

ENERGY ABSORPTION SYSTEM AND DEVICE

FIELD OF INVENTION

The present invention relates to an energy absorption system and device. In particular, the energy absorption system and device are suitable, but not limited for blast energy absorption such as mine blast energy absorption.

BACKGROUND OF THE INVENTION

The following discussion of the background to the invention is intended to facilitate an understanding of the present invention. However, it should be appreciated that the discussion is not an acknowledgment or admission that any of the material referred to was published, known or part of the common general knowledge in any jurisdiction as at the priority date of the application.

There currently exist a number of devices for absorbing blast energy arising from high impact shock such as mine blasts. These devices are typically in the form of energy attenuation (EA) seats mounted within vehicles or hulls of armoured vehicles so that when a mine blast occurs, these EA seats serve to dissipate blast energy, minimizing injuries and preserving lives of personnel such as soldiers.

Existing EA seats typically comprise dampers such as mechanical springs mounted thereon to mitigate and dissipate blast energy experienced during a blast event. However, while possessing repeatability in terms of its damping properties, mechanical springs are not ideal for absorption of sudden blast energy due to their generation of rebound energy. Drop tests have revealed that, for a reasonably sized spring that does not bottom out on itself, the limits of mechanical spring based shocked attenuation has been attained even when the drop heights are relatively low, that is, the impact generated by the simulated drop height is much lesser than the impact and/or force generated during a mine blast.

An alternative to the use of mechanical spring is the use of deformable solids as energy dampers in EA seats. However, it is not easy to select an ideal deformable solid due to two competing objectives. On one hand, the deformable

solid must be soft enough to attenuate shock, but on the other hand it must also be able be rigid enough to endure shock and vibration from daily handling from soldiers and operators such that its damping properties are not compromised as a result of daily operational usage or common usage pattern in military operations, where many a times personnel may jump on and off their EA seats, or when the vehicle carrying the EA seats goes over uneven terrain causing vibrational forces and shock to be transmitted to the EA seats, causing premature deformation of the deformable solids in the EA seats.

Besides blast energy absorption, another consideration in the design of EA seats is compactness and utilization of space that is crucial for an efficient and effective military. There exists in the current market supply foldable EA seats that are mounted either at the bottom of the vehicle hull or at the side. Such an arrangement allows the EA seat's backrest to be foldable, thus enabling users to quickly access and deploy the various payloads behind them once the backrest is folded towards the seat, as is common in military applications.

In comparison with bottom or side-mounted EA seats, blast mitigation is however better achieved when an EA seat is mounted to the ceiling of the vehicle. This is because during a mine blast, the ceiling of the vehicle typically experiences the least shock transmission compared to the rest of the hull and with much lesser local deformation. In this regard, local deformations are individual bumps on the vehicle hull that are caused by shock waves on localized regions. To date, however, no ceiling mounted EA seats could be folded down to permit access to payload behind seats. Existing design that allows the seat backrest to be folded down, such Armatec™ seats, still leaves behind a rigid and obstructing pillar that is bolted to the ceiling. This leads to configuration problems as it meant that payload distributed behind the troopers could not be easily accessed for rapid deployment crucial for military operations. This situation is further exacerbated if the payload items are bulky as in the case of rocket launchers and long-barrelled light arms.

Further, in order for an EA seat to be mounted to the bottom or sides of the vehicle hull, the mounting points might have to accommodate a high local deformation which often causes fasteners such as bolt heads to shear off as the hull bends away from the mounting surfaces. A seat mounted from the ceiling will

only have to deal with the globalized acceleration caused by the vehicle being thrown upwards. Therefore, for proper shock attenuation, the EA seat should ideally be mounted on the ceiling.

5 In addition to the above, another issue with mounting the seat next to the sidewall of the vehicle is the relatively high amount of chordal vibration experienced by the crew. This is especially prevalent for tracked vehicle such as tanks, whereby rhythmic thumping of the tracks hitting the support rollers gets transmitted to the occupants.

