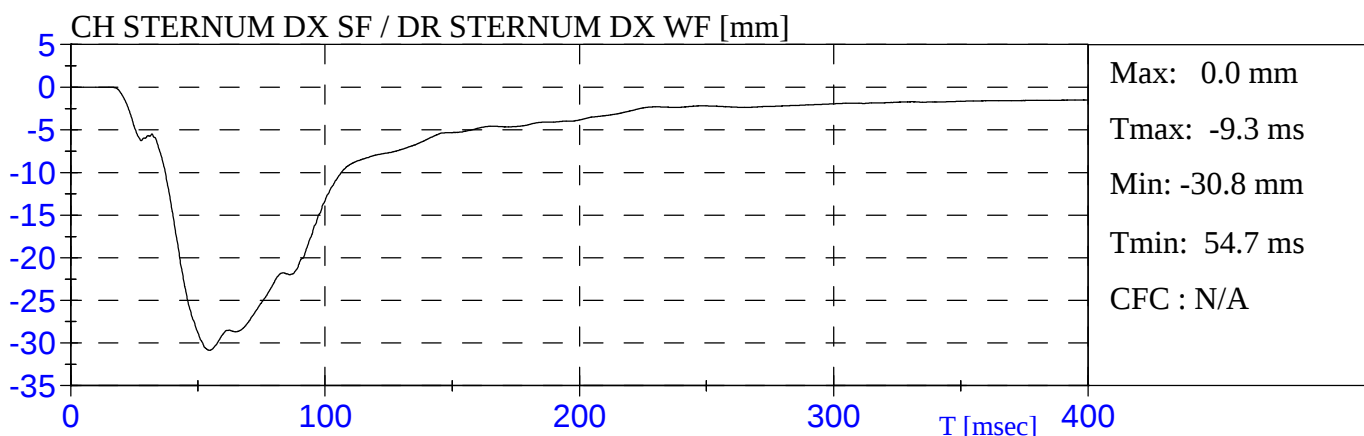


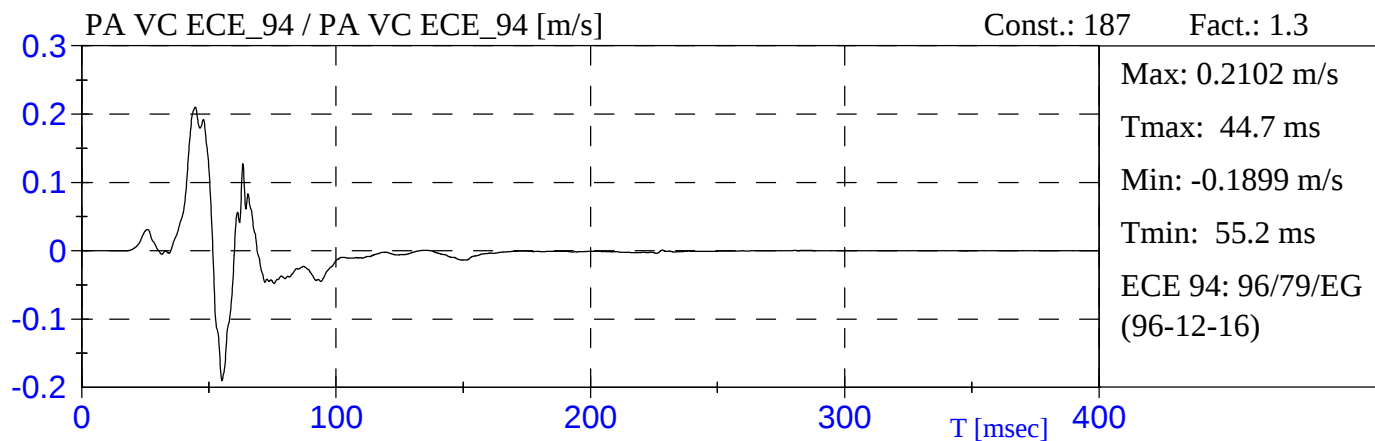
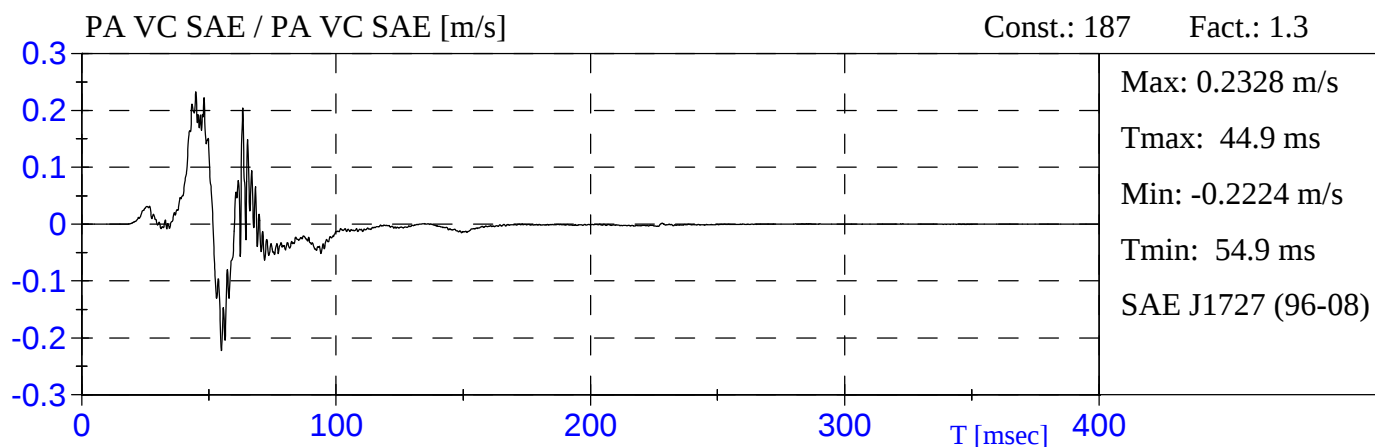
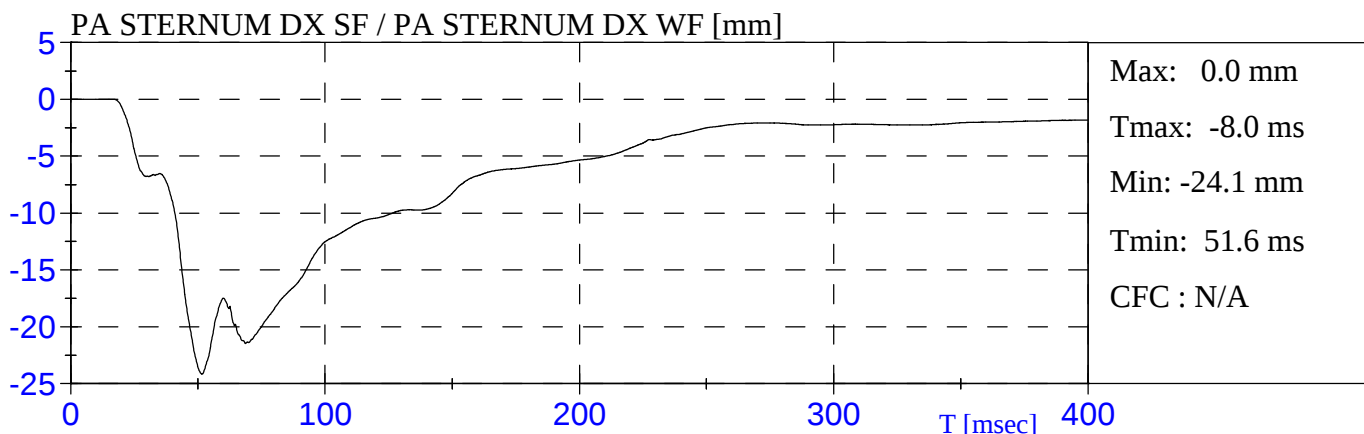
HEAD INJURY CRITERIA (HIC) *

