



US006042140A

United States Patent [19]
Blazaitis et al.

[11] **Patent Number:** **6,042,140**
[45] **Date of Patent:** **Mar. 28, 2000**

- [54] **AIR BAG COVER HAVING A VISUALLY PERCEPTIBLE TEAR SEAM**
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Darius J. Preisler, Macomb, both of Mich.
- [73] Assignee: **Larry J. Winget**, Leonard, Mich.
- [21] Appl. No.: **09/113,246**
- [22] Filed: **Jul. 10, 1998**
- [51] **Int. Cl.⁷** **B60R 21/20**
- [52] **U.S. Cl.** **280/728.3**
- [58] **Field of Search** 280/728.3, 731, 280/732

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5,662,350	9/1997	Bathon et al. .	
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5,683,101	11/1997	Davis et al. .	
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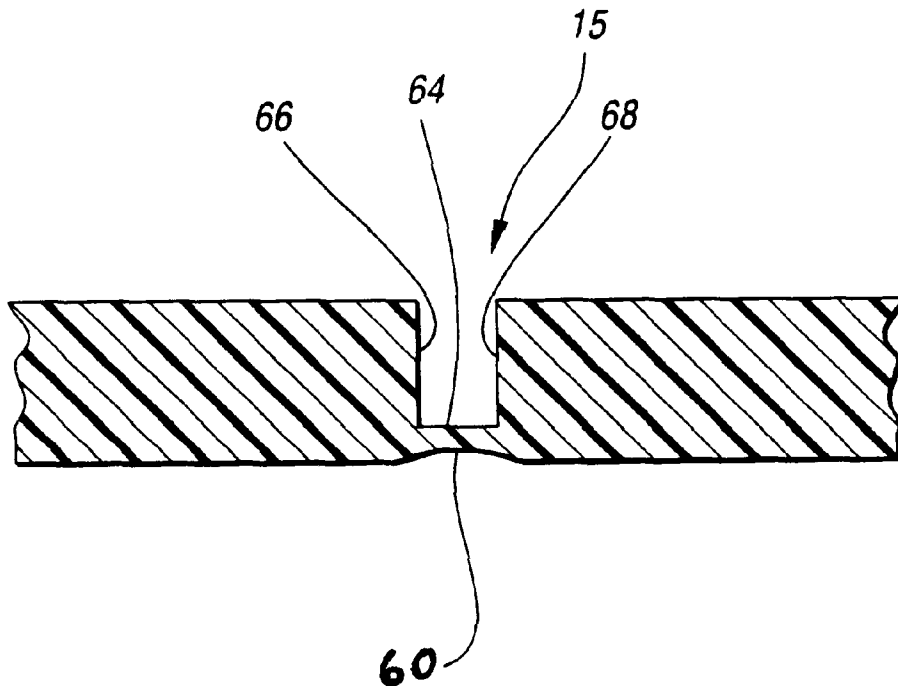
Primary Examiner—Peter C. English
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[57] **ABSTRACT**

A method and apparatus for making a thermoplastic air bag cover having a visually perceptible tear seam formed by a controlled amount of plastic sinkage during an injection molding process. A molten thermoplastic is injected into a mold cavity of a mold having a shape defining the air bag cover. The mold includes first and second mold halves which form the interior and exterior surfaces of the air bag cover. The first mold half has an outwardly extending projection which cooperates with a smooth inner surface of the second mold half to form the tear seam design in the air bag cover which appears on the outer surface of the air bag cover. The tear seam design formed on the outer surface of the air bag cover is primarily formed because of the near right angles formed at the top edges of the outwardly extending projection which cause the outer surface of the air bag cover to sink to a limited controlled extent during cooling of the plastic beneath its softening point. The completed air bag cover is then removed from the mold. The thickness of the air bag cover at the tear seam is within a range of 0.2 to 0.4 millimeters.

