PEDIATRIC OCCUPANT HUMAN BODY MODEL
KINEMATIC AND KINETIC RESPONSE VARIATION
TO CHANGES IN SEATING POSTURE IN SIMULATED
FRONTAL IMPACTS – WITH AND WITHOUT
AUTOMATIC EMERGENCY BRAKING
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BACKGROUND

• All child restraint systems (CRS) sold in the U.S. need to pass regulations as outlined per the Federal Motor Vehicle Safety Standards (FMVSS) No. 213
  • Traditionally, restraint performance is evaluated using optimally positioned ATDs

• However, previous literature documents that restrained children assume a variety of positions during a trip
  • Children spent less than 10% of the time correctly restrained (Meissner et al. 1994)
  • Older children had a greater tendency to be out of position
  • Children spent about 70% of the time in non-standard positions (part of the body out of the CRS protective zone) (Charlton et al. 2010)
• **Charlton et al. (2013)** conducted a comprehensive naturalistic driving study of child passengers to collect quantitative data on occupant positions during a trip

• **Arbogast et al. (2016)** quantified the head position of naturalistically seated child occupants

• **Bohman et al. (2018)** identified the most common and extreme seating postures
  - Conducted sled tests with HIII-6YO ATD to analyze effect of seating posture on kinematics and kinetics
  - Greater excursion observed for forward-leaning postures
  - Accelerations and neck loads were reduced

Naturalistic seating sled testing with HIII 6YO ATD (Bohman at al. 2018)
• Initial seating postures can be more pronounced under application of a pre-crash maneuver (Stockman et al. 2013; Gras et al., 2017; Graci et al., 2019)

• Most studies on pre-crash phase followed by a crash phase have largely focused on adult occupants (Iwamoto et al., 2015; Östmann et al., 2016, Yamada et al., 2016)

• However, the responses of a pediatric human body model in these crash conditions also need to be explored
AIM

To assess kinematics and kinetics of the 6YO and 10YO naturally-seated pediatric occupants in booster seats exposed to a full-frontal impact in a vehicle environment with and without pre-crash automatic emergency braking (AEB) event.
## METHODS

<table>
<thead>
<tr>
<th>Seating Setup</th>
<th>2012 Toyota Camry FE Model</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>From the National Crash Analysis Center (NCAC) archives</td>
</tr>
<tr>
<td><strong>Child restraints</strong></td>
<td>Lowback Booster (LBB)</td>
</tr>
<tr>
<td></td>
<td>Highback Booster (HBB)</td>
</tr>
<tr>
<td></td>
<td>CRS model developed from digitization techniques (Belwadi et al., 2015)</td>
</tr>
<tr>
<td><strong>Occupants</strong></td>
<td>PIPER 6YO (default)</td>
</tr>
<tr>
<td></td>
<td>PIPER 10YO (morphed from 6YO using PIPER Positioning Tool Scaling Module)</td>
</tr>
<tr>
<td></td>
<td>PIPER Consortium open source model (Beillas et al., 2016)</td>
</tr>
<tr>
<td><strong>Crash Impact</strong></td>
<td>Full Frontal Rigid Barrier Impact (35MPH)</td>
</tr>
</tbody>
</table>
**METHODS – SEATING POSTURES**

- Reference seating as per FMVSS 213
- Forward leaning, inboard leaning as per head position of most common postures observed in real world ([Arbogast et al., 2016](#))
- Outboard leaning posture similar to inboard leaning – reflected about the sagittal plane
- Pre-submarining position determined by routing the seatbelt such that lap belt falls 5-10mm above the ASIS
### METHODS – TEST MATRIX

<table>
<thead>
<tr>
<th>Age</th>
<th>AEB Conditions</th>
<th>Restraint</th>
<th>Impact Conditions</th>
<th>Seating Postures</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIPER 6YO</td>
<td>With AEB</td>
<td>Lowback Booster</td>
<td>Full frontal barrier impact (35 MPH)</td>
<td>Reference Seating</td>
</tr>
<tr>
<td></td>
<td>Without AEB</td>
<td>Highback Booster</td>
<td></td>
<td>Forward Leaning</td>
</tr>
<tr>
<td>PIPER 10YO</td>
<td>No CRS</td>
<td>Lowback Booster</td>
<td></td>
<td>Inboard Leaning</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Outboard Leaning</td>
</tr>
</tbody>
</table>

- A 3-point lap-shoulder belt with a retractor, pretensioner, and a 4kN load-limiter was used
  - According to FMVSS No. 209, retractor was locked when vehicle acceleration was 0.7G for with-AEB conditions
  - Pretensioner fired only in the crash phase for both with and without AEB conditions
METHODS

- AEB pulse corresponding to initial velocity of 76kmph (47 MPH) (Yamada et al. 2016)

- Vehicle velocity prior to barrier impact is 35 MPH

(Yamada et al. 2016)
METHODS

• Front driver seat was positioned in its mid-track position

• Seatbelt loads and stresses carried over from pre-crash phase to crash phase for conditions with AEB

• **Total of 40 simulations** were carried out and models setup in LS-DYNA R10.1.0 (LSTC Inc., CA) explicit dynamic solver.

