

EURO NCAP CHILD PROTECTION ASSESSMENT PROTOCOL

RECOMMENDATION OF THE EURO NCAP TECHNICAL WORKING GROUP

1 Introduction

As a first step, this protocol relates to Euro NCAP's data for children aged 1½ years old and 3 years old, based on the use of the P series of dummies. The intention has been to make all requirements as clear and objective as possible. For some requirements examples meeting the criteria will be posted on the Euro NCAP website.

2 Preconditions

To be eligible for any points, the child restraint must be formally approved under UNECE Regulation 44.03 for use in the vehicle being assessed, available to the general public and recommended to consumers throughout Europe by the vehicle manufacturer, at the time the results are published by Euro NCAP. A manufacturer not meeting these preconditions will not be eligible to credit via this protocol.

3 Assembling the Child Protection score

The overall Child Protection Score comprises:

1. Dynamic test results
2. Child restraint based assessment criteria
3. Vehicle based assessment criteria
4. Additional vehicle based assessment criteria

The various components feed into the overall child protection as shown in Figure 1 below.

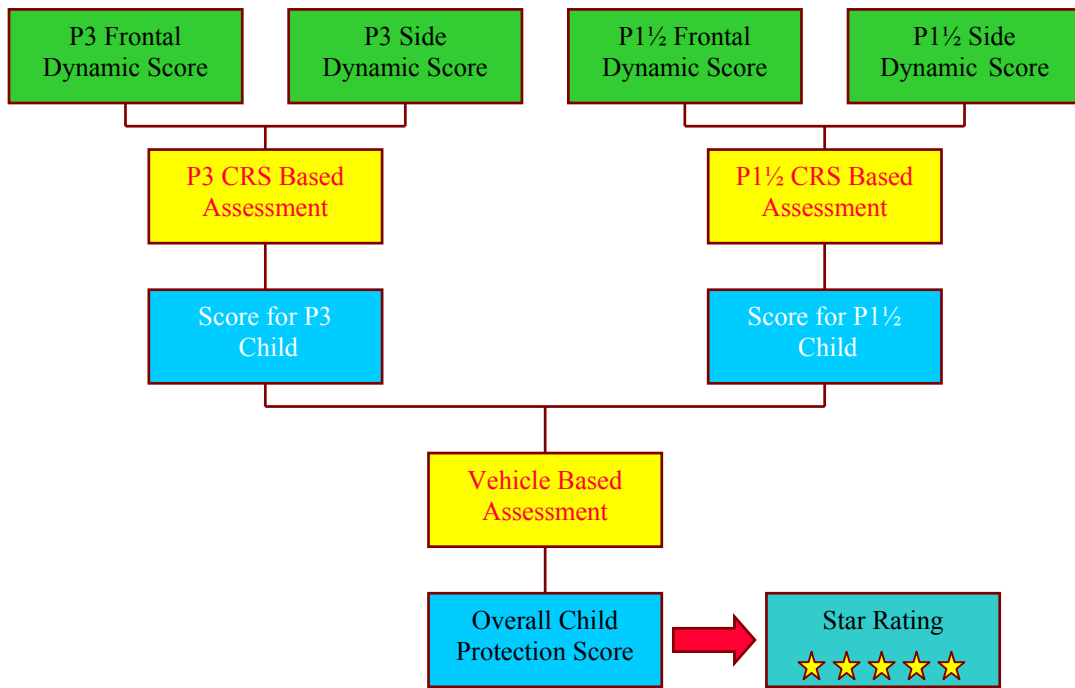


Figure 1

3.1 Dynamic Tests

The score for the dynamic tests for each child is compiled from the dummy results in the frontal and side impact test. For the frontal impact the head and chest are considered whereas for the side impact the head only is rated. Where multiple criteria exist for an individual body region, the lowest scoring parameter is used to determine the performance of that region. Euro NCAP is aware of the imbalance between the frontal and side impacts. It is hoped to address this imbalance as better test tools become available.

If the child is ejected, or there is significant partial ejection, from the child restraint in either impact configuration, then the overall dynamic score is zero. See 4.1 for further details.

