

Automatic Passenger Airbag Disabling

Safe Driving

Technical Bulletin SD 101

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PREFACE

During the test preparation, vehicle manufacturers are encouraged to liaise with the laboratory and to check that they are satisfied with the way cars are set up for testing. Where a manufacturer feels that a particular item should be altered, they should ask the laboratory staff to make any necessary changes. Manufacturers are forbidden from making changes to any parameter that will influence the test, such as dummy positioning, vehicle setting, laboratory environment etc.

It is the responsibility of the test laboratory to ensure that any requested changes satisfy the requirements of Euro NCAP. Where a disagreement exists between the laboratory and manufacturer, the Euro NCAP secretariat should be informed immediately to pass final judgment. Where the laboratory staff suspect that a manufacturer has interfered with any of the set up, the manufacturer's representative should be warned that they are not allowed to do so themselves. They should also be informed that if another incident occurs, they will be asked to leave the test site.

Where there is a recurrence of the problem, the manufacturer's representative will be told to leave the test site and the Secretary General should be immediately informed. Any such incident may be reported by the Secretary General to the manufacturer and the person concerned may not be allowed to attend further Euro NCAP tests.

DISCLAIMER: Euro NCAP has taken all reasonable care to ensure that the information published in this protocol is accurate and reflects the technical decisions taken by the organisation. In the unlikely event that this protocol contains a typographical error or any other inaccuracy, Euro NCAP reserves the right to make corrections and determine the assessment and subsequent result of the affected requirement(s).

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1 INTRODUCTION

Euro NCAP uses a standardised method of assessing the functionality of automatic passenger airbag disabling systems. This is to avoid the need for human subjects, in particular children, to be present at the time of assessment. However, for the purposes of this assessment, it will be necessary to use a human 5th percentile female. The use of any human subjects to demonstrate system functionality is not precluded providing that all relevant ethical and privacy guidelines are followed.

This procedure evaluates the automatic airbag disabling system functionality with a variety of CRS sizes, orientations and attachment methods. The requirements for airbag disabling switches are detailed in the Child Occupant Protection Technical Bulletin CP 008-1.

The Euro NCAP test laboratory must check if the minimum requirements are followed:

- Airbag is OFF when using any rearward facing CRS
- Airbag is ON for a 5th percentile female occupant and larger





It is the responsibility of the vehicle manufacturer to demonstrate the system functionality in all other situations, i.e. forward facing CRS & a child sat on the vehicle seat. The requirements detailed in the following section aim to address a variety of different occupant ages, statures and child installation modes.

Additional requirements for automatic airbag disabling systems can be found in CP 008-1.

2 INSTALLATIONS AND ASSESSMENTS

2.1 Test matrix

Installation of CRS listed in the table above and settings shall be performed in accordance with the CRS installation requirements in CP 008-1.

Occupant	No CRS	System Requirements for Airbag Status				Can it be done by Lab?	
		Rearward facing belted CRS with integral harness 	Forward Facing CRS 	Forward Facing booster seat 	Booster cushion 	System functionality: Human IS NOT required	System functionality: Human IS required OEM data required
New-born <60cm		Mandatory OFF #1 Maxi Cosi Pebble 360*				Yes	No
1.5YO 75cm-87cm & <15month		Mandatory OFF #1 Maxi Cosi Pebble 360 #2 Maxi Cosi Pebble 360 & FamilyFix	a) OEM Strategy #3 Britax King Pro			Yes	No
3YO 87cm-105cm		Mandatory OFF #4 BeSafe Stretch	a) OEM Strategy #3 Britax King Pro #5 Britax Trifix 2	a) OEM Strategy #7 Cybex Solution T		Yes	No
6YO 105cm-125cm		Mandatory OFF #4 BeSafe Stretch	a) OEM Strategy #6 Britax Advansafix Pro	a) OEM Strategy #7 Cybex Solution T	a)* OEM Strategy #8 Graco booster cushion	Yes	No
10YO >125cm	b)	c) N/A	c) N/A	a) OEM Strategy #7 Cybex Solution T	a) OEM Strategy #8 Graco booster cushion	Yes	No
5 th female	Mandatory ON Human required					Yes	Yes
50 th male	Mandatory ON Human required					Yes	Yes
95 th male	Mandatory ON Human required					Yes	Yes

2.2 Notes

- a) The airbag deployment strategy is the decision of the OEM. There is no mandatory status requirement specified by Euro NCAP. However, where the strategy is airbag ON, the OEM must show that deployment does not lead to higher risk for a child compared to that with the airbag OFF. This demonstration applies to both manual and automatic airbag disabling systems. For CRS installations involving a child, the stature ranges for which the CRS is approved shall be adhered to.
- b) This configuration is permitted in certain EU countries as there are differences between the local regulatory requirements. Some EU countries require children to use a suitable CRS for all statures up to 150cm, whereas others permit children of 135cm to occupy a vehicle seat with no CRS. Therefore, larger statures (6YO and 10YO) are included in the Euro NCAP assessment.
- c) Currently not applicable (N/A): It is theoretically possible to have a large rearward facing CRS for taller statures, but none are known to exist at present. If one becomes available in the future, Euro NCAP will consider its inclusion in this assessment.
- d) For cells marked X there will be no installation as this combination of CRS type and child is precluded.

3 CHILD RESTRAINT SYSTEMS

3.1 Summary

Detailed below are the CRS to be used in the system assessment and the required installation modes.

	Child restraint system	Installation mode	CP 008-1
1.	Maxi Cosi Pebble 360	B _ _ _ _	Yes
2.	Maxi Cosi Pebble 360 & FamilyFix 360	_ I L _	Yes
3.	Britax Römer King Pro M	B _ _ _ _	No
4.	BeSafe Stretch	B _ L _ LT	Yes
5.	Britax Römer Trifix 2 i-Size	_ I _ S	Yes
6.	Britax Römer Advansafix Pro	B I _ _	No
7.	Cyber Solution T i-fix	B _ _ _ _	Yes
8.	Graco booster basic R129	B _ _ _ _	Yes

Key to installation modes:

B = Belted

I = ISOFIX attachments

L = Support leg

S = Top-tether

LT = Lower tether

3.2 Notes

Installations of ISOFIX CRS (#2, #5, #6 are only applicable where the front passenger seat(s) is equipped with ISOFIX anchorages (including optional any seats & anchorages).