

Sled Impact Test

**PR 1906**  
**Product Design Group**

**Frontal Impact of an Eclipse Wheelchair  
Secured by a Surrogate Four-Point, Strap-Type Tiedown  
and Loaded with a Hybrid III Large 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*

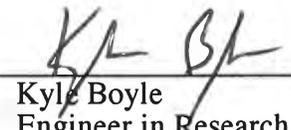
Test Date: August 16, 2019

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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 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 Eclipse 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 large-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

<p><b>GENERAL TEST INFORMATION</b></p> <p>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</p>	<p>PR 1906          August 16, 2019          Eclipse Wheelchair          Surrogate four-point, strap-type tiedown          Three-point belt with WC-anchored lap belt          Hybrid III large-male @ 100 kg (220 lb)          Forward facing          Rigid steel plate          48 kph (30 mph)          20 g</p>
<p><b>WHEELCHAIR TIEDOWN</b></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>1295 mm (51.0 in)          483 mm (19.0 in)          44 degrees          0 degrees          559 mm (22.0 in)          495 mm (19.5 in)          711 mm (28.0 in)          43 degrees          11 degrees          521 mm (20.5 in)</p>
<p><b>OCCUPANT RESTRAINT</b></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)          1232 mm (48.5 in)          305 mm (12.0 in)          43 degrees          70 degrees, measured on ATD torso          30 degrees, measured above ATD shoulder</p>
<p><b>FOOTSTRAP POSITIONING</b></p> <p>Below ATD knee center          In front of ATD knee center</p>	<p>127 mm (5.0 in)          457 mm (18.0 in)</p>
<p><b>ATD POSITIONING</b></p> <p>Shoulder height above sled platform          H-point height above sled platform</p>	<p>1041 mm (41.0 in)          610 mm (24.0 in)</p>
<p><b>WHEELCHAIR</b></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>34.1 kg (75 lb)          508 mm (20.0 in)          9 degrees          483 mm (19.0 in)          3 degrees          521 mm (20.5 in)          483 mm (19.0 in)</p>
<p><b>POSTURAL SUPPORT DEVICES USED</b></p>	<p>Head and foot supports</p>

## 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 89 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 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 425 mm, which is below the WC19 and ISO excursion limit of 650 mm. The peak forward knee excursion was limited to about 262 mm, which meets the WC19 and 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 449 mm rearward from its initial position, which is just below the limit of 450 mm.

The results of this test show that the Eclipse 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

<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 1906 48 kph (30.3 mph) 21.0 g 23.4 g 25.4 ms 66.0 ms 79.1 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	71 g 52 g 475 425 mm (16.7 in) 262 mm (10.3 in) 449 mm (17.7 in) 559 mm (22.0 in) 8% change
<b>TIEDOWN LOADS</b> Peak left-rear lower tiedown strap force Peak right-rear lower tiedown strap force	21022 N (4726 lb) 24349 N (5474 lb)
<b>BELT LOADS AND PELVIC BELT ANGLE</b> Peak left pelvic-belt load Peak shoulder-belt load	not measured 10911 N (2453 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	89 mm (3.5 in) 113 mm (4.5 in) 96 mm (3.8 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 PERFORMANCE TO ANSI/RESNA WC-4:2017, SECTION 19  
SLED TEST PR 1906**

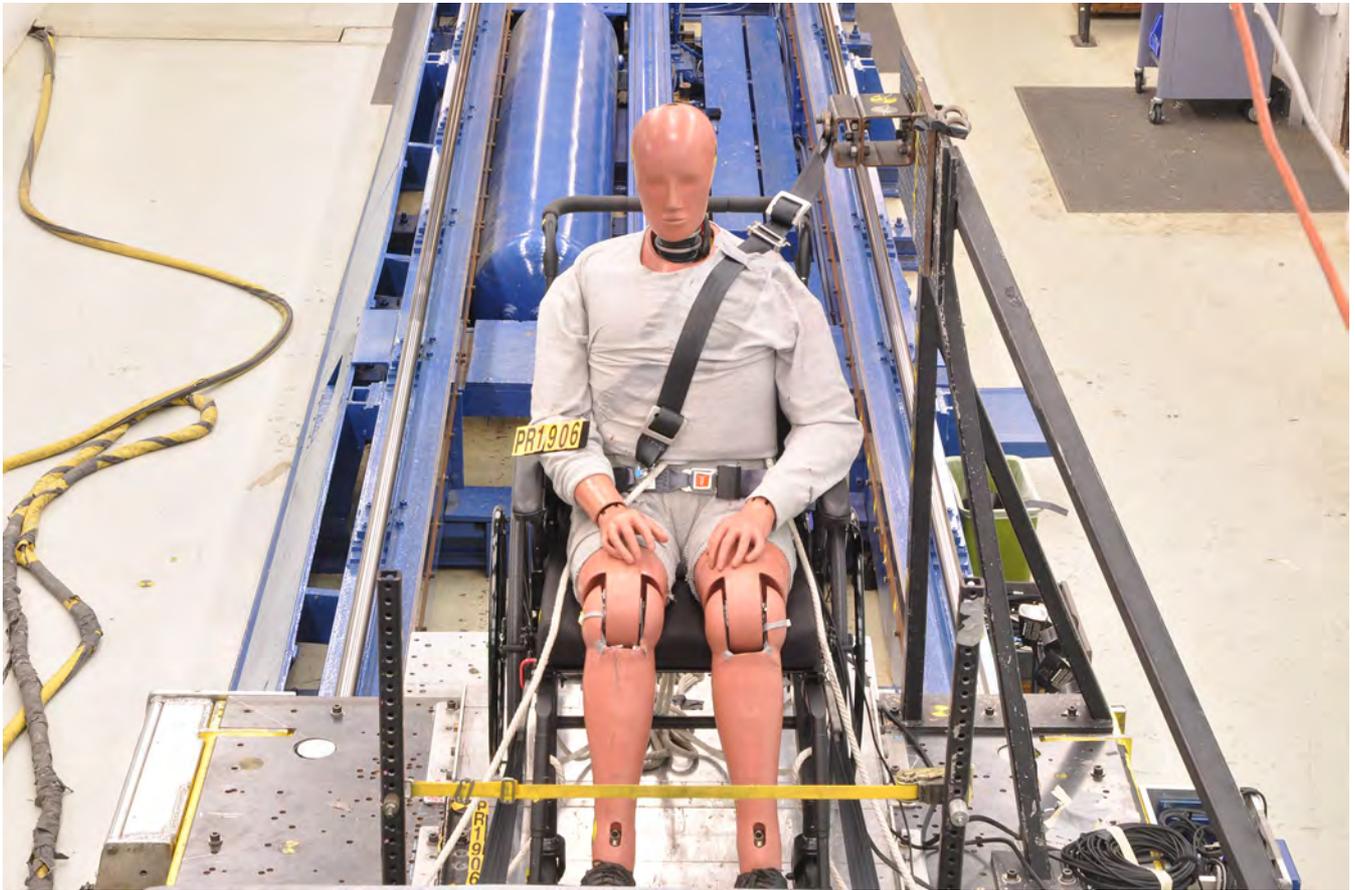
Requirement		Observed Performance	
WC19 Clause	Description	Description	Pass/Fail
5.3.2a	Structural components of the WC securement points shall not completely fail	There were no securement-point failures.	Pass
5.3.2b	Deformation of WC securement points must not prevent disengagement of hook	Hooks could 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 5 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	89 mm	Pass
	Forward knee excursion < 375 mm	262 mm	Pass
	Forward head excursion < 650 mm	425 mm	Pass
	Rearward head excursion < 450 mm	449 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 $\geq$ 20% of pretest height	Average H-point height decreased 8%.	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 1906**

Requirement		Observed Performance	
ISO 7176-19 Clause	Description	Description	Pass/Fail
5.2.1a	Forward excursion of Point P < 200 mm	89 mm	Pass
	Forward knee excursion < 375 mm	262 mm	Pass
	Forward head excursion < 650 mm	425 mm	Pass
	Rearward head excursion < 450 mm	449 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 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	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 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



