

REPORT NO. TR-P28004-04-NC

SAFETY COMPLIANCE TESTING FOR FMVSS 223
REAR IMPACT GUARDS

TRANSFREIGHT TECHNOLOGY

NHTSA NO. RIG 004

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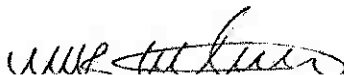



SEPTEMBER 3, 2008

FINAL REPORT

PREPARED FOR:
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
MAIL CODE: NVS-222
1200 NEW JERSEY AVE SE
WASHINGTON, D.C. 20590


This final test report was prepared for the U.S. Department of Transportation, National Highway Traffic Safety Administration, in response to Contract Number DTNH22-06-C-00026. This publication is distributed by the U.S. Department of Transportation, National Highway Traffic Safety Administration, in the interest of information exchange. The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of the Department of Transportation or the National Highway Traffic Safety Administration. The United States Government assumes no liability for its contents or use thereof. If trade or manufacturers' names or products are mentioned, it is only because they are considered essential to the object of the publication and should not be construed as an endorsement. The United States Government does not endorse products or manufacturers.

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Acceptance Date: 10/17/2008

Technical Report Documentation Page

1. Report No. TR-P28004-04-NC	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of FMVSS 223 Compliance Testing of Rear Impact Guards from TransFreight Technology NHTSA RIG: 004		5. Report Date September 3, 2008	
		6. Performing Organization Code KAR	
7. Author(s) Mr. Mark Kratzke, Project Engineer, KARCO Mr. Frank D. Richardson, Program Manager, KARCO		8. Performing Organization Report No. TR-P28004-04-NC	
9. Performing Organization Name and Address KARCO Engineering 9270 Holly Road Adelanto, California 92301		10. Work unit No.	
		11. Contract or Grant No. DTNH22-06-C-00026	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Safety Assurance Office of Vehicle Safety Compliance (NSA-32) Mail Code: NVS-222 1200 New Jersey Ave, SE Washington, D.C. 20590		13. Type of report and Period Covered Final Report-Base Year	
		14. Sponsoring Agency Code DOT/NHTSA/OVSC	
15. Supplementary Notes			
16. Abstract Tests were conducted on one Rear Impact Guard, manufactured by TransFreight technology in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-223-00 for the determination of FMVSS 223 compliance. The Rear Impact Guard appeared to meet all the requirements of FMVSS 223.			
17. Key Words Compliance Testing Safety Engineering FMVSS 223 Rear Impact Guards		18. Distribution Statement Copies of this report are available from: National Highway Traffic Safety Admin. Technical Information Services (TIS) Mail Code: NVS-222 1200 New Jersey Ave, SE Washington, DC 20590	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 32	22. Price

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SECTION 1

PURPOSE OF COMPLIANCE TEST

Tests were conducted on one rear impact guard assembly, manufactured by TransFreight Technology, to determine compliance with FMVSS 223, "Rear Impact Guards". The purpose of this standard is to reduce the number of deaths and serious injuries that occur when light duty vehicles collide with the rear end of trailers and semi trailers.

All tests were conducted based on the current National Highway Traffic Safety Administration (NHTSA), Office of Vehicle Safety Compliance (OVSC) Laboratory Procedures, TP-223-00, dated October 20, 1997, and corresponding KARCO Engineering test procedure KTP223, dated October 11, 1998. Detailed procedures for receiving, inspecting, testing and reporting of test results are described in the test procedures and are not repeated in this report.

This report is organized in sections containing pertinent test information and data tables as follows:

- Section 2 - Compliance Test Data Summary
- Section 3 - Test Data
- Appendix A - Photographs
- Appendix B - Test Equipment List and Calibration Information

SECTION 2

COMPLIANCE TEST DATA SUMMARY

A series of guard strength tests were performed on one rear impact guard provided by TransFreight technology. The tests were conducted at KARCO Engineering in Adelanto, California on August 29, 2008 – September 3, 2008. Summary data is shown on Data Sheet No. 2. The following tests were performed:

- A guard strength test at location P1 (left)
- A guard strength test at location P2 (center)
- A guard strength test at location P3 (left)

One rear impact guard was used for these tests. The guard was loaded at P2 (center), P1 (left) and P3 (left). The guard unit was received as a guard assembly only and was installed on KARCO's hydraulic test stand to reflect normal in service installation.

The test was conducted per the FMVSS 223 test procedure. The significant aspects of the test procedure are described in the following paragraphs.

The test specimen was positioned and rigidly secured to Karco's test fixture. The test frame consists of two wide flange 2390 mm by 575 mm beams to provide rigid mounting surfaces for the rear impact guard assembly. A ten-inch bore hydraulic actuator was mounted on a rigid reaction frame and welded in place on the test fixture. The cylinder rod was connected to a force application device consisting of a solid stainless steel sheet measuring 203 mm in height, 203 mm in width, and 25 mm in thickness with a 5 mm radius of curvature on each edge of the contact surface. The force application device was used to apply the required loads to the rear impact guard assembly.

A manually controlled valve was used to maintain the loading rate of displacement between 2 to 9 cm per minute. A load cell and linear displacement transducer were used to record force and displacement respectively. The load cell was positioned between the end of the cylinder rod and the load application device. Photographs of the test specimen and the test setup are shown in Appendix A. Appendix B contains the test equipment list and calibration data.

2.1 GUARD STRENGTH TESTS

Guard strength tests on sample 1 at location P1 (left side) were conducted on September 2, 2008. The load force was applied until it met the load requirement of 50,000 Newtons (+0, -2500 N). The maximum load achieved was 48,027 N. The average displacement rate was 44.4 mm/min. The rear impact guard displaced 63.1 mm at the minimum required load and 63.6 mm at maximum load. The rear guard assembly sustained 23.0 mm of permanent deformation. The maximum allowable deformation is 130 mm. The data plots of the force versus displacement and displacement versus time are shown on pages 13 and 14.