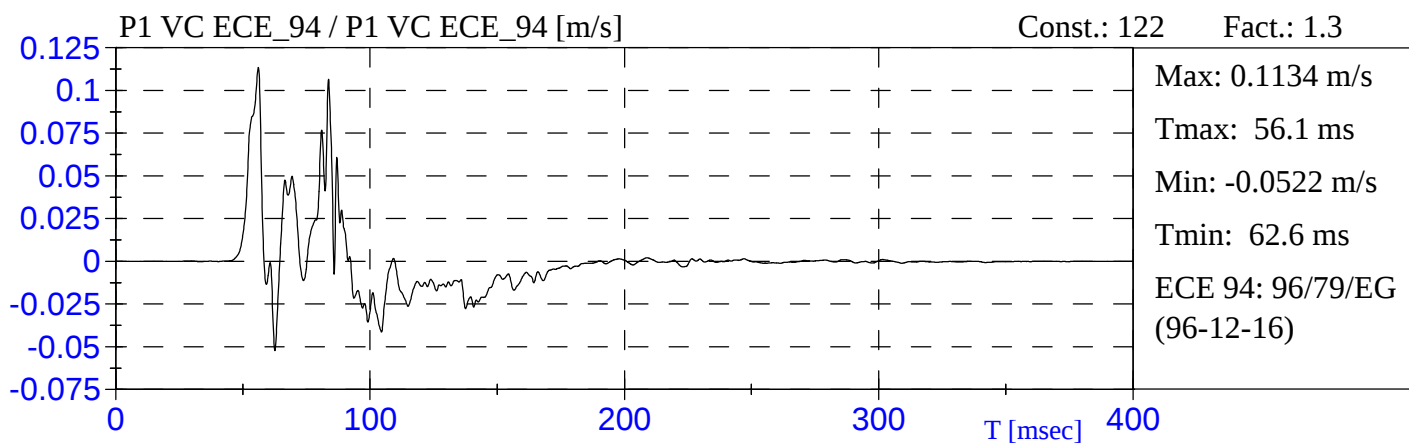
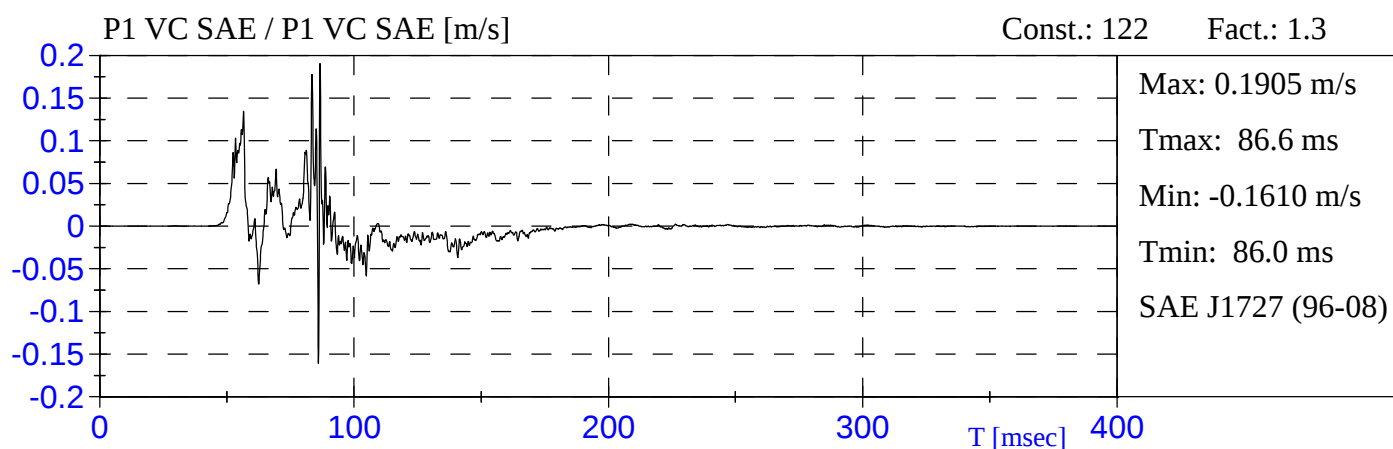
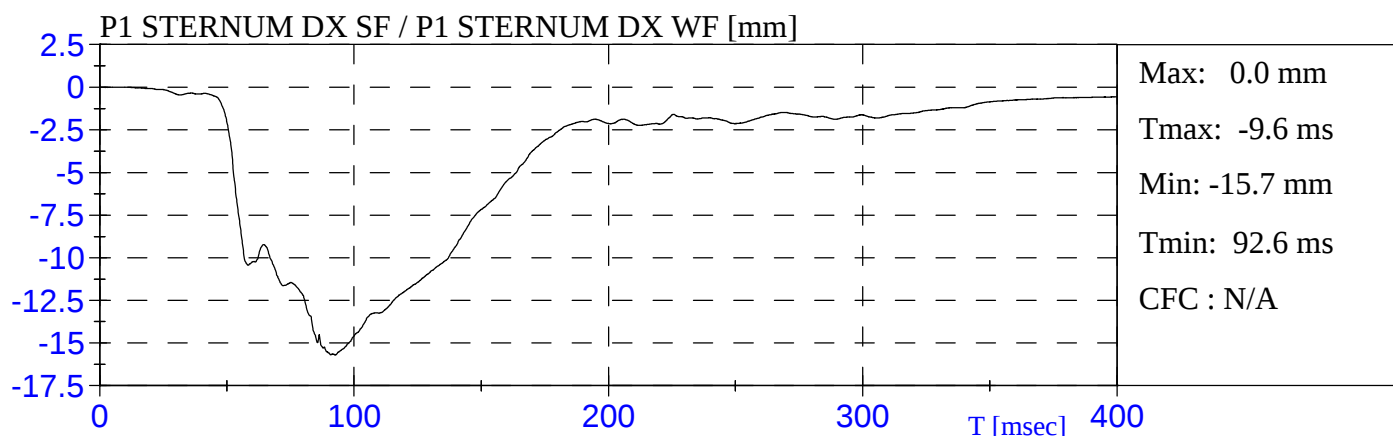
CRITÈRE DE BLESSURE DE LA TÊTE

