

Sled Impact Test

PR 1904

Product Design Group

**Frontal Impact of an Bentley Wheelchair
Secured by a Surrogate Four-Point, Strap-Type Tiedown
and Loaded with a Hybrid III Midsize Male ATD
Restrained by a Three-Point Belt with a
Commercial Wheelchair-Anchored Lap Belt**

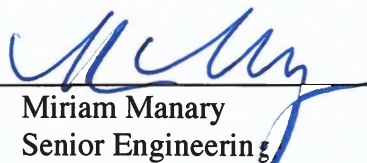
Tested in accordance with Annex A of
ANSI/RESNA WC-4:2017: Section 19, *Wheelchairs Used as Seats in Motor Vehicles*
and ISO 7176-19 (2008): *Wheeled Mobility Devices for Use in Motor Vehicles*

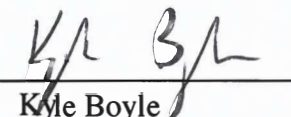
Test Date: April 29, 2019

Submitted to:
Product Design Group
Unit 103-318 East Kent Avenue South
Vancouver, British Columbia
Canada V5X 4N6

The University of Michigan
Transportation Research Institute
2901 Baxter Road
Ann Arbor, Michigan 48109

Authorized Signatures


Miriam Manary
Senior Engineering
Research Associate


Kyle Boyle
Engineer in Research
Intermediate

ACKNOWLEDGMENT AND DATA USE RESTRICTION

This test was sponsored by Product Design Group of Vancouver, Canada and was conducted in accordance with procedures set forth in Annex A of ANSI/RESNA WC-4:2017, Section 19: *Wheelchairs Used as Seats in Motor Vehicles*, hereafter referred to as WC19, and ISO 7176-19 (2008): *Wheeled Mobility Devices for Use in Motor Vehicles*. The wheelchair's performance has been measured and evaluated according to the performance criteria of 5.3.2 of WC19 and 5.2 of ISO 7176-19. Advertisements and marketing literature should refer to the requirements and provisions of WC19 and ISO 7176-19, but should not refer to the University of Michigan or the University of Michigan Transportation Research Institute (UMTRI). Requests for copies of this report, test film, and video should be directed to the test sponsor.

TEST METHODS

This frontal-impact test was conducted on the UMTRI impact sled in accordance with Annex A of WC19 and ISO 7176-19. The sled operates on the rebound principle, achieving the desired change in velocity by reversing direction during the impact event. The sled crash pulse is trapezoidal in shape and is reported as an average deceleration level in *g*. The sled velocity is monitored immediately before and after impact.

Data generated during the test were digitized live using a TDAS onboard data acquisition system. All signals were filtered to the requirements of SAE J-211. The photo documentation consisted of high-speed (1000-frames/sec) digital video from right and right-rear side views of the impact event. A strobe flash and simultaneous voltage pulse record and synchronize the onset of impact deceleration on video and transducer signals.

TEST SETUP

The Bentley Wheelchair was placed on the sled platform facing forward and secured using the surrogate four-point, strap-type tiedown specified in Annex D of WC19. The front and rear tiedown straps were hooked to the securement points provided on the wheelchair frame.

The wheelchair was loaded with a Hybrid III midsize-male anthropomorphic test device (ATD) that was restrained by a three-point belt comprised of a commercial, wheelchair-anchored lap belt and surrogate shoulder belt. The ends of the lap belt anchored to bolts on the rear securement brackets. The shoulder-belt upper anchorage was attached to a rigid structure on the sled platform at a position above and behind the ATD's shoulder that simulated a typical vehicle sidewall anchor point. The lower end of the shoulder belt was attached to the pin-bushing anchorage on a metal bracket sewn onto a length of webbing on the right half of the lap belt positioned near the right hip of the ATD. The pelvic belt was tightened to fit snugly over the ATD pelvic region. The shoulder belt was tightened snugly across the ATD chest with a 75-mm block between the belt and ATD, and the block was removed prior to the test.

The test was conducted using 48-kph (30-mph) and 20-g average impact conditions to determine the frontal-impact response of the wheelchair and compliance with performance criteria in sections 5.3.2 of WC19 and 5.2 of ISO 7176-19. The following table provides further details about the test equipment and setup.

SUMMARY OF TEST SETUP AND PRE-TEST MEASUREMENTS

GENERAL TEST INFORMATION Test number Test date Wheelchair type Wheelchair tiedown Occupant restraint Anthropomorphic Test Dummy (ATD) Wheelchair orientation Sled platform Desired impact velocity (delta V) Desired average sled deceleration	PR 1904 April 29, 2019 Bentley Wheelchair Surrogate four-point, strap-type tiedown Three-point belt with WC-anchored lap belt Hybrid III midsize-male @ 77 kg (170 lb) Forward facing Rigid steel plate 48 kph (30 mph) 20 g
WHEELCHAIR TIEDOWN Front-to-rear anchor-point distance Rear tiedowns Lateral distance between anchor points Angle wrt horizontal Angle wrt to wheelchair center plane Anchor point to rear-wheel hub Length (anchor point to securement point) Front tiedowns Lateral distance between anchor points Angle wrt horizontal Angle wrt to wheelchair center plane Length (anchor point to securement point)	1295 mm (51.0 in) 356 mm (14.0 in) 34 degrees 0 degrees 406 mm (16.0 in) 521 mm (20.5 in) 737 mm (29.0 in) 30 degrees 10 degrees 533 mm (21.0 in)
OCCUPANT RESTRAINT Shoulder belt upper anchor point location Behind ATD shoulder Above ATD shoulder Above sled platform Left of wheelchair centerline Angle of pelvic belt wrt to horizontal Angle of shoulder-belt Projected frontal view wrt horizontal Projected lateral view wrt horizontal	305 mm (12.0 in) 178 mm (7.0 in) 1219 mm (48.0 in) 305 mm (12.0 in) 70 degrees 56 degrees, measured on ATD torso 30 degrees, measured above ATD shoulder
FOOTSTRAP POSITIONING Below ATD knee center In front of ATD knee center	127 mm (5.0 in) 368 mm (14.5 in)
ATD POSITIONING Shoulder height above sled platform H-point height above sled platform	1041 mm (41.0 in) 572 mm (22.5 in)
WHEELCHAIR Weight Wheelbase Seatback angle wrt vertical Seatback height (with headrest) Seatpan angle wrt horizontal Seat surface height from floor @ SB junction Seatpan length	28.2 kg (62 lb) 406 mm (16.0 in) 22 degrees 864 mm (34.0 in) 12 degrees 483 mm (19.0 in) 457 mm (18.0 in)
POSTURAL SUPPORT DEVICES USED	Head, foot and arm supports

TEST RESULTS

During the test, the wheelchair was well secured by the four-point tiedown and the ATD was restrained from excessive forward and rearward excursion by the three-point belt and the wheelchair head and back support, respectively. The wheelchair securement brackets did not show visible signs of failure. No rigid hardware over 100 g detached from the wheelchair during impact. There were no sharp edges with potential for occupant contact. The maximum forward excursion of point P on the wheelchair seating system was 87 mm, which is below the WC19 and ISO 7176-19 excursion limit of 200 mm.

