UN/ECE Technical Service No. E8/C and E27/J

TECHNICAL REPORT
No. 121754 – 22 – TAC

Test according to Regulation ECE No. 129.03

Uniform provisions concerning the approval of enhanced child restraint system use on board of motor vehicles (ECRS)

ECE No. 129.00 – date of entry into force: 2013-09-07
including all amendments up to and including:
ECE No. 129.03, supplement 06 – date of entry into force: 2022-06-22

Objectives: Document at the manufacturer's request

I. Technical data

0.1.	Make (trade name of manufacturer):	OKIDAY
0.2.	Type:	Not available
0.3.	Commercial name:	Footrest: Okiday "ABC" footrests for child car seats (Podnóżki „ABC" Okiday do dziecięcych fotelików samochodowych) CRS inner pads: Okiday inserts for child car seats (Wkładki Okiday do dziecięcych fotelików samochodowych)

II. Test report

1. Test conditions

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1.1.	Test sample:	Child restraint system with footrest and added inner pads, forward facing
1.2.	Test procedures used:	According to requirements of ECE Regulation No.129.03 dynamic test according to paragraph 7.1.3. Dummy was used from ECE Regulation No. 44.04. For the purpose of this test is the use of a dummy from P family without influence on the results.

1.3.	Measuring and test equipment:	Dynamic sled test device High speed camera Crash test dummy (P10)
1.4.	Worst case evaluation:	The heaviest dummy was chosen
1.5.	Testing conditions:	N/A
1.6.	Test track or site:	DEKRA CZ a.s. Klíčany 108 250 69 Vodochody Czech Republic

2. Test results

Following numbering is according to ECE Regulation No.129.03
/marked in italic/

	Description	**Result**
7.1.3.	*Dynamic tests*	See Tables No. 1 and 2
	Type of dynamic test device	Deceleration
	Deceleration curves	See Graphs No. 1 and 2

CRS inner pads and footrest have no negative influence on biomechanical criteria of the dummy during dynamic test.

Table No. 1 (results from test No. 1):

Testing parameter	Requested	Result
Impact direction	Frontal	Frontal
CRS orientation		Forward facing
Mass of dummy		32 kg (P10)
Bar simulated the dashboard		No
Test number		2022/139-01
Trolley impact speed [km/h]	48-50	48,71
Stopping distance of the sled [mm]	600-700	606
Maximal deceleration of the sled [g]	20-28	24,40
Maximum of chest deceleration abdomen towards head z [g]	-	24,09
Maximum of chest deceleration abdomen towards head z [g] not exceeded for period of 3 ms	≤30	22,30
Vector sum of max. decelerations [g]	-	40,28
Vector sum of max. decelerations [g] not exceeded for period of 3 ms	≤55	39,60

Graph No. 1 (from test No. 1)