To obtain the overall score for the dynamic tests, the points gained by each body region are added together – see section 4 below for the points scoring criteria. The frontal and side impacts together provide three body regions per child, which can each be awarded up to a maximum of four points. This gives a possible maximum overall score of 12 points for each child, and a total of 24 points overall.

3.2 Child Restraint Based Assessments

There are two components to the child restraint based assessments:

Table 1

Criterion	Points
1. Seat Marking Assessment (5.1)	4
2. CRS/Vehicle Fixation Assessment (5.2)	2
Total	6

For criterion 1 above four points are awarded if the child restraint fully meets the conditions outlined in 5.1 below. For criterion 2 above two points are awarded if the child restraint fully meets the conditions outlined in 5.2 below. To obtain the overall score for the child restraint assessments, the points gained for each of the two criteria are summed. This gives a possible maximum overall score of six points for each size of child, and a total of 12 points overall.

3.3 Vehicle Based Assessments

There are five components to the vehicle-based assessments:

Table 2

Criterion	Points
1. Vehicle Airbag Labeling Assessment (6.1)	2
2. Ability to Fit a Rearward-facing Child Seat in the Front Assessment (6.2)	2 (+1)
3. Three-point Seat Belt on all Passenger Seats Assessment (6.2)	1
4. Gabarit Assessment (6.4)	1
5. ISOFIX Usability Assessment (6.5)	1
Total	7 (8)

For criteria 1 and 2 above two points are awarded if the requirements outlined in 6.1 and 6.2 below are fully satisfied. There is an additional one point available for Criterion 2 if certain conditions are met – see 6.2. For the remaining criteria one point is awarded if the requirements outlined in 6.3 – 6.5 below are fully satisfied.

To obtain the overall score for the vehicle-based assessments, the points gained for each of the five criteria are summed. This gives a possible maximum overall score of seven points.

3.4 Additional Vehicle Based Assessments

There are five additional components to the vehicle-based assessments, which deal with the provisions within the vehicle as follows:

Table 3

Criterion	Points
1. Number of Universal Seat Positions Assessment	1
2. Number of Three-point ISOFIX Positions Assessment	1
3. Size of ISOFIX Seats Accommodated Assessment	1
4. Number of Built-in/Integrated Seats Assessment	1
5. Number of Age Groups Covered by Integrated Seats	1
Total	5

Each of the additional criteria attracts one point if the requirements outlined in 7.1– 7.5 below are fully met. To obtain the overall score for the vehicle-based assessments, with the additional assessments, the points gained for each of the ten criteria are summed. This gives a possible maximum overall score of 12 (13) points.

3.5 Overall Child Protection Score

To obtain the overall child protection ratings, the points gained in the dynamic tests, the child restraint based assessments and the vehicle-based assessments are added together. This gives a possible maximum overall score of 49 points, including the additional vehicle criteria.

In each case, the overall score is rounded to the nearest integer. (Note: a score of say 32.50 would be rounded up to 33). The overall scores are then used to generate star ratings as given in Table 9.

Table 4

0	points	
1 – 12	points	★
13 – 24	points	★ ★
25 – 36	points	★ ★ ★
37 – 48	points	★ ★ ★ ★
49 – 60	points	★ ★ ★ ★ ★

4 Dynamic Test Performance Criteria

4.1 Ejection

Concept: The child should be held securely in the restraint and not be ejected from the restraint.

Ejection, or significant partial ejection will result in zero points for that restraint in all dynamic criteria. That means that where ejection, or significant partial ejection occurs the dynamic score will be capped at zero for both frontal and side impacts.

Explanation: Ejection is an unusual and highly undesirable situation. The idea of “significant partial ejection” has been included to allow Euro NCAP to penalise a situation in which the dummy is held into the restraint by perhaps a foot under an impact shield. In the past, some manufacturers have tried to argue that as long as some part of the dummy is still engaged with the restraint, no complete ejection has occurred. Thus it is important that Euro NCAP retains the ability to criticise and penalise highly unsatisfactory dummy performance, and does not get into meaningless pedantic discussions about what constitutes “total ejection”. Examples of ejection can be found [on the Euro NCAP Website].