The wheelchair was upright on the sled platform at the completion of the test and the ATD was seated with the torso leaning left 10 degrees. All four tiedown hooks remained engaged with the wheelchair securement points. The wheelchair and ATD could be released from the four-point tiedown without the use of tools.

Peak forward excursion of the ATD's head was approximately 489 mm, which is below the WC19 and ISO excursion limit of 650 mm. The peak forward knee excursion was limited to about 310 mm, which meets the WC19 and ISO excursion limit of 375 mm. The post-test height of the ATD's H-point decreased 7% from the pre-test height, which is within the allowed 20% limit. The ATD's head traveled 337 mm rearward from its initial position, which is below the limit of 450 mm.

The results of this test show that the Bentley Wheelchair with a wheelchair-anchored lap belt *meets* all of the performance criteria for wheelchair dynamic strength specified in 5.3.2 of ANSI/RESNA WC-4:2017 and of 5.2 of ISO 7176-19. The following tables summarize the test results and compliance with WC19 and ISO 7176-19.

SUMMARY OF TEST RESULTS

GENERAL TEST INFORMATION Test number Actual impact velocity (delta V) Actual average sled deceleration level Actual peak sled deceleration level Total time of deceleration over 20 g Total time of deceleration over 15 g Deceleration pulse duration	PR 1904 48 kph (30.1 mph) 21.1 g 23.0 g 43.5 ms 65.0 ms 76.6 ms
ATD MEASUREMENTS Peak resultant head acceleration Peak resultant chest acceleration Head Injury Criterion (15 ms) Maximum forward head excursion [†] Maximum forward knee excursion ^{††} Maximum rearward head excursion ^{††} Average post-test H-pt ht above sled platform	57 g 38 g 301 489 mm (19.3 in) 310 mm (12.2 in) 337 mm (13.3 in) 533 mm (21.0 in) 7% change
TIEDOWN LOADS Peak left-rear lower tiedown strap force Peak right-rear lower tiedown strap force	16223 N (3647 lb) 18144 N (4079 lb)
BELT LOADS AND PELVIC BELT ANGLE Peak left pelvic-belt load Peak shoulder-belt load	9911 N (2228 lb) 12882 N (2896 lb)
WHEELCHAIR MEASUREMENTS^{††} Maximum forward wheelchair excursion at Point P* Maximum forward excursion of front-wheel hub Maximum forward excursion of rear-wheel hub	87 mm (3.4 in) 23 mm (0.9 in) 22 mm (0.9 in)

[†]The forward head excursion is the total forward change in position of the leading edge of the head, measured at the initial position prior to impact and at the time of maximum forward head travel.

^{††}Excursions reported are the total horizontal change in the position of the affixed targets relative to the sled platform from just prior to impact to the time of maximum forward or rearward excursion.

*Point P is a seating reference point located 50 mm above and 50 mm in front of the junction of the seatback and seat cushion planes.

**SUMMARY OF PERFORMANCE TO ANSI/RESNA WC-4:2017, SECTION 19
SLED TEST PR 1904**

Requirement		Observed Performance	
WC19 Clause	Description	Description	Pass/Fail
5.3.2a	Structural components of the WC securement points shall not completely fail	There were no securement-point failures.	Pass
5.3.2b	Deformation of WC securement points must not prevent disengagement of hook	Hooks could be easily removed from securement points.	Pass
5.3.2c	WC upright and on test platform	The WC was upright on the test platform.	Pass
5.3.2d	ATD must be in WC seat with torso leaning not more than 45°	The ATD was seated in the WC with torso leaning left 10 degrees.	Pass
5.3.2e	Detached hardware cannot exceed 150 g	No hardware > 150 g detached from the WC.	Pass
5.3.2f	WC must not have sharp edges with potential for occupant contact	There were no sharp edges with potential for occupant contact.	Pass
5.3.2g	Primary load-carrying components cannot completely fail, unless there is a backup mechanism that does not fail	No primary load carrying parts completely failed.	Pass
5.3.2h	Forward excursion of Point P < 200 mm	87 mm	Pass
	Forward knee excursion < 375 mm	310 mm	Pass
	Forward head excursion < 650 mm	489 mm	Pass
	Rearward head excursion < 450 mm	337 mm	Pass
5.3.2i	Ratio of ATD knee excursion to Point P excursion must exceed 1.1.	N/A – a WC-anchored lap-belt restraint was used.	Pass
5.3.2j	Locking mechanisms of tilt seating cannot release or completely fail.	No locking mechanisms released or failed.	Pass
5.3.2k	Post-test height of ATD H-point shall be >= 20% of pretest height	Average H-point height decreased 7%.	Pass
5.3.2l	Seating system cannot break free from WC at any attachment point.	The seating system remained attached at all attachment points.	Pass
5.3.2mi	Batteries must be within WC footprint	Batteries remained within the WC footprint.	na
5.3.2mii	Batteries must remain attached to battery compartment	Batteries remained attached to compartment.	na
5.3.2miii	Batteries cannot move into the WC user's space.	Batteries did not move into user's space.	na
5.3.2n	WC cannot cause complete failure of the surrogate WTORS.	WC did not cause WTORS failure.	Pass
5.3.2o	Tiedown hooks of WTORS shall remain engaged with WC securement points.	All tiedown hooks were engaged with the WC securement points at the end of the test.	Pass
5.3.2p	WC-anchored belt restraints shall not detach or completely fail.	The WC-anchored pelvic belt did not completely fail.	Pass

**SUMMARY OF WHEELCHAIR PERFORMANCE TO ISO 7176-19 (2008)
SLED TEST PR 1904**

Requirement		Observed Performance	
ISO 7176-19 Clause	Description	Description	Pass/Fail
5.2.1a	Forward excursion of Point P < 200 mm	87 mm	Pass
	Forward knee excursion < 375 mm	310 mm	Pass
	Forward head excursion < 650 mm	489 mm	Pass
	Rearward head excursion < 450 mm	337 mm	Pass
5.2.1b	Ratio of ATD knee excursion to Point P excursion must exceed 1.1.	N/A – a WC-anchored lap-belt restraint was used.	na
5.2.1c	Batteries must be within WC footprint	Batteries remained within the WC footprint.	na
	Batteries cannot move into the WC user's space.	Batteries did not move into the WC user's space.	na
5.2.2a	WC must be upright and on test platform and the ATD must be in WC seat with torso leaning not more than 45° in any direction	The WC was upright on test platform and ATD was seated with torso leaning left 10 degrees.	Pass
5.2.2b	WC securement points cannot show signs of material failure	There were no securement-point failures.	Pass
5.2.2c	Rigid components with a mass of >100 g cannot detach from the WC.	No hardware > 100 g detached from the WC.	Pass
5.2.2d	WC must not have sharp edges with potential for occupant contact	There were no sharp edges with potential for occupant contact.	Pass
5.2.2e	Primary load-carrying components shall not show visible signs of structural failure unless there is a backup system to provide support	No primary load-carrying components showed signs of failure.	Pass
5.2.2f	Locking mechanisms of tilt-in-space seat adjusters shall not show signs of failure	Locking mechanisms of the seating system did not show signs of failure.	Pass
5.2.2g	Removal of ATD from WC shall not require use of tools	No tools were required.	Pass
5.2.2h	Release of WC from tiedown system shall not require use of tools	No tools were required.	Pass
5.2.2i	Post-test height of ATD H-point shall not be more than 20% lower than pretest height	The average post-test H-point height decreased 7%.	Pass
5.2.2j	WC cannot cause partial or complete failure of the webbing of the surrogate WTORS	The WC did not cause failure of webbing.	Pass

