



SURFACE VEHICLE RECOMMENDED PRACTICE

J3044™**JUN2022**

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Superseding J3044 AUG2016

Occupant Restraint and Equipment Mounting Integrity - Rear Impact Ambulance Patient Compartment

RATIONALE

This revision updates the titling to eliminate the term "System-Level" from the document. It adds a reference to SAE J1727 in Section 2.1.1 and corrects a requirement to utilize SAE J211-2 rather than SAE J211-1 Section 6, Photographic Instrumentation. Further, it expands Section 4 to allow component-level testing in addition to system-level testing to be consistent with changes made to SAE J2418.

SAE J3044 has been reaffirmed to comply with the SAE Five-Year Review policy.

1. SCOPE

This SAE Recommended Practice describes the test procedures for conducting rear impact occupant restraint and equipment mounting integrity tests for ambulance patient compartment applications. Its purpose is to describe crash pulse characteristics and establish recommended test procedures that will standardize restraint system and equipment mount testing for ambulances. Descriptions of the test set-up, test instrumentation, photographic/video coverage, and the test fixtures are included.

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of the specification to the extent specified herein. Unless otherwise indicated, the latest revision of SAE publications shall apply.

2.1.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or +1 724-776-4970 (outside USA), www.sae.org.

SAE J211-1 Instrumentation for Impact Test - Part 1: Electronic Instrumentation

SAE J211-2 Instrumentation for Impact Test - Part 2: Photographic Instrumentation

SAE J1727 Calculation Guidelines for Impact Testing

SAE Engineering Aid 23 "Users' Manual for the 50th-Percentile Hybrid-III Test Dummy," June 1985

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https://www.sae.org/standards/content/J3044_202206/

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2.2 Related Publications

The following publications are provided for information purposes only and are not a required part of this SAE Technical Report.

Code of Federal Regulations, Title 49, Part 571.208.

Code of Federal Regulations, Title 49, Part 571.214.

Code of Federal Regulations, Title 49, Part 572

Current, R., Moore, P., Green, J., Yannaccone, J., et. al., "Crash Testing of Ambulance Chassis Cab Vehicles", SAE Technical Paper 2007-01-4267 – 2007, doi: 10.4271/2007-01-4267

CAPE Report CTR07376 - Type III Ambulance Rear Impact, NTIS Accession Number PB2014101523

CAPE Report CTR07872 - Type II Ambulance Rear Impact, NTIS Accession Number PB2014101524

3. ANTHROPOMORPHIC TEST DEVICES

For the dynamic tests described in the following sections, restraint systems should be evaluated with the aid of an Anthropomorphic Test Device (ATD). The ATD should be of a type that will closely represent the size, weight, and articulation characteristics of a 50th percentile male in a seated position. Examples of such an ATD include the Hybrid-III and Euro SID2 with rib extensions 50th percentile male ATD. The ATD should be selected appropriately based on the orientation of the seat relative to the direction of travel and the purpose of the test. The physical characteristics of these ATD's are described in 49 CFR 572 subparts E and U.

Applicable measurement capabilities of the Hybrid-III 50th percentile male ATD are described in 49 CFR 571.208 and applicable measurement capabilities of the Euro SID2-re 50th percentile male ATD are described in 49 CFR 571.214.

ATDs of other sizes (i.e., 95th-percentile male, 5th-percentile female, etc.) may be used to evaluate restraint system performance for various occupant sizes.

4. DYNAMIC SLED TESTS

For component-level restraint system tests, only the subject seat or patient cot, and associated restraint system hardware are installed on the test sled fixture. No other patient compartment components need to be installed on the test sled fixture. Proper restraint anchorage geometry, relative to the seat or patient cot, should be maintained. Tethers should be set according to the manufacturer's specifications. The primary purpose of component-level testing is to evaluate seat or patient cot structural integrity, restraint component performance and occupant excursion when subjected to vehicle deceleration from a representative rear impact crash pulse. Component-level testing is also appropriate to evaluate equipment mounting system integrity and cabinet content retention.

For system-level restraint system tests, all interior patient compartment components that are potential occupant contact surfaces (cabinets, countertops, patient cots) shall be installed on the test sled where practical. Proper geometry relative to the components being tested should be maintained. Wherever practicable, actual production components should be used. If not, components with performance characteristics near those expected for production should be used. Seat or patient cot tethers should be set according to the manufacturer's specifications. The primary purpose of system-level testing is to evaluate restraint system performance, seat or patient cot structural integrity, occupant excursion, equipment mounting integrity, and occupant interaction with interior components when subjected to a representative rear impact crash pulse.