Guard strength tests on sample 1 at location P2 (center) were conducted on August 29, 2008. The load force was applied until it met the load requirement of 50,000 Newtons (+0, -2500 N). The maximum load achieved was 48,527 N. The average displacement rate was 48.4 mm/min. The rear impact guard displaced 34.7 mm at the minimum required load and a maximum of 35.0 mm at maximum load. The rear guard assembly sustained 9.0 mm permanent deformation. The maximum allowable deformation is 130 mm. The data plots of the force versus displacement and displacement versus time are shown on pages 15 and 16.

2.2 GUARD STRENGTH TESTS

The guard strength test at P3 was performed on September 3, 2008. The force was applied until the rear impact guard displaced 121.3 mm. The maximum load achieved was 102,807 N. The rear impact guard sustained permanent deformation of 76.0 mm. The maximum allowable deformation of 130 mm was not exceeded. The force requirement for this test was met.

Energy Absorption was calculated using the Trapezoid Rule to determine the area within the force vs. displacement curve. The measured energy was 8281 (Joules) J. The energy absorption requirement is a minimum of 5,650 J. The data plots of the force versus displacement and displacement versus time are shown on pages 12 and 13. The energy requirement for this test was met.

2.3 LABELING INSPECTION

The rear impact guard met the labeling requirements of FMVSS No. 223, Section S5.3, as detailed on page 5, Data Sheet No. 1.

SECTION 3
TEST DATA

The results of FMVSS 223 compliance tests that were conducted on the subject rear impact guard assembly on August 29, 2008 – September 3, 2008 to determine compliance with FMVSS 223, "Rear Impact Guards" are presented in this section.

DATA SHEET NO. 1
INSPECTION DATA – FMVSS 223

Trailer Guard Description: TransFreight Technology NHTSA No.: RIG 004

GENERAL INFORMATION

Inspection Date:	12/20/07 to 1/7/08	Test group No.	RIG 004
Manufacturer	TransFreight	Model	UNI Guard
Mfr. Date:	08/08	Test Laboratory	KARCO Engineering, LLC
Laboratory Technicians			Javier Hernandez Mark Kratzke

CROSS SECTIONAL VERTICAL HEIGHT

Vertical Height of Horizontal Member (mm)	100
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GUARD LABELING

Item	Requirement	
1	Does the guard contain a certification label placed on the forward facing surface of the horizontal member of the guard, 305 mm inboard of the right end of the guard?	Yes
2	Is all the information on the guard label printed in English and in letters that are at least 2.5 mm high?	Yes
3	Does the label contain the guard manufacturer's name and address?	Yes
4	Does the guard label contain the following statement: "Manufactured in _____" (inserting month and year of guard manufacture.)	Yes
5	Does the label contain the letters "DOT"?	Yes

GUARD ATTACHMENT HARDWARE

Is the guard accompanied by all attachment hardware necessary for installation of the guard onto the chassis of the motor vehicle for which it was intended?	Yes
--	-----

INSTALLATION INSTRUCTIONS

Does the guard include printed instructions in English as well as a diagram or schematic depicting proper guard installation?	Yes
---	-----

Recorded By: Mark Kratzke

Date: 9/3/08

Approved By: Michael L. Dunlap

Date: 9/3/08

DATA SHEET NO. 2
SUMMARY OF TEST REQUIREMENTS AND RESULTS

Trailer Guard Description: 2008 TransFreight Technology Uni-Guard NHTSA No.: RIG 004

