



SMART KID BELT

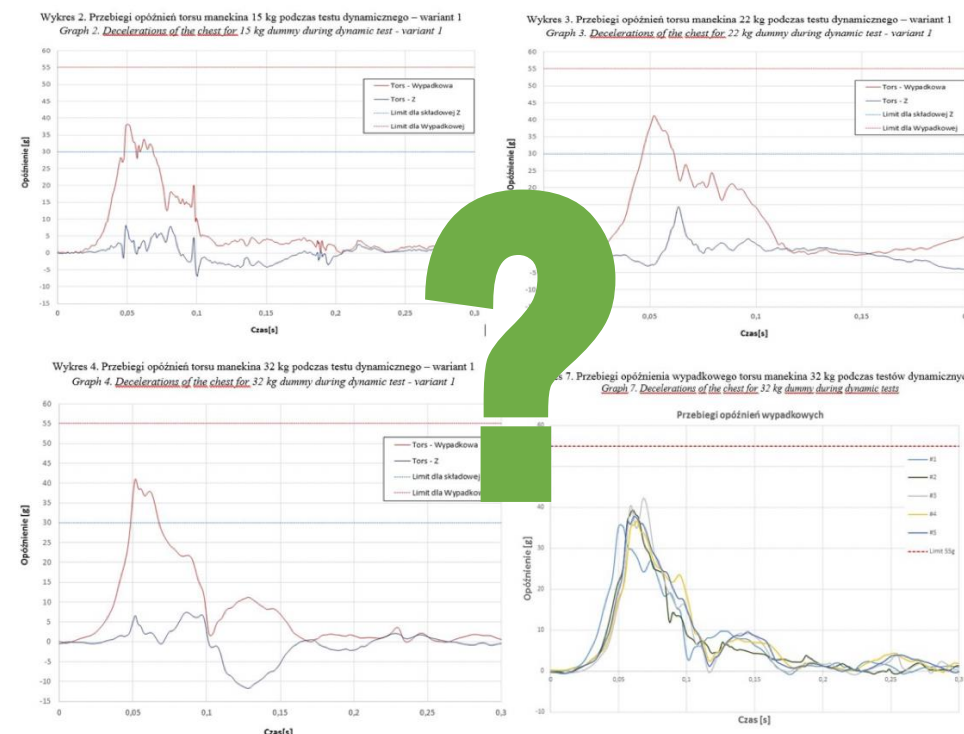
SAFETY



SMART KID BELT

INTRODUCTION

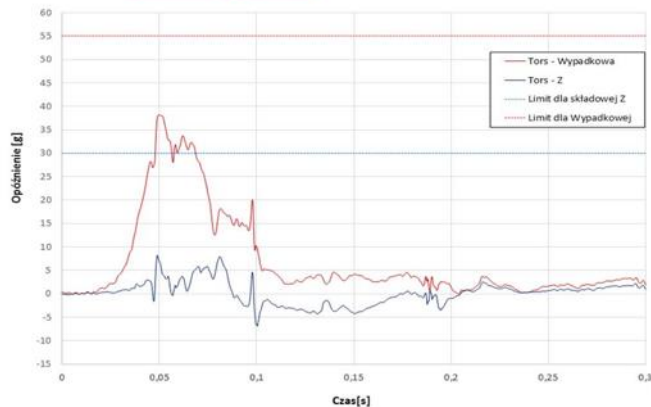
- **For many years we have been told only high back booster seats provide ultimate safety for our kids while driving**
- **BUT HAVE YOU EVER SEEN ANY TANGIBLE PROOF FOR THAT?**
- **HAVE YOU EVERY SEEN THEIR CRASH TEST RESULTS?**
- **WHAT DO THEY TRY TO HIDE?**