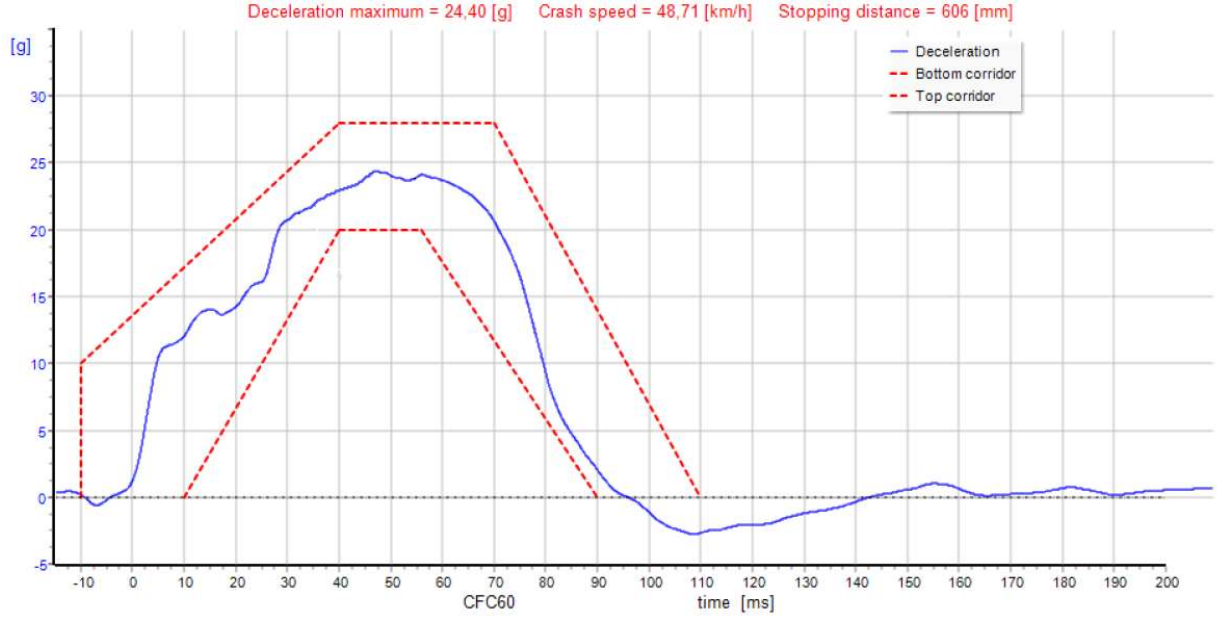
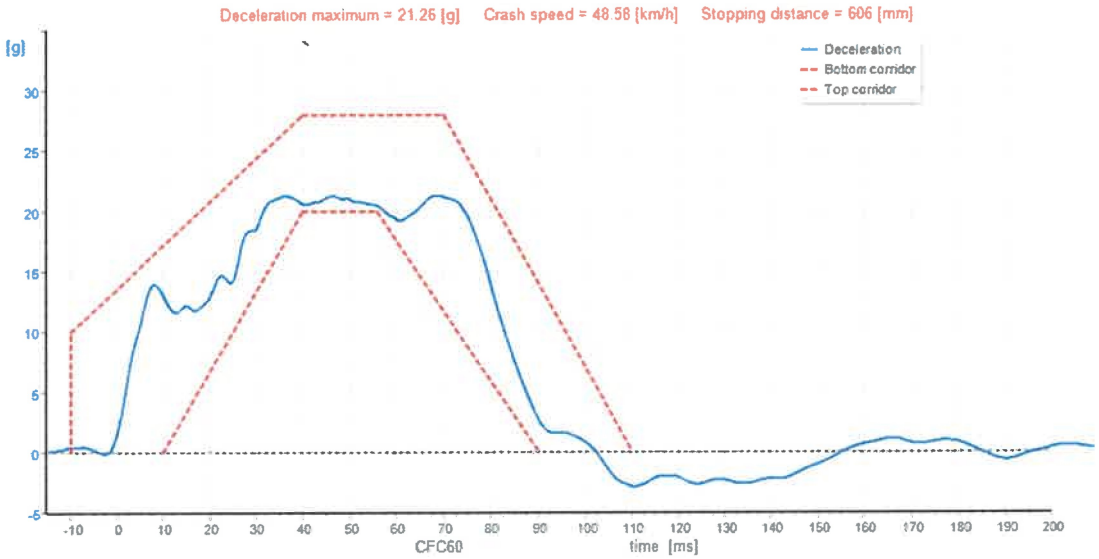


Table No. 2:

Testing parameter	Requested	Result
Impact direction	Frontal	Frontal
CRS orientation		Forward facing
Mass of dummy		32 kg (P10)
Bar simulated the dashboard		No
Test number		2022/139-02
Trolley impact speed [km/h]	48-50	48,58
Stopping distance of the sled [mm]	600-700	607
Maximal deceleration of the sled [g]	20-28	21,26
Maximum of chest deceleration abdomen towards head z [g]	-	14,21
Maximum of chest deceleration abdomen towards head z [g] not exceeded for period of 3 ms	≤30	12,04
Vector sum of max. decelerations [g]	-	39,29
Vector sum of max. decelerations [g] not exceeded for period of 3 ms	≤55	36,74

Graph No. 2:



3. Specimen submitted to test on: 2022-09-13

4. Date of test: 2022-09-13

Markéta Blechová
Report author

Vít Bursík
Officially recognized expert

Prague, 2022-09-21