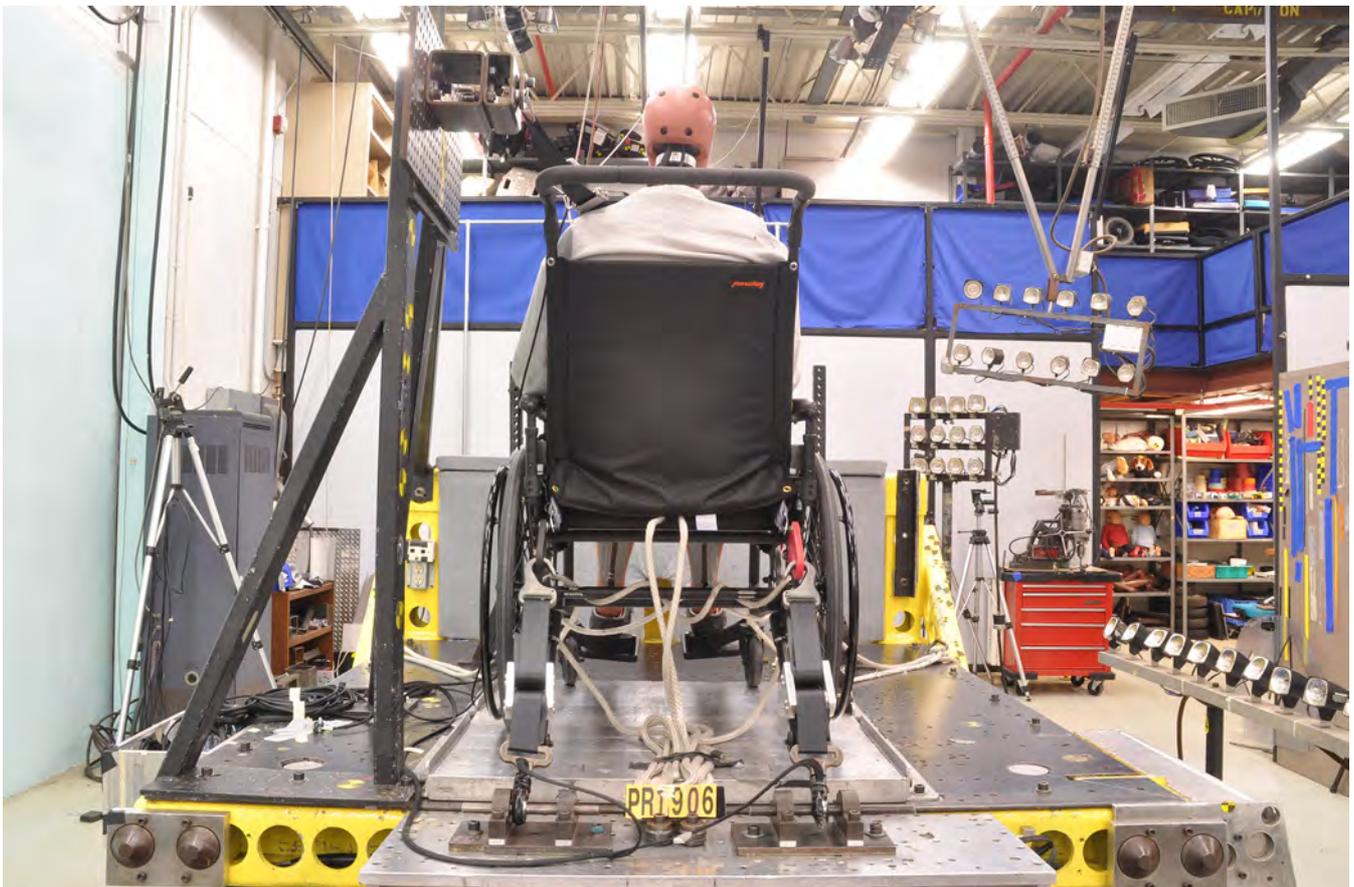
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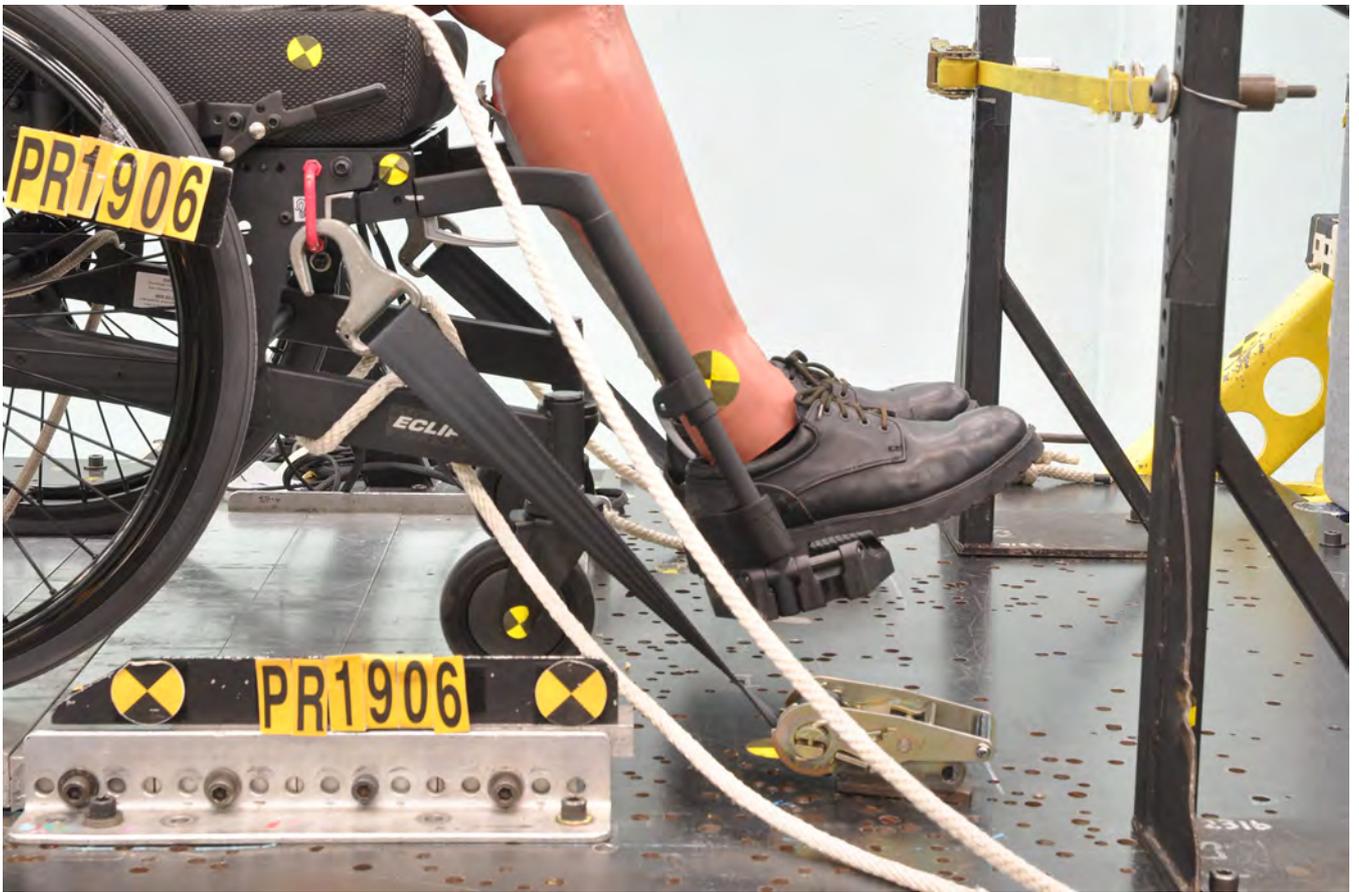
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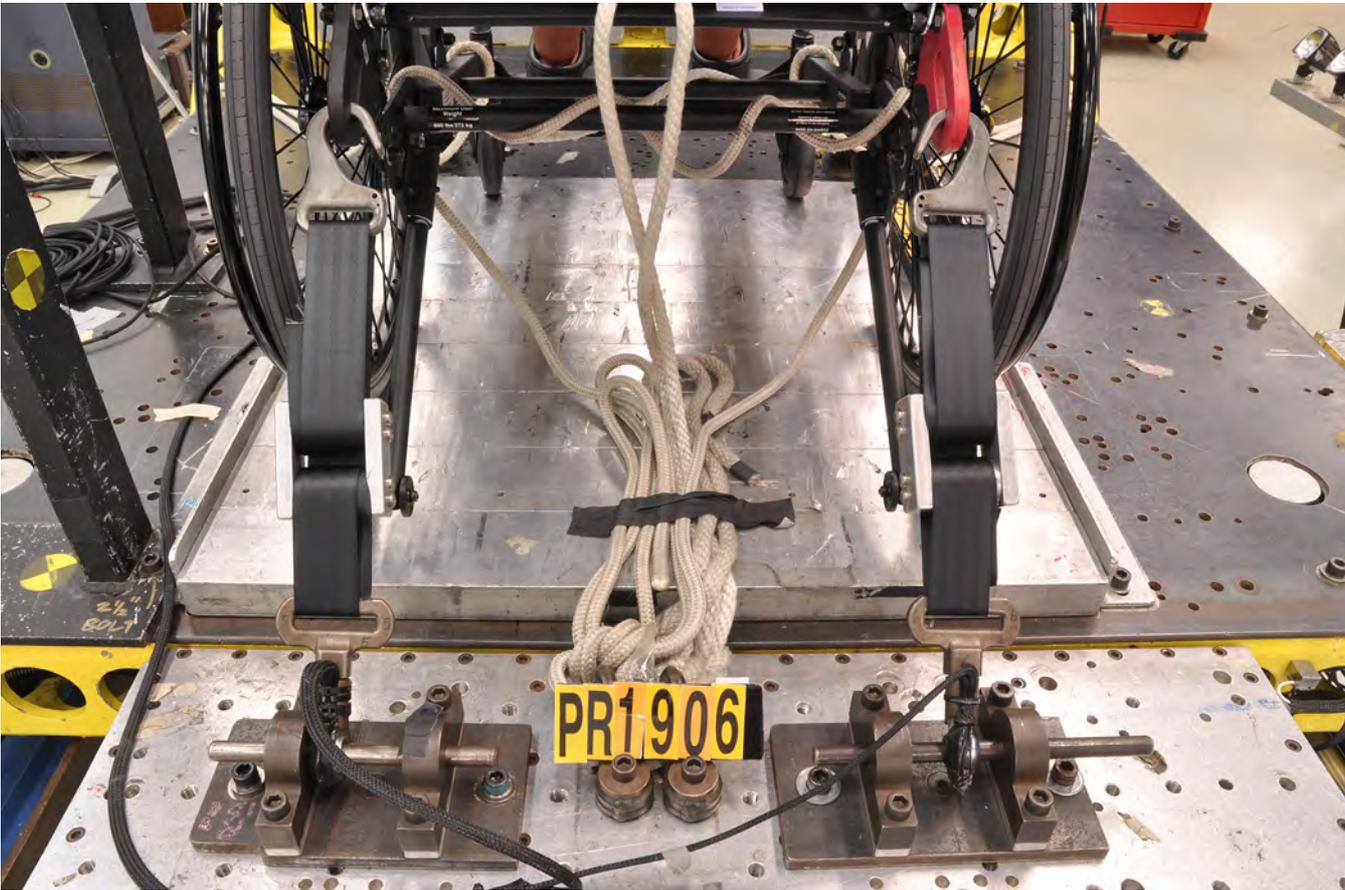
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TEST AND POST-TEST PHOTOS

