

Development of a Biofidel-Dummy Finite Element Model

Benjamin Härtel

University of Applied Sciences Dresden (HTW Dresden)





Overview

Introduction

Biofidelic-Dummy

The Way to the Simulation Model

Model Setup

Analysis of the Dummy Materials

Mesh Generation

Connection Types

Positioning

Outlook with Development and Research Priorities

Validation

Availability in the Market

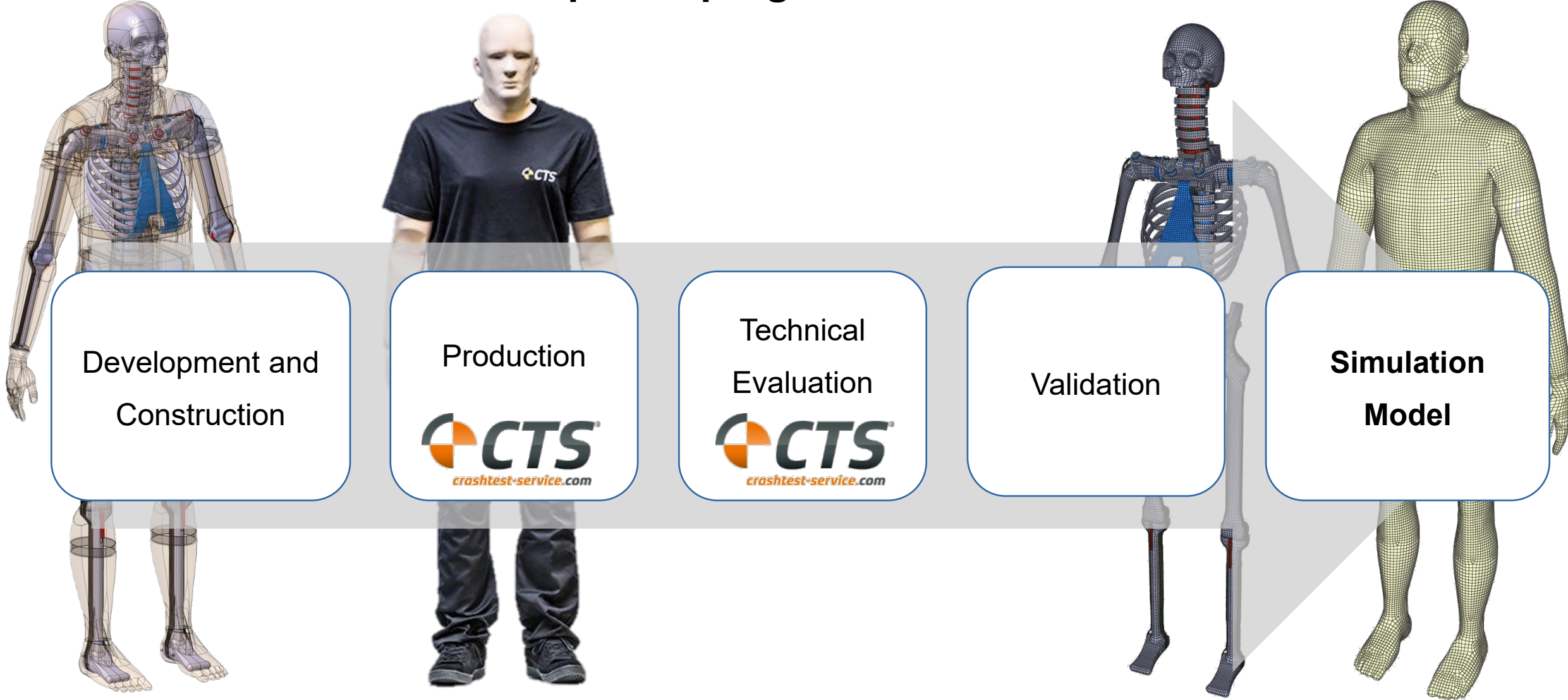
Introduction - Biofidelic-Dummy (PRIMUS breakable)

- Bone components
- Ligaments and tendons
- Soft tissue
- Anthropomorphic geometry
- Real range of motion
- Age, weight, height and mass distribution 50-percentile
- Inertial measuring unit in head, pelvis and thorax
- Correlation between **dummy damage** and **human injury**