10 Another consideration of an EA seat is weight. The general paradigm is that a true crushable rigid EA seat tends to be relatively heavier compared to a non-EA common/standard canvas seat due to the extensive use of metal frames as its structure. An average crush type EA seat hovers approximately 20 kilograms and upwards.

15 In view of the above-mentioned considerations and problems, there exists a need to improve existing EA seats to achieve an optimal combination of better EA properties, reduction in weight, and allowance of rapid access to payload at the same time.

The invention seeks to meet the needs at least in part.

20 **SUMMARY OF THE INVENTION**

Throughout the specification, unless the context requires otherwise, the word "comprise" or variations such as "comprises" or "comprising", will be understood to imply the inclusion of a stated integer or group of integers but not the exclusion of any other integer or group of integers.

25 Furthermore, throughout the specification, unless the context requires otherwise, the word "include" or variations such as "includes" or "including", will be understood to imply the inclusion of a stated integer or group of integers but not the exclusion of any other integer or group of integers

30 In accordance with a first aspect of the invention there comprises an energy absorption device comprising a plurality of pillars mountable to a ceiling of a hull, each pillar having a fixed portion and a movable portion, the movable portion housed within the fixed portion and slidable relative to the fixed portion;

a deformable material disposed between the fixed portion and movable portion such that the deformable material resist the sliding movement of the movable portion in one direction when no blast energy is present; the deformable material further adapted to permanently deform when a blast energy is directed towards
5 the ceiling thereby attenuating the blast energy; and a seat assembly attached to the movable portion.

Preferably, the seat assembly comprises a light weight fabric forming a seat for accommodating an occupant.

Preferably, the seat assembly comprises a seat frame and the light weight fabric
10 is in the form of a canvas cover stretchable over the seat frame to form the seat.

Preferably, the deformable material is shaped in the form of a tube.

Preferably, the tube is replaceable after permanent deformation.

Preferably, the movable portion comprises a flange operable to crush and permanently deform the deformable material when a blast energy is present.

15 Preferably, there comprises an elastic strap for attaching the seat frame to the movable portion.

Preferably, the elastic strap comprises an energy attenuation means.

Preferably, there comprises a side attachment attached to the fixed portions, the side attachment mountable onto a sponson or side of the hull.

20 Preferably, the side attachment is arch-shaped and arranged to constrain the seat assembly to the sponson in operation.

Preferably, the side attachment comprises deformable material, the deformable material operable to plastically deform under a local blast (shock).

Preferably, the deformable material comprises aluminium alloy.

25 Preferably, the fixed portion is detachable from the ceiling via a quick-release mechanism.

Preferably, the quick release mechanism requires at least a dual action movement for release.

Preferably, the detachable fixed portion is foldable towards the seat.

5 In accordance with a second aspect of the invention there comprises a system for blast energy absorption comprising a device having a first energy attenuation means for absorbing blast energy directed towards a longitudinal axis of the device; a second energy attenuation means for absorbing blast energy direct towards a lateral axis of the device; and a third energy attenuation means connected to the first energy attenuation means.

10 In accordance with a third aspect of the invention there comprises an arrangement in a vehicle comprising an energy absorption device of the first aspect; the energy absorption device capable of moving between a first position suitable for accommodating an occupant and a second position which is compact relative to the first position; a storage area not accessible when the energy
15 absorption device is in the first position; the storage area accessible when the energy absorption device is in the second position.

Preferably, the first position comprises the energy absorption device mounted to the ceiling of the vehicle and the second position comprises the energy absorption device detached from the ceiling in a folded position.

20 Other aspects and features of the present invention will become apparent to those skilled in the art upon review of the following description of specific embodiments of the invention in conjunction with the accompanying figures.

