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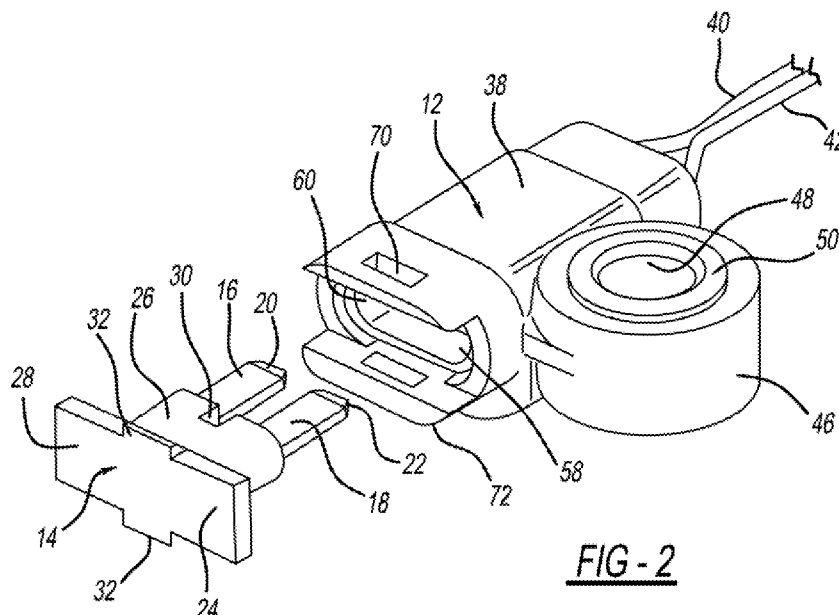
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(54) Title: CRASH SENSOR ASSEMBLY



(57) Abstract: A sensor assembly specially adapted for use as a crash sensor for motor vehicle applications. The sensor assembly includes a connector housing assembly and a separate sensor element. The sensor element is formed with a pair of spade type terminals. The sensor element is received by a passageway within the housing assembly which further incorporates receiving terminals connected with electrical pigtail wires. The assembly housing incorporates features for secure mounting of the unit to a vehicle or other device, and provide accurate location when needed for directional sensing. The unit provides a snapfit assembly of the sensor element and includes features for preventing improper assembly of the unit and provides a desired mechanical connection between the sensor element and the associated vehicle.

MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM,
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KM, ML, MR, NE, SN, TD, TG).

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CRASH SENSOR ASSEMBLY

FIELD OF THE INVENTION

[0001] The invention relates to a sensor assembly particularly adapted for kinematic sensors such as crash sensors of the type used in motor vehicles and other devices.

BACKGROUND

[0002] Motor vehicles today have increasingly sophisticated safety systems of the active and passive type. Active type safety systems typically use restraint systems such as inflatable restraint systems, in the form of frontal impact airbags and side curtain airbags, among others. Numerous additional types of countermeasures are employed today to enhance vehicle safety which may influence the vehicle steering or braking system or in some manner ready safety systems for the potential for activation. These systems require the use of a vehicle kinematic sensor such as a crash sensor. Crash sensors are employed to detect high magnitude accelerations acting on the vehicle for activating the previously mentioned safety systems. Kinematic sensors are also used to detect lower magnitude accelerations as part of vehicle dynamics control and collision avoidance systems.

[0003] Crash sensor devices today typically have many subcomponents and are generally based on a housing which contains a sensor that is soldered to an internal circuit board having discrete components. The housing has a formed internal cavity which receives the circuit board assembly. After assembly and installation of the circuit

board assembly, the housing is generally sealed using potting or a laser welded cover. The housing provides mounting and locating features that allows for assembly to the vehicle and a connector interfaces provided for electrical connection to a vehicle connector and harness. These systems typically employ a male plug as part of the vehicle bus which is snapped into a receptacle cavity in the sensor housing. While such presently available systems are very effective, manufacturers and designers of motor vehicle components continuously strive to reduce their cost, number of parts, and complexity, and improve manufacturability while providing the necessary extremely high level of reliability and function, particularly important in safety-related systems and components.