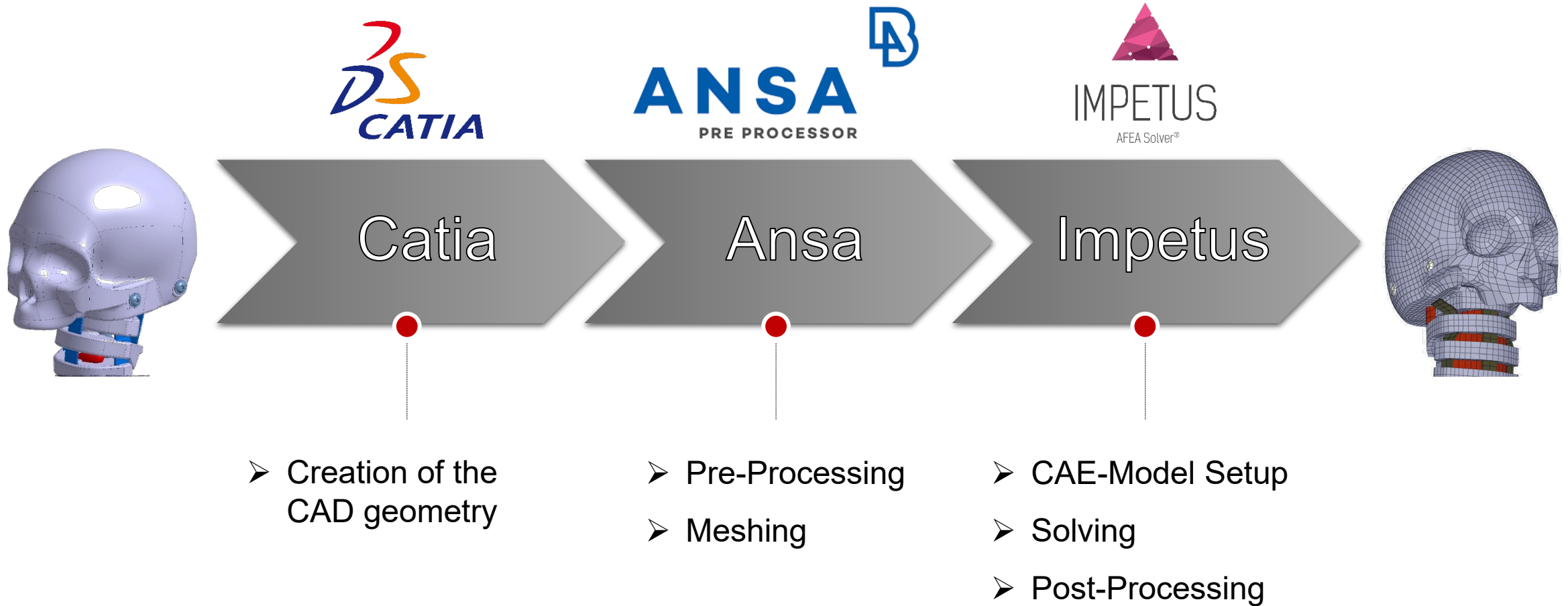


Source: Crashtest-Service

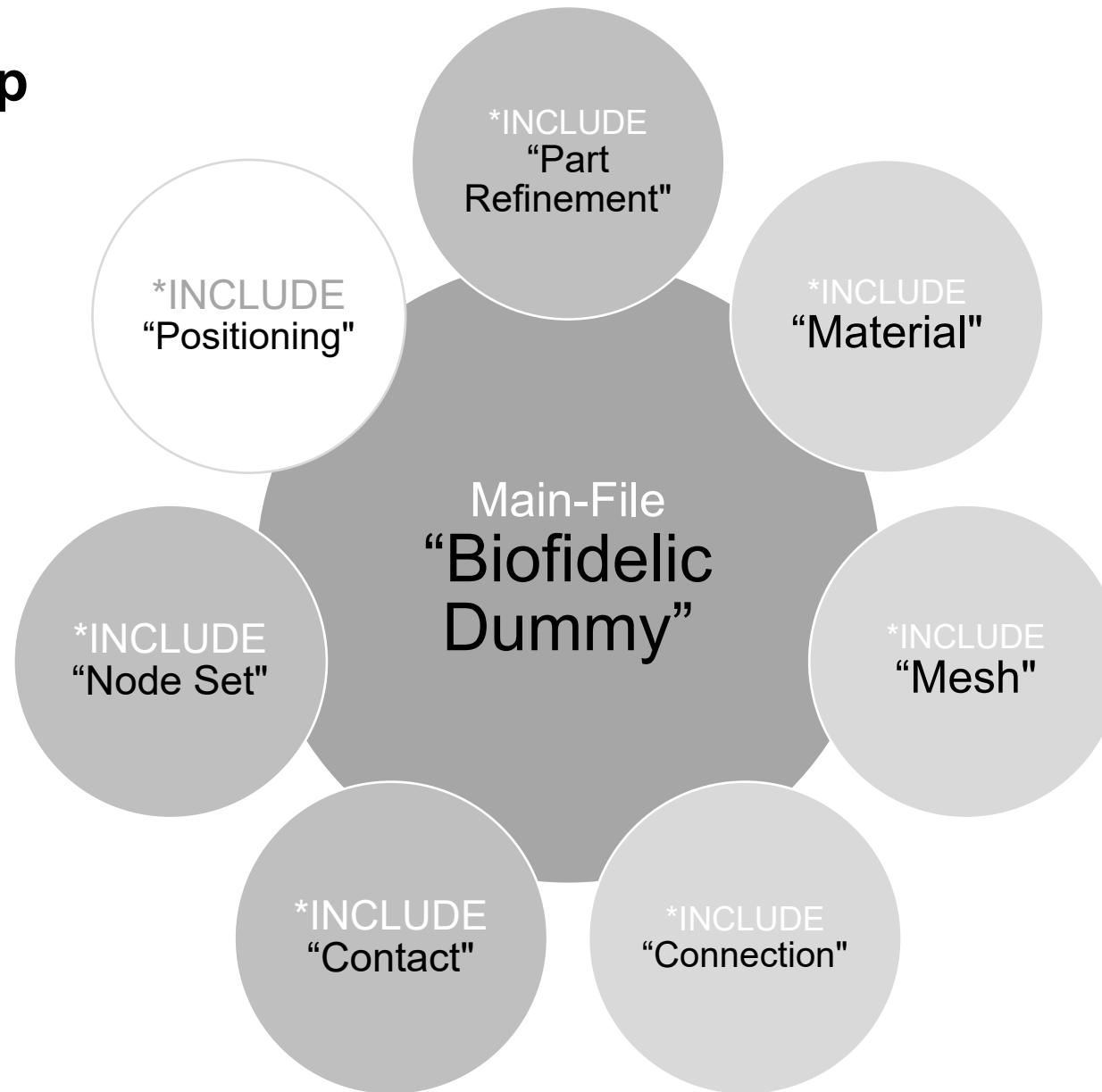
Introduction - Development progress



From the Hardware Dummy to a CAE Model



Model Setup



Analysis of the Dummy Materials

*INCLUDE
"Material"

Materials

- Bone substitute material
- Skin substitute
- 6 Silicone compounds
- 3 Polypropylene
- Steel
- Epoxy resin

