

Sled Impact Test

**PR 1902**

**Product Design Group**

**Frontal Impact of an Stellar GL LT 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  
ISO 7176-19 (2008): *Wheeled Mobility Devices for Use in Motor Vehicles*

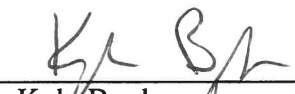
Test Date: April 8, 2019

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## **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 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 5.2 of ISO 7176-19. Advertisements and marketing literature should refer to the requirements and provisions of 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 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 Stellar GL LT Wheelchair was placed on the sled platform facing forward and secured using the surrogate four-point, strap-type tiedown specified in Annex D of ANSI/RESNA 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 section 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

<b>GENERAL TEST INFORMATION</b> 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 1902 April 8, 2019 Stellar GL LT 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
<b>WHEELCHAIR TIEDOWN</b> 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)  368 mm (14.5 in) 35 degrees 0 degrees 394 mm (15.5 in) 495 mm (19.5 in)  737 mm (29.0 in) 30 degrees 6 degrees 508 mm (20.0 in)
<b>OCCUPANT RESTRAINT</b> 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) 1168 mm (46.0 in) 305 mm (12.0 in) 74 degrees  62 degrees, measured on ATD torso 30 degrees, measured above ATD shoulder
<b>FOOTSTRAP POSITIONING</b> Below ATD knee center In front of ATD knee center	89 mm (3.5 in) 406 mm (16.0 in)
<b>ATD POSITIONING</b> Shoulder height above sled platform H-point height above sled platform	991 mm (39.0 in) 508 mm (20.0 in)
<b>WHEELCHAIR</b> Weight Wheelbase Seatback angle wrt vertical Seatback height (with headrest) Seatpan angle wrt horizontal Seat surface height from floor @ SB junction Seatpan length	30.0 kg (66 lb) 483 mm (19.0 in) 30 degrees 838 mm (33.0 in) 12 degrees 432 mm (17.0 in) 457 mm (18.0 in)
<b>POSTURAL SUPPORT DEVICES USED</b>	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 frame stayed intact but a weld near the front caster wheel partially cracked. This crack is not a failure per ISO 7176-19, because the weld connection between the frame members is reinforced by two fasteners connecting the joint.

The wheelchair securement brackets did not show visible signs of failure. The left side of the back support came close to detaching but remained attached to the back canes. 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 80 mm, which is below the ISO 7176-19 excursion limit of 200 mm.

The wheelchair was upright on the sled platform at the completion of the test with the ATD seated with torso reclined 5 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 495 mm, which is below the ISO excursion limit of 650 mm. The peak forward knee excursion was limited to about 306 mm, which meets the ISO excursion limit of 375 mm. The post-test height of the ATD's H-point decreased 8% from the pre-test height, which is within the allowed 20% limit. The ATD's head traveled 254 mm rearward from its initial position, which is below the limit of 450 mm.

The results of this test show that the Stellar GL LT Wheelchair with a wheelchair-anchored lap belt *meets* all the performance criteria of 5.2 of ISO 7176-19. The following tables summarize the test results and compliance with ISO 7176-19.

## SUMMARY OF TEST RESULTS

<b>GENERAL TEST INFORMATION</b> 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 1902 48 kph (30.5 mph) 21.0 g 22.8 g 41.2 ms 66.0 ms 77.6 ms
<b>ATD MEASUREMENTS</b> Peak resultant head acceleration Peak resultant chest acceleration Head Injury Criterion (15 ms) Maximum forward head excursion <sup>†</sup> Maximum forward knee excursion <sup>††</sup> Maximum rearward head excursion <sup>††</sup> Average post-test H-pt ht above sled platform	56 g 43 g 262 495 mm (19.5 in) 306 mm (12.1 in) 254 mm (10.0 in) 470 mm (18.5 in) 8% change
<b>TIEDOWN LOADS</b> Peak left-rear lower tiedown strap force Peak right-rear lower tiedown strap force	15804 N (3553 lb) 19181 N (4312 lb)
<b>BELT LOADS AND PELVIC BELT ANGLE</b> Peak left pelvic-belt load Peak shoulder-belt load	10364 N (2330 lb) 9283 N (2087 lb)
<b>WHEELCHAIR MEASUREMENTS<sup>††</sup></b> Maximum forward wheelchair excursion at Point P* Maximum forward excursion of front-wheel hub Maximum forward excursion of rear-wheel hub	80 mm (3.1 in) 39 mm (1.5 in) 20 mm (0.8 in)

<sup>†</sup>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.

<sup>††</sup>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.

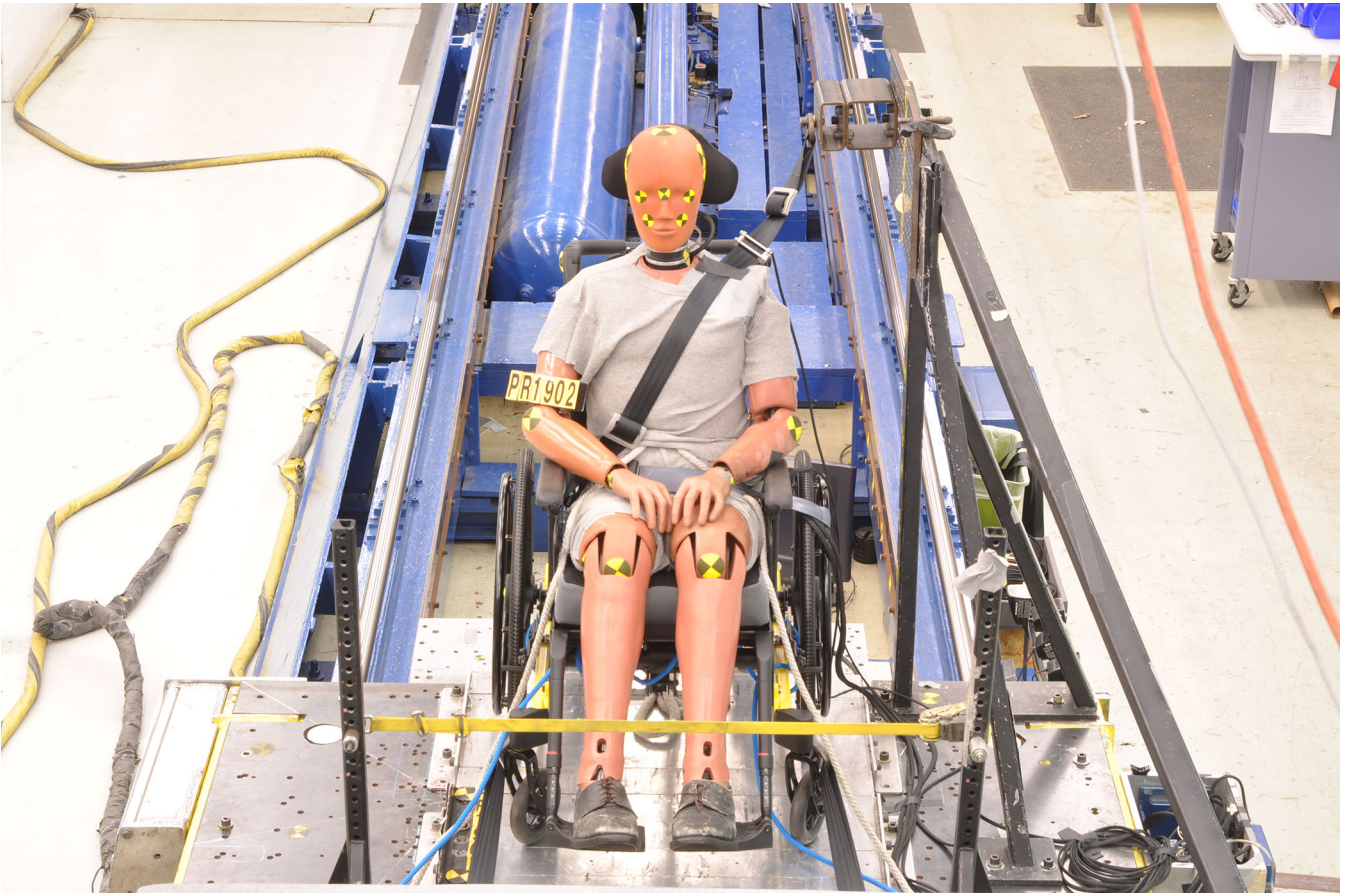
\*Point P is a seating reference point located 50 mm above and 50 mm in front of the junction of the seatback and seat cushion planes.