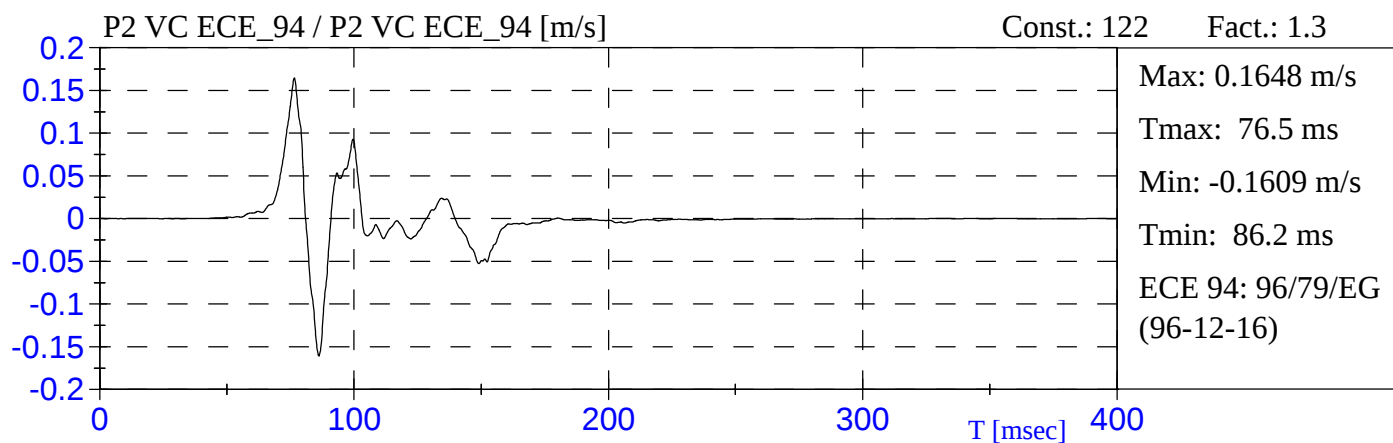
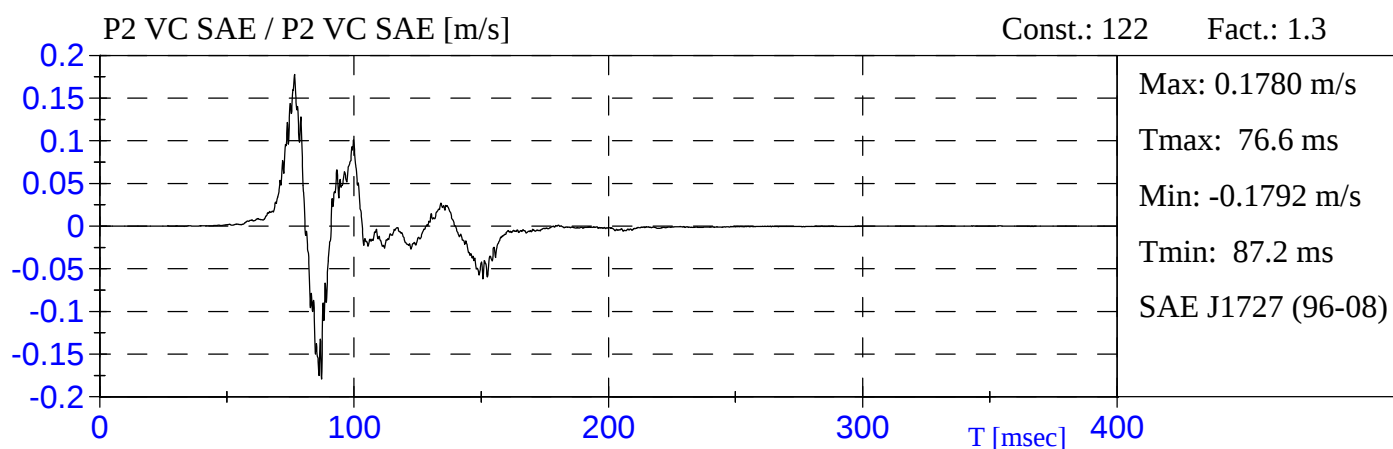
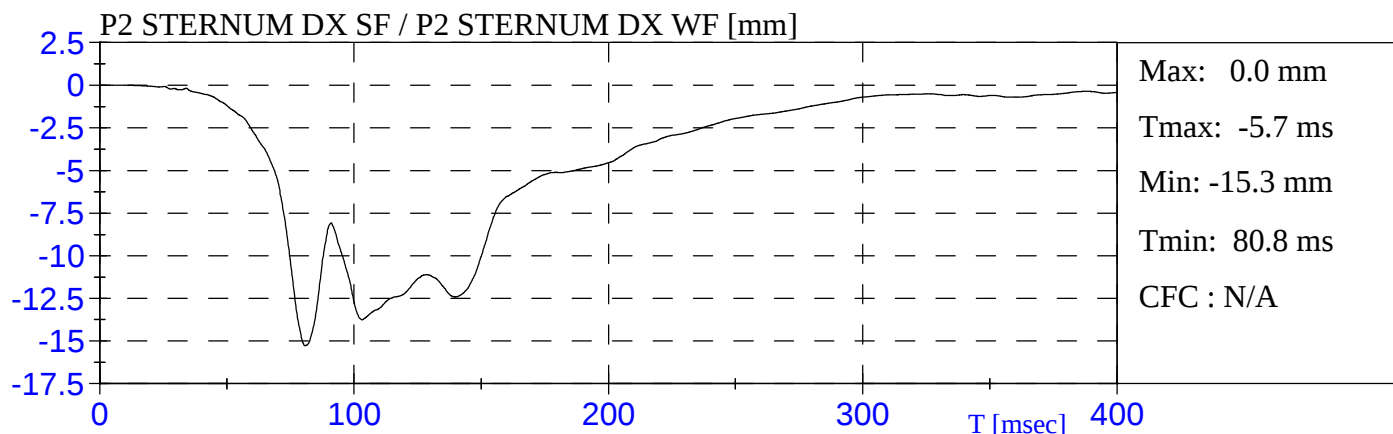
HIC:= 462	HIC(36ms):= 456	HIC(15ms):= 232
T1:= 72.1 ms	T1:= 73.3 ms	T1:= 80.5 ms
T2:= 119.2 ms	T2:= 109.3 ms	T2:= 95.5 ms

