



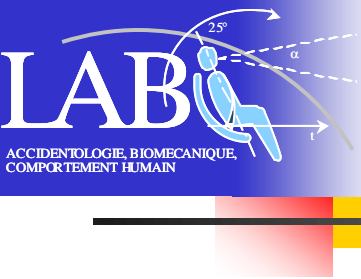
"ECE R129 - Phase 3: seatbelt use for CRS fixation."

*Stuttgart – June 2016  
Prepared by Philippe LESIRE*

# Reminder

## AIM OF THE PURPOSE:

to ensure that the approval of systems with a complex fixation will not be possible in ECE R129


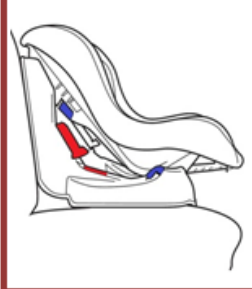


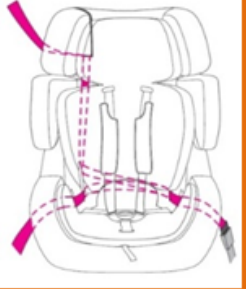


# Reminder

## ■ INTEGRAL SYSTEMS



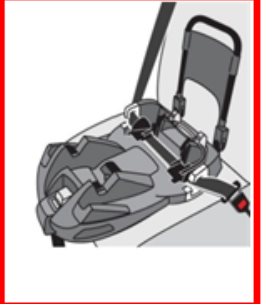

- Belted system: in ECE R129 they can be considered as B-plan as the A plan remains the use of Isize CRSs
- Try not to impose a seatbelt route but evaluate the complexity of seatbelt fixation of each CRS and give clear limits (e.g. scoring)

# Reminder: situation FWD FC

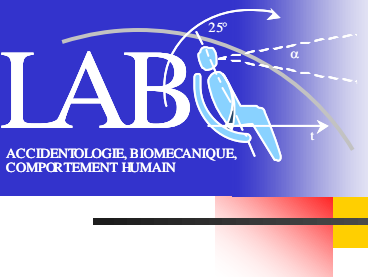
CONVENTIONAL ONLY FWD FC	CONVENTIONAL CONVERTIBLE	SEATBELT AROUND BASE	SEATBELT THROUGH BASE	SB THROUGH BACKREST
				
Sample: 111	Sample: 124	Sample: 134	Sample: 44	Sample: 109
Misuse: 24 Instal misuse = <b>22%</b>	Misuse: 39 Instal misuse = <b>31%</b>	Misuse: 22 Instal misuse = <b>16%</b>	Misuse: 19 Instal misuse = <b>43%</b>	Misuse: 39 Instal misuse = <b>36%</b>
Average MSIM= <b>2</b>	Average MSIM= <b>3</b>	Average MSIM= <b>1,5</b>	Average MSIM= <b>4,25</b>	Average MSIM= <b>3,44</b>

*MSIM means Maximum Score of Installation Misuse*

# Reminder: situation RWD FC

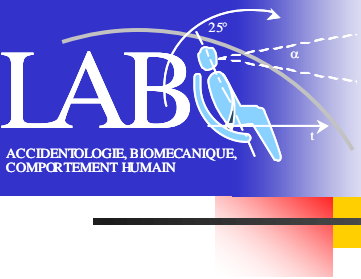
CONVENTIONAL ROUTE	LOWER ROUTE	BELTED BASE	ISOFIX BASE
			
Sample: 178	Sample: 6	Sample: 9	Sample: 30
Misuse: 68 Instal misuse = <b>38%</b>	Misuse: 3 Instal misuse = <b>(50%)</b>	Misuse: 4 Instal misuse = <b>(44%)</b>	Misuse: 3 Instal misuse = <b>10%</b>

**Average Maximum Score of Installation Misuse : 3,6 (n=10)**



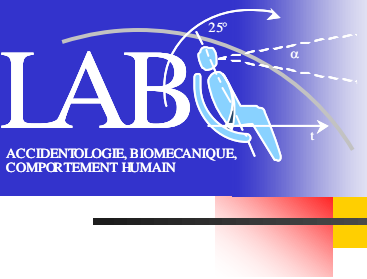
# Reminder: expression of need

- **TRANSLATION IN ECE R129:**
  - Need to satisfy all stakeholders (CRS and car industries, member states, consumer organisations,...)
  - Ideally, a multi disciplinary approach is necessary with a dedicated ad hoc group combining researchers and industry with a clear agenda and associated support
  - The target of the subgroup is to cover the most important belt installation problems for each CRS type.
  - Possibly it will be necessary to continue the investigations on the remaining weak points for which no relevant solutions could have been found and approved by the Informal Group.



# Work status

- Collaborate works with CLEPA members and consumer associations, to translate field data analysis results into technical requirements, and make proposal to GRSP informal group.
  - Paper published in Munich dec. 2015
  - Sub-group on voluntary basis (June 2016)
    - Proposal of agenda
    - Work method
    - Advancement of work status in meetings



# Sub-group on voluntary basis

- Candidates:
  - Ph. Lesire is volunteer to take leadership of this subgroup is no one else (but puts no pressure to take it)
  - Dorel and Britax contributed to the Munich paper (so they are supposed to be part of the subgroup)
  - Cybex, other volunteers?



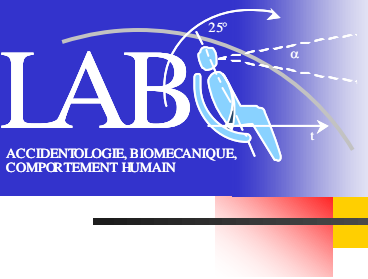


# Proposal of agenda

- Provisional agenda given in december 2015 – to be revised / agreed once members are known
  - *Timeline*
    - *Discuss the project and its contents , get IG approval (Q1 2016)*
    - *Formulate final project contents , working group members, and apply for support (Q2 2016)*
    - *Consumer panel testing of proposed improvements to evaluate benefits and impact on seat design*
    - *Draft WG recommendation to IG ( Q1 2017 )*

# Work method

- ISO paper existing.
  - Ease of use of CRS
    - See if and how it could be used a basis (July 2016) by comparing different systems and see if this fits with the results of previous classification.
- Necessary to separate FWD FC and RWD FC issues or is there a possible common solution?
- Other ideas or method?



# Advancement of work

- Next meeting:
  - Composition of the sub-group
  - Proposal of consolidated agenda
  - Presentation of work method for approval by the informal group