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Crash test dummy airbag video

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urations and total buyouts available. To learn more, contact us or call us to speak to a representative. CALL 800 IMAGERY (800 462 4379) Learn how airbags are quickly used like rockets in the name of passenger safety. RICHARD AMBROSE: Airbags. The idea of using a giant balloon to cushion you when you crash has been around since the 1950s. But it wasn't until 1974 that General Motors offered the first commercial vehicle with a driver-side airbag. Today, all new American cars and 91% of all new European cars are equipped with airbags. Your driver's airbag works very much like a rocket. Both use solid fuel. In your car, this is in the compartment behind the steering wheel. Sun. When it is ignited, it is contained and the released gases inflate the airbag. Where like a rocket, the solid fuel is on the ground. So when you ignite it, the unclosed release of energy drives the rocket up. The gas blasts the airbag pretty quickly. So they wanted to film this test bench to show you how fast it inflates. The yellow weight up there simulates someone's chest. Now that it is dropped, it will pass this sensor that activates the airbag to inflate in time to cushion its fall. Well Rick, that happened so quickly. How fast was that? RICK BATE, TEST ENGINEER: The airbag is inflated in about 35 milliseconds. What you scale for you... It takes about 200 milli seconds to blink. RICHARD AMBROSE: Wow.RICK BATE, TEST ENGINEER: That's pretty fast. RICHARD AMBROSE: That's why I didn't see it. RICHARD AMBROSE: You don't have to worry about being hit by an airbag, because a sensor in your car constantly measures acceleration and deceleration. It will only use the airbag if it detects a dramatic slowdown due to a sudden impact. And the bags themselves are getting smart. You can now change the quantity that they inflate according to the person's weight and position. This means that they are less likely to give you a hard slap in the face. Take a look now Jacket on. It can surround you in airbags. It is already used by some of the police drivers in Japan, Spain and Brazil. And the idea is that if you're on your motorcycle and you're thrown off, that day is pulled, the jacket bloats up and it can soften your fall. Darren, if you could... Now it has improved your security and it's pretty fucking sexy too. In today's cars, airbags can be used in the roof, in side, in your seat. There are even airbags to get you in the right position before you hit another airbag. But wherever they are, an airbag always responds so quickly that if you flash, you will miss it. Meet the nHTSA family of crash test dummies currently in operation. The diverse group of dummies helps us to understand and measure the movement of the human body during a crash and to see how different vehicle safety features are done. A lot of research goes into these dummies before they are put into use. Each of us differs in size and weight, so that each crash test dummy is also designed differently. The NHTSA family of dummies ranges from newborns to 6-year-old children to small females and average males. We are always looking for improvement in their capabilities, and in recent years advanced biomechanics research and measurement technologies have helped to improve the development of crash dummies. What we learn from these dummies in our comprehensive crash tests helps improve vehicle safety and save more lives. 50th Percentile Adult Hybrid III 5' 9" - Height 171 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Front Impact Driver NCAP Front Impact Driver FMVSS No. 208 Front Impact Front passenger FMVSS No. 208 Rear Impact | Headrests* Various FMVSS No. 202a 50. Percentile Adult Male ES-2re 5' 9" - Height 160 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Side Impact Driver NCAP Side Impact Driver FMVSS No. 214 Side Impact Front passenger FMVSS No. 214 5th Percentile Adult Female Hybrid III 4' 11" - Height Equals 108 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Front Impact Front Passenger NCAP Front Impact Driver FMVSS No. 208 Front Impact Front Passenger FMVSS No. 208 Front Air Bag Risk Assessment** Driver FMVSS No. 208 Front Air Bag Risk Assessment*** Front passenger FMVSS No. 208 Small Adult Female SID-llsD 4' 11" - height represented 97 lbs - actual weight Crash/Test, Position, NCAP/FMVSS No. Side Impact Driver NCAP Side Impact Rear Driver Side NCAP Side Air Bag Risk Assessment Passenger NCAP Side Air Bag Risk Assessment Rear Passenger Side NCAP Side Impact Driver FMVSS No. 214 Side Impact Passenger FMVSS No. 214 Side Impact Rear Rear Side Side FMVSS No. 214 Hybrid III 4' 8" - Height 78 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Frontal Slide