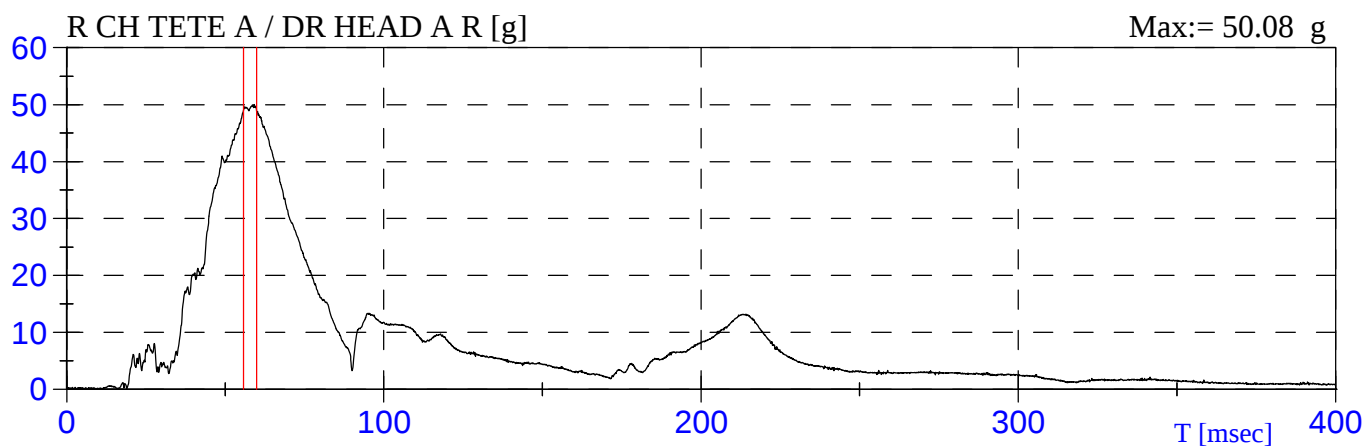
* Selon / According To: SAE J1727 96-08





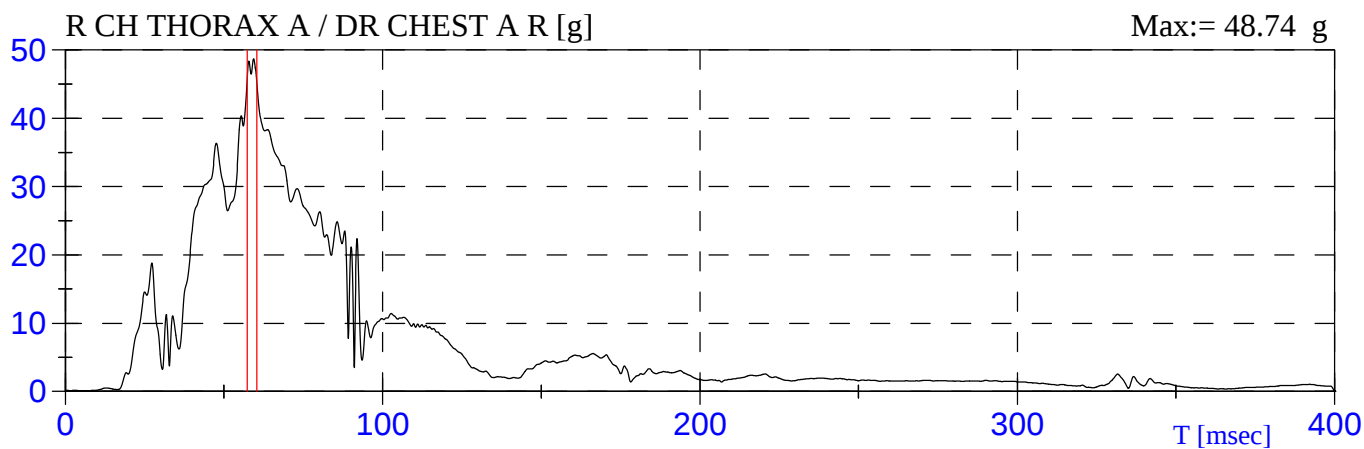






CLIP 3ms *

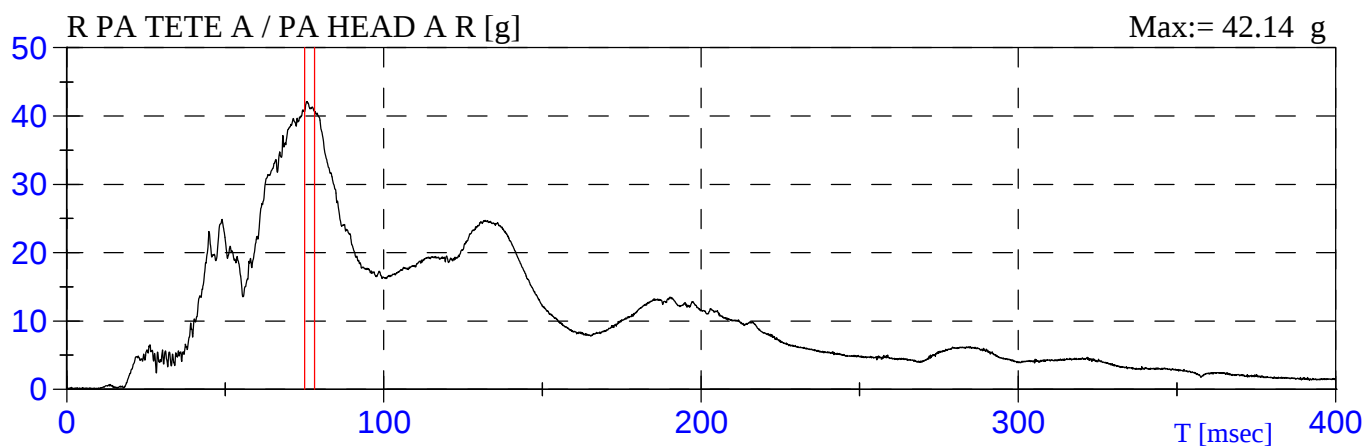
Acc. := 48.90 g	T1:= 55.8 ms	T2:= 60.0 ms
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CLIP 3ms *

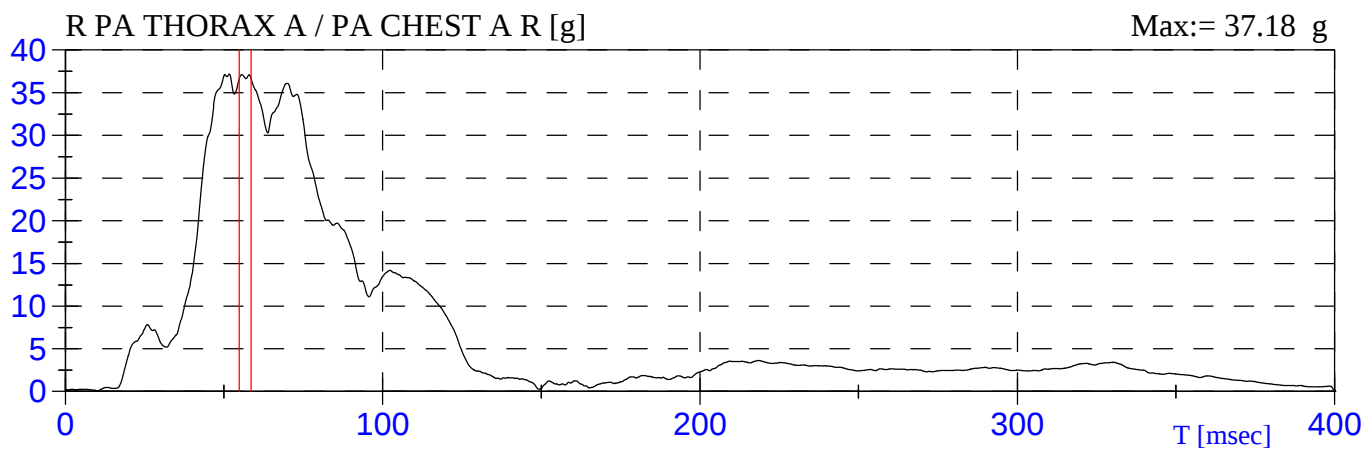
Acc. := 45.13 g	T1:= 57.3 ms	T2:= 60.3 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

