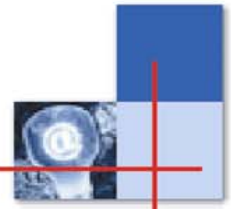

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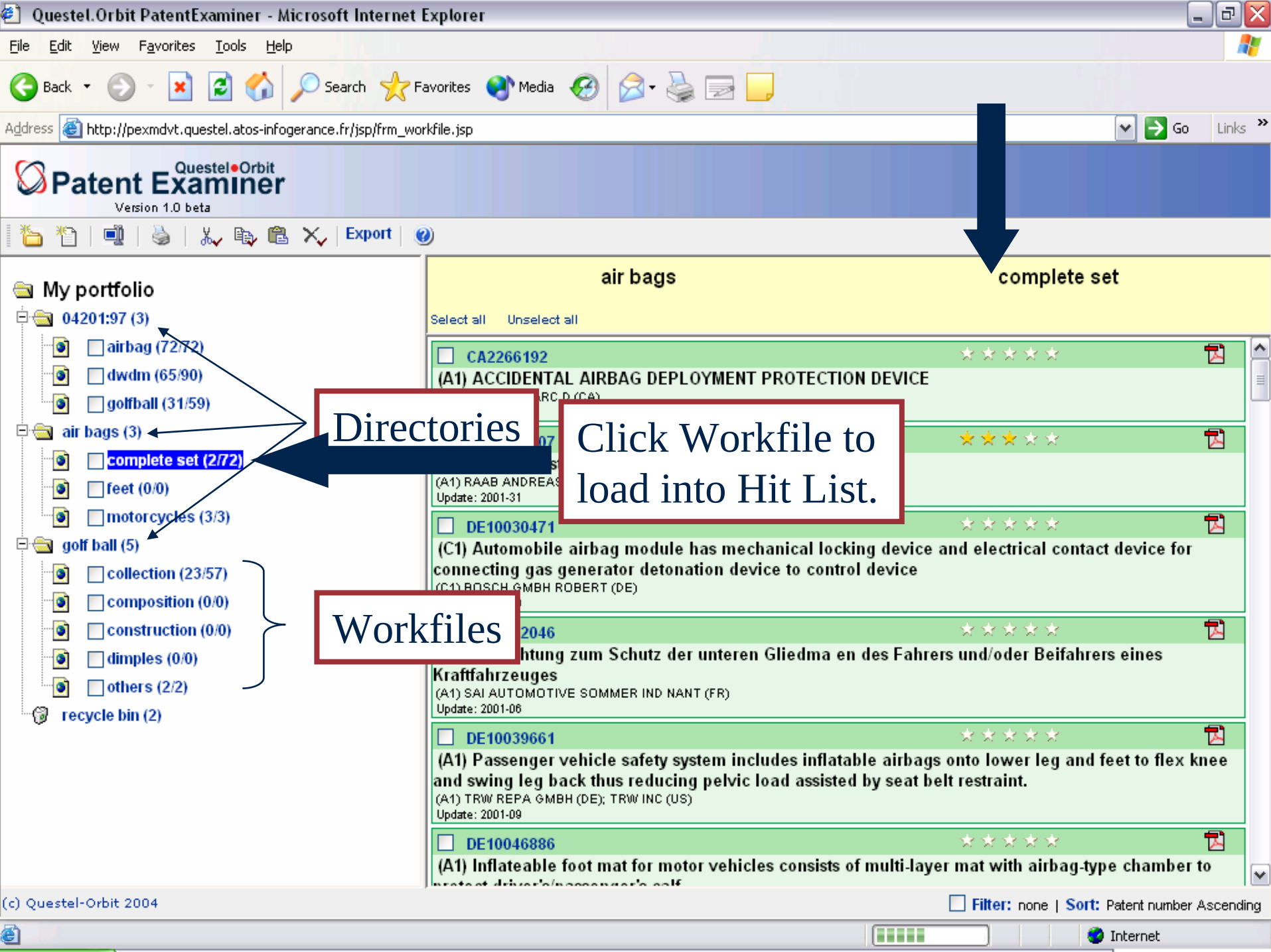
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air bags
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(A1) ACCIDENTAL AIRBAG DEPLOYMENT PROTECTION DEVICE
(A1) RAAB ANDREAS
Update: 2001-31
DE10030471
(C1) Automobile airbag module has mechanical locking device and electrical contact device for connecting gas generator detonation device to control device
(C1) BOSCH GMBH ROBERT (DE)
Kraftfahrzeuges
(A1) SAI AUTOMOTIVE SOMMER IND NANT (FR)
Update: 2001-06
DE10039661
(A1) Passenger vehicle safety system includes inflatable airbags onto lower leg and feet to flex knee and swing leg back thus reducing pelvic load assisted by seat belt restraint.
(A1) TRW REPA GMBH (DE); TRW INC (US)
Update: 2001-09