**SUMMARY OF WHEELCHAIR PERFORMANCE TO ISO 7176-19 (2008)  
SLED TEST PR 1902**

Requirement		Observed Performance	
ISO 7176-19 Clause	Description	Description	Pass/Fail
5.2.1a	Forward excursion of Point P < 200 mm	80 mm	Pass
	Forward knee excursion < 375 mm	306 mm	Pass
	Forward head excursion < 650 mm	495 mm	Pass
	Rearward head excursion < 450 mm	254 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 reclined 5 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	A weld on the wheelchair frame near the left front caster wheel partially fractured but the connection is supported by two bolts.	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 8%.	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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pr190202.JPG



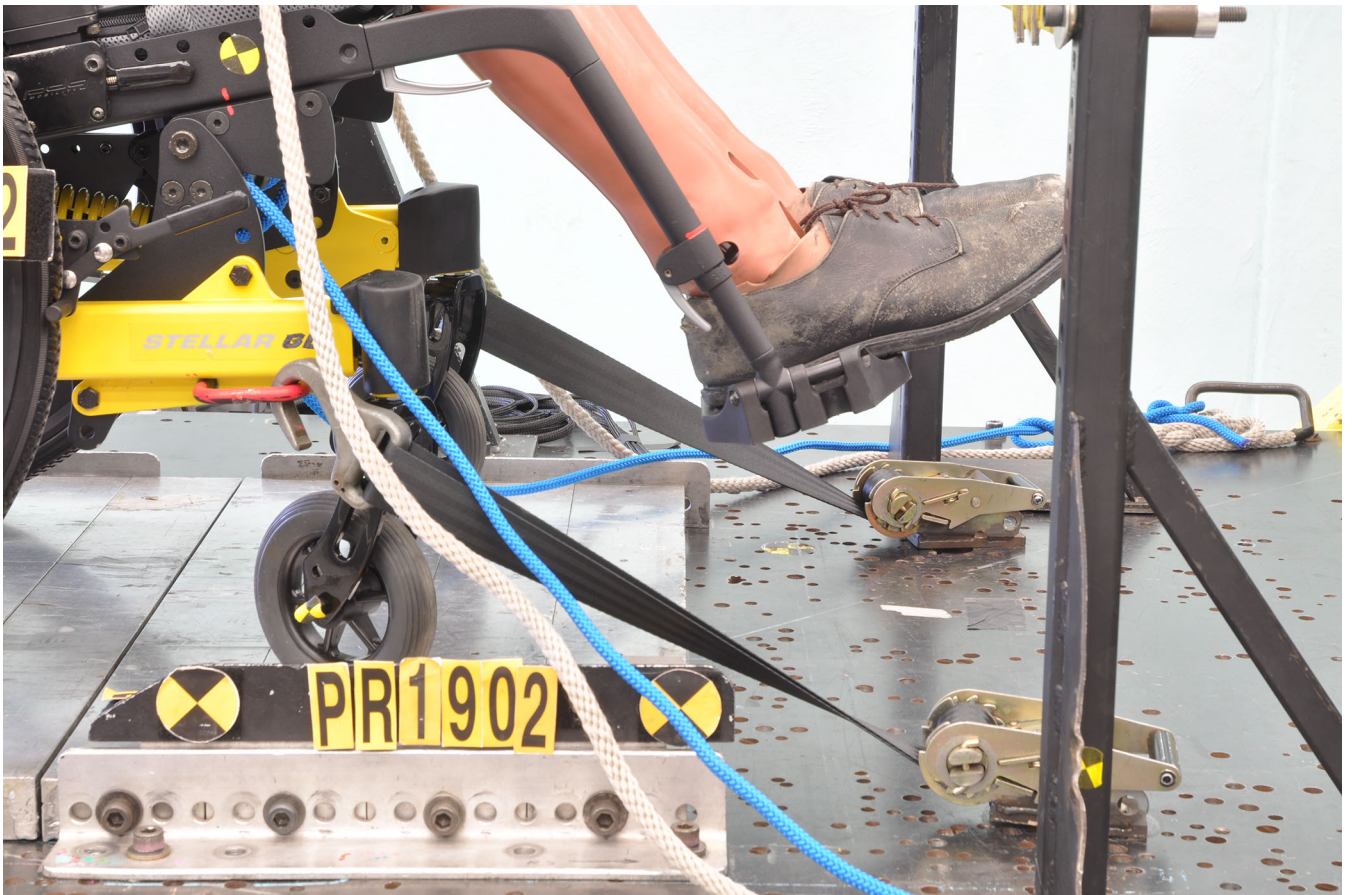


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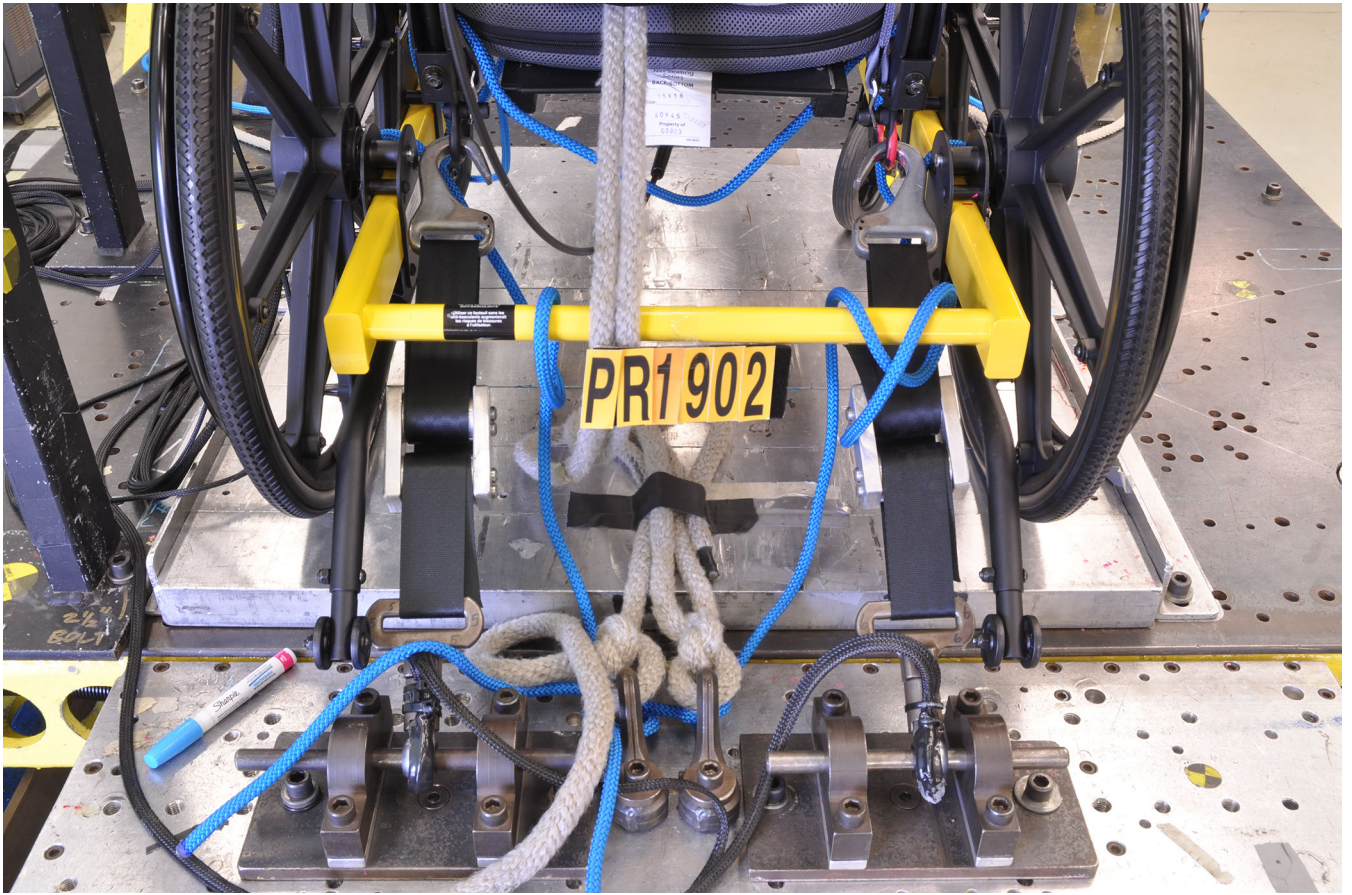


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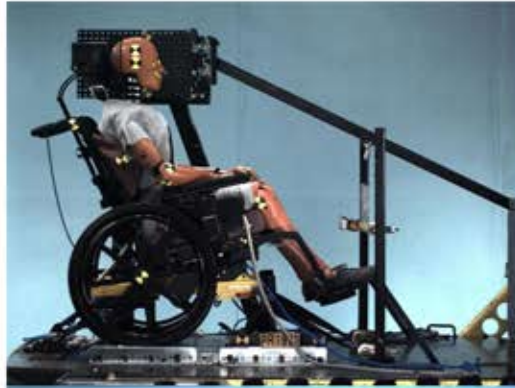