Note: WC = wheelchair , N/A = not applicable

PRE-TEST PHOTOS



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pr190402.JPG



pr190403.JPG



pr190404.JPG



pr190405.JPG



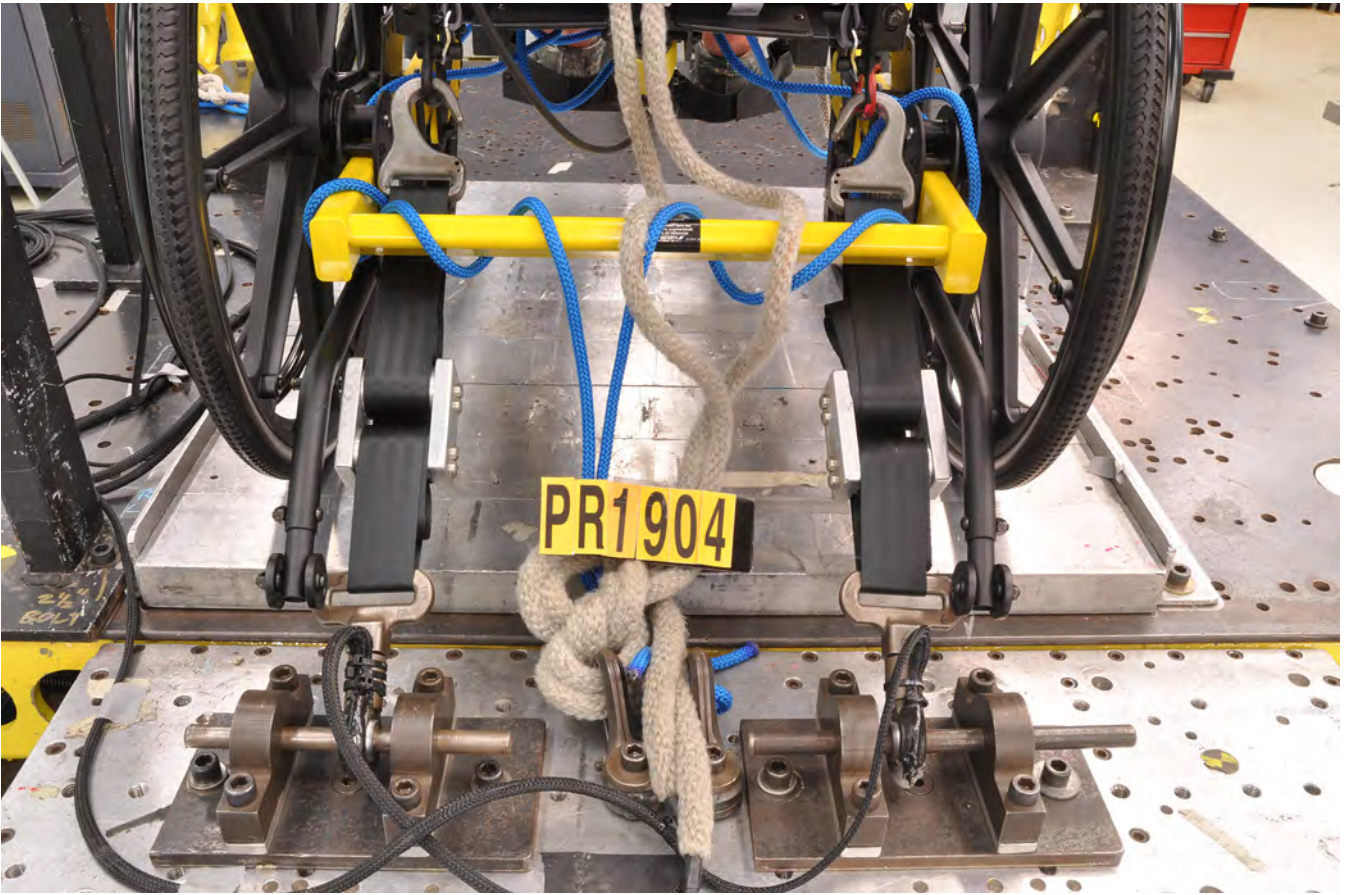
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TEST AND POST-TEST PHOTOS