# PR1906

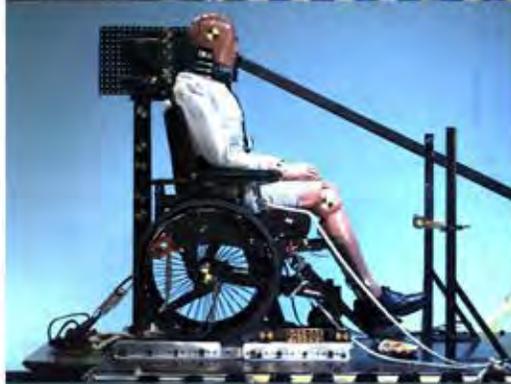
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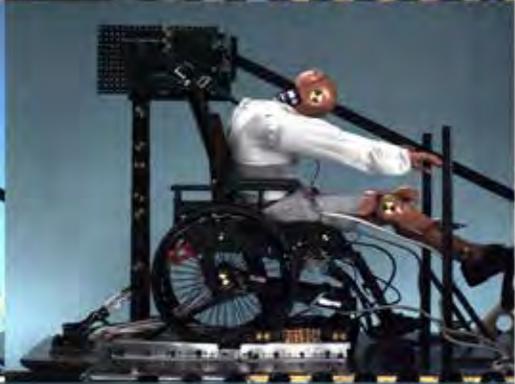
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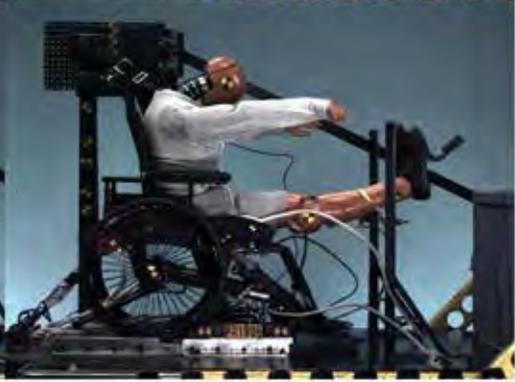
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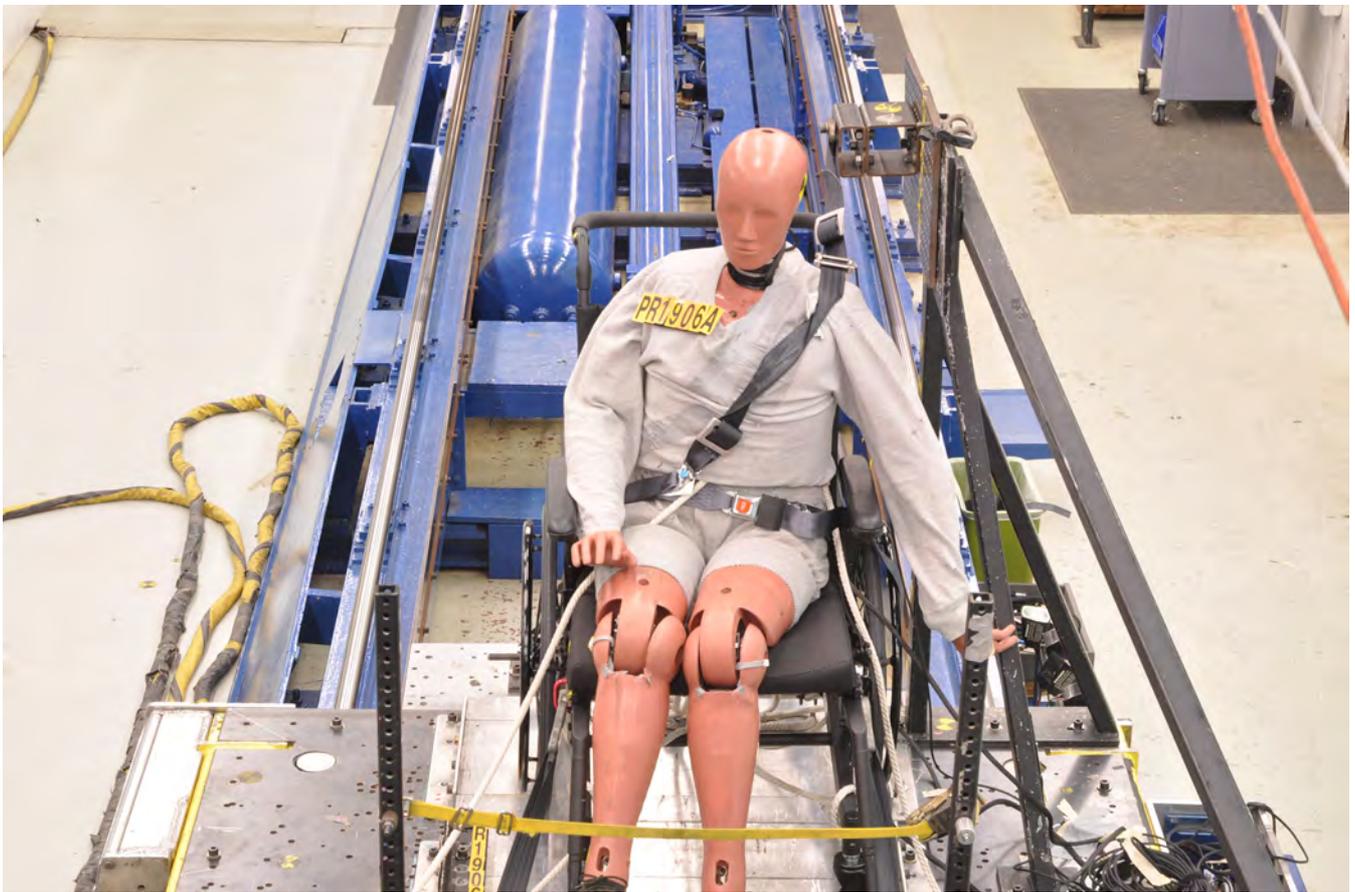


