

Sled Impact Test

PR 0708

Product Design Group, Inc.

**Frontal Impact of PDG Fuze T20 Wheelchair
Secured by a Surrogate Four-Point, Strap-Type Tiedown and
Loaded with a Hybrid III Midsize Male ATD
Restrained by a Surrogate Three-Point Belt with Wheelchair-Anchored Lap Belt**


Tested in accordance with Annex A of ANSI/RESNA WC19
Wheelchairs Used as Seats in Motor Vehicles

Test Date: October 17, 2007

Submitted to:
Product Design Group, Inc.
Unit 102-366 East Kent Ave South
Vancouver, British Columbia
Canada V5X 4N6

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

Authorized Signature


Lawrence W. Schneider, Ph.D.
Head, Biosciences Division

ACKNOWLEDGMENT AND DATA USE RESTRICTION

This test was sponsored by Product Design Group, Inc. of Vancouver, British Columbia and was conducted in accordance with procedures set forth in Annex A of Section 19, ANSI/RESNA WC/Vol.1 *Wheelchairs Used as Seats in Motor Vehicles*, hereafter referred to as ANSI/RESNA WC19 or WC19. The wheelchair's performance has been measured and evaluated according to the requirements of 5.3 of this standard. Advertisements and marketing literature should refer to the requirements and provisions of ANSI/ RESNA WC19, but should not refer to the University of Michigan, 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 ANSI/RESNA WC19. The sled operates on the rebound principle, achieving a desired change in velocity by reversing its direction of motion 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 PDG Fuze T20 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 rear tiedown straps were hooked to the securement points provided on the tilt-in-space seat rails of the wheelchair and the front tiedown straps were hooked to the securement points connecting the tilt-in-space seat rails to the frame of the wheelchair.

The wheelchair was loaded with a Hybrid III midsize male anthropomorphic test device (ATD) that was restrained by a surrogate three-point belt with a wheelchair-anchored lap belt. The left end of the lap belt was anchored to the a pin-bushing connector on the inside of the bracket at the seatpan-seatback junction on the left side of the wheelchair, while the right side of the lap belt and the lower portion of the shoulder belt formed a continuous loop through a triangular pin-bushing connector anchored on the inside of the bracket at the seatpan-seatback junction on the right side of the wheelchair. A three-bar clip held the lap and shoulder belt together near the right hip of the ATD. The upper anchorage of the shoulder belt was bolted to a rigid fixture that simulated the geometry of a typical vehicle sidewall anchor point. The pelvic belt was tightened to fit snugly over the ATD's pelvic region. The shoulder belt was tightened snugly across the ATD's chest with a 75-mm plate between the belt and ATD, and the 75-mm plate 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. The following table provides further details about the test equipment and setup.

SUMMARY OF TEST SETUP AND PRE-TEST MEASUREMENTS

<p>GENERAL TEST INFORMATION</p> <p>Test number Test date Wheelchair type Wheelchair tiedown Occupant restraint</p> <p>Anthropomorphic Test Dummy (ATD) Wheelchair orientation Sled platform Desired impact velocity (ΔV) Desired average sled deceleration</p>	<p>PR 0708 October 17, 2007 PDG Fuze T20 wheelchair Surrogate four-point, strap-type tiedown Surrogate three-point belt with WC-anchored lap belt Hybrid III midsize-male @ 79.4 kg (170 lb) Forward facing Rigid steel plate 48 kph (30 mph) 20 g</p>
<p>WHEELCHAIR TIEDOWN</p> <p>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)</p>	<p>1283 mm (50.5 in)</p> <p>368 mm (14.5 in) 38 degrees 0 degrees 387 mm (15.3 in) 495 mm (19.5 in)</p> <p>699 mm (27.5 in) 40 degrees 17 degrees 610 mm (24.0 in)</p>
<p>OCCUPANT RESTRAINT</p> <p>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</p>	<p>305 mm (12.0 in) 178 mm (7.0 in) 1156 mm (45.5 in) 305 mm (12.0 in) 58 degrees</p> <p>53 degrees, measured on ATD torso 30 degrees, measured above ATD shoulder</p>
<p>FOOTSTRAPS POSITIONING</p> <p>In front of ATD knee center Above ATD knee center</p>	<p>495 mm (19.5 in) 51 mm (2.0 in)</p>
<p>ATD POSITIONING</p> <p>Shoulder height above sled platform H-point height above sled platform</p>	<p>978 mm (38.5 in) 514 mm (20.3 in)</p>
<p>WHEELCHAIR</p> <p>Weight Wheelbase Seatback angle wrt vertical Seatback height (with headrest) Seatpan angle wrt horizontal Seat surface height from floor @ SB junction Seatpan length</p>	<p>31.4 kg (69 lb) 457 mm (18.0 in) 18 degrees 508 mm (20.0 in) 10 degrees 445 mm (17.5 in) 445 mm (17.5 in)</p>
<p>POSTURAL SUPPORT DEVICES USED</p>	<p>Armrests Footrests</p>

TEST RESULTS

The PDG Fuze T20 wheelchair was effectively secured during frontal impact loading and the ATD was effectively restrained from forward excursion by the surrogate three-point belt with wheelchair-anchored lap belt. The wheelchair was in an upright position at the completion of the test and the ATD was in the wheelchair seat with the torso leaning approximately 5° to the left. The maximum forward excursion of point P on the wheelchair seating system was 120 mm, which is below the WC19 excursion limit of 200 mm. After the test, there was no observable deformation of the wheelchair securement points. The tiedown hooks could be removed from the wheelchair securement points without the use of tools.

Peak forward head excursion was approximately 494 mm and the peak forward knee excursion was about 238 mm, which are below the WC19 limits of 650 mm and 375 mm, respectively. The ratio of the ATD's knee excursion to the wheelchair point-P excursion is 2.0, which is above the minimum required ratio of 1.1. The ATD's head traveled 200 mm rearward from its initial position during the test, which is below the WC19 limit of 450 mm. The post-test ATD H-point height decreased by 1% from its pre-test height, which is below the WC19 limit of 20%.

The results of this test show that the PDG Fuze T20 wheelchair with surrogate wheelchair-anchored lap belt meets all the requirements for wheelchair dynamic strength specified in 5.3 of Section 19 of ANSI/RESNA WC/Vol.1. The following tables summarize the test results and compliance with Section 19 of ANSI/RESNA WC/Vol.1.

SUMMARY OF TEST RESULTS

GENERAL TEST INFORMATION Test number Actual impact velocity (ΔV) 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 0708 48 kph (29.9 mph) 20.0 g 23.7 g 28.7 ms 57.8 ms 81.0 ms
ATD MEASUREMENTS Peak resultant head acceleration Peak resultant chest acceleration Head Injury Criteria (15 ms) Maximum forward head excursion [†] Maximum forward knee excursion ^{††} Maximum rearward head excursion ^{††} Average post-test H-pt ht above sled platform	53 g 48 g 288 494 mm (19.5 in) 238 mm (9.4 in) 200 mm (7.9 in) 508 mm (20.0 in) 1% change
TIEDOWN LOADS Peak left-rear tiedown strap force Peak right-rear tiedown strap force	16303 N (3665 lb) 18407 N (4138 lb)
BELT LOADS AND PELVIC BELT ANGLE Peak left pelvic-belt load Peak shoulder-belt load Post-test pelvic restraint angle	8661 N (1947 lb) 11192 N (2516 lb) 45 degrees
WHEELCHAIR MEASUREMENTS^{††} Maximum forward wheelchair excursion at Point P* Maximum forward excursion of front-wheel hub Maximum forward excursion of rear-wheel hub	120 mm (4.7 in) 51 mm (2.0 in) 90 mm (3.5 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.