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TEST AND POST-TEST PHOTOS

# PR1902

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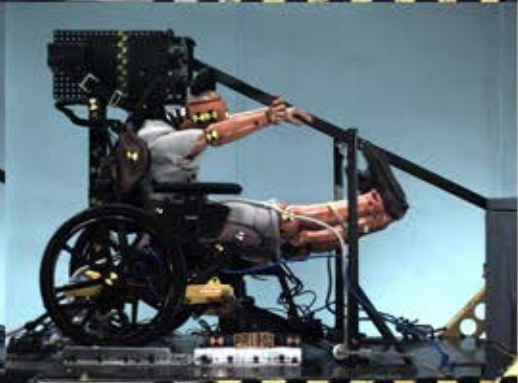
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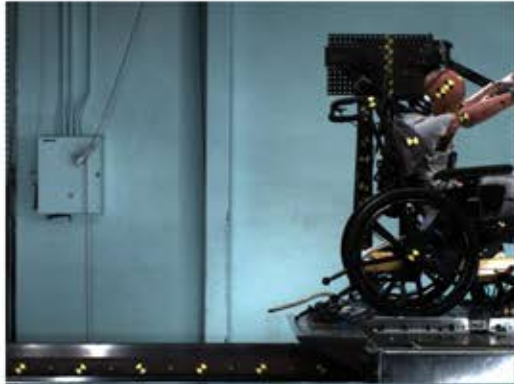
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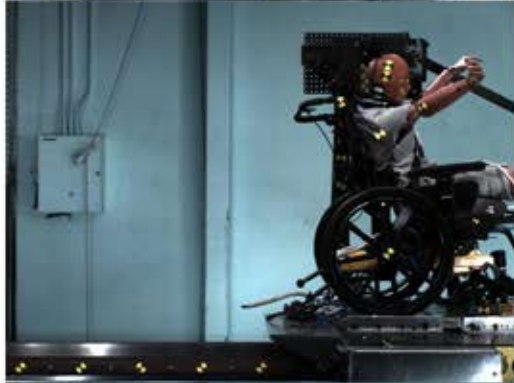