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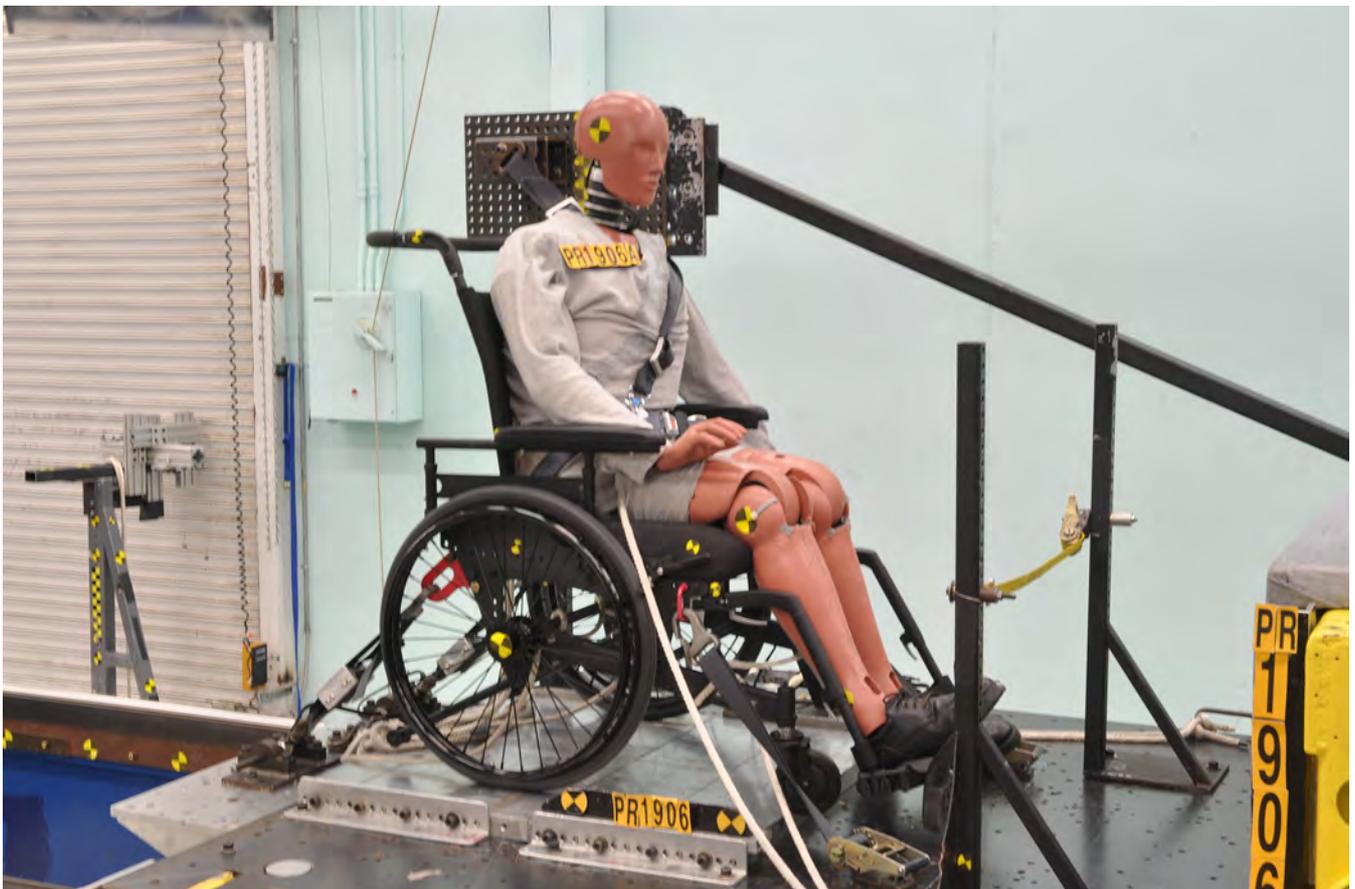


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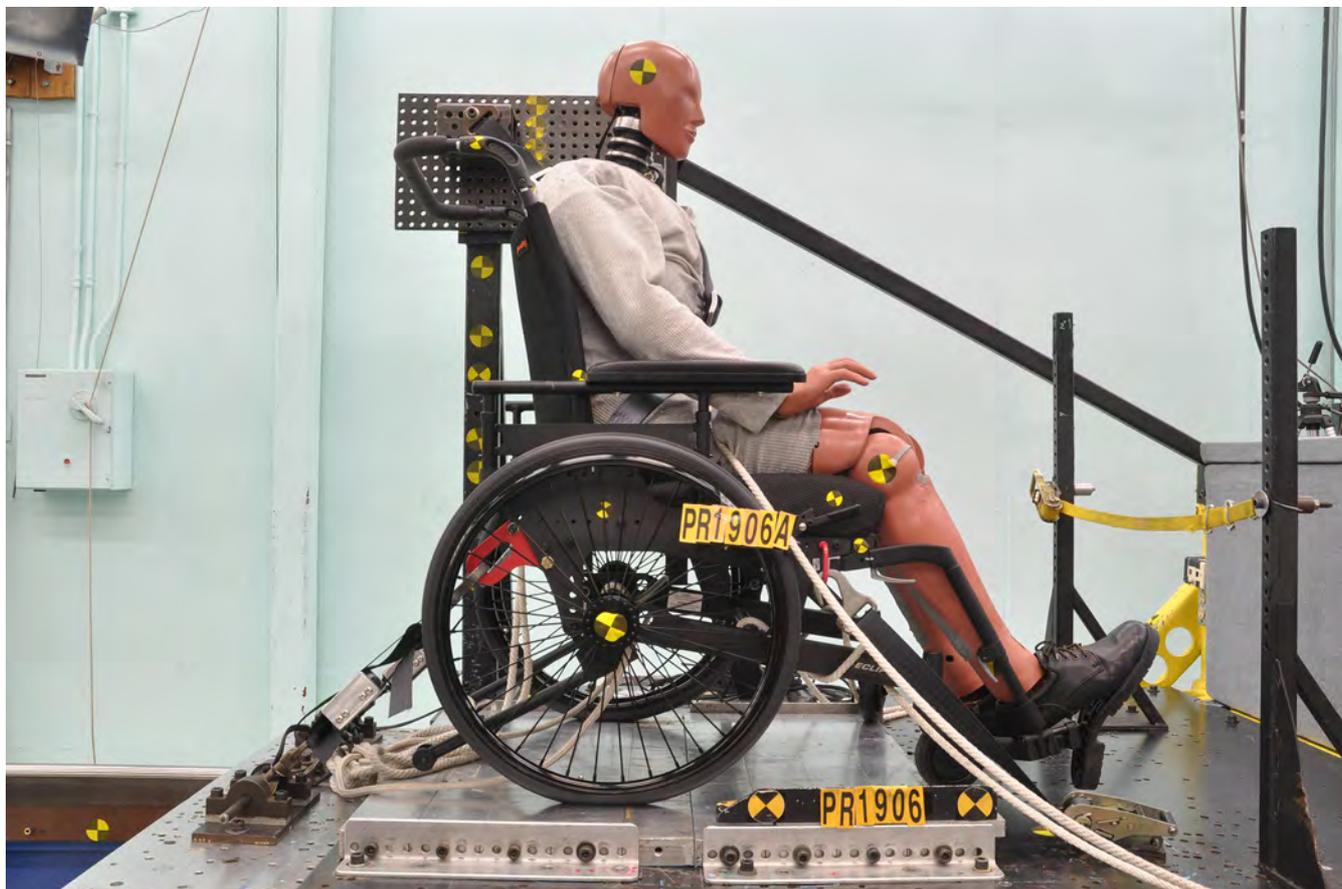