DE10046886
(A1) Inflateable foot mat for motor vehicles consists of multi-layer mat with airbag-type chamber to
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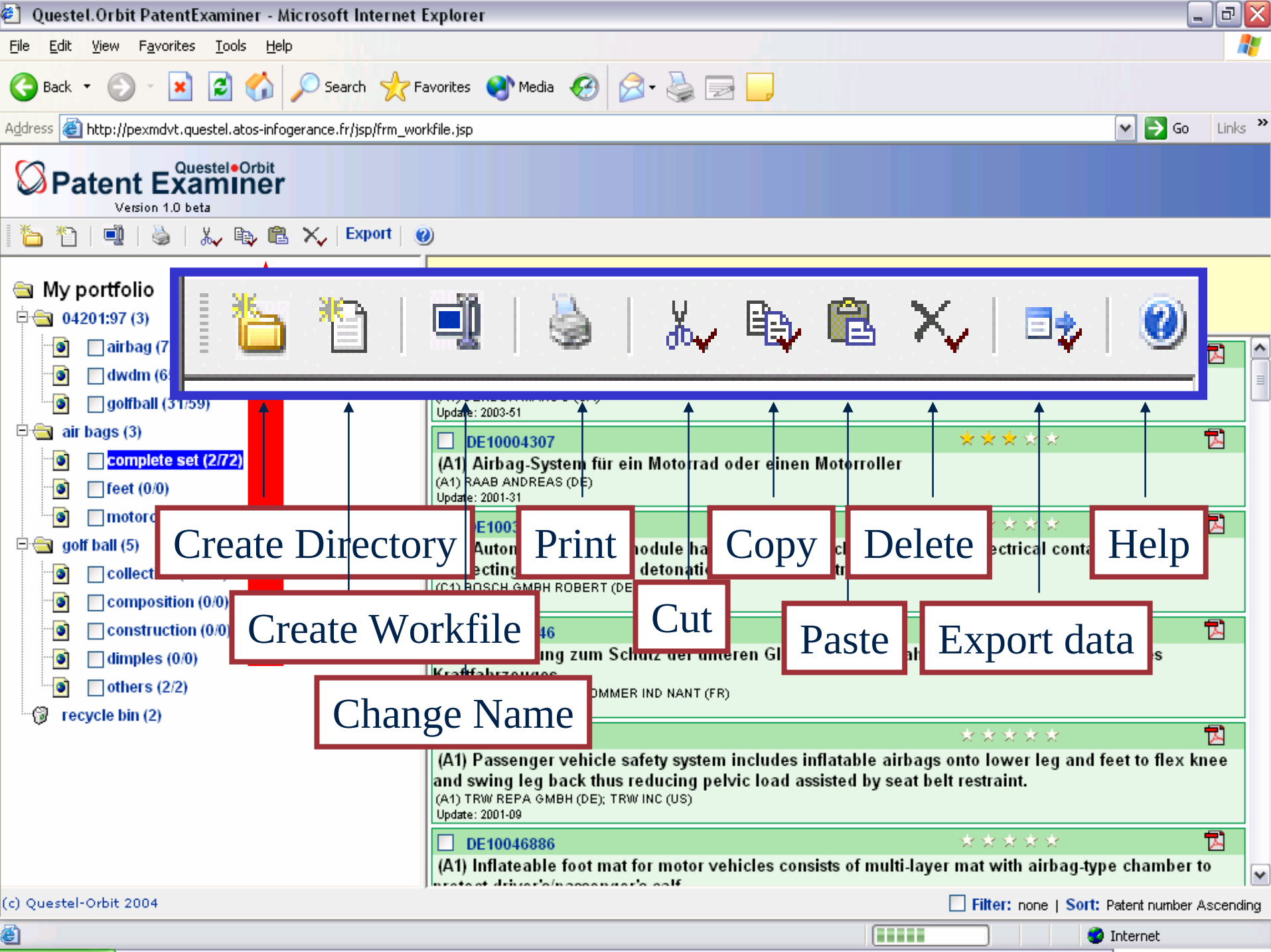
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DE10004307
(A1) Airbag-System für ein Motorrad oder einen Motorroller
(A1) RAAB ANDREAS (DE)
Update: 2001-31
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(A1) TRW REPA GMBH (DE); TRW INC (US)
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DE10046886
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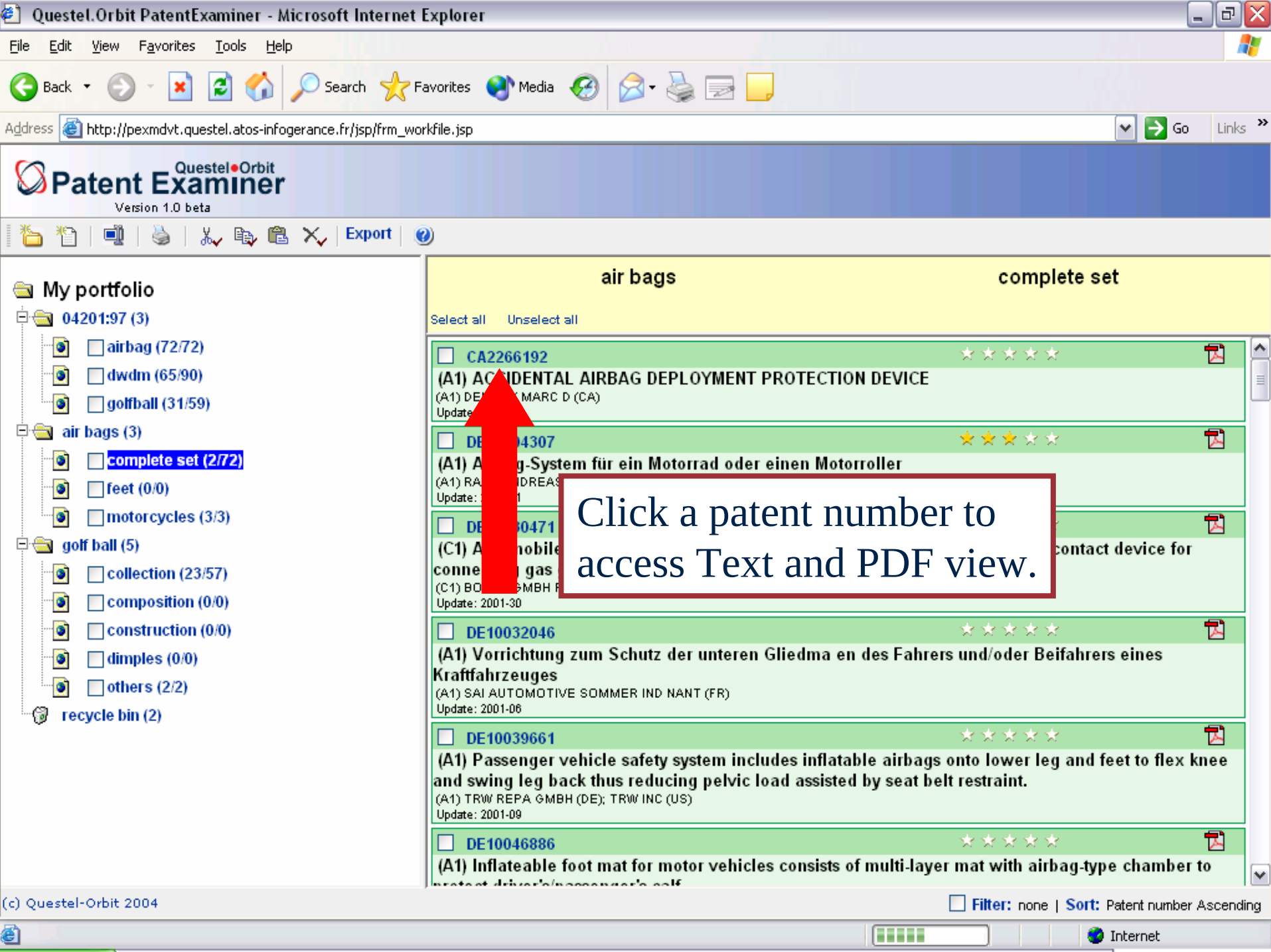
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(A1) Passenger vehicle safety system includes inflatable airbags onto lower leg and feet to flex knee and swing leg back thus reducing pelvic load assisted by seat belt restraint.
