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(54) Title: VEHICLE OCCUPANT SUPPORT

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TITLE OF INVENTION: VEHICLE OCCUPANT SUPPORT

SUMMARY

The present invention provides a new structure and passenger transport paradigm for accommodating passengers in a vehicle with particular attention paid to safety, utility and provides new features for utility.

FIELD OF INVENTION

The present inventions provide a new structure and passenger transport paradigm for accommodating passengers in a vehicle with particular attention paid to safety, utility and comfort.

SUMMARY

The Drawings illustrate embodiments of the inventions. These features and more are described below. The invention relates to the referenced filed applications.

BRIEF DESCRIPTION OF DRAWINGS

- | | |
|---|---|
| 101 - Stairs | 08 - Edge of shoulder plate - (engages notch on headrest Pivot support link) |
| 102 - Leg Rest - retractable or pivoted. | 09 side of shoulder plate |
| 103 - Seat Bottom | 10 - Hip Plate side section |
| 104 - Seat back | 11 - Harness Pass through slot |
| 105 - Support Structure | 12 - Shock Pad - Compressible and deformable support material (eg foam) |
| 106 - Arm Rests | 13 - Connection section between left and right parts of the shoulder plate |
| 107 - Actuator for seatback and bottom actuation. | 14 - Hip plate back section |
| 108 - Lateral support for head under crash loadings | 15 - Support shell of the child seat |
| 109 - handle for egress and ingress | 16 - Cross section varies to provide differential resistance to occupant. If rotation is desired rear sections will have a narrower cross section |
| 110 - Staggered Upper tier accommodates egress ingress of lower tier. | 17 - The inner face of the shock pad may be contiguous by increasing the cross sections to meet at the surface. |
| 111 - Front edge inclined to the Sleeper direction for the Aisle direction | 20 - Connection between extending or deforming sections |
| 112 - Actuator Shaft | 21 - Extending or deforming section |
| 113 - Seat Back Pivot | 22 - Attachment slot for harness tensioning section of webbing |
| 114 - Fixed support for seatback pivot | 23 - Attachment slot for each of the two harness sections for the child. |
| 115 - Pivotal support for actuator | 24 - Rivet (only 2 shown) |
| 116 - Seat Back to Seat Bottom pivotal connection | 25 - fracture element 1 |
| 117 - Slider slot for Seat bottom front slide (may be a non-linear profile) | 26 - Fracture element 2 |
| 118 - Sliding pin, roller or slide attached to seat bottom guided by slot | 27 - Fracture element 3 |
| 119 - Seat Bottom | 28 - Rivet Hole for Fracture element 1 |
| 120 - Leg Rest - retractable in this embodiment (may also be pivotally supported to pivot down) | 29 - Rivet slot for Fracture element 2 (shorter than for Fracture element 3) |
| 121 - Seat back support | 30 - Rivet slot for Fracture element 3 (longer than for Fracture element 2) |
| 9-1 - tube | 31 - Support holes for Rivets |
| 9-2 - pivots | 32 - Friction elements secured by rivets under tension. |
| 9-3 - flare | 33- crush system housing cylinder |
| 9-4 - support housing | 34 - Crush system |
| 9-5 - cable | 35 - cable with end stops |
| 9-6 - "piston" surface that can compress shock absorber (9-7) | 36 - Support flange of crush system housing cylinder |
| 9-7 - Shock absorbing crushable/compressible element | 37 - harness strap upper plate |
| 9-8 - body of CRS | 38 - support flange for cable support |
| 01 - Headrest | 39 - harness strap lower plate |
| 02 - Headrest pivot support | 40 - Piston |
| 03 - Headrest pivot support link | 41 - Section 1 of structure |
| 04 - Headrest Pivot support - forward pivot | 42 - section 2 of structure |
| 05 - Headrest Pivot support - rear pivot | 43 - connector with pins |
| 06 - Headrest support (attached to vertical movement mechanism or fixed to seat) | |
| 07 - Attachment means to vertical movement mechanism or fixed seat. | |

- 44 - Buckling element
- 1001 - Latch tension lever
- 1002 - Latch carrier
- 1003 - Latch carrier brace
- 1004 - Top Brace
- 1005 - Front Brace
- 1006 - Support Shell/Outershell
- 1007 - attachment screw
- 1008 - Attachment screw holes
- 1009 - Aperture for rotating latch (to face up from rear facing to front facing and vise versa)
- 1010 - Plugs to engage sockets on Latch carrier brace
- 1011 - Aperture for Latch body end for attachment
- 1012 - Engaging Sockets for plugs on Top Brace and Front Brace
- 1013 - Plugs to engage sockets on Latch carrier Brace
- 1014 - Latch tension assembly
- 1015 - Pivot for Latch carrier Brace
- 1016 - Latch Pivot Tension tube
- 1017 - Cable Nipple (cable not shown but attached to both latches and threaded through nipple and over the pulley.
- 1018 - Pulley Access Slot
- 1019 - Cam Pin
- 1020 - Cam Thumb Nut
- 1021 - Cam assembly pulley
- 1022 - Cam Tension Bar Threaded for Cam Thumb Nut
- 1023 - Access hole for cable
- 1024 - Access slot for Pulley (alternate attachment of Latch cam assembly on this end of Tube
- 1025 - Pin
- 1030 - Harness loop hooks
- 1031 - Fracture neck
- 1032 - Tension webbing hook
- 1033 - Deforming sections
- 1034 - Link Sections
- 1035 - Separated sections to allow lateral movement while stretching
- 1036 - Section Supports
- 2001 - Harness slots
- 2002 - Release catch
- 2003 Right half - Chest plate
- 2004 - Left half - Chestplate
- 2005 - chin support surface
- 2006 - access aperture of r catch on chest plate
- 2007 - Chin rest
- 6001 - Resistance plate
- 6002 - Washers
- 6003 - "T" Bar
- 6004 - Rivet
- 6005 - deforming fingers under load - section 1
- 6006 - deforming fingers under load - section 2
- 6007 - Harness Tightening webbing hook (similar arrangement can be used for the Tether as well)
- 6008 - Left and Right Harness webbing hooks (may be a single hook or loop in some embodiments for harness, tether and either of these or a bolt hole for a car seat belt support)
- 6009 - aperture to adjust initial deformation on loading
- 6010 - recess for matching washer that deforms the resistance plate
- 6011 - deforming sections between slots - Section 1 spacing and size
- 6012 - - deforming sections between slots - Section 2 spacing and size
- 6013 - Bolt hole or support hook for auto seat belt
- 6014 - Bolt holes for attaching to vehicle
- 7- 1001 – Head Rest Assembly
- 7-1002 – Inner Shell
- 7-1003 – Outer Shell/frame
- 7-1004 – Outside aircushions
- 7-1005 – Foot rest/ Front Brace (5-1005)
- 7-1006 – Latch assembly
- 7-1007 – Frame assembly
- 7-1008 – Support legs for inner shell on frame
- 7-1010 – Brace arm
- 7-1011 – Brace – lock
- 7-1012 – Central pivot support (hinge sections not shown)
- 7-1013 – Central Pivot rod/ Tether support
- 7-1014 – Brace: Latch assembly to central pivot rod (tensile support brace shown. Can also be a compression enabled brace)
- 7-1015 – Recess for Latch tension assembly on frame body
- 7-1016 – Pivoted latch housing (front facing and rear facing positions possible)
- 7-1017 – hole on frame body for latch housing in front facing mode.
- 7-1018 – holes on foot rest /front brace for attaching latch housing for rear facing seat mode.
- 7-1019 – holes on frame for attaching latch housing for rear facing seat mode
- 7-1020 – Multiple adjustment positions for foot rest in forward facing mode.
- 7-1021 – rod for securing foot rest/front brace.
- 7-1022 - Aperture on latch carrier for securing in front facing position (rod for securing not shown)
- 7-1023 – Aperture on frame body for securing in front facing position (rod for securing not shown)
- 7- 1024 - Tether support aperture.
- 7-1025 – Torsion brace tube – for support of main shock strip (rear aperture engages pivot rod 7-1013)
- 7-1026 – Cavity for Torsion brace tube
- 7-1027 – Aperture for rod engaging the main shock strip.
- 7-1028 – Support beam on Outershell/frame for main shock strip support
- 7-1029 – Brace beam for Brace arm and lock on outer shell/ frame.
- 7-1030 – Inner Shell body
- 7-1031 – Elevated support for cross support strip (strip not shown (elevation ensures no contact with headrest adjustment assembly)
- 7- 1032 - Headrest
- 7- 1033 – Brace plate for headrest with apertures for harness and apertures for supporting staples with fasteners to headrest.
- 7-1034 – Main shock strip
- 7-1035 – Brace section (attached to main shock strip)
- 7-1036 – Slots for staple legs to reach brace plate for headrest.
- 7-1037 – Bunge sling
- 7-1038 – Staples attached to adjuster tube and to brace plate through slots in inner shell body
- 7-1039 – adjuster plates for headrest adjustment mechanism
- 7-1040 - Latch - normal position (engages slot in brace section at different heights of headrest)
- 7-1041 - Latch - retracted position (engages slot in brace section at different heights)
- 7-1042 – Handle attached to adjuster plates
- 7-1043 – Spring (compression) between adjuster plates and adjuster tube.
- 7-1044 - adjuster tube
- 7-1045 – handle attached to adjuster tube

- 7-1046 – Upper Side shock strips (optional) or outer shell/frame may contact on cross support strip attached to this raised section
- 7-1047 - Lower Side shock strips (optional) or outer shell/frame may contact this section of inner shell
- 7-1048 - apertures for harness
- 7-1049 – Slot for harness below main shock strip
- 7-1050 – Raised platform and apertures for fasteners for main shock strip. An additional plate may be secured with the same fasteners above the bottom of the inner shell body to hold down the harness under tension.
- 7-1051 – Slot for harness (Below main shock strip). See gap in assembly drawings.
- 7-1052 – apertures for securing brace section (7-1035)
- 7-1053 – Staple legs go through slot in inner shell body (spaced)
- 7-1054 – Recess for harness. The recess may extend across and deepened to accommodate a strong plate to reinforce harness support for front impact loading.
- 7-1055 – aperture on adjuster plates for pin. Pin pulls up the adjuster Latch when plates are raised
- 7-1056 – aperture for pin attaching latch to adjuster tube (slot for pin on adjuster plate not shown)
- 7-1059 – fastener holes for handle
- 7-1060 – Latch pins engage slots in the brace section 7-1035
- 7-2000 – Main roller (support pin not shown)
- 7-2001 – secondary roller (support pin not shown)
- 7-2002 – deformable strip
- 7-2003 – Lower hook
- 7-2004 – Upper hook
- 7-2005 – body
- 7-2006 – Cut out on deformable strip (lower force for deformation)
- 7-2007 – Slot on First deformable strip
- 7-2008 – Pin hole (pin not shown) on Second deformable strip
- 7-2009 – Wedge
- 7-2002A – First deformable strip
- 7-2002B – Second deformable strip

Fig 1-1: shows four views of the AirSleeper for the upper tier in the flat bed position. This embodiment has an open top and a support element for the screen and/or oxygen system.

Fig 1-2: Shows the upper tier AirSleeper in the recline position

Fig 1-3 is the same as Fig 1-2 except that the internal parts are shown. The operation of the actuator is clearly seen in this view.

Fig 1-4 Shows the same embodiment in the sit up position

Fig 1-5 shows the lower tier with support at the top for the upper tier.

Fig1- 6: show the modular interlocking of the lower and upper tier Air Sleepers. It also illustrates the staggering of the upper tier sleepers to enable access for the lower tier sleepers. The Steps are mounted on the sidewall of the lower sleepers in many embodiments so that obstruction to the egress/ingress of the lower tier occupant is minimized. The back wall of the leg space can be used for the video monitor of the lower tier occupant.

Fig 1-12 shows the mechanism and actuation of the seat in one of the embodiments. A single actuator can both change the posture of the seat from flat bed to sit up and also push out the leg rest when the bed is in the flat position. A latch arrangement many of which are well disclosed in the background art, will allow the pivotal attachment of the actuator shaft to the seat bottom and the seat back to slide along the seat bottom once it is in the flat position and thereby enable the actuator shaft to push out the leg rest. More conventional designs can have separate actuators for the seat back and bottom as shown to the separate actuator (either manual or mechanical) to actuate the sliding leg rest. The actuation of the pivot between the seat back and bottom makes the seat back pivot on its static pivotal point 113 attached to the structure and moves the bottom of the seat back along an arc, carrying with it the back of the seat bottom. Near the front of the seat bottom there is a slidable attachment to the static structure that moves the front of the seat along a path for the optimal inclination of the seat bottom. The sliding path may be designed to be a curve to optimize the seat bottom inclination. The seat back has a protective side in many embodiments to protect the occupant in a partially or fully side impact condition.

Fig 1-13 shows the same mechanism as Fig 1- 12 but is in a different inclination.

Fig 1-14 is the same as Fig 1-12, 1-13 in the upright position. It may be seen that the actuator pivots about its mount during the actuation process.

Fig 1-1 D shows the upper tier embodiment and the steps to reach it that would typically be installed on the lower tier sleeper side wall.

Fig 1-2D shows the lower tier sleeper. The embodiment shown has the modular structure with interlocking elements for strength.

Fig 1-6D shows the modular elements interlocked. Fig 1-7F shows an embodiment with upper and lower sleepers

Fig 1-8D, 1-8Da, 1-9D, 1- 9Da, 1-10D, 1-11D and 1-11Da show another view of the embodiment.

Fig 2-1: Support structure for a single lower tier Airsleeper that functions as a module that can be interlocked with adjoining AirSleeper modules. Considering the high moments that are experienced during axial deceleration under crash loading conditions, the embodiment shows flanges and support surfaces that will interlock with the adjoining modules to prevent reorientation of the modules by countering the moments.

Fig. 2-2: Shows a the support structure for an AirSleeper module with an embodiment of arrangements to provide resistance to the axial crash loadings. Here the structure used for separating the leg area of the upper tier from the lower tier occupant and the step structure are used to brace the module structure of the lower tier Airsleeper by providing a shear plane. The shear plane may be extended further to the further side of the AirSleeper module but will in that situation reduce the egress and ingress comfort of the occupant. The actual step structure may also have a rear wall that can provide an additional shear plane.

Fig 2-3 to 2-6: shows an embodiment of the latch or ISO-FIX structure in a CRS. The embodiment is pivoted on the CRS body structure, and is located in a recessed groove. The structure can also pivot about its own axis. The two axes of rotation allow the latch/ISO-FIX to be reversed for a rear and front facing seat. These figures show the different stages during the transition from a front facing to a rear facing seat position or vice versa.

Fig 2-7: Shows the exploded view of the same latch/ISO-FIX assembly.

Fig 2-8: shows an embodiment of a foot frame for the Air Sleeper with arrangements to accommodate the torque or moment during axial loadings of a crash loading. The ledges shown counter the moments between the foot frames and equalize the loading as a result without transferring these

forces directly to the tracks. Moreover the figure shows arrangements for equalizing the loads between the latches attached to the tracks. The elongated apertures with flexible and deformable inserts allow some deflection till the forces equalize between the latch points either during crash loadings or flexing of the airframe.

Fig 2-9, 2-9A and 2-10: show an embodiment of an assembly for a CRS that may be used to provide control for the lateral deflection of the rear part of the innershell supporting a child during side impact and/or forward deflection during a front impact. The assembly works as follows, 9-8 represents the body of the CRS or Child Seat, pivotally attached about a vertical axis to support housing 9-4 with pivots 9-2 which supports tube 9-1 that is flared (in some embodiments) 9-3. A Cable 9-5 is attached at its first end 9-8 to the support shell of the child that has one or more degrees of motion freedom at this support point under crash loading conditions in a plane substantially orthogonal to the axis of 9-2 (substantially horizontal plane). The cable passes through the tube 9-1 and then through a compressible shock absorbing element 9-7 that has spring and/or damper properties between its ends and is rigidly attached at its second end to the an end stop 9-6. 9-6 has a surface that can compress 9-7 upon retraction of the cable 9-5. Upon tension of the cable in any direction in the plane of rotation of its end 9-8, the cable will compress the shock absorber element 9-7 and thereby extend out of the flared end of the tube at a controlled rate. Such tension on the cable can be due to the rotational motion of the support shell of the child about a near vertical axis towards the front of the seat thereby moving the rear of the seat sideways. With such motion the housing 9-4 will pivot about the axis 9-2, to face in the direction of the tension. In a second type of crash load conditions such as in front impact the cable end 9-8 will be tensioned in a substantially forward direction of the vehicle and with a support shell for the child having a substantially lateral and horizontal axis of rotation near the bottom of CRS, the seat will rotate and extend the cable thereby compressing the shock absorbing element. The Housing will remain in the forward facing position and the pivots 9-2 will ensure that the flared end points as near as possible with the pivotal motion, towards the direction of tension.

Fig 2-11: Shows the support module for the AirSleeper. Here the moments created by the axial crash loadings are equalized using latch arrangements that may in some cases be retracted so that it will allow individual Airsleeper modules to be removed without removing adjoining AirSleeper modules for maintenance purposes or for partial repopulating the cabin with new AirSleepers for market or maintenance reasons.

Figs 3-1 to 3-8 show embodiments of a mechanism for side impact protection for an occupant in a vehicle particularly for children in child seat.

Fig 3-1 Shows a mechanism to use the lateral motion induced by the movement of a shoulder plate that engages the shoulder upon lateral impact or acceleration.

Fig 3-2 Shows the same arrangement as in Fig 3-1 with the head rest in a low position.

Fig 3-3 shows arrangement in Fig 3-2 with Shock Pad removed, showing an embodiment of the shoulder plate and a hip plate.

Fig 3-4 Shows the mechanism in Fig 3-1, 3-2 and 3-3 in the normal position.

Fig 3-5 Shows the position when the shoulder plate engagement of the notch on the Headrest pivot support link

Fig 3-6 shows the movement for an impact from the left hand side which is exactly analogous to the Fig 3-5 on the right side.

Fig 3-7 shows an embodiment of the support shell.

Fig 3-8 shows an embodiment of the shock pads.

Figs 3-9, 3-11 to 3-18 Show several embodiments of a device that may be used to reduce front impact acceleration of the head.

Fig 3-11 shows a device that can enable front impact protection using the same technologies.

Fig 3-9 shows an embodiment of the load plate made of a ductile material, with a section that may be extended with a tensile loading

Fig 3-10 shows a similar load plate adapted to attach to a tether support when used for front impact protection in the attachment of the seat to the vehicle.

Fig 3-11 Shows the Load plate with multiple fracture elements that can withstand specific predetermined loads before breaking.

Fig 3-12 shows the same as Fig 3-11 in exploded form.

Fig 3-13 is a load plate with a single Fracture element.

Fig 3-14 shows an embodiment with a friction loading between the bars and the plates.

Figs 3-15 and 3-16 show yet another embodiment of a load extension device.

Fig 3-17 shows yet another structure of the load extension device that here is again a load plate as in Fig 9 but here has two (or more) sections for of extending structures.

Figs 4-1, 4-2 and 4-3 show an embodiment of a child seat. Fig 4-1 and 4-2 show the seat in the front facing direction and Fig 4-3 shows the seat in the rear facing position.

The Latch Tension Assembly 1014, is shown in Fig 4-4.

Figs 4-7 to 4-9 show new embodiments of Load Plates for the harness of the child seat.

Fig 4-7, 4-8 and 4-9 show three different embodiments. They all have a common feature of one or more fracture necks

Fig 4-8A illustrates load extension characteristics of some embodiments

Fig 4-8B show the extension of the Load plate in Fig 4-8 under load.

Fig 4-9 shows the same architecture as Fig 4-8 except that it has a single "diamond"

Figs 5-1 to 5-6 Shows a chin support assembly for attachment to the harness of a child seat.

Fig 5-6 shows a structure that allows the harness to slide out from the side of the slots.

Fig 6-1 and 6-2 shows the Load limiter with the finger architecture. It has fingers of two different sizes on either side along the length on the central slot (multiple sizes are possible for different load deflection characteristics).

Fig 6-3 and 6-4 Show the load limiter using the slot configuration. Here the slot can be varies in size to increase or decrease the material thickness of the metal between to change the load characteristics. In the embodiment shown there are two sections of slot spacing and therefore material thickness for two levels of load deformation. (Multiple sections are possible with more such sections).

Fig 6-5 shows a version that may be used for a Car Seat belt. One side will be bolted onto the vehicle and the other may be attached to a seat belt latch or the end of the seat belt at the lap end.

Fig 7-1 shows two views of an embodiment of the CRS with sub assemblies shown in Figs 7-2 to Fig 7-9.

The embodiment shows several unique features including a reversible LATCH support arrangement for front and rear facing deployment. Rotation for egress and ingress, side air cushions, a movable inner shell for impact injury reduction.

Fig 7-2 shows the frame subassembly for the embodiment with latch tensioning assembly, that is reversible for rear and front facing seat deployment. Central axis for rotation of the seat, foot rest for front facing mode, that also is the support for the rear facing latch tensioning assembly.