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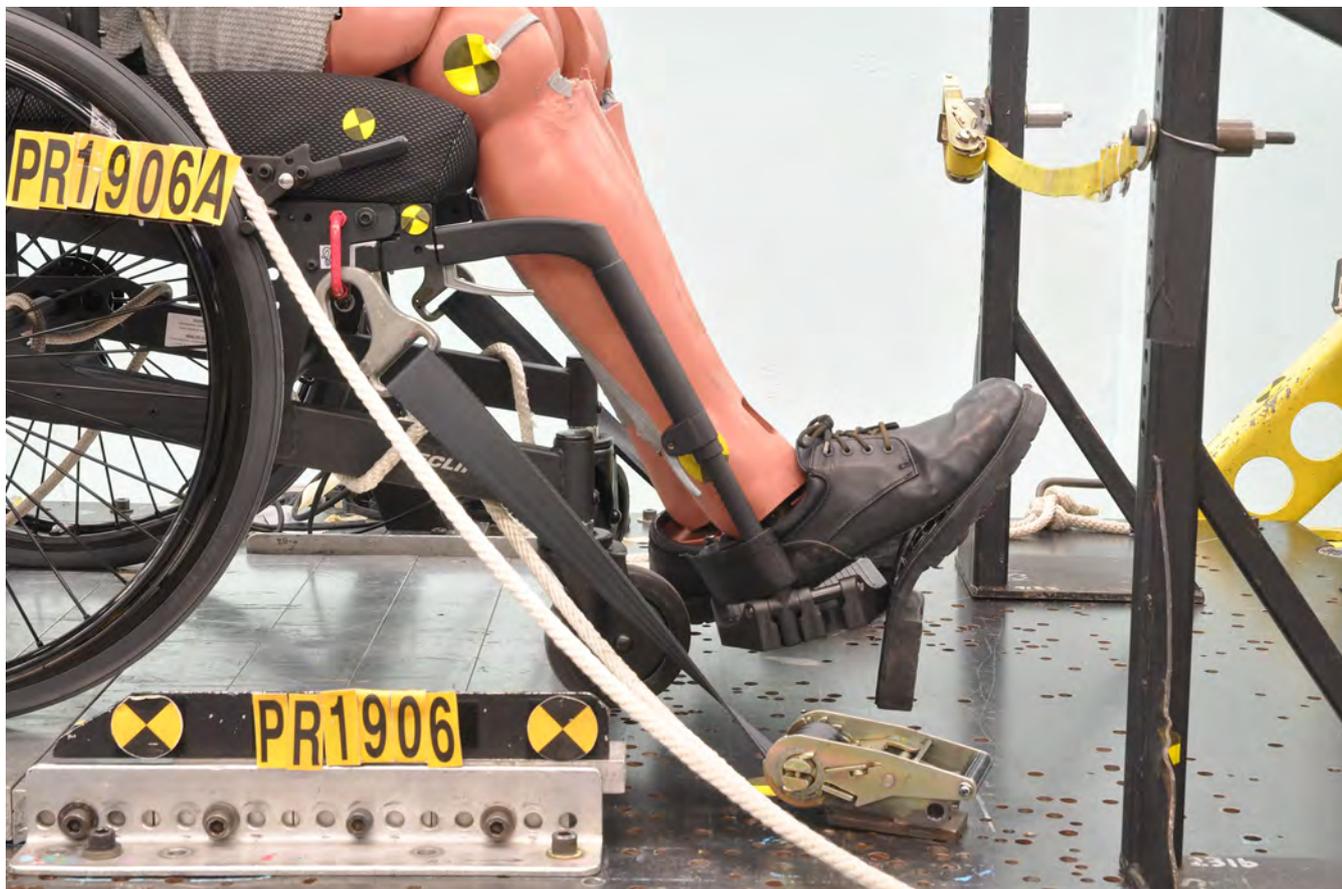
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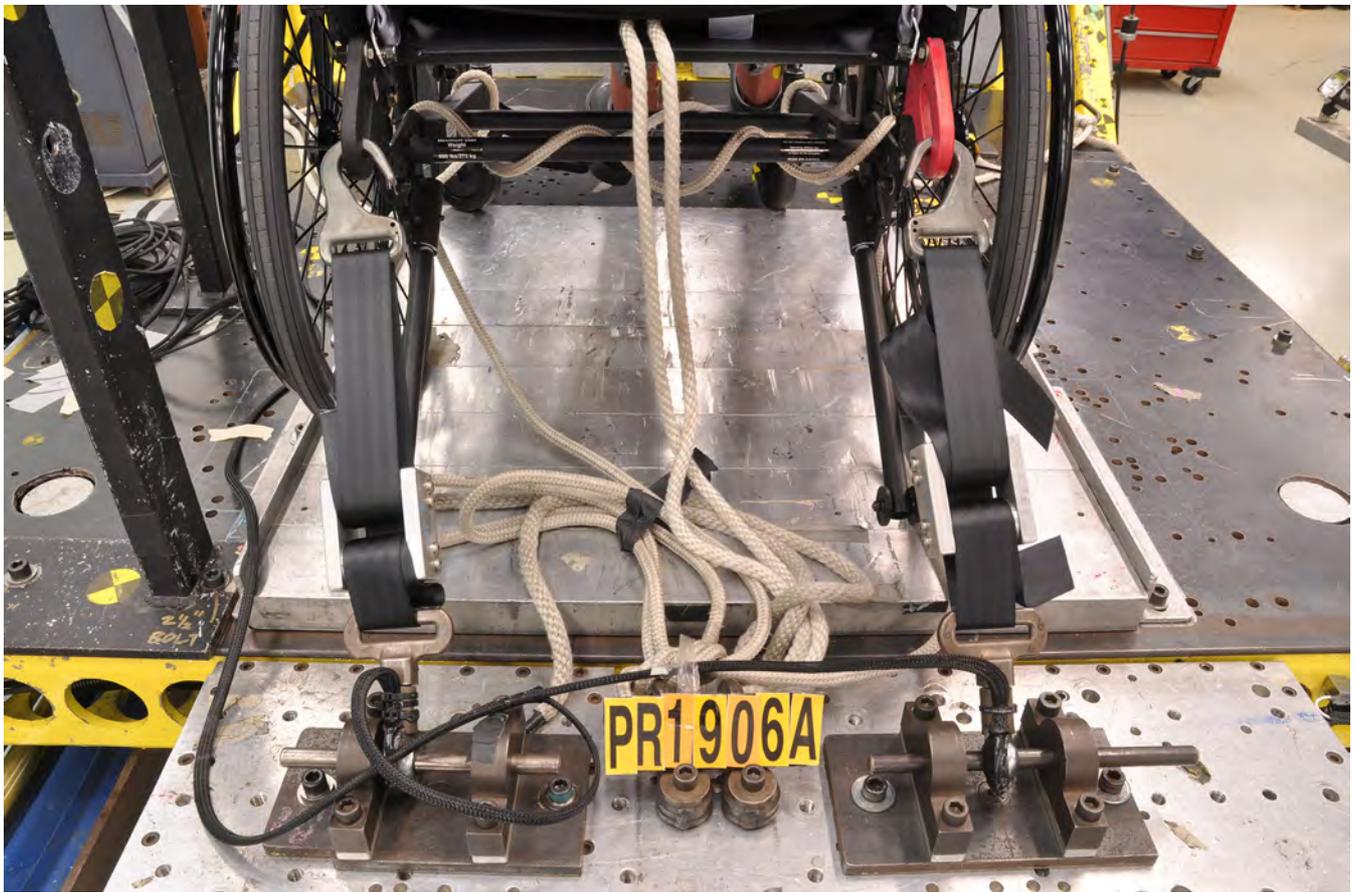
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## TEST SIGNALS

Nominal = 30 mph / 20 g Pressures: 141.6/1190  
 Actual[P] = 48.8 km/h (30.3 mph) (74.3%) Plateau Avg.= -21.0 G; Peak = -23.4 G

Dummy: Hybrid III 95th Male (101.2 kg) Buck Weight: 2262  
 Buck: steel plate, extensions, risers, bolster, shoulder brace

PDG EclipseWheelchair  
 Commercial WC-Anchored Lap and Surrogate Shoulder

Sled Summary

Sled Pulse Duration = 79.1 ms	Efficiency = $V_{out} / V_{in} = 20.8 / 28.0 = 74.3\%$
Sled Plateau Average Level = -21.0 G	Sled Delta V = 48.8 kph (30.3 mph)
Sled Decel Peak = -23.4 G	Stopping Dist. (est) = .563 m
Total time under -20.0 G was 25.4 ms	
Continuous time under -15.0 G was 66.0 ms	