(A1) TRW REPA GMBH (DE); TRW INC (US)
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DE10046886
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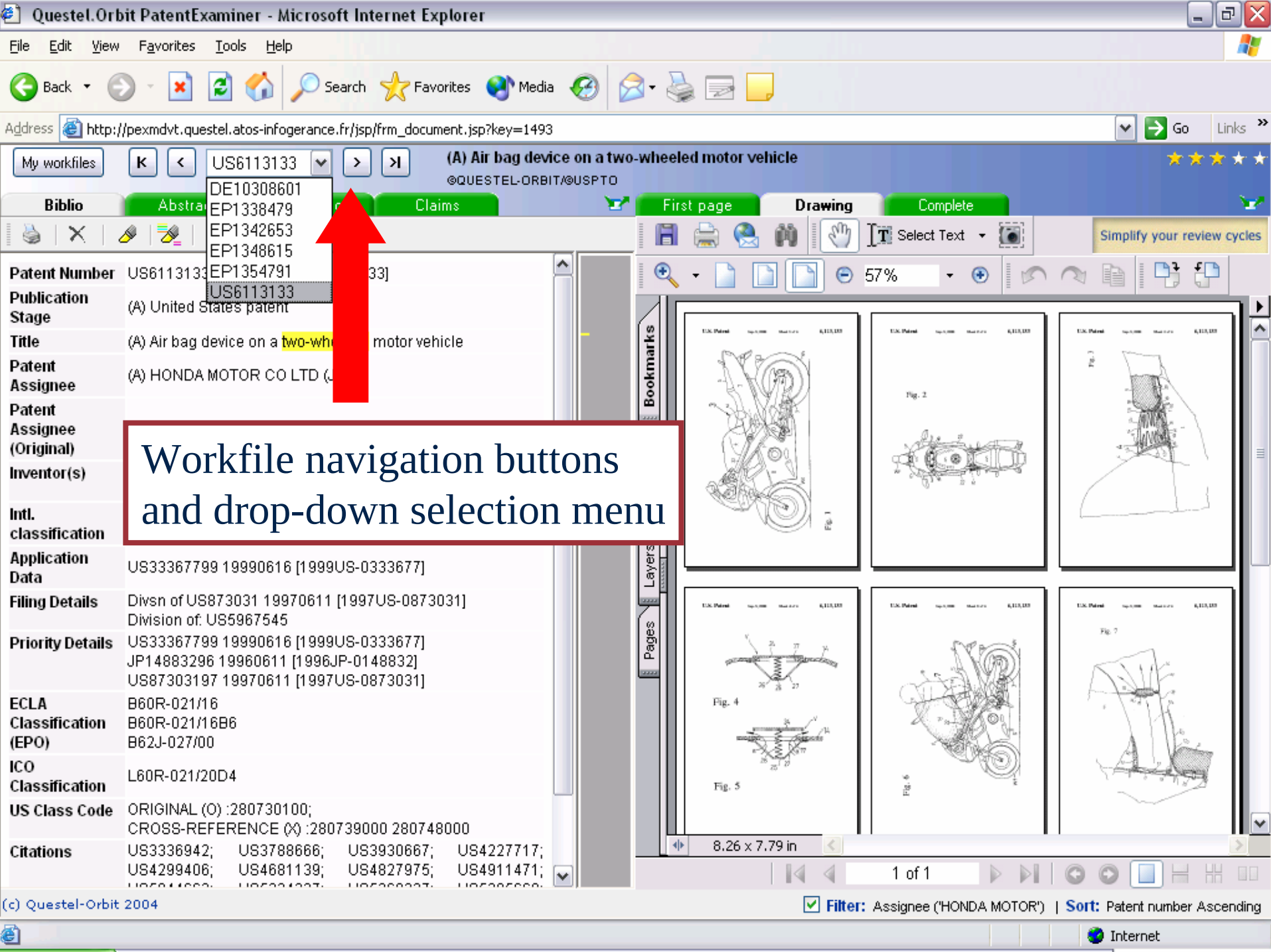
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(A) Air bag device on a two-wheeled motor vehicle
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Publication Stage
(A) United States patent
Title
Patent Assignee
(A) HONDA MOTOR CO LTD
Patent Assignee (Original)
Inventor(s)
Intl. classification
Application Data
US33367799 19990616 [1999US-0333677]
Filing Details
Divsn of US873031 19970611 [1997US-0873031]
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Priority Details
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ICO Classification
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(A2) Air bag apparatus for a scooter type motorcycle