[0004] The crash sensor assembly in accordance with the present invention uses what is described as a fuse style sensor element. The sensor element may be provided by a sensor supplier having a configuration resembling widely used automotive current limiting fuses, with a pair of aligned spade male terminals. A connector and housing assembly includes features for receiving the sensor element, and enabling it to be mounted to the vehicle and precisely positioned relative to the vehicle body and frame. The system of the present invention significantly reduces the number of discrete components needed to form the sensor assembly. The system also enables a reduced overall package size.

[0005] Additional benefits and advantages of the present invention will become apparent to those skilled in the art to which the present invention relates from the subsequent description of the preferred embodiment and the appended claims, taken in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF DRAWINGS

[0006] Figure 1 is an isometric view of the sensor assembly in accordance with the present invention.

[0007] Figure 2 is an exploded isometric view of the sensor assembly shown with the sensor element displaced from connection with the connector housing assembly.

[0008] Figure 3 is an isometric view of the sensor assembly viewing the bottom surface of the assembly.

[0009] Figure 4 is an exploded view showing each of the individual elements and exploded positions.

[0010] Figure 5 is a pictorial view of the assembly showing the housing in phantom lines thereby showing the internal components in greater detail.

[0011] Figure 6 is an end view of the sensor assembly.

DETAILED DESCRIPTION

[0012] Each of the figures illustrate the primary components of sensor assembly 10, generally consisting of connector housing assembly 12 and sensor element 14.

[0013] Sensor element 14 includes internal elements provided for a sensing function (not shown). For example, sensor element 14 may be responsive to an inertial variable such as acceleration or to some other physical or environmental factors such as pressure or temperature. Sensor element 14 is formed in a configuration very similar to typical modern current limiting fuses found in motor vehicles around the world. Those elements, like sensor assembly 14 have a pair of flat spade type terminals 16 and 18 which have a rectangular (flat) cross-sectional shape and are aligned such that their

major surfaces lie on the same plane. To ease insertion into an appropriate receiving socket, terminals 16 and 18 have tapered or pointed proximal ends 20 and 22. Sensor element 14 is preferably formed into a molded body 24 which includes an insertion portion 26 and a flat plate-like end 28. Terminals 16 and 18, and body 24 cooperate with features of connector housing assembly 12 which will be described in more detail as follows. Importantly, a feature such as notch 30 in insertion portion 26 is provided to ensure that sensor element 14 may only be received by connector and housing assembly 12 in a predetermined indexed orientation. Protruding tabs 32 interact with features of housing 38 to lock in the center after assembly. Sensor assembly 14 can be provided in various form factors such as similar to current limiting fuses which utilize a 2.8 mm fuse blade. Designs of sensor assembly 10 will incorporate features which prevent the insertion of current limiting fuses into connector housing assembly 12 which would defeat the function of sensor assembly 10.

[0014] Connector housing assembly 12 is a composite structure primarily formed of a molded resin material. A pair of female spade terminal sockets 34 and 36 is provided to receive and mate with terminals 16 and 18. Preferably spade terminal sockets 34 and 36 are received by corresponding internal cavities of housing 38 which receive the sockets and lock them in position. Pigtail wires 40 and 42 are connected with spade socket terminals 34 and 36 respectively, and a pair of grommets 44 is provided for environmental sealing around the wires. Housing 38 further forms mounting boss 46 forming internal mounting bore 48 provided to receive a suitable mechanical fastener 52 for secure mounting of sensor assembly 10 to an associated vehicle or structure. Preferably mounting bore 48 is formed by a metal compression limiting

bushing 50 which is provided such that a compression force imposed by mounting fastener 52 will not impose excessive compressive forces on the resin material of housing 38 which could lead to mechanical failure or deformation. Locator feature 54, particularly evident with reference to Figure 3, is provided to be received by a suitable aperture 56 which is provided at the associated mounting position for sensor assembly 10. The combination of locator feature 56 and mounting bore 48 ensure that sensor assembly 10 is mounted to the vehicle or apparatus in a secure manner and oriented in a desired position, especially important for him where sensor element 14 measures kinematic features where direction of accelerations are important.