• Kinematic and kinetic measures of the PIPER child model including head, chest, and pelvis acceleration, chest deflection, neck loads and moments were extracted
RESULTS – VARIATION ACROSS SEATING POSTURES

However, reference posture seems to capture most responses exhibited by other seating postures
RESULTS – VARIATION ACROSS SEATING POSTURES

• In some cases, injury values were higher for naturalistic postures than the reference posture
  • Crossed the IARV threshold where the reference posture did not
RESULTS AND DISCUSSION – VARIATION ACROSS SEATING POSTURES

• Shoulder belt slippage observed for the 6YO on HBB in the inboard leaning posture
  • Observed for both with and without AEB conditions

• Resulted in greater HIC15, head acceleration, head excursion, neck tensile force and flexion moment compared to other postures

• Similar kinematics in other studies with pediatric ATDs (Bohman et al. 2018)

• Behavior due to the shoulder belt held in place on the routing guides of the HBB during impact
RESULTS AND DISCUSSION – VARIATION ACROSS SEATING POSTURES

• Apart from the case with the belt slippage, forward leaning postures (forward leaning, inboard leaning, outboard leaning) had relatively lower HIC15 and neck tension than the reference posture
  • Can be attributed to reduced space available for travel before the occupant reached its most flexed position

• Similar observations reported in literature (Bohman et al. 2018)
RESULTS AND DISCUSSION – VARIATION ACROSS SEATING POSTURES

- Pre-Submarining posture
  - Lap belt rode over the ASIS, thereby loading the abdomen for both the 6YO and 10YO

- Effects of such a response need additional analysis
RESULTS AND DISCUSSION – HEAD EXCURSION ACROSS SEATING POSTURES

- Possibility of head contact if front seat is in aft-most track position
  - Increased likelihood of head contact in smaller vehicles
  - Greater likelihood of head contact in leaning inboard posture
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RESULTS AND DISCUSSION – EFFECT OF AEB

• Prior to impact, occupants were more forward flexed in cases with AEB than without AEB across all simulated conditions
• Resulted in relatively lower injury numbers for cases with AEB
RESULTS AND DISCUSSION – EFFECT OF AEB

- Spinal angle measured from C1-C7 level of the spine between with-AEB cases and without-AEB cases
- Negative delta spinal angles indicate that the spine at the start of the crash phase was more flexed for the with-AEB cases than the without-AEB cases.
RESULTS AND DISCUSSION – EFFECT OF AEB

- Prior to impact, occupants were more forward flexed in cases with AEB than without AEB across all simulated conditions
- Resulted in relatively lower injury numbers for cases with AEB
RESULTS AND DISCUSSION – EFFECT OF AEB

• Occupant maximum head excursion
  • Leaning inboard posture showed greatest excursion (among all postures)
  • Leaning outboard and pre-submarining postures showed lowest excursion
    • This could be due to the interaction of the shoulder and lap belts with the occupant in respective seating postures
RESULTS AND DISCUSSION – EFFECT OF AEB

- Lower injury numbers for with-AEB cases
  - Lower HIC36, head acceleration, upper neck tensile force and flexion moment
  - Occupant reaches forward flexed position under effect of AEB, thereby resulting in lower injury numbers than without-AEB cases
  - Greater ride-down effect in with-AEB cases (Yamada et al. 2016)
LIMITATIONS

• AEB Pulse, CRSs, seatbelt characteristics
  • The effect of one variation of each was studied; additional variations need to be explored

• PIPER human body model
  • Modeled with passive musculature
  • Active musculature in PIPER human body model could change kinematics and kinetics
  • Fidelity of the PIPER model
  • Scaling challenges

• Validation
  • Complete environment needs to be validated with physical test data
CONCLUSIONS

• Different initial seating postures result in substantially different kinematics and kinetics that are not necessarily captured by the reference seating posture

• Lower injury numbers do not necessarily reflect better behavior
  • Eg: 10YO in pre-submarining posture in NoCRS had moderate injury metrics but did not measure injury potential due to submarining
  • Lap belt loading the abdomen could lead to internal injuries

• Different initial seating postures should be incorporated in standard vehicle/CRS testing to ensure complete robust pediatric occupant protection
  • Other impact conditions need to be explored before different postures are incorporated into standard testing

• Although AEB may not prevent a crash, it may reduce the effect of the crash on the occupant as opposed to without-AEB conditions, despite the same impact velocity

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