APPENDIX I: Occupant Simulation Including the Coupling to the CAL3D and MADYMO programs

INTRODUCTION

LS-DYNA is coupled to occupant simulation codes to generate solutions in automotive crashworthiness that include occupants interacting with the automotive structure. In such applications LS-DYNA provides the simulation of the structural and deformable aspects of the model and the OSP (Occupant Simulation Program) simulates the motion of the occupant. There is some overlap between the two programs which provides flexibility in the modeling approach. For example, both the OSP and LS-DYNA have the capability of modeling seat belts and other deformable restraints. The advantage of using the OSP is related to the considerable databases and expertise that have been developed in the past for simulating dummy behavior using these programs.

The development of the interface provided us a number of possible approaches. The approach selected is consistent with the our philosophy of providing the most flexible and useful interface possible. This is important because the field of non-linear mechanics is evolving rapidly and techniques which are used today are frequently rendered obsolete by improved methodologies and lower cost computing which allows more rigorous techniques to be used. This does make the learning somewhat more difficult as there is not any single procedure for performing a coupling.

One characteristic of LS-DYNA is the large number of capabilities, particularly those associated with rigid bodies. This creates both an opportunity and a difficulty: LSDYNA3D has many ways approximating different aspects of problems, but they are frequently not obvious to users without considerable experience. Therefore, in this Appendix we emphasize modeling methods rather than simply listing capabilities.

THE LS-DYNA/OCCUPANT SIMULATION PROGRAM LINK

Coupling between the OSP and LS-DYNA is performed by combining the programs into a single executable. In the case of CAL3D, LS-DYNA calls CAL3D as a subroutine, but in the case of MADYMO, LS-DYNA is called as a subroutine. The two programs are then integrated in parallel with the results being passed between the two until a user defined termination time is reached.

The OSP and LS-DYNA have different approaches to the time integration schemes. The OSP time integrators are based on accurate implicit integrators which are valid for large time steps which are on the order of a millisecond for the particular applications of

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interest here. An iterative solution is used to insure that the problem remains in equilibrium. The implicit integrators are extremely good for smoothly varying loads, however, sharp nonlinear pulses can introduce considerable error. An automatic time step size control which decreases the time step size quickly restores the accuracy for such events. The LS-DYNA time integrator is based on an explicit central difference scheme. Stability requires that the time step size be less than the highest frequency in the system. For a coarse airbag mesh, this number is on the order of 100 microseconds while an actual car crash simulation is on the order of 1 microsecond. The smallest LS-DYNA models have at least 1,000 elements. Experience indicates that the cost of a single LS-DYNA time step for a small model is at least as great as the cost of a time step in the OSP. Therefore, in the coupling, the LS-DYNA time step is used to control the entire simulation including the OSP part. This approach has negligible cost penalties and avoids questions of stability and accuracy that would result by using a subcycling scheme between the two programs.

LS-DYNA has a highly developed rigid body capability which is used in different parts of automobile crash simulation. In particular, components such as the engine are routinely modeled with rigid bodies. These rigid bodies have been modified so that they form the basis of the coupling procedure in LS-DYNA to the OSP.

Please contact the technical support team (https://support.ansys.com) for instructions to download and run LS-DYNA executables coupled with Madymo.

AIRBAG MODELING

Modeling of airbags is accomplished by use of shell or membrane elements in conjunction with a control volume (see *AIRBAG_*OPTION*) and possibly a single surface contact algorithm to eliminate interpenetrations during the inflation phase (see *CONTACT_*OP-TION*). The contact types showing an "a" in front are most suited for airbag analysis. Current recommended material types for the airbags are:

1. *MAT_ELASTIC (Type 1, Elastic)

2. *MAT_COMPOSITE_DAMAGE (Type 22, layered orthotropic elastic for composites)

3. *MAT_FABRIC (Type 34, fabric model for folded airbags)

Model 34 is a "fabric" model which can be used for flat bags. As a user option this model may or may not support compression.

The elements which can be used are as follows:

1. Belytschko-Tsay quadrilateral with 1 point quadrature. This element behaves rather well for folded and unfolded cases with only a small tendency to

hourglass. The element tends to be a little stiff. Stiffness form hourglass control is recommended.

2. Belytschko-Tsay membrane. This model is softer than the normal Belytschko-Tsay element and can hourglass quite badly. Stiffness form hourglass is recommended. As a better option, the fully integrated Belytschko-Tsay membrane element can be chosen.

3. C0 Triangular element. The C0 triangle is very good for flat bag inflation and has no tendency to hourglass.

4. The best choice is a specially developed airbag membrane element with quadrilateral shape. This is an automatic choice when the fabric material is used.

As an airbag inflates, a considerable amount of energy is transferred to the surrounding air. This energy transfer decreases the kinetic energy of the bag as it inflates. In the control volume logic, this is simulated either by using either a mass weighted damping option or a back pressure on the bag based on a stagnation pressure. In both cases, the energy that is absorbed is a function of the fabric velocity relative to a rigid body velocity for the bag. For the mass weighted case, the damping force on a node is proportional to the mass times the damping factor times the velocity vector. This is quite effective in maintaining a stable system, but has little physical justification. The latter approach using the stagnation pressure method estimates the pressure needed to accelerate the surrounding air to the speed of the fabric. The formula for this is:

$$P = \text{Area} \times \alpha \times \left[\left(\vec{V}_i - \vec{V}_{cg} \right) \cdot \hat{n} \right]^2$$

This formula accomplishes a similar function and has a physical justification. Values of the damping factor, α, are limited to the range of 0 to 1, but a value of 0.1 or less is more likely to be a good value.

COMMON ERRORS

1. **Improper airbag inflation or no inflation.**

    The most common problem is inconsistency in the units used for the input constants. An inflation load curve must also be specified. The normals for the airbag segments must all be consistent and facing outwards. If a negative volume results, this can sometimes be quickly cured by using the "flip" flag on the control volume definition to force inward facing normals to face outwards.

2. **Excessive airbag distortions.**

    Check the material constants. Triangular elements should have less distortion problems than quadrilaterals. Overlapped elements at time zero can cause locking to occur in the contact leading to excessive distortions. The considerable

energy input to the bag will create numerical noise and some damping is recommended to avoid problems.

3. **The dummy passes through the airbag.**

A most likely problem is that the contacts are improperly defined. Another possibility is that the models were developed in an incompatible unit system. The extra check for penetration flag if set to 1 on the contact control cards variable PENCHK in the *CONTACT_... definitions may sometimes cause nodes to be prematurely released due to the softness of the penalties. In this case the flag should be turned off.

4. **The OSP fails to converge.**

This may occur when excessively large forces are passed to the OSP. First, check that unit systems are consistent and then look for improperly defined contacts in the LS-DYNA input.

5. **Time step approaches zero.**

This is almost always in the airbag. If elastic or orthotropic (*MAT_ELASTIC or *MAT_COMPOSITE material 1 or 22) is being used, then switch to fabric material *MAT_FABRIC which is less time step size sensitive and use the fully integrated membrane element. Increasing the damping in the control volume usually helps considerably. Also, check for "cuts" in the airbag where nodes are not merged. These can allow elements to deform freely and cut the time step to zero.