- 12 Material pairings



Material Tests

- Tensile test
- Continue tearing experiment
- Bending test
- Tilted plate
- Straight plate



Material Models

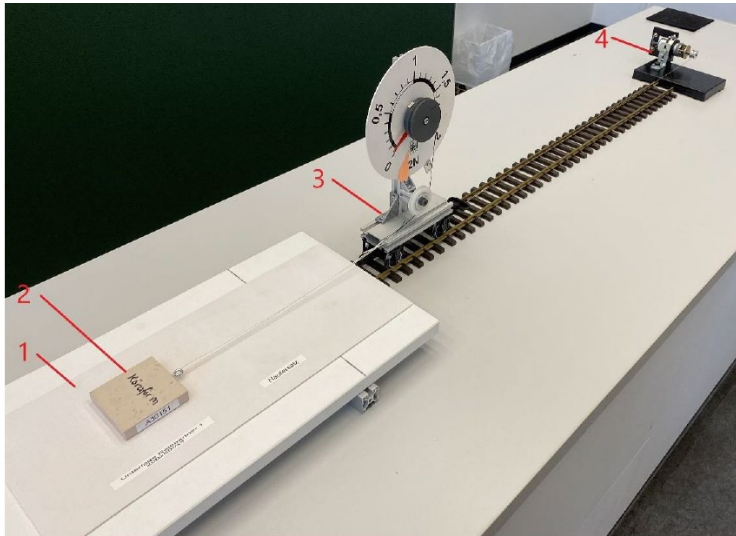
- Johnson-Cook-Material model
- Cockcroft-Latham-Damage model
- Initial pre-damage of the material (due to manufacturing)
- Fiber composite / fabric material model
- Integrated damage model
- Bergström-Boyce-Material model

Material Tests

*INCLUDE
"Material"

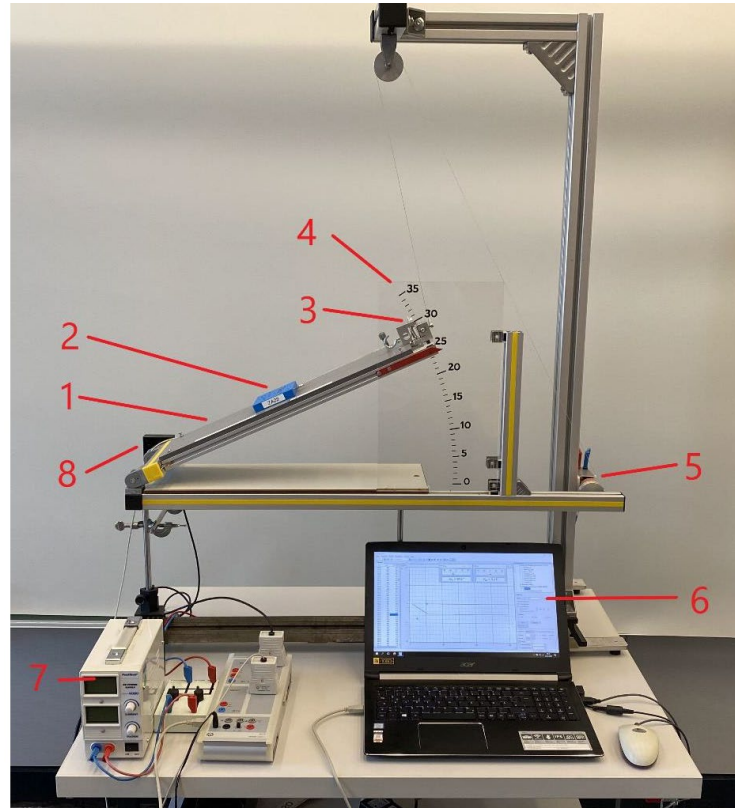
Friction value determination

Straight plate



1 Friction pad, 2 Friction block, 3 Wagon with force gauge, 4 Cable winch

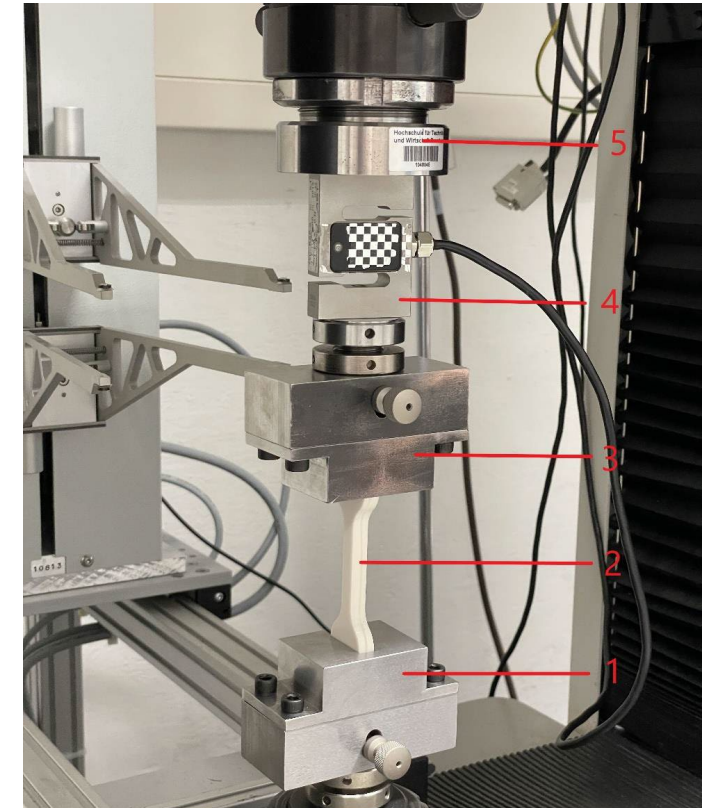
Tilted plate



1 Friction pad, 2 Friction block, 3 Force measuring element, 4 Analog angle display, 5 Cable winch with electric motor, 6 Measuring computer