Test | Children's Car/Booster Seat Various FMVSS No. 213 Hybrid III 3' 11" - Height Equals 52 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No Side Air Bag Risk Assessment Front Passenger NCAP Side Air Bag Rear Passenger Side NCAP Front Air Bag Risk Assessment** Passenger FMVSS No. 208 Frontal Sled Test | Children's Car/Booster Seat Various FMVSS No. No. Hybrid III 62 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Frontal Sled Test | Children's Car/Booster Seat Various FMVSS No. 213 Hybrid III 3' 1" - Height Represented 36 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No Side Air Bag Risk Assessment Front Passenger NCAP Side Air Bag Risk Assessment Rear Passenger Side NCAP Front Air Bag Risk Assessment** Passenger FMVSS No. 208 Frontal Sled Test | Children's Car/Booster Seat Various FMVSS No. 213 CRABI 22 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Front Air Bag Risk Assessment** Car Seat in Passenger FMVSS No. 208 Frontal Sled Test | Child Car Seat Various FMVSS No. 213 CAMI 7.6 lbs - Actual Weight Crash/Test, Position, NCAP/FMVSS No. Front Air Bag Risk Assessment*** Child Sits in an AutoBed FMVSS No. 208 Frontal Sled Test | Children's car seat various FMVSS No. 213 *Low-speed re-impact test. Crash Test Dummy is an optional test device. **Low Risk Deployment/Air Bag Suppression Test ***Air bag suppression/reactivation Hopefully something we never have to see in person – an inflated three-chamber airbag. You can see how the two outboard chambers are connected by a cloth sail here. A 3D reproduction of the airbag as it inflates clearly shows all three pockets. The two outboard pockets prevent the head from turning. With this angle you can see the sail more clearly. It has the added advantage that the head is slowed down more slowly before reaching the central bag, which should help to reduce head injuries. A look at a crash test dummy hitting the airbag. You can see here that the dummy is moving towards the center of the vehicle, but its head and neck are relatively straight. The new airbag will be released in Acuras 2021 TLX, but Autoliv can also deliver it to other OEMs. Cars, trucks and SUVs are safer than ever, but with 22,891 us car fatalities recorded in 2018, it's clear that we still have a way to go. This is where today's invention comes in – it's a new type of airbag developed by Acura to reduce brain injuries in front-seat passengers. Instead of the single-chamber passenger airbag you probably have in the stroke of your car, it uses three individual chambers that work like a baseball catcher mitt, so your head can brake more gently and without the kind of rotation that causes diffuse axonal injuries. The project began with a new crash test dummy called Thor, which more accurately reflects the injuries people suffer when they are suddenly brought to a standstill in a vehicle accident. This additional biofidelity, especially when we have about torsional Spinal stiffness, as well as through the head, neck and thorax, we are better able to predict injuries from practice with this new dummy, so that it gives us new insights on how we can further improve our restraint system, Eric Heitkamp, Chief Engineer, Crashworthiness, at Honda R&D Americas. Advertising As the pictures above show when the airbag starts, the outboard chambers inflate, connected by a fabric. Behind this sail and between the two outboard chambers there is a third central chamber – this is the one into which her face finally brakes, although it has already been slowed down somewhat by what happens when this happens. The three work together to prevent the passenger's head and neck from twisting, which could otherwise move them towards the center line or door of the car. Acura wouldn't quite tell me how much it costs to develop the new airbag. But it said it was the product of several years and hundreds of tests, including sled geese tests, static tests with and without test dummies and large-scale crash tests of the new Acura TLX, which will be the first model to show off this new airbag when it goes on sale in the fall. (The new airbag was not developed in response to the Takata scandal, Acura told me.) As usual, it was impossible to draw the engineers or PR people to see if the catcher's Mitt style would appear in other Acura and Honda models, but that seems highly likely. And you can also find it installed on future vehicles of other brands. The company worked with Swedish company Autoliv to create the airbag, and Autoliv will be able to produce this design for other OEMs as well. This video, shared by Acura with Ars, should give you the clearest idea of how the new airbag works in practice. It should play at 0:32 a.m. – if not, the airbag bit starts. Listing picture of Acura Acura

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