BRIEF DESCRIPTION OF DRAWINGS

25 The present invention will now be described, by way of illustrative example only, with reference to the accompanying drawings, of which:

FIG. 1A shows a rear perspective view of an energy absorption device in accordance with an embodiment of the invention;

FIG. 1B shows a front perspective view of an energy absorption device in
30 accordance with an embodiment of the invention;

FIG. 2A and Fig. 2B show a zoom-in view of pillars of the energy absorption device;

FIG. 2C shows a cross-section of a pillar of Fig. 2A and Fig. 2B having deformable material disposed therein;

5 FIG. 3 shows a perspective view of a side attachment in accordance with an embodiment of the invention;

FIG. 4A shows a perspective view of a seat frame and Fig. 4B a fabric cover in accordance with an embodiment of the invention;

FIG. 5 shows a perspective view illustrating the connection between the seat
10 assembly (with movable portion) and the pillars in accordance with an embodiment of the invention;

FIG. 6A to FIG. 6C illustrates steps associated with releasing the pillars of the energy absorption device from the ceiling mount for purpose of compact storage or allowing access to payload in accordance with an embodiment of the invention;

15 FIG. 7A and 7B show the side views of the energy absorption device in a upright position and folded- down compact position respectively, illustrating the folding of the energy absorption device for purpose of compact storage or allowing access to payload in accordance with an embodiment of the invention; and

FIG. 8 shows a force vs. time graph illustrating different energy attenuation
20 profiles achieved using deformable solid and combination of deformable solid with a secondary means for energy attenuation, such as elastic straps.

Other arrangements of the invention are possible and, consequently, the accompanying drawings are not to be understood as superseding the generality of the preceding description of the invention.

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DETAILED DESCRIPTION OF THE EMBODIMENTS

In the description, it is to be appreciated that reference to the terms 'top', 'bottom', 'up', 'down' are to be construed in the context of normal operation of the device.

In accordance with an embodiment of the invention there is an energy absorption
30 device **10**. The energy absorption device **10** is suited, but not limited for the dissipation of blast energy arising from mine blast in military operations.

Energy absorption device **10** comprises a plurality of pillars **20**. Each pillar **20** comprises a fixed portion **22** and a movable portion **24**. The energy absorption

device **10** further comprises a seat assembly **30** adapted for holding an occupant, such as a military personnel, so as to dissipate blast energy away from the occupant in event of a blast.

Each pillar **20** is capable of being mounted to the ceiling of a hull or cabin of a vehicle. As an example, the vehicle is an armored vehicle but it is to be appreciated that the device **10** may be deployed in hulls or cabins of other types of vehicles.

As illustrated in Fig. 1A, Fig. 1B, and Fig. 2C, the movable portion **24** is preferably housed within the fixed portion **22**. In a preferred arrangement, the fixed portion **22** is a hollow tubular housing comprising at least one slot **29**. The fixed portion **22** further comprises two portions of different diameters **22a** and **22b**, wherein portion **22b** has a smaller diameter relative to portion **22a**. The at least one slot **29** is preferably formed on the portion **22b**.

Slot **29** is operable to facilitate the following functions: -

- a. Exposing a part of the movable portion **24** to facilitate attachment of the seat assembly **30** to the movable portion **24**; and
- b. Constraining the movement of the movable portion **24** to between the two ends of the slot **29**, the two ends of the slot **29** defining a distance **y**. In a preferred embodiment, distance **y** is about sixty millimeters (60 mm) to one-hundred and fifty millimeters (150 mm). In considering the distance **y**, it is to be appreciated a balance between two objectives will have to be achieved. In particular, a longer length **y** will facilitate greater energy attenuation in event of a blast, but the length of **y** is not to be too long such that an occupant may touch parts of the vehicle in event of a mine blast due to the larger allowable movement of movable portion **24**.

As shown in the zoom-in view of Fig. 2A, the movable portion **24** is coupled to an attachment means **27** for attachment to the seat assembly **30**. The seat assembly **30**, coupled to the movable portion **24**, is constrained and movable within the two ends of slot **29**. Movement beyond the two ends of the slot **29** is prevented due to the coupling between the attachment means **27** to the movable portion **24**.