Tensile test

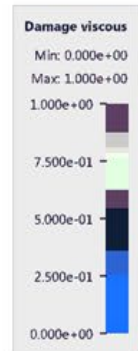
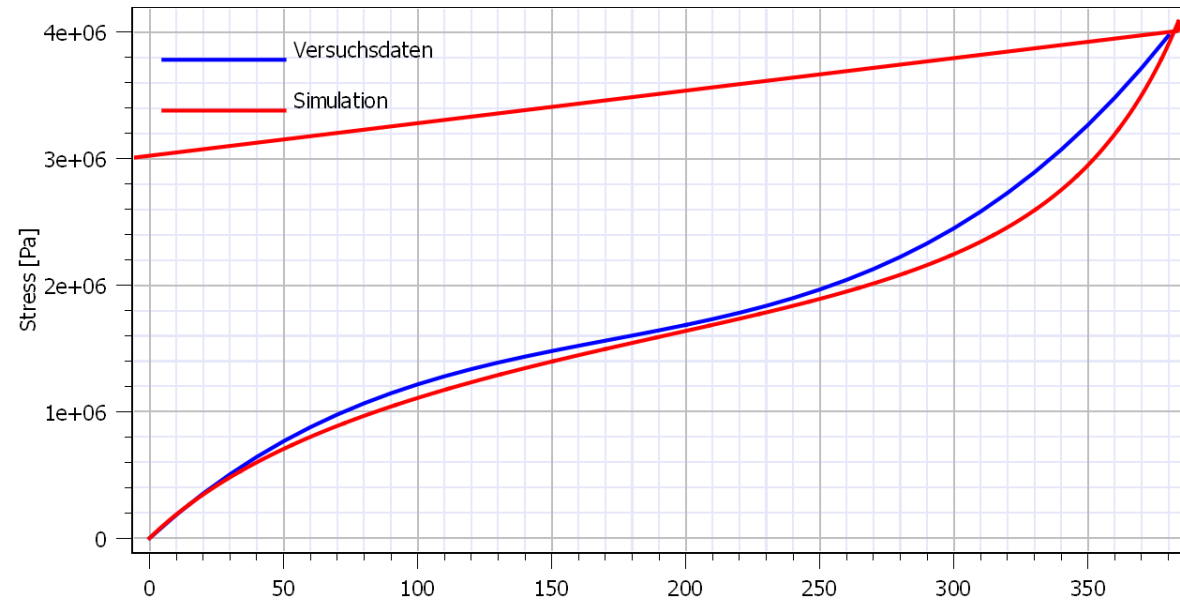
Continue tearing experiment



1 lower clamping device, 2 tensile test block, 3 upper clamping device, 4 force measuring element, 5 traverse

Stress-Strain Diagram Soft Tissue Replacement Material

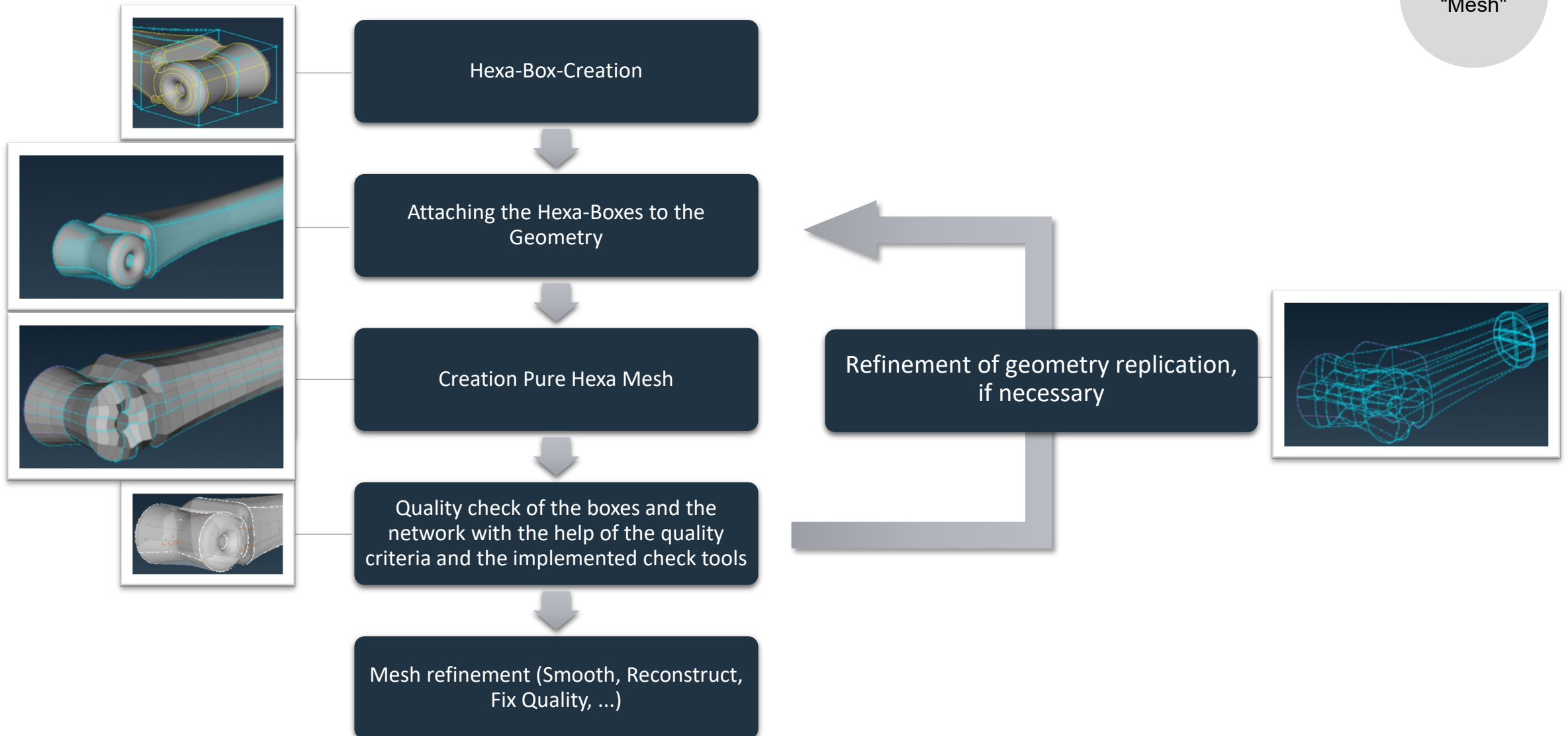
*INCLUDE
"Material"