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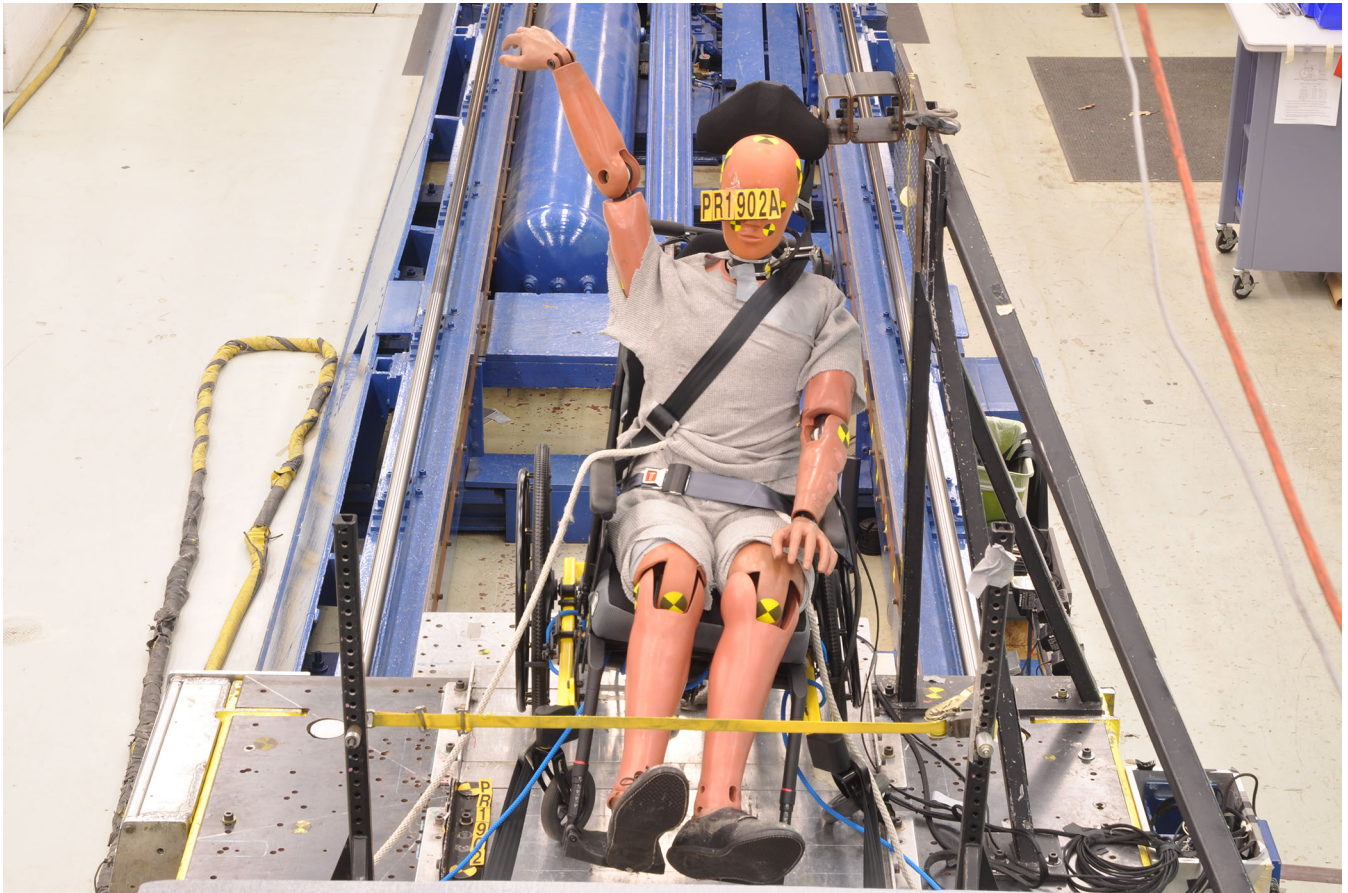
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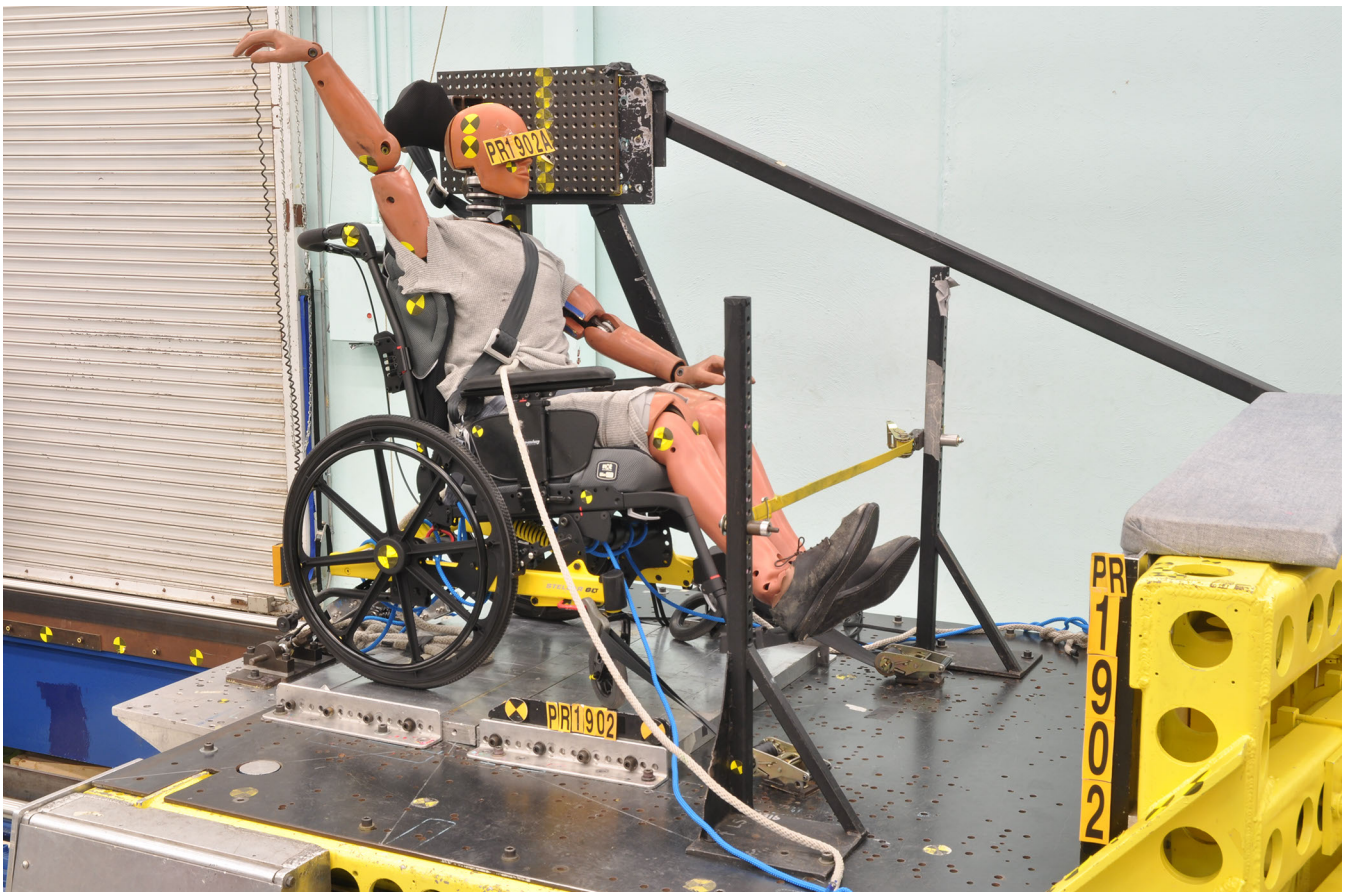
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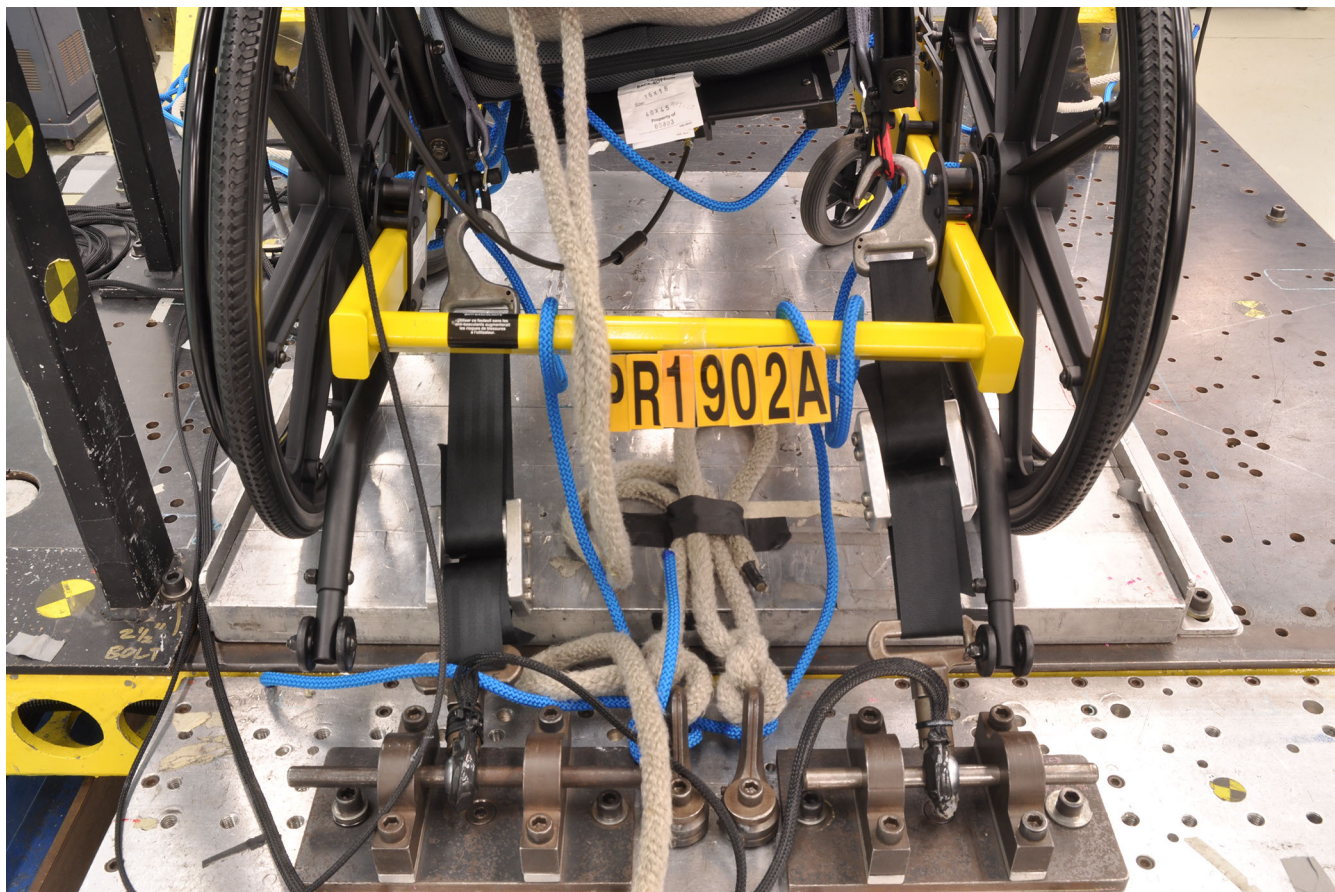