[0015] Connector housing 38 further forms an internal cavity 58 with an open receiving e for the nd 60 and a blind opposite closed end 62 ending at spade terminal sockets 34 and 36. As best shown in Figure 6, internal cavity 58 has a shape which corresponds with and closely receives sensor element insertion portion 26. Since sensor assembly 10 is provided for kinematic sensing it is important that sensor element 14 is securely located within housing internal cavity 58 and that it is mechanically coupled to the housing for reliable sensing of accelerations acting on the associated vehicle or apparatus. As shown in Figure 6, a series of crush ribs 74 may be provided which protrude slightly into an interference condition with the inserted sensor element 14. Crush ribs 74 are configured to abrade or compress against sensor element insertion portion 26 to provide the previously mentioned rigid mechanical connection between the components.

[0016] Figure 4 provides an exploded view of the individual components of sensor assembly 10. Connector assembly housing 38 is first formed preferably with

insert molded compression limiting bushing 50. Wires 40 and 42 are inserted through wire receiving passages 64 and 66 and are passed through grommets 44. Bared ends of wires 40 and 42 are crimped into connection with spade terminal sockets 34 and 36. Next, sockets 34 and 36 are inserted and preferably snapfit into receiving cavities 76 and 78 formed by housing 38. The subassembly shown in Figure 6 is thereby formed. Figure 4 shows sensor element 14 inserted into internal cavity receiving end 60. Sealing gasket 68 is provided to create an environmental seal. As mentioned previously, features are provided which prevent sensor element 14 from being inserted in a 180° indexed position, for example through the use of notch 30 and a corresponding move to mating protrusion 80 within internal cavity 58, best shown with reference to Figure 6. The protruding tabs 32 of sensor element 14 are received by associated apertures or notches 70 formed in housing extending wings 72 which provide snapfit assembly of the unit in its final assembled form.

[0017] If needed for servicing, sensor element 14 can be removed and replaced by deflecting wings 72 releasing tabs 32 from apertures 70.

[0018] While the above description constitutes the preferred embodiment of the present invention, it will be appreciated that the invention is susceptible to modification, variation and change without departing from the proper scope and fair meaning of the accompanying claims.

CLAIMS

1. A sensor assembly adapted to be affixed to a structure comprising;
a connector housing assembly having a housing with a locator feature for enabling the housing to be mounted in a predetermined orientation to the structure, electrical conductive elements extending from the housing and connected to at least two female electrical terminal sockets within the housing, the connector unit forming an open internal cavity, and
a sensor element having an internal sensing component, a housing, and at least two male connectors configured to mate with the female electrical terminal sockets, the sensor body configured to be received by the connector housing cavity with the male and female connectors in mating engagement.
2. The sensor assembly in accordance with Claim 1 further comprising, the locator feature interfitting with a cooperating feature to provide the predetermined orientation.
3. The sensor assembly in accordance with Claim 1 further comprising the housing further forming a mounting bore for receiving a fastener to mount the sensor assembly to the structure.
4. The sensor assembly in accordance with Claim 3 further comprising a compression limiter to restrain compressive loads arising between the fastener and the structure.

5. The sensor assembly in accordance with Claim 1 further comprising the housing open internal cavity forming an opening at an end of the cavity and the female connectors positioned at an opposite end of the cavity.
6. The sensor assembly in accordance with Claim 1 further comprising the housing formed of a molded resin material and the electrical conductive elements received within a passageway formed in the housing.
7. The sensor assembly in accordance with Claim 1 further comprising the electrical conductive elements in the form of wired connected with the female electrical terminal sockets.
8. The sensor assembly in accordance with Claim 1 further comprising the internal sensing component in the form of an inertial sensitive element.
9. The sensor assembly in accordance with Claim 1 further comprising the connector housing assembly and the sensor element cooperating to enable the sensor element to be removeably attached to the connector housing assembly.
10. The sensor assembly in accordance with Claim 1 further comprising the connector housing assembly and the sensor element cooperating to enable the sensor element to be positively retained in connection with the connector housing assembly.