Source: EDAG

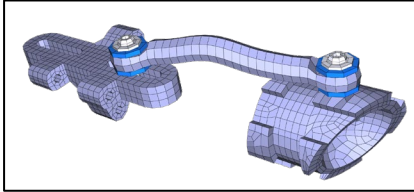
Mesh Generation Process

*INCLUDE
"Mesh"

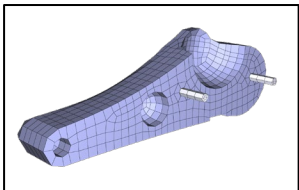
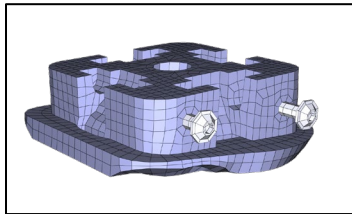
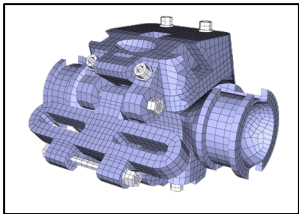


Connection Types

*INCLUDE
"Con-
nection"

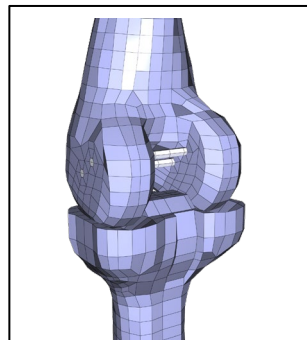
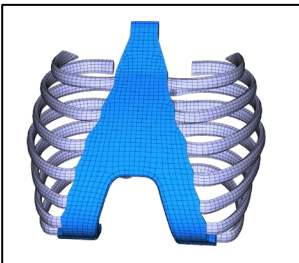


Screw
Connections

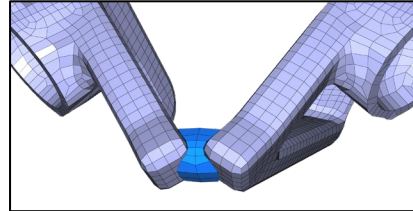


Pin connections

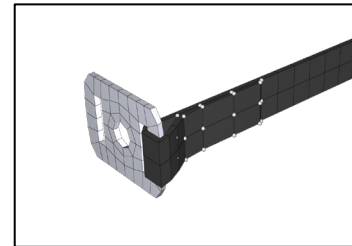
Glued plug connections



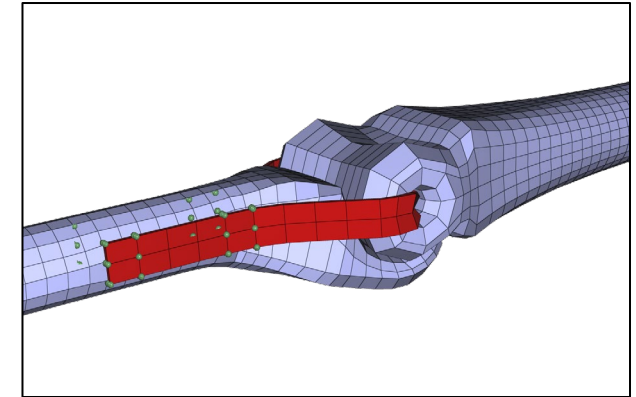
Clamp Connections



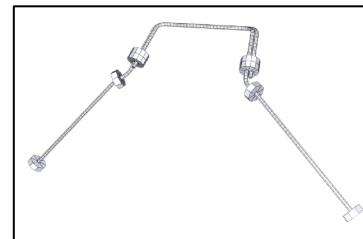
Adhesive Bonds Belt/Belt



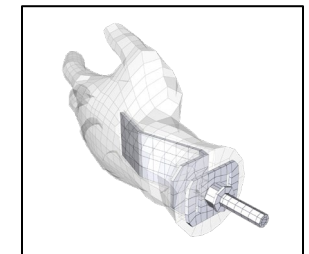
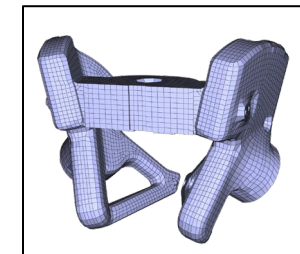
Adhesive Bonds Bone/Belt



