

London Meeting, 13th May 2008

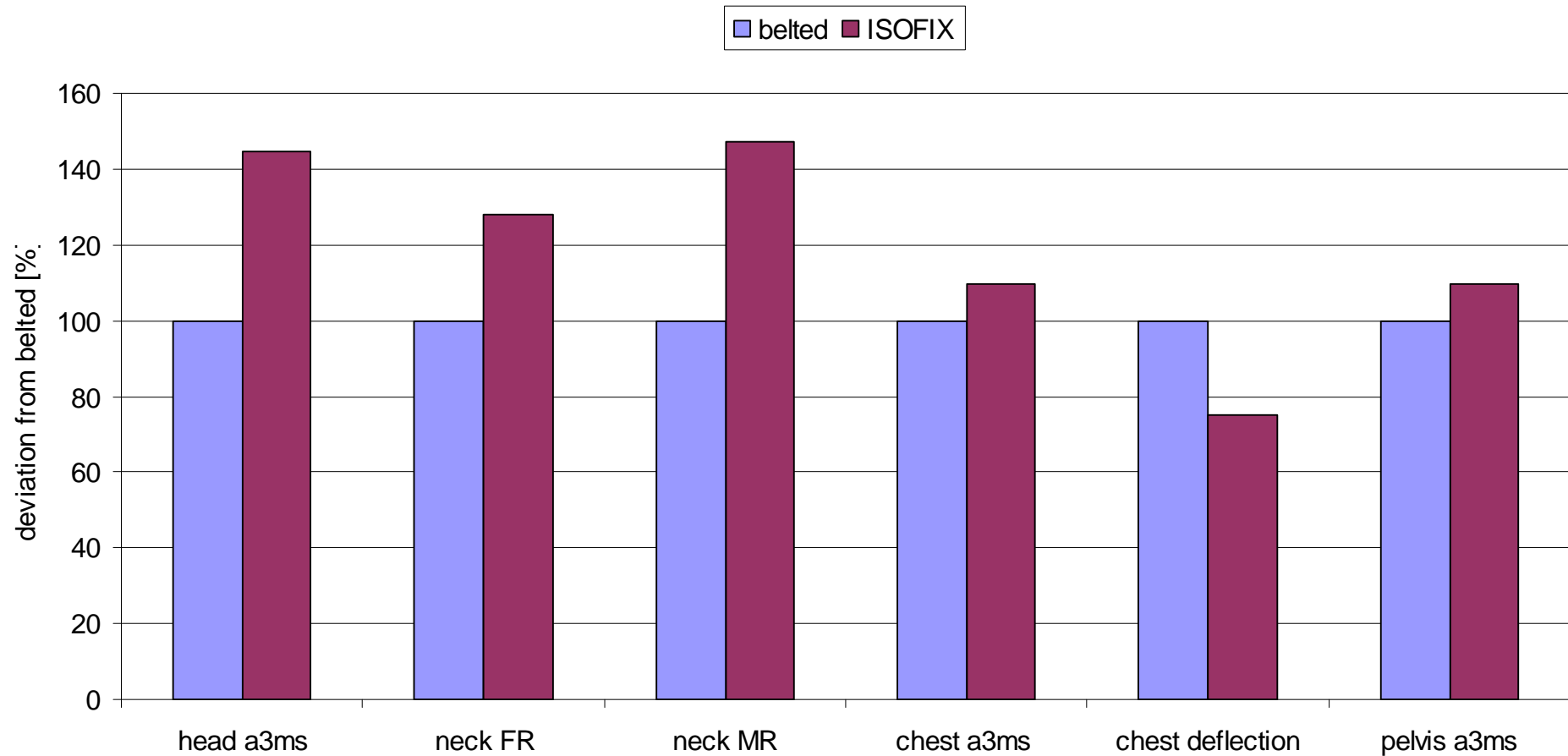
Full-scale Tests with and without ISOFIX