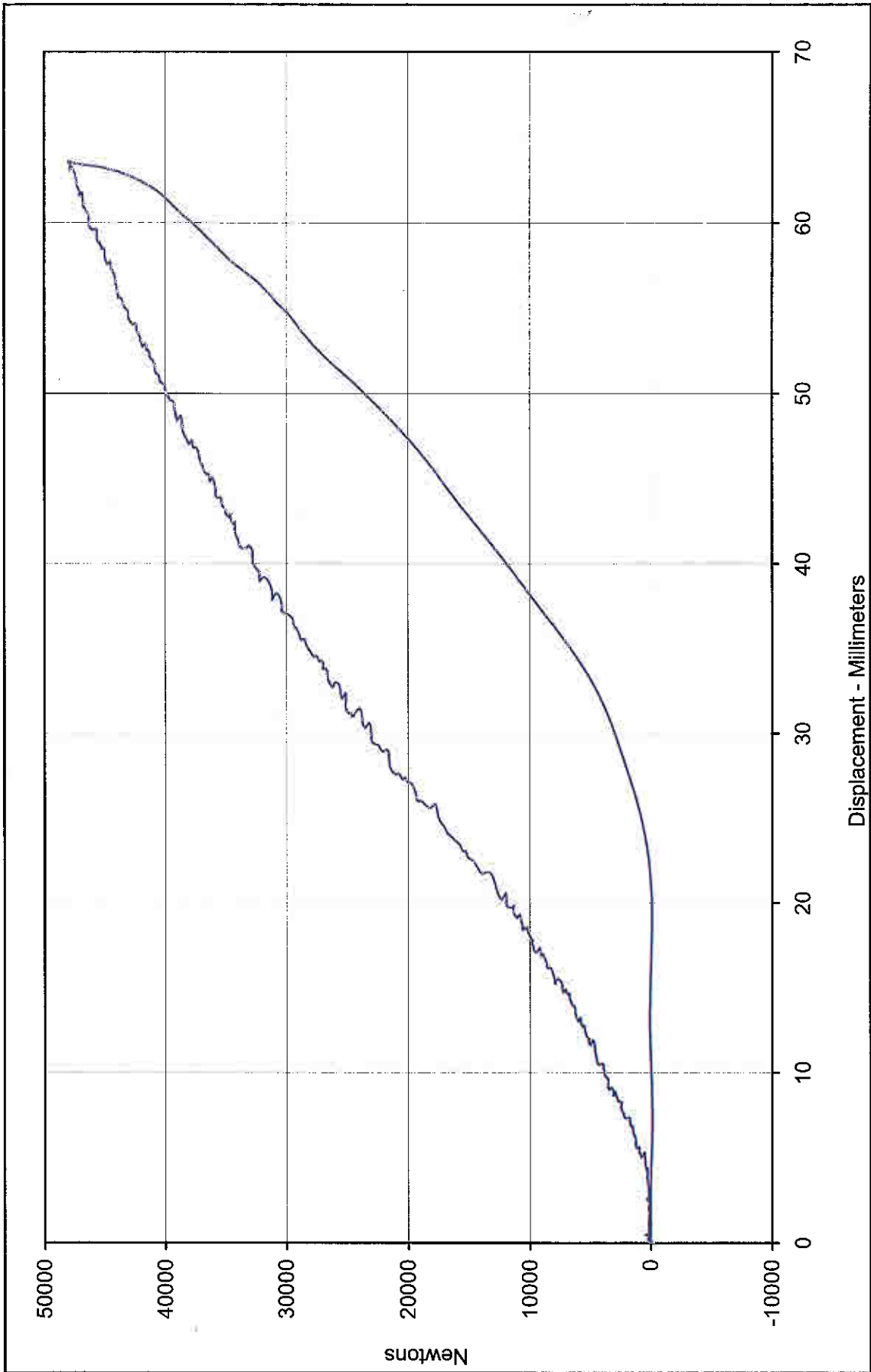
GUARD ENERGY ABSORPTION TEST

Sample Number	Test Location	Test Date	Requirement		Measured Energy (J)	Maximum Load (N)	Displacements (mm)	
			Energy (J)	>5,650			At Max. Load	Rate (mm/min)
01	P3 Left Side	9/3/08	Energy (J)	>5,650	8,281	102,807	121.3	48.7

GUARD STRENGTH TEST

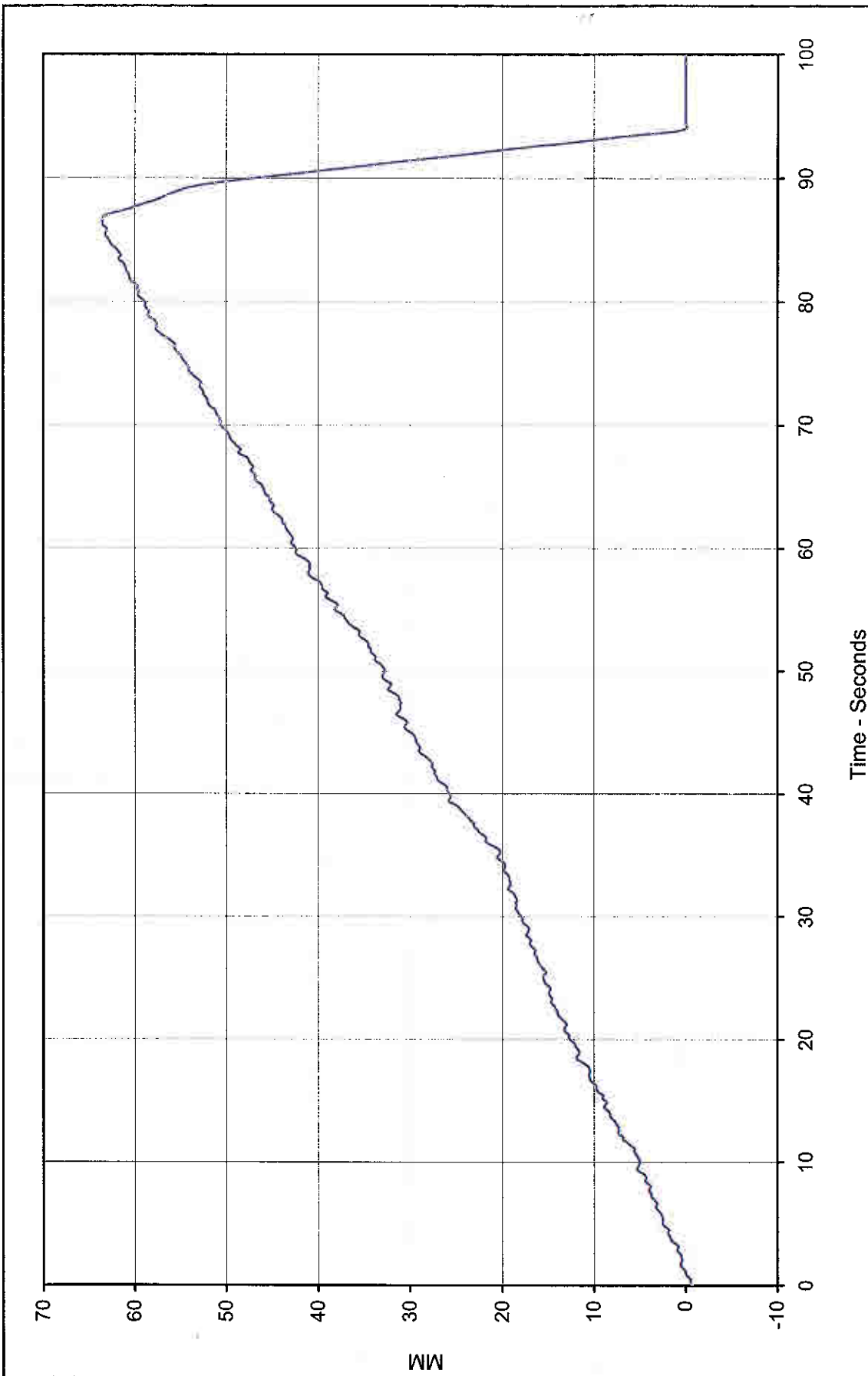
Sample Number	Test Location	Test Date	Requirements		Maximum Load (N)	Displacements (mm)		
			Displ.(mm)	Load (N)		At Req'd. Load	At Max. Load	
01	P1 Left Side	9/2/08	130+0/-5	50,000+0/-2,500	48,027	63.1	63.6	44.4
01	P2 Center	8/29/08	130+0/-5	50,000+0/-2,500	48,527	34.7	35.0	48.4
01	P3 Left Side	9/3/08	130+0/-5	>100,000	102,807	88.5	121.3	48.7