Rigid connection steel cable

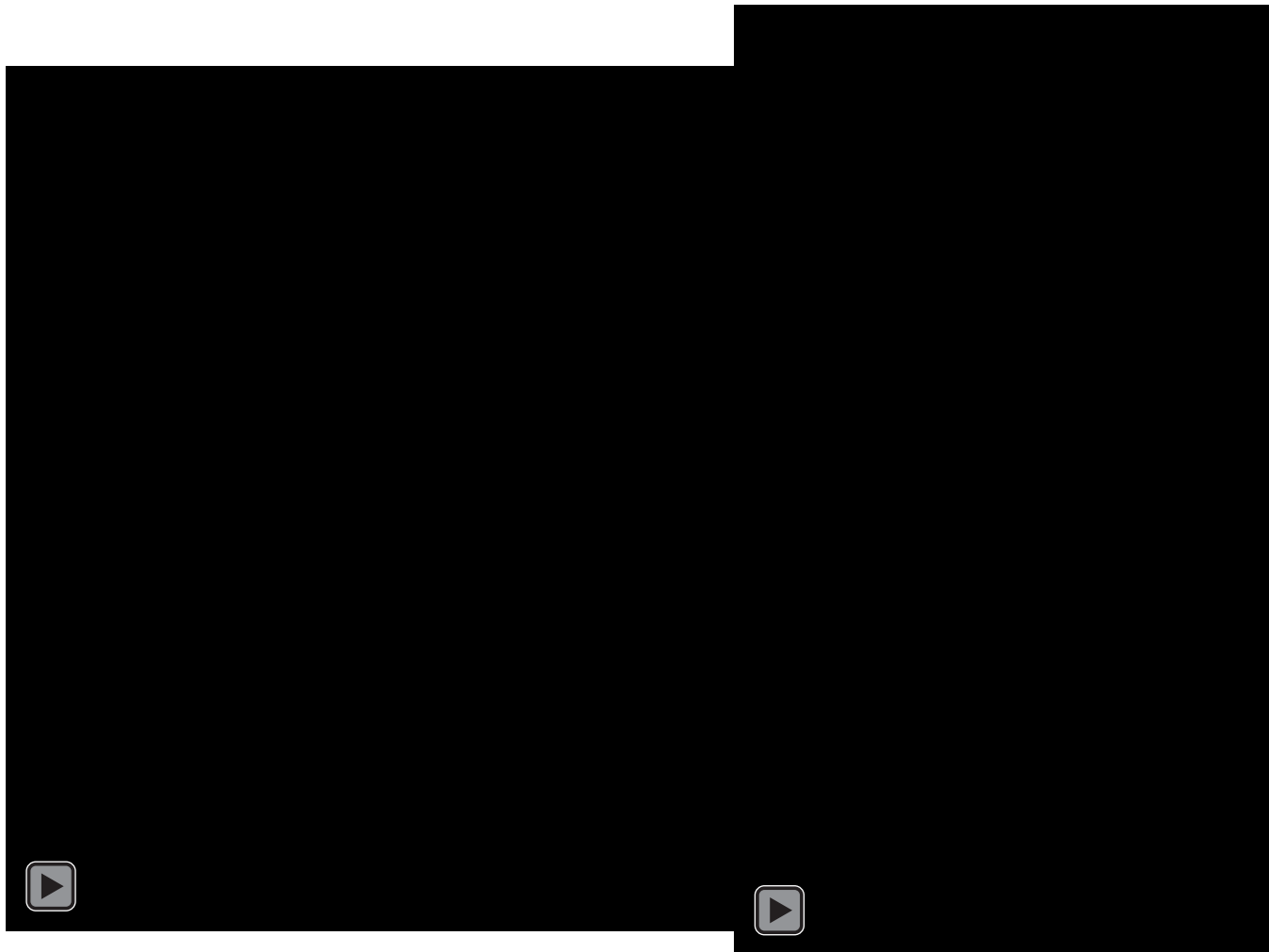


Rigid Connections



Adhesive Bonds Bone/Belt

*INCLUDE
"Con-
nection"



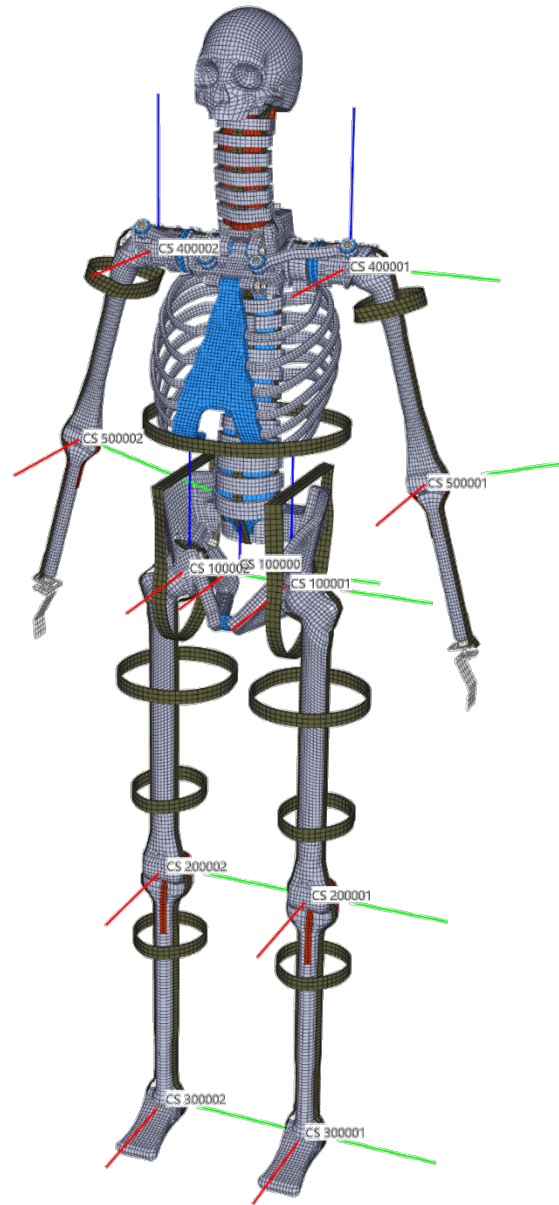
Positioning

Variants

This object consists of 2 variants.

