Validation of the human head fe model against pedestrian accident and its tentative application to the examination of the existing tolerance curve

Dokko Y, Anderson R, Manavis J, Blumburgs P, McLean J, Zhang L, Yang KH, King AI. Proceedings: International Technical Conference on the Enhanced Safety of Vehicles 2003; 2003:13 p.

ARTICLE IDENTIFIERS

DOI: unavailable PMID: unavailable PMCID: not available

JOURNAL IDENTIFIERS

LCCN: not available pISSN: not available eISSN: not available OCLC ID: not available CONS ID: not available US National Library of Medicine ID: not available

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