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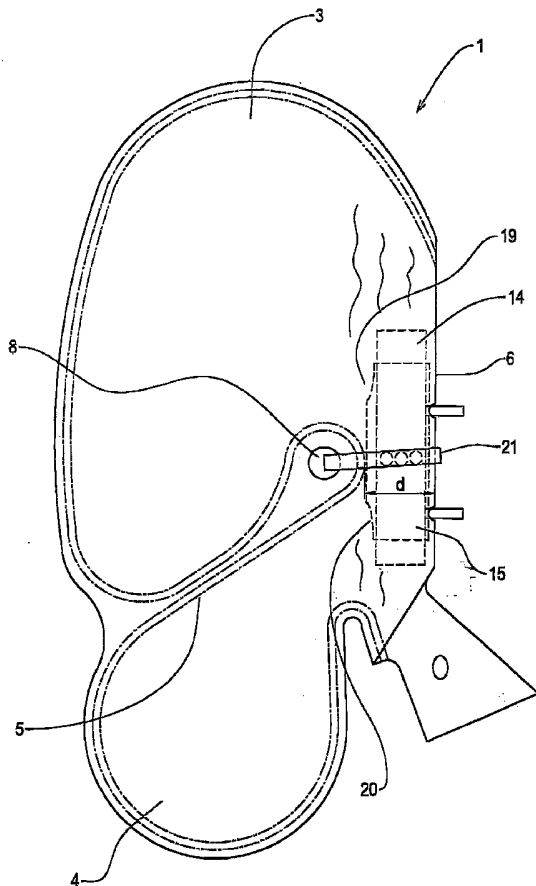
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(54) Title: AN AIR-BAG



(57) Abstract: An air-bag (1) has an inflatable region forming two chambers (3,4) divided by a seam (5). The seam extends towards a back part (6) of the air-bag. A gas generator unit (14,15) is located between the end of the seam (5) and the back part (6) of the air-bag. A strap (21) passes through an aperture (8) formed in a terminal part of the seam (5) to draw the terminal part of the seam to the gas generator unit (14,15) thus effectively sealing the two chambers (3,4). The chambers (3,4) may be inflated to different pressures.

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5

“AN AIR-BAG”

10 **THE PRESENT INVENTION** relates to an air-bag and more particularly relates to an air-bag of the type in which an inflatable region of the air-bag is divided into a plurality of discrete chambers.

15 Various types of air-bag have been proposed before in which an inflatable region of the air-bag is divided into two discrete chambers. One particular air-bag of this type is disclosed in US-A-6349964. The air-bag disclosed is an air-bag which, when inflated, is intended to be located adjacent the side of the occupant of a seat within a motor vehicle, and the air-bag has a main inflatable region which is divided into an upper chamber and a lower
20 chamber, by means of a substantially horizontal seam which extends from the front part of the air-bag towards the rear part of the air-bag. The chambers are to be inflated to different pressures and thus should be substantially sealed from each other.

25 In the described embodiment, a gas generator and gas-deflector is inserted in position within the air-bag, fitting snugly between one end of the horizontal seam and the rear part of the air-bag. The gas-generator must, to provide the desired effect, make a substantially gas-tight seal with the innermost end of the horizontal seam. This may be extremely difficult to

achieve, particularly if a gas-generator is utilised which has two projecting studs by means of which the gas-generator may be mounted in position within the vehicle. Gas-generators with such projecting studs are in widespread use.

5 The present invention seeks to provide an improved air-bag.

 According to one aspect of this invention there is provided an air-bag, the air-bag having an inflatable region, the inflatable region being separated into two chambers by a seam which extends substantially across the air-bag, a
10 space being left between the seam and a part of the air-bag to accommodate a gas-generator unit, the space being dimensioned sufficiently to enable the gas-generator unit to be inserted into the space, there being a strap associated with the seam to at least partially embrace the gas-generator unit and to draw a terminal part of the seam to the gas-generator unit.

15

 Preferably, the gas-generator unit is a cylindrical unit provided with two protruding studs, the air-bag having two apertures to receive the studs.

