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

Stuttgart – June 2016
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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**
  - Sample: 111
  - Misuse: 24
  - Instal misuse = 22%
  - Average MSIM = 2

- **CONVENTIONAL CONVERTIBLE**
  - Sample: 124
  - Misuse: 39
  - Instal misuse = 31%
  - Average MSIM = 3

- **SEATBELT AROUND BASE**
  - Sample: 134
  - Misuse: 22
  - Instal misuse = 16%
  - Average MSIM = 1.5

- **SEATBELT THROUGH BASE**
  - Sample: 44
  - Misuse: 19
  - Instal misuse = 43%
  - Average MSIM = 4.25

- **SB THROUGH BACKREST**
  - Sample: 109
  - Misuse: 39
  - Instal misuse = 36%
  - Average MSIM = 3.44

*MSIM means Maximum Score of Installation Misuse*
Reminder: situation RWD FC

- **Conventional Route**
  - Sample: 178
  - Misuse: 68
  - Instal misuse = 38%

- **Lower Route**
  - Sample: 6
  - Misuse: 3
  - Instal misuse = 50%

- **Belted Base**
  - Sample: 9
  - Misuse: 4
  - Instal misuse = 44%

- **Isofix Base**
  - Sample: 30
  - Misuse: 3
  - Instal misuse = 10%

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