Fig 7-3 Shows an exploded view of the LATCH tension assembly.

Fig 7-4 Shows the side air cushions that may be partially prefilled with porous materials and/or vented to control the impact characteristics. It also shows a unique support structure for the bottom shock strip support including a torsion resisting tube.

Fig 7-5 Shows the subassembly for the inner shell supporting the occupant including key elements of the main shock strip, the feet that are supported by the frame, and the headrest assembly.

Fig 7-6 shows the reinforced section that can have a Cross support strip attached and reinforced regions for the support of side support elements on the outer shell or optional shock strips.

Fig 7-7 shows the Cross support strip supporting ridge, the slot for staples to go through the innershell to attach to the headrest, support feet and harness threading features.

Fig 7-8 shows the head rest assembly

Fig 7-9 shows the Headrest adjustment mechanism assembly.

Fig 7-10 to Fig 7-14 show several embodiments for a load limited that may be used on either the harness (as shown) or for the tether (with end attachments modified)

DETAILED DESCRIPTION OF INVENTION

Airsleeper embodiments

The embodiment of the AirSleeper shown may be deployed at an angle to the axis of the aircraft. The design takes advantage of the longer and shorter sides of each of the sleepers to help with the ergonomics of the sleepers. For example the longer side is used to support the stairs to the upper tier and thereby gets the stairs as far away from the lower tier occupant as follows. The embodiment also gets the leg space of upper tier occupant to be adjoining the sidewall of the lower tier occupant space thereby giving a wider space for egress and ingress of the lower tier occupant targeting the shorter side of that occupant's sleeper.

The airsleeper are designed to be modular and in some of the embodiments have a dovetail structure as shown for added strength, creating among them a stiff honey comb structure that will be resilient to crash loadings substantially axially to the aircraft.

Egress and ingress is facilitated with a handle that is recessing into the wall of the modular housing.

The upper tier in this embodiment is open and may have a support member of the monitor and the modular oxygen supply as shown for example in Fig 1-6.

This embodiment may have static arm rests that are attached to the modular support structure. As shown in Fig 1-12, 1-13 and 1-14, the actuation by the pivotally supported linear actuator, pushes or pulls the pivot between the seat back and the seat bottom. The seat back is forced to move along an arc as it has a pivot to the fixed structure higher along its length. Therefore the seat bottom end moves in an arc. The front of the seat bottom may be attached to the fixed structure with a sliding mechanism that may be designed to give the seat bottom the preferred inclination to the seat back at different postures. therefore the slide guide or slot may be a curve to achieve this.

The leg rest in this embodiment retracts under the seat bottom. It may be actuated by a separate manual or electric actuator, or an extension the actuator driving the seat position, by using limit switches to activate latches that allow the head of the actuator to move along the seat bottom once it has paused the seat to a horizontal position and it has been locked in that place following the action of limit switches.

The seat back has a novel support structure that is shaped to accommodate the bending stresses during a crash loading.

The orientation of the occupant will be facing slightly backwards at some angle and so the long side of the seat back will be the impact side and will therefore have the head of the occupant closer to this side that will benefit the occupant with regard to safety.

The embodiments do not show the foot frame or support elements that support the Air sleepers. These are the subject of prior applications.

The AirSleeper is an accommodation for passengers in aircraft that allows deployment as a tiered bed and in most embodiments a seat as well. The Air Sleeper may be implemented in a modular fashion and each passenger has a module that has a structure that locks to the adjoining similar AirSleeper structures and the support frame below, thereby creating a rigid honeycomb like structure to resist loading along the axis of the aircraft.

Considering that the upper tier of AirSleeper modules are supported by the lower tier and locked thereto (directly or with load limiters), the loading on the lower AirSleepers need to accommodate a high moment due to crash load forces on the upper tier. Additional features for the lower tier Air Sleeper modules are presented herewith. The features shown in Fig 2-1, 2-2, 2-8 and 2-11, addresses some of the enhancements to further support the structure under such loading conditions. Fig 2-1 shows the AirSleeper structural module with ledges or flanges (that may be retractable in some embodiments) such that the flanges on the rear side of the airsleeper with regard to the motion of the aircraft face upwards to support a downward force from the adjoining airsleeper support module and the flanges on the front side of each of the Air Sleeper modules face downwards to support an upward force from the adjoining AirSleeper module. These forces will be the result of each of the AirSleeper structure modules attempting to rotate about their supports below towards the front of the aircraft as a result of the crash load. Normally for separate seats this will result in a tensile load at the rear seat track support point and a compressive load at the front seat track support point. The invention however, equalizes these forces within the AirSleeper module structure and only the residual load is transferred to the seat tracks.

Fig 2-11 shows latches that may be retracted for the same purpose. Notably retraction of such latches will enable the removal of one or more of the AirSleepers for maintenance or reconfiguration without removing the entire Bank of Air Sleepers in a locked row. The latches can use techniques for locking and retraction well disclosed in the background art.

Fig 2-2 shows an enhancement for improving the structural rigidity of the AirSleeper during crash loadings by creating a shear plane with the feature that separates the leg area of the upper tier from the lower occupant space. This feature may be connected on its side and top to the lower tier AirSleeper structure to perform this function. The connection may be extended to the further side of the AirSleeper to increase such rigidity further. Moreover, this feature may be connected to the steps that enable egress and ingress for the occupant in the upper tier of the Air Sleeper, thereby further increasing the rigidity under crash loading conditions for each of the AirSleeper modules. Some embodiments may have a rear wall for the steps that can increase the shear plane further down to further increase the rigidity offered.

Fig 2-8 Provides yet another features for addressing the crash loading conditions. The ledges shown on the rear of each foot frame, will provide upward forces on the adjoining foot frame and the ledges shown on the front of each foot frame provides a downward force on the adjoining foot frame, these forces thereby neutralizing each other in an array of such foot frames assembled end to end and as a result reducing the forces on the tracks to the residual force. The surface of the contact points of the foot frames to each other may have a compressible material thereby creating some force equalization between the foot frames to accommodate engineering inaccuracies.

Another feature shown in this figure is useful for AirSleeper structure modules that may be of different widths and therefore may require support points that accommodate varying spacing requirements. The support points are spaced to accommodate multiple standard widths of Air Sleeper. Many embodiments will use load limiters between the Foot frames and the AirSleeper modules.

Yet another feature in Fig 2-8, is the elongated support points for latches to the seat tracks. Such elongated support points may house flexible or compressible material surrounding the eye that is attached to the support point. Such flexibility enabled with such an arrangement or any other load limiting arrangement well disclosed in the background art will allow for load equalization across the latch points in the event of a crash loading condition or in the event of flexing of the Air frame.

CRS Embodiments

An embodiment of an attachment means for the Latch/ISO-FIX for a CRS is shown in Fig 2-3 to 2-6. The embodiment is pivoted on the CRS body structure, and is located in a recessed groove. The structure can also pivot about its own axis. The two axes of rotation allow the latch/ISO-FIX to be reversed for a rear and front facing seat. These figures show the different stages during the transition from a front facing to a rear facing seat position or vice versa. The support can be locked in either the front facing or rear facing position inside the cavity with one or the other of the locks shown. Considering that the Latch has a top and a bottom simply rotating the arm about a lateral horizontal axis will not work as the top will be at the bottom after the 180 degree rotation. Therefore the present invention shows the rotation about the axis of the arm as well to enable the Latch/ISO-FIX to be facing in the correct orientation in both the front and rear facing positions.

The sequence of Figures 2-3 to 2-6 show this transition. Fig 2-7 shows an exploded view. As can be seen here, there are two axes of rotation. Considering that the arm in its two parts need to support a tensile load the pivot along the arm-1 required an end stop that engages a cavity in the Arm-2 to prevent extension. The engagement of these two arms at this point may also have a compression shock absorber element such as a tube of compressible material to reduce peak loadings.

The sequence of figures 2-9, 2-9A and 2-10 show an embodiment of an assembly for a CRS that may be used to provide control for the lateral deflection of the rear part of the innershell supporting a child during side impact and/or forward deflection during a front impact. The assembly works as follows, 9-8 represents the body of the CRS or Child Seat, pivotally attached about a vertical axis to support housing 9-4 with pivots 9-2 which supports tube 9-1 that is flared (in some embodiments) 9-3. A Cable 9-5 is attached at its first end 9-8 to the support shell of the child that has one or more degrees of motion freedom at this support point under crash loading conditions in a plane substantially orthogonal to the axis of 9-2 (substantially horizontal plane). The cable passes through the tube 9-1 and then through a compressible shock absorbing element 9-7 that has spring and/or damper properties between its ends and is rigidly attached at its second end to the end stop 9-6. 9-6 has a surface that can compress 9-7 upon retraction of the cable 9-5.

Upon tension of the cable in any direction in the plane of rotation of its end 9-8, the cable will compress the shock absorber element 9-7 and thereby extend out of the flared end of the tube at a controlled rate. Such tension on the cable can be due to the rotational motion of the support shell of the child about a near vertical axis towards the front of the seat thereby moving the rear of the seat sideways. With such motion the housing 9-4 will pivot about the axis 9-2, to face in the direction of the tension. In a second type of crash load conditions such as in front impact the cable end 9-8 will be tensioned in a substantially forward direction of the vehicle and with a support shell for the child having a substantially lateral and horizontal axis of rotation near the bottom of CRS, the seat will rotate and extend the cable thereby compressing the shock absorbing element. The Housing will remain in the forward facing position and the pivots 9-2 will ensure that the flared end points as near as possible with the pivotal motion, towards the direction of tension.

Figs 3-1 to 3-8 show embodiments of a mechanism for side impact protection for an occupant in a vehicle particularly for children in child seat.

Fig 3-1 Shows a mechanism to use the lateral motion induced by the movement of a shoulder plate that engages the shoulder upon lateral impact or acceleration. This shoulder plate movement engages the mechanism to move the head rest. The movement of the shoulder plate can be a result of a compression of a shock pad on either side of the occupant that compresses to allow the articulation of the shoulder plate. This figure shows the headrest in a high position for a taller child. The headrest vertical adjustment mechanism is not shown and will follow any of the well disclosed mechanisms in the background art.

Fig 3-2 Shows the same arrangement as in Fig 3-1 with the head rest in a low position.

Fig 3-3 shows arrangement in Fig 3-2 with Shock Pad removed, showing an embodiment of the shoulder plate and a hip plate.

Fig 3-4 Shows the mechanism in Fig 3-1, 3-2 and 3-3 in the normal position. The shoulder and hip plates and the shock pads are removed for clarity. As may be seen the mechanism is symmetrical about the center plane of the headrest and seat. The mechanism is made of supports on the

headrest 02 that has attached to it on its forward pivot the headrest pivot support link 03 that has another pivot on its rear end 05 that is pivoted to the headrest support which in turn is attached to a headrest vertical position adjusting mechanism for a variable height headrest or directly to the seat structure for a fixed height headrest. The pivot support links 03 are seen to be angled to enable the desired motion. Some embodiments will have the axes 04, 05 of the pivot support links 03 to be in the same direction as the back of the seat or parallel to the seat back and the two support links symmetrically placed on either side of the center plane. (Embodiment 1) Some embodiments may also have the axes 04, 05 tilted slightly back from the angle of the seat back, so that the mechanism faces at an upward angle relative to the seat back rather than orthogonal to it. The pivots 04, 05 need to be angled in the support links 03 for this version of the embodiment (embodiment 2).

Fig 3-5 Shows the position when the shoulder plate engagement of the notch on the Headrest pivot support link 08, pushes the link 03 towards the center and thereby reorients the headrest relative to the Headrest support and the seat. Notably This movement is due to a compression of the shock pad (or other device articulating the shoulder plate) on the right hand side of the seat due to a side impact on that side or other acceleration. The reaction force of the shoulder due to the inertial loading pushes the shoulder plate 09, to the right which in turn compresses the shock pad 12 on the right. Notably the movement of the shoulder plate on the right hand side pulls the shoulder plate on the left hand side and through the engagement of the notch on the headrest Pivot support link 03 to the shoulder plate on the left hand side, the Head rest pivot support link is pushed towards the center and the movement is enabled. Notably the movement is possible because of the connection between the left and right parts of the shoulder plate 13 as this carries the tensile force. Alternatively there will be no need for the connection section between the left and right sections of the shoulder plate, if the linkage between the headrest pivot support link and the adjoining side of the shoulder plate 08 can support tensile loadings as for example with a pivoted rod that engages the forward pivot 04 and attached to the adjoining shoulder plate.

This movement of the headrest will ensconce the head on the side of the impact.

Fig 3- 6 shows the movement for an impact from the left hand side which is exactly analogous to the Fig 5 on the right side.

The above figures show embodiment 1 where the support links 03 are pivoted to move in a plane orthogonal to the seat back as the rear pivot 5 is parallel to the seat back. However, in embodiment 2, the support link rear (and front) pivots are inclined to the seat back and therefore the support links move in a plane at an upward sloping angle forward from the seat back. The entire mechanism has the axes of the pivots from the direction of the back rest of the seat to an angle with the upper end slightly behind the this axis of the seat back and the lower end slightly in front of that axis. This embodiment can provide further benefit by enabling a tilting of the headrest such that the impact side of the head rest moves up to further aid supporting the head. Such an inclination will raise the headrest on the side of the impact as well as move it forward on that side, further benefiting the support function of the headrest if it has a low profile to aid vision of the child under normal operation conditions.

Fig 3- 7 shows an embodiment of the support shell 15 of the child seat. Its inner surface supports the shock pad. Alternatively the shock pad may extend to the side of the vehicle and get support from that surface for side impact. However the dynamics of these two cases will be significantly different. Other embodiments without hip and shoulder plates and only the shock pads may also have similar lateral support from a support shell as shown.

The figure also shows the support shell extending forwards of the shock pad as well. This is optional but can aid in enabling rotation of the occupant away from the impact. These forward sections of the hip and shoulder pads may be made to contact the shoulder plate and or the hip plate to slide on these and to provide lateral support for the occupant with compression of the shock pad. However, the forward ends of these plates may be firmly supported by support 15, and therefore induce rotation of the occupant during a side impact.

Fig 3-8 shows an embodiment of the shock pads. As may be seen the compressible material is formed such that the cross sections are narrower towards the rear of the seat if rotation is desired for the occupant (away from the impact). Some embodiments will have the cross sections rise towards the contact surface with the occupant to have a continuous surface for contact, as shown in the figure.

Figs 3-9, 3-11 to 3- 18 Show several embodiments of a device that may be used to reduce front impact acceleration of the head. This is an element that may be attached to the harness on one side and to the harness tightening webbing section on the other, and enable controlled extension of the harness system during front impact. These devices may be designed to simply replace the attachment plate between the left and right harness straps to the harness tightening strap.

Fig 3-11 shows a device that can enable front impact protection using the same technologies. This will be by attachment to the top tether in a child seat, for front impact protection. The extension parameters will however be calibrated to different criteria for this application.

Fig 3- 9 shows an embodiment of the load plate made of a ductile material, with a section that may be extended with a tensile loading. The embodiment shown is designed to extend with a honey comb cross section profile as seen in Fig 3-18. The thicknesses of the deforming or extending sections 21 and the attachment sections between these 20 are designed to have a cross section to have the desired extension rates with the loading. Several different such profiles are possible. Another possible structure for the extending section is shown in Fig 3-19. Yet another embodiment is shown in Fig 20 where there are buckling member 44 that will buckle at a predetermined compressive load and at the time of buckling and thereafter allow the structure to extend at a desired load extension characteristic. Some such load extension characteristics after buckling can allow the plate to extend rapidly until the section 20, 21 are deformed to be in equilibrium with the external load. This buckling load level can be used as a threshold of acceleration (and inertial load force) that is allowable and thereafter rapid extension is allowed to reduce the relative acceleration of the head relative to the seat in a front impact. the buckling member in this embodiment has a section that will support a compressive load until a critical load is reached. A staggered pair of limbs as in the embodiment shown will in many cases provide greater predictability in the buckling mode. Fig 3-10 shows a similar load plate adapted to attach to a tether support when used for front impact protection in the attachment of the seat to the vehicle.

Fig 3-11 Shows the Load plate with multiple fracture elements that can withstand specific predetermined loads before breaking. The three fracture elements have three different breaking loads. The First to fracture will normally have a rigid connection to the load plate, the second to fracture will have a slot for securing the element to the load plate to allow movement before it is tensioned (in the interim the load plate is stretched.) and finally the third has an even longer slot to allow more stretching of the load plate before it is tensioned and then breaks. This allows three separate stages of

extension each defined by the break points of the three fracture members. Any number of such fracture members may be employed with similar attachment of several stages of stretching of the load plate. Between fractures the plate will extend based on the structure of the extending section which in the shown embodiment comprises sections 20 and 21.

After the final fracture element has broken, the load plate will extend based on its own elastic elements comprising 20 and 21.

Fig 3-12 shows the same as Fig 3-11 in exploded form.

Fig 3-13 is a load plate with a single Fracture element. The Fracture element breaks at a predetermined load level. Therefore the extension until break is limited to what the Fracture element will extend. Thereafter the Load acts on the Load plate and stretches it and the extension will be based on the characteristics of the load plate including the elements 20 and 21. If the extension desired is only above a given load level this load level may be set to the fracture limit of the fracture element and the fracture element chosen in material and cross section to provide limited extension before fracture.

Fig 3-14 shows an embodiment with a friction loading between the bars and the plates. The long slots allow sliding of the friction elements. For longer displacements and therefore longer slots the locations of the belt hooks may need to be adjusted so as not to be covered by the friction elements. the loading characteristics will be based on initially the static friction between the strips 32 and the top end of the plate. Other friction driven architectures will be multiple interleaved plates with alternate plates replacing each strip 32 shown and the alternate plates having slots on the same side and the remaining plates having slots on the other side whereby alternate plates will have slots in the rivet attachment to the bottom plate and the other remaining set of alternate plate have slots in the attachment to the upper part of the plate. This will enable sliding of one set of plates relative to the other and the friction loading characteristics will determine the extension.

Figs 3-15 and 3-16 show yet another embodiment of a load extension device. Here a compressible structure with predetermined properties of load vs compression is used and is available in cylinders 34, this cylinder 34 has a cable or rod 35 passing through it and at one end is attached at its first end to a piston 40. This assembly is inserted into a housing cylinder 33 with a bracket 36 for fastening to the top plate 39. (the Cylinder 33 can also be directly fixed to the top plate 37. The second end of the cable or rod 35 is threaded through an aperture on the closed end of the cylinder 33 and attached to the support flange 38 which in turn is attached to the bottom plate 39. Upon tensile loading between the top plate 37 and the bottom plate 39, the cable/rod 35 goes into tension and pulls the piston 40 to compress the cylinder 34 and thereby allows the separation of the plates 37 and 39 at the predetermined rate desired on loading. Notably the cylinder 34 may be replaced with fluid and suitable vents provided to allow escape of the fluid and thereby control extension of the device on loading.

Fig 3-17 shows yet another structure of the load extension device that here is again a load plate as in Fig 9 but here has two (or more) sections for extending structures 41, 42 with different properties. A plate 43 is inserted in one of two positions to straddle the first or the second extending structures and thereby prevent extension. This may be used for different weights of children in a CRS. As the mass increases and the inertial load increases the coarser structure can be employed.

Notably the spacing of the holes must allow the same plate 43 to be inserted in one or the other position. The plate may not be needed to protect the coarse section from expanding as the finer section will extend even if such protection for the coarse section is not provided. With 3 or more extension sections the finest section will not need the plate 43 but the others will.

Figs 4-1, 4-2 and 4-3 show an embodiment of a child seat. Fig 4-1 and 4-2 show the seat in the front facing direction and Fig 3 shows the seat in the rear facing position. The seat comprises a shell 1006 or surface that supports the child directly or indirectly through other mechanisms. In this embodiment the shell is directly attached to the supporting mechanisms comprising latches. Alternative embodiments may have the shell attached to a frame structure with arrangements for movement between the shell and the frame for egress and ingress. In the embodiment shown, the shell is attached to the latch arrangement with a Latch carrier 1002 that is pivotally attached at the bottom of the shell. The position of the pivot is arranged such that the end of the latch carrier is at the required position for both front facing and rear facing positions when pivoted forward and backwards. Other related embodiments may have the pivot movable such that the position of the latch ends may be moved to exactly position the latch ends correctly. Moreover, many embodiments of this seat including the embodiment shown have a shear plate between the two side tubes of the latch carrier (carrying the two latches) to support lateral loadings without distortion. The latches (not shown) sit inside the two side tubing housings of the latch carrier. Apertures on the housing tubing (not shown) allow access to the latch mechanism for operation. The latches are attached to a piece of cable at either of its ends (alternatively two separate cables can be employed but will not need the pulley 1021) The cables enter the Latch tension assembly through the nipples 1017. The Latch carrier has a large aperture suitable placed on each of the tubing housings for the latches to allow each of the latches while the cable is made slack to be taken out twisted by 180 degrees and reinserted (the cable takes the 180 degree twist). This will allow the latch to be oriented upright in both the front facing and rear facing positions of the latch carrier. While some embodiments may have an arrangement to rigidly support the latch carrier in the forward facing position and one or more rear facing positions of the seat, This embodiment has in addition has the latch carrier also pivotally attached to a latch carrier brace 1003. This Brace attaches to the Top Brace 1004 in the front facing position of the seat and to one of several position on the Front Brace 1005 when the seat is in the Rear facing position. Pairs of sockets and plugs are arranged to engage the Latch carrier Brace to mate with one or both of the Top Brace and the front Brace. The mating arrangement for the front brace may have multiple positions to change the angle of the seat in the rear facing position. One or more "Thumb" screws in holes 1007 attaches to mating nuts on the Front and Top braces. The Front Brace may require multiple nuts for each screw for the multiple attachment positions.