PR1904

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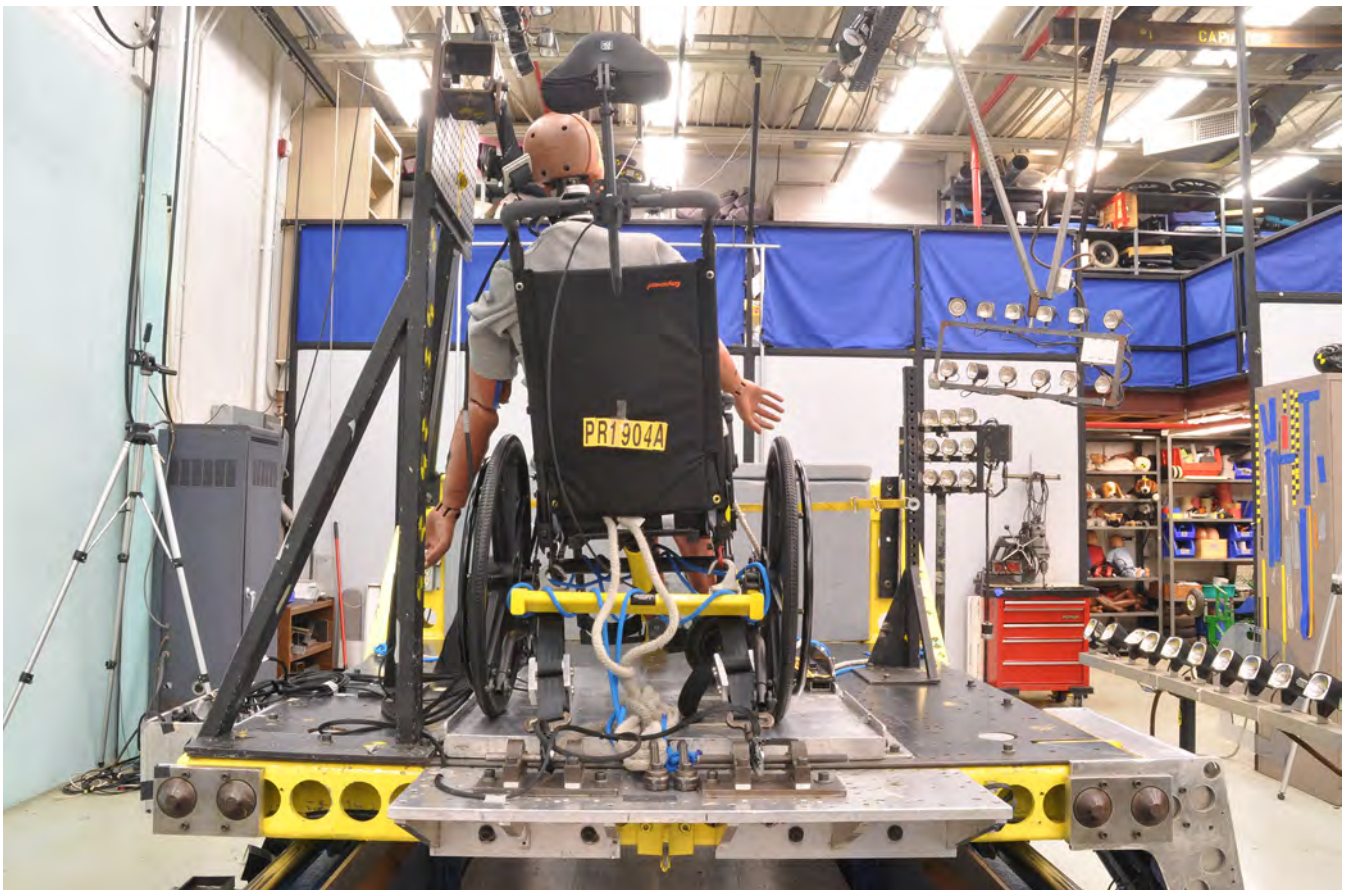
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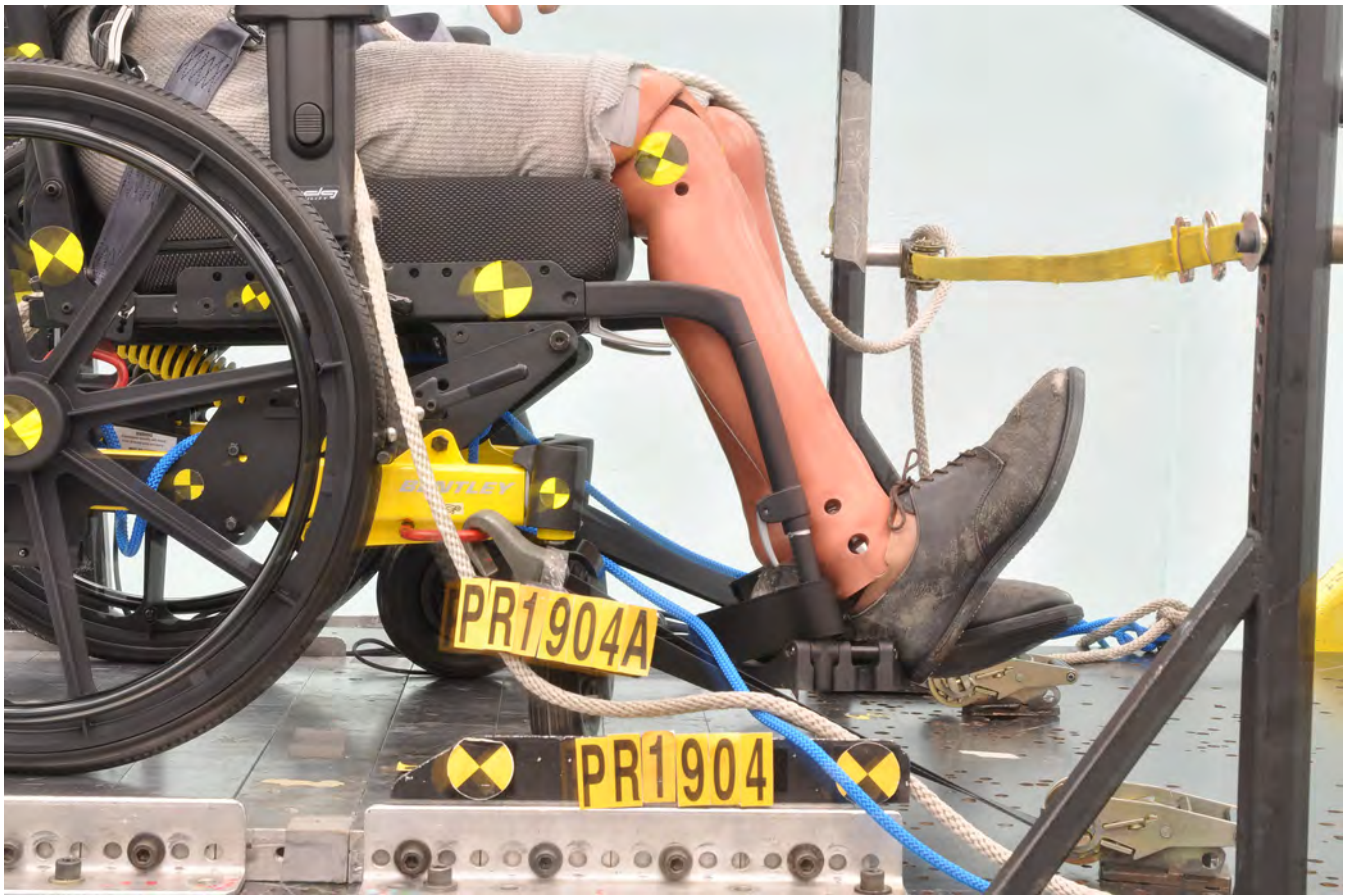