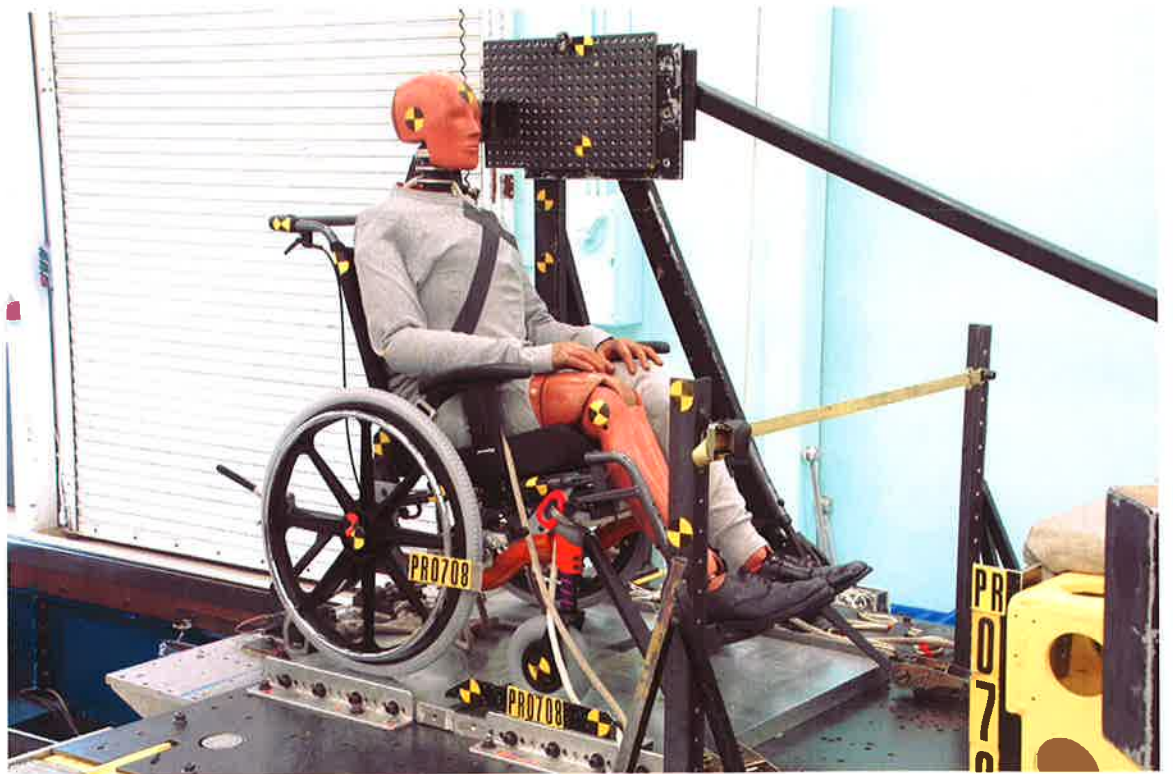
*Point P is a seating reference point located 50 mm above and 50 mm in front of the junction of the seatback and seat cushion planes.

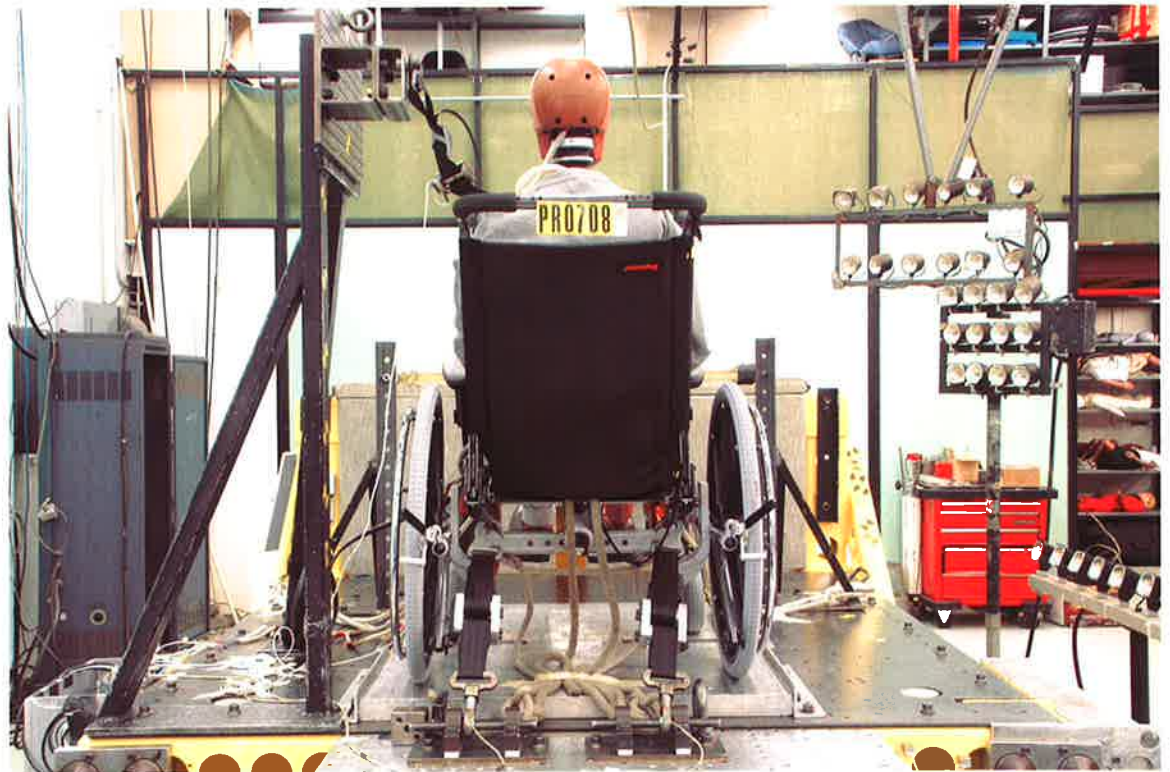
**SUMMARY OF WHEELCHAIR PERFORMANCE TO WC19
SLED TEST PR 0708**

Requirement		Observed Performance	
WC19 Clause	Description	Description	Pass/Fail
5.3a	WC securement points cannot show signs of material failure, other than deformation or yielding	No signs of failure	Pass
5.3b	Deformation of WC securement points must not prevent disengagement of hook	No securement-point deformation was observed	Pass
5.3c	WC upright and on test platform	WC was upright and on sled at the end of the test	Pass
5.3d	ATD must be in WC seat with torso reclined not more than 45°	ATD was in WC seat with torso leaning 5° to the left	Pass
5.3e	Detached hardware cannot exceed 100 g	No hardware detached	Pass
5.3f	WC must not have sharp edges with potential for occupant contact	No sharp edges	Pass
5.3g	Primary WC components cannot show visible signs of structural failure that is not anticipated by WC design	No primary WC components failed	Pass
5.3h	Forward excursion of Point P < 200 mm	120 mm	Pass
	Forward knee excursion < 375 mm	238 mm	Pass
	Forward head excursion < 650 mm	494 mm	Pass
	Rearward head excursion < 450 mm	200 mm	Pass
5.3i	Ratio of ATD knee excursion to Point P excursion must exceed 1.1.	Ratio of ATD knee excursion to Point P excursion = 2.0	Pass
5.3j	Post-test height of ATD H-point shall not be more than 20% lower than pretest height	H-point height decreased by 1%	Pass
5.3k	Detachable seating inserts must stay secured to WC at all attachment points	The seating system remained attached at all attachment points	Pass
5.3li	Batteries must be within WC footprint	N/A	N/A
5.3.lii	Batteries must remain attached to battery compartment	N/A	N/A
5.3.liii	Batteries cannot move into the WC user's space.	N/A	N/A
5.3 m	WC cannot cause failure of the surrogate WTORS.	No surrogate WTORS failure	Pass