4.2 Frontal impact

Table 5

Body Region	Points
Head	4 ¹
Chest	4
Total	8

1 for the P 1½ child dummy only 2 points are available for the head region. For the P 1½ child dummy in rearward facing restraints a further two points are available, making a maximum of four points for the head region of the P 1½ child dummy a rearward facing restraint. Forward facing restraints for the P 1½ can only score a maximum of two points for the head region.

4.2.1 Child Head in Frontal Impact

The score for each child's head in the frontal impact test is calculated from the values in Table 6 and Table 7 where appropriate. Additional points are available for the P 1½ child dummy in rearward facing restraints. Any additional points are calculated from Table 8. Where a value falls between the two limits, the score is calculated by linear interpolation.

Table 6

Parameter	P 1½ Child Dummy		P 3 Child Dummy	
	2 points scored up to	0 points scored at and beyond	4 points scored up to	0 points scored at and beyond
Head excursion ¹⁾	549 mm ²⁾	550 mm ²⁾	549 mm ²⁾	550 mm ²⁾

¹⁾ *There will be no forward excursion limits applied to rearward facing restraints. However to qualify for points, the following two conditions must be satisfied:*

- a) The child must not contact the car interior*
- b) There must be no compressive loads applied to the crown of the head and the head must be fully contained within the shell of the child restraint during the forward movement of the dummy. Fully contained means that no part of the child's head could be exposed to direct contact with an object intruding from the front. The concept is that the CRS shell must be in a position to provide some energy absorption between the child's head and an intruding object at all times during the forward excursion of the dummy.*

For all restraints, there must be no head contact with the car interior. If such a contact occurs, the seat will score no points in that test. The reason for this penalty is that the dummy has no ability to evaluate the severity of the shearing loads and neck bending that can be induced by such glancing head contacts with the seat in front.

In the absence of contact, the head excursion will apply.

²⁾ *It is the intention of the CRS sub group to introduce a sliding scale for head excursion possibly based on the physical space in the vehicle once reliable techniques are developed.*

At the moment head excursion is derived from film analysis. Use of one or more onboard cameras or equivalent systems should be specified, as soon as the EuroNCAP Laboratory Group develops suitable specifications.

The head vertical acceleration is only an indicator (substitute criterion) for possible tension forces in the neck. However, the more recent P 1½ child dummy makes it possible to measure tension and compression forces directly. Therefore the use of neck-load transducer (Denton model 2554) for P 1½ will be introduced and tension and compression forces will be collected. Later a review of the collected data will show if the tension and compression forces can be used as a better indication for neck loads and if a limit can be stipulated.

In the event of a hard head contact occurring on a structure other than the car interior, as indicated by either direct evidence of contact or a peak resultant head acceleration in excess of 80 g, the limits in Table 7 should be used. The aim is to assess the interaction between the dummy and the CRS and to exclude test artefacts such as contact between the dummy head and its metallic limbs.

Table 7

Parameter	P 1½ Child Dummy		P 3 Child Dummy	
	4 points scored up to	0 points scored at and beyond	4 points scored up to	0 points scored at and beyond
Head Resultant acceleration, 3 ms exceedence	72 g	88 g	72 g	88 g

Restraints that carry the 1½-year-old child rearward facing can qualify for an extra two points for the head region if they demonstrate good control of the head vertical acceleration. Any additional bonus score for the P 1½ head in the frontal impact test is calculated from the values in Table 8 with reference also to the additional criteria. Where a value falls between the two limits, the score is calculated by linear interpolation. The bonus score is added to the worst scoring parameter calculated from Tables 6 and Table 7, where appropriate, above.

Table 8

Parameter	P 1½ Child Dummy rearward facing	
	2 points scored up to	0 points scored at and beyond
Head Vertical acceleration, 3 ms exceedence	20 g	40 g

4.2.1 Child Chest in Frontal Impact

The score for the chest of each child in the frontal impact test is calculated from the values in Table 9. Where a value falls between the two limits, the score is calculated by linear interpolation.