 Conveniently, the gas-generator unit incorporates a cylindrical gas-
20 generator and a tubular gas-deflector, the gas-deflector having gas outlets at each end thereof and being positioned so that gas from one end of the gas-deflector will enter one chamber and gas from the other end of the gas-deflector will enter the other chamber.

25 Advantageously, a terminal part of the seam dividing the two chambers is provided with an aperture, the strap extending through the aperture and embracing the gas-generator unit.

In a modified embodiment the strap is secured to the air-bag and partially embraces the gas generator unit.

The strap may be provided in the interior of the air-bag or, alternatively,
5 may be provided on the exterior of the air-bag.

Alternatively, the strap is formed of two strap parts, each strap part being secured to the air-bag, on a respective side of the air-bag, each strap part partially embracing the gas-generator unit.

10

Conveniently, the strap or each strap part is secured to said seam.

Advantageously, each strap part is provided with at least one aperture to be engaged with a protruding stud provided on the gas-generator.

15

Conveniently, the air-bag may incorporate at least one further chamber, each adjacent pair of chambers being separated by a respective said seam, each seam having a respective strap associated with it.

20

According to another aspect of the present invention there is provided a method of fabricating an air-bag, the method comprising the steps of inserting a gas-generator unit into the air-bag, and tightening a strap which embraces the gas-generator unit to draw to the gas-generator unit one end of a seam that separates two chambers in an inflatable region of the air-bag.

25

In order that the invention may be more readily understood, and so that further features thereof may be appreciated, the invention will now be described, by way of example, with reference to the accompanying drawings in which :-

4

FIGURE 1 is a diagrammatic view of an air-bag unit in accordance with the invention at an intermediate stage during fabrication;

FIGURE 2 is a view corresponding to Figure 1 showing the air-bag at a subsequent stage during fabrication;

5 FIGURE 3 is a view corresponding to Figure 1 but showing a modified embodiment of the invention at a stage during fabrication of the air-bag; and

FIGURE 4 is a view corresponding to Figure 3 showing the air-bag in a subsequent stage during fabrication.

10 Referring initially to Figure 1 of the accompanying drawings, an air-bag 1 is illustrated. The air-bag 1 is a side air-bag to be positioned, when inflated, adjacent the side of an occupant of a vehicle. The air-bag 1 has a main inflatable region 2. The inflatable region is divided into an upper chamber 3 and a lower chamber 4 by means of a transversely-extending seam 5. The
15 seam 5 is shown as extending with an upward inclination from the front of the air-bag towards the rear part of the air-bag, but the seam could equally extend horizontally, in the manner of US-A-6349964.

The seam 5 extends part-way across the inflatable region 2 and
20 terminates, in the condition of the air-bag as shown, a distance D from the rearmost part 6 of the air-bag. The seam 5 incorporates an uninflatable part 7 of the air-bag, the uninflatable part having an aperture 8 formed at the end of the seam closest to the rear part 6 of the air-bag. The rear part 6 of the air-bag is provided with two apertures 9,10 which are spaced apart and which are
25 provided for a purpose which will be described hereinafter. The apertures 9,10 are spaced one above and one below the terminal part of the seam 5. At the base of the rearmost part 6 of the air-bag a flap 11 is provided, which has a small aperture 12 formed therein, the aperture being associated with an opening 13 which provides access to the interior of the air-bag.

The opening 13 is sufficiently large to allow a cylindrical gas-generator 14 and an associated cylindrical gas-deflector 15 to be inserted into the air-bag through the opening 13. Here it is to be noted that the gas-generator is provided with two spaced-apart radially-extending mounting studs 16,17. Also it is to be noted the cylindrical gas-deflector 15 has an internal diameter slightly larger than the external diameter of the cylindrical gas-generator 14 and the deflector 15 surrounds part of the gas-generator 14 that has a plurality of gas outlet apertures 18. Each end of the cylindrical gas-deflector 15 is cut away to form two cut-outs 19,20 through which gas from the gas-generator may flow.

Figure 1 shows the gas-generator mounted in position within the air-bag with the studs 16,17 passing through the apertures 9,10 formed in the back part 6 of the air-bag. It is to be noted that the distance D between the innermost end of the seam 5 and the back-part 6 of the air-bag is sufficient to enable the gas-generator to be moved relatively easily to the illustrated position.

