Important questions

• Universal seat approvals for vehicle manufactures since 1985
• Main reason to introduce ISOFIX was to reduce misuse with belted CRS
• Phase 1&2 covered all discussions regarding i-size for CRS and vehicles to increase the compatibility level
• Phase 3 should deal with universal belted – Or all belted CRS?
• Belt length measured and marked
• No interaction with buckle
Belt length: + ca. 110mm
No interaction with buckle
Pictures (3)

Belt length: - ca. 250mm

Lower tether attachments
Open topics

• **Vehicle**
  – Belt length
  – Measured by using gabarit
• Buckle to CRS contact (if not universal approval)
• Combination gabarit and belt support leg requirements
• Lower tether attachments (or phase 4?)

• **CRS**
  – Belt length
  – Measured at the test bench
  – Belt path (regarding misuse on different CRS, area for vehicle buckle)
• New definition of universal belted/vehicle specific
• Support leg compatibility—how we deal in phase 3?