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| ISO7176-19 paragraph | Customer: ScoutMobility Testdate: 5-5-2017 | |
| 5.2 | DYNAMIC test – Acceleration Sled | |
| | Type | X10 FWD (Frontwheel drive) |
| | ATD used, dummy mass | Large adult male, 102kg |
| | Position seat | horizontal |
| | Impact | Frontal |
| | Orientation | Forward facing |
| | Anchorage used | Straps of supplier used |
| | Headrest used yes/no | Yes |
| 4.2.1 | Wheelchair anchored pelvic-belt restraint | No |
| 4.2.2 | Wheelchair-anchored shoulder-belt restraint | No |
| 4.2.3 | Accommodation of vehicle-anchored occupant belt restraints | No |

| | | Limits | Pass/Fail | |
|----------|--|---------------------|--------------------|------|
| | Impact speed (delta v) | 49.3 | 48-50 km/h | |
| 5.2.1.a | Horz. Excursion limits [mm]: | | | |
| | Point P: | 25 | 175mm | pass |
| | ATD knee: | 221 | 325mm | pass |
| | Front head: | 244 | 500mm | pass |
| | Rear head: | -286 | -400mm | pass |
| 5.2.1.b | ATD knee/Point P | 8.8 | ≥ 1.1 | pass |
| 5.2.2.a | Torso angle after [°]: | 28.0° from vertical | <45° from vertical | pass |
| 5.2.2.c1 | Batteries of powered wheelchair did not remove outside the wheelchair footprint | | | pass |
| 5.2.2.c2 | Batteries of powered wheelchair did not move into the wheelchair user's space (e.g. no contact with the back of the ATD's legs) | | | pass |
| 5.2.2.i | H-point ATD [mm]: | | | |
| | Before vert: | 557 | | |
| | After vert: | 538 | | |
| | Difference [%]: | 3 | ≤ 20 % | pass |
| | Remarks: | | | |
| 5.2.2.b | The wheelchair securement points shall not show visible signs of material failure. | | | pass |
| 5.2.2.c | Rigid components, fragments or accessories of the wheelchair with a mass in excess of 100 g shall not be completely separated from the wheelchair. | | <100gr | pass |
| 5.2.2.d | Wheelchair components that may contact the occupant shall not fragment or separate in a manner that produces sharp edges, defined by as having a radius of less than 2 mm. | | | pass |
| 5.2.2.e | Primary load-carrying components of the wheelchair shall not show visible signs of failure, unless there is a backup system to provide support. | | | pass |
| 5.2.2.f | Locking mechanisms of tilting seating adjusters shall not show signs of failure. | | | pass |
| 5.2.2.g | Removal of the ATD from the wheelchair shall not require the use of tools, other than a hoist to lift the ATD. | | | pass |
| 5.2.2.h | Release of the wheelchair from the tiedown system shall not require the use of tools. | | | pass |
| 5.2.2.j | The wheelchair and its components shall not cause partial or complete failure of the webbing of any of the WTORS assemblies during the test. | | | pass |
| 5.3a | Accessibility of securement points: allow one-handed attachment and engagement of the hook gauge within a time period of 10 s, | 3 | <10s | pass |
| 5.3b | Accessibility of securement points: allow one-handed disengagement and removal of the same hook gauge within a time period of 10 s, | 3 | <10s | pass |

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| Accommodation of <u>vehicle-anchored</u> belt restraints. Static assessment. | | | | |
| Comment | | | | |
| 5.4 Annex D1 | Overall ease of belt positioning | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D2 | Pelvic-belt-restraint contact area | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D3 | Shoulder-belt-restraint contact area | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D4 | Pelvic-belt-restraint contact location | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D5 | Shoulder-belt-restraint contact location | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D6 | Pelvic-belt-restraint angle | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D7 | Pelvic-belt-restraint clear paths to anchor points | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |
| 5.4 Annex D8 | Belt-restraint proximity to sharp edges | | Score 0 = Poor 1 = Acceptable 2 = Good | 2 |