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Biblio Abstract Description Claims

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## Claims

1. An air bag apparatus for a scooter type motorcycle, having an air bag (26) that is capable of restraining an operator on a seat (22) from a front direction, in response to expansion of said air bag, wherein, said air bag (26), and a vehicle body (14) in the rear of said seat (22), are linked via restraining belts (31) or restraining nets (35) being a pair at right and left, which are stored in said vehicle body (14) when said air bag (26) is in a state of folded, and which become in a state of tension on both exterior sides at right and left of the operator on the seat (22), when said air bag (26) expands.

2. An air bag apparatus for a scooter type motorcycle as defined by claim 1, wherein, a vehicle body cover (15) constituting said vehicle body (14) together with a vehicle body frame (5) having a head pipe (6) on a front end thereof, said head pipe supporting a front fork (7) in orientation-manipulative manner, comprises a front cover (16) , which covers a circumference of said head pipe (6), and an air bag housing (25) for storing said air bag (26) is installed at a forward position of said seat (22) and in the rear of said front cover (16).

3. An air bag apparatus for a scooter type motorcycle as defined by claim 2, wherein, said vehicle body cover (15) comprises, in addition to said front cover (16) , leg shields (17), being a pair at right and left for covering forward portions of the operator's legs, said leg shields being joined with both right and left sides of the front cover (16), respectively, footrest sections (18), being a pair at right and left connecting respectively to the leg shields (17) for supporting feet of the operator, and a rear cover (21) jointed with the footrest sections (18) for covering both right and left sides of a rear part of said vehicle body frame (5), wherein, said restraining belts (31) or said restraining nets (35), an end of which is fixedly linked with said air bag (26) and another end of which is linked with said rear cover (21), are stored in storage grooves (33), being a pair at right and left. which are provided over along said front cover (16), said leg shields (17), said footrest sections (18) and said rear cover (21), in such a manner as allowing said restraining belts (31) or said restraining nets (35) to be pulled out, in response to a tensions thereof, with expansion of said air bag (26).

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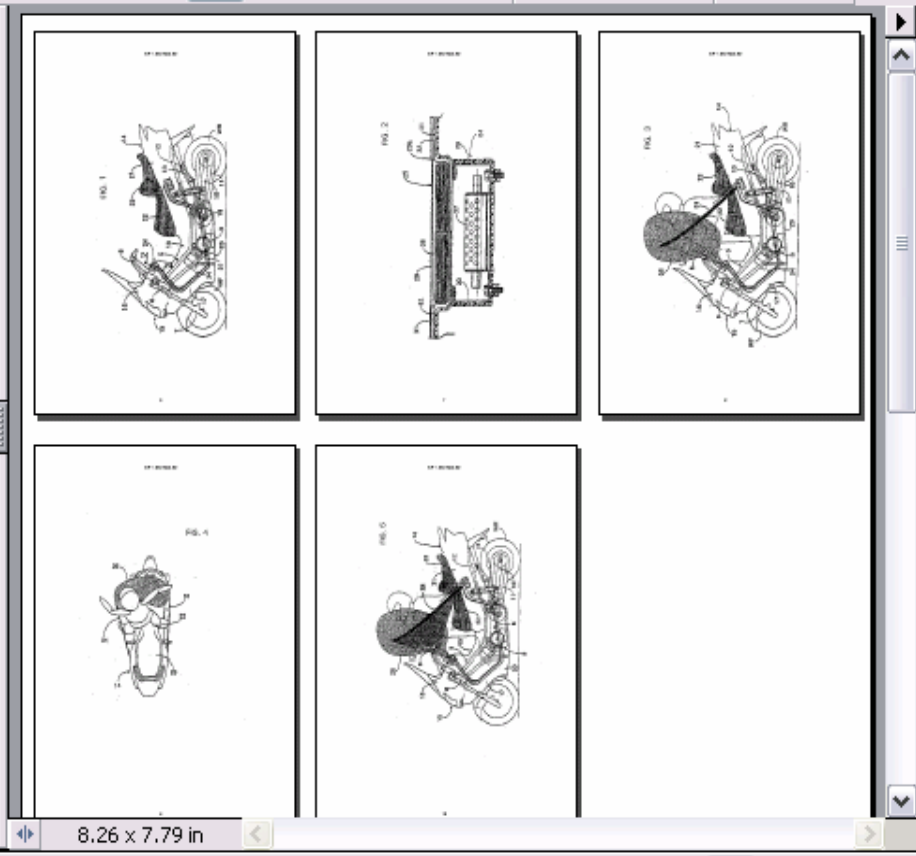

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|---|---|
| Patent Number | EP1342653 A2 20030910 [EP1342653] |
| Publication Stage | (A2) Pub. Of applic. Without search report |
| Title | (A2) Air bag apparatus for a scooter type motorcycle |
| Other Title | (A2) Airbagvorrichtung für rollerartiges Motorrad<br>(A2) Dispositif de coussin de sécurité gonflable pour motocyclette du type scooter |
| Patent Assignee | (A2) HONDA MOTOR CO LTD (JP) |
| Patent Assignee (Original) | HONDA GIKEN KOGYO KABUSHIKI KAISHA;1-1, Minamiaoyama 2-chome; Minato-ku Tokyo (JP) |
| Inventor(s) | (A2) IIJIMA SATOSHI (JP);<br>IWASAKA HITOSHI (JP);<br>KUBO MIKIO (JP) |
| Intl. classification | (A2) B60R-021/16 B62J-027/00 |
| Language | ENGLISH (ENG) |
| Application Data | EP03005009 20030305 [2003EP-0005009] |
| Priority Details | JP2002060864 20020306 [2002JP-0060864]<br>JP2003029523 20030206 [2003JP-0029523] |
| ECLA Classification (EPO) | B60R-021/16<br>B62J-027/00 |
| ICO Classification | L60R-021/00A1<br>L60R-021/00T7<br>L60R-021/08<br>L60R-021/16B2B3<br>L60R-021/20B2<br>L60R-021/20D2 |
| Designated States | AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LU MC NL PT RO SE SI SK TR<br>AL LT LV MK |
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EP 1 342 653 A2

EUROPEAN PATENT APPLICATION

(54) Air bag apparatus for a scooter type motorcycle

FIG. 3

EP 1 342 653 A2

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motorcycle, at the time of air bag expansion, and Fig. 4 is a plan view of Fig. 3

Firstly, in Fig. 1, at a head pipe 6 provided at a front end of a vehicle body frame 5 of the scooter type motorcycle. a front fork 7 is supported in orientation-manipulative manner, and a front wheel WF is axially supported at the lower end of the front fork 7. An orientation-manipulating handle 8 is coupled with the upper portion of the front fork 7.

