

Australian/New Zealand Standard™

**Child restraint systems for use in motor
vehicles**

AS/NZS 1754:2004

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee CS-085, Child Restraints for Use in Motor Vehicles. It was approved on behalf of the Council of Standards Australia on 8 October 2004 and on behalf of the Council of Standards New Zealand on 22 October 2004. This Standard was published on 8 November 2004.

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Australian Competition and Consumer Commission
Australian Industry Group
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Business New Zealand
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This Standard was issued in draft form for comment as DR 04056.

Australian/New Zealand Standard™

Child restraint systems for use in motor vehicles

Originated as AS E46—1970.
Previous edition AS/NZS 1754:2000.
Sixth edition 2004.
Reissued incorporating Amendment. No. 1 (December 2004).

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Jointly published by Standards Australia International Ltd, GPO Box 5420, Sydney, NSW 2001 and Standards New Zealand, Private Bag 2439, Wellington 6020

ISBN 0 7337 6346 4

PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee CS-085, Child Restraints for Use in Motor Vehicles, to supersede AS/NZS 1754:2000.

This Standard incorporates Amendment No. 1 (December 2004). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

This Standard has undergone a considerable number of changes and revisions. Details of the publishing history can be obtained from Standards Australia's Information Centre (and from Standards New Zealand's Information Centre).

Major changes in this edition include:

- (a) Introduction of more rigorous side impact testing including the use of a simulated door.
- (b) Change to Type A2 testing to allow the use of a P1½ test dummy with mass increased to 12 kg (achieved by using clothing, shoes, and head and chest transducers).
- (c) Labelling requirement for booster cushions stating that the device offers no side impact protection and recommends that the booster cushion should not be used in the outboard seating position.

Statements expressed in mandatory terms in footnotes to tables are deemed to be requirements of this Standard.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the appendix to which they apply. A 'normative' appendix is an integral part of a Standard, whereas an 'informative' appendix is only for information and guidance.

CONTENTS

	<i>Page</i>
FOREWORD	5
SECTION 1 SCOPE AND GENERAL	
1.1 SCOPE	6
1.2 OBJECTIVE.....	6
1.3 REFERENCED DOCUMENTS	6
1.4 DEFINITIONS	7
1.5 TYPE DESIGNATION.....	10
SECTION 2 MATERIALS	
2.1 WEBBING	12
2.2 NET	12
2.3 METAL PARTS OR COATED METAL PARTS.....	12
2.4 FLAMMABILITY	12
2.5 TOXICITY	13
2.6 PLASTICS STABILIZATION	13
SECTION 3 DESIGN AND CONSTRUCTION	
3.1 EXTENT OF PROTECTION	14
3.2 RESTRAINT SYSTEM.....	14
3.3 SECURING DEVICE.....	23
3.4 QUICK-RELEASE DEVICE.....	23
3.5 ANCHORING AND ATTACHMENT SYSTEM.....	26
3.6 RIGID COMPONENTS	32
3.7 ACCESSORIES.....	32
3.8 ADJUSTERS	32
3.9 CORROSION PROTECTION OF METAL PARTS.....	32
3.10 DURABILITY OF COMPONENTS.....	33
3.11 WORKMANSHIP AND FINISH	33
3.12 CHILD RESTRAINTS DESIGNED FOR CHILDREN WITH DISABILITIES	33
SECTION 4 PERFORMANCE	
4.1 GENERAL	34
4.2 HAZARDOUS THROAT CONTACT IN ABNORMAL SITUATIONS.....	34
4.3 DYNAMIC PERFORMANCE OF THE CHILD RESTRAINT.....	34
4.4 DYNAMIC PERFORMANCE OF UPPER ANCHORAGE COMPONENTS	36
4.5 DYNAMIC PERFORMANCE OF EXTENSION TETHER STRAPS.....	36
SECTION 5 TESTING	
5.1 RECLINING CHILD RESTRAINTS	38
5.2 TEST DUMMIES	38
5.3 CALIBRATION OF TNO TEST DUMMIES.....	38
5.4 CHILD RESTRAINT TEST SPECIMEN.....	38

