



The European consumer voice in standardisation

Withdraw Isofix from R44

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Raising Standards for Consumers

A decorative graphic of several yellow stars of varying sizes, arranged in a curved path from the top left towards the center of the slide.

Integral Harness Isofix Child Seats



- Phase 1 of Regulation 129 (dealing with integral Isofix CRS) entered into force on 9 July 2013.
- Plan then was to finalise phase 2 (non-integral CRS) and phase 3 (belted CRS), and phase out R44 (no new approvals) once all phases had entered into force.
- Change of plans in 2015:
 - New approach for phase 2
 - Leaving finalisation of phase 3 (and 4?) open-ended
- Permits the opportunity to approve new integral CRS with Isofix connections according to R44 for an undefined period.



Extended Mandate



- The IWG asks GRSP to extend the mandate until the end of 2014
 - Draft regulation for phase 2 (May 2013)
 - Development of transitional provision to withdraw ISOFIX application from ECE R44 (December 2013)
 - Draft regulation for phase 3 (May 2014)

Integral Harness Isofix Child Seats

Regulation 44: Child Restraint Systems (CRS)

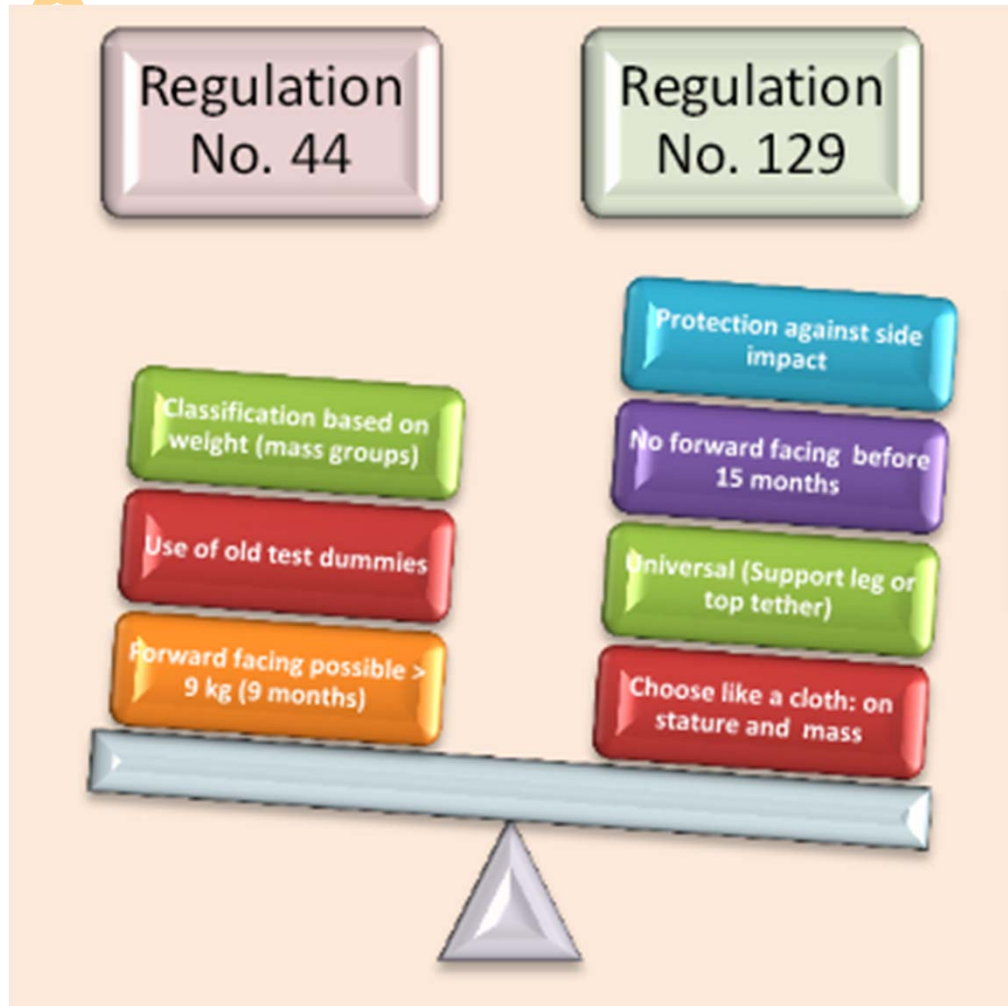
- Mass based classification
- Fixed weight groups
- (semi)Universal / vehicle specific
- **Forward facing >9kg**
- P-dummies
- **No side impact test**

Regulation 129: Enhanced Child Restraint Systems (ECRS)

- Stature based classification
- Size ranges (not fixed)
- Universal / vehicle specific
- **Rearward facing < 15 m**
- Q-dummies
- **Side impact test**

Undesirable (and probably unprecedented):
two different sets of requirements for one product
category

Integral Harness Isofix Child Seats



- Two levels of protection
- Confusion amongst consumers
- Less encouragement to develop products to higher standard

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Integral Harness Isofix Child Seats



Proposal to work towards one definition for Integral Harness Isofix Child Seats:

- Withdraw Isofix definitions from R44
- No new approvals as of XX November 2016
- Allow extension of existing approvals



Thank you

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