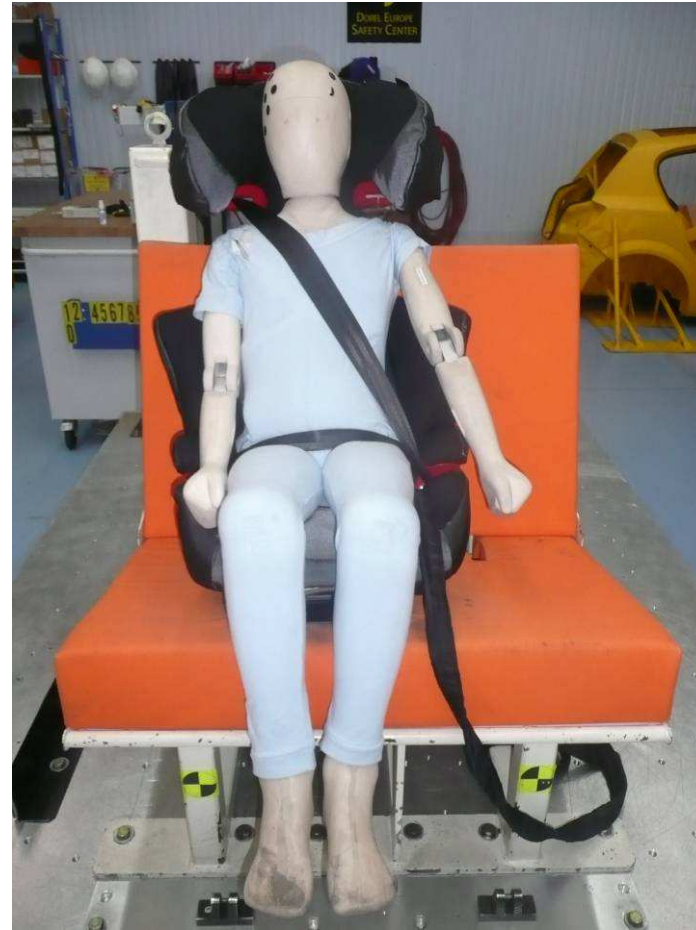


Booster Compatibility State of the Art



Belt Positioning

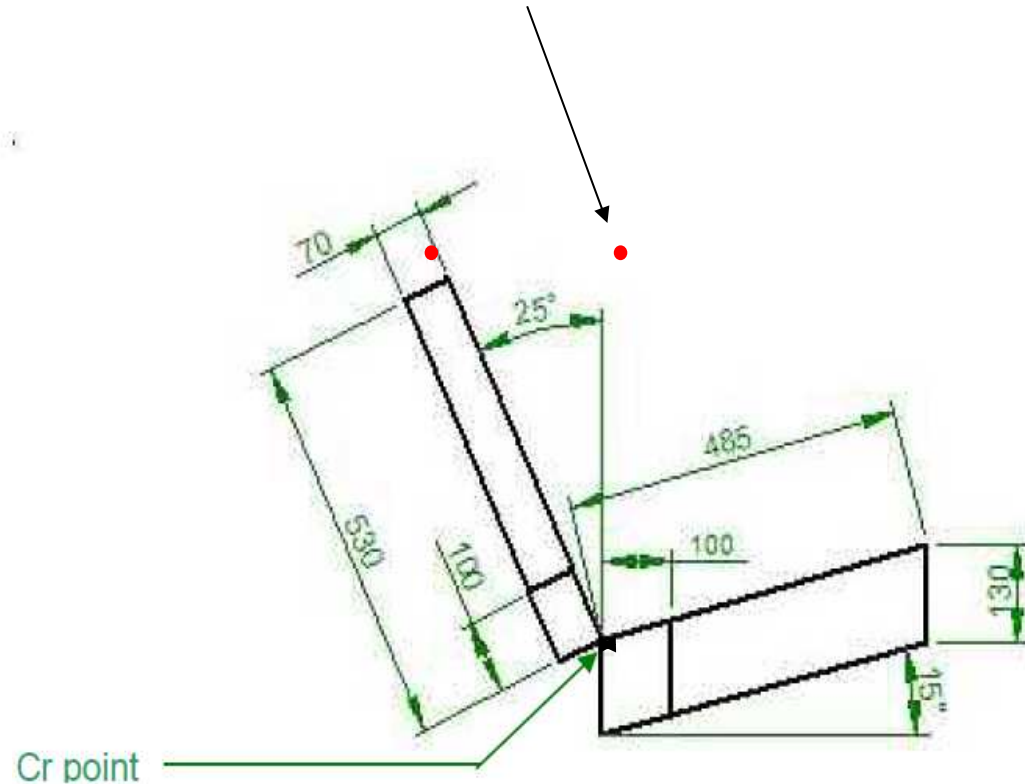
- ECE R44
 - Test with P3, P6 and P10 on ECE R44 (possibility to move laterally the CRS towards C points 70 mm for P10).
 - The anchorages position is not representative.



