

Specification for

Carry cot restraints

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Committees responsible for this British Standard

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- Automobile Association
- Consumer Standards Advisory Committee of BSI
- Consumers Association
- Department of Industry (Mechanical Engineering)
- Department of the Environment (Transport and Road Research Laboratory)
- Department of Transport
- Institute of Housing
- Man-made Fibres Producers' Committee
- Medical Research Council
- Ministry of Defence
- Motor Cycle Association of Great Britain
- Motor Industry Research Association
- National Automobile Safety Belt Association
- Royal Automobile Club
- Royal Society for the Prevention of Accidents
- Society of Motor Manufacturers and Traders Limited
- Tape and Webbing Manufacturers' Association
- University of Birmingham

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Foreword

This British Standard has been prepared under the direction of the Automobile Standards Committee at the request of the Department of Transport. Whilst these restraining devices are intended for use with carry cots, or specially designed carry cots which form an integral part of the system, by children up to 10 kg, it is recommended that consideration should be given to the use of a child restraining device which meets the requirements of BS AU 157b “*Childrens restraining devices*” or BS 3254 “*Seat belt assemblies for motor vehicles*” when the child reaches a weight of 9 kg.

Certification. Attention is drawn to the certification facilities described on the inside back cover.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

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Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 8, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

1 Scope

This British Standard specifies requirements for restraining devices for separate use, i.e. as individual equipment, by child occupants of motor vehicles, who have a mass of less than 10 kg, in conjunction with a carry cot which may or may not comply with this British Standard (see 3.3.4). It is intended to reduce the probability of injury to children in an accident. This standard applies to devices intended for use in the forward-facing rear seating positions in the vehicle or in the forward-facing front seating positions in such vehicles as light commercial vehicles where there is adequate space for a carry cot to be carried transversely.

Manufacturing requirements are specified for the materials used and for the finish of buckles and other rigid parts.

Tests are specified for the determination of the strength and durability characteristics of the restraining devices and of their components. The standard does not specify requirements for the parts of the vehicle to which these restraining devices are anchored.

Two groups of restraining devices are dealt with:

Group A for general use with any carry cot, and

Group B incorporating a specially designed carry cot that forms an integral part of the system.

NOTE The titles of the publications referred to in this standard are listed on page 8.

2 Definitions

For the purposes of this standard the following definitions apply.

2.1

carry cot

a portable device, including a suitable detachable pram body, having a mass of up to 12 kg with sides and a flat bottom for the carriage of a child in a lying position

2.2

carry cot restraint

an assembly consisting of a set of straps to retain a carry cot in place transversely on a car seat

2.3

vehicle seat restraining device

a device to anchor a vehicle seat back to the vehicle structure to limit its forward movement and rotational movement in the lateral plane

2.4

buckle

a quick release device that can readily be operated by an adult to release the child from attachment to the car with or without the carry cot

2.5

strap

a flexible component designed to restrain the carry cot or the vehicle seat or both and to transmit forces to the vehicle structure

2.6

adjusters

devices through which the webbing passes and by moving which the effective length of the straps can be controlled to suit the circumstances

2.7

attachments

devices at the end of the webbing straps used to attach those straps to the car structure

2.8

carry cot restraining components

those components of an assembly that directly restrain the movement of the carry cot and are in contact with it

3 General

3.1 Construction. The carry cot restraining device shall be composed of the following.

a) *Group A devices.* A set of carry cot restraining components and a vehicle seat restraining device together with their attachments.

b) *Group B devices.* A carry cot, a set of carry cot restraining components and a vehicle seat restraining device and their attachments.

3.2 Design

3.2.1 Vehicle seat squab restraining device. A vehicle seat squab restraining device shall be designed and provided for limiting the forward movement and the rotational movement in a lateral plane of any part of the vehicle seat squab with which the device is used.

3.2.2 Carry cot restraining device. The carry cot restraining device shall be designed so that the carry cot is held in position in the event of deceleration, overturning or rolling of the car and the general design, assembly and finish shall not incorporate any item which might cause injury to the child.

3.2.3 Ease of detachment. The carry cot restraining device shall be so designed that the carry cot can be readily removed and refitted by the use of one or two buckles.