

STUDY OF THE PASSENGER'S RESTRAIN SYSTEM FOR DIFFERENT CRASH PULSES

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Abstract

Numerical models are used in order to extract, define and evaluate the passenger's level of protection. Crash pulses obtained from frontal impact simulations are used to evaluate the passenger's acceleration level and therefore the trauma. Initial safety measures were evaluated and when necessary the function improved or additional devices were used. The influence of safety measures is presented providing assistance in applying them.

Keywords

numerical simulation, crash pulse, occupant protection, LS-Dyna