- [56] **References Cited**
- U.S. PATENT DOCUMENTS**
- 4,325,568 4/1982 Clark et al. .
- 4,895,389 1/1990 Pack, Jr. 280/728.3
- 5,085,462 2/1992 Gualtier .
- 5,186,490 2/1993 Adams et al. .
- 5,312,130 5/1994 Baba .
- 5,320,380 6/1994 Hamada et al. .
- 5,335,935 8/1994 Proos et al. .
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- 5,382,398 1/1995 Draxlmaier, Jr. .
- 5,447,328 9/1995 Iannazzi et al. .
- 5,498,026 3/1996 Eckhout .
- 5,536,037 7/1996 Cherry .
- 5,549,324 8/1996 Labrie et al. .
- 5,558,364 9/1996 Davis .
- 5,567,375 10/1996 Filion et al. .
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1 Claim, 3 Drawing Sheets



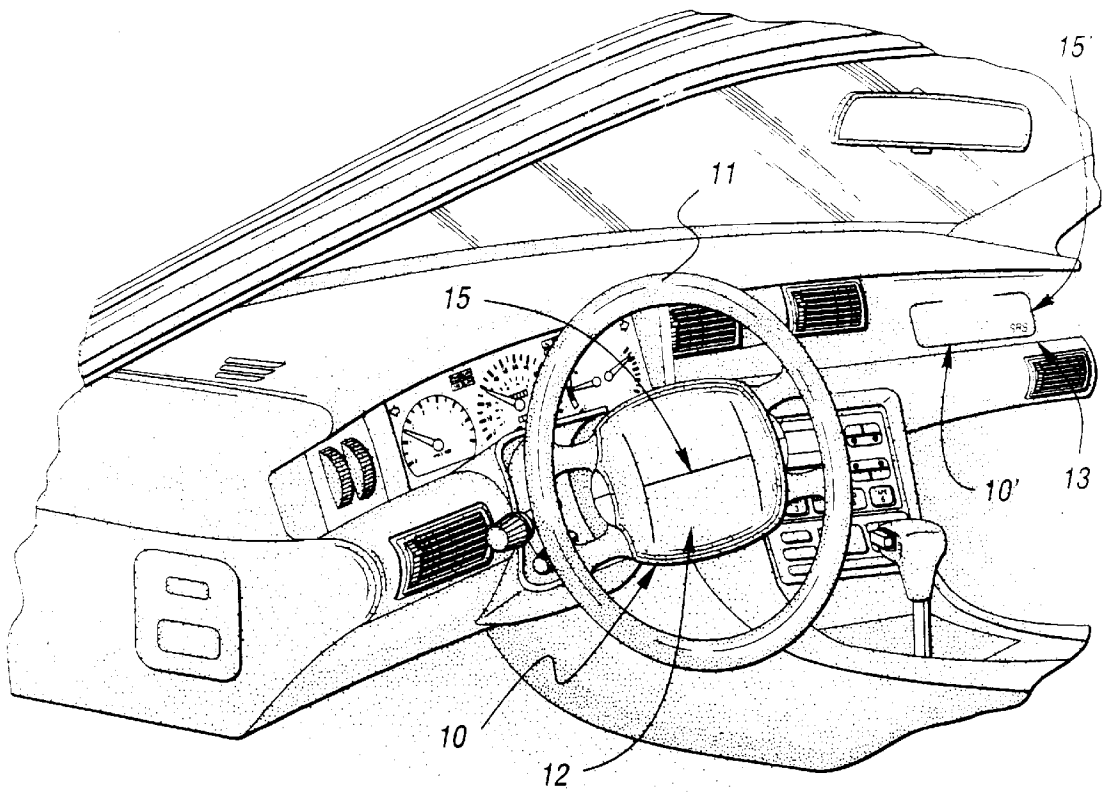


Fig. 1

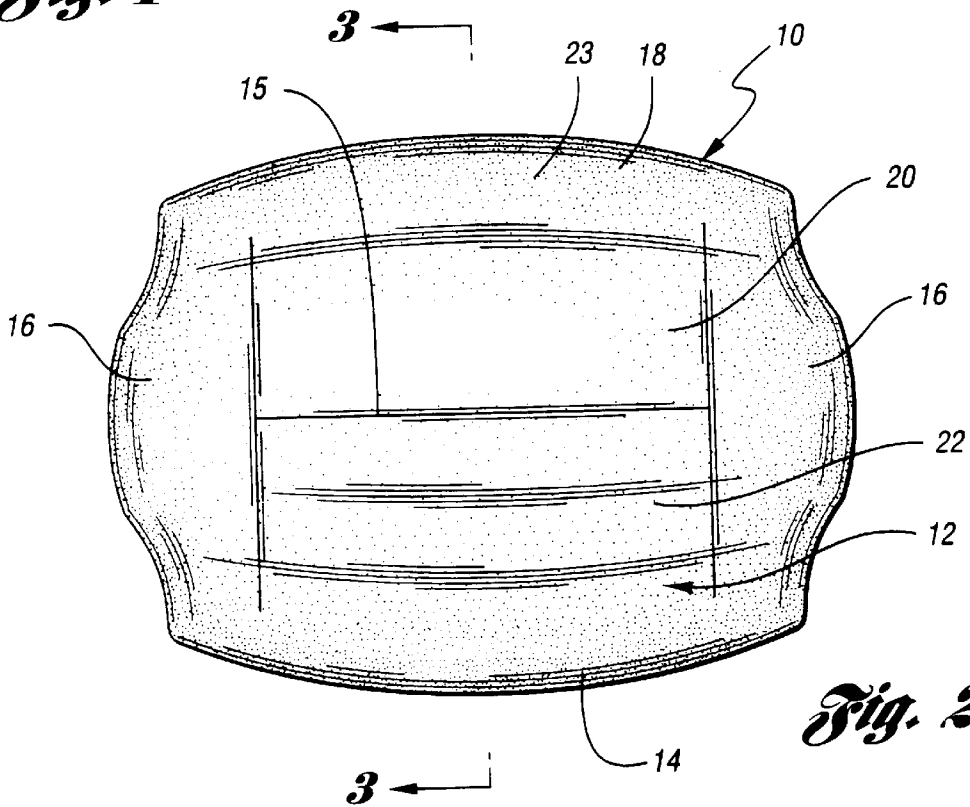


Fig. 2

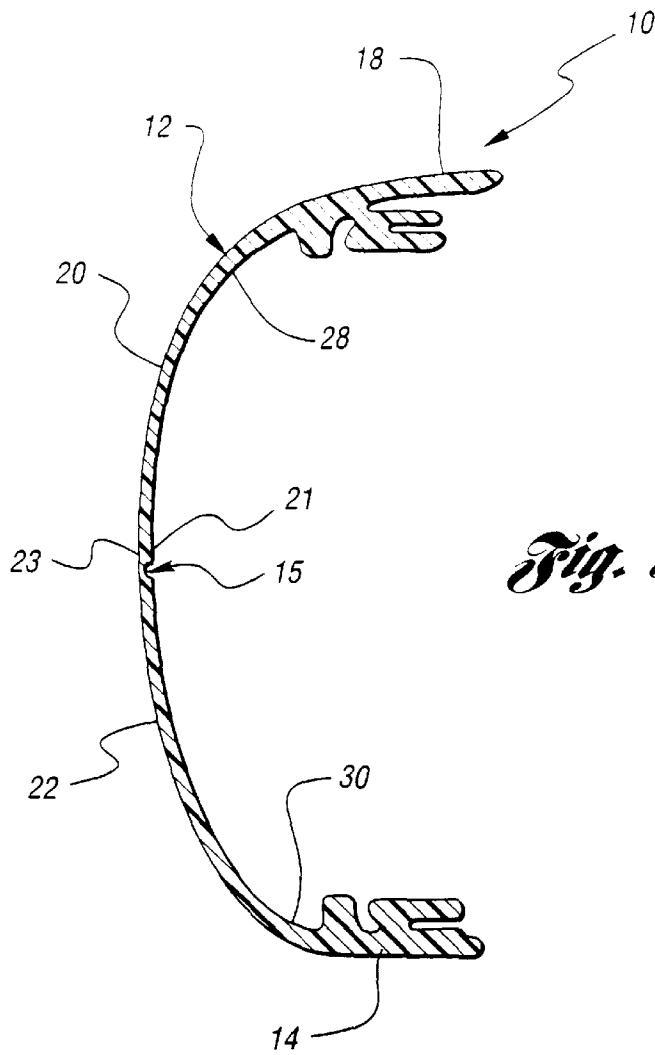


Fig. 3

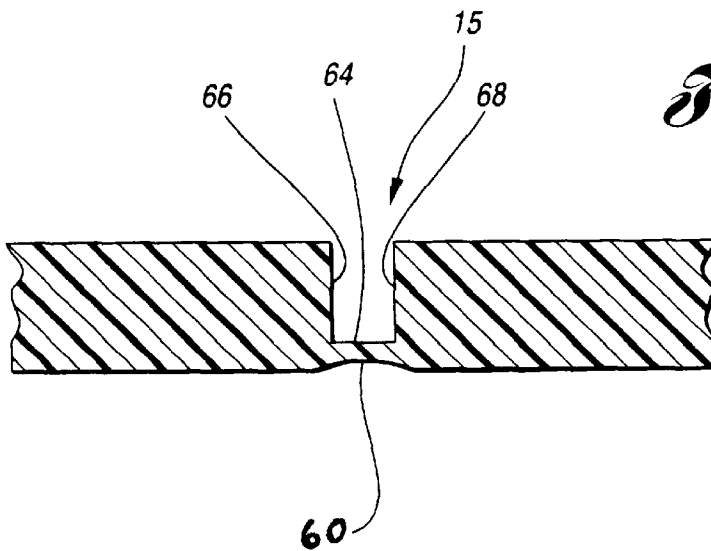


Fig. 4

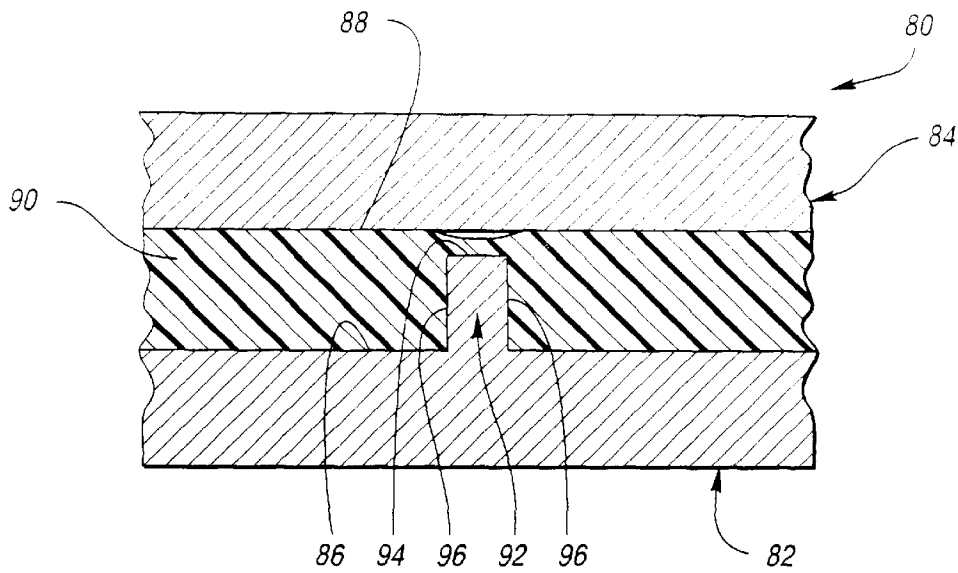


Fig. 5

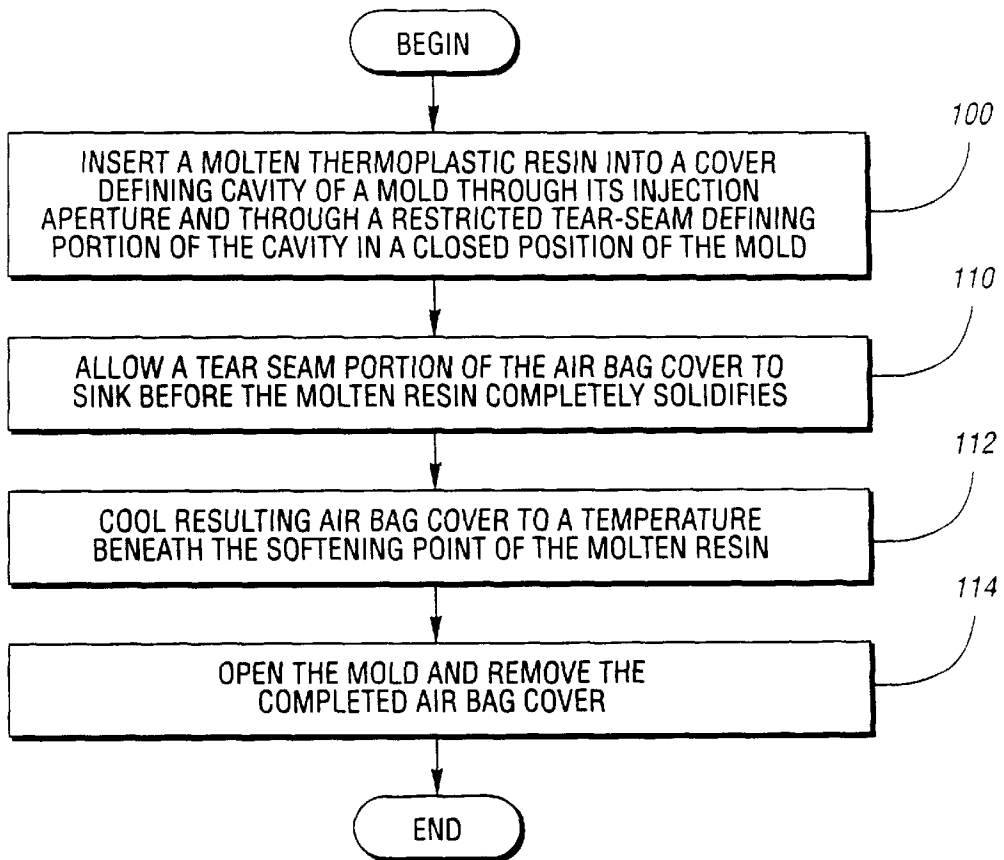


Fig. 6

AIR BAG COVER HAVING A VISUALLY PERCEPTIBLE TEAR SEAM

CROSS-REFERENCE TO RELATED APPLICATION

This application is related to U.S. patent application Ser. No. 08/639,701, filed Apr. 29, 1996, U.S. Pat. No. 5,776,522.

TECHNICAL FIELD

This invention relates to a plastic air bag cover and a method and apparatus of making same and, in particular, to a plastic air bag cover having a visually perceptible tear seam and a method and apparatus of making same.