The portion **22a** and the portion **22b** with relatively smaller diameter accounts may be separate sections joined together to form fixed portion **22**.

Preferably, there may be a plurality of slots **29** positioned along each of the fixed portion **22**. Additional slots **29**, each having distance **y**, will aid in constraining the movable portion **24** to its sliding movement within the fixed portion **22**, reducing/minimizing any rotational movement of the movable portion **24** relative to the fixed portion **22**. In addition, the plurality of slots **29** facilitates additional attachment means **27** to be attached to the seat assembly **30**.

Fixed portion **22** further comprises a stopper rod **25** having one end **25a** permanently affixed to the fixed portion **22**. The other end of the stopper rod **25** comprises a protrusion or flange **25b**.

Each movable portion **24** is housed within the fixed portion **22**. Referring to Fig. 2C, which shows a cross-sectional side view of the pillar **20**, movable portion **24** is preferably a telescopic shaft shaped and dimensioned to receive deformable material **26** and in this regard, preferably comprises an end comprising a flange or protrusion **24a**.

When assembled, deformable material **26** is disposed or positioned between the flanges **25b** and the **24a** and are held in place by the respective flanges **25b** and **24a**.

In normal operation without exposure to mine blast energy, deformable material **26** is operable to resist the sliding movement of the movable portion **24** in one direction, i.e. movement of flange **24a** towards stationary flange **25b**. However, upon exposure to a mine blast of sufficiently large impact; the deformable material **26** is further adapted to permanently deform, thereby attenuating blast energy when the blast energy is directed towards the ceiling where the pillar is mounted.

The deformable material **26** may form a tubular structure hereinafter referred to known as a 'crush tube', which when assembled is housed between the telescopic shaft **24** and the stopper rod **25**.

In such an arrangement, when an impact of sufficient magnitude, such as a mine blast is encountered, the flange **24a** of the movable telescopic shaft **24**, in conjunction with the flange **25b** of stopper rod **25** which is constrained or affixed to the fixed portion **22**, acts as an anvil of a hammer against the crush tube **26** disposed in between the stopper rod **25b** and the movable portion **24**. In particular, in the event of a mine blast the flange **24a** of the telescopic portion **24**

accelerates towards the flange **25b** and like the anvil of a hammer, the flange **24a** crushes the deformable material.

The deformable material **26** may be any material as known to a skilled person for absorbing blast energy, but preferably comprises a metallic material, such as but
5 not limited to an aluminum core or aluminum alloy core having high crush strength to weight ratio. The core is preferably arranged in a honeycomb structure or configuration. Such a structure is strong enough to withstand normal military operations with limited sliding motion.

Between the pillars **20** there comprises a seat assembly **30** for holding an
10 occupant, such as military personnel. It is to be appreciated that the whole seat assembly **30** is attached to the movable portion **24** of the pillars **20** such that the combined weight of the seat assembly **30** with occupant (when present) is on the movable portion **24**. The flange **24a** of the movable portion **24** in turn presses upon the deformable material/ crush tube **26**.

15 The seat assembly **30** comprises a headrest **31** connected to the pillars **20**, a seat frame **32**, seat belt attachment **33**, fabric cover **34**, and a seat frame holder **42** for supporting and attaching the seat frame **32** to the pillars **20**.

Headrest **31** is horizontally positioned between the two pillars **20** and forms a horizontal support between the two pillars **20**. Headrest **31** provides support for
20 an occupant to rest his head when the occupant is seated. Headrest **31** is preferably formed on a support bar **31a** attached to the pillars **20** layered/rolled with cushion material wrapped with fabric such as canvas. Headrest **31** may be connected to the pillars **20**, in particular the movable portion **24** of the pillar **20** via the attachment **27**. Headrest **31** is positioned near the top portion of the pillars **20**,
25 i.e. near the portion where pillars **20** are to be attached to a ceiling of a hull of the vehicle.

