



Occupant Kinematics in Rail Crashes and the Subsequent Crashworthy Performance of the Interiors

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Should a Robust Solution be Active

- Current interior design depends on passive safety mechanisms
 - Many seating configurations
 - Different 'furniture' designs (Geometry)
 - Other potential hazards eg grab handles, poles etc
 - Inconsistent range of pulses
- Many compromises to be made when designing safe interiors for all scenarios

A Potential Active Device.

Seat Belts

- By restraining all occupants in their seats, the seating layout becomes less of an issue
- Table and partition walls etc would not be as hazardous
- Evacuation could be less problematic?
- Issues
 - Vandalism
 - Use
 - Cost
 - Standing Passengers