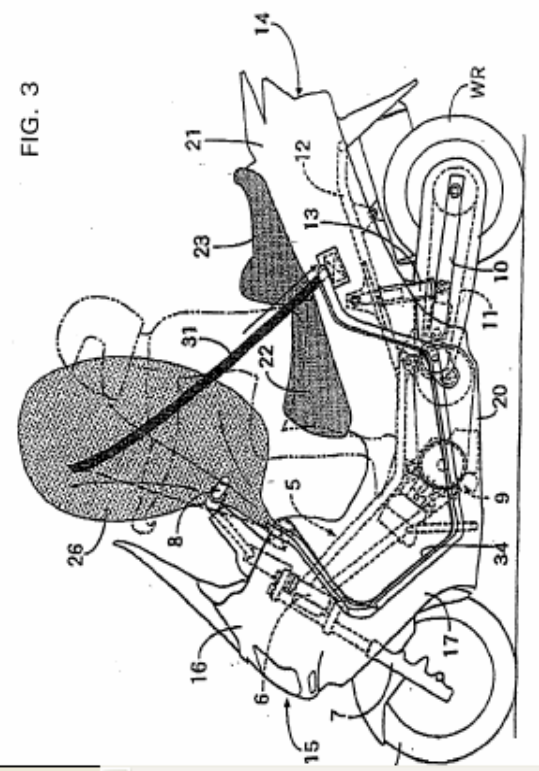
At a midway between the front and rear of the vehicle body frame 5, a power unit 9 containing an engine and a transmission is mounted, and a rear wheel WR is axially supported in the rear of a swing arm 10, which is supported by the rear part of the power unit 9, in such a manner that wobbling up and down is possible. Further, a power from the power unit 9 is transmitted to the rear wheel WR via an endless type chain 11.

A rear cushion unit 13 is installed between a seat rail 12 and the swing arm 10, which are provided in the rear of the vehicle body frame 5.

The vehicle body frame 5 is covered with a vehicle body cover 15, made of synthetic resin, which constitutes the vehicle body 14 together with the vehicle body frame 5, and the vehicle body cover 15 covers a circumference of the head pipe 6, and further comprises a front cover 16 for covering the front wheel WF from above, leg shields 17, being a pair at right and left for covering a forward portion of the operator's legs, the leg shields being joined with both right and left sides of the front cover 16, respectively, footrest sections 18, being a pair at right and left, connecting to the leg shields 17, respectively, so as to support the feet of the operator, a floor tunnel section 19 that is raised upwardly between the footrest sections 18, skirt sections 20 that are hanging downwardly from outer edges of the both footrest sections 18, respectively, and a rear cover 21 which is joined with the footrest sections 18 and the floor tunnel section 19, covering the both right and left sides of the rear part of the vehicle body frame 5.

On the rear cover 21, a front seat 22 on which an operator sits, and a rear seat 23, on which a fellow passenger sits, the rear seat being arranged in the rear of the front seat 22.

Also referring to Fig. 2, it is shown that at a position in front of the operator

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Furthermore, the invention defined by claim 3 features, in addition to the configuration of the invention as defined by claim 2, the vehicle body cover comprises, in addition to the front cover, leg shields, being a pair at right and left for covering forward portions of the operator's legs, the leg shields being joined with both right and left sides of the front cover, respectively, footrest sections, being a pair at right and left connecting respectively to the leg shields for supporting feet of the operator, and a rear cover jointed with the footrest sections, for covering both right and left sides of a rear part of the vehicle body frame, wherein, the restraining belts or the restraining nets, an end of which is fixedly linked with the air bag and another end of which is linked with the rear cover, are stored in storage grooves, being a pair at right and left, which are provided over along the front cover, the leg shields, the footrest sections and the rear cover, in such a manner as allowing the restraining belts or the restraining nets to be pulled out, in response to a tension thereof, with expansion of the air bag.

With this configuration, it is possible for the scooter type motorcycle having footrest sections formed between the seat and the front cover, to store the restraining belt or the restraining nets, so as not to be obstacles at the time of getting on/off and driving, as well as maintaining a natural external view, when the air bag is in a state of non-expanded.

Furthermore, according to the invention as defined in claim 3, it is possible for the scooter type motorcycle having footrest sections formed between the seat and the front cover to store the restraining belts or retraining nets, so as not to be obstacles at the time of getting on/off and driving, as well as maintaining a natural external view, when the air bag is in a state of non-expanded.

Hereinafter, modes for carrying out the present invention will be explained, based on the embodiments of the present invention as shown in the attached drawings, in which:

Fig. 1 is a side view of a scooter type motorcycle of the first embodiment of the present invention.

Fig. 2 is an enlarged cross sectional view of Fig. 1, taken along line 2-2.

Fig. 3 is a side view of the scooter type motorcycle, at the time of air bag expansion.

Fig. 4 is a plan view of Fig. 3.

Fig. 5 is a side view of a scooter type motorcycle of the second embodiment of the present invention.

Fig. 1 to Fig. 4 show a first embodiment of the present invention. Fig. 1 is a side view of a scooter type motorcycle, Fig. 2 is an enlarged cross sectional view of Fig. 1, taken along line 2-2, Fig. 3 is a side view of the scooter type motorcycle, at the time of air bag expansion, and Fig. 4 is a plan view of Fig. 3

Firstly, in Fig. 1, at a head pipe 6 provided at a front end of a vehicle body frame 5 of the scooter type motorcycle. a front fork 7 is supported in orientation-manipulative manner, and a front wheel WF is axially supported at the lower end of the front fork 7. An orientation-manipulating handle 8 is coupled with the upper portion of the front fork 7.

At a midway between the front and rear of the vehicle body frame 5, a power unit 9 containing an engine and a transmission is mounted, and a rear wheel WR is axially supported in the rear of a swing arm 10, which is supported by the rear part of the power unit 9, in such a manner that wobbling up and down is possible. Further, a power from the power unit 9 is transmitted to the rear wheel WR via an endless type chain 11.

A rear cushion unit 13 is installed between a seat rail 12 and the swing arm 10, which are provided in the rear of the vehicle body frame 5.

