SURFACE VEHICLE RECOMMENDED PRACTICE

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Securing Child Restraint Systems in Motor Vehicles

RATIONALE

This revision includes updates regarding the accommodation fixture. The accommodation fixture has been revised to chamfer the corners to interact with vehicle seats more like the child restraint fixture (CRF) from FMVSS 225. Other editorial updates as appropriate have also been made in the text as needed.

FOREWORD

The use of child restraint systems in motor vehicles is required by law in all 50 states in the U.S. Further, add-on child restraint systems are required by Federal Motor Vehicle Safety Standards (FMVSS) Standards No. 213, 213a, and 213b to be designed to use the vehicle seat belt for attachment to the vehicle and vehicle seat. Accordingly, compatibility between these restraint systems and vehicle seats and seat belts is necessary for their proper functioning and performance. To promote proper installation of child restraint systems in motor vehicles, it is important that manufacturers of both child restraint systems and vehicles design them to conform to this SAE Recommended Practice. Child restraint systems and vehicle seats and seat belts having features that conform to this document are more likely to be compatible with one another.

1. SCOPE

The scope of this SAE Recommended Practice is to promote compatibility between child restraint systems and vehicle seats and seat belts. Design guidelines are provided to vehicle manufacturers for certain characteristics of seats and seat belts and to child restraint system (CRS) manufacturers for corresponding CRS features so that each can be made more compatible with the other.

The CRS accommodation fixture (see Figure 1) is used to represent a CRS to the designers of both the vehicle interior and the CRS for evaluation of each product for compatibility with the other. The features of the accommodation fixture are described as each is used.

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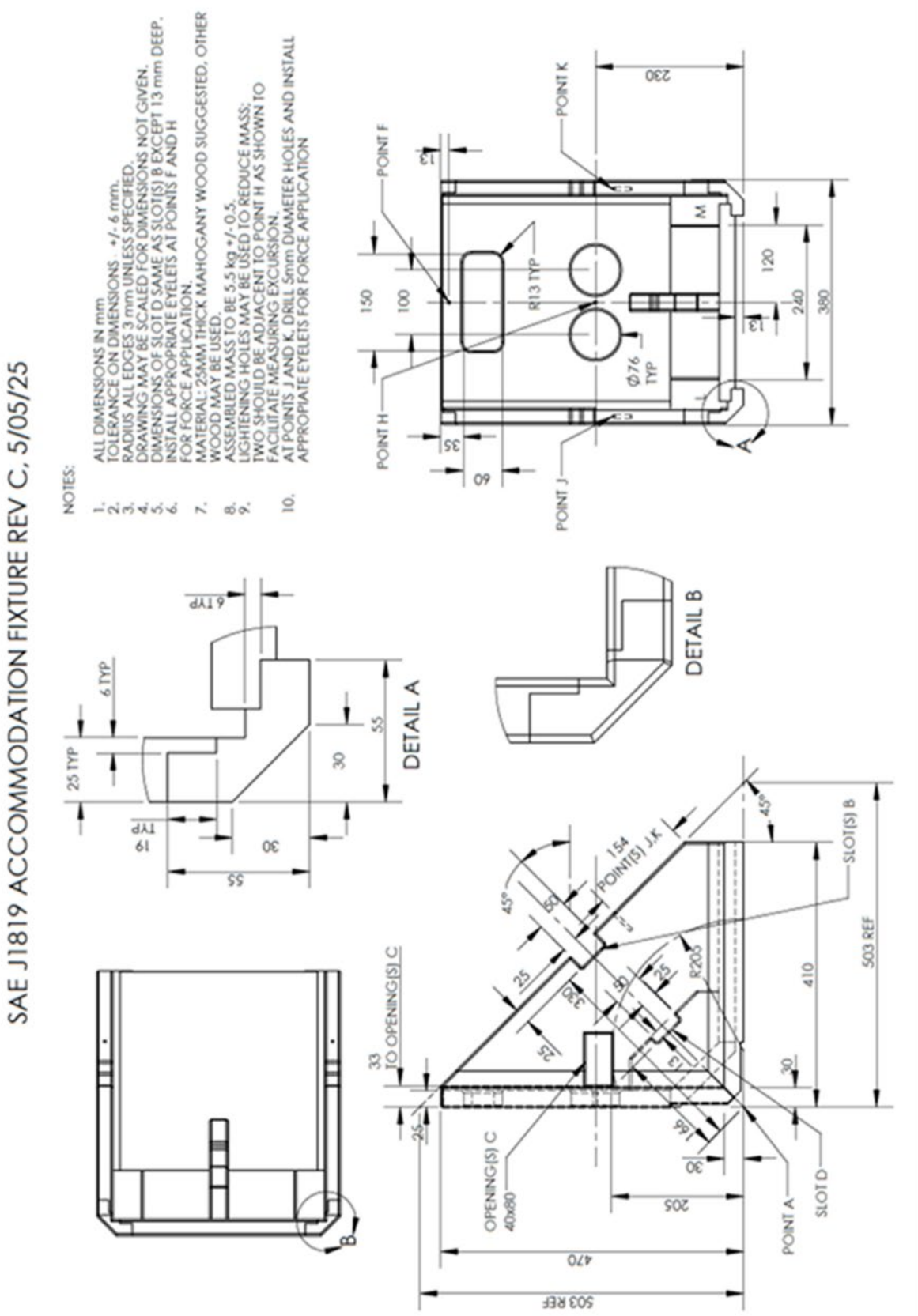


Figure 1 - Accommodation fixture

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