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## TEST SIGNALS

Nominal = 30 mph / 20 g Pressures: 137/1175 new  
 Actual[P] = 49.1 km/h (30.5 mph) (75.4%) Plateau Avg.= -21.0 G; Peak = -22.8 G

Dummy: Hybrid III 50th Male (77.7 kg) Buck Weight: 2198  
 Buck: steel plate, extensions, shoulder brace, bolster

PDG Stellar GL  
 with WC-A lap and surrogate shoulder

Sled Summary

Sled Pulse Duration = 77.6 ms	Efficiency = $V_{out} / V_{in} = 21.1 / 28.0 = 75.4\%$
Sled Plateau Average Level = -21.0 G	Sled Delta V = 49.1 kph (30.5 mph)
Sled Decel Peak = -22.8 G	Stopping Dist. (est) = .552 m
Total time under -20.0 G was 41.2 ms	
Continuous time under -15.0 G was 66.0 ms	

Head Acceleration

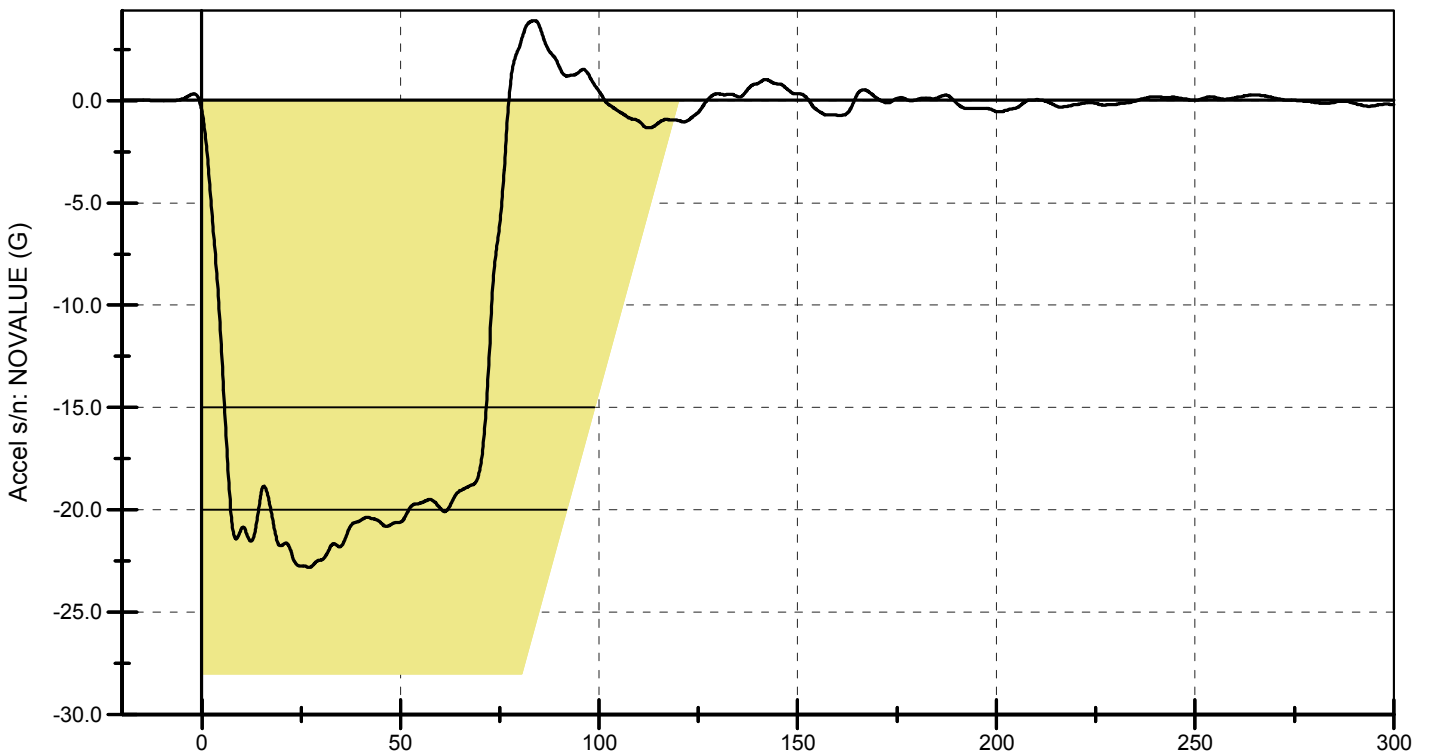
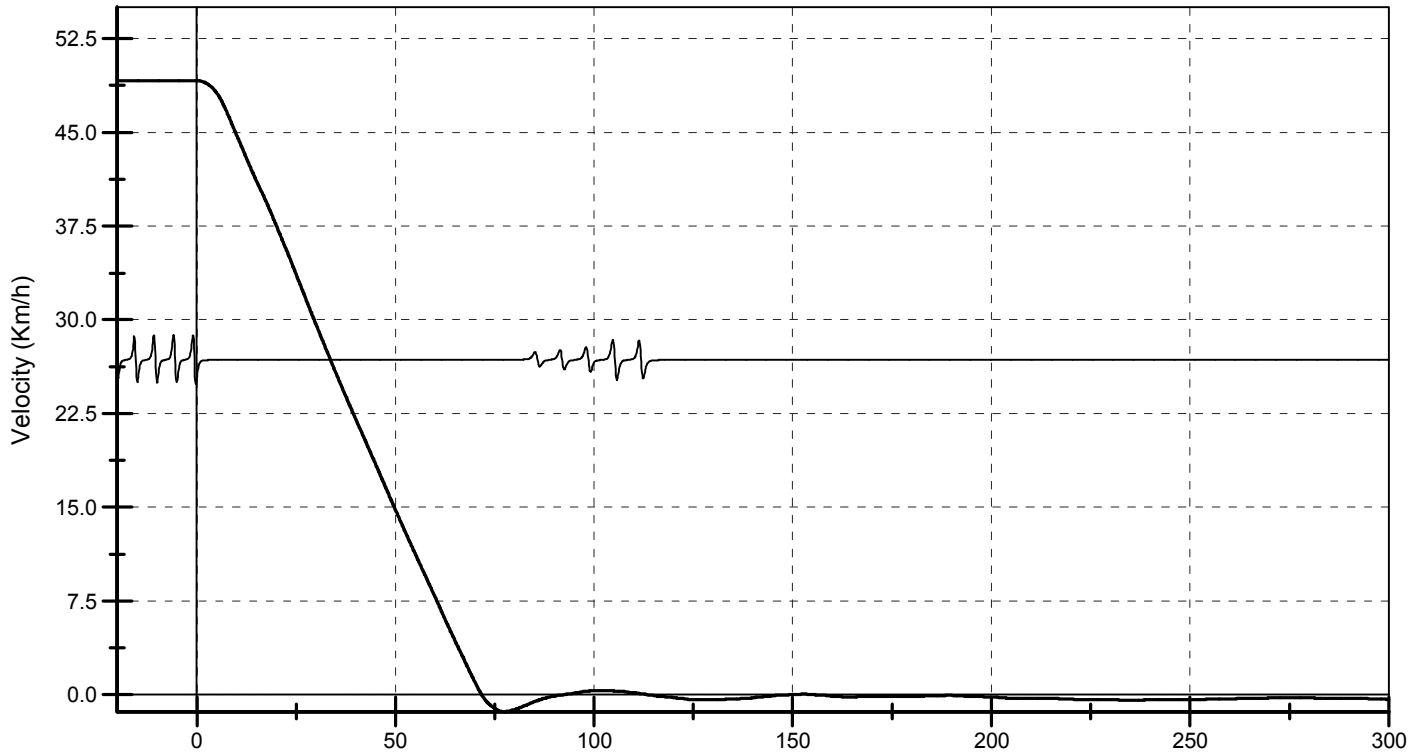
X	-15.5 g @ 189 ms	<b>36.0 g @ 102 ms</b>