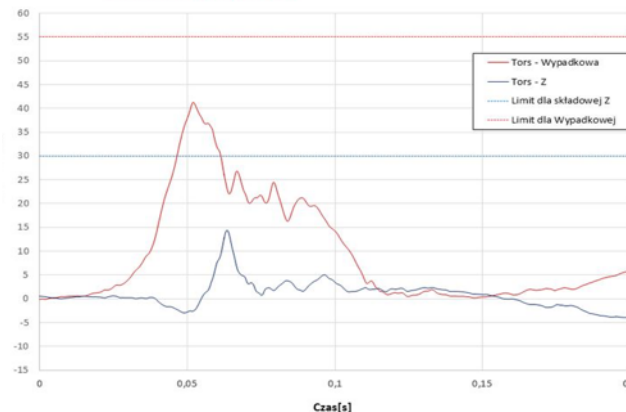
SMART KID BELT

SAFETY – CRASH TESTS

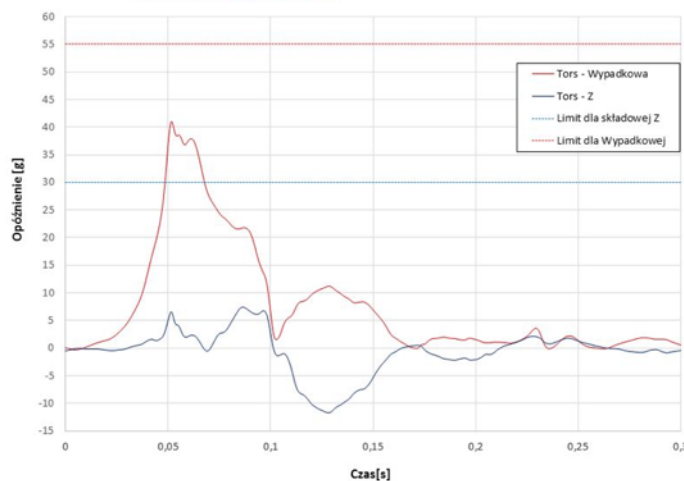
Wykres 2. Przebiegi opóźnień torsu manekina 15 kg podczas testu dynamicznego – wariant 1
Graph 2. *Decelerations of the chest for 15 kg dummy during dynamic test - variant 1*



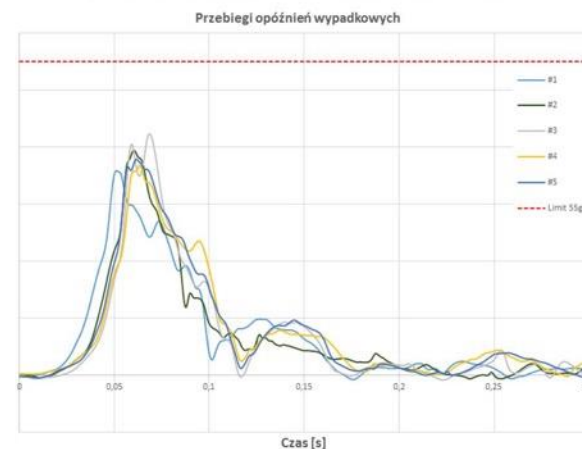
Wykres 3. Przebiegi opóźnień torsu manekina 22 kg podczas testu dynamicznego – wariant 1
Graph 3. *Decelerations of the chest for 22 kg dummy during dynamic test - variant 1*



Wykres 4. Przebiegi opóźnień torsu manekina 32 kg podczas testu dynamicznego – wariant 1
Graph 4. *Decelerations of the chest for 32 kg dummy during dynamic test - variant 1*



Wykres 7. Przebiegi opóźnień wypadkowego torsu manekina 32 kg podczas testów dynamicznych
Graph 7. *Decelerations of the chest for 32 kg dummy during dynamic tests*



☒ The attached graphs show the results of the Smart Kid Belt crashed tests for different kid's weight groups. As described (legend), the red and blue lines show the limits in which child delays should be accommodated so that they are safe. The results are simply excellent! Vast majority of the standard child restraints systems get results close to the upper limits of the permissible limits to obtain product certification.

☒ Seats are tested for overloads, but we can extrapolate one result from a few "GeForces" and make one resultant "G force" for better understanding. Smart Kid Belt recorded result between:

26 and 38G!!!

The maximum permissible value is 55G, conditionally 73G at a certain time. Smart Kid Belt beats all records here without coming even to the conditional parameters (encapsulating - the lower G the better).