SECTION 6 INFORMATIVE LABELLING, INSTRUCTIONS, MARKING AND PACKAGING

6.1	SCOPE	42
6.2	GENERAL	42
6.3	INFORMATION TO BE SUPPLIED ON PACKAGING.....	43
6.4	INFORMATION TO BE SUPPLIED IN AN INSTRUCTION BOOKLET OR SHEET	45
6.5	INFORMATION TO BE SUPPLIED ON A SWING TICKET OR LABEL.....	46
6.6	MARKING	46

APPENDICES

A	CLOTHING FOR TEST DUMMIES.....	48
B	SPACERS FOR ATTACHMENT TO TEST DUMMIES.....	49
C	INSTRUCTIONS TO BE SUPPLIED FOR INSTALLATION OF THE UPPER ANCHORAGE FITTINGS	50
D	RECOMMENDED DUMMY TYPES	52

FOREWORD

For many years the design and performance criteria specified in the Australia/New Zealand Standard for child restraints (AS/NZS 1754) have been considered the most demanding in the world. In comparison to other published standards, AS/NZS 1754 has additional requirements for dynamic testing including side impact, and inverted impacts for roll over/ejection assessment.

New side impact test

A new dynamic side impact test with a simulated side door has been introduced in this Standard. To comply with the new test, the head of the dummy is not allowed direct contact with the door. Experience with this test has been gained on most child restraints following its use in the Child Restraint Evaluation Program (CREP). Booster cushions (Type E) and child harnesses (Type C) are currently not required to undergo this new test, because there is no practical method of protecting the head in a side impact.

The current side impact test which simulates the child restraint mounted in the centre rear of a vehicle, and which assesses the performance of the harness system to retain the dummy, is retained.

Change in specified dummy

It is a requirement that test dummies used in dynamic testing are no lighter than the maximum recommended mass for the child restraint. The previous edition of this Standard introduced a new Type A2 category of child restraint allowing children up to 12 kg to be rearward facing. At that time the only test dummy available for dynamic testing was the TNO P3 which weighs 15 kg and is too big for some of the child restraints being tested. A more suitable smaller dummy, the TNO P1½, which weighs slightly less than 12 kg, has now been specified for use in the Standard. In order to bring it up to 12 kg, it is fitted with head and chest transducers, and clothed in winter weight clothing.

STANDARDS AUSTRALIA/STANDARDS NEW ZEALAND

Australian/New Zealand Standard
Child restraint systems for use in motor vehicles

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard specifies requirements for restraining devices for child occupants of passenger cars and their derivatives, such devices being intended, when properly selected, correctly installed and correctly adjusted, to reduce the risk of bodily injury in a vehicle impact. The devices may also have application to other types of vehicles.

NOTE: This Standard does not cover child restraints which are an integrated feature of a motor vehicle.

1.2 OBJECTIVE

The objective of the Standard is to provide minimum design, construction and performance requirements for child restraint systems in order to promote the provision of a high level of protection for children travelling in motor vehicles.

1.3 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS

- | | |
|----------|---|
| 1753 | Webbing for restraining devices for occupants of motor vehicles |
| 2001 | Methods of test for textiles |
| 2001.5.4 | Method 5.4: Dimensional change—Determination of dimensional change in laundering of textile fabrics and garments—Automatic machine method |
| 2282 | Methods for testing flexible cellular polyurethane |
| 2282.8 | Method 8: Determination of force deflection |
| 2331 | Methods of test for metallic and related coatings |
| 2331.3.1 | Method 3.1: Corrosion and related property tests—Neutral salt spray (NSS) test |
| 2700 | Colour Standards for general purposes |
| 2755 | Textile fabrics—Burning behaviour |
| 2755.2 | Method 2: Measurement of flame spread properties of vertically oriented specimens |
| 2755.3 | Method 3: Determination of surface burning time |

AS/NZS

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|--------|--|
| 2465 | Unified hexagon bolts, screws and nuts (UNC and UNF threads) |
| 3629 | Methods of testing child restraints |
| 3629.1 | Method 1: Dynamic testing |
| 3629.2 | Method 2: Determination of hazardous throat contact in abnormal situations |
| 3629.3 | Method 3: Dynamic testing of upper anchorage components |
| 3629.4 | Method 4: Determination of the force required to adjust a harness |



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