Y	-14.6 g @ 71 ms	<b>21.6 g @ 70 ms</b>
Z	-.3 g @ 12 ms	<b>49.1 g @ 75 ms</b>
Resultant	<b>Peak: 56.4 g @ 70 ms</b>	
H.I.C. (UN) = 658.4	From 55.1 to 111.8 ms	
H.I.C. (36) = 544.3	From 60.8 to 96.8 ms	
H.I.C. (15) = 262.2	From 68.2 to 83.2 ms	

Chest Acceleration

X	-4.8 g @ 136 ms	<b>42.5 g @ 71 ms</b>
Y	-6.1 g @ 51 ms	<b>7.6 g @ 67 ms</b>
Z	-6.0 g @ 211 ms	<b>10.9 g @ 130 ms</b>
Resultant	<b>Peak: 42.9 g @ 71 ms</b>	
3.0 ms Clipped Peak = 41.6G	From: 69.1 to 72.1 ms	
Total time over 60 G was 0.0 ms		

Belt Loads

Lap Belt Load	-4.1 N (-.9 lb) @ 2 ms	<b>10365.1 N (2330.2 lb) @ 69 ms</b>
Shoulder Belt Load	-13.6 N (-3.1 lb) @ 140 ms	<b>9282.8 N (2086.8 lb) @ 76 ms</b>
Left Rear Tiedown Load	-312.8 N (-70.3 lb) @ 113 ms	<b>15804.9 N (3553.1 lb) @ 71 ms</b>
Right Rear Tiedown ...	-528.8 N (-118.9 lb) @ 125 ms	<b>19179.9 N (4311.8 lb) @ 73 ms</b>



