

Summary Child safety workshop 12.9.2016

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?

Pictures (1)



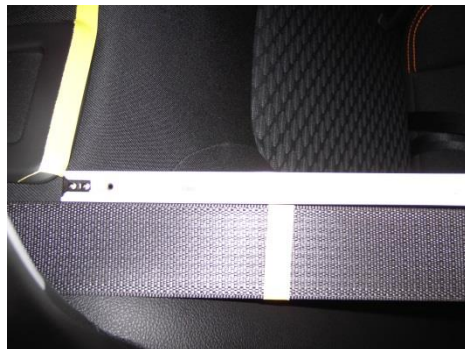
- Belt length measured and marked
- No interaction with buckle

Pictures (2)



Belt length: + ca. 110mm
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?