

**DG GROWTH**

# Way Forward with i-Size UNECE Regulation No 129

**Rethinking the strengths of the new regulation**

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# Main goals of the new regulation

## overall: improving protection level

- Simplification of CRS selection by parents
  - Stature based classification
- Avoiding misuse
  - Easy to install
  - Fool-proof concept
- Adding side impact protection
  - For all size ranges / child ages
- New Q-dummy family
  - Q0, Q1, Q1.5, Q3, Q6 and Q10

# Concrete achievements so far

- i-Size available up to 105 cm
  - Integral belts
  - Up to Q3
- Side impact protection
  - Fully incorporated
- 'Universal' plug-and-play approach
  - Achieved through R14 and R16 integration

# Shortcomings phase 1

- Flexibility for infant carrier systems
  - Temporary fix to allow for seatbelt routing
- Certain measures still have more potential for improvement
  - Frontal impact pulse revision (update 1970's car fleet)

## Phase 2 and phase 3

- Observed issues
  - Q6 and Q10 reliability for testing
    - Acceptable solutions not expected before end of 2015
  - Centre of CRS  $\neq$  centre of car seat
    - Due to potential size of 'gabarit'
  - Complexity of information to users in vehicle handbook
    - Due to number of classes, lack of universality

# Main objectives for ECRS regulation and its integration into Phase 2 & 3

- Ease of use (plug & play)
  - Not ensured
- Avoiding misuse
  - Not clear how this is achieved
- Side impact
  - Way forward is not clear (e.g. 125+ cm)
  - Track record of Q6 and Q10 for side impact?
- New dummies
  - Many outstanding issues

# Main objectives for ECRS regulation and its integration into Phase 2 & 3

- How will we be successful to promote ISOFIX?
  - i-Size is the key
- Small car (Polo, Fiesta, C3, Clio, V40, ...)
  - 2x positions is acceptable
- Larger family car (S-max, Touran, XC90, ...)
  - 3x proposed gabarit side-by-side **NEVER FITS**
  - 3x side-by-side CRS **IS A MUST** for this type of cars
- Proposal
  - Create i-Size cars for i-Size products / adapt cars and CRS

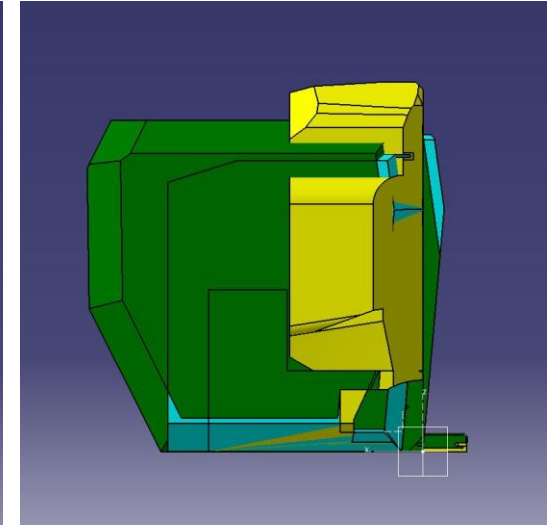
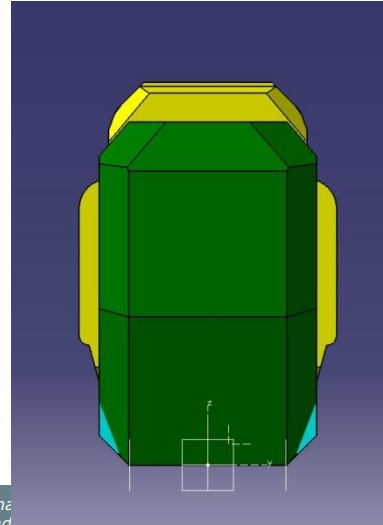
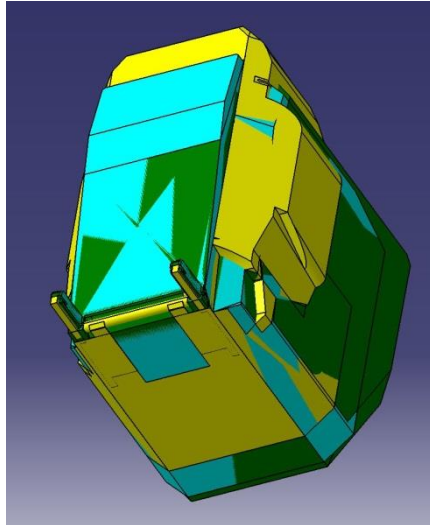
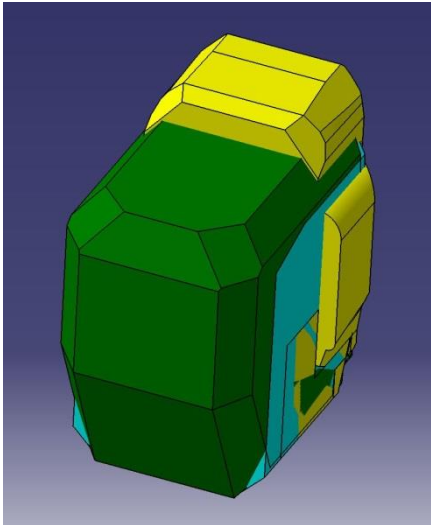
# How can we achieve the important objectives for ECRS regulation and its integration into Phase 2 & 3 ??