Subsequently, a strap 21 (shown in Figure 2), is passed through the aperture 8 and wrapped around the rear-part 6 of the air-bag, thus totally encircling the gas-generator and gas-deflector. The strap 21 is tightened and fastened, for example with an appropriate buckle, or possibly by stitching, with the strap firmly urging the terminal part of the seam 5 into contact with the exterior of the cylindrical gas-deflector at a point between the two cut-outs 19, 20. The distance between the end of the seam 5 and the rear part 6 of the air-bag is now d, a distance less than D. As can be seen from Figure 2, the cut-out 19 communicates with the upper chamber 3 and the cut-out 20 communicates with the lower chamber 4.

6

Once the strap 21 has been tightened, the flap 11 may be moved to close the opening 13, the small aperture 12 present in the flap 11 being mounted over the protruding end of the stud 17.

5 The gas-generator is configured so that, on actuation of the gas-generator, gas at one pressure will emerge through the cut-out 19 and gas at another pressure will emerge through the cut-out 20, thus enabling the chambers 3 and 4 to be inflated to different pressures. The chambers are, of course, substantially sealed from each other. Eventually, gas from the chamber
10 at higher pressure will flow back through the gas-deflector into the chamber at lower pressure, but this will only occur some time after the air-bag has been deployed.

It is to be understood that in modified embodiments the flap 11 and
15 opening 13 may be replaced by a slit or an equivalent opening in one of the layers of fabric forming the air-bag to enable the gas generator unit to be introduced to the interior of the air-bag. This slit or opening could be sealed by the tightening strap.

20 Whilst Figures 1 and 2 illustrate an embodiment in which an aperture is formed in an uninflatable region 7 which forms part of a seam 5, Figures 3 and 4 illustrate a modified embodiment of the invention where two strap portions are stitched or otherwise secured to the exterior of the air-bag.

25 Referring now to Figure 3, it will be observed that the basic air-bag has a design which is directly equivalent to that of the air-bag shown in Figures 1 and 2, save that there is no aperture 8 in the uninflatable region 7 formed at the end of the seam 5. However, a strap element 30 is provided which has a first region 31 which effectively overlies the seam 5. The region 31 will be secured

to the body of the air-bag in the region of the seam 5 and indeed, if the seam 5 is a stitched seam, the stitching forming the seam may pass through the element 30 which forms the strap to secure the strap to the air-bag.

5 The strap 30 incorporates a fastening region 32 which extends towards the rear part 6 of the air-bag, the fastening region 32 having two apertures 33, 34 which are spaced apart by a distance equal to the spacing between the apertures 9,10 formed in the bag 6 of the air-bag. The fastening region 32 may have elastic properties, so that the region may be temporarily stretched. It is to
10 be understood that optionally a similar, but mirror image, strap element is provided on the other side of the air-bag, that is to say the side not visible in Figure 3. Thus a single strap or two strap elements may be used, depending on the dimensions of the air-bag and the gas generator unit.

15 The strap illustrated in Figure 3 is provided on the exterior of the air-bag. However, in an alternative embodiment the strap may be provided in the interior of the air-bag.

Referring now to Figure 4, it is to be understood that once the gas-
20 generator has been mounted in position within the air-bag, in a manner as described above with reference to Figure 1, the fastening region 32 of the strap will be pulled, stretching the region 32 until the apertures 33, 34 will be engaged with the protruding studs 9,10 of the gas generator. As the fastening region 32 is released, the apertures 33,34 become firmly engaged with the
25 studs 9,10 of the gas-generator. The strap thus partially embraces the gas generator unit. Similarly, apertures in the fastening region of the other strap on the other side of the air-bag (if provided) will be connected to the studs 9,10. In a modified embodiment the fastening region 31 of the or each strap 30 may have a single aperture to engage with a single stud.

The configuration of the strap 30 is such that when the strap (or straps) has been fastened as described above, the innermost end of the seam 5 will be brought into engagement with the exterior of the cylindrical gas-deflector 15 associated with the gas-generator. Thus, again, a situation exists in which the cut-away 19 communicates with the chamber 3 whilst the cut-away 20 communicates with the chamber 4, there being no direct communication between the chambers. Again, the flap 11 will finally be moved so that the aperture 12 therein is engaged with the projecting stud 17 to seal the air-bag.