BACKGROUND ART

Presently, when air bag covers are provided in automobiles on the driver side of the vehicle, the air bag is stored in the steering column behind an air bag cover. During automatic inflation of the air bag, the air bag cover moves away from the steering column to permit its safety function between the steering column and the operator of the vehicle. Air bag covers may also be provided on the passenger side of the vehicle as well.

Recent practice in the automotive industry is utilization of all plastic fabricated air bag covers. Conventional air bag covers used in conjunction with occupant restraint systems often include noticeable or visually perceptible tear seams or scores disposed on the exterior surface of the air bag cover. The tear seams or scores represent selected weakened surfaces where the inflating air bag initially separates or breaks through the air bag cover and moves away from the steering wheel to perform its safety feature.

U.S. Pat. No. 4,325,568 issued to Clark et al. discloses a modular occupant restraint system including an inflator, a cushion, a container for the cushion and an air bag cover for the container assembled as a module. Clark et al. further discloses the use of score lines that are visually perceptible from a front view of the air bag cover as it is operably mounted on the steering wheel of the automobile.

U.S. Pat. No. 5,085,462 issued to Gaultier discloses an air bag and vehicle horn switch assembly. The assembly of Gaultier also discloses use of an air bag cover including visually perceptible exterior break seams or score lines in the operable mounted position within the vehicle.

U.S. Pat. No. 5,186,490 issued to Adams et al. discloses a cover for an inflatable restraint system for a motor vehicle which contains a slot in the upper wall thereof into which a thin or membrane type switch assembly is inserted. Adams et al. further discloses an air bag cover having an injection molded thermoplastic upper wall and a soft outer cover exposed to the interior of the vehicle manufactured from urethane, vinyl or polyester. The outer cover completely encompasses and overlaps the upper wall structure and uninflated air bag forming two structures the air bag must exit to carry out its function.

It is also known that the provision of noticeable exterior break seams or score lines that are designed for aesthetic purposes is very difficult to achieve as the final design obtained must satisfy engineering requirements related to inflation and exit of the air bag. Thus, use of visually noticeable exterior outer score lines is limited to known score line designs such as the "H" shaped score lines disclosed in U.S. Pat. No. 5,085,462 to Gaultier.

There has been attempts to hide the break seam on the air bag cover, as illustrated in U.S. Pat. No. 5,498,026 and the above-noted application.

One problem with such a hidden break seam is that the occupant of the vehicle does not know whether an air bag device is in the vehicle and, consequently, such hidden break seams may cause some anxiety.

Typically, a tear seam is formed into an air bag cover by injecting plastic into an injection mold in which the mold cavity includes a projection defining the tear seam. An example is illustrated in U.S. Pat. No. 5,335,935 issued to Proos et al. However, with this method it is difficult to inject the plastic over the projection, resulting in swirl lines caused by turbulence. Also, it is very difficult to have molten plastic flow over the projection, therefore, the thickness of the tear seam is limited, typically 0.4 millimeters or more.

U.S. Pat. No. 5,320,380, issued to Hamada et al., discloses an air bag cover having a hidden tear seam of less than 0.4 millimeters. However, this air bag cover is manufactured utilizing RIM (Reaction Injection Molding) technology. With RIM, a mold cavity supporting a mesh screen is injected with two liquid materials that chemically react to form a thermoset product. However, a product manufactured utilizing RIM molding is relatively more expensive, less durable and heavier than a product manufactured utilizing thermoplastic injection molding.