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Tests

- Renault Megane
 - Prior to side impacts used in frontal full overlap test
 - Side bags deactivated
 - Right side impact with ISOFIX
 - Left side impact with belted CRS
 - Inspection before running second test (e.g., static measurement of side structure)
- FF Béb  Confort
 - without TopTether
 - Q3
- RF MaxiCosi Cabrio
 - with the same base for belted and ISOFIX
 - Q1.5

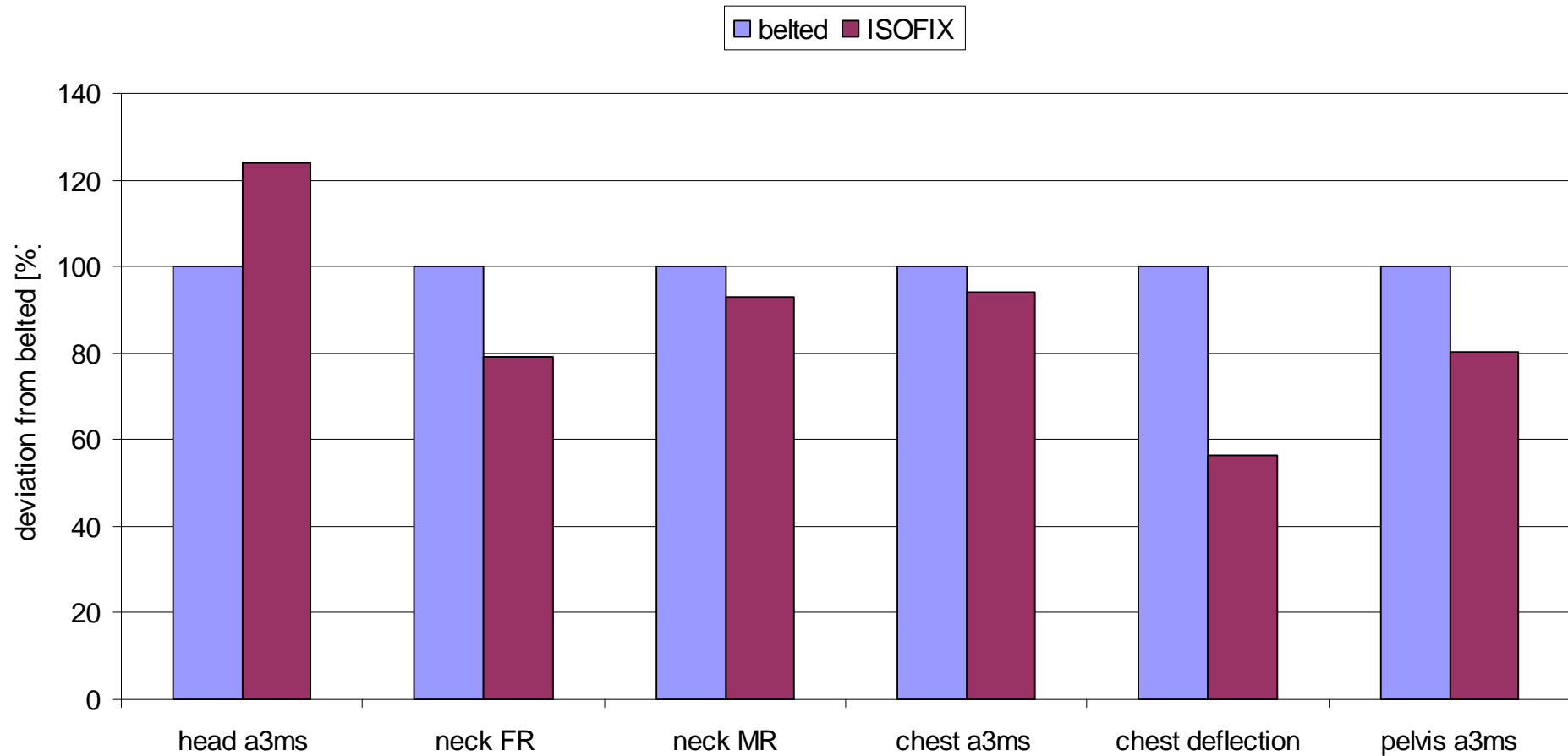
Results FF



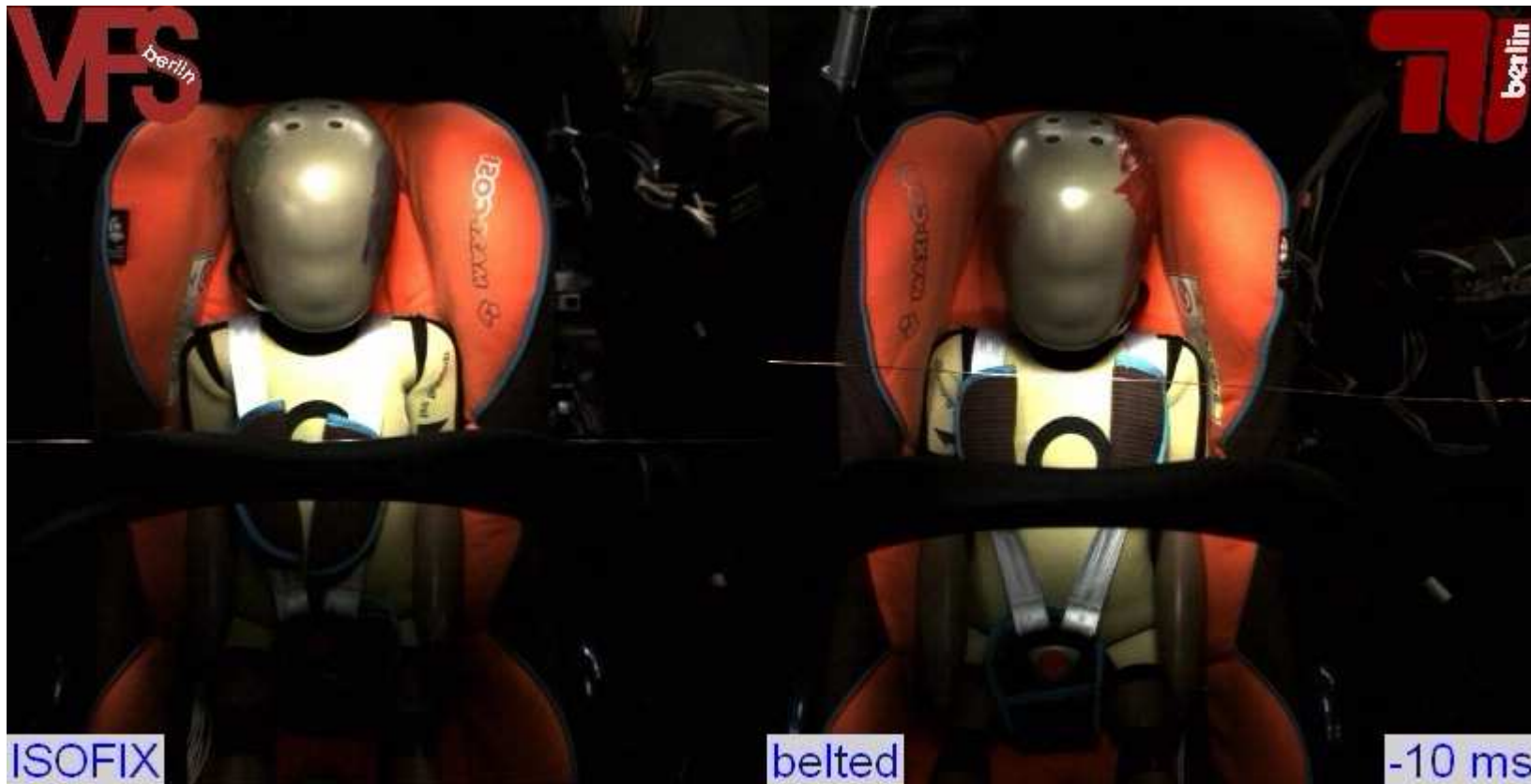
Results FF



Results RF



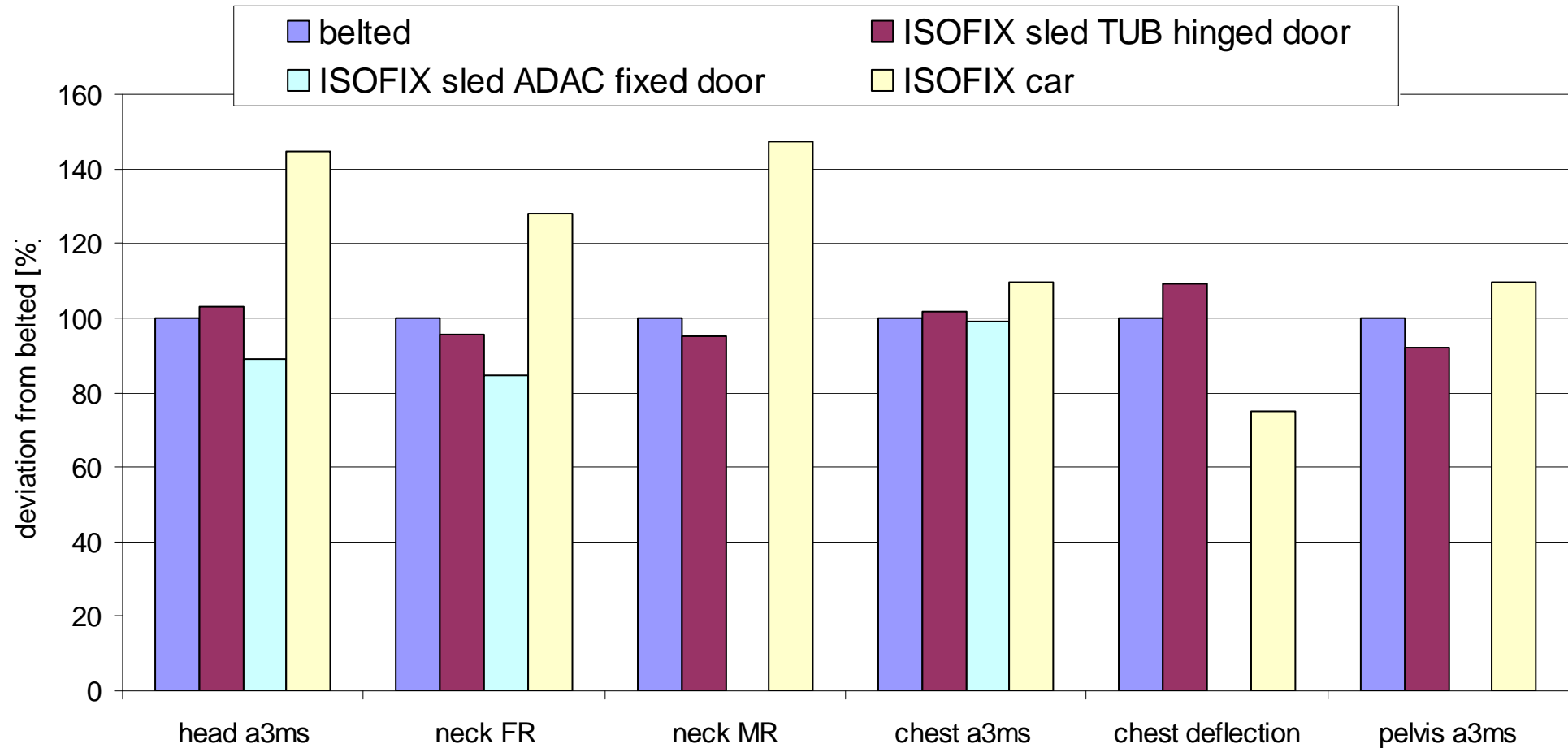
Results RF