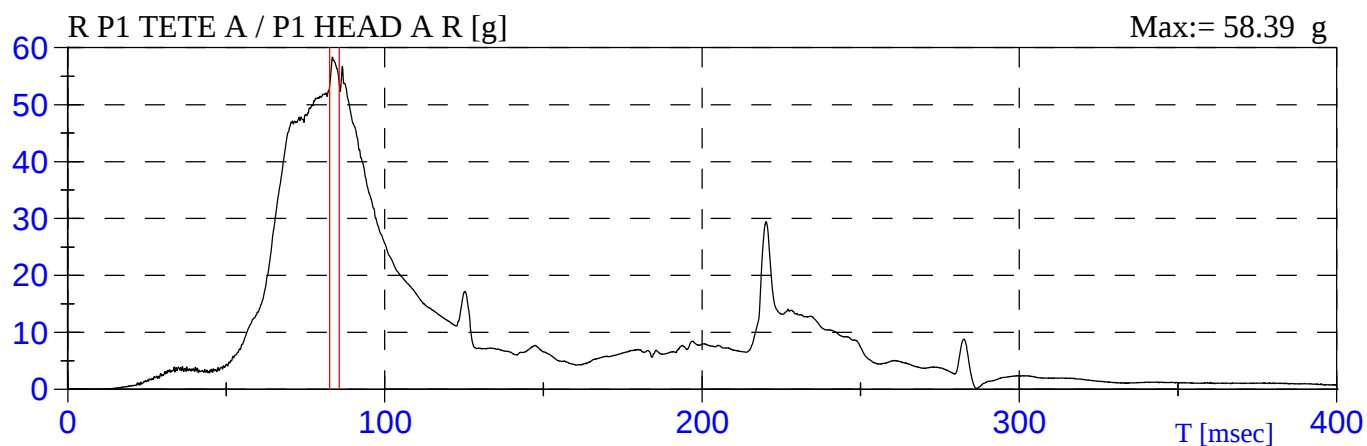
Acc. := 40.68 g	T1:= 75.1 ms	T2:= 78.1 ms
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CLIP 3ms *

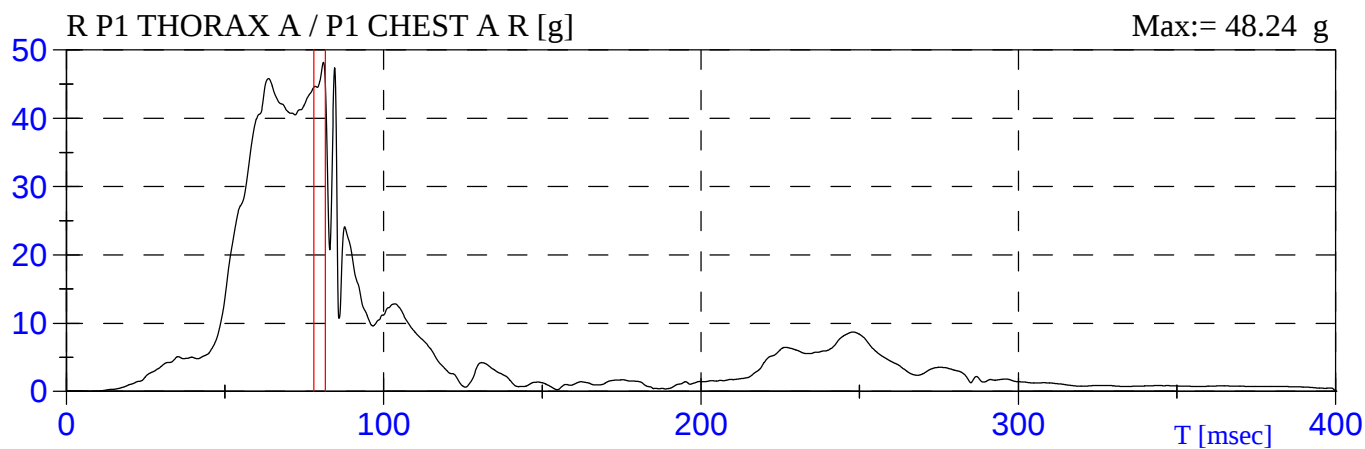
Acc. := 36.67 g	T1:= 54.9 ms	T2:= 58.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

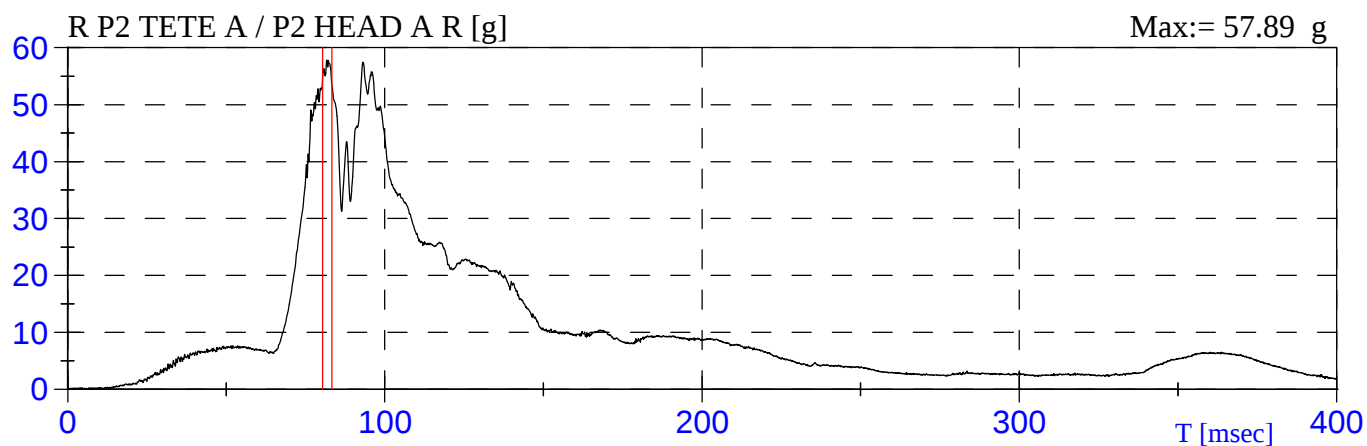
Acc. := 53.29 g	T1:= 82.7 ms	T2:= 85.7 ms
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CLIP 3ms *