The vehicle body frame 5 is covered with a vehicle body cover 15, made of synthetic resin, which constitutes the vehicle body 14 together with the vehicle body frame 5, and the vehicle body cover 15 covers a circumference of the head pipe 6, and further comprises a front cover 16 for covering the front wheel WF from above, leg shields 17, being a pair at right and left for covering a forward portion of the operator's legs, the leg shields being joined with both right and left sides of the front cover 16, respectively, footrest sections 18, being a pair at right and left, connecting to the leg shields 17, respectively, so as to support the feet of the operator, a floor tunnel section 19 that is raised upwardly between the footrest sections 18, skirt sections 20 that are hanging downwardly from outer edges of the both footrest sections 18, respectively, and a rear cover 21

motorcycle, at the time of air bag expansion, and Fig. 4 is a plan view of Fig. 3

Firstly, in Fig. 1, at a head pipe 6 provided at a front end of a vehicle body frame 5 of the scooter type motorcycle. a front fork 7 is supported in orientation-manipulative manner, and a front wheel WF is axially supported at the lower end of the front fork 7. An orientation-manipulating handle 8 is coupled with the upper portion of the front fork 7.

At a midway between the front and rear of the vehicle body frame 5, a power unit 9 containing an engine and a transmission is mounted, and a rear wheel WR is axially supported in the rear of a swing arm 10, which is supported by the rear part of the power unit 9, in such a manner that wobbling up and down is possible. Further, a power from the power unit 9 is transmitted to the rear wheel WR via an endless type chain 11.

A rear cushion unit 13 is installed between a seat rail 12 and the swing arm 10, which are provided in the rear of the vehicle body frame 5.

The vehicle body frame 5 is covered with a vehicle body cover 15, made of synthetic resin, which constitutes the vehicle body 14 together with the vehicle body frame 5, and the vehicle body cover 15 covers a circumference of the head pipe 6, and further comprises a front cover 16 for covering the front wheel WF from above, leg shields 17, being a pair at right and left for covering a forward portion of the operator's legs, the leg shields being joined with both right and left sides of the front cover 16, respectively, footrest sections 18, being a pair at right and left, connecting to the leg shields 17, respectively, so as to support the feet of the operator, a floor tunnel section 19 that is raised upwardly between the footrest sections 18, skirt sections 20 that are hanging downwardly from outer edges of the both footrest sections 18, respectively, and a rear cover 21 which is joined with the footrest sections 18 and the floor tunnel section 19, covering the both right and left sides of the rear part of the vehicle body frame 5.

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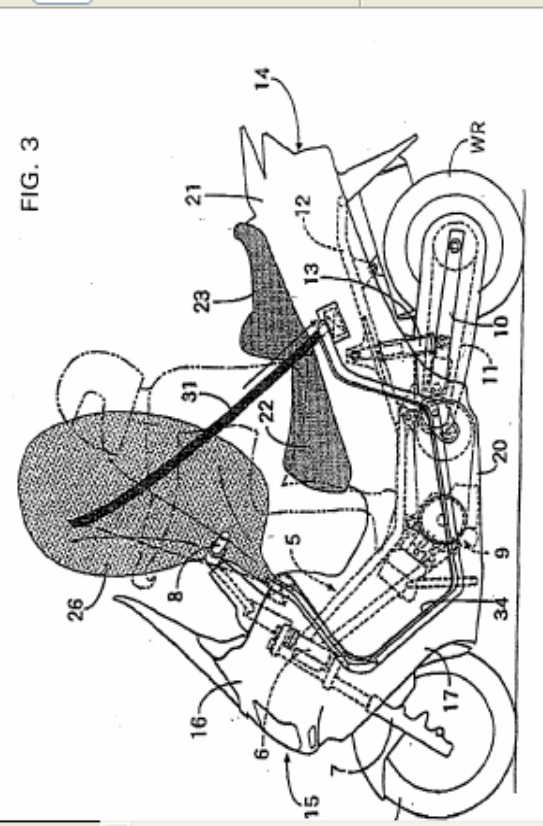


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FIG. 1

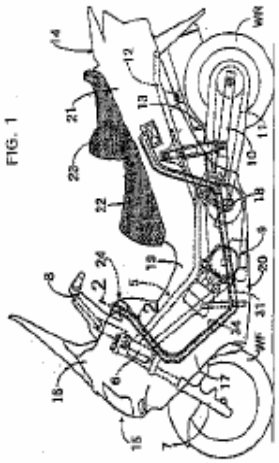




FIG. 2

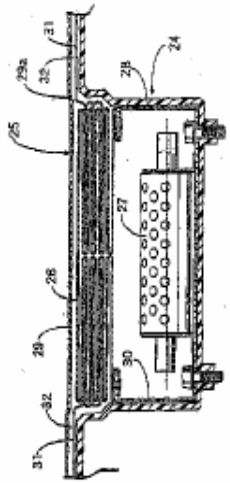
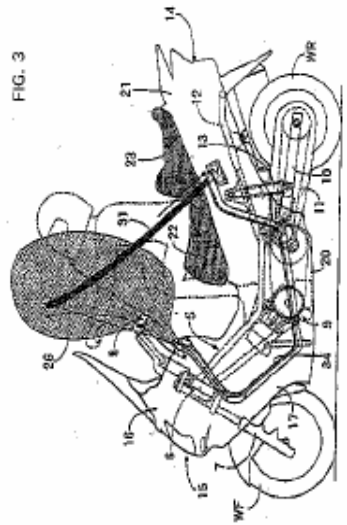




FIG. 3



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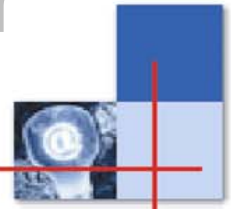

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integrated into the carpe
vehicle floor.
As illustrated in Figure 2, foam padding 22 is provided between the airbag assembly 14 and the carpet 18. The foam is used to retain the airbag assembly 14 and inflator 30 onto the carpet, thereby integrating these components into the carpet. This is performed by a foam-in-place operation in which the airbag assembly 14 and inflator 30 are laid in a mold with the carpet, and foam 22 is sprayed therearound. The mold is closed and the foam expands to fill all areas. The foam 22 adheres to the carpet 18 and the airbag assembly 14 and inflator 30, thereby forming the integrated carpet/airbag safety system 12.