10

It is to be appreciated that in the embodiment of Figures 3 and 4, as in the embodiment of Figures 1 and 2, a strap, optionally formed from two strap parts which engage part of the seam defining the discrete chambers within the inflatable region of the air-bag, at least partially embraces the gas-generator and gas-deflector to bring part of the seam into contact with the gas-deflector.

15

Whilst the invention has been described with reference to specific embodiments in which there are two discrete chambers separated by a seam, with the seam being brought, by means of a strap, into engagement with the gas-deflector provided on the gas-generator, it is to be understood that embodiments of the invention may be devised in which there are three chambers, divided by two spaced-apart seams, each seam being associated with an appropriate strap. Also, whilst the invention has been described with reference to a gas generator unit including a cylindrical gas generator and a tubular gas deflector, in alternative embodiments of the invention a cylindrical gas generator with gas outlets at opposite ends could be used, optionally with a "U" sectioned gas deflector to protect the back part of the air-bag from hot gas.

20

25

The term "strap" is used to include any elongate fastener, and includes a metal strap, such as a "JUBILEE"-type clip, or a cord or wire.

In the present specification "comprises" means "includes or consists of"
5 and "comprising" means "including or consisting of".

CLAIMS:

1. An air-bag, the air-bag having an inflatable region, the inflatable region
5 being separated into two chambers by a seam which extends substantially
across the air-bag, a space being left between the seam and a part of the air-bag
to accommodate a gas-generator unit, the space being dimensioned sufficiently
to enable the gas-generator unit to be inserted into the space, there being a strap
associated with the seam to embrace at least partially the gas-generator unit and
10 to draw a terminal part of the seam to the gas-generator unit.
2. An air-bag according to Claim 1, wherein the gas-generator unit is a
cylindrical unit provided with two protruding studs, the air-bag having two
apertures to receive the studs.
15
3. An air-bag according to Claim 1 or 2 wherein the gas-generator unit
incorporates a cylindrical gas-generator and a tubular gas-deflector, the gas-
deflector having gas outlets at each end thereof and being positioned so that gas
from one end of the gas-deflector will enter one chamber and gas from the
20 other end of the gas-deflector will enter the other chamber.
4. An air-bag according to Claim 3 wherein a terminal part of the seam
dividing the two chambers is provided with an aperture, the strap extending
through the aperture and embracing the gas-generator unit.
25
5. An air-bag according to any one of Claims 1 to 3 wherein the strap is
secured to the air-bag and partially embraces the gas generator unit.

6. An air-bag according to Claim 5 wherein the strap is provided in the interior of the air-bag.
7. An air-bag according to Claims 5 wherein the strap is on the exterior of
5 the air-bag.
8. An air-bag according to any one of Claims 1 to 3 wherein the strap is formed of two strap parts, each strap part being secured to the air-bag, on a respective side of the air-bag, each strap part partially embracing the gas-
10 generator unit.
9. An air-bag according to Claim 5, 6, 7 or 8 wherein the strap or each strap part is secured to said seam.
- 15 10. An air-bag according to Claim 5, 6, 7, 8 or 9 as dependent upon Claim 2 wherein the strap or each strap part is provided with at least one aperture to be engaged with a protruding stud provided on the gas-generator.
- 20 11. An air-bag according to any one of the preceding Claims, incorporating at least one further chamber, each adjacent pair of chambers being separated by a respective said seam, each seam having a respective strap associated with it.
- 25 12. A method of fabricating an air-bag, the method comprising the steps of inserting a gas-generator unit into the air-bag, and tightening a strap which embraces the gas-generator unit to draw to the gas-generator unit one end of a seam that separates two chambers in an inflatable region of the air-bag.