☒ For comparison - 5 different standard child booster seats we tested ourselves (different producers) recorded respectively 53, 54, 53, 53, 54 resultant GeForce



SMART KID BELT

SAFETY - CRASH TESTS



B 7/18/2017 - 0.0 ms BX07-17-01



SMART KID BELT

SAFETY - CERTIFICATES

ZAWIADOMIENIE
COMMUNICATION

wydane przez: **DYREKTORA TRANSPORTOWEGO DOZORU TECHNICZNEGO**
issued by: **DIRECTOR OF TRANSPORTATION TECHNICAL SUPERVISION**
ul. Chałubińskiego 8
00-613 WARSZAWA

E20

dotyczące: **UDZIELENIA HOMOLOGACJI**
concerning: **APPROVAL GRANTED**
ROZSZERZENIA HOMOLOGACJI
APPROVAL EXTENDED
ODMOWY HOMOLOGACJI
APPROVAL REFUSED
CENIENIA HOMOLOGACJI
APPROVAL WITHDRAWN
OSTATECZNEGO ZANIECHANIA PRODUKCJI
PRODUCTION DEFINITELY DISCONTINUED

urządzeń przytrzymujących dla dzieci przebywających w pojazdach z napędem silnikowym, zgodnie z Regulaminem nr 44.
of restraining devices for child occupants of power-driven vehicles, pursuant to Regulation No. 44

Numer homologacji: **E20 44R-04 4013** Numer rozszerzenia: ---
Approval number: Extension number:

- Urządzenie przytrzymujące dziecko skierowane przodem/tyłem do kierunku jazdy / kołyska
Forward-facing child restrain / rearward-facing child-restrain / carry-cot
- Integralne / nieintegralne / częściowe / podstawa-podwyższająca
Integral / non-integral / partial / booster-cushion
- Typ pasa: (dla dorosłych) pas trzypunktowy / (adult) three-point belt
Belt type: (dla dorosłych) pas biodrowy / (adult) lap-belt
pas specjalnego typu / związka / special type belt / retractor
- Inne cechy: zespół fotelika / osłona zabezpieczająca
Other features: chair-assembly / impact-shield

2. Nazwa handlowa lub znak towarowy: **Marka Braxx, typ Smart Kid Belt**
Trade name or mark:

- trade mark Smart Kid Belt;
- trade mark Belt adjuster;
- trade mark Adjuster;
- trade mark Adaptor samochodowy;
- trade mark Safe adaptor;
- trade mark Safe Kid adjuster;
- trade mark First;
- trade mark Optimum safe;
- trade mark Mega;
- trade mark Super safe;
- trade mark Mega safety;
- trade mark Safe Adjuster

E20 44R-04 4013 1/3

CHILD RESTRAINT SLED TEST
CMVSS 213 Frontal Impact

Report Number: 1067-17-02
Report Date: July 19, 2017

Test Date: July 18, 2017

Test Conducted By:
Calspan Corporation
Transportation Test Operations
4455 Genesee Street
Buffalo, New York 14225
716.632.7500
1.800.CALSPAN