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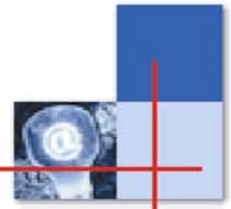

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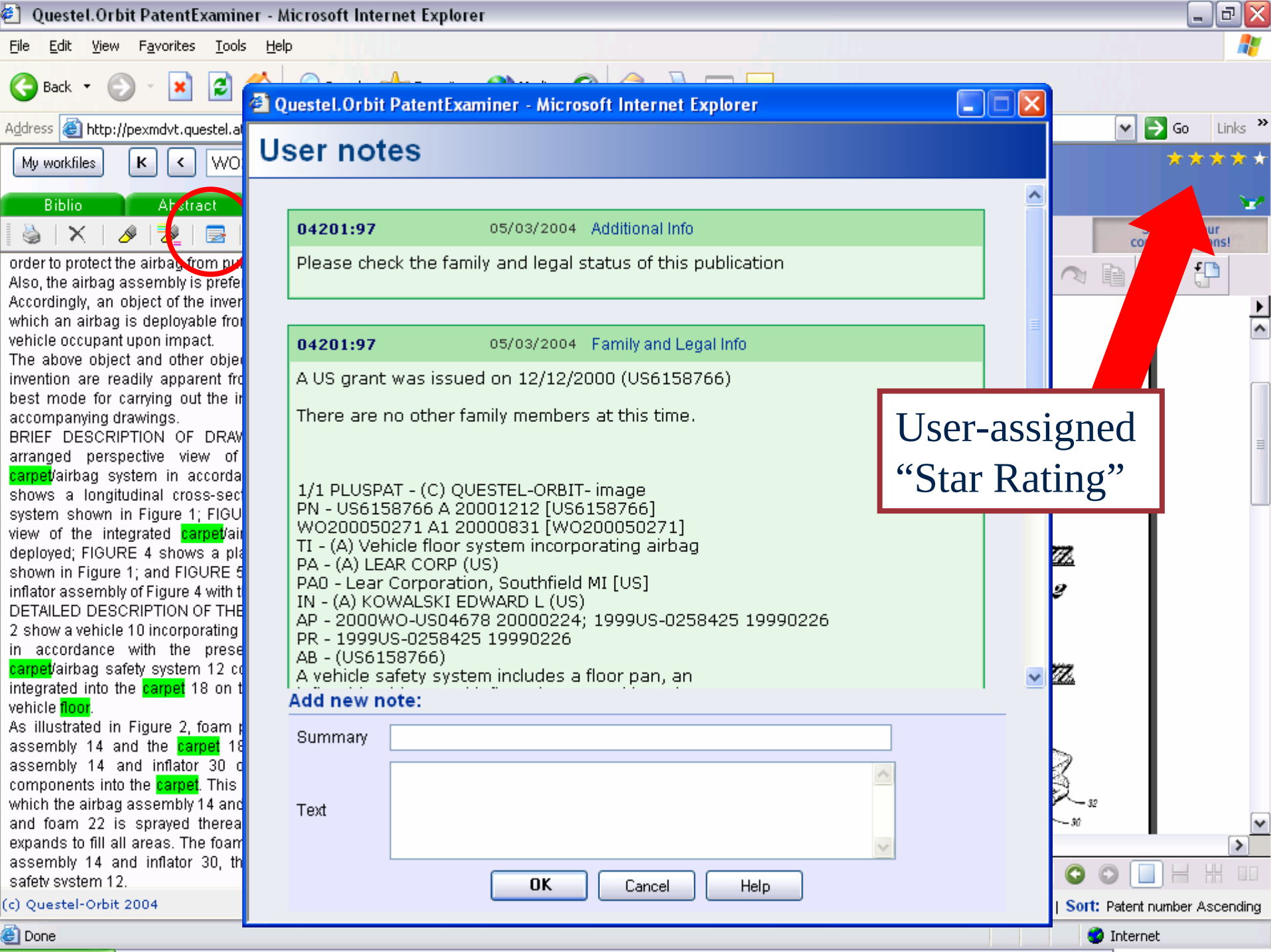
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TI - (A) Vehicle floor system incorporating airbag
PA - (A) LEAR CORP (US)
PA0 - Lear Corporation, Southfield MI [US]
IN - (A) KOWALSKI EDWARD L (US)
AP - 2000WO-US04678 20000224; 1999US-0258425 19990226
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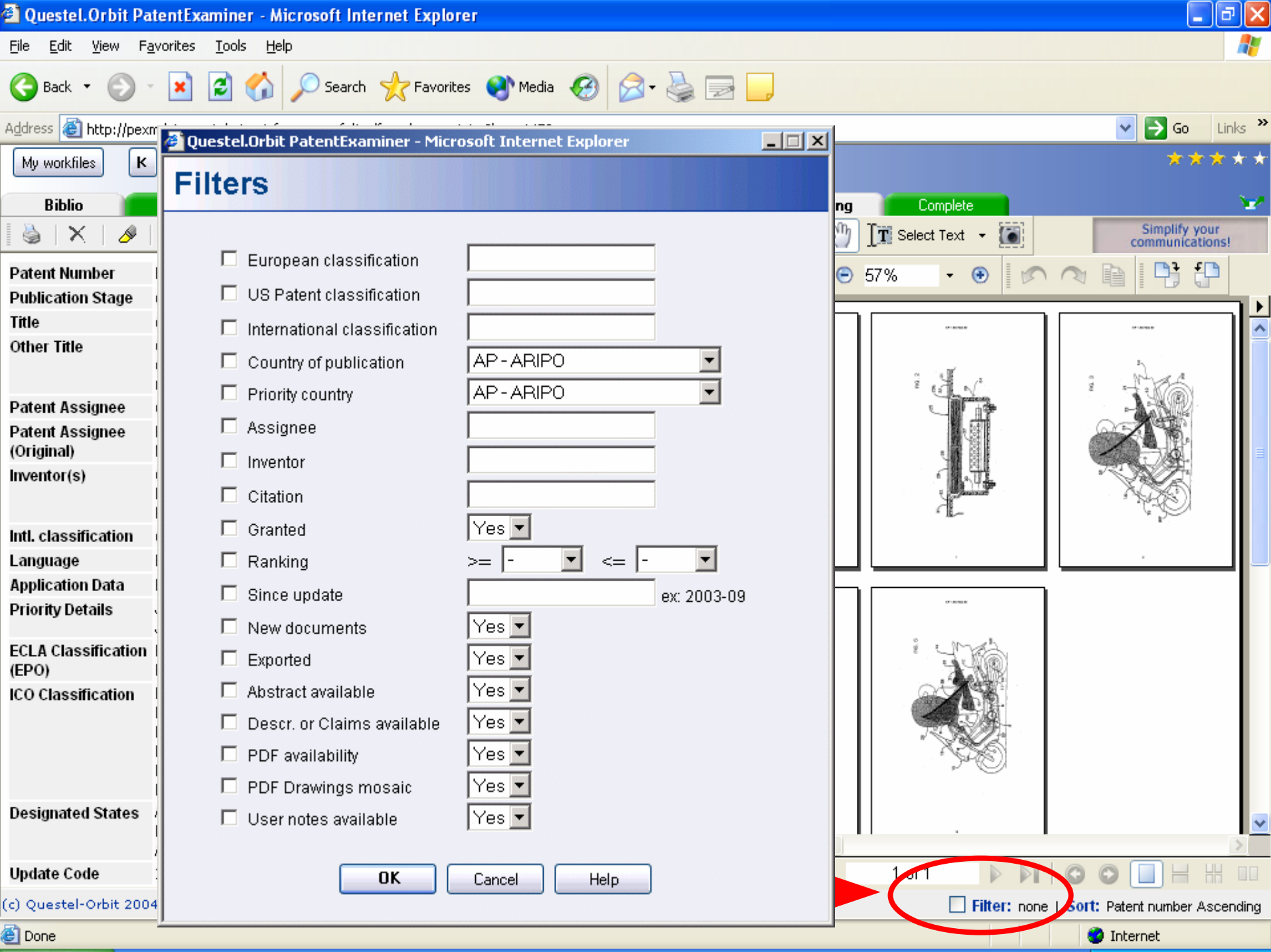