Table 9

Parameter	P 1½ Child Dummy		P 3 Child Dummy	
	4 points scored up to	0 points scored at and beyond	4 points scored up to	0 points scored at and beyond
Chest resultant acceleration, 3 ms exceedence	41 g	55 g	41 g	55 g
Chest vertical acceleration, 3 ms exceedence	23 g	30 g	23 g	30 g

The overall score for each child’s chest region in the frontal impact test is based on the worst scoring parameter as calculated from Table 9 above.

4.3 Side impact

Table 10

Body Region	Points
Head	4
Chest	-
Total	4

The score for each child restraint in the side impact test is calculated from the values in Table 11. Where a value falls between the two limits for acceleration, the score is calculated by linear interpolation. If the child dummy’s head is not contained within the child restraint shell, zero points are awarded for that restraint. The child’s head is considered to be contained if the energy absorbing section of the side wing stays between the side structure of the vehicle and the child’s head during the impact, and there is no fracturing of the restraint that could cause the position of the energy absorbing structure adjacent to the head to change adversely.

The concept of containment is that the CRS shell must be in a position to provide some energy absorption between the child’s head and an intruding vertical plane striking the seat from the struck side. (The criterion for containment and the requirement for no wing fracture have been the basis for all evaluations of CRS in side impact so far in the programme). Accepted examples can be found [on the Euro NCAP Website].

Table 11

Parameter	P 1½ Child Dummy		P 3 Child Dummy	
	4 points scored up to	0 points scored at and beyond	4 points scored up to	0 points scored at and beyond
Head containment	Contained	Not contained	Contained	Not contained
Head resultant acceleration, 3 ms exceedence	72 g	88 g	72 g	88 g

The overall score for each child restraint in the side impact test is based on the worst scoring parameter as calculated from Table 11 above.

5 Child Restraint Based Assessment Criteria

The two child restraint based assessments are given in the Table 12 below.

Table 12 Child Restraint Based Assessments

Criterion	Points awarded
Seat marking assessment (5.1)	4
CRS/vehicle fixation assessment (5.2)	2
Total	6

5.1 Seat Marking Assessment

Concept: The information provided on the child seat should be sufficient to allow the user to correctly install the restraint. Such information should be clear, always visible to the user and last the life of the seat.

Marking of the child restraint must be in full compliance with the EuroNCAP requirements. Accepted examples can be found [on the Euro NCAP Website].

Accepted marking implies that:

- The belt routes are permanently marked on the product and colour coded and marked according to the requirements of UN ECE Regulation 44.03 Section 4.3. (Another formal legal requirement.) If full points for this criterion are not scored, the TWG must be informed and the Member State in which the approval was issued advised.
- The indication of belt routing must be permanently attached to the child restraint and reflect the appropriate colour coding according to the requirements of UN ECE Regulation 44.03 Section 4.3. (Another formal legal requirement.) If full points for this criterion are not scored, the TWG must be informed and the Member State in which the approval was issued advised.
- Installation marking must be visible to a user installing the seat on either side of the vehicle.
- Two-way seats must be marked according to Regulation 44.03 section 4.5 regarding advice about when they should be used forward facing. (Another formal legal requirement.) If full points for this criterion are not scored, the TWG must be informed and the Member State in which the approval was issued advised.
- Seats with alternative routes for the adult seat belt use must comply with the requirements of R44.03 Supplement 3 (Another formal legal requirement). If full

- points for this criterion are not scored, the TWG must be informed and the Member State in which the approval was issued advised.
- The seat marking must show how all required seat components are used to restrain a child of a given size. (This means that if the seat uses an impact shield for some age groups, for example, the marking shall show the seat in use with the impact shield in place for this sized child.)

5.1.1 Additional Seat Marking (ISOFIX restraints)

Concept: The information provided on the child seat should be sufficient to allow the user to correctly install the restraint. Such information should be clear, always visible to the user and last the life of the seat.