Prepared For:
Braxx Sp. Z o.o
Warszawska 976
05-083 Borzecin mały,
Poland

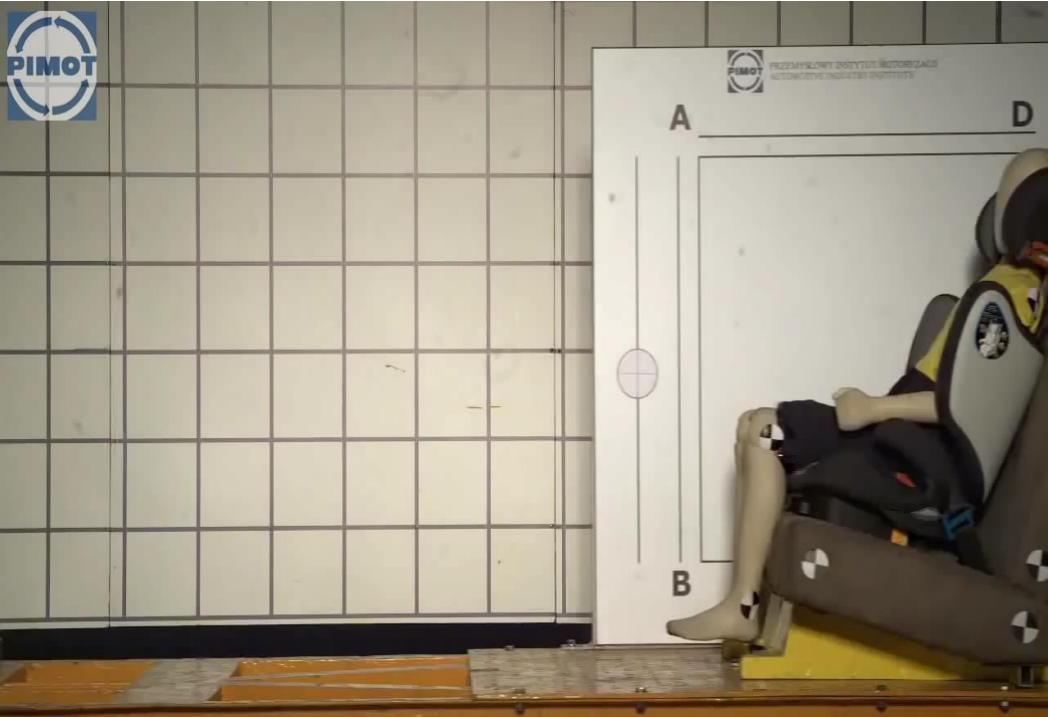
www.calspan.com



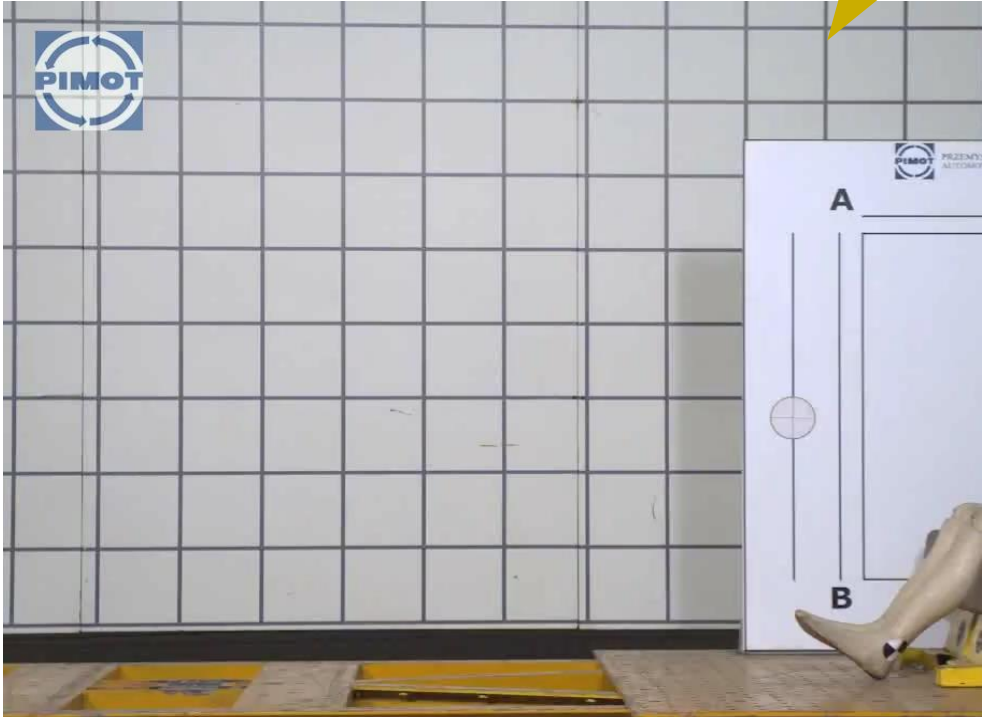
SMART KID BELT

SAFETY – CRASH TEST COMPARISON

REGULAR CHILD CAR SEAT



SMART KID BELT



LOAD FORCE
LOWER BY
38%!

* CRASH SMART KID BELT VS REGULAR CHILD CAR HIGHBACK SEAT (DUMMY 32 KG)