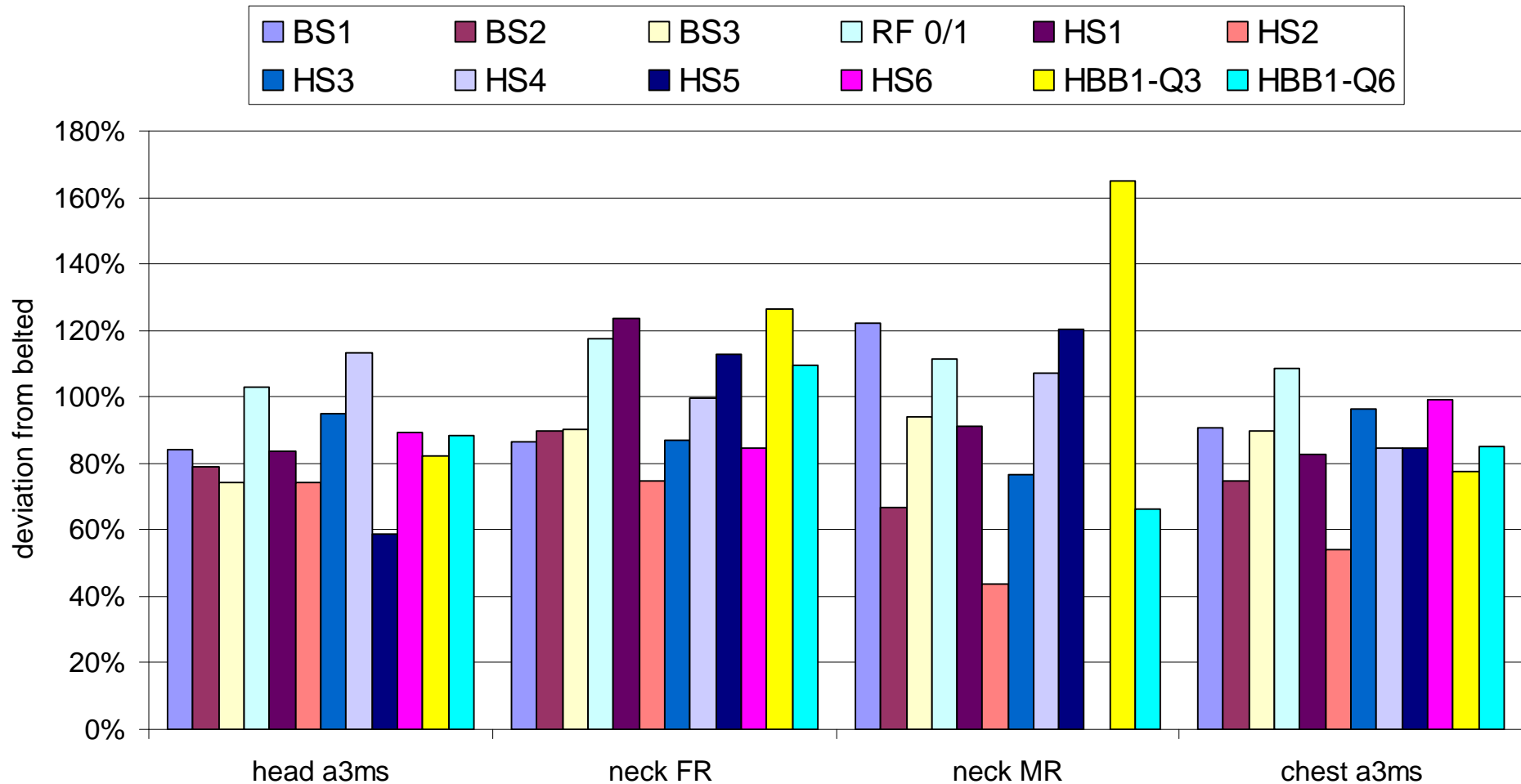
Comparison to Sled Tests

- ISO procedure according latest CD version
- ADAC procedure with fixed door
- Currently FF tests only

Results Sled Tests FF



Comparison to ADAC Tests



Conclusion

- Looking at the time history and the peak values ISO WG1 TF1 decided that only minor differences between ISOFIX and belt CRS fixation in side impact exist
- FST data indicate that ISOFIX lead to higher dummy readings in lateral impact
- TUB data indicates that ISOFIX and belt fixation are more or less equal in lateral impact
- ADAC test results tend to be considerably lower for ISOFIX installation