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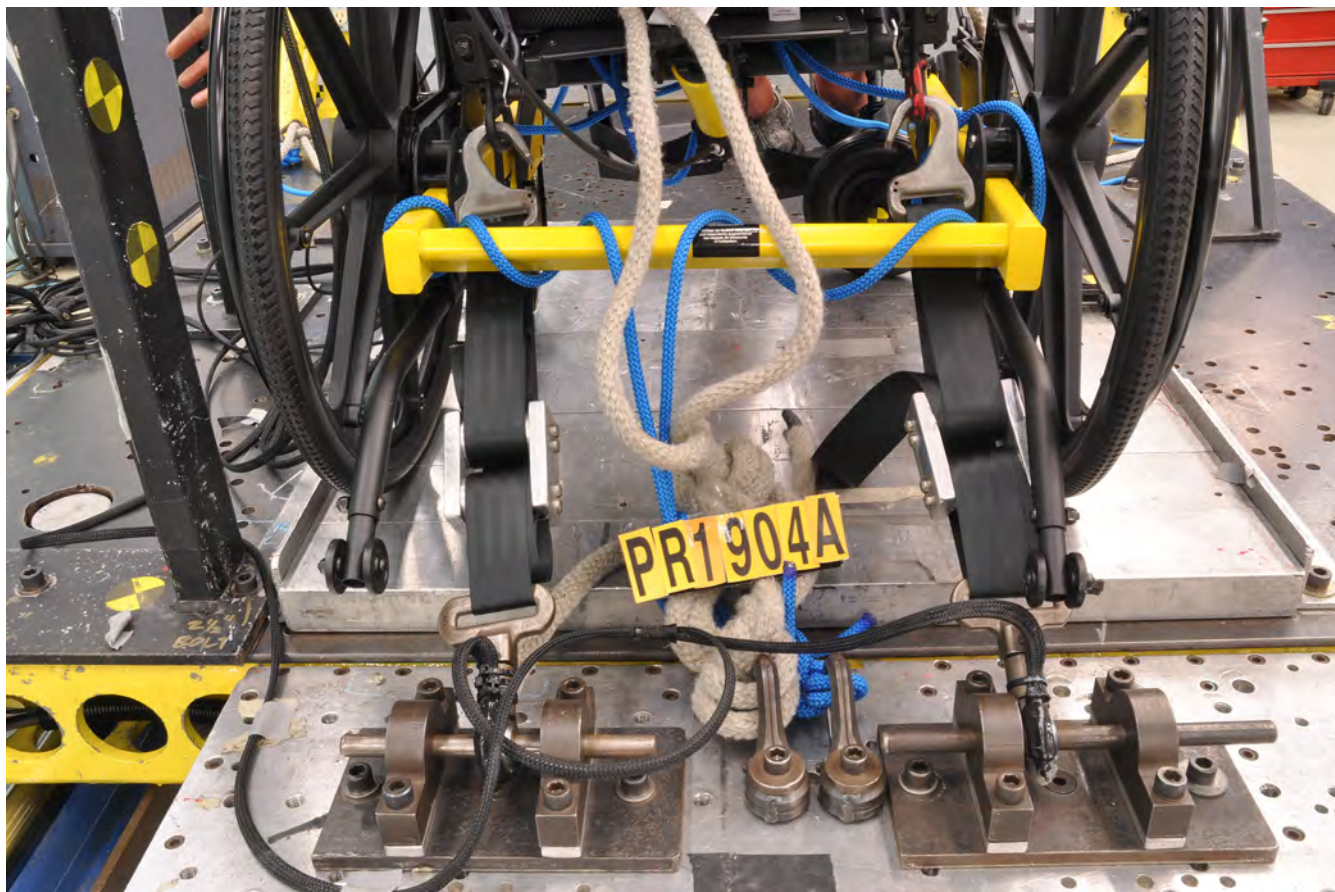
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TEST SIGNALS