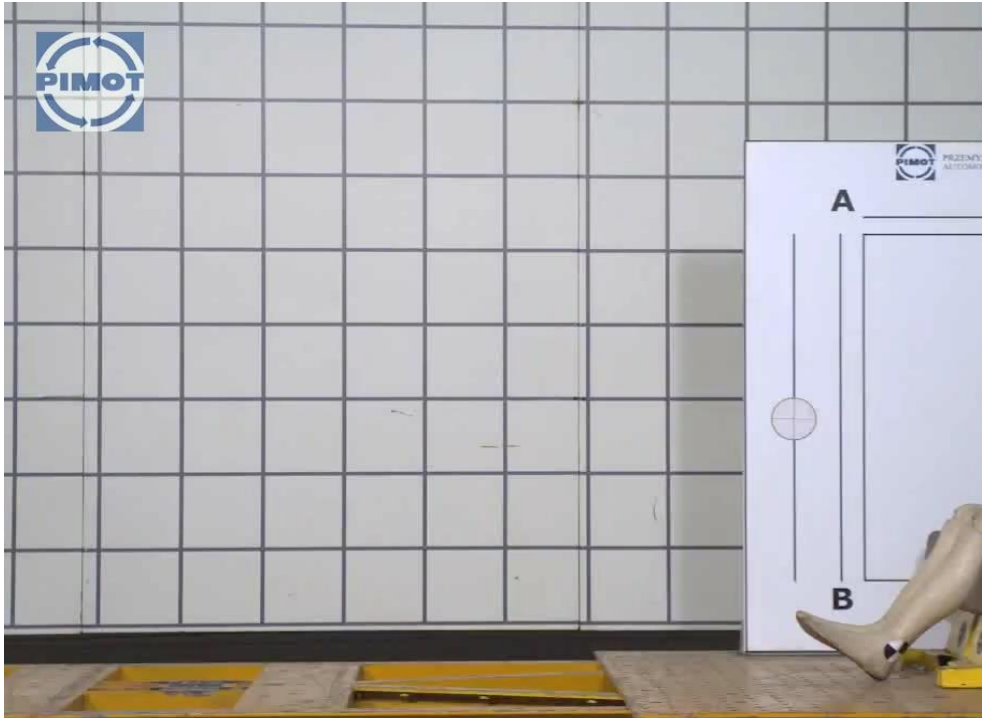
SMART KID BELT

SAFETY – CRASH TEST COMPARISON

BOOSTER SEAT



SMART KID BELT

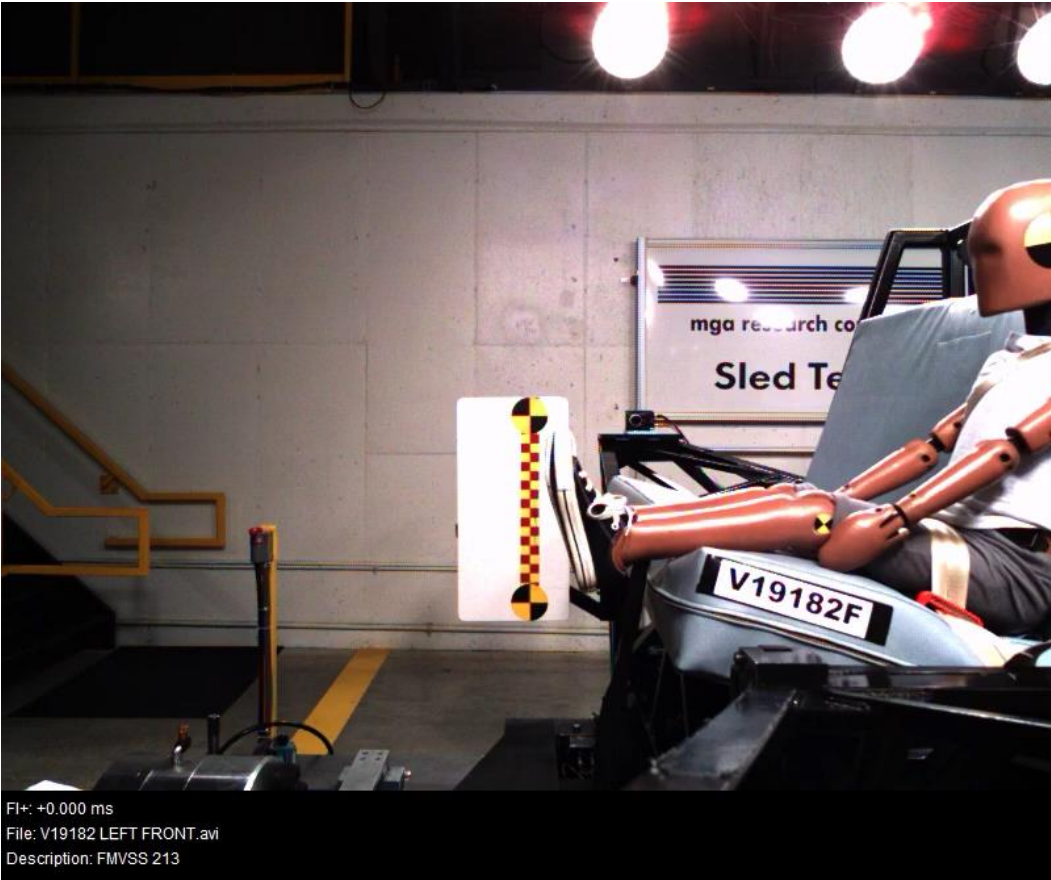


* CRASH TEST SMART KID BELT VS BOOSTER (DUMMY 22 KG)