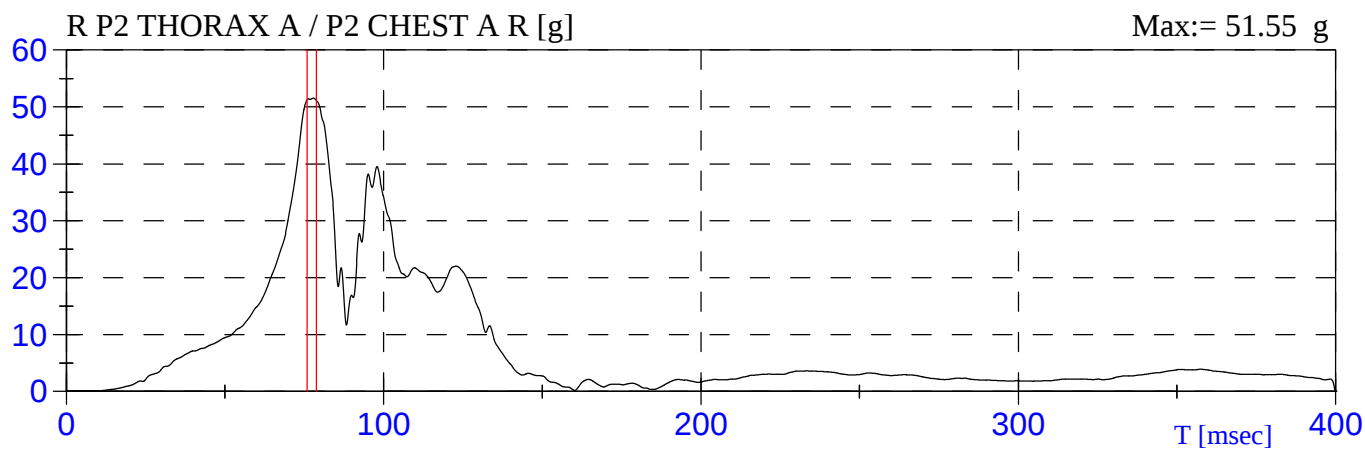
Acc. := 44.54 g	T1:= 78.1 ms	T2:= 81.6 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95



CLIP 3ms *

Acc. := 53.86 g	T1:= 80.3 ms	T2:= 83.3 ms
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CLIP 3ms *

Acc. := 51.19 g	T1:= 75.8 ms	T2:= 78.8 ms
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* Selon / According To: NHTSA CLIP VERSION 2.1 5/95

INDEX DU TIBIA *
TIBIA INDEX *

TI Chauffeur / Driver $M_c := 115 \text{ N-m}$ $F_c := 22.9 \text{ kN}$

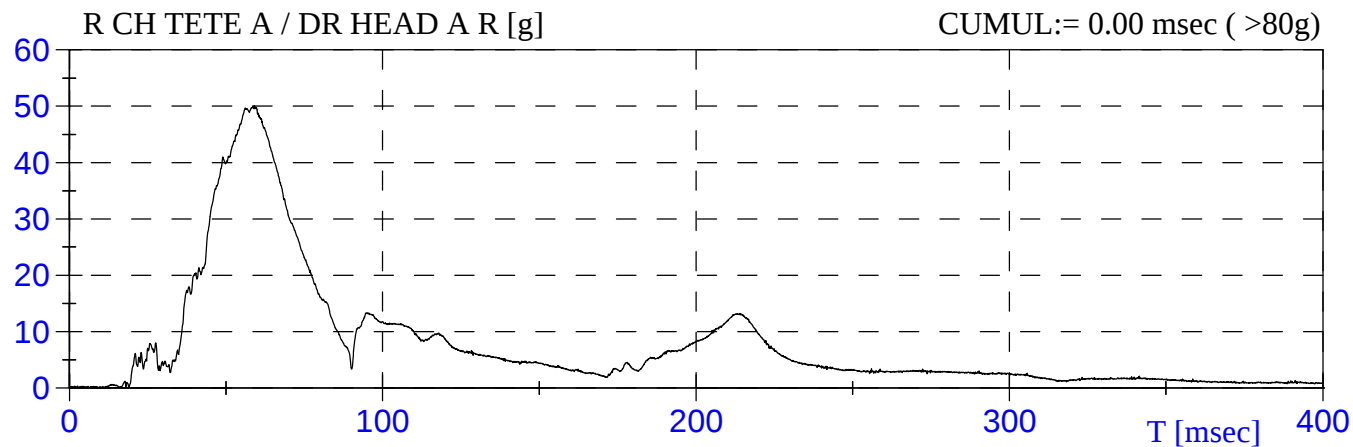
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.962	0.967
BAS / LOWER	0.973	1.080

TI Passager / Passenger $M_c := 115 \text{ N-m}$ $F_c := 22.9 \text{ kN}$

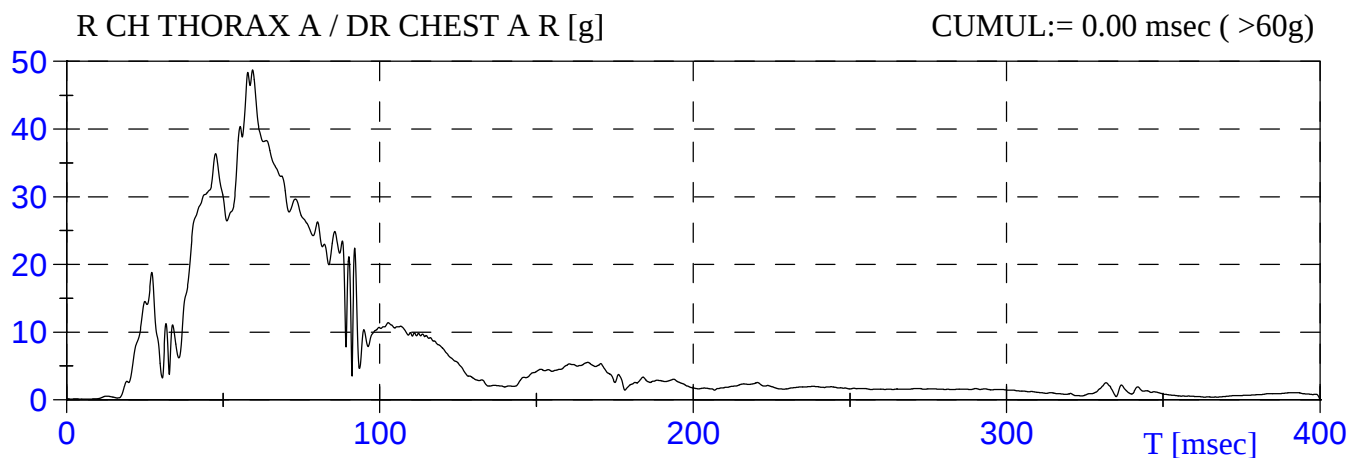
TIBIA	GAUCHE / LEFT	DROIT / RIGHT
HAUT / UPPER	0.700	0.350
BAS / LOWER	0.493	0.407