4.1 Test Fixture

For the rear impact tests, a sled fixture mounted on a uni-directional tracking system is required. Typical sled fixture systems are of the deceleration and acceleration types. For the deceleration system, the sled fixture is accelerated to a desired speed and then decelerated through the programmed pulse via energy-absorbing methods (i.e., honeycomb, extruded steel rods, etc.). For the acceleration system, the programmed pulse is applied as a rearward acceleration to the sled fixture, which is initially at rest.

4.2 Rear Impact Sled Pulse Specification

For rear impact tests, a sled deceleration pulse is applied parallel to the vehicle longitudinal axis. The pulse profile must fall within the corridor delineated by the plots in Figure 1 and the values in Table 1. Total velocity change during the test shall be 10 ± 0.5 mph.

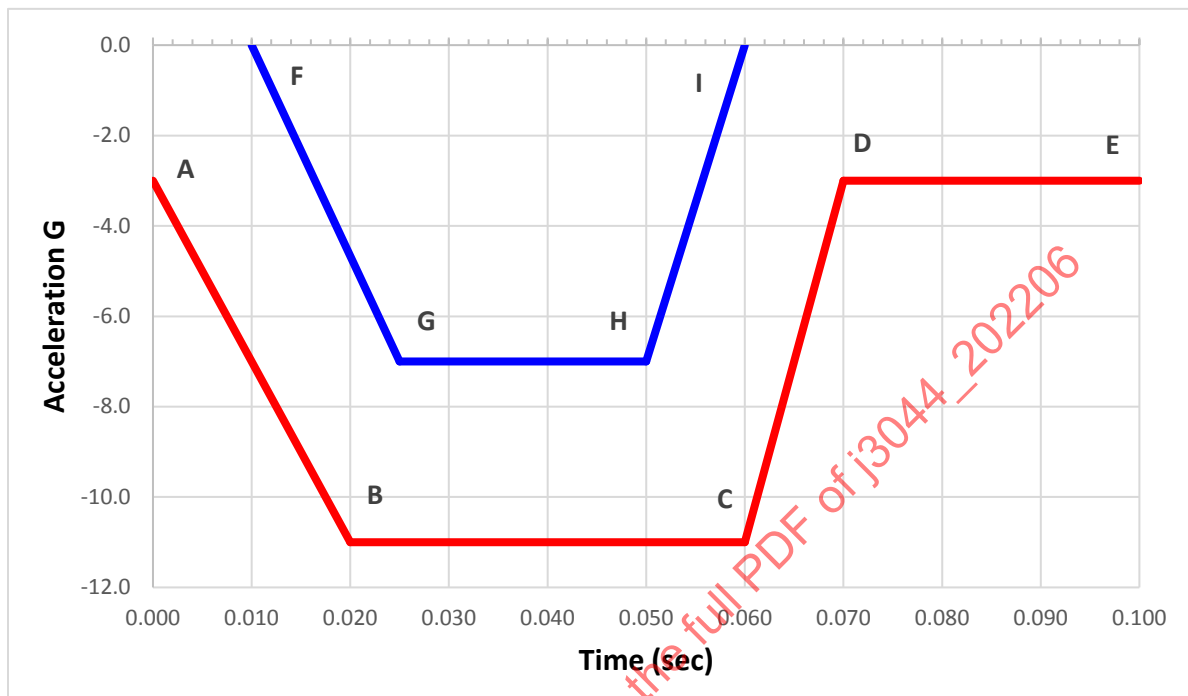


Figure 1 - Dynamic sled corridor

Table 1 - Dynamic sled corridor break points

Position	Time (sec)	Acceleration (g)
A	0.00	-3.0
B	0.02	-11.0
C	0.06	-11.0
D	0.07	-3.0
E	0.10	-3.0

Position	Time (sec)	Acceleration (g)
F	0.01	0.0
G	0.025	-7.0
H	0.05	-7.0
I	0.06	0.0

4.3 Anthropomorphic Test Device (ATD) Positioning

ATD positioning procedures for this testing should be consistent with the positioning procedures outlined in 49 CFR 571.208 and 49 CFR 571.214, where practicable.