Each of the Latch carrier Brace 1003, Front 1005 and Top 1004 Braces may have shear planes to minimize distortions during lateral loadings. The top and front braces are pivoted to the shell 1006 (or the support frame which is attached to the shell in other embodiments).

When the seat is in the front facing position, the Front Brace 1005 is folded in about its pivot but in many such embodiments will have an end stop to provide vertical support for the seat (ie touching the car seat in front of the pivot of the Latch carrier.) In still other embodiments the Front Brace 1005 may swing forward in the front facing position of the seat and be limited by an end stop to provide support for the seat at a point further forward on the seat. Such an arrangement may also have a bolt on support that reached the floor board in front of the seat (not shown) for further support.

When the seat is in the rear facing position the Top Brace is folded about its pivot either up towards the seat back and locked in that position to prevent obstruction the inclined seat, or in other embodiments is folded outwards to either directly or with a bolt on leg support the child seat on the front of the car seat or with a longer leg to support the child seat on the floor boards in front of the car seat. The Top Brace in such an arrangement may have a lock arrangement near its pivot to keep the leg to the floor in a suitable orientation and position. Such a leg may have arrangements for shorter and longer lengths to suit different cars.

The Latch Tension Assembly 1014, is shown in Fig 4-4. The cables (not shown) from the latches enter the Assembly through the nipples 1017 on each side and go over the pulley 1021. A typical assembly approach will be to attach the cable to one latch. Thread it through the pulley and then attach it on the other latch. The Assembly 1014 has access slots for the pulley 1018 and 1024 (for alternative attachment side) for access for the cables 1023 opposite the nipples. At one of the two ends of the housing tube -the Latch Pivot Tension Tube 1016 sits a tensioning cam assembly also shown in Figs 4-5 and 4-6, that comprises a pulley 1021 attached with a pin 1025 to a Cam Tension Bar 1022 which enters a slot in the Cam Pin 1019 and is threaded to accept the Thumb nut 1020. The Cam Pin 1019 pivots the Latch tension lever 1001.

The Thumb nut may be tightened to increase the tension of the cable by pulling the pulley 1021 by raising the Cam Tension Bar 1022. Final tensioning can be achieved by turning the Latch Tension Lever.

Notably some embodiments can have the Tensioning assembly moved from one end of the Latch Pivot Tension Tube to the other. One approach for this would be to unscrew the Cam Tension Bar 1022 completely out of the nut 1020, push it through the tube 1016 and attach it to the lever 1001, the Cam Pin 1019 and the Nut at the other end. The Aperture 1024 will help positioning the pulley and cable in the final stages of the reassembly.

Figs 4-7 to 4-9 show new embodiments of Load Plates for the harness of the child seat. Such a plate will be attached to the two sides of the child seat harness and on the other side to the tensioning webbing behind the seat. Other embodiments may have such elements anywhere along the length of the harness to control the peak tension loading. These Load Plates can also be used for controlling peak tension loading on any occupant support seat belt or other restraint mechanism such as in a car seat or airplane seat for adults.

Fig 4-7, 4-8 and 4-9 show three different embodiments. They all have a common feature of one or more fracture necks 1031 that break at a predetermined load. At the time of breakage, a related extension or distortion section allows controlled extension of the plate.

Fig 4-7 has a single fracture neck 1031 and has several deforming sections 1033 and related Link Sections 1034. Such multiple arrays of deforming and link sections allow greater deformation upon fracture of 1031. What is also disclosed in Fig 4-7, 4-8 and 4-9 are lateral separation between the parallel arrangements of distortion and link members. A single link member attached to the Harness loop side attached to an array of deforming and link members to correspond to a single link member attached to the section that has the tension webbing support hook 1032. This allows the deformation of the elements pull "inwards" the sides without restriction as shown in Fig 4-8B. This separation of the different parallel arrays is shown at 1035.

Fig 4-7 and 4-8 show the case where there are multiple fracture necks and corresponding deforming 1033 and link 1034 sections. The cross sections of 1033 and 1034 and other connected sections may be calibrated to distort to the desired extent when the corresponding neck 1031 breaks. The cross section of the neck may also be calibrated to a desired force for fracture.

Each of the sections corresponding to a fracture neck 1031 has a section support 1036. The fracture force of the necks 1031 may be set to the limit allowed for the tension in the harness (which derives from the acceleration of the head and upper body and its inertial loading). To accommodate a spiky force loading the neck fracture forces may be set near each other near the desired peak loading of the harness or seat belt, with suitable extension of the corresponding extension sections such that each spike breaks one or more of the necks and limits extension between spikes. This will conserve the available forward projection of the head and upper body for the spikes in loading.

Fig 4-8A illustrates this situation. The graph shows multiple identical deforming sections and corresponding links for each of the fracture necks. The straight lines show the theoretical extension of the one or more of such sections under load. With each successive fracture of the neck the actual extension follows the heavy line from no sections to a single section to two sections and more depending on the number of fracture necks and sections. The Fig shows 5 sections.

Fig 4-8B shows the extension of the Load plate in 8 under load.

Fig 4-9 shows the same architecture as Fig 4-8 except that a smaller deformation is desired and so a single "diamond" of deformation elements lie between the section supports 1036, unlike in Fig 8 where there are two "diamonds". Other embodiments may have more such diamonds. Still others may have the diamonds attached laterally ie without the separation 1035 to limit deformation.

Figs 5-1 to 5-6 Shows a chin support assembly for attachment to the harness of a child seat. It has a dual role of support for the chin of the child for resting and during a front impact providing controlled support while compressing to reduce the peak acceleration of the head during such front impacts. One situation where chin rest can have a significant effect during a front impact is when following the impact and the support provided by the harness to the torso, the head projects forward and down till the chin impacts the chest. The Chin rest will prevent or minimize such contact and will crush in a predetermined controlled manner to gradually bring the chin to rest relative to the chest of the child thereby reducing the sudden impact condition that may cause a high peak acceleration condition.

The chin rest may be contoured to have an inclined surface 2005 towards the sides so that the child can rest the chin and part of the cheek on the chin rest.

The chin rest can be supported by a modified chest clip - called a chest plate 2003/2004, the left 2004 and the right 2003 that can be secured together using many approaches disclosed in the background art for chest clips. The Chin rest 2007 may be secure to either the left 2004 or the right 2003 chest plate using attachment means well disclosed in the background art. Notably access to a latch mechanism 2006 if required will be necessary on the chin rest in many embodiments. The chest plate extends downwards in many embodiments to ensure that the reactive force on the chest is distributed over a larger area and that the distance between the support on the harness and support area is adequate to provide a counteracting moment to the force of the chin on the top of the chin rest during front impact.

Some embodiments of the chest plate can have a structure that allows the harness to slide out from the side of the slots Fig 5-6. This is particularly useful in jurisdictions where chest clips may not be allowed to ensure that the child can be removed from the seat without delay after a car crash. Notably such an embodiment can have a single piece chest plate with the harness threaded through the slots or use the conventional architecture with the left and right side chest plate and have the harness threaded through permanently but easily removed in a crash without recourse to the latch mechanism between the left and right side of the chest plate.

The material of the chin rest may be made of crushable or compressible foam material or have a spring damper combination to provide the resistance.

If foam is used the compression characteristics may be designed to accommodate multiple head masses impacting for different aged children. Larger masses will require greater distances for deceleration while crushing the foam. If such distances are not available for the larger mass heads, foam layers with progressively increasing density can be used to decelerate the head. The softest foam typically on the top will compress for the smaller children's heads. Heavier heads will easily compress the top layer without much impedence but will decelerate at suitable rates with the denser foams below.

Moreover, multiple chinrests may be available for mounting on the chestplate, for different aged children and for different car and child seat types to accommodate different crash profiles.

Still other embodiments may have foam inserts that can go into apertures in the chin rest to increase the resistive force of the chin rest for larger heads.

More generally, cores of foam either cylindrical or any other cross section may be inserted into foam based reaction materials as in the above invention to change the reaction characteristics. This could be used in side impact foam based reaction materials where cylindrical or other cross section apertures are provided for later installation of the foam cores as the child grows and a greater mass will need to be accommodated during impact conditions such as in side impact.

The Load Limiter of this invention consists of a Load Plate 1001 that has a recess 1010 with a fitted bolt or rivet 1004 through it. Other attachments to the bolt or rivet exert a force in the direction of the central slot with either fingers or slots on either side. The material of the load plate deforms around these fingers 1005 or slots 1011 first and then as the bolt or rivet progresses along the central slot it encounters the second set of fingers 1006 or slots 1012 that have a greater cross section of material and therefore require a greater load to deform and allow progress of the bolt/rivet further. Some embodiments may have a single section of fingers or slots, others may have a plurality of such sections with fingers or slots. The design of the length and width of the fingers or slots and in the case of the slots the vicinity of the slot to central slot are instrumental in determining the load that will deform them to allow the progression of the bolt/rivet 1001 through the central slot. In some situations an aperture 1009 is useful to begin the deformation by weakening the section immediately next to the recess 1010.

The Bolt/Rivet is attached to the load that needs to be limited. Some embodiments have a second plate "T" Bar that has the load attached in the harness of a Child Seat in a vehicle. Others use a plate that can be attached to a bolt support. Still others may have the Bolt/Rivet 1004 directly attached to the load element.

The surface of the bolt/rivet 1004 should be hard enough and have a low enough coefficient of friction to deform and slide through the central slot. In some embodiments the 1004 is narrower and there is a washer 1002 that fits the bolt/rivet and on its outer surface fits the recess 1010. The surface of the washer may be specially for hardness and/or low friction.

A second Washer that has a wide outer diameter is often useful in some embodiments to keep the bolt/rivet and the first washer flush with the loadplate.

In still other embodiment a single washer element with two internal diameters as shown in the figures may be used instead of two separate washers.

Embodiments shown in the figures have a hook for the harness tensioning webbing on the load plate and two hooks on the "T" Bar for the harness straps. An embodiment for a Tether (used on the back of a Child restraint) could have single hooks or loops or buckles for suitable attachment.

The load limiter in this invention can be calibrated to the distance required for movement for each load level and the slots or fingers designed to provide sections long enough for these distances.

Fig 7-1 shows two views of an embodiment of the CRS with sub assemblies shown in Figs 7-2 to Fig 7-9.

The embodiment shows several unique features including a reversible LATCH support arrangement for front and rear facing deployment. Rotation for egress and ingress, side air cushions, a movable inner shell for impact injury reduction.

Fig 7-2 shows the frame subassembly for the embodiment with latch tensioning assembly, that is reversible for rear and front facing seat deployment. Central axis for rotation of the seat, foot rest for front facing mode, that also is the support for the rear facing latch tensioning assembly.

Fig 7-3 Shows an exploded view of the LATCH tension assembly.

Fig 7-4 Shows the side air cushions that may be partially prefilled with porous materials and/or vented to control the impact characteristics. It also shows a unique support structure for the bottom shock strip support including a torsion resisting tube.

Fig 7-5 Shows the subassembly for the inner shell supporting the occupant including key elements of the main shock strip, the feet that are supported by the frame, and the headrest assembly.

Fig 7-6 shows the reinforced section that can have a Cross support strip attached and reinforced regions for the support of side support elements on the outer shell or optional shock strips.

Fig 7-7 shows the Cross support strip supporting ridge, the slot for staples to go through the innershell to attach to the headrest, support feet and harness threading features.

Fig 7-8 shows the head rest assembly

Fig 7-9 shows the Headrest adjustment mechanism assembly.

Fig 7-10 to Fig 7-14 show several embodiments for a load limited that may be used on either the harness (as shown) or for the tether (with end attachments modified)

The embodiment of the CRS shown in Fig 7-1 with sub assemblies in Figs 7-2 to 7-9 has many new features.

Some of these features are as follows:

1. LATCH/ISOFIX tensioning mechanism for forward and rear facing deployment including optional foot rest for front facing deployment.

This feature has a pivoted mechanism that is robustly attached to the seat structure, that may swing forward for the rear facing seat and be locked in position with the holes 7-1018 on front brace with 7-1022 on Latch carrier with a engaging rod, for one or more inclinations with a Front brace 7-1005 having connection holes for different positions 7-1018. (Fig 4-3 shows an analogous position for rear facing seat.) Fig 7-2 shows the Front brace/footrest 7-1005 which becomes a foot rest in many embodiments for the front facing deployment; with several positions enabled with the location of a pin through many holes 7-1020 on the body of the seat. The same mechanism can be swung back to lock into the frame (directly or indirectly) 7-1022 to 7-1023 with a securing rod, to provide a LATCH/ISOFIX for the front facing seat.

The Latch/ISOFIX support mechanism comprises a latch tensioning mechanism that can be used to tension the latches in a single operation, and a housing for the latches the details of which are disclosed in Figs 4-1 to Fig 4-6 and the disclosure above.

The embodiment shows in Fig 7-3 the (optional) connection 7-1014 between the Latch/ISOFIX support and the central pivot rod 7-1013 which is attached to the tether, thereby creating a rigid structure that is attached to the vehicle with the latches and the top tether. This will allow lighter construction of the rest of the seat as the load is borne by these elements.

2. Clasp mechanism and lock for egress ingress rotation of the seat.

The clasp and lock as shown in Fig 7-2 are used to lock the seat in the operating position and release the seat for egress and ingress. The lock 7-1011 has its pivoting axis such that compressive load on the 7-1010 and the lock 7-1011 will tend to push the lock towards the lock position rather than the release position.

The Clasp mechanism is also designed to fracture at a critical load when side impact forces rise above a threshold to allow the seat to rotate away from the impact.

3. Main shock strip attachment to accommodate high torsional load for transfer directly to the support points of the LATCH and the tether. Inner shell support with feet for vertical support. The present embodiment of the CRS has the main shock strip (that supports much of the load of the seat during normal operation and during impact loading) supported by a central arm 7-1028 which is attached to the Main shock strip 7-1034.

Moreover, in some embodiments there is in addition a cavity 7-1026 supporting a tube and a torsion brace tube 7-1025. The Torsion Brace tube has at its two ends apertures to attach with rod to the shock strip 7-1027 and in the rear to attach to the central Pivot Rod 7-1013.

4. Rear support for Main shock strip. The Main shock strip may have a support at the bottom rear to prevent the compression of the shock strip under intense loading in a front impact or to accommodate heavier occupants.

5. Side impact air cushion. These side impact outside air cushions 7-1004 are attached to the outer shell/frame 7-1003. These may be partially filled with porous materials and vented.

6. Head Rest assembly including support for harness within the architecture for a moving inner shell for impact protection for either or both of side and front impact. The headrest assembly for the CRS may include the support for the harness as well and thereby allow the adjustment of height to be for both the headrest and the harness. The CRS embodiment shown has a dynamic inner shell and therefore cannot have the conventional architecture for the adjustment of the headrest height. Such adjustment mechanisms need to be mounted on the (dynamic) inner shell. The architecture shown illustrates the (optional) Brace section 7-1035 that is attached to the Main shock strip 7-1034. The Brace section provides a sliding surface for the adjuster tube 7-1044 and also has notches that will capture the ends of the Latch pins 7-1060. (the Brace section may be excluded if the inner shell 7-1002 has the section molded for sliding and recesses for the latch pins). Both the Brace Section and the Main Shock strip are secured to the inner shell 7-1002. The Adjuster tube contains the adjuster latch mechanism. It is also attached to the staples 7-1038. The staple legs go through slots on the back of the inner shell 7-1036 to reach the headrest 7-1032 and the Brace Plate 7-1033 to which they are secured. This assembly will allow the adjuster tube along with the staples and the head rest ad brace plate to move together as the adjuster tube slides in the Brace section. The position of the adjuster tube and thereby the headrest and brace plate will be determined by which slot in the Brace section is used for the ends of the pins protruding from the Latch pins 7-1060. The headrest has a slot for the harness 7-1048 and a recessed section below it for the rear section of the harness after threading through the holes. In addition a lateral bar may be positioned just under the harness apertures 7-1048 and recessed into the headrest structure and extending right across the headrest structure and secured to the brace plate behind for further support of the harness under load conditions in impact.

Under front impact conditions the harness will pull forward and the force will be transferred from the headrest 7-1032 (and the lateral bar if installed) to the brace plate and the staples through to the adjuster tube 7-1044 which will be wedged into the brace section. Some embodiments may even have an angled cross section so that the adjuster tube is designed to wedge securely into the section of the Brace section thereby minimizing further movement of the headrest relative to the Brace section. The Brace section is attached to the Main shock strip at the bottom and to the (optional) bungee sling 7-1037 which are both connected to the Outer Shell/frame and therefore moderates movement. Notably in the absence of the Brace section the connections are made to the body of the inner shell as the adjuster tube will slide in a recess on the inner shell directly.

7. Side impact support:

Side impact support for the inner shell is provided with reinforces section that sits on the raised section 7-1031 that traverses the brace section and the adjuster tube by going over it. It is secured to the inner shell and will support the inner shell on the sides by bracing it. A tensile load will result on the strip which can be better with connection over the center of the inner shell to the far side of the inner shell. This cross support strip contacts either the outer shell/frame directly or indirectly with spring shock strip sections.

A second pair of (optional) side contacts may be made between the inner shell and the outer shell frame Fig 7-4 shows the outer shell frame with two lower prongs on each side that will support these forces.

Finally during side impact the inner shell will tend to tilt at the top towards the impact as the support forces are largely at the lower end of the shell. This movement is minimized with the support legs 7-1008 that sit on the frame assembly 7-1007. The frame surface is countoured to allow sliding of the legs as the outershell/frame pivots for egress and ingress.

8. Harness topology and support. The harness is threaded through the headrest slots and down on the inner side of the innershell to the slot at the bottom rear of the innershell 7-1051 into a recess that lies below the main shock strip. It then emerges at the front of the innershell where a conventional harness adjuster may be mounted for ease of access. Notably under impact conditions the tension in the harness will need to be supported by the bottom of the inner shell material (harness lies below it after passing through the slot) . This section of the innershell bottom may be reinforced with a plate that is attached to the same fasteners as the main shock strip.
9. The Head rest adjuster mechanism that lies in the adjuster tube has a pair of adjuster plates 7-1039 that straddle the latch 7-1040/7-1041 (there may be multiple latches along the length of the adjuster plate with corresponding recesses on the Brace section and apertures on the adjuster tube). The Latch(es) are spring loaded and will be the normal position 7-1040. Pins are inserted between the adjuster plates through aperture 7-1055. These pins lie below the latch arms. The lower end of the Latch (es) is attached to the adjuster tube with one or more central pins 7-1056. The latch pins on the ends go through holes on the adjuster tube and protrude into the recesses on the Brace frame and thereby lock the adjuster tube in a position on the brace frame preventing sliding on the brace frame. When the adjuster plates are raised the pins attached to the adjuster plates through the apertures 7-1055. This pushes the arms of the Latch inwards and retracts the pins at the ends into the adjuster tube thereby allowing the adjuster tube to slide inside the brace section. Pulling up the adjuster plates is facilitated with the handle 7-1042 attached thereto. For ease of operation a second handle 7-1045 is attached to the adjuster tube. A spring 7-1043 may be interposed between the adjuster plates and the adjuster tube.

Load limiters that may be used with the Harness and tether in CRS.

Fig 7-10 to Fig 7-14 show several embodiments for a load limited that may be used on either the harness (as shown) or for the tether (with end attachments modified)

This class of load limiters are designed to have controllable force displacement characteristics by bending strips of material. The width and thickness of the strips at different points along their length of displacement will determine the force at that point of displacement. The principal application in the CRS is to have constant forces over a given displacement which may be achieved with a constant cross section for the strip for that length. However, it may be desired to have multiple "plateau"s of constant force to cater for different loads on the CRS. This can be done with multiple cross sections along the length of the strip.

For example in Fig 7-11 we have a cut out on the strip that changes the cross section for part of the length. When this section is bent it will show a lower force whereas when the full section is bent it will have a larger constant force.

One issue that needs to be overcome for a lower initial force plateau and a higher force plateau later, is the problem that the smaller cross section needs to pull the wider cross section through the process of bending. If the differences in cross section are large the narrow section will begin to extend substantially in preference to bending the wider cross section. The solution in Fig 7-14 addresses this problem by having two separate strips. This embodiment will be described later.