FMVSS 223 REAR IMPACT GUARD



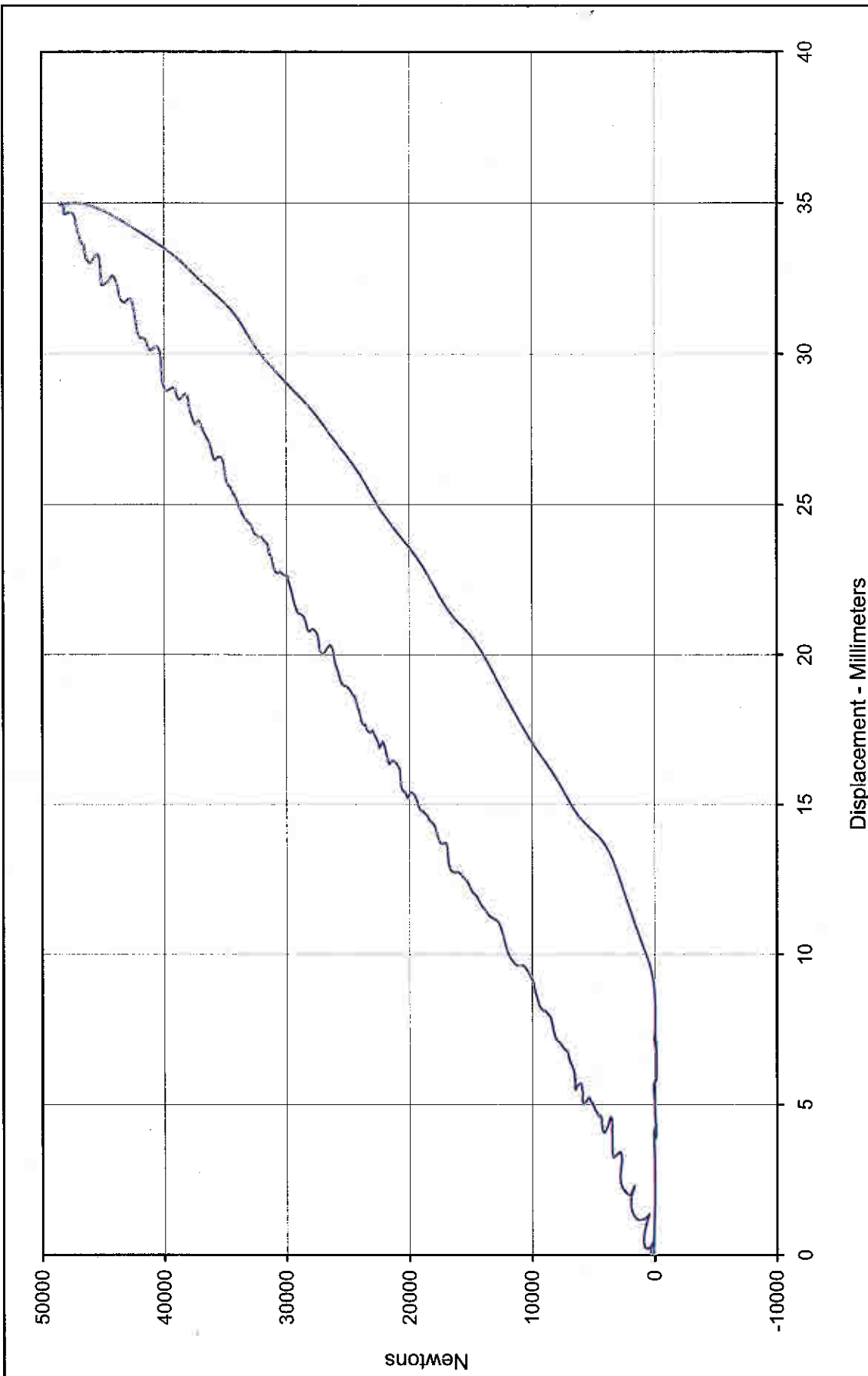
Trailer Guard Description	Test Date	Test Location	Curve Description	Sample Number	Maximum Load (N)	Displacements (mm)	
						At 47.5kN	At Max.
2008 TransFreight Technology Uni-Guard	9/2/08	P1 Left Side	Force vs. Displ.	01	48,027	63.1	63.6

FMVSS 223 REAR IMPACT GUARD



Trailer Guard Description	Test Date	Test Location	Curve Description	Sample Number	Maximum Displ.(mm)	Time at Max. (sec)	Displ. Rate (mm/min)
2008 TransFreight Technology Uni-Guard	9/2/08	P1 Left Side	Displ. vs. Time	01	63.6	86.6	44.4