Belt Positioning

- NPACS
 - After measurements of 30 cars. 2 upper anchorages points have been defined.
 - Finally only the rear position was used

Most Forward D ring location



Belt Positioning

- Australia
AS/NZS1754
 - Definition of a rigid test bench to check belt positioning by a booster

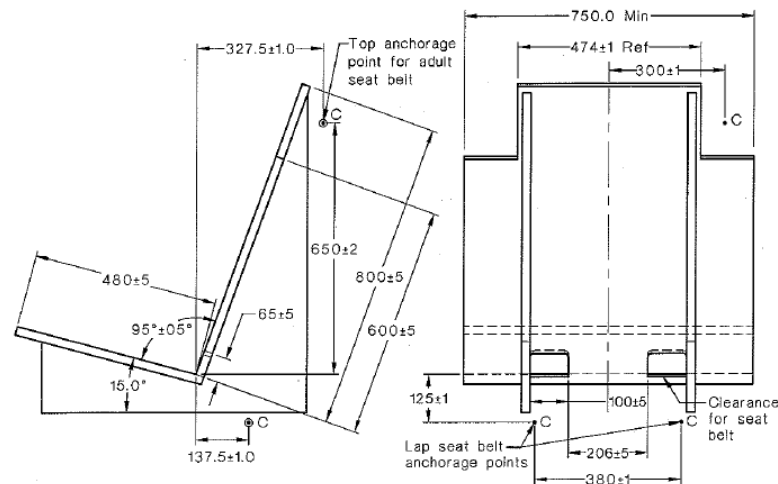


FIGURE 1 RIGID TEST SEAT



Belt Positioning

- Example in cars

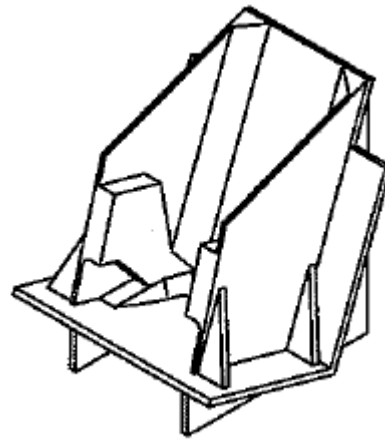


– Lot of variation for D Ring position in cars

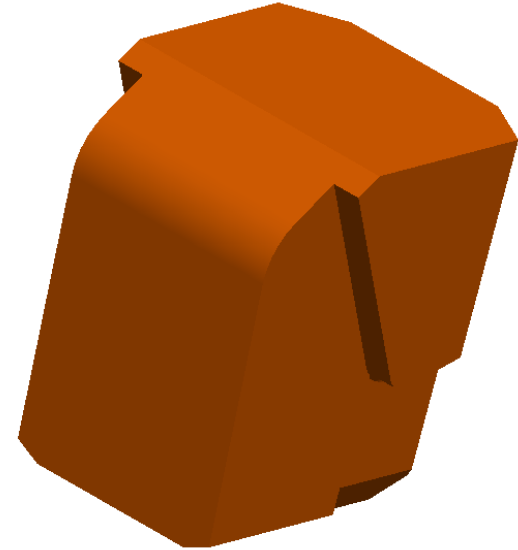


Booster Size

- Australia AS/NZS1754 has implemented a width control fixture taking into account buckle accessibility

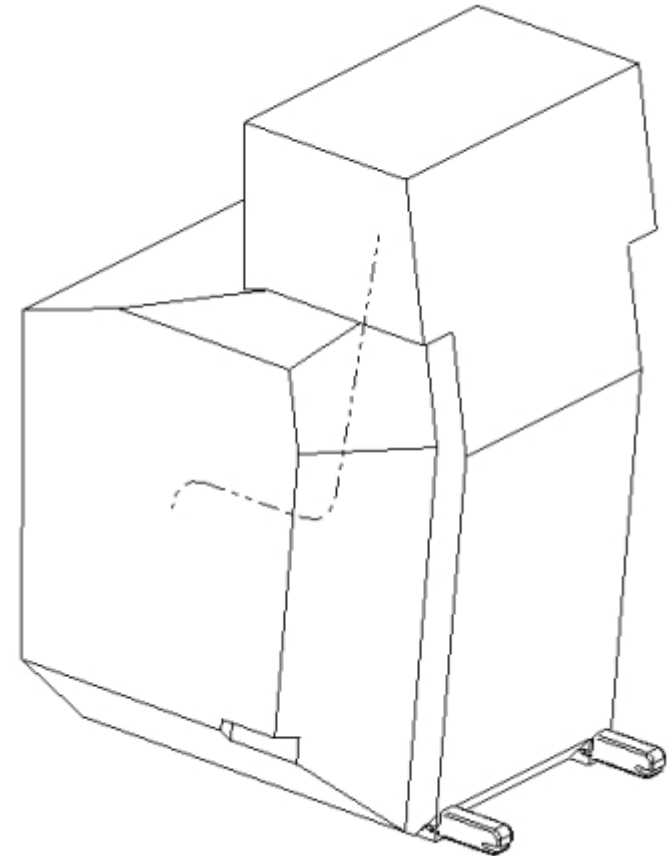


6



Booster Size

- ISO TC22/SC12/WG1/TF4 is working on compatibility between booster and cars.
- A first envelope has been proposed and will be amended



Summary

- There is a lot of possibility for the location of the adult belt anchorage in a car.
 - These anchorages are dependant of car architectures and are key parameters for safety and must be controlled by car manufacturers. Regulation do not have to impose any position
 - Next Euroncap protocol testing the second row with the use of the adult belt could have a huge influence on these locations
- Some work are under progress to improve compatibility with cars trying to solve :
 - Incompatibility between isofix and belt anchorages
 - Other geometrical issues in width and height.