The embodiments shown bend the strip over a roller (although a low friction rod may be used) the angle over which it is bent may be varied for example Fig 7-12 vs 7-13. Also the strip may be supported on the side before bending by friction on a wedge (as in Fig 7-13) or a retaining structure (as in Fig 7-12) or with a secondary roller (fig 7-10, 7-11, 7-14).

In the load limiter embodiments shown the deformable strip 7-2002 is bent over a main roller 7-2000. One of the attachment points for the harness or the tether is to the end of the strip 7-2002. The roller is pivotally attached to the housing or body 7-2005 which is attached to the second attachment point. Notably the first and second attachment points can be the attachment points to the harness tensioning webbing section and the two harness sections that go to the front of the child seat.

Fig 7-10 shows the embodiment with two rollers 7-2000 and 7-2001 for bending the strip as the upper hook 7-2004 pulls the strip out of the body 7-2005 which is attached to the Lower hook 7-2003.

Fig 7-11 shows a version with a cut out on the strip that will reduce the force between the attachment points as the reduced section 7-2006 of the strip is bent around the main roller. The force will rise when the full section reaches the main roller. Any of the embodiments shown can have this reduced section feature. Moreover the reduced section feature can have a variable section to have a varying force.

Fig 7-12 Shows an embodiment that uses only one roller and has a low friction contact with the body for the strip 7-2002. Fig 7-13 shows an embodiment that has a reduced angle of distortion of the strip. It uses a wedge 7-2009 to deform the strip over the roller although a secondary roller can be used with its contact surface in the same location as the wedge.

Fig 7-14 uses two strips for two "plateaus of force. The First deformable strip 7-2002A has a slot in it 7-2007 which engages a pin attached to a hole 7-2008 on the second strip. When there is tension applied between the upper and lower hooks, the first strip bends over the roller as the pin slides through the slot 7-2007. When the pin 7-2008 reaches the end of the slot the second strip is also pulled along and therefore its cross section is also bent and therefore the force rises to the second plateau.

CONCLUSIONS, RAMIFICATIONS & SCOPE

It will become apparent that the present invention presented, provides a new paradigm for implementing key safety features comfort and convenience features for occupants in vehicles.

CLAIMS

1. A system of modular vehicle occupant supports, wherein said modular occupant supports are in two or more tiers and wherein each tier comprises a plurality of modular occupant supports, and wherein the modular occupant supports in the second tier are offset laterally with regard to the modular occupant supports in the first tier, and wherein the first tier of modular occupant support have direct egress and ingress access to occupants, and wherein egress and ingress to each of the modular occupant supports in the second tier requires a means for elevating the occupant, and wherein means for such elevation for each of said modular occupant supports on the second tier is a set of stairs located along a side wall of one of said modular occupant supports on the first tier, thereby providing means for egress and ingress of an occupant in the second tier without limiting space egress and ingress of the occupant in the first tier, said limiting of space being determined by one of both of the extent of offset of the second tier relative to the first tier and the width of the stairs.
2. A system of modular vehicle occupant supports as in claim 1, wherein one or more of the set of stairs and the bottom of the modular occupant support on the second tier served by said set of stairs have attached there between a rear wall that acts as a shear plane for bracing the modular occupant support as part of the system of modular occupant supports in the event of a substantially lateral loading.
3. A system of modular vehicle occupant supports as in claim 1, wherein at least one of said modular vehicle occupant supports has an occupant facing direction, and comprises a seat back with a bottom edge and a seat bottom with a front and a rear edge, wherein said seat back is connected pivotally along its bottom edge to the rear edge of the seat bottom, and wherein said seat back is supported pivotally at a predetermined distance from its lower edge, and said seat bottom is supported at a predetermined distance from its front edge by one or more sliding surfaces enabled to slide along a surface on the support structure of the modular occupant support, such that as the seat back pivots about its support from a sitting position to a flat bed position, the sliding surface of the seat bottom follows a trajectory defined by the sliding surface on the support structure such that at each angle of orientation of the seat back the height of the sliding surface on the seat bottom may be predefined and thereby the angle of the seat bottom may be controlled for the comfort of the passenger.
4. A system of modular vehicle occupant supports as in claim 3, wherein at least one of said modular vehicle occupant supports further comprises a retractable leg rest, retractable into the seat bottom, and where in said actuator is enabled to move the pivot point of the seat back and bottom about an arc from the sitting position to the flat bed position and thereafter, following the activation of one or more limit switched at a predetermined angle of the seat back, pushes said foot rest out of the seat bottom, thereby creating a single mechanism for the actuation of the modular occupant support .
5. A system of modular vehicle occupant supports as in claim 4, wherein at least one of said modular vehicle occupant supports comprises multiple limit switches to enable the actuation of the leg rest at different inclinations of the seat back.
6. A system of modular vehicle occupant supports as in claim 1, wherein said modular occupant supports are inclined to the lateral direction of the vehicle, and thereby a front of a first side of each of the modular vehicle occupant supports is longer than a front of a second side, and wherein the stairs are located on the first side thereby one or both of increasing the space available behind the stairs for a lower tier occupant and easing egress and ingress for the lower tier occupant.
7. A system of modular vehicle occupant supports as in claim 1, wherein said modular occupant supports are inclined to the lateral direction of the vehicle, and thereby a rear of a first side of each of the modular vehicle occupant supports is shorter than a rear of a second side and wherein the direction of motion of the vehicle is from the first side to the second side, said seat back further comprising a substantially vertical surface on the second side of the seat back to support the occupant in the event of a rapid deceleration of the vehicle.

8. A system of modular vehicle occupant supports as in claim 1, wherein said modular occupant supports are inclined to the lateral direction of the vehicle, and thereby a rear of a first side of each of the modular vehicle occupant supports is shorter than a rear of a second side and wherein the direction of motion of the vehicle is from the first side to the second side, and further comprising a support structure that is curved in the direction of the front of the vehicle to accommodate loadings in the event of a rapid deceleration of the vehicle.
9. A system of modular vehicle occupant supports as in claim 1, wherein said first tier of modular occupant supports are supported by an array of foot frames, wherein said foot frames are locked to seat tracks of the vehicle with support linkages comprising spring damper properties to reduce the spikes in inertial loading upon rapid deceleration of the vehicle.
10. A system of modular vehicle occupant supports as in claim 1, wherein the modular occupant supports are supported by adjoining modular occupant supports with flanges that transfer torsional loadings during rapid deceleration of the vehicle, thereby neutralizing the compressive loading at the front and the tensile loading at the back of each modular occupant support thereby minimizing the net restraining force required by the support structure for said system of modular occupant supports during rapid deceleration of the vehicle, and wherein said flanges may be retracted for removal and reinstallation of said modular vehicle occupant supports.
11. A system of modular vehicle occupant supports as in claim 1, wherein the occupant supports in the second tier comprise one or both of an integrated oxygen system support and a video screen support for the occupant on an elevated stalk.
12. In a CRS a mechanism for protection of the occupant in an impact comprising a LATCH or ISOFIX attachment mechanism that may be pivoted about an axis and deployed for both front and rear facing positions of the CRS, enabled to reorient the latch to be in the same orientation for attachment to the vehicle.
13. In a CRS a mechanism for protection of the occupant in an impact comprising a LATCH or ISOFIX attachment mechanism as in claim 12, further comprising a single point tensioning mechanism for said LATCH or ISOFIX.
14. In a CRS a mechanism for protection of the occupant in an impact comprising a LATCH or ISOFIX attachment mechanism as in claim 12, further comprising a shock absorption mechanism for the LATCH or ISOFIX attachments.
15. In a CRS a mechanism for protection of the occupant in an impact comprising a LATCH or ISOFIX attachment mechanism as in claim 12, further comprising a front brace for use in a rear facing deployment, which can be used as a foot rest in a front facing deployment.
16. In a CRS a mechanism for protection of the occupant in an impact comprising a shock absorption mechanism for a CRS for controlling the motion of a support shell for a child in one or both of a front and side impact, condition, comprising a substantially vertically mounted shock absorber with a crushable or spring/damper element and a rotating head to align the restraining tension force to the direction of the loading.
17. In a CRS a mechanism for protection of the occupant in an impact comprising a support shell with a layer of compressible foam inside, and a tear resistant membrane attached to the inside surface thereof, wherein the foam is contoured to have a reduced sections towards the rear of the CRS thereby inducing rotation of the occupant away from a lateral impact on the CRS.
18. In a CRS a mechanism for protection of the occupant in an impact as in claim 17, wherein the section of the tear resistant membrane at the back of the CRS and headrest support elements attached thereto, are adapted to move in the direction of the lateral impact, and wherein a mechanism for supporting the headrest is attached to the support structure of the CRS with movable section attached to the membrane and headrest support elements attached thereto, wherein the mechanism is adapted to rotate the headrest to ensconce the head of the occupant actuated by the movement of the membrane and headrest support elements attached thereto, in the direction of the impact.

19. In a CRS a mechanism for protection of the occupant in an impact a harness load limiter adapted to limit the peak load on the harness by one of: friction, compressing a crushable element, compressing a spring damper element; breaking at least one fracture neck at a predetermined force and thereafter deforming a deformable element following the fracture of each neck; deforming deformable fingers at a predetermined force.
20. In a CRS a mechanism for protection of the occupant in an impact comprising a chin rest/ guard attached to the front of the harness, enabled to one of both of : support the chin of the occupant during a front impact; and support the head of the occupant for sleep under normal conditions.
21. In a CRS a mechanism for protection of the occupant in an impact a support shell for the occupant pivotally attached about a substantially vertical pivot axis to the support frame attached to the vehicle, wherein the support shell is retained in the normal position with a pair of clasps on either side locked in place with a lock that reinforces engagement upon compressive loads, wherein said clasp is adapted to fracture at a predetermined lateral load on the support shell to enable the occupant to move away from the impact.
22. In a CRS a mechanism for protection of the occupant in an impact a central main shock strip that supports the inner shell supporting the occupant, wherein the main shock strip is supported by a central arm attached to the support structure of the CRS.
23. In a CRS a mechanism for protection of the occupant in an impact as in claim 22 wherein the central arm comprises a torsion resisting tube to resist torsion of the main shock strip during lateral impact loading, wherein the torsion resisting tube is attached at its front end to the main shock strip and at its rear end to the support structure of the CRS.
24. In a CRS a mechanism for protection of the occupant in an impact as in claim 23, wherein the central arm is attached to a outer shell/frame which is pivotally attached to the support frame of the CRS with a central axle, and wherein the attachment of the rear end of the torsion resistant tube is to the central axle.
25. In a CRS a mechanism for protection of the occupant in an impact wherein a support mechanism for the LATCH/ISOFIX assembly is directly attached to a substantially vertical central axle that is attached to the tether, thereby creating a rigid and robust support structure for the CRS.
26. In a CRS a mechanism for protection of the occupant in an impact, a dynamic innershell supporting the occupant, wherein the head rest and harness support are attached to said dynamic innershell with a adjustment mechanism for raising and lowering the headrest and harness support , further comprising a routing of the harness on the inside of the back of the innershell from the adjustable head and harness support, and below the bottom of the innershell in a slot above the main shock strip to the harness adjustment lock at the front bottom of the innershell.
27. In a CRS a mechanism for protection of the occupant in an impact, a headrest adjuster mechanism comprising a adjuster tube sliding in a brace section attached to the outer surface of an innershell, wherein the adjuster tube is attached to the head/harness support with a plurality of staples that straddle the brace section and reach the head/harness support through slots in the inner shell, and wherein a latch mechanism in the adjuster tube engages slots in the brace section to fix the position of the head/harness support with regard to the innershell.
28. In a CRS a mechanism for protection of the occupant in an impact as in claim 27, wherein the latch mechanism in the adjuster tube comprises a pair of adjuster plates with pins there between that engage a latch, wherein upon upward movement of the adjuster plates the latch is forced to retract into the adjuster tube, thereby releasing the brace section and enabling movement of the head/harness support.
29. In a CRS a mechanism for protection of the occupant in an impact, a load limiter attached on the load path of a harness, wherein said load limiter is enabled by the bending of a strip of deformable material of a predetermined width and thickness at each point along its length.

30. In a CRS a mechanism for protection of the occupant in an impact, a harness system comprising a load limiter attached on the load path of a harness as in claim 30, wherein the cross section of the strip is constant thereby enabling a constant maximum load on the harness.
31. In a CRS a mechanism for protection of the occupant in an impact, a harness system comprising a load limiter attached on the load path of a harness as in claim 30, wherein the cross section along a plurality of lengths of the strip is constant, thereby enabling a plurality of fixed forces as the load limiter extends and thereby creating maximum loads at different extension points of the harness system.
32. In a CRS a mechanism for protection of the occupant in an impact with an innershell supported by a main shock strip, wherein the shock strip has a support element at the rear bottom to avoid excessive compression during one or both of: severe front impact; and the use of the CRS for heavy occupants.
33. In a CRS a mechanism for protection of the occupant in an impact with an innershell supported by a main shock strip attached to a pivoting outer shell to enable rotation for egress and ingress relative to a frame attached to a vehicle, a pair of legs on the innershell supported by the frame on a sliding surface on the frame to support the inner shell under lateral impact conditions.

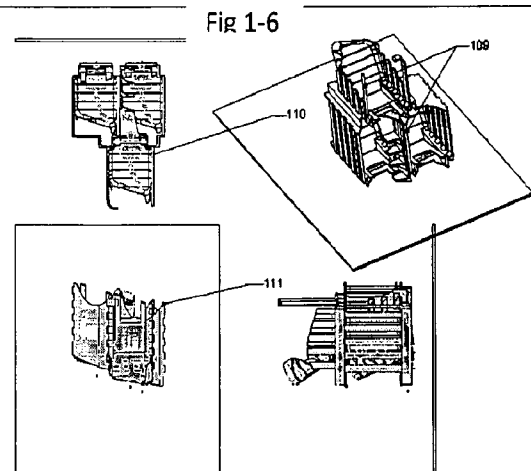
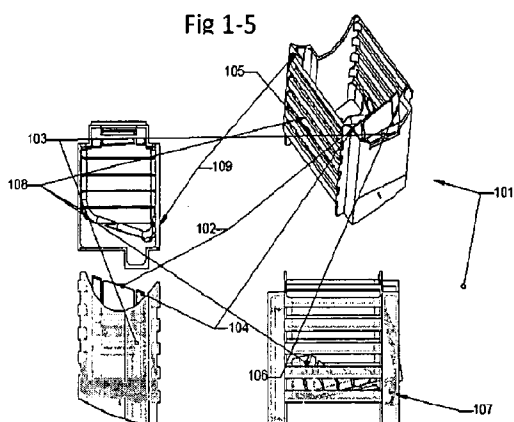
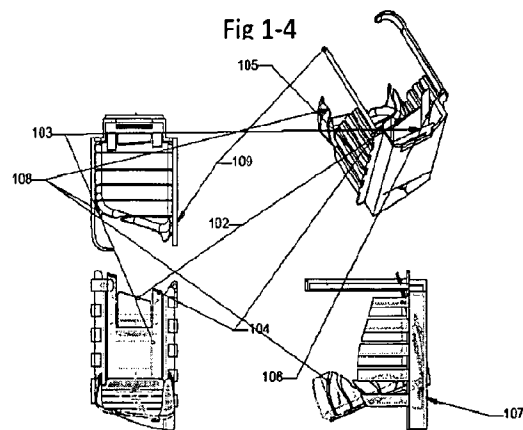
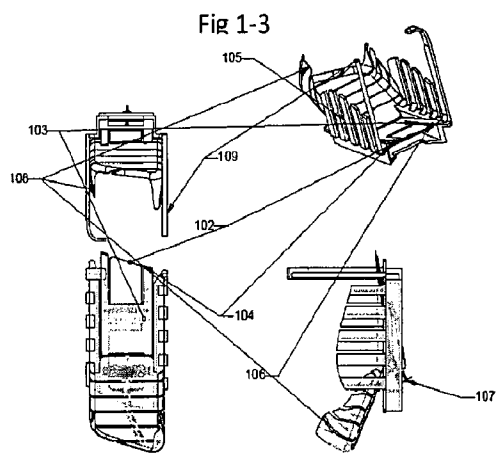
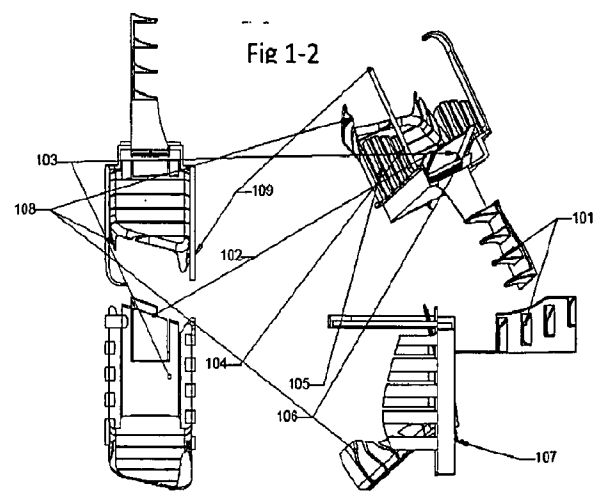
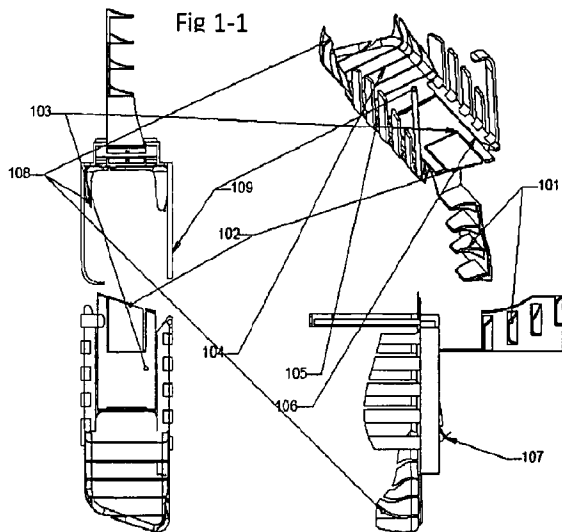