U.S. Pat. Nos. 5,549,324; 5,536,037; and 5,312,130 disclose physical air bag doors on vehicle instrument panels.

U.S. Pat. Nos. 5,664,801; 5,662,350; and 5,588,669 disclose covers for air bag modules having visible seams.

U.S. Pat. No. 5,447,328 discloses an instrument panel having an integral door cover for concealing an air bag that is cast in a special mold with a raised apex rib that forms grooves outlining a flap.

U.S. Pat. No. 5,382,398 discloses a method for fabricating an interior furnishing part in which a material sheet is provided with a recess or rib in the exterior face during molding.

U.S. Pat. No. 5,571,597 discloses a molded trip panel that is circumscribed by a simulated seam.

U.S. Pat. No. 5,558,364 discloses a plastic air bag cover having an integrated light source for use in a passenger compartment which is transmitted through indicia stating "SRS Airbag".

U.S. Pat. No. 5,683,101 discloses an automotive seat plastic air bag cover having transparent indicia noting "SRS".

U.S. Pat. No. 5,639,116 discloses a physical opening allowing access to an air bag module for maintenance.

U.S. Pat. No. 5,650,115 discloses a method of making air bag covers by enclosing the cover material in a mold, and advancing a projection on a mold portion against a covering material to form a tear seam.

U.S. Pat. No. 5,567,375 discloses a method and apparatus for forming an air bag cover with a lesser strength tear strip insert.

DISCLOSURE OF THE INVENTION

It is thus a general object of the present invention to provide an inexpensive and relatively simple method and system for making a thermoplastic air bag cover having a visually perceptible tear seam formed by plastic sinkage.

It is yet another object of the present invention to provide a method and system for making the thermoplastic air bag cover having the visually perceptible tear seam formed by a controlled amount of plastic sinkage during an injection molding process.

In carrying out the above objects and other objects, features and advantages of the present invention, a method is provided for making an air bag cover for an inflatable air bag system in a plastic injection mold having first and second mold halves which provide a cover-defining cavity with a restricted-flow, tear seam-defining portion in a closed position of the mold. The air bag cover includes front and back surfaces having a tear seam visually perceptible from the front surface. The method includes the steps of injecting molten thermoplastic into the cover-defining cavity of the mold and through the restricted-flow, tear seam-defining portion in the closed position of the mold. The method further includes allowing the tear seam of the air bag cover to sink before the molten thermoplastic completely solidifies to form the visually perceptible tear seam. The method also includes permitting the resulting air bag cover to cool to a temperature beneath the softening point of the plastic, and removing the completed air bag cover from the mold.

In further carrying out the above objects and other objects, features and advantages of the present invention, a thermoplastic injection mold is provided for making an air bag cover for an inflatable air bag system. The air bag cover includes front and back surfaces having a tear seam visually perceptible from the front surface. The mold includes a first mold half and a second mold half. The first and second mold halves have first and second surfaces, respectively, which provide a cover-defining cavity. The first surface has an outwardly extending projection and the second surface is relatively smooth to provide a restricted-flow, tear seam-defining portion of the cover-defining cavity in the closed position of the mold. The projection is sized and shaped and spaced away from the second surface sufficiently in the closed position of the mold to cause the plastic to shrink during cooling to thereby form the visually perceptible tear seam.

Still further, in carrying out the above objects and other objects, features and advantages, of the present invention, an air bag cover having a visually perceptible tear seam is provided. The air bag cover includes a thermoplastic elastomeric body molded in an injection mold wherein the resulting thickness of the tear seam is within 0.2–0.4 millimeters.

The above objects and other objects, features and advantages of the present invention are readily apparent from the following detailed description of the best mode for carrying out the invention when taken in connection with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is an environmental view showing a driver's side air bag cover and a passenger's side air bag cover both of which are constructed in accordance with the method of the present invention;

FIG. 2 is a front elevational view of the driver's side air bag cover adapted to be mounted at an end of a steering wheel post;

FIG. 3 is a sectional view of the air bag cover of FIG. 2 taken along lines 3—3 in FIG. 2;

FIG. 4 is an enlarged view of a tear seam constructed in accordance with the present invention;

FIG. 5 is a schematic view, partially broken away and in cross-section, of a mold in its closed position and which may be utilized to make the air bag cover of the present invention; and

FIG. 6 is a block diagram flow chart illustrating the various method steps taken to practice the method of the

present invention in order to make the air bag cover having the visually perceptible tear seam.

