

Transmitted by the expert from the Netherlands

CURRENT SITUATION with regard i-Size

For i-Size vehicles or i-Size seats we will receive a proposal from OICA, which should overcome the problem of fitting the bigger R2 fixture on the second seat row of small cars, or actually small rear seats that are really only suitable for small persons.

When testing these vehicles on their suitability for the installation of (mostly rearward facing) child restraints up to a certain size, it is also important to safeguard the existence of enough space for the driver and to a smaller extent for the front passenger. .

In other words, in Reg.16 a distinction should be made between the allowed positions of the driver seat and front passenger seat(s).

PROPOSAL to be discussed during our next 20th April meeting

Annex 17 – Appendix 2, Paragraph 2.2., amend to read:

- "2.2. Adjust the seat-back angle to the manufacturer's design position and the head restraint in the lowest and rearmost position. In the absence of any specification an angle of the seat-back corresponding to a torso angle of 25° from the vertical, or the nearest fixed position of the seat-back, shall be used.

When checking a CRF on a rear seat, the vehicle seat located in front of this rear seat may be adjusted longitudinally forward but not further than the mid position between its rearmost and fore most positions **and not being forward of a seating position corresponding to a seating position large enough to accommodate :**

- (a) **for the drivers seat, a Hybrid III 50th % male dummy, with the seat-back in its design angle, and**
 (b) **for the front passenger seat a Hybrid III 5th % female dummy.** The ~~seat backrest~~ seat-back angle may also be adjusted, but not to a more upright angle than corresponding to a torso angle of 15°."

Annex 17 – Appendix 2, Paragraph 3.3., amend to read:

- "3.3. Should the above requirements not be met with the adjustments indicated in paragraph 2. above, **then, with the exception of the drivers seat**, the seats, the seat-backs, the head restraints may be adjusted to alternative positions designated by the manufacturer for normal use following which the above installation procedure shall be repeated and the requirements verified and met. These alternative positions shall be included as information in table 2 given in Appendix 3 to this annex.

If the alternative position concerns the movement of a front passenger seat, in front of the seat on which the CRF is installed, to a position more forward and/or with a seat back angle more inclined than indicated in paragraph 2.2.(b), the vehicle manufacturer shall include in the vehicle handbook this seat not to be occupied in this alternative position."

We also encountered that some information that is given in ISO 13216-1 is not included in R16, which gives difficulties during type approvals; therefore we suggest the following:

Annex 17 – Appendix 2, Paragraph 4, amend to read:

- "4. The fixtures below shall be constructed with a mass between 5 and 15 kg and shall be of suitable durability and stiffness to satisfy the functional requirements.
The CRF ISOFIX attachments shall be adjustable, and up to a maximum of 70 mm behind the rearmost lower corner of the CRF, measured parallel to the bottom surface and to the centre of the bar, with the CRF rear surface against the seat-back."