Note: WC = wheelchair, N/A –Not applicable

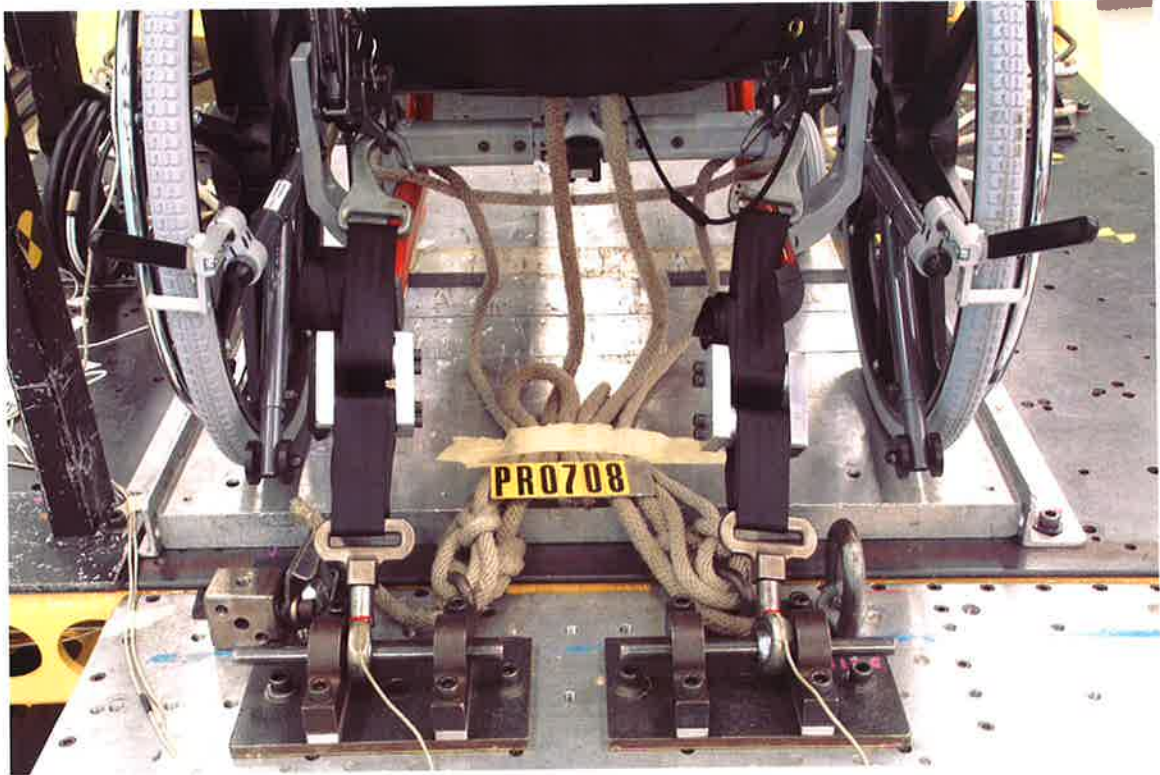
PRE-TEST PHOTOS









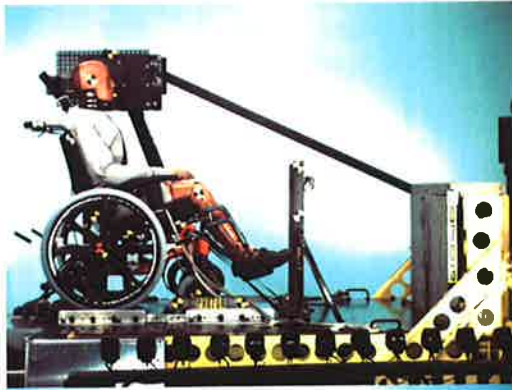




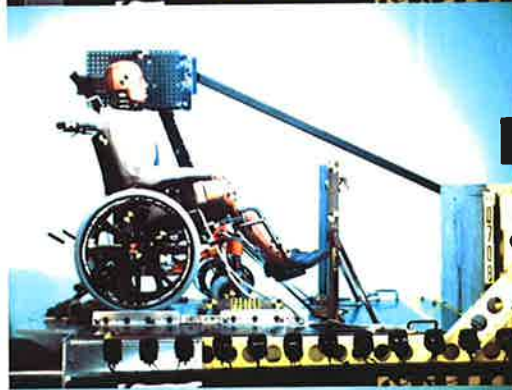
TEST AND POST-TEST PHOTOS

PR0708

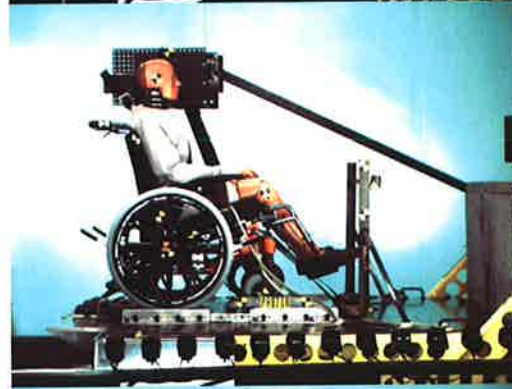
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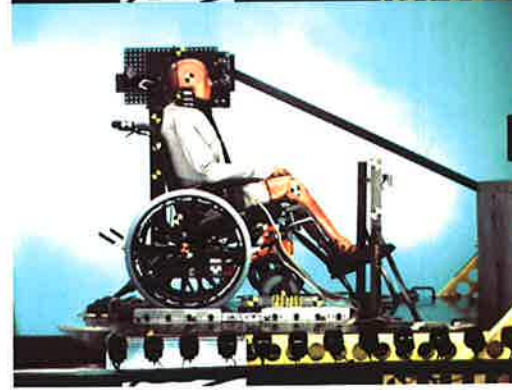
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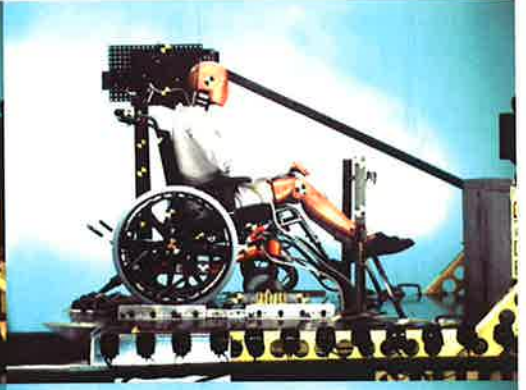
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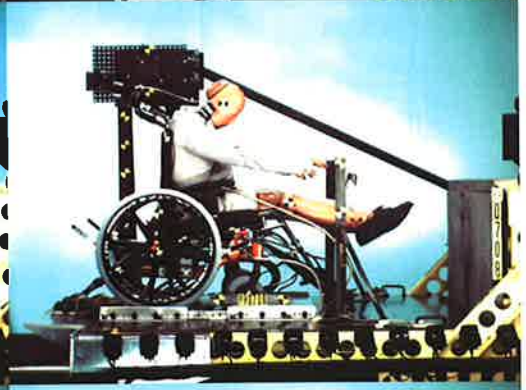
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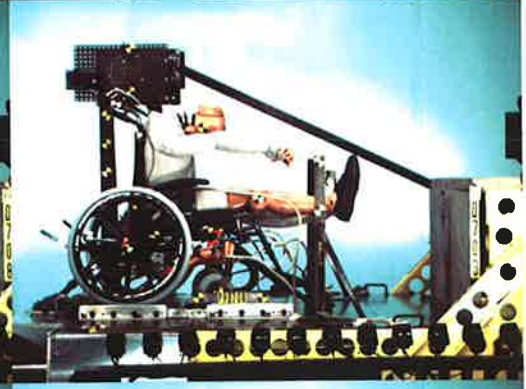
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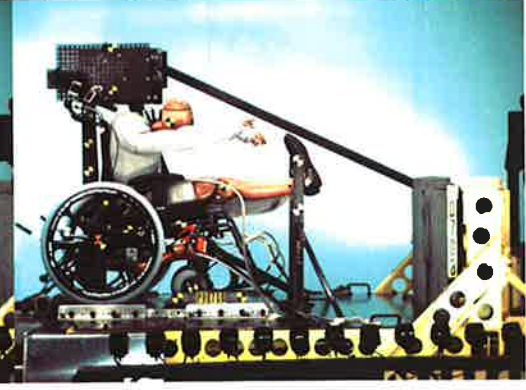
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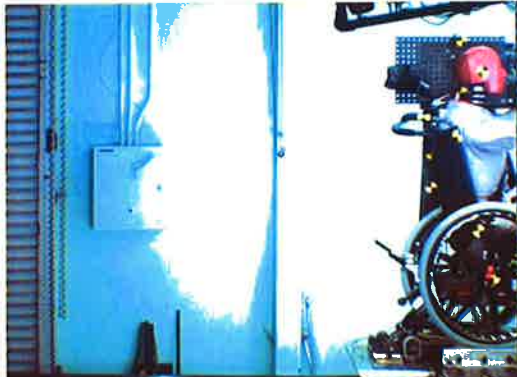


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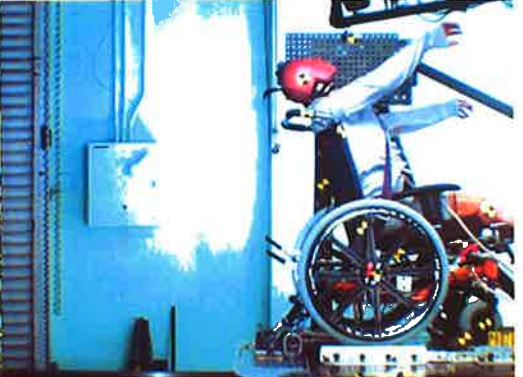