* Selon / According To: SAE J1727 AUG 96

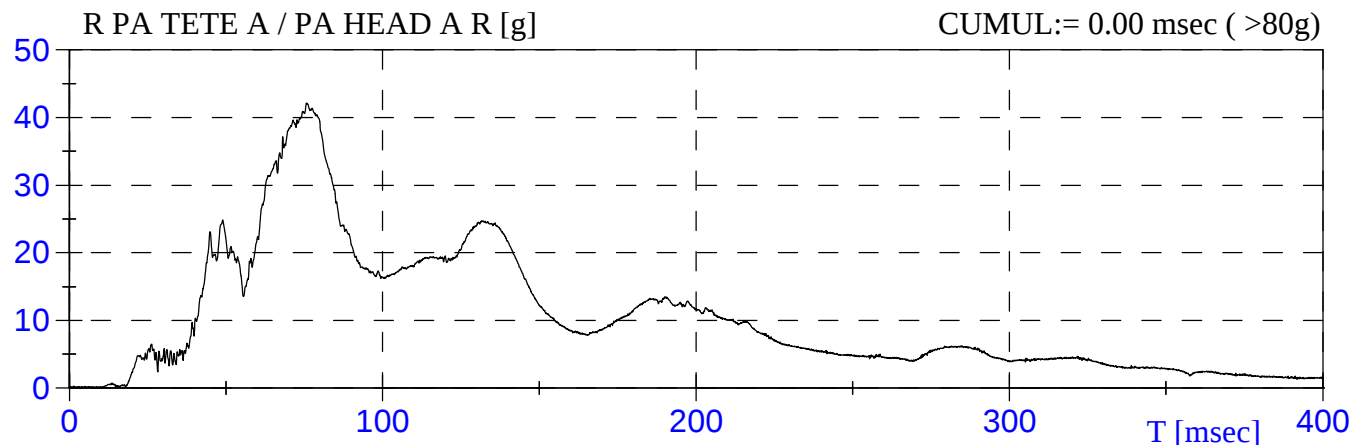
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



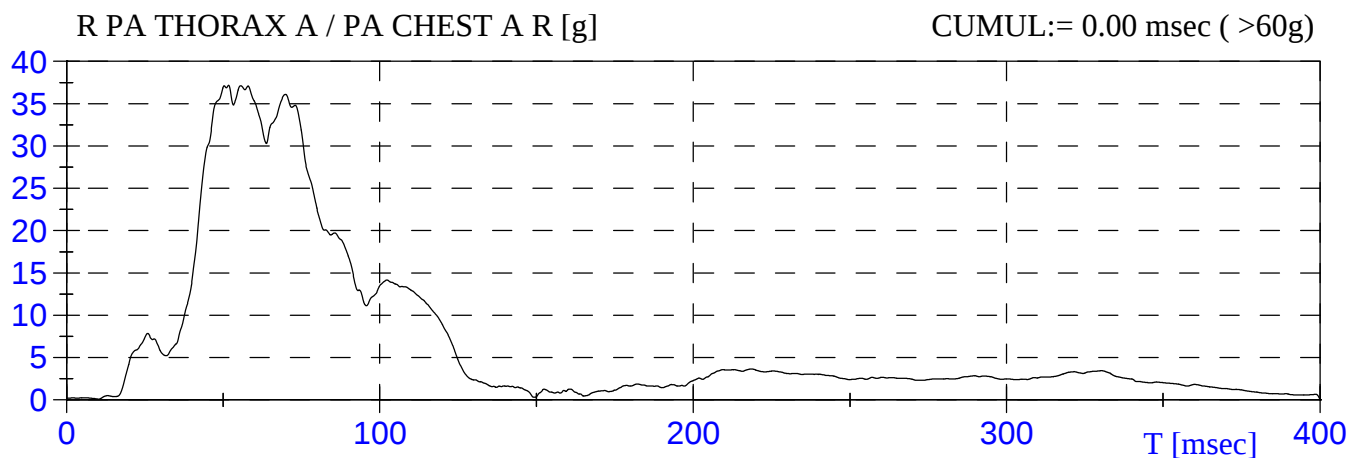
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



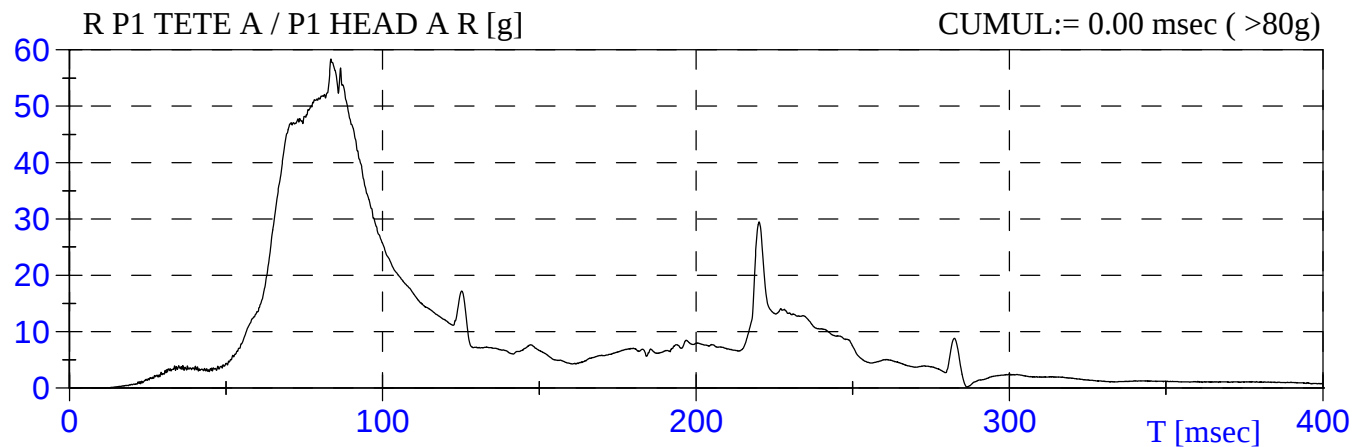
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