Continuous time under -15.0 G was 66.0 ms

Total time under -20.0 G was 41.2 ms

Sled Decel Peak = -22.8 G

Sled Plateau Average Level = -21.0 G

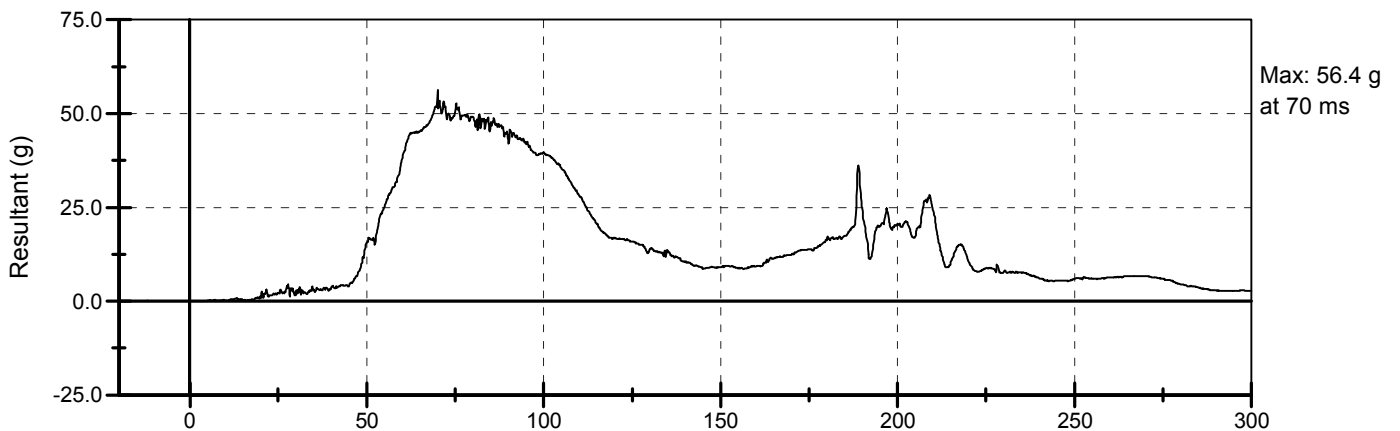
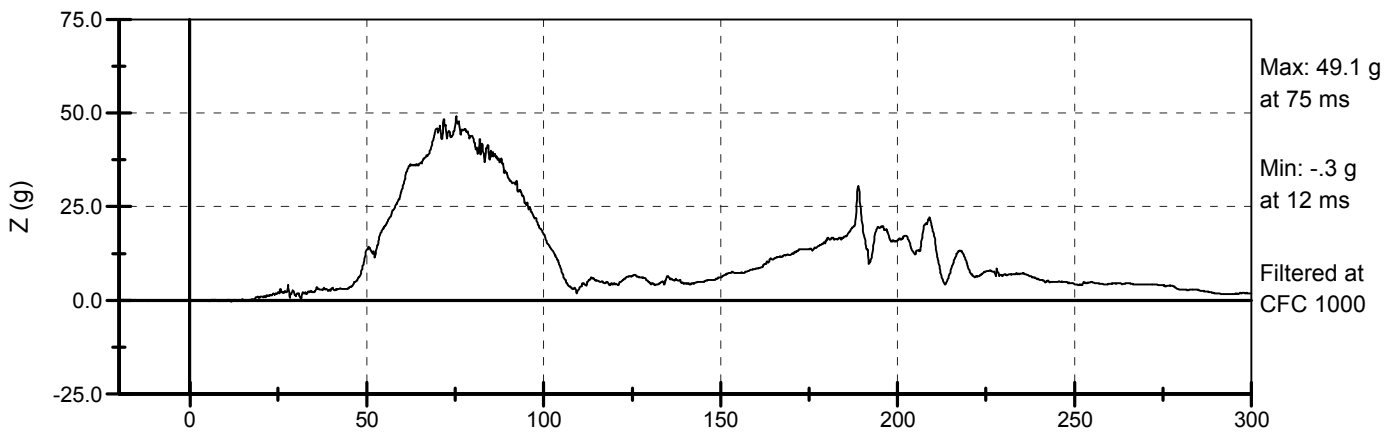
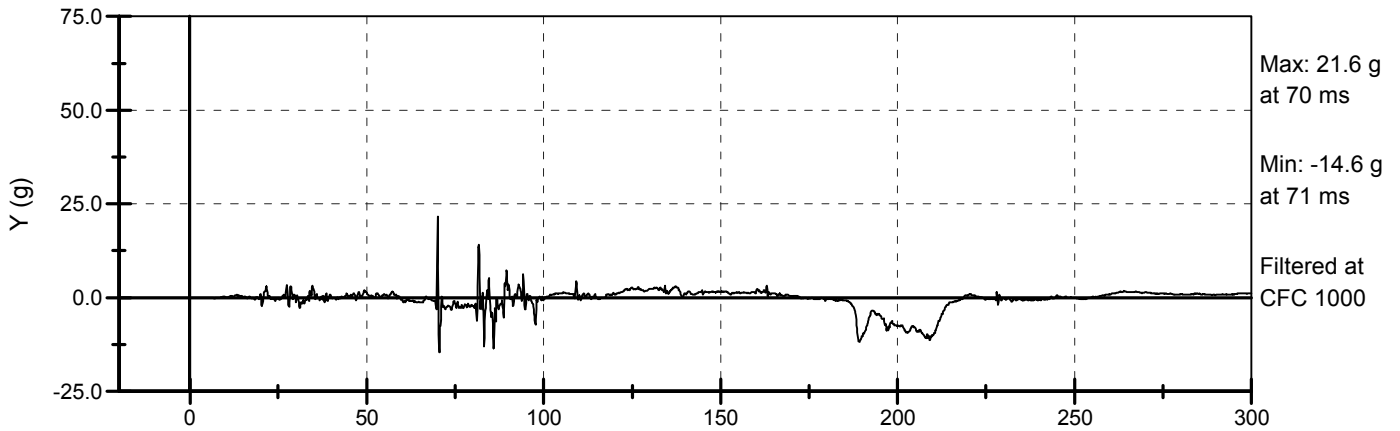
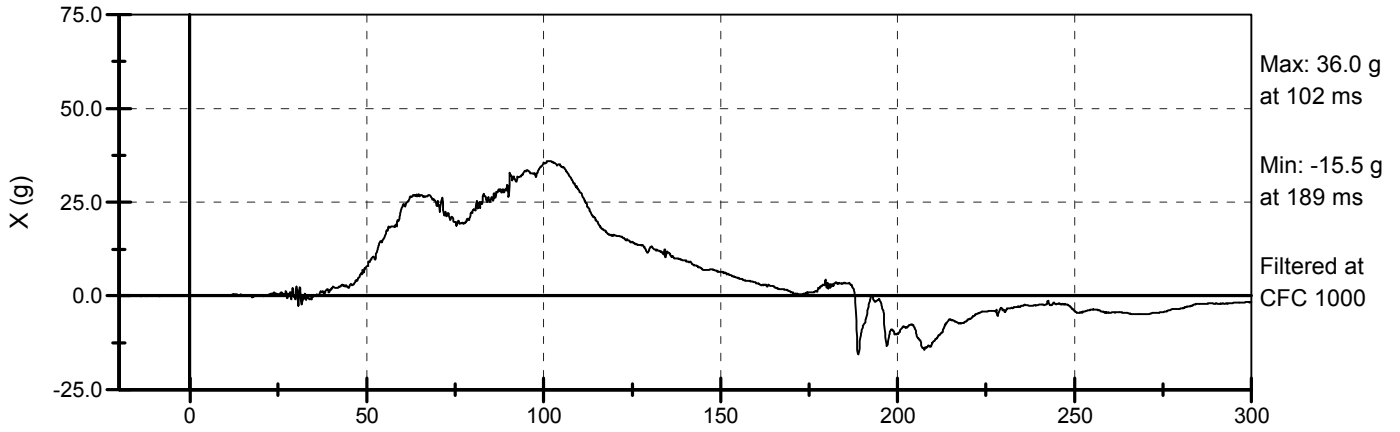
Sled Pulse Duration = 77.6 ms

Stopping Dist. (est) = .552 m

Sled Delta V = 49.1 kph (30.5 mph)