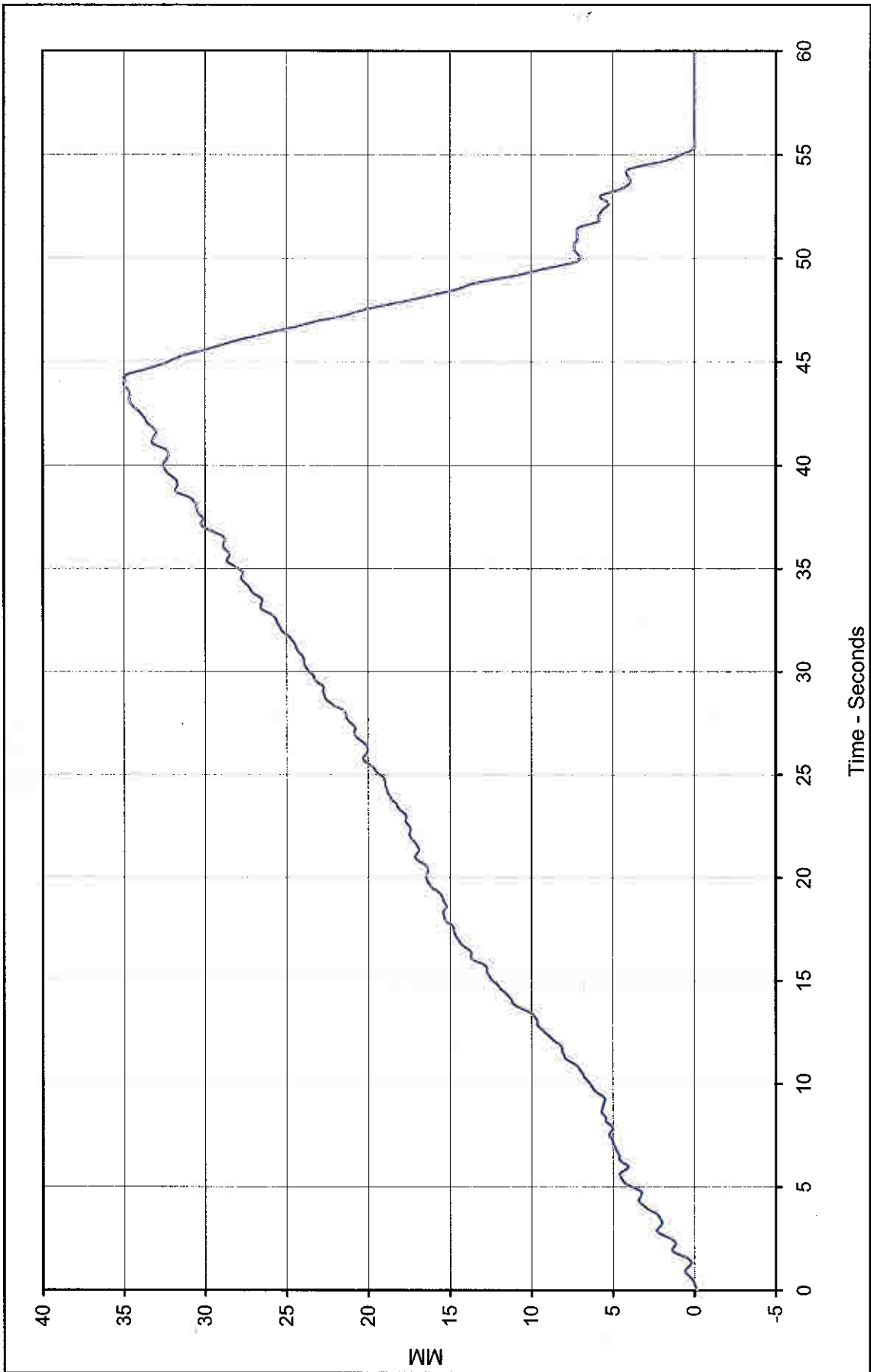
FMVSS 223 REAR IMPACT GUARD



Displacement - Millimeters

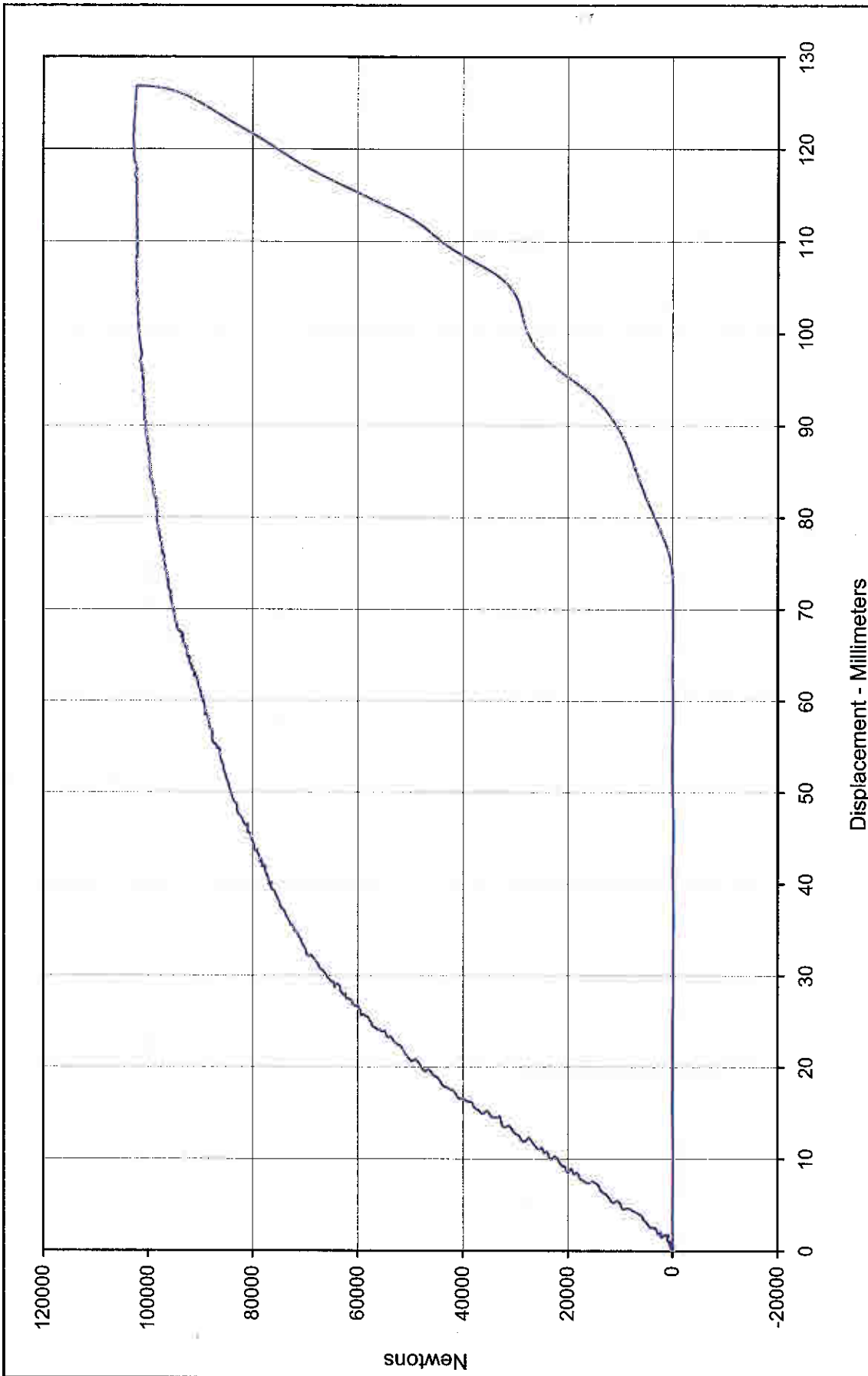
Trailer Guard Description	Test Date	Location	Curve Description	Sample Number	Maximum Load (N)	Displacements (mm)	
						At 47.5kN	At Max.
2008 TransFreight Technology Uni-Guard	8/29/08	P2 Center	Force vs. Displ.	01	48,527	34.7	35.0

FMVSS 223 REAR IMPACT GUARD



Trailer Guard Description	Test Date	Test Location	Curve Description	Sample Number	Maximum Displ.(mm)	Time at Max. (sec)	Displ. Rate (mm/min)
2008 TransFreight Technology Uni-Guard	8/29/08	P2 Center	Displ. vs. Time	01	35.0	43.9	48.4