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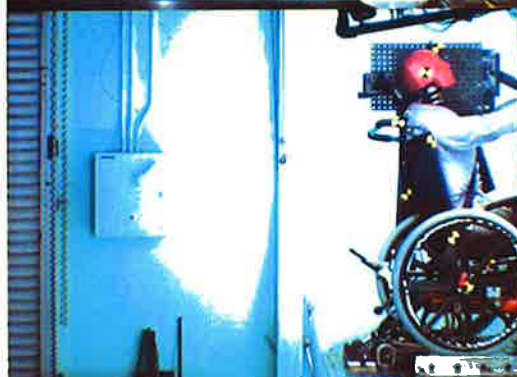
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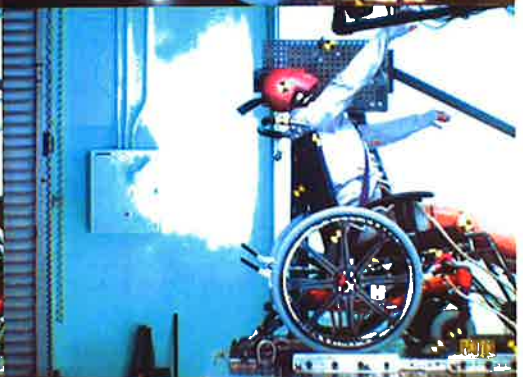
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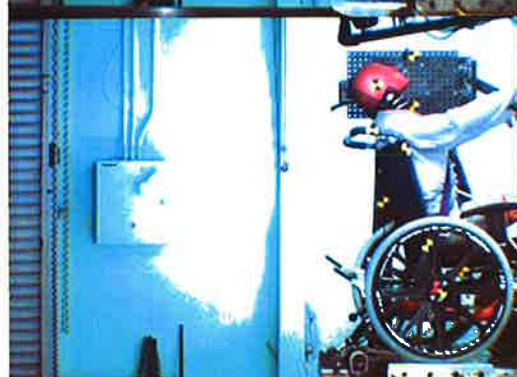
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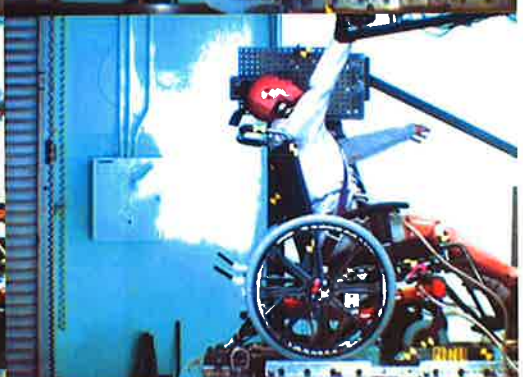
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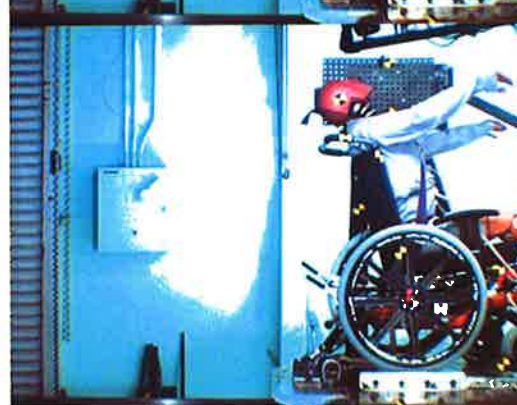