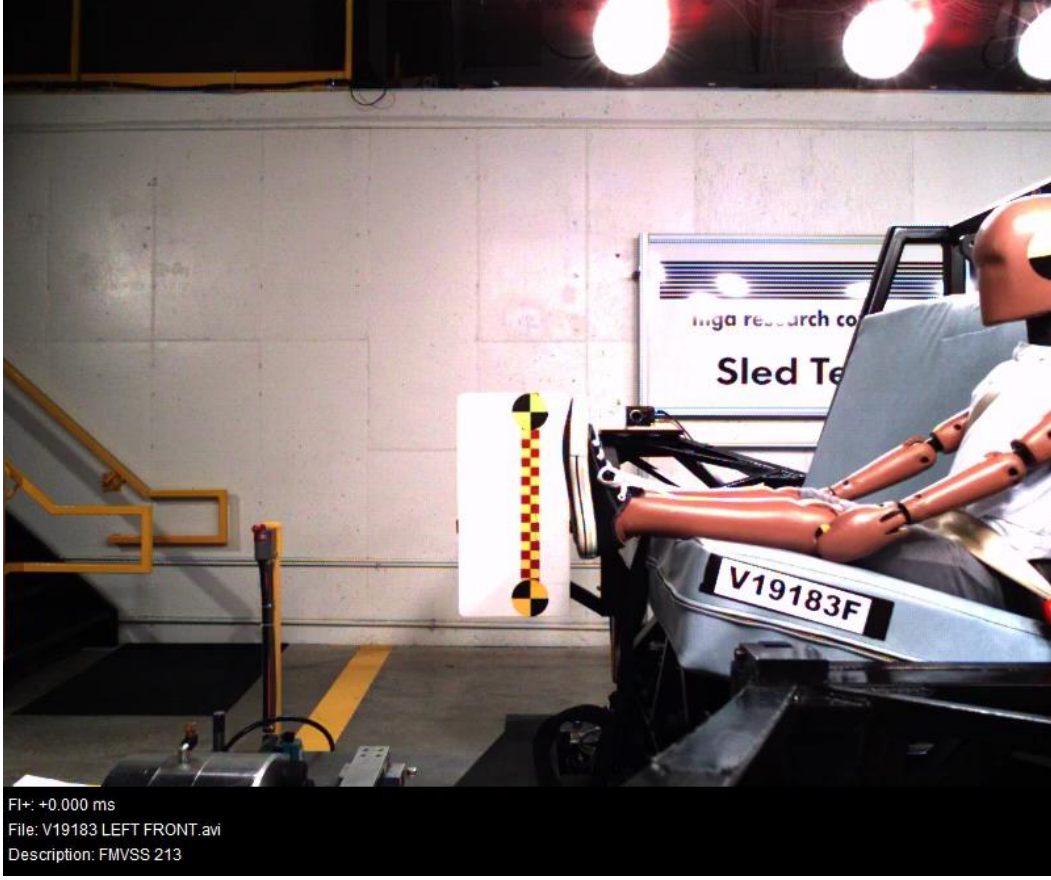
SMART KID BELT

SAFETY – CRASH TEST COMPARISON

MIFOLD



SMART KID BELT



* CRASH TEST SMART KID BELT VS MIFOLD (DUMMY 22 KG)

SMART KID BELT

SAFETY - SIDE IMPACT THEORY VS REALITY





SMART KID BELT

SAFETY – SIDE IMPACT THEORY VS REALITY



ONLY AIR BAGS PROVIDE ULTIMATE SIDE PROTECTION



SMART KID BELT

SAFETY - BELT POSITION



BELT POSITIONING EXACTLY THE SAME AS IN STANDARD BOOSTER SEAT