1/4

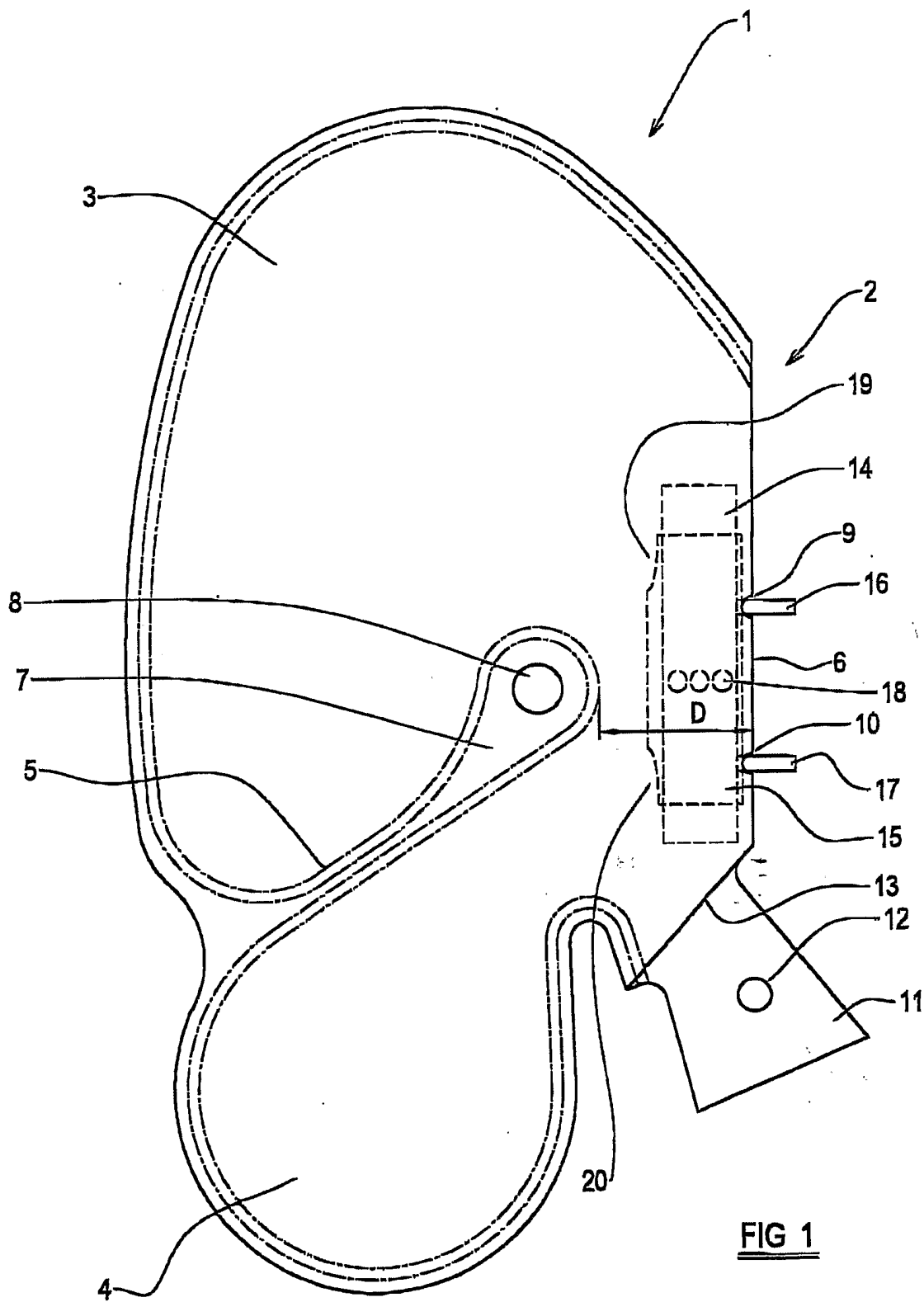