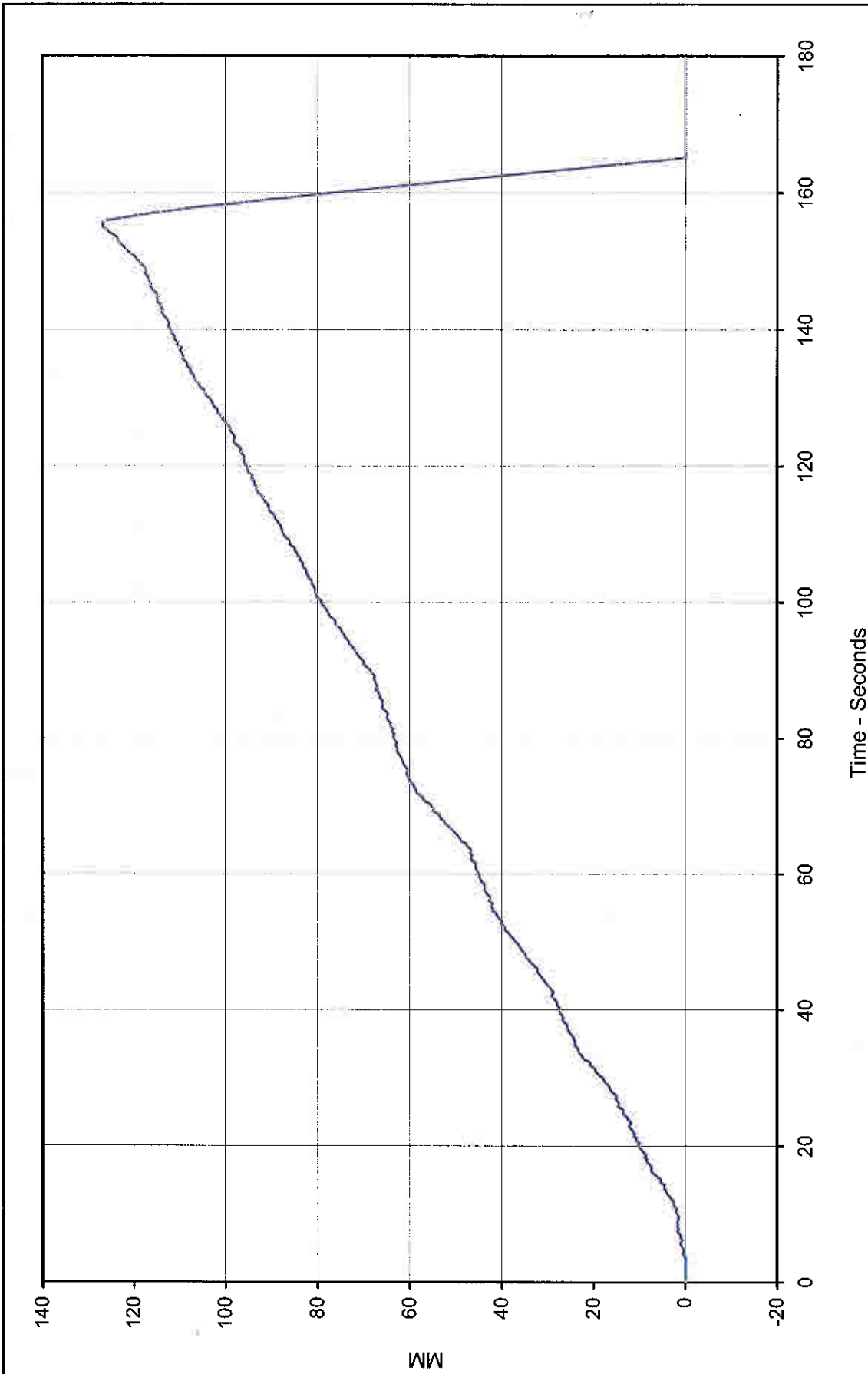
FMVSS 223 REAR IMPACT GUARD



Displacement - Millimeters

Trailer Guard Description	Test Date	Location	Curve Description	Sample Number	Measured Energy (J)	Maximum Load (N)	Displacements (mm)	
							At 100kN	At Max.
2008 TransFreight Technology Uni-Guard	9/3/08	P3 Left Side	Force vs. Displ.	01	8,281	102,807	88.5	121.3

FMVSS 223 REAR IMPACT GUARD



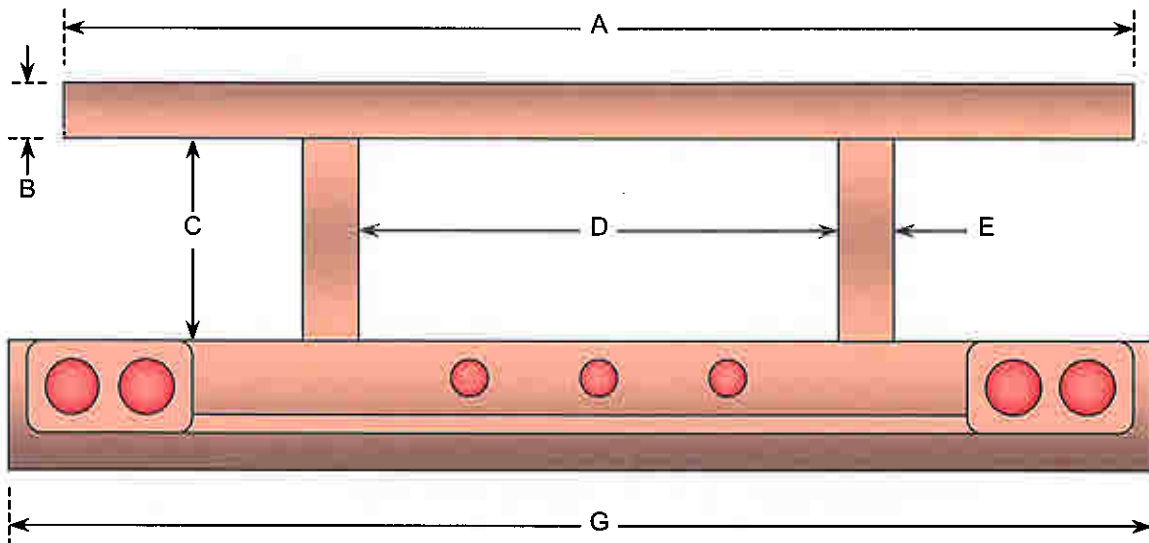
Trailer Guard Description	Test Date	Test Location	Curve Description	Sample Number	Maximum Displ.(mm)	Time at Max. (sec)	Displ. Rate (mm/min)
2008 TransFreight Technology Unit-Guard	9/3/08	P3 Left Side	Displ. vs. Time	01	126.8	155.1	48.7

DATA SHEET NO. 3
REAR IMPACT GUARD DIMENSIONS

Trailer Guard Description: TransFreight Technology NHTSA No.: RIG 004

REAR GUARD OVERALL DIMENSIONS

Item	Measurement Description	Value (mm)
A	Horizontal Member Maximum Width	2390
B	Horizontal Member Vertical Cross-Section	100
C	Vertical Support Member Height	575
D	Vertical Support Member Inside Separation	1140
E	Vertical Support Member Maximum Width	103
F	Rear Floor Thickness	UN
G	Rear Floor Cross-Member Width	UN