Head Acceleration

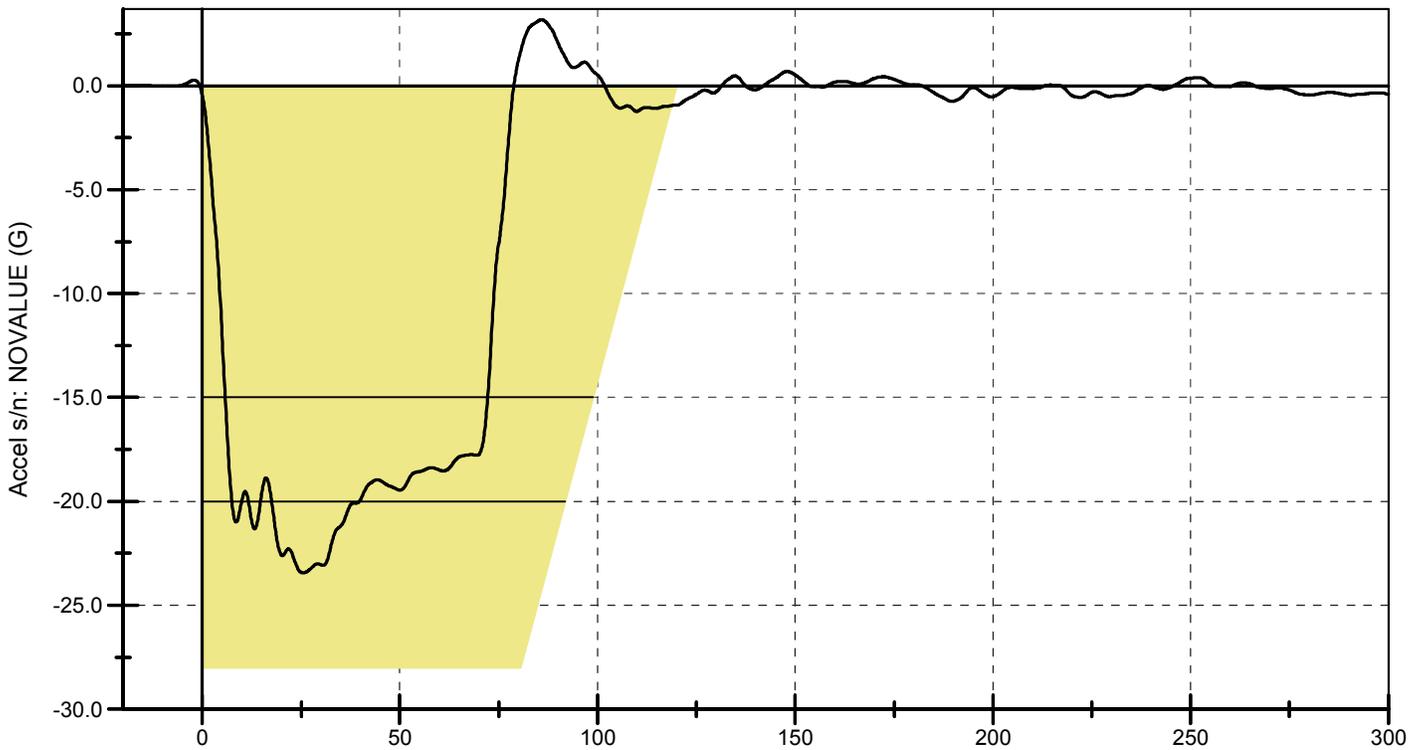
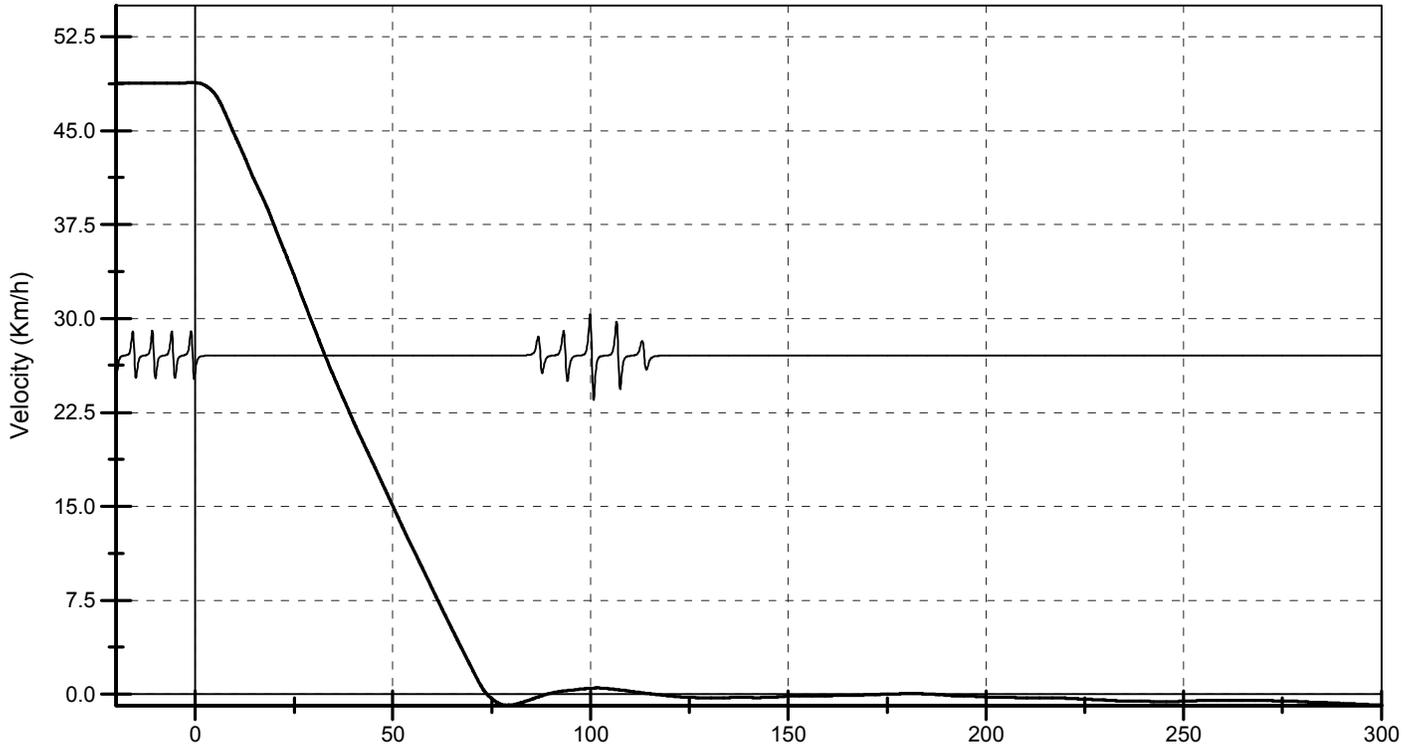
X	<b>-65.1 g @ 100 ms</b>	8.1 g @ 206 ms
Y	<b>-9.0 g @ 60 ms</b>	4.0 g @ 117 ms
Z	-2.3 g @ 17 ms	<b>59.1 g @ 83 ms</b>
Resultant	<b>Peak: 70.8 g @ 83 ms</b>	
H.I.C. (UN) = 1086.8		From 52.8 to 111.0 ms
H.I.C. (36) = 952.5		From 72.8 to 108.8 ms
H.I.C. (15) = 474.5		From 77.6 to 92.6 ms

Chest Acceleration

X	<b>-50.2 g @ 61 ms</b>	4.7 g @ 281 ms
Y	-7.4 g @ 67 ms	<b>8.1 g @ 62 ms</b>
Z	<b>-16.8 g @ 47 ms</b>	15.4 g @ 74 ms
Resultant	<b>Peak: 52.1 g @ 61 ms</b>	
3.0 ms Clipped Peak = 49.4G		From: 58.5 to 61.5 ms
Total time over 60 G was 0.0 ms		