11. The sensor assembly in accordance with Claim 10 further comprising cooperating features formed by the housing and the sensor element to enable the sensor element to be received by the internal cavity only in a desired orientation.

12. The sensor assembly in accordance with Claim 10 further comprising cooperating features formed by the sensor element and the housing to enable the sensor element to be received by the internal cavity in an interference fit manner.

13. The sensor assembly in accordance with Claim 12 further comprising the cooperating features in the form of crush ribs formed by the housing.

14. The sensor assembly in accordance with Claim 1 further comprising a seal interposed between the sensor housing body and the sensor element to seal the connection between the male and the female connectors.

15. The sensor assembly in accordance with Claim 1 further comprising the male connectors in the form of spade lugs.

16. The sensor assembly in accordance with Claim 12 further comprising the spade lugs being flat and aligned on a plane.

17. The sensor assembly in accordance with Claim 1 further comprising wherein the sensor element may be affixed to and removed from the connector housing when the assembly is mounted to the structure.

18. A sensor assembly adapted to be affixed to a structure comprising;

a connector housing assembly having a housing with a locator feature for enabling the housing to be mounted in a predetermined orientation to the structure, electrical wires extending from the housing and connected to at least two female electrical terminal sockets within the housing, the connector unit forming an open internal cavity forming an opening at an end of the cavity and the female connectors positioned at an opposite end of the cavity, and

a sensor element having an internal sensing component, a housing, and at least two male connectors configured to mate with the female electrical terminal sockets, the sensor body configured to be received by the connector housing cavity with the male and female connectors in mating engagement

the connector housing assembly and the sensor element cooperating to enable the sensor element to be removeably attached to the connector housing assembly.