Fig 1-12

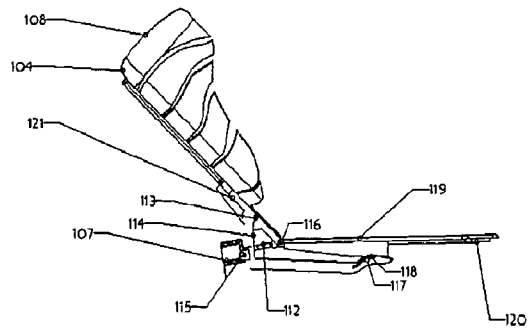


Fig 1-13

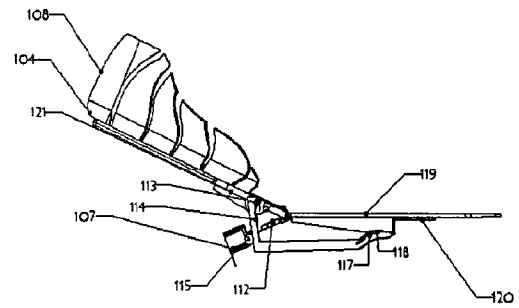


Fig 1-14

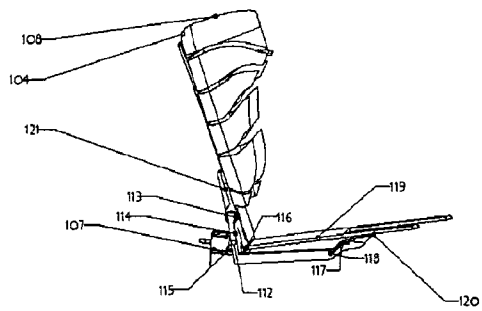


Fig 1-1 D

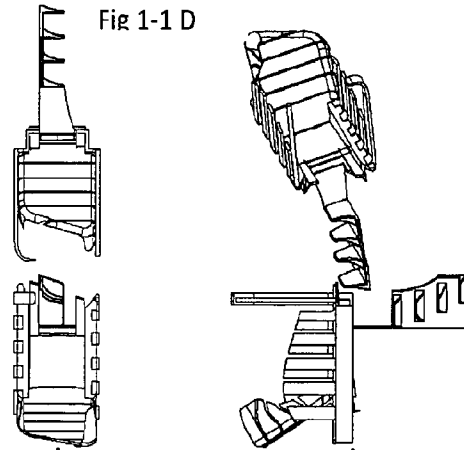


Fig 1-2 D

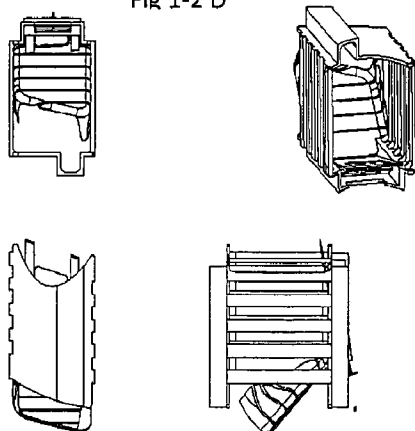


Fig 1-6 D

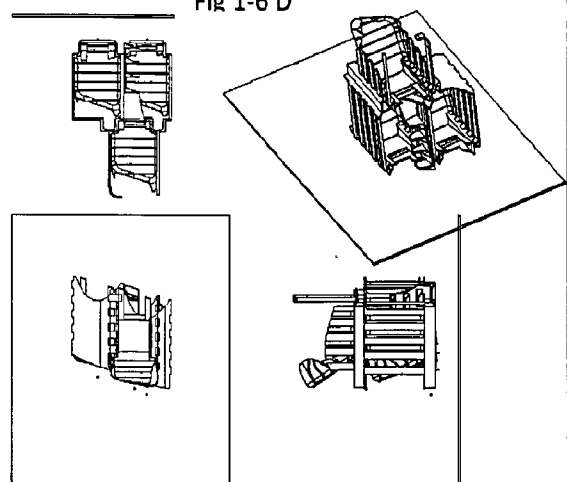


Fig 1-7 D

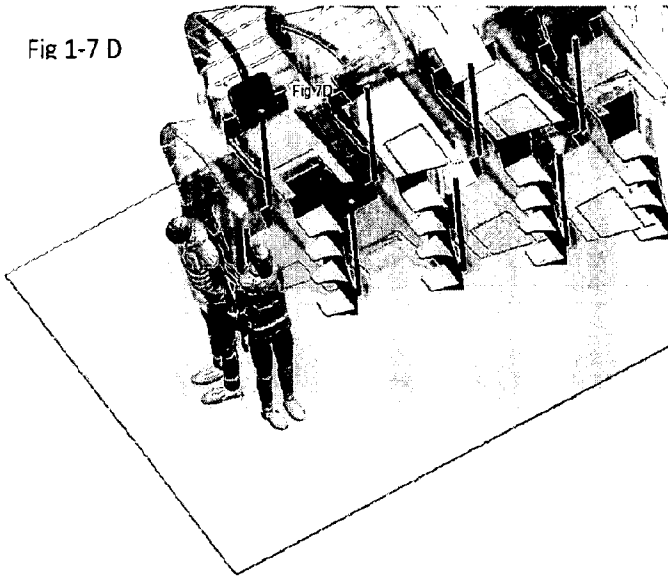


Fig 1-8 D

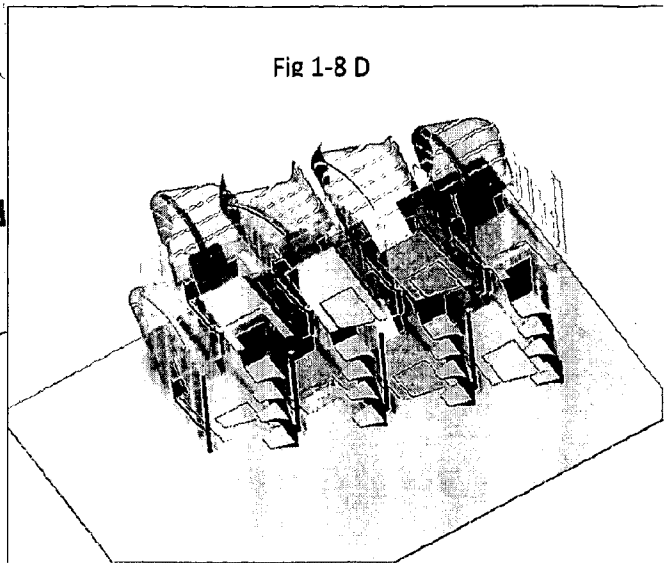


Fig 1-8 Da

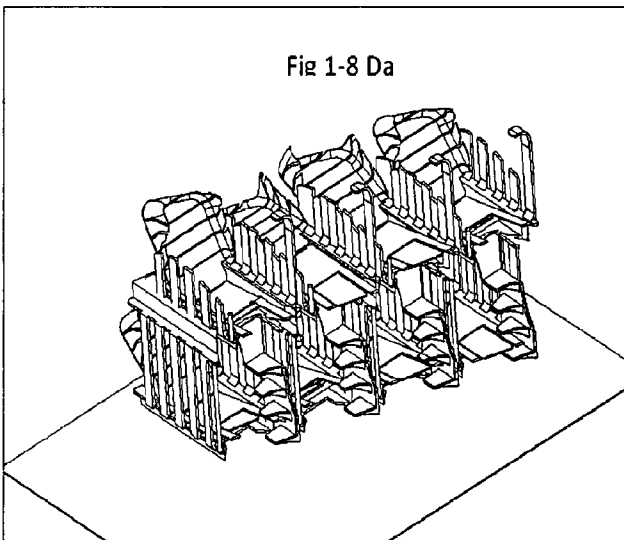


Fig 1-9 D

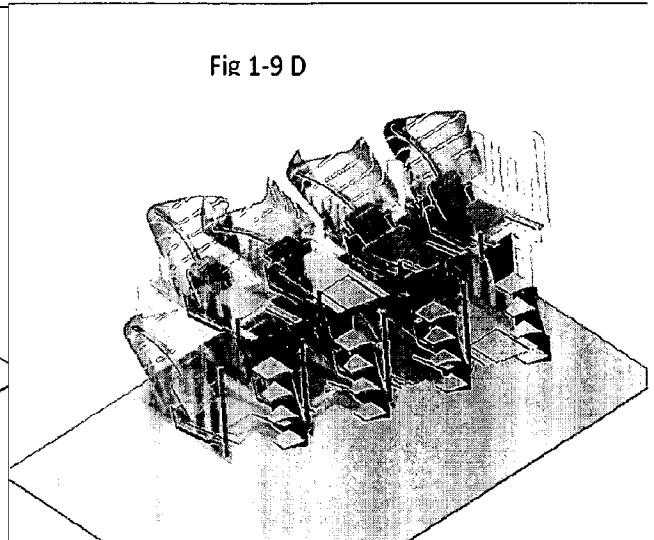


Fig 1-9 Da

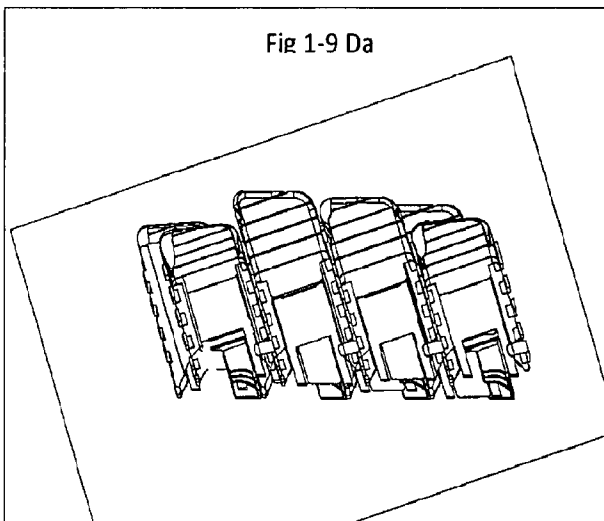


Fig 1-10 D

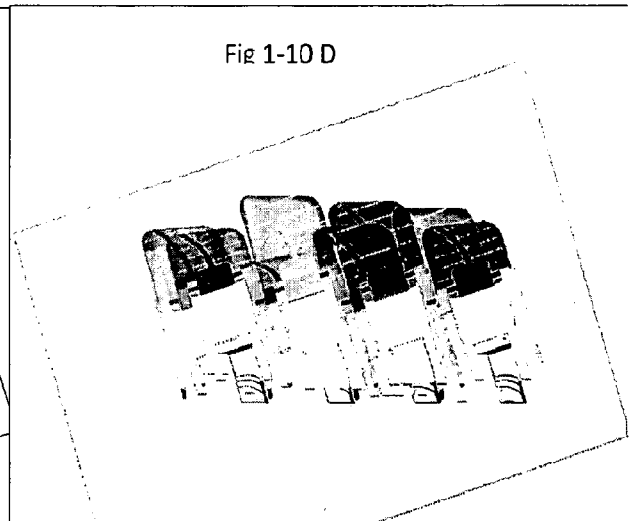


Fig 1-11 D

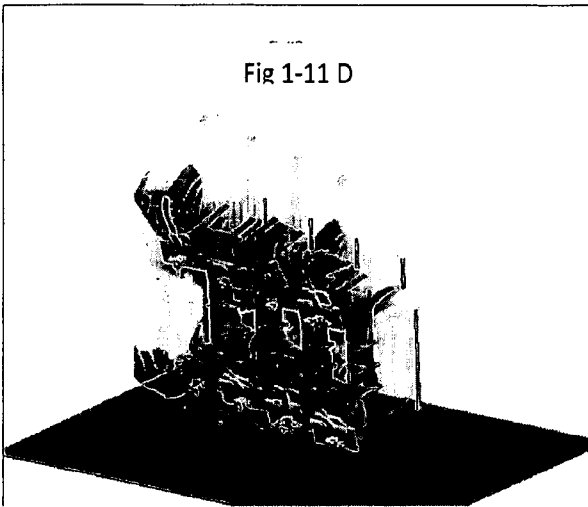


Fig 1-11 Da

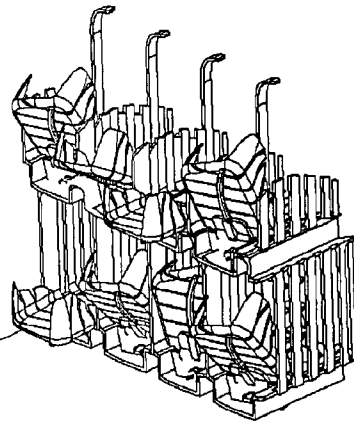


Fig 2-1

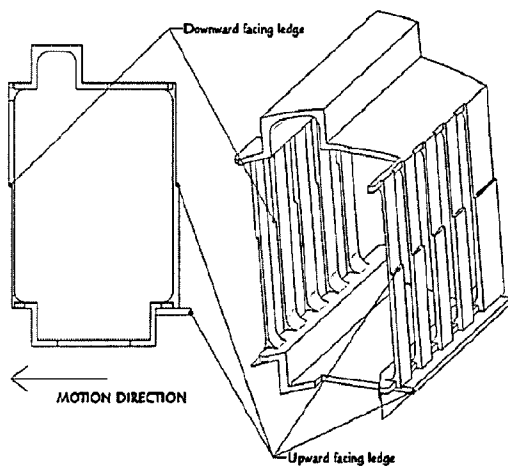


Fig 2-2

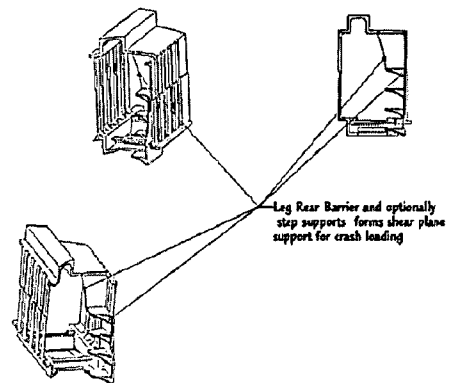


Fig 2-3

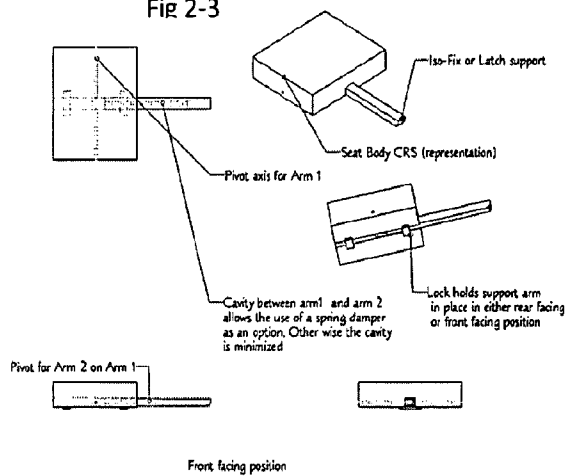


Fig 2-4

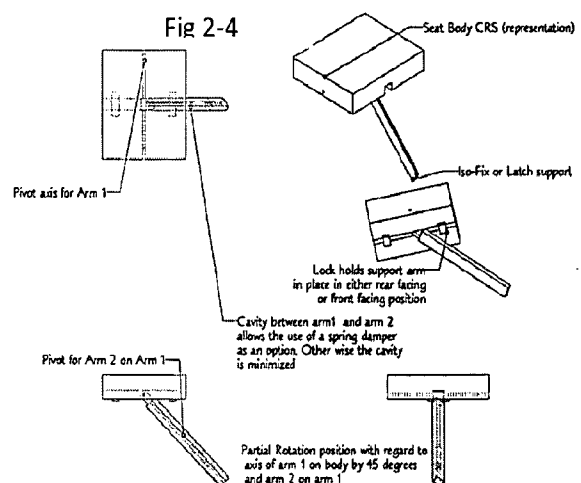


Fig 2-5

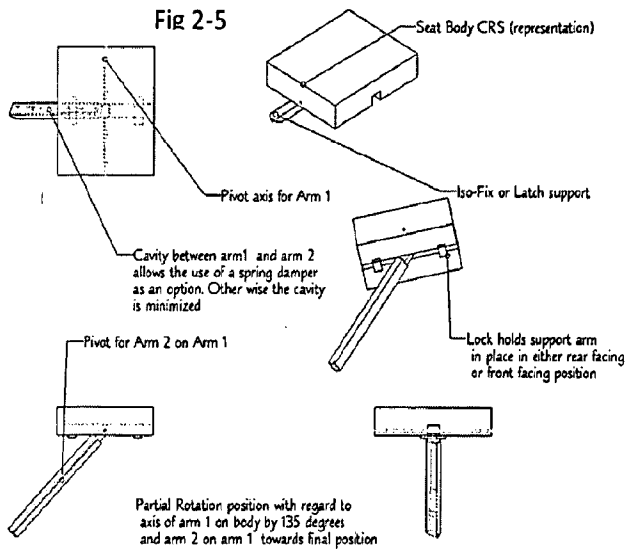


Fig 2-6

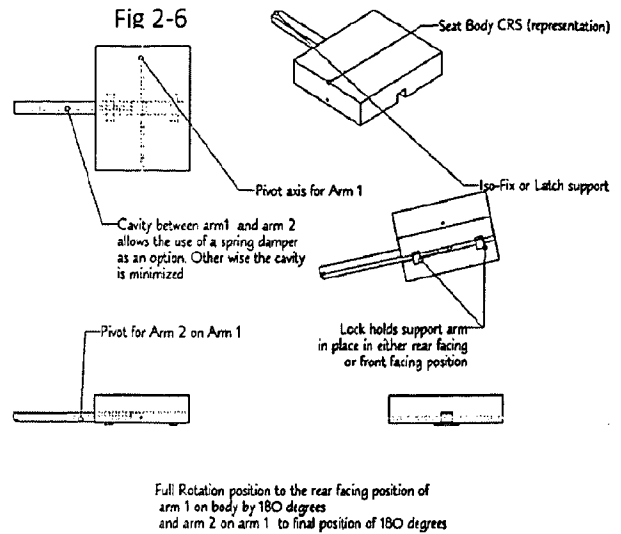


Fig 2-8

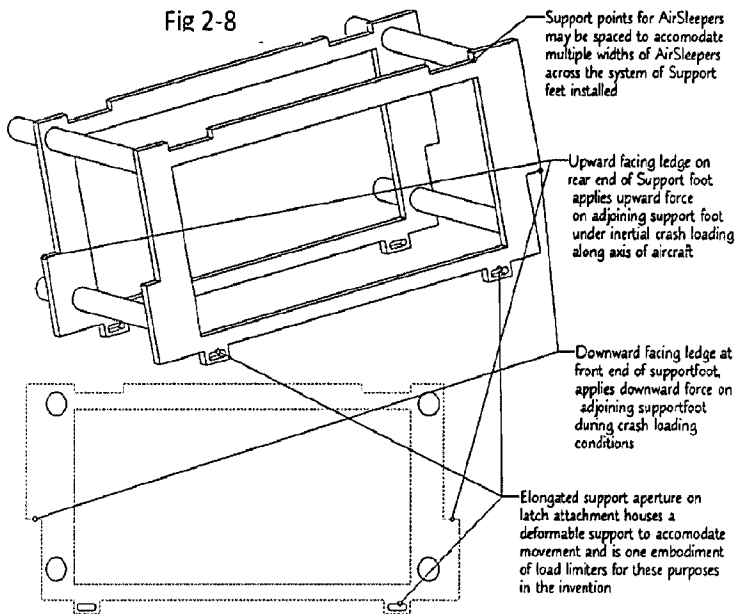


Fig 2-7

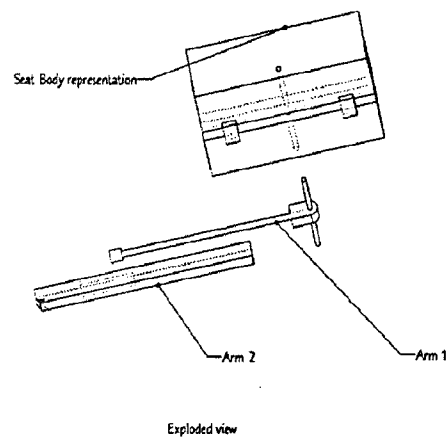


Fig 2-9

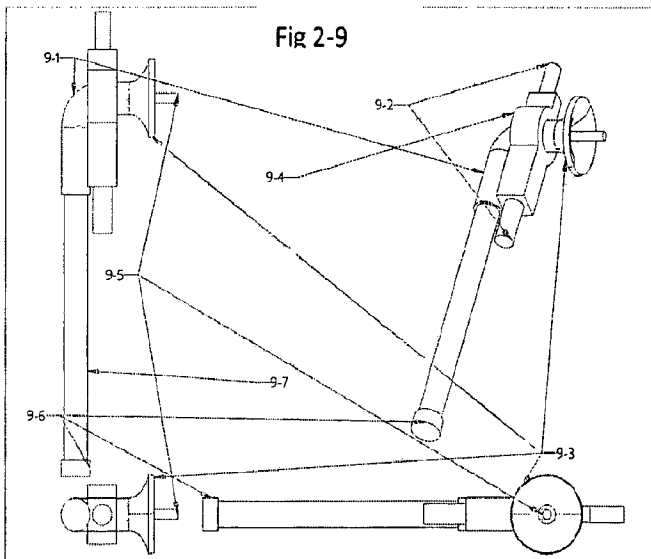


Fig 2-9A

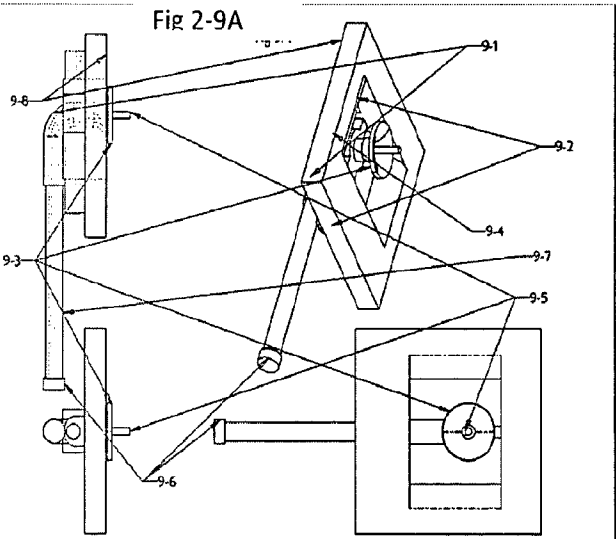


Fig 2-10

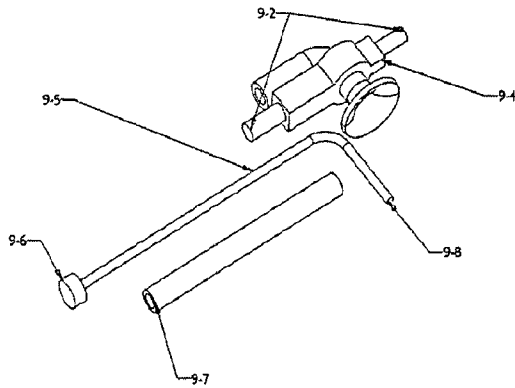


Fig 2-11

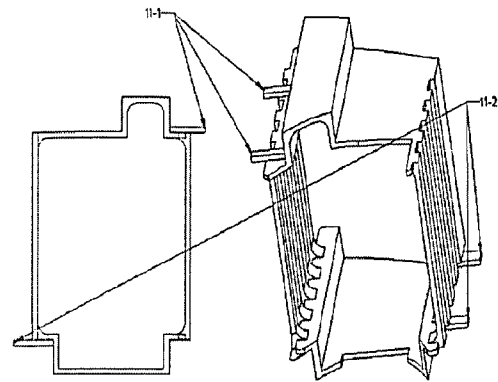


Fig 3-1

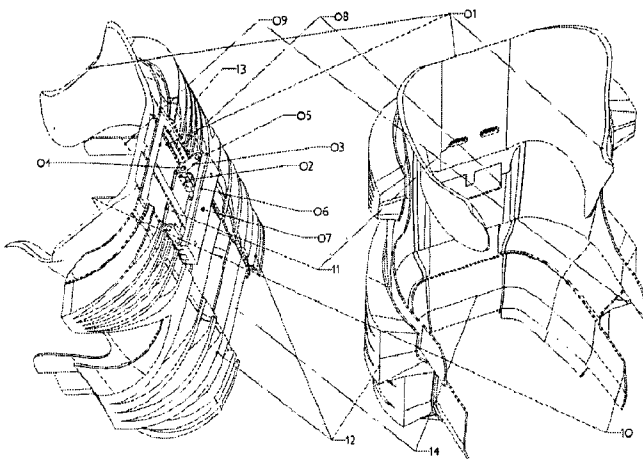


Fig 3-2

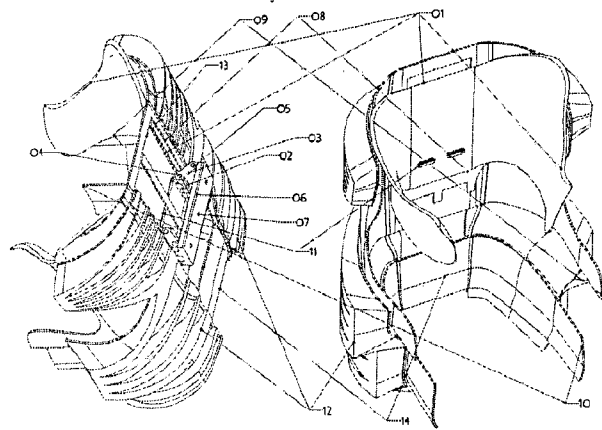