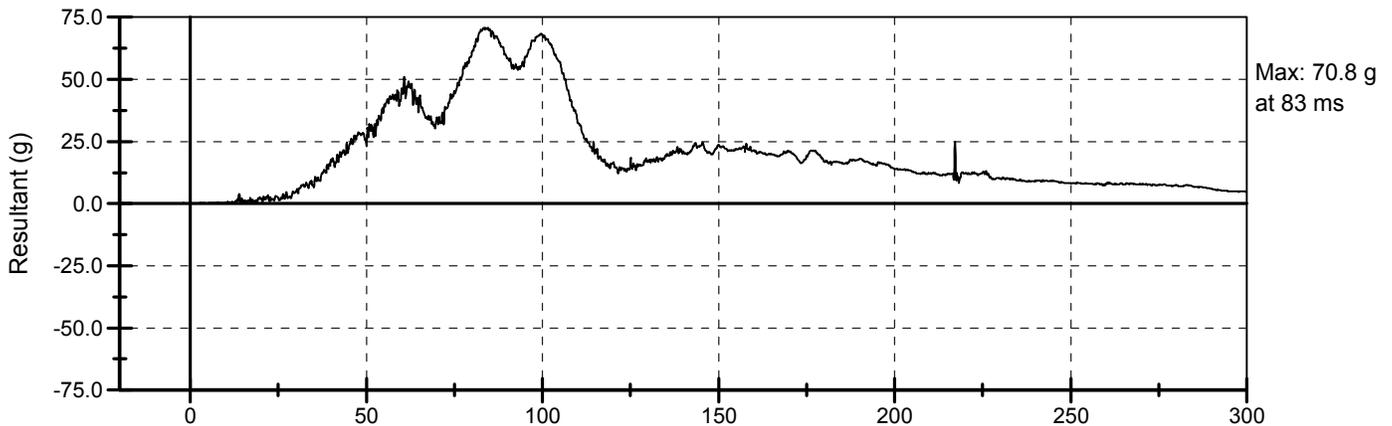
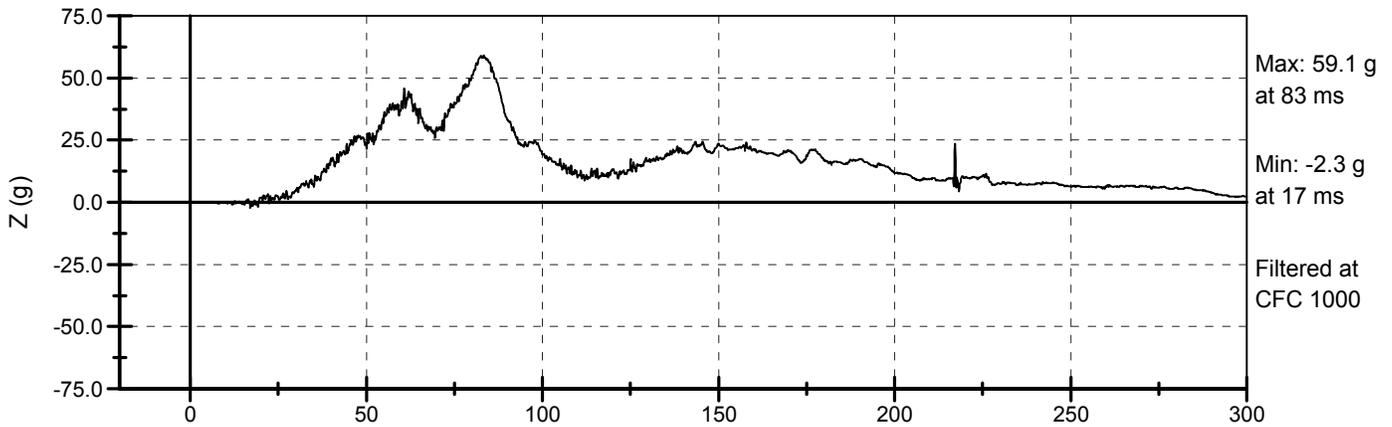
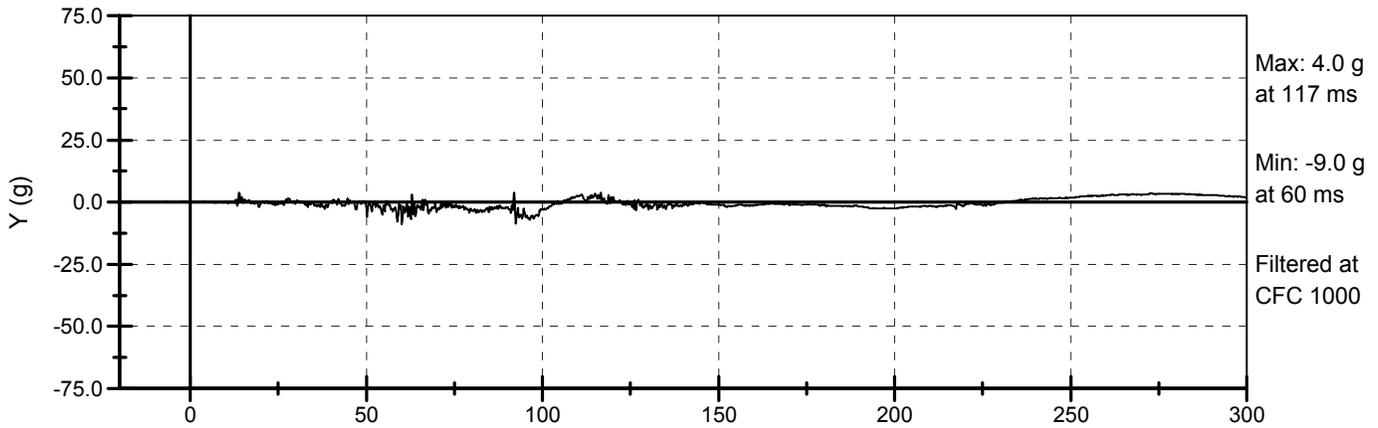
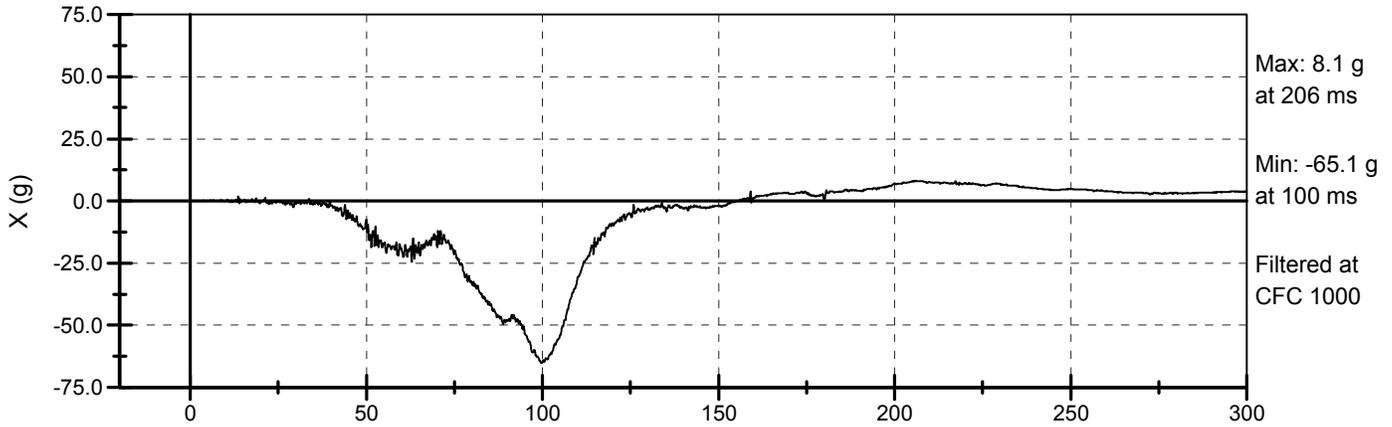
Belt/Tiedown Loads

Shoulder Belt Load	-19.4 N (-4.4 lb) @ 179 ms	<b>10911.7 N (2453.0 lb) @ 77 ms</b>
Left Rear Tiedown Load	-228.9 N (-51.5 lb) @ 230 ms	<b>21023.9 N (4726.4 lb) @ 64 ms</b>
Right Rear Tiedown ...	-288.0 N (-64.7 lb) @ 270 ms	<b>24349.6 N (5474.0 lb) @ 63 ms</b>