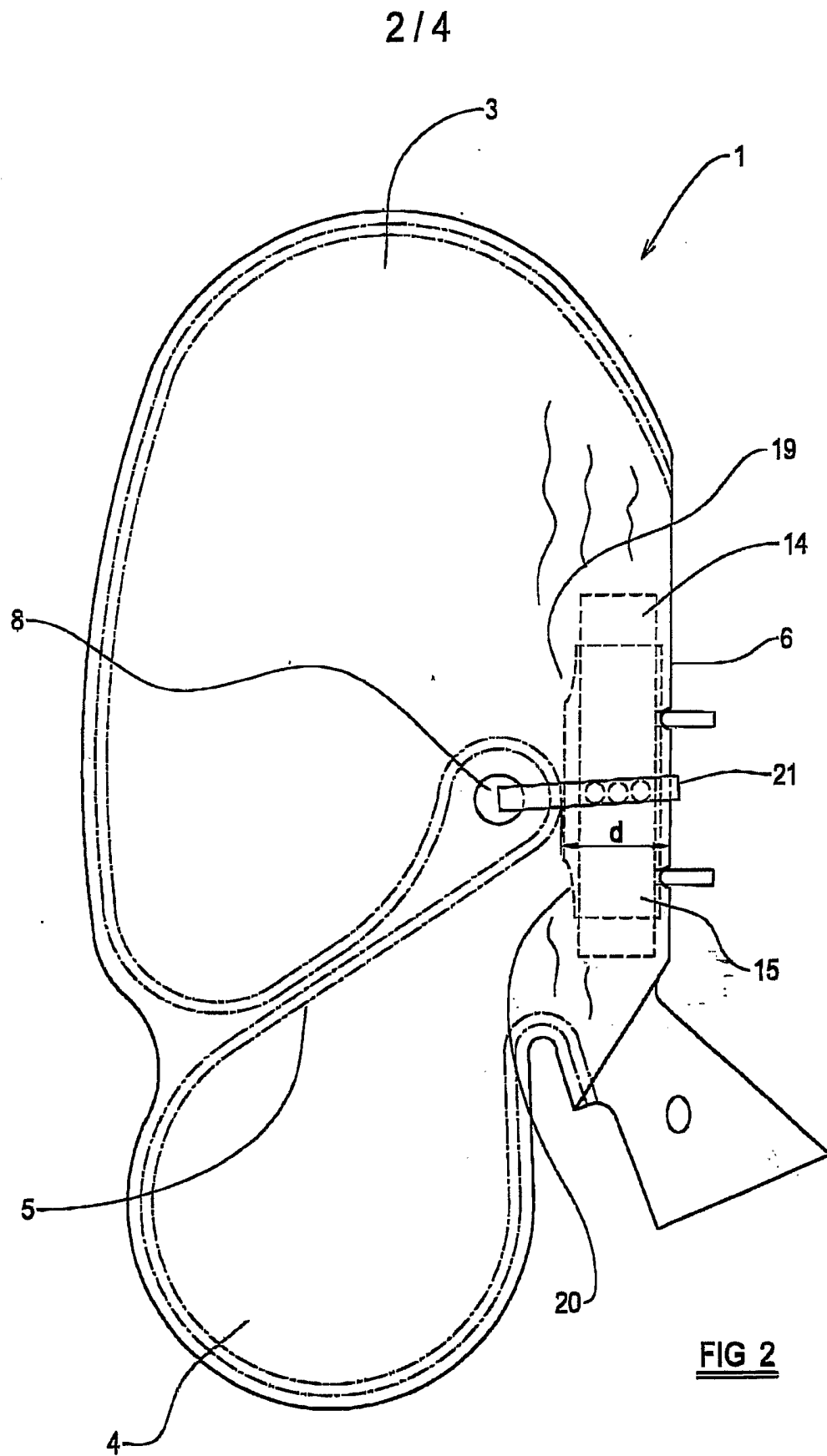