Fig 3-3

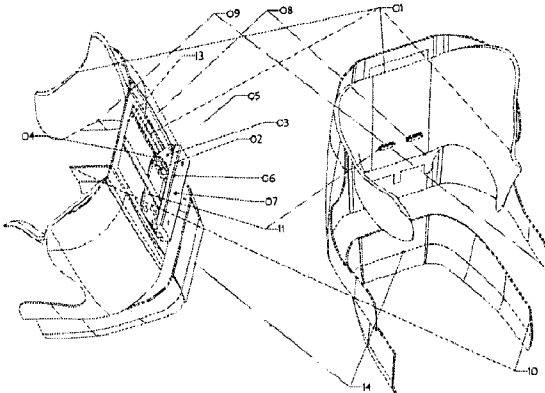


Fig 3-4

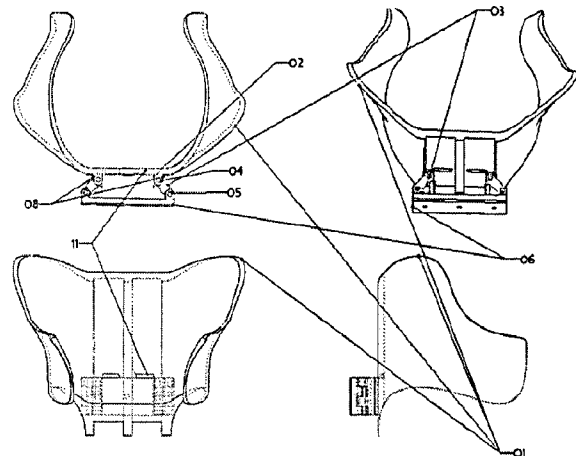


Fig 3-5

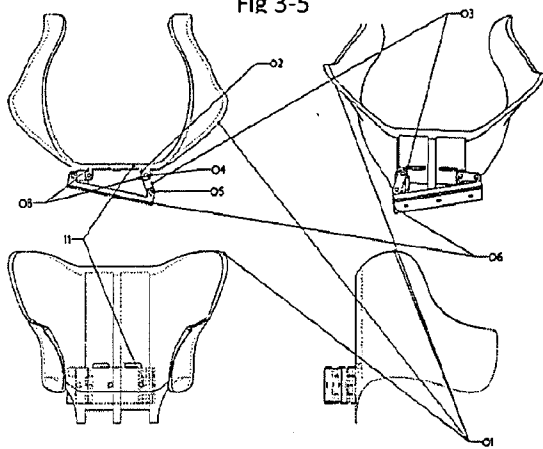


Fig 3-6

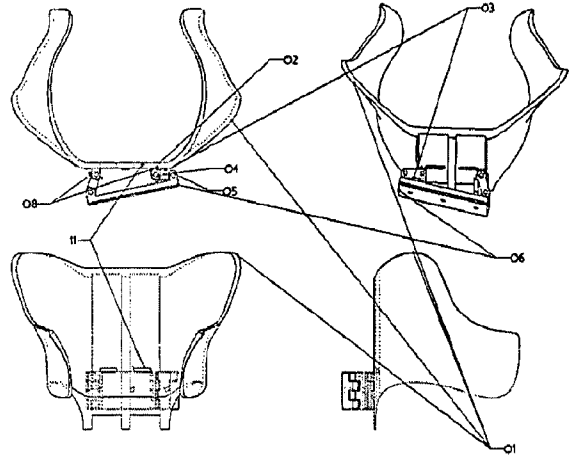


Fig 3-7

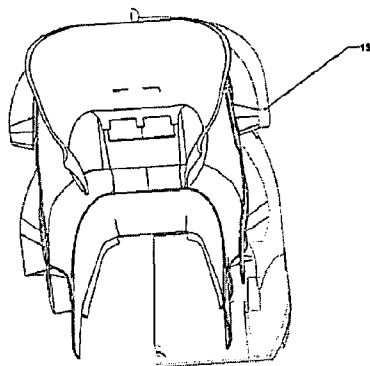


Fig 3-8

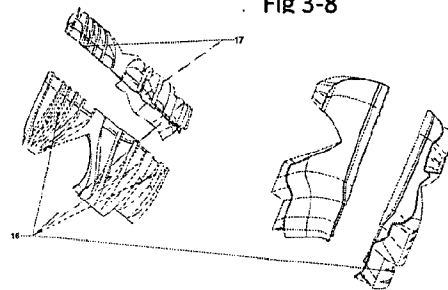


Fig 3-9

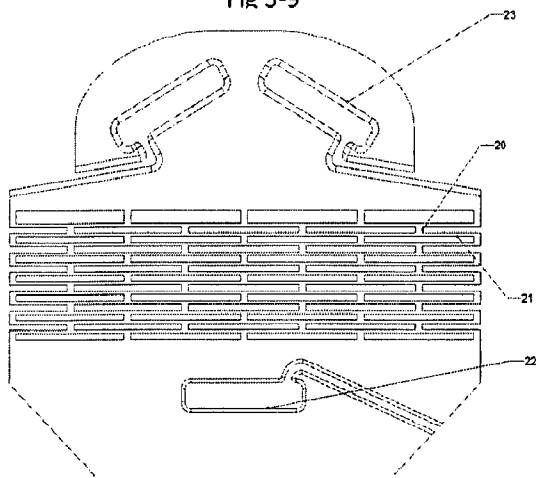


Fig 3-10

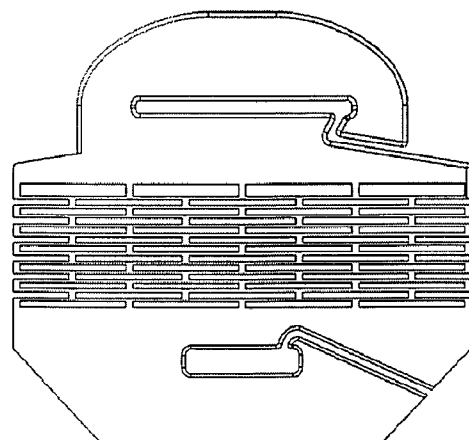


Fig 3-11

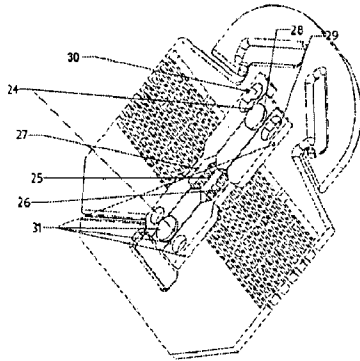


Fig 3-12

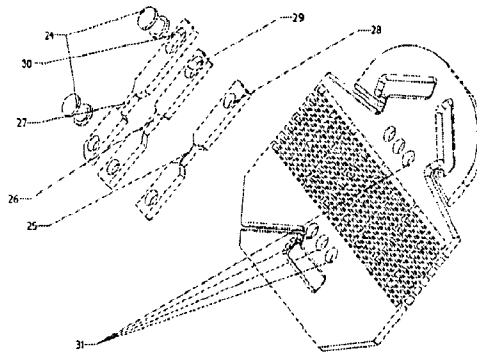


Fig 3-13

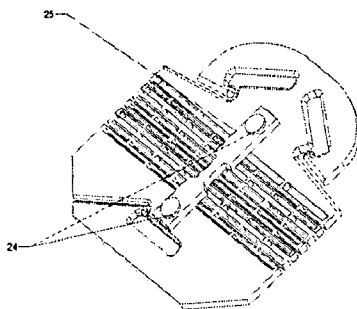


Fig 3-14

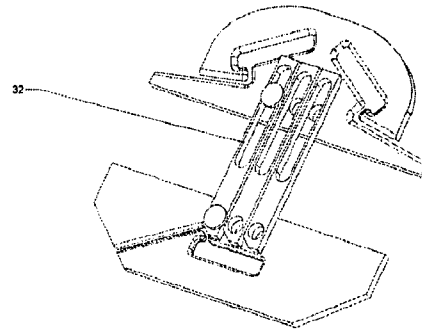


Fig 3-15

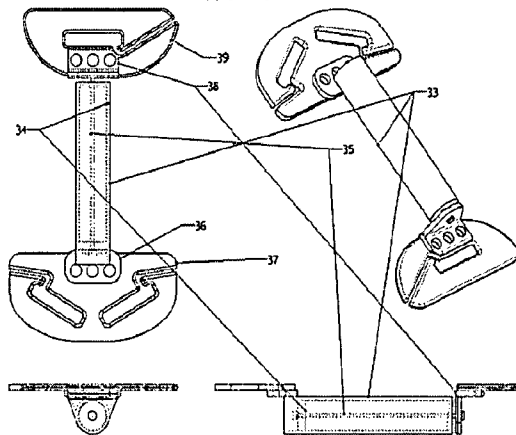


Fig 3-16

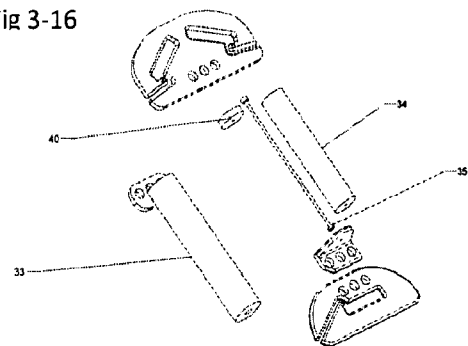


Fig 3-17

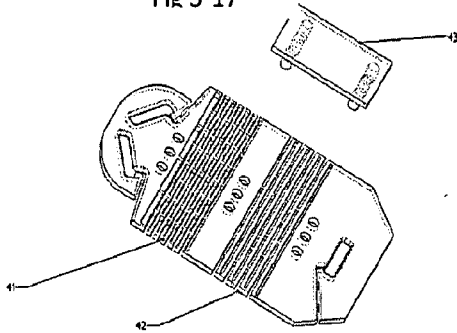


Fig 3-18

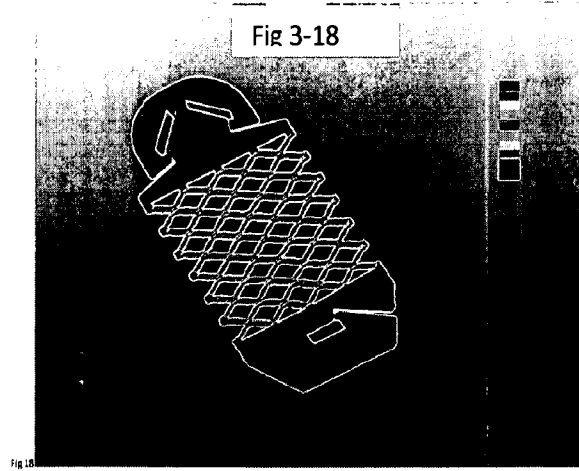


Fig 3-19

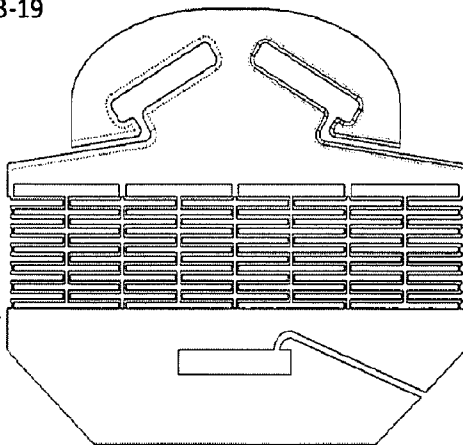


Fig 3-20

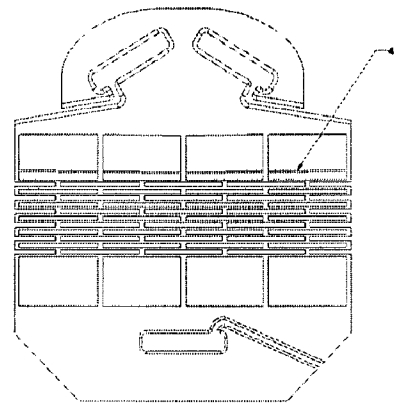


Fig 4-1

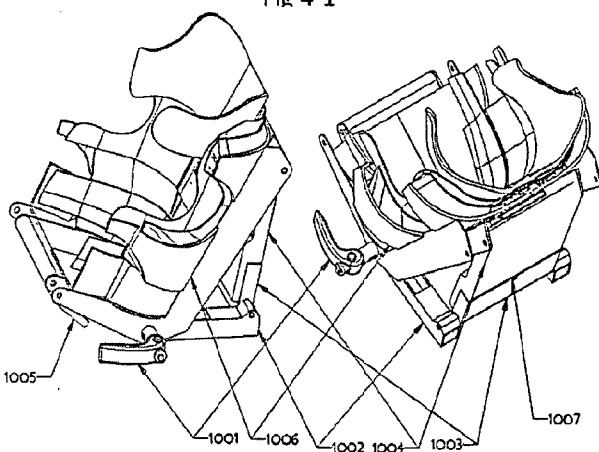


Fig 4-2

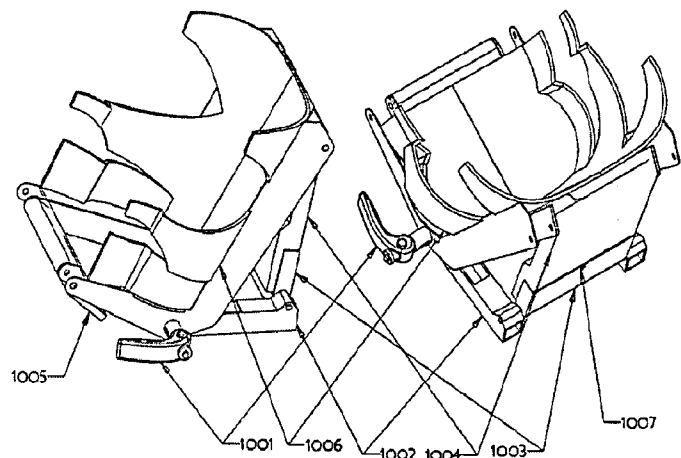


Fig 4-3

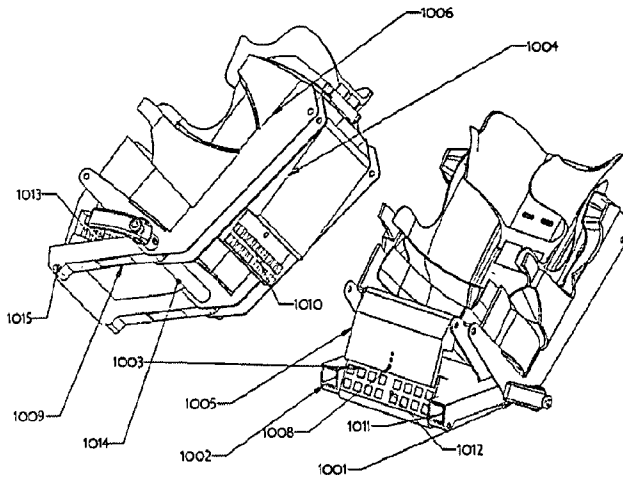


Fig 4-4

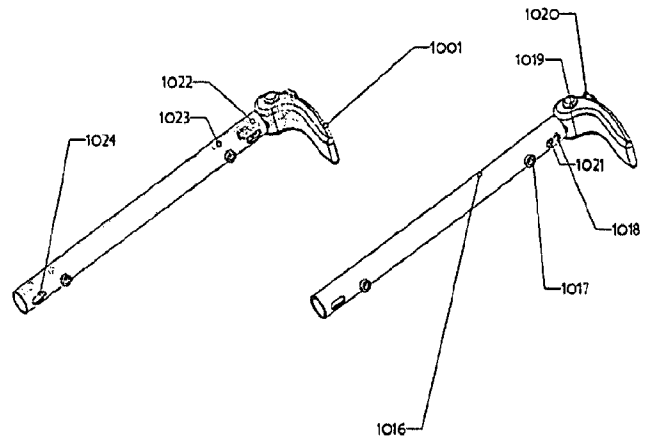


Fig 4-5

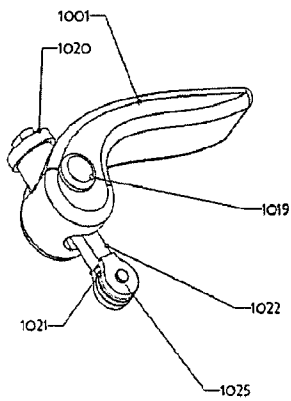


Fig 4-6

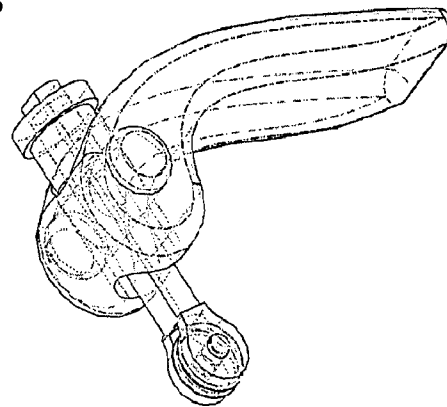


Fig 4-7

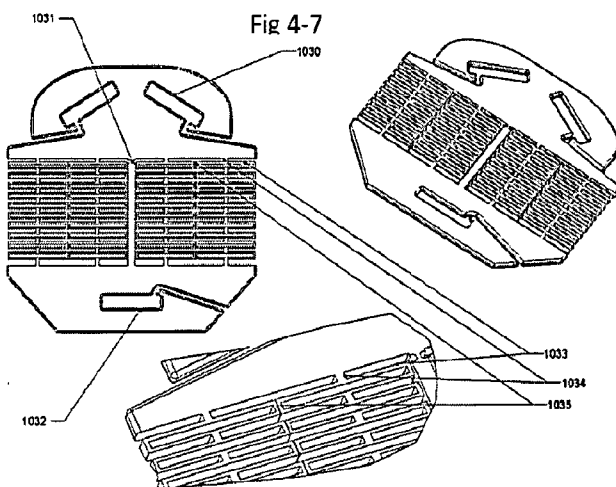


Fig 4-8

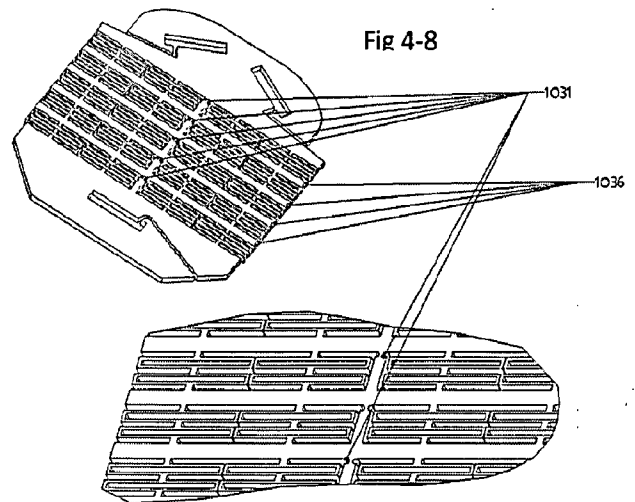


Fig 4-8A

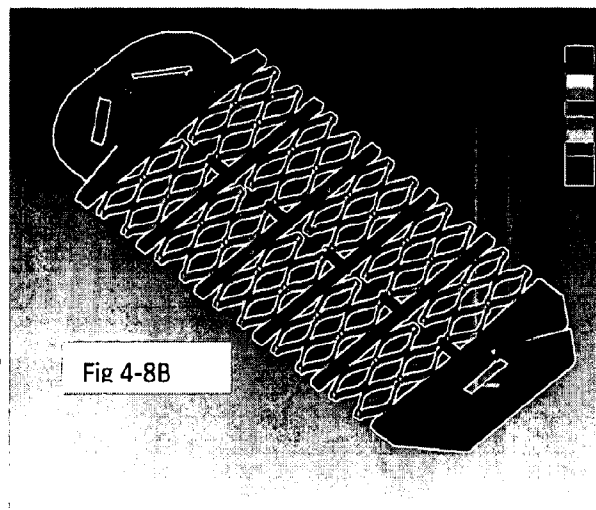
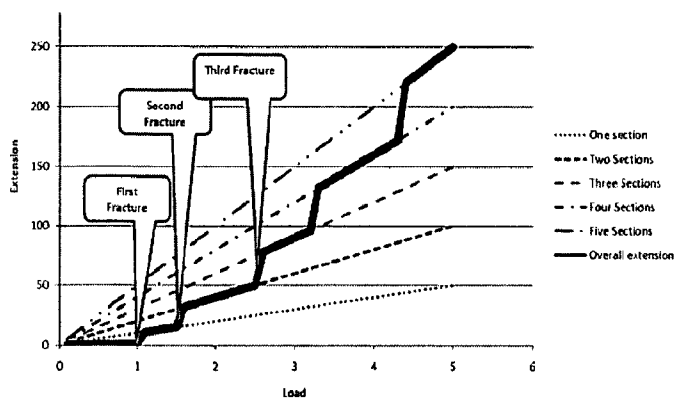