Nominal = 30 mph / 20 g Pressures: 136/1175 new
 Actual[P] = 48.5 km/h (30.1 mph) (74.5%) Plateau Avg.= -21.1 G; Peak = -23.0 G

Dummy: Hybrid III 50th Male (77.7 kg) Buck Weight: 2199
 Buck: steel plate, extensions, shoulder brace, bolster

PDG Bentley
 with WC-A lap and surrogate shoulder

Sled Summary

Sled Pulse Duration = 76.6 ms	Efficiency = $V_{out} / V_{in} = 20.7 / 27.8 = 74.5\%$
Sled Plateau Average Level = -21.1 G	Sled Delta V = 48.5 kph (30.1 mph)
Sled Decel Peak = -23.0 G	Stopping Dist. (est) = .542 m
Total time under -20.0 G was 43.5 ms	
Continuous time under -15.0 G was 65.0 ms	

Head Acceleration

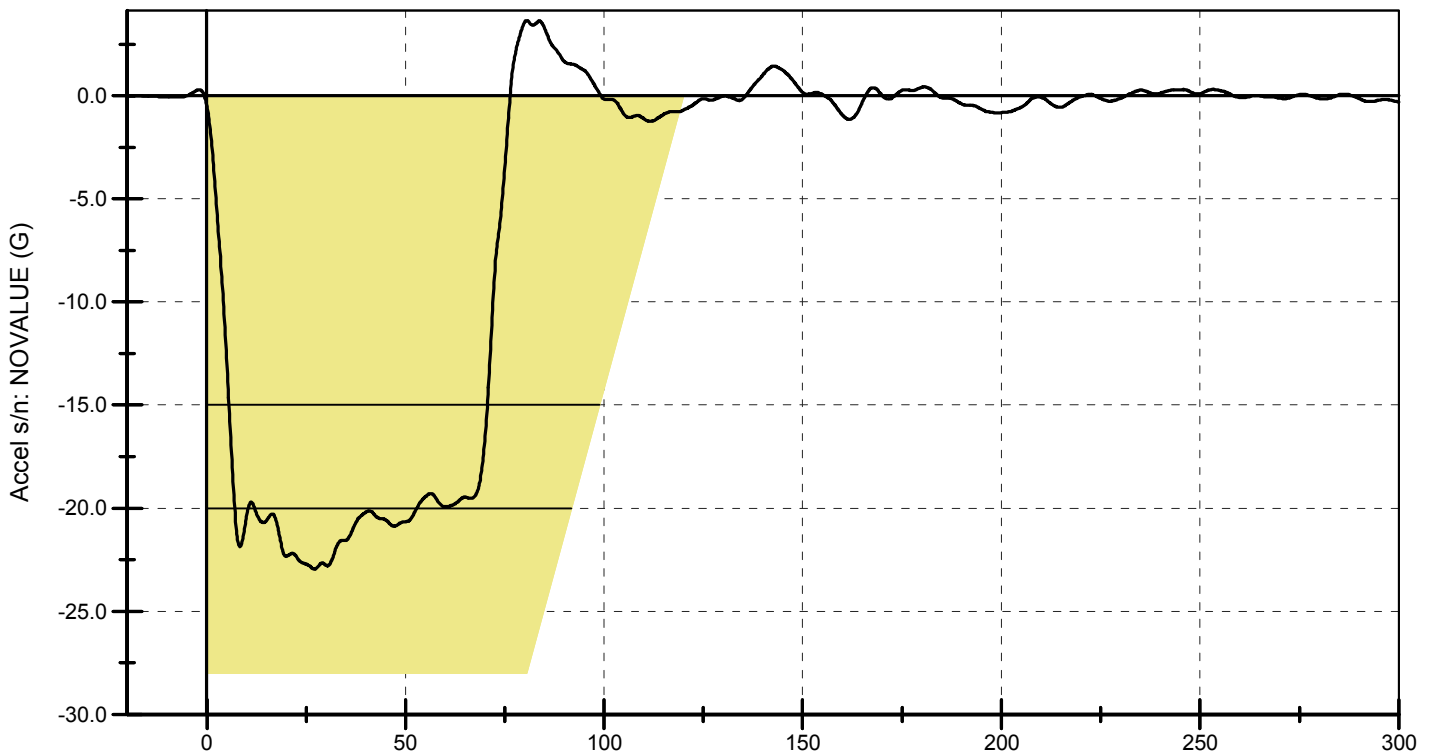
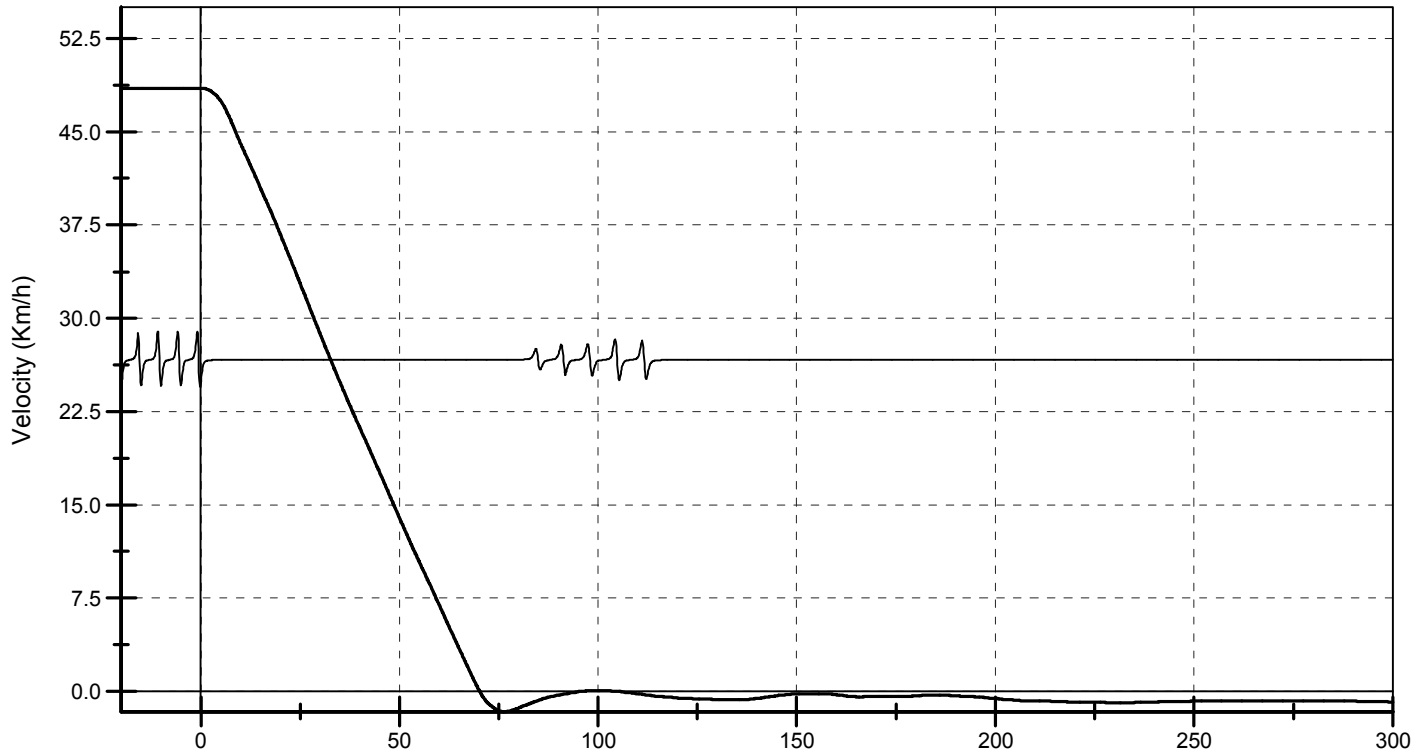
X	-36.1 g @ 175 ms	45.0 g @ 103 ms
Y	-17.0 g @ 111 ms	12.1 g @ 170 ms
Z	-2.5 g @ 298 ms	49.3 g @ 83 ms
Resultant	Peak: 57.2 g @ 83 ms	
H.I.C. (UN) = 723.9	From 59.0 to 116.7 ms	
H.I.C. (36) = 592.0	From 71.9 to 107.9 ms	
H.I.C. (15) = 301.3	From 74.5 to 89.5 ms	