BEST MODE FOR CARRYING OUT THE INVENTION

Referring now to FIG. 1, there is illustrated an environmental view showing a pair of air bag covers, generally indicated at **10** and **10'**, both of which are constructed in accordance with the present invention. The air bag cover **10** preferably is installed over an inflatable air bag system mounted at the end of a steering wheel post (not shown) having a steering wheel **11**. The occupant restraint air bag system is typically mounted at the interior end of the steering wheel post within the steering wheel **11** so that the air bag may deploy between the vehicle driver and the steering wheel post to prevent injury during an accident or other period of sudden deceleration.

The air bag cover or door **10'** is preferably hingedly mounted as part of an instrument panel section, generally indicated at **13**. Since visually perceptible tear seams, generally indicated at **15** and **15'**, are formed substantially identically for the air bag covers **10** and **10'**, respectively, only the air bag cover **10** will be hereinafter described.

Referring now to FIGS. 2–3, there is illustrated in detail the air bag cover **10** constructed in accordance with the present invention. The air bag cover **10** may or may not include a horn switch therein but is shown without a horn switch for the sake of simplicity.

A front panel, generally indicated at **12** of the air bag cover **10**, is integrally formed with side panels **14**, **16** and **18**. The front cover **12** includes an inner surface **21** and an outer surface **23**. The outer surface **23** is disposed to face the vehicle operator (not shown).

The front panel **12** includes upper and lower portions **20** and **22**, respectively. The upper and lower portions **20** and **22** are interconnected to each other at the visually perceptible tear seam **15**. The tear seam **15** is of reduced thickness to permit an air bag, as it is inflating, to exert a force at the lower portion **22** of the front panel **12** to cause the upper and lower portions **20** and **22** of the front panel **12** to separate from each other along the tear seam **15**.

The upper portion **20** of the front panel **12** is hingedly connected to the side panel **18** at a hinge **28** and the lower portion **22** of the front panel **12** is hingedly connected to the bottom side panel **14** at a hinge **30**, as best shown in FIG. 3. After separation from the side panels **16** (i.e. FIG. 2), the upper and lower portions **20** and **22** of the front panel **12** can swing upwardly and downwardly, respectively, and out of the way of the inflating air bag.

The tear seam **15** is, as discussed above, necessarily designed to allow inflation and exit of an air bag (not shown) from the air bag cover **10** to permit its safety function between the steering column and operator (not shown). The tear seam **15** is therefore designed to be the primary or sole, break area of the air bag cover **10** during inflation and exit of the air bag.

Referring to FIG. 4, the tear seam **15** includes, in the preferred embodiment, a concave exterior surface **60**, a substantially flat interior surface **64** and substantially flat side interior surfaces or walls **66** and **68** immediately adjacent the interior surface **64**. The side interior surfaces **66,68** are disposed in a symmetrical, facing relationship with respect to the interior surface **64**. The angle between each side surface **66** or **68** and the flat surface **64** is in the range of 90° to 95° and, preferably, in the range of 91° to 94°. The thickness of the seam **15** between the concave exterior

surface **60** and the inner surface **64** is in the range of 0.2 to 0.4 millimeters for proper air bag deployment after plastic shrinkage as described hereinbelow. As shown in FIG. 4, the width of the concave exterior surface **60** is greater than the substantially uniform distance between the side interior surfaces **66** and **68**.

The tear seams **15** and **15'** are visually perceptible from the exposed outer surfaces of the cover **10** and the cover **10'**. As shown in FIG. 4, the tear seam **15** constructed in accordance with the present invention provides an outer surface **23** of the front cover **12** which is disturbed by the inclusion of the concave surface **60**. From the exterior, exposed side of the air bag cover **10**, i.e., the outer surface **23**, the tear seam **15** is visually perceptible to assure the occupants of a vehicle that an air bag is disposed therewithin.

The air bag cover **10** of the present invention therefore provides a cover which does not require any additional parts or cover-up decorating pieces to afford a clean, aesthetically pleasing outer surface. Visually noticeable "U" or "H" shaped designs are provided with the present invention. However, it is to be understood that aesthetic front cover designs can be provided on air bag covers which are unrelated and unaffected by the presence of the visually perceptible tear seam **15**.