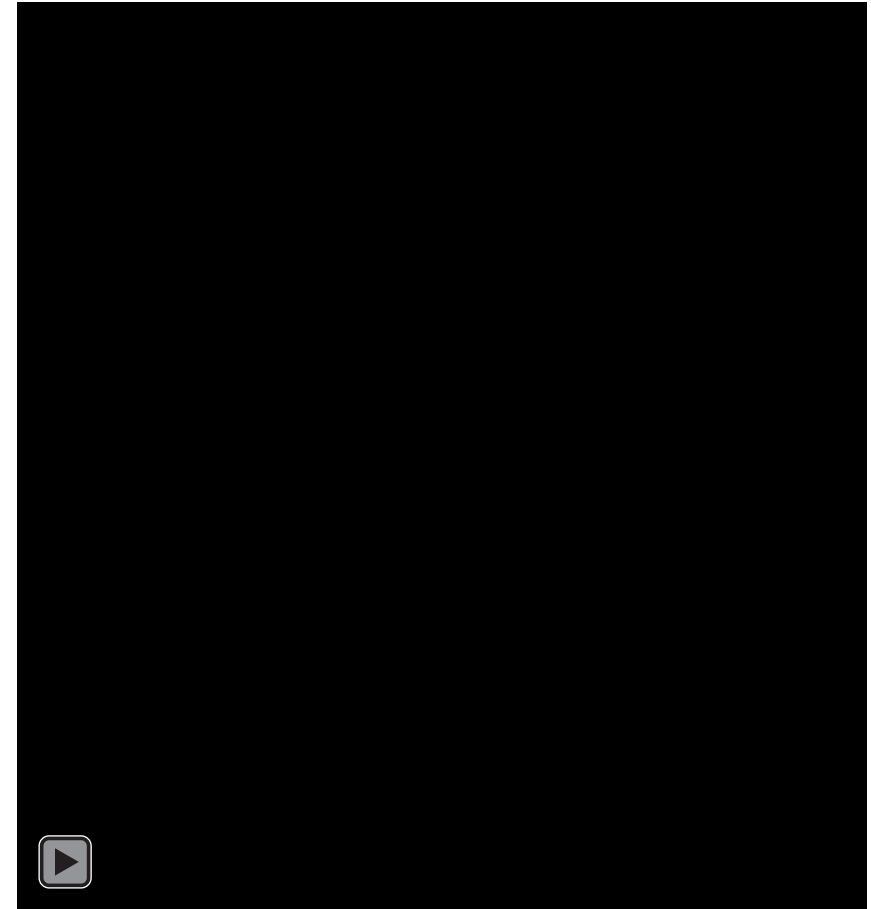
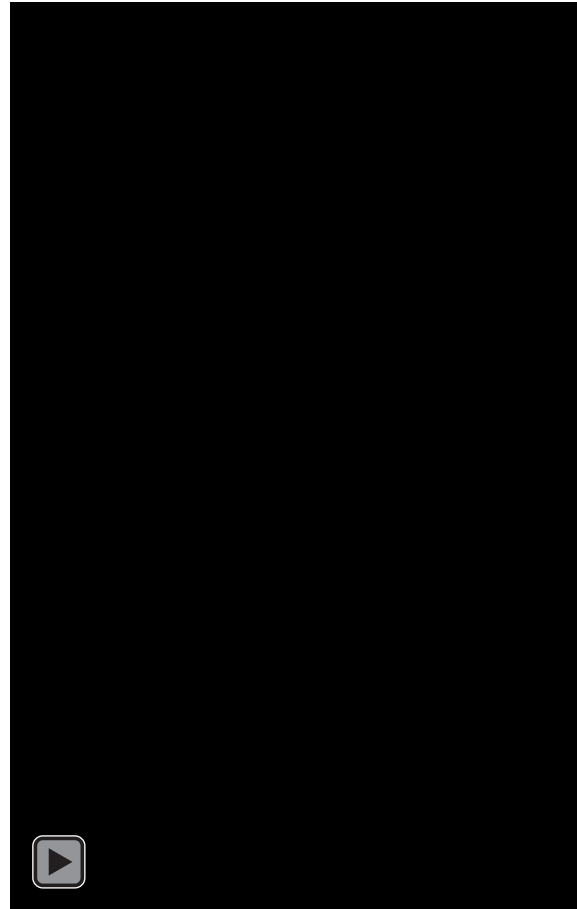
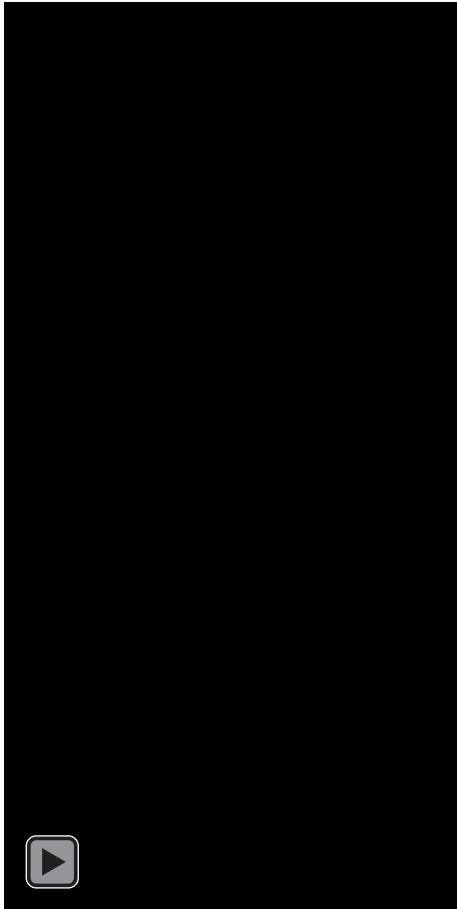
Variant 1 - Standing Dummy Position