With reference to Fig. 4A, seat frame **32** is preferably a square or rectangular frame. The dimensions of two sides of the seat frame **32** are similar to the distance between the two pillars **20**. Seat frame **32** is preferably made of light
30 weight metal capable of withstanding the weight of an occupant and withstanding certain level of blast.

With reference to Fig. 4B, the fabric cover **34** comprises a first sheet **34a** forming the back of the seat and a second sheet **34b** forming the seat portion where a

user's bottom rest on in operation. The first sheet **34a** and second sheet **34b** are joined at its end via a reinforced load bearing strap **34c** which may be sewn on **34a** and **34b**. The reinforced canvas strip comprises loops **34d** for attachment to the headrest **31**.

- 5 Extending from the bottom portion of pillars **20** is a seat frame holder **42**. Seat frame holder **42** comprise two attachments **43** adapted to be attached to two corners of the seat frame **32**

Seat frame holder **42** further comprises a pivoting mechanism **44** operable to pivot seat frame **32** towards or away from seat belt attachment **33**. Pivoting
10 mechanism may be in the form of two coil springs **44** which provides sufficient torsion to flip or pivot the seat frame **32** towards the seat belt attachment **33**, thereby allowing compact storage when not in use. The attachment **43** may be part of or integrated with the two coil springs **44**.

Similar to the seat frame holder **42** and headrest **31**, seat belt attachment **33** is
15 horizontally positioned between the pillars **20**. The seat belt attachment **33** is attached to the movable portion **24** via the slots **29** and ends of the seat belts (not shown) may be affixed to the seat belt attachment **33**. An occupant may access the seat belt via a cut-off portion **34d** formed in the first sheet **34a**. Seat belt attachment **33** may also comprise compartments or pockets for holding various
20 items.

The stretching of the fabric cover **34** (secured to the headrest **31**) over the seat belt attachment **33** flanked by the pillars **20** results in an upright back rest for the occupant to rest upon.

Fabric cover **34** is advantageously a lightweight canvas sheet extendable and
25 retrievable from the headrest **31**. When extended from the headrest **31**, fabric cover **34** lays over the seat frame **32** and seat belt attachment **33** forms a lightweight canvas seat. Seat frame **32** is connected to the movable portion **24** via two elastic straps **36** attached or hinged to the telescopic shaft **24** via a attachment means **27**, thereby providing the surface on which the occupant seats
30 on.

Two elastic straps **36** extend from the seat frame **32** to the pillars **20** and are attached to the movable portion **24** via attachment means, which may be belt holder **27**. The attachment means are attached to the movable portion **24** via

slots **29**. Elastic straps **36** aid in supporting the weight of the occupant and maintain the seat frame **32** in a horizontal position under weight.

In addition to weight support, the elastic straps **36** also help to reduce the initial shock caused by a mine blast. Being fabric and stretchable, when a mine blast is present, the elastic straps **36** also aids in energy attenuation as they allow a

slower ramp-like force-time plot instead of a binary-like shock effect (see Fig. 6). A foot-rest **39** may be attached to the seat frame **32**. In operation, foot-rest **39** may be utilized by an occupant sitting opposite the device **10**. The seat frame **32** is constrained or held in place by the seat frame holder **42**.

Advantageously, there comprises a side attachment **50** extending from the seat assembly. The side attachment **50** comprises deformable arches **52** operable to constrain the seat assembly **30** to the sponson of the hull or the sponson of the vehicle. The deformable arches **52** are operable to plastically deform if subjected to a local deformation which may arise from a mine blast (shock), causing deformation of a side wall or sponson of the vehicle. Similar to the deformable material **26**, the deformable arches **52** may comprise aluminium or aluminium alloy.

Fig. 5 illustrates how the seat assembly **30**, together with the movable portion **24** in the form of telescopic pistons, may be attached to the fixed portions **22** of the pillars **20**.

For mounting the pillars **20** onto the ceiling of the hull, there comprise mounting plates **54**, which may be permanently fastened to the ceiling.