- Ease of use (plug & play)
  - **Extend the i-Size philosophy**
    - One size 'gabarit' fits all
- Avoiding misuse
  - Aim for plug & play solutions above to reduce the complexity of systems in the market
- Side impact & New dummies
  - Complete the analysis work
  - Make improvements where necessary



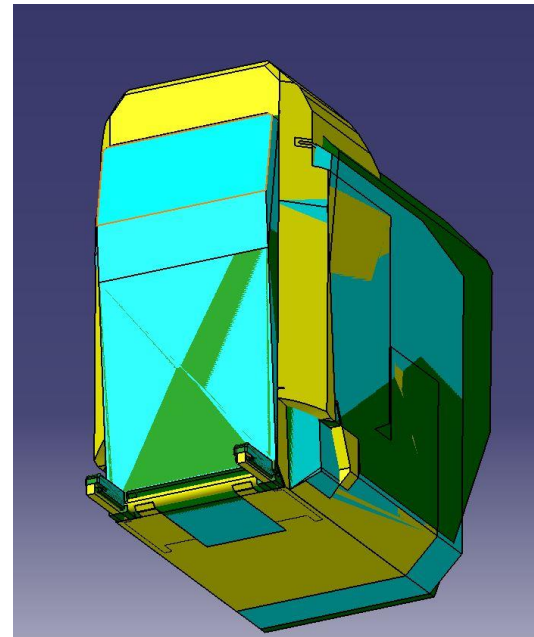
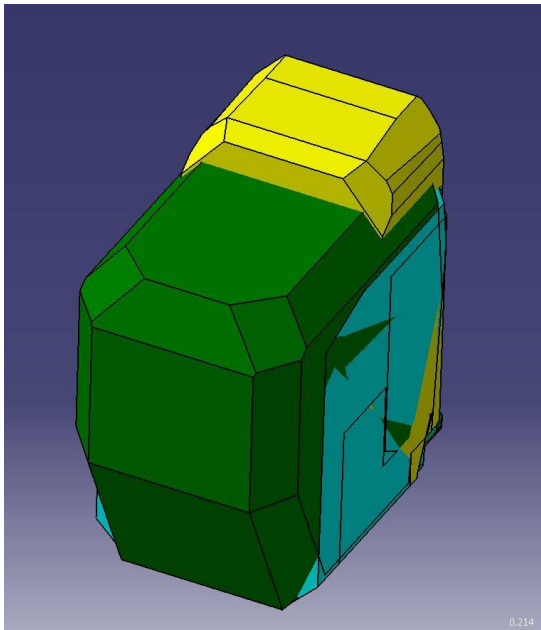
# Make i-Size standard across the board

- **Merge** the assessment volumes 'gabarits'
  - ISO F2X (B1) = light blue
  - ISO R2 (D) = green
  - F4/N1100 ISO new booster seat CRF = yellow



# Make i-Size standard across the board

- And restrict the width to 440 mm
  - Consistent with maximum width in Phase 1
  - Will fit 3-across larger family vehicles



# i-Size across the board -- challenges

- Car manufacturers larger family cars, may be driven through market demand 3x i-Size rear row
  - High forces, tested at the same time
  - Adjustable split bench may no longer be possible
- CRS manufacturers
  - Reduced width for side impact protection integration

# **i-Size across the board -- way forward**

- We need to think outside of the box
- Car manufacturers to install more ISOFIX when the smaller 'gabarit' facilitates this
- CRS manufacturers to make innovative products

## **i-Size across the board → goal**

- Large choice of i-Size products in the market
  - From newborn to 150 cm
  - All fitting the i-Size concept
  - Straightforward selection and installation by consumers
- Smaller cars
  - Remain with 2 i-Size positions  
(acceptable for most 2-child families?)
- Larger family cars
  - Families with more than 2 children can expect that  
3 CRS will fit on 3-person rear seat row (market driven  
adaptation?)

# European Commission Directorate-General

for

**Internal Market, Industry, Entrepreneurship and SMEs**

**Sustainable Mobility and Automotive Industry**

# Thank you for your attention