Variant 2 - Seated Dummy Position



*INCLUDE
"Positioning"

Simulation Example



Validation

**General Verification of FE
Components**

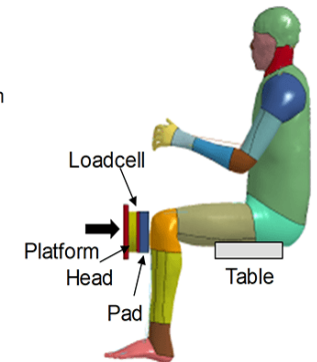
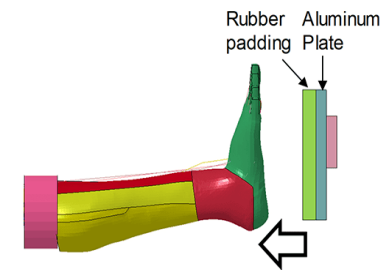
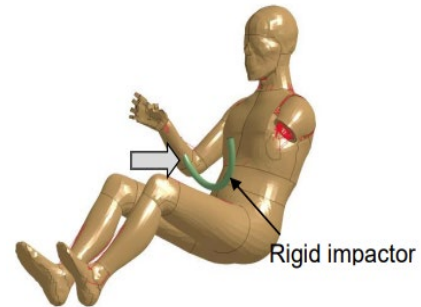
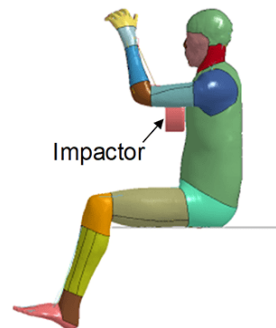
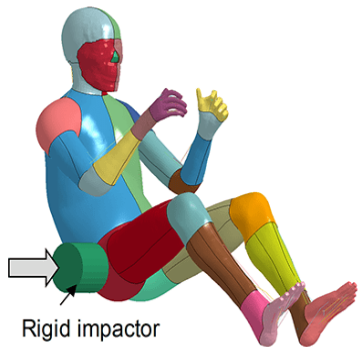
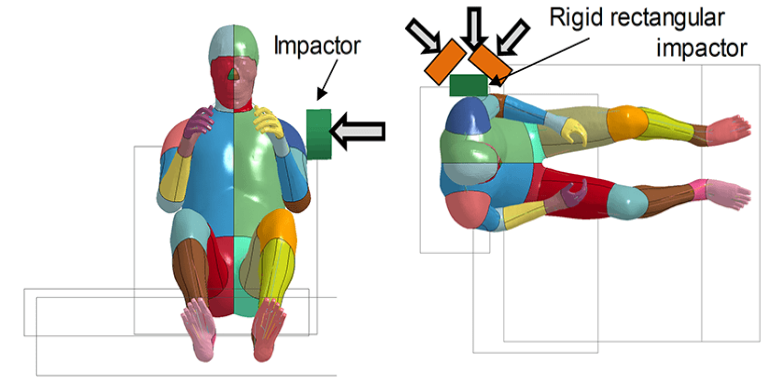
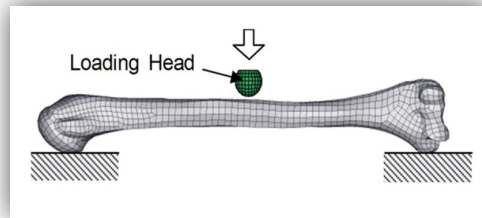
**General Verification of
the Complete Model**

Bending and Pendulum
Tests

Validation - Bending and Pendulum Tests

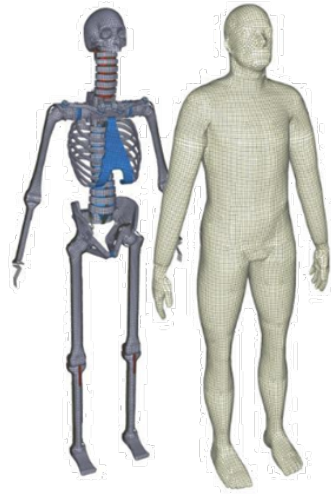
m: 1.63 kg - 64 kg

v: 4.4 m/s - 14.3 m/s



Source: TOYOTA MOTOR CORPORATION, TOYOTA CENTRAL R&D LABS, NHTSA

Market



AFUS GmbH

Biofidelic-Dummy (PRIMUS breakable)

GENERIC

Created: 2022-05-13

Updated: 2022-06-20



ID: 96ac9ba4-3768-4dde-bdd7-276052a96030 Revision: 2

Required products: No required modules Unit system: SI

Variants

This object consists of 2 variants.

[Variant 1 - Standing Dummy Position](#)

[Variant 2 - Seated Dummy Position](#)

Attachments

[Development Biofidelic-Dummy \(PRIMUS breakable\) Finite Element Model.pdf \(265.8 KB\)](#)

[Validation - Biofidelic-Dummy \(PRIMUS breakable\).pdf \(268.4 KB\)](#)

Thank you very much for your attention!

The project of AFUS Research Company was developed in close cooperation with EDAG Engineering, Crashtest-Service and the University of Applied Sciences Dresden. Special thanks to IMPETUS Afea and their team for the support in modeling.

Dipl.-Ing. (FH) Benjamin Härtel
benjamin.haertel@htw-dresden.de

Prof. Dr.-Ing. Lars Hannawald
lars.hannawald@htw-dresden.de

Faculty of mechanical engineering
Field of study automotive engineering
Chair of Automotive Engineering and
Safety