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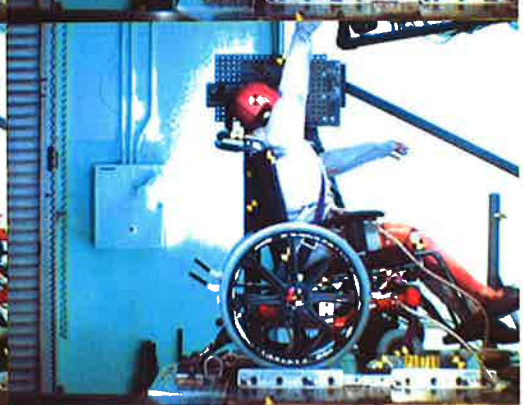
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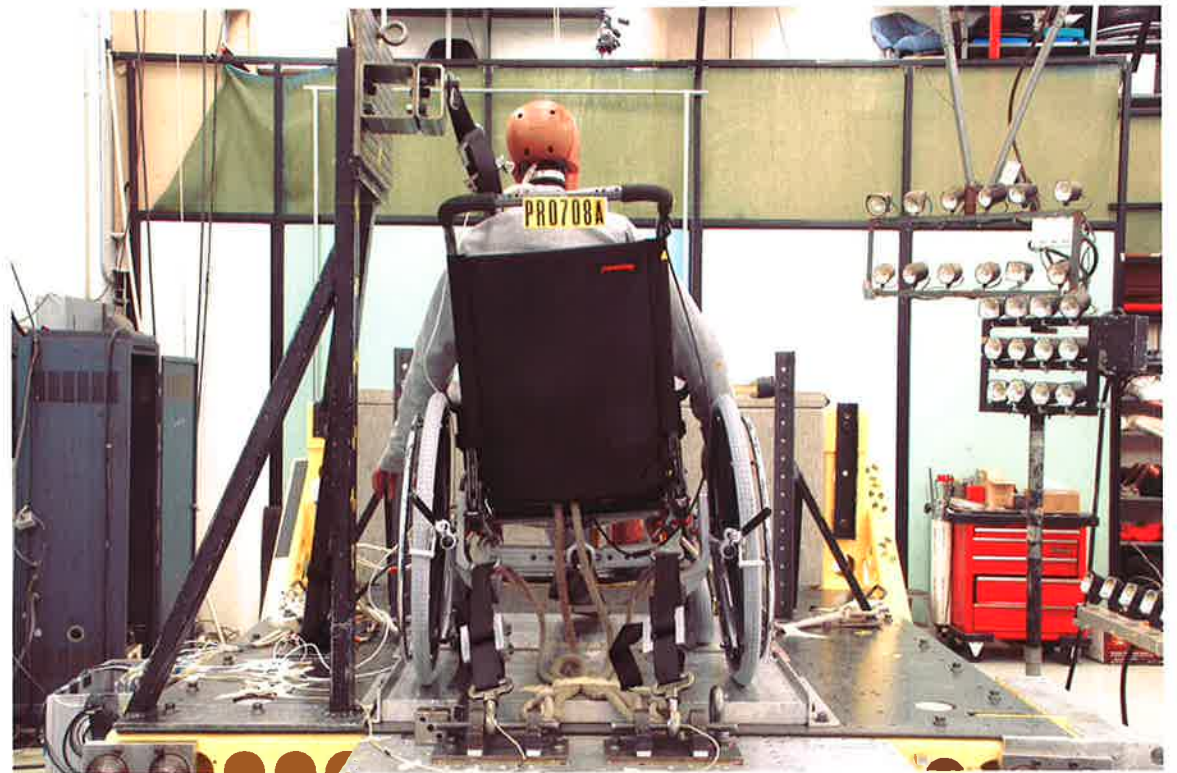
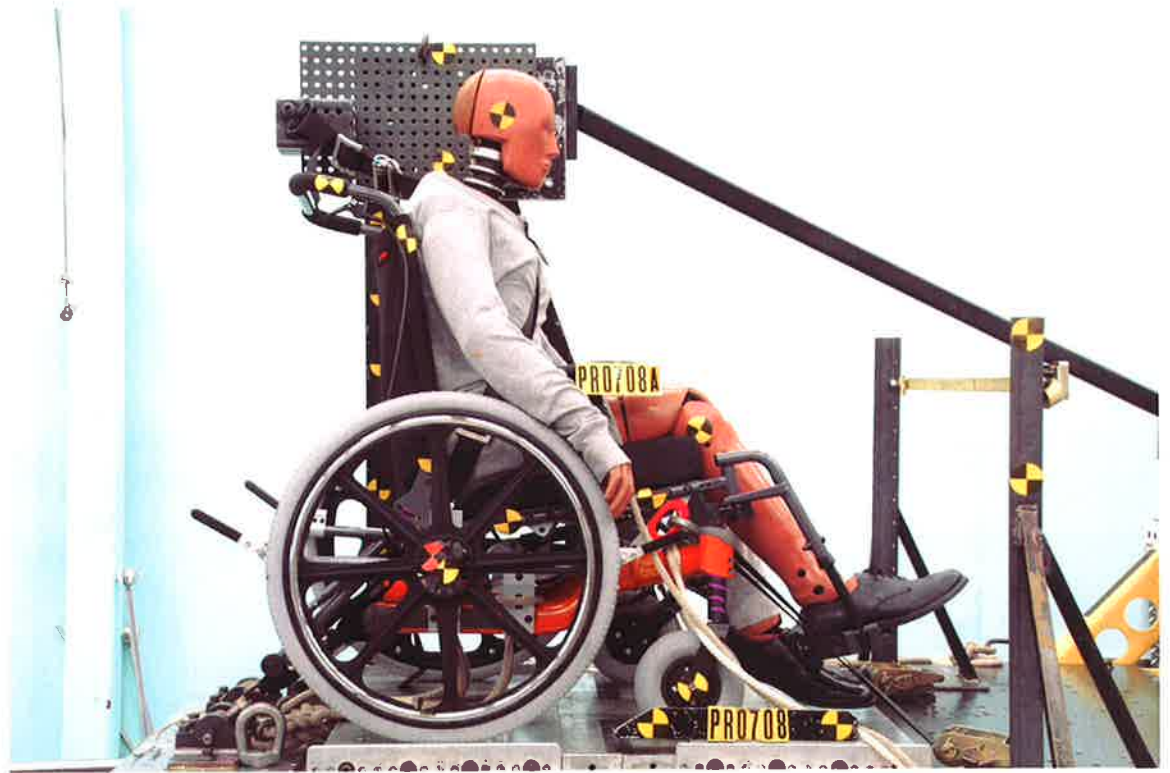
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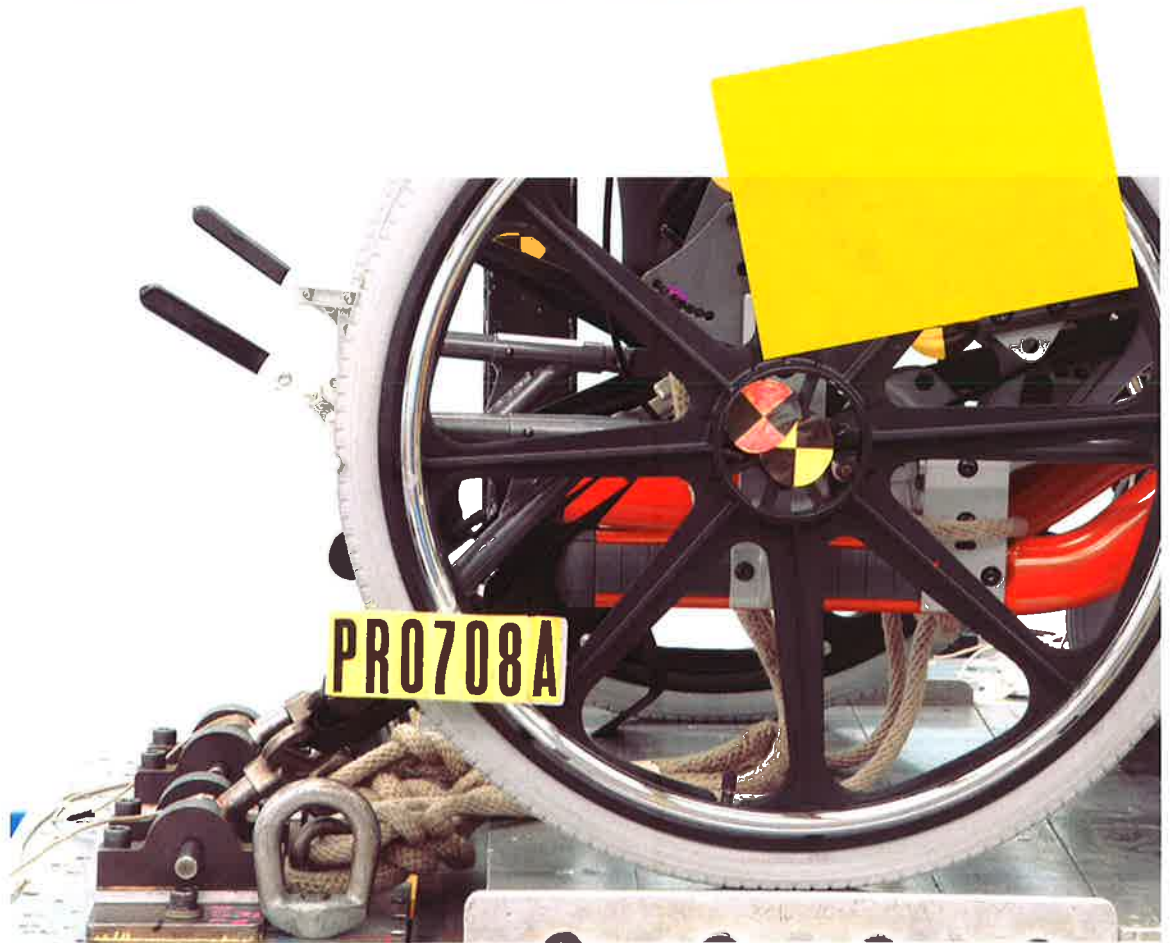
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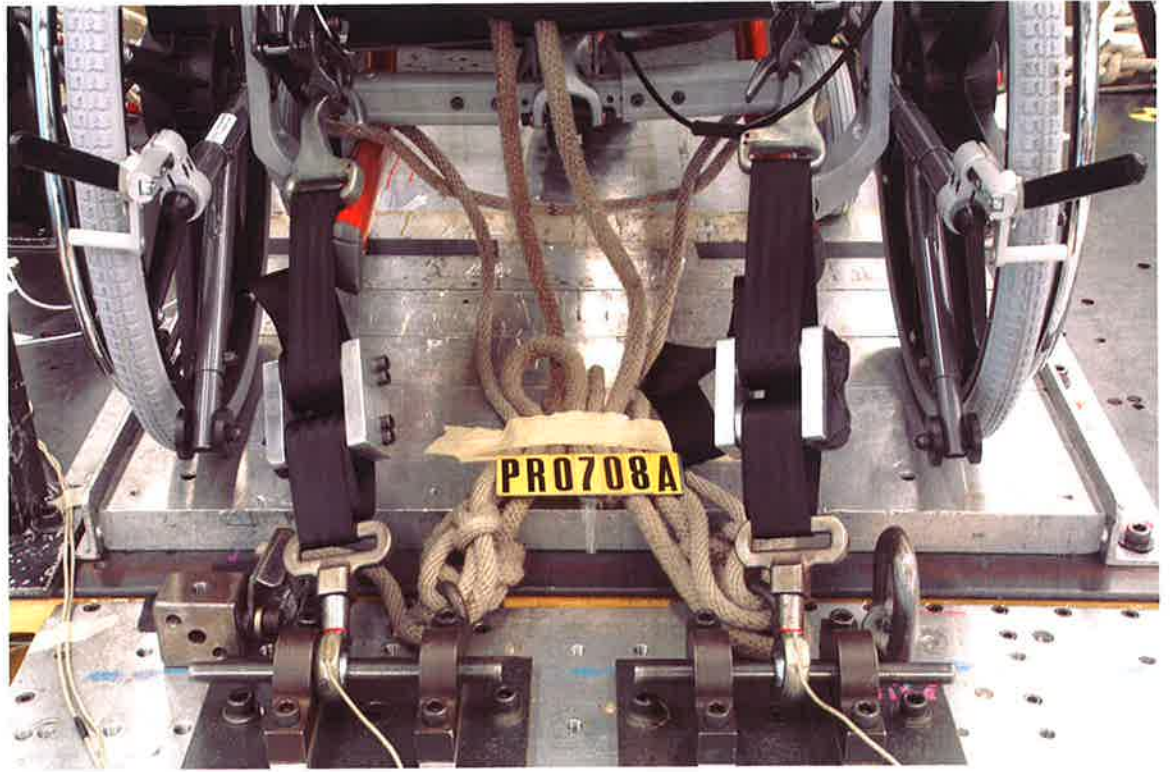