Marking of the child restraint must be in full compliance with the EuroNCAP requirements. Accepted examples can be found [on the Euro NCAP Website].

- Marking indicating how to use ISOFIX style seats must be permanently attached to the child restraint and be visible to a user installing the seat on either side of the vehicle.
- The label must indicate how to make the seat ready for installation. For example, the method of extending the ISOFIX latch system must be explained.
- The position, function, and interpretation of any tell tales must be explained.
- The position and use of top tethers, or other means of limiting seat rotation, requiring action by the user, must be explained.
- The adjustment of ISOFIX latches and top tethers, or other means of limiting seat rotation, requiring action by the user, must be explained.
- (In addition the labelling should meet the vehicle specific labelling requirements – see below.)

5.1.2 Additional Seat marking (Vehicle specific)

Concept: The user of a Vehicle Specific restraint should be aware of the fact that the seat is only approved for use in a limited number of named vehicles.

If the child seat is approved as Vehicle Specific, the following additional information must be clearly displayed on the seat:

- | |
|---|
| <ul style="list-style-type: none">- Attention: This child seat is only approved for use in certain models of vehicle- A list of suitable models of vehicle is contained in the instruction manual- Information on how to get the latest up dated list of suitable vehicles (e.g. on the web site, with fax back or service telephone) |
|---|

Furthermore, the current vehicle specific list at the time of the production of the seat must be attached to the instruction manual. The text must be in at least one of the languages of the country in which the CRS is to be offered for sale. Accepted examples can be found [on the Euro NCAP Website].

5.1.3 Additional Seat marking (All restraints that can be used rearward-facing)

Concept: Users of child seats that can be used rearward-facing should be clearly informed and reminded of the risks posed by a frontal protection air bag to the occupants of such seats.

If the child seat is in complete compliance with the requirements of Supplement 2 to UN ECE Regulation 44.03 it will score two points. The text must be in at least one of the languages of the country in which the vehicle is to be offered for sale. If full points are not scored, the TWG must be informed and the Member State in which the approval was issued advised. Accepted examples can be found [on the Euro NCAP Website].

5.2 CRS/Vehicle Fixation Assessment

Concept: The recommended child seat should be compatible with the methods of fixation in the vehicle, as recommended by the car manufacturer.

Compatibility will be assessed in all combinations of CRS and vehicle adjustments that are not excluded on the CRS and/or in the car, i.e. any recline angles (where present) and seat positions (not front row). The information on any limitation of use must be easily visible while installing the seat. At this stage this assessment is not related to space requirements. Accepted examples can be found [on the Euro NCAP Website].

5.2.1 Universal seats

If there is an incompatibility between the adult seat belt and the recommended child restraint, then zero points will be scored.

An example of incompatibility would be the adult seat belt hardware that would be put into bending due to interaction between the adult seat belt buckle and the seat belt contact point of the child restraint in question. A second example would be where the geometry of the adult seat belt anchorages is such that the webbing flows forward from the seat belt contact point on the child restraint to the vehicle anchorage. This means that the seat belt webbing does not go into tension early in the crash, but has to await forward movement of the child seat relative to the vehicle before restraining tension can be established. Such a situation introduces restraint slack, by design.

5.2.2 Other seats

If there is an incompatibility between the vehicle layout and the recommended child restraint, then zero points will be scored.

An example of incompatibility would be when a seat using a support leg could rest on an area of the car floor that provides poor support.

In the case of ISOFIX seats, there should not be predictable mismatching situations that would compromise the safety performance of the restraint.

If there are inadequate efforts to avoid mismatching scenarios that would compromise the safety performance offered by the restraint, then zero points would be scored.

There must either be interlocking of the ISOFIX latches, so that there is no possibility of mismatching and having only one latch engaged,

Or

There must be a telltale that informs the user if the ISOFIX latches are correctly locked. The tell tale must be more sophisticated than just advice to listen out for two clicks. The tell tale must be easily visible while installing the seat. Other systems that provide similar information will be acknowledged.

6 Vehicle Based Assessment Criteria

The vehicle-based assessments are given in the Table 13 below. Accepted examples can be found [on the Euro NCAP Website].