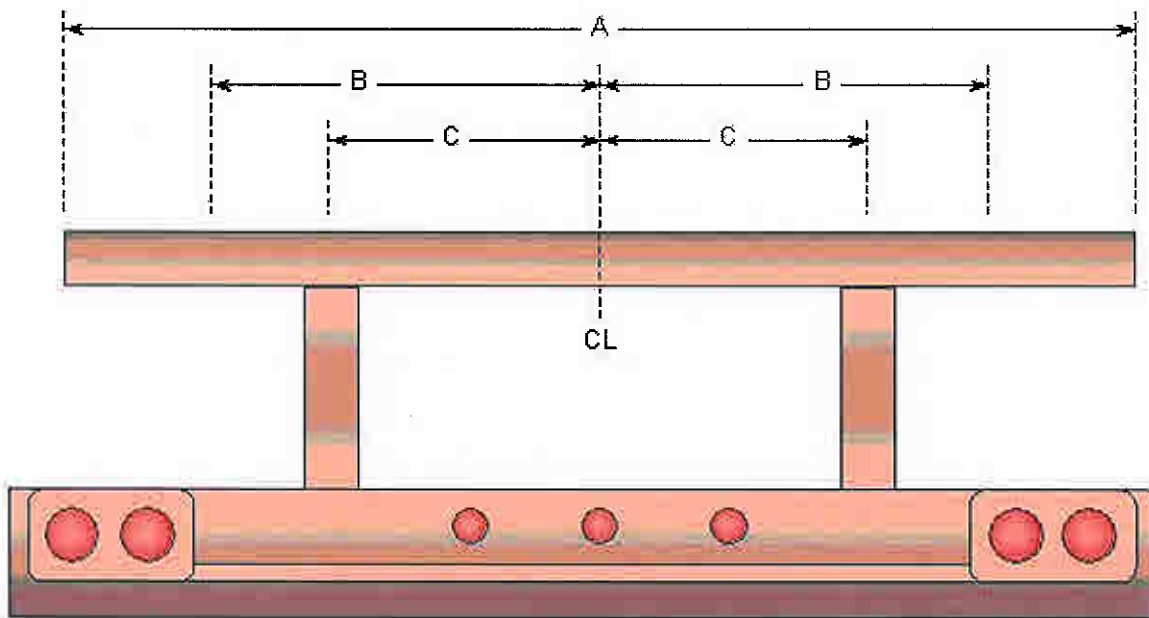
Guard Assembly Rear View

DATA SHEET NO. 3...(CONTINUED)
REAR IMPACT GUARD DIMENSIONS

Trailer Guard Description: TransFreight Technology NHTSA No.: RIG 004

TEST LOCATION DIMENSIONS

Item	Measurement Description	Value (mm)
A	Horizontal Member Width (reference)	2390
B	3/8 Horizontal Member Width, P1 Location	896
C	Outermost P3 Location (between 355 mm and 635 mm from horizontal centerline)	355
D	Innermost P3 Location (between 355 mm and 635 mm from horizontal centerline)	635
CL	P2 Location at Centerline	1195



Guard Assembly Rear View

APPENDIX A
PHOTOGRAPHS



Figure 1. Front View, as Received



Figure 2. Rear View, as Received



Figure 3. Right Side, as Received



Figure 4. Left Side, as Received



Figure 5. Test Setup



Figure 6. Manufacturer's Label



Figure 7. Pre-Test, Location P1

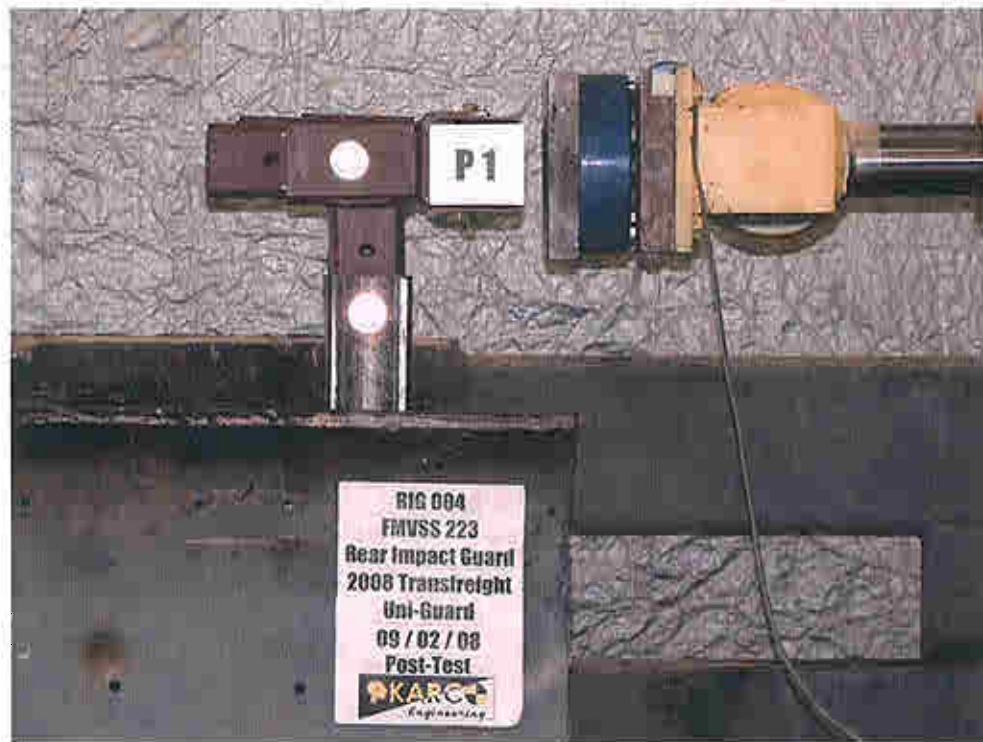


Figure 8. Post-Test, Location P1



Figure 9. Pre-Test, Location P2



Figure 10. Post-Test, Location P2



Figure 11. Pre-Test, Location P3



Figure 12. Post-Test, Location P3

APPENDIX B
TEST EQUIPMENT LIST AND CALIBRATION INFORMATION

**Fmvss 223 Rear Impact Guards
Test Equipment List
8/29/08**

2008 TransFreight Technology Uni-Guard

Description	Manufacturer	Model No.	Serial No.	Limit	Accuracy	Cal. Date	Due Cal.
Hydraulic Pump	Lincoln	T-3825-C	2460952	8 gpm @ 2700 psi			
Computer	Panasonic	CF-48	T0819ZA	N/A			
TDAS	DTS	TDAS1	DM0103	N/A	SAE J211	11/28/07	11/27/08
Load Cell	Interface	1232AF	120774	444 kN	± 1.0%	9/5/07	9/4/08
Displacement Xdcr.	Celesco	PTX101-0030	J0654653	76 CM	± 1.0%	10/2/07	10/1/08