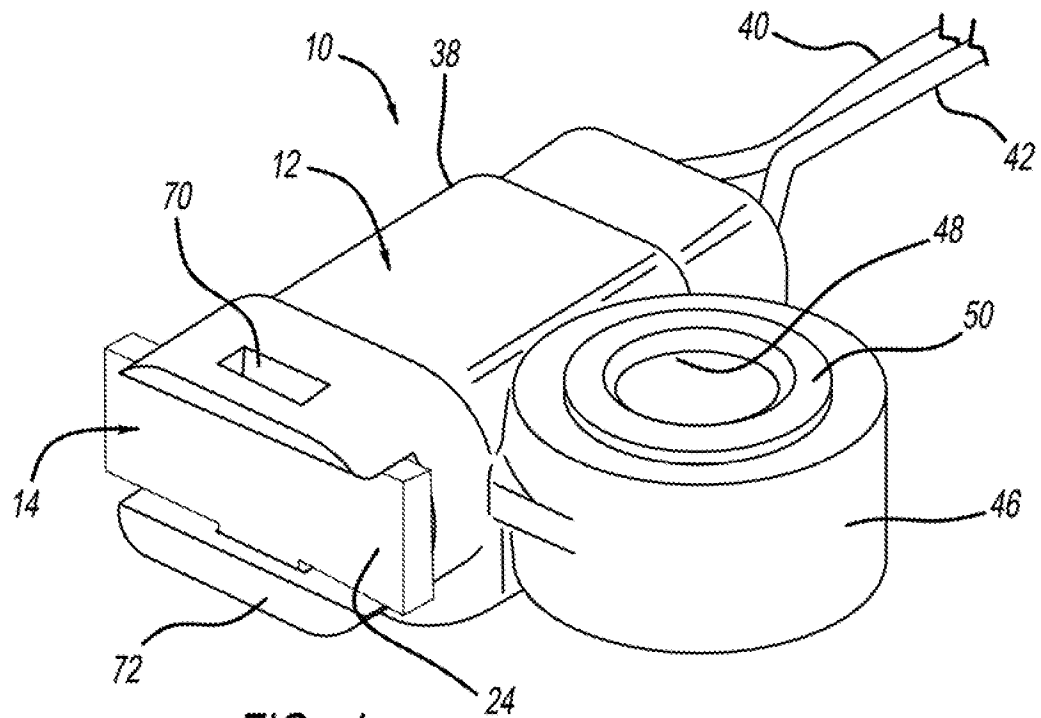


FIG - 1

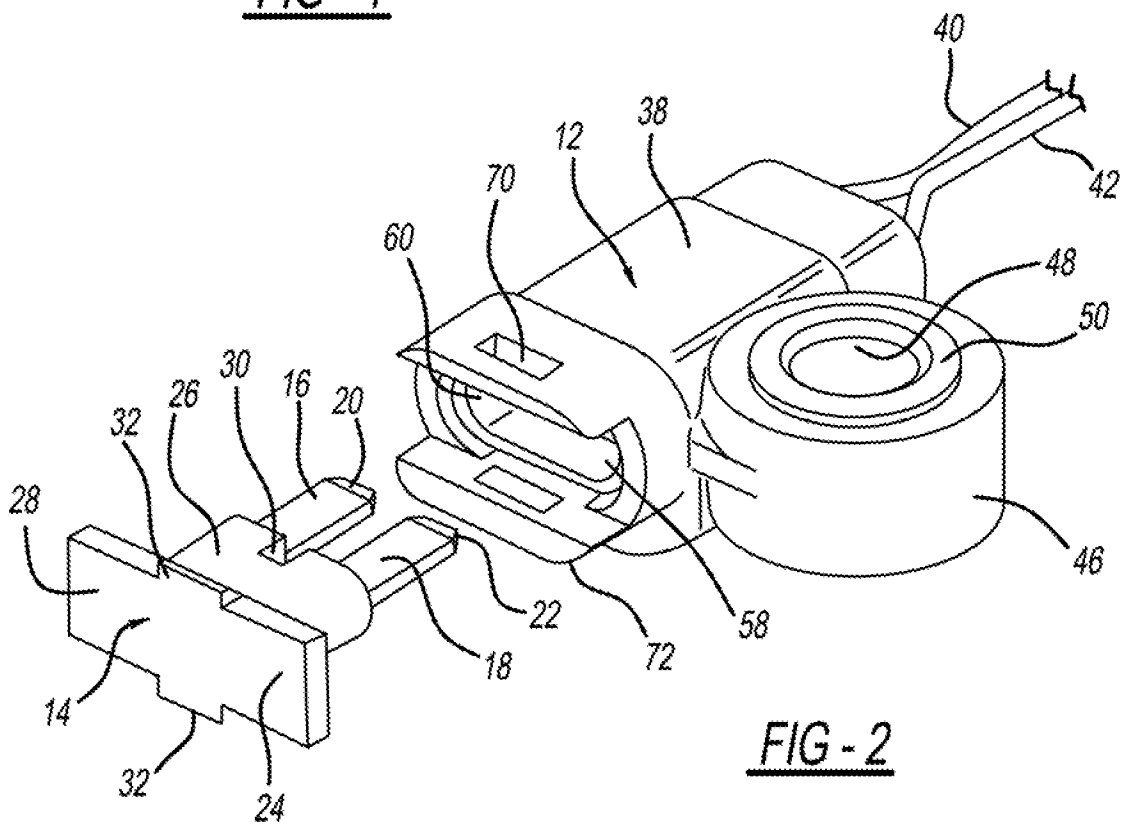