Chest Acceleration

X	-4.5 g @ 139 ms	36.9 g @ 71 ms
Y	-5.6 g @ 59 ms	3.5 g @ 161 ms
Z	-8.2 g @ 199 ms	10.8 g @ 107 ms
Resultant	Peak: 38.1 g @ 71 ms	
3.0 ms Clipped Peak = 37.7G	From: 69.4 to 72.4 ms	
Total time over 60 G was 0.0 ms		

Belt Loads

Lap Belt Load	-1.7 N (-.4 lb) @ 5 ms	9910.9 N (2228.1 lb) @ 70 ms
Shoulder Belt Load	-54.0 N (-12.1 lb) @ 174 ms	12881.4 N (2895.9 lb) @ 81 ms
Left Rear Tiedown Load	-85.1 N (-19.1 lb) @ 254 ms	16221.6 N (3646.8 lb) @ 72 ms
Right Rear Tiedown ...	-61.1 N (-13.7 lb) @ 298 ms	18142.1 N (4078.5 lb) @ 74 ms



Continuous time under -15.0 G was 65.0 ms

Total time under -20.0 G was 43.5 ms

Sled Decel Peak = -23.0 G

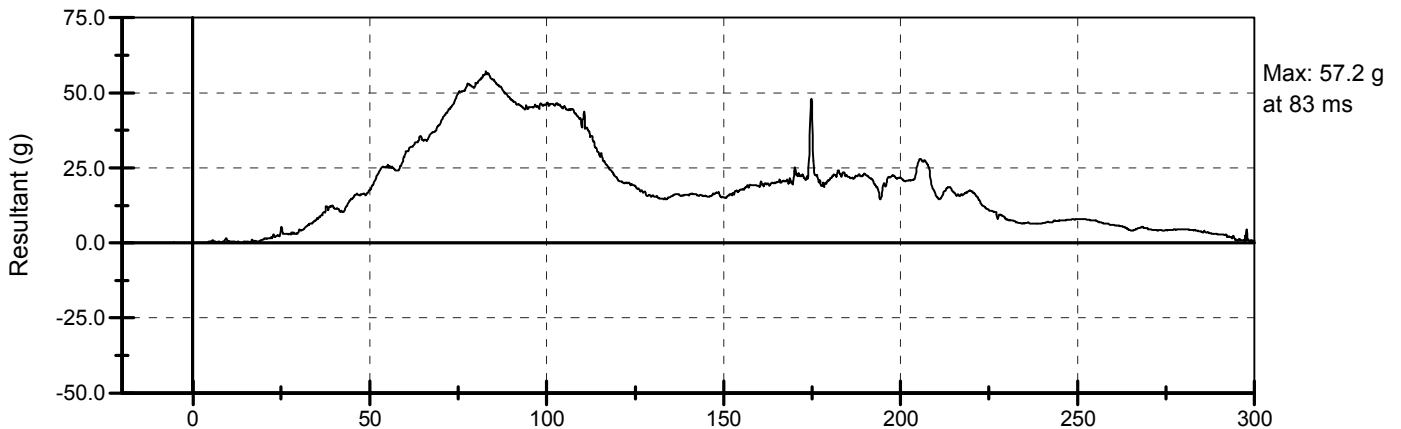
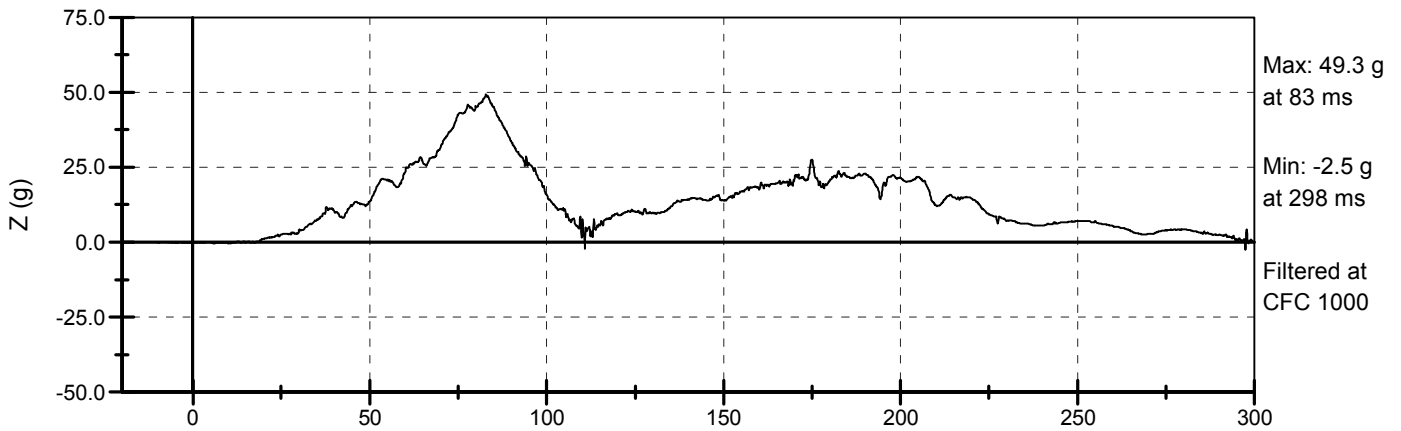
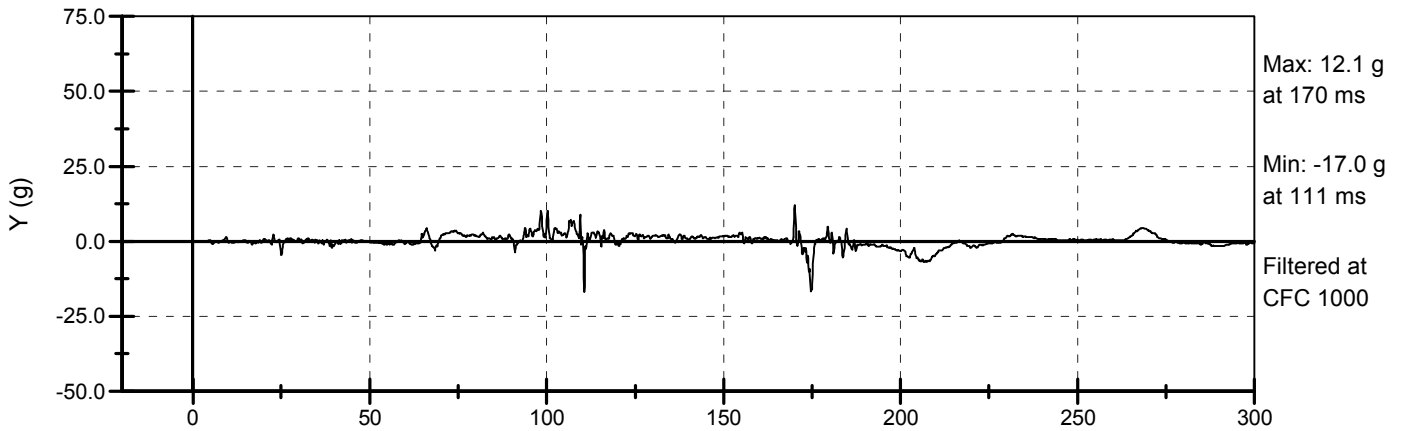
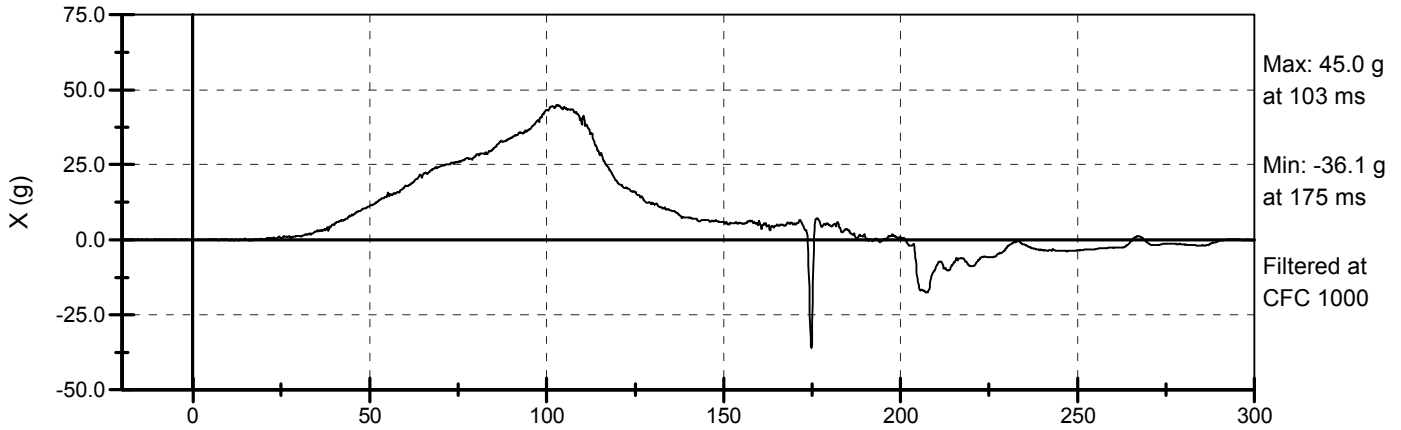
Sled Plateau Average Level = -21.1 G