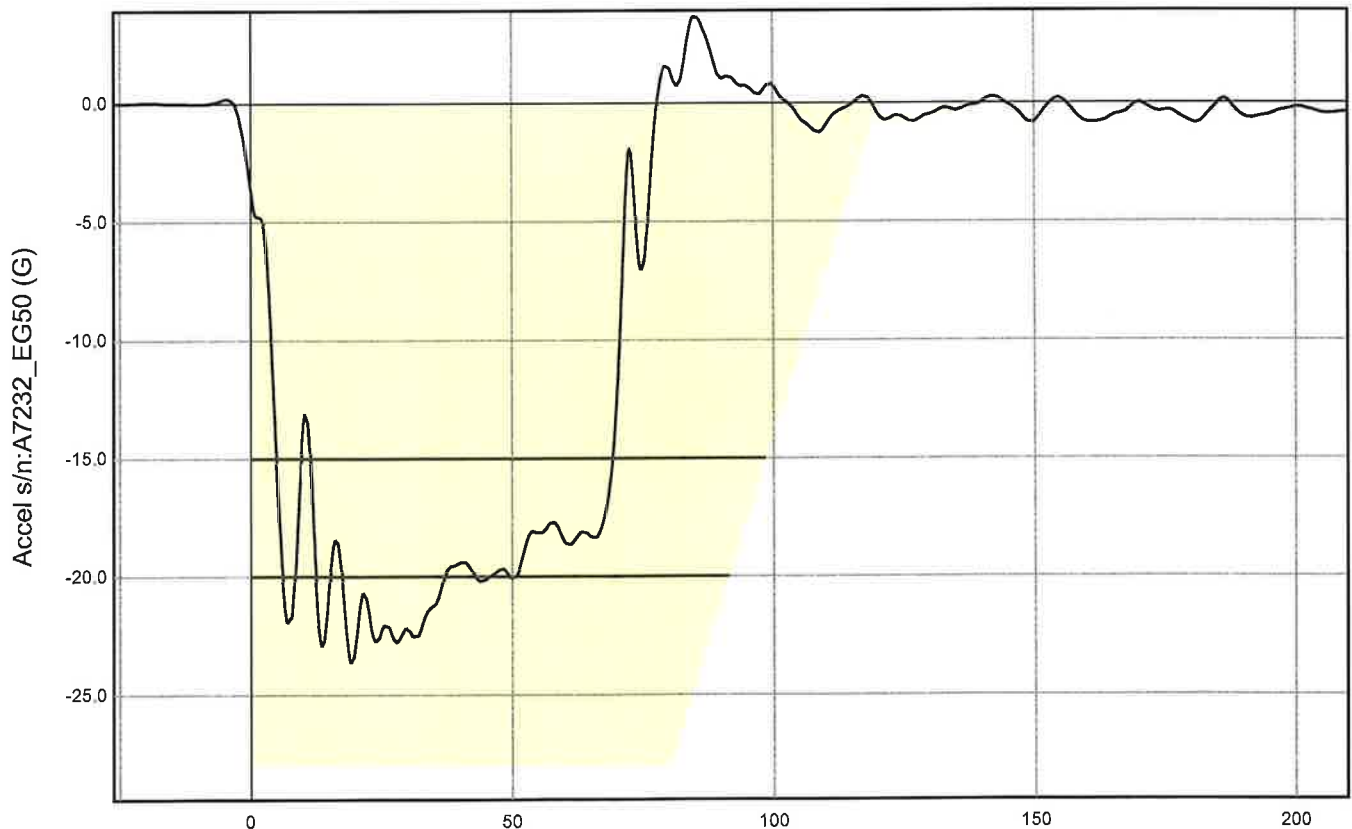
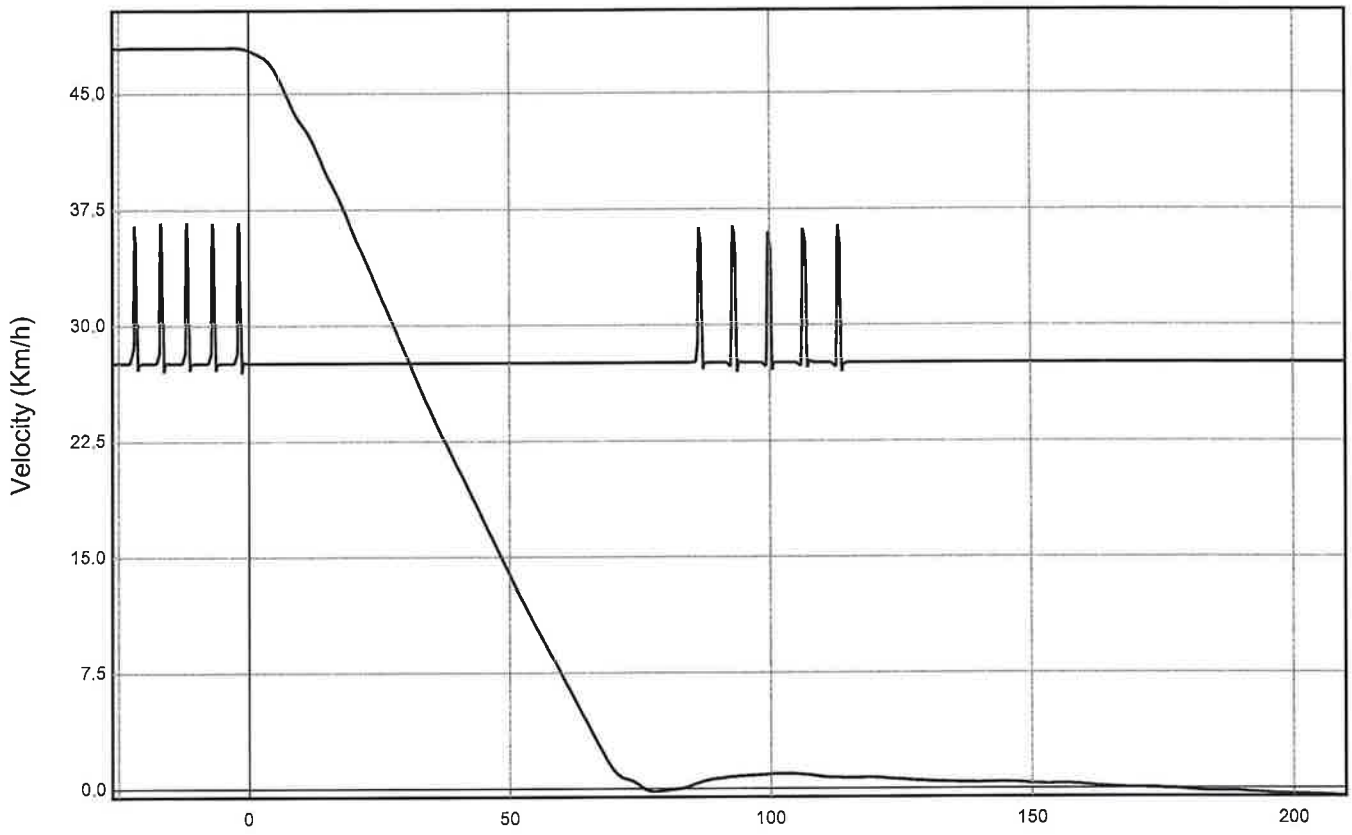








