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.
Belt Positioning

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