Fig 4-9

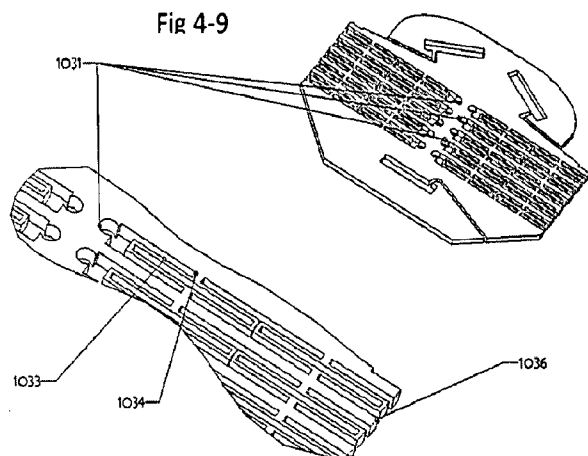


Fig 5-1

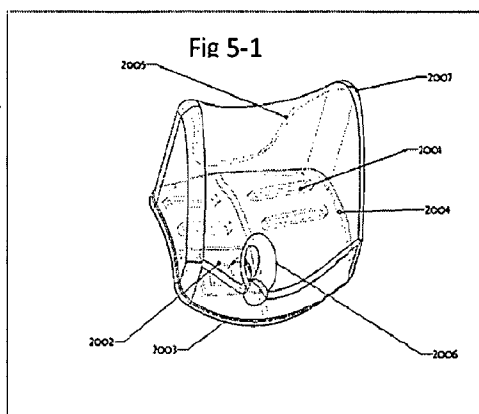


Fig 5-2

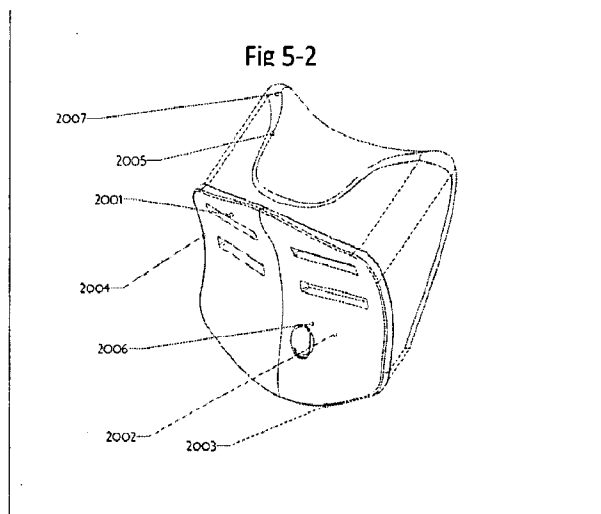


Fig 5-3

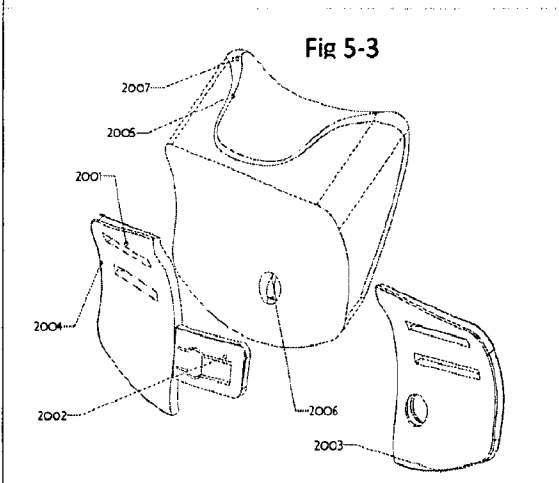


Fig 5-4

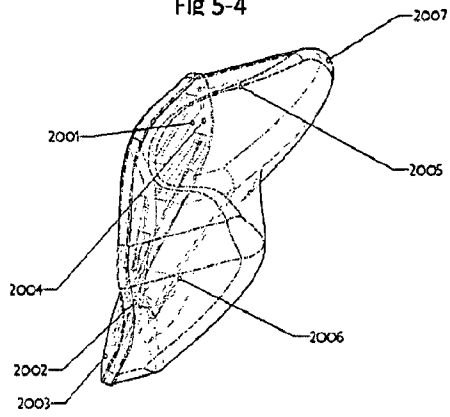


Fig 5-5

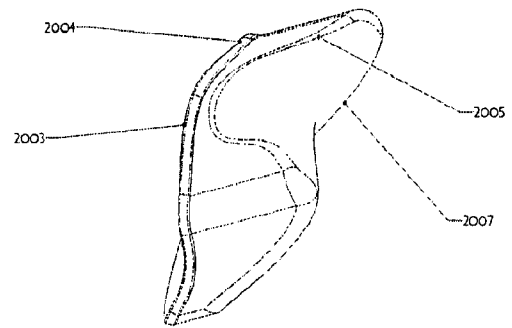


Fig 5-6

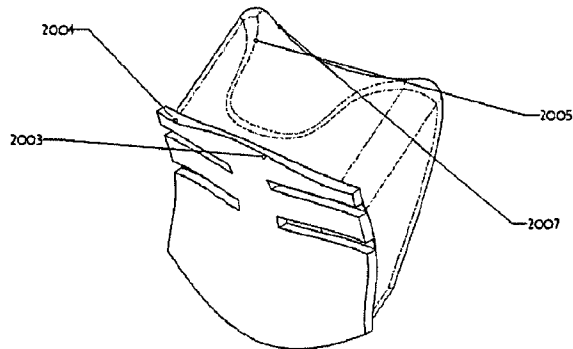
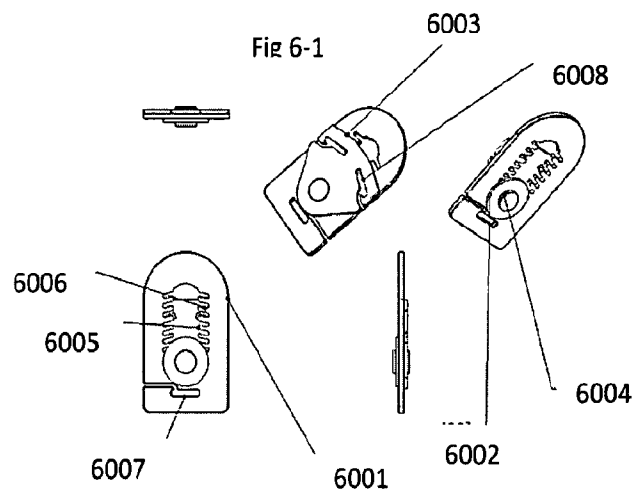
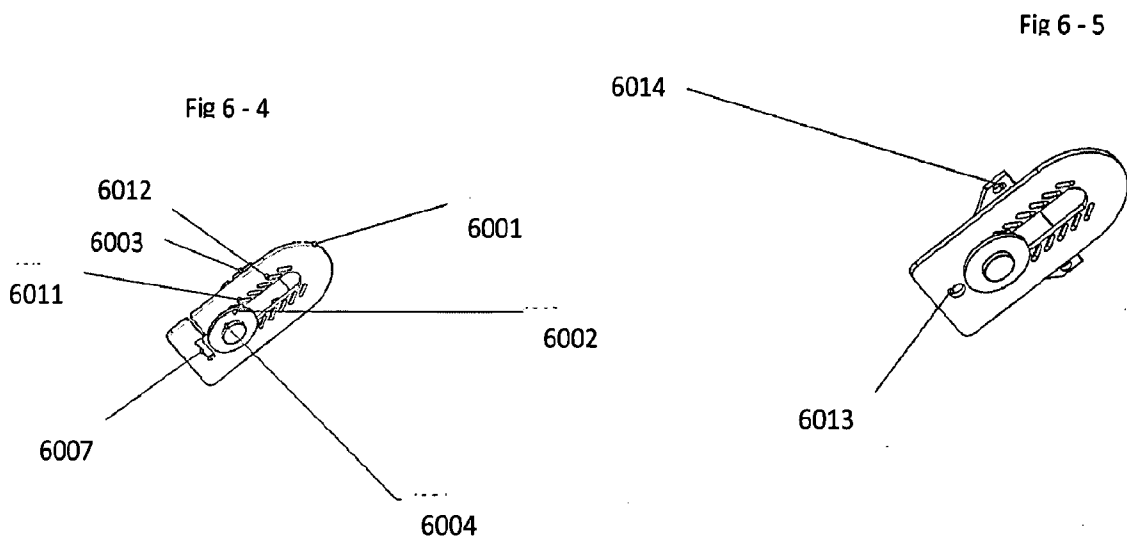
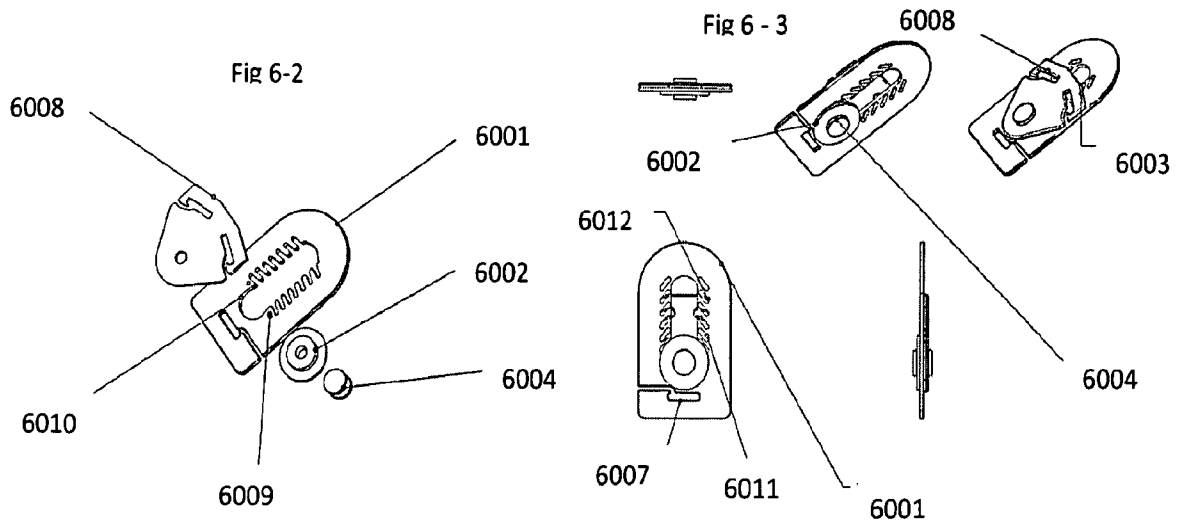
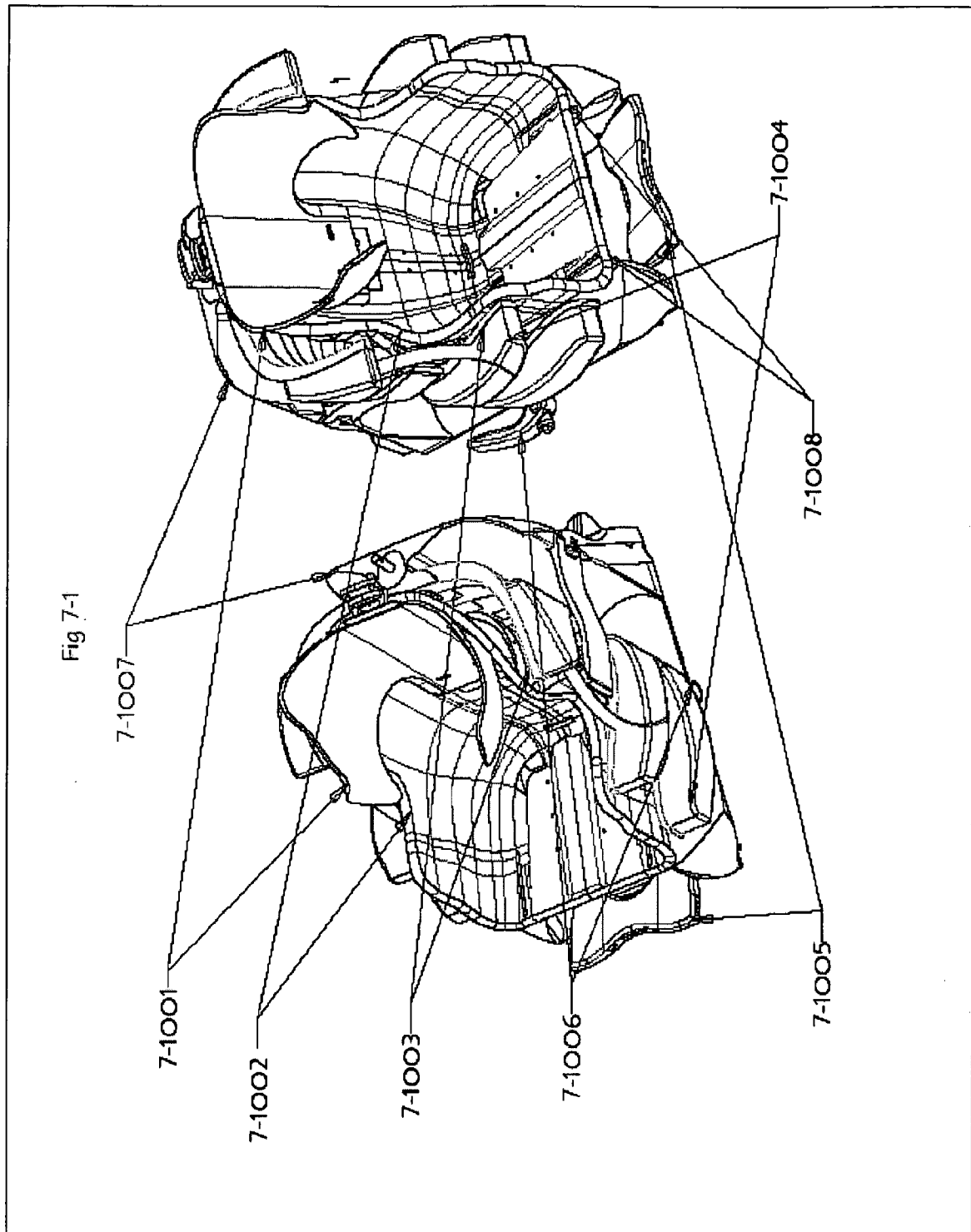
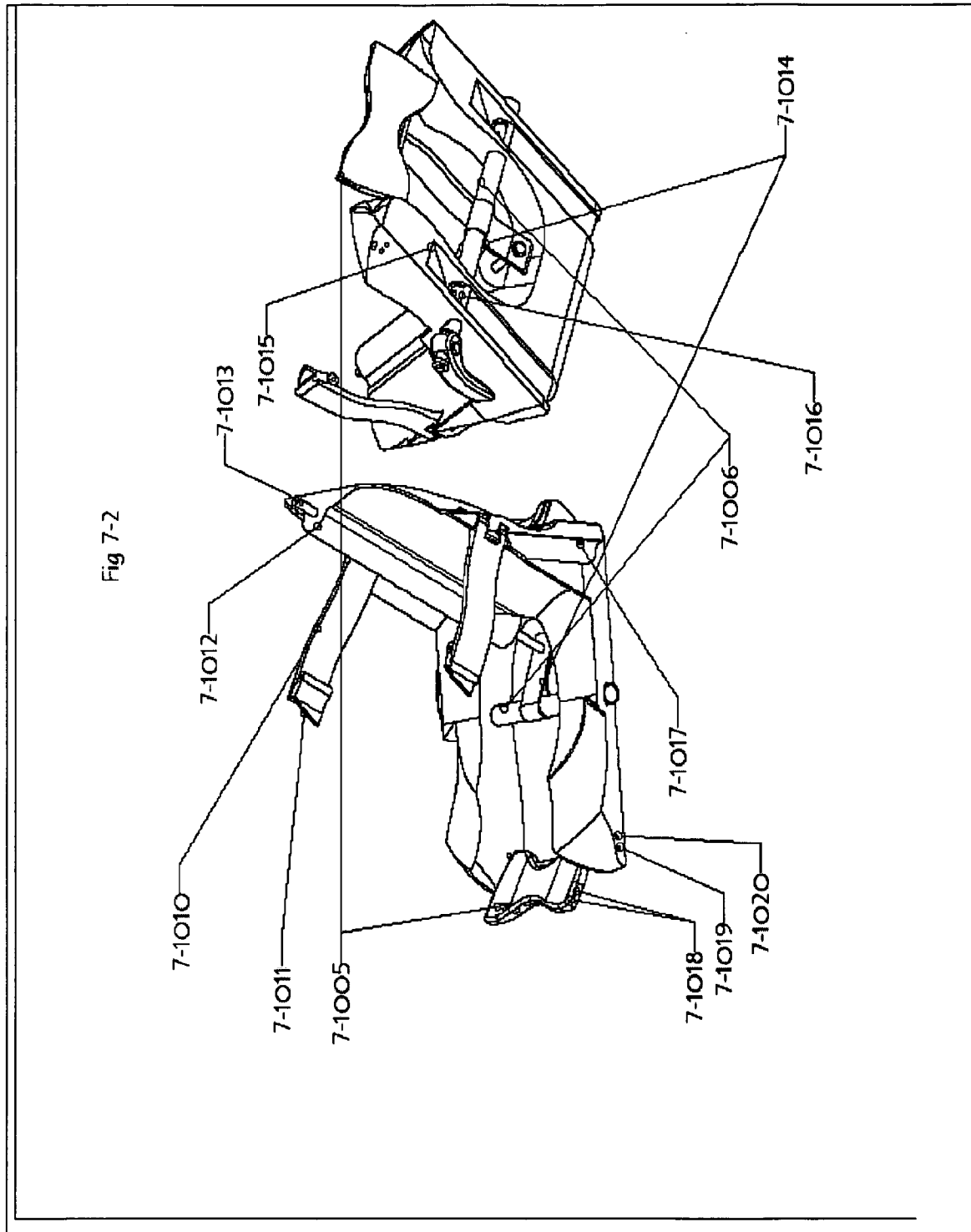