TEST SIGNALS



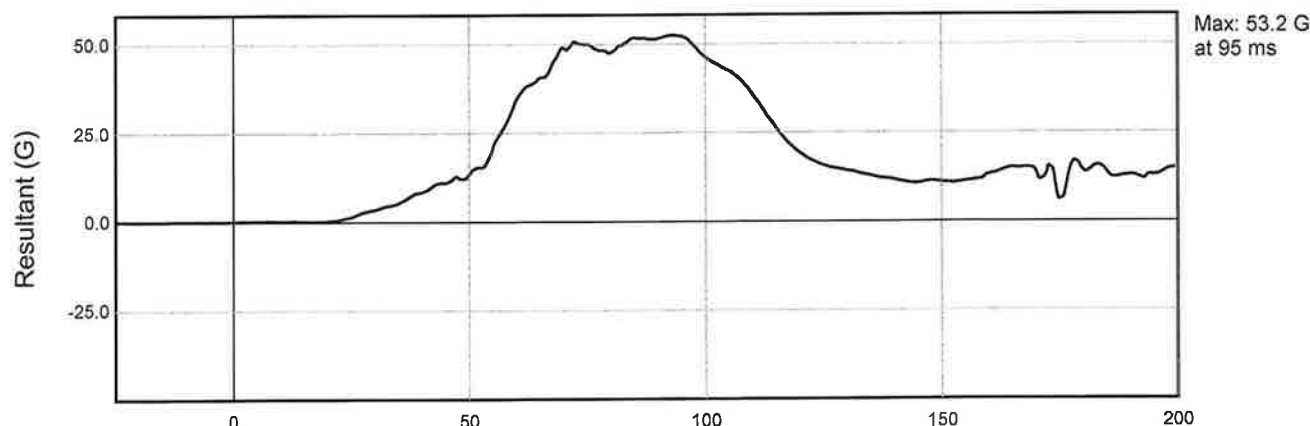
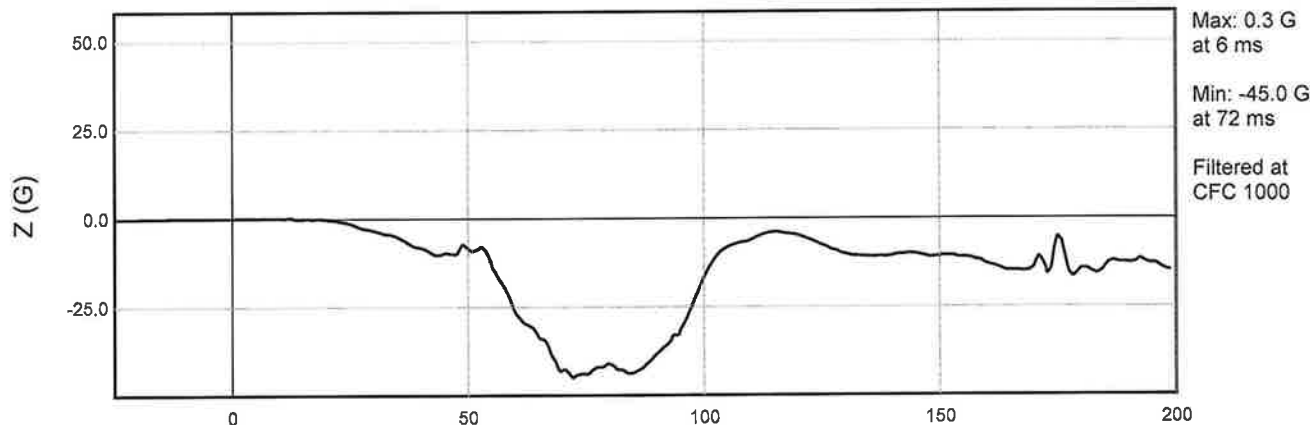
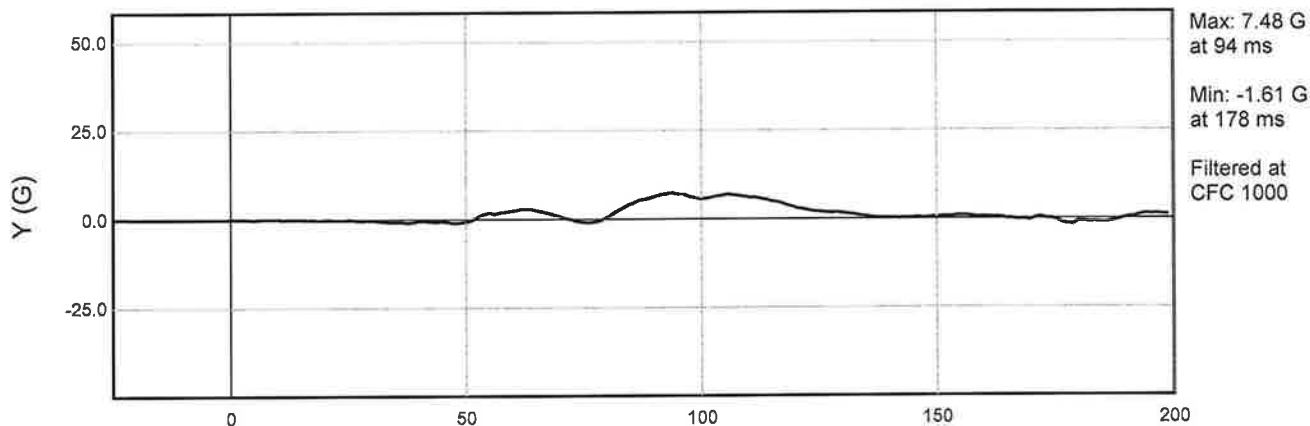
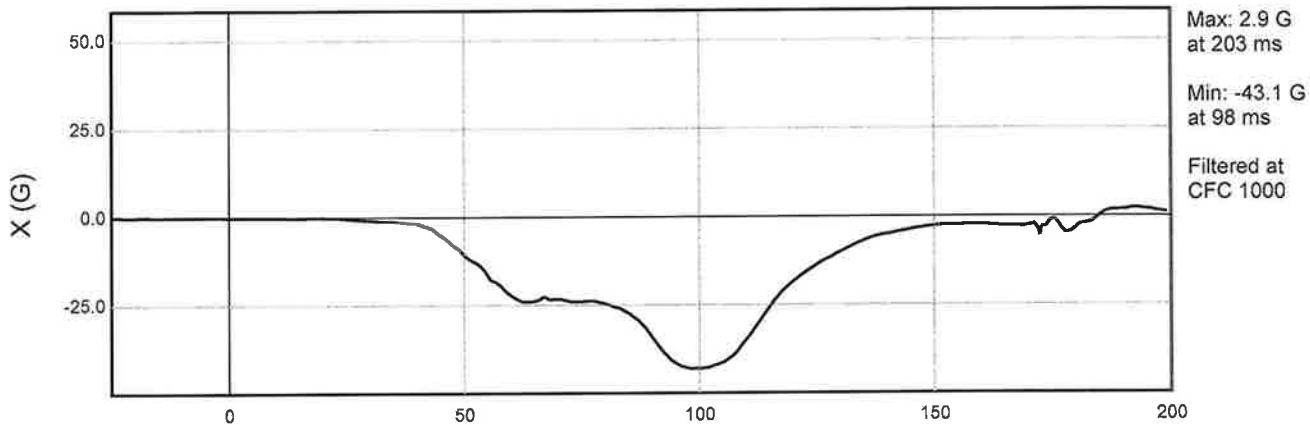
Sled Pulse Duration = 81.0 ms
Sled Plateau Average Level = -20.0 G
Sled Decel Peak = -23.7 G
Total time under -20.0 G was 28.7 ms
Continuous time under -15.0 G was 57.8 ms

Efficiency = $V_{out} / V_{in} = 20.56 / 27.57 = 74.6\%$
Sled Delta V = 48.1 kph (29.9 mph)
Stopping Dist. (est) = 0.552 m

UMTRI

Head Acceleration

PR0708

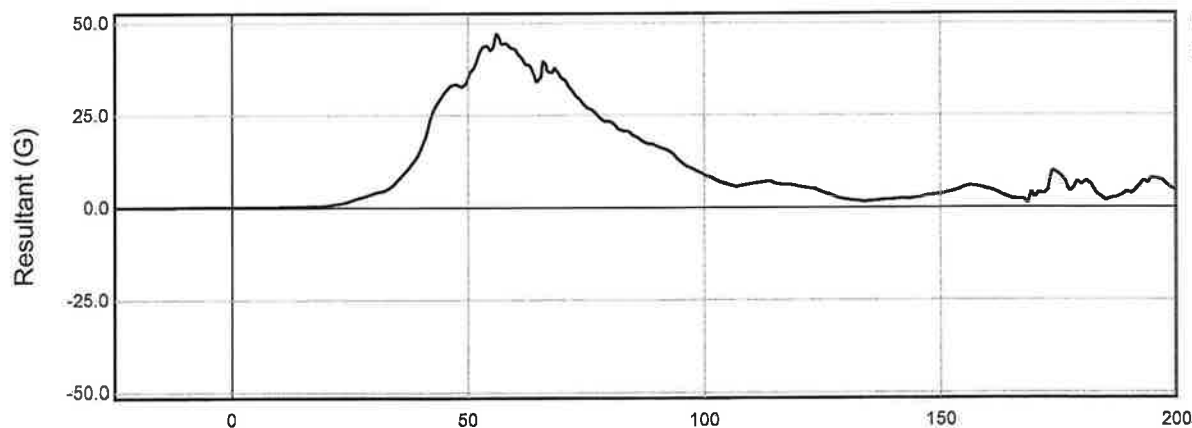
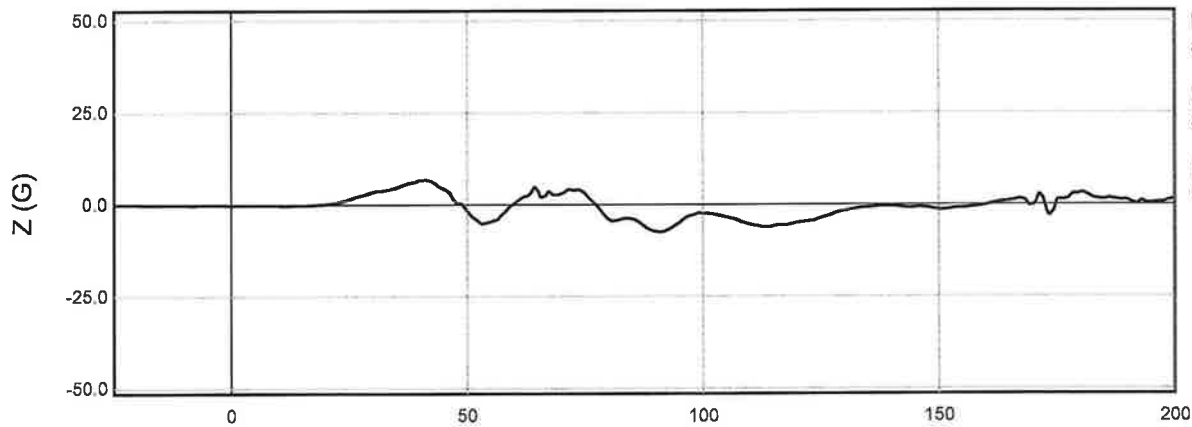
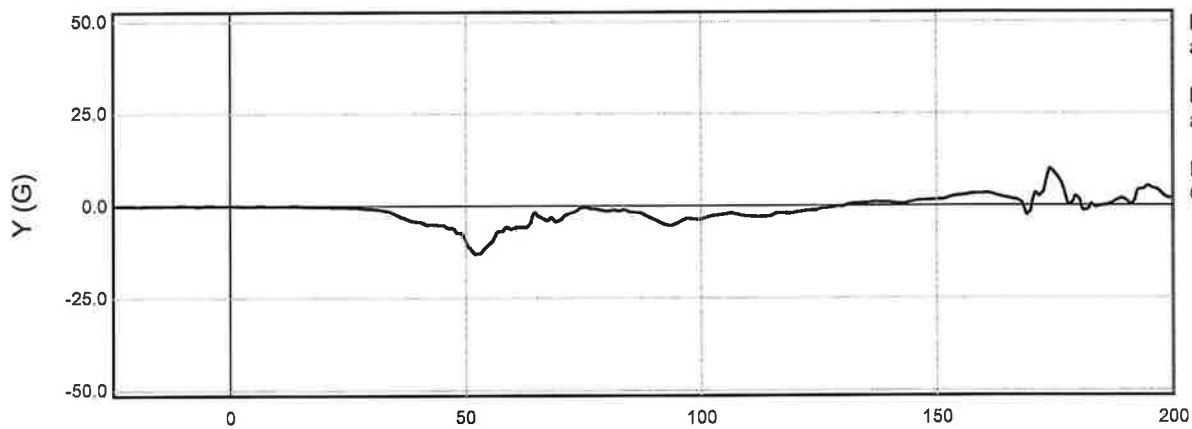
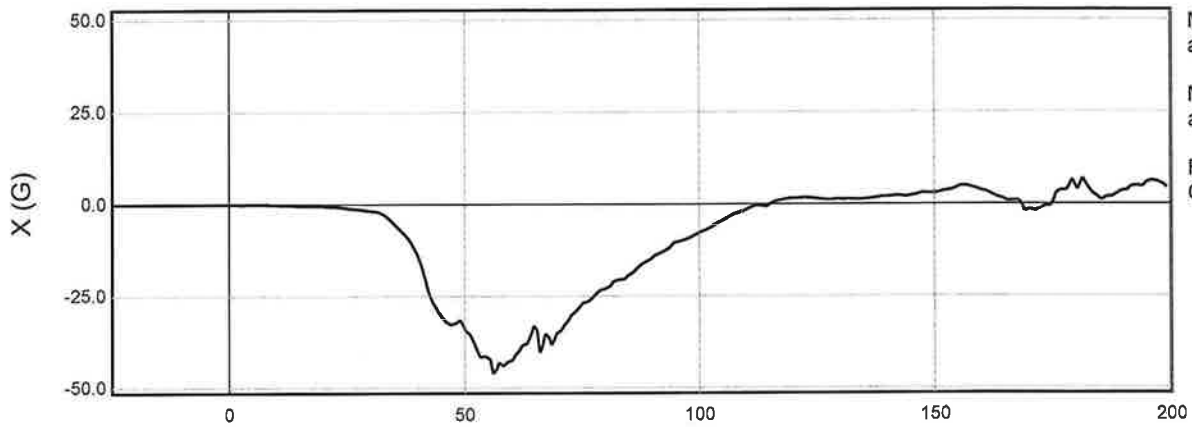