Table 13 Vehicle Based Assessments

Criterion	Points
Vehicle airbag labelling (6.1)	2
Ability to fit rearward-facing CRS safely in the front passenger's seat (6.2)	2
For the favoured solution of an auto sensing system, capable of detecting the presence of all rearward facing child restraints, one additional point will be given	+1
Three-point seat belt on passenger's seats (6.3)	1
Gabarit checks (Coming legal requirement) (6.4)	1
ISOFIX usability (6.5)	1
Total	7 (8)

6.1 Vehicle Air Bag Labelling Assessment

Concept: A warning regarding the hazard posed by a frontal protection air bag to the occupants of rearward-facing child restraints should be permanently and explicitly marked on the vehicle and be designed to last the lifetime of the vehicle.

The labelling within the vehicle must comply with the EuroNCAP criteria. Accepted examples can be found [on the Euro NCAP Website].

The Euro NCAP labelling criteria are as follows:

- The label must contain text and a pictogram warning of the hazard associated with the use of a rearward-facing child seat on a seat equipped with a frontal protection air bag. ISO pictogram is preferred as it aligns with requirements for child restraints.

- The text must be in at least one of the languages of the country in which the vehicle is to be offered for sale.
- The label must mention death and serious injury as a consequence of ignoring the advice given.
- The label must be of a conspicuous design and permanently visible.
- The label must be permanently attached to the vehicle.

In the event that the model variant tested by EuroNCAP does not have a passenger frontal protection airbag, but such equipment is an option, EuroNCAP will inspect the labelling on a vehicle equipped with this option and score the base vehicle accordingly.

6.2 Ability to Fit a Rearward-facing Child Seat safely in the Front Passenger's Seat Assessment

Concept: The vehicle should make provision for the safe fitting of a rearward facing child restraint in the front passenger seat, ideally without further action by the user.

To provide for fitting of a rearward-facing child seat on the front passenger's seat, the following options would be appropriate:

- a) No passenger's air bag fitted
- b) Dealer disconnect offered. NOTE: Euro NCAP will request information on the hours of labour and parts that dealers will use for this adaptation. The intention is to give consumers information on the likely cost of disconnection, and the results will be published.
- c) Manual switch or sensor switch with high level of permanent information and permanent warnings to driver and passenger giving the status of the air bag. For such systems to be acceptable the following criteria must be met:
 - The information presented to the driver and passenger must be explicit regarding the readiness of a given seat to carry either a child in a rear facing restraint or an adult.
 - There must be no reliance on the user referring to the handbook to interpret the indications.
 - There must be no possibility of the vehicle user gaining a false indication.
 - The system must either react correctly to a change in switch position with the engine in any condition, or must prevent switch position change when the signal cannot be correctly processed.
- d) Auto sensing to detect the presence of any rearward-facing child seat and removal of any risk associated with the airbag.

Manual disablement of the airbag (key switch and also dealer disconnection) in practice carries a high risk of faulty implementation on the part of the driver or the user of a car. Therefore this could only be considered to be an interim solution. Later on, only option a) and d) will be accepted. Because option (d) is the favoured solution, an auto sensing system, which detects the presence of any rearward-facing CRS, will be rewarded with one additional point from the outset. Accepted examples can be found [on the Euro NCAP Website].

6.3 Three-point Seat Belt on all Passenger Seats Assessment

Concept: All forward facing or rear-facing seats should be equipped with a three-point belt.

The inferiority of a two-point restraint compared to the quality of restraint offered by a three-point belt is well documented. The European Directive will require the fitting of three-point belts to all passengers' seats, except side facing seats, in the near future.

If there are no three point seat belts on all forward or rear-facing passenger seats zero points will be scored.

6.4 Gabarit Assessment

Concept: The layout of the adult seat belt should ensure compatibility between adult seat belts and Universal child restraints.

This aspect is checked with the accommodation fixture – the Gabarit. The requirements of this section are based on ECE R 16 Annex 17 Appendix 1. Failure to meet the belt length, buckle tongue slot and tongue stop requirements would score zero points. (See testing protocol for details of how Gabarit will be installed).