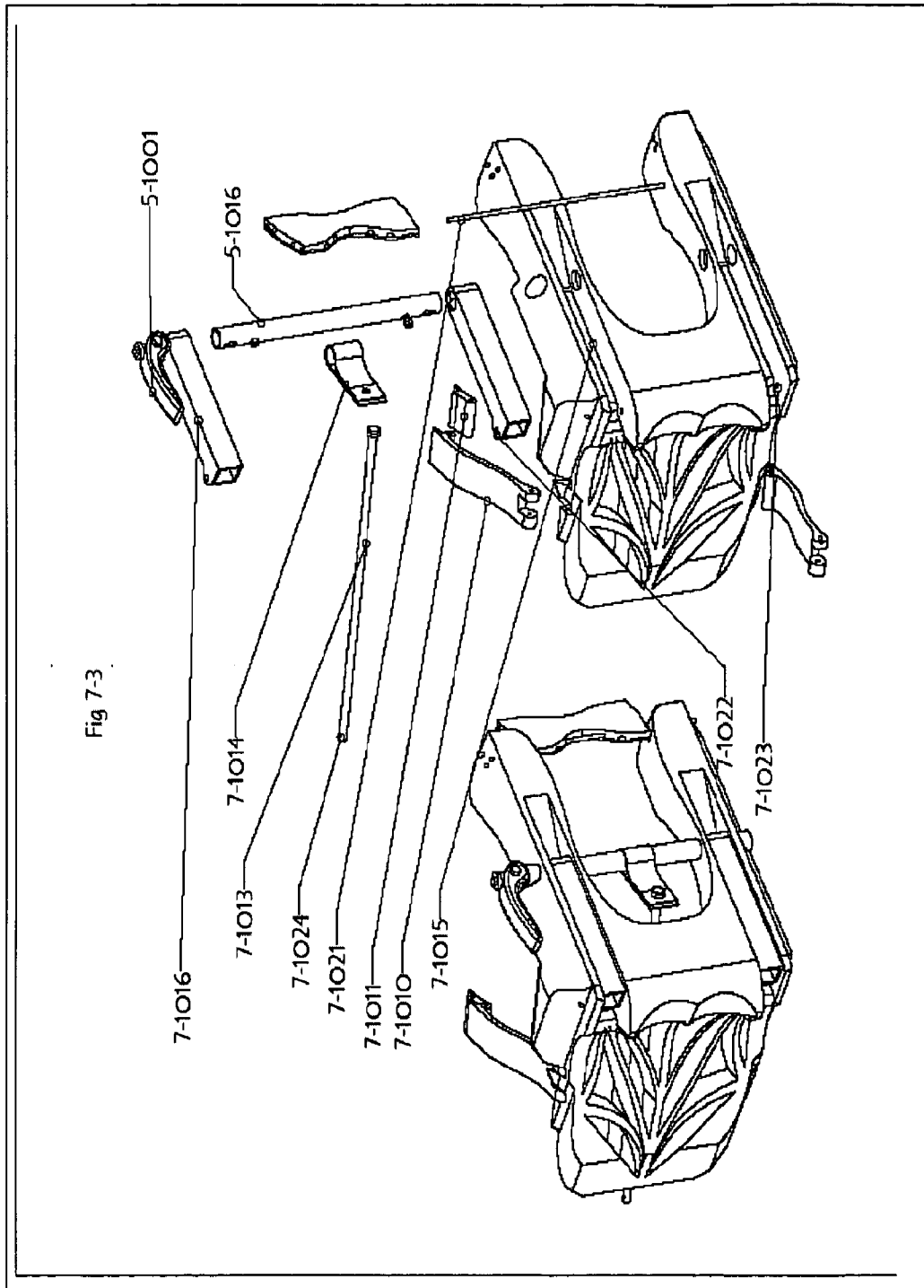
Fig 6-1

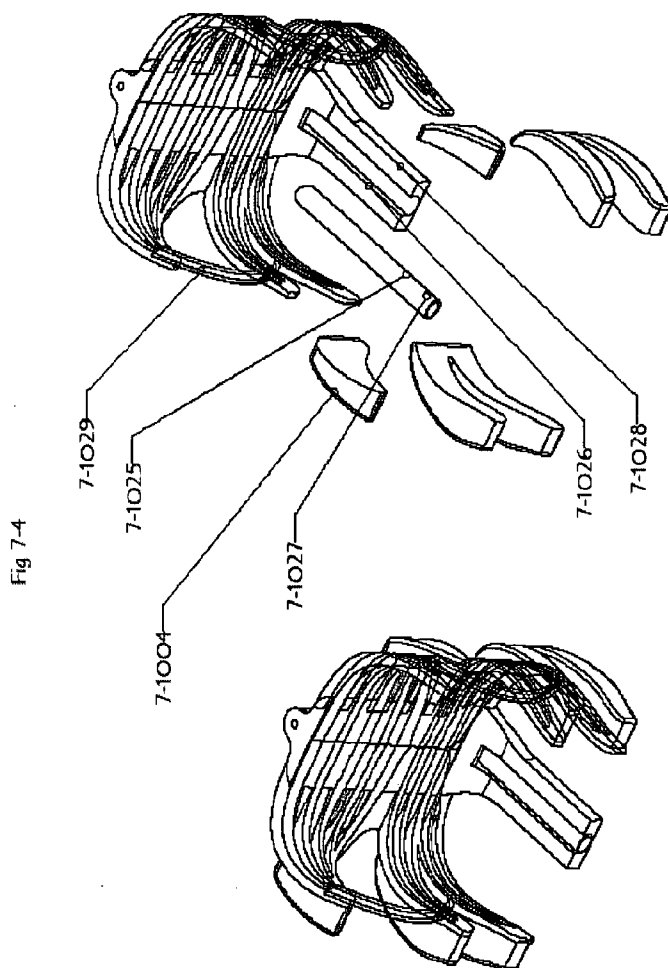












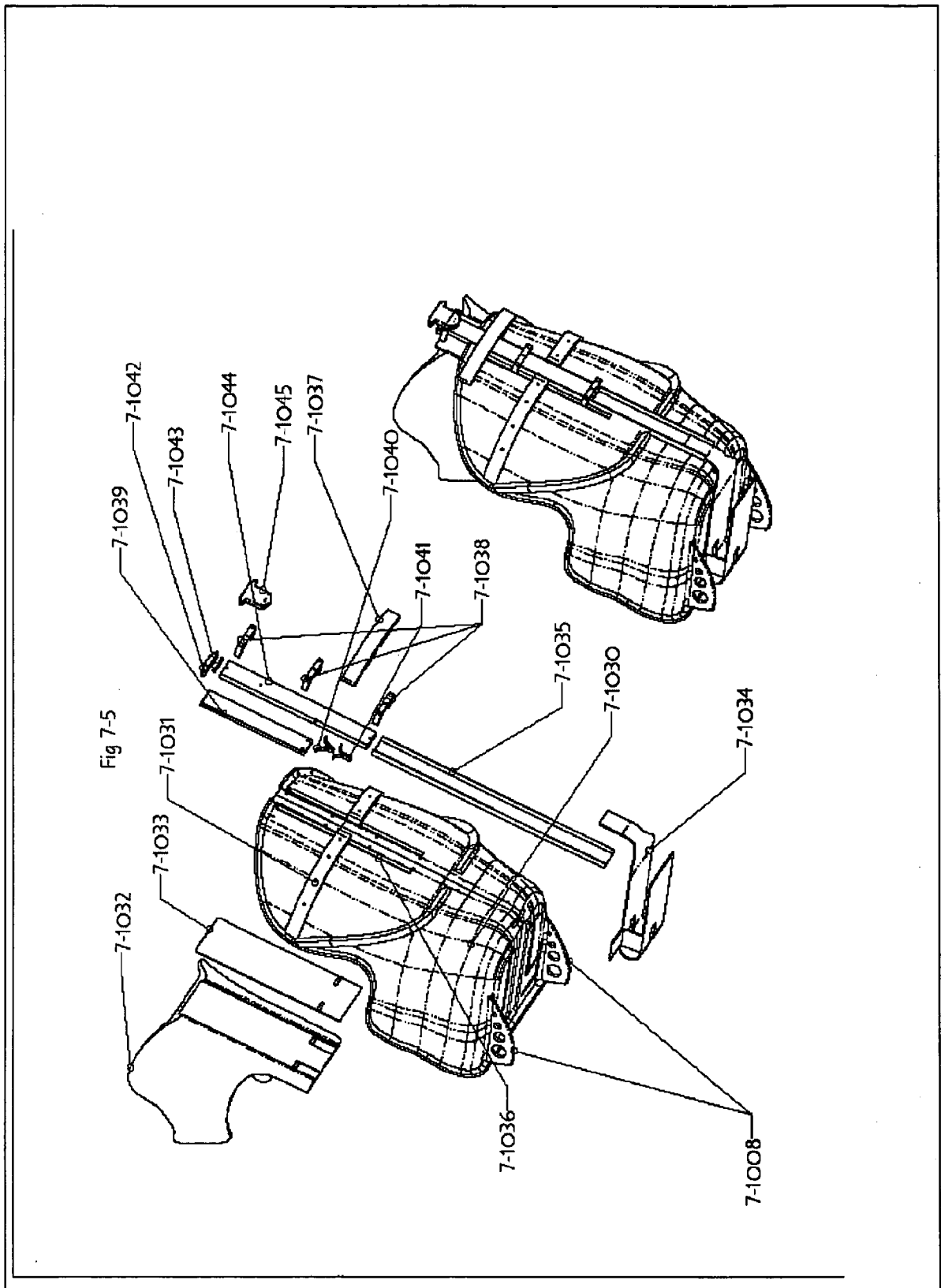


Fig 7-6

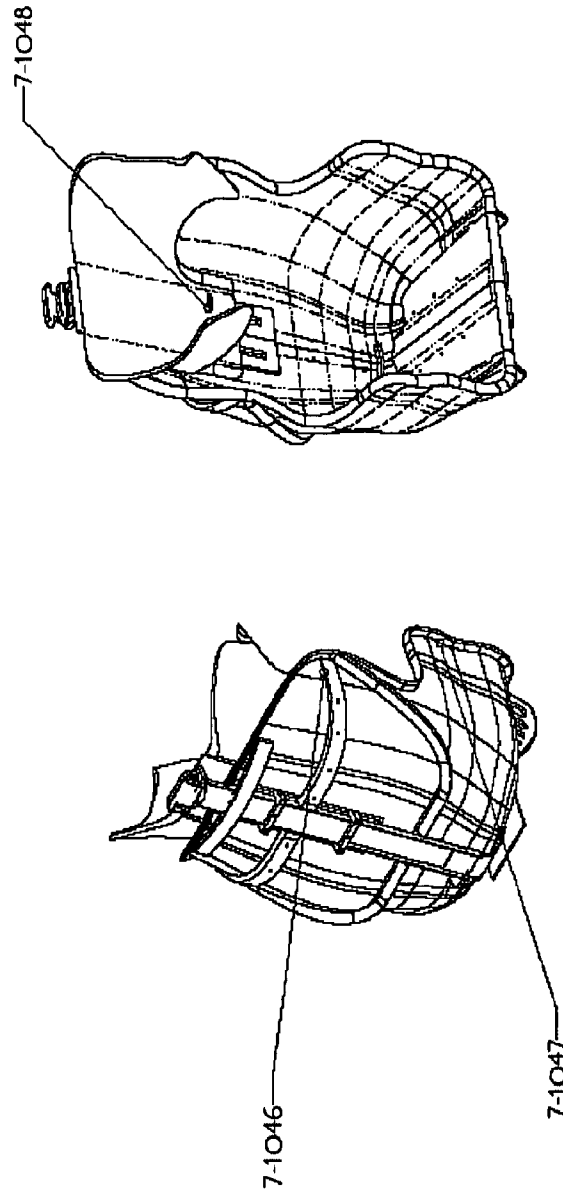
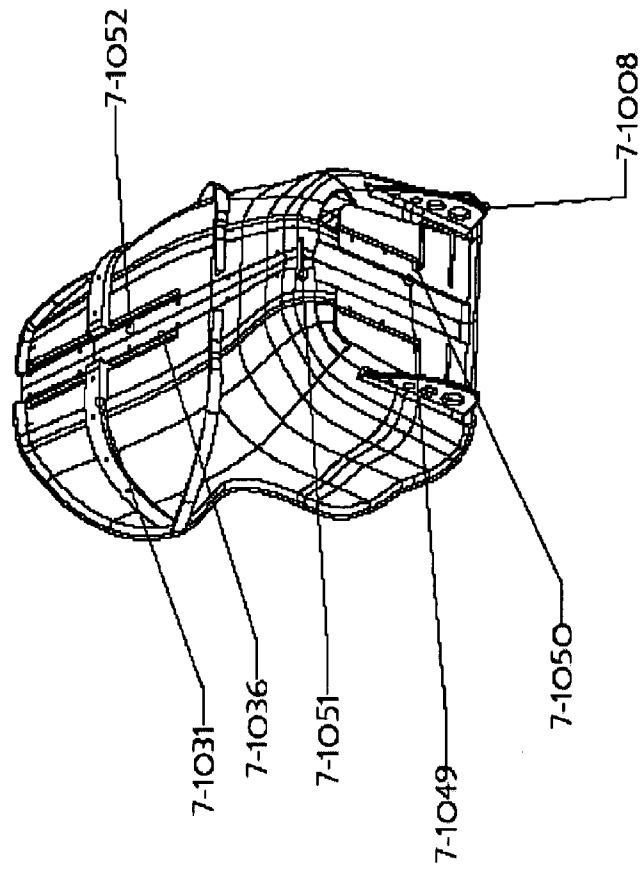
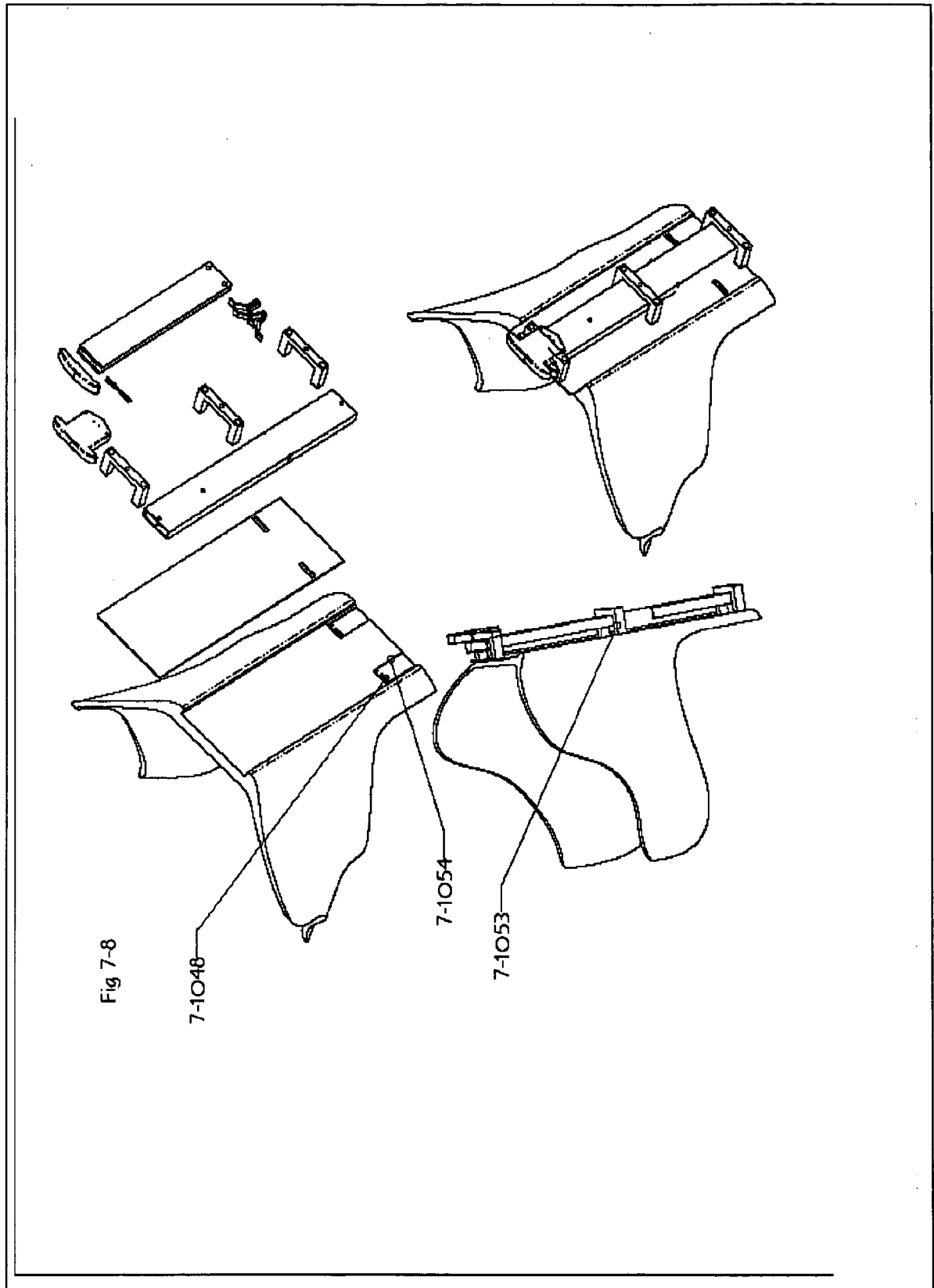


Fig 7-7





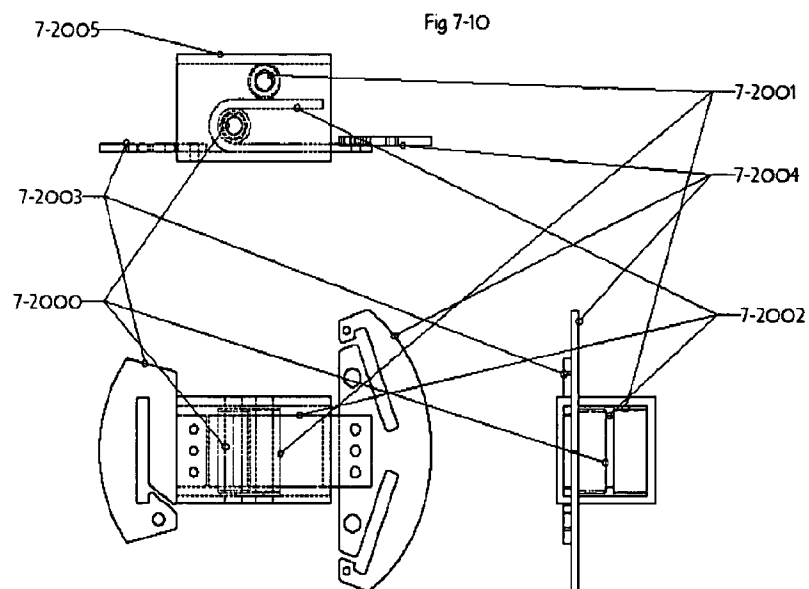
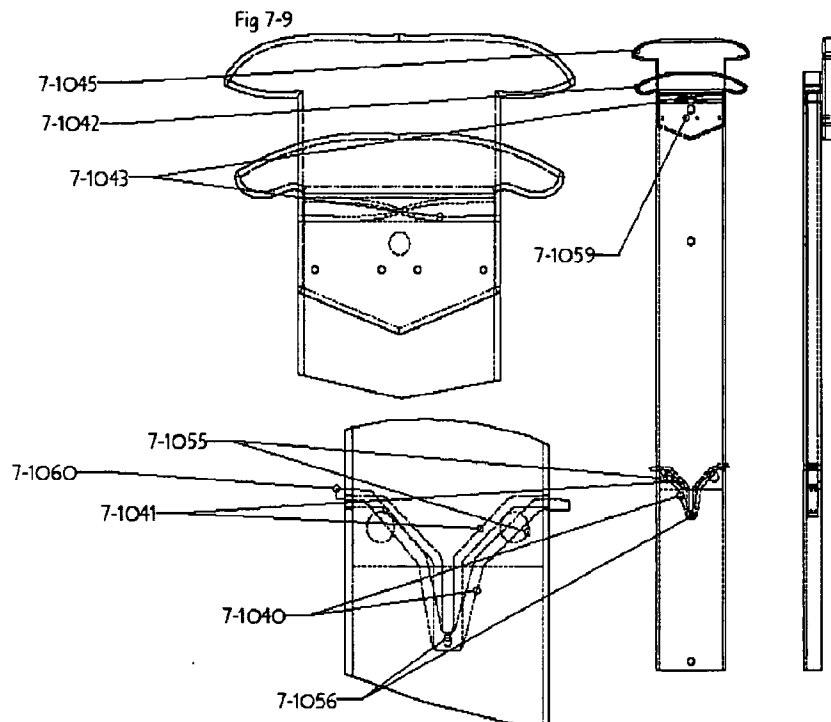


Fig 7-11

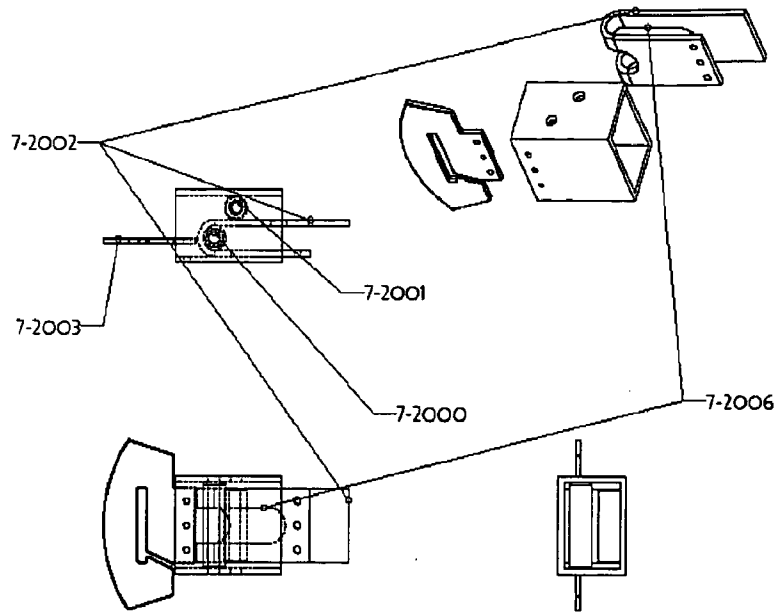


Fig 7-12