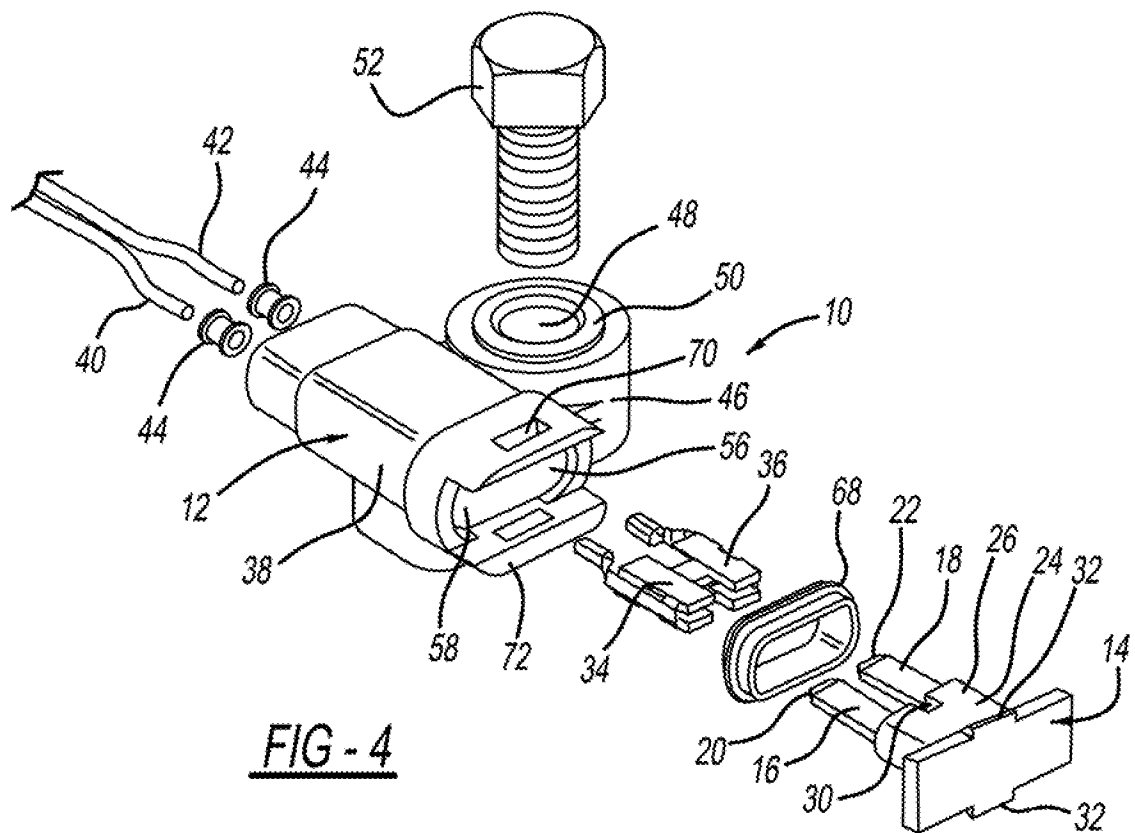
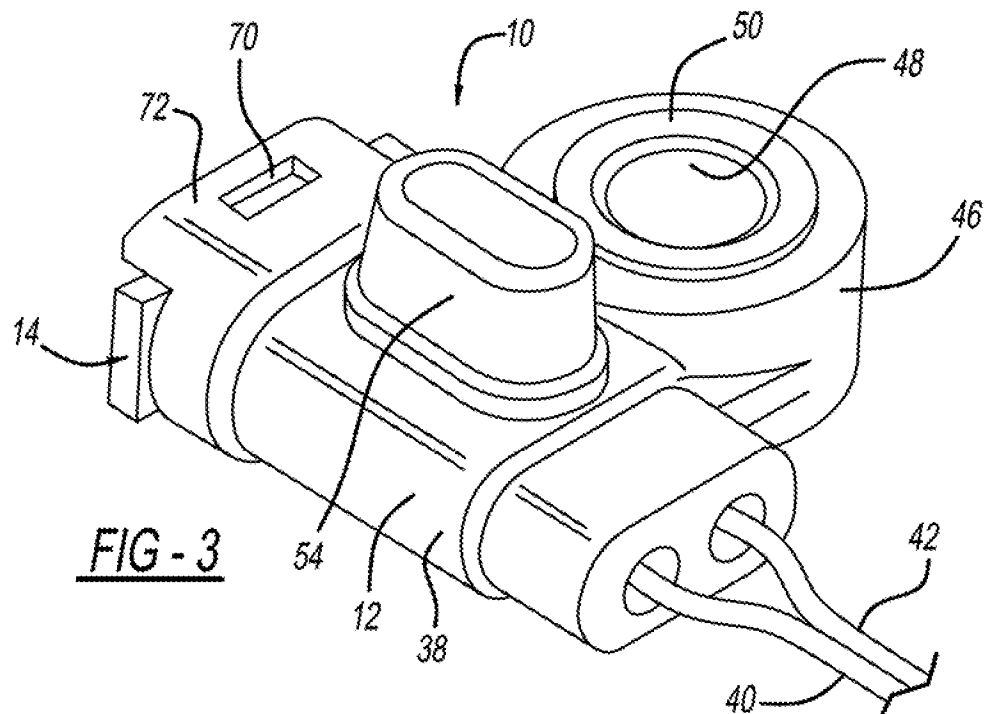