Preferably, there comprises coupling means between the fixed portion **22** and mounting plates **54** to facilitate attachment of the pillar **20** to the ceiling. Coupling means comprises mating portion **60**, **62** extending from each pillar **20** and mounting plate **54** respectively. In one embodiment, mating portion **60** may be in the form of a protruding male portion and portion **62** may be a corresponding female portion. There further comprises a carabineer **58** operable to cover the mating portions **60**, **62** when the same in a coupled position so as to protect mating portions **60**, **62** from any accidental disengagement.

To release the pillars **20** from the ceiling, a user has to deploy both his hands to rotate and turn the carabineer **58** such that the carabineer **58** is slidable downwards to expose the mating portions **60**, **62** (See Fig. 6). Once carabineer **58** is rotated and slid downwards, the pillars **20** may be pulled or rotated towards the user, thereby decoupling mating portion **60** from mating portion **62**. Such a triple-action based quick release mechanism utilizes a 'rotate, slide and flip' action.

In the development and selection of a suitable deformable solid for blast energy absorption, the inventors have utilized the concept of a thin boundary that segregates the 'crush' phase from the normal 'non-crush' phase. Such a transition resembles a blast or shock-like transition whereby a material catastrophically fails within a short time. Referring to Fig. 8, and assuming that the energy attenuation (EA) exhibit a constant force displacement curve, under the application of a blast approximating a constant stepped force (i.e. from zero blast to full blast), response to such a constant step force in terms of EA under deformation solid alone, and deformation solid with additional secondary attenuation means, such as the elastic strap **36**, is illustrated under the force time graph as shown in Fig. 8.

Generally, the harder the EA, the greater the shock transmission to the user, which correlates to higher Dynamic Response Index (DRI). This increases the probability of the user being injured in the blast event. Therefore, the idea is that the EA must be designed to maximize energy attenuation while being able to withstand normal operation usage. In this regard, the inventors have therefore selected the deformable material as described earlier.

The device **10** will next be described in the context of its operation when triggered by an event, such as a blast when the vehicle (where the device **10** is mounted in), contacts an anti-vehicle (tank) mine.

In the event of a blast, the global acceleration of the vehicle hull upwards results in the relative movement of the occupant, and hence the whole seat assembly **30**, plunging downwards, with the movable portion, i.e. the telescopic shaft **24** following along, partially led by the elastic straps **36** attachment to the seat frame **32**. Meanwhile the fixed portion **22** (and the stopper rod **25**) which are directly or indirectly affixed to the ceiling of the vehicle follows the upward movement of the

vehicle. As the telescopic shaft **24** moves downwards it will crush the crush tube **26**, the flange 24a functioning like an anvil hammering on/against the crush tube **26**. This crushing effect absorbs the shock energy from the mine blast. The crush tube **26** is the primary component being plastically deformed in this event and it is to be appreciated that the crush tube **26** could be swapped out for a fresh crush tube for another round of blast event. This above described mechanism completes the shock mitigation for global shock effect.

The pivot arches **52** of the side attachment **50** serve another function of plastically deforming in the event of a local deformation arising from a localized shock or blast effect. Local shock effects cause deflection of the hull in a localized region. The pivot arches **52** are designed to withstand normal usage pattern of pivoting and mobility and yet is flexible enough to bend in the event that the surfaces that it is mounted on flexes due to shock. By allowing the arches **52** to plastically deform after a certain loading, the shock transfer from the local region to the seat assembly **30** is reduced. In total, three different types of components, the elastic straps **36**, the pivot arches **52** and the crush tubes **26** provides a multi-tier approach to mitigating a single shock or blast event. It is to be appreciated that additional attenuation means may be added for energy attenuation.