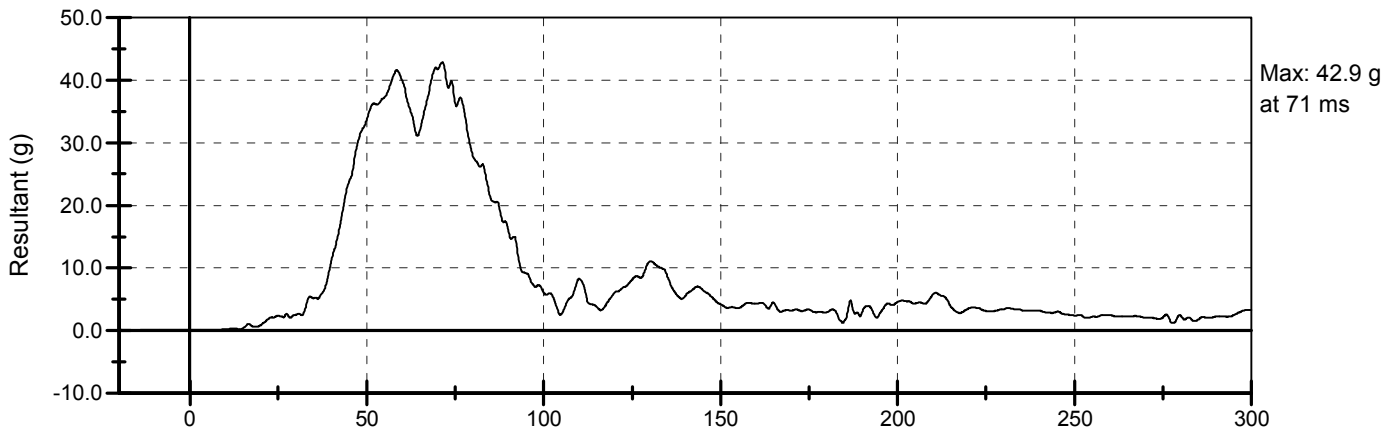
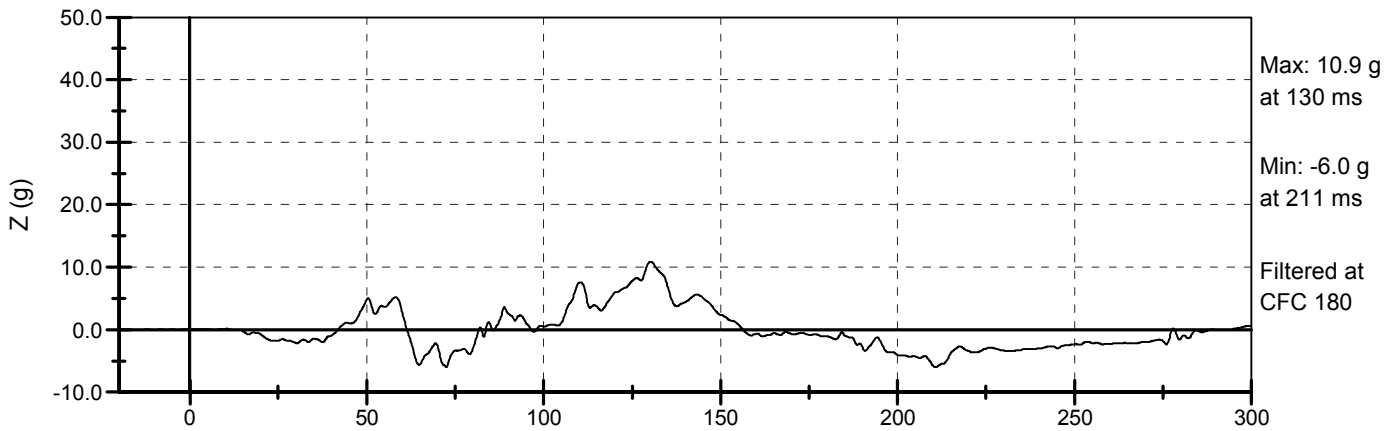
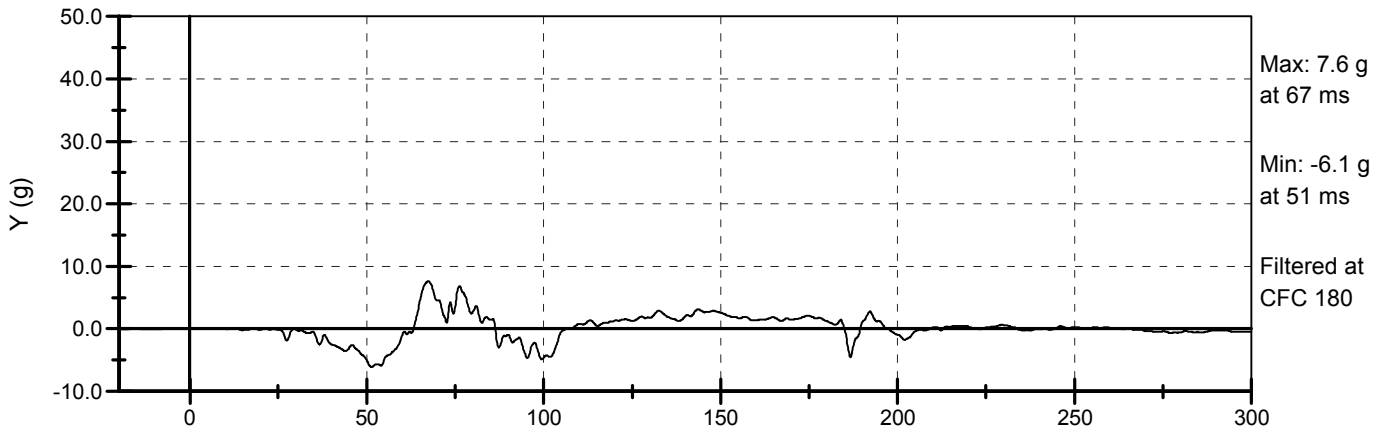
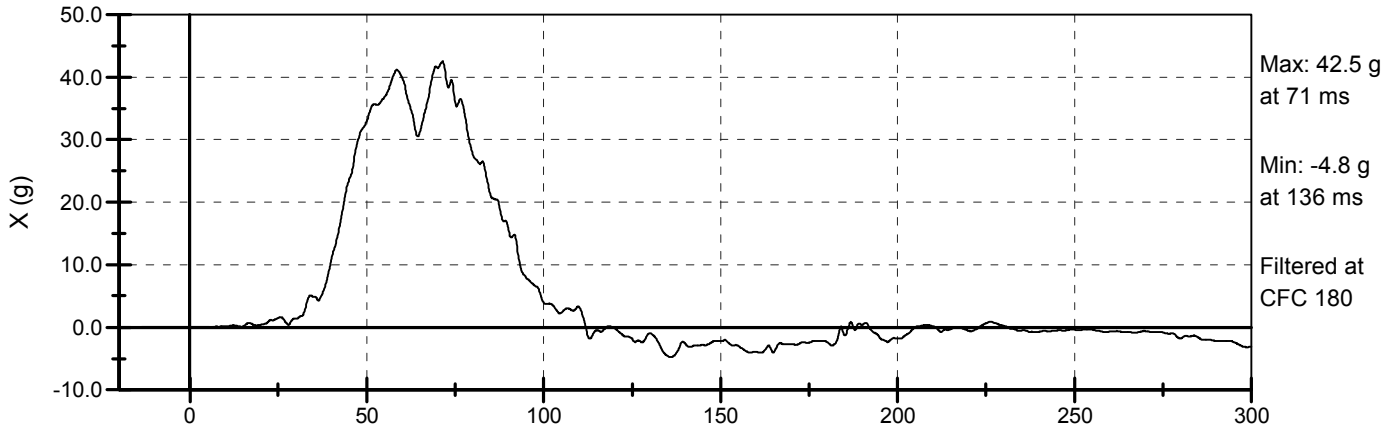
Efficiency =  $V_{out} / V_{in} = 21.1 / 28.0 = 75.4\%$





H.I.C. (15) = 262.2  
H.I.C. (36) = 544.3  
H.I.C. (UN) = 658.4

From: 68.2 to 83.2 ms  
From: 60.8 to 96.8 ms  
From: 55.1 to 111.8 ms



Total time over 60 G was 0.0 ms  
3.0 ms Clipped Peak = 41.6G

From: 69.1 to 72.1 ms