It is preferred that the air bag cover **10** of the present invention be manufactured from a flexible thermoplastic material such as TPO provided by D and S, DYM provided by Dupont, "Santoprene" 201-87 provided by Advance Elastomers Systems of Auburn Hills, Mich., and other similar thermoplastic materials.

Referring now to FIG. 5, there is schematically illustrated an injection mold, generally indicated at **80**, for making the air bag cover **10** of the present invention in its closed position. In particular, those parts of the mold **80** which form the tear seam **15** are shown.

Briefly, the mold **80** forms part of an injection molding system including an injection molding machine (not shown). Such a machine typically includes a nozzle for injecting predetermined amounts or shots of molten resin. The injection molding machine also typically includes a hydraulic screw ram which is disposed in a bore formed in a barrel of the injection molding machine. The ram plasticizes and advances resin towards the nozzle. Upon complete plasticization of the resin, the screw ram is hydraulically advanced towards threaded portions of the barrel to inject molten plastic through the nozzle, as is well known in the art.

The mold **80** includes a first mold half, generally indicated at **82**, and a second mold half, generally indicated at **84**. Opposing surfaces **86** and **88** of the first and second mold halves **82** and **84**, respectively, define a cover-defining mold cavity **90**. The surface **88** of the second mold half **84** is generally smooth.

The first mold half **82** includes an integrally formed projection, generally indicated at **92**, having a flat top surface **94**, and flat side surfaces **96** which extend downwardly from the flat top surface **94** at an angle in the range of 90° to 95° and, preferably, in the range of 91° to 94°. The smooth surface **88** of the second mold half **84** and the surfaces **86**, **96** and **94** are spaced apart from each other (in the closed position of the mold) and are sized and dimensioned to form a restricted-flow, tear seam-defining portion of the cavity **90**. This portion of the cavity **90** restricts but does not prevent plastic flow therethrough so that during cooling the plastic therein contracts to form the tear seam **15**. In other words, the concave surface **60** of the visually

perceptible tear seam **15** is formed by sinkage or sink marks on the exterior surface **23** of the cover **10**. Plastic flow is restricted through the restricted-flow, tear seam-defining portion of the cavity **90** to ensure that sink marks are formed.

In other words, during the typical injection molding process of an air bag cover **10**, the first and second mold halves **82** and **84** are brought together to form the desired shape of the air bag cover **10**. After the plastic has been injected but before it solidifies completely, the plastic shrinks or contracts at a location (i.e., the concave surface **60**) defining the tear seam **15**.

Referring now to FIG. 6, there is illustrated the various process steps of the method of the present invention. At block **100**, molten thermoplastic resin is first inserted into the mold cavity **90** of the plastic mold **80** through its injection aperture (not shown) and through the restricted-flow, tear seam-defining portion of the cover-defining cavity **90**.

The projection **92** has a shape defining the tear seam **15** and is positioned adjacent the smooth inner surface **88** of the second mold half **84** so that the part of cover **10** which defines the seam **15** sinks or contracts before the resin completely solidifies, as shown at block **110**.

As shown at block **112**, the resulting air bag cover is cooled to a temperature beneath the softening point of the molten resin.

Finally, at block **114**, the mold **80** is open and the completed air bag cover **10** is removed.

In this way, the thermoplastic air bag cover **10** is formed with a visually perceptible tear seam **15** at which the thickness of the air bag cover **10** at the tear seam **15** is minimized. A reduced thickness in the tear seam **15** allows the use of less pressure to inflate the air bag. Restricted plastic material flowing over the projection **92** causes sink marks which define the seam **15**. Furthermore, the thermoplastic air bag cover **10** is less expensive, lighter in weight and more durable than an equivalent air bag cover manufactured utilizing RIM molding.

While the best modes for carrying out the invention have been described in detail, those familiar with the art to which this invention relates will recognize various alternative designs and embodiments for practicing the invention as defined by the following claims.

What is claimed is:

1. An air bag cover for an inflatable air bag system having front and back surfaces and having a tear seam visually perceptible from the front surface to allow an air bag to exit the air bag cover during deployment, the air bag cover comprising:

a thermoplastic elastomeric body molded in an injection mold; and

wherein a thickness of the tear seam is within 0.2 to 0.4 millimeters wherein the tear seam has a visually perceptible concave exterior surface having a width substantially perpendicular to the thickness of the tear seam and a flat inner surface defining a break portion of the tear seam and a pair of walls extending at an angle of 90° to 95° from the flat inner surface and spaced a substantially uniform distance apart and wherein the width of the concave exterior surface is greater than the substantially uniform distance between the pair of walls.

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