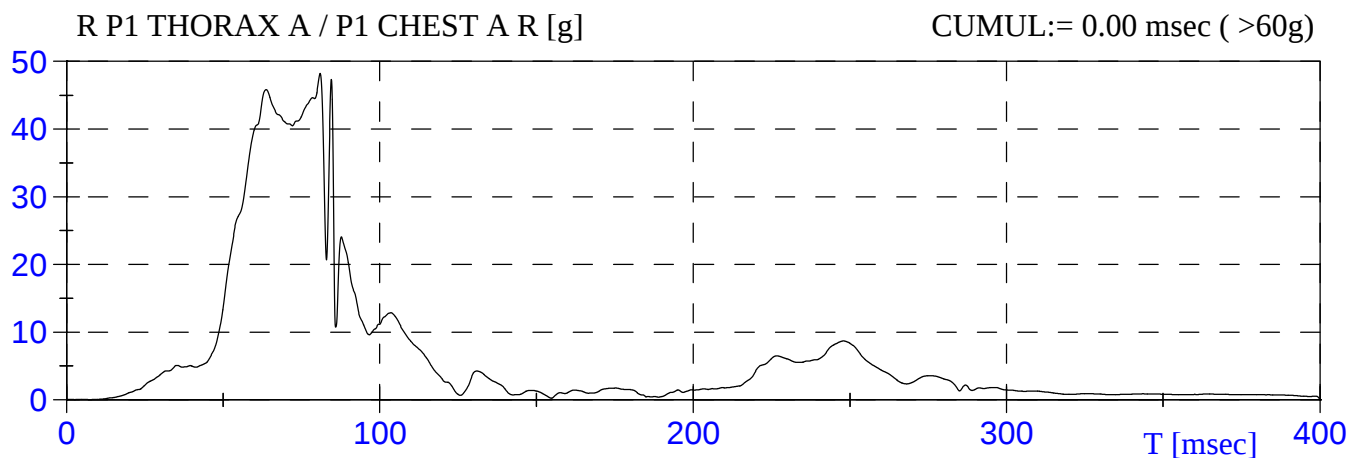
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



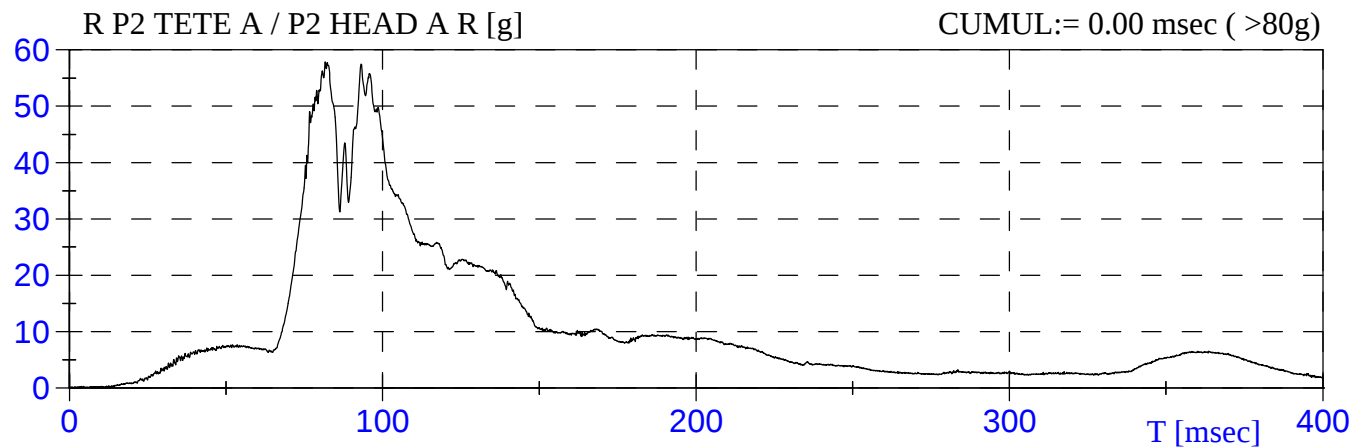
ACCÉLÉRATION DE LA TÊTE >80 g / HEAD ACCELERATION > 80 g



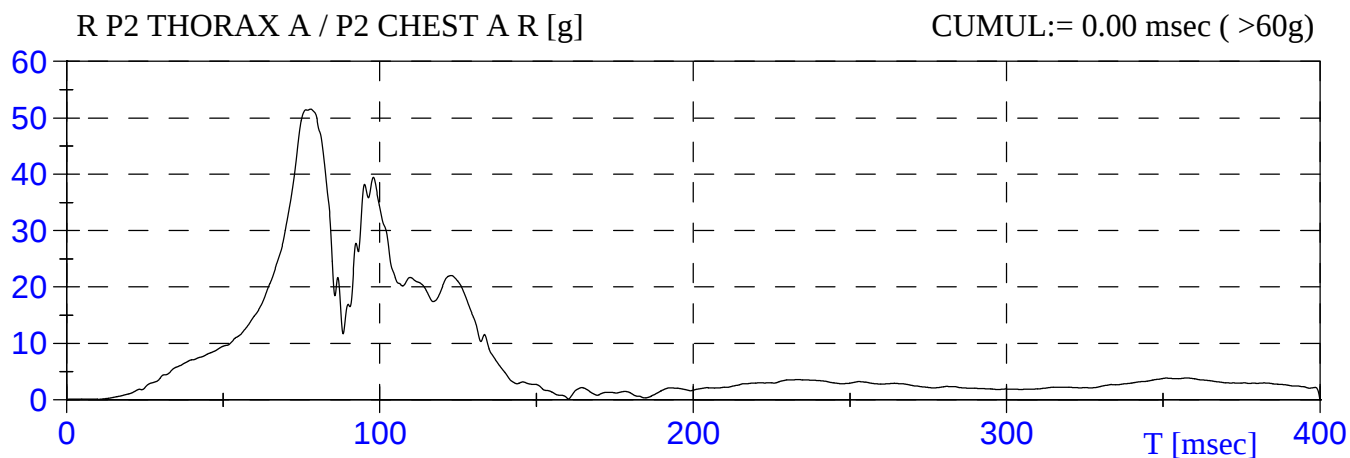
ACCÉLÉRATION DU THORAX >60 g / THORAX ACCELERATION > 60 g



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



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



Chauffeur / Driver

$N_{ij}^* = 0.90$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	4287
				Cc	3880
0.37	0.90	0.05	0.58	Fc	155
				Ec	67

Passager / Passenger

$N_{ij}^* = 0.58$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	4287
				Cc	3880
0.30	0.58	0.01	0.10	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000

Chauffeur / Driver

$N_{ij}^* = 0.90$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	4287
				Cc	3880
0.37	0.90	0.05	0.58	Fc	155
				Ec	67

Passager / Passenger

$N_{ij}^* = 0.58$

Valeurs critiques
Criticals Values

N tf	N te	N cf	N ce	Tc	4287
				Cc	3880
0.30	0.58	0.01	0.10	Fc	155
				Ec	67

* Selon / According To: Federal Register 5/2000



COMMENTAIRES / COMMENTS

CH BA TIBIA D MX:	N'est pas valide.
VEH LOC#4 AX:	Transitoires réparés de 102.2 ms à 116.4 ms et de 243.8 ms à 260.5 ms
DR SHOULD BELT:	Is not valid
VEH LOC#4 AX:	Glitches removed from 102.2 ms to 116.4 ms and from 243.8 ms to 260.5 ms.