Sled Pulse Duration = 76.6 ms

Stopping Dist. (est) = .542 m

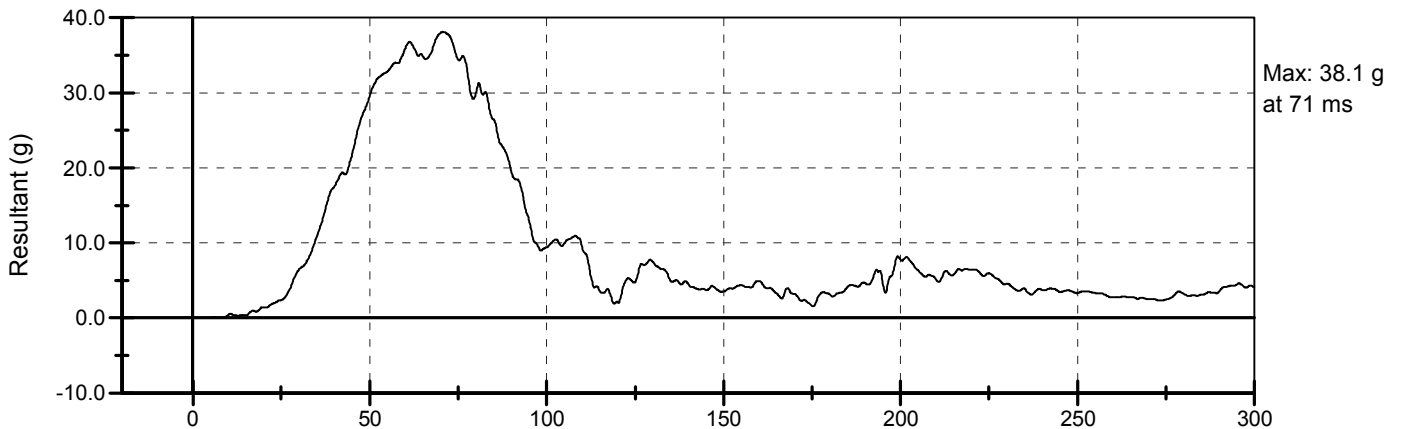
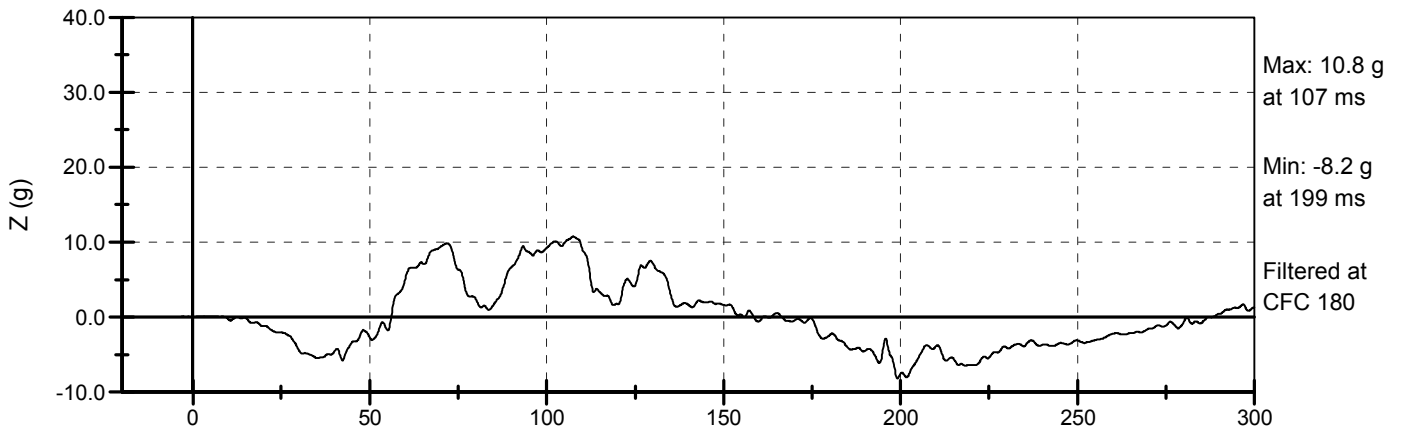
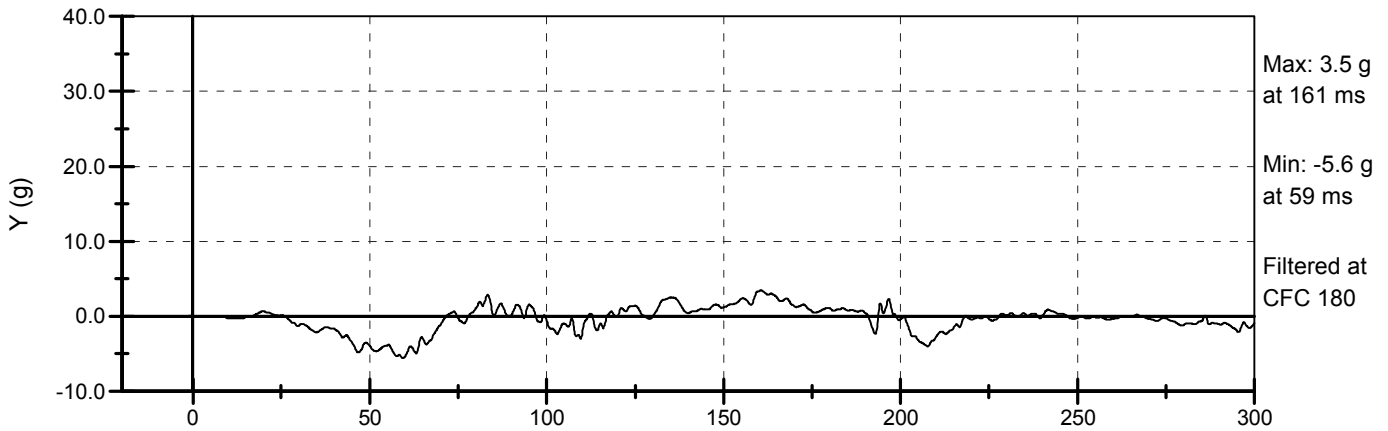
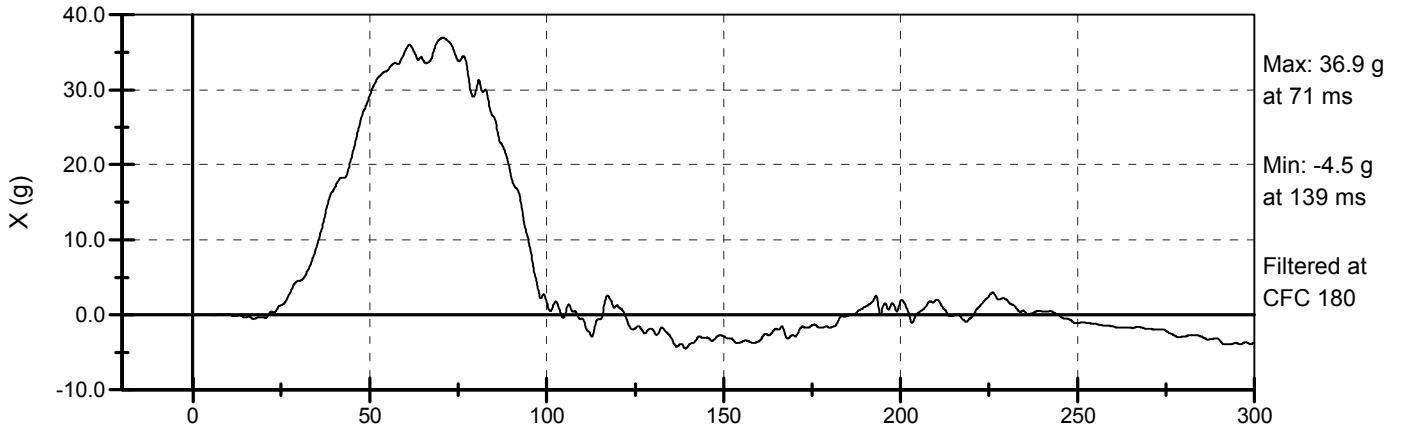
Sled Delta V = 48.5 kph (30.1 mph)

Efficiency = $V_{out} / V_{in} = 20.7 / 27.8 = 74.5\%$



H.I.C. (15) = 301.3
H.I.C. (36) = 592.0
H.I.C. (UN) = 723.9

From: 74.5 to 89.5 ms
From: 71.9 to 107.9 ms
From: 59.0 to 116.7 ms



Total time over 60 G was 0.0 ms
3.0 ms Clipped Peak = 37.7G

From: 69.4 to 72.4 ms