FIG 1



3/4

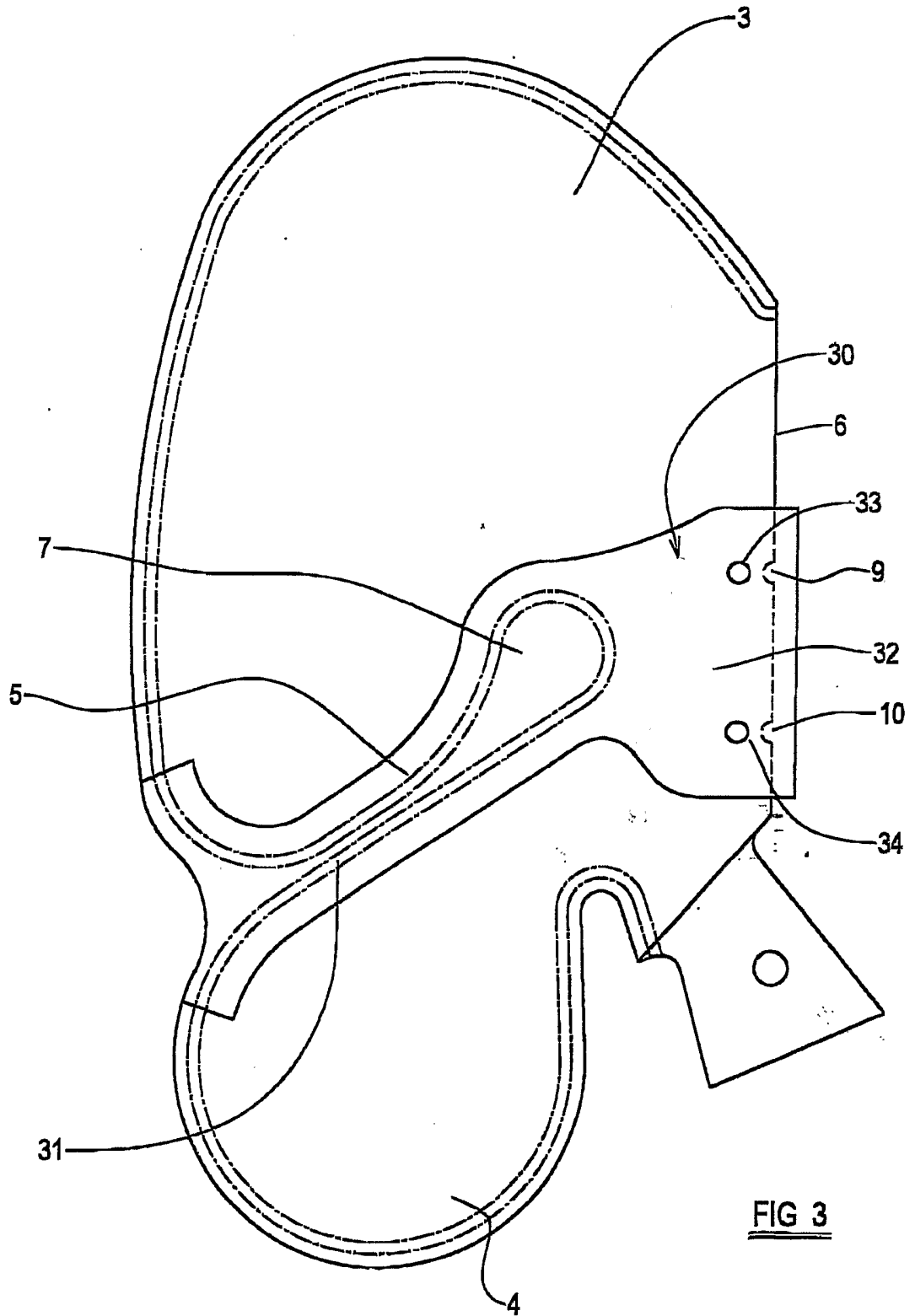
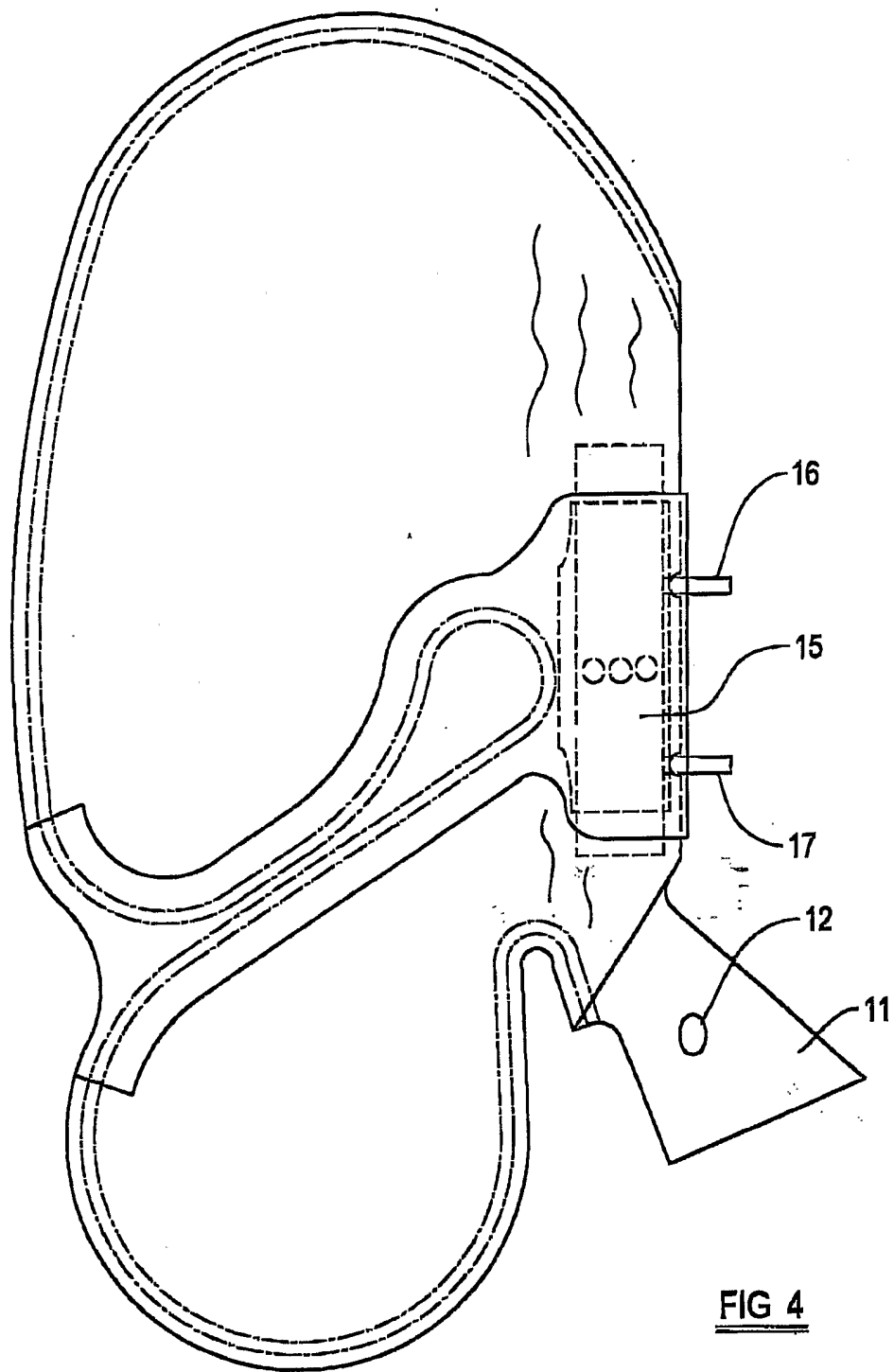


FIG 3



INTERNATIONAL SEARCH REPORT

International application No.
PCT/SE 2004/000779

A. CLASSIFICATION OF SUBJECT MATTER

IPC7: B60R 21/22, B60R 21/24, B60R 21/26
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)

IPC7: B60R

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

SE,DK,FI,NO classes as above

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

EPO-INTERNAL, WPI DATA, PAJ

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	US 6349964 B1 (ACKER ET AL), 26 February 2002 (26.02.2002) --	1-12
A	JP 2000085515 A (TOYOTA MOTOR CORP), 28 March 2000 (28.03.2000) --	1-12
A	DE 19529829 C1 (PARS PASSIVE RÜCKHALTESYSTEME GMBH), 31 October 1996 (31.10.1996) --	1-12
A	US 5853191 A (LACHAT), 29 December 1998 (29.12.1998) -- -----	1-12

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

* Special categories of cited documents:	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention
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INTERNATIONAL SEARCH REPORT

Information on patent family members

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US	6349964	B1	26/02/2002	DE	29822159	U	12/05/1999
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