H.I.C. (UN) = 771.0 From: 57.4 to 114.6 ms
H.I.C. (15) = 288.4 From: 82.5 to 97.5 ms

UMTRI

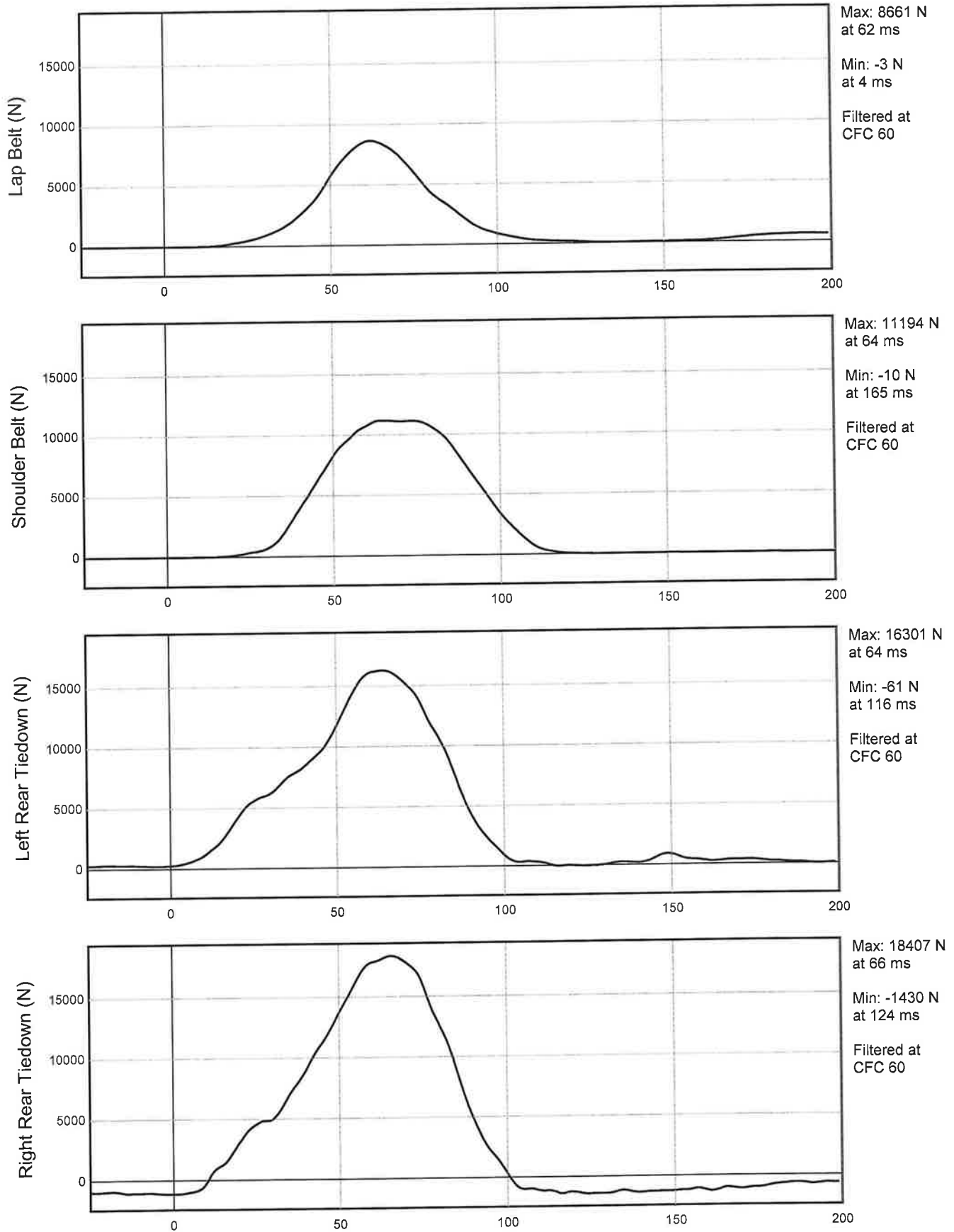
Chest Acceleration

PR0708



3.0 ms Clipped Peak = 43.6G
Total time over 60.0 G was 0.0 ms

From: 55.4 to 58.4 ms



PDG Parts Order

ORDER NUMBER: 72808

Order Date: 10/05/2007

Schd.Ship Date: 10/09/2007

Sold To: PDG Brian's Demo

Unit 102 - 366 E Kent Ave. S
Vancouver BC
Canada V5X 4N6
604 323-9220

Ship To: University of Michigan Transportation Research Ins.

2901 Baxter Road, Rm 425
Ann Arbor MI
USA 48109
734 936-1107

PO Number:

Tag: Testing

CRASH TEST

Order Details

Item #	Item Description	Qty Ordered	Qty Shipped
1356	Bearings 1/2 ID x 1 1/8 OD	4	
1656	Bentley/Stellar back upholstery 18" (Reg)	1	
2413	8" x 2" front caster fork Only	2	
2726	24" wheel - assembly with pneumatic tires	2	
3385	8" x 2" Front Caster Wheel Only, Pneumatic Tire	2	
4019	Armrest - "T" Style Assembly - Left	1	
4020	Armrest - "T" Style Assembly - Right	1	
4658	Fuze Back Tube - Push Bar - Right - 25"	1	
4659	Fuze Back Tube - Push Bar - Left - 25"	1	
4738	Fuze Caster Journal - Long (68004)	2	
4882	T-Style Armrest adaptor plate	2	
4883	T-Style Armrest Tube Full Length Pad	2	

COPY

Notes:

Parts needed to add to chair as per BR. Julie
MIKE TO FINISH :-)

Entered By: _____

Picked By: _____

Packed By: _____

Shipping Method: OVERNIGHT

✓ ① ARM RESTS WERE FILED ?

② QUICK RELEASE AXLES WERE INCLUDED