



# CRASH SENSING -EVOLUTION OF OCCUPANT PROTECTION APPLICATIONS



## **Accidents Happen**

# **Restraint Systems reduce injuries**



- > WHO estimates > 1,35 million road traffic deaths worldwide each year
- Restraint Systems helped to reduce the number of road fatalities and injuries significantly
- Safety is not negotiable: the next decades of mobility will require Restraint Systems

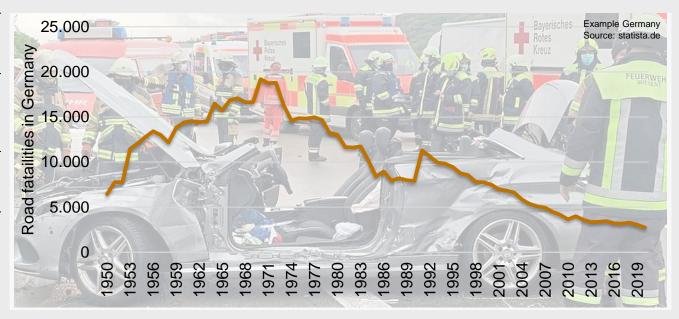


Image Source: FF Wiesent



## **Restraints Protect All Traffic Participants**

# **Crash-Sensing is time critical**



- Within milliseconds, the Airbag Control Unit decides the deployment of protective measures
- Airbags are inflated around the occupants
- Active Belt Tensioner can be activated even before the impact
- Pedestrian protection serves vulnerable road users outside of the vehicle



Image Source: Adobe Stock // B Toy Anucha

# **Restraints Protect All Traffic Participants**

#### **Evolution of actuators**



- Started with the driver airbag and Active Belt Tensioner
- Passenger airbag was available 1988
- Extension to sidecrash protection 1994
- ) Pedestrian Protection 2011
- > Interaction Airbag 2017
- Pre-Crash Belt Restraints 2017
- 202x: Adaptive Safety, EV-Safety



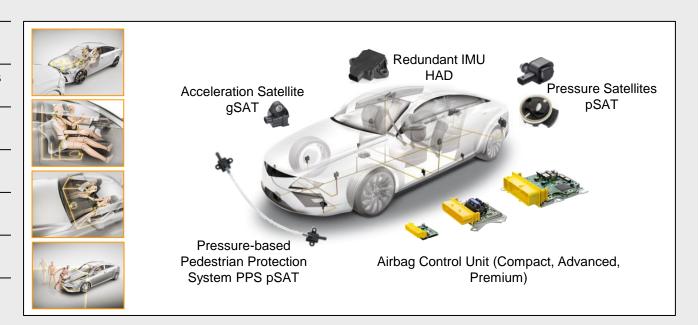
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## **Restraints Protect All Traffic Participants**

# 40 years of experience @Continental



- 40 years of airbag development
- 25 years of sidecrash sensors (satellites) development
- 20 years of inertial measurement unit production
- 10 years of Pedestrian Protection pSat
- 350 million Airbag Control Units produced
- ) 1 billion satellite sensors produced



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## **Future Restraint Systems**

# **Support Future Mobility**



- New automotive mobility concepts require adaptation of integrated safety
- Increased space and comfort in the cabin bear challenges for protection of occupants
- Cars predict crashes and react
- Airbag Control Valves deploy airbags adaptively
- CoSSy\* senses low speed contacts
- This is Allround Protection





\*CoSSy = Contact Sensor System