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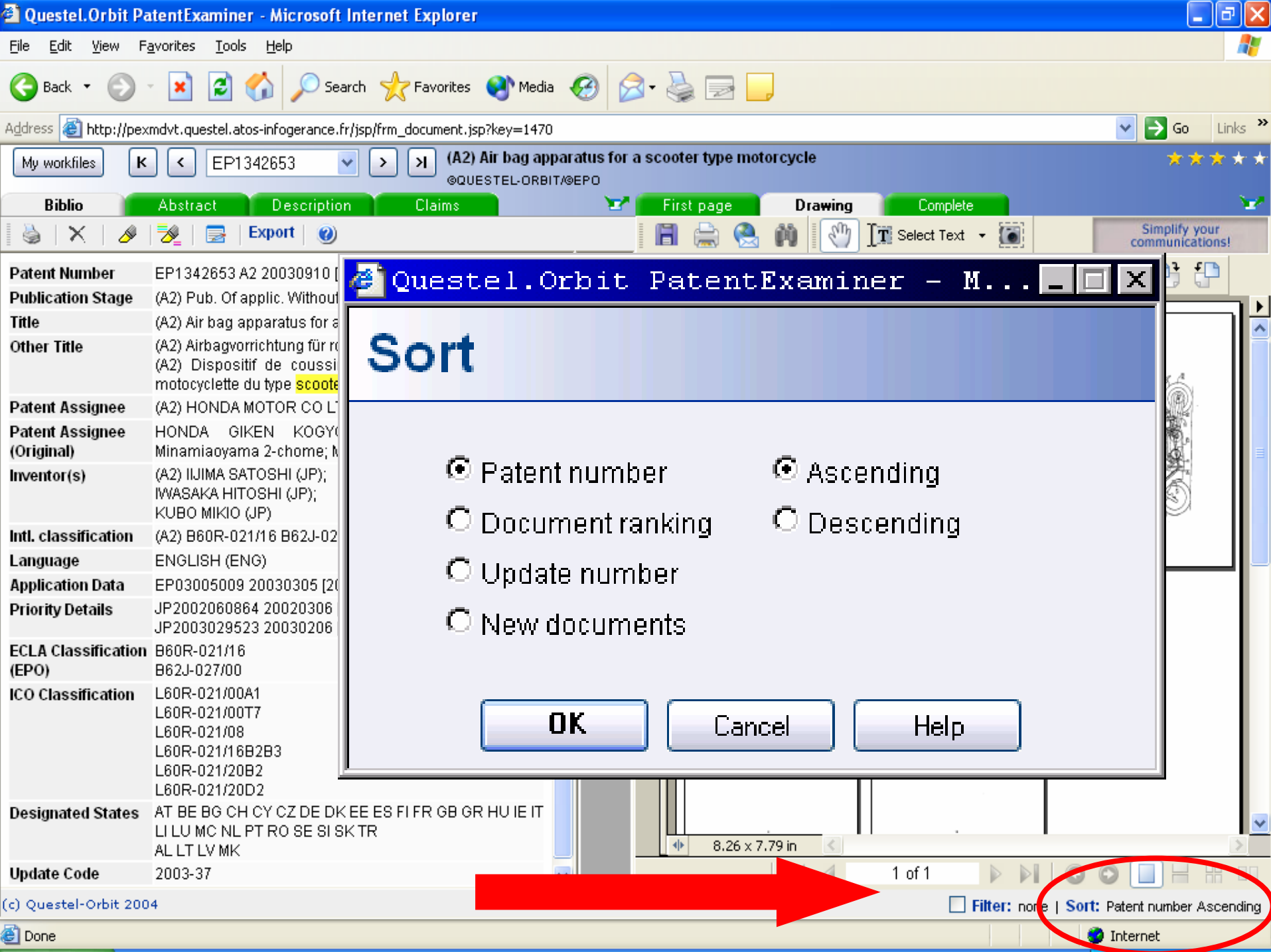
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Other Title (A2) Airbagvorrichtung für r
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motocyclette du type scoote
Patent Assignee (A2) HONDA MOTOR CO L
Patent Assignee (Original) HONDA GIKEN KOGY
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Inventor(s) (A2) IIJIMA SATOSHI (JP);
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KUBO MIKIO (JP)
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