In another embodiment, the energy absorption device **10** may be viewed in the perspective of an energy absorption system having multiple energy attenuation means. In particular, in event of a blast bulk of the blast energy will be absorbed by the deformable solid **26**, with the elastic straps **36** contributing to the energy absorbing or attenuation at the onset of the blast (ramp up phase in Fig. 8) and any residual blast energy not absorbed by the deformable solids. In addition, the side attachment **50** will absorb bulk of the blast energy arising from any localized blast (shock) where necessary. It is to be appreciated that the canvas fabric **34**, itself being a soft material, may contribute to the secondary or tertiary energy attenuation. Each of the energy attenuation means contribute to the absorption of energy depending on the direction of blast energy.

The device **10** will next be described in the context of its folding mechanism to allow quick access to payload. With reference to Fig. 6A to 6C, a detailed explanation of the folding mechanism is illustrated.

Before the seat could be folded down, a part of the quick release mechanism in the form of a carabineer 58 is first rotated away from each other.

The rotation unlocks the carabineer 58 for downward sliding motion.

5 Sliding the Carabineer down will expose a mating portion 60, which was encased within the carabineer 58. With the mating portion 60 exposed and unconstrained by the carabineer 58, it is then able to pivot out of the corresponding mating portion 62 of the mounting plate 54, which houses it in a fixed position. This 'slide' and 'rotate' is a deliberate dual quick release action which prevents accidental folding down of the seat when an occupant is sitting on it.

10 The side drawings illustrated in Fig. 7A and Fig. 7B show how the seat frame 32 sprung up in stowed position via torsion spring action of mechanical spring 44 while the fabric cover 34 and elastic straps 36 are blanked out for clarity of illustration. With the carabineer 58 slide down and the fixed portion 22 no longer constrained to the mounting plate 54, the entire seat structure, which is mounted to the hull ceiling, is able to pivot down, thereby allowing its users access to
15 payloads which are behind.

The salient advantages associated with the invention are highlighted as follows:-

A. The use of crushable deformable solids enabled more energy to be absorbed in a comparable space compared to that of a mechanical spring. This
20 enables the device 10 to handle a higher shock/blast level arising from higher blast yield. Unlike a mechanical spring, there is no rebound energy. This means it is safer for the occupant.

Compared to just using deformable solid EA (one with a flat force displacement curve) on a hard seat, the use of elastic straps 36 alongside canvas covers
25 allows gentler shock mitigation. The elastic straps, being fabric and thus elastic, is able to give a gentler force-time curve that has a lower peak and a gentler gradient which spread over a longer period of time. This correlates directly to a lower DRI value which is main criterion of judging the effectiveness of blast seats (see Fig. 8).

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- 5 B. The seat assembly is designed to be quickly de-coupled from the top mount and pivot down. This enables the user to access the payload behind the seat quickly. When folded down, the entire seat assembly structure allows access to payload with minimal obstruction. In a military context, bulky weapons or equipment may be placed directly behind the troopers (occupants), thus affording the vehicle planners great flexibility. This foldable feature does not come at the expense of compromised shock attenuation since the seat is mounted to the ceiling, unlike many of its contemporaries in the market.
- 10 C. The fact that the device 10 is mounted to the top and side wall (with side attachment means) means that it takes a lesser beating from vibration effects from vehicle movement. This improves rides comfort and is an important consideration especially for track vehicles.
- 15 D. A hybrid canvas and metal structure seat should provide the best of both worlds, while possessing the EA features of a standard hard seat, it should weigh between a canvas and a hard seat. The described embodiment may be achieved with as light as 18 kg without comprising the energy attenuation properties.
- 20 E. The plurality of slots 29 disposed at intervals on the fixed portion 22 minimizes rotational movement of the movable portion 24 relative to the fixed portion 22 and provides multiple access points for the seat assembly to be attached to the movable portion 24, allowing a more even distribution of weight of the seat assembly 30.
- 25 Although the foregoing invention has been described in some detail by way of illustration and example, and with regard to one or more embodiments, for the purposes of clarity of understanding, it is readily apparent to those of ordinary skill in the art in light of the teachings of this invention that certain changes, variations and modifications may be made thereto without departing from the spirit or scope
- 30 of the invention as described in the appended claims, such as the following:-
- Although the elastic strap 36 has been described as a suitable energy attenuation means in the embodiments, it is to be appreciated that the elastic strap 36 may be enhanced to improve its energy attenuation

properties (e.g. addition of deformable solids) although this may add to the overall weight of the device **10**.

