

Astrid Linder

List of Publications by Year in descending order

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Version: 2024-02-01

16
papers

331
citations

933447

10
h-index

996975

15
g-index

17
all docs

17
docs citations

17
times ranked

223
citing authors

#	ARTICLE	IF	CITATIONS
1	A female head-neck model for rear impact simulations. Journal of Biomechanics, 2017, 51, 49-56.	2.1	53
2	A Female Ligamentous Cervical Spine Finite Element Model Validated for Physiological Loads. Journal of Biomechanical Engineering, 2016, 138, 061005.	1.3	39
3	Dynamic Kinematic Responses of Female Volunteers in Rear Impacts and Comparison to Previous Male Volunteer Tests. Traffic Injury Prevention, 2011, 12, 347-357.	1.4	35
4	Dynamic Responses of Female and Male Volunteers in Rear Impacts. Traffic Injury Prevention, 2008, 9, 592-599.	1.4	31
5	ADSEAT - Adaptive seat to reduce neck injuries for female and male occupants. Accident Analysis and Prevention, 2013, 60, 334-343.	5.7	27
6	Road safety: the average male as a norm in vehicle occupant crash safety assessment. Interdisciplinary Science Reviews, 2019, 44, 140-153.	1.4	26
7	Review of average sized male and female occupant models in European regulatory safety assessment tests and European laws: Gaps and bridging suggestions. Accident Analysis and Prevention, 2019, 127, 156-162.	5.7	26
8	Motion of the Head and Neck of Female and Male Volunteers in Rear Impact Car-to-Car Impacts. Traffic Injury Prevention, 2012, 13, 378-387.	1.4	24
9	Anthropometric Specifications, Development, and Evaluation of EvaRID - A 50th Percentile Female Rear Impact Finite Element Dummy Model. Traffic Injury Prevention, 2014, 15, 855-865.	1.4	17
10	Optimization of Female Head-Neck Model with Active Reflexive Cervical Muscles in Low Severity Rear Impact Collisions. Annals of Biomedical Engineering, 2021, 49, 115-128.	2.5	13
11	Comparison of control strategies for the cervical muscles of an average female head-neck finite element model. Traffic Injury Prevention, 2019, 20, S116-S122.	1.4	12
12	Average male and female virtual dummy model (BioRID and EvaRID) simulations with two seat concepts in the Euro NCAP low severity rear impact test configuration. Accident Analysis and Prevention, 2018, 114, 62-70.	5.7	10
13	Are There Any Significant Differences in Terms of Age and Sex in Pedestrian and Cyclist Accidents?. Frontiers in Bioengineering and Biotechnology, 2021, 9, 677952.	4.1	9
14	Design and Evaluation of the Initial 50th Percentile Female Prototype Rear Impact Dummy, BioRID P50F - Indications for the Need of an Additional Dummy Size. Frontiers in Bioengineering and Biotechnology, 2021, 9, 687058.	4.1	5
15	Dynamic Responses of Female Volunteers in Rear Impact Sled Tests at Two Head Restraint Distances. Frontiers in Bioengineering and Biotechnology, 2021, 9, 684003.	4.1	4
16	Towards Occupant Protections for Both Men and Women. Advances in Intelligent Systems and Computing, 2020, , 603-615.	0.6	0