The following criteria are applied:

- There must be sufficient belt length available within the adult seat belt to allow the webbing to be correctly routed around the Gabarit, and the base of the Gabarit to be in full contact with the car seat base cushion.
- The lap portion of the belt shall touch the fixture on both sides at the rear of the lap belt path.
- With nothing placed within the adult belt system, it must be possible to fasten the buckle and establish a load of 50 N in the lap section by tensioning the diagonal section of webbing.

6.5 ISOFIX Usability Assessment

Concept: The user of a vehicle equipped with ISOFIX anchorages should be made aware of the existence and location of the anchorages, including any tethers and there should be permanent guidance to facilitate mounting.

Problems with the usability of the ISOFIX installation will score zero points. This vehicle-based score will relate to clarity of marking of the ISOFIX anchorage locations and the presence of permanent guidance to those anchorages.

Accepted examples can be found [on the Euro NCAP Website].

Euro NCAP will monitor the progress of regulations in Europe regarding labelling for ISOFIX anchorages. The labelling criteria may exceed the legal requirements but will not be in conflict.

The current Euro NCAP labelling criteria are as follows:

- The label must contain text and a pictogram.
- The label must be of a conspicuous design and permanently visible. The label must be permanently attached to the vehicle.

The following should be labelled:

- The seating positions equipped with ISOFIX anchorages.
- The location of the ISOFIX anchorages.
- The location of top tether anchorage.

The following requirements will be checked:

- There must be permanent guidance so as to physically assist the user to engage the ISOFIX latches on the child restraint with the ISOFIX anchorages on the vehicle.
- There must be no impediment to the single stage action required to fasten the tether to the exposed top tether anchorage.

7 Additional Vehicle Based Assessment Criteria

Table 14 Additional Vehicle Based Assessments

Criterion	Points
Universal Seating Positions Assessment (7.1)	1
Number of ISOFIX Seat Positions Assessment (7.2)	1
Size of ISOFIX Seats Accommodated Assessment (7.3)	1
Number of Built-in/Integrated Restraints Assessment (7.4)	1
Number of Age Groups Covered by Built-in/Integrated Restraints Assessment (7.5)	1
Total	5

7.1 Universal Seating Positions Assessment

Concept: Vehicles where all possible seating positions are capable of providing a good interface with a conventional Universal child seat held by an adult seat belt should be rewarded.

The table within the vehicle handbook, specified in UN ECE Regulation 16 Annex 17 Appendix 2, gives details of which passenger seats have been designated as suitable for Universal child restraints. With the exception of driver's seat, a vehicle with all seating positions specified as suitable for Universal restraints will be awarded one point. In practice this means that the seating positions comply with UN ECE Regulation 16 Annex 17 Appendix 1.

ACTION: Inter lab group please implement Gabarit checks on all seats except the driver's.

7.2 Number of ISOFIX Seat Positions Assessment

Concept: Vehicles that provide three or more seating positions in which the consumer can affix Universal ISOFIX restraints with top tether will be rewarded.

Vehicles offering three or more, three-point ISOFIX seating positions as standard that can be used simultaneously would attract one point.

7.3 ISOFIX Size Assessment

Concept: Vehicles in which at least two ISOFIX positions are capable of accommodating the largest rearward-facing ISOFIX restraints should be rewarded.

Vehicles that offer two or more ISOFIX seating positions as standard, which are capable of simultaneously accommodating the largest size of ISOFIX restraint would attract one point.

7.4 Number of Integrated Restraints Assessment

Concept: Vehicles that provide two or more integrated restraints, as standard across Europe should be rewarded.

Vehicles that offer two or more integrated restraints, as standard, would be credited with one point.

7.5 Integrated Restraints Age Groups Assessment

Concept: Vehicles that offer at least one integrated restraint, which covers all age groups with the exception of the youngest children who use portable restraint systems will be rewarded.

Vehicles that offer one or more integrated restraints as standard which cover ECE Regulation 44 Groups I-III will receive one point.