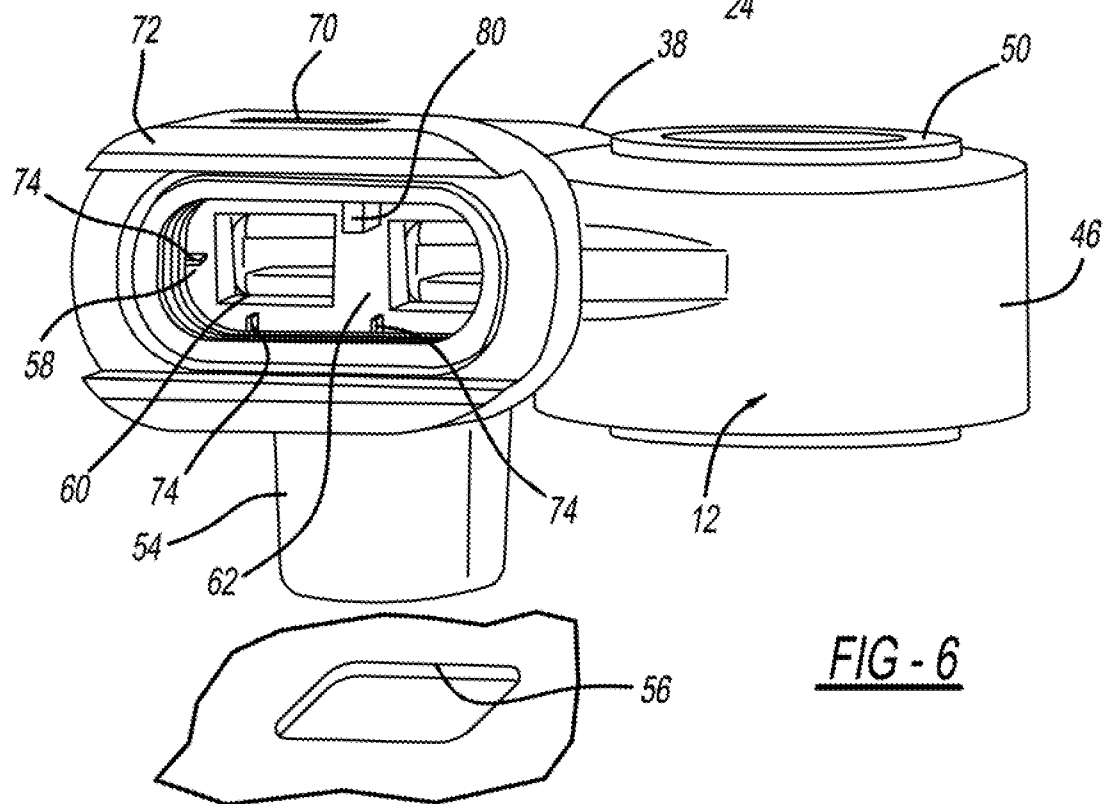
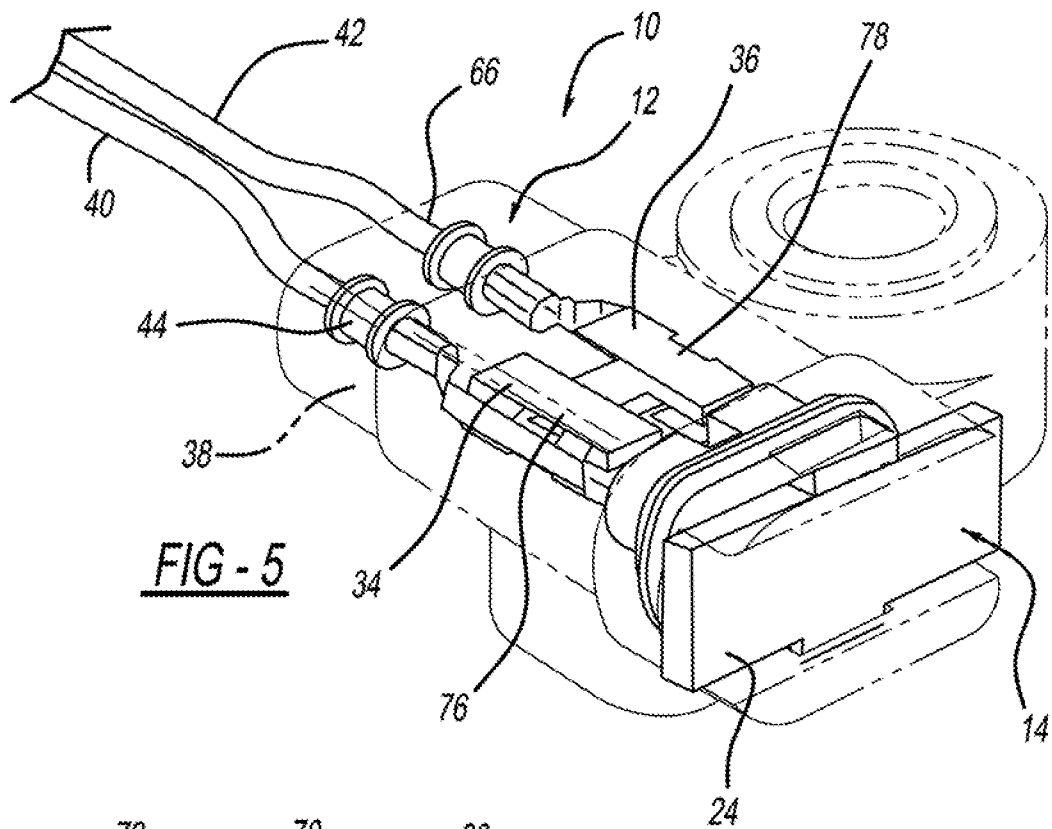