- The coupling, mounting and quick release mechanism associated with the carabineer **58** and mating portions **60, 62** may be performed in other ways involving folding up of the device **10** towards the ceiling for accessing the payload.

It would be further appreciated that although the invention covers individual embodiments, it also includes combinations of the embodiments discussed. For example, the features described in one embodiment not being mutually exclusive to a feature described in another embodiment may be combined to form yet further embodiments of the invention.

CLAIMS

1. An energy absorption device comprising

a plurality of pillars mountable to a ceiling of a hull, each pillar having a fixed portion and a movable portion, the movable portion housed within the fixed
5 portion and slidable relative to the fixed portion;

a deformable material housed within each pillar, the deformable material disposed between the fixed portion and movable portion such that the deformable material resist the sliding movement of the movable portion in one direction when no blast energy is present; the deformable material further adapted to
10 permanently deform when a blast energy directed towards the ceiling is present; and

a seat assembly attached to the movable portion of each pillar.
2. The energy absorption device according to claim 1, wherein the seat assembly comprises a light weight fabric forming a seat for accommodating an
15 occupant.
3. The energy absorption device according to claim 2, wherein the seat assembly comprises a seat frame and the light weight fabric is in the form of a canvas cover stretchable over the seat frame to form the seat.
4. The energy absorption device according to any one of claims 1 to 3,
20 wherein the deformable material is shaped in the form of a tube.
5. The energy absorption device according to claim 4, wherein the tube is replaceable after permanent deformation.
6. The energy absorption device according to any one of the preceding claims wherein the movable portion comprises a flange operable to crush and
25 permanently deform the deformable material when a blast energy is present.
7. The energy absorption device according to claim 3, wherein there comprises an elastic strap for attaching the seat frame to the movable portion.

8. The energy absorption device according to claim 7 wherein the elastic strap comprises an energy attenuation means.
9. The energy absorption device according to claim 1, wherein there comprises a side attachment attached to the fixed portions, the side attachment
5 mountable onto a sponson or side of the hull.
10. The energy absorption device according to claim 9 wherein the side attachment is arch-shaped and arranged to constrain the seat assembly to the sponson in operation.
11. The energy absorption device according to claim 10, wherein the side
10 attachment comprises deformable material, the deformable material operable to plastically deform under a local blast (shock).
12. The energy absorption device according to claim 11, wherein the deformable material comprises aluminium alloy.
13. The energy absorption device according to any one of the preceding
15 claims, wherein the fixed portion is detachable from the ceiling via a quick-release mechanism.
14. The energy absorption device according to claim 13 wherein the quick release mechanism requires at least a dual action movement for release.
15. The energy absorption device according to claim 13 or 14, wherein the
20 detachable fixed portion is foldable towards the seat and vice-versa via a pivoting mechanism.
16. The energy absorption device according to claim 9 and 13, wherein the energy absorption device is pivotable about the side attachment.
17. The energy absorption device according to claim 1, wherein the fixed
25 portion is a hollow tubular housing, the fixed portion further comprises at least one slot exposing a part of the movable portion housed within the fixed portion.

18. The energy absorption device according to claim 17, wherein the slidable movement of the movable portion within the fixed portion is constrained by a length of the slot.

19. An arrangement in a vehicle comprising

5 an energy absorption device of claim 1; the energy absorption device capable of moving between a first position suitable for accommodating an occupant and a second position which is compact relative to the first position;

a storage area not accessible when the energy absorption device is in the first position; the storage area accessible when the energy absorption device is in
10 the second position.

20. An arrangement according to claim 19, wherein the first position comprises the energy absorption device mounted to the ceiling of the vehicle and the second position comprises the energy absorption device detached from the ceiling in a folded position.