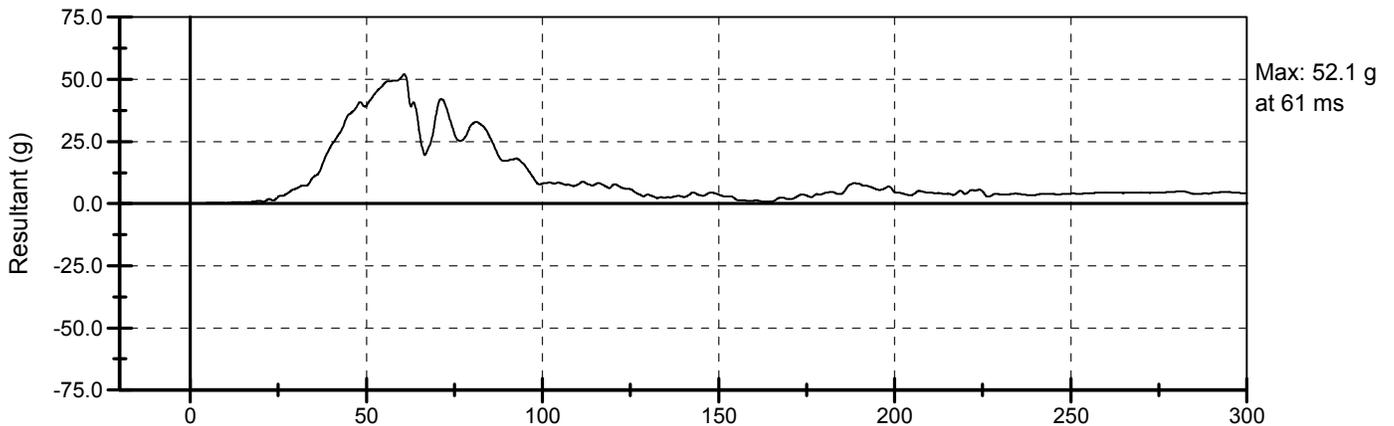
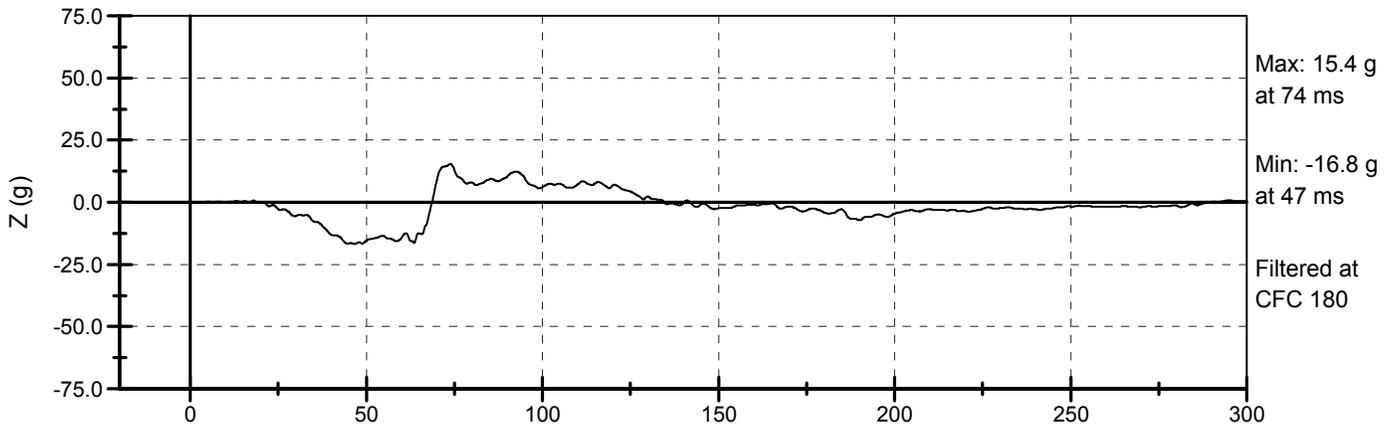
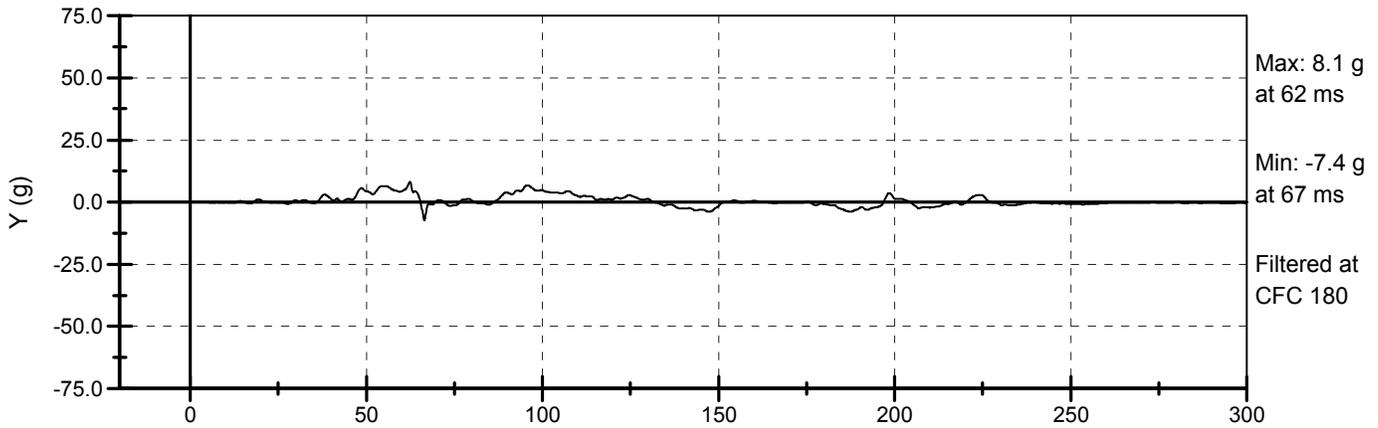
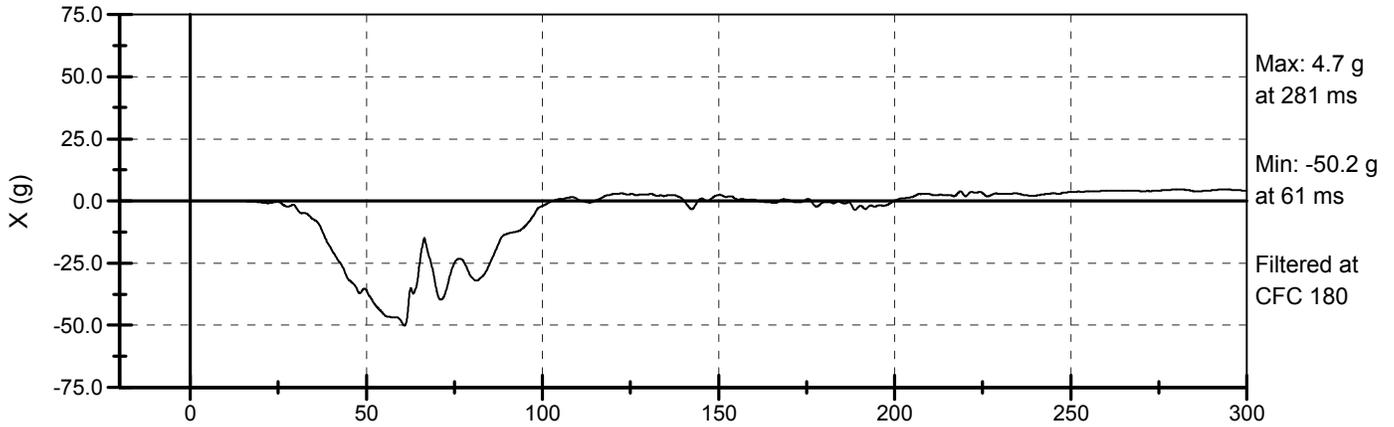
Continuous time under -15.0 G was 66.0 ms  
 Total time under -20.0 G was 25.4 ms  
 Sled Decel Peak = -23.4 G  
 Sled Plateau Average Level = -21.0 G  
 Sled Pulse Duration = 79.1 ms

Stopping Dist. (est) = .563 m  
 Sled Delta V = 48.8 kph (30.3 mph)  
 Efficiency =  $V_{out} / V_{in} = 20.8 / 28.0 = 74.3\%$



H.I.C. (15) = 474.5  
H.I.C. (36) = 952.5  
H.I.C. (UN) = 1086.8

From: 77.6 to 92.6 ms  
From: 72.8 to 108.8 ms  
From: 52.8 to 111.0 ms



Total time over 60 G was 0.0 ms  
3.0 ms Clipped Peak = 49.4G

From: 58.5 to 61.5 ms