FIG - 2





INTERNATIONAL SEARCH REPORT

International application No.

PCT/US 17/28277

A. CLASSIFICATION OF SUBJECT MATTER

IPC(8) - H01H 35/14 (2017.01)

CPC - H01H 35/14

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

See Search History Document

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

See Search History Document

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

See Search History Document

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	US 2016/0139168 A1 (Ludwig et al.). 19 May 2016 (19.05.2016). Fig. 1-2; Abstract; para [0003], [0005], [0035], [0041].	1-18
Y	US 8,796,572 B2 (Hiraoka et al.). 05 August 2014 (05.08.2014). Fig. 4, 12; col 6, ln 4-25.	1-18
Y	US 8,641,319 B2 (Vichinsky). 04 February 2014 (04.02.2014). Fig. 1A; Abstract; col 3, ln 55-col 4, ln 3; col 4, ln 23-52.	4
Y	US 2013/0109202 A1 (Szczesny et al.). 02 May 2013 (02.05.2013). Fig. 4-7; para [0040]-[0041].	10, 12-13
Y	US 2009/0099423 A1 (Al-Ali et al.). 16 April 2009 (16.04.2009). Fig. 3; para [0037].	11
Y	US 2012/0094509 A1 (Bryan et al.). 19 April 2012 (19.04.2012). Fig. 1; para [0025].	14
A	US 2010/0317219 A1 (Myer et al.). 16 December 2010 (16.12.2010). Entire document.	1-18
A	US 2015/0255932 A1 (Dicks et al.). 10 September 2015 (10.09.2015). Entire document.	1-18
A	US 2009/0137163 A1 (Schoettle). 28 May 2009 (28.05.2009). Entire document.	1-18

☐ Further documents are listed in the continuation of Box C.☐ See patent family annex.

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"E" earlier application or patent but published on or after the international filing date	"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art
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Date of the actual completion of the international search

26 June 2017

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